

CHEYENNE METROPOLITAN PLANNING ORGANIZATION
Citizen's Advisory Committee Meeting Minutes
Laramie County Library, Willow Room
July 18, 2019



Committee Attendees: Gene Burchett, vice chair
Dawn Fiscus
Clay Muirhead
Barbara Boyd
Boyd Wiggam

Absent: Rachel Meeker and Steve Ganison

Guests: Scott Cowley, AVI p.c.
Darci Hendon, Summit Engineering
Jim Boyd

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

1) **Call meeting to order** (introductions if needed)

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

2) **Approval of May 15, 2019 Meeting Minutes**

Ms. Fiscus moved to approve the May meeting minutes, Mr. Wiggam seconded; minutes were approved.

3) **Election of new chairperson**

Mr. Pearlman resigned last meeting, so a new chairperson is needed. Mr. Burchett called for nominations. Mrs. Boyd nominated Clay Muirhead; Mrs. Fiscus seconded. A vote was called, and the motion passed.

4) **Presentation and approval of the Parsley Blvd. Corridor Plan**

Mr. Scott Cowley presented the Parsley Plan to the committee. AVI was hired and Kimley Horn did the traffic counts and turning movements to inform the road capacity. The plan essentially had two parts: Road cross sections to handle future growth, the new bridge, and accommodate pedestrians and bicycles from Ames to College was the first. The extension of Parsley south to Wallick Rd. was the second. Major intersections were studied. Parsley at one time was a rural county road and has developed with light industrial on the west and city residential on the east. WYDOT's need to replace the bridge on I-80 and programed it for 2020 and it estimated at a little over \$4 million. This project jump-started the MPO study which needed to figure out lane configuration and pedestrian facilities. No funding is identified to build the plan, but an estimate for construction would be approximately 7 million. The future extension of Parsley is a conceptual alignment. The public meetings did not reveal any major issues excepting needing to add bicycle and pedestrian facilities and make connections. The corridor will have curb and gutter, including a storm sewer

system, pedestrian paths, and a center turn lane to accommodate turns safer. The College intersection will have some changes including adding an extra lane to help with turning movements, there is a Greenway plan for the entire east side of the corridor, detached when possible. Extra lighting is shown at the intersection which can be quite dark. Mr. Cowley showed a photo and talked about the unrestricted access from garages and the back of properties that are addressed off Arp Ave. The cross section he showed has an alley separated by the Greenway and a short wood fence from Parsley Blvd.

Mr. Wiggam asked why the fence is between the GW and the alley and not the GW and the road.

Mr. Cowley said to delineate the ped space and protect the GW users. Mr. Cobb interjected that the GW Coordinator, Mr. Zita, suggested that would help the homeowners use the alley and designated accesses instead of just driving over the path. It can be reevaluated when the plan goes into the next phase when funding is secured. A cross section was shown near David Romero Park. The Greenway will continue all the way to the signalized intersection of Ames and Parsley/Deming. AVI showed the three box culverts for Clear Creek as per the 1988 Drainage Master Plan. The extension of Parsley south to the future Wallick Rd. alignment was shown conceptually. The four landowners were spoken to and they generally agreed this was the best alignment. The road must dodge the Black Hills gas facility.

Mrs. Fiscus asked about the west side sidewalks and crosswalks for people crossing the drives. There will be ADA ramps and cross walks added when built. Mr. Cobb asked if the 7 million included the south conceptual road to Wallick. No, it did not.

Mr. Wiggam wanted to know about the steep side streets intersections leading up to Parsley. That would likely be done with the final design and construction phase.

Ms. Fiscus asked where this plan goes from here. Mr. Mason explained that the Planning Commissions voted for approval by the Governing Bodies.

Mr. Burchett moved to approve, and Mrs. Boyd seconded. The motion passed, unanimously.

