

# 2021

## ANNUAL CRASH REPORT for the Cheyenne Urban Area



CHEYENNE METROPOLITAN PLANNING ORGANIZATION

## **2021 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](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 crashes in the database are represented geographically. If a crash 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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## PERFORMANCE MEASURES

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Alcohol Involved	41
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Motorcycle Involved	45
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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 crash 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.

### 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.

### PERFORMANCE MEASURES

**BASELINE** The baseline value was set by PlanCheyenne, The Cheyenne Area Master Transportation Plan when it was adopted in April of 2014. The current rolling five-year **BASELINE** now is **2017**.

**ACTUAL** The actual value represents the Cheyenne Urban Area's performance averaged over the last 5 years. The actual rolling five-year **CURRENT** now is **2021**.

**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. The current rolling five-year **TARGET** now is **2022**.

## QUICK FACTS ABOUT 2018 CHEYENNE AREA CRASHES

**How many total crashes were there in 2021?** There were 1,793 crashes in 2021. This is about a 13% decrease from 2020, in which there were 1,580. (1,648 in 2019)

**How many people died in crashes in 2021?** 8 people died last year in 8 separate crashes. This compares to 8 fatalities in 2020 in 8 separate crashes.

**How many injury crashes were there in 2021?** There were 467 people injured in 353 separate crashes. This compares to 357 injuries in 288 separate crashes in 2020.

**How many drivers were involved in crashes in 2021?** There were 3,063 drivers involved in crashes last year. (2,699 in 2020)

**How many vehicles were involved in crashes in 2021?** There were 3,355 vehicles involved in crashes last year. (2,909 in 2020)

**How many hit-and-run crashes were there in 2021?** 336. (253 in 2020)

**How many pedestrians were hit by cars in 2021?** 24. (15 in 2020)

**How many bicyclists were hit by cars in 2021?** 11. (28 in 2020)

**How many motorcyclists were involved in crashes in 2021?** 28. (24 in 2020)

**How many Commercial Motor Vehicles (CMV) were involved crashes in 2021?** 115. (98 in 2020)

**How can I learn more about crashes in the Cheyenne Area?** The complete 2021 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 more than 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.



## 2021 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/19<sup>th</sup> 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 were 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 as safe bicycle riding and sharing the road with bicycles.



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 Wyoming Tribune Eagle and Traders. Interviews were also conducted through the local TV station 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 of Cheyenne Transit Program to install window clings on 15 of their buses which highlighted the campaign.



## ESTIMATING THE COST OF INJURIES, 2017

Adapted from the National Safety Council

The National Safety Council (NSC) 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.

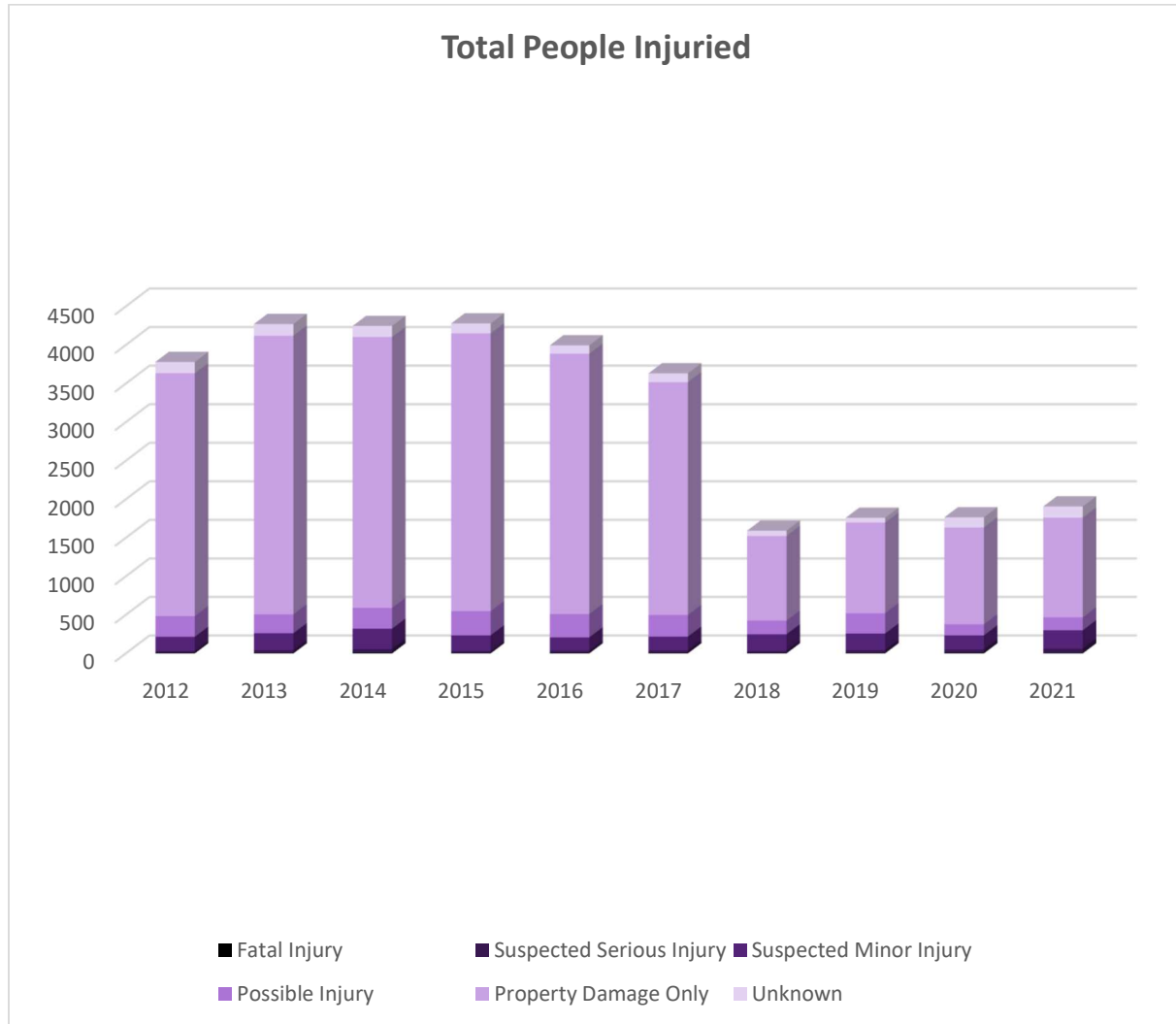
The figures provided by NSC can be used to estimate the actual costs to the Cheyenne area of deaths and injuries. The comprehensive cost figures (discussed below) should be used for cost benefit analyses.

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](http://www.nsc.org).

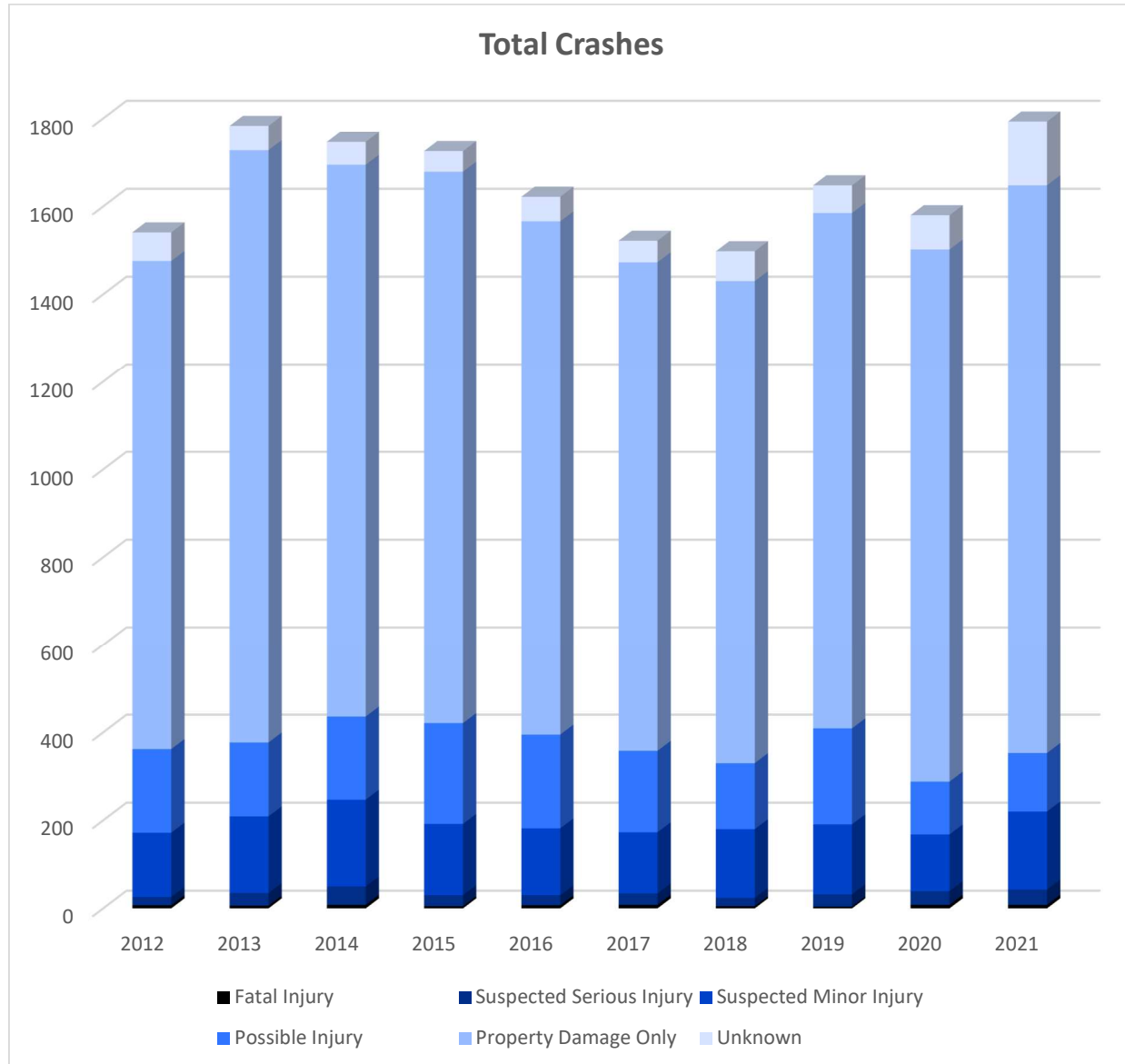
<b>Cost of Injury Report for Cheyenne Crashes, 2020 Cost per Event with 2021 Number of Events</b>			
<b>Type of Injury</b>	<b>2020 Cost Per Event</b>	<b>2021 Number of Events</b>	<b>Total by Type of Injury</b>
<b>Death</b>	<b>\$1,750,000</b>	<b>8</b>	<b>\$14,000,000</b>
<b>Incapacitating</b>	<b>\$101,000</b>	<b>35</b>	<b>\$3,535,000</b>
<b>Non-Incapacitating</b>	<b>\$29,200</b>	<b>177</b>	<b>\$5,168,400</b>
<b>Possible Injury</b>	<b>\$23,900</b>	<b>133</b>	<b>\$3,178,700</b>
<b>No Injury</b>	<b>\$12,800</b>	<b>1295</b>	<b>\$16,576,000</b>
<b>Property damage only (cost per vehicle)</b>	<b>\$4,700</b>	<b>145</b>	<b>\$681,500</b>
<b>Total</b>			<b>\$43,139,600</b>

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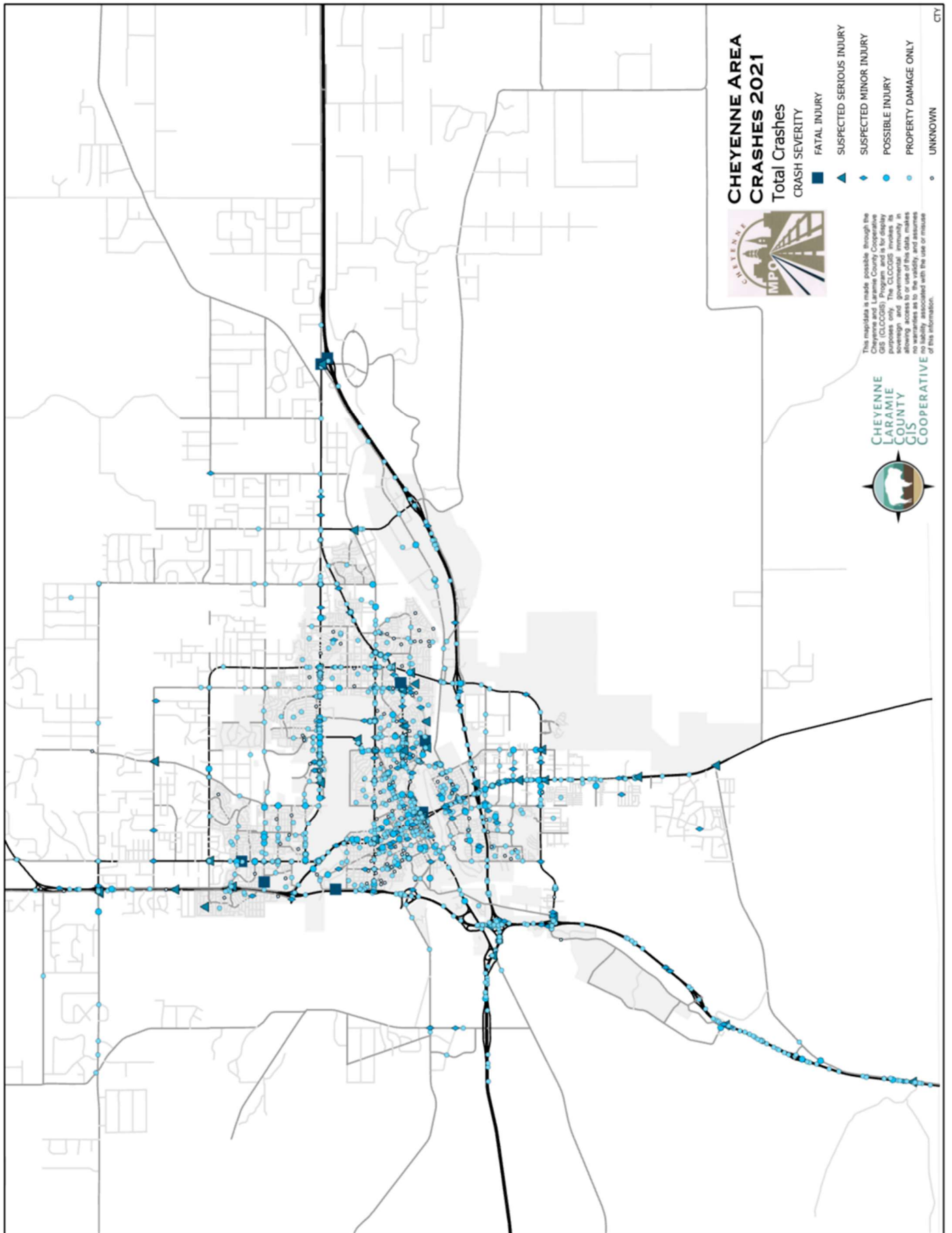
Total Injuries	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Fatal Injury	7	6	10	5	7	8	8	5	8	4	68
Suspected Serious Injury	22	35	46	26	28	29	24	37	41	57	345
Suspected Minor Injury	187	221	264	203	173	181	216	215	185	239	2084
Possible Injury	268	245	270	314	302	280	177	263	143	167	2429
Property Damage Only	3150	3614	3513	3602	3377	3020	1099	1176	1258	1295	25104
Unknown	146	151	143	129	108	114	68	63	131	145	1198
<b>TOTAL</b>	<b>3780</b>	<b>4272</b>	<b>4246</b>	<b>4279</b>	<b>3995</b>	<b>3632</b>	<b>1592</b>	<b>1759</b>	<b>1766</b>	<b>1907</b>	<b>31228</b>

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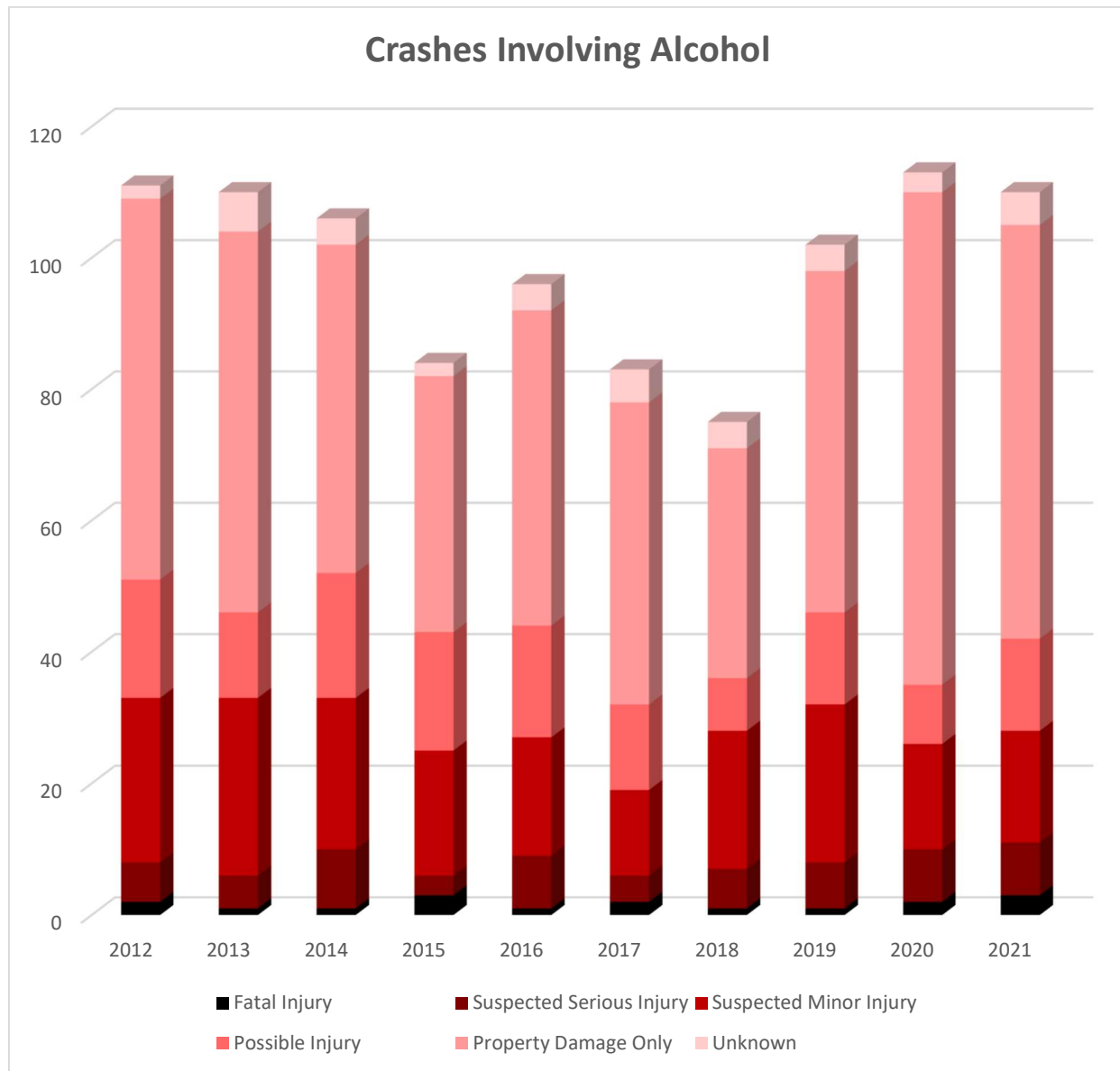


Total Crashes	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	7	6	8	5	7	8	5	4	8	8	<b>66</b>
Suspected Serious Injury	19	29	42	25	23	26	19	28	31	35	<b>277</b>
Suspected Minor Injury	146	174	197	162	152	139	156	159	129	177	<b>1591</b>
Possible Injury	190	168	189	229	213	185	150	218	120	133	<b>1795</b>
Property Damage Only	1114	1351	1259	1258	1171	1115	1100	1176	1214	1295	<b>12053</b>
Unknown	65	55	52	47	56	49	68	63	78	145	<b>678</b>
<b>TOTAL</b>	<b>1541</b>	<b>1783</b>	<b>1747</b>	<b>1726</b>	<b>1622</b>	<b>1522</b>	<b>1498</b>	<b>1648</b>	<b>1580</b>	<b>1793</b>	<b>16460</b>

