Stantec

Safe Routes to School

PLAN UPDATE



Cheyenne Metropolitan Planning Organization

August 15, 2025

Jump to last page.

Return home.

Use the links in this plan.

This study is an update to the Cheyenne Metropolitan Area Safe Routes to School Plan, first assembled in 2010. It presents recommendations for each school in the metro area, including some schools constructed in the years since 2010. This Plan includes a 'toolbox' of strategies that have been successful before, followed by recommendations for each school on which strategies to explore. Supporting information to this plan is in the appendix.

01 INTRODUCTION 3

Program History | Regional Trends | Physical Activity | School Enrollment
Barriers to Active Transportation | Community Engagement

02 STRATEGY TOOLBOX.....13

Six categories of proven methods to the enhancement of safe access to school (click to jump to strategies):

Engagement | Equity | Encouragement | Education | Evaluation | Engineering

03 RECOMMENDATIONS 72

Recommendations for improvements around each school (click to jump):

3.1 Afflerbach *Elementary*
3.2 Alta Vista *Elementary*
3.3 Anderson *Elementary*
3.4 Arp *Elementary*
3.5 Baggs *Elementary*
3.6 Bain *Elementary*
3.7 Buffalo Ridge *Elementary*
3.8 Carey *Junior High*
3.9 Central *High*
3.10 Cheyenne Classical *Academy*
3.11 Cheyenne Hills *Academy*
3.12 Cole *Elementary*
3.13 Coyote Ridge *Elementary*
3.14 Davis *Elementary*
3.15 Deming *Elementary*
3.16 Destiny *Christian Academy*
3.17 Dildine *Elementary*
3.18 East *High*
3.19 Eastridge *Elementary*
3.20 Fairview *Elementary*
3.21 Freedom *Elementary*
3.22 Goins *Elementary*
3.23 Harvest Time *Academy*
3.24 Hebard *Elementary*
3.25 Henderson *Elementary*
3.26 Hobbs *Elementary*
3.27 Jessup *Elementary*
3.28 Johnson *Junior High*
3.29 Laura E Mason *Academy*
3.30 Lebhart *Elementary*
3.31 McCormick *Junior High*
3.32 Meadowlark *Elementary*
3.33 Miller *Elementary*
3.34 PASS *Secondary*
3.35 Pioneer Park *Elementary*
3.36 PODER *Academy*
3.37 Prairie Wind *Elementary*
3.38 Rossman *Elementary*
3.39 Saddle Ridge *Elementary*
3.40 South *High*
3.41 St Mary's *Catholic School*
3.42 Sunrise *Elementary*
3.43 Trinity *Lutheran School*
3.44 Triumph *High*
3.45 Willadsen *Elementary*

Follow blue links.

Click to navigate between sections.

04 CONCLUSION 179

05 APPENDIX 183

Information pertinent to the development of above recommendations.

5.A List of Figures
5.B Existing Conditions
5.C Community Engagement Summary
5.D Safe Routes to School Plan (2010)
5.E Elementary School Most Cost-Effective Remedy Study
5.F Concurrent Projects

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect views or policy of the U.S. Department of Transportation.



Figure 1: *Crossing guard and children entering crosswalk, Yellowstone Rd.*

1 Introduction

Safe Routes to School (SRTS) is a plan to make it safer to get to-and-from Cheyenne schools and to encourage more students and staff to walk, roll, and bike to get there.

Safe Routes to School is developed as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act and provides funding for infrastructure and non-infrastructure projects to encourage and enable children of all ability levels to walk, roll, and bicycle to school safely, thereby improving healthy lifestyles from an early age and reducing traffic, fuel consumption, and air pollution.

This is an update to existing Cheyenne Metropolitan Area Safe Routes to School Plan adopted in 2010. This update comes at an important time as traffic deaths and serious injuries remain high and while students' safety and well-being continue to be at stake while getting to and from school. Recent deaths of children on Cheyenne streets underscore the importance of evaluating and identifying areas adjacent to schools to help improve safety of students walking, biking, and using other forms of active transportation to commute from and to school.

1.1. Program History

Safe Routes to School has now been underway to improve safe and accessible multi-modal connections to local schools at a national level for almost 20 years and locally for 15 years.

Throughout that time, the practice of Safe Routes to School planning has expanded from initially focusing on the “5 E’s” to now including a sixth E – Equity. This additional analysis ensures that as barriers are identified and improvements planned, there is consideration for the additional burdens and barriers to walking, rolling, and biking to school faced by students and families in different socio-economic positions. Families who have faced higher barriers to accessing safe routes to school will need to be considered for additional improvements to access a similar level of accessibility.

Achieving equitable results in transportation to school may require different mixes of strategies for different communities in Cheyenne, and this plan will capture some of those additional considerations.

This Safe Routes to School plan update is intended to be comprehensive and follow the “6 E’s” developed as part of Safe Routes to School plans nationwide:

Engagement Listening to students, families, teachers, school leaders, and community organizations and building ongoing relationships.

Equity Ensuring benefits to all demographic groups with special attention to low-income students, students of color, students of all genders, students with disabilities, and other groups historically underrepresented.

Encouragement Generating enthusiasm through events, activities, and programs.

Education Providing students and the community with skills to walk, roll, and bike safely, educating about benefits, and teaching about the broad range of transportation choices.

Evaluation Assessing which approaches are more successful, identifying unintended consequences, and ensuring programs and initiatives support equitable outcomes.

Engineering Creating physical improvements that make walking, rolling, and biking safer, more comfortable, and more convenient.



Figure 2: *Crossing guard and children near center of crosswalk, Yellowstone Rd.*



Figure 3: *End of que to pick-up students by car at Meadowlark Elementary, 2023 (Credit: Cheyenne Police Department)*

1.2. Regional Trends

While more than half of the counties in Wyoming have experienced population decreases, Laramie County –including the Cheyenne metro area— saw growth close to 10 percent since the last census in 2010. The Cheyenne metro area also has the highest population density among Wyoming metro areas by more than two-fold. This change in population subsequently resulted in student enrollment increases within the area schools, which has created a large demand for new schools and expansions since the completion of the last Safe Routes to School Plan. Evidence of this is that Laramie County School District 1 (LCSD1) has added 11 additional schools since 2010. A number of schools were identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

LCSD1 served 14,010 students during the 2021-2022 school year and more than 60 percent of the students relied on bus transportation while the remainder of the students use other modes of transportation including walking, bicycling, driving, parental/guardian drop-offs, etc., to commute between home and school. It has been a priority of not only LCSD1 but the Cheyenne MPO, the City, Laramie County, and the community to ensure student safety through traditional commuting and also to encourage active and healthy lifestyles through alternative modes of transportation such as walking and biking using many of the existing facilities within the Cheyenne MPO boundaries. Often times, the lack of dedicated pedestrian and bicycle facilities such as sidewalks, bicycle trails or lanes, prevent students from walking or bicycling to school via their preferred route but, other factors such as high-speed traffic, surrounding land uses, non-ADA compliant infrastructure, among others serve as barriers and challenges.

Population growth and the addition of new schools are not the only reasons that prompt a Safe Routes to School Plan update. Since the adoption of the last Safe Routes to School Plan, new means of alternative transportation such as electric scooters and hoverboards have been introduced to our communities. Although Safe Routes to School Plans have traditionally focused on non-motorized transportation modes, it is important to address the use of these alternative modes of transportation and new safety concerns that have arisen with them.

1.3. City of Cheyenne

Cheyenne continues to prioritize active transportation modes of walking, rolling, and biking for the health, safety, and happiness of the community. One of these priorities is promoting active transportation for children on their routes to school. Similar to many cities across the nation, Cheyenne has experienced a significant decrease in the number of children walking, rolling, or biking to school in recent decades, a trend that coincides with overall lower activity levels and higher rates of obesity. Physical activity for children is crucial and has numerous benefits, including improved attention spans in academic settings, decreased risk of depression, as well as overall health benefits for the body, including the heart, lungs, and bones (Credit: *Making Strides, Safe Routes Partnership, 2022).* Walking and biking to school is an effective way to incorporate daily physical activity to improve health, increase independence, and encourages children to continue using active transportation later in life.

1.4. Physical Activity

Physical activity levels among young people remains a persistent challenge. Children between the ages of 6 and 17 are not getting the activity they need to maintain good physical and mental health at a key stage in their development, with only 24% getting the recommended 60 minutes of physical activity per day according to a CDC survey in 2020. Activity levels analyzed among high school students also vary by gender, with girls getting less physical activity than boys, and by race, with white children getting more physical activity than African American and Hispanic children. While all demographic groups saw ongoing decline in activity levels, there was greater decline among boys and Hispanic students.

As a state, Wyoming has had success in receiving federal Transportation Alternatives Program (TAP) funds to support multi-modal improvements that help reach Safe Routes to School goals. Additional policy improvements and state funding could help municipalities like Cheyenne with high-need communities access more funds to advance Safe Routes to School projects.

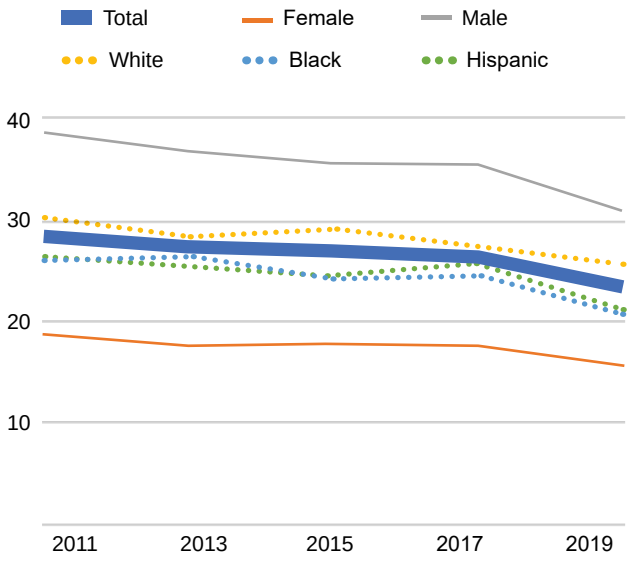


Figure 4: *Percent of high school students who were physicaly active for at least 60 minutes per day (Credit: Youth Risk Behavior Survey, Center for Disease Control and Prevention, 2019)*

1.5. School Enrollment

It is important to recognize the indelible impact of the COVID-19 pandemic on schools and families since 2020. While many schools in Cheyenne were able to stay open for the majority of the year during 2020 and 2021,absenteeism has increased by 40% in 2022 across the LCSD1 (Credit: *Chronic Absenteeism Tracker, Return To Learn, 2024).*



Figure 5: *Student walking to school (2023)*

While detailed data and trends are still emerging, Safe Routes to School planning can help address ways transportation contributes to families' ability to get their student to school on a consistent basis. Anecdotally, it is easy to see how a transportation system with fewer options to walk or bike may increase risk of missing school when a parent's car breaks down and no alternatives to walk or bike are available.

1.6. Barriers to Active Transportation in Cheyenne

Identification of transportation barriers is essential to the Safe Routes to School planning process as it helps understand the narrative of people's mode choice when it comes to active transportation. Barriers to active transportation come in various forms and often subjective as everyone has a different level of comfort with their built-environment. Therefore, barriers to active transportation could be infrastructural (i.e., the lack of sidewalks, separated bike facilities, traveling along high-speed vehicular traffic, etc.) or experience-based (i.e., a parent/ guardian feeling unsafe letting their young children walking, rolling, and biking alone). For example, a city that wishes to increase foot traffic but with no sidewalks may be able to achieve that goal by implementing a complete street policy that would help build a sidewalk network.

This update accounts for information still relevant from the 2010 plan, evaluating transportation safety needs on and around 45 elementary, junior high, high school, charter, and private school campuses within the Cheyenne metropolitan area. The previous Safe Routes to School Plan vision, goals, and policies were reviewed and built upon them where items were still applicable.

Forty-five schools were identified as part of this Safe Routes to School Plan update:

Afflerbach *Elementary*
Alta Vista *Elementary*
Anderson *Elementary*
Arp *Elementary*
Baggs *Elementary*
Bain *Elementary**
Buffalo Ridge *Elementary*
Carey *Junior High*
Central *High*
Cheyenne Classical *Academy* ‖
Cheyenne Hills *Academy* ‖
Cole *Elementary*
Coyote Ridge *Elementary*
Davis *Elementary*
Deming *Elementary**
Destiny Christian *Academy* ‖
Dildine *Elementary*
East *High*
Eastridge *Elementary*
Fairview *Elementary**
Freedom *Elementary*
Goins *Elementary*
Harvest Time *Academy* ‖
Hebard *Elementary**
Henderson *Elementary**
Hobbs *Elementary*
Jessup *Elementary**
Johnson *Junior High*
Laura E Mason *Academy* ‖
Lebhart *Elementary**
McCormick *Junior High*
Meadowlark *Elementary*
Miller *Elementary**
PASS *Secondary*
Pioneer Park *Elementary*
PODER *Academy*
Prairie Wind *Elementary*
Rossman *Elementary*
Saddle Ridge *Elementary*
South *High*
St Mary's *Catholic School* ‖
Sunrise *Elementary*
Trinity *Lutheran School* ‖
Triumph *High*
Willadsen *Elementary*

* identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.*

‖ private school

1.6.1. Infrastructure Barriers

Physical infrastructure barriers observed may be overcome or reduced through modifications to the physical environment (e.g., additions of signage, channelization of pedestrian traffic to mid-block crossings, or modification of pick-up and drop-off zones). This section defines the specific types of barriers and then presents an analysis of barriers affecting each of the 45 schools under focus. The physical barriers include:



Figure 6: *Student preparing to enter crosswalk near school (2023)*

- Traffic Crashes within Two Miles of the School Over the Last Three Years
- Missing or Substandard Walkways (Sidewalks and Paths)
- Lack of Safe Bike Routes to School
- Unsafe Street Crossings and Intersections
- A Major Roadway or Expressway Divides the School from Residential Areas
- Lack of Accessibility
- Distance to School is Too Far
- Bike Parking at School is Missing, Insufficient or Non-Secure
- Dangerous Driving and Speeding on Streets
- Drop-off and Pick-up Process Creates Congestion and Unsafe Behaviors

Because barriers to active transportation are often user-experience based, feedback and comments received during open houses and stakeholder engagements were valuable input incorporated into this update. Below is a summary received from stakeholders and the public that were considered barriers to active transportation specifically to Cheyenne:

- Lack of dedicated (buffered) bicycle facilities
- Gaps within existing sidewalk and bicycle network (More continuity of facilities that would provide better connectivity)
- Roadway designs that accommodate vehicular traffic rather than non-motorists (wide lanes – greater crossing distances for non-motorists, increased in number of lanes – increasing conflict points, lack of median refuge for wider crossing distance)
- Distrust of drivers to abide by traffic laws, specifically posted speed
- Motorists driving well-above the posted speed limit
- High-speed roadway
- Roadways with high average daily traffic volumes
- Lack of crossing locations over physical barrier such as but not limited to, railroads, natural resources (i.e., rivers, lakes), major roadways (i.e., interstates) for non-motorists
- Walking distance to school not appropriate (i.e., too far from home)
- Insufficient crossing opportunities
- Lack of educational opportunities related to roadway safety

Barriers to active transportation received as part of the study's engagement process were comprised of infrastructural and non-infrastructural barriers. Figure 9 maps safety concerns and issues that were identified by the public and study stakeholders.

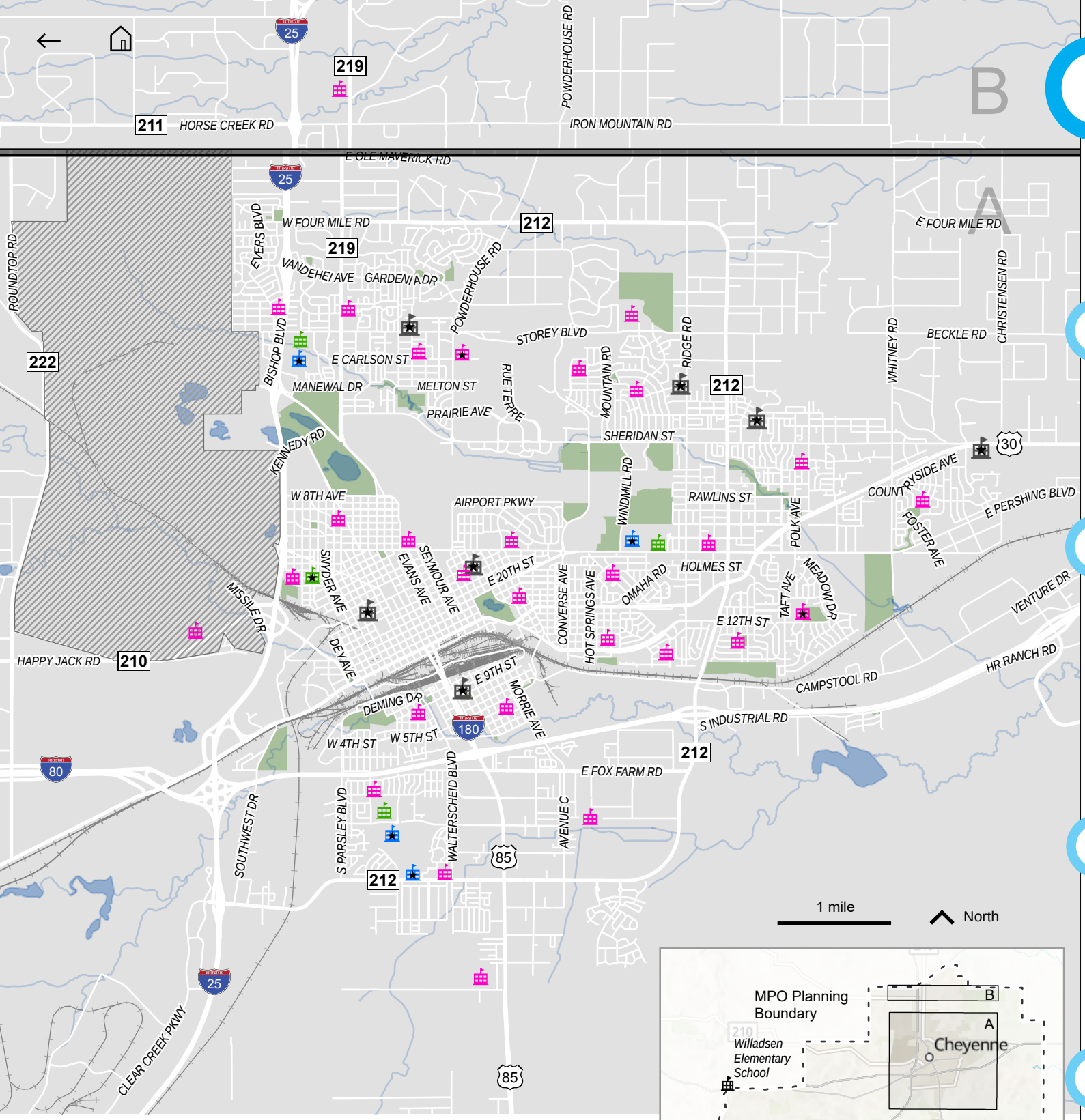


Figure 7: *Project Area Map*

- High School
- Junior High School
- Elementary School
- Private School
- ★ Newly Added School Since the 2010 SRTS Plan
- Warren Air Force Base
- Park
- Lake
- Creek
- Railroads

1.6.2. Non-infrastructure Barriers

While the built environment is often the primary reason why students may not choose active transportation as a mode to get to and from school, many non-infrastructure characteristics act as barriers to active transportation. For example, a school may have a complete sidewalk network with thorough pedestrian safety engineering efforts, but if an important education, enforcement, encouragement, or policy component is missing, the numbers of students walking or biking will be lower than if a comprehensive effort to encourage active transportation was enacted. The non-infrastructure barriers include:

- Parental perceptions about walking and biking
- Enforcement of traffic violations in the school zone
- Time limitations of school administration, teachers, and parents
- In-school programs that encourage walking and biking
- City and District policies related to pedestrian and bicycle safety
- District programs that manage student arrival/ dismissal
- District programs that educate and encourage walking and bicycling

Especially among the younger students, parents and guardians may influence how their children get to and from school. Each parent or guardian has personal criteria they consider when determining whether or not an environment is considered safe or at what age their student is capable of walking and biking to school. Reasons that may influence parents' and guardians' decision to allow their children to walk, roll, or bike to school include weather, child's age, convenience/quality time, distance, and to personal safety.

1.6.3. Barrier Analysis

This Plan included analysis of the existing and planned surface transportation network, posted speed limit, traffic volume, and crash data, providing a snapshot of the present-day mobility landscape within the city. A baseline understanding of the network connectivity, efficiency, safety, and capacity enables identification of network gaps and improvements, and serves as a critical reference point for proposed recommendations.

Below is a description of what was mapped and how it informs the analysis (click title to view map):

Existing and Planned Surface Transportation: Bike lanes, trails, greenways, and sidewalks are mapped to identify gaps in the existing and planned network.

Posted Speed Limit: Speed limits across the networks are evaluated to understand their impact on traffic flow and safety, and to identify transportation barriers that discourage active transportation.

Traffic Volume: Average annual daily traffic (AADT) is a key indicator of congestion levels and transportation demand, in order to identify transportation barriers that discourage active transportation due to the built environment catering more towards motorists.

Crash data: This analysis includes patterns in accidents, such as high-risk locations, common causes, and the times at which they are most likely to occur to understand the underlying issues contributing to incidents, to reduce the frequency and severity of accidents, and increase safer travel for all network users.

The project team also completed safety audits at select schools —schools that were identified by the technical committee for this project— to collect data and to observe existing travel patterns of students, traffic flow of drop-offs/pick-ups and school buses, driver and student behaviors on the roadways, existing infrastructure conditions for non-motorists, etc. These existing condition observations at the select school sites are detailed in the Appendix.

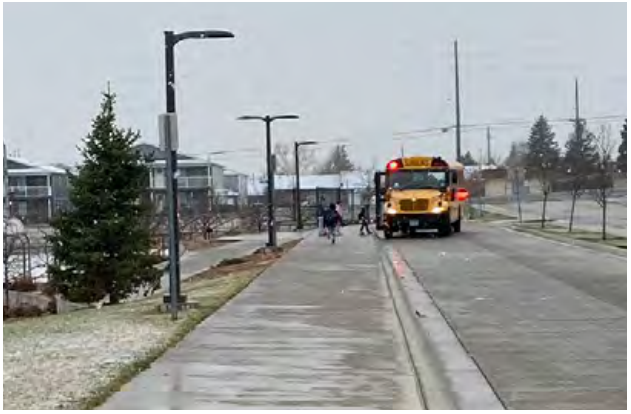


Figure 8: *Winter conditions during school commute (2023)*

For more background information on how this plan was developed, see the Appendix.

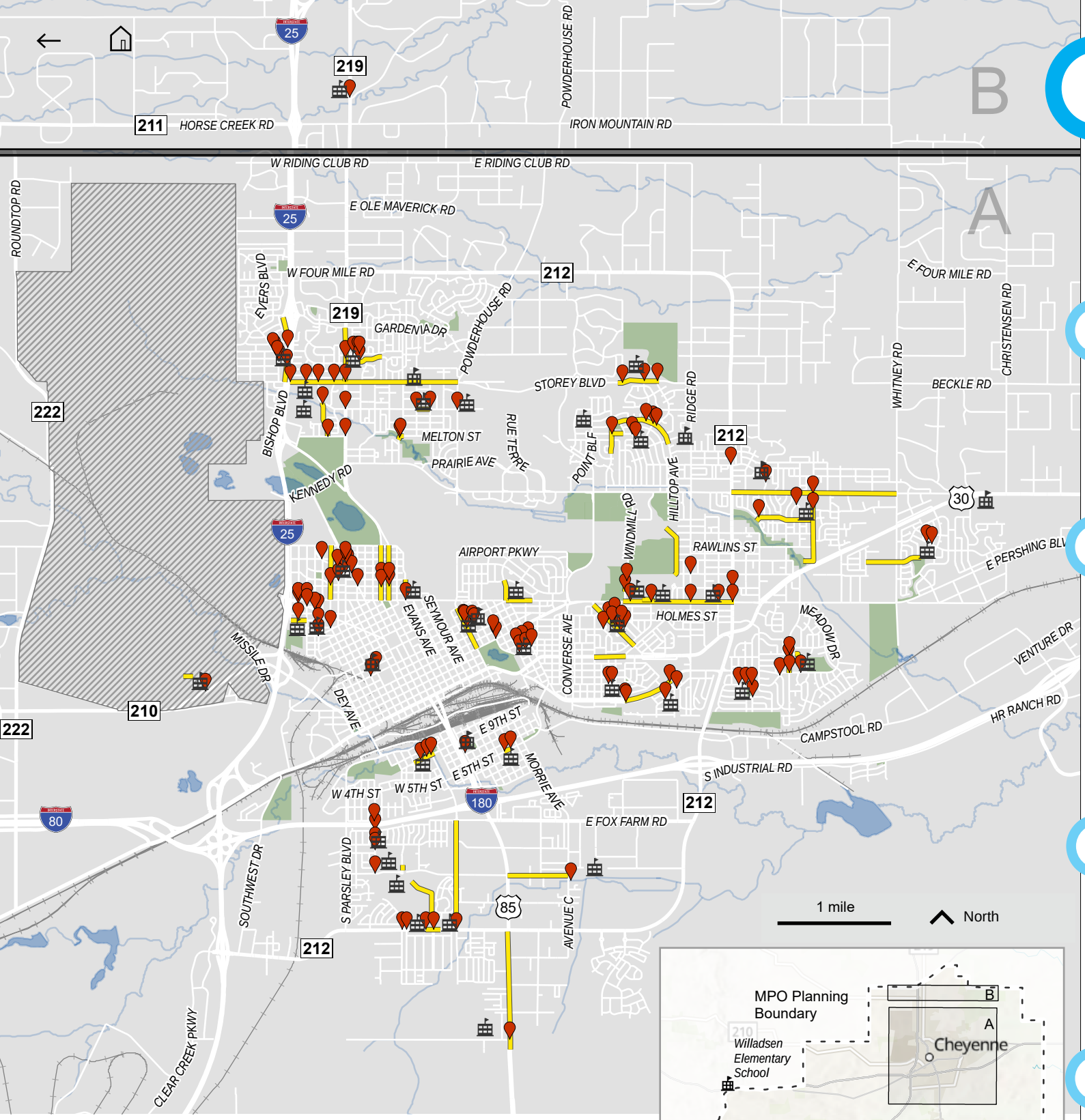


Figure 9: *Needs, Deficiencies, and Barriers Identified*

- School
- Warren Air Force Base
- Park
- Lake
- Creek
- Railroads
- Safety Improvement Opportunity (Segment)
- Safety Improvement Opportunity (Spot location)

1.7. Community Engagement

The MPO led online and in-person community engagement in two phases between 2023 and 2024 and online engagement for 8 additional schools in 2025.

Phase 1 introduced the project, present initial findings, and gather comments and concerns related to safety around each school. This phase was completed in November 2023 - December 2024 with school visits, stakeholder meetings, an online survey, and an open house at Central, East, and South high schools.

Phase 2 presented draft strategies and recommendations, provided opportunity to comment, and suggest top priorities. This phase was completed in September - October 2024 with an online survey and an open house at Central, East, and South high schools.

Key themes heard through the engagement process:

- Parents didn't feel comfortable letting their kids cross busy streets in Cheyenne – a requirement for many to access their schools.
- Parents suggested greater willingness to allow kids to walk/bike/roll to school if they, or another adult, or group of kids accompany their kids walking/biking/rolling to school – age of child was repeatedly mentioned as a factor in parents deciding if their kids could walk/bike/roll to school.
- Driver behavior was commonly referenced in relation to danger; improved safety infrastructure was often discussed as potential solutions – including consistent sidewalks and crosswalks.
- Some wished school bus service was provided in their area, or that pick-up times were later.
- There was strong appreciation for law enforcement in calming traffic but an understanding that police presence at every school is not always possible.
- Many wished for 'school zones' designation and/or enforcement to improve safety, sometimes noting drivers don't always comply and present continued danger despite rules.
- Parents encouraged their students to use safety infrastructure (greenways, crosswalks, crossing guards) even if it's not the most direct route to school.
- A lack of sidewalks, and unmaintained sidewalks, were described as significant barriers and opportunity for improvement.
- Weather, distance, and time were also referenced as barriers.

See the Appendix for complete summary and documentation of what was heard.



Figure 10: *Public engagement open house at South High.*

1.8. Safe Routes to School Team

A team of parents, elected officials, and public servants convened to plan, coordinate, and implement the recommendations set forth in this document. To ensure that the updated Cheyenne Safe Routes to School Plan encompasses the various aspects of surface transportation that impacts the safety of students, a technical advisory committee that comprised of the following stakeholders was established:

- Cheyenne Metropolitan Planning Organization
- Laramie County School District (LCSD) #1 District Office
- Stantec Consulting Services Inc
- City of Cheyenne
- Laramie County
- Wyoming Department of Transportation
- Cheyenne Regional Medical Center
- FORMAK 501(c)3
- City of Cheyenne Police Department
- Laramie County Sheriff's Department
- School staff
- Parents and students
- Neighbors, bicycle/pedestrian advocates, and other community members

The Team comprised of planners, engineers, law enforcement officers, local officials, school district staff and administrators, school faculty and staff, and/or stakeholders provided a balanced opportunity to identify safety concerns and issues where data is unavailable or unable to identify an issue.

To everyone who contributed to the development of this plan -

Thank you!



Figure 11: *Asphalt Art Safety Study (See section 2.1.1; Credit: Sam Schwartz)*

2 Strategy Toolbox

The Strategy Toolbox outlines a set of methods that have been successful in improving safe routes to school for children across the United States of America. Strategies are organized into six categories. Strategies are organized into categories: ***Engagement*** ***Equity*** ***Encouragement*** ***Education*** ***Evaluation*** *and* ***Engineering***

A strategy toolbox is an essential component in enhancing the safety of routes to school for students. This toolbox comprises a collection of best practices, guidelines, and resources that can be utilized by school administrators, local governments, and community organizations to create and maintain safe pathways for children. The importance of such a toolbox cannot be overstated, as it provides a structured approach to addressing the multifaceted challenges associated with ensuring students' safety when commuting to and from school.

The six E's of Safe Routes to School are a comprehensive framework designed to create safer and more accessible pathways for students. These six components are:

Engagement Actively listening to and involving students, families, teachers, and community organizations in the planning and implementation of Safe Routes to School initiatives. Engagement ensures that the needs and concerns of the community are addressed through clear lines of communication where information is easily accessible by all audiences.

Equity Ensuring that Safe Routes to School programs benefit all demographic and interest groups, with particular attention to frequently underserved students and families (i.e., low-income students, students of color, students of all genders, and students with disabilities). Equity aims to create fair and inclusive outcomes for everyone.

Encouragement Generating enthusiasm and increasing the number of students walking and bicycling to school through events, activities, and programs. Encouragement can include walk-to-school days, bike rodeos, and other fun initiatives that would also serve as an educational opportunity to roadway safety. This E often compliments "Education" and is a great way to encourage students to healthy and active lifestyles that can be lifelong benefits.

Education Providing students and the community with the skills and knowledge to walk and bicycle safely. Education efforts might include safety workshops, informational campaigns, and teaching about the benefits of active transportation.

Evaluation: Assessing the effectiveness of Safe Routes to School programs and identifying areas for improvement. Evaluation helps ensure that the initiatives are achieving their goals and allows for adjustments based on data and feedback. Evaluation of programs should be completed regularly for effective implementation.

Engineering Focusing on making physical improvements to streets and neighborhoods to enhance safety and convenience active transportation for people of all abilities and ages. Engineering solutions might include better crosswalks, bike lanes, traffic calming measures, etc.

There are specific processes before engineering solutions can be implemented (i.e., studies, feasibility reports, etc.) to ensure that the improvement will meet existing and future transportation needs and local, regional, and state design standards. Therefore, please note that engineering strategies recommended in this section will need further investigation before formally adopted for implementation.

2.1 ENGAGEMENT STRATEGIES

Listening to students, families, teachers, school leaders, residents, community organizations and other stakeholders and building ongoing relationships.

2.1.1 Asphalt Art

2.1.2 Pilot Programs

2.1.3 Back-to-School Blitz

2.1.4 Safe Routes to School Task Force

2.1.5 Tabling at Conferences and School Events

Note: Where stars appear on the following pages indicate strategies that may be accomplished with lower financial or time investment relative to others.



2.1 Asphalt Art



Figure 12: *Asphalt Art Safety Study (Credit: Sam Schwartz)*

Asphalt Art uses paintings or murals on asphalt to decrease turning radii, narrow turn lanes, shorten crossing distances and increase visibility of crosswalks. It is a low-cost alternative to capital improvements such as curb extensions and results in slower speeds of turning vehicles to create a safer, more walkable environment.

This strategy addresses Speed Reduction, Pedestrian Crossing Distance Reduction, Enhanced Pedestrian Visibility, and Community Beautification.

Timeline: Minimum of three months from kickoff to installation.

Lead/Support: Street right of way owner (City of Cheyenne, Laramie County, WYDOT) lead with support from nearby schools as engagement partners.

Audience: Students, families, community members.

Inclusion: Consider opportunities for pilots to take place in schools with highest existing safety risks and highest existing walking, rolling, and biking to school participation rates. Translate the engagement materials and feedback surveys into languages most relevant to the adjacent school's communities.

Implementation Considerations: Involve the community in the process and the painting.

General Cost: $-$$ - Relatively low cost to install, must consider artist compensation for design, installation labor, and ongoing maintenance costs if intended as more than a temporary treatment.

Typical Funding Sources: Capital improvement funds, municipal art funds, grants or funds from local/state/federal/private sources, sponsorships.

Additional Resources:

- New Study Shows Streets Are Safer with Asphalt Art | Bloomberg Philanthropies
- Asphalt Art | Bloomberg Philanthropies
- asphalt-art-guide.pdf (bbhub.io)

Relevant E's:

Engagement Equity Encouragement
Education Engineering

2.2 Pilot Programs

Right of way owners can test or pilot safety and traffic calming improvements on streets for a limited or temporary basis to evaluate potential designs prior to full installation. Pilot improvements could include temporary curb extensions (bump outs), lane narrowing, or implementing dedicated bike facilities. Pilot programs are helpful tools for agencies to test out recommendations before fully investing on a solution that has been proposed as an engineering solution. Typical materials for installation include traffic grade paint, bollards, planters, temporary curb, and other low cost or donated options.

This provides opportunities for student and community participation in both installation and design improvements to ensure a high-level of impact from capital investments. Engineering studies or design from engineering professionals are likely required before conducting a pilot program on a major thoroughfare. Seek consultation from groups who have successfully implemented similar pilot programs to those under consideration.

Timeline: Minimum of six months from kickoff to installation. Ensure data is gathered before, during and after installation.

Lead/Support: Street right of way owner (City of Cheyenne, Laramie County, WYDOT) lead with support from nearby schools as engagement partners.

Inclusion: Consider opportunities for pilots to take place in schools with highest existing safety risks and highest existing walking, rolling, and biking to school participation rates. Translate the engagement materials and feedback surveys into languages most relevant to the adjacent school's communities.

Implementation Considerations: Consider best practices for maintenance of the pilot features, who will be responsible if something needs replacing during the pilot period, and how community members will provide feedback on the installation to inform a potential permanent design and implementation.

General Cost: $$-$$$.

Typical Funding Sources: Safe Routes to School grants, public health grants, State DOT Active Transportation Funding, general fund.



Figure 13: *Pilot Program (Credit: Marco Te Brömmelstroet)*

Additional Resources:

- https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=27025334

Relevant E's:

Engagement | Equity | Engineering

2.3 Back-to-School Blitz



Figure 14: *Walk and Bike to School Month (Credit: Seattle Public Schools)*

Back-to-School Blitz is a fun and engaging event held at the beginning of the school year to educate, encourage, and excite students and families to use active transportation to get to school.

At the event and as part of promotion, help families set new routines by providing information about transportation options, why they should consider limiting driving alone to school, and other programming the school participates in to support walking, rolling, biking and bussing options.

This activity helps establish new habits around biking, walking and rolling to school. The beginning of the school year is when people establish their habits and routines. Some people are not aware of the variety of transportation methods available to them and habitually drive to school from the start. In general, it is much easier to establish a new routine that includes walking, rolling, or biking at the beginning of the school year than to convince people to change their routines mid school year.

Timeline: Beginning of the school year.

Lead/Support: School staff, community volunteers, parents/guardians.

Audience: Students, families, community members.

Inclusion: Make sure materials and discussions are offered in languages relevant to the community, that active transportation ideas for all ages and abilities are encouraged. This event is a great opportunity to provide free helmets or locks to families throughout the school to lower barriers to using bicycles safely and securely.

Implementation Considerations:

- Letter signed by the principal encouraging active transportation habits
- School transportation maps, suggested routes to school maps with walking, rolling, and biking routes, transit and bus stops, drop-off and parking areas, bike parking locations
- Safety tip sheets
- Sign pledges to commit to active transportation and not driving alone, use as raffle entries for relevant prizes
- Engagement tables to talk through concerns and questions
- Highlight in school newsletter
- Community walk, roll, and bike to school before school starts so students and families can get used to their route without the pressure of school start time

General Cost: $ – Cost of engagement materials.

Typical Funding Sources: PTA/PTO, Safe Routes to School/Safe Streets for All Implementation grant.

Additional Resources:

- https://www.walkbiketoschool.org/plan/how-to-plan/
- https://capcity.news/community/2023/05/15/kids-bike-safety-rodeo-to-take-place-june-4/

Relevant E's:

Engagement Equity Encouragement Education

2.4 Safe Routes to School Task Force



Figure 15: *Task Force Membership*

The Safe Routes to School Task Force advances initiatives set forth in this plan and the previous Safe Routes to School plan (2010). The group includes representatives from government agencies, school staff, parent organizations, and other partners. Members meet on a regular basis, plan activities and evaluate programs.

This strategy establishes ownership and advocacy for resident-led implementation of SRTS recommendations. A consistent group to support implementation ensures that initiatives move forward even amidst the busy schedules of school staff and local government leaders. This Task Force is also a great ongoing touch point for engagement with families and community members.

Task Force Members (as of September 2024)

- Todd Deporter - School District (LCSD1)
- Michael Larson - School District (LCSD1)
- Taylor McCort - WYDOT
- Molly Bennett - Laramie County
- Robert Peete - Cheyenne Police Department
- Shannon Fertig - LCSD1
- Christopher Yaney - Cheyenne MPO
- Matthew Colson - Cheyenne Police Department
- Adam Greenwood - LCSD1
- Dawson Smith - Laramie County

Timeline: Ongoing.

Lead/Support: Cheyenne MPO.

Inclusion: Work to have demographically similar task force to the school communities at large. Have structures for evaluating the initiatives that are advanced each year in comparison to equity goals – it is important that no one school or passionate individual steers work toward benefitting a single school.

Implementation Considerations: Select a meeting space that is centrally located and accessible. Virtual options are great to include after the group has established relationships and meeting norms.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/let%E2%80%99s-get-together

General Cost: $ – Member's time, administration

Typical Funding Sources: See other actions

Relevant E's:

Engagement | Encouragement | Evaluation

2.5 Tabling at Conferences and School Events



Figure 16: *Student tabling (Credit: American University)*

Face time at existing school events are great opportunities to promote alternatives to driving. Set up Safe Routes to School resource and promotional tables at Parent-Teacher Conference nights or near concession stands at well attended school sports events.

These settings help reach families when they're already at schools and overcome communication barriers that happen when only using email or newsletter communication. The Cheyenne Regional Medical Center has led a Safe Kids Day that could provide opportunity and inspiration for further events.

Timeline: Under one month needed to organize.

Lead/Support: Staffing of tables can be provided by volunteers, MPO staff, and SRTS Task Force members.

Audience: All ages, students and families.

Inclusion: Ensure materials are available in multiple languages as appropriate and is formatted specifically for each target audience.

Implementation Considerations: Have a mix of informational material and helpful tools available to distribute. An activity or free promotional item can be a helpful "hook" to draw in students to the table so that you can talk to parents about their barriers to trying new modes to get to school. Have open conversations about constraints like distance, weather, familiarity, safety and other common reasons parents may be hesitant to try new things. Use talking points and print materials on hand to be able to support overcoming these barriers.

General Cost: $ - Printing may be done within the school for a small material cost.

Typical Funding Sources: N/A.

Additional Resources:

- www.saferoutespartnership.org/resources/toolkit/srtsctrl-5
- www.safekids.org/coalition/safe-kids-laramie-county

Relevant E's:

Engagement Equity
Education

2.2 EQUITY STRATEGIES

Ensuring benefits to all demographic groups with special attention to low-income students, students of color, students of all genders, students with disabilities, and others group historically underrepresented.

2.2.1 Cold Weather Clothing Drive

2.2.2 Free Bike Loans, Low Cost Rentals

2.2.3 Free Helmets and Bike Locks

2.2.4 Prioritization of Capital Projects Through Equity Lens

2.2.5 Neighborhood Match Program

2.2.6 Engaging Students with Disabilities

Note: Where stars appear on the following pages indicate strategies that may be accomplished with lower financial or time investment relative to others.



2.1 Cold Weather Clothing Drive

Cold weather gear, including coats, hats, gloves, and boots are necessary for walking, rolling, or biking to school during much of the school year. Hosting or supporting an existing cold weather clothing drive helps low-income students and families access essential gear which they might otherwise lack due to financial constraints. Providing these items makes it safer and more comfortable for students to get to school, promoting attendance and punctuality, and overall well-being of walking, rolling, or biking to school.

Timeline: Fall semester (August organization, September-October for drive and collection, November distribution).

Lead/Support: Local organization(s), school district, local businesses.

Audience: Students from low-income households.

Inclusion: Target low-income neighborhoods.

Implementation Considerations: Timing before winter, collecting durable and weather-appropriate items, distribution logistics, engaging local partners, ensuring inclusivity for all age groups and sizes.

General Cost: $ - administration, promotion.

Typical Funding Sources: Donation-based.

Additional Resources:

- www.createthegood.aarp.org/volunteer-guides/coat-drive.html

Relevant E's:

Equity Encouragement Evaluation



Figure 17: *Winter Wear for Walking to School (Credit: Safe Routes Utah)*

2.2 Free Bike Loans, Low Cost Rentals

Work with local bike shops, thrift stores, and police departments to provide low-cost or free children's bicycles to families who may want to participate but don't have bikes of their own. Additionally, the school could purchase bikes to be loaned out to families at low or no cost for the school year to facilitate trips to school.

While bicycles are undoubtedly cheaper than private cars to own, they are still an additional cost that can be a barrier for families with many children. As children grow, they also might need to size up their bicycles faster than their families can find a new bike in their price range.

Timeline: Varies.

Lead/Support: School based program or district wide. A Safe Routes to School Task Force could initiate as well.

Audience: All ages.

Inclusion: This strategy is focused on low income families. Reach out to local service providers for low income families to help promote the program. Don't brand bikes with school logos so that students using them aren't identifiable from those whose families bought their own. Procure a variety of sizes and styles so that families have flexibility.

Implementation Considerations: Schools might want to purchase bike locks to be loaned to students for use during the school year.

General Cost: $-$$ – Some bikes can be donated, but other bikes to be loaned or rented come at a variety of costs.

Typical Funding Sources: SRTS Grant Funding, Public Health Funding, Active Transportation Grants, local business sponsorships, special event donations.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/bsi

Relevant E's:

Equity Encouragement



Figure 18: *Bike rental (Credit: Amber Faust)*

Start small

2.3 Free Helmets and Bike Locks



Figure 19: *Helment exchange (Credit: Ivana Cajina)*

Schools can help lower barriers to biking to school by providing free or reduced cost helmets and bike locks to families in their schools. This distribution can take place at events like Back to School Blitz or at tabling events like Parent-Teacher Conferences or sports events.

Cost can be a significant barrier for low income families to feel confident that their students are safe biking to school. High quality locks are also often over $50 and can lead to new bikes for students being stolen.

Timeline: Approximately 1 year (planning and research, secure partners and funding, program development, implementation and launch).

Lead/Support: SRTS Task Force or School/District Lead.

Audience: All ages.

Inclusion: Work with other organizations that serve low income families to promote the program. Don't brand these helmets or locks with school logos so that students using them aren't identifiable from those whose families bought their own.

