Metropolitan Planning Organization

MEMO

TO: Laramie County Board of Commissioners
FROM: Christopher Yaney – MPO Director, Cheyenne MPO
DATE: October 16, 2025
SUBJECT: Resolution Adopting *Connect 2050: Update to the Long-Range Metropolitan Transportation Plan (MTP)* — Update to the Metropolitan Transportation and Future Land Use Plan of *PlanCheyenne* for the City of Cheyenne and the Cheyenne Urban Area

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Dear Laramie County Board of Commissioners:

The Cheyenne Metropolitan Planning Organization (MPO) respectfully submits for your review and consideration the resolution Adopting *Connect 2050: Update to the Long-Range Metropolitan Transportation Plan (MTP)*. This plan serves as the federally required long-range transportation plan for the Cheyenne Urbanized Area and represents an update to the *PlanCheyenne* Metropolitan Transportation and Future Land Use Plan.

The *Connect 2050* MTP outlines the community's transportation vision through the year 2050 and provides the policy framework and project priorities necessary to guide multimodal transportation investments across the region. Developed in coordination with the City of Cheyenne, Laramie County, the Wyoming Department of Transportation (WYDOT), the plan integrates transportation, land use, environmental, and economic development goals to support sustainable regional growth and mobility.

Public participation was a critical component throughout the planning process, in accordance with the MPO's adopted Public Participation Plan and federal planning requirements under 23 CFR 450. The MPO conducted popup event meetings, online surveys with comments and reviews, and online engagement, and agency coordination to ensure the plan reflects the needs and aspirations of the Cheyenne community.

Adoption of this resolution will certify *Connect 2050* as the official long-range transportation plan for the Cheyenne MPO area and as the transportation element of *PlanCheyenne*. Upon approval, the MPO will transmit the adopted plan and resolution to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for final acceptance.

We appreciate your continued support and partnership in advancing a safe, efficient, and connected transportation system for the Cheyenne region.

Respectfully submitted,

Christopher Yaney
MPO Director, Cheyenne Metropolitan Planning Organization

Attachments:

- Resolution Adopting Connect 2050: Update to the Long-Range Metropolitan Transportation Plan (MTP)
- Draft Connect 2050 Update to the Long-Range Metropolitan Transportation Plan

CONNECT 2050

LONG-RANGE TRANSPORTATION PLAN

DRAFT
OCTOBER 2025

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

ACKNOWLEDGMENTS

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01 INTRODUCTION

BACKGROUND

The Cheyenne Metropolitan Planning Organization (MPO) is responsible for developing transportation policies and coordinating the various federal, state, and local agencies involved in long-range transportation planning for the Cheyenne region. Connect 2050 serves as the Cheyenne region's Long-Range Transportation Plan (LRTP). The LRTP is a 25-year plan developed in conjunction with the City of Cheyenne, Laramie County, Wyoming Department of Transportation (WYDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

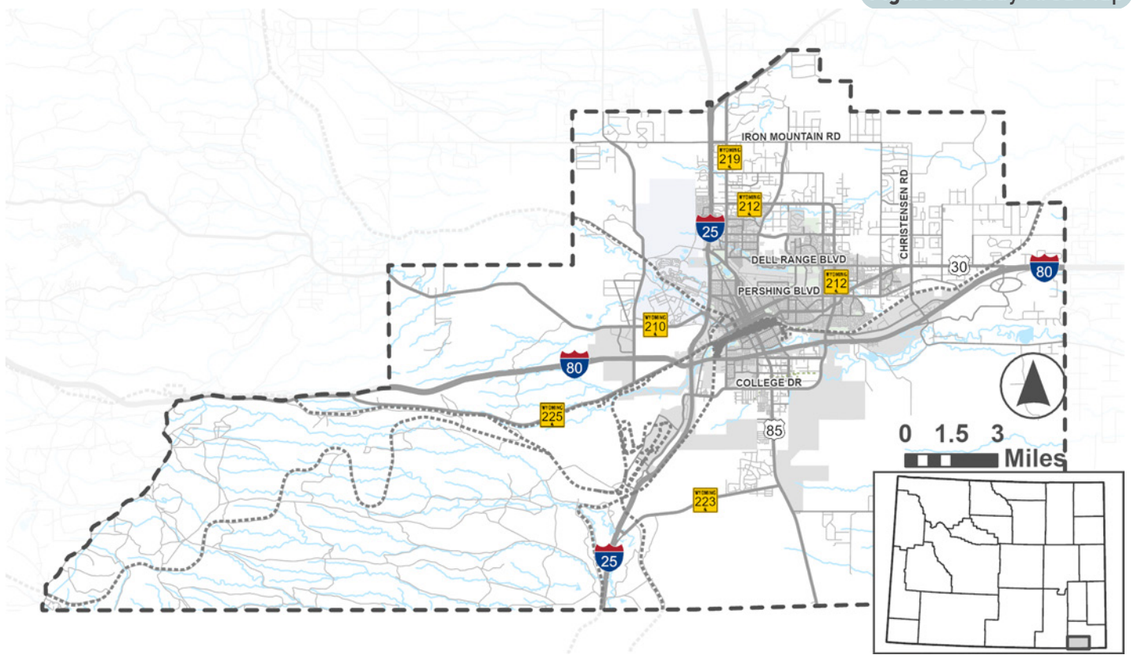
What is an LRTP?

The LRTP provides the foundation for the development of a regional transportation system that accommodates the current and future needs of residents using all modes of transportation.

STUDY AREA

The Cheyenne MPO encompasses 306 square miles and serves the City of Cheyenne and adjacent areas of Laramie County. **Figure 1** shows the Cheyenne MPO's planning area.

Figure 1. Study Area Map



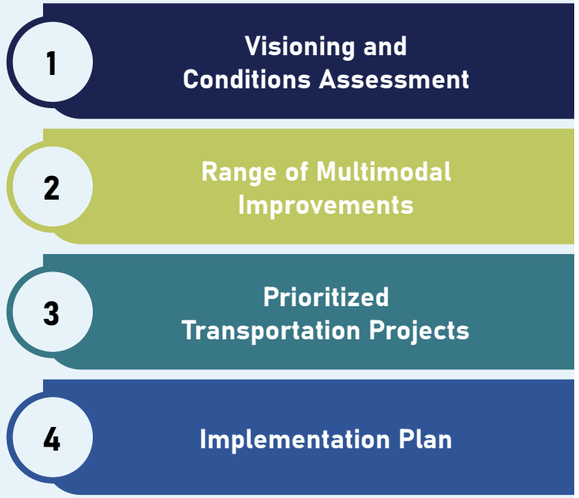
Source: Cheyenne MPO

PLANNING PROCESS

Key activities in the planning process for Connect 2050 are shown in **Figure 2**. Connect 2050 included a(n):

- **Visioning and Conditions Assessment.** The plan reviewed the MPO's current mobility network conditions and identified project goals, objectives, and performance measures.
- **Range of Multimodal Improvements.** The plan provides potential multimodal transportation projects throughout the region.
- **Prioritized Transportation Projects.** The plan assessed the potential transportation projects against the plan's goals and priorities to identify transportation projects with the highest need.
- **Implementation Plan.** The plan forecasts available transportation capital funding, identifies potential funding strategies, and develops an action plan documenting how the LRTP recommendations may be implemented.

Figure 2. Connect 2050 Planning Process



Source: Cheyenne MPO

WORKING PAPERS

Connect 2050 consisted of the following working papers covering different aspects of the plan in more detail:

Working Paper 1 — **Existing and Future Conditions** reviewed previous plans, documented existing and future demographics, assessed the existing transportation system, and updated to goals, objectives, and evaluation criteria.

Working Paper 2 — **Alternatives Development** provides an update to the LRTP project list and maps of recommended transportation improvements.

Working Paper 3 — **Alternatives Prioritization** includes prioritization of the projects identified in Working Paper 2 with planning-level cost estimates.

Working Paper 4 — **Implementation Plan** includes a forecast of available transportation capital funding for the 2025-2050 time-period, identify potential funding strategies, and develop an action plan for how the recommendations may be implemented.

GOALS AND PERFORMANCE MEASURES

Connect 2050 creates a roadmap for the region that enhances the overall wellbeing of the area and its residents while also complying with federal guidelines. The initial step involves determining the region's goals for its transportation network. Input from the following sources were used to establish goals for the Cheyenne region:

- Federal transportation goals established by the United States Department of Transportation (USDOT)
- State transportation goals established by WYDOT
- Previous goals from the Connect 2045 Plan, adopted in 2020
- Public and stakeholder input

The identified goals of Connect 2050 are shown in **Figure 3**.

Figure 3. Connect 2050 Goals

SAFETY
Transportation facilities provide safe travel options for all transportation modes.

GROWTH
Stimulate growth in the economy by providing a transportation system that accommodates current and future demand for the movement of residents, visitors, and goods.

CHOICES
Provide travel choices that are accessible, safe, and comfortable to all travelers, promote local mobility, and reduce the impacts of transportation on the environment and neighborhoods.

EFFICIENCY
Optimize the use and maintenance of existing infrastructure to make prudent investments in the transportation network to maintain system predictability.

CONNECTIVITY
Develop and maintain a multimodal transportation system that provides direct, continuous, and safe connections between local and regional destinations and services.

RESILIENCY
Design transportation facilities and networks that are secure and resilient to impacts from manmade or natural disasters.

Source: Cheyenne MPO

Alignment with Federal Goals

The USDOT Strategic Plan FY 2022-2026 established six strategic goals for the country's transportation system. USDOT's strategic goals include:

SAFETY

Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

ECONOMIC STRENGTH AND GLOBAL COMPETITIVENESS

Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

EQUITY

Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

CLIMATE AND SUSTAINABILITY

Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

TRANSFORMATION

Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

ORGANIZATIONAL EXCELLENCE

Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

Table 1 shows how the Connect 2050 goals align with the federal goals established in the USDOT Strategic Plan.

Table 1. Connect 2050 Alignment with Federal Goals

Federal Goals	Connect 2050 Goals					
	Safety	Growth	Choices	Efficiency	Connectivity	Resiliency
Safety	✓		✓			✓
Economic Strength and Global Competitiveness		✓		✓		
Equity			✓		✓	
Climate and Sustainability		✓	✓	✓	✓	✓
Transformation				✓	✓	✓
Organizational Excellence			✓	✓		

Source: Cheyenne MPO

Alignment with State Goals

The WYDOT LRTP established six state goals for the state's transportation system. **Table 2** shows how the Connect 2050 goals align with the state transportation goals.

Table 2. Connect 2050 Alignment with State Goals

State Goals	Connect 2050 Goals					
	Safety	Growth	Choices	Efficiency	Connectivity	Resiliency
Keep people safe on the state transportation system	✓		✓			
Serve our customers		✓	✓	✓	✓	✓
Take care of all physical aspects of the state transportation system				✓		
Develop and care for our people	✓		✓			✓
Respectfully perform our lawful responsibilities	✓		✓			
Exercise good stewardship of our resources		✓		✓		✓

Source: Cheyenne MPO

Performance Measures

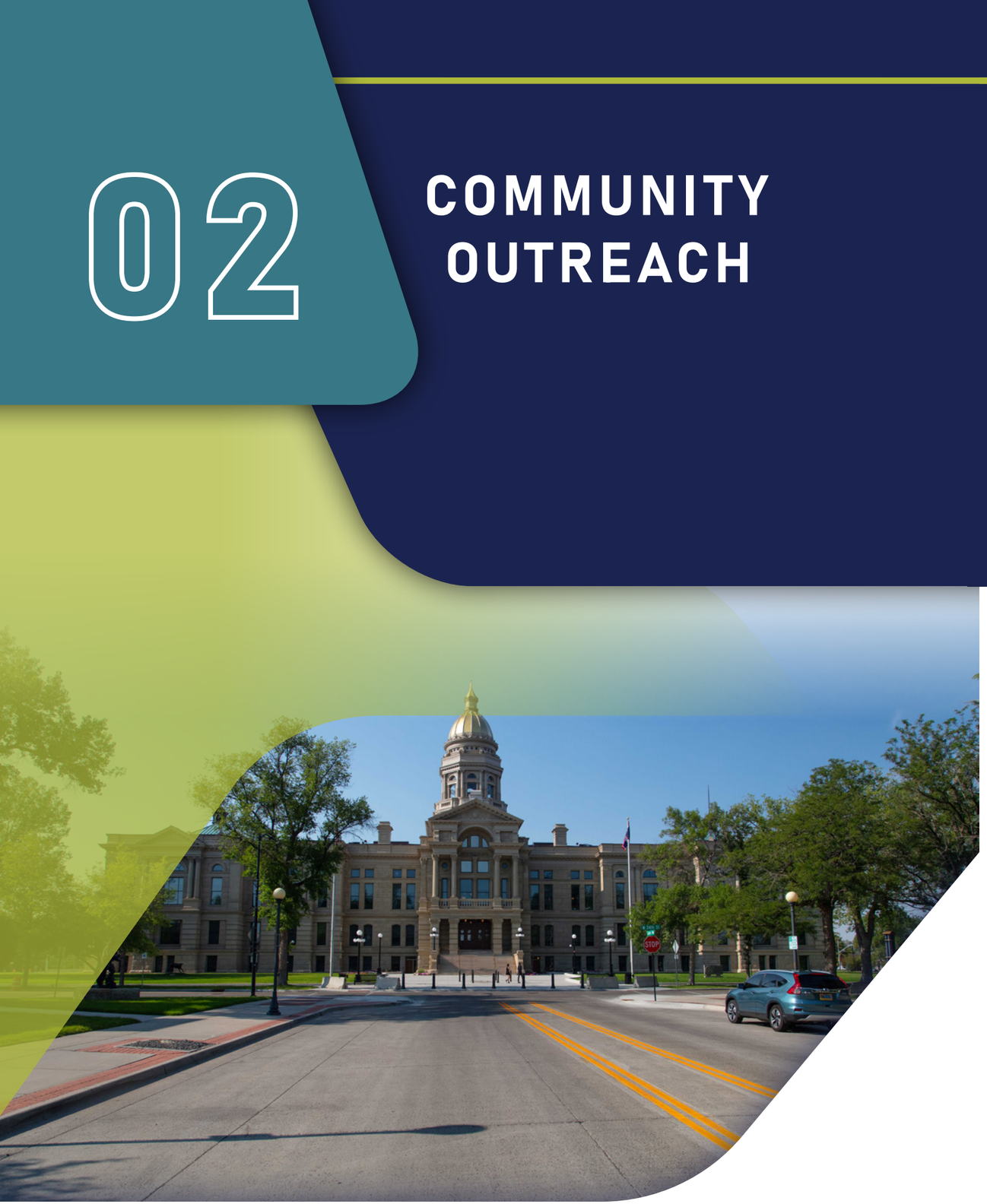
The following performance measure recommendations aid the Cheyenne MPO in tracking progress to reach the Connect 2050 goals. These performance measures align with WYDOT's State Transportation Improvement Plan and the Wyoming Highway Safety Improvement Plan. Applicable performance measures are shown in **Table 3**.

Table 3. WYDOT Performance Measures

Performance Measure	Current Condition	Target
Percentage of Interstate Pavements Classified as in Good Condition	53.7	40.0
Percentage of Interstate Pavements Classified as in Poor Condition	16.2	5.0
Percentage of Non-Interstate NHS Pavements in Good Condition	47.6	40.0
Percentage of Non-Interstate NHS Pavements in Poor Condition	20.4	10.0
Interstate Travel Time Reliability	99.9	96.0
Non-Interstate NHS Travel Time Reliability	97.5	88.0
Truck Travel Time Reliability Index	1.21	1.28
Rate of Fatal Crashes	1.79	1.35
Rate of Serious Injury Crashes	8.26	5.0

Source: Cheyenne MPO

02 COMMUNITY OUTREACH



OUTREACH SUMMARY

Through working with the community during the public engagement, the project team were able to get feedback on their concerns and area improvements that they would like to see. They were also able to rank their goal priorities for the plan. Through the interactive map and the in-person engagement, they were able to leave comments on spot and segment projects. All of these insights helped inform the project development and the prioritization phases of the plan.

IN-PERSON ENGAGEMENT

BIKE TO WORK DAY

Bike to Work Day is an annual event hosted by the City of Cheyenne to promote walking and biking to work. The project team hosted a booth at the After Work Party at Freedom's Edge Brewing and Ace's Range. Staff had display boards and handed out flyers with project information and links to the project website, interactive map, and online survey.

Meaningful conversations and interactions with **15 individuals**

PEDESTRIAN AND CYCLIST SAFETY WORKSHOP

Cheyenne MPO staff led a pop-up event at the Cheyenne Public Safety Center in partnership with Wyoming Pathways to support safer streets for pedestrians and bicyclists.

The event had a smaller turnout, which provided an opportunity for a few meaningful interactions.

SUPERDAY

Superday is an annual celebration that kicks off July as National Parks and Recreation Month and is hosted by the City of Cheyenne Community Recreation and Events Department to promote local recreational activities. The project team hosted and staffed a booth at the event with display boards and handed out flyers with project information and links to the project website, interactive map, and online survey.

Meaningful conversations and interactions with **111 individuals**

VIRTUAL ENGAGEMENT

Project Website

A project-specific website was available throughout the planning process showing the Connect 2050 purpose, up-to-date information on the project, and a link to an interactive map and survey. This allowed the public to be able to access project information at their convenience.

Project Survey

A community-wide survey was developed to help gather feedback on the recommendations presented and prioritize upcoming projects and project goals. In total, 92 responses were received. A full inventory of the survey responses can be found in **Appendix A**.

Survey Response Themes

Key takeaways and themes of the survey responses included:

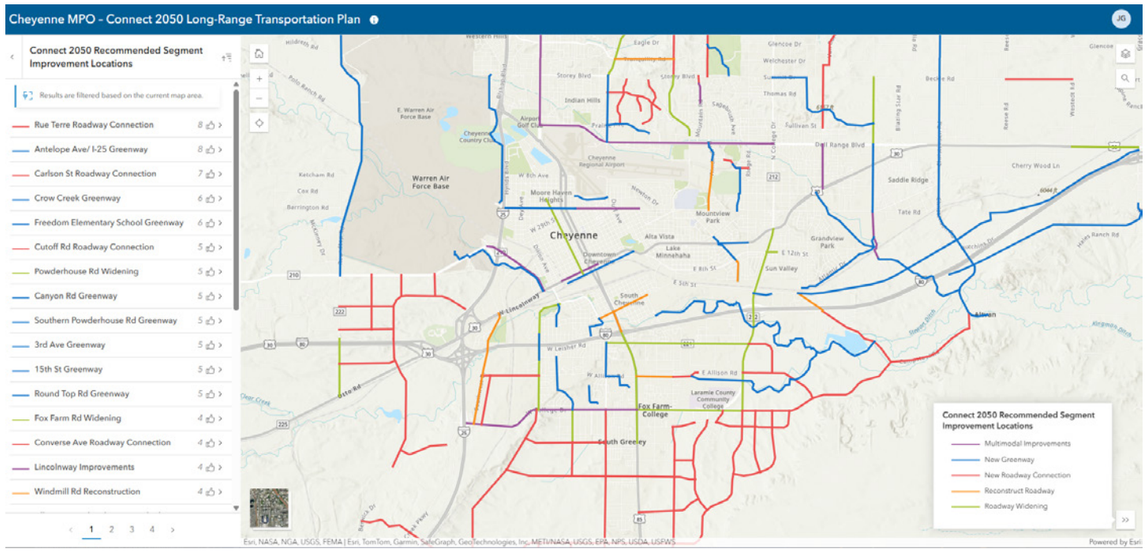
PLANNING PRIORITIES

- Over half of survey respondents ranked Safety as the most important planning goal
- Growth and Connectivity tied for the second most important planning goal
- Survey respondents ranked Resiliency as the least important planning goal

Interactive Map

An interactive map was developed to show recommended spot and segment improvement locations. Users were given the ability to choose a recommended project location to provide feedback. The public was given the opportunity to include a new comment, view other respondents' comments, and like/dislike the draft project recommendations shown. The interactive map was linked through the project website and QR codes leading to the interactive map were included on all in-person event boards and flyers. **Figure 4** shows the projects on the interactive map.

Figure 4. Interactive Map



Social Media

Project information was disseminated through the existing MPO social media channels that the public is already familiar with. These channels were utilized to keep the public informed about the project and to provide links to the survey and interactive map. The intent of this advertisement strategy was to present the facts and point people to the project website.

Source: Kimley Horn

03

PREVIOUS PLANS REVIEW

PREVIOUS PLANS REVIEW

A review of previous planning efforts encompassing the study area provided a baseline understanding of relevant goals and strategies. Previous plans in the region and their resulting recommendations are summarized below.

Connect 2045

Adopted in December 2020, Connect 2045 is the previous LRTP for the Cheyenne MPO. The plan identified transportation investments necessary for MPO's planning area through 2045 and includes recommendations for roadway, transit, and active transportation infrastructure. Connect 2045's goals were developed using input from federal and state goals for transportation investment, previous goals for the transportation system in the Cheyenne region, and public and stakeholder input. The Connect 2045 Goals are outlined below.

SAFETY Transportation facilities provide safe travel options for all residents and visitors.

GROWTH Stimulate growth in the economy, development, and tourism by providing a transportation system that accommodates current and future demand for the movement of residents, visitors, and goods.

INTEGRATION Integrate transportation and land use decisions to create and preserve neighborhoods that promote vibrant community character and encourage active living.

CHOICES Provide travel choices that are accessible to all travelers, promote local mobility, and reduce the impacts of transportation on the environment and neighborhoods.

EFFICIENCY Optimize the use of existing infrastructure and opportunistic funding options to make prudent investments in the transportation network to maintain system predictability.

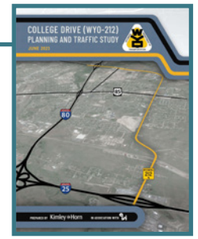
CONNECTIVITY Develop and maintain a multimodal transportation system that provides direct, continuous, and safe connections between local and regional destinations and services.

RESILIENCY Design transportation facilities and networks so they are secure and resilient to impacts from manmade or natural disasters.

MAINTENANCE Extend the life of the transportation system and promote fiscal responsibility by emphasizing maintenance over system expansion.

WYDOT College Drive Planning and Traffic Study

In 2023, WYDOT conducted a corridor study to identify and address future needs and deficiencies along College Drive/Wyoming State Highway 212 (WYO 212), from Interstate 25 (I-25) to Campstool Way. The study recommended short-term (2030) and long-term (2045) traffic congestion and safety improvements.



Laramie County Transportation Impact Fee Study

Completed in April 2025, the Cheyenne MPO conducted an impact fee study to determine the impact fees that should be imposed on new development in unincorporated Laramie County to meet transportation infrastructure demands. The resulting transportation impact fees recommended by the study are determined by development's land use and estimated vehicle trips per unit. Although the transportation impact fee service area is in unincorporated Laramie County, infrastructure can be funded county-wide using the impact fee funds.

Cheyenne Passenger Rail Station Site Selection Study

The Cheyenne MPO developed the Passenger Rail Station Site Selection Study to identify potential locations for a future station to serve the planned Front Range Passenger Rail service. The draft recommendations include a station site close to downtown Cheyenne to leverage existing infrastructure and services and that the MPO stays engaged with the Front Range Passenger Rail District and other partners as the project progresses.

West Crow Creek Greenway Plan

The West Crow Creek Greenway Plan is an ongoing plan that aims to develop a preferred alignment and 35% design, including major roadway crossings, for the West Crow Creek Greenway between Martin Luther King Jr. Park and Freedom Elementary School. The plan will identify the community's vision, recommend an accessible and efficient greenway, and advance the greenway towards construction.

Safe Routes to School Plan

The Cheyenne MPO Safe Routes to School (SRTS) Plan Update is in progress and presents recommendations for each school in the metro area. It includes a strategy toolbox outlining methods that have been successful in improving safe routes to school across the country. The strategy toolbox is organized into categories known as the six E's: Engagement, Equity, Encouragement, Education, Evaluation, and Engineering. Strategies include, programs, events, suggested walking and biking routes, safety campaigns, and infrastructure improvements.

Southwest Drive Corridor Study

The Southwest Drive Corridor Study developed a conceptual plan for the redesign of Southwest Drive from West Lincolnway to College Drive. The Study aims to address traffic flow concerns due to the railroad and the commercial truck traffic along the corridor. The Study made roadway and active transportation recommendations along Southwest Drive, Broken Arrow Road, Woodenshoe Drive and Lindblom Court, and Swan Ranch Road.

Van Buren Avenue Corridor Study

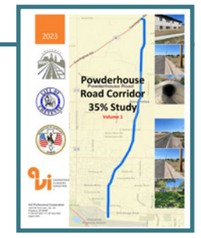
The Van Buren Avenue Corridor Plan assessed Van Buren Avenue from Dell Range Blvd to US 30 to address current and future deficiencies and needs along the corridor. The plan resulted in short, mid, and long-term recommendations for the corridor, including resurfacing improvements, active transportation improvements, intersection enhancements, and roadway reconstruction.

Cheyenne Transit Development Plan

The Cheyenne Transit Development Plan (TDP) provided a plan for how to better serve the community's transit needs emphasizing efficient use of resources, recognizing funding limitations and potential new funding sources, incorporating new concepts for transit service delivery, and providing flexibility for implementation. The five-year plan recommended implementation of fixed-route service in addition to microtransit, extended service hours, and increased frequency.

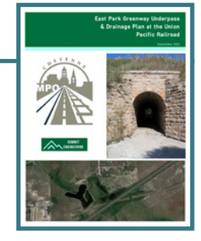
Powderhouse Road Corridor Study

The Powderhouse Road Corridor Study analyzed Powderhouse Road, from Dell Range Blvd to US 85 to assess current and future traffic and drainage conditions as well as develop planning-level construction drawings and cost estimates. Recommendations include centerline realignment, active transportation improvements, and lighting improvements.



Kiwanis (East) Park Greenway Underpass and Drainage Plan at the UPRR

The Kiwanis (East) Park Greenway Underpass and Drainage Plan at the Union Pacific Railroad (UPRR) Study identified a route for the Greater Cheyenne Greenway through the park and railroad and explored the potential for reducing stormwater build up along the UPRR Embankment. The Study recommended drainage improvements along the embankment and in the park. The proposed greenway was conceptually designed around East Park, and to connect to Kiwanis Park.

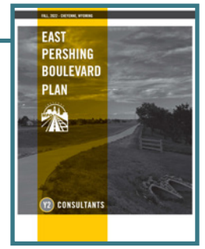


Transit Connection Feasibility Analysis: Northern Colorado – Southern Wyoming

The Transit Connection Feasibility Analysis studied the potential of transit connections between the North Front Range region of Colorado and the Cheyenne metropolitan area. The Study resulted in recommended alternatives to connect Colorado to Wyoming.

East Pershing Boulevard Corridor Study

The East Pershing Boulevard Corridor Study analyzed East Pershing Boulevard from US 30 to Christensen Road. The Study reviewed current and future traffic demands along the corridor and developed a conceptual design for the future of East Pershing Boulevard to meet the needs of the community. Short- and long-term recommendations included active transportation improvements, traffic control changes, and intersection improvements.

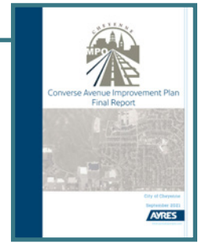


Walterscheid Boulevard Reconstruction Plan

The Walterscheid Boulevard Reconstruction Plan developed a conceptual plan for the reconstruction and widening of Walterscheid Boulevard from Deming Drive to College Drive that meets the future mobility needs of residents and businesses along the corridor. Based on future conditions and constraints of the corridor, recommendations include roadway and intersection improvements, complete street improvements, drainage improvements, and utility modifications.

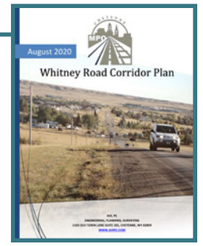
Converse Avenue Improvement Plan

The Converse Avenue Improvement Plan aimed to develop preliminary design and cost estimates for improvements along Converse Avenue from Dell Range Boulevard to the Carlson Street extension. Recommendations aim to enhance mobility and safety for all users to serve existing and future land use and traffic growth projections. The plan identified typical sections for the corridor, right-of-way and access management, speed limits, active transportation facilities, and utilities improvements.



Whitney Road Corridor Plan

The Whitney Road Corridor Plan developed a comprehensive plan for Whitney Road from US 30 to Beckle Road/Storey Boulevard. The plan developed planning-level designs that improve roadway and intersection safety and address drainage issues along the corridor.



Municipal Complex Pedestrian Routing Plan

The Municipal Complex Pedestrian Routing Plan provides a vision for intuitive and safe pedestrian connections between destinations within the Municipal Complex and adjacent properties. The Plan assessed the current complex and parking to develop framework concepts that were assessed by the public. Following engagement, a final plan was developed for pedestrian improvements.

Cheyenne Area Master Plan Community Plan

The Cheyenne Area Master Plan Community Plan provides an updated vision for the city in conjunction with the MPO. The plan covers the current and future land use and strategies that include developing a connected and diverse transportation network. These strategies provided options for the recommendations for annual reporting for roadways, transit, and active transportation.

Cheyenne Parks & Recreation Master Plan

The Cheyenne Parks and Recreation Master Plan is a plan that acts as a guide for the City in the development of parks, green spaces, recreational facilities and community programs. The plan provides lists of improvements all throughout the city that range from capital improvements, to policy and operational.

PROGRAMMED AND RECOMMENDED INVESTMENTS

The region's previous plans and programs were reviewed to identify previously recommended and programmed (funded, short-term) investments. From the reviewed sources, 159 previously recommended projects and 38 programmed projects were identified.

Programmed Projects

Programmed projects are shown in **Figure 5** and detailed in **Appendix B**. These projects include:

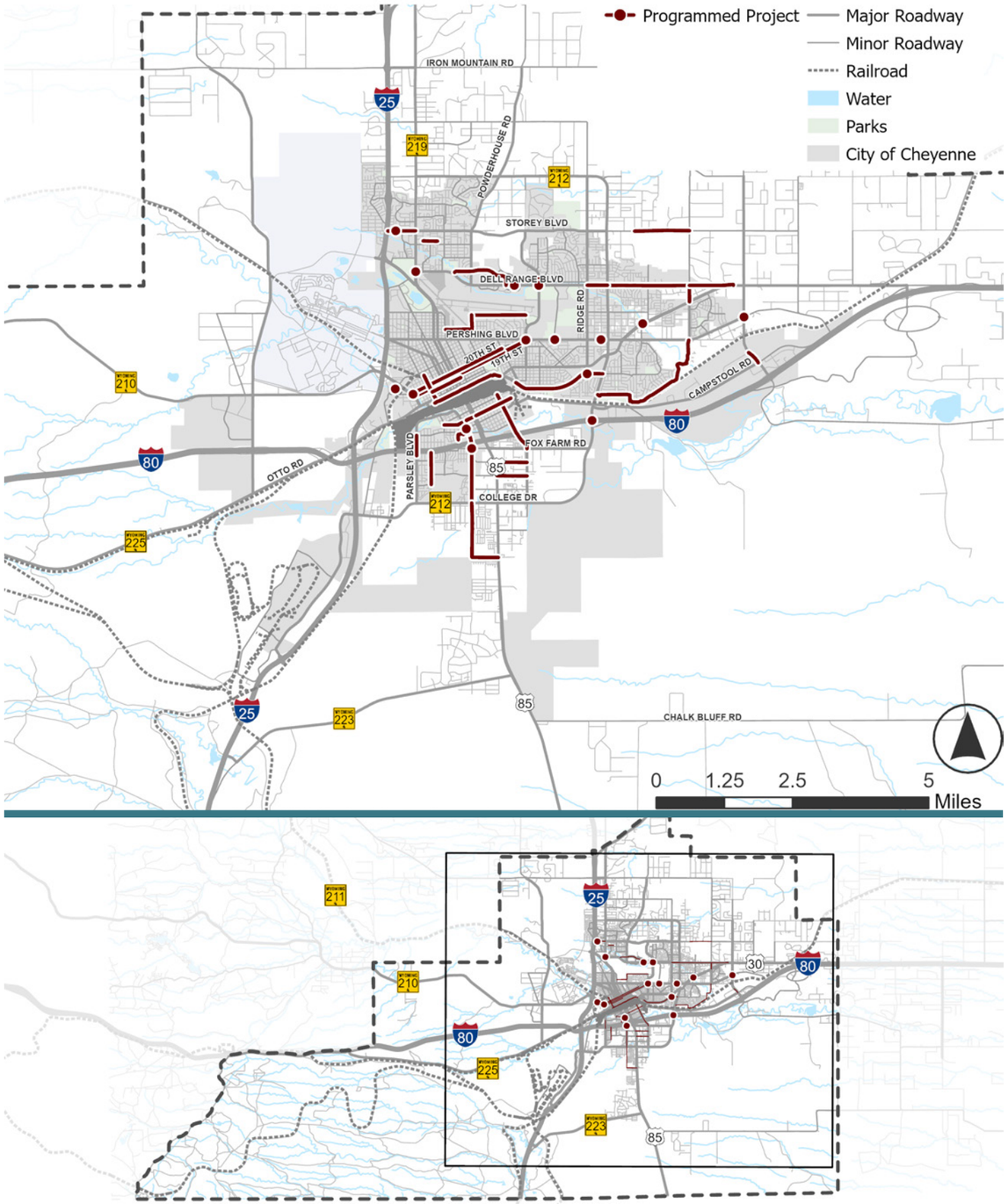
- 9 intersection/interchange improvements
- 6 new greenway projects
- 1 new roadway
- 11 bicycle/pedestrian enhancements
- 1 railroad enhancement
- 8 roadway/bridge reconstruction projects
- 2 roadway widening projects

Previously Recommended Projects

Previously recommended projects are shown in **Figure 6** and detailed in **Appendix C**. These projects include:

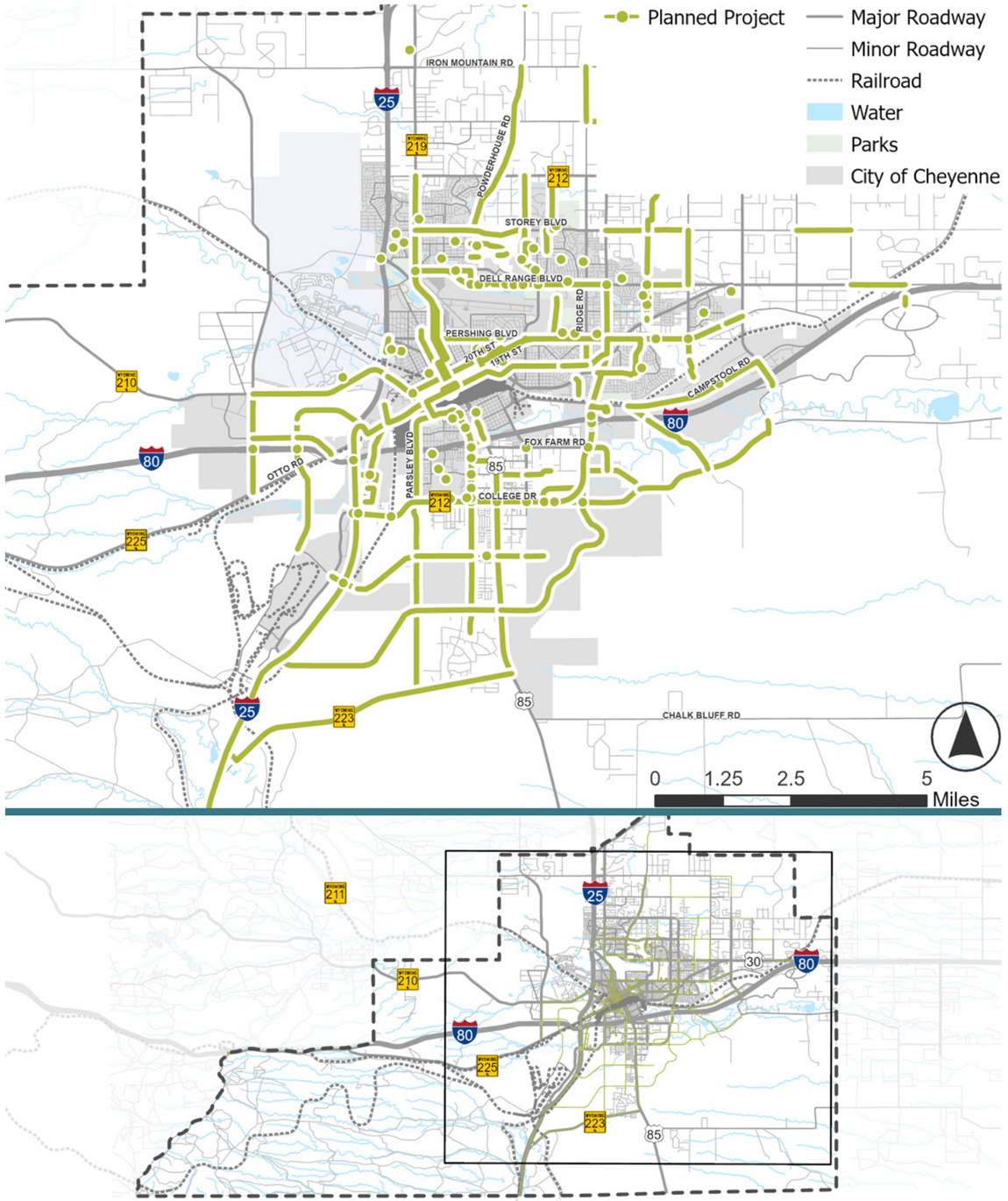
- 41 intersection/interchange improvements
- 7 drainage mitigation projects
- 2 new greenway projects
- 39 new roadways
- 3 new sidewalk/crosswalk projects
- 5 new transit route projects
- 8 bicycle/pedestrian enhancements
- 1 railroad enhancement
- 5 roadway/bridge reconstruction projects
- 16 roadway widening projects
- 3 sidewalk/bridge widening projects
- 3 high-priority safe routes to school projects
- 21 projects that fall into multiple improvement categories

Figure 5. Programmed Transportation Improvement Projects



Source: Cheyenne MPO

Figure 6. Previously Recommended Projects



Source: Cheyenne MPO

04 CURRENT AND FUTURE DEMOGRAPHICS

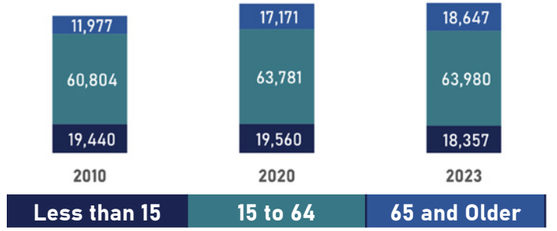
CURRENT DEMOGRAPHICS

Population, employment, and land use help define transportation needs.

Population

Figure 7 shows the region's population growth from 2010 to 2023 by age cohort. The fastest growing age cohort is residents 65 and older.

Figure 7. Laramie County Population by Age



Source: U.S. Census Bureau

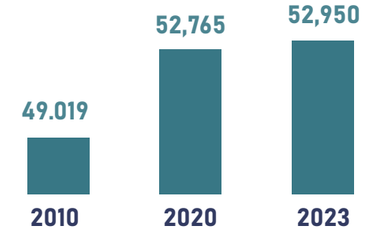
Population Density

Current population densities are shown in **Figure 8**. Population density was obtained from the regional travel demand model (TDM). The highest population densities are found north of the airport and in neighborhoods surrounding downtown Cheyenne.

Employment

In 2023, Laramie County had 52,950 workers in the labor force. From 2010 to 2023, the region's labor force increased by 3,931 residents. **Figure 9** shows historical labor force totals in the region from 2010 to 2023.

