

CHEYENNE METROPOLITAN PLANNING ORGANIZATION
Citizen's Advisory Committee Meeting Minutes
Room 307 Municipal Building and Zoom
May 28, 2020



Committee Attendees:	Clay Muirhead, Chair	
	Gene Burchett, Vice Chair	
	Barbara Boyd	
	Boyd Wiggam	
	Dawn Fiscus	
	Rachel Meeker	
Absent:	Steve Ganison	
Staff:	Tom Mason	MPO Director
	Nancy Olson	MPO Planner
Guests:	Craig Russell	Russell Mills
	Troy Russ and	Kimley Horn
	Chris Joannes	Kimley Horn

Meeting was called to order at 6:08 PM

1) Approval of the November 21, 2019 minutes

Mr. Muirhead called for a motion to approve the November 21, 2020 meeting minutes. Mr. Burchett moved, and Mrs. Boyd seconded. Minutes were approved unanimously.

2) Presentation and approval of the *Municipal Complex Pedestrian Routing Plan*

Craig Russell gave the presentation of this project. The project started in late 2018. However, the Civic Center Renovation Plan began soon after, so this project was put on hold until the Civic Center Plan was completed. When that occurred, there was another survey and public outreach for the Municipal Pedestrian Plan. Craig said this plan is small in scale and is more site focused. As future renovations with the Municipal Building and Civic Center start to take shape, this plan can dovetail with the future work. This project is focused on the interfaces of the Senior Activity Center (SAC), Cox Parking Garage, Pedestrian Connections, and Civic Uses. The project is also focused on the breezeway along Thomes. How can we create Thomes Ave. as a Civic Spine that connects all uses from the Library to Lincolnway? It is important to increase the parking for the SAC and Burke High Rise and make the public spaces better lit and more welcoming for pedestrians. All Memorials will be consolidated. Also, it is proposed to solve drainage issues in a more natural way.

The main goals are: Enhancing connections, increasing safety and comfort of pedestrians and, establishing character and identity for the area. Mr. Russell showed the **project matrix** consisting of a central pedestrian walkway, beer garden and patio space that could be used for employee gathering space as well. There could be an outside speaker system for Civic Events. Another staircase for the NW corner of the Cox is proposed. One goal is to consolidate the memorials in one space and provide better access and parking to the SAC. Also, it is important to provide bus parking for the SAC and a drop off area.

Craig then showed the three alternatives for the north parking lot with layouts consistent with UDC

standards. More parking can be added by eliminating the second turnaround and removing the maintenance building. Removing the building adds 19-20 more spaces and three bus parking spaces. The preferred option was #3 with 20 more spaces and access alignment with the Library parking entrance.

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

Lastly, the character preference survey for the patio space 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, staircase to be lighted and enclosed, and no screening on the parking structure.

Improvements to the Civic Center entrance were shown next. The idea is to create a plaza-like crossing at Thomes with improved corners and colored concrete crosswalks as well as, a bridge crossing from the Cox garage that will act as a “gateway” to the area. He showed an idea to remove lawn and add xeric foundation plantings. An idea was to use Tivoli lights at the Civic Center entrance and in the beer garden area. Other lights will be downward casting to illuminate the surfaces only. He showed illustrations of connected paths from 20th Street leading to the memorial plaza and the outdoor seating used for Civic Center intermissions. More paths leading to the SAC, Burke and Library. Another path to the Civic Commons.

Construction phasing: Phase one was around the Civic Center and the memorial plaza improvements. Phase two was the parking area and around the municipal building.

Boyd Wiggam thought there should be an enhanced crossing at O’Neil and 20th as well. Boyd thinks pavers are not a good idea as they might be too slick when wet. ~~His biggest concern with the plan was it is serving pedestrians exclusively.~~ Boyd Wiggam thought there should be an enhanced crossing at O’Neil and 20th because a significant number of pedestrians will be crossing there as well as the Thomes and 20th intersection. *Amended minutes 8/27/2019*

Rachel thought that during inclement weather the second-floor connection from the Cox would be more heavily used.

Dawn had a concern in front of the Burke Highrise. Is it big enough for a fire truck to turn around? It is a high call area for emergency services. The plan showed it wider.

Clay asked if the plan is finalized? Can Mr. Wiggam comments be included? Tom said materials and crosswalks can be added during final design. He also said that we need a recommendation for approval to the Policy Committee. The next step after the Tech Committee approval, will be going to City Planning Commission the third Monday of June. It will then go to the Governing Body and finally to the MPO Policy Committee.

Mr. Wiggam moved to approve. Mr. Burchett seconded. Motion passes.

3) Update on MPO Planning Projects

a. ***Connect 2045 - PlanCheyenne Master Transportation Plan***

Troy Russ 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, and public engagement during Phase 1 from Nov. 2019 to April 2020. The Phase 2 Plan Goals (8) were completed and this includes more public engagement which is ongoing on-line.

Mr. Wiggam had a question regarding the first community survey and open-ended questions. He also received a lot of social media chatter when he shared the public meeting and “take the survey” posts. How can he get that to the consultants? Forward to Tom and he will get it to them.

Chair Muirhead thought the survey on-line was very good. Chris said it was the MetroQuest application.

