

**CITY OF CHEYENNE
PLANNING COMMISSION MINUTES
September 21, 2020
6:00 P.M.**

MEMBERS PRESENT: Greg Palmquist, Chair; Vice-Chair; Jeremy Arneson, Secretary; Phillip Griggs; and James Bowers.

MEMBER ABSENT: Brian Tyrrell, Ted Gertsch, Phillip Regeski

CITY STAFF PRESENT: Charles W. Bloom, Planning and Development Director; Tom Mason, MPO Director. Alessandra Fakelman and Nancy Olson joined on Zoom.

OTHERS PRESENT: Gay Woodhouse; Karen Sherman; and Scott Sherman.

Greg Palmquist, Chair, called the meeting to order at 6:04 P.M.

Roll Call was done by Mr. Bloom. There was a quorum with 4 members present.

ITEM 1:

MPO Plan: Whitney Road Corridor Plan

Mr. Bloom read the item into record. Mr. Palmquist asked for the presentation from Mr. Mason.

Metropolitan Planning Organization (MPO) Director, Tom Mason, presented a PowerPoint of the Whitney Road Corridor planning project. He said the plan started three years ago. He went over the study area, goals, and recommendations for improvements to Whitney Rd. The study area was on Whitney Rd. from US 30 to the extension of Storey Blvd. and Beckle Road. The Plan was done to improve roadway and intersection safety and to be able to handle all the future growth. There was a need to look at drainage and make sure it was delivered to Dry Creek in an acceptable manner. The hill has an 11% grade and the road can be very treacherous in the winter with snow and ice, so the road design is working to do the best to handle snow storage. Traffic has been increasing substantially in the last several years. The future traffic will be even greater. Crash data was shown from the past 3 yrs. The recommendations to the road and intersection geometrics are intended to make it safer. The public involvement was extensive and went over three years. AVI and Tom Cobb met with the landowners many times to understand their needs. The road cross section north of Storey Beckle is a continuation of a rural cross section with 12' travel lanes. The road cross section from Dell Range up to the Storey alignment will be an urban section with curb and gutter as well as, 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. During the development of the plan there were many alternative alignments considered. The preferred alternative is to have the road stay in the same alignment, but the western sidewalk/greenway will bow out to accommodate an ADA compliant grade. The road will be changed from 11% to no more than 7% grade. The two major oil and gas pipelines on either side of the road restrict exactly how deep and wide the reconstructed road can be. Many crashes occurred during the development of the plan, so several interim solutions have already been implemented by WYDOT. All three jurisdictions; City, County and State, have been working on implementing the short-term solutions. There are two alternatives for the Dell Range and Whitney intersections; a roundabout and a signalized intersection. Both were equally functional, but the roundabout is safer. The US 30 and Whitney intersection is quite skewed, so this plan straightens out the skew and makes it closer to a 90-degree intersection. This alignment adds a raised median to close some access to and from the service road which will be safer for all users of the intersection. The service road is too close to US 30 but has other accesses. The intersection will be signalized and have crosswalks on all legs. Utilities were considered with this plan as well. The estimated cost for Whitney Road is estimated

** Minutes are meant to provide a brief summary of the meeting's action items, discussions, and decisions made. For more detailed information, please refer to the audio recording found on the City of Cheyenne's website.*

to be \$6.73 million. The MPO feels that the recommendations balance all the needs of daily commuters and residents and businesses. Many things are going on now. The MPO Policy Committee has put forward funds to rebuild Whitney Rd from US 30 to Dell Range and including that intersection of Whitney and Dell Range as a RAB in 2021. WYDOT is also doing the realignment of the intersection of Dell Range and US 30. WYDOT is planning to rebuild US 30 from Pershing to the RR overpass by Archer in 2024.

Commissioner Griggs asked about the cost was going to be split up between the different jurisdictions? Mr. Mason answered the two projects that are moving forward in 2021 are within the County jurisdiction and will be putting forth the match of 9.76%.

Public Comment was asked for by Chair Palmquist.

Ms. Woodhouse noted and appreciated the many meetings that were had with herself and her clients, Karen and Scott Sherman. She also said the final design was the least impactful to their business. There was one concern however, the little bit of right of way needed from RestWay reduces the size of the lot to below five acres. The Sherman's are concerned with that fact if they decide to sell the property and want to keep the septic in the future.

Commissioner Arneson asked about the when and what decides which of the two designs for the intersection of Dell Range and Whitney? Mr. Mason answered that WYDOT has hired a company to begin the design and the county commissioners have stated their preference for the Roundabout.

Commissioner Griggs wanted to commend the MPO and the great plan they have put forth today.

Commissioner Palmquist asked when it should be completed. Mr. Mason answered that the earliest it can be started is next fall.

Chair Palmquist asked for a motion to approve the resolution of adoption. Mr. Arneson move to approve the resolution Mr. Griggs seconded the motion. Motion passed. 3-0


Produced by Nancy Olson


for Greg Palmquist, Chair