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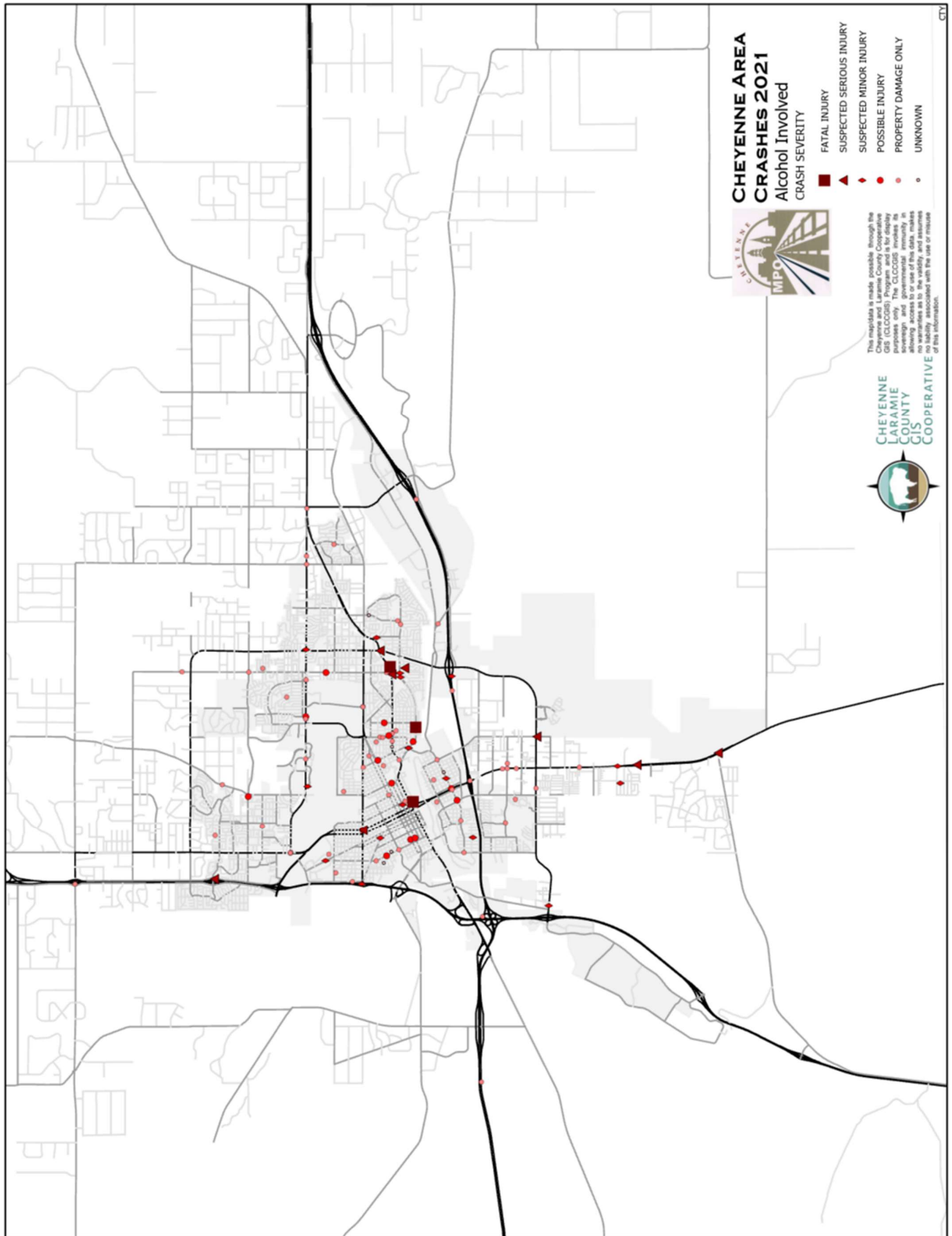


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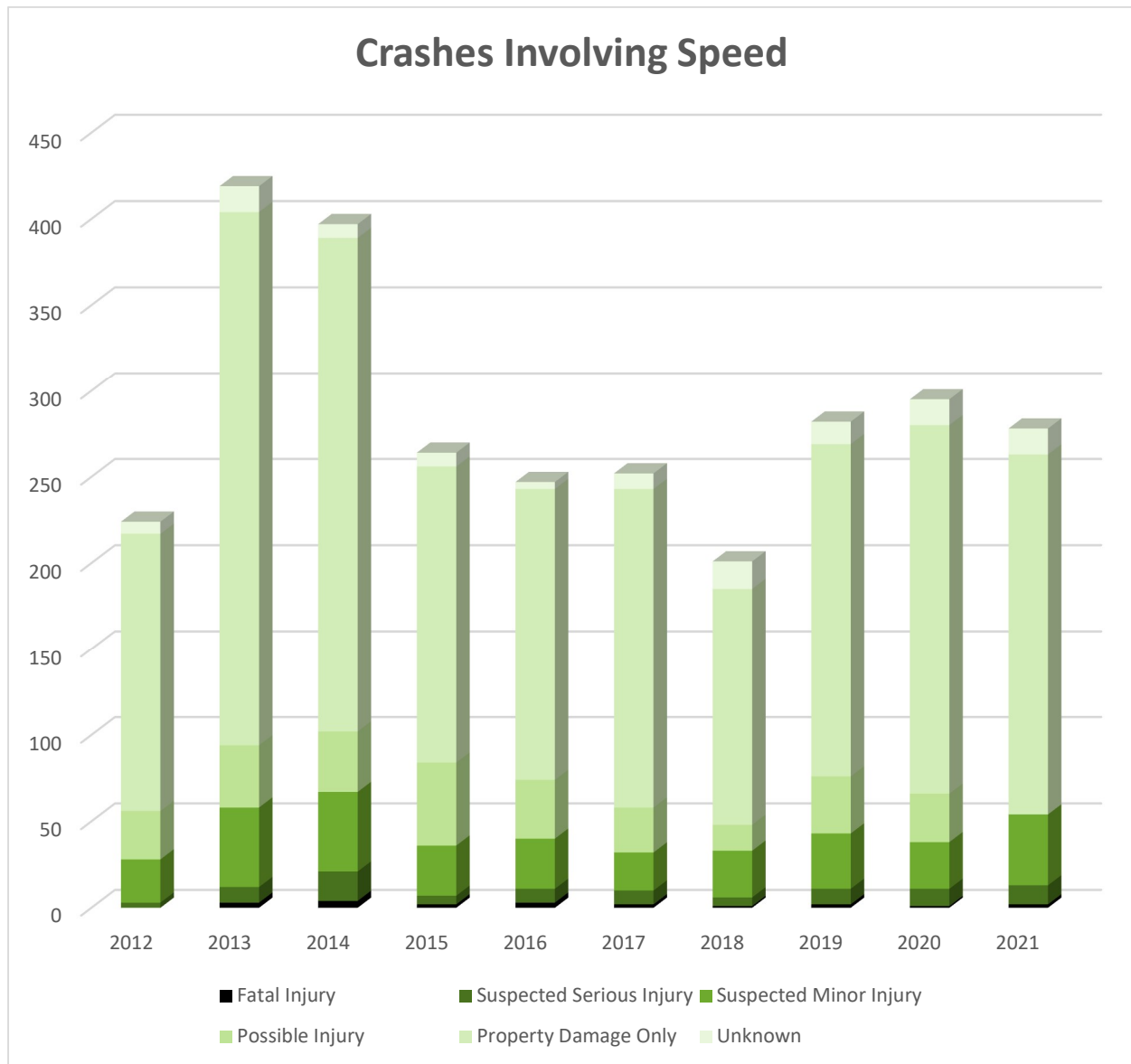


Alcohol Related	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	2	1	1	3	1	2	1	1	2	3	17
Suspected Serious Injury	6	5	9	3	8	4	6	7	8	8	64
Suspected Minor Injury	25	27	23	19	18	13	21	24	16	17	203
Possible Injury	18	13	19	18	17	13	8	14	9	14	143
Property Damage Only	58	58	50	39	48	46	35	52	75	63	524
Unknown	2	6	4	2	4	5	4	4	3	5	39
<b>TOTAL</b>	<b>111</b>	<b>110</b>	<b>106</b>	<b>84</b>	<b>96</b>	<b>83</b>	<b>75</b>	<b>102</b>	<b>113</b>	<b>110</b>	<b>990</b>

# 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

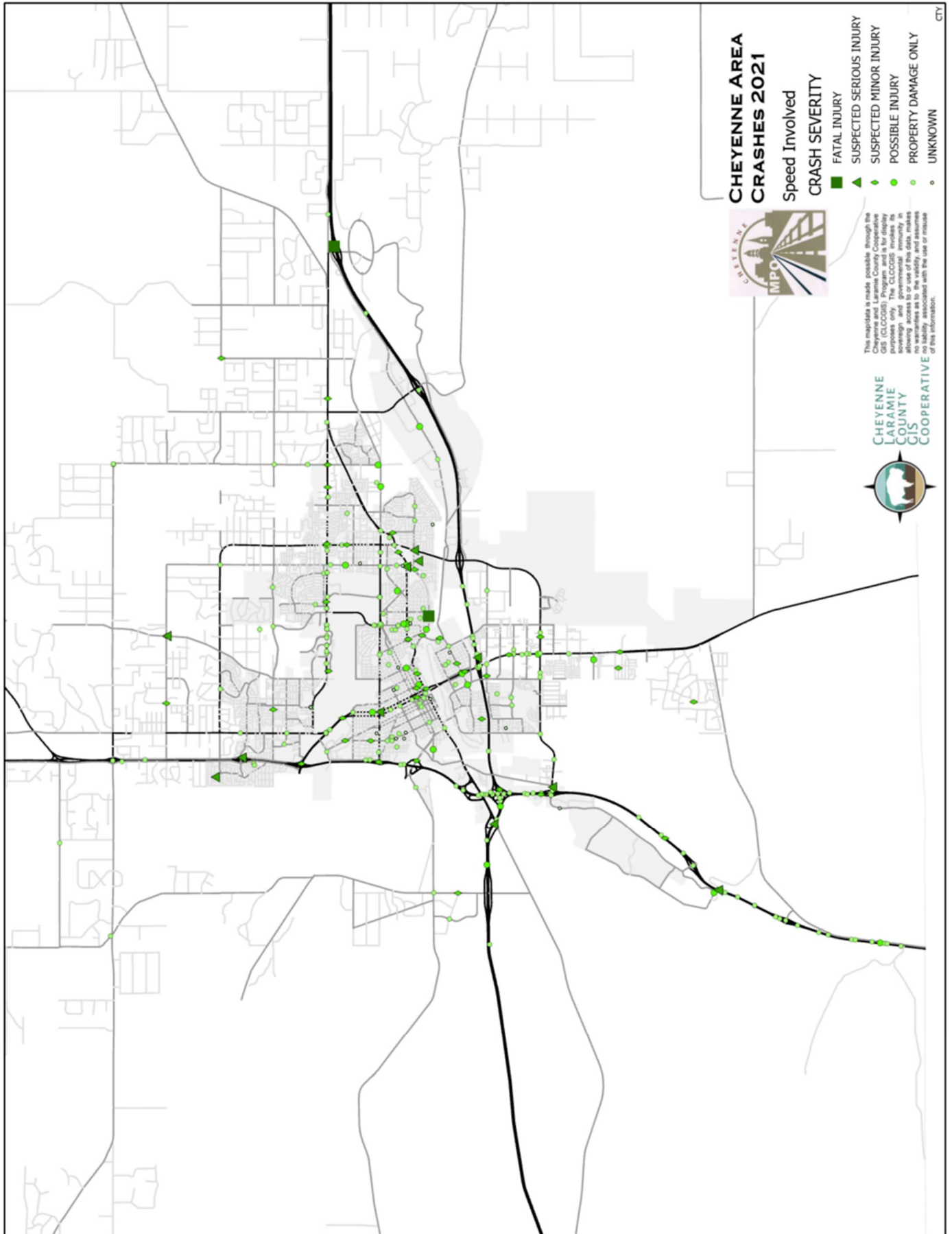


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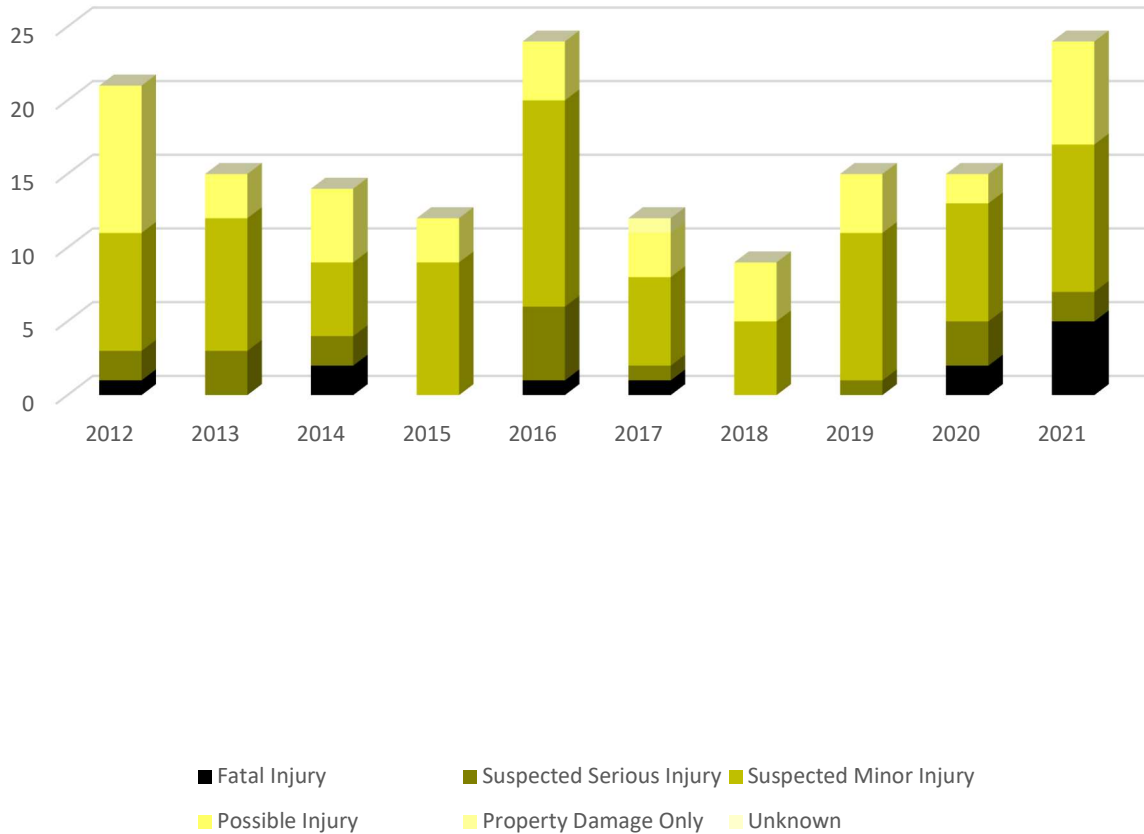


Speed-Related	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	0	3	4	2	3	2	1	2	1	2	20
Suspected Serious Injury	3	9	17	5	8	8	5	9	10	11	85
Suspected Minor Injury	25	46	46	29	29	22	27	32	27	41	324
Possible Injury	28	36	35	48	34	26	15	33	28	0	283
Property Damage Only	161	310	287	172	169	185	137	193	214	209	2037
Unknown	7	15	8	8	4	9	16	13	15	15	110
<b>TOTAL</b>	<b>224</b>	<b>419</b>	<b>397</b>	<b>264</b>	<b>247</b>	<b>252</b>	<b>201</b>	<b>282</b>	<b>295</b>	<b>278</b>	<b>2859</b>

# 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

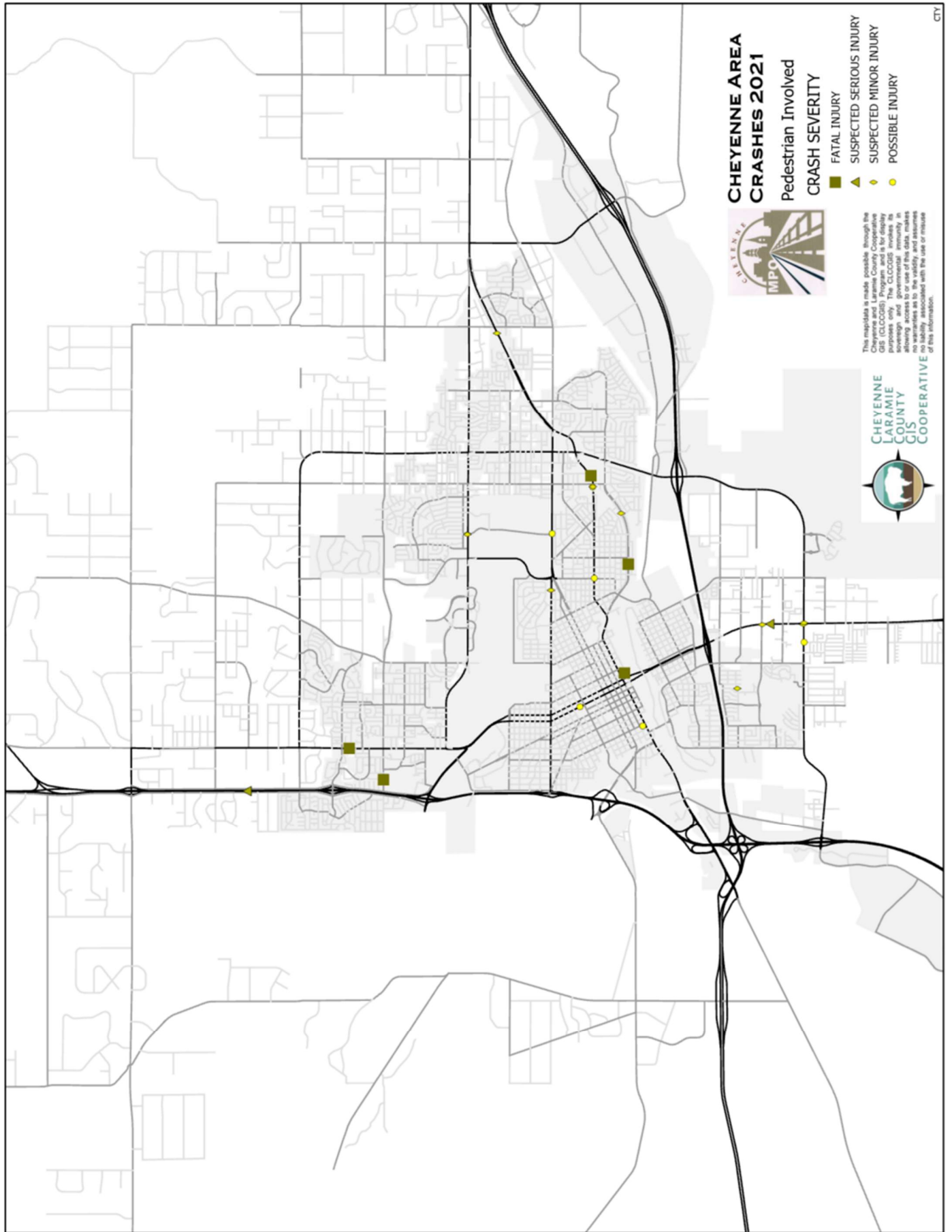


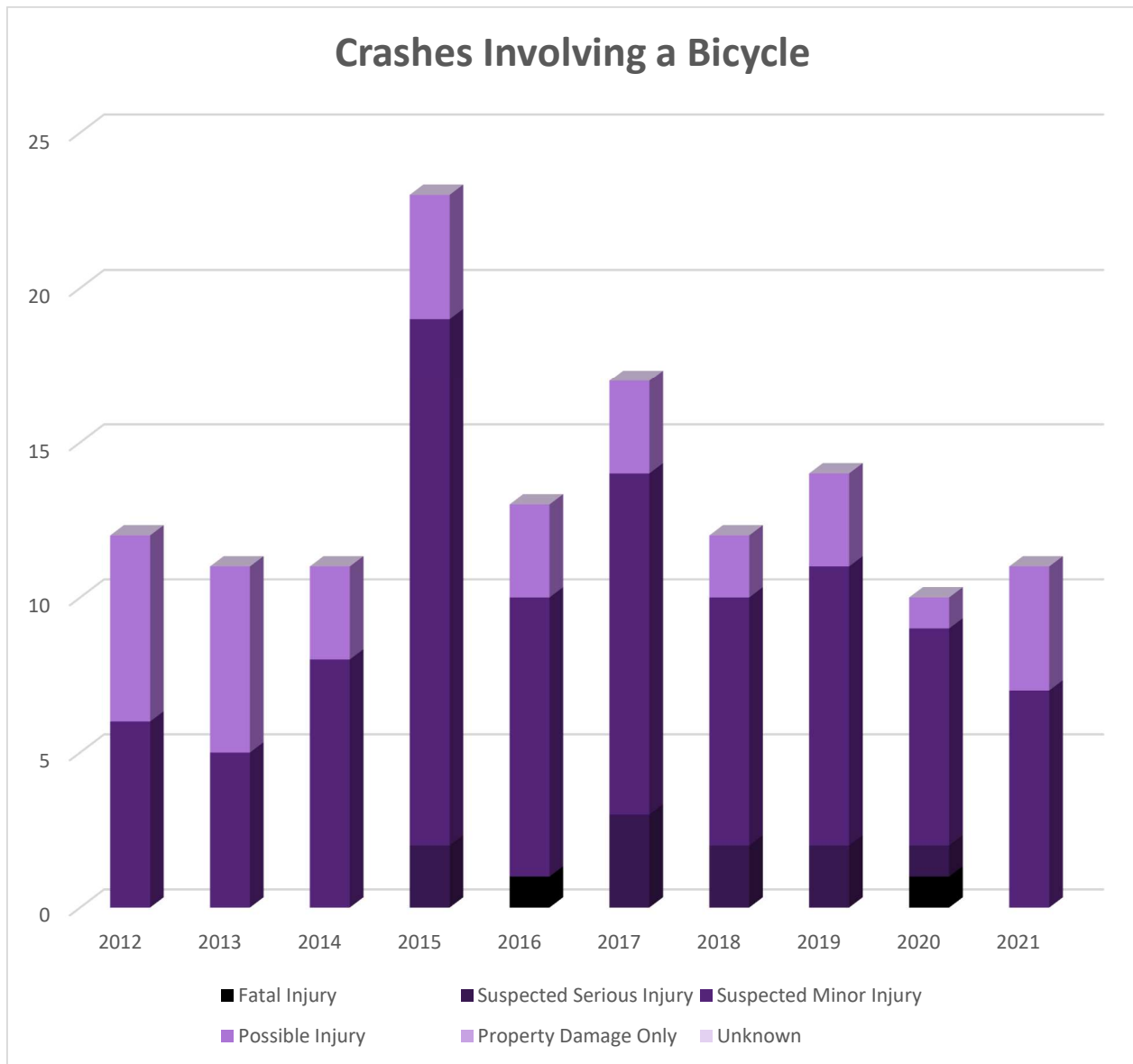
## Crashes Involving Pedestrians



Pedestrian Involved	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	1	0	2	0	1	1	0	0	2	5	12
Suspected Serious Injury	2	3	2	0	5	1	0	1	3	2	19
Suspected Minor Injury	8	9	5	9	14	6	5	10	8	10	84
Possible Injury	10	3	5	3	4	3	4	4	2	7	45
Property Damage Only	0	0	0	0	0	1	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>15</b>	<b>24</b>	<b>161</b>

