

2010 ANNUAL CRASH REPORT for the Cheyenne Urban Area



INTERSECTIONS - EVENTS - ALCOHOL - WEATHER - LIGHT - DATES - DRIVERS - INJURIES - VEHICLES



CHEYENNE METROPOLITAN PLANNING ORGANIZATION

2010 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

November 2011

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

The data for this report is obtained from the WYDOT 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. The MPO did not request 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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Cheyenne MPO

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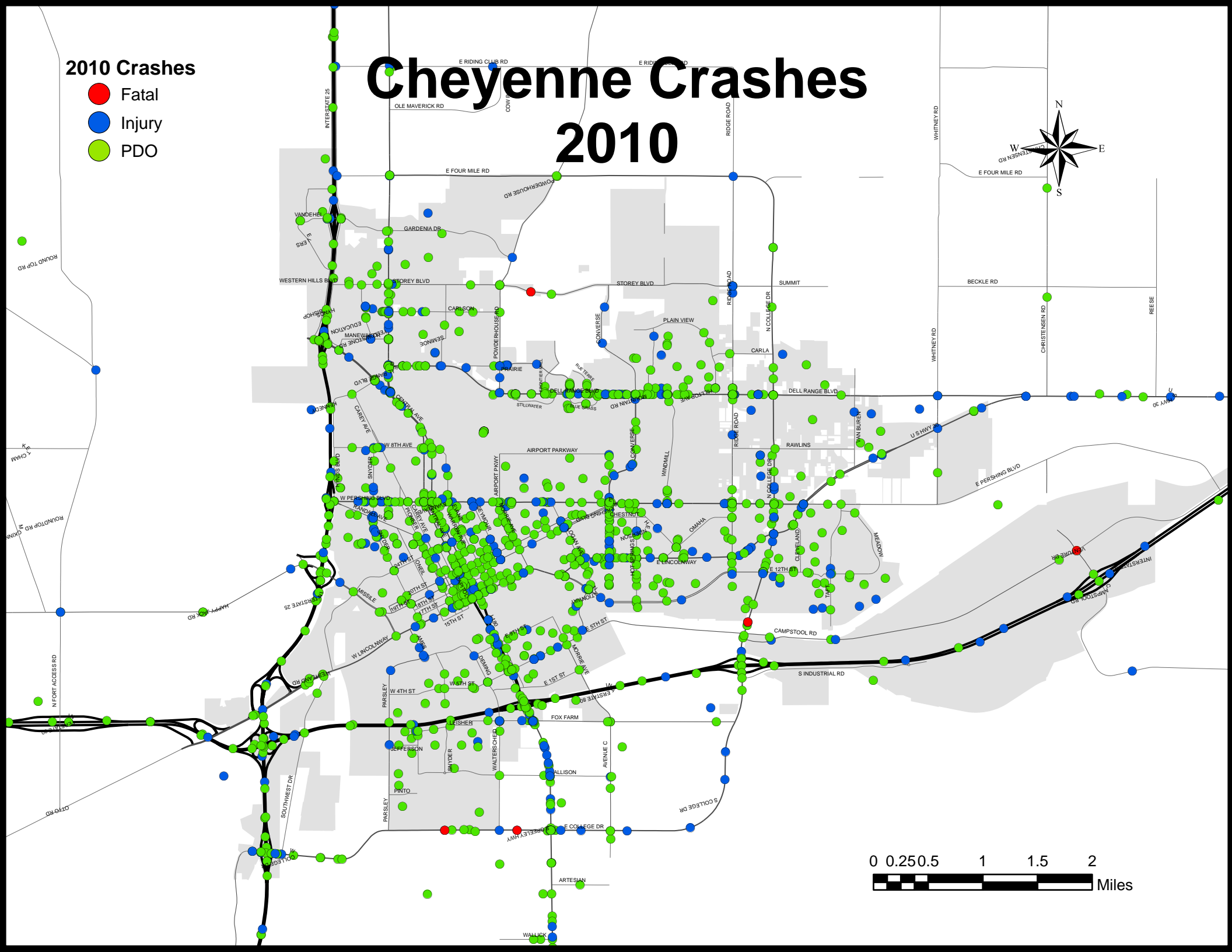
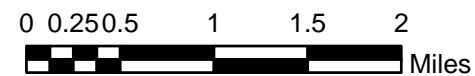
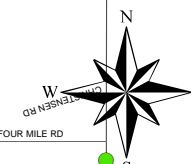
Cheyenne, WY 82001



2010 Crashes

- Fatal
- Injury
- PDO

Cheyenne Crashes 2010



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QUICK FACTS ABOUT 2010 CHEYENNE AREA CRASHES

How many *crashes* were there in 2010? There were 1785 crashes in 2010. This is about a 1% decrease from 2009 in which there were 1801. (1735 in 2008)

How many *people* died or were injured in crashes in 2010? 6 people died last year in 6 separate crashes. There were 619 people injured in 457 separate crashes. This compares to 7 fatalities in 2009 and 641 injuries in 440 separate crashes.

How many *drivers* were involved in crashes in 2010? There were 3,078 drivers involved in crashes last year. (3,202 in 2009)

How many *vehicles* were involved in crashes in 2010? There were 3,351 vehicles involved in crashes last year. (3,458 in 2009)

What *month* did most crashes occur in 2010? November with 198 crashes followed by August (165), July (155), December (154), October (153), April (152), May (148), February (146) June (139), September (135), January (120), and March (120)

What *day of the week* did most crashes occur in 2010? Friday with 318 crashes followed by Thursday (308), Tuesday (261), Monday (260), Wednesday (254), Saturday (236), and Sunday (148).

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

How many *hit-and-run* crashes were there in 2010? 179. (207 in 2009)

How many *pedestrians* were hit by cars in 2010? 18. (7 in 2009)

How many *bicyclists* were hit by cars in 2010? 13. (11 in 2009)

How can I learn more about crashes in the Cheyenne Area? The complete 2010 Annual Crash Report for the Cheyenne Urban Area will be available at the Laramie County and State Libraries or online at www.plancheyenne.org. You can also call the MPO office at 638-4308 for more information.

CHEYENNE TRANSPORTATION SAFETY INITIATIVE UPDATE FY2011

The Cheyenne Metropolitan Planning Organization, in coordination with its transportation safety partners worked on three different safety projects for FY2011. During this period, there is generally great emphasis on the current projects that are funded through the federal 402 grants. However, the MPO continues to coordinate and work with all 6 Safety Emphasis Teams and meets with them periodically to review data and strategies to address safety issues in the community. The MPO, with help from the WYDOT Highway Safety Office continues to monitor crash numbers and other data pertinent to evaluating transportation safety issues in the Cheyenne Metropolitan Region. The three projects that the MPO worked on this year were:

- Distracted Driving Campaign (including Young Drivers)
- Alternative Transportation to reduce DUIs (Impaired Drivers)
- Alternative Transportation for Older Drivers (Older Drivers)

Distracted Driving Campaign - Youth

The Distracted Driving Campaign for the Youth was kicked off at three High Schools in Cheyenne. The Cheyenne MPO teamed up with the Mayor's Youth Council (MYC) again to help plan and execute the campaign at the three high schools. The Youth Council Members decided on an 'Art Contest' for a distracted driving logo designing a bumper sticker as an interesting project. The idea of doing a distracted driving video/PSA contest was also discussed, but not pursued.

The Art Contest was announced at all three schools by respective MYC representatives. The rules for the design contest, deadline, prizes and distracted driving PSAs were posted on the Facebook page. Posters were also distributed and put up at various locations in the school campus. MPO staff worked with high school representatives to identify a judge's panel comprising of art teachers from all three high schools. Unfortunately, there was not enough design entries received from each of the high schools to justify doing an art contest. After discussions it was decided that the project consultants' develop a logo design utilizing available national resources with the message '**Put it Down**'. Three preliminary design ideas were floated around which was reviewed by members of the MYC, WYDOT Highway Safety Office, and other safety stakeholders. Once a final design was selected, the MPO printed the bumper. The bumper stickers were handed out through the home room classes. This would ensure that we were reaching out to every single student.



Distracted Driving Campaign - Workplace

The MPO also concurrently worked on a campaign targeted towards workplace safety, especially as it pertains to driving distracted. The campaign was coordinated with the assistance of the Greater Cheyenne Chamber of Commerce. The Chamber has over 800 local employees who are members and the idea was to reach out to a vast group of these employers to get the message out to the workforce. The campaign was kicked off with a presentation at a Chamber luncheon in the first week of March 2011. The presentation included an overview on the issue of distracted driving and included a compelling video. The video is available at:

<http://www.youtube.com/watch?v=b0QE-xgkwO4> Chrysler

The MPO with and Chamber staff sent out a series of email blasts to the Chamber members through their monthly e-newsletter. To view the documents sent through the Chamber newsletter, visit <http://www.plancheyenne.org/Distracted%20Driving%20Campaign.html>.

