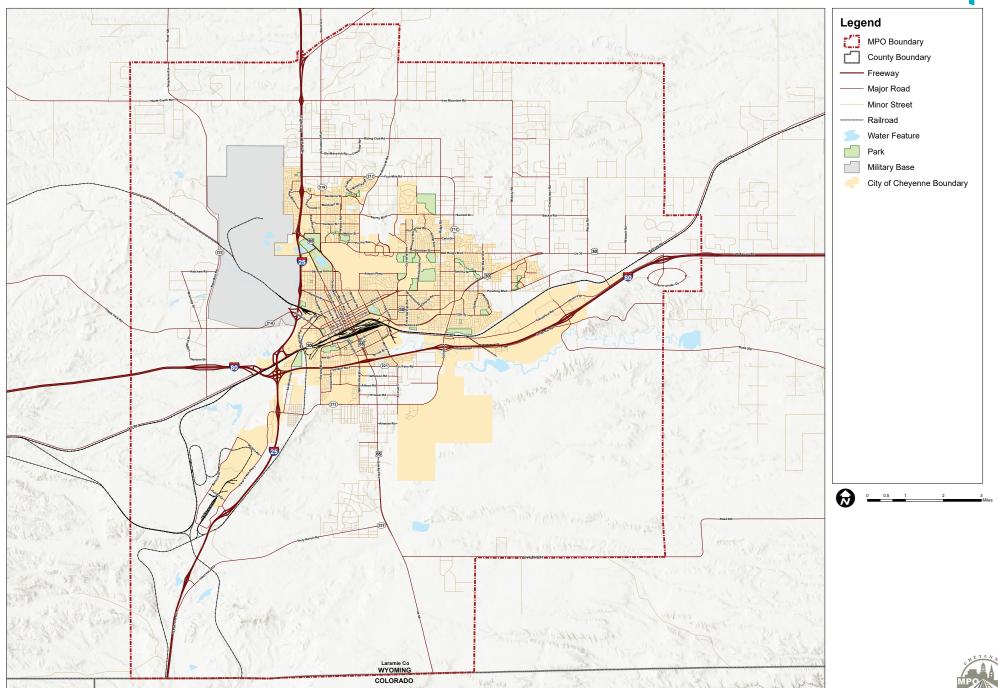
WHERE DO YOU LIVE?







WHY WE ARE HERE



What is a long range transportation plan?

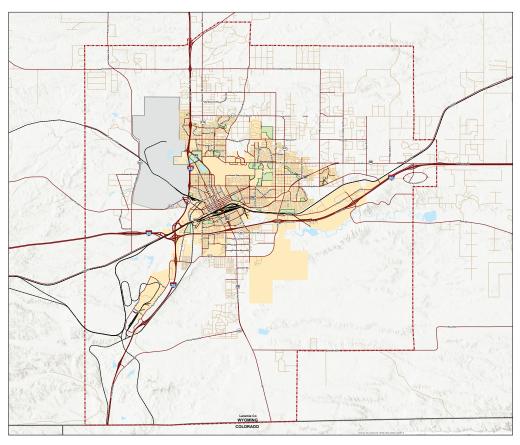
Connect 2045, the Cheyenne area's new Long Range Transportation Plan (LRTP), seeks to understand the region's existing and future transportation needs and identify viable solutions. The plan considers all travel modes, including automobiles, bicycle, pedestrian, transit, and freight. When completed, Connect 2045 will identify transportation improvements that can be funded through the year 2045.

As a federal requirement, all metropolitan regions with a population greater than 50,000 must complete an LRTP to plan for future transportation spending. PlanCheyenne, the master plan for the Cheyenne area, was first adopted in 2006, and was updated in 2014. Connect 2045 will provide a complete update to the transportation plan component of PlanCheyenne, capturing the community's desires for the region's transportation system and prioritizing strategies to meet the anticipated transportation needs.

What is the Cheyenne Metropolitan Planning Organization (MPO)?

The Cheyenne MPO was designated for transportation planning purposes by the governor of Wyoming in 1981. The MPO is responsible for developing transportation policies and coordinating the various federal, state, and local agencies involved in long-range transportation planning and project development.

