

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

August 13, 2008
Conference Room 208
2101 O'Neil Avenue, Suite 205
Cheyenne, WY



Persons Attending

Tom DeHoff,	WYDOT
Tom Mason	MPO, Director
Nancy Olson	MPO
James Sims	MPO
Sreyoshi Chakraborty	MPO
Gary Kranse	Laramie County
Dale M. Keizer	SEWBA
Randy Bruns	LEADS
Nathan Beauheim	City of Cheyenne
Kevin McCoy	WYDOT
Mike Abel	Public Works
Dennis Auker	LCSD # 1
Tony Laird	WYDOT
Jeff Wiggins	Parks & Recreation
Martin Matsen	Building and Development
Matt Ashby	Urban Planning
Darren Horstmeier	F.E. Warren AFB

Tom DeHoff called the meeting to order.

1. Approval of May 21, 2008 Minutes.

Dale Kaiser: Asks for clarification on Technical Committee Voting Members and whether it is applicable only to governmental agencies. Tom Mason clarifies that the City, County, and WYDOT each have 3 votes. The other agencies have 1 vote each.

Minutes are approved without further discussion.

2. Update on Planning Projects

a. **East Pershing Project** – A detailed update is provided by Gene MacDonald and Andy Dana from Ayres Associates about the recommended design alternative for the corridor.

Marty Matsen says that the final recommendations need to be reached quickly as two major retailers are looking at that site.

Jeff Wiggins asks if Ayres intends to propose a raised crosswalk across the drop off lane that goes

continuously to the loop. Andy says that they are proposing a continuous crosswalk at that location but have not decided if it will be fully raised or not.

Nathan Beauheim points out that at Concord, the turn lanes are not long enough. Andy agreed to have a more detailed drawing showing the turn lanes. Gene added the possibility of closing Dunn and putting a median at that location or a right in-right out.

Gary Kranse asks if the Study looked at signalizing any intersections. No signalization is currently being considered besides Logan and Concord, which is already signalized.

Tom Mason asked if the new storm water piping will go north to Newton. Gene says that the pipes go right across Converse into where the detention feature will be.

Matt Ashby asks about pedestrian crossing options on Pershing to enhance neighborhood connectivity between the north and south sides of Pershing. Andy says that pedestrian crossings will be provided at the signalized intersections. Matt Ashby questions if additional pedestrian features will be looked into as listed in the Road Standards. Andy agrees that such options will need to be looked into.

Tom Mason asks Dennis Auken about the future of Carey Junior High. Dennis says that they still want to relocate Carey Junior High and have plans for an elementary school at the existing site.

b. **Greenway Planning** – Nancy Olson gives an update on 2007 Greenway Extension projects.

She talks about the Holliday Park Connector across Lincolnway and the two Safe Routes to School construction projects. She points out that the public preferred an overpass for the Holliday Park Connector. The plans for the SRTS projects are expected to be completed soon; the Consultants are waiting for some agreements that need to be signed by the UPRR.

Jeff Wiggins says that if indeed the Boys and Girls Club locates at the Gateway South property, then the TEAL Grant application for next year will likely include a request to fund an underpass on Waltersheid, at the WAPA power line corridor.

Jeff Wiggins also says that part of the funds for the Holliday Park connector has been dedicated from the 6th Penny that was recently voted upon. The Consultants are trying their best to tie in the design for the overpass with the Big Boy Locomotive, using a railroad theme with a trestle style bridge which is good for safety and maintenance purposes.

Martin Matsen asks about the land east by YMCA, that is already quite high in regards to building an overpass. Jeff Wiggins says that the cost of an overpass would be directly proportional to the length of its span.

Matt Ashby asks for a cost comparison of an overpass versus an underpass. Jeff Wiggins says it costs about 40% more to build an overpass. However, it has the added advantage of safety, aesthetics and maintenance.

Tom Mason clarifies about the TEAL grant application information discussed in the previous MPO Tech Committee Meeting.

Randy Bruns says that a conceptual trail master plan is in the process of being completed by the Leads East Business Park. The Business Park is coordinating with other developments such as EchoStar and Sierra Trading Post who have an interest in linking into the system.

c. **Wayfinding Plan Phase II** – Sreyoshi Chakraborty provides an update. Phase I for the plan has been completed and included a conceptual design framework for developing a sign program for the Cheyenne area. An RFP was advertised for Phase II and the proposals that were received are now being reviewed by the Selection Committee. Phase II is expected to be a detailed plan with design specification for different sign types, their location as well as cost estimates and an implementation timeline.

