

Appendix D

Public Open Houses

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 - Survey Monkey Results
 - Comment Forms
 - Displays



PUBLIC MEETING NOTICE

**CONVERSE / DELL RANGE INTERSECTION
TRAFFIC SAFETY PLAN & CONVERSE
AVENUE 35% DESIGN PLAN**

Join the Discussion



TUESDAY, SEPT. 13



5 P.M. DOORS OPEN

**PUBLIC MEETING
5:30 TO 7 P.M.**



**ANDERSON
ELEMENTARY
SCHOOL**

**2204 PLAINVIEW
ROAD, CHEYENNE,
WY 82009**



**CALL NANCY
AT 307-638-4385**

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PLANCHEYENNE.ORG**



PROJECT CONSULTANTS

PROJECT DETAILS

Converse Ave. and Dell Range Blvd. is one of the busiest and crash prone intersections in Wyoming. This is why the Cheyenne MPO, with the direction of the City, has made studying and redesigning areas of Converse Ave. between Dell Range Blvd. and Ogden Road a priority. Congestion, as well as bicycle and pedestrian conditions, are also part of the project. The effort will result in preliminary designs that improve safety, operations, and storm water control on the roadway.

Converse & Dell Range Public Meeting #1 – Meeting Report

OPEN HOUSE MEETING INFORMATION

Public Open House

Tuesday Sept. 13, 2016; 5:00 p.m. – 7:00 p.m.
Anderson Elementary School
2204 Plain View Road, Cheyenne, WY 82009

PROJECT BACKGROUND

The Cheyenne MPO is currently in the preliminary stages of the Converse/Dell Range project, which includes an evaluation of alternatives using grading criteria to develop a preferred alternative using engineering, traffic planning, and public input.

MEETING SUMMARY

42 members of the community attended the introduction meeting for the Converse Avenue and Dell Range Blvd. project. The meeting attendees were presented with 9 displays pertaining to the project, a station that presented examples of possible design solutions, and an interactive activity which allowed for the attendees to provide their most important criteria relating to the project.

Additionally, all members of the community had the opportunity to provide feedback by utilizing an interactive web tool available on the Cheyenne Metropolitan Planning Organization's website, which allowed for users to identify any specific problem areas within the project boundaries and list the issues associated. It also allowed visitors to just make comments.

The Open House Feedback tools consisted of:

- Comment forms and email addresses were provided for attendees to give unstructured feedback to the project team
- A display board in which attendees were invited to place a sticker beside their 4 most important criteria for the project
- The project webpage hosted an interactive web tool in which all respondents could pinpoint specific problems within the project area



Figure 1: Meeting Attendees identify their most important criteria for the Converse/Dell Range intersection



PURPOSE

Introduce the project components and need for improvements to the public, present preliminary examples for possible design solutions, as well as receive the community members' input and priorities regarding the project.

Members of the project team presented information about the project and answered questions, in the first of two public meetings. Suggestions and concerns about the project voiced by the meeting participants were collected through the use of comment forms and an interactive web tool, for incorporation into project development.

FORMAT

The open house included exhibits including 9 boards covering the following topics:

1. Welcome & Introduction to the Project
2. History & Project Context
3. Safety Issues at the Intersection
4. Capacity Issues at the Intersection
5. About the Project: Mobility & Access, Drainage, Overall Goal
6. Project Area Map
7. Project Criteria - Public Input
8. Design Solution Examples (Dual Left-Turn Lanes, Modern Round About, Continuous Flow Intersections, etc.)
9. Timeline & Community Involvement (Project Scope, Intended Outcomes, & Public Resources)

At the public meeting, attendees were also invited to view an animated presentation that included videos of possible design solutions for the intersection, speak with project team members, read & receive a Project Fact Sheet, provide their 4 most important outcomes of the project at the intersection, and fill out additional comment forms.

CRITICAL FEEDBACK

The display exercise allowed the meeting attendees to vote for their 4 most important criteria. Combined, the 37 attendees reported the following 5 as the most important considerations:



Meeting Attendees' Top 5 Rankings of Criteria



ADDITIONAL COMMENTS

Thirteen additional comment forms were filled out and given back to project team members. The project also received feedback via the online comment web tool as well as comments on Facebook. Some common themes expressed in all three forms include:

- **Necessity of project**
 - Consensus on the need for the project, most respondents agreed that changes are necessary at the Converse Ave./Dell Range Blvd. intersection
- **Safety concerns**
 - For pedestrians and bicyclists, respondents included various suggestions for possible ways to increase safety
 - Many respondents expressed the issues with left-hand turns at the Converse/Dell Range intersection, in addition to other left-hand turns near the project boundaries
 - Red light traffic violations, along with issues of too fast of green rotations, reported as common and dangerous at the intersection, some respondents suggested installing a camera to help reduce drivers running the lights
- **Lack of efficiency**
 - Left-hand turns at Converse & Dell Range, and along Dell Range into the various businesses reported to be long and inefficient
- **Business Impacts**
 - Request for project team and planners to be mindful of the business owners and residents in order to alleviate the effects of construction around the project area
- **Concerns**
 - Possibility of a roundabout – respondents had concern over the effectiveness and funding for this option
 - Noise and pollution resulting from the intersection –request for the possibility of mitigating these effects

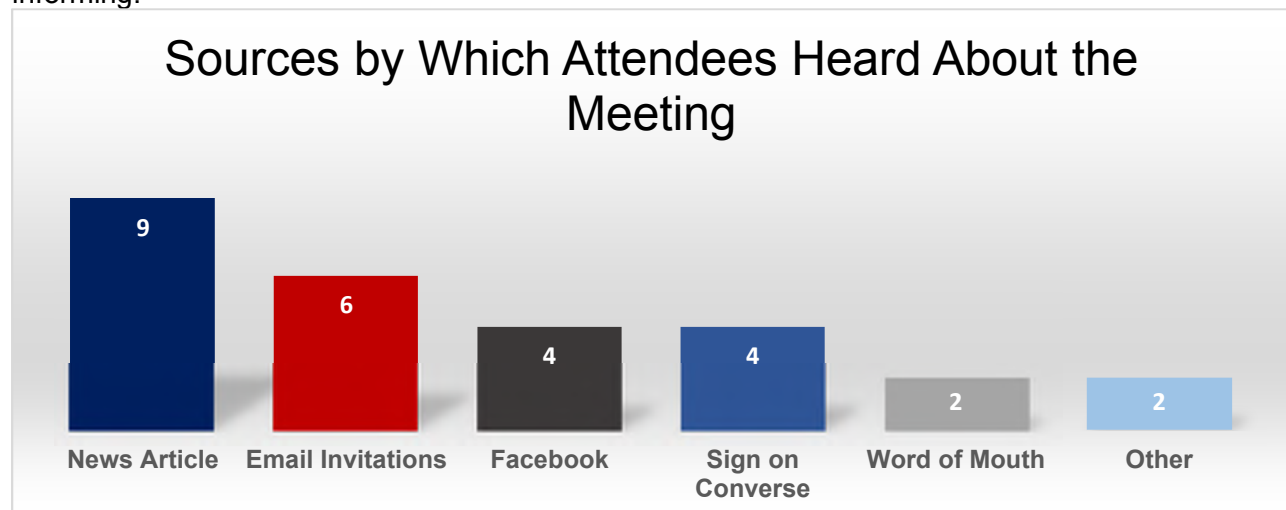
MEETING PROMOTION

Notice of this meeting was conducted in the following ways:



- An email invitation was sent to numerous residents, stakeholders, and citizens of Cheyenne
- Notice of the meeting was placed on the Cheyenne Metropolitan Planning Organization's home webpage:
<http://www.plancheyenne.org/>
- The Cheyenne MPO created an event on Facebook:
<https://www.facebook.com/events/1370033159691262/>
This was shared by their Facebook page:
<https://www.facebook.com/Cheyenne-Metropolitan-Planning-Organization-MPO-1749329741981557/>
- Advertisements for the meeting were published in:
 - *Traders Shoppers Guide* (September 9, 2016)
 - *Wyoming Tribune Eagle* (September 7 & 11, 2016)
- News sources (including the following) also shared the notice for the meeting
 - *KGWN Cheyenne* - <http://www.kgwn.tv/content/news/Changes-Could-Be-Coming-To-The-Converse-And-Dell-Range-Intersection-392631001.html>
 - *Wyoming Tribune Eagle* - http://www.wyomingnews.com/news/local-briefs/article_630cdaae-7586-11e6-9b3b-cfb07e87a543.html
 - *KFBC Radio* - <http://www.kfbcradio.com/changes-coming-for-converse-and-dell-range-intersection/>

The meeting sign-in sheets provided data regarding which sources were most effective when alerting the public to the meeting. The attendees reported the following sources as most informing:



CHEYENNE METROPOLITAN PLANNING ORGANIZATION



Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)
Victor Ciccone	5442 Hilltop, Chey, WY		<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input checked="" type="checkbox"/> Other (please specify) <input type="checkbox"/> News Article <u>TRADERS, WEEKEND</u>
Joseph Williams	5045 King Arthur Way #2009	williams2@bresnan.net	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input checked="" type="checkbox"/> Other (please specify) <input type="checkbox"/> News Article <u>while on Google</u>
Keith Mitchell	112 Timberline Ct	K50JM@yahoo.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input checked="" type="checkbox"/> News Article
DICK KRAHENBUHL	2000 APACHE ST	R KRAHENBUHL@YAHOO.COM	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input type="checkbox"/> News Article
KEN HORNIE	2379 WILD HORSE	KENHORNIE@BRESNAN.NET	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input type="checkbox"/> News Article
James A. Martin	5314 MYHEAR AVE	jmartin@cheyennecity.org	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input type="checkbox"/> News Article
Jan Apries		japries@cheyennecity.org	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input type="checkbox"/> News Article
Mike Weiland	5118 Sagebrush Ave	mweiland@bresnan.net	<input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input type="checkbox"/> News Article
Randy Krafft	3720 BIS ST	KRAFFTS@BRESNAN.NET	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input checked="" type="checkbox"/> News Article
Patrick Collins	8634 Dell Range	Patrick@bicydestination.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Email Invitation <input type="checkbox"/> Other (please specify) <input checked="" type="checkbox"/> News Article

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CHEYENNE METROPOLITAN PLANNING ORGANIZATION



Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)	
James Sims	2101 O'Neil Ave	jsims@cheyennecity.org	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	<input checked="" type="checkbox"/> Staff
Frank Cole			<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Nathan Beauchemin	2101 O'Neil	nbeauchemin@cheyennecity.org	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Tom Mason	2101 O'Neil	T.Mason@cheyennempo.org	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input checked="" type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
* Buddy Tennant	1558 Rio Verde	buddy-tennant@yahoo.com	<input checked="" type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
John Bravo	1319 E 20th #3	JonathanBravo306@gmail.com	<input checked="" type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Kelly Hafner	1024 Whispering Hills	Kelly kellyhafner@engineers.com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Chris Titus	3913 E. 6 th St	CTitus1974@gmail.com	<input checked="" type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Lee Woolfenden	4724 Mountain Rd. #504	leewoof@leewoof.net	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input checked="" type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Jeff Rayment	2323 Council Bluffs	jeffrayment@gmail.com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input checked="" type="checkbox"/> News Article	

4

CHEYENNE

MPO

CHEYENNE METROPOLITAN PLANNING ORGANIZATION



Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)	
Derek Nissen	2108 Pattison Ave Cheyenne, WY 82009	wyonissen@bresnan.net	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Other (please specify) Board on Council
ANN MURRAY	2312 Council Bluffs Cheyenne 82009	amurray61@hotmail.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify) Big sign on converse
Darci Hendon	040 Lafayette Blvd, Cheyenne 82009	DMHendon@juno.com	<input checked="" type="checkbox"/> Facebook <input checked="" type="checkbox"/> Email Invitation <input checked="" type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Tony Laird	2916 Thomas Rd Cheyenne 82009	lairdtony@hotmail.com	<input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Email Invitation <input checked="" type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Peter Laybourn	515 E 25th Cheyenne	peterlaybourn@questoffice.net	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
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CHEYENNE METROPOLITAN PLANNING ORGANIZATION

Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)
LYNDA HELLER JOHN HELLER	5033 Hickory Pl CHEYENNE 82009	n76fm@hotmail.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input checked="" type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Heath Erickson Boston	4212 Converse Ave	Heath@Borderlinepowersports.net	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input checked="" type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Other (please specify) <u>called</u>
Kevin + Debbie McCoy	4734 Cactus Wy	Kevin.McCoy@wyosov	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Other (please specify)
Stephen Van Court	2309 Plain View Rd	steveinwyo@hotmail.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input checked="" type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Marian Orr	3421 Warren Ave	marian@marianov.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
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CHEYENNE METROPOLITAN PLANNING ORGANIZATION

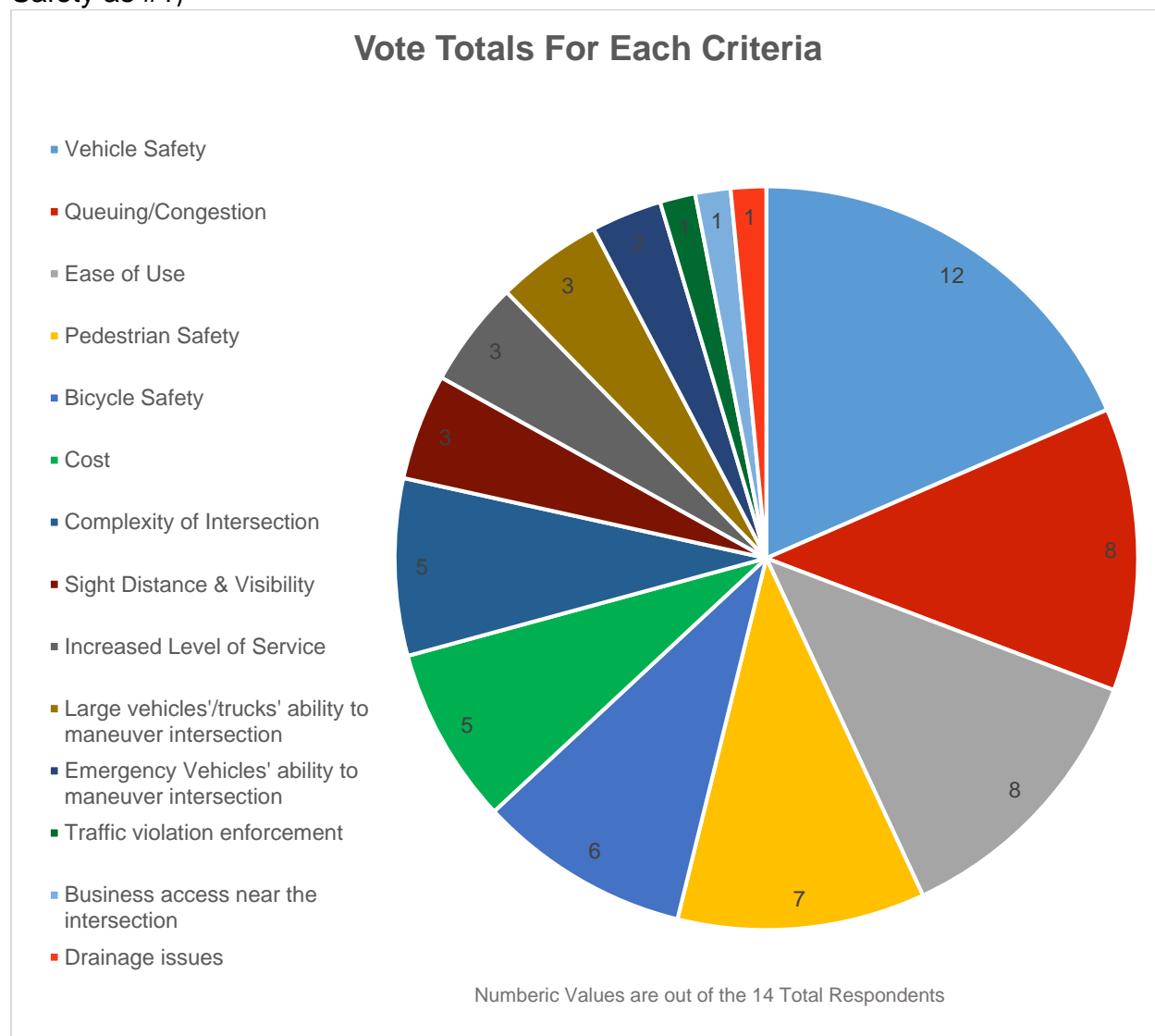


Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)
Larry Aiken	717 MYLAN PARK DR CHEYENNE, WY 82001	laiken@comcast.net	<input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Pat & Rob Deball	5231 Basile Dr	R. Deball @ A.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input checked="" type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Other (please specify) Sign on converse
Jeff Wiggins		jwiggins@cheyennecity.org	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
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			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article <input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)

Evaluation Criteria Ranking

Steering Committee Survey- August 12, 2016

Total Number of Respondents: 14 (1 respondent chose to rank only 1 Criteria- Vehicle Safety as #1)

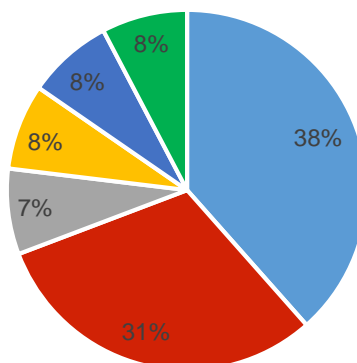


Evaluation Criteria Ranking

Steering Committee Survey- August 12, 2016

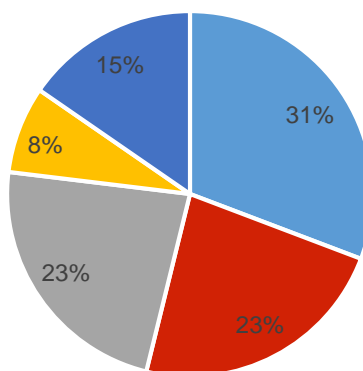
Ranked as #1

- Vehicale Safety
- Queuing/Congestion
- Pedestrian Safety
- Complexity of Intersection
- Emergency vehicles' ability to maneuver intersection
- Sight Distance & Visibility



Ranked as #2

- Vehicle Safety
- PED Safety
- Queuing/Congestion
- Large Vehicles/Trucks' ability to maneuver intersection
- Ease of Use

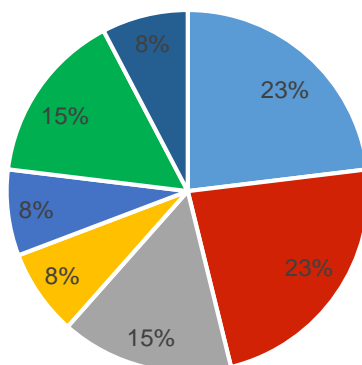


Evaluation Criteria Ranking

Steering Committee Survey- August 12, 2016

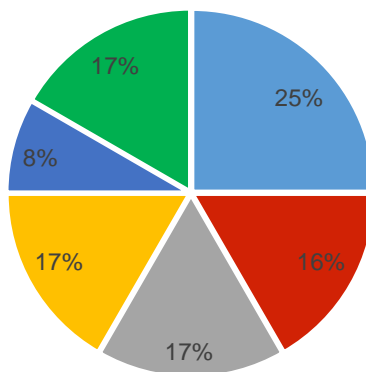
Ranked as #3

- Pedestrian Safety
- Easy of Use
- Bicycle Safety
- Cost
- Emergency vehicles' ability to maneuver intersection
- Increased level of service



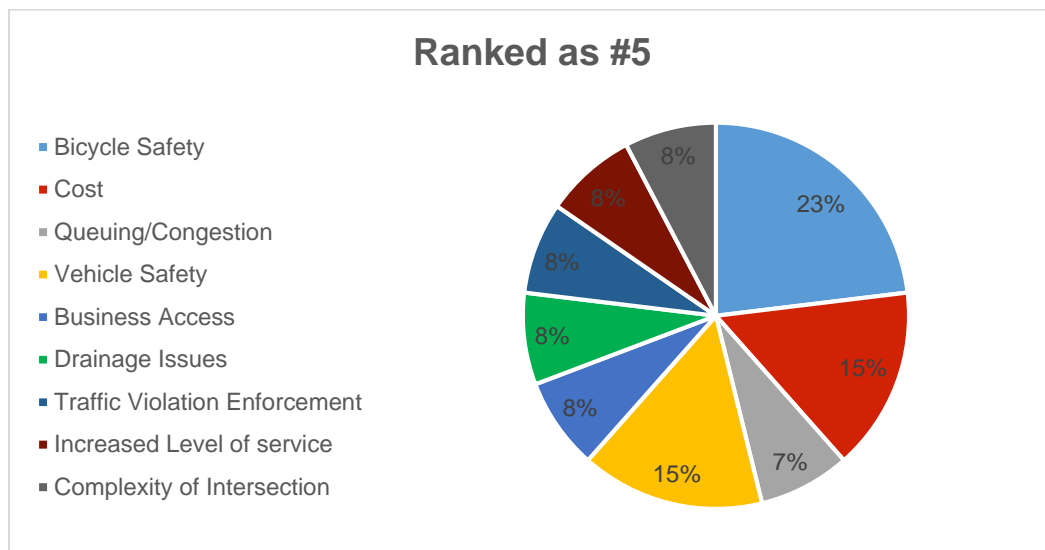
Ranked as #4

- Ease of Use
- Sight Distance & Visibility
- Cost
- Large vehicles'/Trucks' ability to maneuver intersection
- Bicycle Safety
- Complexity of intersection



Evaluation Criteria Ranking

Steering Committee Survey- August 12, 2016



Evaluation Criteria Ranking

Steering Committee Survey- August 12, 2016

When asked “*Are there any other criteria not listed that should be considered when evaluating the alternatives?*”

- Only one respondent chose to answer, their response was: “*No Response*”



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

INSTALL A RED LIGHT CAMERA FOR CONVERSE
DELL RANGE INTERSECTION. CITY BOARDED
WITH \$25 FINE FOR EACH OFFENSE (NOT
A MOVING VIOLATION AGAINST LICENSE). BE
SURE ONE BLOCK BEFORE INTERSECTION
WARNING OF RED LIGHT CAMERA EFFECT.
SLOW DOWN TRAFFIC, REDUCE RED
LIGHT RUNNING, REDUCE ACCIDENTS.

ADVANTAGE: MINIMAL COST TO IMPLEMENT.

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

1	Multimodal Safety	4	Congestion
2	Ease of Use	_____	Undeveloped Land
_____	Cost	_____	Acquisition
_____	Business Access	_____	Developed Land
3	Emergency Vehicle Access	_____	Acquisition
		_____	Drainage Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

I don't think people are understanding what "Multimodal" means - no one even walks the greenway route itself so it's doubtful they will walk a redesigned Converse/Dell Range intersection. People are focusing on safety but even that placard is somewhat lacking on specifics i.e. double accidents b/t 2014-2015 - From what to what?

RANKING

Please rank your top four criteria that matter to you most by placing a 1, 2, 3, and 4 next to your selections.

—	Multimodal Safety	—	Congestion
3	Ease of Use	—	Undeveloped Land
1	Cost	—	Acquisition
—	Business Access	—	Developed Land
2	Emergency Vehicle Access	—	Acquisition
		—	Drainage Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

camera gives tickets on Red
exit at moran at moran's light
egden finished to storey
mandatory driving classes.

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

- | | |
|--|--|
| <input type="checkbox"/> Multimodal
Safety | <input checked="" type="checkbox"/> Congestion |
| <input checked="" type="checkbox"/> Ease of Use | <input type="checkbox"/> Undeveloped
Land |
| <input type="checkbox"/> Cost | <input type="checkbox"/> Acquisition |
| <input type="checkbox"/> Business
Access | <input type="checkbox"/> Developed
Land |
| <input checked="" type="checkbox"/> Emergency
Vehicle
Access | <input type="checkbox"/> Acquisition |
| | <input checked="" type="checkbox"/> Drainage
Issues |



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

Like the CFI solution, concerned
a round a but may not pass in
a 6th penny.

As a small business person, concerned
with the time it takes to do the
construction. City engineer's office
needs to be cognizant of cost
of construction on business.

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

___ Multimodal Safety	___ Congestion
___ Ease of Use	___ Undeveloped Land
___ Cost	___ Acquisition
___ Business Access	___ Developed Land
___ Emergency Vehicle Access	___ Acquisition
	___ Drainage Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

M.Y. 24's on this intersection is work must start
not spring to ease the traffic flow, as I
have seen several close calls on T-Bar accidents
& cars/trucks not stopping in time for emergency
vehicles & drainage issues must be considered
as the flood of 85' blocked the intersection
& traffic was slowed as it tried to go through
to reach other areas. The intersection should
be rebuilt now, not 2 or 3 yrs into the future!!!

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

1 <input checked="" type="checkbox"/> Multimodal Safety	_____ Congestion
1 <input checked="" type="checkbox"/> Ease of Use	3 <input type="checkbox"/> Undeveloped Land
2 <input type="checkbox"/> Cost	_____ Acquisition
_____ Business Access	2 <input type="checkbox"/> Developed Land
1 <input type="checkbox"/> Emergency Vehicle Access	_____ Acquisition
	3 <input type="checkbox"/> Drainage Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

Noise & Pollution mitigated
Live on Converse side of King Arthur (50ys)
18 wheelers leaving Postal Service are going
up to give the grade towards 40 mph.
- lot is immediately adjacent to side walk +
Road - Doubt if code would allow today
to build because of noise - Request separation
of Road from back fence, trees, grass,
greenway on our side etc. - over

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

1	Multimodal Safety	3	Congestion
2	Ease of Use	4	Undeveloped Land
	Cost		Acquisition
	Business Access		Developed Land
	Emergency Vehicle Access		Acquisition
			Drainage Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

The City needs to find the funding for the project

RANKING

Please rank your top four criteria that matter to you most by placing a 1, 2, 3, and 4 next to your selections.

- | | |
|---------------|---------------|
| — Multimodal | — Congestion |
| — Safety | — Undeveloped |
| — Ease of Use | — Land |
| — Cost | — Acquisition |
| — Business | — Developed |
| — Access | — Land |
| — Emergency | — Acquisition |
| — Vehicle | — Drainage |
| — Access | — Issues |



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

Take a look at traffic plan for multi family development on west side of Converse, behind ~~development~~ - At peak hour the left turn lane from Converse to Carlson will extend all the way to Ogden - look at dual left onto Carlson.

Bikes are not encouraged on Dell Range initially, so multimodal isn't such a concern, but need to maintain pedestrian flow.

RANKING

Please rank your top four criteria that matter to you most by placing a 1, 2, 3, and 4 next to your selections.

___ Multimodal Safety	___ Congestion
___ Ease of Use	___ Undeveloped Land
___ Cost	___ Acquisition
___ Business Access	___ Developed Land
___ Emergency Vehicle Access	___ Acquisition
	___ Drainage Issues

Sidewalk at Del Range coming from converse is
not safe for pedestrians



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

A non-grade (bridge or tunnel)
ped/bike crossing across
Converse north of Dell Range
would remove much of the
foot/bicycle traffic from the
intersection

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

<input checked="" type="checkbox"/> Multimodal Safety	<input checked="" type="checkbox"/> Congestion
<input checked="" type="checkbox"/> Ease of Use	<input type="checkbox"/> Undeveloped Land
<input type="checkbox"/> Cost	<input type="checkbox"/> Acquisition
<input type="checkbox"/> Business Access	<input type="checkbox"/> Developed Land
<input type="checkbox"/> Emergency Vehicle Access	<input checked="" type="checkbox"/> Drainage Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

③ Better signage to direct traffic to parallel lane

② Better drainage edging for
① Increased distracted driver risk

RANKING

Please rank your top four criteria that matter to you most by placing a 1, 2, 3, and 4 next to your selections.

