CHEYENNE COMPREHENSIVE

Safety Action Plan

June 2026

CITY OF CHEYENNE

Laramie County WYOMING

WYOMING TRANSPORTATION DEPARTMENT

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Executive Summary

The Cheyenne MPO Comprehensive Safety Action Plan is a data-driven, community-informed roadmap to reduce and ultimately eliminate traffic-related fatalities and serious injuries across the region. Grounded in the Safe System Approach, the plan focuses on reducing both the likelihood and severity of crashes through coordinated strategies related to roadway design, speed management, user behavior, and system-level improvements.

The plan combines crash data analysis (2020–2024), stakeholder and community input, and a systemic safety assessment to identify key safety challenges and prioritize investments. It is intended to guide near-term implementation, while supporting long-term policy, funding, and partnership decisions across the City of Cheyenne, Laramie County, Wyoming Department of Transportation (WYDOT), and the MPO.

Key Findings

Between 2020 and 2024, there were 7,844 crashes in the MPO area, including 1,530 crashes resulting in minor injury and 208 fatal and serious injury (KSI) crashes. While KSI crashes represent the most severe outcomes and are the primary focus of this plan, minor injury crashes were also considered to help identify consistent patterns and trends across the system. Analysis of crash data, combined with stakeholder and community input, identified consistent patterns in the types of crashes and conditions most associated with severe outcomes. Community feedback reinforced these findings, with participants frequently identifying speeding, unsafe intersections, and a lack of safe pedestrian and bicycle infrastructure as key concerns across the MPO area.

To better understand these conditions, the analysis defined a set of focus areas, representing crash types, contributing factors, and conditions that are overrepresented in fatal and serious injury crashes, including the following:

- **Intersection-related crashes** (approach turn and broadside), which are common in urban areas and often involve turning conflicts and failure to yield
- **Speeding, impairment, and traffic control violations** (including red-light running), which were frequently noted as contributing factors in crash reports
- **Roadway departure and opposing-direction crashes** (run-off-road and head-on), particularly in rural contexts
- **Vulnerable road user crashes** (bicycle, pedestrian, and motorcycle)
- **Visibility and demographic-related conditions** (dark or unlighted conditions and crashes involving people under age 18)

Together, these focus areas capture most severe crashes across the MPO area and provide a clear framework for identifying systemic risks and prioritizing safety strategies. Building on this understanding, the High Injury Network (HIN) identifies the specific corridors and intersections where severe crashes are most concentrated and where safety improvements can have the greatest impact. The HIN includes:

- 29 intersections (less than 2% of the network) that account for 30% of severe intersection crashes
- 45 miles of roadway (14% of the network) that account for 59% of severe corridor crashes

By combining the High Injury Network, severe crash pattern focus areas, and the High Risk Network, the MPO and partner agencies can take both a targeted and proactive approach to safety. This integrated framework allows investments to be focused where severe crashes are most concentrated today, while also addressing systemic risk factors across the broader network to reduce the potential for future fatalities and serious injuries.

Recommendations

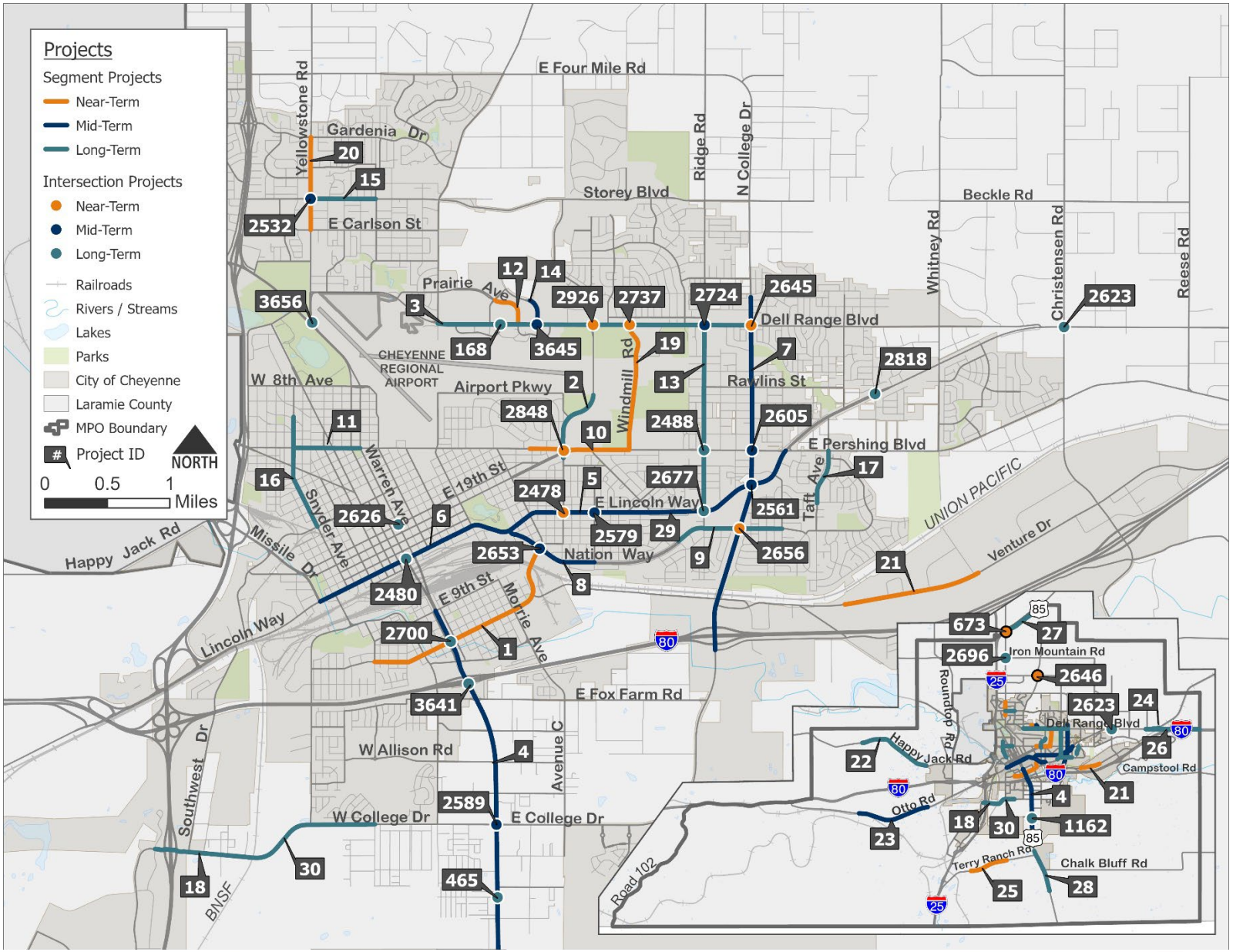
The Safety Action Plan translates these findings into a coordinated implementation framework that advances safety through policy, design, and targeted investment. This framework is structured around three complementary components that work together to reduce fatal and serious injury crashes across the transportation system: Implementation Actions, Countermeasure Toolkit, and Targeted Projects.

Implementation Actions establish the policy and programmatic foundation needed to support long-term safety improvements. These actions focus on integrating safety into everyday decision-making processes, including long-range planning, corridor studies, development review, capital programming, operations, maintenance, and enforcement. Rather than addressing safety on a project-by-project basis alone, these strategies promote a consistent, systemwide approach that aligns agency practices with Safe System principles. This process includes updating design standards, refining signal operations, improving roadway lighting and visibility, advancing speed management policies, and strengthening education and enforcement programs.

The Countermeasure Toolkit provides a set of proven, data-driven strategies that directly respond to the crash patterns and focus areas identified in the analysis. Each countermeasure is grounded in national best practices and tailored to address specific risk factors, such as intersection conflicts, excessive speeds, and vulnerabilities for people walking, biking, and motorcycling. The toolkit is intended to support consistent application of safety treatments across jurisdictions and project types, whether through standalone projects, corridor improvements, or routine maintenance activities.

Projects represent the highest-priority opportunities to apply these strategies at specific locations. Developed through detailed review of crash history and roadway context, these projects focus on corridors and intersections within the High Injury Network where the potential to reduce fatal and serious injury crashes is greatest. Each project incorporates context-sensitive recommendations to address the underlying safety issues at that location. Projects are further organized into near-, mid-, and long-term timeframes based on factors such as safety need, feasibility, and readiness, helping to guide implementation and align investments with available funding and project development timelines. **Figure 1** illustrates the geographic distribution of recommended near-, mid-, and long-term projects throughout the MPO area.

Figure 1: Near-, Mid-, and Long-Term Projects



Next Steps

Implementation of the Safety Action Plan will require sustained coordination, funding, and integration into existing agency processes. Key next steps include advancing priority projects through design and implementation, incorporating safety improvements into planned capital and maintenance programs, and aligning recommendations with local, state, and federal funding opportunities. The plan is also intended to support pursuit of Safe Street 4 All (SS4A) implementation funding and other grant programs by providing a data-driven and project-ready framework.

Beyond individual projects, successful implementation will depend on integrating safety into routine decision-making. This includes applying the countermeasure toolkit and implementation actions through corridor studies, development review, operations, maintenance, and enforcement efforts to address systemic safety risks across the network.

Ongoing Monitoring and Transparency

The Cheyenne MPO will support ongoing transparency and accountability through a publicly accessible Safety Action Plan webpage and interactive safety dashboard. These tools provide a consistent and user-friendly way to track crash trends, monitor progress, and communicate safety outcomes to partner agencies, decision-makers, and the public.

Crash data will be updated regularly, allowing the MPO and its partners to evaluate the effectiveness of implemented strategies, identify emerging trends, and refine priorities over time. This approach ensures that the Safety Action Plan remains responsive to changing conditions and continues to support data-driven decision-making.

1 | Introduction

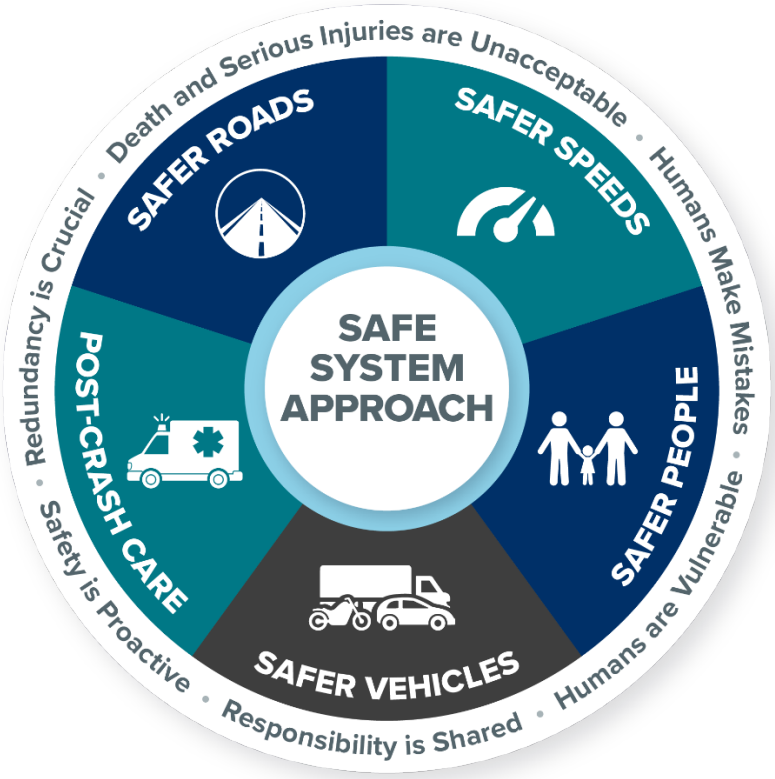
The Cheyenne MPO Comprehensive Safety Action Plan (Safety Action Plan) is a community-driven roadmap to reduce and ultimately eliminate traffic fatalities and serious injuries across the MPO planning area. The MPO planning area includes roadways owned and operated by the Wyoming Department of Transportation (WYDOT), Laramie County, and the City of Cheyenne, reflecting the shared responsibility for transportation safety across these agencies. Through crash analysis, systemic risk evaluation, and stakeholder and public engagement, the plan identifies key safety challenges and establishes strategies and actions to address them. While the analysis considers safety trends across the broader transportation network, the Safety Action Plan primarily focuses on roadway facilities owned and managed by local agencies, where the MPO and its partners can most directly influence project development, policies, and implementation actions. The Safety Action Plan is intended to guide near-term implementation while also supporting long-term policy, investment, and partnership decisions that improve safety outcomes year after year.

The Safe System Approach

To achieve the goal of eliminating fatalities and serious injuries, the Safety Action Plan is grounded in the Safe System Approach. This proactive framework is designed to prevent fatal and serious injuries by reducing both the likelihood of crashes and the severity of crashes when they do occur. Rather than relying primarily on individual behavior, the Safe System Approach emphasizes designing roads, speeds, and policies that anticipate human error and protect human life.

The Safe System Approach is based on these core principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



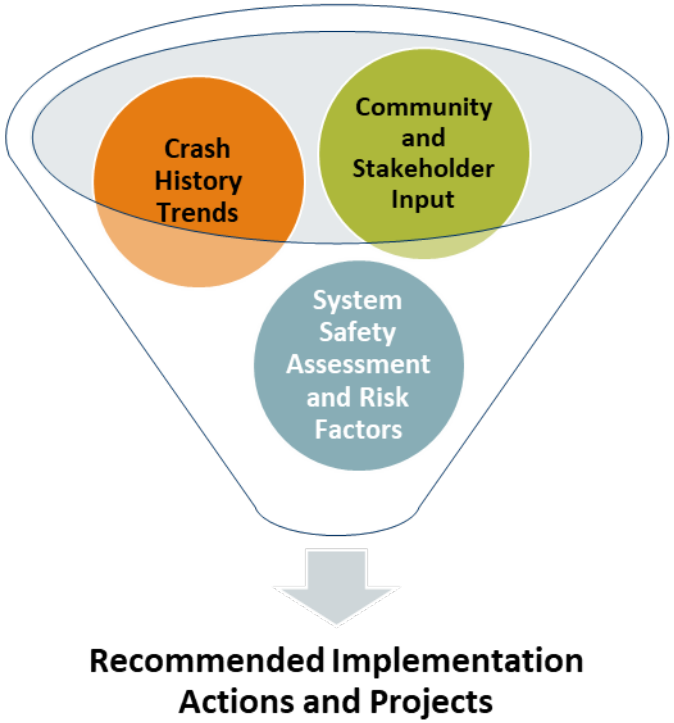
Historically, traffic safety efforts have often emphasized education and enforcement while underestimating the role of roadway design. Many roadway environments were built to move vehicles efficiently, sometimes at the expense of safety, particularly for people walking, biking, or crossing streets. The Safe System Approach acknowledges that roadway design, speeds, and land use context strongly influence safety outcomes, and it calls for layered protections that prevent a single mistake from resulting in a fatal or a life-altering injury.

This Safety Action Plan also aligns with multimodal and complete streets principles where applicable. It emphasizes designs and operational strategies that make streets safer and more comfortable for all users. Recommendations in later chapters identify both systemic strategies and location-specific countermeasures that advance Safe System objectives in the Cheyenne MPO context.

The recommended strategies and actions in this plan are based on three factors:

1. Community and stakeholder input on safety needs and priorities
2. Analysis of crash trends and crash severity between 2020 and 2024
3. A systemic assessment of roadway risk factors

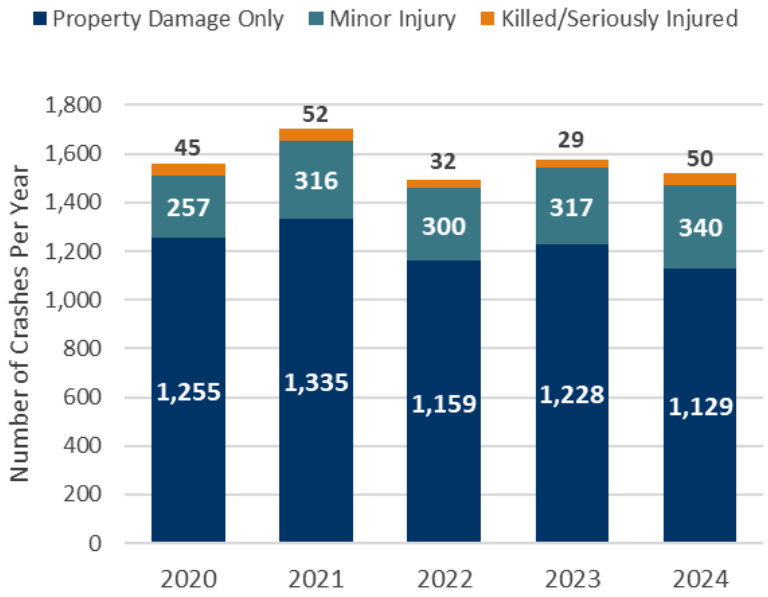
Together, these components provide a basis for investments and policy changes that reduce fatal and serious injury risk for all users, with particular attention to vulnerable road users.



Safety at a Glance

Between 2020 and 2024, a total of 7,844 crashes occurred within the Cheyenne MPO area. Of these crashes, 208 resulted in a serious injury or fatality and 1,530 involved some level of injury as shown in **Figure 2**.

Figure 2: Annual Crash History by Severity (2020-2024)

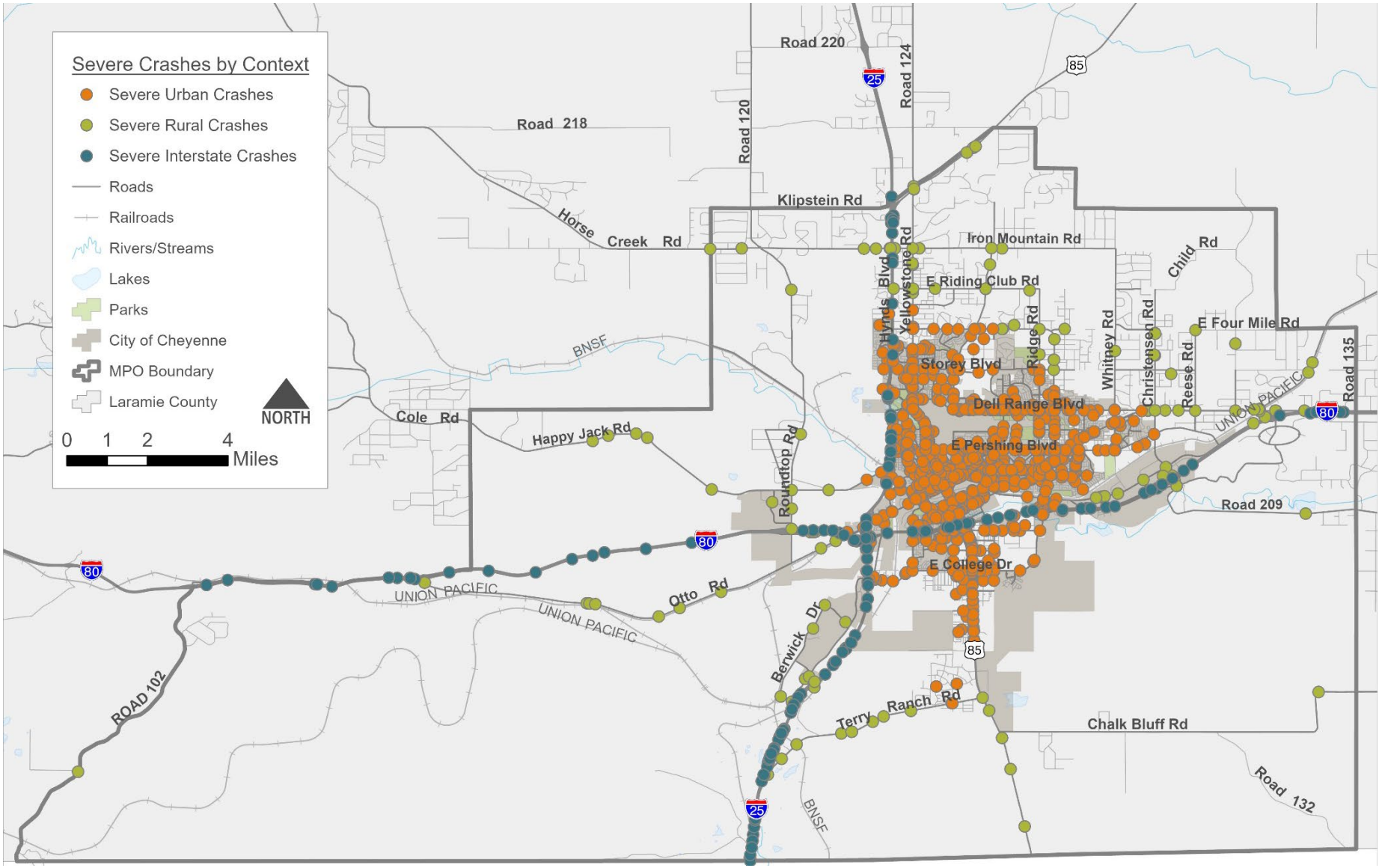


To better understand where and why the most severe crashes are occurring, the analysis for this plan examined crash patterns across three subareas: Urban, Rural, and Interstate. The Urban area generally includes the City of Cheyenne, the Rural area primarily includes unincorporated areas of Laramie County, and the Interstate category includes crashes that occurred along I-25 and I-80 but excludes I-180, which was included in the Urban area. **Figure 3** displays the MPO area and analysis results for context areas.

