

Minutes of the Proceedings
Laramie County Planning Commission
Prepared by the Laramie County Planning & Development Office
Laramie County Wyoming

Thursday, October 24, 2013

- 131024 00** The Laramie County Planning Commission met in regular session on Thursday, October 24, 2013 at 3:30 p.m.

Members in attendance were: Commissioner Jody Clark, Chairman; Commissioner Paula Qualls, Vice Chairman; Commissioners Cole, Ward and Macy; Gary Kranse, Director of Planning and Development; John Shepard, Senior Planner; Barbara Kloth, Associate Planner; Nancy Trimble, Recording Secretary.

The meeting register was signed by: Rick Fierro, 1413 E Fox Farm Road, Cheyenne; Annette Williams, 2101 O'Neil Avenue, Cheyenne; Steve Gosbee, 1807 E Fox Farm Road, Cheyenne; Tom Cobb, 1103 Old Town Lane, Cheyenne; Marv Souk, Hillsdale; Nancy Olson, MPO, Cheyenne; Charles Eggert, 435 Persons Road, Cheyenne; Linda Heath, 4031 Winterset Drive, Burns; Lou Gehrig, 6820 Manhattan Lane, Cheyenne; Sreyoshi Chakraborty, 2101 O'Neil Avenue, Cheyenne; Boyd Wiggam, Wyoming Liberty Group, Cheyenne.

- 01** Continuation of the Subdivision Permit and plat for Benz Subdivision First Filing.

John Shepard introduced the first item, and stated Staff was requesting a continuation of the hearing of this application to the Planning Commission meeting on December 12, 2013. Commissioner Qualls moved to approve the continuation; Commissioner Ward seconded the motion, and it passed 4 – 0. (Commissioner Cole was not present to vote on this motion.)

- 02** MPO Presentation of the Fox Farm Road Corridor Plan.

John Shepard introduced Nancy Olson, with the Cheyenne MPO office. She explained this plan had involved 2 and a half years of work to-date. Laramie County had asked the MPO to look into the Fox Farm corridor due to the growth taking place in the County, in order to ensure the management of an increase in future traffic. The plan implementation would be 20 to 25 years out, and has taken preliminary drainage, and bike and pedestrian traffic into consideration. The design of Burlington Trail was also included, to make improvements from the current gravel standard in place. Ms. Olson introduced Tom Cobb, of AVI, to make the presentation.

Tom Cobb, of AVI at 1103 Old Town Lane, came forward to present the plan. He explained public meetings, work sessions and public hearings had been held, with consideration given to as much input received as possible. Mr. Cobb referred to the Powerpoint presentation, gave an overview of the

objectives and goals of the plan, and displayed the concepts developed for four different sections of Fox Farm Road, with recommended alternatives for the intersections at Walterscheid Blvd, North/South Greeley Hwy, Avenue C/Morrie Ave, and North/South College Drive. He explained that the Burlington Trail section of road between Campstool Road and South Industrial Road was also included with this plan, since consideration needed to be given to widening the road to accommodate truck traffic.

Commissioner Clark opened the hearing to the public. Boyd Wiggam, of Wyoming Liberty Group, came forward to ask three questions. First, he wanted to know if any feedback had been solicited from property owners in the area of Avenue C and Fox Farm Road, and what the expressed preferences were for that intersection. Second, he asked if there had been any investigation as to why truckers preferred to use the non-designated versus designated routes. Third, Mr. Wiggam asked if any conversation had taken place with property owners along Allison Road, since the traffic may end up rerouting there?

Mr. Cobb responded the question about the preference on the Avenue C intersection was interesting, and the answer depended on which group of people you asked. He said he found that it was about 50/50 on the standard intersection versus the roundabout intersection. He stated the plan was more like a projection, as it was long term, so it would really depend on what the three major landowners in that area would want to do. In answer to the second question, Mr. Cobb said data was collected on the non-designated versus designated routes, and it was really about the perception of how long the different routes took, which would also be affected by whether there were lights to slow the route down, and from which direction the traffic was coming.

Steve Gosbee, with Dooley Oil at 1807 E. Fox Farm Rd, came forward to express concerns with congested traffic at Gate 7 and 5th Street access points for Frontier Refinery, and stated the only other route is Avenue C and Fox Farm Road. He stated a wider intersection would be better, but he did not support the roundabout option, and thought the options for that intersection should be reconsidered to make it more truck friendly. He added that a traffic light at Fox Farm Road and College Drive was a good idea.