Impaired Driving – Alternative Transportation to reduce DUIs

The MPO's goal was to provide technical and marketing support towards the development of a communitywide Alternative Transportation program to reduce DUIs. As it turned out, a separate program came to the notice of the safety stakeholders that was coordinated by the Laramie County Liquor Association through a grant known as the Wyoming Safe Ride. Since this program was in existence, it was decided that it would be wise to not duplicate efforts at this time and thus provide support to the Wyoming Safe Ride Program. The MPO's job was to develop an advertisement design for the program as well as a logo to be used to develop and print posters and coasters for businesses utilizing the program. During one of the safety emphasis team meetings, the Victims



Coaster Design and Logo Ideas

Impact Panel presented the Safe Ride Wyoming Program with a check for \$2,500. The Liquor Commission reported to the safety stakeholders that to date, \$5,000 had been contributed by members and the State Department of Revenue Liquor Division in addition to the Victims Impact Panel contribution. The fund is used for free taxi

rides by bar and restaurant patrons – each member who uses a ride for a patron provides a voucher for the ride and must contribute half the cost of the ride (rides cost \$7 within Cheyenne and \$10 within Laramie County). When a bar needs more vouchers they call the association. MPO staff and consultants worked on developing branding materials for the program.

Older Drivers – Alternative Transportation (Transit) for Seniors

The MPO planned three informational events for the Older Drivers in Cheyenne who rely heavily on driving as a means to get around town. The goal was to encourage seniors to use the Cheyenne Transit System. This improves safety for the older drivers and the community by reducing the likelihood of seniors being involved in a traffic crash. The first event was held on April 9 and had a modest showing of 13 participants. The second event was held on May 21 and the third event on June 18. With the third event, the participation rate



Older Drivers ride the CTP Northwest Route

grew with 21 attendees at the event. Out of the 16 seniors who were there, 13 of them currently drive. 11 of those thirteen seniors said they would ride the transit in the future as a result of this event. Each event was kicked off with a light breakfast and a detailed presentation of the CTP by Joe Dougherty, Transit Program Director. The Senior Centers holding the event sponsored the breakfasts. Following the presentation and Q&A, the participants would board a CTP bus to head out to the Transfer Station. The participants boarded a bus and took a tour of a route of their choice. With the great success at all three events, the MPO and the CTP has been receiving requests to organize similar events in the future.

ESTIMATING THE COST OF INJURIES, 2010

Adapted from the National Safety Council

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

Cost estimations are an approximation and are dependant on many factors.

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

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

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

Cost of Injury Report for Cheyenne Crashes, 2010			
Type of Injury	Cost Per Event*	Number of Events	Total by Type of Injury
Death	\$4,300,000	6	\$25,800,000
Incapacitating	\$216,800	44	\$8,672,000
Non-Incapacitating Evident	\$55,300	210	\$11,613,000
Possible Injury	\$26,300	374	\$9,836,200
No Injury	\$2,400	3927	\$9,424,800
Total		4557	\$65,346,000

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

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

POSSIBLE INJURIES A possible injury is any injury that is not incapacitating, or non-incapacitating, but is reported by the person such as, limping, momentary unconsciousness, pain, nausea, hysteria, etc.

REGIONAL CRASH COMPARISON, 2010

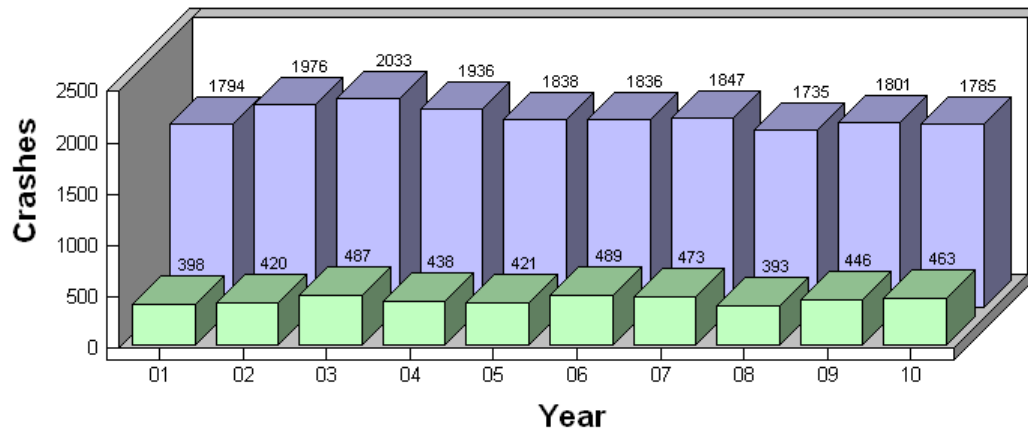
City	Total* Crashes	PDO** Crashes (% Total)	Injured Persons/Crashes (Inj / Crash) (% Total)	Fatalities Persons/Crashes (% Total)
Cheyenne	1,785	1,322 (74.1%)	619 / 457 (1.35) (25.6%)	6 / 6 (0.34%)
Casper	1,921	1,451 (75.5%)	643 / 465 (1.38) (24.2%)	5 / 5 (0.26%)
Laramie	729	601 (82.4%)	157 / 128 (1.23) (17.6%)	0 / 0
Rock Springs	515	403 (78.3%)	147 / 111 (1.32) (21.6%)	1 / 1 (0.19%)
Rawlins	142	116 (81.7%)	38 / 26 (1.46) (18.3%)	0 / 0
Wheatland	40	33 (82.5%)	10 / 7 (1.43) (17.5%)	0 / 0
Pine Bluffs	16	14 (87.5%)	1 / 1 (1.00) (6.3%)	1 / 1 (6.25%)

*Total crashes excluding private property

**Property Damage Only (PDO)

Comparison information provided by WYDOT Highway Safety Office. These comparisons are based on the best data available and should be used only as an approximation. Cities may capture crash data in different ways and over different geographic boundaries.

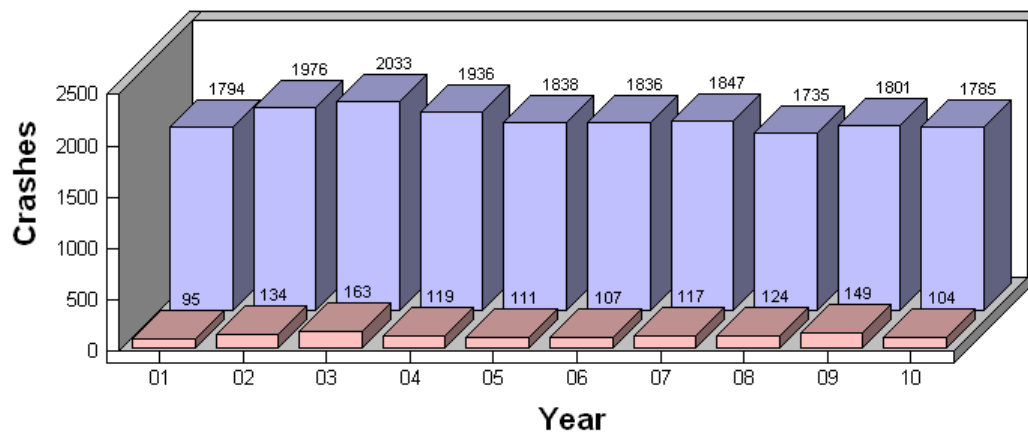
Total & Injury Crashes 2001-2010



■ Injury & Fatal Crashes (4,428)

■ Total Crashes (18,581)

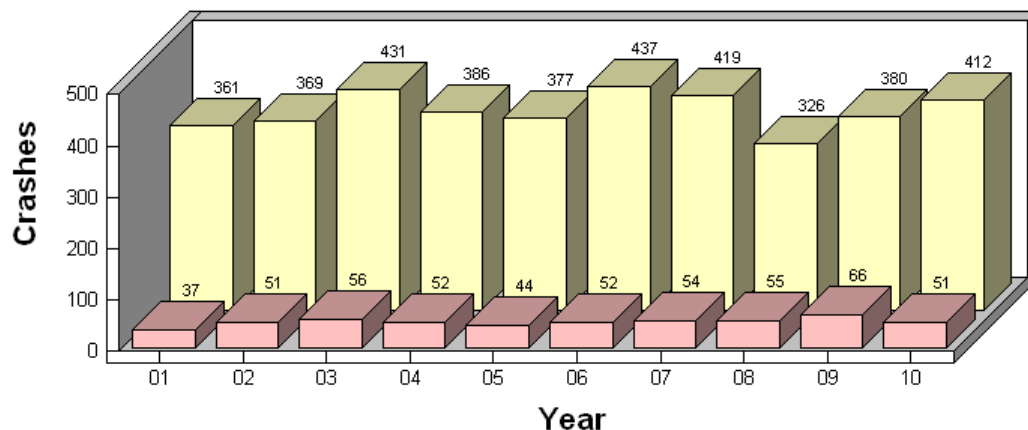
Total & Alcohol Crashes 2001-2010



■ Alcohol Related Crashes (1,223)

■ Total Crashes (18,581)