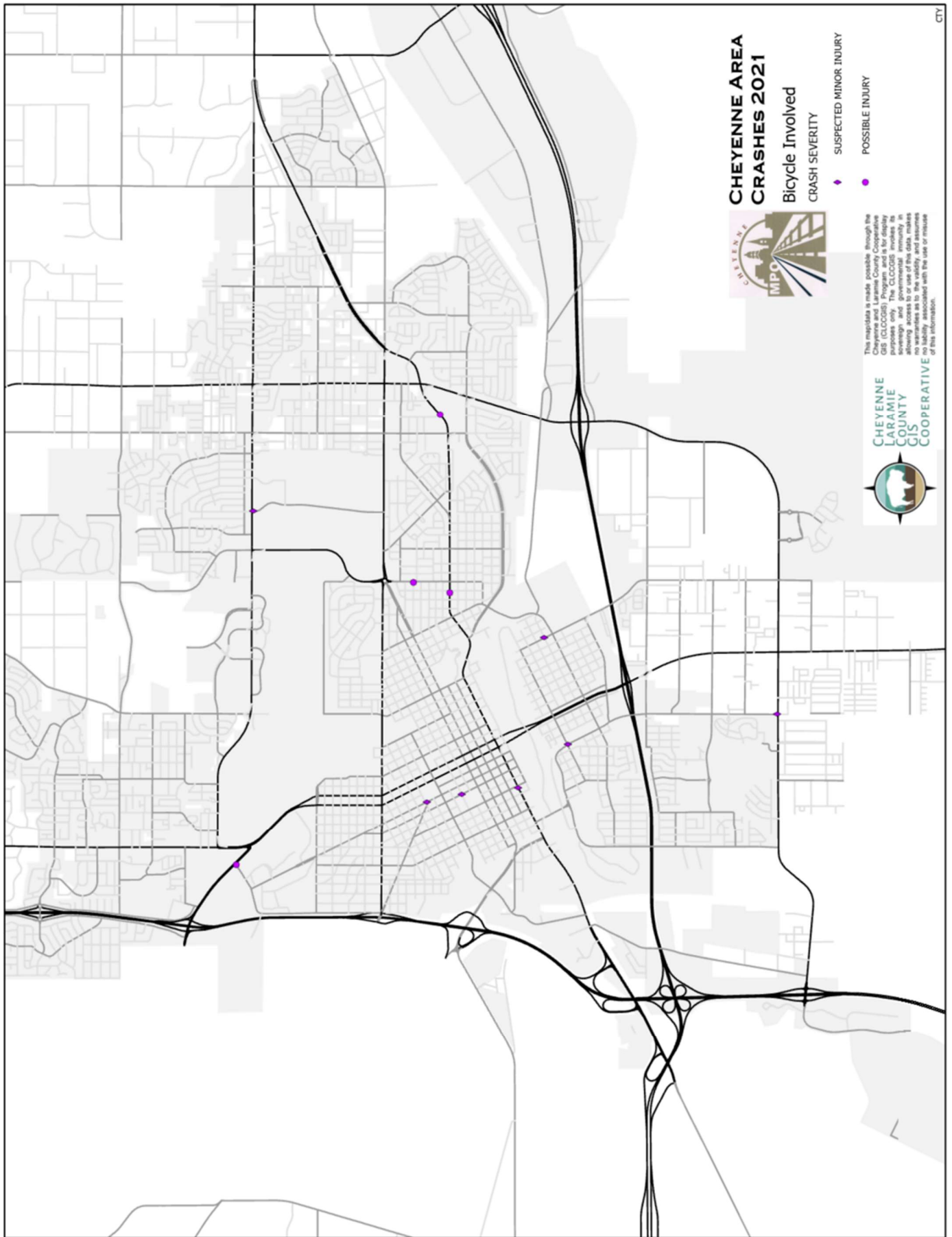
# 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



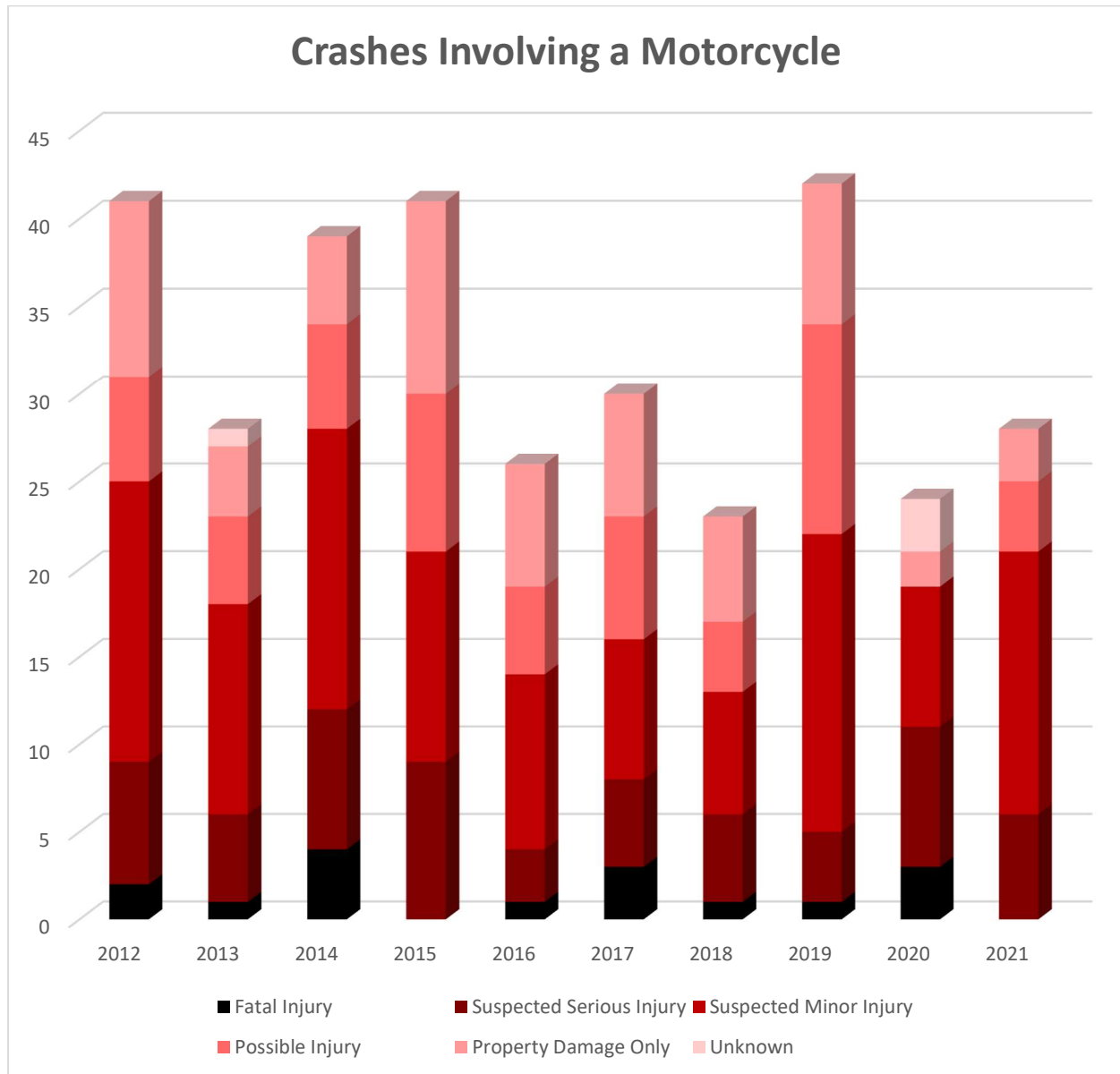


Bicycle Involved	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	0	0	0	0	1	0	0	0	1	0	2
Suspected Serious Injury	0	0	0	2	0	3	2	2	1	0	10
Suspected Minor Injury	6	5	8	17	9	11	8	9	7	7	87
Possible Injury	6	6	3	4	3	3	2	3	1	4	35
Property Damage Only	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>23</b>	<b>13</b>	<b>17</b>	<b>12</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>134</b>

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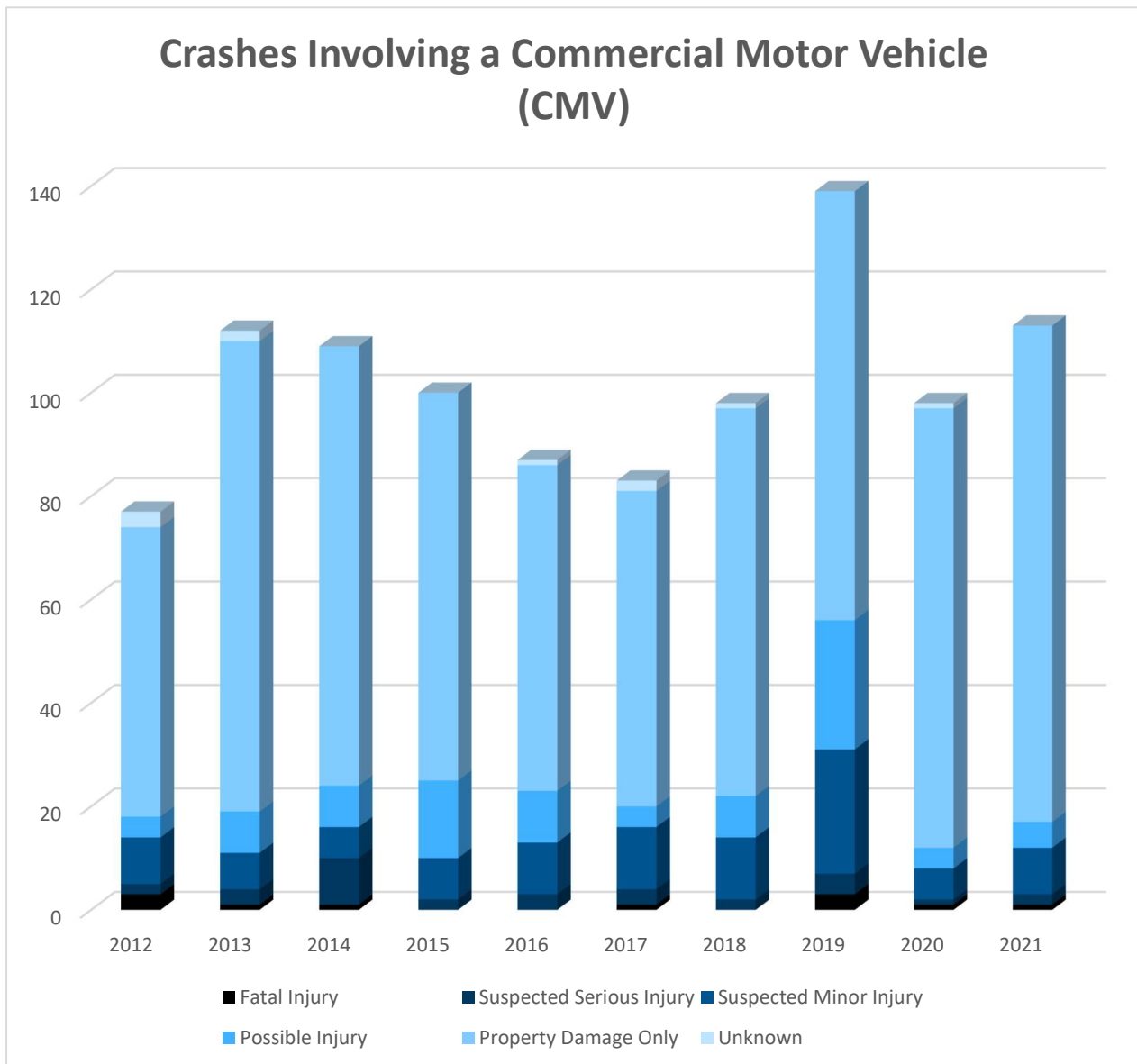


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Motorcycle Involved	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	2	1	4	0	1	3	1	1	3	0	16
Suspected Serious Injury	7	5	8	9	3	5	5	4	8	6	60
Suspected Minor Injury	16	12	16	12	10	8	7	17	8	15	121
Possible Injury	6	5	6	9	5	7	4	12	0	4	58
Property Damage Only	10	4	5	11	7	7	6	8	2	3	63
Unknown	0	1	0	0	0	0	0	0	3	0	4
<b>TOTAL</b>	<b>41</b>	<b>28</b>	<b>39</b>	<b>41</b>	<b>26</b>	<b>30</b>	<b>23</b>	<b>42</b>	<b>24</b>	<b>28</b>	<b>322</b>

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CMV Involved	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	3	1	1	0	0	1	0	3	1	1	11
Suspected Serious Injury	2	3	9	2	3	3	2	4	1	2	31
Suspected Minor Injury	9	7	6	8	10	12	12	24	6	9	103
Possible Injury	4	8	8	15	10	4	8	25	4	5	91
Property Damage Only	56	91	85	75	63	61	75	83	85	96	770
Unknown	3	2	0	0	1	2	1	0	1	0	10
<b>TOTAL</b>	<b>77</b>	<b>112</b>	<b>109</b>	<b>100</b>	<b>87</b>	<b>83</b>	<b>98</b>	<b>139</b>	<b>98</b>	<b>113</b>	<b>1016</b>

**CHEYENNE AREA  
CRASHES 2021**  
CMV Involved  
CRASH SEVERITY

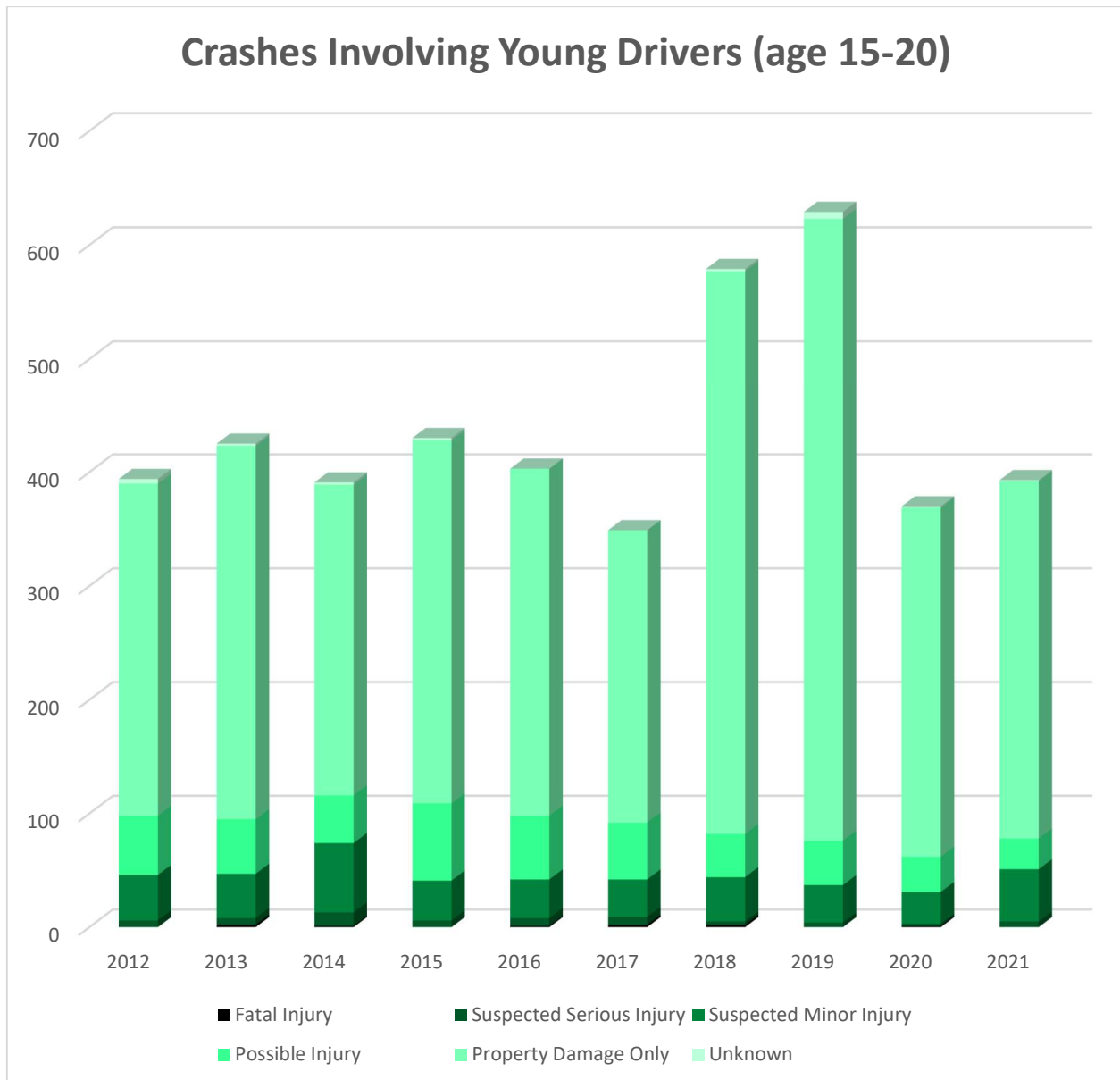
- FATAL INJURY
- SUSPECTED SERIOUS INJURY
- SUSPECTED MINOR INJURY
- POSSIBLE INJURY
- PROPERTY DAMAGE ONLY

**CHEYENNE LARAMIE COUNTY COOPERATIVE GIS**

**MPO**

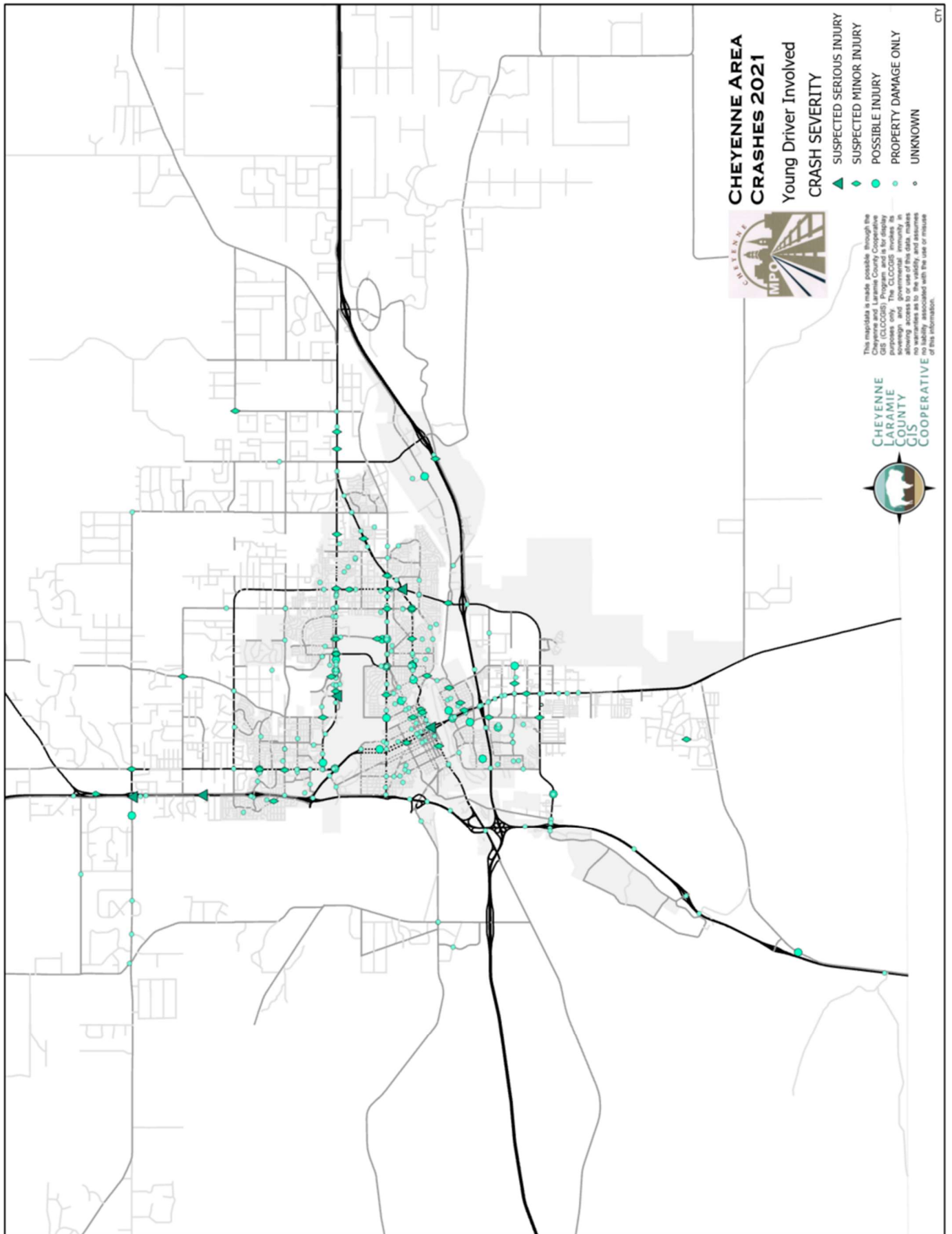
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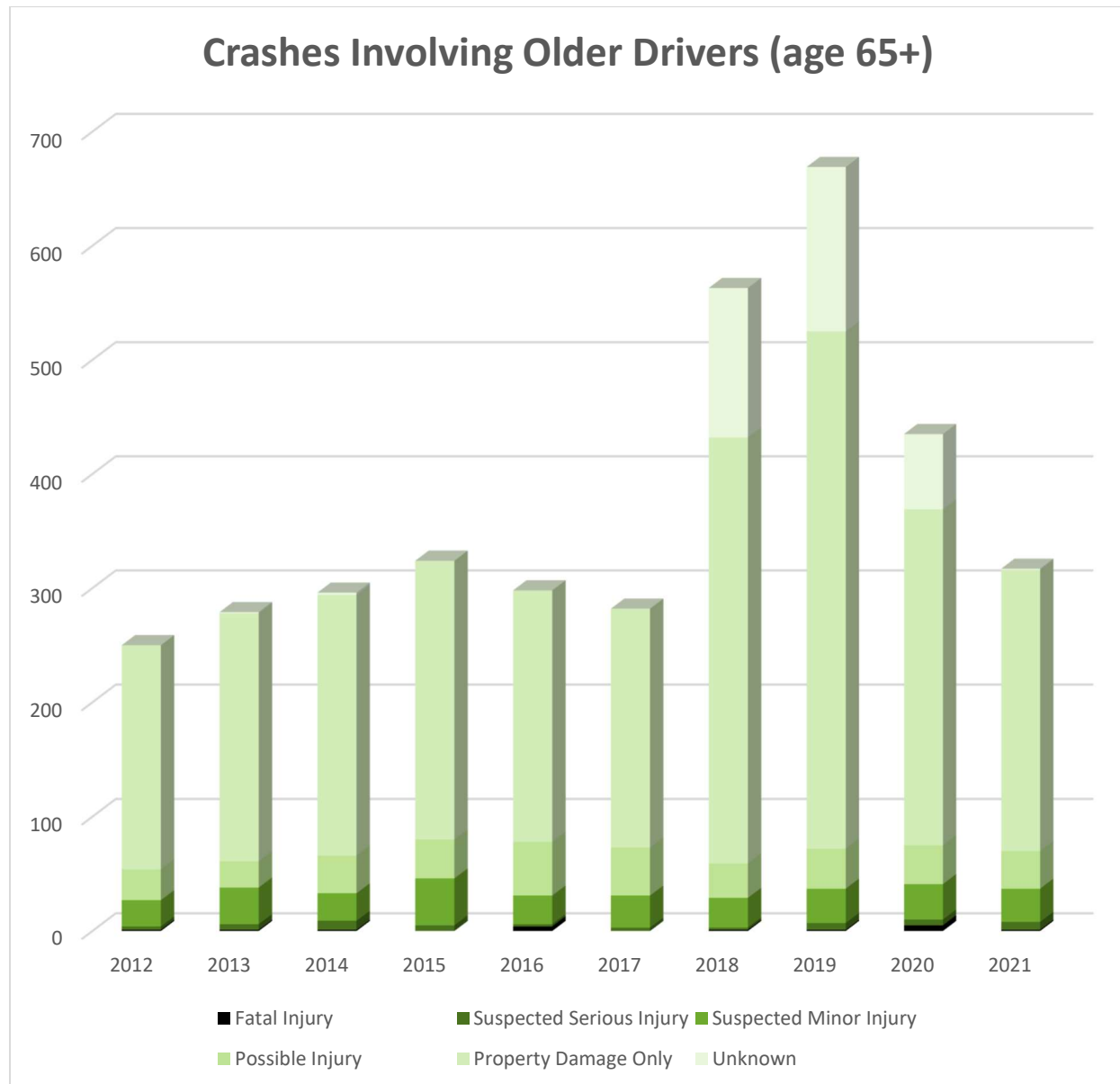


