

CHEYENNE METROPOLITAN PLANNING ORGANIZATION
Citizen's Advisory Committee Meeting Minutes
Laramie County Library, Willow Room
May 15, 2019



Committee Attendees: Michael Pearlman, chair
Dawn Fiscus
Clay Muirhead
Rachel Meeker
Boyd Wiggam

Absent: Gene Burchett, Barbara Boyd, and Steve Ganison

Guests: Greg Singer, Cheyenne Transit Program
Richard Zita, Urban Planning/Greenway Coordinator

Staff: Tom Mason MPO Director
Tom Cobb MPO Senior Engineer
Nancy Olson MPO Planner

1) **Call Meeting to Order and Introductions**

Mr. Pearlman called the meeting to order and introductions were made.

2) **Approval of November 15, 2018 Meeting Minutes**

Mr. Muirhead moved to approve the Sept. meeting's minutes, Mrs. Fiscus seconded. Motion carried, and minutes were approved.

3) **Presentation and Approval of the draft *FY '20-'23 Transportation Improvement Program***

Mr. Mason presented and said that this document is one of the main documents produced by the MPO. The TIP shows what is coming in the next four years. Federally funded projects (for all modes) must be listed in the Master Transportation Plan and in the TIP. He went over Table 1 where are projects that have been approved, are scheduled to start, or are already started. First is the Prairie and Frontier Mall intersection; a TAP application for crosswalks and medians on Allison Road and Cribbon; the Christensen Rd. project has been let to bid; fiber optics for traffic signals; Evers Blvd. reconstruction; and lastly a CDBG grant for paving and curb and gutter for Miller Lane and Sunset Drive. He then went over major projects for 2020: Reed Ave Rail Corridor, a project which most of you are familiar with, will start very soon.

Mr. Pearlman brought up the intersection of MLK and Kennedy which has been a major drainage problem for years. Mr. Mason said it is already in the queue for fixing this summer.

Mr. Muirhead asked if the dollar amounts under the years are for when it goes for design or when it will be built? Mr. Mason said it could be either or both.

Tom said the County projects that will be started next years with the Federal funds, STP U. WYDOT projects are mostly keeping the system in good repair. The Warren Ave. projects are upgrading the sidewalks and curbs with ADA and mill and overlay.

Mr. Pearlman moved to accept the TIP, Mr. Muirhead seconded. Motion carries.

4) **2019 Cheyenne Transit Program** – Greg Singer, Operations Coordinator

Mr. Singer handed out the route schedules and information. What is new at CTP. Recently Transit received a grant to wrap the busses, so they are purple and white. So many small busses in

Cheyenne so now they are distinct, and customers know which the correct ones are to get on. For visually impaired passengers per ADA regulations public buses must announce the stops. In June of 2018 CTP implemented computer generated stop announcements. Also, they have added in February computerized fare boxes. Drivers had to do this in the past, so now it is easier for all. Another new addition is automatic passenger counters. By GPS the counters know when a stop has been reached and it automatically counts how many people get on. This helps with paperwork and with knowing if a stop needs more improvements if it is becoming more heavily used. The CTP has secured funds to add solar lighting for the shelters. The drivers can see the passengers waiting when it is dark and there is more security for the passengers. Old shelters sitting vacant and they are now in process of bringing them back to the bus yard and storing until needed in future. Need Inc. of Cheyenne generously purchased approx. 4000 one trip rides. Thanks for being so supportive of this CTP program.

Mr. Pearlman asked which route has the heaviest usage. Mr. Singer said, without question it is the Northwest Route. Mr. Pearlman asked if overall ridership is increasing. Yes, it is especially after wrapping the buses and in the summer.

Mr. Wiggam asked which is the route that generates more revenue. The Transit program never makes a profit. It is heavily subsidized by the Federal Government. Are seniors most of the riders. Yes, especially with disabilities.

Nancy asked about plans to revamp routes or creating express routes. Mr. Singer said they are looking at putting an express bus in the shopping area Dell Range Blvd. and then doing a feeder bus to that area. This would require additional funding. Mr. Singer explained the general system to the group. Transfer station is where the busses leave at the top of the hour. 6 am to 7 pm. Saturdays is 10am to 5pm.

Mr. Wiggam asked about evening service and Sundays. Mr. Singer said this is all they can provide with the current funding.

