

# 2018

## ANNUAL CRASH REPORT for the Cheyenne Urban Area



## 2018 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/crash-data/standard-crash-data.html](http://www.dot.state.wy.us/home/dot_safety/crash-data/standard-crash-data.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 2018 CHEYENNE AREA CRASHES

**How many *total crashes* were there in 2018?** There were 1,617 crashes in 2018. This is about a 6.2% increase from 2017 in which there were 1,522. (1,622 in 2016)

**How many *people died* in crashes in 2018?** 5 people died last year in 5 separate crashes. This compares to 8 fatalities in 2017 all 8 in separate crashes.

**How many *injury crashes* were there in 2018?** There were 425 people injured in 417 separate crashes. This compares to 491 injuries in 485 separate crashes in 2017.

**How many *drivers* were involved in crashes in 2018?** There were 2,619 drivers involved in crashes last year. (2,649 in 2017)

**How many *vehicles* were involved in crashes in 2018?** There were 2,803 vehicles involved in crashes last year. (2,820 in 2017)

**How many *hit-and-run* crashes were there in 2018?** 167. (168 in 2017)

**How many *pedestrians* were hit by cars in 2018?** 9. (12 in 2017)

**How many *bicyclists* were hit by cars in 2018?** 10. (17 in 2017)

**How many *motorcyclists* were involved in crashes in 2018?** 29. (30 in 2017)

**How many *Commercial Motor Vehicles (CMV)* were involved crashes in 2018?** 98. (83 in 2017)

**How can I learn more about crashes in the Cheyenne Area?** The complete 2017 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 7 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.



## 2018 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 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, 2018

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.

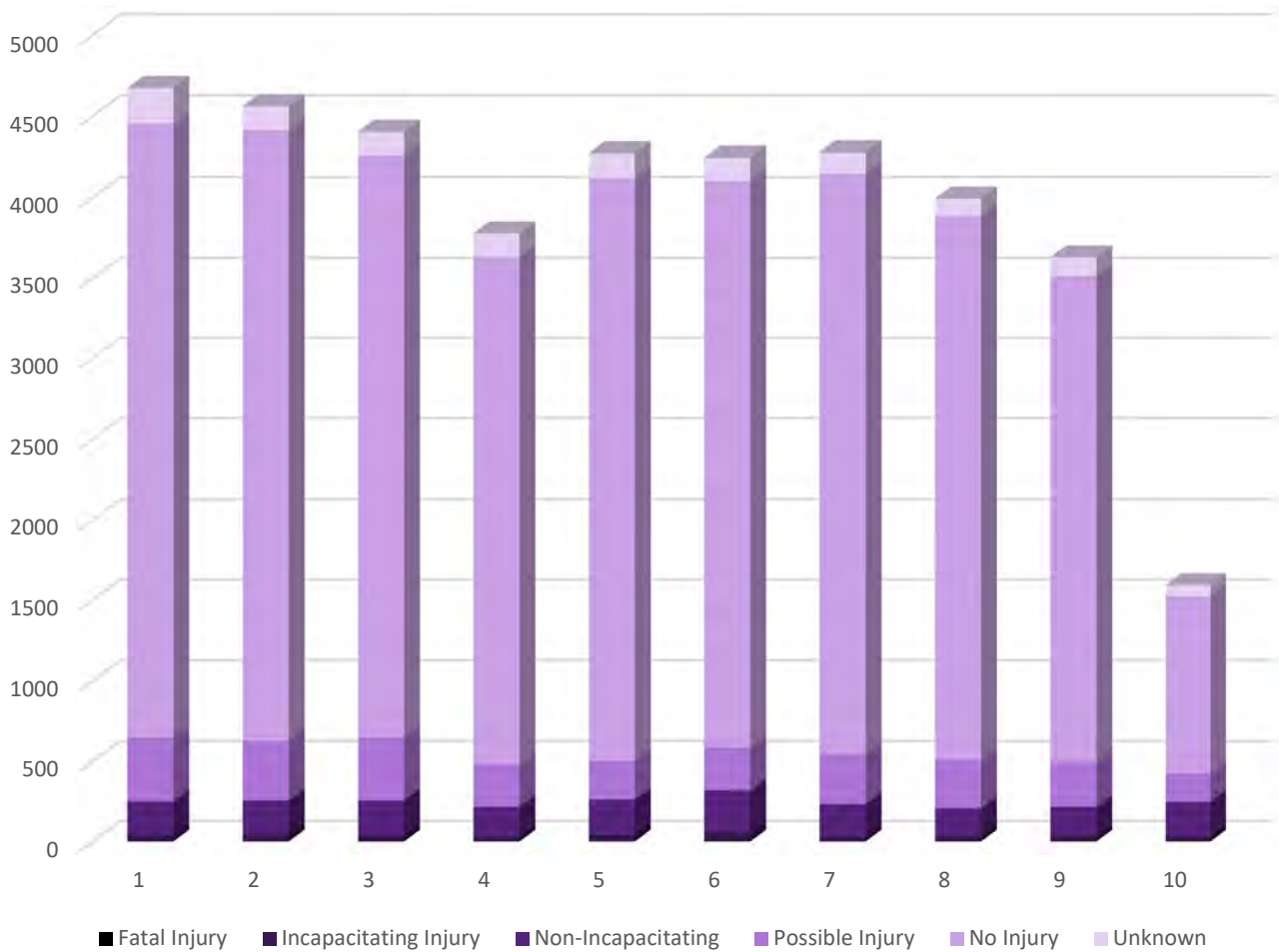
The calculable costs of motor-vehicle crashes are wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employer costs. In addition to the economic cost components the following comprehensive costs also include a measure of the value of lost quality of life 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](http://www.nsc.org).

Cost of Injury Report for Cheyenne Crashes, 2018			
Type of Injury	Cost Per Event	Number of Events	Total by Type of Injury
Death	\$1,659,000	5	\$8,295,000
Incapacitating	\$96,200	19	\$1,827,800
Non-Incapacitating	\$27,800	156	\$4,336,800
Possible Injury	\$22,800	150	\$3,420,000
No Injury	\$12,200	1100	\$13,420,000
Property damage only (cost per vehicle)	\$4,500	68	\$306,000
<b>Total</b>			<b>\$31,605,600</b>

**2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**

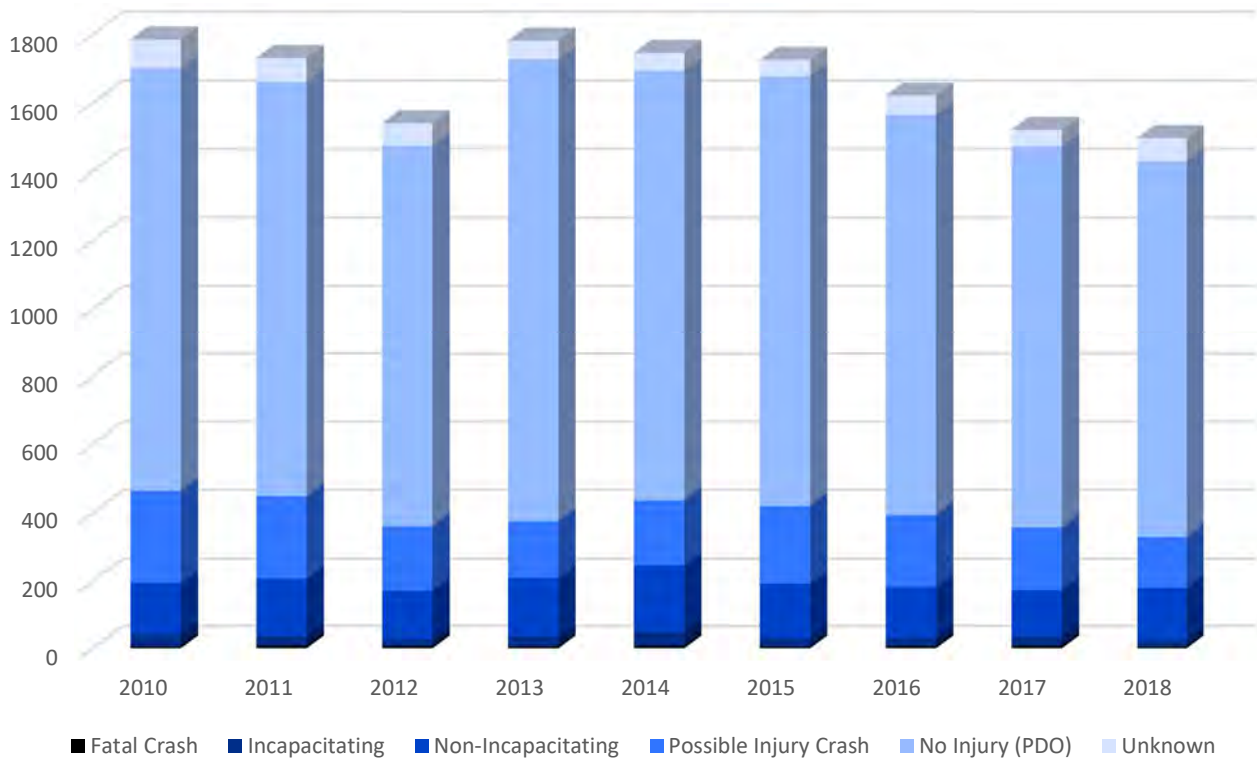
**Total People Injured**



Total Injuries	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Fatal Injury	7	6	9	7	6	10	5	7	8	8	73
Incapacitating Injury	33	40	31	22	35	46	26	28	29	24	314
Non-Incapacitating	212	211	217	187	221	264	203	173	181	216	2085
Possible Injury	401	374	397	268	245	270	314	302	280	177	3028
No Injury	3803	3784	3609	3150	3614	3513	3602	3377	3020	1099	32571
Unknown	219	147	142	146	151	143	129	108	114	68	1367
<b>TOTAL</b>	<b>4675</b>	<b>4562</b>	<b>4405</b>	<b>3780</b>	<b>4272</b>	<b>4246</b>	<b>4279</b>	<b>3995</b>	<b>3632</b>	<b>1592</b>	<b>39438</b>

## 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

### Total Crashes

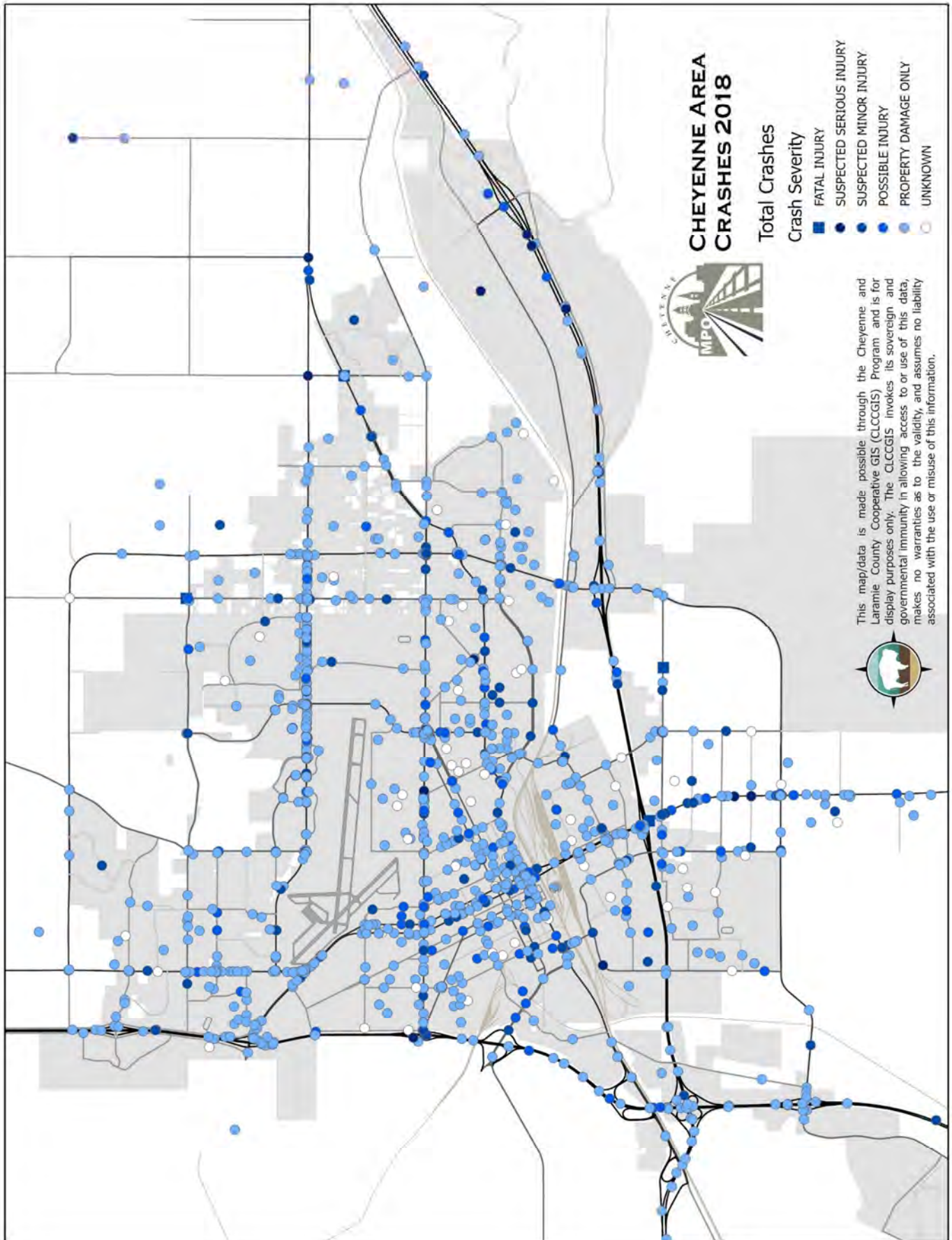


Total Crashes	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	2	6	6	9	7	6	8	5	7	8	5	69
Incapacitating	36	27	34	27	19	29	42	25	23	26	19	307
Non-Incapacitating	152	162	154	171	146	174	197	162	152	139	156	1765
Possible Injury Crash	214	261	270	241	190	168	189	229	213	185	150	2310
No Injury (PDO)	1220	1293	1239	1214	1114	1351	1259	1258	1171	1115	1100	13334
Unknown	110	73	83	70	65	55	52	47	56	49	68	728
<b>TOTAL</b>	<b>1734</b>	<b>1822</b>	<b>1786</b>	<b>1732</b>	<b>1541</b>	<b>1783</b>	<b>1747</b>	<b>1726</b>	<b>1622</b>	<b>1522</b>	<b>1498</b>	<b>18513</b>

### Cheyenne Total Crashes for 2018

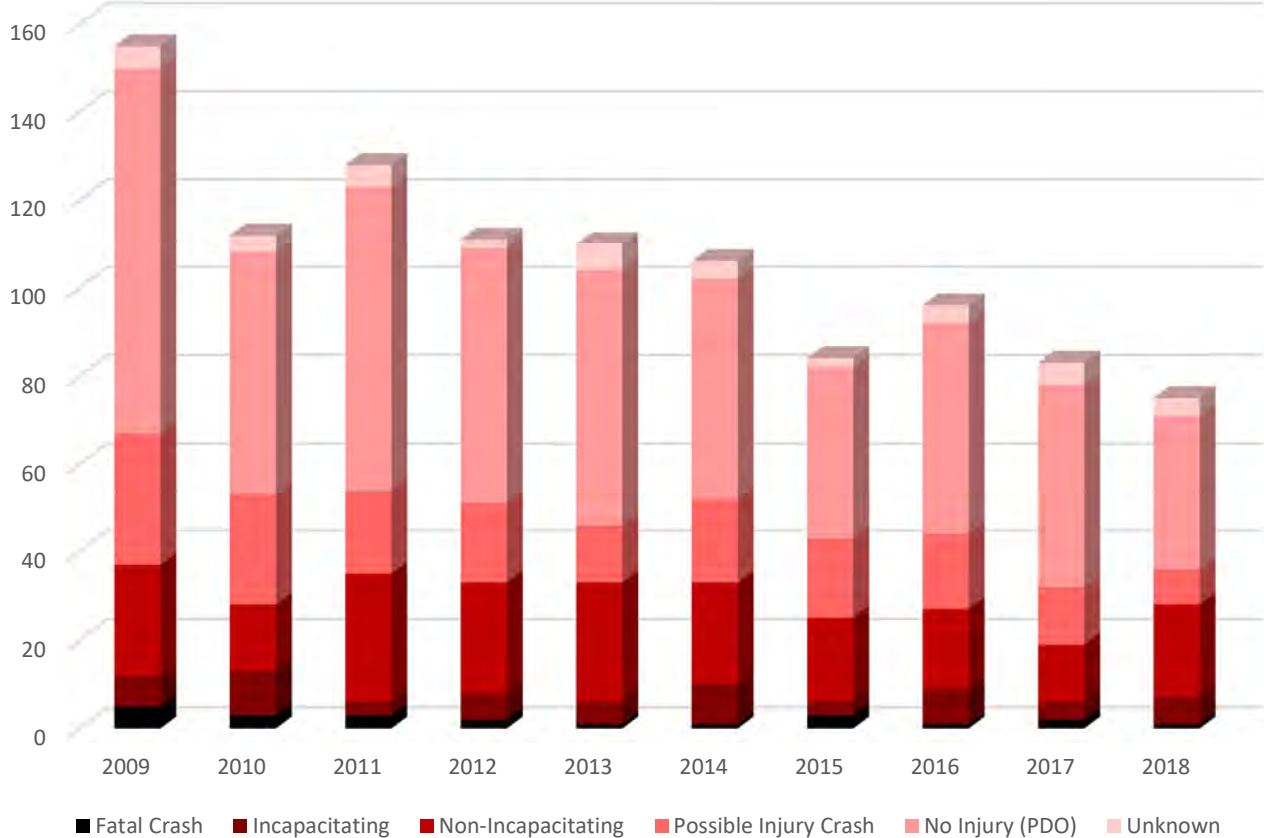
	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	0	1	2	1	1	3	2	9	6	5	4	8	10	9	6	4	9	11	3	3	2	4	2	2
February	0	0	2	0	0	1	3	12	6	6	3	9	5	7	6	9	7	9	4	4	3	5	1	1
March	3	4	1	0	1	1	3	10	2	4	2	6	11	7	11	10	5	8	12	4	1	3	2	3
April	1	3	2	0	3	3	3	9	13	6	6	8	5	9	9	7	7	9	10	4	5	2	3	1
May	1	1	1	0	2	0	5	6	7	6	6	10	14	15	6	16	18	12	9	4	3	4	2	3
June	1	0	0	0	1	1	6	4	3	9	4	11	8	10	8	10	7	14	3	2	3	3	2	1
July	2	0	1	0	2	2	4	9	3	8	8	11	10	12	7	13	18	11	10	5	4	4	1	4
August	0	0	1	0	0	0	1	5	6	5	6	13	9	8	10	15	11	14	6	5	1	2	3	1
September	0	2	1	2	1	2	2	9	6	3	8	9	15	11	2	12	13	11	7	4	2	3	3	1
October	4	1	0	0	1	0	2	5	3	3	9	12	12	11	6	7	11	10	4	2	6	6	2	0
November	1	1	0	1	1	3	3	12	10	6	4	7	3	11	11	7	10	9	5	3	3	0	0	0
December	3	0	0	0	0	3	5	10	5	7	2	7	16	7	10	7	12	15	8	3	5	2	2	0