Chris presented the results of the Community Assessment as well as the Eight Goals. 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 in that order. Growth for housing is in the north, northeast, east and southeast as well as, west of the interchange of I-80 and I-25. Also, in the business parks along I-25 and I-80. Traffic congestion was shown along U.S. 85. In 2045 U.S. 85 and major crossing of the RR and the Dell Range corridor.

They showed an evaluation of the three one-way couplets and if converting from one way to two way was feasible: The evaluation revealed that Warren and Central would not be advised to convert, but the others would be fine. Interchange assessments revealed that improvements needed to be made at I-25 and Missile, Randall and Central and on I-80 at U.S. 85 and College. Transit access shows that only 8.7% of the population are within a ¼ mile of transit within the MPO area. Within the City limits 51.8% are within a ¼ mile of transit. A peer review of system performance shows that Cheyenne compares relatively poorly to similar sized systems in both number of riders and efficiency. Non-motorized transportation analysis shows that the central part of the city is well connected and, as you move away from the center, many gaps exist with facilities in the rural areas.

Crashes are going down. Pedestrian and bike crashes are relatively flat. Density of crashes are along high-volume roadways. Injury and fatal crashes are along high-speed roads.

Mr. Wiggam questioned the present numbers for low Dell Range and Converse congestion. Mr. Russ answered that with long-range transportation planning, we don't have the capacity to include signal timing, which is the main problem on Dell Range. They only look at volumes. The city traffic engineer will give feedback on what the traveling public is experiencing. Another question from Mr. Wiggam was about how the changes at Missile and I-25 will affect the 19th and 20th couplet. Chris said the ramps at Missile will be signalized, and there is lots of excess capacity on east/west streets of downtown.

Phase one of public engagement was done through an online community input map, an online community survey, a community open house, several focus group meetings and two pop-up events. Troy went over the SWOT analysis. Strengths and weaknesses are under the control of our jurisdiction. Opportunities and Threats are out of our control.

Strengths: Greenway System, underpasses and green pavement to improve bicycle safety, transit is clean and affordable, and not much traffic congestion – commutes are short.

Weaknesses: 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.

Troy pointed out that it might be time to reevaluate what kind of transit service we want. A mobility partner providing efficient transit or transit that only provides a social service? Hubs aren't where people ultimately want to go; they are just a means-to-an-end and make the system inefficient.

Opportunities: 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: 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.

Mr. Russ said that project goals guide the development of the transportation alternatives and help prioritize transportation projects. They also form the basis of system-wide performance metrics to track progress.

Connect 2045 Eight Goals:

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.

Mr. Wiggam said that efficiency in Cheyenne means making it across town without congestion and detours. Troy suggested that predictability is a better word for that idea. Stimulate is a good word to use in place of “promote”.

Rachel said that budgetary concerns underly all these goals. Prudence is an underlying goal to deal with fiscal constraints.

Mr. Russ asked about equity. Are we spreading our focus equally to all areas and socio-economic groups? Public transit is a big concern when funding just doesn't go far enough to

provide the needed service.

Barb mentioned that public transportation on the east side of Cheyenne stops at Cleveland Ave. but the City is building all the way out to Whitney. Chris has recently spoken with Renae at CTP and she is very concerned about providing more and better service, especially to the east part of the City.

Phase two consists of the on-line MetroQuest survey. Chris showed the results. There were 74 participants, and 1,181 individual data points were provided on the map.

Ranking of the goals showed Maintenance, Efficiency, Safety and Connectivity as the most important.

Tradeoffs of priorities was asked and showed that people wanted a balance of sizes when it came to the size of projects? They also wanted a balance of locations of projects; urban vs rural. When asked about Mode priorities, they answered there needs to be more space on roads for other modes.

When asked where to invest dollars, the public answered: Focus on greatest need. The question about new roads vs. maintenance? The answer was focus on maintenance.

The consultants are now working on the project prioritization process to be used with the fiscally restrained plan as well as, the “want it all” plan.

The next community engagement is planned for August.

Clay asked for questions as comments to be emailed to Tom and Nancy.

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

Tom put up the TIP amendments. The items in red are the changes and could be the year or the amount. He went over City projects first. All those projects had changes. WYDOT had one change. Transit had the new transfer station added (moving from 17th Street downtown out to Lincolnway just east of Converse.) The County changed funding distribution for their two projects.

Mr. Wiggam asked questions. Is the MPO looking for recommendation? He noticed that most projects are being pushed back. How does this affect the downtown vitality with the transfer station moving out?

Tom said that yes, we need a vote of approval. Yes, all projects have been pushed farther out. The transit station busses were possibly conflicting with the increased pedestrian traffic with the municipal court being built and there is difficulty for exiting motorist from the garage, seeing around the busses.

Clay asked for a motion of recommend to the Policy Committee. Gene makes a recommendation of approval and Rachel seconded. Motion passes.

3) Update on MPO Planning Projects

b. *Whitney Corridor Plan*

Mr. Cobb is trying to find time to finish the Whitney Plan. Hopefully it will be completed very soon. A special meeting could be called.

Gene moved to adjourn, and Boyd seconded.

Next Meeting – August (Connect 2045)