

# Appendix A. Public Engagement



CO-WY Transit Feasibility Study

# Online Meeting #1 Summary

**1,119**  
MEETING  
VISITORS

**102**  
CONTACTS  
COLLECTED

**322**  
SURVEY  
RESPONSES

**288**  
OPEN-ENDED  
RESPONSES

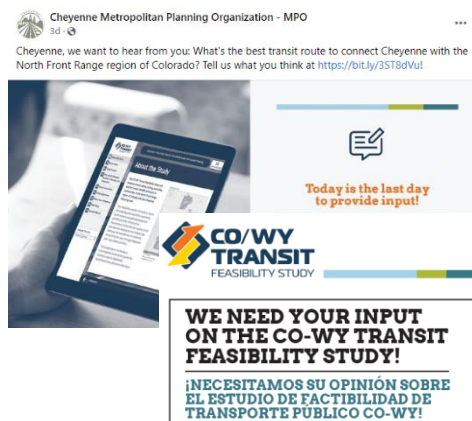
## Overview

The Colorado Department of Transportation (CDOT) and the Cheyenne Metropolitan Planning Organization (MPO) / Wyoming Department of Transportation (WYDOT) hosted a self-guided online public meeting for the CO-WY Transit Feasibility Study. The meeting launched on October 3 and closed on October 17, 2022. The event provided details on the study and presented initial alignments for transit along the corridor. The meeting provided various opportunities for public feedback, including imbedded surveys and a comment form. Topics included:

- About the Study
- Study Goals
- Study Process
- Why transit between northern Colorado and Cheyenne?
- Transit Focus Area
- Initial Alignments
- Preference Survey
- Existing Travel Survey

The online public event was promoted through CDOT, Cheyenne MPO, WYDOT's existing communication outlets. A promotional toolkit was also provided to the guidance committee members to use and Project Vision 21 distributed materials to the multicultural community. Materials were provided in English and Spanish. Promotional tools included:

- Social media posts
- Eblasts to stakeholder list
- Newspaper advertisements
- Press release



The Colorado Department of Transportation (CDOT) and the Cheyenne Metropolitan Planning Organization (MPO) / Wyoming Department of Transportation (WYDOT) are studying the feasibility of a transit connection between the North Front Range region of Colorado and the Cheyenne, Wyoming area.

El Departamento de Transporte de Colorado (CDOT) y la Organización de Planificación Metropolitana de Cheyenne (MPO) / Departamento de Transporte de Wyoming (WYDOT) están estudiando la viabilidad de una conexión de transporte público entre la región de North Front Range de Colorado y el área de Cheyenne, Wyoming.

SCAN TO LEARN MORE ONLINE  
ESCANEA PARA APRENDER MAS  
Between now and October 17, 2022.  
Desde ahora hasta el 17 de Octubre, 2022.  
cowytransitstudy.com



# Key Takeaways

## Alignment Preference

Respondents were asked to “check the alignment(s) that you would potentially use.” The top three alignments, all with connections to downtown Fort Collins, are listed below. Additionally, respondents provided comments on the various alignments. The most mentioned topics and sentiments are summarized below.

### Top Three Alignments:

- Alignment 5 – Cheyenne to Fort Collins and Loveland Loop (135 votes)
- Alignment 1 – Cheyenne to Fort Collins (116 votes)
- Alignment 2 – Cheyenne to Fort Collins and Loveland (106 votes)

### Topics/Sentiments:

- Pro-rail as transit mode (14 comments)
- Would like a connection to Denver Metro area and/or DIA (34)
- Provide transit connections/transfer options (11)
- Against a CO-WY transit connection (9)

## Travel Information Survey

The public online meeting survey included additional questions about travel information. Results of those questions are discussed below. Where open-ended comment fields were provided, the most mentioned topics and sentiments from the public are summarized.

### Where do you live (zipcode)?

- Cheyenne area – 129 respondents (56%)
- Fort Collins area – 41 respondents (18%)
- Loveland area – 10 respondents (4%)
- Other – 50 respondents (22%)

### Where in the North Front Range do you travel to/from the Cheyenne Area?

- Fort Collins (69%)
- Loveland (16%)
- Greeley (5%)
- Other NFR (10%)

### What is the main purpose for traveling?

- Shopping (38%)
- Entertainment (34%)
- Work (15%)
- Other (13%)



### What days do you generally travel?

- Weekdays and weekends (38%)
- Weekends (37%)
- Weekdays (24%)

### What time of day do your trips generally occur?

- Mid-day (48%)
- Peak hours (41%)
- Evenings (10%)

### Would you use a transit connection between Cheyenne and the North Front Range?

- Yes (57%)
- Maybe (36%)
- No (8%)

The top three responses for choosing to use transit:

- Money savings (29)
- Don't like to drive (21)
- Schedule/frequency (17)

The top three responses for choosing not to use transit:

- General opposition (5)
- Lack of flexibility (4)
- Time cost / Lack of transit connections / Inconvenient schedule/frequency (2 each)

Two optional questions about the respondent were included in the survey:

### What is your race/ethnicity?

- White (92%)
- From Multiple Races (6%)
- Some Other Race (2%)

### Do you consider yourself low income?

- Yes (11%)
- Maybe (11%)
- No (78%)

## General Comments

Respondents were given the option to provide a general comment regarding the study. There were about 25 comments with the top major themes/sentiments including the following:

- Pro rail (5)
- Connect to Laramie (4)
- Connect beyond North Front Range in Colorado (4)



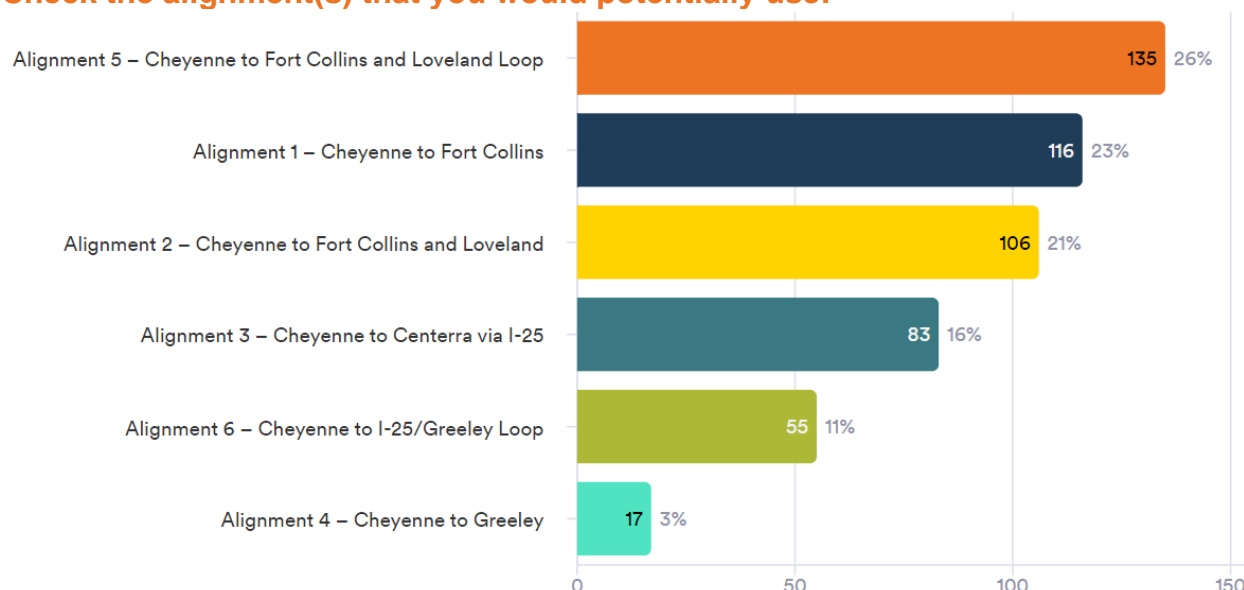
## Alignment Preference Survey

The public provided input on the initial alignments that they would potentially use. The alignments, in order from most likely to be used to least likely to be used, is as follows

- Alignment 5 – Cheyenne to Fort Collins and Loveland Loop
- Alignment 1 – Cheyenne to Fort Collins
- Alignment 2 – Cheyenne to Fort Collins and Loveland
- Alignment 3 – Cheyenne to Centerra via I-25
- Alignment 6 – Cheyenne to I-25/Greeley Loop
- Alignment 4 – Cheyenne to Greeley

The chart below shows the responses to the preferred alignment question.

### Check the alignment(s) that you would potentially use:



Respondents were provided the opportunity to submit additional comment on the initial alignments. There were approximately 100 open responses. The main topic themes and the sentiment of those comments are summarized below followed by the full list of comments.

### Topics/Sentiments:

- Pro-rail as transit mode – 14 comments
- Connections beyond North Front Range and Cheyenne – 36 comments
  - Denver metro (15)
  - DIA (11)
  - Longmont (5)
  - Boulder (3)
  - Laramie (2)
- Transit Operations – 28 comments



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- Provide transit connections (11)
- No loop routes (4)
- More stops (3)
- Fewer stops (2)
- Greater frequency (2)
- Need Additional Parking (4)
- Against a CO-WY transit connection (9)

### Open Responses:

Check the alignment(s) that you would potentially use:	Additional Comments
Alignment 3 – Cheyenne to Centerra via I-25	#3 would work great if local service was reliable/timed correctly
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	5 and 2 preferred
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 4 – Cheyenne to Greeley	A direct and efficient route is the way to get people on the bus. If they have to travel out of the way, it becomes far less attractive. I would strongly favor the Cheyenne to Ft Collins and possibly Loveland if the latter would likely add enough riders. Then a separate branch to serve Greeley would make sense. Ultimately I would like to see this come all the way to Longmont to make it easier to use for other communities.
Alignment 6 – Cheyenne to I-25/Greeley Loop	A train. Utilize existing tracks or build new ones. Build a train.
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Additional access to Denver and DIA would be essential, much of the traffic starting in Cheyenne is heading to the airport.
Alignment 3 – Cheyenne to Centerra via I-25	Alignment 6 would be great too if there is a need for those to connect from Greeley to Cheyenne
Alignment 1 – Cheyenne to Fort Collins	Alignments did not show many stops. Would I-25 & Hwy 14, I-25 & Prospect Road, etc. be stops?
Alignment 1 – Cheyenne to Fort Collins	Although most riders do not want to transfer, I think the shortest, fastest route would be most desirable if it increases frequency. Having a bus that runs 8 times a day instead of 4 would be more useful. Loop lines should be avoided in transit systems in general due to their low efficiency. Focus on serving highest ridership while providing connections to the other destinations. It is important to utilize the services that we have in making regional connections (FLEX, Bustang) instead of competing with one another for riders and personnel.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland	Any loops better not be one-way loops! No one wants to ride in circles.



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Check the alignment(s) that you would potentially use:	Additional Comments
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25 Alignment 4 – Cheyenne to Greeley	Any of the four that i have listed as long as a stop is made in Wellington to serve the north north east portion of the county.
	Are we talking bus or train?
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	As a computer to Fort Collins for work everyday, I would love to take advantage of other transportation options than what has become a nightmare on I-25. Some other pieces that will need to be addressed is how Cheyenne residents get to the starting point in Cheyenne? Our public transportation is greatly lacking for a town our size and we all know there is not enough parking downtown to house our vehicles while we are out of state for 10 hours a day.
	Bus service is difficult to get people to ride. Better mass transit decision would be a train system with stops at each front range community that would hook into Denver light rail systems.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	Cheyenne to downtown Fort Collins is the highest likelihood of these options.
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Cheyenne to Ft Collins and Loveland loop would offer customers from Boulder, Greeley, Longmont, Berthoud and other growing towns along this part of the front range a beginning towards a mass transit which can offer connections by bus to the railway.. this would help students, business, employees, customers to have an alternative to driving & parking issues.
	Concern for rise in crime rates and unwanted Coloradan population
Alignment 3 – Cheyenne to Centerra via I-25	Connecting to Bustang is very important, allows access from Denver
Alignment 4 – Cheyenne to Greeley Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	Considering the population density of Weld County primarily residing within Greeley or along the 85 Corridor. Especially in regard to the total population of Colorado, I feel anything that services these areas should be considered.



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Check the alignment(s) that you would potentially use:	Additional Comments
Alignment 1 – Cheyenne to Fort Collins Alignment 3 – Cheyenne to Centerra via I-25	Could split service to run some trips to Downtown Fort Collins and other trips all the way down I-25 to Denver Union Station to add additional Bustang capacity and provide a one-seat ride for people in Wyoming wanting to travel to Denver.
Alignment 1 – Cheyenne to Fort Collins Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	Could we get a train? Would be faster- and with goal meeting up with ones coming out of Denver?
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Covers the most places I like to go.
	Do not connect Colorado to Wyoming!
Alignment 1 – Cheyenne to Fort Collins Alignment 6 – Cheyenne to I-25/Greeley Loop	Downtown Ft. Collins is an essential stop. Spending as little time in city traffic as possible would be desirable.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25	Especially when just getting started, doing too many stops might sink the whole project. Start basic and add later if demand is there. I live closer to Harmony Park and Ride but work downtown FC and the downtown transit center is easier to access with transit.
Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Fort Collins almost needs two stops for it to make sense. It's a 5 minutes drive for me to get to the harmony transit center but almost 20 to get to downtown. In 20 minutes I could be already more than 1/3 of the way to Cheyenne.
	Greyhound already has an existing bus route to connect Cheyenne to Denver.
Alignment 6 – Cheyenne to I-25/Greeley Loop	Having a ropes that run both ways makes the most sense.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland	Having a stop in Wellington is important for my family and many others, especially those who work on the base in Cheyenne.
Alignment 3 – Cheyenne to Centerra via I-25 Alignment 4 – Cheyenne to Greeley	<p>Having driven the Northern Front Range corridor on a multiple times a week basis between 2017-2022 for work, the need for mass transit connecting the Tri Cities (Fort Collins/Loveland/Greeley) and Cheyenne is very obvious. I think there has been enough growth in Greeley to support Alignment 3 and 4 co-existing; a route from Centerra to Cheyenne, and a route from Greeley-Evans, would be the most intelligent choice. You could also arguably add an optional stop in Eaton on the Greeley-Cheyenne route, like the one in Wellington on the Centerra-Cheyenne Route, since that is quickly becoming a bedroom community to both Greeley and Fort Collins.</p> <p>I think it would make sense for Larimer County to expand on the existing Transfort system to enact a rapid route along Prospect Road from Old Town to the Prospect Road Park and Ride to provide direct connectivity from downtown FoCo to the Cheyenne</p>





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Check the alignment(s) that you would potentially use:	Additional Comments
	<p>bus, which is the most heavily traveled trip route from FoCo-Cheyenne, and for Loveland to also have a rapid route along Eisenhower that connects directly to Centerra P&amp;R, so you have direct service from downtown to downtown, and that would allow working class workers access to major employers and small businesses in those areas, who would be your largest ridership pool.</p> <p>Respectfully,</p> <p>Mark Farnik Logistics Professional Driver</p>
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	<p>Here are my spouse and my situation and needs. We are both 70. We live in Cheyenne. I have doctors near Harmony/Ziegler Rd and at Harmony /Timberline that I visit 8 - 10 times/year. We both like to shop at Centerra. And we would like to connect to the Denver Metro Light Rail system to reach downtown Denver for shopping and sports; and beyond to the Park Meadows Mall. We understand Light Rail is to be extended north to downtown Loveland within the next 10 years. We also would like transit connections to DIA from Cheyenne. We notice significant increase traffic and congestion between Cheyenne and Fort Collins; and between Fort Collins and Metro Denver over the past 10 - 15 years. We expect it to only worsen. We would be highly motivated to take convenient, reasonably priced public transit to the above destinations.</p> <p>I see two negatives to the general concept of connecting Cheyenne to metro areas in the Front Range. (1) It will accelerate the cash outflow from Cheyenne businesses. (2) It will decrease the usability/desirability of air connections from Cheyenne Regional Airport to DIA.</p>
Alignment 2 – Cheyenne to Fort Collins and Loveland	I also suggest using the Burlington train line from Longmont to Cheyenne
	I am not a regular commuter, but enjoy taking the Amtrak. I would like a bus system that allows for long term parking in Cheyenne and connects to the Bustang, without excessive wait times for the connection. I'm not fussy about the route, I am concerned about reliability. Thank you for doing this!

