

2016

ANNUAL CRASH REPORT for the Cheyenne Urban Area



2016 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

July 2017

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 demonstrates 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 Highway Safety Office 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. For an in depth look at Crash Statistics on a state-wide level please review the WYDOT Highway Safety Programs web page at the following link:

http://www.dot.state.wy.us/home/dot_safety/safety_statistics.html

The MPO does not receive identification information, thereby maintaining privacy for individuals involved in the crashes.

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 Highway Safety Office.

James Sims, Senior Transportation Planning Technician

Phone: 307-638-4308

e-mail: jsims@cheyennempo.org

Tom Mason, MPO Director

Phone: 307-637-6299

e-mail: tmason@cheyennempo.org

Cheyenne MPO

2101 O’Neil Ave Room 205

Cheyenne, WY 82001



CONTENTS

| | |
|--|----|
| Definitions | 1 |
| Quick facts about 2016 Crashes | 2 |
| Cheyenne Area Transportation Safety Initiative | 3 |
| Estimating the Cost of Injuries | 5 |
| Total People Injured | 6 |
| Total Crashes | 7 |
| Crashes Involving | |
| Alcohol | 9 |
| Speed | 11 |
| Pedestrian | 13 |
| Bicycle | 15 |
| Motorcycle | 17 |
| Commercial Motor Vehicles (CMV) | 19 |
| Run Off Road | 21 |
| Young Driver | 23 |
| Older Driver | 25 |
| Hit and Run | 27 |
| Total Crashes by | |
| Month of the Year | 29 |
| Day of Week | 30 |
| Time of Day | 31 |
| Angle of Collision | 32 |
| Intersection Type | 33 |
| Junction Relation | 34 |
| Weather Conditions | 35 |
| Drivers Gender | 36 |
| Drivers Action | 37 |
| Crashes by Date | 39 |
| Drivers Age | 41 |
| Signalized Accident Summary | 42 |

MAPS

| | |
|-----------------------|----|
| Total Crashes | 8 |
| Alcohol Related | 10 |
| Speed Related | 12 |
| Pedestrian Involved | 14 |
| Bicycle Involved | 16 |
| Motorcycle Involved | 18 |
| CMV Involved | 20 |
| Run Off Road | 22 |
| Young Driver Involved | 24 |
| Older Driver Involved | 26 |
| Hit and Run | 28 |

PERFORMANCE MEASURES

| | |
|-----------------------------|----|
| Total Crashes | 45 |
| Alcohol Related | 46 |
| Speed Related | 47 |
| Pedestrian Involved | 48 |
| Bicycle Involved | 49 |
| Motorcycle Involved | 50 |
| Young Driver Involved | 51 |
| Older Driver Involved | 52 |
| Performance Measure Summary | 53 |

DEFINITIONS

INJURY LEVEL

FATAL INJURY A fatal injury is any injury that results in death within 30 days after the traffic crash.

SUSPECTED SERIOUS INJURY A suspected serious injury or an incapacitating injury is any suspected 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.

SUSPECTED MINOR INJURY A suspected minor injury crash or non-incapacitating injury is any suspected 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 INJURY 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.

UNKNOWN INJURY An unknown injury means that the officer that is completing the accident report cannot determine if there was any injury to the person(s) involved. Most of these injuries are involved in hit and run crashes to which persons involved could not be found or be identified. Prior to 2008 this type of injury was classified as no injury

CRASH SEVERITY

FATAL CRASH A fatal crash is any crash involving one or more persons who were killed.

SUSPECTED SERIOUS INJURY CRASH A suspected serious injury crash or an incapacitating crash is any crash involving one or more persons who were incapacitated, but there were no fatalities.

SUSPECTED MINOR INJURY CRASH A suspected minor injury crash or a non-incapacitating crash is any crash involving one or more persons who were non-incapacitated, but there were no incapacitating injuries or fatalities.

POSSIBLE INJURY CRASH A possible injury crash is any crash involving one or more persons who were possibly injured, but there were no other injuries or fatalities.

PROPERTY DAMAGE ONLY (PDO) A PDO crash is any crash involving property damage of \$1000 or more with no apparent injuries or fatalities.

UNKNOWN An unknown crash is any crash involving an unknown injury, but there were no other injuries or fatalities.

DRIVER

DRIVER 1 Driver 1 is the driver usually found at fault at the time of the crash. This is prior to an investigation and is not 100% accurate.

DRIVER 2 Driver 2 is the driver usually NOT found at fault at the time of the crash. This is also prior to an investigation.

PERFORMANCE MEASURES

BASELINE The baseline value was set by PlanCheyenne, The Cheyenne Area Master Transportation Plan when it was adopted in April of 2014.

ACTUAL The actual value represents the Cheyenne Urban Areas performance averaged over the last 5 years.

TARGET The target value was also set by PlanCheyenne in 2014, in most cases the goal is to reduce the baseline value by 10% with the exception of pedestrian and bicycle numbers the goal is 20% reduction.

<http://www.plancheyenne.org/PlanCheyenne2014FINAL/PlanCheyenneTransportationPlanCityVersionADOPTEDApril2014.pdf>

QUICK FACTS ABOUT 2016 CHEYENNE AREA CRASHES

How many *total crashes* were there in 2016? There were 1,622 crashes in 2016. This is about a 6.0% decrease from 2015 in which there were 1,726. (1,746 in 2014)

How many *people died* in crashes in 2016? 7 people died last year in 7 separate crashes. This compares to 5 fatalities in 2015 all 5 in separate crashes.

How many *injury crashes* were there in 2016? There were 502 people injured in 388 separate crashes. This compares to 543 injuries in 416 separate crashes in 2015.

How many *drivers* were involved in crashes in 2016? There were 3,279 drivers involved in crashes last year. (3,458 in 2015)

How many *vehicles* were involved in crashes in 2016? There were 3,287 vehicles involved in crashes last year. (3,468 in 2015)

How many *hit-and-run* crashes were there in 2016? 156. (172 in 2015)

How many *pedestrians* were hit by cars in 2016? 23. (11 in 2015)

How many *bicyclists* were hit by cars in 2016? 13. (24 in 2015)

How many *motorcyclists* were involved in crashes in 2016? 41. (26 in 2015)

How many *Commercial Motor Vehicles (CMV)* were involved crashes in 2016? 87. (100 in 2015)

How can I learn more about crashes in the Cheyenne Area? The complete 2016 Annual Crash Report for the Cheyenne Urban Area is available at the Laramie County Library or online at <http://www.plancheyenne.org/data/>. You can also call the MPO office at 638-4385 for more information.

CHEYENNE AREA TRANSPORTATION SAFETY INITIATIVE

The human cost of traffic crashes is a significant concern in the Cheyenne urban area. Recognizing this substantial public concern, the Cheyenne Metropolitan Planning Organizations (MPO) was one of the first MPOs in the country to develop a dedicated regional safety plan. The regional safety planning process provides an opportunity for safety stakeholders and community leaders to think critically about the safety concerns in their region and to develop a strategic approach to addressing these problems.

Each year, an average of 6 people are killed and more than 400 are injured in traffic crashes on the roadways in and around Cheyenne. Despite the region's population growth, the number of crashes and injuries has been relatively constant over the past 10 years. While fatalities have ticked up slightly, incapacitating and non-incapacitating injuries have declined. Injury crashes are thought to be a better indicator of the actual crash trend, since they are not subject to as much random variation as fatal crashes.

The power of transportation safety planning at the community level is the ability to take a customized approach to problem analysis and strategy development. Development and implementation of community-based safety strategies can be very effective because community leaders, agencies, institutions, and advocacy groups come together and share resources and information to develop a comprehensive culture of safety.

Since the adoption of the 2008 Transportation Safety Management Plan (TSMP) and its update in 2014, the MPO has continued to implement or help facilitate community programs or projects that address current transportation safety focus areas.

During the update to the TSMP in 2014, the Transportation Safety Advisory Committee (TSAC) reviewed the extent to which various crash factors were involved in fatal and incapacitating injury crashes in Cheyenne for the past 10 years. The following emphasis areas were ultimately selected by the TSAC for future safety focus:

- Intersections;
- Vulnerable Users – bicyclists, pedestrians, and motorcyclists;
- Distracted Driving; and
- Safe Driving Policies.



2016 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

During FY 2016, the MPO in coordination with the City of Cheyenne launched two different community based safety campaigns targeted towards the City’s Pershing/Converse/19th Roundabout and Bicycle Safety. The Roundabout Campaign ran during the month of April 2017 while the Bicycle Safety Campaign ran in June. This coincided with the Bike-to-Work community activities which was held the last week of June. The project team developed an online interface through Safe Streets Cheyenne (<http://safestreetscheyenne.com/>) which included educational materials on both campaigns including short videos on rules of safe “roundabouting” as well safe bike riding and sharing the road with bikes.



During the safety campaigns, the community was encouraged to visit the Safe Streets page through a variety of ads and messaging via social and print media. Facebook and Google ads enabled the MPO and City to reach out to a wide audience who were directed to the Safe Streets Campaign page. During the roundabout campaign, there was excellent engagement and interest from the community within social media. Additionally, ads ran in the local newspapers the Wyoming Tribune Eagle and Traders. Interviews were also conducted through the local TV channel and public radio.



During the bicycle safety campaign held in June 2017, a similar strategy was used to encourage the community to visit the Cheyenne Safe Streets page. Facebook posts and Google ads were used to generate engagement through social media as well as direct people to the campaign web page to view educational materials including videos that were specifically developed to address the safety of bicyclists and rules to share the roads in Cheyenne.

Additionally, messaging and outreach was done through the placement of street banners in Downtown Cheyenne through the DDA’s Banner Program during the month of June. The banners were placed on key downtown corridors which are popular with bicyclists and visible to downtown visitors. The MPO also coordinated with the City’s Cheyenne Transit Program to install window clings on 15 of their buses which highlighted the campaign.



ESTIMATING THE COST OF INJURIES, 2016

Adapted from the National Safety Council

The National Safety Council (NCS) makes estimates of the average costs of fatal and nonfatal 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 estimations are an approximation and are dependent on many factors.

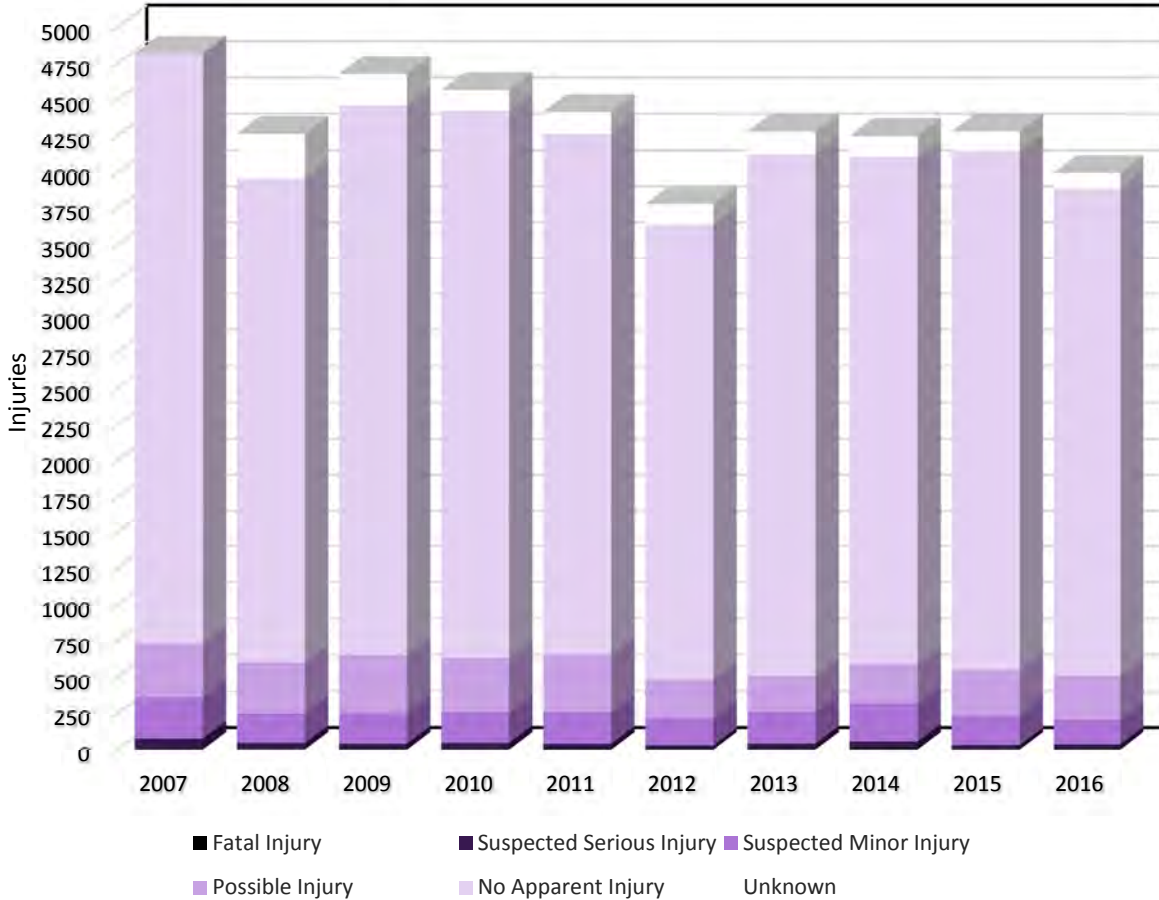
The figures provided by NSC can be used to estimate the actual costs to the Cheyenne area of deaths and injuries. The comprehensive cost figures (discussed below) should be used for cost benefit analyses.

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 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.

| Cost of Injury Report for Cheyenne Crashes, 2016 | | | |
|---|-----------------------|-------------------------|--------------------------------|
| Type of Injury | Cost Per Event | Number of Events | Total by Type of Injury |
| Death | \$1,542,000 | 7 | \$10,794,000 |
| Incapacitating | \$90,000 | 28 | \$2,520,000 |
| Non-Incapacitating | \$26,000 | 173 | \$4,498,000 |
| Possible Injury | \$21,400 | 301 | \$6,441,400 |
| No Injury | \$11,400 | 3486 | \$39,740,400 |
| Property damage only (cost per vehicle) | \$4,200 | 3287 | \$13,805,400 |
| Total | | | \$77,799,200 |

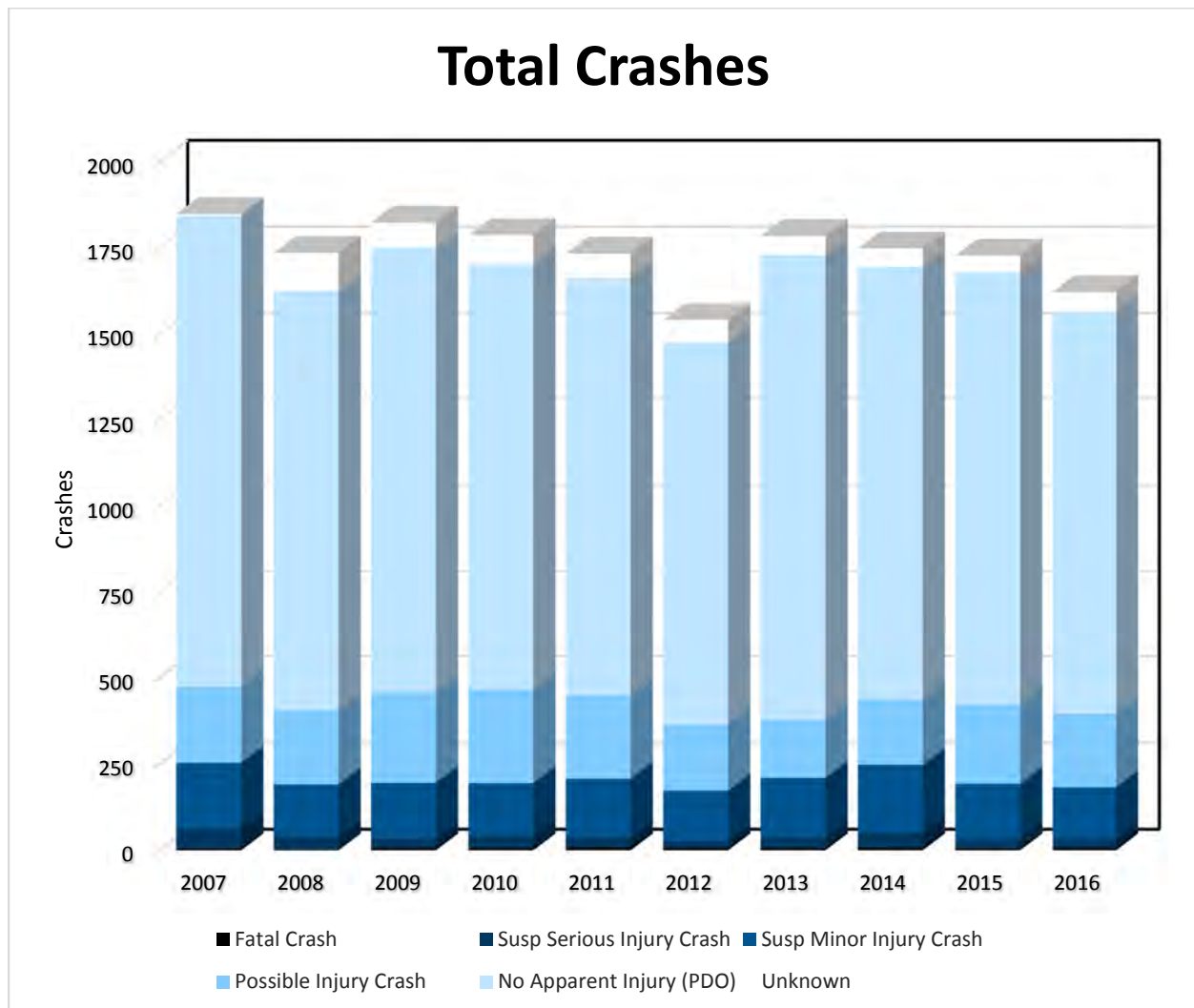
Total People Injured



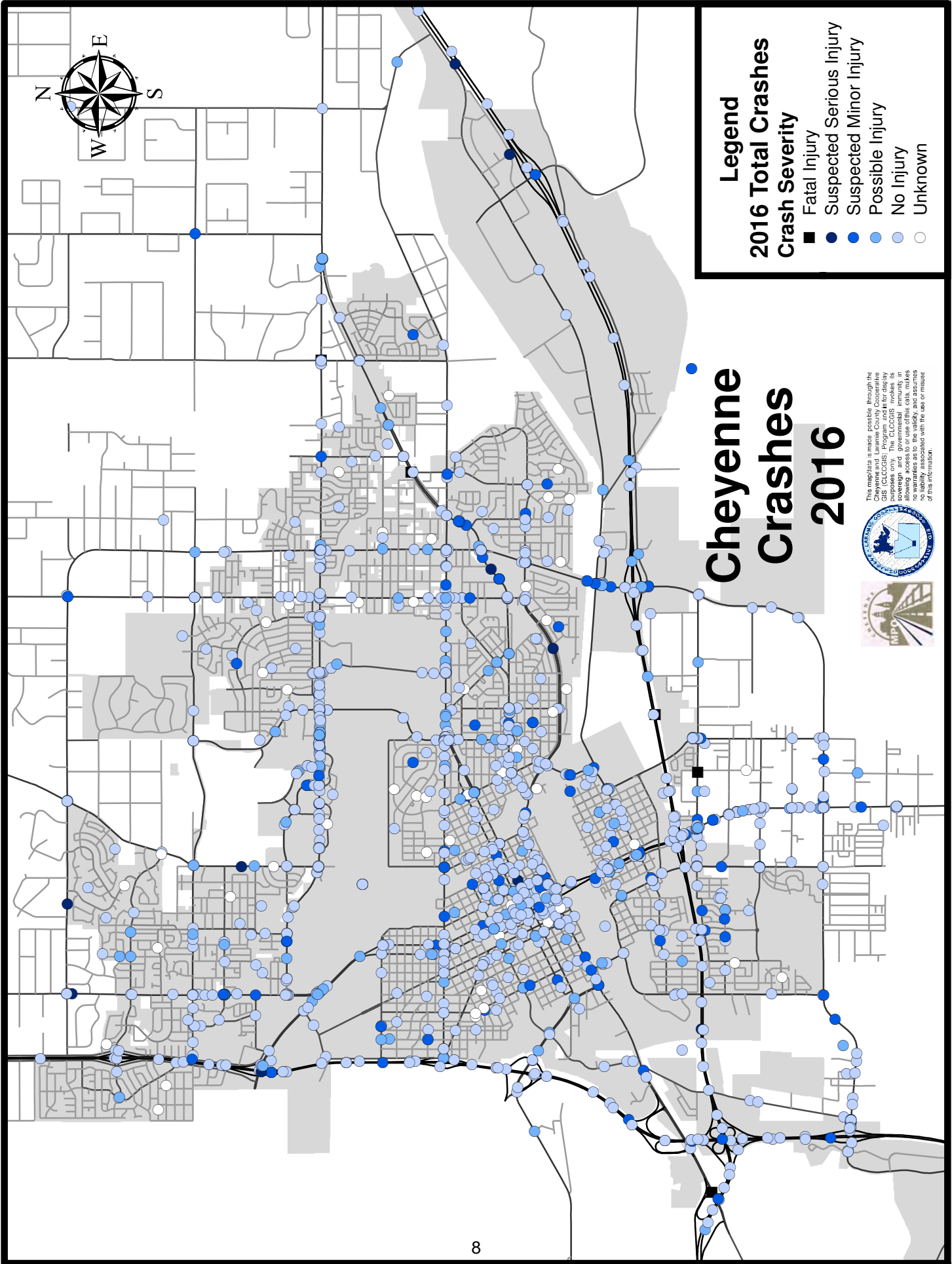
| Total Injuries | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | Total |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Fatal Injury | 5 | 2 | 7 | 6 | 9 | 7 | 6 | 10 | 5 | 7 | 64 |
| Suspected Serious Injury | 70 | 43 | 33 | 40 | 31 | 22 | 35 | 46 | 26 | 28 | 374 |
| Suspected Minor Injury | 284 | 204 | 212 | 211 | 217 | 187 | 221 | 264 | 203 | 173 | 2176 |
| Possible Injury | 370 | 352 | 401 | 374 | 397 | 268 | 245 | 270 | 314 | 301 | 3292 |
| No Apparent Injury | 4089 | 3354 | 3805 | 3788 | 3613 | 3151 | 3619 | 3516 | 3602 | 3378 | 35915 |
| Unknown | 0 | 309 | 219 | 147 | 146 | 146 | 152 | 143 | 129 | 108 | 1499 |
| TOTAL | 4818 | 4264 | 4677 | 4566 | 4413 | 3782 | 4279 | 4249 | 4279 | 3995 | 43322 |

2016 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

Total Crashes



| Total Crashes | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Fatal Crash | 5 | 2 | 6 | 6 | 9 | 7 | 6 | 8 | 5 | 7 | 61 |
| Susp Serious Injury Crash | 56 | 36 | 27 | 34 | 27 | 19 | 29 | 42 | 25 | 23 | 318 |
| Susp Minor Injury Crash | 192 | 152 | 162 | 154 | 171 | 146 | 174 | 197 | 162 | 152 | 1662 |
| Possible Injury Crash | 220 | 214 | 261 | 270 | 241 | 190 | 168 | 189 | 229 | 213 | 2195 |
| No Apparent Injury (PDO) | 1369 | 1220 | 1293 | 1239 | 1214 | 1114 | 1351 | 1259 | 1258 | 1171 | 12488 |
| Unknown | 5 | 110 | 73 | 83 | 70 | 65 | 55 | 52 | 47 | 56 | 616 |
| TOTAL | 1847 | 1734 | 1822 | 1786 | 1732 | 1541 | 1783 | 1747 | 1726 | 1622 | 17340 |



