

CHEYENNE METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE MEETING MINUTES

City Municipal Building, Room 208 (virtually on Zoom)
June 3, 2020, 10:00am



Voting Members:	Charles Bloom	City Development Director
	Craig LaVoy (for Ms. Nemecek)	Cheyenne Public Works
	Tom Cobb	City Engineer
	Dave Bumann	Laramie County Public Works
	Molly Bennett	Laramie County Public Works
	Paul Whalen	Laramie County Planning
	Andrea Allen	WYDOT Project Development
	Julianne Monahan	WYDOT Planning
	Wayne Shenefelt	WYDOT, Resident Engineers
	Matt Butler	Laramie County EMS
	Bryce Dorr (for Bruce Hattig)	BOPU
	Jef McMann	Black Hills Corporation
	Sally Stainbank	Lowe's Distribution Center
	Mary Richie	Mayor's Council for People with Disabilities
	Larry Gallagher (for Dana Hansen)	SCWSD
Non-Voting Members:	Walt Satterfield	FHWA
	Kristin Kenyon	FTA
	Kevin Erickson	WYDOT, Resident Engineers
	Anissa Gerard	City Traffic Engineer
	Scott Sparkties	SCWSD
Guests:	Craig Russell	Russell Mills
	Allison Fluitt	Kimley Horn
	Chris Joannes	Kimley Horn
Staff:	Tom Mason	MPO Director
	Christopher Yaney	MPO Senior Technician
	Jennifer Corso	MPO Senior GIS Tech
	Nancy Olson	MPO Office Manager

Ms. Andrea Allen called the meeting to orders at 10:03 a.m.

1. Approval of the November 13, 2019 minutes

Ms. Allen asked for a motion to approve the November 13, 2019 meeting minutes. Ms. Bennett moved to approve. Mr. Shenefelt seconded. Motion passed.

2. Election of Chair and Vice-Chair

Andrea called for nominations for Chair of the Technical Committee. Mr. Bloom moved and Mr. Shenefelt seconded that Ms. Bennett be the chair. She accepted with Mr. Bumann's concurrence. Motion passed.

Next Ms. Allen asked for nominations for Vice chair. Mr. Cobb nominated Mr. Bloom to be

Vice Chair. Second was made. He accepted the nomination. Ms. Bennett was asked to run the meeting.

3. Presentation and approval of the *Municipal Complex Pedestrian Routing Plan*

Mr. Russell gave the presentation by shared his screen.

Russell Mills Studios is familiar with the Cheyenne area as they have done many projects including the Downtown Lincolnway Corridor, the enhancements on 17th street and the East Pershing Blvd. Plan. This project started in late 2018. As plans with the Municipal Building and Civic Center start to take shape, this plan can dovetail with the future work. This project looked at the Burke Senior Activity Center (SAC), Parking, Pedestrian Connections, and Civic Uses and the intersection of them with all which is in the area along the Thomes Ave. corridor. How can we create Thomes as a Civic Spine that connects all uses between the Library and Lincolnway? Also looked at parking for the SAC and Burke Highrise with a welcoming pedestrian space. The entry to the new Civic Center will be more welcoming. Memorials could be consolidated and simplified. Also, solve drainage issues in a more natural way. Goals of the project included: enhancing connections, increasing safety and comfort of pedestrians and establishing character and identity for the area. Lighting for the pedestrians is important.

He showed the project matrix consisting of a central pedestrian walkway, beer garden and patio space for employees and public to gather, another staircase for the NW corner of the Cox Parking Structure, a consolidate memorial space, better access and parking to the SAC, bus parking for SAC, drop off for the SAC and Burke, and an outside speaker system for Civic Events.

He showed the three alternatives for the north parking lot with layouts consistent with the UDC. More parking can be added by eliminating the second turnaround and by removing the maintenance building. By removing the maintenance building 19-20 more spaces could be added along with three bus parking space. The preferred parking lot option was #3 with 20 more spaces and road alignment with the Library parking entrance.

Next, the three public space designs were shown with the preferred option #3, which focused on using the existing infrastructure as a cost saving measure.

Lastly, the preference survey for the patio place included preferences for a more enclosed civic space, colored concrete for walkways, site furnishing more in the middle between historic and modern, festive lighting, simple memorials worked into seat walls that match what is already in the area, enclosed staircase lighted, and no screening on the parking structure.

Improvements to the Civic Center entrance were shown next. The plan creates a plaza-like crossing at Thomes Ave and 20th St. with improved corners and colored concrete crosswalk as well as bridge crossing from the Cox that will act as a “gateway” to the area. The plan recommends removing lawn and adds xeric foundation plantings and uses Tivoli lights at the Civic Center entrance and beer garden areas. Other lights will be downward casting to illuminate the surfaces. There is a series of connected paths from 20th Street leading to the memorial plaza and the outdoor seating used for Civic Center intermission and during the week for City employees. There are more paths leading to the SAC, Burke, Library and to the Civic Commons.