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Check the alignment(s) that you would potentially use:	Additional Comments
	<p>I believe you are not far sighted enough. The main transit needs to be rail, much like the Japanese rail lines and possibly utilizing a "bullet" train. Connections via existing and proposed transit routes with bus only roads near the terminal along with adequate car parking will need to be engineered and put in place. Times/schedules will need to accommodate workers to and from work for FLEX and Bustang and the proposed connection for Greeley on 34. In fact, the proposed connection between Greeley and Loveland should be rail. This will take planning and adequate engineering and should be along or in the center of existing 4 or multi lane highways. The terminals would be Loveland, Ft. Collins, and if not a bullet type train, Wellington. The terminal at Loveland would accommodate to rail routes, one to and from the north and one to and from the east for the Greeley area. Thank-you.</p>
Alignment 3 – Cheyenne to Centerra via I-25	<p>I don't know about current transport (FLEX, bustang) because I've never had the opportunity to use them (I live in Cheyenne). I don't know how a proposed transport system would interact with existing systems. I would want timing to work fairly well and transfers to be fairly easy.</p> <p>A big point for me would be: is it more stressful to take the new transport system (including any transfers) or to drive? And that would need to take into account carrying any purchases I make. I really would like to see a connection from Cheyenne to DIA! Ideally it would be manageable with luggage and cheap enough to compete with parking for a family of four. If it was cheaper, I wouldn't mind transfers if that process wasn't stressful and didn't make me worry about missing a flight.</p>
Alignment 1 – Cheyenne to Fort Collins	<p>I just drove to Pueblo CO from Casper WY and had to rent a car to get there. Bus service is nonexistent and would have taken more than two days. From my perspective the most important connection is Fort Collins - the rest is fairly easy once you get there. I am dismayed by the lack of rail and bus service to Casper, WY. Please consider connecting Casper to this system - and most importantly look at rail service. I retired in January and spent two months touring Europe and Croatia via rail. Efficient, convenient, comfortable and absolutely the way to travel. Much more comfortable than a plane. Casper already has established rail service for business.</p> <p>In New England they reestablished defunct community rail lines and it was a huge success. People commuting to Boston from North, and South were able to conduct business while riding and avoided the hassle of backed up traffic delays.</p>
Alignment 1 – Cheyenne to Fort Collins	<p>I like the later options to go to Loveland, Centerra, and Greeley too but, the length would deter me from riding that long. If I can get directly to Ft. Collins as quick as possible that would be the route I would most likely take. Then have the opportunity to go on to these other destinations via different lines or providers. Transit is probably hard enough to keep up and running, I do not think competing with other services is the best option at this point.</p>

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Check the alignment(s) that you would potentially use:	Additional Comments
Alignment 3 – Cheyenne to Centerra via I-25	I live in Berthoud - not far from the old & new 287. Both highways are already "developed" and inserting a rail line along there would be very disruptive to everyone.  A rail line straight down I25 to Centerra - that could maybe someday be expanded to go to Greeley and /or DIA (w/stops at Berthoud) and maybe even hookup with the RTD line to Longmont would be the most effective I think.
Alignment 2 – Cheyenne to Fort Collins and Loveland	I live in Boulder. So I chose a connection to the Flex bus.
Alignment 2 – Cheyenne to Fort Collins and Loveland	I live in Cheyenne and work in Fort Collins. The first 4 of these options would be an awesome option for those of us that commute this stretch multiple times a day. Number 1 would be absolutely perfect!!!!
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	I live in Fort Collins and work in Wellington, so don't have much interest in transit to Centerra or Greeley. Thanks.
Alignment 3 – Cheyenne to Centerra via I-25 Alignment 6 – Cheyenne to I-25/Greeley Loop	I live in Greeley, so it's nice to see a system that goes to-from Greeley. However, I also see a need for a direct route to the transportation centers along I-25.
	I live in Laramie. I am not sure that I would use this ground service from Cheyenne. There would need to be service to Laramie. I suspect a primary interest in this service would be easy access to travel to DIA. Currently, it looks like drive to Cheyenne, transfer at Harmony to get to the airport. I would be in higher favor of light rail.
	I live too far out of Cheyenne to use transit. If I am getting in the car, I'm going to drive. Plus, my trips to CO are typically to south of Denver. I don't see this helping.
Alignment 6 – Cheyenne to I-25/Greeley Loop	I personally feel the loop would be best, option 6, followed by 5.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland	I regularly have to go to downtown Denver and usually have some flexibility on timing. I would love a way to get most of the way from Cheyenne, so I could take easy public transportation to Union Station or thereabouts. Since I live north of Cheyenne, I would want a parking lot in Cheyenne. And, it would be important for the bus to have a bathroom. (WiFi would be an added bonus!)

Check the alignment(s) that you would potentially use:	Additional Comments
<p>Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25</p>	<p>I think 3 would work great if the ticket included the transfer to fort Collins or Loveland transit (not sure if Greeley has a connection to I-25?). Also, schedules would have to be coordinated so that you don't wait at transfers. Loveland buses generally run once an hour, it's useless if it doesn't reliably arrive at the same time as the Loveland bus. Ideally you make it line up with bustang as well. This alignment seems fair to Greeley without riders from Loveland and fort Collins sacrificing much.</p> <p>I think keeping it on I-25 provides the most flexibility to get to where you want to go, and flexibility for the future. The only problem is, if you can't reliably coordinate with each city's transit, it becomes unusable because of transfer times.</p> <p>If you can't manage that reliability and keep the transfer times under 5 min, then go with alignment 2. It leaves out Greeley, but going out towards Greeley would make it way too slow, I would never use it. 1 seat rides from downtown to downtown would be great, that's probably what most of the trips are anyways.</p> <p>In short: Alignment 2: great alignment, but leaves out Greeley, not sure how that would work with funding. Alignment 3: provides a great backbone with flexibility for riders and the future, but can easily end up with terrible service no one will want to use if not done correctly.</p>
<p>Alignment 5 – Cheyenne to Fort Collins and Loveland Loop</p>	<p>I think having more stops encourages more people to use the bus. It diversifies the options and serves the most people. As long as service is frequent enough, I don't think the extra time added by the extra stops should matter.</p>
<p>Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland</p>	<p>I think it would be best to start with Cheyenne to Fort Collins, build up that ridership, and then consider expanding to other areas (Loveland, etc.). I think the three most important things to start with would be: (1) making sure service to Fort Collins easily connects to transit options within Fort Collins; (2) making sure service has a regular schedule that works for both WY and CO residents; and (3) making sure that there are connection options in Fort Collins to get to Denver (via existing transit options). Thanks!</p>
<p>Alignment 5 – Cheyenne to Fort Collins and Loveland Loop</p>	<p>I understand that this is in a very early planning stage. I believe it would be helpful for people to understand what their options might be after they take whatever transit down to say Fort Collins. Is there bussing from downtown? Are you then dependent on some sort of taxi or ride share? The Park and Rides are pretty self explanatory, but many of us have never used this mode of transportation so it would be nice to maybe see the bigger picture.</p>
	<p>I understand why the volume of traffic between Cheyenne and Ft. Collins is the driver for the routes. But, my most common use case is from Cheyenne to DIA. It seems to me the most practical alignment is Cheyenne-Ft. Collins-Union Station or DIA as an</p>

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Check the alignment(s) that you would potentially use:	Additional Comments
	express service. Current park and ride services take too long to transit Cheyenne to DIA.
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	I would be more likely to utilize a train system like BART or the Metro.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland	I would like to see the route connect to the Colorado State University federally-funded transit center to optimize the number of route connections there. CSU is the largest employer in Northern Colorado and has hundreds of employees that travel from Wyoming to CSU. Further, utilizing Highway 1 would connect employees from Wellington into CSU as well. I believe this routing would maximize your early ridership.
Alignment 3 – Cheyenne to Centerra via I-25	I would prefer a train.
Alignment 2 – Cheyenne to Fort Collins and Loveland	I would take alignment 2 and extend it east of Loveland to Greeley. This would minimize the number of transfers to other routes to reach much of the high population areas. This would also service each cities downtown areas, where easier connections can be made to reach the outer areas of each city.
	I wouldn't use any of them. I would use front range regional rail service.
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	I'd like to see public transportation available from Cheyenne to DIA. Having good public transportation to support the entire Front Range just seems to make sense as the population of the area is growing; it will reduce the number of vehicles on the highway.
Alignment 1 – Cheyenne to Fort Collins Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	If 6 were not a loop, but instead integrated with the LinkNoCo 34 route so that riders could switch lines, it would make a lot more sense I think.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland	I'm a Cheyenne-Fort Collins commuter. I'd like to see that parking is available at the future Cheyenne Transfer Station and/or a stop in downtown Cheyenne. Downtown to downtown service would be great, and it would better enable multi-mode commuting (bike to bus).  While Cheyenne/ Downtown Fort Collins service should be the top priority, Cheyenne to Denver service with stops at Harmony and Centerra would also be a great second addition.
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	I'm assuming there is already a bus to Greeley. Otherwise I would pick #6 and include Greeley
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	Is there the potential to alternate between driving the loop routes clockwise and counter clockwise to shorten the time on the bus, resulting in more timeliness and convenience and therefore higher ridership?  I see the highest need from Greeley to Cheyenne being veterans needing to get to the VA for appointments.

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Check the alignment(s) that you would potentially use:	Additional Comments
Alignment 3 – Cheyenne to Centerra via I-25	I've made the Fort Collins to Cheyenne commute for 14+ years and any transit solution would be welcomed.
Alignment 3 – Cheyenne to Centerra via I-25	Light rail between Cheyenne and Denver would be preferred over bus route.
	Mass transit is not practical or desirable in any form in the west. It will be billions of dollars wasted on very few people in rare occasions
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	Maybe a stop at the soccer comex on I-25 as well.
Alignment 1 – Cheyenne to Fort Collins Alignment 3 – Cheyenne to Centerra via I-25 Alignment 4 – Cheyenne to Greeley	Most direct routes work the best. Would love to access both the Fort Collins and Greeley downtowns but also good to have interstate connections in FoCo and Loveland which would allow for doctor/hospital visits.
	My interest is getting all the way to Denver. That would include the Denver airport and downtown Denver. I would go to Fort Collins more often than I would go to Greeley, probably.
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Need to get to Ft Collins downtown and to Harmony to get to the airport. It would be great if LARAMIE was included. Much of the traffic observed is from Laramie as well.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Nice idea. What about transportation options once a rider arrives at their destination? I like going from Cheyenne to Ft Collins for shopping and dining, but how would I get around easily in Ft Collins without my own vehicle?
	Nobody from WY really wants this
	None of the above. Regional transit is not needed, will never run on a schedule that is useful to people, and will be doing like RTD with light rail in Denver Metro, constantly asking for rate increases because.. no one uses it.. because it doesn't run on a time schedule or to destinations that people actually want to go.
	None of these alignments would be helpful to me. I would like to see an option that would allow for public transit servicing Bellvue and Laporte, as it is not possible for me to get around without a car.
	None, go to DIA
	None. Keep Colorado in Colorado.
	None. Keep WY red and those useless lefties in C.O. No new taxes, levies or anything! Gas will go down once we oust the demonic democrats with their planet killing woke green religion.



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Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	Not clear about return trips, is that available on all routes? Definitely need a round trip to Centerra
Alignment 3 – Cheyenne to Centerra via I-25	only if it connected to bustang to travel further south
Alignment 1 – Cheyenne to Fort Collins Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Option 5 is my favorite, but I'd like any alignment that would have a stop in downtown Fort Collins
Alignment 3 – Cheyenne to Centerra via I-25	Parking is easier for Fort Collins residents at Harmony rather than taking the bus from Downtown.
Alignment 1 – Cheyenne to Fort Collins Alignment 3 – Cheyenne to Centerra via I-25	Prefer 3, then 1
Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	Primary use would be commuting from Wellington to South Fort Collins.
	Since I usually drive to Denver from Cheyenne, I'm not likely to use any of these routes.
Alignment 1 – Cheyenne to Fort Collins	Since this is the highest observed travel route, it should be served first and maybe there could be some kind of easy transfer to the LinkNoCo
Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 5 – Cheyenne to Fort Collins and Loveland Loop Alignment 6 – Cheyenne to I-25/Greeley Loop	The Colorado/Wyoming transit idea is an important element for so many reasons necessary to reduce air pollution, number of cars on the road and the problems that occur with too many vehicles. It seems necessary to include Fort Collins, Loveland, and the Greeley Loop only if the amount of traffic seems likely to go to all of these areas. Your report pointed out a greater need for Loveland and Fort Collins. If you use Alignment 2 or 5 is there a possibility of expanding the transit route to Greeley if necessary?
Alignment 2 – Cheyenne to Fort Collins and Loveland	There has to be a stop in FoCo & Cheyenne. Do whatever else you want. Please, this will be so nice in the winter when I-25 to Cheyenne is an icy nightmare.
	These are all stupid ideas and just another WASTE of taxpayer money.
Alignment 1 – Cheyenne to Fort Collins Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	This is a great concept.
Alignment 2 – Cheyenne to Fort Collins and Loveland	This is best in my eyes because it will provide people a way to get to the major east west route of Highway 34



