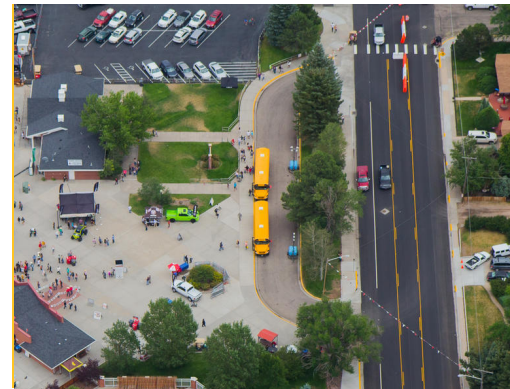


Cheyenne Frontier Days Traffic Study & Transportation Plan



Prepared for:
Cheyenne Metropolitan
Planning Organization



Appendices December 20, 2017

Hire Smart[®]

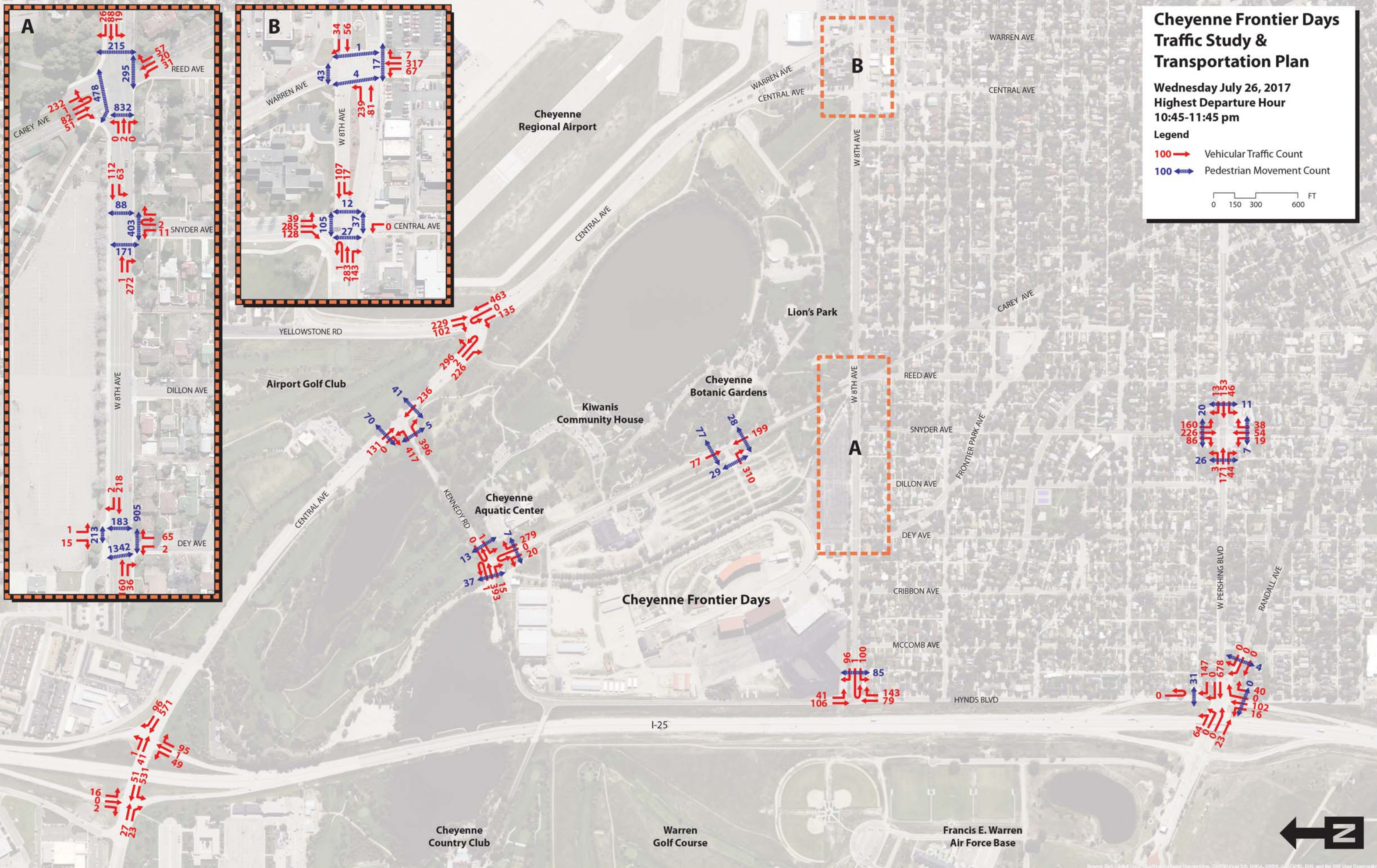
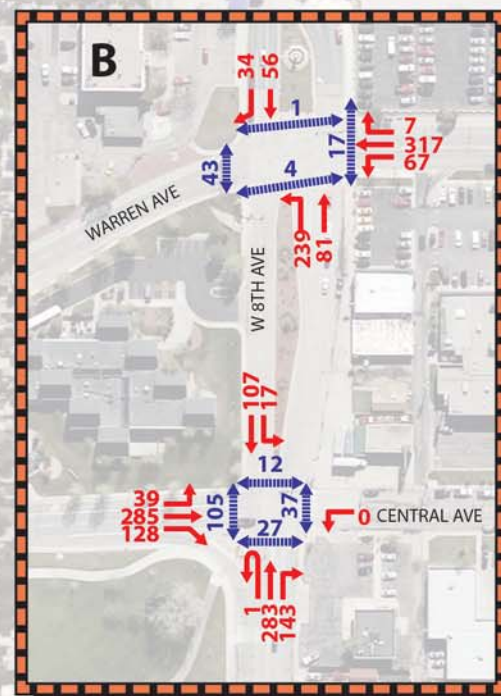
AYRES
ASSOCIATES

Appendix A:

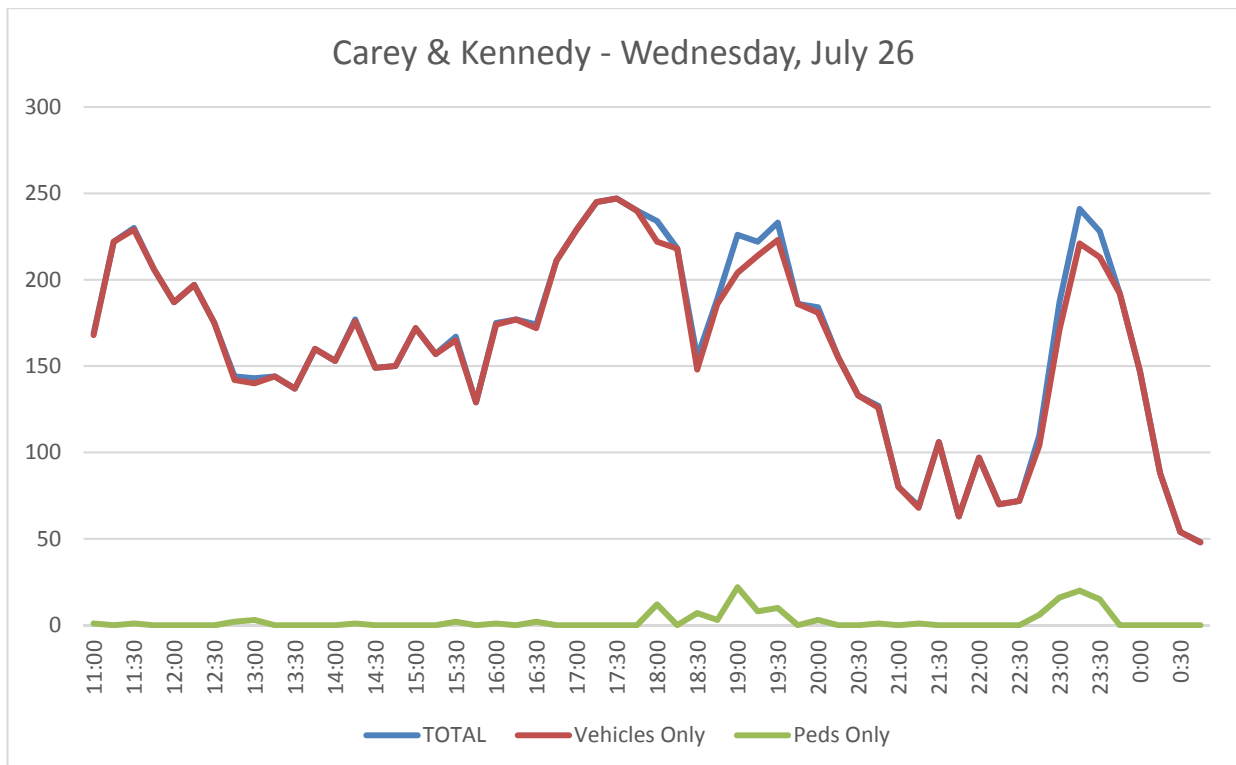
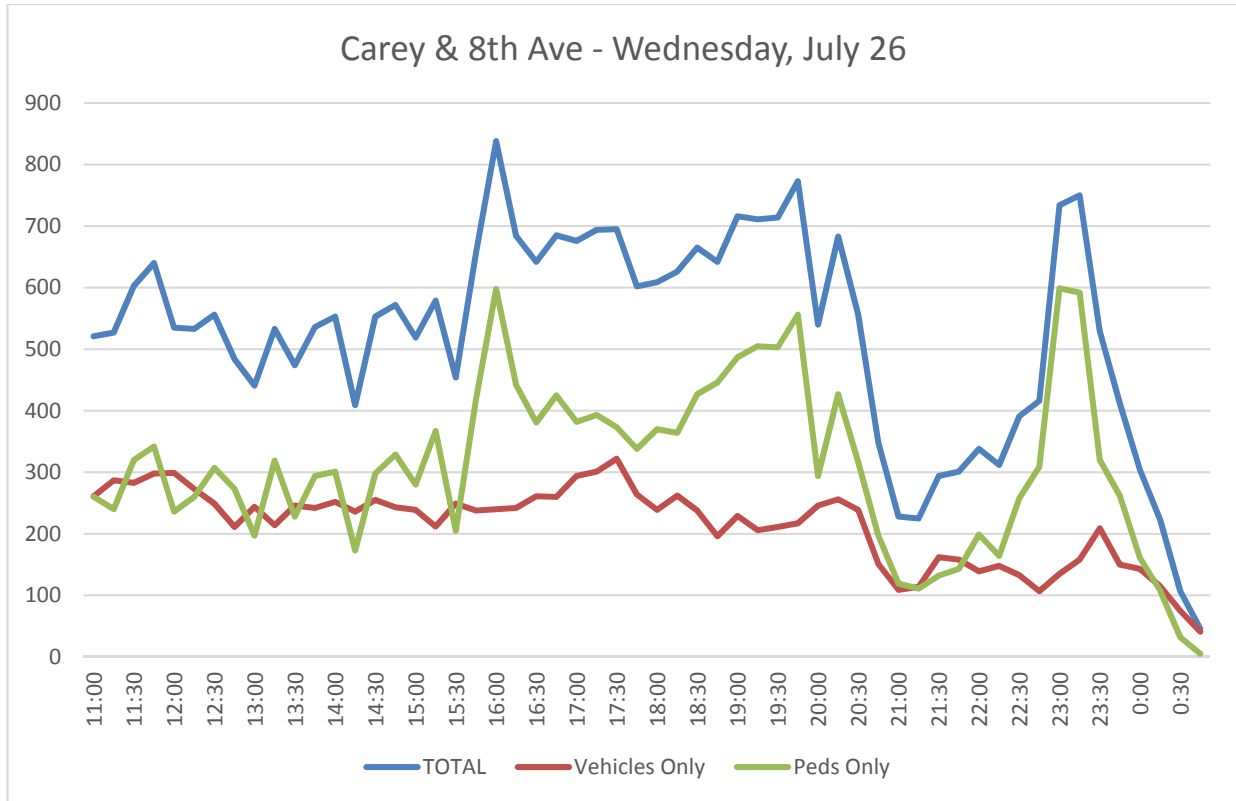
Traffic Data

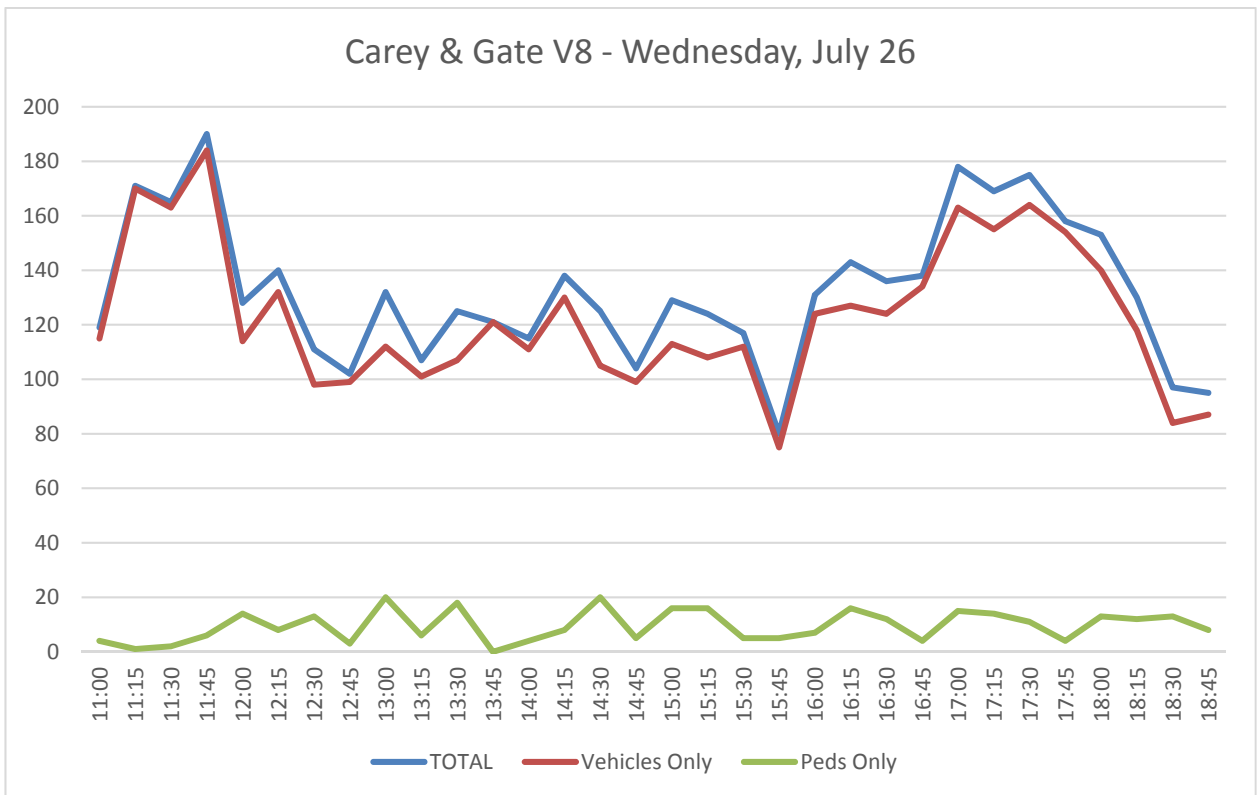
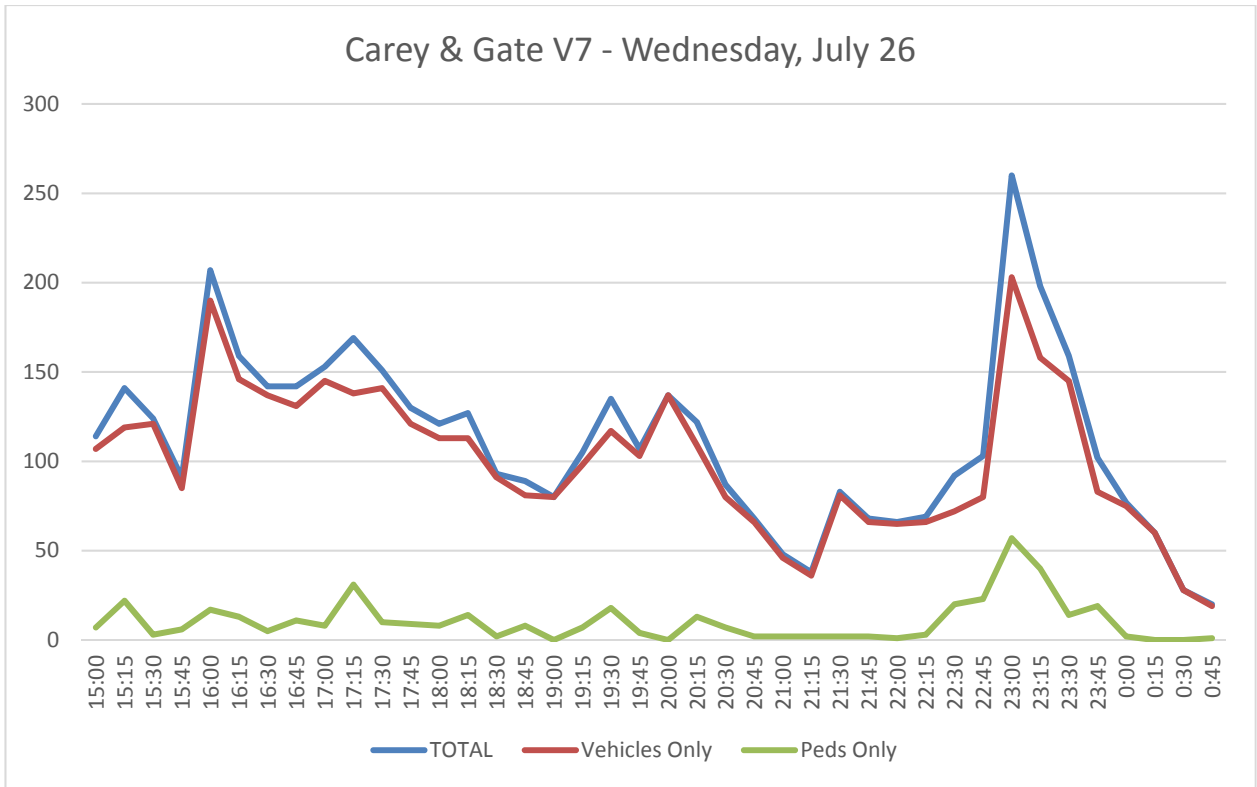
Wednesday July 26, 2017
Highest Departure Hour
10:45-11:45 pm

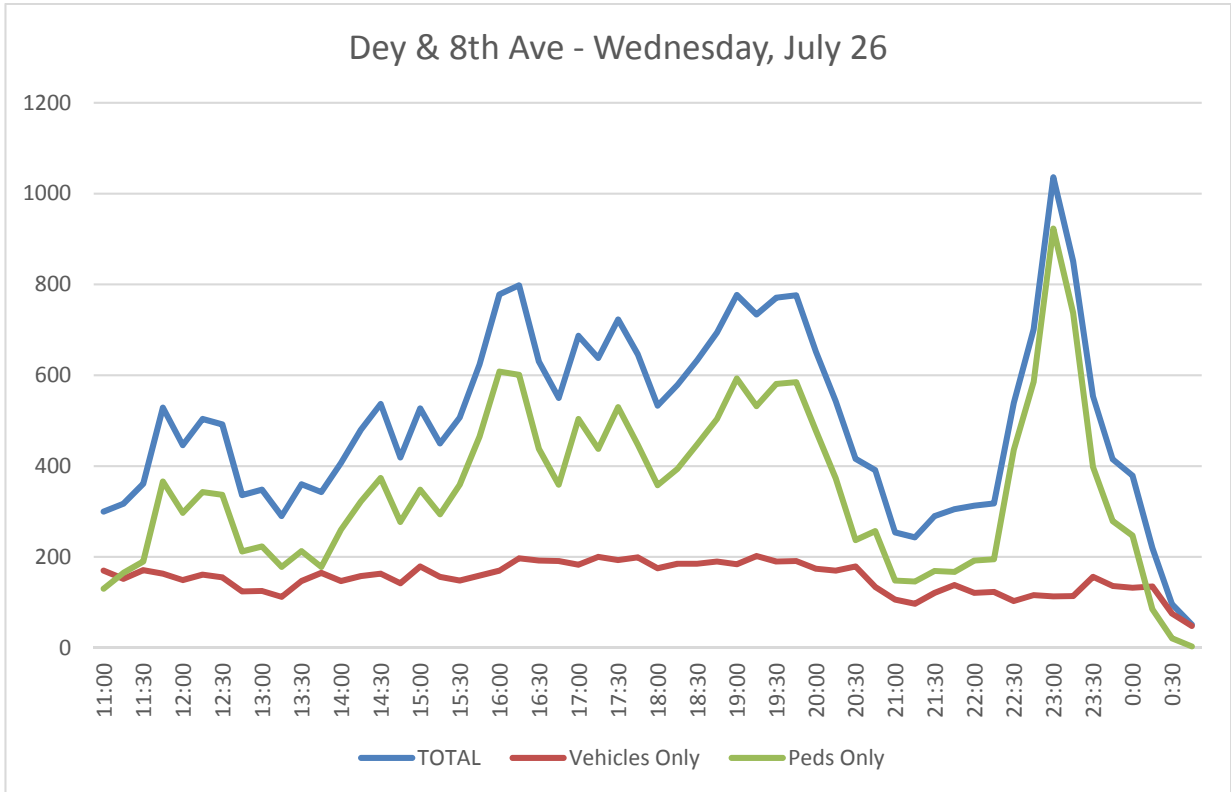
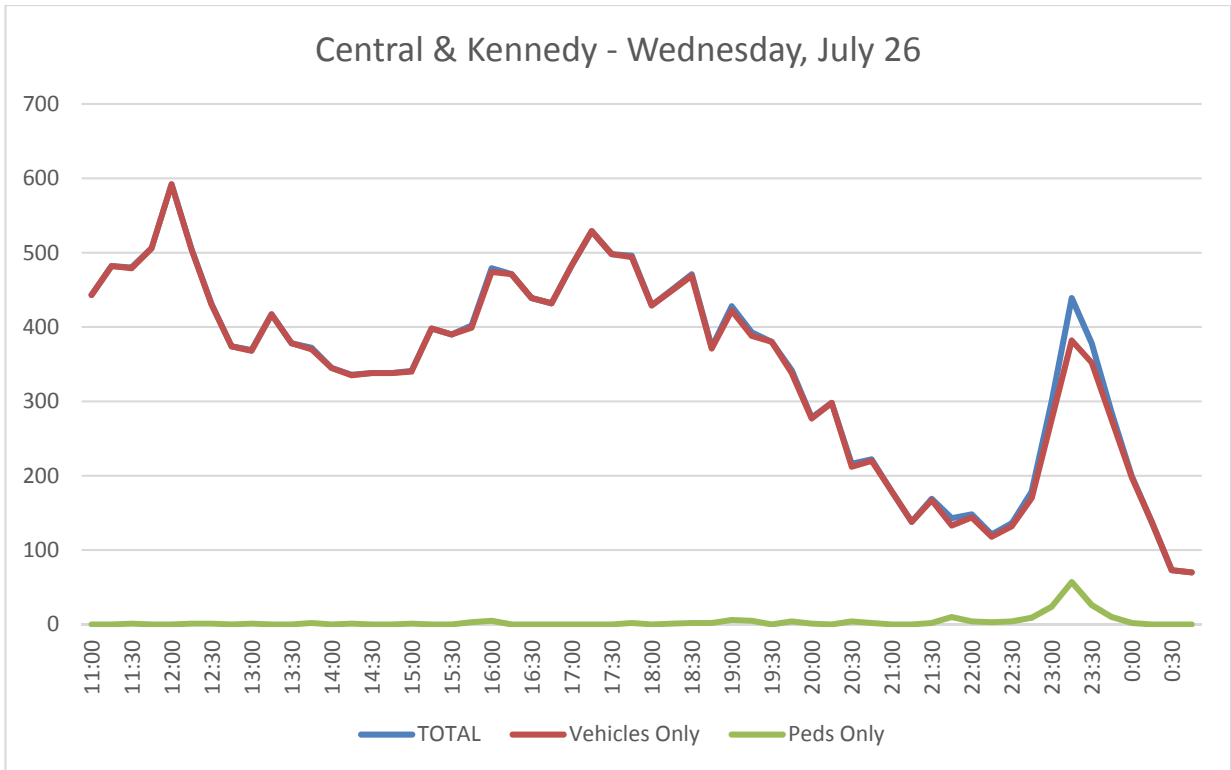
100 → Vehicular Traffic Count
100 ⇄ Pedestrian Movement Count

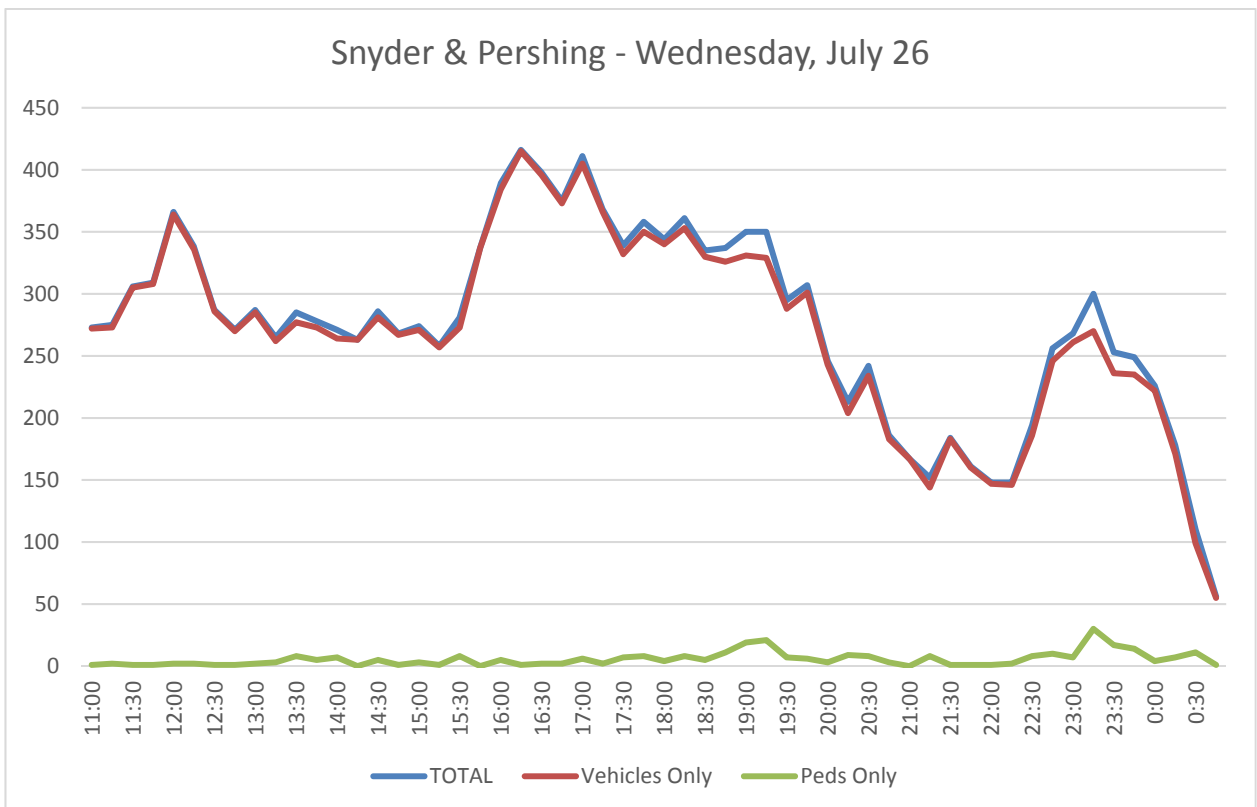
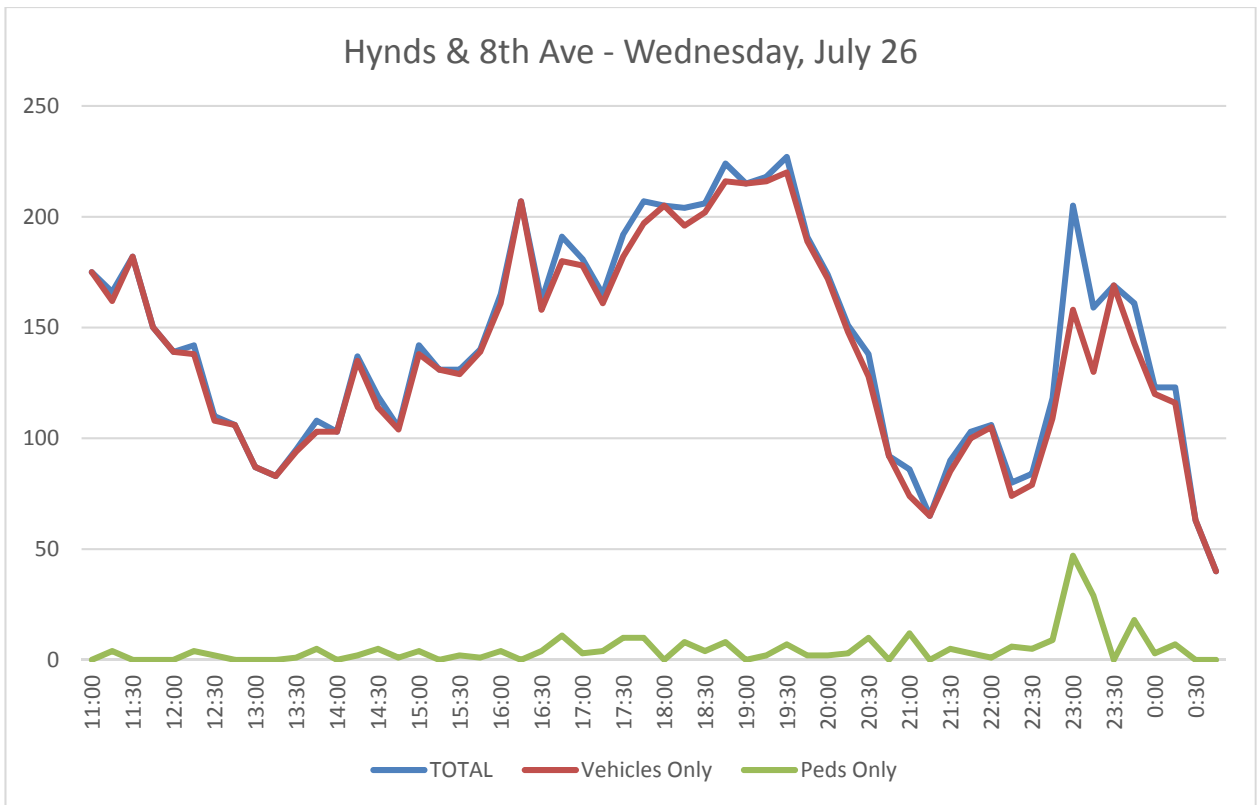


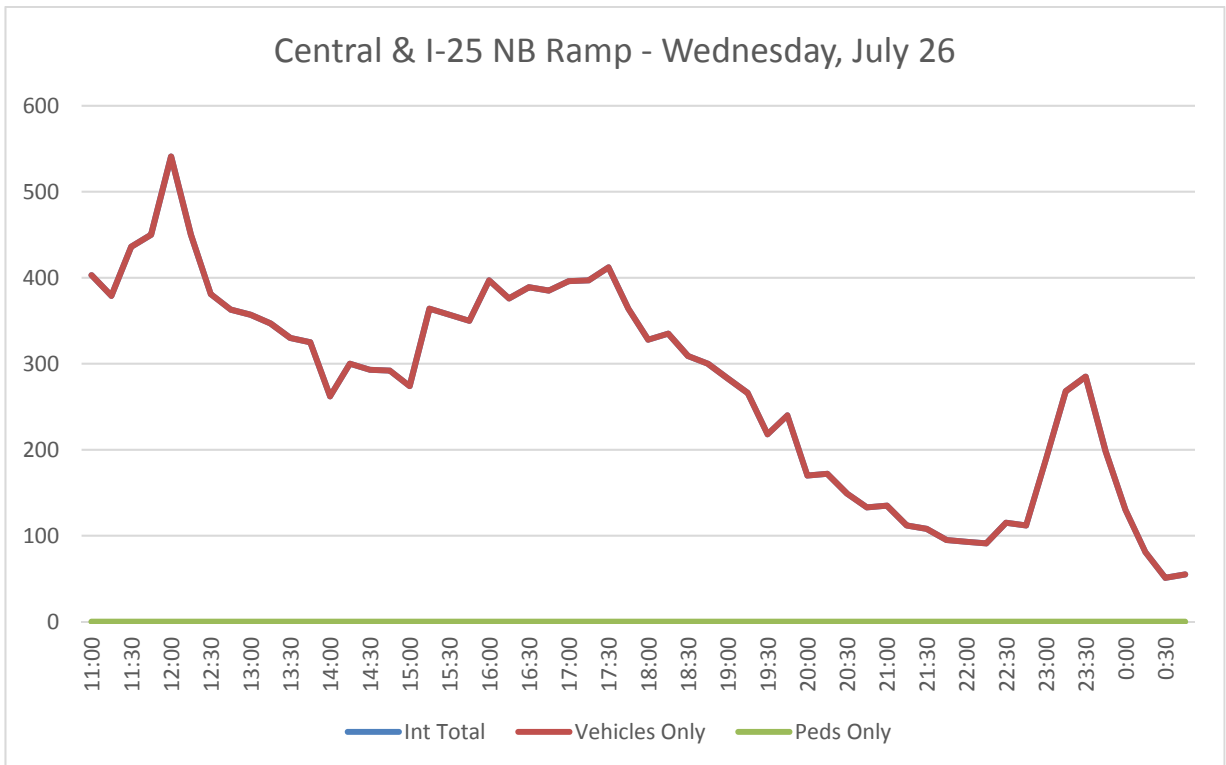
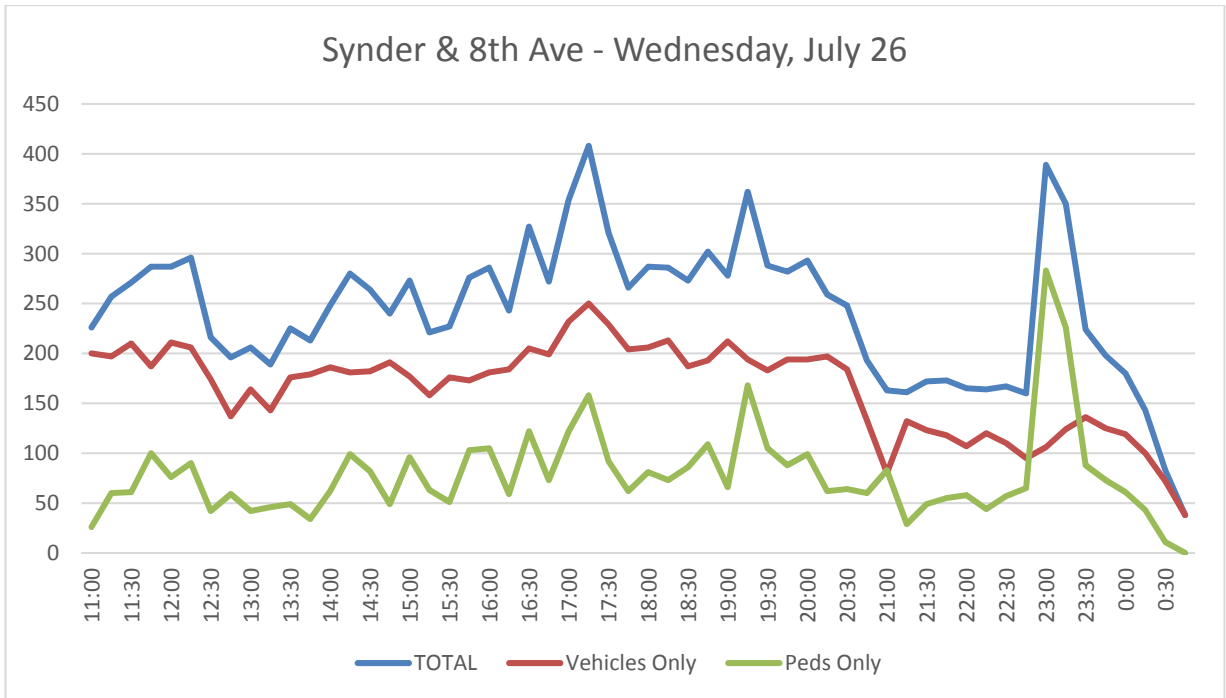
TRAFFIC VOLUME PROFILES DURING CFD – WEDNESDAY, JULY 26TH, 2017

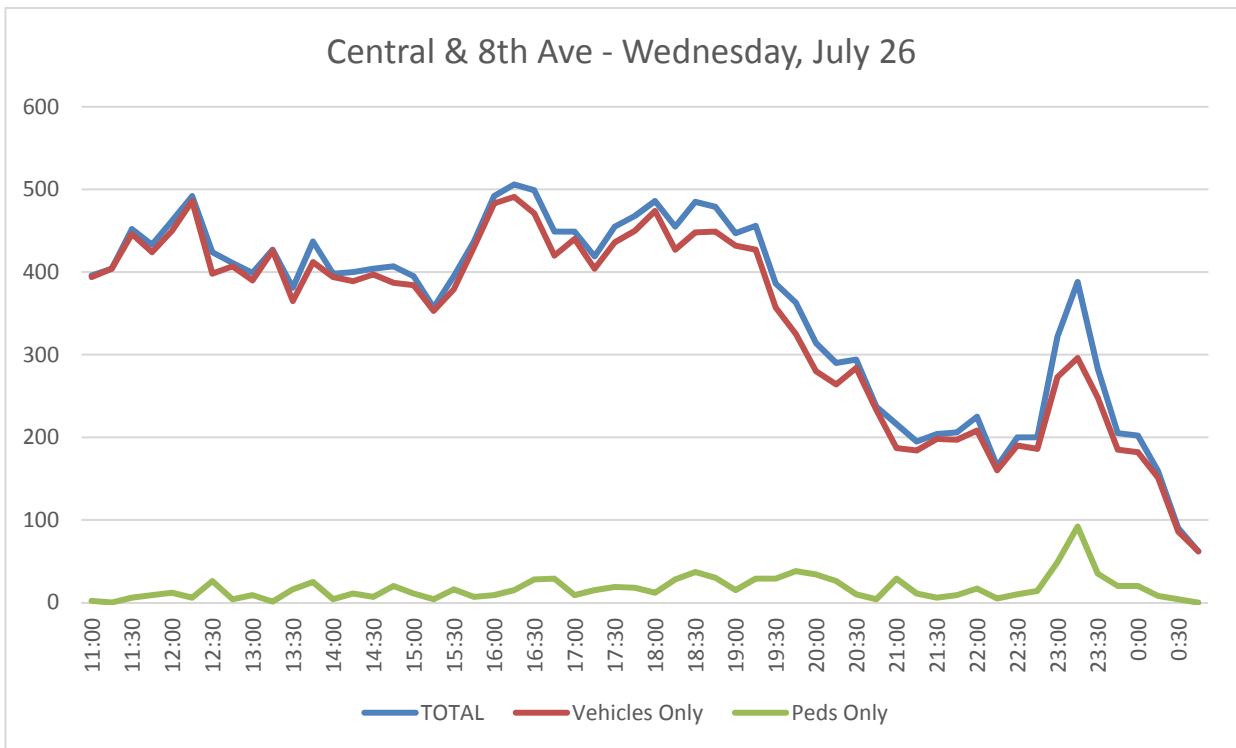
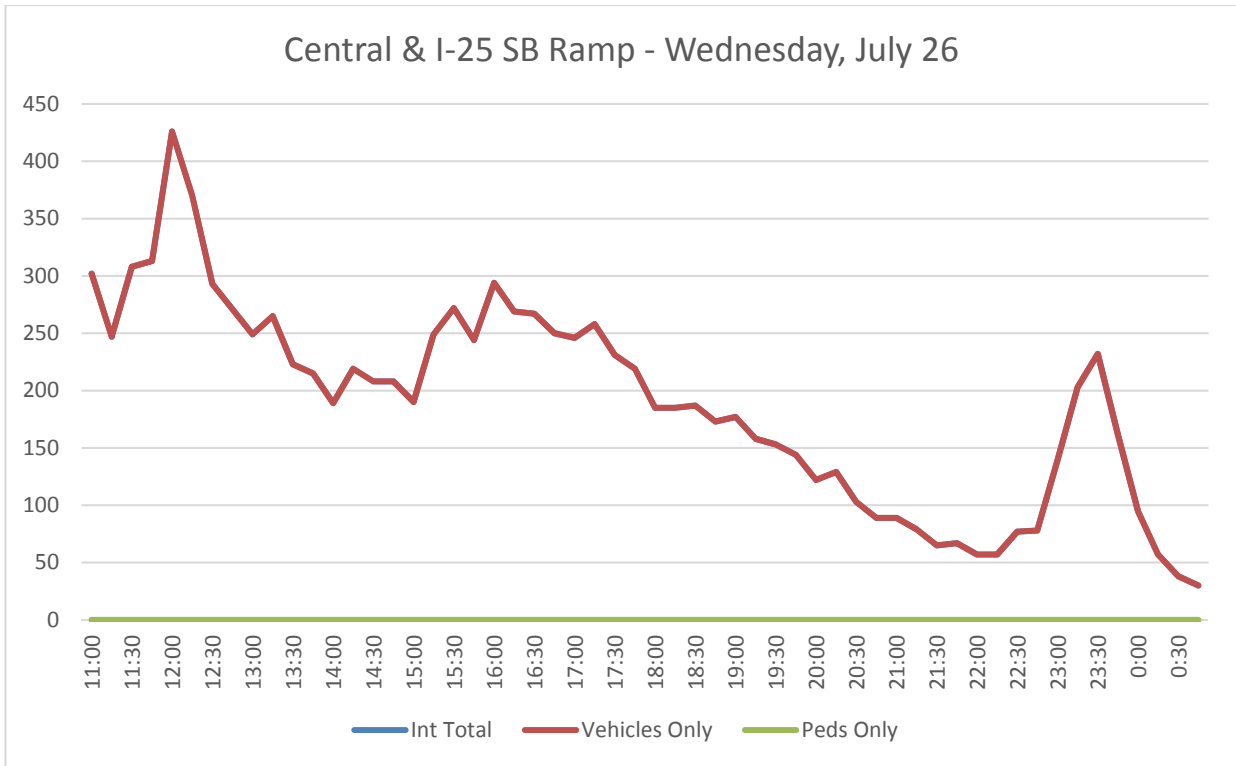