Figure 9. Residents in the Labor Force (2010-2023)

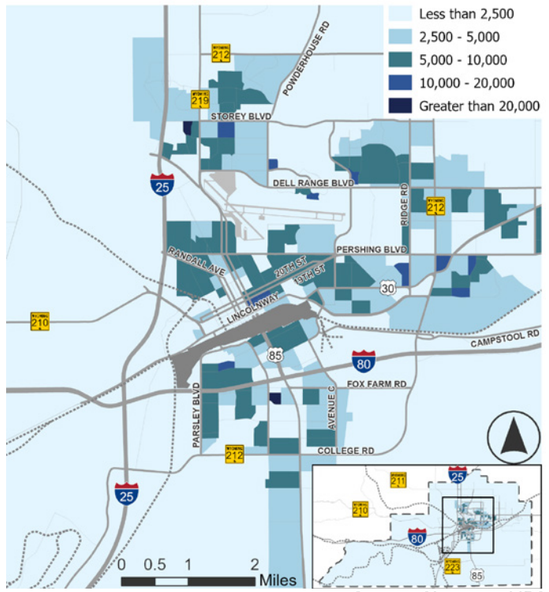


Source: U.S. Census Bureau

Employment Density

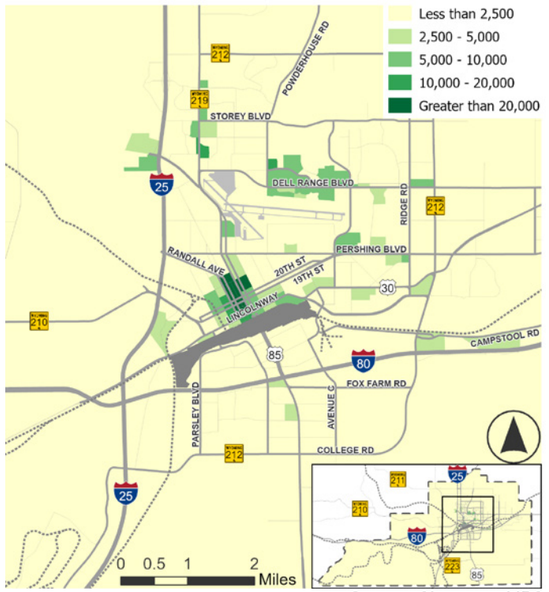
Current employment densities, from the regional TDM, are shown in **Figure 10**. Employment is highest in and around downtown Cheyenne. Employment density is also notable on the Dell Range Boulevard Corridor from Powderhouse Road to Converse Avenue.

Figure 8. Current Population Density (2023)



Source: Cheyenne MPO

Figure 10. Current Employment Density (2023)



Source: Cheyenne MPO

Land Use

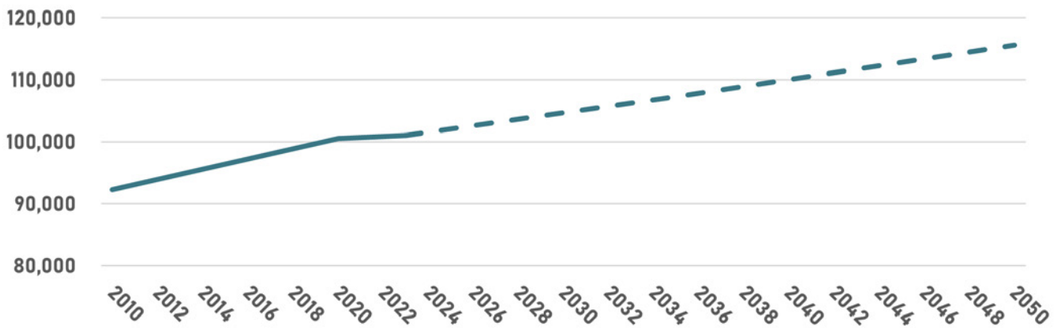
The current land use designations for the Cheyenne MPO are shown in **Figure 13**. Much of the urban area is designated for residential, with clusters of commercial or mixed-use development in downtown, along the Dell Range Boulevard corridor, and along the South Greeley Highway (US 85) corridor south of downtown. There are also major industrial areas along the two interstate corridors and the Francis E. Warrent Air Force Base encompasses a large portion of western Cheyenne.

FUTURE DEMOGRAPHICS

Forecasted Population Growth

The Cheyenne MPO planning area is expected to grow by around 550 people per year, reaching a population of 115,541 by 2050. This projected growth can be seen in **Figure 11**. **Figure 14** shows the forecasted population growth from 2023 to 2050 according to the regional TDM.

Figure 11. Cheyenne MPO Population Projections



Source: Wyoming Department of Administration and Information

Forecasted Employment Growth

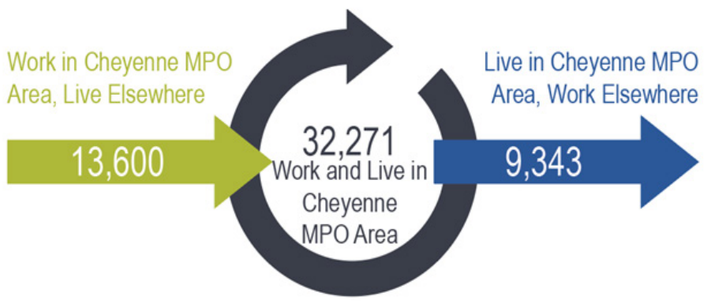
In 2023, the Cheyenne MPO area had around 40,000 wage and salary jobs. The total number of jobs are expected to grow to around 59,500 jobs by 2050 with many of these growth areas anticipated to be added along the I-25 and I-80 corridors. **Figure 15** shows the forecasted employment growth from 2023 to 2050.

COMMUTING TRENDS

The transportation system supports commuters in their daily travel. Of commuters, 81% drive alone.

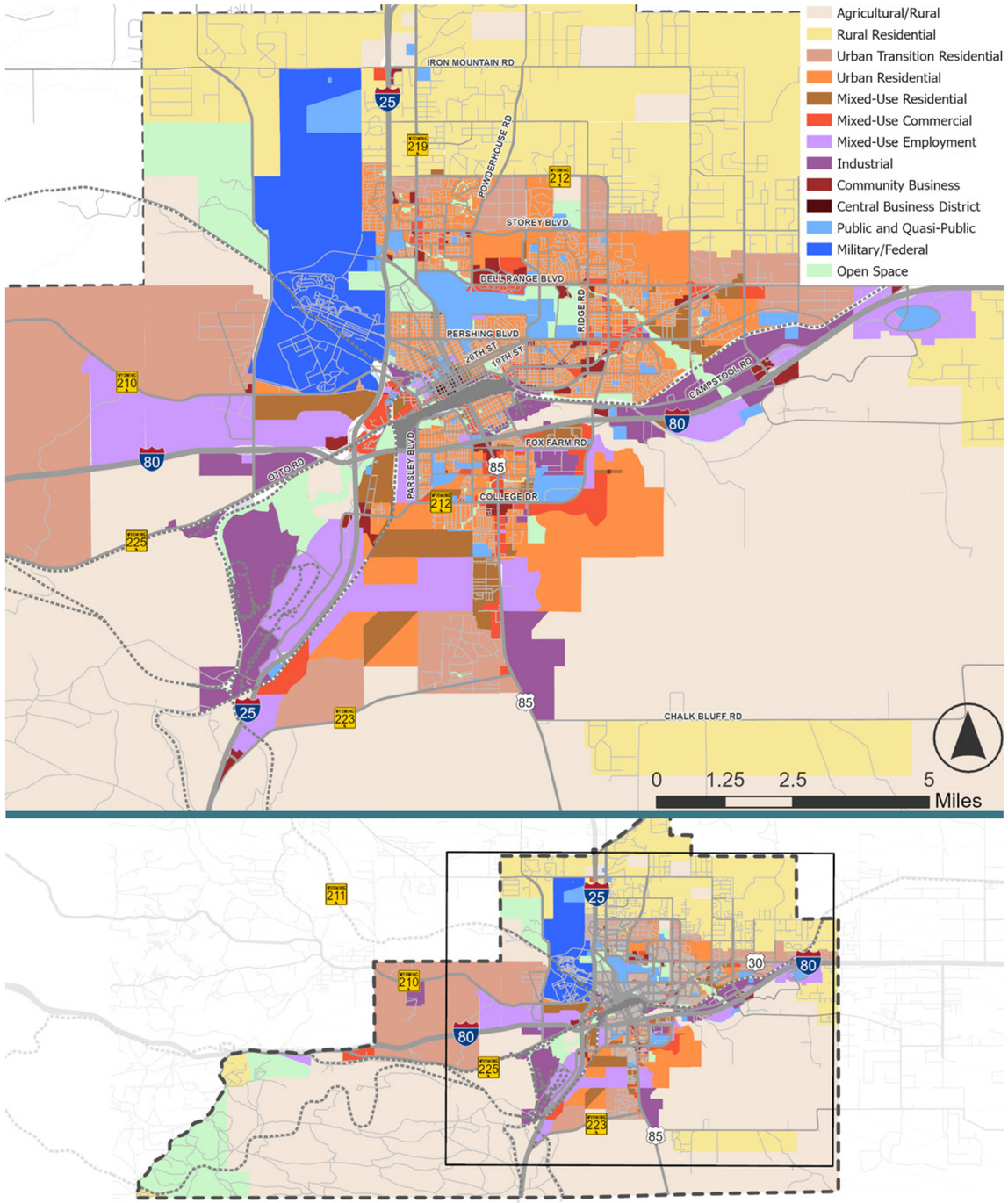
The region of the Cheyenne MPO is a major employer beyond its boundary. Over 13,000 people commute into the Cheyenne MPO region to work and 9,343 people travel out of the region to work. **Figure 12** shows the commute flows within the region.

Figure 12. Study Area Commute Flow



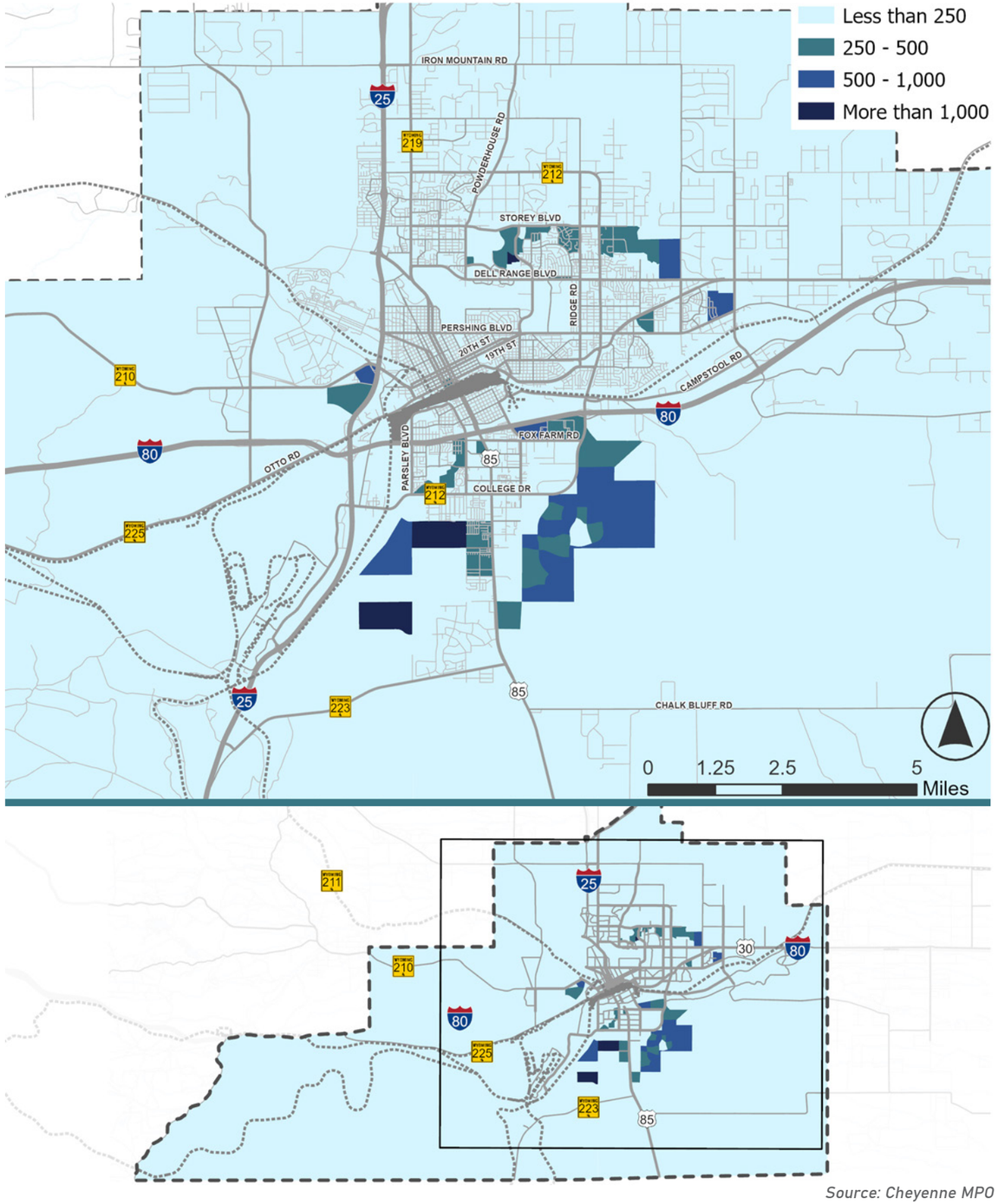
Source: U.S. Census Bureau

Figure 13. Existing Land Use



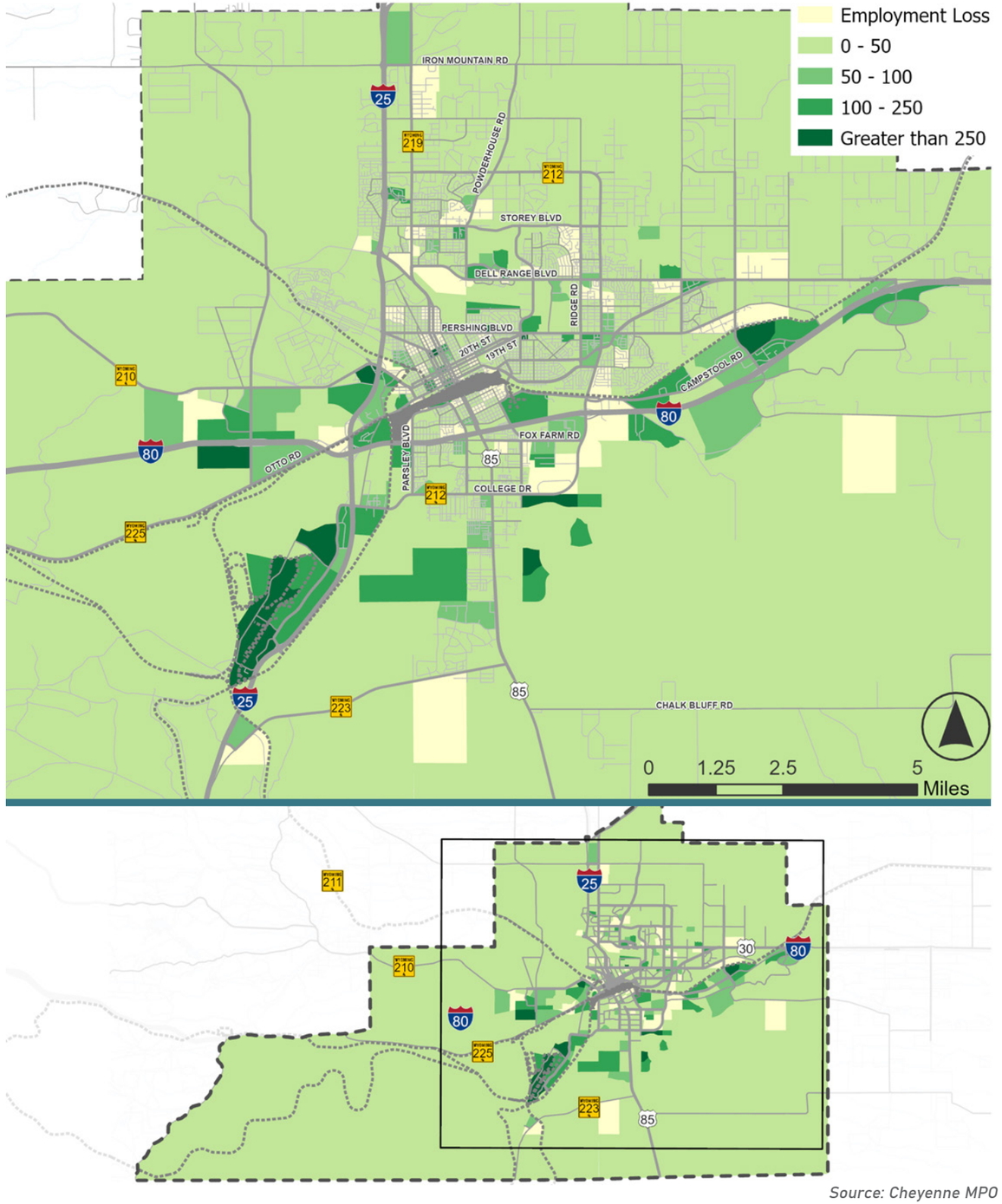
Source: Cheyenne MPO

Figure 14. Forecasted Population Growth (2023-2050)



Source: Cheyenne MPO

Figure 15. Forecasted Employment Growth (2023-2050)



Source: Cheyenne MPO

05 REGIONAL ROADWAYS

ROADWAY AND TRAFFIC PERFORMANCE

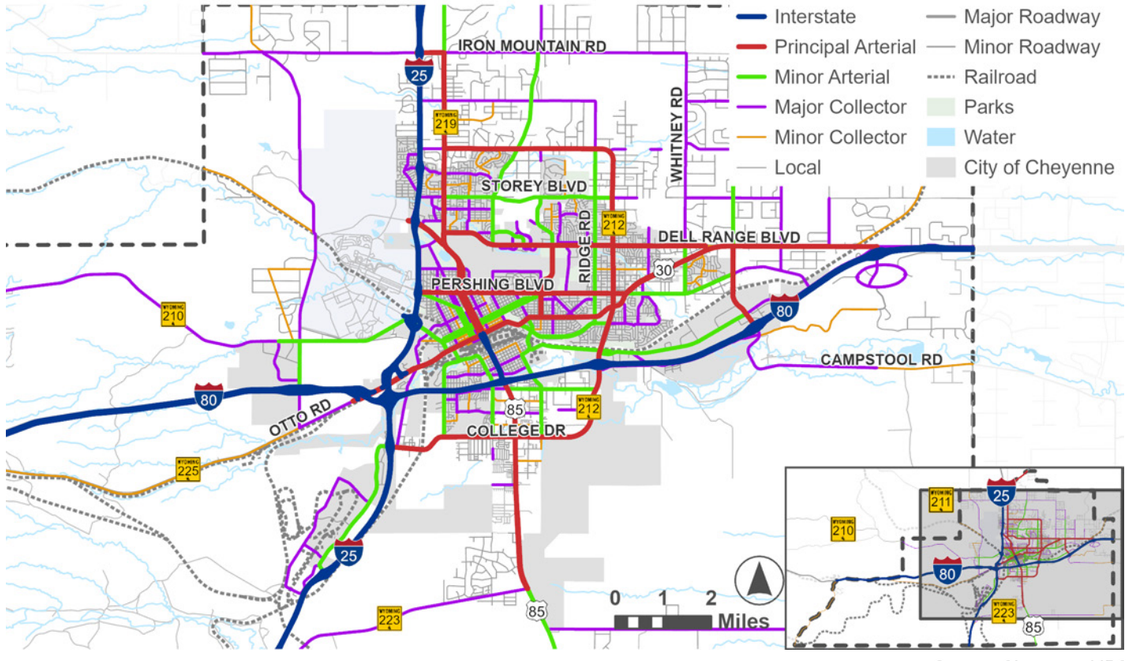
The core of the transportation network for the region is the roadway system. The Cheyenne MPO's roadway network acts as the backbone to the region, accommodating all modes of travel.

Regional Roadway System

The FHWA recommends categorizing the roadway network into the hierarchical functional classification system based on the characteristics of the roadway and level of service it is intended to provide. The services intended for each functional classification is shown to the right. The complete functional classification roadway network for the Cheyenne MPO region is shown in **Figure 16.**

- **INTERSTATE** — full access control, high speed travel
- **PRINCIPAL ARTERIAL** — high speeds and long, uninterrupted travel
- **MINOR ARTERIAL** — slower speeds than principal arterials, often provides connections between principal arterials
- **MAJOR COLLECTOR** — collects traffic from local roads, distributes to arterials
- **MINOR COLLECTOR** — collects traffic from local roads, distributes to arterials
- **LOCAL ROADWAY** — provides access to land, little or no through traffic

Figure 16. Cheyenne Roadway Functional Classification



Source: Cheyenne MPO

Current Traffic Volumes and Congestion

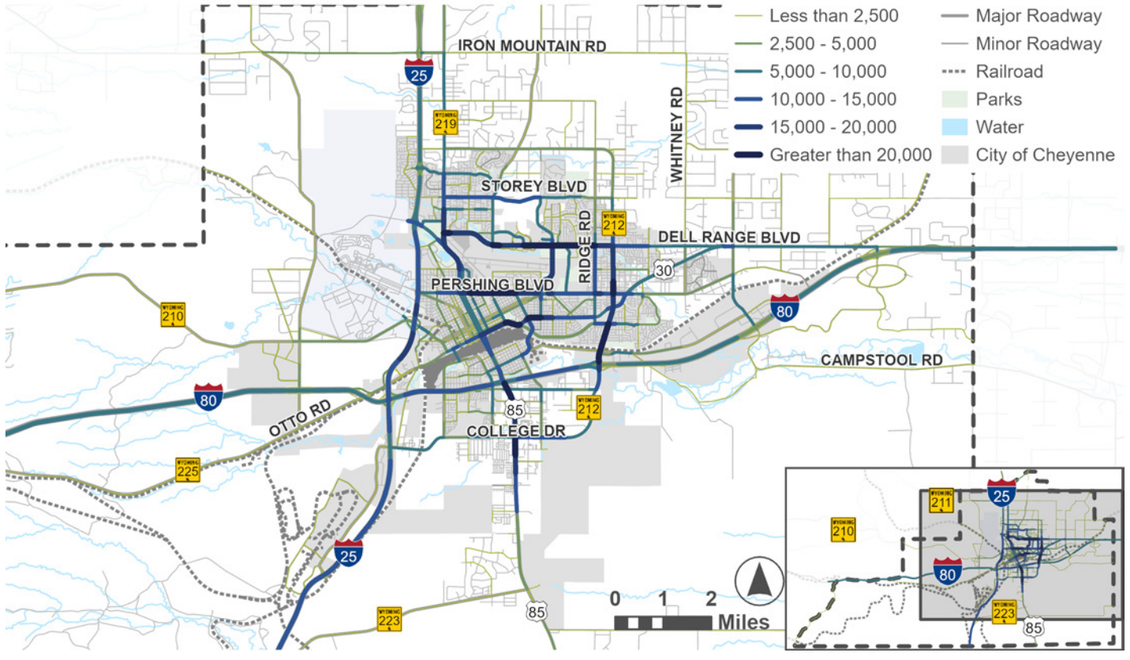
Daily traffic columns in the region are shown in **Figure 17**. High traffic columns are found on major roadways near the airport and rail yards. Most roadways within the Cheyenne MPO are supporting less than 2,500 vehicles per day (VPD). The highest traffic volumes in the region are provided in **Table 5**.

Table 5. Highest Traffic Volumes

Roadway	From	To	Daily Traffic (VPD)
Yellowstone Road	Central Avenue	Dell Range Boulevard	31,742
Dell Range Boulevard	Grandview Avenue	Converse Way	27,550
Lincolnway	Central Avenue	Warren Avenue	27,336
College Drive	Campstool Way	12th Street	27,317
Dell Range Boulevard	Yellowstone Road	Seminoe Road	24,401

Source: Cheyenne MPO

Figure 17. Existing Traffic Volumes

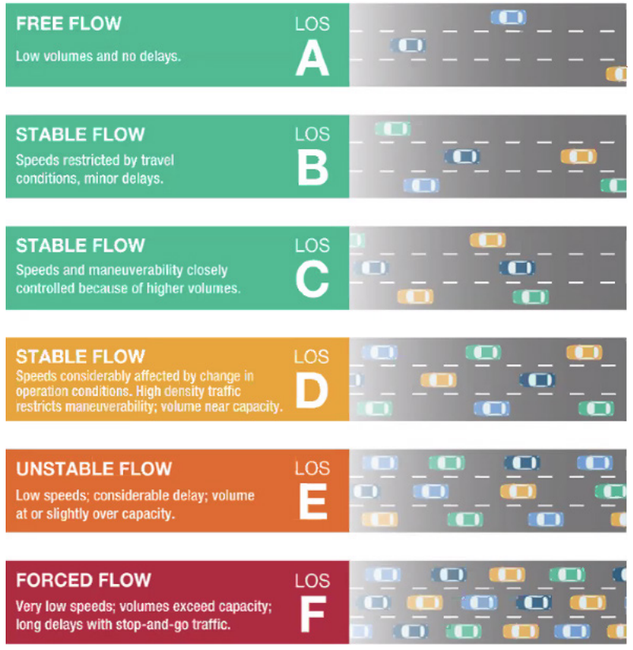


Source: Cheyenne MPO

Level of Service

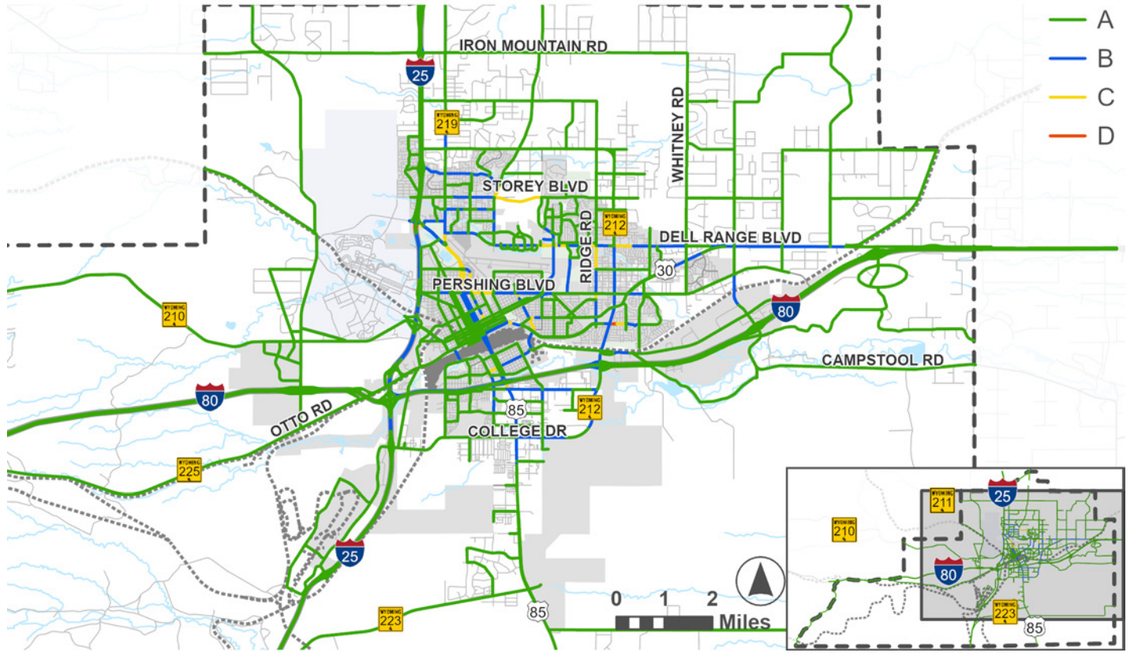
Current traffic congestion levels in the Cheyenne MPO region were analyzed using level of service (LOS), a measure that rates the performance of the roadway network in terms of the degree of traffic congestion. This measure uses the letters 'A' through 'F', with an A being the least congestion and F being the most. The grading system is depicted in the graphic to the right.

Figure 18 shows the current LOS on major roads in 2050, based on the volume to capacity (V/C) ratio of daily modeled volumes in the regional TDM compared to the roadway capacity. Most roadways operate at LOS A or B. There are no roadway segments operating at a failing LOS.



Source: Utah Department of Transportation

Figure 18. Existing Modeled LOS

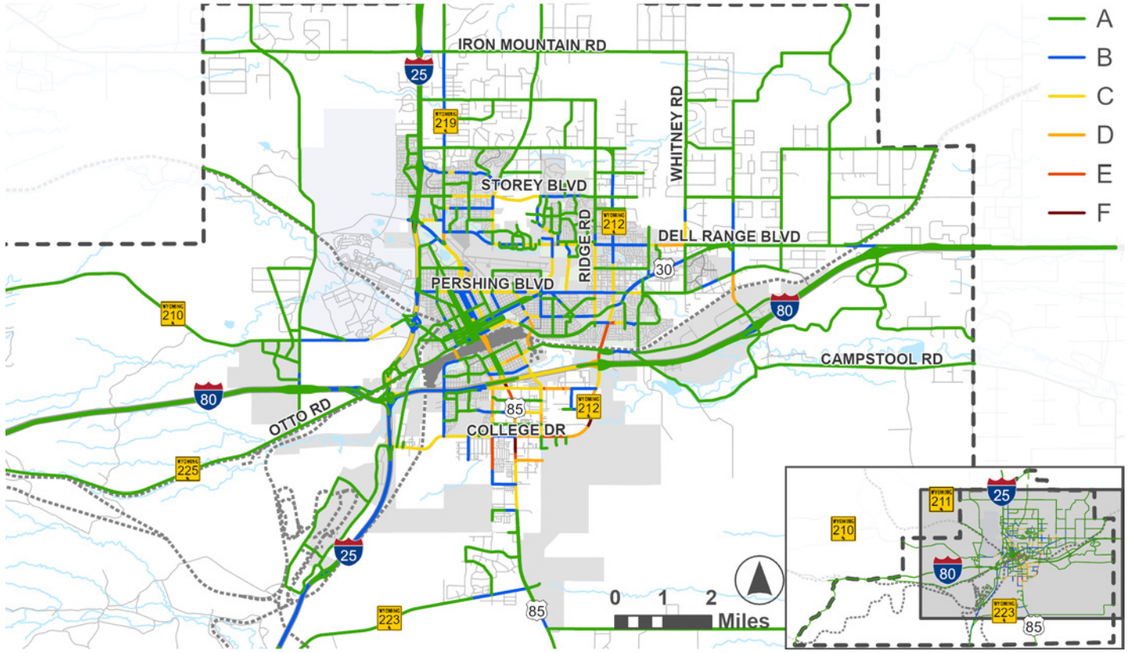


Source: Cheyenne MPO

Future Traffic Volumes and Congestion

Figure 19 shows the forecasted LOS on major roads in 2050 with only funded projects included in the model network. Most roadways are still anticipated to operate at an acceptable LOS, although some segments are anticipated to reach an LOS E or F by 2050. Roadway segments that are anticipated to operate at LOS E or F in 2050 are shown in **Table 6**.

Figure 19. Forecasted 2050 Modeled LOS



Source: Cheyenne MPO

Figure 19. Forecasted 2050 Modeled LOS

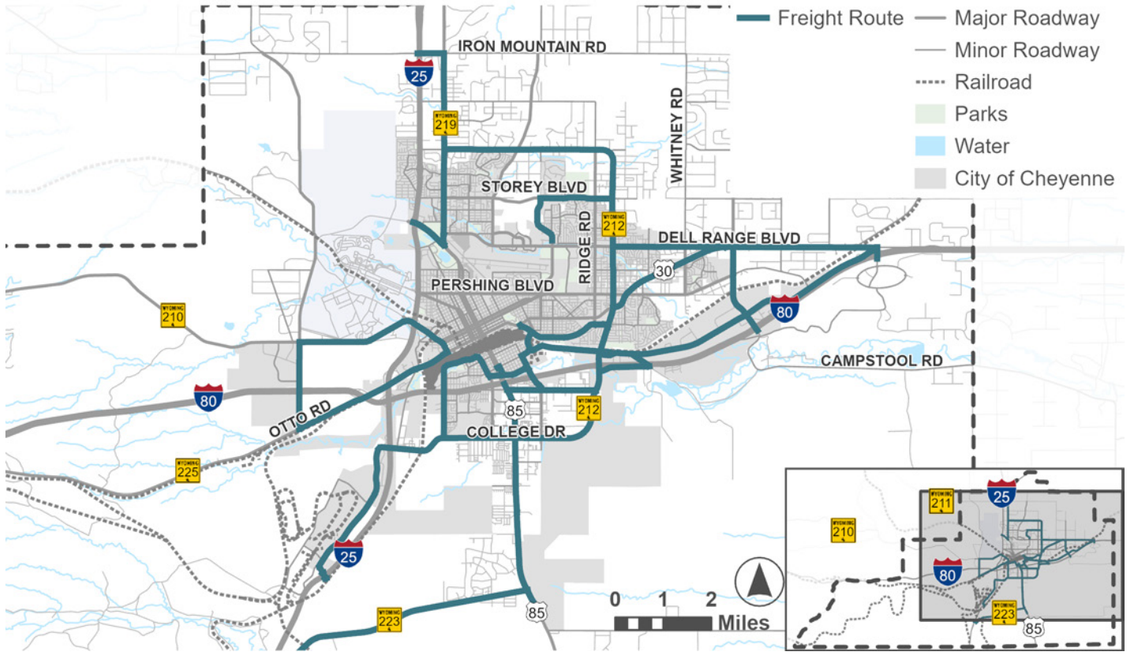
Roadway	From	To	2023 LOS	2050 LOS
N Greeley Hwy	Fox Farm Rd	I-80	C	F
S Greeley Hwy	Country West Rd	College Dr	B	F
I-180	I-80 Eastbound Ramp	I-80 Westbound Ramp	B	F
I-25 Northbound Ramp	I-25	Central Ave	D	F
I-25 Southbound Ramp	Central Ave	I-25	D	F
College Dr	Tom Bauman Dr	Allison Rd	B	F
Pershing Blvd	Roundabout	19th St	D	F
Division Ave	Nation Rd	College Dr	-	E
12th St	College Dr	Adams Ave	D	E
College Dr	S Greeley Hwy (US 85)	Sweet Grass Dr	B	E
Fox Farm Rd	Morrie Ave	Ave C-2	B	E
Fox Farm Rd	Turk Ave	Ave C-4	B	E
College Dr	I-80	12th St	B	E
Greeley Hwy	Allison Rd	Fox Farm Rd	B	E
Greeley Hwy	Nation Rd	Country West Rd	B	E
Walker Rd	Central Ave	Hynds Blvd	C	E

Source: Cheyenne MPO

FREIGHT

The freight network is comprised of 75 miles of roadway. The identified freight routes primarily follow the major arterial network, with several routes that circulate near the UPRR and interstate corridors. The rail yard acts as a major hub for the freight routes, with roadways stretching east, south, and west. **Figure 20** shows the designated freight routes within the MPO.

Figure 20. Designated Freight Network



Source: Cheyenne MPO

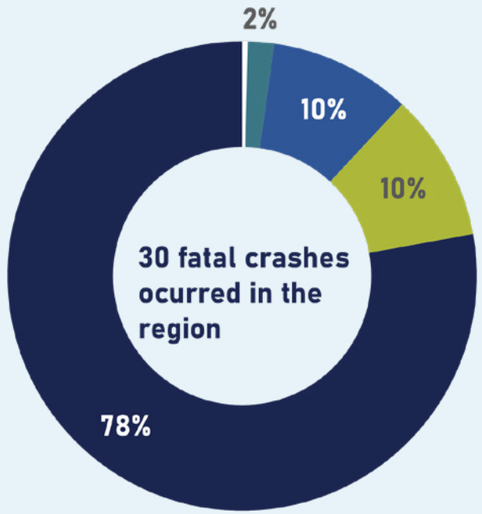
ROADWAY SAFETY

Crash history for the Cheyenne MPO region transportation network was analyzed using data provided by WYDOT for the most recent five-year period available, 2019 to 2023. **Figure 21** shows crashes by year from 2019 to 2023. The number of crashes over the five-year period stayed relatively consistent, increasing by just 21 crashes. **Figure 22** shows the injury severity of all crashes in the region from 2019 to 2023. **Figure 23** shows the locations of fatal and serious injury crashes between 2019 and 2023.

