2008 ANNUAL CRASH REPORT for the Cheyenne Urban Area
2008 ANNUAL CRASH REPORT FOR THE
CHEYENNE URBAN AREA
March 2010

The purpose of this report is to disseminate yearly crash information for the Cheyenne Urban Area to a wide audience including the public, local law enforcement agencies, educators and policy makers. The report describes trends, conditions, and identifies “hot spots.” Detailed information about individual crashes and locations is available upon request to the Cheyenne Metropolitan Planning Organization (MPO).

The data for this report is obtained from the WYDOT Safety Branch and is compiled by WYDOT from the Cheyenne Police, Laramie County Sheriff, and the Wyoming Highway Patrol collision reports. The crashes reported in this document are within the Cheyenne urban area, which includes the City of Cheyenne and surrounding county lands. Crashes on private property are included only when related to an access or intersection within a public roadway. The MPO did not request identification information, thereby maintaining privacy for individuals involved in the crashes.

According to an amendment to Wyoming Statute §31-5-1106, the driver of a vehicle involved in a collision after July 1, 1999 which results in injury, death, or property damage of at least $1,000 must report the crash to the police, sheriff, or highway patrol, depending where the crash occurred. Prior to July 1, 1999, the monetary amount was $500. The comparisons between years may be skewed because of this change.

Not all accidents in the database are represented geographically. If an accident location could not be determined within 50 feet from the written crash report description, no geographic coordinates are assigned. However, 100% of all the reported crashes are in the tabular database.

The MPO is very appreciative of the data and help provided by the WYDOT Safety Branch.

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Cheyenne MPO
2101 O’Neil Ave Room 205
Cheyenne, WY 82001
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QUICK FACTS ABOUT 2008 CRASHES

How many crashes were there in 2008? There were 1735 crashes in 2008. This is about a 6% decrease from 2007 in which there were 1851. (1836 in 2006)

How many people died or were injured in crashes in 2008? 2 people died in separate crashes. There were 565 people injured in 391 separate crashes. This compares to 5 fatalities in 2007 and 720 injuries in 469 separate crashes.

How many drivers were involved in crashes in 2008? There were 2,981 drivers involved in crashes. (3,277 in 2007)

How many vehicles were involved in crashes in 2008? There were 3,232 vehicles involved in crashes. (3,543 in 2006)

What month did most crashes occur in 2008? December with 171 crashes followed by February (154), July (152), January (150), May (149), August (148), October (145), March (143), November (139), September (130), April (127), and June (127)

What day of the week did most crashes occur in 2008? Friday with 321 crashes followed by Thursday (271), Wednesday (258), Tuesday (252), Saturday (240), Monday (219), and Sunday (174).

What type of crash was the most prevalent? Rear End crashes.

How many hit-and-run crashes were there in 2008? 224. (234 in 2007)

How many pedestrians were hit by cars in 2008? 17. (14 in 2007)

How many bicyclists were hit by cars in 2008? 11. (18 in 2007)

How can I learn more about crashes in the Cheyenne Area? Call the MPO office at 638-4308 for more information.
TRANSPORTATION SAFETY MANAGEMENT PLAN IMPLEMENTATION INITIATIVE

In 2007, the Cheyenne Metropolitan Planning Organization took a leadership role as one of the first MPOs in the country to develop a regional transportation safety plan. The MPO has since moved on to implementing several strategies identified in the plan. The MPO has been actively supported in its safety efforts by its regional safety partners and WYDOT Office of Highway Safety. The Cheyenne MPO safety efforts utilize crash data extensively from the annual MPO crash reports as well as data provided by WYDOT. The MPO has also actively pursued federal highway safety grants which have helped fund several implementation projects.

In 2008, the MPO received two separate grants from WYDOT. The first grant was used to organize a Law Enforcement Occupant Protection Summit. The second grant came through WYDOT Planning Department to conduct an Intersection Safety Study with field visits.

The MPO convened the Law Enforcement Occupant Protection Summit in May of 2009. Officers from Cheyenne Police Department, the Laramie County Sheriff’s Office and Wyoming Highway Patrol were invited. Twelve officers attended the event. The purpose of organizing this summit was to talk about the issue of safety belt use in the Cheyenne area and support the efforts of enforcement officers in trying to increase safety belt use.

