

CHEYENNE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MEETING MINUTES

City Municipal Building, Room 208, 2101 O'Neil Ave.
May 15, 2019, 10:00am



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| Voting Members: | Dave Bumann Chair Amy Allen Anja Bendel Matt Butler Frank Cole Todd Eldridge Bruce Hattig Jef McMann Juli Monahan Wayne Shenefelt Doyle Travis (for Mr. Auker) Nancy Trimble | Laramie County Public Works City of Cheyenne Engineering Cheyenne LEADS Laramie County EMS SEWBA F.E. Warren Community Planner BOPU Black Hills Corporation WYDOT Planning WYDOT, Resident Engineer Laramie County School District #1 Laramie County Planning |
| Non-Voting Members: | Deanne Widauf | Housing and Urban Development |
| Guests: | Scott Cowley Joe Patterson Troy Russ | AVI p.c. Guardian & Whitney Ranch L.L.C. Kimley Horn via telephone |
| Staff: | Tom Cobb Jennifer Corso Tom Mason Nancy Olson Christopher Yaney | MPO Senior Engineer/Planner MPO GIS Coordinator MPO Director MPO Planner MPO Senior Technician |

Chairperson, Dave Bumann called the Meeting to order at 10:01 a.m.

1. **Approval of the November 14, 2018 minutes**

Mr. Bumann called for a motion to approve the November 14th minutes. Mr. Cole moved to approve the previous meeting minutes, Bruce Hattig seconded. Minutes approved.

2. **Presentation and approval of the Draft *FY '20 - '23 Transportation Improvement Program***

Mr. Mason went through the list of City, County and WYDOT projects. The first couple of pages are projects starting this summer which were listed in past fiscal years. They are provided for information. Page four shows the City TAP application project for this year; the Carey /Kennedy multi-use path. The City Dell Range project is from College to James. East of James will likely be paid for by the developer. For the county there are two projects funded by the federal government; reconstruction of Whitney from U.S. 30 northward to Dell Range, including the intersection of Dell Range and Whitney. Also, the realignment of the Dell Range and U.S. 30 intersection. Mr. Shenefield will check with Tim Morton on WYDOT project timing.

Mr. Hattig questioned as to how BOPU would know if the WYDOT projects would have an impact on existing utilities. Mr. Shenefelt answered that when they do the WYDOT engineer will notify all the agencies involved. Bruce wants to know ahead of time to understand what BOPU needs to budget. Mr. Eldridge spoke about the Central Avenue widening by Gate 5 that WYDOT has planned. F.E. Warren will start next summer working inside the gate. Mr. Cobb clarified for the group the sequence of TAP applications. The number one project is the Kennedy/Carey multi-use path. Number two is the Highlands Park sidewalk; third is more On-Street Bike system implementation; and the 19th Street box and Greenway is 4th. Mr. Baumann asked for a motion to approve as amended. Mr. Cole moved, and Mr. Hattig seconded. Motion passed.

3. Update on MPO Planning Projects

- a. *Whitney Corridor Plan* – Mr. Troy Russ from Kimley-Horn was added via telephone to the meeting. Mr. Cobb reported first on Whitney. He said that the main modifications center around the intersection at U.S. 30 and what the impacts were to adjacent landowners including Restway, Middlestadt and business along the service road. Tom C. originally moved Restway Park approach to the north, then the access was realigned with Hinesley. The last option was to keep the same approaches while adding a new approach on the service road for the Middlestadts. Next was a discussion about the Dell Range and Whitey intersection. There are two recommendations: a roundabout and a standard intersection to be determined by the responsible jurisdiction. There will be a matrix analysis included that makes an argument for the best choice. The Whitney Ranch Developer now has a land planner on board, and they can work with the different alignments for Whitney. One is that the road grade would be no more than 8% in the same location and a pedestrian path at 5% grade, if located west of the Ranch House. A second option was to move the road and sidewalk all west of the Ranch House and abandoned the current right of way. The third option is moving everything to the east but that really impacts both pipelines and the eastern property owner. He went through the general corridor recommendations and the work remaining. Many items have been completed and the others will be done very soon.
- b. *East Dell Range and U.S. 30* – Troy Russ gave the presentation and began with an overview of the project area. The future traffic projections of 1½ % in addition to the base traffic, is caused by growing subdivisions in the east part of Cheyenne. The crash data before last year showed that the most dangerous stretch was between Pershing and College and at the intersections because there are not protected left turns like other major intersections. Also, there are several local streets coming directly into the major intersection adding to the problem. This will be addressed in the plan. Mr. Russ explained their theory as to why there have been so many crashes of late on the corridor and that is there are large speed differentials between an urbanizing and suburbanizing corridor by the through movements. The speed of through rural traffic is conflicting with the turning and merging movements of more urban traffic. Adding to this dangerous situation we mix the vulnerable users like bikes and pedestrians and it is doubly dangerous. Therefore, increasing safety and enhancing the crossings of both Dell Range and U.S. 30 would be Kimley-Horn's approach. Extensive community outreach through three workshops has occurred. The Dell Range corridor recommendation is a five-lane section with bike lanes and sidewalks from College through Van Buren with medians placed in specific locations to control access. The proposed Bike lane is an innovative design. They are proposing