Figure 21. Crashes per Year

Source: WYDOT

Figure 22. Crashes by Severity



Source: WYDOT

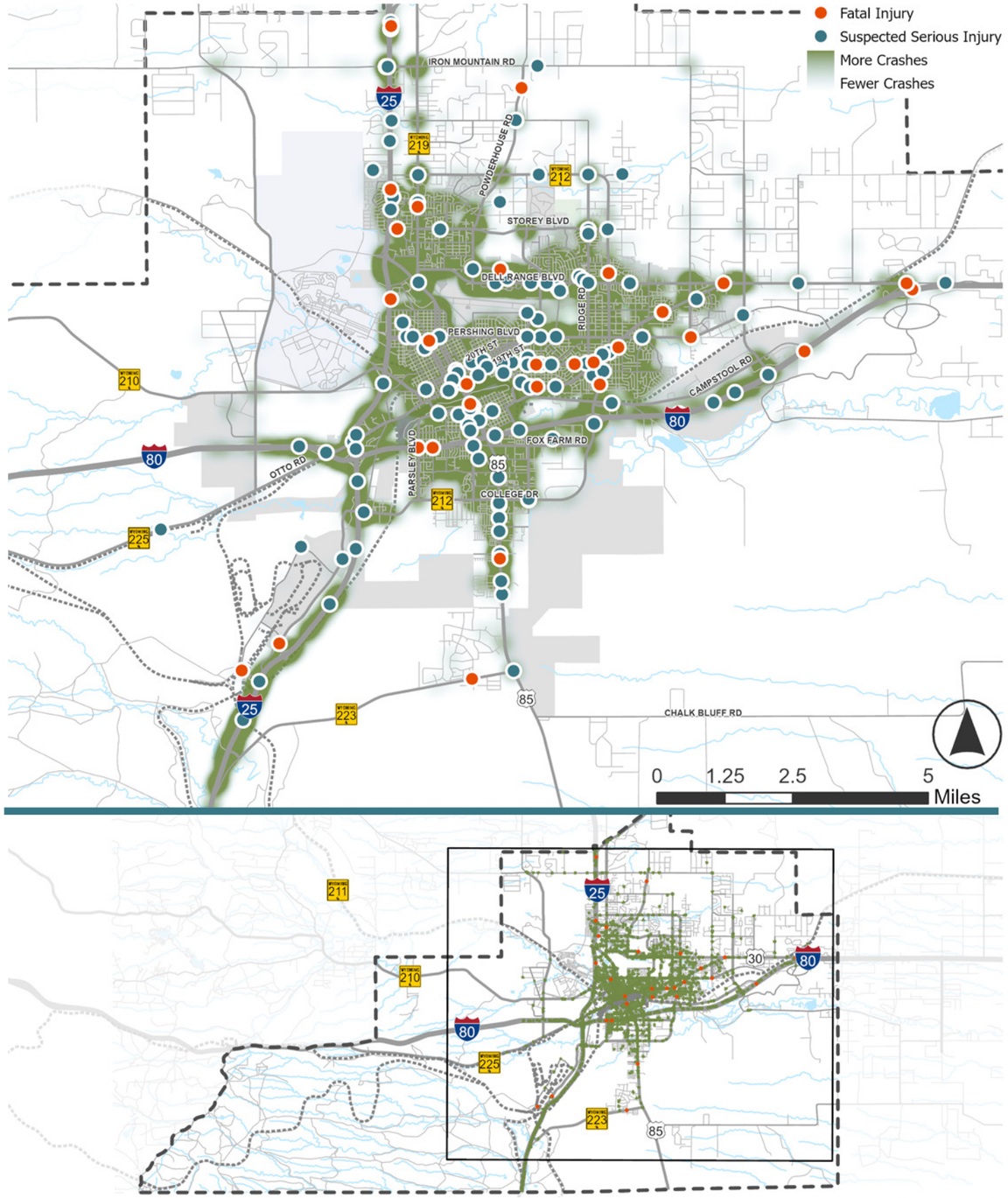
Roadways with the highest crash density include:

- Intersection of Converse Ave, Pershing Blvd, and 19th St
- Dell Range Blvd from Ridge Rd to Powderhouse Rd
- Central Ave/Warren Ave and Lincolnway Intersections

Roadways with multiple fatal crashes include:

- Lincolnway
- College Dr
- I-80

Figure 23. Crashes by Severity (2019-2023)



Source: WYDOT

POTENTIAL ROADWAY CAPITAL PROJECTS

A total of 104 potential roadway capital projects were identified during the project development process and were categorized by type. The roadway capital projects are shown geographically in **Figure 24** and the projects are listed in the following subsections. Sources for each project reviewed are denoted by:

1. Connect 2050 existing and future conditions analysis
2. Connect 2045
3. College Drive Planning and Traffic Study
4. Converse Avenue Improvement Plan
5. Regional travel demand model
6. East Park Greenway Underpass & Drainage Plan
7. Van Buren Avenue Corridor Plan
8. Cheyenne MPO Safe Routes to School Update
9. Cheyenne Passenger Rail Station Site Selection Study

104 potential projects

9 Bridge and Drainage Improvements

12 Intersection Improvements

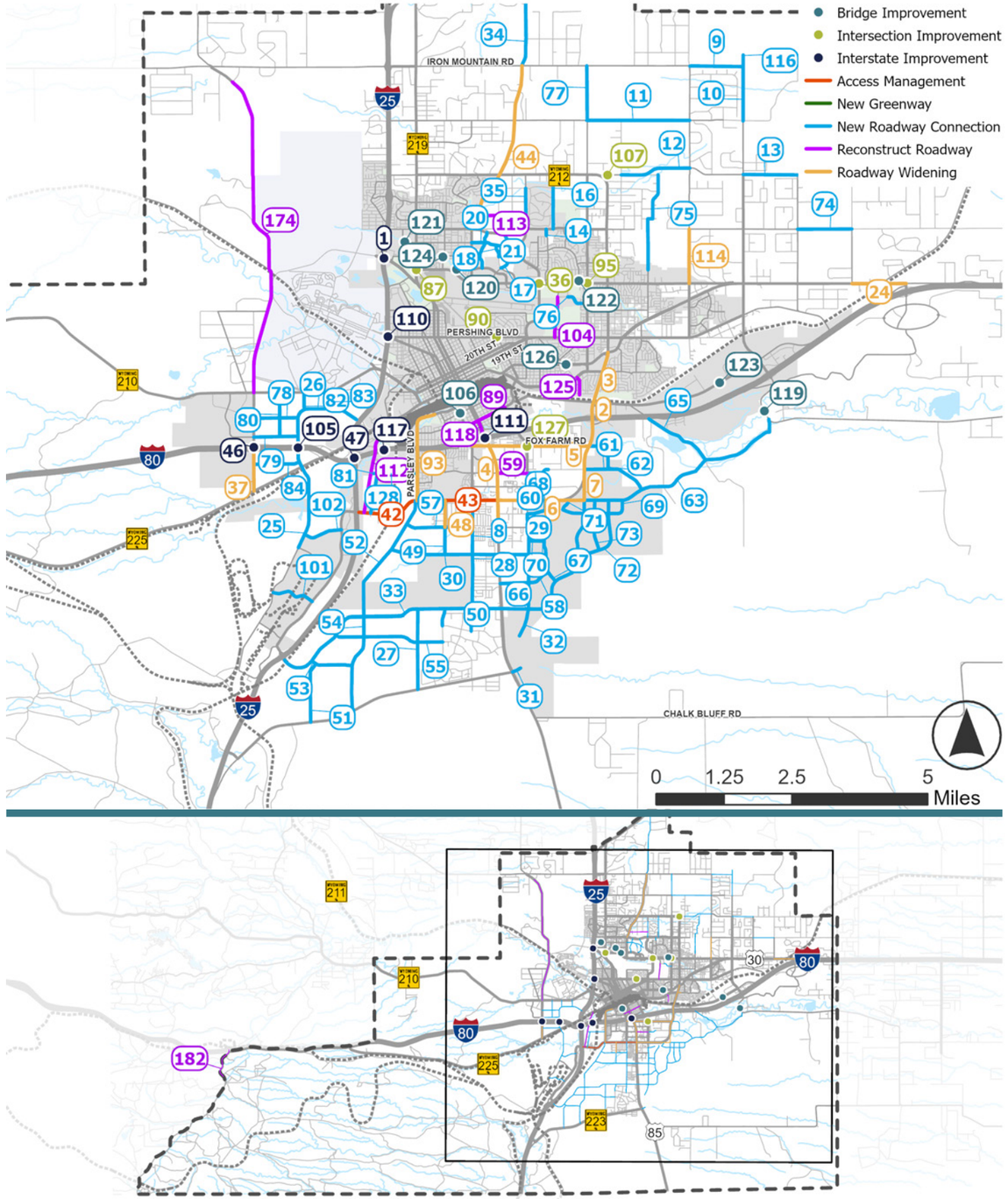
2 Access Management

61 New Roadway Connection

8 Roadway Reconstruction

12 Roadway Widening

Figure 24. Potential Roadway Capital Projects



Source: Cheyenne MPO

Potential Bridge and Drainage Improvements

There are nine potential bridge and drainage projects, shown in **Table 7**.

Table 7. Potential Bridge and Drainage Improvements

Potential Project ID	Primary Route	From/At	Project Description	Source
106. 9th St Bridge Reconstruction	9th St	Crow Creek	Reconstruct bridge, add greenway, mitigate drainage issues	2
117. I-80/Clear Creek Drainage Improvements	I-80	Clear Creek	Mitigate drainage issues	2
119. Campstool Rd Drainage Improvements	Campstool Rd	Crow Creek	Mitigate drainage issues	2
120. Prairie Ave Drainage Improvements	Prairie Ave	Dry Creek	Mitigate drainage issues	2
121. Education Dr Drainage Improvements	Education Dr	Dry Creek	Mitigate drainage issues	2
122. Hilltop Dr Drainage Improvements	Hilltop Dr	Dry Creek	Mitigate drainage issues, add greenway	2
123. Campstool Rd Drainage Improvements	Campstool Rd	Dry Creek	Mitigate drainage issues, add greenway	2
124. Seminoe Rd Drainage Improvements	Seminoe Rd	Dry Creek	Mitigate drainage issues	2
126. Lincolnway Drainage Improvements	Lincolnway	East of Henderson Dr	Mitigate drainage issues, add greenway	2

Source: Cheyenne MPO

Potential Intersection Improvements

There are 12 potential intersection improvement projects, shown in **Table 8**.

Table 8. Potential Intersection Improvements

Potential Project ID	Primary Route	From/At	Project Description	Source
1. I-25 and Central Ave Capacity Improvements	I-25	Central Ave	Capacity improvements for I-25 and Central Ave interchange, including adjacent intersections at Bishop Blvd and Walker Rd	1
36. Converse Ave/ Dell Range Blvd Capacity Improvements	Converse Ave	Dell Range Blvd	Improve intersection capacity	2
46. I-80/Roundtop Interchange Improvements	I-80	Roundtop Rd	Improve interchange, widen underpass to 5 lanes	2
47. I-25/I-80 Interchange Improvements	I-25	I-80	Reconstruct interchange	2
87. Yellowstone Rd and Dell Range Blvd Capacity Improvements	Yellowstone Rd	Dell Range Blvd	Capacity improvements	2
90. Pershing Blvd and Concord Rd/ Logan Ave Realignment	Pershing Blvd	Concord Rd/Logan Ave	Realign intersection	2
95. Dell Range Blvd and College Dr Capacity Improvements	Dell Range Blvd	College Dr	Improve intersection capacity	2
105. I-80/Berwick Dr Interchange	I-80	Berwick Dr	New interchange	2
107. College Dr Curve Realignment	College Dr	Four Mile Rd	Realign curve to four-legged intersection	2
110. I-25/Randall Ave Capacity Improvements	I-25	Randall Ave	Widen northbound off-ramp to four lane approach	2
111. I-80/US 85 Capacity Improvements	I-80	US 85	Widen eastbound off-ramp to two lanes	2
127. Fox Farm Rd and Morrie Ave Intersection Improvements	Fox Farm Rd	Morrie Ave/ Ave C	Reconstruct intersection, ped/ bike enhancements	2

Source: Cheyenne MPO

Potential Access Management Improvements

There are two potential access management improvement projects, which are shown in **Table 9**.

Table 9. Potential Access Management Improvements

Potential Project ID	Primary Route	From/At	To	Project Description	Source
42. College Drive Improvements	College Dr	I-25	Parsley Dr	Access management, intersection improvements, RR grade separation	3
43. College Drive Improvements	College Dr	Parsley Blvd	US 85	Access management, intersection improvements, ped/bike enhancements	3

Source: Cheyenne MPO

Potential New Roadway Connections

There are 61 potential new roadway connection projects, which are shown in **Table 10**.

Table 10. Potential New Roadway Connections

Potential Project ID	Primary Route	From/At	To	Project Description	Source
8. Division Ave Roadway Connection	Division Ave	Wallick Rd	College Dr	New three-lane roadway, Add Greenway	1
9. Iron Mountain Rd Roadway Connection	Iron Mountain Rd	Whitney Rd	Christensen Rd	New three-lane roadway	2
10. Christiansen Rd Roadway Connection	Christiansen Rd	Riding Club Rd	Iron Mountain Rd	New three-lane roadway	2
11. Riding Club Rd Roadway Connection	Riding Club Rd	Ridge Rd	Whitney Rd	New three-lane roadway	2
12. Four Mile Rd Roadway Connection	Four Mile Rd	Braehill Rd	Whitney Rd	New three-lane roadway, Add Greenway	2
13. Four Mile Rd Roadway Connection	Four Mile Rd	Christensen Rd	Reese Rd	New three-lane roadway	2
14. Mountain Rd Roadway Connection	Mountain Rd	Wild Bluff	Storey Blvd	New three-lane roadway	2
16. Chief Washakie Ave Roadway Connection	Chief Washakie Ave	Storey Blvd	Four Mile Rd	New three-lane roadway, new greenway	2
17. Frontier Mall Dr Roadway Connection	Cutoff Rd	Frontier Mall Dr	Storey Blvd	New three-lane roadway, Add Greenway	2
18. Rue Terre Roadway Connection	Rue Terre	Dead End	Carlson St	New three-lane roadway	2
20. Carlson St Roadway Connection	Carlson St	Powderhouse Rd	Converse Ave	New three-lane roadway, Add Greenway	2
21. Fort Laramie Trl Roadway Connection	Fort Laramie Trl	Prairie Ave	Storey Blvd	New three-lane roadway	2
25. Berwick Dr Roadway Connection	Berwick Dr	Wallick Rd	I-80	New two-lane roadway and RR overpass	2
26. Berwick Dr Roadway Connection	Berwick Dr	I-80	I-25	New two-lane roadway	2
27. Parsley Blvd Roadway Connection	Parsley Blvd	Terry Ranch Rd	College Dr	New three-lane roadway	2
28. Division Ave Roadway Connection	Division Ave	Dayshia Ln	Wallick Rd	New three-lane roadway, Add Greenway	2
29. Wallick Rd Roadway Connection	Wallick Rd	US 85	High Plains Rd	New three-lane roadway	2
30. Wallick Rd Roadway Connection	Wallick Rd	Parsley Blvd	Division Ave	New three-lane roadway	2
31. Terry Ranch Rd Roadway Connection	Terry Ranch Rd	US 85	Loving Trail	New three-lane roadway	2
32. Ave C Roadway Connection	Ave C	Current North Dead End	Dayshia/ Loving Trail	New three-lane roadway, Add Greenway	2
33. High Plains Rd Roadway Connection	High Plains Rd	I-25	US 85	New three-lane roadway, Add Greenway	2
34. Powderhouse Rd Roadway Connection	Powderhouse Rd	Iron Mountain Rd	US 85	New three-lane roadway	2
35. Converse Ave Roadway Connection	Converse Ave	Storey Blvd	Columbia Dr	New three-lane roadway	2
49. York Ave Roadway Connection	York Ave	Wallick Rd	Apple St	New three-lane roadway	2
50. York Ave Roadway Connection	York Ave	Dayshia Ln	High Plains Rd	New three-lane roadway	2
51. New N-S Collector Roadway Connection	New N-S Collector	Terry Ranch Rd	New E-W Collector	New three-lane roadway	5
52. New N-S Collector Roadway Connection	Parsley Blvd	High Plains Rd	College Dr	New three-lane roadway	5
53. New E-W Collector Roadway Connection	New E-W Collector	High Plains Rd	New N-S Collector	New three-lane roadway	5
54. New N-S Collector Roadway Connection	Parsley Blvd	Terry Ranch Rd	High Plains Rd	New three-lane roadway	5
55. Remington Dr Roadway Connection	Remington Dr	High Plains Rd	Troyer Dr	New three-lane roadway	2
56. Bridger Peak Rd Roadway Connection	Bridger Peak Rd	Clear Creek Pkwy	High Plains Rd	New three-lane roadway, interstate overpass	5
57. Apple St Roadway Connection	Apple St	New N-S Collector	Division Ave	New three-lane roadway, interstate overpass	2
58. Julianna Rd Roadway Connection	Julianna Rd	US 85	Sweetgrass Dr	New three-lane roadway, interstate overpass	2
60. Allison Rd Roadway Connection	Allison Rd	Ave C	West Cul-de-Sac	New three-lane roadway	2
61. Allison Rd Roadway Connection	Allison Rd	College Dr	Lummis Dr	New three-lane roadway	2
62. Fox Farm Rd Roadway Connection	Fox Farm Rd	College Dr	Allison Rd	New three-lane roadway	2
63. Lummis Dr Roadway Connection	Lummis Dr	College Dr	Campstool Rd	New three-lane roadway, Add Greenway	2
65. Burlington Trl Roadway Connection	Burlington Trl	Lummis Dr	Industrial Rd	New three-lane roadway, Add Greenway	2
66. High Plains Rd Roadway Connection	High Plains Rd	US 85	College Dr	New three-lane roadway, Add Greenway	2
67. Sweetgrass Dr Roadway Connection	Sweetgrass Dr	High Plains Rd	Murray Rd	New three-lane roadway	2

Table 10 Continued. Potential New Roadway Connections

Potential Project ID	Primary Route	From/At	To	Project Description	Source
68. Murray Rd Roadway Connection	Murray Rd	Ave C	Goodnight Trl	New three-lane roadway, Add Greenway	2
69. Murray Rd Roadway Connection	Murray Rd	Prairie Gold Ln	Lummis Dr	New three-lane roadway, Add Greenway	2
70. Nation Rd Roadway Connection	Nation Rd	Ave C	Sweetgrass Dr	New three-lane roadway, Add Greenway	2
71. Cirrus Dr Roadway Connection	Cirrus Dr	Murray Rd	College Dr	New three-lane roadway	2
72. Cumulus Dr Roadway Connection	Cumulus Dr	High Plains Rd	Lummis Dr	New three-lane roadway	2
73. New N-S Collector Roadway Connection	New N-S Collector	Cumulus Dr	Lummis Dr	New three-lane roadway	1
74. Beckle Rd Roadway Connection	Beckle Rd	Reese Rd	Westedt Rd	New three-lane roadway	2
75. Van Buren Ave Roadway Connection	Van Buren Ave	Sullivan St	Four Mile Rd	New three-lane roadway	2
76. Rock Springs St Roadway Connection	Rock Springs St	Moran Ave	Grove Dr	New three-lane roadway	2
77. Ridge Rd Roadway Connection	Ridge Rd	Riding Club Rd	Iron Mountain Rd	New three-lane roadway	2
78. Veta Dr Roadway Connection	Veta Dr	Roundtop Rd	Berwick Dr	New three-lane roadway	2
79. Horizon Dr Roadway Connection	Horizon Dr	Roundtop Rd	Lincolnway	New three-lane roadway	2
80. New N-S Collector Roadway Connection	New N-S Collector	Horizon Dr	Happy Jack Rd	New three-lane roadway	2
81. Broken Arrow Rd Roadway Connection	Broken Arrow Rd	College Dr	Swan Ranch Rd	New three-lane roadway	2
82. New N-S Collector (East) Roadway Connection	New N-S Collector (East)	Berwick Dr	Happy Jack Rd	New three-lane roadway	2
83. New N-S Collector (West) Roadway Connection	New N-S Collector (West)	Berwick Dr	Happy Jack Rd	New three-lane roadway	2
84. New E-W Collector Roadway Connection	New E-W Collector	Roundtop Rd	Berwick Dr	New three-lane roadway	2
101. Bridger Peak Rd Roadway Connection	Bridger Peak Rd	Berwick Dr	Cleark Creek Pkwy	New three-lane roadway	2
102. Gannett Peak Dr Roadway Connection	Gannett Peak Dr	Berwick Dr	Cleark Creek Pkwy	New three-lane roadway	2
116. Christiansen Rd Roadway Connection	Christiansen Rd	Iron Mountain Rd	US 85	New two-lane roadway	2
128. Swan Ranch Rd Roadway Connection	Swan Ranch Rd	Southwest Dr	Parsley Blvd	New three-lane roadway, Add Greenway	2

Source: Cheyenne MPO

Table 10 Continued. Potential New Roadway Connections

Potential Roadway Reconstruction Projects

There are eight potential roadway reconstruction projects, which are shown in **Table 11**.

Table 11. Potential Roadway Reconstruction Projects

Potential Project ID	Primary Route	From/At	To	Project Description	Source
59. Allison Rd Reconstruction	Allison Rd	US 85	Ave C	Reconstruct roadway	2
89. 5th St Improvements	5th St	Deming Dr	Morrie Ave	Improve as collector	2
104. Windmill Rd Reconstruction	Windmill Rd	Pershing Blvd	Rock Springs St	Reconstruct roadway, add greenway	2
112. Southwest Dr Reconstruction	Southwest Dr	College Dr	Lincolnway	Reconstruct to collector, mitigate drainage issues	2
113. Tranquility Rd Reconstruction	Tranquility Rd	Powderhouse Rd	Converse Ave	Reconstruct to collector	2
118. US 85 Drainage Improvements	US 85	I-80	5th St	Mitigate drainage issues, improve 5th St intersection	2
125. Henderson Dr Drainage Improvements	Henderson Dr	Homestead Ave	Nationway	Mitigate drainage issues, add greenway	2
174. Round Top Rd Roadway Improvement	Round Top Rd	Happy Jack Rd	Arabian Ln	Improve roadway to rural minor arterial cross section with 8' shoulders	2
182. Harriman Rd Roadway Improvement	Harriman Rd	Jenny Lynn Rd	I-80	Improve roadway to rural minor arterial cross section with 8' shoulders	1

Source: Cheyenne MPO

Potential Roadway Widening Projects

There are 12 potential roadway widening projects, which are shown in **Table 12**.

Table 12. Potential Roadway Widening Projects

Potential Project ID	Primary Route	From/At	To	Project Description	Source
2. College Dr Widening	College Dr	Fox Farm Rd	Lincolnway	Widen to 7 lanes	1, 2
3. 12th St Widening	12th St	College Dr	Adams Ave	Widen to 5 lanes	1, 2
4. US 85 Widening	US 85	Artesian Rd	I-80	Widen to 6 lanes, access control, active transportation enhancements	1, 2
5. Fox Farm Rd Widening	Fox Farm Rd	Walterscheid Blvd	College Dr	Widen to 3 lanes	1, 2
6. College Dr Widening	College Dr	US 85	High Plains Rd	Widen to 5-lanes, access management, continuous sidewalk	1, 3
7. College Dr Widening	College Dr	Lummis Dr	Fox Farm Rd	Widen to 5-lanes, access management, continuous sidewalk	1, 3
24. US 30 Widening	US 30	Westedt Rd	Archer Pkwy	Widen to 3 lanes, Add Greenway	2
37. Roundtop Rd Widening	Roundtop Rd	Otto Rd	I-80	Widen to 5 lanes	2
44. Powderhouse Rd Widening	Powderhouse Rd	Storey Blvd	Iron Mountain Rd	Widen to 3 lanes, Add Greenway	2
48. York Ave Improvements	York Ave	Apple St	College Dr	Widen to 3 lanes, ped/bike improvements	2
93. Parsley Blvd Widening	Parsley Blvd	College Dr	Ames Ave	Widen to 3 lanes, add greenway	2
114. Whitney Rd Widening	Whitney Rd	Dell Range Blvd	Storey Blvd	Widen to 3 lanes, Add Greenway	2

Source: Cheyenne MPO

ROADWAY CAPITAL PROJECT PRIORITIZATION

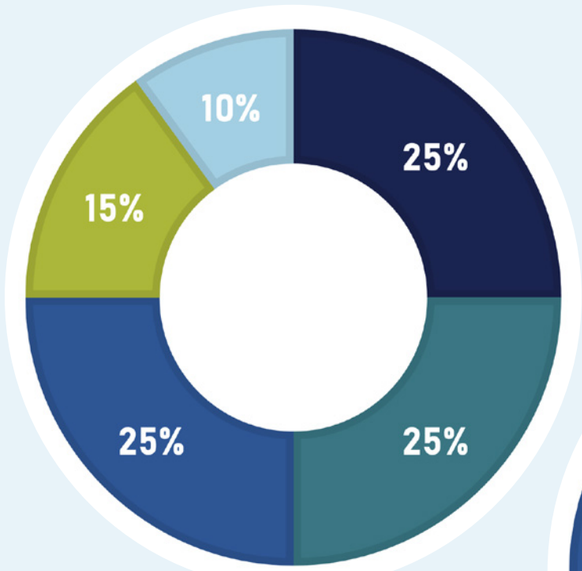
The potential roadway capital projects were prioritized to determine which projects would be the most advantageous for investment during the implementation of Connect 2050. Prioritizing these potential projects will help the Cheyenne MPO and its member agencies allocate their resources efficiently to achieve the best outcomes for the region.

Performance Measures

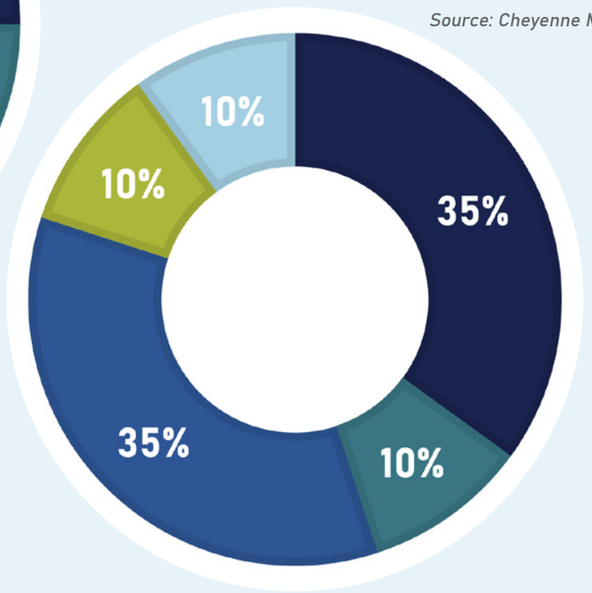
The project team collaborated with Cheyenne MPO to determine the appropriate weighting for project scoring. One weighting scheme was developed for projects within an urban environment (**Figure 25**) and another was developed for projects within a rural environment (**Figure 26**). Tailoring the weighting schemes to either rural or urban settings helps avoid favoring either urban or rural projects by having a single prioritization scheme.

Safety and Security
Operational Efficiency
Preservation and Resiliency
Livability and Economic Growth
Multimodal Integration

Figure 25. Urban Performance Measure Weighting



Source: Cheyenne MPO



Source: Cheyenne MPO

Figure 26. Rural Performance Measure Weighting

Evaluation Criteria

To analyze potential investments based on the Connect 2050's goals, each priority is supported by a set of evaluation criteria. These criteria allow the potential projects to be measured with quantifiable metrics. The evaluation criteria is shown below in **Figure 27**.

Figure 27. Evaluation Criteria

Safety and Security
- Fatal/Serious Injury Crashes
- Minor/Possible Injury Crashes
- Property Damage/Unknown Crashes
- Pedestrian and Bicycle Crashes

Operational Efficiency
- 2019 Daily V/C Ratio
- No Build Daily V/C Ratio
- Build Out Daily V/C Ratio

Preservation and Resiliency
- Project is within a Known Flooding Zone
- Average Pavement Condition Index (PCI) Value

Livability and Economic Growth
- Project is within a Major Growth Area
- Proximity to a Major Activity Center

Multimodal Integration
- Project includes Pedestrian and Bicycle Accommodations
- Project is on a Planned Bicycle Route
- Project is on a Freight Route
- Project is on a Transit Route

Source: Cheyenne MPO

Roadway Capital Project Unit Costs

Planning-level cost estimates were generated for each transportation project type for use in the prioritization process. While these unit costs provide a planning-level cost, additional study or design will be needed for each project to develop more detailed cost estimates that will be used for programming construction funds. All unit costs were developed in partnership with Cheyenne MPO staff and included the following sources:

- Previous project costs from completed consultant team projects
- Cheyenne MPO Metropolitan Transportation Improvement Program costs

The unit costs for roadway capital projects are shown in **Table 13**.

Table 13. Roadway Capital Project Unit Costs

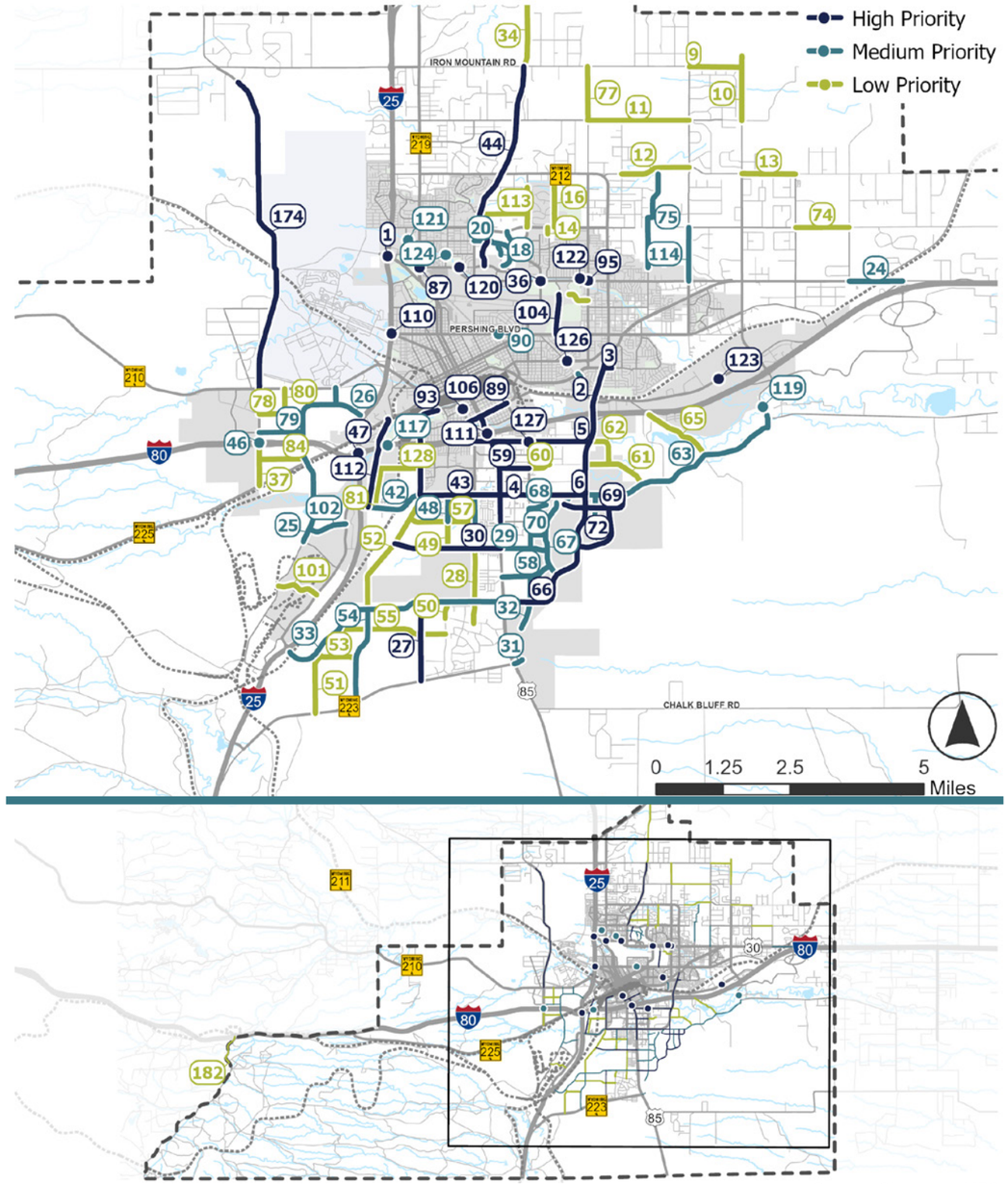
Improvement	Description	Unit Cost (2025 $)	Unit
Widen roadway	Construct one additional lane on existing roadway	$3,520,000	Lane-mile
Roadway resurfacing	Resurface and re-stripe existing roadway	$500,000	Lane-mile
New roadway	Construct new roadway	$3,900,000	Lane-mile
Curb and gutter	Install curb and gutter on both sides of the roadway	$1,440,000	Mile
New/reconstruct bridge	Construct new bridge	$520	Square-foot
New traffic signal	Install new traffic signal	$1,100,000	Intersection
Railroad overpass	Grade separate at-grade railroad crossing	$40,752,000	Location

Source: Cheyenne MPO

Roadway Capital Projects Prioritization Results

Roadway capital projects are stratified by priority level of high, medium, or low based on their priority score after being assessed by the roadway capital prioritization framework. All roadway capital projects are shown in **Figure 28** categorized by their priority level. Detailed roadway capital prioritization results can be found in **Appendix D**.

Figure 28. Roadway Capital Projects by Prioritization



Source: Cheyenne MPO

06 REGIONAL BICYCLE AND PEDESTRIAN SYSTEM

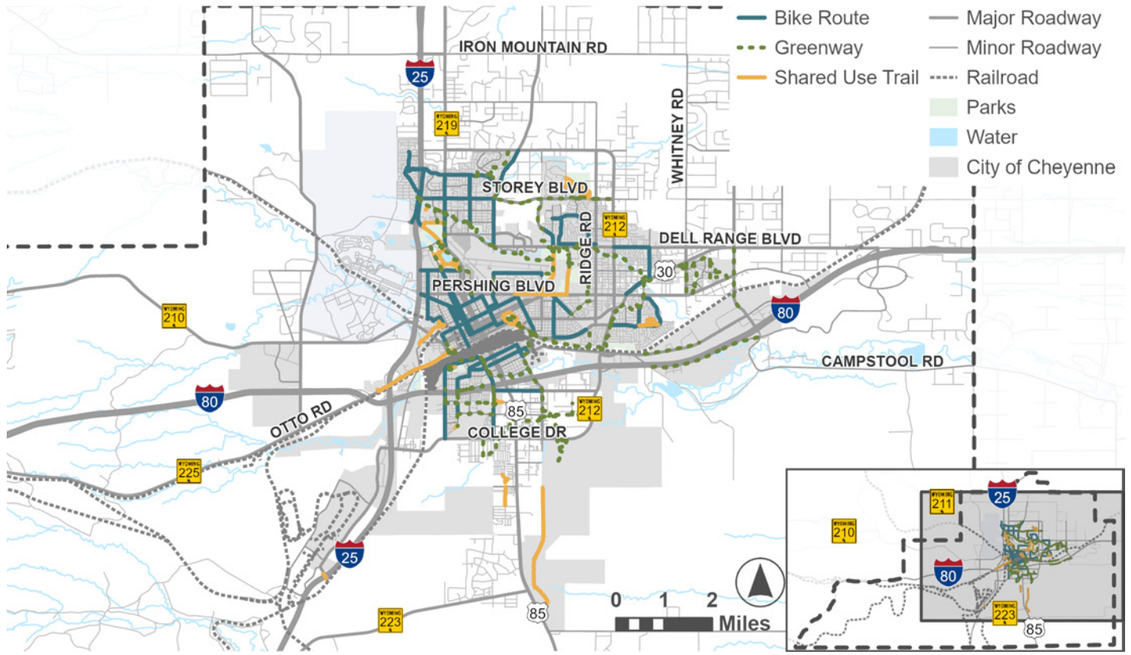
GREENWAYS AND BICYCLE INFRASTRUCTURE

The Greater Cheyenne Greenway is a paved pathway that serves the City of Cheyenne and the surrounding county. The greenway bounds I-25 in the northwest, Christensen Road in the east, and College Dr in the south. There are isolated segments near the city's boundary that do not connect to the Greater Cheyenne Greenway, including along Storey Blvd and segments south I-80 near Johnson Junior High School.

The existing on-street bicycle network is primarily made up of bike routes/shared roadways, bike lanes, and shouldered roadways. On-street bike facilities are concentrated surrounding downtown Cheyenne. Some existing bicycle routes in east Cheyenne are disconnected from routes connecting to downtown. Gaps in the greenway and bicycle networks make it difficult to move throughout the city via bicycle.

The Greenway and bicycle infrastructure are shown in **Figure 29**.

Figure 29. Cheyenne MPO Greenway and Bicycle Infrastructure

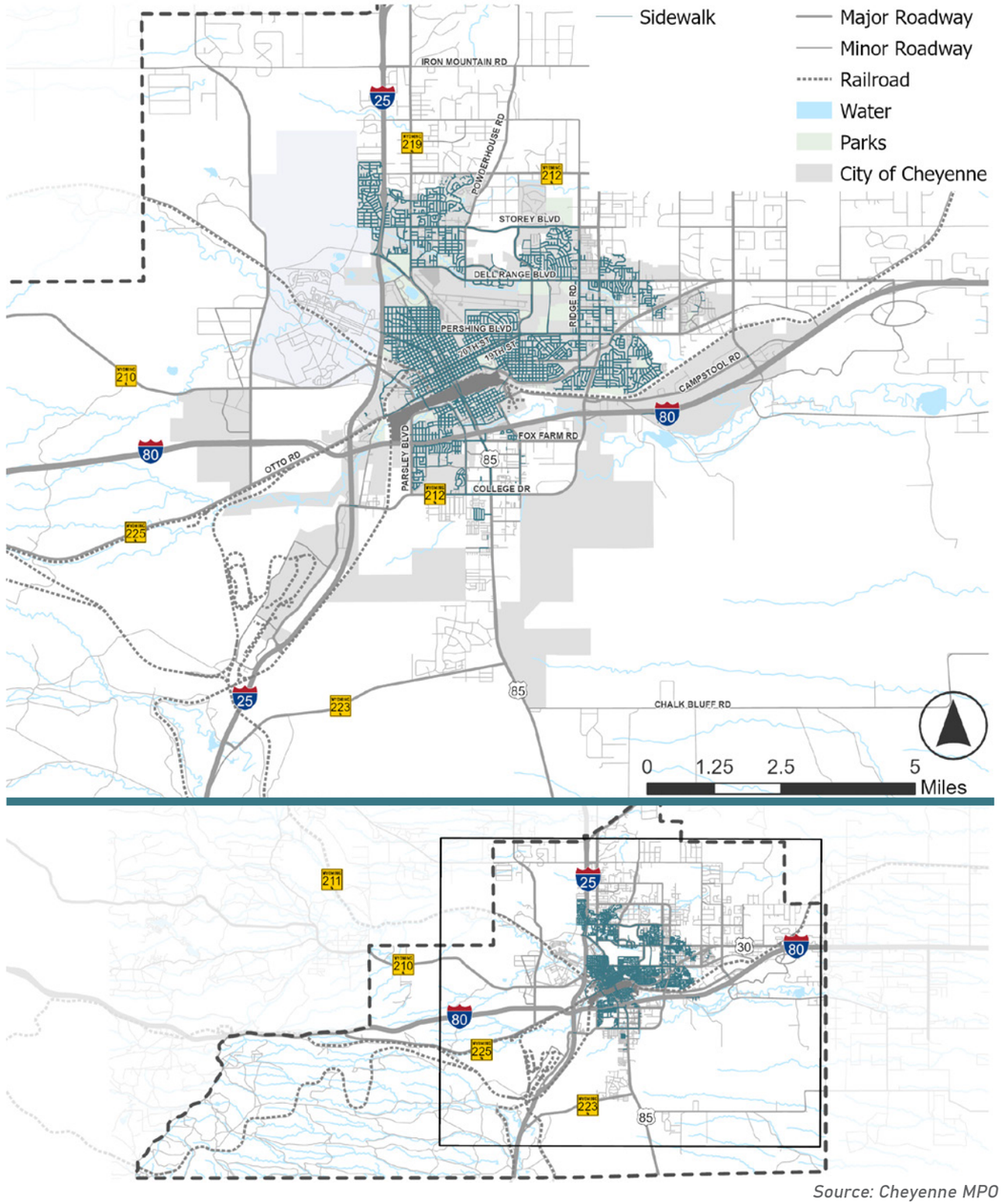


Source: Cheyenne MPO

PEDESTRIAN INFRASTRUCTURE

Cheyenne has a relatively complete sidewalk network, shown in **Figure 30**. The region has 458.89 miles of sidewalk. Sidewalk infrastructure's separation from the road varies throughout the region. Sidewalks that lack separation from motor vehicle traffic may be less comfortable for certain populations, including young children, the elderly, and individuals with mobility device.

Figure 30. Existing Sidewalk Network

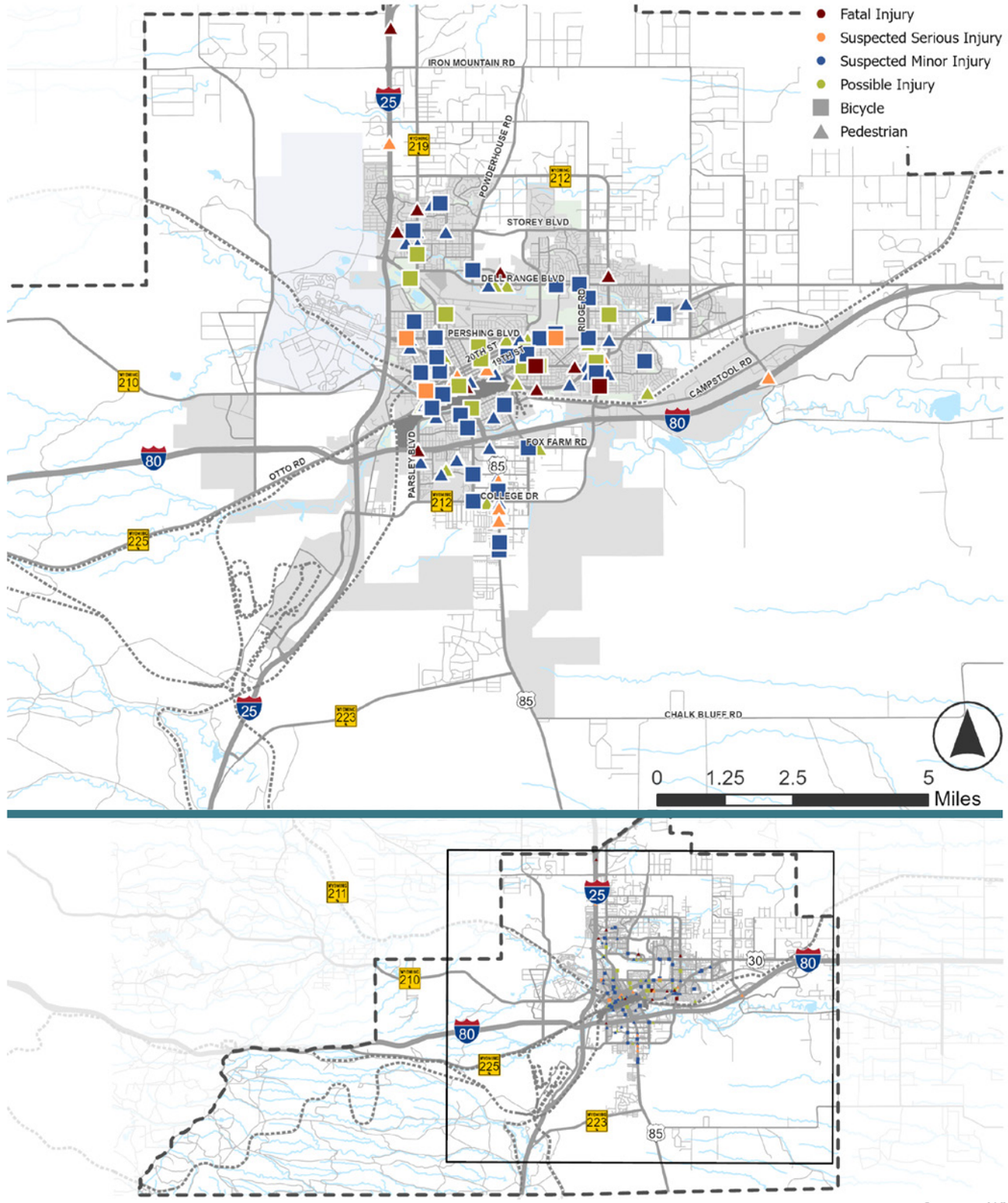


Source: Cheyenne MPO

BICYCLE AND PEDESTRIAN SAFETY

From 2019 to 2023, 135 pedestrian and bicycle-involved crashes occurred, representing 1.8% of all crashes. Of the 135 crashes, 12 were fatal crashes (8.9%) and 13 were suspected serious injury crashes (9.6%). **Figure 31** shows the location of pedestrian and bicyclist crashes. Active transportation crashes are most dense in Cheyenne's core, bounded by Pershing Boulevard, Snyder Avenue, I-80, and College Drive.