Cheyenne Crashes 2016

Legend

2016 Total Crashes

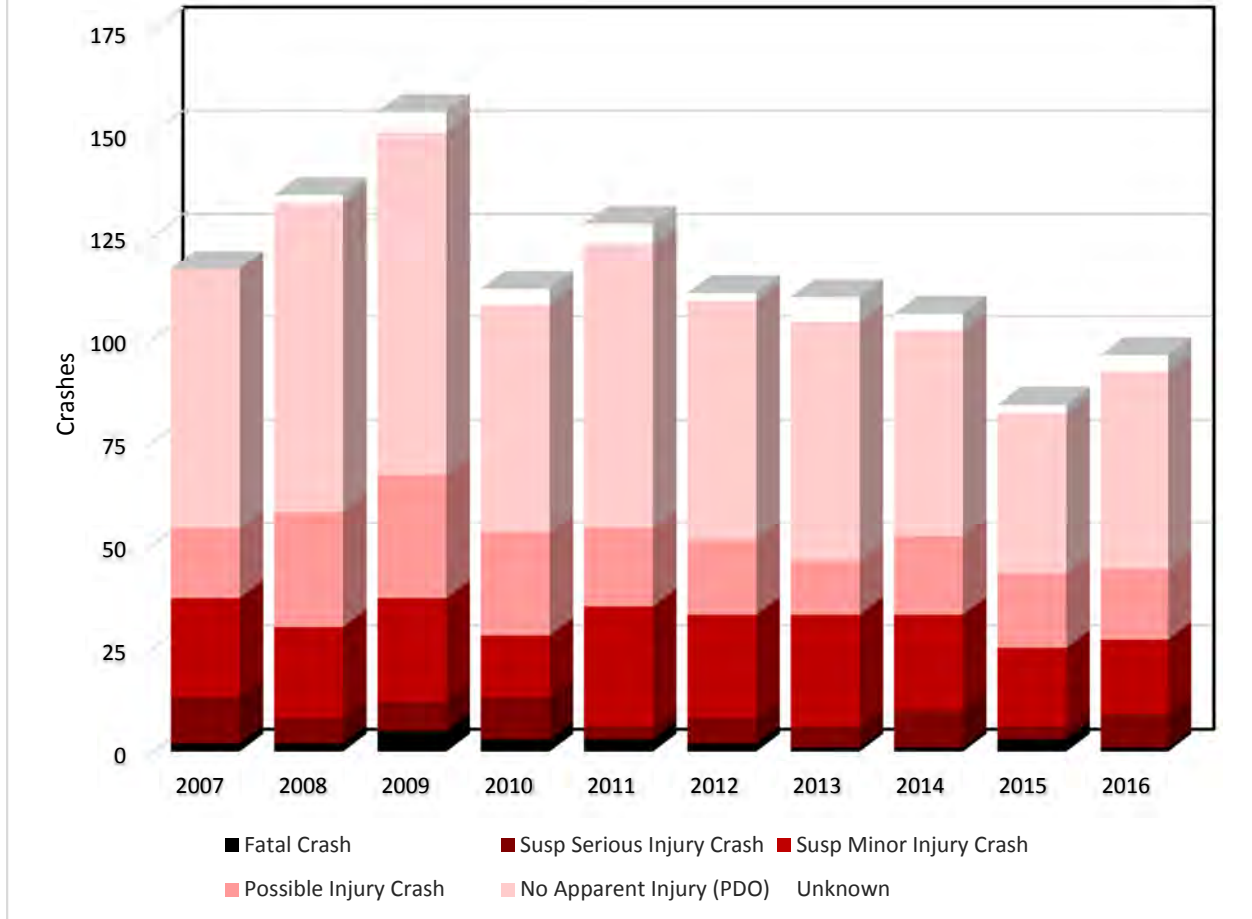
Crash Severity

- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Injury
- Unknown

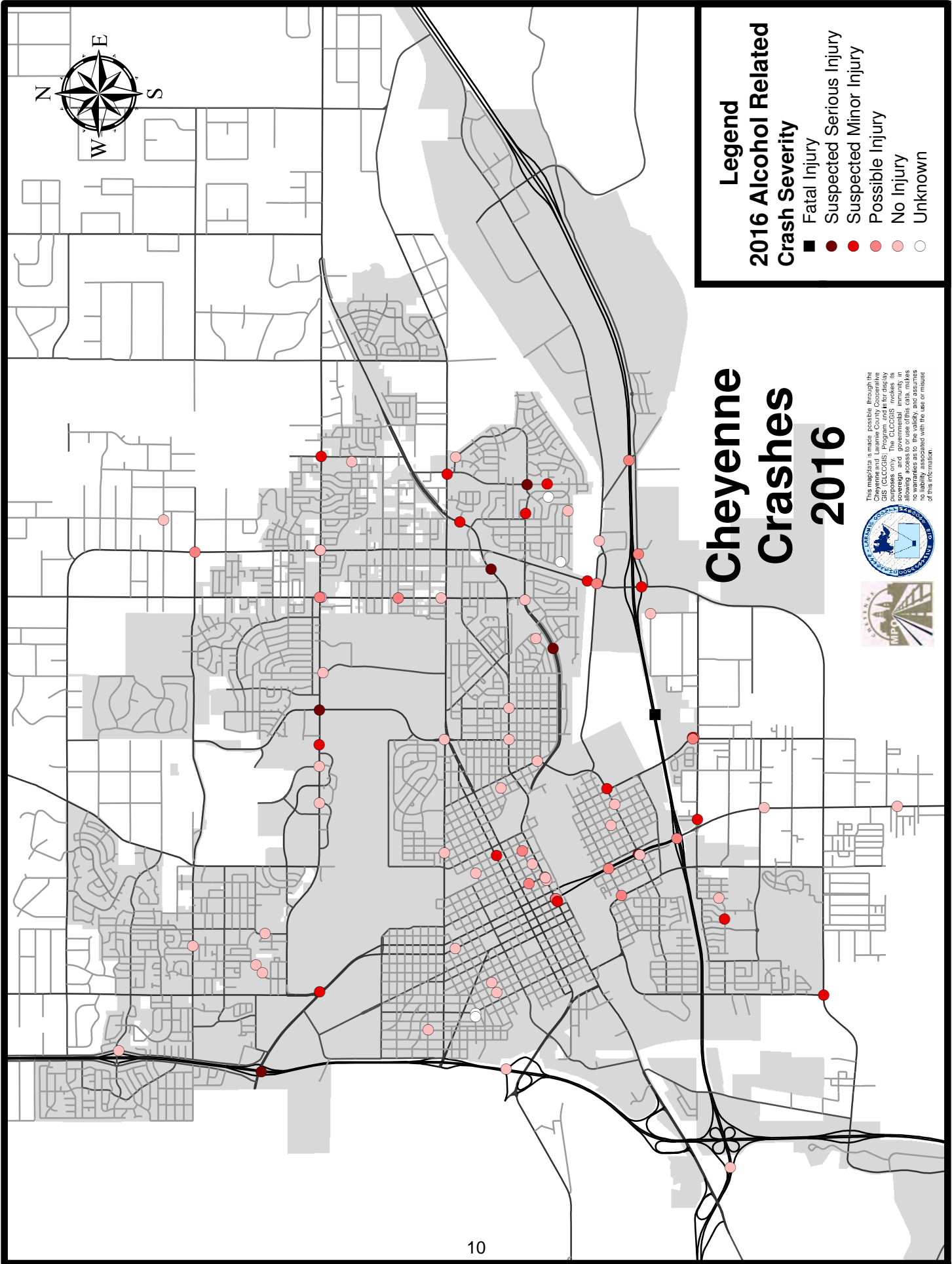
This map/data is made possible through the Cheyenne and Laramie County Cooperative Geographic Information System (GLCCGIS) for purposes only. The GLCCGIS invokes its sovereign and governmental immunity in providing this information. We assume no liability associated with the use or misuse of this information.



Crashes Involving Alcohol



| Alcohol Related | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-------------|
| Fatal Crash | 2 | 2 | 5 | 3 | 3 | 2 | 1 | 1 | 3 | 1 | 23 |
| Susp Serious Injury Crash | 11 | 6 | 7 | 10 | 3 | 6 | 5 | 9 | 3 | 8 | 68 |
| Susp Minor Injury Crash | 24 | 22 | 25 | 15 | 29 | 25 | 27 | 23 | 19 | 18 | 227 |
| Possible Injury Crash | 17 | 28 | 30 | 25 | 19 | 18 | 13 | 19 | 18 | 17 | 204 |
| No Apparent Injury (PDO) | 63 | 75 | 83 | 55 | 69 | 58 | 58 | 50 | 39 | 48 | 598 |
| Unknown | 0 | 2 | 5 | 4 | 5 | 2 | 6 | 4 | 2 | 4 | 34 |
| TOTAL | 117 | 135 | 155 | 112 | 128 | 111 | 110 | 106 | 84 | 96 | 1154 |



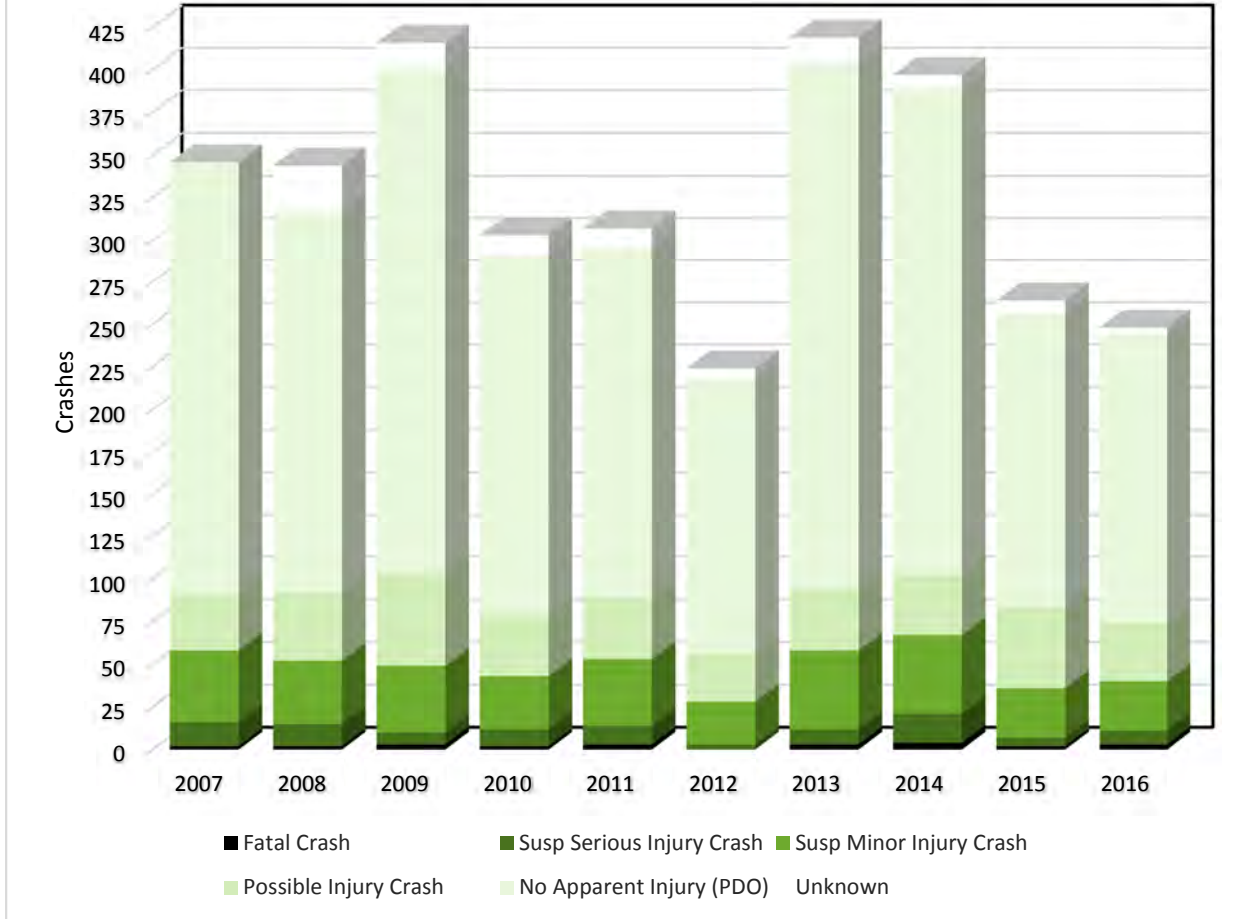
Cheyenne Crashes 2016

- Legend**
2016 Alcohol Related Crash Severity
- Fatal Injury
 - Suspected Serious Injury
 - Suspected Minor Injury
 - Possible Injury
 - No Injury
 - Unknown

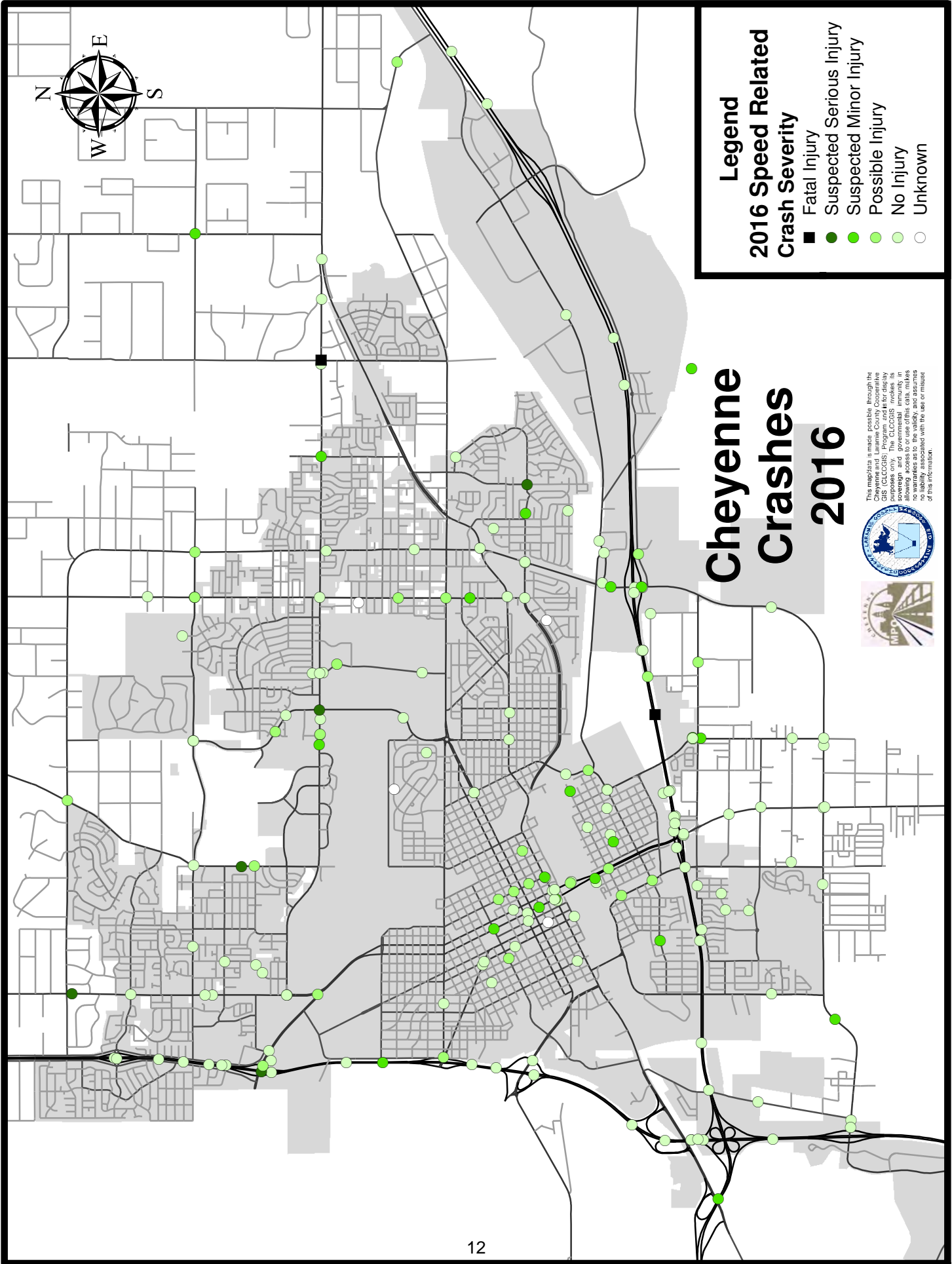
This map data is made possible through the Cheyenne Area Metropolitan Planning Organization's (CAMPO) Geographic Information System (GIS). The CAMPO makes no warranty as to the validity and assumes no liability associated with the use or misuse of this information.



Crashes Involving Speed



| Speed-Related | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Fatal Crash | 2 | 2 | 3 | 2 | 3 | 0 | 3 | 4 | 2 | 3 | 24 |
| Susp Serious Injury Crash | 14 | 13 | 7 | 10 | 11 | 3 | 9 | 17 | 5 | 8 | 97 |
| Susp Minor Injury Crash | 42 | 37 | 39 | 31 | 39 | 25 | 46 | 46 | 29 | 29 | 363 |
| Possible Injury Crash | 33 | 40 | 54 | 36 | 36 | 28 | 36 | 35 | 48 | 34 | 380 |
| No Apparent Injury (PDO) | 255 | 225 | 298 | 212 | 207 | 161 | 310 | 287 | 172 | 170 | 2297 |
| Unknown | 0 | 27 | 15 | 12 | 11 | 7 | 15 | 8 | 8 | 4 | 107 |
| TOTAL | 346 | 344 | 416 | 303 | 307 | 224 | 419 | 397 | 264 | 248 | 3268 |



Cheyenne Crashes 2016

Legend

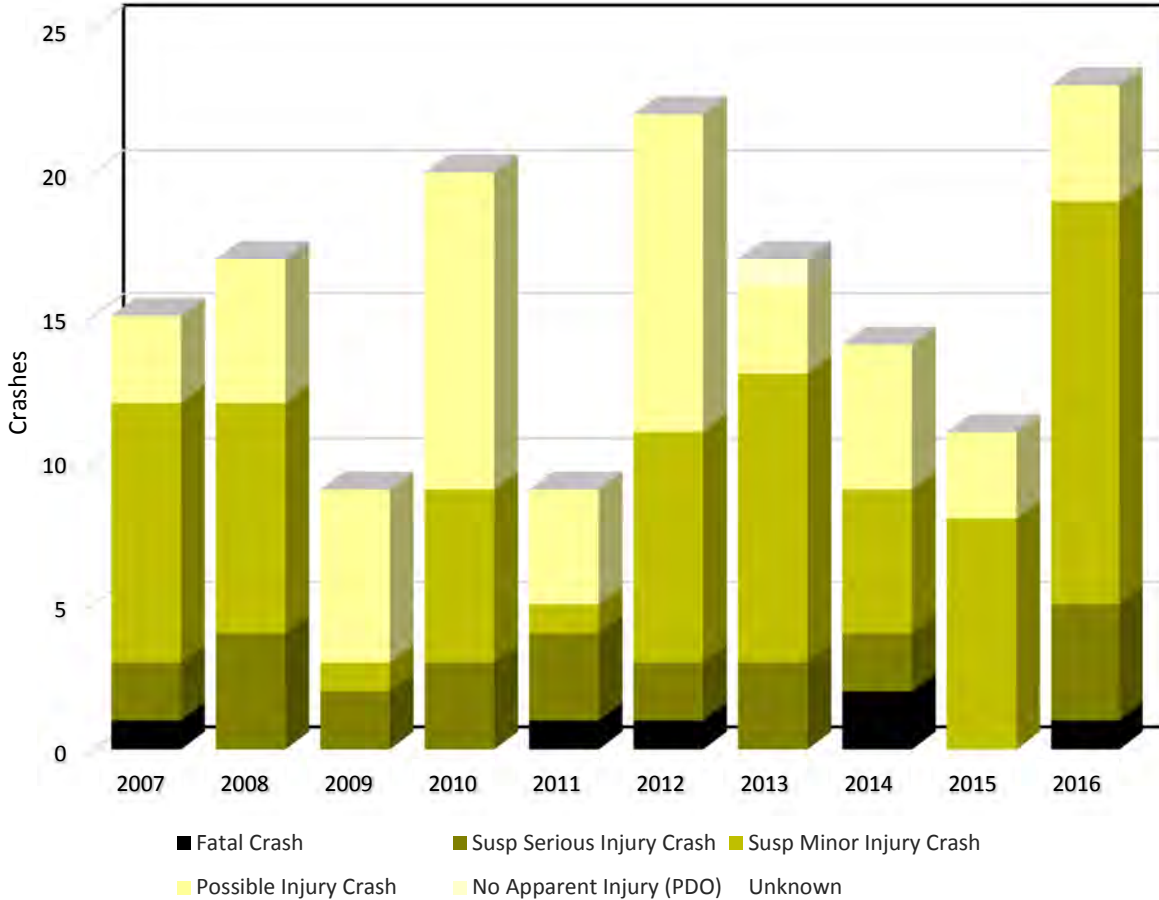
2016 Speed Related Crash Severity

- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Injury
- Unknown

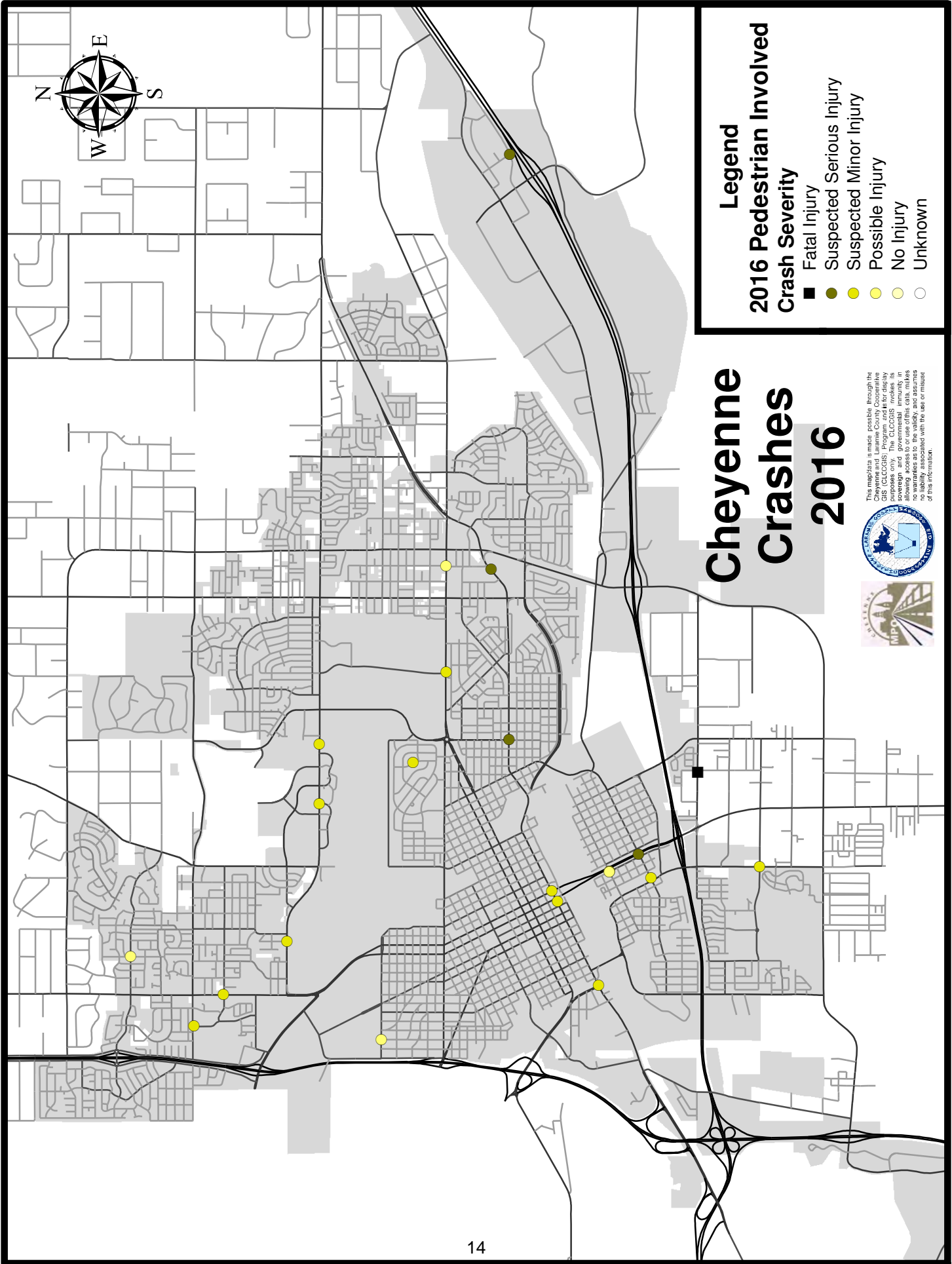
This map/data is made possible through the Cheyenne and Laramie County Cooperative Geographic Information System (GLCCGIS) for purposes only. The GLCCGIS invokes its sovereign and governmental immunity in all matters and does not warrant, assume any liability or make any representation as to the validity and accuracy of this information.



Crashes Involving a Pedestrian



| Pedestrian Involved | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|-----------|-----------|----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|------------|
| Fatal Crash | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 6 |
| Susp Serious Injury Crash | 2 | 4 | 2 | 3 | 3 | 2 | 3 | 2 | 0 | 4 | 25 |
| Susp Minor Injury Crash | 9 | 8 | 1 | 6 | 1 | 8 | 10 | 5 | 8 | 14 | 70 |
| Possible Injury Crash | 3 | 5 | 6 | 11 | 4 | 11 | 3 | 5 | 3 | 4 | 55 |
| No Apparent Injury (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 15 | 17 | 9 | 20 | 9 | 22 | 17 | 14 | 11 | 23 | 157 |



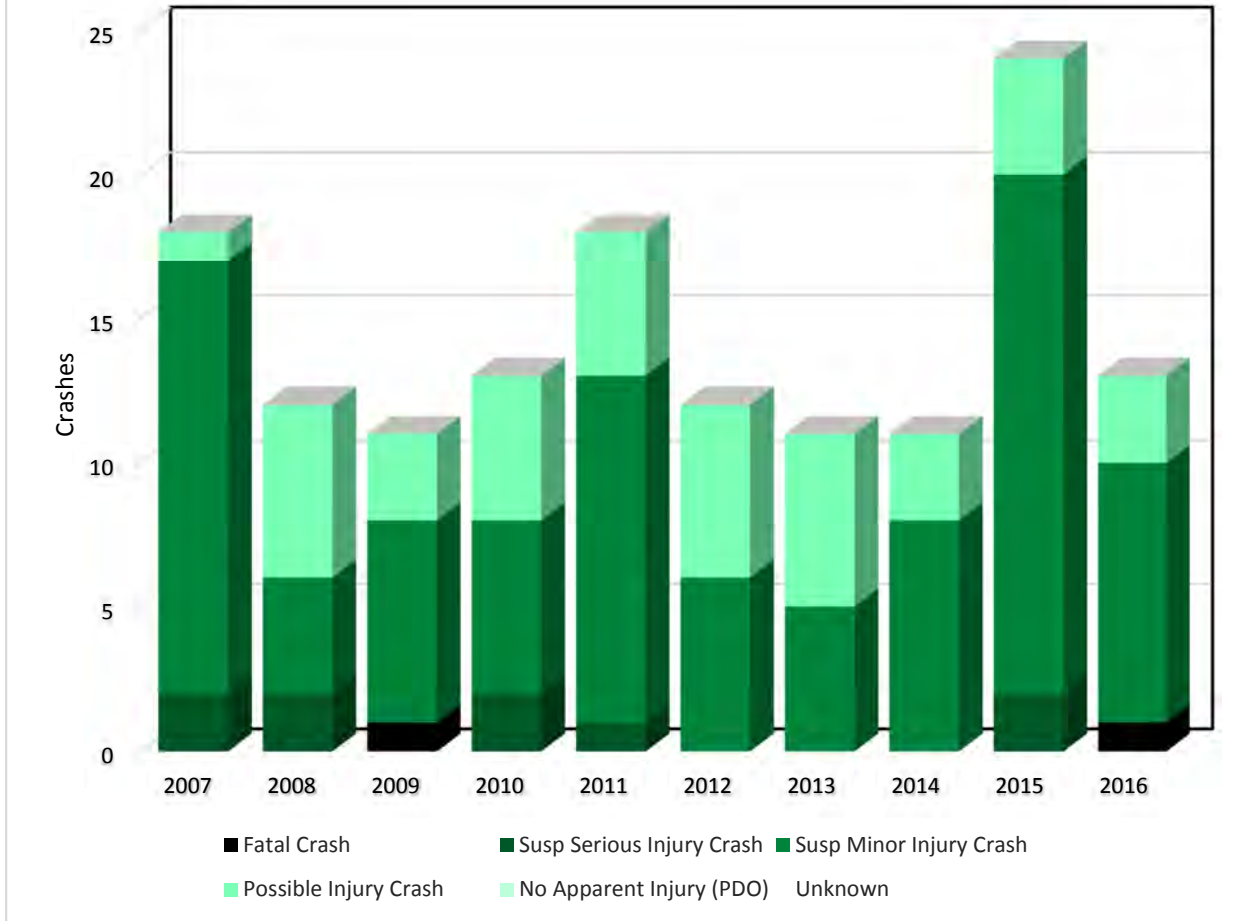
Cheyenne Crashes 2016

- Legend**
- 2016 Pedestrian Involved Crash Severity**
- Fatal Injury
 - Suspected Serious Injury
 - Suspected Minor Injury
 - Possible Injury
 - No Injury
 - Unknown

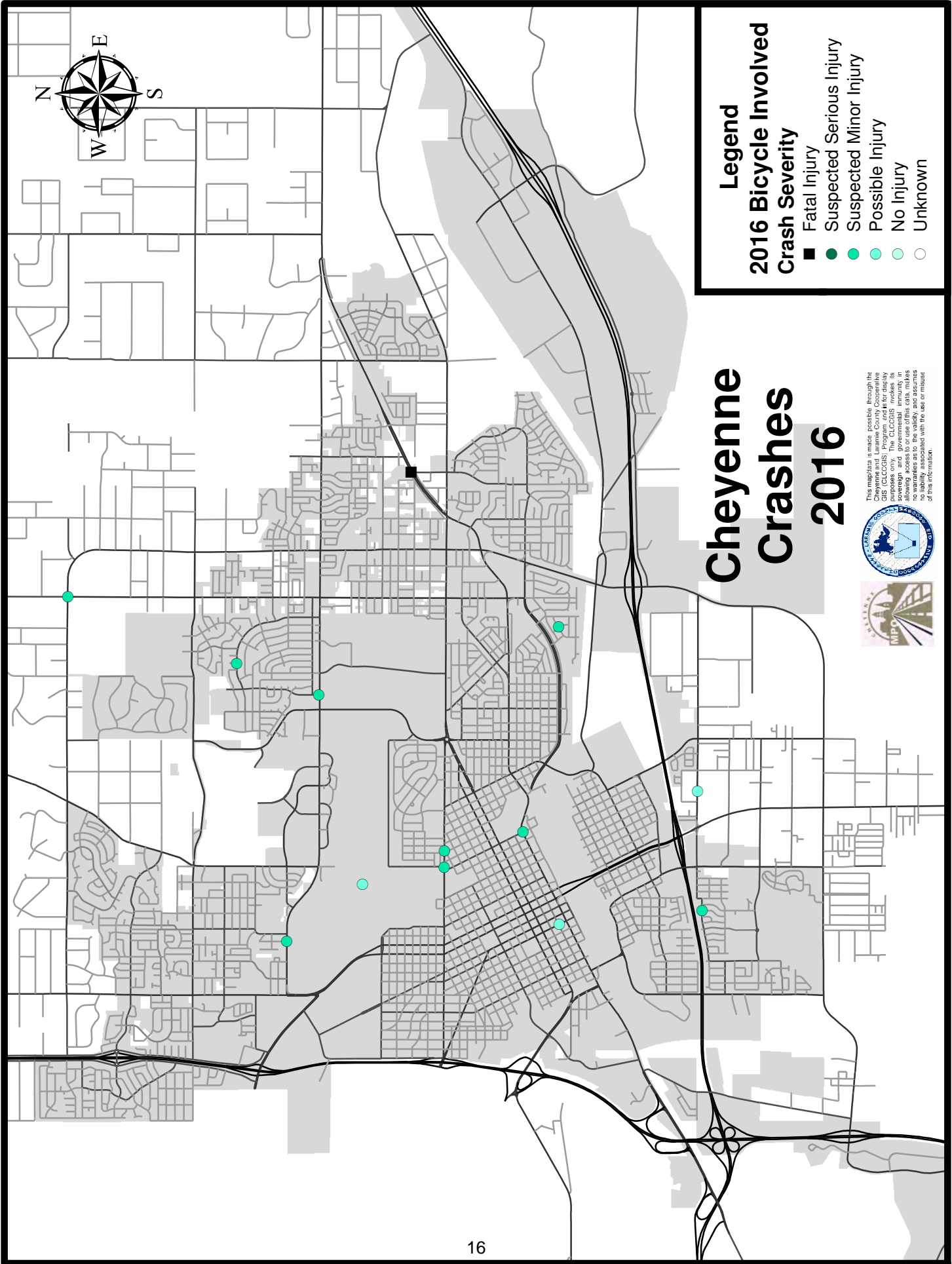
This map/data is made possible through the Cheyenne Area Planning Council's Cheyenne GIS. The GLCOGIS makes no warranty as to the validity and assumes no liability associated with the use or misuse of this information.



