

**CHEYENNE METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COMMITTEE MEETING MINUTES  
February 18, 2009  
Conference Room 208  
2101 O'Neil Avenue, Suite 205  
Cheyenne, WY**



**Persons Attending**

Tom DeHoff, Chairman	WYDOT
Tom Mason	MPO, Director
Tom Bonds	FHWA-WY
Randy Bruns	Cheyenne LEADS
Brett Kupec	LCSD #1
Sreyoshi Chakraborty	MPO
Frank M Cole	SEWBA Dev Comm
Darren Horstmeier	F.E.Warren AFB
Julie Whalen	F.E.Warren AFB
Joseph Elms	F.E.Warren AFB
Jeff Wiggins	Parks & Rec
Doug Vetter	City Engineering
Don Beard	Laramie County Public Works
Martin Matsen	City Development
Gary Kranse	Laramie County Planning
Tom Cobb	Nolte
James Sims	MPO
Jennifer Corso	MPO
Dan Mummert	Western R&D
Matt Ashby	City Planning
Joe Dougherty	Cheyenne Transit
Nancy Olson	MPO
Kevin McCoy	WYDOT
Andy Dana	Ayres Associates Inc.

Tom DeHoff called the meeting to order.

**1. Approval of August 13, 2008 Minutes.**

Tom Mason reminds the Committee who the voting members are. City, County and State DOT have 3 votes each. LEADS, School District, AFB and other such organizations have 1 vote each. Minutes are approved without further discussion.

2. **Election of Chairman and Vice-Chairman** – Tom DeHoff opens up the nomination for Chairman and Vice-Chairman. Tom DeHoff is nominated for Chairman and Gary Kranse is nominated for Vice-Chairman. The nomination is closed. The two nominations are approved by the Committee without further discussion.

3. **Update on Planning Projects**

a. **East Pershing Corridor Plan and Intersections** – Andy Dana from Ayres Associates provided an update of the project including the open house held in January, the analysis of the intersection design options, corridor cross sections and pedestrian safety.

Randy Bruns asks if they are still looking at pedestrian crossings with the roundabout options. Andy says that they are running some additional analysis to confirm what traditionally occurs at the roundabout crossings. Another good thing about the roundabout option is that it starts breaking up later than the traditional intersection (2035 instead of 2030). The roundabout can add a third lane and without taking any additional right of way. Randy Bruns asks if the pedestrian crossings will still be uncontrolled. Andy says that they will be uncontrolled but you have yields at all the entrances from the splitter islands and also refuge islands at each splitter island. Matt Ashby asks how the diameter of this roundabout compares with the South High School roundabout. Andy says he does not know the numbers but the South High School roundabout is a smaller single lane roundabout, while this roundabout would be a 2 lane roundabout. This one has major arterials coming on to it versus a local and a collector street. A standard for a single lane roundabout would be 75 ft. This is much bigger.

Tom Mason reminds the Committee that this presentation is to let them know what is coming and if they have any comments at this time, they should be sent to Nancy Olson or Andy Dana. In 3 months from now, this would come to the committee for a formal recommendation. Joe Dougherty asks for a clarification on the statistics showing a 50 percent reduction in accidents for roundabouts. Andy says that roundabouts tend to have fewer accidents because in a normal four legged intersection, there are 32 points of conflicts. A roundabout has only 8, so it reduces the probability of crashes. Also the severity of crashes is reduced by roundabouts because the crashes that occur in roundabouts are mostly side swipe crashes with little injury and impact. The geometrics of a roundabout also reduce speed of vehicles leading to less severe crashes.

b. **Missile Drive Corridor Plan** – Andy Dana from Ayres Associates provides an overview and update of the project to the Committee. This project is still in the initial stages. The MPO has done a public open house in December of 2008 to present the 10 percent design of the corridor which had been completed by the MPO in 2002. The objective was to see whether the recommendations of the earlier plan still held and if the public was agreeable to it. Most of the people still agreed with the recommendations of the 10 percent plan. Most of the property owners from the vicinity of the project area were concerned on what impact it would have on their businesses. The biggest change would be to the 19<sup>th</sup>/Missile and Old Happy Jack intersection. Also, a focus group and charrette is scheduled to be held in a month to glean additional input from property owners, community leaders, stakeholders and developers. Sreyoshi says that the focus group and charrette is scheduled on March 16<sup>th</sup> and 17<sup>th</sup> respectively. Tom DeHoff asks if the railroad has any

plans for their overpass in that area. Andy says that we have had no in depth discussion with them but they are hoping that we would dress up the overpass but there is no way that they will replace the entire overpass unless it shows real deficiencies which at the moment it is not.