Figure 31. Bicycle and Pedestrian Safety Trends

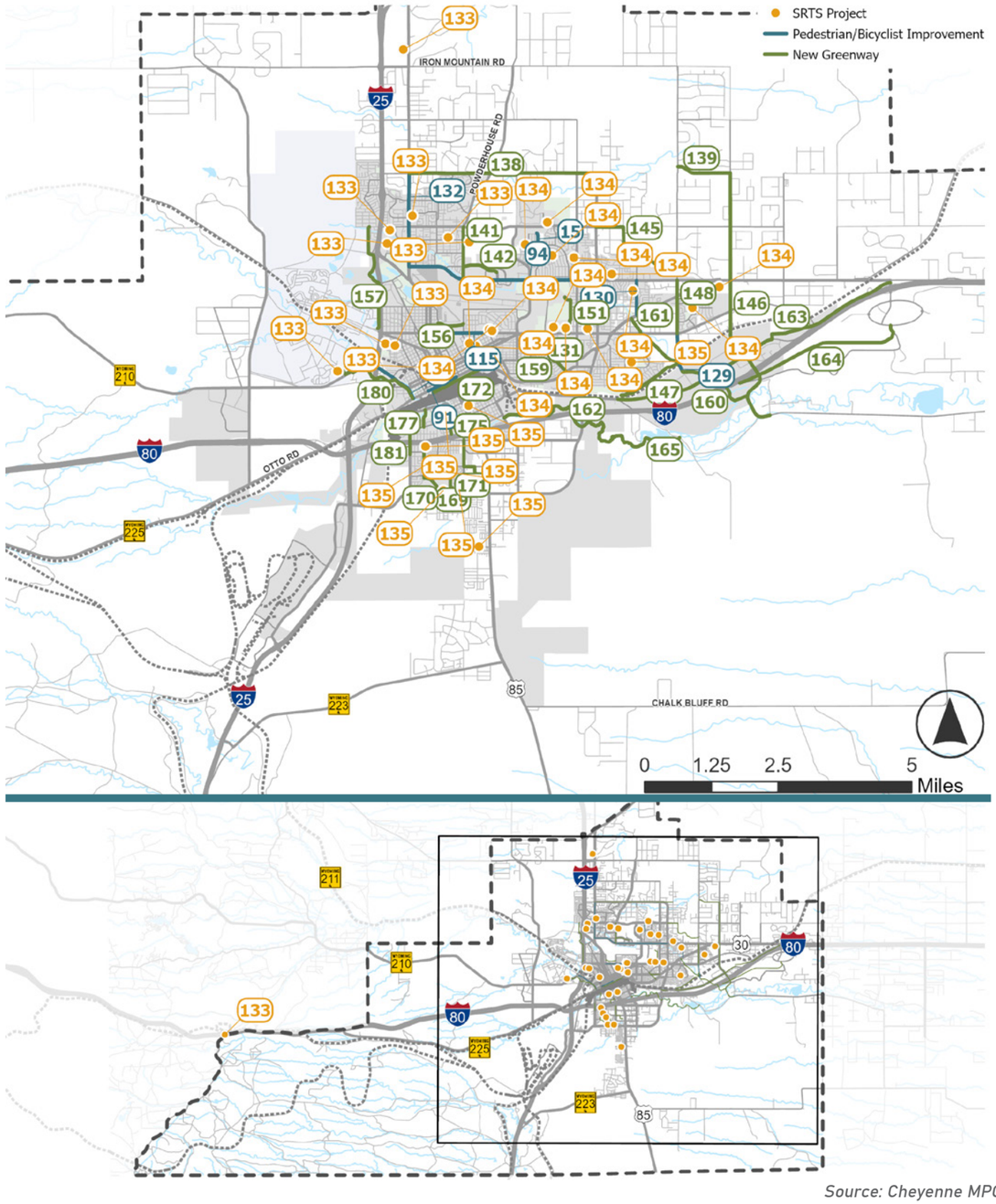


Source: WYDOT

POTENTIAL BICYCLE AND PEDESTRIAN PROJECTS

There are 42 potential bicycle and pedestrian projects. Active transportation projects identified in the study area are shown in **Figure 32** and **Table 14**.

Figure 32. Potential Bicycle and Pedestrian Projects



Source: Cheyenne MPO

Table 14. Potential Bicycle and Pedestrian Projects

Potential Project ID	Primary Route	From/At	To	Project Description	Source
15. Mountain Rd Greenway	Mountain Rd	Plain View Rd	Wild Bluff	Streetscape, ped/bike enhancements, add greenway	1
40. Missile Dr Improvements	Missile Dr	Lincolnway	I-25	Streetscape, ped/bike enhancements, greenway underpass	2
91. Lincolnway Improvements	Lincolnway	Reed Ave	House Ave	Ped/bike enhancements	2
94. Dell Range Blvd Improvements	Dell Range Blvd	Yellowstone Rd	College Dr	Ped/bike/drainage enhancements	2
115. Pershing Blvd Improvements	Pershing Blvd	Evans Ave	Logan Ave	Ped/bike enhancements	2
129. East Park Greenway	East Park Greenway	Whitney Rd/ Echo Star Dr	Pershing Blvd	New greenway	6
130. Van Buren Ave Pedestrian Improvements	Van Buren Ave	US 30	Dell Range Blvd	New detached sidewalks	7
131. Lincolnway Greenway	Lincolnway	Kelley Dr	Omaha Rd	Add Greenway underpass	2
132. Yellowstone Rd Pedestrian and Bike Enhancements	Yellowstone Rd	Dell Range Blvd	Four Mile Rd	Add Pedestrian and bicycle enhancements	2
133. SRTS Central Schools	Cumulative projects within 1/2 mile of the school to improve the safety for pedestrians and bicyclist				8
134. SRTS East Schools	Cumulative projects within 1/2 mile of the school to improve the safety for pedestrians and bicyclist				8
135. SRTS South Schools	Cumulative projects within 1/2 mile of the school to improve the safety for pedestrians and bicyclist				8
138. West Four Mile Rd Greenway	Four Mile Rd	Yellowstone Rd	Braehill Rd	Add Greenway along Four Mile Rd	2
139. East Four Mile Rd Greenway	Four Mile Rd	Whitney Rd	Christensen Rd	Add Greenway along Four Mile Rd	2
140. Canyon Rd Greenway	Canyon Rd	Storey Blvd	Big Sky Trail	Add Greenway along Canyon Rd	2
141. South Powderhouse Rd Greenway	Powderhouse Rd	Dell Range Blvd	Storey Blvd	Add Greenway along southern portion of Powderhouse Rd	2
142. Prairie Ave Greenway	Prairie Ave	Powderhouse Rd	Cutoff Rd	Add Greenway along Prairie Ave	2
145. East Storey Blvd/Highland Rd Greenway	Storey Blvd/ Highland Rd	College Dr	Whitney Rd	Add Greenway along eastern Storey Blvd and Highland Rd and through the open lot	2

Source: Cheyenne MPO

Potential Project ID	Primary Route	From/At	To	Project Description	Source
146. Christensen Rd Greenway	Christensen Rd	Hereford Ranch Rd	Four Mile Rd	Add Greenway along Christensen Rd	2
147. South Whitney Rd and Railroad Greenway	Whitney Rd	Baldwin Dr	East Park Greenway	Add Greenway along Whitney Rd	2
148. Whitney Rd Greenway	Whitney Rd	Pershing Blvd	Dell Range Blvd	Add Greenway along Whitney Rd	2
151. Grove Dr/T-Bird Dr Greenway	Grove Dr	Pershing Blvd	Rock Springs St	Add Greenway along Grove Dr	2
153. Windmill Rd Greenway	Windmill Rd	Rock Springs St	Dell Range Blvd	Add Greenway along Windmill Rd	2
156. South Airport Connection	3rd Ave	Evans Ave	Airport Pkwy	Add Greenway around cemetery connecting 3rd Ave	2
157. Antelope Ave/ I-25 Greenway	Antelope Ave/I-25	Pershing Blvd	Storey Blvd	Add Greenway along I-25	2
159. Henderson Dr Greenway	Henderson Dr	Nationway	Omaha Rd	Add Greenway along Henderson Dr	2
160. South Dry Creek Greenway	Dry Creek	Campstool Rd	East Park Greenway	Add Greenway along Dry Creek	2
161. North Dry Creek Greenway	Dry Creek	East Park Greenway	Lincolnway	Add Greenway along Dry Creek	2
162. West Campstool Rd Greenway	Campstool Rd	College Dr	Livingston Ave	Add Greenway along Campstool Rd	2
163. East Campstool Rd Greenway	Campstool Rd	Burlington Trail Rd	Archer Pkwy	Add Greenway along Campstool Rd	2
164. HR Ranch Rd/ I-80 Greenway	New Greenway	HR Ranch Rd	HR Ranch Rd	Add Greenway between HR Ranch Rd and I-80	2
165. Crow Creek Greenway	Crow Creek	Morrie Ave	Burlington Trail Rd	Add Greenway along Crow Creek	2
166. Crow Creek Greenway Connection	New Greenway	Allison Rd	Crow Creek	Add Greenway between Allison Rd and Crow Creek	2
169. Center Dr Greenway	Center Dr	Dead end	South High School Greenway	Add Greenway connection from Center Dr to New South High School Greenway	2
170. Cribbon Ave Greenway	Cribbon Ave	Allison Rd	Jefferson Rd	Add Greenway along Cribbon Ave	2
171. Walterscheid Blvd Greenway	Walterscheid Blvd	Prosser Rd	Fox Farm Rd	Add Greenway along Walterscheid Blvd	2
172. 15th St Greenway	15th St	Bent Ave	Lincolnway	Add Greenway along 15th St	2
174. Round Top Rd Greenway	Round Top Rd	Happy Jack Rd	Arabian Ln	Improve roadway to rural minor arterial cross section	2
175. Partoyan Dr Greenway	Partoyan Dr	2nd St	Deming Dr	Add Greenway along Partoyan Dr	2

Table 14 Continued. Potential Bicycle and Pedestrian Projects

Potential Project ID	Primary Route	From/At	To	Project Description	Source
177. David R Romero South Cheyenne Community Park North/South Greenway	New Greenway	5th St	Parsely Blvd	Add Park Greenway	2
180. Freedom Elementary School Greenway	New Greenway	Lincolnway	Ziemann Blvd	Add Greenway connecting Freedom Elementary School with Lincolnway	1
181. Parsley Blvd Greenway	Parsley Blvd	WAPA Greenway Corridor	3rd St	Add Greenway connecting WAPA Greenway corridor to 3rd St	1

Source: Cheyenne MPO

Table 14 Continued. Potential Bicycle and Pedestrian Projects

ACTIVE TRANSPORTATION PROJECT PRIORITIZATION

Evaluation Criteria

Active transportation projects were prioritized based on a simpler set of evaluation criteria which are described in **Figure 33** below.

Figure 33. Active Transportation Evaluation Criteria

- **Number of Active Transportation Facilities, Crossings, and Transit Stops Enhanced**
- **Number of Arterials and Collectors Connected by the Project**
- **Address Gaps in Active Transportation Infrastructure**
- **Active Transportation Propensity**

Source: Cheyenne MPO

Active Transportation Project Unit Costs

Planning-level cost estimates were generated for each transportation project type for use in the prioritization process. While these unit costs provide a planning-level cost, additional study or design will be needed for each project to develop more detailed cost estimates that will be used for programming construction funds. All unit costs were developed in partnership with Cheyenne MPO staff and included the following sources:

- Previous project costs from completed consultant team projects
- Cheyenne MPO Metropolitan Transportation Improvement Program costs

The unit costs for active transportation capital projects are shown in **Table 15**.

Table 15. Roadway Capital Project Unit Costs

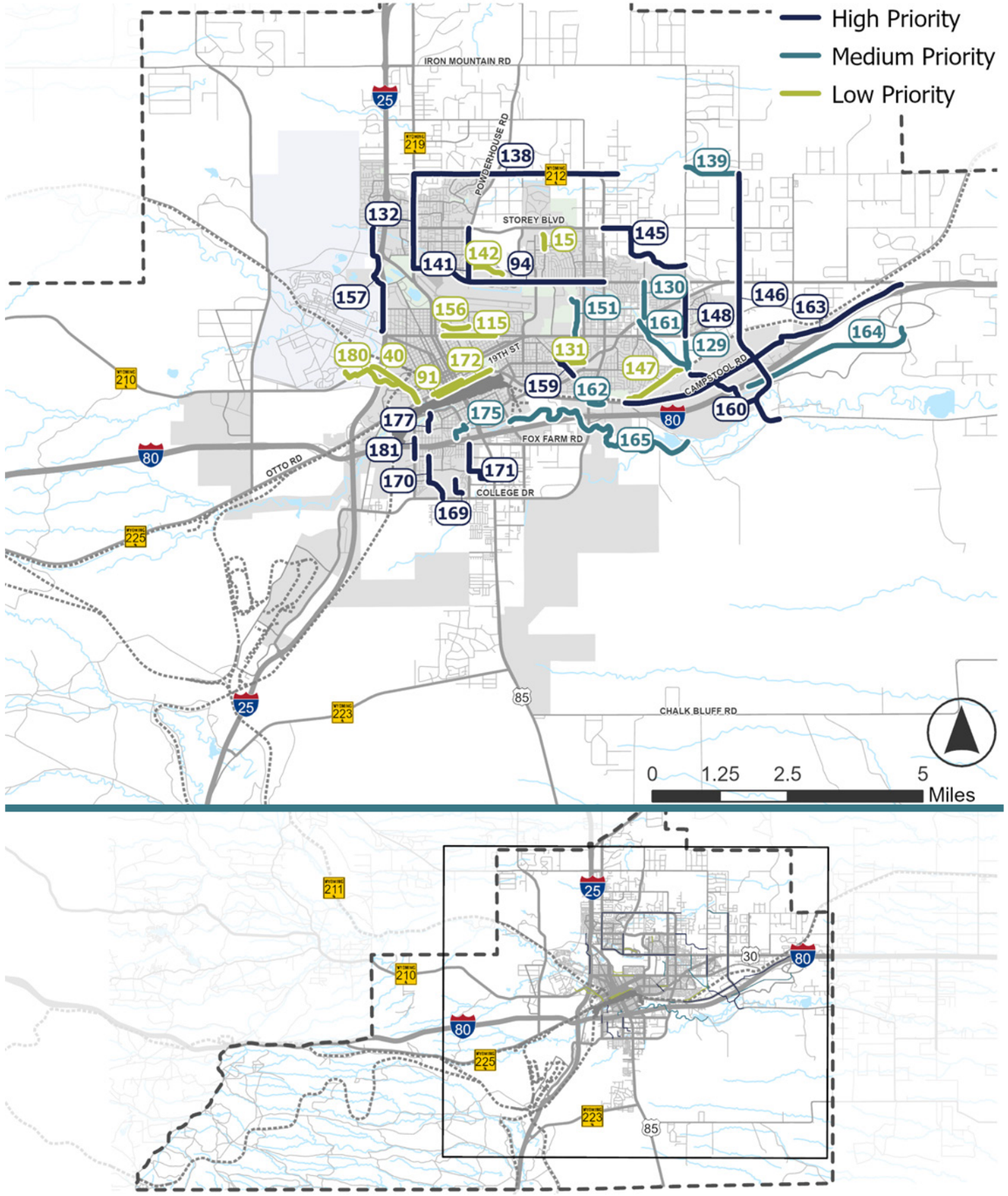
Improvement	Description	Unit Cost (2025 $)	Unit
Shared-use path (greenway)	Construct new 10' off-street paved path	$2,200,000	Mile
Shared-use path (greenway) underpass	Construct new underpass under UPRR rail line	$4,279,000	Location
New sidewalk	Construct new sidewalk	$22	Square-foot
Pedestrian hybrid beacon (PHB)	Install signalized PHB crossing for pedestrians/ bicyclists	$500,000	Location
Buffered bike lane	Construct 5' bike lane with buffer	$127,500	Mile
Buffered bike lane with widening	Construct 5' bike lane with buffer with roadway widening	$1,658,000	Mile
Pedestrian curb extension	Install pedestrian curb extension	$330,000	Intersection

Source: Cheyenne MPO

Active Transportation Projects Prioritization Results

Based on how well a project performed against the active transportation evaluation criteria, a priority level of high, medium, or low was assigned. Active transportation projects are shown by priority in **Figure 34**. Detailed prioritization results can be found in **Appendix E**.

Figure 34. Active Transportation Projects by Prioritization



Source: Cheyenne MPO

07 REGIONAL TRANSIT

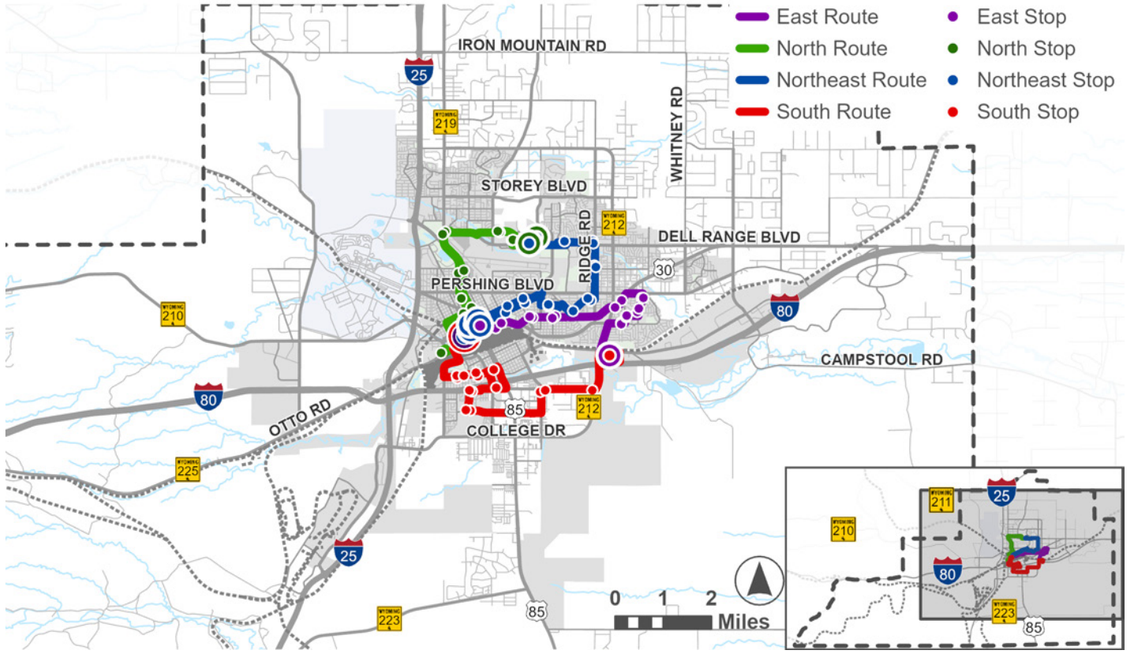
SERVICE OVERVIEW

The Cheyenne Transit Program (CTP) operates four fixed routes and paratransit service, newly implemented in 2023 after providing only demand response service during the COVID-19 pandemic. The service operates from 6:00 a.m. to 7:00 p.m. Monday through Friday and from 10:00 a.m. to 5:00 p.m. on Saturdays. The CTP is currently free for all riders. Routes operate with a 60-minute frequency. There is a total of 55 miles of bus routes that run throughout the region.

There are four routes in the fixed-route system: North, Northeast, East, and South. Each CTP route is a bi-directional route. **Figure 35** shows transit service in the region. Routes begin near downtown Cheyenne, north of the rail yard. The North and Northeast routes connect at the Walmart on Dell Range Boulevard, and the South and East routes connect at the Walmart at Campstool Way. The fixed-route system does not serve the airport at this time.

Although many of the recommendations from the CTP 2023 Transit Development Plan have been implemented, the plan recommends increasing service hours to Sunday.

Figure 35. CTP Route and Stop Locations



Source: Cheyenne Transit Program

SERVICE PERFORMANCE

Monthly ridership by route was assessed to determine how the transit system is used in the region. **Figure 36** shows monthly ridership by route for July through November of 2024. Ridership is consistently highest on the north route, serving an average of 246 riders per month. There was an event that leveraged the Northeast Route in September 2024 that heavily increased ridership that month.

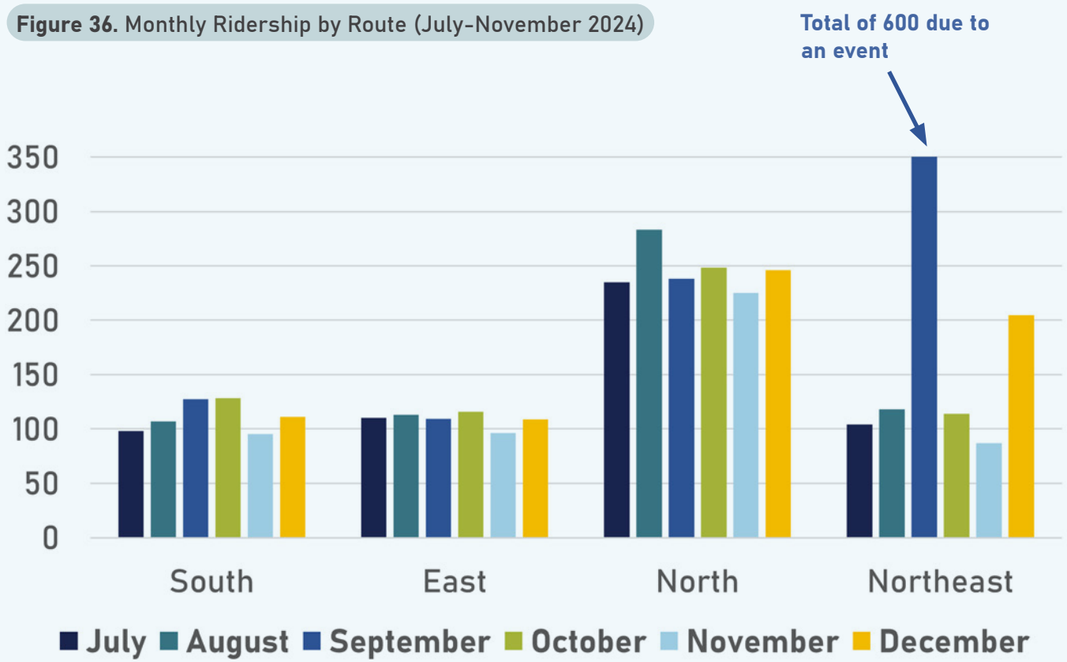
Table 16 shows the five busiest stops by riders that got on and off at the stops in November 2024. The stops include the Transfer Center in downtown Cheyenne, East Walmart and North Walmart stops as they are the stops that appear on multiple routes. The other two stops are found on the North Route, both with weekday boardings and alightings above 500 riders.

Table 16. Highest Utilized Transit Stops

Stop Description	Stop Number	November Boardings	November Alightings
Transfer Center	247	2440	2229
North Walmart	62	939	938
Stinson and W 17th St	242	662	554
Library East Side	190	564	505
East Walmart	191	299	428

Source: Cheyenne Transit Program

Figure 36. Monthly Ridership by Route (July-November 2024)



Source: Cheyenne Transit Program

TRANSIT PROJECTS

Based on Cheyenne Transit Program (CTP) staff and community input, several transit improvements have been proposed to enhance connectivity and accessibility in the region:

SOUTH ROUTE REALIGNMENT

CTP is evaluating realigning the South Route to more directly serve Laramie County Community College (LCCC).

TRANSFER HUB RELOCATION

CTP is actively working to rehabilitate a building at 1800 Westland Road into a permanent transfer center for its fixed-route services and intercity services from other providers.

FUTURE INTERCITY BUS SERVICES

The City of Laramie is currently evaluating the feasibility of an intercity bus between Laramie and Cheyenne, which would connect to the future transfer hub on Westland Road.

FRONT RANGE PASSENGER RAIL STATION

The Cheyenne MPO is actively advocating for the Cheyenne region to be the northern terminus of the planned Front Range Passenger Rail service. There are currently two potential sites for the passenger rail station; one near the intersection of Old Happy Jack Road and Missile Drive, and one near the intersection of Reed Avenue and Lincolnway.

This list of transit projects is not comprehensive of the long-term transit needs in the Cheyenne region. CTP and the Cheyenne MPO are planning to perform a Transit Development Plan update for CTP services to define short-term improvements, a long-term vision, and prioritization of recommended changes to CTP services.

08 REGIONAL AVIATION

AVIATION

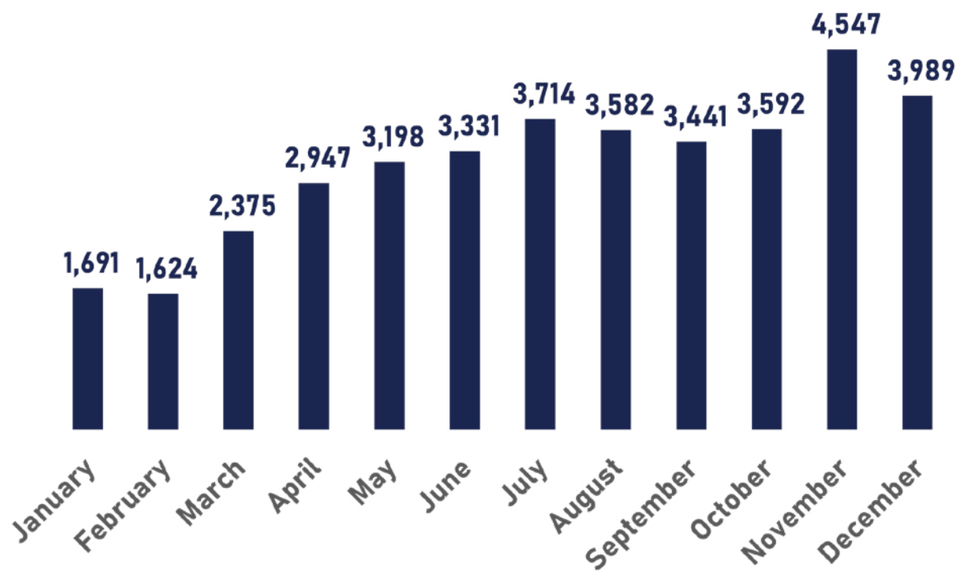
The Cheyenne Regional Airport (CYS) is located approximately two miles north of downtown Cheyenne. **Figure 37** shows the number of passengers served by year from 2019 to 2023. In 2023, the airport served 26,261 passengers. Air travel at CYS was greatly impacted in 2020 and 2021 due to the COVID-19 pandemic but rebounded in 2022 to serve the most passengers to date. CYS closed temporarily for commercial flights from April to September 2023 for runway construction, impacting the passenger totals.

Monthly passenger volume at CYS highlights visitor and residents travel patterns in and out of the region. **Figure 38** shows monthly passenger volume to CYS from 2022. Passenger volume grew throughout the year peaking in November with 4,547 passengers. Passengers into the region were lowest during winter months, serving 1,624 riders in February of 2022.

Figure 37. CYS Annual Passengers (2019-2023)

Source: Cheyenne Regional Airport

Figure 38. Monthly Passengers at Cheyenne Regional Airport (2022)



Source: Cheyenne Regional Airport

09 LIVABILITY

TRAVEL AND TOURISM

Travel and tourism activity impacts transportation demand. Data on existing travel and tourism trends has been compiled, including annual visitation levels, growth trends, and seasonal and monthly variations.

Trends

According to the Wyoming Office of Tourism, visitors to Laramie County spent an estimated $463.9 million in 2024, generating $115 million in local earnings, and 3,600 jobs. Travel spending in Laramie County has been on an upward trend, increasing from $421 million in 2021, equating to an average annual growth rate of 3.3%. The growth in travel impacts is shown in **Table 17**.

Table 17. Laramie County Travel Impacts (2021-2024)

Description	2021	2022	2023	2024	Annual Increase
Travel Spending ($M)	$421.0	$452.2	$462.9	$463.9	3.3%
Earnings Generated ($M)	$90.0	$104.8	$109.9	$115.0	8.5%
Jobs Generated	3,292	3,519	3,614	3,644	3.4%

Source: Wyoming Office of Tourism

Forecasts

Data on current travel trends was used as a basis to estimate visitation and travel spending in Laramie County for the 2025 to 2050 period. Between 2021 and 2024, travel spending grew 3.3% annually, earnings generated grew 8.5% annually, jobs generated grew 3.4% annually, and overnight visits grew 0.5% annually. **Table 18** shows the projected forecasts for travel spending, earnings generated, jobs generated, and overnight visitors for 2030, 2040, and 2050.

Table 18. Laramie County Travel Forecasts (2030-2050)

Description	2030	2040	2050
Travel Spending ($M)	$545.7	$755.0	$1,044.6
Earnings Generated ($M)	$172.9	$391.0	$884.0
Jobs Generated	4,307	6,017	8,406

Source: Wyoming Office of Tourism

Improvements

Based on the analysis of current conditions, the following needs were identified to support the travel and tourism industry in the Cheyenne MPO region.

Cheyenne Greenways

A well-connected bike and trail system are important to visitors and residents. According to the City of Cheyenne Tourism Master Plan, an emphasis should be placed on connections into downtown and ways to activate the Greenway with activities and events.

Rail Access and Service

According to the City of Cheyenne Tourism Master Plan, the region wants to capitalize on railroad attractions to attract visitation, engage the local population, support the Cheyenne brand, and create valuable public relations for Union Pacific (UP) and Burlington Northern Santa Fe (BNSF).

AIR QUALITY

The Cheyenne MPO region currently meets the requirements of the Environmental Protection Agency (EPA) for all air emission levels, including ozone, sulfur dioxide, carbon monoxide, particulate matter, lead, and nitrogen dioxide. While the region is not designated as an EPA non-attainment area, transportation is a major contributor to harmful emissions throughout the county and reducing transportation-related emissions would improve air quality.

System Operational Improvements

The USDOT lists the following five ways that transportation agencies can reduce traffic-related air pollution and improve air quality:

- Develop cleaner travel options through measures such as expanding public transportation systems, improving public transportation service, and improving bicycling and pedestrian infrastructure.
- Reduce the distance between key destinations to meet daily needs through more efficient land use planning and zoning, making it more attractive and convenient to walk or ride a bicycle.
- Create or support clean fueling infrastructure, such as electric vehicle charging and hydrogen fueling stations.
- Manage the transportation system to increase vehicle and system operating efficiency through measures such as anti-idling policies, improved incident response, real-time travel information for public transportation, and congestion management.
- Buy green fleet vehicles and equipment, including equipment with increased fuel efficiency, hybrid electric vehicles, and equipment that runs on clean fuels.

Vehicle Miles Traveled Reduction

The following strategies will aid in reducing vehicle miles traveled (VMT) throughout the region to maintain and improve air quality:

- Increase the number of available, safe, accessible, and efficient mobility options
- Promote alternative travel modes
- Enhance safety and reliability of the transportation system
- Provide new, more direct, connections to the existing street network
- Improve transit performance
- Develop and implement a Complete Streets Policy in both the City of Cheyenne and Laramie County
- Continue Safe Routes to School planning and implementation of suggestions
- Coordinate land use and transportation in all planning activities
- Consider telecommuting alternatives to work scheduling where possible

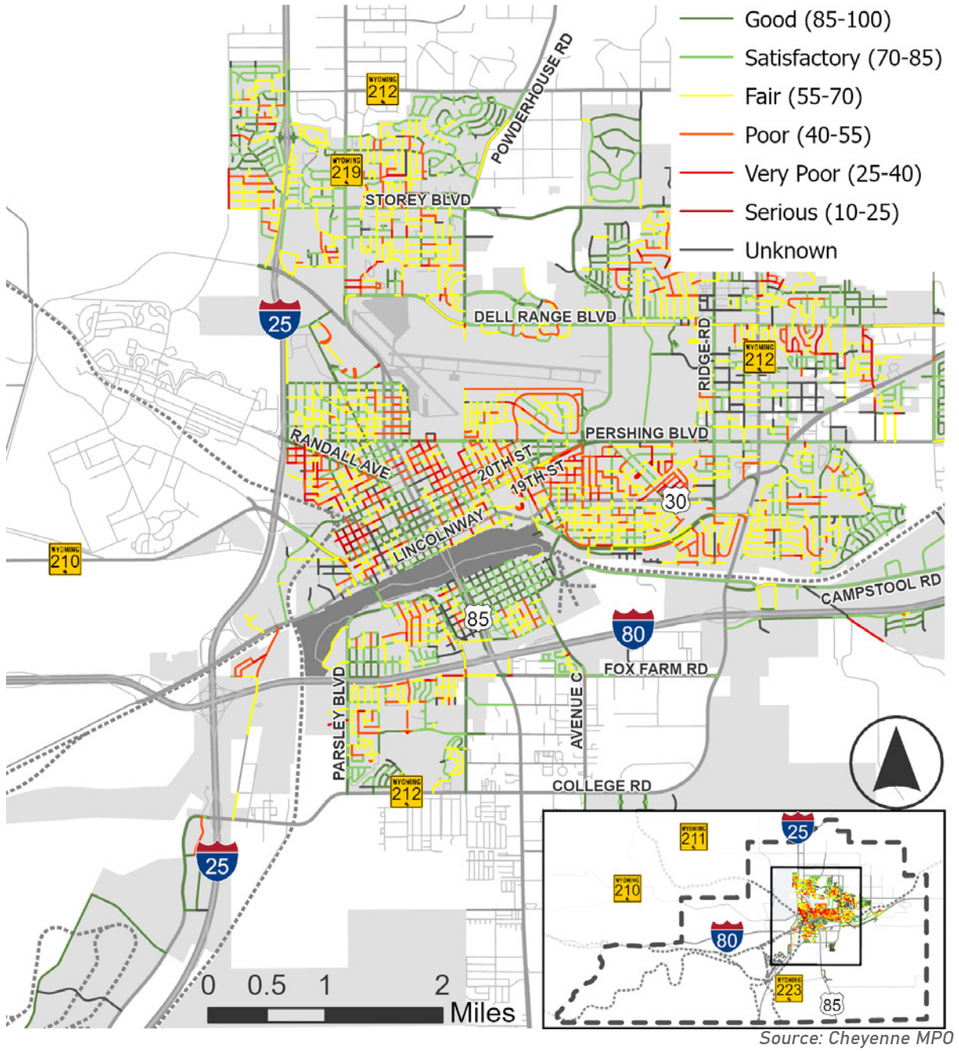
SYSTEM RESILIENCY AND RELIABILITY

Facility maintenance and flooding are both issues that impact the regional transportation system in and around Cheyenne. Improving resiliency to these natural and man-made issues will increase the reliability of travel times within the region and improve the overall quality of the transportation network.

Maintenance of the region's roadways, including pavement, sidewalks, and bridges, has been a long-standing issue resulting from a lack of funding. Pavement conditions from a City pavement inventory performed in 2019 are shown in **Figure 39**.

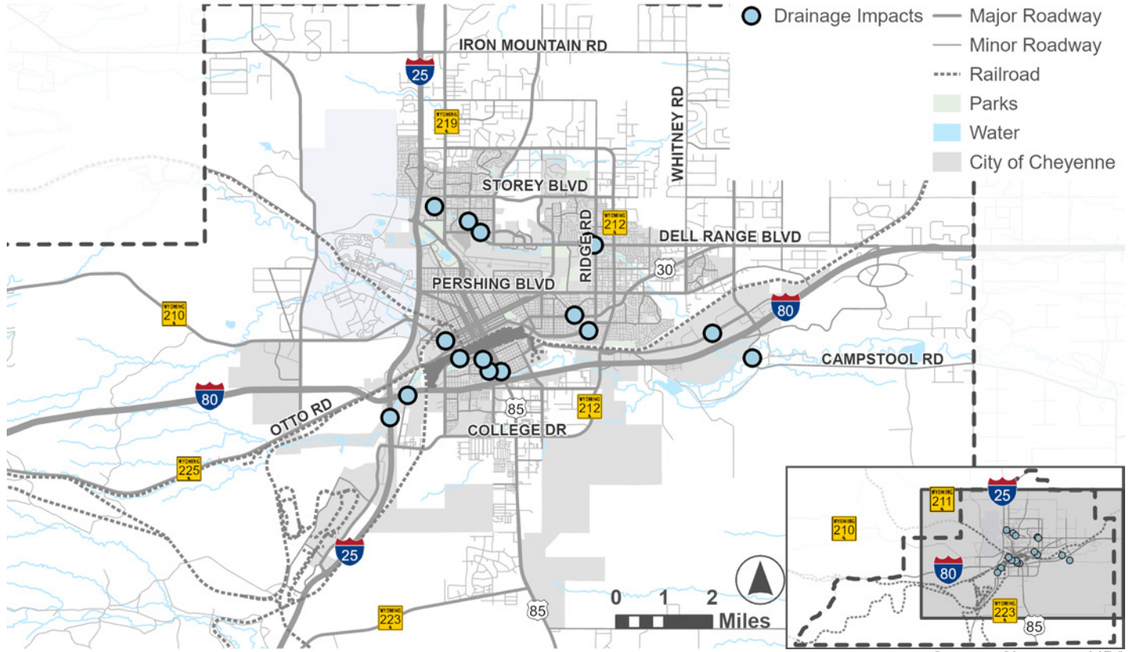
The City of Cheyenne performed a Drainage Master Plan, which identified areas where flooding and stormwater management are known issues. **Figure 40** show locations where flooding impacts the functionally classified roadway system.

Figure 39. City of Cheyenne Pavement Condition Map



Source: Cheyenne MPO

Figure 40. Drainage Master-Plan-Identified Impacts to Transportation System



Source: Cheyenne MPO

Stormwater Facilities

The City of Cheyenne's Stormwater Management System regulates the maintenance and improvements to the region's storm sewer infrastructure. The Stormwater Management System is comprised of a robust network of drainage infrastructure, including:

- 700+ miles of curb and gutter
- 135 miles of drainage pipe
- 4,119 catch basins
- 236 discharge points
- 25+ miles of open channels
- 6 lakes and reservoirs
- 3 dams

Intelligent Transportation Systems

The Cheyenne Regional Freight Mobility Plan recommends the implementation of ITS to increase speed and reliability of freight traffic through the Cheyenne region. Recommended ITS technologies include traffic signal timing and optimization, variable speed limits, and active lane use control.

- **Traffic Signal Timing and Optimization.** According to the Cheyenne Regional Freight Mobility Plan, traffic signal timing and optimization can reduce vehicle delays on arterial streets by up to 30% in peak hours.
- **Variable Speed Limits.** Variable speed limits moderate freeway traffic flow based on downstream conditions. When congestion is detected, a traffic management center modifies speed limits upstream lowering the risk of crashes and smoothing the flow of traffic over a larger segment of the freeway.
- **Active Lane Use Control.** Active lane use control manages congestion based on prevailing traffic conditions and is typically used on freeways to manage traffic flow. Active lane use control measures include speed harmonization, temporary shoulder use, and truck restrictions.

