

**CHEYENNE METROPOLITAN PLANNING ORGANIZATION**  
**Citizen's Advisory Committee Meeting Minutes**  
**Room 307 Municipal Building and Zoom**  
**August 27, 2020**



Committee Attendees:	Clay Muirhead, Chair Gene Burchett, Vice Chair Boyd Wiggam Rachel Meeker Barbara Boyd	
Absent:	Steve Ganison Dawn Fiscus	
Staff:	Tom Mason Jillian Harris	MPO Director Senior Planner
Guests:	Allison Fluitt Chris Joannes	Kimley Horn Kimley Horn

Meeting was called to order at 6:03 PM

1) **Approval of the May 28, 2020 minutes**

Mr. Wiggam moved to approve the minutes from May 28<sup>th</sup> and Ms. Meeker seconded. Mr. Wiggam had concerns that the previous meetings minutes reflected that his concern was that the Municipal Pedestrian Routing plan was only serving pedestrians. What he meant was that the crosswalks were designed to served pedestrians coming from a specific direction and not an additional direction that he felt was equally important. Mr. Mason said that consideration for the other direction of pedestrian travel was added to the plan per his suggestion. Mr. Muirhead asked for a motion to amend the minutes to reflect Mr. Wiggam's intentions. Mr. Wiggam made the motion to amend and Ms. Meeker seconded. Motion passed. Mr. Muirhead asked to approve the main motion and that passed.

2) **Presentation and approval of the *Whitney Corridor Plan***

Mr. Mason gave the presentation. He said the plan started two years ago and today we are going over the study area, goals and recommendations. The study area was from US 30 to the extension of Storey Blvd. and Beckle Road. Plan was done to improve roadway and intersection safety and to be able to handle all the growth from the Whitney Ranch development. The public involvement was extensive over three years. The road cross section from Dell Range up to the Storey alignment will be two 11' travel lanes with a 12' center turn lane, 7' shoulders and a 6' sidewalk on the east side and a 10' Greenway on the west side. From US 30 to Dell Range it will be the same cross section but 6' sidewalks on both sides. Many crashes occurred during the development of the plan so many interim solutions have already been implemented by WYDOT. There are two alternatives for the Dell Range and Whitney intersections. A roundabout or a signalized intersection. Both were equally functional, but the roundabout is safer. However, in 25 years, there could possibly be the need to add a couple of right turn slip lanes to the roundabout to keep it functioning well. The US 30 and Whitney intersection is quite skewed, so this plan straightens out the skew and makes it

close to a 90-degree intersection. This alignment adds a median to close access to and from the service road which will be safer for all users of the intersection. The service road will have other accesses. The intersection will be signalized and have crosswalks on all legs. WYDOT will be reconstructing this intersection during the US 30 reconstruction, and the realignment of the Dell Range and US 30 intersection, as well as Whitney Road reconstruction between US 30 and Dell Range all in the same time frame. The cost for Whitney Road is estimated to be \$6.73 million. Clay asked who decides which option will go forward for the intersection of Dell Range and Whitney. Mr. Mason said that it will be built with Federal money. The County will be paying the local match and recommended the roundabout so WYDOT is designing it with the RAB at this time.

Rachel asked if the same road profile would extend all the way to Storey. Tom answered yes.

Mr. Muirhead asked what happened to the conceptual idea of splitting the north and southbound lanes to get a better grade. The travel lanes will remain in the current place, but the Greenway will go around the ranch house and then down to the intersection to maintain at or below 5% grade.

Mr. Wiggam asked if the final alignment will be on the section line. Yes. He also asked if the design includes enough storm water control to prevent another Thomas Heights. Significant attention and detail were paid to this during the plan development. Mr. Wiggam also asked if commercial development in Whitney Ranch and more traffic that goes with it was considered. Mr. Mason said that is being considered and planned for.

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

### 3) **Presentation of the *Connect 2045 - Plan Cheyenne Master Transportation Plan - Kimley Horn***

Allison Fluitt and Chris Joannes from Kimley Horn gave the update. Chris said they will recap the project goals and schedule, the recommendations, prioritization process and results. Lastly, they will go over the financial plan. 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.

Chris went over the goals. They are **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 over system expansion.

The consultants are just finishing up the third round of public engagement. The draft document will be out in Sept., the public hearings will take place in November, and the final adoption is scheduled for December 2020. The Recommendations overview included the Roadway Capital Projects. Mr. Joannes said they would talk more of those later. The Pedestrian/Bicycle Projects were grouped in short, medium, and long-term categories. The Transit System Recommendations revealed that the main recommendation was to update the Transit Development Plan. The Travel and Tourism recommendations were to complete the wayfinding plan system, complete the Airport runway rehab and complete the On-street Bike and Greenway Plan recommendations.

