2019

ANNUAL CRASH REPORT
for the Cheyenne Urban Area

SAFE STREETS CHEYENNE

2019 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

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.

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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 2019 CHEYENNE AREA CRASHES

How many *total crashes* were there in 2019? There were 1,648 crashes in 2019. This is about a 2% increase from 2018 in which there were 1,617. (1,522 in 2017)

How many *people died* in crashes in 2019? 5 people died last year in 5 separate crashes. This compares to 5 fatalities in 2018 all 5 in separate crashes.

How many *injury crashes* were there in 2019? There were 825 people injured in ??? separate crashes. This compares to 425 injuries in 417 separate crashes in 2018.

How many *drivers* were involved in crashes in 2019? There were 2,882 drivers involved in crashes last year. (2,619 in 2018)

How many *vehicles* were involved in crashes in 2019? There were 3,118 vehicles involved in crashes last year. (2,803 in 2018)

How many *hit-and-run* crashes were there in 2019? 198. (167 in 2018)

How many *pedestrians* were hit by cars in 2019? 15. (9 in 2018)

How many *bicyclists* were hit by cars in 2019? 14. (10 in 2018)

How many *motorcyclists* were involved in crashes in 2019? 42. (29 in 2018)

How many *Commercial Motor Vehicles (CMV)* were involved crashes in 2019? 139. (98 in 2018)

How can I learn more about crashes in the Cheyenne Area? The complete 2019 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.

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, 2019

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.

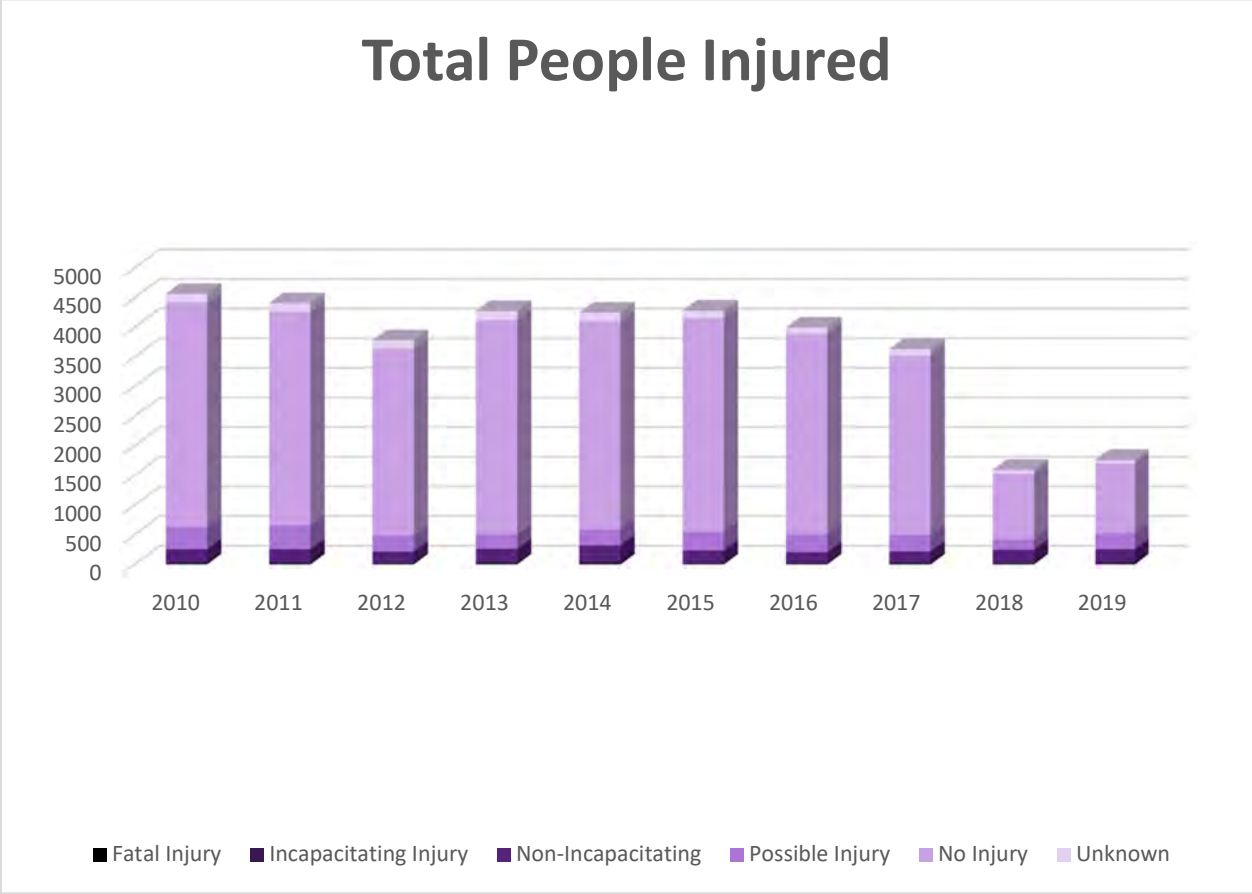
The figures provided by NSC can be used to estimate the actual costs to the Cheyenne area of deaths and injuries. The comprehensive cost figures (discussed below) should be used for cost benefit analyses.

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.

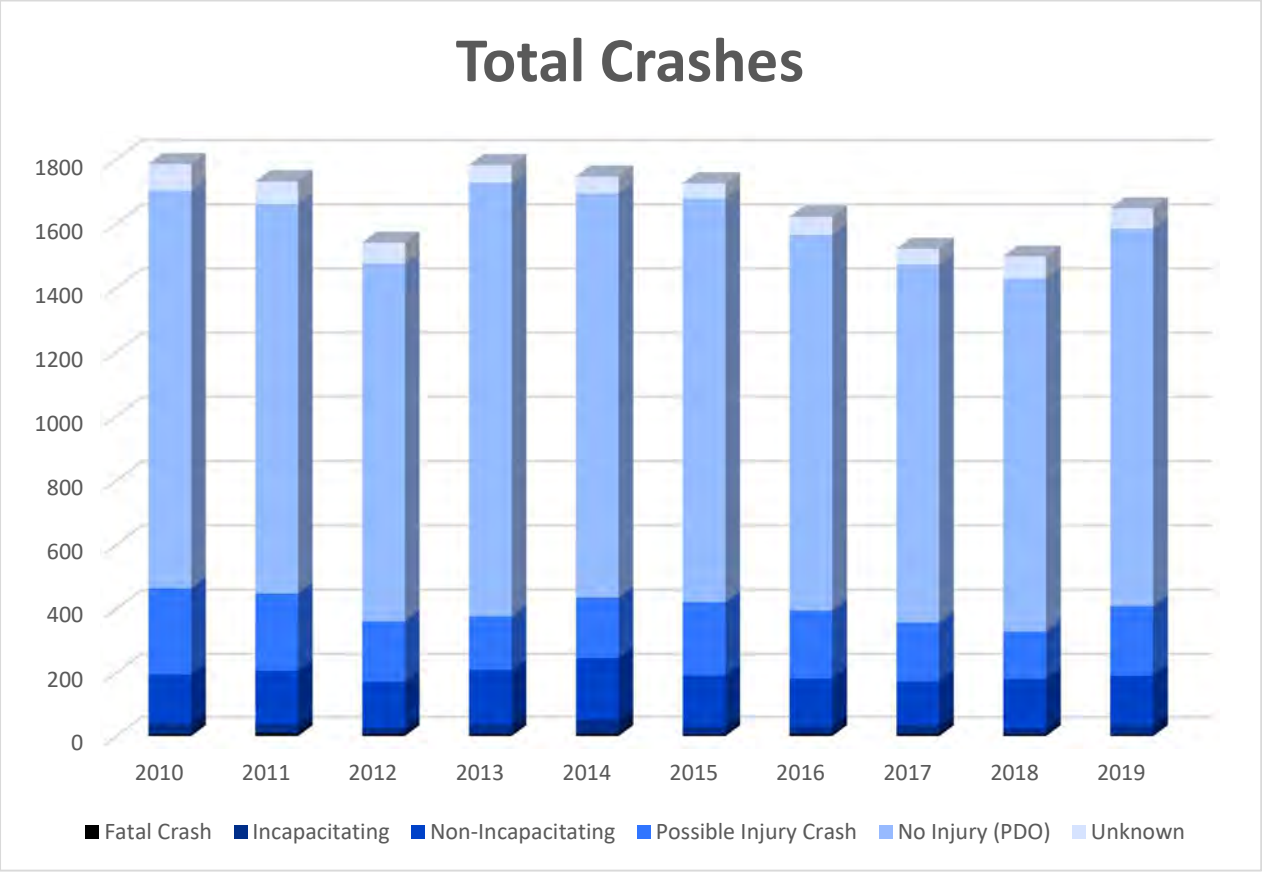
More information about estimating the cost of injuries is available at the National Safety Council website at www.nsc.org.

Cost of Injury Report for Cheyenne Crashes, 2019

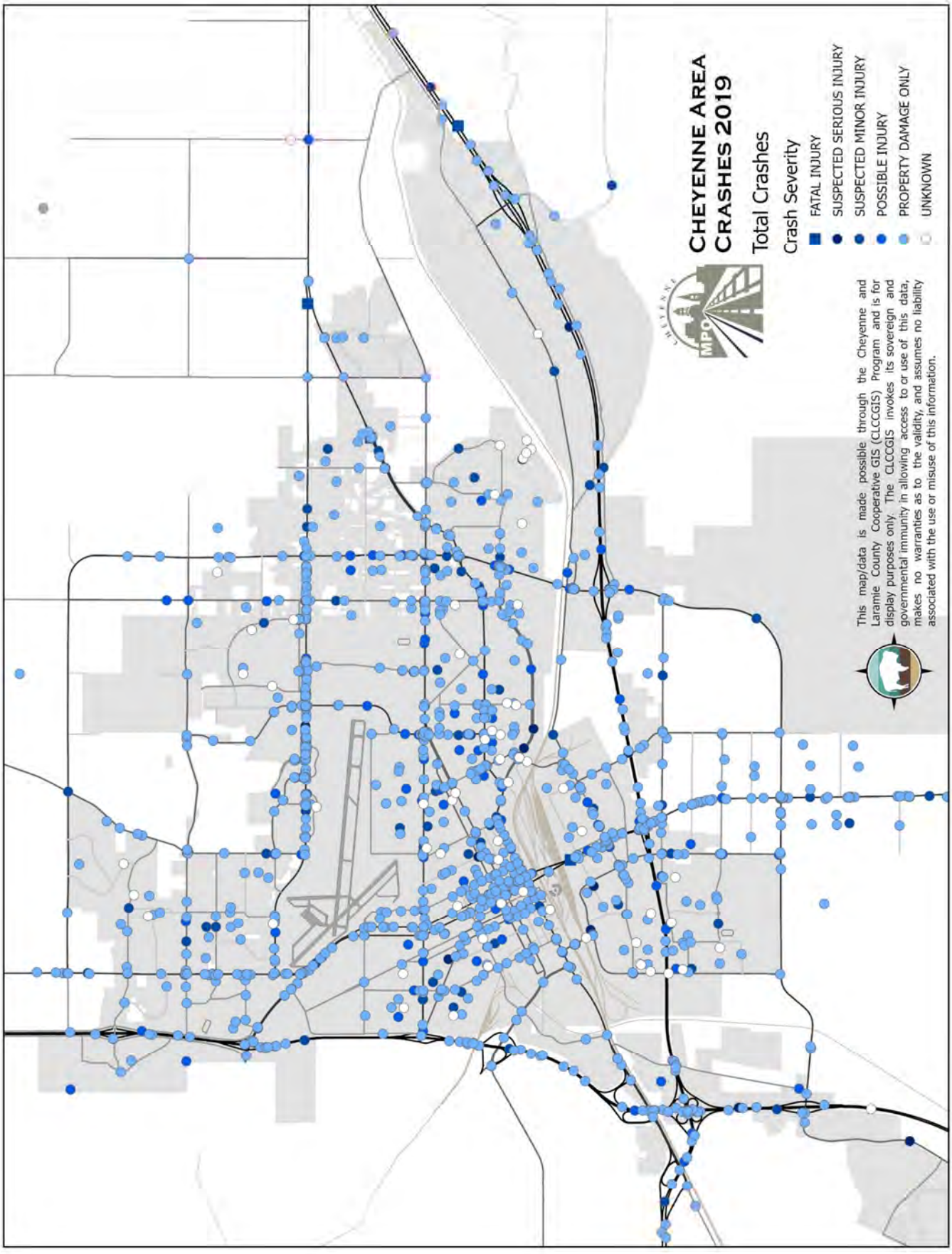
Type of Injury	Cost Per Event	Number of Events	Total by Type of Injury
Death	$1,704,000	5	$8,520,000
Incapacitating	$98,400	37	$3,640,800
Non-Incapacitating	$28,500	215	$6,127,500
Possible Injury	$23,400	263	$6,154,200
No Injury	$12,500	1176	$14,700,000
Property damage only (cost per vehicle)	$4,600	63	$289,800
Total			**$39,432,300**



Total Injuries	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
Fatal Injury	6	9	7	6	10	5	7	8	8	5	**66**
Incapacitating Injury	40	31	22	35	46	26	28	29	24	37	**281**
Non-Incapacitating	211	217	187	221	264	203	173	181	216	215	**1873**
Possible Injury	374	397	268	245	270	314	302	280	177	263	**2627**
No Injury	3784	3609	3150	3614	3513	3602	3377	3020	1099	1176	**28768**
Unknown	147	142	146	151	143	129	108	114	68	63	**1148**
TOTAL	**4562**	**4405**	**3780**	**4272**	**4246**	**4279**	**3995**	**3632**	**1592**	**1759**	**34763**



Total Crashes	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	6	9	7	6	8	5	7	8	5	4	**61**
Incapacitating	34	27	19	29	42	25	23	26	19	28	**244**
Non-Incapacitating	154	171	146	174	197	162	152	139	156	159	**1451**
Possible Injury Crash	270	241	190	168	189	229	213	185	150	218	**1835**
No Injury (PDO)	1239	1214	1114	1351	1259	1258	1171	1115	1100	1176	**10821**
Unknown	83	70	65	55	52	47	56	49	68	63	**545**
TOTAL	**1786**	**1732**	**1541**	**1783**	**1747**	**1726**	**1622**	**1522**	**1498**	**1648**	**14957**


CHEYENNE AREA
CRASHES 2019
Total Crashes
Crash Severity
FATAL INJURY
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
PROPERTY DAMAGE ONLY
UNKNOWN
MPO
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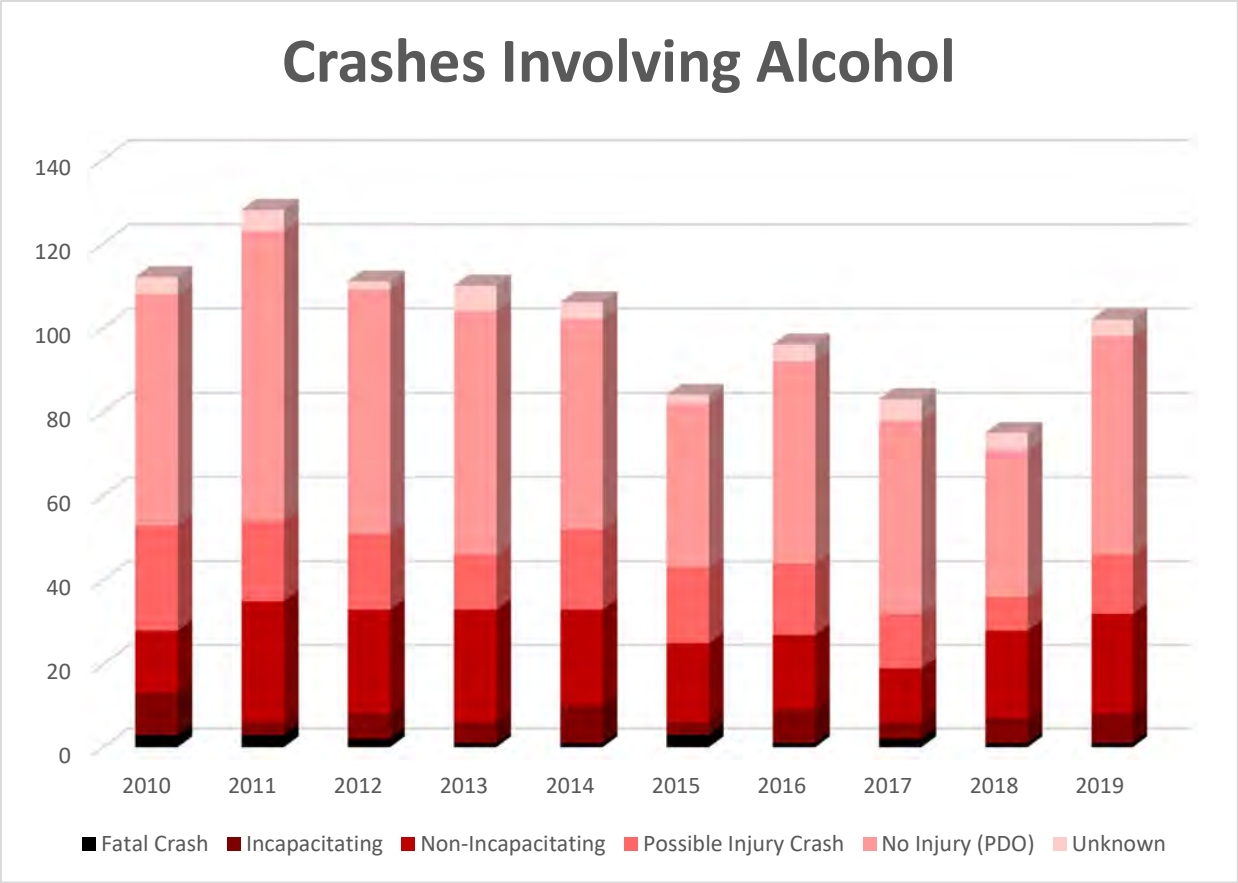
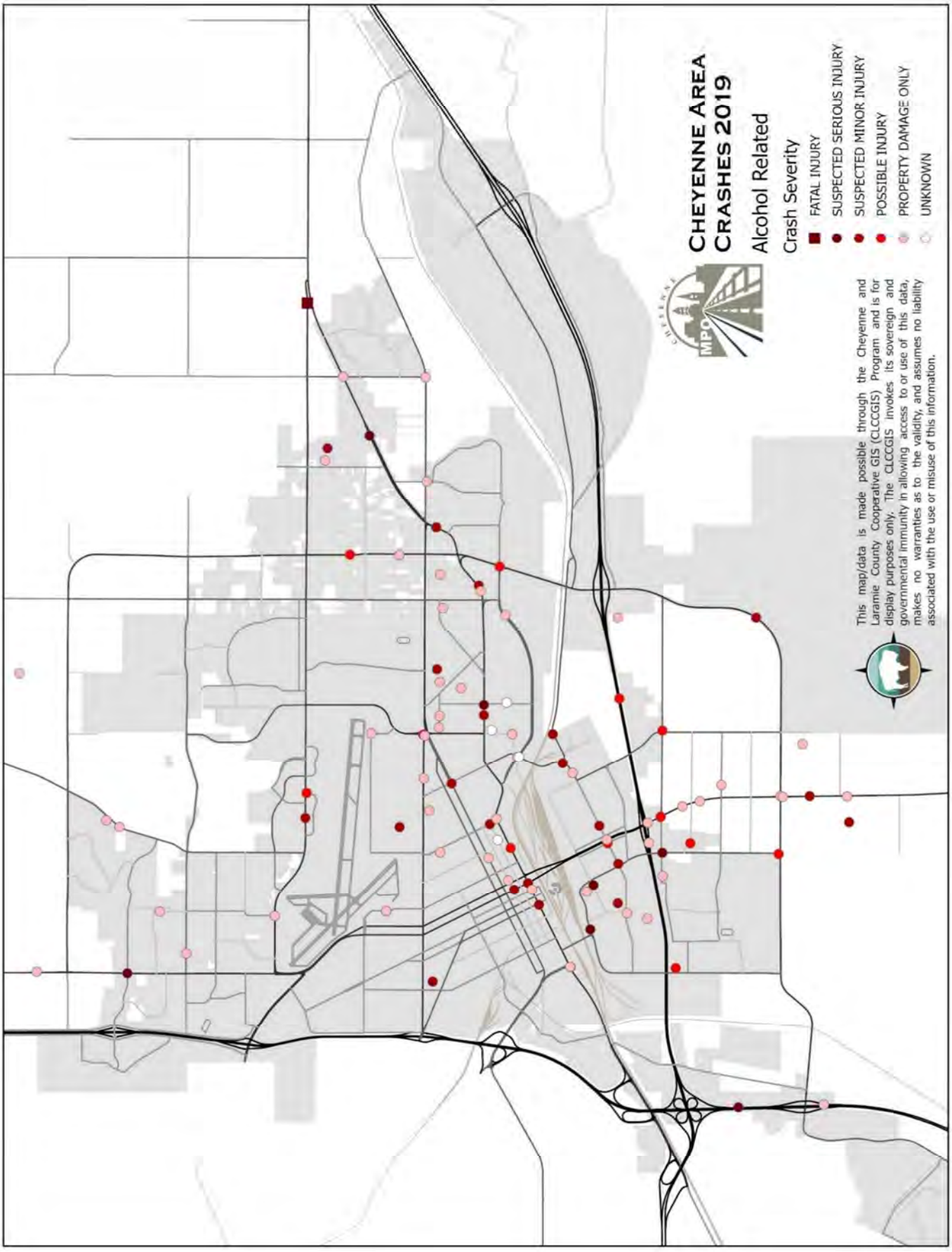


Alcohol Related	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	3	3	2	1	1	3	1	2	1	1	**17**
Incapacitating	10	3	6	5	9	3	8	4	6	7	**54**
Non-Incapacitating	15	29	25	27	23	19	18	13	21	24	**190**
Possible Injury Crash	25	19	18	13	19	18	17	13	8	14	**150**
No Injury (PDO)	55	69	58	58	50	39	48	46	35	52	**458**
Unknown	4	5	2	6	4	2	4	5	4	4	**36**
TOTAL	**112**	**128**	**111**	**110**	**106**	**84**	**96**	**83**	**75**	**102**	**905**