Most severe crashes (a crash resulting in an injury or a fatality) occurred in Urban areas. Of the 1,738 severe crashes, 1,409 (81 percent) occurred in the Urban area, 156 (9 percent) occurred in the Rural area, and 173 (10 percent) occurred on Interstates (not including Interstate I-180)**.** The analysis of the 2020 to 2024 crash data revealed several notable crash trends across the MPO area, summarized as follows:

- Crashes involving Pedestrians and Bicyclists accounted for 141 total crashes during this period, with all resulting in severe outcomes.
- Crashes involving motorcycles accounted for 172 total crashes (143 severe), with 148 (119 severe) in Urban areas, 18 (18 severe) in Rural areas, and 6 (6 severe) along the Interstate.
- In Urban and Rural areas, Broadside and Head-on crashes resulted in severe outcomes more often. Bicycle and Pedestrian crashes resulted in severe outcomes more often in Urban areas. Overturn or Rollover crashes resulted in more severe outcomes in Rural and Interstate areas.
- Impairment and speeding were recurring contributors to severe outcomes across the MPO area.
- Low visibility conditions, particularly dark unlighted locations, were linked to higher shares of severe crashes in the Urban area and on Interstates

Figure 3: Severe Crashes by Context Area



Action Plan Development and Oversight

The project team developed the Safety Action Plan using a collaborative process that combined data-driven technical analysis with input from local agencies, stakeholders, and the community. The process began with a comprehensive review of crash data and safety trends, followed by development of a High Injury Network to identify corridors and intersections with the highest concentrations of fatal and serious injury crashes. The project team also used a complementary systemic safety analysis to identify roadway characteristics associated with elevated crash risk, resulting in the identification of High Risk Networks that highlight locations where proactive improvements can help prevent future severe crashes.

Throughout the process, partner agencies, stakeholders, and community members provided input through a range of outreach activities, including a regional Safety Summit that helped validate findings and identify practical strategies for improving safety. These insights informed the development of focus areas and a countermeasure toolkit grounded in the Safe System Approach. Culminating in an implementation framework that identifies priority projects, policy strategies, and funding opportunities, the plan provides a clear roadmap for advancing safety across the Cheyenne MPO region over time.

To guide development of the plan and ensure alignment with local priorities, a Steering Committee was established to monitor progress, provide technical input, and build consensus. This committee included representatives from the Cheyenne MPO, City of Cheyenne, Laramie County, and WYDOT, ensuring coordination across agencies responsible for planning, funding, and implementing transportation improvements.

Commitment to Safety

The Cheyenne MPO, in partnership with the City of Cheyenne, Laramie County, WYDOT, and regional stakeholders, affirms a shared commitment to eliminating traffic-related fatalities and serious injuries across the transportation system. This Safety Action Plan builds on the City of Cheyenne's adoption of Vision Zero and reflects a collective responsibility to advance a Safe System Approach that prioritizes human life and recognizes that crashes are preventable. Through this plan, partner agencies commit to working collaboratively to implement data-driven projects, programs, and policies that improve safety for all roadway users. While the MPO serves as the coordinating body for this effort, successful implementation will rely on continued leadership and action from the City, County, WYDOT, and partner agencies responsible for planning, funding, and delivering improvements.

> **To guide this effort, the Cheyenne MPO and its partners commit to reducing traffic-related fatalities and serious injuries by 50 percent by 2040 across the MPO region, with the ultimate goal of eliminating all traffic-related deaths and serious injuries by 2050. This target establishes a clear and measurable path toward achieving a safer transportation system and aligns with national safety goals and the Safe System Approach.**

It is important to recognize that these targets represent long-term goals and that the Safety Action Plan will serve as a living document that is periodically reviewed and updated over time. As conditions, data, and community priorities evolve, the MPO and its partners, in coordination with agencies such as Federal Highway Administration (FHWA), may revisit and refine these goals and targets to ensure that they remain achievable, relevant, and aligned with best practices.

2 | Community and Stakeholder Engagement

Meaningful engagement is essential to building a Safety Action Plan that reflects local experiences and leads to implementable solutions. The outreach approach for this plan was designed to inform the public, listen to community concerns, and collaborate with partner agencies and stakeholders to identify safety needs, priorities, and feasible strategies.

Public Engagement

Phase 1: Existing Conditions & Safety Needs

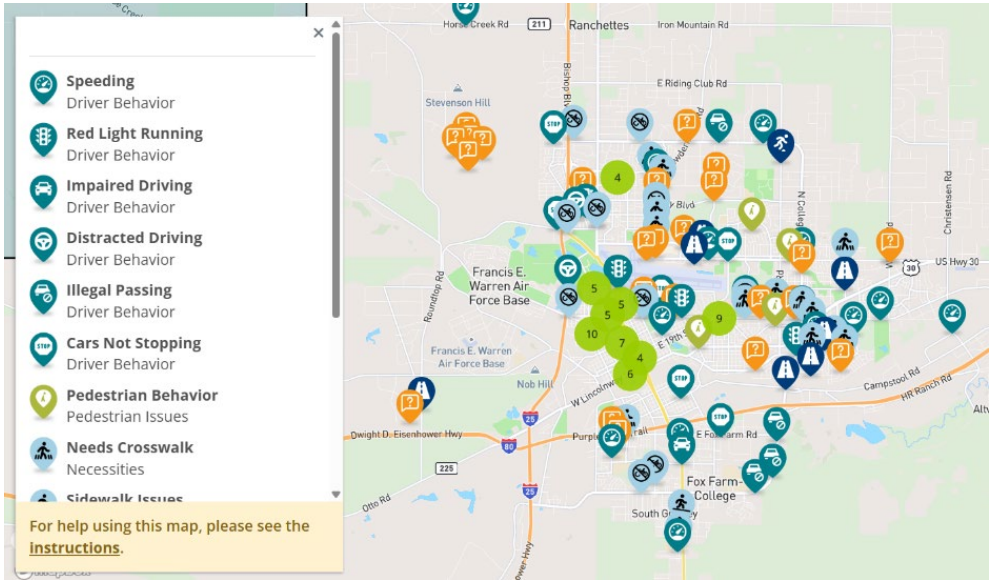
Community input was gathered using a combination of online and in-person engagement methods designed to listen to community experiences and improve understanding of transportation safety needs across the Cheyenne MPO area. Engagement took place from August through October 2025 and focused on collecting location-based feedback about where people feel unsafe, where near misses occur, and what types of improvements are most needed.

To broaden awareness and encourage participation, project outreach was coordinated with partner agencies. The City of Cheyenne, Laramie County, and WYDOT supported distribution of information through their newsletters, websites, and social media channels.

A project webpage provided background on the Safety Action Plan and offered opportunities for community input. The website included an interactive commenting map (**Figure 4**) with integrated survey questions so that participants could identify specific locations of concern, describe safety issues and near misses, and prioritize improvement types. Other indicators of participation beyond the total number of comments included 190 project page visits, 184 map pins and comments, and 124 upvotes and 6 down votes on comments.

The project team conducted two community pop-up events at local gathering spaces to meet residents where they already spend time. The first event was the Bicycle and Pedestrian Safety Workshop on August 8, 2025, and the second was a pop-up at Blacktooth Brewery on August 15, 2025. At these events, the team replicated the online mapping activity in person so that participants could add pins, discuss concerns, and vote on improvement types. These events generated 40 engagements, 60 in-person map pins, and 17 improvement type votes.

Figure 4: Online Comment Map



Phase 1 Findings

Community input consistently emphasized the need for built environment changes that make the Cheyenne MPO transportation system safer and more accessible, especially for people walking and bicycling. Across the MPO area, participants identified speeding as a persistent concern and repeatedly called for safer crossings and improved pedestrian and bicycle infrastructure. A consistent message throughout engagement was that community members want physical, design-driven solutions in addition to education and enforcement.

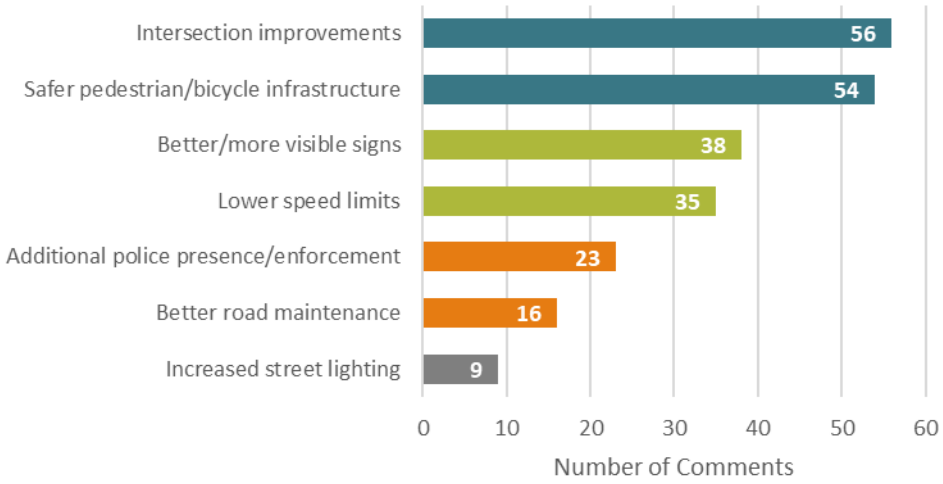
The interactive map captured comments across 12 predefined categories. The most common themes reflected a shared community emphasis on safety and access, including Needs Crosswalks, Lack of Bike Lanes, and Speeding. Together, these topics reinforce the importance of safer crossing opportunities, connected bicycle facilities, and speed management along key corridors.

Mapped comments also showed clear geographic patterns where respondents reported feeling unsafe or experiencing near misses.

- **Downtown and Central Cheyenne, including Pershing Blvd**: Highest density of comments related to pedestrian safety, crosswalk needs, and speeding concerns.
- **North Cheyenne, including the Storey Blvd, Yellowstone Rd, and Powderhouse Rd corridors**: Frequent comments about speeding, lack of bike lanes, and safety issues near schools and residential streets.
- **East Cheyenne, including College Dr, Dell Range Blvd, and Van Buren Ave**: Reports of sidewalk connectivity gaps, maintenance issues, and intersection safety concerns.
- **South and West Cheyenne, including South Greeley Hwy and College Dr**: Concerns emphasizing impaired driving, high speeds, and insufficient pedestrian infrastructure.

In addition to location-based feedback, respondents were asked to select up to three improvements that would make them feel safer traveling through the region. The results ranked intersection improvements and safer pedestrian/bicycle infrastructure as the highest safety improvements, as shown on **Figure 5**. These results line up with the location-based comments, with respondents indicating crossing and intersection needs across the region. Overall, engagement results reflected a clear public mandate for physical infrastructure improvements and design-based safety solutions. These findings directly inform the plan's focus areas, countermeasure selection, and project prioritization by aligning data-driven needs with community -identified priorities.

Figure 5: Ranked Safety Improvements



Phase 2: Draft Plan Review and Validation

The draft Safety Action Plan was available for public review and comment May 21 through June 5 on the Cheyenne MPO website including both the crash analysis and safety actions, as well as the High Injury Network (HIN). Residents were invited to review and provide comments on any safety concerns, project priorities, missing locations, implementation strategies, or any other aspect of the draft plan.

Notifications of the public draft were sent out through various channels. Direct emails were sent out to over 52 residents including the City Greenway Advisory Committee and Online Cheyenne Advisory Committee. The City of Cheyenne sent out a press release May 21, 2026 to all active subscribers and the MPO also did a radio show on May 23 publicizing the draft plan and educating residents on the importance of the Safety Action Plan. 8 online comments were received, all from different residents.

In addition to online engagement opportunities, the team conducted a pop-up at the Cheyenne Safe Kids Expo on May 23, 2026. This event focused holistically on safety and provided a unique opportunity to both publicize the plan with parents and talk about the HIN, as well as engage Cheyenne's youth regarding road safety in a fun and inviting way. The team spoke with over a dozen parents and over 50 kids.

Phase 2 Findings

While comments on the draft plan were limited, residents regularly noted their support for the plan and excitement for project implementation. At the Safe Kids Expo, the roadways where parents highlighted the most concerns were also on the HIN map, highlighting alignment between the crash analysis and resident perceptions.

Online comments provided both location-based feedback as well as specific safety action revisions. Comments resulted in refinements to strengthen the plan's focus on multimodal transportation, including improved accommodations for pedestrians, bicyclists, e-bikes, and other micromobility users in specific areas. Updates also included revisions to project descriptions and implementation actions to improve consistency, align with existing local programs and planning efforts, and better integrate safety improvements within school zones, neighborhoods, and priority transportation corridors.

These engagement results align well with what has been heard previously to reflect a clear public priority for physical infrastructure improvements and design-based safety solutions. These findings directly support implementation efforts in both the short-term and long-term to help make Cheyenne a safe place for all people to get to and from their destinations no matter how they choose to travel.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee (SAC) provided technical insight and local expertise throughout development of the Safety Action Plan. The committee included representatives from partner agencies and organizations involved in transportation safety, emergency response, public health, education, and community advocacy across the Cheyenne MPO region. The SAC helped ensure that the plan reflects on-the-ground conditions, operational realities, and the perspectives of agencies responsible for implementing safety improvements.

The SAC was engaged at three key points during the planning process. First, members reviewed and discussed the initial crash analysis results to help validate emerging safety trends and identify locations or conditions that may not be fully reflected in the data. Second, SAC members participated in the regional Safety Summit, where stakeholders worked collaboratively to review focus areas, discuss challenges and opportunities at priority locations, and help shape the development of the countermeasure toolkit. Finally, the SAC was invited to review the Draft Safety Action Plan and provide feedback on proposed strategies, project concepts, and implementation priorities. This ongoing collaboration helped ensure that the Safety Action Plan reflects both data-driven analysis and practical insights from the agencies and organizations responsible for advancing transportation safety across the region.

Safety Summit

In February 2026, the project team convened an in-person Safety Summit to bring together the Steering Committee, SAC, and other regional partners. The summit served as a key milestone in shaping the next phase of the Safety Action Plan. Participants reviewed findings from the first phase of community engagement, the crash history analysis, draft High Injury Network, and emerging focus areas. Following the presentation, participants worked in small groups to discuss priority safety issues and locations, along with identifying challenges, opportunities, and potential countermeasures to address them.

Discussions reinforced that a combination of roadway design, speed, visibility conditions, and driver behavior influence severe crashes in the MPO area. Participants emphasized the importance of context-sensitive engineering strategies, such as signal timing adjustments, lighting and visibility improvements, pavement marking enhancements, rural rumble strips, intersection control modifications, and traffic calming near schools and in neighborhoods. Speeding was identified as a cross-cutting issue affecting multiple focus areas, with consensus that design strategies should complement education and enforcement efforts.

Participants also identified several implementation considerations that will shape how countermeasures are advanced, including limited authority to modify speed limits, state restrictions on automated enforcement and sobriety checkpoints, law enforcement staffing constraints, and maintenance needs related to winter operations and long-term upkeep. School safety and youth-involved crashes were also highlighted as priorities, with strong interest in continued coordination around Safe Routes to School, school circulation improvements, and school zone speed management. The Safety Summit provided critical local and regional insight into the feasibility and community fit of potential safety strategies.

3 | Safety Trends and Data Analysis

This section summarizes baseline safety conditions and crash trends for the Cheyenne MPO planning area using WYDOT crash records from 2020 through 2024. The analysis focuses on crashes involving injuries or fatalities, with particular emphasis on those resulting in fatal or serious injuries (KSI), as these outcomes represent the most severe impacts and the highest priority for prevention. Additional attention is given to crashes involving vulnerable road users (VRUs), including pedestrians, bicyclists, and motorcyclists, who are disproportionately at risk of severe injury in traffic crashes.

General Crash Trends

Across the five-year period, the Cheyenne MPO area experienced 7,844 total reported crashes (**Table 1**). Of these, 6,106 crashes resulted in property damage only (PDO), 1,696 resulted in non-fatal injuries, and 42 resulted in fatality. Injury crashes consisted of 1,530 minor injury crashes and 166 serious injury crashes. KSI crashes totaled 208, representing 2.7 percent of all reported crashes. Annual crash totals were highest in 2021 (1,703). Other years were close to the five-year average of 1,569 crashes per year. KSI totals varied year to year but remained near 3 percent of total annual crashes.

Crash patterns vary in how frequently they occur and how likely they are to result in severe outcomes. In the Cheyenne MPO area, the most common crash types during 2020 to 2024 were Rear End (23 percent), Broadside (22 percent), and Approach Turn (16 percent).

Some crash types may be less frequent but more severe. For example, Bicycle and Pedestrian crashes constitute only 2 percent of total crashes but 18 percent of KSI crashes, indicating a higher risk of serious outcomes.

Table 1: Annual Crash History and Severity

Notes: 1: PDO = Property Damage Only 2: Severe = All Injury + Fatal Crashes 3: KSI = Killed and Seriously Injured

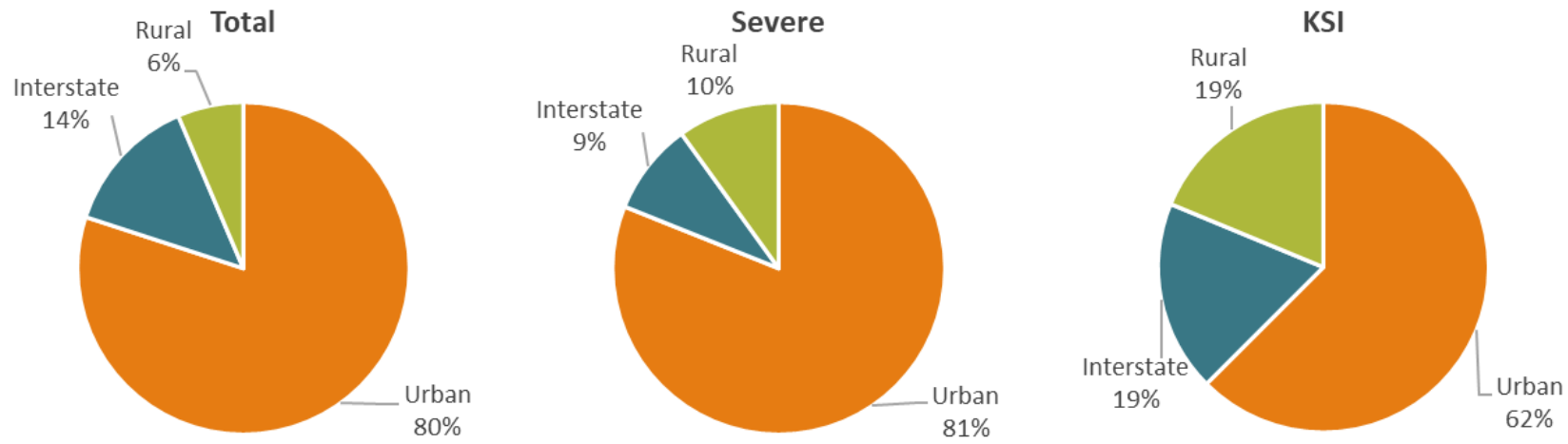
Year	PDO[1]	Minor Injury	Serious Injury	Fatal	Total Crashes	Severe Crashes[2]	KSI Crashes[3]	Persons Injured	Persons Killed
2020	1,255	257	37	8	1,557	302	45	377	8
2021	1,335	316	41	11	1,703	368	52	482	11
2022	1,159	300	27	5	1,491	332	32	428	5
2023	1,228	317	23	6	1,574	346	29	440	6
2024	1,129	340	38	12	1,519	390	50	528	12
Total	**6,106**	**1,530**	**166**	**42**	**7,844**	**1,738**	**208**	**2,255**	**42**
Average	**1,221.2**	**306.0**	**33.2**	**8.4**	**1,568.8**	**347.6**	**41.6**	**451.0**	**8.4**

Context Areas

Crash patterns differ by roadway context. To better understand these differences and support context-sensitive strategies, the analysis divides the MPO area into three geographic context areas: Urban (including suburban areas), Rural, and Interstates. These categories reflect differences in land use, network form, operating speeds, access patterns, and multimodal activity. While interstates are included as a distinct context area in the crash analysis, they are not a primary focus of this Safety Action Plan and are not included in this summary.

Urban areas include the developed core and surrounding neighborhoods, with higher intersection density, more access points, and more multimodal activity. During the study period, urban areas accounted for 80 percent of total crashes (6,276), 81 percent of severe crashes (1,409), and 63 percent of KSI crashes (130). Rural areas have lower density, higher operating speeds, and fewer traffic control devices. Although Rural areas experienced fewer crashes overall, there was a relatively higher share of severe outcomes. Rural areas represented 6 percent of total crashes (505), 10 percent of severe crashes (156), and 19 percent of KSI crashes (39). **Figure 6** illustrates the distribution of total, severe, and KSI crashes by context area.

Figure 6: Crashes by Context Area



Vulnerable Road Users

Vulnerable road users (VRUs), including pedestrians, bicyclists, and motorcyclists, are more susceptible to serious injury or death in a crash because they lack the protection provided by a vehicle. As a result, VRUs are disproportionately represented in severe crashes. Although only 4 percent of all crashes in the Cheyenne MPO involved a VRU, these crashes accounted for 16 percent of all severe crashes. Crashes included 88 pedestrian-involved crashes and 49 bicycle-involved crashes, all of which resulted in injury or greater severity, as well as 166 motorcycle-involved crashes, of which 137 were severe.

Because of this elevated risk, it is important to examine VRU crash patterns separately from overall crash trends. VRU crashes also occur more frequently in Urban areas relative to Rural areas. In Urban locations, 18 percent of severe crashes involved a VRU, compared with 12 percent of severe crashes in Rural areas. **Figure 7** and **Figure 8** illustrate the modal breakdown of Urban and Rural VRU crashes, respectively.