Phasing: The first phase is focused on the Civic Center and memorial plaza improvements. Phase two is the north parking area and around the municipal building.

Mr. Mason said the plan will have a public hearing at the City Planning Commission on June 15th and then to the City Governing Body. There have been a few minor additions to what

you are seeing such as a crosswalk at O'Neil and 20th and maps of property lines around the SAC and Burke. This plan only makes recommendations for their property and work can be done if they wish.

Mary Richie said they lost 4 spaces when the Civic Commons was built, and they need those off-street parking spots replaced.

Mr. Cobb moved to approve the Municipal Pedestrian Routing Plan and Ms. Allen seconded. Motion passed.

5. Update on MPO Planning Projects

a. *Connect 2045 - PlanCheyenne Master Transportation Plan*

Allison Fluitt and Chris Joannes from Kimley Horn gave the update. The Long-Range Transportation Plan update is required by the federal government every five years to continue providing federal funding. It covers all modes of transportation; personal vehicles, transit, bicycles, pedestrians, aviation and freight. It guides the direction for future transportation investments.

Activities to date have been a community assessment of existing and future conditions, public engagement- Phase 1 from Nov. 2019 to April 2020, the Draft Plan Goals (8) and public engagement Phase 2 which has just concluded on-line.

Allison talked about the Community Assessment and Chris presented the results. With a steady population growth at 1.28% per year, in 2045 Cheyenne will add 22K- 32K population, 437-635 households and 10K to 18K jobs. Top growing industries are health care & social assistance, transportation & warehousing, construction, accommodation & food services and professional & technical services. Growth for housing in the north, northeast, east and southeast as well as west of interchange of I-80 and I-25. Also, jobs in the business parks along I-25 and I-80. Traffic congestion - present day congestion is along U.S. 85. Congestion in 2045 is along U.S. 85 and major crossing of the RR and the Dell Range corridor. Kimley Horn evaluated the three one-way couplets and whether they could be converted to two-way. The Warren and Central couplets are not advised to convert. Interchange assessments revealed that improvements need to be made at I-25 and Missile, Randall and Central and on I-80 at U.S. 85 and College. Transit access within a 1/4 mile within the MPO area is only 8.7% of the population. And within the City limits 51.8% are within a 1/4 mile of transit. In a peer review of system performance, Cheyenne compares relatively poorly to similar sized systems in both number of riders and efficiency. In a Non-motorized transportation analysis, it shows that the central part of the city is well connected. As you move away from the center, many gaps exist and facilities in the rural areas are non-existent. Crashes are going down. Pedestrian and bike crashes are relatively flat. Density of crashes are along high-volume roads. Injury and fatal crashes are along high-speed roads.

Phase one of public engagement was done through an online community input map, online community survey, community open house, focus group meetings and two pop-up events. They will go over the SWOT analysis. Strengths and weaknesses are things that are under control of our jurisdiction. Opportunities and Threats are not in our control.

Strengths: Include the Greenway System, underpasses and green pavement to improve bicycle safety, transit is clean and affordable, and not much traffic congestion, commutes are short. **Weaknesses:** Include Pedestrian & bicycle safety, maintenance and continuity of the ped and bike network, confusing greenway signage, safety perception of biking on streets, awareness of transit routes, ticketing & schedules, inefficient transit routes & limited hours, traffic signal timing, roadway maintenance, disconnect between

transportation and land use.

Allison pointed out that it might be time to reevaluate what kind of transit service we want vs. only providing a social service. Where do people really want to go and provide more efficient routing? Hubs aren't where people want to go. Does this community want the transit network to be a social service to get people where they want to go or to be a mobility partner?

Opportunities: Include improve multimodal crossings at major roadways, encourage walking and biking for transportation, not just recreation or exercise, educate the public on bicycle safety, educate the public on the transit system, improve the transit system to attract new riders, and improve intersections with four way stops or roundabouts.

Threats: Include poor maintenance of walking facilities, culture and weather – people want to drive rather than walk, bike or use transit, distracted drivers, and population growth driving increase congestion.

Allison presented the Goals. She said these goals guide the development of transportation alternatives, help prioritize transportation projects and forms the basis of system-wide performance metrics to track progress.

b. The Eight Goal Statements:

Safety – transportation facilities provide safe travel option for all residents & visitors

Growth- promote growth in the economy, development and tourism by providing a transportation system that accommodates current and future demand for the movement of residents, visitors, and goods.

Integration- integrate transportation and land used decisions to create and preserve neighborhoods that promote vibrant community character and encourage active living.

Choices- provide travel choices that are accessible to all travelers, promote local mobility and reduce the impacts of transportation on the environment and neighborhoods.

Efficiency – optimize the use of existing infrastructure as well as opportunistic funding options to make effective investments in the transportation network.

Connectivity- develop and maintain a multimodal transportation system that provides direct, continuous, and safe connections between local and regional destinations and services.