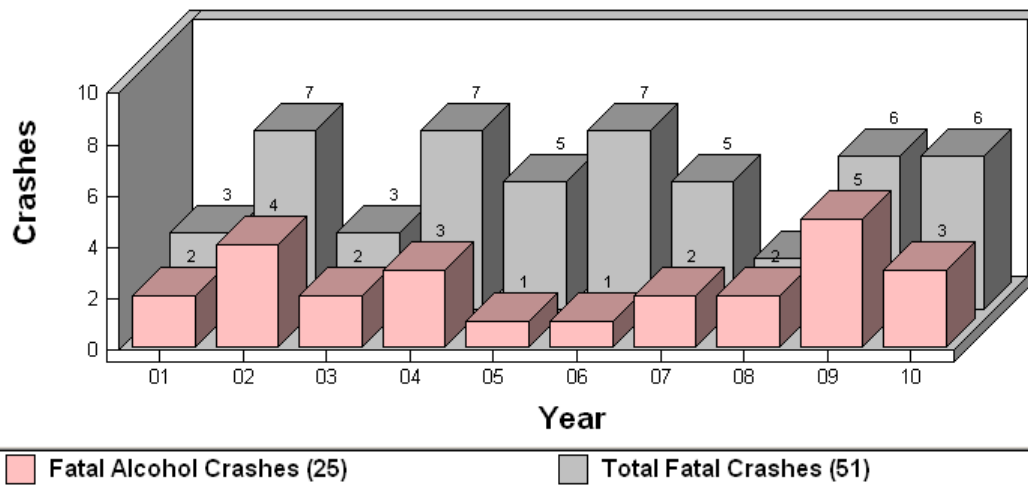
Injury & Fatal Crashes 2001-2010



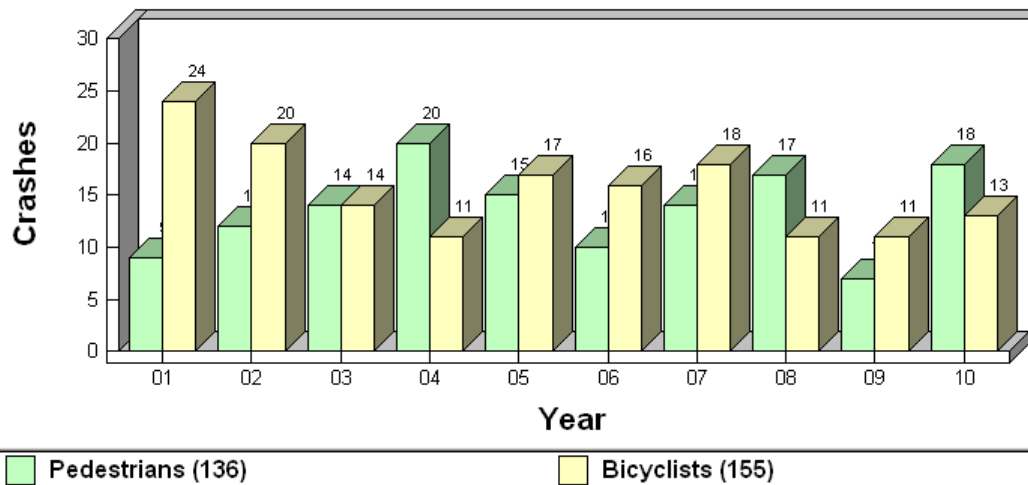
■ Alcohol Related (518)

■ Non Alcohol Related (3,898)

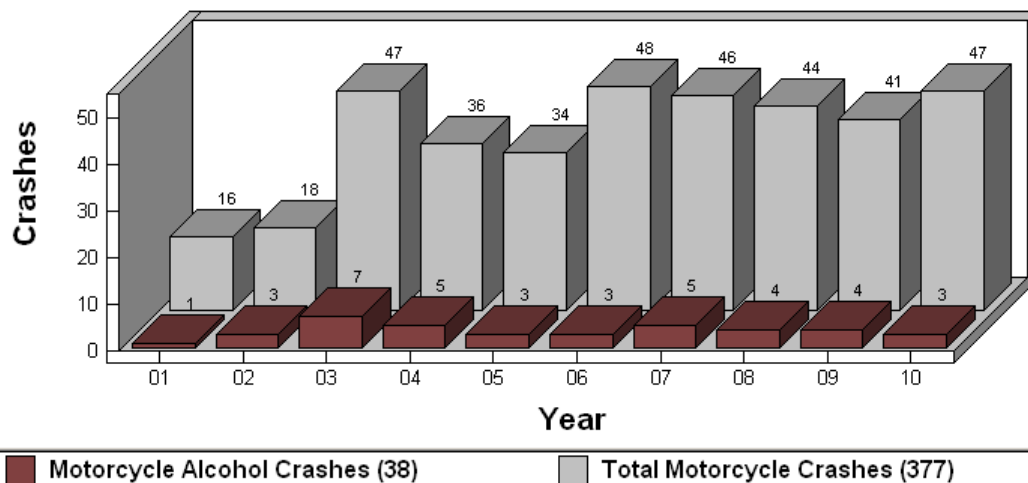
Fatal Crashes 2001-2010



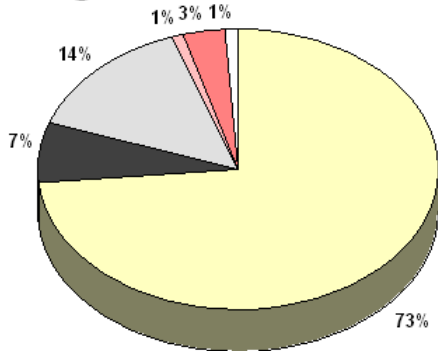
Pedestrian & Bicycle Crashes 2001-2010



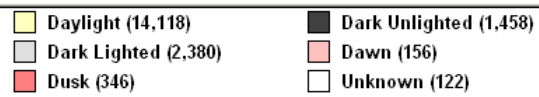
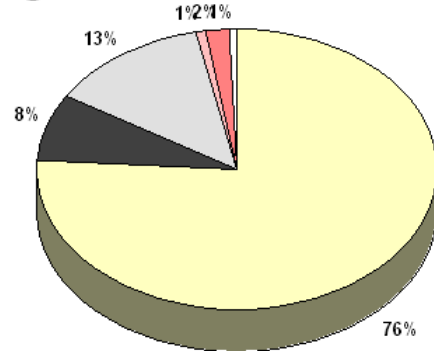
Motorcycles Crashes 2001-2010



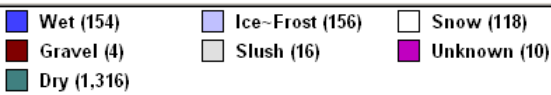
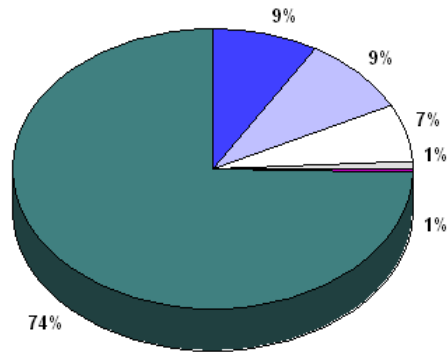
Light Conditions 2010



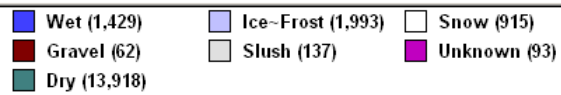
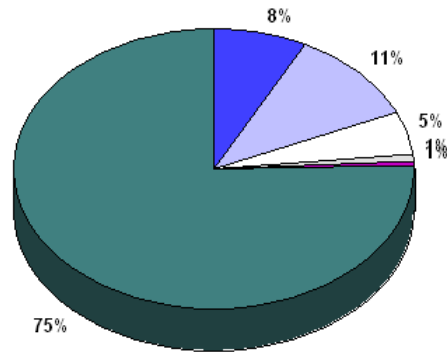
Light Conditions 2001-2010



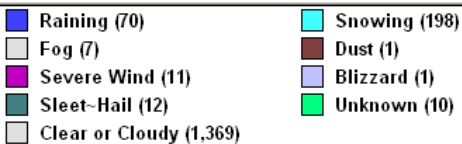
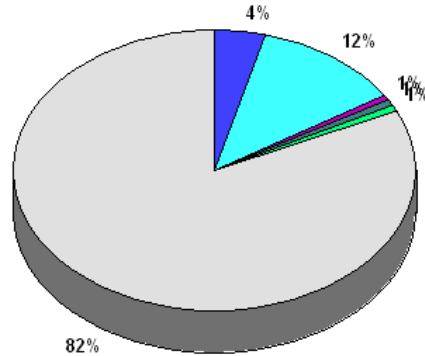
Road Conditions 2010



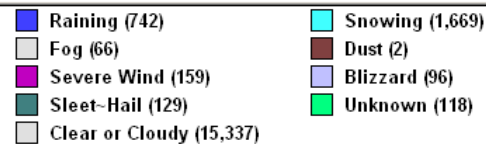
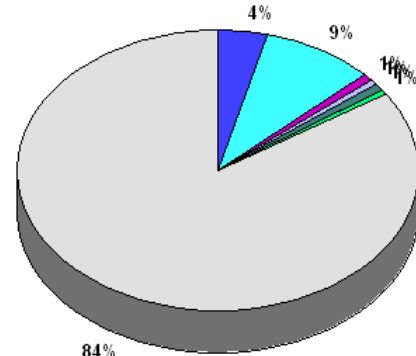
Road Conditions 2001-2010



