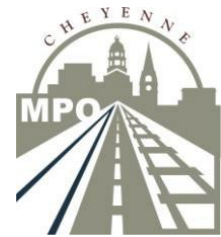


CHEYENNE METROPOLITAN PLANNING ORGANIZATION

Citizen's Advisory Committee Meeting
Minutes Laramie County Library
Windflower Room and Zoom
October 12, 2022



Attendees:	Barbara Boyd	via Zoom
	C.J. Brown	in-person
	Kellie Johnson	in-person
	Clay Muirhead, Chairman	in-person
	Boyd Wiggam	in-person

Absent: Rachel Meeker and Dawn Fiscus

Guest:	Skyler Helffrich	Y2 Consultants
	Darci Hendon	Summit Engineering
	Julie Goode	Benchmark Engineering
	Scott Larson	Benchmark Engineering
	Adrienne Lemmers	Y2 Consultants
	Gene MacDonald	GLM Engineering
	A.T. Stoddard	LSC Transportation Consultants
	Ed Waddell	Y2 Consultants

Staff:	Tom Mason	MPO Director
	Valerie Pickard	Office Manager
	Ginni Stevens	Senior Planner

- **Approval of the May 25, 2022 minutes**, Barbara Boyd motions to approve, seconded by Clay Muirhead, motion to approve passes.
- **Introductions**
- **Review of Citizens' Advisory Committee By-laws**
Tom Mason: Review of by-laws.
- **Review Terms of Appointment**
Tom Mason: review terms of appointments. Barbara, Dawn and Clay let us know if you would like to continue with a third term. Rachel, Boyd and Kellie will expire in March of 2023.
Boyd Wiggam: proposes a 3-year term similar to the Planning Commission.
Tom Mason: thank you all for being part of this.
Boyd Wiggam: Are all members inside the MPO Boundary?
Tom Mason: Yes, all board members are in the boundary.
- **Presentation and recommendation of the East Pershing Plan**
Y2 Consultants presentation of the plan. Existing conditions of development along corridor, Christensen Rd and East (Kiwanis) Park. Traffic analysis in the area is transitioning from rural to urban. Traffic Analysis of Safety Review, Traffic Volumes and capacity, intersection of Whitney and Pershing. We have had 2 public engagement meetings and

social pinpoint online surveys. Typical section will be a three-lane with shared left-turn, curb & gutter, bike lanes with alternating 6' or 8' detached sidewalks. There are 4 discharge locations that are open ditches and flows onto private property, then into Dry Creek and eventually Crow Creek. We would like to deal with these issues with the following solutions: keep open ditches on the west side to Dry Creek, underground drainage from Dry Creek to Whitney and tie into East Park Drainage. Short-term improvements recommended are: pedestrian accommodations on both sides of the road, signage and enforcement, four-way stop at Whitney & Pershing, enhanced crossing at Whitney and restriping bike lanes. Long-term improvements recommended are: redefine jurisdiction to City of Cheyenne, widen Dry Creek bridge, realign around Whitney to make room for a roundabout, addition of street lighting, access management for private driveways and right of way acquisition. Four phases are proposed: Hayes Ave to Fireside, Taft/Polk Ave to Hayes Ave, Fireside to Christensen Rd, US 30 to Taft/Polk.

Dawn Fiscus: Is Whitney Ranch subdivision considered in this plan?

Ed Waddell: Yes, the future traffic from Whitney Ranch and all other developments is part of the MPO 2045 traffic plan. Christensen Rd connection to I-80 is an additional roadway outside of the scope.

Boyd Wiggam: Does this plan reserve enough capacity for future growth?

Ed Waddell: Saddle Ridge is the last really big lot out there. There are parallel high capacity roads that are already there.

Boyd Wiggam: Should we preserve right of way for a possible 5 lane roadway?

Ed Waddell: No, I don't think we have a need for that.

Boyd Wiggam: If the south side of Pershing gets developed would that change the drainage needs?