Young Driver Involved (age 15 - 20)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	0	2	1	0	1	2	2	0	1	0	9
Suspected Serious Injury	6	6	12	6	7	7	3	4	2	5	58
Suspected Minor Injury	40	39	61	35	34	33	39	33	28	46	388
Possible Injury	52	48	42	68	56	50	38	39	31	27	451
Property Damage Only	292	328	273	319	305	257	495	547	307	314	3437
Unknown	4	2	2	2	0	0	2	6	1	1	20
<b>TOTAL</b>	<b>394</b>	<b>425</b>	<b>391</b>	<b>430</b>	<b>403</b>	<b>349</b>	<b>579</b>	<b>629</b>	<b>370</b>	<b>393</b>	<b>4363</b>

# 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

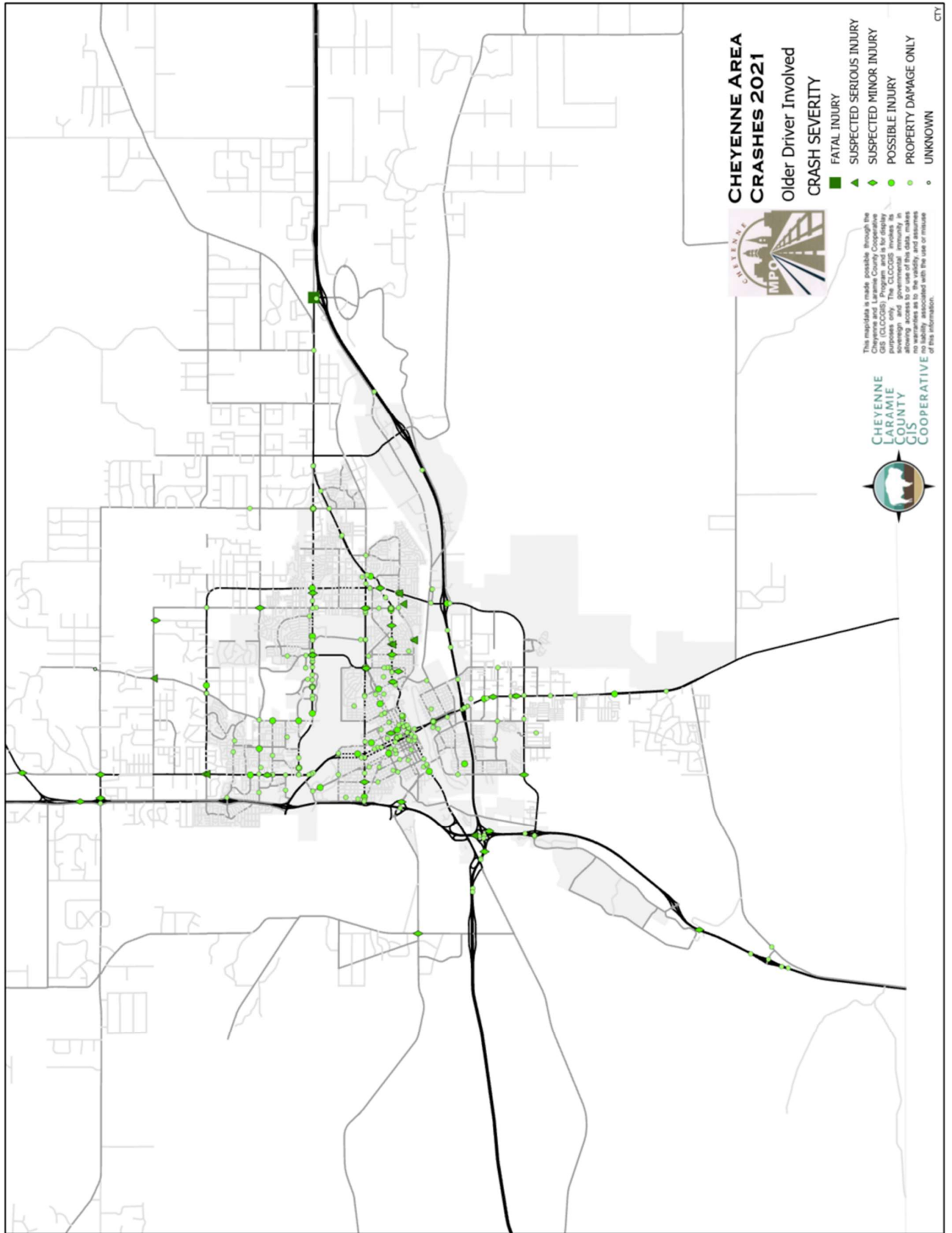


**2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**

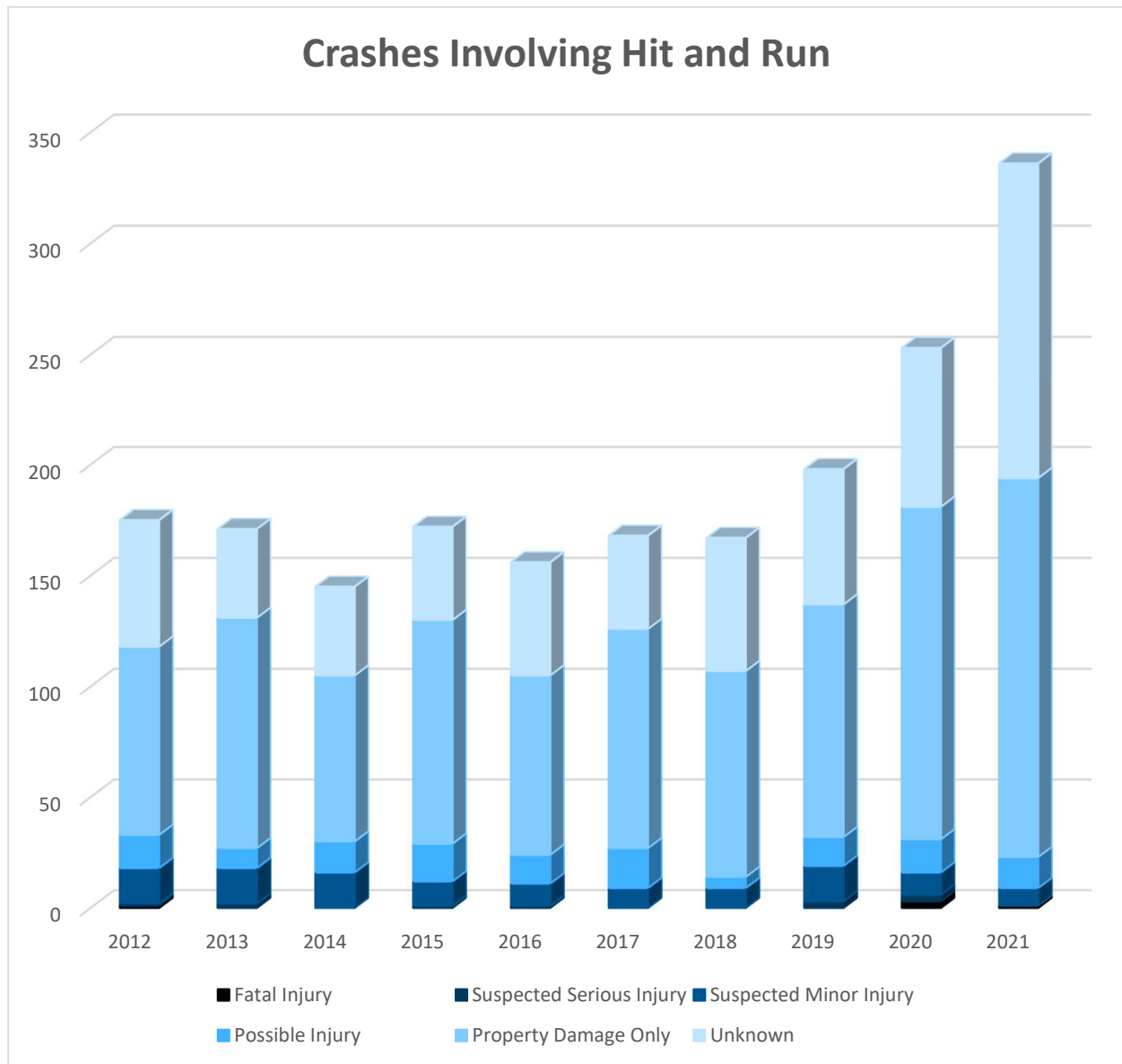


Older Driver Involved (age 65+)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	1	1	1	0	4	0	1	1	5	1	15
Suspected Serious Injury	3	5	8	5	2	3	2	6	5	7	46
Suspected Minor Injury	23	32	24	41	25	28	26	30	31	29	289
Possible Injury	27	23	33	34	47	42	30	35	34	33	338
Property Damage Only	196	217	228	244	220	209	373	453	294	246	2680
Unknown	0	1	2	0	0	0	131	144	66	1	345
<b>TOTAL</b>	<b>250</b>	<b>279</b>	<b>296</b>	<b>324</b>	<b>298</b>	<b>282</b>	<b>563</b>	<b>669</b>	<b>435</b>	<b>317</b>	<b>3713</b>

# 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

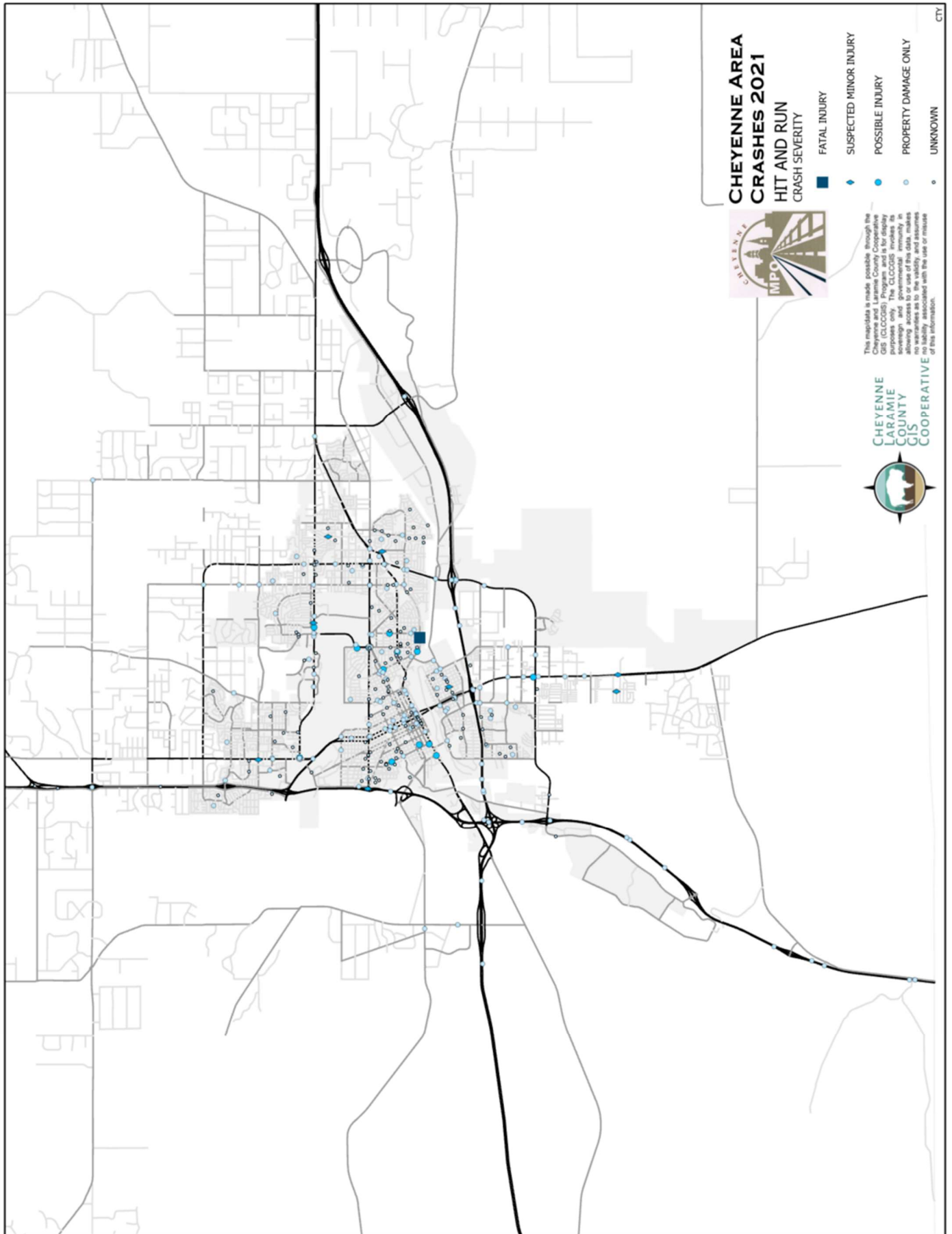


**2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



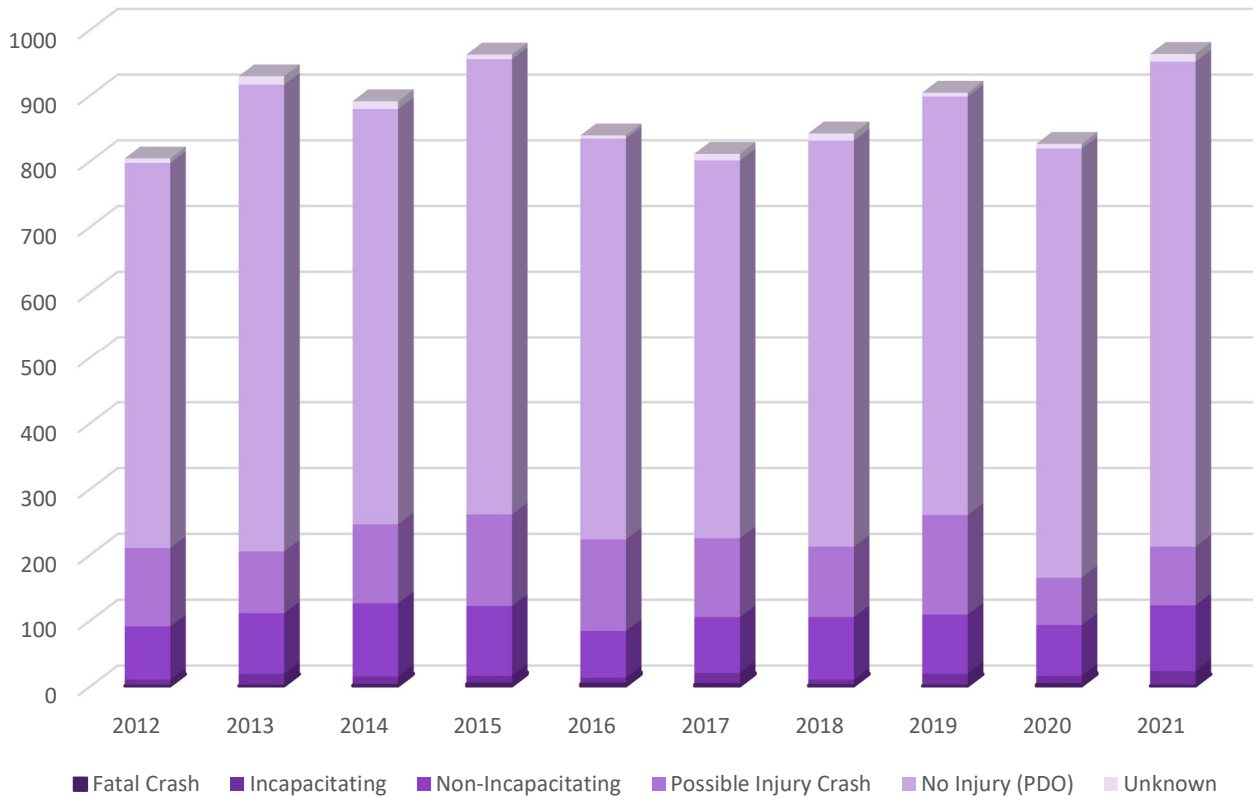
Hit and Run	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Injury	1	0	0	0	0	0	0	0	3	1	5
Suspected Serious Injury	1	2	0	1	1	0	0	3	3	0	11
Suspected Minor Injury	16	16	16	11	10	9	9	16	10	8	121
Possible Injury	15	9	14	17	13	18	5	13	15	14	133
Property Damage Only	85	104	75	101	81	99	93	105	150	171	1064
Unknown	57	40	40	42	51	42	60	61	72	142	607
<b>TOTAL</b>	<b>175</b>	<b>171</b>	<b>145</b>	<b>172</b>	<b>156</b>	<b>168</b>	<b>167</b>	<b>198</b>	<b>253</b>	<b>336</b>	<b>1941</b>

# 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

## Intersection-Related Crashes

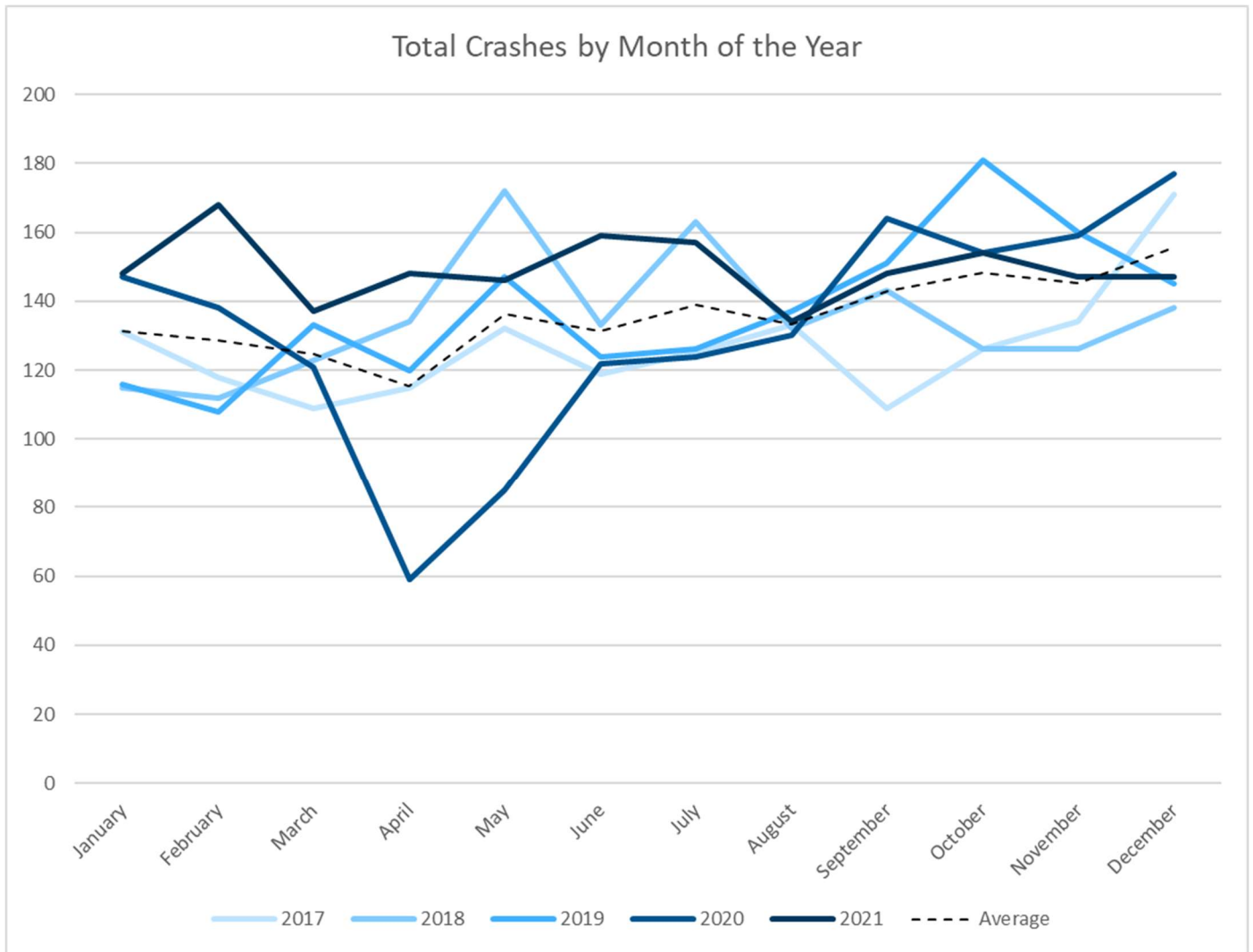


Intersection-Related	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Fatal Crash	1	1	2	4	4	3	2	1	3	1	22
Incapacitating	9	18	13	12	9	17	8	18	13	22	143
Non-Incapacitating	81	92	111	106	71	85	95	90	77	100	904
Possible Injury Crash	119	94	120	139	139	120	107	151	72	89	1075
No Injury (PDO)	587	711	633	694	611	576	619	638	654	739	6431
Unknown	7	13	12	7	5	10	11	6	7	12	216
<b>TOTAL</b>	<b>804</b>	<b>929</b>	<b>891</b>	<b>962</b>	<b>839</b>	<b>811</b>	<b>842</b>	<b>904</b>	<b>826</b>	<b>963</b>	<b>7996</b>