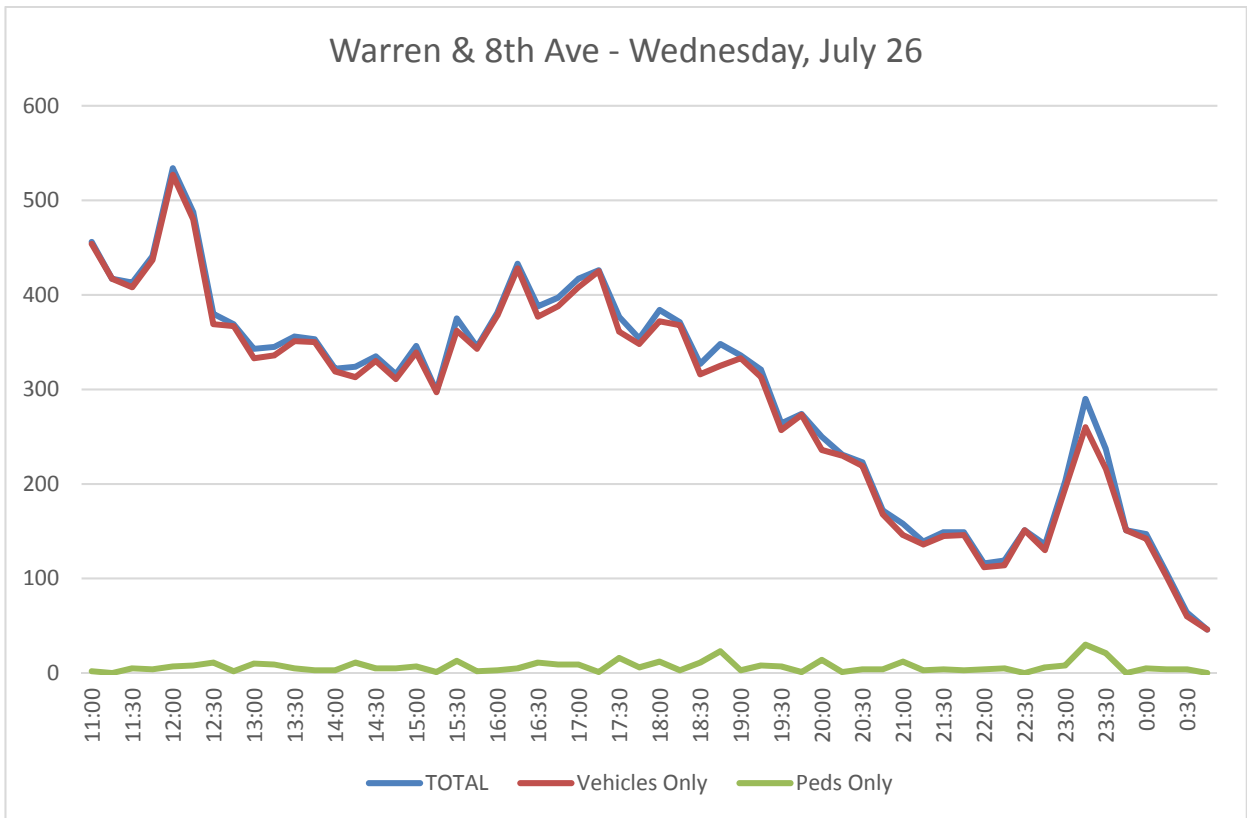
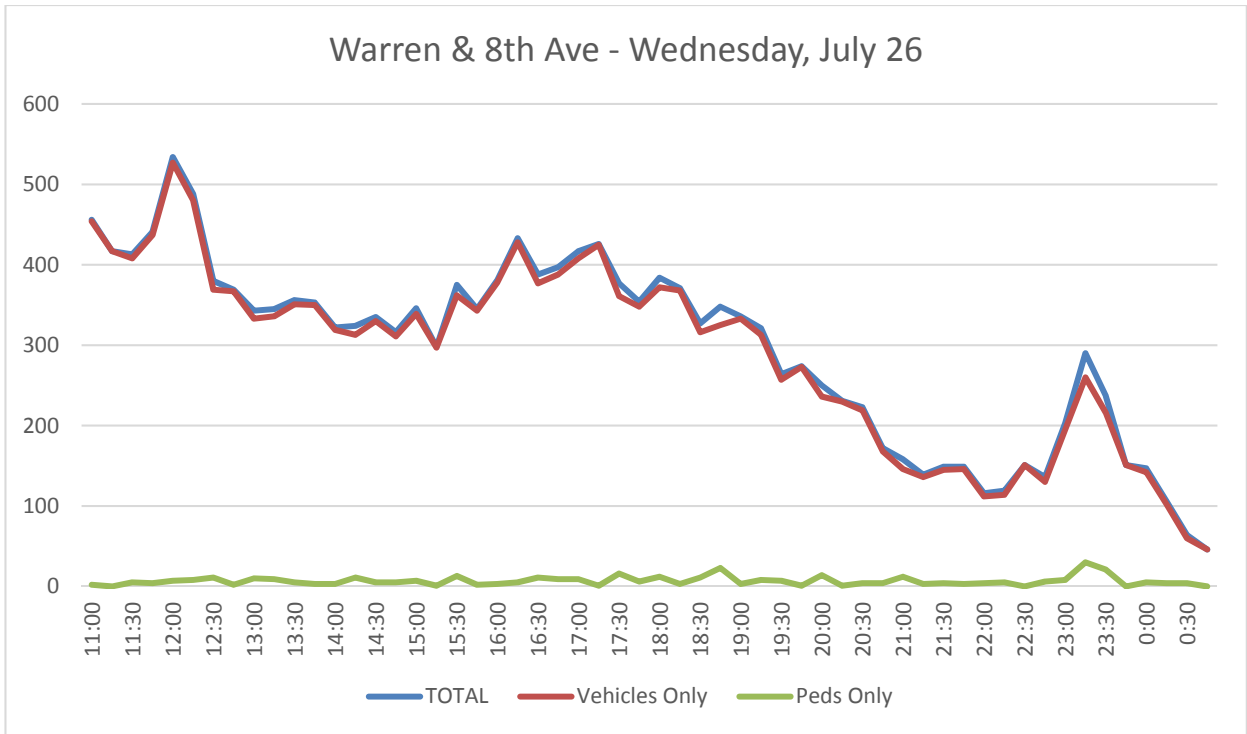




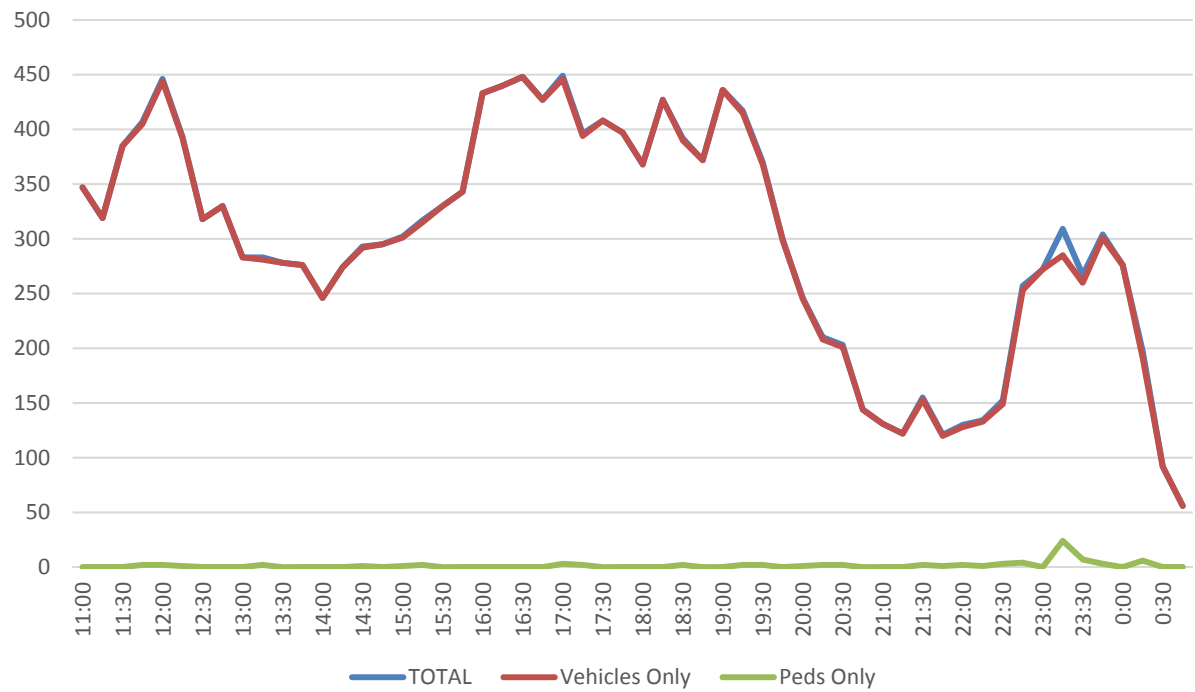




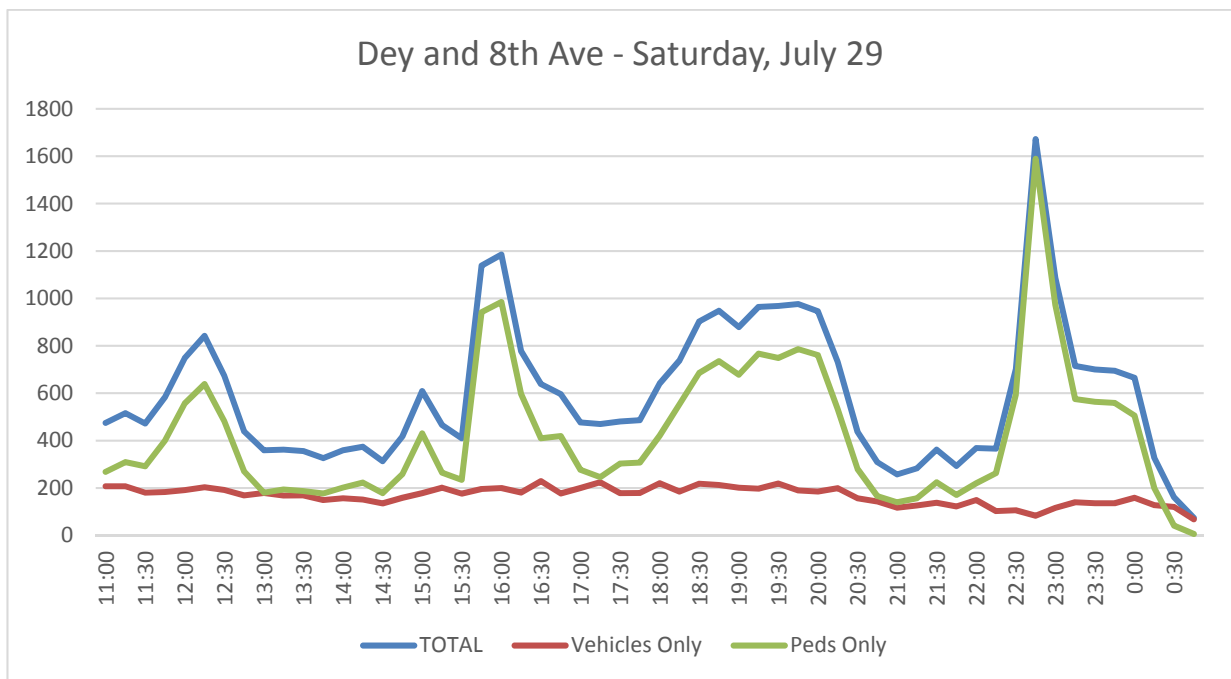
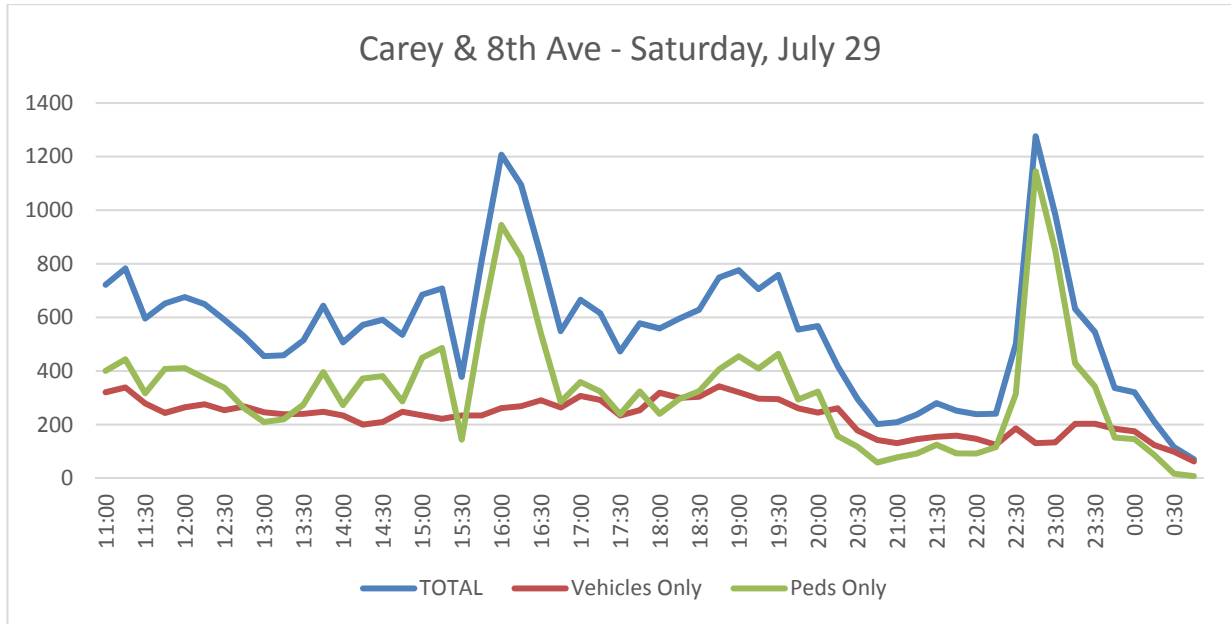


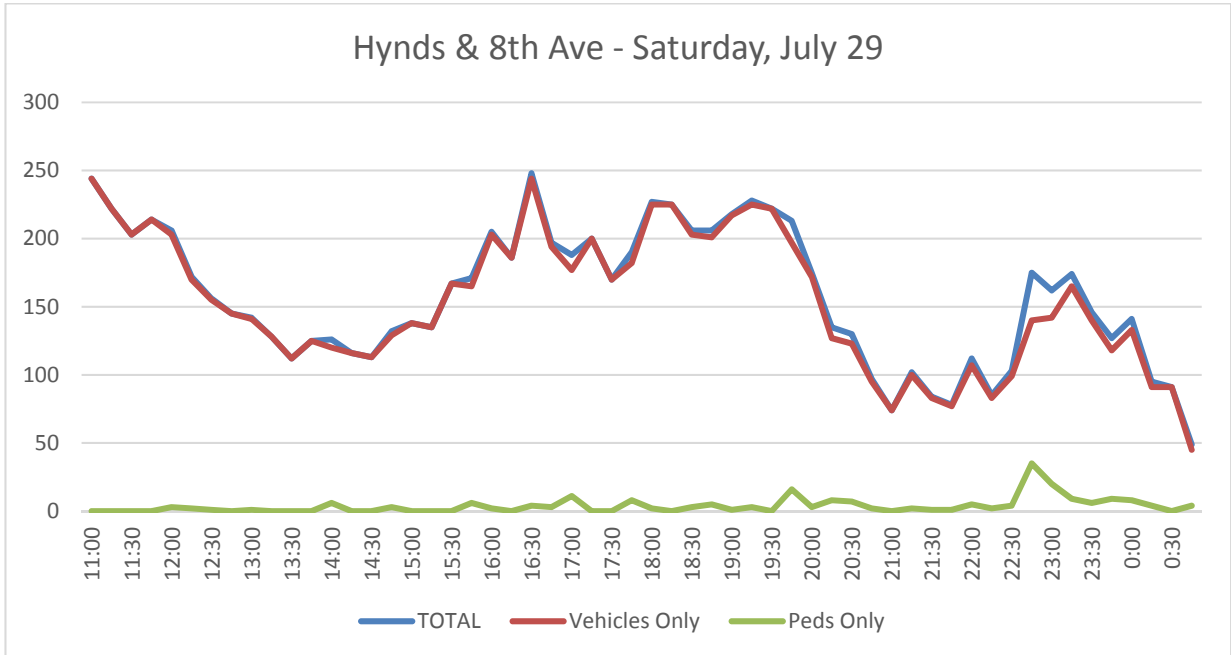
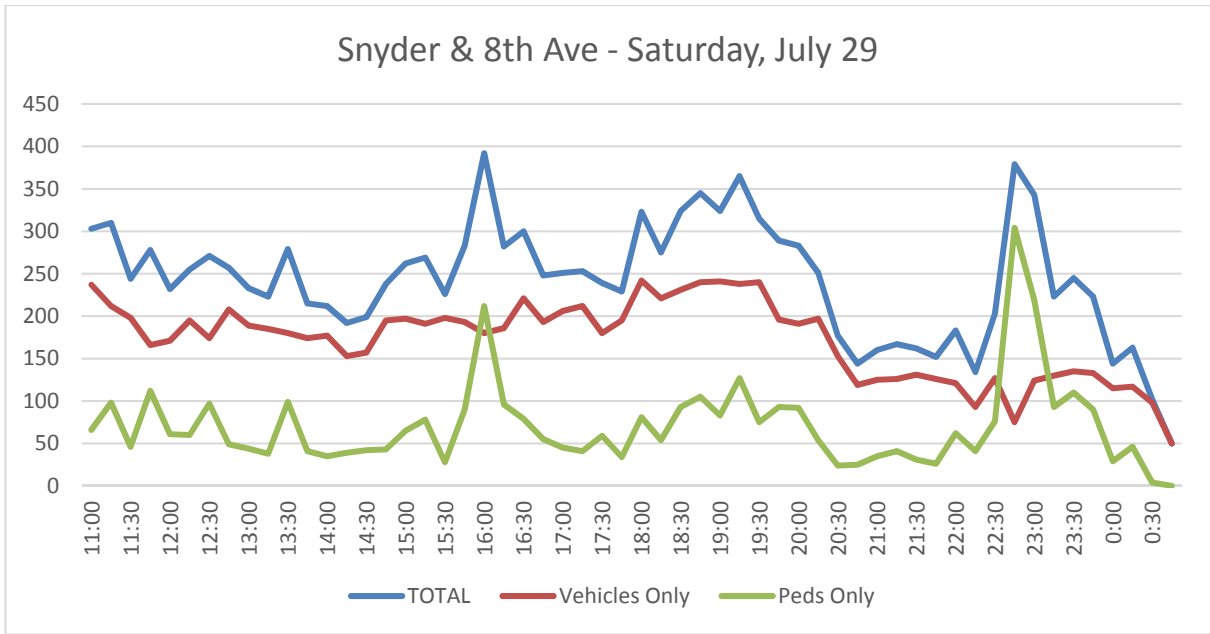


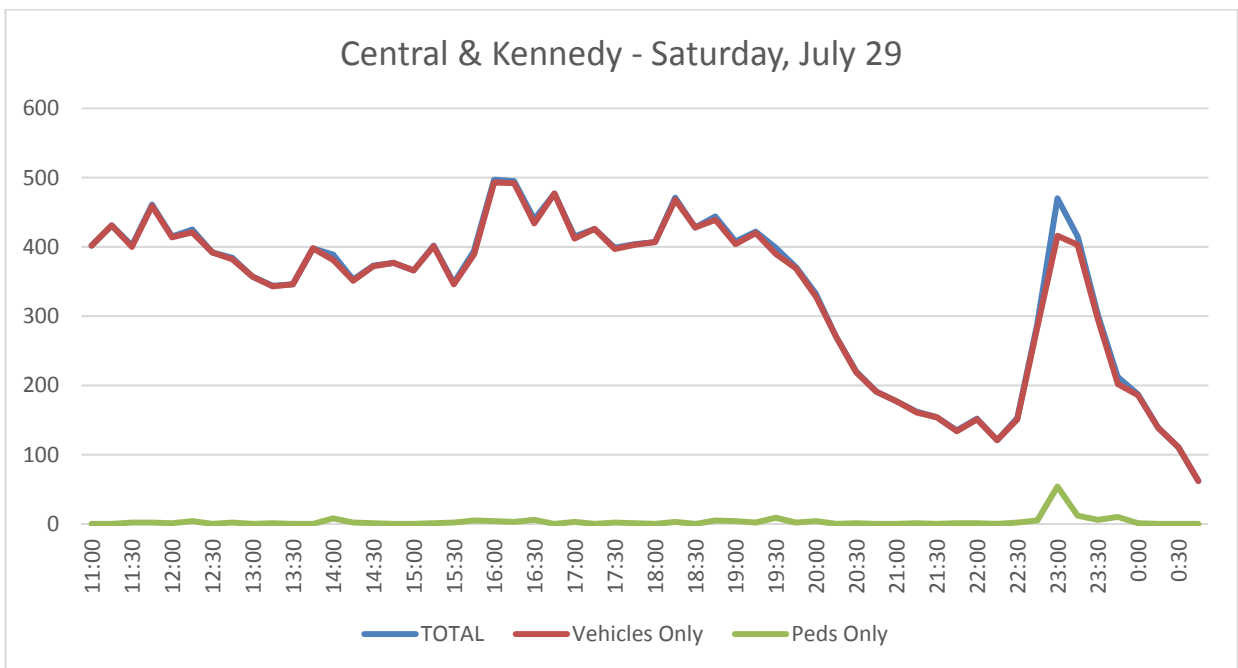
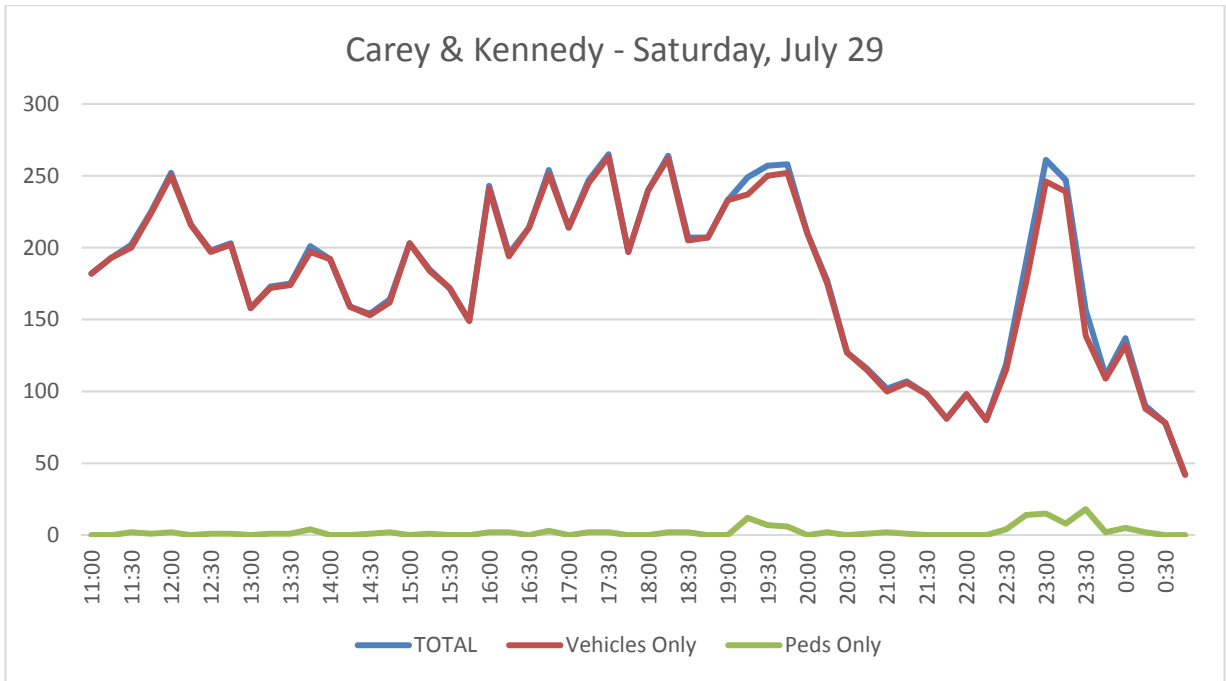
Hynds/I-25 NB Ramp, Pershing & Randall - Wednesday, July 26



TRAFFIC VOLUME PROFILES DURING CFD – SATURDAY, JULY 29TH, 2017

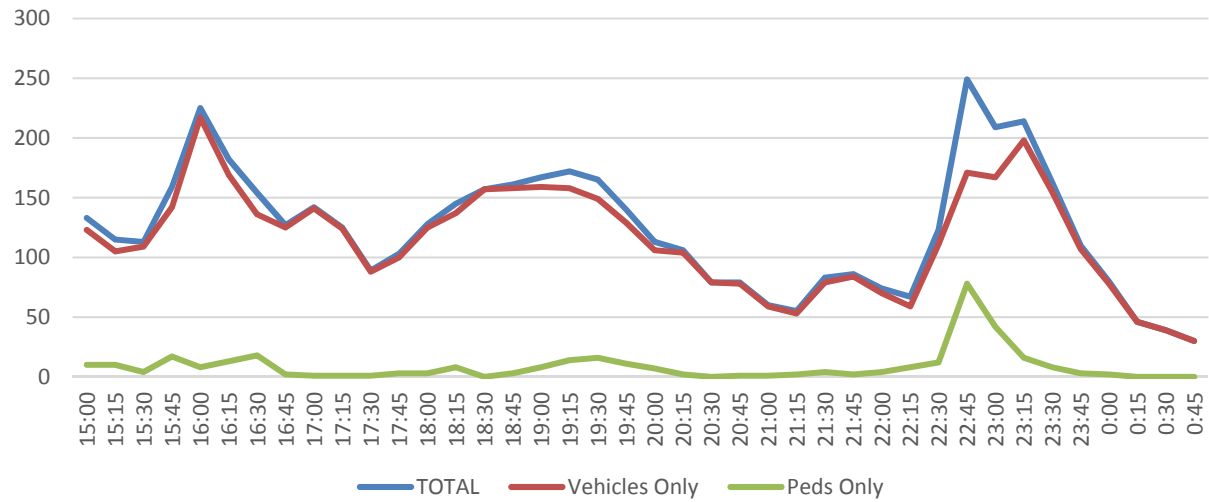






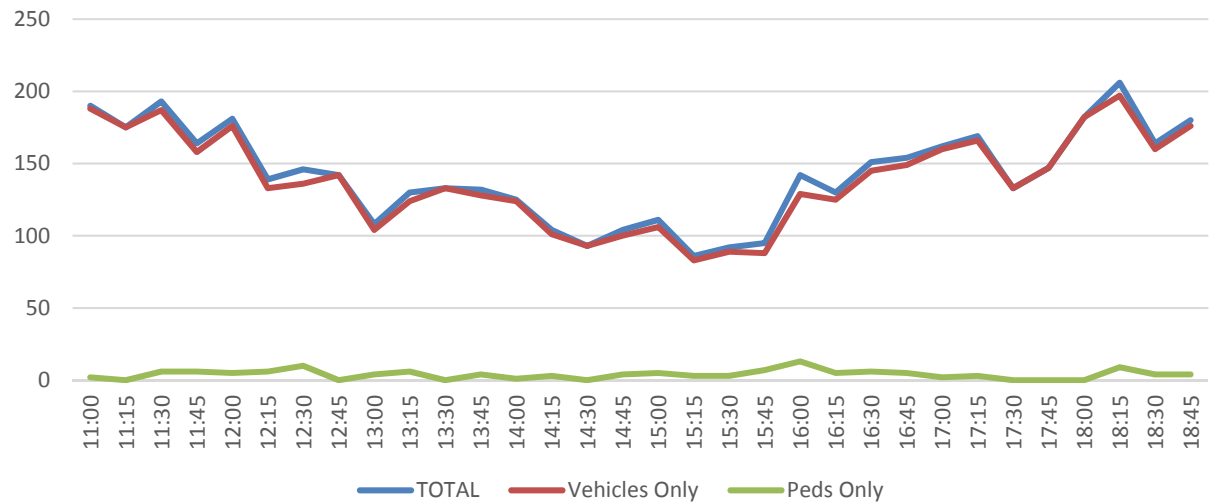
Carey & Gate V7 - Saturday, July 29

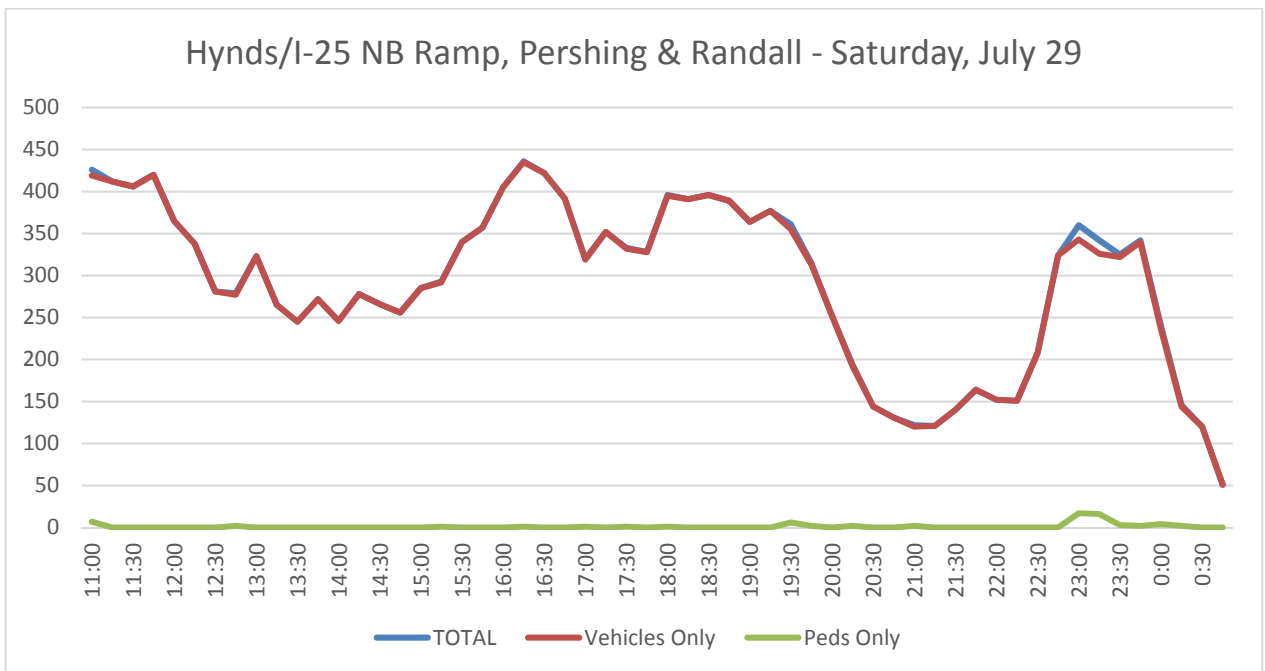
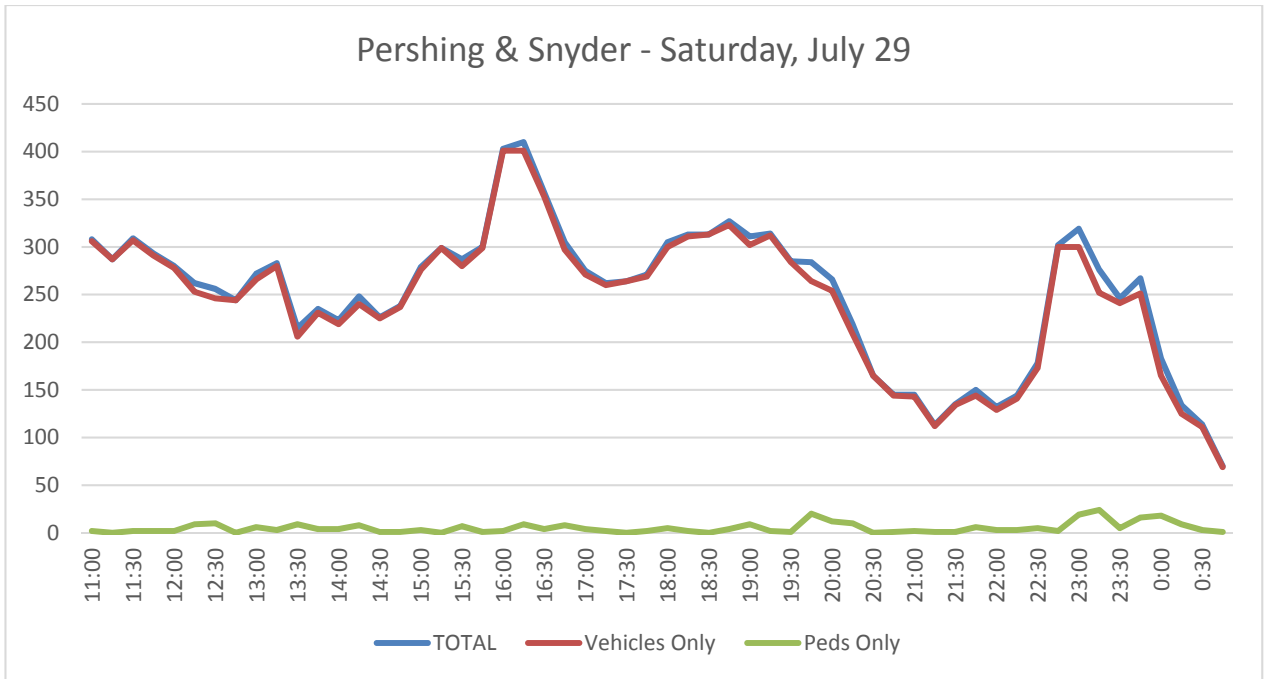
EXIT ONLY start at 15:00

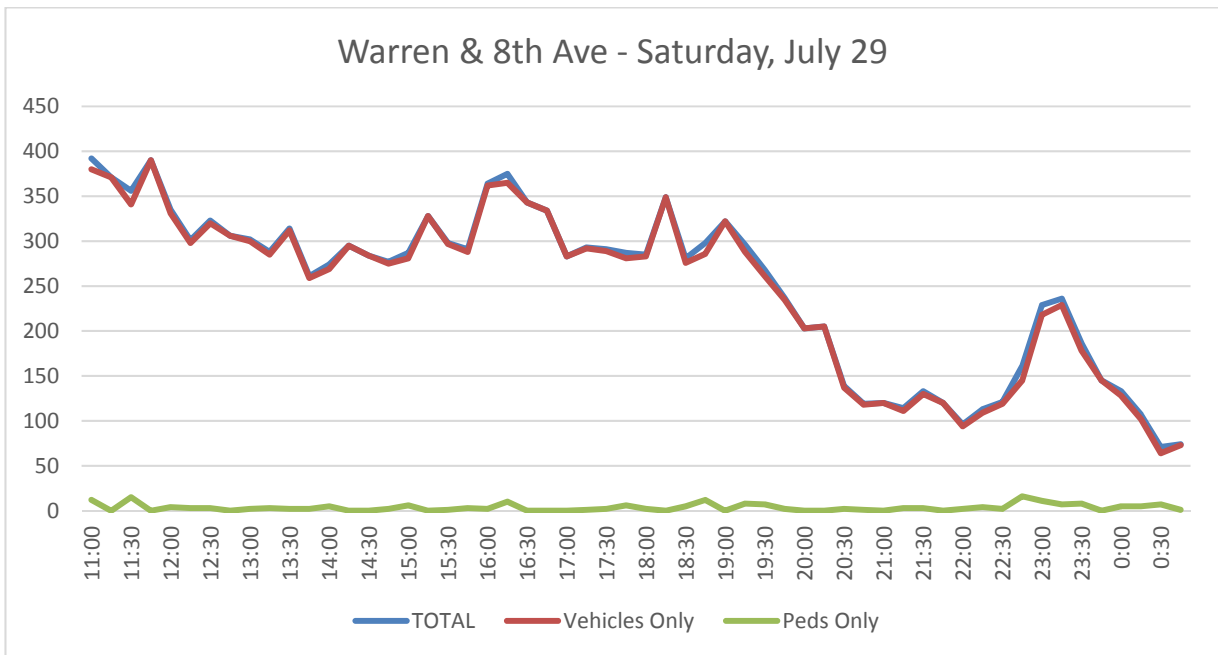
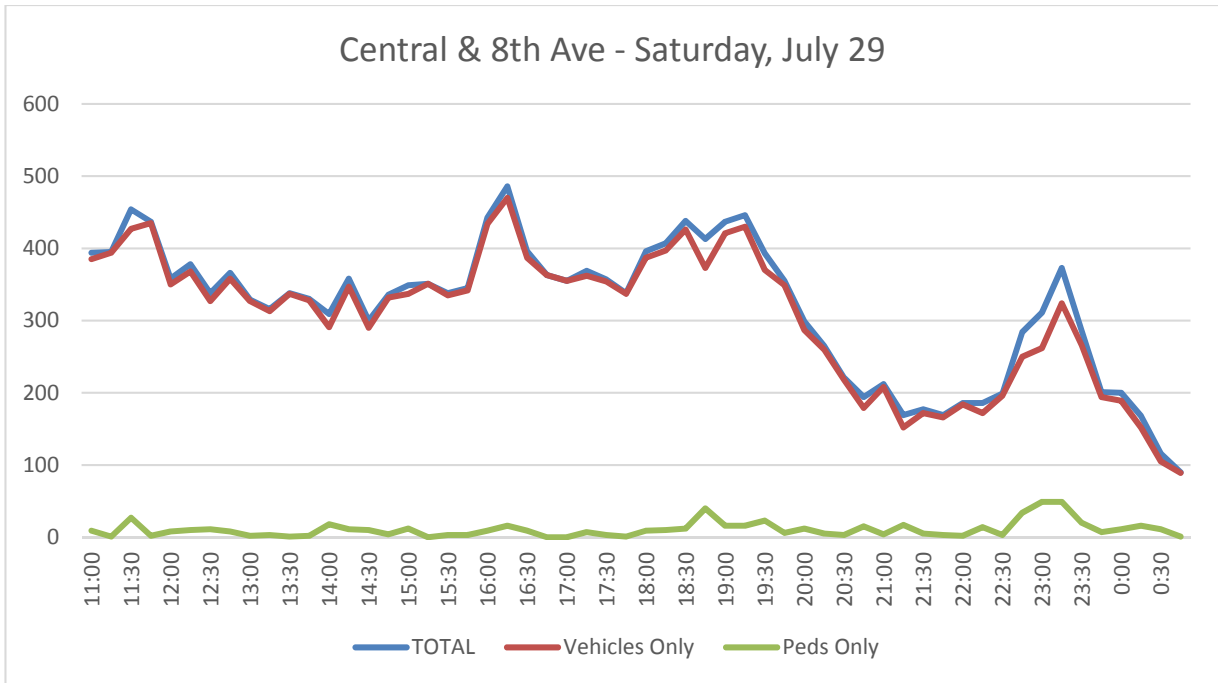