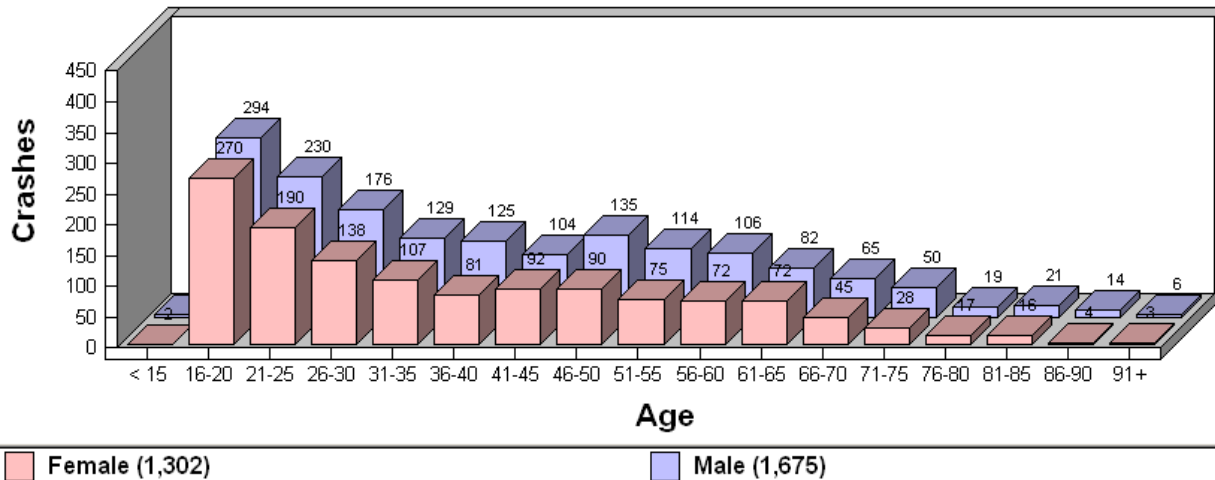
Weather Conditions 2010



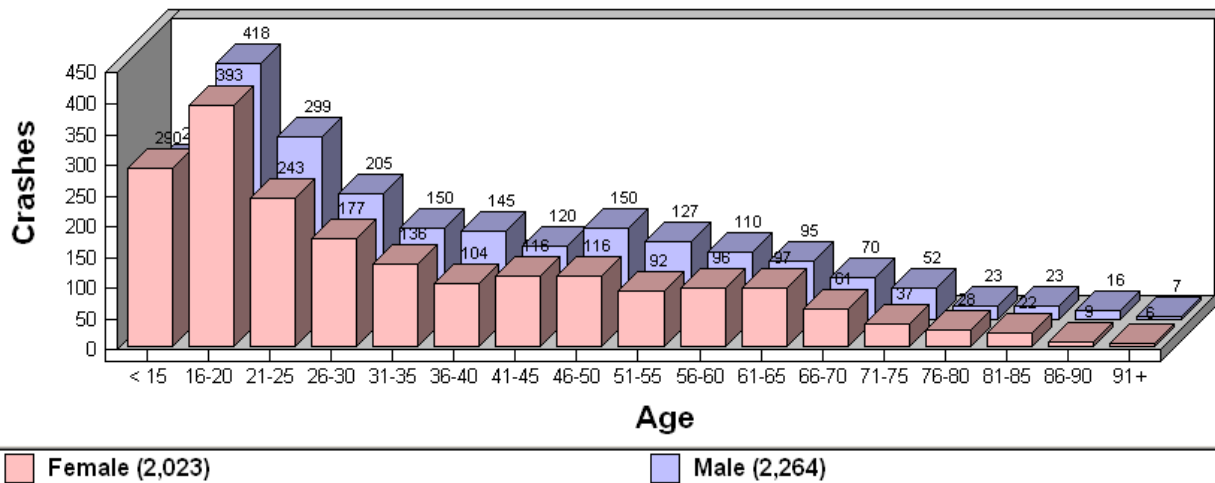
Weather Conditions 2001-2010



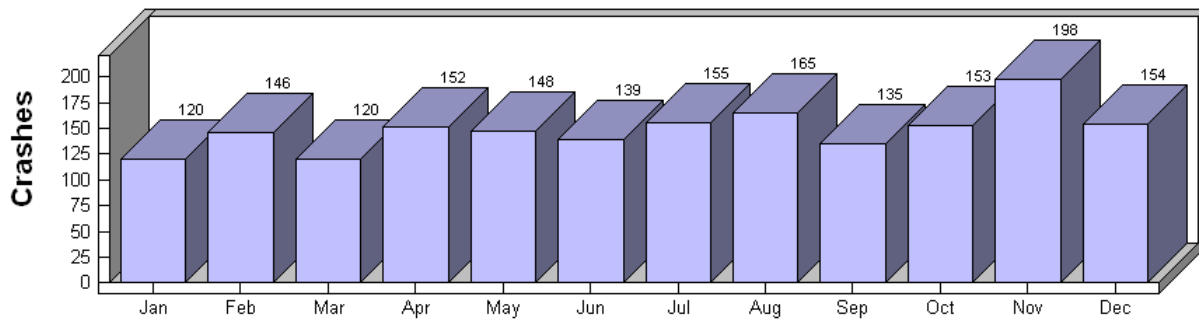
Age and Sex of Drivers in Crashes 2010



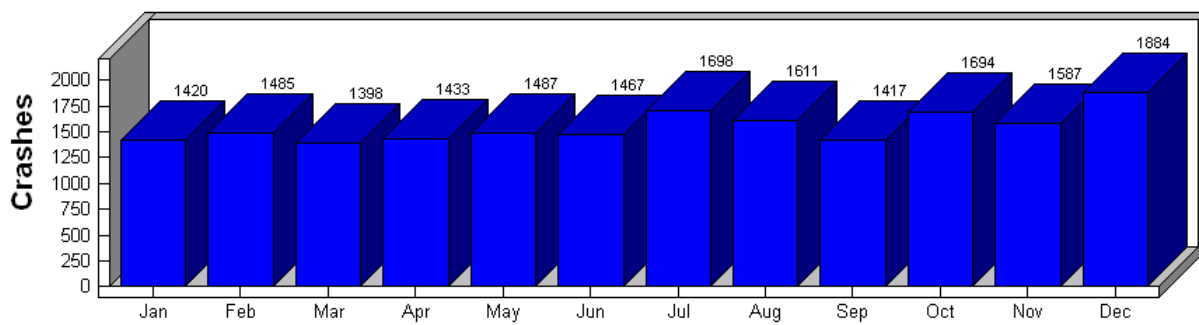
Age and Sex of Persons in Crashes 2010



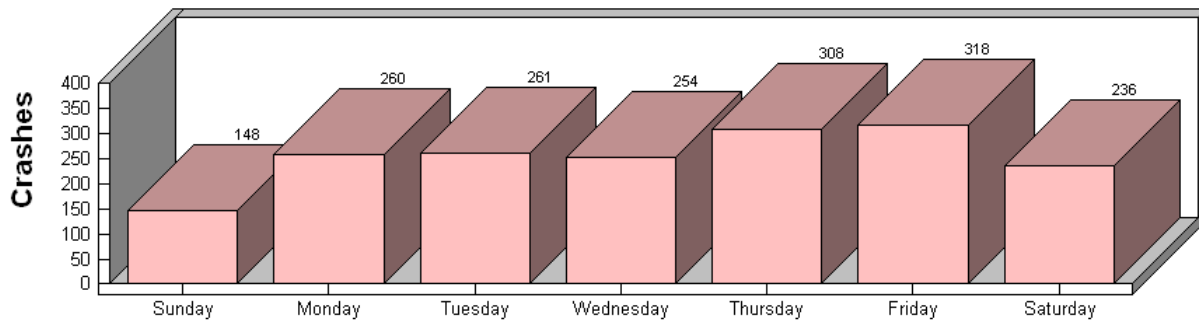
Crashes by Month 2010



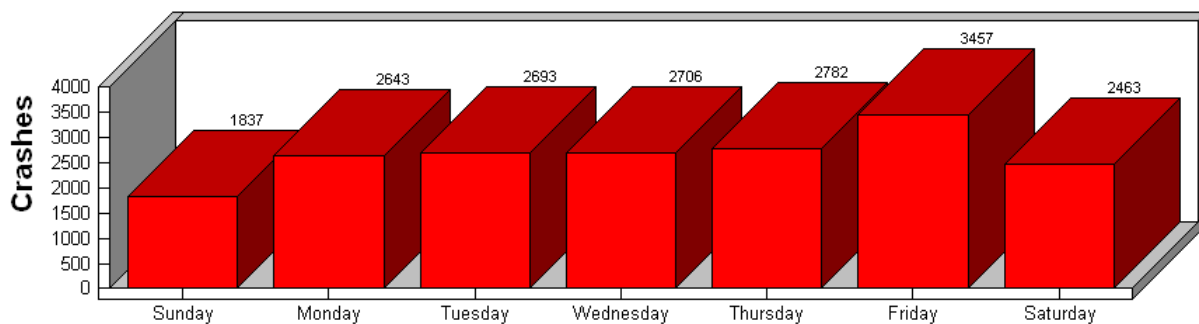
Crashes by Month 2001-2010



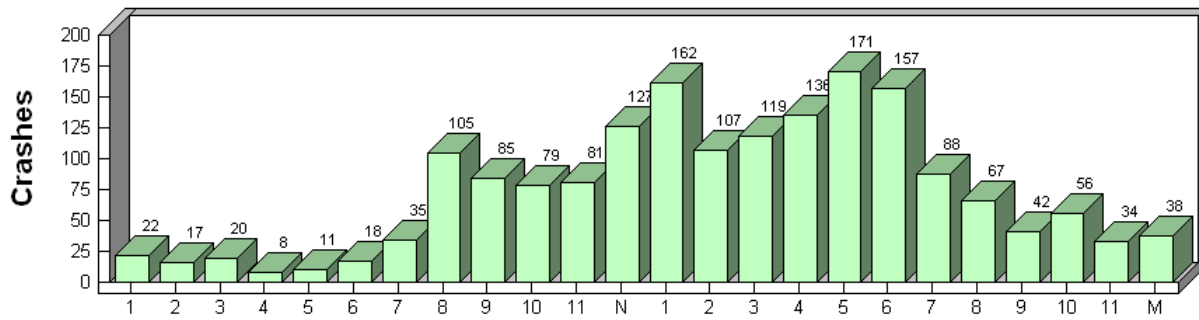
Crashes by Day of the Week 2010



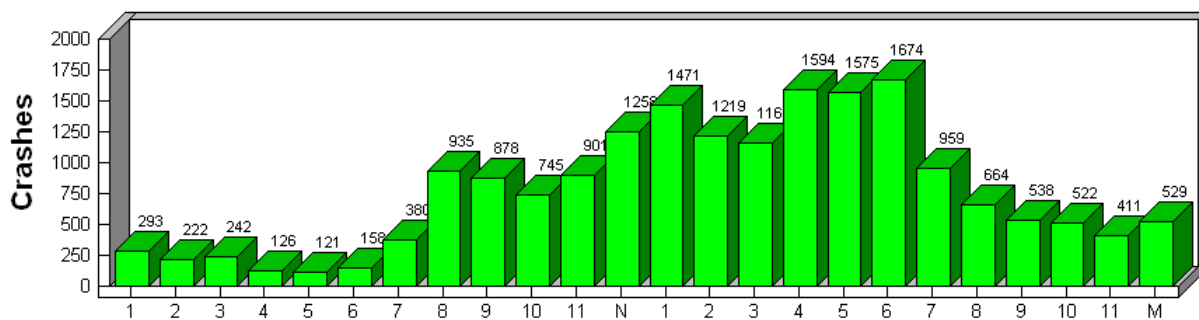
Crashes by Day of the Week 2001-2010



Crashes by Time of Day 2010



Crashes by Time of Day 2001-2010



SIGNALIZED ACCIDENT SUMMARY, 2010

Total Crashes 2010

Rank	Intersection	Count
1	Dell Range Blvd & Converse Ave	34
2	Yellowstone Rd & Central Ave	26
3	Pershing Blvd & 19 th St & Converse Ave	21
4	Dell Range Blvd & Rue Terre Dr	18
5	Dell Range Blvd & Ridge Rd	15
6	South Greeley Hwy & College Dr	14
7	College Dr & Pershing Blvd	13
8	Lincolnway & Converse Blvd	13
9	College Dr & 12th St	12
9	South Greeley Hwy & I-80	12
9	Pershing Blvd & Ridge Rd	12
9	Pershing Blvd & Central Ave	12

Total Crashes 2001-2010

Rank	Intersection	Count
1	Dell Range Blvd & Converse Ave	332
2	Yellowstone Rd & Central Ave	207
3	Pershing Blvd & 19 th St & Converse Ave	185
4	College Dr & 12th St	158
5	Dell Range Blvd & College Dr	156
6	Dell Range Blvd & Rue Terre	153
7	Dell Range Blvd & Ridge Rd	145
8	Dell Range Blvd & Walmart	142
9	South Greeley Hwy & I-80	132
10	College Dr & Pershing Blvd	126

Incapacitating or Fatal Crashes by Intersection 2001-2010

Rank	Intersection	Count
1	5th St & I-180	7
1	College Dr & S Greeley Hwy	7