Crashes Involving a Bicycle



| Bicycle Involved | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Fatal Crash | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Susp Serious Injury Crash | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 9 |
| Susp Minor Injury Crash | 15 | 4 | 7 | 6 | 12 | 6 | 5 | 8 | 18 | 9 | 90 |
| Possible Injury Crash | 1 | 6 | 3 | 5 | 5 | 6 | 6 | 3 | 4 | 3 | 42 |
| No Apparent Injury (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 18 | 12 | 11 | 13 | 18 | 12 | 11 | 11 | 24 | 13 | 143 |

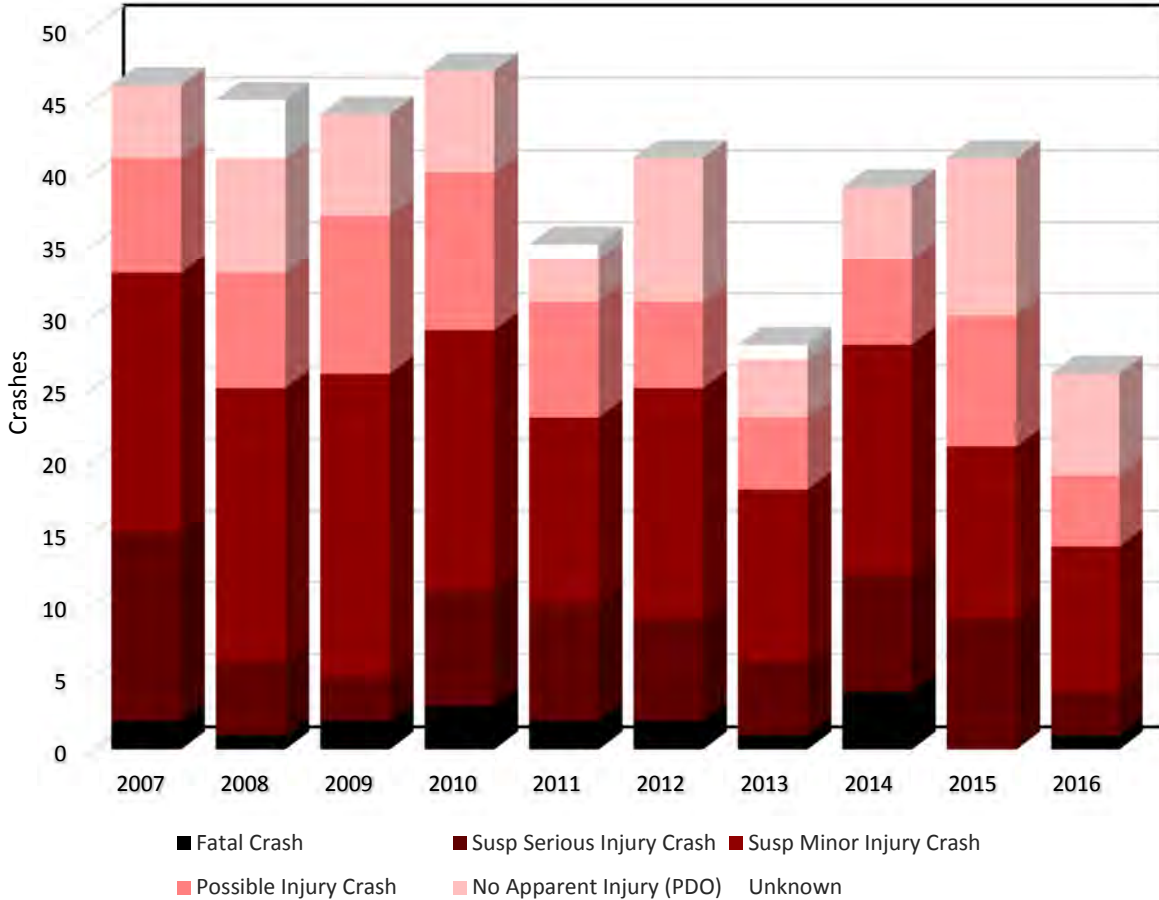


Cheyenne Crashes 2016

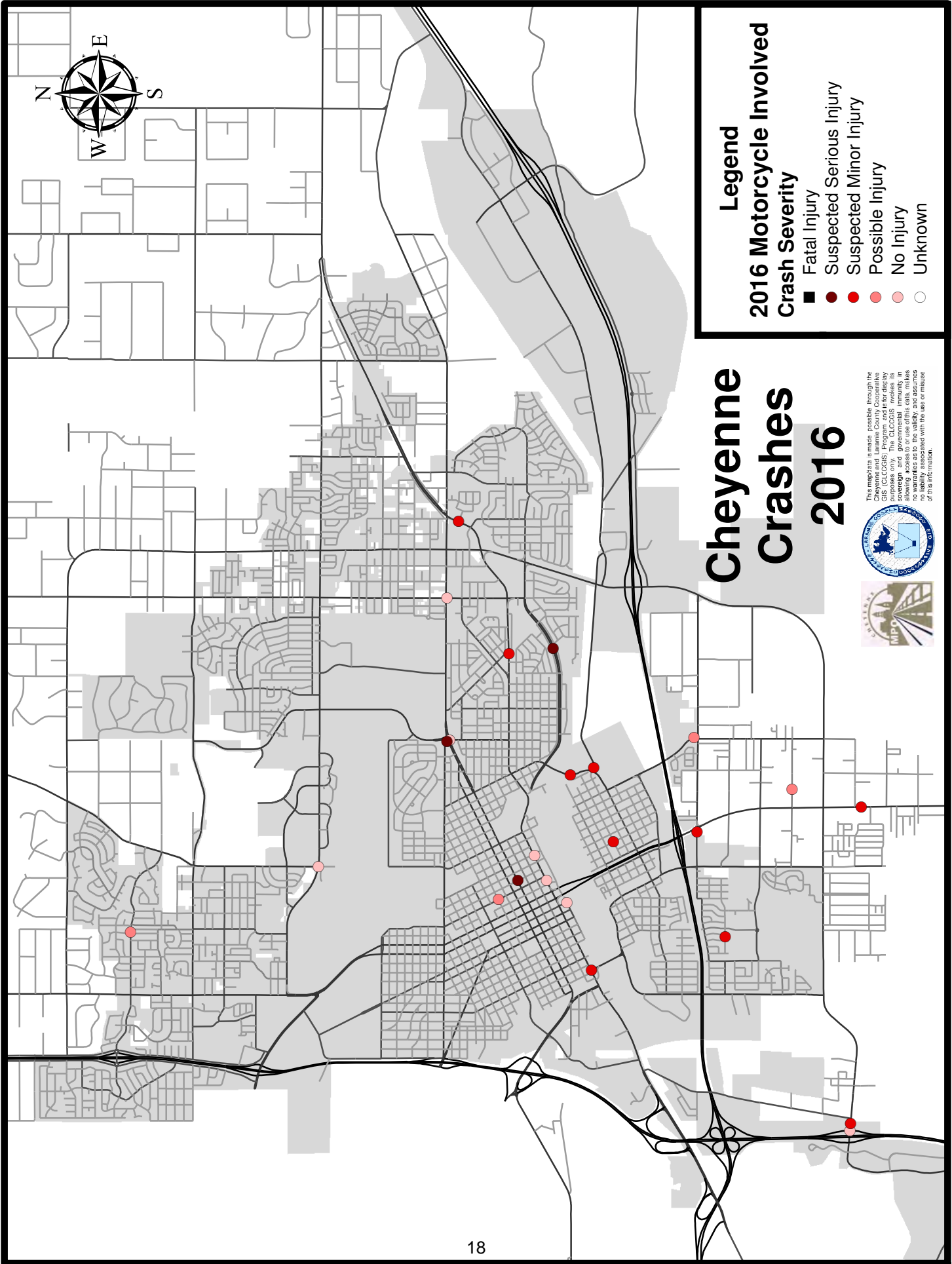
This map data is made possible through the Cheyenne Area Planning Commission's (CAPC) Geographic Information System (GIS) for Cheyenne. The CAPC is a joint effort of Cheyenne, Laramie County, and the State of Wyoming. The CAPC is a sovereign and governmental entity and its data is not to be used for any commercial purposes without the express written consent of the CAPC. No liability is assumed for any errors or omissions of this information.



Crashes Involving a Motorcycle



| Motorcycle Involved | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Fatal Crash | 2 | 1 | 2 | 3 | 2 | 2 | 1 | 4 | 0 | 1 | 18 |
| Susp Serious Injury Crash | 13 | 5 | 3 | 8 | 8 | 7 | 5 | 8 | 9 | 3 | 69 |
| Susp Minor Injury Crash | 18 | 19 | 21 | 18 | 13 | 16 | 12 | 16 | 12 | 10 | 155 |
| Possible Injury Crash | 8 | 8 | 11 | 11 | 8 | 6 | 5 | 6 | 9 | 5 | 77 |
| No Apparent Injury (PDO) | 5 | 8 | 7 | 7 | 3 | 10 | 4 | 5 | 11 | 7 | 67 |
| Unknown | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| TOTAL | 46 | 45 | 44 | 47 | 35 | 41 | 28 | 39 | 41 | 26 | 392 |

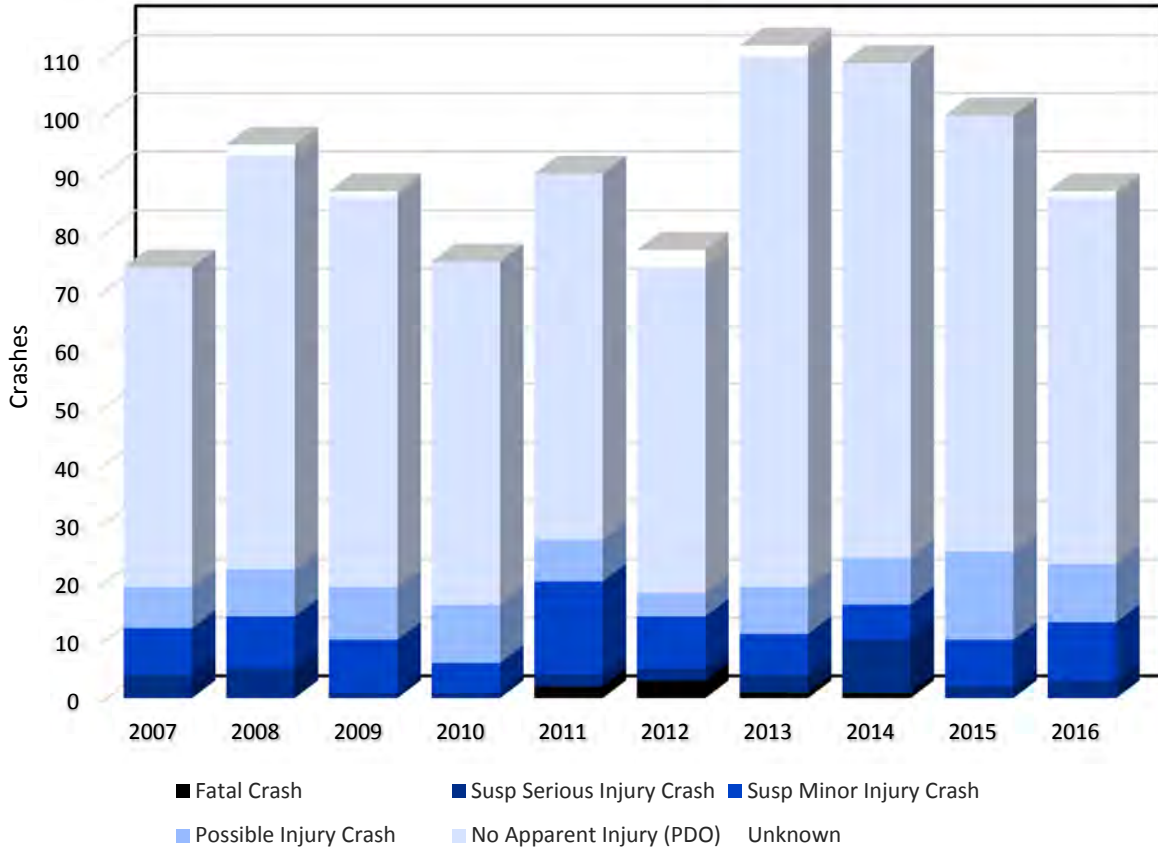


Cheyenne Crashes 2016

- Legend**
- 2016 Motorcycle Involved Crash Severity**
- Fatal Injury
 - Suspected Serious Injury
 - Suspected Minor Injury
 - Possible Injury
 - No Injury
 - Unknown

This map/data is made possible through the Cheyenne GIS Initiative, a joint effort between Cheyenne GIS and Laramie County Cooperative Extension. The GLCCGIS makes no warranty, in whole or in part, for the accuracy, completeness, or timeliness of the information. The GLCCGIS makes no liability associated with the use or misuse of this information.

Crashes Involving a Commercial Motor Vehicle (CMV)



| CMV Involved | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|-----------|------------|
| Fatal Crash | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 7 |
| Susp Serious Injury Crash | 4 | 5 | 1 | 1 | 2 | 2 | 3 | 9 | 2 | 3 | 32 |
| Susp Minor Injury Crash | 8 | 9 | 9 | 5 | 16 | 9 | 7 | 6 | 8 | 10 | 87 |
| Possible Injury Crash | 7 | 8 | 9 | 10 | 7 | 4 | 8 | 8 | 15 | 10 | 86 |
| No Apparent Injury (PDO) | 55 | 71 | 67 | 59 | 63 | 56 | 91 | 85 | 75 | 63 | 685 |
| Unknown | 0 | 2 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 9 |
| TOTAL | 74 | 95 | 87 | 75 | 90 | 77 | 112 | 109 | 100 | 87 | 906 |



Cheyenne Crashes 2016

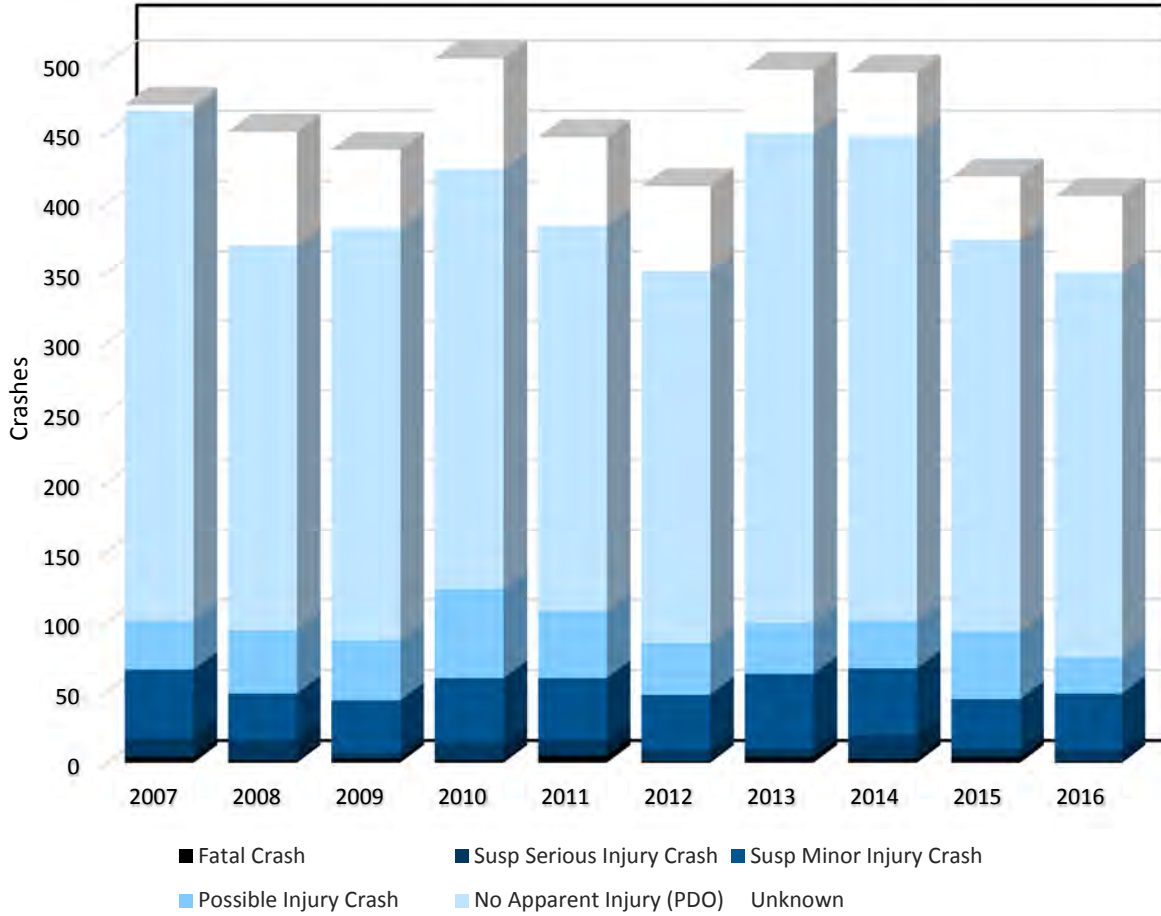
Legend

2016 CMV Involved Crash Severity

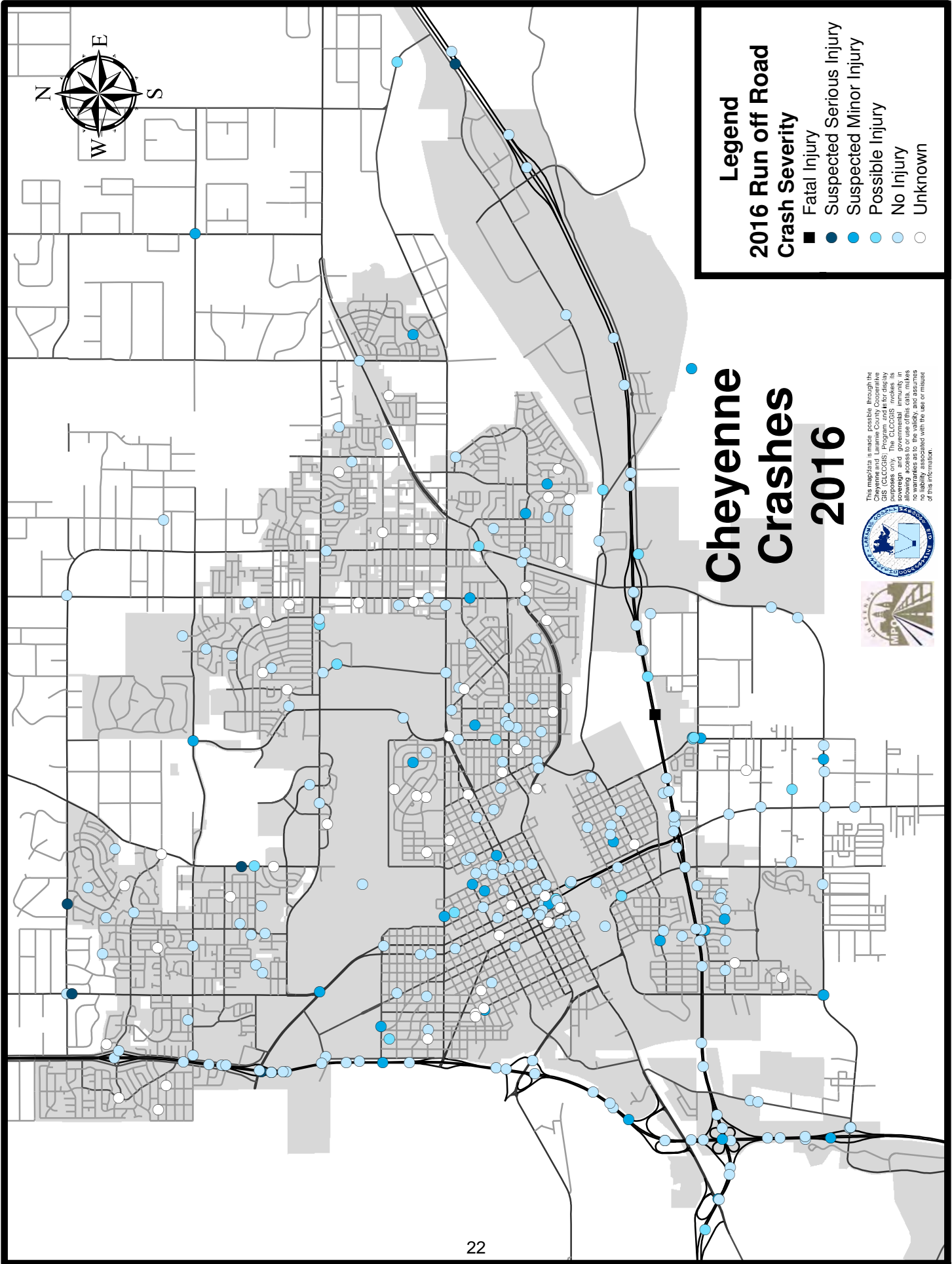
- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Injury
- Unknown

This map/data is made possible through the Cheyenne Area Planning Council's Cheyenne GIS. The GLCCGIS makes its data available for public use for informational purposes only. The GLCCGIS makes no warranty as to the validity and assumes no liability associated with the use or misuse of this information.