CHEYENNE AREA
CRASHES 2019
Alcohol Related
Crash Severity
FATAL INJURY
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
PROPERTY DAMAGE ONLY
UNKNOWN
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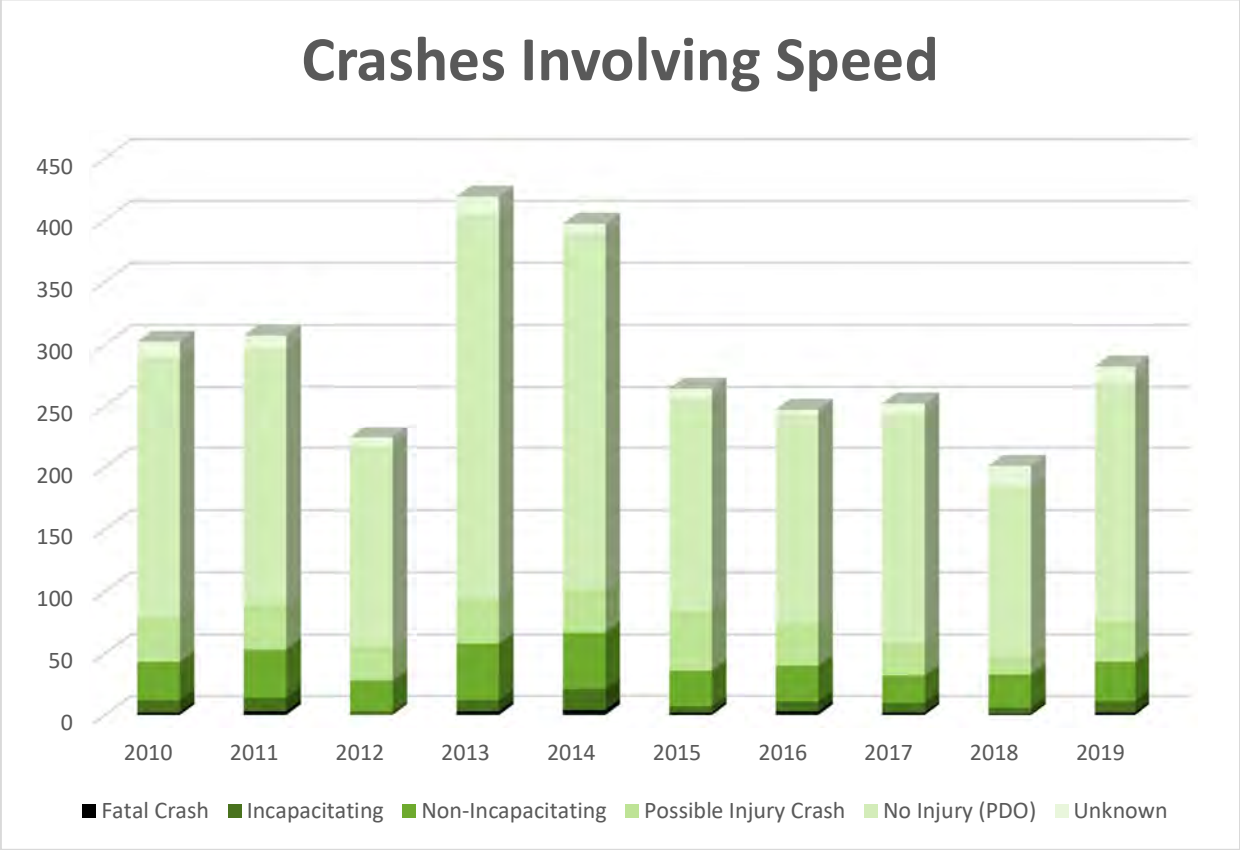
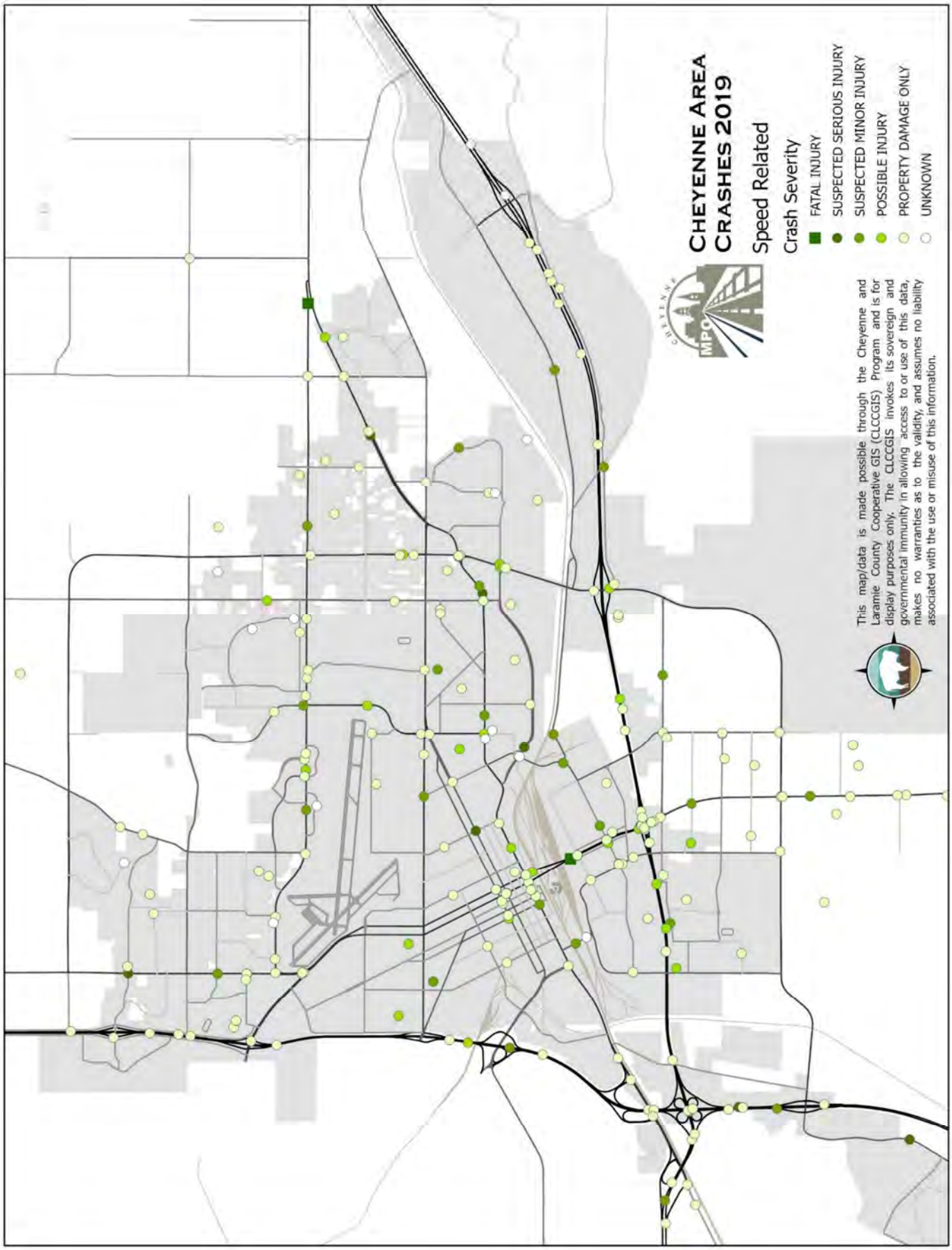


Speed-Related	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	2	3	0	3	4	2	3	2	1	2	**20**
Incapacitating	10	11	3	9	17	5	8	8	5	9	**76**
Non-Incapacitating	31	39	25	46	46	29	29	22	27	32	**294**
Possible Injury Crash	36	36	28	36	35	48	34	26	15	33	**294**
No Injury (PDO)	211	207	161	310	287	172	169	185	137	193	**1839**
Unknown	12	11	7	15	8	8	4	9	16	13	**90**
TOTAL	**303**	**307**	**224**	**419**	**397**	**264**	**248**	**252**	**201**	**282**	**2613**


CHEYENNE AREA
CRASHES 2019
Speed Related
Crash Severity
FATAL INJURY
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
PROPERTY DAMAGE ONLY
UNKNOWN
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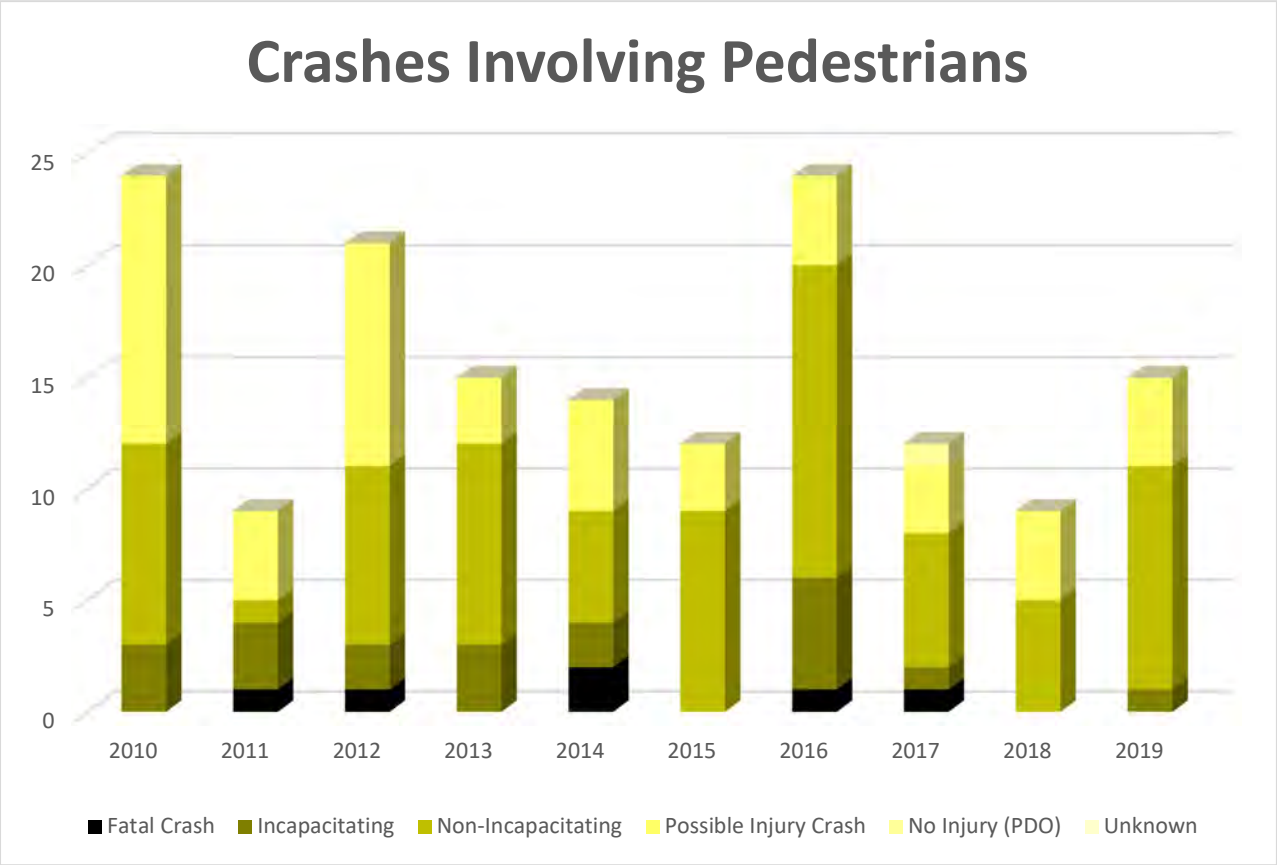
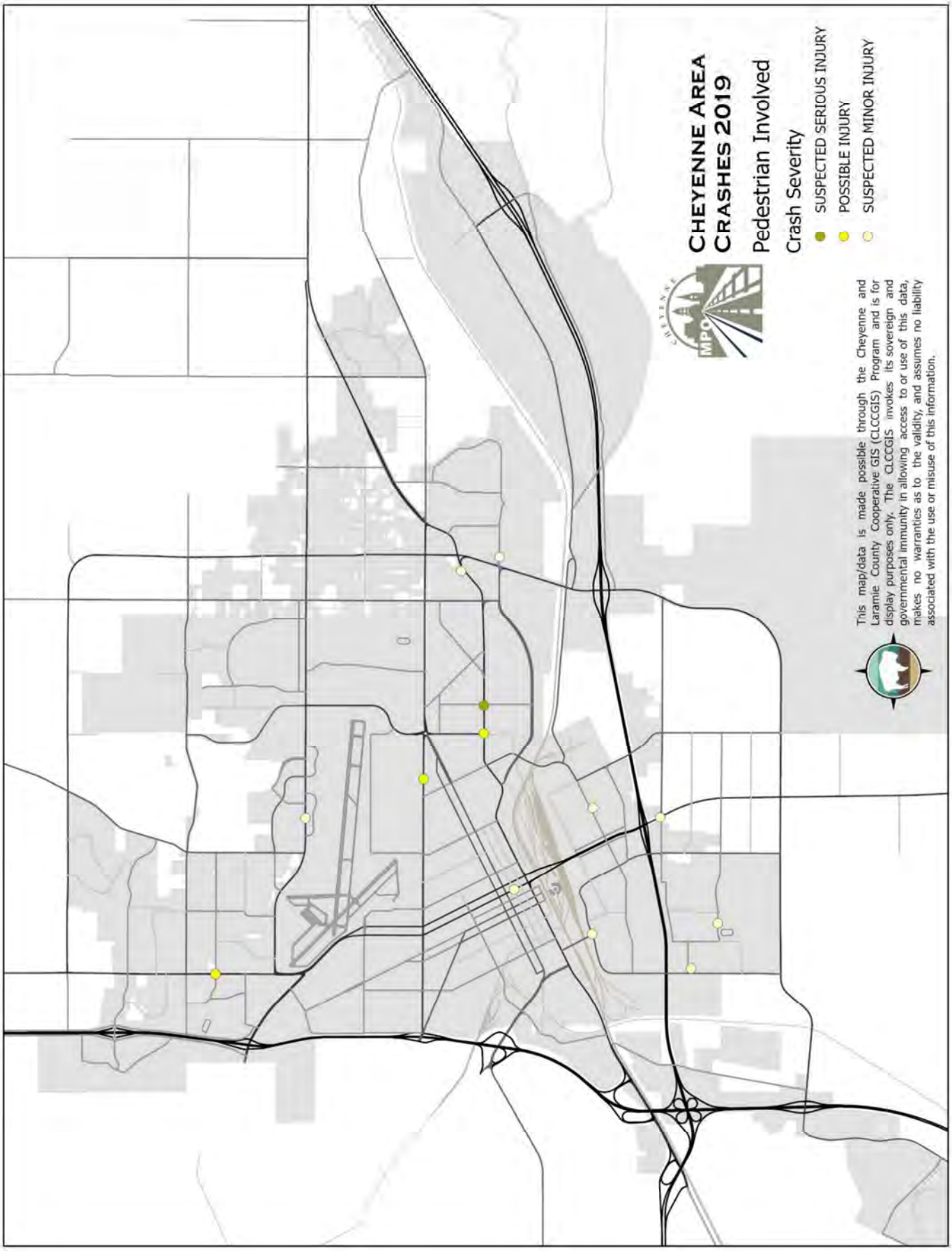


Pedestrian Involved	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	0	1	1	0	2	0	1	1	0	0	**6**
Incapacitating	3	3	2	3	2	0	5	1	0	1	**19**
Non-Incapacitating	9	1	8	9	5	9	14	6	5	10	**66**
Possible Injury Crash	12	4	10	3	5	3	4	3	4	4	**48**
No Injury (PDO)	0	0	0	0	0	0	0	1	0	0	**1**
Unknown	0	0	0	0	0	0	0	0	0	0	**0**
TOTAL	**24**	**9**	**21**	**15**	**14**	**12**	**24**	**12**	**9**	**15**	**140**


CHEYENNE AREA
CRASHES 2019
Pedestrian Involved
Crash Severity
SUSPECTED SERIOUS INJURY
POSSIBLE INJURY
SUSPECTED MINOR INJURY
MPO
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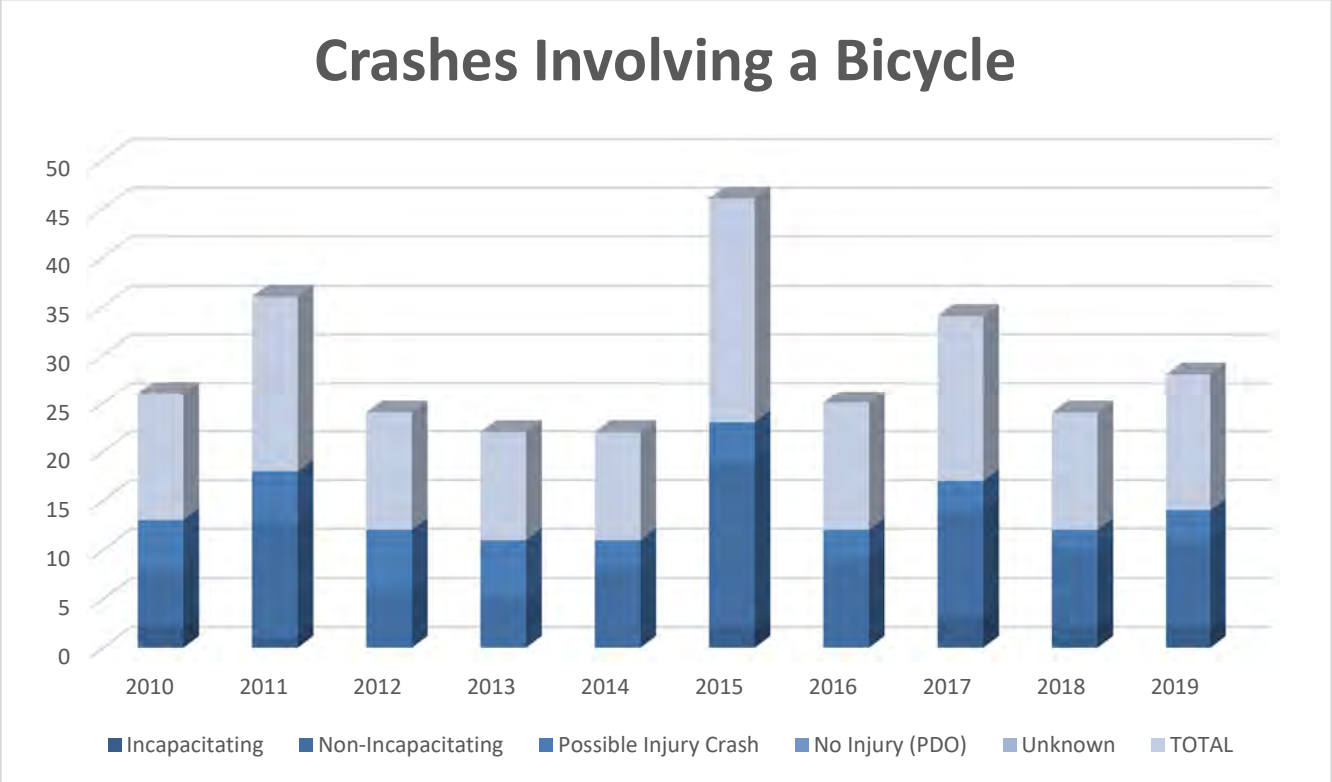
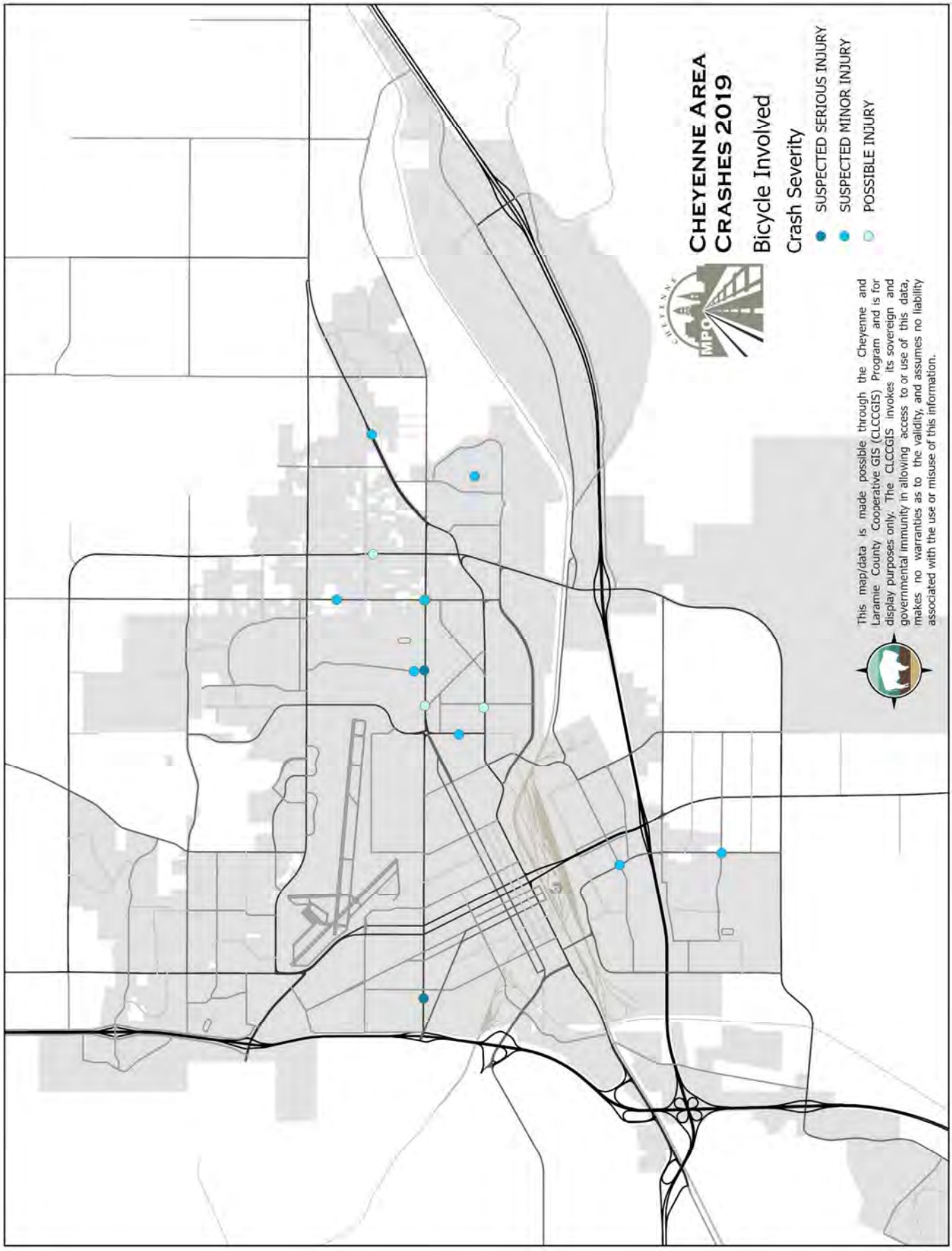


Bicycle Involved	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	0	0	0	0	0	0	1	0	0	0	**1**
Incapacitating	2	1	0	0	0	2	0	3	2	2	**10**
Non-Incapacitating	6	12	6	5	8	17	9	11	8	9	**82**
Possible Injury Crash	5	5	6	6	3	4	3	3	2	3	**37**
No Injury (PDO)	0	0	0	0	0	0	0	0	0	0	**0**
Unknown	0	0	0	0	0	0	0	0	0	0	**0**
TOTAL	**13**	**18**	**12**	**11**	**11**	**23**	**13**	**17**	**12**	**14**	**130**