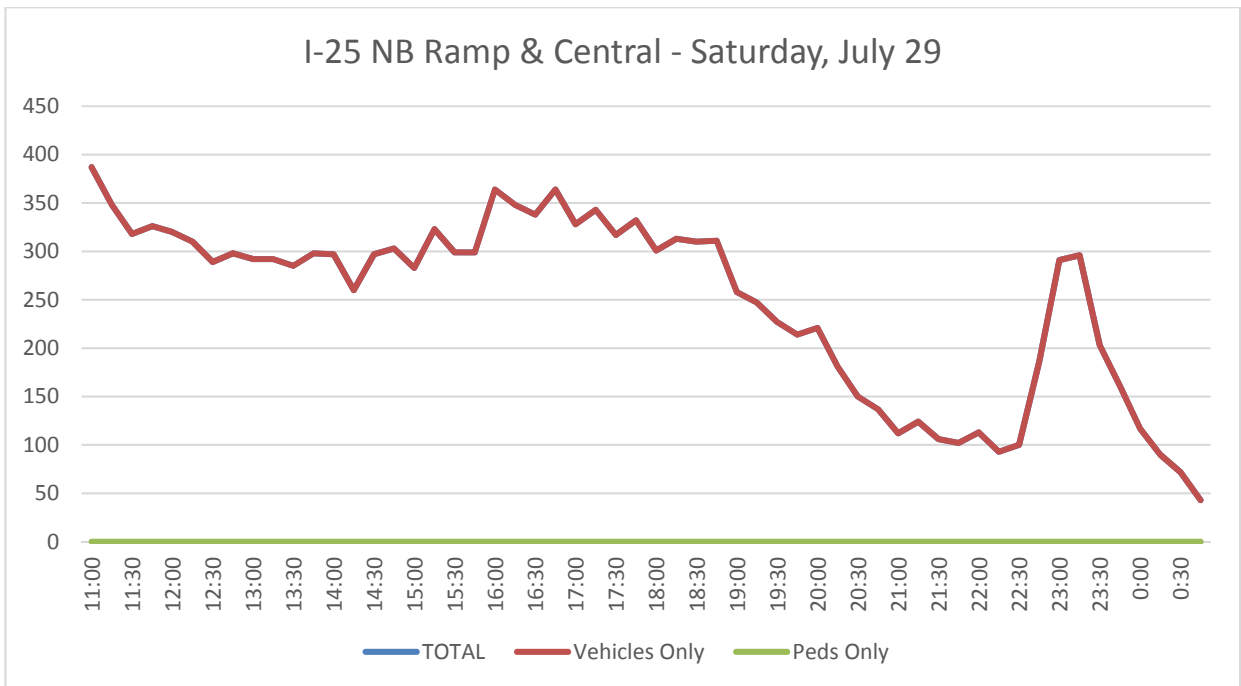
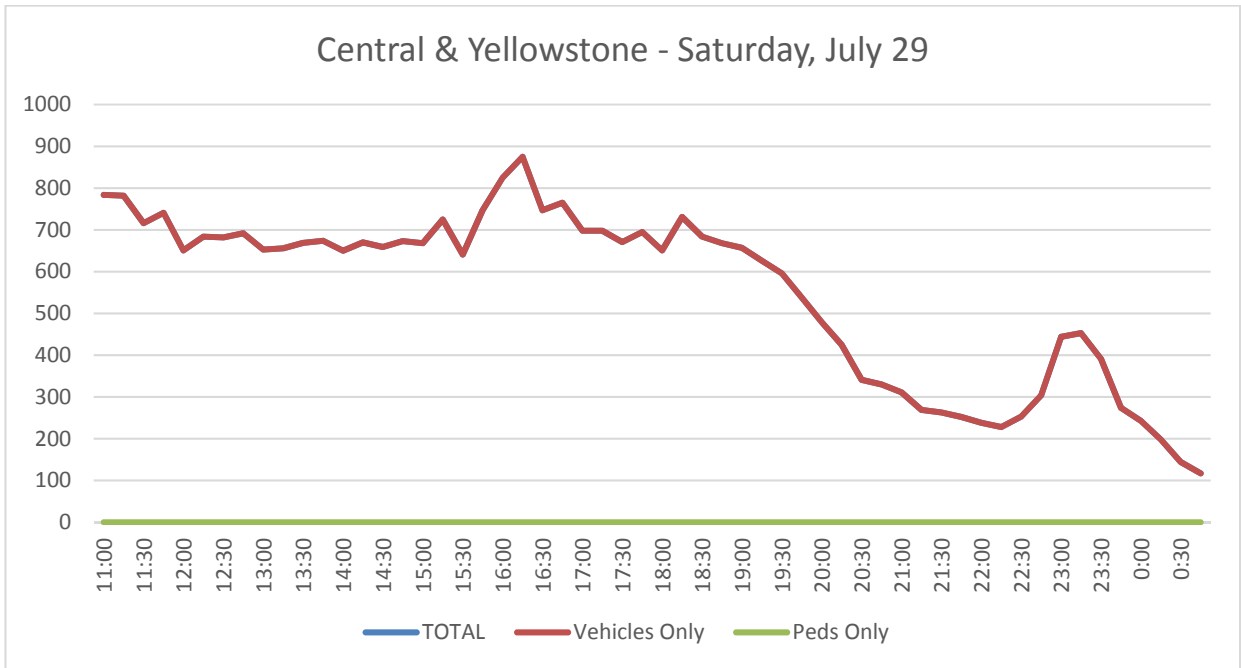
Carey & Gate V8 - Saturday, July 29

Entrance Only



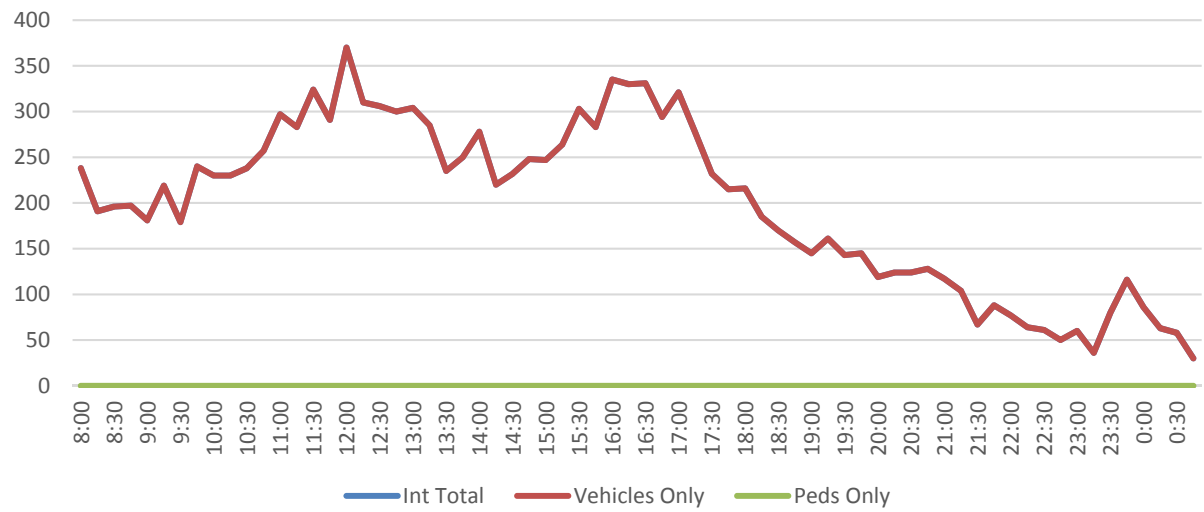






I-25 SB Ramp & Central - Friday, July 28

(Data not available for July 29)



Appendix B:

Aerial Images





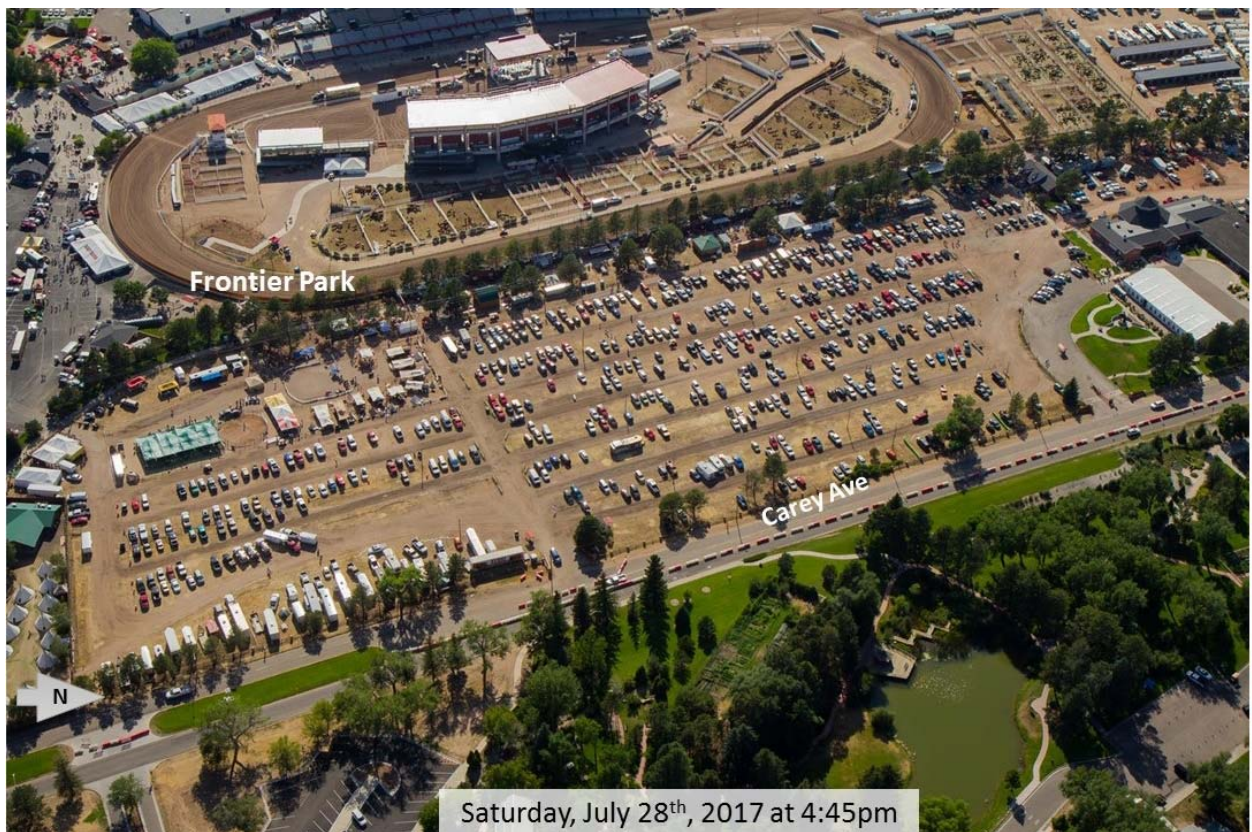




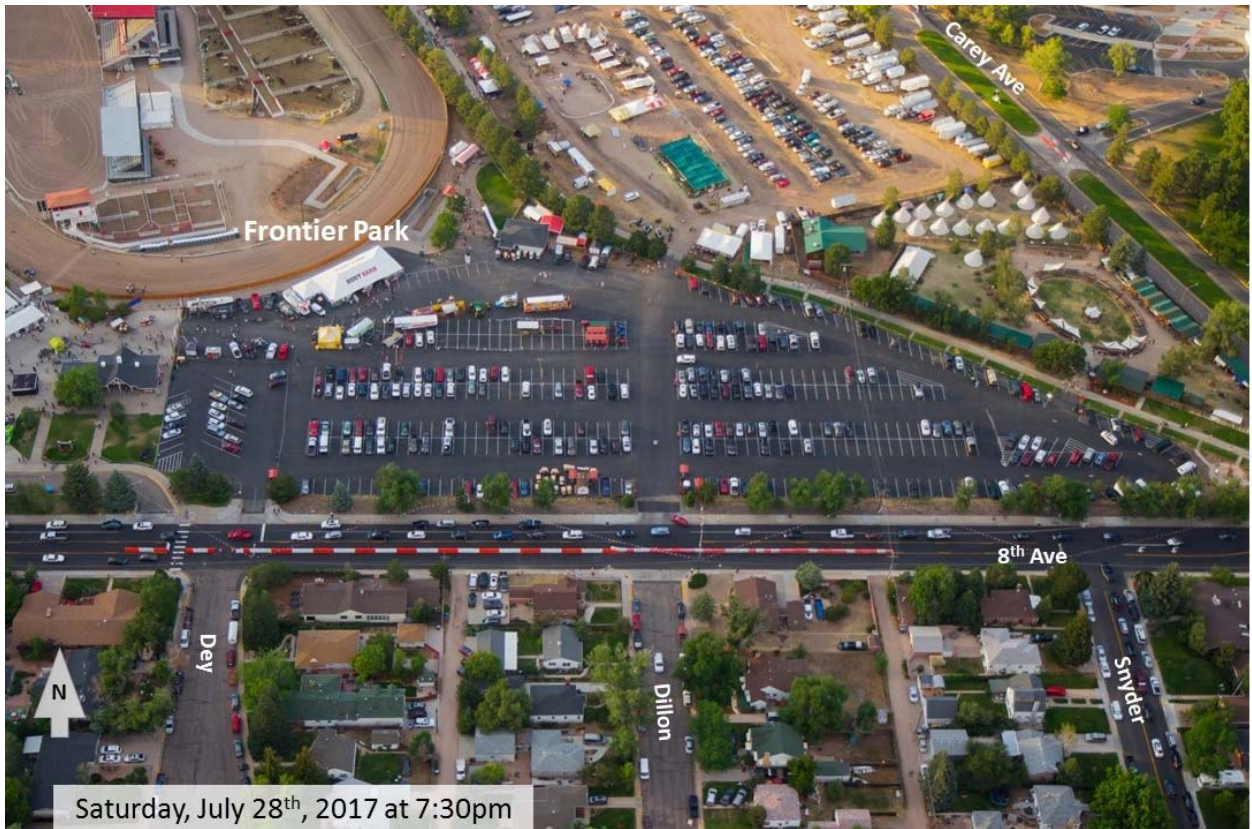


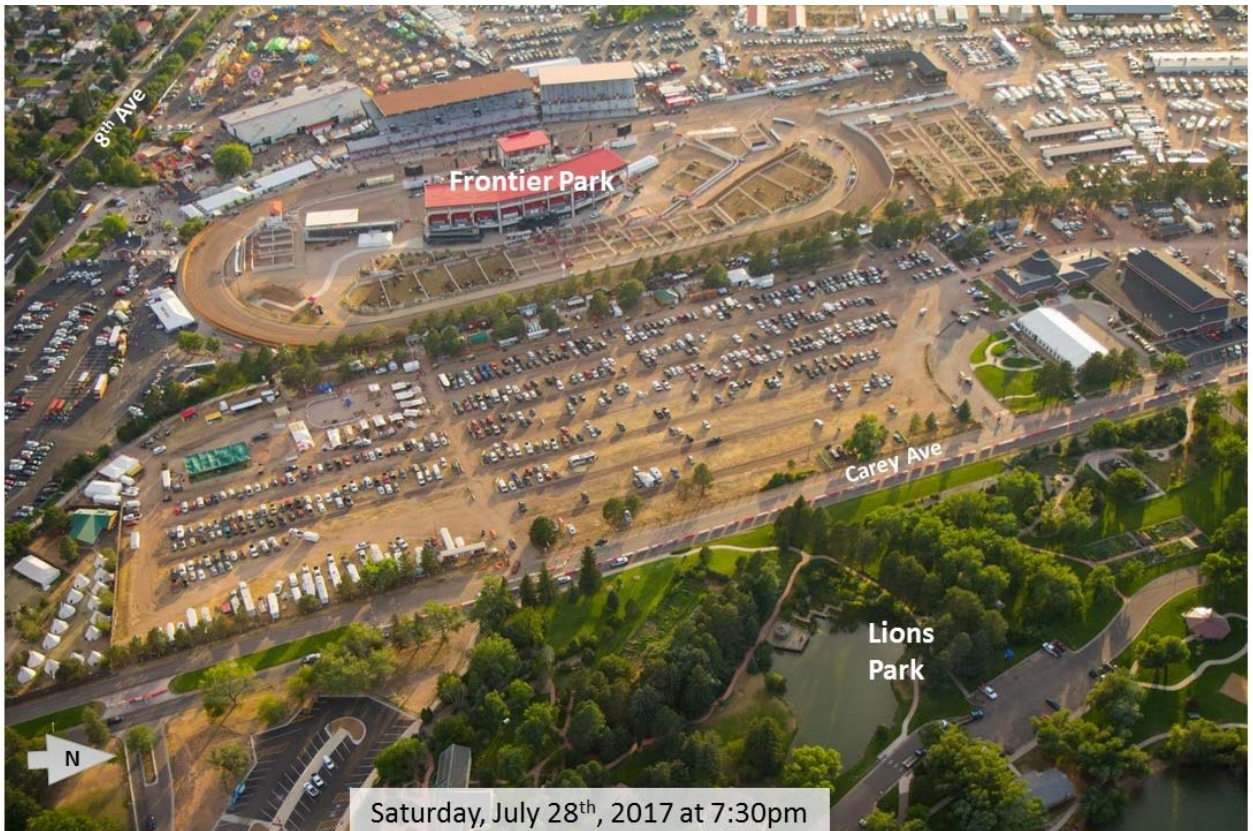












Appendix C:
'Park N Ride' Bus Service Data

CHEYENNE TRANSIT PROGRAM

TRANSIT PROVIDED: 1 BUS

TOTAL EMPLOYEE HOURS: 153.75

TOTAL MILES DRIVEN: 1,000

PERSONS AT STOPS – 2017											
	7/21	7/22	7/23	7/24	7/25	7/26	7/27	7/28	7/29	7/30	TOTAL
STOP	FRI	SAT	SUN	MON	TUES	WED	THURS	FRI	SAT	SUN	
FRONTIER PARK	58	104		105	163	142	71	56	145		844
DOWNTOWN	62	160		133	76	219	128	76	132		986
TOTAL	120	264	0	238	239	361	199	132	277		1830

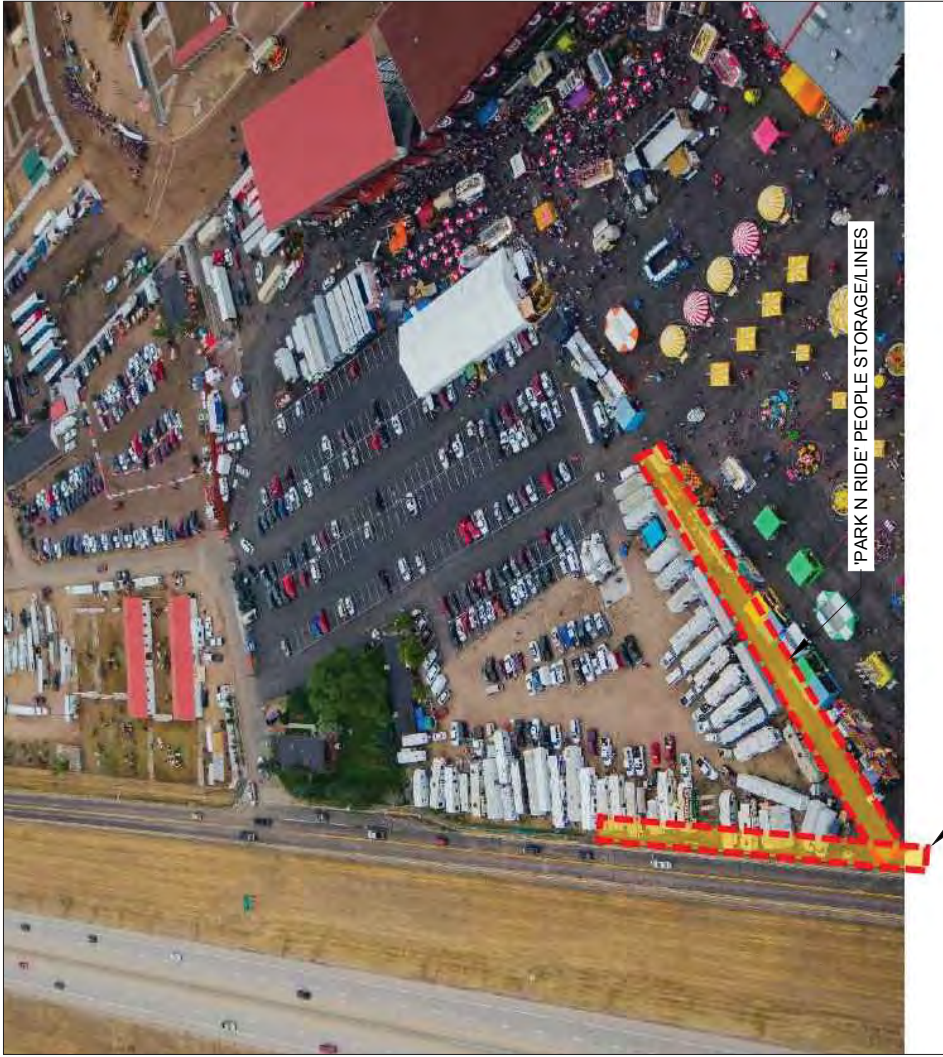
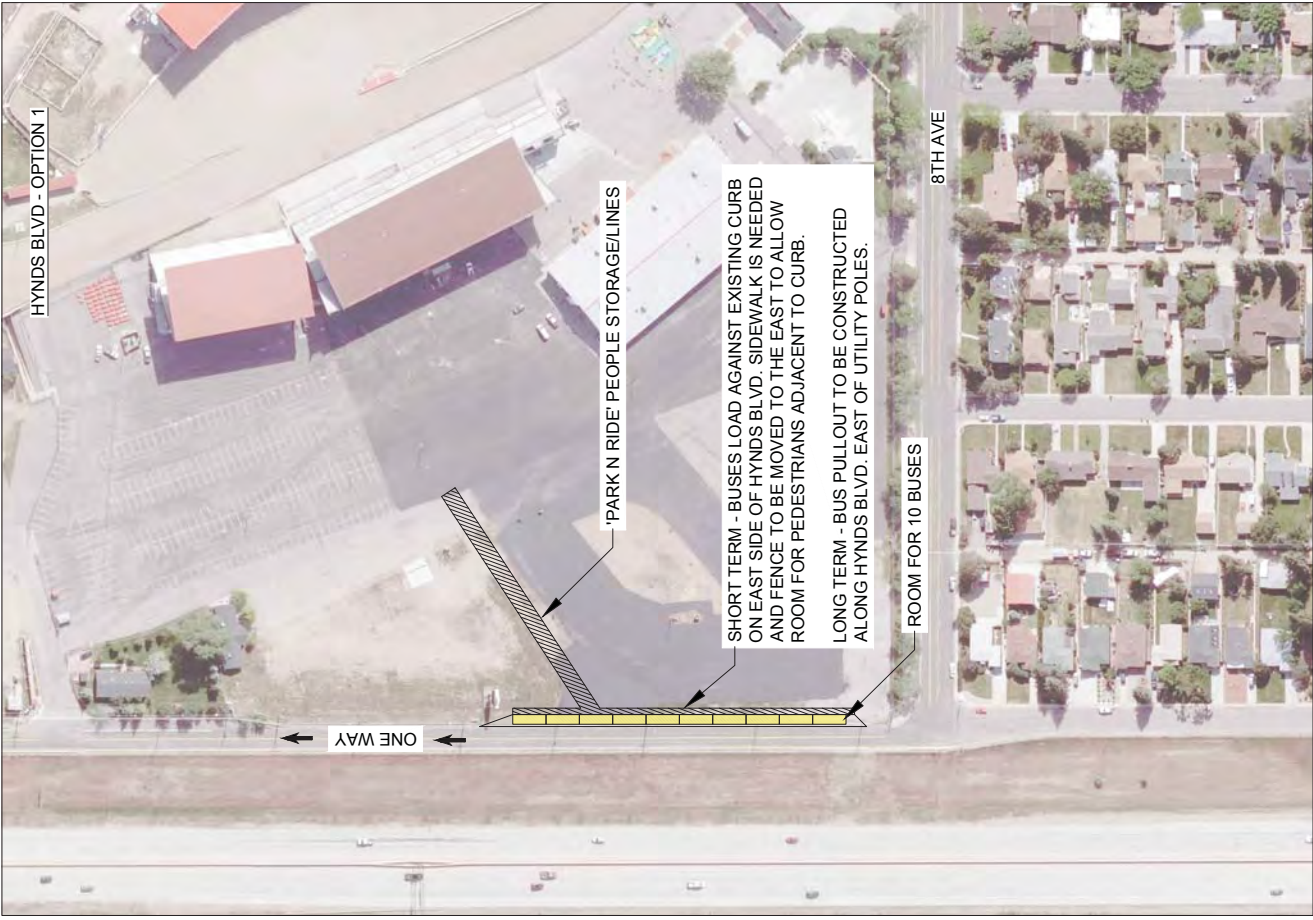
RIDES PER HOUR – 2017																	
	8 A.M.- 9 A.M.	9 A.M.- 10 A.M.	10 A.M.- 11 A.M.	11 A.M.- 12 P.M.	12 P.M.- 1 P.M.	1 P.M.- 2 P.M.	2 P.M.- 3 P.M.	3 P.M.- 4 P.M.	4 P.M.- 5 P.M.	5 P.M.- 6 P.M.	6 P.M.- 7 P.M.	7 P.M.- 8 P.M.	8 P.M.- 9 P.M.	9 P.M.- 10 P.M.	10 P.M.- 11 P.M.	11 P.M.- 12 A.M.	12 A.M.-
ALL 10 DAYS	22	57	155	160	120	53	99	85	170	177	155	184	49	47	114	161	22
GRAND TOTAL ALL DAYS																1830	

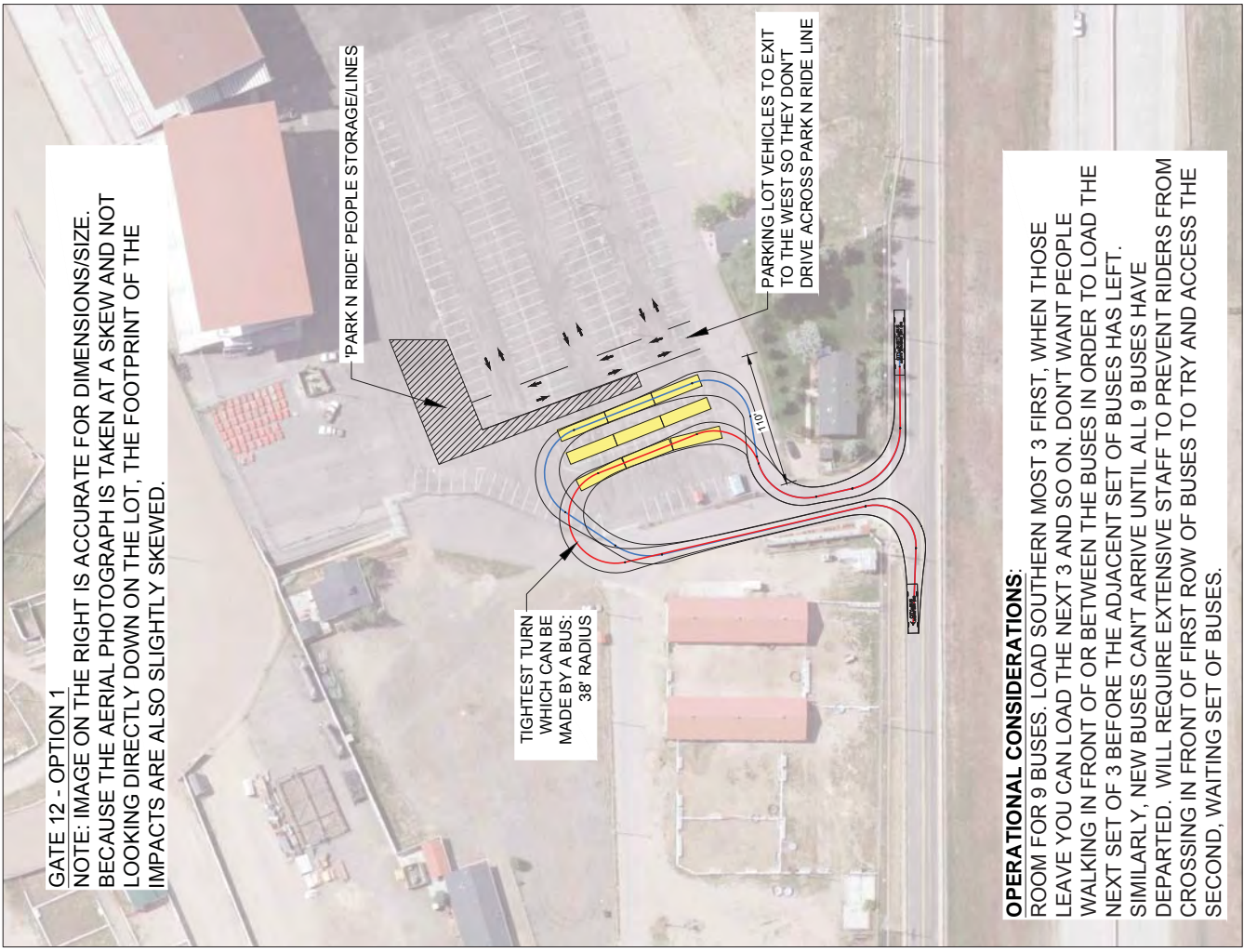
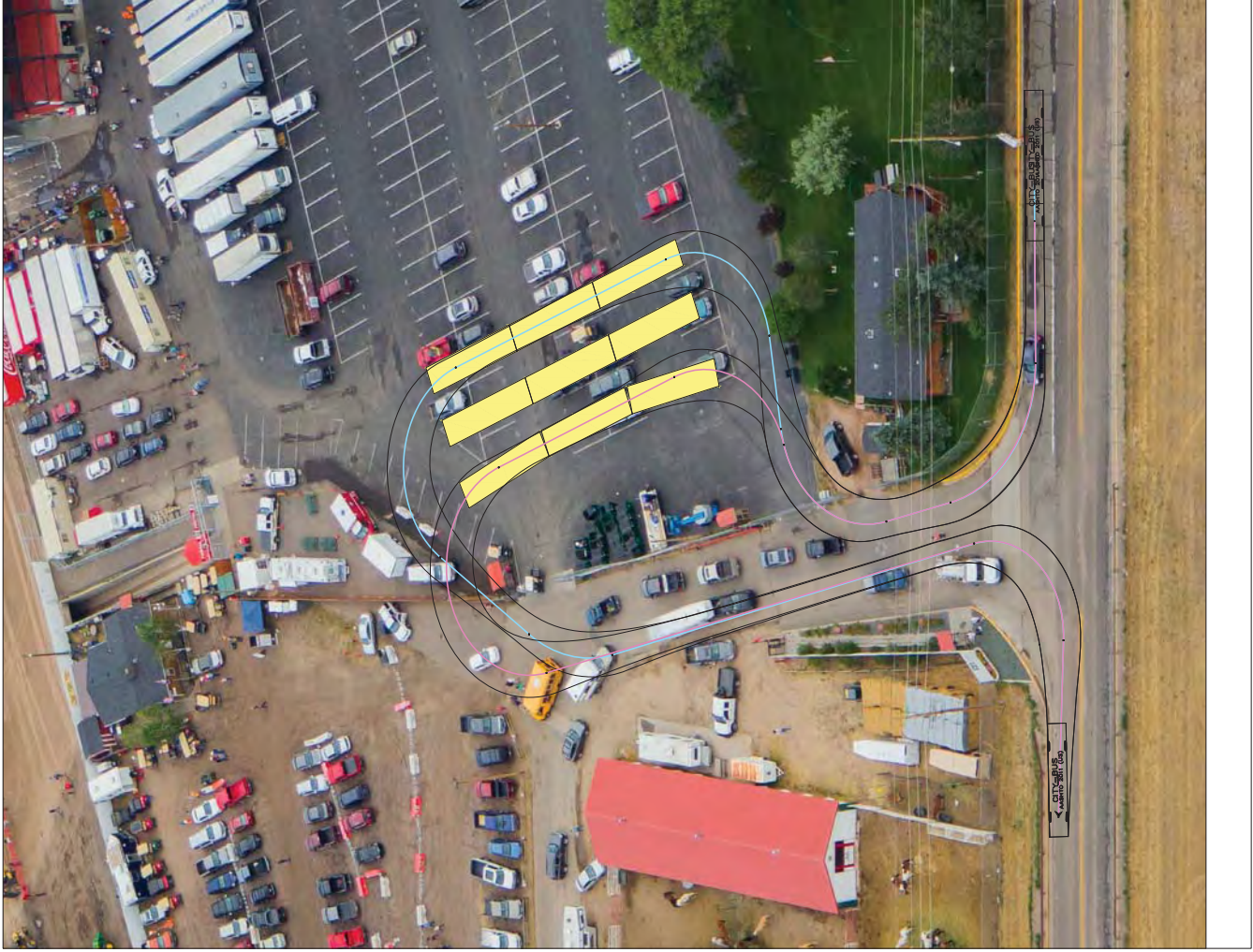
LARAMIE COUNTY SCHOOL DISTRICT No. 1

TOTAL MILES (BUSES): 24,247

TOTAL MILES (SUBURBANS): 2,536

Appendix D:
'Park N Ride' Alternative On-Park Locations





OPERATIONAL CONSIDERATIONS: ROOM FOR 9 BUSES. LOAD SOUTHERN MOST 3 FIRST, WHEN THOSE LEAVE YOU CAN LOAD THE NEXT 3 AND SO ON. DON'T WANT PEOPLE WALKING IN FRONT OF OR BETWEEN THE BUSES IN ORDER TO LOAD THE NEXT SET OF 3 BEFORE THE ADJACENT SET OF BUSES HAS LEFT. SIMILARLY, NEW BUSES CAN'T ARRIVE UNTIL ALL 9 BUSES HAVE DEPARTED. WILL REQUIRE EXTENSIVE STAFF TO PREVENT RIDERS FROM CROSSING IN FRONT OF FIRST ROW OF BUSES TO TRY AND ACCESS THE SECOND, WAITING SET OF BUSES.

GATE 12 - OPTION 2

NOTE: IMAGE ON THE RIGHT IS ACCURATE FOR DIMENSIONS/SIZE. BECAUSE THE AERIAL PHOTOGRAPH IS TAKEN AT A SKEW AND NOT LOOKING DIRECTLY DOWN ON THE LOT, THE FOOTPRINT OF THE IMPACTS ARE ALSO SLIGHTLY SKEWED IN THAT IMAGE.

