

Cheyenne MPO Policy Committee Meeting

June 10, 2026

Mayors Conference Room/Microsoft Teams

3:30 PM

Agenda Report

1. **Call to Order**
2. **Introduction/Roll Call**
3. **Voting to Approve:** [March 4, 2026, Meeting Minutes](#)
4. **Voting to Approve:** [Safe Streets for All Comprehensive Action Plan](#) – FHU.
Presentation by FHU.
5. **East Allison Road Corridor Study** – Stantec is the consultant for the 2 phases of the East Allison corridor study. Phase one will consist of the stretch from US 85 to Avenue C. Phase 2 will include the stretch of Avenue C to the eastern terminus of the existing East Allison Road within the Niobrara Industrial Park. The study will analyze the development of a potential roundabout at the intersection of East Allison and Avenue C. The existing conditions analysis is still in progress. A kickoff meeting was held on February 20, 2026, to review the project scope. Postcards and signs will be posted and mailed 1 week from the open house, which was scheduled on June 4th, 2026. Survey data will also be included when postcards are sent. The open house was held at Fellow Baptist Church, 1317 Avenue C.
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 and the final consensus is that AVI ranked highest. The contract is currently going through Council for approval.
7. **MPO Plancheyenne.org Website Rebranding and ADA update** – Contract to be sent to City Clerk and forwarded to Mayor for signature. Work will begin in June.
8. **Approve Selected MPO Studies** – During the next fiscal year, the MPO will identify studies for consideration. The Technical Committee reviewed and voted for the top three studies to be included in the FY'27 UPWP with Southwest Drive to be reviewed for adoption at the next MPO Policy Committee Meeting.

Vote	Study	Estimated Cost
Yes	Missile Drive Right-Sizing Corridor & Grant Avenue Future Extension Study (Basic Corridor Assessment)	\$180,000.00
Yes	15th Street & Greenway Corridor Study (Basic Corridor & Trail Assessment)	\$180,000.00
NO	Lincolnway Corridor Access Management Study	
NO	Otto Road Freight & Corridor Study	
NO	Southwest Drive Rail Overpass Study	
Yes	Ridge Road Safety & Neighborhood Corridor Study (Dell Range Blvd to Nationway) (Basic Safety & Multimodal Corridor Study)	\$150,000.00
Yes	Southeast MPO Future Road Network Study (Basic Planning-Level Network Study)	\$225,000.00
*	Southwest Drive Corridor Study (Need to review completed study)	\$0.00



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: Basic Corridor Assessment - 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: Basic Corridor & Trail Assessment - \$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 – Warren Ave to Morrie Ave

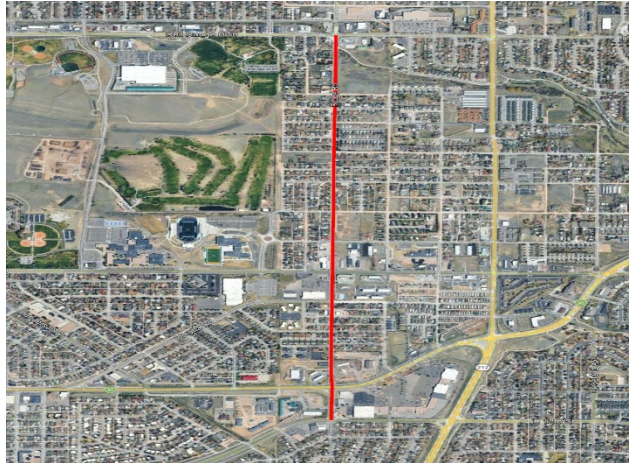
Technical Committee commented that this section of road does not need to be studied.

Otto Road Freight & Corridor Study – Roundtop Rd to I-80 Interchange

Technical Committee commented that this section of road does not need to be studied.

Southwest Drive Rail Overpass Study – Starting approximately Clear Creek Park entrance across railroad and Lincolnway down Cutler Rd to Tura Pkwy, west to Fleischli Pkwy and back to Lincolnway.

Technical Committee commented that this section of road does not need to be studied.



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.

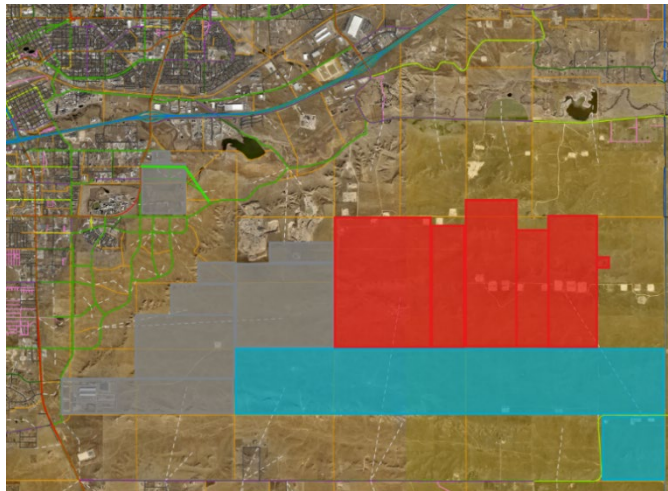
Potential considerations may include intersection improvements, traffic calming measures, pedestrian crossings, ADA upgrades, bicycle accommodations, shared use path connections, lighting improvements, drainage enhancements, transit stop access, streetscape enhancements, and gateway treatments where 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: Basic Safety & Multimodal Corridor Study - \$150,000

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: Basic Planning-Level Network Study - \$225,000.00

This planning level study budget would typically include an existing conditions, conceptual roadway framework, stakeholder meetings, corridor mapping, planning-level cost estimates to determine which corridors should advance into future engineering, preservation, or implementation phases.

9. **Appropriate MPO Staffing Levels** – Evaluate staffing needs of Cheyenne MPO based on its current responsibilities, federally required planning functions, adopted Unified Planning Work Program (UPWP) and organizational workload.

10. **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 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)

11. Other Business:

12. Next Meeting: September 2, 2026, Mayors Conference Room

13. Motion to Adjourn

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Meeting ID: 272 858 877 588 38

Passcode: ux6DG6ui

For Organizers: [Meeting options](#)