# 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



# 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

## Crashes Involving Alcohol

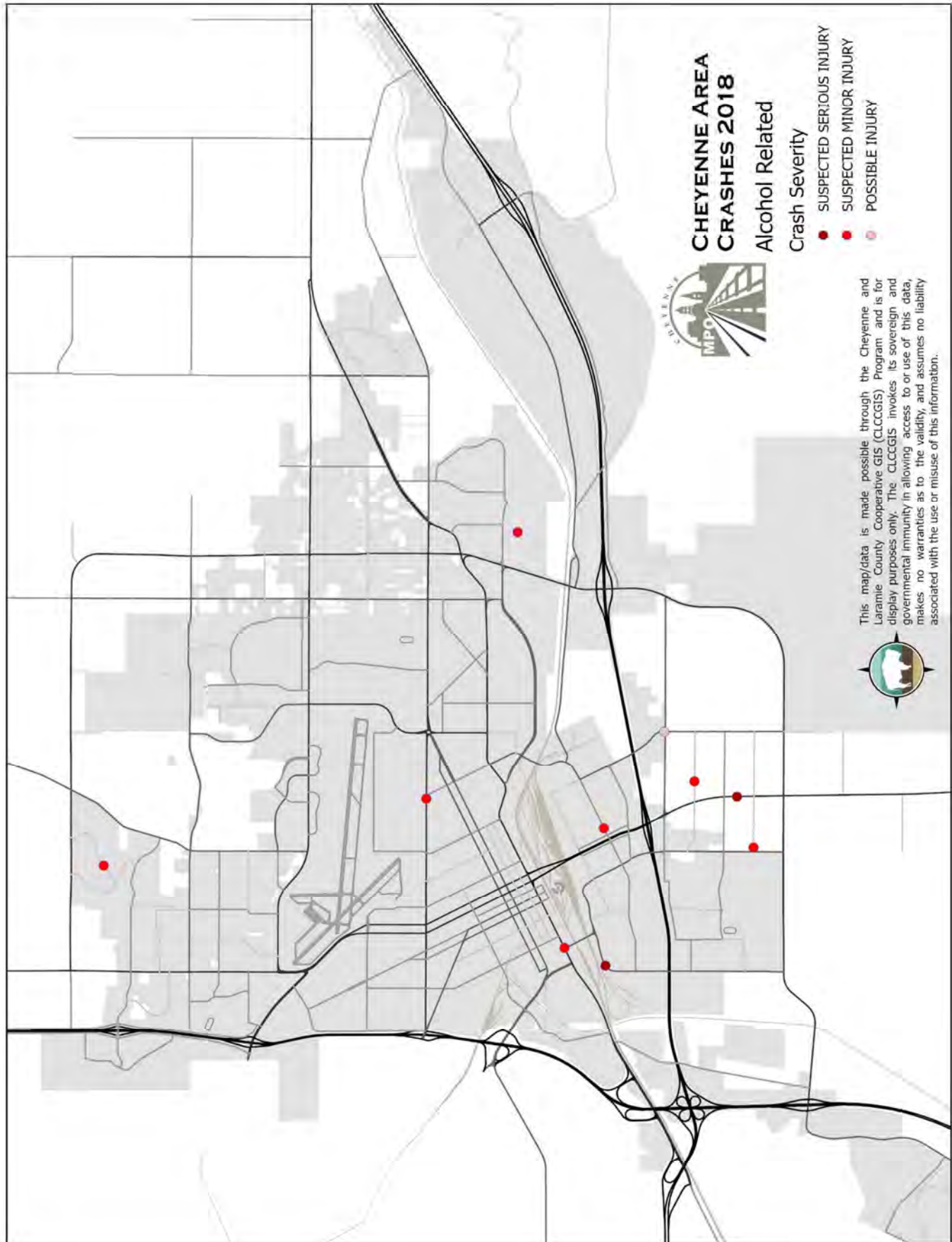


Alcohol Related	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	5	3	3	2	1	1	3	1	2	1	22
Incapacitating	7	10	3	6	5	9	3	8	4	6	61
Non-Incapacitating	25	15	29	25	27	23	19	18	13	21	215
Possible Injury Crash	30	25	19	18	13	19	18	17	13	8	180
No Injury (PDO)	83	55	69	58	58	50	39	48	46	35	541
Unknown	5	4	5	2	6	4	2	4	5	4	41
<b>TOTAL</b>	<b>155</b>	<b>112</b>	<b>128</b>	<b>111</b>	<b>110</b>	<b>106</b>	<b>84</b>	<b>96</b>	<b>83</b>	<b>75</b>	<b>1060</b>

## Cheyenne Alcohol Involved Crashes for 2018

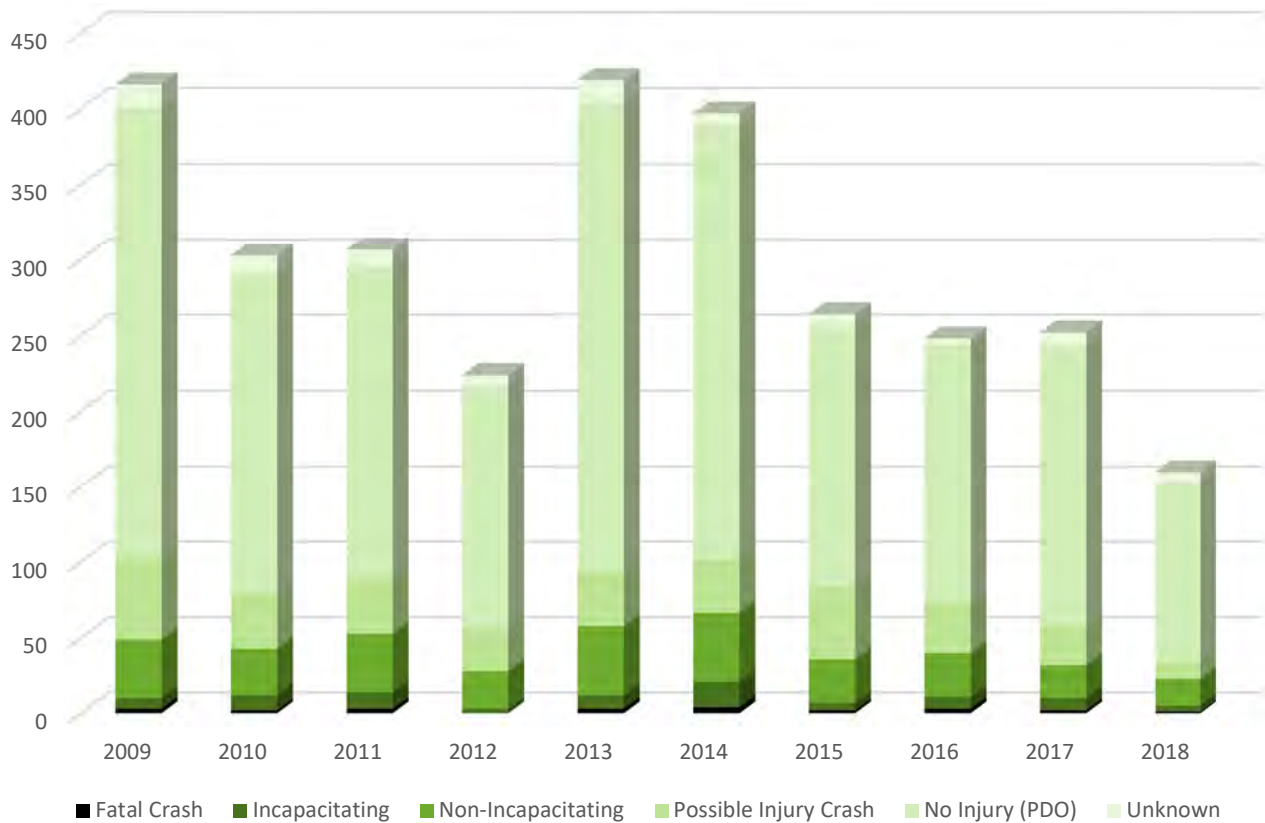
	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
February	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	1	0
March	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	1	1
April	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	1	1	0	0
May	1	0	0	0	0	0	1	0	0	0	1	0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





# 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

## Crashes Involving Speed

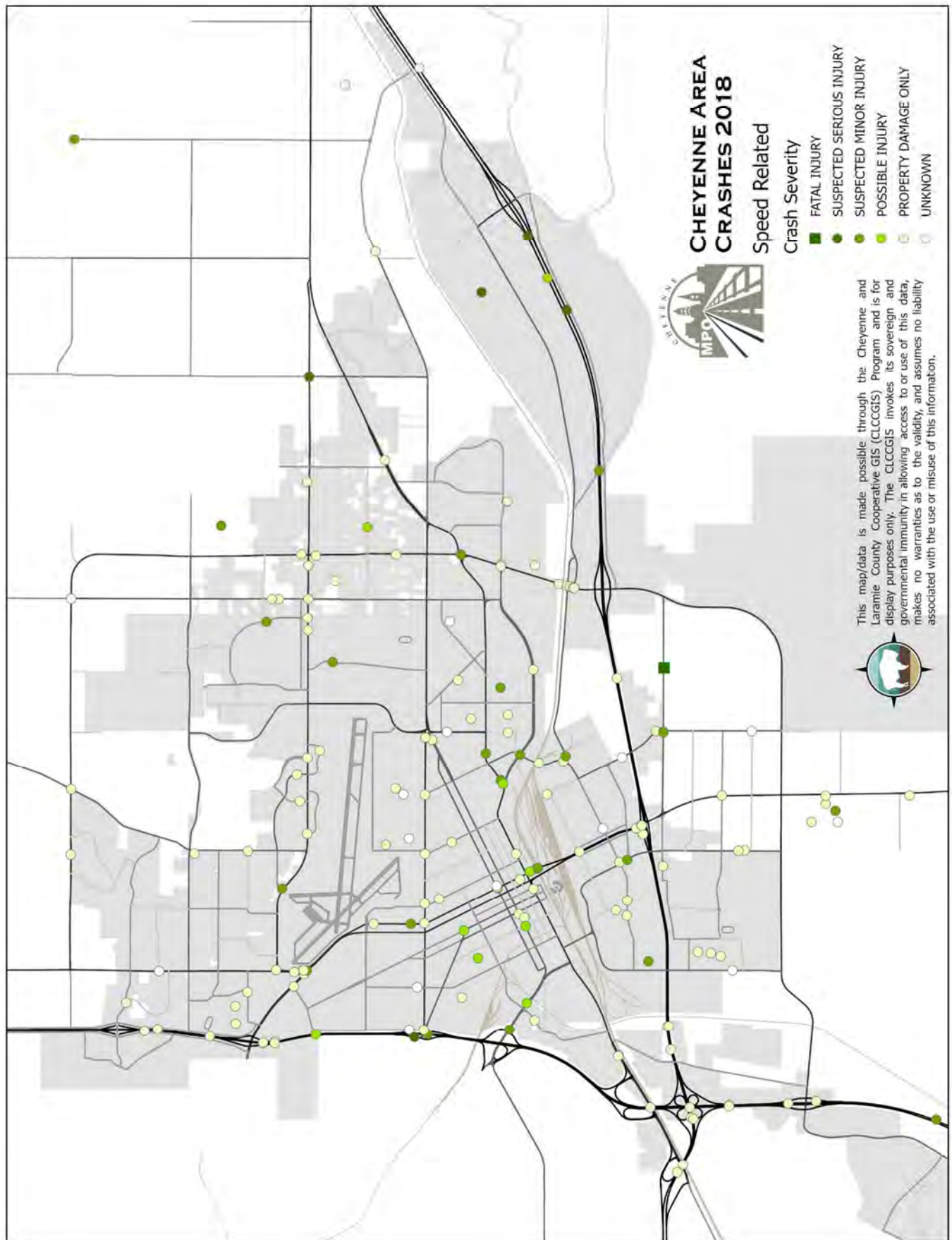


Speed-Related	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	3	2	3	0	3	4	2	3	2	1	23
Incapacitating	7	10	11	3	9	17	5	8	8	4	82
Non-Incapacitating	39	31	39	25	46	46	29	29	22	18	324
Possible Injury Crash	54	36	36	28	36	35	48	34	26	11	344
No Injury (PDO)	298	212	207	161	310	287	172	170	185	119	2121
Unknown	15	12	11	7	15	8	8	4	9	7	96
<b>TOTAL</b>	<b>416</b>	<b>303</b>	<b>307</b>	<b>224</b>	<b>419</b>	<b>397</b>	<b>264</b>	<b>248</b>	<b>252</b>	<b>160</b>	<b>2990</b>

## Cheyenne Speed Involved Crashes for 2018

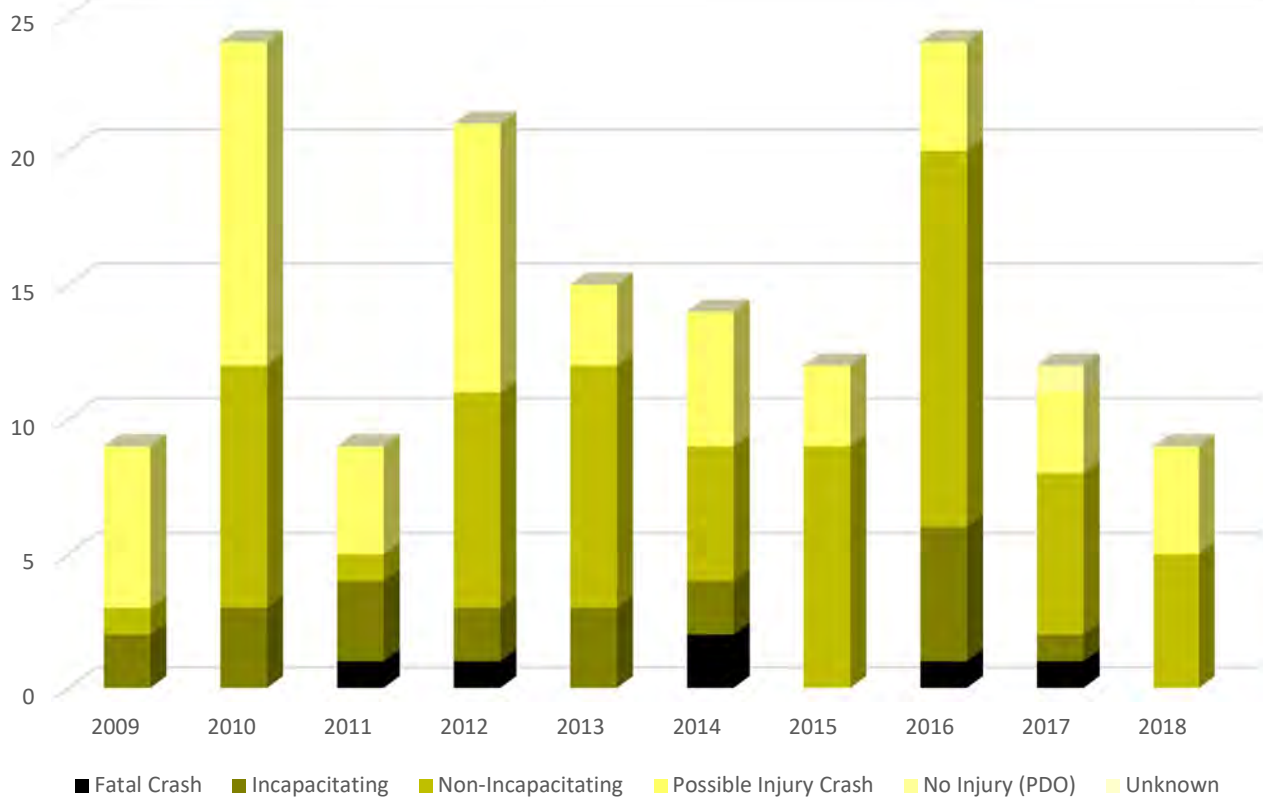
	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	0	0	1	0	0	1	1	2	2	3	0	2	2	2	1	2	1	3	1	2	1	1	1	0
February	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1	2	1	0	0	1	1	1
March	1	2	0	0	0	0	2	0	2	3	3	1	1	0	0	1	1	0	3	0	1	0	1	1
April	0	0	2	0	1	1	1	1	2	0	0	0	0	1	0	0	0	1	1	2	3	0	0	0
May	0	0	0	0	1	0	0	1	1	1	1	1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

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### Crashes Involving Pedestrians

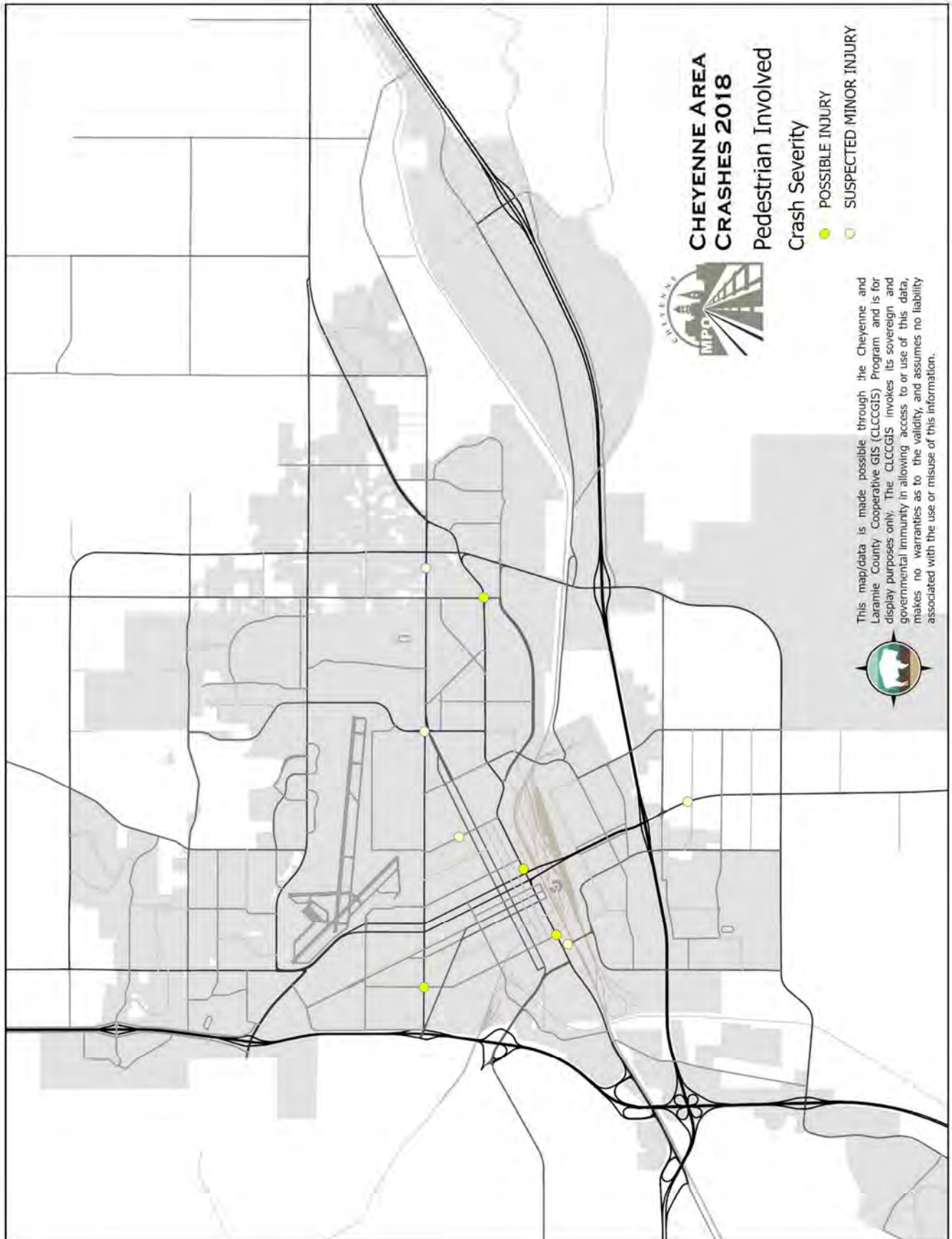


Pedestrian Involved	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	0	0	1	1	0	2	0	1	1	0	6
Incapacitating	2	3	3	2	3	2	0	5	1	0	21
Non-Incapacitating	1	9	1	8	9	5	9	14	6	11	73
Possible Injury Crash	6	12	4	10	3	5	3	4	3	7	57
No Injury (PDO)	0	0	0	0	0	0	0	0	1	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>9</b>	<b>24</b>	<b>9</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>18</b>	<b>158</b>