Wyoming has a low safety belt usage rate and lags behind most of the other states in the US. Wyoming also does not have a primary seatbelt law. It has been seen that for states that do not have a primary seatbelt law, enforcement has been instrumental in increasing seatbelt use. The speakers shared occupant protection data with the officers. There was a peer-to-peer presentation by an officer. Also, WYDOT programs, resources and incentives were discussed. Finally, facilitated
group discussions were done to identify barriers to writing citations. This event was coordinated with the May Mobilization efforts in Wyoming. The MPO did a follow up analysis on citations written in the period between May 14th and July 6th. There were over 200 seatbelt citations written for the Cheyenne area in 2009 in comparison to 25 in 2008.

The MPO worked on an Intersection Safety Study with national safety experts. The study included a data driven process to identify typical crash patterns at several intersections in the Cheyenne metropolitan area. A total of twenty intersections were prioritized and field visits were done at these locations. A multidisciplinary team helping the MPO with intersection safety also accompanied the consultants to several of the sites where field visits were done. After completion of field visits, safety countermeasures for each of these 20 intersections were identified and provided in the report. This study will assist City, County and State to invest in intersection safety improvements which could potentially decrease crashes at these locations.

The MPO with help from the TSAC (Transportation Safety Advisory Committee) and the Safety Emphasis Teams continues to plan for future activities which help implement the Transportation Safety Management Plan strategies. Based on the number of fatalities and injuries, the TSAC had selected 6 AASHTO emphasis areas for focus in Cheyenne, which are Impaired Driving (primarily alcohol), Distracted Drivers, Intersections and Other Hazardous Locations, Occupant Protection, Older Drivers and Younger Drivers. The MPO holds periodical Emphasis Team Meetings to review crash data and evaluate its progress. The teams also revisits the Transportation Safety Management Plan and identifies future action steps that help implement strategies identified in the plan. As a result of the efforts of the Safety Emphasis Teams, the MPO was awarded two grants in 2009 to implement strategies in the occupant protection emphasis area.
ESTIMATING THE COST OF INJURIES, 2008
Adapted from the National Safety Council

The National Safety Council makes estimates of the average costs of fatal and nonfatal unintentional injuries to illustrate their impact on the nation's economy. The costs are a measure of dollars spent and income not received due to accidents, injuries, and fatalities.

Cost estimation is not exact -- it can only be approximated. The estimates depend on many factors.

The figures provided by NSC can be used to estimate the actual costs to the Cheyenne area of deaths and injuries. The comprehensive cost figures (discussed below) should be used for cost benefit analyses.

The calculable costs of motor-vehicle crashes are wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employer costs. In addition to the economic cost components listed above, the following comprehensive costs also include a measure of the value of lost quality of life which was obtained through empirical studies of what people actually pay to reduce their safety and health risks.

More information about estimating the cost of injuries is available at the National Safety Council website at www.nsc.org.

<table>
<thead>
<tr>
<th>Type of Injury</th>
<th>Cost Per Event*</th>
<th>Number of Events</th>
<th>Total by Type of Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>Death</td>
<td>$4,100,000</td>
<td>2</td>
<td>$8,200,000</td>
</tr>
<tr>
<td>Incapacitating</td>
<td>$208,500</td>
<td>43</td>
<td>$8,965,500</td>
</tr>
<tr>
<td>Non-Incapacitating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evident</td>
<td>$53,200</td>
<td>204</td>
<td>$10,852,800</td>
</tr>
<tr>
<td>Possible Injury</td>
<td>$25,300</td>
<td>327</td>
<td>$8,273,100</td>
</tr>
<tr>
<td>No Injury</td>
<td>$2,300</td>
<td>3689</td>
<td>$8,484,700</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>4265</td>
<td>$44,776,100</td>
</tr>
</tbody>
</table>

INCAPACITATING INJURIES An incapacitating injury is any injury that prevents a person from walking, driving, or continuing normal activities the person was capable of performing before the injury occurred. If the person is not able to leave the crash scene unassisted, that person is incapacitated.

NON-INCAPACITATING INJURIES A non-incapacitating injury is any injury that is not incapacitating, but is evident to anyone at the crash site such as, a lump on the head, abrasions, bruises or minor lacerations.