Nathan Beauheim asks if public involvement will be done in Phase II. Sreyoshi says that at least two public open houses will be conducted to solicit input and share the design recommendations with the Community.

d. **I-25/ I-80/ US 30 Interchange Study** – Tom Mason provides an update. The Steering Committee and the Consultants CH2MHILL have reviewed numerous ramp and interchange reconstruction ideas and has recommended a preferred alternative. Due to NEPA requirements, all of the design alternatives will now be presented to the public. The public's recommendation for a preferred alternative will be accepted and after coordinating this process a final design recommendation will be put forward. Tom Mason also provides the highlights of the preferred design alternatives. The idea is to provide good access to all property owners and resolve safety issues with respect to the existing cloverleaf design by building numerous flyovers. It will cost about \$220 million dollars in 2008 to build this design. The Consultants and WYDOT will meet with the property owners before the public meeting to give them a heads up.

Randy Bruns says that a group in coordination with the Cheyenne Chamber has hired a lobbyist to work in DC to secure funding for important projects in the community. The lobbyist gets paid about \$80,000/ yr; the details are still being worked out.

e. **Commuting Pattern Study** - Nancy Olson provides copies of a report prepared by the Department of Employment on commuting pattern to and from Laramie County to the other counties in Wyoming and Colorado. The MPO has shared this information with WYDOT, FHWA and LEADS. The inflow of workers to Laramie County from other counties in Wyoming is about 3500; 609 from Natrona, 391 from Platte, and 824 from Albany. Inflow from Colorado is about 3300, with 1700 from Weld and Larimer County.

Nathan Beauheim asks about outflow of workers from Laramie County to other counties in Wyoming and Colorado. He also asks if the MPO knows whether the outflow is greater than the inflow of workers. Nancy Olson says that she does not have the outflow numbers but it should be there in the DOE report. Nancy also says that the outflow data is more diffused because of the diverse employers outside Laramie County, especially in Colorado. The employers in Laramie County are quite evident, such as the State of Wyoming, Walmart Distribution Center, Regional Hospital and Sierra Trading Post.

Randy Bruns says that he believes that the net inflow numbers are quite close to the outflow numbers for WY and CO counties.

Matt Ashby asks Randy Bruns how he would explain the Census Bureau's conclusion that Cheyenne is

not growing while employment has grown significantly. Randy Bruns acknowledges the anomalies in the numbers, saying it will not be certain until the 2010 census figures come in. It is also very difficult to justify population numbers with the job numbers.

- f. **Speer Interchange** – Kevin McCoy provides an update and says that the interchange justification approval has just been signed by FHWA. With the completion of Environmental Assessment, the next step is project development and the preliminary engineering phase.

Tom Dehoff says that the grading plans are scheduled for 2010.

Tom Mason says that Jay Gould will be meeting with the MPO and the County as soon as possible to work out the final details of the enhancements and whether they can go above and beyond the 3% project cost cut off for enhancements.

Randy Bruns says that they are working with developers as there are a number of industries queued up to locate at this interchange area. There is a lot of interest in this project, obviously triggered by the development of this interchange.

Tom Mason says that the property owners will need to be involved and their help should be sought for funding some of the enhancements.

Randy Bruns says that the enhancements are absolutely critical to this project. In addition to the property owners, the lobbyist will also be utilized to seek funding for this project.

Tony Laird says that no access will be possible to the east of the railroad after the interchange is built. An additional bridge may need to be built. A small wedge of land between the interstate and Railroad is being pursued by the Department of Tourism to build a Welcome Center.

- g. **Missile Drive Corridor Plan** – Sreyoshi Chakraborty says this is a new project to develop a 35% corridor design plan for Missile Drive between Lincolnway and I-25. A 10% plan had been done a few years ago. This plan will be reviewed and taken up to a 35% level with additional analysis and public involvement processes. The plan will address current and future landuse around the corridor, and look at the intersection of Missile/ 19th and Old Happy Jack Road. A preferred intersection design alternative will be selected including corridor cross sections. This plan will also include additional elements such as a drainage analysis for the culverts under 19th and Missile Dr. Also, options to extend the greenway further towards I-25 and looking at ways to enhance this corridor as a gateway to the community with multi modal transportation options will be an important component of this corridor plan. The MPO has received 5 proposals for this project and is currently reviewing them to select 3 consultants to interview.

- h. **Allison Road Corridor Plan** – Nancy Olson says that this is the other new MPO project and 3 proposals were received for it. The MPO is now setting up interviews with the consultants. This project is a 35% plan for the reconstruction of Allison Road from South Greeley to Parsley, but will also dovetail with the current construction plans for South High. The plan will propose future modifications for the construction of the road. The MPO is specifically looking at public involvement and provision for multi modal facilities. Consultants will also provide estimates of additional right of way acquisition for the future and construction costs for the corridor.