### Cheyenne Pedestrian Involved Crashes for 2018

	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
March	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
April	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
May	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
June	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
July	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
August	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
September	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
October	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
November	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

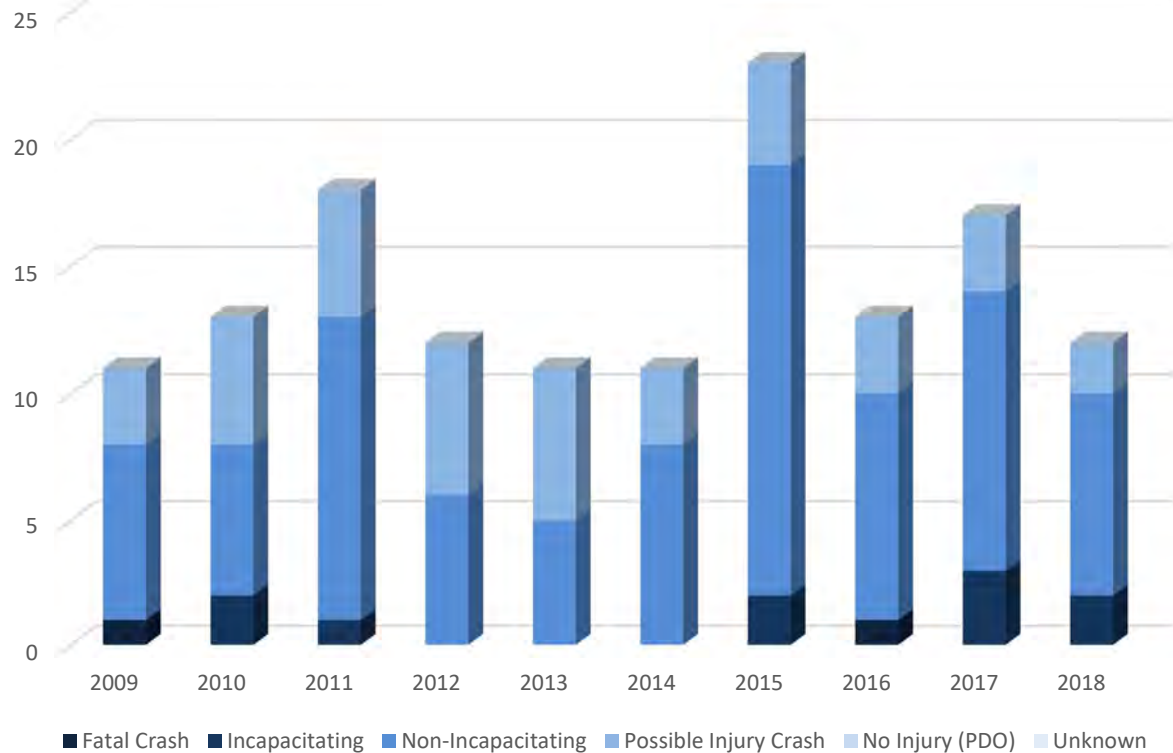






2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

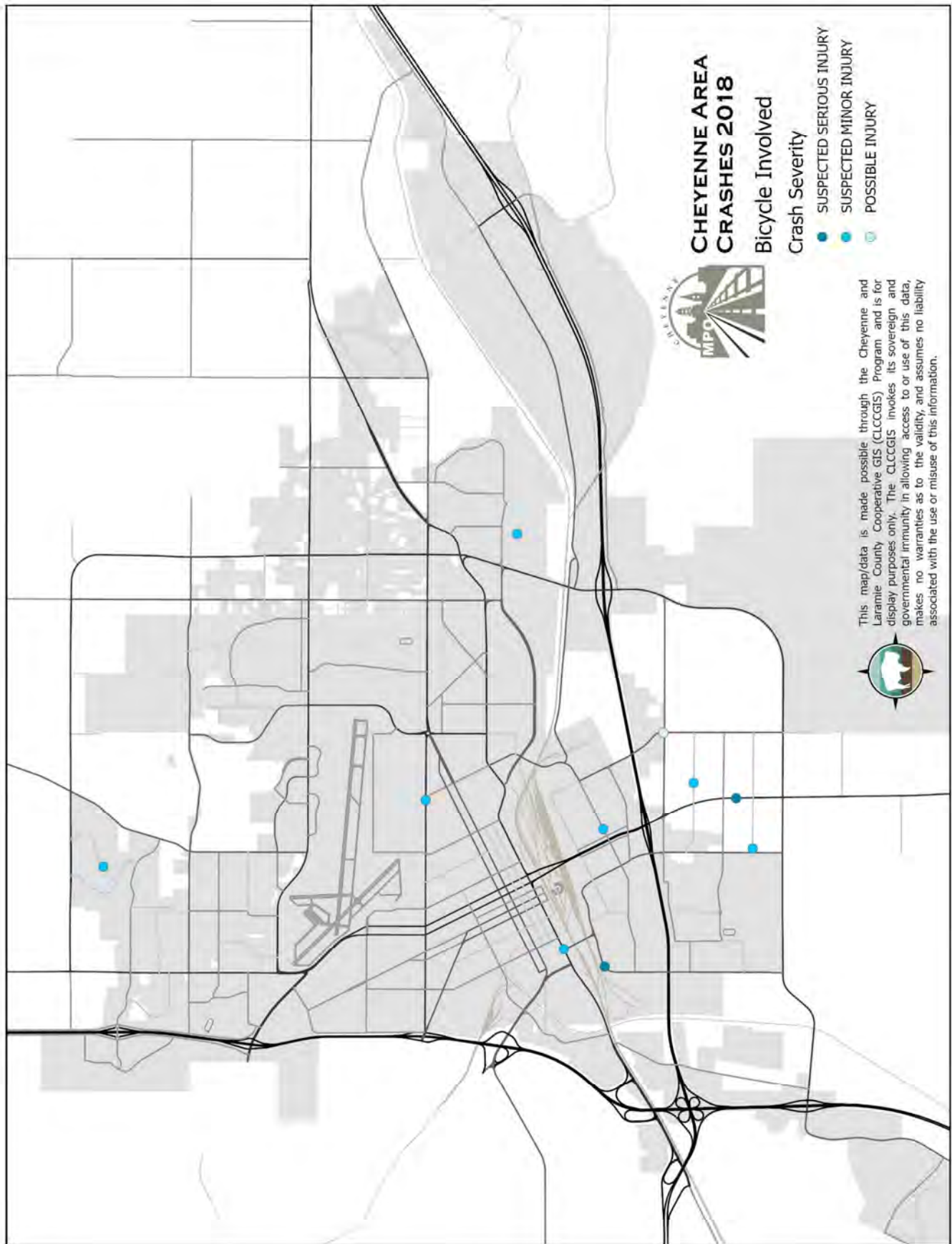
### Crashes Involving a Bicycle



Bicycle Involved	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	1	0	0	0	0	0	0	1	0	0	2
Incapacitating	0	2	1	0	0	0	2	0	3	2	10
Non-Incapacitating	7	6	12	6	5	8	17	9	11	8	89
Possible Injury Crash	3	5	5	6	6	3	4	3	3	2	40
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
<b>TOTAL</b>	<b>11</b>	<b>13</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>23</b>	<b>13</b>	<b>17</b>	<b>12</b>	<b>141</b>

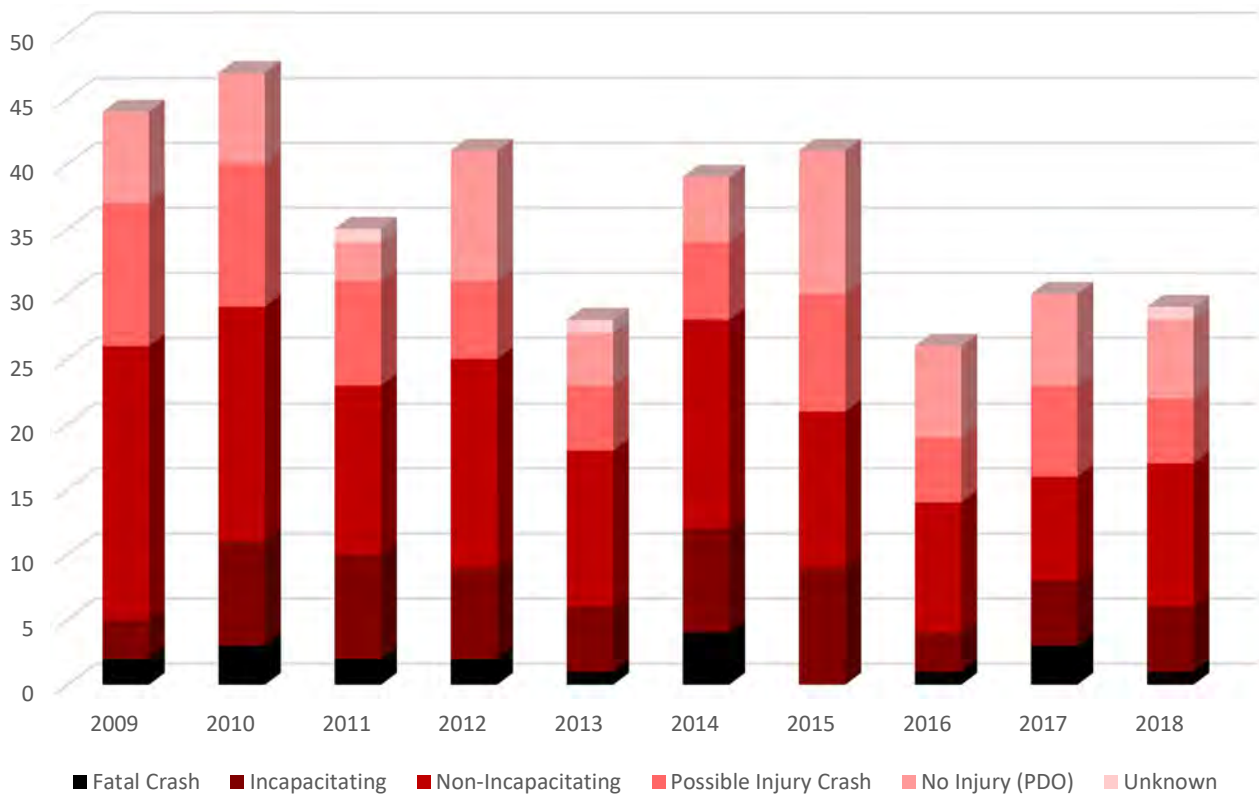
### Cheyenne Bicycle Involved Crashes for 2018

	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
March	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
April	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
May	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
June	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
August	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
September	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
October	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
November	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0



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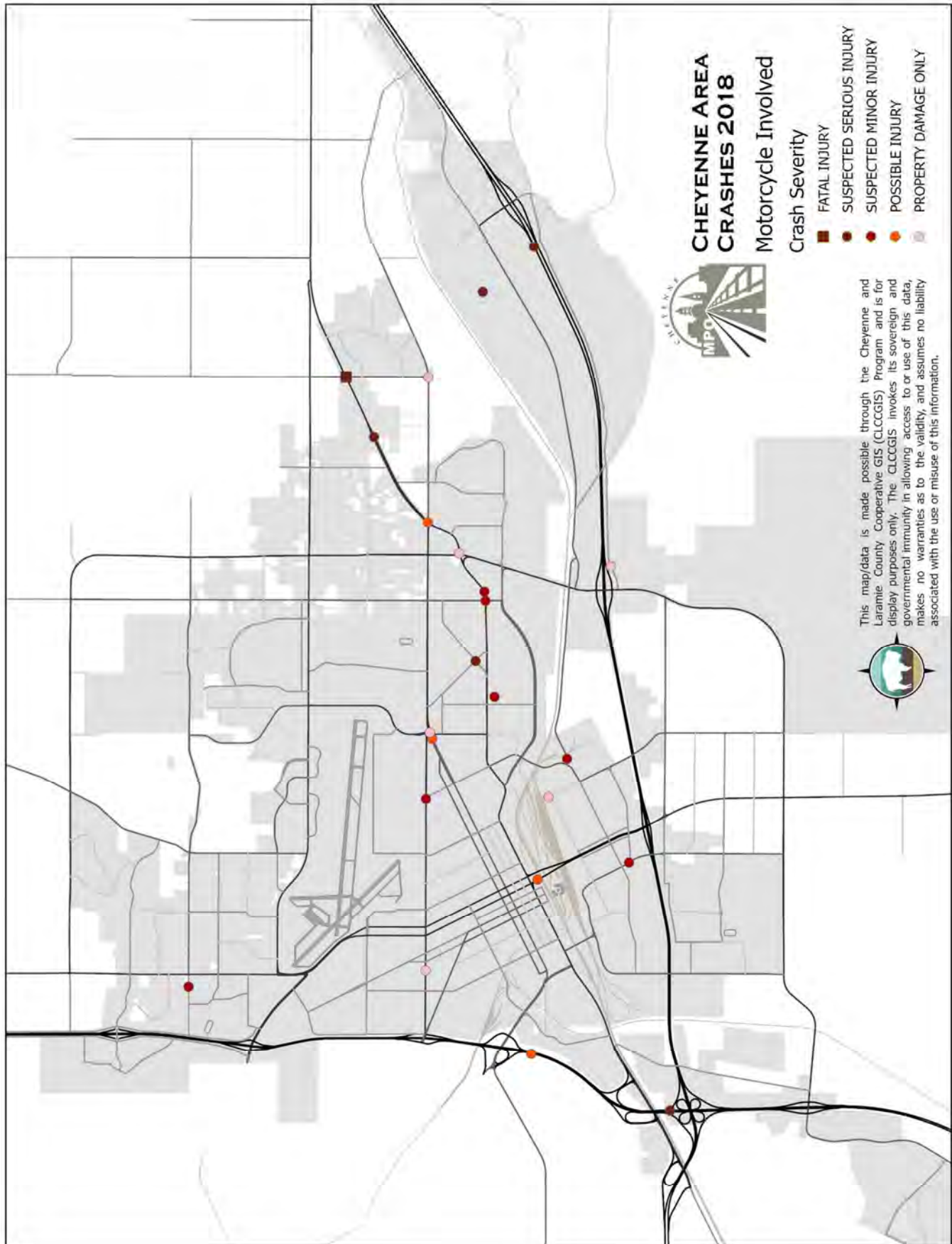
## Crashes Involving a Motorcycle



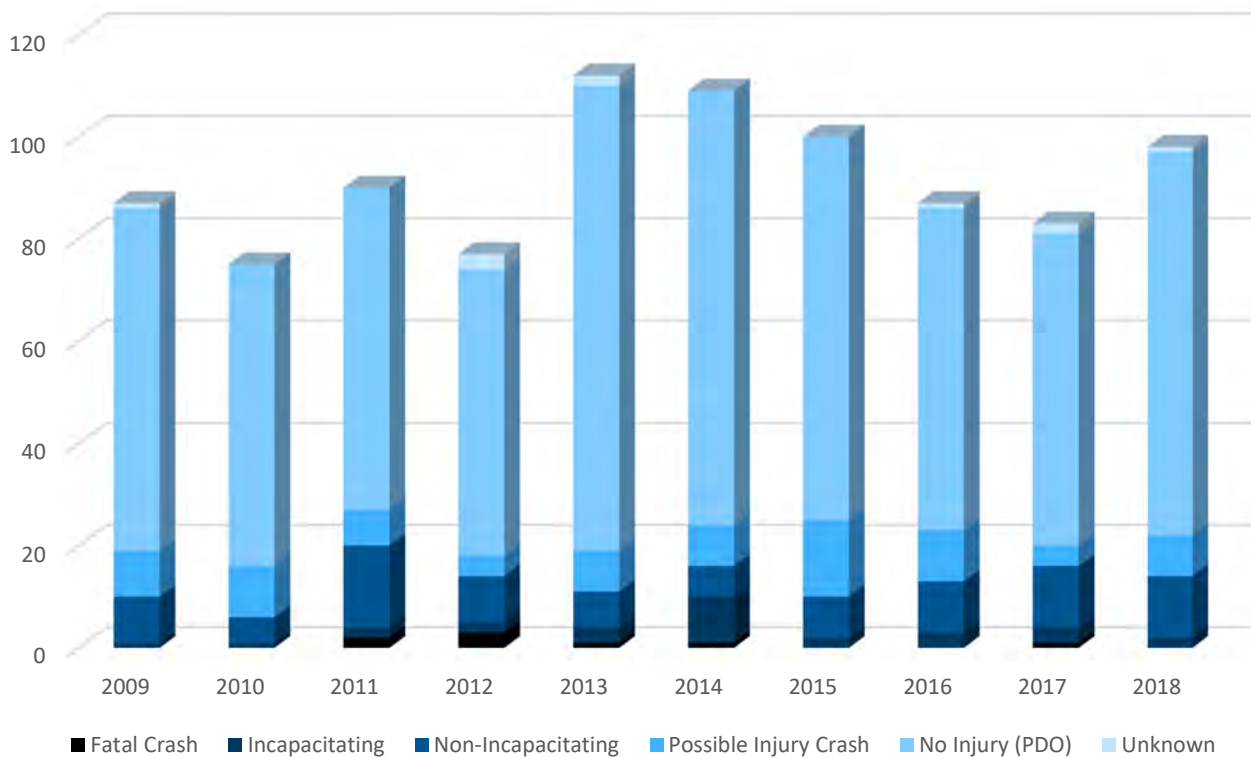
Motorcycle Involved	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	2	3	2	2	1	4	0	1	3	1	19
Incapacitating	3	8	8	7	5	8	9	3	5	5	61
Non-Incapacitating	21	18	13	16	12	16	12	10	8	11	137
Possible Injury Crash	11	11	8	6	5	6	9	5	7	5	73
No Injury (PDO)	7	7	3	10	4	5	11	7	7	6	67
Unknown	0	0	1	0	1	0	0	0	0	1	3
<b>TOTAL</b>	<b>44</b>	<b>47</b>	<b>35</b>	<b>41</b>	<b>28</b>	<b>39</b>	<b>41</b>	<b>26</b>	<b>30</b>	<b>29</b>	<b>360</b>

## Cheyenne Motorcycles Involved Crashes for 2018

	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
March	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0
April	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	0
June	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
July	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0
August	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
September	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
October	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
November	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