c. **Greenway Planning** – Tom Cobb from Nolte Associates provides a detailed presentation to the committee. Tom talks about 4 important components that he covered. They were the new Norris Viaduct connection, the alternatives for the Holliday Park connection, section on Deming and Walterscheid and the connection through the South Park Estates Sixth Filing. The Holliday Park connector extends over to the section where Ayres is working on the Henderson Drainage Project. Nolte has provided the preliminary design and Ayres is expected to do the final design. Next is the detention pond area where Ayres is doing the design and that goes under College Drive. The last piece consists of 3 parts. First is Snyder, and extension along Cribbon. The overpass on I-80 was looked at in particular. Lastly, he also looked at the Walterscheid area from Fox Farm to the South Park Estates area.

While working on the stretch towards the new Norris underpass connection, coordination with several property owners including the Messenger property and the UP was done. An effort was made to stay out of the UP property as much as possible. A triangular piece of property between the Messengers and Nationway belonged to the City and will be utilized.

The Holliday Park connector had 4 design options. They were presented to the public in an open house in May of 2008. The 4 design options are as follows:

- An underpass with high walls, especially the north wall built as a levy
- Another underpass with lower walls which works better for pedestrians but may have issues with containment of flood water
- An overpass option which was very popular with the public, has minimal flood plain impacts, however, will be much more expensive than any other option
- An interim option of an at grade crossing, while the final design option is being planned and constructed

The overpass option was very favorable to the public with 86% voting in favor for it. It provides high visibility and safety to pedestrians and is aesthetically pleasing. Cost estimate for it would be about \$898,000. The underpass option with shorter wall increases pedestrian safety and visibility but a seepage study would be required for the lower walls. About 75% of the public was in favor of this option and it would cost about \$399,000 to build. The underpass option with the higher levy walls were not very favorable with the public and would cost about \$475,000 to build.

Tom Cobb also talked about the four design options for Deming and Walterscheid. Additionally, there are 3 or 4 design options that Tom Cobb is working on in coordination with the South Park Estates developer and the Parks and Rec. Department.

d. **Wayfinding Plan Phase II** – Sreyoshi Chakraborty and Tom Cobb provide an update for this project. Sreyoshi talks about the planning process. Phase I was a conceptual plan developed with the help of a Steering Committee. Conceptual sign designs and locations were developed as a result. Tom Cobb provided an update on Phase II. Tom showed the preliminary design recommendations and sign locations.

e. **Transportation Safety Management Plan, Phase II** – Sreyoshi Chakraborty provides a brief update on three separate projects that have been funded by WYDOT. The MPO had applied for these grants as part of its effort to help in implementation of the Safety Plan. The first project is the development of an Intersection Prioritization Process with a list of low cost safety improvements that the City can implement to bring about a reduction in crash rates. The project has been awarded to DiExSys LLC. The second project is the organization of an Occupant Protection Enforcement Summit for local, state and county law enforcement officials. Cambridge Systematics will be subcontracted to help with this project. The third grant was requested by the MPO but has been provided directly to the Cheyenne PD to do additional DUI enforcement in the Cheyenne area. Meanwhile, the MPO staff continues ongoing efforts in keeping the Transportation Safety Advisory Committee updated on implementation efforts and will make efforts to keep meeting with them to develop and prioritize future implementation efforts.

f. **West Lincolnway Medians** – Tom Mason provides an update on the project. WYDOT is moving ahead with the design of West Lincolnway from Westland to I-80. Initially the MPO was doing a design for landscaping on the north side of the road but shifted focus to look at a landscaped and lighted median for that road and Dave Ohde is doing that design. WYDOT had put this project on their economic stimulus list and initially it seemed like the entire project, including the median enhancements would be built with the federal stimulus dollars. However, Tom said that the enhancements were taken off and so would not be funded with the dollars that WYDOT is utilizing. However the city has decided that it would fund the enhancements, with the stimulus dollars that it may receive. If not, the City will scramble to fund it in pieces, however, Tom says at this time this is mostly speculation. Tom also distributes a copy of the Plan for the Committee to look at and says that WYDOT is expected to go to bid in May. The medians would be put out as a bid alternative to see how much it would cost.