Crashes Involving Running Off the Road



| Run Off Road | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Fatal Crash | 4 | 2 | 3 | 2 | 5 | 1 | 4 | 3 | 4 | 1 | 29 |
| Susp Serious Injury Crash | 14 | 14 | 4 | 12 | 11 | 8 | 6 | 16 | 6 | 8 | 99 |
| Susp Minor Injury Crash | 48 | 33 | 37 | 46 | 44 | 39 | 53 | 48 | 35 | 40 | 423 |
| Possible Injury Crash | 35 | 45 | 43 | 63 | 48 | 37 | 36 | 34 | 48 | 26 | 415 |
| No Apparent Injury (PDO) | 365 | 276 | 295 | 301 | 276 | 266 | 351 | 347 | 281 | 275 | 3033 |
| Unknown | 4 | 81 | 56 | 79 | 63 | 61 | 45 | 45 | 45 | 55 | 534 |
| TOTAL | 470 | 451 | 438 | 503 | 447 | 412 | 495 | 493 | 419 | 405 | 4533 |



Cheyenne Crashes 2016

Legend

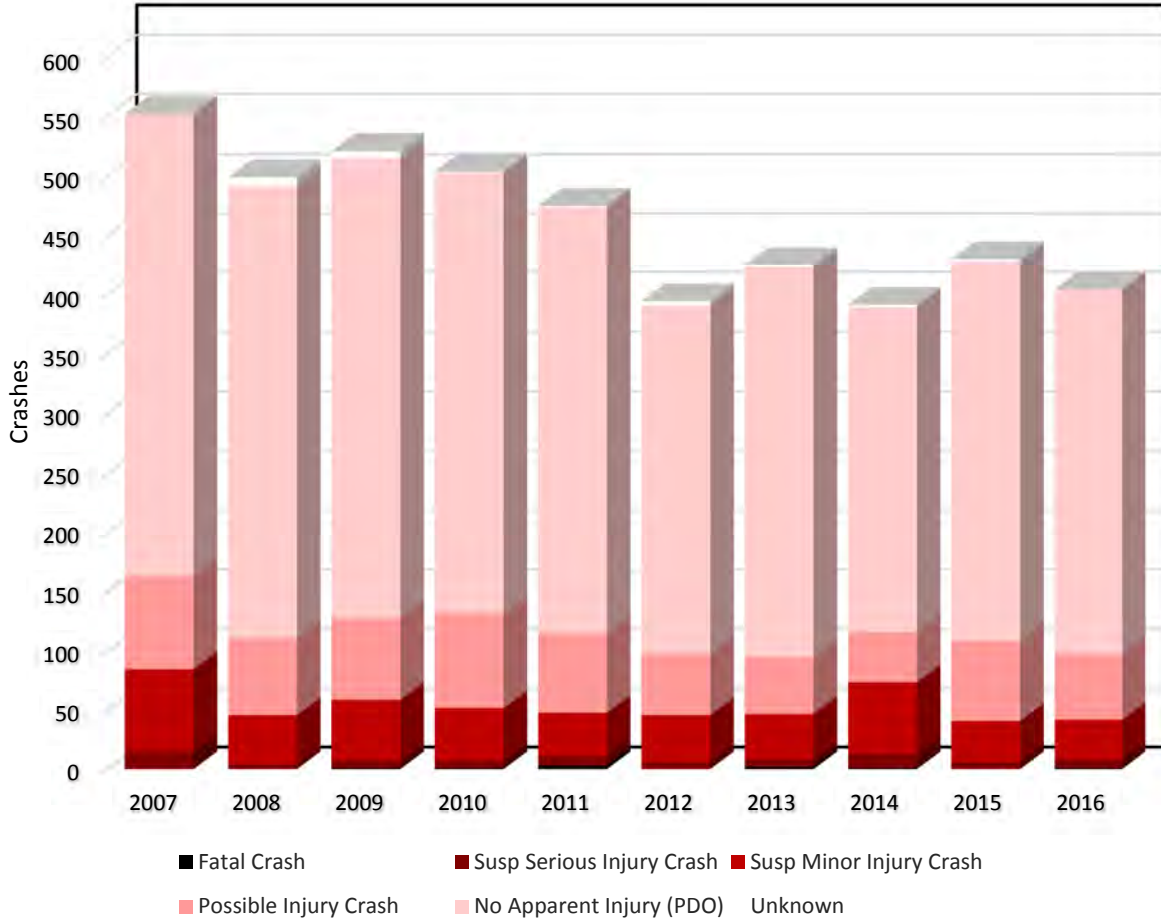
**2016 Run off Road
Crash Severity**

- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Injury
- Unknown

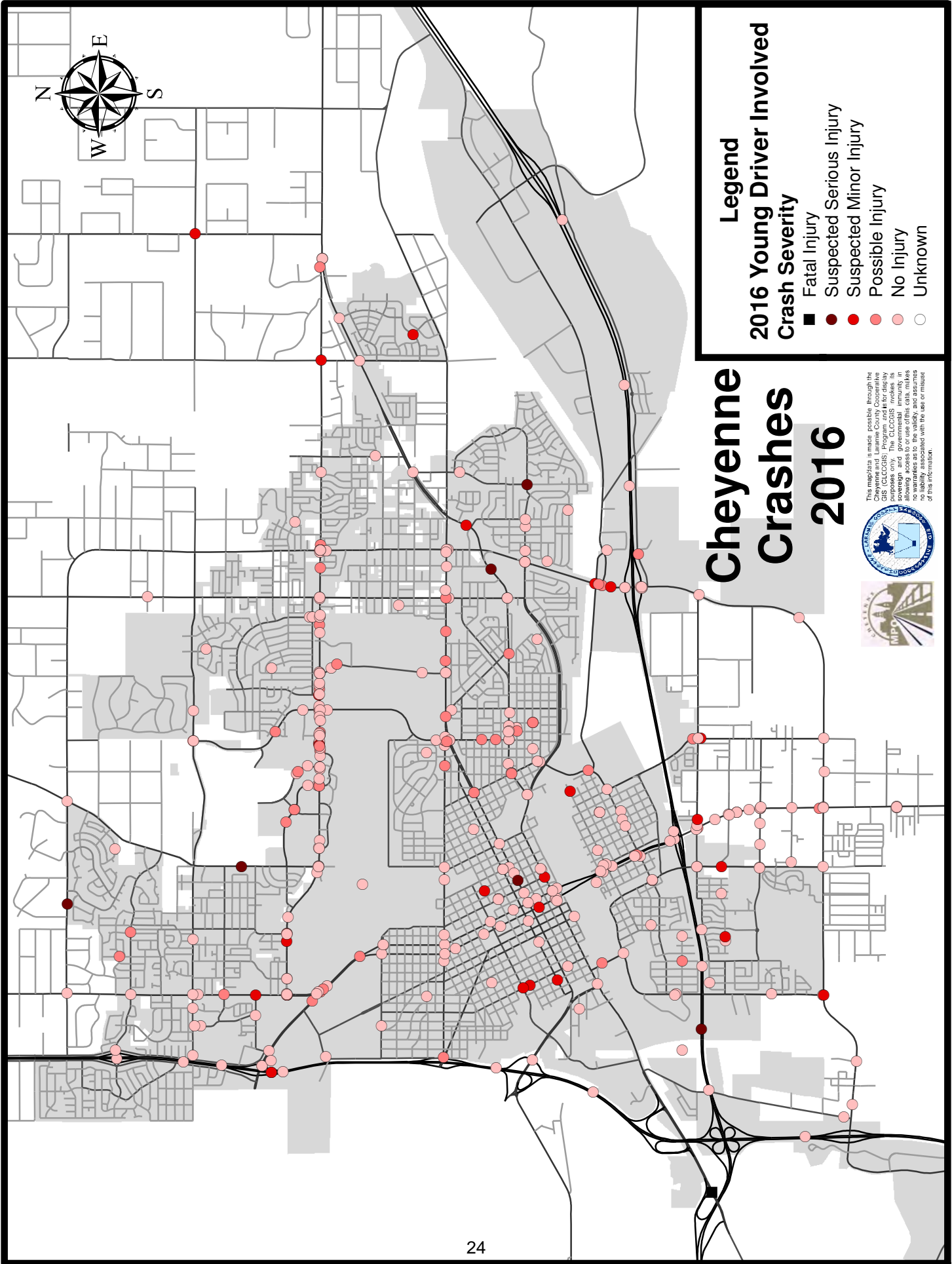
This map data is made possible through the Cheyenne and Laramie County Cooperative Geographic Information System (GLCCGIS) for purposes only. The GLCCGIS involves the sovereign and governmental immunity of the State of Wyoming and its agencies. No warranty is made as to the validity and accuracy of this information.



Crashes Involving a Young Driver (age 15 to 20)



| Young Driver Involved (age 15 to 20) | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|--------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Fatal Crash | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 1 | 0 | 1 | 9 |
| Susp Serious Injury Crash | 15 | 4 | 6 | 6 | 8 | 6 | 6 | 12 | 6 | 7 | 76 |
| Susp Minor Injury Crash | 70 | 42 | 52 | 45 | 37 | 40 | 39 | 61 | 35 | 34 | 455 |
| Possible Injury Crash | 78 | 65 | 69 | 80 | 67 | 52 | 48 | 42 | 68 | 56 | 625 |
| No Apparent Injury (PDO) | 389 | 381 | 387 | 371 | 359 | 292 | 328 | 273 | 319 | 306 | 3405 |
| Unknown | 0 | 7 | 6 | 1 | 1 | 4 | 2 | 2 | 2 | 0 | 25 |
| TOTAL | 552 | 499 | 521 | 504 | 475 | 394 | 425 | 391 | 430 | 404 | 4595 |



Legend

**2016 Young Driver Involved
Crash Severity**

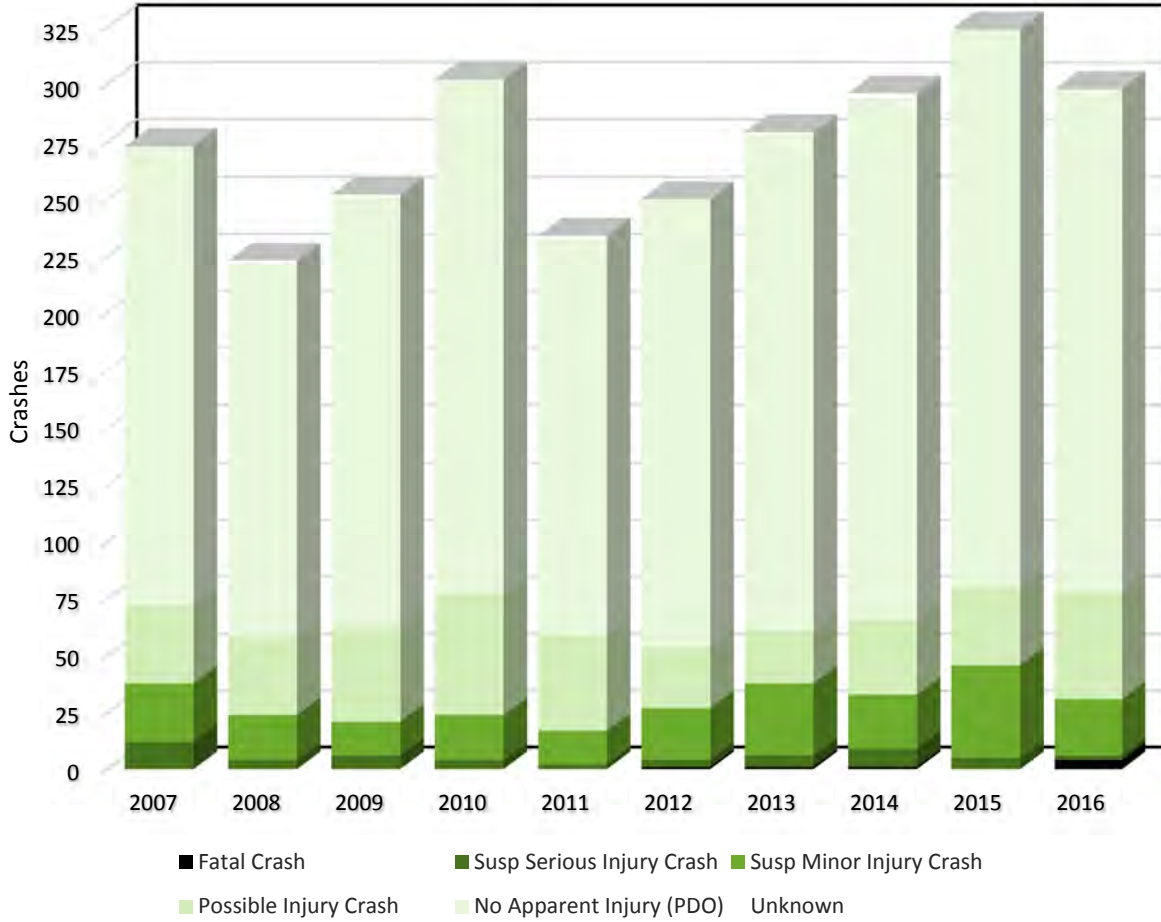
- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Injury
- Unknown

Cheyenne Crashes 2016

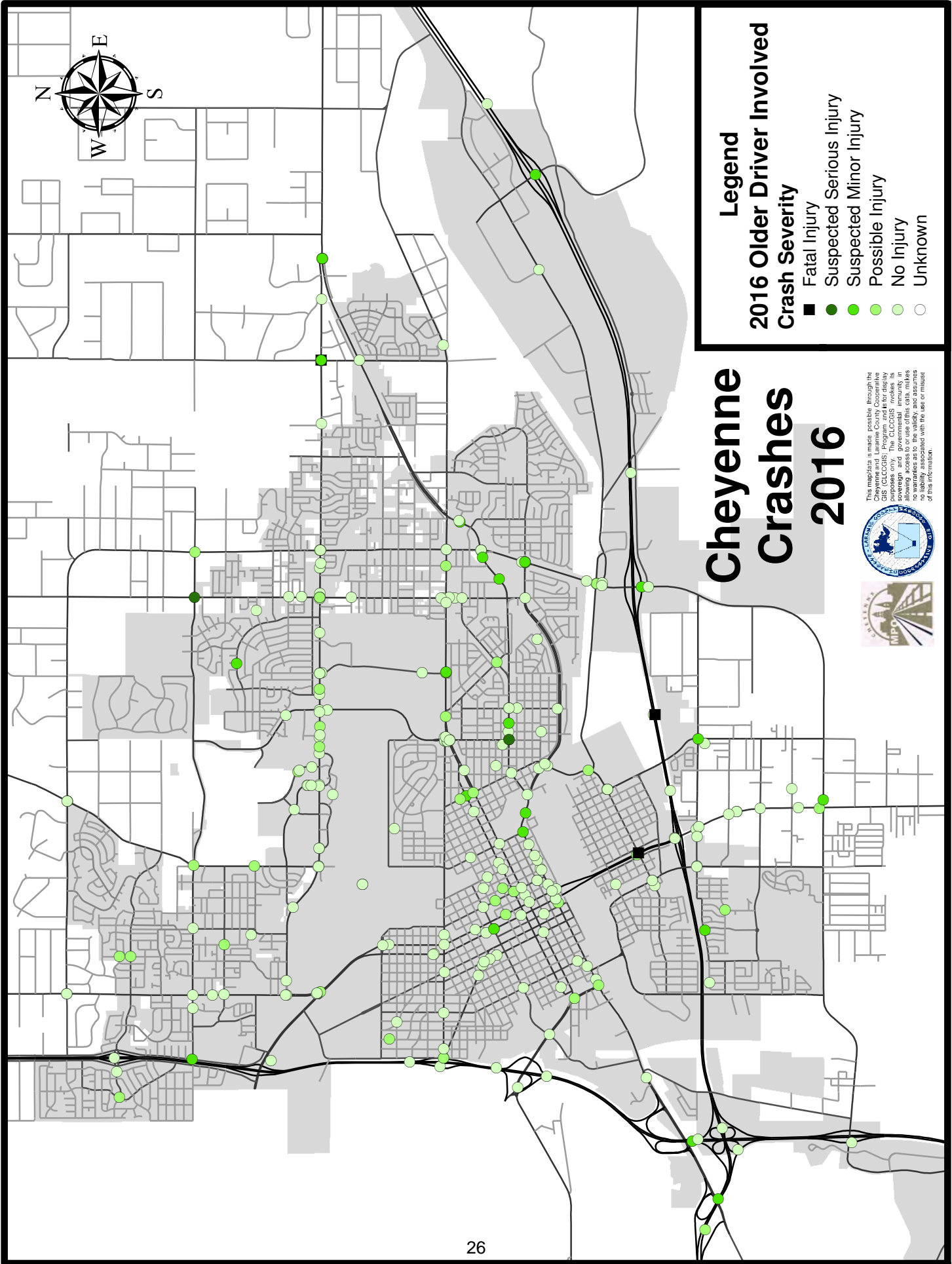
This map data is made possible through the Cheyenne GIS and Planning Cooperative Agreement. The GLCCGIS makes no warranty as to the validity and accuracy of this information.



Crashes Involving an Older Driver (age 65+)



| Older Driver Involved (age 65+) | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Fatal Crash | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 7 |
| Susp Serious Injury Crash | 12 | 4 | 6 | 4 | 2 | 3 | 5 | 8 | 5 | 2 | 51 |
| Susp Minor Injury Crash | 26 | 20 | 15 | 20 | 15 | 23 | 32 | 24 | 41 | 25 | 241 |
| Possible Injury Crash | 34 | 34 | 41 | 53 | 42 | 27 | 23 | 33 | 34 | 47 | 368 |
| No Apparent Injury (PDO) | 201 | 164 | 189 | 225 | 174 | 196 | 217 | 228 | 244 | 220 | 2058 |
| Unknown | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 6 |
| TOTAL | 273 | 223 | 252 | 302 | 234 | 250 | 279 | 296 | 324 | 298 | 2731 |



Cheyenne Crashes 2016

Legend

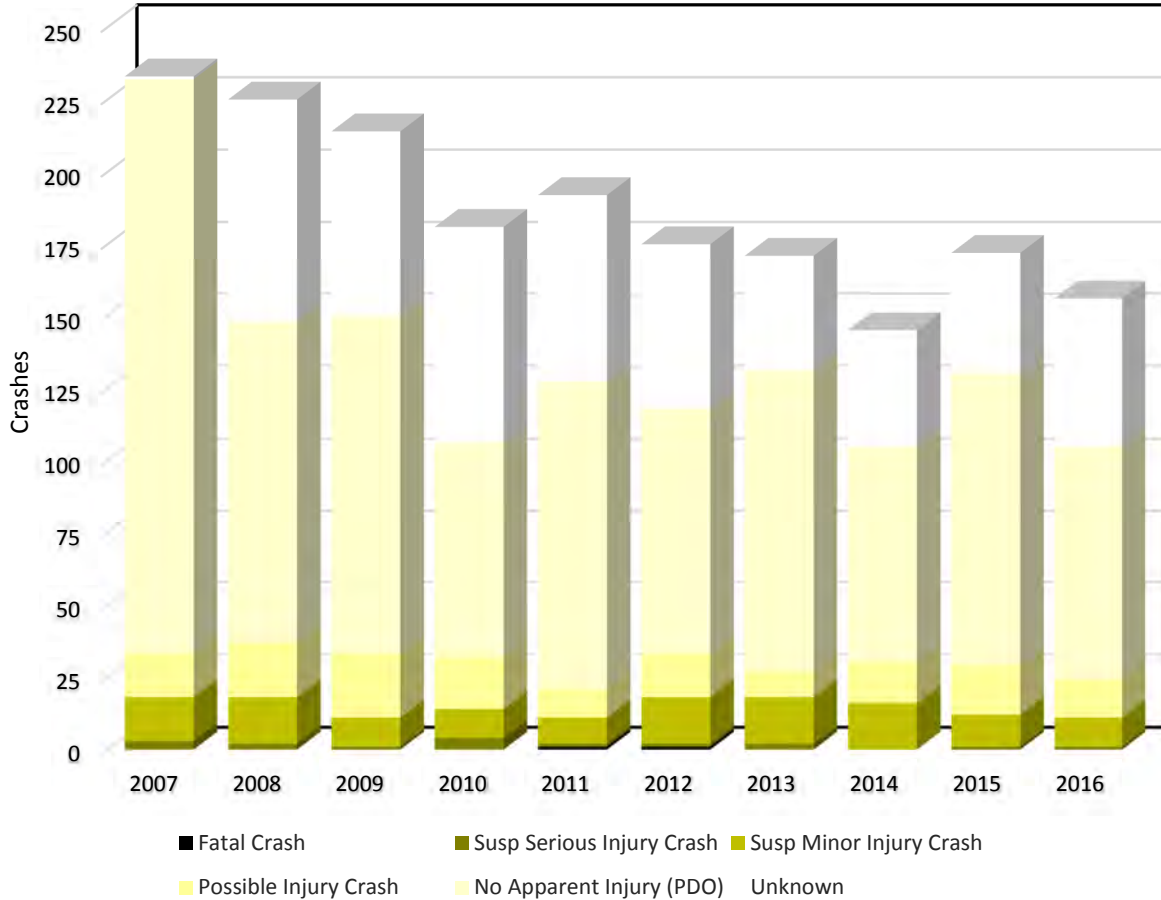
2016 Older Driver Involved Crash Severity

- Fatal Injury
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Injury
- Unknown

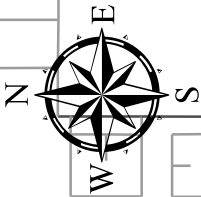
This map/data is made possible through the Cheyenne Area Planning Council's Cheyenne GIS. The GLCCGIS invokes its sovereign and governmental immunity in providing this information and makes no warranties as to the validity and accuracy of this information.



Crashes Involving a Hit and Run

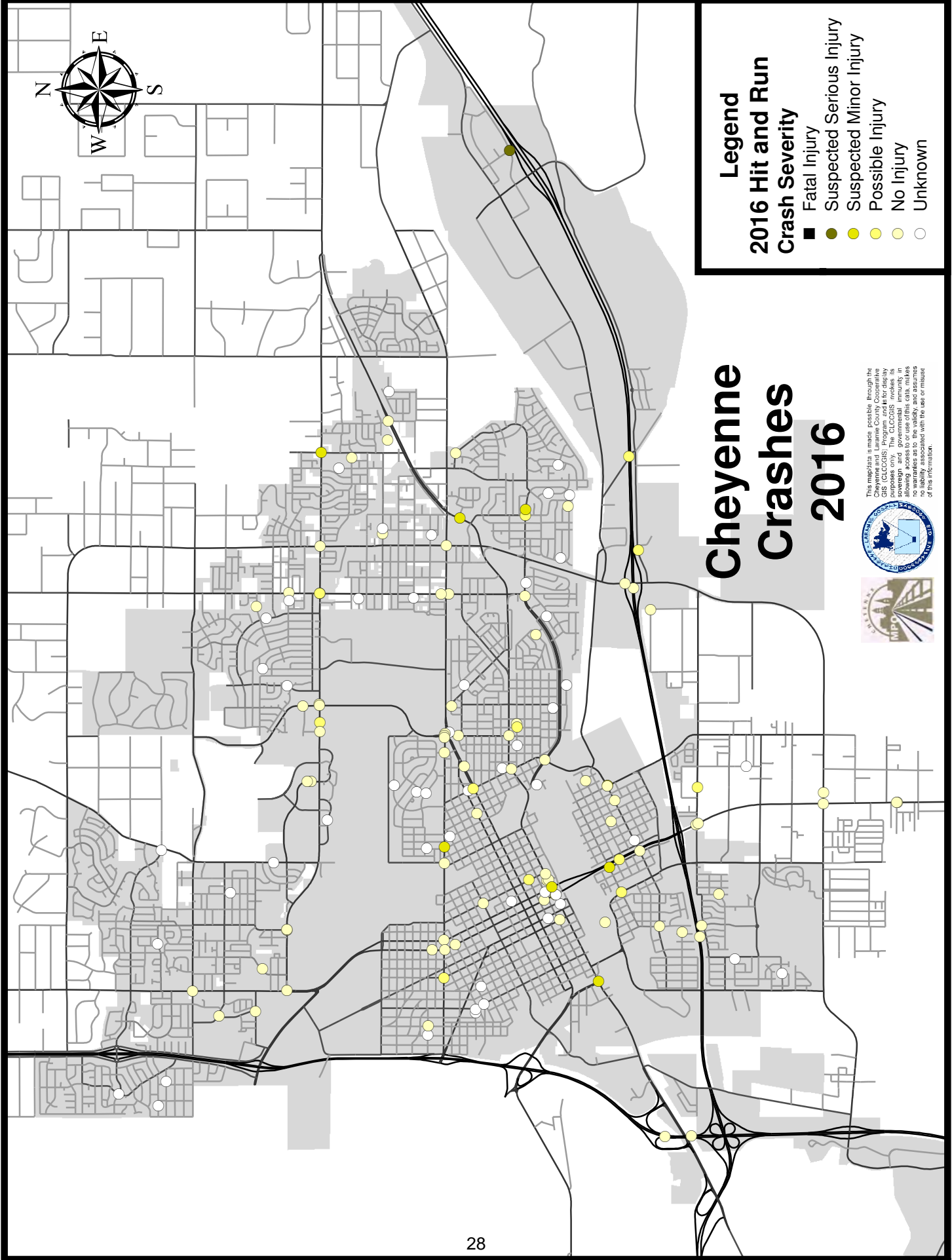


| Hit and Run | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | TOTAL |
|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Fatal Crash | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Susp Serious Injury Crash | 3 | 2 | 1 | 4 | 1 | 1 | 2 | 0 | 1 | 1 | 16 |
| Susp Minor Injury Crash | 15 | 16 | 10 | 10 | 9 | 16 | 16 | 16 | 11 | 10 | 129 |
| Possible Injury Crash | 15 | 19 | 22 | 18 | 10 | 15 | 9 | 14 | 17 | 13 | 152 |
| No Apparent Injury (PDO) | 199 | 111 | 117 | 74 | 106 | 85 | 104 | 75 | 101 | 81 | 1053 |
| Unknown | 1 | 77 | 64 | 75 | 65 | 57 | 40 | 40 | 42 | 51 | 512 |
| TOTAL | 233 | 225 | 214 | 181 | 192 | 175 | 171 | 145 | 172 | 156 | 1864 |



Cheyenne Crashes 2016

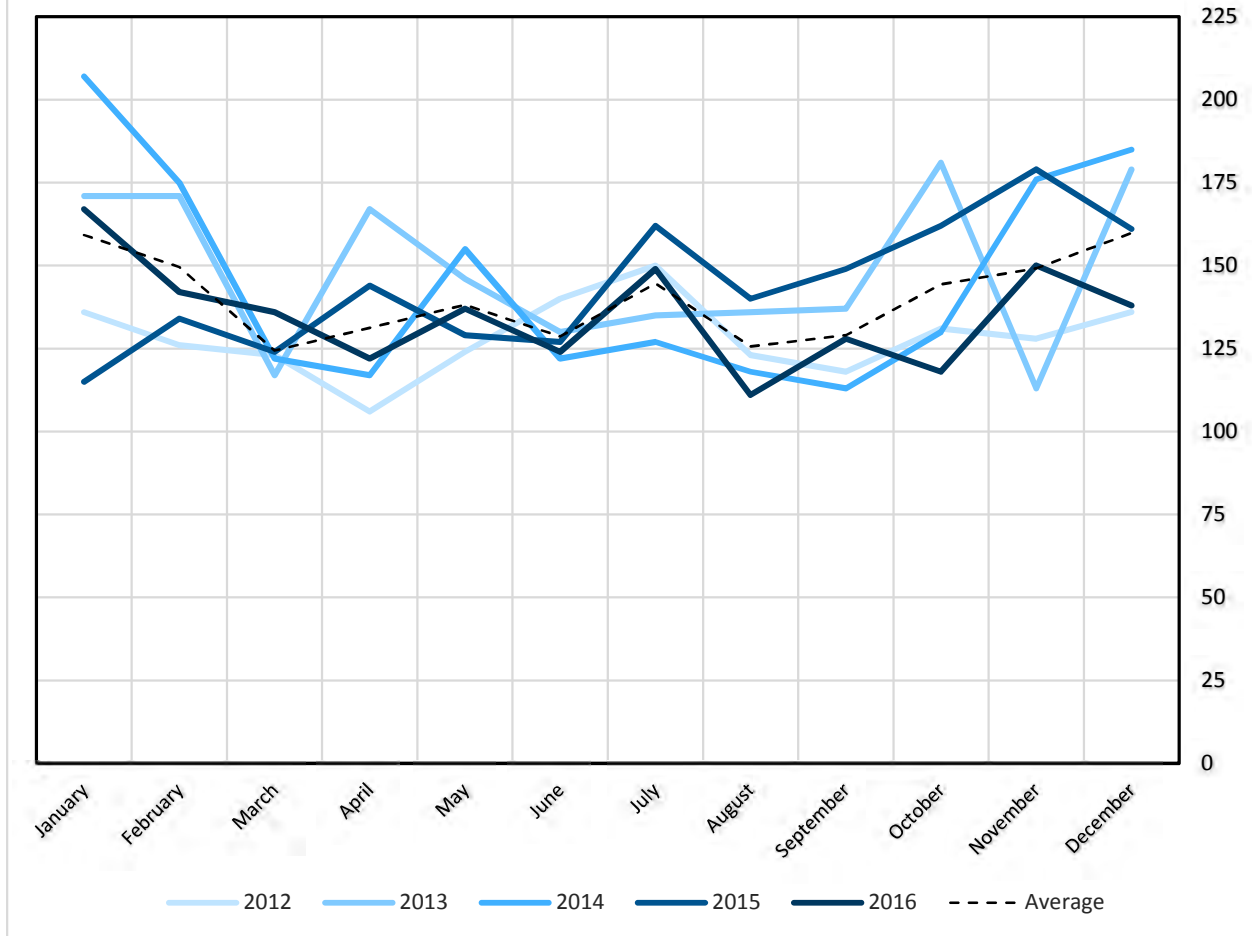
- Legend**
- 2016 Hit and Run**
- Crash Severity**
- Fatal Injury
 - Suspected Serious Injury
 - Suspected Minor Injury
 - Possible Injury
 - No Injury
 - Unknown



This map/data is made possible through the Cheyenne and Laramie County Cooperative Geographic Information System (GLCCGIS) for purposes only. The GLCCGIS involves the sovereign and governmental immunity in the use of this information. No warranties are made as to the validity and accuracy of this information.