Figure 7: Urban Crashes by VRU

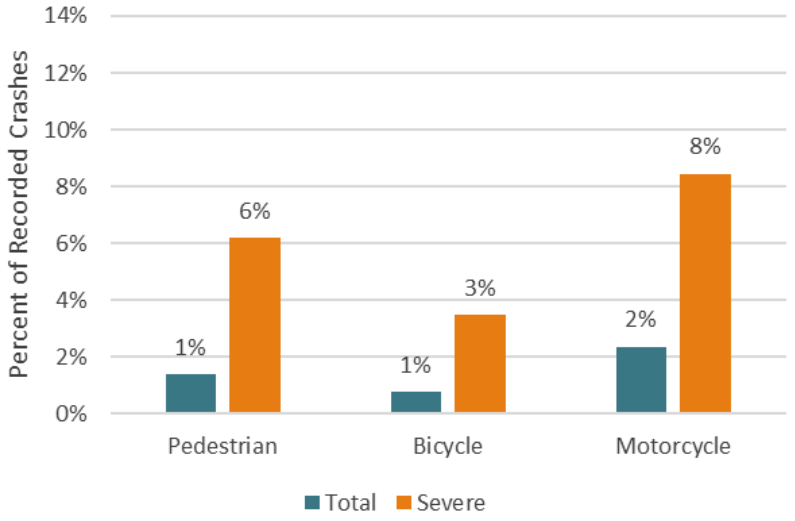
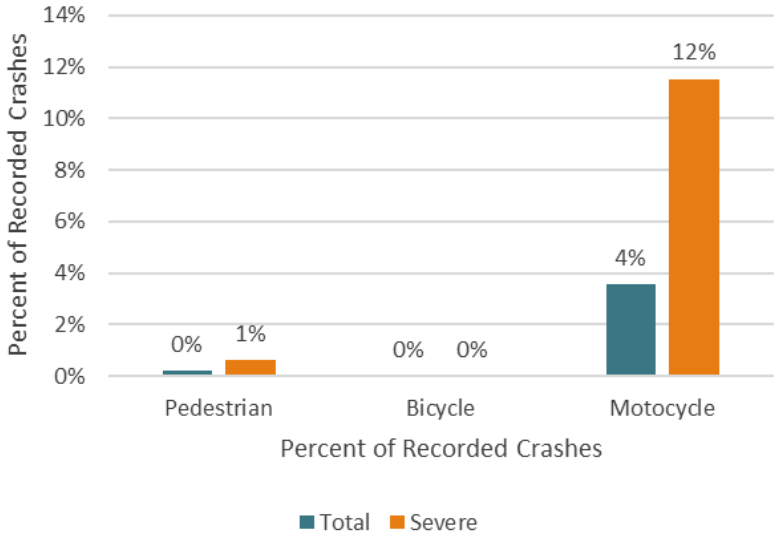


Figure 8: Rural Crashes by VRU



Crash Types

The most common Urban area crash types were Rear End, Broadside, and Approach Turn crashes. Several crash types in the Urban area were more strongly associated with severe outcomes, including Broadside, Bicycle and Pedestrian, and Head on crashes (**Figure 9**)**.** The Urban "Other" category consists of various less common crash types, including Rollover, Animal-Related, Equipment-Related, Non-Collision, and several uncommon multivehicle crash configurations.

In the Rural area, Fixed Object crashes were the most common crash type, followed by Broadside, Rear End, and Approach Turn crashes. Crash types most associated with severe outcomes in the Rural area included Broadside, Overturn/Rollover, and Head On crashes (**Figure 10**). The Rural "Other" category similarly includes a range of less frequent crash types, such as Sideswipe, Parked Vehicle, Equipment-Related, Non-Collision, and other uncommon crash events.

Figure 9: Urban Crashes by Type

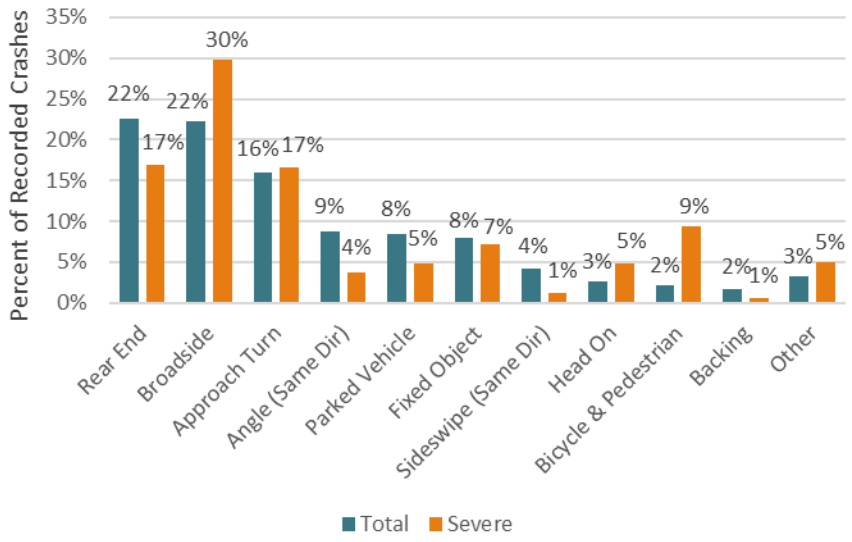
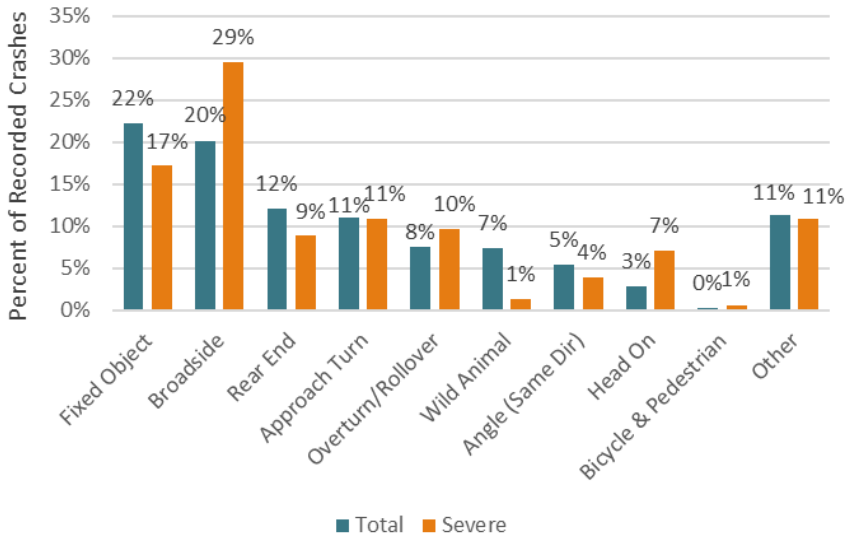


Figure 10: Rural Crashes by Type



Crash Locations

In Urban areas, Intersection and Intersection-Related crashes made up most crashes and a slightly larger share of severe crashes (**Figure 11**). Intersection and Intersection-Related crashes were also the most common location category in Rural areas, but Non-Intersection crashes were more strongly associated with severity (**Figure 12**). Compared with Urban areas, Rural crashes showed a stronger shift toward severity at Non-Intersection locations.

Figure 11: Urban Crashes by Location

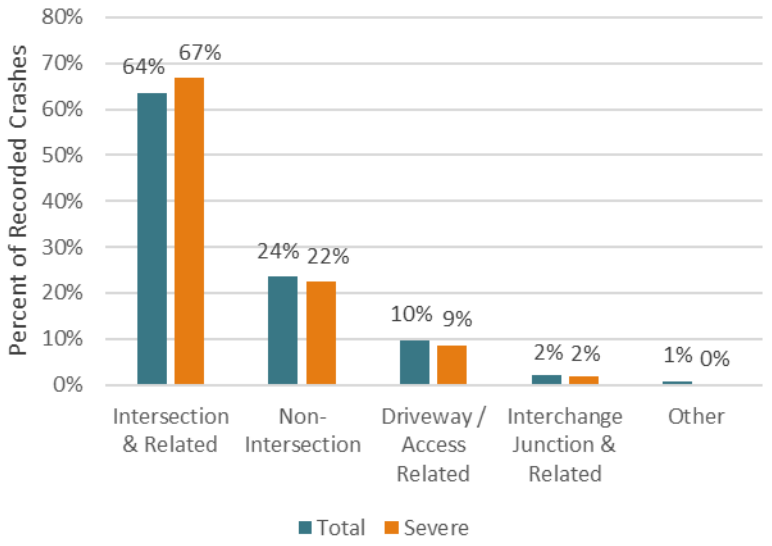
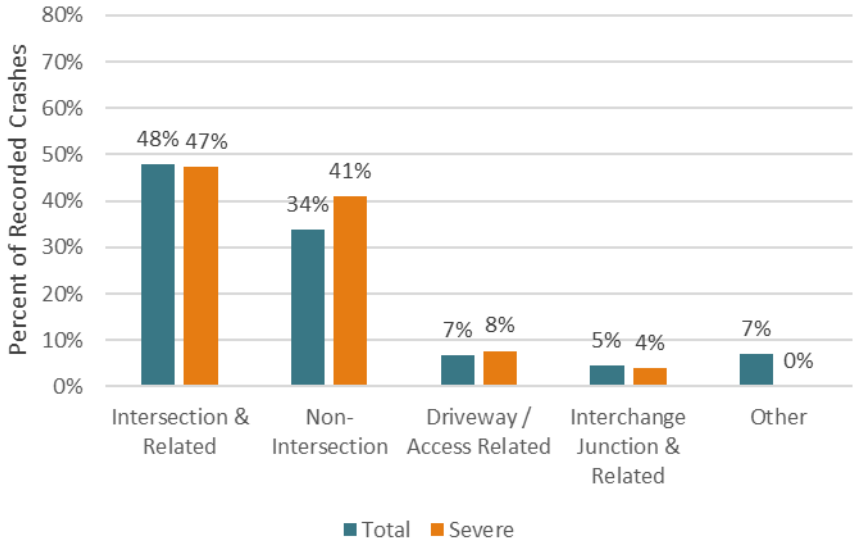


Figure 12: Rural Crashes by Location



Driver Actions

In Urban areas, the most frequently cited driver action was Failure to Yield Right-of-Way, representing 26 percent of all Urban crashes (1,665) and 29 percent of severe Urban crashes (444). Speeding and Reckless Driving tend to be overrepresented among severe outcomes (**Figure 13**).

In Rural areas, the most frequently cited driver action was Speeding or Too Fast for Conditions, representing 17 percent of all Rural crashes (100) and 15 percent of severe Rural crashes (33). Actions more common among severe Rural crashes included Ran Off Road, Failed to Yield Right-of-Way, Disregarded Traffic Signs, and Reckless Driving, indicating stronger associations with severe outcomes (**Figure 14**).

Figure 13: Urban Crashes by Driver Action

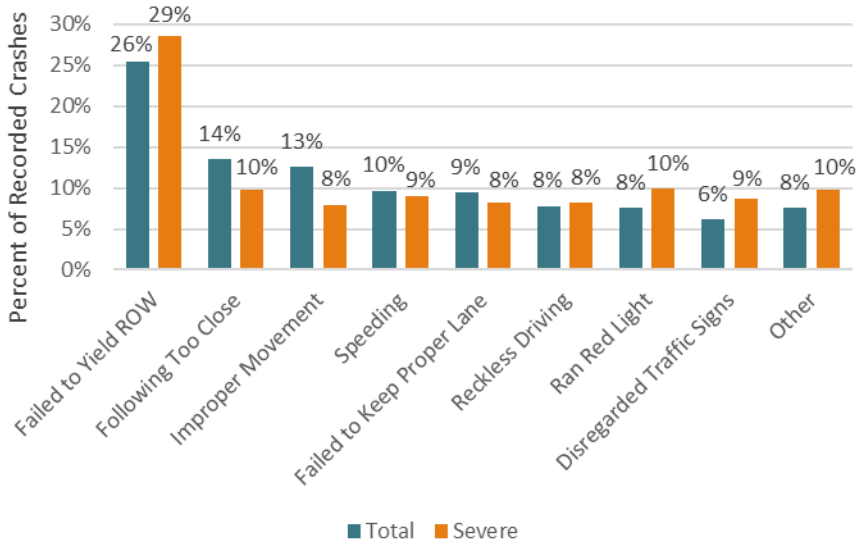
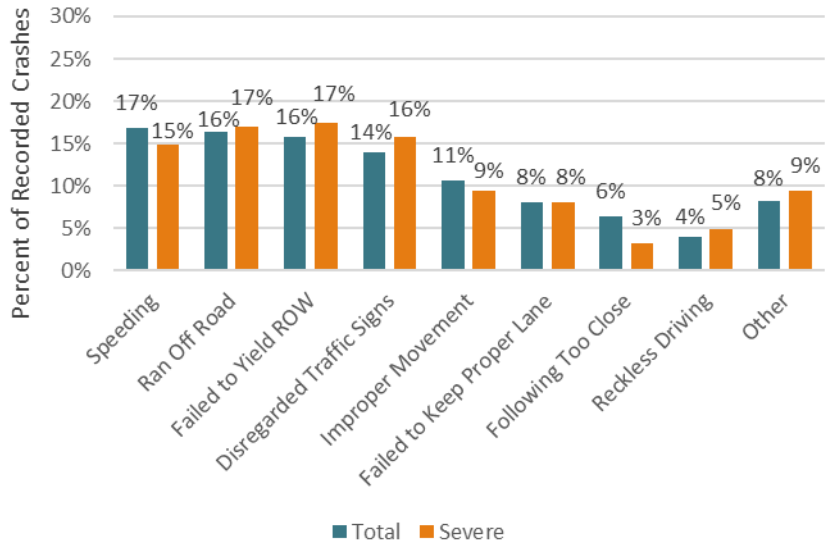


Figure 14: Rural Crashes by Driver Action



Driver Contributing Factors

In Urban areas, the most frequently cited driver contributing factor was Impairment and was more common in severe crashes than in all crashes (**Figure 15**). In Rural areas, Impairment and Inattention were notable driver contributing factors in severe Rural crashes (**Figure 16**).

Figure 15: Urban Crashes by Driver Contributing Factor

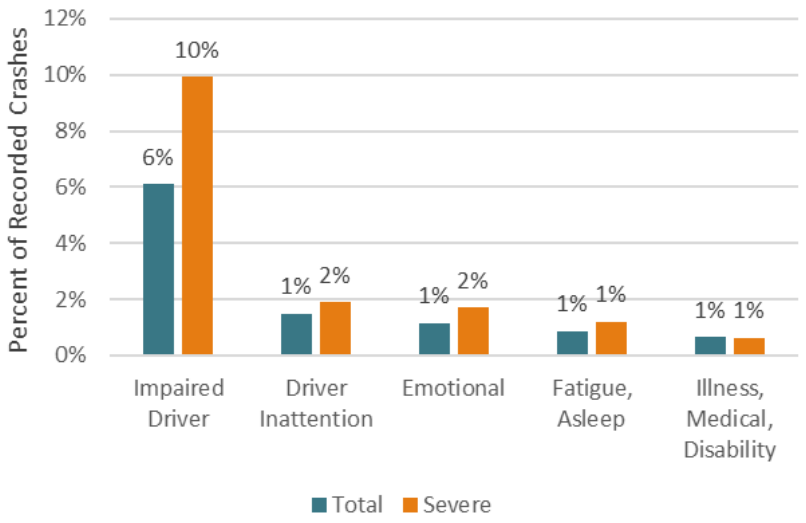
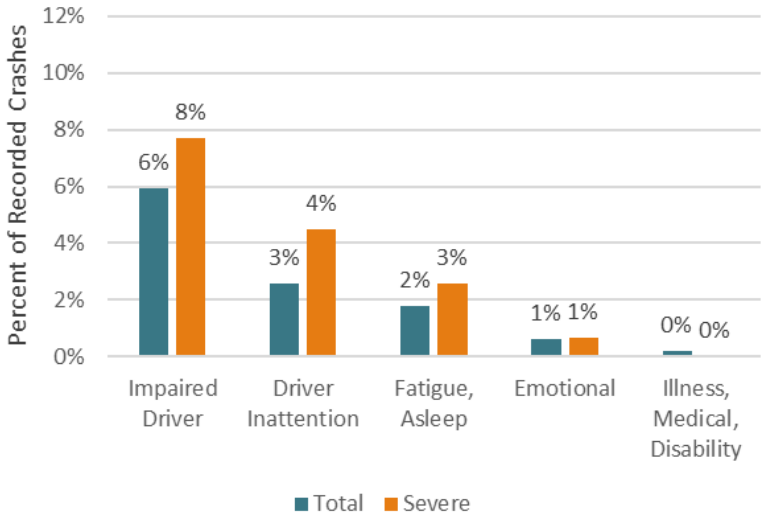


Figure 16: Rural Crashes by Driver Contributing Factor



Involved Age

Age-related crash trends show different patterns across Urban and Rural areas. In Urban areas, crashes involving people under age 18 and those age 65 or older occurred at similar proportions in both total and severe crashes, indicating these groups are represented consistently across crash severity levels (**Figure 17**).

In rural areas, crashes involving these same age groups make up slightly larger shares of severe crashes compared to total crashes, suggesting a modest overrepresentation in more serious crash outcomes (**Figure 18**).

Figure 17: Distribution of Urban Crashes by Age

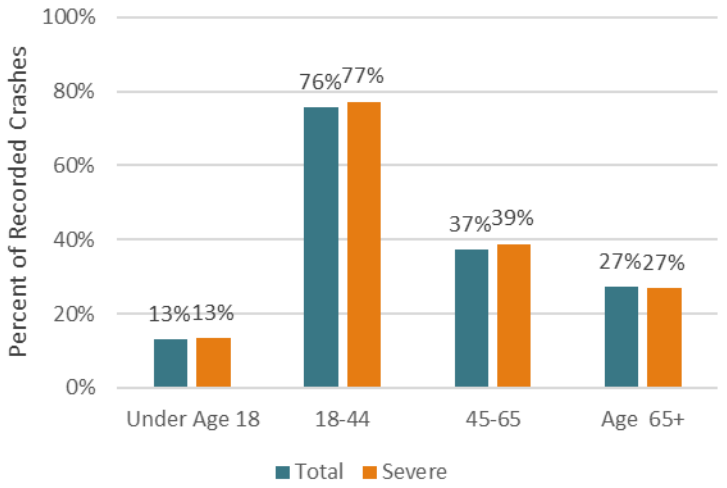
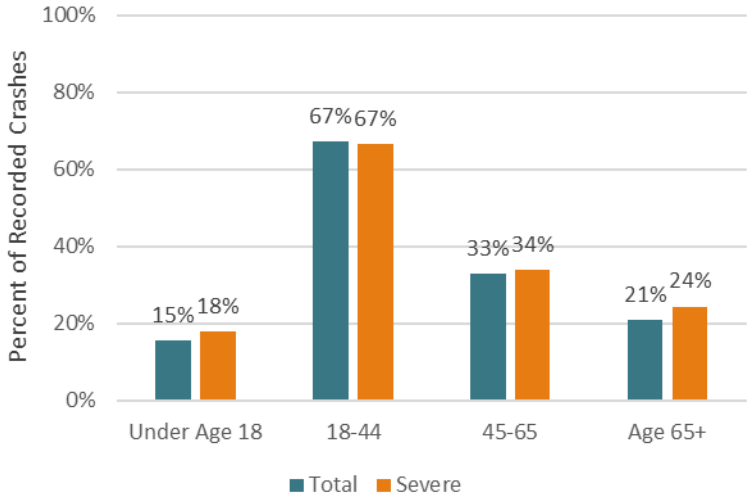


Figure 18: Distribution of Rural Crashes by Age



Weather Condition

In Urban areas, most crashes occurred under clear weather conditions, with adverse weather representing a relatively small share of total crashes (**Figure 19**). Snow, sleet, and hail accounted for the largest share of weather-related crashes, though these conditions were less represented among severe crashes. Rain accounted for a slightly higher share of severe crashes than total crashes, indicating a modest increase in severity risk during wet conditions. While overall crash frequencies in these conditions were low, serious injury and fatal crashes were observed in snow, sleet, hail, and rain.

In Rural areas, adverse weather conditions made up a larger share of total crashes compared to Urban areas, particularly for snow, sleet, and hail (**Figure 20**). However, similar to Urban areas, these conditions were less represented among severe crashes. Rain, fog, and wind each showed a more balanced or slightly elevated share of severe crashes compared to total crashes, indicating that these conditions may contribute to increased severity risk in rural contexts. While overall crash frequencies in these conditions were low, serious injury crashes were observed in rain, fog, and wind.

While adverse weather conditions account for a relatively small share of total and severe crashes, they remain an important consideration for safety in the MPO area. Snow and ice can reduce traction and increase stopping distances, while blowing snow, fog, and low light conditions can limit visibility. Wind is also a key regional factor, particularly on high-speed facilities such as interstates, where strong crosswinds can impact vehicle stability, especially for high-profile vehicles; although interstate crashes are not the focus of this plan, these conditions still influence overall system safety. Proactive winter and weather-responsive operations, including timely snow and ice removal, roadway treatment, and maintaining clear pavement markings and signage, can help reduce crash risk during these conditions.