___ Multimodal	___ Congestion
___ Safety	___ Undeveloped Land
2 Ease of Use	___ Acquisition
___ Cost	___ Developed Land
___ Business Access	___ Acquisition
1 Emergency Vehicle Access	2 Drainage Issues

(on walk bridge heading north)

Dell Range Products



all points North

& Dell Range

via ~~bridge~~ and

store stop



River Road / College

To North West

down via

~~bridge~~ and

store



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

I like the continuous flow intersection
(top right in example). concerned about
billings on north side of Dell Range. Also
concerned about elevation in these proposals.

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

1	Multimodal Safety	_____	Congestion
2	Ease of Use	_____	Undeveloped Land
3	Cost	4	Acquisition
_____	Business Access	_____	Developed Land
_____	Emergency Vehicle Access	_____	Acquisition
_____		_____	Drainage Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

Widening of Converse north of
Mesoway is a great idea

Left turns on East bound DR
are often un-merging

Two lanes of left turns from west
bound DR to southbound Converse
is a good idea

RANKING

Please rank your top four criteria
that matter to you most by placing a
1, 2, 3, and 4 next to your selections.

___ Multimodal	___ Congestion
___ Safety	___ Undeveloped
___ Ease of Use	___ Land
___ Cost	___ Acquisition
___ Business	___ Developed
___ Access	___ Land
___ Emergency	___ Acquisition
___ Vehicle	___ Drainage
___ Access	___ Issues



Comment Form

CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

I think the safety would be enhanced by the utilization of automated enforcement with red light cameras. I believe this might require a change in state statutes to allow their use. Left turns should be prohibited at Mountain/Dell Range to avoid signalization.

RANKING

Please rank your top four criteria that matter to you most by placing a 1, 2, 3, and 4 next to your selections.

<u>2</u> Multimodal Safety	<u>1</u> Congestion
<u>3</u> Ease of Use	___ Undeveloped Land
<u>4</u> Cost	___ Acquisition
___ Business Access	___ Developed Land
___ Emergency Vehicle Access	___ Acquisition
	___ Drainage Issues

Comment Summary

During the public open house, participants were invited to provide written comments. Comments were also received through Facebook and an on-line mapping tool. Thirteen comment cards were received from the open house participants. Many of the comment cards contained multiple comments. Five comments were generated with the online tool and multiple comments were made via Facebook. In all, 92 comments were collected and reviewed.

The comments were then categorized into 17 categories to evaluate what the public perception was as far as issues or possible resolutions to issues perceived with the existing intersection. Nine comments were not applicable to issues at this intersection and were excluded. The table below shows how each of the comments was categorized and the percentage of comments associated with each category.

Category	Number of Comments	Percent of Comments
No Issue	8	10%
Against Roundabout	17	20%
Signal Timing/issues	9	11%
Reduce congestion via alt. routes	5	6%
Lane configuration	6	7%
Red Light Camera/Violation Enforcement	11	13%
Driver Behavior/education	7	8%
Pro - Roundabout	3	4%
Reduce Speed	4	5%
Bike/Ped Connectivity	3	4%
Emergency Vehicles	1	1%
Noise Pollution	1	1%
Funding/cost	2	2%
Construction Time	1	1%
Drainage	1	1%
Alternate Intersection design	4	5%

From the comments, it appears that a majority of the respondents welcome or encourage some version of improvement to the intersection. Many of the adverse comments made about the possibility of a roundabout were very direct. However, no negative or adverse comments were made about alternate intersection designs. Four comments were made that liked the idea of alternate intersection designs, including three comments that like the continuous flow alternative presented at the public open house.

Many of the respondents indicated that the intersection could be improved by lane configuration alterations, signal alteration, enforcement and speed reduction.

Compiled Comments

Facebook Comments

September 2

[Michael Pannell](#) That junction is no major issue whatsoever

Sept. 3

[Judi Gore](#) Just please don't put in a traffic circle there

[Gina Hammock](#) I think this intersection is far too large for a round-about. People are already afraid of and confused about the one at Pershing and Converse. (I think that one works great most of the time when people pay attention to the get in the right lanes etc.) but I see one at Dell Range and Converse being a nightmare. The problem is more with impatient drivers that think a red light means "three more cars may go through the light"

[Steve Elkins](#) They need turning arrows properly timed at that intersection for the east/westbound traffic to avoid time consuming delays and accidents

Sept. 4

[Lori Sponhour Lewis](#) I think people are just spoiled with the amount of traffic in Cheyenne. Sometimes you just have to wait.

[George Smith](#) Quit putting bussiness on Del Strange and the traffic will reduce – DUH

[Leslie Vallee](#) Whatever you do just do not put another stupid roundabout there 'cause you'll only make that intersection worse being that people in this town don't know how to properly drive in them

[Don Pedersen](#) Use alt routes, avoid converse, Pershing and converse Del Range. Use Story more and put up a light at story and ridge

[Dustin Nelson](#) Ha like you'll listen. You apparently think the one behind the mall needs a circle jerk. Please just fire your selves and go away. Let someone with a brain in there

[Fernandez Eddie](#) Fix that stupid traffic light situation that was put on College and Campstool. This has got to be the only city in the US with a double right turn at a 3 lane T. It should be a double left turn. And why there's a traffic light on the Eastbound offramp from I-80 onto College and not one on the Westbound offramp makes me always question the intelligence of who decides these things for our city. Morons.

[Troy Rice](#) That would be a State Hwy, those decissions come from WYDOT.

[Naomi Ruth Hilgren](#) There is absolutely nothing wrong with that intersection! Just make sure lights are timed probably

[Liberty Robbins](#) Please don't make another ring of death, I mean roundabout.

[Cheryl Korbach](#) Please!!! No more roundabouts.

"Ring of Death" 🤔🤔🤔

[Therese Ruiz](#) The only thing I don't get about the intersection is when going north, the two lanes turn into four. Stay in the left lane to be in the left most turn lane. But the right lane gets the other left turn lane, the straight, as well as the right. Design seems odd. Otherwise... No changes needed. Think timing is ok. (Being from much larger cities... The traffic in Cheyenne is nearly non existent. We have to grow and have growing pains at some point).

Sept. 5

[Lois B. Hansen](#) Cameras and fines to deter people from running the red lights. There's no good reason for all the accidents here except idiotic drivers.

[Gina Hammock](#) Amen to that!

[Dana Schabel Heying](#) No more roundabouts! There is too much large vehicle traffic (semis, buses, trailers, etc) that goes through there to make a roundabout feasible. Fix the timing of the lights and simply understand that human nature makes people do stupid things, and we all know you can't fix stupid.

[Abi Aldrich Paytoe Gbayee](#) Well the input I called in a couple years ago about simply adjusting the lines coming down converse to dell range going north fell on deaf ears, but again if the two lanes split into two lanes each instead of the left lane splitting into one and the right into three, it would be a significant improvement.

[Mark Sprengeler](#) Not interested in seeing another circle of death there.

[Ross Thompson](#) Gee wizz, can you say " roundabout"!

Sept. 6

[Trent Eastman](#) Have all the lights on del range change at the same time.

[Amii Gilmore](#) i truly think the excessive red light running in this town links to the left turn lanes continuing on caution while the main lanes go red- this conditions people to continue to go when red lights pop. I have driven all over the US, and nowhere else do you encounter this. Even when left turns get dedicated green arrows AFTER main lanes stop, there is a brief full stop before they get to go again to enforce the all stop on red.

[Carrie Schimelpfenig](#) I agree and I really think having extended length yellow lights like Fort Collins might help decrease the amount of red light running. That would have to occur at every light in town though, not just here

[Amanda Jagoditsh](#) Not a maintenance issue but sure do wish folks in the right lane (aka the Wal-Mart lane) would remember not to block intersecting roads. If a cop is looking to meet a ticket quota, could do it in half an hour on a Saturday at the intersection of Dell Range and Mountain Rd.

[Doug Rupp](#) We don't need another suicide circle.

[Victor Spencer](#) m.youtube.com/watch?v=IZhJBYvWnKA



[Dottie Reichert](#) I agree we should go back to green left turn arrows. The yellow lights do no good, just like waiting for traffic on a green light. You cannot turn left on a yellow light until traffic clears. Went through Kansas City, Mo.. and Rogers Bentonville, Ark this summer and saw no yellow left turn signals.

[Amber L. Thomas](#) Don't fix what's not broken! Yeah you sit there for a minute or so, but we are in Cheyenne Wy! I see nothing wrong

[Like](#) · [Reply](#) · [Message](#) · 4 · September 6 at 8:14pm

Sept. 7

[Aaron Willmarth](#) Longer SB lights. People turning left (east) often have to sit through two cycles (or three) just to make the turn when it's busy. Traffic coming from Walmart exacerbates this and will only get worse with the goodwill.

Sept. 9

[Rocky Bolin](#) How many wrecks have happened there since the lights were changed, and what caused them?

[Ron Bailey](#) Stay away from Del Range

[Alisha Jones](#) Like many others have said, please don't put a roundabout there. That'd be hell to try and make it through without getting hit by some moron who has no patience or doesn't understand what lane to be in. Can't even count the amount of times I've almost been taken out in the Pershing/Converse roundabout.

[Jim Rolf](#) Drive through it every day - at least once. Used to do that at 19th and Converse until they put that horrible runaround down there. Hope they don't mess up this intersection the way they did that one.

[Carla Sanders Winkler](#) Looks like the general consensus from the public is NO roundabout. Let's see if they really listen now, I have my doubts.

[DeeJay Stewart](#) Honestly it's only the giant dip on converse that bothers me. It's otherwise a fairly efficient intersection

[DeeJay Stewart](#) And roundabouts are amazing... if you're not an absolute imbecile. This town just needs some driving education.

[Eric V Neuman](#) No roundabout I have seen big issue on converse and Pershing Blvd roundabout cause on southbound to make turn is making long time to southbound turn Ned make better with stop signs or warning light like that

[Brandon Rood](#) Start enforcing traffic laws. Cheyenne has more drivers getting away with running red lights than anywhere I've been. Why? Nobody tickets them when they do. Cell phone usage by drivers is also a problem, because that law is not enforced. The intersection is not the problem, the idiots driving through it is.

[Adam Coulson](#) Nope. Not stuck in traffic. Traffic flows quite smoothly through that intersection. I see the biggest priority as making sure that intersection is left alone.
Sept 12

[Mary Throne](#) It is a scary and busy intersection. No idea how to make it better.

[Vicki Colucci Bloethner](#) ROUNDABOUT IT!

[Kathy Everingim](#) I think this intersection is well done. The traffic lights maintain a good flow of the traffic. The problem is the drivers. Apparently people don't understand that you are supposed to stop when the light turns red. I see people running a red light there constantly. I see it all over this town. Lots of people drive like they've never heard of traffic regulations. You can't fix stupid!

[Roger Bensley](#) full vertical loops E W bound traffic w/ barrel roll corkscrew jumps for N-S off dell range & converse would use a standard Evil Knieval style take off ramps and landings thru the loops w/ fireworks!!!

[Sheila Loney](#) A traffic circle would be terrible here. There Is nothing wrong with this Intersection. Quit running red lights, bam, no wrecks.

[Sara Williams](#) Drop the speed limit?
The intersection isn't that bad as long as people aren't speeding or blowing through red lights.
Or drop the speed and insert some rumble strips.?

[Paul Sanchez](#) That would be really nice but I think that shy and needs to focus on more curb appeal and more things to do downtown is kind of a joke

[Lou Ann Ehmke](#) Seriously your thinking of another round about..No way those things are horrible and they don't slow traffic up a bit.. You are looking for more accidents and the trucks coming into the post office and walmart won't make it. I don't agree with this.

Comment Cards at Open House

Take a look at traffic plan for multi family development on west side of Converse, behind Walmart.

At peak hours the left turn lane from Converse to Carlson will extend all the way to Ogden – look at dual left onto Carlson.

Bikes are not encouraged on Dell Range intentionally, so multi-modal isn't such a concern, but need to maintain pedestrian flow.

A non-grade (bridge or tunnel) ped/bike crossing across Converse north of Dell Range would remove much of the foot/bicycle traffic from the intersection.

Better signage to divert traffic to Prairie Avenue. (Examples given)

Better driver education

Increase distracted driver fines.

I like the continuous flow intersection (top right in example).

Concerned about buildings on the north side of Dell Range

Also concerned about education in the examples

I think the safety would be enhanced by the utilization of automated enforcement with red light cameras. I believe this might require a change in state statutes to allow their use.

Left turns should be prohibited at Mountain/Dell Range to avoid signalization

Install a red light camera for Converse/Dell Range intersection

City ordinance with \$25 fine for each offense (not a moving violation against license)

Big signs before intersection warning of red light camera. Effect: slow down traffic, reduce red light running, reduce accidents. Advantage: minimal cost to implement.

I don't think people are understanding what "multimodal" means – no one even walks the greenway routinely so I'm doubtful they will walk redesigned Converse/Dell Range intersection. People are focusing on safety but even that placard is somewhat lacking on specifics i.e. double accidents between 2014-2015 – from what to what?

Camera gives tickets on Red exit at Moran at Menard's light.

Ogden finished to Storey

Mandatory driving classes

My 2 cents on this intersection is work must start next spring to ease the traffic flow, as I have seen several close call on T-bone accidents

Cars and Trucks not stopping in time for emergency vehicles

Drainage issues must be considered as the flood of 85 blocked the intersection and traffic was slowed as it tried to go through to reach other areas

The intersection should be rebuilt now, not 2 or 3 years into the future.

Noise pollution must be mitigated. Live on Converse side of King Arthur, 18 wheelers leaving Postal Service are gearing up towards 40 mph – lot is immediately adjacent to sidewalk and road – doubt if code would allow today to build because of noise – Request separation of road from back fence, trees, grass and Greenway on our side etc – sidewalk at Dell Range coming from Converse is not safe for pedestrians

The City need to find the funding for the project.

Widening of converse north of Masonway is a great idea

Left turns on east bound Dell Range are often unnerving

Two lanes of left turns from west bound Dell Range to southbound Converse is a good idea

Like the CFI solution – concerned a roundabout may not pass in a 6th penny.

As a small business person, concerned with the time it takes to do the construction. City engineer's office needs to be cognizant of cost of construction on business.

Online Tool.

Type: Multimodal Safety

Comment: Dell Range is too wide all the way through. I think 10-foot lanes would be great, both to slow down traffic (hopefully reducing some of the congestion) and to allow some space on both sides of the road for sidewalk improvements. In particular, it'd be great if we could plant a row of trees all the way down the road (similar to Pershing west of Evans) as a way to close the road in a little bit and slow traffic down even more.

Date Posted: 2016-10-06

Type: Ease of Use

Comment: One thing I have noticed is that the time for left turns from dell range to converse can be very short. The other day the turn signal never came and I found myself out in the intersection as it turned red trying to get across.

Date Posted: 2016-09-12

Type: Multimodal Safety

Comment: A bike underpass at Converse and Dell Range, with bike facilities on the other side, could connect to the ridge up on Storey. It's low-traffic and scenic up there, making it a great place to extend the greenway. It would also make it possible to extend the greenway to points farther north, like the soccer fields on Ridge and along Four Mile.

Date Posted: 2016-10-06

Type: Business Access

Comment: I find that if I have to turn left to get into a business on dell range and it isn't at a light, it can be lengthy and dangerous. For example to get into the shopping center where coldstone is or where the jeweler is on the west side of converse. Sometimes I find my self consciously trying to approach from the right to avoid the left turn but since there's not a lot of streets to the north that are easily accessible this can be time consuming and require a lot of

parking lot maneuvering.

Date Posted: 2016-09-12

Type: Congestion

Comment: I don't know the best way to re-impose the grid system on the neighborhoods north of Dell Range, but having a tight grid is really good as a means of preventing congestion in the neighborhoods downtown. Either way, it seems like you'd have to start with the areas served by Anderson and Buffalo Ridge, and figure out how to incorporate them into the larger street network. It may help to zone for tight single-family residential development (resembling downtown) in the remaining area north of Dell Range, and tying the new neighborhoods into ones already existing. Either way, it seems like it would be key to have residential streets be no wider than 3 or 3.5 cars in order to slow down traffic, keep the neighborhoods safe and walkable, and ensure that any through traffic was respectful.

Date Posted: 2016-10-06

CHEYENNE METROPOLITAN PLANNING ORGANIZATION



Welcome

THANKS FOR JOINING US

**CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN**

THERE WILL BE NO FORMAL PRESENTATION



History & Project Context



UNION PACIFIC RAILROAD DEPOT, 1897



CHEYENNE FRONTIER DAYS PARADE, 1960s



DELL RANGE BLVD. AND CONVERSE AVE. INTERSECTION, 2014

HISTORY

The City of Cheyenne, once just a small railroad town, serves as the capital of Wyoming with a population of more than 60,000 and an urban area of more than 90,000 residents. Because of its strategic location, the city attracts tourists and visitors, as well as people relocating due to the culture that makes Cheyenne a wonderful place to call home.

The Cheyenne Metropolitan Planning Organization (MPO) was created to help manage transportation planning projects in the growing city by the governor of Wyoming in 1981. The Cheyenne MPO is responsible for developing transportation policies and coordinating with citizens and the various agencies involved in long-range transportation planning and project development.

The Cheyenne MPO recognizes that Converse Ave. and its intersection at Dell Range Blvd. need improvements. The land use around the intersection over time has become widely diverse with residential coexisting with heavy commercial development that includes a large number of shopping, dining, and entertainment establishments. Because of these factors, the Cheyenne MPO has taken up the task of updating the current transportation solution to better serve the residents, business owners, and the traveling public.

PROJECT CONTEXT

More than 34,000 vehicles travel through the Dell Range Blvd. and Converse Ave. intersection daily. This intersection not only experiences some of the highest traffic volumes in the state, but it also has the highest number of crashes within the Cheyenne urban area.

In the past 10 years, there have been 264 reported crashes at this intersection. Because of the high volume and safety risks, the Dell Range Blvd. and Converse Ave. intersection also poses difficulty and limitations to pedestrians and bicyclists trying to traverse it.

There are also residential and business access conflicts, storm water issues, and environmental concerns due to the advanced age of the corridor and intersection design.



Problem: Safety



264 TOTAL CRASHES

HAVE OCCURRED IN THE PAST 10 YEARS AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION MAKING IT ONE OF THE **MOST DANGEROUS INTERSECTIONS** IN THE STATE OF WYOMING

2006-2015

IN 2006

26%

OF TOTAL NUMBER OF CRASHES AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION WERE **REAR END COLLISIONS**

IN 2015

44%

OF TOTAL NUMBER OF CRASHES AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION WERE **REAR END COLLISIONS**



67%

OF CRASHES ON AVERAGE IN THE PAST 10 YEARS HAD **PROPERTY DAMAGE** AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION

2006-2015

2006-2015 AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION

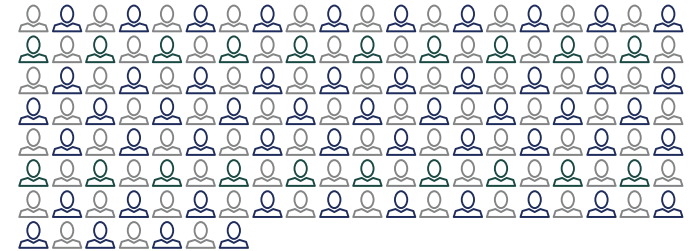
188 TOTAL CRASHES

TRAVELING IN THE EAST/WEST DIRECTION



22 TOTAL CRASHES

TRAVELING IN THE NORTH/SOUTH DIRECTION



147 PEOPLE INJURED

IN A TOTAL OF 88 INJURY CRASHES OVER THE PAST 10 YEARS AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION

2006-2015

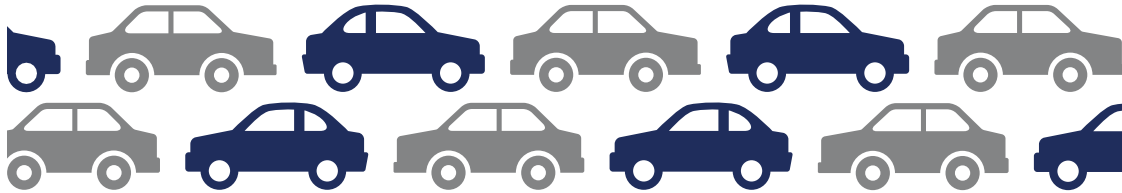


T-BONE/RIGHT ANGLE CRASHES

HAVE **DOUBLED** BETWEEN 2014 AND 2015 AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION



Problem: Capacity



34,184 VEHICLES

TRAVEL THROUGH THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION EACH DAY MAKING IT ONE OF THE **BUSIEST INTERSECTIONS** IN THE STATE OF WYOMING
2015

TODAY AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION



31.3 SECONDS

OF DELAY PER VEHICLE ON AVERAGE TODAY GIVING IT ONE OF THE WORST LEVEL OF SERVICE GRADES IN THE STATE OF WYOMING

IN 2040 AT THE CONVERSE AVE. AND DELL RANGE BLVD. INTERSECTION



45.4 SECONDS

OF DELAY PER VEHICLE ON AVERAGE IN 2040 WILL DROP THE LEVEL OF SERVICE RANK DOWN AN ENTIRE GRADE

AVERAGE DELAY PER VEHICLE

AT CONVERSE & MASONWAY

TODAY

14.9 SECONDS

IN 2040

25.0 SECONDS

AT CONVERSE & POINT BLUFF

TODAY

12.7 SECONDS

IN 2040

18.0 SECONDS

AT CONVERSE & OGDEN

TODAY

10.6 SECONDS

IN 2040

12.9 SECONDS

AT DELL RANGE & MOUNTAIN

TODAY

20.4 SECONDS

IN 2040

23.1 SECONDS

AT DELL RANGE & GRANDVIEW

TODAY

14.5 SECONDS

IN 2040

13.8 SECONDS

190%

INCREASE IN TRAFFIC VOLUME AT CONVERSE SOUTH OF OGDEN ESTIMATED IN 2040

22%

INCREASE IN TRAFFIC VOLUME EAST OF CONVERSE ON DELL RANGE ESTIMATED IN 2040

18%

INCREASE IN TRAFFIC VOLUME AT CONVERSE SOUTH OF DELL RANGE ESTIMATED IN 2040



About the Project



CONVERSE AVE. AT DELL RANGE BLVD.



NARROW SIDEWALKS ON DELL RANGE BLVD.



EXISTING PEDESTRIAN BRIDGE ON CONVERSE AVE.



EXISTING CONDITIONS ON CONVERSE AVE.

MOBILITY & ACCESS

The Cheyenne MPO is embarking on a plan to improve the mobility for all modes of transportation through the Dell Range Blvd. and Converse Ave. intersection including, biking, walking, driving, and public transportation.

Another component of the project will be to develop preliminary planning and design to extend the recently constructed Converse Ave. from Ogden Road to the Dell Range Blvd. and Converse Ave. intersection.

The project is made up of three parts:

1. Develop and analyze alternative designs for the Converse Ave. and Dell Range Blvd. Intersection. This work includes an evaluation of alternatives using grading criteria to develop a preferred alternative using engineering, traffic planning and public input.
2. Estimate costs and develop preliminary designs and for the work needed on Converse Ave. between Dell Range Blvd. and Ogden Road and for the Converse Ave. and Dell Range Blvd. intersection preferred alternative.
3. The project team will also consider how other roadways are affected by congestion and bicycle and pedestrian conditions, as well as residential and business access.

DRAINAGE

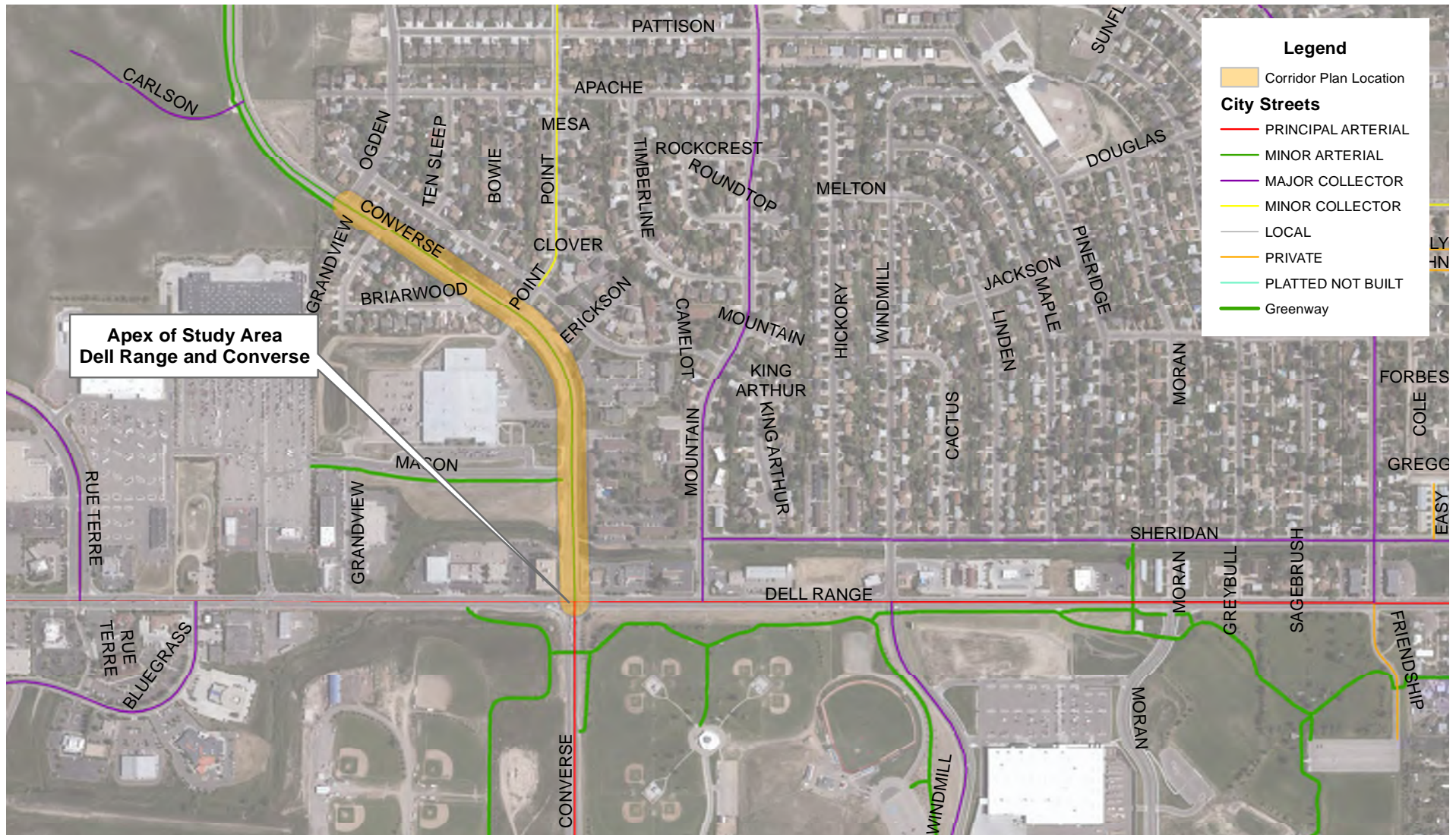
The plan will also evaluate storm water and environmental concerns. The 35% level design for a roadway and storm sewer plan for Converse Ave. from Dell Range Blvd. is at the location of where the newer built Converse Ave. ends at Ogden Road. This existing section was never fully completed and is deteriorating. The existing condition is a three lane 35 ft. paved sections of Converse Ave. with curb and gutter on the east side with a large swale on the west side. Construction of the Greenway extension and other improvements will likely require placing this swale underground in a storm sewer.