Implementation Considerations: Ensure helmets are available at a range of sizes for different age groups.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/bh

General Cost: $$.

Typical Funding Sources: SRTS Grant Funding, Public Health Funding, Active Transportation Grants, local business sponsorships, police or other agency funding sources.

Relevant E's:

Equity Encouragement

2.4 Prioritization of Capital Projects Through Equity Lens

Start small

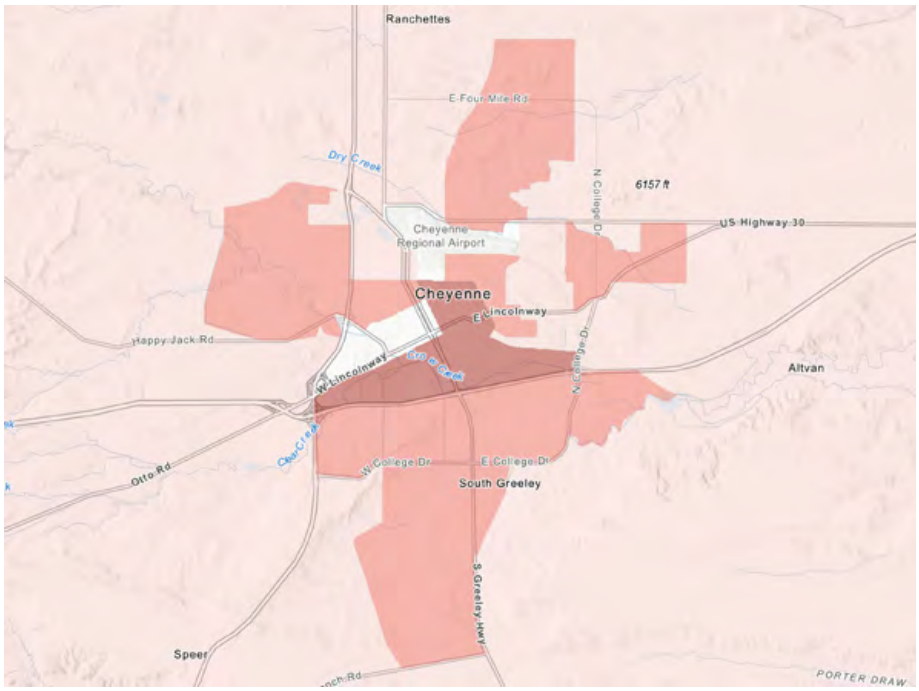


Figure 20: *Household income (Credit: American Community Survey, U.S. Census Bureau)*

When prioritizing capital projects to advance for safety improvements, use an equity lens to ensure distribution of project funding aligns with planned objectives. One way to do this is to identify equity priority areas within the school district or metropolitan area based on multiple criteria like demographics, socioeconomic data, and transportation options available. Bicycle and pedestrian priority networks also can be reviewed against the equity priority areas to ensure that routes equitably serve them.

Historically lower income and more diverse neighborhoods have received less investment in infrastructure leading to worse outcomes for access to destinations and safety while walking, rolling, and biking. It is important to prioritize investments that can get improvements to underserved neighborhoods first to ensure all residents have access to quality transportation options.

Timeline: Annual review.

Lead/Support: MPO, City, County and State partners.

Audience: Government agencies, and elected officials.

Inclusion: Prioritizes both socioeconomic inclusion and racial equity.

Implementation Considerations: Identifying equity priority areas can be a complex data question to answer. Start the process of evaluating which data points to include with stakeholders at multiple agencies to ensure there is understanding of how these areas will be defined for planning.

General Cost: $ – Low cost if planning work is undertaken internally, could include some consulting support cost if capacity is needed.

Typical Funding Sources: N/A.

Additional Resources:

- https://drive.google.com/file/d/10DQ5utfQpPMmW-5hscDMNyWpFrF-dmn8/view

Relevant E's:

Equity

Engineering

2.5 Neighborhood Match Program



Figure 21: *Basics of Safe Routes to School (Credit: Safe Routes Partnership)*

When families who are interested in their student walking, rolling, or biking to school aren't able to accompany them, a school-wide matching program can help connect them with other companions.

Whether older students or other parents, this matching program can help remove barriers for parents whose work schedules or household responsibilities keep them from being able to support their student walking, rolling, or biking.

Administration of a Match Program could include school wide opportunities to opt in – such as during enrollment or first day of school activities as parents are notifying the school about whether they want to be on bus routes. Families that opt in to be matched with other students in their neighborhood can indicate the neighborhood they live in and the typical route their student would take to school, as well as contact information and consent for that contact to be shared with another family should there be a match. Matched families/students would make their own arrangements on timing and meeting location.

Timeline: Annual review, beginning and end of year contact with families.

Lead/Support: School based program or district wide. A Safe Routes to School Task Force could initiate as well.

Audience: Parents, students.

Inclusion: Prioritizes both socioeconomic inclusion and racial equity, work with other organizations that serve low-income families to promote the program.

Implementation Considerations: Some manual input required to match families annually. Consider collecting feedback on the experience at least once per school year, or potentially several times to support matched families throughout the year.

Additional Resources: Use simple form collection programs such as Microsoft Forms or Google Forms.

General Cost: $ - Some administration.

Relevant E's:

Engagement Equity Encouragement

2.6 Engaging Students with Disabilities



Figure 22: *Teaching Empathy (Credit: Council on Development Disabilities)*

Bringing students with a variety of disabilities and their families into the Safe Routes to School Conversation can take many forms. Taking the time to reach out to students, families and educators who work with students with disabilities about how you can provide accommodations is a big first step. Have ongoing conversations about accessibility of Safe Routes to School events and how programs could be improved.

Students with disabilities can be left out of walking, rolling, and biking conversations, but disability is a broad identity group and many students can participate when adequate accessibility planning is done. The social relationships and physical activity of walking, rolling, and biking to school should be accessible to all students, not just those who are physically able.

Timeline: Ongoing.

Lead/Support: SRTS Task Force, School-led outreach.

Audience: All ages.

Inclusion: Focuses on reaching students with disabilities and creating accessible SRTS programming.

Implementation Considerations: Consider the following accessibility areas when planning SRTS programs:

- Physical Access – can the school help identify adaptive bicycles or help a student in an electric wheelchair get connected to a bike train?
- Communicating Access Needs – clearly state in event invitations what accessibility options will be provided and who to contact to request additional accommodations.
- Access for Students with Visual & Hearing Impairments - Consider having additional volunteers to support students with these disabilities at SRTS events and ask what accommodations would be most helpful.
- Support for Traffic Safety – students with intellectual disabilities may desire support in navigating complex traffic on the route to school. For walk, roll, or bike to School Day events, connect with families in advance to see if there is a need for volunteer support for their student to participate.

General Cost: N/A.

Typical Funding Sources: N/A.

Additional Resources:

- https://www.saferoutespartnership.org/sites/default/files/resource_files/engaging_students_with_disabilities_in_srts_final.pdf

Relevant E's:

Equity Encouragement Education

2.3 ENCOURAGEMENT STRATEGIES

Generating enthusiasm through events, activities, and programs.

2.3.1 Walking School Bus

2.3.2 Bike Bus

2.3.3 Suggested Routes (Maps & Wayfinding)

2.3.4 Walk and Roll to School Day

2.3.5 Incentive or Competition Programs

Note: Where stars appear on the following pages indicate strategies that may be accomplished with lower financial or time investment relative to others.



Start small

2.1 Walking School Bus

Parents and guardians often cite distrust of strangers and the dangers of traffic as reasons why they do not allow their children to walk or roll to school. Walking School Buses are a way to make sure that children have adult supervision as they walk or roll to school. Walking School Buses are formed when a group of children walk or roll together to school and are accompanied by one or two adults (usually parents or guardians of the children on the "bus"). As the Walking School Bus continues on the route to school, it picks students at designated meeting locations.

A walking school bus is an organized group of students and one or more adult volunteers that safely walk or roll to school as a group, picking up students along the way at various "bus" stops. They can be as informal as an arrangement between neighbors for one parent to walk or roll with a group of children to school, or as formal as a district-wide plan with school "bus" routes, designated stops planned for each neighborhood, and a rotation of volunteers.

Walking School Buses provide a safe way for students to walk or roll to school, increases children's daily physical activity, improves focus at school, educates children on how to walk or roll safely around traffic, promotes active transportation habits at a young age, creates connections within the community, reduces traffic congestion, and reduces vehicle miles travelled.

Timeline: Can start at any time, easiest to start at the beginning of the school year (promote at Back to School Blitz), frequency can start at monthly or weekly with an ultimate goal for daily.

Lead/Support: School volunteers, parents, guardians / Community partners.

Audience: Elementary school students, community members.

Inclusion: Promote in relevant languages for the community, include extra volunteers to allow students with a disability to join, encourage grandparents or older neighbors to join, establish "joining" points along the route so that students with a longer commute can meet up with those living closer to the school.



Figure 23: *Walking school bus (Credit: C.P. Smith Elementary School, Burlington, VT)*

Implementation Considerations: Larger implementation will require volunteers and organization. Volunteers could create route maps, select safe routes, create parent volunteer sign-up sheets, create excitement around it at Back to School Blitz or using yard signs along the route, shirts, etc., track achievements, having "special guests" join the walk and roll (e.g. Santa Claus around the holiday season).

General Cost: $ – Low cost for encouragement materials!

Additional Resources:

- Walking School Bus
- SRTS Guide: The Walking School Bus: Combining Safety, Fun and the Walk to School (saferoutesinfo.org)

Relevant E's:

Equity Encouragement Education

Start small

2.2 Bike Bus



Figure 24: *Bike Bus (Credit: Coach Balto, @coachbalto)*

Bike Busses provide a safe way for students to bike to school, increase their daily physical activity, improve focus at school, educate students on how to bike safely around traffic, promote active transportation habits at a young age, create connections within the community, reduce traffic congestion, and reduce vehicle miles travelled.

A Bike Bus is an organized group of students and one or more adult volunteers that safely bike to school as a group, picking up students along the way at various stops. They can be as informal as an arrangement between neighbors for one adult to bike with a group of students to school, or as formal as a district-wide plan with school "bus" routes, designated stops planned for each neighborhood, and a rotation of volunteers.

A bicycle train is very similar to a Walking School Bus. Groups of students accompanied by adults can bicycle together on a pre-planned route to school. Routes can originate from a particular neighborhood or, in order to include children who live too far to bicycle, begin from a park, parking lot, or other meeting place. They may operate daily, weekly or monthly. Bike trains help address parents' concerns about traffic and personal safety while providing a chance for parents and children to socialize and be active.

Timeline: Can start at any time but preferably at the beginning of the school year (promote at Back to School Blitz), frequency can start at monthly or weekly with an ultimate goal for daily.

Lead/Support: School volunteers, parents, guardians / Community partners.

Audience: Middle and high schoolers, community members.

Inclusion: Promote in relevant languages for the community, provide equipment for students with disabilities to be able to join, provide bikes/helmets/ etc. for students who do not have a bike, coordinate routes for students with a longer commute.

Implementation Considerations: Larger implementation will require volunteers and organization, create route maps, select safe routes, create parent volunteer sign-up sheets, create excitement around it at Back to School Blitz or using yard signs along the route, shirts, etc., track achievements, prizes.

Additional Resources:

- https://bikebus.world/how-to-start-a-bike-bus
- 031918-srs-biketrain-toolkit-final.pdf (saferoutespartnership.org)

General Cost: $ – Low cost for encouragement materials!

Typical Funding Sources: N/A.

Relevant E's:

Equity Encouragement Education

2.3 Suggested Route (Maps & Wayfinding)


Minneapolis Walking Routes for Youth
MPS High Schools
MPS Schools
MPS Alternative Program Schools
Other Schools in Minneapolis
Public Library
Minneapolis's Parks Recreation Centers
Sports, Activities, and After School Programs
minneapolisparks.org
Traffic Signal
Flasher Signal
All-Way Stop Signs
Stairs
Ramps
Midtown Greenway Access
Metro Transit Bus Stops
Near High Schools
Try this
How many ___ does it take to get from your home to your school?
OK, now calculate how many miles your school is from your home.
Remember that 4x your finger measurement equals a mile, like this:
How long would it take to walk that distance?
How far is the closest park to your home?
What about the closest rec center?
How about the closest library?
Minneapolis Walking Routes for Youth are an active way to get to and from schools, parks, libraries and other neighborhood destinations.
The Neighborhood Walking Routes can be bike friendly for children, while Busy Walking Routes are not. More information about biking in the city can be found on the Minneapolis Bike Map (cover image at right). Pick up a copy at your local library.
Crossing Busy Streets
YELLOW FLASHER LIGHT
REGULAR TRAFFIC LIGHT
MINNEAPOLIS PUBLIC SCHOOLS
OTHER MINNEAPOLIS SCHOOLS
BROOKLYN CENTER
ROBBINSDALE
FRIDLEY
COLUMBIA HEIGHTS
Mississippi River
Lyndale
Lowry
Logan Park
Northeast
Saint Anthony Pkwy
Bridge Under Construction Through 2015
NE 33rd Ave
Lake Nokomis Parkway
Lake Nokomis
Lake Hiawatha
Lake Hiawatha Park
Lake Hiawatha Park Golf Course
Lake Nokomis Park
Lake Nokomis Regional Trail
Lake Nokomis Community Center
Lake Nokomis Beach
Lake Nokomis Park Golf Course
Lake Nokomis Park Golf Course Clubhouse
Lake Nokomis Park Golf Course Maintenance Facility
Lake Nokomis Park Golf Course Practice Area
Lake Nokomis Park Golf Course Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area
Lake Nokomis Park Golf Course Practice Area Clubhouse
Lake Nokomis Park Golf Course Practice Area Maintenance Facility
Lake Nokomis Park Golf Course Practice Area

2.4 Walk and Roll to School Day

Walk and Roll to School Day is a special event to invite everyone to use active transportation on a specific day. The most well-known of these is International Walk to School Day, a major annual event in October that attracts millions of participants in over 30 countries.

LCSD #1 has participated in these activities, but there remains room for expansion of the events and exposure for students.

Walk, Roll, and Bike to School Days can be held yearly, monthly, or even weekly, depending on the level of support and participation from students, parents, and school and local officials. Some schools organize more frequent days – such as weekly Walking/Wheeling Wednesdays or Walk and Roll Fridays – to give people an opportunity to enjoy the event on a regular basis.

This builds positive energy around using active transportation to school and can remove the barrier of the uncertainty of walking, rolling, or biking to school.

Timeline: Can be hosted on National/International Bike/Walk to School Days or choose school's own day. Could increase frequency to monthly or weekly.

Lead/Support: Volunteers from school and community.

Audience: Students and families.

Inclusion: Provide resources for students with disabilities to participate, provide resources such as Stop and Walk for students with a longer commute to participate.

Implementation Considerations: Parents and other volunteers accompany the students, and staging areas can be designated along the route to school where groups can gather and walk, roll, or bike together. These events can be promoted through press releases, articles in school newsletters, and posters and flyers for students to take home and circulate around the community.

General Cost: $ – Low to no cost to participate.

Typical Funding Sources: N/A.

Additional Resources:

- https://www.walkbiketoschool.org/plan/how-to-plan/

Relevant E's:

Equity Encouragement Education

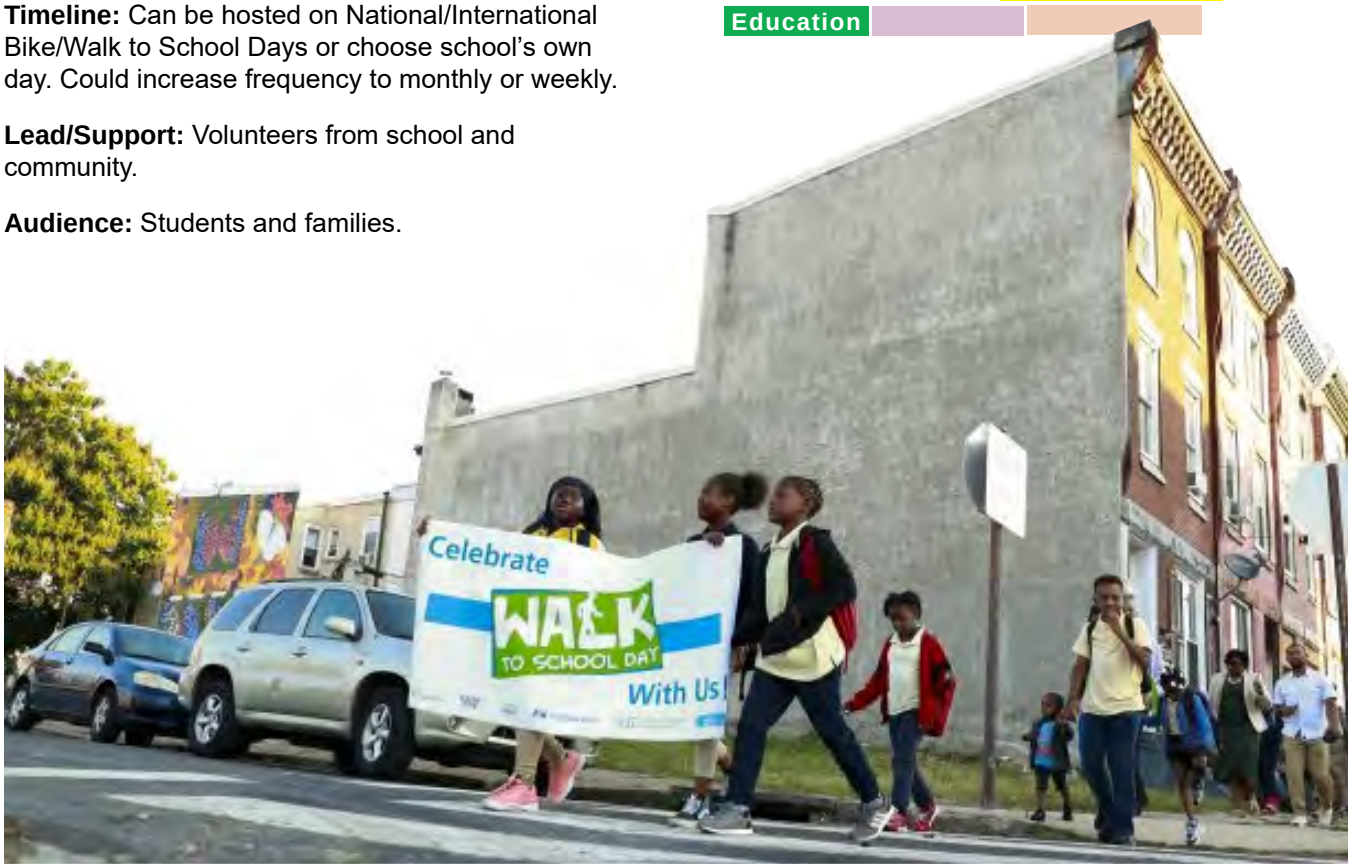


Figure 26: *Walk and Roll to School Day (Credit: City of Philadelphia)*

2.5 Incentive or Competition Programs



Figure 27: *Example resources (Credit: Active Transportation Resource Center)*

Incentive programs and friendly competitions encourage students to use active transportation to get to school by tracking how many times students walk, roll, bike, or carpool to school and reward them with various prizes, such as stickers, water bottles, or bike helmets.

Contests and incentive programs reward students by tracking the number of times they walk, roll, bike, carpool, or take transit to school. Contests can be individual, classroom competition, or interschool competitions. Local businesses may be willing to provide incentive prizes for these activities. Students and classrooms with the highest percentage of students walking, rolling, biking, or carpooling compete for prizes and "bragging rights." Small incentives such as shoelaces, stickers, and bike helmets can be used to increase participation. It can also be effective to allow different grades and schools (high school vs. grade school vs. junior high school) to compete against each other in a mobility challenge.

Examples of Walking and Biking Competitions include:

On-campus walking clubs (mileage clubs) - Children are issued tally cards to keep track of "points" for each time they walk, roll, bike, bus or carpool to or from school. When they accrue a specified number of points, they earn a small prize and are entered in a raffle for a larger prize. At the end of the school year, there is a drawing for major prizes.

Pollution Punchcard - This year-round program is designed to encourage school children and their families to consider other options for getting to school such as walking, rolling, biking, carpooling, and public transportation. Every time a student walks, bikes, or carpools to school, a parent volunteer or school representative stamps the card. Students then receive a reward when the punch card is complete.

Walk and Bike Challenge Week/Month - This month-long encouragement event is generally held in conjunction with National Bike Month in May or with the state's annual bike celebration, such as Wyoming's Bike to Work Week in June. Students are asked to record the number of times they walk and bike during the program. The results are tallied and competing schools or classrooms compare results. Students who are unable to walk or bike to school can participate by either walking during a lunch or gym period, or by getting dropped off further away from the school and walking with their parents the last several blocks.

Golden Sneaker Award - Each class keeps track of the number of times the students walk, bike, carpool or take the bus to school and compiles these figures monthly. The class that has the most participation gets the Golden Sneaker Award. (The award can be created by taking a sneaker, mounting it to a board like a trophy, and spray painting it gold).

Walk Across America/Wyoming - This is a year-round program designed to encourage school children to track the number of miles they walk throughout the year. Students will be taught how to track their own mileage and will also learn about places in the United States on their way. Teacher or volunteer support is necessary.

Each of these programs can use incentives to increase participation and reward the students for their efforts. Examples of incentives include**:**

- Shoelaces
- Pedometers
- Reflective zipper pulls
- Bicycle helmets
- Raffle tickets for a bicycle from a local bike shop
- Early dismissal
- Extra recess time

Implementing incentive programs encourage students to get into the habit of walking or biking to school. The programs themselves create positive energy and awareness about active transportation, and lead students to take after each other's examples and compete with each other in a friendly manner.



Figure 28: *Example educational program - suggested route map (Credit: City of Palo Alto)*

Timeline: Can be implemented at any time, probably most beneficial after successful walk/bike to school days and preparing suggested route maps.

Lead/Support: School staff, volunteers.

Audience: All students.

Inclusion: Avoid using food as an incentive or reward.

Implementation Considerations: Consider applicable prizes for different age groups, provide scorecards in relevant languages to the community.

Additional Resources:

- https://www.healthydearborn.org/walknrolljrchallenge

General Cost: $ – Low cost for prizes/materials.

Typical Funding Sources: N/A.

Relevant E's:

Equity Encouragement Education

2.4 EDUCATION STRATEGIES

Providing students and the community with skills to walk and bike safely, educating about benefits, and teaching about the broad range of transportation choices.

2.4.1 Crossing Guard Resources

2.4.2 Bicycle Rodeo & Traffic Garden

2.4.3 School Zone Traffic Safety Campaign

2.4.4 Classroom Safety Education

2.4.5 Storytelling Campaign

2.4.6 Student Led Education Campaign

Note: Where stars appear on the following pages indicate strategies that may be accomplished with lower financial or time investment relative to others.



2.1 Crossing Guard Resources





Figure 29: *Crossing guards on Cheyenne roads (Credit: Stantec)*

Crossing guards are essential for ensuring children's safety on their way to and from school. They manage and control traffic, allowing children to cross streets safely, even during busy hours. By increasing the visibility of school zones, they remind drivers to slow down and exercise caution. Crossing guards also educate children on safe crossing practices, fostering good walking habits. Their presence provides peace of mind for parents, knowing there is an adult to help navigate busy streets. In emergencies can respond quickly, enhancing student safety.

Consistent resources are needed to enable crossing guards to keep kids safe. Better equipment, clear communication tools, and enhanced training help ensure they can effectively manage traffic and assist children. Student crossing guards must be trained and usually supervised by adult school staff but can be valuable leadership development experiences for older students. Adult crossing guards may be easier to train but may be more difficult to find, whether volunteer or employed by the school. When crossing guards are well-supported and safe, they can focus on protecting students and families.

Timeline: Semester review.

Lead/Support: District, schools.

Audience: Crossing guards.

Inclusion: Pilot additional resources in neighborhoods with lower average household incomes.

Implementation Considerations: Consistent resources, regular meetings to establish and maintain training, schedule and funding, coordinator role to schedule and supervise guards.

Additional Resources:

- http://guide.saferoutesinfo.org/crossing_guard/
- https://thecrossingguardcompany.com/
- https://www.cheyennepd.org/Get-Involved/Citizens-On-Patrol
- https://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Traffic%20data/Ped_Manual_Final_1-14-14.pdf (section 3.13)

General Cost: $ – initial investment of equipment and training may be higher than ongoing maintenance costs and overall modest compared to significant benefits to safety.

Typical Funding Sources:

- www.dot.state.wy.us/home/dot_safety/behavioral-grants.html

Relevant E's:

Encouragement

Education

2.2 Bicycle Rodeo & Traffic Garden



Figure 30: *Traffic Garden (Credit: Medium)*

Bicycle Rodeos are family-friendly events that incorporate a bicycle safety check, helmet fitting, instruction about the rules of the road, and an obstacle course. Rodeos also provide an opportunity to check children's bikes and instruct them on proper helmet use. Adult volunteers can administer rodeos, or they may be offered through the local Police or Fire Department. In order to increase participation, bicycles rodeos can be incorporated into health fairs, back to school events, and Walk and Bike to School days.

Bicycle rodeos and traffic gardens give kids a low stress way to learn the rules of the road and safe riding habits. This gives them positive associations with riding their bikes, as well as an age-appropriate way to build self-confidence and independence.

Timeline: One Month or more from kickoff to implementation.

Lead/Support: SRTS Task Force or District Level event.

Audience: 3-6th Grade is often a prime age for building independent understanding of traffic safety

Inclusion: Allow additional time for students with disabilities to complete the course. Promote the event through multiple languages and across varied communication channels.

Implementation Considerations: Choose a location that has space for multiple types of layout. Spray chalk can be a great tool for creating temporary ground markings that are washed away with water. Your school's physical education department can likely loan cones and other obstacles needed.

General Cost: $ - Low cost.

Typical Funding Sources: PTO/PTA discretionary budget.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/tptrl-1

Relevant E's:

Encouragement

Education

Start small

2.3 School Zone Traffic Safety Campaign

A School Zone Traffic Safety Campaign creates awareness of students walking and bicycling to school. A safety campaign is an effective way to reach the general public and encourage drivers to slow down and look for students walking and biking to school.

A School Zone Traffic Safety Campaign uses signs and banners located near schools (for example, in windows of businesses, yards of people's homes, and print publications) to remind drivers to slow down and be careful in school zones. This campaign can be kicked off at the start of each school year or in conjunction with special events such as Walk and Bike to School Month (October).

Increasing driver awareness of school zone safety can increase adherence to existing traffic rules in the school zone. It builds community buy in for future changes that would make streets safer.

Timeline: Three months to plan and implement.

Lead/Support: LCSD #1 or City of Cheyenne.

Audience: Drivers in School Zones.

Inclusion: Target investments in underserved areas, partner with local organizations, tailor education and programs, retroactively evaluate impacts on various demographic groups.

Implementation Considerations: Banners and signs can be effective tools to remind motorists about traffic safety in school zones.

Large banners can be hung over or along roadways near schools with readable letters cautioning traffic to slow down, stop at stop signs, or watch for students in crosswalks with catch phrases such as:

- '20 is plenty'
- 'Drive 25, Keep Kids Alive'
- 'Give Our Kids a Brake'

Additional Resources:

- Example materials https://www.oregonsaferoutes.org/resources/campaigns/

General Cost: $ – Primarily banner and print production.







Figure 31: *Safety campaign (Credit: City of Minneapolis, Minnesota Daily)*

Typical Funding Sources: Look for donations or sponsors from local community.

Relevant E's:

Engagement
Education

2.4 Classroom Safety Education



Figure 32: *Safety education (Credit: Lynhaven Elementary School, Campbell Union School District)*

Pedestrian and bicycle safety education teaches children to understand traffic safety behaviors, laws and rules. Pedestrian safety education teaches children basic traffic safety rules, sign identification, and crossing decision-making tools. Pedestrian training is typically recommended for first- and second-graders, and teaches basic lessons such as “look left, right, and left again,” “walk with your approved walking buddy,” “stop, look, and listen,” and “lean and peek around obstacles before crossing the street.”

Students who receive classroom education on safe walking and biking habits are both going to be safer on their own journeys, and may become better drivers when they’re learning to drive with heightened awareness of walkers and bikers.

Timeline: Annual cycle.

Lead/Support: School-led implementation.

Audience: Curriculum has age ranges associated with it – typically starts at 3-4th grade.

Inclusion: Ensure materials show students of multiple races and ethnicities, and if it doesn’t intentionally supplement the imagery in the presentations.

Implementation Considerations: Trained safety professionals can administer pedestrian safety in the classroom or gym class. Classroom teachers may use established pedestrian and bicycle safety curriculum.

Bicycle safety training is normally appropriate beginning in or after the third grade and helps children understand that they have the same responsibilities as motorists to obey traffic laws. The League of American Bicyclists offers an extensive bicycle safety curriculum called Kids II. This seven-hour class is aimed at 5th and 6th grade students and teaches necessary bicycle riding skills and how to pick safe bicycling routes. The curriculum is designed to have a League Certified Instructor (LCI) teach the class.

General Cost: $ – No cost.

Typical Funding Sources: N/A.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/bsj
- https://www.shapeamerica.org/MemberPortal/publications/resources/teachingtools/qualitype/bicycle_curriculum.aspx
- https://iwalksafe.org/

Relevant E’s:

Encouragement
Education

2.5 Storytelling Campaign

Capture personal narratives from students and families who are trying out walking and biking for the first time or who have started a new routine. Get photos from Bike Bus or Walking School Bus groups to share and promote the activities year round.

Seeing success stories and personal narratives help increase awareness of Safe Routes to School programming and strategies. It may encourage new families to try it out or join existing groups.

Timeline: Year Round.

Lead/Support: SRTS Task Force, MPO Coordinators.

Audience: Community-wide.

Inclusion: Ensure the stories being shared are a representative picture of the community as a whole. Reach out to people within the school who may be able to help connect you to stories that should be shared more broadly.

Implementation Considerations: Stories can be shared through school newsletters, email communications, social media or local newspaper. Ensure that people in the stories are aware and consent to the way their story will be shared.

General Cost: N/A.

Typical Funding Sources: N/A.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/storytelling-toolkit

Relevant E's:

Equity Encouragement Education





Figure 33: *Storytelling campaigns (Credit: Stantec)*

2.6 Student Led Education Campaign



Figure 34: *Students kick off safety campaign (Credit: Keep Kids Alive Drive 25)*

Students have great ideas for how to reach their own community. Work with individual classes or after school programs to support students creating their own Safe Routes to School educational campaign, either for their fellow students or for their community.

Students learn best when they have to teach their peers, so this strategy not only helps spread the word, but is a highly effective teaching method for the learning of the student who gets to contribute to the campaign.

Timeline: Varies.

Lead/Support: School-based or after-school program.

Audience: 5th Grade and above.

Inclusion: Encourage students to create a campaign to reach their specific communities.

Implementation Considerations: If their goal is to reach other students, they may need help finding the right way to share their campaign work or permission to use certain school resources. If the goal is to work within the community, encourage them to narrow their focus to a particular group they have a special relationship with, such as people within a sports league, in their neighborhood, or within their church/ synagogue/mosque.

General Cost: $ – Low-no cost.

Typical Funding Sources: N/A.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/guide-engaging-middle-school-youth

Relevant E's:

Encouragement

Education

2.5 EVALUATION STRATEGIES

Assessing which approaches are more successful, identifying unintended consequences, and ensuring programs and initiates support equitable outcomes.

2.5.1 Bicycle & Pedestrian Count Program

2.5.2 Hand Tallies & Parent Surveys

2.5.3 School Site Audit

2.5.4 Program Evaluation

2.5.5 Evaluate the Built Environment Beyond School Campus

Note: Where stars appear on the following pages indicate strategies that may be accomplished with lower financial or time investment relative to others.



2.1 Bicycle & Pedestrian Count Program

Take annual counts of the number of people biking and walking at multiple locations around the city. Ensure count locations are near schools to provide data for future Safe Routes to School planning. This data is an important component of future evaluation and planning.

Counting numbers of people biking and walking in the school area can help build momentum for safety improvements. It can also help capture before and after data for Safe Routes to School program impact records.

Timeline: Annual count – approximately one month from planning to implementation.

Lead/Support: City, County, or WYDOT lead.

Audience: Agencies.

Inclusion: N/A.

Implementation Considerations: Use a standard count methodology every year and work to provide volunteers consistent instructions on how to count people.

Additional Resources:

- https://dot.state.mn.us/bike/documents/planning-research/count-manager-training.pdf
- https://www2.minneapolismn.gov/media/content-assets/www2-documents/government/Pedestrian-and-Bicyclist-Count-Methodology.pdf

General Cost: $ – Low.

Typical Funding Sources: N/A.

Relevant E's:

Evaluation





Figure 35: *Manual and automated count programs (Credit: Minnesota Department of Transportation, University of Minnesota Center for Transportation Studies)*

2.2 Hand Tallies & Parent Surveys

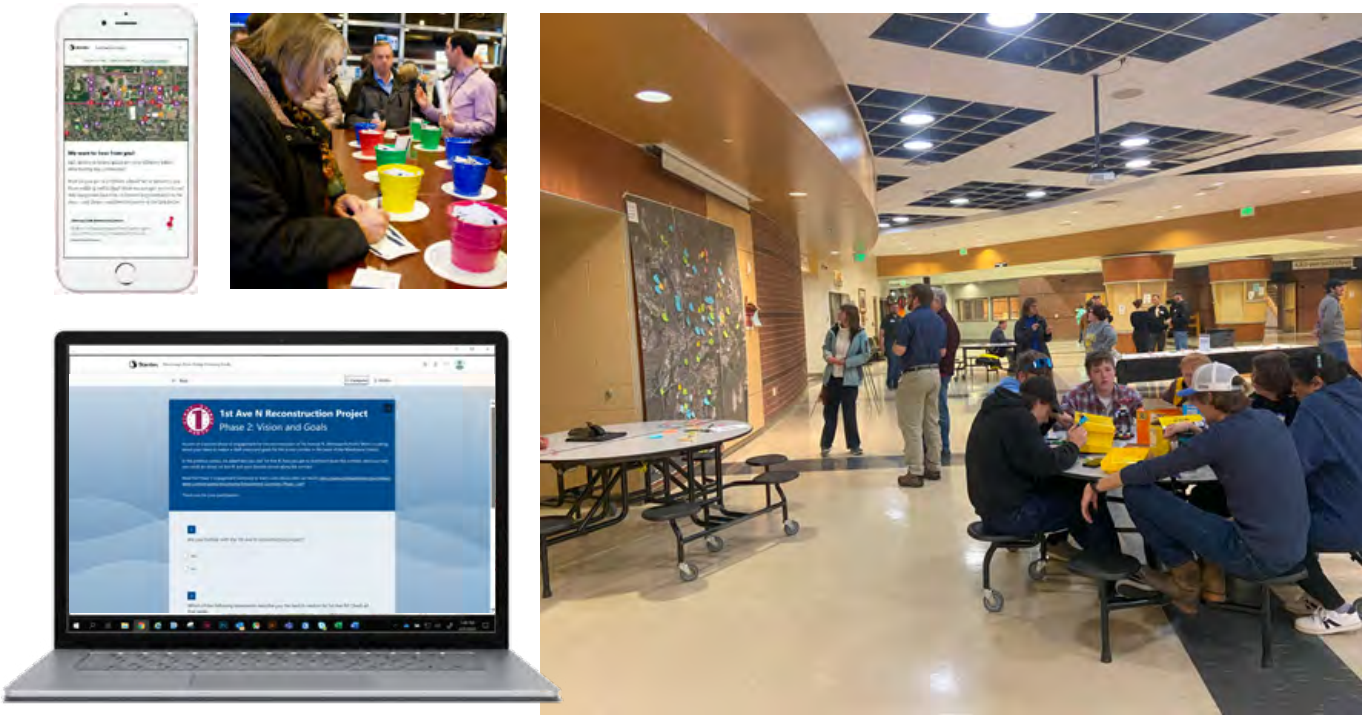


Figure 36: *Survey methods (Credit: Stantec)*

Since 2005, the federal Safe Routes to School program has set aside federal funding to help states, cities, towns, and schools increase the number of students walking and biking to school. One requirement of receiving this money is that all schools must perform hand tallies and parent surveys to track the effectiveness of the various programs across the country.

The Wyoming Department of Transportation (WYDOT) currently requires Safe Routes to School grantees to submit program evaluations (page 53) semi-annually. The WYDOT requires data to be gathered using the National Center for Safe Routes to School Student In-Class Travel Tally and Parent Survey.

Timeline: Annual.

Lead/Support: Schools.

Audience: All ages.

Inclusion: N/A.

Implementation Considerations: Communicate effectively within the school to make sure that all teachers and parents understand the importance of accurate counts.

Additional Resources:

- https://edu.wyoming.gov/downloads/superintendent/Appendix-B.pdf

General Cost: N/A.

Typical Funding Sources: N/A.

Relevant E's:

Evaluation

2.3 School Site Audit

A School Site Audit, sometimes called a walking audit or walkabout, is an evaluation of pedestrian and bicycling conditions around the school. Typically school site audits are conducted by the local school group or task force on foot and should be conducted during regular school session and times of travel by walking the routes that students use to get to school. A site audit may also be conducted on bicycle in order to better evaluate bicycling conditions.

The audit should involve an assessment of the built environment around a school (e.g., streets, sidewalks, pathways, crosswalks and intersections, bike routes, traffic controls), drop-off and pick-up operations (e.g., presence of designated loading areas), as well as behaviors of students, parents, and motorists that could contribute to unsafe conditions for bicyclists or pedestrians (e.g., speeding, jaywalking, failure to yield to pedestrians).

A School Site Audit checklist form sample asks for detailed information including:

- Student Drop-Off and Pick-Up Areas;
- Bus Loading Zones;
- Sidewalks and Bicycle Routes;
- Intersections Near the School Property;
- Sight Distance; and
- Traffic Signs, Speed Controls and Pavement Markings

The goal of a site audit is to document conditions that may discourage walking and bicycling to school and to identify solutions to improve those conditions.

Implementation Considerations: The local school task force can use the School Site Audit checklist as a basis for conducting their walkabout. Along with the checklist, an aerial map of the school area is helpful for the site audit. Aerial photos can be marked up with identified issues and suggested improvements.

Existing conditions maps can be extracted from this report to serve as a starting point for each school site audit.

General Cost: N/A.

Typical Funding Sources: N/A.





Figure 37: *Site audits (Credit: Stantec)*

Timeline: Bi-annual for each school on a rotating basis.

Lead/Support: School.

Audience: Adults with student input.

Inclusion: Ensure ADA checklists are used during Site Audits.

Additional Resources:

- https://www.saferoutespartnership.org/resources/toolkit/lets-go-walk

Relevant E's:

Evaluation

2.4 Program Evaluation



Figure 38: *Evaluation resources (Credit: National Center for Safe Routes to School)*

There are many different education, encouragement, and enforcement programs that can be implemented to help increase the number of students walking and biking to school. Not every program is the correct fit for every school. It is important to evaluate programs in the context of the school environment prior to deciding what would be a good choice for a school. Once programs have been implemented, it is necessary determine whether or not it was a good choice for the school and what about the program worked and what did not work quite as well.

Quality feedback on program impact can help determine how to focus future programming for maximum effectiveness.

Timeline: Annual.

Lead/Support: SRTS Task Force and MPO partnership.

Audience: SRTS Leaders in the community.

Inclusion: Ensure to include community engagement and feedback beyond the most active volunteers to find out how those outside of the program feel about it as well.

Implementation Considerations: Program evaluation can be administered by following these steps:

- Survey local traffic conditions and issues (much of this information can be found from the School Site Audit)
- Identify methods to implement programs
- Determine success benchmarks to evaluate the effectiveness of the program efforts
- Interview program administrators (teachers, volunteers) and participants (students) to discuss what worked and what did not

Additional Resources:

- http://guide.saferoutesinfo.org/evaluation/index.cfm

General Cost: N/A.

Typical Funding Sources: N/A.

Relevant E's:

Evaluation

2.5 Evaluate the Built Environment Beyond School Campus



Figure 39: *UNICEF Child Friendly Cities Initiative (Credit: City of Boulder)*

Building for active lifestyles is more than just a school related concern. The whole community benefits when we design for healthy places where kids feel safe walking, biking, and engaging in active play. The construction and improvement of greenways across Cheyenne have established a critical network of paths for walking, rolling, and biking. Use tools to evaluate opportunities to make the broader neighborhood and community more walking, rolling, and biking friendly.

Health impacts of a low-activity lifestyle are well documented and our built environment plays a large role in how much activity we get in a day.

Timeline: One to three months from planning to evaluation completion.

Lead/Support: Community partners and/or SRTS Task Force.

Audience: Adults with student input.

Inclusion: Be sure to ask questions about culturally relevant ways to encourage healthy living in the built environment. Not every community values the same features in their neighborhood or on their block.

Implementation Considerations: Some additional community awareness building may be needed to find good partners for bigger picture evaluations. Consider engaging local community improvement organizations (block groups, Kiwanis/Lions Club/ VFW groups, faith based organizations) to expand the reach of input.

General Cost: N/A

Typical Funding Sources: N/A

Additional Resources:

- https://uli.org/wp-content/uploads/ULI-Documents/Building-Healthy-Places-Toolkit.pdf

Relevant E's:

Education Evaluation

2.6 ENGINEERING SOLUTIONS

Creating physical improvements that make walking, rolling, and biking safer, more comfortable, and more convenient.

- **2.6.1** Narrow width of drive lanes to minimum standard
- **2.6.2** Reduce the number of parallel lanes
- **2.6.3** Install vertical streetscape elements
- **2.6.4** Conduct a pilot program to test an improved crossing
- **2.6.5** Mark crossing with high visibility paint markings
- **2.6.6** Install signage
- **2.6.7** Install bollards and/or in-street signing
- **2.6.8** Program advanced interval signaling
- **2.6.9** Install crossing signal
- **2.6.10** Create pedestrian refuge
- **2.6.11** Construct curb extensions
- **2.6.12** Construct raised crossing
- **2.6.13** Require as development exaction
- **2.6.14** Install bike parking
- **2.6.15** Pilot an on-street protected multimodal path
- **2.6.16** Install bicycle boulevard elements
- **2.6.17** Install a new sidewalk
- **2.6.18** Add a bike lane
- **2.6.19** Construct off-road multimodal path
- **2.6.20** Install human-scale lighting and/or wayfinding
- **2.6.21** Implement shared street concepts
- **2.6.22** Regular maintenance of infrastructure

Note: Where stars appear on the following pages indicate strategies that may be accomplished with lower financial or time investment relative to others.



2.1 Narrow width of drive lanes to minimum standard

Narrower lanes on average reduce the speed of motorists. In areas where traffic calming is desired, using the state's minimum lane widths may help create safer spaces for pedestrians and bicyclists.

Best Practices and Further Considerations: Narrowing lanes can provide additional space for pedestrian refuge islands or medians, protected bicycle lanes, or wider sidewalks. For simple and more low-cost improvements, can pair with updated high visibility paint markings for updated lane lines. Depending on the amount of space remaining after lanes are reduced, features such as protected bike lanes can be added to the remaining pavement section. More costly improvements include reconstructing the roadway section to add pedestrian refuge islands or medians. Improvements that can be made outside of the pavement section would include constructing sidewalks or making the existing sidewalks and boulevards wider to enhance the pedestrian and bicyclist environment.

Timeline: This would most likely take place during the summer. Engineering design and restriping lanes would be quicker than a full reconstruction of the corridor, which may take up to a few months from kickoff to construction**.**

Additional Resources: SRTS Guide: Narrow Lanes (saferoutesinfo.org)

Cost: $ - $$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Relevant E's:

Engineering



Figure 40: *Lane width (Credit: National Association of City Transportation Officials)*

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Congressionally Directed Spending (Senate) / Community Project Funding (House)
- Highway Safety Program
- Infrastructure for Rebuilding America (INFRA)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)
- Transportation Infrastructure Finance & Innovation Act (TIFIA)

2.2 Reduce the number of parallel lanes



Figure 41: *Road Diet (Credit: Richard Drdul)*

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Congressionally Directed Spending (Senate) / Community Project Funding (House)
- Expedited Project Delivery Program
- Grants for Buses and Bus Facilities Competitive Program
- Highway Safety Program
- Integrated Mobility Innovation
- Pilot Program for Transit-Oriented Development (TOD) Planning
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)
- Transportation Infrastructure Finance & Innovation Act (TIFIA)

Reducing the number of parallel lanes means taking away 1 or more of the driving lanes that are currently in place. Similar to narrowing the width of the lanes, this can mean redoing the pavement striping in the area to accommodate the change or fully reconstructing the roadway section to meet the needs of the corridor. For example, 4-lane roadways can be reduced to 3 or 2 lanes, typically only if traffic data and analyses are completed to determine the functionality and efficiency of the proposed driving lanes allow. However, depending on the roadway type and its main purpose, reducing the number of driving lanes can reallocate roadway space to other modes of transportation, allowing for pedestrian and bicyclist activity and safety to increase while still maintaining the expected travel time for motorists.

