

AGENDA
Cheyenne MPO
Technical Committee Meeting
May 20, 2026
Cheyenne Municipal Building - Room 208
10:00 AM

Agenda Report

1. **Call to Order/ Roll Call**
2. **Introductions**
3. **Voting to Approve: Approval of Minutes** from February 18, 2026
4. **Safe Streets for All Comprehensive Action Plan** – FHU. FHU has completed several key milestones in the development of the Comprehensive Safety Action Plan, including data collection from the Wyoming Department of Transportation (WYDOT), the City of Cheyenne, and Laramie County; establishment of the Steering Committee and Stakeholder Advisory Committee; and preparation of the Safety Data Analysis Plan. Phase 1 public outreach generated 185 community comments that identified key transportation safety concerns and priorities. In addition, a five-year crash analysis reviewed 7,844 reported crashes to identify trends related to fatal and serious injury crashes, as well as risks affecting vulnerable roadway users. The next phase of work will focus on developing the High-Injury Network to identify locations with concentrations of severe crashes and conducting a systemic safety analysis to determine roadway characteristics associated with elevated crash risk. This analysis will support the creation of a High-Risk Network to proactively identify and address safety concerns throughout the region. A regional Safety Summit will be held to refine priorities and review findings, followed by the development of a countermeasure toolkit, project prioritization framework, implementation matrix, and draft Comprehensive Safety Action Plan for public review and comment.
5. **East Allison Road Corridor Study** – Stantec. The study is being completed in two phases. Phase 1 will advance to approximately 30 percent design to provide a more accurate evaluation of the US 85 gateway and will extend east to Avenue C. Phase 2 will be developed to approximately 10 percent conceptual design and will include a centerline survey from Avenue C to the eastern terminus of the existing East Allison Road within the Niobrara Industrial Park. The study will also evaluate the feasibility of a potential roundabout at the intersection of East Allison Road and Avenue C. A kickoff meeting was held on February 20, 2026, at 10:00 a.m. Stantec is currently compiling existing data, preparing for a public open house, and coordinating upcoming Steering Committee meetings.
6. **Parsley Blvd. & Wallick Rd. Extensions Feasibility Study** – AVI. The Request for Proposals (RFP) for the Parsley Boulevard and Wallick Road Extension Feasibility Study was advertised in the Wyoming Tribune Eagle newspaper on February 25 and February 28, 2026. Four firms AVI, BenchMark, CivilWorx, and Y2 Consultants submitted proposals to the Cheyenne MPO and were evaluated by a Selection Committee composed of representatives from WYDOT, Laramie County, the City of Cheyenne, and MPO staff. Proposals were reviewed using four evaluation methods including averaging reviewer scores, combining total points, identifying individual reviewer top picks, and a final consensus review of all results. AVI ranked highest in both the average score and combined points methods, with AVI and Y2 receiving the most individual top rankings. Based on

the overall evaluation results and committee consensus, AVI was selected to conduct the Parsley Boulevard and Wallick Road Extension Feasibility Study.

7. **MPO Studies** – During the next fiscal year, the MPO will identify studies for consideration. The Technical Committee will review and select the top three studies to be included in the FY'27 UPWP.

Vote	Study	Estimated Cost
	Missile Drive Right-Sizing Corridor & Grant Avenue Future Extension Study	\$180,000.00
	15th Street & Greenway Corridor Study	\$180,000.00
	Lincolnway Corridor Access Management Study	\$180,000.00
	Otto Road Freight & Corridor Study	\$180,000.00
	Southwest Drive Rail Overpass Study	\$180,000.00
	Ridge Road Safety & Neighborhood Corridor Study	\$180,000.00
	Southeast MPO Future Road Network Study	\$180,000.00



Missile Drive Right-Sizing Corridor & Grant Avenue Future Extension Study

This study would evaluate Missile Drive as a key transportation corridor connecting Interstate 25 to Lincolnway, serving local traffic, freight movement, neighborhood access, and ongoing redevelopment activity in west central Cheyenne. The project would assess opportunities to optimize the corridor by improving roadway efficiency, safety, and multimodal access while maintaining its role as an important regional connector.

Potential considerations include lane reconfiguration options, intersection improvements, access management strategies, bicycle and pedestrian facilities, drainage enhancements, streetscape improvements, transit access needs, and traffic calming measures where appropriate. Given Missile Drive's function as a primary east west connection between Interstate 25 and Lincolnway, the study would also evaluate corridor operations, freight mobility, emergency response access, and long term travel demand.