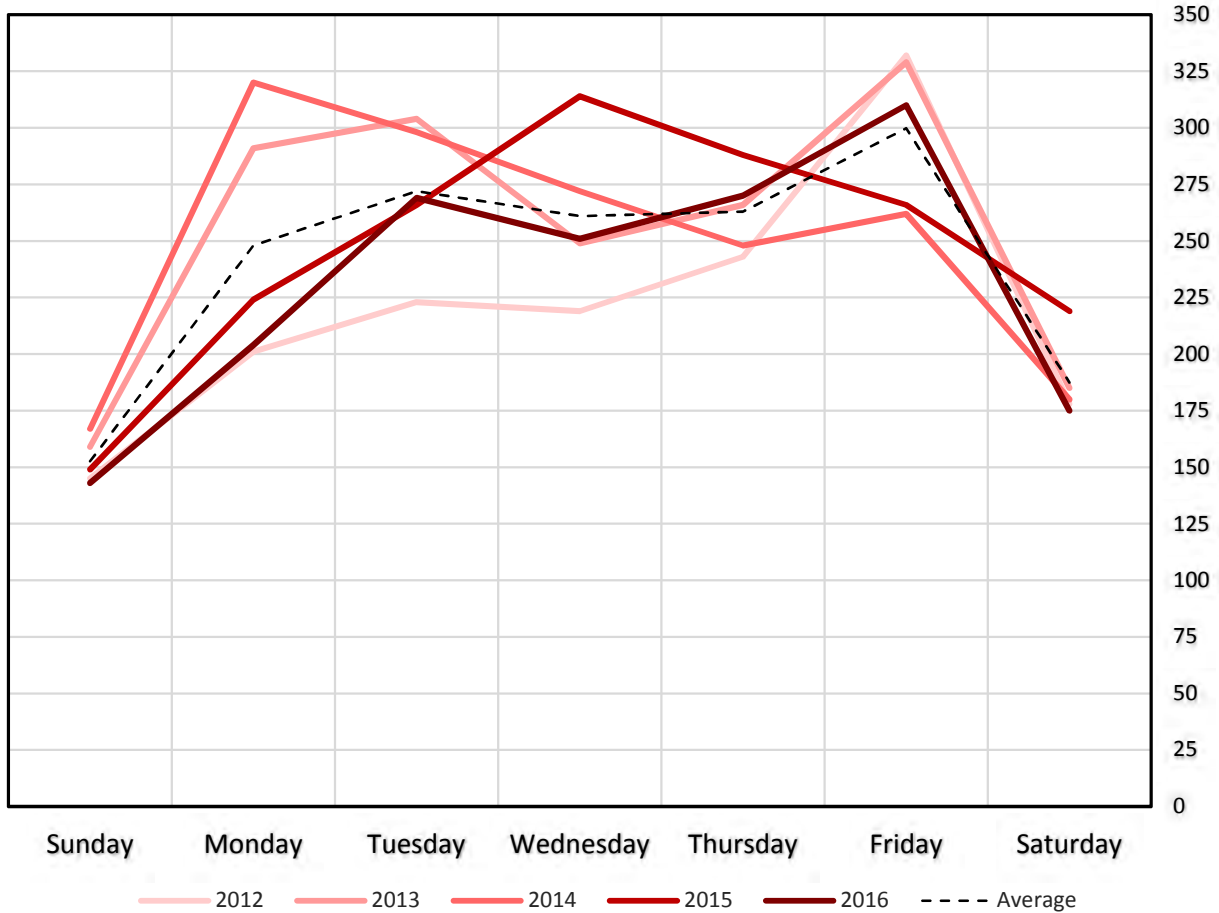


Total Crashes by Month of the Year



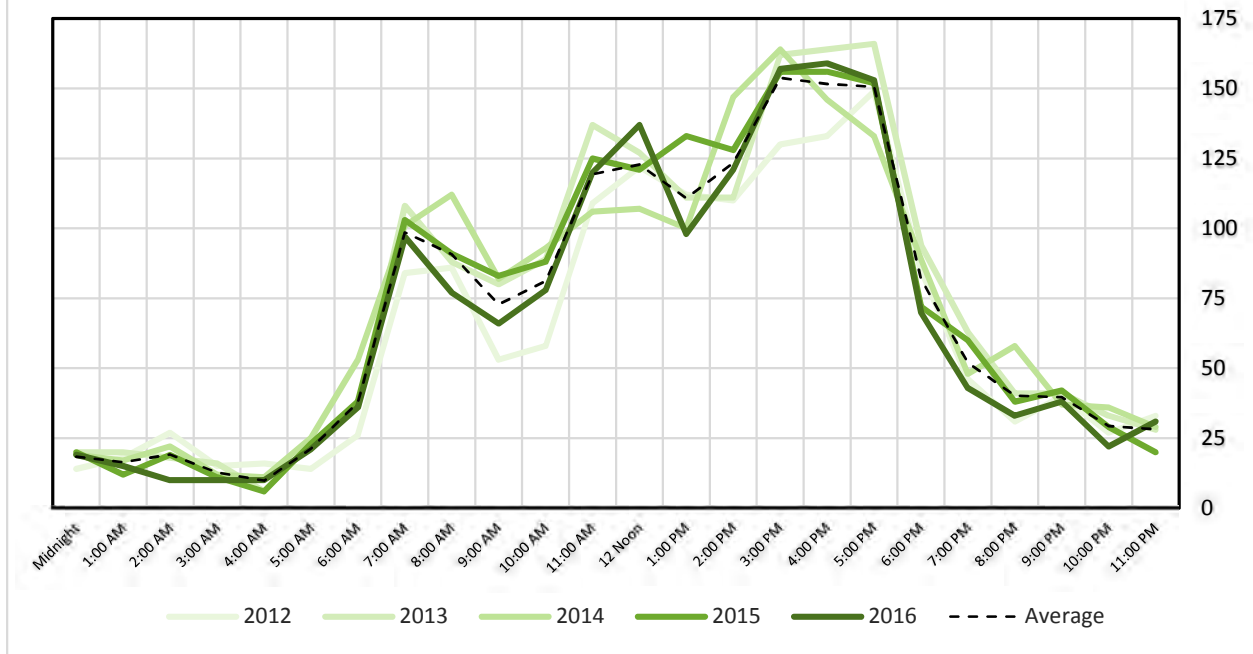
| Month of the Year | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| January | 136 | 171 | 207 | 115 | 167 | 159 |
| February | 126 | 171 | 175 | 134 | 142 | 150 |
| March | 123 | 117 | 122 | 124 | 136 | 124 |
| April | 106 | 167 | 117 | 144 | 122 | 131 |
| May | 124 | 146 | 155 | 129 | 137 | 138 |
| June | 140 | 130 | 122 | 127 | 124 | 129 |
| July | 150 | 135 | 127 | 162 | 149 | 145 |
| August | 123 | 136 | 118 | 140 | 111 | 126 |
| September | 118 | 137 | 113 | 149 | 128 | 129 |
| October | 131 | 181 | 130 | 162 | 118 | 144 |
| November | 128 | 113 | 176 | 179 | 150 | 149 |
| December | 136 | 179 | 185 | 161 | 138 | 160 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Day of the Week



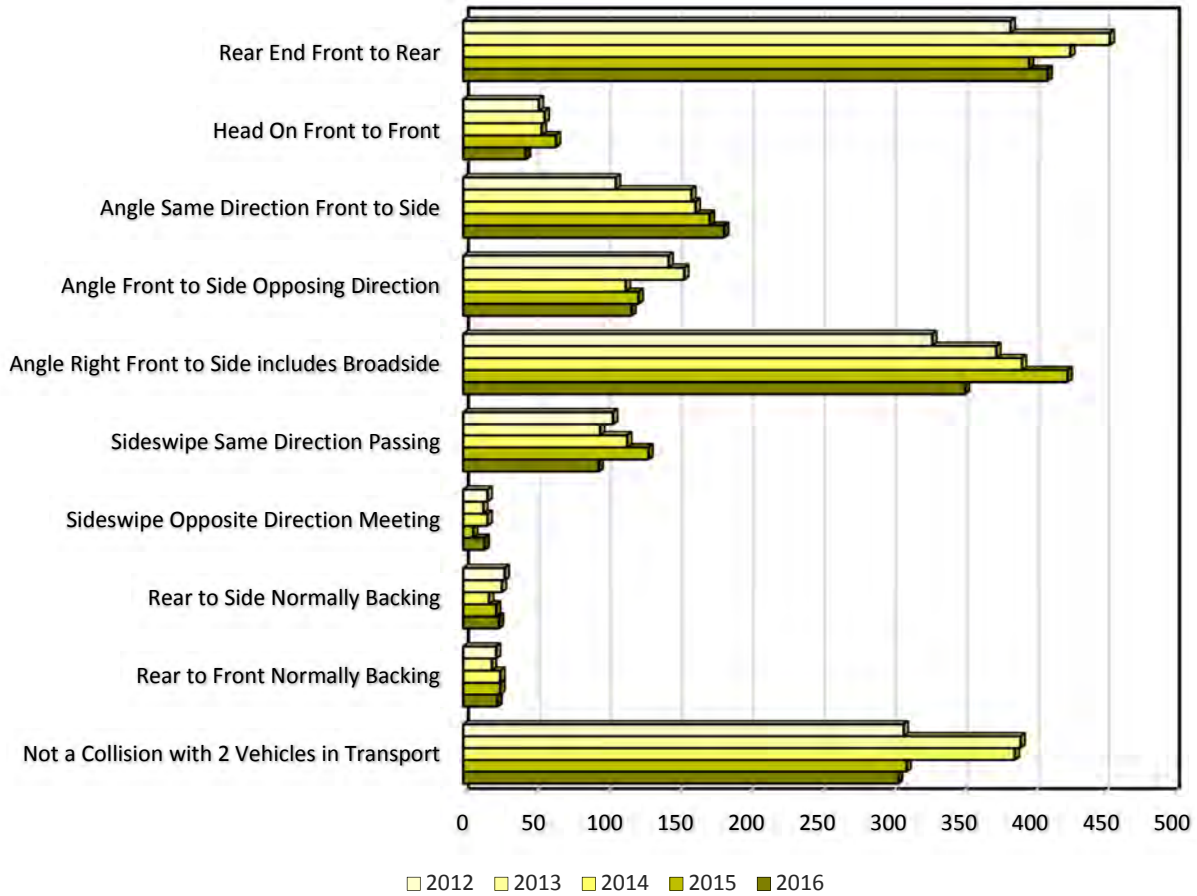
| Day of the Week | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Sunday | 145 | 159 | 167 | 149 | 143 | 153 |
| Monday | 201 | 291 | 320 | 224 | 204 | 248 |
| Tuesday | 223 | 304 | 298 | 266 | 269 | 272 |
| Wednesday | 219 | 249 | 272 | 314 | 251 | 261 |
| Thursday | 243 | 266 | 248 | 288 | 270 | 263 |
| Friday | 332 | 329 | 262 | 266 | 310 | 300 |
| Saturday | 178 | 185 | 180 | 219 | 175 | 187 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Time of Day



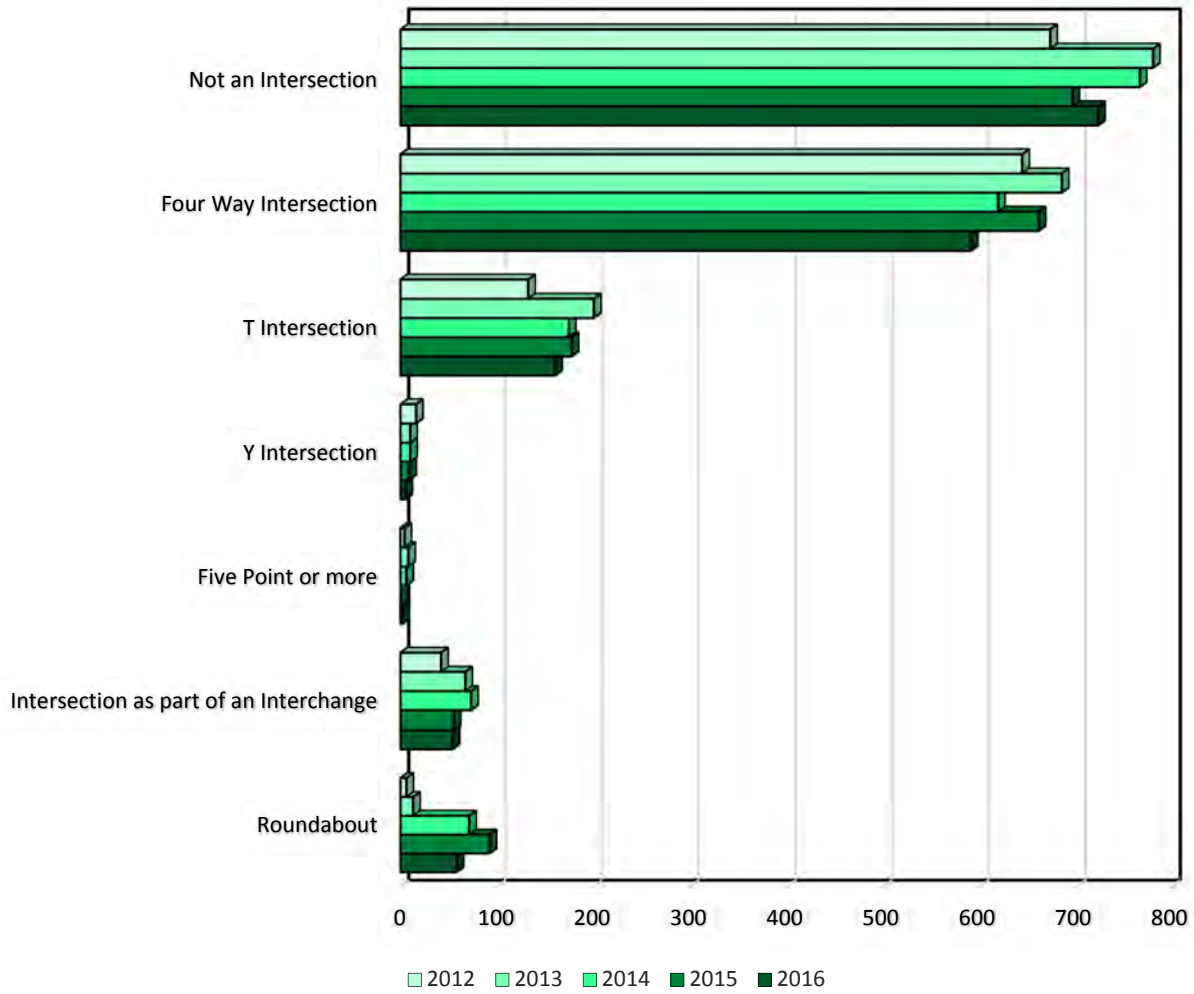
| Time of Day | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Null value | 3 | 1 | 0 | 0 | 1 | 1 |
| Midnight to 12:59 | 14 | 20 | 19 | 20 | 19 | 18 |
| 1 AM to 1:59 | 18 | 20 | 17 | 12 | 15 | 16 |
| 2 AM to 2:59 | 27 | 18 | 22 | 19 | 10 | 19 |
| 3 AM to 3:59 | 15 | 16 | 12 | 11 | 10 | 13 |
| 4 AM to 4:59 | 16 | 6 | 11 | 6 | 10 | 10 |
| 5 AM to 5:59 | 14 | 23 | 25 | 23 | 21 | 21 |
| 6 AM to 6:59 | 26 | 36 | 53 | 38 | 36 | 38 |
| 7 AM to 7:59 | 84 | 108 | 101 | 103 | 97 | 99 |
| 8 AM to 8:59 | 86 | 88 | 112 | 91 | 77 | 91 |
| 9 AM to 9:59 | 53 | 80 | 82 | 83 | 66 | 73 |
| 10 AM to 10:59 | 58 | 89 | 93 | 88 | 78 | 81 |
| 11 AM to 11:59 | 109 | 137 | 106 | 125 | 120 | 119 |
| 12 Noon to 12:59 | 122 | 127 | 107 | 121 | 137 | 123 |
| 1 PM to 1:59 | 112 | 111 | 100 | 133 | 98 | 111 |
| 2 PM to 2:59 | 110 | 111 | 147 | 128 | 121 | 123 |
| 3 PM to 3:59 | 130 | 162 | 164 | 156 | 157 | 154 |
| 4 PM to 4:59 | 133 | 164 | 146 | 156 | 159 | 152 |
| 5 PM to 5:59 | 149 | 166 | 133 | 152 | 153 | 151 |
| 6 PM to 6:59 | 85 | 94 | 89 | 72 | 70 | 82 |
| 7 PM to 7:59 | 46 | 63 | 48 | 60 | 43 | 52 |
| 8 PM to 8:59 | 31 | 41 | 58 | 38 | 33 | 40 |
| 9 PM to 9:59 | 40 | 41 | 37 | 42 | 38 | 40 |
| 10 PM to 10:59 | 27 | 33 | 36 | 29 | 22 | 29 |
| 11 PM to 11:59 | 33 | 28 | 29 | 20 | 31 | 28 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Angle of Collision



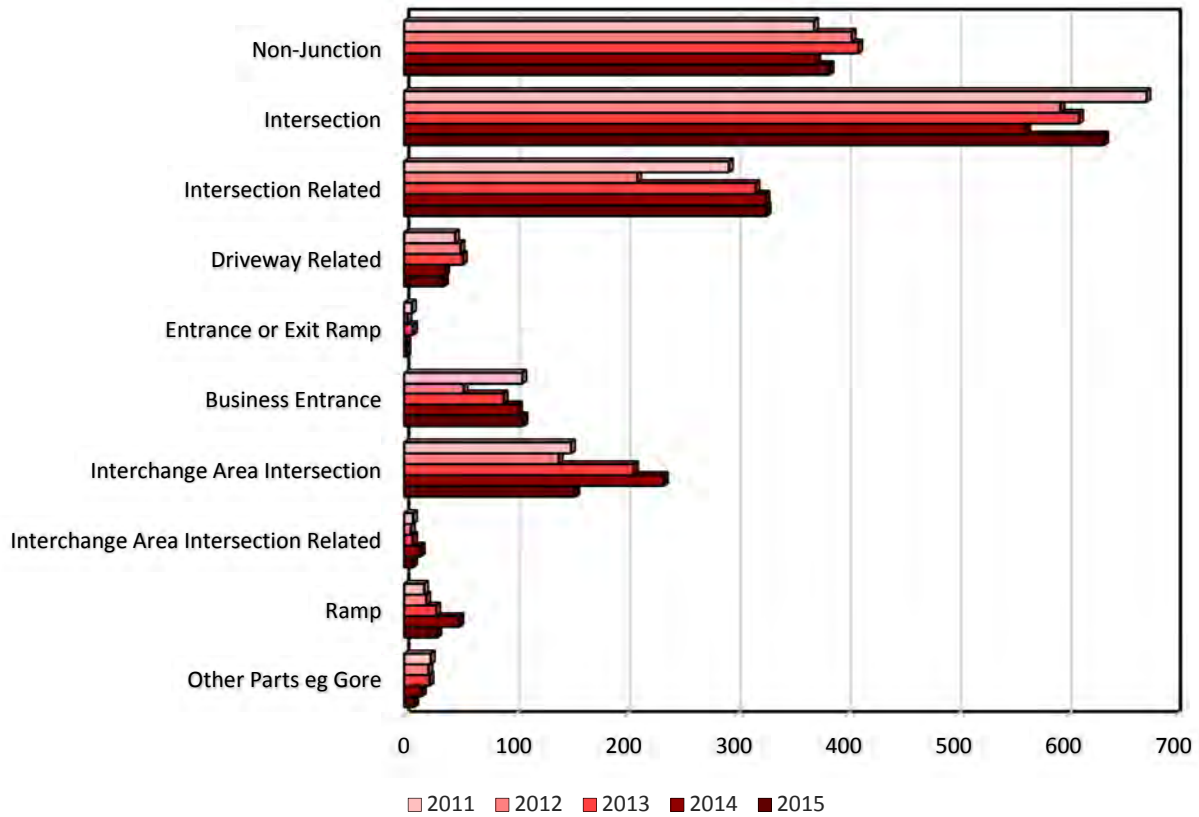
| Angle of Collision | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|--|-------------|-------------|-------------|-------------|-------------|-------------|
| Null value | 23 | 19 | 23 | 29 | 28 | 24 |
| Rear End Front to Rear | 384 | 454 | 426 | 397 | 410 | 414 |
| Head On Front to Front | 53 | 57 | 55 | 65 | 44 | 55 |
| Angle Same Direction Front to Side | 107 | 160 | 163 | 173 | 183 | 157 |
| Angle Front to Side Opposing Direction | 144 | 155 | 114 | 123 | 118 | 131 |
| Angle Right Front to Side includes Broadside | 329 | 374 | 392 | 424 | 352 | 374 |
| Angle Direction not Specified | 7 | 3 | 5 | 8 | 4 | 5 |
| Sideswipe Same Direction Passing | 105 | 96 | 115 | 130 | 95 | 108 |
| Sideswipe Opposite Direction Meeting | 17 | 14 | 17 | 7 | 15 | 14 |
| Rear to Side Normally Backing | 29 | 27 | 18 | 23 | 25 | 24 |
| Rear to Rear Normally Backing | 0 | 4 | 2 | 4 | 5 | 3 |
| Rear to Front Normally Backing | 23 | 20 | 26 | 26 | 24 | 24 |
| Not a Collision with 2 Vehicles in Transport | 309 | 391 | 387 | 311 | 305 | 341 |
| Other | 5 | 4 | 0 | 2 | 0 | 2 |
| Unknown | 6 | 5 | 4 | 4 | 14 | 7 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Intersection Type



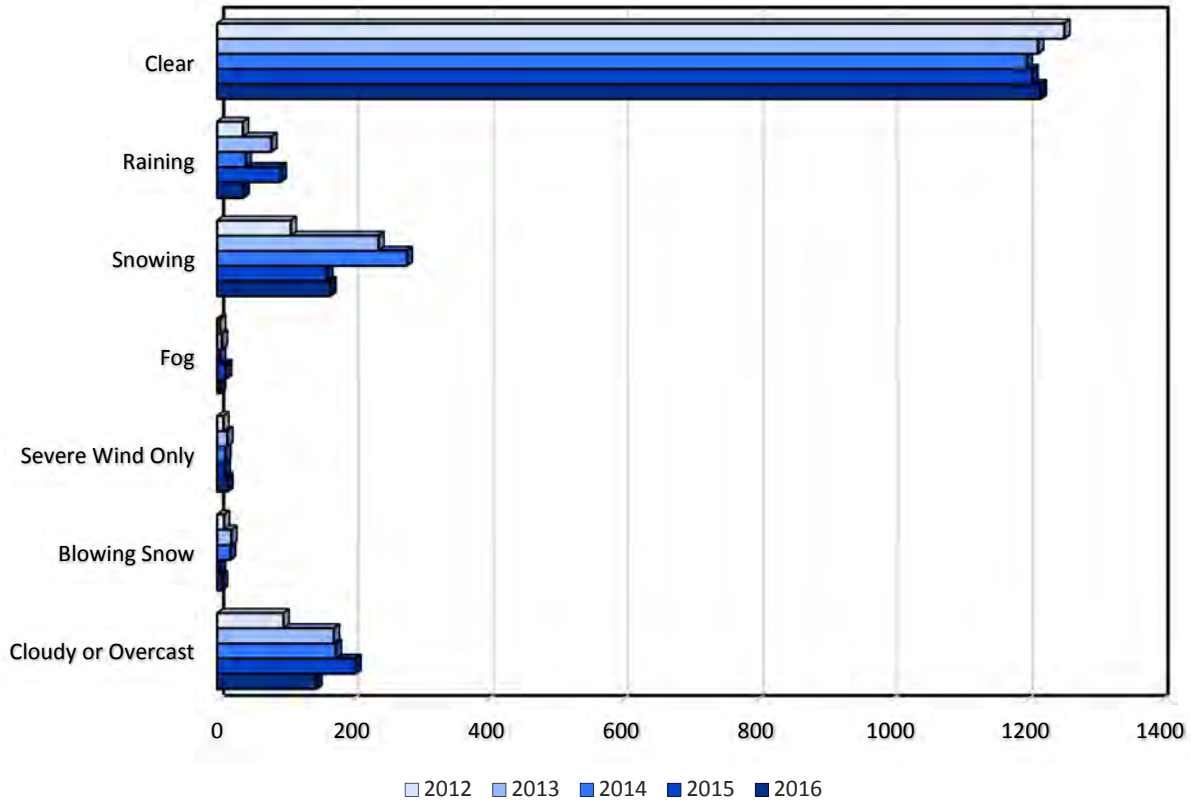
| Intersection Type | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|--|-------------|-------------|-------------|-------------|-------------|-------------|
| Null value | 23 | 20 | 28 | 38 | 31 | 28 |
| Not an Intersection | 672 | 780 | 766 | 695 | 722 | 727 |
| Four Way Intersection | 643 | 684 | 618 | 660 | 590 | 639 |
| T Intersection | 132 | 200 | 174 | 177 | 160 | 169 |
| Y Intersection | 16 | 10 | 10 | 9 | 5 | 10 |
| Five Point or more | 4 | 8 | 6 | 0 | 2 | 4 |
| Intersection as part of an Interchange | 42 | 67 | 73 | 55 | 54 | 58 |
| Roundabout | 6 | 13 | 71 | 92 | 58 | 48 |
| Unknown | 3 | 1 | 1 | 0 | 0 | 1 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Junction Relationship