Best Practices and Further Considerations: Removing an existing lane or two can reduce the awkwardness that open, multi-lane roads create and can provide additional space for pedestrian refuge islands or medians, protected bicycle lanes, or wider sidewalks, benefiting all roadway users. Paint would be a low-cost option, while a full reconstruction of the corridor would be more expensive.

Timeline: This would most likely take place during the summer. Engineering design and restriping lanes would be quicker than a full reconstruction of the corridor, which may take up to a few months.

Additional Resources: SRTS Guide: Tools to Reduce Crossing Distances for Pedestrians (saferoutesinfo.org)

Cost: $ - $$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Relevant E's:



2.3 Install vertical streetscape elements



Figure 42: *Street Trees help make our roads safer (Credit: Trees for Streets)*

Vertical streetscape elements typically include light fixtures and trees. These are used as calming measures to reduce traffic speeds. For example, streets that are lined with tall trees or fixtures alter drivers' perception of lane width, therefore reducing speeds. This "edge effect" cues motorists to drive more slowly. Traffic calming is important as it supports the livability and vitality of residential and commercial areas to improve non-motorist safety, mobility, and comfort. These vertical streetscape elements can help transform streets and aid in creating a sense of community, changing the corridor from purely motorist focused to a multi-modal feel.

All recommendations are subjected to meeting local, regional, and state design standards.

Additional Resources: streetscape_elements_san_francisco.pdf (nacto.org)



Figure 43: *Street trees, lamp posts, and bollards (Credit: Annie Lux, Federal Highway Administration)*

Best Practices and Further Considerations: Vertical streetscape elements are often implemented with shared street concepts and seen as an integral part of other bicyclist and pedestrian-related projects.

Timeline: The lighting can be installed most times of the year. However, trees need to be planted in the Spring or Fall. Planning, design and installation will take a few months.

**Cost: $$** ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Accelerated Innovation Deployment (AID)
- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Mobility for All Pilot Program Grants
- Private Activities Bonds
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.4 Conduct a pilot program to test an improved crossing

Start small

At select intersections and segments, pedestrians and bicyclists may have difficulty crossing the street due to lack of driver awareness or lack of visibility due to physical features of the roadway. The pilot project evaluates whether pedestrians take advantage of the enhanced crossing, its effectiveness, and the level of maintenance needed. This program allows the city to gather data and insights before making significant investments.

Communities have partnered with the Wyoming Department of Transportation to test improved pedestrian crossings. In Cody, the partner agencies installed temporary flashing beacons and other crosswalk improvements as part of a pilot program that resulted from a corridor study and its community input.

Best Practices and Further Considerations: Some areas warrant more expensive traffic control devices like Rectangular Rapid Flashing Beacons (RRFB) at a marked crosswalk which means traffic is alerted with flashing lights that someone is crossing at the uncontrolled intersection. Variations of this warning device can be piloted first. In addition, engineering techniques such as marking crossings with high visibility paint markings, installing more signage, and creating pedestrian refuges can be implemented at one intersection and piloted before doing multiple locations.

Timeline: This would require the planning, implementation and data collection of the program. The complexity determines the timeline, but a minimum of six months is needed.

Additional Resources:

- www.issuu.com/barrfdn/docs/measuring_quick_and_creative_street_projects?fr=sNDI0ODU4MjkwODI
- www.dot.state.wy.us/news/big-horn-avenue-pedestrian-crosswalk-test-will-be-in-effect-for-start

Cost: $ - $$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Relevant E's:

Education Evaluation Engineering



Figure 44: *Pop-up Crosswalk for Safety and Neighborhood Connection (Credit: Active Wisconsin)*



Figure 45: *Painted curb bumpouts (Credit: City of Somerville)*

Typical Funding Sources:

- Active Transportation Investment Program
- Highway Safety Program
- Mobility for All Pilot Program Grants
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

2.5 Mark crossing with high visibility paint markings

Pavement markings are stripes, symbols, or words painted on roads to warn, guide, or direct traffic. Pavement markings can be used on their own or in conjunction with signage. Below is a list of some pavement markings that can be considered to enhance pedestrian safety:

School Zone: Increasing awareness of the school zone to drivers can be done by painting the word "SCHOOL" on the pavement near school crossing zones. Typical applications include in advance of signed crosswalk near a school crossing.

Stop Lines and Yield Lines: Stop lines are solid white painted lines several feet in advance of a crosswalk that provide motorists with a visual cue, indicating that they should stop behind the line. Yield lines have the same function but are typically a series of triangles instead of a solid white line. These could be used at "Yield When Occupied" crosswalks and should be added at locations where extra visibility is needed or at locations where motorists frequently fail to stop for pedestrians.

High Visibility Crosswalk: This pavement marking enhances the visibility of a basic crosswalk. This is often done by using more bars than the standard striping pattern and changing the angle of the bars. These should be implemented in areas with low visibility at crosswalks, multi-lane street crossings, and at crossings on streets with vehicle volumes greater than 10,000 AADT.

Curb Markings: Striping or painting on the curb can help clarify zones for parking, drop-off, and pickup. Typical applications include areas used for parking, drop-off-, and pick-up (typically front of the school building) Colors to use:

- White or No Color: parking allowed
- Blue: Parking for disabled only
- Green: Parking allowed for a short time or for loading zones
- Yellow: Stop only for loading/unloading
- Red: No parking

Best Practices and Further Considerations: Pair pavement markings with appropriate signage for increased visibility and clarity.

Timeline: The best time of year is during the warmer summer months to place paint markings.



Figure 46: *Crosswalk (Credit: Richard Baker, Getty Images)*

Additional Resources: Crosswalk Visibility Enhancements | FHWA (dot.gov)

Cost: $ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Investment Program
- Highway Safety Program
- Mobility for All Pilot Program Grants
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.6 Install signage



Figure 47: *Crosswalk improvement (Credit: Institute of Transportation Engineers)*

Signage installations and pavement markings warn and direct all modes of traffic. Some signage forms to consider installing include “No Turn on Red” signs at traffic signals, wayfinding signage for students who walk and bike to school, school area signage, and various forms of pavement markings.

“No Turn on Red” signs increase pedestrian and bicyclist safety by removing the hazards of high speed right turns without looking for pedestrians. The traffic and throughput of the intersection should be considered before implementation to minimize negative traffic flow impacts.

Wayfinding signage can help create the feeling of a “safe travel district” and create a unique identity around each school. These signs can help guide students and visitors along the preferred travel routes and provide additional reminders to motorists that they are near a school. Wayfinding signs posted along greenways will also help users determine the direction to each school connected to the system.

School area signage includes the School Crosswalk Warning, School Speed Limit, and School Advance Warning Assembly as high visibility signs. School area signage can also be combined with pavements markings such as “SCHOOL” in advance of uncontrolled crosswalks.

Best Practices and Further Considerations: Signage is important as a traffic control device at the right place and under the right conditions. It is critical to study what is reasonable for signage, but with unreasonable restrictions, or high frequency of signs, drivers may disregard the sign all together.

Timeline: Once the location, post spacing and size requirements have been determined, installing the sign can be done in a day.

Additional Resources: SRTS Guide: School Advance Warning Signs and School Crosswalk Signs (saferoutesinfo.org)

Cost: $ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Investment Program
- Highway Safety Program
- Mobility for All Pilot Program Grants
- Private Activities Bonds
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E’s:

Engineering

2.7 Install bollards and/or in-street signing



Figure 48: *Delineator curb extensions (Credit: City of Minneapolis)*

Bollards and in-street signs are used in crosswalks at uncontrolled intersections. These brightly colored signs are placed at the crosswalk in the street but do not obstruct the pedestrian path of travel. They are used to make the crosswalk more visible to drivers, so they have time to yield to those crossing the street.

Best Practices and Further Considerations: Generally, the bollards and in-street signs are more effective on two-lane, low speed streets and very common near schools. However, they are easily damaged, and therefore need to be replaced often.

Typical Funding Sources:

- Active Transportation Investment Program
- Highway Safety Program
- Mobility for All Pilot Program Grants
- Private Activities Bonds
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

Timeline: Many in-street signs can be installed in a day with minor impacts to through traffic.

Additional Resources: SRTS Guide: Marking and Signing Crosswalks (saferoutesinfo.org)

Cost: $ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).



Figure 49: *In-street pedestrian crossing sign (Credit: Arizona Department of Transportation, Peter Speer)*

2.8 Program Advanced Interval Signaling

Advanced interval signaling involves updating the existing traffic signal to better suit the busy intersections for improved vehicle safety while also updating the crosswalks to provide safer crossing routes near schools. This can vary anywhere from modifying the signal phasing to allow more time for pedestrians to cross to providing more ITS (Intelligent Transportation Systems) technology, such as loop or camera detection, that helps with overall performance.

Best Practices and Further Considerations: When modifying the traffic signal phasing and or timing, there are multiple treatments to consider. It is important to note the speed and volume of both motor vehicles and pedestrians, the number of conflict points, the size of the intersection, and the length of signal cycles when determining the expected effectiveness of the treatment. Minimizing pedestrian wait time, increasing pedestrian clearance intervals, making pedestrian signals accessible for all users, implementing No Turn on Red restrictions, and adding pedestrian countdown signals are all options to increase the safety of pedestrians using the intersection. More costly measures include installing loop detectors or cameras at intersections that detect traffic flow and trigger traffic lights to change as needed, therefore improving the effectiveness of the movements, reducing vehicle conflicts.

Timeline: Improving the signal timing, like increasing pedestrian clearance intervals, or minimizing pedestrian wait times, can be updated any time of year only after evaluation measures and traffic engineering analyses has been completed. More complex enhancements that require installations will most likely occur during the summer construction season.

Additional Resources: SRTS Guide: Traffic Signals (saferoutesinfo.org)

Cost: $-$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:



2.9 Install crossing signal



Figure 50: *Crossing signal (Credit: Michigan Complete Streets Coalition)*

One type of pedestrian-only signal is called a Pedestrian Hybrid Beacons. It can be used at mid-block crossings with high pedestrian volumes or at intersections that do not already have a traffic signal. Pedestrians use a push button to activate the warning signal, and motorists receive a flashing red light followed by a solid red light. When motorists have a solid red light, pedestrians see a white "walk" indication, letting them know they are allowed to cross the street. After pedestrians have crossed the street, motorists receive a flashing red light indicating that they can proceed when it is safe to do so.

Best Practices and Further Considerations: Systems like the Pedestrian Hybrid Beacons (PHB) or Rectangular Rapid Flashing Beacons (RRFB) support vehicles, pedestrians, and bicyclists as they travel, and they are typically seen paired with painted cross walks and ped refuges.

Timeline: Approvals process, design, and potential right-of-way acquisition (including environmental assessment if applicable) each impact timeline. Typically, the most variation in timeline will be due to the delivery time once the order has been sent to the manufacturer. Depending on if the system is overhead or not, the time needed for installation varies. Electrical systems will also need to be installed if the proposed area does not already have existing connections to power.

Additional Resources:

- www.fhwa.dot.gov/publications/research/safety/10045/

Cost: $$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Reconnecting Communities Pilot Program Safe
- Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.10 Create pedestrian refuge



Figure 51: *Pedestrian refuge (Credit: AARP)*

Medians and pedestrian refuge islands are curbed areas in the center of the roadway located at an intersection or in the middle of a block. By reducing the road width, they reduce pedestrian crossing distance and the speed of cars. Another benefit is that pedestrians must only cross one direction of traffic at a time. Medians and pedestrian refuge islands are best used on higher volume streets in conjunction with high visibility crosswalks and signage. In Cheyenne, they are allowed on local, collector, and arterial roadways.

Best Practices and Further Considerations: These islands should be at least four feet wide and are best paired with a marked crosswalk. Ideally, the crosswalk cuts through the island at the same grade as the road, but if the median is wider than 17-feet, then curb ramps should be used. They should include a "nose" that sticks out into traffic so that the pedestrian area is protected on both sides of the crosswalk. The nose and the rest of the island should have curb, bollards, or some other form of obstruction to protect pedestrians. Vegetation and landscaping can be considered island enhancements if visibility is maintained. Temporary refuge islands can be piloted using plastic delineators or other low-cost, removable features.

Timeline: Most cases require partial reconstruction of the existing street. This means the time to construct a pedestrian refuge takes longer than other engineering options. Construction time may vary. If multiple medians are proposed along a corridor, this construction may take months to rebuild.

Additional Resources: Safety Benefits of Raised Medians and Pedestrian Refuge Areas - Safety | Federal Highway Administration (dot.gov)

Cost: $ - $$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Private Activities Bonds
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.11 Construct curb extensions



Figure 52: *Traffic-Calming Bump Outs (Credit: Urban Milwaukee)*

Curb extensions, also known as 'bump outs' and 'bulb outs', are treatments at intersections that extend curb into the roadway. This extension of curb increases pedestrian visibility, expands the pedestrian realm, slows vehicles down by narrowing the road and decreasing turn radii, and decreases pedestrian crossing distance. Generally seen at minor intersections and streets with on-street parking.

Best Practices and Further Considerations: In areas of on-street parking, the curb extensions should extend to the edge of parking lanes to increase pedestrian visibility. Parking needs to be restricted at least 18' from a stop sign in areas with 6' curb extensions. The smaller turning radii encourages slower turning speeds so minimizing the radii to the extent possible is best while still accommodating the design and control vehicles. In addition, curb extensions can be piloted using low-cost, temporary devices such as delineating posts, temporary curbs, bollards, planters, or striping. However, careful consideration of drainage, stormwater infrastructure, and hydrants during planning is needed as these can significantly increase costs if any shifting is required. In areas of drainage difficulties, curb extensions can be designed as "edge islands", leaving a one- or two-foot gap from the original curb to the island to maintain existing drainage patterns. Curb extensions can also be used as areas for green infrastructure to improve stormwater drainage. Consider implementing landscaping or street furniture to create a more pleasant environment for the community.

Timeline: Similar to the pedestrian refuge medians, construction may vary from days to weeks to months. Prior to construction, design and engineering tasks of these curb extensions also need to occur, as pavement removal and placement, drainage design, and ADA compliance need to be designed to Wyoming standards.

Additional Resources: Curb Extensions | National Association of City Transportation Officials (nacto.org)

Cost: $$ - $$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.12 Construct raised crossing



Figure 53: *Raised pedestrian and bicycle crossing (Credit: City of Minneapolis)*

Raised pedestrian crossings are a combination of a speed table and a crosswalk. Raised crossings force cars to slow down on their approach as they drive over the vertical deflection. Raised crossings also make pedestrians more visible to oncoming traffic. These are usually used in combination with crosswalk striping and signage. Usually applied to local streets that experience high volumes of pedestrian crossings.

Best Practices and Further Considerations: It is important to note that drainage can create challenges and should be considered early in the process. For the design, depending on local factors, raised crossings should be between 3" and 6" tall to create enough vertical differences for drivers to notice and to minimize vertical difference for pedestrians and bicyclists. The top of the raised crossing should be as wide as the sidewalk plus a foot on each side where possible. Consider adding pavement markings or signage, using colored concrete that matches the bikeway or sidewalk, and adding bikeway zone markings in addition to crosswalk striping. Coordinate with public works, maintenance staff, and emergency vehicles to ensure appropriate access is maintained.

Timeline: Minimum of a few months from planning to construction, like curb extensions and pedestrian refuge medians.

Additional Resources: Raised Intersections | National Association of City Transportation Officials (nacto.org)

Cost: $$ - $$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).



Figure 54: *Raised crosswalk (Credit: Pedestrian and Bicycle Information Center)*

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:



2.13 Require as development exaction



Figure 55: *Development site (Credit: LoopNet)*

Roadway upgrades needed for Safe Routes to School plans can be required through a development exaction. Development exactions refer to a range of requirements that make a developer contribute to the cost of providing public facilities required by a new development, particularly in urban settings. This is important because the exaction offsets the costs of the development to the municipality.

The City of Cheyenne includes development exactions in the Unified Development Code (UDC) which should continue to be reviewed to ensure their compliance with federal standards and alignment with strategies, recommendations, and intent of this plan.

Best Practices and Further Considerations: Local government may impose exactions on new developments. Especially in areas close to schools, it is good to understand the types of public infrastructure that private developers may be required to build or fund to improve safe routes to school needs.

Timeline: Ongoing.

Cost: $ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources: N/A

Relevant E's:

Equity

Engineering

2.14 Install bike parking



Figure 56: *Bike parking (Credit: Seattle Department of Transportation)*

Bicycle parking facilities are various kinds of racks on which bicycles can be locked. Short-term bicycle facilities ensure the bike frame, and one wheel can be locked onto the rack in a safe and stable position without causing any damage to the bike. Providing secure bicycle parking in convenient locations, like near the front door of the school, makes it simpler and quicker for students to park their bikes at school and reduces fear and chance of vandalism, theft, and damage from weather.

Best Practices and Further Considerations: Place racks in a convenient and accessible location. Avoid grid racks as they don't stabilize bikes well and can cause damage to bikes.

Timeline: Many versions are quick to install, best time to install would be prior to the beginning of the school year.

Additional Resources: https://saferoutespartnership.org/sites/default/files/pdf/BikeParkingTipSheet-web.pdf

Cost: $ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Safe Routes to School/Safe Streets for All Implementation grant ,Transportation Enhancements or other federal funding grants or mini-grants.
- Foundations whose goals include addressing childhood obesity, active lifestyles, environment, etc.
- Parent-led fundraising efforts such as a bicycle ride event
- The school district or transportation departments
- Student built racks: high school art or welding classes, local community education classes, etc.
- Active Transportation Infrastructure Investment Program
- Private Activities Bonds
- Safe Streets and Roads for All (SS4A)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.15 Pilot an on-street protected multimodal path



Figure 57: *Pilot program in Austin, TX (Credit: Salud America)*

On-street multimodal paths allow the street's capacity to be increased by a more balanced allocation of space between the modes. So, a pilot program for an on-street multimodal path can improve the street temporarily to evaluate designs before going to a full installation option. It is also a good opportunity for the community to get engaged and educated about the importance of serving different modes and mobility options.

Best Practices and Further Considerations: Multimodal streets move more people, are accessible, support local businesses, and are more environmentally friendly. Typically, multi-modal paths are paired with vertical streetscape elements, improved signage, lighting and wayfinding. This piloted program can also be done in conjunction with a pilot program that looks at improved crossings.

Timeline: Minimum of six months from kickoff to installation. This process required data collection during and after installation.

Additional Resources: Measuring Quick and Creative Street Projects

Cost: $ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engagement Equity Encouragement
Education Evaluation Engineering

2.16 Install bicycle boulevard elements



Figure 58: *Bicycle Boulevard (Credit: City of Tucson)*

Many bicycle boulevard areas tend to be local streets that have low existing speeds and volumes that create a safe bicycling environment. There are a range of design treatments, like traffic circles, that are used to slow motor vehicle volumes, minimize bicyclist delay, and enhance the surrounding environment. Traffic circles are circular islands in the center of an intersection that slow traffic by creating a "pinch point" for vehicles and sharp turns for turning vehicles. The speed reduction increases pedestrian safety while also often improving the flow of traffic compared to a four-way stop. They can also be used for community beautification by landscaping the central island or showcasing public art on it. Traffic circles are allowed on local and collector streets and are recommended for minor intersections and uncontrolled intersections, especially those with documented speeding or crash challenges.

Best Practices and Further Considerations: Best practices include pavement markings and signage that can help guide vehicles through the intersection and increase pedestrian visibility. Consider using the central island for landscaping, showcasing public art, or other types of community beautification while maintaining good visibility. In addition, consider mountable curbs to handle larger vehicles while supporting low speeds. A low-cost, temporary alternative to a traffic circle can be implemented with plastic delineators.

Timeline: Varies on treatment chosen and complexity of design treatment.

Additional Resources: Bicycle Boulevards | National Association of City Transportation Officials (nacto.org)

Cost: $$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engagement

Engineering

2.17 Install a new sidewalk



Figure 59: *Sidewalk construction (Credit: City of Des Moines)*

New sidewalks will enable safe use and support mobility for more than just motorists. Typically, sidewalks parallel the existing roadway, and either are directly behind the curb or can be placed a few feet away from the roadway section providing room for a boulevard. Where the new sidewalk goes is dependent on how much existing right of way exists. Pouring a new sidewalk is one step closer to making the corridor a Complete Streets approach. Roadways designed to include people of all ages, abilities and all traveling modes often will have elements such as sidewalks, bicycle lanes, bus lanes, etc. which promote safer places for transportation.

Best Practices and Further Considerations: Sidewalks are constructed using concrete. The Wyoming Department of Transportation has standard plans for how these are to be constructed. ADA requirements need to be followed as well.

Timeline: A few months or more from project initiation to completion. Constructing a new sidewalk takes planning, design, and construction efforts.

Additional Resources: Make Complete Streets the Default Approach | FHWA (dot.gov)

Cost: $$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.18 Add a bike lane



Figure 60: *Bike lane (Credit: Solano Transportation Authority)*

Bike lines are a striped portion of the road that forms an area specifically for bicyclists. Bike lanes increase the visibility of bicycles to motorists by giving them a designated space on the road. They are more suited for older and more experienced children who have learned the skills needed for bicycle handling, avoiding road hazards, and following the rules of the road.

Best Practices and Further Considerations: Bike lanes are often paired with narrowing the width of drive lanes or reducing parallel motorist lanes as the remaining pavement space is reallocated from the vehicles to the bicyclists. Depending on the space allotted, there are different types of bike lanes that can be installed, from conventional bike lanes to buffered bike lanes.

Timeline: Striping the existing pavement does not A few months or more from project initiation to completion. Constructing a new sidewalk takes planning, design, and construction efforts.

Additional Resources: Chapter 9C - MUTCD 2009 Edition - FHWA (dot.gov)

Cost: $-$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engineering

2.19 Construct off-road multimodal path



Figure 61: *Off-road multimodal path (Credit: Stantec)*

Sidewalks, trails, and greenways are designated paths for pedestrians and bicyclists that students can use to safely walk or bike to school. A complete network of these paths is vital for students to be able to have a safe route to school. Incomplete networks force pedestrians to walk on the street or in other unsafe conditions. While Cheyenne has developed their sidewalk network for decades, many were built prior to the current ADA standards, and they should be widened to meet current standards. This is already a part of the City's plans and will help create a safe and enjoyable walking environment for students. The Greater Cheyenne Greenway is often recognized for its recreational benefits, but it also serves as walking and bicycling corridors to school and other destinations. Multi-use paths and greenways are wider than a standard sidewalk and may be constructed adjacent to roads, through parks or open space areas, along creeks and linear corridors, such as abandoned railroad lines, and on routes to school.

Best Practices and Further Considerations:
Sidewalks, trails, or greenways constructed adjacent to streets should have some type of buffer to separate the path area from the adjacent travel lane. Consider using buffer area for landscaping, native plantings, or green stormwater infrastructure. Consider using concrete instead of asphalt for shared used paths and greenways to minimize negative impact on bikes from summer heat and reduce the urban heat island effect. Using colored concrete can help visually differentiate the path from the road or sidewalk. Pair with signage and wayfinding signage to schools.

Timeline: Six months or more from project initiation to completion. Constructing a new path takes planning, design, and construction efforts, like sidewalks.

Additional Resources:

- https://www.plancheyenne.org/wp-content/uploads/2022/10/2022-Greenway.pdf

Cost: $-$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)
- Transportation Infrastructure Finance & Innovation Act (TIFIA)

Relevant E's:

Engineering

2.20 Install human-scale lighting and/or wayfinding



Figure 62: *Pedestrian lamps (Credit: Washington University in St. Louis)*

Safe sidewalks are essential components of good pedestrian environments, and well-lit environments convey a feeling of comfort and safety, particularly at night. Lighting should illuminate the sidewalk and roadway crossings to increase pedestrian visibility. Lighting is also an important element for multi-use pathways, at underpasses and at other isolated locations. Lights should be low enough to the street to increase pedestrian visibility to road users and light their walking path. In addition, wayfinding in urban environments can include traditional signage with digital solutions, such as mobile apps and interactive kiosks. Lighting in combination with wayfinding.

Best Practices and Further Considerations: It is important to design the roadway lighting so that it not only improves motorist visual quality, providing increased contrast for seeing hazards, but it illuminates conflict areas while minimizing environmental impacts of light at night. Employing lighting systems that are easily maintainable and minimize energy use should be considered.

Timeline: Wayfinding can be created at any time. Installing lighting takes more time as engineering design is needed. A few months at most for design, however, ordering, acquiring and installing lights may take longer.

Additional Resources: SRTS Guide: Street Lighting (saferoutesinfo.org)

Cost: $$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:

Engagement
Education
Engineering

2.21 Implement shared street concepts



Figure 63: *Residential shared street (Credit: National Association of City Transportation Officials)*

Shared street concepts can help address multiple conflict points and provide safer roads for all users – pedestrians, bikers, transit users, and drivers, prioritizing public spaces while accommodating all transportation modes at low speeds. Shared streets may include sidewalks, shared use paths, separated bike lanes, sheltered transit stops, and other features to encourage multi-modal transportation along the corridor. This solution can be coordinated with Cheyenne's capital improvement plan. Shared street concepts should be considered when a road is being reconstructed in the future and can be improved to increase safety for all modes of transportation. An example of a shared street concept is a roadway that includes a chicane.

Chicanes are curb extensions or islands staggered on either side of the road, creating a serpentine path for vehicles. Drivers are forced to slow down in order to effectively maneuver through the obstacles. The best areas for this application are local streets, especially near school sites. Cheyenne allows chicanes on both local and collector roads.

Best Practices and Further Considerations:
Shared Street concepts can include anything from street furniture which can help define a shared space to staggering blocks of landscaping to create a chicane effect. With chicanes, make sure to design and mark well for easy recognition by snow plowing

personnel as they can pose challenges for winter maintenance. To minimize drainage impacts, these can be installed as edge islands with a 1–2-foot gap where necessary. However, if it is practical to extend the curb, this can maximize pedestrian space and can be enhanced with other amenities such as benches, bicycle parking, and landscaping. Consider including signing and striping to warn drivers about the bend in the road.

Timeline: Can be implemented at any time. Chicane construction will most likely happen during the construction season.

Additional Resources: Residential Shared Street | National Association of City Transportation Officials (nacto.org)

Cost: $-$$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Relevant E's:

Education Evaluation Engineering

Typical Funding Sources:

- Accelerated Innovation Deployment (AID)
- Active Transportation Infrastructure Investment Program
- Congestion Mitigation and Air Quality Program
- Congressionally Directed Spending (Senate) / Community Project Funding (House)
- Highway Safety Program
- Mobility for All Pilot Program Grants
- Public Works & Economic Adjustment Assistance (EAA) Programs
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Thriving Communities Program
- Transportation Alternatives Program (TAP)
- Transportation Infrastructure Finance & Innovation Act (TIFIA)



Figure 64: *Shared street (Credit: DNAinfo Chicago)*

2.22 Regular maintenance of infrastructure

Infrastructure maintenance is key to promoting user safety, ensuring ease of access and to encourage the use of a designated route. All facilities related to infrastructure along school walking routes and within school zones, like sidewalks, crosswalks, bike lanes, roadway shoulders, signs, signals, lighting, storm drains and multi-use paths, require regular maintenance to reduce damage caused by weather and use over time. It is important to keep both the existing and new infrastructure in good condition to increase the lifecycle of the facilities, so it stays safe and operational for all users.

Best Practices and Further Considerations: Many maintenance issues can be reduced if properly addressed early in the planning and design phases before construction begins. A plan can be created to specify the frequency of maintenance and how concerns will be addressed. Typically, the development of this plan is coordinated between Public Works, Planning and Development, the City Engineer, the School District, and any agencies that have jurisdiction over the right-of-way within the school zone. It is recommended that elements that impact pedestrian and bicyclist travel to school, be inspected annually.

Some of these elements include making sure signs are legible, pavement markings and crosswalks are visible, traffic control devices are functioning properly, sidewalks are in good condition, and landscaping is not obstructing views.

Timeline: The plan can be implemented at any time. However, maintenance of pedestrian and bicyclist-related facilities will most likely happen during the construction season but will vary greatly depending on the location, amount of use, and resources available.

Additional Resources: SRTS Guide: Sidewalks (saferoutesinfo.org)

Cost: $-$$ ($ = physical enhancements that can be added to existing corridor for low cost, $$ = partial reconstruction or enhancements that are more costly, $$$ = full reconstruction).

Typical Funding Sources:

- Active Transportation Infrastructure Investment Program
- Highway Safety Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Recreational Trails Program
- Safe Streets and Roads for All (SS4A)
- Surface Transportation Program Block Grant Program (STBGP)
- Transportation Alternatives Program (TAP)

Relevant E's:





Figure 65: *Aerial view of pedestian crossing to McCormick Elementary School (Credit: Cheyenne Police Department)*

3 Recommendations

The context surrounding each school is unique so recommendations for improving safety around each school are unique too. There are also common conditions across sites that can be addressed collectively.

The Safe Routes to School program aims to create a safer, healthier, and more accessible environment for students traveling to and from school. The following recommendations are designed to build on the successes of the initial implementation and address any existing and anticipated safety concerns adjacent to each of the 45 schools. These recommendations are informed by comprehensive evaluations, community feedback, and best practices from successful SRTS programs nationwide. By adopting these strategies, LCSD1, private schools, City of Cheyenne, Laramie County, Cheyenne MPO, WYDOT, and other stakeholders can enhance the safety, convenience, and appeal of active transportation as a preferred mode choice to school, ensuring that all students have the opportunity to benefit from healthy and active lifestyle.

Recommendations are based on the six E's introduced in the "Strategy Toolbox" section and focus on areas specific to each of the 45 schools. Recommendations at each school are tailored to address specific needs and opportunities identified during the planning and implementation phases, with the ultimate goal of fostering a sustainable and effective SRTS program. Individual maps of each school site highlight recommendations for improvements based on needs identified through data, site visits, and input solicited through the study's engagement process.

For the purpose of this plan, recommendations are highlighted around each school's respective half-mile buffer - a distance people are typically willing to walk or roll. Improvements that are outside of the half-mile buffer are addressed under a different school. Please note that all engineering solutions should be further studied to ensure engineering feasibility.

This plan has been developed to be user-friendly. Please feel free to use the navigation buttons on the right and top left-hand corner to browse through the section and document for your convenience.

Each recommendations were given a priority ranking –low, medium, or high—based on stakeholder/public feedback and deficiencies and gaps identified within the existing transportation network. The main purpose of the Cheyenne SRTS Plan Update is to provide recommendations and solutions that will not only enhance roadway safety for students, parents/guardians, staff, teachers, etc. but also encourage walking, biking, and/or rolling to school. Therefore, recommendations ranked as "High Priority" focuses on eliminating trail/sidewalk gaps; poor existing conditions facilities/infrastructures; safety concerns identified by stakeholders/public; and, locations where additional feasibility study is needed for better understanding of safety and traffic operation needs.



Figure 66: *Students walk, scoot, and bike to school (Credit: Safe Routes Partnership)*

Recommendations that meet minimum requirements but could be improved to implement best practices (i.e., marked crossing vs. unmarked crossing; intersection improvements, etc.) were categorized as "Medium Priority". For example, wide crossing distances at intersections increase conflict points for non-motorists and are deemed less safe. Curb extensions at intersections are recommended as best practices to implement traffic calming effects and reduce crossing distances for non-motorists. Curb extensions are best practice features that could improve non-motorist safety but, may not be a required roadway feature depending on the roadway jurisdiction. Additionally, "Medium Priority" recommendations also highlights potential quick build projects that would allow the City, County, and WYDOT to explore as demonstration projects. "Low Priority" recommendations are not immediate needs to improve existing safety deficiencies but more proactive measures that would continue to enhance safety at a higher level. These are recommendations at locations and areas where there may not be a safety concern or issue but, further safety enhancement would improve user experience for those walking, biking, and/or rolling. For example, an existing marked crossing with wide crossing distances to incorporate a curb bump out or converting an on-street bikeway to a protected bike lane are potential "Low Priority" recommendations for when future funding becomes available. "Low Priority" projects are not immediate needs to improve existing safety deficiencies but more pro-active measures that would continue to enhance safety at a higher level.

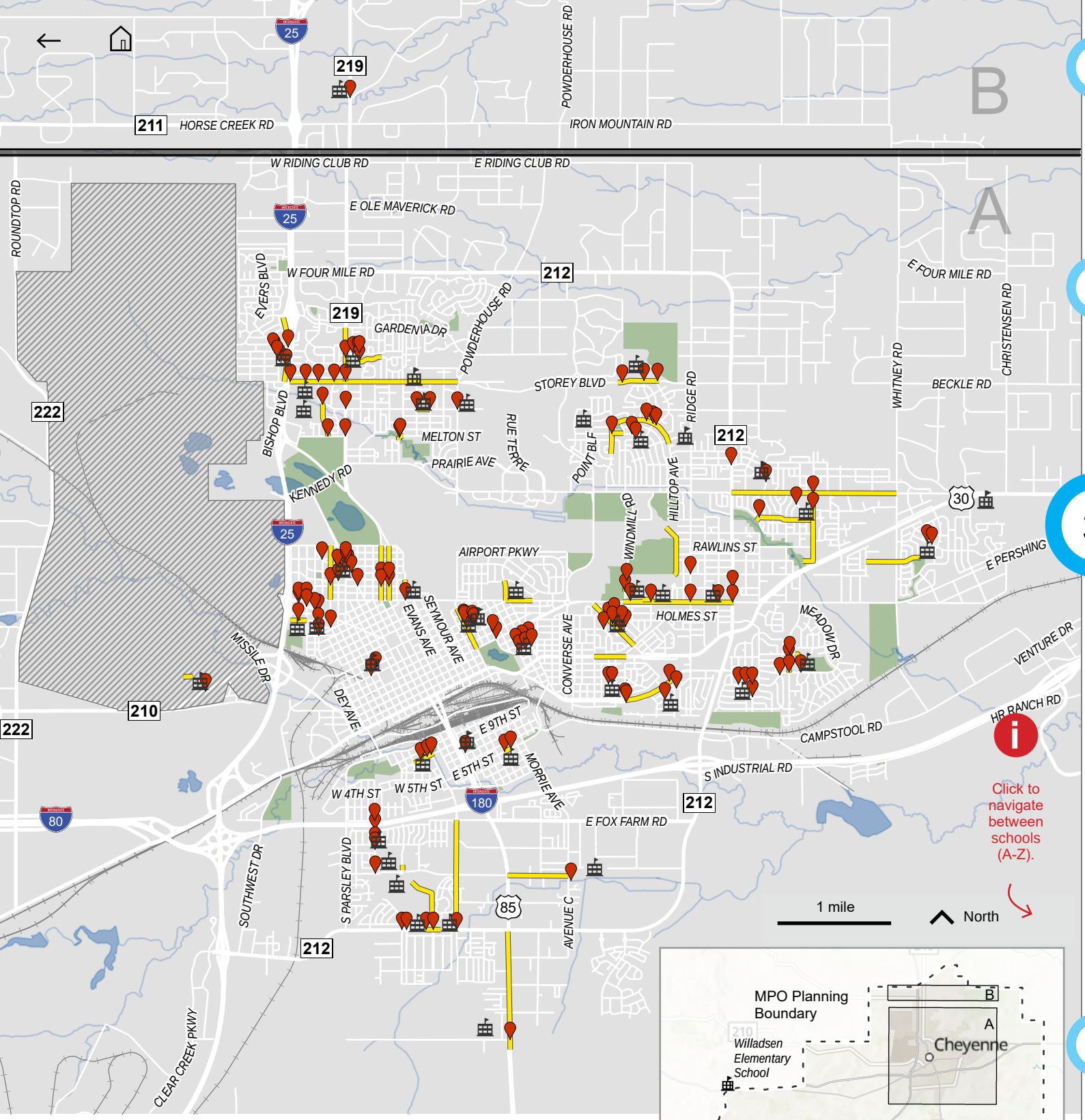


Figure 67: *Recommendations for Improvements Map*

- School
- Warren Air Force Base
- Park
- Lake
- Creek
- Railroads
- Safety Improvement Opportunity (Segment)
- Safety Improvement Opportunity (Spot location)

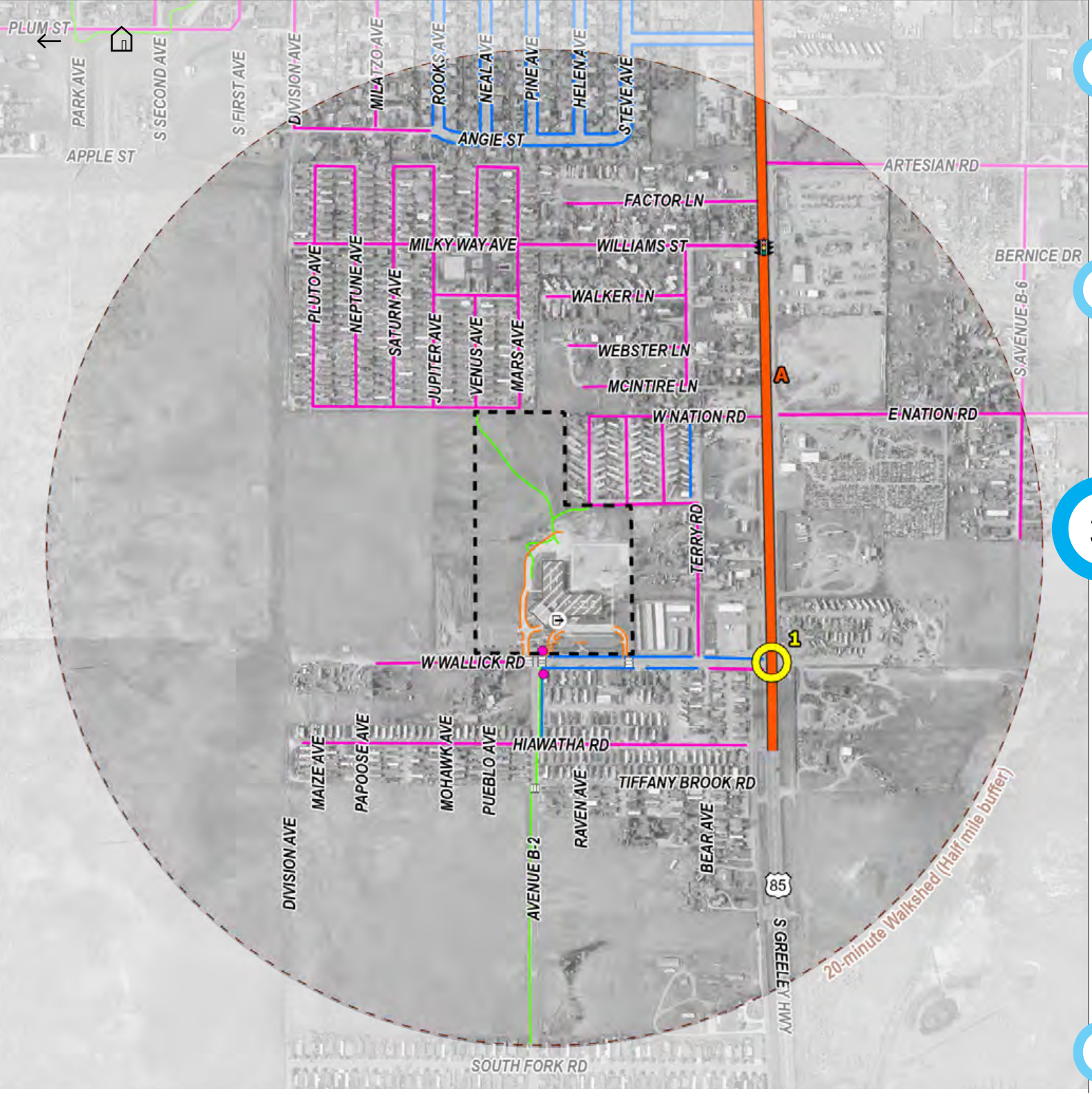


Figure 68: *Afflerbach Recommendations Map*

1000 feet

North

3.1 **Afflerbach** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Afflerbach Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
1	Intersection of W Wallick Rd and S Greeley Hwy	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and traffic speed on S Greeley Hwy is fast. During the study's public engagement events, many residents living on the east side of Greeley Hwy have expressed difficulty and safety concerns crossing the corridor.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline:● -Install crossing signal (See Section 2.6.9) | Cost: $$$ \| Timeline:●● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
A	S Greeley Hwy/ US 85	Corridor experiences high traffic speeds and lacks pedestrian connections, contributing to unsafe crossing opportunities and access to areas on either sides of the corridor; S Greeley Hwy is the only north-south route within the area.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	WYDOT	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

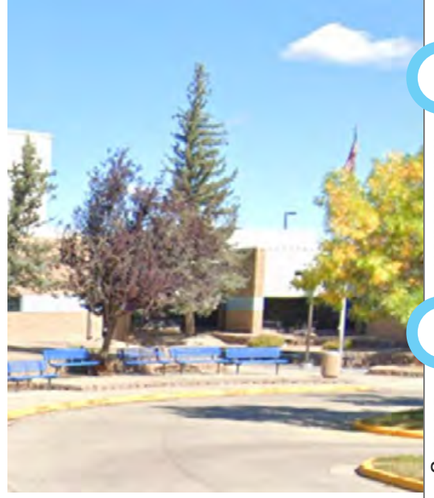


Figure 69: *Afflerbach Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

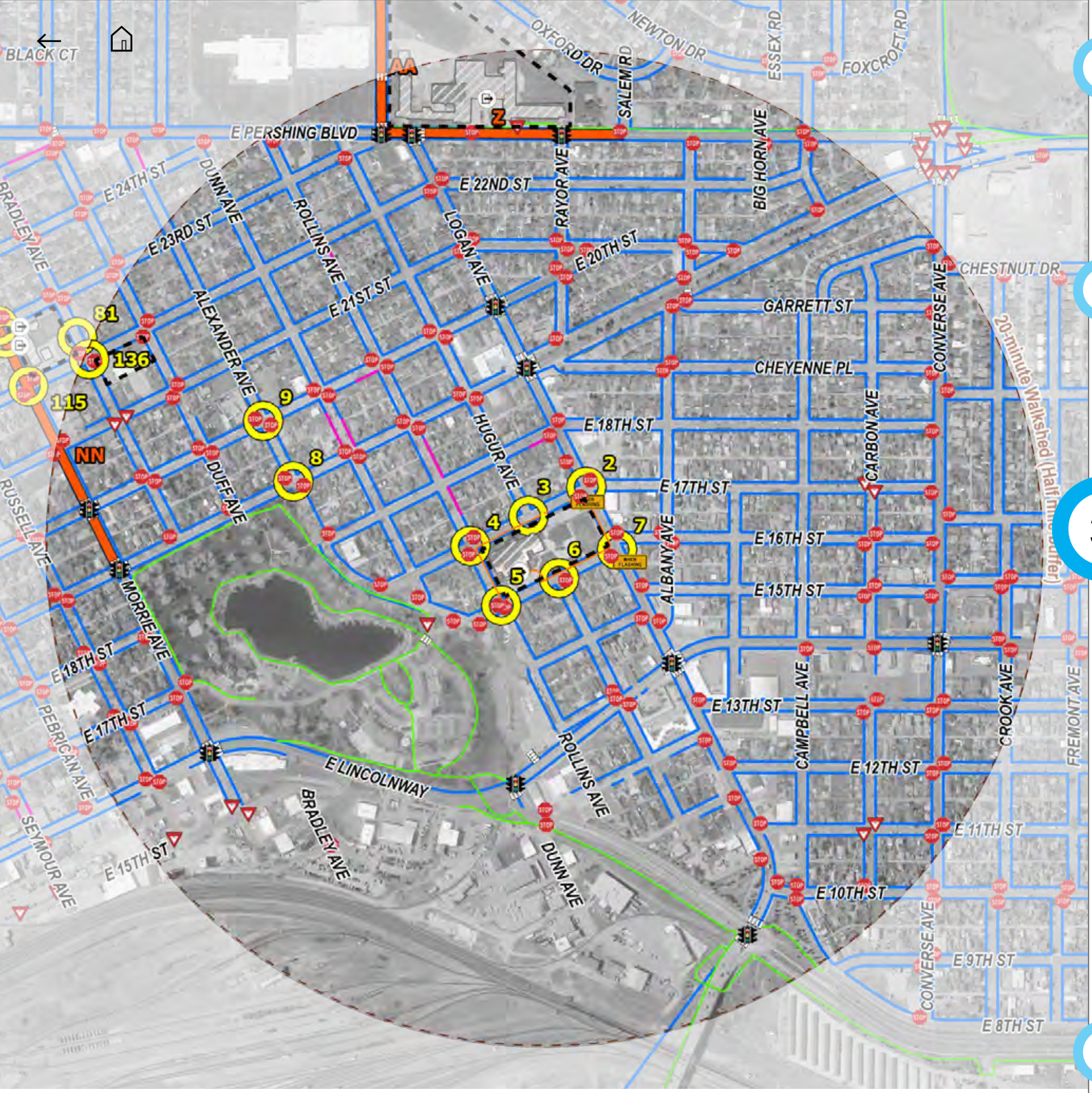


Figure 70: *Alta Vista Recommendations Map*

3.2 Alta Vista Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Alta Vista Elementary (1/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
2	Intersection of Logan Ave and E 17th St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
3	Intersection of Hugur Ave and E 17th St	Intersection has inadequate crossing opportunities and does not have marked crossings. Additionally, crossing widths are wide and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
4	Intersection of Rollins Ave and E 16th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
5	Intersection of Rollins Ave and E 17th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
6	Intersection of Hugur Ave and E 16th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
7	Intersection of Logan Ave and E 16th St	Intersection has inadequate crossing opportunities and crossing widths are wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
8	Intersection of Alexander Ave and E 19th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
9	Intersection of Alexander Ave and E 20th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
136	Intersection of Bradley Ave and E 22nd St	Intersection has inadequate crossing opportunities and crossing widths are wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium

