

**CHEYENNE METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COMMITTEE MEETING MINUTES**

**September 16, 2009**

**Conference Room 208**

**2101 O'Neil Avenue, Suite 205**

**Cheyenne, WY**



**Persons Attending**

Gary Kranse, Vice Chairman	Laramie County Planning
Tom Mason	MPO, Director
Matt Ashby	Planning
Tia Raamot	City Traffic
Doug Vetter	City Engineering
Martin Matsen	Building and Development
Jeff Wiggins	Parks and Recreation
Tom Bonds	FHWA
Mark Wingate	WYDOT
Joseph Elms	Warren AFB
Jim Elias	City Public Works
Vicki Nemecek	City Public Works
Frank Cole	SEWBA
Dan Mummert	Western R & D
David Trushaw	Western R & D
Dennis Auker	LCSD #1
Tom Beattie	SEH
Dave Haring	Airport
Tony Laird	WYDOT
Dale Kaizer	SEWBA
Sreyoshi Chakraborty	MPO
Jennifer Corso	MPO
James Sims	MPO
Randy Bruns	Cheyenne LEADS

Marilee Manalo	WYDOT Planning
Nathan Beauheim	City Engineering
Kevin McCoy	WYDOT
Nancy Olson	MPO
Joe Dougherty	Transit

Gary Kranse called the meeting to order.

**1. Approval of May 20, 2009 Minutes.**

Minutes are approved without further discussion.

**2. URS Presentation and discussion on the WYDOT Master Transportation Plan Update – Ed**

Harker from URS Corporation provides a presentation on the ongoing effort to help WYDOT update their Long Range Transportation Plan. He explained the goals and objectives of the Plan and about creating an integrated planning process and building consensus for the Plan. Some of the important focus areas of the plan are system preservation, mobility and economic development, safety and capacity. Nathan Beauheim asks if this effort is strictly for the state highway system or includes local roads as well. The Consultant says that the focus is on state highway system with the recognition that a few of these state roads are part of urbanized areas such as Cheyenne. Tony Laird says that is why they are here today because they realize that even though this project looks into the state system the needs of the metropolitan areas will have be considered. Tom Mason asks that since this plan is corridor based, how will the different modes be considered. The Consultant says that they are attempting to roughly identify multimodal facilities and operations within a corridor in an urban area. For example, a bus system could be connected to the urban area corridor. More information including maps are available online at [www.wyoconnects.com](http://www.wyoconnects.com). Several workshops have already been conducted and a statewide meeting to look at broader things that drive transportation in Wyoming has been looked into. Tony mentions that as per the timeline, the draft long range plan is expected to be completed in summer of next year and then an outlook for the corridors will be developed. Nathan asks how the urbanized areas fit into the plan. WYDOT representatives mention that this is something that still needs to be figured out and will need input from the MPOs. WYDOT needs to provide corridor connections and would not be cutting off corridors in the urban areas. Tom mentions that this committee needs to provide information on all corridors that go through the state system in the urban area. He also asks if the Transportation Commission right now divides transportation funds equally among all districts. With this plan, will the committee reconsider its policy of distribution? Mark Wingate says that ideally it will help the commission prioritize on which areas need most investment.

3. **Airport Board Terminal Plan Update** – Dave Haring and Tom Beattie provide an update. Dave says that there are three important things that he would like to give an update on. Firstly a series of public meeting have been completed. They have also identified that the environmental study requirements for this project has changed, so an EA RFQ is out right now. Tom Beattie says that two options were developed for terminal and is for review and the Board will select the preferred option. The exact location of the terminal will depend on the EA results. A master planning process is also being conducted simultaneously looking out into the next 20 years. Dave points out that the two locations for the terminal, presented in the public meetings, are the existing site and a new site. The existing site has issues of access as well as history that need to be taken into consideration. The new site has traffic and noise concerns. In terms of timing, due to the EA study, the design process is slightly delayed. The Airport is right now starting to look for construction monies through grants. The cost of the terminal stands at 15-18 million dollars.