GOAL

Create preliminary designs that identify ways to improve safety, congestion, operations, and mobility of the roadways and through intersections.



Project Area





What is Most Important to You?

Place a checkmark sticker next to the **four criteria** that matter to you most. Your vote helps us to prioritize the screening criteria.



MULTIMODAL
SAFETY



EASE OF USE



COST



BUSINESS
ACCESS



CONGESTION



UNDEVELOPED
LAND
ACQUISITION



DEVELOPED

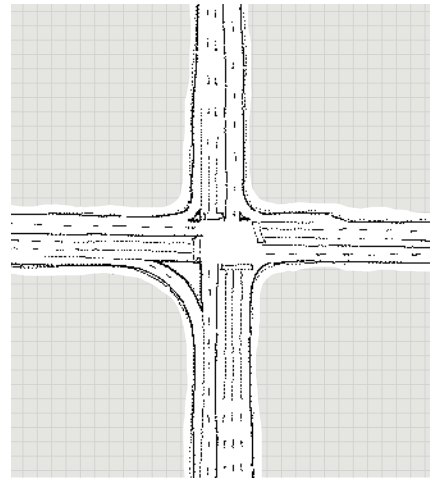


Design Solution Examples

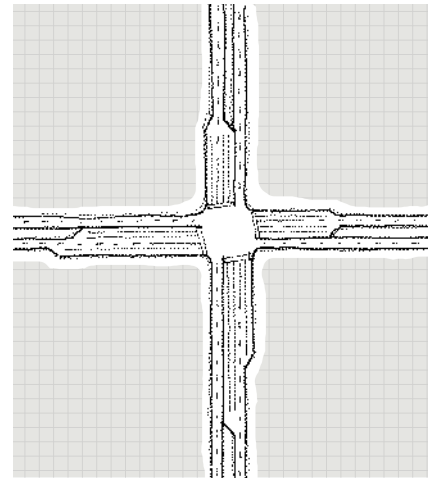
There are many design solutions that could work for the Converse Ave. and Dell Range Blvd. Intersection. Below are some examples worth noting in no particular order:



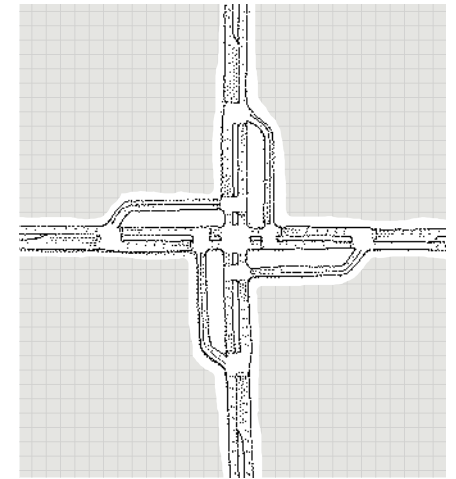
CURRENT INTERSECTION DESIGN



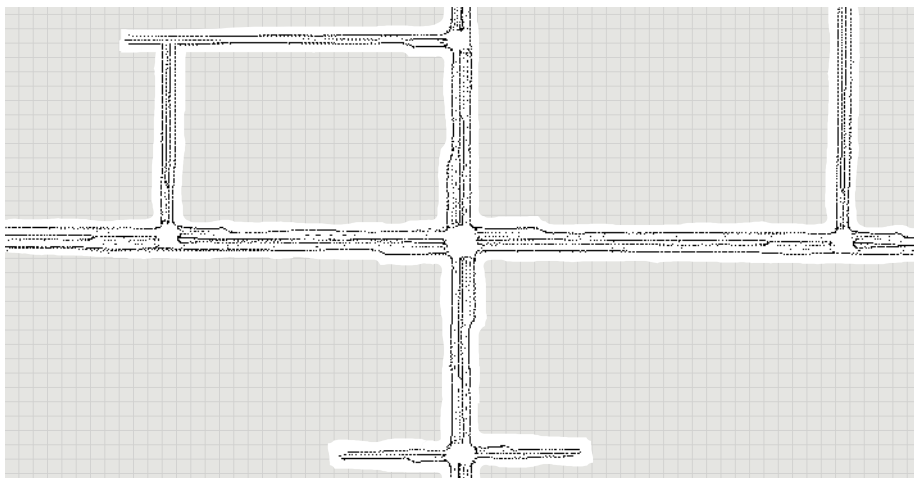
PROTECTED-ONLY LEFT-TURN PHASING



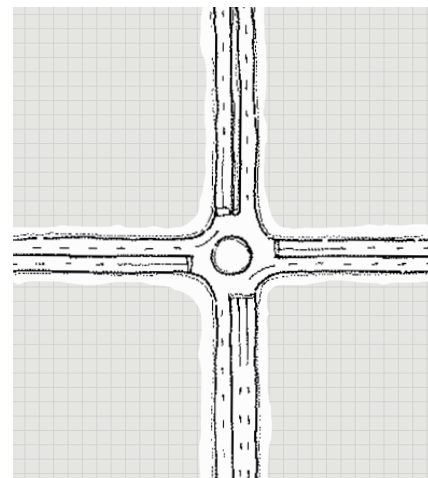
DUAL LEFT-TURN LANES



CONTINUOUS FLOW INTERSECTION (CFI)



THRU-TURN INTERSECTION



MODERN ROUNDABOUT

OTHER

**WE WANT TO KNOW
YOUR IDEAS!**

PLEASE FILL OUT A COMMENT CARD





How to Get Involved In the Converse/Dell Range Project

We value your input and your feedback! We'll be reaching out to the community to help understand what's most important to you on the roadway and what changes are needed to make your trip better. To be a part of the planning process you may attend a public meeting, take a survey, join the discussion on Facebook, or contact one of our project representatives.

TIMELINE



Community Engagement

Ongoing



Public Meeting 1

Fall 2016



Traffic Analysis

Fall & Winter 2016



Predictive Safety Modeling

Fall & Winter 2016



Public Meeting 2

Winter 2016



Converse Ave. Roadway/ Drainage Design

Winter 2016-Spring 2017



Environmental Review

Spring 2017

INTENDED PROJECT OUTCOMES

When complete, the plan will set the course for how the City of Cheyenne uses available funds to improve the intersection and roadway. The goal of the plan is two-fold: To improve safety for motorists, bicyclists and pedestrians traveling on and around Converse Ave. and Dell Range Blvd. while also improving the roadway's drainage infrastructure.

PROJECT SCOPE

There will be an extension of Converse Ave. from Dell Range Blvd. to Ogden Road including the Greenway.

- ✓ There will be several viable Converse/Dell Range intersection design options that promote improvement.
- ✓ There will be a new and more efficient storm water system in place along Converse Ave.
- ✓ We are also developing accurate cost estimates to construct all the improvements.

LEARN MORE



Find us Online

PlanCheyenne.org



Facebook

Cheyenne Metropolitan Planning Organization - MPO



Additional Questions

Call Nancy at 307-638-4385



PUBLIC MEETING NOTICE

**CONVERSE / DELL RANGE INTERSECTION
TRAFFIC SAFETY PLAN & CONVERSE
AVENUE 35% DESIGN PLAN**

Join the Discussion



**WEDNESDAY,
MARCH 1, 2017**



**5 TO 7 P.M.
5:30 P.M. SHORT
PRESENTATION**



**ANDERSON
ELEMENTARY
SCHOOL

2204 PLAINVIEW
ROAD, CHEYENNE,
WY 82009**



**CALL NANCY
AT 307-638-4385**

LEARN MORE ONLINE



**CAN'T MAKE IT?
DETAILS ONLINE AT
PLANCHEYENNE.ORG**



PROJECT CONSULTANTS

MEETING DETAILS

The project team will present the current project status and possible solutions to the complex issues associated with this intersection.

PROJECT DETAILS

Converse Ave. and Dell Range Blvd. is one of the busiest and crash prone intersections in Wyoming. This is why the Cheyenne MPO, with the direction of the City, has made studying and redesigning areas of Converse Ave. between Dell Range Blvd. and Ogden Road a priority.

CHEYENNE METROPOLITAN PLANNING ORGANIZATION



Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)	
ED WADDEN	5227 FISHER DR. CHEYENNE	edmundwadden@hotmail.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input checked="" type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Ron Olson	2320 Dell Range	Ron@RonOlson.biz	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)

CHEYENNE METROPOLITAN PLANNING ORGANIZATION



Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)	
Wendy Braund	3716 Carey Ave Cheyenne WY 82001	wendybraund@gmail.com	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Other (please specify) MPO Citizens Comm.
Gary, John	415 W. 18th St. Cheyenne Police	—	<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input checked="" type="checkbox"/> Other (please specify) Street (concrete)
Kevin + Deborah McCoy	4734 Cactus Way Cheyenne, WY 82009		<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Jeff Wiggins		jwiggins@cheyennecity.org	<input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Dianna Sanchez	5227 Fishing Bridge Cheyenne 82009		<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input checked="" type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
Al Simpson	300 Gardiner Dr 82001		<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input checked="" type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> Facebook <input type="checkbox"/> Email Invitation <input type="checkbox"/> News Article	<input type="checkbox"/> Word-of-mouth <input type="checkbox"/> Other (please specify)

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

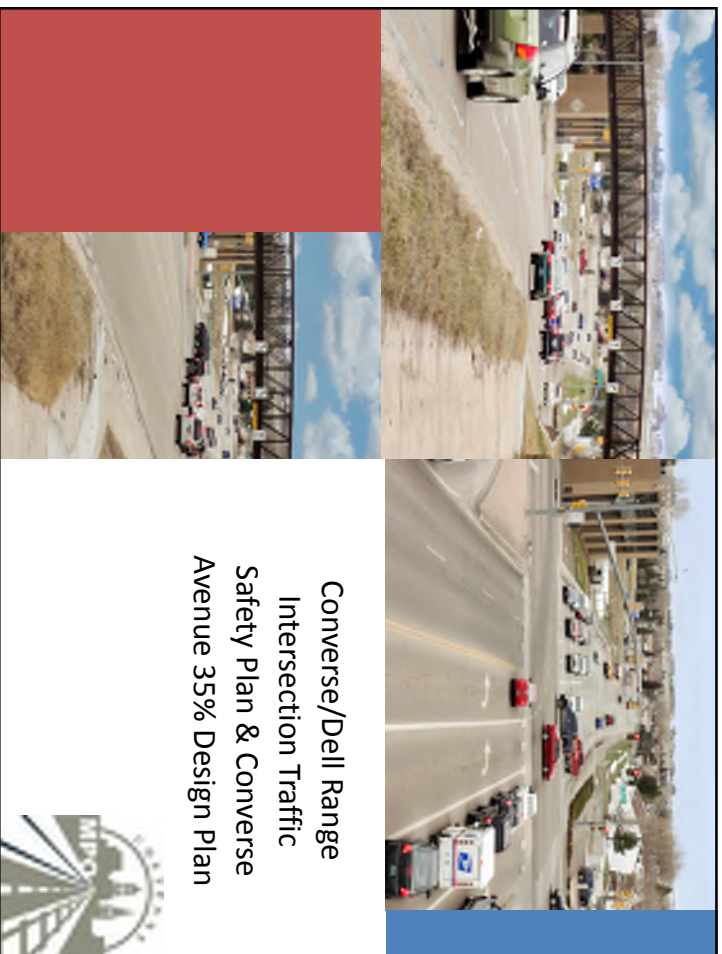


Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)	
Debra Lund	5501 Polar	netafcms@gmail	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input checked="" type="checkbox"/> News Article	
Gene Palen	510 East 22nd	GRPalen@GMail.Com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
MARY JANE PALEN	510 E. 22nd St	GRPALEN@GMail. com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input checked="" type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Frank Cole			<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input checked="" type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Charles DeFond	743 Vandeventer Ave		<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input checked="" type="checkbox"/> News Article	
Nathan Beauchamp	2101 O'Neil		<input type="checkbox"/> Facebook	<input checked="" type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Jim & Charlotte Dockter	2332 Apache		<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input checked="" type="checkbox"/> News Article	
Bob Spores	2515 Foothill Rd.		<input checked="" type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Bruce Perryman	1921 Hartman Rd	Perryman@vipc-com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	

CHEYENNE METROPOLITAN PLANNING ORGANIZATION



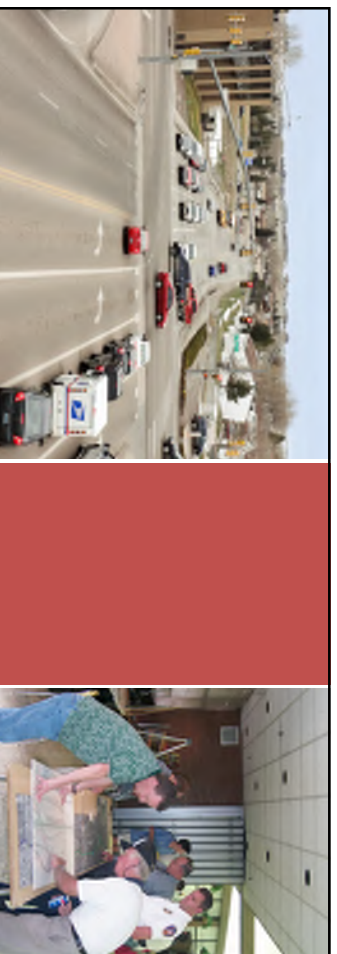

Name (First, Last)	Address (Street, City, Zip)	Email Address	How did you hear about this meeting? (Please check source)	
Buddy Tennant	158 Rio Verde Circle	buddy-tennant@yahoo.com	<input checked="" type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input checked="" type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Jim Coomes	2372 Patterson Ave	jk coom@bresnan.net	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input checked="" type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	Ad in paper
Diane O'meara	5300 Ogden Rd 82009	dioneara43@gmail.com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input checked="" type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Lee Wafendon	4724 Mountain Rd 82009 #504	leewaf@leewaf.net	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input checked="" type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Rich Merrill	11515 Dec Holiday Loop Cheyenne, WY 82009	richmerrillpe@gmail.com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input checked="" type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
DICK KRAHENBUHL	2000 APACHE ST 82009	RKRAHENBUHL@YAHOO.COM	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input checked="" type="checkbox"/> News Article	
Jan Spires	2515 Joolhills	jspires@cheyennacity.org	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input checked="" type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
JEFF Rayment	2323 Couvel Bluff	jeffrayment@gmail.com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	
Boyd Wiggam	2537 Plain View	bwlggam@yahoo.com	<input type="checkbox"/> Facebook	<input type="checkbox"/> Word-of-mouth
			<input type="checkbox"/> Email Invitation	<input type="checkbox"/> Other (please specify)
			<input type="checkbox"/> News Article	Electric Roadside sign

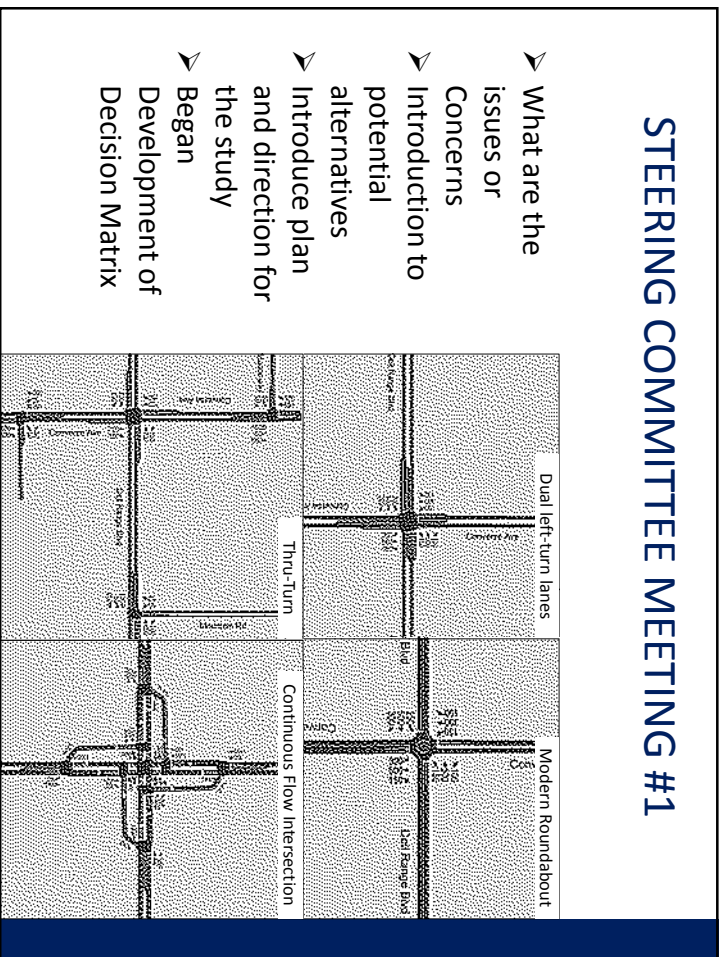
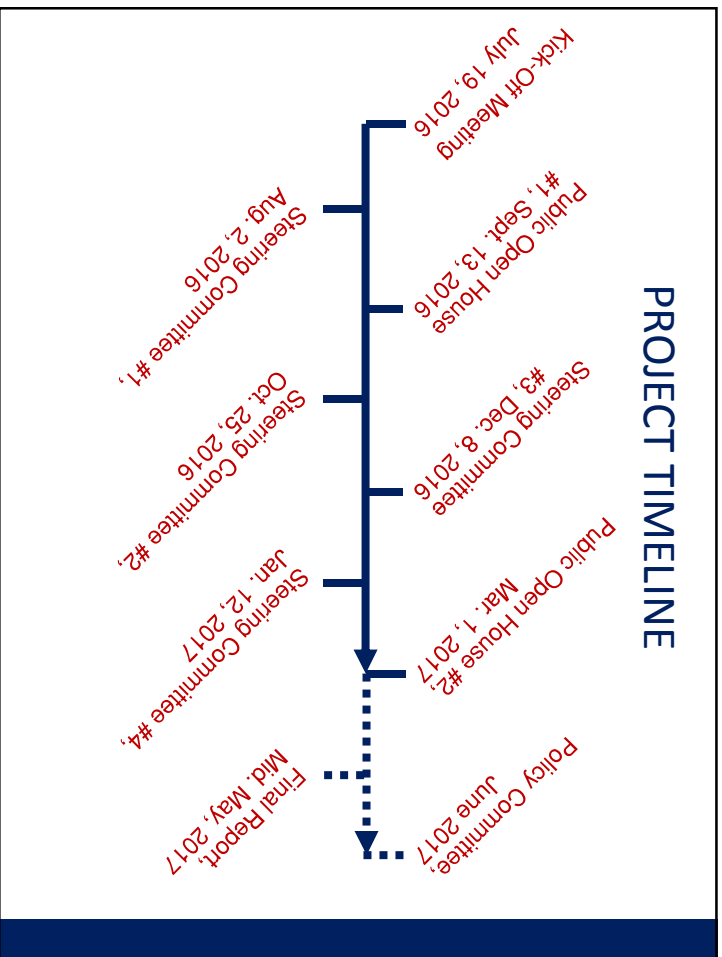


Converse/Dell Range
Intersection Traffic
Safety Plan & Converse
Avenue 35% Design Plan

Project goals are to: Improve safety, functionality, and mobility of the Converse/Dell Range intersection and corridor.

- Develop and Evaluate Intersection Alternatives
- 35% Design for Converse Corridor and the Recommended Converse/Dell Range Intersection
- Evaluate Environmental Issues

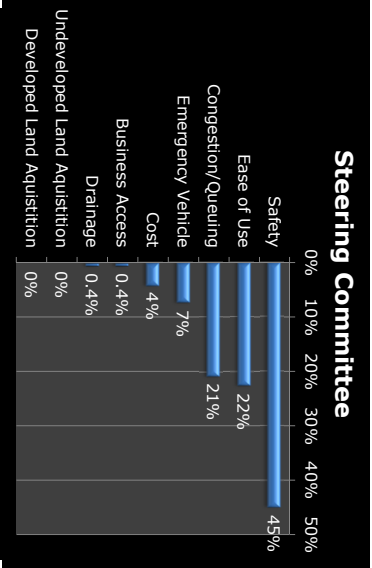





NO4

STEERING COMMITTEE CRITERIA RESULTS

Steering Committee



Issue/Concern	Weighted Points	Weighted Average	Rank
Safety	100	45%	1
Ease of Use	50	22%	2
Congestion/Queuing	46	21%	3
Emergency Vehicle	16	7%	4
Cost	9	4%	5
Business Access	1	0.4%	6
Drainage	1	0.4%	6
Undev. Land Acquisition	0	0%	8
Dev. Land Acquisition	0	0%	8

PUBLIC OPEN HOUSE #1



- 42 Attendees
- Presented Multiple Potential Viable Alternatives
- Provided Animated Examples to Illustrate Vehicular Movements
- Obtained Comments and Surveys
- Obtained Feedback to Determine Important Evaluation Criteria

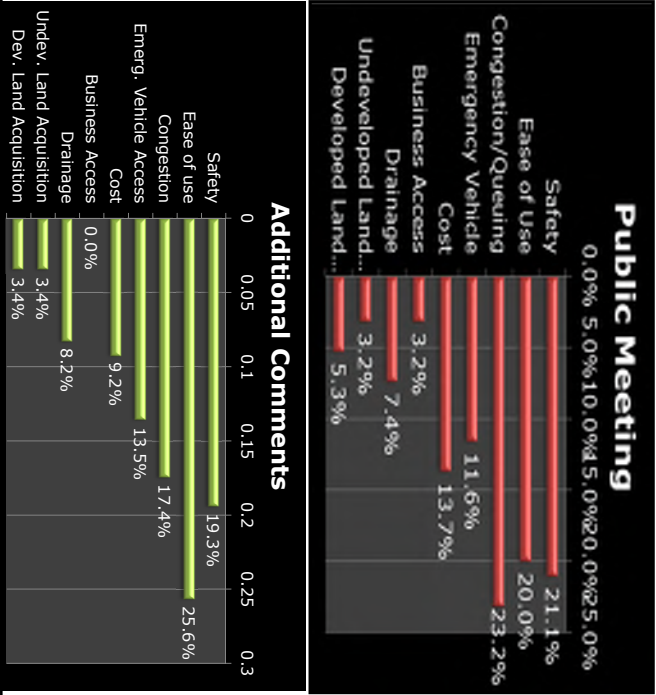
Slide 6

NO4

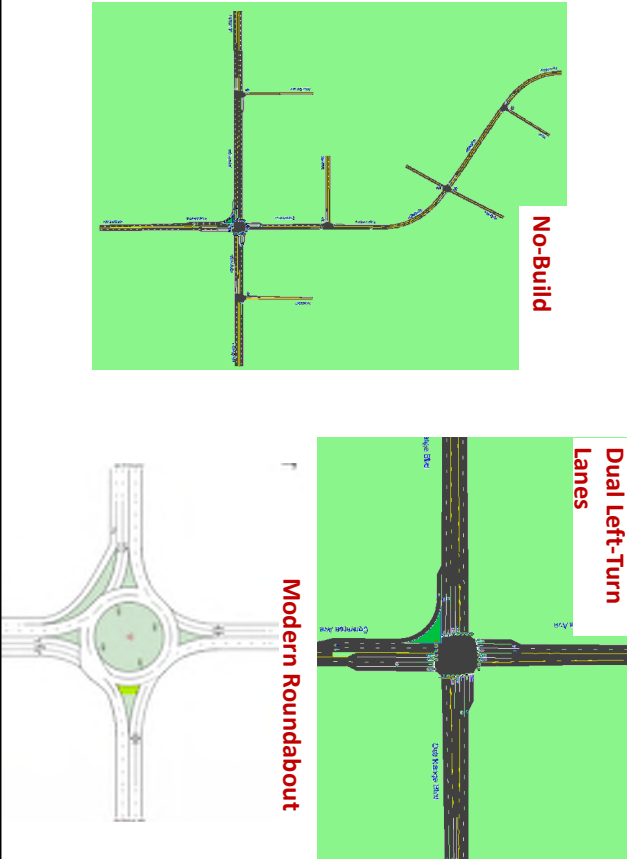
Can you make all text bigger in graph and table?