CHEYENNE AREA
CRASHES 2019
Bicycle Involved
Crash Severity
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
MPO
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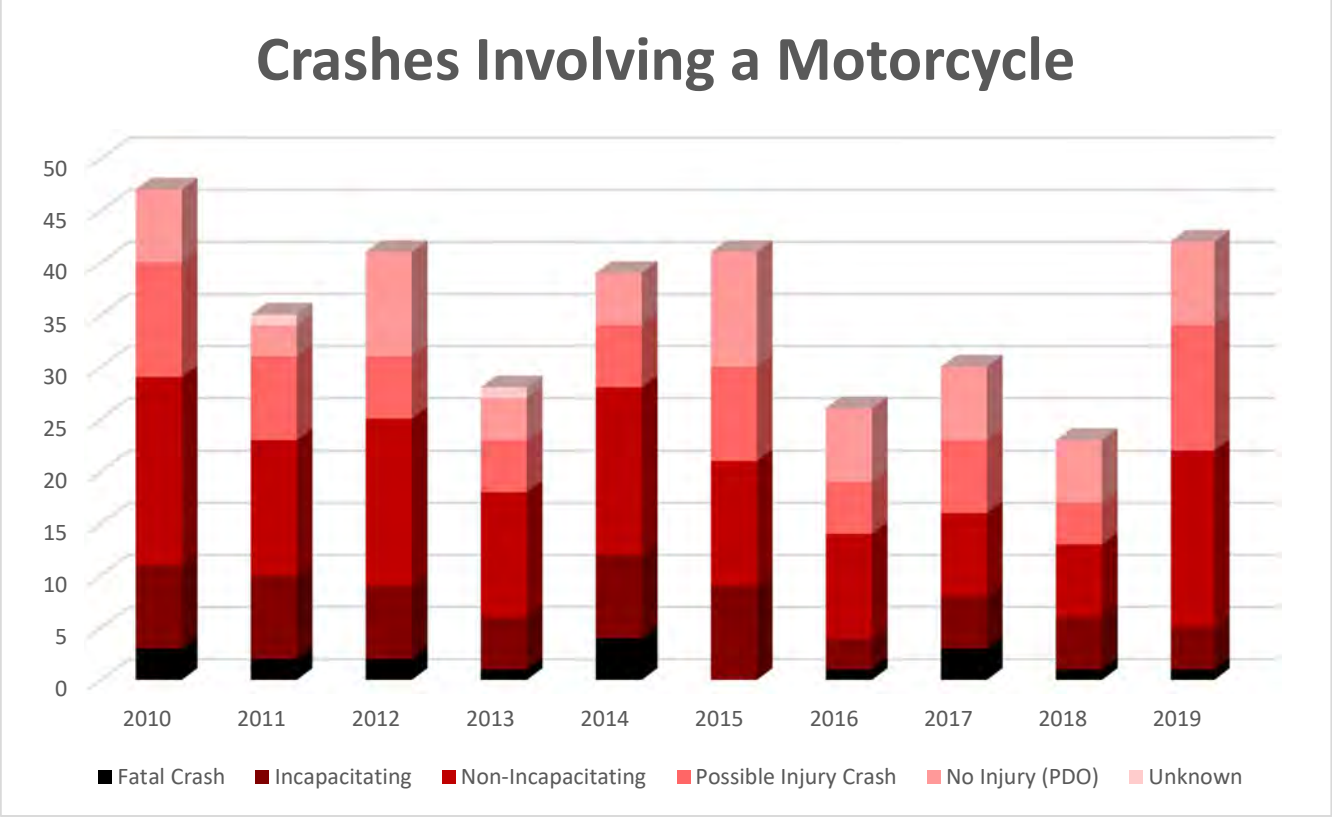
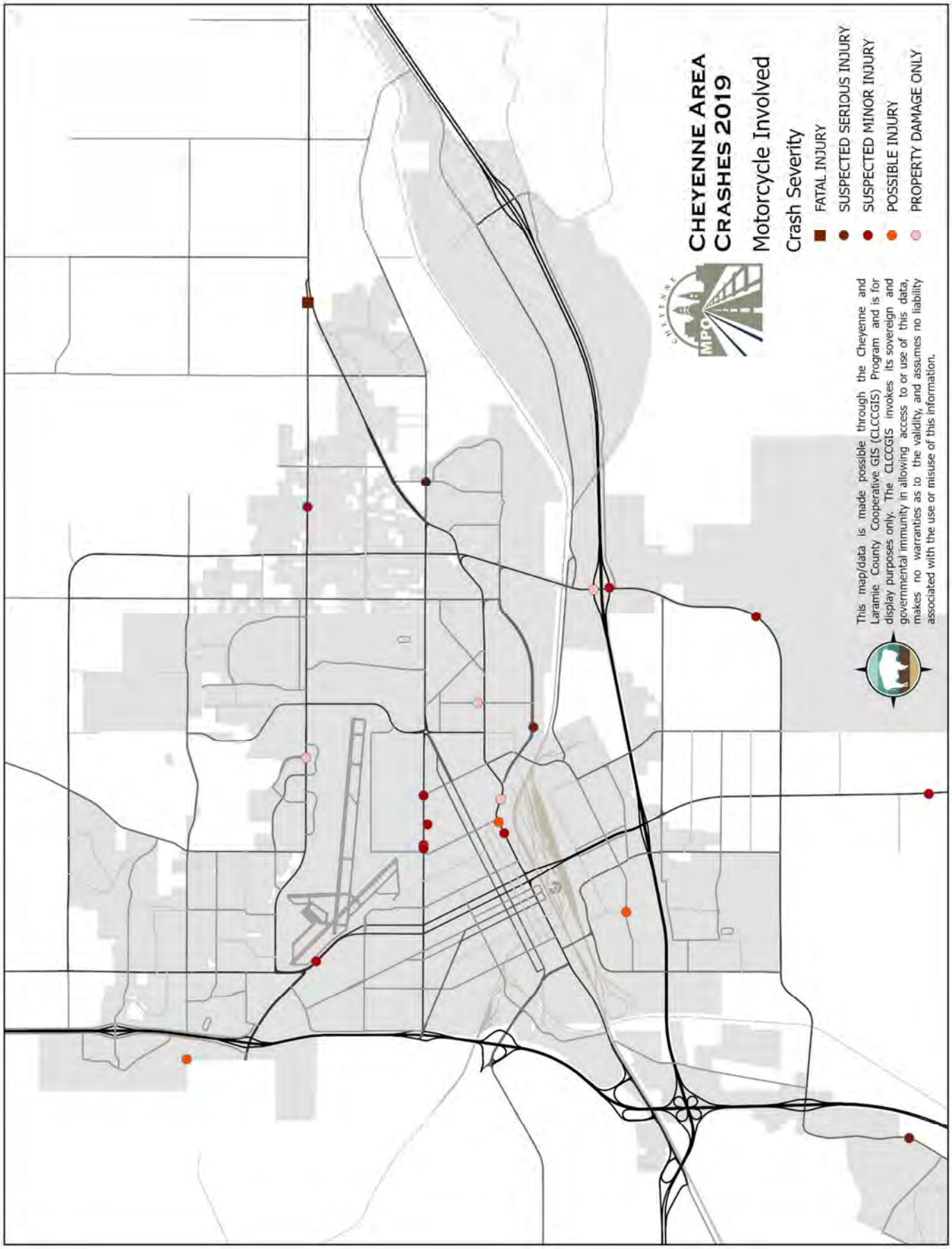


Motorcycle Involved	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	3	2	2	1	4	0	1	3	1	1	**17**
Incapacitating	8	8	7	5	8	9	3	5	5	4	**58**
Non-Incapacitating	18	13	16	12	16	12	10	8	7	17	**112**
Possible Injury Crash	11	8	6	5	6	9	5	7	4	12	**61**
No Injury (PDO)	7	3	10	4	5	11	7	7	6	8	**60**
Unknown	0	1	0	1	0	0	0	0	0	0	**2**
TOTAL	**47**	**35**	**41**	**28**	**39**	**41**	**26**	**30**	**23**	**42**	**310**


CHEYENNE AREA
CRASHES 2019
Motorcycle Involved
Crash Severity
FATAL INJURY
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
PROPERTY DAMAGE ONLY
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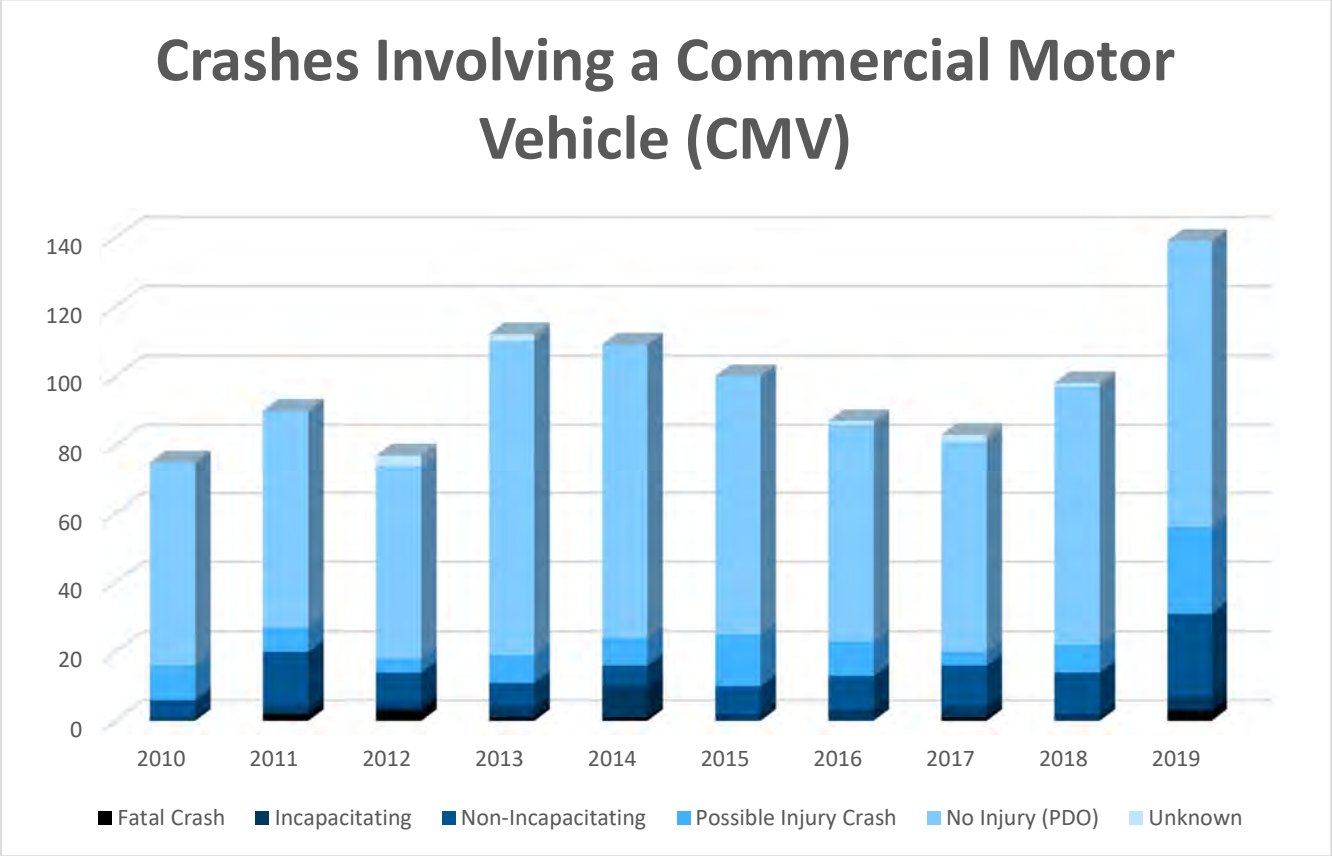
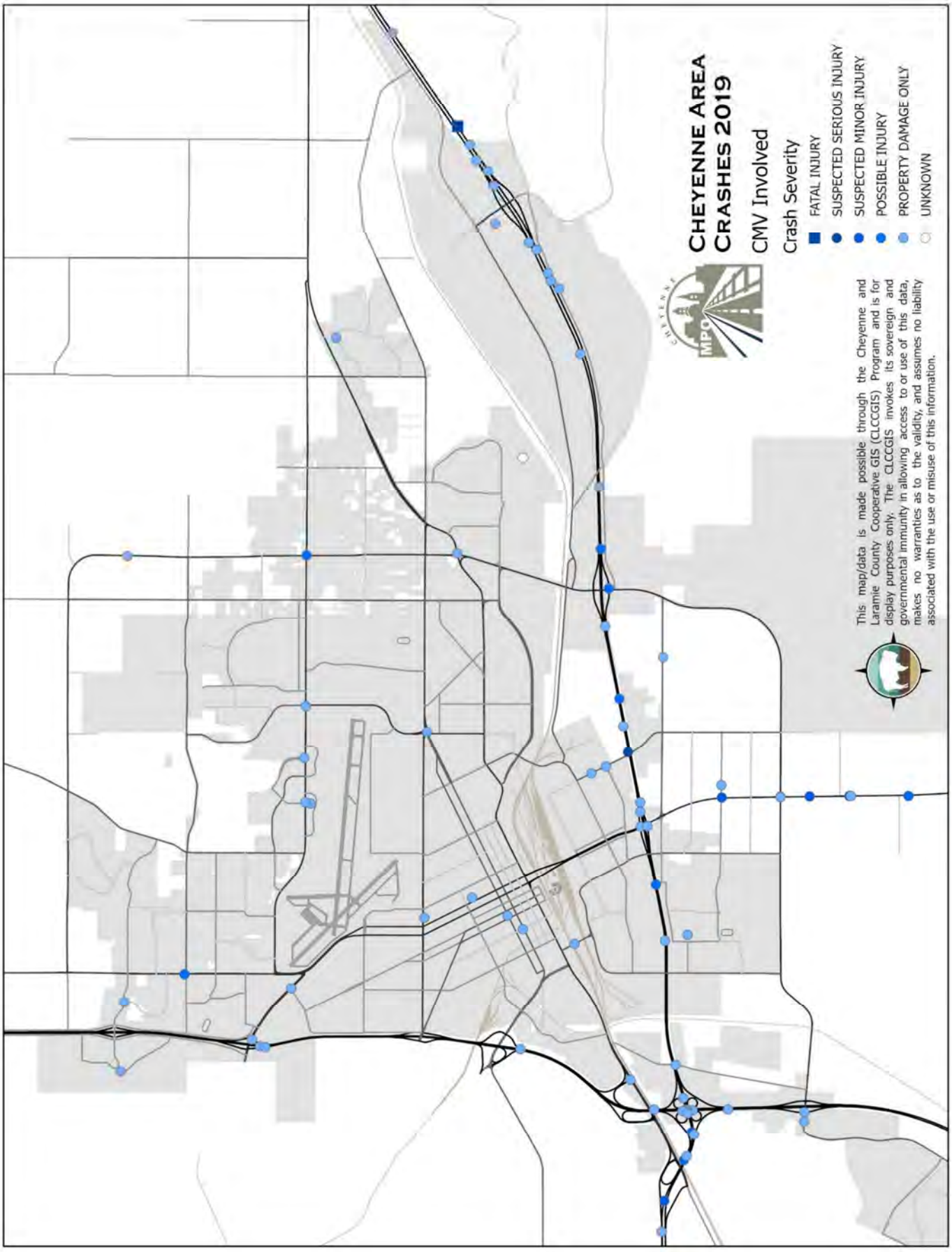


CMV Involved	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	0	2	3	1	1	0	0	1	0	3	**8**
Incapacitating	1	2	2	3	9	2	3	3	2	4	**27**
Non-Incapacitating	5	16	9	7	6	8	10	12	12	24	**85**
Possible Injury Crash	10	7	4	8	8	15	10	4	8	25	**74**
No Injury (PDO)	59	63	56	91	85	75	63	61	75	83	**628**
Unknown	0	0	3	2	0	0	1	2	1	0	**9**
TOTAL	**75**	**90**	**77**	**112**	**109**	**100**	**87**	**83**	**98**	**139**	**831**


CHEYENNE AREA
CRASHES 2019
CMV Involved
Crash Severity
FATAL INJURY
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
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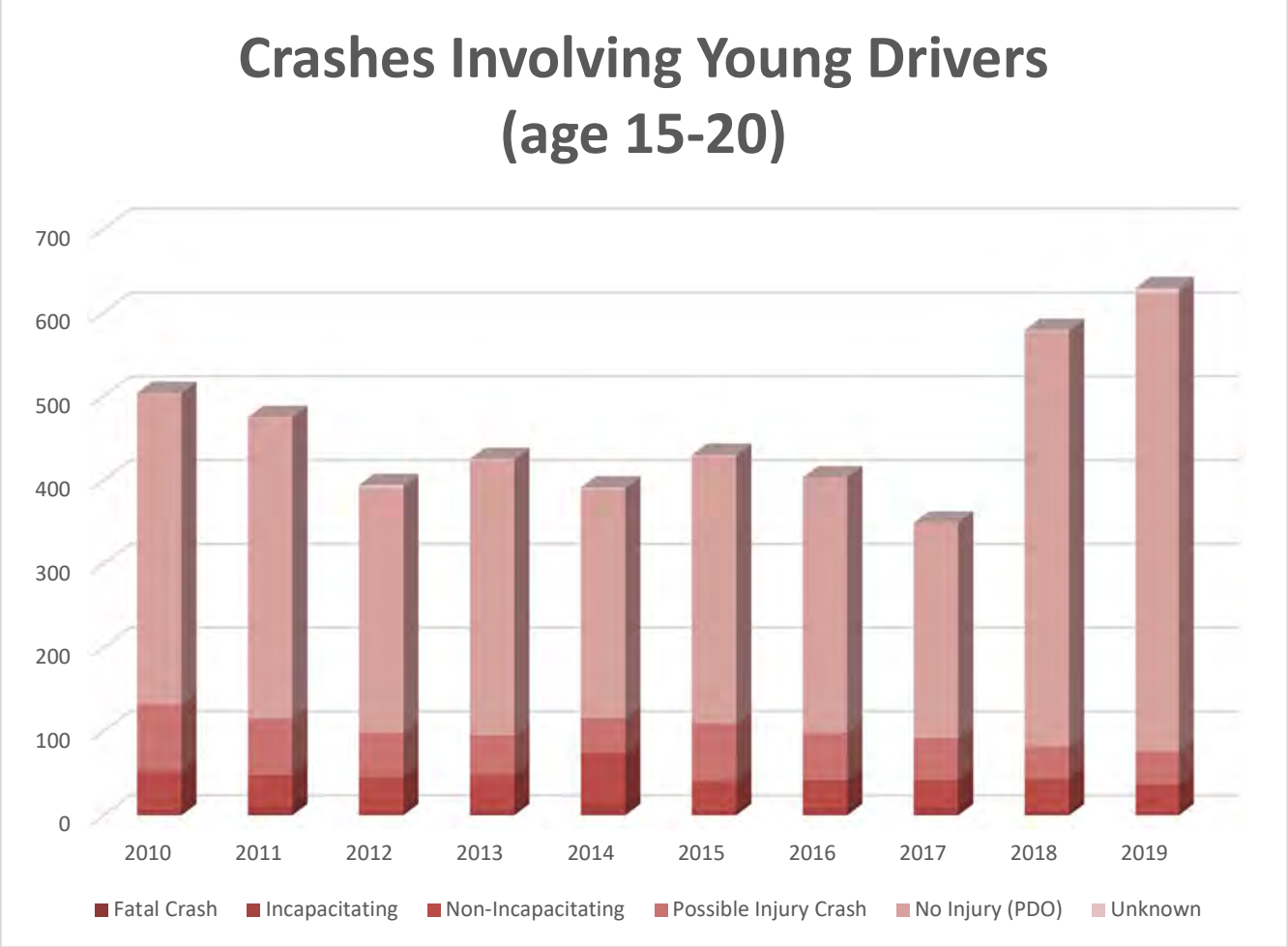
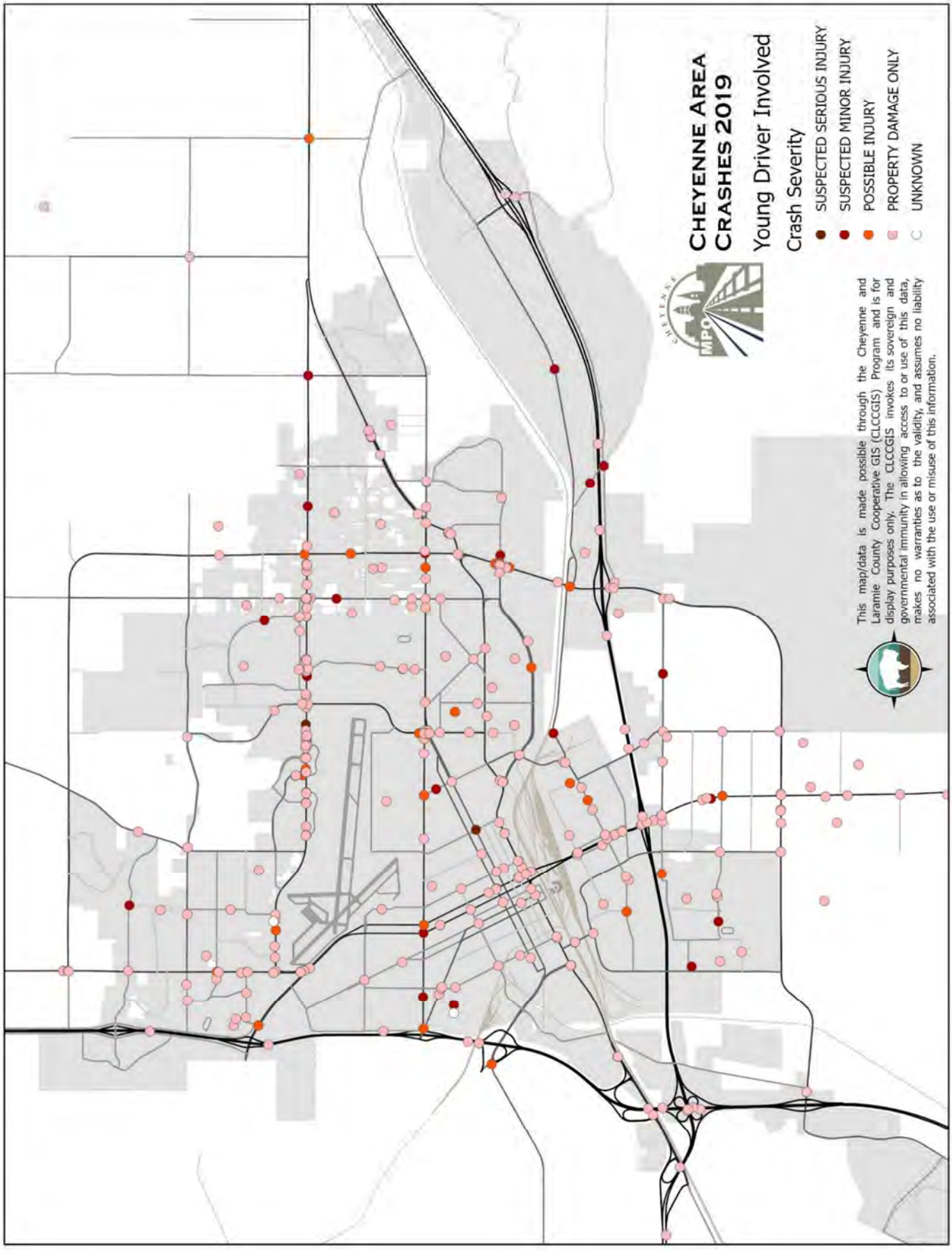