EMERGING TECHNOLOGY

Autonomous Vehicles

Autonomous vehicles (AV) use advanced technologies such as sensors, cameras, and artificial intelligence to navigate and operate without human input. These innovative vehicles have the potential to revolutionize transportation by improving safety, reducing traffic congestion, and increasing accessibility. The region should evaluate the state of practice related to AVs and assess local strategies and approaches to investing in, accommodating, and regulating these technologies.

Micromobility Technology

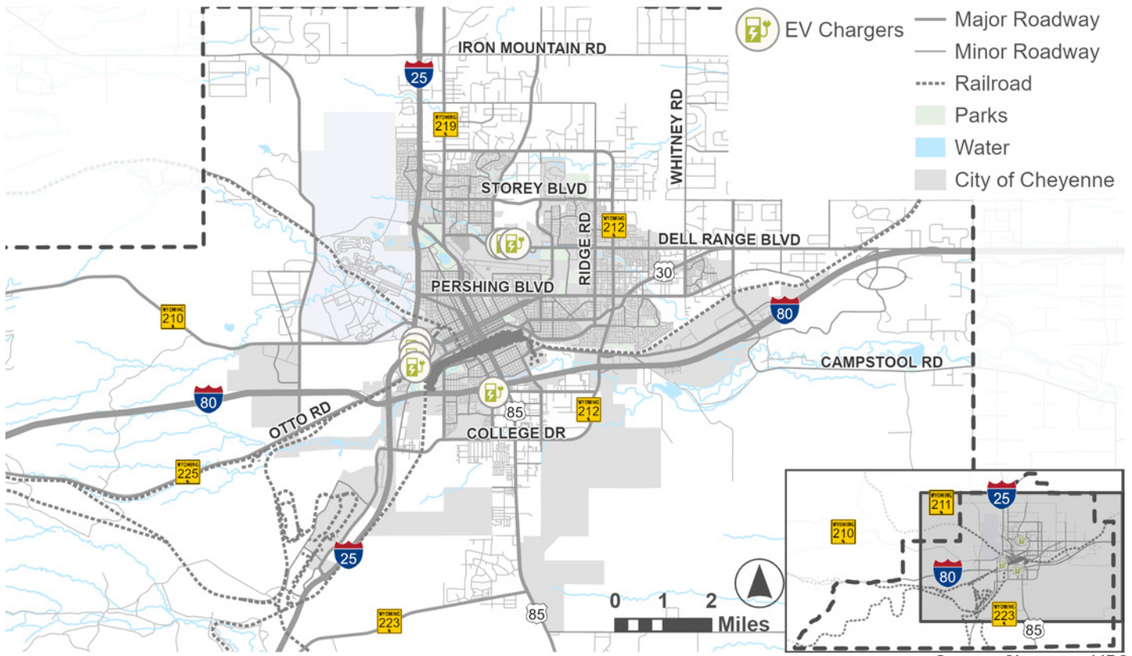
According to the FHWA, micromobility refers to any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Common micromobility challenges agencies experience include:

- **Micromobility Parking.** Designating locations that users are permitted to drop off shared micromobility devices.
- **Shared Mobility Facilities and Infrastructure.** Designing transportation facilities to safely accommodate micromobility devices.
- **Restricted Operations and Access.** Clearly identifying locations where micromobility is not permitted.
- **Shared Mobility Data.** Requiring access to vendor's data to the extend that is needed to allow the agencies to effectively make decisions about the safety and accessibility of the transportation network.

Electric Vehicle Charging

There are nine electric vehicle chargers in the region, shown in **Figure 41**. Electric vehicle charging infrastructure is concentrated close to the interstate network, including the Frontier Mall area, and Westland Road, south of Missile Drive. A much stronger regional presence of electric vehicle charging, especially near major activity centers, will ensure that resident, visitor, and short freight trips can be made with electric vehicles.

Figure 41. Electric Vehicle Charging Locations



Source: Cheyenne MPO

ORDINANCE MODIFICATIONS

Several City of Cheyenne and WYDOT policies and procedures were reviewed to verify they were generally supportive of Connect 2050 goals. Potential ordinance modifications are discussed below.

City of Cheyenne Policies and Procedures

Impact Studies

Cheyenne Unified Development Code (UDC) Article 3 outlines requirements for Transportation Impact Studies (TIS), Transportation Impact Analyses (TIA), and Drainage Impact Studies for many types of large development projects within the City. A TIS is required for any change in land use, proposed zoning change, modification of access points to public streets, and/or development or subdivisions of land. The TIS requirement can be waived or modified to a TIA if projected trip generation impacts are below certain thresholds.

The TIS/TIA process focuses primarily on traffic impacts and mitigation through traffic controls, intersections, etc. Access for pedestrian, bicycle, transit, and trucks are not covered in detail but are acknowledged as critical components of managing transportation systems and included in the process for study.

» **Possible Modification.** Supplement the TIS/TIA requirements to include more requirements for pedestrian, bicycle, and transit access.

Subdivision Regulations

Cheyenne UDC Article 4 standards for development across large areas, including the creation of new subdivisions. The primary sections within Article 4 focus on development fees, transportation networks and street design, open space, and other engineering improvements and provisions.

Generally, Article 4 is in line with best practices for subdivision connectivity and includes "complete streets" typologies addressing provisions for bicycles, pedestrians, and motor vehicles. Required street sections (by context) may include bicycle lanes, detached sidewalks, generally separated by a tree lawn or landscape, protected medians for larger streets, and parallel or angled on-street parking. Transit connectivity is not specifically addressed in this section but may fit within some of the standard street typologies.

» **Possible Modification.** The City may periodically revisit street design typologies to ensure that the standards are in line with current best practices to maximize pedestrian, bicycle, and vehicular safety.

Zoning Regulations

Cheyenne UDC Article 5 provides standards for general land use types and densities allowed within each of the City's zoning districts defined under the Comprehensive Plan. Most zone districts are "Euclidean", allowing for a single land use type or mix of similar land-use types. However, Article 5 includes provisions for several types of form-based code districts and special purpose and overlay districts that allow for greater flexibility and mixed-use development.

Density and setback requirements in this section appear generally appropriate to encourage walkable neighborhoods and mixed-use development within the appropriate contexts. Minimum parking requirements within the Special Purpose (P) District are waived in favor of shared-use and flexible-use parking, if required by the City; this is appropriate for this context.

» **Possible Modification.** The current setback requirements could be streamlined to be more clear. Building areas should be increased in certain districts, such as multifamily, to allow for more residential density.

Design Regulations

Cheyenne UDC Article 6 provides more specific standards for development within each zoning district to ensure that all projects are providing certain design criteria and reinforce the desired character for a given district and context. The elements most relevant to the LRTP are the Parking, Lot Access, and Circulation standards as these requirements directly impact neighborhood density, parking provisions, mode choice, and integration with other mobility elements.

Parking lot circulation and pedestrian circulation elements within Article 6 are reasonable, though pedestrian standards do not address possible incursions into the pedestrian right of way such as the placement of light posts, etc.

Minimum parking requirements show some amount of flexibility including the use of "parking credits" to help promote desired mobility connections including bicycle parking, public parking, transit access, carpool, etc. The Development Director may also grant a reduction of up to 10% for certain site-specific conditions/constraints, and up to 50% for developments within historic districts. Article 6 also includes some calculations available for mixed-use developments with shared-use parking.

The overall parking standards may be overly restrictive and do not appropriately address reductions for some shared-use parking conditions, urban infill, adaptive reuse, and projects within the downtown context.

» **Possible Modification.** Minimum parking requirements may not reflect current industry standards for all land uses and may hinder some types of development. The City may want to update these standards per recommendations from the National Parking Association (NPA) and Urban Land Institute publications.

WYDOT Policies and Procedures

Road Design Manual

The WYDOT Access Manual and Road Design Manual were reviewed for their general impact on Connect 2050 and no modifications are recommended at this time.

10 FUNDING

FISCAL FORECAST

Existing Funding Sources

MPO Transportation Improvement Program (TIP)

The Cheyenne MPO TIP is a federally required document that includes all projects funded with federal transportation sources over a five-year period. The current TIP covers fiscal years (FY) 2026-2029. Projects are displayed by agency and funds are from federal, state, local, private, or undetermined sources.

City of Cheyenne Capital Improvement Plan (CIP)

The City of Cheyenne CIP for FY 2023 to 2027 was reviewed to identify transportation project funding levels. The transportation funding sources used in the CIP are:

- General Purpose Option Tax (5th Penny)
- Specific Purpose Option Tax (6th Penny)
- Federal & State Grants
- Specific Revenue Sources
- Unknown

Laramie County CIP

The Laramie County FY 2023-2025 CIP was also reviewed to get a baseline funding level for transportation improvements. There were nine transportation related projects from four different departments:

- Public Works - Optional Sales Tax
- County Road Construction
- Public Works
- Special Projects - Public Works

Current Year Funding Summary

Through the review of the individual projects across all three plans, the funding has been consolidated by year. The current Cheyenne MPO TIP period (FY 2026-2029) funding is detailed in **Table 19**, broken out by funding source (federal, state, local) and project type (roadway capital, roadway maintenance, active transportation, and transit).

Table 19. Funding by Source and Type (FY 2026-2029)

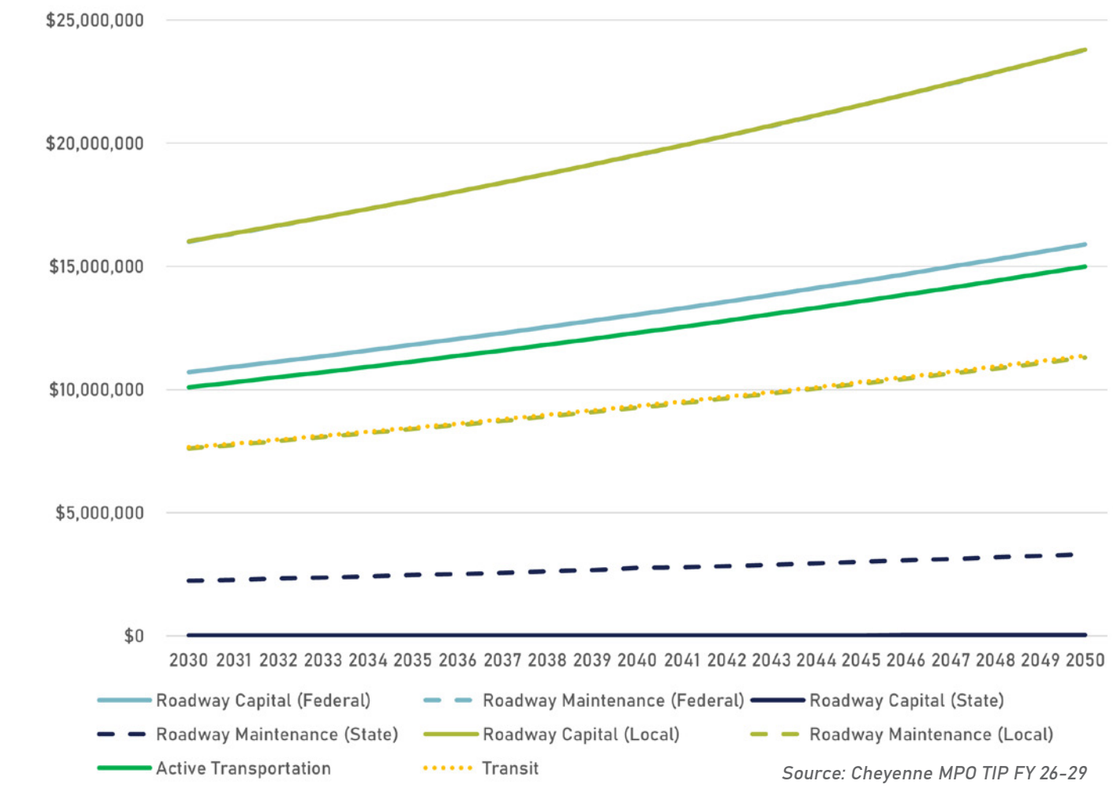
Source	Roadway Capital	Roadway Maintenance	Active Transportation	Transit	Total
Federal Funds	$41,958,862	$62,779,286	$1,720,000	$30,013,369	**$136,471,517**
State Funds	$87,000	$8,755,277	$0	$0	**$8,842,277**
Local Funds	$62,801,658	$29,804,202	$37,859,625	$0	**$130,465,485**
Total	**$104,847,520**	**$101,338,765**	**$39,579,625**	**$30,013,369**	**$275,779,279**

Source: Cheyenne MPO TIP FY 26-29

Forecasted Transportation Funding

The funding levels from the TIP and local agency CIPs were extrapolated to forecast transportation revenues for the years 2030 (the year after the current TIP expires) and 2050, using an inflation rate of 2% per year. **Figure 42** show the forecasted transportation revenues for FY 2030-2050.

Figure 42. Forecasted Transportation Revenue (FY 2030-2050)



Source: Cheyenne MPO TIP FY 26-29

ROADWAY FUNDING

Roadway Capital Funding

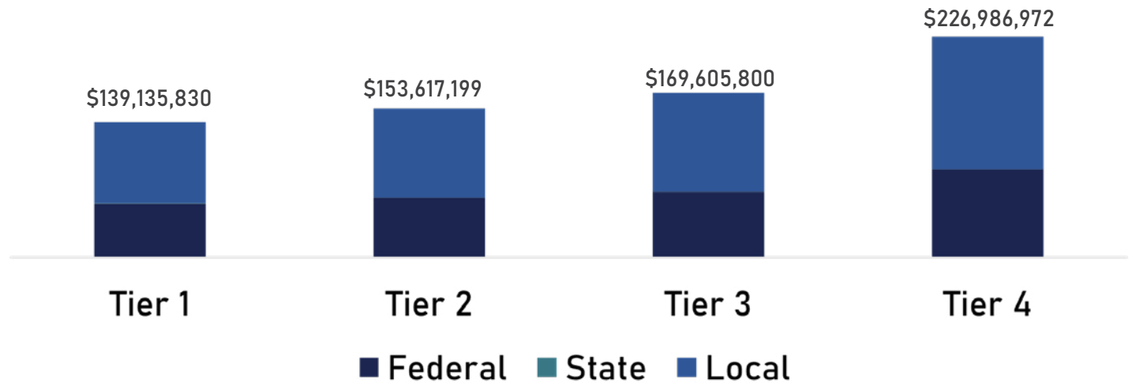
Roadway capital projects are those that add roadway capacity, multimodal facilities, or modernize the roadway. Forecasted roadway capital revenues were divided into four tiers:

- Tier 1 - FY 2030 through FY 2034
- Tier 2 - FY 2035 through FY 2039
- Tier 3 - FY 2040 through FY 2044
- Tier 4 - FY 2045 through FY 2050

The forecasted revenue totals by tier are shown for roadway capital funding in **Figure 43**.

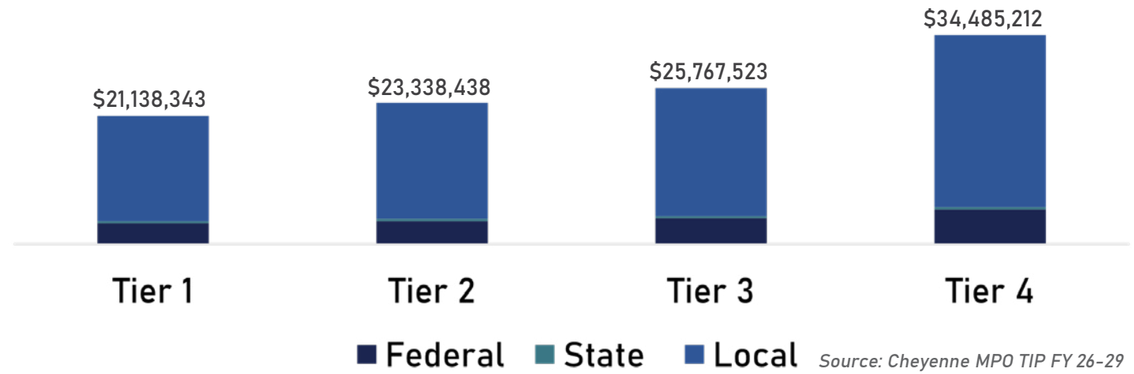
In the next 25 years, unforeseen minor adjustments to the transportation system will be necessary to enhance safety and traffic operations. To accommodate these future needs, 10% of local roadway capital funding, along with 2.5% of both state and federal funding, has been reserved for small-scale unspecified safety and operations projects. **Figure 44** illustrates the allocation of this funding by tier. Consequently, this reserved funding has been deducted from the available roadway capital budget for fiscally constrained roadway projects.

Figure 43. Roadway Capital Revenue by Tier



Source: Cheyenne MPO TIP FY 26-29

Figure 44. Safety and Operations Revenue by Tier

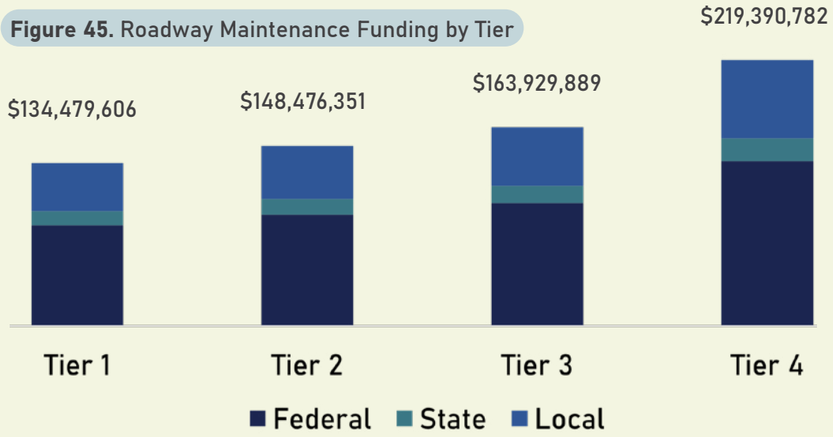


Source: Cheyenne MPO TIP FY 26-29

Roadway Maintenance Funding

Forecasted roadway maintenance funding followed the same process as roadway capital funding, showing federal, state and local maintenance funding by tier. These were based on historic TIP values and grown at an inflation rate of 2%. The forecasted maintenance funds by funding tier are shown in **Figure 45**.

Figure 45. Roadway Maintenance Funding by Tier

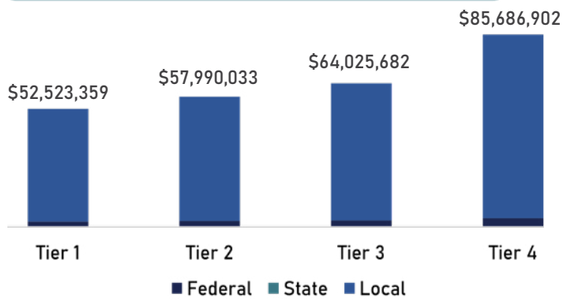


Source: Cheyenne MPO TIP FY 26-29

ACTIVE TRANSPORTATION FUNDING

Active transportation (pedestrian and bicycle) funding has been forecasted with the same methodology as roadway funding, based on historic TIP levels and grown at an inflation rate of 2%. Active transportation funding is a combination of 5th Penny active transportation capital and maintenance and the 6th Penny tax revenues. The active transportation funding is shown by funding tier in **Figure 46**.

Figure 46. Active Transportation Funding by Tier

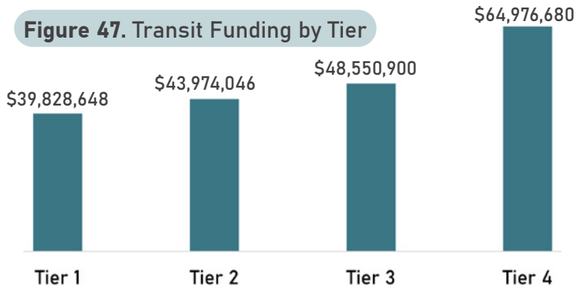


Source: Cheyenne MPO TIP FY 26-29

TRANSIT FUNDING

Transit funding follows a similar methodology to the roadway and active transportation funding, based on historic TIP levels and grown at an inflation rate of 2%. Transit funding is shown by funding tier in **Figure 47**.

Figure 47. Transit Funding by Tier



Source: Cheyenne MPO TIP FY 26-29

ADDITIONAL FUNDING SOURCES

Federal Funding Sources

FTA Section 5303 & 5304 - Metropolitan & State Planning Grants

These funds are used to foster the development of coordinated and regional transit planning for metropolitan and rural areas. Metropolitan Planning funds (5303) are provided for Cheyenne and Casper every year as part of their apportionment. FTA Section 5303 is handled by the municipality and only reviewed in publication form by Wyoming. Statewide planning (5304) in Wyoming is usually placed in a consolidated planning program and added to the state planning funds and available to municipalities and small rural areas.

» Local Match: 80/20 for Municipalities

Better Utilizing Investment to Leverage Development (BUILD) Grant

The USDOT administers the BUILD Grant program, which allows local governments to compete for discretionary funds for transportation infrastructure projects. In FY 2025, there is $1.5 billion available in BUILD funding. The focus of the BUILD grant is to stimulate job creation and spur economic growth in local economies. These projects will have a local and or regional impact and improve transportation infrastructure.

» Local Match: 20%

Infrastructure for Rebuilding America (INFRA)

The INFRA Grant, also known as the Nationally Significant Multimodal Freight & Highway Projects Program, a subset of the Multimodal Project Discretionary Grant (MPDG), awards competitive grants for multimodal, freight, and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The minimum grant size is $5 million for small projects (total project cost of under $100 million) and $25 million for large projects.

» Local Match: 17.21%

Strengthening Mobility and Revolutionizing Transportation (SMART)

The SMART program was established to provide grants to eligible public-sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety. SMART is a two-stage program. Stage 1 (funds up to $2 million) grants are open for any eligible entity to apply. Recipients of Stage 1 grants are eligible to expand their projects through Stage 2 grants (up to $15 million). The SMART program is currently funded at $100 million per year.

» Local Match: 0%

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The TIFIA program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The program's goal is to leverage federal funds by attracting substantial private and other non-federal co-investment in critical improvements to the nation's surface transportation system.

» Local Match: 0%

Highway Safety Improvement Program (HSIP)

The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on Tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

» Local Match: 0%

Safe Streets and Roads for All (SS4A)

The SS4A grant program provides funding through a competitive selection process and is intended to support various initiatives related to planning, infrastructure, behavior, and operations. The goal is to prevent fatal and serious injury crashes on roadways for all road users. Jurisdictions must already have an SS4A-compliant Safety Action Plan in place to apply for implementation funds. The SS4A program is scheduled to sunset in 2026 with the final year of the IIJA unless it is reauthorized in the next federal transportation authorization.

» Local Match: 20%

Surface Transportation Block Grant Program (STBG)

The STBG program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program funding is made available through the state transportation agencies. STBG is an apportioned (formula) program, which means the funds are only made available to the states by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).

- Local Match: 0%

Grants for Buses and Bus Facilities Competitive Program

The purpose of the Buses and Bus Facilities Competitive Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

- Local Match: 0%

State Funding Sources

Business Ready Community (BRC) Grant and Loan Program - Wyoming Business Council

The Business Ready Community (BRC) grant and loan program assists in the financing of publicly owned infrastructure that will serve the needs for businesses and promotes economic development. Public infrastructure includes "water; sewer; roads; airports; rights of way; telecommunications; land; spec buildings; amenities within a business park, industrial park, industrial site or business district; landscaping, recreation, and educational facilities; and other physical projects in support of primary economic and educational development." Cities, towns, counties, join power boards and Northern Arapaho and Eastern Shoshone tribes are eligible to apply.

- Local Match: Full Match (maximum ranges from $500,000 - $5 Million depending on the project)

Transportation Alternatives Program (TAP) - WYDOT

Transportation Alternatives are projects that are federally funded and community based. These projects expand travel choices and transportation experiences by integrating cultural, historic, and environmental aspects of transportation. TA projects must be at least one of 10 activities listed below that related to surface transportation:

- Pedestrian & Bicycle Facilities
- Safe Routes for Non-Drivers
- Conversion of Abandoned Railway Corridors to Trails
- Scenic Turnouts and Overlooks
- Outdoor Advertising Management
- Historic Preservation & Rehab of Historic Transportation Facilities
- Vegetation Management
- Archaeological Activities
- Stormwater Mitigation
- Wildlife Management

- Local Match: 9.51%

Alternative Funding Sources

Developer Contributions

Local governments can utilize land use regulation authority to require private developers to contribute to infrastructure projects through the following ways:

- Land Dedication. Requiring the developer to dedicate land for the infrastructure needed to accommodate the proposed development
- Construction. Requiring the developer to construct all or part of the needed infrastructure to accommodate the proposed development
- Impact Fees. Charging a fee to the developer to fund the infrastructure needed to accommodate the proposed development

Tax Increment Financing (TIF)

TIF is a public financing method used to promote economic development or redevelopment in specific areas. When a TIF district is established, the current tax base is frozen, and any future increases in property tax revenues resulting from rising property values within the district are used to fund development projects such as roadway improvements within that area. This helps fund infrastructure improvements without raising taxes, as the increased property values generate the additional revenue needed for funding.

Public-Private Partnerships (PPP)

A PPP is an agreement between government agencies and private sector companies to finance, build, and operate projects that serve the public. Typically, the government agency provides the regulatory framework and ensures that the project aligns with public interests, while the private sector may bring funding or expertise. PPPs are often used for large infrastructure projects such as highways, bridges, public transit, and utilities.

Tolling

Collecting fees from drivers on dedicated toll roads is a common method of generating revenue that can be used to implement roadway projects. Wyoming currently does not have any toll roads within the state.

Sales Tax

The Cheyenne region has a combined sales tax rate combines the 4% state tax rate with a 1% "5th penny" and a 1% "6th penny" that are subject to voter approval resulting in a 6% sales tax rate. The 5th Penny Sales Tax is a general purpose sales tax used to fund roads, traffic, and drainage systems in Cheyenne and Laramie County. The 6th Penny Sales Tax is a special purpose sales tax that can be used for capital projects such as new road construction, expanding existing facilities, or purchasing equipment for public safety.

11 IMPLEMENTATION PLAN

ROADWAY CAPITAL PROJECTS

This section breaks down the final list of recommended projects for implementation based on current and projected available funding. All projects are shown in both current and year-of-expenditure (YOE) dollars, meaning the project costs have been inflated at a rate of 5% per year from current year dollars to values at the time of the anticipated construction for the project. The rate of inflation for project cost is higher than the inflation rate for transportation revenues (2.0%) to reflect the trend in recent years of construction costs increasing faster than inflation. **Figure 48** shows the roadway capital projects based on the fiscal constraints.

ACTIVE TRANSPORTATION PROJECTS

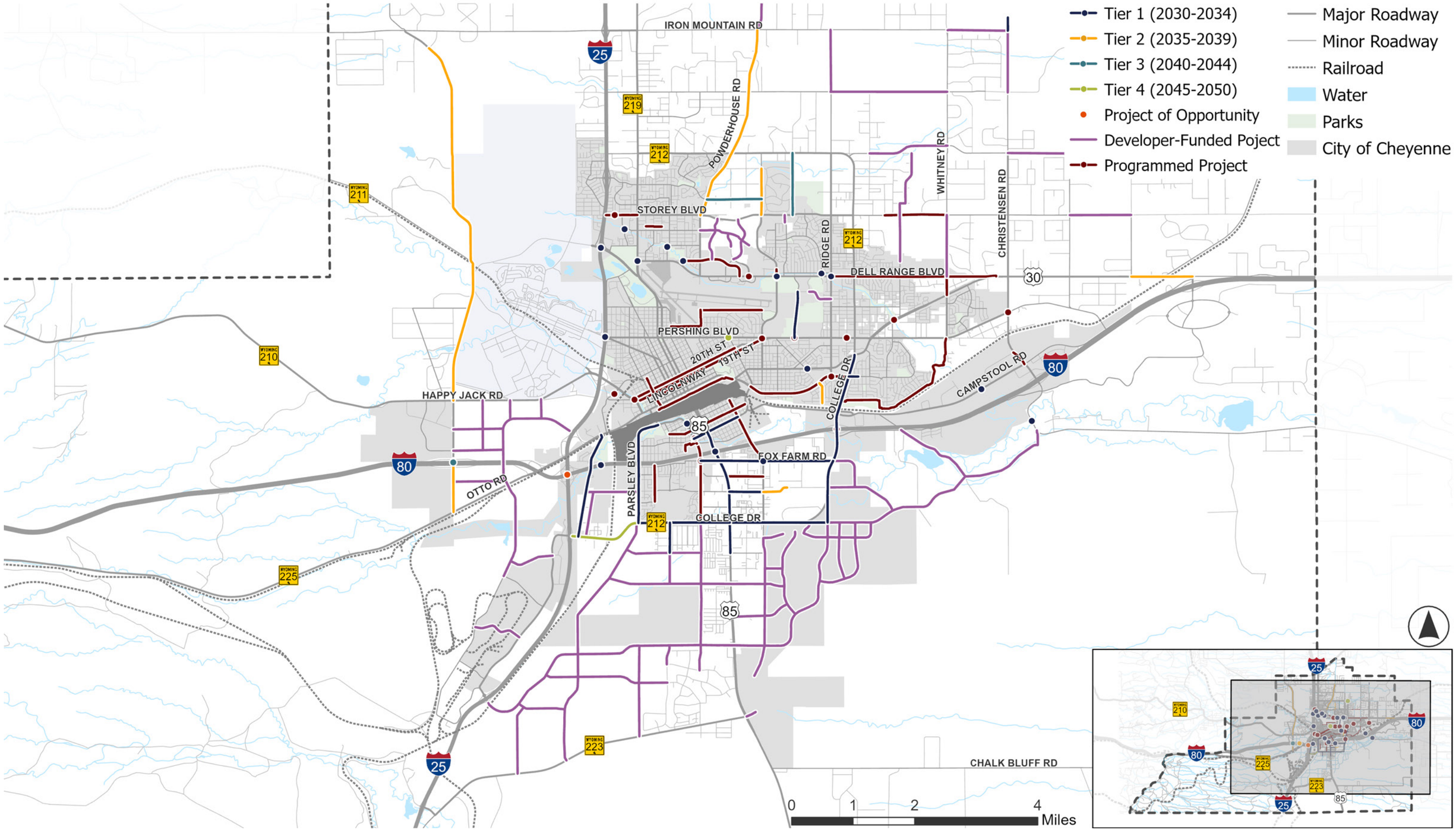
While many pedestrian and bicycle improvements occur within the right-of-way of roadways and are often included as parts of larger roadway projects, some active transportation projects will occur independent of roadway improvements. The proposed active transportation network consists of 33 individual projects that have been prioritized using the following implementation tiers:

- Tier 1 (0-5 years)
- Tier 2 (5-10 years)
- Tier 3 (10 years or more)

TRANSIT PROJECTS

Transit projects in Connect 2050 aim to increase access to the transit opportunities within the City and region. CTP is currently focused on rehabbing a building on Westland Avenue to serve as it's permanent new transfer hub that will connect local CTP services with existing and future intercity bus services. Additionally, the potential passenger rail station sites expand the options for regional connections with the Colorado Front Range.

Figure 48. Roadway Capital Projects by Funding Status



Source: Cheyenne MPO

Tier 1 (FY 2030-2034) Fiscally Constrained Projects

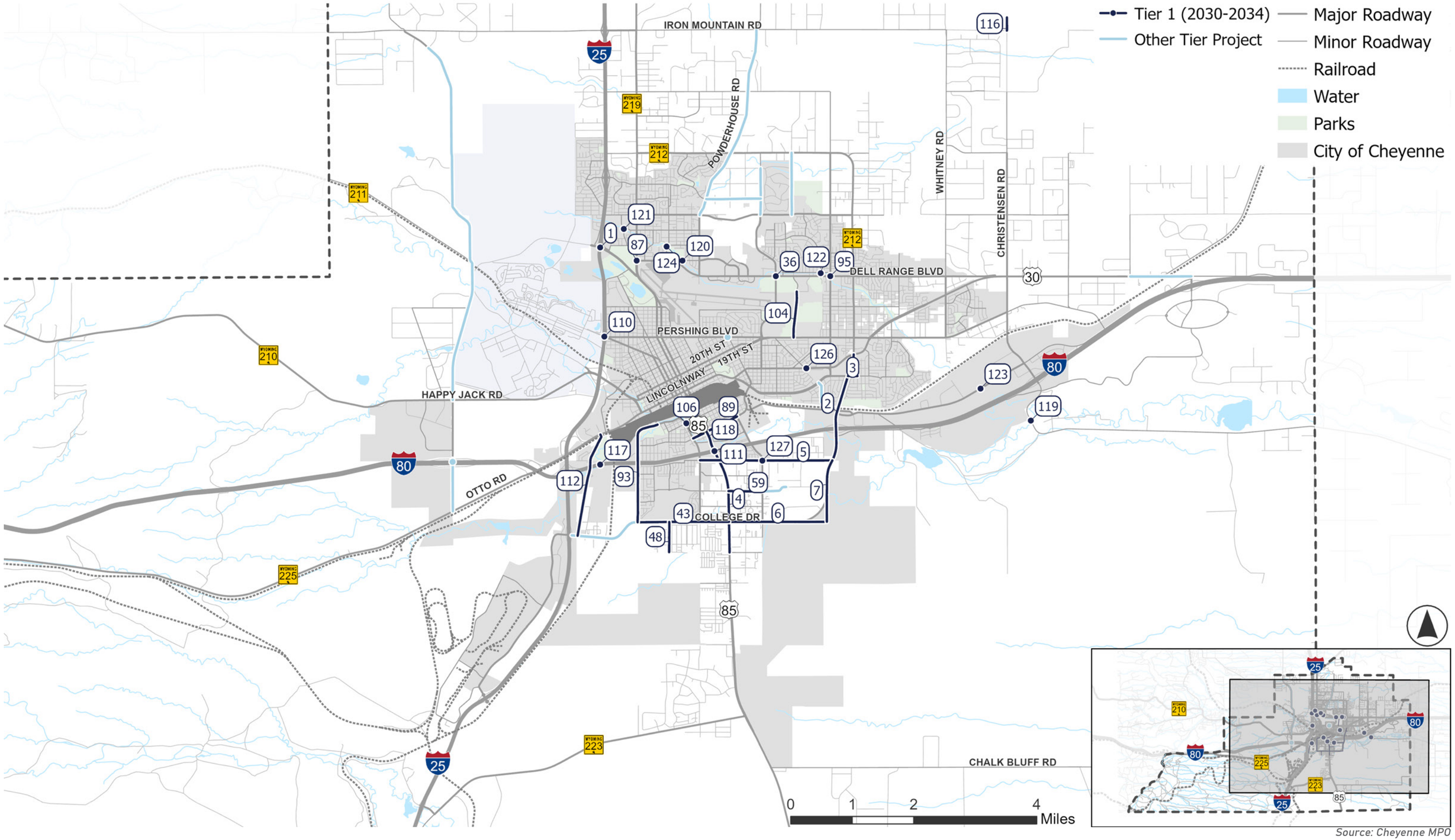
There are 30 projects that have been identified as Tier 1 fiscally constrained projects based on their priority level and anticipated YOE costs, as shown in **Table 20** and **Figure 49**.

Table 20. Tier 1 Fiscally Constrained Roadway Capital Projects

Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)	YOE Cost (Mil)	Fund Source	Lead Agency
1	I-25	Central Ave	-	Capacity improvements for Central Ave at I-25, Bishop Blvd, & Walker Rd	High	$1.85	$2.30	Federal	WYDOT
2	College Dr	Fox Farm Rd	Lincolnway	Widen to 7 lanes	High	$12.51	$15.58	Local	WYDOT
3	12th St	College Dr	Adams Ave	Widen to 5 lanes	High	$1.09	$1.36	Local	City of Cheyenne
4	US 85	Artesian Rd	I-80	Widen to 6 lanes, access management, active transportation enhancements	High	$6.10	$7.60	Federal	WYDOT
5	Fox Farm Rd	Walterscheid Blvd	College Dr	Widen to 3 lanes	High	$7.65	$9.53	Local	Laramie County
6	College Dr	US 85	High Plains Rd	Widen to 5 lanes, access management, continuous sidewalk	High	$12.63	$15.73	Federal	WYDOT
7	College Dr	Lummis Dr	Fox Farm Rd	Widen to 5 lanes, access management, continuous sidewalk	High	$7.85	$9.77	Federal	WYDOT
36	Converse Ave	Dell Range Blvd	-	Improve Intersection capacity	High	$0.70	$0.88	Federal	City of Cheyenne
43	College Dr	Parsley Blvd	US 85	Access management, intersection improvements, ped/bike enhancements	High	$0.72	$0.89	Federal	WYDOT
48	York Ave	Apple St	College Dr	Widen to 3 lanes, ped/bike improvements	Medium	$1.74	$2.16	Local	Laramie County
87	Yellowstone Rd	Dell Range Blvd	-	Capacity improvements	High	$5.47	$6.82	Local	City of Cheyenne
89	5th St	Deming Dr	Morrie Ave	Improve as a collector	High	$1.40	$1.75	Federal	City of Cheyenne
93	Parsley Blvd	College Dr	Ames Ave	Widen to 3 lanes, add greenway	High	$12.19	$15.19	Local	City of Cheyenne
95	Dell Range Blvd	College Dr	-	Improve intersection capacity	High	$7.30	$9.09	Local	City of Cheyenne
104	Windmill Rd	Pershing Blvd	Rock Springs St	Reconstruct roadway, add greenway	High	$5.01	$6.24	Local	City of Cheyenne
106	9th St	Crow Creek	-	Reconstruct bridge, add greenway, mitigate drainage issues	High	$4.30	$5.36	Local	City of Cheyenne
110	I-25	Randall Ave	-	Widen NB off-ramp to four lane approach	High	$0.88	$1.10	Federal	WYDOT
111	I-80	US 85	-	Widen EB off-ramp to two lanes	High	$0.77	$0.97	Federal	WYDOT
112	Southwest Dr	College Dr	Lincolnway	Reconstruct to collector, mitigate drainage issues	High	$8.93	$11.13	Local	City of Cheyenne
116	Christensen Rd	Iron Mountain Rd	US 85	New two-lane roadway	Low	$1.68	$2.09	Local	Laramie County
117	I-80	Clear Creek	-	Mitigate drainage issues	Medium	$1.85	$2.30	Local	WYDOT
118	US 85	I-80	5th St	Mitigate drainage issues, improve 5th St intersection	High	$10.13	$12.62	Federal	WYDOT
119	Campstool Rd	Crow Creek	-	Mitigate drainage issues	Medium	$1.54	$1.92	Local	Laramie County
120	Prairie Ave	Dry Creek	-	Mitigate drainage issues	High	$0.77	$0.96	Local	City of Cheyenne
121	Education Dr	Dry Creek	-	Mitigate drainage issues	Medium	$0.90	$1.12	Local	City of Cheyenne
122	Hilltop Dr	Dry Creek	-	Mitigate drainage issues, add greenway	High	$0.78	$0.97	Local	City of Cheyenne
123	Campstool Rd	Dry Creek	-	Mitigate drainage issues, add greenway	High	$0.26	$0.33	Local	City of Cheyenne
124	Seminoe Rd	Dry Creek	-	Mitigate drainage issues	Medium	$0.75	$0.94	Local	City of Cheyenne
126	Lincolnway	E of Henderson Dr	-	Mitigate drainage issues, add greenway	High	$2.35	$2.92	Local	City of Cheyenne
127	Fox Farm Rd	Morrie Ave/Ave C	-	Reconstruct intersection, ped/bike enhancements	High	$0.56	$0.70	Local	City of Cheyenne
							Federal Tier 1 Revenue	$54,288,662	
							Federal Tier 1 YOE Expenditures	$52,465,000	
							Federal Tier 1 Revenue Balance	$1,823,662	
							Local Tier 1 Revenue	$75,005,729	
							Local Tier 1 YOE Expenditures	$74,979,000	
							Local Tier 1 Revenue Balance	$26,729	

Source: Cheyenne MPO

Figure 49. Tier 1 Fiscally Constrained Roadway Capital Projects



Source: Cheyenne MPO

Tier 2 (FY 2035-2039) Fiscally Constrained Projects

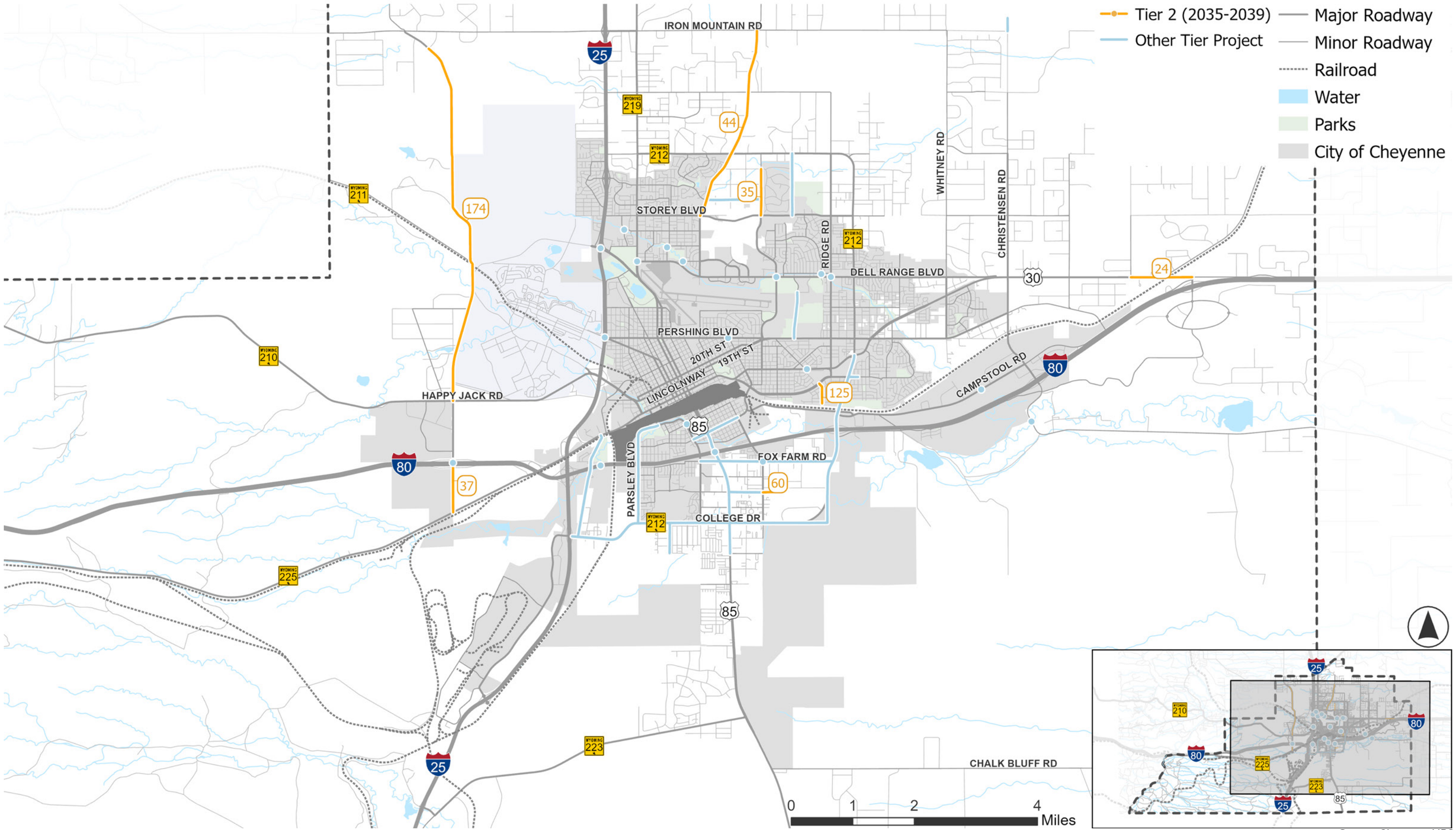
Tier 2 has seven projects projected within its time period, which is a five-year span from FY 2035 through FY 2039. **Table 21** and **Figure 50** provide the details of Tier 2.