TIGHTEST TURN
WHICH CAN BE
MADE BY A BUS:
38' RADIUS

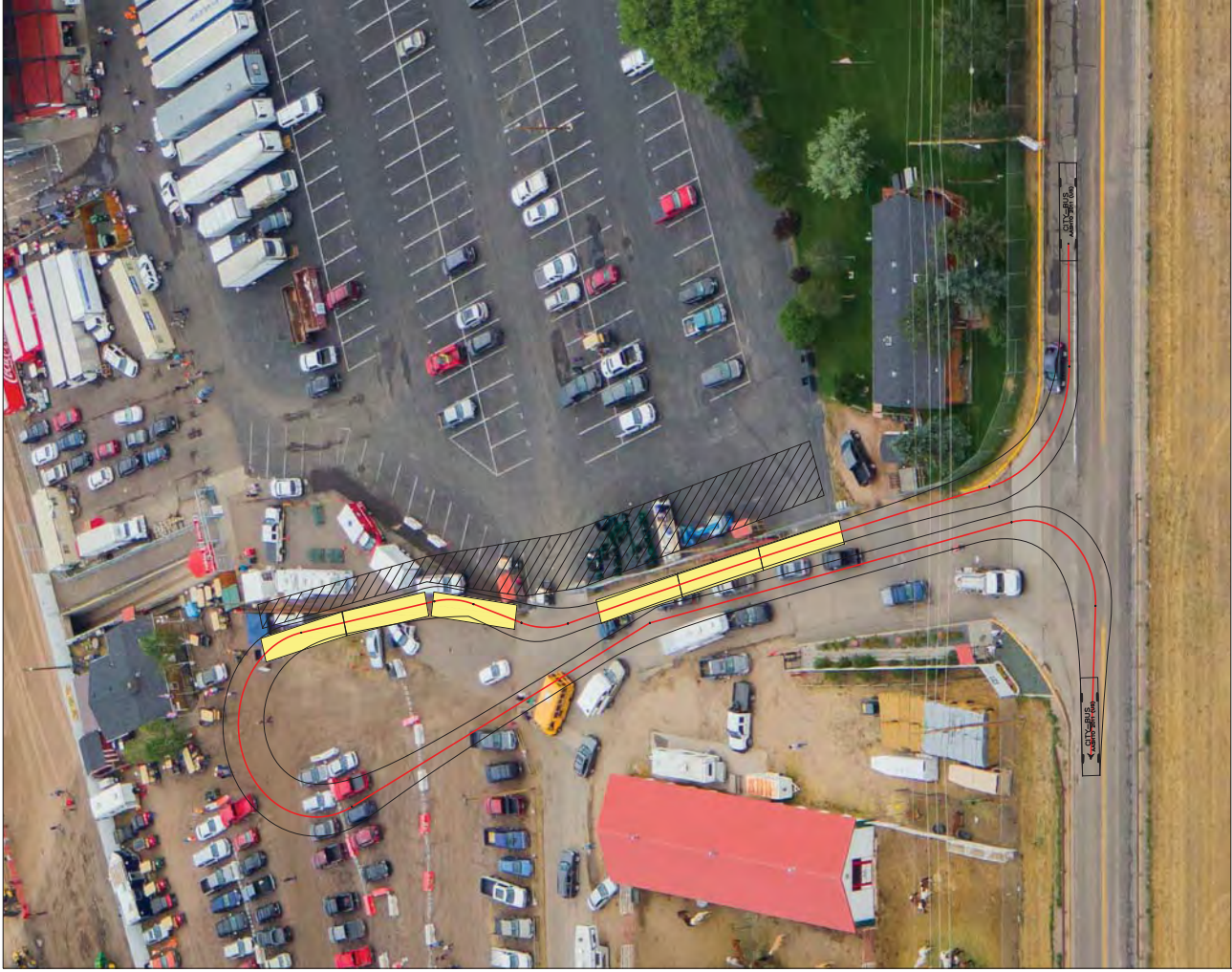
CPD AND EMERGENCY STAGING

'PARK N RIDE' PEOPLE STORAGE/LINES

GATE TO BE CLOSED DURING
EGRESS, ALL VEHICLE TRAFFIC
EXITING LOT TO USE WEST GATE

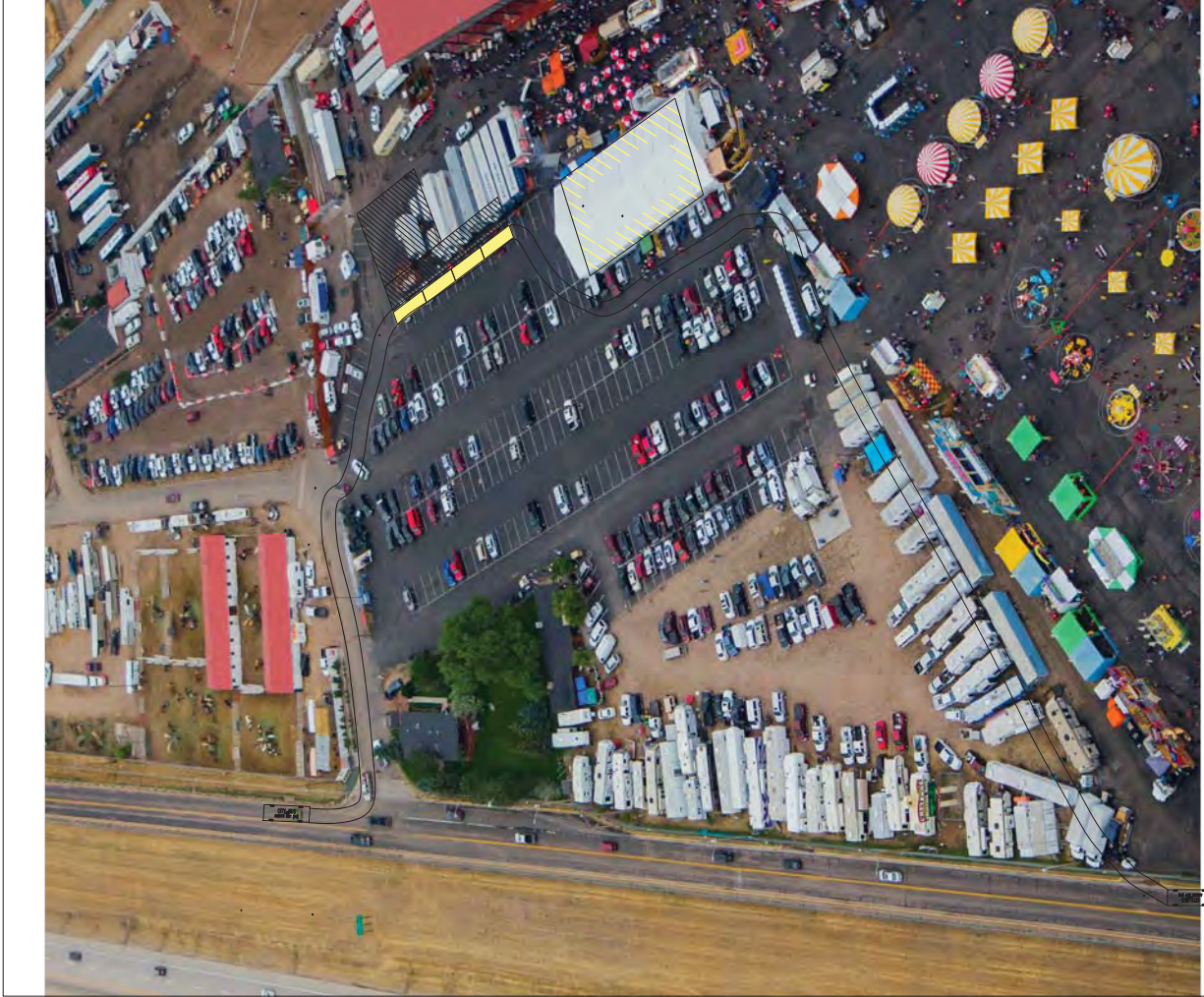
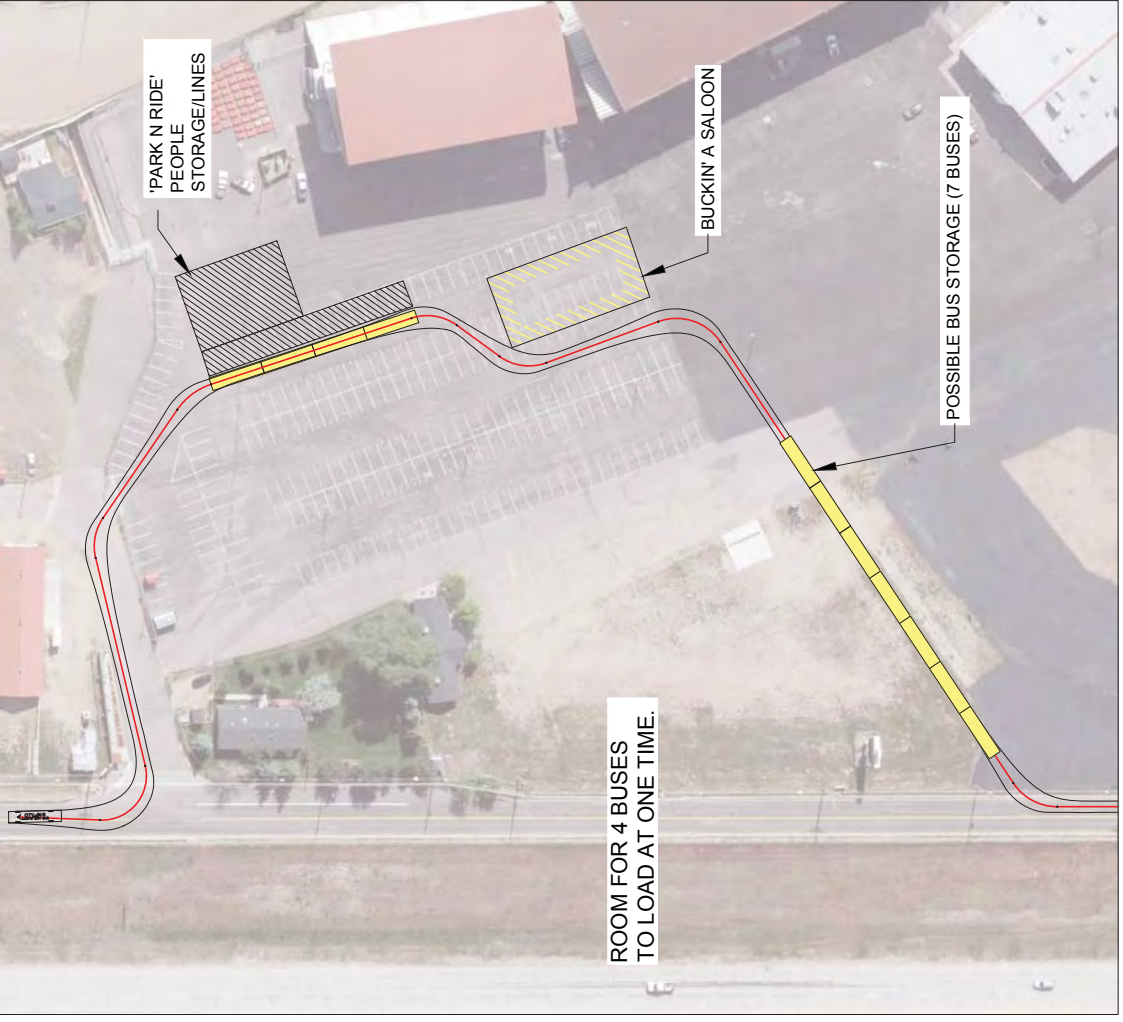
POSSIBLE BUS STORAGE

ROOM FOR 6 BUSES TO
LOAD AT ONE TIME.

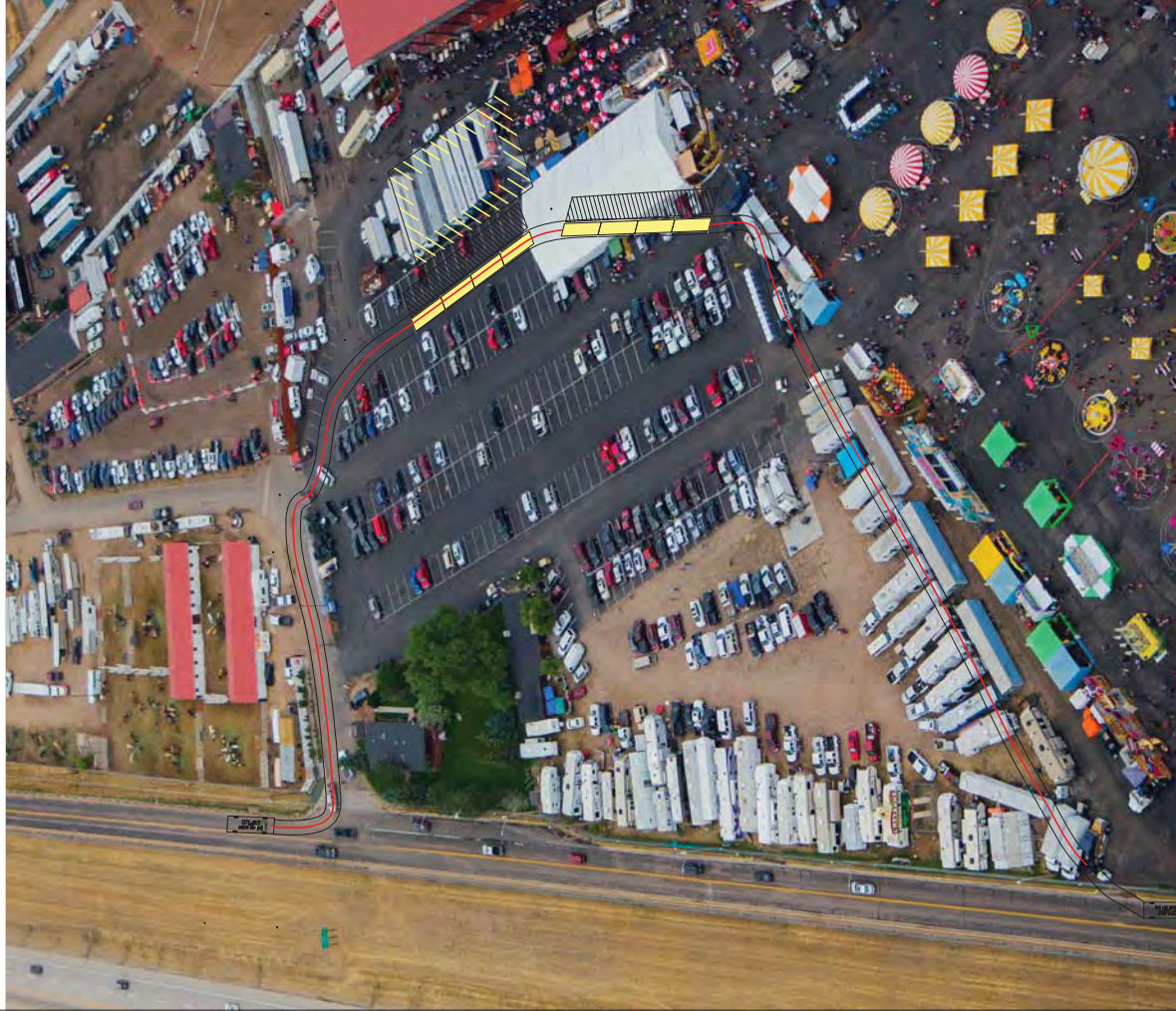
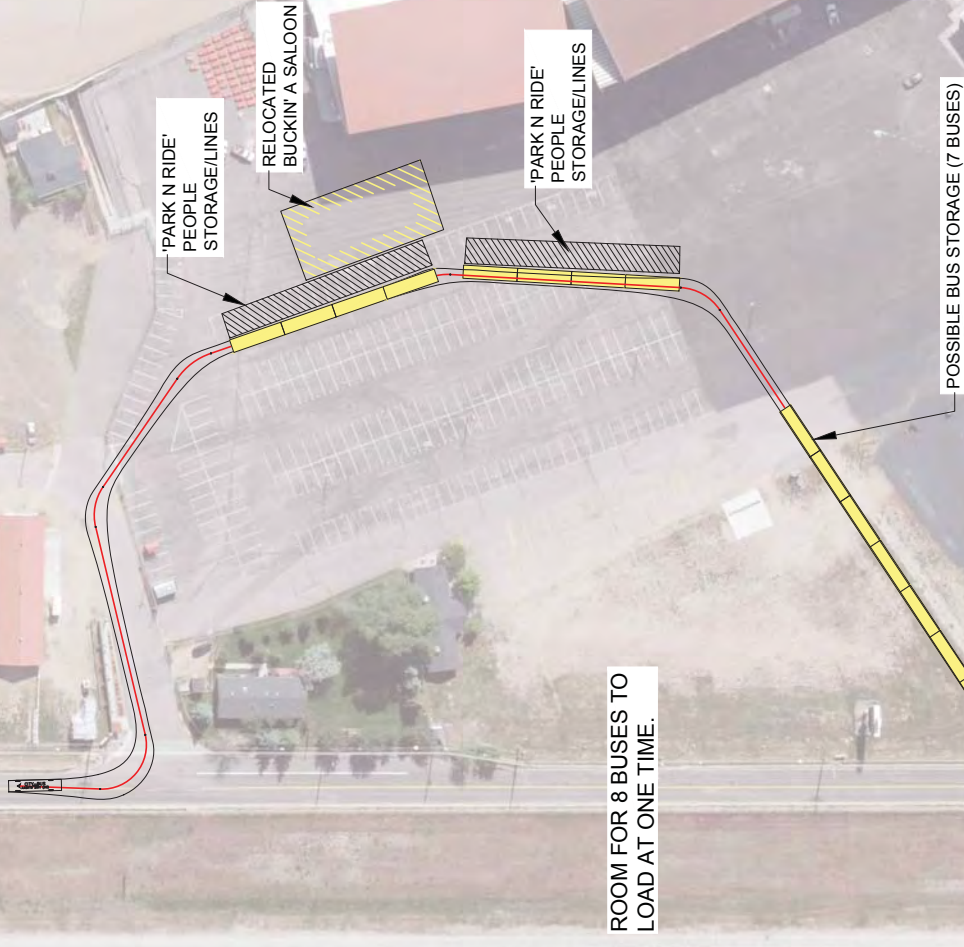


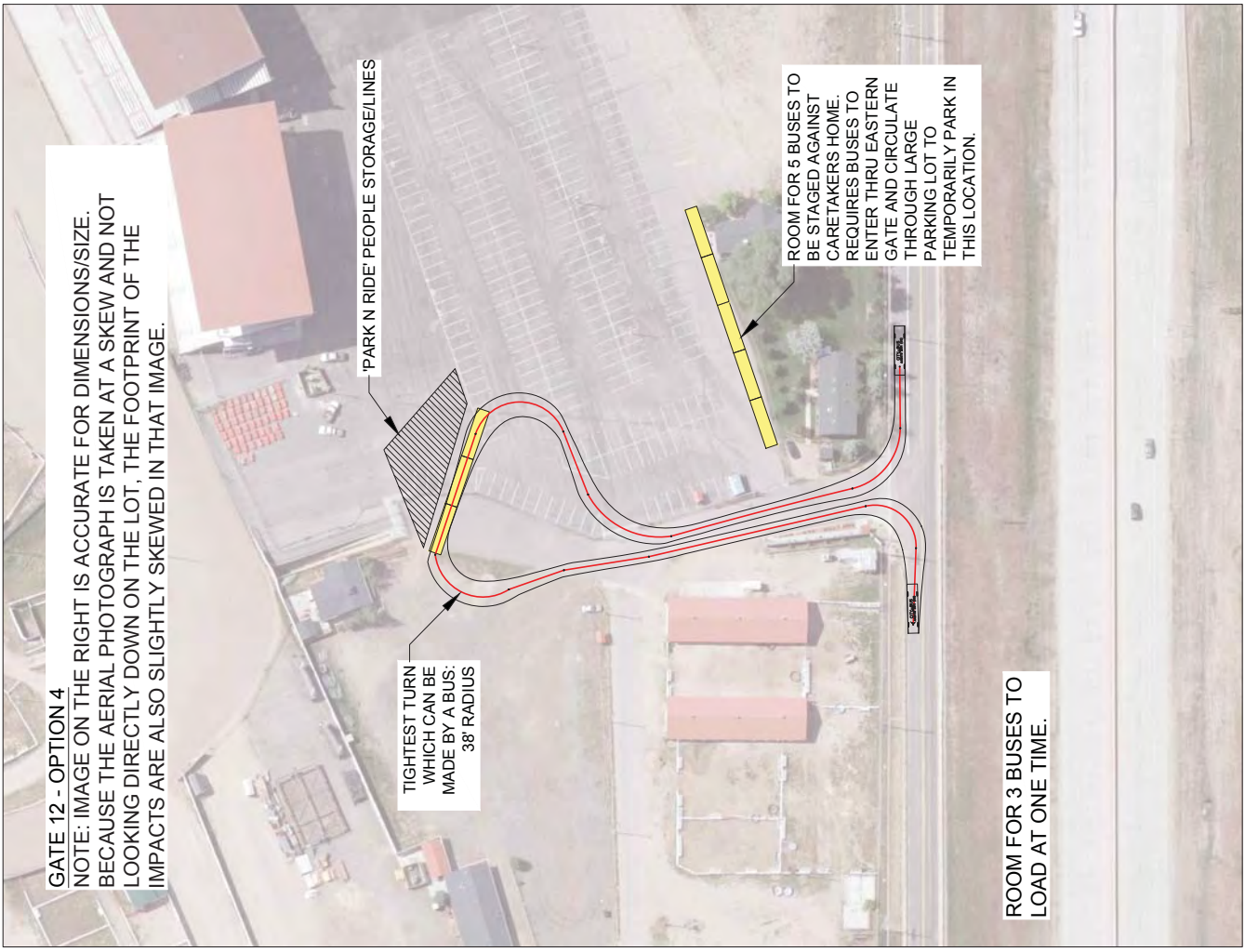
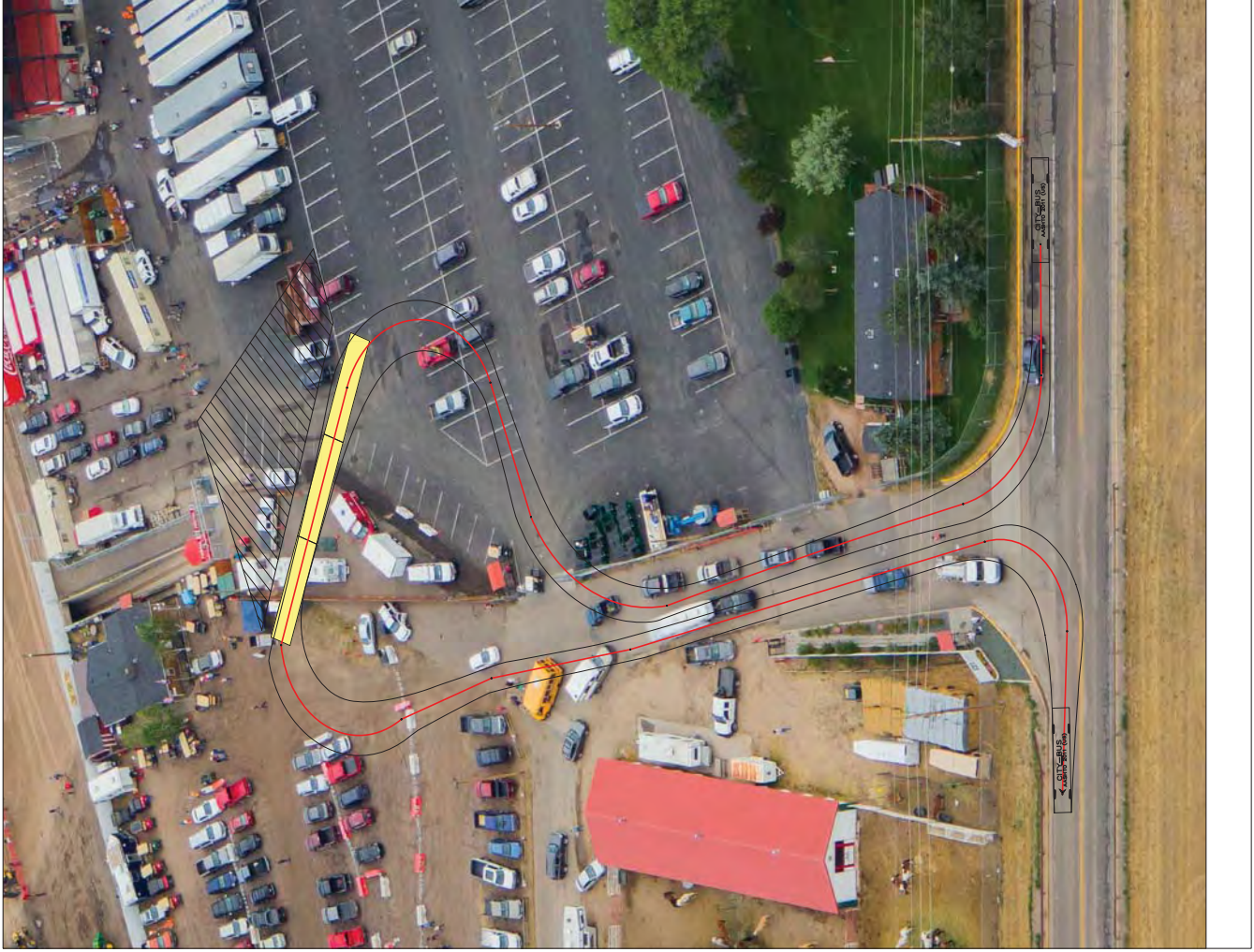
GATE 12 - OPTION 3A

NOTE: IMAGE ON THE RIGHT IS ACCURATE FOR DIMENSIONS/SIZE. BECAUSE THE AERIAL PHOTOGRAPH IS TAKEN AT A SKEW AND NOT LOOKING DIRECTLY DOWN ON THE LOT, THE FOOTPRINT OF THE IMPACTS ARE ALSO SLIGHTLY SKEWED IN THAT IMAGE.



GATE 12 - OPTION 3b - RELOCATED BUCKIN-A SALOON
NOTE: IMAGE ON THE RIGHT IS ACCURATE FOR DIMENSIONS/SIZE.
BECAUSE THE AERIAL PHOTOGRAPH IS TAKEN AT A SKEW AND NOT
LOOKING DIRECTLY DOWN ON THE LOT, THE FOOTPRINT OF THE
IMPACTS ARE ALSO SLIGHTLY SKEWED IN THAT IMAGE.





CAREY AVENUE - OPTION 1

NOTE: IMAGE AT THE TOP IS ACCURATE FOR DIMENSIONS/SIZE. BECAUSE THE AERIAL PHOTOGRAPH IS TAKEN AT A SKEW AND NOT LOOKING DIRECTLY DOWN ON THE LOT, THE FOOTPRINT OF THE IMPACTS ARE ALSO SLIGHTLY SKEWED.

PEDESTRIAN WALKWAY - VEHICLES ARE NOT ALLOWED TO CROSS THIS WALKWAY

LOT 2

LOT 1 - NEW ACCESS
REQUIRED AT
SOUTHEAST CORNER TO
MOVE LOT TRAFFIC AWAY
FROM BUS TRAFFIC

'PARK N RIDE' LINE/PEOPLE STORAGE
NOTE THAT THE LOCATION OF THESE
BUSES LINES UP WITH THE LOCATION OF
THE BUS STORAGE IN THE MASTER PLAN.

SPACE FOR 10 BUSES





OPTIONAL CONSIDERATIONS - EXISTING BUS LOOP WILL NOT BE USED. BUSES NEED TO STAY OUT OF THE EXISTING BUS LOOP TO REDUCE CONFLICTS BETWEEN THE LARGE AMOUNTS OF PEDESTRIANS IN THIS AREA. PASSENGERS NEED TO WALK TO THE WESTERN-MOST BUS FOR BOARDING AND LOAD THAT BUS FIRST.

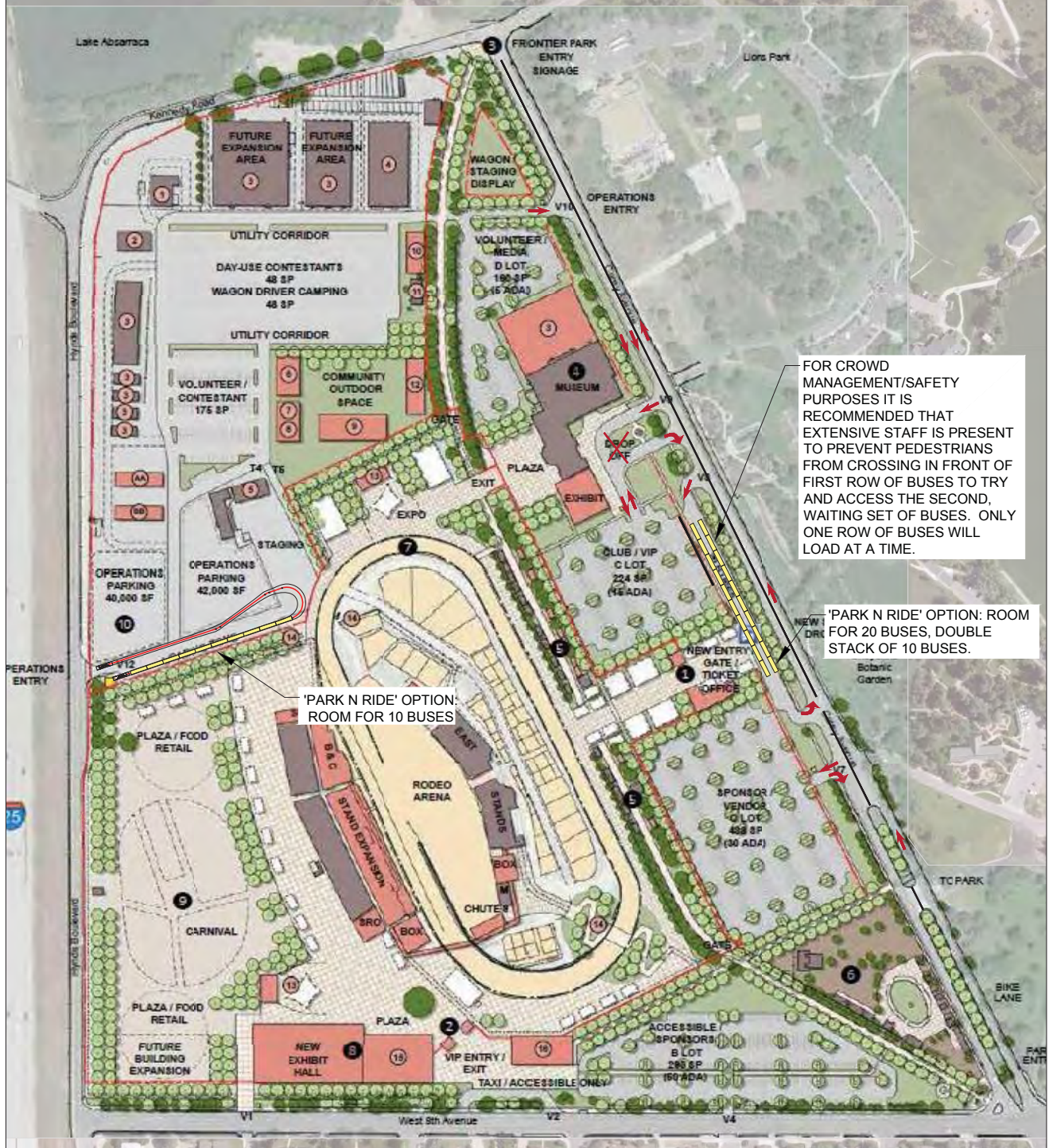
OPTIONAL SHORT TERM CONSIDERATION - 8TH AVENUE IS NOT WIDE ENOUGH FOR BUSES TO MAKE A U-TURN. UNTIL BUS LOOP IS CONSTRUCTED PARK N RIDE BUSES WILL PROCEED NORTH ON HYNDS TO 6TH AVENUE, THEN EAST TO CRIBBON AVENUE AND NORTH TO 8TH AVENUE WHERE THE WILL TURN LEFT ONTO 8TH AVENUE. LOADING WILL OCCUR ALONG EXISTING NORTH 8TH AVENUE CURB LINE. THIS WILL REQUIRE FULL TIME EVENT STAFF AT CRIBBON TO STOP TRAFFIC FOR BUSES TO TURN LEFT.

COWBOY TRIANGLE BUSES WILL LOAD/UNLOAD ON THE NORTH SIDE OF 8TH AVENUE, EAST OF THE PARK N RIDE LOOP.

SIDEWALK ALONG 8TH WILL NEED TO BE WIDENED BY REMOVING LANDSCAPING..

THINKING TOWARD THE MASTER PLAN

- THE MASTER PLAN HAD A "LOADING AREA" OFF OF V12. THIS LOADING AREA WOULD ACCOMMODATE PARK N RIDE BUSES NICELY. WITH THE MASTER PLAN THE IDEA WAS TO CREATE A PEDESTRIAN/VISITOR EXPERIENCE ALL THE WAY AROUND THE TRACK. THIS PARK N RIDE BUS LOCATION WOULD DROP FOLKS OFF NEAR THE PLANNED EXPO AREA.
- THE MASTER PLAN HAS A PARK N RIDE DROP OFF ALONG CAREY AVE. FOR THIS LOCATION TO WORK FOR A PARK N RIDE AREA THE FOLLOWING CONSIDERATIONS SHALL BE MADE:
 - TRAFFIC ON SOUTHBOUND CAREY WILL NEED TO BE RESTRICTED TO ONLY PASS HOLDERS AND BUSES. FULL TIME STAFF WILL BE REQUIRED AT THE INTERSECTION OF KENNEDY AND CAREY TO ENSURE THAT ONLY THOSE FOLKS CAN TRAVEL SOUTH ON CAREY.
 - CONTESTANTS, PARADE WAGONS, ETC. WILL NEED TO USE GATE V12, SUGGEST THAT GATE V10 BE CLOSED OR USED AS AN EXIT ONLY GATE.
 - FULL TIME STAFF WILL BE REQUIRED AT THE BUS LOOP EXIT TO ALLOW BUSES TO TURN LEFT ONTO CAREY. THE INTERSECTION OF 8TH AND CAREY IS TOO BUSY TO ACCOMMODATE PARK N RIDE BUSES IN A TIMELY FASHION.
 - PARENT DROP OFF, SHUTTLE BUSES, TOUR BUSES, UBER AND LYFT WILL BE RESTRICTED TO 8TH AVENUE.



Appendix E:
WYDOT Dynamic Message Signs 2017 Program

SCENARIO PARADE A (JUL 22, 25, 27,29)

GovDelivery- will be sent automatically at 9:00am- please make sure that it went out

Subject:

Frontier Park - Parking Information

Text message:

Frontier park has major parking delays, use Park-N-Ride \$10/car. I-25 Exit 10D. Parking fee includes park entrance. **"Timestamp"**

E-mail:

Expect major delays at Frontier Parking lots due to the parade. To avoid delays, use Park-N-Ride, located off I-25 Exit 10D. \$10 parking fee includes entrance into the park.

Park-n-Ride Shuttle Hours

- **July 21-29:** 09:00 a.m. - 12:30 a.m.
- **July 30:** 09:00 a.m. – 6:00 p.m. **"TIMESTAMP"**

Website

Expect major delays at Frontier Parking lots. To avoid delays, use Park-N-Ride, located off I-25 Exit 10D. \$10 parking fee includes entrance into the park.

Park-n-Ride Shuttle Hours

- July 21-29:** 09:00 a.m. - 12:30 a.m.
- July 30:** 09:00 a.m. – 6:00 p.m.

511 Floodgate

Expect major delays at Frontier Parking lots. To avoid delays, use Park-N-Ride, located off I-25 Exit 10D. \$10 parking fee includes entrance into the park.

HAR

Expect major delays at Frontier Parking lots. To avoid delays, use Park-N-Ride, located off I-25 Exit 10D. \$10 parking fee includes entrance into the park.

DMS:

I-25 NB MP 1.25 :

FRONTIER DAYS PARK-N-RIDE
MAIN PARKING LOTS EXIT 10D
MAJOR DELAYS

I-25 SB MP 14.7:

FRONTIER DAYS PARK-N-RIDE
MAIN PARKING LOTS EXIT 10D
MAJOR DELAYS

I-80 WB MP 373:

FRONTIER DAYS PARK-N-RIDE
MAIN PARKING LOTS TAKE I-25 NORTH
MAJOR DELAYS TO EXIT 10D

I-80 EB MP 356.7:

FRONTIER DAYS PARK-N-RIDE
MAIN PARKING LOTS TAKE I-25 NORTH
MAJOR DELAYS TO EXIT 10D

PDMS

**LOCATION DEPENDANT UPON
AVAILABILITY :**

FRONTIER	PARK-N-
DAYS	RIDE/I25
PARKING	EXIT 10D

Scenario A may be deactivated by a Parking Manager at any time...go to the scenario that they request.

Contacts: Dave ("Skip") Skipper: 307- 630-3463, Roy Sommers 286-4118, Shawn Varland 640-4938 and Bernie Kushnir 631-6283.

The map shows the Cheyenne, Wyoming area with major highways including I-25, I-80, I-76, and US-26. Several electronic message boards are visible, displaying the following messages:

- Top Left:** FRONTIER DAYS MAIN PARKING LOT MAJOR DELAYS (EXIT 100)
- Top Right:** PARK-N-RIDE TAKE I-25 NORTH TO EXIT 100
- Bottom Left:** FRONTIER DAYS MAIN PARKING LOTS MAJOR DELAYS
- Bottom Center:** FRONTIER DAYS MAIN PARKING LOT MAJOR DELAYS
- Bottom Right:** PARK-N-RIDE TAKE I-25 NORTH TO EXIT 100
- Far Right:** FRONTIER DAYS MAIN PARKING LOTS MAJOR DELAYS
- Far Right (Top):** PARK-N-RIDE TAKE I-25 NORTH TO EXIT 100

Red arrows point to specific locations on the map, likely indicating the locations of the message boards. A scale bar indicates 10 miles.

511 Floodgate: Expect major delays at Frontier Parking lots due to the parade. To avoid delays, use Park-N-Ride, located off I-25 Exit 10D. \$10 parking fee includes entrance into the park.

Website: Expect major delays at Frontier Parking lots due to the parade. To avoid delays, use Park-N-Ride, located off I-25 Exit 10D. \$10 parking fee includes entrance into the park. **Park-n-Ride Shuttle Hours:** **July 21-29:** 09:00 a.m. - 12:30 a.m **July 30:** 09:00 a.m. - 6:00 p.m.

SCENARIO [WEEKDAYS] B (JUL 21, 23, 24, 26, 28 AND 29)

GovDelivery-(automatically sent at 9:00 am every day-please check to see that it was sent)

Subject:

Frontier Park – Parking Open

E-mail:

Parking for Frontier Days is open. To avoid main lot traffic use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. Parking is \$10/car and includes park entry. Handicap services available.

Park-n-Ride Shuttle Hours

- **July 21-29:** 09:00 a.m. - 12:30 a.m.
- **July 30:** 09:00 a.m. – 6:00 p.m. **"TIMESTAMP"**

Text message:

Avoid main lot traffic use Park-N-Ride. I-25 Exit 10D. Handicap spots open. \$10/car includes park entry. **"TIMESTAMP"**

DMS

I-25 NB MP 1.25:

FRONTIER DAYS
PARK-N-RIDE
USE EXIT 10D

I-80 EB MP 356.7:

FRONTIER DAYS
PARK-N-RIDE

TAKE I-25 NORTH TO
EXIT 10D

I-25 SB MP 14.7:

FRONTIER DAYS
PARK-N-RIDE
USE EXIT 10D

I-80 WB MP 373.0:

FRONTIER DAYS
PARK-N-RIDE

TAKE I-25 NORTH TO
EXIT 10D

PDMS

LOCATION DEPENDANT UPON AVAILABILITY:

FRONTIER	PARK-N-
DAYS	RIDE/I25
PARKING	EXIT 10D

Website

Parking for Frontier Days is open. To avoid main lot traffic use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D, \$10/car, includes entrance into the park.

Park-n-Ride Shuttle Hours

- July 21-29:** 09:00 a.m. - 12:30 a.m.
July 30: 09:00 a.m. – 6:00 p.m.

511 Floodgate

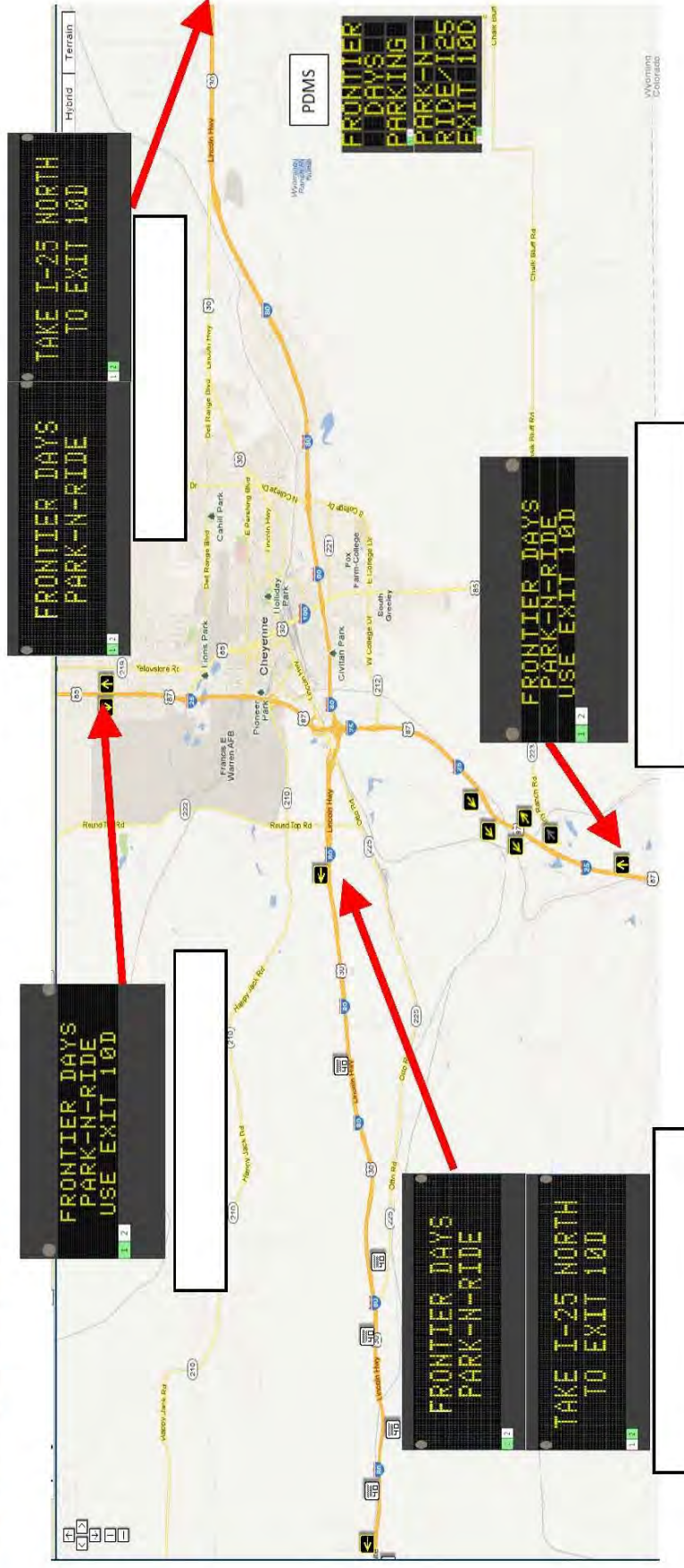
Parking for Frontier Days is open. To avoid main lot traffic use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D, \$10/car, includes entrance into the park.

HAR

Parking for Frontier Days is open. To avoid main lot traffic use Park and Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. Parking costs 10 dollars per car, and includes entrance into the park.

Contacts: Dave ("Skip") Skipper 630-3463, Roy Sommers 286-4118, Shawn Varland 640-4938 and Bernie Kushnir 631-6283

Scenario[Weekdays] B: used from 09:00 to 22:00: July 21(Fri), 23(Sun), 24(Mon), 26(Wed), 28(Fri) and 30 (Sun)



Hazard alert Radio: Parking for Frontier Days is open. To avoid main lot traffic use Park and Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. Parking costs 10 dollars per car, and includes entrance into the park.