POSSIBLE INJURIES A possible injury is any injury that is not incapacitating, or non-incapacitating, but is reported by the person such as, limping, momentary unconsciousness, pain, nausea, hysteria, etc.
2008 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

Fatal Crashes 1999-2008

Pedestrian & Bicycle Crashes 1999-2008

Motorcycle Crashes 1999-2008

Alcohol Crashes (21)  All Fatal Crashes (50)

Pedestrians (130)  Bicyclists (347)

Alcohol Crashes (41)  All Motorcycle Crashes (355)
Crashes on Dell Range, 2004-2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>% Change from Previous Year</th>
<th>Injury Crashes</th>
<th>% Change from Previous Year</th>
<th>Injuries</th>
<th>% Change from Previous Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>187</td>
<td>- 15.0%</td>
<td>49</td>
<td>- 26.8%</td>
<td>88</td>
<td>- 17.8 %</td>
</tr>
<tr>
<td>2007</td>
<td>220</td>
<td>- 5.2%</td>
<td>66</td>
<td>- 10.8%</td>
<td>107</td>
<td>- 14.4%</td>
</tr>
<tr>
<td>2006</td>
<td>232</td>
<td>4.9%</td>
<td>74</td>
<td>21.3%</td>
<td>125</td>
<td>11.6%</td>
</tr>
<tr>
<td>2005</td>
<td>221</td>
<td>1.8%</td>
<td>61</td>
<td>7.0%</td>
<td>112</td>
<td>28.7%</td>
</tr>
<tr>
<td>2004</td>
<td>217</td>
<td>5.8%</td>
<td>57</td>
<td>- 3.4%</td>
<td>87</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

Intersection Crashes at Converse Ave & Dell Range Blvd, 2004-2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>% Change</th>
<th>Injury Crashes</th>
<th>% Change</th>
<th>Collision Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>27</td>
<td>- 20.6%</td>
<td>7</td>
<td>-36.4%</td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td>34</td>
<td>- 12.8%</td>
<td>11</td>
<td>- 42.1%</td>
<td>55% of the Crashes at this intersection were Rear End Crashes</td>
</tr>
<tr>
<td>2006</td>
<td>39</td>
<td>18%</td>
<td>19</td>
<td>46%</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>33</td>
<td>- 23%</td>
<td>13</td>
<td>- 13%</td>
<td></td>
</tr>
<tr>
<td>2004</td>
<td>43</td>
<td>59%</td>
<td>15</td>
<td>67%</td>
<td></td>
</tr>
</tbody>
</table>

Converse Ave & Dell Range Blvd 2008 Crash Severity
Converse Ave & Dell Range Blvd
27 Accidents
01/01/08 - 12/31/08

(Clear filter), (1) accidents with insufficient data for display

- Straight
- Stopped
- Unknown
- Backing
- Overtaking
- Sideswipe

- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn

- Pedestrian
- Bicycle
- Injury
- Fatality
- Nighttime
- DUI

- Fixed objects:
- General
- Pole
- Signal
- Curb
- Tree
- Animal
- 3rd vehicle
- Extra data

Cheyenne MPO, WY 02/02/2010 (modified)
2004 - 2008
FATAL CRASHES

- 2008 (2)
- 2005 (5)
- 2007 (5)
- 2004 (7)
- 2006 (7)
2006 - 2008
BICYCLE & PEDESTRIAN CRASHES

2006
- BICYCLE (16)
- PEDESTRIAN (10)

2007
- BICYCLE (18)
- PEDESTRIAN (14)

2008
- BICYCLE (11)
- PEDESTRIAN (17)
2008 Crashes by Date

Date

Crashes


Daily
Averaged over 7 days
### Accident Summary Report 2008

**Greater Cheyenne Area**

<table>
<thead>
<tr>
<th>Severity</th>
<th>Multi-Vehicle</th>
<th>Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>PDO: 1342</td>
<td>One Vehicle: 351</td>
<td>Jan: 150</td>
</tr>
<tr>
<td>INJ: 391</td>
<td>Two Vehicles: 1283</td>
<td>Apr: 127</td>
</tr>
<tr>
<td>FAT: 2</td>
<td>Three or More: 101</td>
<td>July: 152</td>
</tr>
<tr>
<td>565</td>
<td></td>
<td>Oct: 145</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Manner of Collision
- Head On: 42
- Rear End: 446
- Angle Same Direction: 165
- Angle Opp Direction: 142
- Angle Right: 334
- Angle Unk Direction: 14
- Sideswipe (Same): 120
- Sideswipe (Opposite): 14
- Other Collision: 74
- Not Collision: 334
- Unknown: 28