## Crashes Involving a Commercial Motor Vehicle (CMV)



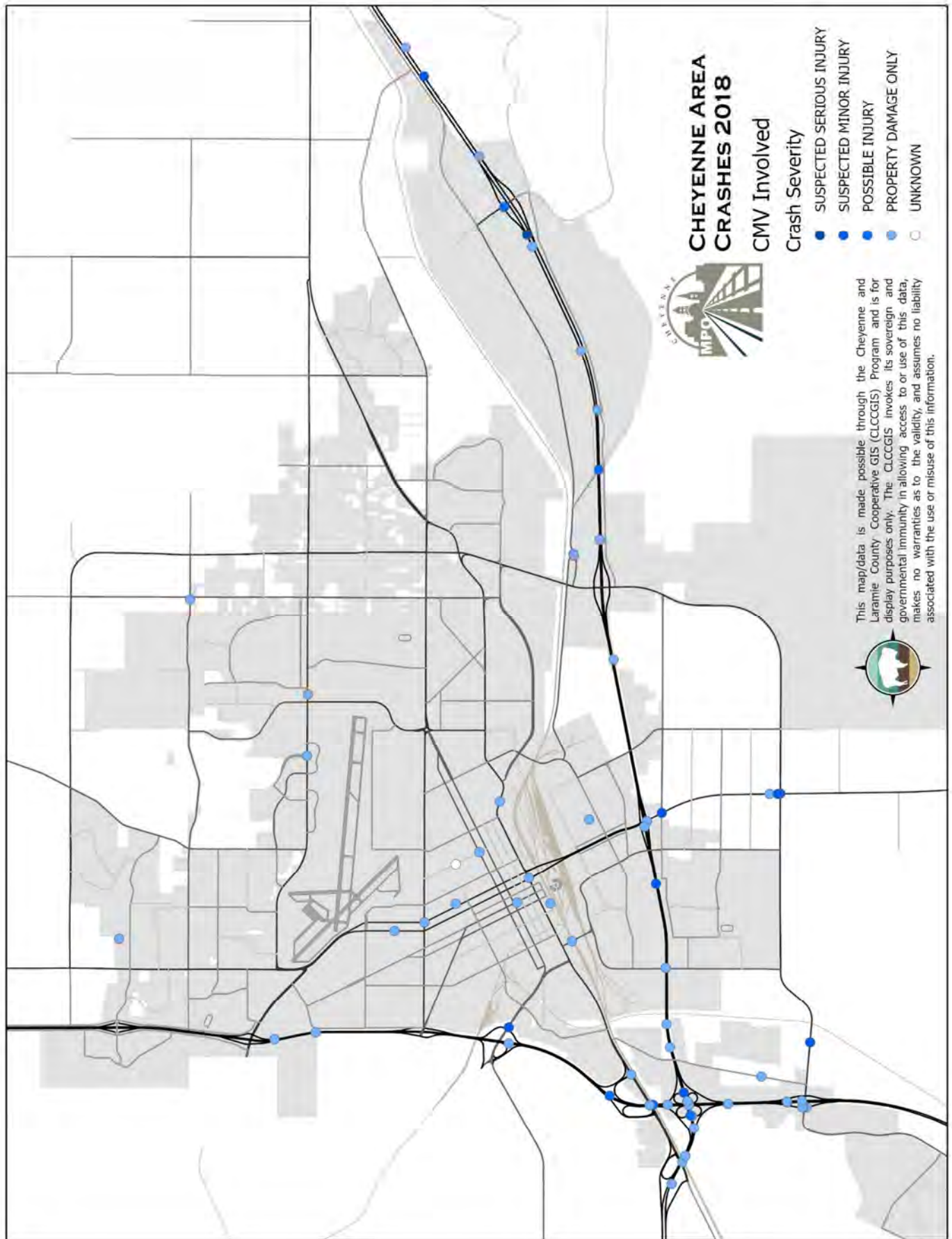
CMV Involved	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	0	0	2	3	1	1	0	0	1	0	8
Incapacitating	1	1	2	2	3	9	2	3	3	2	28
Non-Incapacitating	9	5	16	9	7	6	8	10	12	12	94
Possible Injury Crash	9	10	7	4	8	8	15	10	4	8	83
No Injury (PDO)	67	59	63	56	91	85	75	63	61	75	695
Unknown	1	0	0	3	2	0	0	1	2	1	10
<b>TOTAL</b>	<b>87</b>	<b>75</b>	<b>90</b>	<b>77</b>	<b>112</b>	<b>109</b>	<b>100</b>	<b>87</b>	<b>83</b>	<b>98</b>	<b>918</b>

## Cheyenne CMV Involved Crashes for 2018

	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	1	1	0	0	0	1	0	1	0	1	1	0	1	0	0	2	1	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0
March	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	0	1
April	0	0	0	0	0	0	0	0	1	0	0	1	1	4	3	1	0	0	0	0	0	0	1	0
May	0	0	0	0	0	0	3	0	2	2	0	1	0	0	0	1	2	0	1	0	0	0	0	0
June	0	0	0	0	0	0	1	0	0	2	2	1	0	0	2	2	0	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0	0	0	3	0	1	1	2	0	3	2	2	0	0	0	0	0	0
August	0	0	0	0	0	0	1	0	0	1	0	2	0	2	0	3	0	0	0	1	0	0	0	0
September	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0
October	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0
November	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
December	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

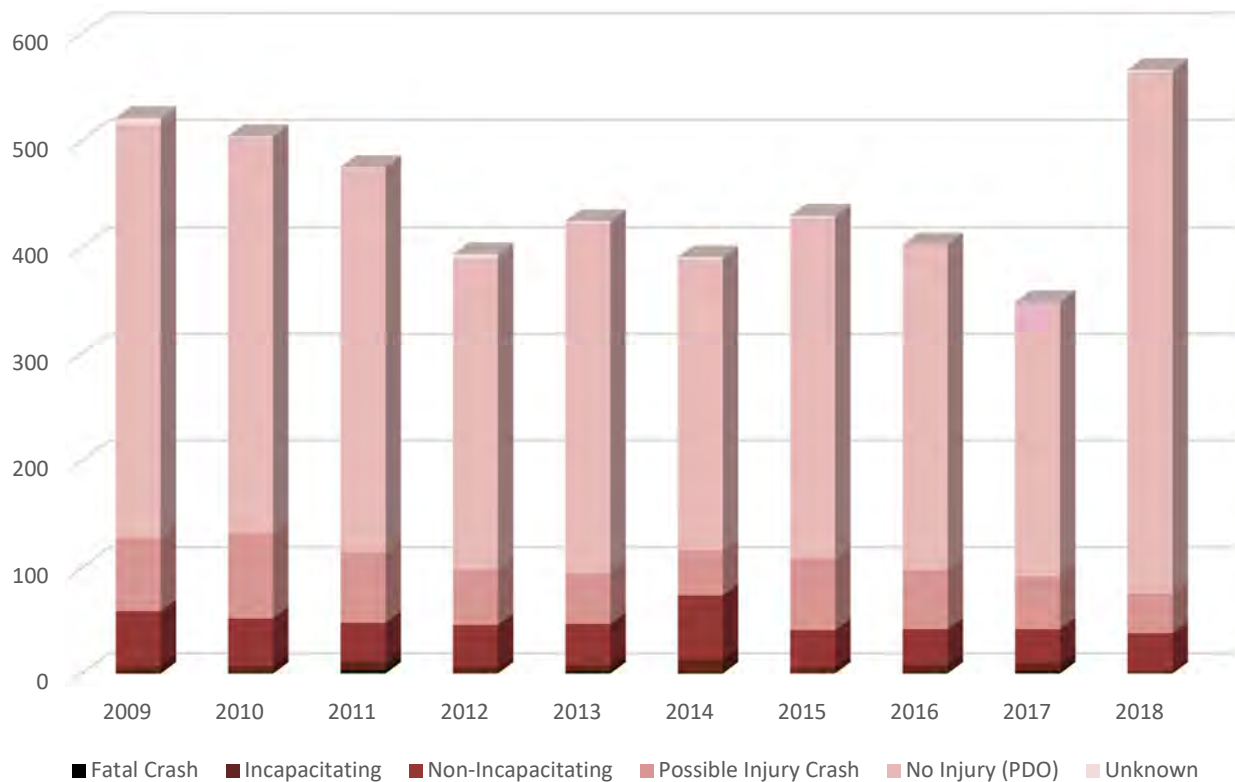


2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



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## Crashes Involving Young Drivers (age 15-20)

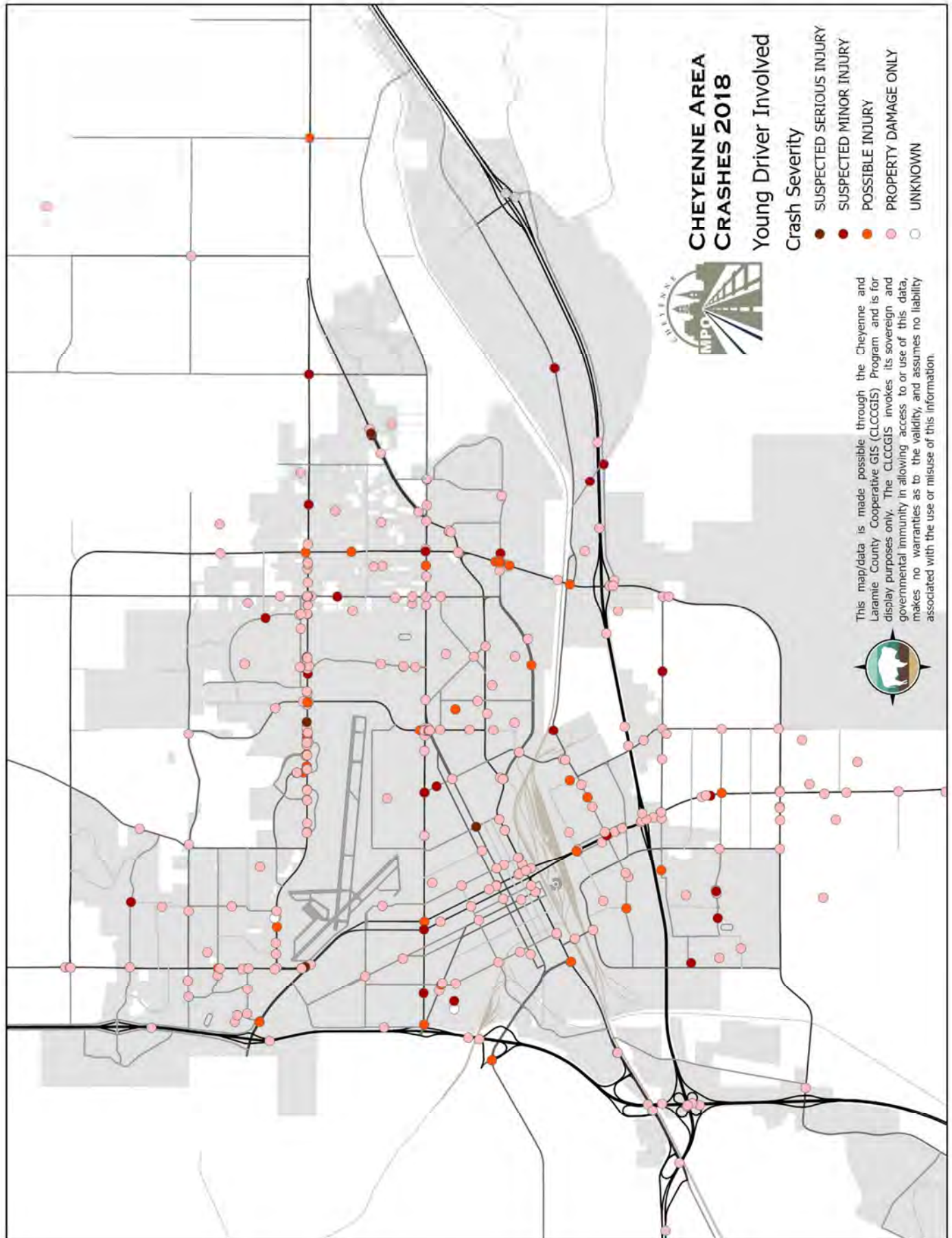


Young Driver Involved (age 15 - 20)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	1	1	3	0	2	1	0	1	2	2	13
Incapacitating	6	6	8	6	6	12	6	7	7	3	67
Non-Incapacitating	52	45	37	40	39	61	35	34	33	39	415
Possible Injury Crash	69	80	67	52	48	42	68	56	50	38	570
No Injury (PDO)	387	371	359	292	328	273	319	305	257	495	3386
Unknown	6	1	1	4	2	2	2	0	0	2	20
<b>TOTAL</b>	<b>521</b>	<b>504</b>	<b>475</b>	<b>394</b>	<b>425</b>	<b>391</b>	<b>430</b>	<b>403</b>	<b>349</b>	<b>579</b>	<b>4471</b>

## Cheyenne Young Driver (age 15-20) Involved Crashes for 2018

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

# 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



## Crashes Involving Older Drivers (age 65+)



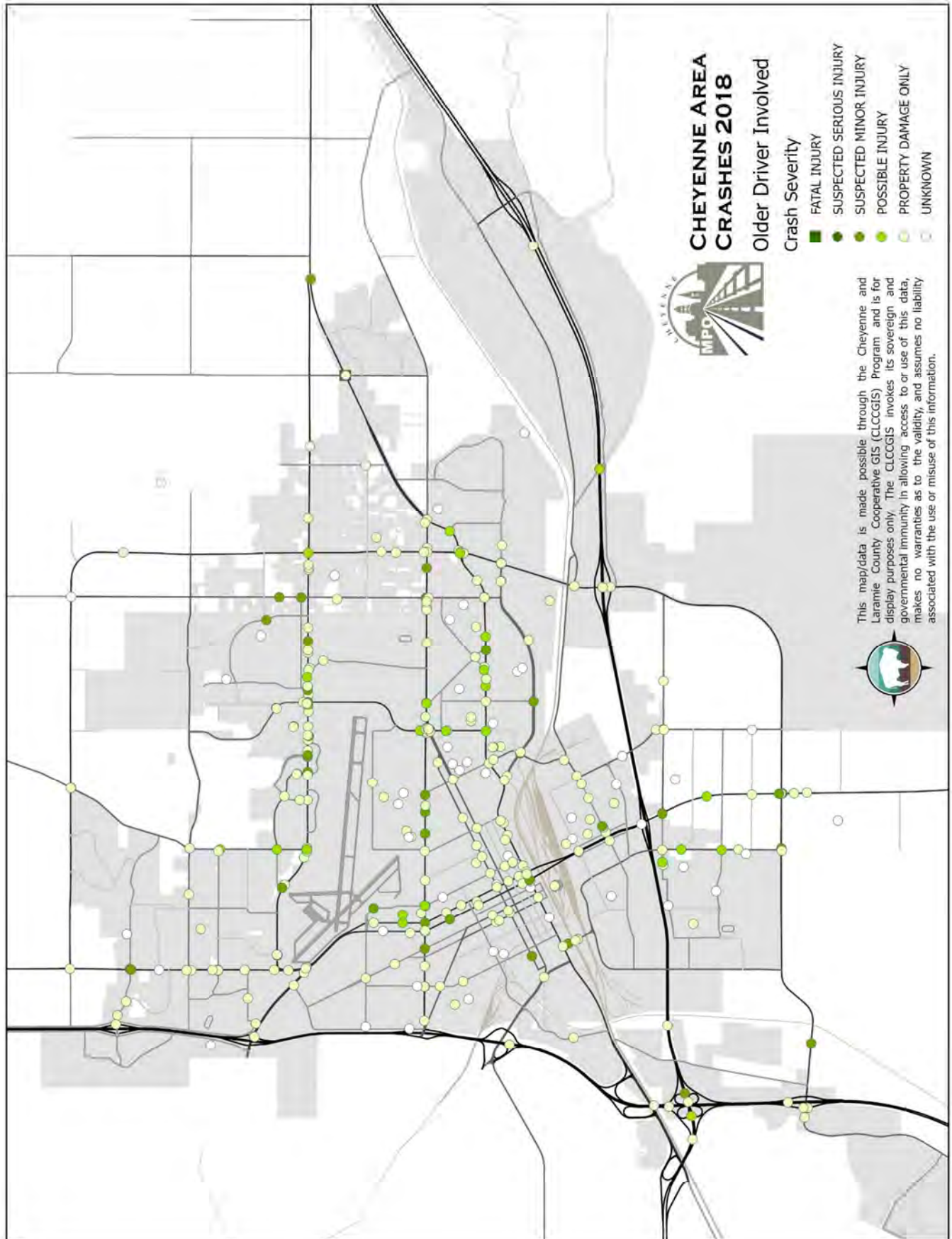
Older Driver Involved (age 65+)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	0	0	0	1	1	1	0	4	0	1	8
Incapacitating	6	4	2	3	5	8	5	2	3	2	40
Non-Incapacitating	15	20	15	23	32	24	41	25	28	26	249
Possible Injury Crash	41	53	42	27	23	33	34	47	42	30	372
No Injury (PDO)	189	225	174	196	217	228	244	220	209	373	2275
Unknown	1	0	1	0	1	2	0	0	0	131	136
<b>TOTAL</b>	<b>252</b>	<b>302</b>	<b>234</b>	<b>250</b>	<b>279</b>	<b>296</b>	<b>324</b>	<b>298</b>	<b>282</b>	<b>563</b>	<b>3080</b>

### Cheyenne Intersection-Related Crashes for 2018

	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	1	0	0	0	0	4	0	2	1	2	0	2	5	3	2	1	3	9	2	2	0	0	0
February	0	0	0	0	0	0	0	2	0	1	0	1	4	5	3	7	2	1	2	1	0	2	0	1
March	2	0	1	0	0	0	1	4	1	3	2	6	2	1	9	5	2	3	0	4	0	2	0	1
April	0	1	1	0	0	0	0	0	0	7	2	3	5	2	2	4	1	2	2	2	1	1	1	1
May	1	0	0	0	0	0	2	1	2	3	3	3	2	6	3	5	3	3	1	3	1	1	1	1
June	0	0	0	0	0	2	0	2	0	5	2	15	3	8	7	5	1	6	1	2	1	0	0	0
July	0	0	0	0	0	0	1	3	2	9	4	6	2	7	2	5	10	3	2	1	1	1	0	0
August	0	0	0	0	0	0	0	2	5	2	1	4	5	3	7	4	1	5	3	0	1	0	2	0
September	0	1	0	2	1	0	0	1	1	2	5	4	4	4	0	3	3	3	5	1	2	0	0	0
October	1	1	0	0	0	0	0	1	0	1	8	5	6	7	3	3	6	4	0	1	0	0	1	0
November	0	0	0	0	0	0	2	1	5	1	2	3	3	9	3	2	1	4	4	0	0	0	0	0
December	1	0	0	0	0	0	0	3	1	5	16	3	11	1	7	4	3	6	4	0	0	1	0	0