3	South Greeley Hwy & I-80	6
3	Lincolnway & Ridge Rd	6
5	College Dr & 12th St	5
5	US-30 & Christensen Rd	5
5	Dell Range Blvd & Stillwater Ave	5
8	College Dr & Lincolnway	4
8	College Dr & Pershing Blvd	4
8	Dell Range Blvd & Ridge Rd	4
8	Ridge Rd & Four Mile Rd	4
8	South Greeley Hwy & Jefferson	4
8	South Greeley Hwy & Wallick Rd	4

Crash Rate* 2010

Rank	Intersection	Rate
1	Dell Range Blvd & Converse Ave	1.94
2	Yellowstone Rd & Central Ave	1.78
3	Pershing Blvd & 19 th St & Converse Ave	1.55
4	College Dr & Pershing Blvd	1.48
5	South Greeley Hwy & College Dr	1.42
6	Dell Range Blvd & Rue Terre	1.41
7	Dell Range Blvd & Ridge Rd	1.28
8	Pershing Blvd & Ridge Rd	1.26
9	Pershing Blvd & Central Ave	1.17
10	Dell Range Blvd & Frontier Mall Dr	1.12

Crash Rate* 2001-2010

Rank	Intersection	Rate
1	Dell Range Blvd & Converse Ave	1.89
2	College Dr & 12th St	1.44
3	College Dr & Pershing Blvd	1.44
4	Dell Range Blvd & College Dr	1.42
5	Yellowstone Rd & Central Ave	1.42
6	Pershing Blvd & 19 th St & Converse Ave	1.37
7	Dell Range Blvd & Ridge Rd	1.24
8	Dell Range Blvd & Rue Terre	1.20
9	Pershing Blvd & Ridge Rd	1.18
10	South Greeley Hwy & I-80	1.13

*Crash Rate = Number of crashes per million entering vehicles

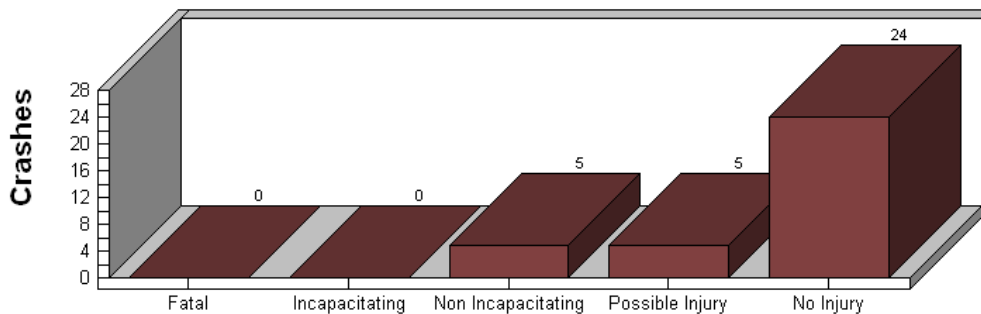
Crashes on Dell Range, 2006-2010 Yellowstone to US-30

Year	Total	Injury Crashes	Injuries
2010	208	54	78
2009	206	71	107
2008	196	50	87
2007	219	65	105
2006	232	74	121

Intersection Crashes at Converse Ave & Dell Range Blvd, 2006-2010

Year	Total	Injury Crashes	Collision Type
2010	34	10	50% of the Crashes at this intersection were Rear End Crashes
2009	27	13	
2008	27	7	
2007	34	11	
2006	39	19	