Young Driver Involved (age 15 - 20)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	1	3	0	2	1	0	1	2	2	0	**12**
Incapacitating	6	8	6	6	12	6	7	7	3	4	**61**
Non-Incapacitating	45	37	40	39	61	35	34	33	39	33	**363**
Possible Injury Crash	80	67	52	48	42	68	56	50	38	39	**501**
No Injury (PDO)	371	359	292	328	273	319	305	257	495	547	**2999**
Unknown	1	1	4	2	2	2	0	0	2	6	**14**
TOTAL	**504**	**475**	**394**	**425**	**391**	**430**	**403**	**349**	**579**	**629**	**3950**


CHEYENNE AREA
CRASHES 2019
Young Driver Involved
Crash Severity
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
PROPERTY DAMAGE ONLY
UNKNOWN
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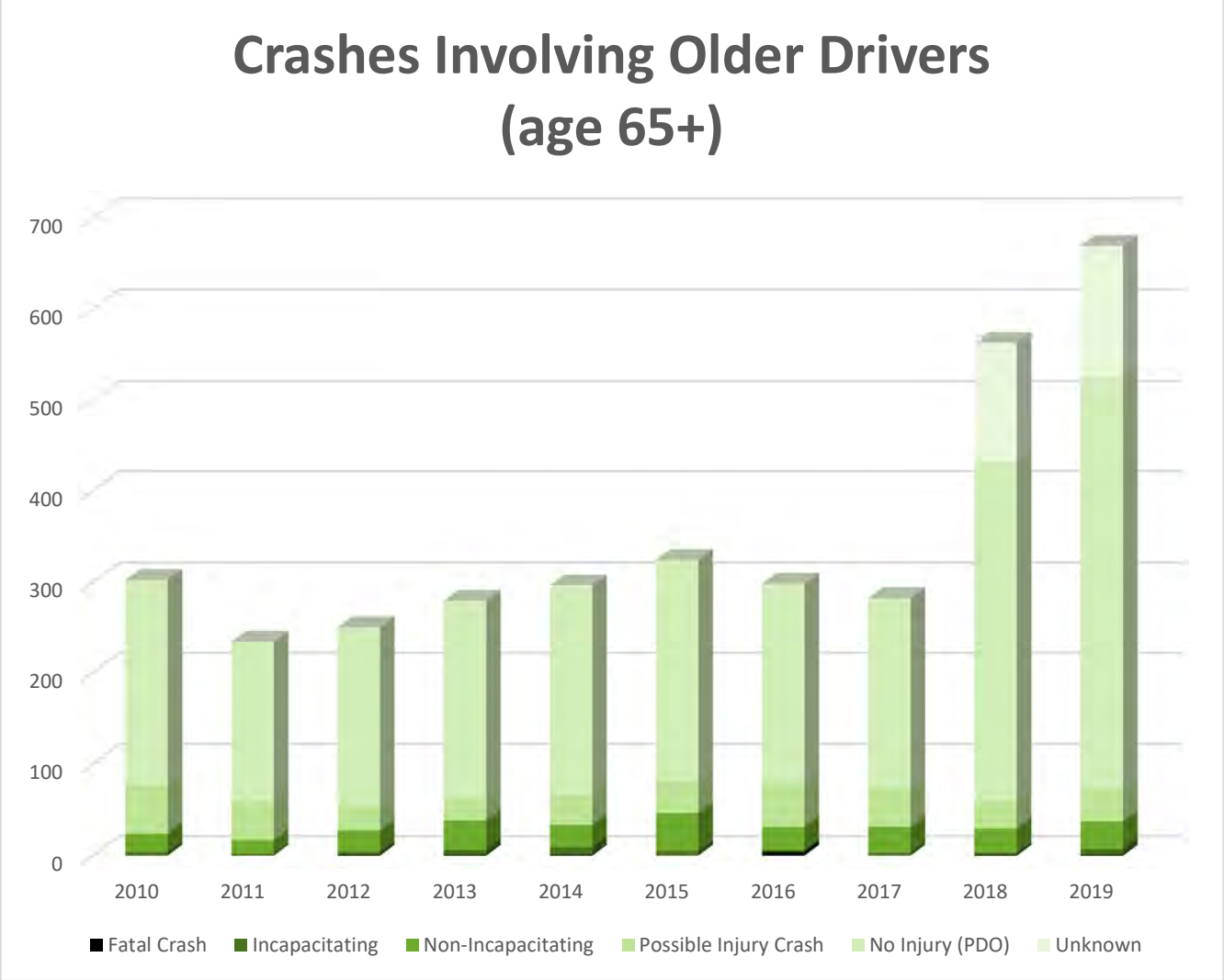
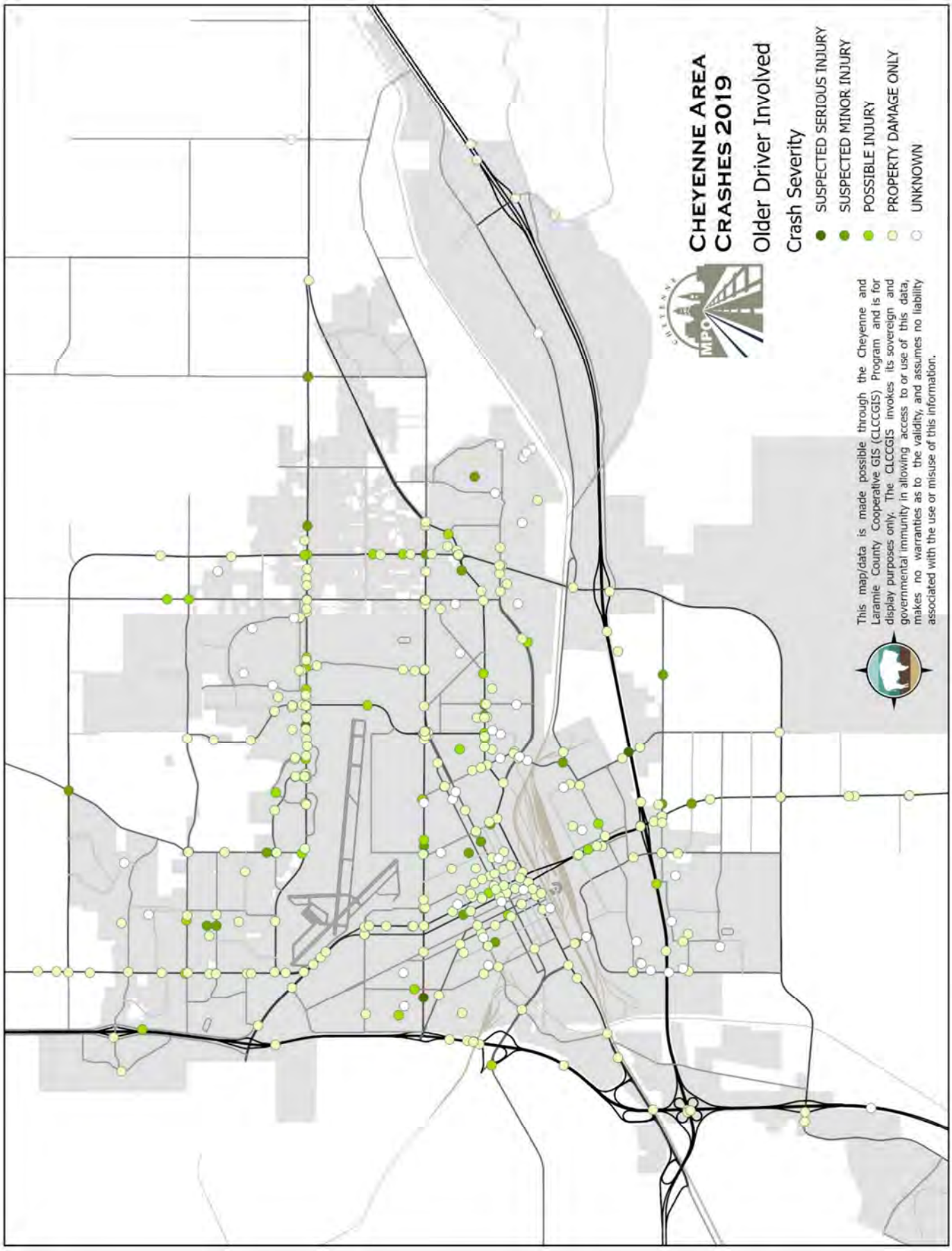


Older Driver Involved (age 65+)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	0	0	1	1	1	0	4	0	1	1	**8**
Incapacitating	4	2	3	5	8	5	2	3	2	6	**34**
Non-Incapacitating	20	15	23	32	24	41	25	28	26	30	**234**
Possible Injury Crash	53	42	27	23	33	34	47	42	30	35	**331**
No Injury (PDO)	225	174	196	217	228	244	220	209	373	453	**2086**
Unknown	0	1	0	1	2	0	0	0	131	144	**135**
TOTAL	**302**	**234**	**250**	**279**	**296**	**324**	**298**	**282**	**563**	**669**	**2828**


CHEYENNE AREA
CRASHES 2019
Older Driver Involved
Crash Severity
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
PROPERTY DAMAGE ONLY
UNKNOWN
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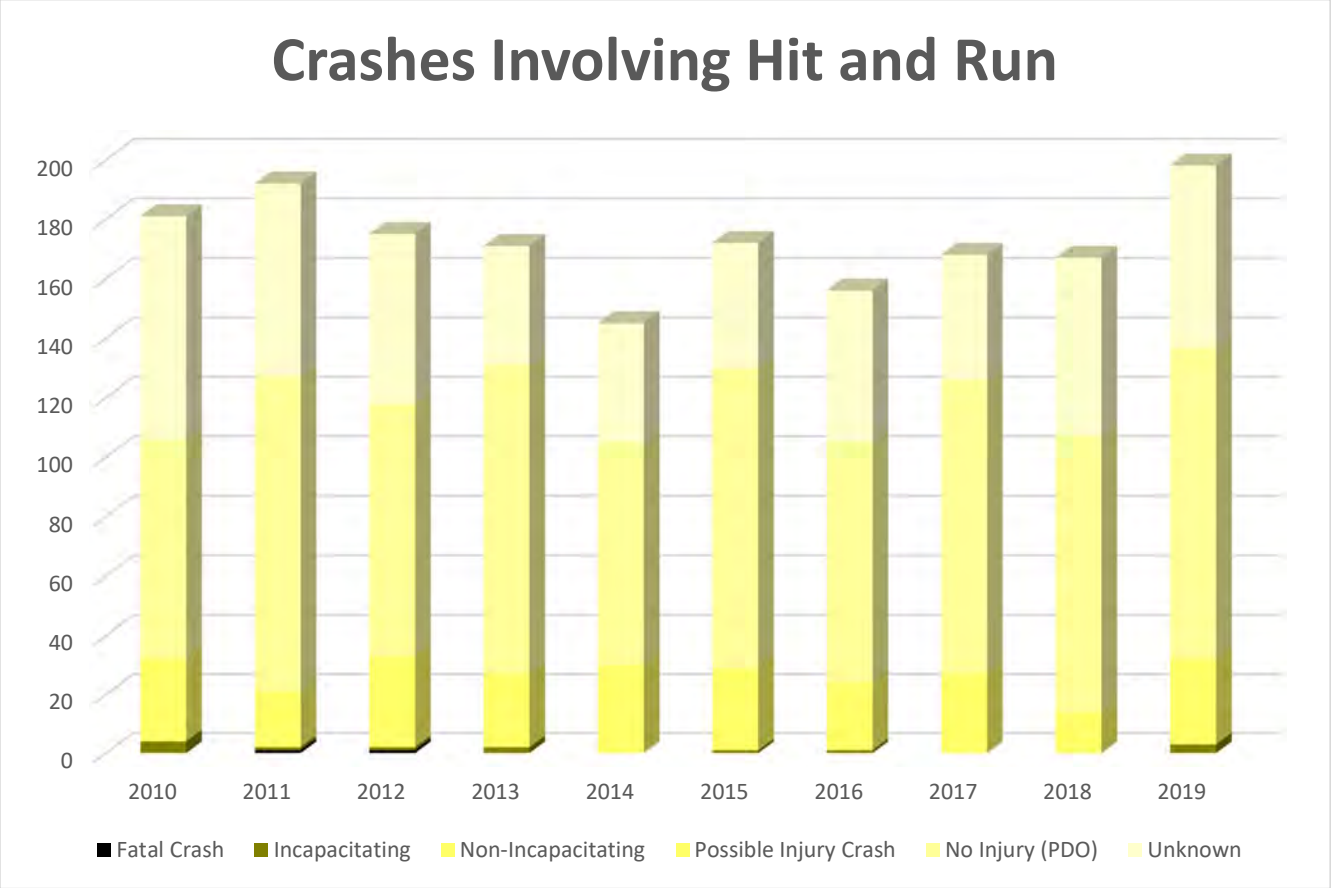
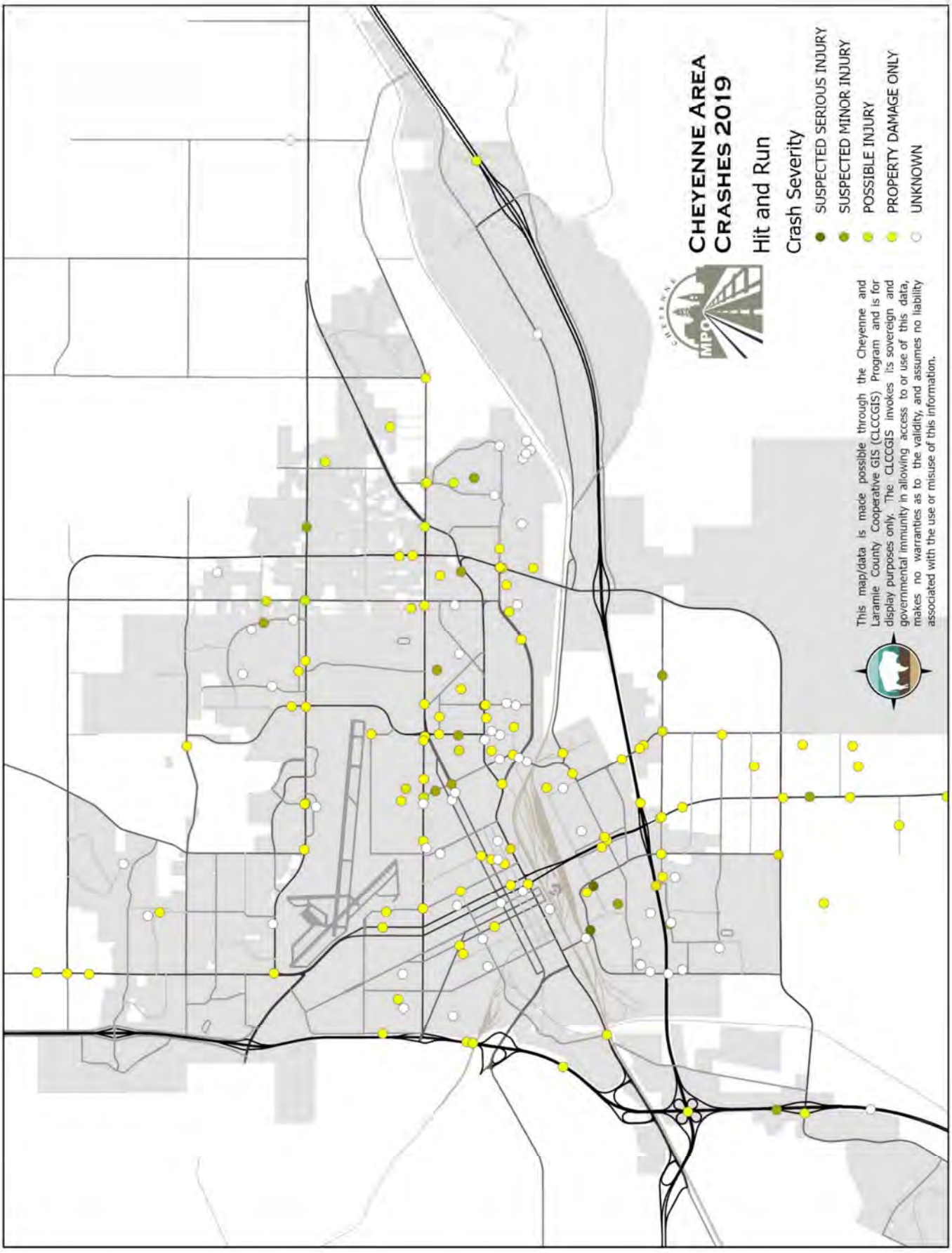


Hit and Run	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	0	1	1	0	0	0	0	0	0	0	**2**
Incapacitating	4	1	1	2	0	1	1	0	0	3	**10**
Non-Incapacitating	10	9	16	16	16	11	10	9	9	16	**106**
Possible Injury Crash	18	10	15	9	14	17	13	18	5	13	**119**
No Injury (PDO)	74	106	85	104	75	101	81	99	93	105	**818**
Unknown	75	65	57	40	40	42	51	42	60	61	**472**
TOTAL	**181**	**192**	**175**	**171**	**145**	**172**	**156**	**168**	**167**	**198**	**1527**


CHEYENNE AREA
CRASHES 2019
Hit and Run
Crash Severity
SUSPECTED SERIOUS INJURY
SUSPECTED MINOR INJURY
POSSIBLE INJURY
PROPERTY DAMAGE ONLY
UNKNOWN
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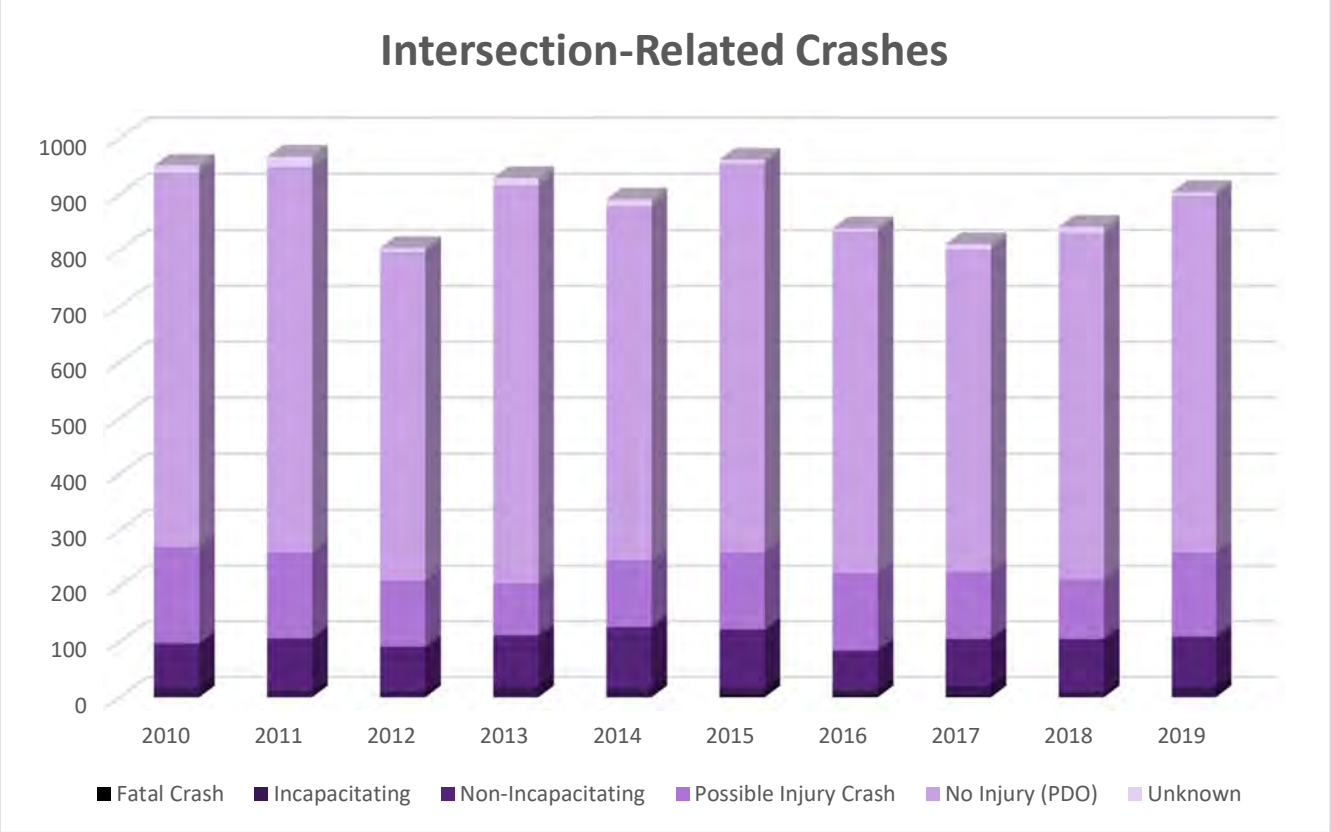
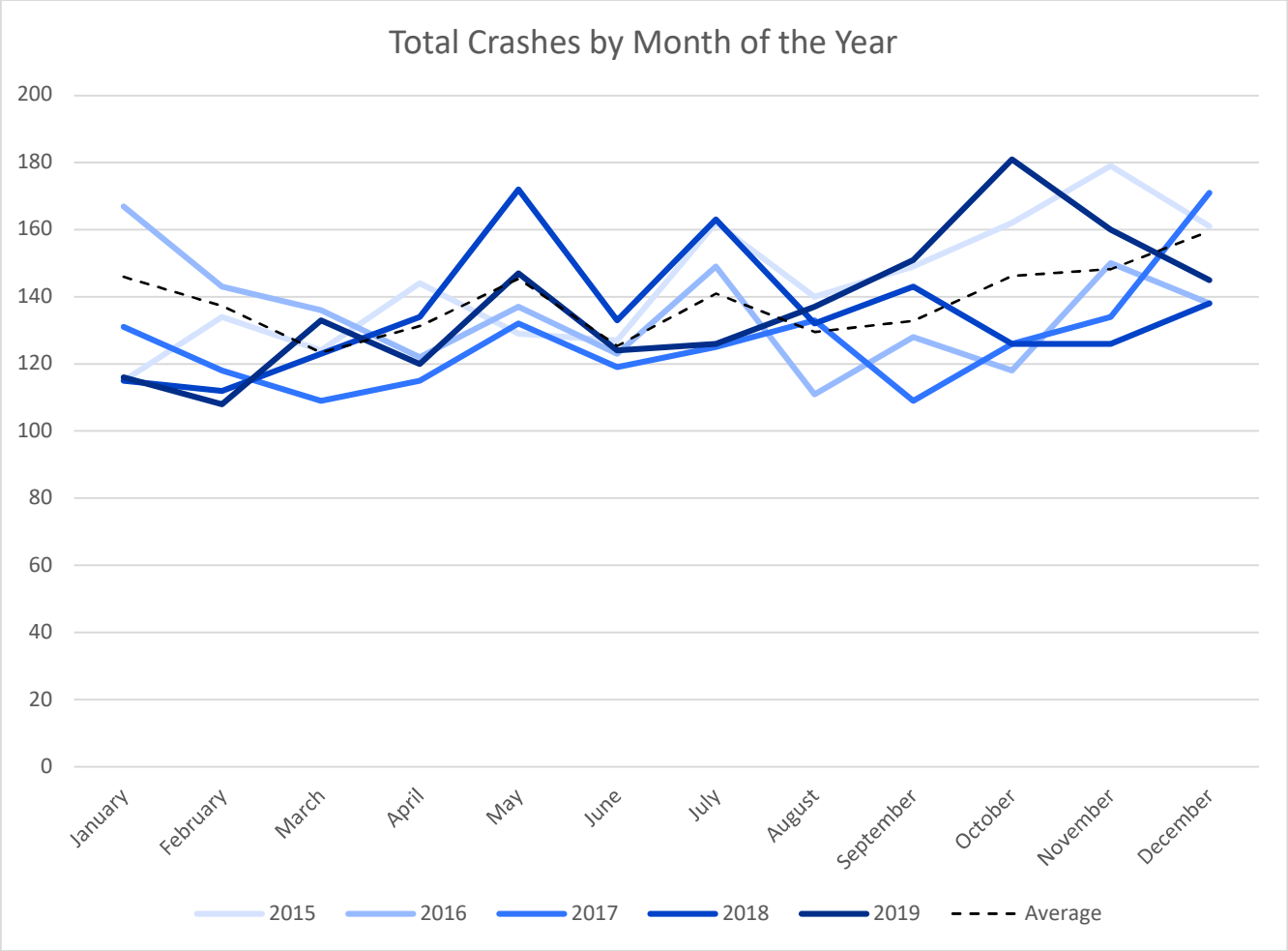