Nancy Olson, 2/22/2017

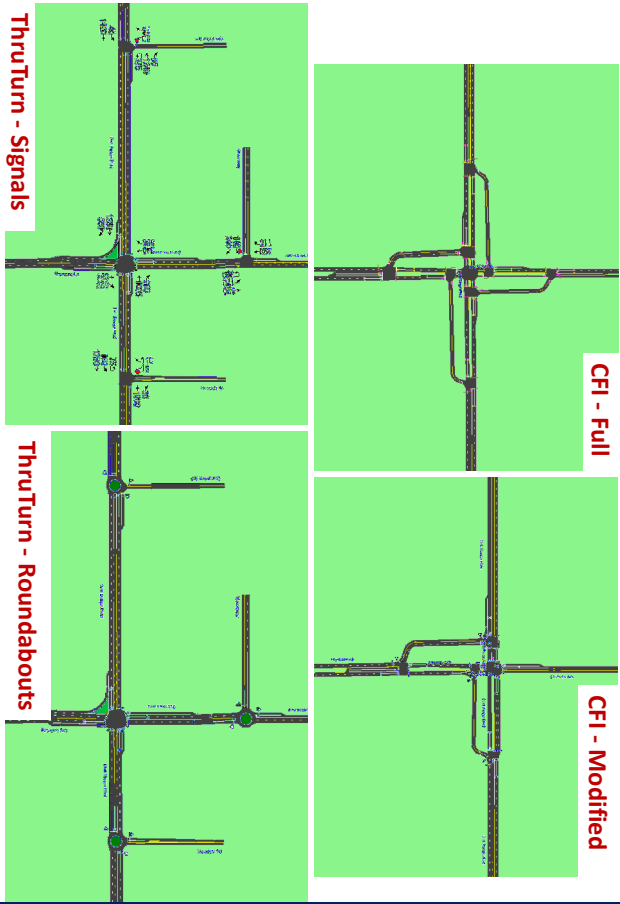
PUBLIC OPEN HOUSE #1



STEERING COMMITTEE MEETING #2



STEERING COMMITTEE MEETING #2



INITIAL DECISION MATRIX

Option	Description	Safety		Ease of Use		Congestion/Queuing		Emerg. Vehicle	Cost		
		Vehicle	Pedestrian	Bike	Intersection Complexity	Emergency Vehicle/Large Truck Maneuverability	LOS	Length of Queue			
1.	No-Change										
2.											
3.											
4.											
5.											
6.											
Steering Committee											
Public Meeting											
Public Mfg Comment Card											
Total											
Issue											
Safety		Rank	1	2	Rank	2	Rank	1	Rank	1	
Ease of Use		Rank	2	3	Rank	1	Rank	2	Rank	2	
Congestion/Queuing		Rank	3	1	Rank	3	Rank	3	Rank	3	
Emergency Vehicle		Rank	4	5	Rank	4	Rank	4	Rank	4	
Cost		Rank	5	4	Rank	5	Rank	5	Rank	5	
Drainage		Rank	6	6	Rank	6	Rank	6	Rank	6	
Business Access		Rank	6	8	Rank	8	Rank	8	Rank	7	
Developed Land Acquisition		Rank	8	7	Rank	7	Rank	7	Rank	7	
Undeveloped Land Acquisition		Rank	8	8	Rank	8	Rank	7	Rank	9	

STEERING COMMITTEE MEETING #3

Preliminary Operations Analysis

Alternative	Dell Range Blvd & Converse Ave					
	AM		MD		PM	
	LOS	Delay	LOS	Delay	LOS	Delay
1 No-Build	D	39.8	D	43.5	D	44.8
2 Dual Left Turns	C	26.2	C	32.3	C	29.6
3 Modern Roundabout	A	5.5	A	8.9	A	6.0
4a CFI - Full	D	45.4	C	29.5	C	29.3
4b CFI - Modified	C	28.3	C	30.6	D	39.8
5a ThruTurn - Signals	C	29.6	C	29.6	C	34.6
5b ThruTurn - Roundabouts	C	28.4	C	28.3	C	33.7

STEERING COMMITTEE MEETING #3

Option	Description	Safety				Ease of Use				Congestion/ Traffic Operations		Cost		ROW	
		Vehicle	Pedestrian	Bike	Intersection Complexity	Multi-Modal	Emergency Vehicle/Large Truck Maneuverability	LOS	Queue Length of	Queue	Length of	Total Cost	Dev.& Undev. Land Acquisition		
1	No Change	●	●	●	●	●	●	●	●						
2	Dual Left Turn Lanes	●	●	●	●	●	●	●	●	●	●	●	●	●	●
3	Modern Roundabout	●	●	●	●	●	●	●	●	●	●	●	●	●	●
4	Continuous Flow Intersection (Full)	●	●	●	●	●	●	●	●	●	●	●	●	●	●
5	Continuous Flow Intersection (Modified)	●	●	●	●	●	●	●	●	●	●	●	●	●	●
6	Thru-Turn Intersection (with signals)	●	●	●	●	●	●	●	●	●	●	●	●	●	●
7	Thru-Turn Intersection (with roundabouts)	●	●	●	●	●	●	●	●	●	●	●	●	●	●

LEGEND: ● Poor ● Fair ○ Good ● Better ● Best

STEERING COMMITTEE MEETING #4






STEERING COMMITTEE MEETING #4



STEERING COMMITTEE MEETING #4



COMPARISON OF ALTERNATIVES

		
Dual Left Turns	Modern Roundabout	CFI – Modified (#1 Rank)
Pros		
<ul style="list-style-type: none">✓ Most conventional alternative✓ Lowest Cost of Remaining Alternatives✓ Anticipated to be least impactful to existing right-of-way	<ul style="list-style-type: none">✓ Best mitigates noted safety concerns✓ Provides highest capacity	<ul style="list-style-type: none">✓ Mitigates most noted safety concerns✓ Provides needed capacity enhancements✓ Meets project goals with relatively conventional geometry✓ Signalization at Mountain Road
Cons		
<ul style="list-style-type: none">✓ Doesn't mitigate noted safety concerns✓ Doesn't provide needed capacity enhancements	<ul style="list-style-type: none">✓ Highest cost alternative✓ Most right-of-way & directly impacts private business✓ Extensive retaining walls✓ Impacts Ped. Bridge✓ Perceived most difficult for Peds. & Bicycles	<ul style="list-style-type: none">✓ Doesn't mitigate all noted safety concerns✓ Impacts to west Pedestrian Bridge Abutment

CONVERSE AVE. 35% DESIGN



Questions?

THANK YOU FOR JOINING US
We value your Feedback:

Find us Online:

www.plancheyenne.org

Facebook:

Cheyenne Metropolitan Planning Organization - MPO

Email:

Nancy: nolson@cheyennempo.org

Brandon: brandon.gebhart@hdrinc.com

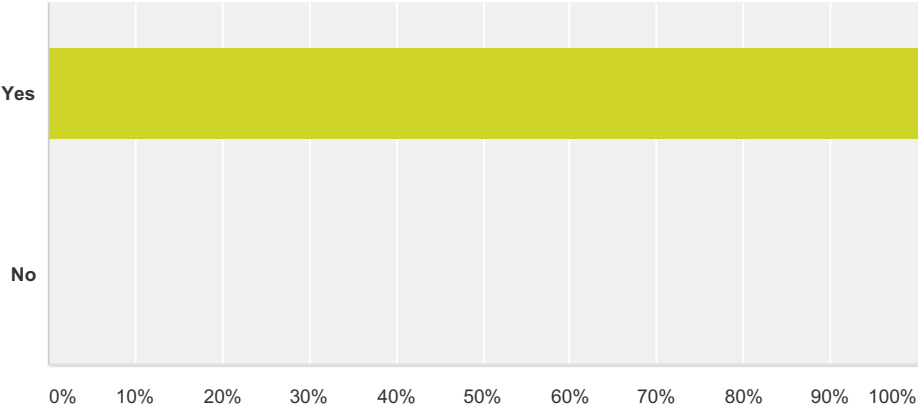
Call: Nancy: 307-638-4385

Brandon: 307-757-9000

Or Complete a Survey/Comment Card

Q1 Do you feel improvements are needed to the Converse/Dell Range intersection to improve safety and function?

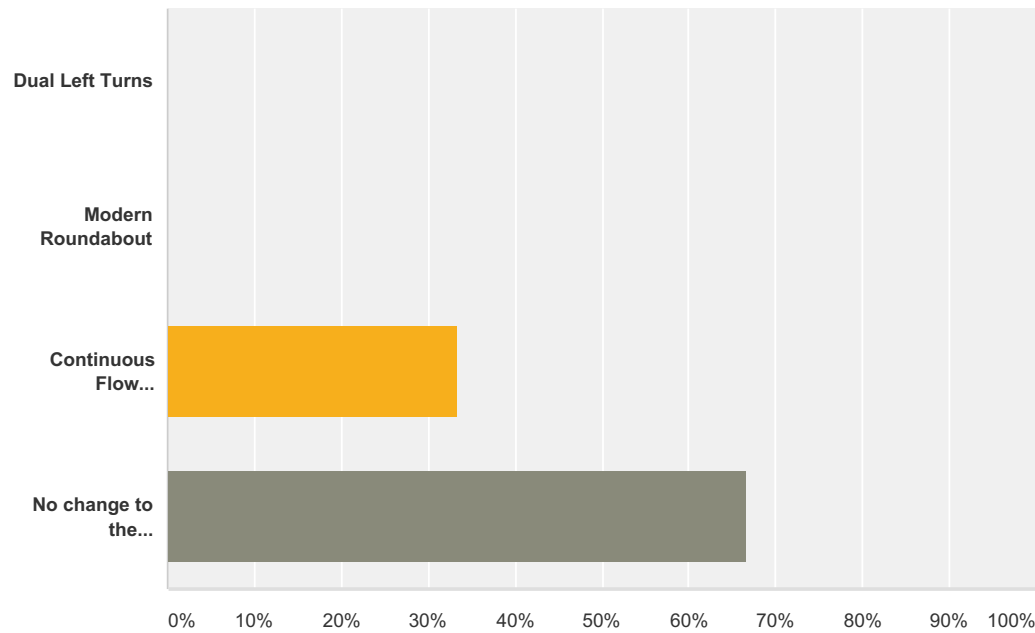
Answered: 3 Skipped: 0



Answer Choices	Responses	
Yes	100.00%	3
No	0.00%	0
Total		3

Q2 Which is your preferred alternative based on the information presented?

Answered: 3 Skipped: 0



Answer Choices	Responses	
Dual Left Turns	0.00%	0
Modern Roundabout	0.00%	0
Continuous Flow Intersection (CFI)	33.33%	1
No change to the intersection	66.67%	2
Total		3

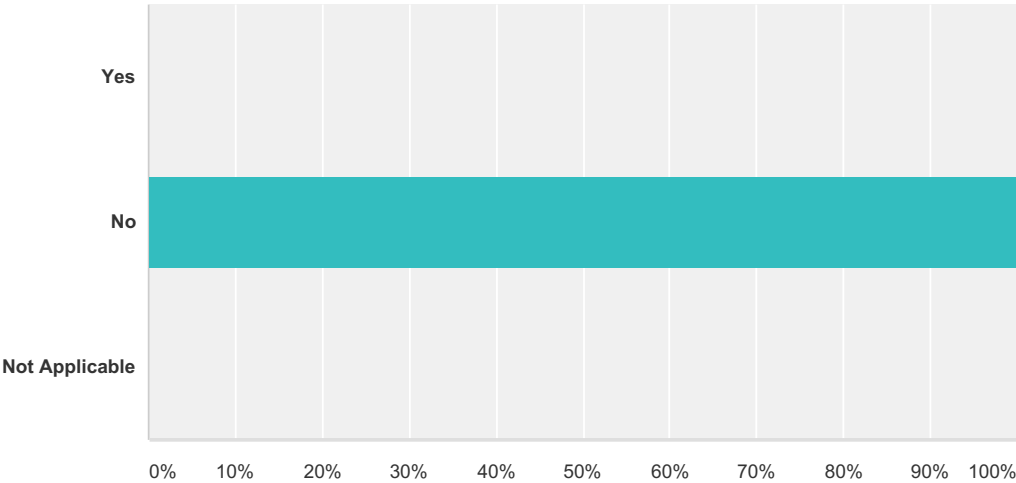
Q3 Please briefly explain why your preferred alternative would be the best choice to improve the safety and function of the intersection?

Answered: 3 Skipped: 0

#	Responses	Date
1	INSTALL TRAFFIC LIGHT AT WINDMILL. BETTER SPEED CONTROL. COMPLETE PLAN FROM OGDEN TO DELL RANGE ON CONVERSE.	3/11/2017 2:22 PM
2	I don't think that "major" improvements are needed. I live in the area and travel through it almost daily. There is congestion at peak times, but not all day. Safety can be improved by simple adjustments in traffic signals. Having dedicated E. W. N. S. movement thru the intersection will prevent most potential accidents. You may have to wait longer, but that would not be a problem for most motorist. Mountain Rd. should not be a right turn only onto Dell range.	3/2/2017 9:10 AM
3	A roundabout would be nice, but I suspect that the flow of traffic through that intersection would be too heavy for it to be practical, especially at peak times. So the CFI seems like a better alternative. I would also like to see the planned (per 1992 Greenway Master Plan) Greenway underpass under Dell Range at Dry Creek implemented as part of the overall intersection safety plan. No at-grade crossing will ever be entirely safe for pedestrians and bicyclists, and the heaviest ped/bike traffic crosses Converse Ave north of its intersection with Dell Range.	3/1/2017 1:54 PM

Q4 If you use the intersection as a pedestrian or cyclist: Do you feel safe as you cross the current intersection?

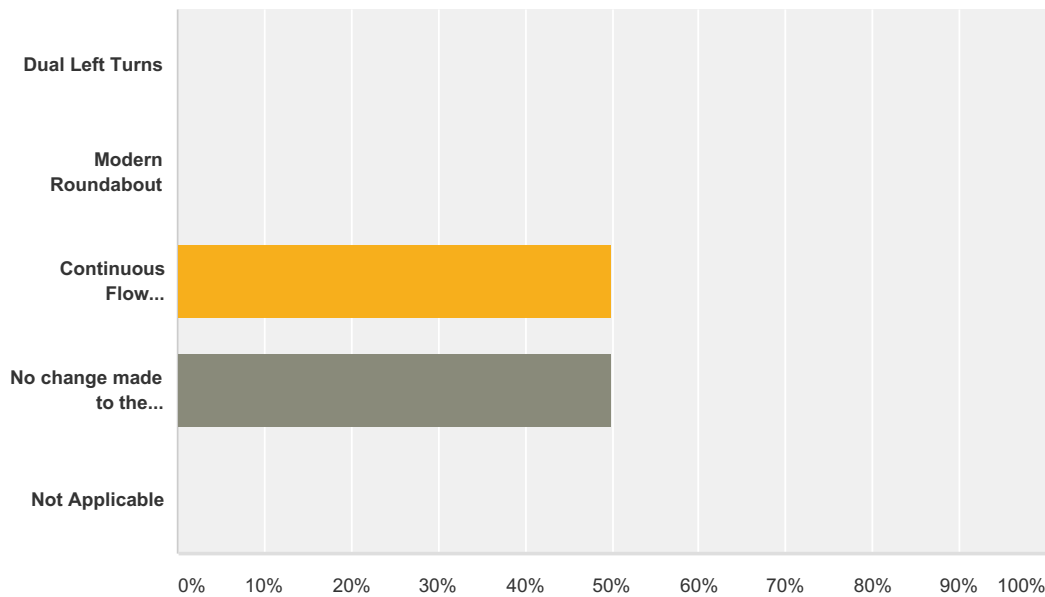
Answered: 2 Skipped: 1



Answer Choices	Responses
Yes	0.00%0
No	100.00%2
Not Applicable	0.00%0
Total	2

Q5 If you use the intersection as a pedestrian or cyclist: Which one of the alternatives do you think would be best to improve bike and pedestrian safety?

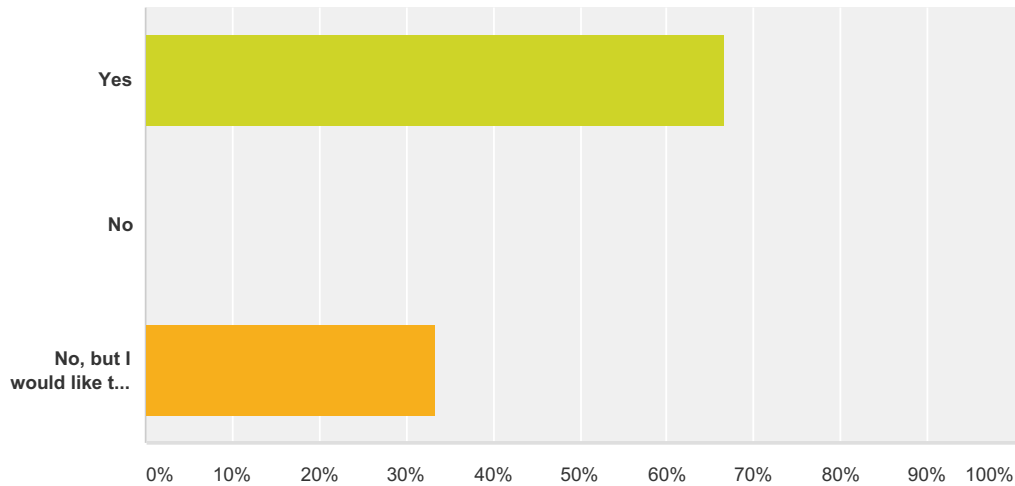
Answered: 2 Skipped: 1



Answer Choices	Responses	
Dual Left Turns	0.00%	0
Modern Roundabout	0.00%	0
Continuous Flow Intersection (CFI)	50.00%	1
No change made to the intersection	50.00%	1
Not Applicable	0.00%	0
Total		2

Q6 Would you support the funding and implementation of a project to improve the intersection?

Answered: 3 Skipped: 0



Answer Choices	Responses	
Yes	66.67%	2
No	0.00%	0
No, but I would like to reassess the need in 10 years	33.33%	1
Total		3



Comment Form

Converse/Dell Range Intersection Traffic
Safety Plan & Converse Avenue 35% Design
Plan

COMMENTS/SUGGESTIONS

PURSUE & REFINER THE
ROUNDABOUT ALTERNATIVE.

We value your Feedback:

Find us Online:

www.PlanCheyenne.org

Facebook:

Cheyenne Metropolitan Planning Organization - MPO

Email:

Nancy: nolson@cheyennempopo.org

Brandon: brandon.gebhart@hdrinc.com

Call: Nancy: 307-638-4385

Brandon: 307-757-9000

Or Mail a Survey/Comment Card to:

HDR Inc. c/o Brandon Gebhart

1720 Carey Ave. Suite 612

Cheyenne, WY 82001



Public Input Survey

Converse/Dell Range Intersection Traffic
Safety Plan & Converse Avenue 35% Design
Plan

1. Do you feel improvements are needed to the
Converse/Dell Range Intersection to improve safety and
function? ☒ Yes ☐ No

2. Which is your preferred alternative based on the
information presented?

- ☐ Dual Left Turns ☐ Continuous Flow Intersection (CFI)
☒ Modern Roundabout ☐ No Change to the Intersection

3. Please briefly explain why your preferred alternative
would be the best choice to improve safety and function of
the intersection. IT WOULD REDUCE
INSURIES AND FATALITIES.

4. If you use the intersection a **pedestrian or cyclist**: Do you
feel safe as you cross the current intersection?

- ☐ Yes ☒ No ☐ Not Applicable

5. If you use the intersection as a **pedestrian or cyclist**:
Which one of the alternatives do you think would be best to
improve bike and pedestrian safety?

- ☐ Dual Left Turns ☐ Continuous Flow Intersection (CFI)
☒ Modern Roundabout ☐ No Change to the Intersection
☐ Not Applicable

6. Would you support the funding and implementation of a
project to improve the intersection?

- ☒ Yes ☐ No ☐ No, but I would like to reassess the
need in 10 years.



Comment Form

Converse/Dell Range Intersection Traffic
Safety Plan & Converse Avenue 35% Design
Plan

COMMENTS/SUGGESTIONS

We value your Feedback:

Find us Online:

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Facebook:

Cheyenne Metropolitan Planning Organization - MPO

Email:

Nancy: nolson@cheyennempo.org

Brandon: brandon.gebhart@hdrinc.com

Call: Nancy: 307-638-4385

Brandon: 307-757-9000

Or Mail a Survey/Comment Card to:

HDR Inc. c/o Brandon Gebhart

1720 Carey Ave. Suite 612

Cheyenne, WY 82001



Public Input Survey

Converse/Dell Range Intersection Traffic
Safety Plan & Converse Avenue 35% Design
Plan

1. Do you feel improvements are needed to the
Converse/Dell Range Intersection to improve safety and
function? ☒ Yes ☐ No

2. Which is your preferred alternative based on the
information presented?

- ☒ Dual Left Turns ☐ Continuous Flow Intersection (CFI)
☐ Modern Roundabout ☐ No Change to the Intersection

3. Please briefly explain why your preferred alternative
would be the best choice to improve safety and function of
the intersection.

*Cost. No great
need to be anywhere
quick in Cheyenne*

4. If you use the intersection as a **pedestrian or cyclist**: Do you
feel safe as you cross the current intersection?

- ☐ Yes ☒ No ☐ Not Applicable

5. If you use the intersection as a **pedestrian or cyclist**:
Which one of the alternatives do you think would be best to
improve bike and pedestrian safety?

- ☒ Dual Left Turns ☐ Continuous Flow Intersection (CFI)
☐ Modern Roundabout ☐ No Change to the Intersection
☐ Not Applicable

6. Would you support the funding and implementation of a
project to improve the intersection?

- ☐ Yes ☐ No ☒ No, but I would like to reassess the
need in 10 years.



Comment Form

Converse/Dell Range Intersection Traffic
Safety Plan & Converse Avenue 35% Design
Plan

COMMENTS/SUGGESTIONS

We value your Feedback:

Find us Online:

www.PlanCheyenne.org

Facebook:

Cheyenne Metropolitan Planning Organization - MPO

Email:

Nancy: nolson@cheyennemppo.org

Brandon: brandon.gebhart@hdrinc.com

Call: Nancy: 307-638-4385

Brandon: 307-757-9000

Or Mail a Survey/Comment Card to:

HDR Inc. c/o Brandon Gebhart

1720 Carey Ave. Suite 612

Cheyenne, WY 82001



Public Input Survey

Converse/Dell Range Intersection Traffic
Safety Plan & Converse Avenue 35% Design
Plan

1. Do you feel improvements are needed to the
Converse/Dell Range Intersection to improve safety and
function? ☒ Yes ☐ No

2. Which is your preferred alternative based on the
information presented?

- ☒ Dual Left Turns ☐ Continuous Flow Intersection (CFI)
☐ Modern Roundabout ☐ No Change to the Intersection

3. Please briefly explain why your preferred alternative
would be the best choice to improve safety and function of
the intersection.

*Brandon - CFI = best
CFI = top priority*

4. If you use the Intersection as a **pedestrian or cyclist**: Do you
feel safe as you cross the current intersection?

- ☐ Yes ☒ No ☐ Not Applicable

5. If you use the intersection as a **pedestrian or cyclist**:
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need in 10 years.



Welcome

THANKS FOR JOINING US

**CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
& CONVERSE AVENUE 35% DESIGN PLAN**

THERE WILL BE A FORMAL PRESENTATION AT 5:30



About the Project



CONVERSE AVE. AT DELL RANGE BLVD.



NARROW SIDEWALKS ON DELL RANGE BLVD.



NARROW SIDEWALKS ON DELL RANGE BLVD.



EXISTING CONDITIONS ON CONVERSE AVE.

PROJECT GOALS:

- Improve safety, functionality, and mobility of the Converse/Dell Range intersection and corridor
- Develop and Evaluate Intersection Alternatives.
- 35% Design for Converse Corridor and the Recommended Converse/Dell Range Intersection
- Evaluate Environmental Issues.

STATUS:

- Conducted an Open House
- Received Public Input from Open House, Social Media, Surveys and Comments
- Met with Nearby Businesses and local Stakeholders
- Four Steering Committee Meetings
- Developed a Final Decision Matrix.
- Identified a Potential Preferred Alternative

FEEDBACK:

We value your input and feedback.

To Learn More and Provide Feedback

Find us Online: PlanCheyenne.org

Facebook: Cheyenne Metropolitan Planning Organization - MPO

Email:

Nancy: nolson@cheyennemopo.org

Brandon:

brandon.gebhart@hdrinc.com

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Decision Matrix

DECISION MATRIX DEVELOPMENT

- ❑ Input from the Steering Committee, Public Open House, Social Media, Comments, Surveys and one-on-one discussions determined the criteria to be used to compare the list of alternatives.
- ❑ The Steering Committee and Engineers refined the matrix and ratings over several iterations.
- ❑ After Developing the Final Matrix – Three alternatives were further evaluated to determine the amount of land impacts.
- ❑ The Steering Committee ranked the top three preferred alternatives. The results of this ranking are:
 - Preferred – Modified Continuous Flow Intersection
 - 2nd Rank – Dual Left Turns
 - 3rd Rank – Modern Roundabout

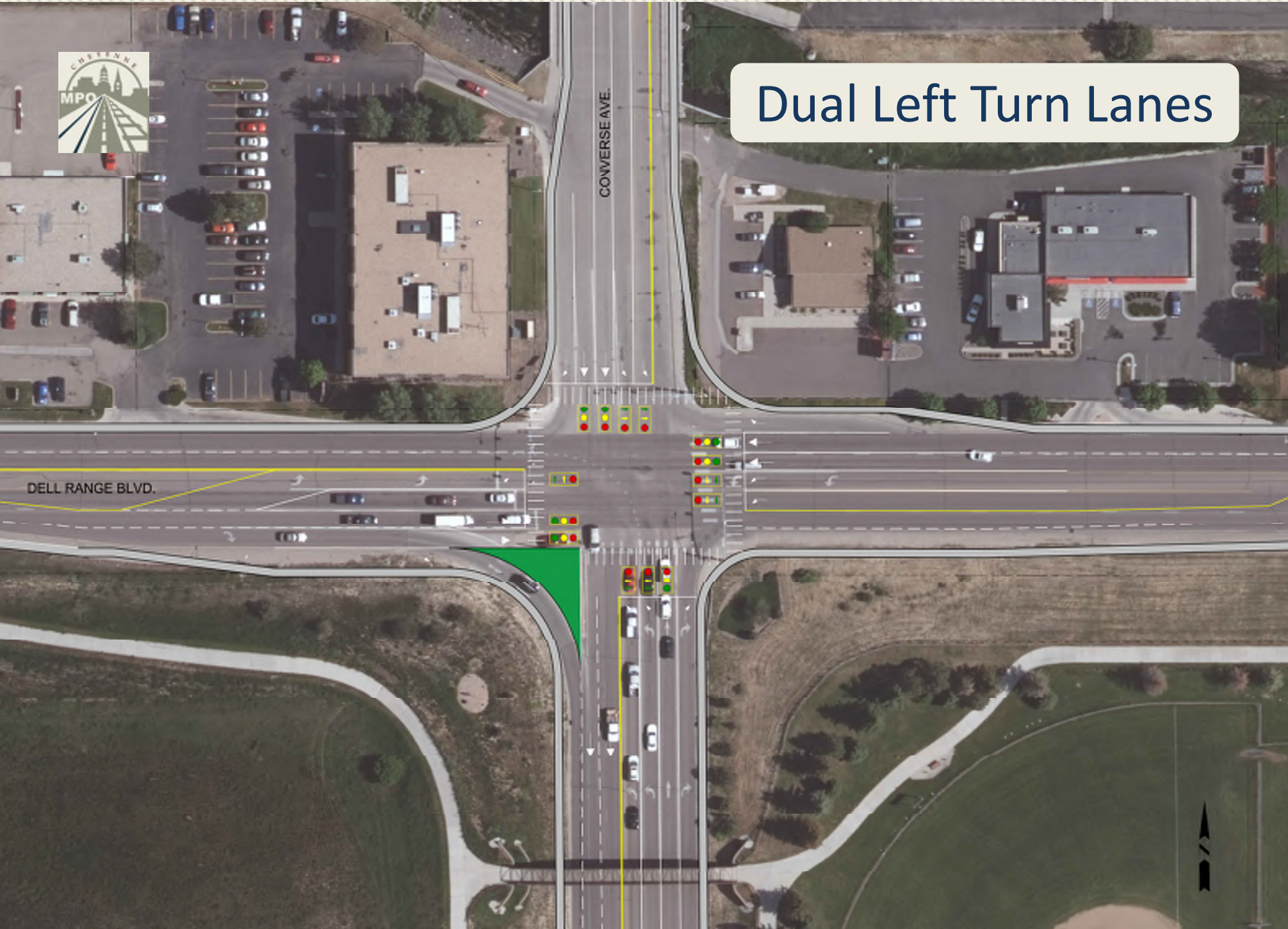
Option	Description	Safety			Ease of Use			Congestion/Queuing		Cost	ROW
		Vehicle	Pedestrian	Bike	Intersection Complexity	Multi-Modal	Emergency Vehicle/Large Truck Maneuverability	Traffic Operations		Total Cost	Dev. & Undev. Land Acquisition
								LOS	Length of Queue		
1	No-Change	●	●	●	●	●	●	●	●	●	●
2	Dual Left Turn Lanes	●	●	●	●	○	○	●	●	○	○
3	Modern Roundabout	●	●	●	○	○	○	●	●	●	●
4	Continuous Flow Intersection (Full)	○	●	○	●	●	○	●	●	●	●
5	Continuous Flow Intersection (Modified)	●	○	○	○	○	●	○	○	○	○
6	Thru-Turn Intersection (with signals)	○	●	○	●	●	●	●	●	●	●
7	Thru-Turn Intersection (with roundabouts)	●	●	●	●	●	●	●	●	●	○