g. **Allison Road Plan** – A presentation with an update on this project is provided by consultants Western Research & Development. Dan from Western R & D gave an overview on the project including the study area and some the potential issues that they have identified at this point. At the eastern section, there is not enough ROW. Also, presence of power lines on both sides of the street and significant drainage issues is a constraint. A portion of it is being dealt with the Gateway South Project. Additionally, some of the accesses are spaced very closely. A couple of houses also sit directly on the ROW. Lastly, also looked at where a potential north/south connector could be for West Jefferson. South High will be looking at the section between Snyder and Walterscheid. On the western section between Snyder and Parsley, a 60 ft road section exists in front of Johnson Jr. High which is concerning because drivers may speed in such a wide road section. Therefore traffic calming may be needed. Once in the neighborhood, the ROW is only 50 ft. The first public meeting is scheduled for March 10<sup>th</sup>.

h. **West Pershing/I-25 Randall Interchange/Gate 1** – Tom DeHoff says that additional public involvement needs to be done for that project but they are proceeding with surveying. Additional public involvement is expected to be done in March/ April and will try to get Trihydro under contract for design by June/July. Randall – Construction signs have gone up and will be working very closely with the Base as Gate 1 would be closed from April 1<sup>st</sup> and there will be impacts at Missile Drive also. The Base is looking

at opening Gate 5 on March 16<sup>th</sup>. The goal is to try and finish construction in a year. Marty Matsen says that they have been meeting with Game and Fish about a big expansion which will start in April. Darren Horstmeier indicates that when Gate 1 is shut there will be additional traffic entering through gates 2 and 5 at Missile Drive and Central Ave starting March. There is construction expected at all the 3 gates. Tom Mason says that the MPO and City is interested in coordinating the contract with Trihydro regarding the public input component.

i. **Pedestrian and SRTS Plan** - Nancy Olson provides an update on this new project. The MPO and Parks and Rec. are jointly working on this project. The funding is through an SRTS grant and MPO funds. The RFP was just sent out to various departments for their review and input and will be advertized soon after. The proposal will include two separate components, a LCSD 1 Safe Routes to School Plan and a much broader Cheyenne Area Pedestrian Plan; the same Consultants are expected to do both the plans. Jeff Wiggins indicates that a \$30,000 grant was awarded through the SRTS application last year to do a plan to flesh out existing walking routes and do extensive public input. Tom Bonds asks about the schools that are included. Jeff Wiggins says that 27 of all 30 elementary schools are included that are in the urbanized area, as well as the three junior high schools. Tom DeHoff asks if any future schools had been considered. Jeff Wiggins says they are coordinating with Dave Bartlett regarding this.

j. **Vanpooling Legislation** – Nancy Olson provides an update. The bill (House Bill 83) introduced last year was modified to include public transportation component. This legislation will allow a program that is set up with a governmental entity to cross state borders and to enter into an agreement with another entity from an adjoining state to provide public transportation that will cross state borders. The purpose of the legislation is to eliminate any insurance liability problems that might arise with one state going into an agreement with another state on account of accidents which in turn could lead to large lawsuits. This bill has moved through the house and has been debated and recommended by the senate transportation committee. Nancy says that she and Tom have spent a considerable amount of time speaking with senators and sharing information with them in anticipation of the problems that they and House of Representatives might see with this bill. Mary Throne is the main sponsor and three other senators have also sponsored it. The MPO has also been collecting information on existing commuters from Colorado who are working in Cheyenne.

#### 4. **Update on current and upcoming local construction projects**

a. **City of Cheyenne (Norris, Carey/Pioneer, Deming, etc.)** – Doug Vetter from Engineering provides an update. He says that four important projects are underway right now. Norris Viaduct is on schedule. The Dry Creek project, a large drainage project just south of Dell Range is approaching completion and should be done by summer. The Henderson Drainage project just began last month and should be completed by the end of September. This should cure a lot of the drainage problems on E. Pershing. The Deming and Walterscheid project has also just begun along Crow Creek up to Walterscheid. This project will be completed this year as well. Tom DeHoff asks about the Carey/Pioneer project. Doug Vetter says that it is in the process of being designed right now. The Contract Agreement is yet to be approved by the Council and

the project will begin as soon as the Consultants are on board.