Rick Fierro, with Ram Trucking at 1413 E. Fox Farm Rd, came forward to express concerns with congested traffic at I-80 and College Drive, which caused traffic to divert to Fox Farm Road. He did not support the roundabout option, and stated it would be too small for a dual truck, at 105 feet long, to navigate.

Charles Eggert, of 435 Persons Road, was opposed to the roundabout, and proposed on/off ramps at Morrie Avenue for trucks. He stated the Fox Farm Road/South Greeley Hwy and Fox Farm Road/College Drive intersections were very dangerous. He did not support curb and gutter from South Greeley Hwy to Avenue C, but would like to see lighting at Avenue B6 and Fox Farm Road, and the speed limit on Fox Farm Road reduced to 30 miles per hour.

Mr. Cobb addressed the suggestion of on/off ramps at Morrie Avenue, with the main issue being the proximity to the North/South Greeley I-80 exit. WYDOT had responded the two ramp locations would be too close to co-exist. Mr. Cobb reiterated the plan addresses the needs for every user on the corridor, of which trucks make up to 8% of users. He continued to explain the sizing of the proposed roundabout and that both options were included in the plan as it is long range and priorities may change over time.

M. Lee Hasenauer came forward, stated he was on the SCCDA board, and that nine people had sent letters stating their objection to the roundabout at Avenue C, due to the proximity of the trailer park. He suggested that WYDOT purchase the property to the northeast of that intersection, so the roundabout could be relocated. He added that the businesses located at South Greeley Hwy and Fox Farm Road should each have two access points.

Annette Williams, 2101 O'Neil Avenue, said the intersection at Walterscheid and Fox Farm Road needed traffic lights, and the school zone for Rossman Elementary on College Drive needed flashing lights. She suggested the need for traffic arrows (flashing green instead of yellow) to facilitate left turns for north/south traffic on South Greeley Hwy, and possibly sidewalks on the west side of Walterscheid.

Mr. Cobb responded that sidewalks were proposed for both sides of Walterscheid. He explained a meeting had been held with Taco Johns staff, who wanted the medians placed on South Greeley Hwy in order to help prevent accidents, and added that 75 – 80% of their business accessed the property from Fox Farm Road. A signal would be installed at the Walterscheid/Fox Farm intersection as necessity warranted. The Rossman school zone was outside of the study area.

Mr. Fierro disagreed with the angle of the right-hand turn from Fox Farm Road going north on South Greeley Hwy. He used the signal as a guide as to whether to turn or not. He questioned why it was proposed to eliminate the free right turn. Mr. Cobb responded the access point into the Diamond Shamrock on the northeast corner of the intersection was affected by the free right turn. Mr. Fierro again disagreed, and said there was a merge lane up to the curb. Commissioner Ward asked Mr. Cobb if this intersection was more dangerous than others; Mr. Cobb responded it was number 10 on the list for signalized intersections in Cheyenne. Mr. Fierro added he had attended 3 meetings regarding this plan, and left his business card, but had received no calls requesting his input.

Mr. Shepard reminded that this public hearing was being held per Wyoming State Statues, and the Planning Commission members were tasked with making a recommendation to the Laramie County Board of Commissioners, who would make the final decision. Commissioner Clark asked if the members could motion with conditions of approval as part of the recommendation? Mr. Shepard responded yes. Commissioner Macy asked Mr. Cobb if the plan addressed water issues, and stated he was concerned with the amount of pavement proposed for the bike path. Mr. Cobb stated water issues had been

addressed in the plan, and that this presentation was just a summary of the 250+ pages. He added it was recommended that the water and sewer lines be updated.

Commissioner Cole stated his opposition to the roundabout on Avenue C, as there would not be enough space to facilitate semi-truck and trailer navigation. He stated the area would remain as industrial use, and expressed that 11 foot lanes on Fox Farm were too narrow for trucks, and that the proposed bike lane should share space with the sidewalk, located away from the street. He acknowledged that interstate access from Morrie was a good idea, and that the on and off ramps could be split with South Greeley Hwy access, but it would require more road construction to implement.

Commissioner Clark asked how the amount of truck traffic, generated by the oil play, was figured in the study. Mr. Cobb responded they had tried to include this amount in the plan based on land use. He stated if the bike lane and sidewalks were not occupied, there would be more than 11 feet available on Fox Farm Road. He added that the plan had attempted to make the roundabout large enough for truck traffic, and said it would work.

Commissioner Qualls stated in the mid-80's, she was on the committee for the original South Cheyenne plan, which included much of this area, and Fox Farm had been recommended to be totally light industrial on the south side, with housing development to be located elsewhere. Since that time, the area has been redeveloped, resulting in the current uses.