The Cheyenne MPO is involved with all aspects of growth, development, and quality of life improvements for the Cheyenne Metropolitan Planning Boundary, which includes the City of Cheyenne and portions of Laramie County.



Connect 2045 Schedule



What's Next

Connect 2045 will be adopted in August 2020, and will define the region's transportation strategy for the next five to 10 years. Following its adoption, Cheyenne MPO will begin the process of coordinating with the Wyoming Department of Transportation (WYDOT) to acquire funding and begin improvements on the region's top priority projects. This process of soliciting public feedback, creating transportation recommendations, and prioritizing them for funding is the cyclical process through which improvements are made to the regional transportation system.



PLANCHEYENNE GOALS



Current PlanCheyenne Transportation Principles



Accommodate Growth

Roadways in and around our new neighborhoods will be designed to accommodate increased travel demand while maximizing safety.



Preserve Neighborhoods

Impacts to existing neighborhoods will be minimized when making road improvements.



Multimodal System

The Cheyenne area will build a **safe, multimodal transportation system** that consists of streets, sidewalks, bicycle facilities, and transit.



Fiscally Responsible

The Cheyenne area will maintain a **fiscally responsible** transportation plan.



Maximize Existing Infrastructure

The Cheyenne area will maximize use of the existing roadway system.



Promote an Active Lifestyle

Transportation that provides opportunities for residents to lead **healthy and active lifestyles** will be promoted.



Accommodate Freight

The Cheyenne area will accommodate **truck and freight goods movement**.

Why do we need goals?

Federal funding (through the Fixing America's Surface Transportation [FAST] Act) is tied to performance-based planning practices. Goals translate long-range visions for the region into actionable objectives and performance criteria that guide investment decisions.

Should the 2014 Transportation Principles be changed or supplemented?

Federal Highway Administration Goals



Traffic Flow/ Congestion Reduction



Travel Safety



Economic Vitality



Environmental Preservation



Network Connectivity



Community Vibrancy



Freight Movement



Commute Mode Shift



Social **Equity**



Public Support



Tourism & Recreation



Resiliency

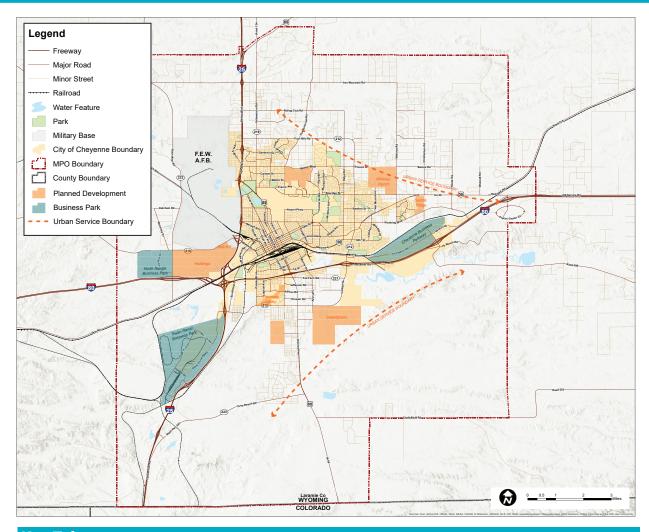


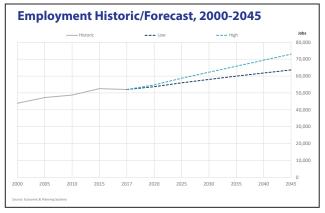
Integrated Land Use/ Transportation Planning

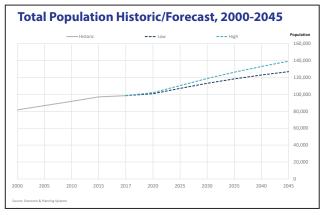


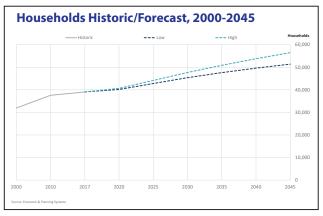
DEMOGRAPHICS AND GROWTH TRENDS











Key Takeaways

Trends

- From 2000 to 2017, Laramie County gained more than 7,000
- Growth is equivalent to nearly 540 housing units and 420 households annually.
- 86 percent of Laramie County population growth from 2010 to 2019 occurred within the Cheyenne Planning Area (Cheyenne MPO
- Employment growth has occurred at a similar rate as population growth since 2000, with nearly 9,500 new jobs from 2000 to 2018 to • This is equivalent to approximately 380 to 540 new households reach a total of nearly 46,000 jobs in 2018.