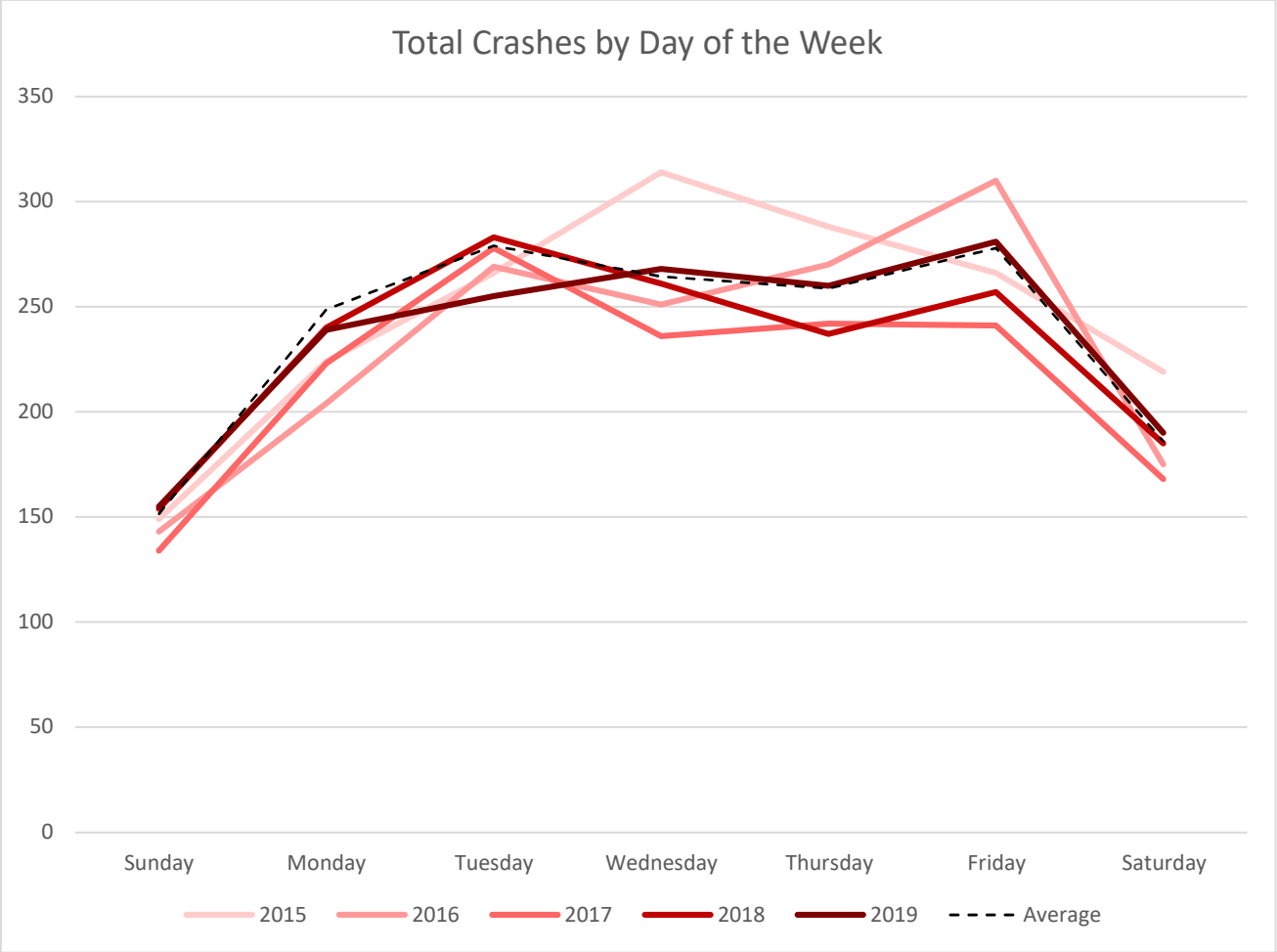
Intersection-Related	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	TOTAL
Fatal Crash	2	1	1	1	2	4	4	3	2	1	**20**
Incapacitating	15	10	9	18	13	12	9	17	8	18	**111**
Non-Incapacitating	80	95	81	92	111	106	71	85	95	90	**816**
Possible Injury Crash	173	154	119	94	120	139	139	120	107	151	**1165**
No Injury (PDO)	669	689	587	711	633	694	611	576	619	638	**5789**
Unknown	12	18	7	13	12	7	5	10	11	6	**95**
TOTAL	**951**	**967**	**804**	**929**	**891**	**962**	**839**	**811**	**842**	**904**	**7996**

Cheyenne - Intersection-Related Crashes for 2019

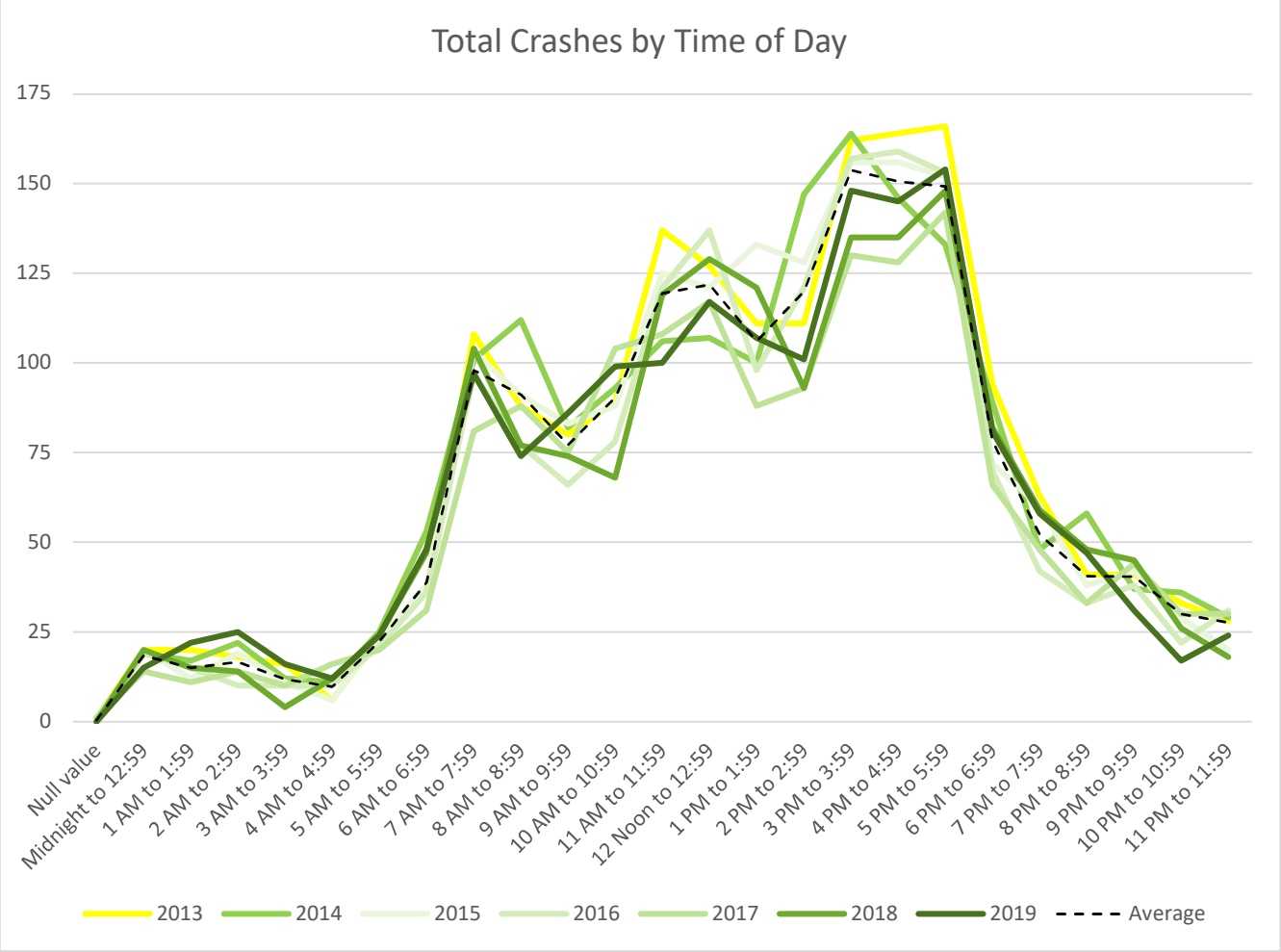
	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	0	0	0	0	0	1	1	3	3	4	1	7	6	6	9	7	8	8	5	0	2	1	0	3
February	0	0	1	0	1	0	0	8	7	6	7	4	4	3	0	8	4	6	5	1	2	0	1	0
March	0	1	1	2	1	0	1	6	3	3	6	2	5	2	3	5	6	9	7	4	5	2	0	0
April	1	0	1	1	0	2	2	4	3	2	2	3	5	1	8	4	5	8	3	0	0	2	0	0
May	0	0	0	0	1	1	3	2	5	4	4	3	6	5	10	4	7	10	3	2	4	2	0	0
June	0	0	1	0	0	0	1	3	0	3	3	4	8	9	3	7	7	4	3	6	2	1	0	1
July	0	1	0	0	0	3	3	2	3	4	7	7	6	7	2	5	6	6	2	2	3	3	0	0
August	1	0	0	0	0	0	0	3	5	3	6	4	8	3	5	5	5	5	5	4	1	2	1	1
September	2	0	2	0	1	0	3	5	4	6	4	5	7	5	5	7	7	9	3	1	2	0	1	0
October	0	0	1	0	0	3	2	4	7	2	5	8	7	5	7	11	13	11	8	1	2	1	2	1
November	0	0	0	0	1	1	2	12	4	6	2	6	8	6	5	10	10	11	3	1	1	0	1	2
December	0	0	1	0	0	0	3	3	6	1	7	7	8	7	3	9	5	9	2	3	2	0	0	1



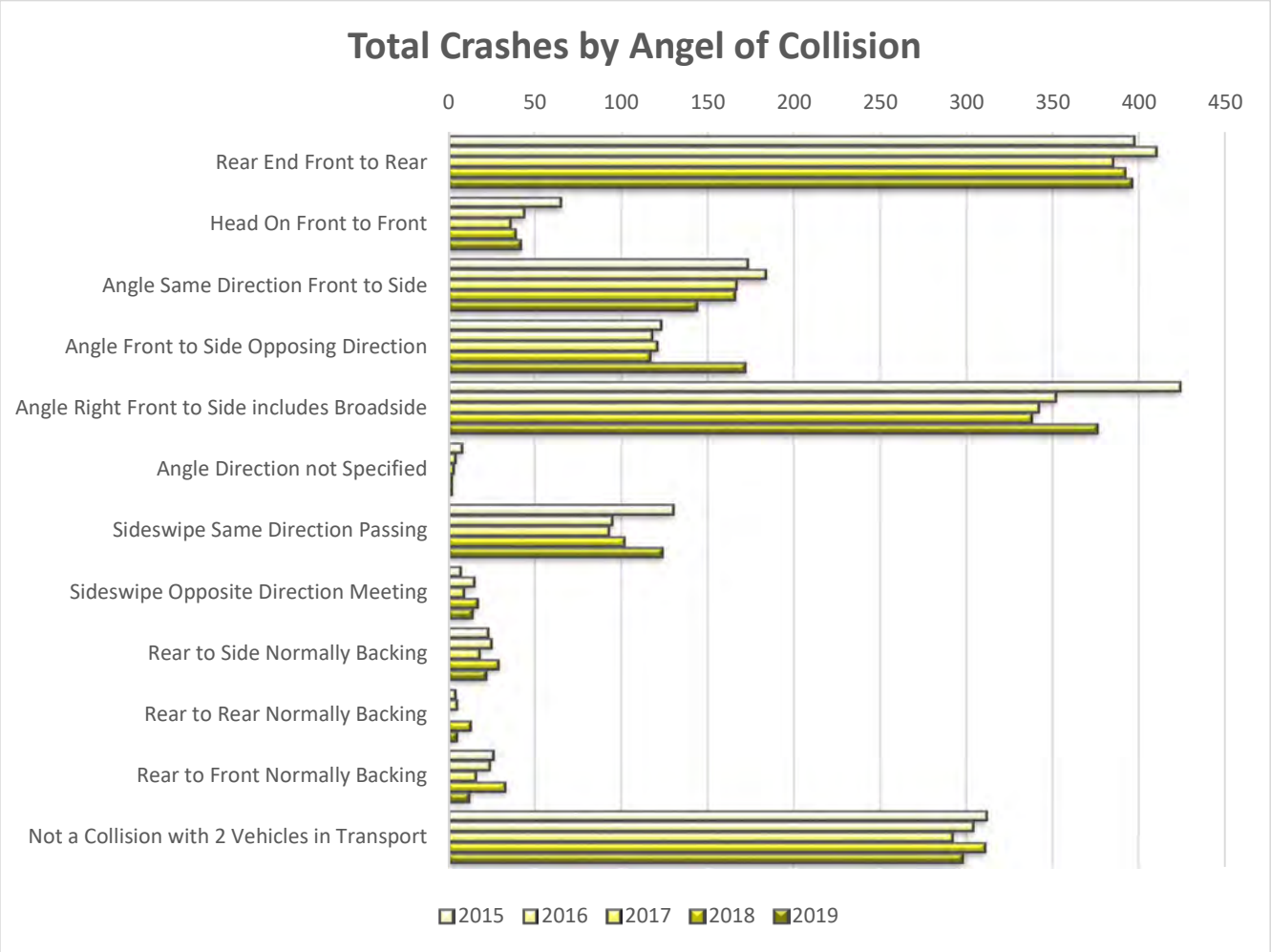
Month of the Year	2013	2014	2015	2016	2017	2018	2019	Average
January	171	207	115	167	131	115	116	**146**
February	171	175	134	143	118	112	108	**137**
March	117	122	124	136	109	123	133	**123**
April	167	117	144	122	115	134	120	**131**
May	146	155	129	137	132	172	147	**145**
June	130	122	127	123	119	133	124	**125**
July	135	127	162	149	125	163	126	**141**
August	136	118	140	111	133	132	137	**130**
September	137	113	149	128	109	143	151	**133**
October	181	130	162	118	126	126	181	**146**
November	113	176	179	150	134	126	160	**148**
December	179	185	161	138	171	138	145	**160**
TOTAL	**1783**	**1747**	**1726**	**1622**	**1522**	**1617**	**1648**	**1647**



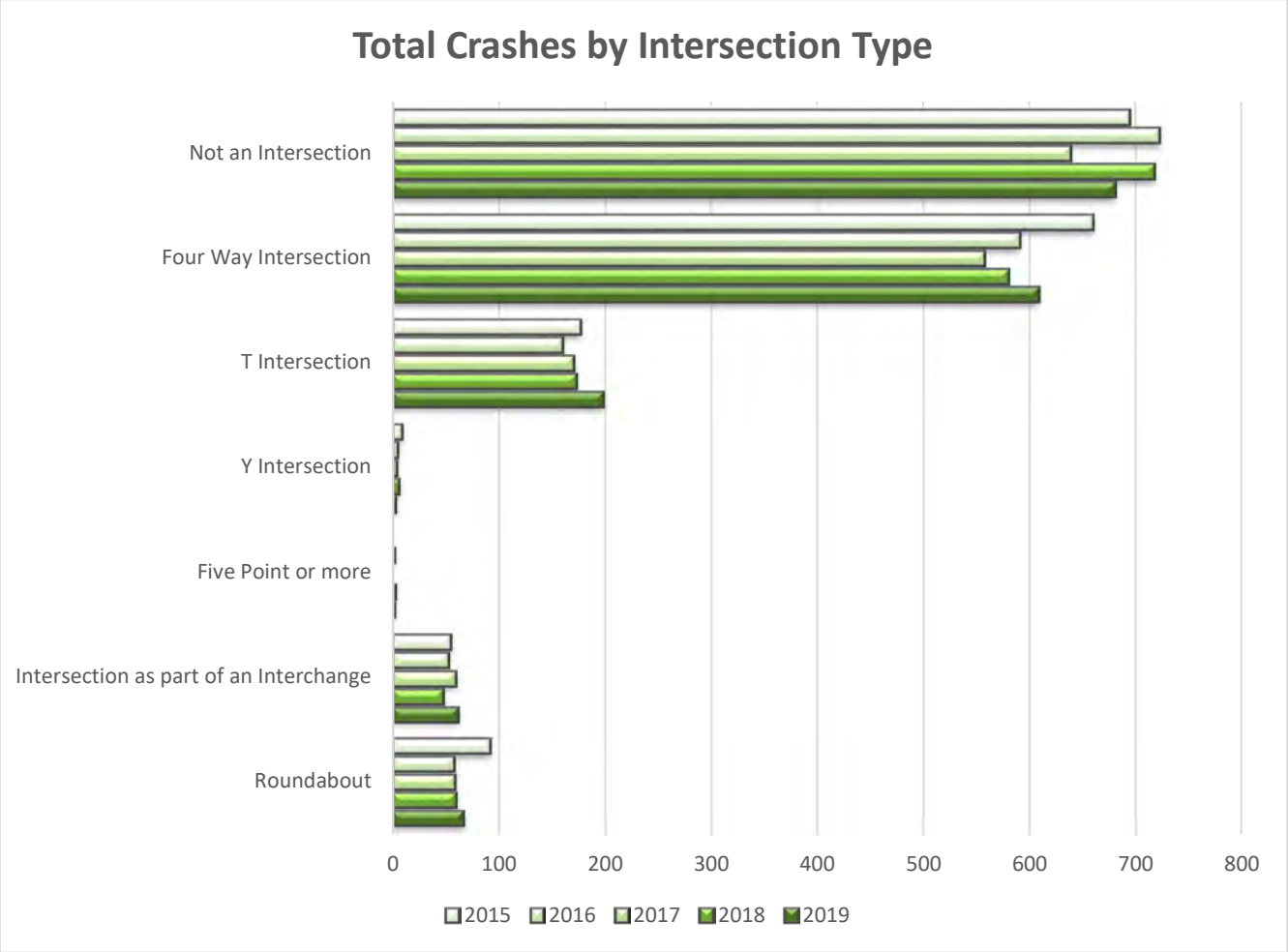
Day of the Week	2013	2014	2015	2016	2017	2018	2019	Average
Sunday	159	167	149	143	134	154	155	**152**
Monday	291	320	224	204	223	240	239	**249**
Tuesday	304	298	266	269	278	283	255	**279**
Wednesday	249	272	314	251	236	261	268	**264**
Thursday	266	248	288	270	242	237	260	**259**
Friday	329	262	266	310	241	257	281	**278**
Saturday	185	180	219	175	168	185	190	**186**
TOTAL	**1783**	**1747**	**1726**	**1622**	**1522**	**1617**	**1648**	**8234**



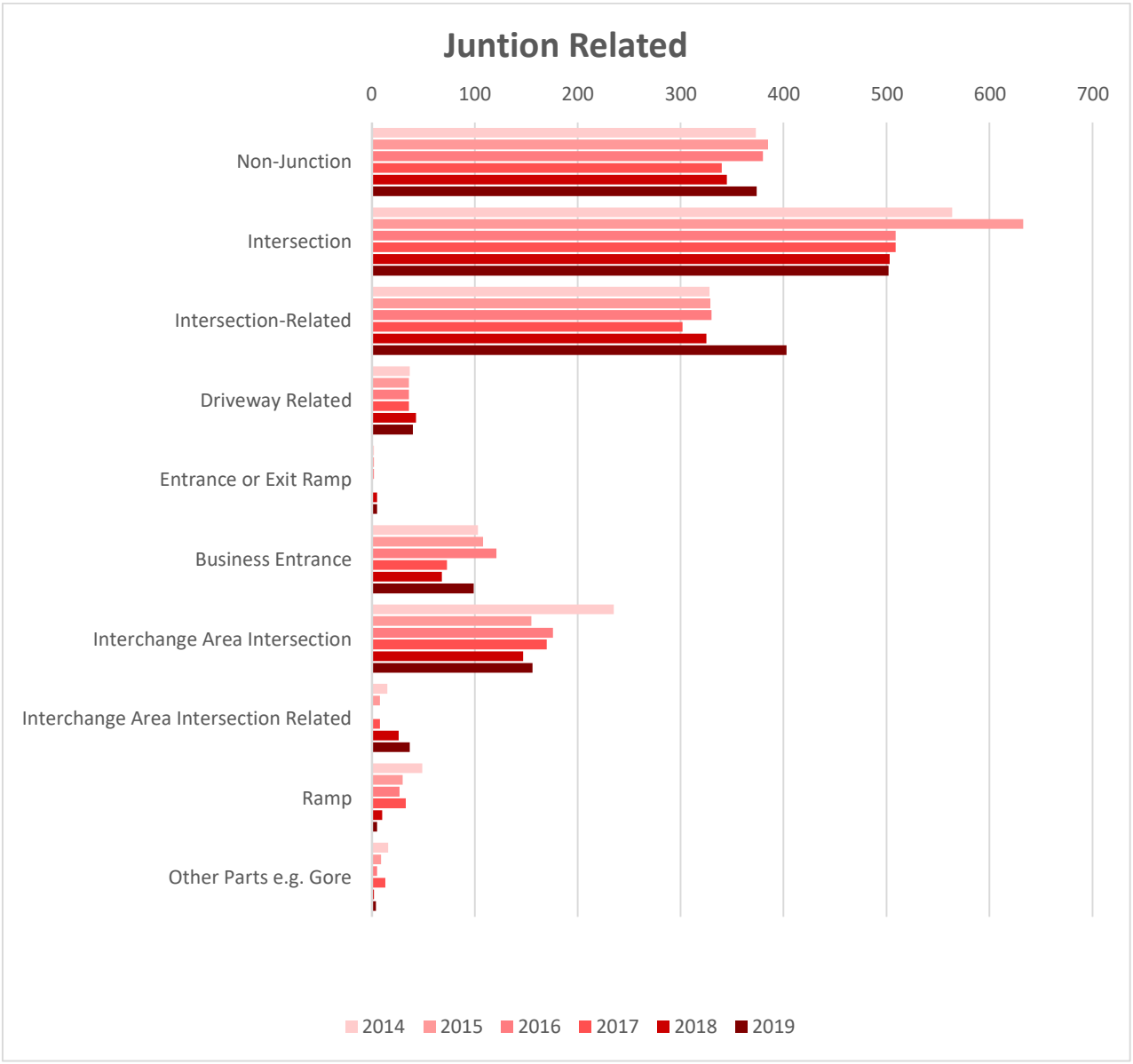
Time of Day	2013	2014	2015	2016	2017	2018	2019	Average
Null value	1	0	0	1	1	0	0	**0**
Midnight to 12:59	20	19	20	19	14	20	15	**18**
1 AM to 1:59	20	17	12	15	11	15	22	**15**
2 AM to 2:59	18	22	19	10	14	14	25	**17**
3 AM to 3:59	16	12	11	10	10	4	16	**12**
4 AM to 4:59	6	11	6	10	16	12	12	**10**
5 AM to 5:59	23	25	23	21	20	24	24	**22**
6 AM to 6:59	36	53	38	36	31	47	48	**39**
7 AM to 7:59	108	101	103	97	81	104	97	**98**
8 AM to 8:59	88	112	91	77	88	77	74	**91**
9 AM to 9:59	80	82	83	66	75	74	86	**77**
10 AM to 10:59	89	93	88	78	104	68	99	**90**
11 AM to 11:59	137	106	125	121	108	119	100	**119**
12 Noon to 12:59	127	107	121	137	117	129	117	**122**
1 PM to 1:59	111	100	133	98	88	121	107	**106**
2 PM to 2:59	111	147	128	121	93	93	101	**120**
3 PM to 3:59	162	164	156	157	130	135	148	**154**
4 PM to 4:59	164	146	156	159	128	135	145	**151**
5 PM to 5:59	166	133	152	153	142	148	154	**149**
6 PM to 6:59	94	89	72	70	66	82	81	**78**
7 PM to 7:59	63	48	60	42	48	59	58	**52**
8 PM to 8:59	41	58	38	33	33	48	47	**41**
9 PM to 9:59	41	37	42	38	44	45	31	**40**
10 PM to 10:59	33	36	29	22	30	26	17	**30**
11 PM to 11:59	28	29	20	31	30	18	24	**28**
TOTAL	**1783**	**1747**	**1726**	**1622**	**1522**	**1617**	**1648**	**1647**