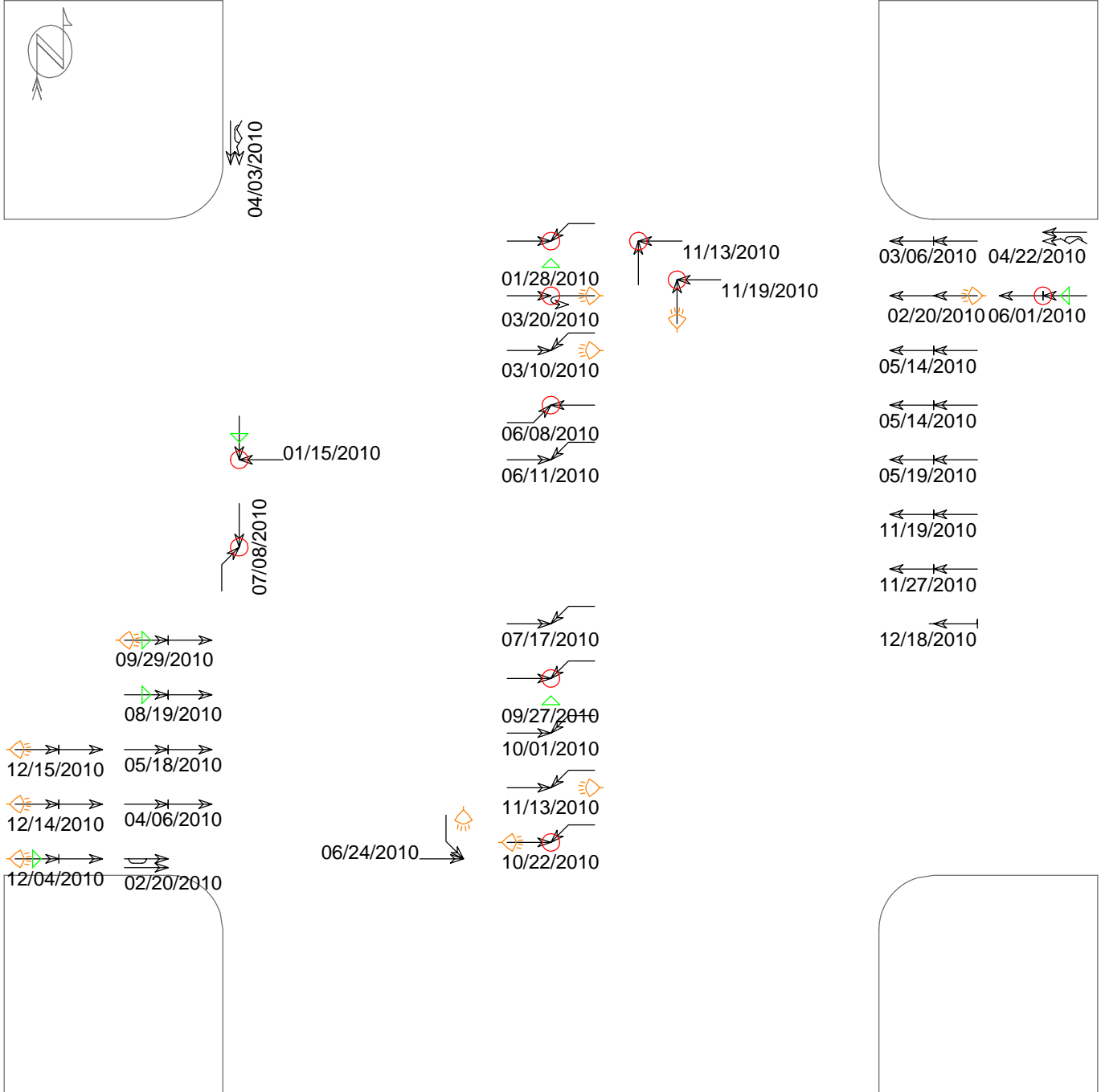
Converse Ave & Dell Range Blvd Crash Severity 2010













Converse Ave & Dell Range Blvd

34 Accidents

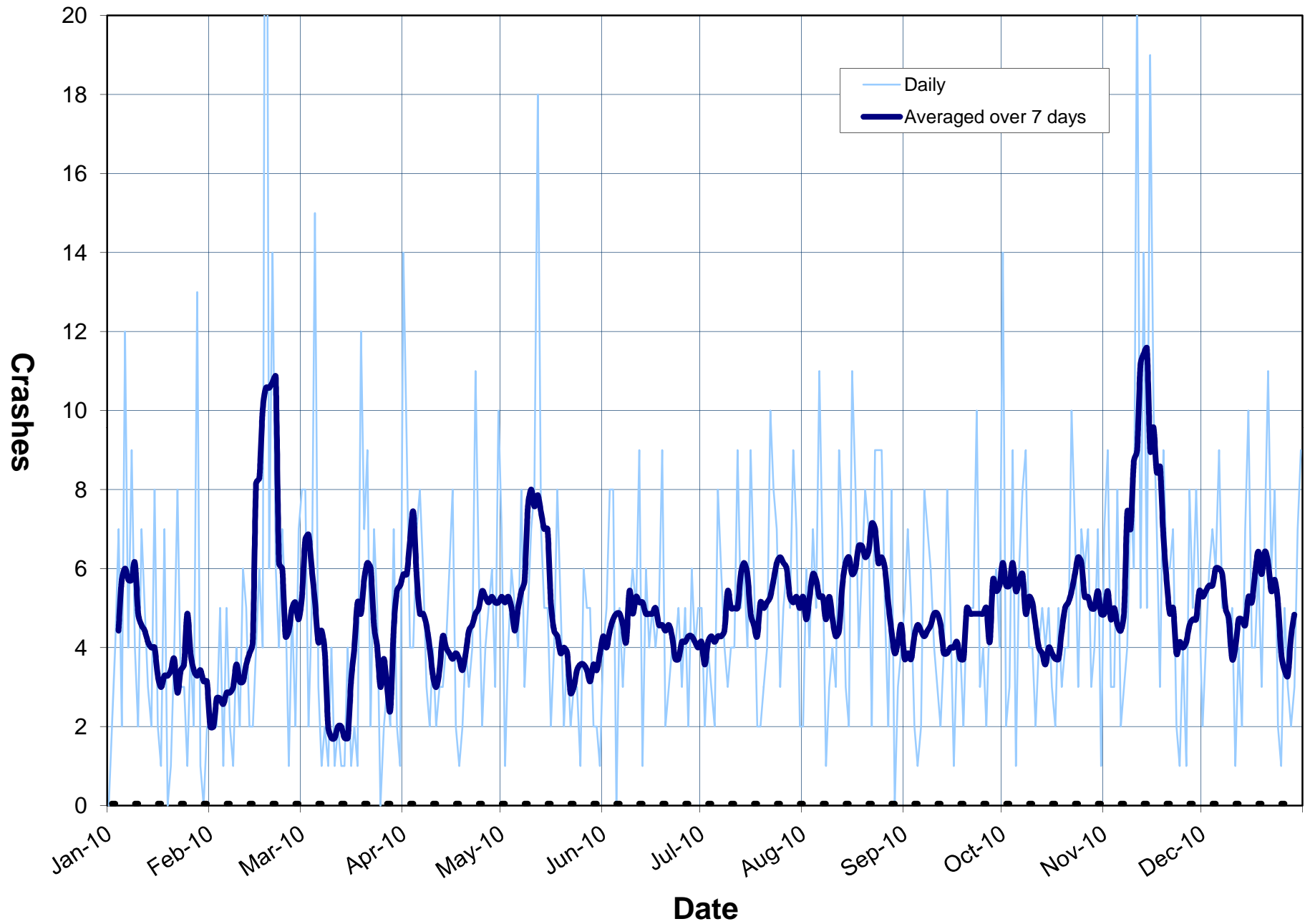
01/01/10 - 12/31/10



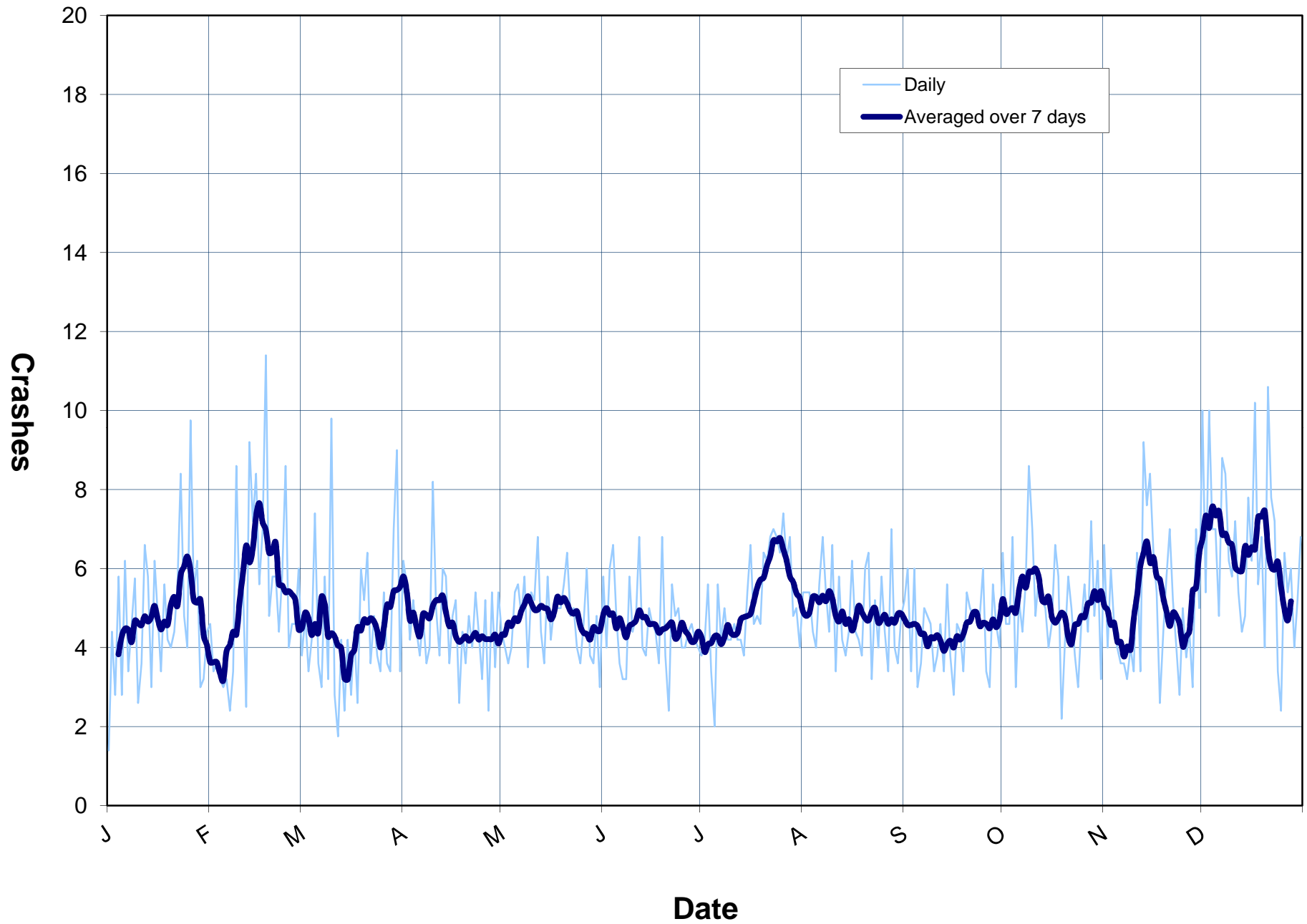
(clear filter), (0) accidents with insufficient data for display