Resiliency- design transportation facilities and networks so they are secure and resilient to impacts from manmade or natural disasters.

Maintenance – extend the life of the transportation system and promote fiscal responsibility by emphasizing maintenance or system expansion.

- c. Phase two was the on-line MetroQuest survey. Chris showed the results. There were 74 participants, 1,181 individual data points on the map. Ranking of the goals showed Maintenance, Efficiency, Safety, and Connectivity are the most important. Tradeoffs on a scale for priorities was also asked. #1 Size of projects? Big and small were balanced. #2 Where to travel internal or external? Internal to the area was slightly more. #3 How we travel? More space for pedestrians, bikes and transit had slightly more responses. #4 Where to invest? Focus on greatest need. #5 How to invest? Focused on maintenance. The maps for “where are your concerns” saw 278 points for ideas and issues. Heat analysis maps by modes.

Kimley Horn is working on a project prioritization process to be used in a fiscally constrained plan verses the “I want it all” plan. Allison said the prioritization is focused

on roadway projects.

This is now data driven due to federal regulations. For Urban and Rural projects, the weighting values will be the big difference for prioritization. The next step will be the Financial considerations portion. Tom said within the next few months there will be a lot of material to review.

December of this year is final adoption time.

Charles Bloom had a question. 5.6% of the MPO area is within a ¼ mile of the transit system and 53% of the City was within a quarter mile of the transit.

4. Presentation and approval of the *Transportation Improvement Plan (TIP) Amendment*

Tom shared his screen to show the TIP amendments. The MPO produces a full TIP every two years. This is the off year and we are doing amendments. The projects are shifted and all the items in red are changes. Changes for the projects could be the year or the amount. He went over City projects first. All those projects had changes.

Bryce Dorr had a question on the 26th St. interceptor that was shown in 2022 and the project is currently under design. Dell Range widening project shows 2023 and the need for water infrastructure will be required before the road is widened.

WYDOT projects had one change.

Transit has the transfer station relocating from 17th Street downtown out to Lincolnway just east of Converse. This amendment was adopted last December.

Kristin Kenyon from Federal Transit spoke to this project.

The County changed the distribution of funding for their two projects.

Wayne Shenefelt moved to adopt, and Craig LaVoy seconded. Motion passed.

6. Update on MPO Planning Projects

d. *Whitney Corridor Plan*

Mr. Cobb reported that the Restway Travel Park has accepted the design changes. He needs two hours to finish his part. Anticipated completion on Monday and then to AVI to format.

7. Update on current and upcoming local construction projects

a. *City of Cheyenne*

Mr. Cobb gave updates. Christensen Rd. will have a change order to extend the deadline to November 2020. The City will have many miscellaneous concrete repairs. Upcoming projects include the rebuild of the Prairie Ave. & Frontier Mall Dr. intersection into a roundabout on June 8th. Next will be Nationway repair. The 2020 pavement management projects will be a 24th St. mill and overlay and chip seals around town. Hynds Blvd. will have two option to either recycle in place or mill and overlay. Meadow Drive and 12th overlay, from Sun Valley Rd. to Gettysburg. Bryce for BOPU mentioned current water and sewer rehabs being completed. Big projects include a new water storage tank next to the Buffalo Ridge tank.

b. *Laramie County*

Molly reported that the County had chip seal bids for 11 miles on County Rd. 161 and 7 miles of CR213. They are working on patching and pothole repair.

c. *WYDOT*

Mr. Shenefelt reported that the I-25 project slab replacement from Randall to Horse Creek; Crow Creek bridge repair on Happy Jack by the old park and ride location; Clear Creek structures; and Randall Ave. bridge on I-25 and the I-25 over the UPRR. Central and Warren viaducts will get slab replacements. Permanent signals to replace the temporary signals at Missile/Happy Jack on/off ramps will be installed.

Mr. Erikson reported on the slab repairs on the I-80 and I-25 interchange. Chip seal on Central and Warren between Pershing and 8th to be completed by August 31. Ms. Allen mentioned WYDOT will be planning a virtual public meeting for this. Other projects include the U.S. 30 design to Archer Bridge and the Dell Range and U.S. 30 intersection realignment.

d. Others (LEADS, Warren AFB, LCSD #1, etc.)

Ms. Olson asked what was going on at U.S. 30 and the Greenway at Polk Ave. Mr. Cobb said that there will be a new sign to deter users from crossing in the underpass at U.S. 30. He wants to dredge and replace the lift station with two pumps.

8. Other Business

- a. Tom mentioned the new MPO website for everyone to check out
- b. I-80 & I-25 NEPA document is at MPO office available to review
- c. Walt Satterfield is leaving to go to the FHWA Resource Center
- d. Invest in America Act is the name of the new transportation legislation.

Next Meeting – August (Connect 2045 & Whitney Plan)

Respectfully Submitted:

Nancy Olson