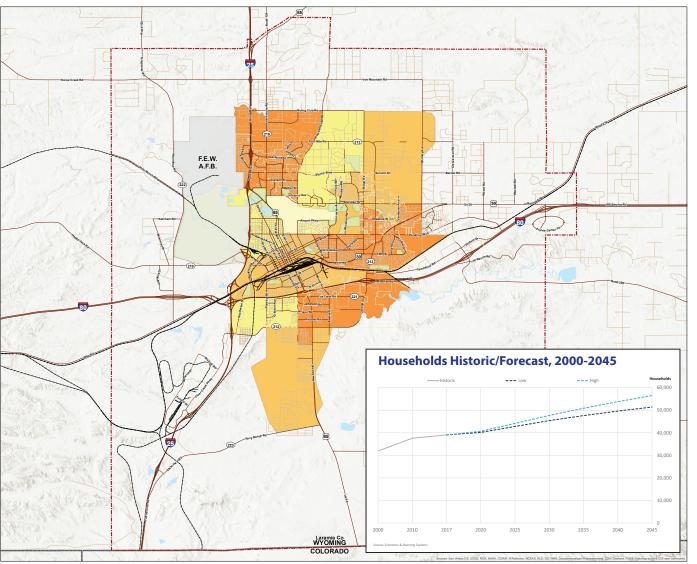
Forecasts

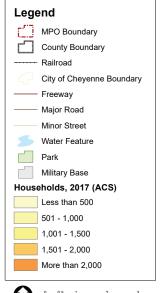
- Laramie County is estimated to add between a minimum of 9,960 households for a total of approximately 39,000 households in 2017. to a maximum of 18,200 jobs between 2020 and 2045 for a total between 63,640 and 72,970 jobs in 2045.
 - Estimated employment growth in Laramie County translates to 11,200 to 15,800 new households for a total of 51,400 to 56,500 households in 2045.
 - The Cheyenne Planning Area is estimated to capture 86 percent of household growth for a total of 44,900 to 49,200 households by 2045.
 - annually in the Cheyenne Planning Area.



DEMOGRAPHICS AND GROWTH TRENDS





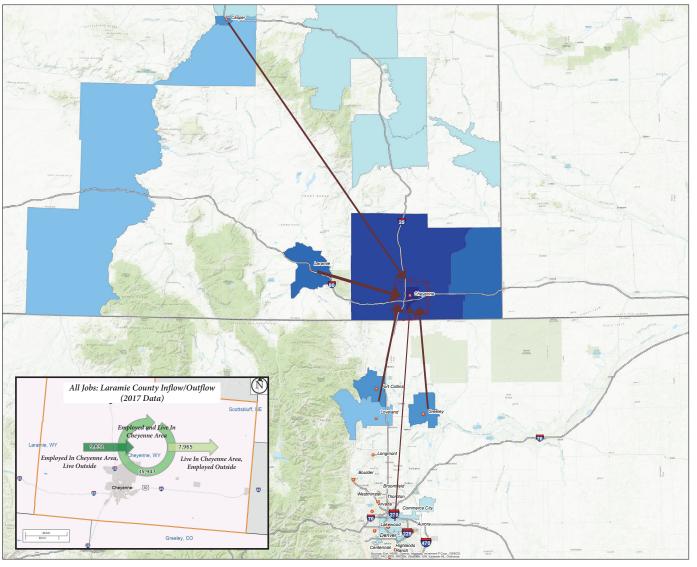


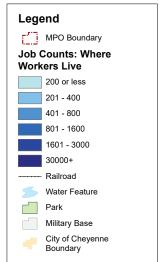
- Laramie County's population grew at a rate of 1.0% in 2016 and 0.4% in 2017, while the state of Wyoming decreased in population.
- The population 65 years of age and older has steadily increased in recent years (from 12.1% in 2010 to 14.6% in 2017), indicating the continued aging of Laramie County's population.
- In-migration has exceeded out-migration each year since 2000.



