

CHEYENNE METROPOLITAN PLANNING ORGANIZATION
Citizen's Advisory Committee Meeting Minutes
Laramie County Library Windflower Room
and Zoom
June 9, 2021



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| Attendees: | Barbara Boyd | via Zoom |
| | Rachel Meeker, Vice Chair | via Zoom |
| | Clay Muirhead, Chairman | in-person |
| | Boyd O. Wiggam | in-person |
| | Dawn Fiscus | in-person |
| | Kellie Johnson | in-person |
| Absent: | Gene Burchett | |
| Guest: | Nathan Silberhorn | Ayres Associates (via Zoom) |
| Staff: | Tom Mason | MPO Director |
| | Jillian Harris | Senior Planner |
| | Nancy Olson | Office Manager |

1. Approval of the February 18, 2021 minutes

Mr. Muirhead called the meeting to order at 6:02 PM and called for a motion to approve the February 18, 2021 minutes. Ms. Fiscus moved, and Ms. Meeker seconded. Minutes passed unanimously.

2. Introductions

Mr. Mason asked the rest of the committee to introduce themselves so Ms. Johnson will know who is present. This was Ms. Johnson's first meeting as a new committee member.

3. Discussion and Approval of the proposed *2022-2025 Transportation Improvement Program*

Mr. Mason said that the TIP is a list of all the transportation projects that will be done in the next four years that are provided to the MPO by the City, County and WYDOT. All projects, especially the federally funded ones, must be in the Master Transportation Plan, which was recently adopted in December 2020.

Mr. Mason went through the major projects that were of interest to this committee or the community in general. He explained what they were and where they would be built. (See attached TIP document).

Mr. Wiggam asked if there was any project that was new to the list or unexpected. Ms. Harris said

possibly Converse. Ms. Boyd asked how soon the signal would come to the intersection at Van Buren and Dell Range. Mr. Mason said 2024 is a good estimate.

Mr. Mason stated that the rest of the text for the TIP is almost completed. The TIP gets approved by the Policy Committee and then it is provided to WYDOT who includes the MPO TIP in the STIP. Then the STIP goes to the Governor for his approval.

Ms. Boyd moved to approve the proposed 2022-2025 Transportation Improvement Program. Mr. Wiggam seconded. Motion passed.

4. Discussion of the proposed *2021 MPO Planning Boundary Map*

Mr. Mason showed the map of the proposed MPO planning boundary. He said that when the Master Transportation Plan was completed last December, it was then time to look at the MPO planning boundary and make some changes. The blue line is the MPO planning boundary. The dashed line is the urban boundary. The boundary has been expanded out on the very north side by US 85 and then on the east side by Archer Interchange to take in a few more subdivisions being built out there. The boundary moved inward on the southeast corner above the ridgeline where this is mostly oilwells now and the MPO does not expect commercial or residential in these areas within the next five years.

Mr. Muirhead asked for a vote to acknowledge receipt. Mr. Wiggam moved to acknowledge receipt of the 2021 MPO Planning Boundary Map. Ms. Boyd seconded. Motion passed.

5. Discussion of the proposed *2021 Existing Functional Classification and Urban Boundary Map*

Mr. Mason said that the urban boundary is what is used for WYDOT to distinguish what roads are urban and what roads are rural. Since the PlanCheyenne Master Transportation map was adopted, the MPO is now updating the map with classified roads such as major and minor collectors, principal and minor arterials, and interstates. Shaded gold is the expanded urban boundary with the new subdivisions. Those are indicated with numbers inside squares. The numbers in circles indicate changes to the existing functional classification. The solid lines are existing roads, and the dashed lines are proposed, which have a high probability of being built with the next five years.

Determination of classification is done by looking at traffic volumes, continuity and how long the road is.

Mr. Wiggam asked which specific roads were changed up or down, in terms of classification. Mr. Mason said he did not bring that file with him. Converse, north of Storey was added. Mr. Wiggam asked about Division south of College.

Mr. Wiggam moved to acknowledge receipt of the 2021 Existing Functional Classification and Urban Boundary Map. Ms. Fiscus seconded. Motion passed.

6. **Presentation on the *Converse Avenue Plan* by Ayres Associates**

Ms. Harris introduced Nathan Silberhorn, project manager of the study on the consultant side. Mr. Silberhorn began the presentation by going over the scope, goals, and existing conditions on the corridor. He said that Step 1 is cataloging existing conditions, such as the corridor has inconsistent lane marking and lane continuity issues, as well as pedestrian access and safety issues along and across Converse; the 25- year-old pavement has issues, and the WYDOT inspection of culverts of Dry Creek recorded the culverts are not in as good of condition as previously thought. They likely will need replacement. There are unusual business accesses on the northwest and northeast corners, just south of Dry Creek, that produce complications because of their proximity to Dell Range. The USPS truck entrance will still need to accommodate large semi-trucks. The southbound left turn lane onto Dell Range is a problem and east bound left turns out of Mason Way are a problem, as well.

Step 2 is to look at possible improvements, i.e., addressing the lack of east-west continuity of street network. Looking at possibly more transit stops. The sidewalks along and to Converse will be looked at and Greenway expanded to Masonway. Eight intersections along the corridor that needed to be evaluated. With the traffic analysis completed, and the model was updated. The traffic growth near the intersection will double. Enhanced three-lane and 4-lane divided roadway were the two improvement options. The intersection options were signalized and roundabout. Mr. Silberhorn showed pictures of each option. Traffic signal warrants were performed at Point Bluff, Ogden, Carlson and Masonway. Connections from Bluffs to Converse at Plain View, Pattison, or Apache were evaluated.