In addition, the study would examine the feasibility of a future Grant Avenue extension connecting Missile Drive to Old Happy Jack Road. Grant Avenue provides a direct connection to Lincolnway, and this potential extension could enhance local circulation, network redundancy, neighborhood access, and redevelopment opportunities. Evaluation may include conceptual alignments, right of way needs, railroad and drainage constraints, traffic impacts, utility coordination, and overall constructability.

Deliverables may include traffic and safety screening analysis, conceptual alternatives, stakeholder and public engagement, planning level cost estimates, and phased implementation recommendations for consideration in the Cheyenne MPO Connect 2050 Plan, Transportation Improvement Program, and local capital improvement programming.

Estimated Cost: 180,000

This planning level study budget would typically include a review of existing conditions, a traffic operations screening, a crash and safety assessment, development of conceptual alternatives, stakeholder outreach, and order of magnitude cost estimates to determine whether the corridor and potential future extension should advance into subsequent design or implementation phases.



15th Street & Greenway Corridor Study

This study would evaluate the 15th Street corridor as a key east west connection linking downtown Cheyenne, surrounding neighborhoods, employment centers, and regional destinations. The corridor also presents an opportunity to enhance local transportation function while exploring improved trail and greenway connectivity adjacent to the Union Pacific rail corridor and nearby community assets.

The project would assess opportunities to improve roadway operations, safety, and multimodal mobility along 15th Street while strengthening neighborhood access and enhancing corridor aesthetics. Potential considerations may include pavement rehabilitation needs, lane reconfiguration options, intersection improvements, access management strategies, traffic calming measures, streetscape enhancements, pedestrian crossings, ADA upgrades, bicycle facilities, lighting improvements, drainage upgrades, and transit stop enhancements where appropriate.

In addition, the study would evaluate opportunities for a parallel or connected greenway and trail corridor that could link neighborhoods, parks, downtown destinations, and the broader Cheyenne trail network. Considerations may include trail alignments, coordination with railroad infrastructure, crossing improvements, lighting, safety features, landscaping, public space opportunities, and long term maintenance requirements.

Deliverables may include traffic and safety screening analysis, conceptual corridor improvement alternatives, stakeholder and public engagement, greenway connectivity concepts, planning level cost estimates, and phased recommendations for future inclusion in the Cheyenne MPO Connect 2050 Plan, Transportation Improvement Program, parks and trail planning efforts, and local capital improvement programming.

Estimated Cost: 180,000

This planning level study budget would typically include an existing conditions review, traffic operations screening, crash analysis, multimodal corridor concepts, high level greenway and trail opportunity evaluation, stakeholder outreach, and order of magnitude cost estimates to determine whether the corridor should advance into future design or implementation phases.



Lincolnway Corridor Access Management Study

This study would evaluate the Lincolnway corridor, a Wyoming Department of Transportation (WYDOT) state highway, as a major east west transportation route serving regional traffic, freight movement, commercial activity, neighborhood access, and connections to downtown Cheyenne. As a key state highway facility within the Cheyenne urban area, the corridor plays an important role in the local and regional transportation network and presents opportunities to improve safety, traffic operations, and long term corridor function through strategic access management and targeted multimodal enhancements.

The project would assess opportunities to improve existing traffic operations, crash patterns, driveway density, turning conflicts, signal spacing, and intersection performance along the study segment. Because Lincolnway is under WYDOT jurisdiction, coordination with WYDOT access control standards, roadway policies, traffic operations procedures, and long range corridor planning objectives would be a central component of the study.

Potential considerations may include driveway consolidation opportunities, shared access between parcels, median treatments, turn lane enhancements, signal timing improvements, intersection upgrades, frontage or access road concepts, pedestrian crossings, ADA improvements, bicycle accommodations where appropriate, transit stop access, and corridor enhancement strategies.

Because Lincolnway functions as both a business corridor and a state mobility route, the study would also evaluate freight mobility, emergency response access, redevelopment opportunities, parking impacts, and compatibility with surrounding land uses while preserving regional traffic operations.

Deliverables may include traffic and safety screening analysis, access management recommendations, conceptual improvement alternatives, stakeholder and property owner outreach, planning level cost estimates, and phased implementation strategies developed in coordination with WYDOT for future inclusion in the Cheyenne MPO Connect 2050 Plan, Transportation Improvement Program, WYDOT planning efforts, and local capital improvement programming.