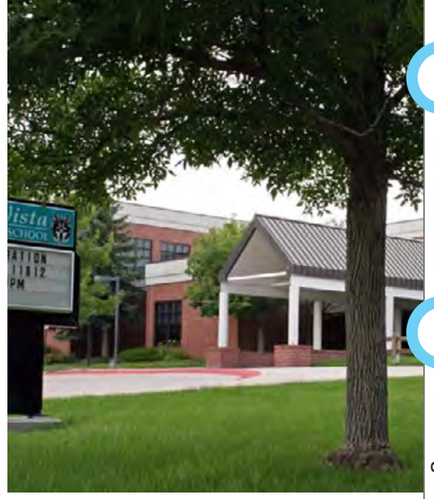


Figure 71: *Alta Vista Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Alta Vista Elementary (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
Z	E Pershing Blvd from Concord Rd to Salem Rd	Pershing Blvd have high speed traffic which does not provide a safe environment for nonmotorists. Crossing width of Pershing Blvd is wide, increasing conflict points.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Narrow width of drive lanes to minimum standard (See Section 2.6.1)\| Cost: $ to $$$| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
AA	Concord Rd from Oxford Dr to E Pershing Blvd	Corridor experiences high traffic speeds, contributing to unsafe crossing opportunities and access to areas on either sides of the corridor.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
NN	Morrie Ave from E 25th St to E 19th St	Drivers are often observed to be speeding along this segment and failing to yield where required. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Conduct a pilot program to test an improve crossing (See Section 2.6.4) \| Cost: $ to $$| Timeline: ● to ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by “$” (lower), “$$” (medium), or “$$$” (high-cost). Anticipated timeline to implement each recommendation is represented by “●” (shorter), “●●” (medium), or “●●●” (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 72: *Anderson Recommendations Map*

1000 feet

North

3.3 **Anderson** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Anderson Elementary

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
10	Intersection of Pattison Ave and Mountain Rd	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
11	Intersection of Storey Blvd and Chief Washakie Ave	Intersection lacks safe crossing opportunity for nonmotorists with high traffic speed along Storey Blvd.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
23	Intersection of Pattison Ave and Pineridge Ave	The intersection experiences visibility constrains due to the intersecting angle of the two roadways. Nonmotorists do not feel safe traveling the through this intersection due to unpredictable driver behavior.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
27	Intersection of Windmill Rd and Pineridge Ave	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
B	Hilltop Ave from Chapel Hill Dr to Luck Pl	This segment of Hilltop Ave experiences visibility constrains due to the curved road alignment. Drivers are often observed to be speeding along this segment.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
C	Mountain Rd from Roundtop Dr to Plainview Rd	This segment of Mountain Rd is wide and experiences visibility constrains due to the curved road alignment. Drivers are often observed to be speeding along this segment. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
D	Pattison Ave from Mountain Rd to Chapel Hill Dr	This segment lacks sidewalk connections on the northside.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
JJ	Storey Blvd from Chief Washakie Ave to Canyon Rd	Segment experiences high traffic speeds and the existing crossing distance in a location that generates large foot and bicycle traffic, the crossing widths are wide.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 73: *Anderson Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

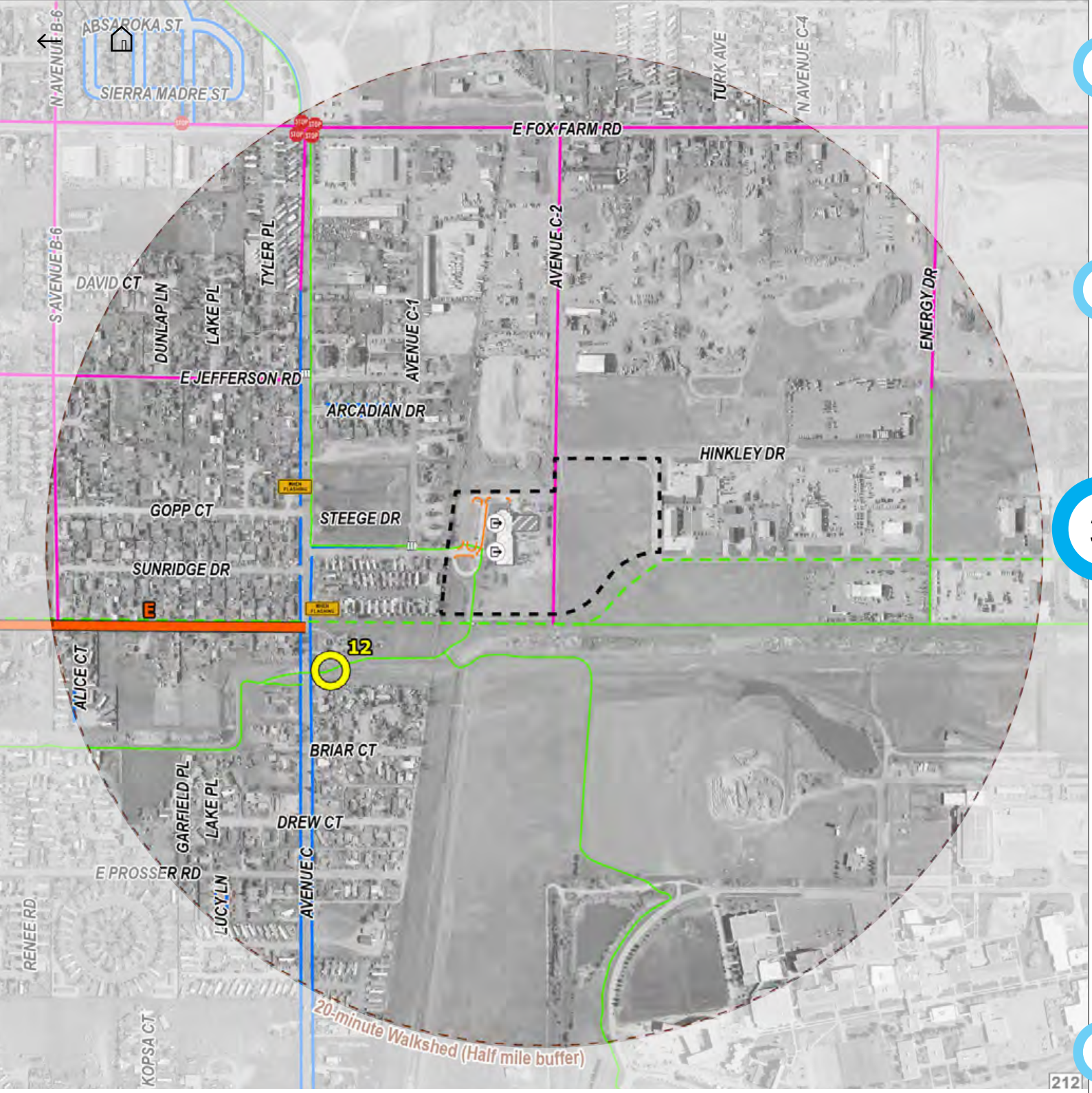


Figure 74: *Arp Recommendations Map*

1000 feet

North

3.4 **Arp** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Arp Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
12	Greenway east of Avenue C	This segment of the greenway experiences frequent flooding.	Consider: -Construct off-road multimodal path (See Section 2.6.19) or find ways to elevate the trail segment that is currently experiencing flooding| Cost: $ to $$| Timeline: ●●	Laramie County	High
E	E Allison Rd from S Greeley Hwy to Avenue C	This segment lacks trail/sidewalk connections; "Planned Greenway" segment has also been identified by the Cheyenne MPO	Consider: -Require as development exaction (See 2.6.13)| Cost: $ | Timeline: ● to ●●● -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ●	Laramie County	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Greenway" segment has also been identified by the	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 75: *Arp Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

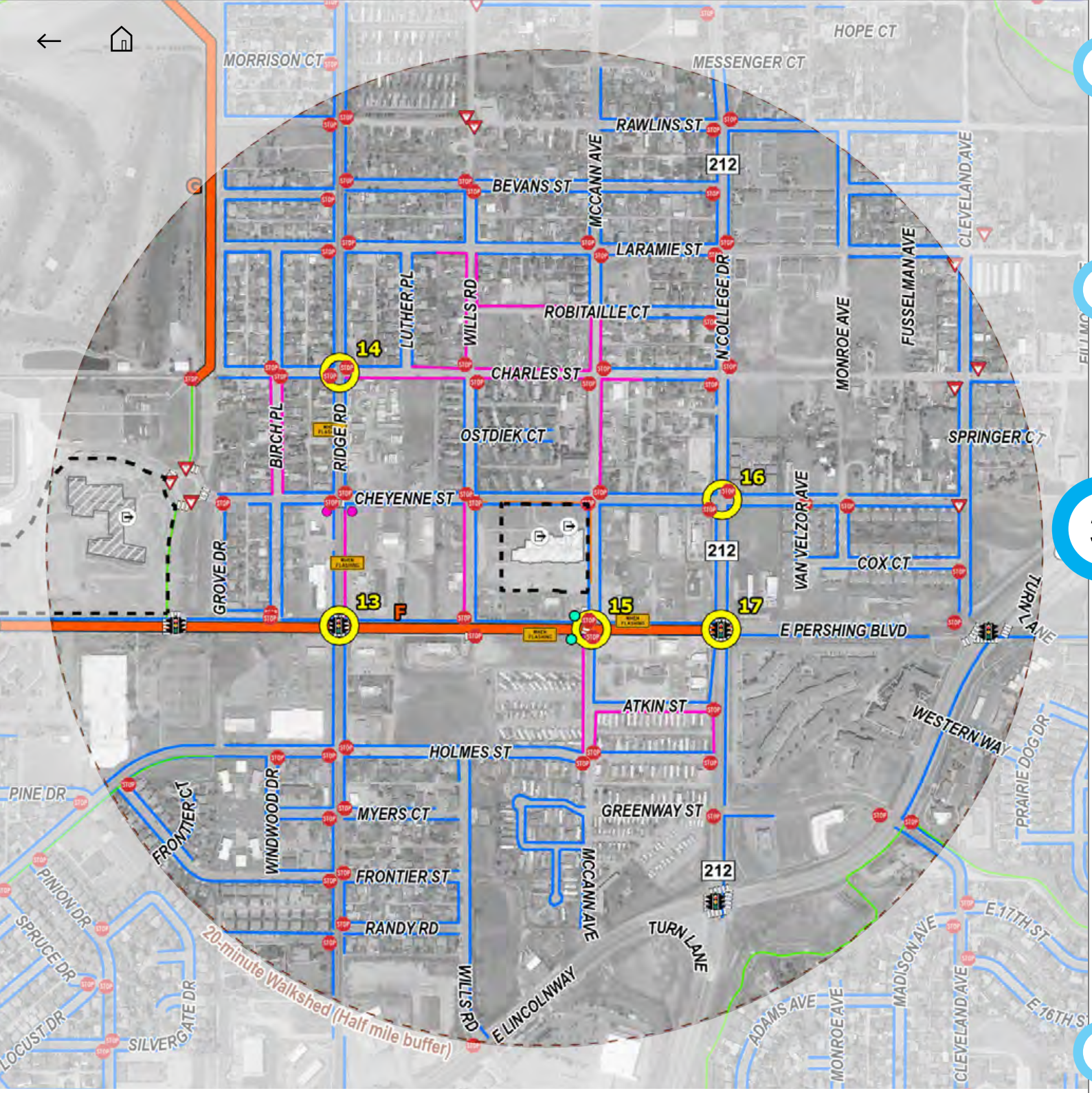


Figure 76: *Baggs Recommendations Map*

1000 feet

North

3.5 **Baggs** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Baggs Elementary

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
13	Intersection of Pershing Blvd and Ridge Rd	Intersection has inadequate crossing opportunities and the existing sidewalk is in poor condition. Regular maintenance is needed.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Regular maintenance of infrastructure (See Section 2.6.22) \| Cost: $ to $$ | Timeline: ● to ●●	City of Cheyenne	High
14	Intersection of Ridge Rd and Charles St	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
15	Intersection of E Pershing Blvd and McCann Ave	Intersection lacks safe crossing opportunity for nonmotorists (i.e., crossing width is wide, McCann Ave is misaligned through the intersection, drivers fail to yield) even with the new pedestrian hybrid beacon.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
16	Intersection of Cheyenne St and N College Dr	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
17	Intersection of E Pershing and N College Dr	Intersection lacks safe crossing opportunity for nonmotorists (i.e., crossing width is wide) and marked crossing needs to be repainted.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
F	E Pershing Blvd from Windmill Rd to N College Dr	Pershing Blvd has high speed traffic which does not provide a safe environment for nonmotorists. Crossing widths of Pershing Blvd are too wide and unpredictable driver behavior poses safety concerns for nonmotorists (i.e., drivers failing to yield).	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
G	Grove Drive/T-Bird Dr from Charles St to greenway	This segment lacks trail/sidewalk connections.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 77: *Baggs Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

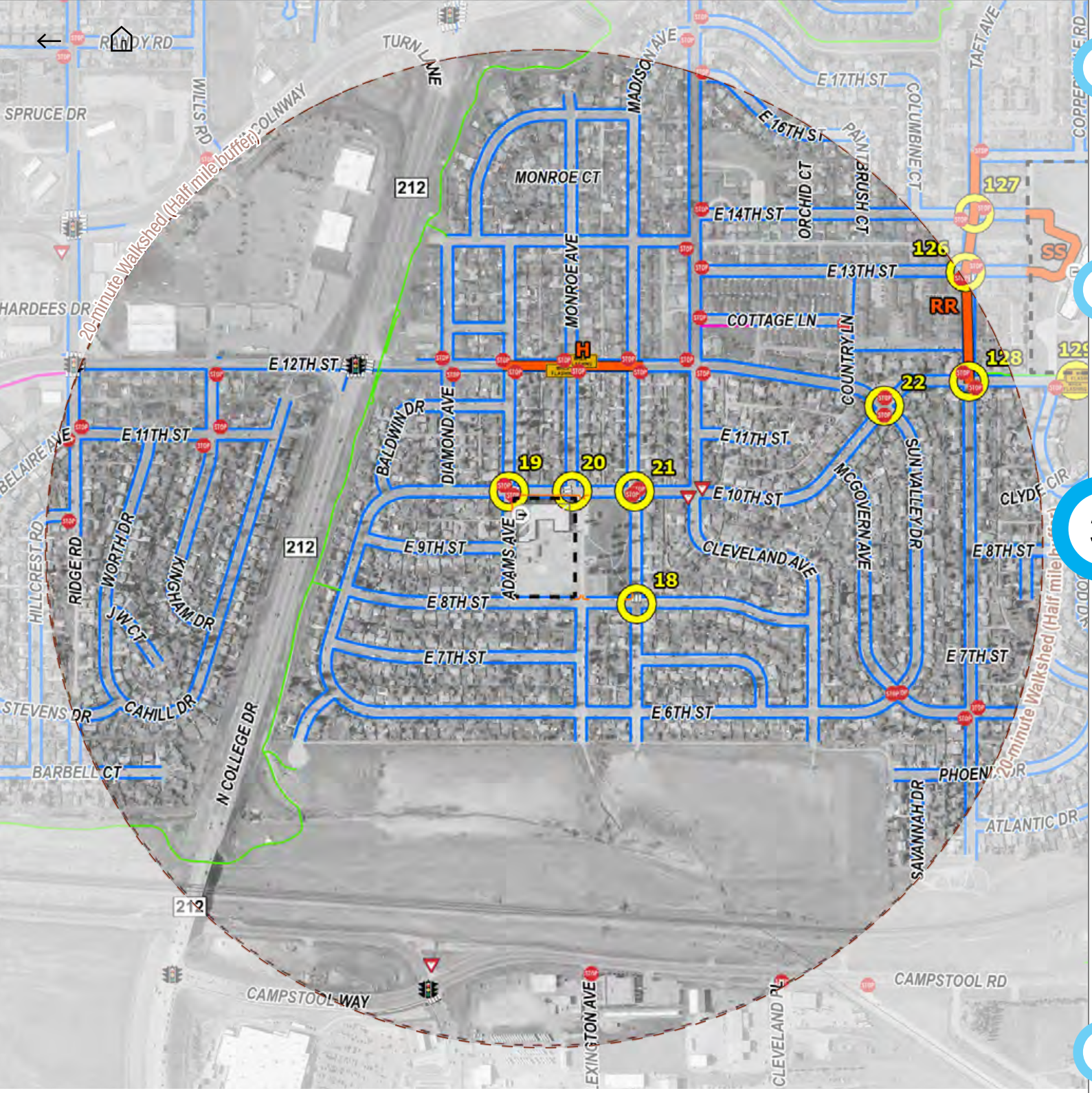


Figure 78: *Bain Recommendations Map*

1000 feet

North

3.6 **Bain** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Bain Elementary

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
18	Intersection of E 8th St and Madison Ave	Intersection lacks safe crossing opportunity for nonmotorists even with the marked crossing.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
19	Intersection of E 10th St and Adams Ave	Intersection lacks safe crossing opportunity for nonmotorists even with the marked crossing.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
20	Intersection of E 10th St and Monroe Ave	Intersection lacks safe crossing opportunity for nonmotorists even with the marked crossing.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
21	Intersection of E 10th St and Madison Ave	Intersection lacks safe crossing opportunity for nonmotorists even with the marked crossing.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
22	Intersection of E 10th St and Sun Valley Dr	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
126	Intersection of E 14th St and Taft Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
128	Intersection of E 12th St and Taft Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
H	E 12th St from Adams Ave to Madison Ave	Segment experiences high traffic speeds and lacks safe crossing opportunity for nonmotorist despite the presence of a marked crossing due to observed poor driver behavior -failing to yield.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
RR	Taft Ave from Continental Pl to E 12th St	Crossing width is wide and there lacks safe crossing opportunities; there is only one marked crossing at E 13th St and Taft Ave. Additionally, it has been observed that drivers often speed along this corridor and unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 79: *Bain Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

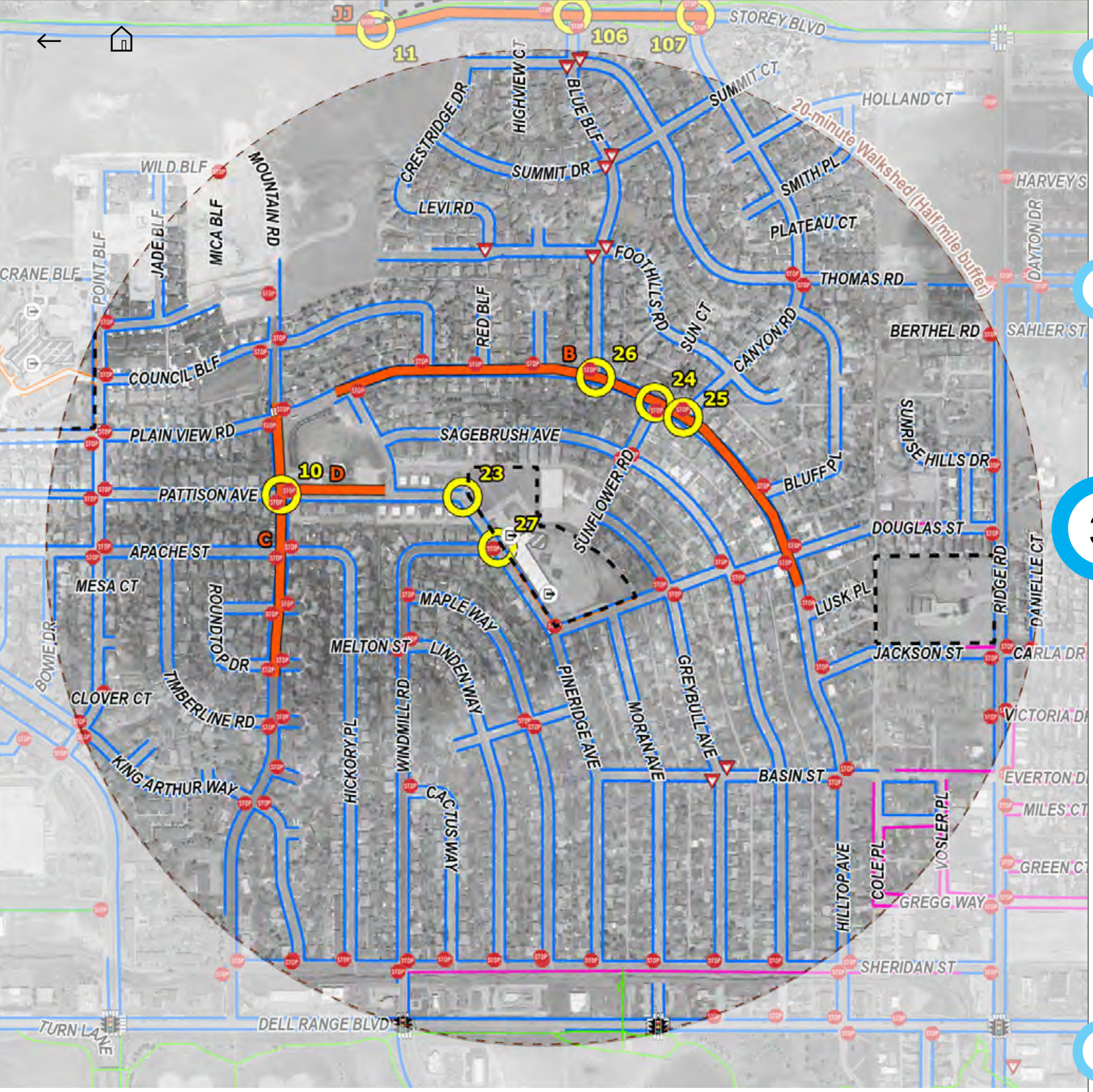


Figure 80: *Buffalo Ridge Recommendations Map*

1000 feet

North

3.7 **Buffalo Ridge** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Buffalo Ridge Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
10	Intersection of Pattison Ave and Mountain Rd	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
23	Intersection of Pattison Ave and Pineridge Ave	The intersection experiences visibility constrains due to the intersecting angle of the two roadways. Nonmotorists do not feel safe traveling the through this intersection due to unpredictable driver behavior.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
24	Intersection of Hilltop Ave and Sunflower Rd	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
25	Intersection of Hilltop Ave and Canyon Rd	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
26	Intersection of Hilltop Ave and Blue Blf	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
27	Intersection of Windmill Rd and Pineridge Ave	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
B	Hilltop Ave from Chapel Hill Dr to Luck Pl	This segment of Hilltop Ave experiences visibility constrains due to the curved road alignment. Drivers are often observed to be speeding along this segment.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
C	Mountain Rd from Roundtop Dr to Plainview Rd	This segment of Mountain Rd is wide and experiences visibility constrains due to the curved road alignment. Drivers are often observed to be speeding along this segment. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
D	Pattison Ave from Mountain Rd to Chapel Hill Dr	This segment lacks sidewalk connections on the northside.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 81: *Buffalo Ridge Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

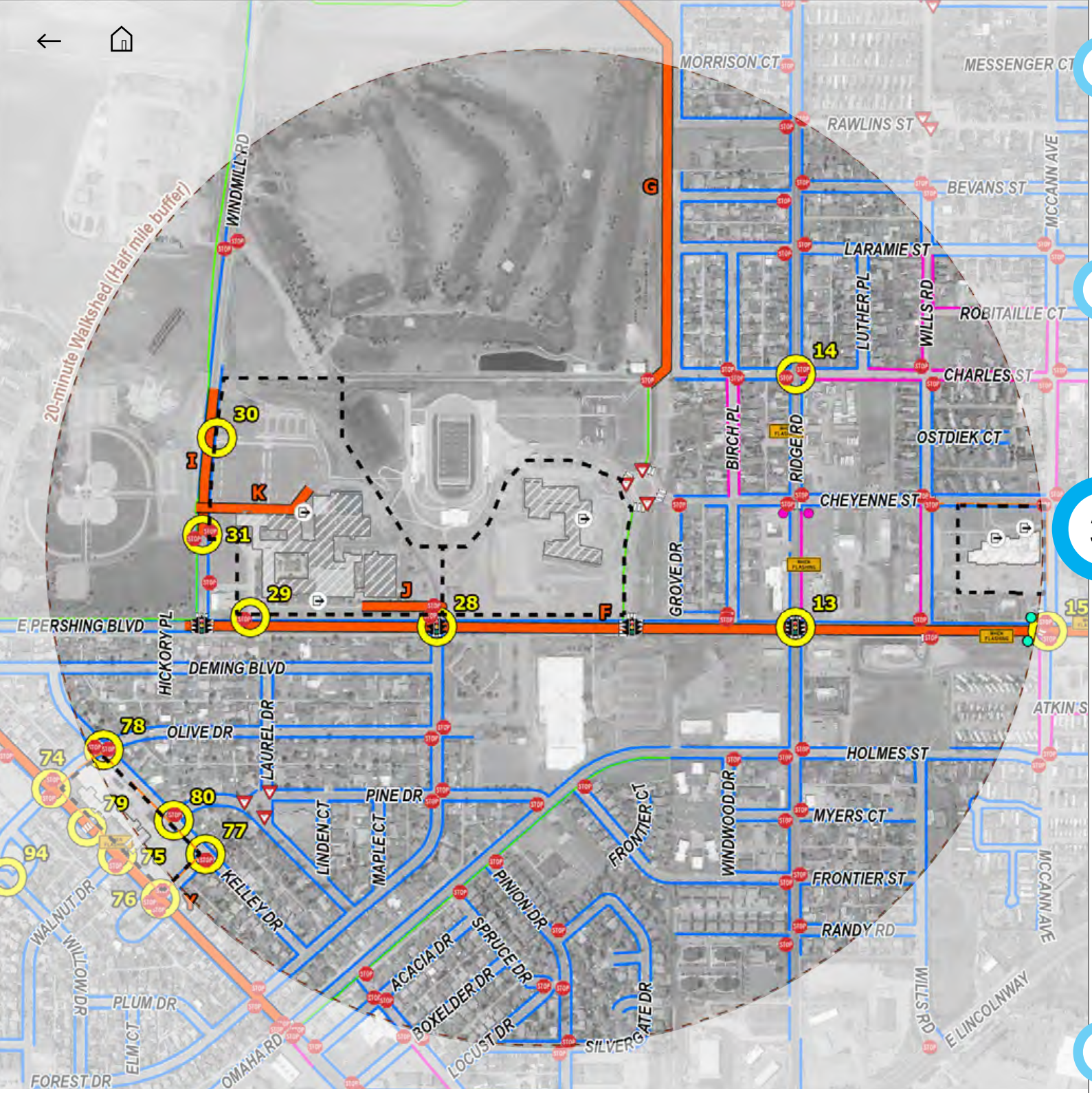


Figure 82: *Carey Recommendations Map*

3.8 **Carey** Junior High

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Carey Junior High (1/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
13	Intersection of Pershing Blvd and Ridge Rd	Intersection has inadequate crossing opportunities and the existing sidewalk is in poor condition. Regular maintenance is needed.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.10) \| Cost: $$ to $$$ \| Timeline: ●● -Regular maintenance of infrastructure (See Section 2.6.22) \| Cost: $ to $$ | Timeline: ● to ●●	City of Cheyenne	High
14	Intersection of Ridge Rd and Charles St	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
15	Intersection of E Pershing Blvd and McCann Ave	Intersection lacks safe crossing opportunity for nonmotorists (i.e., crossing width is wide, McCann Ave is misaligned through the intersection, drivers fail to yield)	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
28	Intersection of Pershing Blvd and Forest Dr	Frequently observed that drivers fail to yield during right-turns. Despite the presence of a traffic signal and marked crossings, crossing opportunity can be improved given deteriorating marked crossing paint on the ground, wide crossing width over Pershing Blvd, etc.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Install crossing signal (See Section 2.6.9) | Cost: $$$ \| Timeline: ●● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
29	Intersection of Pershing Blvd and access to East High School	This driveway experiences an influx of vehicles entering campus -especially it being the entrance to the high school and there are students driving to and from school. Large traffic volumes pose safety concern for nonmotorists crossing the driveway.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
30	Intersection of Windmill Rd and access to East High School	This driveway experiences an influx of vehicles exiting campus -especially it being an access to the high school and there are students driving to and from school. Large traffic volumes pose safety concern for nonmotorists crossing the driveway.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
31	Intersection of Windmill Rd and access to East High School	Intersection lacks safe crossing opportunity for nonmotorists between the park and school.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
77	Intersection of Kelley Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
78	Intersection of Olive Dr and Kelley Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium



Figure 83: *Carey Street View*

E's

Junior High Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Asphalt Art Programs
- Free Helmets and Bike Locks
- Walk and Roll to School Day
- Suggested Routes (Maps & Wayfinding)
- Student Led Education Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Carey Junior High (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
80	Intersection of Kelley Dr and Spruce Dr	This marked crossing is wide and parked cars adjacent to the crosswalk can pose visibility constraint of nonmotorists trying to cross.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Medium
F	E Pershing Blvd from Windmill Rd to N College Dr	Pershing Blvd have high speed traffic which does not provide a safe environment for nonmotorists. Crossing widths of Pershing Blvd are too wide and unpredictable driver behavior poses safety concerns for nonmotorists (i.e., drivers failing to yield).	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
G	Grove Drive/T-Bird Dr from Charles St to greenway	This segment lacks trail/sidewalk connections.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
I	Windmill Rd in front of East High School	Segment experiences high traffic speed -especially northbound- and roadway width widens. Without no dedicated turn lanes into East High School parking lot, this contributes to congestion during school start and end times.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
J	Off-road segment between Carey Jr. High and East High School	This segment lacks trail/sidewalk connections to existing network.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
K	Off-road segment on East High School campus	This segment lacks trail/sidewalk connections to school building.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$\| Timeline: ●● -Install new sidewalk (See Section 2.6.17) \| Cost: $$ | Timeline: ●●	School	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

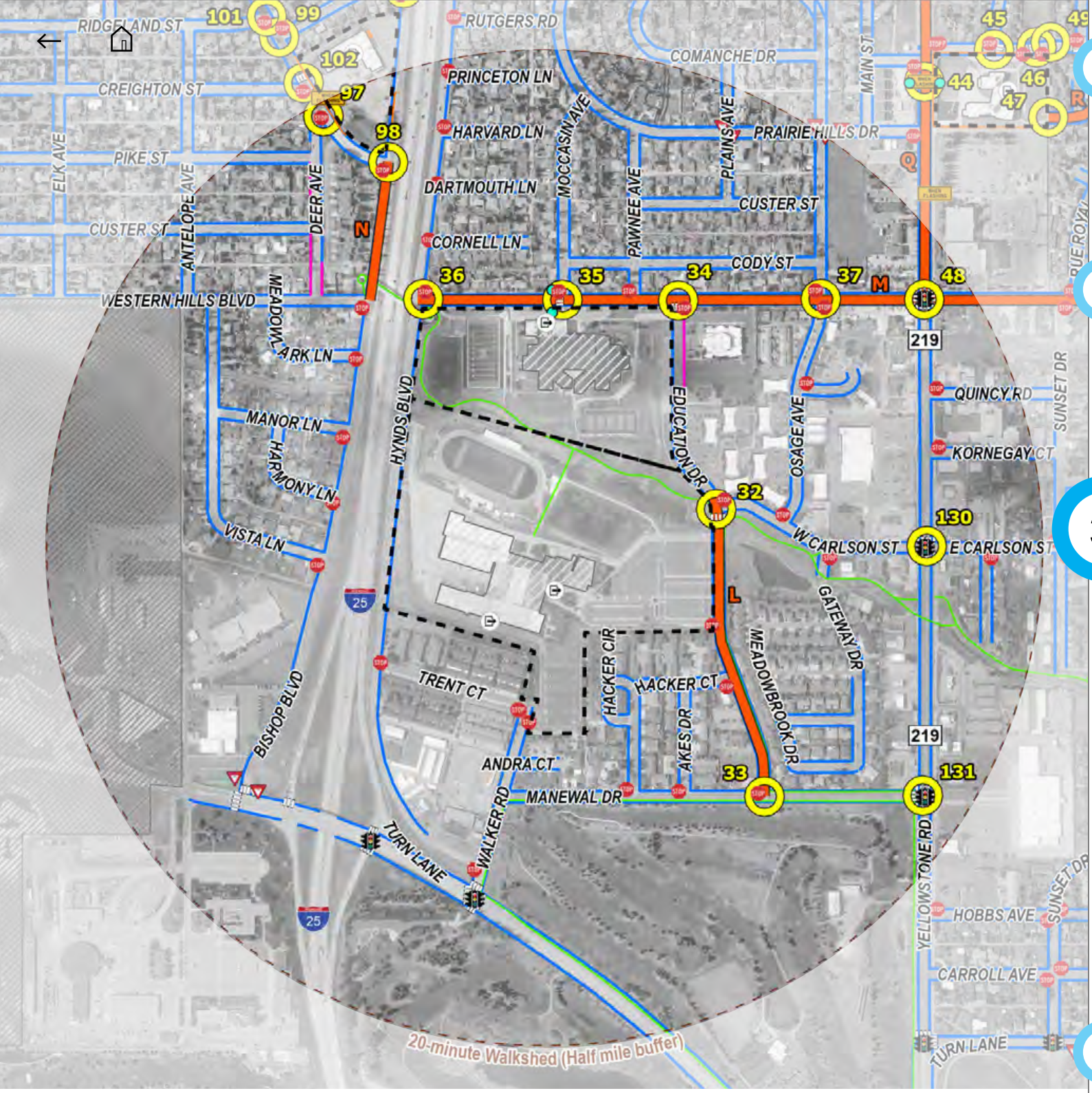


Figure 84: *Central Recommendations Map*

1000 feet

North

3.9 Central High

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Central High (1/2)

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
32	Intersection of Education Dr and W Carlson St	Intersection has large numbers of nonmotorists crossing but drivers are often observed to be speeding or failing to come to a full stop at the intersection despite stop signage.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
33	Intersection of Manewal Dr and Education Dr	Intersection has inadequate crossing opportunities and experiences large traffic volumes generated by schools; Manewal Dr experiences high traffic speed.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
34	Intersection of Education Dr and Western Hills Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
35	Intersection of Western Hills Blvd and Moccasin Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
36	Intersection of Western Hills Blvd and Hynds Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
37	Intersection of Western Hills Blvd and Osage Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
48	Intersection of Yellowstone Rd and Western Hills Blvd	This is an intersection of two busy roadways with wide crossing widths.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
97	Intersection of Deer Ave and Evers Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ●	City of Cheyenne	Low
98	Intersection of Evers Blvd and Bishop Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low

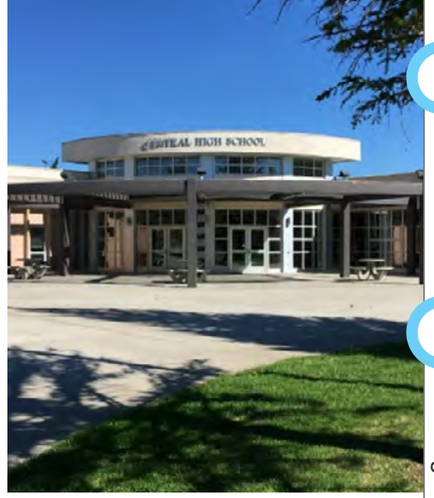


Figure 85: *Central Street View*

E's

High Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Central High (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
130	Intersection of Yellowstone Rd and W Carlson St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
131	Intersection of Yellowstone Rd and Manewal Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
L	Education Dr from W Carlson St to Manewal Dr	Segment experiences high traffic speeds and the existing crossing distance in a location that generates large foot and bicycle traffic, the crossing widths are wide.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
M	Western Hills Blvd from Hynds Blvd to Powderhouse Rd	Western Hills Blvd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
N	Bishop Blvd from Western Hills Blvd to Evers Blvd	While the pedestrian bridge over I-25 provide a safe crossing opportunity for nonmotorists -especially with I-25 identified as a transportation barrier- there is not a dedicated bicycle connection from Western Hills Blvd to Evers Blvd.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
Q	Yellowstone Rd from Western Hills Blvd to Vandehei Ave	Yellowstone Rd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by “$” (lower), “$$” (medium), or “$$$” (high-cost). Anticipated timeline to implement each recommendation is represented by “●” (shorter), “●●” (medium), or “●●●” (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

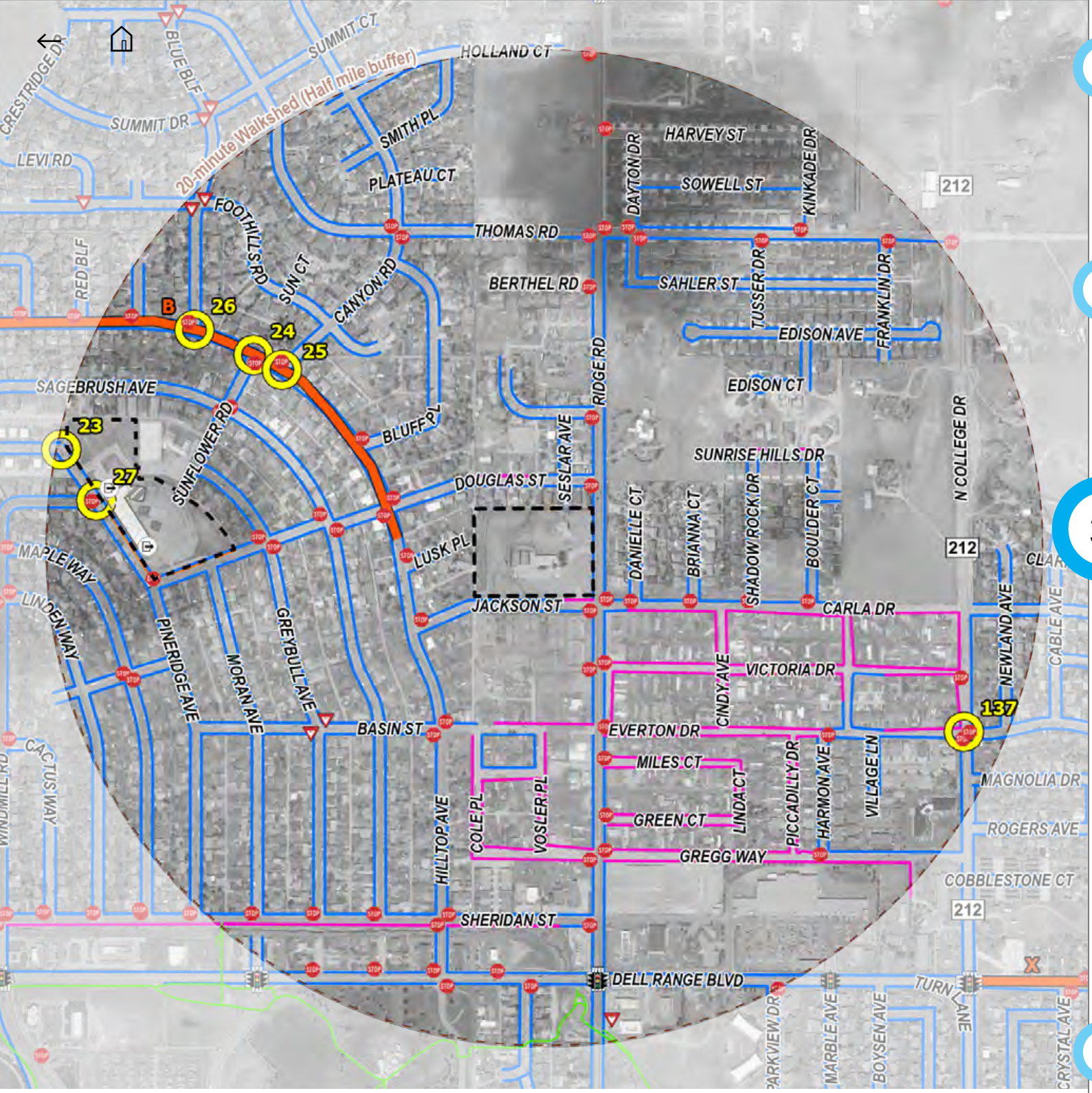


Figure 86: *Cheyenne Classical Recommendation Map*

1000 feet

North

3.10 Cheyenne Classical Academy

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Cheyenne Classical Academy

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
23	Intersection of Pattison Ave and Pineridge Ave	The intersection experiences visibility constrains due to the intersecting angle of the two roadways. Nonmotorists do not feel safe traveling the through this intersection due to unpredictable driver behavior.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
26	Intersection of Hilltop Ave and Blue Blf	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
27	Intersection of Windmill Rd and Pineridge Ave	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
137	Intersection of Everton Dr. and N College Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	"Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●"	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 87: *Cheyenne Classical Street View*