Figure 19: Distribution of Urban Crashes by Weather Condition

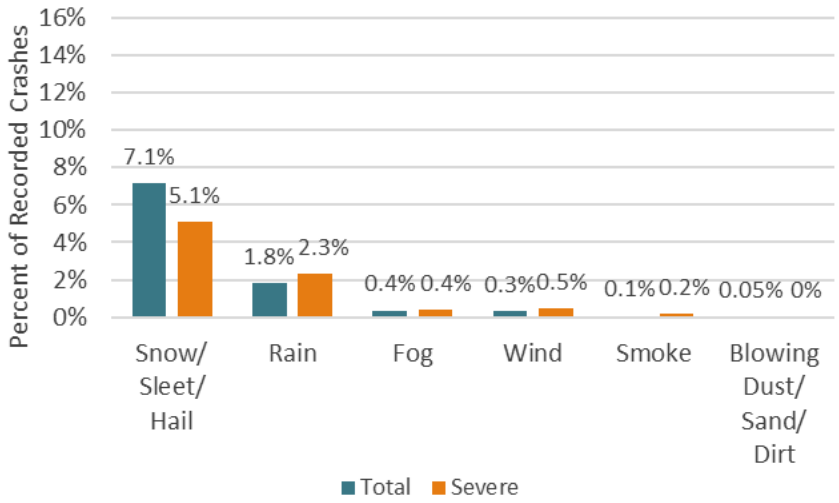
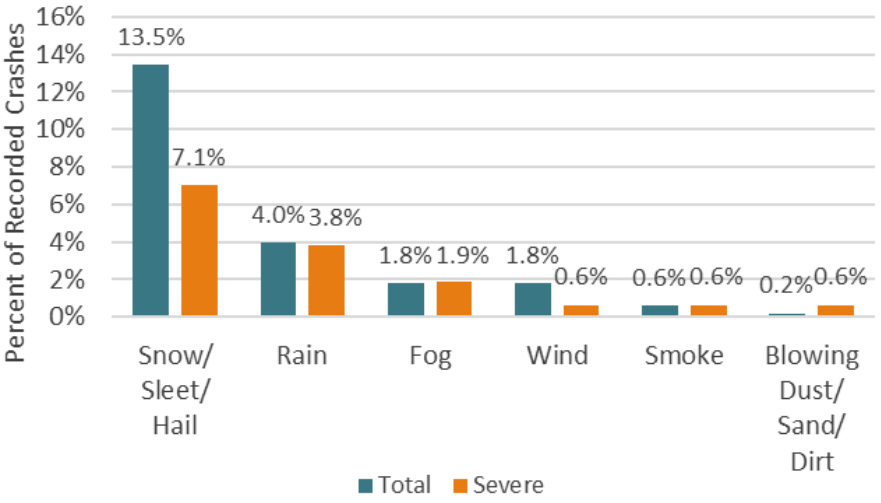


Figure 20: Distribution of Rural Crashes by Weather Condition



Time of Day

In Urban areas, crash frequency peaked between 3 PM and 6 PM, consistent with afternoon travel demand. Total and severe crashes followed similar patterns, though severe crashes were relatively more common during evening and overnight hours from 6 PM to 3 AM (**Figure 21**). Non-daylight conditions accounted for about one-quarter of both total and severe crashes, with dark, unlighted conditions appearing somewhat more frequently in severe crashes.

In Rural areas, crashes also peaked between 3 PM and 6 PM. However, severe crashes were relatively more common from 3 PM to 3 AM, suggesting elevated severity risk beginning earlier in the afternoon and continuing overnight (**Figure 22**). Non-daylight conditions accounted for about one-third of both total and severe crashes, indicating similar representation across severity levels.

Key Takeaways

Overall, Urban areas experienced most crashes and most severe crashes, reflecting higher volumes and more complex travel environments. Rural areas experienced fewer crashes overall but a greater concentration of severe outcomes, especially in Non-Intersection, Fixed-Object, Rollover, and Head-on crashes. Urban severity was more strongly tied to intersection conflicts and VRUs, while Rural severity was more closely associated with Speed, Roadway Departure, Impairment, and Driver condition.

Figure 21: Distribution of Urban Crashes by Time of Day

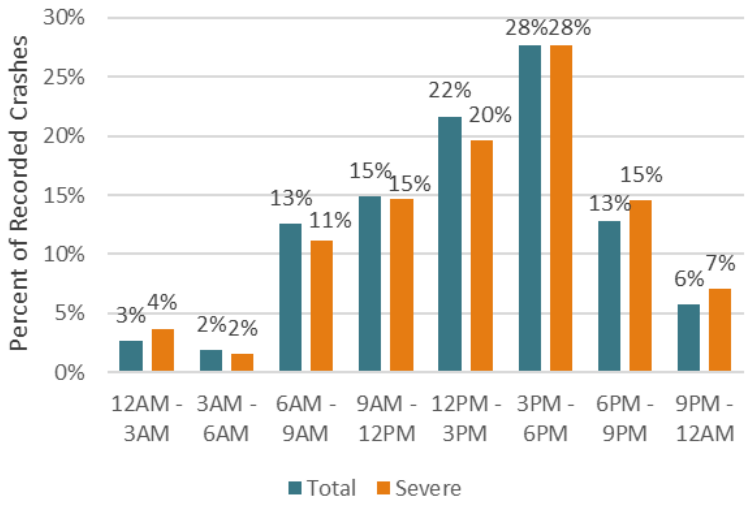
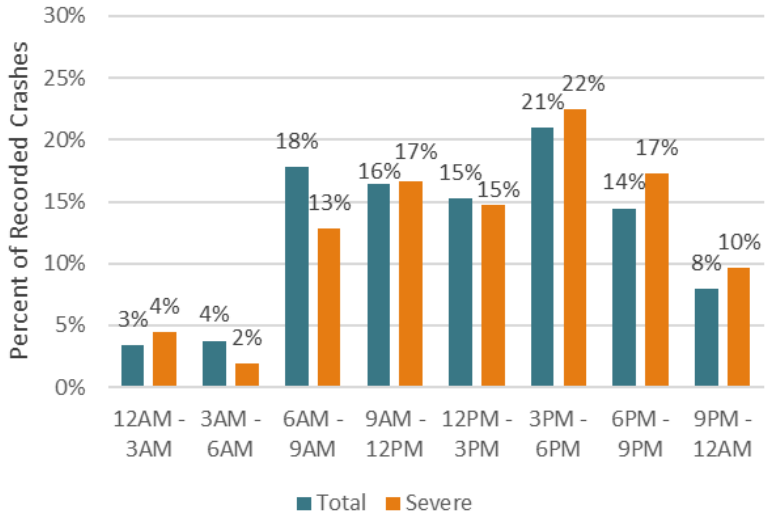


Figure 22: Distribution of Rural Crashes by Time of Day



High Injury Network

The High Injury Network (HIN) identifies locations on the Cheyenne MPO roadway system with a higher concentration of fatal and injury crashes (**Figure 23**). The purpose of the HIN is to support data-driven prioritization by highlighting where safety investments can achieve the greatest reduction in severe outcomes. The overall goal of HIN development is to identify the smallest subset of roadway segments and intersections that collectively account for a large share of fatal and injury crashes so that limited resources can be targeted to the highest priority locations.

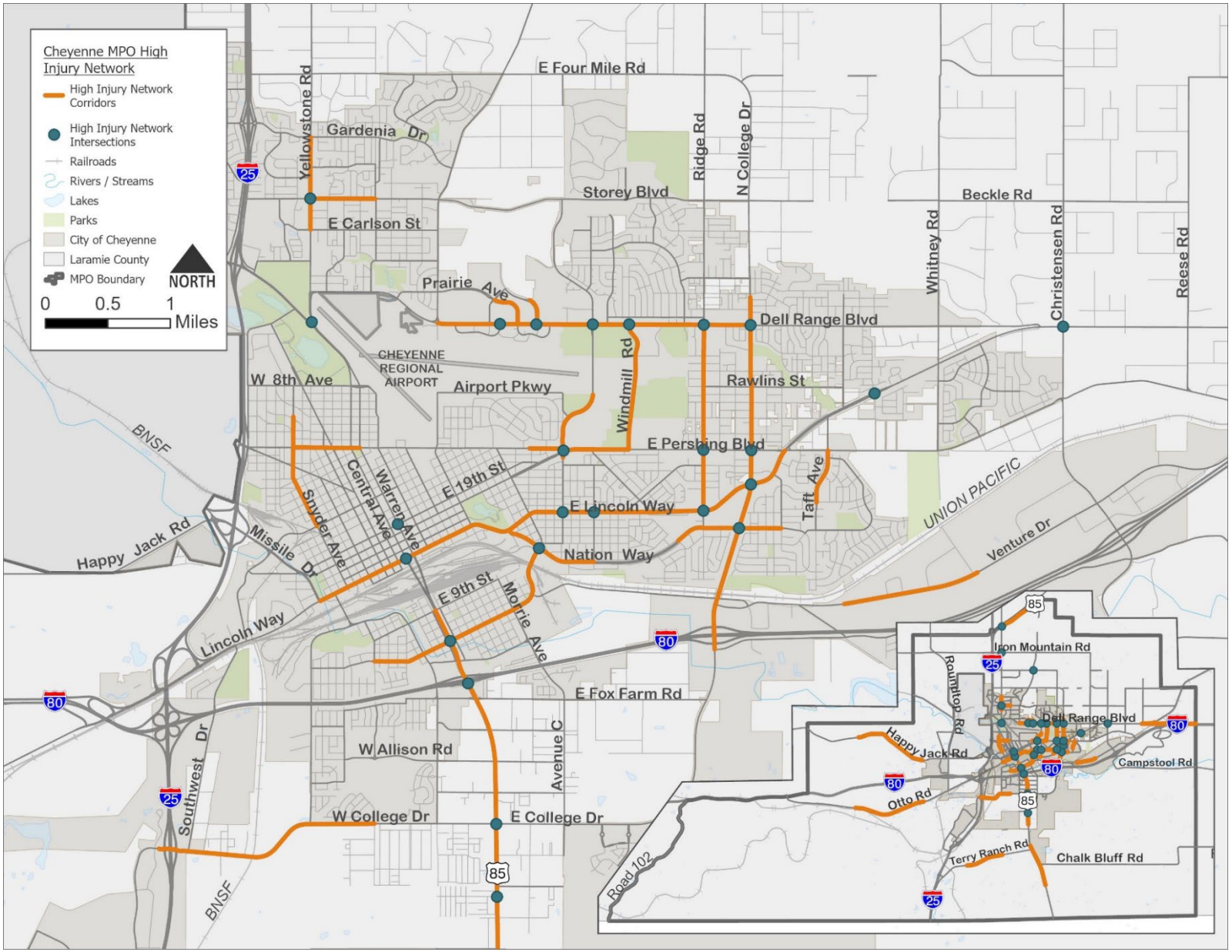
Development of the HIN used WYDOT crash data and a defined analysis network within the Cheyenne MPO boundary where implementation is feasible and where SS4A implementation funding can be applied. The analysis excluded local and private roadways and associated intersections due to low severe crash counts and excluded interstate facilities because SS4A implementation funding cannot be applied to interstate corridors. Interstate-related intersections were also excluded.

The project team evaluated the MPO area in Urban and Rural contexts and analyzed roadway segments separately from intersections. The team then ranked locations using a weighted severity method that acknowledges higher societal costs for increasing severity outcomes rather than relying on crash counts alone. For roadway segments, results were normalized by segment length to support fair comparison. The highest-ranked locations were selected to capture the top 50 percent of cumulative fatal and injury crashes in each context area . The team then applied screening steps to reduce bias toward certain roadway types or intersection controls. Following initial identification, a refinement process connected nearby segments into continuous corridors, where appropriate, and removed locations where recent projects are expected to have addressed crash patterns.

> **The final HIN resulted in a region-wide total of 29 intersections and 45 miles of roadway. These locations capture the majority of severe crashes, while being a small portion of the roadway network. The 29 HIN intersections represent less than 2 percent of analyzed intersections but account for 30 percent of severe intersection crashes. The HIN corridors are only 14 percent of analyzed roadways but account for 59 percent of the severe corridor crashes.**

The HIN intersections and segments identify the corridors and intersections where severe crashes happen the most in the Cheyenne MPO area. These locations provide the primary foundation for prioritizing safety projects and directing funding to locations where improvements can produce the greatest reduction in fatal and serious injury crashes.

Figure 23: High Injury Network



4 | Systemic Safety Analysis

The systemic safety analysis identifies roadway characteristics and contextual conditions associated with higher risk of severe crashes. Unlike the HIN, which highlights where severe crashes have occurred, systemic analysis supports a proactive approach by identifying locations that may be at elevated risk even if they have not yet experienced a high number of severe crashes. The output of this work is a High Risk Network (HRN), a set of roadway segments and intersections that share risk characteristics correlated with severe crash outcomes.

Focus Areas

For this Safety Action Plan, focus areas are defined as data-driven priority crash patterns or safety topics associated with a disproportionate share of fatal and serious injury outcomes. Focus areas add an additional level of detail beyond total crash counts by identifying the specific circumstances that contribute most to severe outcomes. A single crash may fall within more than one focus area, reflecting the reality that severe crashes often involve multiple risk factors. The project team identified focus areas separately for the Urban area and the Rural area based on differences in roadway context and crash patterns.

Ten focus areas were identified for the Urban area, including two subcategories:

- Approach Turn crash types
- Broadside crash types
- Bicycle and Pedestrian involved (including recreational activities as an overrepresented subcategory)
- Disregarding traffic control (including red light running as an overrepresented subcategory)
- Ran Off the Road crash types
- Speeding involved
- Impaired drivers involved
- Motorcycle involved
- Dark/unlighted conditions
- People under age 18 involved

Six focus areas were identified for Rural areas, reflecting higher-speed and roadway departure crash patterns:

- Broadside crash types
- Head-on crash types
- Speeding involved
- Impaired drivers involved
- Disregarding traffic control
- Motorcycle involved

Urban focus area crashes represent a large share of the most harmful outcomes accounting for 66 percent of total crashes, 83 percent of severe crashes, and 96 percent of KSI crashes in the Urban area. These numbers indicate that a relatively defined set of crash characteristics explain nearly all fatal and serious injury outcomes in the Urban context. Rural focus area crashes also capture the majority of severe outcomes accounting for 58 percent of total crashes, 76 percent of severe crashes, and 90 percent of KSI crashes in the Rural area. These numbers support prioritizing these focus areas for systemic strategies and corridor level interventions on Rural roadways. Overall, this analysis confirms that a defined set of crash types, driver behaviors, and environmental conditions account for most serious injury and fatal crashes across the MPO area.

Safety Risk Assessment

After identifying focus areas, the project team evaluated relevant roadway characteristics and contextual conditions to better understand the factors most strongly associated with these crash patterns. Because focus areas represent crash types that are overrepresented in fatal and serious injury outcomes relative to total crashes, examining the roadway attributes linked to them helps prioritize improvements that reduce risk in a proactive, systemwide manner.

The safety risk assessment evaluates the relationship between severe crashes and key roadway and contextual factors. The project team selected variables based on their relevance, data availability, and reliability. The purpose of this assessment is to identify characteristics that are overrepresented in focus area crashes and then to apply those findings to screen the broader roadway network for locations with similar conditions. Using this approach helps identify where safety risk may be elevated, even in areas without a history of severe crashes. The following roadway and contextual characteristics were evaluated to assess potential correlations with focus area crashes:

- On a Freight Truck route
- On Street Bike route
- Level of Service (LOS, used as a proxy for traffic congestion)
- Number of lanes
- Speed limit
- Functional classification
- Near a park
- Near a school
- Near a trail crossing
- Near a transit boarding area
- At a signalized intersection

High Risk Network

A HRN is a set of roadway corridors and intersections identified as having an elevated potential for future fatal and serious injury crashes. Based on the presence of risk factors associated with the plan's focus areas, the HRN helps identify where severe crashes are most likely to occur even beyond locations with a documented crash history.

To identify the HRN, the project team mapped roadway segments and intersections with risk factors linked to each focus area. Locations where multiple risk factors overlap were considered to have higher risk profiles. The project team then grouped focus areas based on shared underlying risk factors, which include less visible conditions or behaviors that cannot be directly mapped, but likely contribute to the presence of those contextual factors and to elevated crash risk. The project team identified an HRN for the following:

- Urban Intersection Crashes (including Approach Turn, Disregarding Traffic Control, and Red Light Running focus areas)
- Urban Bicycle and Pedestrian Crashes
- Urban Motorcycle Crashes
- Urban and Rural Speeding Crashes
- Rural Segment Crashes (including Broadside, Head on, and Disregarding Traffic Control focus areas)

The countermeasure toolkit in the next chapter identifies proven strategies and treatments for each focus area based on the associated crash patterns. Countermeasures can be applied to locations within the HRN to proactively address and reduce the potential for fatal and serious injury crashes.

Urban Intersection Crashes High Risk Network

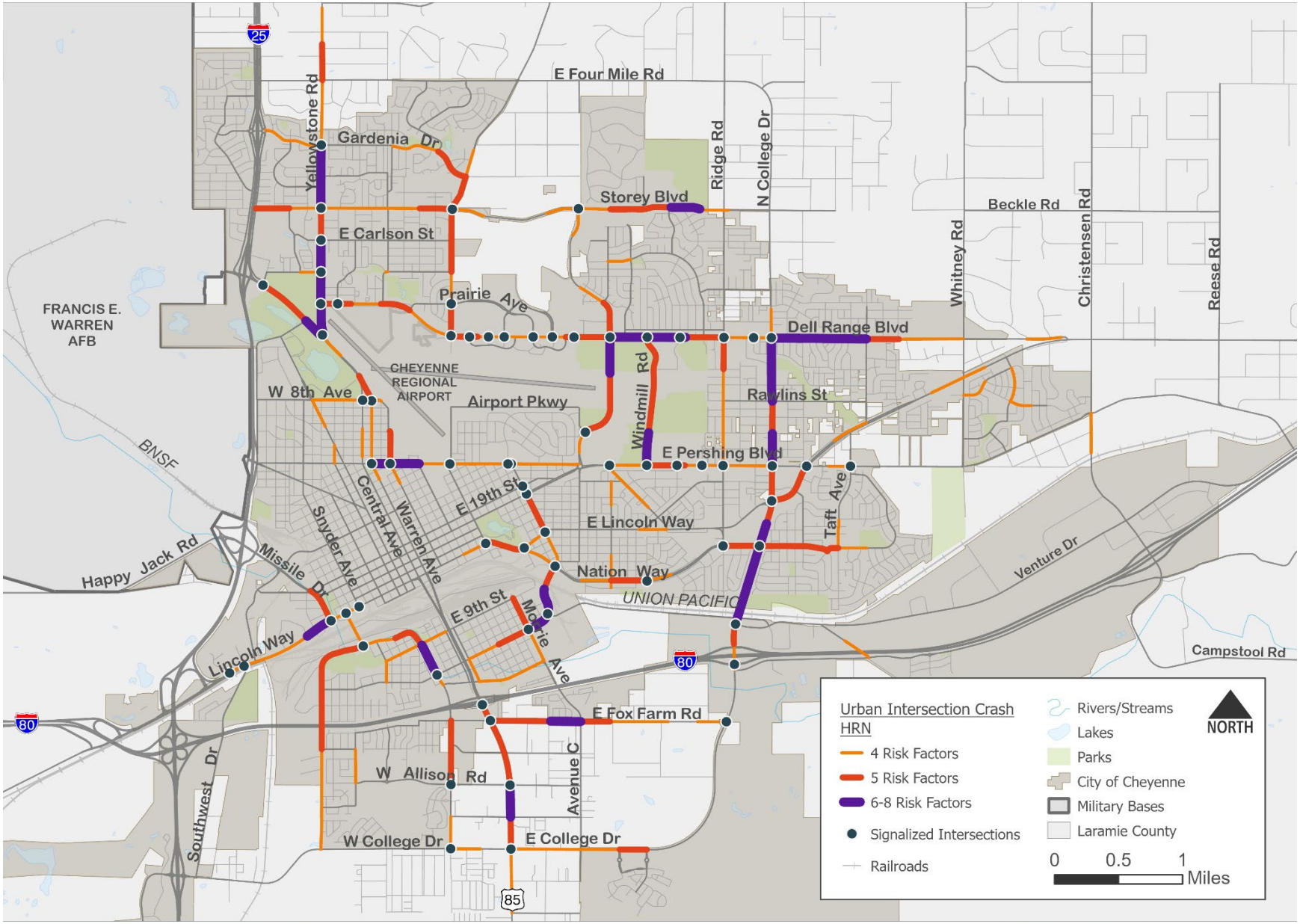
Urban Intersection crashes include Approach Turn, Disregarding Traffic Control, and Red-Light Running focus area crashes. The contextual risk factors associated with these crash types include signalized intersections, truck routes, bike routes, LOS B or C conditions, four-lane roadways, posted speeds between 35 and 45 miles per hour (mph), locations near schools, parks, and trails, and corridors classified as minor collectors or higher. These contextual risk factors were statistically overrepresented in the associated focus area crashes, indicating that this crash group is concentrated on Urban corridors that serve multiple functions; carry moderate to high traffic volumes;, and accommodate a mix of motor vehicle, freight, bicycle, and pedestrian activity.

Together, these characteristics reflect an operating environment where intersection decisions are more complex and the consequences of driver error are more severe. Signalized intersections on higher-function roadways often involve greater turning volumes, more lanes to scan and cross, and a wider range of user interactions. The presence of truck routes can further influence operations by affecting design criteria accommodations that allow for higher speeds for auto drivers, in addition to signal timing, vehicle movements, sight distance. Similarly, nearby bike routes, schools, parks, and trails increase the likelihood of active users, adding to the number of potential conflict points.

Underlying risk factors for this crash group include higher speed and volume conditions, red-light running at signalized intersections, increasing congestion, school zone compliance issues, failure to yield to active users, left-turn conflicts, and challenges associated with crossing multiple lanes and judging gaps in traffic. These factors describe the operational and behavioral conditions that contribute to elevated crash risk.

Urban intersection crash risk is largely driven by the interaction of speed, volume, and decision-making at signalized intersections. As traffic volumes and complexity increase, these demands can contribute to red-light running, turning conflicts, and failures to yield. Together, these contextual and underlying factors identify urban intersections where targeted strategies related to signal timing, speed management, turning movements, and multimodal conflict reduction may be most effective in reducing fatal and serious injury crashes. **Figure 24** illustrates the Urban Intersection HRN, highlighting locations where multiple contextual risk factors overlap and indicate elevated potential for severe crash outcomes.