LEGEND:

● Poor ● Fair ○ Good ● Better ● Best

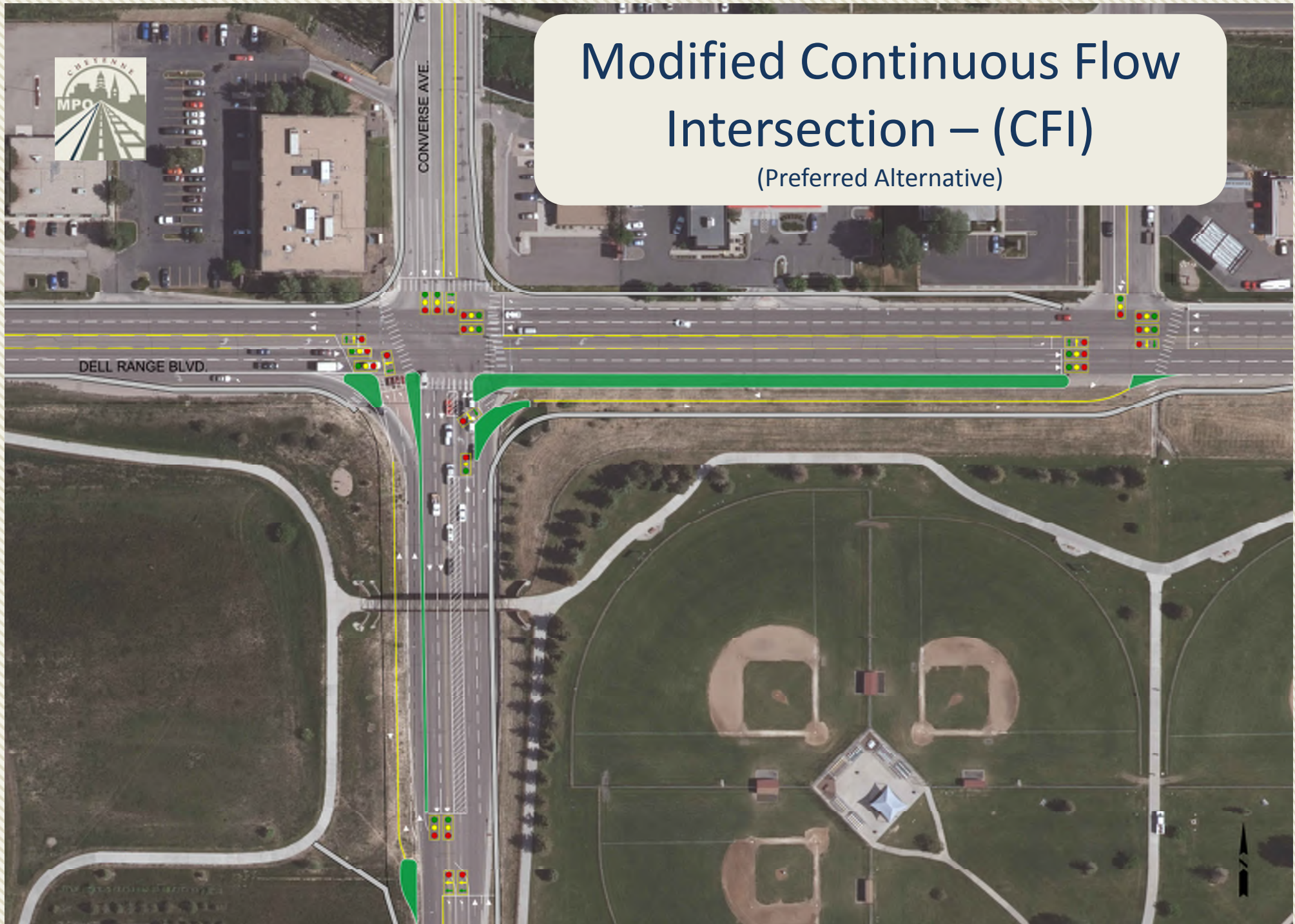


Dual Left Turn Lanes





Modified Continuous Flow Intersection – (CFI) (Preferred Alternative)

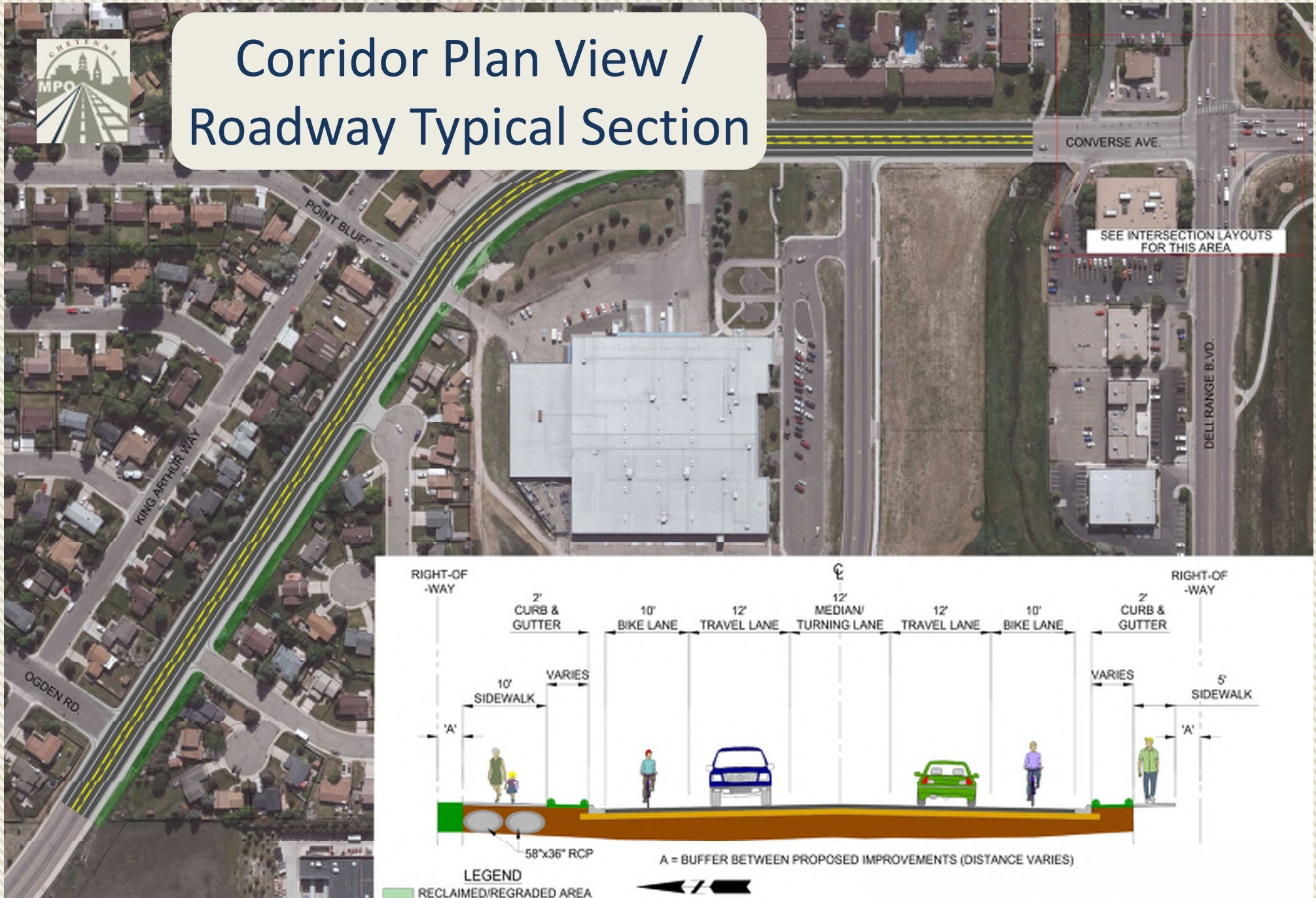


Modern Roundabout





Corridor Plan View / Roadway Typical Section



Appendix E

Meetings

- Steering Committee #1 – June 23, 2016
 - Meeting Agenda
 - Sign-in sheet
 - Presentation
 - Minutes
- Steering Committee #2 – October 25, 2016
 - Meeting Agenda
 - Sign-in sheet
 - Presentation
 - Minutes
- Steering Committee #3 – December 8, 2016
 - Meeting Agenda
 - Sign-in sheet
 - Presentation
- Steering Committee #4 – January 12, 2017
 - Sign-in sheet
 - Presentation
 - Minutes
- Technical Committee Presentation – May 17, 2017
 - Presentation



Mtg Minutes

Project:	Converse & Dell Range Intersection Traffic Safety Plan and Converse Avenue 35% Design Plan		
Subject:	Pre-Kick Off Meeting		
Date:	Thursday, June 23, 2016	3:00 PM	
Location:	Cheyenne Office – Conference Call Dial-in: 1-866-583-7984 Conference Code: 1131765		
Attendees:	Nancy Olson, Tom Mason, Brandon Gebhart	John Seyer, Mike Oakley, Stephanie White	

1. Introduction
2. Schedule
 - a. Surveying
 - i. [Locates required prior to survey. Schedule week of June 27-July 1 depending on how long locates remain valid.](#)
 - ii. [Survey will likely occur July 5-8 – Jack Studley](#)
 - iii. [GIS data available from Jennifer Corso - \[jcorso@cheyennempo.org\]\(mailto:jcorso@cheyennempo.org\)](#)
 - b. Traffic Analysis
 - i. [Data anticipated to be available within next 2 weeks \(July 11\)](#)
 - ii. [Develop Graphic and Information for 1st Steering Committee Mtg. \(see attached tentative schedule\)](#)
 - iii. [Traffic Data available from James Sims – \[jsims@cheyennempo.org\]\(mailto:jsims@cheyennempo.org\)](#)
 - c. Converse Roadway Design
 - i. [To follow Traffic Analysis and alternative development](#)
 - d. Environmental Review
 - i. [Follows Traffic Analysis and Roadway Design](#)
 - e. Public Involvement
 - i. Public Open Houses
 - ii. MPO, Steering Committee, and City
 - iii. [See attached Tentative Schedule](#)
3. Public Involvement Goals and Concerns
 - a. Early citizen, city department, and elected official involvement will assure an easier adoption process when the time comes,
 - b. Accommodate all modes especially bike riders and pedestrians to cross Dell Range at Converse and Converse north of Dell Range

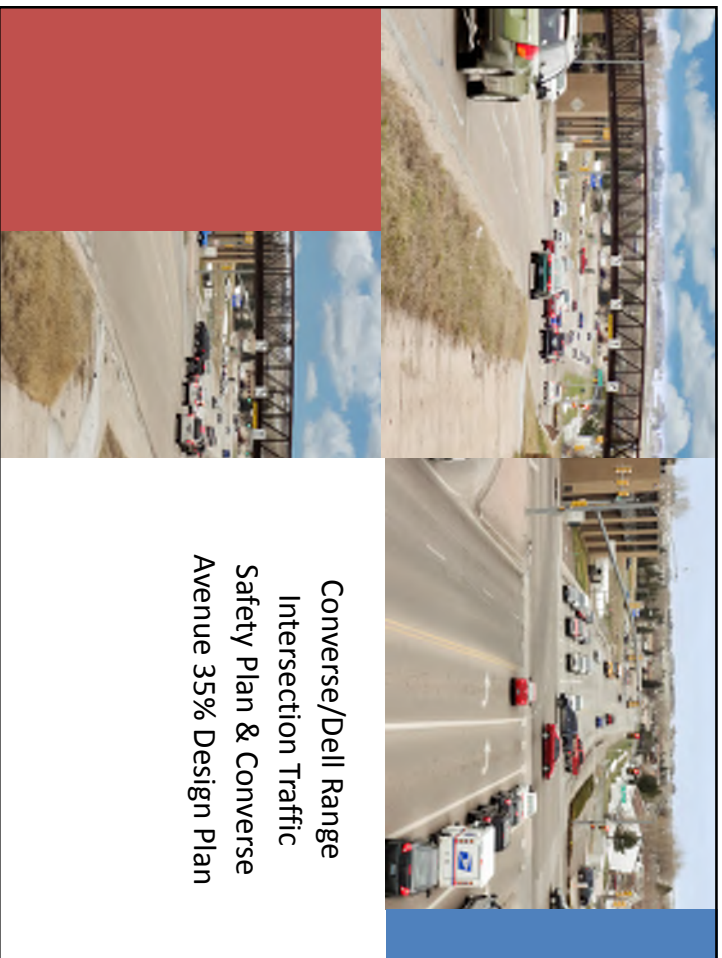


- c. Educate the traveling public about any unfamiliar intersection designs early in the process if there is a high probability of selected recommendation.
 - d. Provide a summary of Plan Cheyenne to steering committee for further discussion.
 - e. Steering committee invitations will be electronic. Send to MPO for approval.
- 4. Future Meetings
 - a. Scoping/Kick-off meeting
 - b. Progress Meetings
 - c. See attached
- 5. Data Needs
 - a. Traffic Counts
 - b. Crash Data
 - c. Alternative to Consider – Software to use for analysis
 - d. Drainage/Storm Flows - work with Mike Vinson to obtain data.
 - e. Traffic Data will be available within next 2 weeks. Coordinate with James Sims, to obtain desired traffic Data.
 - f. GIS data layers – Jennifer Corso, MPO GIS. jcorso@cheyennempo.org
- 6. Other
 - a. Steering Committee Mtgs to be held at City Building Rm 208
 - b. Public Meeting at Anderson Elementary, second choice if Buffalo Ridge Elementary
- 7. Next Meeting
 - a. Attached
- 8. Actions
 - a. MPO – determine survey permissions
 - b. MPO – determine roundabout modeling software preference, SIDRA or RODEL
 - c. Seyer – coordinate with James Sims to obtain Traffic Data.
 - d. Gebhart/Oakley – work with Gary Anderson to develop of list of GIS layer requests.
 - e. Gebhart – work with Gary Anderson to develop area of survey
 - f. Gebhart – coordinate with Jim Fraley, Anderson Elementary for Public Meeting Location (not Fraley, Sean Gorman)
 - g. Gebhart/Oakley/Anderson – request utility locates
 - h. Gebhart – hydrology data from Mike Vinson.

Sign-In Sheet

Converse & Dell Range Intersection Traffic Safety Plan and Converse Avenue 35% Design Plan
Tuesday, August 02, 2016

Organization	Name	Email	Phone Number	In Attendance?
HDR Project Team				
Project Manager	Brandon Gebhart	brandon.gebhart@hdrinc.com	307-757-9000	✓
Traffic Lead	John Seyer	john.seyer@hdrinc.com	970-416-4407	✓
Roadway Design	Mike Oakley	mike.oakley@hdrinc.com	307-228-6019	✓
Public Involvement	Stephanie White	stephanie.white@hdrinc.com	303-323-9788	✓
Steering Committee				
City Public Works	Craig LaVoy	clavoy@cheyennecity.org	637-10294	✓
City Engineering	Nathan Beauheim	nbeauheim@cheyennecity.org	638-4315	✓
BOPU	Brad Brooks	bbrooks@cheyennebopu.org		✓
BOPU	Linda Gunter	lgunter@cheyennebopu.org		✓
WYDOT	Kevin McCoy	kevin.mccoy@wyo.gov	197-4178	✓
WYDOT	Mark Wingate	mark.wingate@wyo.gov	777-4186	✓
City Council	Jeff White	jwhite@cheyennecity.org	777-5739	✓
City Council	Dr. Mark Rinne	mrinne@cheyennecity.org	634-2646	✓
City Council	Jim Brown	jbrown@cheyennecity.org		
Cheyenne Police Dept.	Sergeant John Gay	jgay@cheyennepd.org		
Cheyenne Police Dept.	Officer George Trammell	etrammell@cheyennepd.org		
City Planning	Brandon Cammarata	bcammarata@cheyennecity.org	638 4303	✓
Transit	Renae Jording	rjording@cheyennecity.org		
Transit	Keith McQueen - sub	kmcqueen@cheyennecity.org	631-0190	✓
Greenway and Trails	Jeff Wiggins	jwiggins@cheyennecity.org		
Parks and Recreation	Jason Sanchez	jsanchez@cheyennecity.org	638-4358	✓
EMS-EMA	Matt Butler	mbutler@laramiecountv.com	638-4835	✓
Black Hills Energy	Jef McMann	jef.mcmann@blackhillscorp.com		

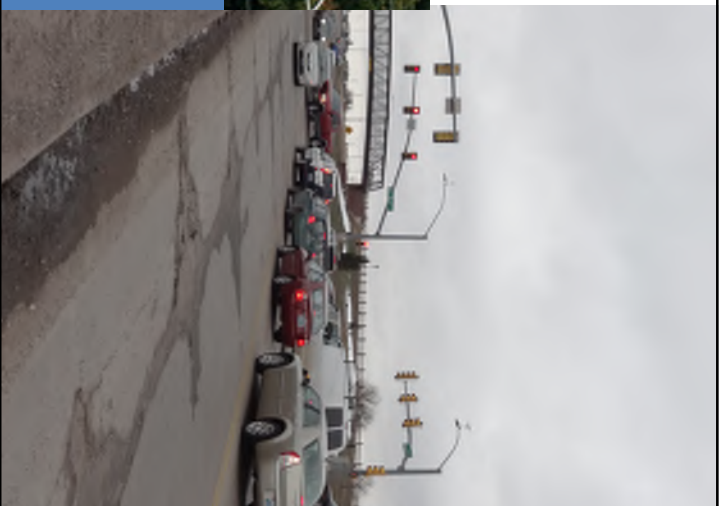




In-depth analysis of the model
will provide a comprehensive
picture of the intersection
challenges



Protected-only left-turn phasing
could provide an interim solution



An aerial photograph showing a four-way intersection. The intersection has dual left-turn lanes on both the northbound and southbound roads. There are several cars visible in the lanes and at the intersection. The surrounding area includes some commercial buildings and parking lots.

Dual left-turn lanes provide added left-turn capacity in a conventional configuration

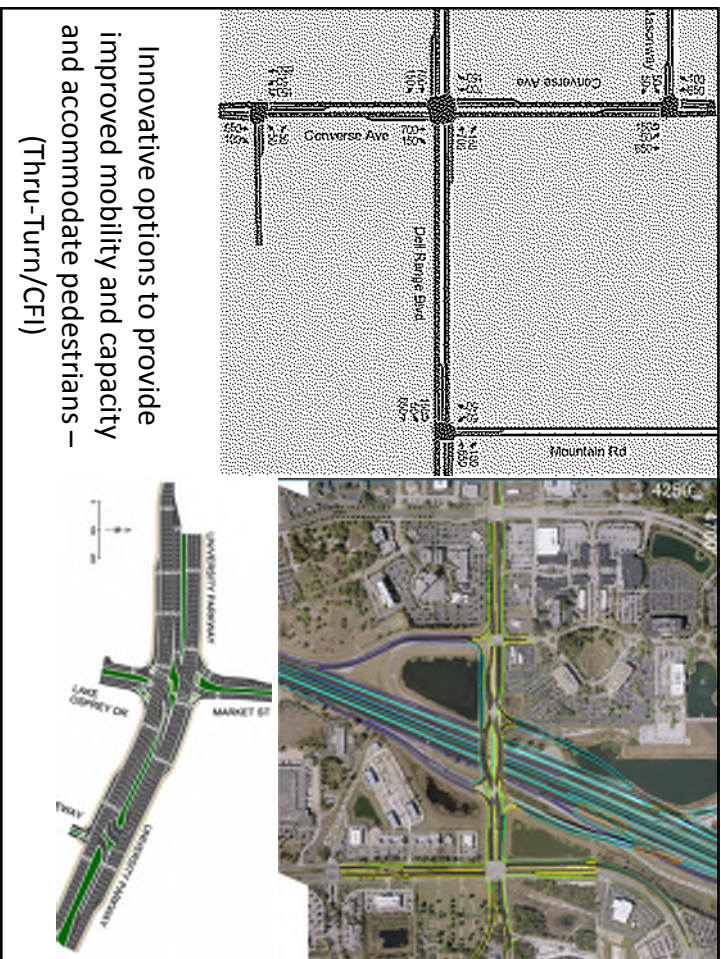
A schematic diagram of a four-way intersection. It shows a north-south road and an east-west road. The northbound and southbound lanes on the north-south road are labeled with traffic volumes: 100, 300, 150, and 100. The eastbound and westbound lanes on the east-west road are labeled with traffic volumes: 100, 300, 150, and 100. The intersection is labeled 'Converse Ave' on both sides.

A street-level photograph of a four-way intersection. The intersection has dual left-turn lanes on both the northbound and southbound roads. There are several cars visible in the lanes and at the intersection. The surrounding area includes some commercial buildings and parking lots.

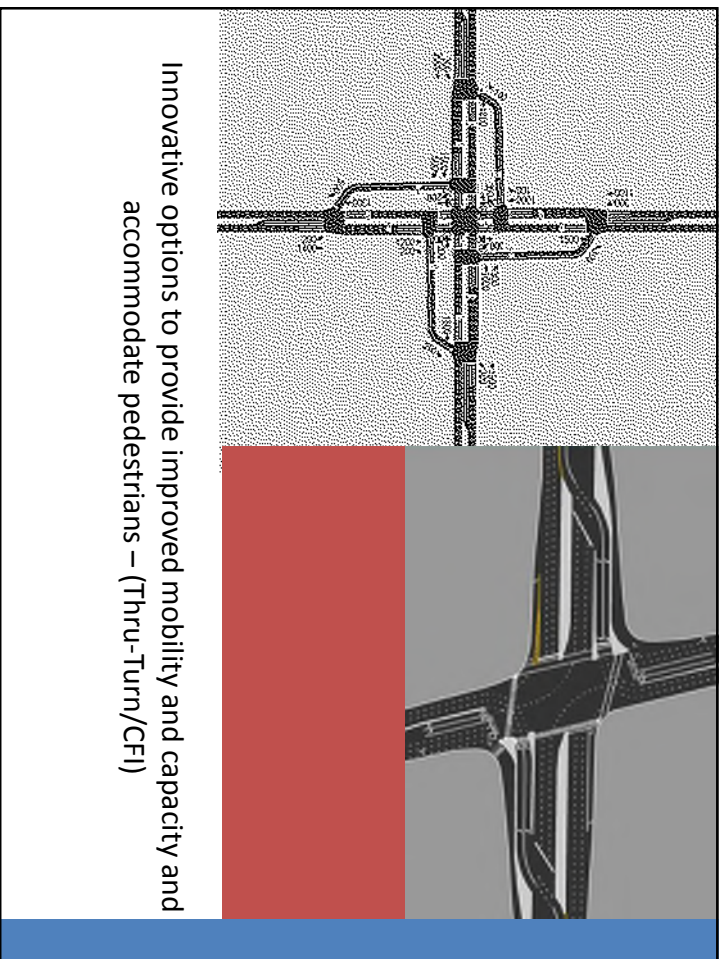
An aerial photograph showing a roundabout intersection. The roundabout is a circular structure with a central island. There are several cars visible in the lanes and at the intersection. The surrounding area includes some commercial buildings and parking lots.

Modern roundabouts maximize intersection capacity and enhance safety, particularly for intersections with high left-turn volumes

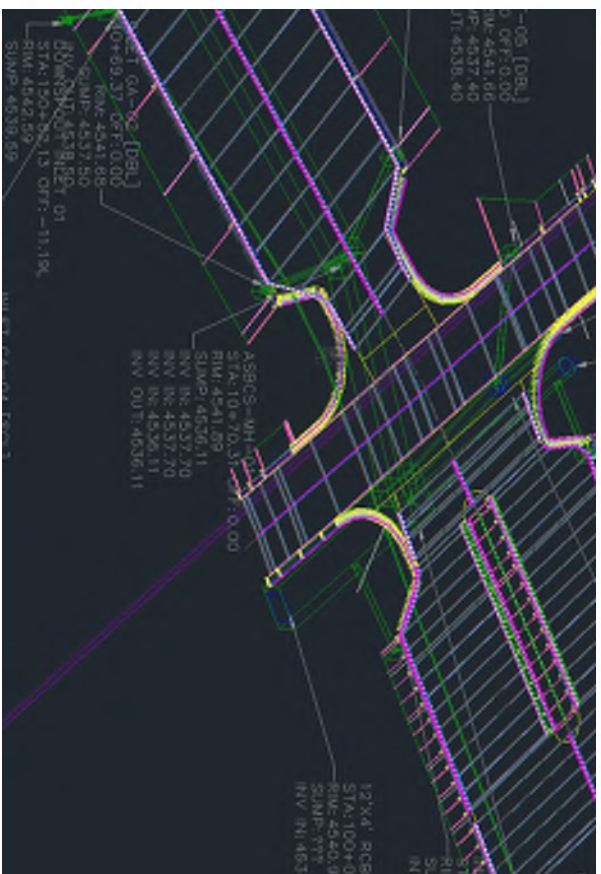
A schematic diagram of a roundabout intersection. It shows a roundabout with a central island. The roundabout is labeled 'Converse Ave' on both sides. The traffic volumes for the roundabout are: 100, 300, 150, and 100. The roundabout is labeled 'Dell Range' on the right side.