E's

Private Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

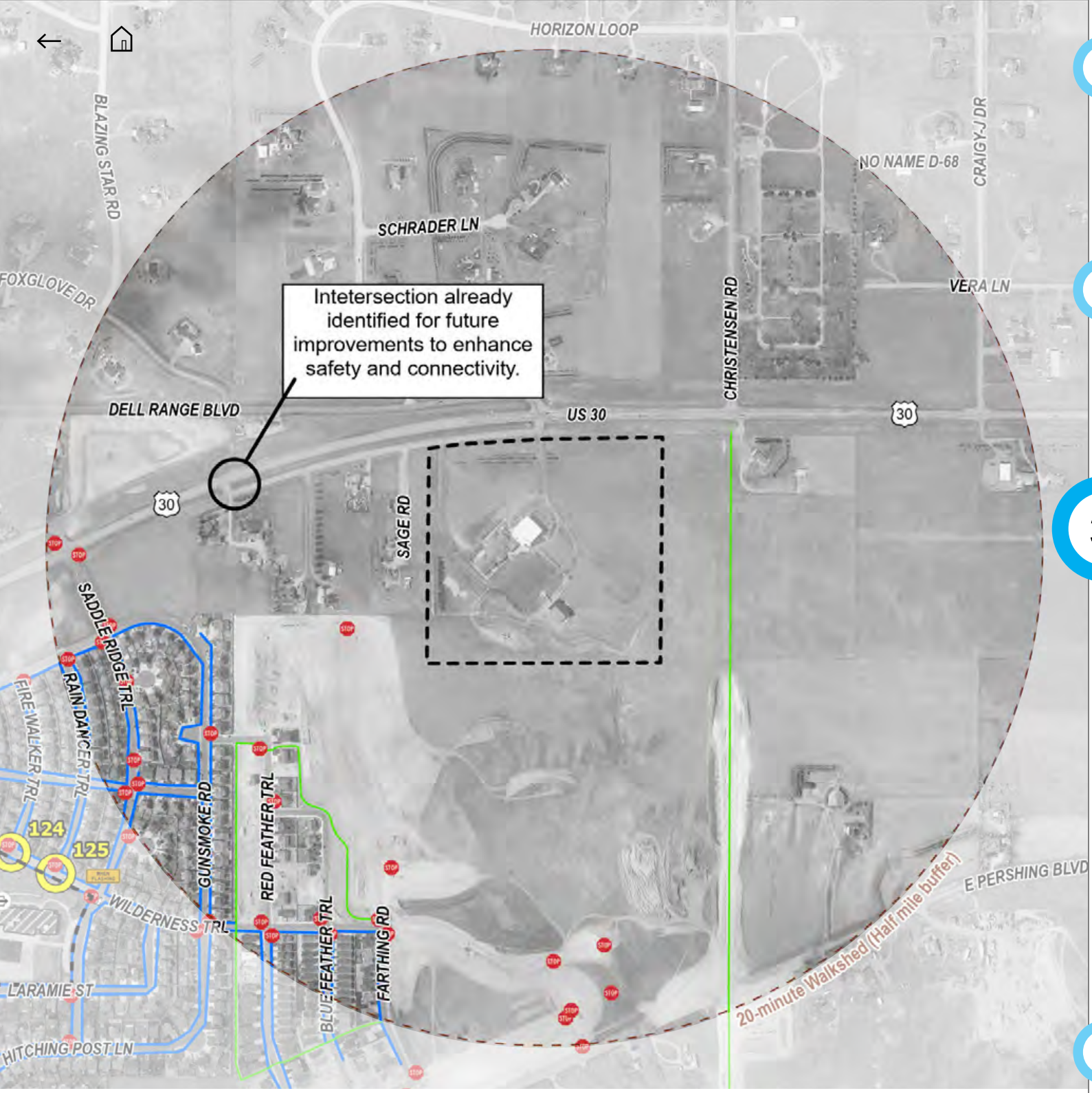


Figure 88: *Cheyenne Hills Recommendations Map*

1000 feet

North

3.11 **Cheyenne Hills** Christian Academy

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Cheyenne Hills Christian Academy

Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
Location is not condusive for walking or biking as access to the campus require people to access Lincoln Hwy. There are no apparent connectivity -sidewalks/trails- that would allow a safe walking/biking environment. New connectivity to the campus from the southwest residential area may be feasible through extending Red Feather Trl to the campus to provide access.				
All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

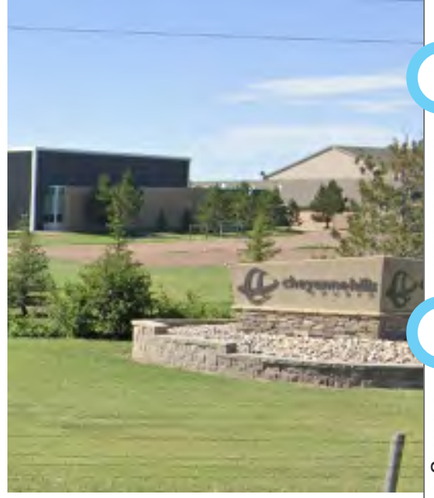


Figure 89: *Cheyenne Hills Street View*

E's

Private Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 90: *Cole Recommendation Map*

1000 feet

North

3.12 **Cole** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Cole Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
39	Intersection of W 9th St and Stanfield Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
40	Intersection of W 9th St and Walterscheid Blvd	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
132	Intersection of Warren Ave and E 7th St	Intersection has inadequate crossing opportunities and does not have marked crossings, especially with the non-motorized crossing providing connectivity over ther interstate.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
O	W 9th St from Walterscheid Blvd to Arkel Way	This segment lacks trail connections to existing network.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 91: *Cole Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

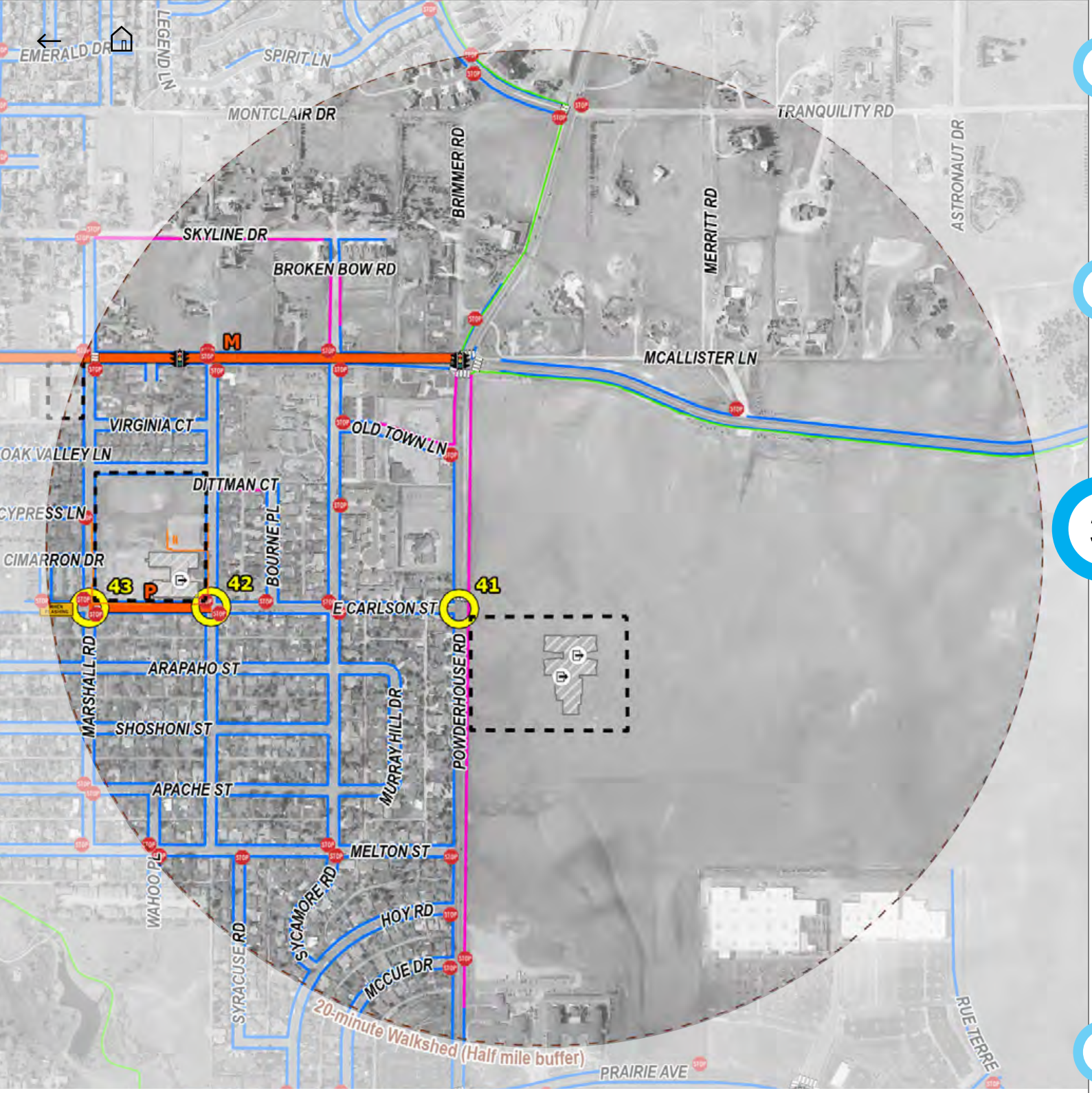


Figure 92: *Coyote Ridge Recommendations Map*

1000 feet

North

3.13 Coyote Ridge Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Coyote Ridge Elementary

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
41	Intersection of Powderhouse Rd and E Carlson St	Powderhouse Rd also lacks multimodal facilities on the east side where the school is located and also experiences high traffic speed; new traffic signal was installed in September 2023.	Consider: -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Require as development exaction (See 2.6.13)\| Cost: $ \| Timeline: ● to ●●● -Pilot an on-street protected multimodal path (See Section 2.6.15)\| Cost: $\| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●● -Monitor for student volumes for school zone warrant	City of Cheyenne	Medium
42	Intersection of E Carlson St and Syracuse Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
43	Intersection of E Carlson St and Marshall Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
M	Western Hills Blvd from Hynds Blvd to Powderhouse Rd	Western Hills Blvd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
P	E Carlson St from Marshall Rd to Syracuse Rd	Drivers are often observed to be speeding along this segment and failing to yield where required. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

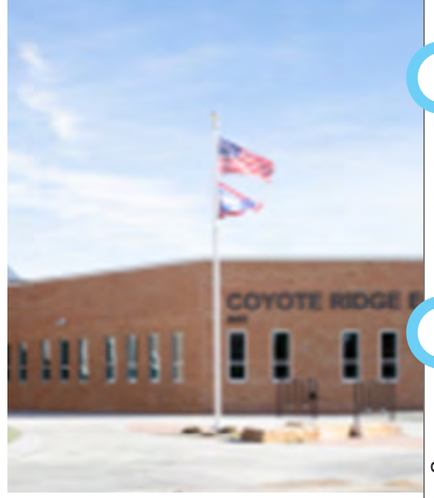


Figure 93: *Coyote Ridge Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

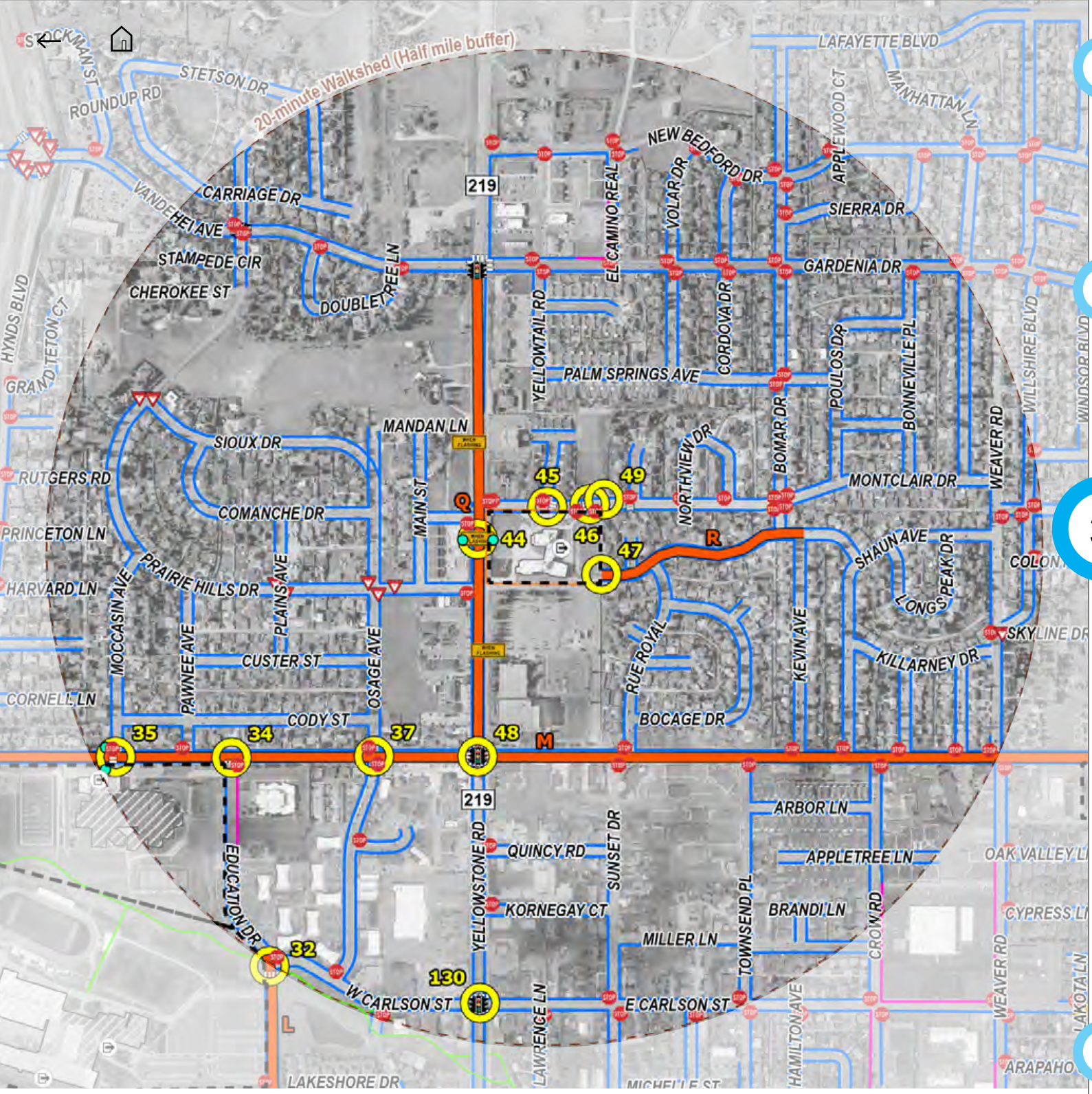


Figure 94: *Davis Recommendations Map*

1000 feet

North

3.14 **Davis** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Davis Elementary (1/2)

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
32	Intersection of Education Dr and W Carlson St	Intersection has large numbers of nonmotorists crossing but drivers are often observed to be speeding or failing to come to a full stop at the intersection despite stop signage.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
34	Intersection of Education Dr and Western Hills Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
35	Intersection of Western Hills Blvd and Moccasin Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
37	Intersection of Western Hills Blvd and Osage Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
44	Mid-crossing point to school on Yellowstone Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	High
45	Intersection of Montclair Dr and Eagle View Ln	Pedestrian ramps at this intersection are covered by landscaping that makes access challenging.	Consider: -Regular maintenance of infrastructure (See Section 2.6.22) | Cost: $ to $$ | Timeline: ● to ●●	City of Cheyenne	Low
46	Intersection of Montclair Dr and school parking lot	Crossing width is wide and the marked crosswalk is skewed.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
47	Parking lot exit onto Dalcour Dr	This is an exit only point but intersects with an alleyway and students are observed crossing the alleyway to travel along Dalcour Dr -where residential homes are located. This intersection is uncontrolled.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ●	City of Cheyenne	Low
48	Intersection of Yellowstone Rd and Western Hills Blvd	This is an intersection of two busy roadways with wide crossing widths.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
49	Location between Eagle View Ln and Kemp Hill Dr on the northside of Montclair Dr	The existing ramps between Eagle View Ln and Kemp Hill Dr on the northside of Montclair Dr are not ADA compliant even though the sidewalk is continuous.	Consider: -Reconstruct existing curb ramp to be ADA compliant/Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●	City of Cheyenne	Low



Figure 95: *Davis Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Davis Elementary (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
130	Intersection of Yellowstone Rd and W Carlson St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
L	Education Dr from W Carlson St to Manewal Dr	Segment experiences high traffic speeds and the existing crossing distance in a location that generates large foot and bicycle traffic, the crossing widths are wide.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
M	Western Hills Blvd from Hynds Blvd to Powderhouse Rd	Western Hills Blvd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
Q	Yellowstone Rd from Western Hills Blvd to Vandehei Ave	Yellowstone Rd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
R	Dalcour Dr from Shaun Ave to Davis Elementary School	This segment experiences visibility constrains due to the curved road alignment at various intersections.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

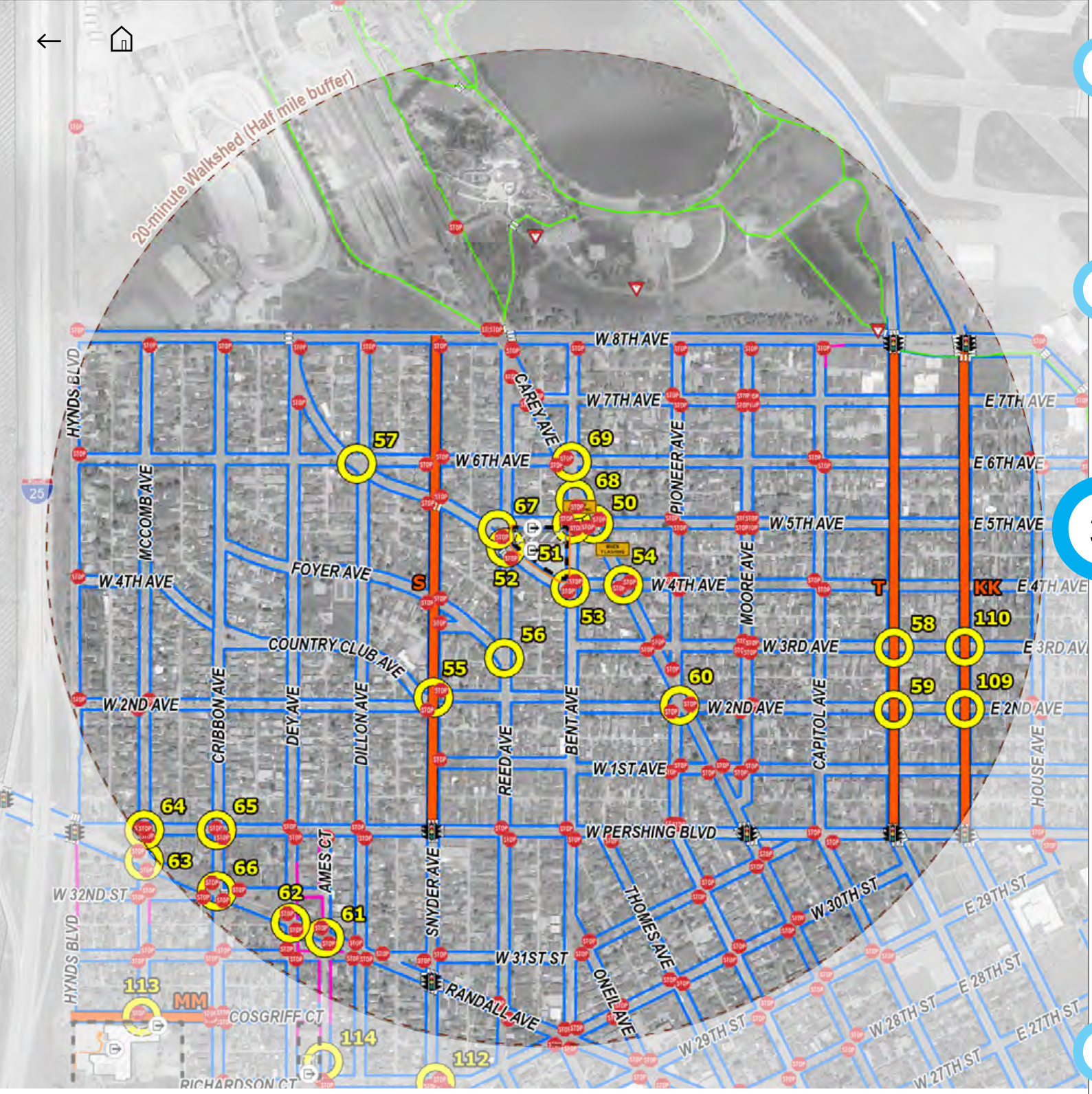


Figure 96: *Deming Recommendations Map*

3.15 **Deming** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Deming Elementary (1/3)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
50	Intersection of Carey Ave and W 6th Ave	This intersection -along with Locations 51 and 68- is part of the small triangle island intersection. While there is a marked crossing and posted speed is 30mph, drivers are often observed to be speeding along this corridor and the crossing width is wide. Additionally, no marked crossing is present at Location 51 where nonmotorists/school go-ers will have to continue through to get to school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.10) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
51	Intersection of Bent Ave and W 5th Ave	This intersection -along with Locations 50 and 68- is part of the small triangle island intersection. This intersection lacks a marked crossing despite it being immediately next to the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
52	Intersection of Frontier Park Ave and Reed Ave	This is a skewed intersection with marked crossings. However, the marked crossing path is not the closest path to school and students are often seen crossing at non-marked locations.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
53	Intersection of Bent Ave and W 4th Ave	Intersection lacks safe crossing opportunity for nonmotorists as there are no marked crossings as well as the intersection is skewed; the east and west legs do not align.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
54	Intersection of Carey Ave and W 4th Ave	Intersection lacks safe crossing opportunity for nonmotorists as there are no marked crossings even though it is one block away from school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
55	Intersection of Carey Ave and County Club Ave/W 2nd Ave	Intersection lacks safe crossing opportunity for nonmotorists as this is a skewed intersection. Intersecting roadways do not align and the skewed intersection creates a wide crossing/intersection area.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
56	Intersection of Foyer Ave and Reed Ave	Intersection lacks safe crossing opportunity for nonmotorists and due to the angled intersection, left turns out of Foyer Ave to Reed Ave and left turns into Foyer Ave from Reed Ave are not easy movements due to the skewed geometry.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
57	Intersection of Frontier Park Ave and Dillon Ave	This is a skewed intersection with no marked crossing. This intersection also has uncontrolled leg which makes it unsafe for nonmotorists crossing through the intersection.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
58	Intersection of Central Ave and W 3rd Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and it is often observed that drivers speeding through this corridor.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	WYDOT	High



Figure 97: *Deming Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Deming Elementary (2/3)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
60	Intersection of Carey Ave and W 2nd Ave	This is a skewed intersection with no marked crossing. Although the intersection lacks safe crossing opportunities such as marked crossings or crossing signals, there are receiving curb ramps at the intersections. The presence of these curb ramps may give the impression that nonmotorists can and should cross at these intersections.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
61	Intersection of Randall Ave and Ames Ct	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and there are missing sidewalks that do not provide continuous walking routes for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
62	Intersection of Randall Ave and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and there are missing sidewalks that do not provide continuous walking routes for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
63	Intersection of McComb Ave and Randall Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
64	Intersection of McComb Ave and W Pershing Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide; W Pershing Blvd is a high traffic speed roadway.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
65	Intersection of McComb Ave and W Pershing Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide; W Pershing Blvd is a high traffic speed roadway.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
66	Intersection of Cribbon Ave and W Pershing Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
67	Intersection of Reed Ave and W 5th Ave	The small intersection island creates the skewed intersection, creating an unsafe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
68	Intersection of Bent Ave and Carey Ave	This intersection -along with Locations 50 and 51- is part of the small triangle island intersection. This is a skewed intersection that poses safety concerns not just for nonmotorists but drivers. With excess space, this area either needs to be clearly identified as a no-crossing zone for nonmotorists or reconfigured to eliminate the excess area before the road split.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Deming Elementary (3/3)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
69	Intersection of Carey Ave and W 6th Ave	This is a skewed intersection with no marked crossing. This intersection also has uncontrolled leg which makes it unsafe for nonmotorists crossing through the intersection.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
109	Intersection of E 2nd Ave and Warren Ave	Intersection lacks safe crossing opportunity for nonmotorists as it is observed that drivers are often seen speeding on Warren Ave.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
110	Intersection of E 3rd Ave and Warren Ave	Intersection lacks safe crossing opportunity for nonmotorists as it is observed that drivers are often seen speeding on Warren Ave.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
S	Snyder Ave from W Pershing Blvd to W 8th Ave	Drivers are often observed to be speeding along this segment and failing to yield where required and corridor crossing width is wide.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
T	Central Ave from W Pershing Blvd to W 8th Ave	Drivers are often observed to be speeding along this segment and failing to yield where required and corridor crossing width is wide; wide crossing width can be a safety concern as it requires nonmotorists to travel longer distances to get from one end to another.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	WYDOT	High
KK	Warren Ave from W 8th Ave to E Pershing Blvd	Drivers are often observed to be speeding along this segment and failing to yield where required and corridor crossing width is wide; wide crossing width can be a safety concern as it requires nonmotorists to travel longer distances to get from one end to another, exposed to more conflict points.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	WYDOT	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 98: *Destiny Recommendations Map*

1000 feet

North

3.16 **Destiny** Christian Academy

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Destiny Christian Academy

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
38	Intersection of W 9th St and O Neil Ave	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
39	Intersection of W 9th St and Stanfield Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
40	Intersection of W 9th St and Walterscheid Blvd	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
92	Intersection of E 5th St and Seymour Ave	Despite the presence of the marked crossing and a crossing guard, drivers are often observed to be speeding through or failing to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
132	Intersection of Warren Ave and E 7th St	Intersection has inadequate crossing opportunities and does not have marked crossings, especially with the non-motorized crossing providing connectivity over the interstate.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
O	W 9th St from Walterscheid Blvd to Arkel Way	This segment lacks trail connections to existing network.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
FF	E 5th St from Seymour Ave to Pebrican Ave	Despite this roadway abutting the elementary school, drivers are still observed to speed through this roadway. Therefore, during field observation, there was a crossing guard at this location before drop-off and pick-up times.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 99: *Destiny Street View*

E's

Private Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

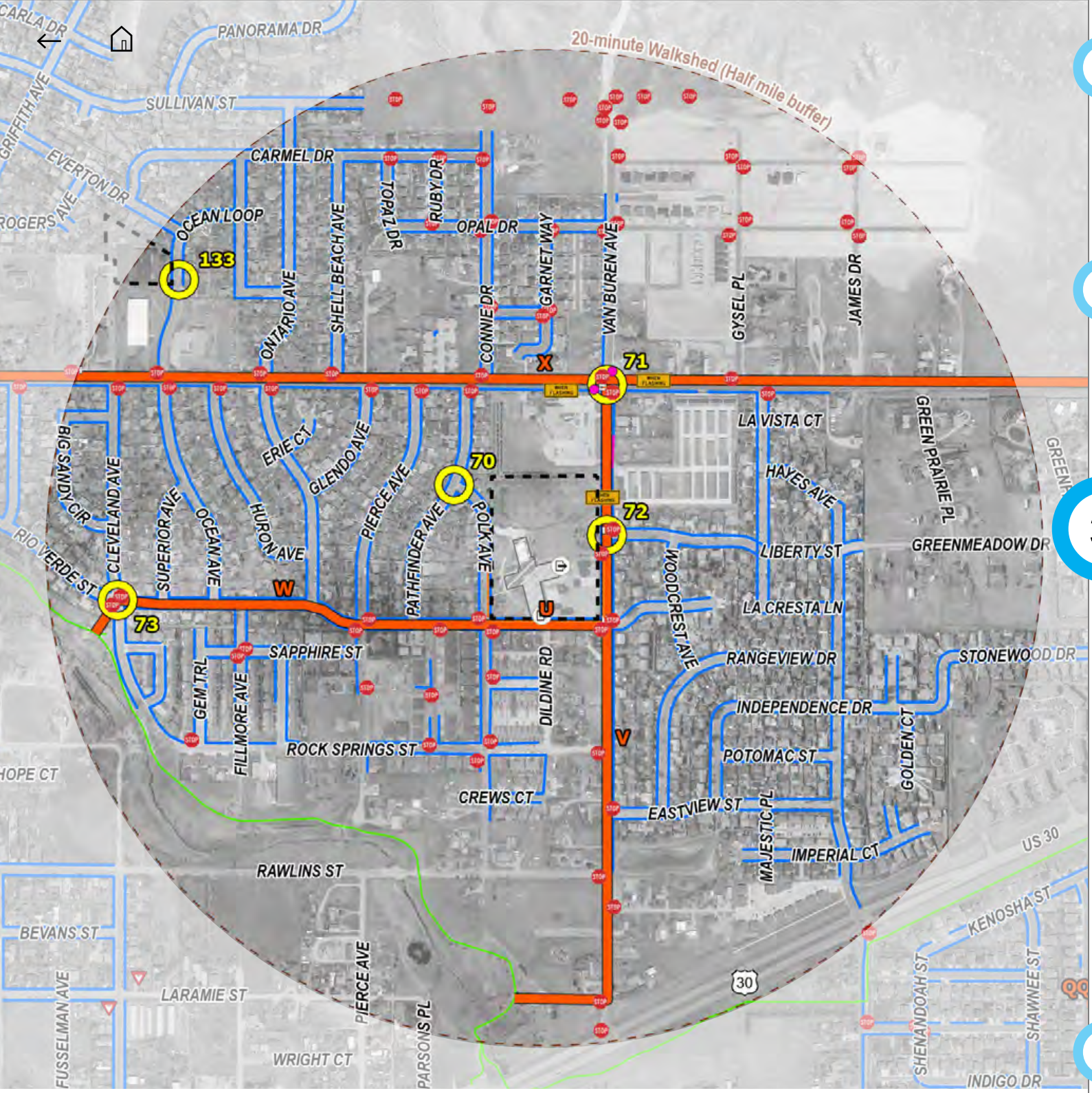


Figure 100: *Dildine Recommendations Map*

1000 feet

North

3.17 **Dildine** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Dildine Elementary

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
70	Intersection of Pathfinder Ave and Polk Ave	Due to the angle Polk Ave intersects with Pathfinder Ave, there are concerns related to visibility constraints when vehicles are turning corners.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
71	Intersection of Dell Range Blvd and Van Buren Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield properly when making right turns.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	Laramie County	High
72	Intersection of Van Buren Ave and Liberty St	Despite the presence of the marked crossing, students are often seen crossing while running or not looking both ways. This intersection is used by students who are walking or biking home and also, those trying to access their rides parked on the east side of Van Buren Ave.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	High
73	Intersection of Cleveland Ave and Rio Verde St	This intersection is uncontrolled and the southwest quadrant of the intersection provides access to the greenway along Dry Creek. Therefore, safe pedestrian crossing is important at this location.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
133	Crossing in front of campus on Ocean Loop	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
U	Green River St from Polk Ave to Van Buren Ave	This roadway is where heavy school traffic is observed with school bus unloading and entry/exit to parent/guardian drop-off and pick-up location. Students were observed crossing this roadway and there are not marked crossings to help indicate safe crossing locations; sidewalk missing on the south side of this segment of Green River St. Additionally, with vehicles parked on the road, drivers attempting to exit and enter the school parking lot, and students trying to cross, crossing opportunities are sparse and unsafe along this segment of the roadway.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
V	Van Buren Ave from Dell Range Blvd to Greenway connected to Laramie St	South of Green River St, this roadway has gaps within the sidewalk network. Despite school zone signs posted, drivers are often observed to be speeding on this road; during field observation, students were also observed crossing Van Buren Ave at random locations between Dell Range Blvd and Green River St.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
W	Green River/Rio Verde St from Greenway by Dry Creek to Van Buren Ave	The greenway along Dry Creek is approximately 0.4 mile from Dildine Elementary School but, there is no direct safe bicycle/multimodal connectivity from the greenway to the school.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
X	Dell Range Blvd from N College Dr to Whitney Rd	Traffic speed is high and often, drivers are observed to be speeding along this corridor. Additional, safe crossing locations would be helpful to connect communities and local destintations on either sides of Dell Range Blvd.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	WYDOT	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

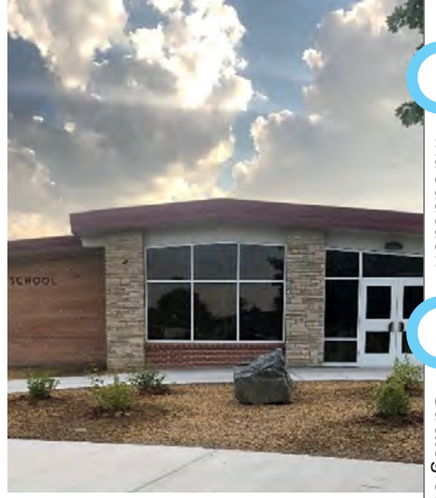


Figure 101: *Dildine Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

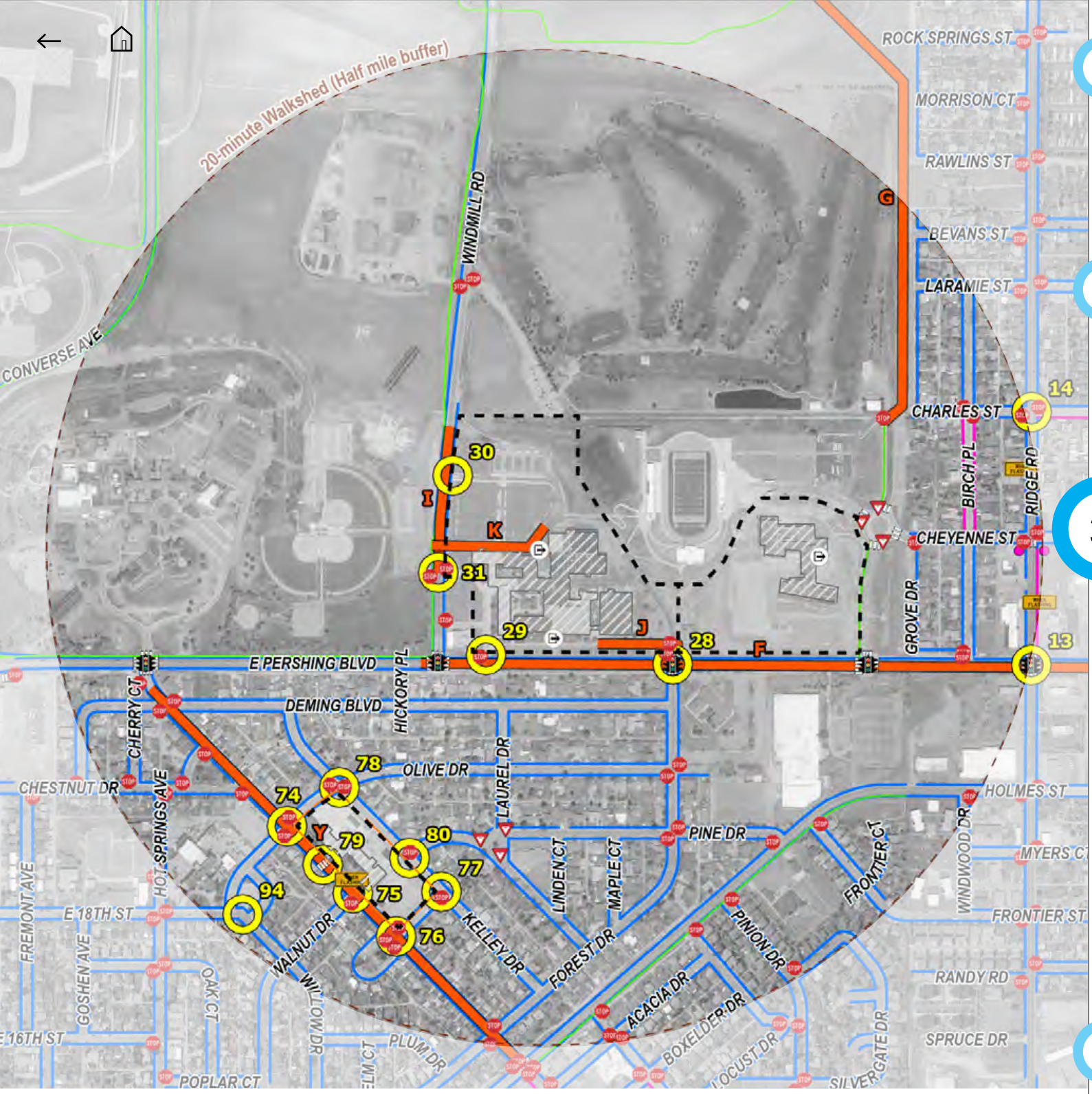


Figure 102: *East Recommendations Map*

1000 feet

North

3.18 East High

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

East High (1/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
13	Intersection of Pershing Blvd and Ridge Rd	Intersection has inadequate crossing opportunities and the existing sidewalk is in poor condition. Regular maintenance is needed.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Regular maintenance of infrastructure (See Section 2.6.22) \| Cost: $ to $$ | Timeline: ● to ●●	City of Cheyenne	High
14	Intersection of Ridge Rd and Charles St	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
28	Intersection of Pershing Blvd and Forest Dr	Frequently observed that drivers fail to yield during right-turns. Despite the presence of a traffic signal and marked crossings, crossing opportunity can be improved given deteriorating marked crossing paint on the ground, wide crossing width over Pershing Blvd, etc.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Install crossing signal (See Section 2.6.9) | Cost: $$$ \| Timeline: ●● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
29	Intersection of Pershing Blvd and access to East High School	This driveway experiences an influx of vehicles entering campus -especially it being the entrance to the high school and there are students driving to and from school. Large traffic volumes pose safety concern for nonmotorists crossing the driveway.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
30	Intersection of Windmill Rd and access to East High School	This driveway experiences an influx of vehicles exiting campus -especially it being an access to the high school and there are students driving to and from school. Large traffic volumes pose safety concern for nonmotorists crossing the driveway. This intersection is now an exit only access point.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
31	Intersection of Windmill Rd and access to East High School	Intersection lacks safe crossing opportunity for nonmotorists between the park and school.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
74	Intersection of Olive Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
75	Intersection of Walnut Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
76	Intersection of Ash Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
77	Intersection of Kelley Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
78	Intersection of Olive Dr and Kelley Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium

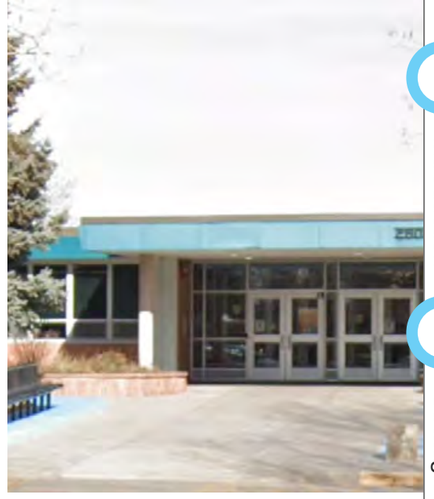


Figure 103: *East Street View*

E's

High Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

East High (2/2)

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
79	Marked crossing on Henderson Dr in front of the elementary school	This marked crossing is wide and despite signage noting no parking immediately adjacent and around the marked crosswalk, there are vehicles parked in the prohibited areas; these parked cars are typically waiting for students. Parked cars can pose visibility constraints of nonmotorists crossing.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Medium
80	Intersection of Kelley Dr and Spruce Dr	This marked crossing is wide and parked cars adjacent to the crosswalk can pose visibility constraint of nonmotorists trying to cross.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Medium
94	Intersection of E 18th St, Olive Dr, and Willow Dr	This is a skewed intersection with no marked crossing. This intersection also has uncontrolled legs which make it unsafe for nonmotorists crossing through the intersection; the skewed intersection also contributes to visibility constraints. This intersection generates more traffic due to the presence of the parking lot and local destinations such as the place of worship, speech-language therapy center, and the school.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
F	E Pershing Blvd from Windmill Rd to N College Dr	Pershing Blvd have high speed traffic which does not provide a safe environment for nonmotorists. Crossing widths of Pershing Blvd are too wide and unpredictable driver behavior poses safety concerns for nonmotorists (i.e., drivers failing to yield).	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
G	Grove Drive/T-Bird Dr from Charles St to greenway	This segment lacks trail/sidewalk connections.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
I	Windmill Rd in front of East High School	Segment experiences high traffic speed -especially northbound- and roadway width widens. Without no dedicated turn lanes into East High School parking lot, this contributes to congestion during school start and end times.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
J	Off-road segment between Carey Jr. High and East High School	This segment lacks trail/sidewalk connections to existing network.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
K	Off-road segment on East High School campus	This segment lacks trail/sidewalk connections to school building.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Pilot an on-street protected multimodal path (See Section 2.6.15)\| Cost: $\| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	School	Medium
Y	Henderson Dr from E Pershing Blvd to Omaha Rd	Crossing width is wide and there lacks safe crossing opportunities, especially in front of the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Narrow width of drive lanes to minimum standard (See Section 2.6.1)\| Cost: $ to $$$| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

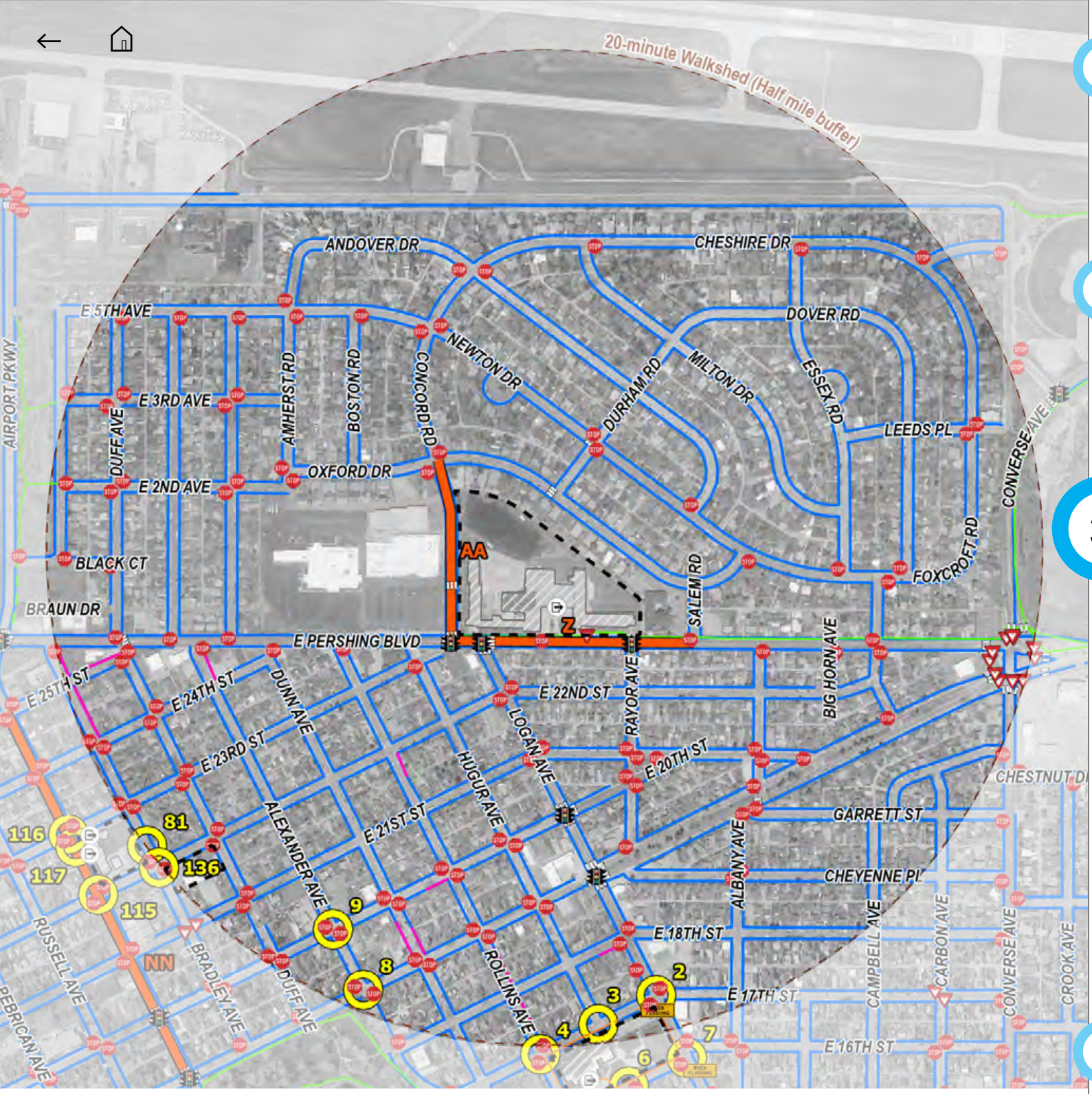


Figure 104: *Eastridge Recommendations Map*

1000 feet

North

3.19 **Eastridge** Facility

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Eastridge Facility

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
2	Intersection of Logan Ave and E 17th St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
3	Intersection of Hugur Ave and E 17th St	Intersection has inadequate crossing opportunities and does not have marked crossings. Additionally, crossing widths are wide and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
4	Intersection of Rollins Ave and E 16th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
8	Intersection of Alexander Ave and E 19th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
9	Intersection of Alexander Ave and E 20th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
81	Midblock on Bradley Ave between E 23rd St and E 22nd St	There are no marked crossing surround the school; the school lacks safe crossing locations.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
136	Intersection of Bradley Ave and E 22nd St	Intersection has inadequate crossing opportunities and crossing widths are wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
AA	Concord Rd from Oxford Dr to E Pershing Blvd	Corridor experiences high traffic speeds, contributing to unsafe crossing opportunities and access to areas on either sides of the corridor.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
Z	E Pershing Blvd from Concord Rd to Salem Rd	Pershing Blvd have high speed traffic which does not provide a safe environment for nonmotorists. Crossing width of Pershing Blvd is wide, increasing conflict points.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Narrow width of drive lanes to minimum standard (See Section 2.6.1)\| Cost: $ to $$$| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 105: *Eastridge Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