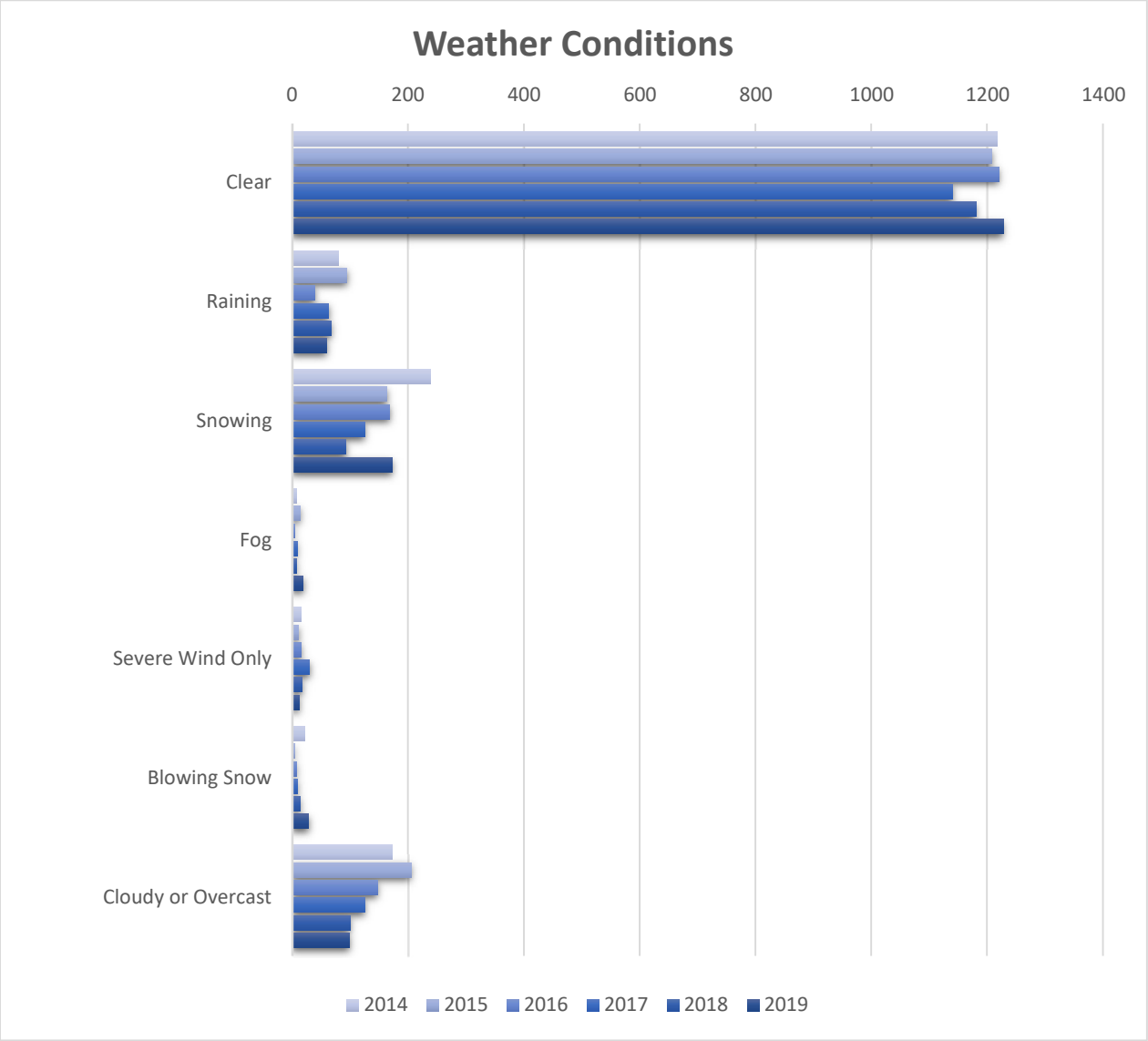
Angle of Collision	2013	2014	2015	2016	2017	2018	2019	Average
Null value	19	23	29	28	29	27	23	**178**
Rear End Front to Rear	454	426	397	410	385	392	396	**409**
Head On Front to Front	57	55	65	44	36	39	42	**48**
Angle Same Direction Front to Side	160	163	173	184	167	166	144	**165**
Angle Front to Side Opposing Direction	155	114	123	118	121	117	172	**131**
Angle Right Front to Side includes Broadside	374	392	424	352	342	338	376	**371**
Angle Direction not Specified	3	5	8	4	3	2	2	**4**
Sideswipe Same Direction Passing	96	115	130	95	93	102	124	**108**
Sideswipe Opposite Direction Meeting	14	17	7	15	9	17	14	**13**
Rear to Side Normally Backing	27	18	23	25	18	29	22	**23**
Rear to Rear Normally Backing	4	2	4	5	0	13	5	**5**
Rear to Front Normally Backing	20	26	26	24	16	33	12	**22**
Not a Collision with 2 Vehicles in Transport	391	387	311	304	292	311	298	**328**
Other	4	0	2	0	4	12	12	**5**
Unknown	5	4	4	14	7	19	6	**8**
TOTAL	**1783**	**1747**	**1726**	**1622**	**1522**	**1617**	**1648**	**1647**



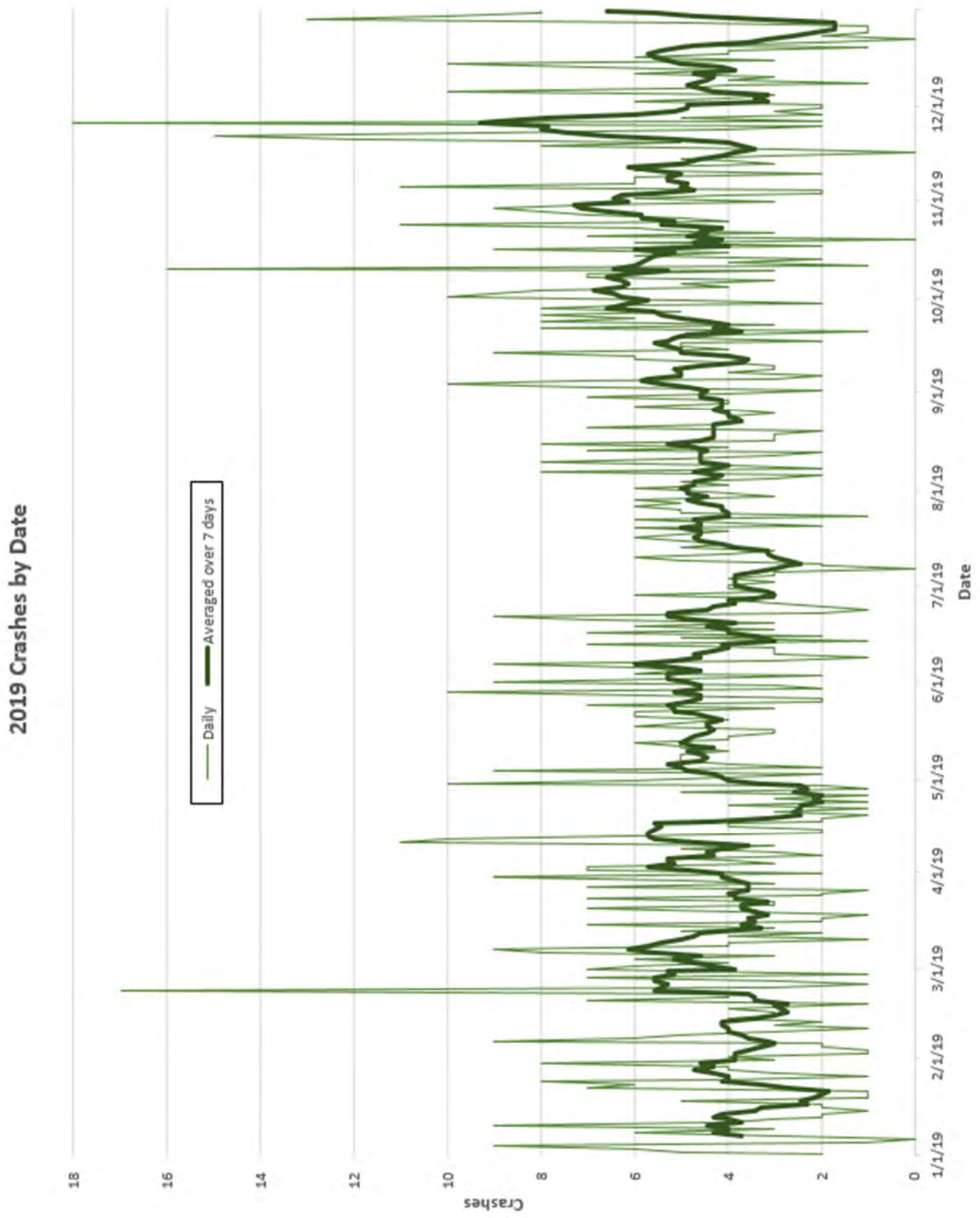
Intersection Type	2013	2014	2015	2016	2017	2018	2019	Average
Null value	20	28	38	31	31	29	27	**29**
Not an Intersection	780	766	695	723	639	718	681	**715**
Four Way Intersection	684	618	660	590	558	579	608	**614**
T Intersection	200	174	177	160	171	173	198	**179**
Y Intersection	10	10	9	5	4	6	3	**7**
Five Point or more	8	6	0	2	0	3	2	**3**
Intersection as part of an Interchange	67	73	55	53	60	48	62	**60**
Roundabout	13	71	92	58	59	60	67	**60**
Unknown	1	1	0	0	0	1	0	**0**
TOTAL	**1783**	**1747**	**1726**	**1622**	**1522**	**1617**	**1648**	**1647**



Junction Related	2014	2015	2016	2017	2018	2019	Average
Non-Junction	373	385	380	340	345	374	366
Intersection	564	633	509	509	503	502	537
Intersection-Related	328	329	330	302	325	403	336
Driveway Related	37	36	36	36	43	40	38
Entrance or Exit Ramp	2	2	2	1	5	5	3
Business Entrance	103	108	121	73	68	99	95
Interchange Area Intersection	235	155	176	170	147	156	173
Interchange Area Intersection Related	15	8	1	8	26	37	16
Ramp	49	30	27	33	10	5	26
Other Parts e.g. Gore	16	9	5	13	2	4	8
Null Value	25	31	35	37	24	23	29
Total	**1747**	**1726**	**1622**	**1522**	**1498**	**1648**	**1627**



Weather Conditions	2014	2015	2016	2017	2018	2019	Average
Clear	1217	1209	1221	1141	1181	1228	1200
Raining	80	94	39	63	67	59	67
Snowing	239	163	168	125	93	172	160
Fog	7	13	4	8	7	19	10
Blowing Dust or Sand or Dirt	0	0	0	0	0	1	0
Severe Wind Only	15	11	15	30	17	12	17
Blizzard	5	4	3	2	0	0	2
Sleet or Freezing Rain	14	6	3	3	6	15	8
Blowing Snow	21	4	7	9	13	28	14
Cloudy or Overcast	173	205	147	125	100	99	142
Smoke	1	1	1	1	2	0	1
Other	0	1	0	0	0	0	0
Unknown	11	15	14	15	12	15	14
Total	**1783**	**1726**	**1622**	**1522**	**1498**	**1648**	**1633**


2019 Crashes by Date
Daily
Averaged over 7 days
Crashes
0
2
4
6
8
10
12
14
16
18
1/1/19
2/1/19
3/1/19
4/1/19
5/1/19
6/1/19
7/1/19
8/1/19
9/1/19
10/1/19
11/1/19
12/1/19
Date

	January	February	March	April	May	June	July	August	September	October	November	December
Monthly	116	108	133	120	147	124	126	137	151	181	162	143

SIGNALIZED CRASH SUMMARY

Total Crashes 2019

2019 Rank	Signalized Intersection	Total Crashes
1	DELL RANGE BLVD & RIDGE RD	29
2	DELL RANGE BLVD & CONVERSE AVE	22
3	S GREELEY HWY & COLLEGE DR	20
4	COLLEGE DR & E 12TH ST	19
5	PERSHING BLVD & RIDGE RD	16
6	E 19TH ST & MORRIE AVE	14
7	COLLEGE DR & E LINCOLNWAY	11
8	RUE TERRE & DELL RANGE BLVD	11
9	S GREELEY HWY & E 5TH ST	11
10	DELL RANGE BLVD & FRONTIER MALL DR	10
11	LINCOLNWAY & LOGAN AVE	10
12	WARREN AVE & PERSHING BLVD	10
13	LINCOLNWAY & WARREN AVE	9
14	S GREELEY HWY & E FOX FARM RD	9
15	YELLOWSTONE RD & CENTRAL AVE	9

Crashes Rate 2019

2019 Rank	Signalized Intersection	MEV Crash Rate
1	E 19TH ST & MORRIE AVE	3.20
2	E 20TH ST & EVANS AVE	2.74
3	DELL RANGE BLVD & RIDGE RD	2.41
4	CENTRAL AVE & W 5TH ST	2.40
5	S GREELEY HWY & COLLEGE DR	1.83
6	PERSHING BLVD & RIDGE RD	1.69
7	COLLEGE DR & E 12TH ST	1.68
8	PERSHING BLVD & TAFT AVE/POLK AVE	1.64
9	RANDALL AVE & SNYDER AVE	1.64
10	W 20TH ST & SNYDER AVE	1.37
11	DELL RANGE BLVD & CONVERSE AVE	1.21
12	NATIONWAY & RIDGE RD	1.10
13	WARREN AVE & E 17TH ST	1.10
14	1-80 SVRD/CAMPSTOOL WAY & CAMPSTOOL RD	1.10
15	CENTRAL AVE & W 24TH ST	1.10

PERFORMANCE MEASURES

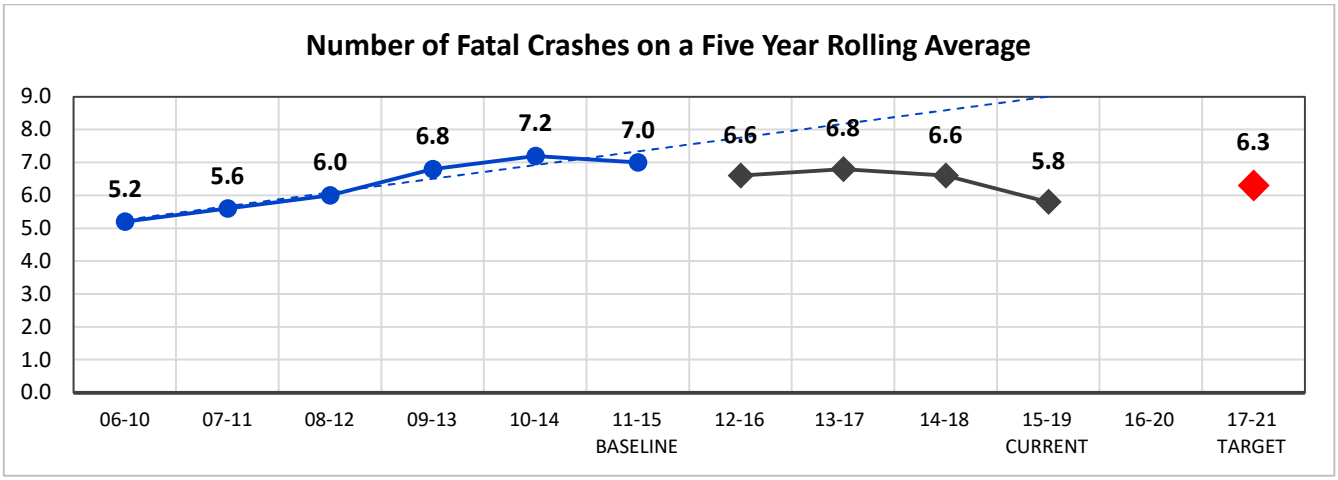
The MAP-21 (Pub. L. 112-141) and the FAST Act (Pub. L. 114-94) transform the Federal-aid highway program by establishing new performance management requirements to ensure that State DOTs and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funds. 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.

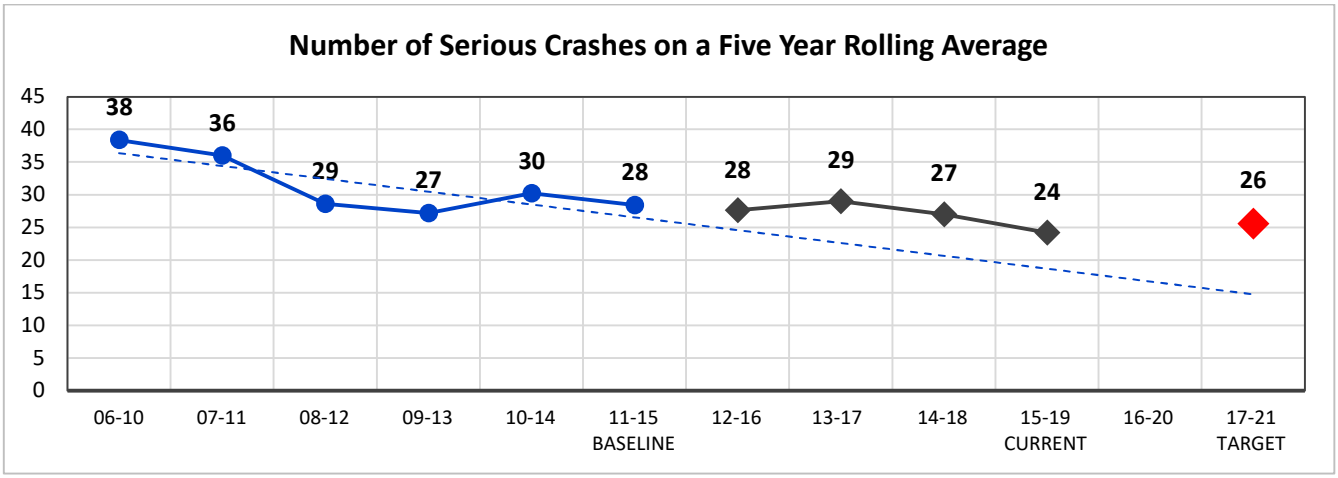
The Wyoming Department of Transportation (WYDOT) has recently developed its safety performance targets and measures. When the MPO updated *PlanCheyenne*, it's Comprehensive Plan, and the *2014 Transportation Safety Management Plan Update* preliminary safety and other performance targets and measures for monitoring were developed. With these plans the Cheyenne MPO initially developed their own safety performance measures. Since then the MPO has agreed to adopt the targets set by WYDOT. These include the number and rate of fatalities, number and rate of serious injuries and number of non-motorized fatalities and serious injuries.

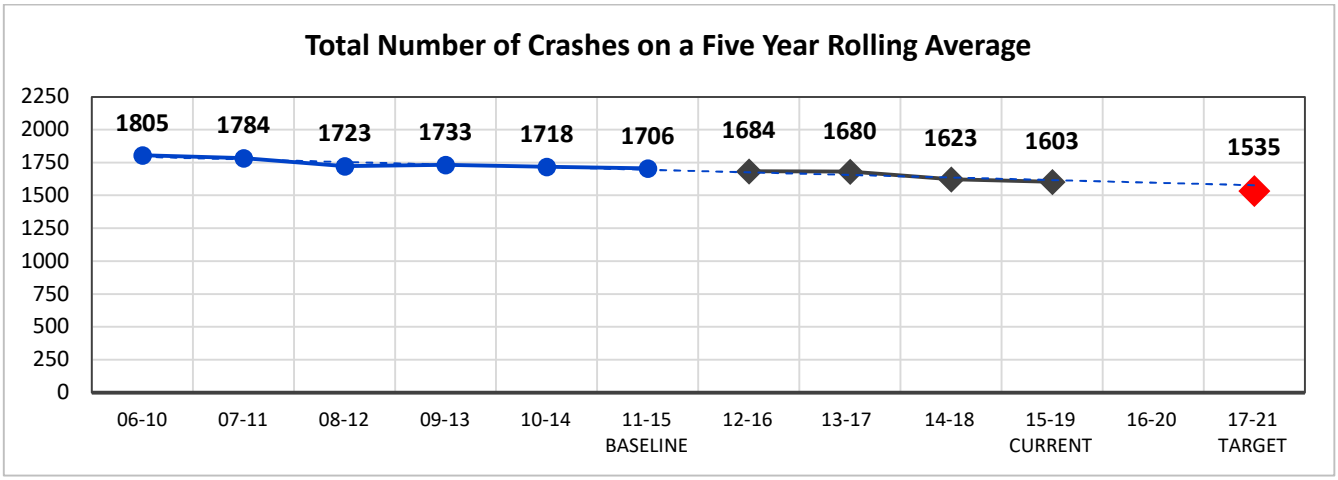
The Safety Vision under *PlanCheyenne* recommended that the *Annual Crash Report* be modified to include the area's ongoing safety efforts i.e. the MPO's safety initiative and ongoing safety emphasis areas as identified in the *2014 Transportation Safety Management Plan Update*. The *Crash Report* provides 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.