3. **Update on current and upcoming local construction projects**

- a. **Norris Viaduct Project** – Nathan Beauheim says that ground breaking has not yet been scheduled for this project, but work has commenced. They are expected to start driving sheet pile up any day now.
- b. **City of Cheyenne** – Nathan Beauheim provides updates on the following:
Dry Creek Realignment – Is under construction currently over on Windmill. Nathan says that they are trying very hard to get the Windmill crossing done before school begins.
Crow Creek/ Warren Crossing – It is almost done and is looking quite good with the flood control improvements done.
Deming/ Waltersheid – It is not out to bid yet.
Norris and Henderson Basin – Expects both of those will be out to bid soon
Future Projects – Will be looking at doing grind and overlay on Pioneer and Carey in downtown and then most of Yellowstone.
- c. **Laramie County** – Gary Kranse says there are no updates from Don Beard. They are working on finishing up CR 124, also Allison Draw Phase III will be started this year, sometime in the next 2 months. He also mentions chip sealing of some county roads.
- d. **Warren Air Force Base** - Tom Dehoff asks for an update from Darren Horstmeier about the Warren AFB. Darren Horstmeier says that there is major emphasis on the Gates for the next 2 years. Work will begin from September on Gate 2 on Missile Drive. There will also be a lot of construction activity on Central Ave for Gate 5 from September/ October. Also, combined with that is the ongoing Army National Guard Project which was presented at a previous MPO Tech Committee Meeting.
- e. Tom Dehoff asks for an update about the **Laramie County School District** from Dennis Auker. Dennis Auker says that there are 3 schools under construction right now – Rossman Elementary, Saddle Ridge and South High School.
- f. **WYDOT** – Tom Dehoff provides an update on the following projects:
US 30 – It has been completed and the intersections are now striped.
Lighting and Fencing for Viaducts – WYDOT is advertizing the lighting and fencing projects for the viaducts and expects the fences should start going up in March or April next year.
Jeff Wiggins asks for an approximate completion date. Tom Dehoff says he expects completion by July 1st.
Summit Drive – This is the extension of Storey Boulevard from Ridge Road to College Drive and is expected to be ready to go in October.
Happy Jack Road – This is the next section of about 10 miles west of town and will begin construction in November.
An ongoing project is the construction of I-25 South. They are expected to finish up mainline paving this week and need to do the ramps. It is expected that traffic will switch back over by October 31st.

4. **Other Business**

- a. **City Unified Development Code** – Matt Ashby says that the UDC is a combination of the City

Zoning code, Subdivision Regulations and the Road Standards. The project is moving along well. An initial draft of the document is complete and is up on the project website for review. It can be reached through the MPO website. It will be very convenient to have the 3 documents located in one book. There are quite a few inconsistencies in the documents and taking all the three together will streamline the information. The draft is also being currently reviewed by the Staff for comments.

- b. **Walkability Audit September 3** – Tom Mason announces that the MPO is bringing into town an internationally acclaimed expert on Walkability called Dan Burden. Dan used to work for Florida DOT for quite a few years as the bike and pedestrian coordinator. He is now a specialist for walkable communities, access management, traffic calming, and roundabouts; anything to do with transportation systems. On September 3rd, the MPO and the City Staff will take him around town to look at neighborhoods, walk the streets and take notes. There will be presentations and workshops throughout the rest of the day. Tom encourages everyone in the Committee to participate in this event in some manner.
- c. **FY `09 Work Program** – Tom Mason says that he will be working on next year's projects and asks the Committee to forward him potential projects that they think the MPO should do planning work on next year.
- d. **Other** – Tom Dehoff asks Joe Dougherty for updates on the Transit Program. Joe says that there are no major updates except that they are in the process of making and installing new signs for the route changes that take effect on September 2nd. He says that this will be a big improvement to the existing program.
- Randy Bruns provides a couple FYIs for the Committee. First, he says that the bus company that provides connecting service to Cheyenne is looking for a new location for their depot. They want to continue serving Cheyenne but if they do not find a new location then they will be forced to bypass Cheyenne.
- Joe Dougherty says that he had been driving around with them and shown them potential sites that they can move into. Randy says that the bus company has talked to these property owners and as of this morning they do not have a site in hand.
- Second, Randy says that there is a lot of parking along the road to the Wal-Mart Distribution Center. Since the trucks have a time window for delivery, they show up ahead of time, park next to the road, and then drive up so they can hit their delivery time.
- Nancy Olson asks if Walmart had not considered this while designing their site. Randy Bruns replies that this issue was not considered. A lot of other sites have truck stops or parking built into their design but this was not considered here. They are now going back and realizing the problem. He says we will have to look at other parking provisions for the trucks before starting to enforce 'no parking' for them.
- Sreyoshi Chakraborty announces to the Committee that the Dell Range/ US 30 and Christensen Railroad Overpass Plan and the Cheyenne Transportation Safety Management Plan were both approved by the City Governing Body. These plans will be up on the MPO website very soon.