# FINAL REPORT

## Appendix A: Public Engagement

Check the alignment(s) that you would potentially use:	Additional Comments
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	This loop isn't as incredibly lengthy and makes this a great option for people in multiple spots in the FoCo/Loveland area. It also seems to serve more options for transfers out east by connecting with those transit centers. The concern of 'competition' with other routes in the area feels a little misguided, because right now so many services are so limited that it can be excessively difficult and time consuming to transfer. As a transit user, this loop providing another way for people to get between Wellington, FoCo, and Loveland doesn't feel redundant, it feels like a cool opportunity to have even more transportation options, provided the scheduling takes the other 'competition routes' into consideration so transit times are more spaced out.
Alignment 3 – Cheyenne to Centerra via I-25	This option seems to be the most logical and simple but requires coordination with existing transit to make connections to major areas like Downtown Fort Collins/Loveland/Greeley.
Alignment 2 – Cheyenne to Fort Collins and Loveland	This would better connect to existing FLEX/FREX service
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25 Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Though it isn't listed, a train that would bring me to DIA would be used at least monthly by my family.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 4 – Cheyenne to Greeley Alignment 6 – Cheyenne to I-25/Greeley Loop	Two of the ideal time slots for me personally would be departure from Cheyenne around 5:30pm, (arriving in Fort Collins or Greeley by 6:30pm), and a route departing Fort Collins/Greeley by 9:45/10pm. Any alignments including Fort Collins, I would prefer the Downtown Transit Center as the stop over the Harmony Park and Ride.
Alignment 1 – Cheyenne to Fort Collins Alignment 4 – Cheyenne to Greeley	Use alignment 1 and 4. Loops are difficult to schedule and can be unreliable given the lack of recovery time.
	We don't need any more people from Colorado bringing their Colorado values to our state. Leave us alone.
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25	What percentage of trips crossing the CO-WY stateline are going to the Denver metro? A transfer from the North Line Bustang in Fort Collins/CDOT Mobility Hubs isn't unreasonable, but would an extension of that route be more intuitive for riders?
Alignment 6 – Cheyenne to I-25/Greeley Loop	Where's the light rail from Loveland to get to Denver that we were promised by RTD years ago to link this all together? We've been paying for it for years - when the hell do we get it?  Get this fricking governor focused of real issues like this instead





# FINAL REPORT

## Appendix A: Public Engagement

Check the alignment(s) that you would potentially use:	Additional Comments
	some of the progressive garbage he wastes his time and our money, like shutting down the oil and agricultural industries here.
Alignment 1 – Cheyenne to Fort Collins Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Whichever gets me to a connection spot to Denver transport.
	Why are there no routes to Denver and beyond on i-25?
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Why not all the way to DIA?
Alignment 1 – Cheyenne to Fort Collins Alignment 2 – Cheyenne to Fort Collins and Loveland Alignment 3 – Cheyenne to Centerra via I-25 Alignment 4 – Cheyenne to Greeley Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Would also like to see Longmont and Boulder added.
Alignment 5 – Cheyenne to Fort Collins and Loveland Loop	Would like a stop in Wellington. Hope transit could connect the VA hospital and clinic.



## Travel Information Survey

The public online meeting survey included the following additional questions regarding travel information:

- Where do you live (zip code)?
- Where in the North Front Range do you travel to/from the Cheyenne Area?
- What is the main purpose for traveling?
- What days do you generally travel?
- What time of day do your trips generally occur?
- If there was a high-quality, reliable public transit service connecting Cheyenne with the North Front Range, would you use it?

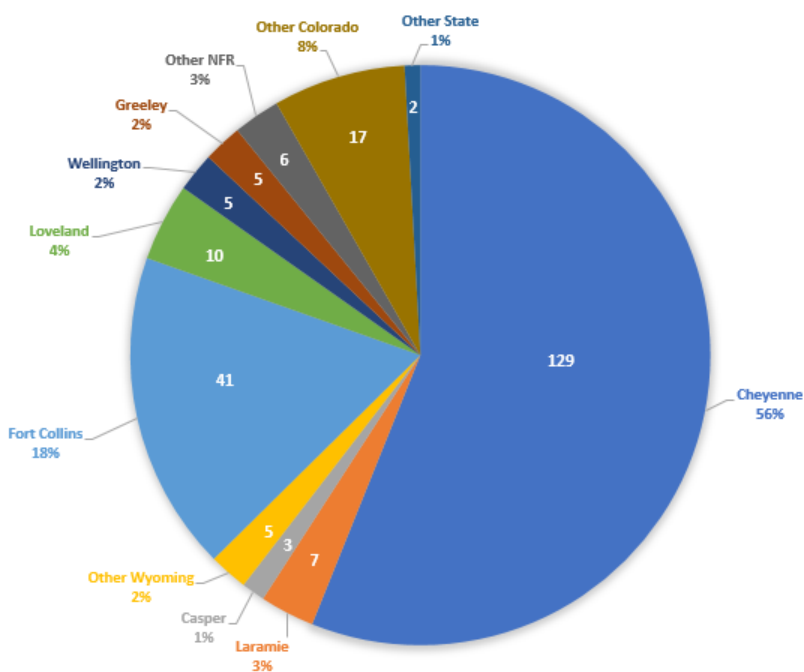
Additional optional questions about the respondent included the following:

- What is your race/ethnicity?
- Do you consider yourself low income?

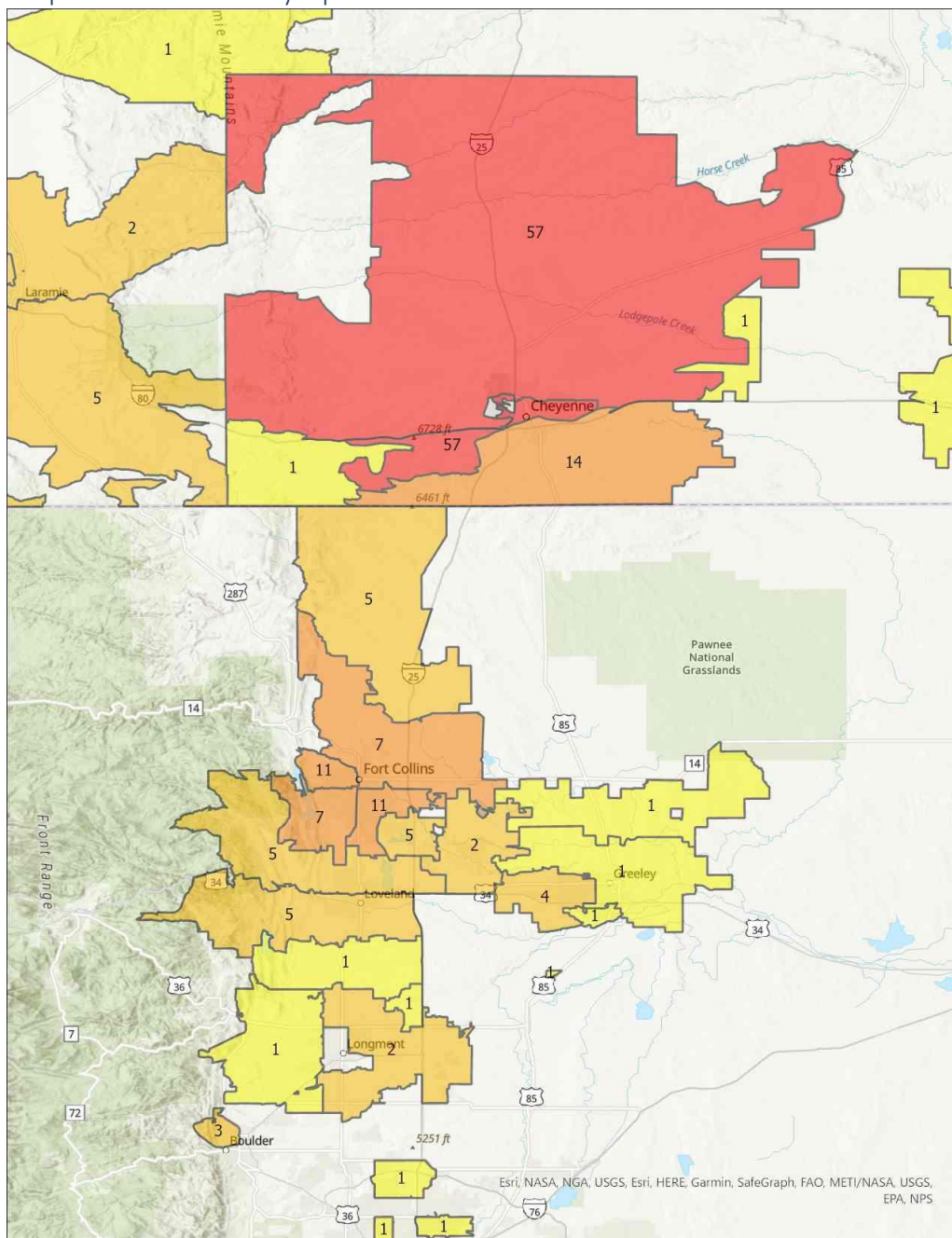
### Where do you live (zip code)?

About 56% of survey respondents live in the greater Cheyenne area. Respondents in Fort Collins and in Loveland were the next most common respondents at 18% and 4%, respectively. About 29% of respondents were from communities within the North Front Range. Overall, 63% of respondents were from Wyoming while 37% were from Colorado.

### Where do you live?



### Respondent Location by Zip Code



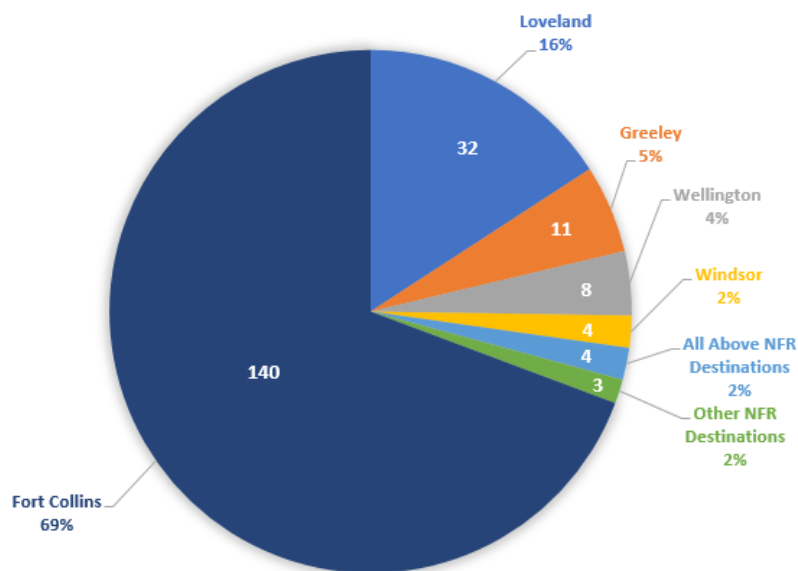
### Where in the North Front Range do you travel to/from the Cheyenne Area?

Nearly 70% of respondents responded with Fort Collins as an origin/destination in the North Front Range that they would travel to/from the Cheyenne area. Loveland was next at 16% followed by Greeley at 5%. The chart below shows the full list of North Front Range responses. The table below the chart lists the non-North Front Range destinations identified by respondents



to this question (this does not include the responses to the alignment options in the previous section).

### Where in the North Front Range do you travel to/from the Cheyenne Area?



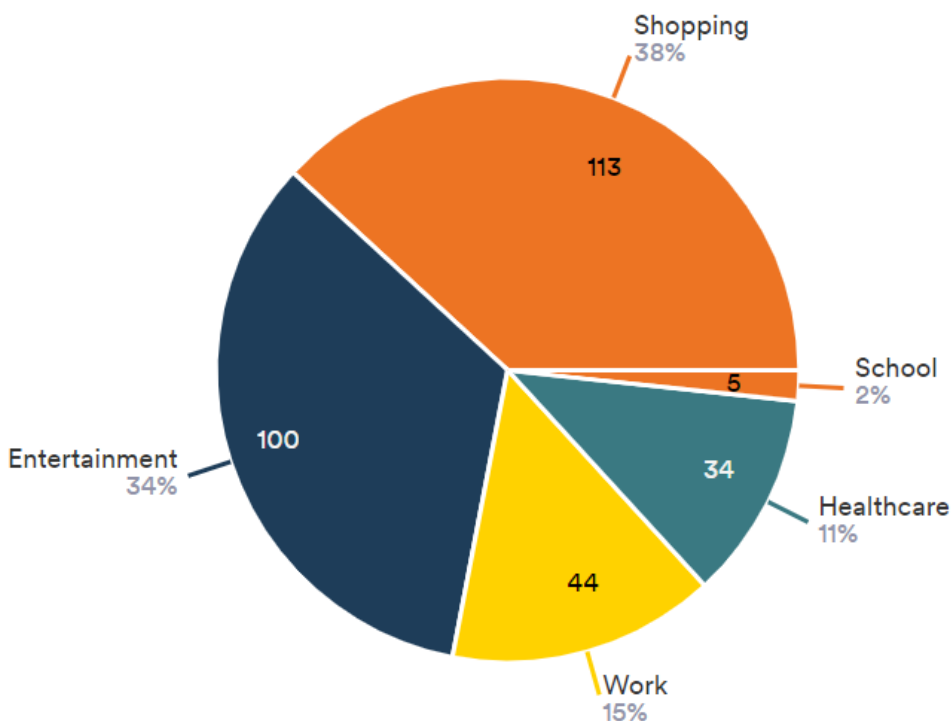
#### Non-North Front Range Locations:

Location	Respondents
Aurora	1
Boulder	2
Denver Area	6
Fredrick	1
Mead	1
Niwot	1
Northglenn	1
Westminster	1

#### What is the main purpose for traveling?

Respondents identified shopping (38%), entertainment (34%) and work (15%) as the top three purposes for travel between Cheyenne and the North Front Range. Other responses are listed in the table below. Additionally, respondents had the opportunity to list specific destinations which are listed below.