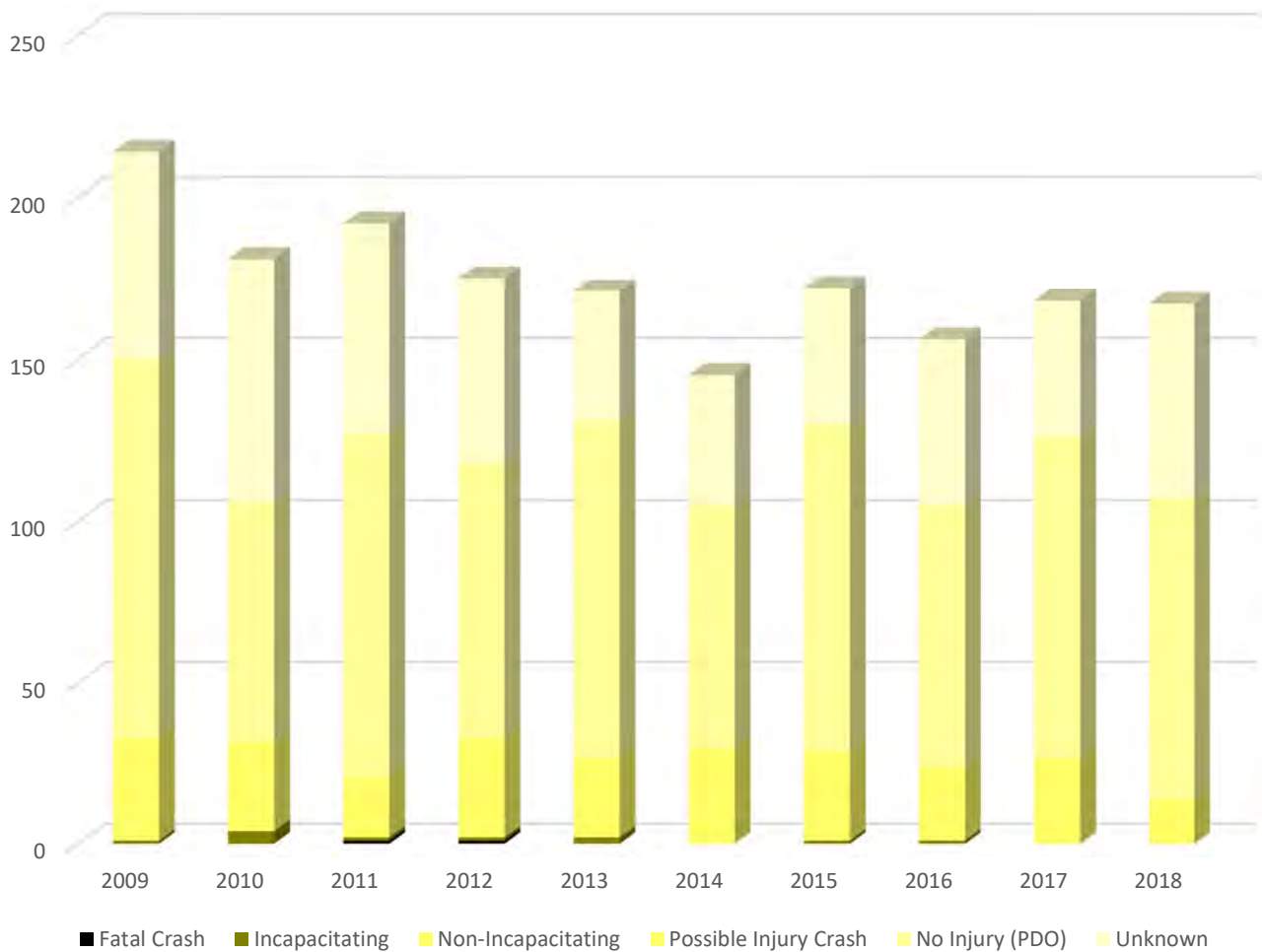


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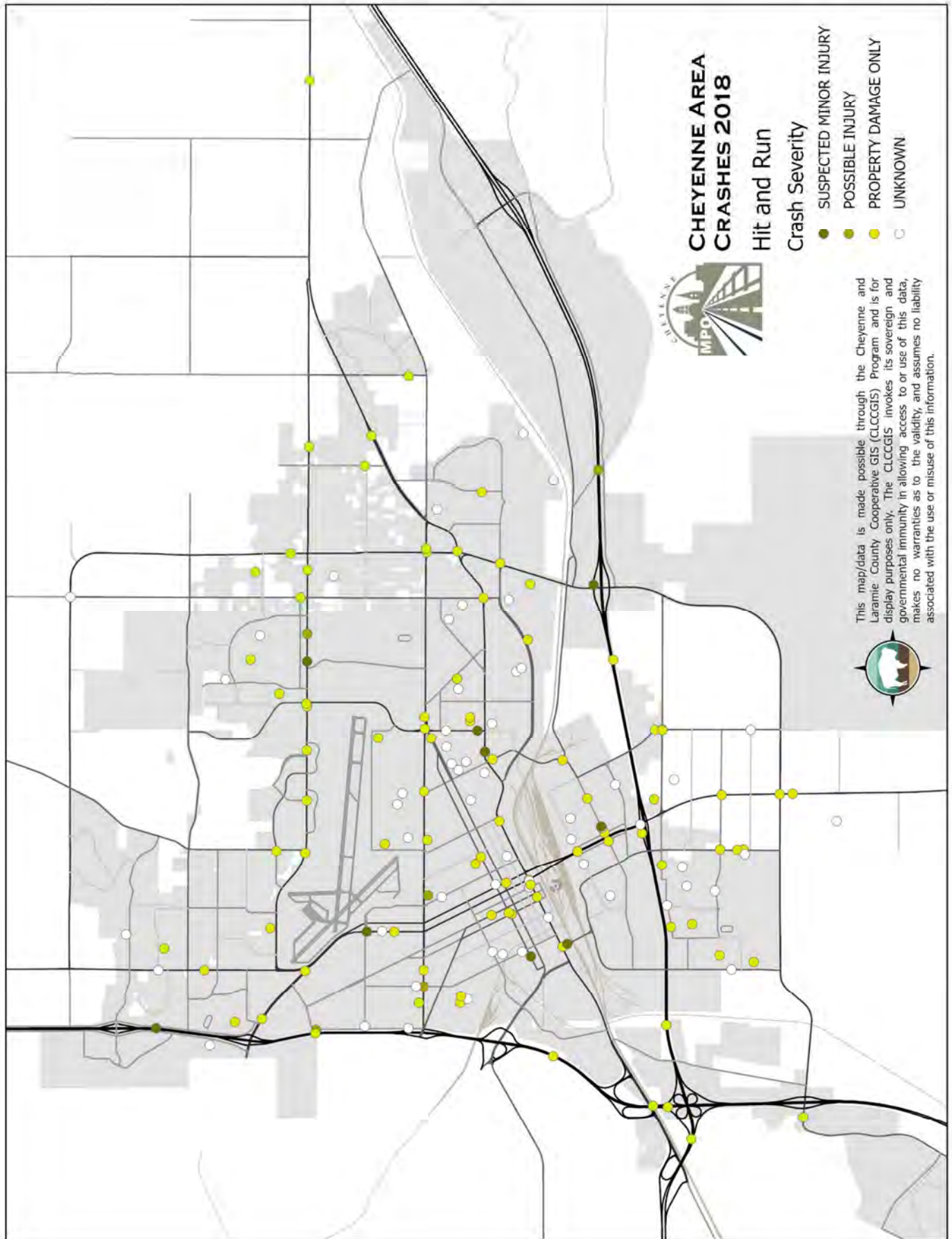


## Crashes Involving Hit and Run



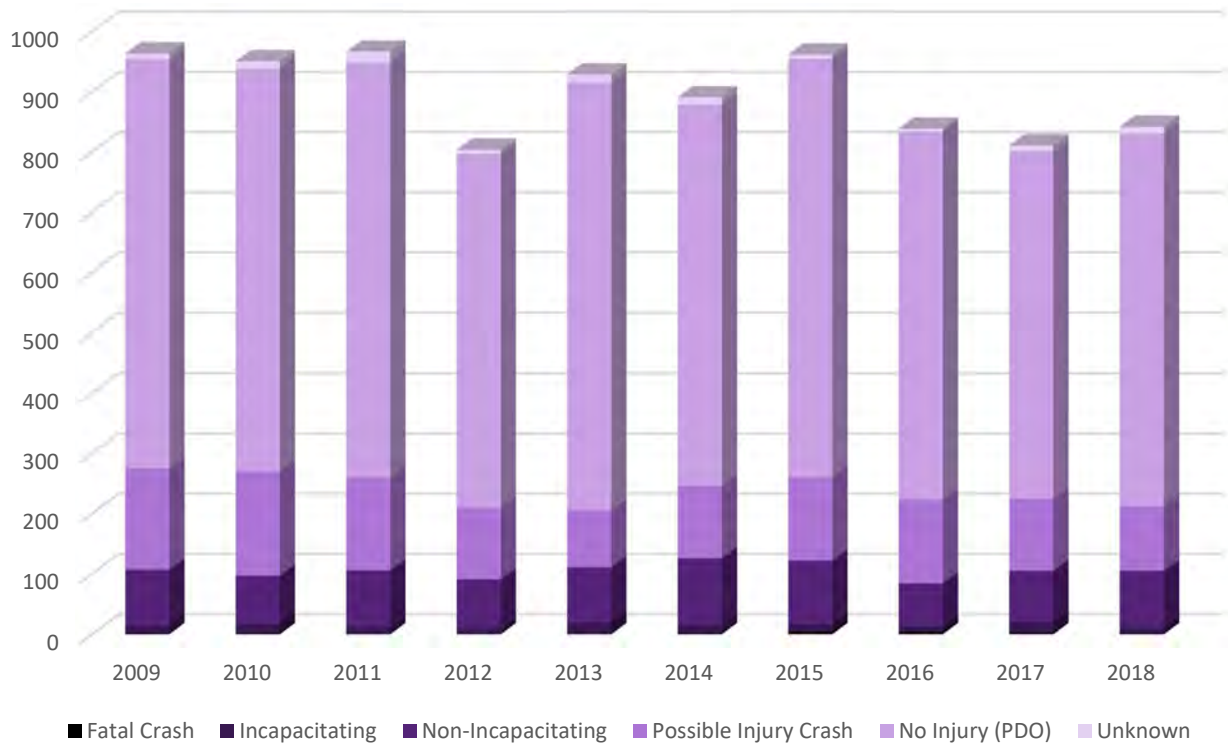
Hit and Run	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	0	0	1	1	0	0	0	0	0	0	2
Incapacitating	1	4	1	1	2	0	1	1	0	0	11
Non-Incapacitating	10	10	9	16	16	16	11	10	9	9	116
Possible Injury Crash	22	18	10	15	9	14	17	13	18	5	141
No Injury (PDO)	117	74	106	85	104	75	101	81	99	93	935
Unknown	64	75	65	57	40	40	42	51	42	60	536
<b>TOTAL</b>	<b>214</b>	<b>181</b>	<b>192</b>	<b>175</b>	<b>171</b>	<b>145</b>	<b>172</b>	<b>156</b>	<b>168</b>	<b>167</b>	<b>1741</b>

# 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



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### Intersection-Related Crashes

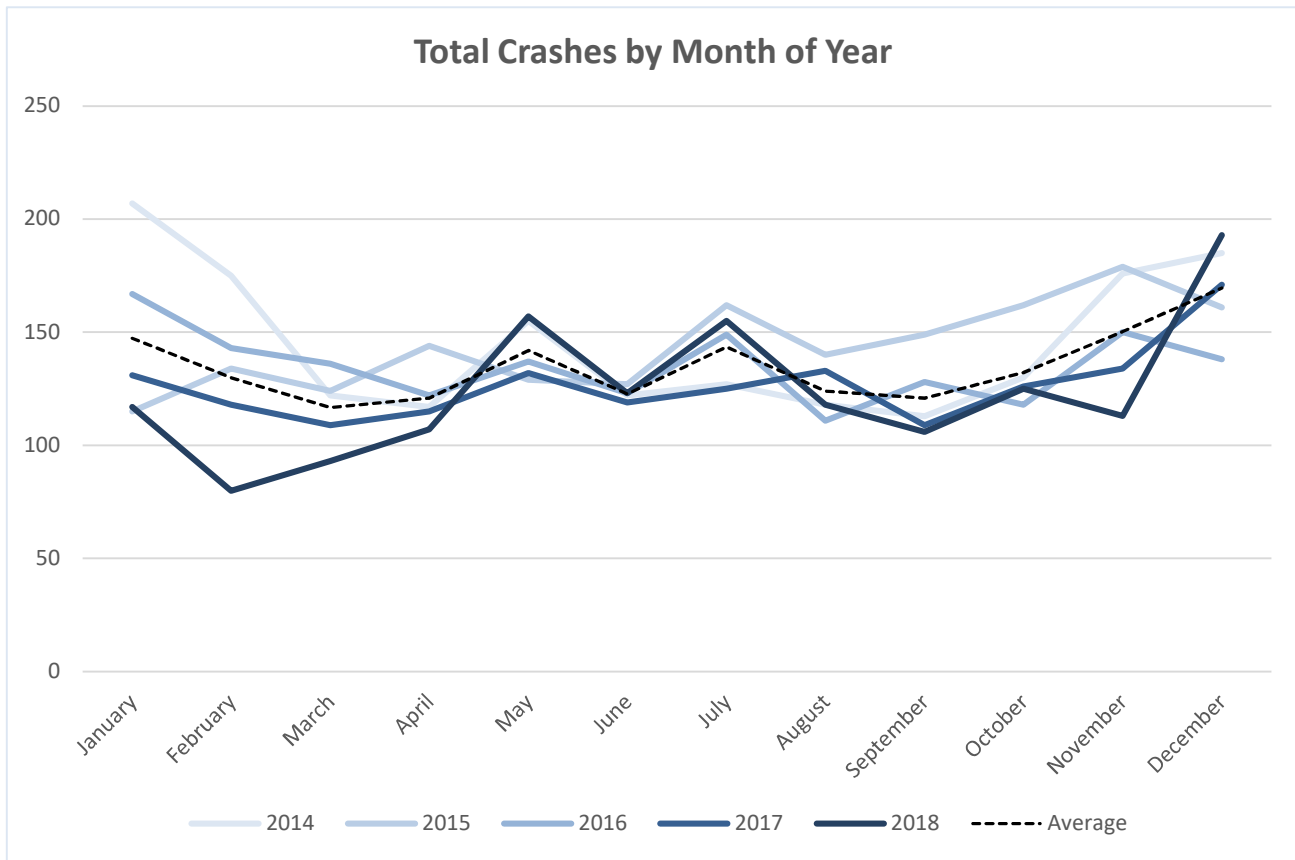


Intersection-Related	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Fatal Crash	2	2	1	1	1	2	4	4	3	2	22
Incapacitating	12	15	10	9	18	13	12	9	17	8	123
Non-Incapacitating	93	80	95	81	92	111	106	71	85	95	909
Possible Injury Crash	168	173	154	119	94	120	139	139	120	107	1333
No Injury (PDO)	679	669	689	587	711	633	694	611	576	619	6468
Unknown	10	12	18	7	13	12	7	5	10	11	105
<b>TOTAL</b>	<b>964</b>	<b>951</b>	<b>967</b>	<b>804</b>	<b>929</b>	<b>891</b>	<b>962</b>	<b>839</b>	<b>811</b>	<b>842</b>	<b>8960</b>

#### Cheyenne Intersection-Related Crashes for 2018

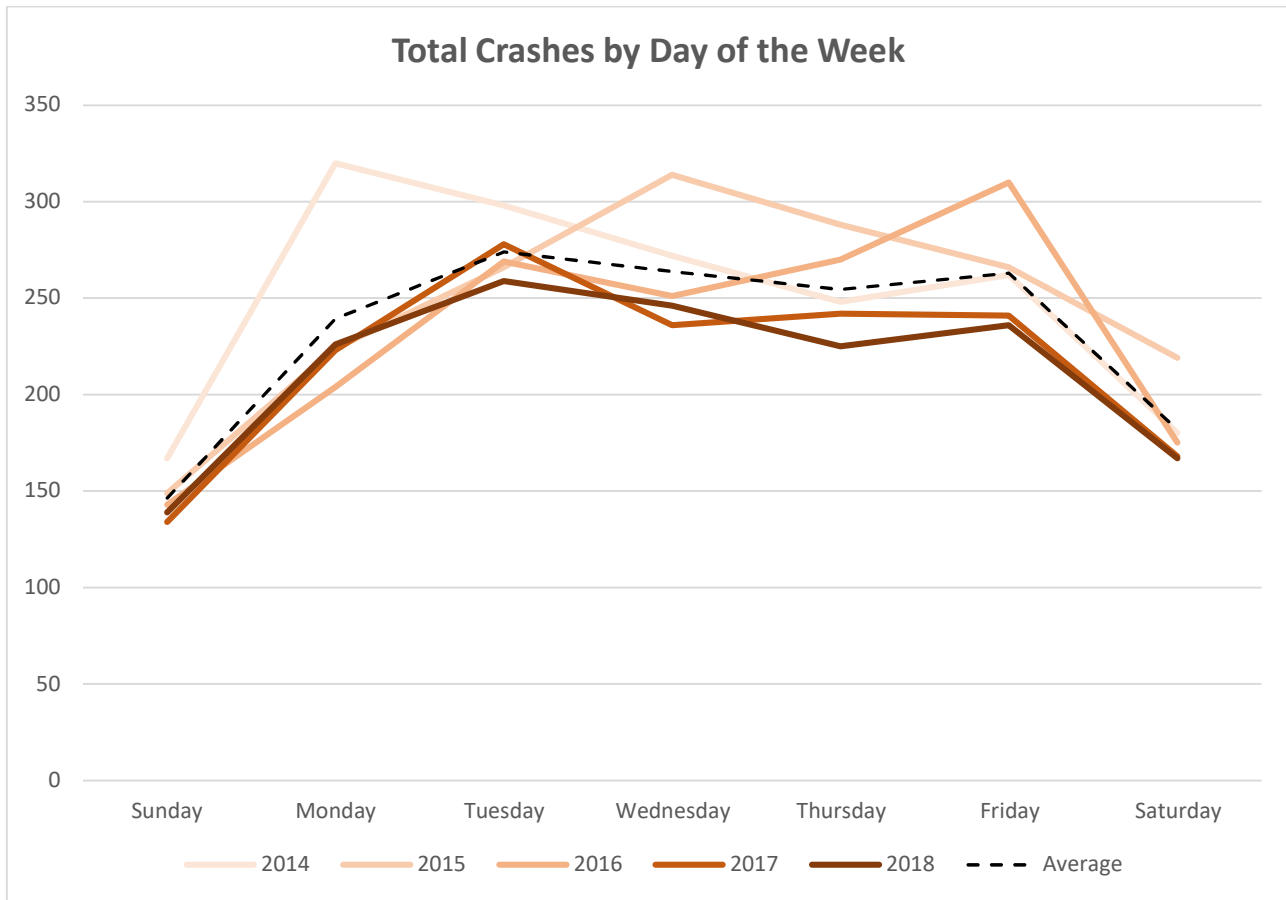
	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	0	1	0	1	0	1	1	6	4	4	2	3	4	8	3	2	7	8	3	0	2	0	1	0
February	0	0	0	0	0	0	1	7	2	1	1	7	3	3	3	4	6	7	3	4	3	4	0	0
March	1	2	0	0	0	0	0	4	1	3	2	5	4	4	6	8	2	8	6	4	1	2	0	1
April	0	1	2	0	2	1	2	6	7	2	4	3	2	3	4	4	4	6	4	1	1	1	1	1
May	1	0	0	0	0	0	2	2	5	1	4	7	10	8	5	8	14	9	5	3	2	3	0	0
June	0	0	0	0	0	1	3	3	3	5	2	5	6	6	5	6	5	7	1	2	3	3	0	0
July	1	0	0	0	2	1	4	4	1	4	7	6	5	9	4	3	10	7	7	4	3	4	1	1
August	0	0	1	0	0	0	0	1	4	4	5	6	7	5	7	7	8	10	3	4	1	0	1	1
September	0	0	0	1	1	2	1	4	4	2	3	3	9	6	0	5	7	5	4	2	1	1	0	1
October	0	0	0	0	0	0	2	3	1	1	7	7	8	9	3	7	7	6	2	2	4	4	1	0
November	0	1	0	0	0	3	2	11	6	4	2	5	4	6	7	4	8	7	2	2	2	0	0	0
December	1	0	0	0	0	1	3	7	2	6	2	5	8	3	7	4	8	8	7	2	5	2	1	0

**2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



Month of the Year	2014	2015	2016	2017	2018	Average
January	207	115	167	131	117	147
February	175	134	143	118	86	130
March	122	124	136	109	98	117
April	117	144	122	115	107	121
May	155	129	137	132	157	142
June	122	127	123	119	123	123
July	127	162	149	125	155	144
August	118	140	111	133	118	124
September	113	149	128	109	106	121
October	130	162	118	126	125	132
November	176	179	150	134	113	150
December	185	161	138	171	193	170
<b>Total</b>	<b>1747</b>	<b>1726</b>	<b>1622</b>	<b>1522</b>	<b>1498</b>	<b>1621</b>