511 Floodgate: Parking for Frontier Days is open. To avoid main lot traffic use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D, \$10/car, includes entrance into the park.

Website: Parking for Frontier Days is open. To avoid main lot traffic use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D, \$10/car, includes entrance into the park. **Park-n-Ride Shuttle Hours: July 21-29:** 09:00 a.m. - 12:30 a.m **July 30:** 09:00 a.m. - 6:00 p.m.

SCENARIO C

All main CFD lots are closed, everyone must use Park-N-Ride

Update devices for Scenario C only when a Parking Manager calls

Contacts: Dave ("Skip") Skipper 630-3463, Roy Sommers 286-4118, Shawn [Varland 640-4938](#) and Bernie Kushnir: 631-6283

GovDelivery-manually sent

Subject:

Frontier Park – Parking Full

E-mail:

Frontier Park public parking lots are FULL. Use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. \$10/car.

Park-n-Ride Shuttle Hours

- July 21-29: 09:00 a.m. - 12:30 a.m.
- July 30: 09:00 a.m. – 6:30 p.m. "TIMESTAMP"

Text message:

Main CFD lots FULL, use Park-n-Ride \$10/car. I-25 Exit 10D. "TIMESTAMP"

DMS

I-25 NB MP 1.25:

FRONTIER DAYS	PARK-N-RIDE
MAIN LOTS FULL	EXIT 10D
USE PARK-N-RIDE	

I-80 EB MP 356. 7:

FRONTIER DAYS	PARK-N-RIDE
MAIN LOTS FULL	TAKE I-25 NORTH TO
USE PARK-N-RIDE	EXIT 10D

I-25 SB MP 14.7:

FRONTIER DAYS	PARK-N-RIDE
MAIN LOTS FULL	EXIT 10D
USE PARK-N-RIDE	

I-80 WB MP 373.0:

FRONTIER DAYS	PARK-N-RIDE
MAIN LOTS FULL	TAKE I-25 NORTH TO
USE PARK-N-RIDE	EXIT 10D

Website

Frontier Park public parking lots are FULL. Use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. Parking is \$10/car.

Park-n-Ride Shuttle Hours

July 21-29: 09:00 a.m. - 12:30 a.m.
July 30: 09:00 a.m. – 6:00 p.m.

511 Floodgate

Frontier Park public parking lots are FULL. Use Park-n-Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. Parking is \$10/car.

HAR

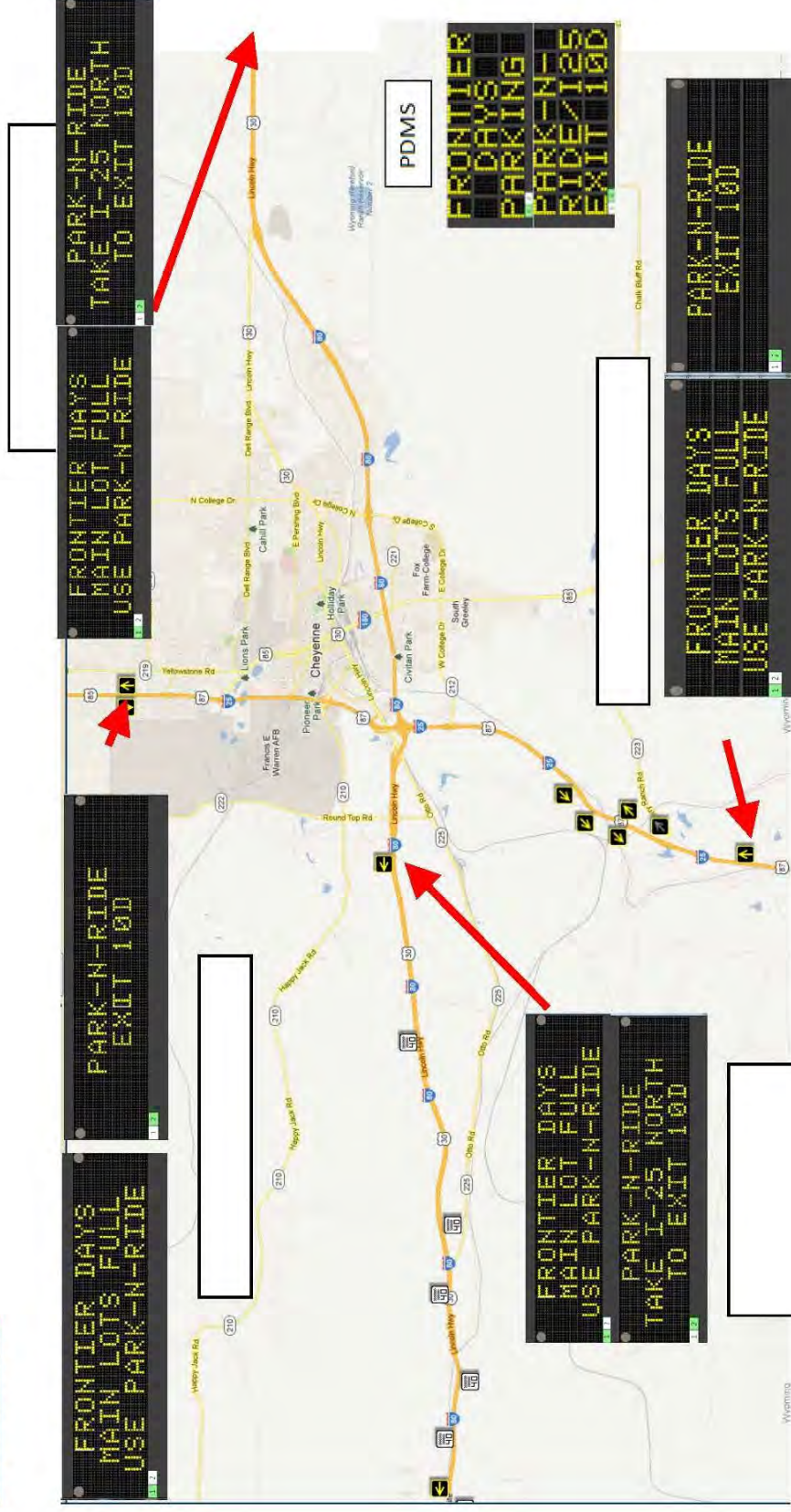
Frontier Park public parking lots are FULL. Use Park and Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. Parking is \$10/car.

PDMS

LOCATION DEPENDANT UPON AVAILABILITY:

FRONTIER	PARK-N-
DAYS	RIDE/I25
PARKING	EXIT 10D

Scenario C:



Hazard Alert Radio: Frontier Park public parking lots are FULL. Use Park and Ride located just off Interstate 25 and Happy Jack Road (Wyoming 210) south of Frontier Park. On I-25, take exit 10D. Parking is \$10/car.

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Appendix F:
Meeting Notes

STEERING COMMITTEE MEETINGS

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE KICKOFF SUMMARY

KICK-OFF MEETING MINUTES – JULY 13, 2017

1. Introductions

CFD – Ron Newnum, Security Chair; Tom Hersig, CEO; Buck Reisner, Security Committee

Cheyenne Transit – Renae Jording

LCSD#1 – Merle Smith, Nancy Nelson, Wesley Fuller

Cheyenne Police Dept. – Howard Smith

WYDOT – Joel Meena, State Traffic Engineer; Mark Wingate, Systems Planning Engineer

MPO – Tom Mason, Director; James Sims

Ayres – Ken Voigt, Darci Hendon, John Davis (via video conference)

2. Steering Committee Role

- a. To serve as a sounding board on study activities, provide input on study recommendations and review public meeting materials.
- b. To assist in coordinating CFD transportation management plan recommendations.

3. Steering Committee Project Expectations

Tom Hersig – Enhance Park-n-ride to reduce pedestrian conflicts and future parking on-site needs, make the Park-n-ride more robust for customers and help the City by putting less traffic and parking off of 8th Ave. Wants the best possible customer experience.

Joel Meena – WYDOT will open the closed southbound off-ramp at the old Missile Drive Ramp at I-25 interchange which isn't ideal but will work this year for the Bull lot. Kennedy and Central Ave. has always been an issue. WYDOT has studied a signal warrant at that location and it isn't warranted. WYDOT does do temporary signals at other locations, such as at Devil's Tower for the motorcycle rally, so it is a possibility. Need to keep people/vehicles safe.

Howard Smith – Customer service and safety is a priority. Usually this is a pretty smooth 10 day event with some interesting challenges. Make it safe.

Merle Smith – LSCD role is to help maximize passenger service. Need to eliminate the dents in the LCSD#1 buses from golf carts collisions / limit damage to buses. A bus priority system would be very helpful. Wants to help in the most efficient and effective way. Customer service.

Nancy Nelson – (Park-n-ride supervisor) Hynds Street is narrow, especially when buses and large trucks with mirrors are trying to both be on that road. Wants Hynds Street to operate one-way during CFD. Randall and Pershing – the green time needs to be longer, only 2 buses can get thru now to get off the off-ramp and onto Hynds Street.

Buck Reisner - Would like to minimize 'red shirt' (security committee) and Cheyenne police officer time in the streets (directing traffic).

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE KICKOFF SUMMARY

Renae Jording - Being stuck in traffic is the largest concern for City Transit. Renae indicated that CFD puts a heavy strain on their transit buses, which are not designed for over capacity passenger loading and perhaps they can help in a different way. CFD Park-n-ride is hard on their smaller buses.

Mark Wingate – Will support Joel Meena

Ron Newnum – Wants to improve customer service. If there is a better way, then let's do it.

4. Review of Project Scope of Services

- a. Match-up with expectations
- b. Review of Daily Data Collection Plans – The group indicated that the last Saturday is by far the busiest day and that data should be collected on that day and that Ayres should be making field observations on that day rather than the first Saturday. The night show crowd could be 25,000 on the last Saturday, plus 10,000 at the park.

5. Next steps/schedule

- a. “Before” one-on-one interviews with Steering Committee - Completed July 12, 2017, interview notes will be sent to each entity for review prior to sending out to the steering committee.
- b. Data collection and observations during Frontier Days
 - i. Intersection traffic counts – Joel indicated he considers it “a necessity” to have both during and after counts CFD intersection counts at Kennedy/Central and Pershing/Randall/Hynds to show what the traffic increase is at these locations is during CFD to allow WYDOT to justify improvements.
 - ii. Aerial photography – will be flown to document parking, traffic and pedestrian conditions at noon, 4:30 and before dusk on Wednesday and Friday.
 - iii. Field interviews – Per Tom Hersig, CFD has CFD sponsors that do surveys just outside the front gate. Tom H. does not want the patrons to get overloaded with surveys. At the Steering Committee meeting it was agreed that Ayres will not do on-site surveys of patrons, just surveys at the Park-n-ride lot. In a follow up email discussion between Tom and Darci it was decided to try and do one night of interviews AFTER the concert let out of patrons waiting in the Park-n-ride line. The concern is that after the night show, people who get off the bus at the Park-n-ride lot will be only interested in getting to their cars and leaving, not answering survey questions.)

Ayres will interview patrons at the Park-n-ride lot after the rodeo on one day and at the Park-n-ride line at Frontier Park after one night show.

CFD will provide Ayres with the previous years' survey results as some questions were previously asked about Park-n-ride. CFD agreed to add some of the Ayres survey questions to their customer surveys.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE KICKOFF SUMMARY

- iv. Listening Log – CFD already does an e-mail blast to all ticket holders at the end of show with marketing questions. Darci will get with Tom Hersig right after the Steering Committee meeting to have him add a few of our Park-n-ride questions to his survey.
- c. Debriefing meeting with stakeholders – this has been set for August 3, at 9:00 a.m. at the CFD Headquarters conference room. It will be one large group meeting, not one-on-one debriefs. Tom Mason will send out a meeting invitation. Ken and John will participate by video conference.
- d. Interim recommendations to CFD Board
- e. Second steering committee meeting – September
- f. Public information meeting – late September/early October
- g. MPO TAC Meeting – November 15th
- h. Final recommendations for existing Park configuration and Master Plan Park configuration submitted end of November
- i. Review of recommendations by steering committee - December
- j. Presentations to Plan Commission, City Council

Discussions:

More green time needed: LCSD#1 indicated that they need more green time at two locations (1) Pershing and Snyder and (2) Pershing/Randall/Hynds. Joel Meena said that he can make that happen this year for the Pershing/Randall/Hynds intersection. It was discussed that the time frame for extending the green should be 5:00 – 8:00 p.m. and 11:00 p.m. to 1:00 a.m. each night of CFD.

{In subsequent discussions following the Steering Committee meeting, Joel forwarded this information to the Ayres team: “We determined there is a pre-empt loop that appears to be working properly, so we enabled PE 4 and tested it in the field, and it appears to be working properly. While there, I removed red lock from phase 8 as it appeared to be calling that phase unnecessarily. I also enabled MOE logging so we can better determine how the intersection is operating and I also verified that it is logging preemptions as well.” – Lee Roadifer, WYDOT Signal Systems Engineer. Joel Meena said, “We {WYDOT} plan to have more green time as requested for the ramp. When traffic stacks half way up the ramp a special routine will kick in to clear the ramp traffic queue.”

Bus Transponders: Joel Meena said that we ought to look at a bus priority system for the Park-n-ride route. This would require each bus to have a bus transponder. Perhaps it could be implemented next year. Joel recommended we ask the FHWA to fund an evaluation experiment as a potential funding source.

Travel Times for Buses: Ken would like a summary of travel times for buses to and from the Park-n-ride.

Egress on Carey Avenue: After the night show, approximately 10:30 pm, the Security Team moves traffic cones on Carey to provide 2 “bump out lanes.”

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE KICKOFF SUMMARY

SUMMARY OF DATA COLLECTION CHANGES BASED ON STEERING COMMITTEE DISCUSSIONS:

- Traffic data will be collected by WYDOT at the following 5 intersections:

1. Central and Yellowstone
2. I-25 Central Exit NB Off-Ramp (WYDOT exit)
3. I-25 Central Exit SB Off-Ramp (WYDOT exit)
4. 8th Avenue and Central Avenue
5. 8th Avenue and Warren Avenue.

WYDOT will collect this data on Sat. 22nd, Wed. 26th, Fri. 28th, and Sat. 29th for 24 hours at each location.

WYDOT will collect this data again once CFD is over to identify a traffic baseline. WYDOT will process these counts via Miovision and provide the data to Ayres.

- Ayres will collect traffic data at the 10 intersections indicated on the attached map on Wed. 26th and Sat. 29th at the times indicated on the map. This is a change to collect traffic data on the final, busiest, Saturday of CFD.
- Ayres traffic engineers will be doing onsite observations on Wed. 26th and Sat. 29th. This is a change to collect data on the final, busiest, Saturday of CFD.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

CFD DEBRIEF MEETING – 8/3/17

Steering Committee –

Tom Hersig – CFD CEO

Buck Reisner – Incoming CFD Security Chair

Ron Newmun – Current/ Outgoing CFD Security Chair

Rena Jording – City Transit (CTP)

Nathan Beauheim – City Traffic Engineer

Joel Meena – WYDOT State Traffic Engineer

LCSD1 –Merle Smith, Nancy Nelson, Stephanie Ashworth, and Jim Rudell

James Sims – Metropolitan Planning Office (MPO)

Cheyenne Police Dept. – Lt. Howard Smith & Lt John Gay

Ayres staff – Darci & Barbara; Via Video: John & Ken

AROUND THE ROOM – WHAT WORKED & WHAT TO IMPROVE

Nathan Beauheim–

- good: traffic control at Central & Kennedy. Had 4 officers there to make it work. Generally happy with traffic plan and implementation.
- N/S signal timing at Pershing & Central were changed, but perhaps wasn't needed as the signal logs indicated they were only implemented a few times.
- Improve: Randall & I-25 signal issues (timed out).
- Communications – both making a decision and getting the word out. Communications – specifically, how to get the message out that lots on park are full. He did see messages on I-25 saying the lot was full and directing to park n ride.

Discussion

Ron – has not used but has an option for radio station.

Lt. Gay – thought about suggested using the app for 'Real' time blasts. Ron – discussed that it could be an option going forward.

Tom – park n ride was utilized perhaps more than in the past. They send email blasts 2 days before the day about park n ride. Could look at app ad beacon system, especially to the north, to be able to ping people.

Ron – this was on the list for this year but didn't get that far for a beacon system blast to get information out about parking.

Darci – looked like the only email on park n ride was with concerts...? Tom – might double check other items, patrons should have received a first blast before-hand, then a follow up before the night shows.

LCSD - Stephanie Ashworth

- Good – The ability to change the bus route from using Pershing/Randall to using Snyder-24th-Missile when there were issues. Having that plan in place was good.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

- Hardest – right turn movement at corner of Snyder and 8th because of cars parked at intersection. They had one incident with a bus clipping an SUV on the corner and couldn't make the turn because a large truck was headed north. Even 5 more feet of 'no parking' would help the buses.

Discussion

Lt. Gay - consider doing a traffic pattern only at egress where vehicles can't come north all the way to 8th Avenue, they would have to turn east or west on 6th and/or 7th Street. This would require more manpower to stop traffic from continuing north and getting to 8th Avenue.

Jim Rudell – conflict problem with cars turning left onto 8th from Snyder and cars turning left from Snyder onto 8th - buses need the center turn lane or an extra 5' on both sides of Snyder (push parking on Snyder south by 5') to make the turns easier.

James Sims–

- Issue – took an hour and half to get off property at park n ride on Wednesday. ... unsure on exact time but it took a while to empty it.

Discussion

Ron – Wednesday is normal for those lines to be longer because people aren't staying at the park property longer after the concert.

Tom – why does it takes so long # buses or loading?

LCSD – Big thing was loading all four buses and pulling out with new buses following them in all at once so they reduce pedestrian conflicts. Also being stuck in traffic can be an issue.

James – maybe there's a way to load 8 buses instead of just 4 at a time....?

LCSD - that could be dangerous at current location, cannot fit that many buses in the loop but unsure about... loading buses on Dillon? Would that speed it up or actually slow it down? Plus it could increase pedestrian conflicts.

James – if people are waiting minutes and hour in line people aren't going to use it next year.

Tom – might need to rethink where the buses are. Let's come up with potential changes to get people out of the Avenues because there are so many issues in the Avenues.

Ken – look at opportunities that will help in the long run and not create a snowball effect somewhere else. Look at overall solution, not just tweaks.

Ron – concern with street loading because of other vehicles that are loading in that same location (taxis, Uber and generally lots of people on the sidewalks. Keep that in mind.

Ken – overall, doing a good job using limited resources at crunch time.

Lt. John Gay –

- By and large things went smoothly. During daytime they had good luck to have extra officers that were given traffic control training right before the event. This may not be the case in the future.
- Didn't work – rodeo exiting traffic volume getting them away from the park. There were conflicts with buses stopping with the arm out and flashing red lights, which means "do not pass". This caused delays as vehicles didn't know if they ought to pass the bus. [Following the meeting Merle Smith confirmed that LCSD buses do not have to use lights and arm when they are being contracted out for non-school activities. Next year they will not use the lights and arms when loading buses on the curb.]

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

- If there was a smoother constant rotation between buses going in and out and a few cars at a time that would be better. Example – Wednesday night he was out there pushing as many cars through as many as possible, then moving the buses to keep a steadier flow. Might have added a little time on buses but not much. If 8th gets backed up with cars then nothing can move, so sometimes the cars need to take precedence over the buses. Priority is clearing traffic, at egress we need continuous movement.
- Communication with bus locations could help.

Discussion

Nancy (LCSD) - they're trying to get that smoother movement but buses get stuck in traffic, etc.

Lt. Gay- need to communicate priorities to everyone so everyone is on the same page.

Darci – pedi cabs, how did that go this year?

Lt. Gay – better, but need to communicate again. They need to stay off grass and sidewalks.

Need to follow traffic rules and operate as a car.

Nancy – on the corner of Dey & 8th she saw pedi cabs coming up Dey and parking on the left side of road coming in front of traffic and was concerned for safety.

Lt. Gay- he sent an email to the owner and gave them an alternative location so they could try to remove the conflict.

Ken- saw one go thru a red light.

Lt. Gay- need to explain the rules again. The next go around they'll start giving tickets.

James- Were there vehicle crashes?

Lt. Gay- a couple of disabling accidents further down in the Avenues, none that he was aware about on 8th Ave. Carey & 8th (turning from Carey onto 8th going west). Restricted right hand turn there for trailers because they have to take 2 lanes of traffic to get their trailers to go around the corner. They had to issue a number of tickets there. Trucks and trailers there affected other traffic.

Ron – they were encouraged to go out on Hynds but they didn't listen.

Tom – think they forgot signage at C lot telling them which way to get out and go to C lot.

Darci – also saw that with buses and Coca Cola truck trying to make that turn.

Nathan – when they rebuilt that intersection they tried to make it better for pedestrian visibility – pillars are in the way of seeing a pedestrian on the corner. Made the radius as big as they could but still keeping pedestrian visibility.

Lt. Gay – not sure what the solution is there. Pedestrians west of the bus circle people were jumping out into traffic to get across 8th Ave. The pedestrians jumping out there are causing back-ups and ripple effect, when one pedestrian goes across the road many more follow. Need to either make a restriction or get more security team keeping pedestrians on sidewalk until directed to cross the street.

LCSD, Jim Rudell –

- During the day it worked pretty well.
- At egress it bottlenecked.
- Hynds would be nice to load from and exit without turns. But unsure how that would work...
- Pedi-cabs caused conflicts in the Avenues by pulling out in front of buses.
- They had security directing buses and in one instance they were directing people in between buses which was a concern.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

Discussion

Ron – they'll address that conflict because they don't want that to happen.

Jim – in the circle it only happened a couple times that pedestrians crossed between buses. But on the road it was concerning.

- On Wednesday when Pershing was shut down to one lane at I-25/Randall they had to go down to 24th. Why was Pershing down to one lane?

Discussion

Howard – gridlock because of Pershing south traffic, too much traffic at the light/intersection, people were parking on the roads all the way to Randall.

Jim – got stuck at that off-ramp while driving a bus. Perhaps better communication would help.

Howard – could have done better telling officers at the intersection that buses were a priority and needed to be moved through.

Ken – observed that and the whole thing was gridlocked with no place to move.

Jim – could have pushed buses first then let everyone else move might have helped a bit.

James – when that went into gridlock for minutes/hour that was the only place he saw gridlocked, all other roads seemed to be working fine. Maybe change bus route?

Howard – they were there not just because of the signal timing issue, but more because of the amount of people leaving the Avenues. Officers were in place directing traffic there before the signal malfunction.

Jim – exiting the bus loop was phenomenal. The only thing we could see improved a bit would be shutting down traffic on 8th to get buses into the loop was a bit quick, sometimes the buses hadn't turned the corner from Hynds to 8th and they were shutting down cars on 8th. Officers could wait to close traffic off until the busses are queued up to pull into the loop.

Joel Meena –

- Saw quite a few cars following the buses onto Missile Drive/I-25 SB off-ramp. Maybe add some signage.

Discussion

Nancy - informed drivers that that might occur.

Jim – backfill that area on the end of the U-turn, even 5' area, to avoid breaking that concrete (off I-25 onto Missile Drive ...).

Joel – watched the light at Pershing/Randall/Hynds on Friday night and didn't see issues but that was earlier in the evening. He was aware of equipment failures. They are upgrading signals city-wide and those will be running by next years CFD. That'll have better communications on failed intersections right away so they can be fixed. City maintains the signals, the TFC will be able to communicate to WYDOT and they can contact the City to fix. He didn't witness stacking on the interstate.

Nancy - buses were backed up all the way to the interstate on the I-25 NB off-ramp at Pershing/Randall/Hynds on Wednesday and Saturday (29th) at night show egress times.

Joel – need to stop traffic ahead of time so there's no stopping/ backing up on interstate.

Joel – FLAG for WYDOT to be on the hook to avoid that, backups onto the interstate are a failure and unacceptable.

Jim – could possibly help traffic to move to other routes.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

Nancy – getting stuck on Pershing can be an issue. Buses using 24th Street were making the loop faster than buses using Pershing, but you never know about trains coming and slowing that route down.

Jim – look at a new route altogether.

Joel – DMS signs were not showing correct messages. Need to ensure they're good messages and direct people to park n ride.

Ron – correct to have people to park n ride instead of no parking in park. Joel – what didn't work will be addressed sooner than later because they will be replacing and upgrading those signal systems.

Lt. Gay – will the signals have opportunities for remote operations? Joel – yes, WYDOT can give access to City. Lt. Gay – that would be very helpful!

Lt. Gay – Would like a traffic signal control panel, with an officer to change the signal.

Joel – Central/Yellowstone, Central and Warren/8th, could be good spots for officer control buttons. CPD should list places where they want to do it, and then WYDOT could elevate those signals to be critical and set it up and do training, etc for those locations ahead of time.

Nathan – on his to-do list it would be good to do surveillance and communications out there at park n ride. Right now the com. almost nearly works on a good day.

Joel – almost have to look at another route, maybe with a portable DMS saying 'fastest route' etc. to move people. If Pershing/Randall/Hynds is an issue get a variable message board to direct people a different way to get to I-25 instead of using the Pershing/Randall/Hynds intersection.

Nancy – tried to tell people directions to get out of Park N Ride lot quicker by directing them left (west) out of Park N Ride lot to Roundtop Road interchange with I-25.

Joel – need enhancement of on-street traffic controls and message boards.

Tom Hersig –

- Danger areas for CFD – he leaves at the end of every night show and tries different routes. He liked that the Avenues traffic flows all the way south to 24th Street instead of Pershing to get to I-25.
- Need to get ahold of people coming out of C lot and direct them to go east as soon as they leave the park as traffic on Central is much better (avoid the Avenues). Going down Central east has no traffic!
- Most people only come to one night show so you have new drivers each night, they aren't learning from the previous night.
- He also is very concerned with the lack of street lighting on 8th Avenue and can't see pedestrians or police officers, that is a major safety concern.
- Want to figure out a robust shuttle service. They will continue to have higher demand for parking.

Discussion

Lt. Gay – Uber drivers were directed by police officers on to 8th but also let them be in places so they were able to keep moving.

Tom – that's a good system. Uber brought additional drivers from Fort Collins to help meet demand. Traffic on 8th coming west – where were they going? CPD- parents picking kids up from the park.

Ken – there were a lot of people on 8th waiting to be picked up.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

CPD – caused additional confusion for traffic. Sidewalks were full on 8th.

Tom – need to figure out how to remove traffic from Avenues, or at least not add any additional.

- Other concern at the park – sponsor lot needs a priority to get out of lot and onto 8th since they are paying for the show. They need a person to help them get out of the lot (that's the lot with ADA on 8th Avenue.)
- Uber was a sponsor, they coordinated with them beforehand as to where to park along the curb. They also coordinated with security.

Lt. Gay – long term, if we could funnel peds further to the east (Central/8th) for pick up/drop off for other people and parents that could help, move people so they aren't all right in front of the park at egress.

Howard –

- Great event!
- Concerns – every night pedestrians crossed into street because sidewalks are too small. He would do an island for buses, Uber, etc. and put a boulevard area for pedestrians along 8th Avenue. Big concern with people walking out on the street and bus conflicts.
- Overall really good job though! Very few problems for CPD. Communications could be improved.

Discussion

Ron – there's a sketch/notes from the recent master plan discussions regarding that option of a larger pick up lane on the north side of 8th.

Howard – the (ADA/sponsor) parking lot was never completely full when he saw it.

Buck –

- Received several complaints on rodeo egress at Central/Kennedy. The right lane to turn from Central to Kennedy wasn't blocked off. Timing could have been part of it. Need a defined cone pattern on Kennedy.

Discussion

Lt. Gay – they do split traffic there on Central but have openings and can have people jumping in and out. Could be helpful to have an additional messaging sign there.

James – V10 gate guard was pushing vans out left to go against traffic going north on Carey when there weren't supposed to be any left turns onto Carey. Might have been a tour bus...

Lt. Gay – Kennedy was a one-way every night for egress. If you came out of V12 you had to go north. After rodeos that took a little longer to get people out. 8th & Carey was quicker. But everything was done by 4:30/4:45 at the latest each day. At night it should have been an identical traffic pattern as rodeo egress or added a 3rd lane going out (right only, either, left only).

Tom – could that intersection have absorbed C lot traffic if that was directed north to Kennedy rather than south to 8th?

Lt. Gay – if C lot was sent north it would increase time and make it a lot more congested. This year going south out of C was quickest.

Ron – did Ayres look at Carey/Kennedy and Kennedy/Central?

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

Ken – traffic was backed up on Kennedy, change to one-way worked really well. CPD had it under control.

Ron – keep 3 lanes full length instead of 2-3-2 lanes.

Ken – noticed some weaving under current condition. Need to look how that would work from a safety standpoint as well as getting onto Central.

Ron – might be simpler to have the 3 lanes all the way thru. The east curb line on Kennedy isn't consistent and people park on the east side. Maybe the curb line could be changed to help out?

Ken – never saw 3 lanes where center was forced to make a left or right. It made a lot of sense the way it was being operated. Kennedy moved pretty well with the number of vehicles.

Ron – the only question is whether they change Carey, if patterns on Carey change they may need to change Kennedy patterns also.

Ken – Carey was operating pretty efficiently. Saw officer at 8th and Carey making N/S the priority.

Darci – Are U-turns an issue by golf course on Central (heading west) to get onto Kennedy? Was that an accident area?

Lt. Gay – he doesn't think they've had issues, they've allowed/encouraged that U turn away from the intersection.

Ken – studies show that U-turns are safer than a left turn.

Ron –

- Covered most of things he was going to bring up. Looking forward to the perfect solution.

Nancy –

- Securitas did fantastic at Bull parking lot. Also, guys stopping pedestrian traffic to allow buses to get out across 8th was great. Years ago – used to load special needs inside the sponsor lot and would be an option to get them off the street, but getting them out of the lot was the issue and why they moved back to the street.

Renae –

- This year was the best for them but only had one bus. Security assisted so that the bus could get out on the street. No complaints.

Merle (LCSD) –

- CFD contracts services for the buses. Ron has done a really good job debriefing after CFD, but would very much encourage this scale of debrief in the future (all parties at the table).
- They will continue to do changes (test runs) each year but go thru an entire CFD knowing there's an issue but have to wait till after the 10 days to make the change for the next years show. Could they consider a mini-brief / meeting during CFD if they need to make a tweak?

Ron –

- nobody's brought up the volunteer lot (Central High School).

Discussion

Darci – no issues that she saw at Central lot, but saw jams and Kennedy, Carey, Hynds at end of parade and saw volunteer buses stuck in that. They would have needed to bypass that and go onto Hynds and drop off in front instead after parade maybe.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE DEBRIEF MEETING SUMMARY

Nancy – double parking by horse barns and trailers made it so sometimes the buses couldn't get thru back there. Maybe have a little more security in that lot to help keep that area clear (by registration).

Ron – contestants stop to register, double park their trailers, then unload their horses, then leave.

Tom – should they make things more compartmentalized to keep people on one route? Thinks it might be beneficial to shut down roads within the park.

Ken – probably would help eliminate conflicts within the park.

NEXT STEPS – Committee members should review the one-on-one comments and get us feedback. We'll refine our top observation list and work on short-term improvement recommendations. We'll send the aerial photos on Monday (8/7). Joel will get the WYDOT camera counts to us next week. Ayres won't have intersection traffic count data available for 2 weeks.

MISCELLANEOUS COMMENTS BEFORE & AFTER –

Renea – AB campground bought an old City bus and was running from there to park for 2 days – then the bus broke down, that is why Ayres saw two white buses. Next year the CTP busses will be purple and more easily identifiable as a City Transit bus.



Ron – look at opportunity to create pick up/drop off at Lions Park for year-round use.

Cheyenne Frontier Days Transportation Study

Steering Committee Meeting Notes
October 11, 2017 at 9 AM
CFD Board Room at CFD Headquarters

Mark Wingate, WYDOT
Jeff Mellor, WYDOT
John Gay, CPD
Lt. Howard Smith, CPD
Tom Mason, MPO
Nathan Beauheim, City of Cheyenne
Buck Reisner, CFD
Nancy Nelson, LCSD#1
Jim Rudell, LCSD#1
Tom Hersig, CFD
Bill Berg, CFD

Staff – Barbara & Darci, via video: John (JD) & Ken

1. Opening

Ken - Current project status. Review of visuals. Peak pedestrian and vehicle movement charts. Basic rule of thumb is to separate conflict points. Need to get busses away from main gate but still make it convenient for users. Main recommendation is to move Park n Ride off of 8th and on to Hynds.

Tom M – Parking spaces table handout: these numbers show available spaces, correct? Darci – the table lists total number of available spaces. All the aerials show availability in every lot during all flights, but it's likely difficult to see on the ground. Avenues is mostly full. Bull lot lists 1,500 available spaces but could add more if it were striped. Tom M. – are we discussing ways to maximize the parking usage in these lots? Bill – C lot has a little overflow on south end reserved for sponsors so some nights it isn't full. John – is there data available? Bill – no. Tom H doesn't think anyone has ever been turned away. Buck – no one was turned away from C Lot this year because it was full, it was never full.

Ken – can look at two things – how cars are parked and how to direct people into open spaces when people leave. Need to provide information to people on capacity. Could communicate via app, three-way message board – anything that is real-time information. This is where the command center comes into play. Need a communication protocol with a command center. Tom H – they are trying to train people to use park n ride. They want to be careful encouraging people to park on property so they leave room for expansion. On park parking is not a big goal of CFD. Ken – new people will want to park as close to front gate as possible. If we can convey parking lots are full (or full to CFD's comfort level) they might be willing to go to park n ride. Tom H – concern with staffing for command center. Maybe thinking about pre-paid parking only for C lot. Darci – the command center is more to make sure things are happening properly on schedule (i.e. moving barriers and cones on Kennedy). Buck – most of the Kennedy changes are

up to the City to do, not CFD. John – happy to make changes if needed; it does seem to change day by day as needed. He acts as the command post during the day and makes sure officers have what they need and that the traffic control gets set up properly.

2. Discussion of areas for improvements

a. 8th Street Pedestrian/Vehicle Conflicts

Ken – look at recommendation of closing off Dey – Hynds section of 8th Ave.

Tom H – CFD was looking at the Hynds bus drop off. They are willing to look at it but right now it's not a good short-term solution. Bill – all grass, overhead power lines, camping for carnival, generators located in this area, etc. make it a very ugly spot to let customers off.

Ken – looking at master plan with bus loop on Carey. They already have major conflicts. Unsure if this is the best plan. Mid-term might be better looking at Hynds because of fewer conflicts and efficiency. Could also look at relocating bus loop on 8th further west. (8th ave option 7) would have staging along 8th near the gardens. No one will walk as far down 8th as Hynds, but moving buses to the west will at least separate people from going into the neighborhood and bus loop. Bill – this is a good option they hadn't explored previously. Clarification: The park n ride riders would leave the park via gate V1. Darci – also suggesting Hynds go north one-way only from Pershing -8th to make sure we're not limiting too much. Tom H – horse trailers are not allowed to enter V12, they go to V10. Making Hynds one way all the way from Pershing to Kennedy would work for CFD. Bill – thinks this could be a good solution, but would they want to make Hynds one-way all year. Nathan – his preference would be to make it year-round rather than one week a year to help people and the training curve. Bill – changing to one way wouldn't be a huge issue since they can only park on east side and have to come north anyway. Nathan – need to do an ordinance change to make that happen. Would McComb be then a one-way going south? People closer to 2nd would support the one-way, unsure about others further away. Tom M – could current loop be utilized for something? Jim – that would ideal spot for special needs buses. Ken – keep in mind primary recommendation is to close portion of 8th. Special Needs bus would come north on Hynds and east on 8th and turn left into the existing bus loop to load/unload. John – would this closure of 8th be for all of CFD or just egress? Ken – the whole event otherwise it would be too confusing. They would still have access for buses and have one lane circulating to allow people out of the neighborhood by making right turns onto 8th. Ken – at least with this option you half the pedestrian conflict. Bill – likes that this would put guests closer to front of house than the Hynds option.

Ken – we'll put some detailed drawings of operations for that. Temporary / permanent solution.

b. Kennedy Road operations

Ken – other items: May look at widening Kennedy where it narrows for the no parking between the park access and Central Avenue. This would allow for three lanes out with one lane dedicated to buses. John – could cause conflict to have left lane bus turn lane

because the turning radius of bus vs. vehicles on the right (proposed middle lane). Ken – we'll look at the radius. John – look at center lane being the bus lane since there is additional space there. But then buses have to get back into left lane to get onto I25. Nathan – may need to shorten the median there to allow for the dual left.

c. Intersection operations

Ken – other recommendation was with temporary signals. Central & Kennedy in particular. JD – costs taken from company that does it for Sturgis was approximately \$10,000 per week per intersection. Darci – recommended for two places: Kennedy & Central and Carey & 8th. Jeff – Montana company does heads over both lanes, but might be more expensive. JD – price quoted includes ped heads and detection. Tom H – may be a lot of money.

Ken – Randall Ave: closure of one way at the intersection of pershing/hynds for additional efficiency. Tom M – blocked off for peak? Ken – recommend full 10 days. Nathan – thinks this will cause issues other times of the day especially from people coming to work and going home downtown. Bill – thinks it's just one-block. Tom M – people going westbound on Randall could turn on Snyder, Dillion.... Ken – huge gridlock issue right now. Nathan – can mitigate all of it with money.

Cashiering at lots – could improve efficiency. Cashier in single lane with multiple people at one time at vehicles so they don't have to go two lanes back to one and keep the flow moving. Some fine tuning would help avoid back ups. This occurred at mid-day. Bill – during parade days it backs up because they have to close Carey to allow horse & carriages back in. Bill – looking at moving rodeo ahead ½ hour to 1pm start (12:30 start now). John – could cause more issues with post-rodeo pre-show traffic egress and night show ingress issues for police. Darci – what about creating separate gate on Kennedy to allow wagons back into the park opposite of the Absaraca entrance and keep those folks off of Carey. John – look at who is least inconvenienced by the changes. Bill – traffic was not considered with moving of rodeo time. It was more for downtown businesses so people can stay downtown and have lunch before coming up to the park and allow rodeo people to stay on park and maybe have dinner at park before leaving. Years ago had 1pm start time. John – more of a learning curve for the public then. Tom H – if they did move them closer together and have people stay an extra hour but now leave once night show is parked. Nathan – but if they don't need the huge outbound rush traffic plan they can keep both directions on Kennedy. Buck – still going to get people into the lots. Bill – just need people directing to fill in empty spots.

d. Transit and Park N Ride operations

Ken – WYDOT made some signal timing changes that seemed to help. Another consideration would be to use 'pre-empt' on the buses. Each bus would need transponders. Nathan – do buses have AVL? Jim – they use Zonar for GPS, looking at changing it over to a new company. Nathan – leading edge system is getting AVL to talk to signals so the buses would geofence. This would be done by communicating with central signal command and not require equipment on each signal. Jim – system might be capable, but haven't explored it. Need to look at cost per bus to activate the

additional use. Tom M – could it be set up for the 10 days instead of permanent? Jim – probably. Jim – if there was central command that would be great to view where buses are. Darci – could be really helpful to see them and move the buses on routes when there is congestion rather than have to radio and wait. Bill – looking at only a couple traffic signal lights right now that would need the capability. Big concern is more with mass exodus at night egress.

Ken – new operations for Bull Lot (diagram) would remove some of the pedestrian and bus conflicts. Darci – the new configuration would keep people away from walking in front of buses. Survey respondents also want multiple loading spots and pedestrian corridor. This configuration will work even at a different park and ride lot. Nancy – need Securitas at end of lane so buses can get out and make that turn at egress. Jim – during the day TA's (LCSD#1 staff) can assist at lot, but at major egress additional bodies would be needed, such as Securitas or CFD volunteers.

e. Communications

f. Cowboy Triangle –

Darci – Transit buses are small but have equipment for ADA. Consider moving school district buses to handle cowboy triangle and have CTP be ADA only. Also can't rely on CTP fleet capacity. Rene Jording was in favor of that plan. Nancy – if they don't need special needs bus they could potentially put that driver in a bus on the triangle. LCSD#1 dedicates 36 buses to CFD. Darci – also opportunities to share information on kiosks, etc. Tom H – could alleviate some of the tokens issue. Darci – would need to buy tokens for CTP ADA buses only. Darci – need for cash available was an issue for park n ride lot and CTP buses. Jim – need to share information with people about the air show because there was confusion as to where to park to get on a bus to get to the airshow.