Innovative options to provide improved mobility and capacity and accommodate pedestrians – (Thru-Turn/CFI)



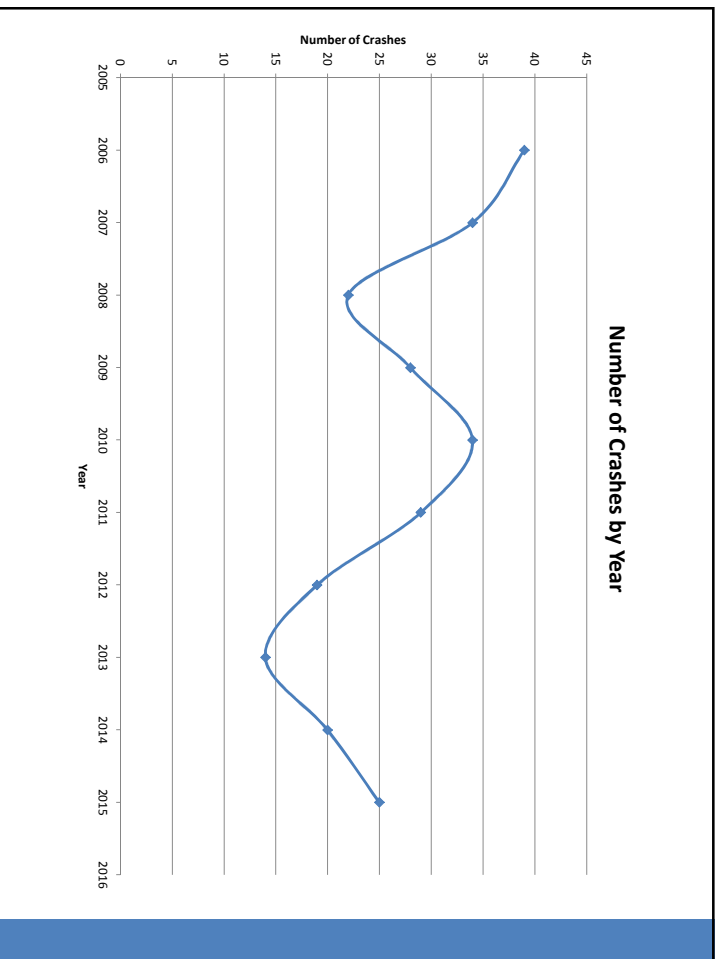
Innovative options to provide improved mobility and capacity and accommodate pedestrians – (Thru-Turn/CFI)



Converse/Dell Range Public Involvement Plan

HDR will use the new MPO Public Participation Plan as a guide for public involvement on this project and will use the following methods:

Method	Application	Assumptions	Schedule
Project Steering Committee	Two meetings will be held, one in advance of each public meeting.	<ul style="list-style-type: none"> MPO will be responsible for coordination including invitations, RSVPs and room reservations. HDR will be responsible for agenda, meeting materials, and the meeting itself. 	<ul style="list-style-type: none"> July 19 - Project Team Meeting August 2 - Steering Committee 1 August 23 - Project Team Coord Call September 13 - Public Meeting 1 September 27 - Steering Committee 2 October 18 - Steering Committee 3 720 - Project Team Conference Call TBD - Public Meeting 2
Social Media	Social media will be used to promote the public meetings and other input methods.	<ul style="list-style-type: none"> Lead Edge Collective will be responsible for the social media strategy and development. HDR will provide content. HDR will provide content. 	
Media Briefs	Press Releases will be used to promote public meetings and key project findings.	<ul style="list-style-type: none"> MPO will distribute to the press. HDR will design the advertisement. MPO will be responsible for coordinating with newspaper by deadline. 	
Display Advertisements	Newspaper Ads will be used to provide public meetings and associated input opportunities.	<ul style="list-style-type: none"> HDR will maintain project contact list and will use MPO and project website contact list. MPO will provide content. HDR will provide content. 	
Email Lists	Email will be used to promote public meetings, public input opportunities and key project findings.	<ul style="list-style-type: none"> HDR will maintain project contact list and will use MPO and project website contact list. MPO will provide content. HDR will provide content. 	
Website Message Boards	Websites will be used at key intersections in advance of public meetings.	<ul style="list-style-type: none"> MPO will be responsible for coordination and associated input opportunities. HDR will provide content. HDR will provide content. 	
Project Information Sheets	These will be available on the website and at public meetings.	<ul style="list-style-type: none"> HDR will design these will serve as the public meeting handout as well. Lead Edge Collective will be responsible for developing and maintaining this site. HDR will provide content for the site. HDR will provide content for the site. 	
Websites	The project website will be the primary online face of the project.	<ul style="list-style-type: none"> HDR will provide content for the site. HDR will provide content for the site. HDR will provide content for the site. 	
Public Meeting	Two open house meetings will be held, one early in the project to announce the effort and gather input on primary design considerations, and one at the end of the project to announce final design.	<ul style="list-style-type: none"> HDR will start the meetings and ensure all materials linked to the site during public meetings. MPO will coordinate venue and determine presentation and attendee materials. HDR will produce a summary of each meeting including presentation and attendee materials. 	<ul style="list-style-type: none"> HDR will produce three content documents, one in advance of each public open house meeting and one at the conclusion of the project, to include who, what, why, how, and next steps in developing press releases and news advertisements. Communication materials for each public meeting include: <ul style="list-style-type: none"> 200 double-sided, 4x4x4 project 200 open-sided, 1000 each project 24 display boards (12 for each meeting) HDR will coordinate two Project Presentation this time at mid-point and one at project conclusion for distribution to MPO and project website. HDR will coordinate with MPO and project website for Project Information Committee and the City Council as well as the maximum of 35 slides is assumed for each presentation.
Surveys	Electronic surveys will be used in tandem with both public open house meetings.	<ul style="list-style-type: none"> HDR will use Survey Monkey. 	



Effective comparison matrix provides a complete picture of project impacts enabling efficient decision making

[illegible]

Successful ranking of alternatives is based in weighted rankings developed from project stakeholder input

	Positive	At-Risk	Abnormal	At-Risk	At-Risk	At-Risk	At-Risk	At-Risk	At-Risk
Factor	1	2	3	4	5	6	7	8	
Weight									
Product Line	2	3	3	2	1	2	2	2	
Region (East, West)	2	3	3	1	1	3	1	1	
Utility (Retail)	3	3	3	1	1	3	1	1	
Environment (High, Low)	3	1	1	3	2	1	2	3	
ROW (Retail)	2	1	3	2	3	2	2	2	
Traffic (Retail)	1	2	1	2	1	1	2	2	
Traffic (Retail)	1	2	1	2	1	1	2	2	
Operations	3	2	1	1	3	2	2	2	
Weighted Average	2.15	2.65	2.38	1.69	2.46	2.52	1.66	1.92	
Residue Rate	4	3	3	0	7	2	2	3	

Narrative on the webpage
Project Cost: 1-median cost, 2-median cost, 3-higher cost. **(consistently: utility impacts: (R O V equation))**
Bridge: 1-best timing, 2-better timings, 3-worst timing
Utility Impacts: 1-avoid transmission lines, 2-avoid transmission impacts, 3-grounded approach
Environmental impacts: 1-similar to EPA preferred, 2-marginal impacts, 3-numerous environmental concerns
ROW impacts: 1-no issues, 2-some issues, 3-problem taking
Travle Impacts: (Consist): 1-minimal disturbance, 2-slight closure, 3-highway/shed closure
Impacts: 1-best generation, 2-marginal generation, 3-worst generation

CHEYENNE MPO STEERING COMMITTEE MINUTES

August 2, 2016

I. Introductions & Purpose of the Steering Committee

- Nancy: You are all experts as well- your ideas are important and your feedback guides the process
- At critical points- you will help us go one way or another, possibly provide new ideas
- Stephanie: I view you as a beta test of the public, many of the questions I ask of you today I would like to ask the public- valuable to hear your answers first
 - Uncover new impacted individuals
 - We want to know about what you think about other intersections that have been built in this area.
- Opinion game
 - Their opinions of College Dr. & 1-25 Intersection?
 - Odd, was taken aback, but once through thought “yeah it works”
 - Fairly quick to familiarize with
 - First time went through: “what am I doing?” second time- still confused but it’s effective and it does move traffic through well
 - See people who are pretty confused
 - Compared to the old way it is so much quicker because no complex left turns
 - Same reaction- knew about it and was prepared but it still seemed odd, but it works pretty well
 - Agree- from pedestrian/bike perception- a little safer but still confusing, not entirely sure if you’re supposed to cross
 - After doing it once it’s clear how much better it is but if it’s your first time it can be very difficult to figure out
 - HDR PM for this intersection loves it- wife says that she loves it- used to sit there for 2-3 minutes but much quicker now
 - Self-explanatory, haven’t had a problem, works “fine in my opinion”
 - Maintenance issues with signals and clearing snow is a nightmare
 - Is snow removal in the travel lane an issue?
 - Mostly just sidewalk
 - Who takes calls on this intersection?
 - WY-DOT
 - People haven’t called about it
 - Great public outreach at beginning of project and locals aware, calls the first week but nothing since
 - Truckers association- received well, moves trucks better
 - This intersection has issues with the truckers with blades so they cannot use this intersection
 - Keeps traffic from backing up on the ramp- more efficient

CHEYENNE MPO STEERING COMMITTEE MINUTES

August 2, 2016

- Their opinions of the 19th/Pershing/Converse roundabout?
 - Feedback- generally everyone likes it
 - Crash problems but low severity (high number due to risk taking)
 - Seems like when people go through they speed up for some reason
 - Radar shows that they aren't speeding
 - It's fun to drive through there fast- used to take it often and the old way was much slower
 - Elderly patients are afraid of it- go out of their way to avoid it
 - Alleviates pressure
 - People forget to use turn signal when they're in it- people aren't following all of the rules... need to educate them how to use it
 - Brought the landscape features down but still difficult maintenance, snow removal can be dangerous- time of day is critical
 - Signaling- becomes a question of when is the best? Legislation has stepped in- what are everyone's opinion on what should be legal?
 - Always have to turn right but depends on when so it would help to turn on
 - People are mesmerized, watch traffic, then they realize that they need to get off and try to turn and cause problems
 - Video encourages right signal on exit
 - "If I enter from 19th, I put my left blinker on"
- Asking about safety of Converse & Dell Range intersection: rank on scale of 1-10 (10- great and 1-worst)
 - Safety of BIKES
 - 3.8 average score
 - Safety of PEDESTRIANS
 - 3.8 avg. score
 - Safety of CARS
 - Safest- score of 6
 - Clear that one of the biggest tasks for this project- safety! We will ask the larger public as well

II. **Project Goals & Project Overview**

- Goals
 - 35% design between Ogden and new intersection
 - Study this intersection: develop alternatives and come to preferred alternative
 - Implement a public involvement strategy
 - Develop and evaluate alternatives for intersection
- Overview
 - Analysis of the model: possible alternatives based on what we perceive as best ways to address issues believed to exist

CHEYENNE MPO STEERING COMMITTEE MINUTES

August 2, 2016

- List of alternatives in proposal are not the only list
 - Perhaps left turn only implementation- more conventional
 - Providing additional left turn capacity with dual lanes on east and west and other directions if necessary
 - Modern roundabout could be a possibility- effective when it comes to left turn issues and safety
 - Looking back on other roundabouts- this community seems to be open minded with less conventional solutions
 - Through-turn- take left hand turn out of intersection and move it to later on
 - Continuous flow intersection- no left turns at central intersection but would occur upstream
 - Will get more into these ideas later
 - Also possibility- keep intersection as 2 phase intersection but put in roundabouts in 2 different sections
 - Remove left turn conflicts from main intersection and place elsewhere
 - Questions/issues open for sharing
- Some key issues:
 - Left hand turning- capacity deficiency and safety concern
 - Added- truck turning movements are too difficult because of geometry
 - Traffic going into Walmart and retail side (north)
- Land survey (part of 35% plan)
 - Scheduled to occur this week.
 - Have created a base map but they will come and verify elevations of starting point
 - Look for anything missing- give a solid idea of any issues that may arise
 - Analysis by John- will help with designing and will build a model and find impacts
 - Example of 3D model- shows utility conflict, sewers, gas lines, storm/existing water, etc.
 - Run interference checks
 - Allows to put together accurate quantities for cost estimating
- John's explanation of issues:
 - Preliminary analysis
 - Received traffic volumes and signal timings- has begun process
 - Levels of service: qualitative performance on a capacity level (standard school grading)

CHEYENNE MPO STEERING COMMITTEE MINUTES

August 2, 2016

- Acceptable range- C grade for the intersection as a whole- generally considered acceptable in an urban setting but we're bottom range of acceptability
 - Unsignalized- levels of service shows which areas suffer the most delay
 - Current state of the volumes provided show it functions in a somewhat acceptable way
- Raw data by year of crashes
 - [chart in slide]
 - Would like to look at the relationship of number of crashes to other construction projects in that area
 - Understanding what we've done in the past to affect will help us moving forward
- Status update
 - Have started
 - Collected data from the city
 - Land surveys will start
 - City provided traffic analysis
 - John will look at numbers
 - Converse will follow 35% design plan
 - Public involvement plan is ongoing- starting now and will continue
 - Kick-off meeting
 - First public open house will be September 13

III. Public Process

- MPO- great Public Participation Plan
 - Seeks to match 1:1 level
 - Social media will be great
 - Traditional media blasts- press releases, public notices, display advertisement, email blasts
 - Variable message boards at peak times
 - Project information sheets- will be used as flyers, hold a lot of utility & have dual purpose
 - Website will be partnered with MPO and HDR
 - 2 public meetings
 - Electronic, paper, newspaper survey
 - Would like to reconvene steering committee after to evaluate all of the other public feedback we've gotten
- Project meetings will be ongoing as needed

IV. Current Areas of Input

- Evaluation matrix

CHEYENNE MPO STEERING COMMITTEE MINUTES

August 2, 2016

- This criteria will help to decide what the most important issues are- need the help of the steering committee
- Traffic capacity
- Queuing
- Safety of various modalities- weight what's the most important to steering committee and the public as whole
- Steering Committee will help to develop highest rank alternative
- Map activity: identify issues, (boundaries of study will go from a minimum from Mountain – east and west on Dell Range to Grandview, and are there any issues on Converse up to Ogden? Mark on map:
 - WHERE the issues occur
 - WHAT the issues are
 - WHAT could be the possible cause
- [Refer to filled out maps for more information]
- Results this provided
 - Sight distance and visibility
 - Queuing westbound and eastbound
 - Especially in afternoon and on Saturdays
 - Lack of bicycle facilities
 - PED and bikes throughout intersection
 - All left turners run red lights
 - Capacity!
 - Rear end crashes along Dell Range
 - Turning conflicts on east leg from overlap lefts at Mountain & Converse
 - Truck traffic- especially along north leg
 - Business access and access management
 - Aesthetics- road salt and high traffic deter desire to maintain landscaping
 - Attached sidewalks become a place to store snow/ice and gravel
 - Business owners don't manage
 - Sidewalks full of gravel in summer- dangerous for bicyclists
 - No serious flooding issues
 - Drainage issues
 - Right of way impacts (South property cheaper because it is City owned)
 - Construction costs
 - Impacts to the CBCs from the concrete to the north
 - Constructability
 - SW conditions (snow in winter, gravel/sand in summer)
 - Public education- some alternatives will require more-
 - Ease of use would be nice
 - Utility issues? – Any major impacts?

CHEYENNE MPO STEERING COMMITTEE MINUTES

August 2, 2016

- Concluding thoughts
 - Land acquisition/cost- not introduced as factors by steering committee but important
 - Level must be determined
 - Some alternatives- would need to purchase land
 - Realty consultation might be helpful because some property more valuable than others but could be looked into (Nancy)
 - If best alternative for safety requires land acquisition then that's an important consideration
 - This is where it's imperative to weigh the variables
 - We will assign numbers to the issues in order to weigh what is most important (with your help)
 - Safety will be perceived by everyone as the most important (because the intersection is so dangerous) so it's likely that this will lead to the most possible public support
 - Without an improvement of safety the public will view this project as a failure
 - Improving efficiency and safety seem to be what will resonate best with public
 - Pershing/Converse/19th roundabout and Dell Range & Converse intersection are most dangerous intersections and they run into each other
 - What matters- number of crashes or severity of crashes?
 - Public awareness will help with funding and allows for more support
 - Not highest ranking but still important- practicality and constructability
 - Maintenance? (at current Converse & Dell Range intersection)
 - Not an issue- capacity
 - Enforcement is an issue- no proper place to watch the intersection
 - Further west on Dell Range- areas of growth are being negatively affected by the traffic
 - Aesthetics?
 - Worth talking about but get into cost

V. Next Meeting

- September 13 for Public Meeting (Trying to schedule at Anderson Elementary)



Agenda

Project: Converse & Dell Range Intersection Traffic Safety Plan and Converse Avenue 35% Design Plan

Subject: Steering Committee Meeting

Date: Tuesday, October 25, 2016 2:00 PM

Location: Laramie County Library

Attendees: HDR, MPO and Steering Committee

1. Welcome & Introductions
 - a. Meeting Purpose
2. Status
 - a. Surveying – Complete.
 - b. Traffic Analysis – In progress
 - c. Converse Roadway Design – to follow Traffic analysis
 - d. Environmental Review – In progress
 - e. Public Involvement – Public Open House complete
 - i. Data/comments collected and compiled
3. Public Involvement Results
 - a. Issues/Concerns
 - i. Steering Committee
 - ii. Public Open House
 - iii. Comments
4. Traffic Analysis
 - a. Preliminary Results
 - b. Next Steps
5. Roundtable Discussion - Evaluation Matrix and Alternative Discussion
6. Future Meetings - Tentative
7. Adjourn

Steering Committee Roster Sign-In
Converse & Dell Range Intersection Traffic Safety Plan and Converse Avenue 35% Design Plan
 Tuesday October 25, 2016

Organization	Name	Email	Phone Number	Steering Com. #1	Steering Com. #2
HDR Project Team					
✓ Project Manager	Brandon Gebhart	brandon.gebhart@hdrinc.com	307-757-9000	X	X
✓ Traffic Lead	John Seyer	john.seyer@hdrinc.com	970-416-4407	X	X
Roadway Design	Mike Oakley	mike.oakley@hdrinc.com	307-228-6019	X	
Public Involvement	Stephanie White	stephanie.white@hdrinc.com	303-323-9788	X	
Steering Committee					
Cheyenne MPO	Tom Mason	tmason@cheyennempo.org		X	
✓ Cheyenne MPO	Nancy Olson	nolson@cheyennempo.org		X	
✓ Cheyenne MPO	Sreyoshi Chakraborty	schakraborty@cheyennempo.org	638-4384	X	SC
City Public Works	Craig LaVoy	clavoy@cheyennecity.org	637-6294	X	CL
City Engineering	Nathan Beauheim	nbeauheim@cheyennecity.org	638-4315	X	NB
BOPU	Brad Brooks	bbrooks@cheyennebopu.org	637-6416		BB
BOPU	Linda Gunter	lgunter@cheyennebopu.org	637-6497	X	
WYDOT	Kevin McCoy	kevin.mccoy@wyo.gov	777-4178	X	KMC
WYDOT	Mark Wingate	mark.wingate@wyo.gov	777-4180	X	MW
City Council	Jeff White	jwhite@cheyennecity.org	777-5739	X	JW
City Council	Dr. Mark Rinne	mrinne@cheyennecity.org	634-2646	X	
City Council	Jim Brown	jbrown@cheyennecity.org			
Cheyenne Police Dept.	Sergeant John Gay	jgay@cheyennepd.org	637-6552		JB
Cheyenne Police Dept.	Officer George Trammell	gtrammell@cheyennepd.org			
City Planning	Brandon Cammarata	bcammarata@cheyennecity.org	638-4303	X	BC
Transit	Renae Jording	rjording@cheyennecity.org			
Transit	Keith McQueen - sub	kmcqueen@cheyennecity.org	631-0190	X	
✓ Greenway and Trails	Jeff Wiggins	jwiggins@cheyennecity.org			
Parks and Recreation	Jason Sanchez	jsanchez@cheyennecity.org	638-4358	X	
✓ EMA	Matt Butler	mbutler@laramiecounty.com	633-4335	X	X
Black Hills Energy	Jef McMann	jef.mcmann@blackhillscorp.com			
Fire and Rescue	Chief Martin	martin@cheyennecity.org			
City Eng	James Sims	jsims@cheyennecity.org	638-4308		
City Plan	Craig LaVoy	clavoy@cheyennecity.org			
CHUR	Tim Stark	Timothy.Stark@Hollins.com			



Converse/Dell Range
Intersection Traffic
Safety Plan & Converse
Avenue 35% Design Plan

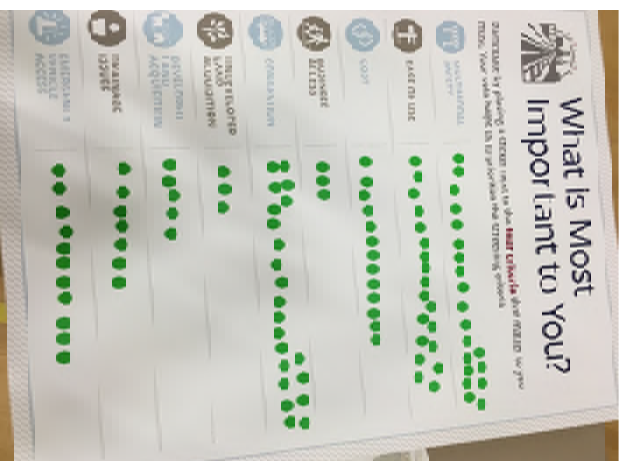
Status												
1.0 Project Management												
1.1 Scoping Meeting												
1.2 Progress Meetings												
2.0 Surveying												
3.0 Traffic Analysis												
4.0 Converse Roadway Design												
5.0 Environmental Review												
6.0 Public Involvement												
6.1 Public Meeting/Open Houses												

Public Open House



- o 42 Attendees
- o 9 Display Boards
- o Fact Sheet
- o Access to Project Team Members
- o Provide 4 important outcomes
- o View possible alternatives
- o Animated presentation of possible alternatives
- o Provide written comments

Public Open House



Public Open House

Comment Form
CONVERSE / DELL RANGE INTERSECTION TRAFFIC SAFETY PLAN
CONVERSE AVENUE 35% DESIGN PLAN

COMMENTS / SUGGESTIONS

RANKING

Please rank your top four concerns in order of importance by placing a 1, 2, 3, and 4 next to your selections.

<input type="checkbox"/> Multimodal	<input type="checkbox"/> Congestion	<input type="checkbox"/> Undeveloped Land	<input type="checkbox"/> Development
<input type="checkbox"/> Safety	<input type="checkbox"/> Ease of Use	<input type="checkbox"/> Cost	<input type="checkbox"/> Business Access
<input type="checkbox"/> Ease of Use	<input type="checkbox"/> Cost	<input type="checkbox"/> Business Access	<input type="checkbox"/> Emergency Vehicle Access
<input type="checkbox"/> Emergency Vehicle Access	<input type="checkbox"/> Drainage	<input type="checkbox"/> Land Acquisition	<input type="checkbox"/> Issues

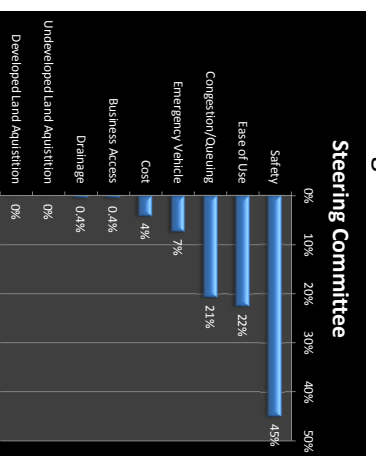
Steering Committee Results

Issue/Concern	User Ranking					Weighted Points	Weighted Average
	1	2	3	4	5		
Sight Distance and Visibility	1			2		9	4%
Safety							
Pedestrian	1	3	3		1	27	12%
Bike			2	1	3	11	5%
Vehicle	7	4			2	53	24%
Complexity of Intersection	1		1	3	1	15	7%
Large veh/truck turning maneuverability		2		2		12	5%
Ease of Use		2	3	3		23	10%
Congestion/Queuing	4	3		1	2	36	16%
Increased LOS			3		1	10	4%
Emergency Vehicle	1	1	1		1	4	2%
Traffic Violation enforcement			1	2		9	4%
Cost							
Business Access					1	1	0%
Drainage							
Undeveloped Land Acquisition						0	0%
Developed Land Acquisition						0	0%

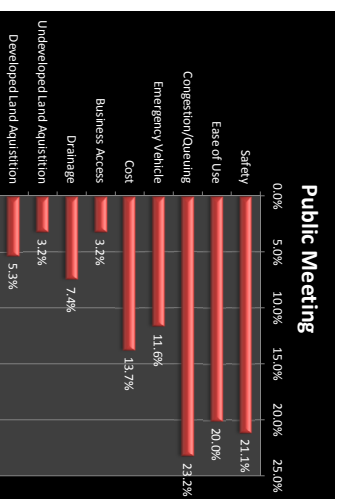
Steering Committee Results

Issue/Concern	User Ranking					Weighted Points	Weighted Average	Condensed Category
	1	2	3	4	5			
Sight Distance and Visibility	1			2		9	4%	Safety
Safety								Safety
Pedestrian	1	3	3		1	27	12%	Safety
Bike		2		1	3	11	5%	Safety
Vehicle	7	4			2	53	24%	Safety
Complexity of Intersection	1	2	1	3	1	15	7%	Ease of use
Large veh/truck turning maneuverability		2		2		12	5%	Ease of Use
Ease of Use		2	3	3		23	10%	Ease of Use
Congestion/Queuing	4	3		1	2	36	16%	Congestion/Queuing
Increased LOS			3		1	10	4%	Congestion/Queuing
Emergency Vehicle	1	1	1			12	5%	Emergency Vehicle
Traffic Violation enforcement			1		1	4	2%	Emergency Vehicle
Cost			1	2		9		Cost
Business Access							0%	Business Access
Drainage					1	1	0%	Drainage
Undeveloped Land Acquisition						0	0%	Undeveloped Land Acquisition
Developed Land Acquisition						0	0%	Developed Land Acquisition

Steering Committee Results



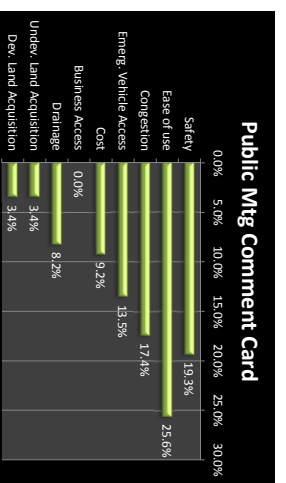
Public Open House



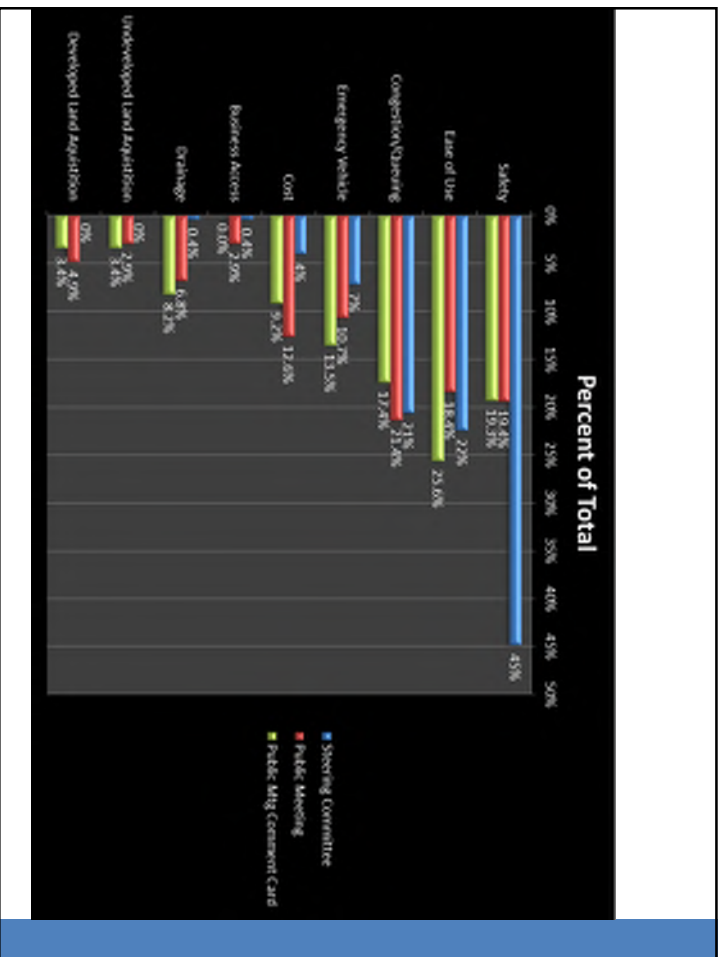
Issue	Public Meeting		
	Votes	Percentage	Rank
Safety	20	21.1%	2
Ease of Use	19	20.0%	3
Congestion/Queuing	22	23.2%	1
Emergency Vehicle	11	11.6%	5
Cost	13	13.7%	4
Business Access	3	3.2%	8
Drainage	7	7.4%	6
Undeveloped Land Acquisition	3	3.2%	8
Developed Land Acquisition	5	5.3%	7