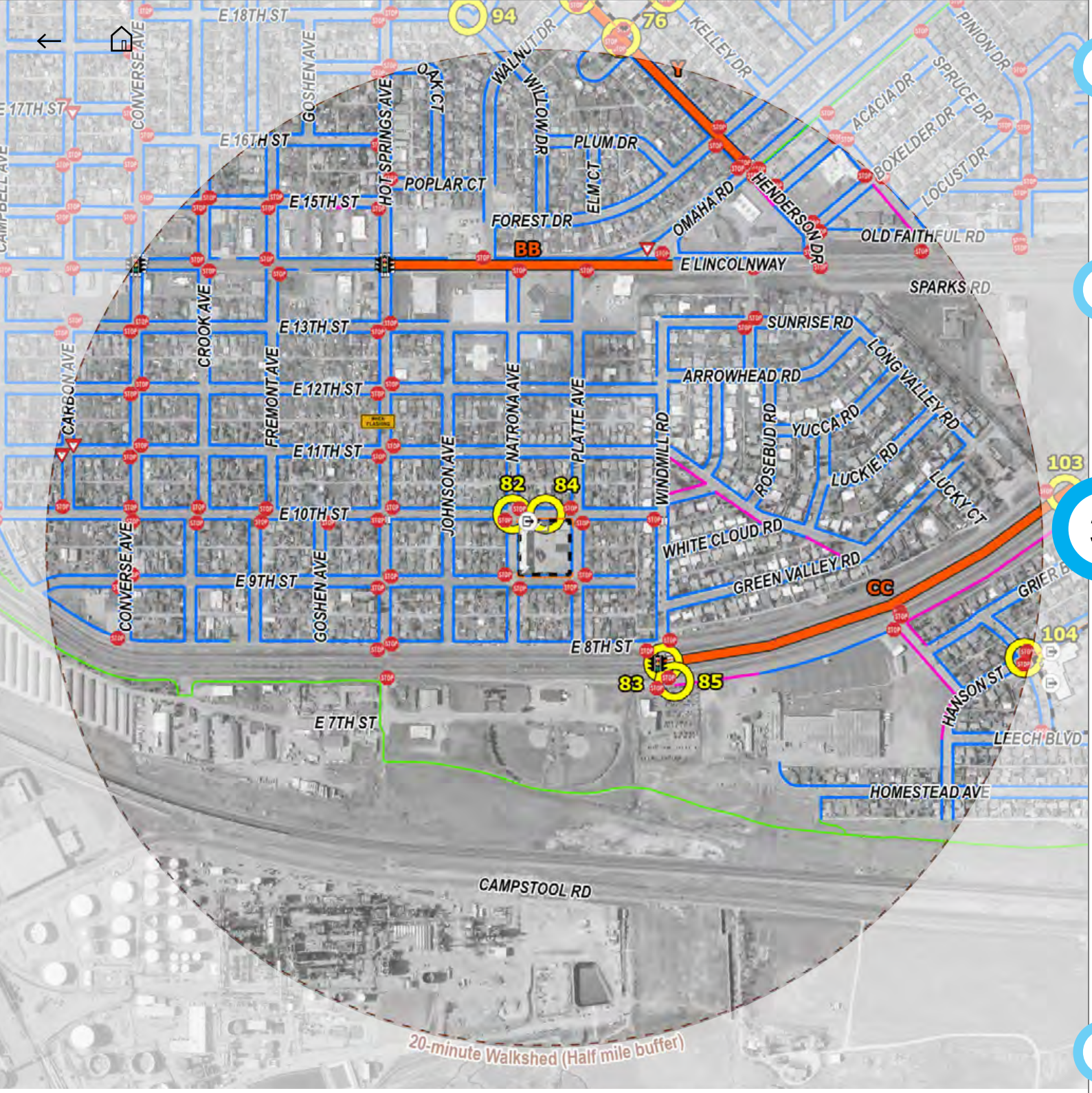


Figure 106: *Fairview Recommendations Map*

1000 feet

North

3.20 **Fairview** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Fairview Elementary

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
82	Intersection of Natrona Ave and E 10th St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
83	Intersection of Windmill Rd and Nationway	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: | Timeline: -Create pedestrian refuge (See Section 2.6.9) | Cost: | Timeline:	City of Cheyenne	High
84	Midblock on E 10th St between Natrona Ave and Platte Ave	Potential crosswalk consideration.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
85	Intersection of Nationway Service Rd and Windmill Rd	Potential crosswalk consideration.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ●	City of Cheyenne	High
103	Intersection of Nationway and Henderson Dr	This is an intersection of two busy roadways with wide crossing widths. Posted speed on Nationway is high and without a controlled intersection, crossing the corridor for nonmotorists is not the easiest or safest.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
104	Intersection of Hanson St and Coolidge St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
Y	Henderson Dr from E Pershing Blvd to Omaha Rd	Crossing width is wide and there lacks safe crossing opportunities, especially in front of the school.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Narrow width of drive lanes to minimum standard (See Section 2.6.1)\| Cost: $ to $$$| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
BB	E Lincoln Way from Hot Springs Ave to Omaha Rd	Presence of existing sidewalk implies that pedestrians can travel along the corridor. With the presence of commercial/industrial businesses and residential homes along and adjacent to the corridor, this corridor has inadequate number of safe crossing opportunities.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	Laramie County	High
CC	Nationway from Windmill Rd to Henderson Dr	This is a high traffic speed roadway that serves as a physical barrier that makes it difficult for nonmotorists to cross.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 107: *Fairview Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

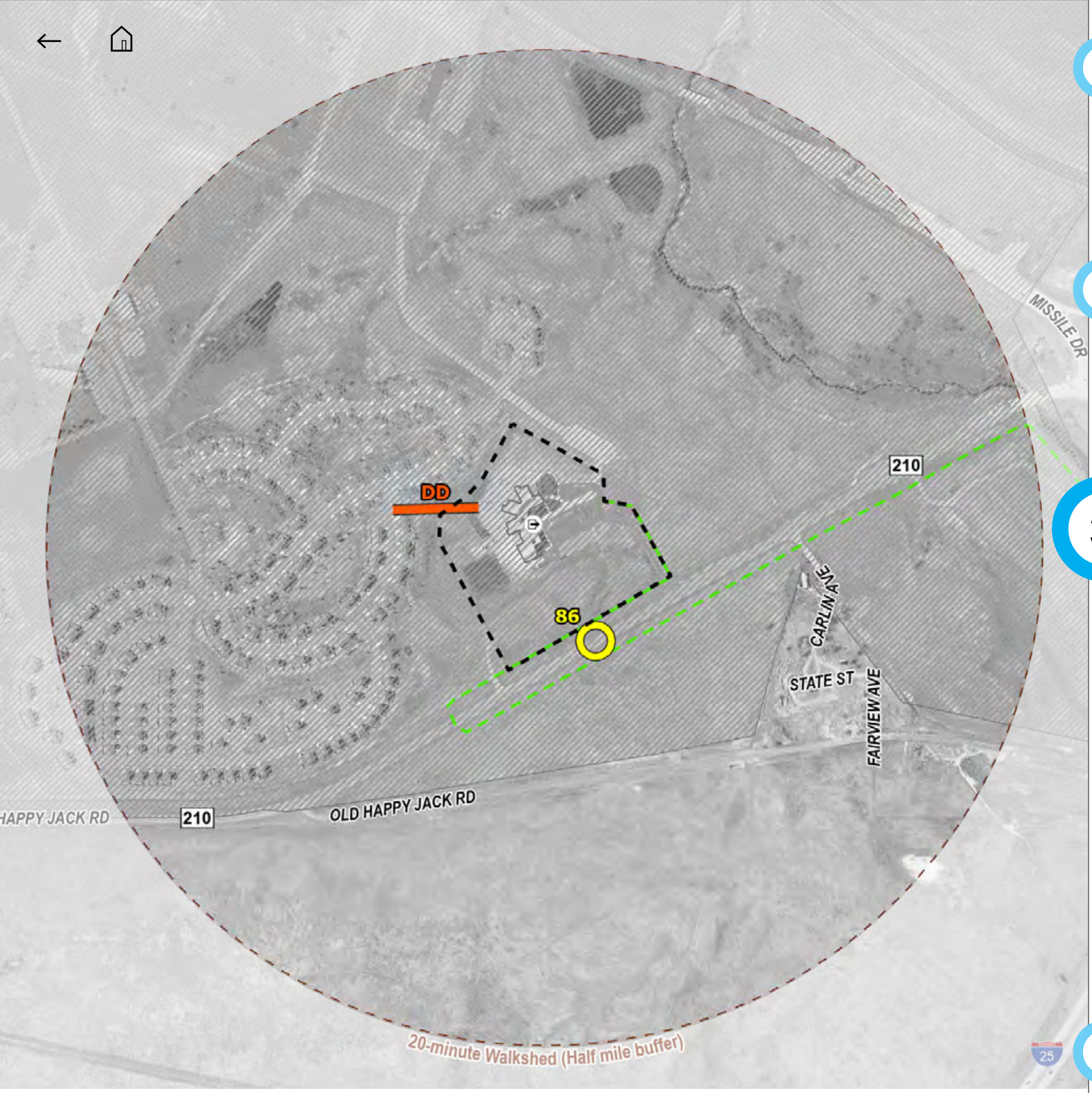


Figure 108: *Freedom Recommendations Map*

1000 feet

North

3.21 **Freedom** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Freedom Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
86	Happy Jack Rd in front of Freedom Elementary School	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	WYDOT	High
DD	Off-road path between the residential homes and Freedom Elementary School	There could be a safer direct pathway between the residential homes and Freedom Elementary School. Keeping students on pathways not shared with vehicles can improve safety. Additional coordination with the Base will be needed as this is on the Air Force Base.	Consider: -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

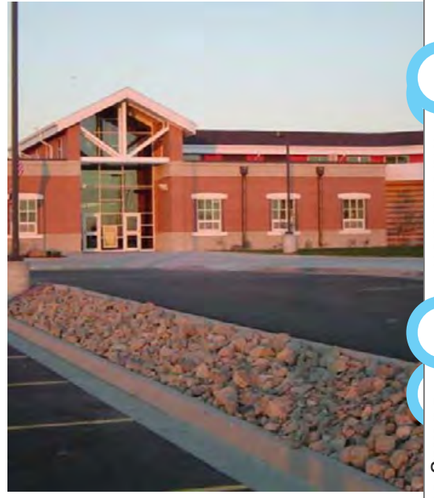


Figure 109: *Freedom Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 110: *Goins Recommendations Map*

1000 feet

North

3.22 **Goins** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Goins Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
87	Intersection of W Allison Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
88	Intersection of W Leisher Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
89	Intersection of W Jefferson Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide. Improving this connection is important as it provides nonmotorists access to the an off-road pathway to the greater bikeway network.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
90	Greenway crossing on Cribbon Ave between W Jefferson Rd and W Gopp Ct	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
91	Intersection of W Fox Farm Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide. This is one of the few nonmotorist dedicated crossings over I-80. Access to this highway crossing should be prioritized as it would generate more foot and bicycle traffic.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
EE	S Snyder Ave from entry to Johnson Junior High School to W Allison Rd	There is a gap in the sidewalk network on this segment of S Snyder Ave; this connection is important given that it is immediately in front of a school.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	High
II	Off-road connection between South High School to northern terminus of Grand Harmony Blvd	This segment lacks trail/sidewalk connections.	"Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●"	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 111: *Goins Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

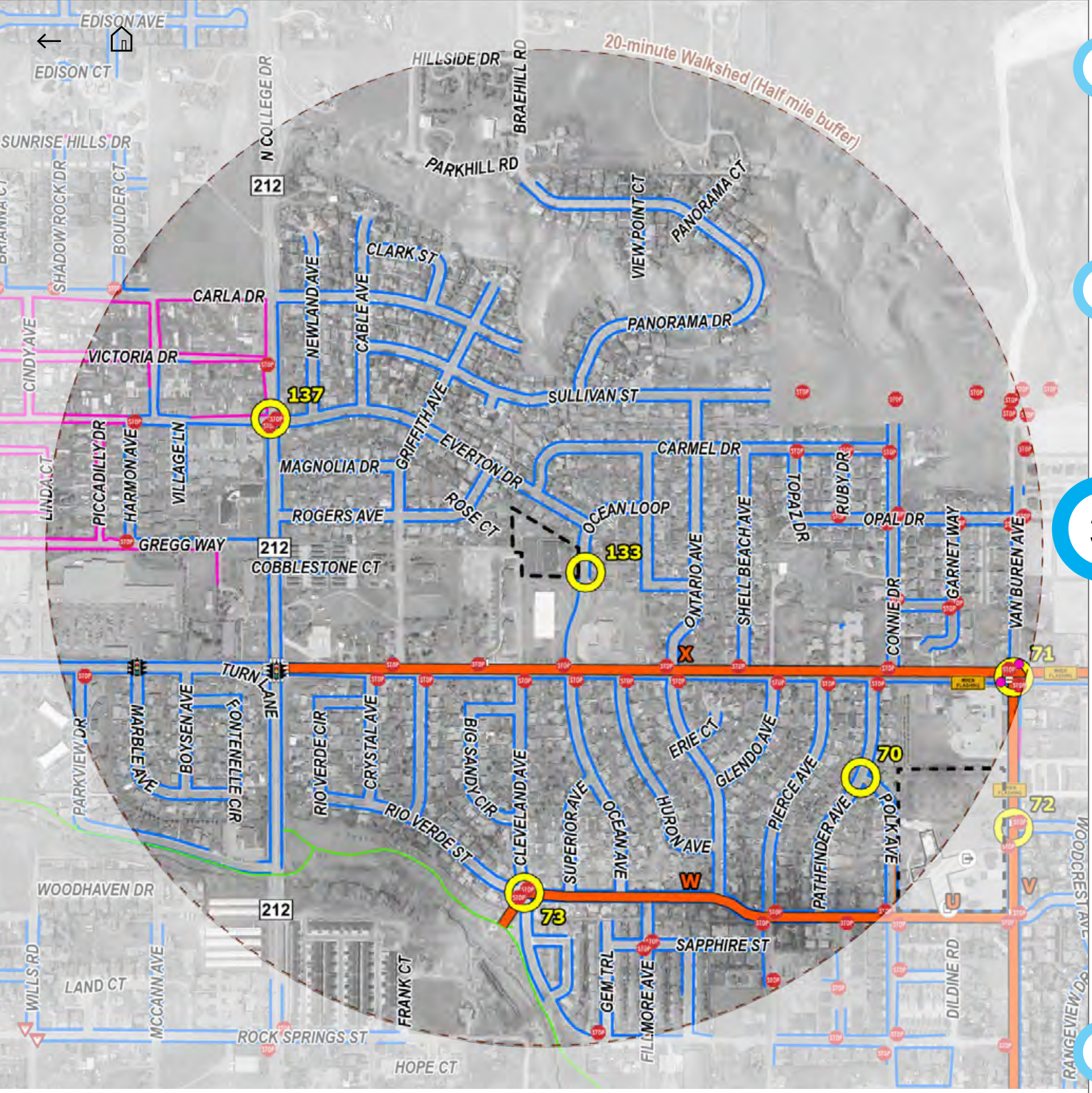


Figure 112: *Harvest Time Recommendations Map*

1000 feet

North

3.23 **Harvest Time** Christian Academy

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Harvest Time Christian Academy

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
73	Intersection of Cleveland Ave and Rio Verde St	This intersection is uncontrolled and the southwest quadrant of the intersection provides access to the greenway along Dry Creek. Therefore, safe pedestrian crossing is important at this location.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	Various	Medium
133	Crossing in front of campus on Ocean Loop	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
137	Intersection of Everton Dr. and N College Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	"Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●"	City of Cheyenne	Medium
U	Green River St from Polk Ave to Van Buren Ave	This roadway is where heavy school traffic is observed with school bus unloading and entry/exit to parent/guardian drop-off and pick-up location. Students were observed crossing this roadway and there are not marked crossings to help indicate safe crossing locations; sidewalk missing on the south side of this segment of Green River St. Additionally, with vehicles parked on the road, drivers attempting to exit and enter the school parking lot, and students trying to cross, crossing opportunities are sparse and unsafe along this segment of the roadway.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
W	Green River/Rio Verde St from Greenway by Dry Creek to Van Buren Ave	The greenway along Dry Creek is approximately 0.4 mile from Dildine Elementary School but, there is no direct safe bicycle/multimodal connectivity from the greenway to the school.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
X	Dell Range Blvd from N College Dr to Whitney Rd	Traffic speed is high and often, drivers are observed to be speeding along this corridor. Additional, safe crossing locations would be helpful to connect communities and local destintations on either sides of Dell Range Blvd.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	WYDOT	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

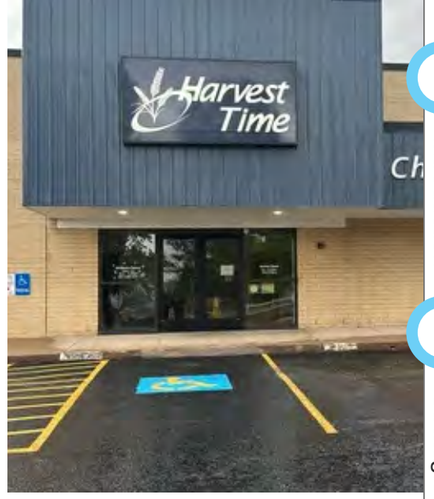


Figure 113: *Harvest Time Street View*

E's

Private Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 114: *Hebard Recommendations Map*

1000 feet

North

3.24 **Hebard** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Hebard Elementary

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
92	Intersection of E 5th St and Seymour Ave	Despite the presence of the marked crossing and a crossing guard, drivers are often observed to be speeding through or failing to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
93	Intersection of E 5th St and Pebrican Ave	Intersection lacks safe crossing opportunity for nonmotorists as drivers are often observed to be speeding into this segment and failing to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
FF	E 5th St from Seymour Ave to Pebrican Ave	Despite this roadway abutting the elementary school, drivers are still observed to speed through this roadway. Therefore, during field observation, there was a crossing guard at this location before drop-off and pick-up times.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 115: *Hebard Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 116: *Henderson Recommendations Map*

1000 feet

North

3.25 **Henderson** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Henderson Elementary (1/2)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
28	Intersection of Pershing Blvd and Forest Dr	Frequently observed that drivers fail to yield during right-turns. Despite the presence of a traffic signal and marked crossings, crossing opportunity can be improved given deteriorating marked crossing paint on the ground, wide crossing width over Pershing Blvd, etc.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Install crossing signal (See Section 2.6.9) | Cost: $$$ \| Timeline: ●● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
29	Intersection of Pershing Blvd and access to East High School	This driveway experiences an influx of vehicles entering campus -especially it being the entrance to the high school and there are students driving to and from school. Large traffic volumes pose safety concern for nonmotorists crossing the driveway.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
30	Intersection of Windmill Rd and access to East High School	This driveway experiences an influx of vehicles exiting campus -especially it being an access to the high school and there are students driving to and from school. Large traffic volumes pose safety concern for nonmotorists crossing the driveway.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
31	Intersection of Windmill Rd and access to East High School	Intersection lacks safe crossing opportunity for nonmotorists between the park and school.	Consider: -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
74	Intersection of Olive Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
75	Intersection of Walnut Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
76	Intersection of Ash Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
77	Intersection of Kelley Dr and Henderson Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
78	Intersection of Olive Dr and Kelley Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
79	Marked crossing on Henderson Dr in front of the elementary school	This marked crossing is wide and despite signage noting no parking immediately adjacent and around the marked crosswalk, there are vehicles parked in the prohibited areas; these parked cars are typically waiting for students. Parked cars can pose visibility constraints of nonmotorists crossing.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low



Figure 117: *Henderson Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Henderson Elementary (2/2)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
80	Intersection of Kelley Dr and Spruce Dr	This marked crossing is wide and parked cars adjacent to the crosswalk can pose visibility constraint of nonmotorists trying to cross.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Medium
94	Intersection of E 18th St, Olive Dr, and Willow Dr	This is a skewed intersection with no marked crossing. This intersection also has uncontrolled legs which make it unsafe for nonmotorists crossing through the intersection; the skewed intersection also contributes to visibility constraints. This intersection generates more traffic due to the presence of the parking lot and local destinations such as the place of worship, speech-language therapy center, and the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
BB	E Lincoln Way from Hot Springs Ave to Omaha Rd	Presence of existing sidewalk implies that pedestrians can travel along the corridor. With the presence of commercial/industrial businesses and residential homes along and adjacent to the corridor, this corridor has inadequate number of safe crossing opportunities.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	Laramie County	High
F	E Pershing Blvd from Windmill Rd to N College Dr	Pershing Blvd have high speed traffic which does not provide a safe environment for nonmotorists. Crossing widths of Pershing Blvd are too wide and unpredictable driver behavior poses safety concerns for nonmotorists (i.e., drivers failing to yield).	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
I	Windmill Rd in front of East High School	Segment experiences high traffic speed -especially northbound- and roadway width widens. Without no dedicated turn lanes into East High School parking lot, this contributes to congestion during school start and end times.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
J	Off-road segment between Carey Jr. High and East High School	This segment lacks trail/sidewalk connections to existing network.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
K	Off-road segment on East High School campus	This segment lacks trail/sidewalk connections to school building.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Pilot an on-street protected multimodal path (See Section 2.6.15)\| Cost: $\| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	School	Medium
Y	Henderson Dr from E Pershing Blvd to Omaha Rd	Crossing width is wide and there lacks safe crossing opportunities, especially in front of the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Narrow width of drive lanes to minimum standard (See Section 2.6.1)\| Cost: $ to $$$| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

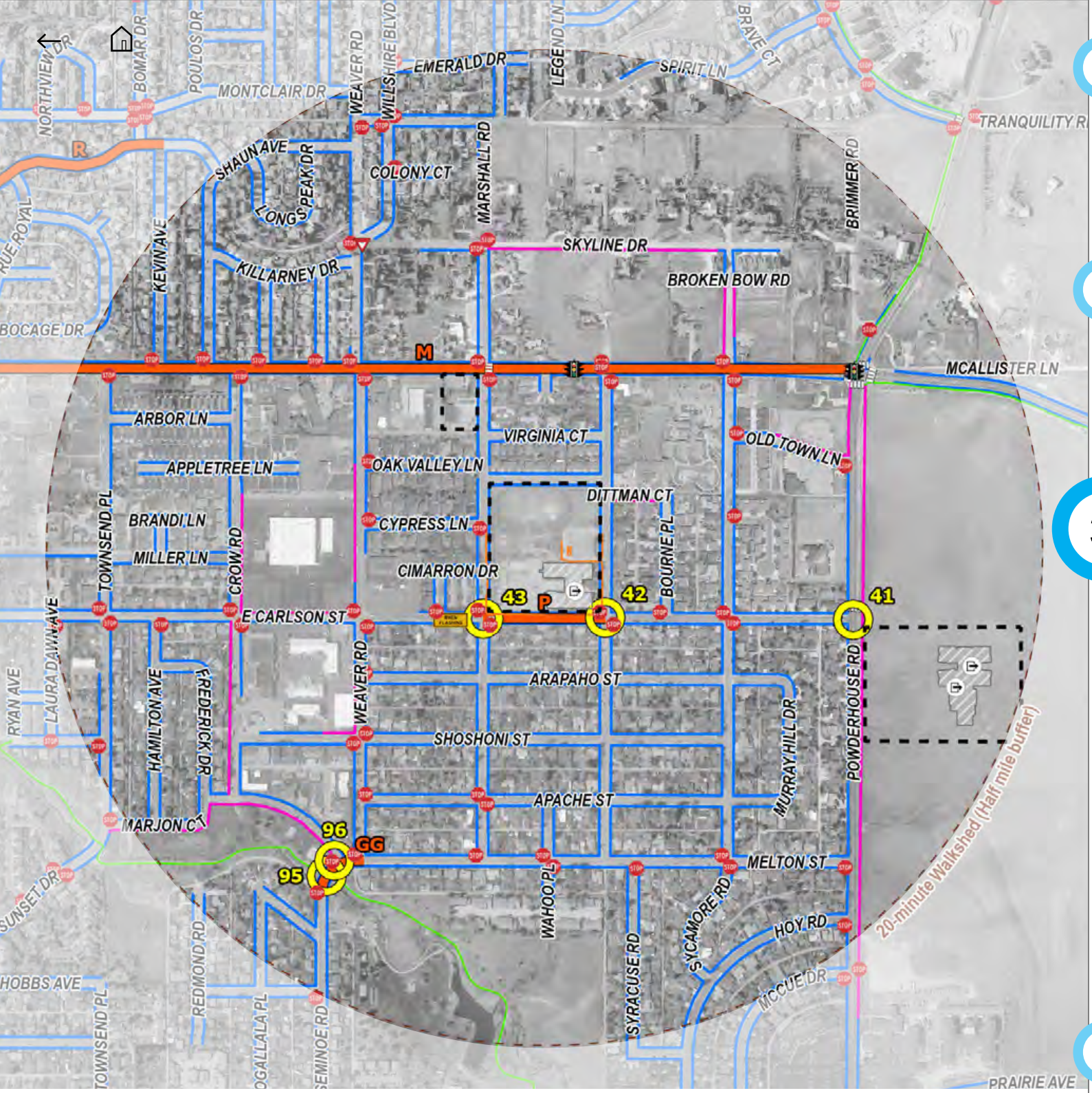


Figure 118: *Hobbs Recommendation Map*

1000 feet

North

3.26 **Hobbs** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Hobbs Elementary

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
41	Intersection of Powderhouse Rd and E Carlson St	Intersection has inadequate crossing opportunities. Powderhouse Rd also lacks multimodal facilities on the east side where the school is located; Powderhouse Rd also experiences high traffic speed.	Consider: -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Require as development exaction (See 2.6.13)\| Cost: $ \| Timeline: ● to ●●● -Pilot an on-street protected multimodal path (See Section 2.6.15)\| Cost: $\| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●● -Monitor for student volumes for school zone warrant	City of Cheyenne	Medium
42	Intersection of E Carlson St and Syracuse Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
43	Intersection of E Carlson St and Marshall Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
95	Greenway trail connection on Seminoe Rd	Due to the curved corner, this crossing has poor visibility and the existing bush contributes to visibility constraints at this corner.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
96	Intersection of Melton St and Seminoe Rd	The ramp on the southwest quadrant is not ADA compliant and there is no obvious route connection for nonmotorists once at the end of the sidewalk. The north side of Melton St does not have a receiving curb ramp.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Install new sidewalk (See Section 2.6.17) \| Cost: $$ | Timeline: ●	City of Cheyenne	Medium
GG	Melton St from Weaver Rd to residential alley just south of greenway along Dry Creek	Due to the curve, there is some visibility constrain at the location. Especially when vehicles are driving south, it has been reported and observed that vehicles speed through this curved intersection. With the greenway intersecting through the curve, speeding and distracted driving can pose safety concerns at this location.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ●	City of Cheyenne	Medium
M	Western Hills Blvd from Hynds Blvd to Powderhouse Rd	Western Hills Blvd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
P	E Carlson St from Marshall Rd to Syracuse Rd	Drivers are often observed to be speeding along this segment and failing to yield where required. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

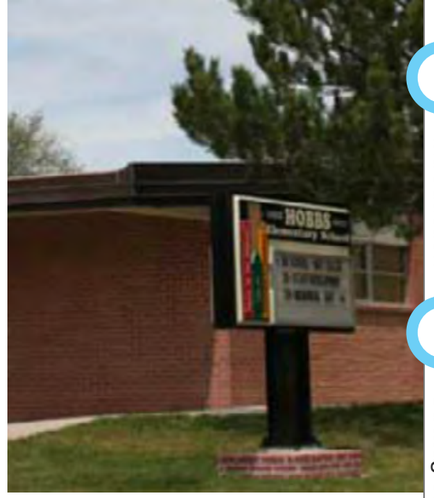


Figure 119: *Hobbs Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 120: *Jessup Recommendation Map*

1000 feet

North

3.27 **Jessup** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Jessup Elementary (1/2)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
34	Intersection of Education Dr and Western Hills Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
35	Intersection of Western Hills Blvd and Moccasin Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
36	Intersection of Western Hills Blvd and Hynds Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
97	Intersection of Deer Ave and Evers Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ●	City of Cheyenne	Low
98	Intersection of Evers Blvd and Bishop Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
99	Intersection of Evers Blvd and Creighton St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
100	Intersection of Creighton St and Bishop Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
101	Intersection of Ridgeland St and Evers Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
102	Intersection of Creighton St and Evers Blvd	This intersection is the only marked crossing to school but located on a skewed intersection.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low

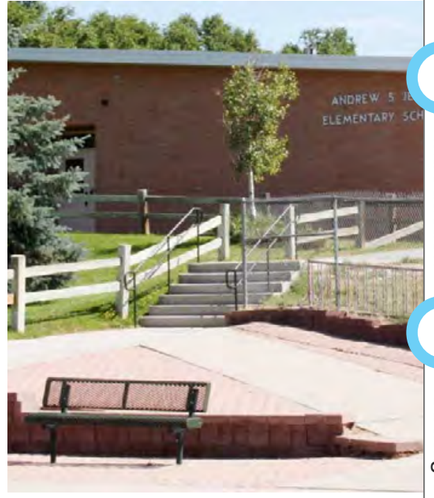


Figure 121: *Jessup Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Jessup Elementary (2/2)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
HH	Bishop Blvd from Ridgeland St Vandehei Ave	This segment lacks trail/sidewalk connections.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Pilot an on-street protected multimodal path (See Section 2.6.15)\| Cost: $\| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
M	Western Hills Blvd from Hynds Blvd to Powderhouse Rd	Western Hills Blvd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
N	Bishop Blvd from Western Hills Blvd to Evers Blvd	While the pedestrian bridge over I-25 provide a safe crossing opportunity for nonmotorists -especially with I-25 identified as a transportation barrier- there is not a dedicated bicycle connection from Western Hills Blvd to Evers Blvd.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

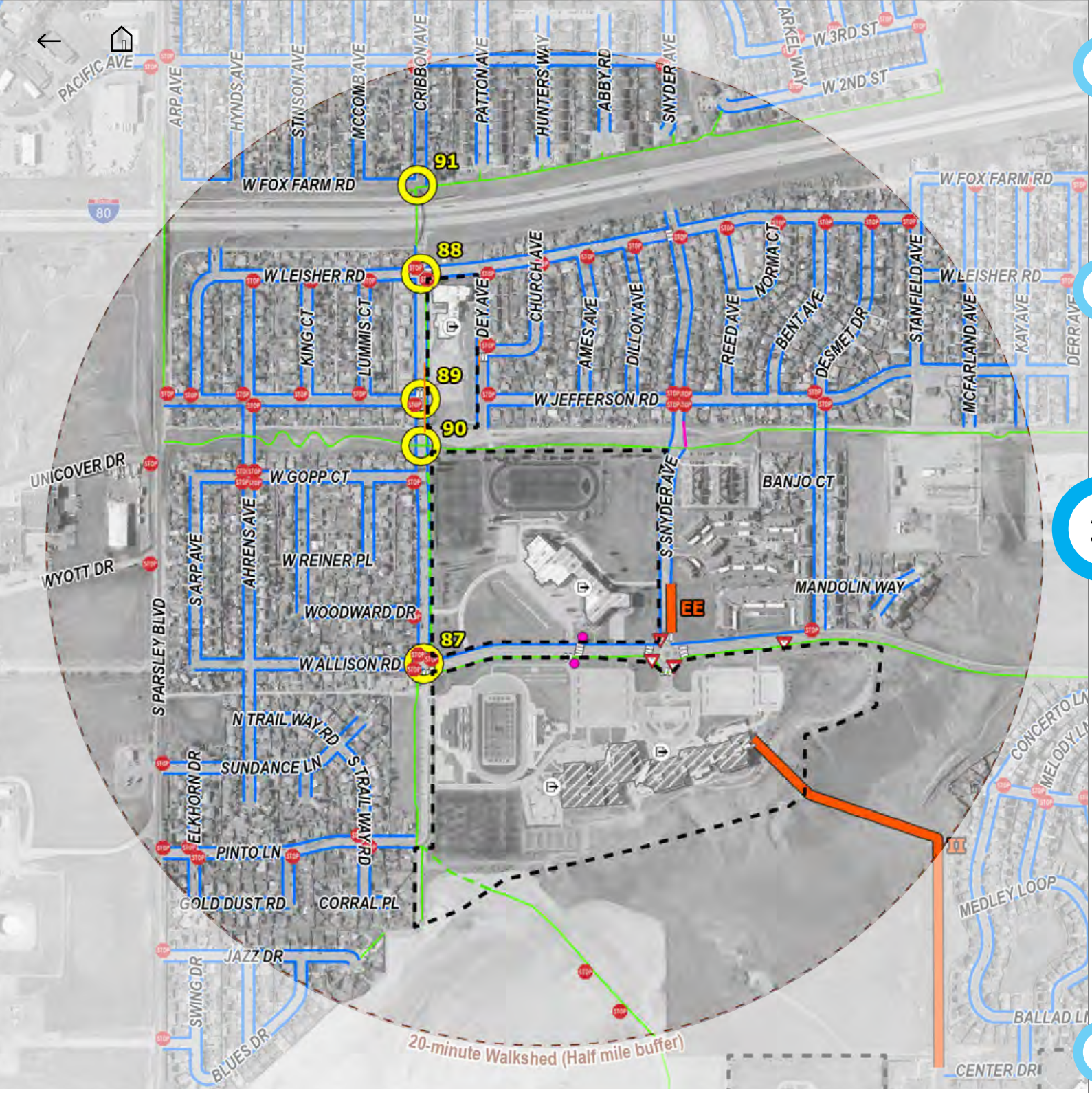


Figure 122: *Johnson Recommendation Map*

1000 feet

North

3.28 **Johnson** Junior High

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Johnson Junior High

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
87	Intersection of W Allison Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
88	Intersection of W Leisher Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
89	Intersection of W Jefferson Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide. Improving this connection is important as it provides nonmotorists access to the an off-road pathway to the greater bikeway network.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	Low
90	Greenway crossing on Cribbon Ave between W Jefferson Rd and W Gopp Ct	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
91	Intersection of W Fox Farm Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide. This is one of the few nonmotorist dedicated crossings over I-80. Access to this highway crossing should be prioritized as it would generate more foot and bicycle traffic.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
EE	S Snyder Ave from entry to Johnson Junior High School to W Allison Rd	There is a gap in the sidewalk network on this segment of S Snyder Ave.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
II	Off-road connection between South High School to northern terminus of Grand Harmony Blvd	This segment lacks trail/sidewalk connections.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

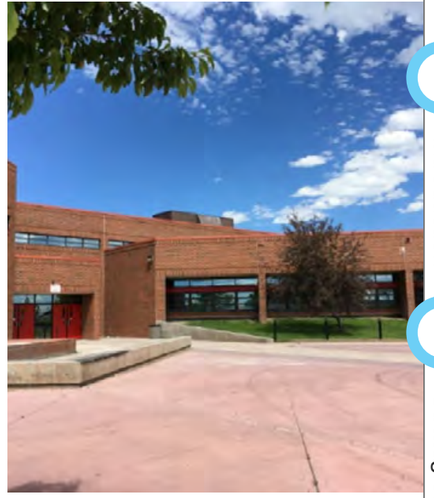


Figure 123: *Johnson Street View*

E's

Junior High Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Asphalt Art Programs
- Free Helmets and Bike Locks
- Walk and Roll to School Day
- Suggested Routes (Maps & Wayfinding)
- Student Led Education Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

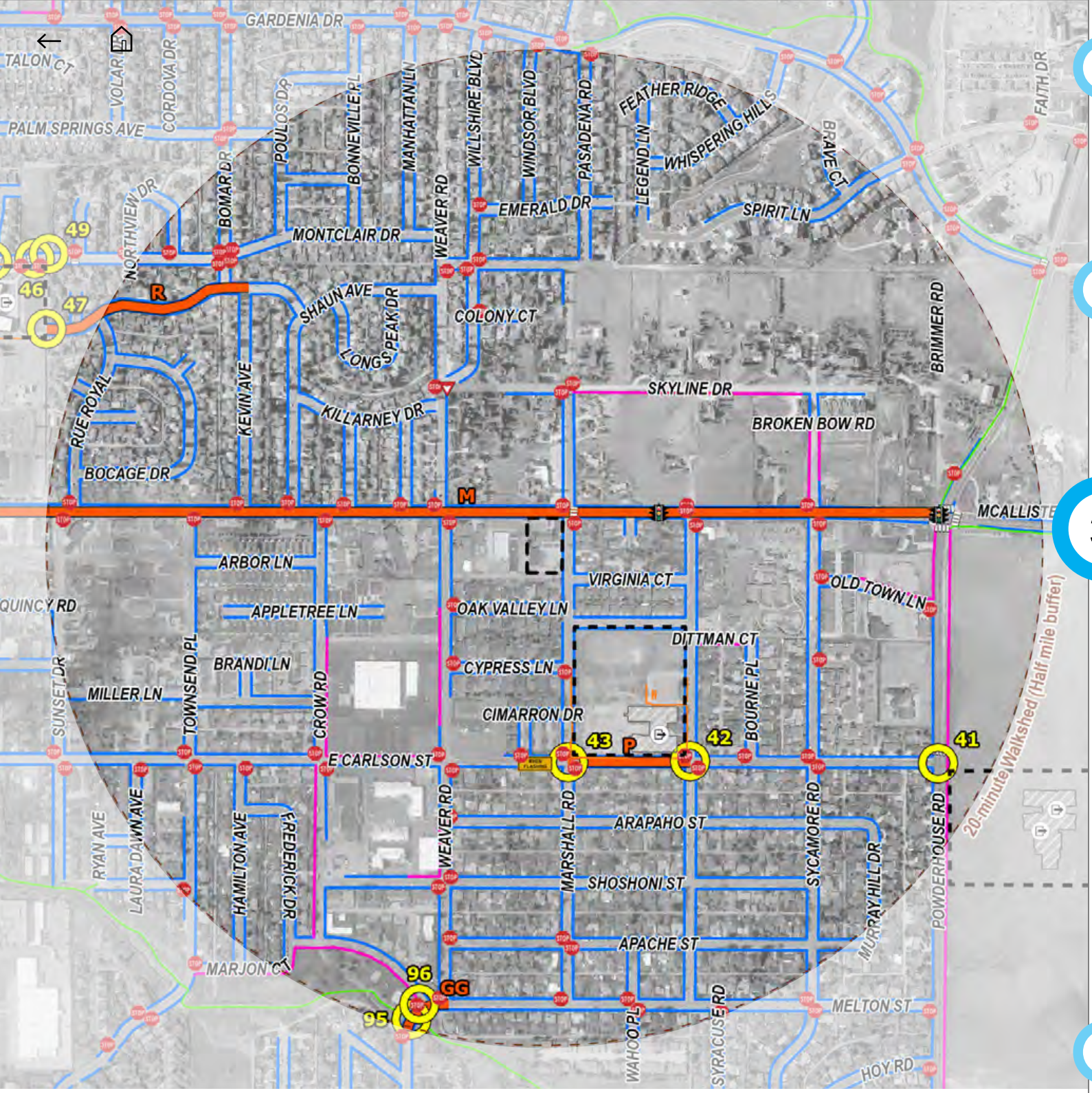


Figure 124: *Laura E Mason Recommendation Map*

1000 feet

North

3.29 **Laura E Mason** Christian Academy

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Laura E Mason Christian Academy

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
41	Intersection of Powderhouse Rd and E Carlson St	Intersection has inadequate crossing opportunities. Powderhouse Rd also lacks multimodal facilities on the east side where the school is located; Powderhouse Rd also experiences high traffic speed.	Consider: -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Require as development exaction (See 2.6.13)\| Cost: $ \| Timeline: ● to ●●● -Pilot an on-street protected multimodal path (See Section 2.6.15)\| Cost: $\| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●● -Monitor for student volumes for school zone warrant	City of Cheyenne	Medium
42	Intersection of E Carlson St and Syracuse Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
43	Intersection of E Carlson St and Marshall Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
95	Greenway trail connection on Seminoe Rd	Due to the curved corner, this crossing has poor visibility and the existing bush contributes to visibility constraints at this corner.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
96	Intersection of Melton St and Seminoe Rd	The ramp on the southwest quadrant is not ADA compliant and there is no obvious route connection for nonmotorists once at the end of the sidewalk. The north side of Melton St does not have a receiving curb ramp.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Install new sidewalk (See Section 2.6.17) \| Cost: $$ | Timeline: ●	City of Cheyenne	Medium
M	Western Hills Blvd from Hynds Blvd to Powderhouse Rd	Western Hills Blvd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
P	E Carlson St from Marshall Rd to Syracuse Rd	Drivers are often observed to be speeding along this segment and failing to yield where required. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
R	Dalcour Dr from Shaun Ave to Davis Elementary School	This segment experiences visibility constrains due to the curved road alignment at various intersections.	"Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●"	City of Cheyenne	Low
CC	Nationway from Windmill Rd to Henderson Dr	This is a high traffic speed roadway that serves as a physical barrier that makes it difficult for nonmotorists to cross.	"Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●"	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

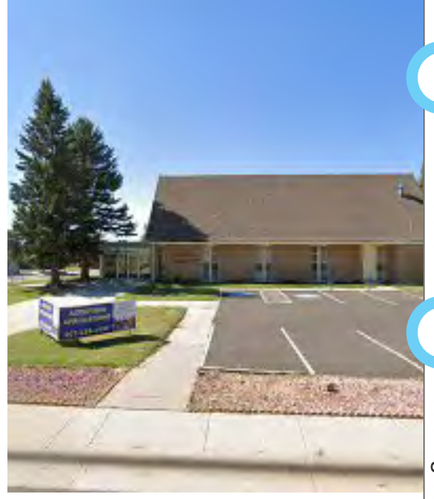


Figure 125: *Laura E Mason Street View*

E's

Private Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

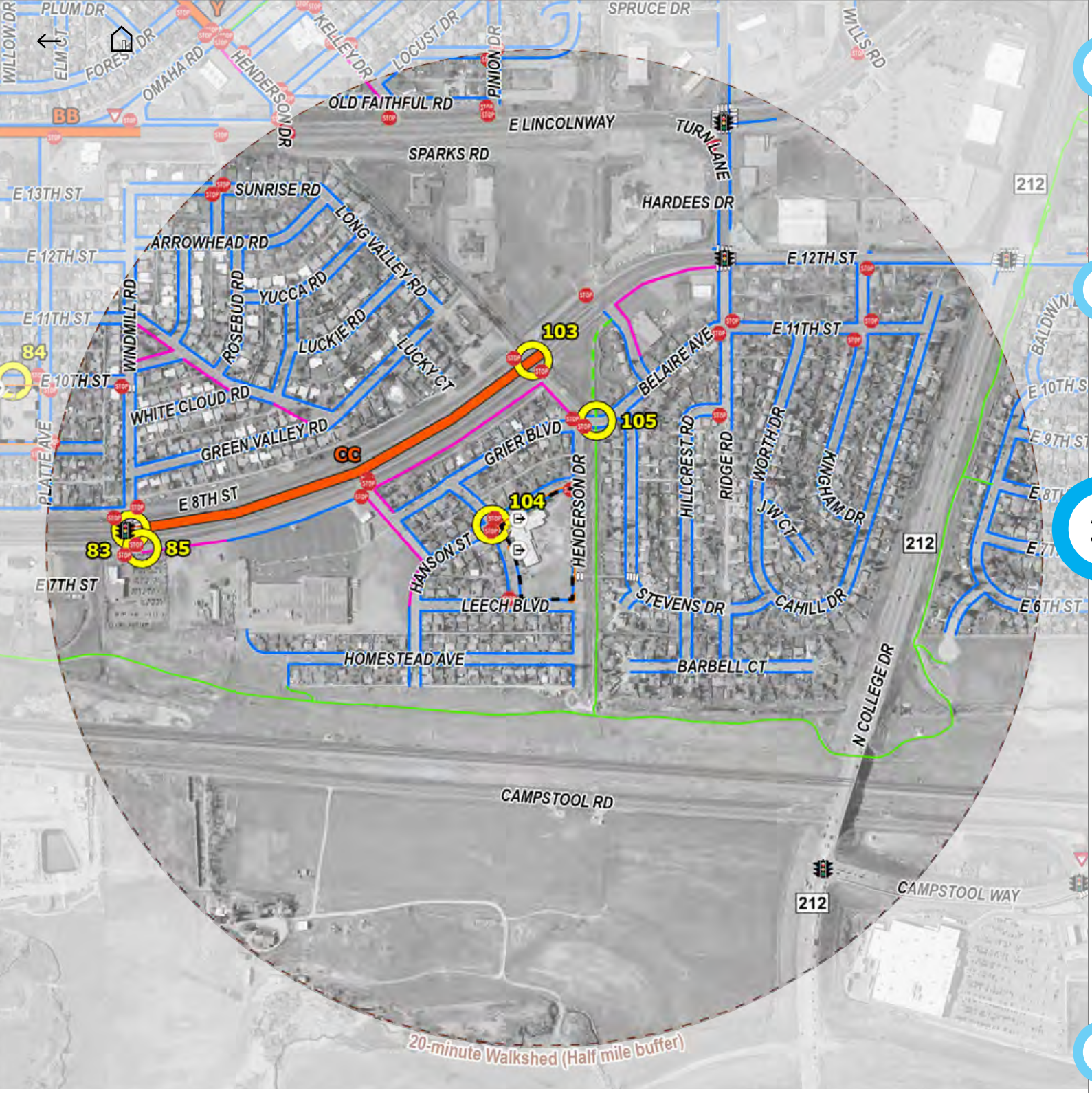


Figure 126: *Lebhart Recommendation Map*

1000 feet

North

3.30 **Lebhart** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Lebhart Elementary