Figure 24: Urban Intersection Crashes High Risk Network



Urban Bicycle and Pedestrian High Risk Network

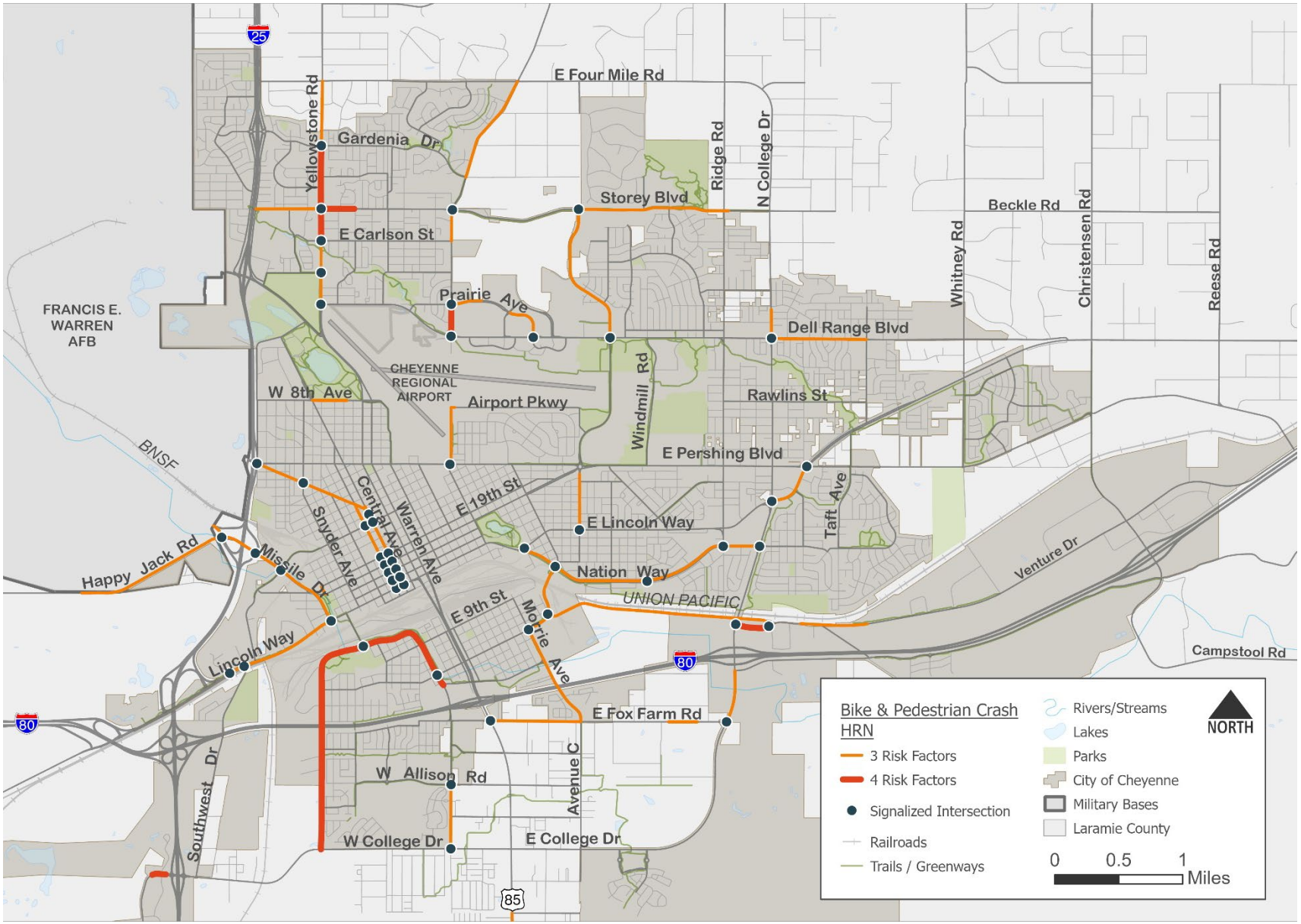
Urban Bicycle and Pedestrian crashes include incidents involving people walking or biking. The contextual risk factors associated with these crash types include locations on truck routes, on bike routes, at signalized intersections, operating at LOS A, along four-lane roadways, and on corridors classified as minor arterials. These factors were statistically overrepresented in the associated focus area crashes, indicating that these crashes are concentrated on Urban corridors that serve both mobility and multimodal access functions.

Together, these characteristics reflect corridors where higher-speed vehicular travel overlaps with concentrated bicycle and pedestrian activity. Minor arterials and four-lane roadways often prioritize through movement of vehicles, while bike routes and recreational destinations increase the presence of active users along and across the corridor. Signalized intersections further concentrate interactions at specific crossing points, where pedestrians, bicyclists, turning vehicles, and through traffic must navigate shared space. The presence of truck routes can add complexity by affecting sight distance, turning behavior, and severity of conflicts.

Underlying risk factors for these crashes include higher traffic volumes, concentrated multimodal activity, signalized movement conflicts, longer crossing distances, and high-speed conditions. These factors describe the operational and behavioral conditions that contribute to elevated crash risk.

Interaction among roadway design, traffic operations, and exposure to active users largely drives bicycle and pedestrian crash risk. Wider roadways can increase crossing distance and exposure time, while signalized locations can create conflicts between turning vehicles and people walking or biking. On corridors with higher operating speeds, drivers may be less likely to expect frequent pedestrian or bicycle activity, particularly where traffic flows freely under LOS A conditions. Together, these contextual and underlying factors identify locations where strategies focused on crossing safety, speed management, visibility, and reducing multimodal conflict points may be most effective in reducing severe crashes involving bicyclists and pedestrians. **Figure 25** illustrates the Urban bicycle and pedestrian HRN, highlighting locations where multiple contextual risk factors overlap and indicate elevated potential for severe crash outcomes.

Figure 25: Urban Bicycle and Pedestrian High Risk Network



Urban Motorcycle High Risk Network

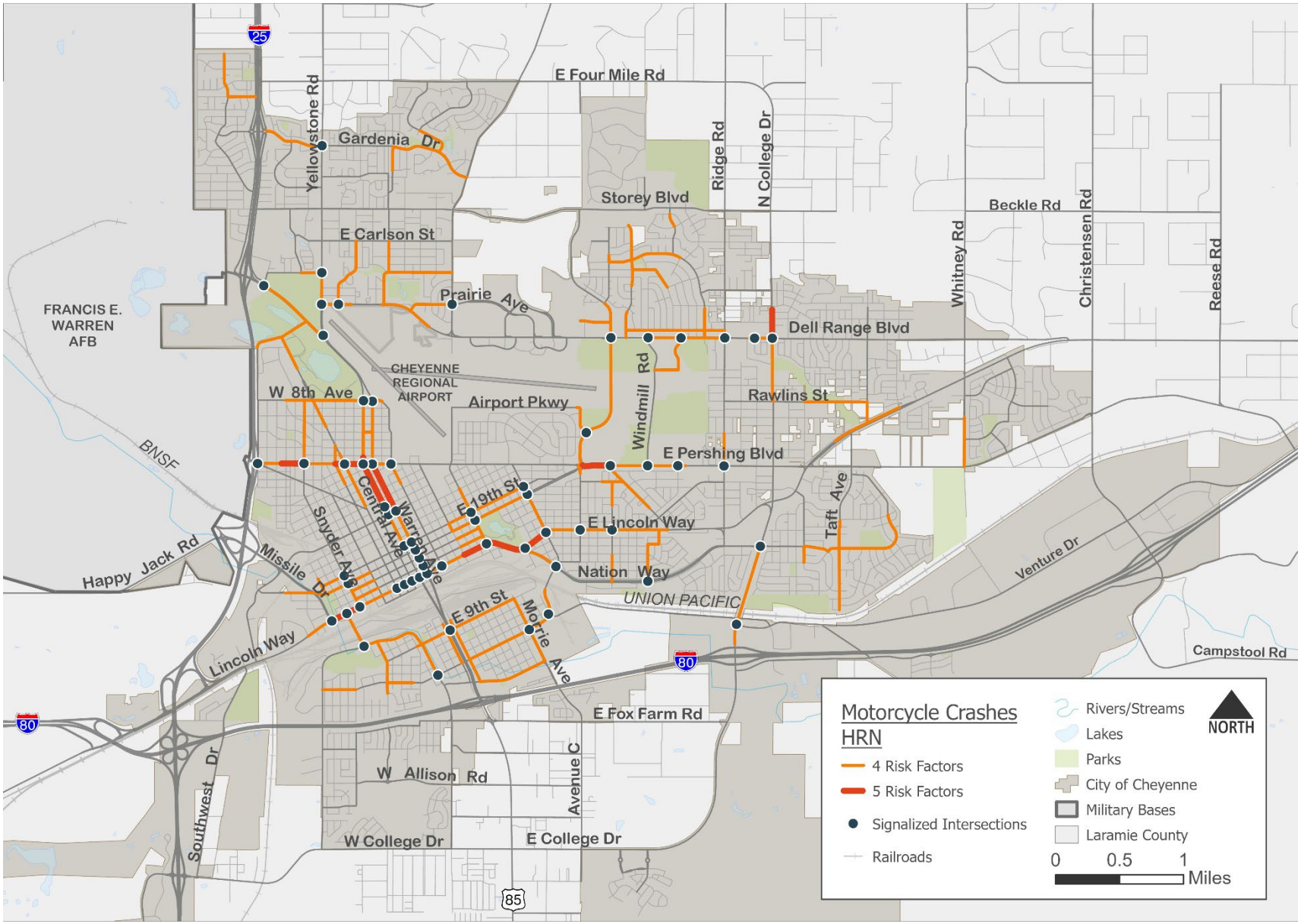
Urban Motorcycle crashes include incidents involving motorcycles on roadways in the Urban area. The number of severe motorcycle crashes in Rural areas during the study period was too limited to support a statistically meaningful analysis of contextual risk factors. The contextual risk factors associated with these crashes include locations at signalized intersections, operating at LOS A or B, near parks, on roadways with two to four lanes, posted at 30 mph or less, and on corridors classified as principal arterials. These factors were statistically overrepresented in the associated focus area crashes, indicating that these crashes are concentrated on Urban corridors that support relatively free-flowing traffic while also serving important mobility and access functions.

Together, these characteristics reflect an operating environment where motorcycles are exposed to conflicts at intersections and along arterial corridors with comparatively low delay and fewer constraints on driver speed. Principal arterials and signalized intersections can create conditions where motorcycles interact with turning vehicles, changing traffic control, and varying driver expectations. Locations near parks may also reflect areas with changing activity patterns, access movements, and recreational travel that can increase conflict potential. Even where posted speeds are lower, roadway design and operating conditions may still encourage speeds that elevate crash severity for motorcyclists.

Underlying risk factors for these crashes include red-light running, turning conflicts, lane splitting, high-speed and low-activity conflict zones, low-volume conditions that may increase speeding behavior, and higher design speeds. These factors describe the operational and behavioral conditions that contribute to elevated crash risk.

Interaction between intersection conflicts and speed-related exposure largely drive Urban Motorcycle crash risk. Motorcycles are particularly vulnerable in situations involving turning vehicles, red-light running, and unexpected maneuvers at signalized intersections. At the same time, corridors with relatively low congestion and roadway designs that support higher operating speeds can increase both the likelihood and severity of crashes. Together, these contextual and underlying factors identify locations where strategies focused on speed management, intersection conflict reduction, visibility, and driver awareness may be most effective in reducing fatal and serious injury motorcycle crashes. **Figure 26** illustrates the Urban Motorcycle HRN, highlighting locations where multiple contextual risk factors overlap and indicate elevated potential for severe crash outcomes.

Figure 26: Urban Motorcycle High Risk Network



Speeding High Risk Network

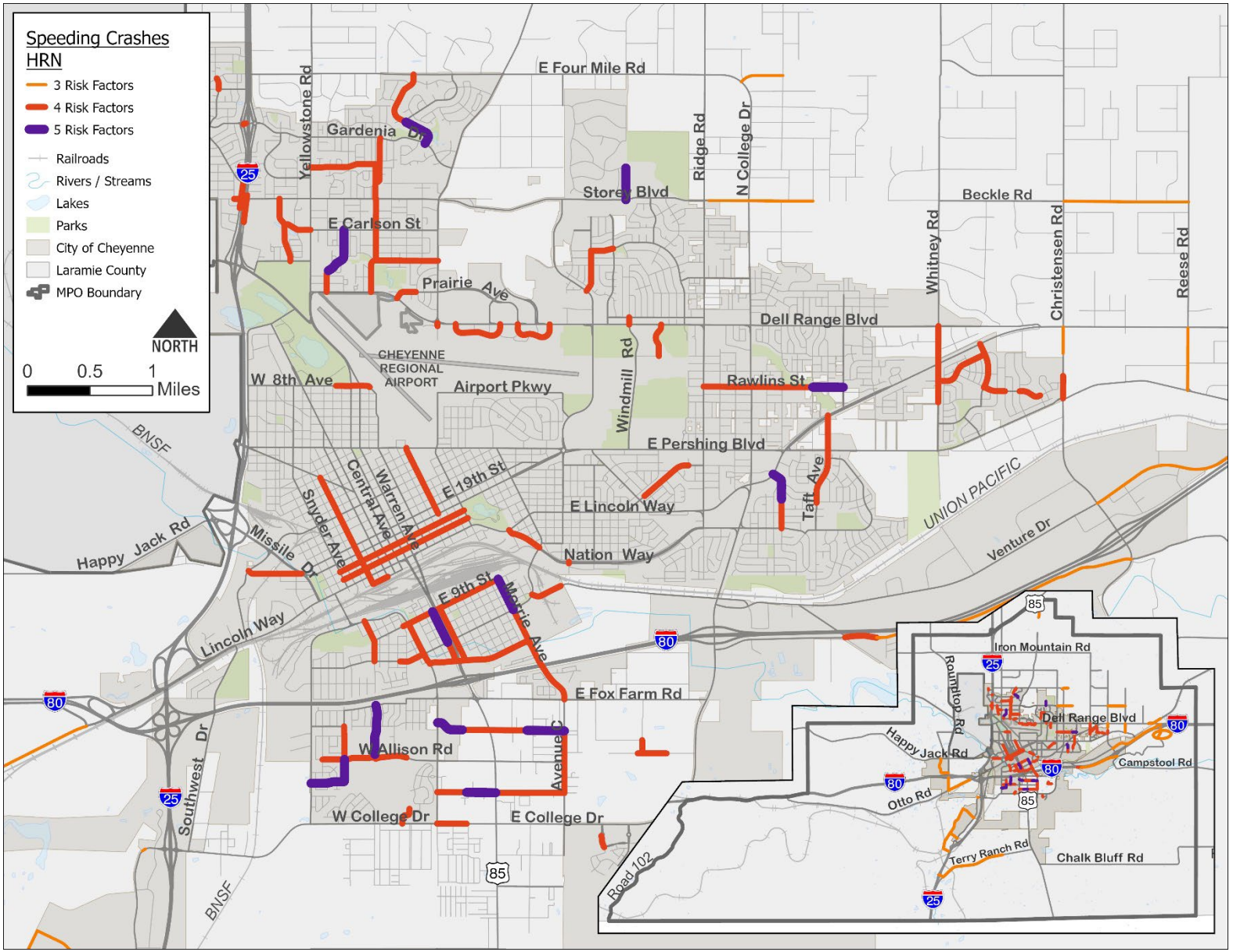
Speeding crashes include incidents where exceeding the posted speed limit was cited as a contributing factor based on reported driver actions, occurring in both Urban and Rural areas. Contextual risk factors associated with these crashes include locations on truck routes, operating at LOS A, near trails, on one- to two-lane roadways, posted at 30 mph or less, and on roadways classified as local roads or minor collectors. These factors were statistically overrepresented in the crashes involving speeding, indicating that these crashes occur across a range of lower-volume facilities where traffic may flow freely and drivers may be more likely to travel above safe speeds.

Together, these characteristics reflect roadway environments where lower congestion, simpler cross-sections, and lower functional classifications may create more opportunities for excessive speed, even on roads with lower posted limits. In Urban areas, these conditions often occur on local streets or minor collectors where drivers perceive the roadway to be wide, unconstrained, or lightly traveled. In Rural areas, similar dynamics occur on lower-volume roadways where limited friction and long sight distances can encourage higher operating speeds. The presence of truck routes, trails, and access points can further increase the severity of crashes by introducing turning, crossing, or roadside conflicts in locations where drivers may not anticipate them.

Underlying risk factors for these crashes include signalized intersection conflicts, speeding at intersections, and driveway access. These factors describe the operational and behavioral conditions that contribute to elevated crash risk.

Speeding-related crash risk is largely driven by the interaction between speed and conflict points. Even on lower-volume roads, higher travel speeds can reduce reaction time and increase crash severity at intersections, driveways, and other access locations. Where drivers encounter turning vehicles, stopped vehicles, or crossing movements at speeds higher than expected for the roadway context, the potential for fatal and serious injury crashes increases. Together, these contextual and underlying factors identify locations where strategies focused on speed management, intersection and access control, and context-sensitive roadway design may be most effective in reducing severe speeding-related crashes. **Figure 27** illustrates the Speeding HRN, highlighting locations where multiple contextual risk factors overlap and indicate elevated potential for severe crash outcomes.

Figure 27: Speeding High Risk Network



Rural Segment High Risk Network

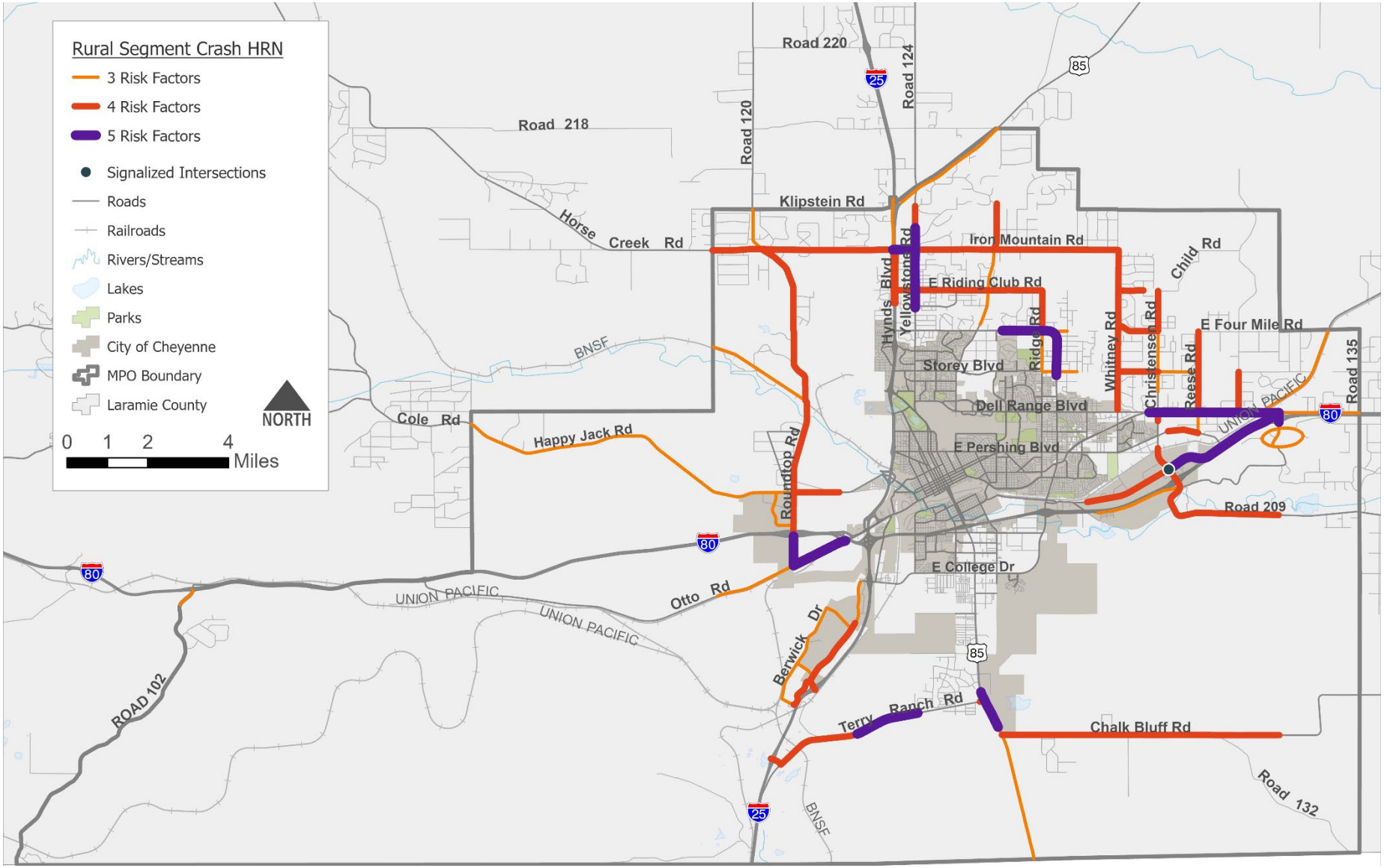
The Rural Segment crashes include severe crash patterns occurring primarily on Rural area roadway segments, including Broadside, Head-on, and Disregarding Traffic Control crashes. The contextual risk factors associated with these crashes include locations on truck routes, operating at LOS A or B, near schools, posted at 50 mph or less, on one- to two-lane roadways, at signalized intersections, and on corridors classified as principal arterials. These factors were statistically overrepresented in the associated focus area crashes, indicating that these crashes are concentrated on Rural corridors where relatively low congestion, higher-speed travel, and isolated conflict points combine to elevate crash risk.

Together, these characteristics reflect roadway environments where drivers are often traveling at higher operating speeds with fewer interruptions, but where severe conflicts can occur when opposing traffic, turning movements, or traffic control are introduced. One- and two-lane Rural roadways, particularly along principal arterials and truck routes, can create conditions where sight distance, passing behavior, and limited recovery opportunities become critical to safety. In these settings, even a small number of intersections, access points, or school-related activity areas can introduce complex decision-making in corridors otherwise characterized by free-flow conditions.

Underlying risk factors for these crashes include design criteria, sight distance limitations, passing zones, low congestion leading to higher speeds, higher operating speeds, clear intervals that may not align with truck movements, red-light running at signalized locations, increasing traffic volumes while speeds remain high, intersection size, drivers judging gaps, and pickup and drop-off activity or driveway density near activity areas. These factors describe the geometric, operational, and behavioral conditions that contribute to elevated crash risk.