## What is the main purpose for traveling?



### Other responses:

Purpose	Respondents
Visiting family and friends	28
Recreation	9
Religious Worship	3
Denver airport	2
Vacation	2

### Those who selected work – please specify your work location:

- 1803 Pacific Avenue, Cheyenne
- 200 W. Mountain, Fort Collins
- 3330 T-Bird Dr. Cheyenne WY 82001
- 80549
- Berthoud
- Budweiser brewery
- Cheyenne
- Cheyenne Central Ave exit off I-25
- City of Greeley 101 11th Ave
- Civic Center
- College and Boardwalk
- CSU
- Edgewood Aspen Wind
- F E Warren AFB
- Fort Collins
- Fort Collins Midtown
- Frederick

- Laramie
- Laramie County Community College
- Lincoln Center in Fort Collins
- UCCC in Greeley
- New Century Software
- UC Health Harmony
- Warren AFB
- WDEQ
- Wyoming State Capitol Building
- Zeigler and Harmony

### Those who selected school – please specify your school location:

- CSU
- Zurich Dr



# FINAL REPORT

## Appendix A: Public Engagement



### Those who selected healthcare – please specify your healthcare location:

- Cheyenne VA Medical Center
- College and Harmony
- Eye Center of Northern Colorado - Ziegler Rd.
- UC Medical Center
- Eye Doctor and dentist on Harmony and Shields
- Fort Collins
- Loveland
- Harmony Road
- Prospect Road
- UC Health
- Windsor Comfort Dental

### Those who selected shopping – please specify your shopping location:

- 25/34, Centerra, Downtown Loveland
- ABC
- Barnes & Noble
- Basis points in Fort Collins
- Best Buy
- Boulder
- Centerra
- Cheyenne
- College and Harmony and Downtown
- College Ave.
- Costco
- Dell Range
- Denver
- Downtown Fort Collins
- Foothills
- Fort Collins
- Front Range Village
- Harmony shopping center
- Loveland
- Old Town Fort Collins
- Outlets
- REI

- Scheels
- Sierra Trading Post
- Sprouts
- Whole Foods
- Windsor

### For those who selected entertainment – please specify your entertainment location:

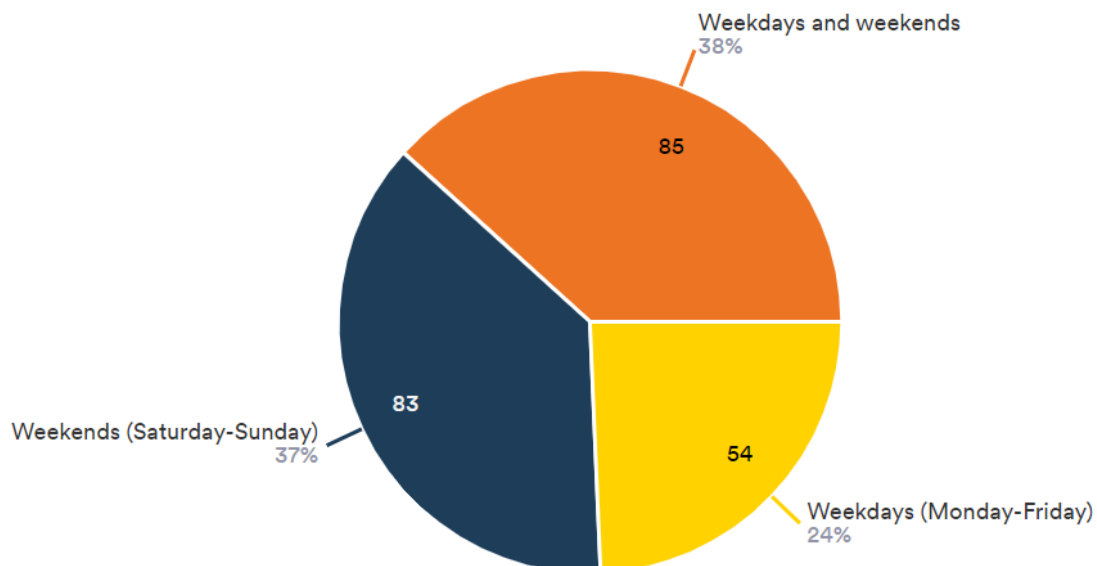
- Baseball
- Botanical Gardens in Cheyenne
- Boulder
- Budwiser Event Center
- Centerra
- Cheyenne
- Cheyenne and other parts of Wyoming
- Cheyenne Frontier Days
- Civic Center
- Concerts
- CSU Campus
- Denver
- Downtown
- Downtown Cheyenne
- Downtown Fort Collins
- Estes Park
- Fort Collins
- Frisbee golf
- Golden corral
- Greeley union center
- Harmony from I-25 to College
- Lincoln Center
- Loveland
- Lyric Cinema
- Movie Theater
- Old Town Fort Collins
- Rocky Mountain National Park
- Snowy Range
- Sporting events
- Vedawoo.
- Washington's
- Windsor

### What days do you generally travel?

Respondents identified weekdays and weekends as the top response (38%) with weekends next (37%) followed by weekdays (24%), as illustrated in the chart below.



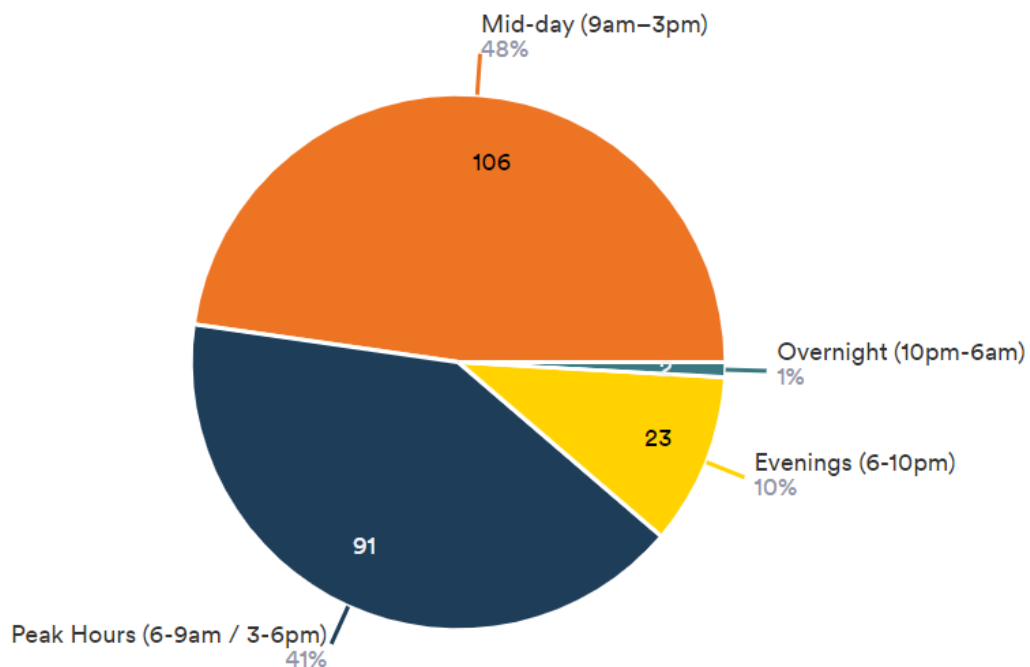
### What days do you generally travel?



### What time of day do your trips generally occur?

Respondents identified mid-day as the top response (48%) with peak hours next (41%) followed by evenings (10%) and overnight (1%), as illustrated in the chart below.

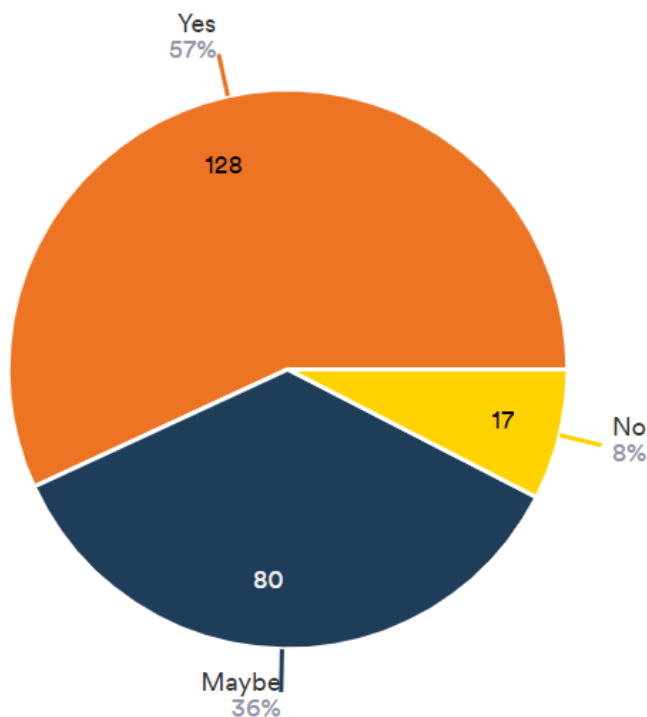
### What time of day do your trips generally occur?



Would you use a transit connection between Cheyenne and the North Front Range?

Respondents' top responses were yes (57%) and maybe (36%) as illustrated in the chart below. No responses were 8%.

**If there was a high-quality, reliable public transit service connecting Cheyenne with the North Front Range, would you use it?**



Respondents could provide additional comment on why or why not they would use the transit route. There were over 150 open responses. The main topic themes and the sentiment of those comments are summarized below followed by the full list of comments.

Topics/Sentiments:

Top reasons to use transit:

- Money savings (29)
- Don't like to drive (21)
- Schedule/frequency (17)
- General support of transit (12)
- Reduce traffic (10)

Top reasons to not use transit:

- General opposition (5)
- Lack of flexibility (4)





# FINAL REPORT

## Appendix A: Public Engagement

- Time cost (2)
- Lack of transit connections (2)
- Inconvenient schedule/frequency (2)

### Why or why not?

Answer	Specification
Maybe	Although I would absolutely love to take public transportation, ultimately it would depend on how easily and how long it would take to get from the transit centers to home/work.
Maybe	Cost and time to reach destination compared to car
Maybe	Depends on cost per person and location of stops and connection with other public transportation
Maybe	Depends on frequency and if was a dependable consistent service.
Maybe	Depends on how clean the bus is, how long it takes, how convenient it is to where I am going, cost, run times. If there is a secure place to store shopping items.
Maybe	Depends on if we had to be by other people or had our own space.
Maybe	Depends on my purpose and whether it would be convenient to get from Cheyenne to my destination.
Maybe	Depends on price and schedule.
Maybe	Depends on schedule before/after work and how I would get to work from the Cheyenne transfer station
Maybe	Depends on the length of the trip and if it stops near where I need it
Maybe	Disability Access
Maybe	Drop off/pick-up locations require some travel and need to adjust work schedule to route schedule.
Maybe	ease of access, reliability, total time of travel
Maybe	Easier than driving. Can do other activities on a bus instead of drive.
Maybe	Expense, too many people, doubt cost effective and time effective
Maybe	For my current purposes to access Cheyenne (VA Hospital and FE Warren AFB), I don't expect a bus to provide service to those locations. During the winter, I do like to ride my bicycle long distances and would utilize a transit service as a bridge between Cheyenne and Fort Collins if the transit service was capable of carrying bicycles.
Maybe	Greatly depends on convenience and travel times as close to driving as possible.
Maybe	I do not commute regularly between the two areas. However, I am a regular transit rider and supporter of transit systems and regional integration.
Maybe	I like the independence of being able to go where we want, when we want. However, during the winter months, I wouldn't mind someone else taking the driving responsibility.
Maybe	I live outside of Cheyenne
Maybe	I might use it if it was clean and well maintained.
Maybe	I rarely visit Cheyenne, but it would be nice to visit without the hassle and stress of driving.
Maybe	I wouldn't take a bus. Consider regional rail services.
Maybe	I'd really prefer one to DIA over the Northern FR



# FINAL REPORT

## Appendix A: Public Engagement

Answer	Specification
Maybe	If it's a bus, probably not. You still will run into stop and go traffic and I don't trust who is driving the bus. If there was a quick Amtrak yes I would do that
Maybe	If travel time was over an hour(additional stops) or the schedule was limited such that I would have few options on going and returning I would continue driving.
Maybe	Imagine I would still have to travel a couple of miles by foot/bike to commute. Would be more hesitant to do so as it gets colder.
Maybe	It depends how many buses and how it would work with my schedule. This appears that I would take a bus to Longmont, another bus to Ft Collins, then finally a bus to Cheyenne. That's not very appealing. But I love the concept as we start expanding our options. I'm really hoping for a train that would serve this corridor
Maybe	It depends on the schedule and type of transportation... Bus, less likely... Rail, very likely
Maybe	It would be nice not to have to drive - I could read or something instead. However, the bus would have to feel safe and be reliable.
Maybe	It would be nice to be able to travel without worrying about actively driving. Although if I was going with my kid I would probably still drive because it seems easier to bring all of the things I need to care for him. I could see this being very helpful for commuting
Maybe	It would depend on cost, and timing
Maybe	It would depend on the ability to connect with transit to Denver.
Maybe	It would depend on the cost per ticket. Usually I'm going with the whole family and so we would need 4 tickets and then would compare that against the price of taking the car.
Maybe	It would depend on the schedule and parking options in Cheyenne, since I live in Laramie.
Maybe	it would depend on the times of departure, I have to leave real early in the mornings
Maybe	It's difficult to say, because if I take public transportation how am I going to get around to run my errands and such? Or get to where I need to go?
Maybe	I've liked Longmont and Boulder in the recent past, Ft. Collins before that. Downtown Denver is a thrill but I already access from Aurora by train when I can.
Maybe	Maybe because of easy access to locations that would be expensive to drive to.
Maybe	My biggest problem with the current public transportation is that it doesn't tend to run at the times that I would need them to. Then, I'm just sort of stuck. Currently, the system isn't really well connected. I'd love to take the bus to Loveland and/or Cheyenne. There are not routes from Greeley except to Fort Collins and that is only weekdays during the day.
Maybe	My concern would be getting around Ft Collins once I arrive. How do I go about my shopping without my own vehicle? Also, the cost and how long I would have to wait for a return trip home.
Maybe	Need good connections to city transit. It does no good for me to be dropped off in Fort Collins and can't get anywhere else.
Maybe	Would like an option for bus to connect with the light rail from Cheyenne.
Maybe	No hub specified in locations currently under consideration.



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## Appendix A: Public Engagement

Answer	Specification
Maybe	Really depends on the cost, how easy it is to access, are there potential emergency options if they are needed.
Maybe	Save on gas and wear and tear on my vehicle
Maybe	Schedules matter. Accessibility Matters.
Maybe	Transit would have to be more reliable or affordable than taking a car. Ft. Collins and Loveland would be fine as a single stop. Transit to DIA would be the best.
Maybe	Usually travelling beyond Cheyenne
Maybe	We like having our car with us. We live NW of Cheyenne and would need to park in Cheyenne. We don't want to have to wait for public transportation.
Maybe	We would probably use it for recreational outings as my husband and I are both retired. It would be a great way to "get out" without driving, but we have no attachments to Cheyenne at the present time otherwise. Having said that, we are firm supporters of public transit along the front range and regret that it can't happen sooner.
Maybe	What is cost? How convenient will it be? What are drop off and pick up points? Where will people park to catch a bus? What are the hours of operation?
Maybe	Why - the convenience of not driving my vehicle  Why Not - Duration of the trip, cost of the trip, would transit stops be where I want to go without having to get on multiple buses
Maybe	Would depend on availability of transportation in Fort Collins to get around. Like College Ave corridor from downtown to Horsetooth Ave.
Maybe	Would depend on the cost.
Maybe	Would prefer light rail, but may use a bus to get to Denver for rail travel. If there was a reliable service may use it to visit zoo, museums.
Maybe	Yes, I would use it for grocery and clothes shopping in the downtown area of Fort Collins. I think the service to Fort Collins would be sufficient. I think this would add more excitement, and there would be less need to ask for a ride from friends. It provides more entertainment in an enjoyable venture out of Cheyenne to explore, to go with a friend there on the transit, and just as a viable service.
No	Does not get me to my destination.
No	High Time Cost (additional time to fit plans to route service times). Lack of mobility once I arrive at destination
No	I do not want to be tied to a bus/etc. schedule. I enjoy the ability to get where I want to go when I want to go there. I like the flexibility that my car offers.
No	I have a car. I rarely go to Cheyenne. So instead of having to figure out schedules, cargo storage, will there be room, and the other parts of bus travel I'll take my car.
No	I would need to drive to get to the transit service, and then would need to drive from and to the transit service at the other end of the trip, and then drive home at the end. It would be faster just to drive the entire route.
No	I've lived in Longmont and Louisville, and already dealt with the promised and not delivered RTD services. CDOT needs to knock it off with the express lane mentality and make I-25 4 lanes in each direction all the way to the state line. If an express



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## Appendix A: Public Engagement