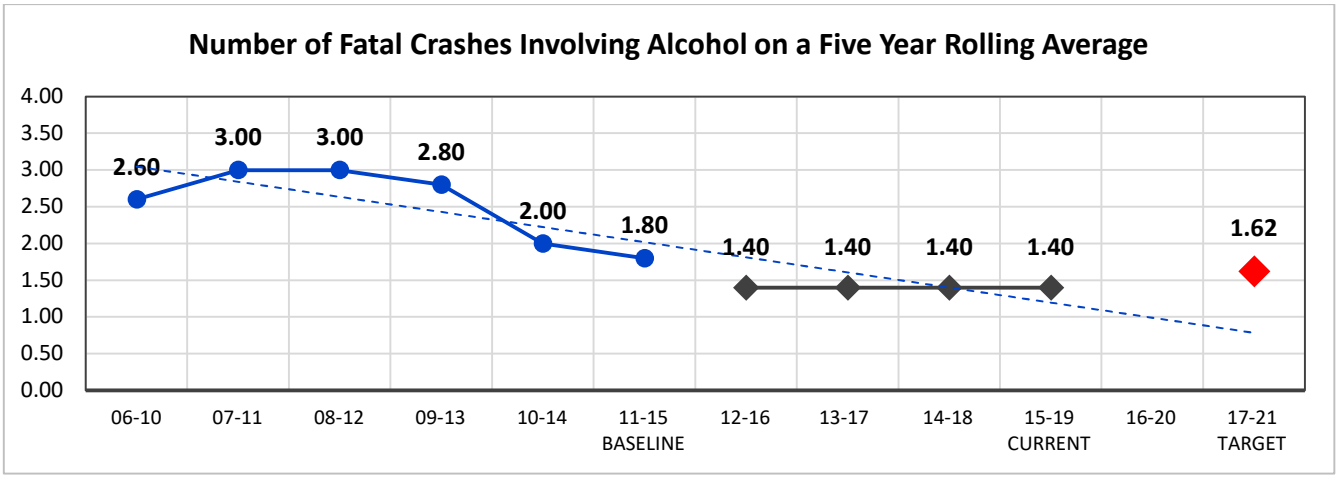
Total Crashes

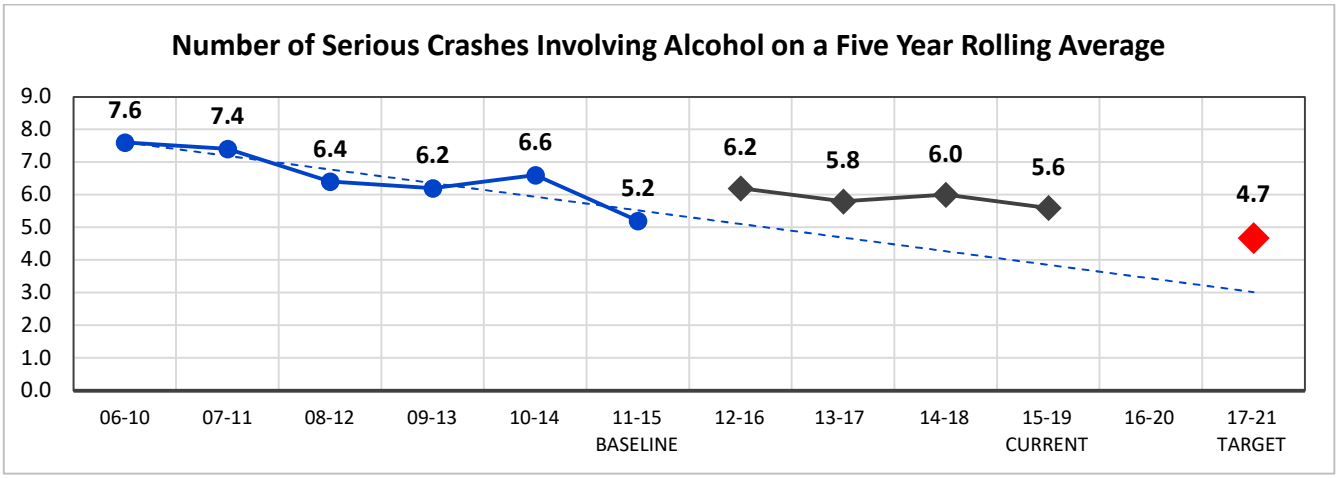


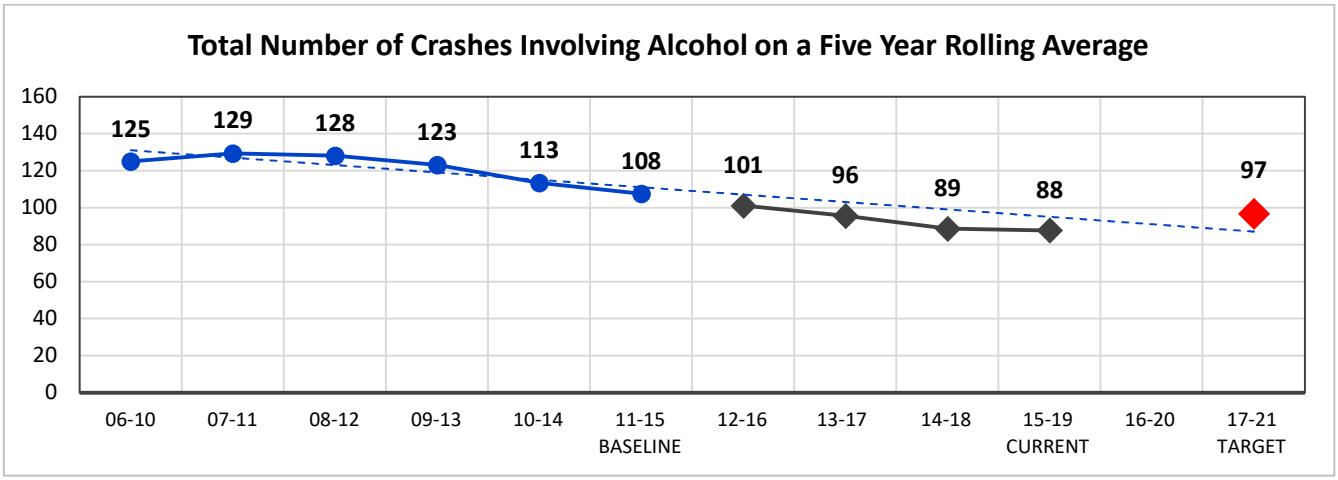




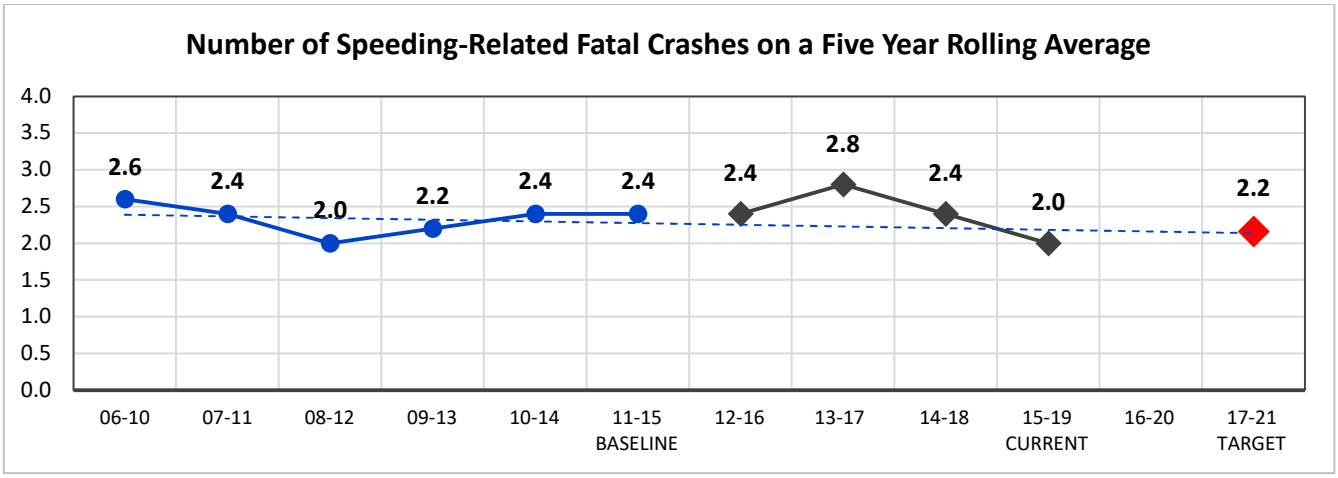
Alcohol Related

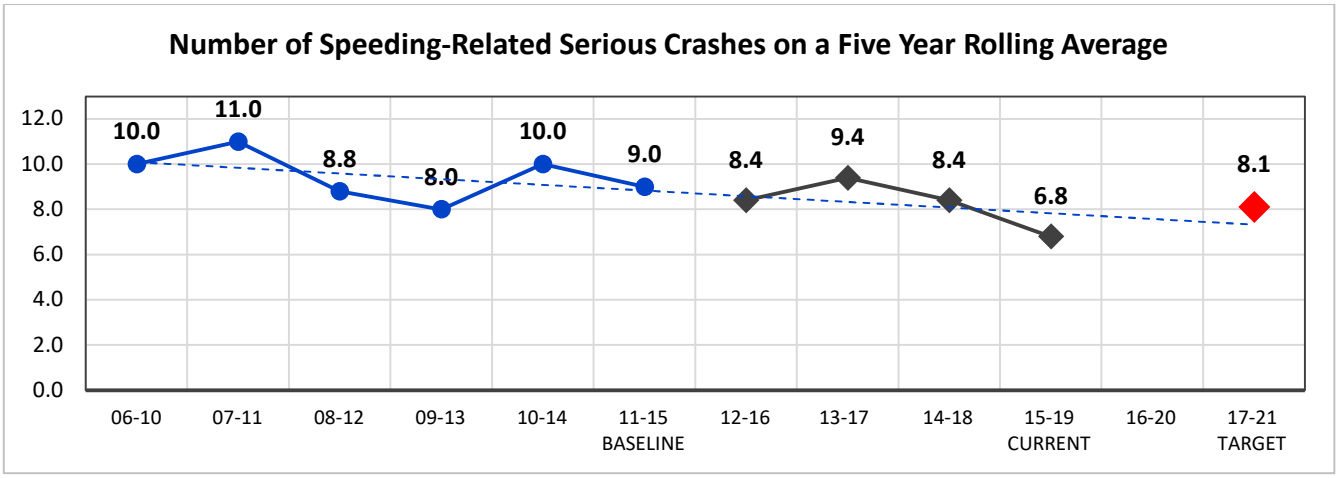


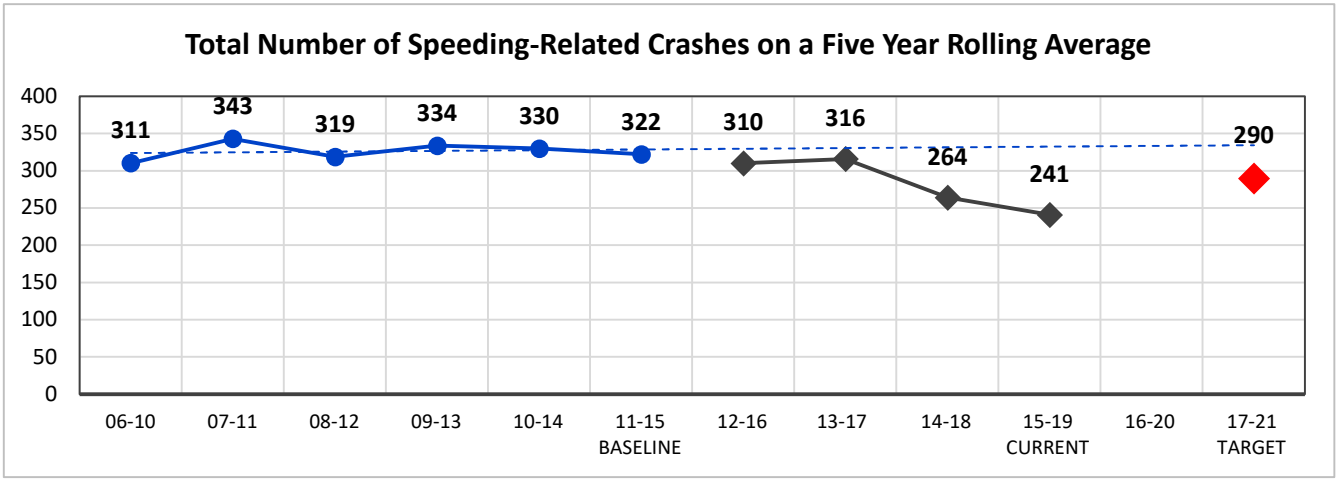




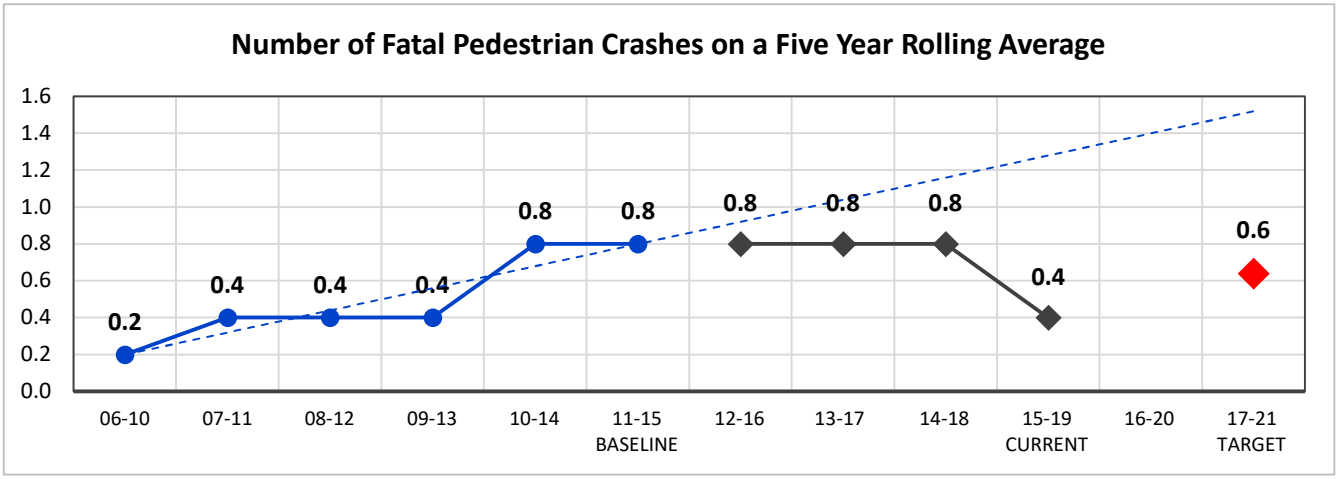
Speed Related

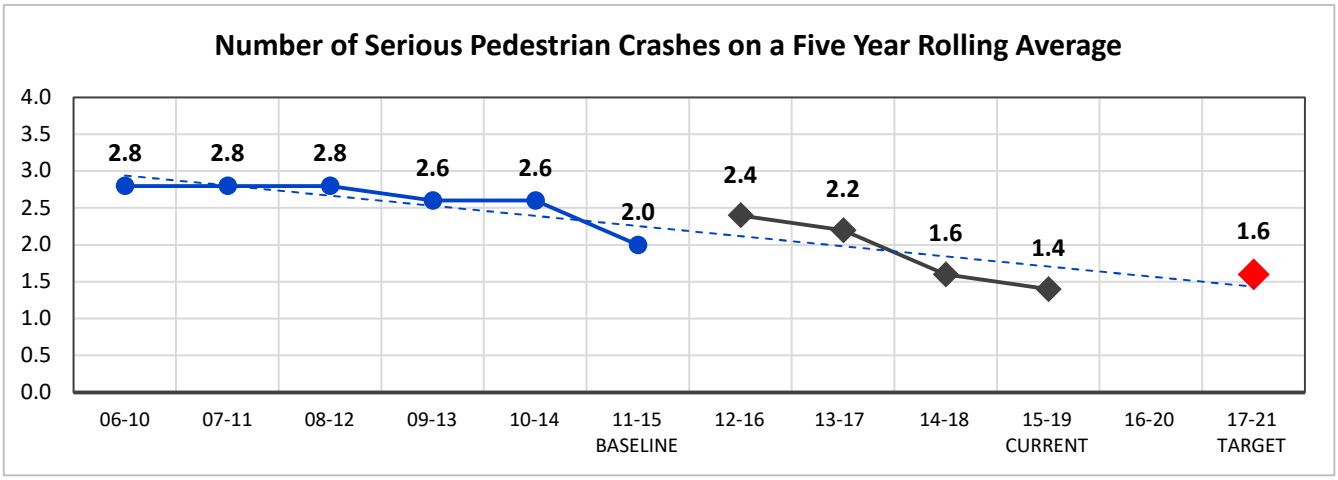


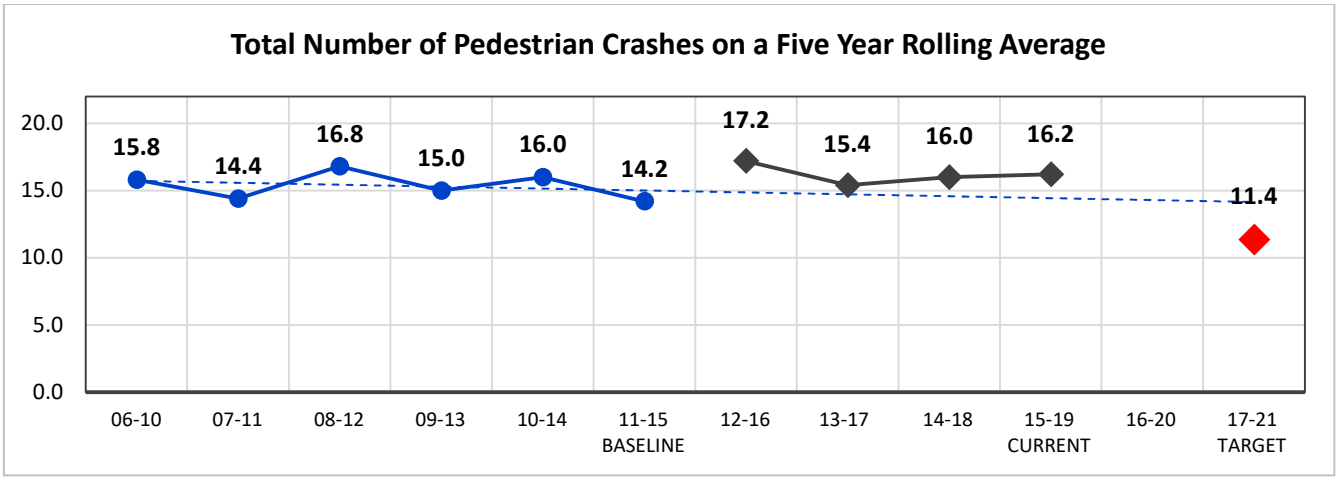




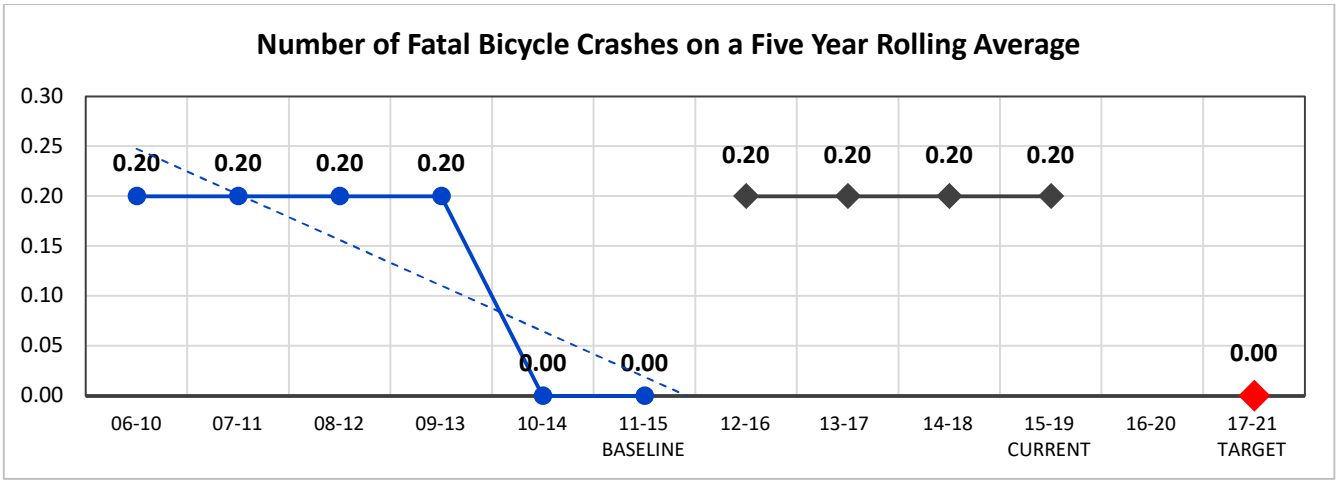
Pedestrian Related

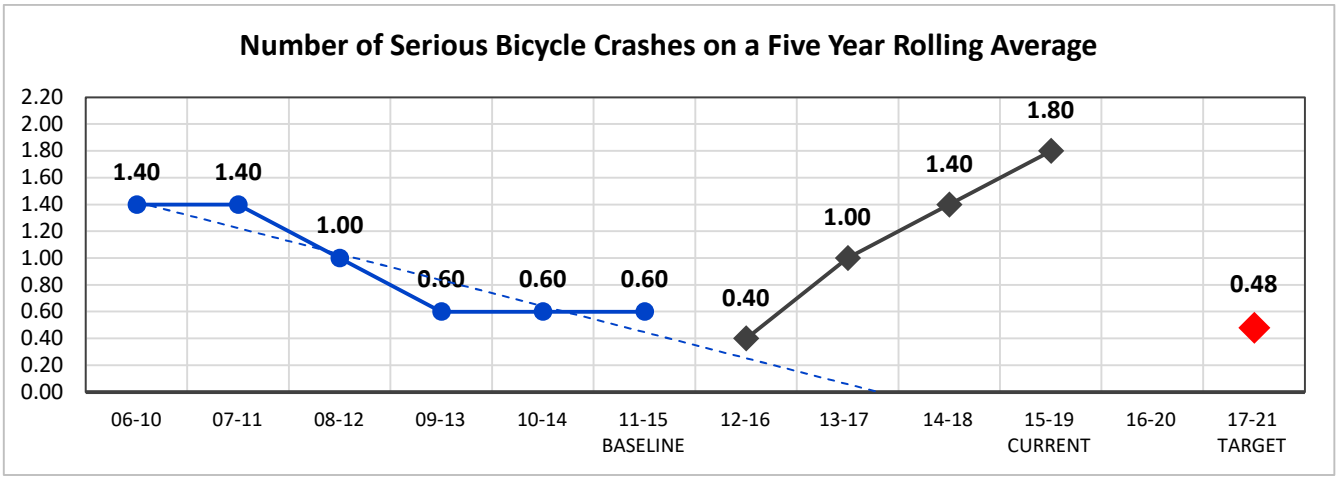


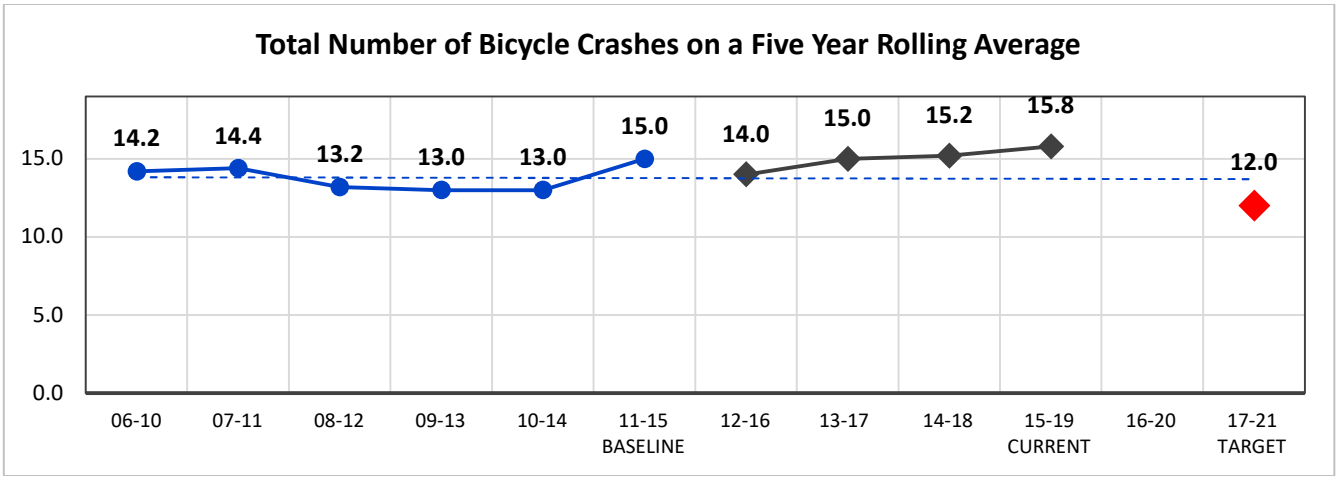




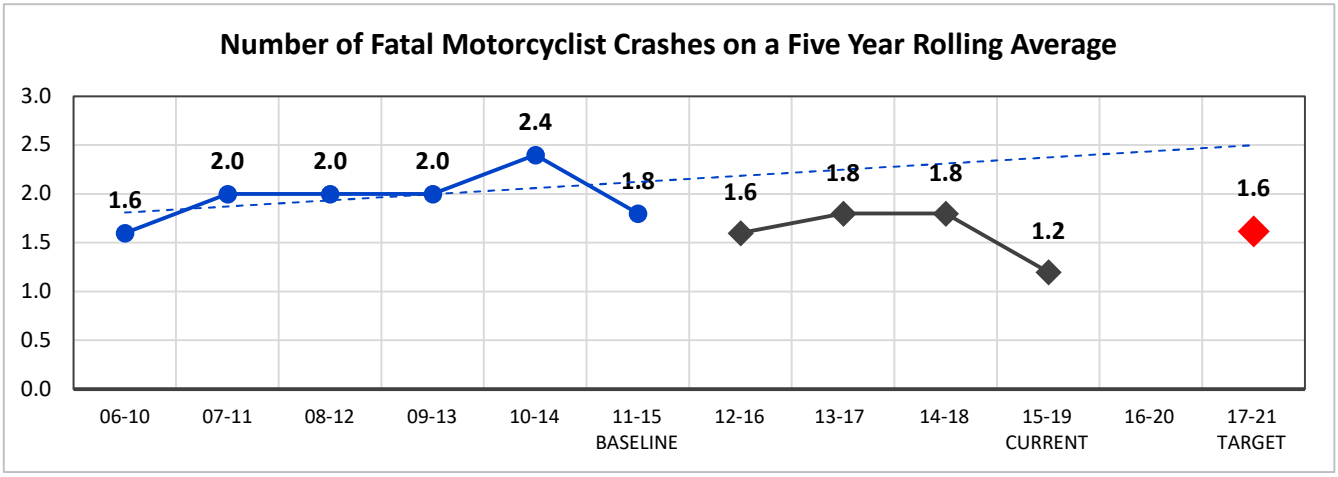
Bicycle Related

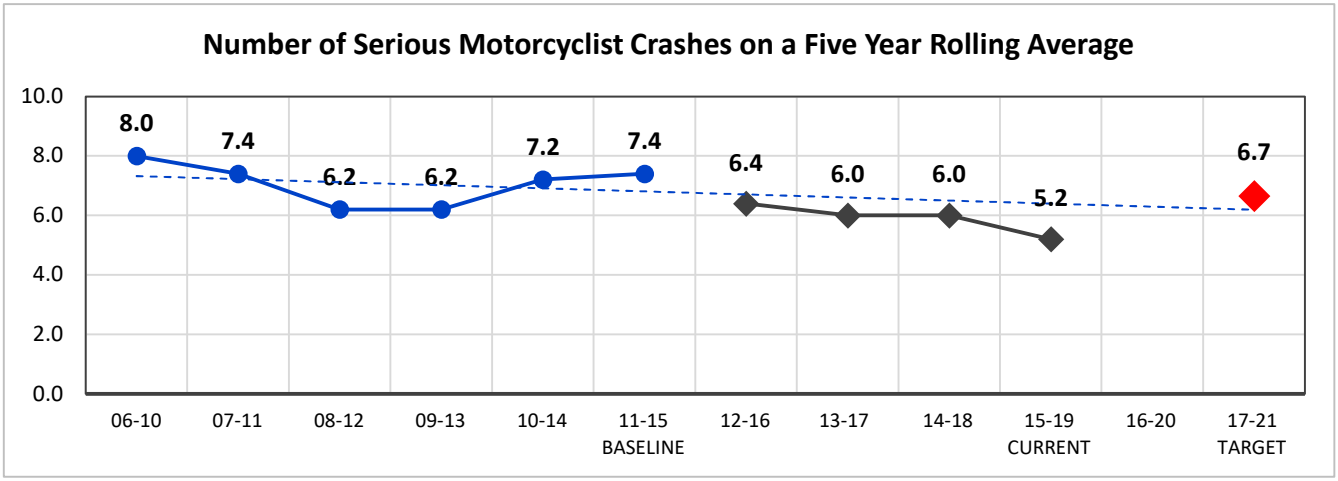


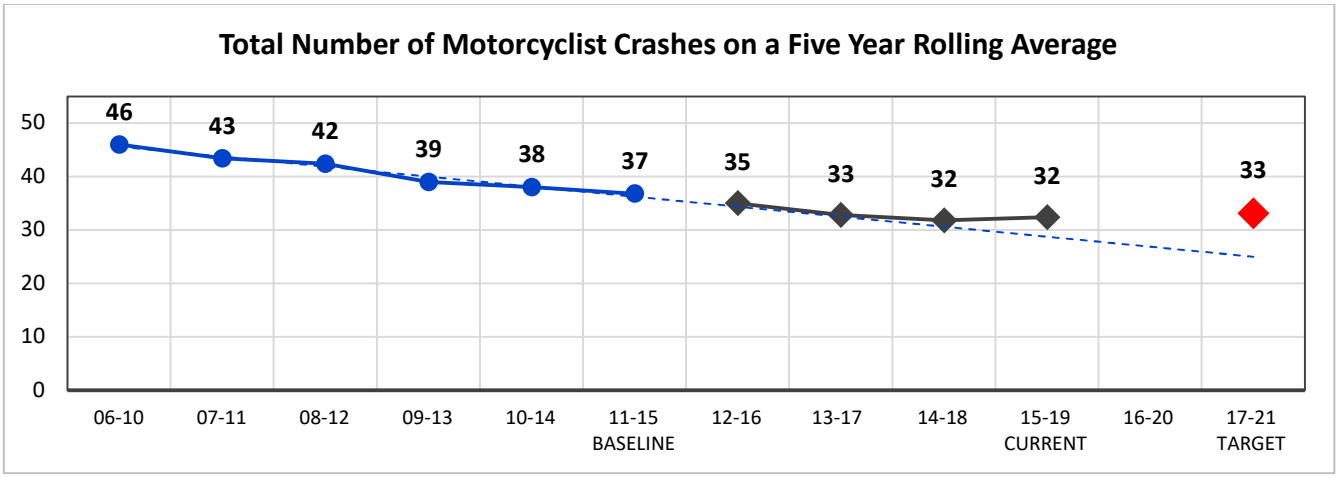




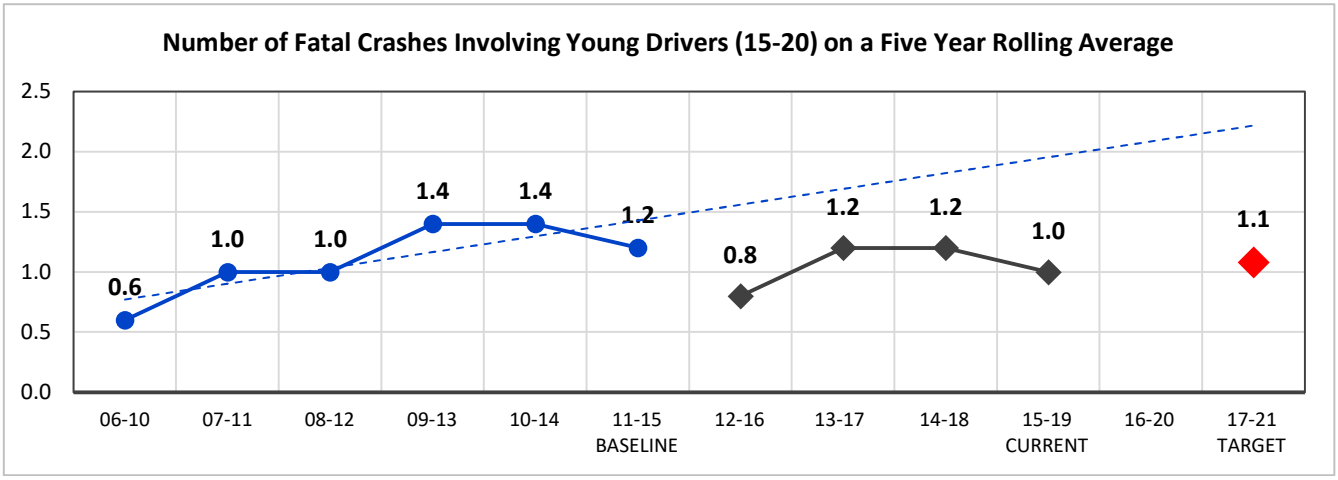
Motorcycle Related

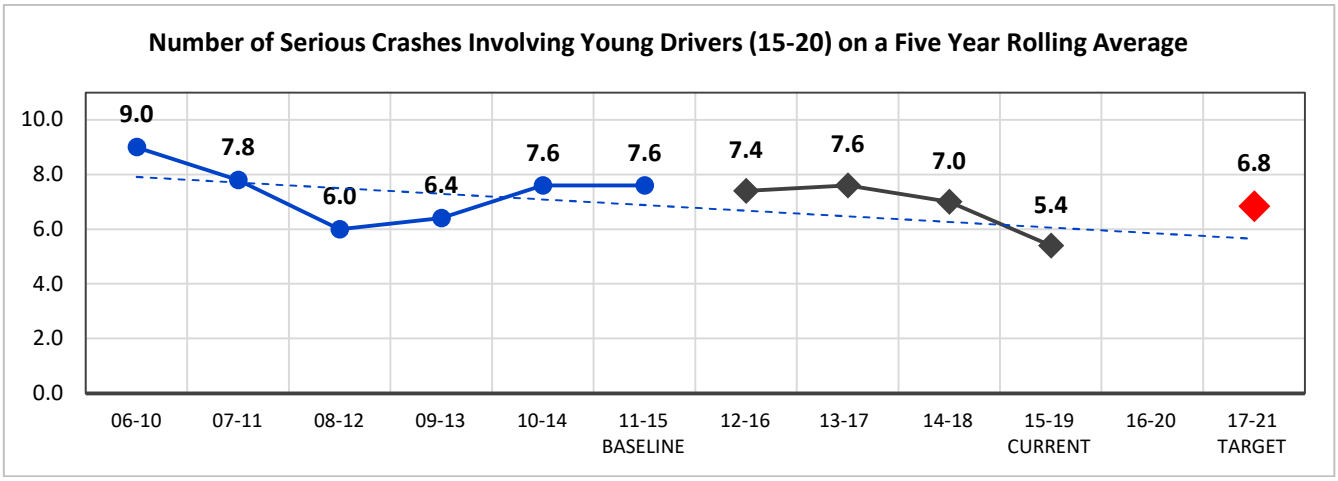


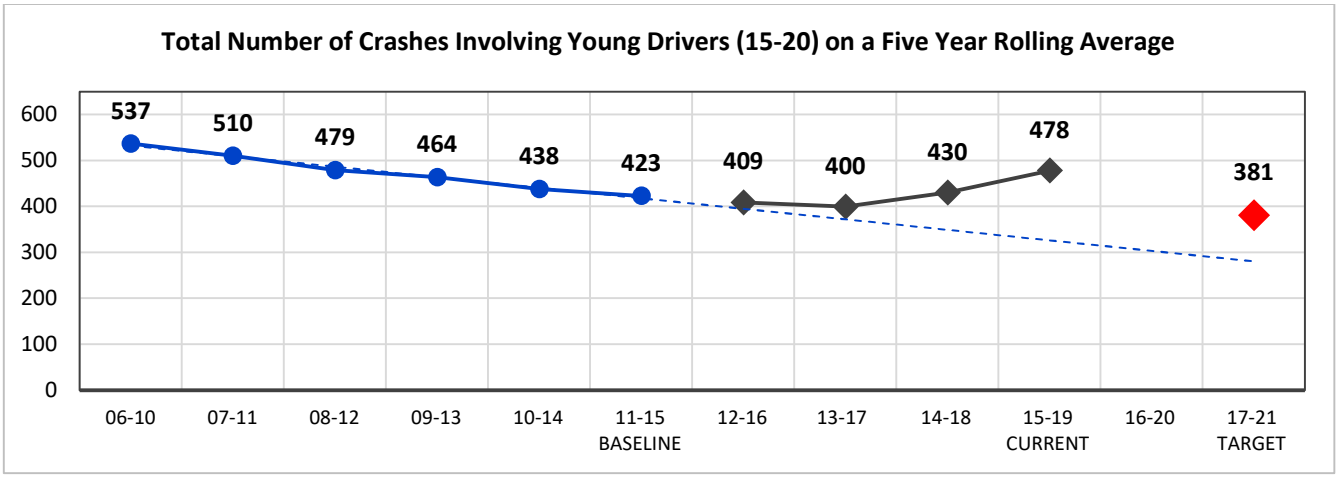




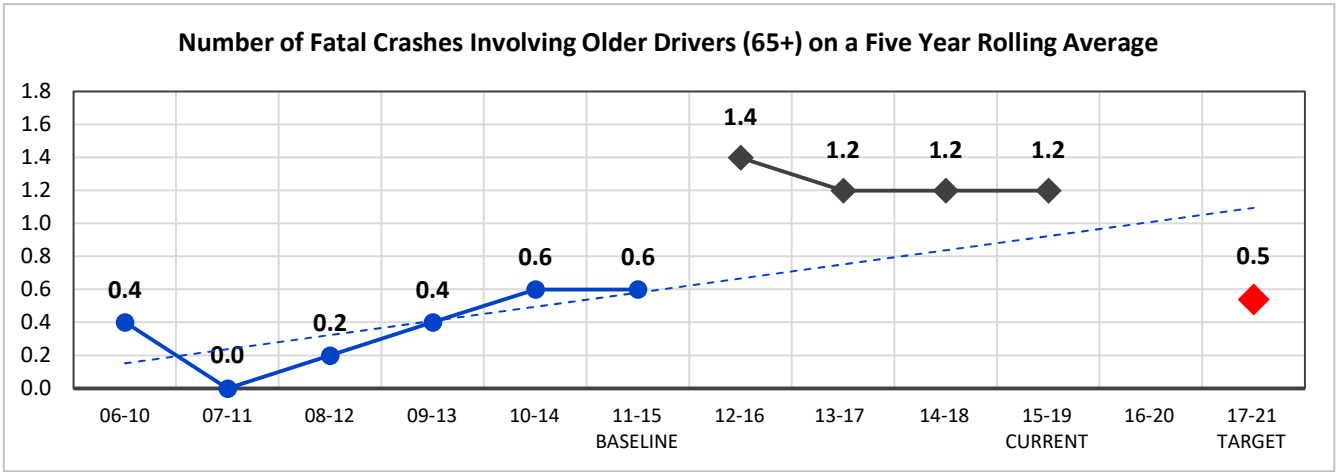
Young Driver Involved (Age 15-20)

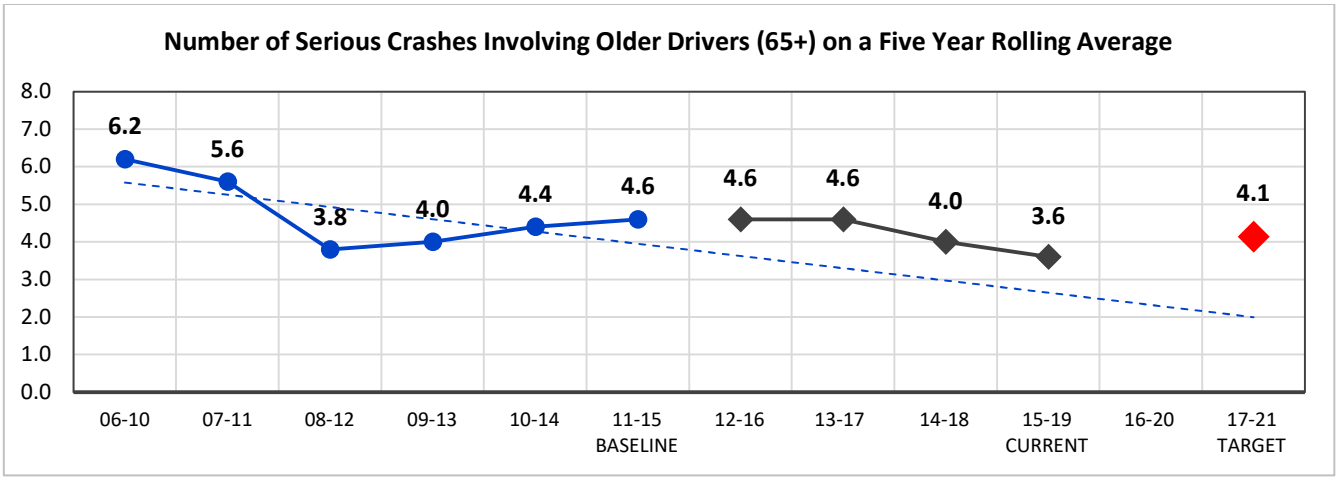


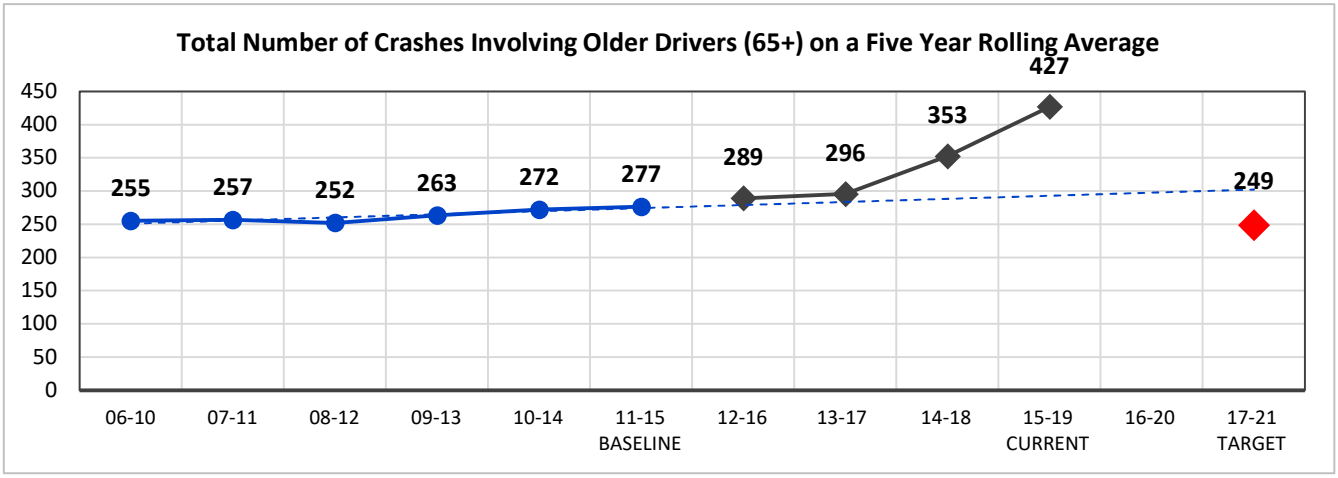




Old Driver Involved (Age 65+)







Performance Measure	5-year Rolling Averages			Target Achieved?	1/2 of Target Achieved?	Better Than Baseline?	Making Progress?
	11-15 Baseline	15-19 CURRENT	17-21 TARGET				
Number of Fatal Crashes on a Five Year Rolling Average	7.2	4.0	6.3	Yes	Yes	Yes	**Yes**
Number of Serious Crashes on a Five Year Rolling Average	30	24	26	Yes	Yes	Yes	
Total Number of Crashes on a Five Year Rolling Average	1718	1603	1623	Yes	Yes	Yes	
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average	2.00	1.40	1.62	Yes	Yes	Yes	**Yes**
Number of Serious Crashes Involving Alcohol on a Five Year Rolling Average	6.6	5.6	4.7	No	Yes	Yes	