both a traditional signalized intersection and a roundabout at Dell Range and Whitney because both work well though the roundabout has a safety advantage. It will be up to the jurisdiction paying the local match to make the decision as to what will go in. The RAB could have optional auxiliary lanes to be put in at full buildout of Whitney Ranch. East of the intersection, Dell Range will have a center turn lane and protected bike lane. U.S. 30 is next. The idea is to eliminate the frontage roads and make the entire section a five-lane with a raised median. At College they suggest a raised median but having full or $\frac{3}{4}$ movements at Polk and Van Buren will improve safety. The plan proposes the completion of the 10 ft. trail from Pershing to College and continue it to Whitney, as well as a 6 ft. sidewalk when development happens on the north side. East past Whitney, it will be a five-lane section with continuous left turn lane without a median. Intersection improvements not previously mentioned: Van Buren and Dell Range, future signal when warranted. E. Dell Range and U.S. 30 is the button hook. U.S. 30 and Pershing will have access control and protected left turn phase as well as pedestrian crosswalks on all legs. Van Buren and U.S. 30 will get a realignment to eliminate the skew and add a future signal. Christensen will have a future signal when warranted.

- c. *Parsley Blvd. Corridor Plan* – Scott Cowley, AVI pc, reported; the study area was from Ames Ave. to College Drive and then south to Wallick Road. The key intersections are Ames, 4th, 3rd, Jefferson, Pinto and College Dr. Kimley-Horn was the traffic engineer and did counts and traffic projections. They recommended a three-lane section, not for volume, but for safety with left-hand turns. At Ames the current configuration works well now and, in the future, while a roundabout works slightly better at 2040. The reason for this project is WYDOT's I-80 bridge replacement plans in 2022 estimated to cost \$4 million. So it is now a good time to look at the entire corridor and make sure everything is matching. No funding for the corridor is identified for Parsley now. However, it is estimated at \$5.3 million for all the recommended improvements. Bicycle and pedestrian improvements were well received by the public. Most people were concerned about road closures during the bridge replacement. Scott went over the proposed improvements on each plan and profile sheet. 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 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 4th 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. Lastly, the alignment south of College Drive to Wallick Rd. was described. Todd Eldridge asked if they got any trucker comments on the roundabout option because he has seen a lot of oil trucks with pups that use that intersection. There have been no comments from the west side businesses.
- d. *Archer Greenway Connector* – 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 mtn. 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. Anja Bendel asked if we have been working with the Forward Greater Cheyenne committee and Jim Walter and his Greenway initiate. Nancy said she would share this with him.

- e. *PlanCheyenne Master Transportation Plan* – Tom M. reported that the MPO had four proposals and the selection committee interviewed them all. They selected Kimley-Horn to do the project and the contract was introduced at the City Governing Body this week. It will be approved at the May 28 meeting of the Governing Body and then the consultants will receive the notice to proceed. The cost was approximately \$350K and it will include the update to the MPO's Travel Demand Forecast Model.
- f. *Municipal Complex Pedestrian Plan* – Tom asked the committee members to take the survey that shows some options for improving the space behind the Municipal Building, Civic Center, the Cox Parking Garage and the Burke Senior Center. It will be completed this summer and get approved early fall. Tom showed an example of one of the options.
- g. *Others* - Tom shared with the committee the schedule for the Whitney and U.S. 30 plans to the July Planning Commissions. The Parsley and Archer Trail are further along and to speed up the adoption he would like to have a special meeting in July. It was settled on July 17th.