Answer	Specification
	lane is added on top of that, fine, but not a substitute for 3 or 4 lanes in each direction. May as well do it all the way to South Pueblo. Then, MAINTAIN IT!
No	Need a car when I'm in WY, but I imagine it would be useful for commuters!
No	No one really wants this in WY
No	Total waste of money for a route without a traffic issue
No	Unaware of any public transit between these places.
No	We've had transit from Wyoming to these communities before, they all stopped because they were hardly used or too expensive. Colorado will be the beneficiary of this plan are they going to pay for it? Not likely. As Southern Wyoming communities have grown so has our crime. We need to focus on Wyoming before we focus on helping Colorado. This looks very one sided Wyoming money going to Colorado not the other way around. This also will encourage more people who work in Colorado to live in Wyoming. We already have issues with water in Laramie county. Where will the water for the new homes come from?
No	When I get there, I need my vehicle to go to where I need/want to go.
No	Wyomingites are self-sufficient when it comes to transportation. Solutions that work in the Denver metro area are not necessarily a good fit for Wyoming.
Yes	100%. This is the future. Less gas, safer roads, improved supply chains with less transit congestion, less emissions and air pollution, more spending in different cities, would help with real estate and not having to live close to work, etc. The list is endless.
Yes	Avoid terrible drivers, be able to use my phone during the trip, avoid having to find parking at destination, reduce congestion
Yes	Convenience
Yes	Convenience of not having to drive.
Yes	Convenience, environmental awareness, connectivity to Denver metro area
Yes	Dealing with the front range traffic is tiresome especially if you are from a rural town like myself. We go to Cheyenne/loveland twice a month on average from Gering Nebraska
Yes	Do not like the drive.
Yes	Eases concerns on parking and dealing with traffic and construction on I-25
Yes	Easier on the environment, would not have to do the actual driving so I could travel at night.
Yes	easier than driving
Yes	Eliminate excess vehicles on the road and congested roadway stress.
Yes	Environmentally better, work during commute.
Yes	Especially for the nights we visit for a concert, dinner or a drink, I'd like an option that would let me spend more time in Fort Collins and drink without worrying about sobering before driving. It would also give my husband a break since night driving gives me headaches
Yes	For ease of use, weather, gas savings. We are train enthusiasts.
Yes	For personal travel use, I would strongly consider using a rapid bus system, if the price point was kept reasonable. I think with inflation, a one way ticket should be in

# FINAL REPORT

## Appendix A: Public Engagement

Answer	Specification
	the vicinity of \$10-12 to attract ridership from working class people. If you price it too high, a la RTD Light Rail, you won't get the volumes you are seeking to support the line. It has to be cost effective to attract the demographic you seek to target.
Yes	For the times we want to go down and stay the night or go to a concert. It would be nice to not have to drive.
Yes	I do not like driving and would much prefer taking public transportation if that was readily available up here.
Yes	i do not like to deal with traffic.
Yes	I don't like driving.
Yes	I hate driving
Yes	I hate driving.
Yes	I prefer to drive less.
Yes	I travel by Amtrak. There once was a bus that ran from Cheyenne to Union Station, but no more. I would leave my car in Cheyenne, ride to Denver, enjoy the 16th street mall, then board the train. My car was in a safe place, and only a 50 mile drive home at the end of my journeys.  The Greyhound is not reliable, it may not come on time, and if full, I'm left stranded. I've tried leaving my car at a friend's in FoCo, which can be complicated, although the Bustang is a great ride.
Yes	I will be very honest. I do not want to spend the money on gas or create more wear and tear on my vehicle or put on miles to hasten the occurrence of the next oil change(more money spent). Besides, I can read on the trip, or engage others in conversation. Thanks.
Yes	I would absolutely take transit if it were available because I don't love driving an I would prefer to use that time to get a bit of work done rather than driving.
Yes	I would absolutely use transit between Cheyenne and Fort Collins for work, provided there are departure/arrival times at peak commuting hours and midday. I could definitely see myself and friends/family using the service for weekend entertainment, provided times were reasonable (ex. later evening service).
Yes	I would enjoy visiting Cheyenne if I did not have to drive. I would bring my bicycle to get around that sprawled city. So bike racks on the bus would be mandatory for me to take this transit.
Yes	I would like to be able to have a couple of drinks without worrying about driving home. It would also be nice to not have to worry about parking and to read a book on the way.
Yes	I would love love love to have a transit service connecting Cheyenne and Fort Collins. I do that drive about twice a week and it's a lot of wear and tear on my vehicle. Also, it would be nice to have time to sleep or read or focus on something else besides the road while travelling. Plus, it would be way better for the environment.
Yes	I would love to go down, do a pub crawl, then safely get home.
Yes	I would love to ride the train to Rockies games.



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## Appendix A: Public Engagement

Answer	Specification
Yes	I would not use always but I would use often if it was reliable high quality fast and had the capability of Wi-Fi so that I could work on the travel times. It also would depend on cost It would need to be cheaper than driving personal vehicle.
Yes	I would prefer there to be more public transit in Northern Colorado/Wyoming to many locations. I hate driving on the interstate because it is so congested.
Yes	I would really love to limit my fossil fuel reliance by using public transportation.
Yes	I would use it daily
Yes	I would use it everyday to commute to work and back. It would be worth the extra time to work back to relax, as well as save on fuel and wear and tear on my person vehicle.
Yes	I would use it if it got me to the major hubs I work at in either state, quickly and efficiently and without too many stops. I do not think transferring in Fort Collins to get to Greeley is that big a burden-but the more circular route options look like they would take a lot more time. Also I work with people with disabilities and so want to advocate on their behalf a bit here: many of them would travel as far as Wyoming for a good paying job, but they need a bus and stops that are ADA compliant from start to finish in order to make something like that feasible. Thanks for the opportunity to comment!
Yes	I would use it to connect to yransit to Denver
Yes	I would use it, especially in the winter
Yes	I-25 in north Colorado have been heavy traffic where many accidents and hazardous with heavy freights. Avoid where rush hours is difficult. Rail vision have been talking for 30 years that is never reality I am now old. It would impact our future children. Need rail now realized!
Yes	I'd rather have a 75 minute trip and read a book or take a nap than have to be an active driver for 45 minutes.
Yes	If it was reliable in all weather and could reduce how much I spend on gas, then I would definitely use public transport.
Yes	If it were convenient and worked with the schedule and was reasonably priced, I would definitely consider this.
Yes	It save me driving time.
Yes	It would be great to have access to the Cheyenne airport
Yes	It would be great to let someone else drive. We make weekly trips to Cheyenne. Our family makes trips to northern front range on a monthly basis too.
Yes	It would be much more convenient and enjoyable than driving.
Yes	It would be much more convenient and I think it would help with traffic flow!
Yes	It would certainly be handy to not have to buy my own gas
Yes	It would ease the burden of finding parking and allow more time in areas by being able to have alcohol without worrying about having a dd or finding a ride
Yes	It would save gas
Yes	It would save gas money and I prefer public transit to driving when available.





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## Appendix A: Public Engagement

Answer	Specification
Yes	It's nice to leave the driving up to someone else. It's also nice to either work on my laptop during a commute or talk with whomever I'm with.
Yes	less wear on my vehicles
Yes	Like to visit Fort Collins for Shopping.
Yes	Need to also make sure there's a way to bring a bike on board or have a reservation system to insure a bicycle can be incorporated into the trip. Even make sure there are bike lockers available at various points in the Colorado points. We could rent them monthly.
Yes	Need to check on elderly relatives and would do so more frequently if this was available
Yes	Options to limit environmental damage and reduce mileage on personal vehicles
Yes	Probably not as much for big shopping runs, but for visiting friends, going to concerts, just a change of scenery for the day. Also for folks coming to visit us in Cheyenne who don't have reliable vehicles.
Yes	Provides an effective use of time for me instead of driving. I can focus on work emails and other tasks for my work day.
Yes	Public Transit to the North Front Range is one step closer to reliable public transit to other areas of Colorado as well as the main goal of getting to the North Front Range.
Yes	Public transit would allow me to avoid the feeling of being stuck in traffic and allow me to shift my focus to activities other than driving (read, watch videos, send emails, etc.). It would also be a new opportunity to feel connected to the larger community that surrounds us. It could also reduce the number of drivers operating vehicles under the influence of drugs/alcohol, which helps make the roads safer for other drivers in addition to being a safer mode of transport on its own.
Yes	Reduce wear and tear on my cat
Yes	Safer, more economic, less environmental impact, less active commuting time, more opportunities for community engagement
Yes	Save gas money, help the environment, predicable times to plan around, less stress when visiting family
Yes	Save money on gas!
Yes	Saves money on gas.
Yes	The drive is a long one. I would rather have someone do the driving for me. Further, the weather can be sketchy making this trip. I would feel safer on the bus.
Yes	The road construction which will probably never be complete in most peoples' lifetime is exhausting. Getting to Harmony from Mulberry is almost frightening & downtown parking is nearly nonexclusive with the masses of people.
Yes	The snow on the interstate can close things down and create hazardous conditions
Yes	The traffic in Colorado has become unbearable.
Yes	The traffic situation from Cheyenne to Denver is unsafe & nearly unmanageable. I know longer enjoy trips to Denver for business, shopping, & entertainment & rarely make them unless it is absolutely necessary.
Yes	This would hopefully shorten travel time and create more opportunities for a quick getaway for dinner etc.

# FINAL REPORT

## Appendix A: Public Engagement

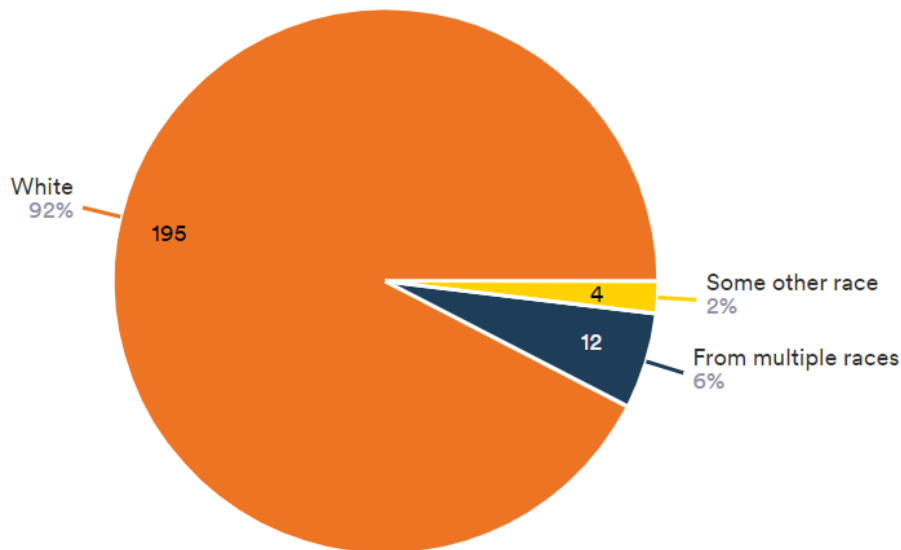
Answer	Specification
Yes	To avoid traffic and reduce pollution.
Yes	Train, yes. It is enjoyable to ride a train. Bus, no. Too many people right on top of you in a bus, no space, tiny seats & noisy.
Yes	We are big supporters of mass transit. We utilize public transportation whenever it is available to us.
Yes	We definitely need it, it would be safer and more cost effective for me
Yes	We need this!!!
Yes	When feasible I always prefer public transit for any trip. Front range needs far more options and routes!
Yes	While I work and live in Greeley there are numerous destinations from Greeley to make day trips where I would gladly spend money.
Yes	With a reliable transit service, I would consider moving to Cheyenne from Greeley.
Yes	Would be great to stop putting so much wear and tare on my vehicles that come from this commute. Saving on gas would be another great reason.
Yes	Would be happy to use it regularly. It would be safer, and stress free and economical. We should have done this long time ago.
Yes	Would be relaxing not having to drive and could enjoy the Colorado night life without having to worry about a dd
Yes	Would make spur of the moment trips up to Cheyenne more appealing.
Yes	Would save time less traffic - I travel less than I used to because of the traffic it takes much longer than 10-12 years ago
Yes	YES: Sustainability (reduced carbon emissions), ease of travel (being able to do tasks while another person drives), reduced traffic (fewer traveler vehicles means less traffic for everyone)  NO: If it took longer than individual travel, if it was not available at the desired times, or if I could not bring baggage to and from with me. (I often do large shopping trips and would need to be able to bring back several large bags.)

### What is your race/ethnicity?

An optional question, over 200 people responded. Over 90% of respondents were white with the remaining respondents another race or multiple races, as illustrated in the chart below.



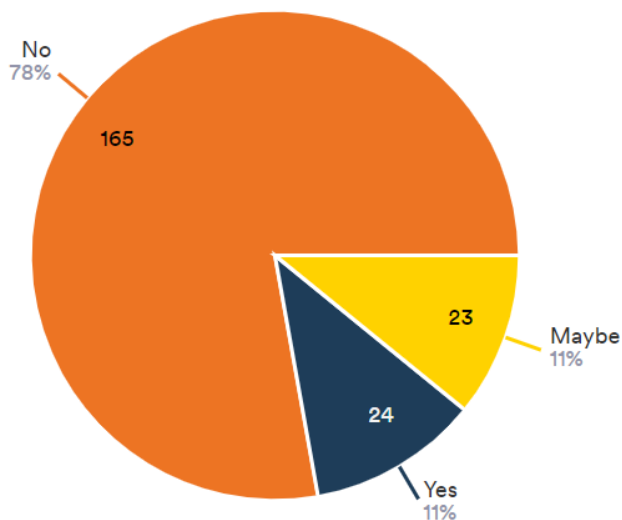
### What is your race/ethnicity?



### Do you consider yourself low income?

An optional question, over 200 people responded. Just over 20% of respondents answered that they consider themselves or might consider themselves as low-income. Nearly 80% of respondents do not consider themselves low income, as illustrated in the chart below.

### Do you consider yourself low income?



## General Comments

Respondents were given the option to provide a general comment regarding the study. There were about 25 comments with the major themes/sentiments listed below. The full list of comments are listed at the bottom.

### Topics/Sentiments:

Top general comment themes and sentiments:

- Pro rail (5)
- Connect to Laramie (4)
- Connect beyond North Front Range in Colorado (4)

### General Comments:

- A high-speed train connecting Cheyenne to Denver is what we need!!
- Added my spouse's email
- Better idea make them carpool.
- Bus service would be great and rail service even greater. Nothing quite like taking trips to Colorado and reading while on the way. I think a polling company should be involved, and I would imagine the positive comments would be overwhelming.
- Charter bus service could be a big plus for immediate impact when service clubs and assorted groups could charter buses for conventions and events. Finding an affordable ski bus is dang hard for my ski club so we can play... the little ol lady clubs need a ride to Black Hawk and any bar would welcome a ride to basketball/hockey games... that would seem easy enough for a project chairman to run
- Consider Alternative 1 with a stop at both Downtown Transit Center and CSU. With Alternative 4, consider stopping at both the Greeley Transit Center and UNC.
- For every 30 trips I take to Fort Collins and Loveland, I take 1 to Greeley. Also interested in connecting with Bustang to Denver.
- Good luck! I hope for success and high ridership no matter what is chosen.
- I am very interested in a rail option... in the near term I would be willing to drive to Fort Collins area to board a train and then return to Fort Collins by train... in the longer term rail service that spans the front range from Cheyenne to Denver/Colorado Springs would be highly desirable... when we travel to the civic center the events we participate in are often not done until 10pm or so, so the availability of the return schedule is very important... I would frequent the service from Denver to Fort Collins for events held at CSU as well...
- I can't wait for improved public transit infrastructure between CO and WY and would use it frequently
- Please keep me informed and let me know when you open for public feedback.
- Public transportation is needed from Casper to Colorado Springs if not farther south.
- Rail to Laramie FTW!
- Supportive of public transportation between Cheyenne and Fort Collins
- This is a great idea. When you are done here, please connect Laramie with Cheyenne. There is a major rush both ways between the two over the summit.