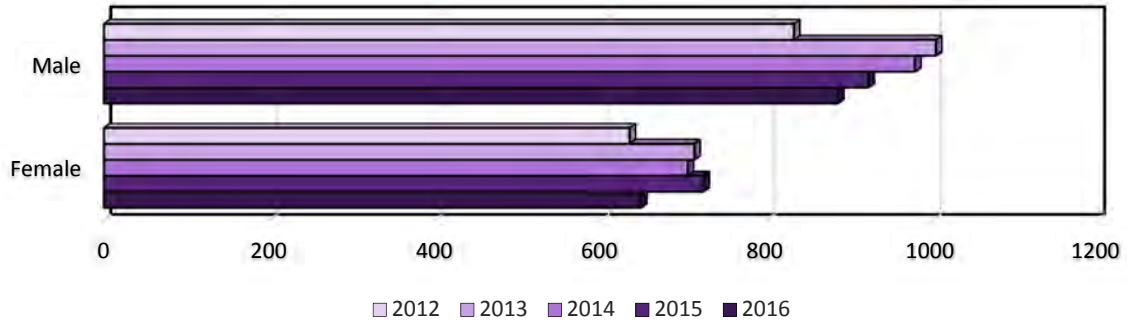
| Junction Relation | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Non-Junction | 405 | 411 | 373 | 385 | 379 | 391 |
| Intersection | 594 | 611 | 564 | 633 | 509 | 582 |
| Intersection Related | 211 | 318 | 328 | 329 | 331 | 303 |
| Driveway Related | 51 | 53 | 37 | 36 | 36 | 43 |
| Entrance or Exit Ramp | 3 | 8 | 2 | 2 | 2 | 3 |
| Business Entrance | 54 | 90 | 103 | 108 | 121 | 95 |
| Interchange Area Intersection | 140 | 208 | 235 | 155 | 176 | 183 |
| Interchange Area Intersection Related | 6 | 8 | 15 | 8 | 1 | 8 |
| Ramp | 20 | 29 | 49 | 30 | 27 | 31 |
| Other Parts eg Gore | 22 | 23 | 16 | 9 | 5 | 15 |
| Null value | 35 | 24 | 25 | 31 | 35 | 30 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Weather Conditions



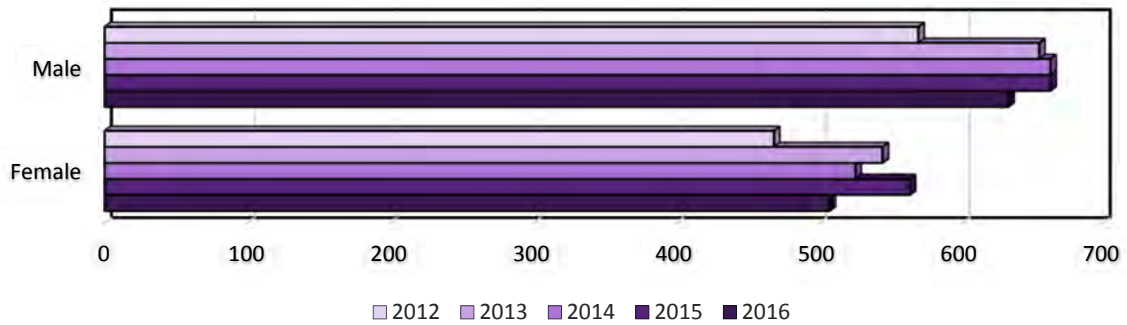
| Weather Conditions | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Clear | 1256 | 1217 | 1200 | 1209 | 1221 | 1221 |
| Raining | 38 | 80 | 42 | 94 | 39 | 59 |
| Snowing | 109 | 239 | 281 | 163 | 168 | 192 |
| Fog | 4 | 7 | 4 | 13 | 4 | 6 |
| Blowing Dust or Sand or Dirt | 0 | 0 | 0 | 0 | 0 | 0 |
| Severe Wind Only | 9 | 15 | 12 | 11 | 15 | 12 |
| Blizzard | 0 | 5 | 0 | 4 | 3 | 2 |
| Sleet or Hail or Freezing Rain | 1 | 14 | 5 | 6 | 3 | 6 |
| Blowing Snow | 10 | 21 | 19 | 4 | 7 | 12 |
| Cloudy or Overcast | 98 | 173 | 176 | 205 | 147 | 160 |
| Smoke | 1 | 1 | 0 | 1 | 1 | 1 |
| Other | 0 | 0 | 1 | 1 | 0 | 0 |
| Unknown | 15 | 11 | 7 | 15 | 14 | 12 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Driver 1* Gender



| Driver 1 Gender | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Null value | 10 | 16 | 9 | 7 | 12 | 11 |
| Male | 831 | 1002 | 977 | 921 | 884 | 923 |
| Female | 633 | 711 | 703 | 722 | 647 | 683 |
| Unknown | 67 | 54 | 58 | 76 | 79 | 67 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Driver 2** Gender



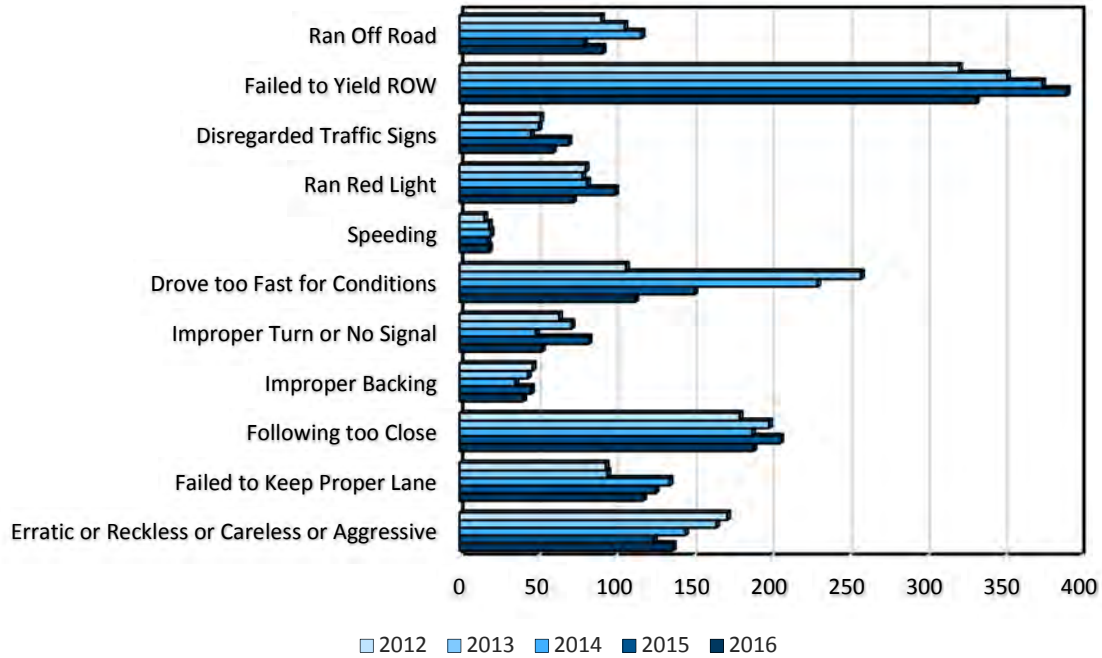
| Driver 2 Gender | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Null value*** | 487 | 563 | 544 | 485 | 471 | 510 |
| Male | 569 | 654 | 662 | 662 | 632 | 636 |
| Female | 468 | 544 | 525 | 563 | 507 | 521 |
| Unknown | 17 | 22 | 16 | 16 | 12 | 17 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

*Driver 1 is the driver usually found at fault at the time of the crash

**Driver 2 is the driver usually NOT found at fault at the time of the crash.

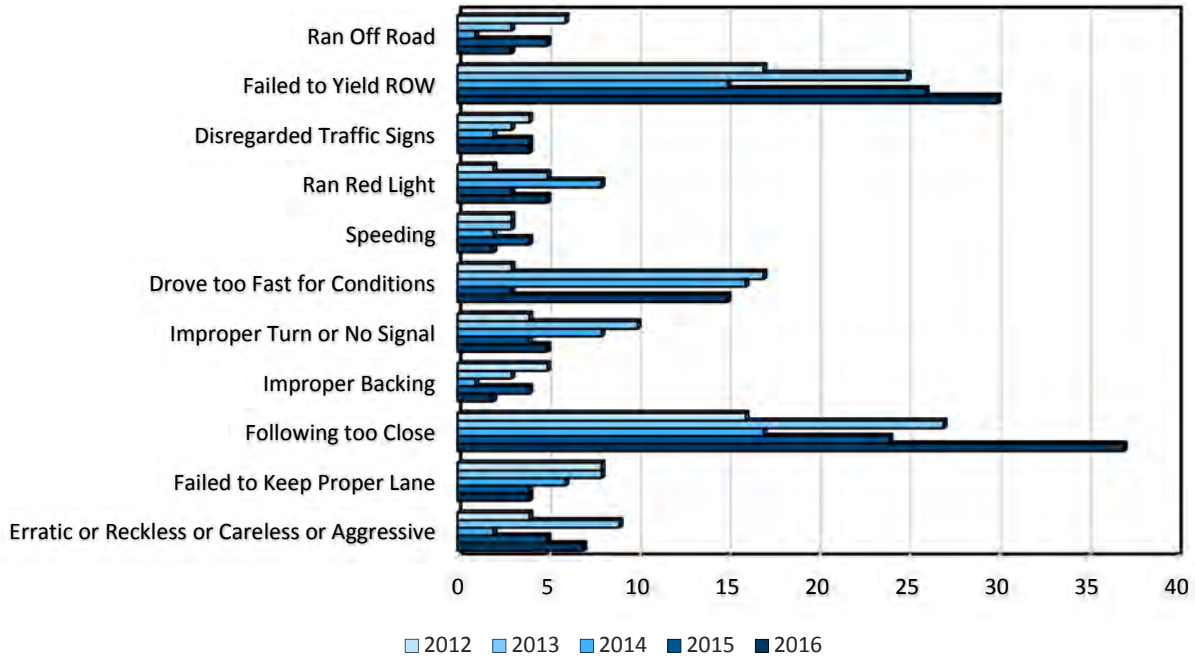
***Null value indicates that there was only one Driver involved in the crash

Total Crashes by Driver 1 Action



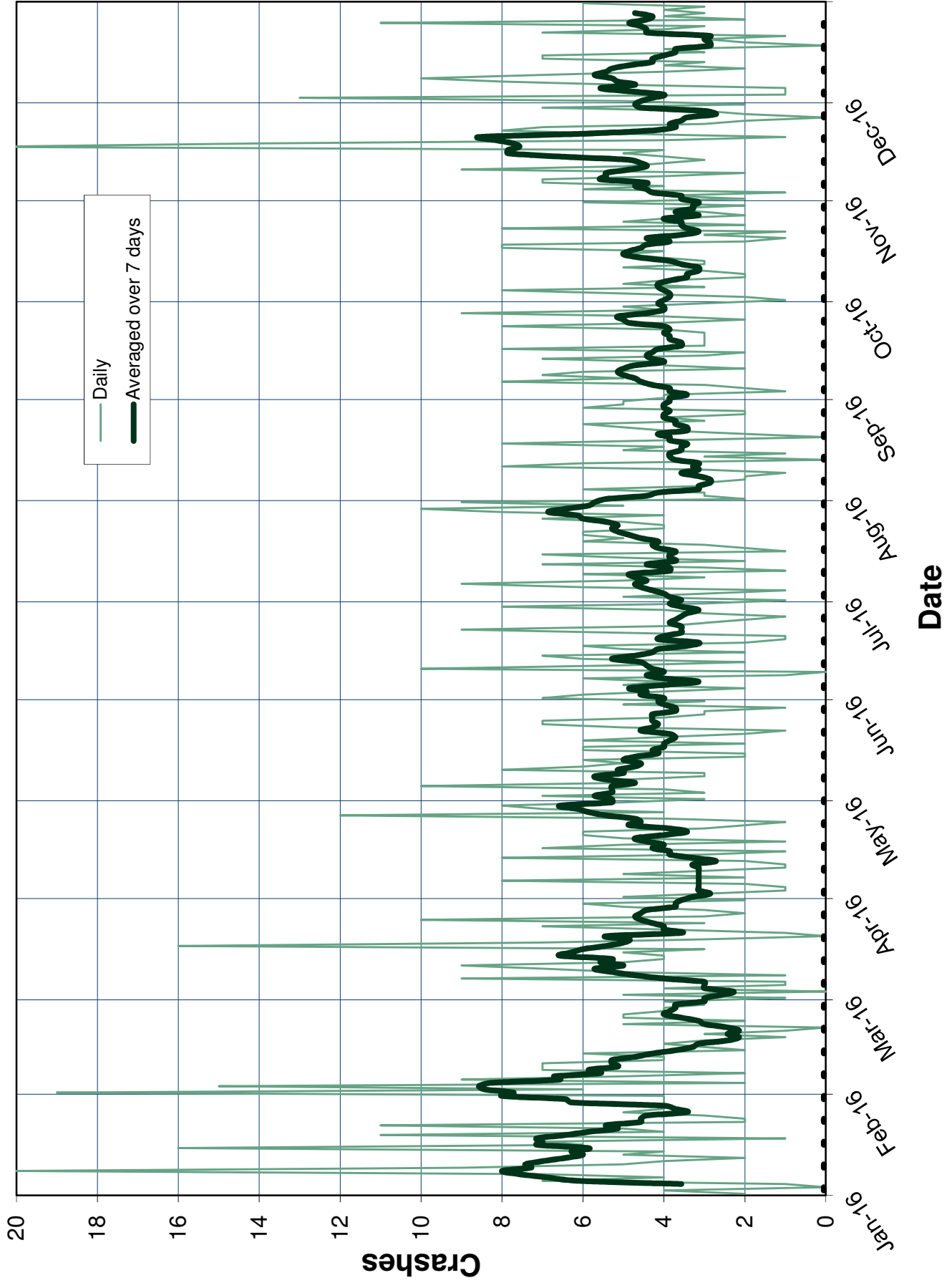
| Driver 1 Action | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|---|-------------|-------------|-------------|-------------|-------------|-------------|
| Null value | 10 | 17 | 9 | 7 | 12 | 11 |
| No Improper Driving | 150 | 178 | 161 | 160 | 218 | 173 |
| Ran Off Road | 91 | 106 | 117 | 80 | 92 | 97 |
| Failed to Yield ROW | 321 | 352 | 375 | 391 | 332 | 354 |
| Disregarded Traffic Signs | 52 | 51 | 46 | 70 | 60 | 56 |
| Ran Red Light | 81 | 79 | 82 | 100 | 73 | 83 |
| Disregarded Other Road Marking | 3 | 1 | 1 | 2 | 1 | 2 |
| Speeding | 16 | 19 | 20 | 18 | 19 | 18 |
| Drove too Fast for Conditions | 107 | 258 | 230 | 151 | 113 | 172 |
| Improper Turn or No Signal | 64 | 72 | 49 | 83 | 53 | 64 |
| Improper Backing | 47 | 44 | 36 | 46 | 41 | 43 |
| Improper Passing | 9 | 12 | 11 | 15 | 6 | 11 |
| Improper Parking | 4 | 3 | 1 | 2 | 7 | 3 |
| Wrong Side or Wrong Way | 5 | 3 | 5 | 3 | 5 | 4 |
| Following too Close | 180 | 199 | 188 | 206 | 189 | 192 |
| Failed to Keep Proper Lane | 94 | 95 | 135 | 126 | 118 | 114 |
| Erratic or Reckless or Careless or Aggressive | 172 | 165 | 145 | 125 | 137 | 149 |
| Avoiding an Object on Road | 0 | 2 | 4 | 0 | 3 | 2 |
| Avoiding Animal | 3 | 3 | 1 | 3 | 4 | 3 |
| Avoiding Non-Motorist | 0 | 1 | 0 | 0 | 2 | 1 |
| Avoiding MV | 8 | 4 | 10 | 9 | 13 | 9 |
| Swerve Due to Wind or Slippery Surface | 5 | 5 | 11 | 6 | 8 | 7 |
| Over Corrected or Over Steered | 3 | 3 | 8 | 3 | 3 | 4 |
| Evading Law Enforcement | 6 | 4 | 4 | 5 | 7 | 5 |
| Other Improper Action | 45 | 51 | 43 | 28 | 40 | 41 |
| Unknown | 65 | 56 | 55 | 87 | 66 | 66 |
| TOTAL | 1541 | 1783 | 1747 | 1726 | 1622 | 1684 |

Total Crashes by Driver 2 Action

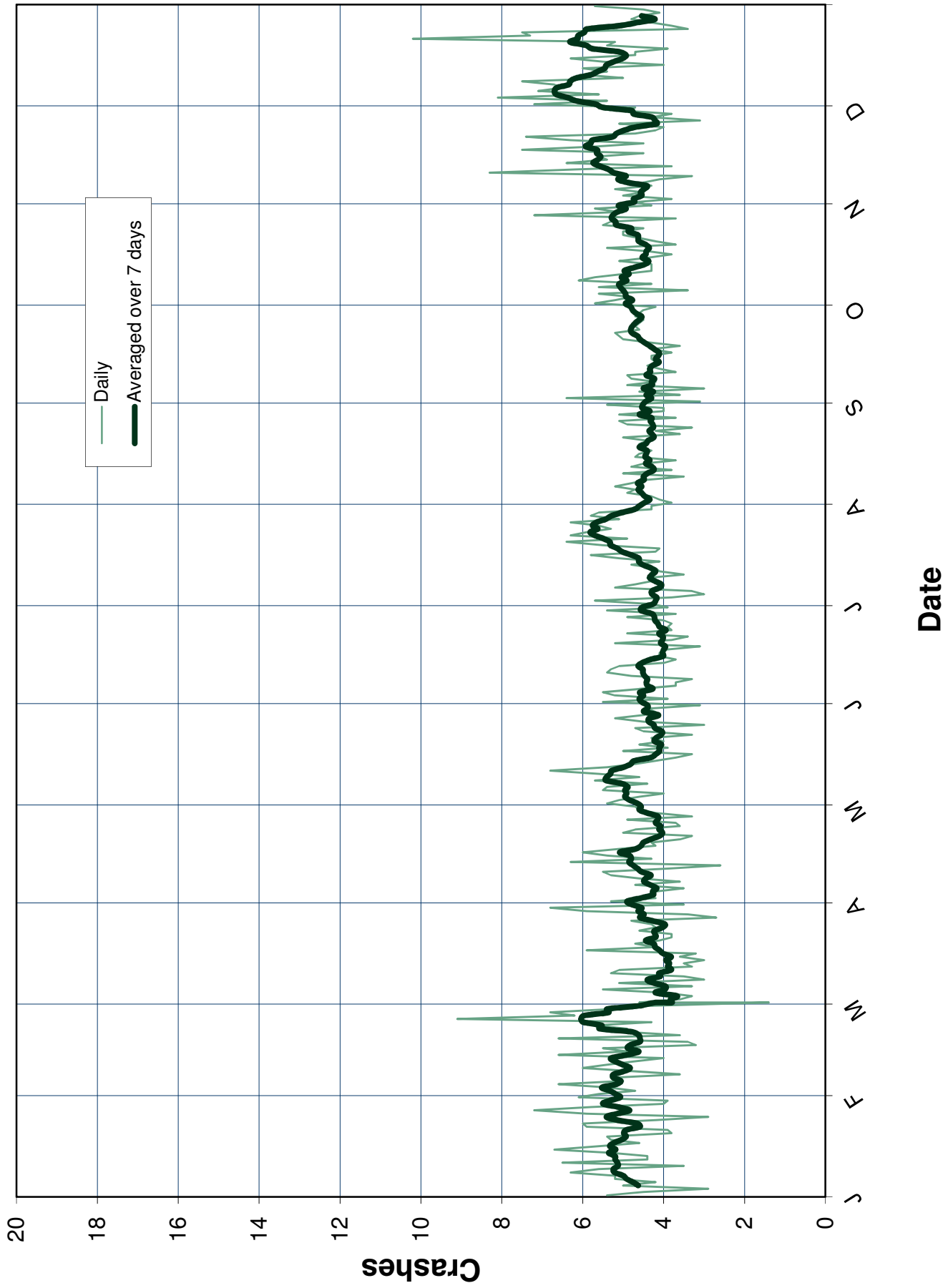


| Driver 2 Action | 2011 | 2012 | 2013 | 2014 | 2015 | Average |
|---|-------------|-------------|-------------|-------------|-------------|-------------|
| Null value | 506 | 487 | 563 | 545 | 485 | 517 |
| No Improper Driving | 1094 | 949 | 1057 | 1084 | 1101 | 1057 |
| Ran Off Road | 3 | 6 | 3 | 1 | 5 | 4 |
| Failed to Yield ROW | 16 | 17 | 25 | 15 | 26 | 20 |
| Disregarded Traffic Signs | 0 | 4 | 3 | 2 | 4 | 3 |
| Ran Red Light | 3 | 2 | 5 | 8 | 3 | 4 |
| Disregarded Other Road Marking | 0 | 1 | 0 | 0 | 2 | 1 |
| Speeding | 4 | 3 | 3 | 2 | 4 | 3 |
| Drove too Fast for Conditions | 17 | 3 | 17 | 16 | 3 | 11 |
| Improper Turn or No Signal | 6 | 4 | 10 | 8 | 4 | 6 |
| Improper Backing | 4 | 5 | 3 | 1 | 4 | 3 |
| Improper Passing | 1 | 0 | 0 | 1 | 1 | 1 |
| Improper Parking | 0 | 0 | 0 | 0 | 0 | 0 |
| Wrong Side or Wrong Way | 0 | 1 | 1 | 0 | 0 | 0 |
| Following too Close | 17 | 16 | 27 | 17 | 24 | 20 |
| Failed to Keep Proper Lane | 12 | 8 | 8 | 6 | 4 | 8 |
| Erratic or Reckless or Careless or Aggressive | 13 | 4 | 9 | 2 | 5 | 7 |
| Avoiding an Object on Road | 0 | 0 | 0 | 1 | 0 | 0 |
| Avoiding Animal | 1 | 0 | 1 | 0 | 0 | 0 |
| Avoiding Non-Motorist | 0 | 0 | 0 | 0 | 0 | 0 |
| Avoiding MV | 2 | 0 | 5 | 1 | 1 | 2 |
| Swerve Due to Wind or Slippery Surface | 0 | 1 | 0 | 3 | 0 | 1 |
| Over Corrected or Over Steered | 0 | 1 | 2 | 1 | 0 | 1 |
| Evading Law Enforcement | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Improper Action | 4 | 5 | 4 | 4 | 2 | 4 |
| Unknown | 29 | 24 | 37 | 28 | 48 | 33 |
| TOTAL | 1732 | 1541 | 1783 | 1746 | 1726 | 1706 |

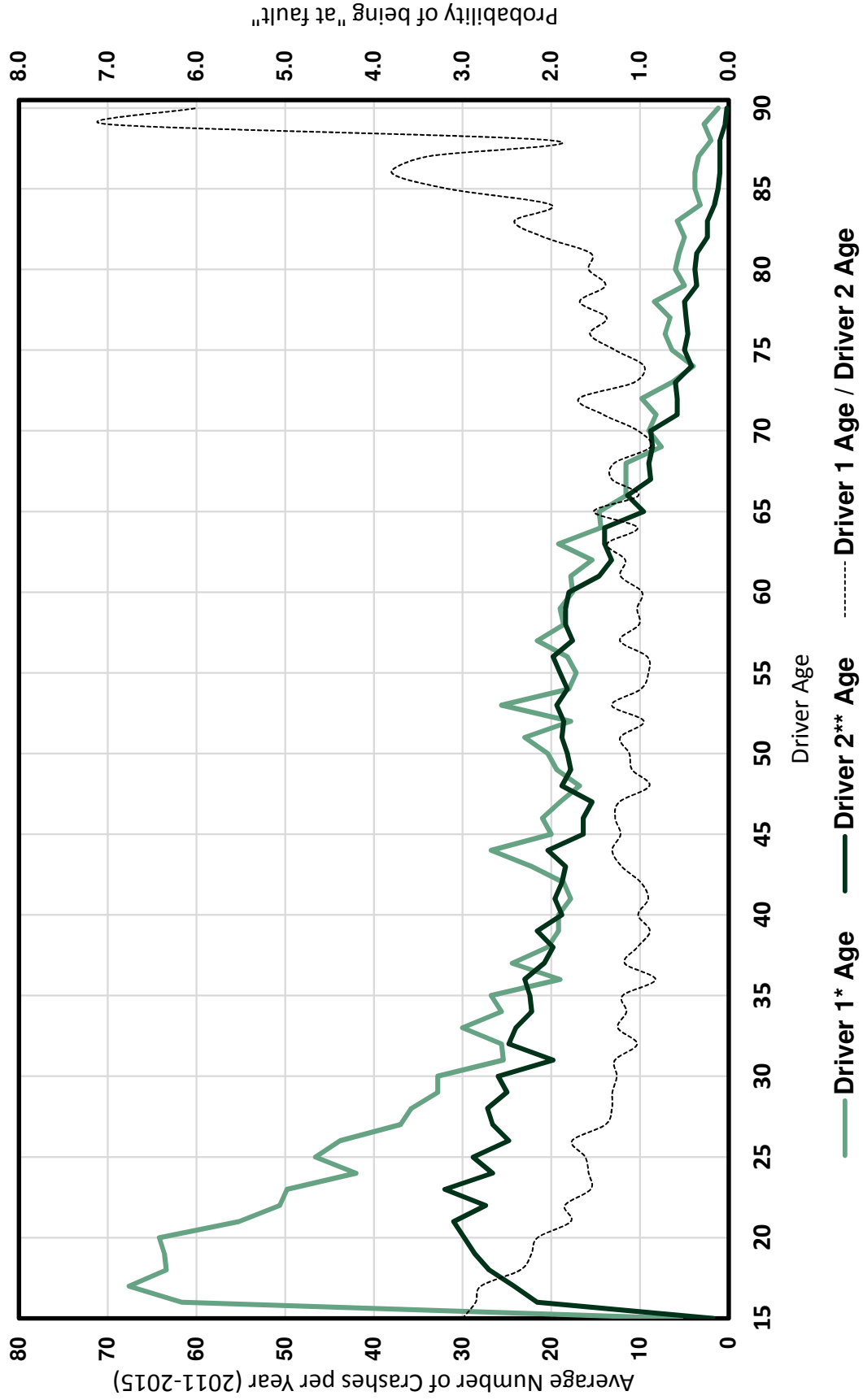
2016 Crashes by Date



Average Crashes by Date 2007-2016



Drivers Age



*Driver 1 is the driver usually found at fault at the time of the crash
 **Driver 2 is the driver usually NOT found at fault at the time of the crash.