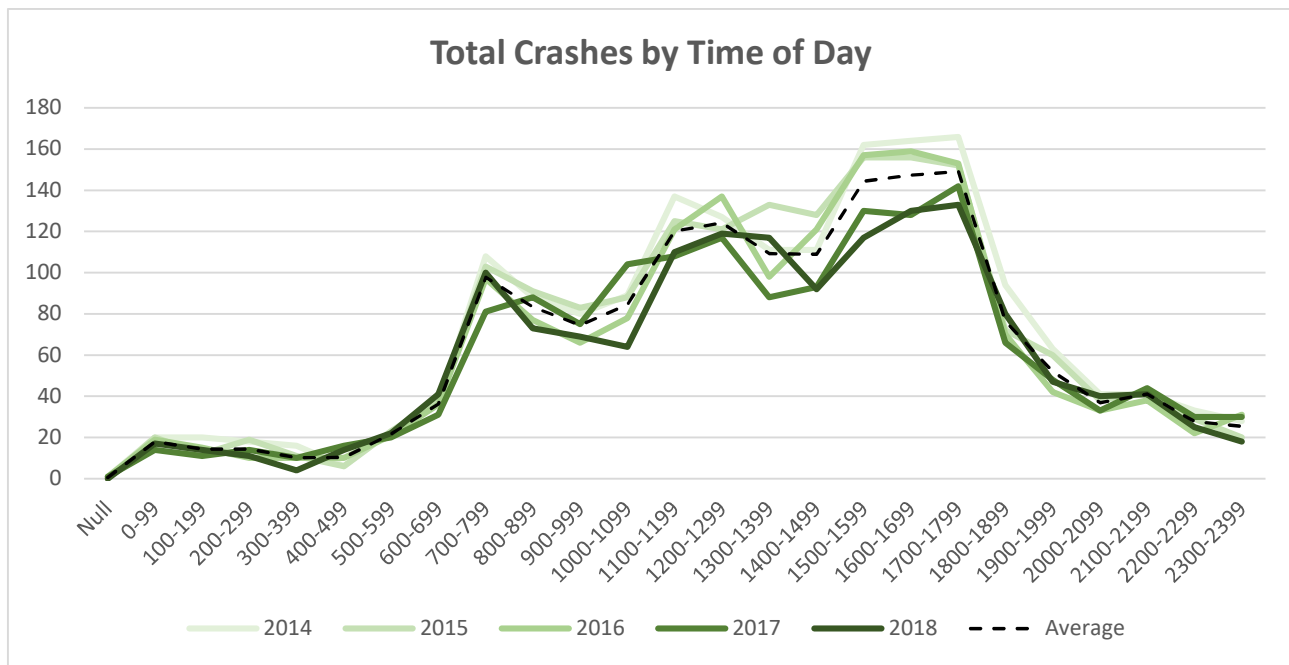
**2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



Day of the Week	2014	2015	2016	2017	2018	Average
Sunday	167	149	143	134	139	146
Monday	320	224	204	223	226	239
Tuesday	298	266	269	278	259	274
Wednesday	272	314	251	236	246	264
Thursday	248	288	270	242	225	255
Friday	262	266	310	241	236	263
Saturday	180	219	175	168	167	182
<b>Total</b>	<b>1747</b>	<b>1726</b>	<b>1622</b>	<b>1522</b>	<b>1498</b>	<b>1623</b>



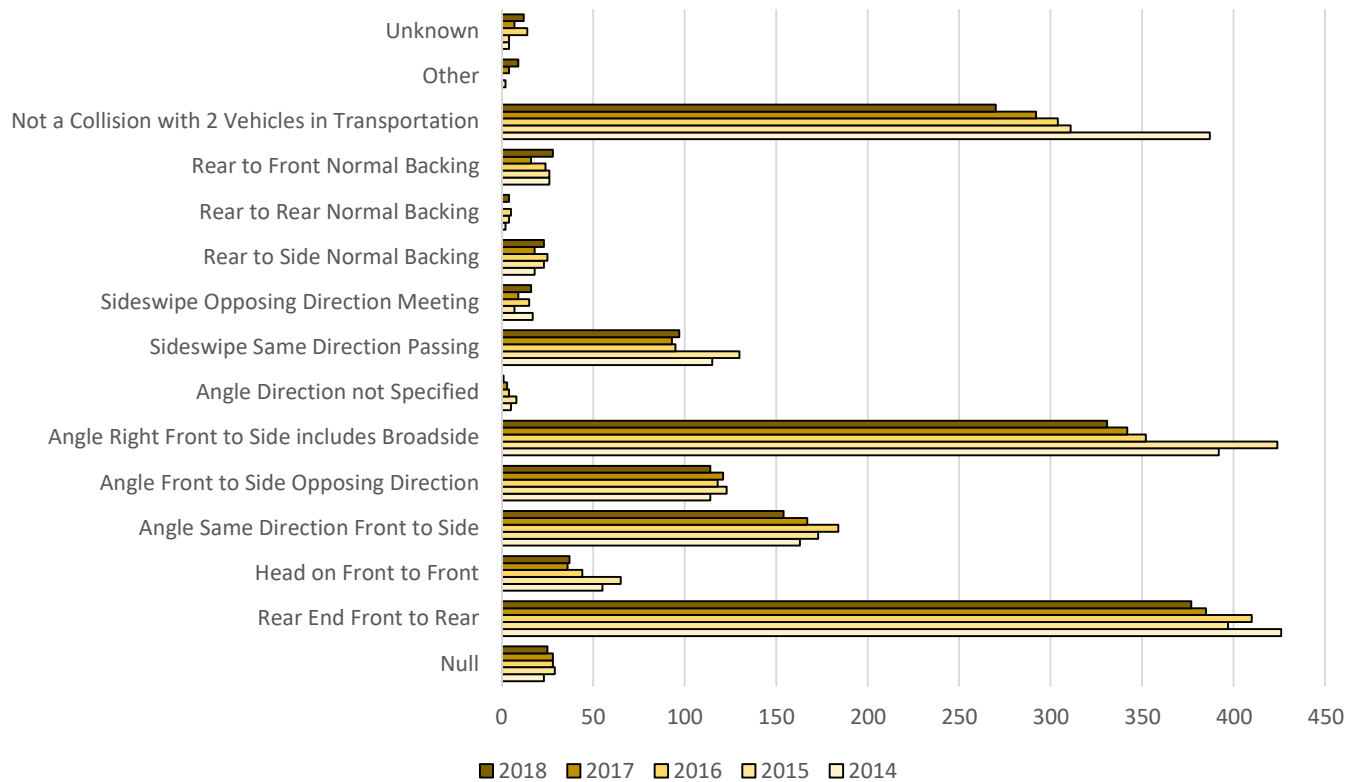
## 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



Time of Day	2014	2015	2016	2017	2018	Average
Null	1	0	1	1	0	1
Midnight to 12:59	20	20	19	14	17	18
1 AM to 1:59	20	12	15	11	14	14
2 AM to 2:59	18	19	10	14	11	14
3 AM to 3:59	16	11	10	10	4	10
4 AM to 4:59	6	6	10	16	14	10
5 AM to 5:59	23	23	21	20	22	22
6 AM to 6:59	36	38	36	31	41	36
7 AM to 7:59	108	103	97	81	100	98
8 AM to 8:59	88	91	77	88	73	83
9 AM to 9:59	80	83	66	75	69	75
10 AM to 10:59	89	88	78	104	64	85
11 AM to 11:59	137	125	121	108	110	120
12 Noon to 12:59	127	121	137	117	119	124
1 PM to 1:59	111	133	98	88	117	109
2 PM to 2:59	111	128	121	93	92	109
3 PM to 3:59	162	156	157	130	117	144
4 PM to 4:59	164	156	159	128	130	147
5 PM to 5:59	166	152	153	142	133	149
6 PM to 6:59	94	72	70	66	80	76
7 PM to 7:59	63	60	42	48	47	52
8 PM to 8:59	41	38	33	33	40	37
9 PM to 9:59	41	42	38	44	41	41
10 PM to 10:59	33	29	22	30	25	28
11 PM to 11:59	28	20	31	30	18	25
	1783	1726	1622	1522	1498	1630

**2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**

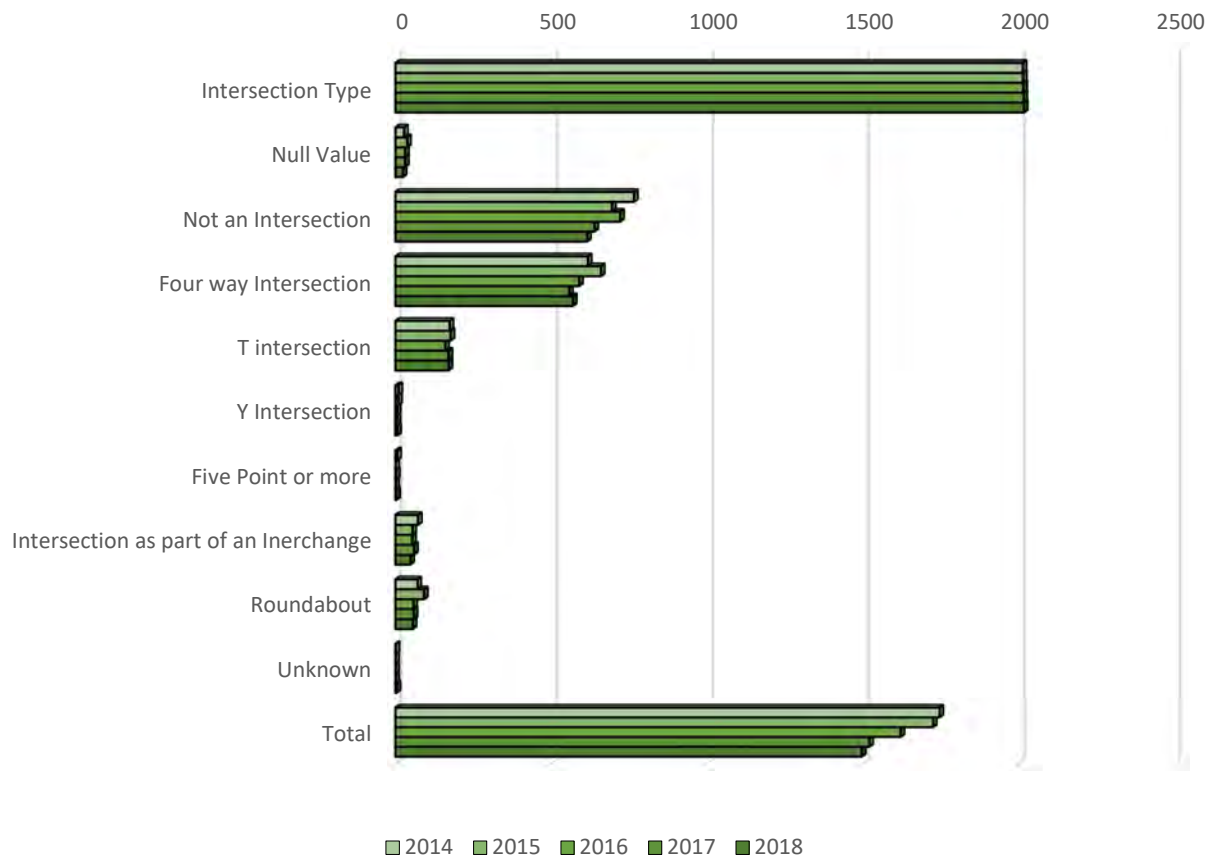
**Total Crashes by Angle of Collision**



Angle of Collision	2014	2015	2016	2017	2018	Average
Null	23	29	28	28	25	27
Rear End Front to Rear	426	397	410	385	377	399
Head on Front to Front	55	65	44	36	37	47
Angle Same Direction Front to Side	163	173	184	167	154	168
Angle Front to Side Opposing Direction	114	123	118	121	114	118
Angle Right Front to Side includes Broadside	392	424	352	342	331	368
Angle Direction not Specified	5	8	4	3	1	4
Sideswipe Same Direction Passing	115	130	95	93	97	106
Sideswipe Opposing Direction Meeting	17	7	15	9	16	13
Rear to Side Normal Backing	18	23	25	18	23	21
Rear to Rear Normal Backing	2	4	5	0	4	3
Rear to Front Normal Backing	26	26	24	16	28	24
Not a Collision with 2 Vehicles in Transportation	387	311	304	292	270	313
Other	0	2	0	4	9	3
Unknown	4	4	14	7	12	8
<b>Total</b>	<b>1747</b>	<b>1726</b>	<b>1622</b>	<b>1521</b>	<b>1498</b>	<b>1623</b>

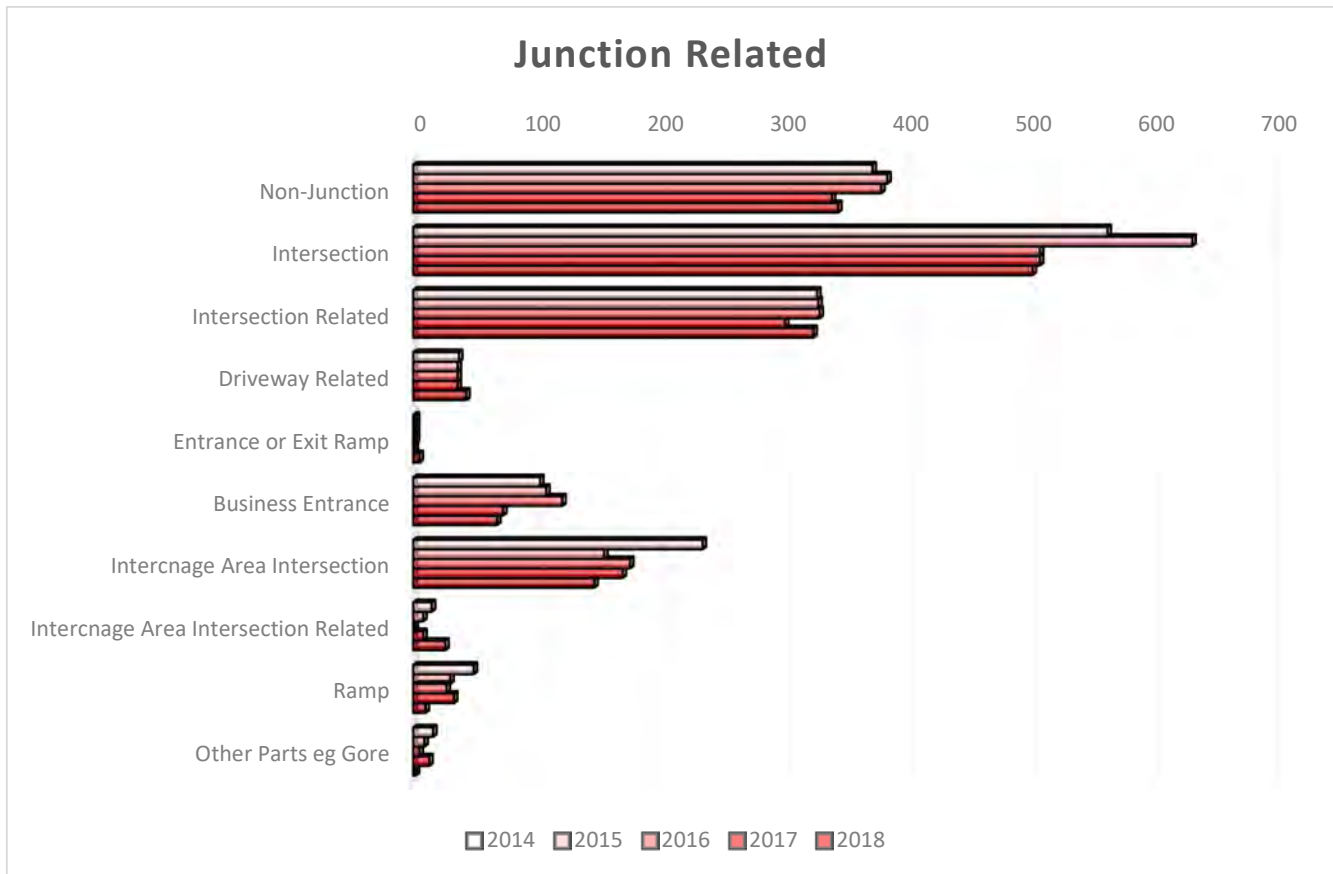
**2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**

**Total Crashes by Intersection Type**



Intersection Type	2014	2015	2016	2017	2018	Average
Null Value	28	38	31	31	24	30
Not an Intersection	766	695	722	639	616	688
Four-way Intersection	618	660	590	558	570	599
T intersection	174	177	160	171	171	171
Y Intersection	10	9	5	4	6	7
Five Point or more	6	0	2	0	3	2
Intersection as part of an Interchange	73	55	54	60	48	58
Roundabout	71	92	58	59	56	67
Unknown	1	0	0	0	4	1
<b>Total</b>	<b>1747</b>	<b>1726</b>	<b>1622</b>	<b>1522</b>	<b>1498</b>	<b>1623</b>

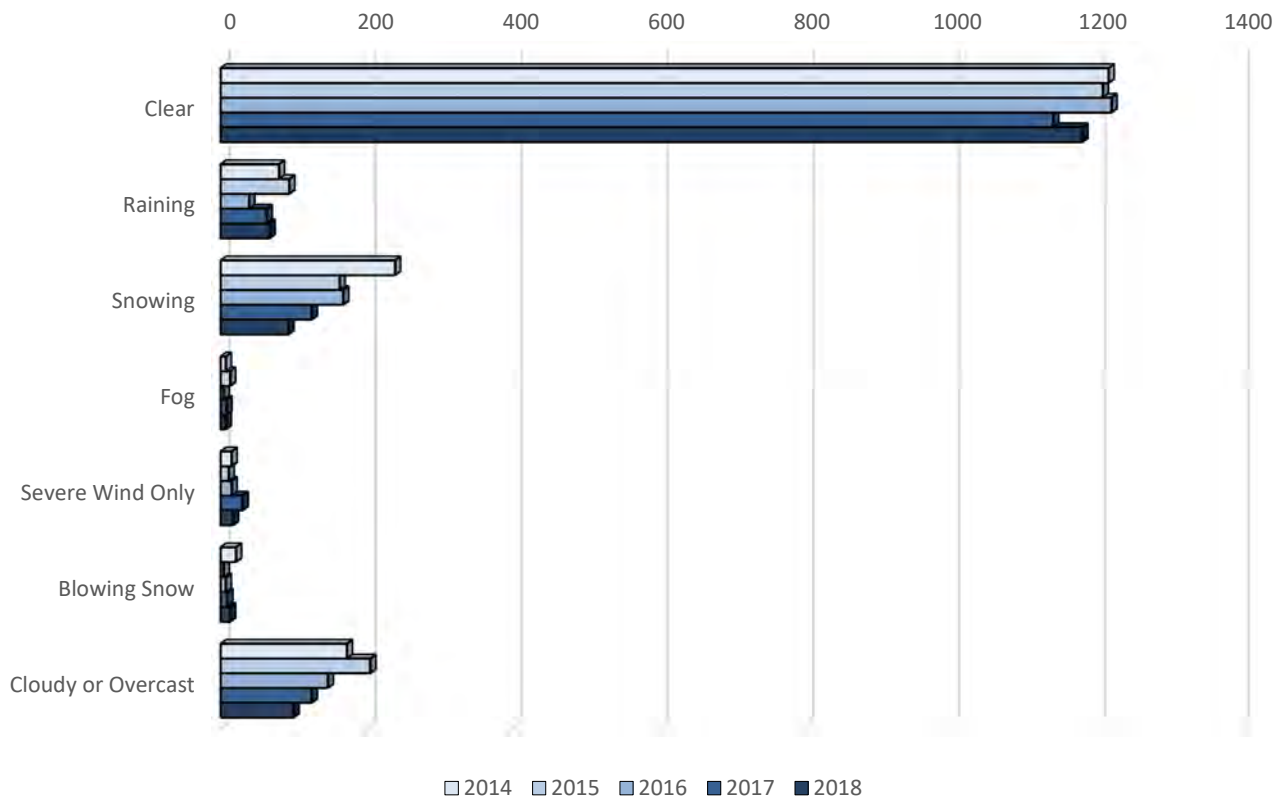
## 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