- 5) **Greater Cheyenne Greenway and Trails** – Richard Zita introduced himself by saying that he has only been here a year. Prior to this he spent 9 years in Albuquerque doing around 100 projects for the City in their Capital Implementation program. Before that 18 years in Portland OR running his own Design Firm. He is a Landscape Architect by training. He began stating the metro area has about 38 miles of trails which has been building since 1992. The Greenway is funding by 6th penny tax and secure grant funding. He showed the map and where the gaps are in the system. Also, he showed the future map with another 50 -60 miles done in 2012. On the 2017 6th Penny ballot there were 8-9 sites that were identified and priorities by the public. Mostly gaps in all wards that he is trying to get into design. The projects: Avenues Connector to Eastridge neighborhood; Powderhouse Connector from Storey to the Point Park Greenway and bike lanes on Gardenia; Henderson Ditch in Sun Valley; South Park Connector; Cowboy Dodge and Dey Ave. MLK Park to the Depot Plaza, Downtown Connector under tracks on Reed Ave. The Reed Ave. corridor from Lincolnway to 26th and a Wayfinding System Plan that is partially funding by the 2018-19 Leadership Cheyenne Class. Mike Pearlman said that this was his class and he pushed of it. The last project he is working on is updating the hard copy of the Greenway Map.

Mr. Zita then went into more detail describing each project segment. Avenues - Airport RPZ issue; Powderhouse- Short distance but expensive due to drainage at Gardenia; Henderson – project to be built on which side of the ditch; Mr. Wiggam asked about other surfacing to make projects cheaper. Mr. Zita pointed out that due to accessibility compliance, must consider grades, durability and low maintenance. South Park – There is an easement that has already been purchased; Cowboy Dodge – parking cars and trucks for sale in the WYDOT ROW continue to 15th St. and the Depot; Dey Ave. from Lincolnway create a one-way to Ames. Part 2 would be major crossing with flashing lights. cross Ames to Pumphouse Wetlands. Mr. Zita showed a concept of the underpass of UP

from Pumphouse to 15th Street. Reed Ave. Rail Corridor – Large public way in the middle Connections to Downtown and MLK. Wayfinding map done by Jeff Wiggins. Will develop a color-coded sign system with destinations. Graphic map will be done by mid-June. He is also working on the on-street bike plan, On Crow Creek Revival Committee, Parks Master Plan update and he is on the selection committee for the eastside community park.

6) Update on MPO Planning Projects

a) **Whitney Road Corridor Plan** - Mr. Cobb reported first on Whitney. He showed the correct typical sections and noted that the first time he reported to the group he showed the wrong typicals. Storey Blvd to Dell Range Blvd. He showed two 11 ft travel lanes, 12 ft. center turn lane, 7ft bike lanes and buffered sidewalk on the Whitney Ranch side. Next from Dell Range Blvd. to US 30, the same except there are sidewalks on both side and both attached due to restrained right of way.

Next, the US 30 modifications. Only show three of 6. The adjacent landowners include Jolley Rogers, Restway, Middlestadt and businesses along the service road. Tom C. , after reviewing the two conflicting traffic reports felt that an option for the Restway Travel Park that left their accesses nearly the same could work. The fellow at Jolley Rogers was fine as long as he was compensated fairly, and it would make things safer.

Next was a discussion about the Dell Range and Whitney intersection. There are two recommendations: a roundabout and a standard intersection to be determined by the responsible jurisdiction.

The Whitney Ranch section road alignments; One is that the road grade would be no more than 8% in the same location. And the sidewalk would be separated and head west and take a 5% grade down to the intersection. A second option was to move the road and sidewalk all west of the Ranch House and will be the preferred option.

He went through the general corridor recommendations in a list and talked about what had been completed. Many are done or are getting completed this summer.

Draft report is being completed and will go to planning commissions after that.

b) **2018 E. Dell Range Plan US 30** – Mr. Cobb said that Kimley Horn is the primary on this project this plan is an update to the Plan for the corridors in 2008. WYDOT plans to rebuild US 30 from College out to the Railroad overpass in 2024. WYDOT will realign the intersection of Dell Range and US 30 as well as, widen and improve Whitney from Dell Range to US 30 in 2022.