Estimated Cost: 180,000

This planning level study budget would typically include an existing conditions review, traffic operations screening, crash assessment, driveway and access inventory, WYDOT coordination, conceptual alternatives development, stakeholder outreach, and order of magnitude cost estimates to determine whether the corridor should advance into future design or implementation phases.



Otto Road Freight & Corridor Study

This study would evaluate the Otto Road corridor as a strategically important west Cheyenne freight and transportation route serving industrial activity, goods movement, regional access, and future growth opportunities. Otto Road functions as a key connection between US 30 and WY 225, surrounding industrial lands, rail served properties, and nearby access to Interstate 80, making the corridor significant for both economic development and freight mobility.

The project would assess opportunities to improve existing roadway conditions, traffic operations, truck activity, safety performance, access spacing, drainage constraints, and long term land use demands. Because the corridor primarily serves industrial and logistics related traffic, special emphasis would be placed on truck mobility, turning movements, pavement conditions, oversize and overweight vehicle considerations, and compatibility with rail operations and adjacent industrial uses.

Potential considerations may include roadway widening opportunities, pavement rehabilitation needs, shoulder improvements, turn lane additions, intersection upgrades, access management strategies, drainage enhancements, railroad coordination, signage improvements, lighting, and multimodal accommodations where appropriate, as well as corridor preservation strategies to support future industrial development.

The study would also evaluate connectivity to Interstate 80 interchanges, nearby state highway facilities, and future industrial expansion areas, while identifying opportunities to improve reliability, strengthen freight access, and reduce operational conflicts.

Deliverables may include traffic and freight screening analysis, safety review, conceptual corridor improvement alternatives, stakeholder and property owner engagement, planning level cost estimates, and phased recommendations for future inclusion in the Cheyenne MPO Connect 2050 Plan, Transportation Improvement Program, WYDOT planning efforts, and local capital improvement programming.

Estimated Cost: 180,000

This planning level study budget would typically include an existing conditions review, truck and freight operations screening, crash assessment, access inventory, WYDOT coordination, conceptual alternatives development, stakeholder outreach, and order of magnitude cost estimates to determine whether the corridor should advance into future design or implementation phases.



Southwest Drive Rail Overpass Study

This study would evaluate the feasibility of a future Southwest Drive rail overpass connection to improve north south mobility, freight movement, and overall transportation network connectivity in southwest Cheyenne. The corridor represents a long term opportunity to provide a grade separated crossing over Lincolnway and the Union Pacific rail corridor, potentially reducing delay associated with train operations, improving traffic flow and safety, and enhancing access between commercial, industrial, and developing areas on both sides of the rail line.

The project would assess opportunities to extend and connect the existing Southwest Drive corridor to adjacent roadway systems, employment centers, and nearby access to Interstate 80, Westland Road, and surrounding industrial areas. Because rail activity and at grade crossings can result in recurring delays and emergency response constraints, the study would evaluate whether a future overpass could provide meaningful operational, safety, and mobility benefits.

Potential considerations may include conceptual bridge alignment options, roadway approach configurations, intersection improvements, crossings over Lincolnway, freight route enhancements, bicycle and pedestrian accommodations where appropriate, drainage requirements, utility coordination, railroad clearance criteria, right of way needs, and access modifications for adjacent properties.

Special emphasis would be placed on coordination with the Union Pacific Railroad, the Wyoming Department of Transportation due to the Lincolnway state highway interface, the City of Cheyenne, freight stakeholders, and emergency services. The analysis would also consider long term land use growth, industrial expansion, truck routing efficiency, and overall transportation network redundancy.

Deliverables may include traffic and freight screening analysis, rail delay assessment, conceptual bridge and roadway alternatives, stakeholder and public engagement, environmental constraints screening, planning level cost estimates, potential funding strategies, and recommendations for future inclusion in the Cheyenne MPO Connect 2050 Plan, Transportation Improvement Program, WYDOT planning efforts, and local capital improvement programming.

Estimated Cost: 180,000

This planning level study budget would typically include preliminary traffic analysis, freight screening, rail coordination outreach, conceptual layout development, high level environmental constraints review, stakeholder engagement, and order of magnitude cost estimates to determine whether the project should advance to a full feasibility study.