Interaction among speed, visibility, and decision-making at infrequent but high-consequence conflict points largely drives Rural segment crash risk. On Rural segments, higher operating speeds can increase both crash likelihood and severity, particularly where sight distance is limited, passing opportunities are misjudged, or drivers must evaluate gaps for crossing or turning maneuvers. At isolated intersections, drivers may be less prepared to stop or yield, especially where truck activity, school-related movements, or increasing traffic volumes add complexity. Together, these contextual and underlying factors identify locations where strategies focused on speed management, intersection visibility and control, sight distance, passing zone treatment, and access management may be most effective in reducing fatal and serious injury crashes. **Figure 28** illustrates the rural segment HRN, highlighting locations where multiple contextual risk factors overlap and indicate elevated potential for severe crash outcomes

Figure 28: Rural Segment High Risk Network



5 | Implementation

The Safety Action Plan is intended to move from analysis to action by providing a clear and flexible framework for implementation. Achieving meaningful reductions in fatal and serious injury crashes will require a combination of policy direction, systemic safety strategies, and targeted capital investments, applied consistently over time.

This chapter organizes recommendations into three complementary components: (1) implementation actions that advance policy, programmatic, and institutional changes; (2) a countermeasure toolkit that identifies proven safety strategies to be applied systemically and along the High Risk Network; and (3) a set of location-specific projects focused on priority corridors and intersections identified through the High Injury Network. Together, these elements reflect the Safe System approach by addressing risk across the network while also targeting locations with the greatest safety needs. Together, these recommendations are intended to support long-range planning and inform annual decisions related to capital investment, maintenance, enforcement, and community engagement in ways that can be adapted by the Cheyenne MPO, City of Cheyenne, Laramie County, and WYDOT to fit local needs and responsibilities.

Implementation Actions

The implementation actions translate the plan's technical findings into policy, programmatic, and institutional changes that support a sustained, systemwide approach to safety. Rather than focusing on individual projects, these actions are intended to shape how agencies plan, design, fund, operate, and evaluate the transportation system over time.

Recommendations are organized around key Safe System principles, including Safer Roads, Safer Speeds, and Safer People, and emphasize opportunities to strengthen consistency across jurisdictions. They focus on integrating safety into routine decision-making processes such as long-range planning, corridor studies, development review, capital programming, maintenance practices, and enforcement and education efforts.

These actions are informed by crash patterns, focus areas, and network screening results, as well as stakeholder and community input. They are designed to address systemic risk factors, close gaps in existing policies and practices, and align ongoing efforts under a shared regional safety framework.

Collectively, the implementation actions establish a foundation for coordinated progress, helping partner agencies incorporate safety into everyday decisions while advancing toward long-term reductions in fatal and serious injury crashes.

Safer Roads

The Safer Roads component of the Safe System Approach emphasizes the design, operation, and management of roadway environments in ways that reduce the likelihood of crashes and lessen the severity of outcomes when mistakes occur. Because human error is inevitable, roadway systems should be planned and designed to account for those mistakes and to better align with human injury tolerance. The physical characteristics of the transportation network - including roadway geometry, intersection configuration, access management, surrounding land use, and crossings with other travel modes - play a major role in shaping user behavior and influencing crash risk. As a result, roadway design is one of the most important tools available to agencies seeking to reduce fatal and serious injury crashes.

The Safer Roads actions identified in **Table 2** reflect this principle by focusing on infrastructure strategies and roadway design improvements that can create a more forgiving transportation system for all users. These actions present a range of context-sensitive strategies intended to address documented crash patterns, reduce conflict points, manage speeds, improve visibility, and enhance safety for people walking, biking, rolling, driving, and using transit. These actions are informed by the FHWA Safe System Approach and supported by established safety practice, including proven and widely applied countermeasures. Together, they provide a framework for implementing roadway improvements across the Cheyenne MPO area in a manner that is systematic, data-informed, and responsive to local safety needs.

Table 2: Safer Roads Actions

ID	Action	Action Description	Next Steps	Implementation Partners
SR1	Update Street Design Guidelines	Revise street design guidelines to prioritize safety and reflect changes to design speeds, turning radii, and other systemic safety countermeasures.	Identify priority updates to street design guidance and supporting supplements. For example, complete streets, or pedestrian crossing criteria.	City of Cheyenne, Laramie County
SR2	Update development and capital project standards to prioritize safety	Update Traffic Impact Analysis (TIA) standards to ensure that street improvement projects triggered by new developments incorporate safety enhancements aligned with technical standards.	Establish safety analysis sources (e.g., dashboard) and a review process for TIAs and capital projects.	City of Cheyenne, Laramie County
SR3	Evaluate Intersection Traffic Control Decisions	Revisit traffic control decisions based on Safety Performance for Intersection Control Evaluation (SPICE) criteria to address existing intersection traffic control and consider potential adjustments.	Identify locations for traffic control re-evaluation using safety performance criteria.	City of Cheyenne, Laramie County, WYDOT

ID	Action	Action Description	Next Steps	Implementation Partners
SR4	Left-Turn Signal Operations and Conflict Reduction	Review current policies and adopt and implement a jurisdiction-wide policy to manage signalized left-turn movements by selecting appropriate left-turn phasing based on safety and operational needs. Prioritize standardized treatment of permissive, protected, and protected-permissive left turns in order to reduce conflict points and address high-risk locations where permissive operations are unsafe.	Identify operational, safety, and design criteria used to develop left-turn policy steps (flowchart). Define safety, operational, and design criteria for left-turn treatments.	City of Cheyenne, WYDOT
SR5	Right-Turn Conflict Reduction	Adopt and implement a policy to manage right-turn movements at signalized intersections by limiting right turns to protected operations or prohibiting right turn on red where safety risks are elevated. Prioritize these treatments at locations with high pedestrian or bicycle activity, high turning volumes, constrained visibility, or documented turning conflicts.	Quantify safety risk at subject locations and consider pilot project for early implementation.	City of Cheyenne, WYDOT
SR6	Signal Operations	Adopt and implement a policy to evaluate and improve signal operations based on safety performance and roadway context. Prioritize upgrades to traffic control, signal timing, visibility, and signage and markings, including revisions to stop control, yellow and all-red clearance intervals, left-turn operations, and signal equipment at locations with elevated crash risk or operational concerns.	Define criteria to identify and prioritize signal operation improvements.	City of Cheyenne, WYDOT
SR7	Stop-sign Intersection Evaluation	Audit stop sign installations for driver visibility and compliance with applicable standards. Include relevant conditions such as retroreflectivity, sign dimensions, and pavement markings in evaluation.	Identify appropriate criteria and assemble listing of current locations for audit.	City of Cheyenne, Laramie County, WYDOT

ID	Action	Action Description	Next Steps	Implementation Partners
SR8	Roadway Lighting and Visibility	Adopt and implement a policy to provide consistent lighting and visibility standards, including maintenance, to improve nighttime safety along roadway segments and at intersections, crosswalks, and mid-block crossings. Prioritize lighting upgrades at locations with elevated crash risk, documented visibility concerns, and pedestrian activity to improve detection of conflicts, traffic control devices, and vulnerable road users.	Establish lighting standards and identify priority gaps for improvement.	City of Cheyenne, Laramie County, WYDOT
SR9	Roadway Condition Reporting and Safety Monitoring	Adopt and implement a policy to improve roadway safety through routine inspection and timely public reporting of hazardous conditions. Incorporate motorcycle safety considerations into roadway inspections and maintain a streamlined process for road users to report issues such as poor surface conditions and non-functioning streetlights, with priority response at locations that present elevated safety risk.	Define inspection priorities and reporting procedures for safety-related roadway conditions.	City of Cheyenne, Laramie County, WYDOT
SR10	Passing Zone policies	Develop / revise policies for implementing passing zones on rural two-lane roads to incorporate data-driven recommendations based on crash frequency	Identify applicable rural two-lane roads and review associated crash patterns.	City of Cheyenne, Laramie County, WYDOT
SR11	Pavement Friction and Motorcycle Safety Improvements	Adopt and implement a policy to identify, monitor, and improve pavement surface conditions that affect traction and roadway safety. Prioritize high-friction treatments, surface replacements, and ongoing friction management at curves, intersections, crosswalk approaches, and other locations with elevated crash risk or known motorcycle safety concerns.	Identify priority locations and funding needs for friction and surface improvements.	City of Cheyenne, Laramie County, WYDOT
SR12	Pedestrian Crossing and Street Safety Enhancements	Adopt and implement a policy to improve pedestrian safety through signal enhancements and protective street design. Prioritize treatments such as accessible pedestrian signals, countdown timers, leading pedestrian intervals, adjusted clearance timing, marked crossings, lighting, signage, flashing beacons, and quick-build safety improvements at high-risk locations and key pedestrian routes.	Identify high-risk crossings and priority pedestrian routes for improvement. Continue development of Crosswalk Criteria Guidelines (City of Cheyenne).	City of Cheyenne, Laramie County, WYDOT

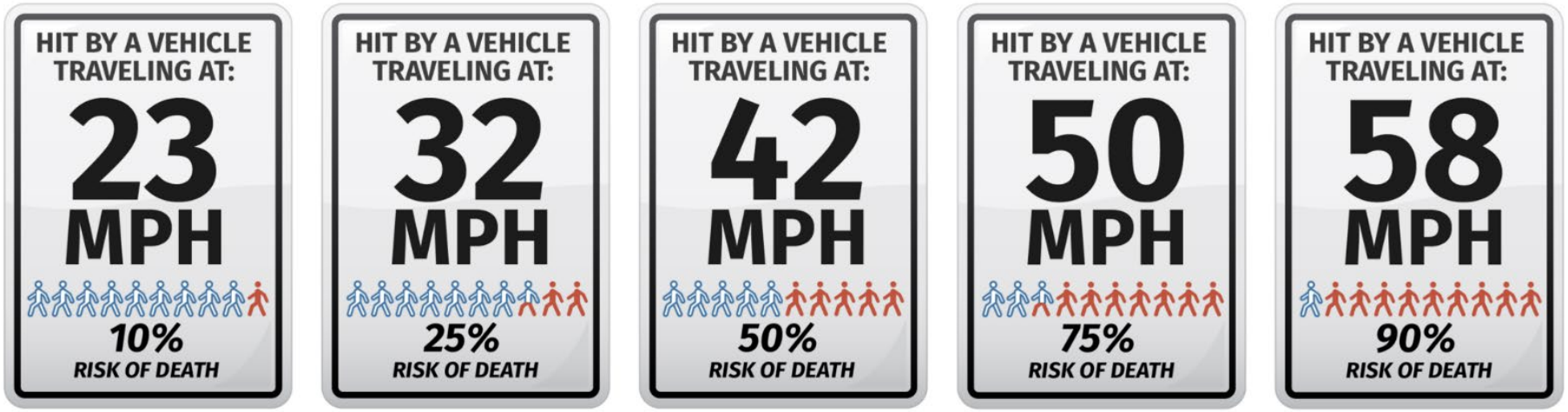
ID	Action	Action Description	Next Steps	Implementation Partners
SR13	Bicycle, Pedestrian, and Sidewalk Network Connectivity	Adopt and implement a policy to create a safe, connected, and accessible multimodal network by closing gaps in bicycle, pedestrian, and sidewalk infrastructure. Prioritize infill, upgrades, inspection, and maintenance in the High Injury Network, near schools, and at key connections among sidewalks, on-street facilities, trails, and crossings.	Identify multimodal network gaps and prioritize connections for improvement.	City of Cheyenne, Laramie County, WYDOT
SR14	Bus Stop Access and Amenities	Work with the local transit agency and/or school bus providers to relocate or redesign bus stops as needed to improve pedestrian safety and crossing access. Includes placing most stops far-side to allow pedestrians to cross behind the bus and to improve visibility of crossing pedestrians for drivers waiting at the signal. In some cases, nearside or midblock stops are more appropriate. National Association of City Transportation Officials (NACTO) provides guidance on applicability of stop locations. Evaluate and upgrade bus stops for safe, convenient, and ADA-compliant access. Include bus stop improvements in new development and capital projects.	Identify bus stops with access, safety, and ADA improvement needs.	City of Cheyenne, Cheyenne Transit Program

Safer Speeds

The Safer Speeds component of the Safe System Approach recognizes that speed is a fundamental factor in both the likelihood of a crash occurring and the severity of the resulting injuries. Higher speeds reduce the time available for drivers to perceive and react to conflicts, increase stopping distance, and substantially increase the risk that a crash will result in a fatal or serious injury outcome. These effects are especially pronounced for vulnerable road users, who are far more likely to suffer severe injury when struck at higher speeds. Promoting safer speeds therefore requires a comprehensive approach that considers not only posted speed limits, but also the roadway design, surrounding land use, user expectations, and prevailing operating conditions that influence travel behavior. Even small increases in speed (30 mph to 40 mph) can substantially increase the risk of severe injury or death, particularly for people walking (**Figure 29**), reinforcing the need to align roadway design and speed limits with surrounding context.

The Safer Speeds actions identified in **Table 3** are intended to support speed management through a combination of context-sensitive roadway design, policy and programmatic strategies, education and outreach, and targeted enforcement measures. These actions include tools that can help reduce excessive speeds, improve speed compliance, and create roadway environments that encourage safer travel behavior. Collectively, these actions support a more self-enforcing transportation system and provide Cheyenne MPO and its partner agencies with a framework for implementing speed management strategies that are equitable, data-informed, and responsive to the differing needs of urban, suburban, and rural roadway contexts.

Figure 29: Impact Speed and Pedestrian Risk of Death



Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

Table 3: Safer Speeds Actions

ID	Action	Action Description	Next Steps	Implementation Partners
SS1	Dynamic Speed Feedback Signs	Implement speed feedback signs along corridors with high speeding frequency. Use "Slow Down" variable message when drivers are exceeding the speed limit by a specified threshold (i.e., 5 mph).	Identify priority corridors using speed and crash data and coordinate deployment of speed feedback signs with consistent thresholds and messaging.	City of Cheyenne, Laramie County, WYDOT
SS2	Context-Sensitive Speed Management	Adopt and implement a policy to select, establish, change and/or manage speed limits based on roadway context, safety performance, and operating conditions. Prioritize speed limit reductions, variable speed limits, and supporting speed management measures at locations where lower or more responsive speeds can reduce the risk of severe and fatal crashes.	Develop a Safe System-based Speed Management Program based on FHWA guidance and identify priority corridors for application.	City of Cheyenne, Laramie County, WYDOT

ID	Action	Action Description	Next Steps	Implementation Partners
SS3	Integration of Speed Limit Decisions in Roadway Design Process	Adopt and implement a practice of integrating broader safety priorities into design speed and posted speed selection associated with capital roadway project design processes.	Collaborate across agencies to determine how best to ensure that safety considerations are integrated into speed limit decisions along new and/or reconstructed roadways	Cheyenne MPO, City of Cheyenne, Laramie County, WYDOT
SS4	Traffic Calming Program	Continue implementation of the City of Cheyenne's Critical Traffic Control Program and evaluate opportunities to incorporate Safety Action Plan findings into neighborhood traffic calming and speed management efforts. Prioritize locations with documented speeding concerns, crash history, school proximity, and High Risk Network characteristics, and consider context-sensitive treatments to improve safety and reduce vehicle speeds.	Coordinate Critical Traffic Control Program evaluations with Safety Action Plan priorities and identify opportunities to address speeding and neighborhood traffic safety concerns through traffic calming and speed management strategies.	City of Cheyenne
SS5	Targeted Traffic Safety Enforcement	Adopt, implement, or continue a policy to prioritize traffic enforcement in school zones, high-crash corridors, and High Injury or High Risk Network locations based on crash history and safety needs. Focus enforcement on behaviors that contribute to severe crashes, including speeding and impaired driving, and align resources to locations with the greatest potential for safety benefit.	Coordinate with law enforcement partners to share Safety Action Plan findings and collaboratively identify priority locations for targeted enforcement. Continue to leverage the City of Cheyenne's UrbanSDK platform to identify speeding hotspots, monitor speed trends, and target enforcement resources where speeding is most prevalent.	City of Cheyenne, Cheyenne Police Department, Laramie County Sheriff Department

Safer People

The Safer People component of the Safe System Approach emphasizes the role of individual behavior in transportation safety while recognizing that people will sometimes make mistakes, exercise poor judgment, or engage in risky behavior. A safe transportation system should therefore both encourage safer choices and reduce the likelihood that those choices result in fatal or serious injury outcomes. This includes actions that support safer behavior among all roadway users; people driving, walking, biking, rolling, and riding transit, as well as strategies that address the most persistent behavioral factors associated with severe crashes, including impairment, speeding, and failure to use seat belts.

The Safer People actions identified in **Table 4** focus on education, outreach, policies, and programs that help build a stronger culture of safety throughout the Cheyenne MPO area. These actions include strategies intended to encourage safer, more responsible roadway use; increase awareness of traffic laws and risks; and support community-wide safety efforts across all travel modes. While public agencies may serve as lead or coordinating entities, successful implementation will depend on strong partnerships with schools, community organizations, nonprofits, and advocacy groups that can support education, outreach, and program delivery. Organizations such as FORMAK provide an example of how community-based partners can help deliver targeted programming, engage youth and families, and reinforce safe behaviors through trusted, locally rooted efforts.

Together, these actions complement the plan's roadway, speed management, vehicle, and post-crash care strategies by addressing the human behaviors that contribute to crash risk and crash severity, while reinforcing the shared responsibility for safety across the transportation system.

Table 4: Safer People Actions

ID	Action	Action Description	Next Steps	Responsible Agency
SP1	Targeted High-Risk Driving Education	Develop and implement a program to conduct targeted education campaigns focused on impaired driving, distracted driving, and speeding at locations identified through data-driven crash analysis.	Identify priority crash types, behaviors, audiences, and partners for targeted campaigns.	Cheyenne MPO, City of Cheyenne, WYDOT, Laramie County, Laramie County School District No. 1
SP2	Road User Safety Education and Community Outreach	Develop and implement a program to provide community-relevant safety education and outreach on roadway rules, safe travel behaviors, and protective equipment. Prioritize campaigns for high-risk and underserved populations, including youth, seniors, and vulnerable road users, and address topics such as multimodal safety, safe speeds, school zones, user responsibilities, and the safe operation of bicycles, e-bikes, and other micromobility devices.	Identify priority populations, topics, locations, and outreach partners.	Cheyenne MPO, City of Cheyenne, WYDOT, Laramie County, Laramie County School District No. 1
SP3	Safe Ride Home and Late-Night Mobility Program	Develop and implement a program to reduce impaired, drowsy, and distracted driving by expanding safe and reliable alternatives to driving during high-risk times. Prioritize partnerships, designated pick-up and drop-off zones, late-night mobility options, and overnight parking in entertainment districts, downtowns, and other activity centers to support safe travel choices.	Identify key locations, high-risk times, potential partners, and program opportunities.	City of Cheyenne, Cheyenne Transit
SP4	Yielding Enforcement Campaign	Conduct campaigns to enforce “Yield to Pedestrian in Crosswalk” laws at crosswalks with high documentation of vehicle-pedestrian conflicts. The goal is to increase driver awareness of pedestrians and increase yielding rates.	Identify high-need pedestrian corridors, priority crossings, and enforcement partners.	Wyoming Highway Safety Office, City of Cheyenne
SP5	Motorcycle Safety Education and Awareness	Advance motorcycle safety through coordinated education and awareness efforts targeting both motorcyclists and other road users. Prioritize jurisdiction-wide programming, including outreach in high schools and public awareness campaigns, to improve motorcycle operation, increase driver awareness, and reduce crashes involving motorcycles.	Identify key crash trends, target audiences, and outreach partners for motorcycle safety programming.	Wyoming Highway Safety Office, City of Cheyenne, Cheyenne MPO

ID	Action	Action Description	Next Steps	Responsible Agency
SP6	Lane Filtering Education, Enforcement, and Policy	Adopt and implement a policy to support/legalize low-speed lane filtering while improving public understanding and enforcement of safe motorcycle operating practices. Prioritize clear education and enforcement to distinguish legal lane filtering from unsafe or illegal lane splitting in order to reduce crashes and improve roadway safety.	Review legal barriers, define policy needs, and identify education and enforcement partners.	Wyoming Highway Safety Office, Laramie County, City of Cheyenne, Cheyenne MPO
SP7	Motorcyclist Visibility and Protective Equipment Awareness	Develop and implement a program to increase awareness and use of high-visibility clothing, helmets, and other protective equipment to improve motorcyclist conspicuity and reduce crash severity.	Identify outreach opportunities, target audiences, and partners to promote protective equipment use.	Wyoming Highway Safety Office, City of Cheyenne, Laramie County, Cheyenne MPO
SP8	Safe Routes to School Planning and School Zone Safety Assessments	Advance implementation of the Cheyenne Safe Routes to School Plan by coordinating school zone safety improvements, education and encouragement programs, and capital investments identified through the 2025 SRTS Plan update. Prioritize high-priority recommendations at schools located on or near the High Injury and High Risk Networks and integrate Safe Routes to School projects into transportation planning, capital improvement programming, and grant funding efforts. Monitor progress and periodically update school safety needs to ensure continued advancement of safe walking, biking, and rolling routes for students.	Prioritize and advance high-priority SRTS recommendations, identify funding opportunities, establish implementation partnerships, and develop a process for tracking progress and updating school safety needs.	Cheyenne MPO, City of Cheyenne, Laramie County, Laramie County School District No. 1
SP9	Driver Education and Accountability Program	Develop and implement a program to promote safer driving behavior through coordinated driver education, skills training, and accountability measures for new, teen, adult, and senior drivers. Prioritize partnerships with school districts and community organizations to expand access to education and incentives that encourage safe driving practices. Include location-specific training materials, such as roundabout driving methods.	Identify priority driver groups, partner organizations, and program delivery opportunities.	Wyoming Highway Safety Office, Cheyenne MPO, City of Cheyenne, Laramie County, Laramie County School District No. 1

Countermeasure Toolkit

Countermeasures are strategies and treatments intended to reduce both the likelihood of crashes and the severity of outcomes when crashes occur. The countermeasure toolkit developed for this Safety Action Plan **(Table 5)** provides a range of proven approaches that can be applied across the transportation system to address identified safety risks.