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
85	Intersection of Nationway Service Rd and Windmill Rd	Potential crosswalk consideration.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) | Cost: $ | Timeline: ●	City of Cheyenne	High
103	Intersection of Nationway and Henderson Dr	This is an intersection of two busy roadways with wide crossing widths. Posted speed on Nationway is high and without a controlled intersection, crossing the corridor for nonmotorists is not the easiest or safest.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
104	Intersection of Hanson St and Coolidge St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
105	Greenway connection on Belaire Ave between Henderson Dr and Stevens Dr	There is a future greenway connection planned north of Belaire Ave. Better crossing opportunity to connect the greenway north and south of the Belaire Ave would improve safety for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
CC	Nationway from Windmill Rd to Henderson Dr	This is a high traffic speed roadway that serves as a physical barrier that makes it difficult for nonmotorists to cross.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 127: *Lebhart Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

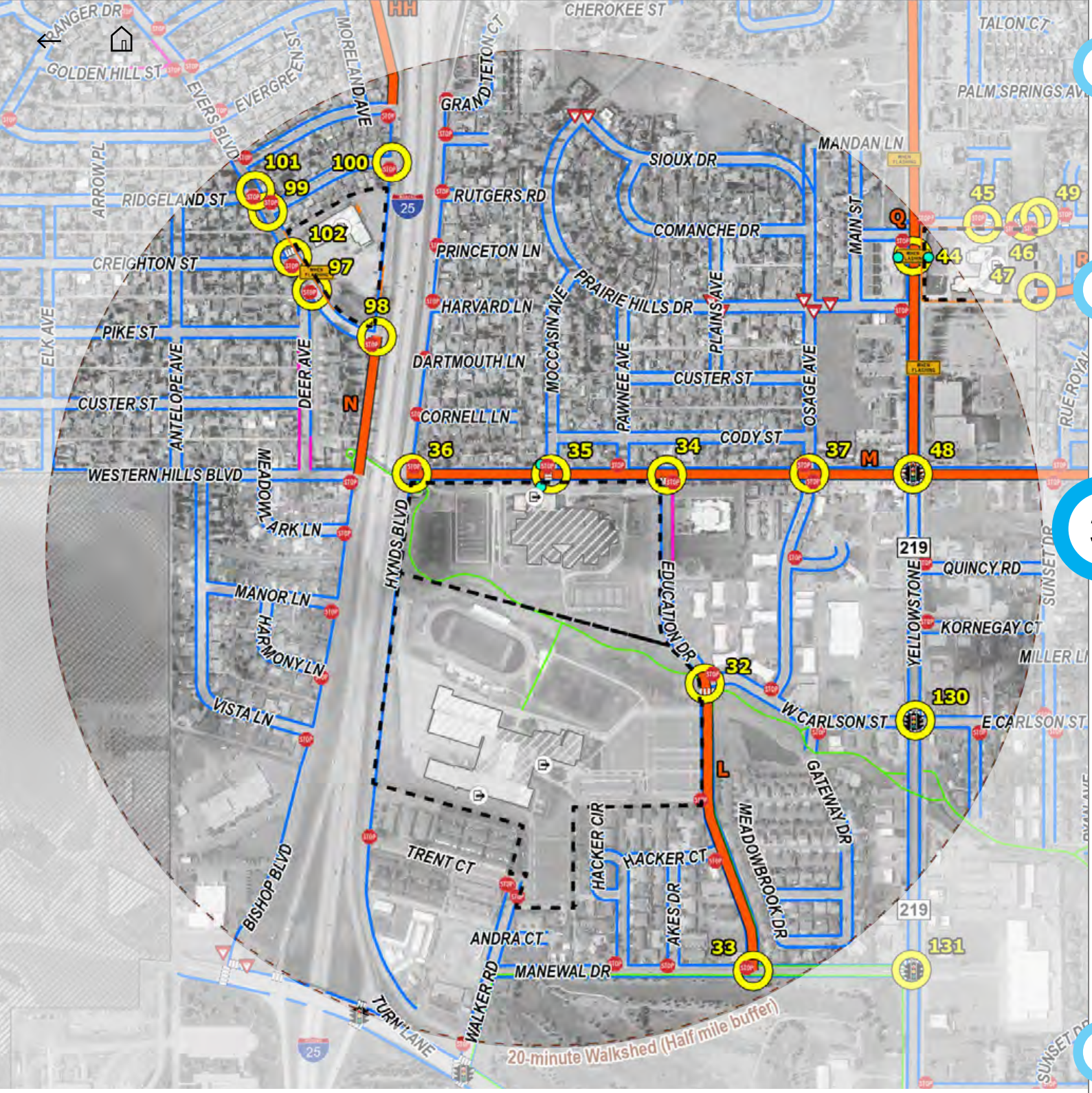


Figure 128: *McCormick Recommendation Map*

1000 feet

North

3.31 McCormick Junior High

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

McCormick Junior High (1/2)

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
32	Intersection of Education Dr and W Carlson St	Intersection has large numbers of nonmotorists crossing but drivers are often observed to be speeding or failing to come to a full stop at the intersection despite stop signage.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	High
33	Intersection of Manewal Dr and Education Dr	Intersection has inadequate crossing opportunities and experiences large traffic volumes generated by schools; Manewal Dr experiences high traffic speed.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
34	Intersection of Education Dr and Western Hills Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
35	Intersection of Western Hills Blvd and Moccasin Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
36	Intersection of Western Hills Blvd and Hynds Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
37	Intersection of Western Hills Blvd and Osage Ave	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
44	Mid-crossing point to school on Yellowstone Rd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	High
48	Intersection of Yellowstone Rd and Western Hills Blvd	This is an intersection of two busy roadways with wide crossing widths.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
97	Intersection of Deer Ave and Evers Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
98	Intersection of Evers Blvd and Bishop Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low



Figure 129: *McCormick Street View*

E's

Junior High Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Asphalt Art Programs
- Free Helmets and Bike Locks
- Walk and Roll to School Day
- Suggested Routes (Maps & Wayfinding)
- Student Led Education Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

McCormick Junior High (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
99	Intersection of Evers Blvd and Creighton St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
100	Intersection of Creighton St and Bishop Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
101	Intersection of Ridgeland St and Evers Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
102	Intersection of Creighton St and Evers Blvd	This intersection is the only marked crossing to school but located on a skewed intersection.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
L	Education Dr from W Carlson St to Manewal Dr	Segment experiences high traffic speeds and the existing crossing distance in a location that generates large foot and bicycle traffic, the crossing widths are wide.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
M	Western Hills Blvd from Hynds Blvd to Powderhouse Rd	Western Hills Blvd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
N	Bishop Blvd from Western Hills Blvd to Evers Blvd	While the pedestrian bridge over I-25 provide a safe crossing opportunity for nonmotorists -especially with I-25 identified as a transportation barrier- there is not a dedicated bicycle connection from Western Hills Blvd to Evers Blvd.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
Q	Yellowstone Rd from Western Hills Blvd to Vandehei Ave	Yellowstone Rd experiences high traffic speed and has wide crossing distances. Drivers are often observed to be speeding along this roadway and failing to come to a full stop at designated intersection locations despite traffic signages. Unpredictable driver behavior poses safety concerns for nonmotorists. Additionally, bicycle lanes are present but they are not separated or buffered which are less safe for cyclists.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
HH	Bishop Blvd from Ridgeland St Vandehei Ave	This segment lacks trail/sidewalk connections.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Pilot an on-street protected multimodal path (See Section 2.6.15)\| Cost: $\| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

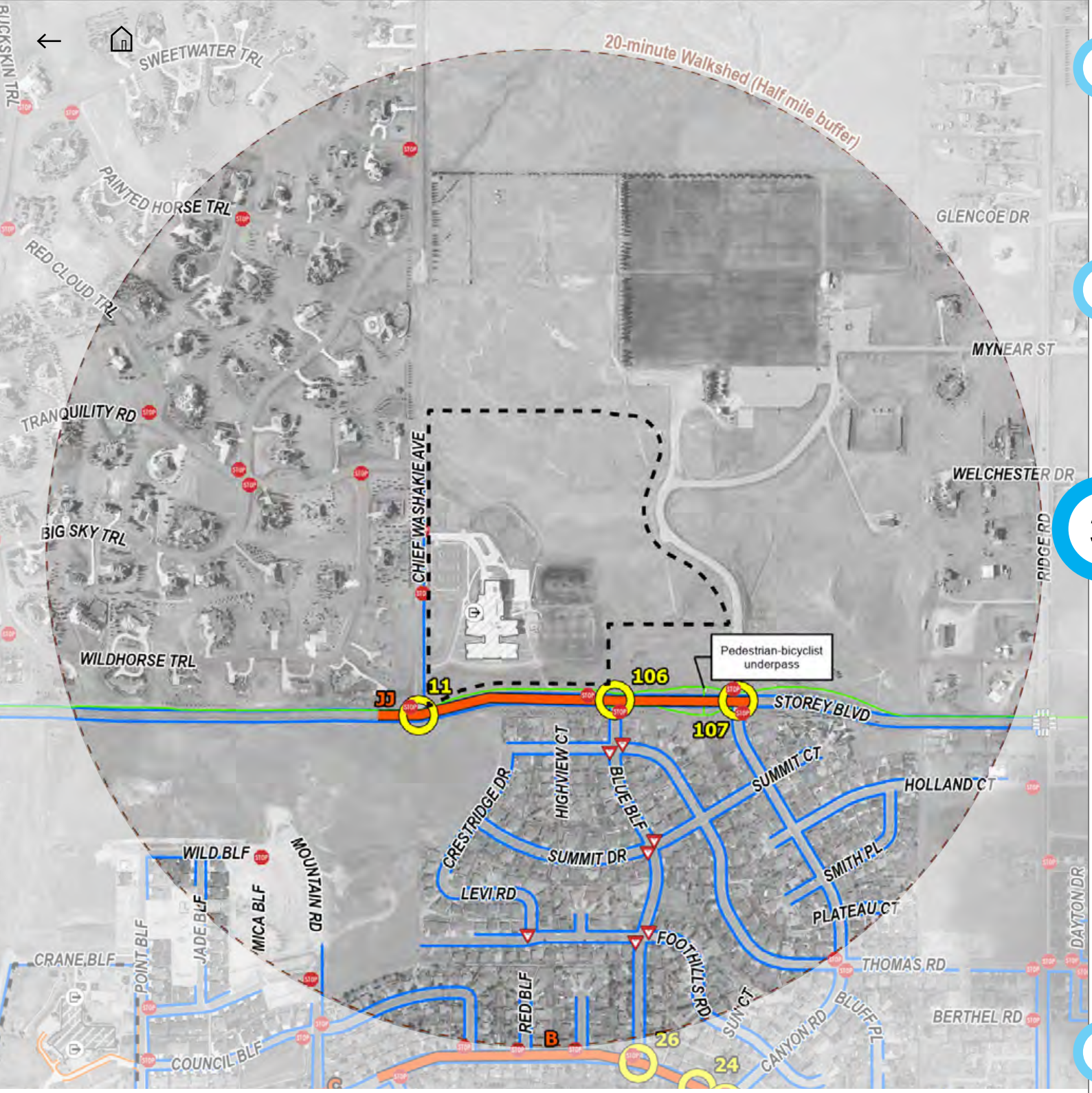


Figure 130: *Meadowlark Recommendation Map*

1000 feet

North

3.32 **Meadowlark** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Meadowlark Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
11	Intersection of Storey Blvd and Chief Washakie Ave	Intersection lacks safe crossing opportunity for nonmotorists with high traffic speed along Storey Blvd.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
106	Intersection of Storey Blvd and Blue Blf	While there are curb ramps that imply crossing opportunities for nonmotorists, intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and traffic does not yield or stop for pedestrians/bicyclists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●● -Remove curb ramp facilities and use traffic signage to redirect pedestrians and bicyclists to the underpass	City of Cheyenne	Medium
107	Intersection of Storey Blvd and Canyon Rd	While there are curb ramps that imply crossing opportunities for nonmotorists, intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and traffic does not yield or stop for pedestrians/bicyclists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
JJ	Storey Blvd from Chief Washakie Ave to Canyon Rd	Segment experiences high traffic speeds and the existing crossing distance in a location that generates large foot and bicycle traffic, the crossing widths are wide.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 131: *Meadowlark Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

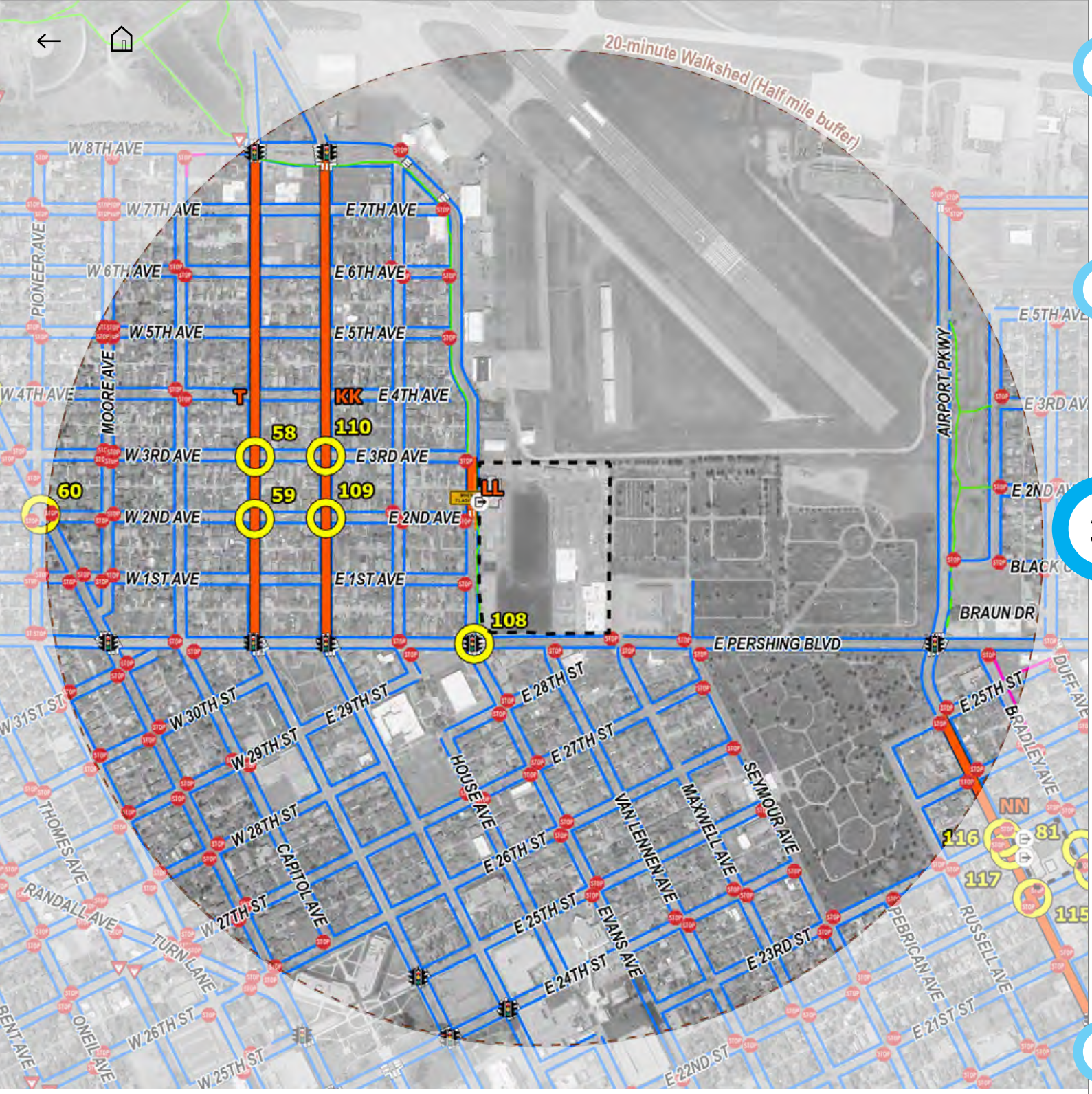


Figure 132: *Miller Recommendation Map*

1000 feet

North

3.33 **Miller** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Miller Elementary

This school was identified for potential closure or reconfiguration in the *District-wide Elementary School Most Cost-Effective Remedy Study, 2024.* See Appendix E for information.

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
58	Intersection of Central Ave and W 3rd Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and it is often observed that drivers speeding through this corridor.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
59	Intersection of Central Ave and W 2nd Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and it is often observed that drivers speeding through this corridor.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
60	Intersection of Carey Ave and W 2nd Ave	This is a skewed intersection with no marked crossing. Although the intersection lacks safe crossing opportunities such as marked crossings or crossing signals, there are receiving curb ramps at the intersections. The presence of these curb ramps may give the impression that nonmotorists can and should cross at these intersections.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
108	Intersection of E Pershing Blvd and Evans Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
109	Intersection of E 2nd Ave and Warren Ave	Intersection lacks safe crossing opportunity for nonmotorists as it is observed that drivers are often seen speeding on Warren Ave.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
110	Intersection of E 3rd Ave and Warren Ave	Intersection lacks safe crossing opportunity for nonmotorists as it is observed that drivers are often seen speeding on Warren Ave.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
KK	Warren Ave from W 8th Ave to E Pershing Blvd	Drivers are often observed to be speeding along this segment and failing to yield where required and corridor crossing width is wide; wide crossing width can be a safety concern as it requires nonmotorists to travel longer distances to get from one end to another, exposed to more conflict points.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Reduce the number of parallel lanes (See Section 2.6.2) \| Cost: $-$$$| Timeline: ● to ●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Create pedestrian refuge (See Section 2.6.10) \| Cost: $ to $$| Timeline: ●●	WYDOT	High
LL	Evans Ave from E 3rd Ave to E 2nd Ave	There are conflict points along the corridor due to multiple access points (i.e., driveways, alleyways, roadway intersections, etc.) for nonmotorists. For example, the presence of curb ramps note that it is a crossing for nonmotorists; yet, they are not always the safest crossing locations.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne/ School	Medium
NN	Morrie Ave from E 25th St to E 19th St	Drivers are often observed to be speeding along this segment and failing to yield where required. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Conduct a pilot program to test an improve crossing (See Section 2.6.4) \| Cost: $ to $$| Timeline: ● to ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
T	Central Ave from W Pershing Blvd to W 8th Ave	Drivers are often observed to be speeding along this segment and failing to yield where required and corridor crossing width is wide; wide crossing width can be a safety concern as it requires nonmotorists to travel longer distances to get from one end to another.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	WYDOT	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

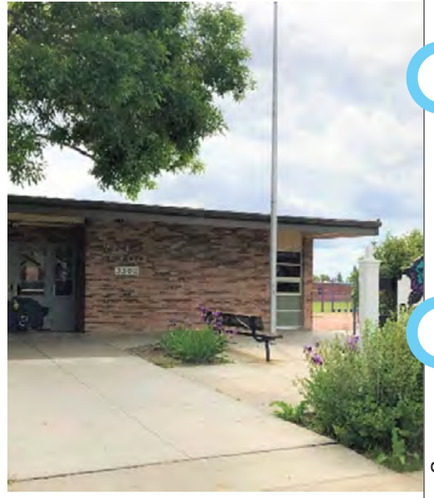


Figure 133: *Miller Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

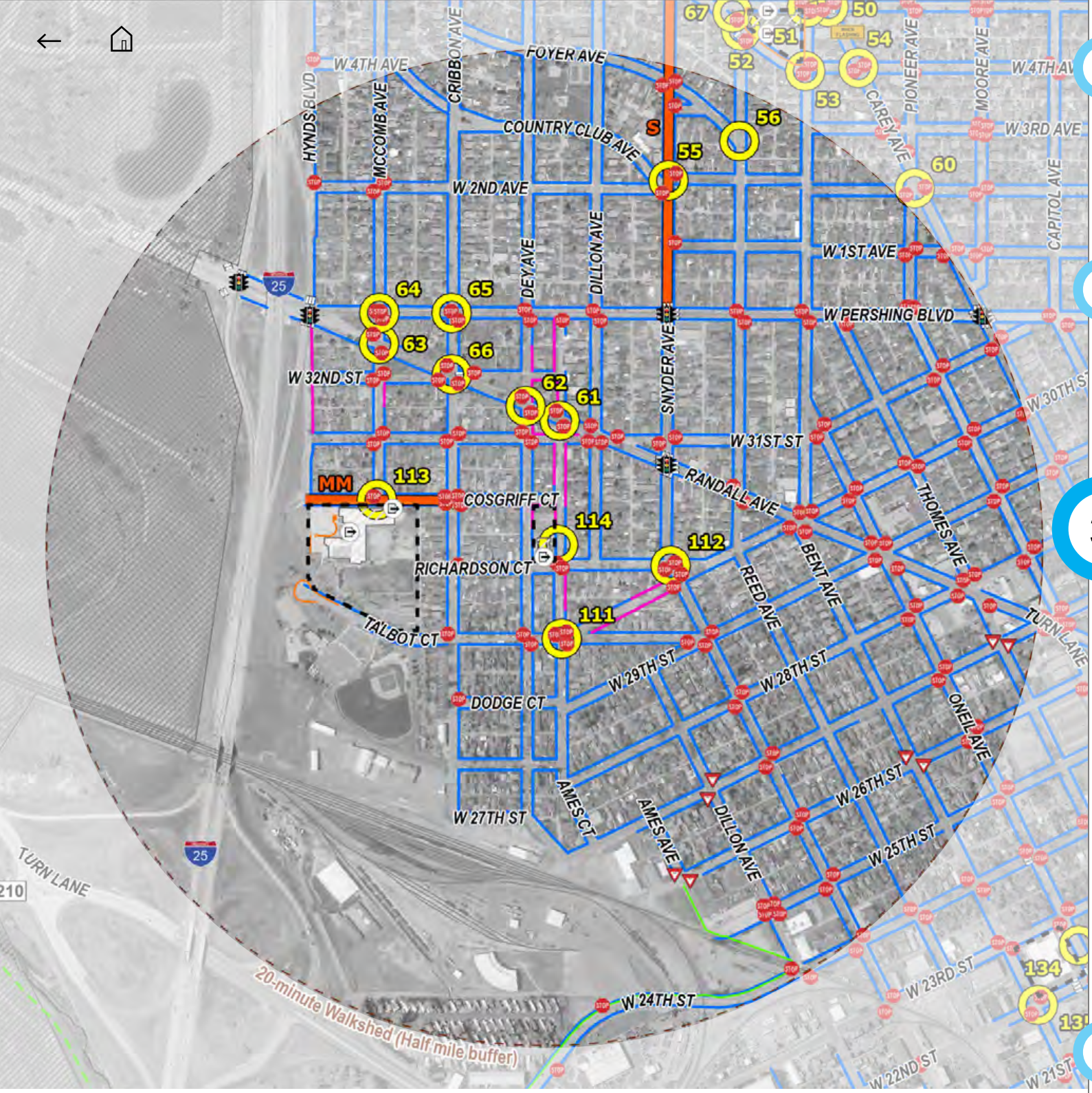


Figure 134: *PASS Recommendation Map*

1000 feet

North

3.34 **PASS** Secondary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

PASS Secondary (1/2)

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
55	Intersection of Carey Ave and County Club Ave/W 2nd Ave	Intersection lacks safe crossing opportunity for nonmotorists as this is a skewed intersection. Intersecting roadways do not align and the skewed intersection creates a wide crossing/intersection area.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
56	Intersection of Foyer Ave and Reed Ave	Intersection lacks safe crossing opportunity for nonmotorists and due to the angled intersection, left turns out of Foyer Ave to Reed Ave and left turns into Foyer Ave from Reed Ave are not easy movements due to the skewed geometry.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
57	Intersection of Frontier Park Ave and Dillon Ave	This is a skewed intersection with no marked crossing. This intersection also has uncontrolled leg which makes it unsafe for nonmotorists crossing through the intersection.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
61	Intersection of Randall Ave and Ames Ct	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and there are missing sidewalks that do not provide continuous walking routes for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
62	Intersection of Randall Ave and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and there are missing sidewalks that do not provide continuous walking routes for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
63	Intersection of McComb Ave and Randall Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
64	Intersection of McComb Ave and W Pershing Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide; W Pershing Blvd is a high traffic speed roadway.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
65	Intersection of McComb Ave and W Pershing Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide; W Pershing Blvd is a high traffic speed roadway.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
66	Intersection of Cribbon Ave and W Pershing Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High



Figure 135: *PASS Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

PASS Secondary (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
111	Intersection of Talbot Ct and Ames Ct	This is a skewed intersection with no marked crossings and not all legs are equidistance from the center of the intersection, this poses visibility constraints and safety concerns for nonmotorists crossing through the intersection.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
112	Intersection of Richardson Ct and Snyder Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
113	Intersection of Cosgriff Ct and McComb Ave	With the influx of traffic generate on Cosgriff CT during drop-off and pick-up, the intersection can use more control and safety measure for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
114	Midblock on Ames Ct between Cosgriff Ct and Richardson Ct	Intersection lacks safe crossing opportunity for nonmotorists and there are no marked crossings to the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ●	City of Cheyenne	Medium
MM	Cosgriff Ct from Hynds Blvd to Cribbon Ave	This is a one-way road that attracts a lot of traffic due to school drop-off and pick-up times. Safety concerns are raised during these times when drivers try to pass other stalled vehicles that are dropping off or picking students up by the front.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ \| Timeline: ● to ●● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●●	City of Cheyenne	Low
S	Snyder Ave from W Pershing Blvd to W 8th Ave	Drivers are often observed to be speeding along this segment and failing to yield where required and corridor crossing width is wide.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by “$” (lower), “$$” (medium), or “$$$” (high-cost). Anticipated timeline to implement each recommendation is represented by “●” (shorter), “●●” (medium), or “●●●” (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

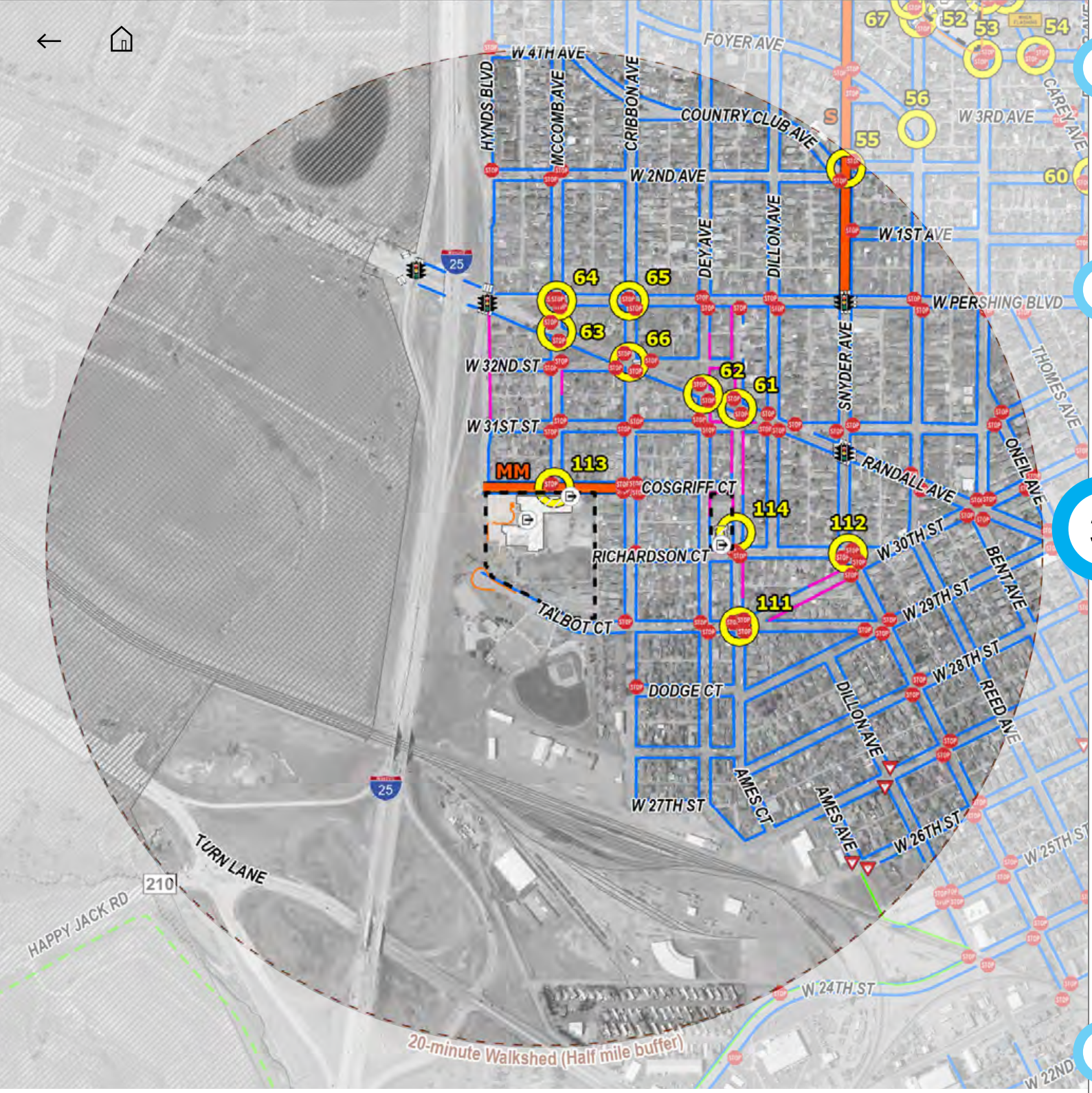


Figure 136: *Pioneer Park Recommendation Map*

1000 feet

North

3.35 Pioneer Park Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Pioneer Park Elementary (1/2)

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
8	Intersection of Alexander Ave and E 19th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
55	Intersection of Carey Ave and County Club Ave/W 2nd Ave	Intersection lacks safe crossing opportunity for nonmotorists as this is a skewed intersection. Intersecting roadways do not align and the skewed intersection creates a wide crossing/intersection area.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
61	Intersection of Randall Ave and Ames Ct	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and there are missing sidewalks that do not provide continuous walking routes for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
62	Intersection of Randall Ave and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and there are missing sidewalks that do not provide continuous walking routes for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
63	Intersection of McComb Ave and Randall Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
64	Intersection of McComb Ave and W Pershing Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide; W Pershing Blvd is a high traffic speed roadway.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
65	Intersection of McComb Ave and W Pershing Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide; W Pershing Blvd is a high traffic speed roadway.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
66	Intersection of Cribbon Ave and W Pershing Blvd	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●		



Figure 137: *Pioneer Park Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Pioneer Park Elementary (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
111	Intersection of Talbot Ct and Ames Ct	This is a skewed intersection with no marked crossings and not all legs are equidistance from the center of the intersection, this poses visibility constraints and safety concerns for nonmotorists crossing through the intersection.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
112	Intersection of Richardson Ct and Snyder Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
113	Intersection of Cosgriff Ct and McComb Ave	With the influx of traffic generate on Cosgriff CT during drop-off and pick-up, the intersection can use more control and safety measure for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
114	Midblock on Ames Ct between Cosgriff Ct and Richardson Ct	Intersection lacks safe crossing opportunity for nonmotorists and there are no marked crossings to the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ●	City of Cheyenne	Medium
MM	Cosgriff Ct from Hynds Blvd to Cribbon Ave	This is a one-way road that attracts a lot of traffic due to school drop-off and pick-up times. Safety concerns are raised during these times when drivers try to pass other stalled vehicles that are dropping off or picking students up by the front.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ \| Timeline: ● to ●● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●●	City of Cheyenne	Low
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by “$” (lower), “$$” (medium), or “$$$” (high-cost). Anticipated timeline to implement each recommendation is represented by “●” (shorter), “●●” (medium), or “●●●” (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 138: *PODER Recommendation Map*

1000 feet

North

3.36 PODER Academy

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

PODER Academy

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
4	Intersection of Rollins Ave and E 16th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
8	Intersection of Alexander Ave and E 19th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
9	Intersection of Alexander Ave and E 20th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
81	Midblock on Bradley Ave between E 23rd St and E 22nd St	There are no marked crossing surround the school; the school lacks safe crossing locations.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
115	Intersection of E 22nd St and Morrie Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
116	Intersection of E 23rd St and Morrie Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
117	Location on Morrie Ave between E 23rd St and E 22nd St	Intersection lacks safe crossing opportunity for nonmotorists and there are no marked crossings to the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ●	City of Cheyenne	Low
AA	Concord Rd from Oxford Dr to E Pershing Blvd	Corridor experiences high traffic speeds, contributing to unsafe crossing opportunities and access to areas on either sides of the corridor.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
NN	Morrie Ave from E 25th St to E 19th St	Drivers are often observed to be speeding along this segment and failing to yield where required. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Conduct a pilot program to test an improved crossing (See Section 2.6.4) \| Cost: $ to $$| Timeline: ● to ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
Z	E Pershing Blvd from Concord Rd to Salem Rd	Pershing Blvd have high speed traffic which does not provide a safe environment for nonmotorists. Crossing width of Pershing Blvd is wide, increasing conflict points.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Narrow width of drive lanes to minimum standard (See Section 2.6.1)\| Cost: $ to $$$| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

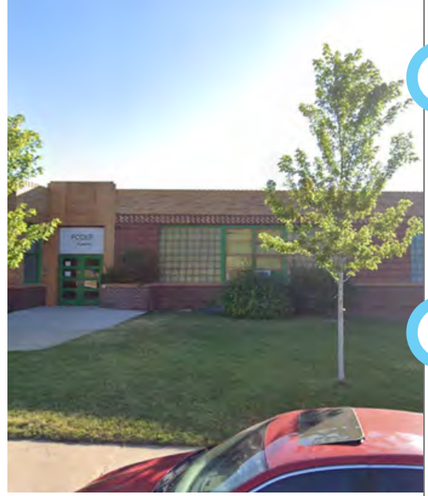


Figure 139: *PODER Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

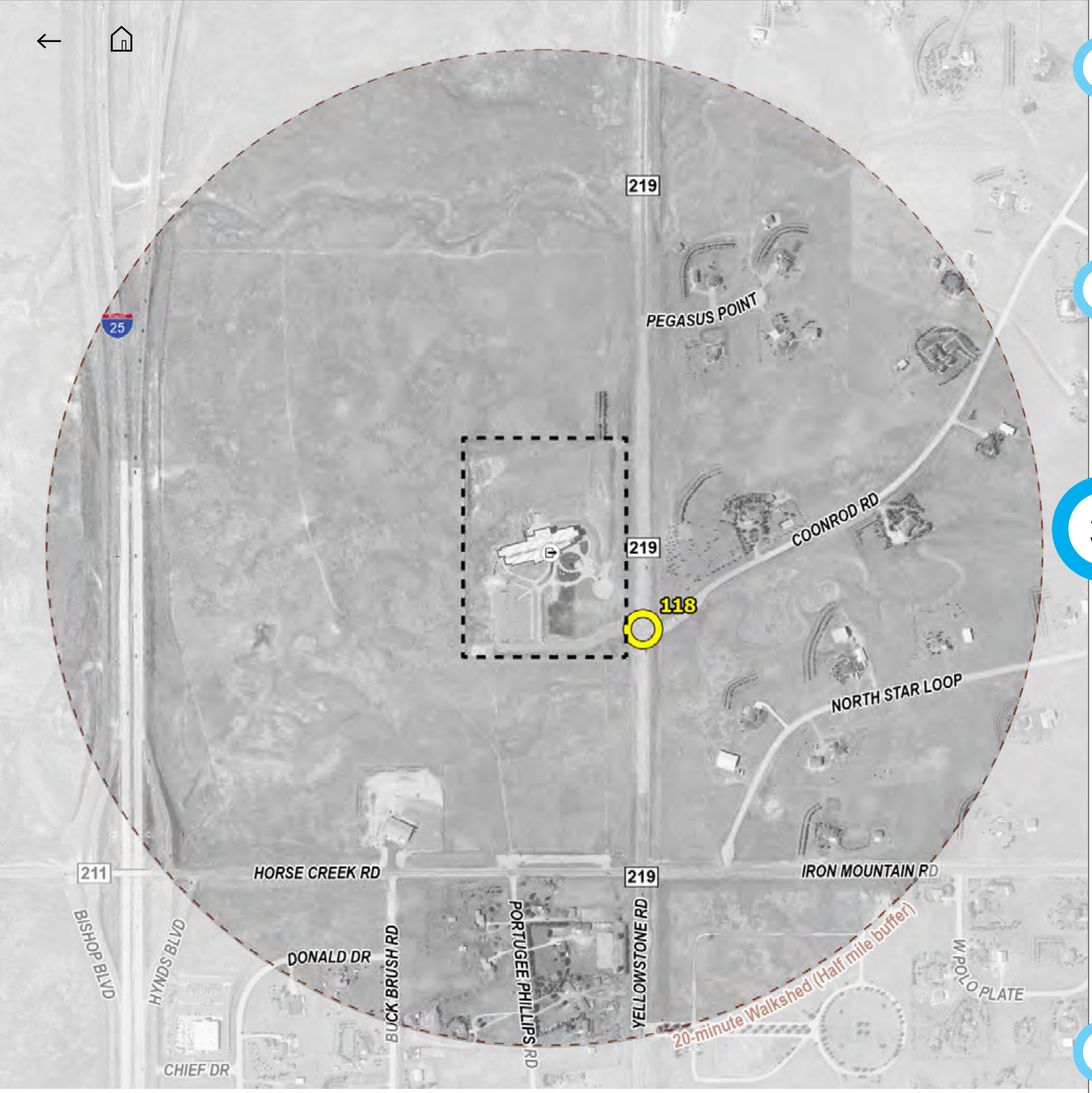


Figure 140: *Prairie Wind Recommendation Map*

1000 feet

North

3.37 **Prairie Wind** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Prairie Wind Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
118	Intersection of Yellowstone Rd and Coonrod Rd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide and drivers are often observed to speeding on Yellowstone Rd.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ●	WYDOT	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 141: *Prairie Wind Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

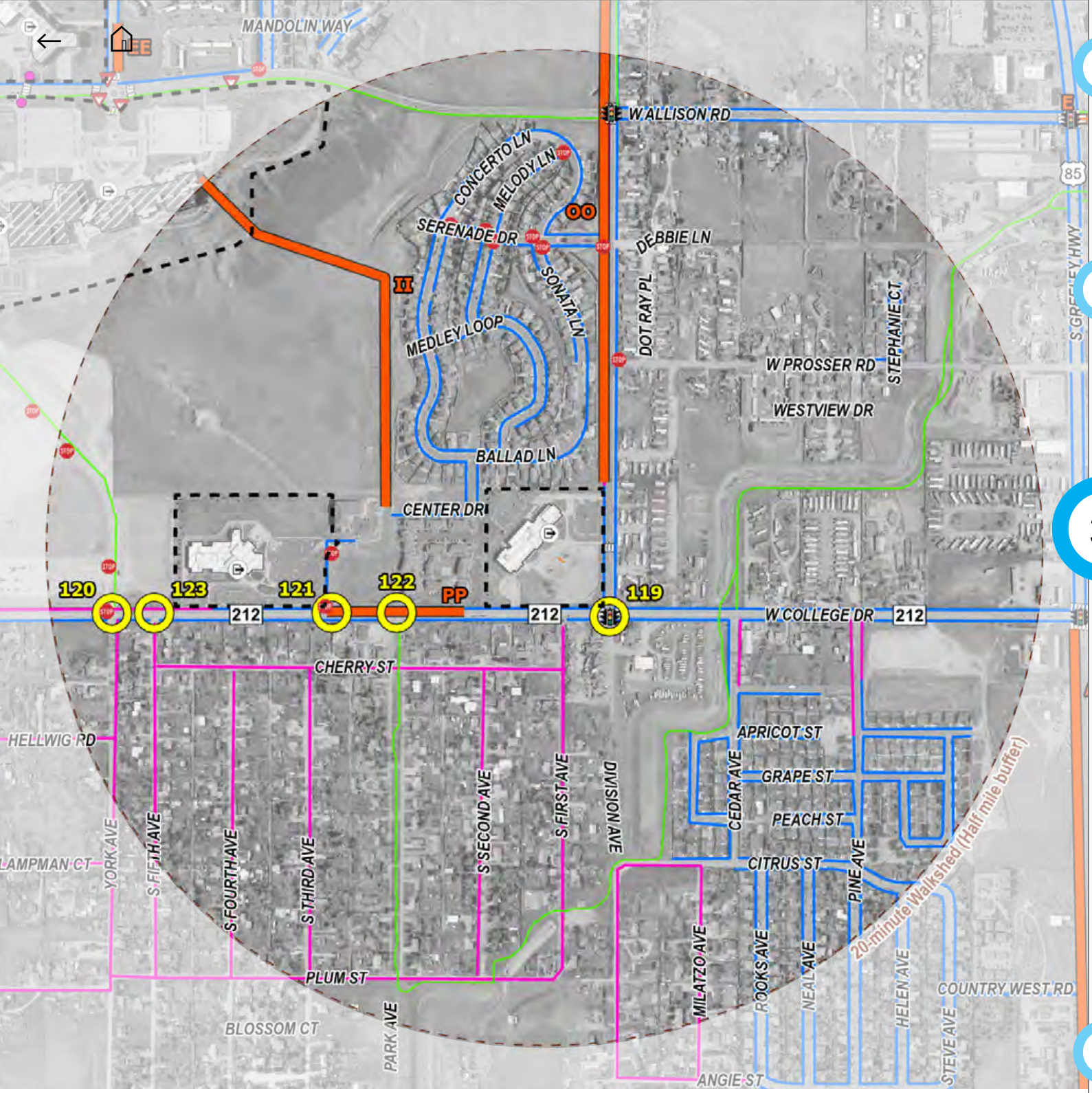


Figure 142: *Rossman Recommendation Map*

1000 feet

North

3.38 **Rossman** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Rossman Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
119	Intersection of W College Dr and Walterscheid Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
120	Intersection of W College Dr and York Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
121	Intersection of W College Dr and Grand Harmony Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	Medium
122	Intersection of W College Dr and Park Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	Medium
123	Intersection of W College Dr and S 5th Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	Medium
II	Off-road connection between South High School to northern terminus of Grand Harmony Blvd	This segment lacks trail/sidewalk connections.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
OO	Walterscheid Blvd/Division Ave from W Fox Farm Rd to Rossman Elementary School northern access to parking lot	No presence of sidewalk on the west side of the corridor.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
PP	W College Dr from Grand Harmony Blvd to Little Ditty Ln	Segment of this roadway does not have sidewalks on the north side and there lacks safe crossing opportunities for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Install new sidewalk (See Section 2.6.17) \| Cost: $$ | Timeline: ●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 143: *Rossman Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