Table 21. Tier 2 Fiscally Constrained Roadway Capital Projects

Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)	YOE Cost (Mil)	Fund Source	Lead Agency
24	US 30	Westedt Rd	Archer Pkwy	Widen to 3 lanes, Add Greenway	Medium	$5.71	$8.43	Local	WYDOT
35	Converse Ave	Storey Blvd	Columbia Dr	New three-lane roadway	Low	$8.78	$12.98	Local	Laramie County
37	Roundtop Rd	Otto Rd	I-80	Widen to 5 lanes	Low	$8.78	13.29	Federal	Laramie County
44	Powderhouse Rd	Storey Blvd	Iron Mountain Rd	Widen to 3 lanes, Add Greenway	High	$18.47	$27.30	Local	Laramie County
60	Allison Rd	Ave C	West Cul-de-Sac	New three-lane roadway	Low	$5.17	$7.64	Federal	Laramie County
125	Henderson Dr	Homestead Ave	Nationway	Mitigate drainage issues, add greenway	Medium	$19.51	$28.82	Local	City of Cheyenne
174	Round Top Rd	Happy Jack Rd	Arabian Ln	Reconstruct the roadway to match rural minor arterial cross section with 8 ft shoulders	High	$26.79	$39.59	Federal	Laramie County
							Federal Tier 2 Revenue	$59,939,069	
							Federal Tier 1 Revenue Balance	$1,823,662	
							Federal Tier 2 Expenditures	$60,518,000	
							Federal Tier 2 Revenue Balance	$1,244,731	
							Local Tier 2 Revenue	$82,812,386	
							Local Tier 1 Revenue Balance	$26,729	
							Local Tier 2 Expenditures	$77,525,000	
							Local Tier 2 Revenue Balance	$5,314,115	

Source: Cheyenne MPO

Figure 50. Tier 2 Fiscally Constrained Roadway Capital Projects



Source: Cheyenne MPO

Tier 3 (FY 2040-2044) and Tier 4 (FY 2045-2050) Fiscally Constrained Projects

There are four projects, shown in **Table 22**, that are included in Tier 3 and two projects, shown in **Table 23**, that are included in Tier 4 fiscally constrained projects list. Tier 3 covers a five-year span from FY 2040 through FY 2044 and Tier 4 covers from FY 2045 through FY 2050. Beyond the tiers there is one project of opportunity that is not anticipated to be funded through the assumed funding sources forecasted through FY 2050. This project is shown in **Table 24**. Tier 3, Tier 4, and the project of opportunity are shown in **Figure 51**.

Table 22. Tier 3 Fiscally Constrained Roadway Capital Projects

Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)	YOE Cost (Mil)	Fund Source	Lead Agency
16	Chief Washakie Ave	Storey Blvd	Four Mile Rd	New three-lane roadway, new greenway	Low	$13.97	$26.34	Local	City of Cheyenne
46	I-80	Roundtop Rd	-	Improve interchange, widen underpass to 5 lanes	Medium	$28.99	$54.66	Federal	WYDOT
113	Tranquility Rd	Powderhouse Rd	Converse Ave	Reconstruct to collector	Low	$3.97	$7.48	Local	Laramie County
182	Harriman Rd	Jenny Lynn Rd	I-80	Improve roadway to rural minor arterial cross section with 8' shoulders	Low	$2.58	$4.87	Local	Laramie County
							Federal Tier 3 Revenue	$66,177,576	
							Federal Tier 2 Revenue Balance	$1,244,731	
							Federal Tier 3 Expenditures	$54,663,000	
							Federal Tier 3 Revenue Balance	$12,759,307	
							Local Tier 3 Revenue	$91,431,566	
							Local Tier 2 Revenue Balance	$5,314,115	
							Local Tier 3 Expenditures	$38,686,000	
							Local Tier 3 Revenue Balance	$58,059,681	

Source: Cheyenne MPO

Table 23. Tier 3 Fiscally Constrained Roadway Capital Projects

Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)	YOE Cost (Mil)	Fund Source	Lead Agency
42	College Dr	I-25	Parsley Blvd	Access management, intersection improvements, RR grade separation	Medium	$40.75	$108.13	Local	WYDOT
90	Pershing Blvd	Concord Rd/Logan Ave	-	Realign Intersection	Medium	$7.30	$19.36	Local	City of Cheyenne
							Federal Tier 4 Revenue	$88,566,827	
							Federal Tier 3 Balance	$12,759,307	
							Federal Tier 4 Expenditures	$88,566,827	
							Federal Tier 4 Balance	$101,326,134	
							Local Tier 4 Revenue	$122,364,767	
							Local Tier 3 Balance	$58,059,681	
							Local Tier 4 Expenditures	$127,485,000	
							Local Tier 4 Balance	$52,939,448	

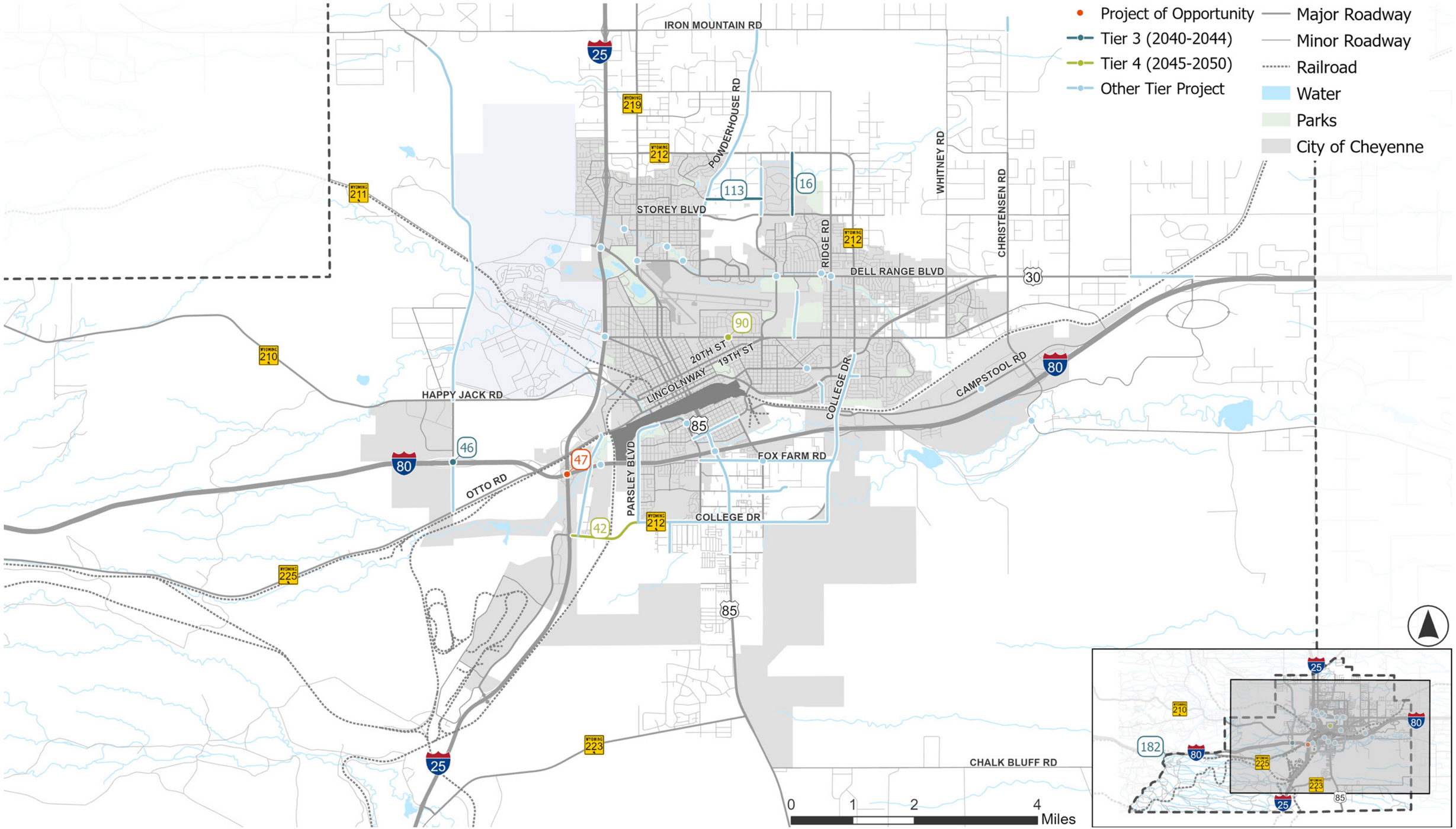
Source: Cheyenne MPO

Table 24. Roadway Capital Projects of Opportunity

Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)
47	I-25	I-80	-	Reconstruct interchange	High	$500.39
					(Total Cost 2025$)	$500,385,457

Source: Cheyenne MPO

Figure 51. Tier 3 Fiscally Constrained Roadway Capital Projects



Source: Cheyenne MPO

Assumed Developer-Funded Projects

There are 59 projects that are assumed to be constructed by developers as growth occurs. While these roadways are assumed to be constructed by 2050, there are no more specific timeframes assumed for these projects as they are purely development driven. **Table 25** and **Figure 53** show the specific details for the projects.

Table 25. Assumed Developer-Funded Roadway Capital Projects

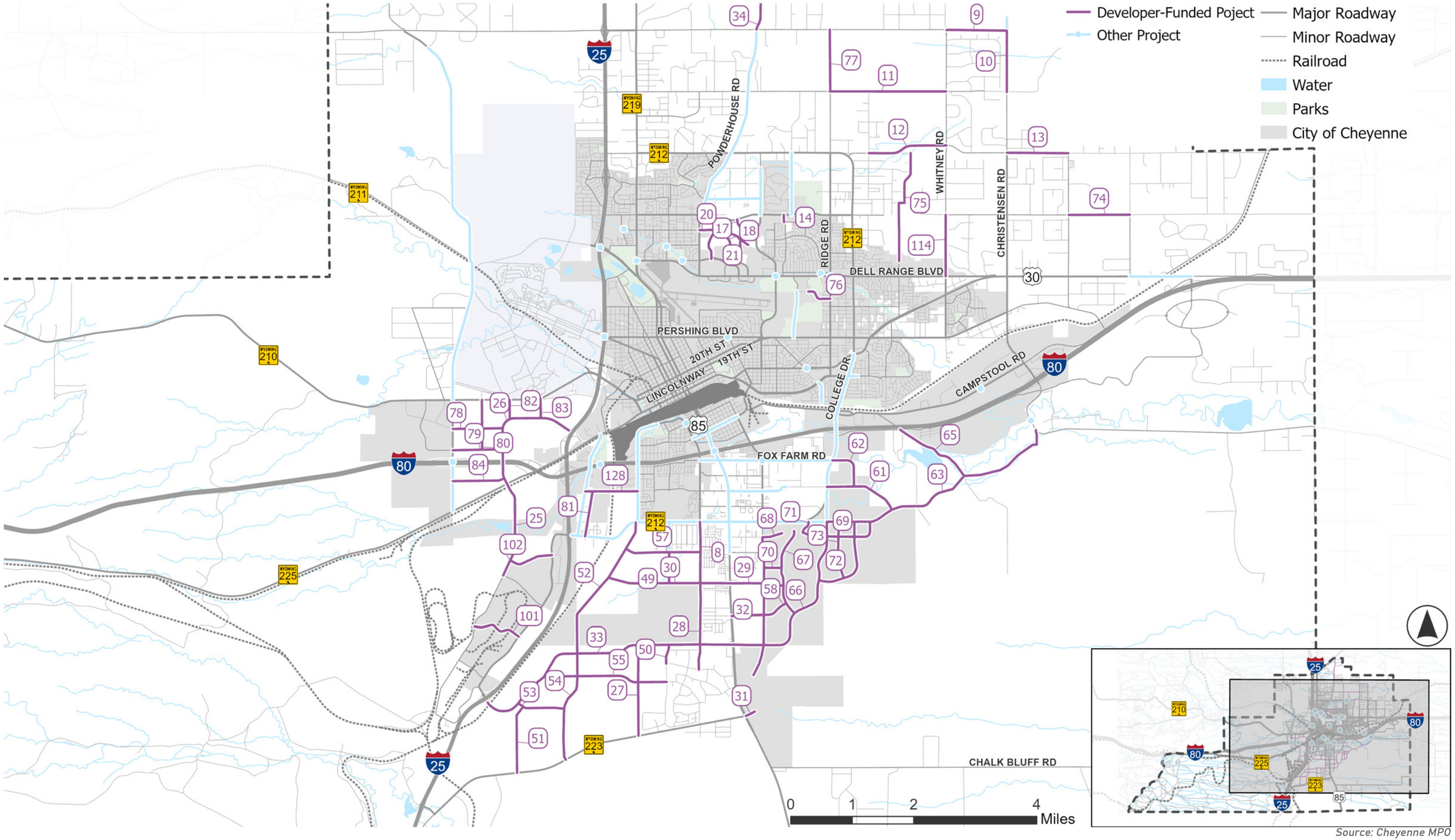
Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)
8	Division Ave	Wallick Rd	College Dr	New three-lane roadway, Add Greenway	Medium	$13.95
9	Iron Mountain Rd	Whitney Rd	Christensen Rd	New three-lane roadway	Low	$11.48
10	Christensen Rd	Riding Club Rd	Iron Mountain Rd	New three-lane roadway	Low	$11.72
11	Riding Club Rd	Ridge Rd	Whitney Rd	New three-lane roadway	Low	$22.16
12	Four Mile Rd	Braehill Rd	Whitney Rd	New three-lane roadway, new greenway	Low	$17.99
13	Four Mile Rd	Christensen Rd	Reese Rd	New three-lane roadway	Low	$11.71
14	Mountain Rd	Wild Bluff	Storey Blvd	New three-lane roadway	Low	$1.40
17	Frontier Mall Dr.	Rue Terre	Carlson St	New three-lane roadway, Add Greenway	Medium	$10.59
18	Rue Terre	Dead End	Storey Blvd	New three-lane roadway	Medium	$2.65
20	Carlson St	Powderhouse Rd	Converse Ave	New three-lane roadway, Add Greenway	High	$12.03
21	Fort Laramie Trl	Prairie Ave	Storey Blvd	New three-lane roadway	High	$8.21
25	Berwick Dr	Wallick Rd	I-80	New two-lane roadway and RR overpass	High	$56.28
26	Berwick Dr	I-80	I-25	New two-lane roadway	High	$13.31
27	Parsley Blvd	Terry Ranch Rd	College Dr	New three-lane roadway	Low	$17.27
28	Division Ave	Dayshia Ln	Wallick Rd	New three-lane roadway, Add Greenway	Medium	$21.29
29	Wallick Rd	US 85	High Plains Rd	New three-lane roadway	High	$10.22
30	Wallick Rd	Parsley Blvd	Division Ave	New three-lane roadway	Medium	$23.31
31	Ave C	US 85	Loving Trail	New three-lane roadway	Medium	$1.92
32	Ave C	Current North Dead End	Dayshia/Loving Trail	New three-lane roadway, Add Greenway	Medium	$31.59
33	High Plains Rd	I-25	US 85	New three-lane roadway, Add Greenway	Low	$62.64
34	Powderhouse Rd	Iron Mountain Rd	US 85	New three-lane roadway	Low	$37.50
49	York Ave	Wallick Rd	Apple St	New three-lane roadway	Low	$5.90
50	York Ave	Dayshia Ln	High Plains Rd	New three-lane roadway	Low	$3.68
51	New N-S Collector	Terry Ranch Rd	New E-W Collector	New three-lane roadway	Low	$13.03
52	Parsley Blvd	High Plains Rd	College Dr	New three-lane roadway	Medium	$28.52
53	New E-W Collector	High Plains Rd	New N-S Collector	New three-lane roadway	Low	$8.99
54	Parsley Blvd	Terry Ranch Rd	High Plains Rd	New three-lane roadway	Low	$21.08
55	Remington Dr	High Plains Rd	Troyer Dr	New three-lane roadway	Medium	$23.49
57	Apple St	New N-S Collector	Division Ave	New three-lane roadway, interstate overpass	Medium	$39.32
58	Julianna Rd	US 85	Sweetgrass Dr	New three-lane roadway, interstate overpass	Low	$36.14
61	Allison Rd	College Dr	Lummis Dr	New three-lane roadway	Medium	$14.16
62	Fox Farm Rd	College Dr	Allison Rd	New three-lane roadway	Low	$8.50
63	Lummis Dr	College Dr	Campstool Rd	New three-lane roadway, Add Greenway	High	$56.52

Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)
65	Burlington Trl	Lummis Dr	Industrial Rd	New three-lane roadway, Add Greenway	Medium	$6.38
66	High Plains Rd	US 85	College Dr	New three-lane roadway, Add Greenway	Medium	$43.52
67	Sweetgrass Dr	High Plains Rd	Murray Rd	New three-lane roadway	High	$17.00
68	Murray Rd	Ave C	Goodnight Trl	New three-lane roadway, Add Greenway	Medium	$4.58
69	Murray Rd	Prairie Gold Ln	Lummis Dr	New three-lane roadway, Add Greenway	Medium	$18.31
70	Nation Rd	Ave C	Sweetgrass Dr	New three-lane roadway, Add Greenway	High	$20.27
71	Cirrus Dr	Murray Rd	College Dr	New three-lane roadway	Medium	$3.33
72	Cumulus Dr	High Plains Rd	Lummis Dr	New three-lane roadway	Low	$10.90
73	New N-S Collector	Cumulus Dr	Lummis Dr	New three-lane roadway	Medium	$2.42
74	Beckle Rd	Reese Rd	Westedt Rd	New three-lane roadway	Low	$11.68
75	Van Buren Ave	Sullivan St	Four Mile Rd	New three-lane roadway	Low	$21.95
76	Rock Springs St	Moran Ave	Grove Dr	New three-lane roadway	Low	$4.91
77	Ridge Rd	Riding Club Rd	Iron Mountain Rd	New three-lane roadway	Medium	$11.77
78	Veta Dr	Roundtop Rd	Berwick Dr	New three-lane roadway	Low	$9.52
79	Horizon Dr	Roundtop Rd	Lincolnway	New three-lane roadway	Low	$9.54
80	New N-S Collector	Horizon Dr	Happy Jack Rd	New three-lane roadway	Medium	$9.51
81	Broken Arrow Rd	College Dr	Swan Ranch Rd	New three-lane roadway	Medium	$10.12
82	New N-S Collector (East)	Berwick Dr	Happy Jack Rd	New three-lane roadway	Low	$3.71
83	New N-S Collector (West)	Berwick Dr	Happy Jack Rd	New three-lane roadway	High	$3.72
84	New E-W Collector	Roundtop Rd	Berwick Dr	New three-lane roadway	High	$9.90
101	Bridger Peak Rd	Berwick Dr	Cleark Creek Pkwy	New three-lane roadway	High	$9.34
102	Gannett Peak Dr	Berwick Dr	Cleark Creek Pkwy	New three-lane roadway	Low	$8.45
114	Whitney Rd	Dell Range Blvd	Storey Blvd	Widen to 3 lanes, Add Greenway	Medium	$3.53
128	Swan Ranch Rd	Southwest Dr	Parsley Blvd	New three-lane roadway, Add Greenway	Medium	$10.28
145	Storey Blvd/ Highland Rd	College Dr	Whitney Rd	Add Greenway along eastern Storey Blvd and Highland Rd and through the open lot	High	$4.63
146	Christensen Rd	Hereford Ranch Rd	Four Mile Rd	Add Greenway along Christensen Rd	Medium	$11.26
					Total Cost (2025$)	$939,052,609

Table 25 Continued. Assumed Developer-Funded Roadway Capital Projects

Source: Cheyenne MPO

Figure 53. Assumed Developer-Funded Roadway Capital Projects



Source: Cheyenne MPO

Transit Projects

The Cheyenne MPO completed their Cheyenne Passenger Rail Station Site Selection Study in April of 2025. This study, along with input from CTP staff and the public, helped identify the transit projects shown in **Table 26**.

Table 26. Recommended Transit Project Timeframe

Project ID	Project Name	Timeframe
136	Old Happy Jack Rd Passenger Rail Station	In coordination with Front Range Passenger Rail service implementation
137	Reed Avenue Steam Plant Passenger Rail Station	
183	Add Circulator Route with the Westland Building	Mid-Term (5-10 Years)
184	New Westland Building Transit Transfer Hub	Mid-Term (5-10 Years)
185	South Transit Route Realignment	Short-Term (0-5 Years)

Source: Cheyenne MPO

Active Transportation Projects

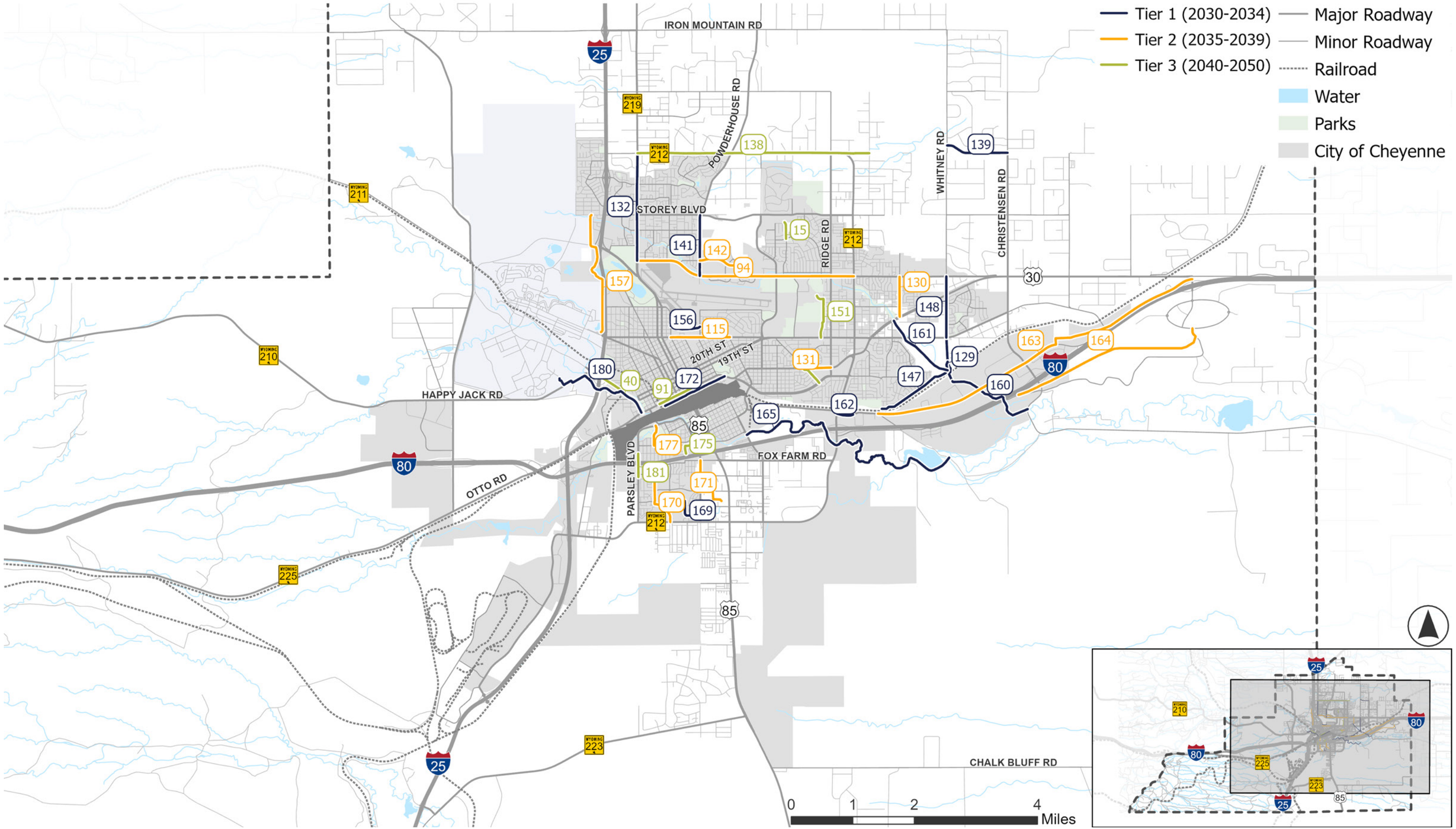
All projects are shown in YOE dollars, meaning the project costs have been inflated at a rate of 5% from current year dollars to values at the time of the anticipated construction for the project. Tier 1 has 14 projects, Tier 2 has 11 projects, and Tier 3 has an additional eight projects, all of which is shown in **Table 27**. The locations of these projects can be seen in **Figure 55**.

Table 27. Active Transportation Projects by Implementation Tier

Project ID	Primary Route	From	To	Project Description	Priority Level	2025 Cost (Mil)	Tier Level
132	Yellowstone Rd	Dell Range Blvd	Four Mile Rd	Add Pedestrian and bicycle enhancements	High	$0.48	Tier 1
162	Campstool Rd	College Dr	Livingston Ave	Add Greenway along Campstool Rd	High	$0.58	Tier 1
169	Center Dr	Dead end	South High School Greenway	Add Greenway connection from Center Dr to New South High School Greenway	High	$0.77	Tier 1
156	3rd Ave	Evans Ave	Airport Pkwy	Add Greenway around cemetery connecting 3rd Ave	High	$1.09	Tier 1
129	East Park Greenway	Whitney Rd/Echo Star Dr	Pershing Blvd	New greenway	High	$1.64	Tier 1
141	Powderhouse Rd	Dell Range Blvd	Storey Blvd	Add Greenway along southern portion of Powderhouse Rd	High	$2.17	Tier 1
148	Whitney Rd	Pershing Blvd	Dell Range Blvd	Add Greenway along Whitney Rd	High	$2.19	Tier 1
139	Four Mile Rd	Whitney Rd	Christensen Rd	Add Greenway along Four Mile Rd	High	$2.23	Tier 1
172	15th St	Bent Ave	Lincolnway	Add Greenway along 15th St	High	$2.38	Tier 1
161	Dry Creek	East Park Greenway	Lincolnway	Add Greenway along Dry Creek	High	$2.71	Tier 1
160	Dry Creek	Campstool Rd	East Park Greenway	Add Greenway along Dry Creek	High	$3.39	Tier 1
180	New Greenway	Lincolnway	Ziemann Blvd	Add Greenway connecting Freedom Elementary School with Lincolnway	High	$3.92	Tier 1
147	Whitney Rd	Baldwin Dr	East Park Greenway	Add Greenway along Whitney Rd	High	$6.24	Tier 1
165	Crow Creek	Morrie Ave	Burlington Trail Rd	Add Greenway along Crow Creek	High	$10.99	Tier 1
130	Van Buren Ave	US 30	Dell Range Blvd	New detached sidewalks	High	$0.45	Tier 2
94	Dell Range Blvd	Yellowstone Rd	College Dr	Ped/bike/drainage enhancements	High	$0.52	Tier 2
177	New Greenway	5th St	Parsely Blvd	Add Park Greenway	High	$0.76	Tier 2
142	Prairie Ave	Powderhouse Rd	Cutoff Rd	Add Greenway along Prairie Ave	High	$1.46	Tier 2
170	Cribbon Ave	College Dr	Jefferson Rd	Add Greenway along Cribbon Ave	High	$2.03	Tier 2
115	Pershing Blvd	Evans Ave	Logan Ave	Ped/bike enhancements, Add Greenway	High	$2.12	Tier 2
171	Walterscheid Blvd	Prosser Rd	Fox Farm Rd	Add Greenway along Walterscheid Blvd	High	$2.15	Tier 2
131	Lincolnway	Kelley Dr	Ridge Rd	Add Greenway underpass	High	$4.28	Tier 2
157	Antelope Ave/I-25	Pershing Blvd	Storey Blvd	Add Greenway along I-25	High	$4.63	Tier 2
164	New Greenway	HR Ranch Rd	HR Ranch Rd	Add Greenway between HR Ranch Rd and I-80	High	$7.25	Tier 2
163	Campstool Rd	Burlington Trail Rd	Archer Pkwy	Add Greenway along Campstool Rd	High	$12.61	Tier 2
15	Mountain Rd	Plain View Rd	Wild Bluff	New greenway	Low	$0.61	Tier 3
181	Parsley Blvd	WAPA Greenway Corridor	3rd St	Add Greenway connecting WAPA Greenway corridor to 3rd St	Mid	$0.83	Tier 3
175	Partoyan Dr	2nd St	5th St	Add Greenway along Partoyan Dr	High	$0.94	Tier 3
159	Henderson Dr	Nationway	Omaha Rd	Add Greenway along Henderson Dr	Mid	$1.06	Tier 3
91	Lincolnway	Reed Ave	House Ave	Streetscape, ped/bike enhancements, Add Greenway	Low	$1.29	Tier 3
151	Grove Dr	Pershing Blvd	Rock Springs St	Add Greenway along Grover Dr	Low	$1.71	Tier 3
40	Missile Dr	Lincolnway	I-25	Streetscape, ped/bike enhancements, greenway underpass	High	$4.28	Tier 3
138	Four Mile Rd	Yellowstone Rd	Braehill Rd	Add Greenway along Four Mile Rd	High	$8.36	Tier 3
					(Total Cost 2025$)	$98,131,945.00	

Source: Cheyenne MPO

Figure 55. Active Transportation Network Prioritization



Source: Cheyenne MPO

12

SYSTEM PERFORMANCE REPORT

FEDERAL PERFORMANCE REPORTING REQUIREMENTS

In 2010, MAP-21 legislation introduced new requirements for performance management and performance-based planning and programming to optimize the use of federal transportation funds. MAP-21 was replaced with the FAST Act in 2015, and the FAST Act was replaced with the Infrastructure Investment and Jobs Act (IIJA) in 2021. Both the FAST act and the IIJA continued the performance management and performance-based planning and programming requirements with some minor changes. To comply with the legislation, state DOTs and MPOs must apply a transportation performance management approach when carrying out their federally required transportation planning and programming activities. The requirements provide a systematic and objectives-driven approach to decision-making that supports national coals for federal-aid highway and public transportation programs. The five national priorities include:

Safety	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	Maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	Achieve a significant reduction in congestion on the National Highway System.
System Reliability	Improve the efficiency of the surface transportation system.
Freight Movement	Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Cheyenne MPO Policy Committee has identified and approved four main priority areas in 2025. These priority areas include: Safety, Infrastructure Condition, System Reliability and Freight, and Transit Asset Management. For each priority, specific performance measures have designated targets. The Cheyenne MPO can choose to establish its own performance measures and targets or adopt the statewide measures and targets set by WYDOT. The System Performance Report outlines the current condition and performance of the transportation system concerning these performance measures and targets.

CHEYENNE MPO CURRENT PERFORMANCE

The system performance report evaluates the condition and the performance of the transportation system with respect the four priority areas. A summary of the performance report is found in **Table 32** at the end of the section.

Safety

The five safety performance measures relate to the reduction of fatal and serious injury crashes, including non-motorized crashes. The Cheyenne MPO has agreed to adopt WYDOT's targets for this priority area. The target and the current conditions for each of these measure are shown in **Table 28**.

The Connect 2050 LRTP has identified safety-related projects to help the MPO achieve the goals established by WYDOT. The Cheyenne MPO will continue to collaborate with State and safety stakeholders to prioritize maintaining and enhancing the safety of the transportation system.

Table 28. Safety Performance Measures and Targets

Measure	Target	Current Condition (2022)	Meeting Target
Number of fatalities	128	126	Yes
Rate of fatalities	1.35	1.25	Yes
Number of serious injuries	450	426	Yes
Rate of serious injuries	5.00	4.20	Yes
Number of non-motorized fatalities and number of non-motorized serious injuries	30	32	No

Source: Cheyenne MPO TIP FY 26-29

Infrastructure Condition

The infrastructure condition performance measures are split between four that are pavement conditions and two that are bridge conditions. There is consideration for both Interstate Highway and non-interstate National Highway System (NHS) facilities. The Cheyenne MPO has agreed to adopt WYDOT's targets as shown in the **Table 29**.

There are eight reconstruction projects and an additional 12 widening projects that have been identified that will improve the pavement and/or bridge condition.

Table 29. Infrastructure Condition Performance Measures and Targets

Measure	Target	Current Condition (2022)	Meeting Target
Percent of Interstate pavements in good condition	≥40%	61.5%	Yes
Percent of Interstate pavements in poor condition	≤5%	1%	Yes
Percent of non-interstate NHS pavements in good condition	≥40%	42.2%	Yes
Percent of non-interstate NHS pavements in poor condition	≤10%	1.1%	Yes
Percentage of NHS bridge in good condition	≥10%	22.9%	Yes
Percentage of NHS bridges in poor condition	≤10%	4.3%	Yes

Source: Cheyenne MPO TIP FY 26-29

System Reliability and Freight

This priority area has three performance measures. Two look into all travel while one focuses just on truck travel. For the measure that looks at all travel it uses a metric called Level of Travel Time Reliability (LOTTR) which describes the ratio of 80th percentile to 50th percentile travel time (with overall system performance then normalized for length, volume, and vehicle occupancy). An acceptable LOTTR is considered to be 1.5.

For the truck specific measure, a metric called Truck Travel Time Reliability (TTTR) is used. This metric is the ratio of the 95th percentile to the 50th percentile travel time (weighted by segment lengths). The Cheyenne MPO has agreed to adopt WYDOT's targets as shown in **Table 30**.

Table 30. System Reliability and Freight Performance Measures and Targets

Measure	Target	Current Condition (2022)	Meeting Target
Percent Interstate Time Travel Reliability LOTTR	≥96%	99.9%	Yes
Percent Non-Interstate NHS Time Travel Reliability LOTTR	≥88%	91.8%	Yes
Percent Interstate Truck Travel Time Reliability TTTR	≤1.28%	1.22%	Yes

Source: Cheyenne MPO TIP FY 26-29

Transit Asset Management

The Transit Asset Management (TAM) is a business model that uses the condition of assets to guide investments into the transit network with the goal of keeping the network in a State of Good Repair. If the network is not within good repair there could be safety risks, decreased system reliability, higher maintenance costs, and lower system performance. The Cheyenne MPO has agreed to adopt WYDOT's targets as shown in **Table 31**.

The Connect 2050 LRTP update includes transit mobility as part of its overarching goals within the Connectivity goal. Proximity and connection to an existing transit route was used in the project prioritization process. Additionally there are improvements recommended to address transit demand and challenges with the existing system.