# FINAL REPORT

## Appendix A: Public Engagement



- This is long overdue! I-25 traffic between Cheyenne and Ft Collins is increasingly heavy and dangerous with speeds often in the mid to upper 80's. We would prefer to see a rail service to avoid the highway hazards but would ride a bus if offered.
- This is very interesting since my husband and I have land in Laramie, Wy and anticipate moving there within two years. He has family in Pueblo Co. This sounds like a great idea.
- This would go a long way to reducing poor air quality, transporting people faster and more efficiently, reducing congestion on the unfinished current highway situation that seems to have no completion date.
- We need more public transportation
- Why is Laramie not in this conversation? Fewer people maybe, but more travelers.
- "Would love something cheap and easy! I also understand that is asking a lot. If I was asking for the moon I would request free WiFi on the transport.
- I am open to learning how to use this kind of public transport and making it my main method, if it meets my needs. (Yes, I realize this will be geared to the general population, as it should be. I'm only offering my opinion on hopes it helps.)
- I hope the method to use and learn about the system is easy.
- Thank you for asking for opinions!"
- Would prefer public transit to Ft. Collins/Loveland/Greeley rather than travel by personal automobile. Congestion and dangerous driving conditions (traffic, wrecks, construction, weather, wind, snow) all make public transit a highly desirable alternative. I'm 80 years old and do not feel safe driving on IH-25.



CO-WY Transit Feasibility Study

## Online Meeting #2 Summary

**816**  
MEETING  
VISITORS

**99**  
CONTACTS  
COLLECTED

**274**  
SURVEY  
RESPONSES

**32**  
GENERAL  
COMMENTS


### Overview

The Colorado Department of Transportation (CDOT) and the Cheyenne Metropolitan Planning Organization (MPO) / Wyoming Department of Transportation (WYDOT) hosted a self-guided online public meeting for the CO-WY Transit Feasibility Study. The meeting launched on December 5 and closed on December 19, 2022. It provided an update on the study and presented the recommended alignment for transit along the corridor. The meeting provided various opportunities for public feedback, including a survey and comment form. Topics included:

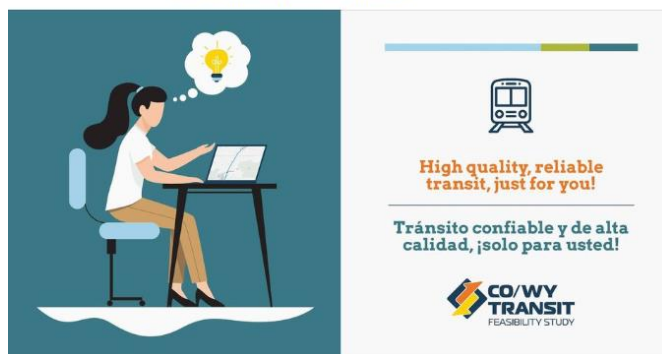
- About the Study
- Study Goals
- Study Process
- Why transit between northern Colorado and Cheyenne?
- Transit Focus Area
- Initial Alignments
- What We Heard from You
- Alternatives Screening Process
- Recommended Alignment Results
- Survey on Future Use
- What's Next?

The online public event was promoted through CDOT, Cheyenne MPO, WYDOT's existing communication outlets. A promotional toolkit was also provided to the guidance committee members to use and Project Vision 21 distributed materials to the multicultural community. Materials were provided in English and Spanish. Promotional tools included:

- Social media posts
- Eblasts to stakeholder list
- Newspaper advertisements
- Press release

 Cheyenne Metropolitan Planning Organization - MPO  
4d · 4d · 4d

If there was reliable, high-quality public transit from here to Fort Collins: Would you use it? Together with the [Colorado Department of Transportation](#) and [WYOMING DEPT. OF TRANSPORTATION](#), we've got a plan—but we need your input to keep going. Take a look and let us know your thoughts: <https://www.cowytransitstudy.com/>



## Survey Results

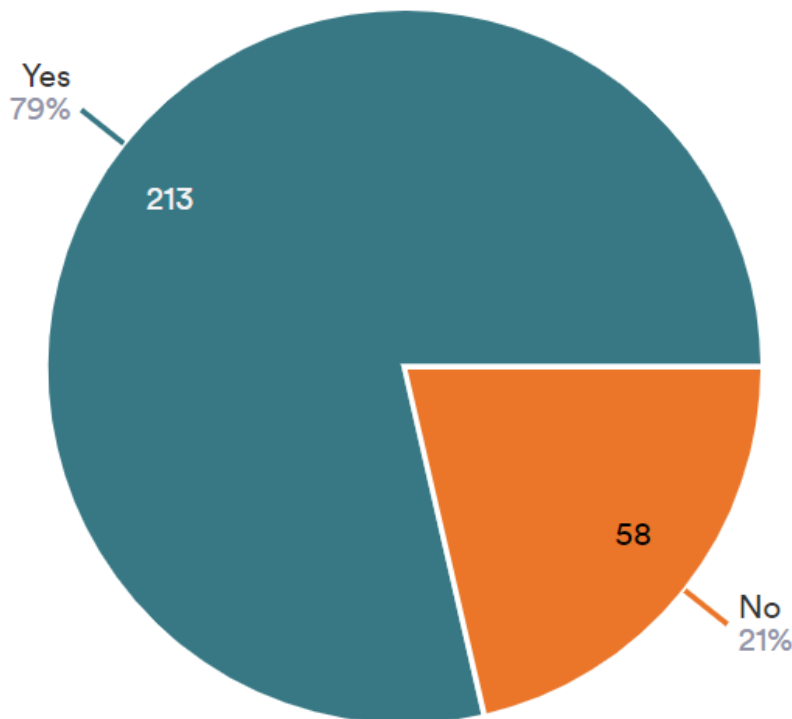
### Key Takeaways

Key takeaways from the survey include the following:

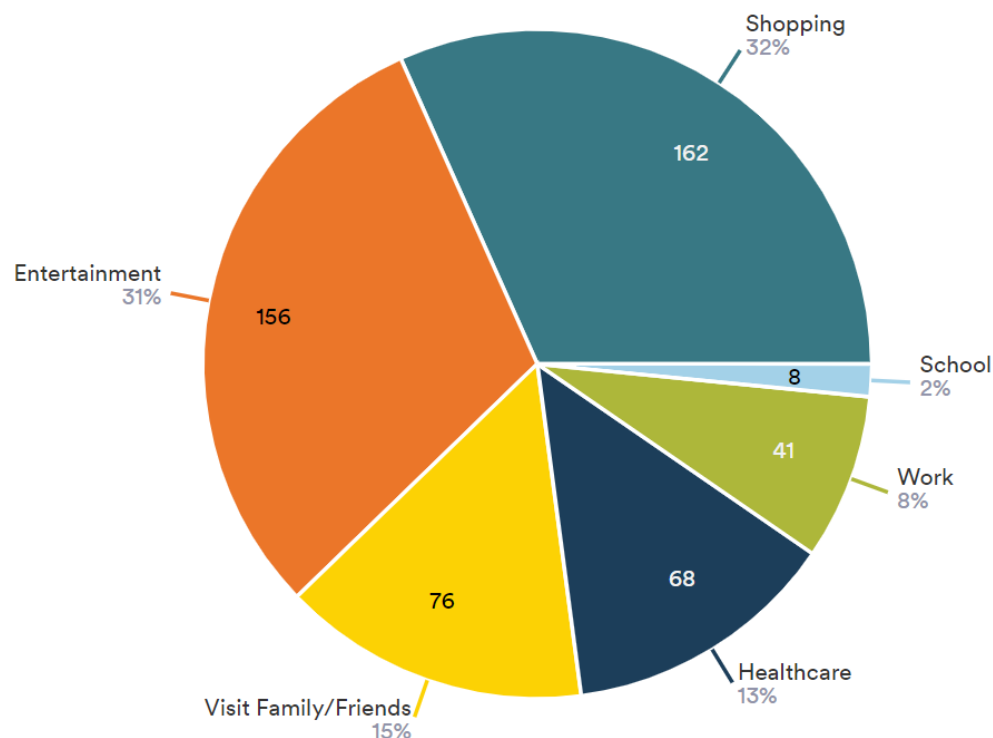
- Out of the 274 survey responses, 79% of respondents said they would use the recommended transit service from Cheyenne to Fort Collins.
- Respondents identified shopping (32%) and entertainment (31%) as the top purposes for using the transit service between Cheyenne and the North Front Range.
- Most respondents (75%) would like the service to make a stop along Mulberry (21%), in Wellington (15%), or both (40%). 25% of respondents said they would not want the optional stops. These percentages do not include respondents that said it didn't matter.
- When asked what kind of amenities they would like with the service, comfortable seating (24%), charging outlets (20%) and Wifi (19%) were the top three responses.
- Out of the 34 general comments, 63% were positive and 53% were comments of support.

### Detailed Responses

Would you use the recommended transit service, Alignment 1 – Cheyenne to Fort Collins?



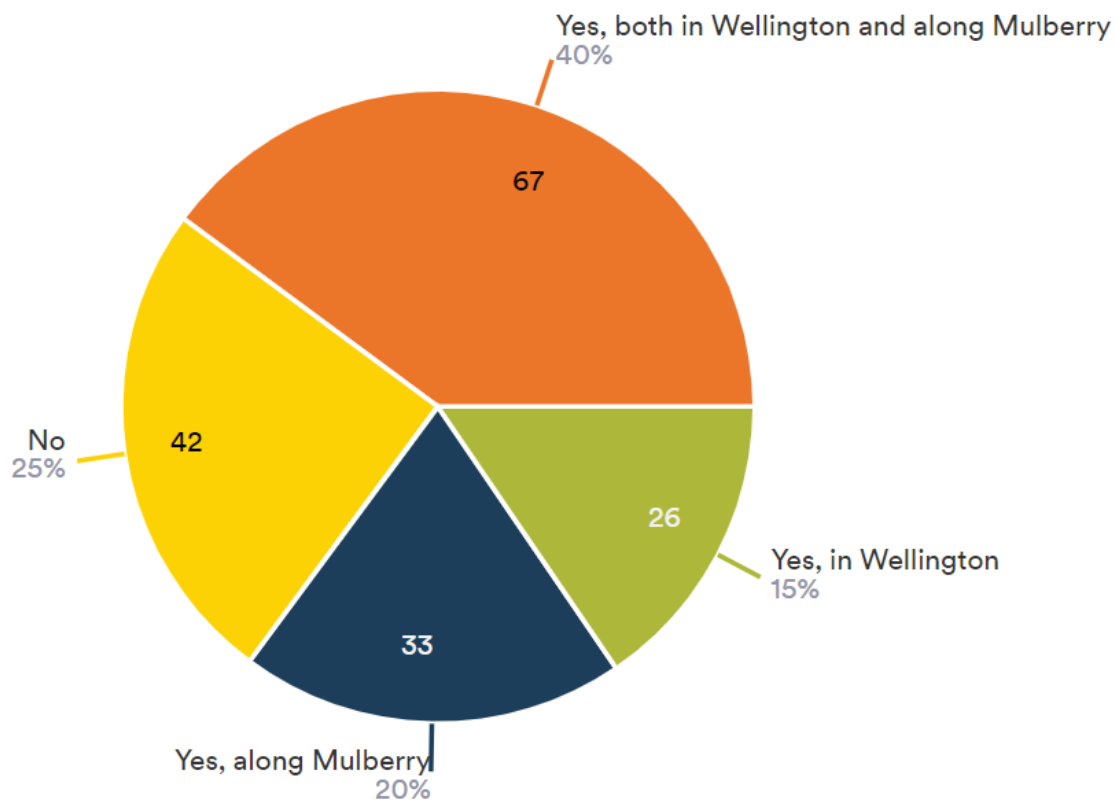
### What would you primarily use this service for?



### Other Responses:

- I wouldn't use the service
- Access to trails and outdoor areas/recreation
- Connecting to the Bustang and Denver Amtrak
- To get to Denver
- Should not be government funded
- Travel to Air Service at DEN
- Wyoming has no culture, no arts, no cuisine...I live and work in Cheyenne unfortunately but spend every free second and dollar in CO because they value community and investment in taking care of schools, citizens, roads, infrastructure etc.
- Sports

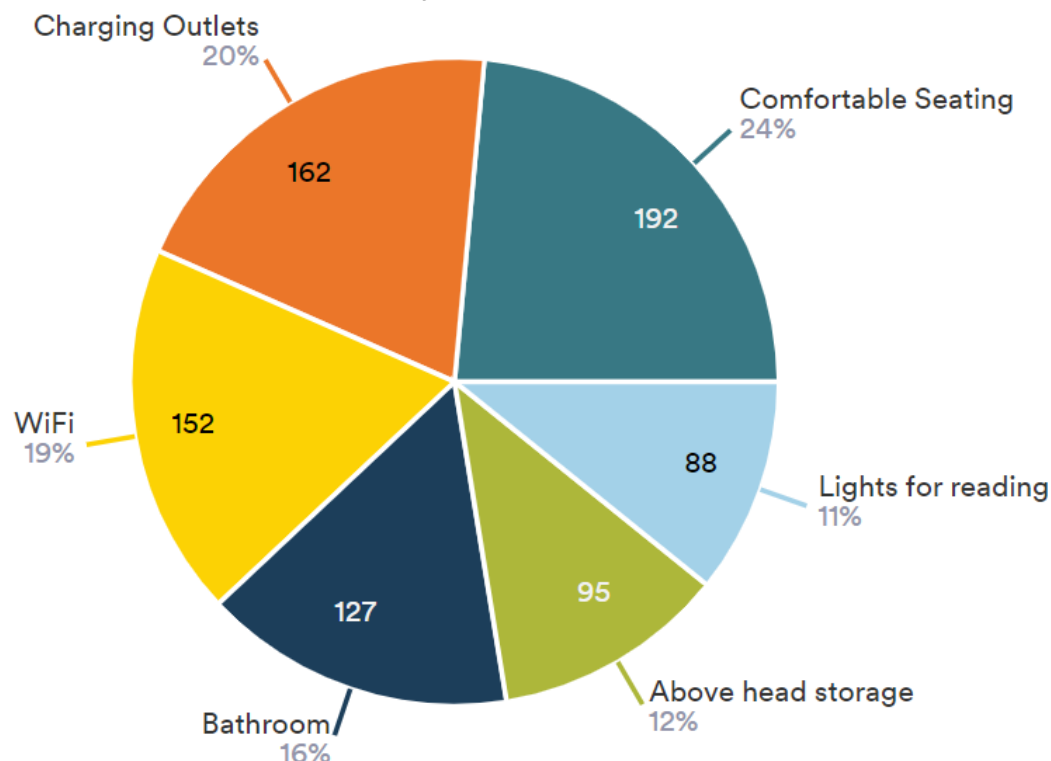
**Would you like optional stop(s) along Mulberry or in Wellington?**