Tom Mason says that the new Norris bridge is expected to be connected by September this year.

b. **Laramie County** – Don Beard provides an update. He says they are at 65% design phase on College Drive Extension which will become Clear Creek Parkway. As it turns to the south, at the interchange of College and I-25, it will eventually go down to the High Plains Road Interchange. This connection will alleviate some of the problems of WYDOT with College interchange and will also provide development opportunities. This project is expected to start construction this year. Currently, Allison Draw Phase III is at 70% completion. This is the final phase of this project. 35% Design of Allison Draw Phase III greenway has been done. The County expects to follow that up this year and get the money in place for it. County Road 124, slightly north of MPO area is an important stretch and chip seal is expected to be done on it this summer. Another 33 miles of chip seals within the MPO area is expected to be done this year to bring up the level of service on these roads.

c. **WYDOT** - Tom DeHoff provides an update. Summit Drive has been let to Simon Contractors. Tom does not know the schedule yet but thinks it is early summer. I-180 lighting and fencing project which is in coordination with the City. It was put off until April, in conjunction with the enhancements monies from the stimulus dollars. It will be let in April and construction will not begin until after Frontier Days. High Plains Interchange design plans are proceeding. The City has coordinated with WYDOT on the enhancements that they would like to see. WYDOT is hoping for an October'09 letting. Also, West Lincolnway project is a top priority on WYDOT's stimulus projects. The earliest that it can be let will be May. With that, the project should be on track for completion this summer, also working during Frontier Days. Happy Jack Road, at the Gilchrist section that starts after the City Landfill, will be widened and should be completed this summer. Finally, another stimulus project that WYDOT has put together is 200 miles worth of chip sealing.

Tom mentions that a lot of coordination has been done between City and WYDOT for the Speer/ High Plains Interchange. Jay Gould brought in additional \$350,000 federal money for the enhancements. Laramie County will be paying the local match for the enhancements and has asked the City to do the long term maintenance of the enhancements.

Jeff Wiggins asks how far does Clear Creek Parkway extend in the first phase of construction. Don Beard says that they will be constructing less than a mile but as they transition further out this design will continue. They will be following up on that in the next couple months to see if there can be additional dollars available for making the required connection next year. This is an industrial road project funded up to 50%, or about 2 million with the State of Wyoming Industrial Road Fund and the remaining 2.7 million left in the project is being funded through private sources. Therefore no local match is in place yet.

d. **Cheyenne Leads** (Amtrak, NCAR etc.) – Randy Bruns provides an update. He talks about three major projects that may have an impact on the transportation system in Cheyenne. Firstly, Amtrak is doing a study to look at the feasibility of a route that goes through Cheyenne. Randy provides a history on Amtrak and the previous occasions when the route had been directed through Cheyenne, and then later through Borie, which had not worked out that well. He insists that this has some real potential and will provide for

passenger rail services along the north from range towns including Boulder, Ft Collins and Cheyenne. Randy also talks about NCAR. They have finally selected a design firm and will start geo technical work on the site in March. There was about 50 million dollars allocated for this project in the stimulus monies which would go to UW and should help accelerate the project. Finally, Randy mentions another thing that may have an impact on what is being done at Gate 5 of the Base, Global Strike Command, which is looking for a headquarter. Six communities were shortlisted and Cheyenne is one of them. If Cheyenne is indeed selected then it will see the impact of bringing in an additional 900 families. The transportation impact will be felt as residential construction is kick started. As an interim location for this, the National Guard Headquarters will be used and they will be using Gate 5.

e. **County Archer Complex** – Gary Kranse provides an update on the Archer Master Plan. The County is developing a facilities plan to look at what space would be needed in the next 20 years. Gary says that they are running slightly short on space. The master plan helps identify areas that will be developed over the years as funding becomes available. With the monies from the last sixth Penny, the County is certainly looking at completing as much as they can. They are looking at moving some of the County facilities out there and those include the Emergency Management Facilities, the Coroner’s Office and Planning and Development Office. There is a public meeting scheduled for March 11<sup>th</sup> and 12<sup>th</sup> at the County courthouse from 6:00 to 8:00 p.m.

## 5. **Other Business**

a. **City Unified Development Code** – Matt Ashby says that the UDC is progressing well. The Planning Department is receiving the different draft chapters for review at this time. Then they will be looking at distributing the draft which would have about 95% of the information. Matt leaves an information sheet for the Committee to take a look at.

b. **Permanent Counters** – James Sims provides an update. The counter west of Dell Range and Converse will be up and going next week. James explains that these counters work on a Doppler system and counts the number of vehicles that pass that given point. It provides the number of vehicles, size of vehicles, and speed of vehicles. The second counter will be up by the Converse ball fields. These counters are powered by solar panels.

c. **Pavement Management** – James Sims provides an update. He is currently working on an RFP for data collection for this year.

Darren Horstmeier from the FE Warren Air Force Base announces that he will be leaving Cheyenne for Tuscon, Arizona. Joe Elms will be taking his place and will be the new representative from the Base.

Tom Mason mentions that the next MPO Technical committee meeting is scheduled in June.

Meeting is adjourned.