EXISTING COMMUTE TRENDS









Key Takeaways

- The majority of workers in the Cheyenne area (79%) reside within the City of Cheyenne or surrounding Laramie County
- The number of area residents commuting to surrounding counties and northern Colorado for work has increased 2% since 2010 due to proximity and job availability
- Average travel time to work is 15.8 minutes
- Regional commuting inflow and outflow is expected to increase through 2045
- In-commuters (% of iobs): +4%
- Out-commuters (% of employed residents): +1%

Transportation to Work (ACS 2013-2017)



82.1% Drove Alone to Work



9.9% Carpooled





0.6%
Took Public
Transportation

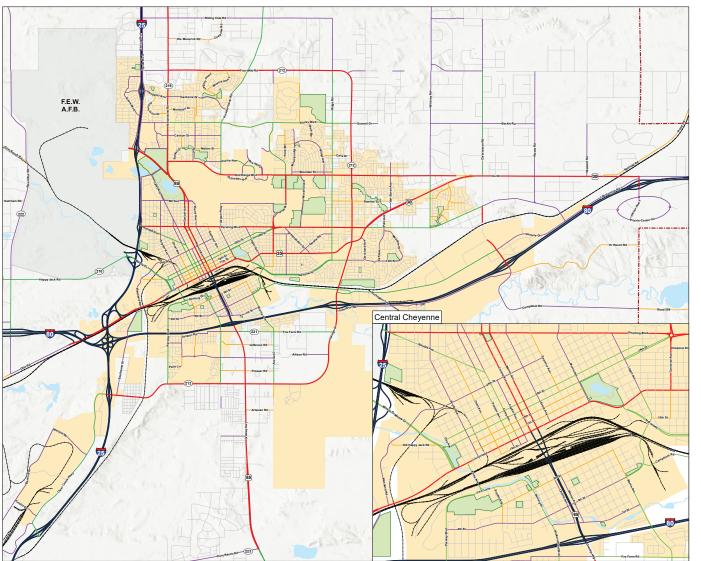


0.3% Biked to Work



ROADWAY FUNCTIONAL CLASSIFICATION





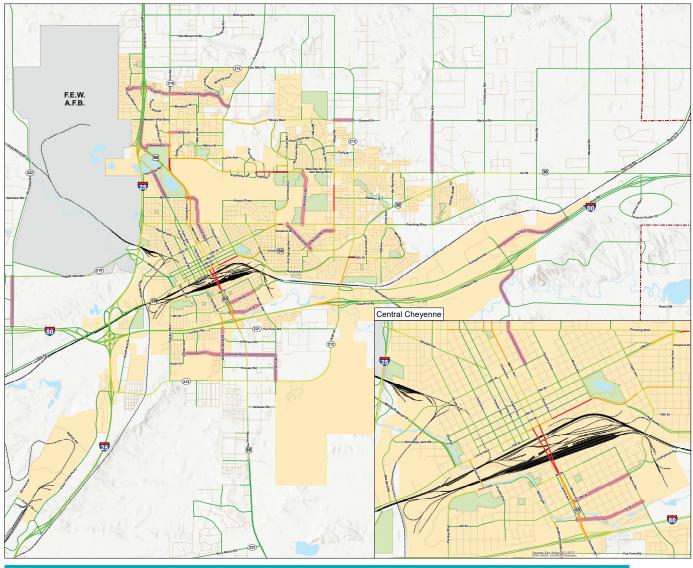


- Interstates and their associated access ramps represent just over 10% of the total roadway length within the Cheyenne MPO.
- Arterial roadways represent 13.3% of the length roadways; principal arterials represent 6.7% and minor arterials represent 6.6%.
- Collector roadways represent 18.4% of the length of roadways; major collectors represent 14% and minor collectors represent 4.4%.



ROADWAY LEVEL OF SERVICE





What is Level of Service?

- · Modeling traffic demand is a useful tool in determining what roadways may have critical capacity issues currently or in the future.
- Level of service (LOS) assessment quantifies traffic congestion along specific thoroughfares and assigns a score of A through F to reflect how well they operate.
- Based on traffic demand modeling and current traffic counts, most of the thoroughfares throughout the area are operating
 at acceptable levels. Roadways that have experienced higher than average increases in traffic volumes since 2010 have been
 identified as High-Growth Roadways.