← Straight	 Parked	× Pedestrian	Fixed objects:	
← Stopped	 Erratic	⊗ Bicycle	□ General	▣ Pole
← Unknown	 Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	 Right turn	⊙ Fatality	▣ Tree	⌘ Animal
↔ Overtaking	 Left turn	 Nighttime	 3rd vehicle	
↔ Sideswipe	 U-turn	 DUI	 Extra data	

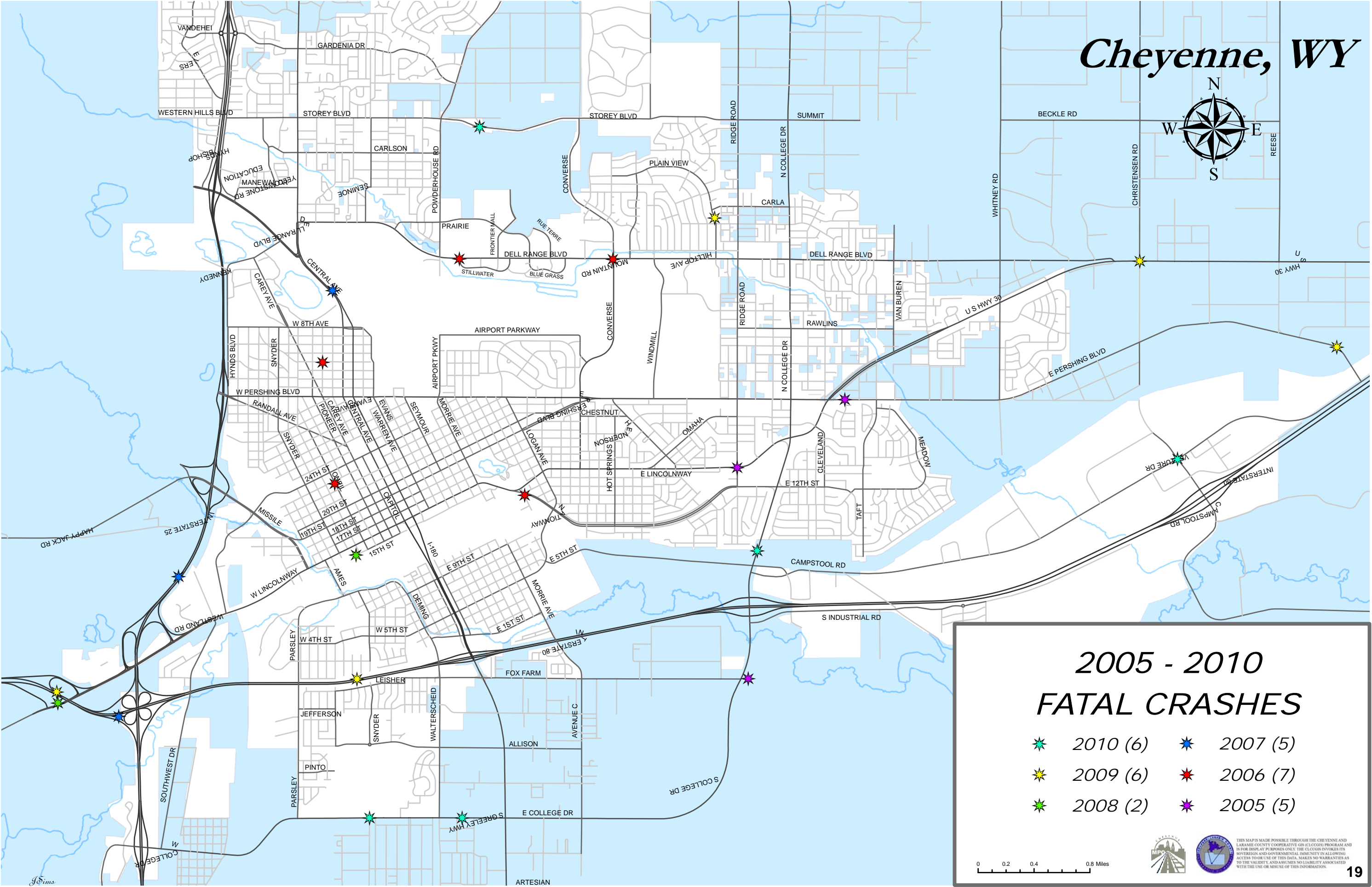
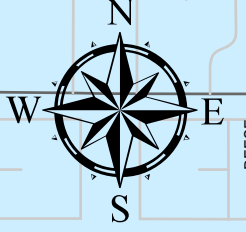
2010 Crashes by Date



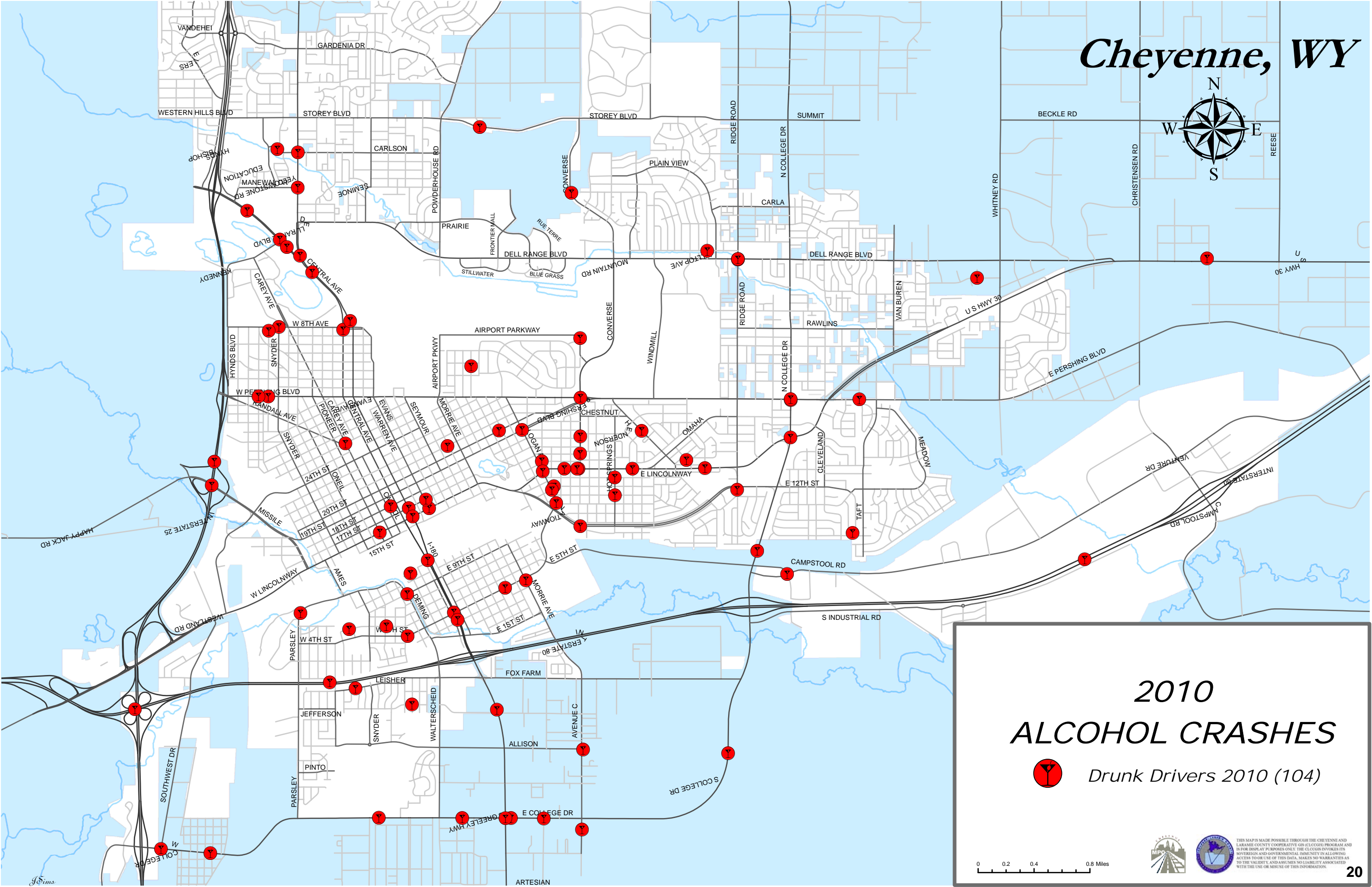
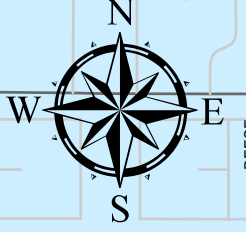
Average Crashes by Date 2006-2010