Junction Related	2014	2015	2016	2017	2018	Average
Non-Junction	373	385	380	340	345	365
Intersection	564	633	509	509	503	544
Intersection Related	328	329	330	302	325	323
Driveway Related	37	36	36	36	43	38
Entrance or Exit Ramp	2	2	2	1	5	2
Business Entrance	103	108	121	73	68	95
Interchange Area Intersection	235	155	176	170	147	177
Interchange Area Intersection Related	15	8	1	8	26	12
Ramp	49	30	27	33	10	30
Other Parts e.g. Gore	16	9	5	13	2	9
Null Value	25	31	35	37	24	30
<b>Total</b>	<b>1747</b>	<b>1726</b>	<b>1622</b>	<b>1522</b>	<b>1498</b>	<b>1623</b>

## 2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

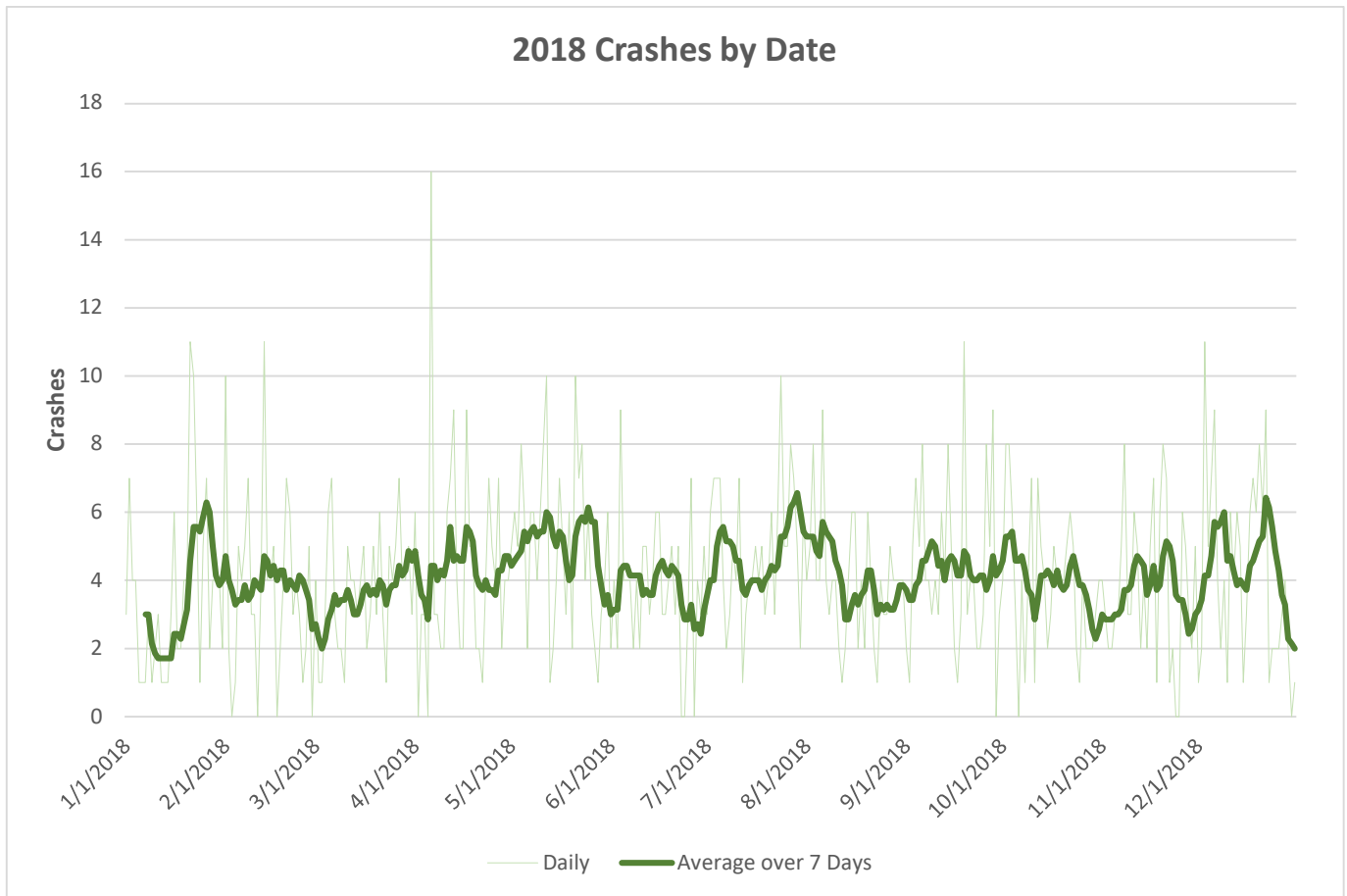
### Total Crashes by Weather Conditions



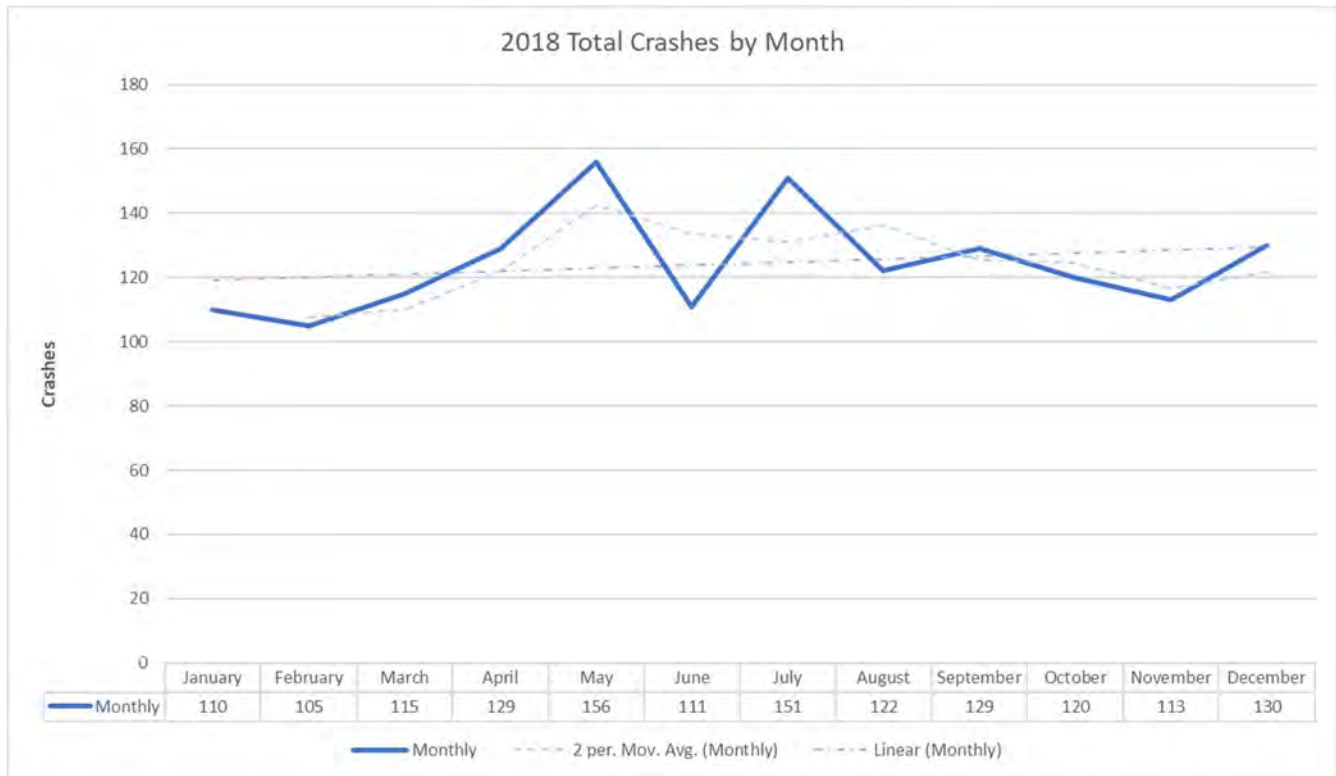
Weather Conditions	2014	2015	2016	2017	2018	Average
Clear	1217	1209	1221	1141	1181	1194
Raining	80	94	39	63	67	69
Snowing	239	163	168	125	93	158
Fog	7	13	4	8	7	8
Blowing Dust or Sand or Dirt	0	0	0	0	0	0
Severe Wind Only	15	11	15	30	17	18
Blizzard	5	4	3	2	0	3
Sleet or Hail or Freezing Rain	14	6	3	3	6	6
Blowing Snow	21	4	7	9	13	11
Cloudy or Overcast	173	205	147	125	100	150
Smoke	1	1	1	1	2	1
Other	0	1	0	0	0	0
Unknown	11	15	14	15	12	13
<b>Total</b>	<b>1783</b>	<b>1726</b>	<b>1622</b>	<b>1522</b>	<b>1498</b>	<b>1630</b>



**2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



**2018 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA**



## SIGNALIZED CRASH SUMMARY

### Total Crashes 2018

2018 Rank	Signalized Intersection	Total Crashes
1	CONVERSE AVE & DELL RANGE BLVD	37
2	CENTRAL AVE & YELLOWSTONE RD	28
3	YELLOWSTONE RD & E CARLSON ST	23
4	COLLEGE DR & PERSHING BLVD	21
5	DELL RANGE BLVD & RUE TERRE	20
6	COLLEGE DR & E 12TH ST	19
7	CENTRAL AVE & E LINCOLNWAY	15
8	COLLEGE DR & S GREELEY HWY	14
9	DELL RANGE BLVD & SUNSET DR	14
10	DELL RANGE BLVD & MARBLE AVE	13
11	E LINCOLNWAY & RIDGE RD	13
12	COLLEGE DR & DELL RANGE BLVD	12
13	DELL RANGE BLVD & POWDERHOUSE RD	11
14	CENTRAL AVE & PERSHING BLVD	9
15	S GREELEY HWY & FOX FARM RD	9

### Crashes Rate 2018

2018 Rank	Signalized Intersection	MEV Crash Rate
1	YELLOWSTONE RD & E CARLSON ST	2.10
2	COLLEGE DR & PERSHING BLVD	2.05
3	CONVERSE AVE & DELL RANGE BLVD	2.03
4	CENTRAL AVE & YELLOWSTONE RD	1.92
5	COLLEGE DR & E 12TH ST	1.74
6	DELL RANGE BLVD & MARBLE AVE	1.55
7	E 20TH ST & MORRIE AVE	1.49
8	DELL RANGE BLVD & RUE TERRE	1.44
9	E LINCOLNWAY & RIDGE RD	1.42
10	COLLEGE DR & S GREELEY HWY	1.28
11	DELL RANGE BLVD & SUNSET DR	1.20
12	CENTRAL AVE & E LINCOLNWAY	1.17
13	PERSHING BLVD & TAFT AVE	1.10
14	ALLISON RD & WALTERSCHEID BLVD	1.10
15	COLLEGE DR & DELL RANGE BLVD	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.

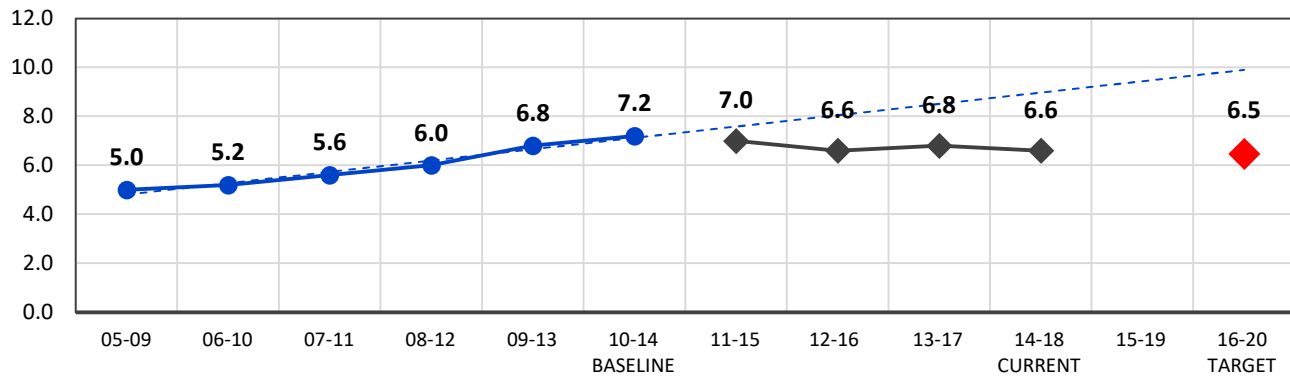
The Wyoming Department of Transportation (WYDOT) has recently developed its safety performance targets and measures. When the MPO updated *PlanCheyenne*, its Comprehensive Plan, and the 2014 *Transportation Safety Management Plan Update* preliminary safety and other performance targets and measures for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

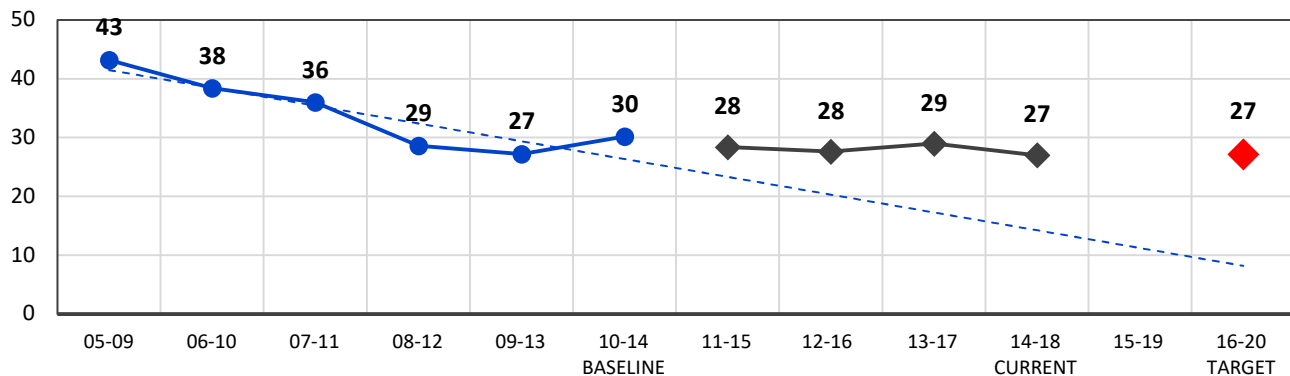
Tracking performance measures and monitoring progress over time is a great tool for the MPO and the Cheyenne area to determine priorities for future investments in infrastructure and programmatic efforts that address safety. These targets can also help guide City and County departments on where they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

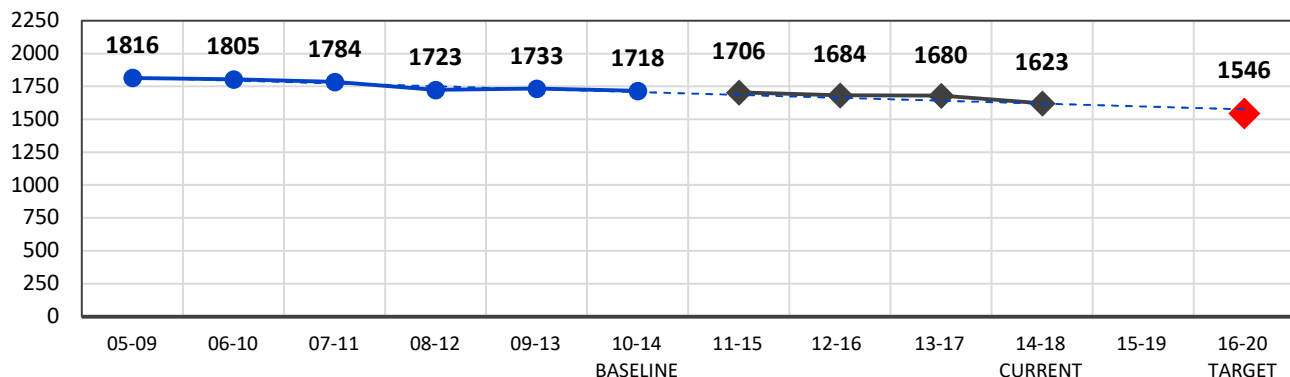
Number of Fatal Crashes on a Five Year Rolling Average



Number of Serious Crashes on a Five Year Rolling Average



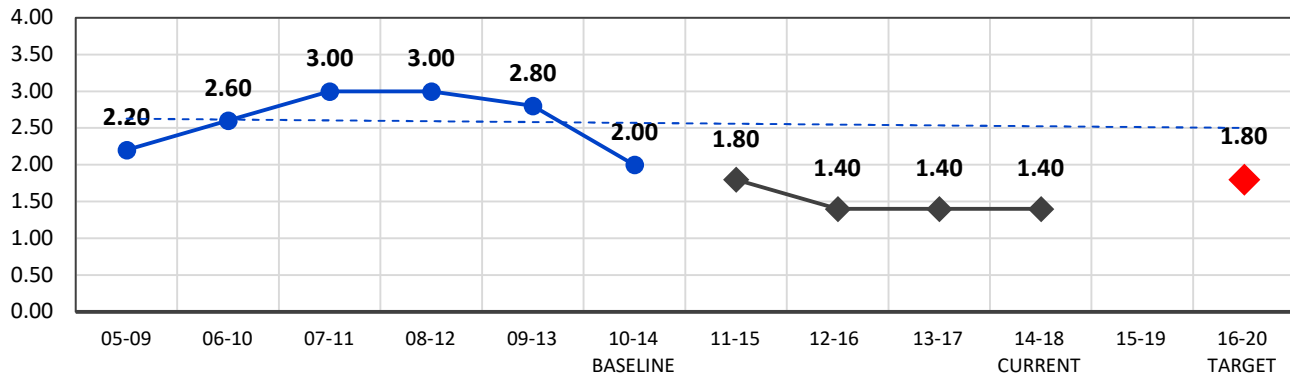
Total Number of Crashes on a Five Year Rolling Average



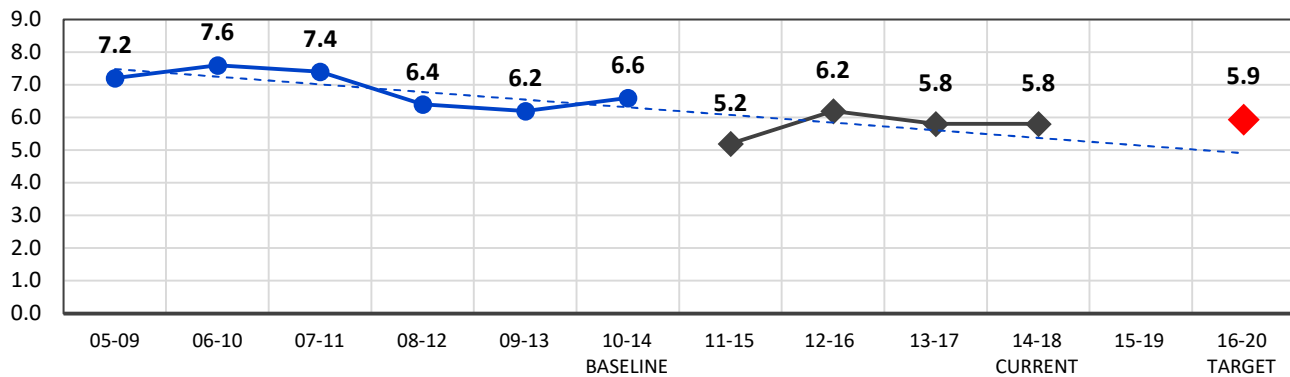


# Alcohol Related

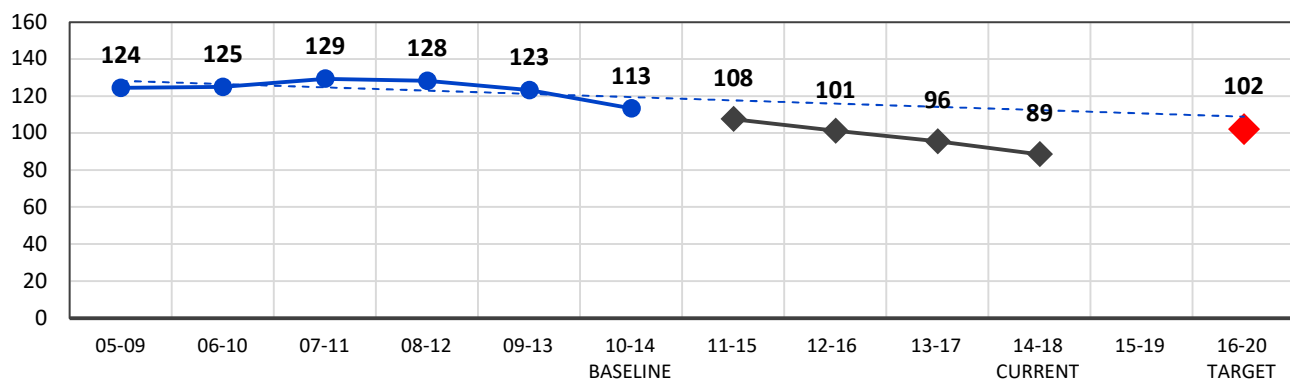
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average