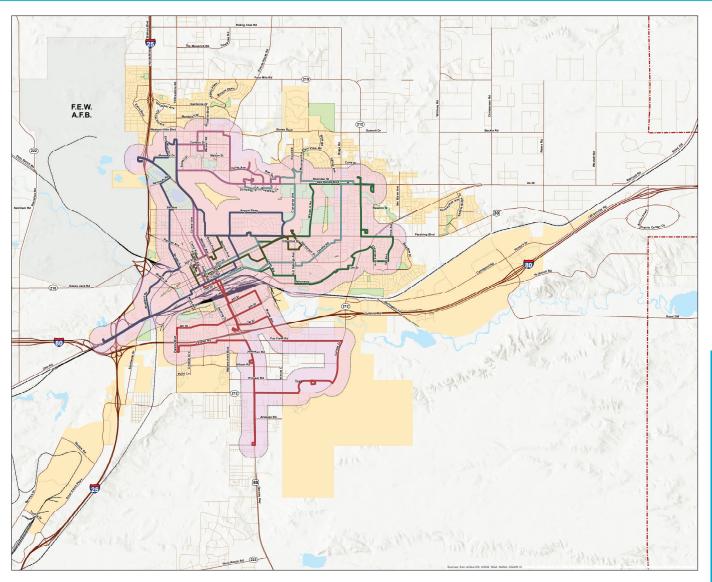


- The roadway within the Cheyenne MPO with the highest average daily traffic is Dell Range Boulevard, between Powderhouse Road and Converse Avenue, with 37,666 vehicles per day.
- The roadway with the second highest volume in the MPO is the short stretch of Yellowstone Road, between Warren Avenue and Dell Range Boulevard, with 31,754 vehicles per day.
- Other high-volume roadways with average daily traffic between 20,000 and 30,000 vehicles per day include:
 - College Drive between I-80 and Dell Range Boulevard
- Dell Range Boulevard between Yellowstone Drive and Prairie Avenue
- Dell Range Boulevard between Converse Avenue and College Drive
- 1-25 between Randall Avenue and Vandehei Street



EXISTING TRANSIT ACCESS





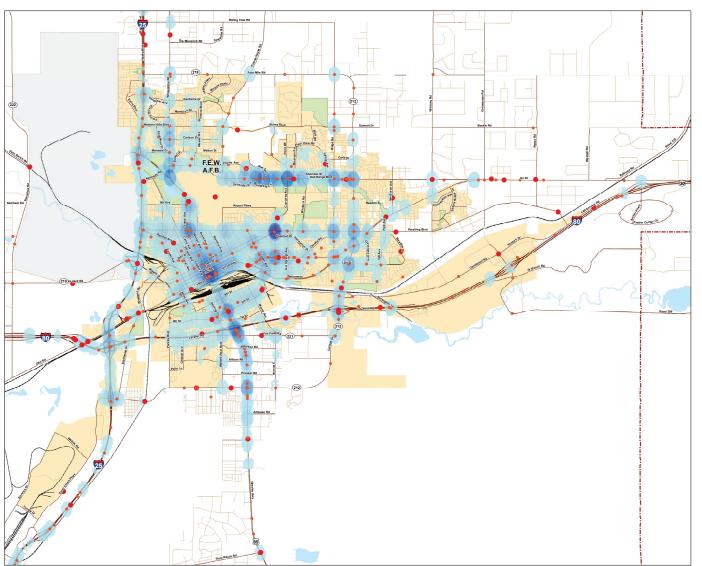


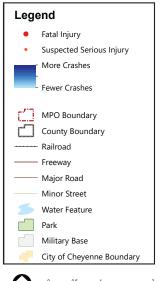
- Around 8.7% of the Cheyenne MPO area is within a quarter of a mile of at least one fixed bus route. Most of this access exists within the City of Cheyenne, where more than half (51.8%) of the area is within ¼ mile of at least one fixed bus route.
- Bus service is limited to daytime and early evening use, Monday through Saturday.
 In addition to fixed routes, paratransit is available to those who qualify.