Nathan – on cowboy triangle, depending on how buses come downtown they could potentially use the Cox parking garage since it isn't highly utilized in evenings (mostly during the day parking). 900 vehicle capacity.

g. Other –

Ken - Gateway sidewalk to frontier park at 8th/Carey should be widened because of bottleneck. Street lighting at 8th & Carey and along Kennedy needed. Many people walking in the grass or in the street along Carey, Kennedy and Hynds. Need to make some improvements.

Darci – spoke with CLFP and they will only upgrade street lighting to LED when lights burn out and need to be replaced. Nathan – might also be an opportunity to do a demo / experiment for the 8th Ave. corridor. Darci – temporary lights priced out as well. These high mast lights with generators are used by CFD at the bus loop and at Bull Lot. We need more of them.

Darci – she was surprised how many people were crossing Kennedy and Central intersection and no sidewalks or crosswalks there.

Darci – dashed striping at warren & 8th possible? Nathan – won't work. Tom M – would work for 95% of people. John – constant problem for them.

Ken – survey: 49% of respondents were first time visitors. 25% stayed overnight. Tom H – ticketed is around 200,000 which is the better number to use as totaling counts from all activities (parade pancake breakfast, etc results in double counting). Ken - \$28 million dollar impact.

Darci – who makes the call on WYDOT signs to switch to saying all lots full use park and ride? Buck – security does and calls WyDot to make the change. CFD will place that call when lots are not full but approaching full as cars are still coming while that change happens. John – maybe additional signs could be added before people get on to carey to get people out of that flow (sign to be placed on central). If CPD gets an additional message board they might be able to use it there during the event. Potentially place by the ramp or by governors mansion.

Darci – are all portable signs rented or someone has them? Nathan – they are using ones they already own. But they do not have the ability to change the message remotely.

h. Schedule

Ken – we have an aggressive schedule. Looking at draft to the MPO on 20th. Need comments back on the 27th. Public information meeting on November 1st at Kiwanis Community House. November 15th technical advisory committee meeting. Tom M – open house format from 5:30 – 7pm. Darci – thought about playing some videos from traffic cams during the event. Tom M – displays need to be approved by CFD and MPO.

3. Next Steps

- Draft report to be submitted to Steering Committee around October 20th
- Public Open House on November 1, 2017 at Kiwanis Community House, 5:30 – 7:00 p.m.

horizon



SIGNAL
TECHNOLOGIES

PORTABLE TRAFFIC SIGNAL SYSTEMS

SQ3TS[®] System



NEMA TS-5 TYPE TR1 PORTABLE TRAFFIC SIGNAL SYSTEM

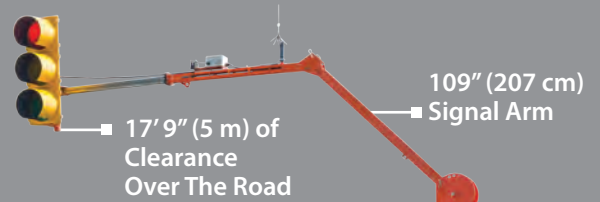
The SQ3TS Portable Traffic Signal System combines fast efficient setup with highly reliable performance. The multitude of modular add-on components makes the SQ3TS the most versatile portable traffic signal system available today. The SQ3TS is the smart choice for a wide variety of short and long term traffic control applications. From a simple one lane bridge repair project to complete intersection control, the SQ3TS has the attributes to provide safe efficient traffic control.

The Sq3TS Portable Traffic Signal meets and exceeds NEMA TS-5 specifications for Type TR1 PTS.

SQ3TS® Portable Traffic Signal

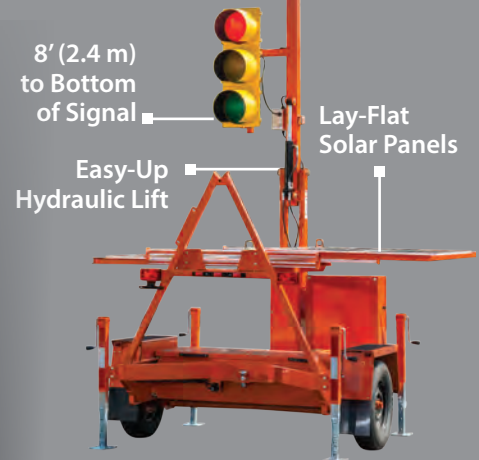
SPECIFICATIONS

Signal Lamp	12" (300 mm) diameter LED
Signal Arm Extension	68 to 109" (173 to 277 cm)
Solar Charge	440W min
Power Source	12V / (16) 6V batteries
Tow Height	89" (226 cm)
Trailer Width	85" (216 cm)
Trailer Weight	3000 lb. (1361 kg)



SQ3TS PTS FEATURES

- Bulletproof 900 MHZ radio communication
- True green time extensions
- Conflict monitoring
- Fast efficient setup
- Tandem tow signal trailers
- Highly visible 12" (30.5 cm) LED lights
- Adjustable overhead mast arm
- 180° rotating signal heads
- Fixed time, traffic actuated and manual operation options
- Controls up to seven traffic phases with eight signals
- Battery powered with solar & 110 volt charging
- Meets NEMA TS-5 specifications for Type TR1 PTS.



AVAILABLE OPTIONS

Remote Management System Provides information on location, operating status, battery voltage, etc.

Interface Module Allows signal to operate in conjunction with a standard street corner control cabinet.

Pre-emption System Recognizes emergency vehicles and changes signal status as programmed.

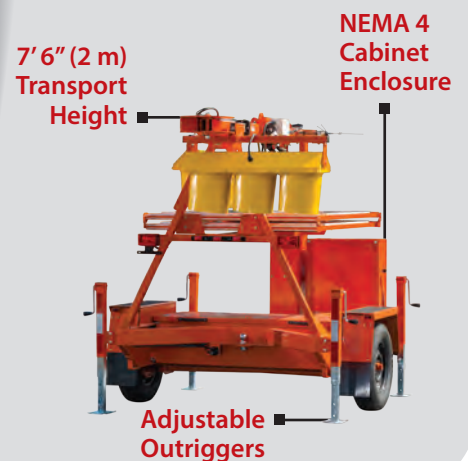
Back Plates Provide an additional background around the signal head to enhance visibility.

Traffic Actuators Facilitates traffic actuation via motion sensor or true presence video detection.

Flagger/Pilot Car Module Allows flagger or driver to control signal status with built in safeguards.

EASY TO DEPLOY

The SQ3TS Portable Traffic Signal is equipped with a one-touch, easy-up hydraulic lifting system to make deployments simple.



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SQ3TS[®] System

PTS DATA SHEET

OPERATING POSITION

Signal Heads per Trailer	2
Stabilizers per Trailer	4
Solar Panel Orientation	flat
Indication Type	12" LED
Signal Trailer Footprint	85" x 85"
Upper Signal Arm Extension	68" - 109" (measured from end of trailer)
Signal Height (Lower)	96" from bottom of green to road surface (per MUTCD)
Signal Height (Upper)	213" from bottom of green to road surface (per MUTCD)

TOW POSITION

Tow Length	279 ¼"
Tow Height	88 ¼"
Trailer Width	85"
Trailer Weight	2995 lbs. per trailer
Tire Size	ST205/75R15 LRC
Trailer Brakes	standard
Tandem tow	yes

SIGNAL SETUP

Signal Head Type	Aluminum
Visor Type	Poly (black)
Face Color Options	standard black / optional yellow
Lamp Size / Type	12" LED
<i>back plate option</i>	

POWER SUPPLY / SETUP

Operating Power Source	12 VDC (16 6-volt batteries)
Battery Capacity	30 days of continuous use @ 72 °
Charge	110-volt on board charger
Solar	minimum 440 watts solar collection
Lift Type	hydraulic

AVAILABLE OPTIONS

Remote Monitoring System | provides location, operating status, and battery voltage.

Wireless Knockdown | Allows the system to operate with a standard street corner controller.

Back Plates | Provides an additional background around the signal head for enhanced visibility.

Flagger / Pilot Car Module | Allows the flagger or pilot car driver to control the signal system with built-in safeguards.

Traffic Actuators | Facilitates traffic actuation through motion sensors.

Intrusion Alarm | Provides an audible alert in the event a vehicle violates a red indication.

SQ3TS® System

Programming Options

Communication Type	radio - quartz - cable	fixed time - quartz	cable - hardwire	radio
Actuation Option Available	N/A	no	yes	yes
Actuation Method	N/A	N/A	microwave sensor / video detection	microwave sensor / video detection
Min / Max green time available	N/A	no	yes	yes
Dayphase option available	N/A	yes	yes	yes
Green time extensions available	N/A	no	yes	yes
Maximum number of signals per setup	8	8	8	8
Maximum number of phases per setup	7	7	7	7
Hand controller option available	yes	yes	yes	yes
Data logger	yes	yes	yes	yes

Applications

Communication Type	radio - quartz - cable	fixed time - quartz	cable - hardwire	radio
Flagger Applications	yes	yes	yes	yes
Roadside Utility Repair	yes	yes	yes	yes
Construction Projects	yes	yes	yes	yes
Disaster Relief	yes	yes	yes	yes
Parking Lot Access	yes	yes	yes	yes
Sporting Events	yes	yes	yes	yes
Fairs and Festival Traffic Control	yes	yes	yes	yes

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SQ3TS[®] Component Options



MESSAGE BOARD INTERFACE SYSTEM

Horizon Signal Systems can wirelessly interface with most major brands of message board to provide motorists with an advanced warning of upcoming traffic signals. Customized messages such as "Red Signal Ahead" are activated by signal status and indication changes.



ADVANCED REMOTE MONITORING SYSTEM

The Advanced Remote Monitoring (ARM) System allows an authorized user to monitor an entire fleet of Horizon Portable Traffic Signals for location, battery voltage, operating hours and system status. The ARM system will send alerts if a signal is moved, battery voltage is low, or a system fault is detected.



WIRELESS KNOCKDOWN SYSTEM

The Wireless Knockdown System allows the SQ3TS System to be wirelessly operated from a street corner controller. The System allows for easy signal substitution of a permanent signal in the event of a knockdown or traffic pattern reconfiguration.



CLEARANCE TIME EXTENSION

The Clearance Time Extension System ensures all vehicles have cleared the zone before allowing the next programmed green interval. If traffic has not cleared the zone, the Clearance Time Extension System will increase the programmed red time until all vehicles are clear.



GENERATOR ENCLOSURE

The Generator Enclosure provides backup power for Portable Signal Systems operating in areas with limited solar collection capabilities. The unit features a lockable coupler to allow for storage on the rear of the SQ3TS Trailer to keep the unit out of sight. The enclosure is designed to be used with the Honda EU2000i generator.



RAILROAD PRE-EMPTION

The Railroad Pre-Emption System preempts the active signal program in the event of a train intersecting the work zone. The system is activated by the railroad crossing gate controls via a hard-wired or wireless connection. All signals within the system revert to a solid red indication at the same time the railroad gates are activated.



WAIT TIME / FAULT DISPLAY

This dual-purpose component displays current wait time until the next green indication, and also displays an alert message in the event of a signal fault. A small changeable message sign is installed on the SQ3TS trailer and interfaces directly with the Horizon multi-phase controller to display data in real-time.



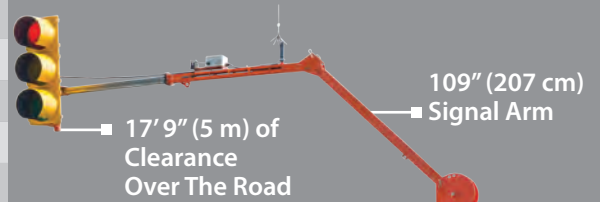
TURN ARROW SIGNAL HEAD

MUTCD compliant turn arrows can be added to the SQ3TS Portable Traffic Signal System. This addition makes for easy, safe traffic flow through intersections during construction, annual events and seasonal traffic.

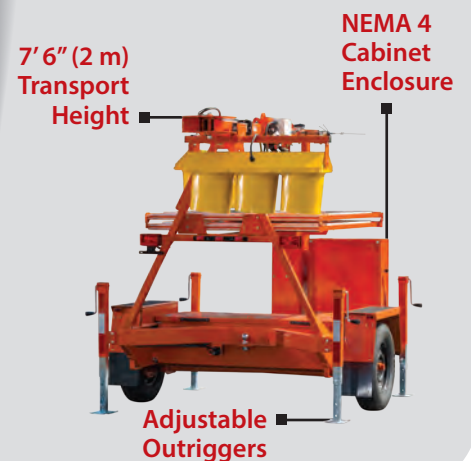
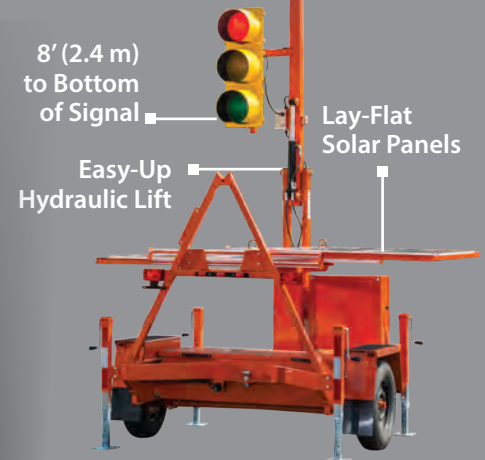
SQ3TS® System

SPECIFICATIONS

Signal Lamp	Type 12" (300 mm) dia LED
Signal Arm Extension	68 to 109" (173 to 277 cm)
Solar Charge	440W min
Power Source	12V /(16) 6V batteries
Tow Height	89" (226 cm)
Trailer Width	85" (216 cm)
Trailer Weight	3000 lb. (1361 kg)



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ONE ON ONE INTERVIEWS

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

Interviews occurred prior to the 2017 event with the following parties:

FRONTIER DAYS – RON NEWNUM AND TOM HERSIG

CHEYENNE PARKS DEPARTMENT – JASON SANCHEZ

CHEYENNE TRANSIT PROGRAM - RENAE JORDING

CITY TRAFFIC ENGINEERING – NATHAN BEAUHEIM

CHEYENNE POLICE DEPARTMENT – LT. HOWARD SMITH

LARAMIE COUNTY SCHOOL DISTRICT #1 – MERLE SMITH AND NANCY NELSON

CHEYENNE LARAMIE COUNTY GIS COOPERATIVE – JORDAN EVANS

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

FRONTIER DAYS – RON NEWNUM AND TOM HERSIG

1. Traffic jam problems at Park-n-Ride location & leaving lots, especially after rodeos and night shows
2. Intersection & heavy traffic congestion issues beyond the immediate park area. Key locations include Carey and 8th Ave, Kennedy at Central.
3. Carey Ave. was made a one-way adjacent to the park last year for CFD. Tell us about that and what worked/didn't work about that change.
This maybe helped ingress but not egress. (just to 8th Ave).
4. Undertrained staffing issues for controlling traffic/pedestrian movement conflicts
5. Lack of street lighting
Especially an issue at 8th & Carey – pedestrians are very difficult to see at night.
 - Do you have any suggestions for a new Park and Ride lot location?
 - What keeps you up at night?
Traffic; - combination of all different modes of transportation and keeping them all safe – super busy intersections, especially when everyone (all modes) dump out onto 8th Ave and the Avenues neighborhood.
-need to come up with a consistent traffic control program. Need ingress & egress so you can help open the flow of people, especially at big crowd events.
- priority needs to be provided for the shuttle busses and making that efficient so people choose to use that mode.
Terrorism concern – need to secure the park better. Eventual goal will be to fence the entire park; that could assist long-term goals with master plan where main gate will change.
 - If you were king for a day what would you change?
Park n ride with a tram system.
Or have a location on other side of I-25 (WAFB) and a new pedestrian bridge over into the park.
Bottom line, have all the customers park somewhere off-site and get them to the park efficiently.
 - Is it possible to separate pedestrian and bus drop-off/pick-up gates?
Nothing should be 'off limits'.
 - Side Notes:
 - CFD has 10 years' worth of customer survey data that should be reviewed
 - Use MPO's 8th Avenue Corridor Plan for recommendations on enhancements

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

- Changes to lot layouts, routes, etc. included in CFD Master Plan

Park n ride busses get stuck in traffic and cause major delays for getting the buses out of the park. Tom thinks buses should go North on Hynds, even if it takes another 2 minutes (10-15 total) it makes sense because they're moving and not bottle necked. People are less upset if they sense they are moving, similar to Disney philosophy. Could turn buses going north; temporary stoplight at Kennedy in place usually.

people parking in avenues regularly – he has some data on this he can share with us for modes.

Look at separating conflicts; can look at options for

No transportation options would be considered forbidden; clean slate.

Barriers are not moved during CFD days.

Bicycle parking – limited, not really for the public

Motorcycle parking – yes, kickstand pads

This year vs. previous years – crosswalk at Cribbon & 8th is new; Uber will be using pickup drop-off lot by Dey & depart south onto Dey, but they 'may' go east along 8th if they want. Carey will be blocked off at Lions Park drives blocking left turns – they can only go north now. No left turns will be allowed onto Carey. Gates V10/V7 will only be allowed to exit as right turns south on Carey. Lions Park exits will be restricted to northbound/right turns.

700 people coming from Denver post train will be dropped off around same time as parade coming back in on 1st Saturday. Hoping they can move the train to Sunday next year to avoid this conflict.

Cowboy triangle scaled down on City side due to lack of buses. CFD dropped Sundays off because there generally isn't anything going on Sundays. Also, stopping service from park n ride to downtown at 8pm. They're picking up Triumph and Ice Center lots and getting pushed to park and ride since the city is cutting that out.

(park n ride note: city is downtown to park; CFD has 2 legs: downtown to park n ride lot & park n ride lot to CFD park)

CFD is still running 2 busses to volunteer/vendor lot at Central High School (NE lot), running when needed.

How do you communicate with people about traffic/ park n ride.

- Currently send emails a few days ahead with ticket sales.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

- Permanent WYDOT ITS signage. Temporary park n ride signage.
- CFD Smart Phone App.

Police Communication –

Police contact phone number provided for a day shift and night shift person if more people needed. Parking crew and leads call security office (command center) 6am-1am through CFD. They have radios to broadcast. Doubt they'll have an officer at park; super shorthanded. But CFD can use dispatcher phone number if there's an incident.

Next year – Buck Reisner – will be the CFD security chair.

While Ken & John are on site – what's best way to get around?

Bike could work.

Ron will look at renting a golf cart for Ken/John.

Ron will have CFD badges for Ayres staff.

Short term / long range –

Prioritizing phases for master land use plan implementation hasn't been finalized and will depend upon funding availability. Fencing the park will likely be a higher priority level item. East side entrance may be longer term. Grandstands maybe have 20 years of life left before they need to be replaced.

If they could make Carey & Kennedy 3-lane outbound that would help immensely. Have to clean up the roadway curb.

No. 1 issue – Carey & 8th; 8th Ave pedestrian /cars/bus conflicts

No. 2 issue – Avenues bus delays. Try to make Hynds one-way northbound for 10 days. Now it's 30mph (used to be 20mph).

Bus drivers get worn out. bringing 3 supervisors on board for 8 hr shifts instead of 12 hr shifts will help (they are School District employees (D1 & 2) D2 handles the Denver post train people & Thunderbird air show.

Would like to look at amount of travel minutes, peak flows, etc. so they can take consider a private contractor as an option in the future. CFD estimate previously of \$600,000 to have private company do it. Need to identify the most efficient approach?

Lions Park – not regulated for the most park. E lot & Absaraca lot is controlled by CFD but nothing else. City will try to avoid people parking on grass though, 30-35 cars are issued tickets and towed on busy nights from Park for illegal parking.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

INTERVIEW DISCUSSION SUMMARY

CHEYENNE PARKS DEPARTMENT – JASON SANCHEZ

1. What issues are you having in Lions Park during CFD?
 - Crossing 8th Avenue is always an issue but that is amplified during CFD.
 - Vehicles parking on the turf is always an issue. Made NO PARKING signs in house and placed them on T-posts around the edge of the curb, namely on the southern drive into the park. Have two large metal NO PARKING signs at the south and north park entrances off of Carey Ave.
 - Vehicles were parking on the turf in the same area the vendors park in for SuperDay. These vehicles were towed.
 - In previous years vehicles have parked on the path that goes around the lake, near the softball field and also in the drive area around the softball field, these have to be towed.
2. Would you consider allowing a pay to park parking lot on the grass in the SuperDay vendor location?
 - This area isn't irrigated, so if CFD manned it and kept vehicles off of the irrigated grass, that would be acceptable.
3. Does the City get a share of the money collected by CFD for allowing them to park the "E" Lot (lot off of Carey, just northwest of Putt Hutt)?
 - Yes, each year it is about \$5,000. The contract states that the money has to be used in the park. Currently \$1000± of it is used to pay for the portable toilets for the 4th of July show.

Other items?

- Parks reserves the Kiwanis Community House for CFD for all 10 days of the Show. Parks loses money on that because CFD does not pay for using that building and Parks can not rent it out to any paying customers.
- Have to have an additional staff member on for each shift so they can man the parking lot near the Aquatic Center to keep that lot open for Aquatic Center patrons only.
- Putt Hutt has some reserved parking spaces. If people violate that then they get towed to the tow lot, which is also on Lions Park property in an asphalt parking lot.
- After most of the night shows the restrooms in the old community house location are damaged or vandalized.
- Parking next year may be a little harder for Parks to manage because the new botanic gardens conservatory will be open. This year that lot was blocked off for construction vehicles only. Next year not sure how they'll keep that lot open to people wanting to go to the conservatory.
- There have been some coordination meetings this year since the beginning of the year with Jason Sanchez (City), Nathan Beauheim (City), Steve McDonald (City), Nathan Buesic (CPD), Howard Smith (CPD), John Gay (CPD), Ron Newnum (CFD) and Tom Hersig (CFD).

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

CHEYENNE TRANSIT PROGRAM - RENAE JORDING

1. High demand on Cheyenne Transit during CFD, even with additional school district routes
2. Fleet reductions may lead to reduction of services Normally they provide 3-4 buses but because of their own fleet issues, they only have 1 available this year. They need 12 buses just to run their normal routes. If one of those buses is damaged during CFD they'll have to pull the one they were going to use for the Cowboy Triangle to take over regular route service.
3. Officers stop traffic on 8th for school district buses but not Cheyenne Transit buses - Renae said that this year Ron Newnum says he will ask "red shirts" to stop vehicles for transit buses at Dey.

(Side Note: \$1.50 cost per ride to user)

- Do you have any suggestions for a new Park and Ride lot location? – Further north somewhere. There is some vacant land on College Drive, between Parsley and Triumph High School, if the owner could be identified that would be a great spot. There is also a large lot for sale on College Drive, just east of S. Greeley.
- What keeps you up at night? - 8th Ave. is dangerous for pedestrians. Doing park-n-ride for CFD is really hard on the transit buses. They aren't robust enough buses to handle the passengers. These buses seat 20 and people can also stand. CFD is hard on buses and hard on transit staff. Their normal transit ridership doesn't change during CFD, so the staff is extra busy handling the CFD route in addition to normal routes. Transit would like to get out of the park-n-ride business if possible and help in other ways.
- If you were king for a day what would you change? Provide a transit only route, no parking or other vehicles allowed on that street. And 8th Ave. would be closed to all traffic, except buses, from Cribbon to Dey.
- Is it possible to separate pedestrian and bus drop-off/pick-up gates?

This year they will run the Cowboy Triangle route where they go from 17th and west of Pioneer to Frontier Park. This is about 20 minutes there and 20 minutes back. (LCSD buses handle the other legs of the Cowboy Triangle, which is the downtown to the park-n-ride and park-n-ride to Frontier Park. They have 2 dedicated buses for those legs.)

If it gets too busy then CFD will provide 1 small school bus to help. They will radio in when they need help.

Monday, Wednesday and Friday they run this route from 6 a.m. to 12:30 a.m. Other days they run 8 a.m. to 12:30 a.m.

Moving the drop-off/pick-up to Hynds would be "great, as long as it was safe for people to get to and for us to drop them off."

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

Last year 9,000 people rode the transit busses. Transit provided Ayres with the following 2016 rider log summary.

2016 Persons at Stops												
STOP	7/22 Fri	7/23 Sat	7/24 Sun	7/25 Mon	7/26 Tue	7/27 Wed	7/28 Thu	7/29 Fri	7/30 Sat	7/31 Sun	Extra ?	Total
												0
Triumph High	64	136	133	118	106	336	139	102	300	57		1491
Ice & Events Ctr	132	204	123	117	147	294	150	179	464	43		1853
Frontier Park	402	581	376	348	352	892	523	332	982	120		4908
Downtown	110	269	124	199	219	393	172	134	279	33		1932
Other		22		5								27
												0
												0
TOTAL	708	1212	756	787	824	1915	984	747	2025	253	0	10211
Diff LY/TY	-38%	-48%	-17%	-39%	-30%	-5%	-45%	-65%	-9%	-45%	0%	-34%
2015	1136	2353	913	1298	1178	2021	1774	2129	2217	464	0	15483
2014	684	2084	1061	1103	1204	1651	1688	2090	2774	449	0	14788
2013	669	1565	918	895	814	1516	1444	2207	1768	321	0	12117
2012	1441	1986	849	779	686	1083	1129	1558	1024	370	0	10905
2011	1854	3148	867	1051	944	1092	1113	2906	2933	314		16222
2010	750	2859	907	1284	1123	819	1247	1677	2334	263	0	13263
2009	336	3017	1185	1200	1250	1342	2496	1918	2194	354	813	16105
2008	236	2419	1502	1216	1295	1132	1272	1717	1210	369	0	12368
2007	944	1482	1028	1146	1284	1010	1031	1389	1346	286	0	10946
2006	280	1540	1313	1145	1010	851	834	1256	1296	399	0	9924
2005	211	1477	1181	768	794	843	858	900	1228	233	96	8589
2004	987	1084	634	1018	1036	716	718	840	1429	296	62	8820
2003	103	1075		983	856	888	929	1072	901	240		7474
2002	231	1112	537	868	1218	1103	723	915	1140	228		8075
2001	207	945	407	608	624	834	591	902	1100	340		6558
2000	220	876	632	711	867	880	899	743	1165	278		7271
1999	320	1196	720	879	882	756	743	964	813	207		7480
1998	255	884	473	684	1002	650	693	747	784	283		6455
1997	348	771	517	453	544	394	510	518	517	102		4674
1996	287	960	713	659	926	758	779	604	759	212		6657
1995	240	972	589	805	820	762	872	781	797	218		6856
1994	240	731	634	560	521	764	547	525	491	174		5187
1993	99	468	437	648	565	526	554	401	415	134		4247

Last year Transit also handled the Triumph High School and Ice and Events Center lots for transfer to Frontier Park. This year those lots won't be used because of lack of buses.

Transit busses can use whatever route they want to get to and from park, because they don't have any stops in between. They will take the route that has the easiest traffic, but generally Snyder to Frontier Park Avenue to Dey to 8th. Then Cribbon across Pershing to Randall to Pioneer to 17th Street. This year they'll stick to Dey Ave. because that is where "red shirts" will be stopping stop traffic for them.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

CITY TRAFFIC ENGINEERING – NATHAN BEAUHEIM

1. Uber / Lyft & Pedi-Cabs
2. High occupancy vehicles (park & ride) preference
3. Queues to enter parking at Frontier Park became so long that they spilled onto I-25 from the Central interchange
4. Disjointed and fragmented communications issues
5. Low-Cost alternatives needed
6. At capacity City items, including: law enforcement, buses (all owners), barricades, message boards, and public works personnel
7. New technology – WYDOT purchased new signal program (not operational yet). WYDOT ITS resources, especially dynamic message signs, are being utilized to direct drivers from the south to the Park-n-Ride lot. There used to be (and probably still is) a protocol in place for CFD to request a change in message if the Park-n-Ride lot is filled to capacity.
[New central control software – need one that actually works. Either NASTAQ or INTEL software. WYDOT also wants to do a Cheyenne area signal upgrade.](#)

[There is still communication between CFD and WYDOT for the large overhead message signs on the interstate – the signs can be updated.](#)

- Do you have any suggestions for a new Park and Ride lot location?
[As close as possible.](#)
[Previously \(pre 9/11\) he thought it was off Gate 5. Had to move to current location after that due to security reasons.](#)
[City park n ride – they have to go right by Cox garage, maybe utilize that with their route for CFD.](#)
[Cowboy triangle pick up this year \(yellow busses\) will pick up by Rib and Chop House restaurant \(same spot as last year\).](#)
- What keeps you up at night?
[No major concerns, it is what it is.](#)
- If you were king for a day what would you change?
[Stronger command & control communication system for event / traffic.](#)
[Communications issues – too many different chiefs, moving parts, could be better coordinated. Master control center – not just police station, more integrated.](#)
[Cameras, hot spot monitoring...](#)
[Command structure changes year to year... police sergeants have a lot of discretion in how they want to run things – even sometimes between shifts. Need to get on the same page with each other.](#)

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

Unsure about the debrief – seems like individual group debriefs occur, but mostly silo-ed. Integrated with all the supervisors together could be helpful.

- Is it possible to separate pedestrian and bus drop-off/pick-up gates?
Move the buses to pick up drop off on Hynds instead? From a traffic perspective fine, but CFD won't like it.... don't want to bring people in the back door.

8th St being a pedestrian mall - ?

It has been talked about. If they move the main gate to Carey side with park and ride buses moved to Carey then it might be feasible. But he doesn't think it works now.

Hot Spots –

Randall intersection has always been tough from a signal timing perspective. Those are WYDOT signals. Heavy E/W traffic with the busses. They didn't have main line detection on the signal for the Pershing leg.

Central Interchange backs up on occasion. Backs up with people trying to get into the park and ride lot.

Communications issue again letting people know that lots are full. Maybe look at different locations for signage on the ITS signs and for temporary signage to make things run smoother. Cost is the biggest downside of adding additional temporary signs out there (incl full lot, etc.) and communication chain of command.

Street lighting issue at Carey & 8th –

Cheyenne Light Fuel & Power is supposed to do an LED lighting tariff... if they do Nathan will request they do that corridor with LEDs instead to brighten it up.

Signals/ flagging /pushbuttons –

Even with officers the regular signal lights continue. 2 full flagged intersections & one as needed. Can modify the system program but not 'on the fly.'

CPD has requested pushbuttons but the signals aren't set up for it.

One-Way streets for CFD –

Benefits to traffic flow. Drawbacks would be the public learning curve. Concern that people would be confused, especially for 10 days of the year. Police do make Kennedy outbound one-way after night shows. If you could move buses to Hynds and make it one-way northbound, then it might make sense. City doesn't have the manpower to make it one-way this year.

City feels that Carey one-way from Kennedy to the botanic gardens southbound didn't work – issue may have been more with the intermittent execution. Confirmed this year's plan to operate Carey as 2-way but with right turns only onto it.

City crews/public works support –

Street sweeping, haul manure, trash pickup, traffic control for pancake breakfast & parades, CFD moves their own barriers – own & set up.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

Avenues Parking –

Enforcement of inappropriate parking has to go thru police then to get a tow truck. Unsure if they're using extra volunteers to assist.

Most homes have 1 car parking in that area, many alley loaded garages. People sell parking on their lawn and in driveways. People have tried to “save” spots on the street – they have to enforce that issue.

Lions Park parking –

Only piece that could be added is the dry spot by baseball fields. To reduce confusion about allowable parking they are going to make a point to say ‘no parking on grass is allowed’. Adding signage to that effect. No parking along the roads in Lions Park because they're too narrow.

Sidewalks -

There should be ROW available to widen sidewalks, cost is an issue.

Other discussion / changes –

Talked about parking restrictions in the Avenues. Want to see results of this plan before looking more at that. Enforcement staffing may be an issue.

Need to establish a solid plan that shows the full workings so things aren't being modified the week prior every time.

It's been a long time since they've gotten together and got on board with the game plan.

Other things – EMA will stand up the unit for the eclipse. They also have a mobile command center for pancake breakfasts... efficient system. May be something to look at.

City contractor license & qualified supervisor with a no-cost ROW permit is needed to set up Miovision for traffic counts. They have pulled these permits before and may still be good from last year.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

CHEYENNE POLICE DEPARTMENT – LT. HOWARD SMITH

1. Recommend officer controlled signals
2. Pedestrian movement concerns (not crossing at designated crossings, too small of sidewalks and/or poor sidewalk condition) –It forces people to walk in the street.
3. Pedi-Cabs regulation

(Side Note: 20-person staff efficiencies)

- Do you have any suggestions for a new Park and Ride lot location? – On the base where the golf course and baseball fields are. Then add a ped bridge over the interstate to Frontier Park. Need an off/on ramp from the interstate to Stinner Road.
 - What keeps you up at night? - keeping pedestrians and traffic separated at 8th and Carey. How do we get the peds across 8th and also move traffic, not only at 8th and Carey but ultimately all the way to Pershing.
 - If you were king for a day what would you change?
 - Not allow parking in the Avenues, put parking in Lions Park. This likely would be a large parking garage. This would keep pedestrians and vehicles separated and safe.
 - Large overhead signs on 8th for west bound traffic which tells vehicles which lane to be in. Currently the variable message boards are hard to see, they are placed on the shoulder. The far right lane is for right turns only onto Carey and one person in the wrong lane messes up traffic and ends up having lots of other vehicles following that same person.
 - Need one LARGE metal sign that says “don’t park on grass in the Park or you will be towed.” Lots of vehicles are towed because they park on the grass in Lions Park. Current small signs are hard to see and fall off the posts.
 - Placing removable bollards on 8th Ave. to stop traffic during CFD.
 - Would it be possible to consider separating pedestrian and bus drop-off/pick-up gates?
4. Capacity concerns, are there enough officers to manage traffic issues and other CPD activities during CFD?

Cheyenne PD has lots of projects going on all over town during CFD.

CPD directs traffic by hand, they do have traffic signal control (push button).

For egress (about 10:30 pm) there is a barrier across the eastbound lane of 8th Avenue so that they can’t continue on 8th past Snyder. They are forced south on Snyder.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

“Street Patrol” covers the traffic signal at Snyder and Pershing. They will only direct traffic if they see it backing up and causing a problem. Otherwise they stay in their car and out of the middle of traffic.

CPD “keeps yellow buses moving. City buses are on a different route, so they don’t stop traffic for them.”

If the bus drop-off is on Hynds you’d have to have another bag check at that location. Currently this happens only at the main gate off of 8th Ave.

The only openings in the water barrier on 8th are at Carey, Snyder and Dey.

Problem – the cowboys who show up at 10:30 pm during egress and want to get into the park “right now.”

Problem – CPD doesn’t know when the handicap lot is full so they keep directing people there. Would like a variable message sign that can be updated when the lot is full.

Problem – poor lighting on 8th and Carey and all the way up and down Carey and 8th.

Anti-Terrorism: Lt. Smith says CFD has done a good job. There is a fence around the park. Ayres to send a map of the traffic counter locations to Lt. Smith so he can let his force know where to expect to see the counters. {Note- Darci did send this information and also noted that the TRA traffic counting field tech would be wearing a yellow safety vest.}

With the elimination of the free right turn movement from southbound Carey onto 8th, PD has a concern that large trucks/rigs will not be able to make that turn.

After the night show an officer at Kennedy and Central can keep traffic moving pretty well.

From 4:00 p.m. to 12:30 a.m. he’ll have 11 – 20 officers available in the park. These officers don’t handle traffic, they are in the park to deal with park issues.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

LARAMIE COUNTY SCHOOL DISTRICT #1 – MERLE SMITH AND NANCY NELSON

1. Multiple bus routes & large staff coordination
2. Obstructions on 8th Ave
3. Triangle traffic signal timing
4. Left turns from the I-25 south bound off ramp issues
5. Traffic congestion issues on Snyder & Pershing & at I-25 intersection
6. Modify signal timing at Randall/Pershing and I-25
7. Recommend changing Hynds to one-way during CFD (one-way headed north) This would be beneficial. Hynds is narrow and the large trucks with the large mirrors make it difficult for the buses to use the road. If this is done then the buses could turn right onto Kennedy and need help with a “red shirt” (Security Committee) to make a left turn from Kennedy to Central Ave. in order to get to the interstate interchange.
8. Buses leaving the Park could go south on Cribbon instead of going south on Snyder to reduce car & pedestrian conflicts
9. Entrance to Bull Lot backs up causing blockage for buses turning left onto Happy Jack
 - Do you have any suggestions for a new Park and Ride lot location?
 - What keeps you up at night? – Worrying about a phone call in the night saying there was an accident with a bus which occur from buses hitting signs, cars, concrete barriers. They’ve also had their buses run into by golf carts (carts are used on-site to transport less abled people and also security team uses them to get around.) Recently a bus driver hit a bump at the Park-n-Ride and a passenger was hurt because they were tossed out of their seat. Transit does not want their buses damaged from CFD operation.
 - If you were king for a day what would you change? – Separating people and vehicle conflicts.
 - Is it possible to separate pedestrian and bus drop-off/pick-up gates? This would be “monumental” if it could be done.

Making Snyder a one-way is a good idea, but it would be more beneficial to make Hynds one-way.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY

For park egress (after night show, starting at 10:30 or 11:00) the buses line up on the south side of 8th Ave, facing east. They can fit 4 buses in the bus loop, the rest of them wait until there is space and then another 4 will pull in. They also stage on 8th Ave when rodeo lets out between 3:00 and 4:00.

A problem is pedestrians jumping over the water barrier on 8th Ave to cross the street. (Particularly a problem during egress when it is dark and people have been drinking.)

48 people can be on a bus at a time for LCSD. There are 25 seats with 2 adults per seat.

33 LCSD#1 buses are used during CFD.

Availability of bus drivers is the issue. Many of the drivers don't want to work for 10 days and the required late or weekend hours.

Usually shut down 12:30 – 1:00 a.m. Every car has to be out of the volunteer parking lot (at Central High School) before they can shut down that route. They will quit when the Bull Lot has 10 or so cars left and no one is getting on the buses at the Park.

Turning southbound on Snyder from 8th can be a problem if people are parked right at that corner. The buses then can't make the turn. Nancy indicated that the Cheyenne PD watches this pretty closely, but it is sometimes an issue. It is marked as a 'No Parking' area during CFD.

There is a problem with bottlenecks on Snyder closer to Pershing. Sometimes there are Cheyenne PD officers at Snyder and Pershing and sometimes there are not.

Nancy indicated that LCSD#1 buses are not allowed to deviate from the route set for them.

Nancy explained the route from the CFD to the park-n-ride. {NOTE – the route has been modified for this year. She said train delays/conflicts are usually not a problem. The Burlington Northern spur track doesn't get used all that often. If there is a train the bus driver can radio out and let the buses following know to continue south on Snyder to Lincolnway.

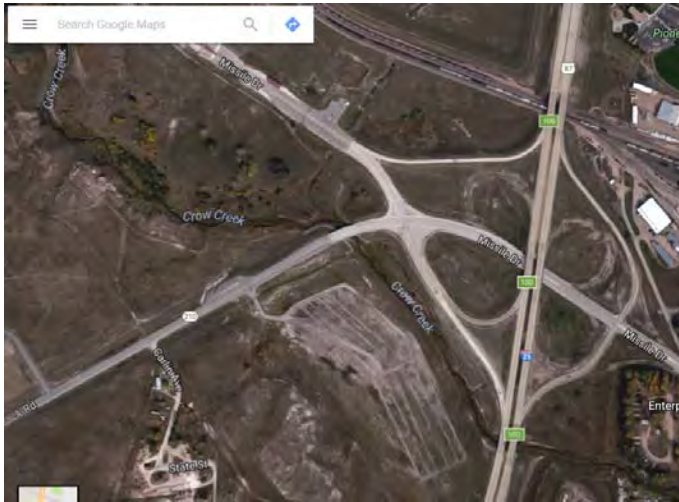
Places the buses have issues:

1. The light at the northbound off-ramp at I-25 and Pershing/Randall. That light has a short green time. They are lucky to get 2 buses thru.
2. Pershing and Snyder
3. Left turn at Missile Drive and the off ramp - Often buses have to wait a long time to turn west (left) from the southbound Missile Drive off-ramp onto Missile Drive to get to the Park-n-ride lot. The buses also sometimes have a hard time turning into the park-n-ride lot because of heavy east-bound traffic on Happy Jack Road. If this becomes an issue they can use the paved pull off at the historic marker to turn the buses around and enter the park-n-ride from the west.