Cheyenne - Intersection-Related Crashes for 2021

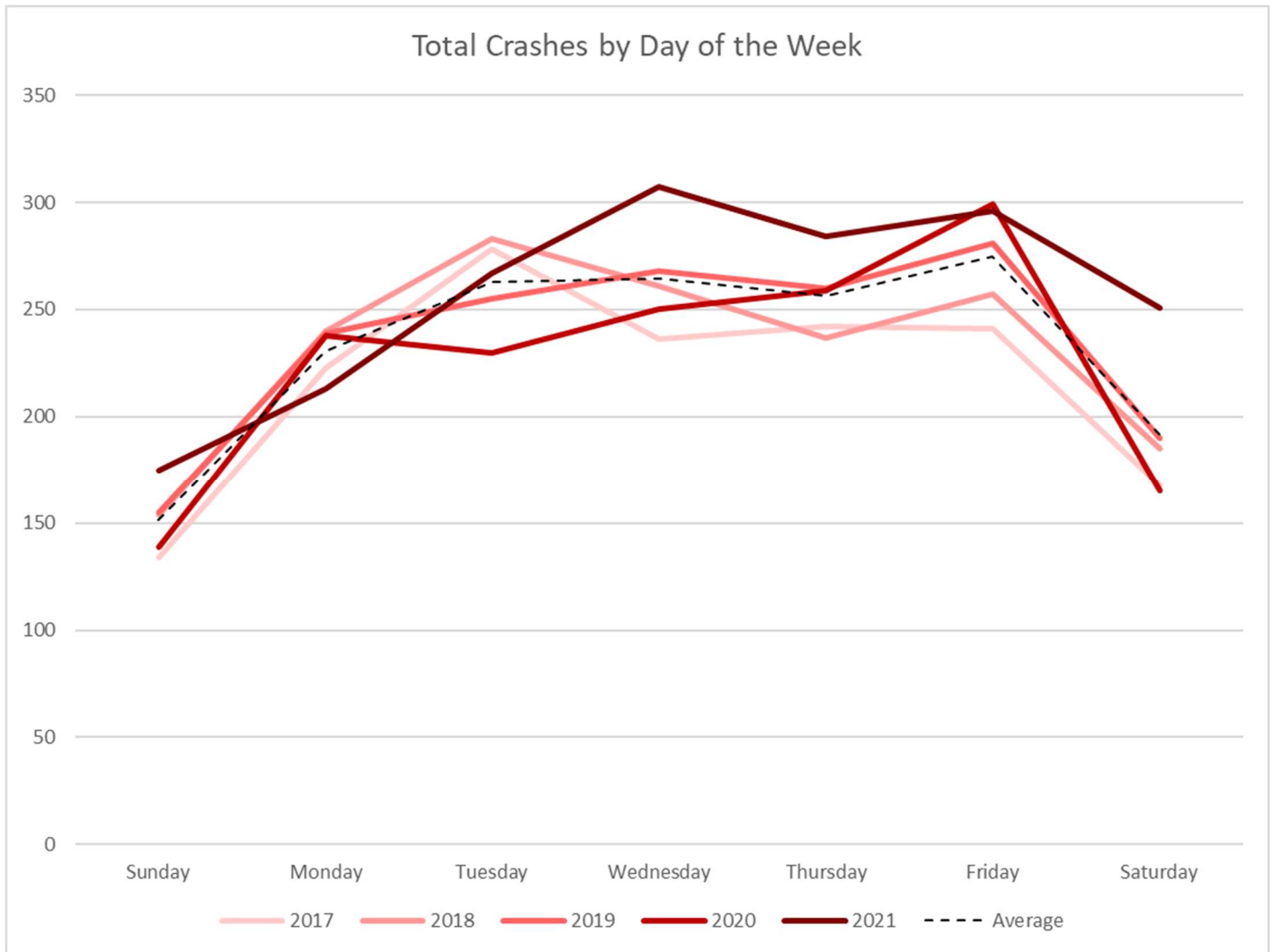
	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	1	1	2	1	0	1	1	5	7	5	0	6	8	8	2	10	4	9	3	4	1	3	1	2
February	1	3	2	1	2	0	2	5	8	5	4	5	6	4	2	5	6	6	3	6	2	0	1	1
March	2	0	1	1	0	3	3	4	2	2	3	5	2	6	5	7	8	8	0	1	5	0	1	4
April	1	1	2	0	0	1	6	3	5	2	4	1	3	2	2	1	3	5	7	3	7	5	0	2
May	1	1	5	0	0	3	4	5	3	2	5	6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

**2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



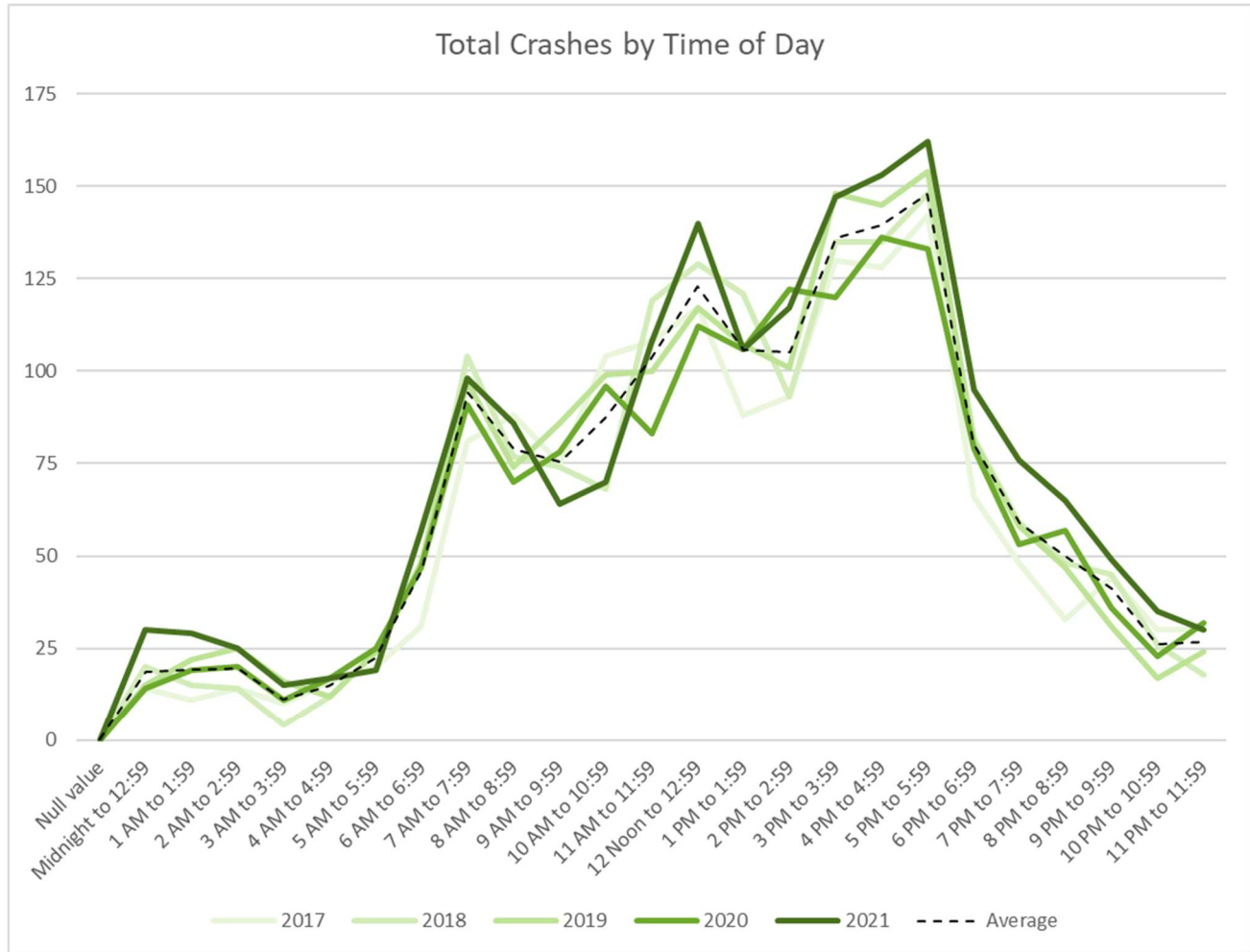
Month of the Year	2017	2018	2019	2020	2021	Average
January	131	115	116	147	148	<b>131</b>
February	118	112	108	138	168	<b>129</b>
March	109	123	133	121	137	<b>125</b>
April	115	134	120	59	148	<b>115</b>
May	132	172	147	85	146	<b>136</b>
June	119	133	124	122	159	<b>131</b>
July	125	163	126	124	157	<b>139</b>
August	133	132	137	130	134	<b>133</b>
September	109	143	151	164	148	<b>143</b>
October	126	126	181	154	154	<b>148</b>
November	134	126	160	159	147	<b>145</b>
December	171	138	145	177	147	<b>156</b>
<b>TOTAL</b>	<b>1522</b>	<b>1617</b>	<b>1648</b>	<b>1580</b>	<b>1793</b>	<b>1632</b>

**2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



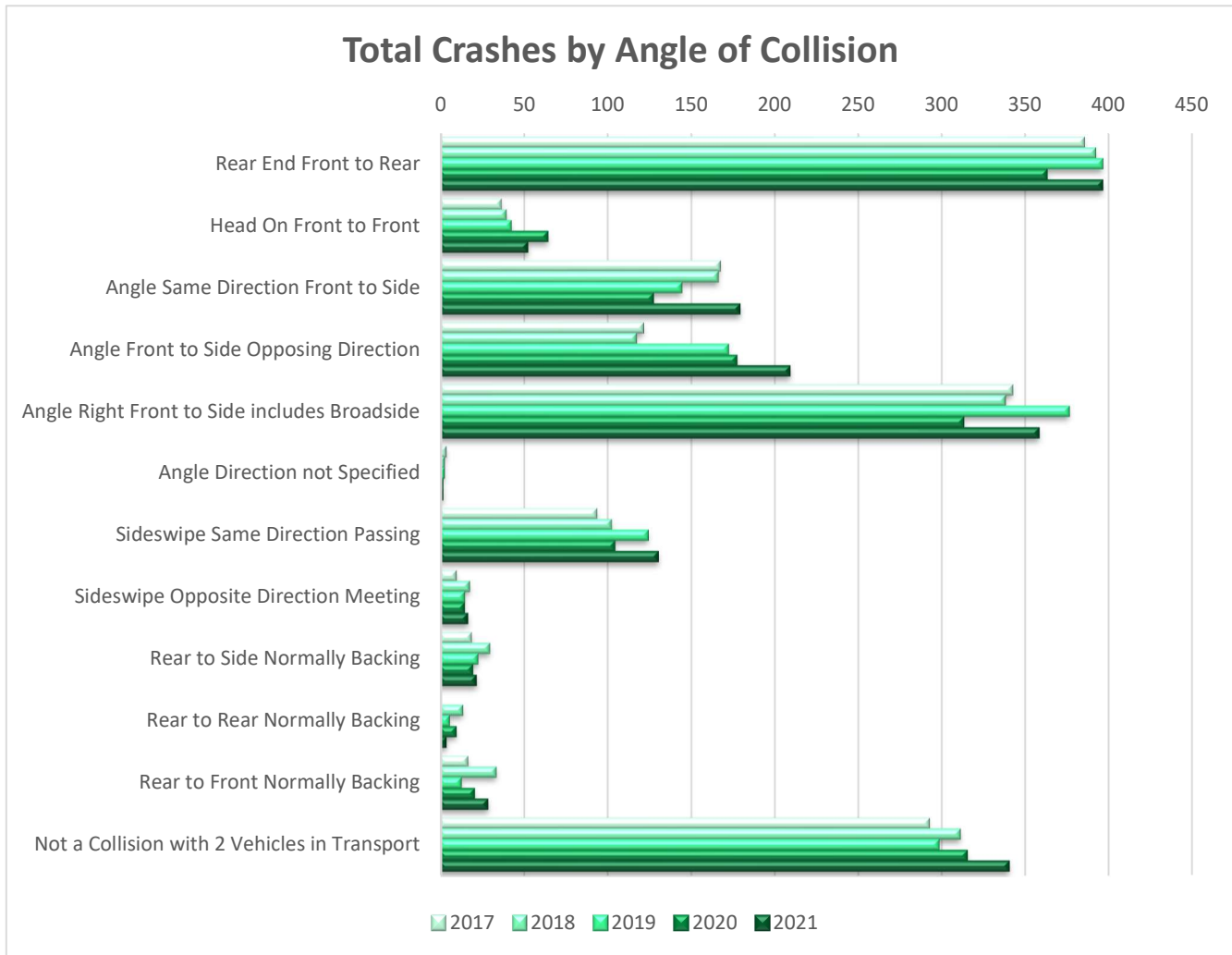
Day of the Week	2017	2018	2019	2020	2021	Average
Sunday	134	154	155	139	175	151
Monday	223	240	239	238	213	231
Tuesday	278	283	255	230	267	263
Wednesday	236	261	268	250	307	264
Thursday	242	237	260	259	284	256
Friday	241	257	281	299	296	275
Saturday	168	185	190	165	251	192
<b>TOTAL</b>	<b>1522</b>	<b>1617</b>	<b>1648</b>	<b>1580</b>	<b>1793</b>	<b>1632</b>

# **2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



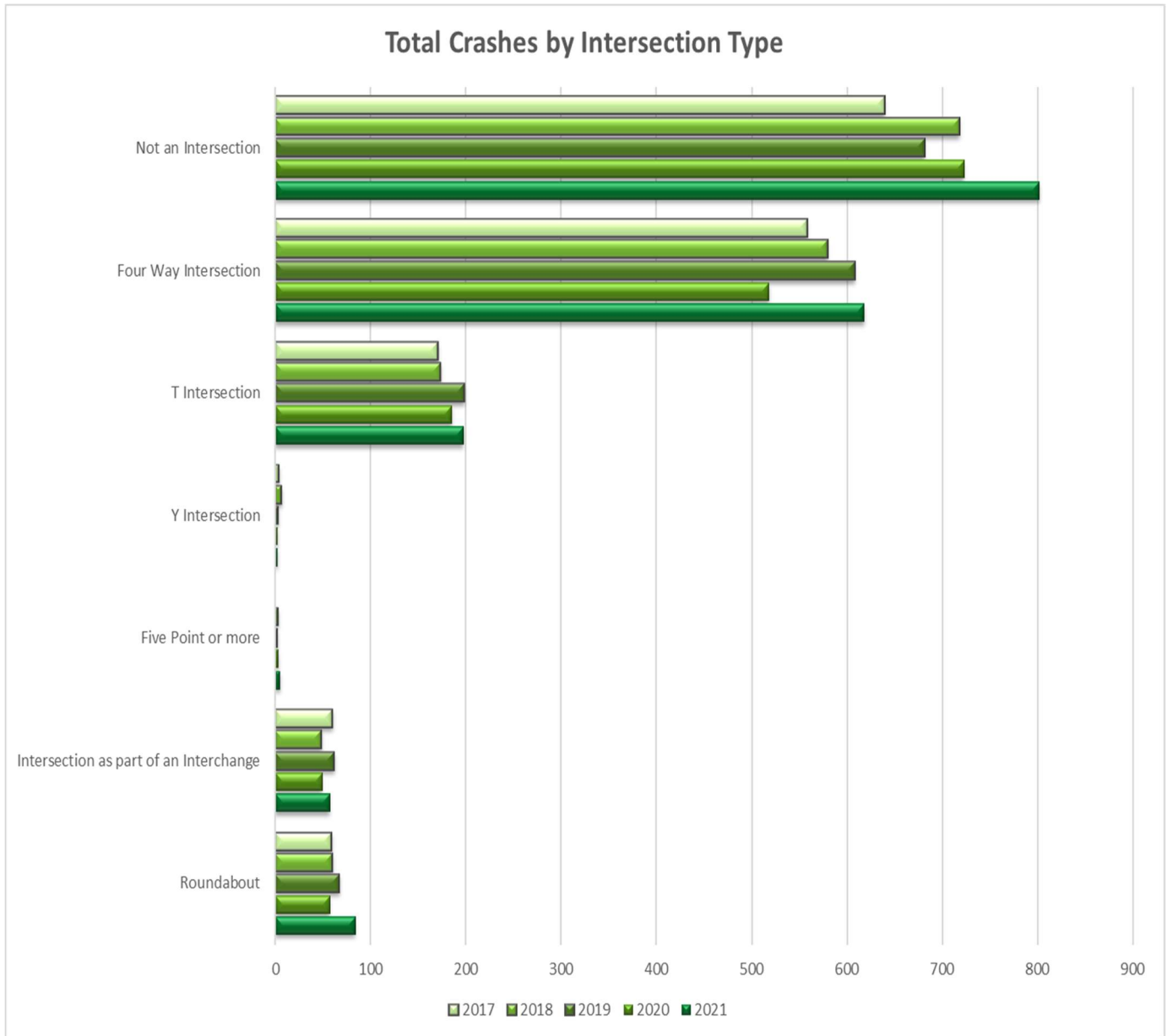
Time of Day	2017	2018	2019	2020	2021	Average
Null value	1	0	0	0	0	0
Midnight to 12:59	14	20	15	14	30	19
1 AM to 1:59	11	15	22	19	29	19
2 AM to 2:59	14	14	25	20	25	20
3 AM to 3:59	10	4	16	11	15	11
4 AM to 4:59	16	12	12	17	17	15
5 AM to 5:59	20	24	24	25	19	22
6 AM to 6:59	31	47	48	47	57	46
7 AM to 7:59	81	104	97	91	98	94
8 AM to 8:59	88	77	74	70	86	79
9 AM to 9:59	75	74	86	78	64	75
10 AM to 10:59	104	68	99	96	70	87
11 AM to 11:59	108	119	100	83	108	104
12 Noon to 12:59	117	129	117	112	140	123
1 PM to 1:59	88	121	107	106	106	106
2 PM to 2:59	93	93	101	122	117	105
3 PM to 3:59	130	135	148	120	147	136
4 PM to 4:59	128	135	145	136	153	139
5 PM to 5:59	142	148	154	133	162	148
6 PM to 6:59	66	82	81	79	95	81
7 PM to 7:59	48	59	58	53	76	59
8 PM to 8:59	33	48	47	57	65	50
9 PM to 9:59	44	45	31	36	49	41
10 PM to 10:59	30	26	17	23	35	26
11 PM to 11:59	30	18	24	32	30	27
<b>TOTAL</b>	<b>1522</b>	<b>1617</b>	<b>1648</b>	<b>1580</b>	<b>1793</b>	<b>1632</b>