EXISTING ROADWAY SAFETY TRENDS





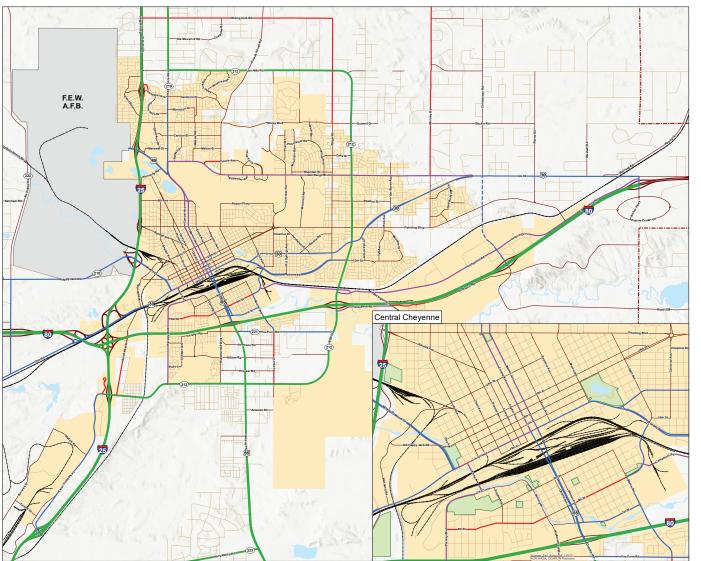


- Crash density is not an indicator of severity.
 There are many fatal and serious injury accidents throughout the area, outside of areas where there is a higher number of crashes.
- Areas with higher crash rates include:
 - The intersection of Pershing Boulevard, Converse Avenue, and 19th Street (a five-way intersection).
 - Dell Range Boulevard.
 - Greeley Highway as it heads into and out of downtown Cheyenne.



EXISTING FREIGHT NETWORK





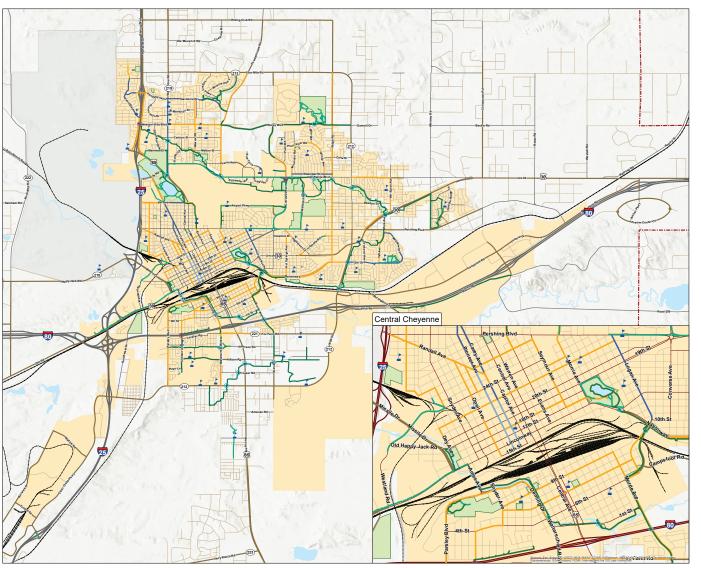


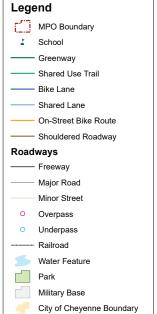
- Interstate 80 is one of the nation's busiest routes for moving freight coast to coast.
- The region has a growing manufacturing and distribution industry base which includes several major companies such as Lowe's, Walmart, Sierra Trading Post, and Holly Frontier Refinery.
- Major planned industrial growth areas include the Swan Ranch Industrial Park, south of Cheyenne along I-25, and the North Range Business Park, west along I-80.