4. Update on current and upcoming local construction projects

- a. *City of Cheyenne* – Ms. Allen reported that the north parking lot for the municipal building is being resurfaced. Pumphouse wetlands is having warranty work done this summer work; Allison Rd. and Cribbon will add crosswalks and a median this summer; Wilson and Kimley Horn was selected for the Reed Ave. Rail design and will kick off soon; The Prairie/Frontier Mall roundabout will be done after Frontier Days; Evers Blvd. is going through two construction seasons, now is the drainage and utilities and next year the road; Christensen Road been awarded and will start this summer. Miller and Sunset Dr. received a CBDG grant to put curb and gutter in and to pave those streets. The overlay on E. Dell Range will happen after Frontier Days, and various drainage projects around town. Yellowstone and Dell Range intersection is an upcoming project. Joe Patterson stated that the Parade of Homes will be Sept. 13-15 and there will be a lot of traffic between Thomas Heights and Whitney Ranch.

- b. *Laramie County* – Dave Bumann said there has been a lot of oil and gas development. County construction crews are patching and working on roads 142 and 143 around Hillsdale and down to 203 on Chalk Bluffs. Attempting to work with operators for partnering on some roads with the County later in the summer. Record number of residential and commercial permits were given this first quarter. There is the potential for a large development (200-300 homes) up north on Yellowstone Road in the County. Highway 30 has several new developments along it; i.e., Westedt Meadows infill. LCCC is adding another residence hall with 363 beds and two new parking lots.
- c. *WYDOT* – Mr. Shenefelt reported on the WYDOT projects. Four jobs have already been let. The Central and Bishop intersection will get an overlay mostly at night. Patching on College Dr. from the west entrance of LCCC to Fox Farm will be night work, also, night work on Lincolnway near the YMCA mill and overlay to Morrie. There will be a Pine Bluffs bridge replacement. U.S. 85 another section. Putting in fiber optics on Central Ave. and Lincolnway and College, that might have lane closures. Work on I-25, Randall out to Horse Creek will be slab repair with high performance wear course. Parsley bridge damage repair. Signals are going in at College and Southwest Drive for the new Park-n-Ride location late summer. Horse Creek will get a chip seal. Next year will bridge maintenance on I-25.
- d. *F.E. WARREN* – Mr. Eldridge reported the contractors are putting together the staging area for the new weapon storage area (WGF) fence out on a corner of the Base off of Military Road. Enhanced Use Lease agreement is waiting on the developer now.
- e. *LEADS* – Ms. Bendel said they are finally seeing an uptick in inquiries on data centers. Have also seen an interest in smaller mid-size manufacturing (10-30 employees) looking for warehouse space. They have been working with Innovive, a manufacturing company for disposable rodent cages. This will be a primary business and since the cages will need to be sterilized, this could spur other companies, needing the same service to come to town. Mr. Cowley spoke about the LEADS Greenway; it will start at east edge of the Cheyenne Business Parkway, to be built on the north side to the Dry Creek Open Space. In the future it will be extended to meet up with Christensen Road's Greenway. The plans are into the city for review and hopefully will have a bid opening really soon.
- f. *LCSD #1* – Mr. Travis reported the only construction we have is Carey Jr. High. This summer they are doing a lot of mainly security maintenance. At Anderson and Afflerbach will have new entryways. Dildine needs their office moved to the exterior of the building. East High School will get a new swimming pool next year.
- g. *BOPU* – Mr. Hattig said that they are challenged by all the new development and they could be interfering with traffic because they are putting new infrastructure down the middle of streets and having to go in and upsize to gain more capacity. It is a really interesting time for them.

5. Other business

- a. The MPO's 24 hours traffic counts around town are beginning next week. Mr. Mason said the PlanCheyenne model update will be very interesting. Last update the growth rate used was 1¼ % growth per year. The MPO will be working closely with LEADS, the City and County Planning offices, and whoever wants to help to figure out the future growth rate for this update.

- b. Twice daily flights from Cheyenne airport have started May 4th through the first of September.

Next Meeting – July 17, 2019.

Respectfully Submitted:

Nancy Olson