## 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



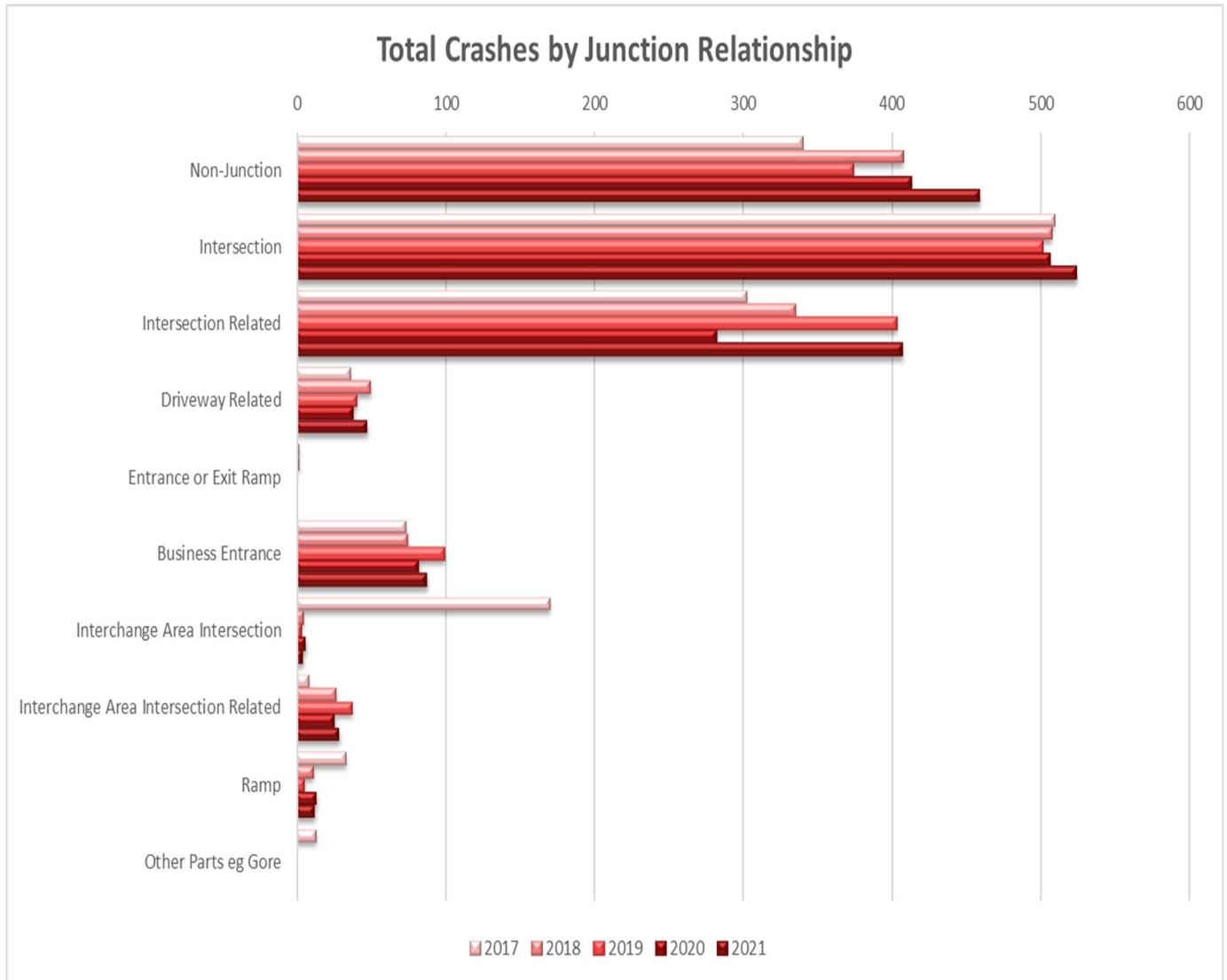
Angle of Collision	2017	2018	2019	2020	2021	Average
Null value	29	27	23	38	28	29
Rear End Front to Rear	385	392	396	363	396	386
Head On Front to Front	36	39	42	64	52	47
Angle Same Direction Front to Side	167	166	144	127	179	157
Angle Front to Side Opposing Direction	121	117	172	177	209	159
Angle Right Front to Side includes Broadside	342	338	376	313	358	345
Angle Direction not Specified	3	2	2	1	1	2
Sideswipe Same Direction Passing	93	102	124	104	130	111
Sideswipe Opposite Direction Meeting	9	17	14	14	16	14
Rear to Side Normally Backing	18	29	22	19	21	22
Rear to Rear Normally Backing	0	13	5	9	3	6
Rear to Front Normally Backing	16	33	12	20	28	22
Not a Collision with 2 Vehicles in Transport	292	311	298	315	340	311
Other	4	12	12	4	10	8
Unknown	7	19	6	12	22	13
<b>TOTAL</b>	<b>1522</b>	<b>1617</b>	<b>1648</b>	<b>1580</b>	<b>1793</b>	<b>1632</b>

## 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



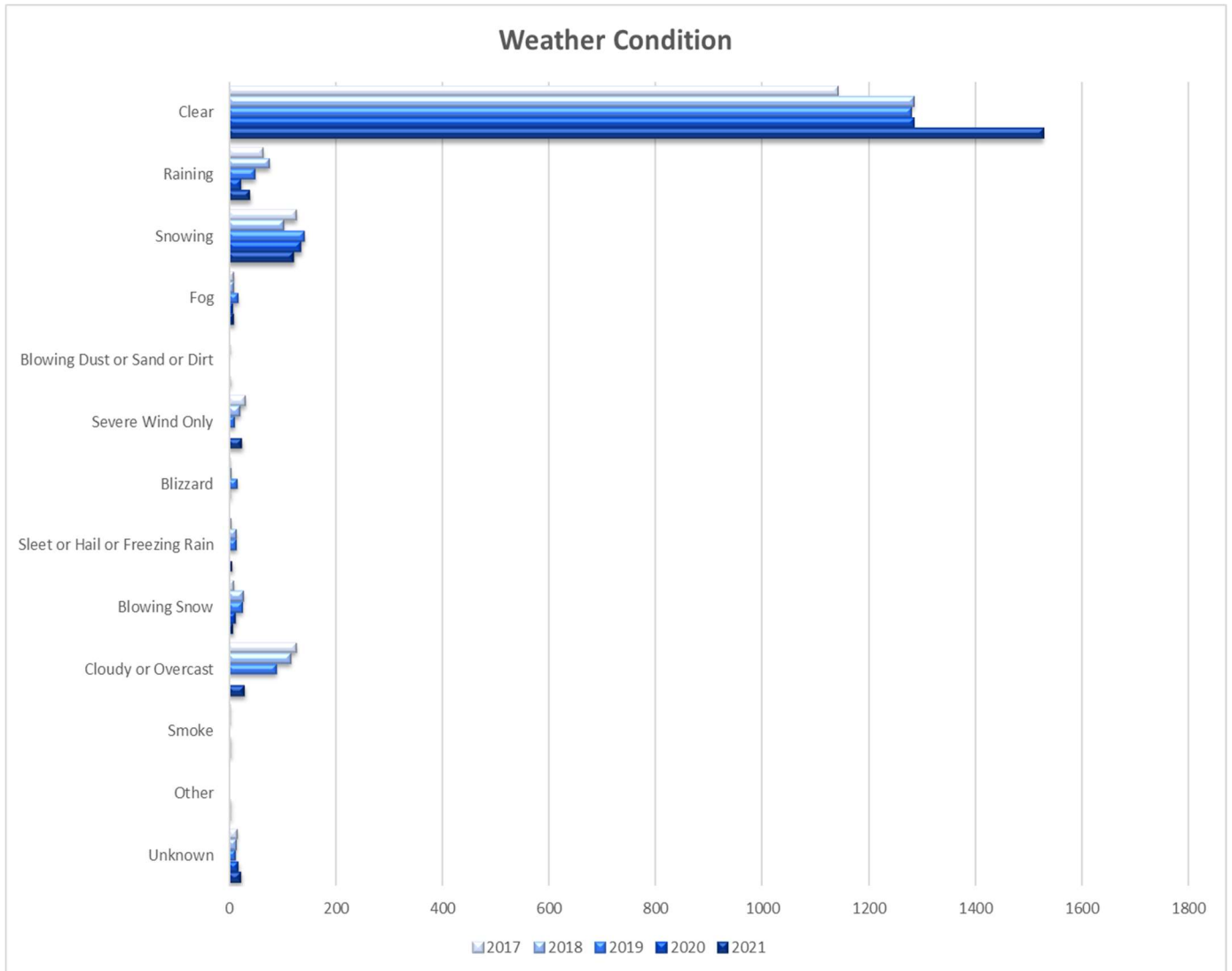
Intersection Type	2017	2018	2019	2020	2021	Average
Null value	31	29	27	43	28	32
Not an Intersection	639	718	681	723	802	713
Four Way Intersection	558	579	608	518	618	576
T Intersection	171	173	198	185	197	185
Y Intersection	4	6	3	2	2	3
Five Point or more	0	3	2	3	5	3
Intersection as part of an Interchange	60	48	62	49	57	55
Roundabout	59	60	67	57	84	65
Unknown	0	1	0	0	0	0
<b>TOTAL</b>	<b>1522</b>	<b>1617</b>	<b>1648</b>	<b>1580</b>	<b>1793</b>	<b>1632</b>

# 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

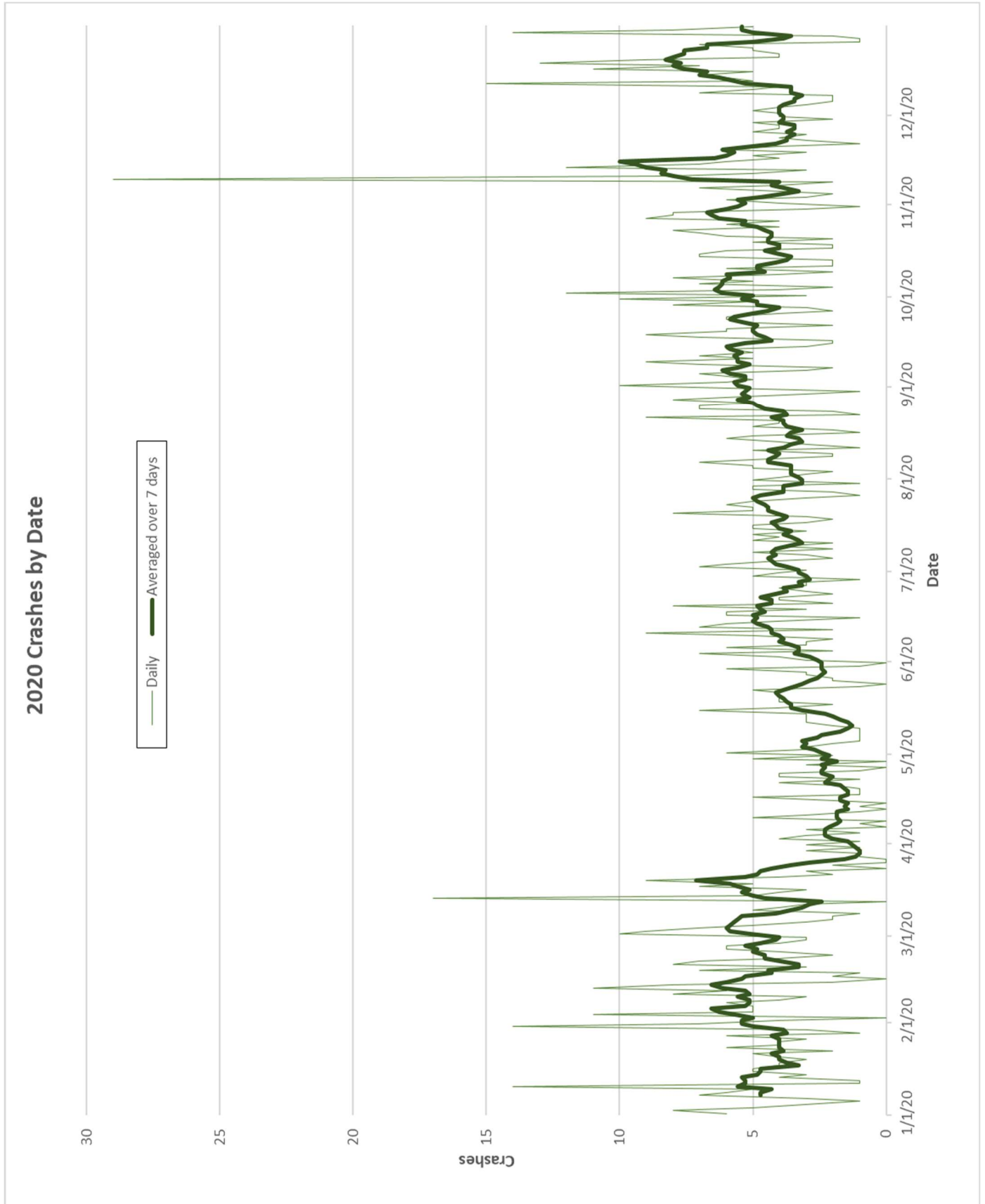


Junction Relation	2017	2018	2019	2020	2021	Average
Non-Junction	340	407	374	413	459	399
Intersection	509	507	501	506	524	509
Intersection Related	302	335	403	282	407	346
Driveway Related	36	49	40	38	47	42
Entrance or Exit Ramp	1	1	0	0	0	0
Business Entrance	73	74	99	82	87	83
Interchange Area Intersection	170	4	3	6	4	37
Interchange Area Intersection Related	8	26	37	25	28	25
Ramp	33	11	5	13	12	15
Other Parts e.g. Gore	13	0	0	0	0	3
Null value	37	41	23	38	28	33
<b>TOTAL</b>	<b>1522</b>	<b>1455</b>	<b>1485</b>	<b>1403</b>	<b>1596</b>	<b>1492</b>

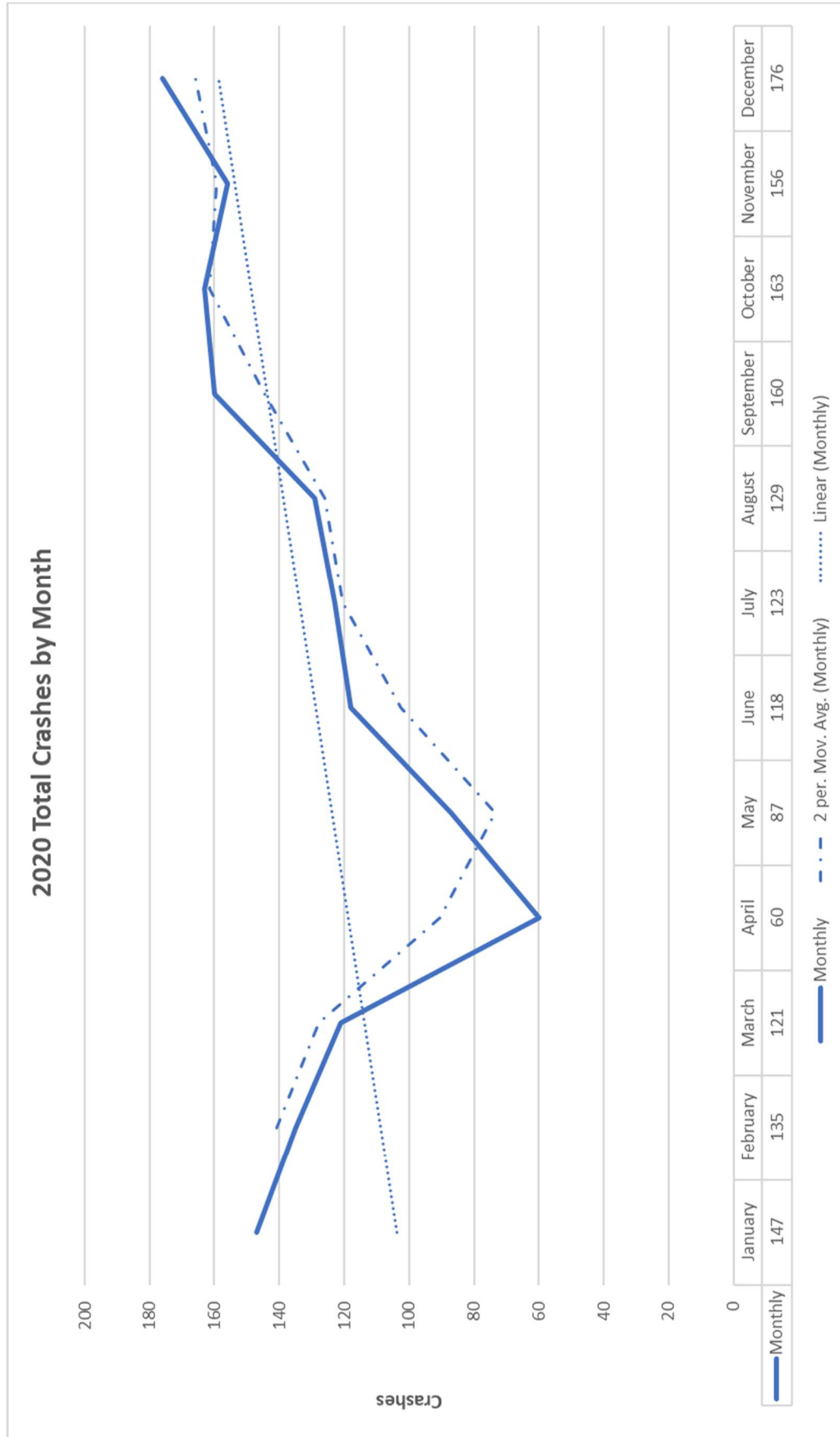
## 2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



Weather Conditions	2017	2018	2019	2020	2021	Average
Clear	1141	1284	1279	1282	1526	1302
Raining	63	75	48	22	40	50
Snowing	125	102	140	135	122	125
Fog	8	9	17	8	9	10
Blowing Dust or Sand or Dirt	0	1	0	0	1	0
Severe Wind Only	30	20	10	0	24	17
Blizzard	2	3	15	2	0	4
Sleet or Hail or Freezing Rain	3	13	13	0	6	7
Blowing Snow	9	26	25	12	7	16
Cloudy or Overcast	125	116	89	0	30	72
Smoke	1	2	0	2	1	1
Other	0	0	0	1	1	0
Unknown	15	14	12	18	23	16
<b>TOTAL</b>	<b>1522</b>	<b>1665</b>	<b>1648</b>	<b>1482</b>	<b>1790</b>	<b>1621</b>



2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



## SIGNALIZED & ROUNDABOUT CRASH SUMMARY

2021 Rank	Signalized Intersection	Total Crashes
1	Converse Ave & Dell Range Blvd	24
2	Central Ave & Yellowstone Rd	17
3	College Dr & Lincolnway	15
4	College Dr & 12th St	12
5	Lincolnway & Logan Ave	11
6	Lincolnway & Ridge Rd	10
7	Dell Range Blvd & Yellowstone Rd	10
8	Pershing Blvd & US 30/Lincolnway	9
9	College Dr & S Greeley Hwy	9
10	Dell Range Blvd & Prairie Ave	9

2021 Rank	Signalized Intersection	MEV Crash Rate
1	Converse Ave & Dell Range Blvd	1.63
2	College Dr & Lincolnway	1.55
3	College Dr & I25 SB On/Off Ramps	1.52
4	Morrie Ave & 20th St	1.52
5	Central Ave & Yellowstone Rd	1.49
6	Lincolnway & Ridge Rd	1.27
7	College Dr & I-80 EB ON/Off Ramps	1.22
8	Pershing Blvd & Central Ave	1.21
9	Pershing Blvd & Warren Ave	1.15
10	Lincolnway & Logan Ave	1.10

MEV = Crash per Million Entering Vehicles

2020 Rank	Roundabout Intersection	Total Crashes
1	Pershing Blvd /Converse Ave /19th St	78
2	Snyder Ave /Allison Rd	3
3	Vandehei Dr East /I-25 SB On-Off Ramp	3
4	Vandehei Dr East /I-25 SB On-Off Ramp	1
5	Frontier Mall Dr /Prairie Ave	1

2020 Rank	Roundabout Intersection	MEV Crash Rate
1	Pershing Blvd /Converse Ave /19th St	8.16
2	Snyder Ave /Allison Rd	1.61
3	Vandehei Dr East /I-25 SB On-Off Ramp	0.74
4	Vandehei Dr East /I-25 SB On-Off Ramp	0.34
5	Frontier Mall Dr /Prairie Ave	0.32

MEV = Crash per Million Entering Vehicles

## PERFORMANCE MEASURES

The MAP-21 ([Pub. L. 112-141](#)) and the FAST Act ([Pub. L. 114-94](#)) transformed 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 are now 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.

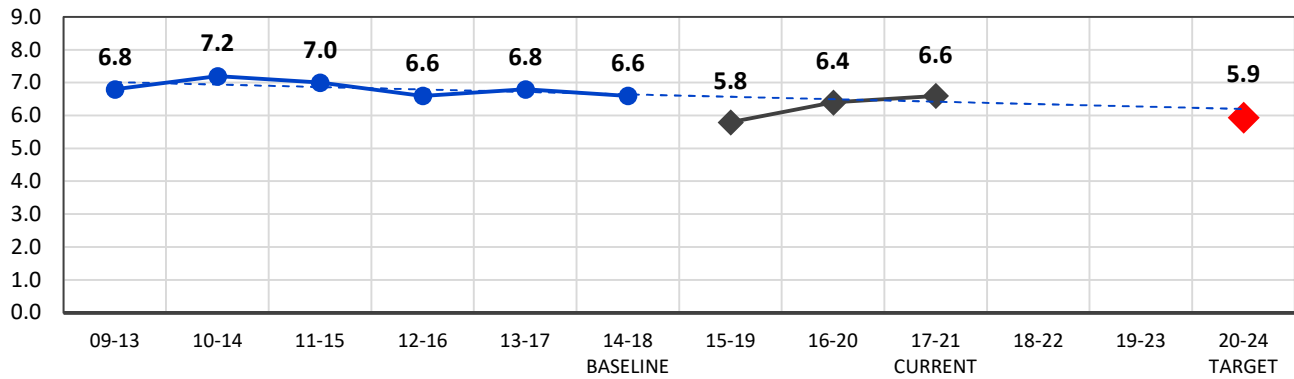
The Wyoming Department of Transportation (WYDOT) has recently developed its safety performance targets and measures. When the MPO updated Comprehensive Plan, its *PlanCheyenne*, and the 2014 *Transportation Safety Management Plan Update*, preliminary safety and other performance targets and measures 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 Plans*. 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.