Table 31. Transit Asset Management Performance Measures and Targets

Measure	Target	Current Condition (2022)	Meeting Target
Transit rolling stock useful life benchmark (percent in poor state of good repair)	≤60%	18.0%	Yes
Transit equipment service vehicles exceeding useful life benchmark (percent in poor state of good repair)	≤65%	100%	Yes
Facilities useful life benchmark (percent of poor state of good repair)	=0%	0%	Yes

Source: Cheyenne MPO TIP FY 26-29

Table 32. Cheyenne MPO Performance Measures and Targets Summary

Priority Area	Measure	Target	Current Condition (2022)	Connect 2050 Investments Contributing to Target
Safety	Number of fatalities	128	126	Types of projects that address safety challenges include access control, bike enhancements, roadway widening, converting one-way streets to two-way streets, bridge reconstruction, construction of new roadways, and intersection realignment.
	Rate of fatalities	1.35	1.25	
	Number of serious injuries	450	426	
	Rate of serious injuries	5.00	4.20	
	Number of non-motorized fatalities and number of non-motorized serious injuries	30	28	
Infrastructure Condition	Percent of Interstate pavements in good condition	≥40%	61.5%	Types of projects that improve the infrastructure condition include those to reconstruct or widen roadways or specifically mitigate drainage issues on the roadway
	Percent of Interstate pavements in poor condition	≤5%	1%	
	Percent of non-interstate NHS pavements in good condition	≥40%	42.2%	
	Percent of non-interstate NHS pavements in poor condition	≤10%	1.1%	
	Percentage of NHS bridge in good condition	≥10%	22.9%	
	Percentage of NHS bridges in poor condition	≤10%	4.3%	
System Reliability and Freight	Percent Interstate Time Travel Reliability LOTTR	≥96%	99.9%	Projects identified to help address current or future congestion include elevating the functional classification of some roadways to a higher use (i.e. elevating a roadway from a collector to an arterial), widening roadways, and improving intersections.
	Percent Non-Interstate NHS Time Travel Reliability LOTTR	≥88%	91.8%	
	Percent Interstate Truck Travel Time Reliability TTTR	≤1.28%	1.22%	
Transit Asset Management	Percent Interstate Time Travel Reliability LOTTR	≥96%	99.9%	By aligning with the TDP and closely coordinating with the Cheyenne Transit Program, this LRTP will support and advance the region's transit goals and opportunities.
	Percent Non-Interstate NHS Time Travel Reliability LOTTR	≥88%	91.8%	
	Percent Interstate Truck Travel Time Reliability TTTR	≤1.28%	1.22%	

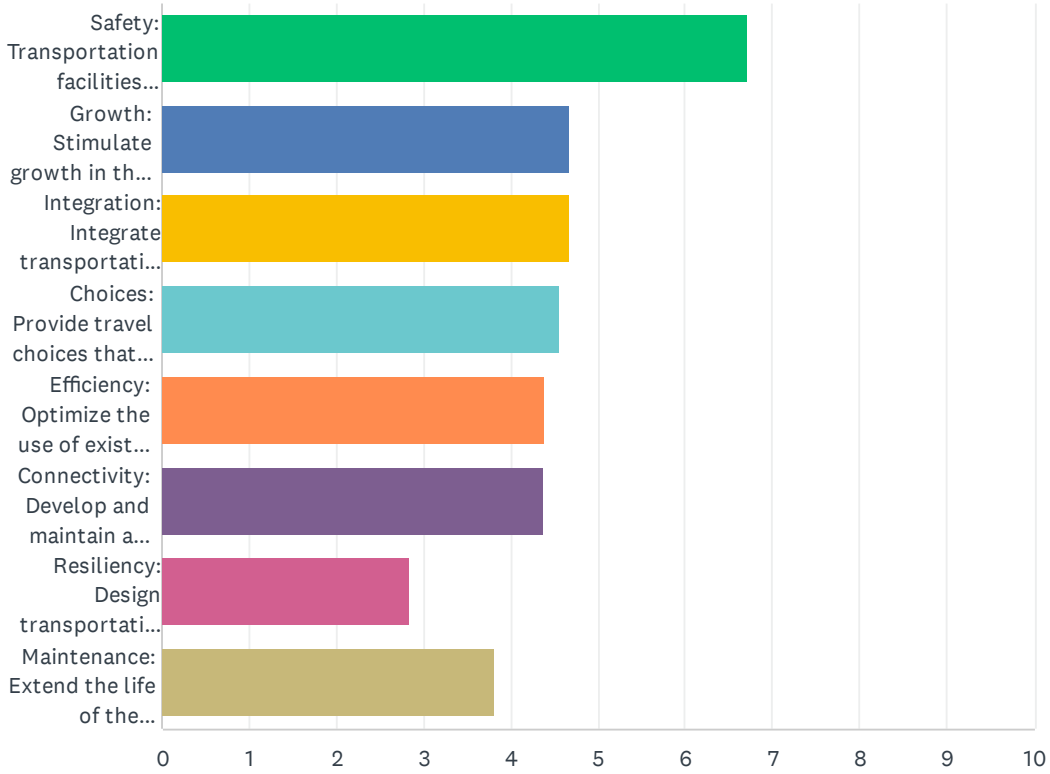
Source: Cheyenne MPO

APPENDICES

APPENDIX A. COMMUNITY SURVEY RESULTS

Q1 Please rank the following planning goals from 1 through 8. (1 = Most Important, 8 = Least Important)

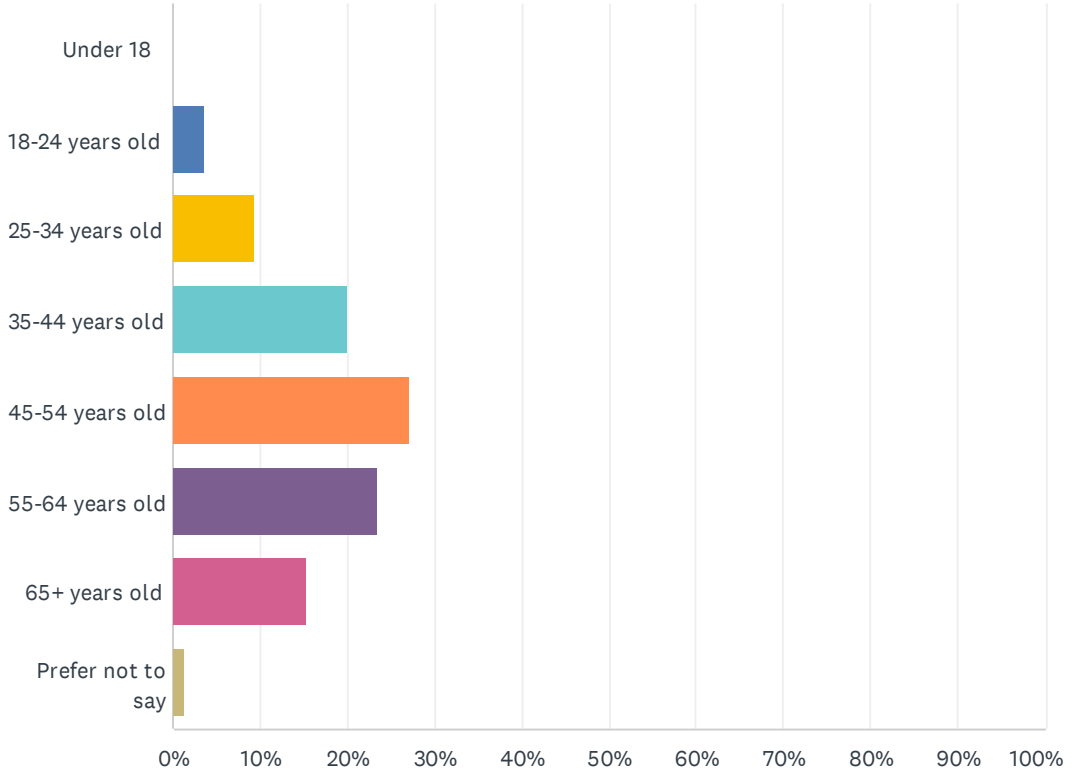
Answered: 89 Skipped: 3



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Safety: Transportation facilities provide safe travel options for all residents and visitors.	51.69% 46	8.99% 8	13.48% 12	13.48% 12	10.11% 9	1.12% 1	1.12% 1	0.00% 0	89	6.71
Growth: Stimulate growth in the economy, development, and tourism by providing a transportation system that accommodates current and future demand for the movement of residents, visitors, and goods.	16.85% 15	21.35% 19	8.99% 8	3.37% 3	13.48% 12	6.74% 6	7.87% 7	21.35% 19	89	4.66
Integration: Integrate transportation and land use decisions to create and preserve neighborhoods that promote vibrant community character and encourage active living.	5.62% 5	16.85% 15	17.98% 16	19.10% 17	6.74% 6	14.61% 13	10.11% 9	8.99% 8	89	4.66
Choices: Provide travel choices that are accessible to all travelers, promote local mobility, and reduce the impacts of transportation on the environment and neighborhoods.	7.87% 7	13.48% 12	14.61% 13	22.47% 20	5.62% 5	12.36% 11	15.73% 14	7.87% 7	89	4.56
Efficiency: Optimize the use of existing infrastructure and opportunistic funding options to make prudent investments in the transportation network to maintain system predictability.	4.49% 4	10.11% 9	15.73% 14	12.36% 11	22.47% 20	20.22% 18	11.24% 10	3.37% 3	89	4.39
Connectivity: Develop and maintain a multimodal transportation system that provides direct, continuous, and safe connections between local and regional destinations and services.	5.62% 5	14.61% 13	11.24% 10	16.85% 15	14.61% 13	15.73% 14	11.24% 10	10.11% 9	89	4.37
Resiliency: Design transportation facilities and networks so they are secure and resilient to impacts from manmade or natural disasters.	0.00% 0	3.37% 3	7.87% 7	4.49% 4	14.61% 13	14.61% 13	32.58% 29	22.47% 20	89	2.83
Maintenance: Extend the life of the transportation system and promote fiscal responsibility by emphasizing maintenance over system expansion.	7.87% 7	11.24% 10	10.11% 9	7.87% 7	12.36% 11	14.61% 13	10.11% 9	25.84% 23	89	3.81

Q2 How old are you?

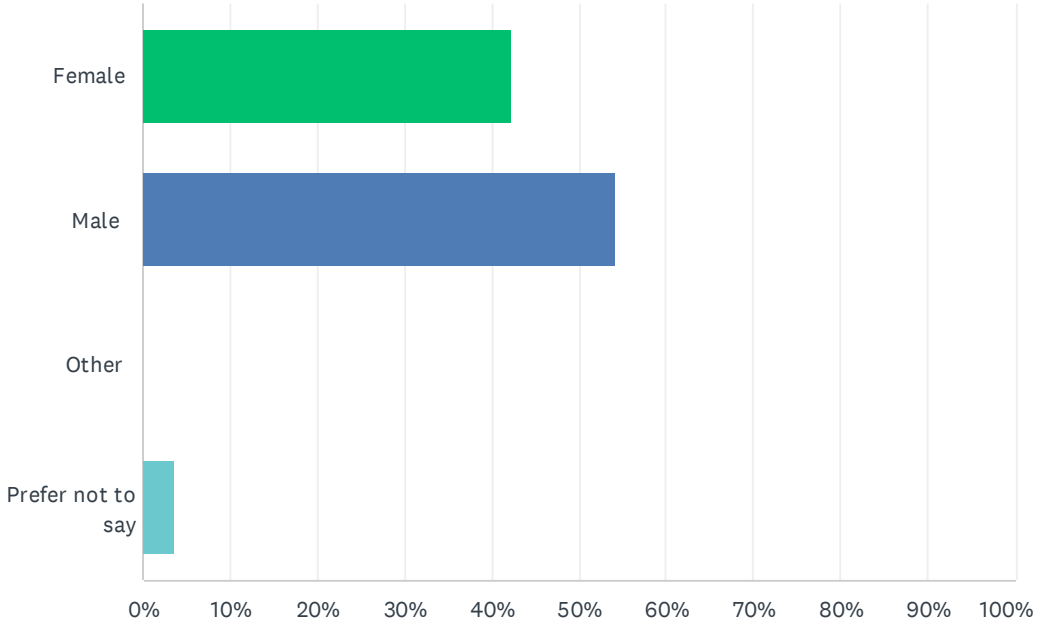
Answered: 85 Skipped: 7



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24 years old	3.53%	3
25-34 years old	9.41%	8
35-44 years old	20.00%	17
45-54 years old	27.06%	23
55-64 years old	23.53%	20
65+ years old	15.29%	13
Prefer not to say	1.18%	1
TOTAL		85

Q3 What is your gender?

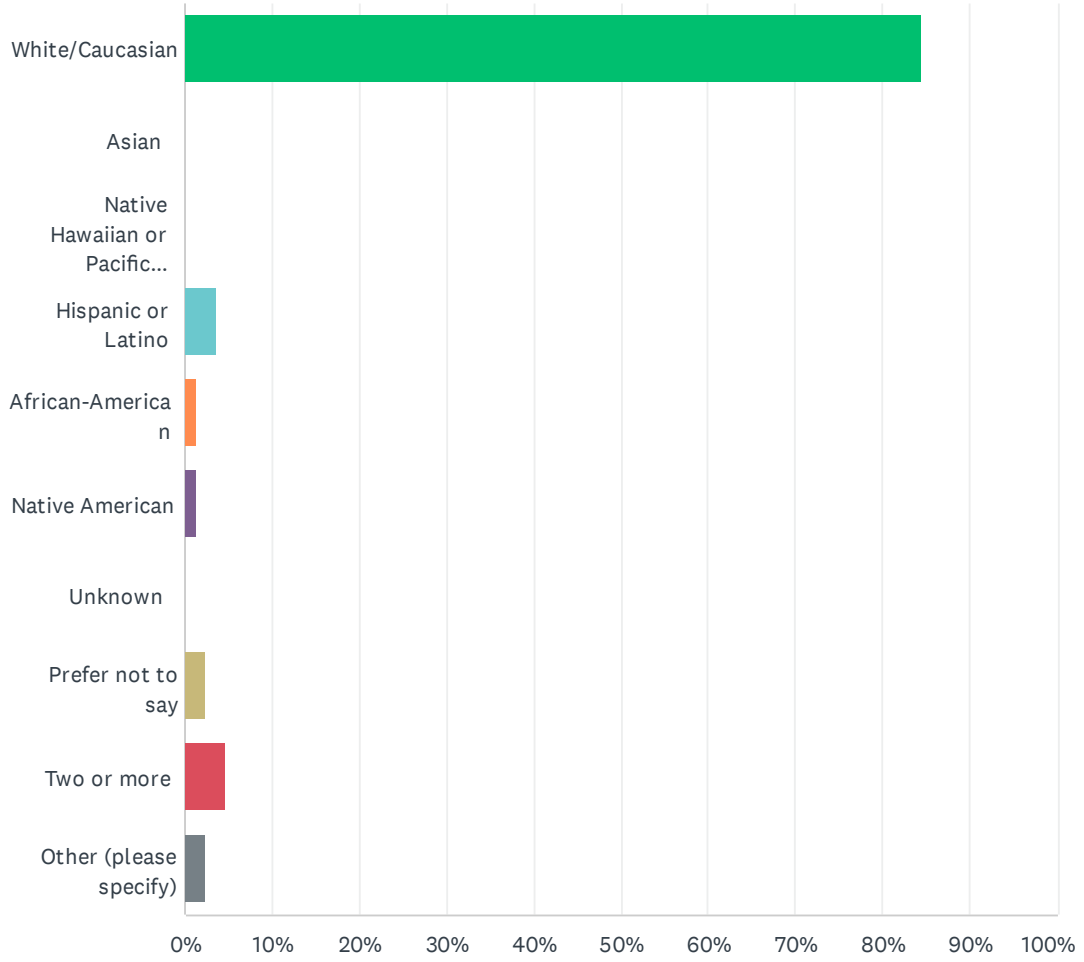
Answered: 83 Skipped: 9



ANSWER CHOICES	RESPONSES	
Female	42.17%	35
Male	54.22%	45
Other	0.00%	0
Prefer not to say	3.61%	3
TOTAL		83

Q4 What is your ethnic background?

Answered: 84 Skipped: 8

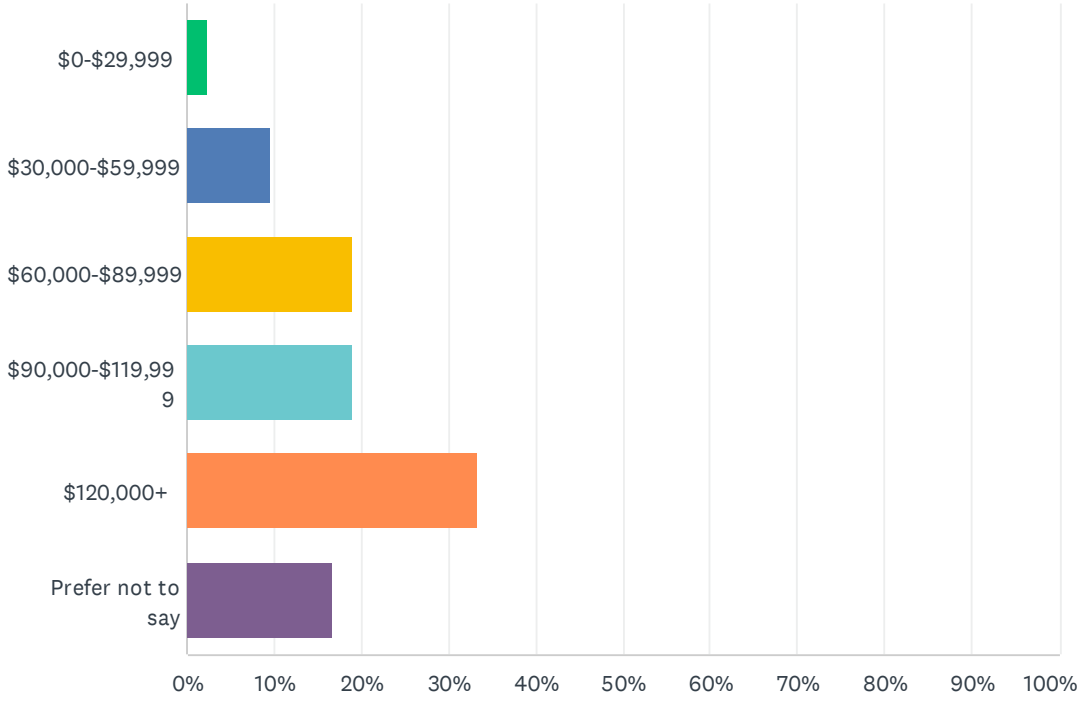


ANSWER CHOICES	RESPONSES	
White/Caucasian	84.52%	71
Asian	0.00%	0
Native Hawaiian or Pacific Islander	0.00%	0
Hispanic or Latino	3.57%	3
African-American	1.19%	1
Native American	1.19%	1
Unknown	0.00%	0
Prefer not to say	2.38%	2
Two or more	4.76%	4
Other (please specify)	2.38%	2
TOTAL		84

#	OTHER (PLEASE SPECIFY)	DATE
1	American	6/12/2025 4:19 PM
2	human	6/11/2025 7:22 PM

Q5 What is your annual household income?

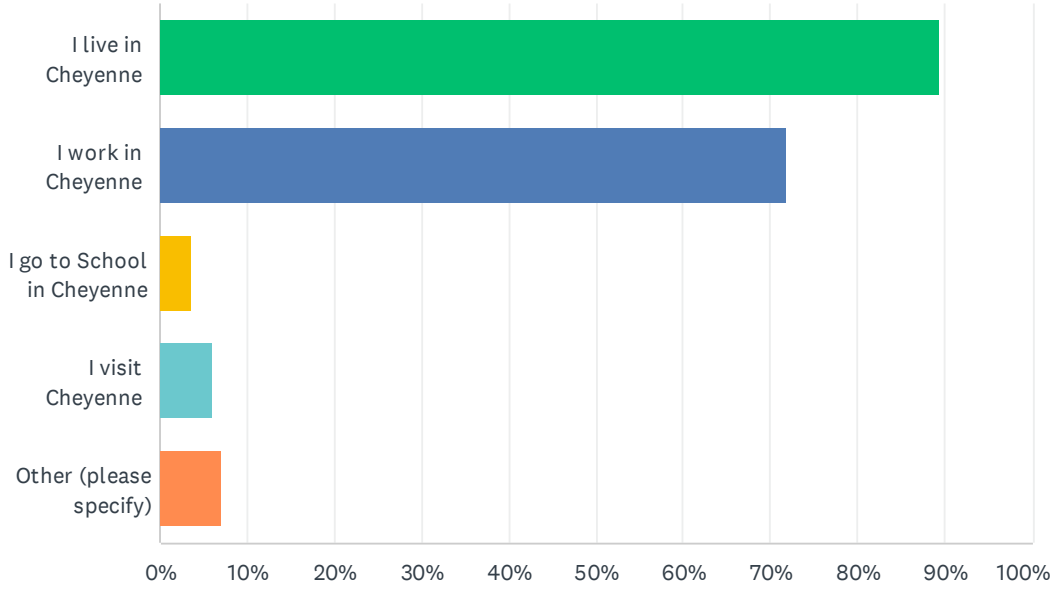
Answered: 84 Skipped: 8



ANSWER CHOICES	RESPONSES	
$0-$29,999	2.38%	2
$30,000-$59,999	9.52%	8
$60,000-$89,999	19.05%	16
$90,000-$119,999	19.05%	16
$120,000+	33.33%	28
Prefer not to say	16.67%	14
TOTAL		84

Q6 Why do you travel around the Cheyenne region? (Check all that apply)

Answered: 85 Skipped: 7



ANSWER CHOICES	RESPONSES	
I live in Cheyenne	89.41%	76
I work in Cheyenne	71.76%	61
I go to School in Cheyenne	3.53%	3
I visit Cheyenne	5.88%	5
Other (please specify)	7.06%	6
Total Respondents: 85		

#	OTHER (PLEASE SPECIFY)	DATE
1	I shop, have doctor's, vision, and dentist appts in Cheyenne	7/18/2025 2:40 PM

2	Exercise on the Greenway	7/17/2025 12:13 PM
3	I live in Laramie County	6/24/2025 6:50 AM
4	Have moved but still visit on occassion.	6/13/2025 3:57 PM
5	Cheyenne doesn't have things that I want so I travel to neighboring cities	6/12/2025 7:37 AM
6	I play in Cheyenne	6/11/2025 4:07 PM

Q7 If you would like to receive email updates about Connect 2050, please provide your email address.

Answered: 19 Skipped: 73

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	19
Phone Number	0.00%	0

#	NAME	DATE
	There are no responses.	

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
	There are no responses.	

#	ADDRESS 2	DATE
	There are no responses.	

#	CITY/TOWN	DATE
	There are no responses.	

APPENDIX B. PREVIOUSLY PROGRAMMED PROJECTS

LRTP ID	Plan	Project Type	Project Type ID	Description	Name	Programmed Year	Project Estimate
1	23-27 CIP	Intersection/Interchange Improvemen	Vehicle	Reconstruct the intersection of Dell Range & Rue Terre including construction of storm pipe in lieu of open ditch to provide better intersection alignment for north/south traffic. Additionally, include realignment of Rue Terre to accommodate development	Dell Range/Rue Terre Reconstrction	2027	$ 4,000,000.00
2	23-27 CIP	Widen Roadway	Vehicle	Increase capacity/widen to minor arterial for 0.41 miles, including mill and overlay maintenance, and add upgrades as required on 19th St. from Logan Ave. to Converse Ave.	19th St. to Logan Ave. to Converse A	2024	$ 1,800,000.00
3	23-27 CIP/	Reconstruct Roadway/Bridge	Vehicle	Realignment of 5th Street and rebuild of bridge to convey the 100 year old floodway. Acquisition of property will likely be required. Additionally, construction on greenway connector is anticipated along Deming Drive.	5th St Bridge (Crow Creek)/Deming C	2023-2024	$ 4,585,995.00
4	23-27 CIP/	Intersection/Interchange Improvemen	Vehicle	Intersection reconfiguration at Fox Farm Rd. and Walterscheid Blvd.	W. Fox Farm And Walterscheid	2024-2025	$ 1,750,000.00
5	23-27 CIP	Intersection/Interchange Improvemen	Vehicle	Reconstruct the intersection of Ridge Rd. and Nationway with the addition of new signals.	Nationway Rehabilitation	2023	$ 1,500,000.00
6	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - 19th Street Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
7	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - 20th Street Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
8	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - Morrie Ave Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
9	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - Airport Parkway Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
10	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - Walterscheid Blvd Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
11	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - Prairie Ave Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
12	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - Western Hills Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
13	23-27 CIP	Ped/Bike Enhancements	Active	As part of the Phase I implementation of the On Street Bicycle Plan, final construction design using TAP funding was completed for the following projects - 15th Street. Funding is now needed to sign and stripe these corridors.	On Street Bicycle Facilties Phase II	2024-2027	$ 40,000.00
14	23-27 CIP	Reconstruct Roadway/Bridge	Vehicle	Westland Bridge Repair	Westland Bridge Repair	2024	$ 250,000.00
15	23-27 CIP/	Widen Roadway	Vehicle	Reconstruct/widen Dell Range Blvd. between College Dr. and Whitney Rd. to accommodate anticipated traffic growth.	East Dell Range Blvd Widening	2024	$ 8,300,000.00
16	23-27 CIP	Ped/Bike Enhancements	Active	Mill and overlay with concrete repair and ADA upgrades on Dell Range Blvd. from Ridge Rd. to College Dr.	East Dell Range Blvd Widening	2024	$ 8,300,000.00
17	23-27 CIP/	Intersection/Interchange Improvemen	Vehicle	Reconfigure intersection to allow for greater capacity especially for right turn movements from northbound Yellowstone Rd. to eastbound Dell Range Blvd. This will include concrete pavement, signal upgrades, and median construction/reconstruction.	Reconstruct Dell Range Blvd. and Yel	2025	$ 2,000,000.00
18	23-27 CIP	Reconstruct Roadway/Bridge	Vehicle	Reconstruction of Converse Avenue (Pedestrian Overpass to Masonway) including RC box culvert/bridge replacement & Dell Range Blvd. intersection	Converse Avenue Phase 1 (Ped Over	2023-2025	$ 4,900,000.00
19	23-27 CIP	Reconstruct Roadway/Bridge	Vehicle	WYDOT, Laramie County, and City of Cheyenne cooperative project for the reconstruction of Whitney Road (Dell Range Blvd. to U.S. 30)	Whitney Rd and Dell Range Blvd	2023-2024	$ 4,751,350.00
20	23-27 CIP	Reconstruct Roadway/Bridge	Vehicle	WYDOT, Laramie County, and City of Cheyenne cooperative project for the reconstruction of Dell Range Blvd. (Whitney Road to U.S. 30).	Whitney Rd and Dell Range Blvd	2023-2024	$ 4,751,350.00

LRTP ID	Plan	Project Type	Project Type ID	Description	Name	Programmed Year	Project Estimate
21	23-27 CIP	New Roadway	Vehicle	The scope-of-work for this project will include plan development, right-of-way purchase, and construction of the extension of Storey Boulevard from Whitney Road to Highland Road. This project will rely on a partnership with Laramie County	Storey Blvd Extension	2023-2024	$ 1,845,000.00
22	24-27 TIP	Ped/Bike Enhancements	Active	Crosswalk Safety Improvements on Western Hills Blvd by McCormick JH	Safe Routes to School Crosswalk	2024	$ 545,000.00
23	24-27 TIP	Ped/Bike Enhancements	Active	Crosswalk Safety Improvements on Pershing Blvd at McCann	Safe Routes to School Crosswalk	2024	$ 545,000.00
24	24-27 TIP	Intersection/Interchange Improvemen	Vehicle	Converse Ave Roundabout Operational Improvements	Converse Ave Roundabout Operatio	2024	$ 500,000.00
25	24-27 TIP	Intersection/Interchange Improvemen	Vehicle	Pershing Blvd. at Windmill Road Intersection Improvements	Pershing Blvd. at Windmill Road Inte	2024	$ 1,000,000.00
26	24-27 TIP	Reconstruct Roadway/Bridge	Vehicle	Miller Lane Construction	Miller Lane Construction	2024	$ 250,000.00
27	24-27 TIP	Intersection/Interchange Improvemen	Active	Intersection and lighting enhancements at Christensen Road, median aesthetic enhancements along US 30, Greenway path re-alignment, and relocation of a pedestrian underpass under US 30.	US30 (Pershing Blvd. to Christensen I	2024	$ 1,246,086.00
28	24-27 TIP	Railroad Enhancement	Vehicle	Reed Avenue Rail Corridor	Reed Avenue Rail Corridor	2024-2027	$ 15,040,000.00
29	24-27 TIP	Intersection/Interchange Improvemen	Vehicle	Converse Ave & Dell Range Intersection Improvement and Structure Replacement	Converse Ave & Dell Range Intersect	2025	$ 5,000,000.00
30	24-27 TIP	Reconstruct Roadway/Bridge	Vehicle	18th St Reconstruction (Reed Ave to House Ave) Design and Construction	18th St Reconstruction (Reed Ave to	2025	$ 4,500,000.00
31	24-27 TIP	Intersection/Interchange Improvemen	Vehicle	19th St and Missile Intersection Realignment	19th St and Missile Intersection Real	2025-2026	$ 3,270,000.00
32	24-27 TIP	Reconstruct Roadway/Bridge	Vehicle	Nationway with 12th St. Reconstruction: Logan to College Dr.	Nationway with 12th St. Reconstruct	2027	$ 2,400,000.00
33	24-27 TIP	New Greenway	Active	US 30 Greenway Underpass Replacement	US 30 Greenway Underpass Replacer	2024	$ 1,500,000.00
34	24-27 TIP	New Greenway	Active	South Park Subdivision at Walterscheid Greenway Connector: W. 3rd to W 4th Street	South Park Subdivision at Waltersch	2024	$ 120,000.00
35	24-27 TIP	New Greenway	Active	Sun Valley Open Space to Kiwanis Park Greenway Connector: Approx. 2.2 mile Greenway Connection from Sun Valley trailhead east of College Dr. into Kiwanis Community Park	Sun Valley Open Space to Kiwanis Pa	2025	$ 2,000,000.00
36	24-27 TIP	New Greenway	Active	Christensen Road Greenway: Commerce Circle to Campstool Connector	Christensen Road Greenway:	2025	$ 250,000.00
37	24-27 TIP	New Greenway	Active	Airport/Avenues Greenway Connector: Approx. .7 mile Greenway Connection across southern edge of Cheyenne Regional Airport from Evans Ave. to Airport Parkway then north the airport terminal bldg	Airport/Avenues Greenway Connect	2026	$ 1,000,000.00
38	24-27 TIP	New Greenway	Active	Downtown Greenway Connector: Approx. 1.6 miles Greenway Connection and Shared Use Roadway along 15th Street from Ames Ave. to Holliday Park Underpass	Downtown Greenway Connector	2027	$ 1,500,000.00

APPENDIX C. PREVIOUSLY RECOMMENDED PROJECTS

LRTP ID	Plan	Project Type	Project Type Topic	Description	Name	Plan Year
1	College Drive Planning and Traffic Study	Reconstruct Roadway/Bridge, New Sidewalk/Crosswalk	Active	Add sidewalks to match the optimal five-lane cross section per Figure 32, consolidate driveway access to meet access management standards- Convert the intersection to RIRO; improve Burlington Trail Rd between Industrial Rd and Campstool Rd; add a crosswalk across Industrial Rd- Widen to add a third NB through lane and eight-foot sidewalks on both sides of the roadway- Widen to add a third NB through lane and eight-foot sidewalks on both sides of the roadway; narrow travel lanes as-needed to avoid bridge widening- Signalize the intersection and add crosswalks on all legs- Widen to add a third NB through lane and eight-foot sidewalks on both sides of the roadway- Widen the intersection to accommodate a second WB left-turn lane and a third NB through lane; remove one SB left-turn lane to allow for permitted-protected phasing; add crosswalks on all legs. Note: two SB left-turn lanes may be needed if queues extend beyond the available storage length. If this is found to be needed, a new College Drive viaduct over the railroad tracks may be needed to incorporate three through lanes.	I-80 Focus Area Improvements	2023
2	College Drive Planning and Traffic Study	Reconstruct Roadway/Bridge, New Sidewalk/Crosswalk	Active	Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards- Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards; add a HAWK signal trail crossing at Allison Draw- Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards	Widening and Multimodal improvements (High Plains Rd/Lummis Dr to Fox Farm Rd)	2023
3	College Drive Planning and Traffic Study	Reconstruct Roadway/Bridge, New Sidewalk/Crosswalk	Active	Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards- Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards- Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards- Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards- Widen the roadway to the optimal five-lane cross-section per Figure 32, including sidewalks and consolidate driveway access points to meet access management standards	Widening and Multimodal improvements (South Greeley Highway to High Plains Rd/Lummis Dr)	2023
4	College Drive Planning and Traffic Study	Reconstruct Roadway/Bridge, New Sidewalk/Crosswalk	Active	Align the future Wallick Rd extension to a new south leg (with left and shared through/right lanes) and signal at Southwest Dr with service road access to the Love's Travel Stop; convert the Love's Travel Stop/Sinclair Access to RIRO; add crosswalks on all legs of Southwest Dr and sidewalk connections along College Dr- Construct an overpass over the BNSF, realign Bridle Bit Rd to Bar X Rd and realign access points on the east side of the BNSF. Add sidewalks to match the optimal three-lane cross-section per Figure 31	I-25 Focus Area and BNSF Crossing Improvements	2023
5	College Drive Planning and Traffic Study	Reconstruct Roadway/Bridge, New Sidewalk/Crosswalk	Active	Consolidate driveway access points to meet access management standards and add sidewalks to match the optimal three-lane cross-section per Figure 31- Construct a HAWK signal near the intersection- Consolidate driveway access points to meet access management standards and	Multimodal and Access Improvements (Parsley Blvd to South Greeley Highway)	2023
6	Connect 2045	New Roadway	Vehicle	New Roadway on Iron Mountain Rd from Whitney Rd to Christensen Rd	Iron Mountain Rd	2020
7	Connect 2045	Reconstruct Roadway/Bridge, Ped/Bike Enhancements	Active	Access Control, Ped/Bike enhancements on US 85 from Terry Ranch Rd to I-80	US 85	2020
8	Connect 2045	New Roadway	Vehicle	New Roadway on Christensen Rd from Riding Club Rd to Iron Mountain Rd	Christensen Rd	2020
9	Connect 2045	New Roadway	Vehicle	New Roadway on Riding Club Rd from Ridge Rd to Whitney Rd	Riding Club Rd	2020
10	Connect 2045	New Roadway	Vehicle	New Roadway on Four Mile Rd from Braehill Rd to Whitney Rd	Four Mile Rd	2020
11	Connect 2045	New Roadway	Vehicle	New Roadway on Four Mile Rd from Christrensen Rd to Reese Rd	Four Mile Rd	2020
12	Connect 2045	New Roadway, New Greenway	Active	Construct New Roadway and Greenway on Mountain Rd from Plainview Rd to Storey Blvd	Mountain Rd	2020
13	Connect 2045	New Roadway	Vehicle	New Roadway on Chief Washakie Ave from Storey Blvd to Four Mile Rd	Chief Washakie Ave	2020
14	Connect 2045	New Roadway	Vehicle	New Roadway on Summit Dr/Storey Blvd from College Dr to Whitney Rd	Summit Dr/ Storey Blvd	2020
15	Connect 2045	New Roadway	Vehicle	New Roadway on Rue Terre from Current Dead End to Carlson St	Rue Terre	2020
16	Connect 2045	New Roadway	Vehicle	New Roadway on Melton St from Powderhouse Rd to Fort Laramie Trl	Melton St	2020
17	Connect 2045	New Roadway	Vehicle	New Roadway on Carlson St from Powderhouse Rd to Melton St	Carlson St	2020
18	Connect 2045	New Roadway	Vehicle	New Roadway on Melton St from Rue Terre to Carlson St	Melton St	2020
19	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Archer Pkwy from Prairie Center Cir to US 30/I-80 Service Rd to 5 lanes	Archer Pkwy	2020
20	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on US 30 from Westedt Rd to Archer Pkwy to 3 lanes	US 30	2020
21	Connect 2045	New Roadway	Vehicle	Construct New Roadway and RR overpass on Berwick Dr from Wallick Rd to I-80	Berwick Dr	2020
22	Connect 2045	New Roadway	Vehicle	New Roadway on Berwick Dr from I-80 to Veta Dr	Berwick Dr	2020
23	Connect 2045	New Roadway	Vehicle	New Roadway on Berwick Dr from Veta Dr to I-25	Berwick Dr	2020
24	Connect 2045	New Roadway	Vehicle	New Roadway on Parsley Blvd from Terry Ranch Rd to College Dr	Parsley Blvd	2020
25	Connect 2045	New Roadway	Vehicle	New Roadway on Division Ave from Dayshia Ln to Wallick Rd	Division Ave	2020
26	Connect 2045	New Roadway	Vehicle	New Roadway on Division Ave from Wallick Rd to College Dr	Division Ave	2020
27	Connect 2045	New Roadway	Vehicle	New Roadway on Wallick Rd from Clear Creek Pwky to New Collector	Wallick Rd	2020
28	Connect 2045	New Roadway	Vehicle	New Roadway on Wallick Rd from US 85 to Ave C	Wallick Rd	2020
29	Connect 2045	New Roadway	Vehicle	New Roadway on Wallick Rd from Ave C to Sweetgrass Dr	Wallick Rd	2020
30	Connect 2045	New Roadway	Vehicle	New Roadway on Wallick Rd from New Collector to Parsely Blvd	Wallick Rd	2020
31	Connect 2045	New Roadway	Vehicle	New Roadway on Wallick Rd from Parsley Blvd to Division Ave	Wallick Rd	2020
32	Connect 2045	New Roadway	Vehicle	New Roadway on High Plains Rd from I-25 to US 85	High Plains Rd	2020