5) **Presentation and approval of the Archer Trails Plan**

Darci Hendon from Summit presented the plan in PowerPoint. There has been rapid development to the east in our community. No funding now for construction but the MPO wanted to make sure a plan was in place to connect the existing trail system to the Archer Complex. The first thing they did was to find out if the community was interested in a trail and how they would use it. Went to the 2018 Laramie County Fair and many people were interested in a trail and for biking and walking as well. HR Ranch Land Company and WYDOT were approached first to try and secure easement for the trail. WYDOT uses their land for training and said an easement on the south side of HR Ranch Rd. would be acceptable. HR Land Co. said the WAPA corridor would be acceptable to be used for the trail. However, they did not have any master plan for the subdivision yet, so pinpointing an exact location would not be possible. Once the landowners were okay in principal with the path, the next step was to set up a public meeting and put an on-line survey together to get ideas and suggestions from the public. The survey revealed that a lot of people wanted to get to Archer from the northside of I-80. The LEADS trail will be built eventually on Campstool from Sierra Trading Post to Venture Dr. and the Christensen Rd bridge and Greenway will be completed in the next couple of years. Why not connect them to Archer Parkway. Also, road cyclists wanted to have a wider shoulder on roadways as they would be commuting or riding longer distances and did

not want to be on a Greenway per se. So, the plan grew to include other options.

Recommendation for the south side is a dual trail; 10 ft concrete ADA Greenway and 3ft. crusher fines trail. ADA requirements of no more than 5% grade, will demand switchbacks where the trail is steeper. The non-paved trail can continue straight up the hills. The cost for the south dual trail, which is about 3.5 miles long, is \$2.6 million due to the drainages that need to be crossed, grading, one bridge and box culverts. A fiscally constrained option of \$1.6 million would do all the grading, put in culverts and bridge, and only build a 10 ft. wide crusher fine trail. Additional recommendations are to widen the shoulder on the I-80 Service Rd. Add a path on N. side to continue path from LEADs trail and Christensen to the Archer. Last recommendation was to look at connecting the LCCC campus and Sweetgrass development out to Archer along the Crow Creek riparian area as much as possible. PlanCheyenne will study and include this connection.

Mr. Muirhead asked where is the I-80 frontage Rd. is and wouldn't Pershing be a better route? Ms. Hendon showed the alternate route along the RR row and behind the businesses. Pershing bridge built in 1928. The County and WYDOT are working to decide what to do with it?

Mr. Muirhead called for a motion to Policy Committee for approval. Mr. Wiggam moved to approve. Mr. Burchett seconded. Motion passes.

6) Update on MPO Planning Projects

- a) **Whitney Road Corridor Plan** - Mr. Mason reported that Mr. Cobb is getting close to completing this plan and the same thing goes for E. Dell Range and US 30. The committee has heard detail presentation of these. The timing will be taking it for approval at City and County PCs in August. At the next meeting we will have the material for you to approve.
- b) **2018 E. Dell Range Plan US 30** – see above.
- c) **Municipal Complex Pedestrian Routing Plan** – Tom reported that for this project the MPO is waiting to see the draft plan, then go to steering committee.
- d) **PlanCheyenne Master Transportation Plan** – Mr. Mason. reported that work has begun, and it is an eighteen-month schedule. Collecting data for the consultant. Soon a public process will be developed, including social media and meetings, etc. New WYDOT I-80 and I-25 project will be piggybacking on public meetings with PlanCheyenne. Mr. Muirhead wanted to know the driving force for the I-80/I-25 plan. The configuration is outdated and unsafe. Mrs. Fiscus asked what type of data the consultant is collecting. Most is in GIS.
Mr. Muirhead asked if the MPO has any input on the County Comprehensive Plan. Mr. Mason answered Planning in Laramie County , the MPO does the land use and transportation planning for the urban area. All the rest is done by the County. Travel Demand Forecast Model will tell us what streets need to be built in 25-30 years.

7) Other Business

Next Meeting

September 19, 2019 Windflower Room (3rd floor)- Laramie County Library

Minutes transcribed by Nancy Olson, MPO CAC secretary