The toolkit is informed by the crash analysis, systemic safety assessment, and input received through the Safety Summit and broader engagement process. Countermeasures were selected based on their ability to address the Plan's identified Focus Areas, with each countermeasure linked to the safety issues it is most effective in addressing.

Grounded in the Safe System Approach, the toolkit includes safety countermeasures that can be adapted to local context and agency responsibilities. It is intended to support consistent decision-making across jurisdictions by providing a shared set of tools that can be applied through planning, design, operations, and maintenance activities.

Several widely recognized safety strategies are proven to improve driver behavior and reduce severe crashes. These include:

- Impaired driving enforcement strategies, such as publicized sobriety checkpoints and zero-tolerance enforcement approaches
- Automated enforcement strategies, such as red-light cameras at locations with frequent red-light running crashes and speed enforcement cameras

However, these strategies are not currently feasible in Wyoming due to state legal constraints, including restrictions on automated traffic enforcement and certain enforcement practices. While they are acknowledged as effective approaches, they are not included as implementable actions in this plan but may be reconsidered if state laws change in the future.

The toolkit draws from nationally recognized resources, including guidance from the Federal Highway Administration (FHWA), NHTSA's Countermeasures That Work, the Crash Modification Factors (CMF) Clearinghouse, and relevant NCHRP publications, ensuring that recommended strategies are evidence-based and aligned with best practices.

Table 5: Countermeasure Toolkit

Countermeasure	Description and Purpose	Focus Crash	Context	Source
Improve Pavement Markings	Installs or refreshes pavement markings (lane lines, crosswalks, arrows, stop bars) to improve guidance and visibility. Supports safer lane discipline and reduces night and wet-weather crashes.	All Crashes	Urban, Rural	FHWA
Regular Maintenance of Faded Signage/ Striping on Major Roads	Maintains and refreshes signage and striping on major roads to ensure consistent guidance and visibility. Reduces night and wet-weather crashes and supports driver compliance.	All Crashes	Urban, Rural	FHWA
Convert Full Movement Access to RIRO or 3/4 Movement	Converts full-movement access points to right-in/right-out (RIRO) or partial access to reduce conflict points and risky turning movements. Improves safety and operations on busy corridors.	Approach Turn Crashes	Urban	FHWA
Prohibit U-Turns	Restricts U-turns where they create frequent conflicts with through, turning, pedestrian, or bicycle movements. Improves predictability and reduces crash risk at complex locations.	Approach Turn Crashes	Urban, Rural	CMF 392
Reduced Left-Turn Conflict Intersection	Reconfigures an intersection to reduce or remove direct left-turn conflicts (e.g., RCUT/median U-turn or similar forms). Lowers the number and severity of conflict points, reducing severe angle and left-turn crashes.	Approach Turn Crashes	Urban, Rural	FHWA
Positive Left Turn Offsets	Adjusts left-turn alignment (offset) to improve sight lines between opposing left-turning drivers and through traffic. Reduces left-turn angle crashes at signalized intersections.	Approach Turn Crashes, Head On Crashes	Urban, Rural	CMF 389
Provide Split Phases	Separates opposing movements into different phases so conflicting left turns/through movements are not served simultaneously. Reduces angle crashes where geometry or sight distance creates high conflict risk.	Approach Turn Crashes, Head On Crashes, Broadside Crashes	Urban, Rural	CMF 5246

Countermeasure	Description and Purpose	Focus Crash	Context	Source
Auxiliary (Left and Right Turn) Lanes	Adds dedicated left-turn and/or right-turn lanes to separate turning traffic from through traffic. Reduces rear-end crashes and improves turning safety when designed with appropriate storage and taper lengths.	Approach Turn Crashes, Broadside Crashes	Urban, Rural	FHWA CMF 3948
Evaluation of Yellow Change Intervals	Reviews and sets appropriate yellow and all-red clearance intervals based on approach speed and intersection geometry. Reduces dilemma-zone entries and severe angle crashes.	Approach Turn Crashes, Broadside Crashes, Disregard Traffic Control Crashes	Urban, Rural	FHWA CMF 4221 CMF 380
Stop Bars	Adds or refreshes stop bars to clearly indicate where drivers must stop at controlled intersections. Improves compliance, sight lines, and pedestrian crossing safety.	Broadside Crashes, Disregard Traffic Control Crashes	Urban, Rural	CMF 1692
Prohibit Right Turn on Red	Restricts right turns on red where they create conflicts with pedestrians and bicyclists. Reduces turning crashes and improves yielding at signalized intersections.	Broadside Crashes	Urban	CMF 5194
Protected-Only Right Turn Operation	Provides a protected right-turn phase that separates right-turning vehicles from pedestrians and bicyclists. Reduces turning conflicts where right-turn volumes are high or visibility is constrained.	Broadside Crashes, Bicycle and Pedestrian Crashes	Urban	FHWA CMF 5194
Remove or Offset Right-Turn Lane to Increase Visibility	Reconfigures or removes a channelized right-turn lane so turning drivers have better visibility of pedestrians and bicyclists and must slow to turn. Reduces high-speed right-turn conflicts.	Broadside Crashes Bicycle & Pedestrian Crashes	Urban	FHWA
Raised Pavement Markers	Installs raised pavement markers to improve lane and edge delineation, especially at night or in wet conditions. Enhances driver guidance through curves and complex areas.	Broadside Crashes, Ran off the Road Crashes, Dark/Unlighted Crashes	Urban, Rural	CMF 5498
Wider Edge Lines	Uses wider edge lines to improve lane guidance and create a visual narrowing effect that can reduce operating speeds. Enhances nighttime and wet-weather delineation on two-lane roads.	Broadside Crashes, Ran off the Road Crashes	Rural	FHWA CMF 4737

Countermeasure	Description and Purpose	Focus Crash	Context	Source
Centerline and Edgeline Rumble Strips	Installs rumble strips along the centerline and/or edge line to provide audible and tactile warnings when vehicles drift out of lane. Reduces lane-departure, head-on, and run-off-road crashes.	Broadside Crashes, Ran off the Road Crashes, Head On Crashes, Impaired Driving Crashes	Rural	FHWA CMF 3358
Enhanced Curve Delineation	Improves curve visibility using chevrons, delineators, enhanced markings, and other guidance to help drivers recognize and navigate curves. Reduces run-off-road crashes, especially at night and in wet conditions.	Ran off the Road Crashes, Impaired Driving Crashes	Rural	FHWA
Roadside Design Improvements at Curves	Improves roadside safety at curves by removing/relocating fixed objects, flattening side slopes, improving barriers, and enhancing recovery areas. Reduces severity of run-off-road crashes at high-risk curves.	Ran off the Road Crashes	Rural	FHWA
Transverse Rumble Strips	Installs rumble strips across the travel lane to alert drivers to an upcoming stop, curve, or hazard. Provides an audible/tactile warning that can reduce approach speeds and late braking.	Ran off the Road Crashes	Urban, Rural	CMF 95
Warning Signs for Horizontal Curves	A variety of warning signs can be installed to alert drivers to upcoming curves in the roadway (Chevrons, Directional Arrows). These signs can be supplemented with Dynamic Speed Feedback signs to alert drivers when they are driving faster than the design speed of the curve.	Ran off the Road Crashes		FHWA
Centerline/ Edgeline Striping	Installs or refreshes centerline and edge line striping to provide clear lane guidance and improve nighttime visibility. Helps reduce lane departures and improves driver expectancy.	Ran off the Road Crashes	Urban, Rural	FHWA
Guardrails	Install or upgrades guardrail systems to shield road users from fixed objects, steep slopes, or other severe hazards. Reduces crash severity in run-off-road events.	Ran off the Road Crashes	Rural	FHWA
Improve Pavement Friction (High Friction Surface Treatments)	Applies high-friction surface treatment to improve skid resistance and reduce braking distance, especially in wet conditions. Reduces run-off-road and intersection approach crashes at locations with friction-related issues.	Ran off the Road Crashes, Motorcycle Crashes, Head On Crashes	Urban, Rural	FHWA CMF 10342

Countermeasure	Description and Purpose	Focus Crash	Context	Source
Roadway lighting and visibility standards	Establishes and applies consistent roadway lighting and visibility standards (including maintenance) to improve nighttime safety at intersections and along roadway segments. Enhances detection of conflicts, signs, markings, and vulnerable users.	Disregard Traffic Control Crashes, Approach Turn Crashes, Broadside Crashes, Dark/Unlighted Crashes	Urban, Rural	FHWA CMF 7774
Appropriate Left Turn Signal Operation	Selects and implements the most appropriate left-turn phasing (protected, permissive, or protected-permissive) based on safety and operations. Reduces left-turn angle crashes when permissive operation is unsafe.	Disregard Traffic Control Crashes, Approach Turn Crashes	Urban, Rural	CMF 11252
Install Left-turn FYA	Installs a flashing yellow arrow (FYA) to provide clearer permissive left-turn operation and improve driver understanding. Can reduce left-turn crashes compared to older signal displays when applied appropriately.	Disregard Traffic Control Crashes, Approach Turn Crashes	Urban, Rural	CMF 7730
Double Post/ Oversized Stop Sign	Enhances stop sign visibility using oversized signs and/or double-posting. Improves driver recognition and compliance at stop-controlled intersections.	Disregard Traffic Control Crashes, Broadside Crashes	Urban, Rural	CMF 1661 CMF 1692
One Signal Head per Lane	Provides a dedicated signal head for each lane to improve lane-specific visibility and reduce driver confusion. Supports safer compliance, especially at wide or complex intersections.	Disregard Traffic Control Crashes	Urban	CMF 1485
Upgrading to 12" LED Signal Heads	Upgrades signal indications to larger, energy-efficient LED heads to improve conspicuity and reliability. Enhances visibility of signal displays and supports compliance.	Disregard Traffic Control Crashes	Urban, Rural	CMF 2333
Red Protection / Decision Zone Detection	Uses detection and signal controller logic to reduce red-light running and dilemma-zone issues by extending green or adding all-red clearance when vehicles are detected in the decision zone. Improves safety on higher-speed approaches.	Disregard Traffic Control Crashes	Urban, Rural	US DOT ITS Join Program Office
Advance Warning Signs (With Beacons)	Provides advance notification to drivers of upcoming conditions such as crossings, curves, or intersection control. Improves driver expectancy and can reduce approach speeds when paired with appropriate devices.	Disregard Traffic Control Crashes, Bicycle and Pedestrian Crashes	Urban, Rural	CMF 1684

Countermeasure	Description and Purpose	Focus Crash	Context	Source
Pedestrian Lighting	Adds or improves lighting focused on crossing areas and pedestrian travel paths. Increases nighttime visibility and reduces crashes involving pedestrians and other vulnerable users.	Bicycle and Pedestrian Crashes, Darkness - Unlighted Crashes	Urban, Rural	FHWA
Post-Mounted Delineators	Installs flexible vertical posts to visually narrow the roadway and provide guidance or separation (e.g., to delineate bike lanes or channelize movements). Improves compliance and can reduce encroachment into designated spaces.	Ran off the Road Crashes, Bicycle and Pedestrian Crashes	Urban	CMF 11300
Bicycle lanes (standard, buffered, and upgrades)	Provides a dedicated space for people bicycling by striping a bike lane and, where feasible, adding buffer space or physical separation from motor traffic. Buffer types may include delineator posts, bollards, concrete barriers, raised medians or lanes, planters, parking stops, or combined treatments. Reduces bicycle–vehicle conflicts and improves comfort on higher-volume streets.	Bicycle and Pedestrian Crashes	Urban, Rural	FHWA CMF 4096 CMF 11552
Multi-Use Pathway/ Trail	Creates an off-street shared path for walking, rolling, and bicycling separated from motor traffic. Provides a low-stress connection and reduces exposure to high-speed or high-volume roadways.	Bicycle and Pedestrian Crashes	Urban, Rural	CMF 9250
Sidewalks	Adds a continuous, accessible pedestrian facility separated from moving traffic. Reduces pedestrian exposure to roadway conflicts and improves access to everyday destinations.	Bicycle and Pedestrian Crashes	Urban, Rural	FHWA CMF 11246
Crossing Improvements	Upgrades crossing locations using a combination of markings, signs, median treatments, and geometry changes to shorten crossing distance and improve yielding. Reduces pedestrian exposure and conflict points.	Bicycle and Pedestrian Crashes	Urban	FHWA
Crosswalk Visibility Enhancements	Enhance pedestrian and bicycle visibility and driver awareness at crossings through high-visibility markings, improved lighting, advance signing and pavement markings, and raised crossings. Improves yielding and reduces vehicle speeds at the crossing.	Bicycle and Pedestrian Crashes	Urban	FHWA CMF 4123 CMF 136

Countermeasure	Description and Purpose	Focus Crash	Context	Source
Signal Timing and Operations	Optimizes signal timing, detection, and operational settings to improve pedestrian and bicycle safety over vehicle throughput. Reduce conflicts and improve compliance (e.g., clearance intervals, coordination, and phasing). Could include Leading Pedestrian Intervals.	Bicycle and Pedestrian Crashes	Urban	FHWA – Traffic Signal Timing & Operations Strategies FHWA – LPIs
Reduce Roadway Debris	Removes debris and loose material from travel lanes, shoulders, and bike lanes to reduce loss-of-control events and improve comfort for bicyclists and pedestrians.	Bicycle and Pedestrian Crashes, Motorcycle Crashes	Urban, Rural	AAA Foundation for Traffic Safety
Motorcycle Safe Barriers	Develop standards for identification and implementation of motorcycle-safe barriers; consider motorcyclists in the section of roadside barriers.	Motorcycle Crashes	Rural	FHWA
Motorcycle Traction Improvements	Identify pavement markings, surface materials, and other treatments that reduce traction for motorcycles, and treat or replace with high-traction material.	Motorcycle Crashes	Urban, Rural	FHWA
Dynamic Speed Warning/Feedback Signs	Displays drivers' real-time speeds with a feedback message ("Slow Down") to encourage voluntary speed reduction. Effective as a spot treatment when combined with other speed management measures.	Motorcycle Crashes, Speeding Crashes	Urban, Rural	CMF 6686
Lane Narrowing	Reduces lane widths through restriping or design to encourage lower operating speeds and create space for buffers, bike lanes, or wider shoulders. Can reduce speeding and improve crossing safety when applied appropriately.	Speeding Crashes	Urban	CMF 7827
Right-Sizing of the Road (Lane Reconfiguration)	Reallocates roadway space (e.g., converting 4 lanes to 3 with a center turn lane) to reduce speeding, simplify conflicts, and create space for bike lanes, medians, or wider sidewalks. Can reduce crashes and improve multimodal comfort on corridors.	Speeding Crashes	Urban	FHWA CMF 5554 CMF 2841
Traffic Calming	Implement a variety of techniques to slow drivers down through built and visual obstructions. Includes curb extension/bulb outs, speed cushions, raised intersections, curb radii modification, and chicanes.	Speeding Crashes	Urban, Rural	FHWA FHWA – Rural Areas

Countermeasure	Description and Purpose	Focus Crash	Context	Source
Appropriate Speed Limits for All Road Users	Establishes speed limits that reflect roadway context, surrounding land uses, and the presence of vulnerable road users to reduce the likelihood and severity of crashes. Lower, context-sensitive speed limits help align driver behavior with safe operating conditions.	Speeding Crashes	Urban, Rural	FHWA
Hardened Centerline	Adds a raised or otherwise hardened centerline element to discourage crossing the centerline at the intersection approach. Slows drivers who will be making a left turn and increase awareness of the pedestrian crosswalk and reduce head-on and sideswipe crashes. Can also provide mild speed-management benefits on two-lane roads.	Speeding Crashes, Head On Crashes	Urban	NACTO
Raised Median (with horizonal deflection)	Installs a raised median that extends into the travel lane to eliminate the straight-line path and force drivers to slow down to navigate the curve. Limits unsafe turning movements, reduces head-on conflicts, and can provide pedestrian refuge.	Speeding Crashes, Head On Crashes, Impaired Driver Crashes, Bicycle and Pedestrian Crashes	Urban	FHWA CMF 2220

Projects

Projects represent the Plan's highest-priority safety improvement opportunities at specific intersections and corridor locations identified on the High Injury Network (HIN). These locations reflect elevated crash risk, a history of severe crashes, or other characteristics that indicate a strong need for targeted investment. For each location, the Plan identifies potential safety improvements to reduce fatal and serious injury crash risk and improve conditions for all roadway users.

Project recommendations were first developed through a detailed review of crash history, contributing crash types, and roadway context at each location. This process informed the selection of proven safety countermeasures that respond to the specific safety issues present while accounting for the unique conditions of each corridor or intersection.

Following development of project recommendations, a transparent prioritization process was used to help direct limited resources to locations with the greatest potential safety benefit. The project team developed an integrated scoring approach to evaluate High-Injury Network (HIN) locations based on:

- Crash severity, including KSI crashes and Weighted Crash Severity Index (WCSI) normalized by exposure
- Presence of crashes involving vulnerable road users
- Overlap with a High Risk Network (HRN)
- Community and stakeholder input

After the data-driven prioritization process, feasibility and planning-level cost considerations were incorporated to group projects into near-term, mid-term, and long-term implementation timeframes. For the purposes of this plan, near-term projects are those generally anticipated within the next five years, mid-term projects within five to ten years, and long-term projects beyond ten years. This step helps align recommendations with project readiness, complexity, and funding opportunities.

Projects are shown geographically in **Figure 30**, which illustrates the distribution of recommended improvements across the High Injury Network. Detailed project information, including descriptions, recommended countermeasures, and planning-level considerations, is provided in **Table 6** (Near-Term Projects), **Table 7** (Mid-Term Projects), and **Table 8** (Long-Term Projects).

> **The resulting project recommendations are intended to provide a practical starting point for implementation. While they are grounded in data and context-sensitive review, additional analysis, design development, and coordination will be needed to advance projects. As such, these recommendations serve as a resource for Cheyenne MPO and partner agencies to support funding decisions, guide future studies, and advance implementation of the Safety Action Plan.**

While many of the identified projects represent comprehensive, longer-term improvements, individual components or supporting actions can often be advanced independently. This may include corridor or intersection studies, design development, or implementation of lower-cost improvements such as operational changes or interim safety treatments. Advancing these elements can help address immediate safety needs while positioning larger projects for future funding and implementation.

Figure 30: Near-, Mid-, and Long-Term Projects

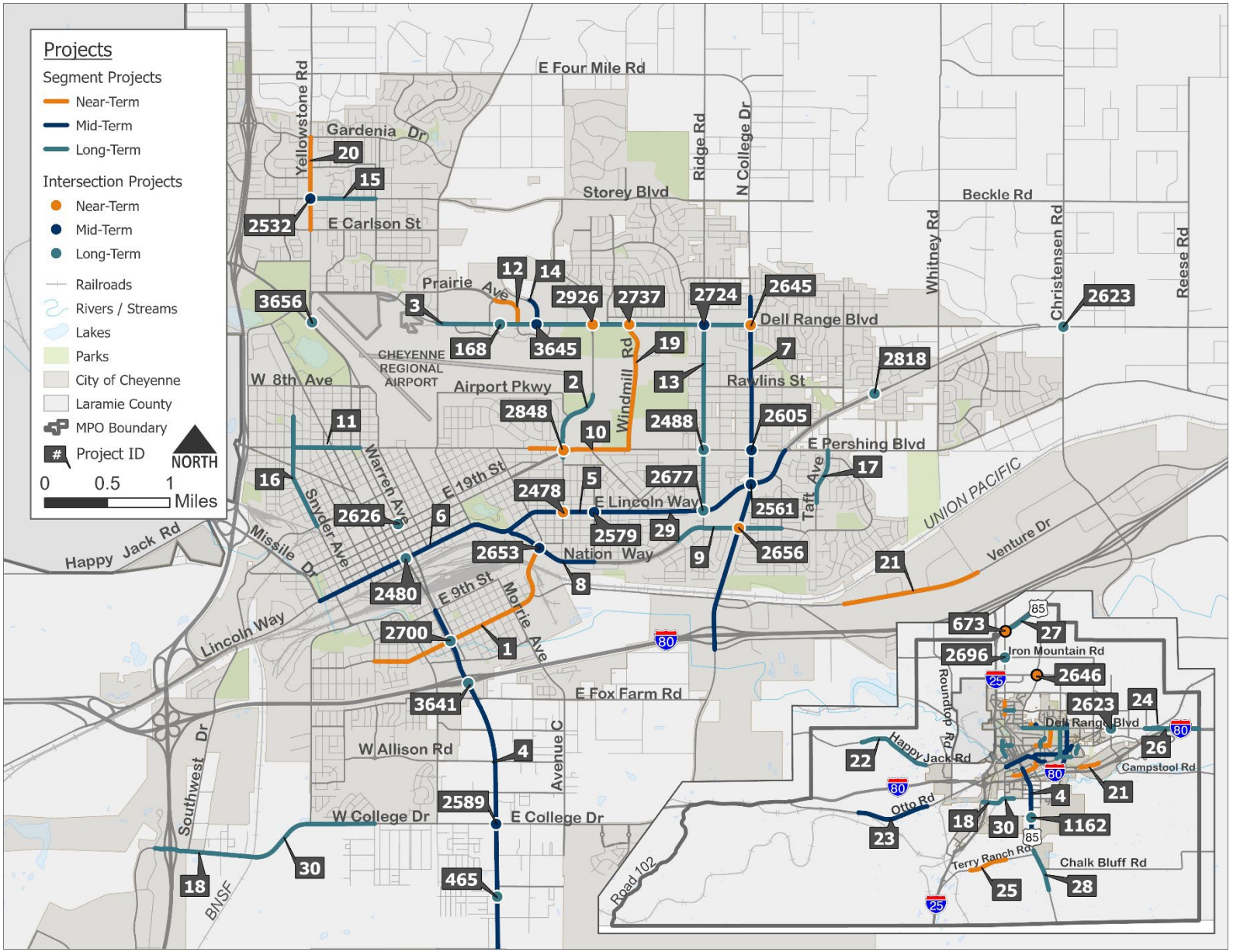


Table 6: Near-Term Projects

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
2737	Windmill Rd	E Dell Range Blvd	Intersection (Signalized)	Consider adjustments to signal phasing/timing to update yellow and clearance times and integrate a leading pedestrian interval. Conduct study of traffic conditions at intersections to determine whether congestion is contributing to crash patterns.	N/A	Lead: City of Cheyenne
25	SH 223	E.O. Speer Rd to W.O. Line Ave	Corridor	Consider widening shoulders, adding wider edge lines, and installing edgeline rumble strips in areas without adjacent development to reduce roadway departure crashes. Consider mumble strip installation through more sensitive areas or areas anticipated to be developed in the future.	2.12	Lead: WYDOT Supporting: Laramie County
2848	Converse Ave	E Pershing Blvd	Intersection (Unsignalized)	Consider roundabout modifications including single-lane approaches, splitter island enhancements, vision screening to improve visibility, stop bar enhancements and improved school-area pedestrian crossings to reduce angle crashes, improve driver behavior, and improve safety for younger and vulnerable road users.	N/A	Lead: City of Cheyenne
2478	Converse Ave	E Lincolnway	Intersection (Signalized)	Consider signal timing adjustments and red-light protection and detection strategies, such as dilemma zone detection, advance detection, and adjusted clearance intervals, to reduce angle crashes and red-light violations.	N/A	Lead: WYDOT Supporting: City of Cheyenne
2656	N College Dr	12th St	Intersection (Signalized)	Consider adjustments to signal phasing/timing to update yellow and clearance times and integrate a leading pedestrian interval. Modify right-turn island geometry, such as reducing curb radii and island size, to lower turning speeds.	N/A	Lead: WYDOT Supporting: City of Cheyenne
10	E Pershing Blvd	Albany Rd to Windmill Rd	Corridor	Consider school safety measures and multimodal safety improvements during planned reconstruction of intersection and traffic signal.	0.77	Lead: City of Cheyenne