Step 3 is Public Involvement: This had two phases; 3a. Public involvement – was done with focus groups, and public meetings one and two. The second public meeting will be held on May 24th 5:30 to 7:00 pm at Anderson Elementary school. The 3b. phase is of Public Involvement – taking the plan and gathering feedback from the MPO committees, planning commissions and governing body.

Step 4 was the traffic analysis. This was done by getting future traffic volumes from existing conditions and the future land uses. This was put into the transportation model to get what the future volumes will be and then see where and what improvements should be made to avoid failing traffic operations.

Step 5 is evaluating the improvement options. The Plan recommendations are: Street cross section to be a modified 3-lane template with medians at intersections. The median will have some 6” curbs at intersections with left turn lanes, but it will be 2- inch stamped concrete in the middle sections. The plan recommended traffic signals at Mason Way now and at Point Bluff, in the future, and a single-lane roundabout at Carlson. It recommends closing the cul-de-sac at Briarwood Lane in the future. It recommends prohibiting left turns at the business accesses near the intersection of Dell Range and Converse. Also, to bury and pipe the west side drainage ditch, as well as extend the

Greenway to Mason Way. It also recommends, constructing crosswalks of Converse at Carlson, Ogden, Point Bluff and Mason Way. Lastly is recommends E/W street connections at either Pattison, Apache, or Plainview. Mr. Silberhorn showed plan-view pictures of the corridor and asked for questions.

Mr. Wiggam asked about the low-profile median. Mr. Mason said the low-profile median was because of the amount of snow the City must remove and that the plows have steel, not rubber blade ends, there will be too much curb damage. Mr. Wiggam asked about the roundabout and wondered about future east/west connections and asked where was is the 1/2 section line. His biggest issue was forcing people to turn left onto Dell Range, versus Converse. Mr. Mason said that turns should be right on Dell Range and then right again at Grandview. Ms. Harris said that more public education needs to occur to weigh the savings of taking a few minutes longer versus the costs of crashes. Mr. Silberhorn said the Aspen Ridge folks said they have a problem with people trying to turn right into the out access.

Mr. Muirhead asked if a solution would be to educate the people that are in Aspen Ridge with signage the best way to get out of the shopping complex.

Mr. Mason said the consultant will be providing the final report within a week, so all can read it. There will be a special Tech meeting: July 14. The committee can do two options. To decide that they are good with what they have seen today or wait to see the final document before approval. Mr. Muirhead asked the committee for feedback on which option they would like to do. Mr. Wiggam wants to see a caveat in the plan for future planning of traffic routing from Aspen Ridge. Also, he wants to be sure there will be detached sidewalks on Converse. Mr. Muirhead wants to approve today and have Mr. Wiggam's addition added. Ms. Boyd moved to approve now and Ms. Meeker seconded. Motion passed with Mr. Wiggam voting no.

7. Update on MPO Planning Projects

a. East Park Greenway and Drainage Plan

Jillian Harris reported that Summit Engineering has completed the structural analysis of the tunnel and a critical Hydrological Model has been completed by GLM Designs. The model identified several opportunities to divert drainage. The next step is to meet and secure the blessing of UPRR to use the old tunnel for pedestrians. Now Summit is working on contacting UP to set a meeting. A contract amendment is going through approval now for additional drainage analyses for Dry Creek south of UP tracks and to design a GW path through the LEADS properties connecting to Campstool Rd and the LEADS Greenway there.

Mr. Wiggam asked where the drainage will be diverted to. Ms. Harris said it would not be routed onto any other person's property, just Dry Creek would take a different route under the UPRR track. The contract amendment will look at creating more or different water features as well as

where the Greenway will go in the open space and eventually connect to Campstool.

b. *Walterscheid Boulevard Plan*

Ms. Harris reported that Benchmark Engineers is under contract and the project was kicked off in early March. The Plan is a conceptual 35% design for Walterscheid from Deming Dr. to W. College Dr. The project will look at what the right cross section for that corridor is based on the surrounding land use and growth. There is development happening now that will affect the traffic. A complicating factor is the fact that from W. Allison to College Dr. the street centerline is the jurisdictional boundary, between city and county.

The work that has been done so far is a traffic and crash analyses of the corridor. Now they are looking at improvements that can be made. The first public meeting was on May 25th 5:30 PM at Rossman Elementary in person. A contract amendment is going forward to add the Fox Farm intersection to the design. Mr. Wiggam asked if there was a good plan for Division south of College Ave. Mr. Mason said there was.

c. *East Pershing Boulevard Plan*

Mr. Mason reported that the consultants selected to do this project are an old firm with a new name; Y2 out of Jackson, WY. They bought Western Research and Development and the local staff is from that consultant firm. The contract will start going through the governing body on June 28th. This plan will look at the East Pershing corridor from US 30 eastward to the Christensen Road Intersection.

d. *Transit Development Plan*

Ms. Harris reported that the MPO,s working on behalf of CTP, have put out an RFP for a Transit Development Plan on April 30th. They received three proposals and they are being reviewed and scored by a committee of folks from CTP, MPO, Planning, CTP Advisory Committee, Public Works and WYDOT to determine how many interviews will happen on the 24th of June.

8. Other Business

- a. Mr. Wiggam asked if the committee could continue to have an option of joining via Zoom for subsequent meetings. Yes, the MPO will advertise both in person and virtual meetings.
- b. Mr. Mason suggested holding the MPO Citizens meeting on the evening of Wednesday, the same day as the Technical Committee. He asked if anyone had objections. Hearing none, it was decided to be on Wednesdays in the future.

Next Meeting – Wednesday, August 18, 2021