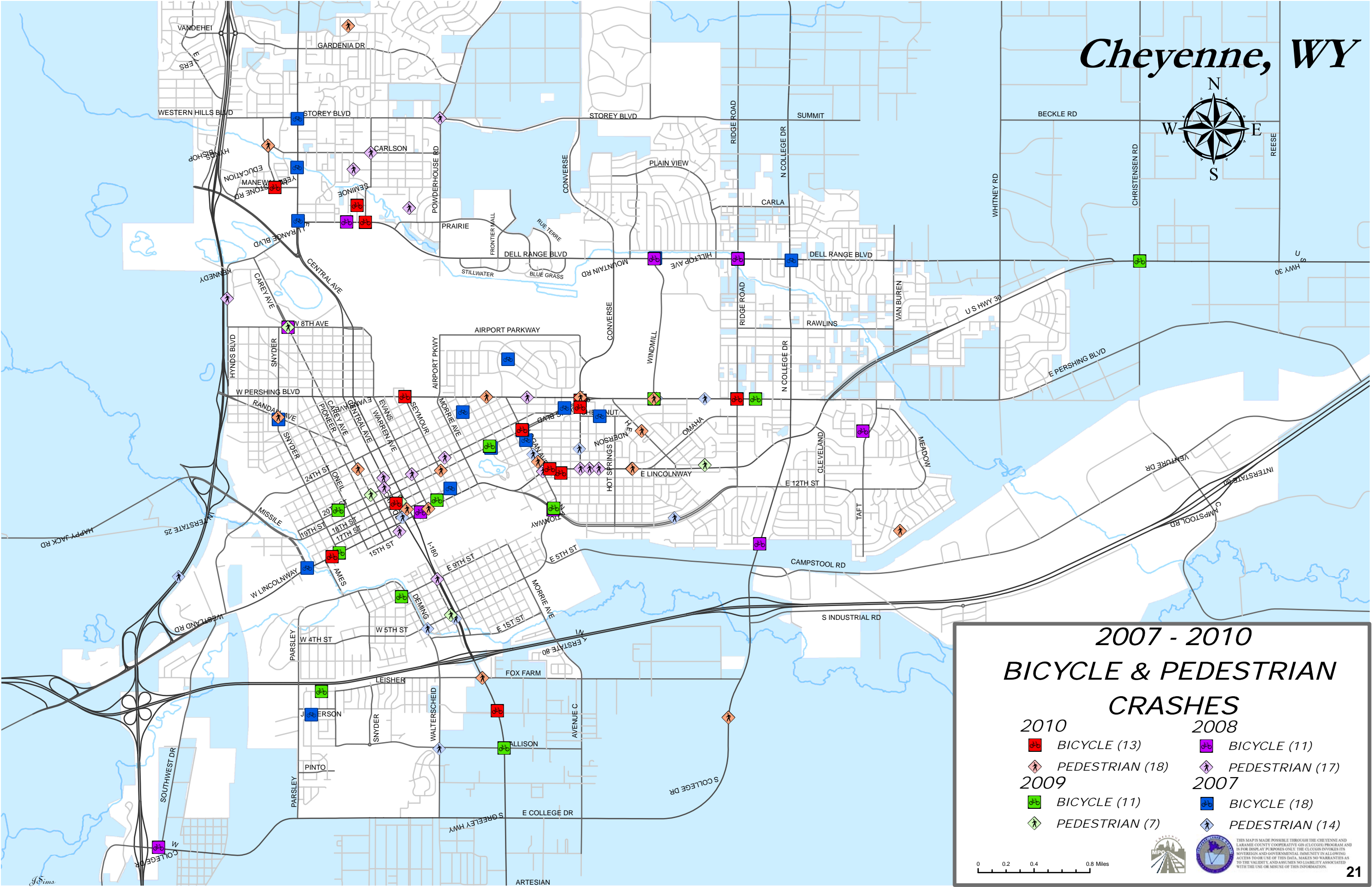
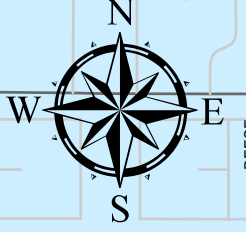
Cheyenne, WY



Cheyenne, WY



Cheyenne, WY



Accident Summary Report 2010

Greater Cheyenne Area

Severity		Multi-Vehicle		Month			
PDO: 1322		One Vehicle: 342		Jan: 120	Apr: 152	July: 155	Oct: 153
INJ: 457 619 :Injured		Two Vehicles: 1332		Feb: 146	May: 148	Aug: 165	Nov: 198
FAT: 6 6 :Killed		Three or More: 111		Mar: 120	June: 139	Sept: 135	Dec: 154
Manner of Collision		First Harmful Event					
Head On: 50		Pedestrian: 18		Overturned: 40			
Rear End: 496		Bicycle: 13		Jackknife: 8			
Angle Same Direction: 168		Domestic Animal: 4		Parked Motor Vehicle: 205			
Angle Opp Direction: 135		Wild Animal: 12		Berm/Ditch/Embankment: 7			
Angle Right: 346		Light/Utility/Signal Pole: 33		Tree/Shrub/Rock: 6			
Angle Unk Direction: 13		Sign: 15		Traffic Barrier: 16			
Sideswipe (Same): 121		Guard Rail/Cable: 62		Wall/Building: 4			
Sideswipe (Opposite): 16		Bridge Structure: 4		Mailbox: 0			
Other Collision: 66		Culvert/Headwall: 1		Vehicle in Transport: 1220			
Not Collision: 336		Fence: 37		Other Fixed Object: 8			
Unknown: 38		Raised Median/Curb: 27		Involving Other Object: 9			
		Delineator Post: 5		Other Non Collision: 31			
Road Conditions	Weather Conditions		Road Description		Lighting Conditions		
Dry: 1316	Clear or Cloudy: 1464		At Intersection: 631		Daylight: 1309		
Wet: 154	Rain: 70		At Driveway Access: 153		Dawn or Dusk: 78		
Muddy/Dirt: 4	Snowing: 198		Intersection Related: 334		Dark-Lighted: 251		
Snowy: 118	Fog: 7		Non Junction: 610		Dark-Unlighted: 128		
Icy: 156	Sleet/Hail: 12		Ramp: 41		Unknown: 19		
Slushy: 16	Wind: 11		Other: 1				
Other: 11	Blizzard: 1		Unknown: 15				
Unknown: 10	Other: 12		Hit & Run		Drinking		
	Unknown: 10		Hit & Run: 179		Yes: 104 No: 1668		
Vehicle Type	Veh 1	Veh 2	Vehicle Movement	Veh 1	Veh 2	Time of Day	
Passenger Car:	913	752	Going Straight:	1048	725	12am-3am: 59	
Pickup:	323	300	Slowing Down:	57	67	3am-6am: 37	
SUV:	299	237	Stopped in Traffic:	14	320	6am-9am: 225	
Passenger Van:	92	56	Making a Right Turn:	75	27	9am-12pm: 287	
Cargo Van:	15	12	Making a Left Turn:	268	46	12pm-3pm: 388	
School Bus:	1	5	Making a U-Turn:	10	0	3pm-6pm: 464	
Other Bus:	7	1	Passing:	20	5	6pm-9pm: 197	
Construction Machine:	1	3	Backing Up:	63	8	9pm-12am: 128	
Motorcycle < 150cc:	2	2	Enter/Leave Parked:	15	3	Day of the Week	
Motorcycle > 150cc:	28	17	Entering Lane:	43	7	Sunday: 148	
Motor Home:	8	2	Parked:	20	200	Monday: 260	
Light Truck:	5	12	Changing Lanes:	63	0	Tuesday: 261	
Medium Truck:	7	5	Negotiating Curve:	45	11	Wednesday: 254	
Heavy truck > 26,000:	30	24	Other Action:	6	2	Thursday: 308	
Other Type:	1	3	Driverless:	5	12	Friday: 318	
Unknown:	53	12	Unknown:	33	10	Saturday: 236	
Total Accidents: 1,785							

1/1/2001 - 12/31/2010
Greater Cheyenne Area

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