Public Open House

Ranked Comment Card Response



Issue/Concern	User Ranking				Weighted Points	Weighted Average	Rank
	1	2	Unranked	3	4		
Safety	3	1	2	0	0	20	19.3%
Ease of Use	0	5	3	2	0	26.5	25.6%
Congestion	2	0	2	2	1	18	17.4%
Emerg. Vehicle Access	1	1	2	1	0	14	13.5%
Cost	1	0	1	1	1	9.5	9.2%
Business Access	0	0	0	0	0	0	0.0%
Drainage	0	0	3	0	1	8.5	8.2%
Undev. Land Acquisition	0	0	1	0	1	3.5	3.4%
Dev. Land Acquisition	0	0	1	0	1	3.5	3.4%



Ranking the Results

Issue	Steering Committee Rank	Public Meeting Rank	Public Mtg Comment Card Rank	Total Rank
Safety	1	2	2	1
Ease of Use	2	3	1	2
Congestion/Queuing	3	1	3	3
Emergency Vehicle	4	5	4	4
Cost	5	4	5	5
Drainage	6	6	6	6
Business Access	6	8	8	7
Undeveloped Land Acquisition	8	7	7	7
Developed Land Acquisition	8	8	7	9

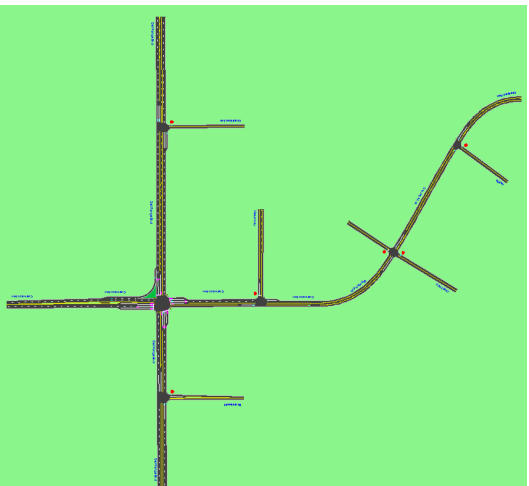
Additional Comments

Category	Number of Comments	Percent of Comments
Against Roundabout	17	20%
Red Light Camera/Violation Enforcement	11	13%
Signal Timing/Issues	9	11%
No Issue	8	10%
Driver Behavior/education	7	8%
Lane configuration	6	7%
Reduce congestion via alt. routes	5	6%
reduce Speed	4	5%
Alternate Intersection design	4	5%
Pro - Roundabout	3	4%
Bike/Ped Connectivity	3	4%
Funding/cost	2	2%
Emergency Vehicles	1	1%
Noise Pollution	1	1%
Construction Time	1	1%
Drainage	1	1%
Reduce Congestion via design	0	0%

Preliminary Operations Analysis

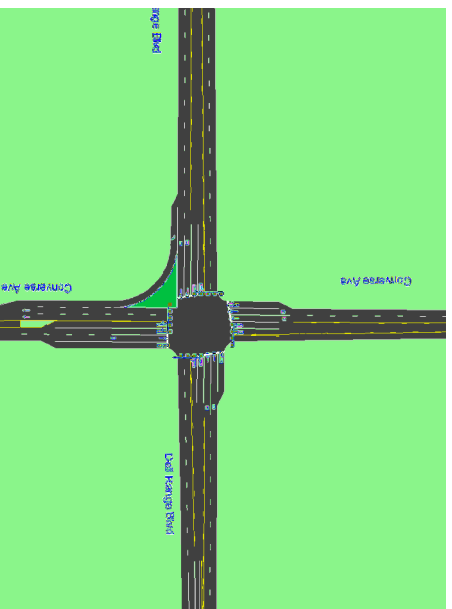
Alternative	Dell Range Blvd & Converse Ave					
	LOS	AM Delay	LOS	MD Delay	LOS	PM Delay
1 No-Build	D	39.8	D	43.5	D	44.8
2 Dual Left Turns	C	26.2	C	32.3	C	29.6
3 Modern Roundabout	A	5.5	A	8.9	A	6.0
4a CFI - Full	D	45.4	C	29.5	C	29.3
4b CFI - Modified	C	28.3	C	30.6	D	39.8
5a ThruTurn - Signals	C	29.6	C	29.6	C	34.6
5b ThruTurn - Roundabouts	C	28.4	C	28.3	C	33.7

No-Build



	LOS	Delay
AM	D	39.8
MD	D	43.5
PM	D	44.8

Dual Left-Turn Lanes



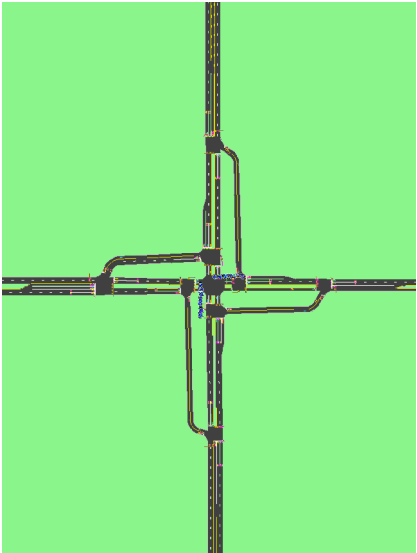
Interaction	Reference	ELL	ERT	ESR	WML	WET	WWR	MLL	MRT	NRR	SL	SRT	SRR
	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)	LOS (Days)
PD Surgery (vs. NLP)	A 26.2	-	A 72.4	A 0.1	A 62.9	A 21.9	A 0.0	A 31.2	A 21.9	A 2.5	-	A 11.3	A 15.7
PD Surgery (vs. NLP)	A 8	A 10.8	A 0	-	-	A 0	A 0	-	-	-	A 11.3	A 0	A 11.3
PD Surgery (vs. NLP)	A 9.4	A 0	-	-	A 0	A 0	-	-	-	-	A 11.3	A 0	A 11.3
PD Surgery (vs. NLP)	A 14.4	-	A 14.2	-	-	A 0	-	A 9.5	A 0	-	A 11.3	A 0	A 11.3
Conjunctive Ablation	A 7.9	A 0	A 0	-	A 8.6	A 0	A 0	A 0	A 13.4	A 13.4	A 11.3	A 11.3	A 11.3
Conjunctive Ablation	A 7.9	A 0	A 0	-	A 8.6	A 0	A 0	A 0	A 13.4	A 13.4	A 11.3	A 11.3	A 11.3
Conjunctive Ablation	A 7.9	A 0	A 0	-	A 8.6	A 0	A 0	A 0	A 13.4	A 13.4	A 11.3	A 11.3	A 11.3
Conjunctive Ablation	A 7.9	A 0	A 0	-	A 8.6	A 0	A 0	A 0	A 13.4	A 13.4	A 11.3	A 11.3	A 11.3

Modern Roundabout



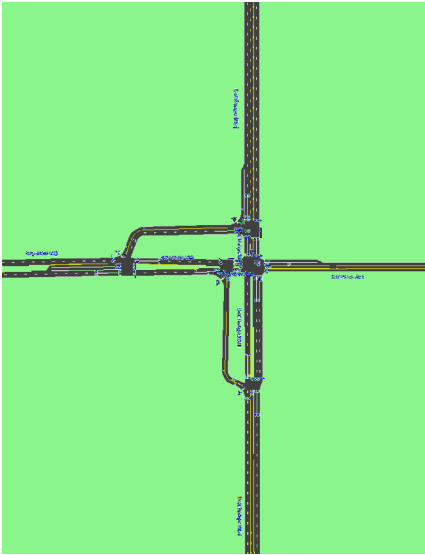
	LOS	Delay
AM	A	5.51
MD	A	8.88
PM	A	5.99

CFI - Full



Intersection	LOS	Delay(s)	EBL	LOS	Delay(s)	WBL	LOS	Delay(s)	NBL	LOS	Delay(s)	SBL	LOS	Delay(s)
Dell Range-Converse	D	45.4	E	50.9	F	171.7	D	35.6	D	45.6				

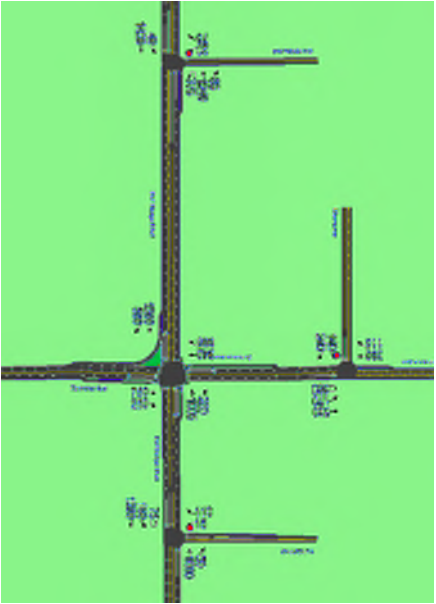
CFI - Modified



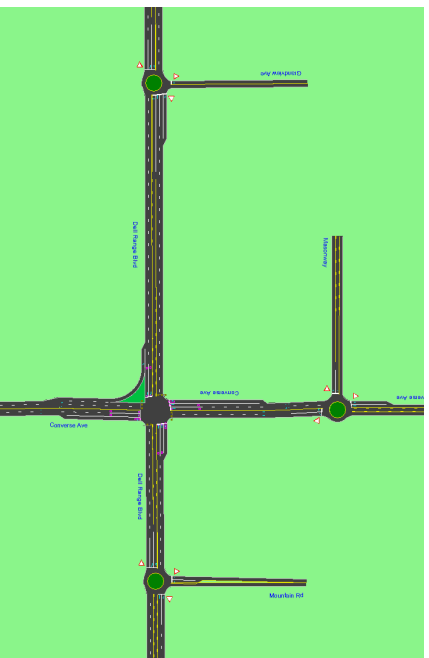
Intersection	Intersection		EBL		WBL		NBL		SBL	
	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)
Deil Range-Converse	C	28.3	B	12.2	D	38.1	D	36.5	D	42.9

ThruTurn - Signals

	LOS	Delay
AM	C	29.6
MD	C	29.6
PM	C	34.6



ThruTurn - Roundabouts



	LOS	Delay
AM	C	28.4
MD	C	28.3
PM	C	33.7

Evaluation Matrix

Option	Description	Safety				Ease of Use		Traffic Operations		Emerg.	Cost		
		Vehicle	Pedestrian	Bike	Intersection Complexity	??	Emergency Vehicle/Large Truck Maneuverability	LOS	Length of Queue	Vehicle			
1	No-Change												
2													
3													
4													
5													
6													
		Steering Committee				Public Meeting		Public Mtg Comment Card		Total			
		Rank				Rank		Rank		Rank			
		1				2		2		1			
		2				3		1		2			
		3				1		3		3			
		4				5		4		4			
		5				4		5		5			
		6				6		6		6			
		7				8		8		7			
		8				7		7		7			
		8				8		8		9			
		Undeveloped Land Acquisition											

CHEYENNE MPO STEERING COMMITTEE MINUTES

October 25, 2016

I. Introduction

- Brandon opened the meeting and introduced John and Tim of HDR.
- Brandon also reminded everybody to sign in.
- The meeting was held at the Laramie County Library in the Sunflower Room. The meeting began at 2:00 p.m. and concluded at 3:00 p.m. An additional 30 minutes was utilized after the meeting to discuss the Prairie Avenue Roundabout project with the City of Cheyenne.
- The purpose of the meeting was to inform the steering committee the status and progress of the College Drive and Converse Intersection Study. This was also to include the traffic information generated so far.

II. Brandon's Power Point Presentation

- Brandon's information was focused on information obtained from the September 13th open house meeting held at Anderson School.
- 42 people attended
- 9 display boards provided
- Information provided for "Frequently Asked Questions"
- Access to the Project Team was provided
- Input
- Alternatives were presented
- Public was provided four dots to identify top issues
- 15 people filled out survey
- Steering Committee identified the following issues
 - Safety
 - Ease of Use
 - Congestion / Queuing
 - Emergency Vehicles
 - Cost
- Public identified the same issues but in a slightly different order
- Brandon suggested this same method to be used to determine the Preferred Alternative
- Total of 93 public comments were received
- Besides the comment form, additional mechanisms were also used
 - Facebook
 - Email
 - Mapping Tool

III. John's Power Point Presentation

- Presented the "Preliminary Operations Analysis"

CHEYENNE MPO STEERING COMMITTEE MINUTES

October 25, 2016

- Presented the following alternative types of intersections
 - No Build
 - Dual Left Turns
 - 2 Lane Roundabout
 - Continuous Flow Intersection (CFI) Full
 - Continuous Flow Intersection (CFI) Modified
 - Due to land use to the north
 - Thru Turn Signals
 - Thru Turn Roundabouts
- Intersection analysis based on 2040 projected traffic volumes
- Nancy interjected that multimodal considerations must be kept in mind throughout the entire analysis

IV. Brandon Facilitates Discussion

- Brandon opened the session with the question, “How do we Proceed?”
- Brandon suggested two kinds of systems to be used in an evaluation matrix.
 - A quantitative numerical weighting system
 - A qualitative Consumer Report method
- It was suggested that cost be omitted from the analysis, but be tracked with each alternative
- Top three issues should be given the same weight, which are
 - Safety
 - Ease of Use
 - Congestion / Queuing
- It was also suggested that 4(f) and 6(f) resources to the south must also be considered throughout this process too.
- HDR agreed to go back and utilize the new filter and refine. Then consider the top three issues once again.
- The no build alternative will also minor improvements to the existing intersection.
- Nancy suggested that the multi modal considerations be lumped in with the issue of “ease of use”

V. Future Meeting

- It was suggested that the future meeting shall be held on December 8th. Location and time to be determined at a later date.



Agenda

Project: Converse & Dell Range Intersection Traffic Safety Plan and Converse Avenue 35% Design Plan

Subject: Steering Committee Meeting

Date: Thursday, December 08, 2016 1:00 PM

Location: 2101 O'Neil Ave. Rm 208

Attendees: HDR, MPO and Steering Committee

1. Welcome & Introductions
2. Alternatives Evaluation and Matrix
 - a. Traffic Analysis
 - b. Decision Matrix
 - c. Criteria Weighting
 - d. Preferred Alternative
3. Adjourn



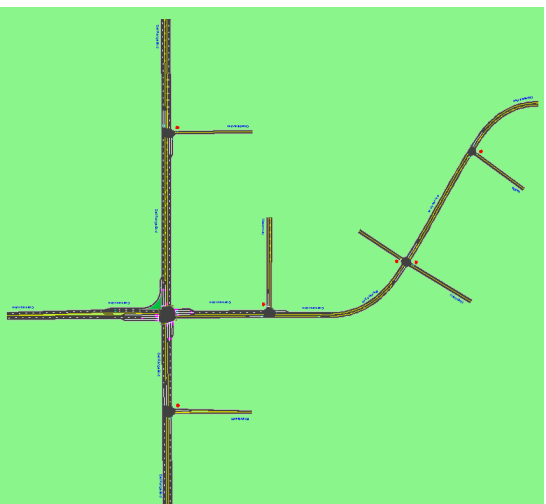
Roster

Organization	Name	Email
HDR Project Team		
Project Manager	Brandon Gebhart	brandon.gebhart@hdrinc.com
Traffic Lead	John Seyer	john.seyer@hdrinc.com
Roadway Design	Mike Oakley	mike.oakley@hdrinc.com
Roadway Design	Todd Mattson	todd.mattson@hdrinc.com
Steering Committee		
City Public Works	Craig LaVoy	clavoy@cheyennecity.org
City Engineering	Nathan Beauheim	nbeauheim@cheyennecity.org
BOPU	Brad Brooks	bbrooks@cheyennebopu.org
BOPU	Linda Gunter	lgunter@cheyennebopu.org
WYDOT	Kevin McCoy	kevin.mccoy@wyo.gov
WYDOT	Mark Wingate	mark.wingate@wyo.gov
City Council	Jeff White	jwhite@cheyennecity.org
City Council	Dr. Mark Rinne	mrinne@cheyennecity.org
City Council	Jim Brown	jbrown@cheyennecity.org
Cheyenne Police Dept.	Sergeant John Gay	jgay@cheyennepd.org
Cheyenne Police Dept.	Officer George Trammell	gtrammell@cheyennepd.org
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Transit	Renae Jording	rjording@cheyennecity.org
Transit	Keith McQueen - sub	kmcqueen@cheyennecity.org
Greenway and Trails	Jeff Wiggins	jwiggins@cheyennecity.org
Parks and Recreation	Jason Sanchez	jsanchez@cheyennecity.org
EMS	Matt Butler	mbutler@laramiecounty.com
Black Hills Energy	Jef McMann	jef.mcmann@blackhillscorp.com

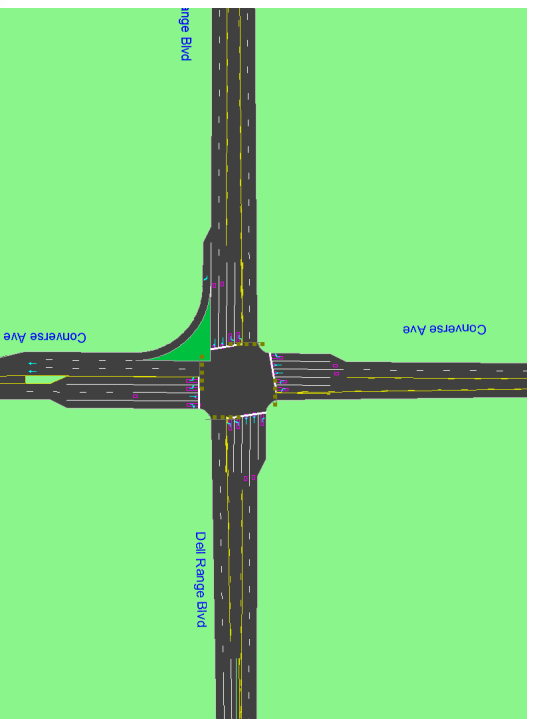
Steering Committee Roster Sign-In
Converse & Dell Range Intersection Traffic Safety Plan and Converse Avenue 35% Design Plan
 Tuesday October 25, 2016

Organization	Name	Email	Phone Number	Steering Com. #3
HDR Project Team				
Project Manager	Brandon Gebhart	brandon.gebhart@hdrinc.com	307-757-9000	X
Traffic Lead	John Seyer	john.seyer@hdrinc.com	970-416-4407	X
Roadway Design	Mike Oakley	mike.oakley@hdrinc.com	307-228-6019	
Roadway Design	Todd Mattson	todd.mattson@hdrinc.com	307-228-6008	X
Public Involvement	Stephanie White	stephanie.white@hdrinc.com	303-323-9788	
Steering Committee				
Cheyenne MPO	Tom Mason	tmason@cheyennempco.org		TM
Cheyenne MPO	Nancy Olson	nolson@cheyennempco.org		-
Cheyenne MPO	Sreyoshi Chakraborty	schakraborty@cheyennempco.org		SL
City Public Works	Craig LaVoy	clavoy@cheyennecity.org	637-6294	CL
City Engineering	Nathan Beauheim	nbeauheim@cheyennecity.org	638-4315	NP
BOPU	Brad Brooks	bbrooks@cheyennebopu.org		
BOPU	Linda Gunter	lgunter@cheyennebopu.org		
WYDOT	Kevin McCoy	kevin.mccoy@wyo.gov	777-4178	KMc
WYDOT	Mark Wingate	mark.wingate@wyo.gov	777-4180	W
City Council	Jeff White	jwhite@cheyennecity.org	777-5739	W
City Council	Dr. Mark Rinne	mrinne@cheyennecity.org	634-2646	
City Council	Jim Brown	jbrown@cheyennecity.org		
Cheyenne Police Dept.	Sergeant John Gay	jgay@cheyennepd.org	637 6552	JG
Cheyenne Police Dept.	Officer George Trammell	gtrammell@cheyennepd.org		
City Planning	Brandon Cammarata	bcammarata@cheyennecity.org	638-4303	
Transit	Renae Jording	rjording@cheyennecity.org		
Transit	Keith McQueen - sub	kmcqueen@cheyennecity.org	631-0190	
Greenway and Trails	Jeff Wiggins	jwiggins@cheyennecity.org		W
Parks and Recreation	Jason Sanchez	jsanchez@cheyennecity.org	638-4358	JS
EMA	Matt Butler	mbutler@laramiecounty.com	633-4335	MB
Black Hills Energy	Jef McMann	jef.mcmann@blackhillscorp.com		
Fire and Rescue	Chief Martin	imartin@cheyennecity.org		

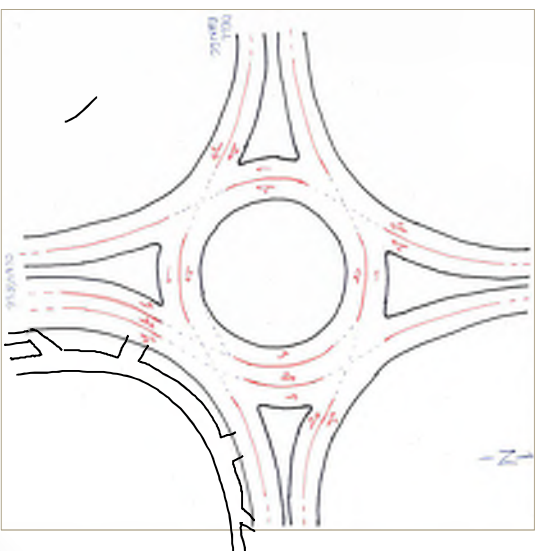
No-Build



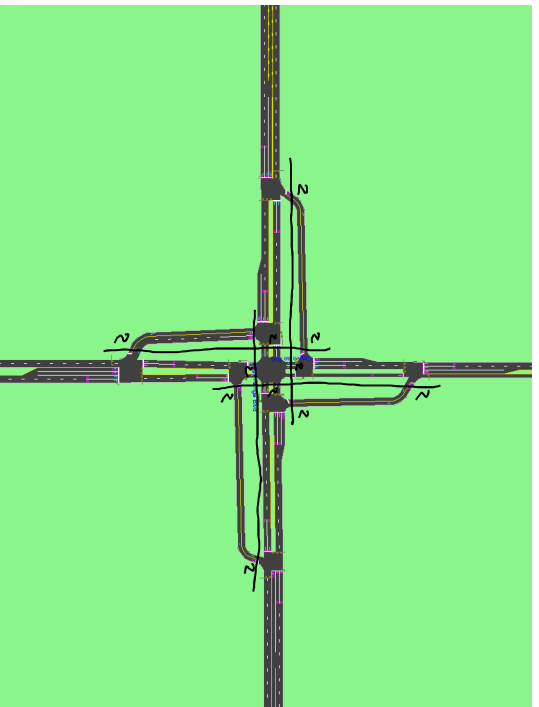
Dual Left-Turn Lanes



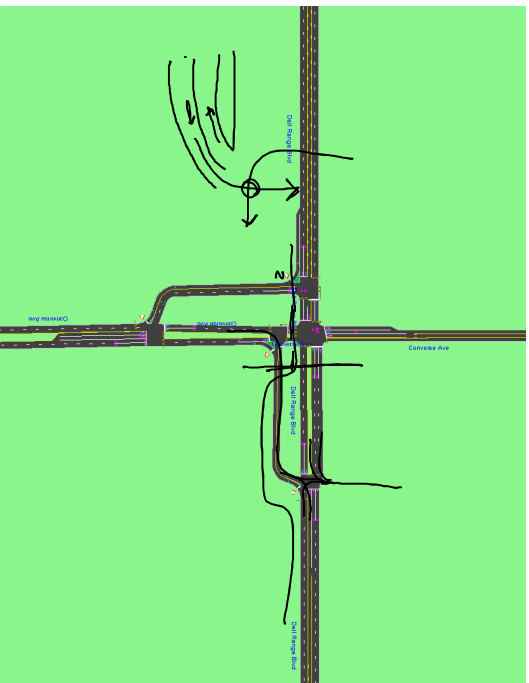
Modern Roundabout



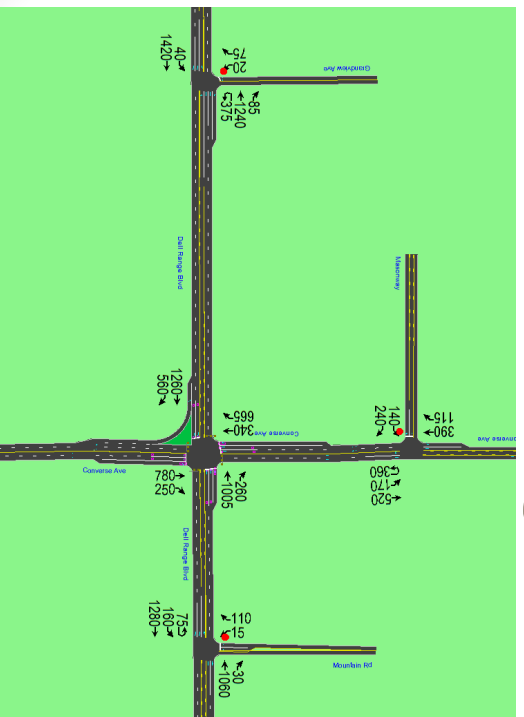
CFI - Full



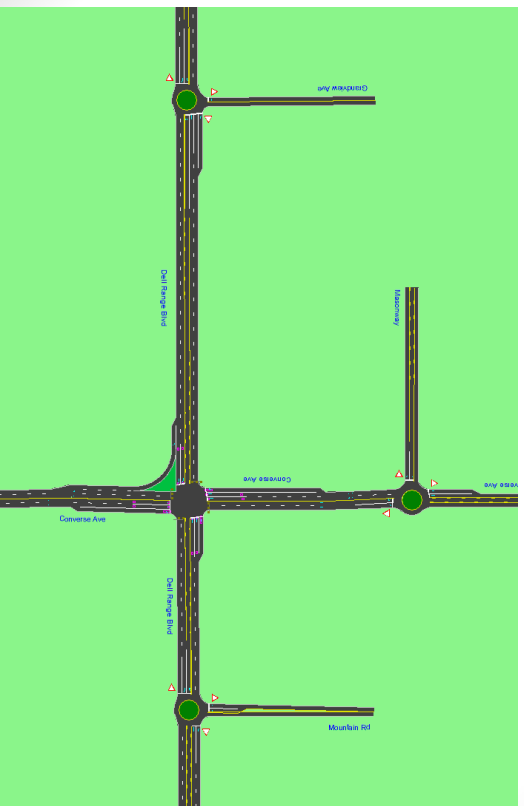
CFI - Modified



ThruTurn - Signals



ThruTurn - Roundabouts



Preliminary Operations Analysis

Alternative	Dell Range Blvd & Converse Ave					
	LOS	AM Delay	LOS	MD Delay	LOS	PM Delay
1 No-Build Revision	C	27.1	D	37.8	D	42.0
2 Dual Left Turns	C	26.2	C	32.3	C	29.6
3 Modern Roundabout	A	5.5	A	8.9	A	6.0
4a CFI - Full	C	31.1	C	29.8	C	27.9
4b CFI - Modified	C	22.1	C	26.0	C	30.8
5a ThruTurn - Signals	B	10.9	B	13.7	C	24.5
5b ThruTurn - Roundabouts	B	11.1	B	12.8	B	18.1