Ms. Williams returned to state her concern with Holly Frontier using the neighborhood roads, and stated their route should not include Morrie and 1st street, due to the residence in the area. She expressed opposition to the roundabout.

Hearing no further comment, the public portion of the hearing was closed. Commissioner Ward agreed that the roundabout was a mistake, and said the land to the northeast of the intersection should be used to accommodate the traffic. He said he liked a lot of the plan, but not the plan for Avenue C and Fox Farm, as he did not see the logic. Gary Kranse, Director of Planning, reminded the members that there were two options in this plan, although the majority of the discussion had dwelled on the roundabout scenario. He admitted there had been a struggle with the land uses in the Avenue C area. The use was residential to the west, with the expectation that east of Avenue C would be industrial. The question remained as to how to take two visions and bring them together. Currently, there was no funding for any improvements. He stated if the traffic flow at College Drive and Fox Farm functioned better, it should draw the traffic back that direction. He did not see Allison Road ever extending, as it would be a repeat of the Fox Farm situation. The result of the public hearing of the plan would be to come up with options, as a solution to the problems would not be reached today. The purpose was more about bringing the plan to the table, to implement when there was funding, with the intent of protecting existing and future residents.

Commissioner Ward asked if there was a third option which could be considered. Mr. Cobb responded he was not recommending either solution, only presenting the options. The area could look completely different in the future, but – as for today – the road was too narrow, with truck traffic using the entire space available. He stated

the one option would give basically 18 feet of lane when clear of bike and pedestrian traffic. Commissioner Ward said he would not support discouraging bike/pedestrian traffic. Mr. Cobb agreed, but when they were not there, the space would be available. Commissioner Clark expressed her concern with this mentality on the bike lane usage, as it would set up a dangerous scenario.

Mr. Shepard stated this intersection belonged to the City, as the property on the northwest corner was annexed. Any future plan for the intersection would be a cooperative effort between the City of Cheyenne and Laramie County.

Commissioner Cole admitted it would be detrimental to plan on truck traffic using the bike lane (when free), as a truck could not see what was coming up from behind. Mr. Cobb stated the plan called for a 7 foot bike lane, and the traffic lane was 11 feet, plus at least 2 feet of buffered bike lane, which could be used since the bike paths were separated. Commissioner Cole stated the bike lane did not appear buffered at all, and gave a sketch to Mr. Cobb, which was created by one of Mr. Cole's job superintendents as an idea.

Commissioner Qualls said the concept was being lost that the commission was considering a long-range plan, but instead was rushing to get the plan finalized today, and reminded them there was currently no funding for the project. She commended Tom Cobb and AVI, PC, on the wonderful job in presenting options, of which there could be 5 or 6 more by the time anything more was done with the plan. She added that lights and signalized intersections should be addressed in the near future, to help with the additional traffic. In five years, this may be required due to the growth in the area. For now, the plan was just a plan, until implementation.

Commissioner Qualls moved to accept the plan as recommended, in order to move forward to the Board hearing. As there was no second, the motion was denied. Commissioner Cole expressed this was a 35% finished plan, and next time they saw it, it may very well be put into construction documents going out for the bidding process. Mr. Kranse asked Mr. Cobb for confirmation on this statement. Mr. Cobb said the proposed intersection designs were at 35%, but the corridor plan as a whole was at 10%.

Commissioner Clark said if the plan was approved as is, and the roundabout concept moved forward, there would be no control where the truck traffic and pedestrians would go. There was a need to address the situation to ensure safety.

Mr. Kranse reiterated the Planning Commission's responsibility was to make recommendations. Upon hearing the plan, it was evident there were some good points, but the Avenue C issue was not resolved. He stated it would be appropriate for the Planning Commission to make recommendation to consider different options, but they needed to recommend to the Laramie County Board of Commissioners what should be done.

Commissioner Macy motioned to accept the plan and make the recommendation of reevaluating the Avenue C intersection and the bike path from Avenue C to South Greeley Hwy. Commissioner Ward seconded the motion. Commissioner Cole stated there should also be reconsideration of the proposed option at the intersection

of Burlington Trail and South Industrial Road, and amended the motion to include this concern. Commissioner Ward seconded the amendment. The amended motion passed with a vote of 5 – 0. The original motion, made by Commissioner Macy and seconded by Commissioner Ward, with the amendment, passed with a vote of 4 – 1.

The public hearing was closed at 5:27 p.m.