Ridge Road Safety & Neighborhood Corridor Study

This study would evaluate the Ridge Road corridor as an important north south transportation route serving neighborhoods, schools, parks, commercial areas, and key community destinations in central Cheyenne. Ridge Road functions as a valuable parallel route between major arterials and provides critical local connectivity between Dell Range Boulevard, Pershing Boulevard, Omaha Road, Lincolnway, and surrounding activity centers.

The project would assess opportunities to improve roadway safety, traffic operations, multimodal mobility, and neighborhood compatibility while preserving the corridor's role as a community connector. Because Ridge Road passes through established residential areas and is located near schools, parks, and recreational facilities, special emphasis would be placed on balancing mobility needs with livability, neighborhood access, and corridor efficiency.

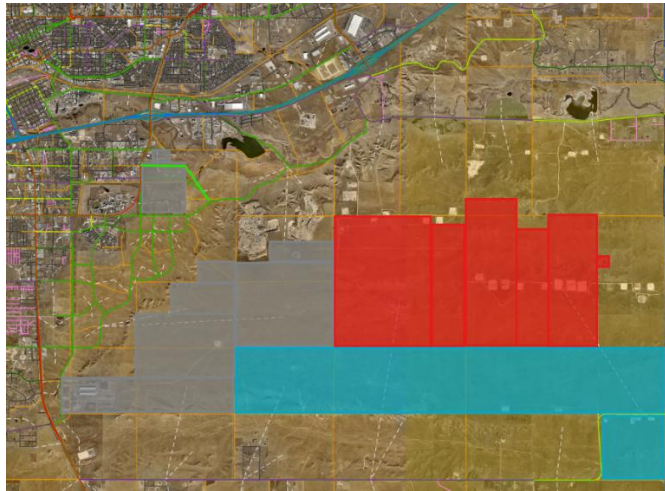
Potential considerations may include intersection improvements, traffic calming measures, pedestrian crossings, ADA upgrades, bicycle accommodations, shared use path connections, lighting improvements, drainage enhancements, transit stop access, streetscape enhancements, and gateway treatments where appropriate.

The study would also evaluate corridor segments with varying land uses, including residential neighborhoods, commercial nodes, school related traffic activity, recreational destinations, and connections to regional routes. Analysis may include speeding trends, crash history, cut through traffic, school access conditions, and projected future travel demand.

Deliverables may include traffic and safety screening analysis, multimodal corridor concepts, stakeholder and neighborhood engagement, planning level cost estimates, and phased recommendations for future inclusion in the Cheyenne MPO Connect 2050 Plan, Transportation Improvement Program, Safe Routes to School initiatives, and local capital improvement programming.

Estimated Cost: 180,000

This planning level study budget would typically include an existing conditions review, traffic operations screening, speed and safety assessment, conceptual multimodal improvement development, neighborhood outreach, and order of magnitude cost estimates to determine whether the corridor should advance into future design or implementation phases.



Southeast MPO Future Road Network Study

This study will evaluate future roadway network needs to support long term growth in the southeast area of the Cheyenne MPO planning area. The study area includes large undeveloped parcels, current data center development sites, planned solar farm locations, and additional areas with future development potential.

The project would assess whether new or improved arterial, collector, and local roadway connections may be required to support industrial, technology, renewable energy, logistics, and potential mixed use development. Special emphasis would be placed on preserving future rights of way prior to development, improving east west and north south connectivity, and coordinating long term roadway needs with utility, drainage, power, and fiber infrastructure planning.

The study would evaluate access to regional facilities including Interstate 80, South Greeley Highway, Fox Farm Road, Campstool Road, and surrounding county roadways. Analysis may also consider truck routing, emergency response access, drainage crossings, utility corridors, development phasing, and the ability to serve large scale data center and renewable energy projects.

Potential roadway concepts may include:

- Future east west arterial corridors connecting South Greeley Highway to eastern growth areas
- North south collector routes serving employment campuses and utility tracts
- Perimeter freight routes to reduce truck impacts on existing neighborhoods
- Utility and service access roads supporting power and fiber infrastructure
- Grid based internal collector systems for phased development
- Future multimodal corridors where appropriate

Deliverables may include a future roadway network framework plan, phased corridor recommendations, planning level cost ranges, right of way preservation strategies, utility and drainage coordination needs, stakeholder engagement, conceptual corridor mapping, and implementation recommendations for future inclusion in the Cheyenne MPO Connect 2050 Plan, Transportation Improvement Program, and local capital improvement programming.