SIGNALIZED CRASH SUMMARY

2007 – 2016

Total Crashes 2016

| 2016 Rank | Signalized Intersection | Total Crashes |
|-----------|----------------------------------|---------------|
| 1 | Dell Range Blvd & Converse Ave | 23 |
| 2 | College Dr & Dell Range Blvd | 15 |
| 3 | College Dr & 12th St | 14 |
| 4 | South Greeley Hwy & Fox Farm Rd | 13 |
| 5 | Yellowstone Rd & Central Ave | 12 |
| 6 | College Dr & Campstool Way | 11 |
| 7 | Dell Range Blvd & Ridge Rd | 11 |
| 8 | Dell Range Blvd & Powderhouse Rd | 10 |
| 9 | Dell Range Blvd & Yellowstone Rd | 10 |
| 10 | Lincolnway & Warren Ave | 9 |

Total Crashes 2007-2016

| 07-16 Rank | Signalized Intersection | Total Crashes |
|------------|---------------------------------|---------------|
| 1 | Dell Range Blvd & Converse Ave | 248 |
| 2 | Yellowstone Rd & Central Ave | 148 |
| 3 | College Dr & Dell Range Blvd | 137 |
| 4 | South Greeley Hwy & Fox Farm Rd | 124 |
| 5 | Dell Range Blvd & Ridge Rd | 124 |
| 6 | College Dr & Pershing Blvd | 124 |
| 7 | College Dr & 12th St | 117 |
| 8 | South Greeley Hwy & College Dr | 113 |
| 9 | Dell Range Blvd & Rue Terre | 113 |
| 10 | Lincolnway & Converse Ave | 101 |

Total Incapacitating and Fatal Crashes 2007-2016

| 07-16 Rank | Signalized Intersection | Total Crashes |
|------------|--------------------------------------|---------------|
| 1 | South Greeley Hwy & Fox Farm Rd | 4 |
| 2 | Lincolnway & Central Ave | 4 |
| 3 | Lincolnway & Logan Ave | 3 |
| 4 | College Dr & Fox Farm Rd | 3 |
| 5 | College Dr & Dell Range Blvd | 2 |
| 6 | College Dr & 12th St | 2 |
| 7 | South Greeley Hwy & College Dr | 2 |
| 8 | Lincolnway & Converse Ave | 2 |
| 9 | South Greeley Hwy & 5th St | 2 |
| 10 | Dell Range Blvd & Prairie Ave (East) | 2 |
| 11 | Lincolnway & Ridge Rd | 2 |
| 12 | College Dr & Campstool Way | 2 |
| 13 | Lincolnway & Nationway | 2 |

Crash Rate* 2016

| 2016 Rank | Signalized Intersection | MEV |
|-----------|----------------------------------|------|
| 1 | College Dr & Dell Range Blvd | 1.37 |
| 2 | Dell Range Blvd & Converse Ave | 1.26 |
| 3 | College Dr & 12th St | 1.24 |
| 4 | Walterscheid Blvd & Allison Rd | 1.22 |
| 5 | South Greeley Hwy & Williams St | 1.13 |
| 6 | 19th St & Logan Ave | 1.10 |
| 7 | 5th St & Morrie Ave | 1.10 |
| 8 | South Greeley Hwy & Fox Farm Rd | 1.08 |
| 9 | College Dr & Campstool Way | 1.04 |
| 10 | Dell Range Blvd & Powderhouse Rd | 0.98 |

Crash Rate* 2007-2016

| 07-16 Rank | Signalized Intersection | MEV |
|------------|---------------------------------|------|
| 1 | Dell Range Blvd & Converse Ave | 1.36 |
| 2 | College Dr & Dell Range Blvd | 1.25 |
| 3 | College Dr & Pershing Blvd | 1.21 |
| 4 | College Dr & 12th St | 1.03 |
| 5 | South Greeley Hwy & College Dr | 1.03 |
| 6 | South Greeley Hwy & Fox Farm Rd | 1.03 |
| 7 | Dell Range Blvd & Ridge Rd | 1.03 |
| 8 | Yellowstone Rd & Central Ave | 1.01 |
| 9 | Nationway & Logan Ave | 0.90 |
| 10 | 19th St & Logan Ave | 0.89 |

*Crash Rate = Number of crashes per Million Entering Vehicles

PERFORMANCE MEASURES

The MAP-21 ([Pub. L. 112-141](#)) and the FAST Act ([Pub. L. 114-94](#)) transform the Federal-aid highway program by establishing new performance management requirements to ensure that State DOTs and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funds. Performance management refocuses attention on national transportation goals, increases the accountability and transparency of the Federal-aid highway program, and improves project decision making through performance-based planning and programming. State DOTs will now be required to establish performance targets and assess performance in 12 areas including Safety established by the MAP-21, and FHWA will assess their progress toward meeting targets in 10 of these areas.

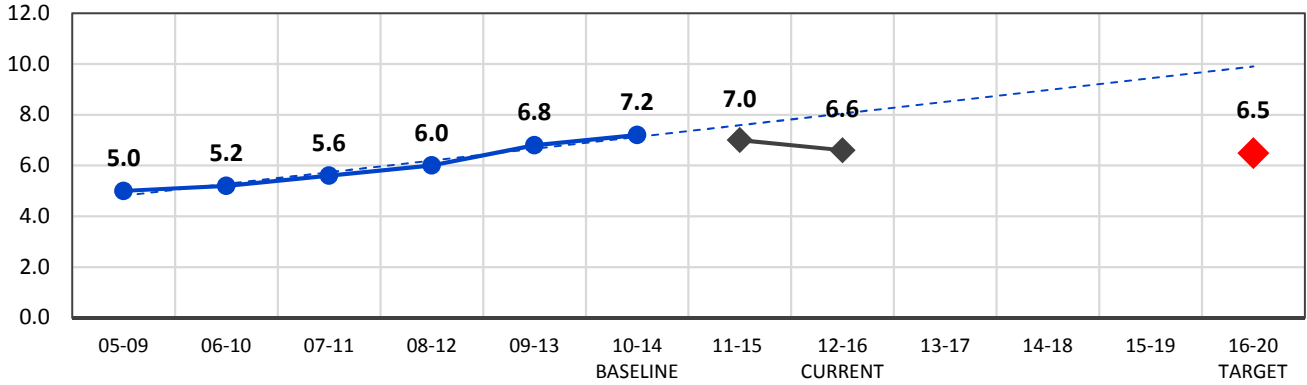
The Wyoming Department of Transportation (WYDOT) has recently developed its safety performance targets and measures. The Cheyenne MPO has developed their own safety performance measures and will be reviewing WYDOT's performance measures to determine which one to follow. When the MPO updated *PlanCheyenne*, its Comprehensive Plan, and the *2014 Transportation Safety Management Plan Update* preliminary safety and other performance targets and measures for monitoring were developed. These include not just the national targets, but also others that the MPO considers a priority for the Cheyenne urban area. The priorities for the MPO are the various visions and goals outlined under *PlanCheyenne*. Several of them pertain to transportation and safety of the transportation system and all roadway users.

The Safety Vision under *PlanCheyenne* recommended that the *Annual Crash Report* be modified to include the area's ongoing safety efforts i.e. the MPO's safety initiative and ongoing safety emphasis areas as identified in the *2014 Transportation Safety Management Plan Update*. The *Crash Report* provides measures including fatal crashes, serious injury crashes and total crashes on a five year rolling average overall, and also within the different emphasis areas from the 2008 and 2014 *Safety Management Plan*. A summary also shows the measures for baseline, current and target data and whether the target was achieved, and whether progress in being made in each of these areas.

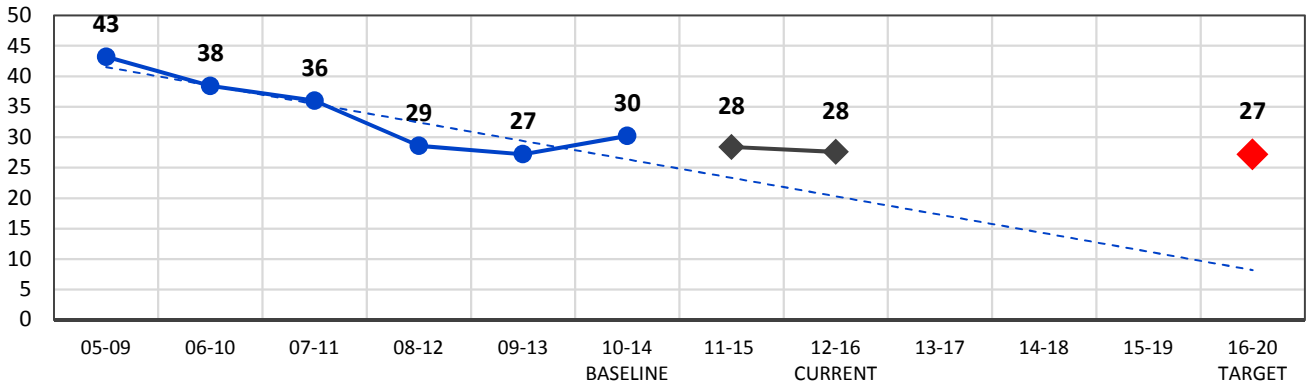
Tracking performance measures and monitoring progress over time is a great tool for the MPO and the Cheyenne area to determine priorities for future investments in infrastructure and programmatic efforts that address safety. These targets can also help guide City and County departments on where they need to focus their efforts in transportation safety. While the MPO will monitor performance measures that are set as priorities by the federal and state agencies, monitoring of emphasis areas that have been prioritized by local and regional safety stakeholders through the transportation safety planning process will continue to remain a high priority for the Cheyenne Metropolitan Planning Organization.

Total Crashes

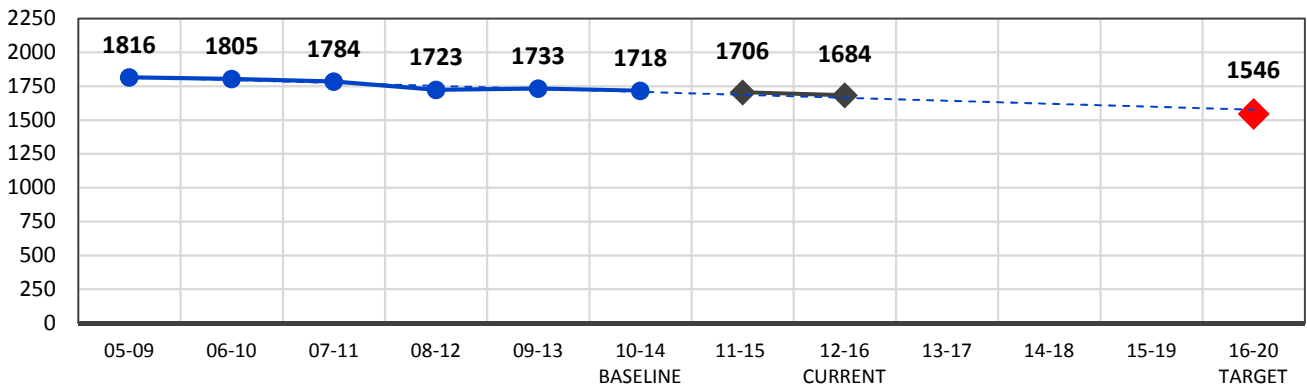
Number of Fatal Crashes on a Five Year Rolling Average



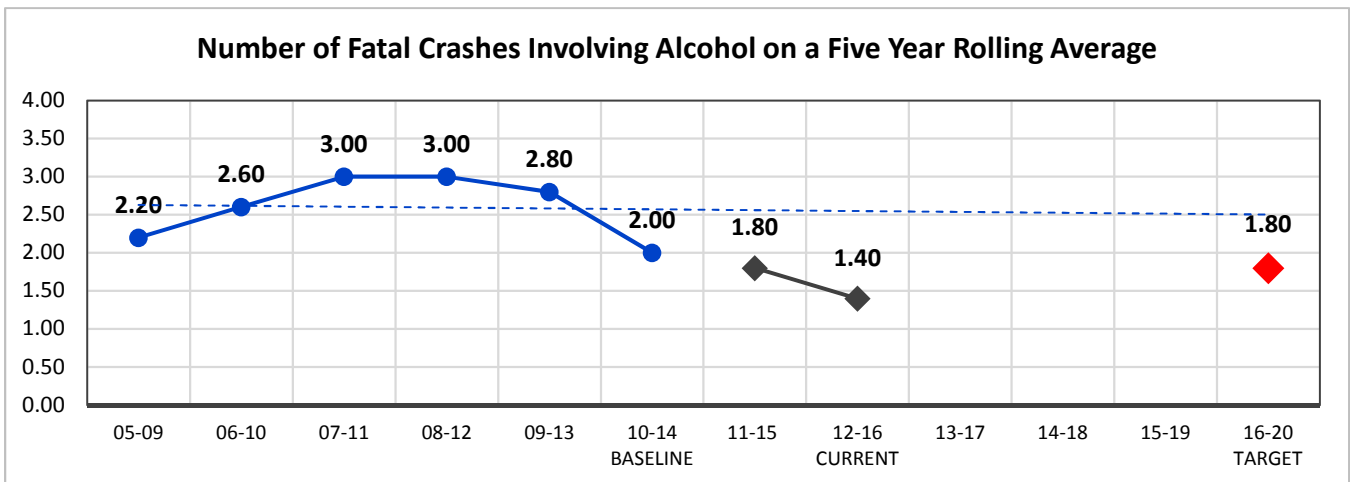
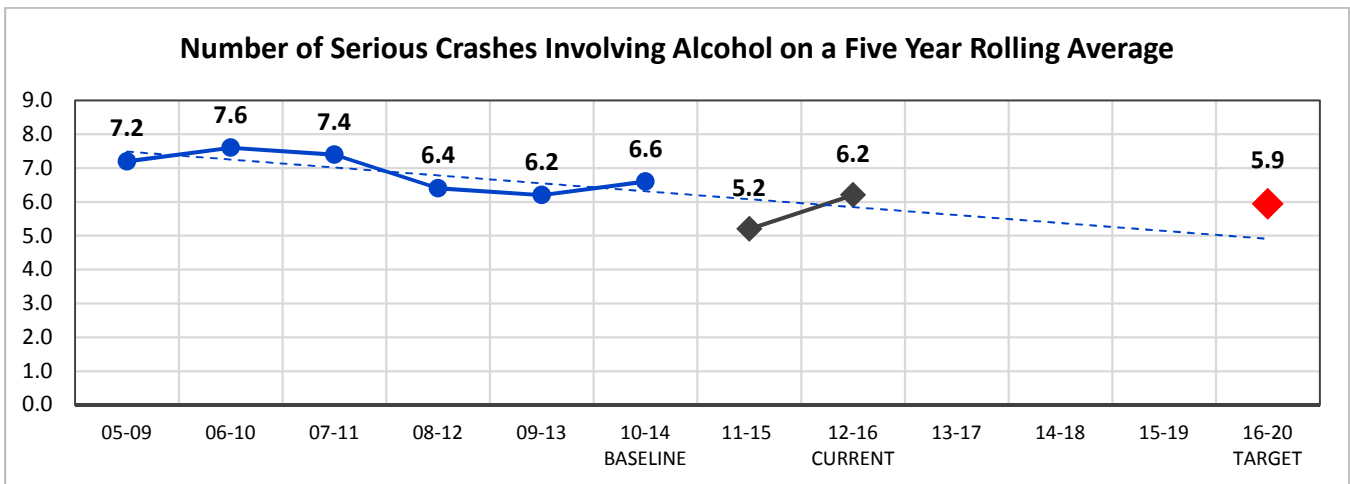
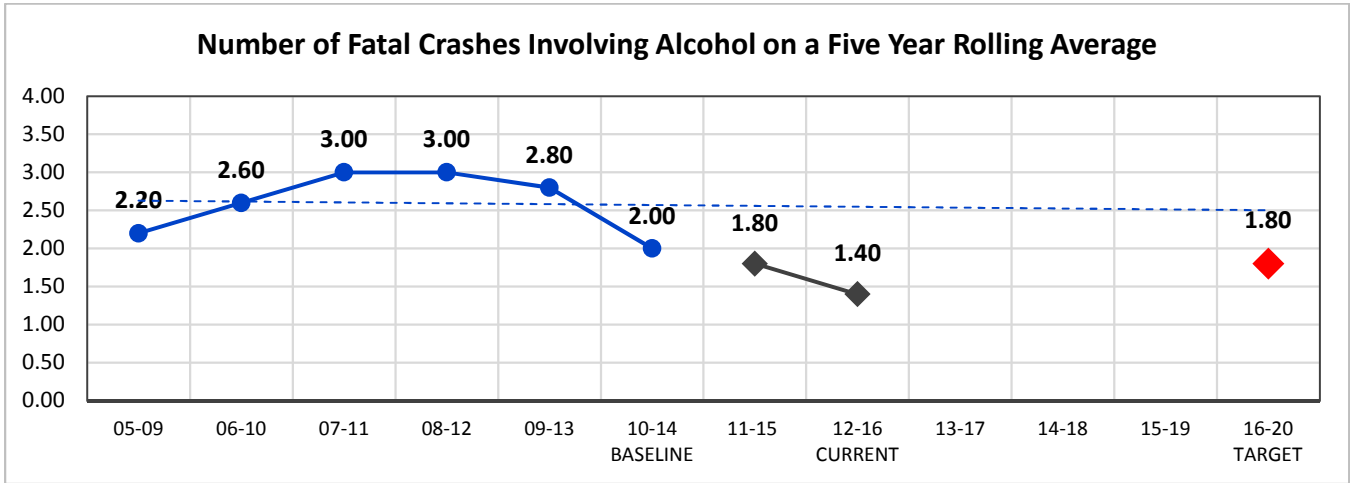
Number of Serious Crashes on a Five Year Rolling Average



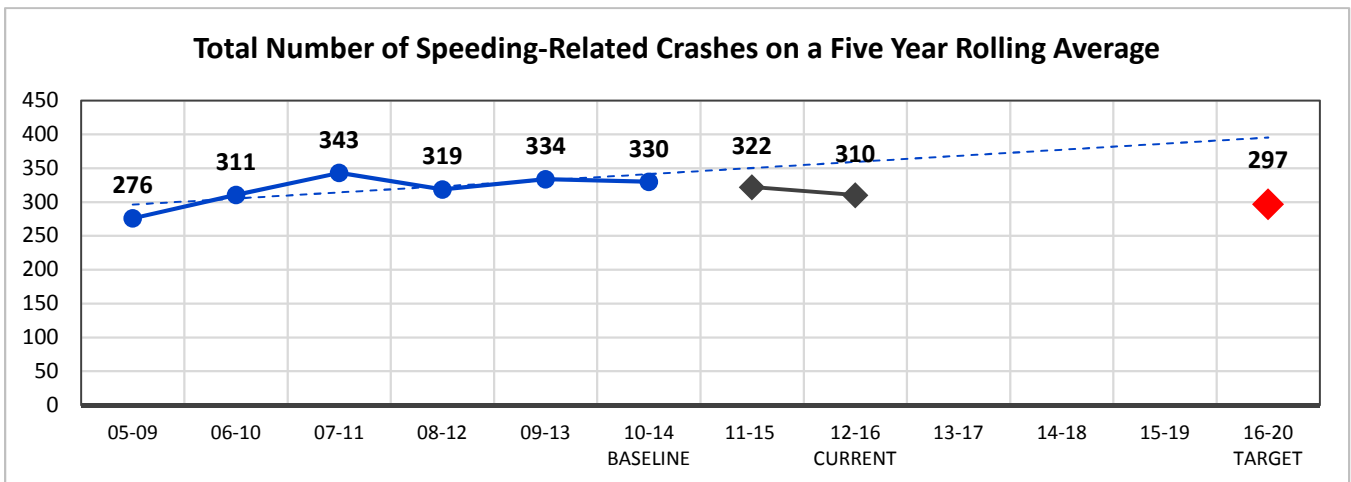
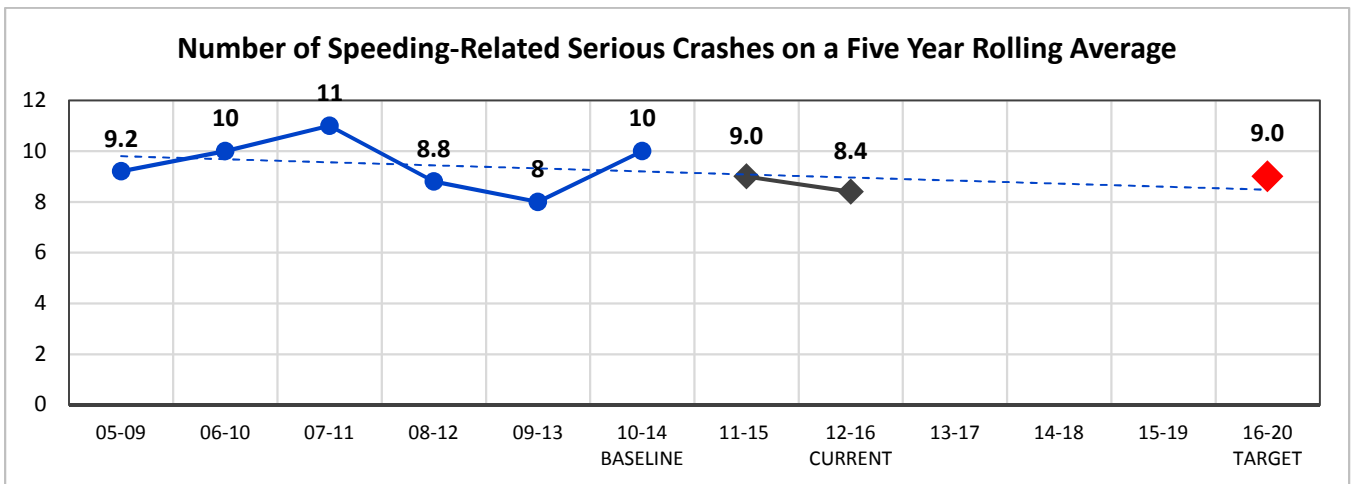
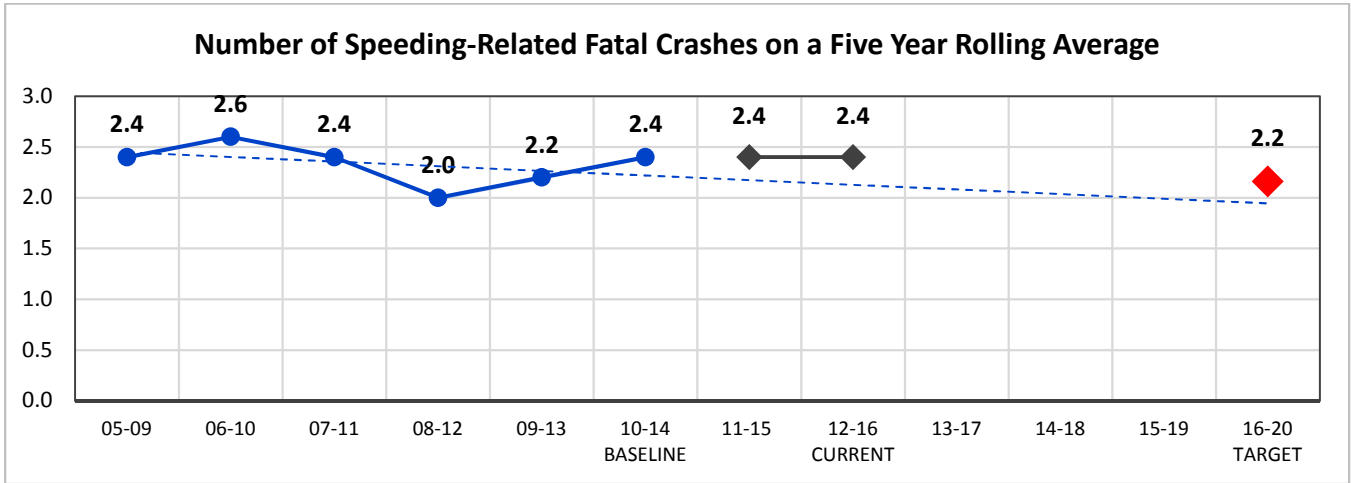
Total Number of Crashes on a Five Year Rolling Average



Alcohol Related

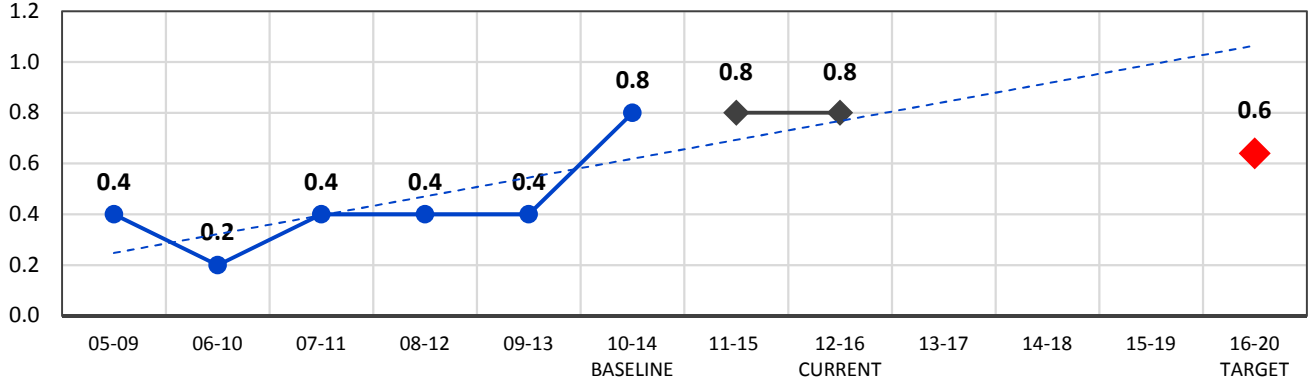


Speed Related

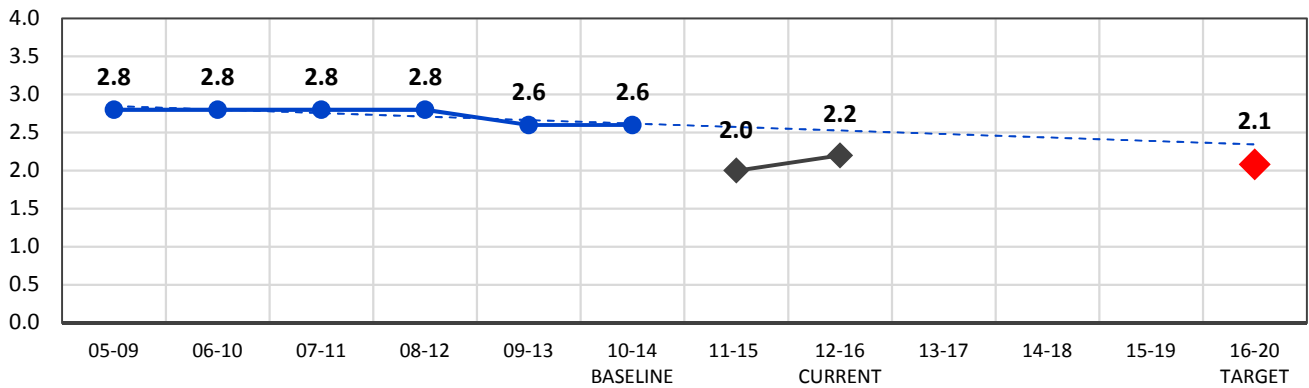


Pedestrian Related

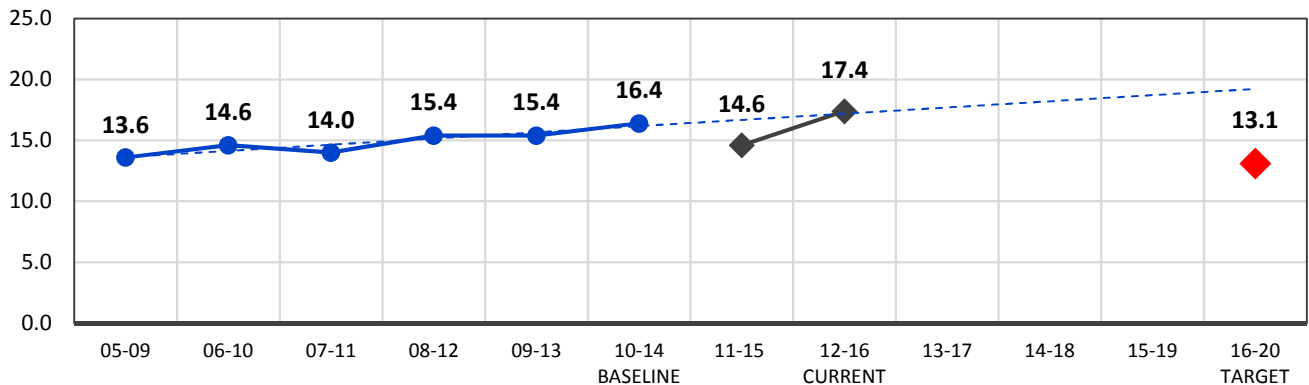
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average