**Other Responses:**

- Doesn't matter (86 responses)

### What kind of amenities would you like with this service?



### Other Responses:

- Bicycle accommodations
- Flexible or night schedules for evening or early morning passengers, and weekend availability. More than 1 or 2 transits several maybe if possible.
- If it is a train, yes, we would use. If it is a bus, no, not enough space, too many people right on top of you.
- Clean transit vehicles
- Safe and well-lit facilities for ingress/egress
- I know it falls outside the scope and intention of this study but if this were a high speed rail service I believe it would be more popular. The railway would have the ability to extend further south/north over time. If this is purely providing a bus service back and forth I think people will continue driving in their own vehicle instead.
- Air conditioning

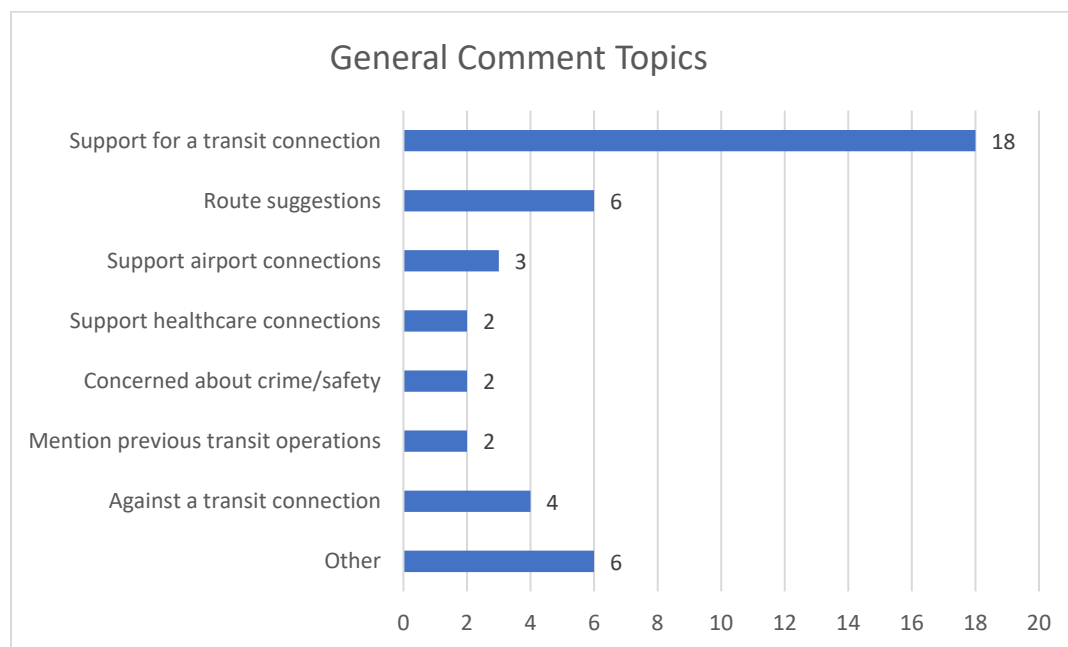


## General Comments

There were 32 general comments about the study and its results. The major comment topics and sentiments are summarized below. The full list of comments are listed at the bottom.

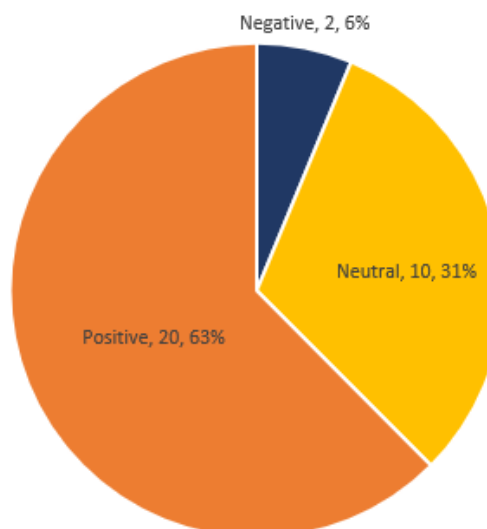
### Topics

The main topics of the general comments are summarized in the chart below. Some comments included multiple topics; the totals are greater than 32. The majority of comments suggest support for the recommendation.



### Sentiment

The main sentiment of the general comments were placed in one of three categories: positive, neutral, and negative. The majority of responses, 63%, were positive towards the recommendations or this study while 31% were neutral and 6% were negative.



# FINAL REPORT

## Appendix A: Public Engagement

### Comments

Comment	Topic	Sentiment
I've been making the Wellington-Cheyenne commute for 14 years. This would be awesome!	Support	Positive
Excited to see how things progress!	Support	Positive
Strong support development of a CO/WY transit system.	Support	Positive
A transit system between Cheyenne and Northern Colorado would be incredible: I believe it would increase travel incentive for people that don't want to spend \$60 in gas prices round-trip, as well as reduce fossil fuel emissions. As well, it may incentivize Inter-State jobs, since employee's won't potentially get disconnected from their office during a winter highway closure.	Support	Positive
Before you spend any more money on studies, please consider other failed mass transit attempts along the front range to include Denver area and Albuquerque to Santa Fe. Riders in Denver were being charged \$8, Taxpayers were being charged \$92. This also will never be in the black. I think Albuquerque-Santa Fe was called "RailRunner".	Previous Transit Operations	Neutral
There was once a small bus line that ran from Union Station in Denver to Gillette, WY, which I would use to get to the train. Miss it greatly.  Please have some inexpensive long term parking close by in Cheyenne, so travelers can use the service as a start on longer journeys.  Thank you for doing this!	Previous Transit Operations Other	Positive
Would really be interested in how to connect to Denver International Airport. Flying out of Cheyenne is hit or miss with United and often require a 5 to 8 hour wait in Denver for a connection.	Airport	Neutral
Hi there! I'm a small business owner in downtown Cheyenne and a member of the Cheyenne Downtown Business Association. I am very interested in this project and would love to learn more or have someone from this organization present some info to the DDA and/or CDDBA if possible since this will be a service offered in the downtown areas of both Fort Collins and Cheyenne. Thanks!!	Support	Positive (needs follow-up)
This would be great 👍	Support	Positive
I love this idea!!! I wish there was a transit solution for Cheyenne to Laramie as well.	Support	Positive
I picture destination sites with small electric cars to rent to get around town.	Other	Neutral
I think this is a fantastic idea. I feel the ideal route would be the Wellington, Fort Collins, Loveland, Centerra loop. Would	Support Route Suggestion	Positive



# FINAL REPORT

## Appendix A: Public Engagement

Comment	Topic	Sentiment
also be beneficial it's the pending redevelopment of the Loveland outlets.		
I live outside of Cheyenne but the city is the place I do my shopping, visit friends and depart from (if possible) when traveling out of state to visit family.	Support	Positive
Love the work being done so far, would love to add another vote in favor of route plan #5. With the Coloradan region booming it makes better sense to get well connected now. Though a line connecting Loveland to Greeley would be a chefs kiss in logistics. WY side funding... let's make it a 6th penny initiative and use a portion. Or better yet, let's use some rainy day funding to jumpstart and put a deposit down on our future.	Support Route Suggestion	Positive
I would love for this to be a transportation option.	Support	Positive
I moved here from CO. Please include crime statistics in your study from the existing light rail platforms, parking lots, & trains. People have been beaten, mugged, & murdered. I rode the light rail & didn't feel safe. Lots of cars were stolen from its parking lots. Group violence against individuals. Homeless riding to the end of the line where the get kicked off & set up homeless camps, etc. You are inviting trouble if the rail comes here. People from Cheyenne live in a safety bubble that will be broken.	Safety	Neutral
i am a person with a disability	Other	Neutral
I would probably use this route, but something that would get me to Windsor and Centerra would be more likely. Also, something that would allow me to connect to Denver's light rail to get to Children's Hospital would be amazing.	Support Healthcare	Positive
It would be nice to see a rail system rather than a bus route that could eventually connect into RTD. I think there would be significant economic benefits for this in retail shopping / entertainment but also open up more Wyoming residents to work opportunities in Colorado and Colorado to Wyoming.	Other	Positive
The Northern Colorado Regional Airport is quickly becoming a multi-modal travel hub for Northern Colorado. Along with other park and ride facilities and transfer stations, only the Northern Colorado Regional Airport (FNL) currently offers nine (9) roundtrip daily bus service to and from FNL to Denver International Airport. This service is the United Airlines/ Landline service, and having the capability to connect and transfer at the FNL airport could provide more service capabilities within the desired alignment by adding one additional stop. Please reach out to me for more information, or visit our website <a href="http://www.flyfnl.com">www.flyfnl.com</a> for more information.	Airport	Neutral



# FINAL REPORT

## Appendix A: Public Engagement

Comment	Topic	Sentiment
What a great idea. Even better would be a route to Laramie, Wyoming, in spite of the dangerous winter driving over the summit.	Support Route Suggestion	Positive
Would love daily public transportation options (bus or train) from WY to CO. Hope you consider dialing in Laramie, WY too. So impressed by the ability to move quickly throughout European countries with public (bus, trains, and etc) and hope the US expands public transportation soon.	Support Route Suggestion	Positive
Important to have this service to Fort Collins. Our family travels there a lot. We also have arts and music venues in Cheyenne that would attract Larimer County residents.	Support	Positive
This is a project that is needed for Cheyenne's growth and development.	Support	Positive
My family has been waiting for reliable public transport to the front range for years. I am so excited about this project and the potential for increased access to healthcare, shopping, entertainment, friends and family, work opportunities, etc. Transport to the front range would ease some of the burden of living in Wyoming where opportunities are limited but homes are available. We have what Colorado needs and Colorado has what we need, we're neighbors-let's share!	Support	Positive
I think we should focus on producing more jobs in Cheyenne rather than trying to make commuting to Colorado easier. To grow our little economy we need to encourage the workers to stay here, rather than relying on Fort Collins.	Other	Neutral
While this project sounds interesting! THAT 43 mile of open country! will be another developed area! open range! wild life! will cease to exist! we have seen what COLORADO has turned into! a dump! FORT COLLINS WAS ONCE A CLEAN SMALL TOWN! NOW! OVER CROWDED! TRASH ALONG THE ROADS! ETC!!! PROGRESS IS KILLING! OUR OPEN RANGES! GREED! STUPIDITY! THIS IDEA HAS GOOD INTENTIONS! BUT THIS IS A BAD IDEA! WYOMING DOESNT NEED THIS MESS! CHEYENNE HAS OVER BUILT ALREADY! WE CANT TAKE CARE OF WHAT WE HAVE ALREADY! ANOTHER BURDEN ON THE TAX PAYERS!	Other	Negative
I would definitely be interested in a transportation	Support	Positive
Add stop at Terry Bison Ranch/Stateline.	Route Suggestion	Neutral
What would the options be for easy, nearby transportation after arrival at destination? Are there plans for expansion to DIA eventually?	Airport	Neutral
I would be extremely interested in the Cheyenne to Centerra route	Route Suggestion	Neutral



# FINAL REPORT

## Appendix A: Public Engagement

Comment	Topic	Sentiment
Having lived near light rail stations in NJ & CO I can say emphatically that light rail stations bring crime. Cars are stolen from light rail stations & a bad element comes in to burglarized homes. Do not bring the light rail here!	Safety	Negative



# Appendix B. Screening Results



CO-WY Transit Feasibility Study

# Alternatives Screening Results

ALIGNMENT	CONNECTIVITY				FEASIBILITY			STAKEHOLDER / COMMUNITY SUPPORT		EQUITY		ENVIRONMENTAL HEALTH BENEFITS		
	Does it connect to key activity centers?	Does it connect to key employment / population centers?	Does it connect to other multi-modal infrastructure, i.e. bike/ped?	Does it connect to regional/ local transit?	Ridership Potential (CO-WY Only)	OD Trips within 1-Mile of Stops	Cost?	Guidance Committee support?	Public Support?	Transit Propensity	HB21-1266 Environmental Justice Disproportionate Impacted Community	Connectivity to major medical/VA facilities?	Improve Air Quality	Remove Vehicles from Roadway Network
1 - Cheyenne-Ft.C	3	3	3	3	3	3	3	3	3	3	3	0	2	2
2 - Cheyenne-Ft.C-LvInd	3	1	3	3	2	2	1	3	3	3	2	0	1	1
3 - Cheyenne-Centerra via I-25	2	2	1	2	1	2	2	3	2	0	0	3	1	1
4 - Cheyenne-Greeley	2	3	2	2	1	0	2	1	1	3	3	0	0	0
5 - Cheyenne-Ft.C-LvInd Loop	2	2	2	2	1	2	1	2	3	2	1	1	1	1
6 - Cheyenne-I-25-Greeley Loop	2	3	1	2	1	1	1	1	1	1	1	2	1	1
Description:	* Activity Centers (shopping, entertainment, etc)	* Employment / Population Centers (based on 2019 & 2045 TDM land use assumptions)	* Bike/Ped facilities within 1-mile of stop locations	* Number of local and regional routes at stop locations	* Qualitative scoring, considers OD trips, transfer potential & multi-modal access (also considers overall trip length)	* Considers only OD trips within 1-mile of stop locations	* Daily cost based on travel time, # of round trips per day, and avg hourly cost. 3 is lowest cost & 1 is highest cost	* Based on comments from GC mtg #2	* Based on results of public open house survey and other public comments	* Based on transit propensity scores of block groups. Considers block groups within 1-mile of stops	* Based on disproportionately impacted block groups and those block group populations	* Based on medical facilities and VA facilities within 1-mile of stops	* Based on estimated # riders and VMT removed from roadways to travel between NFR & Cheyenne. (total miles per stop)	* Based on estimated # riders and VMT removed from roadways to travel between NFR & Cheyenne. (total miles per stop)
Scoring Method:	PER STOP	PER STOP	PER STOP	PER STOP	NORMALIZED BY TRAVEL TIME	PER STOP	TOTAL COST	GC SURVEY	PUBLIC SURVEY/ COMMENT	PER STOP	PER STOP	PER STOP	PER STOP	PER STOP

NOTES:

- 1) All scoring is based on data for the North Front Range region ONLY. Cheyenne data is not included as all alignment alternatives are destined for the Downtown Cheyenne Transfer Center.
- 2) Five screening categories were identified: Connectivity, Feasibility, Stakeholder / Community Support, Equity, and Environmental Health Benefits. Scoring method varies by each score criteria.
- 3) Between 2 and 4 scoring criteria were identified and scored for each of the five categories.
- 4) Scoring methods vary between scoring criteria. Most scores are "per stop", meaning the overall values were divided by the number of stops along the alignments and then a score applied.
- 5) Each scoring criteria is scored from 0 to 3. 3 is the highest score while 0 is the lowest.
- 6) The five category scores are an AVERAGE of the criteria scores within each category.
- 7) A multiplier of TWO was applied to the Connectivity and Feasibility scores (max point value is 6 compared to 3). Guidance Committee identified Connectivity & Feasibility as most important, were therefore weighted by two.