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
20	Yellowstone Rd	Gardenia Dr to Carlson St	Corridor	Consider left-turn management (access management) and speed reduction, supported by improved lighting and raised pavement markers, to reduce angle crashes and conflicts. Improve school zone facilities on Yellowstone, including the replacement of school zone flashing beacons with radar feedback devices and adding RRFBs at crosswalks.	0.74	Lead: City of Cheyenne
2646	Riding Club Rd	Powderhouse Rd	Intersection (Unsignalized)	A solar-powered flashing stop sign has been installed to improve visibility, along with transverse rumble strips on the northbound and southbound approaches. The beacon is currently out of service due to wind damage and is awaiting repair. Continue to monitor effectiveness once operational and consider additional visibility and warning enhancements if needed to further improve driver awareness and compliance.	N/A	Lead: Laramie County
1	5th St/Logan Ave	Snyder Ave to Nationway	Corridor	Consider lane narrowing and a hardened centerline with raised median treatments to reduce speeds and run-off-road crashes. Install dynamic speed feedback signs and improve lighting/visibility to address nighttime and impaired-driving-related crashes. Evaluate crosswalks near Hebbard Elementary School for enhancements. Coordinate with future project to reconstruct the 5th St and Deming Dr intersection.	1.8	Lead: City of Cheyenne
2645	N College Dr	E Dell Range Blvd	Intersection (Signalized)	Planned intersection reconstruction will improve lane configurations, left turn bays, and replace signal poles. As part of this effort, consider adjustments to signal phasing and timing to updated yellow and clearance intervals and incorporate a leading pedestrian interval to reduce angle crashes and red light running.	N/A	Lead: City of Cheyenne Supporting: WYDOT
19	Windmill Rd	E Dell Range Blvd to E Pershing Blvd	Corridor	Consider enhanced edge treatments and traffic calming near schools to reduce angle crashes and improve safety for younger users.	1.04	Lead: City of Cheyenne

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
673	US 85	Yellowstone Rd	Intersection (Unsignalized)	A planned roadway realignment will reduce skew and improve operations. Continue monitoring and consider enhanced advance warning treatments on US 85 and Yellowstone Road approaches.	N/A	Lead: WYDOT Supporting: Laramie County
12	Prairie Ave	Frontier Mall Dr to E Dell Range Blvd	Corridor	Consider improved access control, left-turn management, and improved edge delineation to reduce angle crashes and opposing-direction conflicts.	0.33	Lead: City of Cheyenne
2926	E Dell Range Blvd	Converse Ave	Intersection (Signalized)	Planned intersection reconstruction including a possible conversion to a Modified Continuous Flow Intersection and/or addition of a dual left turn phase southbound to eastbound. Also consideration of a southbound dual left off Converse Ave. Consider adding leading pedestrian phase and red protection/decision zone detection with improvements.	N/A	Lead: City of Cheyenne
21	Campstool Rd	E.O. Burlington Trail Rd to E.O. Whitney Rd	Corridor	Consider edgeline rumble strips and improved intersection sign visibility to reduce run-off-road and rollover crashes. In addition, relocate the beginning of the reduced speed zone to lower approach speeds in advance of the planned multi-use trail crossing, helping to reduce the likelihood and severity of pedestrian and bicycle conflicts.	1.1	Lead: City of Cheyenne

Table 7: Mid-Term Projects

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
5	E Lincolnway/14th St	Logan Ave to Omaha Rd	Corridor	Consider access management strategies to reduce intersection conflict points, including evaluating raised medians and improved access spacing or consolidation, consistent with WYDOT Access Manual guidance and implemented as development occurs. Address gaps in sidewalk connectivity and ensure pedestrian crossings meet current standards. Enhance lighting and visibility with pavement markings and delineation, to address nighttime, impaired, and run-off-road crashes across all users.	0.81	Lead: City of Cheyenne Supporting: WYDOT
29	E Lincolnway/14th St	Omaha Rd to E Pershing Blvd	Corridor	Consider access management strategies to reduce intersection conflict points, including evaluating raised medians and improved access spacing or consolidation, consistent with WYDOT Access Manual guidance and implemented as development occurs. Address gaps in sidewalk connectivity and ensure pedestrian crossings meet current standards. Enhance lighting and visibility with pavement markings and delineation, to address nighttime, impaired, and run-off-road crashes across all users.	1.45	Lead: City of Cheyenne Supporting: WYDOT
6	Lincolnway/ 16th St	Missile Dr to Logan Ave	Corridor	Consider roadway reconfiguration with traffic calming elements such as lane narrowing, a raised median (where currently absent), and a hardened centerline. Enhance pedestrian environment west of downtown, assessing crossings of Lincolnway. Enhance delineation and visibility with pavement markings along with targeted traffic calming near schools (Alta Vista) to address motorcycle, run-off-road, and impaired-driving-related crashes.	1.87	Lead: City of Cheyenne Supporting: WYDOT

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
4	S Greeley Hwy/I-180	US 85 West Service Rd to 9th St	Corridor	Consider implementation of access management strategies, balancing the need to provide vehicular access to vital businesses and community sites and concern from the community about the effects of raised medians on business access. Consider removing smaller accesses from the Service Rd to S Greeley Hwy between Wallick Rd and High Plains Rd. Implement traffic signals at locations where warrants are met, such as Wallick Rd and S Greeley Hwy. Provide roadway design features that clearly communicate and reinforce transition from south rural condition to the urbanized north end, such as gateway treatments, reduced lane widths, raised medians, enhanced pavement markings, streetscape elements, and speed transition signage to help manage traffic speeds. Implement measures to improve pedestrian connectivity and crossing safety.	3.55	Lead: WYDOT Supporting: Laramie County, City of Cheyenne
7	N College Dr	Everton Dr to Industrial Rd	Corridor	Consider raised median installation, access management and speed mitigation strategies. Consider providing continuous detached sidewalks along College Dr.	2.85	Lead: WYDOT
2579	E Lincolnway	Hot Springs Ave	Intersection (Signalized)	Consider signal timing and protected left-turn control, along with red-light protection and detection strategies, such as dilemma zone detection, advance detection, and adjusted clearance intervals to reduce angle crashes and red-light violations.	N/A	Lead: WYDOT Supporting: City of Cheyenne
8	Nationway	E Lincolnway to Hot Springs Ave	Corridor	Consider enhanced curve warning and delineation measures with wider edge lines to reduce run-off-road crashes, particularly under impaired driving conditions. Study options for feasibly implementing a lane reallocation along Nationway (traffic volumes are low for a 4-lane divided roadway)	0.75	Lead: City of Cheyenne
2561	N College Dr	E Lincolnway	Intersection (Signalized)	Consider signal timing and phasing changes, improved turn control and visibility, and red-light detection to reduce angle crashes and violations.	N/A	Lead: WYDOT Supporting: City of Cheyenne

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
2589	S Greeley Hwy	E College Dr	Intersection (Signalized)	Consider adjustments to signal timing and phasing to enhance pedestrian safety and driver compliance. Implement capacity enhancements proposed by WYDOT. Consider posted speed limit reduction along S. Greeley Hwy.	N/A	Lead: WYDOT Supporting: Laramie County
2605	E Pershing Blvd	N College Dr	Intersection (Signalized)	Review signal timing parameters and identify opportunities for enhancements, including measures to address red light running. Consider adjustments to on-street parking.	N/A	Lead: WYDOT Supporting: City of Cheyenne
23	Otto Rd	E.O. Road 206 to W.O. Roundtop Rd	Corridor	Consider widening shoulder, adding wider edgelines, and consistent edgeline rumble (or mumble) strips. Apply enhanced curve delineation where applicable to improve lane control and visibility.	4.08	Lead: WYDOT Supporting: Laramie County
2532	Western Hills Blvd	Yellowstone Rd	Intersection (Signalized)	Address intersection congestion, consider adjustments to signal timing to enhance visibility and control for left turn movements	N/A	Lead: City of Cheyenne
2653	Nationway	Logan Ave	Intersection (Signalized)	Consider signal timing and phasing adjustments, stop bar enhancements, and red-light detection to reduce angle crashes and violations.	N/A	Lead: City of Cheyenne
2724	E Dell Range Blvd	Ridge Rd	Intersection (Signalized)	Consider adjustments to signal timing to incorporate leading pedestrian interval and evaluate yellow change intervals. Consider red-light detection to reduce angle crashes and violations.	N/A	Lead: City of Cheyenne
14	Rue Terre	E Dell Range Blvd to Sams Club Access	Corridor	Improve access control during planned reconstruction.	0.22	Lead: City of Cheyenne
3645	E Dell Range Blvd	Rue Terre	Intersection (Signalized)	Consider adjustments to signal phasing/timing and intersection geometry with respect to left turn movements.	N/A	Lead: City of Cheyenne

Table 8: Long-Term Projects

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
2488	E Pershing Blvd	Ridge Rd	Intersection (Signalized)	Consider adjusting signal timing and red-light detection, improved visibility and advance warning, and enhanced school-zone/pedestrian measures to reduce angle crashes and violations involving younger road users.	N/A	Lead: City of Cheyenne
2480	Lincolnway	Central Ave	Intersection (Signalized)	Consider signal timing adjustments and red-light protection and detection strategies, including optimized clearance intervals, to reduce angle crashes and red-light violations. Implement a leading pedestrian interval to increase pedestrian visibility and priority, and evaluate channelized right turn lanes for tighter geometry or removal to reduce turning speeds and conflicts.	N/A	Lead: WYDOT Supporting: City of Cheyenne
24	Railroad Rd	US 30 to S.O. Cardinal Ln	Corridor	Consider targeted speed management and driver awareness strategies, including dynamic speed feedback signs and curve warning treatments such as chevrons, to address localized speeding concerns. Evaluate conditions at key locations, including the US 30 intersection, and coordinate with the Sheriff's Office to monitor and respond to reported issues. As development occurs, consider opportunities to reassess the posted speed limit and implement context-appropriate speed management measures.	0.39	Lead: City of Cheyenne
2818	US 30	Hayes Ave	Intersection (Unsignalized)	Access management strategies have been implemented through recent projects. Continue to monitor crash trends and evaluate the need for additional visibility improvements, stop bar enhancements, and targeted enforcement.	N/A	Lead: WYDOT Supporting: City of Cheyenne
168	E Dell Range Blvd	Stillwater Ave	Intersection (Unsignalized)	Consider restricting movements at the intersection to 3/4 or right turn only as a part of a Dell Range Blvd Corridor access management strategy that may include raised medians.	N/A	Lead: City of Cheyenne
13	Ridge Rd	E Dell Range Blvd to E Lincolnway	Corridor	Consider traffic calming measures to reinforce safe travel speeds, including strategies such as raised medians, lane narrowing and feedback signs.	1.48	Lead: City of Cheyenne

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
2	Converse Ave	Park Pl to S.O Airport Rd	Corridor	Consider traffic calming measures to reduce speeds and run-off-road crashes. Potential ideas include driver feedback signs and lane narrowing.	0.62	Lead: City of Cheyenne
15	Storey Blvd	Yellowstone Rd to Weaver Rd	Corridor	Consider measures to increase driver awareness of residential context. Consider reduction in posted speed to 30 mph to match section west of Yellowstone Rd.	0.52	Lead: City of Cheyenne
9	Nationway/12th St	Henderson Dr to Cleveland Ave	Corridor	West of College Drive, consider enhanced curve warning and delineation measures with wider edge lines to reduce run-off-road crashes, particularly under impaired driving conditions. East of College Drive keep pavement markings and signs fresh.	0.86	Lead: City of Cheyenne
22	Happy Jack Rd	E.O. Bade Rd to W.O. Diamond Creek Rd	Corridor	Consider adding consistent centerline and edgeline rumble strips, along with enhanced curve delineation, to improve lane control and visibility.	4.16	Lead: WYDOT Supporting: Laramie County
1162	Hiawatha Rd	S Greeley Hwy	Intersection (Unsignalized)	Consider restricting left turns or adding channelization including potential left turn acceleration lane and added lane designation markings along eastbound approach.	N/A	Lead: WYDOT Supporting: Laramie County
2677	E Lincolnway	Ridge Rd	Intersection (Signalized)	Consider signal timing and phasing updates, improved signal visibility, and red-light detection to reduce angle crashes and violations.	N/A	Lead: WYDOT Supporting: City of Cheyenne
2626	20th St	Warren Ave	Intersection (Signalized)	Consider stop bar enhancements, signal timing adjustments, and red-light detection to reduce angle crashes and violations.	N/A	Lead: WYDOT Supporting: City of Cheyenne

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
3	E Dell Range Blvd	Powderhouse Rd to N College Dr	Corridor	The 2016 Dell Range Road Safety Audit recommended the following items, which are upheld in this CSAP: • Provide additional east-west collector roadway connections within one half mile north of Dell Range Boulevard between Powderhouse Road and Converse Avenue • Change the existing two-way left turn lane to a raised median with strategically located U-turn bulb-outs at Dell Range Boulevard intersections • Modify east and westbound left turn signalized intersection movements to protected only operation • Increase the 'all-red' traffic signal clearance interval to 2 seconds for all movements • Consider multimodal improvements to enhance sidewalk connectivity and safety of multimodal crossings In addition, a planned reconstruction project between Marble Street and College Drive will include the addition of a second eastbound through lane, a dual northbound-to-westbound left-turn movement, and full replacement of the traffic signal system. Corridor-wide signal retiming and detection upgrades should also be prioritized to address current operational issues and improve overall traffic flow and safety.	2.51	Lead: City of Cheyenne
3656	Central Ave	Yellowstone Rd	Intersection (Signalized)	Consider additional street signage to indicate upcoming traffic signal in conjunction with driver feedback speed signs along Central Ave and Yellowstone Rd.	N/A	Lead: WYDOT Supporting: City of Cheyenne
30	W College Dr	Bar X Rd to York Ave	Corridor	Consider improved lighting, visibility, and speed management to reduce run-off-road crashes. Consider pedestrian hybrid beacon near Triumph High School.	1.28	Lead: WYDOT Supporting: Laramie County, City of Cheyenne

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
18	W College Dr	Etchapere Cir to Bar X Rd	Corridor	Consider improved access control and left turn management near I-25 interchange (close driveway spacing).	0.59	Lead: WYDOT Supporting: Laramie County, City of Cheyenne
17	Taft Ave	Pershing Blvd to Continental Pl	Corridor	Consider improved lighting and enhanced pavement markings to address nighttime and impaired-driving conditions	0.44	Lead: City of Cheyenne
2700	I-180	5th St	Intersection (Signalized)	Consider signal timing and phasing updates, improved signal visibility, and red-light detection to reduce angle crashes and violations.	N/A	Lead: WYDOT Supporting: City of Cheyenne
16	Snyder Ave	Foyer Ave to 24th St	Corridor	Consider traffic calming and dynamic speed feedback signs to reduce speeds and run-off-road crashes. Evaluate opportunities for multimodal improvements, including bicycle facilities and pedestrian crossing enhancements, to improve safety and connectivity along the corridor.	0.92	Lead: City of Cheyenne
27	US 85 (N)	Yellowstone Rd to N.O. Ropers Ln	Corridor	Consider adding enhanced curve delineation to improve lane control and visibility. Consider centerline mumble strips.	2	Lead: WYDOT Supporting: Laramie County
2696	Yellowstone Rd	Iron Mountain Rd	Intersection (Unsignalized)	Consider providing additional signage to make drivers aware of upcoming intersection and transverse rumble strips along stop-controlled approach on Iron Mountain to provide additional warning of upcoming intersection/stop sign.	N/A	Lead: WYDOT Supporting: Laramie County
11	W Pershing Blvd	Snyder Ave to Warren Ave	Corridor	Consider additional street signage to indicate shoulder parking and signal ahead signs.	0.53	Lead: City of Cheyenne

ID	Roadway (Primary Street)	Limits (Cross Street)	Location	Description	Length	Lead & Supporting Agencies
28	US 85 (S)	S.O. Wapiti Trl to S.O. Road 203	Corridor	Consider targeted speed enforcement until development improvements are made.	2.4	Lead: WYDOT Supporting: Laramie County, City of Cheyenne
465	S Greeley Hwy	Williams St	Intersection (Unsignalized)	Evaluate intersection control and consider upgrading signal infrastructure as well as adding advanced signage and improved pavement markings such as a stop bar.	N/A	Lead: WYDOT Supporting: Laramie County
26	US 30	Westedt Rd to Road 135	Corridor	Consider adding wide edgelines and enhance delineation to improve visibility.	3.08	Lead: WYDOT Supporting: Laramie County
3641	I-180	N Greeley Hwy	Intersection (Signalized)	Consider implementing leading pedestrian phase and red protection/decision zone detection.	N/A	Lead: WYDOT
2623	US 30	Christensen Rd	Intersection (Unsignalized)	Consider providing additional signage along US 30 to make drivers aware of upcoming intersection with Christensen Road and transverse rumble strips along Christensen Road to provide additional warning of upcoming intersection/stop sign. Provide stop bars on Christensen Rd approaches. Monitor for potential traffic signal warrants.	N/A	Lead: WYDOT Supporting: Laramie County

6 | Progress and Transparency Methods

The Cheyenne MPO will support ongoing transparency and accountability by providing public access to the Safety Action Plan and related safety data through a dedicated project webpage and an Interactive Safety Dashboard. Together, these tools are intended to track progress toward reducing roadway fatalities and serious injuries while providing consistent, publicly accessible reporting on safety outcomes.

Developed using ArcGIS Online, the interactive dashboard presents crash trends and safety data in a clear and accessible format (**Figure 31**). It is designed to be maintained by MPO staff through annual updates to crash data using a standardized process, allowing for consistent tracking of performance over time. The Safety Action Plan will be hosted alongside the dashboard, ensuring that residents, partner agencies, and decision-makers have ongoing access to both the plan and supporting data.

The dashboard includes an interactive map of crashes within the MPO planning area, with functionality to explore fatal and serious injury crashes in more detail. Users can filter and sort data by key factors such as crash severity, involvement of pedestrians or bicyclists, and impairment-related crashes, as well as adjust the timeframe to view trends over time. Summary metrics and data visualizations allow users to understand patterns in crash frequency, severity, location, and collision type.

Collectively, these tools provide a foundation for monitoring progress, supporting data-driven decision-making, and maintaining transparency as the Safety Action Plan is implemented.

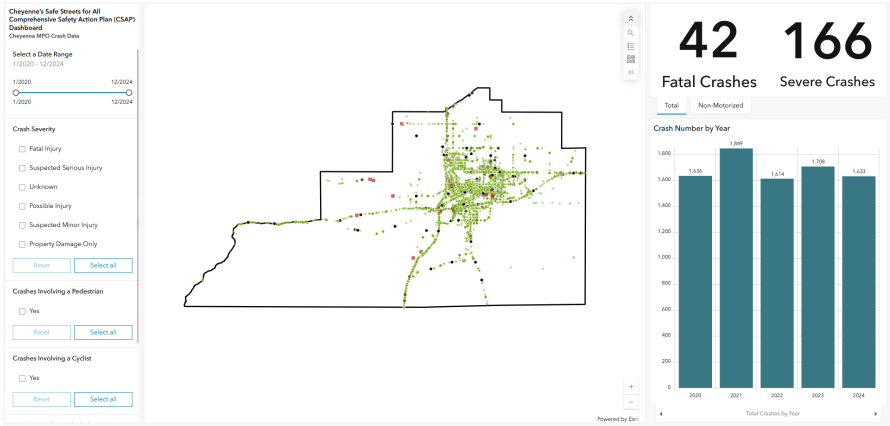



Figure 31: Interactive Safety Dashboard