He showed the traffic numbers in the future for this area that show a lot of congestion. Three public workshops with attendance from 30 to 150. Comments centered on improved traffic safety; improved pedestrian and bike safety and keeping accesses. He showed the typicals which are very similar to Whitney. No clear consensus on roundabout at Dell Range and Whitney. E. Dell Range to Gysel: Use existing rights of way to get bike lane and five lanes with detached sidewalks on both sides. US 30: Add medians to slow people down and a 10ft. multi-use path on south side. Past Christensen, the road goes to 5-lane with 13' center turn lane and a 6ft. buffered bike lane. All the intersection improvements were reviewed, and the majority will have traffic signals and some realignments to eliminate skews.

Mr. Wiggam asked about roundabouts on US 30. Mr. Mason said that WYDOT criteria says that all legs should be close to the same volumes and there needs to be consensus from all jurisdictions. WYDOT wants a 5-lane section and that does not lend well to a roundabout.

c) **Parsley Blvd. Corridor Plan** – the study area was from Ames Ave. to College Drive and then south to Wallick Road. The four components are the WYDOT bridge replacement over I-80 in 2022 at a cost of approx. 4 million. Corridor study and the road from Ames to College has no

funding at this time but has a approx. cost of \$5.3 million for all the recommended improvements. The typical shows a three-lane section, not for volume, but for safety with left-hand turns. There will be a 10 ft. pathway on the east side for the entire length of the corridor. The sections where individual property owners on the eastside were accessing their back yards and garages directly from the Parsley right-of-way will be recommended to be separated from the road and the Greenway with a fence and curb and then gravel the new 16' alley. There will be controlled places at streets for this new alley to access Parsley. The bridge will only be wide enough to have Greenway on the east side due to many existing utilities and grade conditions at alleys that restrict just how wide the new bridge can be. Between 3rd and Pacific there will be sidewalk on the west side because of the commercial activity in that location. The Greenway will continue all the way around Romero Park to the intersection of Ames. At College there will be more lighting, a left turn lane and a center merge lane on College eastbound. Mr. Cobb spoke about the College accel lane that is not common around. Lastly, the alignment south of College Drive to Wallick Rd. was described.

- d) ***Archer Trails Plan*** - Nancy reported that the project is coming to an end and we will have a draft plan from the consultants, Summit Engineering soon. The steering committee will review next. The idea being presented is both types of trails are desired, we are planning a dual trail including a concrete Greenway and a soft surface trail that could be used for horses or mt. bikes. The alignment would start from where the Greenway trail currently ends at Campstool and HR Ranch Road, across Campstool with a crosswalk and pedestrian activated signals. Then it will follow HR Ranch Rd. on the south side to a crossing location to be determined by the HR Land Company's future subdivision master plan. The crosswalk would ideally be at a road intersection. The trail would follow that road up to the WAPA corridor and then east to Road J and Prairie Center Circle. There is a planned trailhead on the west side of that intersection. Another trailhead could be near the Campstool and HR Ranch Rd. intersection. The estimate for the dual trail is around 2.5 million or there is an option of a fiscally constrained version with just a soft surface trail which would save about one million dollars. A concept was developed to bring road cyclists on a hard surface shoulder/bike lane beginning from the intersection north on Campstool then under I-80 to Venture Dr. and then down the I-80 service road to Archer Parkway, then back south over I-80 to the Archer Complex. Many things must get worked out before that option could be realized such as; shoulders would need to be widened and bridges would need to be replaced and an option to take a pathway behind the properties on the Service road would need to be negotiated with the property owners.
 - e) ***Municipal Complex Pedestrian Routing Plan*** – Tom reported that this project will improve the pedestrian area behind the municipal building to the Cox Parking Garage. More public use with the Civic Commons, and the Civic Center. It will be completed this summer and get approved early fall. Tom showed an example of one of the options and he reminded the committee to take the survey.
 - f) ***PlanCheyenne Master Transportation Plan*** – Mr. Mason. reported that Kimley-Horn was selected to do the Master Plan and the contract is going through the governing body now since they are the MPO's fiscal agent. This committee will be asked to get involved throughout this process.
- 7) **Other Business** – Mr. Cobb went over a diagram of all the projects that will be coming in the next 3-5 years. Button Hook intersection of Dell Range and US 30 as well as; Whitney Road will be 2021 Christensen overpass will start this year and half right away and the other half the following year; US 30 will be in 2024.

Next Meeting DATES:

July 18, 2019 Willow Room at Laramie County Library.

August 15, 2019 Willow Room at the Laramie County Library

Minutes transcribed by Nancy Olson, MPO CAC secretary