4. **Update on MPO Planning Projects**

a. **Missile Drive** – Ayres Associates provides an update. Andy Dana gives an overview of the project, discusses the road cross sections, discusses the lack of pedestrian facilities along the corridor, intersection design alternatives for 19<sup>th</sup> St/Missile Drive/Old Happy Jack and the culvert design options at 19<sup>th</sup> Street. Gene MacDonald talks about the hydraulics and the design for the Crow Creek culverts under the 19<sup>th</sup> Street. Gene's recommendation is to redo the box culverts as a result of considerations of hydraulics, connectivity of the greenway, geometry of the intersection and cost effectiveness. Frank Cole points out that the existing alignment of 19<sup>th</sup> and Missile intersection was done as a result of providing a temporary solution to connecting to Missile Drive. Nathan Beauheim asks if there was an overall cost estimate for the proposed design. Andy says that he has cost estimates but needs to compile them together to develop an overall cost. Jeff Wiggins asks what the cost of a bridge is versus box culverts for 19<sup>th</sup> Street and Crow Creek. Andy says that box culverts could cost up to \$600,000 to \$800,000 while a bridge could be \$1.2 to \$1.5 million.

b. **Interstate Enhancements Visualization and Workbook** –Tom Mason provides an update. Nolte Associates has been contracted for this project. The goal is to develop a workbook for Cheyenne with details for enhancements at interstate interchanges. The document includes guidelines from the Randall project as well as the High Plains interchange as well as specs for amenities and various features such as pillars, spires, lighting etc. This will prevent the City from spending money and doing a design for every interchange project. Nathan asks if public involvement will be done. Tom says that the committees will probably be used to obtain feedback.

c. **County Road Standards** – Tom Mason provides an update. Benchmark had completed about 85-90% of this project a few years back and has been picked again for finishing up the project. The document is

mostly complete but will be modified slightly to match the County Subdivision Regulations which are being updated.

d. **Pedestrian & SRTS Plan** – Nancy Olson provides an update. The Consultants Alta Planning and Design have been working on this project since June. A public workshop had been conducted on June 9<sup>th</sup> which had good attendance. They have also done several site visits to the schools and the general area. During the summer they prepared a few documents in the draft format for review. This includes a draft Transportation Barriers report. Upcoming is a public meeting scheduled on October 22<sup>nd</sup> at the Kiwanis Community House. The draft recommendations will be presented to receive feedback. The plan is on schedule to be wrapped up by the end of this year. Nathan Beauheim says he would like to see the recommendations before the public meeting.

e. **Transportation Safety Plan Phase II** – Sreyoshi Chakraborty provides an update. A few grant requests have been turned in to WYDOT and the MPO should hear by the end of this month if the grants will be awarded or not. DiExSys LLC., who are working on prioritizing high crash intersections have provided a preliminary list to the MPO, narrowed down from a larger database. This list has been shared with City Engineering. A contract is also underway with Cambridge Systematics to provide assistance to the MPO with furthering implementation projects. Tia Raamot asks if the grant from WYDOT is for investment in remedying any of the intersections that DiExSys has been working on. Sreyoshi explains that the grant requests involved other emphasis areas in the plan such as seatbelt usage which is very poor in Wyoming. One grant provides money to work with High Schools on education and awareness on seatbelt use. The second grant is to do a legislative briefing to let legislators know about some key transportation issues in the state, especially those that relate to the plan's emphasis areas. Nathan asks who are being looked at as being part of the safety committee. Sreyoshi says that the existing committee is too big to work on all 6 emphasis areas, therefore smaller teams will be formed to work on each area.

f. **Allison Road by Western R&D** – Dan Mummert and David Trushan provides an update. They provide an overview of the project, road cross sections, road alignment options and drainage issues. Dan mentions the ROW constraints in relation to the various road cross section options. In the segment between Snyder and Cribbon, a landscaped median is proposed to break the traffic flow as well as to provide a boulevard type feel that ties in with the school campus and defines the area with better pedestrian crossing. Vicki Nemecek asks if the sustainability and maintenance of medians and treelawns has been taken into account. Dan says that this is an issue since irrigation is not an option in that area. Therefore they are looking into it. There is also a question on consideration for bus pullouts. Dan says that they have been looking into the possibility of an additional route from Johnson Junior High to Cribbon to help alleviate some of the bus traffic. Nathan asks if they anticipate high pedestrian movement between the two schools. Dan says yes, especially during sporting events. Nancy Olson also points out that some students may walk over to drop off or pick up their siblings as well. Marty Matsen also points out that there could also be quite

a bit of movement of the staff that may be housed in one building.