<table>
<thead>
<tr>
<th>First Harmful Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians: 17</td>
</tr>
<tr>
<td>Bicycle: 11</td>
</tr>
<tr>
<td>Domestic Animal: 1</td>
</tr>
<tr>
<td>Wild Animal: 22</td>
</tr>
<tr>
<td>Light/Utility Pole: 16</td>
</tr>
<tr>
<td>Sign: 11</td>
</tr>
<tr>
<td>Guard Rail/Cable: 51</td>
</tr>
<tr>
<td>Bridge Structure: 3</td>
</tr>
<tr>
<td>Culvert/Headwall: 1</td>
</tr>
<tr>
<td>Fence: 27</td>
</tr>
<tr>
<td>Raised Median/Curb: 19</td>
</tr>
<tr>
<td>Delineator Post: 6</td>
</tr>
</tbody>
</table>

#### Road Conditions
- Dry: 1338
- Wet: 132
- Muddy/Dirt: 12
- Snowy: 56
- Slushy: 11
- Other: 7
- Unknown: 32

#### Weather Conditions
- Clear or Cloudy: 1436
- Rain: 88
- Snowing: 149
- Fog: 2
- Wind: 24
- Blizzard: 1
- Unknown: 28

#### Road Description
- At Intersection: 628
- At Driveway Access: 129
- Intersection Related: 302
- Non Junction: 522
- Ramp: 42
- Other: 7
- Unknown: 105

#### Lighting Conditions
- Daylight: 1271
- Dawn or Dusk: 38
- Dark-Lighted: 242
- Dark-Unlighted: 155

#### Veh 1 Veh 2
<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Veh 1</th>
<th>Veh 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Car</td>
<td>830</td>
<td>700</td>
</tr>
<tr>
<td>Pickup</td>
<td>330</td>
<td>280</td>
</tr>
<tr>
<td>SUV</td>
<td>226</td>
<td>177</td>
</tr>
<tr>
<td>Passenger Van</td>
<td>74</td>
<td>76</td>
</tr>
<tr>
<td>Cargo Van</td>
<td>11</td>
<td>1</td>
</tr>
<tr>
<td>School Bus</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Other Bus</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Construction Machine</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Motorcycle &lt; 150cc</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>Motorcycle &gt; 150cc</td>
<td>21</td>
<td>18</td>
</tr>
<tr>
<td>Scooter</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Light Truck</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Medium Truck</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Heavy truck &gt; 26,000</td>
<td>60</td>
<td>34</td>
</tr>
<tr>
<td>Other Type</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Unknown</td>
<td>48</td>
<td>49</td>
</tr>
</tbody>
</table>

#### Veh 1 Veh 2
<table>
<thead>
<tr>
<th>Vehicle Movement</th>
<th>Veh 1</th>
<th>Veh 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Going Straight:</td>
<td>952</td>
<td>712</td>
</tr>
<tr>
<td>Slowing:</td>
<td>73</td>
<td>52</td>
</tr>
<tr>
<td>Stopped in Traffic:</td>
<td>47</td>
<td>252</td>
</tr>
<tr>
<td>Making a Right Turn:</td>
<td>85</td>
<td>34</td>
</tr>
<tr>
<td>Making a Left Turn:</td>
<td>263</td>
<td>74</td>
</tr>
<tr>
<td>Making a U-Turn:</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>Passing:</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Entering Lane:</td>
<td>32</td>
<td>6</td>
</tr>
<tr>
<td>Parked:</td>
<td>14</td>
<td>197</td>
</tr>
<tr>
<td>Changing Lanes:</td>
<td>51</td>
<td>6</td>
</tr>
<tr>
<td>Negotiating Curve:</td>
<td>46</td>
<td>7</td>
</tr>
<tr>
<td>Other Action:</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Driverless:</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Unknown:</td>
<td>52</td>
<td>7</td>
</tr>
</tbody>
</table>

#### Time of Day
- 12am-3am: 75
- 3am-6am: 51
- 6am-9am: 39
- 9am-12pm: 319
- 12pm-3pm: 318
- 3pm-6pm: 424
- 6pm-9pm: 203
- 9pm-12am: 14