Adrienne Lemmers: The south properties are lower than Pershing so there is no additional drainage to the network.

Rachel Meeker motions to approve, seconded by CJ Brown, motion to approve passes.

- **Presentation and recommendation of the Kiwanis (East) Park Greenway Underpass & Drainage Plan**

Darci Hendon: Dry Creek runs through the Kiwanis Park to a wetland and there is only one drainage point through the UPRR through a masonry arch under the tracks. With the UPRR requirements there cannot be water and pedestrians in the same crossing. While boring under the tracks, the rails cannot deflect more than 1/4" of an inch. Large diameter bores can be placed under the tracks through the railroad berm. We propose to use the masonry arch for pedestrians and bore for water discharge.

Gene McDonald: The current UPRR tracks is a berm for any major water event, the current masonry arch can only handle a 10-year flood, anything above that the tracks will dam up water. We are trying to maintain the BFE's (Base Flood Elevation) and the ariel constraint on the Hess property. We have 7 serious constraints, the masonry arch needs to be completely hydraulically isolated, maximum size of drainage culverts is 5', currently there is a lot of water against the UPRR embankment it is not designed as a dam we propose to

create a new embankment to protect the railroad, we want to maintain the depth of the BFE, reduce or eliminate inundation on the east side of Whitney, we have to honor all requirements for the State of Wyoming to accommodate flow for a 500-year event, limit downstream discharge. We are recommending 9 pipes to be installed under the railroad. The total cost estimate is 9.7 million dollars.

Boyd Wiggam: Is there going to be any structural integrity issues of old dirt and new dirt.

Gene McDonald: Yes, we would hire a geotechnical engineer for this project. There could be funds for this project through FEMA and the EDA.

Boyd Wiggam: Is the structure that currently exists at a natural low point?

Gene McDonald: There is a break in the original embankment, there used to be a trestle bridge there.

Rachel Meeker: Where will the funding primarily be coming from? Is that going to be divided between the City and County.

Tom Mason: Funding from FEMA and the City Engineers office for the initial study.

Dawn Fiscus, Motion to approve this plan, seconded by Clay Muirhead, motion to approve passes.

- **Presentation and recommendation of the Walterscheid Boulevard Reconstruction Plan**

Julie Goode: Walterscheid corridor from Deming to College Dr is a major connector with a lot of traffic. We are looking for a complete street design model with 2 roundabouts, bike lanes and sidewalks. Some of the challenges are extended right of ways, the I-80 bridges, pedestrian underpass, residential access, utilities and drainage, and encroachments. Corridor improvements will improve safety, aesthetics, useability, and accessibility. Preferred layout is 12' travel lanes and medians, 6ft bike lanes in 48ft total pavement width, landscape area, pedestrian area for a total of 80' right of way. Two roundabouts, at Deming Dr and Fox Farm Rd. Stormwater upgrades, adjustments for water & sewer and streetlights. Current improvement recommendations are striping lines, turn lane onto College Dr., adjust speed limits, install detached sidewalk, new development of properties have appropriate improvements, complete a boundary survey, and obtain additional rights of way. Cost of project is 6.75 million dollars.

Boyd Wiggam: Were there discussions with property owners at Fox Farm?

Scott Larson: City owned, private owner on one corner did not attend the public meeting. My understanding is the City has had conversations with the private property owner.

CJ Brown motions to approve, seconded by Barbara Boyd, motion to approve passes.

- **Other Business** – Planning project updates: Cheyenne Transit Development Plan is wrapping up in the next month or so. We are also working on the CO/WY Transit Feasibility Study with an online open house on our website. Powderhouse corridor plan from US 85 to Dell Range is just getting underway, our first open house was last week with 120 participants. The Van Buren corridor is also just getting started. We have another RFP out for proposals for Southwest Dr. The Laramie County Impact Fee study is also upcoming.

Motion to adjourn Mr. Muirhead motions, Mr. Brown seconded. Meeting adjourned 8:19pm.