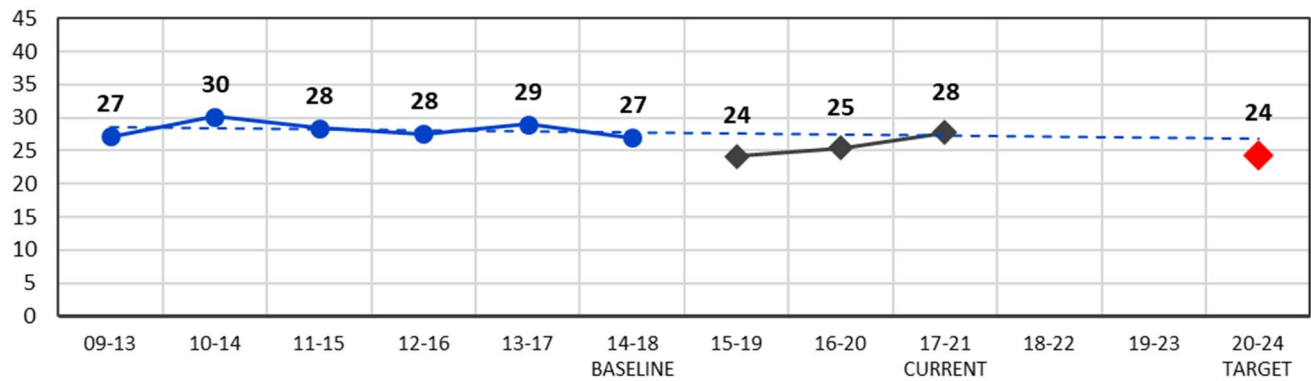
Tracking performance measures and monitoring progress over time is a great tool for the MPO and the Cheyenne area to determine priorities for future investments in infrastructure and programmatic efforts that address safety. These targets can also help guide City and County departments on where they 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

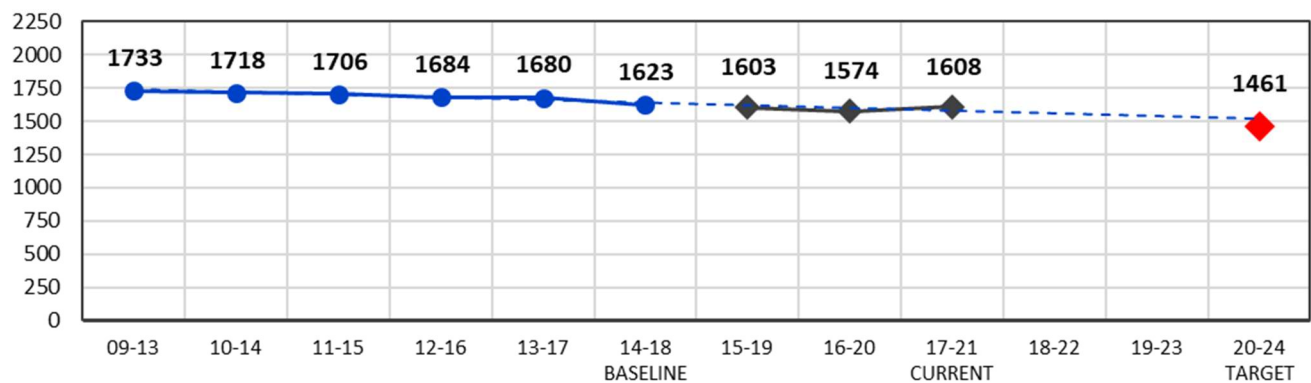
Number of Fatal Crashes on a Five Year Rolling Average



Number of Serious Crashes on a Five Year Rolling Average

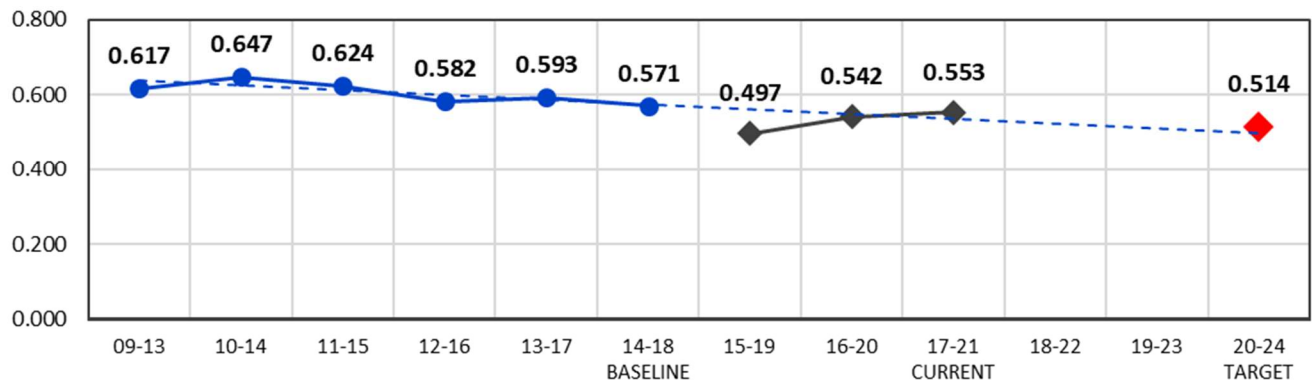


Total Number of Crashes on a Five Year Rolling Average

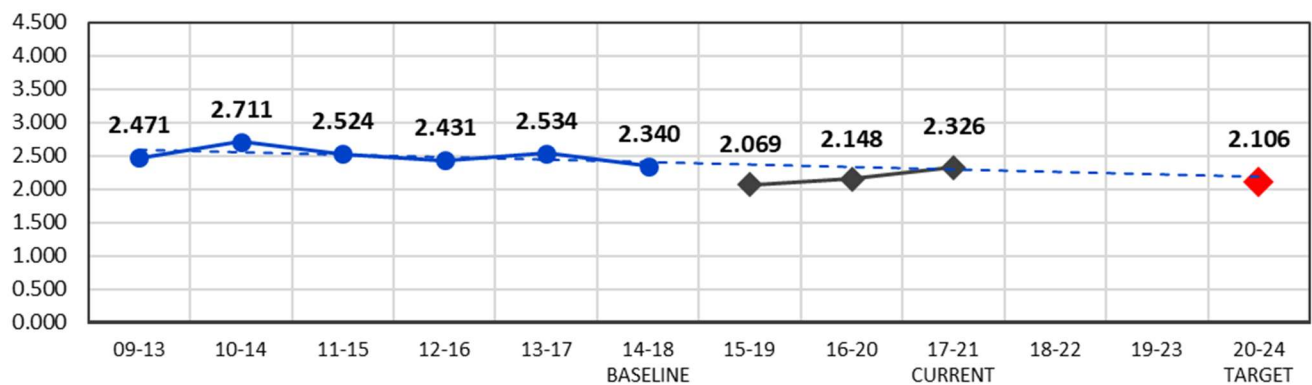


# Crash Rates

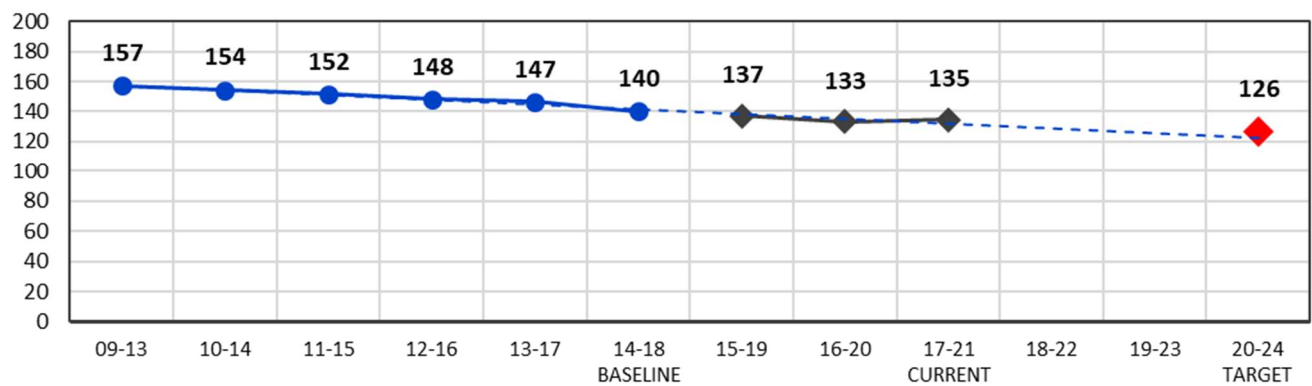
Fatality Rate on a Five Year Rolling Average +1%/YR VMT



Serious Injury Rate on a Five Year Rolling Average +1%/YR VMT

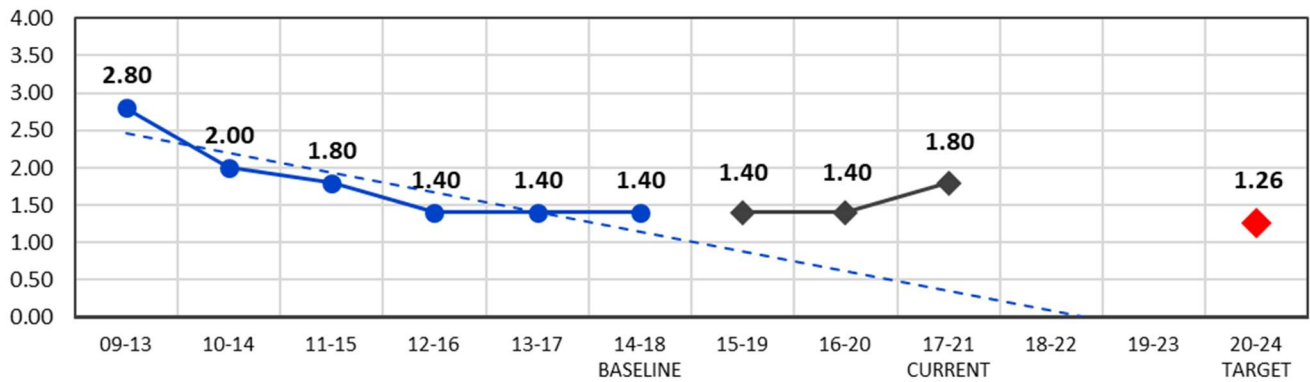


Total Crash Rate on a Five Year Rolling Average +1%/YR VMT

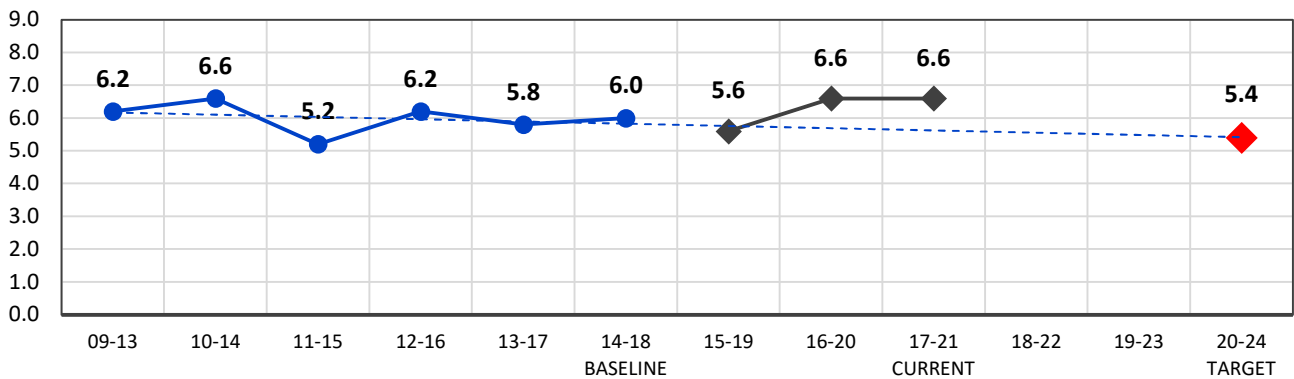


# Alcohol Related

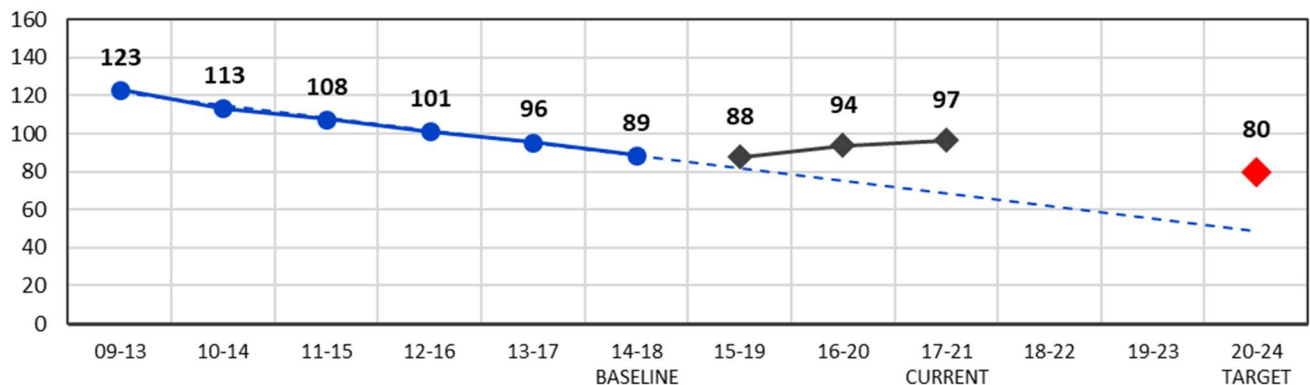
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average



Number of Serious Crashes Involving Alcohol on a Five Year Rolling Average

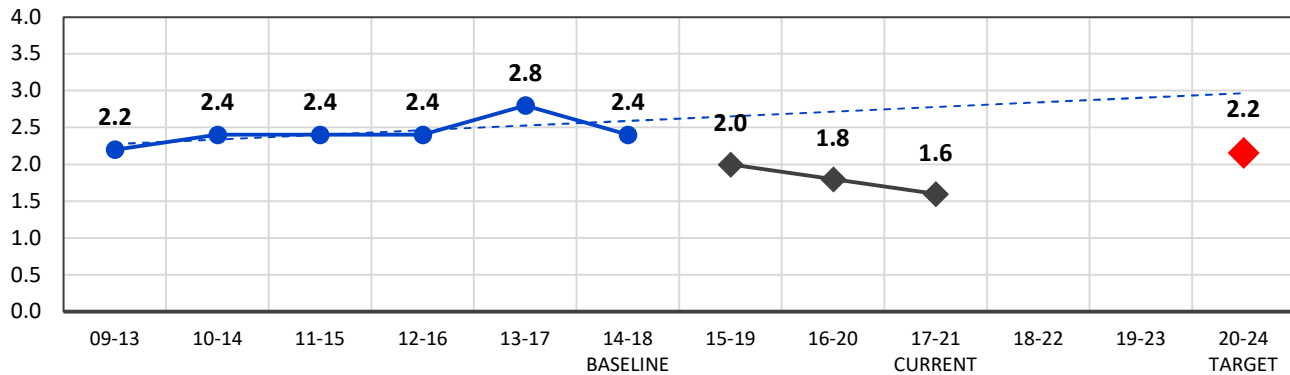


Total Number of Crashes Involving Alcohol on a Five Year Rolling Average

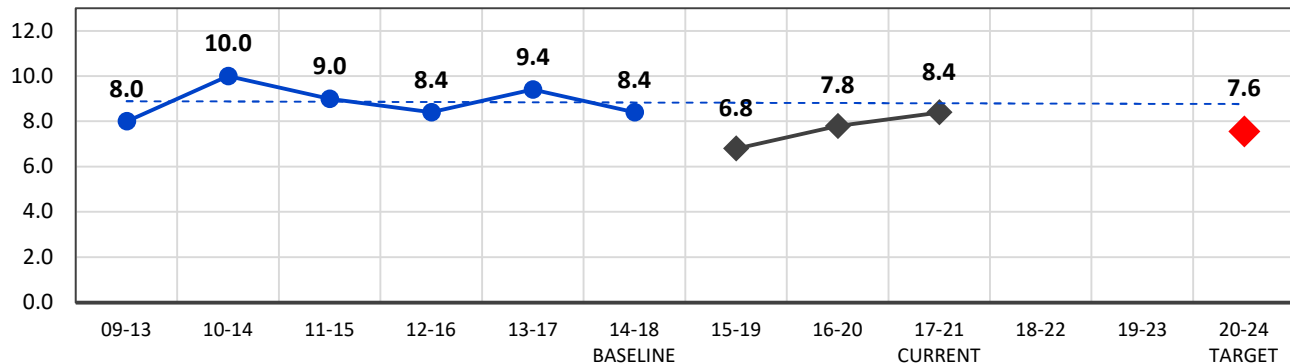


# Speed Related

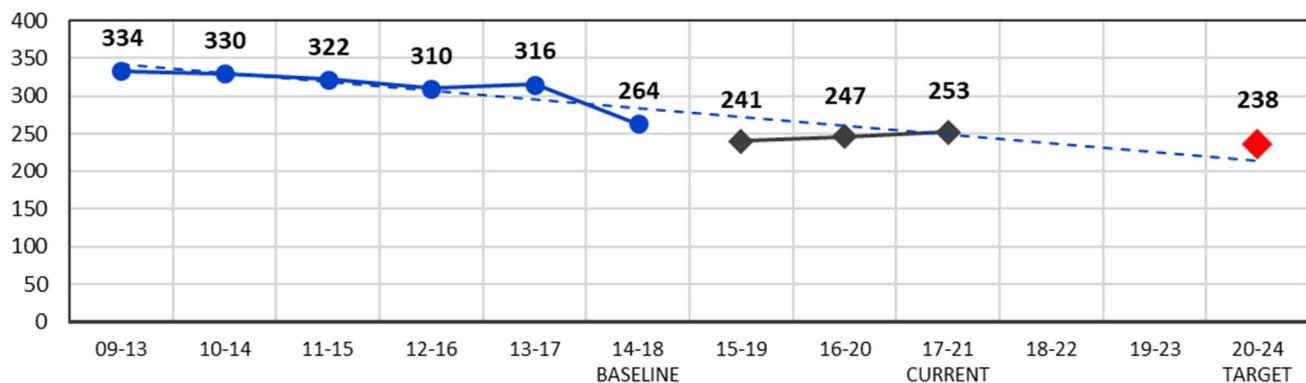
Number of Speeding-Related Fatal Crashes on a Five Year Rolling Average



Number of Speeding-Related Serious Crashes on a Five Year Rolling Average

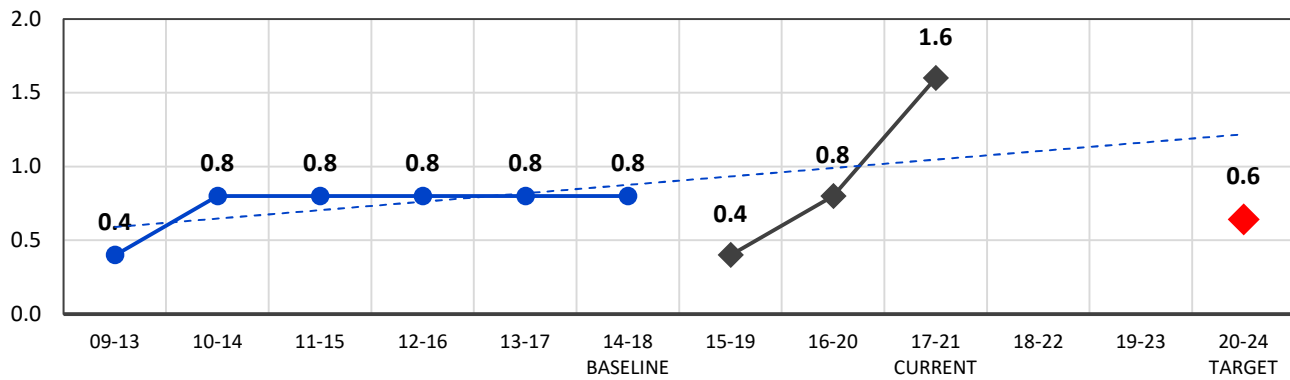


Total Number of Speeding-Related Crashes on a Five Year Rolling Average

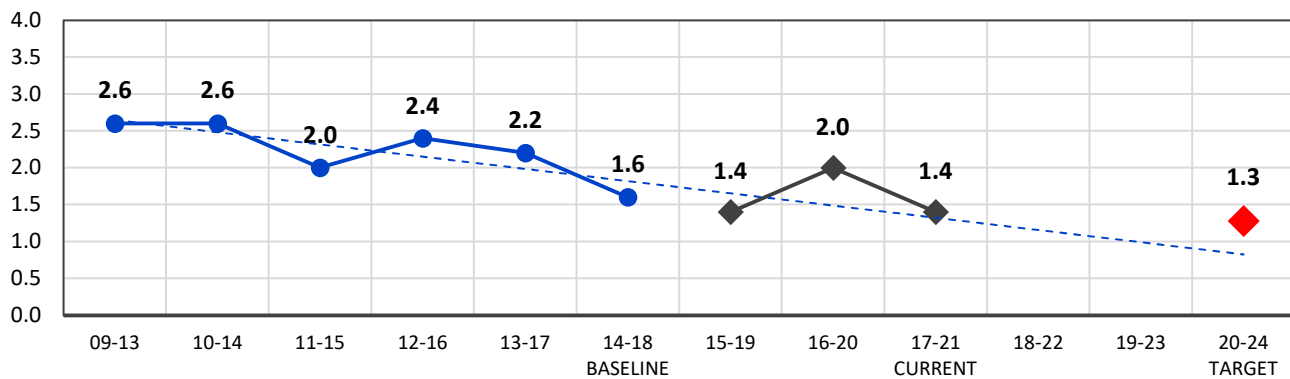


# Pedestrian Related

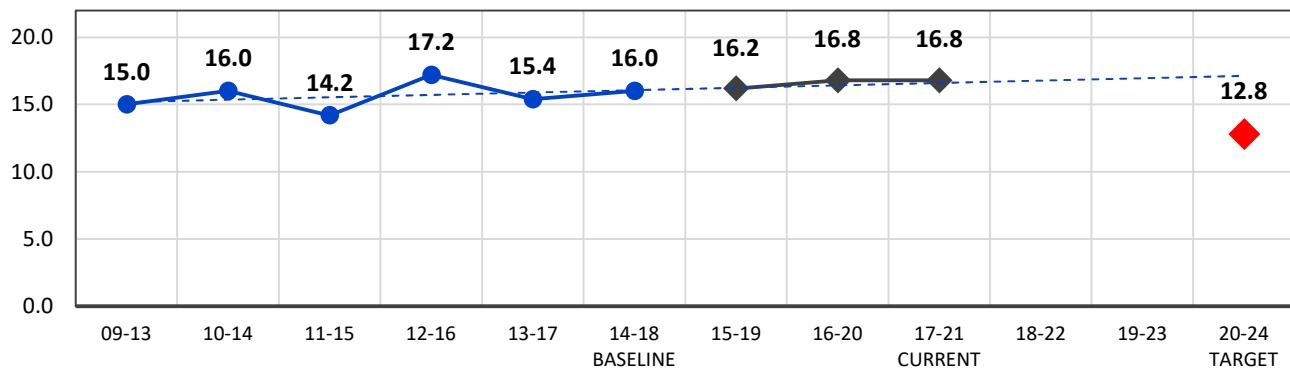
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average