EXISTING BICYCLE INFRASTRUCTURE





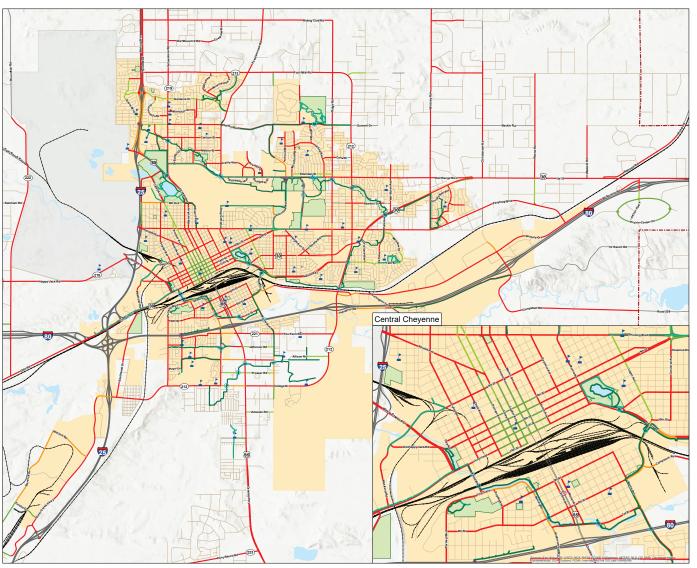


- The Cheyenne bike network consists of greenways, shared use paths, bike lanes, on-street bike routes, and shouldered roadways.
- There are about 10 miles of on-street bike lanes within Cheyenne. The downtown area is served by north-south bike lanes on Logan Avenue and portions of Carey Avenue, and Pioneer Avenue.
- There are about 37 miles of greenways. The goal of the Greenway system is two-fold:
- Create a hub-and-spoke system that encircles the city in one continuous loop.
- Connect the non-contiguous segments to serve all neighborhoods while accommodating future growth.



EXISTING BICYCLE LEVEL OF TRAFFIC STRESS





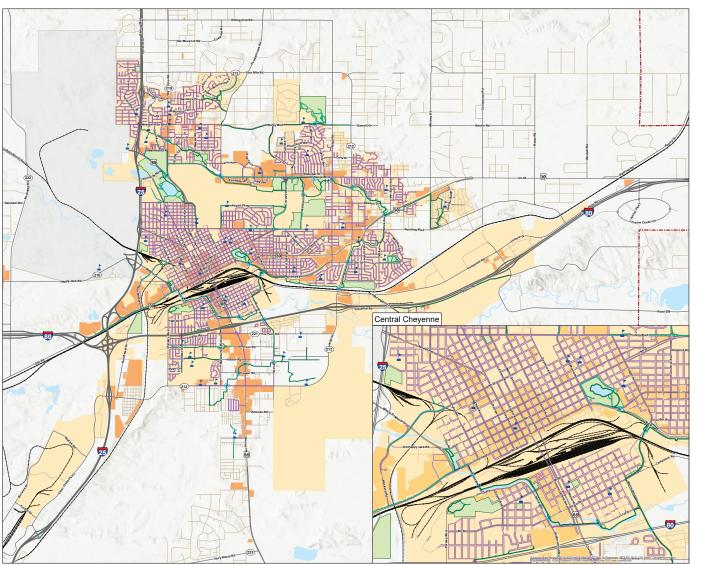


- The bicycle level of traffic stress is a measurement that rates on-street bicycling comfort based on the speed limit, number of travel lanes, and presence of a bicycle facility.
- Highways, dirt roads, and local residential roads were not included in this analysis.
- Level 1: Comfortable for all ages and abilities.
 Typically includes streets that have speed limits of 25 MPH or less, one travel lane in each direction, and may include the presence of a bike lane.
- Level 2: Generally comfortable for most bicyclists. Typically includes streets with bike lanes and speed limits of 30 MPH or less.
- Level 3: May only be comfortable for confident bicyclists. Typically includes shouldered roadways with speed limits of 30 MPH or less.
- Level 4: Generally uncomfortable, even for confident bicyclists. Typically includes streets that have speed limits of 30 mph or more and lack any type of bicycle facility.



EXISTING PEDESTRIAN INFRASTRUCTURE







- 37 miles of the greenway system are year-round trails.
- 96% of Cheyenne residents live within one mile of a greenway.
- Activity centers include existing and future land uses that may have higher pedestrian activity:
- Community Business
- Mixed-Use Commercial
- Mixed-Use Residential
- Mixed-Use Employment
- Urban Residential
- Central Business District