Preliminary Alternatives Evaluation Matrix

DELL RANGE-CONVERSE INTERSECTION ALTERNATIVES EVALUATION MATRIX											
Options	Description	Safety			Level of Use			Congestion/Waiting		Cost	Notes
		Vehicle	Pedestrian	Bike	Intersection Complexity	Multi-Modal	Emergency Vehicle/ Large Truck Maneuverability	LOS	Length of Queue		
1	No Change	Black	Black	Black	Red	Black	Black	Black	Black	Red	
2	Signal Left Turn Lane	Black	Red	Red	Red	Black	Black	Black	Black	Red	
3	Median Roundabouts	Red	Red	Red	Red	Red	Black	Red	Red	Red	
4	Continuous Flow Intersection (CFL)	Black	Black	Black	Red	Black	Black	Black	Black	Red	
5	Continuous Flow Intersection (CFL)	Black	Black	Black	Red	Black	Black	Black	Black	Red	
6	Continuous Flow Intersection (CFL)	Black	Black	Black	Red	Black	Black	Black	Black	Red	
7	Two-lane intersection with (left turn)	Black	Black	Black	Red	Black	Black	Black	Black	Red	
8	Two-lane intersection with roundabouts	Red	Red	Red	Red	Red	Black	Red	Red	Red	

DELLPT 10/28/16

LEGEND:
 Black = Poor
 Red = Fair
 White = Good
 Green = Better

DELL RANGE-CONVERSE INTERSECTION ALTERNATIVES EVALUATION MATRIX											
Options	Description	Safety			Level of Use			Congestion/Waiting		Cost	Notes
		Vehicle	Pedestrian	Bike	Intersection Complexity	Multi-Modal	Emergency Vehicle/ Large Truck Maneuverability	LOS	Length of Queue		
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4	Continuous Flow Intersection (CFL)	Black	Black	Black	Red	Black	Black	Black	Black	Red	
5	Continuous Flow Intersection (CFL)	Black	Black	Black	Red	Black	Black	Black	Black	Red	
6	Two-lane intersection with signal	Black	Black	Black	Red	Black	Black	Black	Black	Red	
7	Two-lane intersection with roundabouts	Red	Red	Red	Red	Red	Black	Red	Red	Red	

DELLPT 10/28/16

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Steering Committee Roster Sign-In
Converse & Dell Range Intersection Traffic Safety Plan and Converse Avenue 35% Design Plan
 Tuesday January 12, 2017

Organization	Name	Email	Phone Number	Steering Com. #4
HDR Project Team				
Project Manager	Brandon Gebhart	brandon.gebhart@hdrinc.com	307-757-9000	X
Traffic Lead	John Seyer	john.seyer@hdrinc.com	970-416-4407	X
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Steering Committee				
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Black Hills Energy	Jef McMann	jef.mcmann@blackhillscorp.com		
Fire and Rescue	Chief Martin	jmartin@cheyennecity.org		X
Development Dept.	Susana Montana	smontana@cheyennecity.org	637-4258	
JASON KENNEDY	HDR			X

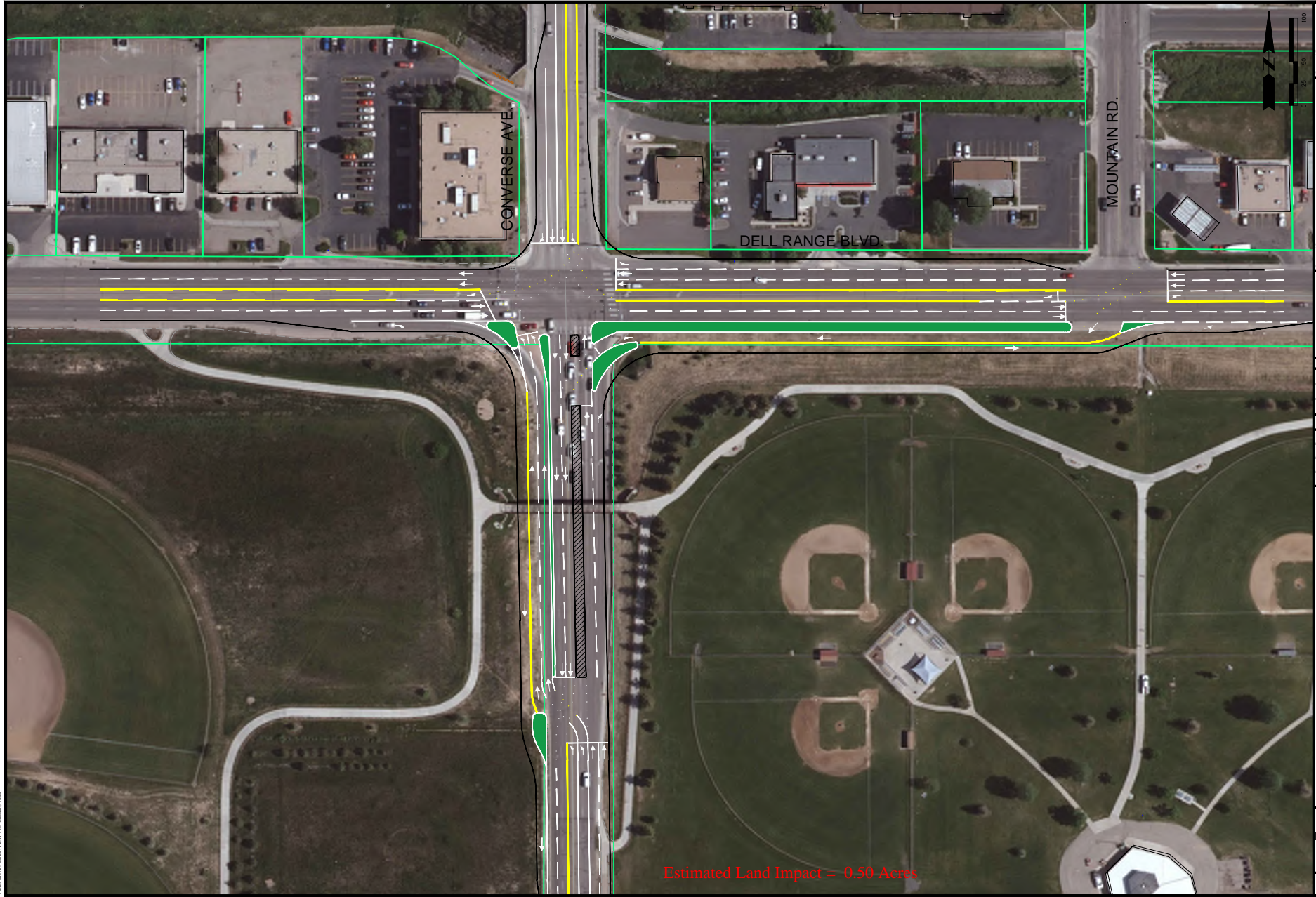
DELL RANGE-CONVERSE INTERSECTION ALTERNATIVES

EVALUATION MATRIX

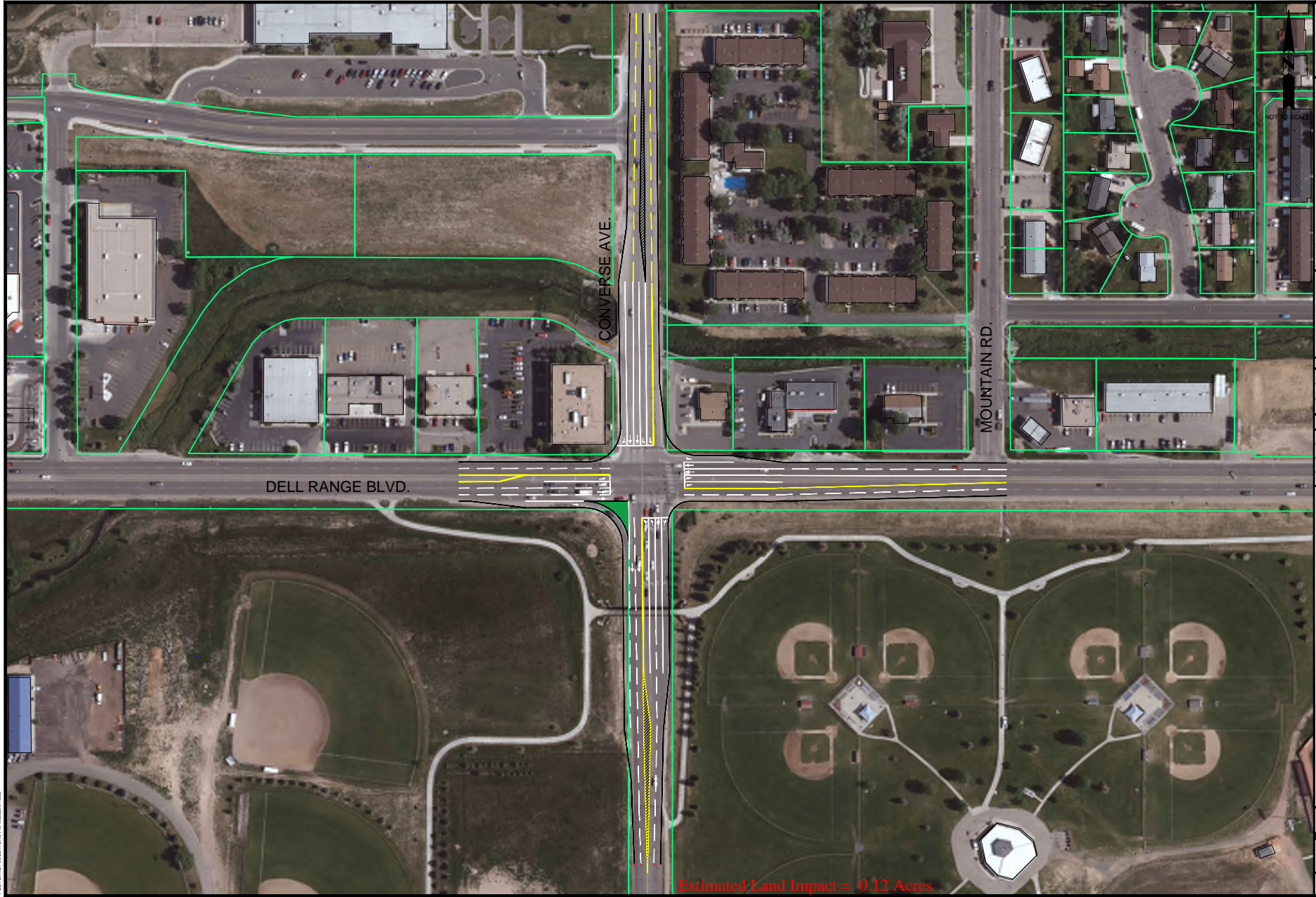
Option	Description	Safety			Ease of Use			Congestion/Queuing		Cost	ROW
		Vehicle	Pedestrian	Bike	Intersection Complexity	Multi-Modal	Emergency Vehicle/ Large Truck Maneuverability	Traffic Operations		Total Cost	Developed and Undeveloped Land Acquisition
								LOS	Length of Queue		
1	No-Change										
2	Dual Left Turn Lanes										
3	Modern Roundabouts										
4	Continuous Flow Intersection (Full)										
5	Continuous Flow Intersection (Modified)										
6	Thru-turn intersection (with signals)										
7	Thru-turn intersection (with roundabouts)										

LEGEND:

- Poor
- Fair
- Good
- Better
- Best



H&R		H&R ENGINEERING, INC. 1720 Carey Ave. Suite 615 Cheyenne, WY 82001	
Project No. 10038796			
Scale:			
Designed By: T. MATTHEWSON	Drawn By: J. OAKLEY	Date: 1/9/2017	
Design Date: 1/9/2017	Print Date: 1/9/2017	Internal Job No: 10038796	
Surveyed By: N. FRASER	Survey Date: 10/2016	Revisions:	
Sheet Title: CHEYENNE MPO CONVERSE & DELL RANGE INTERSECTION LARAMIE COUNTY, WYOMING			
INTERSECTION LAYOUT 2			
Sheet: 2			



H&R		Prepared By: H&R ENGINEERING, INC. 1720 Carey Ave. Suite 815 Cheyenne, WY 82001
Scale:		NOT TO SCALE
Designed By: T. MATTHEWSON	Drawn By: J. OAKLEY	Project No.: 10038796
Design Date: 1/8/2017	Print Date: 1/9/2017	Survey Date: 10/20/16
Internal Job No.:		Revisions:
SHEET TITLE: CHEYENNE MPO CONVERSE & DELL RANGE INTERSECTION LARAMIE COUNTY, WYOMING		
INTERSECTION LAYOUT 1		
Sheet: 1		

CHEYENNE MPO STEERING COMMITTEE MINUTES

January 12, 2017

I. Introduction

- Brandon opened the meeting and introduced John Seyer, Jason Kjenstad and Todd Mattson of HDR.
- Brandon also reminded everybody to sign in.
- The meeting was held at the City Complex in the Planning Conference Room #104. The meeting began at 1:00 p.m. and concluded at 3:00 p.m.
- The purpose of the meeting was to review the updates to the evaluation matrix developed in Steering Committee Meeting 3 and to display the more detailed layouts for the dual left turns, modified CFI and roundabout alternatives.

II. John's Power Point Presentation

- Described the operation of the Dual Left Turns, Modified CFI and roundabout alternatives.
- Presented the final evaluation matrix and the fact that the three alternatives ranked the highest.
 - No Build – Provided no improvements, except that the turning radii could be improved to allow better truck turning movements
 - Dual Left Turns – Third Highest ranked. Turning radii would need modified to accommodate better truck turning movements
 - 2 Lane Roundabout – provided the best LOS, but also created the largest land/property impacts. Cost would be very high
 - Continuous Flow Intersection (CFI) Full – provided good LOS, but property impacts were very high.
 - Continuous Flow Intersection (CFI) Modified Good LOS, minimal property impacts, good safety, good ease of use.
 - Thru Turn Signals – good LOS, very complex intersection with high cost.
 - Thru Turn Roundabouts – good LOS, very high cost, complex intersection
- Explained that after Steering Committee Meeting #3 we were asked to provide layouts of the top three alternatives (Dual Left Turns, Modified CFI, and Roundabout) to visually identify property impacts and conflicts/issues with nearby intersections.

III. Todd – Presentation of the Layouts

- Dual Left Turns
 - Illustrated that this would have minimal property impacts
 - Adjusted the curb radii to accommodate WB-50 turn movements
 - Verified that only one northbound lane to the north is required.
- CFI – Modified
 - Attempted to keep the additional turning lanes as close to the existing travel lanes as possible.

CHEYENNE MPO STEERING COMMITTEE MINUTES

January 12, 2017

- This would likely require some retaining wall on the south side of Dell Range.
- Discussed that this layout would likely fit under the pedestrian bridge, but that the lower portion of the west abutment may need to be modified. It was discussed that the bridge could likely be removed and reset if needed, not replaced or extended.
- Discussed the potential to modify the Mountain Road intersection to provide better movement for people traveling from northbound Converse Ave. to northbound Mountain Road or that the turn sequence for this movement would require the northbound Converse traffic to make a right hand turn at the existing intersection to get into proper placement to make a left on Mountain.
- Roundabout – Presented by John
 - Extensive property impacts to the south. Would likely require the purchase of the Vet clinic on the northeast corner and would require extensive retaining walls.
 - Appears to fit within the Pedestrian overpass.
 - Large impacts to the 4(f) and 6(f) resources to the south. Identified that this could create environmental permitting issues.
 - Discussed the probability that public perception/acceptance would be tough to overcome. This would likely affect both permitting and funding.

IV. Steering Committee Discussion

- Discussed the potential that legislation could eventually require signalization of roundabouts. Some communities no longer will consider multi-lane roundabouts because of this potential.
- T. Mason requested a vote of everyone's first and second place preferences. Results below:

●	● 1 st Place Votes	● 2 nd Place Votes
● Dual Left Turns	● 1	● 5
● Modern Roundabout	● 0	● 1
● Modified CFI	● 6	● 1

- Discussion: Development of next public open house
 - Presentation based – live streaming on Facebook
 - Present the work that has been done to date
 - Public Involvement
 - Development of Alternatives
 - Development of Evaluation Matrix
 - Traffic Analysis
 - Present entire list of alternatives



CHEYENNE MPO STEERING COMMITTEE MINUTES

January 12, 2017





- Present the three most preferred and the Preferred.
- Allow public comments
- N. Beauheim requested that we analyze how the CFI would impact signal coordination along Dell Range; the City will provide updated Synchro files for our use in this analysis
- Discussion on Schedule – We discussed that this would require additional work to prepare for the next open house. It was determined that this is not an issue. Original schedule was developed assuming that 6th penny funding would be sought and the results were needed for this process. Because the project did not make the short-list, some of the urgency is no longer needed.

V. Future Meeting

- The next formal meeting will be an Open House Presentation, late February to early March. Present the intersection alternatives analysis and some preliminary corridor design.
- A final presentation of the final plan will be made at a future Planning Commission Meeting.
-





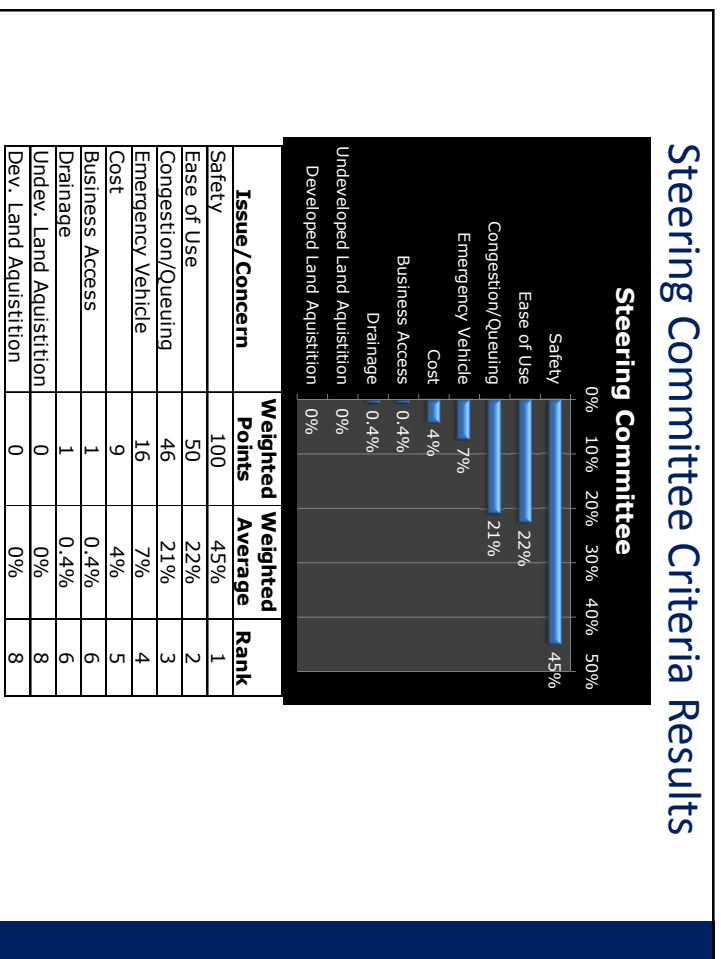
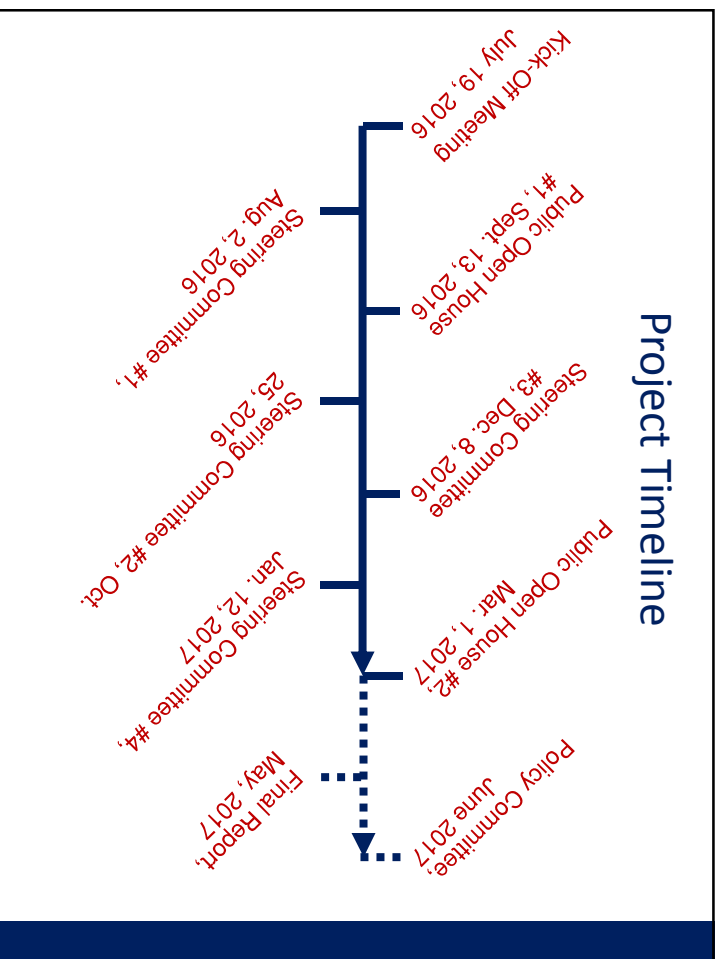
Presentation to the MPO Technical Committee
 Converse/Dell Range Intersection Traffic
 Safety Plan & Converse Avenue 35%
 Design Plan
 May 17, 2017

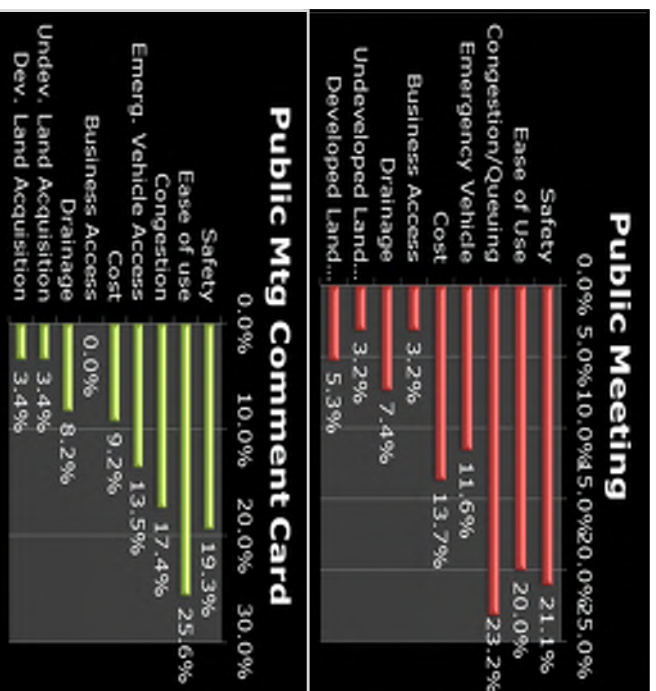
Project goals are to: Improve safety, functionality, and mobility of the Converse/Dell Range intersection and corridor.

- Develop and Evaluate Intersection Alternatives.
- 35% Design for Converse Corridor and the Recommended Converse/Dell Range Intersection
- Evaluate Environmental Issues.





Public Criteria Results



Initial Decision Matrix

Option	Description	Safety			Ease of Use		Congestion/Queuing		Emergency Vehicle	Cost
		Vehicle	Pedestrian	Bike	Intersection Complexity	??	Emergency Vehicle/Large Truck Maneuverability	LOS	Length of Queue	
1	Wp-Change									
2	Dual Left Turns									
3	Modern Roundabout									
4	CU - Full									
5	CU - Modified									
6	ThruTurns - Signals									
7	ThruTurns - Roundabouts									

Issue	Steering Committee		Public Meeting		Public Mtg Comment Card		Total
	Rank		Rank		Rank		
Safety	1		2		2		1
Ease of Use	2		3		1		2
Congestion/Queuing	3		1		3		3
Emergency Vehicle	4		5		4		4
Cost	5		4		5		5
Drainage	6		6		6		6
Business Access	6		8		8		7
Developed Land Acquisition	8		7		7		7
Undeveloped Land Acquisition	8		8		7		9

Decision Matrix

Option	Description	Safety			Ease of Use			Congestion/ Queueing/ Traffic Operations		Cost		ROW
		Vehicle	Pedestrian	Bike	Intersection Complexity	Multi-Modal	Emergency Vehicle/Large Truck Maneauvrability	LOS	Length of Queue	Total Cost	Dev.& Undev. Land Acquisition	
1	Two-Phase	●	●	●	●	●	●	●	●	●	●	●
2	Dual Left Turn Lanes	●	●	●	●	●	●	●	●	●	●	●
3	Modern Roundabout	●	●	●	●	●	●	●	●	●	●	●
4	Continuous Flow Intersection (Full)	●	●	●	●	●	●	●	●	●	●	●
5	Continuous Flow Intersection (Modified)	●	●	●	●	●	●	●	●	●	●	●
6	Thru-Turn Intersection (with signals)	●	●	●	●	●	●	●	●	●	●	●
7	Thru-Turn Intersection (with roundabouts)	●	●	●	●	●	●	●	●	●	●	●

LEGEND:
 ● Poor ◐ Fair ○ Good ◑ Better ● Best

Dual Left Turns Alternative



Modern Roundabout Alternative



Modern CFI Alternative



Comparison of Alternatives



Dual Left Turns



Modern Roundabout



CFI – Modified (#1 Rank)

Pros

- ✓ Most conventional alternative
- ✓ Lowest Cost of Remaining Alternatives
- ✓ Anticipated to be least impactful to existing right-of-way

- ✓ Best mitigates noted safety concerns
- ✓ Provides highest capacity

- ✓ Mitigates most noted safety concerns
- ✓ Provides needed capacity enhancements
- ✓ Meets project goals with relatively conventional geometry
- ✓ Signalization at Mountain Road

Cons





- ✓ Doesn't mitigate noted safety concerns
- ✓ Doesn't provide needed capacity enhancements

- ✓ Highest cost alternative
- ✓ Most right-of-way & directly impacts private business
- ✓ Extensive retaining walls
- ✓ Impacts Ped. Bridge
- ✓ Perceived most difficult for Peds. & Bicycles

- ✓ Doesn't mitigate all noted safety concerns
- ✓ Impacts to west Pedestrian Bridge Abutment

Converse Ave. 35% Design



 <p>Dual Left Turns</p>	 <p>CFI – Modified</p>  <p>No-Build</p>	<h3>Recommendations</h3> <ul style="list-style-type: none">■ Greater Cost warrant level of traffic ops improvements?■ Funding, Timing, Public Perception<ul style="list-style-type: none">■ Funding > 5yrs away■ Revised Alt. Analysis (NEPA)■ Prioritization affected by crashes, traffics projections, funding■ Recommend that Modified CFI and Dual Left-Turns be reanalyzed in Future■ No-Build Option with recommended improvements
<h3>No-Build Improvements</h3> 		

Questions?