Total Number of Crashes Involving Alcohol on a Five Year Rolling Average	113	88	97	Yes	Yes	Yes	
Number of Speeding-Related Fatal Crashes on a Five Year Rolling Average	2.40	2.00	2.16	Yes	Yes	Yes	**Yes**
Number of Speeding-Related Serious Crashes on a Five Year Rolling Average	10	6.8	8.1	Yes	Yes	Yes	
Total Number of Speeding-Related Crashes on a Five Year Rolling Average	330	241	290	Yes	Yes	Yes	
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average	0.80	0.40	0.64	Yes	Yes	Yes	**Yes**
Number of Serious Pedestrian Crashes on a Five Year Rolling Average	2.6	1.4	1.6	Yes	Yes	Yes	
Total Number of Pedestrian Crashes on a Five Year Rolling Average	16.0	16.2	11.4	No	No	Yes	
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	1.80	0.48	No	No	Yes	
Total Number of Bicycle Crashes on a Five Year Rolling Average	13.0	15.8	12.0	No	No	Yes	
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average	2.4	1.2	1.6	Yes	Yes	Yes	**Yes**
Number of Serious Motorcyclist Crashes on a Five Year Rolling Average	7.2	5.2	6.7	Yes	Yes	Yes	
Total Number of Motorcyclist Crashes on a Five Year Rolling Average	38	32	33	Yes	Yes	Yes	
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	1.40	1.00	1.08	Yes	Yes	Yes	**Yes**
Number of Serious Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	7.60	5.40	6.84	Yes	Yes	Yes	
Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	438	478	381	No	No	Yes	
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	0.60	1.20	0.54	No	No	Yes	**Yes**
Number of Serious Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	4.4	3.6	4.1	Yes	Yes	Yes	
Total Number of Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	272	427	249	No	No	Yes	