Transit feel the interstate would be a faster route than thru town on Snyder if they could get a temporary light at the Missile Dr. off-ramp.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

STEERING COMMITTEE INTERVIEW DISCUSSION SUMMARY



Nancy indicated that next year she believed that the Thunderbird air show will move from LCCC to Swan Ranch.

LCSD#1 also runs buses for the Thunderbird air show and the Air Guard open house. The open house is on Wednesday, starting after the air show is done. It is at the airport off of Dell Range. They run this route from 10am -3pm on Wednesday. They pick up people at Chili's (on Dell Range) and at Frontier Park.

Which route would you prefer? Ideally: Bull lot to Hynds. Hynds is a one-way and people get dropped off on Hynds, at the west side of Frontier Park. Perhaps buses go into Gate 12 and turn around in there to reduce the walking distance a little.

LCSD#1 operates 2 "Special Needs" buses during CFD. These buses are handicap accessible with lifts. They are smaller buses. These buses follow a different route. They continue north on Hynds, right (east) on Kennedy, right (south) on Carey, right (west) on 8th and enter the "B" parking lot off of 8th to drop off passengers. Parking Lot B is paved.

It was suggested to keep the special needs buses following the current path at 8th, where they could use the bus drop-off loop – if the regular buses were moved to the Hynds Ave. side for pick-up / drop-off.

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

INTERVIEW DISCUSSION SUMMARY

CHEYENNE LARAMIE COUNTY GIS COOPERATIVE – JORDAN EVANS

1. Who is producing current maps?

It appears the maps being used are used were not created with GIS.

- Chris Hault – LCSD1 Mapping Contact
- Jennifer Corso – MPO Mapping Contact
- Joe Fisher – Other City Maps Contact

2. Are there opportunities for the GIS cooperative to assist in future mapping?

Generally, yes. For new strategies he's the main point of contact.

- There are opportunities for producing static maps, like the bus routes or alternative transportation options, for posters and signs.
- Interactive mapping may be an option, also. Question on whether buses are equipped with AVL. If so, there's an opportunity to create an app that would track busses live (like Uber) and provide real time information to route coordinators or users. To do that the request needs to include details for functionality, features and user details.
- Sketches of any map ideas are helpful.

3. What format should data be in that we are creating for use with GIS cooperative mapping?

- KMZ files from Google Earth
- ESRI files
- Open source GIS files

Appendix G:
Public Comments

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

Cheyenne Frontier Days (CFD) is a big event spanning the 10 days of the last two weekends every July. The Cheyenne MPO selected Ayres Associates to help with a traffic study and prepare a transportation plan to improve traffic safety and flows for the near-term as well as for the longer-term based on the CFD Master Land Use Plan.



During the 2017 event, observations included: the collection of traffic counts; in person interviews at Park N Ride; aerial imagery of Frontier Park and outlying areas affected by CFD traffic; reviews of transit, parking, ticketing operations and traffic control management; steering committee observations and a CFD debriefing meeting. All this information was used to form the recommendations displayed and discussed today.

Please share your thoughts with us to help refine recommendations prior to the final plan adoption. Thank you!

1. Which of the following best describes you?

☒

I live in the Avenues.

☐

I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☒

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☐

Other: _____

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not? Live in Avenues

5. Do you have any comments regarding recommendations?

lane per

Comments: - 8th Ave was re-done so only one ^{lane per} direction. This is problem during rest of year. People drive zomph now and I can't pass them. However, I have seen people pass anyway.
- Carey South bound turning onto 8th westbound: Larger vehicles ~~make~~ make wide turn and actually turn, partially, into oncoming traffic.

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? _____

THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

thu@Vandire.net.

Please place your completed comment form in the Comment Box, or mail to:
Ayres Associates, Attn: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001
or HendonD@AyresAssociates.com **no later than November 6th at Noon.**

CFD TRAFFIC STUDY & TRANSPORTATION PLAN

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☒

I live in the Avenues.

☐

I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☒

Other: Live on Cribbon

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not?

Live on Cribbon

5. Do you have any comments regarding recommendations?

Comments: Don't make Hynds one way past the
Park.

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? Ask the City To reduce Bus Traffic
on Cribbon.

THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

Email: Avoidingwork@gmail.com

Please place your completed comment form in the Comment Box, or mail to:
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☐

No

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☐

In a Frontier Park parking lot

☒

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☐

Other: _____

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not? _____

5. Do you have any comments regarding recommendations?

Comments: 8th & Carey Ave needs either a permanent Stop light or a 4-Way Stop. People don't know who has the right-of-way. It is dangerous to drivers and most pedestrians cross further east or west to avoid the dangerous intersection.

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? Don't hurt other important public and tourist sites in Lions Park — i.e. Botanic Gardens, Pool, Spray park, golf, boat rentals, children's Village.

THANK YOU FOR YOUR PARTICIPATION!

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Shane@botanic.org

Please place your completed comment form in the Comment Box, or mail to:
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☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☒

Other:

my house

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not? _____

5. Do you have any comments regarding recommendations?

Comments:

N/A

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days?

N/A

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Yes

☐

No

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☐

In a Frontier Park parking lot

☒

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☒

Other: *I personally don't park, but 'reserve' on-street spots in front of my house for friends, when asked*

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not?

Live in Avenues

5. Do you have any comments regarding recommendations?

Comments: Use temporary cameras at intersections to give "traffic control center"
real time intersection information to inform message boards and police
using control boxes at intersections to vary cycles to meet conditions

In Mid-term Bus routes, approaching Frontier Park, eliminate on-street
parking on both sides of Sixth Ave. between Hynds and Cribben.

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? _____

The CDF Master Plan eliminates most of the parking in lot C. This will
force more parking pressure in the Avenues. CDF should consider on-site
multi-story parking structure

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2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☒

Other: Volunteer Committee parking lot

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not? I'm a volunteer

5. Do you have any comments regarding recommendations?

Comments: I really like a lot of the short term ideas presented tonight. I believe this will really help with traffic flow & problems. As for the long-term path for the busses and dropping off behind "C" stands, might cause a problem with the Master Landuse Plan.

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? None

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I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☒

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☐

Other: _____

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not?

CFD Vol. on property early to close

5. Do you have any comments regarding recommendations?

Comments: I like the time and effort put into
the plans.

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? Put instead of jersey barriers
across from V4 use movable barrels to
allow fast egress from V4 to Dillion
south for about 1/2 hr after the night
show to assist the egress. Stop traffic
WB at Carey for that time to assist this.

THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

anna428.at@gmail.com

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Ayres Associates, Attn: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001
or HendonD@AyresAssociates.com **no later than November 6th at Noon.**

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☐

I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☐

Other:

I am usually working @ CFD -

4. Have you used Park N Ride?

☒

Yes

☐

No

Why or Why not?

Easily accessible to my needs; convenient

5. Do you have any comments regarding recommendations?

Comments: I didn't see much to address volunteer access to & from the park. CFO doesn't operate without its volunteers. What are we doing to try and accommodate volunteer parking?

The buses running for volunteer parking lots at Central High School don't have much security, so pretty much anyone could go park there and try to access Park + Ride for free.

What safety is in place to protect civilians, citizens and employees and volunteers from possible takeover situations?

Safety for Large Crowds; from vehicles plowing through traffic & through of people?

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? A "Traffic Control Communications Center" is a good idea in theory, but without all agencies able to communicate with each other directly, how effective would it be? ~~What~~ The WyoLink system could maybe have a way to enable this, because communication between buses, RedShirts, Park officials, Cheyenne Transit and Police departments is PAINFULLY SLOW! One department doesn't know what the other is doing.

THANK YOU FOR YOUR PARTICIPATION!

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Jennifer Cloward, 310 E. 1st Ave., Cheyenne, WY 82001
Email ~~contact~~ contact is best: jennifer.cloward@gmail.com

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Ayres Associates, Attn: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001
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I live in the Avenues.

☐

I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☒

Other: AT MY HOUSE

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not? LIVE TOO CLOSE TO THE PARK

5. Do you have any comments regarding recommendations?

Comments: KENNEDY TO CANAM HWY LIGHT NOT ONLY
GOOD FOR FRONTIER DAYS BUT ALSO YEAR ROUND.

BETTER LIGHTING ALONG MAJOR ROADS WILL IMPROVE
SAFETY AND SECURITY OF RESIDENCES AND PEDESTRIANS.

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? _____

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I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☒

Other: I walk or ride a bike (1.0-1.5 miles)

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not? Not needed, want to avoid driving

5. Do you have any comments regarding recommendations?

Comments: • VERY EXCITED about increased bike parking; encouraging active transport (walk/bike) to CFD would both reduce traffic congestion + encourage healthy activities; in the past we have had to lock our bikes to trees at Frontier Park due to lack of bike racks; could have a "Bike Corral" (fenced area w/ racks) near the entrance to encourage biking (prime parking!) • Consider designating one exit off I-25 for CFD traffic to better control flow and reduce burden on Arvada residents

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? Warren + Pershing intersection during parades is a nightmare; I was nearly T-boned by someone turning left while going straight last year due to traffic blocking the intersection; needs management

THANK YOU FOR YOUR PARTICIPATION!

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Cuffney@gmail.com

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I live in the Avenues.

☐

I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☒

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☐

Other: _____

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not? _____

5. Do you have any comments regarding recommendations?

Comments: _____

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? _____

THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

tn/holdings23@gmail.com / Dark Knight Trading Post

2606 E. Lincolnway Cheyenne, WY 82001

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☒

I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☒

In the Park N Ride lot

☐

Other: _____

4. Have you used Park N Ride?

☒

Yes

☐

No

Why or Why not?

I recently moved on 8/12 all week

5. Do you have any comments regarding recommendations?

Comments: They all, could listen on paper

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? Better Signage for Parking Areas

"I Heart Radio" App for CF D Phone App "Crashes"

Update / Enlarge / Expand CF D Books w/parking info

Committee members need to stay closer and all on the same page

THANK YOU FOR YOUR PARTICIPATION!

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Buddy Tennant

970 834 1035

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☐

I live in the Avenues.

(Lower Aves)

☐

I live in Cheyenne.

☐

I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

☒

Yes

☐

No

3. Where do you park to visit Frontier Park during CFD?

☐

In a Frontier Park parking lot

☐

In the Avenues (on-street parking near Frontier Park)

☐

In the Park N Ride lot

☐

Other: volunteer parking

4. Have you used Park N Ride?

☐

Yes

☒

No

Why or Why not?

get to the park too early, leave too late
(8:00 AM) (2:30 AM)

5. Do you have any comments regarding recommendations?

Comments: _____

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during Cheyenne Frontier Days? _____

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- ☐ I live in the Avenues.
- ☐ I live in Cheyenne.
- ☒ I live outside of Cheyenne.

2. Did you spend any time in Cheyenne during 2017 Frontier Days?

- ☒ Yes
- ☐ No

3. Where do you park to visit Frontier Park during CFD?

- ☐ In a Frontier Park parking lot
- ☐ In the Avenues (on-street parking near Frontier Park)
- ☐ In the Park N Ride lot
- ☒ Other: _____

4. Have you used Park N Ride?

- ☐ Yes
- ☒ No

Why or Why not? _____

5. Do you have any comments regarding recommendations?

Comments: _____

6. Are there any other comments / concerns we should be aware of regarding transportation and traffic during

Cheyenne Frontier Days? _____

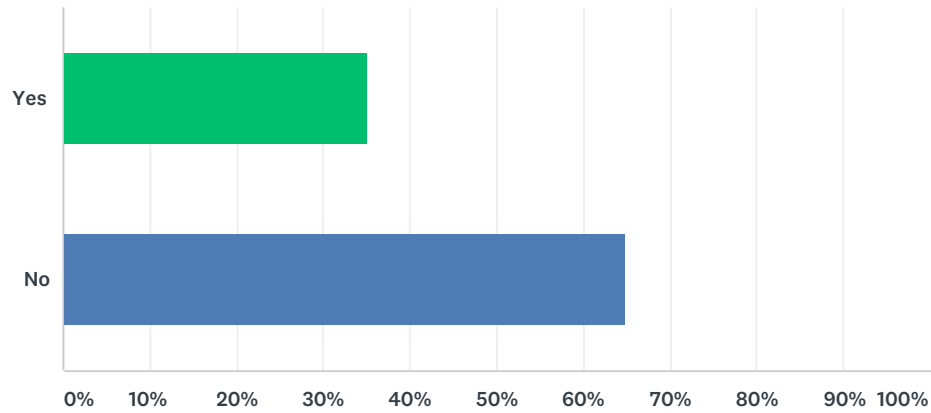
THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

Please place your completed comment form in the Comment Box, or mail to:
Ayres Associates, Attn: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001
or HendonD@AyresAssociates.com ***no later than November 6th at Noon.***

Q1 Did you use Park-n-Ride?

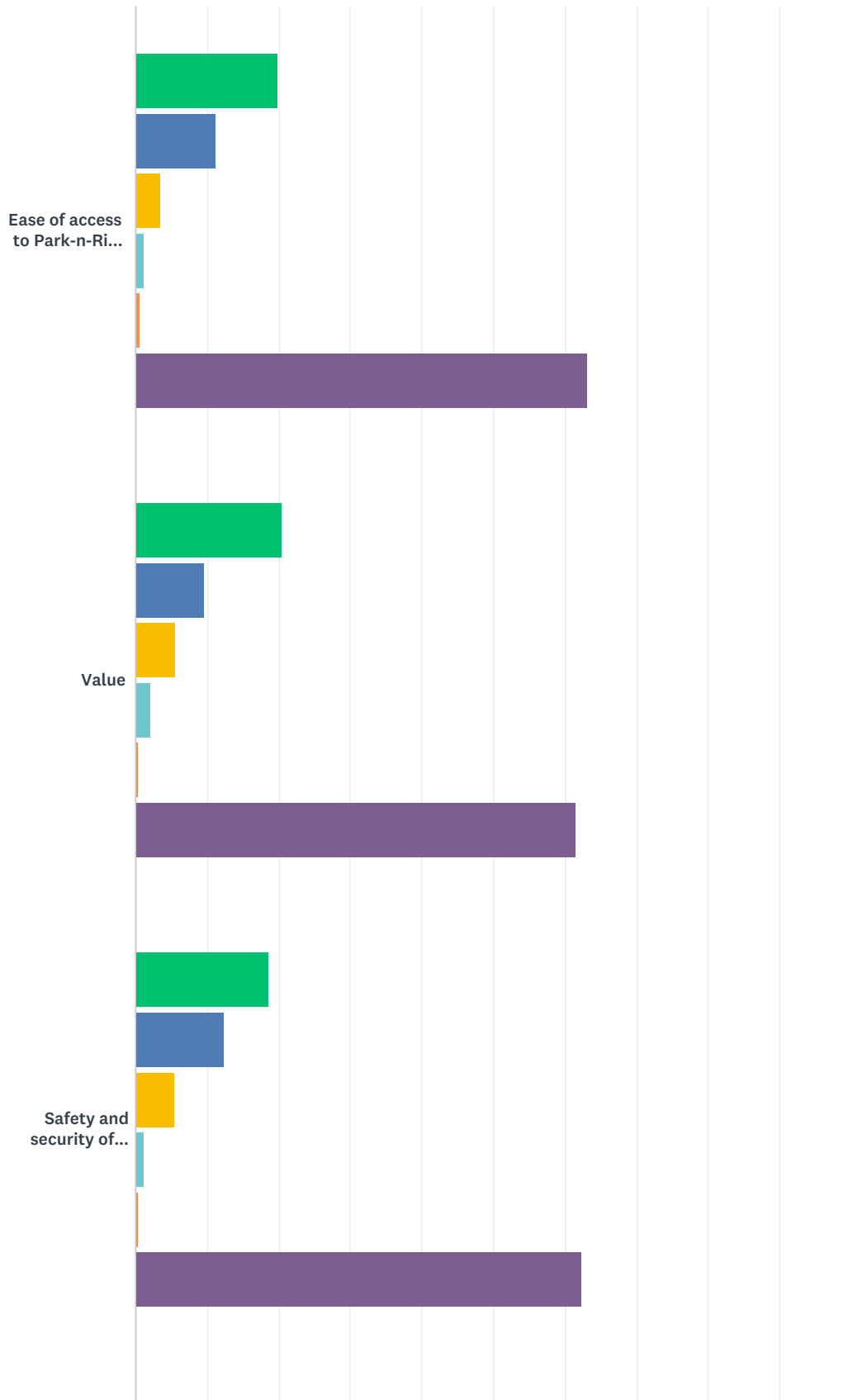
Answered: 1,126 Skipped: 0



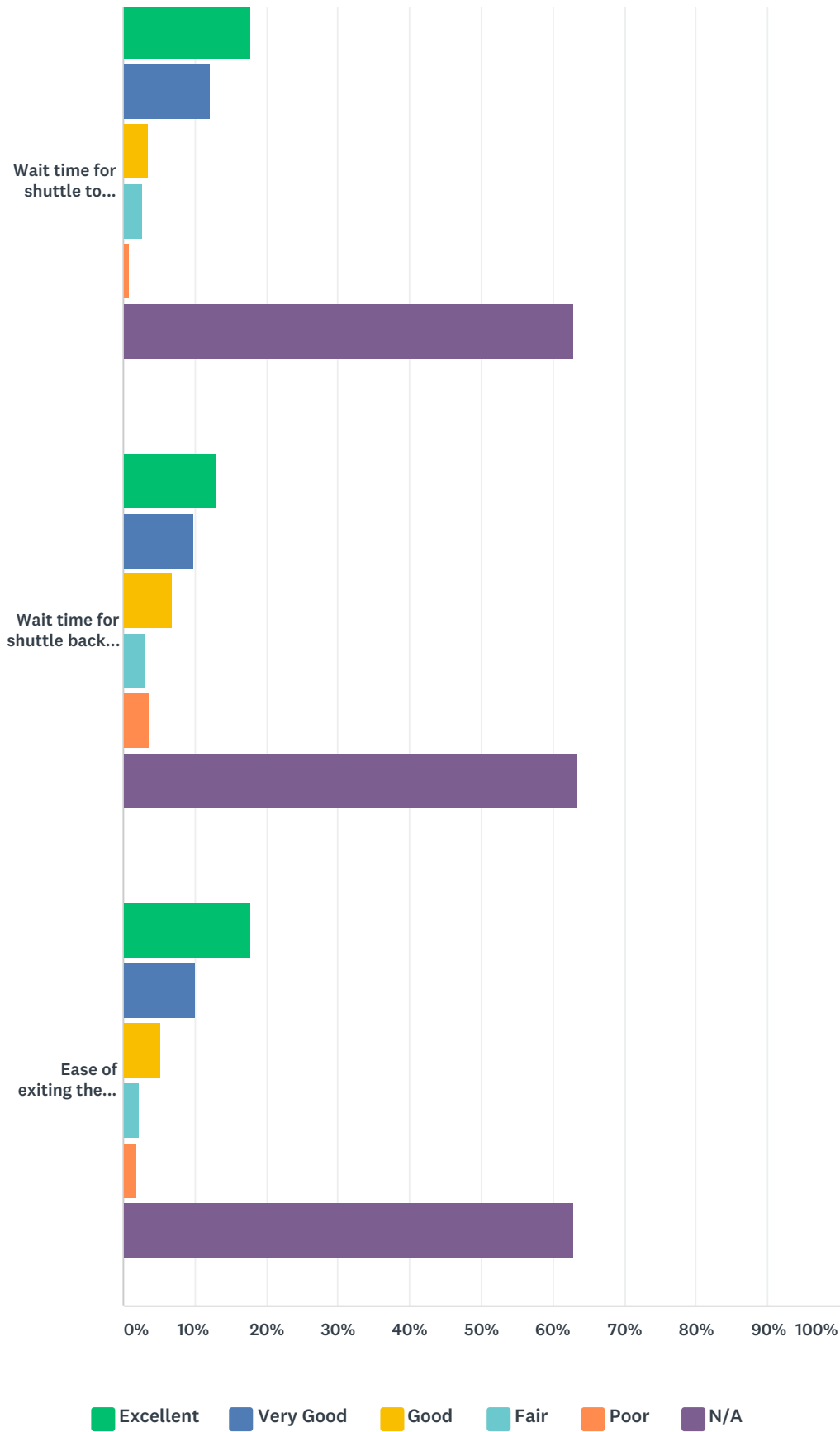
ANSWER CHOICES		RESPONSES	
Yes		35.08%	395
No		64.92%	731
TOTAL			1,126

Q2 How would you rate your Park-n-Ride Experience?

Answered: 1,126 Skipped: 0



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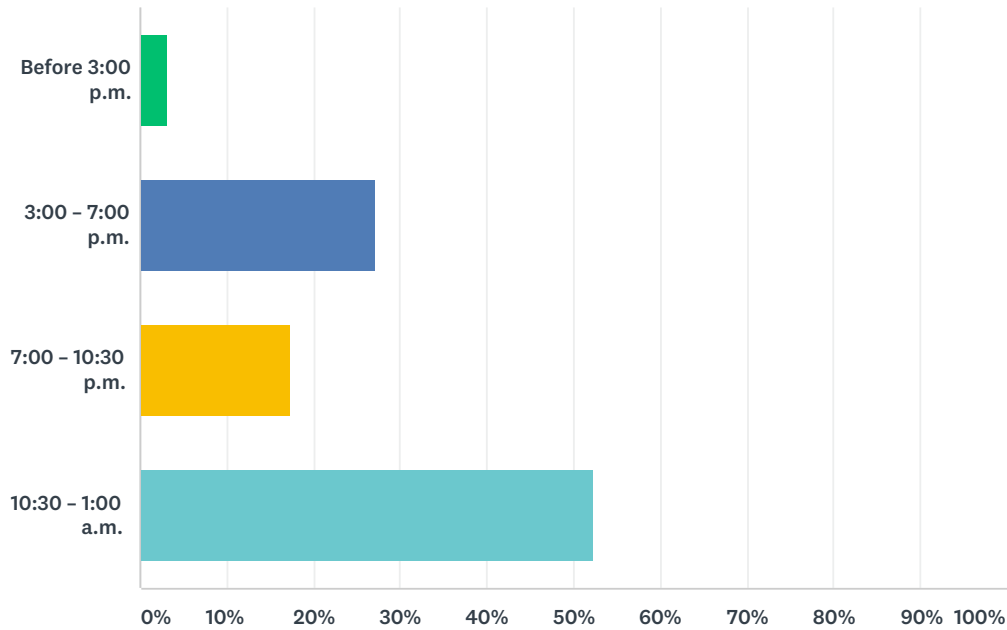
	EXCELLENT	VERY GOOD	GOOD	FAIR	POOR	N/A	TOTAL
Ease of access to Park-n-Ride lot	19.93% 224	11.21% 126	3.65% 41	1.25% 14	0.71% 8	63.26% 711	1,124

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Value	20.53% 226	9.72% 107	5.63% 62	2.09% 23	0.45% 5	61.58% 678	1,101
Safety and security of Park-n-Ride lot	18.60% 205	12.25% 135	5.35% 59	1.18% 13	0.36% 4	62.25% 686	1,102
Wait time for shuttle to Frontier Park	17.71% 195	12.17% 134	3.63% 40	2.63% 29	0.91% 10	62.94% 693	1,101
Wait time for shuttle back to Park-n-Ride lot	12.89% 142	9.89% 109	6.81% 75	3.18% 35	3.81% 42	63.43% 699	1,102
Ease of exiting the Park-n-Ride lot	17.74% 195	10.01% 110	5.19% 57	2.27% 25	1.91% 21	62.88% 691	1,099

Q3 What time did you return to your vehicle?

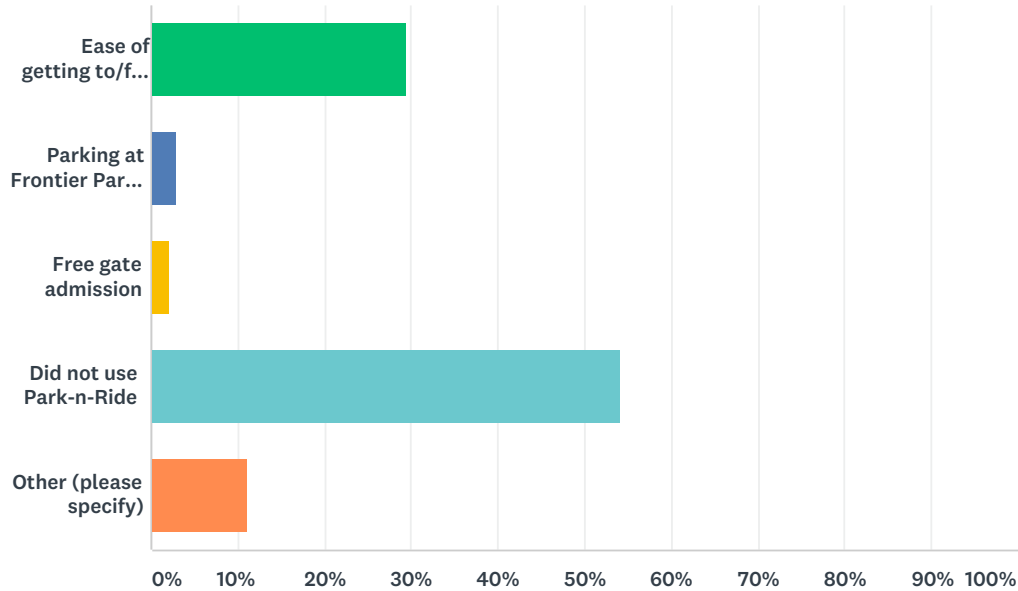
Answered: 1,126 Skipped: 0



ANSWER CHOICES	RESPONSES	
Before 3:00 p.m.	3.11%	35
3:00 – 7:00 p.m.	27.18%	306
7:00 – 10:30 p.m.	17.32%	195
10:30 – 1:00 a.m.	52.40%	590
TOTAL		1,126

Q4 What was the main reason you chose to use Park-n-Ride?

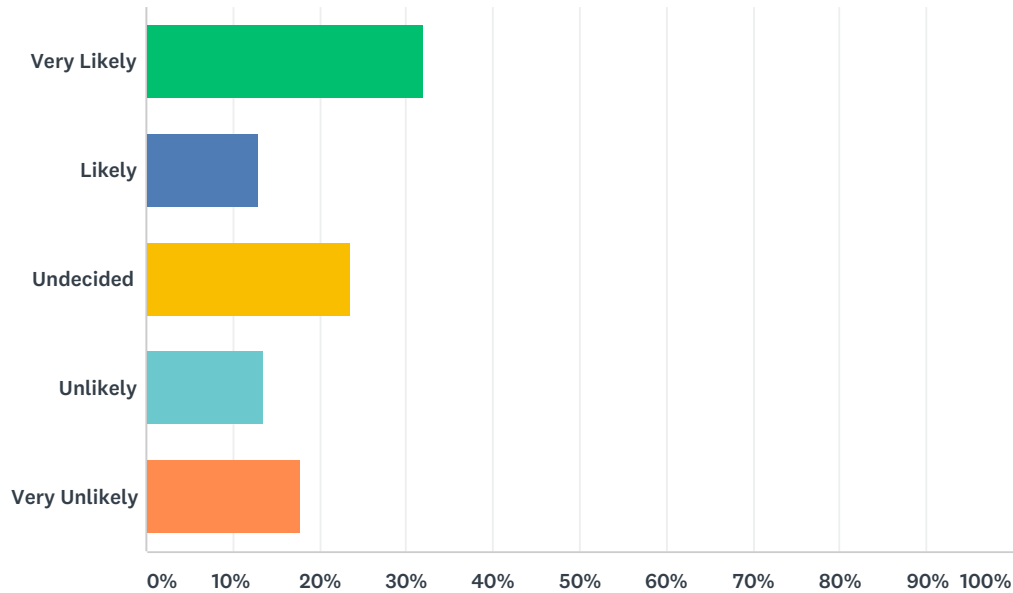
Answered: 1,126 Skipped: 0



ANSWER CHOICES	RESPONSES	
Ease of getting to/from Frontier Park	29.40%	331
Parking at Frontier Park was full	3.02%	34
Free gate admission	2.13%	24
Did not use Park-n-Ride	54.26%	611
Other (please specify)	11.19%	126
TOTAL		1,126

Q5 In the future, if the cost of parking at the Park-n-Ride were included in the price of your CFD tickets, how likely would you be to park there?

Answered: 1,126 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very Likely	31.97%	360
Likely	13.06%	147
Undecided	23.62%	266
Unlikely	13.50%	152
Very Unlikely	17.85%	201
TOTAL		1,126

Q6 What changes or improvements would you like to see for the Park-n-Ride service?

Answered: 652 Skipped: 474

#	RESPONSES	DATE
1	N/A	10/6/2017 10:57 AM
2	covered area to wait for shuttle (out of the sun)	10/6/2017 10:08 AM
3	covered area for bus wait line.	10/6/2017 8:09 AM
4	None	10/5/2017 11:22 PM
5	n/a	10/5/2017 10:37 AM
6	don't use	10/5/2017 9:31 AM
7	More accessible parking. Vehicles to accomodate power wheelchairs	10/5/2017 9:23 AM
8	Nothing I can think of	10/3/2017 8:33 PM
9	Easier access and signs to the park n ride. We had troubles finding it	10/2/2017 9:51 PM
10	none	10/2/2017 7:35 PM
11	none	10/2/2017 2:58 PM
12	none	10/2/2017 12:06 PM
13	Better oversight of the parking spaces to increase the efficiency of parking the most vehicles instead of expanding when there are still empty spaces.	10/2/2017 11:20 AM
14	didn't use it	10/2/2017 11:11 AM
15	Na	10/1/2017 9:54 PM
16	Did not use it, as the lines are way too long	10/1/2017 8:46 PM
17	Can;t say, didn't use it	10/1/2017 8:33 PM
18	Bigger bus seats. It was a tight fit	10/1/2017 7:03 PM
19	I am handicap and I park in the lot by the venue	10/1/2017 5:23 PM
20	Better signage as to where it is located, and the fact that it is cash only.	10/1/2017 5:04 PM
21	Didn't use it	10/1/2017 12:32 PM
22	Length of the lines after concerts are the main reason I choose not to use park n ride	10/1/2017 11:16 AM
23	NA	10/1/2017 10:29 AM
24	None	10/1/2017 12:51 AM
25	didn't use it	9/30/2017 11:27 PM
26	I have never used park and ride	9/30/2017 9:38 PM
27	it is a nice convenience	9/30/2017 7:17 PM
28	N/A	9/30/2017 1:03 PM
29	It was what I would expect from a festival parking lot.	9/30/2017 11:01 AM
30	More space and buses for people to use	9/30/2017 6:39 AM
31	Don't include the price in the ticket price. I'm from Cheyenne and don't need the park and ride.	9/29/2017 8:12 PM
32	can't think of any	9/29/2017 6:25 PM
33	0	9/29/2017 4:47 PM

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34	N/A	9/29/2017 1:14 PM
35	none	9/29/2017 7:51 AM
36	Didn't use it I was drinking	9/29/2017 7:49 AM
37	Better process for getting on the bus after a concert. It's very chaotic and a lot of people cut the line which made our wait for the bus extremely long	9/29/2017 6:51 AM
38	none	9/29/2017 5:26 AM
39	None needed	9/28/2017 11:24 PM
40	Nothing	9/28/2017 9:56 PM
41	Na	9/28/2017 9:25 PM
42	Lines to get on the buses better organized, not such a long wait to get back to PNR	9/28/2017 7:51 PM
43	none	9/28/2017 6:59 PM
44	Excellent	9/28/2017 5:05 PM
45	More shuttles	9/28/2017 4:12 PM
46	None	9/28/2017 2:36 PM
47	N/A	9/28/2017 2:16 PM
48	faster pick during big name entertainers	9/28/2017 1:50 PM
49	didn't use park n ride	9/28/2017 12:29 PM
50	NA	9/28/2017 11:14 AM
51	Hold CFD when it isn't raining ;-).	9/28/2017 10:56 AM
52	More info on park-in-ride around town -- cost, schedule, parking.	9/28/2017 10:55 AM
53	None	9/28/2017 10:33 AM
54	None it's good running.	9/28/2017 10:22 AM
55	DID NOT USE THIS SERVICE	9/28/2017 10:20 AM
56	didnt use	9/28/2017 9:49 AM
57	Na	9/28/2017 9:05 AM
58	More pick up locations within the lot, we walked a long way	9/28/2017 7:37 AM
59	More direction on the interstate to grounds before cheyanna	9/28/2017 7:26 AM
60	Stop useing federal property to make a company \$\$	9/28/2017 6:17 AM
61	it was already good	9/28/2017 5:45 AM
62	keep it going, a great service	9/28/2017 4:31 AM
63	None I can think of.	9/28/2017 3:49 AM
64	cheaper	9/28/2017 3:40 AM
65	Need a better traffic control to exit. Took over 45 minutes to leave park and ride.	9/27/2017 10:48 PM
66	Water and toilets available at Park and Ride	9/27/2017 10:16 PM
67	None	9/27/2017 10:02 PM
68	None. Good experience	9/27/2017 8:48 PM
69	None	9/27/2017 8:41 PM
70	Na	9/27/2017 8:39 PM
71	None	9/27/2017 8:39 PM
72	Better signage	9/27/2017 8:20 PM
73	Too long of wait post night show	9/27/2017 7:52 PM

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74	Give former volunteers of the year a parking pass and rodeo access	9/27/2017 7:13 PM
75	Na	9/27/2017 6:36 PM
76	N/A Did not use the service	9/27/2017 6:28 PM
77	Did not use	9/27/2017 5:57 PM
78	Leaving the CFD venue was a liitle hectic and somewhat unorganized. It would be nice to have a person at the entrance of the ride lines to direct people to less filled lines and answer questions.	9/27/2017 5:35 PM
79	I feel that if we purchased tickets for an event, like the night shows or bull riding championships, that the Park-n-Ride should be free.	9/27/2017 5:14 PM
80	More lights	9/27/2017 5:04 PM
81	None	9/27/2017 4:57 PM
82	Nothing I can think of	9/27/2017 4:23 PM
83	Na	9/27/2017 4:08 PM
84	Unable to answer	9/27/2017 3:39 PM
85	Did not use	9/27/2017 3:38 PM
86	More ladies bathroom.	9/27/2017 3:27 PM
87	none	9/27/2017 3:08 PM
88	I am not sure I have family near park	9/27/2017 3:01 PM
89	N/A	9/27/2017 2:29 PM
90	Used it two times.It took a longer at the end of a concert but still not bad.	9/27/2017 2:18 PM
91	n.a.	9/27/2017 2:08 PM
92	N/A	9/27/2017 2:04 PM
93	Notification of availability and cost	9/27/2017 1:57 PM
94	It was great	9/27/2017 1:40 PM
95	Webpage starting time was not accurate.	9/27/2017 1:34 PM
96	None, it was very satisfactory	9/27/2017 1:26 PM
97	More buses when concerts get out	9/27/2017 1:24 PM
98	N/a	9/27/2017 1:24 PM
99	Didn't use it.	9/27/2017 1:24 PM
100	unknown	9/27/2017 12:59 PM
101	less wait time. the buses are always moving which is great	9/27/2017 12:55 PM
102	I would like to see the shuttle to the Park start earlier. We wanted to see the art show at the museum and then look at the vendors and the Indian Village before the rodeo, but there was no shuttle that early. We talked our way into the grounds parking lot for an hour to see the art show (about 8:30 a.m., then drove out to the park-n-ride in time to meet our kids and grandkids. By the time we got an early lunch, there was no time to shop or see the Indian Village.	9/27/2017 12:54 PM
103	Maybe just more workers walking around checking on cars	9/27/2017 12:52 PM
104	Everything was fine, why fix what's not broken?	9/27/2017 12:26 PM
105	Just the wait time after getting onto the bus.	9/27/2017 12:22 PM
106	None	9/27/2017 12:20 PM
107	n/a	9/27/2017 12:11 PM
108	Did not use it.	9/27/2017 12:08 PM
109	I do not believe changes are needed, as you guys have really got it down to a smooth operation now. Handicap parking was limited because there were so many people at the Park-n-Ride.	9/27/2017 11:57 AM

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110	Multiple exits.	9/27/2017 11:48 AM
111	Other drop spots	9/27/2017 11:44 AM
112	n/a	9/27/2017 11:42 AM
113	None	9/27/2017 11:40 AM
114	Didn't use it	9/27/2017 11:39 AM
115	Did not use	9/27/2017 11:37 AM
116	na	9/27/2017 11:37 AM
117	Everything was great	9/27/2017 11:36 AM
118	Organization especially post concert. There were so many lines of people it was just a free for all in getting in a bus. Have attendants or fencing to organize	9/27/2017 11:33 AM
119	Never used it	9/27/2017 11:18 AM
120	N/A Didn't use it!	9/27/2017 11:18 AM
121	n/a	9/27/2017 11:07 AM
122	I didn't use it.	9/27/2017 11:03 AM
123	na	9/27/2017 10:55 AM
124	lines are to long after the shows	9/27/2017 10:48 AM
125	Na	9/27/2017 10:32 AM
126	N/A	9/27/2017 10:31 AM
127	The bus flow they experimented with not to cross pedestrians should be the standard way from now on.	9/27/2017 10:30 AM
128	more availability	9/27/2017 10:26 AM
129	More busses. The lines to get on at the park were way to long	9/27/2017 10:24 AM
130	Didn't use it	9/27/2017 10:23 AM
131	N/a	9/27/2017 10:21 AM
132	It takes a lot of extra time to use the park and ride.	9/27/2017 10:21 AM
133	Very efficient.	9/27/2017 10:19 AM
134	My husband is handicap so we usually park in the handicap parking on the grounds. It is to hard to get him into the buses for the park and ride	9/27/2017 10:14 AM
135	Nothing	9/27/2017 10:08 AM
136	Shorter lines on the return trip	9/27/2017 10:07 AM
137	I appreciated the service. After concerts get out, there was along line for the shuttle, but it kept moving.	9/27/2017 10:05 AM
138	Terrible experience waiting for the bus after a concert on a Wednesday night. We were in a group and could not tell that where we stood only moved very little compared to the lines east of ours. Our waiting area was furthest west upon leaving the park. It took over 1 hour to get on the bus. .	9/27/2017 10:04 AM
139	...	9/27/2017 10:04 AM
140	Come up with something better. Who wants to get on a school bus!	9/27/2017 9:59 AM
141	N/A	9/27/2017 9:51 AM
142	more shuttles and more frequent scheduled times for pick up and drop off	9/27/2017 9:50 AM
143	More shuttles to pickup people up after the shows	9/27/2017 9:46 AM
144	the lines are way to long that is why we do not do this	9/27/2017 9:44 AM