#### Day of the Week
- Sunday: 174
- Monday: 219
- Tuesday: 252
- Wednesday: 258
- Thursday: 271
- Friday: 321
- Saturday: 240

### Total Accidents: 1,735
## 10 Year Accident Summary Report

### 1/1/1999 - 12/31/2008

**Greater Cheyenne Area**

<table>
<thead>
<tr>
<th>Severity</th>
<th>Multi-Vehicle</th>
<th>Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>PDO: 76.6%</td>
<td>One Vehicle: 15.7%</td>
<td>Jan: 7.6%</td>
</tr>
<tr>
<td>INJ: 23.2% :Injured</td>
<td>Two Vehicles: 77.6%</td>
<td>Apr: 7.7%</td>
</tr>
<tr>
<td>FAT: 0.3%</td>
<td>Three or More: 6.6%</td>
<td>July: 9.1%</td>
</tr>
<tr>
<td>52 :Killed</td>
<td></td>
<td>Oct: 9.0%</td>
</tr>
</tbody>
</table>

### Manner of Collision

- Head On: 2.4%
- Rear End: 25.8%
- Angle: 22.9%
- Sideswipe (Same): 9.4%
- Sideswipe (Opposite): 1.4%
- Other Collision: 20.4%
- Not Collision: 1.8%
- Unknown: 15.9%

### First Harmful Event

- Pedestrians: 0.7%
- Bicycle: 1.0%
- Domestic Animal: 0.1%
- Wild Animal: 0.7%
- Light/Utility Pole: 1.3%
- Sign: 0.8%
- Guard Rail/Cable: 2.5%
- Bridge Structure: 0.5%
- Culvert/Headwall: 0.1%
- Fence: 1.4%
- Raised Median/Curb: 1.0%
- Mailbox: 0.1%
- Other: 1.0%

### Road Conditions

<table>
<thead>
<tr>
<th>Clear or Cloudy</th>
<th>Rain</th>
<th>Snow</th>
<th>Fog</th>
<th>Snow/Sleet/Hail</th>
<th>Wind</th>
<th>Blizzard</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>84.1%</td>
<td>4.1%</td>
<td>7.7%</td>
<td>0.3%</td>
<td>0.7%</td>
<td>0.9%</td>
<td>0.7%</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

### Weather Conditions

- At Intersection: 33.2%
- At Driveway Access: 10.1%
- Intersection Related: 25.4%
- Non Junction: 30.7%
- Unknown: 0.6%

### Road Description

#### Lighting Conditions

- Daylight: 76.5%
- Dawn or Dusk: 2.8%
- Dark-Lighted: 12.3%
- Dark-Unlighted: 7.8%
- Unknown: 0.5%

### Day of the Week

- Sunday: 9.8%
- Monday: 14.4%
- Tuesday: 14.6%
- Wednesday: 14.5%
- Thursday: 15.2%
- Friday: 18.3%
- Saturday: 13.2%

### Time of Day

- 12am-3am: 4.2%
- 3am-6am: 2.1%
- 6am-9am: 11.7%
- 9am-12pm: 15.8%
- 12pm-3pm: 20.3%
- 3pm-6pm: 26.2%

### Vehicle Movement

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Veh 1</th>
<th>Veh 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Car</td>
<td>63.5%</td>
<td>54.5%</td>
</tr>
<tr>
<td>Pickup</td>
<td>20.8%</td>
<td>18.3%</td>
</tr>
<tr>
<td>Passenger Van</td>
<td>5.8%</td>
<td>5.4%</td>
</tr>
<tr>
<td>Cargo Van</td>
<td>0.1%</td>
<td>0.0%</td>
</tr>
<tr>
<td>School Bus</td>
<td>0.1%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0.2%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Construction Machine</td>
<td>0.2%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Motorcycle &lt; 150cc</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Motorcycle &gt; 150cc</td>
<td>1.2%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Motor Home</td>
<td>0.1%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Light Truck</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Medium Truck</td>
<td>0.9%</td>
<td>0.6%</td>
</tr>
<tr>
<td>Heavy Truck &gt; 26,000</td>
<td>2.3%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Emergency Veh</td>
<td>0.3%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Type</td>
<td>0.4%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Unknown</td>
<td>3.5%</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

### Total Accidents: 18,535