5. **Sub-committee Proposed Functional Classification Map** – James Sims goes over the map with the Committee, pointing out the various updates and changes to the classification map chronologically. Frank Cole points out that some of the accesses in the map do not match the Cole/Storey agreement contract with the City. There are a few questions on the methodology followed by the Subcommittee to identify the changes. James points out that ADT volumes as well as existing and future characteristics of roadway were taken into consideration. He also explains the composition of the Subcommittee. There is also discussion about the expansion of the urban boundary to the north. Several issues were brought up and James decided to get the Subcommittee together again to address the issues that were brought up.
  
6. **Proposed FY `10 MPO Work Program** – Tom Mason goes over the MPO work program for 2010. The budget is \$746,000 and includes corridor plans as well as other transportation projects. One of the big corridor plans would be South Greeley Highway between I-80 and Wallick Road and Tom asks if WYDOT would be interested in partnering with the MPO on developing a plan for it. Other projects include a corridor plan for For Farm Road between Walterscheid and College Drive, an On-Street Bike Plan with a possible Greenway Update Plan if Parks & Rec. wants to partner on this project. Other projects include collection of Census and employment data, update of the aerial photography of the Laramie County area, collaborate with WYDOT and the Base on the I-25/Central/Gate 5 Study, update of the Road Standards through the UDC process, official mapping of Dell Range/US30 intersection and Christensen Overpass, and finally a corridor plan for Logan Ave between Nationway and Pershing Boulevard if funds allow.
  
9. **Update on current and upcoming local construction projects**
  - a. **City of Cheyenne (Norris, Carey/Pioneer, Deming, etc.)** – Nathan Beauheim says that the Norris opening is expected on October 7<sup>th</sup>. Carey and Pioneer is out to bid right now. Deming and Walterscheid is continuing and the transit stops are in the process of being designed. Carey Extension is finished and is open to traffic. Dry Creek project is done and Henderson is very close to being done. Pavement management is wrapping for the year, signal on Marble and Dell Range will begin in a couple weeks. Doug Vetter says that RFP for East Pershing design will go out very soon. Marty asks an update on West Pershing plan since he has been getting questions from developers. Nathan says that they are still waiting on Trihydro to wrap up the Recon. Marty asks when will the construction be done and will some of the parking lots such as those of the state building and the old San Dong Cafe will need to be acquired as part of the ROW. Tony says that we

are looking at 2012 or 2013 for construction and it will utilize the existing ROW. The area around Snyder, including the gas station, Burger Inn and the state building may have some impact but San Dong probably will be unaffected.

b. **Laramie County** – Gary Kranse said projects are moving along and did not have any new updates for the Committee.

c. **WYDOT** – Kevin McCoy provides an update. I-180 is undergoing major enhancements and is slated for completion this Fall. I-25 and Randall project is still on target for completion this Fall. High Plains Interchange's letting is set for this month and West Lincolnway project is getting ready to pave in about 2 weeks for the west bound lanes only. The east bound lanes will be done next year. The Happy Jack Road project is scheduled for completion next year.

d. **Cheyenne LEADS** (Amtrak, NCAR etc.) – Randy Bruns provides an update. Randy says that the NCAR project is on track with groundbreaking expected in March 2010. LEADS will be completing 2 or possibly 3 of the roads that join Happy Jack which are closed right now. They are looking at some redesign of two intersections and will coordinate with WYDOT on that. The changes are being incorporated as part of North Range Business Park Plat. Regarding the Amtrak study, there have been meetings with WYDOT and their Consultants and it appears like they are going to study the old route which comes into Wyoming on the UP corridor and the old stop is Borie. LEADS has been working closely with Ft Collins and Boulder. They have weighed in on this very heavily as has the Colorado Congressional delegation. Amtrak has said that they are looking into the possibility of using the BNSF corridor back into the study and LEADS will look into that. Their preference will be that the train come into Cheyenne on the BNSF track and then turn and enter the UP system at the UP and BNSF interchange. This will involve the train crossing at grade at streets and if this recommendation goes forward then there will be additional discussions on this.

## **10. Other Business**

a. **Other** – Tony Laird points out that WYDOT is on track to do the Vandehei Interchange project in the summer of 2011. Tom asks if they will have to go through an EA. Tony says no but they will need to look potential updates that may need to be done. The project design remains the same and has not changed.

Meeting is adjourned.