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145	We used it to go to the parade & then to go to the rodeo. The wait time between the 2 was a lot long. Maybe try to figure out how to set up a few of the buses to take people from the parade to the rodeo without having to go back to the Park-n-Ride.	9/27/2017 9:31 AM
146	More buses at the end of concerts and events. Waiting over an hour is ridiculous after an event	9/27/2017 9:26 AM
147	It would be helpful to have an extra short step when boarding The school buses. For someone with arthritis, the first step up is sometimes quite a stretch.	9/27/2017 9:23 AM
148	Later shuttle at night	9/27/2017 9:16 AM
149	N/A	9/27/2017 9:13 AM
150	handicap made easier	9/27/2017 9:13 AM
151	Nothing! Service was excellent!	9/27/2017 9:13 AM
152	None	9/27/2017 9:11 AM
153	N/A	9/27/2017 9:10 AM
154	Can,t think of any.	9/27/2017 9:06 AM
155	honestly there isn't much you could improve - it has worked great for us both on the Volunteer end and the civilian end.	9/27/2017 9:05 AM
156	Cheaper prices	9/27/2017 9:02 AM
157	I didn't use it.	9/27/2017 9:01 AM
158	The after show rush needs to be managed	9/27/2017 8:55 AM
159	didn't use	9/27/2017 8:49 AM
160	Ordered tix online w parking pass, pick up from will call, pd cash at ride lot, get to will call and no way to refund park n ride since rodeo tix came with ride lot passes, was only in town 2 days so only used 1 ride lot pass of 4, lack of online or app delivery is an issue as I could've used the passes if I had a way to get them before arriving for my first visit	9/27/2017 8:47 AM
161	More shuttles to downtown	9/27/2017 8:46 AM
162	na	9/27/2017 8:45 AM
163	We have used the Park n Ride previous years and love it.	9/27/2017 8:45 AM
164	Stupid question. Didnt use it.	9/27/2017 8:44 AM
165	Did not use	9/27/2017 8:37 AM
166	Maybe someplace closer to the Park; doubt that's possible, however.	9/27/2017 8:31 AM
167	N/A	9/27/2017 8:30 AM
168	Worked for me	9/27/2017 8:29 AM
169	None	9/27/2017 8:29 AM
170	credit card service	9/27/2017 8:29 AM
171	Need to park at the fairgrounds because of small children and their needs have to be close at hand.	9/27/2017 8:28 AM
172	I did not use it.	9/27/2017 8:28 AM
173	None	9/27/2017 8:22 AM
174	None	9/27/2017 8:17 AM
175	Lights in parking lot/ cost	9/27/2017 8:17 AM
176	Na	9/27/2017 8:16 AM
177	A little more organization in the lines after concert waiting for bus. People not waiting their turn and getting in bus without a siting in lines.	9/27/2017 8:13 AM
178	water station	9/27/2017 8:13 AM

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179	Oh my goodness. I didn't take the Park and Ride, which I said on my first answer. So why ask 20 more questions about it??	9/27/2017 8:11 AM
180	NA	9/27/2017 8:11 AM
181	Better surface	9/27/2017 8:01 AM
182	I did not use Park-n-Ride.	9/27/2017 7:59 AM
183	N/A	9/27/2017 7:58 AM
184	Do not use I have a parking pass with my tickets	9/27/2017 7:57 AM
185	I think overall this process is ran very very well!	9/27/2017 7:57 AM
186	move the area where you pick up after the concert its very difcult to get out the front gate as eveyone is backed up waiting for park and ride	9/27/2017 7:56 AM
187	Lines were way too long, and long lines getting out of the parking lot with the car.	9/27/2017 7:54 AM
188	Connect downtown better	9/27/2017 7:54 AM
189	No interest	9/27/2017 7:52 AM
190	Park-n-Ride was efficient and easy	9/27/2017 7:50 AM
191	None	9/27/2017 7:44 AM
192	Doing great job not sure how could improve really	9/27/2017 7:44 AM
193	if you buy tickets to a night show you shouldn't have to pay to park at the grounds.20.00 is a little much	9/27/2017 7:44 AM
194	None	9/27/2017 7:44 AM
195	Did not use	9/27/2017 7:43 AM
196	Nta	9/27/2017 7:40 AM
197	Na	9/27/2017 7:38 AM
198	na	9/27/2017 7:38 AM
199	NA	9/27/2017 7:34 AM
200	None. I thought it was nice and convenient.	9/27/2017 7:33 AM
201	nothing really but AC in buses would be nice when extremely hot	9/27/2017 7:30 AM
202	N/a	9/27/2017 7:30 AM
203	Not much	9/27/2017 7:27 AM
204	More lighting	9/27/2017 7:24 AM
205	none, it is very efficient	9/27/2017 7:23 AM
206	I've never used it	9/27/2017 7:22 AM
207	Start the shuttle buses earlier in the day	9/27/2017 7:22 AM
208	Didn't use it but the sound system at rodeo was poor. We couldn't hear announcer in main stand.	9/27/2017 7:21 AM
209	Didn't use it this year	9/27/2017 7:20 AM
210	None	9/27/2017 7:20 AM
211	N/A	9/27/2017 7:20 AM
212	Easier entry/exit	9/27/2017 7:19 AM
213	More convenient locations	9/27/2017 7:18 AM
214	There were no other places to put general comments so having to pu them here:0; needed more very large maps around grounds showing where you were and other key places; more shuttles from outer parking lots to main entrance; saw lots of volunteers on golf carts that could have been utilized to help! knew nothing about park and ride; would have been helpful with more large visible signage	9/27/2017 7:17 AM

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215	cost, waiting in line	9/27/2017 7:16 AM
216	N/a	9/27/2017 7:13 AM
217	Security	9/27/2017 7:13 AM
218	Have never used Park-n-Ride	9/27/2017 7:13 AM
219	Get rid of the mud in the parking lot.	9/27/2017 7:13 AM
220	Stop sending me emails you useless losers	9/27/2017 7:10 AM
221	did not use	9/27/2017 7:10 AM
222	More security	9/27/2017 7:10 AM
223	No changes.	9/26/2017 9:47 PM
224	There was almost 30 minutes that we were at a dead stop for exiting. Maybe someone directing traffic and funneling would have been helpful.	9/26/2017 6:04 PM
225	n/a	9/26/2017 4:48 PM
226	cheaper	9/26/2017 2:31 PM
227	I live in Cheyenne, therefore we drive to the rodeo and park in the Avenues.	9/26/2017 11:20 AM
228	We got there early in the morning and the people there were not sure what was going on, when the first bus was coming, didn't know where the stamp was.	9/26/2017 5:57 AM
229	Nothing	9/26/2017 1:01 AM
230	None	9/25/2017 11:21 PM
231	none. great service	9/25/2017 9:20 PM
232	N/a	9/25/2017 7:56 PM
233	Our first space was very tight. Not enough space between car rows.	9/25/2017 7:52 PM
234	In 2016 I did use park and ride and the experience was not great, that is why I did use it this year. In 2016 it took us forever to get a ride to and from the fairgrounds. Maybe more buses after the night entertainment.	9/25/2017 5:59 PM
235	N/A	9/25/2017 5:57 PM
236	N/a	9/25/2017 2:33 PM
237	None	9/25/2017 11:57 AM
238	None	9/25/2017 9:46 AM
239	n/a	9/25/2017 7:42 AM
240	Bus loading after shows is a nightmare which is why we don't use it.	9/25/2017 12:15 AM
241	Faster service	9/24/2017 10:06 PM
242	None	9/24/2017 8:01 PM
243	Na	9/24/2017 7:25 PM
244	Quicker return to car lot	9/24/2017 6:35 PM
245	more widely available, clearly marked areas for pickup/drop off	9/24/2017 5:19 PM
246	N/A	9/24/2017 2:06 PM
247	N/a	9/24/2017 12:40 PM
248	Na	9/24/2017 9:41 AM
249	None	9/24/2017 9:06 AM
250	takes to long in line	9/24/2017 8:31 AM
251	N/a	9/23/2017 10:23 PM

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252	It was a good experience and much easier than trying to find a parking place but price could be a little lower	9/23/2017 7:26 PM
253	Shuttles more often.	9/23/2017 4:23 PM
254	Too expensive	9/23/2017 2:11 PM
255	Lots of people waiting for bus. We stood in line for over an hour and then waited over an hour to leave park and ride. Felt we spent more time at park and ride than we did at concert. Maybe have additional park and ride off I-80	9/23/2017 12:42 PM
256	Better marking of spaces to make it easier to locate vehicles at the end of the day	9/23/2017 8:36 AM
257	Seemed to be a little lacking in the organization on the quickness of getting people on available buses	9/23/2017 6:47 AM
258	More room between Row's and make everyone back in easier to get out	9/23/2017 5:36 AM
259	the exit after the concert	9/22/2017 9:56 PM
260	You cut the service near AB Camping and left the park stranded. AB stepped up and did not. Abandon us and the neibor. City really let CFD DOWN	9/22/2017 9:04 PM
261	long lines after concert, and brawl not allowing buses to leave	9/22/2017 9:01 PM
262	Didn't use it	9/22/2017 7:47 PM
263	None	9/22/2017 3:35 PM
264	NA	9/22/2017 3:30 PM
265	None	9/22/2017 3:23 PM
266	na	9/22/2017 2:20 PM
267	N/A	9/22/2017 1:45 PM
268	I thought it was very well run.	9/22/2017 1:44 PM
269	None at this time	9/22/2017 1:12 PM
270	n/a	9/22/2017 12:13 PM
271	Signs giving directions of how to leave lot	9/22/2017 11:56 AM
272	Pave the parking area	9/22/2017 11:48 AM
273	Nothing, y'all run a great operation	9/22/2017 11:35 AM
274	No suggestions - It was great!	9/22/2017 11:34 AM
275	Na	9/22/2017 11:15 AM
276	Never used	9/22/2017 10:58 AM
277	Nothing, it was very good	9/22/2017 10:53 AM
278	none - it was perfect	9/22/2017 10:37 AM
279	I didn't use it	9/22/2017 9:27 AM
280	didnt have any problem	9/22/2017 9:26 AM
281	Please do not include in ticket price. If I answered NO to first question, should not have to answer when I returned to my car!	9/22/2017 9:08 AM
282	n/a	9/22/2017 8:57 AM
283	to keep it going	9/22/2017 8:51 AM
284	ran smooth	9/22/2017 8:13 AM
285	na	9/22/2017 8:04 AM
286	n/a	9/22/2017 7:42 AM
287	IDK	9/22/2017 7:34 AM
288	ldk	9/22/2017 7:12 AM

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289	None that I can think of. Honestly, we don't even think of parking any where else	9/22/2017 6:31 AM
290	I don't remember seeing info on line. I wonder how late they run.	9/22/2017 6:15 AM
291	Would like to see the city shuttle come back. That was much less of a hassle	9/22/2017 2:08 AM
292	This service was handled excellently	9/22/2017 12:54 AM
293	Unknown	9/21/2017 10:26 PM
294	Nothing	9/21/2017 10:09 PM
295	none	9/21/2017 9:41 PM
296	Have number to help find your car	9/21/2017 9:25 PM
297	None everyone is very friendly and welcoming	9/21/2017 9:15 PM
298	Daily price, so would not have to pay again when coming back in the evening	9/21/2017 9:02 PM
299	more rest rooms conveniently located	9/21/2017 9:01 PM
300	NA	9/21/2017 8:26 PM
301	na	9/21/2017 7:43 PM
302	Unsure. It was very efficient	9/21/2017 7:30 PM
303	All. Parking park n ride and at the park lots is way to expensive everything else costs a lot and then having to shell out so much for parking caused us to go one day rather than 4 like usual	9/21/2017 7:30 PM
304	none	9/21/2017 6:21 PM
305	Better Handicap access.	9/21/2017 5:31 PM
306	Handicap service at 6am	9/21/2017 5:17 PM
307	Did not use it	9/21/2017 5:15 PM
308	Did not use the park an ride	9/21/2017 5:15 PM
309	n/a	9/21/2017 5:14 PM
310	More shuttles are needed from the park to Park N Ride after concerts get out. We waited in line for about 40 minutes.	9/21/2017 5:07 PM
311	Clarity of where lines are for busses are after concerts	9/21/2017 4:29 PM
312	Can't answer	9/21/2017 4:26 PM
313	Seeing the really LONG lines make me not want to use that service.	9/21/2017 3:47 PM
314	Can NOT use park -n-ride. We are disabled, and NEED to be able to return to vehicle for medical issues. I think you need MORE handicap spaces. I would be willing to pay for handicap parking at the time of ticket purchase to secure handicap parking. Currently, in order to get hanidcap parking we have to arrive early. But that forces someone with walking issues to stay ALL day. I don't feel that aligns with the ADA.	9/21/2017 3:30 PM
315	After evening events (concerts) it's pure chaos! Need to clearly mark where the lines are. No one appeared to know so there were many people in one line and none in the others. But it wasn't clear there were multiple lines. Perhaps having some signs and/or roped-off lanes would help.	9/21/2017 3:17 PM
316	None	9/21/2017 3:16 PM
317	Didn't use it	9/21/2017 2:58 PM
318	None	9/21/2017 2:56 PM
319	Used in past, very organized service.	9/21/2017 2:55 PM
320	N/a	9/21/2017 2:19 PM
321	n/a	9/21/2017 2:08 PM
322	dont use it	9/21/2017 1:58 PM
323	Nothing	9/21/2017 1:46 PM
324	None	9/21/2017 1:29 PM

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325	pick up locations to include north side of park (Old West museum possibly)	9/21/2017 1:05 PM
326	did not use	9/21/2017 12:56 PM
327	None don't use it	9/21/2017 12:40 PM
328	n/a	9/21/2017 12:33 PM
329	none	9/21/2017 12:26 PM
330	none	9/21/2017 12:25 PM
331	Have never used it.	9/21/2017 12:24 PM
332	No Change works well . Air Conditioning would be nice	9/21/2017 12:20 PM
333	Traffic directors on site in the lot after the concert to allow steady flow from all aisles	9/21/2017 12:04 PM
334	N/A	9/21/2017 12:03 PM
335	I personally don't use it because we live across the street from the park.	9/21/2017 11:59 AM
336	I would like to see a dated parking ticket system implemented so that if I need to leave the parking area and return the same day, that I would not be charged another parking fee. and if the system remains the same, please notify the customer when they arrive the first time that they will be charged again.	9/21/2017 11:43 AM
337	N/A	9/21/2017 11:42 AM
338	It was so far away I felt like I would be trapped without access to my vehicle.	9/21/2017 11:39 AM
339	Better signage to each lot prior to turning into lot.	9/21/2017 11:38 AM
340	used uber	9/21/2017 11:34 AM
341	Less wait time after a concert.	9/21/2017 11:11 AM
342	None! We r from Atlanta where events can be overwhelmingly crowded. For us, the coming and going by way of Park and Ride was a smooth and very easy way to enter in and out of Frontier Days. We were very impressed with the organization and enthusiasm of volunteers!	9/21/2017 11:10 AM
343	Free	9/21/2017 11:09 AM
344	Don't know	9/21/2017 11:03 AM
345	N/A	9/21/2017 11:01 AM
346	Cheaper	9/21/2017 11:00 AM
347	I don't use this service	9/21/2017 10:51 AM
348	Everything went well. We had to wait at the end of the evening but that is to be expected. So I can't think of any changes needed.	9/21/2017 10:49 AM
349	Easier to use. Need designated parking lots and advance notice of where they are	9/21/2017 10:28 AM
350	Clearer signage for lines for the buses after the concert ends	9/21/2017 10:19 AM
351	Thought they did an excellent job.	9/21/2017 10:18 AM
352	None	9/21/2017 10:11 AM
353	Not sure don't use it	9/21/2017 10:10 AM
354	Nothing	9/21/2017 10:06 AM
355	None. The people were wonderful!!!	9/21/2017 10:04 AM
356	n/a	9/21/2017 10:02 AM
357	none - great service	9/21/2017 10:01 AM
358	None	9/21/2017 9:53 AM
359	Maybe so.e bench seating for Seniors while they wait	9/21/2017 9:52 AM
360	Less of a charge	9/21/2017 9:46 AM

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361	I do not like the park-n-ride since my mother-in-law is disabled. I use a friend's house to park at. I think that if the cost of the parking was included in every rodeo ticket I would be less likely to purchase those tickets.	9/21/2017 9:41 AM
362	Everything was pretty smooth, although, after concerts that lines to get on the buses can get pretty long.	9/21/2017 9:40 AM
363	I didn't use it.	9/21/2017 9:38 AM
364	N/A	9/21/2017 9:36 AM
365	n/a	9/21/2017 9:20 AM
366	None at this time	9/21/2017 9:00 AM
367	n/a	9/21/2017 8:53 AM
368	I can't think of any.	9/21/2017 8:45 AM
369	None, it fits our needs perfectly as-is.	9/21/2017 8:45 AM
370	Had REALLY bad experience in 2016 so Never use it again!!	9/21/2017 8:44 AM
371	We don't use that service. I like to be able to get to my car whenever I want/need.	9/21/2017 8:30 AM
372	shorter wait time to get back to vehicle. waited over an hour.	9/21/2017 8:13 AM
373	none	9/21/2017 8:08 AM
374	After the night show the Lines waiting for the buses back up into the park and cause a bottle neck getting out. There should be more exits available.	9/21/2017 8:00 AM
375	None	9/21/2017 8:00 AM
376	Less expensive	9/21/2017 7:58 AM
377	Idk we had a great time coming next year.	9/21/2017 7:57 AM
378	None	9/21/2017 7:56 AM
379	jhbvjhv	9/21/2017 7:48 AM
380	None	9/21/2017 7:45 AM
381	Maybe a one day fee. We left to check into our motel and get ready for the concert so did pay twice for parking in one day- but was worth it.	9/21/2017 7:37 AM
382	None, it was great!	9/21/2017 7:33 AM
383	Being able to leave and come back the same day without having to pay again.	9/21/2017 7:28 AM
384	More than one entrance/exit	9/21/2017 7:22 AM
385	handi cap buses need a seperate lane. It was very slow loading those who could not walk well	9/21/2017 7:18 AM
386	N/A	9/21/2017 7:16 AM
387	none	9/21/2017 7:07 AM
388	N/A never used it	9/21/2017 7:02 AM
389	The charge for handicap parking is way to expensive and there is not enough of it.	9/21/2017 7:00 AM
390	more handicap buses for wheelchair	9/21/2017 6:56 AM
391	na	9/21/2017 6:55 AM
392	NA	9/21/2017 6:45 AM
393	do not use park and ride	9/21/2017 6:38 AM
394	na	9/21/2017 6:24 AM
395	We thought it was great, can't think what might make it better	9/21/2017 6:19 AM
396	didn't use	9/21/2017 6:18 AM
397	None really	9/21/2017 6:09 AM

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398	None	9/21/2017 6:06 AM
399	One fee for all day use, vs. pay each time you come and go	9/21/2017 6:03 AM
400	Please keep it free	9/21/2017 5:52 AM
401	Used my hotel's shuttle service	9/21/2017 5:47 AM
402	I would improve web questions...I checked no, but still have ride questions to answer	9/21/2017 5:41 AM
403	None at this time	9/21/2017 5:39 AM
404	None	9/21/2017 5:19 AM
405	None	9/21/2017 5:16 AM
406	None it was a easy process	9/21/2017 4:23 AM
407	Don't use	9/21/2017 3:22 AM
408	get a more polite and discerning guy at the entrance	9/21/2017 3:16 AM
409	Don't know didn't use it.	9/21/2017 2:53 AM
410	In a perfect world my knees wouldn't be pushed up against the seat in front. This is an observation not a complaint and something that I wouldn't expect to be resolved.	9/21/2017 2:41 AM
411	None	9/21/2017 1:04 AM
412	Nons	9/21/2017 12:22 AM
413	Not having to wait in line for so long to get back to our vehicle	9/21/2017 12:22 AM
414	None	9/21/2017 12:13 AM
415	Nothing	9/20/2017 11:30 PM
416	None	9/20/2017 11:00 PM
417	Have never used	9/20/2017 10:39 PM
418	The ride too and from was rough because of other drivers were parked on this narrow streets	9/20/2017 10:36 PM
419	Na	9/20/2017 10:25 PM
420	Service at the parking lot from the people helping park was bad, and shouldn't need to have them out there having us park one at a time in the first place.	9/20/2017 10:23 PM
421	Didn't use the service.	9/20/2017 10:18 PM
422	Better wheelchair accessiblility, specially for larger sized wheelchairs. The lift did not accomodate for the one we had. My mother had to stand on the lift the first time and to get back to the car we waited 30 mins for a chair for her to sit on, which was unsafe and not very stable. Additionally, the handicap loading area was about a 1/2 mile from the front gate where as the able bodied buses were being loaded and unloaded outside the front gate. Should this not be the other way around? Some people with disabilities cannot walk that far and when asking the information booth for a ride to where the handicap buses were loading, we were told there wasn't anyone who could cart us over to it... when in fact there were plenty of carts available. In discussing this with the persons driving the carts to the handicap section in the parking lot, we were told that they have different radios? Communication needs improvement and so does handicap accessibiltiy	9/20/2017 10:06 PM
423	None	9/20/2017 9:57 PM
424	They need a line for waiting after concerts. People cutting and no one knows where to line up to get on the bus	9/20/2017 9:55 PM
425	Nothing	9/20/2017 9:54 PM
426	I don't use it	9/20/2017 9:51 PM
427	None	9/20/2017 9:47 PM
428	N/A	9/20/2017 9:46 PM
429	Covered wait lines. It was pouring rain and we had to wait in the rain for 30 minutes. We weree soaking wet by the time the bus arrived.	9/20/2017 9:41 PM

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430	None	9/20/2017 9:36 PM
431	Didn't Use Park and ride	9/20/2017 9:36 PM
432	law enforcement presence at exit of park and ride to improve safety of those coming out of parking area	9/20/2017 9:22 PM
433	Don't use it	9/20/2017 9:21 PM
434	None	9/20/2017 9:21 PM
435	?	9/20/2017 9:12 PM
436	n/a	9/20/2017 9:10 PM
437	NA	9/20/2017 9:09 PM
438	Would be nice to accept credit cards	9/20/2017 9:02 PM
439	Na	9/20/2017 8:59 PM
440	Better organization after the show back to the parking lot. Nobody to direct people and all of a sudden everybody seemed to be in a line. Waited nearly 2 hours to get on the shuttle. Then back at the parking lot there was nobody directing traffic so several lines of cars trying to leave one exit... took over an hour to finally get out.so I guess the change/improvement I would like to see is better direction/communication/organization.	9/20/2017 8:56 PM
441	None	9/20/2017 8:56 PM
442	all the buses should have music playing in them!	9/20/2017 8:55 PM
443	when ordering our package i would have liked park and ride tickets to have been mailed instead of at will call. If we had to go pick them up we might as well park at the venue	9/20/2017 8:47 PM
444	N/A	9/20/2017 8:44 PM
445	Have ports potties, covered seating while waiting.	9/20/2017 8:42 PM
446	Did not use	9/20/2017 8:39 PM
447	Put the right year on the ticket. We had to pay and then be reimbursed because the ticket had 2016 printed on it.	9/20/2017 8:23 PM
448	Unsure	9/20/2017 8:20 PM
449	N/a	9/20/2017 8:14 PM
450	We stayed at a local BNB and walked to the CFDs	9/20/2017 8:11 PM
451	If a fee for the Park-n-Ride is added to my ticket, I might not buy tickets.	9/20/2017 8:10 PM
452	Idk	9/20/2017 8:07 PM
453	None	9/20/2017 8:07 PM
454	N/A	9/20/2017 8:05 PM
455	Not a fan of the school buses without ac	9/20/2017 8:05 PM
456	Not having to wait so long to get on bus back to park-n-ride. Too long of lines.	9/20/2017 8:03 PM
457	I never used but system is having me fill out	9/20/2017 8:02 PM
458	Did not use	9/20/2017 8:01 PM
459	I do not use Park -n-Ride	9/20/2017 7:55 PM
460	Didn't use it	9/20/2017 7:52 PM
461	Large truck parking a little closer to bus.	9/20/2017 7:50 PM
462	Very impressed with park n ride	9/20/2017 7:50 PM
463	Include price in ticket.	9/20/2017 7:46 PM
464	Aisles were too narrow for trucks	9/20/2017 7:44 PM
465	We didn't use park-n-ride	9/20/2017 7:43 PM

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466	I have no suggestions	9/20/2017 7:43 PM
467	Allow in and out without paying twice	9/20/2017 7:42 PM
468	n/a	9/20/2017 7:40 PM
469	cant think of a thing, the drivers were courteous, the buses were clean.	9/20/2017 7:38 PM
470	more buses after concert. Wait was horrific.	9/20/2017 7:37 PM
471	do a better job setting up your lines to board buses returning to park-n-ride. panels weren't set up early enough and people were frustrated when they were told to get in the back of a newly created line	9/20/2017 7:35 PM
472	Don't use park n ride	9/20/2017 7:32 PM
473	more busses	9/20/2017 7:31 PM
474	Never use the park and ride	9/20/2017 7:22 PM
475	I don't use it.	9/20/2017 7:22 PM
476	Easier and more direct directions in parking	9/20/2017 7:21 PM
477	covered parking would be good in case it would storm	9/20/2017 7:21 PM
478	NA	9/20/2017 7:19 PM
479	More busses	9/20/2017 7:18 PM
480	none	9/20/2017 7:18 PM
481	I feel that the price is hefty for the wait time to get on a bus. I tried it once a couple years ago, and after 30 minutes of waiting in the parking lot with no bus in sight and the start time of the concert approaching, I drove to the park and found free parking on the street a couple blocks away from the gate. When I left the park, the lines were ridiculously long to get on the buses and wait times long. I have not tried to use the service since. I would not pay that.	9/20/2017 7:17 PM
482	N/A	9/20/2017 7:16 PM
483	Did not use.	9/20/2017 7:11 PM
484	Clear loading lines at the park	9/20/2017 7:02 PM
485	Did not use	9/20/2017 7:02 PM
486	I did not use the Park n ride	9/20/2017 7:01 PM
487	Did not use Park n ride	9/20/2017 6:58 PM
488	n/a	9/20/2017 6:58 PM
489	Locations were not convenient from where I was coming from north of town.	9/20/2017 6:54 PM
490	Nothing it was awesome!!	9/20/2017 6:53 PM
491	Clearly designate or announce buses that are going to the parade vs. Frontier Park to avoid confusion.	9/20/2017 6:51 PM
492	More availability for disability carts to seats. We are season ticket holders and are in need to get to and from our seats in a reasonable manner. Had to daily find someone with a working phone to call for carts. We do the whole 10 days and there should be a better way for these arrangements. You seem to have to wait a much longer time if you utilize the park n ride than pay the inflated parking prices in the disabled parking lot.	9/20/2017 6:50 PM
493	Exit park back to park-ride-lot, not clear lines for shuttles	9/20/2017 6:45 PM
494	more bathrooms/port-o-pots and hand washers	9/20/2017 6:45 PM
495	Make it free to those who bought concert/event tickets.	9/20/2017 6:43 PM
496	Didn't use	9/20/2017 6:41 PM
497	Better parking spot designation -- just in case you forgot where you put your car!	9/20/2017 6:41 PM
498	None, it's an excellent service!	9/20/2017 6:39 PM
499	none	9/20/2017 6:38 PM

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500	N/a	9/20/2017 6:35 PM
501	/	9/20/2017 6:35 PM
502	Leaving Frontier Park was chaotic as there were hundreds of people jockeying for position in line.	9/20/2017 6:31 PM
503	N/A	9/20/2017 6:25 PM
504	BETTER SECURITY WHEN LEAVING FRONTIER PARK FROM LINE JUMPING OR MAKING LINES WIDER SO THE PEOPLE ALREADY IN LINE HAS A LONGER WAIT FOR A BUS.	9/20/2017 6:24 PM
505	None. Great service	9/20/2017 6:24 PM
506	None	9/20/2017 6:22 PM
507	More/better organized entries and exits.	9/20/2017 6:22 PM
508	While getting off the interstate there was not a sign on which way to the park and ride location lot	9/20/2017 6:22 PM
509	Someone directing traffic out of the Park-n-Ride on nights after the PBR events and the concerts (there were 6 aisles all merging into one, so only the first two aisles closest to the exit were moving)	9/20/2017 6:21 PM
510	None	9/20/2017 6:21 PM
511	N/A	9/20/2017 6:19 PM
512	I thought the Park-n-Ride experience was very efficiently run. Also, I am a heavy-set woman, and I found the seats in the buses you use comfortably fit me and another passenger.	9/20/2017 6:18 PM
513	I have no interest in this - too long a wait to get on bus	9/20/2017 6:16 PM
514	N/A	9/20/2017 6:14 PM
515	Overall impression was positive	9/20/2017 6:12 PM
516	I didn't use park and ride	9/20/2017 6:09 PM
517	none	9/20/2017 6:09 PM
518	N/A	9/20/2017 6:09 PM
519	N/A	9/20/2017 6:07 PM
520	I did not use the Park-n-Ride service	9/20/2017 6:07 PM
521	We've never used it	9/20/2017 6:06 PM
522	It takes too long to wait for buses after concerts. There needs to be every available bus there and waiting when concerts end	9/20/2017 6:01 PM
523	The lines coming out of the park were not organized and people did not know where yo go and people were cutting other people	9/20/2017 6:00 PM
524	None, it was well done.	9/20/2017 5:58 PM
525	none	9/20/2017 5:57 PM
526	Going longer on concert nights	9/20/2017 5:55 PM
527	na	9/20/2017 5:55 PM
528	did not use park -n-ride	9/20/2017 5:54 PM
529	n/a	9/20/2017 5:51 PM
530	None	9/20/2017 5:50 PM
531	None	9/20/2017 5:49 PM
532	I really enjoyed this service. Drivers were kind and helpful. I had my tickets so gate admission was paid for already. Wish it was a little cheaper due to this.	9/20/2017 5:48 PM
533	Bus seat were a bit tight	9/20/2017 5:47 PM
534	DID NOT USE IT	9/20/2017 5:45 PM
535	None	9/20/2017 5:44 PM

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536	I didn't know it was even an option I've never been before better advertisement	9/20/2017 5:42 PM
537	Do not make this part of the ticket price, please.	9/20/2017 5:42 PM
538	none, really appreciated it and especially the friendly drivers. Thanks!	9/20/2017 5:39 PM
539	didn't use it	9/20/2017 5:36 PM
540	NA	9/20/2017 5:35 PM
541	N/A	9/20/2017 5:32 PM
542	N/A	9/20/2017 5:31 PM
543	we went to parade first. Walked to the frontier park from there. We were not aware of the distance. But didn't know if we could get a ride to the park from downtown. An explanation of services would have helped. But we're very happy with everything else.	9/20/2017 5:28 PM
544	Na	9/20/2017 5:27 PM
545	N/a	9/20/2017 5:25 PM
546	None	9/20/2017 5:25 PM
547	It was perfect	9/20/2017 5:24 PM
548	Good way it is	9/20/2017 5:23 PM
549	More shuttles	9/20/2017 5:23 PM
550	N/A	9/20/2017 5:21 PM
551	Less wait time	9/20/2017 5:20 PM
552	N/A	9/20/2017 5:19 PM
553	None	9/20/2017 5:17 PM
554	No changes	9/20/2017 5:17 PM
555	Better line organization for leaving fair grounds after evening concerts	9/20/2017 5:16 PM
556	Better restrooms	9/20/2017 5:16 PM
557	More busses!!	9/20/2017 5:16 PM
558	N/a	9/20/2017 5:14 PM
559	The buses were a little hot	9/20/2017 5:14 PM
560	Didn't use it	9/20/2017 5:13 PM
561	Have never used it. Don't want to lug purchases around	9/20/2017 5:13 PM
562	None	9/20/2017 5:12 PM
563	Less wait time after concerts.	9/20/2017 5:10 PM
564	None	9/20/2017 5:10 PM
565	Did not use	9/20/2017 5:10 PM
566	Don't use it, won't use it	9/20/2017 5:09 PM
567	Didn't use	9/20/2017 5:07 PM
568	N/a	9/20/2017 5:07 PM
569	Wait time after concerts	9/20/2017 5:06 PM
570	n/a	9/20/2017 5:06 PM
571	Na	9/20/2017 5:05 PM
572	N/a	9/20/2017 5:05 PM
573	more security after the live shows, some people were getting way out of hand..	9/20/2017 5:03 PM

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574	We utilized two different services on two different days. There was some confusion by the motel staff about services. The first day we took a bus from downtown and had to wait some time for pickup. The 2nd day we used the Park-n-ride location just off the Interstate and it was awesome!	9/20/2017 5:02 PM
575	N/A	9/20/2017 5:01 PM
576	The tent to pay and get on the bus was to close to the entrance making it a traffic jam at times	9/20/2017 5:01 PM
577	WAIT WAS WAY TOO LONG TO GET BACK AFTER THE EVENT	9/20/2017 5:01 PM
578	n/a	9/20/2017 5:00 PM
579	I didn't use park n ride.	9/20/2017 4:59 PM
580	Great addition to parking problem	9/20/2017 4:57 PM
581	none	9/20/2017 4:56 PM
582	We don't use it.	9/20/2017 4:56 PM
583	N/A	9/20/2017 4:55 PM
584	The wait line after the concerts, they amount of person waiting for the park and ride buses.	9/20/2017 4:54 PM
585	Don't like	9/20/2017 4:54 PM
586	Multiple exits	9/20/2017 4:52 PM
587	Couldn't make it	9/20/2017 4:52 PM
588	At the end of the night more assistance for getting people/cars out of the lot	9/20/2017 4:52 PM
589	N/A never have used	9/20/2017 4:51 PM
590	Only have to pay once a day	9/20/2017 4:51 PM
591	n/a	9/20/2017 4:48 PM
592	How about offering Valet parking in front of the Stadium. Driver takes it to park n ride and than we pick it up later. Thus it saves us one trip to lot.	9/20/2017 4:47 PM
593	Need handicapped parking for wheelchair access so I don't use Park-n-Ride	9/20/2017 4:47 PM
594	N/a	9/20/2017 4:45 PM
595	N	9/20/2017 4:44 PM
596	Na	9/20/2017 4:43 PM
597	We used the Park-n-Ride the year previous when the buses were blocked by trains. It was a nightmare. I doubt we would ever use it again.	9/20/2017 4:43 PM
598	More options to get on the buses after concerts.	9/20/2017 4:42 PM
599	No changes	9/20/2017 4:40 PM
600	Great experience, very friendly workers and convenient parking for disabled	9/20/2017 4:32 PM
601	Included in ticket price	9/20/2017 4:32 PM
602	N/A	9/20/2017 4:32 PM
603	I like it the way it is	9/20/2017 4:31 PM
604	None	9/20/2017 4:30 PM
605	We rode the shuttle from the campground	9/20/2017 4:30 PM
606	None	9/20/2017 4:29 PM
607	I appreciated the service and can't think of any improvements.	9/20/2017 4:29 PM
608	Did not use to service to know how it should be improved. I used Uber.	9/20/2017 4:28 PM
609	More than one lot	9/20/2017 4:28 PM
610	it's not broke don't fix it	9/20/2017 4:28 PM
611	None	9/20/2017 4:27 PM

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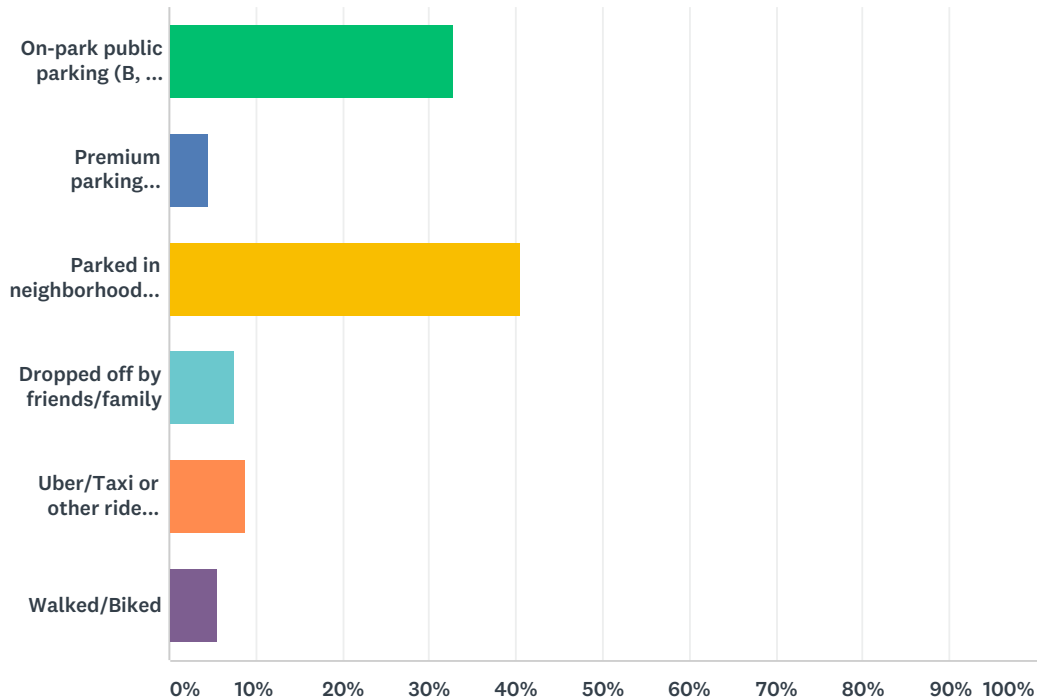
612	NA	9/20/2017 4:27 PM
613	Did not use park and ride.	9/20/2017 4:26 PM
614	Do NOT charge on the ticket. Local people would not pay that price for a service we don't need.	9/20/2017 4:26 PM
615	N/a	9/20/2017 4:26 PM
616	The fact that they do not tell you but if you park and leave you have to pay again. That's a total rip off for those who go to a rodeo then a concert. Perhaps we don't want to wait inside the park for 8 hours.	9/20/2017 4:26 PM
617	Not getting continued survey questions for a function that I did not use	9/20/2017 4:25 PM
618	Instructions of use should be more clear	9/20/2017 4:25 PM
619	dna	9/20/2017 4:24 PM
620	Did not use. Parked in disabled lot.	9/20/2017 4:24 PM
621	Didn't use	9/20/2017 4:17 PM
622	Don't use	9/20/2017 4:17 PM
623	who wrote this survey? I didn't use it!!!!	9/20/2017 4:16 PM
624	N A	9/20/2017 4:15 PM
625	A little bit more organization for loading of buses at Frontier Park back to the Park-n-Ride	9/20/2017 4:15 PM
626	Better wait times after concerts and at closing including better management of lines, more busses, and a better schedule so that when one leaves another is arriving so when that one leaves there is another waiting and so on.	9/20/2017 4:15 PM
627	Paved parking lot	9/20/2017 4:15 PM
628	Free beer on buses	9/20/2017 4:14 PM
629	cost, I was there 2 times in one day and had to pay again, little ridiculous	9/20/2017 4:14 PM
630	HAD TO STAND FOR 3 HOURS TO GET ON BUS AFTER CONCERT. UNACCEPTABLE	9/20/2017 4:14 PM
631	I would not use Park n Ride	9/20/2017 4:14 PM
632	Didn't use it	9/20/2017 4:13 PM
633	perhaps you can brainstorm a way to handle the post-concert crowd but I can't think of any way to make it better.	9/20/2017 4:13 PM
634	I didn't use it	9/20/2017 4:12 PM
635	No	9/20/2017 4:11 PM
636	More affordable	9/20/2017 4:11 PM
637	N/A	9/20/2017 4:11 PM
638	Did not use	9/20/2017 4:10 PM
639	N/A	9/20/2017 4:10 PM
640	Na	9/20/2017 4:10 PM
641	Wheelchair accessibility	9/20/2017 4:09 PM
642	N/a	9/20/2017 4:09 PM
643	Everything was good	9/20/2017 4:09 PM
644	??	9/20/2017 4:09 PM
645	Na	9/20/2017 4:08 PM
646	n/a	9/20/2017 4:08 PM
647	I didn't use it.	9/20/2017 4:08 PM
648	Didn't use it	9/20/2017 4:08 PM

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649	More efficient loading and route back to the lot	9/20/2017 4:07 PM
650	N/A	9/20/2017 4:07 PM
651	Better maintenance of the location	9/20/2017 4:07 PM
652	During day there were no issues. But at night after concerts, it was a MESS to exit the area. The first night there was only 1 person to manage the traffic - it was crazy. We paid more to park near the concerts and drive home. So worth it.	9/20/2017 4:05 PM

Q7 If you did not utilize our Park-n-Ride, which other mode of parking did you use?

Answered: 1,126 Skipped: 0



ANSWER CHOICES	RESPONSES	
On-park public parking (B, C or E Lots)	32.77%	369
Premium parking (Frontier Club or sponsor parking)	4.62%	52
Parked in neighborhood adjacent to Frontier Park	40.50%	456
Dropped off by friends/family	7.55%	85
Uber/Taxi or other ride share	8.88%	100
Walked/Biked	5.68%	64
TOTAL		1,126