Number of Serious Pedestrian Crashes on a Five Year Rolling Average

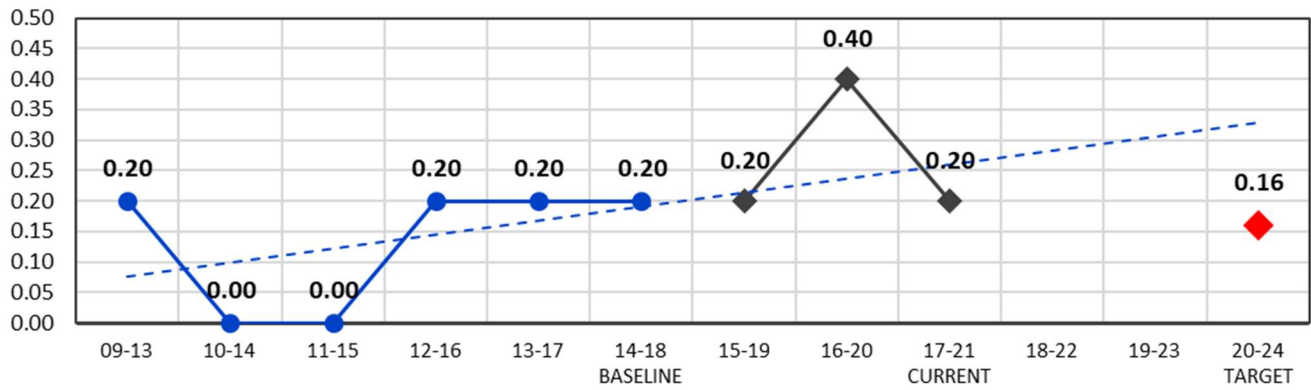


Total Number of Pedestrian Crashes on a Five Year Rolling Average

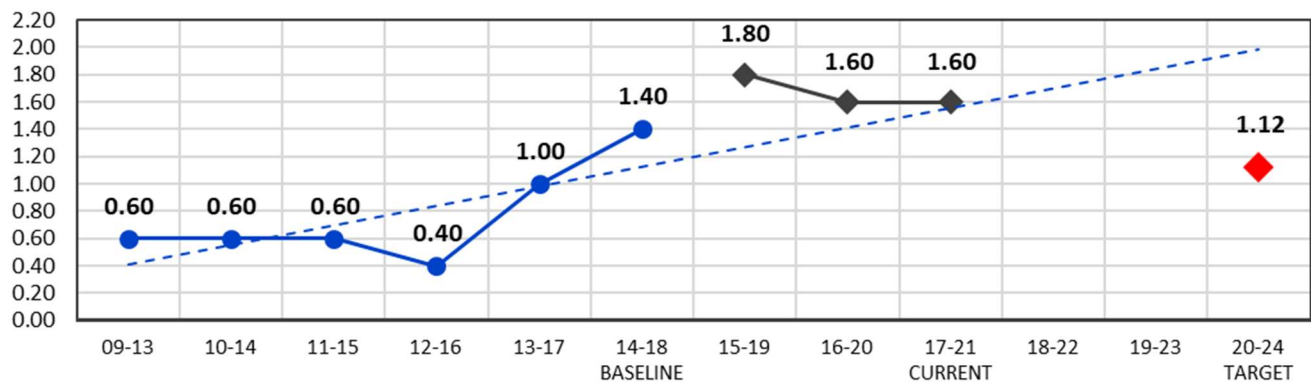


# Bicycle Related

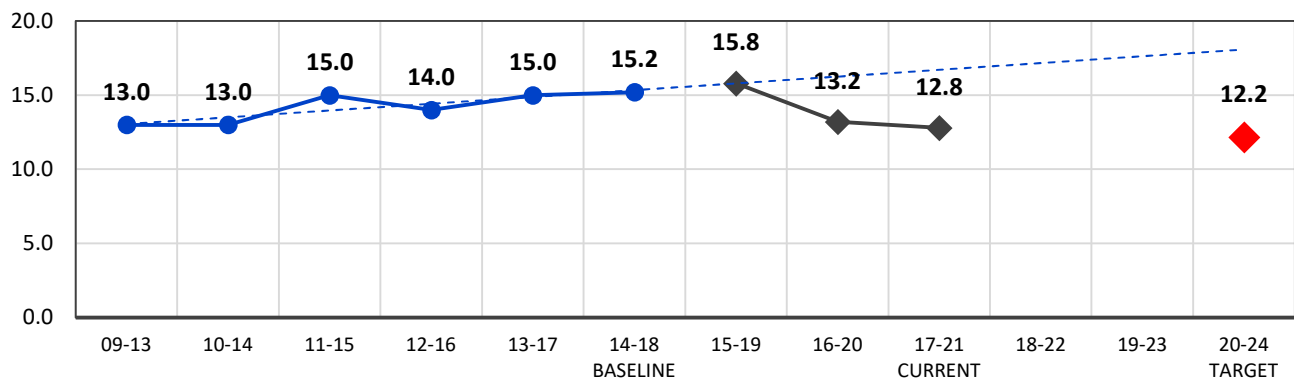
Number of Fatal Bicycle Crashes on a Five Year Rolling Average



Number of Serious Bicycle Crashes on a Five Year Rolling Average

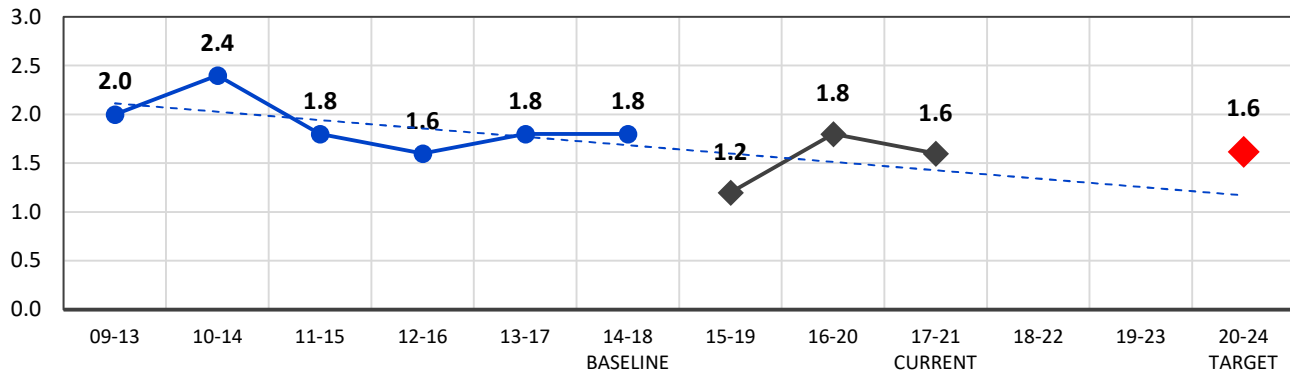


Total Number of Bicycle Crashes on a Five Year Rolling Average

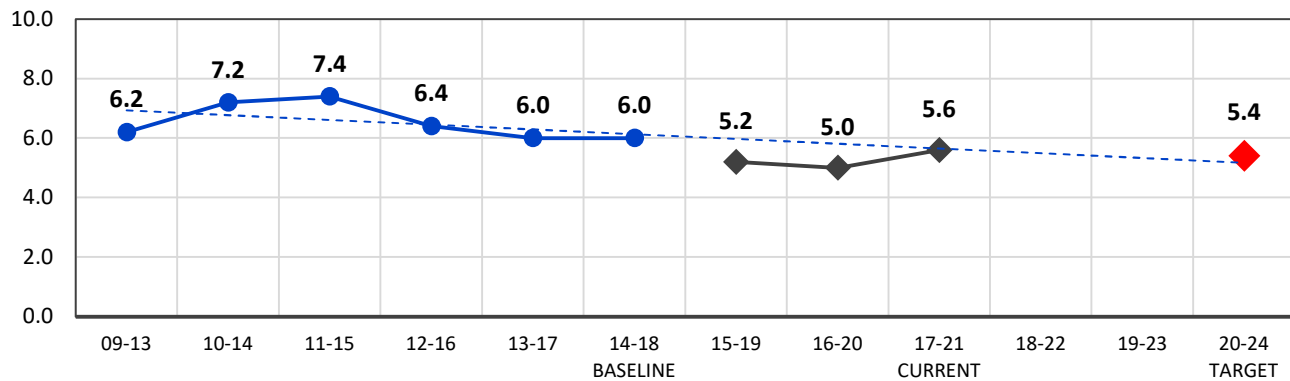


# Motorcyclist Related

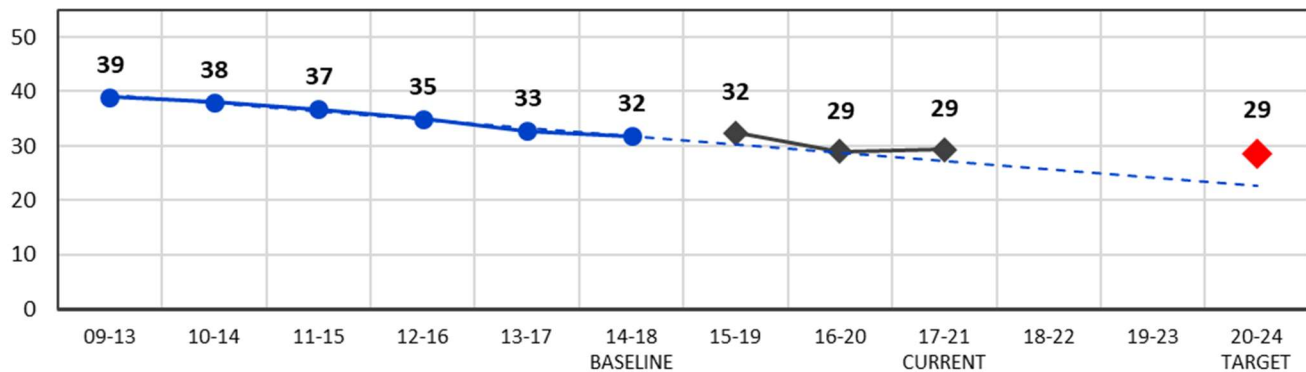
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average



Number of Serious Motorcyclist Crashes on a Five Year Rolling Average

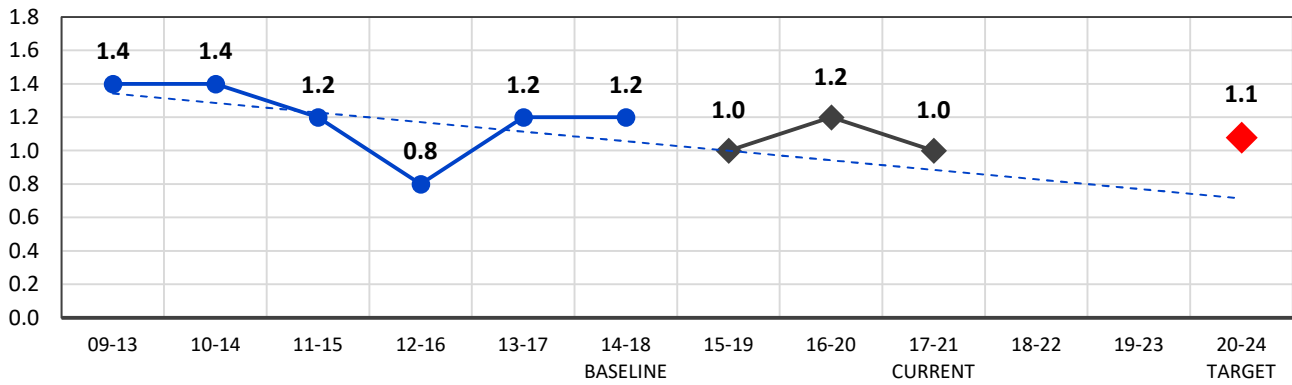


Total Number of Motorcyclist Crashes on a Five Year Rolling Average

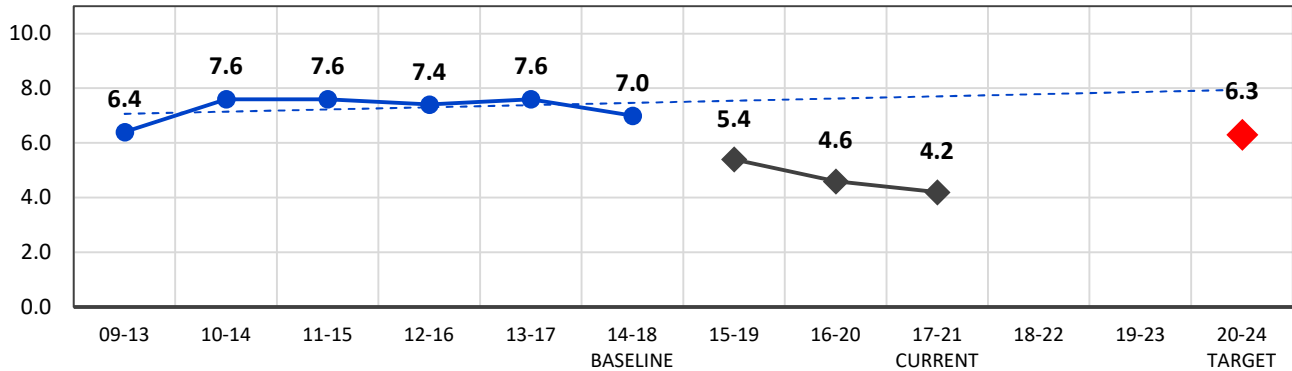


# Young Driver Involved (Age 15 – 20)

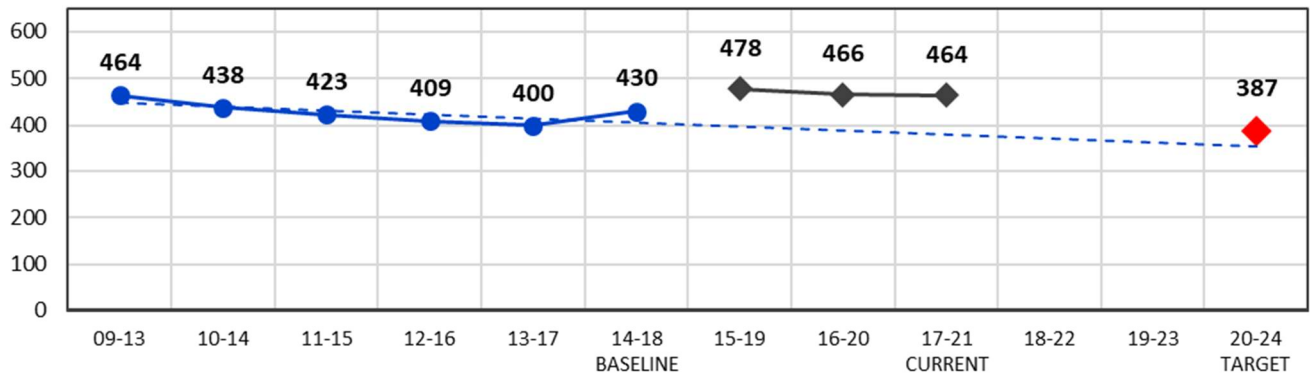
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average



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

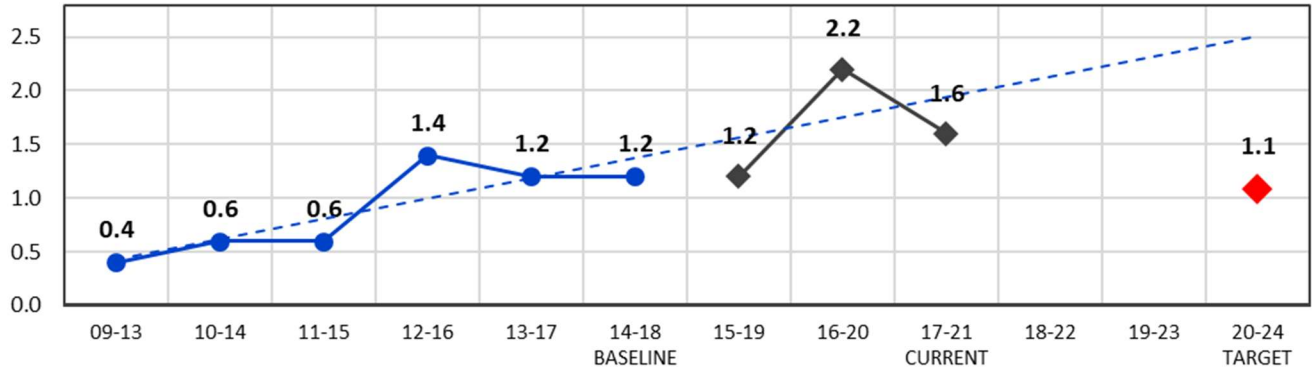


Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average

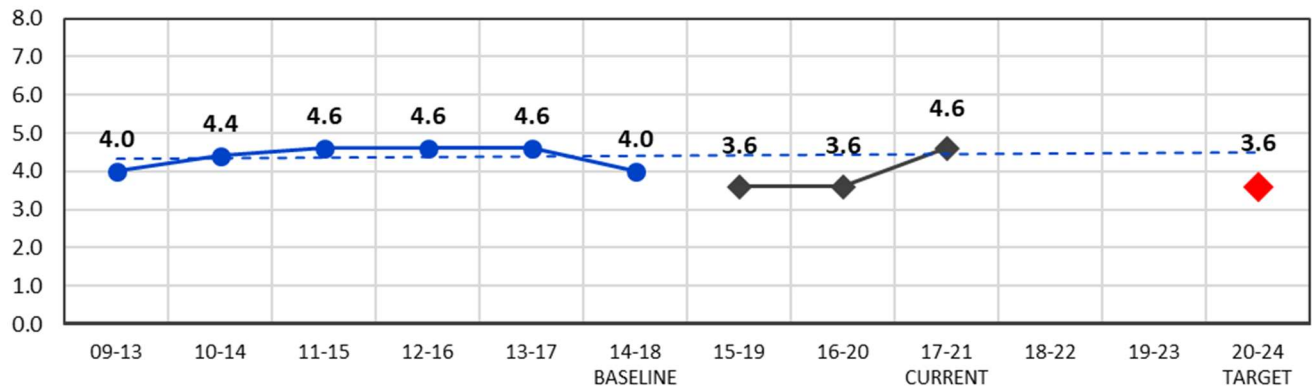


# Old Driver Involved (Age 65+)

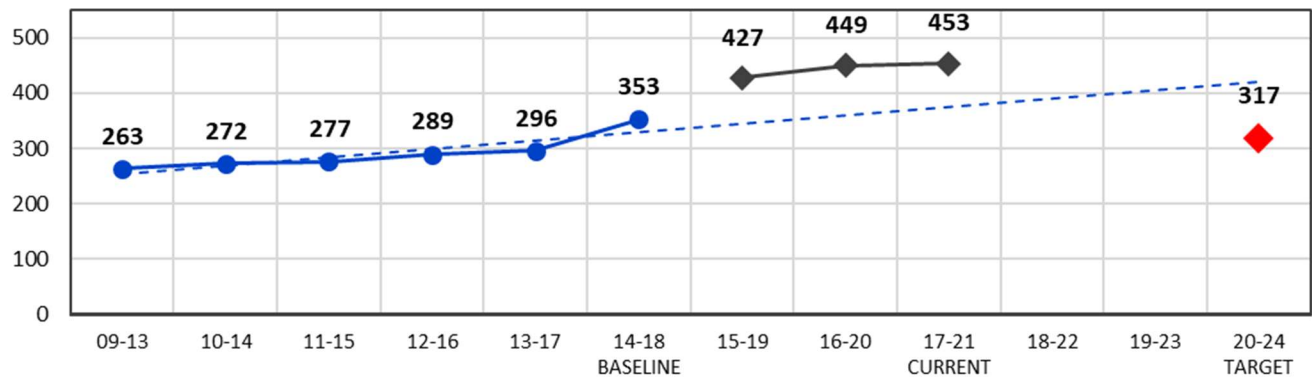
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average



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



**2021 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**

Performance Measure	5-year Rolling Averages			Target Achieved?	1/2 of Target Achieved?	Better Than Baseline?	Making Progress?
	14-18 Baseline	17-21 Current	20-24 Target				
Number of Fatal Crashes on a Five Year Rolling Average	6.6	6.6	5.9	No	No	Yes	No
Number of Serious Crashes on a Five Year Rolling Average	27	28	24	No	No	Yes	
Total Number of Crashes on a Five Year Rolling Average	1623	1608	1461	No	Yes	Yes	
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average	1.40	1.80	1.26	No	No	Yes	No
Number of Serious Crashes Involving Alcohol on a Five Year Rolling Average	6.0	6.6	5.4	No	No	Yes	
Total Number of Crashes Involving Alcohol on a Five Year Rolling Average	89	97	80	No	No	Yes	
Number of Fatal Crashes involving Speeding on a Five Year Rolling Average	2.40	1.60	2.16	Yes	Yes	Yes	Yes
Number of Serious Crashes Involving Speeding on a Five Year Rolling Average	8.4	8.4	7.6	No	No	Yes	
Total Number of Crashes Involving Speeding on a Five Year Rolling Average	264	253	238	No	Yes	Yes	
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average	0.80	1.60	0.64	No	No	Yes	No
Number of Serious Pedestrian Crashes on a Five Year Rolling Average	1.6	1.4	1.3	No	Yes	Yes	
Total Number of Pedestrian Crashes on a Five Year Rolling Average	16.0	16.8	12.8	No	No	Yes	
Number of Fatal Bicycle Crashes on a Five Year Rolling Average	0.20	0.20	0.16	No	No	Yes	No
Number of Serious Bicycle Crashes on a Five Year Rolling Average	1.40	1.60	1.12	No	No	Yes	
Total Number of Bicycle Crashes on a Five Year Rolling Average	15.2	12.8	12.2	No	Yes	Yes	
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average	1.8	1.6	1.6	Yes	Yes	Yes	Yes
Number of Serious Motorcyclist Crashes on a Five Year Rolling Average	6.0	5.6	5.4	No	Yes	Yes	
Total Number of Motorcyclist Crashes on a Five Year Rolling Average	32	29	29	No	Yes	Yes	
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	1.20	1.00	1.08	Yes	Yes	Yes	Yes
Number of Serious Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	7.00	4.20	6.30	Yes	Yes	Yes	
Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	430	464	387	No	No	Yes	
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	1.20	1.60	1.08	No	No	Yes	No
Number of Serious Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	4.0	4.6	3.6	No	No	Yes	
Total Number of Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	353	453	317	No	No	Yes	