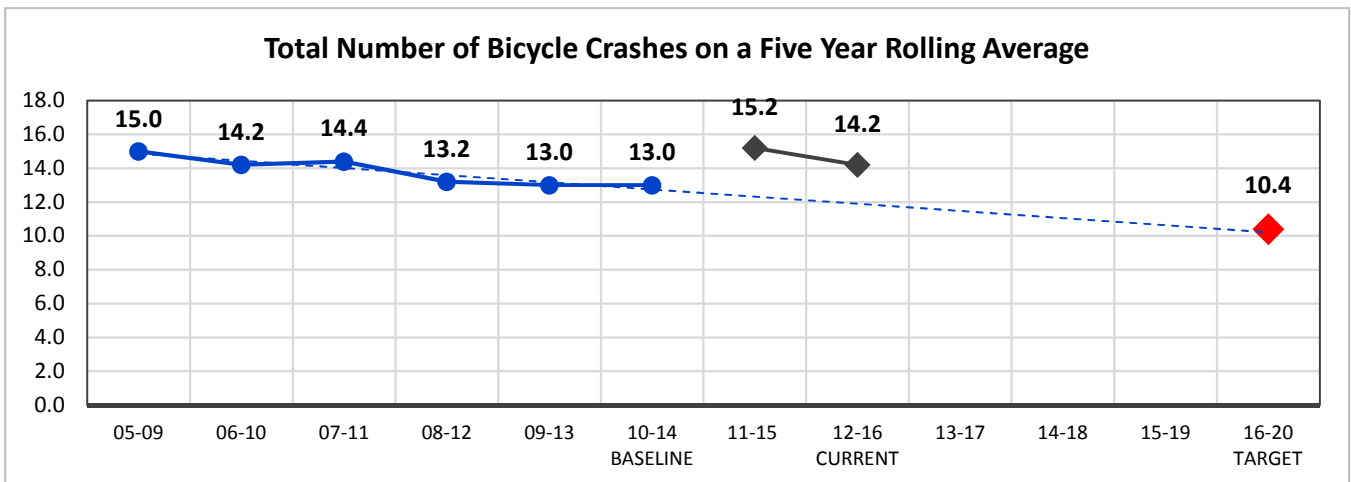
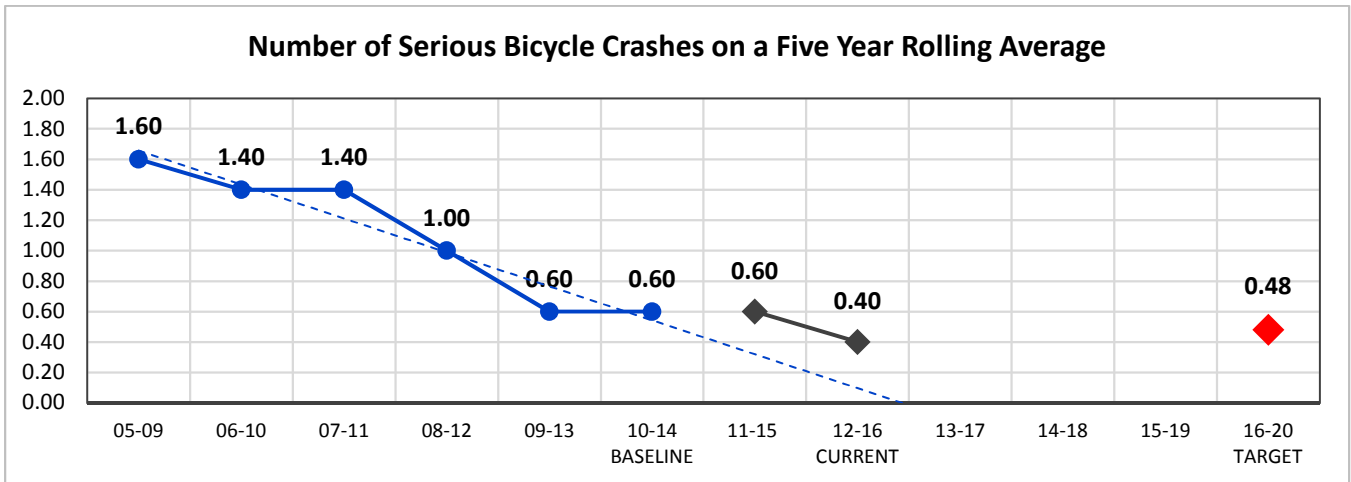
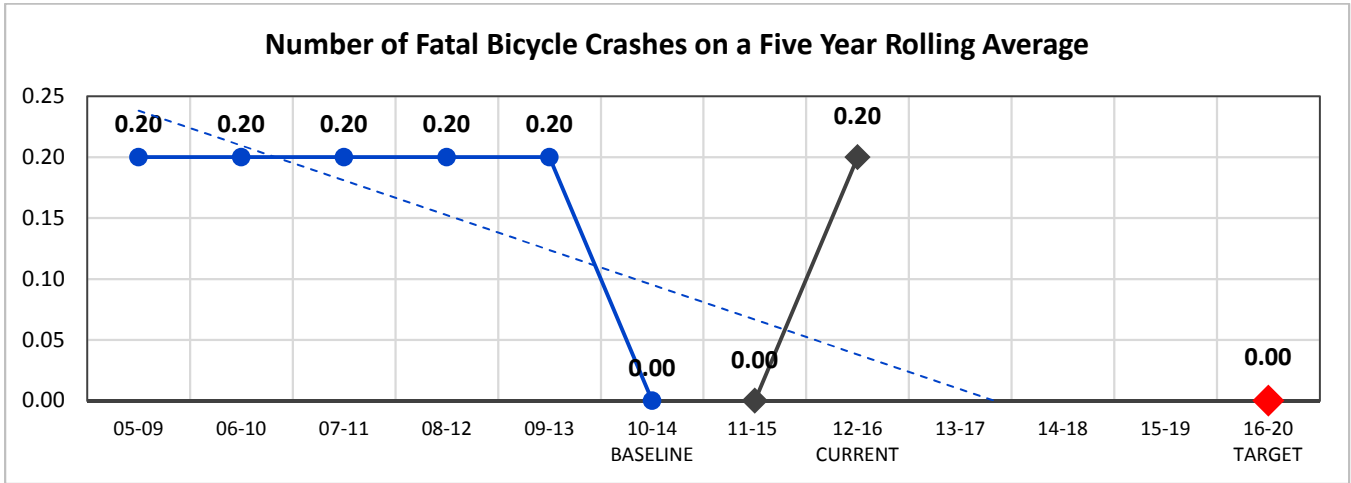
Number of Serious Pedestrian Crashes on a Five Year Rolling Average



Total Number of Pedestrian Crashes on a Five Year Rolling Average

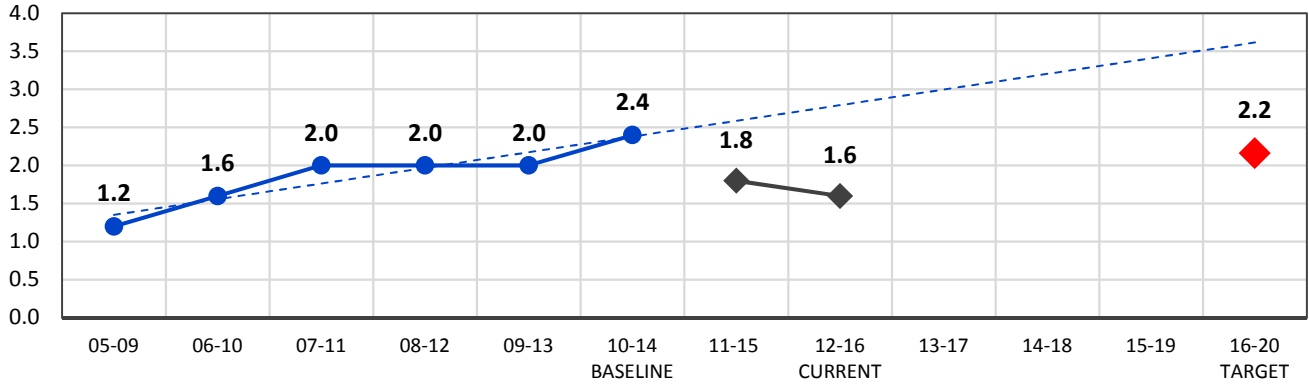


Bicycle Related

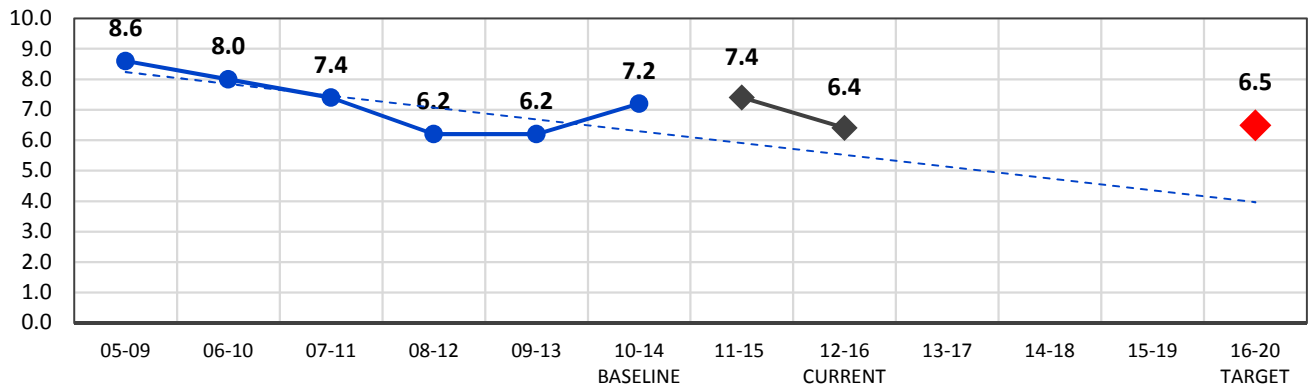


Motorcyclist Related

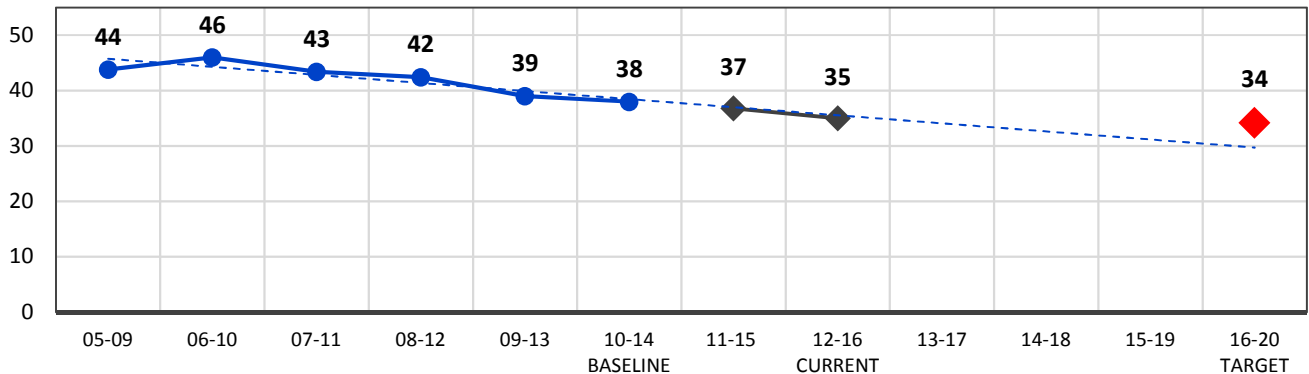
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average



Number of Serious Motorcyclist Crashes on a Five Year Rolling Average

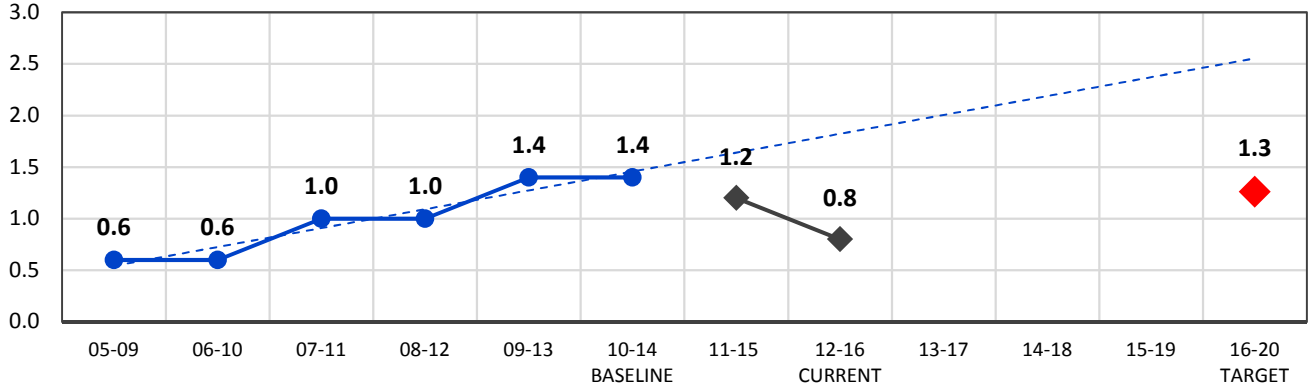


Total Number of Motorcyclist Crashes on a Five Year Rolling Average

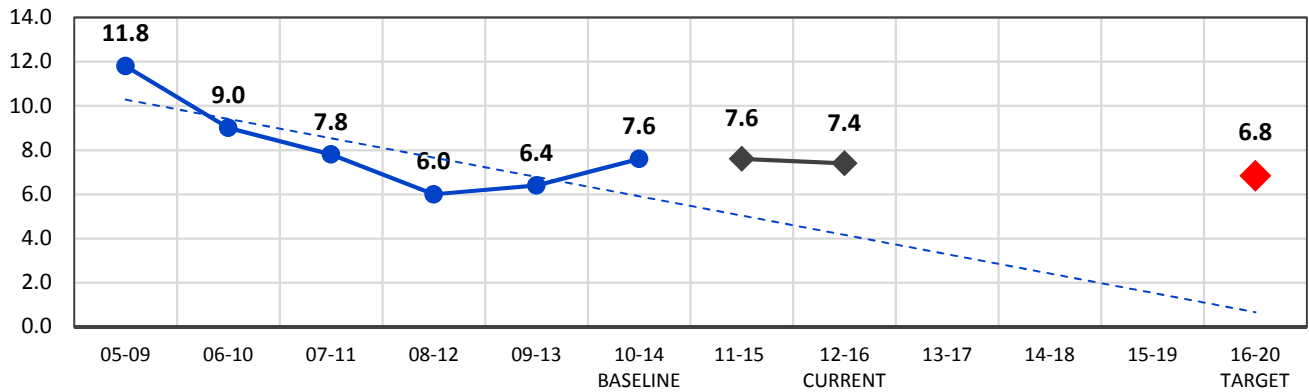


Young Driver Involved (Age 15 – 20)

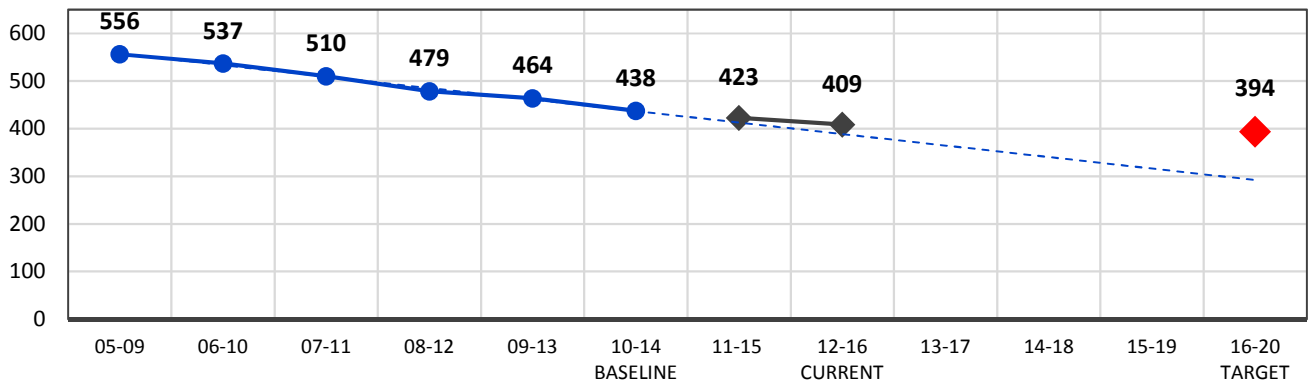
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average



Number of Serious Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average

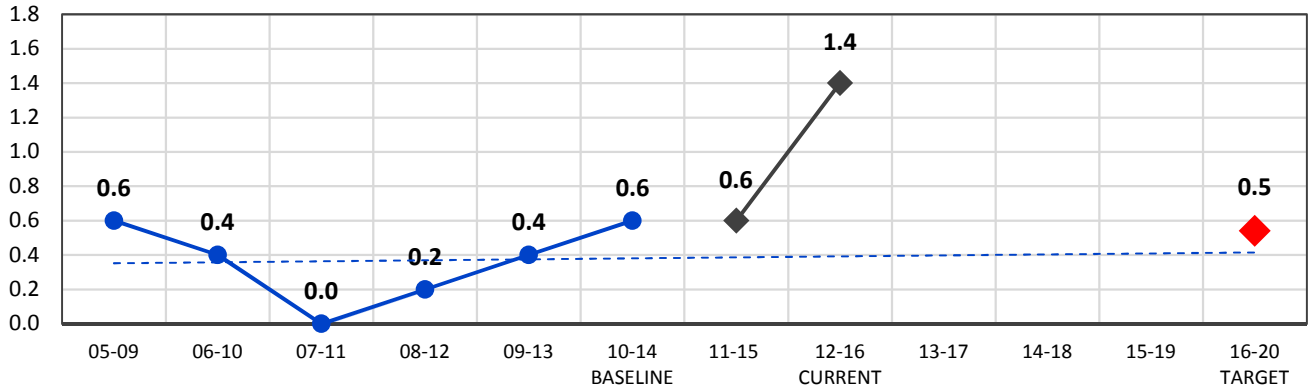


Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average

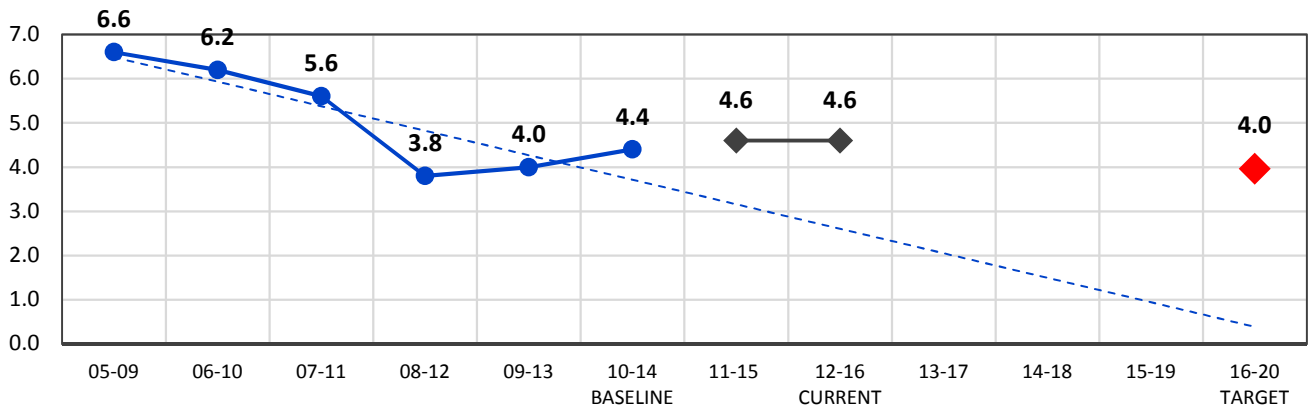


Old Driver Involved (Age 65+)

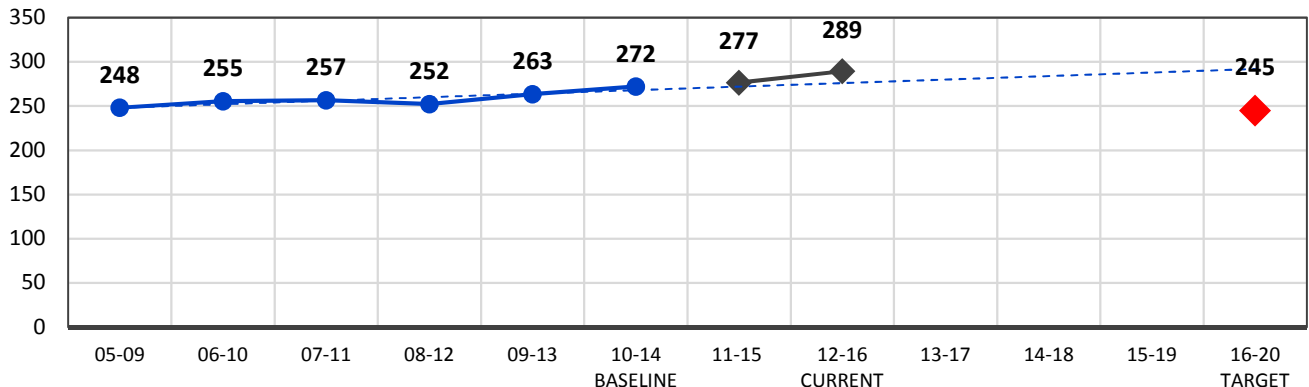
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average



Number of Serious Crashes Involving Older Drivers (65+) on a Five Year Rolling Average



Total Number of Crashes Involving Older Drivers (65+) on a Five Year Rolling Average



2016 PROFORMANCE MEASURES FOR THE CHEYENNE URBAN AREA

| Performance Measure | 5-year Rolling Averages | | | Target Achieved? | 1/3 of Target Achieved? | Better Than Baseline? | Making Progress? |
|--|-------------------------|-------------------|------------------|------------------|-------------------------|-----------------------|------------------|
| | 2010-2014 BASELINE | 2012-2016 CURRENT | 2016-2020 TARGET | | | | |
| Number of Fatal Crashes on a Five Year Rolling Average | 7.2 | 6.6 | 6.5 | No | Yes | Yes | YES |
| Number of Serious Crashes on a Five Year Rolling Average | 30 | 28 | 27 | No | Yes | Yes | |
| Total Number of Crashes on a Five Year Rolling Average | 1718 | 1684 | 1546 | No | No | Yes | |
| Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average | 2.00 | 1.40 | 1.80 | Yes | Yes | Yes | YES |
| Number of Serious Crashes Involving Alcohol on a Five Year Rolling Average | 6.6 | 6.2 | 5.9 | No | Yes | Yes | |
| Total Number of Crashes Involving Alcohol on a Five Year Rolling Average | 113 | 101 | 102 | Yes | Yes | Yes | |
| Number of Speeding-Related Fatal Crashes on a Five Year Rolling Average | 2.40 | 2.40 | 2.16 | No | No | N/A | YES |
| Number of Speeding-Related Serious Crashes on a Five Year Rolling Average | 10 | 8.4 | 9.0 | Yes | Yes | Yes | |
| Total Number of Speeding-Related Crashes on a Five Year Rolling Average | 330 | 310 | 297 | No | Yes | Yes | |
| Number of Fatal Pedestrian Crashes on a Five Year Rolling Average | 0.80 | 0.80 | 0.64 | No | No | N/A | No |
| Number of Serious Pedestrian Crashes on a Five Year Rolling Average | 2.6 | 2.2 | 2.1 | No | Yes | Yes | |
| Total Number of Pedestrian Crashes on a Five Year Rolling Average | 16.4 | 17.4 | 13.1 | No | No | No | |
| Number of Fatal Bicycle Crashes on a Five Year Rolling Average | 0.00 | 0.20 | 0.00 | No | No | No | No |
| Number of Serious Bicycle Crashes on a Five Year Rolling Average | 0.60 | 0.40 | 0.48 | Yes | Yes | Yes | |
| Total Number of Bicycle Crashes on a Five Year Rolling Average | 13.0 | 14.2 | 10.4 | No | No | No | |
| Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average | 2.4 | 1.6 | 2.2 | Yes | Yes | Yes | YES |
| Number of Serious Motorcyclist Crashes on a Five Year Rolling Average | 7.2 | 6.4 | 6.5 | Yes | Yes | Yes | |
| Total Number of Motorcyclist Crashes on a Five Year Rolling Average | 38 | 35 | 34 | No | Yes | Yes | |
| Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average | 1.40 | 0.80 | 1.26 | Yes | Yes | Yes | YES |
| Number of Serious Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average | 7.60 | 7.40 | 6.84 | No | No | Yes | |
| Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average | 438 | 409 | 394 | No | Yes | Yes | |
| Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average | 0.60 | 1.40 | 0.54 | No | No | No | No |
| Number of Serious Crashes Involving Older Drivers (65+) on a Five Year Rolling Average | 4.4 | 4.6 | 4.0 | No | No | No | |
| Total Number of Crashes Involving Older Drivers (65+) on a Five Year Rolling Average | 272 | 289 | 245 | No | No | No | |