# Appendix C. Operating Cost Estimates



## CO-WY Transit Feasibility Study

# Operating Cost Estimates

Cost estimates were developed using the operating characteristics of the service plan and several key assumptions. These assumptions include:

- An assumed operating plan of 12 roundtrips on weekdays and 8 roundtrips on weekends
- An average operating speed of 45 mph based on previous CDOT Bustang planning work and verified through an analysis of Google drive times
- A 20 percent layover time based on industry standards
- An annual breakdown of total weekdays/Saturdays/Sundays of 254, 52, and 59 respectively
- A cost per revenue hour of \$160 based on previous CDOT Bustang planning work and verified through an analysis cost data for several other transit service providers in the NFR, including City of Loveland Transit (COLT), Transfort, and Greeley Evans Transit (GET).

Based on these assumptions, the gross annual operating cost for the recommended alignment is estimated at \$1,554,000. It should be noted that these estimates do not include a farebox recovery assumption, as the fare structure and projected ridership have yet to be determined.

## Operating Plan Scenarios

Day	Period	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Weekday	Peak Period	12 trips	12 trips	12 trips	12 trips
	Off-Peak Period	-	6 trips	6 trips	-
	<b>Total Trips</b>	<b>12 trips</b>	<b>18 trips</b>	<b>18 trips</b>	<b>12 trips</b>
Saturday/Sunday	<b>Total Trips</b>	-	-	<b>8 trips</b>	<b>8 trips</b>
Note: all trips are bidirectional				^^^ Agrees with CDOT Bustang planning	



# FINAL REPORT

## Appendix C: Operating Cost Estimates

### Travel Time Analysis

Route	Cheyenne to Fort Collins (via I-25)				Route	Fort Collins to Cheyenne (via I-25)			
Length (Miles)	46.0				Length (Miles)	45.5			
Depart Time	Travel Time			Avg Speed (mph)	Depart Time	Travel Time			Avg Speed (mph)
	Low	High	Average			Low	High	Average	
5:00 AM	45	55	50	55.2	5:00 AM	45	55	50	54.6
5:30 AM	45	55	50	55.2	5:30 AM	45	55	50	54.6
6:00 AM	45	60	52.5	52.6	6:00 AM	40	55	47.5	57.5
6:30 AM	45	60	52.5	52.6	6:30 AM	40	55	47.5	57.5
7:00 AM	45	60	52.5	52.6	7:00 AM	40	60	50	54.6
7:30 AM	45	60	52.5	52.6	7:30 AM	40	60	50	54.6
8:00 AM	45	60	52.5	52.6	8:00 AM	40	60	50	54.6
8:30 AM	45	60	52.5	52.6	8:30 AM	40	60	50	54.6
9:00 AM	45	60	52.5	52.6	9:00 AM	45	60	52.5	52.0
9:30 AM	45	65	55	50.2	9:30 AM	45	60	52.5	52.0
10:00 AM	45	65	55	50.2	10:00 AM	45	60	52.5	52.0
11:00 AM	45	65	55	50.2	11:00 AM	45	65	55	49.6
12:00 PM	45	65	55	50.2	12:00 PM	45	65	55	49.6
1:00 PM	45	65	55	50.2	1:00 PM	45	65	55	49.6
2:00 PM	45	65	55	50.2	2:00 PM	45	65	55	49.6
3:00 PM	45	65	55	50.2	3:00 PM	45	65	55	49.6
3:30 PM	45	65	55	50.2	3:30 PM	45	65	55	49.6
4:00 PM	45	65	55	50.2	4:00 PM	45	60	52.5	52.0
4:30 PM	45	65	55	50.2	4:30 PM	40	60	50	54.6
5:00 PM	45	65	55	50.2	5:00 PM	40	60	50	54.6
5:30 PM	45	65	55	50.2	5:30 PM	40	60	50	54.6
6:00 PM	45	60	52.5	52.6	6:00 PM	40	60	50	54.6
7:00 PM	45	60	52.5	52.6	7:00 PM	40	60	50	54.6
8:00 PM	45	60	52.5	52.6	8:00 PM	45	60	52.5	52.0
9:00 PM	45	60	52.5	52.6	9:00 PM	45	60	52.5	52.0
10:00 PM	45	60	52.5	52.6	10:00 PM	45	55	50	54.6



# FINAL REPORT

## Appendix C: Operating Cost Estimates

Route Cheyenne to Wellington to Fort Collins (via I-25, SH 1, 287)					Route Fort Collins to Wellington to Cheyenne (via I-25, SH 1, 287)				
Length (Miles)	44.9				Length (Miles)	44.4			
Depart Time	Travel Time			Avg Speed (mph)	Depart Time	Travel Time			Avg Speed (mph)
	Low	High	Average			Low	High	Average	
5:00 AM	45	60	52.5	51.3	5:00 AM	45	60	52.5	50.7
5:30 AM	45	60	52.5	51.3	5:30 AM	45	60	52.5	50.7
6:00 AM	45	60	52.5	51.3	6:00 AM	45	60	52.5	50.7
6:30 AM	45	60	52.5	51.3	6:30 AM	45	60	52.5	50.7
7:00 AM	45	65	55	49.0	7:00 AM	45	60	52.5	50.7
7:30 AM	45	65	55	49.0	7:30 AM	45	60	52.5	50.7
8:00 AM	45	65	55	49.0	8:00 AM	45	60	52.5	50.7
8:30 AM	45	65	55	49.0	8:30 AM	45	60	52.5	50.7
9:00 AM	45	65	55	49.0	9:00 AM	45	60	52.5	50.7
9:30 AM	50	65	57.5	46.9	9:30 AM	45	60	52.5	50.7
10:00 AM	50	65	57.5	46.9	10:00 AM	45	65	55	48.4
11:00 AM	50	65	57.5	46.9	11:00 AM	45	65	55	48.4
12:00 PM	50	65	57.5	46.9	12:00 PM	45	65	55	48.4
1:00 PM	45	65	55	49.0	1:00 PM	45	65	55	48.4
2:00 PM	45	65	55	49.0	2:00 PM	45	65	55	48.4
3:00 PM	45	65	55	49.0	3:00 PM	45	65	55	48.4
3:30 PM	45	65	55	49.0	3:30 PM	45	65	55	48.4
4:00 PM	45	65	55	49.0	4:00 PM	45	65	55	48.4
4:30 PM	45	65	55	49.0	4:30 PM	45	65	55	48.4
5:00 PM	45	65	55	49.0	5:00 PM	45	65	55	48.4
5:30 PM	45	65	55	49.0	5:30 PM	45	65	55	48.4
6:00 PM	45	65	55	49.0	6:00 PM	45	60	52.5	50.7
7:00 PM	50	65	57.5	46.9	7:00 PM	45	60	52.5	50.7
8:00 PM	50	65	57.5	46.9	8:00 PM	45	60	52.5	50.7
9:00 PM	50	60	55	49.0	9:00 PM	45	60	52.5	50.7
10:00 PM	50	60	55	49.0	10:00 PM	45	60	52.5	50.7



# FINAL REPORT

## Appendix C: Operating Cost Estimates

### Operating Cost Estimates

Operating Plan Scenarios	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Assumptions	
<i>Weekday</i>					Average Speed (mph) (via I-25)	45
Peak service hours	6	6	6	6	Average Speed (mph) (via 287, SH 1, & I-25)	42
Off-peak service hours	0	6	6	0	Layover Time	20%
Peak headways (mins)	30	30	30	30	<b>Cost per Revenue Hour</b>	
Off-peak headways (mins)	60	60	60	60	CDOT Bustang 2019	\$160.00
Daily round trips	12	18	18	12		
Weekdays per Year	254	254	254	254		
<i>Saturday</i>						
Service Span (hours)	0	0	8	8		
Headways (minutes)	60	60	60	60		
Daily round trips	0	0	8	8		
Saturdays per Year	52	52	52	52		
<i>Sunday</i>						
Service Span (hours)	0	0	8	8		
Headways (minutes)	60	60	60	60		
Daily round trips	0	0	8	8		
Sundays per Year	59	59	59	59		



# FINAL REPORT

## Appendix C: Operating Cost Estimates

Route	Operating Scenario	Direction	Trip Length (Miles)	Run Time (mins)	Layover (mins)	Total Cycle Time (mins)	Peak Vehicle Rqrmnts	Annual Revenue Miles	Annual Revenue Hours	Gross Operating Cost
Fort Collins to Cheyenne (via I-25)	Scenario 1	Northbound	45.5	61						
		Southbound	46.0	62						
		<b>TOTAL</b>	<b>91.5</b>	<b>123</b>	25	148	5	278,892	7,518	\$1,202,944
	Scenario 2	Northbound	45.5	61						
		Southbound	46.0	62						
		<b>TOTAL</b>	<b>91.5</b>	<b>123</b>	25	148	5	418,338	11,278	\$1,804,416
	Scenario 3	Northbound	45.5	61						
		Southbound	46.0	62						
		<b>TOTAL</b>	<b>91.5</b>	<b>123</b>	25	148	5	499,590	13,468	\$2,154,880
	Scenario 4	Northbound	45.5	61						
		Southbound	46.0	62						
		<b>TOTAL</b>	<b>91.5</b>	<b>123</b>	25	148	5	360,144	9,709	\$1,553,408
Fort Collins to Wellington to Cheyenne (via 287, SH 1, & I-25)	Scenario 1	Northbound	44.4	64						
		Southbound	44.9	65						
		<b>TOTAL</b>	<b>89.3</b>	<b>129</b>	26	155	6	272,186	7,874	\$1,259,840
	Scenario 2	Northbound	44.4	64						
		Southbound	44.9	65						
		<b>TOTAL</b>	<b>89.3</b>	<b>129</b>	26	155	6	408,280	11,811	\$1,889,760
	Scenario 3	Northbound	44.4	64						
		Southbound	44.9	65						
		<b>TOTAL</b>	<b>89.3</b>	<b>129</b>	26	155	6	487,578	14,105	\$2,256,800
	Scenario 4	Northbound	44.4	64						
		Southbound	44.9	65						
		<b>TOTAL</b>	<b>89.3</b>	<b>129</b>	26	155	6	351,485	10,168	\$1,626,880



# **Appendix D.**

## **Wyoming Legislation Bill No. HB0052**





# Chapter 153

ORIGINAL HOUSE  
BILL NO. HB0052

ENROLLED ACT NO. 101, HOUSE OF REPRESENTATIVES

SIXTY-FOURTH LEGISLATURE OF THE STATE OF WYOMING  
2017 GENERAL SESSION

AN ACT relating to governmental claims; extending the Wyoming Governmental Claims Act to governmental entities in other states that operate cooperative public transportation programs in Wyoming under specified conditions; expanding intergovernmental cooperation laws to include agreements concerning reciprocal governmental immunity or limitations of liability for cooperative public transportation programs; and providing for an effective date.

*Be It Enacted by the Legislature of the State of Wyoming:*

**Section 1.** W.S. 1-39-103(a)(ii), by creating a new paragraph (viii) and by renumbering (viii) as (ix), 16-1-101 and 16-1-104 by creating a new subsection (f) are amended to read:

## **1-39-103. Definitions.**

(a) As used in this act:

(ii) "Local government" means cities and towns, counties, school districts, joint powers boards, airport boards, public corporations, community college districts, special districts and their governing bodies, all political subdivisions of the state, and their agencies, instrumentalities and institutions, and governmental entities of another state but only while physically present in the state of Wyoming and while in the course of operating a cooperative public transportation program as defined by W.S. 16-1-104(f);

(viii) "Governmental entity of another state" means any state and its political subdivisions, agencies, instrumentalities and institutions and any local government entity within another state;



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BILL NO. HB0052

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~~(viii)~~(ix) "This act" means W.S. 1-39-101  
through 1-39-121.

**16-1-101. Authority to cooperate.**

In exercising, performing or carrying out any power, privilege, authority, duty or function legally vested in any one (1) or more of them by Wyoming law, the state of Wyoming, and any one (1) or more of its counties, municipal corporations, school districts, special districts, public institutions, agencies, boards, commissions and political subdivisions, and any officer or legal representative of any one (1) or more of them, may cooperate with and assist each other, and like entities or authorities of other states, the United States and the Eastern Shoshone and Northern Arapaho Tribes of the Wind River Reservation. Cooperation may be informal or subject to resolution, ordinance or other appropriate action, and may be embodied in a written agreement specifying purposes, duration, means of financing, methods of operations, termination, acquisition and disposition of property, employment of executive and subordinate agents, reciprocation of governmental immunity protections or other limitations of liability pursuant to W.S. 16-1-104(f) and other appropriate provisions.

**16-1-104. Joint powers, functions and facilities; city-county airport board; eligible senior citizen centers; cooperative public transportation programs.**

(f) An agency may enter into an agreement with any governmental entity of another state, as defined in W.S. 1-39-103(a)(viii), for purposes of operating a cooperative public transportation program to transport passengers on



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one (1) or more routes beginning in, ending in or passing through Wyoming. Any agreement entered into under this subsection shall only apply to the operation of a cooperative public transportation program and shall be conditioned upon the other state extending or agreeing to extend its governmental immunity or other limitations of liability to any governmental entity of Wyoming while operating a cooperative public transportation program. As used in this subsection, "cooperative public transportation program" means a not-for-profit program designed to transport passengers to and from work or to another location on a regularly scheduled basis using vehicles operated by an agency or a governmental entity of another state.



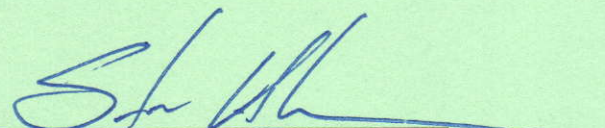
ORIGINAL HOUSE  
BILL NO. HB0052

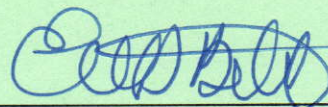
ENROLLED ACT NO. 101, HOUSE OF REPRESENTATIVES


SIXTY-FOURTH LEGISLATURE OF THE STATE OF WYOMING  
2017 GENERAL SESSION

**Section 2.** This act is effective July 1, 2017.

(END)

  
\_\_\_\_\_  
Speaker of the House

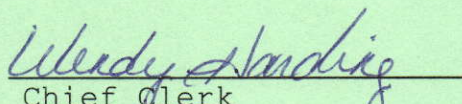
  
\_\_\_\_\_  
President of the Senate

  
\_\_\_\_\_  
Governor

TIME APPROVED: 9:56 am

DATE APPROVED: 3-6-17

I hereby certify that this act originated in the House.

  
\_\_\_\_\_  
Chief Clerk