LRTP ID	Plan	Project Type	Project Type Topic	Description	Name	Plan Year
33	Connect 2045/ Powderhouse Road Corridor 35 & Study	New Roadway	Vehicle	New Roadway on Powderhouse Rd from Rising Star to Lodgepole Creek	Powderhouse Rd	2020
34	Connect 2045/ Powderhouse Road Corridor 35 & Study	New Roadway	Vehicle	New Roadway on Powderhouse Rd from Lodgepole Creek to Ford Rd	Powderhouse Rd	2020
35	Connect 2045	New Roadway	Vehicle	New Roadway on Converse Ave from Storey Blvd to Four Mile Rd	Converse Ave	2020
36	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Dell Range Blvd from Van Buren Ave to Whitney Rd to 5 lanes	Dell Range Blvd	2020
37	Connect 2045	Ped/Bike Enhancements	Active	Improve Roundtop Rd to Minor Arterial from Otto Rd to I-80 and ped/bike enhancements	Roundtop Rd	2020
38	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Roundtop Rd from Horizon Dr to Happy Jack Rd	Roundtop Rd	2020
39	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Roundtop Rd from I-80 to Horizon Dr to 5 lanes	Roundtop Rd	2020
40	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Happy Jack Rd from Roundtop Rd to I-25 to 3 lanes and a new greenway underpass	Happy Jack Rd	2020
41	Connect 2045	Ped/Bike Enhancements	Active	Streetscape , Bike/Ped enhancements and a new Greenway on Missile Dr from Lincolnway to I-25	Missile Dr	2020
42	Connect 2045	Ped/Bike Enhancements	Active	Improve Terry Ranch Rd from I-25 from US 85 to Minor Arterial and Ped/bike enhancements	Terry Ranch Rd	2020
43	Connect 2045	Ped/Bike Enhancements	Active	Access Control, Ped/Bike enhancements on College Dr from I-25 to US 85	College Dr	2020
44	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on College Dr from Fox Farm Rd To Lincolnway to 7 lanes, also improve intersection at Industrial Dr	College Dr	2020
45	Connect 2045/ Powderhouse Road Corridor 35 & Study	Widen Roadway	Vehicle	Widen Roadway on Powderhouse Rd from Storey Blvd to Iron Mountain Rd to 3 lanes	Powderhouse Rd	2020
46	Connect 2045/ East Allison Rd Corridor Study	Reconstruct Roadway/Bridge, New Bike Lanes	Active	Reconstruct roadway on Allison Rd from Us 85 to Ave C, Add Bike Lanes and Curb and Gutter	Allison Rd	2020
47	Connect 2045/ East Allison Rd Corridor Study	New Roadway, New Sidewalk/Crosswalk	Active	New Roadway on Allison Rd from Ave C to Energy Dr, Add Sidewalks	Allison Rd	2020
48	Connect 2045/ East Allison Rd Corridor Study	New Roadway	Vehicle	New Roadway on Allison Rd from College Dr to Lummis Dr.	Allison Rd	2020
49	Connect 2045	New Roadway	Vehicle	New Roadway of Fox Farm Rd from College Dr and Allison Rd	Fox Farm Rd	2020
50	Connect 2045	New Roadway	Vehicle	New Roadway on Lummis Dr from College Dr and Allison Rd	Lummis Dr	2020
51	Connect 2045	New Roadway	Vehicle	New Roadway on Lummis Dr from Allison Rd and Campstool Rd	Lummis Dr	2020
52	Connect 2045	Reconstruct Roadway/Bridge, New Greenway	Active	Reconstruct roadway, improve Intersections, add greenway on Burlington Trl from Industrial Rd to Campstool Rd	Burlington Trl	2020
53	Connect 2045	Reconstruct Roadway/Bridge	Vehicle	Reconstruct Roadway on Burlington Trl from College Dr to Industrial/HR Ranch Rd	Burlington Trl	2020
54	Connect 2045	New Roadway	Vehicle	New Roadway on High Plains Rd from US 85 to College Dr	High Plains Rd	2020
55	Connect 2045	New Roadway	Vehicle	New Roadway on Beckle Rd from Reese Rd to Westedt Rd	Beckle Rd	2020
56	Connect 2045	New Roadway	Vehicle	New Roadway on Van Buren Ave from Carmel Dr to Storey Blvd	Van Buren Ave	2020
57	Connect 2045	New Roadway	Vehicle	New Roadway on Van Buren Ave from Storey Blvd to Child Creek	Van Buren Ave	2020
58	Connect 2045	New Roadway	Vehicle	New Roadway on Van Buren Ave from Child Creek to Four Mile Rd	Van Buren Ave	2020
59	Connect 2045	New Roadway	Vehicle	New Roadway on Ridge Rd from Riding Club Rd to Iron Mountain Rd	Ridge Rd	2020
60	Connect 2045	New Roadway	Vehicle	New Roadway on Horizon Dr from Roundtop Rd to Berwick Dr	Horizon Dr	2020
61	Connect 2045	New Roadway	Vehicle	New Roadway on Horizon Dr from Berwick Dr to Lincolnway	Horizon Dr	2020
62	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on 12th st to 5 lanes from College Dr to Adams Ave	12th st	2020
63	Connect 2045	New Greenway	Active	Improve Ridge Rd to Arterial and add a trail from Lincolnway to Dell Range Blvd	Ridge Rd	2020
64	Connect 2045	Ped/Bike Enhancements	Active	Ped/Bike Enhancements on Yellowstone Rd from Dell Range Blvd to Four Mile Rd	Yellowstone Rd	2020
65	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Storey Blvd to 5 lanes from Yellowstone Rd to Converse Ave	Storey Blvd	2020
66	Connect 2045/ Walterscheid Blvd Reconstruction Plan	Widen Roadway, Ped/Bike Enhancements	Vehicle	Widen Roadway on Walterscheid/Deming to 5 lanes from College Dr to 5th St. Add Bike Lanes, sidewalks and a greenway by reducing landscaping to 8 ft.	Walterscheid	2020
67	Connect 2045	Ped/Bike Enhancements	Active	Streetscape, Bike/Ped Enhancements on Lincolnway from Reed Ave to House St	Lincolnway	2020
68	Connect 2045	Mitigate Drainage Issues, New Greenway	Active	Improve Parsley Blvd to Minor Arterial from College Dr to Ames Ave. Also Mitigate Drainage issues and add greenway	Parsley Blvd	2020
69	Connect 2045	Ped/Bike Enhancements	Active	Enhance ped/bike/drainage on Dell Range Blvd to Yellowstone Rd from College Dr	Dell Range Blvd	2020
70	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Pershing Blvd to 5 lanes from US 30 to Christensen Rd	Pershing Blvd	2020
71	Connect 2045	Reconstruct Roadway/Bridge	Vehicle	Reconstruct Roadway on Windmill Rd from Pershing Blvd to Rock Springs St	Windmill Rd	2020
72	Connect 2045	Reconstruct Roadway/Bridge	Vehicle	Convert Carey Ave to a two-way street from 15th St to 2nd Ave	Carey Ave	2020
73	Connect 2045	Reconstruct Roadway/Bridge	Vehicle	Convert Pioneer Ave to Two-way street from 15th st to 2nd ave	Pioneer Ave	2020
74	Connect 2045	Reconstruct Roadway/Bridge	Vehicle	Convert 19th St to Two-way street from Dey Ave to Logan Ave	19th St	2020
75	Connect 2045	Reconstruct Roadway/Bridge	Vehicle	Convert 20th St to Two-way street from Dey Ave to Logan Ave	20th St	2020
76	Connect 2045	Widen Roadway	Vehicle	Widen the northbound off-ramp to 4 lanes for I-25 at Randall Ave	I-25	2020
77	Connect 2045	Widen Roadway	Vehicle	Add Right turn lane to EB off-ramp on I-80 at US 85	I-80	2020
78	Connect 2045/Southwest Drive Corridor Plan	Mitigate Drainage Issues, New Sidewalk/Crosswalk	Active	Improve Southwest Dr to collector from College Dr to Lincolnway. Also Mitigate Drainage Issues, and add a new sidewalk	Southwest Dr	2020
79	Connect 2045	Widen Roadway	Vehicle	Widen Roadway on Whitney Rd to 3 lanes from Dell Range Blvd to Storey Blvd	Whitney Rd	2020
80	Connect 2045	Ped/Bike Enhancements	Active	Enhance ped/bike on Pershing Blvd from Evans Ave to Logan Ave	Pershing Blvd	2020
81	East Pershing Blvd Plan	Widen Sidewalk/Bridge	Active	6' sidewalk will be continous throughout the section with wider parts along diffrerent sections from US 30 to Dry Creek	East Pershing Blvd	2022
82	East Pershing Blvd Plan	Intersection/Interchange Improvement	Vehicle	Deceleration lanes for Right turns will be added at Grasslands Parkway and Taft/Polk Ave	East Pershing Blvd	2022
83	East Pershing Blvd Plan	Widen Sidewalk/Bridge	Active	Widen side walk from Dry Creek to Whitney Rd	East Pershing Blvd	2022
84	East Pershing Blvd Plan	Intersection/Interchange Improvement	Vehicle	Deceleration lanes for right turns will be added at Saddle Ridge, Farthing Rd, and Dixon Dr	East Pershing Blvd	2022
85	East Park Greenway Underpass & Drainage Plan	New Greenway	Active	New greenway and Gravel path along Whitney Rd and crosses Union Pacific Railroad	Kiwanis East park Greenway	2022

LRTP ID	Plan	Project Type	Project Type Topic	Description	Name	Plan Year
86	East Park Greenway Underpass & Drainage Plan	New Greenway	Active	New Greenway coming from the Cheyenne Business Parkway through an underpass	Cheyenne Business Parkway Greenway	2022
87	Southwest Drive Corridor Plan	New Sidewalk/Crosswalk	Active	2-lane Collector Road with 70' & 80' ROW along Broken Arrow Rd. Add sidewalk on Eastern Side along Broken Arrow Rd. Add Bike Lanes on Broken Arrow Rd.	Southwest Dr	2024
88	Southwest Drive Corridor Plan	New Sidewalk/Crosswalk	Active	2-lane Rural Road within existing 80' & 60' ROW Woodenshoe Dr & Lindlom Court. Add Sidewalks on Woodenshoe Dr & Lindlom Ct	Southwest Dr	2024
89	Southwest Drive Corridor Plan	Ped/Bike Enhancements, New Greenway	Active	2-lane Collector Road with 70' ROW with Swan Ranch Rd. Add a Greenway and Bike lanes to Swan Ranch Rd.	Southwest Dr	2024
90	Van Buren Ave Corridor Plan	New Sidewalk/Crosswalk	Active	New detattched sidewalks along Van Buren Ave	Van Buren Ave	2023
91	Van Buren Ave Corridor Plan	Reconstruct Roadway/Bridge	Vehicle	Roadway Realignment along Van Buren Ave from Laramie St to US 30	Van Buren Ave	2023
92	Walterscheid Blvd Reconstruction Plan	Widen Roadway	Vehicle	Widen Roadway on Walterscheid Blvd at I-80 Bridges to 3 lanes	Walterscheid Blvd	2022
93	CO-WY Transit Feasibility Study	New Transit Route	Transit	Transit alignment following I-25 S to Wellington with an optional stop at Wellington	I-25	2023
94	CTP Transit Development Plan	New Transit Route	Transit	Route A: transit facility to downtown via Lincoln Way and then to Frontier Mall using Warren and Central between downtown and Dell Range Boulevard. Route A will serve Frontier Mall and end at the north Walmart.	Lincolnway	2023
95	CTP Transit Development Plan	New Transit Route	Transit	Route B: operate between downtown and the north Walmart via Lincoln Way, Pershing Boulevard, College Drive, and Dell Range Boulevard.	Lincolnway	2023
96	CTP Transit Development Plan	New Transit Route	Transit	Route C: operate from downtown along Lincoln Way, on College Drive to Pershing Boulevard, serving the area east of College Drive and then to the east Walmart.	Lincolnway	2023
97	CTP Transit Development Plan	New Transit Route	Transit	Route D: follow Ames Avenue and Deming Drive from downtown to East Jefferson and South Greeley. The route will then follow College Drive to the college and the east Walmart.	Ames Ave	2023
98	Connect 2045	Mitigate Drainage Issues	Vehicle	Mitigate Drainage issues on I-25 from College Dr to I-80	I-25	2020
99	Connect 2045	Mitigate Drainage Issues	Vehicle	Mitigate Drainage Issues on US 85 from I-80 to 5th St. Also 5th St Intersection	US 85	2020
100	Connect 2045	Mitigate Drainage Issues	Vehicle	Mitigate Drainage issues on Campstool Rd from Burlington Trl to HR Ranch Rd	Campstool Rd	2020
101	Connect 2045	Mitigate Drainage Issues	Vehicle	Mitigate Drainage Issues on Henderson Dr from Nationway to Homestead Ave	Henderson Dr	2020
102	Connect 2045	Mitigate Drainage Issues, New Greenway	Active	Mitigate Drainage Issues on Lincolnway from Henderson Dr to Ridge Rd. Also add Greenway underpass	Lincolnway	2020
103	Converse Ave Improvement Plan	Widen Roadway	Vehicle	Widen to 4 lanes from Dell Range Blvd and Mason Way	Converse Ave	2021
104	Converse Ave Improvement Plan	New Roadway	Vehicle	New road to connect Converse Ave with Apache Rd and Crane Bluff Rd	Converse Ave	2021
105	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	The southbound left-turn lane and northbound left-turn lane at the College Drive I-25 Southbound and Northbound Ramps, respectively, are recommended to be improved from a yield condition to be a signalized turning movement. Doing so will address the existing safety conflict between these turning movements and the eastbound and westbound through movements on College Drive	I-25 Southbound and Northbound Ramps	2023
106	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	The first alternative would also construct a second eastbound through lane. The second alternative would provide channelized right-turn lanes with those right	South Greeley Highway and College Dr intersection Alternative 1	2023
107	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	Avenue C, Goodnight Trail, and Sweetgrass Drive along College Drive are all anticipated to require signalization by 2030. The Sweetgrass development is expected to be responsible for all improvements at these intersections in this horizon, as that development creates the need for these improvements. In addition to signalization, a 200-foot southbound left-turn lane should be installed along Avenue C. Some turn lanes at these three intersections would also need to be extended to accommodate expected queues.	Sweetgrass Area	2023
108	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	The eastbound approach at Fox Farm Road should be striped to provide a left-turn lane and a shared through/right-turn lane by this horizon, which can likely be accommodated within the existing pavement width.	Fox Farm Rd	2023
109	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	The intersection is recommended to be restricted to right-in/right-out turning movements only. With this turning movement restriction at the intersection, it is expected that vehicles can reroute along Industrial Road to Burlington Trail Road and then make left-turning movements to and from Campstool Way. Burlington Trail Road is currently unpaved and may need to be improved for this recommendation to be implemented. This improvement could take place prior to the 2030 horizon as determined to be needed based on existing traffic and queueing issues.	Industrial Rd	2023
110	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	WYDOT is anticipated to improve the I-80 EB Ramps in the next several years, which would include the addition of a second eastbound left-turn lane along the off-ramp. The I-80 Westbound Ramps intersection with College Drive is expected to require signalization by 2030 to continue operating at an acceptable level of service. The westbound left-turn lane along Campstool Way may need to be extended to accommodate expected queues.	I-80 Interchange	2023
111	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	Widen the intersection to dual left-turn lanes and two through lanes on all approaches plus a right-turn lane on the NB approach; widen College Dr to the west to accommodate a second WB through lane which would taper to a single lane within 750'	South Greeley Highway Improvements	2023
112	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	Widen the intersection to include dual left-turn lanes and one shared through/right-turn lane on the EB approach; one left-turn lane, one through lane, and one shared through/right turn lane on the NB approach; one left-turn lane, one through lane, and one right-turn lane on the WB approach; one left-turn lane, one through lane, and one channelized, free right turn lane on the SB approach	High Plains Road/Lummis Dr Improvements	2023
113	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	Widen the EB approach to include dual left turn lanes, a through lane, and a right-turn lane; add crosswalks to all legs	Fox Farm Rd Improvements	2023

LRTP ID	Plan	Project Type	Project Type Topic	Description	Name	Plan Year
114	College Drive Planning and Traffic Study	Intersection/Interchange Improvement	Vehicle	Widen the north and south legs to have separate left-, through, and right-turn lanes	Walersceid Blvd/ Division Ave Improvements	2023
115	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve Intersection Capacity at Converse Ave at Dell Range Blvd	Converse Ave	2020
116	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve interchange at I-80 and Roundtop Rd	I-80	2020
117	Connect 2045	Intersection/Interchange Improvement	Vehicle	Widen DDI at I-25 and College Dr	I-25	2020
118	Connect 2045	Intersection/Interchange Improvement	Vehicle	Reconstruct interchange at I-80 and I-25	I-80	2020
119	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve intersection capacity at Yellowstone Rd and Dell Range Blvd	Yellowstone Rd	2020
120	Connect 2045	Intersection/Interchange Improvement	Vehicle	Realign Pershing Blvd from Concord Rd to Logan Ave	Pershing Blvd	2020
121	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve Intersection Capacity on Dell Range Blvd at College Dr	Dell Range Blvd	2020
122	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve Intersection Capacity at Dell Range Blvd and Powderhouse Rd	Dell Range Blvd	2020
123	Connect 2045	Intersection/Interchange Improvement	Vehicle	Imporove Intersection Capacity at Dell Range Blvd and Prairie Ave	Dell Range Blvd	2020
124	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve Intersection Capacity at Dell Range Blvd and Rue Terre	Dell Range Blvd	2020
125	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve Intersection Capacity at Dell Range Blvd and Stillwater Ave	Dell Range Blvd	2020
126	Connect 2045	Intersection/Interchange Improvement	Vehicle	Improve Intersection Capacity at Dell Range Blvd and Walmart	Dell Range Blvd	2020
127	Connect 2045	Intersection/Interchange Improvement	Vehicle	Construct New Interchange at I-80 and Berwick Dr	I-80	2020
128	Connect 2045	Intersection/Interchange Improvement	Vehicle	Signalize SB Ramps at I-25 and Cental Ave Intersection	I-25	2020
129	Connect 2045	Intersection/Interchange Improvement	Vehicle	Signalize WB Ramps at I-80 and College Dr	I-80	2020
130	Connect 2045	Intersection/Interchange Improvement	Vehicle	Construct New Interchange at I-25 and Wallick Rd	I-25	2020
131	Connect 2045	Intersection/Interchange Improvement	Vehicle	Realign Old Happy Jack /19th st intersection with Stinson Ave and Dey Ave	Old Happy Jack	2020
132	Connect 2045	Reconstruct Roadway/Bridge	Vehicle	Reconstruct Bridge at 9th St and Crow Creek	9th St	2020
133	Connect 2045	Intersection/Interchange Improvement	Vehicle	Realign intersection at College Dr and Four Mile Rd	College Dr	2020
134	Connect 2045	Intersection/Interchange Improvement	Vehicle	Reconstruct intersection at Fox Farm Rd and Morrie Ave	Fox Farm Rd	2020
135	Connect 2045	Railroad Enhancement	Vehicle	Grade Separate railroad crossing on College Dr at BNSF Railroad	College Dr	2020
136	East Pershing Blvd Plan	Widen Sidewalk/Bridge	Active	The Bridge will be widened to attach sidewalks at Dry Creek	East Pershing Blvd	2022
137	East Pershing Blvd Plan	Intersection/Interchange Improvement	Vehicle	The Intersection with Whitney Rd will need to be expanded due to increased traffic	East Pershing Blvd	2022
138	Southwest Drive Corridor Plan	Intersection/Interchange Improvement	Vehicle	Turn Lanes as needed along Broken Arrow Rd and Swan Ranch Rd	Southwest Dr	2024
139	Van Buren Ave Corridor Plan	Intersection/Interchange Improvement	Vehicle	Mini-Roundabout at Van BurenAve and Green River St	Van Buren Ave	2023
140	Van Buren Ave Corridor Plan	Intersection/Interchange Improvement	Vehicle	Mini-Roundabout at Van Buren Ave and Rawlins St	Van Buren Ave	2023
141	Van Buren Ave Corridor Plan	Intersection/Interchange Improvement	Vehicle	New Traffic Signal at Van Buren Ave and Dell Range Blvd, New curb and gutter	Van Buren Ave	2023
142	Walterscheid Blvd Reconstruction Plan	Intersection/Interchange Improvement	Vehicle	From Walterscheid: Eastbound Left Turn, Southbound Thru, and Westbound Right Turn. From Division: Eastbound Right Tur, Northbound Thru, and Westbound Left Turn. Remove and Replace one signal pole at northwest corner of intersection	Walterscheid Blvd	2022
143	Walterscheid Blvd Reconstruction Plan	Intersection/Interchange Improvement	Vehicle	Southbound Left Turn in Median At Prosser Rd	Walterscheid Blvd	2022
144	Walterscheid Blvd Reconstruction Plan	Intersection/Interchange Improvement	Vehicle	From Walterscheid: Left Turn, Thru, Right Turn for eastbound and westbound. Remove and replace signals to accommodate auxiliary lanes at Allson Rd	Walterscheid Blvd	2022
145	Walterscheid Blvd Reconstruction Plan	Intersection/Interchange Improvement	Vehicle	Northbound Right Turn, Southbound Right Turn in Median at Jefferson Rd	Walterscheid Blvd	2022
146	Walterscheid Blvd Reconstruction Plan	Intersection/Interchange Improvement	Vehicle	Roundabout with pre-emptive signal on west leg for eastbound traffic, and auxiliary right turn for eastbound from south leg	Walterscheid Blvd	2022
147	Walterscheid Blvd Reconstruction Plan	Intersection/Interchange Improvement	Vehicle	Roundabout at Deming Dr	Walterscheid Blvd	2022
148	Walterscheid Blvd Reconstruction Plan	Intersection/Interchange Improvement, New Sidewalk/Crosswalk	Active	New Crosswalks at intersections and mid-block at Rossman Elementary School	Walterscheid Blvd	2022
149	Connect 2045	Mitigate Drainage Issues	Vehicle	Mitigate Drainage issues on Prairie Ave at Dry Creek	Prairie Ave	2020
150	Connect 2045	Mitigate Drainage Issues	Vehicle	Mitigate Drainage Issues on Education Dr at Dry Creek	Education Dr	2020
151	Connect 2045	Mitigate Drainage Issues, New Greenway	Active	Mitigate Drainage Issues on Hilltop Ave at Dry Creek. Also Add trail.	Hilltop Ave	2020
152	Connect 2045	Mitigate Drainage Issues, New Greenway	Active	Mitigate Drainage Issues on Campstool Rd at Dry Creek. Also Add Greenway Underpass	Campstool Rd	2020
153	Connect 2045	Mitigate Drainage Issues	Vehicle	Mitigate Drainage Issues on Seminoe Rd at Dry Creek	Seminoe Rd	2020
154	Converse Ave Improvement Plan	Intersection/Interchange Improvement, New Sidewalk/Crosswalk	Active	Install Traffic Signal and crosswalks at Converse Ave and Mason Way	Converse Ave	2021
155	Converse Ave Improvement Plan	Intersection/Interchange Improvement, New Sidewalk/Crosswalk	Active	Install Traffic Signal and crosswalks at Converse Ave and Point Bluff	Converse Ave	2021
156	Converse Ave Improvement Plan	Intersection/Interchange Improvement, New Sidewalk/Crosswalk	Active	Install a Roundabout and crosswalks at Converse Ave and Carlson St	Converse Ave	2021
157	Safe Routes to School Plan	SRTS High Priority Projects	Active	High Priority projects include: Install bollards and/or in-street signing, Construct curb extensions, Narrow width of drive lanes to minimum standard, Install vertical streetscape elements. Etc.	Central School Triad	2024
158	Safe Routes to School Plan	SRTS High Priority Projects	Active	High Priority projects include: Install bollards and/or in-street signing, Construct curb extensions, Narrow width of drive lanes to minimum standard, Install vertical streetscape elements. Etc.	East School Triad	2024
159	Safe Routes to School Plan	SRTS High Priority Projects	Active	High Priority projects include: Install bollards and/or in-street signing, Construct curb extensions, Narrow width of drive lanes to minimum standard, Install vertical streetscape elements. Etc.	South School Triad	2024

APPENDIX D. ROADWAY CAPITAL PROJECT PRIORITIZATION

Vehicular Project Prioritization

	Location/Project Information	Safety & Securit	erational Efficie	vation and Resi	y and Economic	timodal Integra	Public Priority		
Proj. No.*	Project Name	*Weighted Safety & Security Score*	*Weighted Operational Efficiency Score*	*Weighted Preservation and Resiliency Score*	*Weighted Livability and Economic Growth Score*	*Weighted Multimodal Integration Score*	*Weighted Bonus Score*	*Project Prioritization Score*	*Priority Level*
95	Dell Range Blvd and College Dr Capacity Improvem	90	*61*	*80*	*50*	*25*	*62.50*	*70.7*	*High*
122	Hilltop Dr Drainage Improvements	54	*25*	*80*	*50*	*25*	*50.00*	*52.4*	*High*
4	US 85 Widening	14	*89*	*30*	*50*	*63*	*12.50*	*47.7*	*High*
6	College Dr Widening	6	*67*	*30*	*100*	*50*	*37.50*	*47.5*	*High*
118	US 85 Drainage Improvements	0	*57*	*80*	*50*	*0*	*12.50*	*42.4*	*High*
5	Fox Farm Rd Widening	1	*61*	*40*	*50*	*63*	*50.00*	*41.6*	*High*
89	5th St Improvements	13	*71*	*70*	*0*	*25*	*12.50*	*41.6*	*High*
7	College Dr Widening	0	*72*	*30*	*50*	*50*	*37.50*	*39.8*	*High*
43	College Dr Improvements	4	*46*	*30*	*100*	*38*	*12.50*	*39.6*	*High*
106	9th St Bridge Reconstruction	53	*9*	*80*	*0*	*25*	*25.00*	*39.3*	*High*
93	Parsley Blvd Widening	1	*38*	*80*	*0*	*75*	*37.50*	*39.1*	*High*
123	Campstool Rd Drainage Improvements	0	*18*	*80*	*50*	*50*	*37.50*	*38.8*	*High*
2	College Dr Widening	4	*67*	*30*	*50*	*50*	*12.50*	*38.4*	*High*
111	I-80/US 85 Capacity Improvements	4	*75*	*30*	*50*	*0*	*25.00*	*35.9*	*High*
126	Lincolnway Drainage Improvements	1	*30*	*80*	*0*	*50*	*50.00*	*35.2*	*High*
1	I-25 and Central Ave Capacity Improvements	0	*63*	*30*	*50*	*0*	*62.50*	*34.0*	*High*
87	Yellowstone Rd and Dell Range Blvd Capacity Impro	2	*72*	*30*	*0*	*50*	*62.50*	*34.0*	*High*
127	Fox Farm Rd and Morrie Ave Intersection Improver	11	*60*	*30*	*0*	*63*	*50.00*	*33.8*	*High*
36	Converse Ave/Dell Range Blvd Capacity Improveme	5	*70*	*30*	*0*	*25*	*100.00*	*33.7*	*High*
112	Southwest Dr Reconstruction	0	*27*	*90*	*0*	*13*	*25.00*	*31.7*	*High*
66	High Plains Rd Roadway Connection	0	*21*	*30*	*100*	*25*	*12.50*	*30.9*	*High*
47	I-25/I-80 Interchange Improvements	0	*48*	*30*	*50*	*0*	*75.00*	*30.9*	*High*
120	Prairie Ave Drainage Improvements	0	*28*	*80*	*0*	*25*	*25.00*	*30.7*	*High*
30	Wallick Rd Roadway Connection	0	*21*	*30*	*100*	*13*	*25.00*	*30.2*	*High*
3	12th St Widening	7	*71*	*30*	*0*	*25*	*0.00*	*29.5*	*High*
21	Fort Laramie Trl Roadway Connection	0	*13*	*30*	*100*	*13*	*25.00*	*28.3*	*High*
69	Murray Rd Roadway Connection	0	*12*	*30*	*100*	*25*	*0.00*	*27.9*	*High*
27	Parsley Blvd Roadway Connection	0	*0*	*30*	*100*	*38*	*25.00*	*27.5*	*High*
44	Powderhouse Rd Widening	4	*53*	*30*	*0*	*25*	*62.50*	*27.3*	*High*
104	Windmill Rd Reconstruction	10	*58*	*20*	*0*	*25*	*50.00*	*27.0*	*High*
72	Cumulus Dr Roadway Connection	0	*12*	*30*	*100*	*13*	*0.00*	*26.7*	*High*
110	I-25/Randall Ave Capacity Improvements	0	*41*	*30*	*50*	*0*	*12.50*	*25.9*	*High*
174	Round Top Rd Greenway	0	*21*	*30*	*50*	*25*	*62.50*	*25.8*	*High*
26	Berwick Dr Roadway Connection	0	*5*	*30*	*100*	*13*	*12.50*	*25.7*	*High*
24	US 30 Widening	9	*39*	*30*	*0*	*50*	*25.00*	*25.7*	*High*
125	Henderson Dr Drainage Improvements	0	*0*	*90*	*0*	*25*	*12.50*	*25.7*	*Mid*
119	Campstool Rd Drainage Improvements	0	*14*	*80*	*0*	*0*	*37.50*	*25.3*	*Mid*
114	Whitney Rd Widening	0	*36*	*20*	*50*	*25*	*25.00*	*25.3*	*Mid*
124	Seminoe Rd Drainage Improvements	0	*10*	*80*	*0*	*0*	*50.00*	*25.0*	*Mid*
71	Cirrus Dr Roadway Connection	0	*5*	*30*	*100*	*13*	*0.00*	*25.0*	*Mid*
79	Horizon Dr Roadway Connection	0	*2*	*30*	*100*	*13*	*12.50*	*24.9*	*Mid*
20	Carlson St Roadway Connection	0	*12*	*30*	*50*	*25*	*87.50*	*24.8*	*Mid*
63	Lummis Dr Roadway Connection	0	*23*	*30*	*50*	*25*	*25.00*	*24.4*	*Mid*
42	College Dr Improvements	4	*50*	*30*	*0*	*25*	*12.50*	*24.2*	*Mid*
121	Education Dr Drainage Improvements	0	*9*	*80*	*0*	*0*	*37.50*	*24.1*	*Mid*
32	Ave C Roadway Connection	0	*19*	*30*	*50*	*25*	*25.00*	*23.5*	*Mid*
29	Wallick Rd Roadway Connection	5	*23*	*30*	*50*	*13*	*0.00*	*23.3*	*Mid*
8	Division Ave Roadway Connection	0	*47*	*30*	*0*	*25*	*25.00*	*23.1*	*Mid*
18	Rue Terre Roadway Connection	0	*7*	*30*	*50*	*13*	*100.00*	*23.0*	*Mid*
90	Pershing Blvd and Concord Rd/Logan Ave Realignm	1	*51*	*20*	*0*	*0*	*100.00*	*23.0*	*Mid*

Vehicular Project Prioritization

	Location/Project Information	Safety & Securit	erational Efficie	vation and Resi	y and Economic	timodal Integra	Public Priority		
Proj. No.*	Project Name	*Weighted Safety & Security Score*	*Weighted Operational Efficiency Score*	*Weighted Preservation and Resiliency Score*	*Weighted Livability and Economic Growth Score*	*Weighted Multimodal Integration Score*	*Weighted Bonus Score*	*Project Prioritization Score*	*Priority Level*
48	York Ave Improvements	0	*24*	*30*	*50*	*13*	*12.50*	*22.9*	*Mid*
67	Sweetgrass Dr Roadway Connection	0	*14*	*10*	*100*	*13*	*0.00*	*22.1*	*Mid*
33	High Plains Rd Roadway Connection	0	*13*	*30*	*50*	*25*	*12.50*	*21.3*	*Mid*
117	I-80/Clear Creek Drainage Improvements	0	*43*	*30*	*0*	*0*	*50.00*	*20.9*	*Mid*
17	Frontier Mall Dr Roadway Connection	0	*0*	*30*	*50*	*25*	*62.50*	*20.6*	*Mid*
68	Murray Rd Roadway Connection	0	*12*	*30*	*50*	*25*	*0.00*	*20.4*	*Mid*
105	I-80/Berwick Dr Interchange	11	*33*	*30*	*0*	*0*	*25.00*	*19.7*	*Mid*
59	Allison Rd Reconstruction	2	*32*	*30*	*0*	*13*	*37.50*	*19.0*	*Mid*
25	Berwick Dr Roadway Connection	0	*8*	*30*	*50*	*13*	*12.50*	*18.9*	*Mid*
46	I-80/Roundtop Interchange Improvements	0	*28*	*30*	*0*	*25*	*25.00*	*18.4*	*Mid*
58	Julianna Rd Roadway Connection	0	*8*	*30*	*50*	*13*	*0.00*	*18.2*	*Mid*
73	New N-S Collector Roadway Connection	0	*7*	*30*	*50*	*13*	*0.00*	*18.0*	*Mid*
70	Nation Rd Roadway Connection	0	*2*	*30*	*50*	*25*	*0.00*	*18.0*	*Mid*
75	Van Buren Ave Roadway Connection	0	*19*	*10*	*50*	*13*	*25.00*	*17.4*	*Mid*
31	Terry Ranch Rd Roadway Connection	26	*9*	*30*	*0*	*13*	*0.00*	*17.3*	*Mid*
54	New N-S Collector Roadway Connection	0	*1*	*30*	*50*	*13*	*12.50*	*17.1*	*Mid*
102	Gannett Peak Dr Roadway Connection	0	*1*	*30*	*50*	*13*	*12.50*	*17.0*	*Mid*
82	New N-S Collector (East) Roadway Connection	0	*2*	*30*	*50*	*13*	*0.00*	*16.7*	*Mid*
83	New N-S Collector (West) Roadway Connection	0	*1*	*30*	*50*	*13*	*0.00*	*16.6*	*Mid*
78	Veta Dr Roadway Connection	0	*1*	*30*	*50*	*13*	*0.00*	*16.5*	*Low*
65	Burlington Trl Roadway Connection	0	*1*	*50*	*0*	*25*	*25.00*	*16.4*	*Low*
101	Bridger Peak Rd Roadway Connection	0	*0*	*30*	*50*	*13*	*0.00*	*16.3*	*Low*
80	New N-S Collector Roadway Connection	0	*0*	*30*	*50*	*13*	*0.00*	*16.3*	*Low*
16	Chief Washakie Ave Roadway Connection	0	*14*	*30*	*0*	*25*	*37.50*	*15.4*	*Low*
12	Four Mile Rd Roadway Connection	0	*6*	*30*	*0*	*25*	*62.50*	*14.5*	*Low*
35	Converse Ave Roadway Connection	0	*13*	*30*	*0*	*13*	*50.00*	*14.4*	*Low*
37	Roundtop Rd Widening	0	*12*	*30*	*0*	*25*	*25.00*	*14.3*	*Low*
28	Division Ave Roadway Connection	0	*8*	*30*	*0*	*25*	*25.00*	*13.4*	*Low*
128	Swan Ranch Rd Roadway Connection	0	*10*	*30*	*0*	*25*	*12.50*	*13.2*	*Low*
60	Allison Rd Roadway Connection	0	*10*	*30*	*0*	*13*	*37.50*	*13.2*	*Low*
76	Rock Springs St Roadway Connection	0	*10*	*30*	*0*	*13*	*37.50*	*13.1*	*Low*
52	New N-S Collector Roadway Connection	0	*14*	*30*	*0*	*13*	*12.50*	*13.0*	*Low*
34	Powderhouse Rd Roadway Connection	0	*9*	*30*	*0*	*13*	*37.50*	*12.9*	*Low*
107	College Dr Curve Realignment	0	*12*	*30*	*0*	*0*	*37.50*	*12.3*	*Low*
57	Apple St Roadway Connection	0	*14*	*30*	*0*	*13*	*0.00*	*12.2*	*Low*
62	Fox Farm Rd Roadway Connection	0	*11*	*30*	*0*	*13*	*12.50*	*12.2*	*Low*
11	Riding Club Rd Roadway Connection	0	*5*	*30*	*0*	*13*	*25.00*	*11.3*	*Low*
13	Four Mile Rd Roadway Connection	0	*3*	*30*	*0*	*13*	*25.00*	*10.9*	*Low*
113	Tranquility Rd Reconstruction	0	*1*	*30*	*0*	*13*	*37.50*	*10.8*	*Low*
61	Allison Rd Roadway Connection	0	*5*	*30*	*0*	*13*	*12.50*	*10.6*	*Low*
77	Ridge Rd Roadway Connection	0	*3*	*30*	*0*	*13*	*12.50*	*10.2*	*Low*
55	Remington Dr Roadway Connection	0	*2*	*30*	*0*	*13*	*12.50*	*9.9*	*Low*
81	Broken Arrow Rd Roadway Connection	0	*2*	*30*	*0*	*13*	*12.50*	*9.9*	*Low*
50	York Ave Roadway Connection	0	*2*	*30*	*0*	*13*	*12.50*	*9.9*	*Low*
14	Mountain Rd Roadway Connection	0	*4*	*30*	*0*	*13*	*0.00*	*9.8*	*Low*
84	New E-W Collector Roadway Connection	0	*1*	*30*	*0*	*13*	*12.50*	*9.7*	*Low*
74	Beckle Rd Roadway Connection	0	*3*	*30*	*0*	*13*	*0.00*	*9.5*	*Low*
53	New E-W Collector Roadway Connection	0	*0*	*30*	*0*	*13*	*12.50*	*9.5*	*Low*
51	New N-S Collector Roadway Connection	0	*0*	*30*	*0*	*13*	*12.50*	*9.5*	*Low*
10	Christiansen Rd Roadway Connection	0	*2*	*30*	*0*	*13*	*0.00*	*9.2*	*Low*
9	Iron Mountain Rd Roadway Connection	0	*2*	*30*	*0*	*13*	*0.00*	*9.2*	*Low*
49	York Ave Roadway Connection	0	*1*	*30*	*0*	*13*	*0.00*	*9.0*	*Low*
116	Christiansen Rd Roadway Connection	0	*0*	*30*	*0*	*13*	*0.00*	*8.8*	*Low*
182	Harriman Rd Improvements	0	*5*	*30*	*0*	*0*	*0.00*	*8.7*	*Low*

APPENDIX E. ACTIVE TRANSPORTATION PROJECT PRIORITIZATION

Active Transportation Project Prioritization

		Active Transportation Enhancements									Public Priority			Project	Priority Level
Proj. No.*	Project Name	Number of Active Transportation Facilities.	Normalized Multimodal Connectivity Score	Number of Arterials and Collectors connected by	Normalized Roadway Connection Score	Addresses Gaps in Accessible Infrastructure	Gaps Addressed Score	Active Transportation Propensity	Active Transportation Propensity Score	Weighted Active Transportation Enhancements Score	Public Priority	Public Priority Score	Weighted Bonus Score	Project Prioritization Score	Priority Level
94	Dell Range Blvd Improvements	4.00	1.00	2.00	0.33	Yes	1.00	Yes	1.00	83	1	0.125	12.50	84.0	High
132	Yellowstone Rd Pedestrian and Bike Enhancements	1.00	0.25	6.00	1.00	Yes	1.00	Yes	1.00	81	4	0.5	50.00	83.8	High
146	Christensen Rd Greenway	2.00	0.50	4.00	0.67	Yes	1.00	Yes	1.00	79	3	0.375	37.50	81.0	High
171	Walterscheid Blvd Greenway	3.00	0.75	2.00	0.33	Yes	1.00	Yes	1.00	77	2	0.25	25.00	78.3	High
148	Whitney Rd Greenway	2.00	0.50	3.00	0.50	Yes	1.00	Yes	1.00	75	2	0.25	25.00	76.3	High
159	Henderson Dr Greenway	2.00	0.50	3.00	0.50	Yes	1.00	Yes	1.00	75	2	0.25	25.00	76.3	High
141	South Powderhouse Rd Greenway	1.00	0.25	4.00	0.67	Yes	1.00	Yes	1.00	73	5	0.625	62.50	76.0	High
170	Cribbon Ave Greenway	2.00	0.50	3.00	0.50	Yes	1.00	Yes	1.00	75	1	0.125	12.50	75.6	High
181	Parsley Blvd Greenway	2.00	0.50	3.00	0.50	Yes	1.00	Yes	1.00	75	1	0.125	12.50	75.6	High
145	East Storey Blvd/Highland Rd Greenway	2.00	0.50	2.00	0.33	Yes	1.00	Yes	1.00	71	3	0.375	37.50	72.7	High
177	David R Romero South Cheyenne Community Park North/South Greenway	2.00	0.50	2.00	0.33	Yes	1.00	Yes	1.00	71	2	0.25	25.00	72.1	High
157	Antelope Ave/ I-25 Greenway	2.00	0.50	1.00	0.17	Yes	1.00	Yes	1.00	67	8	1	100.00	71.7	High
138	West Four Mile Rd Greenway	1.00	0.25	3.00	0.50	Yes	1.00	Yes	1.00	69	4	0.5	50.00	71.3	High
160	South Dry Creek Greenway	1.00	0.25	3.00	0.50	Yes	1.00	Yes	1.00	69	2	0.25	25.00	70.0	High
163	East Campstool Rd Greenway	1.00	0.25	3.00	0.50	Yes	1.00	Yes	1.00	69	2	0.25	25.00	70.0	High
169	Center Dr Greenway	1.00	0.25	3.00	0.50	Yes	1.00	Yes	1.00	69	1	0.125	12.50	69.4	High
165	Crow Creek Greenway	1.00	0.25	2.00	0.33	Yes	1.00	Yes	1.00	65	6	0.75	75.00	68.3	Mid
129	East Park Greenway	2.00	0.50	1.00	0.17	Yes	1.00	Yes	1.00	67	1	0.125	12.50	67.3	Mid
130	Van Buren Ave Pedestrian Improvements	1.00	0.25	2.00	0.33	Yes	1.00	Yes	1.00	65	1	0.125	12.50	65.2	Mid
164	HR Ranch Rd/ I-80 Greenway	1.00	0.25	2.00	0.33	Yes	1.00	Yes	1.00	65	1	0.125	12.50	65.2	Mid
175	Partoyan Dr Greenway	1.00	0.25	2.00	0.33	Yes	1.00	Yes	1.00	65	1	0.125	12.50	65.2	Mid
151	Grove Dr/T-Bird Dr Greenway	1.00	0.25	1.00	0.17	Yes	1.00	Yes	1.00	60	4	0.5	50.00	62.9	Mid
161	North Dry Creek Greenway	0.00	0.00	2.00	0.33	Yes	1.00	Yes	1.00	58	2	0.25	25.00	59.6	Mid
139	East Four Mile Rd Greenway	0.00	0.00	2.00	0.33	Yes	1.00	Yes	1.00	58	1	0.125	12.50	59.0	Mid
162	West Campstool Rd Greenway	0.00	0.00	2.00	0.33	Yes	1.00	Yes	1.00	58	1	0.125	12.50	59.0	Mid
131	Lincolnway Greenway	0.00	0.00	1.00	0.17	Yes	1.00	Yes	1.00	54	1	0.125	12.50	54.8	Low
15	Mountain Rd Greenway	1.00	0.25	0.00	0.00	Yes	1.00	No	0.00	31	1	0.125	12.50	31.9	Low
115	Pershing Blvd Improvements	3.00	0.75	3.00	0.50	No	0.00	No	0.00	31	1	0.125	12.50	31.9	Low
172	15th St Greenway	1.00	0.25	5.00	0.83	No	0.00	No	0.00	27	5	0.625	62.50	30.2	Low
156	South Airport Connection	2.00	0.50	2.00	0.33	No	0.00	No	0.00	21	5	0.625	62.50	24.0	Low
40	Missile Dr Improvements	2.00	0.50	2.00	0.33	No	0.00	No	0.00	21	3	0.375	37.50	22.7	Low
142	Prairie Ave Greenway	2.00	0.50	2.00	0.33	No	0.00	No	0.00	21	3	0.375	37.50	22.7	Low
180	Freedom Elementary School Greenway	1.00	0.25	3.00	0.50	No	0.00	No	0.00	19	6	0.75	75.00	22.5	Low
91	Lincolnway Improvements	1.00	0.25	2.00	0.33	No	0.00	No	0.00	15	4	0.5	50.00	17.1	Low
147	South Whitney Rd and Railroad Greenway	0.00	0.00	0.00	0.00	No	0.00	No	0.00	0	3	0.375	37.50	1.9	Low