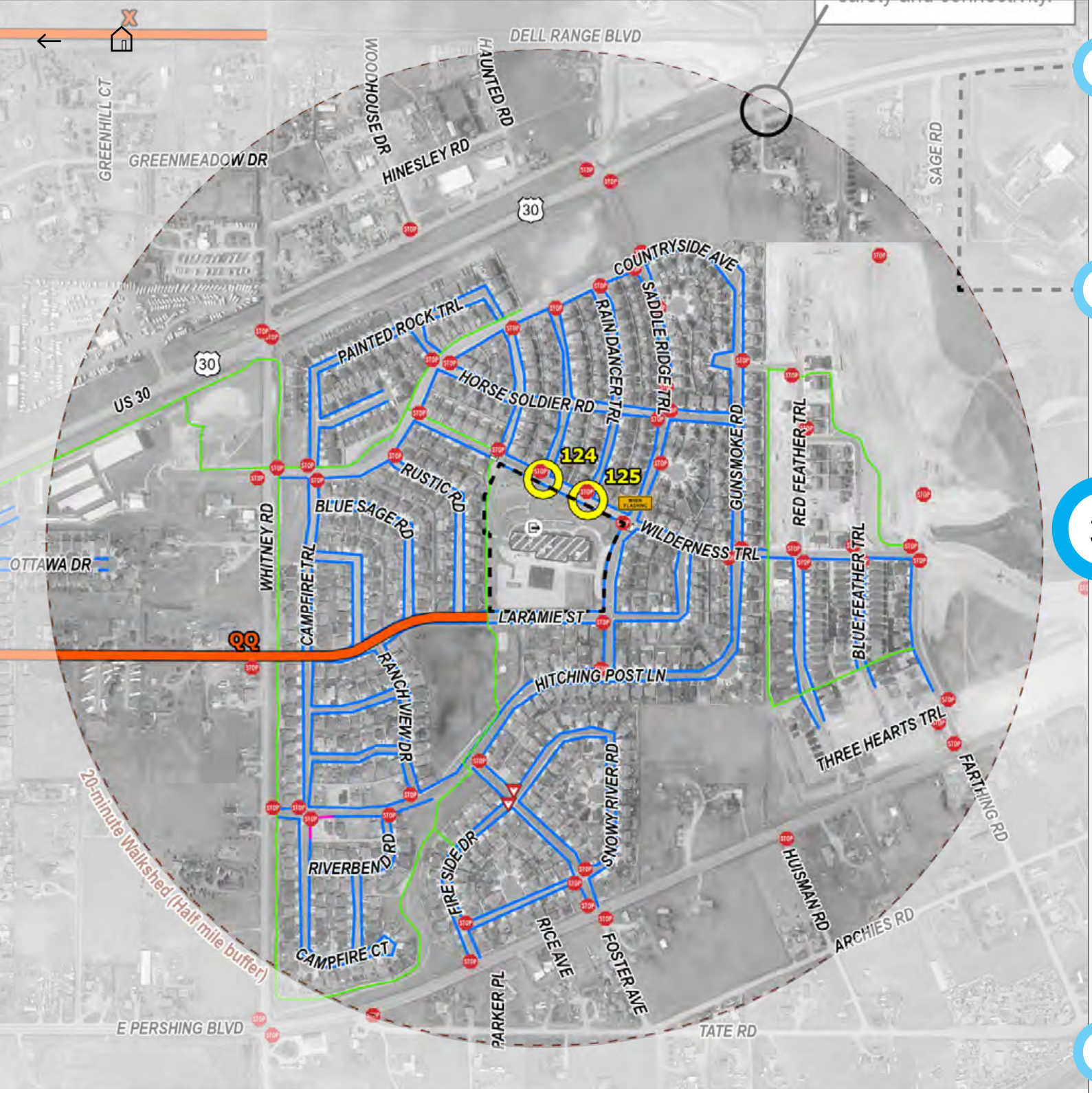


Figure 144: *Saddle Ridge Recommendation Map*

1000 feet

North

3.39 Saddle Ridge Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Saddle Ridge Elementary

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
124	Intersection of Wilderness Trl and Firewalker Trl	Intersection lacks safe crossing opportunity for nonmotorists and there are no marked crossings to the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
125	Intersection of Wilderness Trl and Rain Dancer Trl	Intersection lacks safe crossing opportunity for nonmotorists and there are no marked crossings to the school.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
QQ	Off-road and Laramie St from Saratoga St to Saddle Ridge Loop Greenway	There lacks safe greenway connectivity.	Consider: -Pilot an on-street protected multimodal path (See Section 2.6.15)| Cost: $| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) | Cost: $ to $$| Timeline: ●●	City of Cheyenne	High
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 145: *Saddle Ridge Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

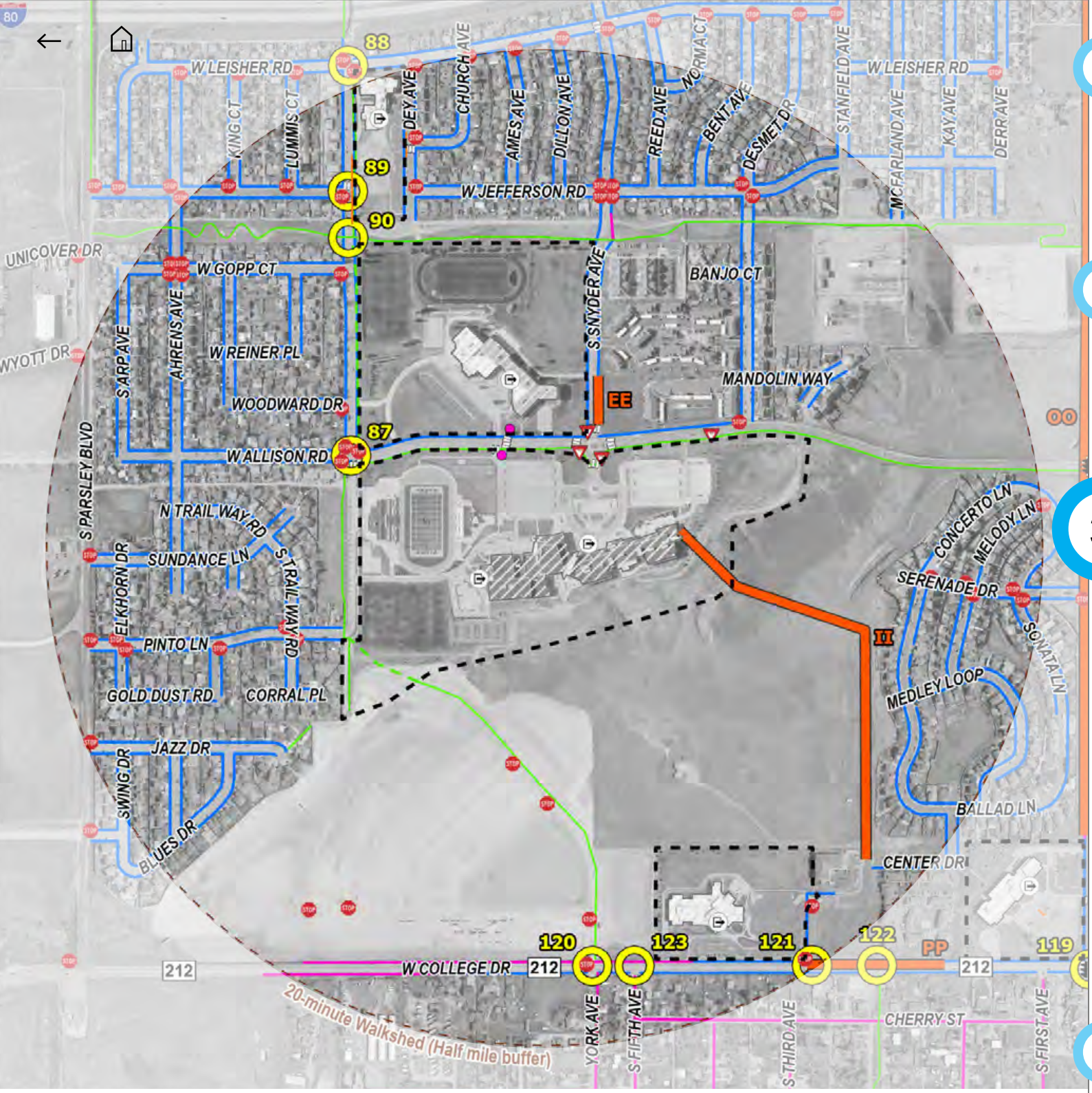


Figure 146: *South Recommendation Map*

1000 feet

North

3.40 South High

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

South High (1/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
87	Intersection of W Allison Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
88	Intersection of W Leisher Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	
89	Intersection of W Jefferson Rd and Cribbon Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide. Improving this connection is important as it provides nonmotorists access to the an off-road pathway to the greater bikeway network.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Construct raised crossing (See Section 2.6.12) \| Cost: $$ to $$$ | Timeline: ● to ●●	City of Cheyenne	
90	Greenway crossing on Cribbon Ave between W Jefferson Rd and W Gopp Ct	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	
120	Intersection of W College Dr and York Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	
121	Intersection of W College Dr and Grand Harmony Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	
123	Intersection of W College Dr and S 5th Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	
EE	S Snyder Ave from entry to Johnson Junior High School to W Allison Rd	There is a gap in the sidewalk network on this segment of S Snyder Ave.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low



Figure 147: *South Street View*

E's

High Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

South High (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
II	Off-road connection between South High School to northern terminus of Grand Harmony Blvd	This segment lacks trail/sidewalk connections.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
PP	W College Dr from Grand Harmony Blvd to Little Ditty Ln	Segment of this roadway does not have sidewalks on the north side and there lacks safe crossing opportunities for nonmotorists.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Install new sidewalk (See Section 2.6.17) \| Cost: $$ | Timeline: ●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by “$” (lower), “$$” (medium), or “$$$” (high-cost). Anticipated timeline to implement each recommendation is represented by “●” (shorter), “●●” (medium), or “●●●” (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

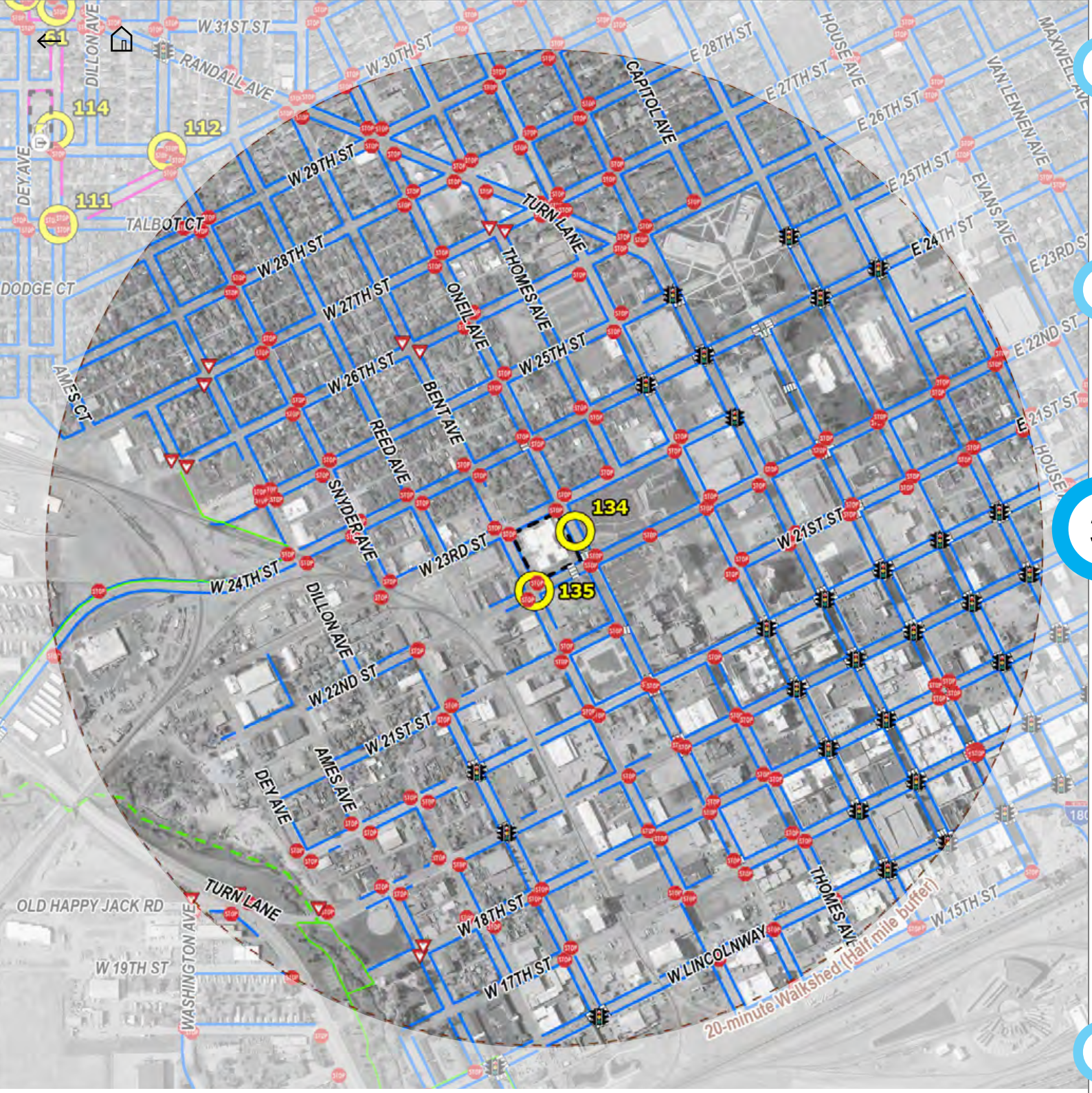


Figure 148: *St Mary's Recommendation Map*

1000 feet

North

3.41 St Mary's Catholic School

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

St Mary's Catholic School

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
134	O'Neil Ave between W 23rd and 22nd Streets	Intersection has inadequate crossing opportunities and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	High
135	Intersection of Bent Ave and W 22nd St	Intersection has inadequate crossing opportunities and crossing widths are wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 149: *St Mary's Street View*

E's

Private Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

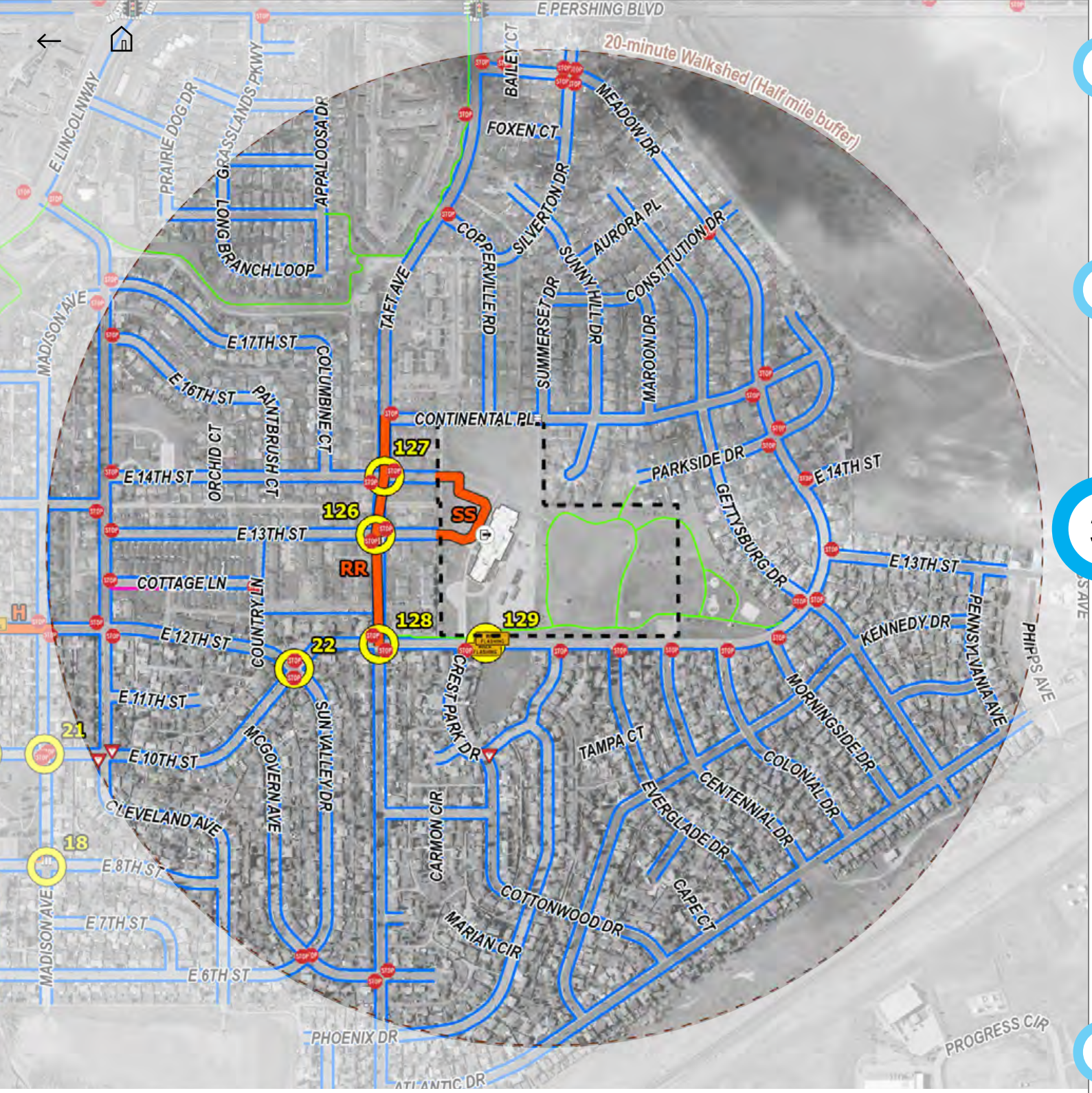


Figure 150: *Sunrise Recommendation Map*

1000 feet

North

3.42 **Sunrise** Elementary

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Sunrise Elementary

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
22	Intersection of E 10th St and Sun Valley Dr	Intersection lacks safe crossing opportunity for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
126	Intersection of E 14th St and Taft Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
127	Intersection of E 13th St and Taft Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
128	Intersection of E 12th St and Taft Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
129	Mid-crossing point to school on E 12th St between Crest Park Dr and Cottonwood Dr	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
H	E 12th St from Adams Ave to Madison Ave	Segment experiences high traffic speeds and lacks safe crossing opportunity for nonmotorist despite the presence of a marked crossing due to observed poor driver behavior -failing to yield.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
RR	Taft Ave from Continental Pl to E 12th St	Crossing width is wide and there lacks safe crossing opportunities; there is only one marked crossing at E 13th St and Taft Ave. Additionally, it has been observed that drivers often speed along this corridor and unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
SS	Drop-off and pick-up circulation on Sunrise Elementary School	The circulation does not operate very well and prone to unnecessary congestion. With circulation often uncontrolled and unpredictable, this poses safety concerns of students walking and biking through the area.	Consider: -Additional school circulation traffic study is recommended	School	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium



Figure 151: *Sunrise Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Engagement Equity, Encouragement, Education, and Evaluation. A few high impact options to consider are:

- Back to School Blitz
- Free Bike Loans, Low Cost Rentals
- Walking School Bus
- Bicycle Rodeo & Traffic Gardens
- Classroom Safety Education

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

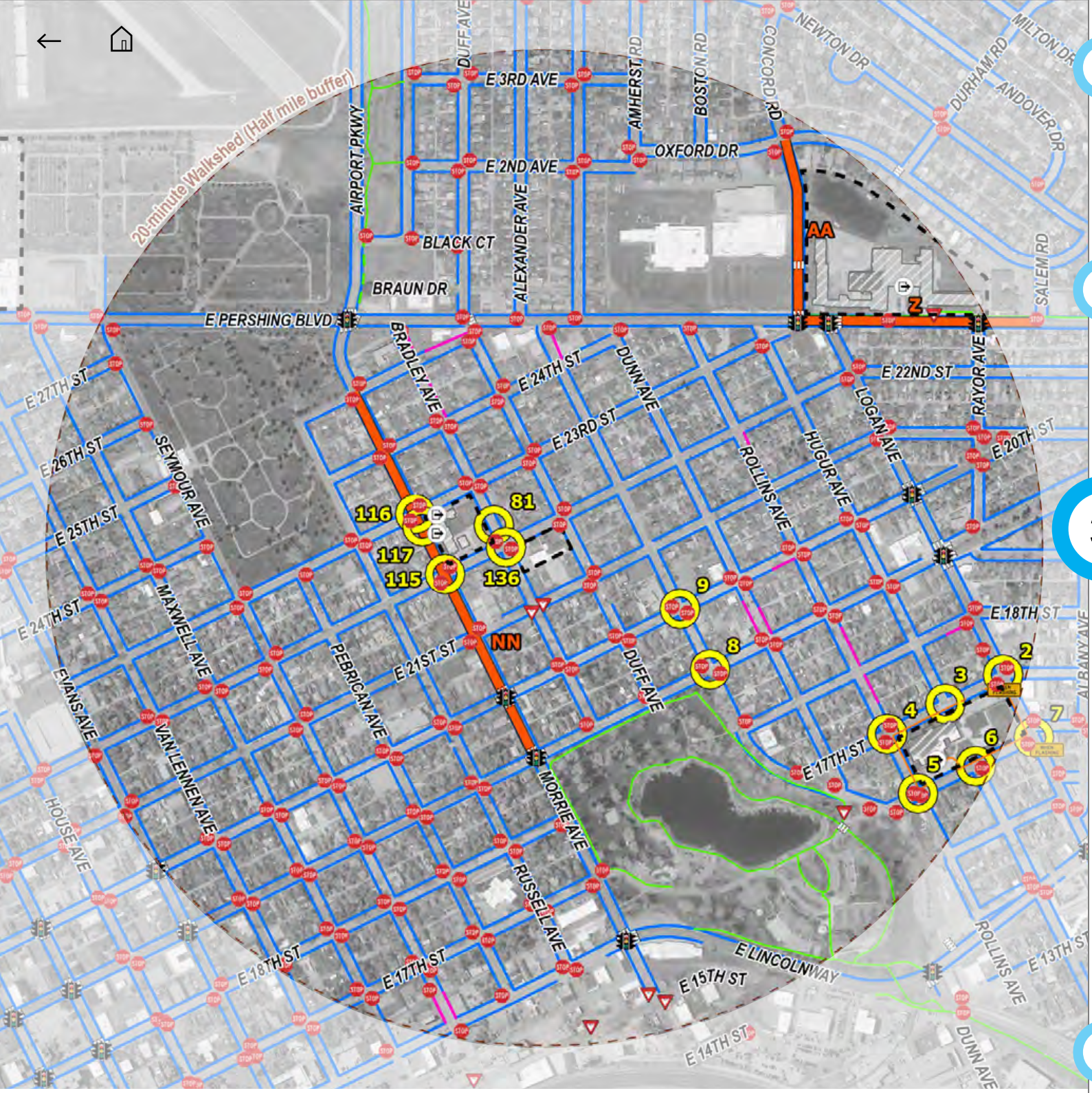


Figure 152: *Trinity Recommendation Map*

1000 feet

North

3.43 **Trinity** Lutheran School

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Trinity Lutheran School (1/2)

	Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
2	Intersection of Logan Ave and E 17th St	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
3	Intersection of Hugur Ave and E 17th St	Intersection has inadequate crossing opportunities and does not have marked crossings. Additionally, crossing widths are wide and drivers often fail to yield.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
4	Intersection of Rollins Ave and E 16th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
5	Intersection of Rollins Ave and E 17th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
6	Intersection of Hugur Ave and E 16th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
8	Intersection of Alexander Ave and E 19th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
9	Intersection of Alexander Ave and E 20th St	Intersection has inadequate crossing opportunities and does not have marked crossings.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
81	Midblock on Bradley Ave between E 23rd St and E 22nd St	There are no marked crossing surround the school; the school lacks safe crossing locations.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
115	Intersection of E 22nd St and Morrie Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low
116	Intersection of E 23rd St and Morrie Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Low

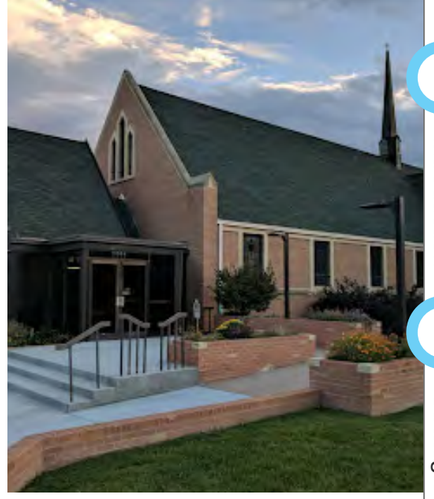


Figure 153: *Trinity Street View*

E's

Private Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

Trinity Lutheran School (2/2)

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
117	Location on Morrie Ave between E 23rd and E 22nd St	Intersection lacks safe crossing opportunity for nonmotorists and there are no marked crossings to the school.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) | Cost: $ | Timeline: ●	City of Cheyenne	Low
136	Intersection of Bradley Ave and E 22nd St	Intersection has inadequate crossing opportunities and crossing widths are wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
Z	E Pershing Blvd from Concord Rd to Salem Rd	Pershing Blvd have high speed traffic which does not provide a safe environment for nonmotorists. Crossing width of Pershing Blvd is wide, increasing conflict points.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Narrow width of drive lanes to minimum standard (See Section 2.6.1)\| Cost: $ to $$$| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$| Timeline: ● to ●●	City of Cheyenne	Medium
AA	Concord Rd from Oxford Dr to E Pershing Blvd	Corridor experiences high traffic speeds, contributing to unsafe crossing opportunities and access to areas on either sides of the corridor.	Consider: -Narrow width of drive lanes to minimum standard (See Section 2.6.1)| Cost: $ to $$$\| Timeline: ● to ●●● -Install vertical streetscape elements (See Section 2.6.3) \| Cost: $$| Timeline: ● to ●●	City of Cheyenne	Low
NN	Morrie Ave from E 25th St to E 19th St	Drivers are often observed to be speeding along this segment and failing to yield where required. Unpredictable driver behavior poses safety concerns for nonmotorists.	Consider: -Install vertical streetscape elements (See Section 2.6.3) | Cost: $$\| Timeline: ● to ●● -Conduct a pilot program to test an improve crossing (See Section 2.6.4) \| Cost: $ to $$| Timeline: ● to ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

* Anticipated cost to implement each recommendation is represented by “$” (lower), “$$” (medium), or “$$$” (high-cost). Anticipated timeline to implement each recommendation is represented by “●” (shorter), “●●” (medium), or “●●●” (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.

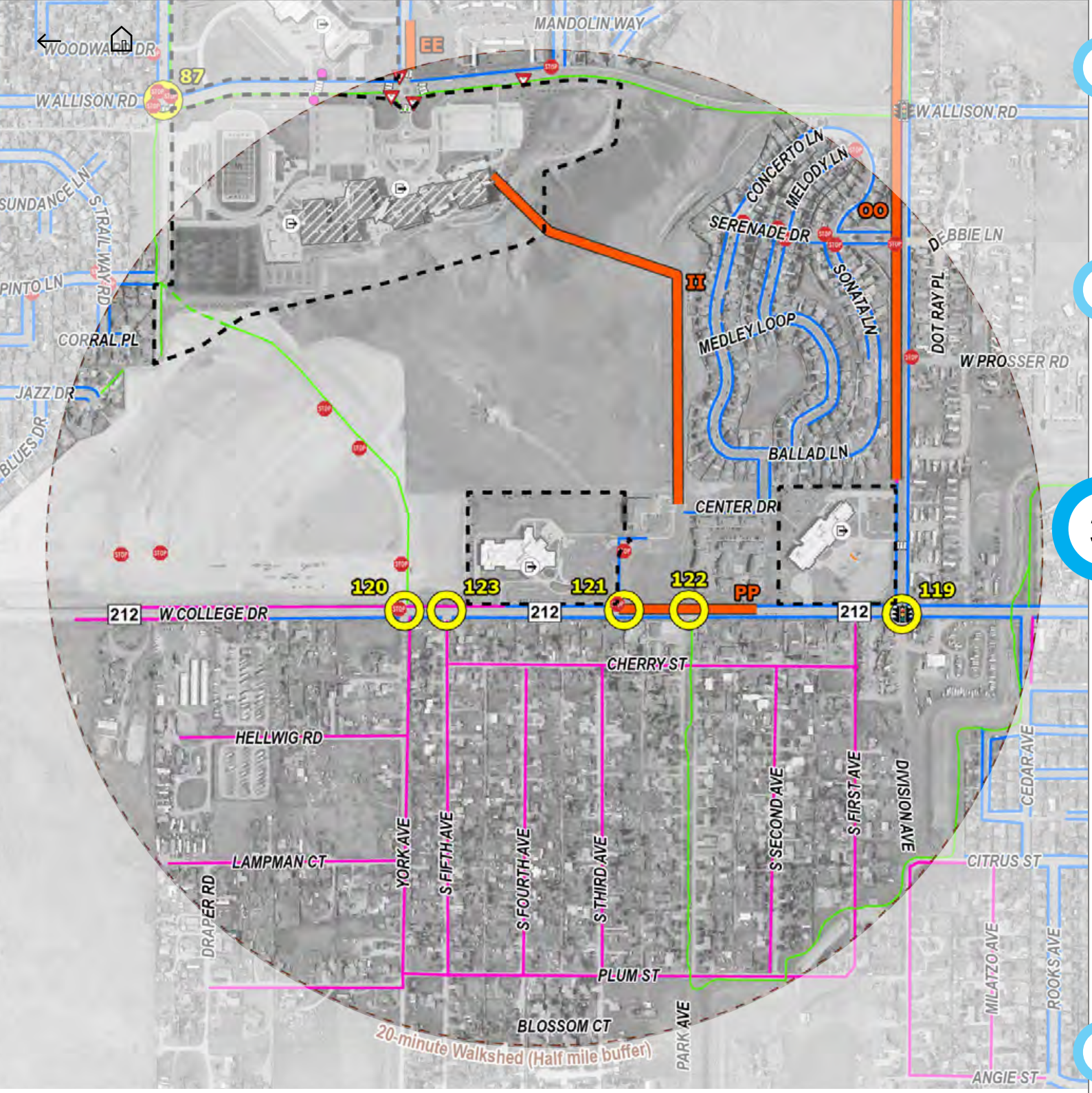


Figure 154: *Triumph Recommendation Map*

1000 feet

North

3.44 **Triumph** High

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Triumph High

Location		Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
119	Intersection of W College Dr and Walterscheid Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improve crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	High
120	Intersection of W College Dr and York Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Install crossing signal (See Section 2.6.9) \| Cost: $$$ | Timeline: ●● -Construct curb extensions (See Section 2.6.11) | Cost: $$ to $$$ | Timeline: ●●	WYDOT	Medium
121	Intersection of W College Dr and Grand Harmony Blvd	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	Medium
122	Intersection of W College Dr and Park Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	Medium
123	Intersection of W College Dr and S 5th Ave	Intersection lacks safe crossing opportunity for nonmotorists as the crossing width is wide.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Install bollards and/or in-street signing (See Section 2.6.7) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ | Timeline: ●●	WYDOT	Medium
EE	S Snyder Ave from entry to Johnson Junior High School to W Allison Rd	There is a gap in the sidewalk network on this segment of S Snyder Ave.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Low
II	Off-road connection between South High School to northern terminus of Grand Harmony Blvd	This segment lacks trail/sidewalk connections.	Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●	City of Cheyenne	Medium
OO	Walterscheid Blvd/ Division Ave from W Fox Farm Rd to Rossman Elementary School northern access to parking lot	No presence of sidewalk on the west side of the corridor.	"Consider: -Install new sidewalk (See Section 2.6.17) | Cost: $$ \| Timeline: ● -Construct off-road multimodal path (See Section 2.6.19) \| Cost: $ to $$| Timeline: ●●"	City of Cheyenne	Medium
PP	W College Dr from Grand Harmony Blvd to Little Ditty Ln	Segment of this roadway does not have sidewalks on the north side and there lacks safe crossing opportunities for nonmotorists.	Consider: -Conduct a pilot program to test an improved crossing (See Section 2.6.4) | Cost: $ to $$\| Timeline: ● to ●● -Mark crossing with high visibility paint markings (See Section 2.6.5) \| Cost: $ \| Timeline: ● -Construct curb extensions (See Section 2.6.11) \| Cost: $$ to $$$ \| Timeline: ●● -Install new sidewalk (See Section 2.6.17) \| Cost: $$ | Timeline: ●	City of Cheyenne	Medium
	All identified gaps within the existing pedestrian and bicycle network (i.e., sidewalk, trail, etc.)	Gaps within the existing sidewalk/bicycle/trail network discourage active transportation and often pose safety concerns for nonmotorists.	Consider: Whenever opportunities rise (programmed capital improvement projects, new developments, etc.), the responsible roadway jurisdiction(s) should always consider eliminated existing gaps within the sidewalk and bicycle networks to improve safety for active transportation users.	Various	Low/ Medium

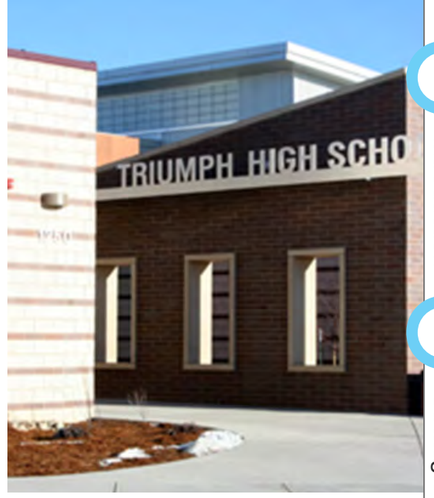


Figure 155: *Triumph Street View*

E's

High Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 156: *Willadsen Recommendation Map*

1000 feet

North

3.45 **Willadsen** Elementary School

- School Yard
- School Building Footprint
- Main Entry/Exit Door
- 20-Minute Walkshed (0.5-mile)
- No Parking (Loading Only)
- Existing Greenway & Trail
- Planned Greenway
- Existing Sidewalk
- Identified Sidewalk Network Gap
- Stop Sign
- Yield Sign
- School Zone Flasher
- Traffic Signal
- Marked Crosswalk
- Flashing Beacon (RRFB)
- Hybrid Beacon (PHB)
- Safety Improvement Opportunity (Spot location)
- Safety Improvement Opportunity (Segment)

See following page for information.

Willadsen Elementary School

Location	Identified Safety Issue(s)	Potential Recommendation(s)*	Lead Organization	Priority
	Location is not condusive for walking or biking due to low density in the area and campus being located along the interstate and in a rural area within the Cheyenne MPO boundary. There are no recorded crashes at this intersection. Safety concerns adjacent to the campus would be vehicular focused. WIth low vehicle volumes and density in the area, it is recommended that WYDOT revisit this location when a safety concern is raised. Roadway safety will be more motorist-related.			



Figure 157: *Willadsen Street View*

E's

Elementary Schools should also pursue Safe Routes to School strategies for Education, Equity, Encouragement, Engagement and Evaluation. A few high impact options to consider are:

- Safe Routes to School Task Force
- Asphalt Art
- Engaging Students with Disabilities
- Incentive or Competition Programs
- Storytelling Campaigns

See Strategy Toolbox: Engagement, Equity, Encouragement, Education, and Evaluation.

* Anticipated cost to implement each recommendation is represented by "$" (lower), "$$" (medium), or "$$$" (high-cost). Anticipated timeline to implement each recommendation is represented by "●" (shorter), "●●" (medium), or "●●●" (longer-term).

Specific cost and timeline determined upon completion of the appropriate feasibility study.



Figure 158: *Representatives of ForMak nonprofit receive a donation (Credit: Briar Napier/Cap City News)*

4 Activating Safe Routes to School

Whether you're a family in the school district, staff within the district, or just a member of the community interested in helping to support these safety initiatives, there is a place for you in bringing this Safe Routes to School vision to life.

4.1. Routes Today

An overall route recommendation map (Figure 143) has been developed to highlight safe routes based on existing conditions (i.e., historical crash data, traffic volumes, posted-speed, presence or lack of sidewalks/trails, type of intersection controls, crossing opportunities, etc.). The routes do not always represent the shortest routes but, routes that generally would keep nonmotorists on roadways with dedicated active transportation facilities (i.e., sidewalks, buffered/separated bicycle lanes, multiuse trails, etc.).

Route types are categorized into two categories:

- Busy streets – These are roadways that have high traffic volumes. Busy streets are typically major roadways that have higher posted-speeds and are designed to help funnel vehicular traffic. Busy streets are less favorable routes for active transportation, especially for children. However, sidewalks, shared-used paths, and/or buffered bicycle lanes are more likely to be present on major Cheyenne roadways. Therefore, route recommendations along busy streets were only recommended if there were dedicated pedestrian/bicyclist facilities along the roadway. Additionally, not all intersections in Cheyenne are controlled –signalized or signed. To enhance safety of children crossing roadways, route recommendations were directed towards major roadway intersections that are controlled to ensure safety for nonmotorists.
- Neighborhood streets – These are roadways with less vehicular traffic and lower posted-speeds. Neighborhood streets are the preferred routes. However, sidewalks/shared-use paths, and/or buffered bicycle lanes are less likely to be present on these minor roadways; sometimes, sidewalks are only present on one side of the roadway. Additionally, intersections of these local/neighborhood streets are not always controlled by yield/stop signs or traffic lights.

Neighborhood streets are more favorable given that they are less busy and carry fewer vehicular traffic. Therefore, more likely for children to travel along close to the curb even if there are no dedicated facilities for walking, biking, and/or rolling. Neighborhood streets without dedicated sidewalks/ shared-use paths/trails selected as part of the overall recommended routes should be prioritized by the respective roadway jurisdiction to improve nonmotorist experience and safety.

Figure 143 should be updated as roadway improvements are addressed within the Cheyenne MPO boundaries. These improvements may be specific to the recommendations identified in this SRTS Plan or capital improvements programmed at the city, county, and state level. The recommended routes are subjected to change with planned and proposed improvements. Therefore, it is important to update the map to reflect the safest routes for students to use when walking, biking, and/or rolling. which could make it difficult and confusing for young children on when to cross, increasing safety risks

4.2. Use the Tools

We structured this plan document to make it easy to “tear out” (or screenshot) the parts that are relevant for you. In the Strategy Toolbox, pick one Strategy that feels easy to accomplish and one Strategy that will stretch you and your collaborators. Tackle just those two first and then plan for how you might expand. In the Recommendations section, see the summary sheet that identifies key barriers and strategies that can make the most impact in your neighborhood.

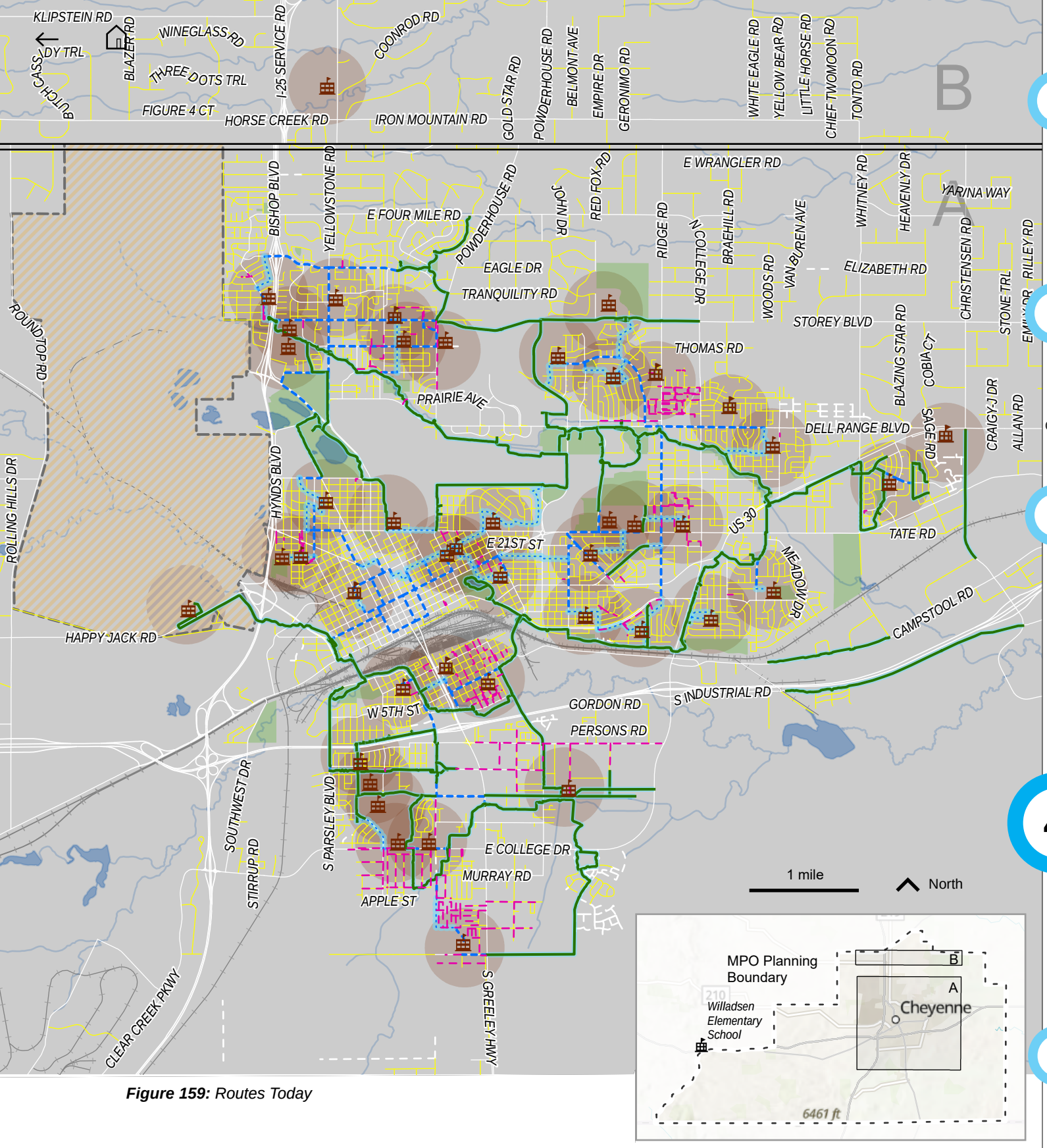


Figure 159: *Routes Today*

- School
- 20-Minute Walkshed (0.5-mile)
- Warren Air Force Base
- Park
- Lake
- Creek
- Railroads
- Busy Walking Route
- Neighborhood Walking Route
- Greenway/Trail Walking Route
- Recommended Trail Connection
- Recommended Sidewalk Connection

4.3. Find Your Team

Connect with others who are interested in helping in your geography or in your network to form a Safe Routes to School Committee.

Find like-minds - If you're a parent, reach out to other parents. If you're a staff member, reach out to other staff members.

Find new partners – Ultimately, you will need people from a variety of backgrounds to join your work. Be sure to seek out someone who represents school staff, parents, students, and City/County transportation workers to be connected with your work.

Spread the word – If you're organizing a Safe Routes to School Committee, you may find people you don't know who can support it by putting a message in a school newsletter, email chain, or social media group.

Identify your convener – Who will set up meetings and lead the conversation? This responsibility could rotate, but it's good to have a plan for who keeps everyone accountable to accomplishing what was set out.

Find a time and place to meet – It might be online or in person, but gather your group to meet at least every quarter, and maybe monthly if your group is active.

4.4. Create Goals & Roles

Starting a new group can feel like a lot to bite off in all of our busy lives. However, you can break down the work into manageable pieces to reach your goals with many helping hands. Dedicate one of your first meetings as a Safe Routes to School Committee toward identifying the two strategies that you want to make your first goal and breaking those strategies down into actionable steps. Then at a future meeting list out all of the actionable steps and assign volunteers to be the lead for that step. This way everyone has a stake in the success of the committee's work and no one person is left to hold all the responsibility.

4.5. Celebrate Progress

At the end of the school year be sure to do something to recognize the work of everyone involved in your Committee, whether it's a simple minute of gratitude at a meeting or a potluck celebration meal or some other special recognition. Whether the wins for that year are big or small, it's important to the longevity of people's involvement to feel like their time and energy is appreciated.

Got big ideas? Get big funding.

Find and share information on available funding through the State of Wyoming for Safe Routes to School projects. [Wyoming TAP Competition Info Sheet.pdf (saferoutespartnership.org)]



5 Appendix

A List of Figures
B Existing Conditions
C Community Engagement Summary
D Safe Routes to School Plan (2010)
E Elementary School Most Cost-Effective Remedy Study
F Concurrent Projects