Agenda

• What is Connect 2045?

• Project Updates / Coordination
  • Existing Conditions Assessment - Data Collection
  • Public Participation
  • Economic Development and Demographic Forecasting
  • Model Development
  • WYDOT Coordination – I-80 & I-25 Interchange

• Project Plan and Policy Review
  • PlanCheyenne Overview
  • MPO Boundary – Do we need to change?

• Next Steps
PlanCheyenne 101

PlanCheyenne Background

• 2006 - first Master Comprehensive Plan was adopted
  • Included a community plan (future land use), transportation master plan, and parks & recreation master plan
  • Combined effort of City of Cheyenne, Laramie County, and Cheyenne MPO
• 2014 - plan updated to the horizon year of 2040
PlanCheyenne 101

Why We Are Here

• Update to the region’s Long Range Transportation Plan
  • The FAST Act requires MPOs to develop long-range transportation plans through a performance-driven, outcome-based approach to planning for metropolitan areas.
  • The plan establishes a regional transportation vision and identifies the necessary projects over the next 25 years to achieve that vision - 2045 horizon year

• What has changed?
  • Transportation trends?
  • Federal and State programs?
  • Population growth trends/projections
PlanCheyenne 101

What does the 2014 PlanCheyenne tell us?

- Demographic and Land Demand Forecasts
- Travel Demand Model
- Roadway Needs
- Transit System Recommendations
- Bikeways and Trails Network Needs
- Safety, Freight, Travel and Tourism Impacts
- Emerging Technology Considerations
Employment growth:
- 650 – 880 jobs per year for next 10 years (2024);
- 580 – 800 jobs for next 25 years;
- 550 – 775 jobs per year for next 50 years.

Population growth:
- 870 – 1,130 persons per year for next 10 years (2024);
- 990 – 1,270 persons per year for next 25 years;
- 940 – 1,230 persons per year for next 50 years.
Roadway Needs

- In 2014, roadway network was being improved quickly enough to accommodate growth.
- With increases in demand, roadways at/over capacity will impact mobility without improvements.
- Where realistic improvements are not available:
  - Design and policy recommendations can promote shorter trips by other modes.
  - Technology can optimize existing network and direct travel to areas with less congestion.
Transit System Recommendations

- Recommends reallocation of resources and system reconfiguration to include two-way routes (instead of one-way loops).
- Extend transit service to reach new homes and jobs:
  - Focus on lower income areas.
  - Focus on major employment centers, educational institutions, shopping centers, and recreational areas.
- Provide adequate connections to other modes (bike/ped, park-and-rides).
- Plan for premium transit (rail or more advanced bus, such as Bus Rapid Transit)
Bikeways and Trails Network Needs

- Fill missing greenway segments and make short connections between community destinations.
- 280 miles of recommended projects:
  - Shoulder lanes/bike lanes, shared lane markings, bicycle boulevards, and greenways.
- Recommended amenities:
  - Bicycle detection, wayfinding, bike parking, data collection/ performance monitoring
Pedestrian Network Needs

- Ensure new/(re)development accommodates pedestrians.
- Complete Street approach and mixed use centers
- Projects:
  - Sidewalk improvements
  - Intersection (signage and striping, signal timing, ADA)
- Programs and Activities
  - Walking maps, pedestrian counts program, Share the Road class, Wayfinding program, Ped facility maintenance plan
Freight

- Intermodal facility where freight could be transferred to trucks
- Passenger rail possibilities
- Truck routes:
  - Traffic passing through Cheyenne should use I-80 and US-85
  - Traffic with destination in Cheyenne should utilize major arterials (avoid trucks on collector streets)
- Work with WYDOT to develop a comprehensive freight plan
Safety

- Improve roadway safety through reducing congestion that leads to accidents
- Access control to reduce conflict points
- Bike/ped – hazard reduction, lighting, separation from traffic
- Enhance community culture of safety
- Coordinate with public safety agencies and staff in region (fire, emergency services, law enforcement) to plan for and coordinate to implement safety processes and systems
Federal Planning Goals

1. Economic vitality
2. Safety
3. Security
4. Accessibility and mobility
5. Environment, energy conservation, and quality of life
6. Integration and connectivity
7. Efficient system management and operations
8. System preservation
9. Resiliency
10. Travel and tourism
Goal Setting

Current Transportation Principles

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

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

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

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

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

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

• The Cheyenne area will accommodate truck and freight goods movement.
Goal Setting - *Add/Change Principles?*

- Traffic Flow/Congestion Reduction
- **Travel Safety**
- Multimodal
- Minimize Neighborhood Impacts (Livability?)
- Fiscal Responsibility
- Maximize Existing Roadway System (Connectivity?)
- Healthy Active Lifestyles
- Truck and Freight Movement
- Economic Vitality?
- System Preservation
- Environment, energy conservation, and quality of life
- Travel and tourism
- Resiliency
- Integration and connectivity
- Accessibility and Mobility
- Efficient system management and operations
- Air Quality?
- Public Support?
- Social Equity?
- Many Other?
Performance Measures

- Safety \textit{(Highway and Transit)}
- Infrastructure Condition \textit{(Highway and Transit)}
- System Reliability
- Freight Movement and Economic Vitality
- Congestion Reduction
- Environmental Sustainability
MPO Boundary
• Next Steps
### Schedule & Deliverables

#### Project Schedule

**Plan Start** – June 20, 2019  
**Plan Adoption** – August 2020?

<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Anticipated Date</th>
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<tbody>
<tr>
<td>Task 1 – Visioning and Conditions Assessment</td>
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</table>
Plans and Policy Review Memo | Summer 2019 |
| Final Economic and Demographic Forecasts | Fall 2019 |
| Model Review Memo | Fall 2019 |
| Existing Conditions Report | Fall 2019 |
| Goals, Objectives, and Performance Measures Report | January 2020 |
| Task 2 – Recommendation Development |  
Draft Recommendations and Range of Alternatives Matrix | Winter 2020 |
| Task 3 – Performance Based Planning |  
Prioritized Project Lists and Maps | Spring 2020 |
| Task 4 – Funding and Implementation |  
Fiscally Constrained Plan Financial Model | Spring 2020 |
| Financing Strategy Memo | Spring 2020 |
| 2045 Implementation Action Plan | Summer 2020 |
| Task 5 – Documentation and Adoption |  
Draft and Final PlanCheyenne Transportation Master Plan | June/July 2020 |
| Draft Plan Public Hearing (City and County Planning Commissions) | July 2020 |
| Adoption Study Session Meetings | August 2020 |

#### Public Participation

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<thead>
<tr>
<th>Public Participation</th>
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<tbody>
<tr>
<td>WYDOT Highway Reconstruction Coordination</td>
<td>Summer 2019</td>
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<tr>
<td>Digital Communication</td>
<td>On-going</td>
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<td>Digital Engagement Online Survey</td>
<td>Summer 2019</td>
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<tr>
<td>Steering Committee Meetings #1-4</td>
<td>Summer-Fall 2019</td>
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<tr>
<td>Focus Group Meetings</td>
<td>Fall 2019</td>
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<tr>
<td>Community Meeting #1</td>
<td>Fall 2019</td>
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<tr>
<td>Community Charrette</td>
<td>Winter 2020</td>
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#### Other Meetings and Engagement

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<tr>
<td>Pop-Up Events (3)</td>
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<tr>
<td>MPO Committee Meetings (6)</td>
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<tr>
<td>City Council Meetings (4)</td>
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<td>County Commission Meetings (2)</td>
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