Allison went over the prioritization process and the financial plan overview. Mostly this will be roadway projects. Other modes already have project priorities that were done with other plans or ongoing committees. She said the road project will be prioritized with high, medium, and low priorities so it will be easier to match with potential funding streams. The process for priorities matches with the goals. Allison showed a map of the project priorities. Allison asked for questions. Mr. Wiggam asked what was the project(s) on Pershing that showed up as High Priority? He said that Pershing got rebuilt in the recent past. Near Logan an MPO recent plan for safety and operational reasons called for the realignment of the intersection of Concord and Logan into a four-legged intersection. That would require the demolishing of the old Eastridge Elementary School. But LCSD#1 is still using the school to house students while they rebuild other elementary schools around the area. The high priority to the west on Pershing from Logan to Evans is because of another recent MPO plan that changed the cross-section to be more pedestrian friendly including medians and wider sidewalks, slowing the traffic down in the commercial district. He also had concern with Carey and Pioneer that has had recent redux and bike lanes added.

Mr. Muirhead pointed out the priority of Dell Range and Whitney Rd. was a lower priority even though we just finished plan and are moving ahead with some of it. Also, he thought the Storey Blvd. to Whitney connection should be a higher priority. The last question Clay had was who decides the priorities. Allison referred to the flow chart and said a lot of data is underlying each type of project.

The financial plan for the roadway projects was done using constraint determination. The bike and pedestrian projects traditionally cost less and are implemented when funding and opportunities present themselves. Transit and Aviation projects are done through other efforts. So, for the roadway projects the transportation revenues were forecasted from 2024 through 2045 and come from different buckets of money. They assumed a 2% inflation rate. Understanding the revenues will lead to the financially constrained plan. Revenues were divided into four tiers. They match the revenues with the estimated costs. She showed the map of the project funding status. Tier One is mostly along the Dell Range Corridor with intersection and pedestrian improvements. Tier Two is a mix of ped and bike improvement and capacity projects. Tier Three is like Tier Two with the variety of projects. This includes the one-way to two-way conversions. Tier Four is a 10-year funding band that includes some high-ticket projects. Developer funded projects are the ones where new development will be triggering the building of those roads. In Projects of Opportunity the \$300 million price tag for the I25 and I80 interchange is too large for any of our funding sources to be able to handle, so WYDOT is looking for Federal Transportation Bill funding. Mr. Wiggam asked why a connection to US 85 further east wasn't considered with this planning

effort. Mr. Mason said he would put it on the list.

Chris finished up the presentation by saying the draft document will be out in early Sept. The Technical and Citizens Committees will be voting on the plan near the end of Sept. The Planning Commissions and Public hearings will be in November with the final adoption before the end of the year.

Mr. Wiggam had a few more comments on the draft plan.

4) **Updates on MPO Planning Projects**

a) **East Park Greenway and Drainage Plan**

Jillian Harris introduced herself and went on to talk about this new MPO planning project. It is a 35% design plan at the new East Park at Pershing and Whitney and will look at rerouting the Dry Creek drainage to allow an existing historical stone underpass of (UPRR) to be used for the Greenway. This would connect to the LEADS open space area with future trails and the Laramie County Conservation District's trails. The RFP went out a few weeks ago and Summit Engineering has been selected to do this plan. It will be going through Council in Sept and to begin in Oct.

b) **Converse Plan**

There is an RFP out for Converse Ave. to look at drainage and reconstruction of the road to a proper width (and add the Greenway to Masonway) from Dell Range to Carlson. There has been new development and planned development that has triggered another look at this area. Deadline for proposals is Sept. 4<sup>th</sup>.

5) **Other Business**

a) Tom said that he is preparing next year's work program and would like to have the committee think about and give him some suggestions on what they think are needed planning projects.

One big project the MPO is doing, that comes out of Connect 2045, for certain is preparing a Transit Development Plan for Cheyenne Transit Program.

b) The committee was told to be prepared to receive the draft Connect 2045 document and read through it.

c) Rachel asked for a hard date for next year's project suggestions. Tom said Wed. Sept. 2<sup>nd</sup>.

6) **Next Meeting –September 24, 2020 (Changed to October 22, 2020) for approve Connect 2045**