Estimated Cost: 180,000

This planning level study budget would typically include an existing conditions review, growth scenario screening, future roadway network concept development, stakeholder coordination, conceptual corridor

mapping, and order of magnitude cost estimates to determine which corridors should advance into future engineering, preservation, or implementation phases.

8. Update on Local Construction Projects:

City of Cheyenne –

Construction Projects Update	
2026 Season	
Projects	Status
PAVEMENT MANAGEMENT	
Mill and Overlay 2026 #1: Dell Range Blvd. (Powderhouse Road to Sunset Drive)	Bidding in next month
Mill and Overlay 2026 #2: Concord Road, Hickory (Sheridan to Windmill), Pershing Blvd. (McCann to U.S. 30), Stinner Road, Kennedy Road, Hynds Blvd.	Bidding in next month
Mill and Overlay 2026 #3: Ridgeland (Buffalo to Evers), Andover (Newton to Cheshire), Converse Avenue (RAB to Lincolnway)	Bidding in the next month
2026 Patch and Surface Seal of Crack (Fall)	Bidding in the next month
2026 Miscellaneous Crack Seals	Bidding late summer 2026
Street Repair and Renovation and Misc. Concrete	Bidding late summer 2026
Epoxy (WYDOT)	Coordinated Project with Wydot and anticipated completion 2026
Thermoplastic #1	Completion anticipated 2026/ 2025 Projects
Christensen Road Roadway Maintenance	Fall 2026
Christensen Road Drainage Improvements	Fall/ Winter 2026
CAPITAL CONSTRUCTION	
Storey Blvd. Summit Drive Extension	Bid Opening March 31, 2026; 2:00 p.m.
5th St and Crow Creek Bridge Design and Construction	Bid Opening Late Summer 2026
Downtown Curb and Gutter and Sidewalk Program	On-going Joint Effort with the DDA and Downtown Businesses for Curb and Gutter Repair. On-going
15th Street Railcar Experience (Faux Track Placement)	May/ June 2026 Completion
Whitney Road, US30, Dell Range Blvd.	Bid Opening April 9, 2026
Downtown Alley Enhancements (St. Mary's)	Bid Letting April May 2026
Safe Routes to School (Alta Vista, Baggs, Davis, Rossman)	Anticipated Bid Letting April/ May 2026
DRAINAGE MAINTENANCE	
Dry Creek Restoration Project: Meadowland Ditch, Holmes Ditch, and Henderson Ditch	Winter, Summer, and Fall 2026 completion
Vegetation Management	Spring 2026

Laramie County –

Current Projects:

- Chalk Bluff Road
Will be under construction this year
- Division and Wallick - Still in design phase
- Road 164 - Design/build
- Jefferson/Allison - Hope to post for proposals soon
- Roundtop Road - Currently in design phase
- Normal maintenance on our gravel and pavement
- Chip Seal Projects – Various paved County Roads out for bids

WYDOT –

2026

- Chip Seal - College Drive between S. Greeley Highway and I-80; Hynds. Blvd between Vandehei and Horse Creek Rd.
- Concrete Slab Replacement - Missile Drive/Happy Jack Road between I-25 and FE Warren Gate 2 entrance
- Bridge Rehabilitation - I-25 Bridges over Clear Creek (just north of College Drive Interchange)
- Whitney/Dell Range Roadway Reconstruction & Realignment, Traffic Signals (City & County Project w/ Fed. Funds)

2027

- Central Avenue (Pershing to 22nd) - Overlay, ADA Corners, Traffic Signal, Pedestrian Improvements
- College Drive (Fox Farm to Campstool) - Concrete Pavement Replacement, Bridge Rehab, Traffic Signal Improvements
- I-80 EBL (Roundtop Rd to Otto Rd Interchange) - Overlay, Safety Improvements

2028

- Happy Jack Rd. (I-25 to milepost 10) – Overlay
- US 85 & Yellowstone Rd. - Intersection Realignment (Safety Project)
- I-80 WBL (Roundtop Rd to Otto Rd Interchange) – Overlay
- College Drive & Parsley Intersection - Intersection Lighting (Safety Project)

9. Other Business Next Meeting – August 19, 2026

Join Reoccurring Microsoft Teams Meeting:

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Meeting ID: 278 461 497 770 33

Passcode: HB3Xq95A

For Organizers: [Meeting options](#)