

CHEYENNE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MEETING MINUTES

Laramie County Public Works, Snyder Ave (& virtually on Zoom)

March 1, 2023, 10:00am



Attendance in person and via Zoom

Voting Members:	Molly Bennett	Laramie County Public Works
	Andrea Allen	WYDOT (zoom)
	Justin Arnold	Laramie County Planning & Devel. (zoom)
	Wes Bay (Vice Chair)	City Traffic Engineer
	Todd Eldridge	F.E Warren Base Planning
	Rena Jording	City of Cheyenne, Transit
	Craig LaVoy (for Ms. Nemecek)	City Public Works (zoom)
	Jef McMann	Black Hills Energy (zoom)
	Wayne Shenefelt	WYDOT Resident Engineer
	Frank Strong	Cheyenne BOPU
	Jeanie Vetter	Parks and Greenway Planner

Non-Voting Members:	Kevin Erickson	WYDOT Resident Engineer
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Guests:	Sam Weinstein	Southeast Wyoming Builders Assoc.
	Kristin Kenyon	Federal Transit Authority

Staff:	Jen Corso	MPO GIS (zoom)
	Tom Mason	MPO Director
	Valerie Pickard	MPO Office Manager (zoom)
	Ginni Stevens	MPO Senior Planner
	Christopher Yaney	MPO Senior Technician (zoom)

1. Approval of the January 11, 2023, minutes, Justin Arnold motioned to approve the meeting minutes, seconded by Wayne Shenefelt.

2. Introductions

3. Presentation and recommendation of the *Colorado/Wyoming Transit Feasibility Study*
<https://www.plancheyenne.org/project/co-wy-transit-feasibility-study/>

Tom Mason: Introduces Ian Chase with HDR. Recommending approval to the Policy Committee.

Ian Chase: Study Background: This is a joint study looking in to transit between Cheyenne and the Front Range communities. This is a partnership between WYDOT, CDOT, and the Cheyenne MPO. We conducted a feasibility analysis to examine a transit connection. We have examined the regional transit markets, service models, route options and technologies and developed recommendations from that. The engagement process was a 3-prong effort. We held several stakeholders' interviews and met with the guidance committee along with a community engagement piece to include the project website, and 2 online open houses with a lot of public comment. The transit market analysis looked at current and future

demand for the proposed services. We analyzed the existing travel patterns as well as the demographics. We used StreetLight data to provide trip origin-destination patterns along with data pre-COVID and daily trips between these regions. Trip data was normalized by the zone, so we didn't have a larger area that skewed the data. The Downtown area in Cheyenne had the highest trip origin-destination patterns going to and from the North Front Range MPO area.

Kristin Kenyon: Was there any specific pattern? Or are most of the trips going to jobs in the Front Range area?

Ian Chase: It is a good mix; it depends on the time of day. About a 50/50 split with the am/pm being a 60/40 split.

Ian Chase: We looked at the Travel Demand Model with traffic analysis models, the Cheyenne MPO demand area and the NFR MPO model and the CDOT statewide model.

Transit Propensity Analysis: we focused on 9 demographic characteristics of travelers that are more likely to use transit, we used all that data and scored those zones weighted by population and normalized by the block group area. Key focus areas to consider for transit service are determined through three evaluations. In the Cheyenne Area: we have Downtown, east of Downtown, Frontier Mall and South Greeley.

Northern Colorado: Downtown Ft Collins, the I-25 corridor, Downtown Loveland and Greeley, and Wellington. Working with the project team and guidance committee we developed 6 different alignments. The recommended alignment that comes out of this can be adjusted further to potentially add additional stops. The screening criteria we are focused on 5 areas, connectivity, feasibility, community support, equity and environmental health. The guidance committee preferred alignments 1, 3 and 2. The online public meeting feedback with a survey at the end. The alignments that were preferred were 5, 1 and 2.

Kristin Kenyon: Where is the potential ridership, is that in the connectivity criteria?

Ian Chase: The potential ridership potential is listed in feasibility, connectivity focused more on where are E-destinations, where are all the jobs?

Kristin Kenyon: So, feasibility is a big criterion because it is capturing the actual ridership plus the cost.

Ian Chase: The scoring as we analyze for ridership; those routes that have a loop are going to have more riders than alignment 1, which is very direct and services fewer areas. Look at the ridership numbers and adjust by number of stops and length of routes. This direct route from Cheyenne to Ft Collins will have a lower cost. The direct connection from Cheyenne to Ft. Collins, with stops at major hubs, serves the highest trip patterns at the lowest overall cost, this is supported by stakeholders and public, serves high transit users, and has the highest environmental score. The final recommending alignment is Cheyenne to Ft Collins, we have added optional alignments from Wellington to Ft Collins via U.S. 287 and Mulberry St. We did consider vehicle technology; a regional express bus is preferred. The proposed service plan considerations: industry standards for service type, expansion service levels were identified for Bustang with 12 roundtrips on a weekday and 8 trips on the weekend. The annual operating cost estimate with average speed of 45mph, layover time of 20% with an overall operating cost of \$1,554,000.00. Our next steps are to identify a project champion, identify potential providers, finalize transit service plan, detailed cost estimates, planning & governance and identify potential funding sources.

Kristin Kenyon: What are the projected number of riders?

Ian Chase: That is outside of the scope of this study.

Justin Arnold: With the public feedback, is there any information on using the system?

Ian Chase: We have this as an appendix and section discussing the public response. This hit the whole spectrum, from respondents saying there is no use in this to the other side of respondents saying that they would use this service.

Molly Bennett: What are the service times?

Ian Chase: We have not really dug into the details on the times. This fine tuning will be done as this

progresses.

Rena Jording moved to approve the plan for the Policy Committee Justin Arnold seconded.

Justin Arnold: I like the fact that we have a single stop in Ft. Collins.

Ian Chase: The north line for Bustang currently runs up and to Downtown Ft Collins.

Motion passes.

4. Update on important local construction projects

- a. *City of Cheyenne - Wes Bay Current projects are pavement management projects. Airport Parkway will go out this summer. Miscellaneous crack seal. Central Ave at Yellowstone slab replacement. Capital Construction, College Drive regional detention pond. Powderhouse Road and Carlson intersection improvement. Pedestrian Safety Hawk Systems, on Pershing and in front of McCormick. 17th Street lighting project. 5th Street bridge over Crow Creek is in design. Van Buren storm interceptor, Dell Range to Van Buren then to Rawlins to Dry Creek. Vandehei Pedestrian rehab. Vegetation management by goats. Dry Creek dredging project environmental surveying with the Army Core of Engineers. Storey extension will start in the fall.*
- b. *Jeanie Vetter – A few maintenance projects for the Greenway.*
- c. *Laramie County – Bennett 6th penny RFP's, some spot patching work.*
- d. *WYDOT – Erickson, Pedestrian overpass at McCormick should be open for use this summer.*
- e. *Others (LEADS, Warren AFB, LCSD #1, etc.)*
- f. *Todd Eldridge – Same projects as the last meeting.*

5. Other Business

- a. *Kristin Kenyon: Thank you for your thorough preparation of the memo to a citizen on the TDP.*

Meeting concluded at 11:21am