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

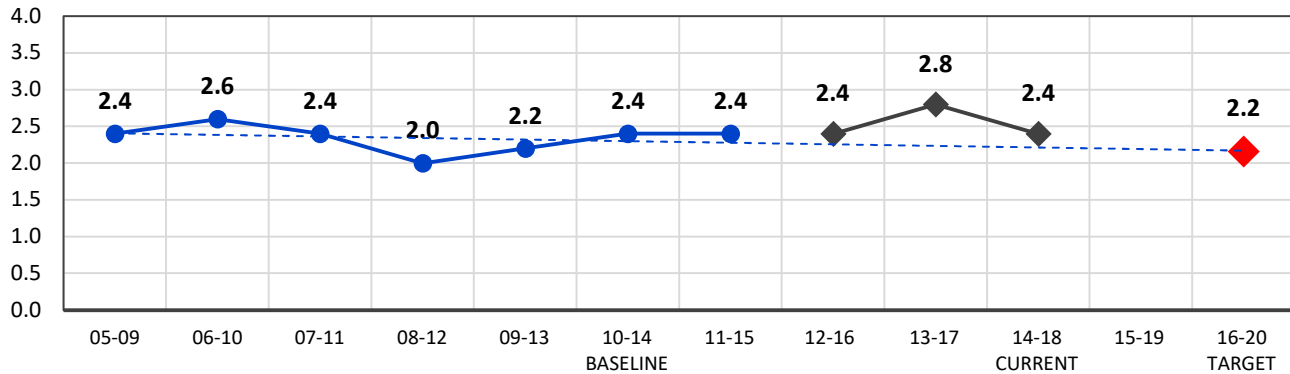


Total Number of Crashes Involving Alcohol on a Five Year Rolling Average

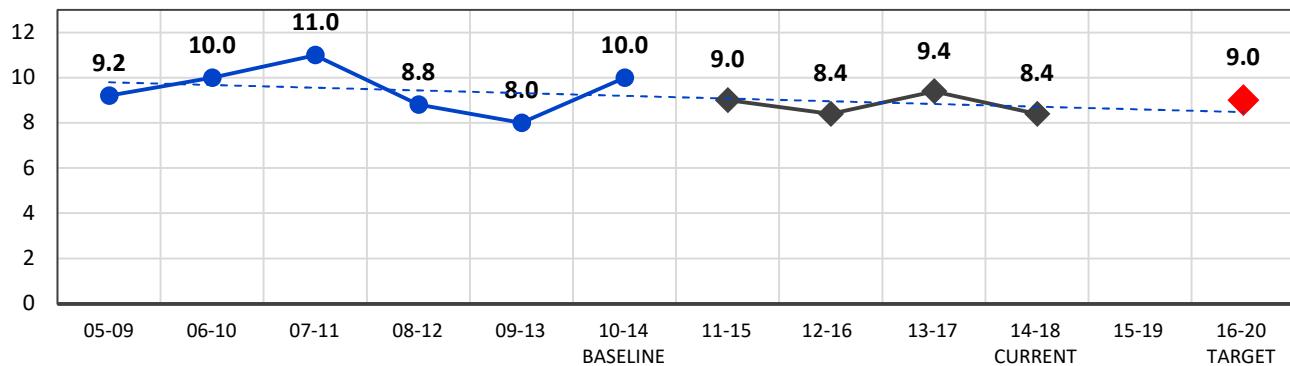


# Speed Related

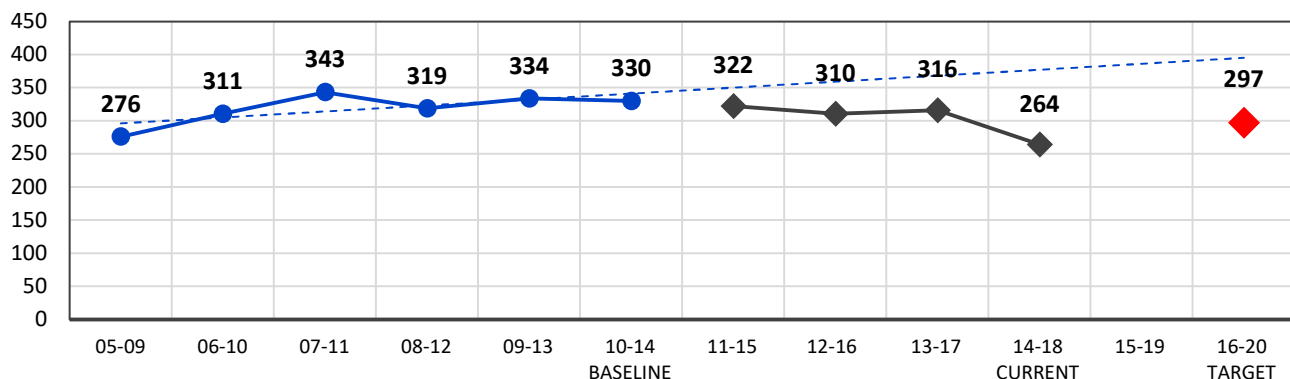
Number of Speeding-Related Fatal Crashes on a Five Year Rolling Average



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

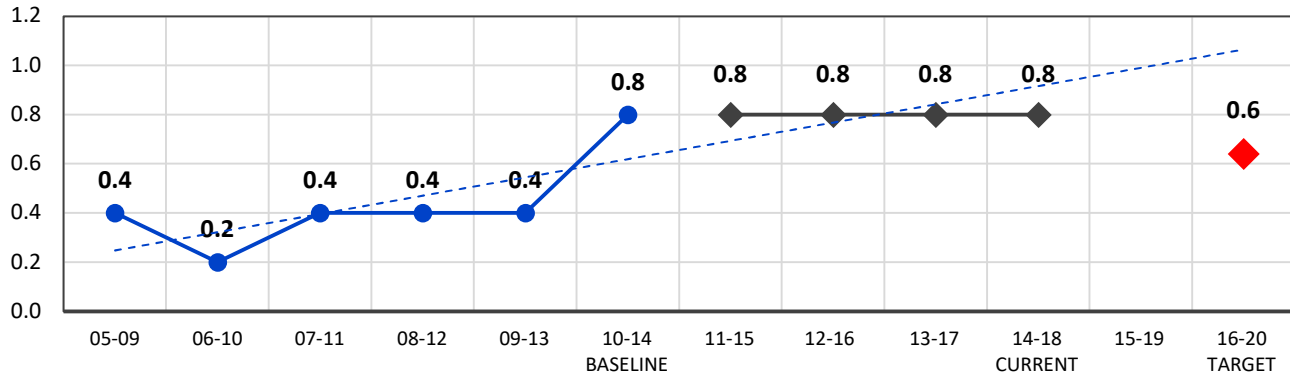


Total Number of Speeding-Related Crashes on a Five Year Rolling Average

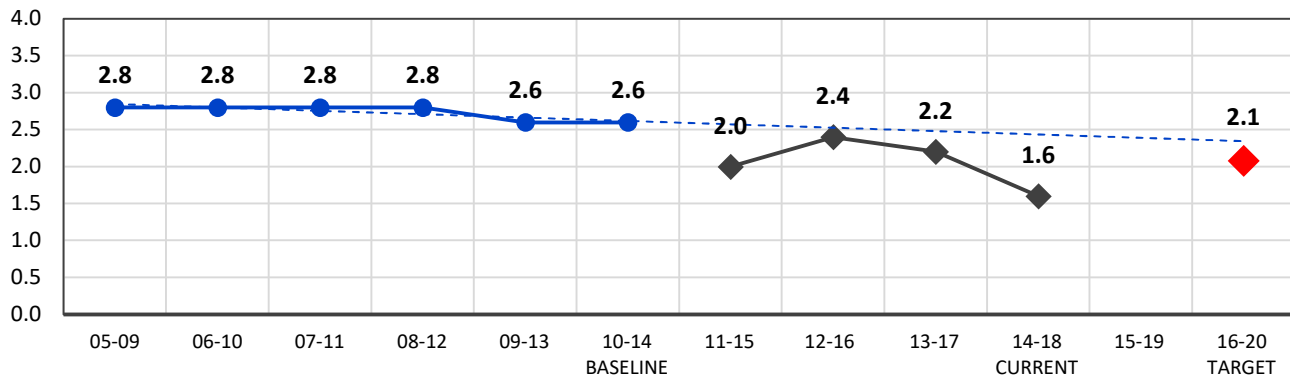


# Pedestrian Related

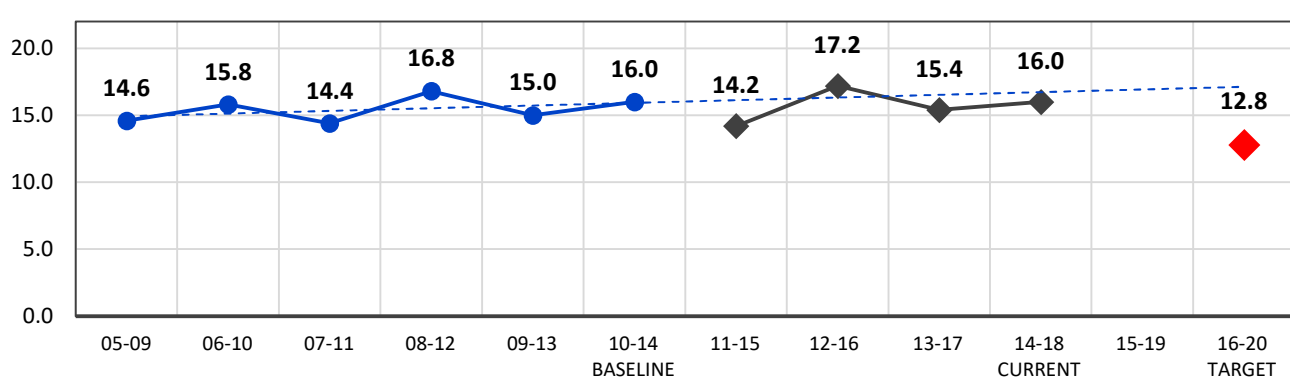
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average



Number of Serious Pedestrian Crashes on a Five Year Rolling Average

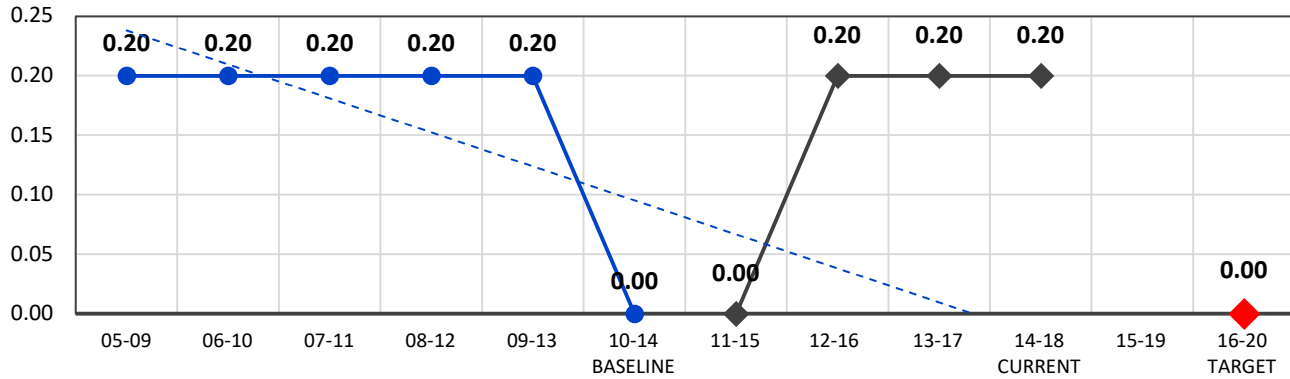


Total Number of Pedestrian Crashes on a Five Year Rolling Average

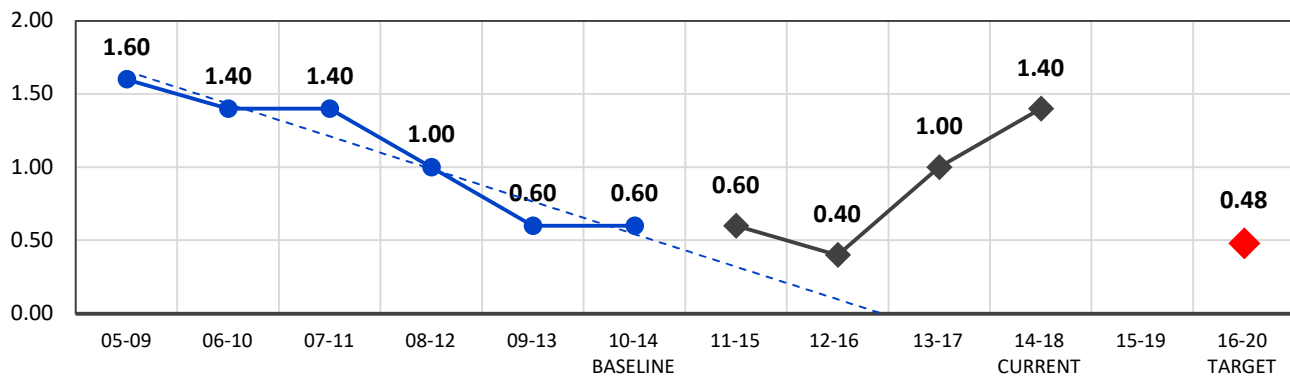


# Bicycle Related

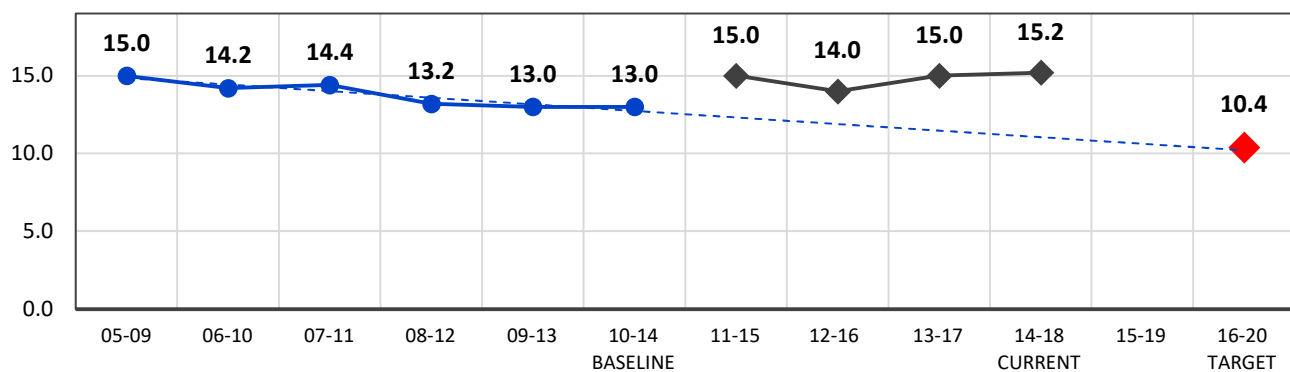
Number of Fatal Bicycle Crashes on a Five Year Rolling Average



Number of Serious Bicycle Crashes on a Five Year Rolling Average

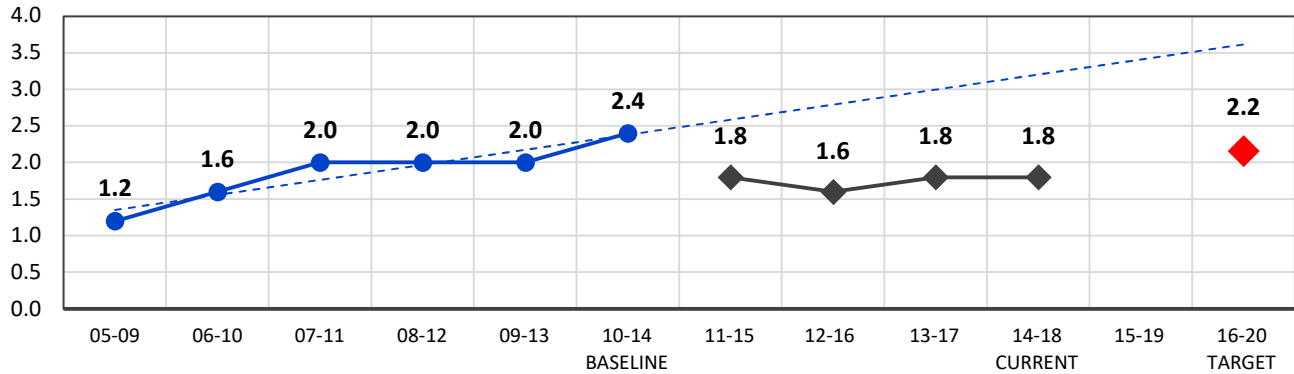


Total Number of Bicycle Crashes on a Five Year Rolling Average

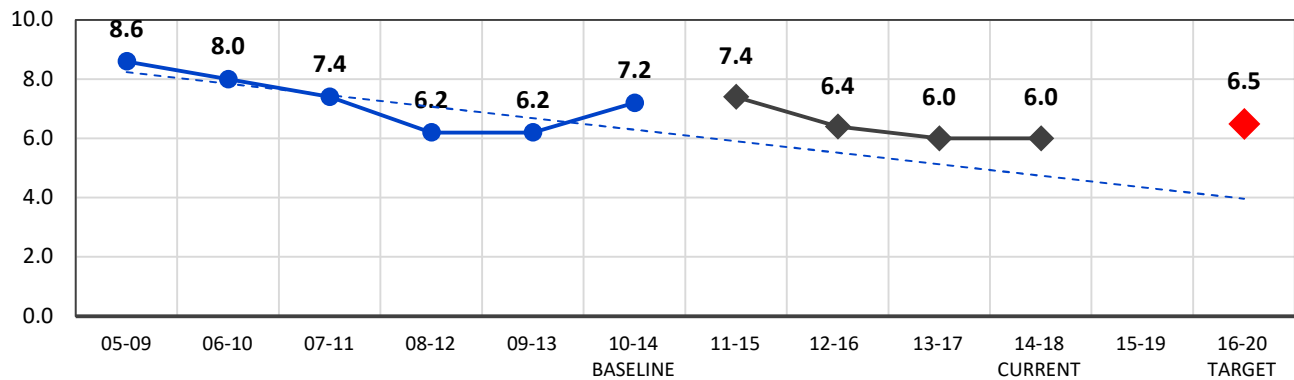


# Motorcycle Related

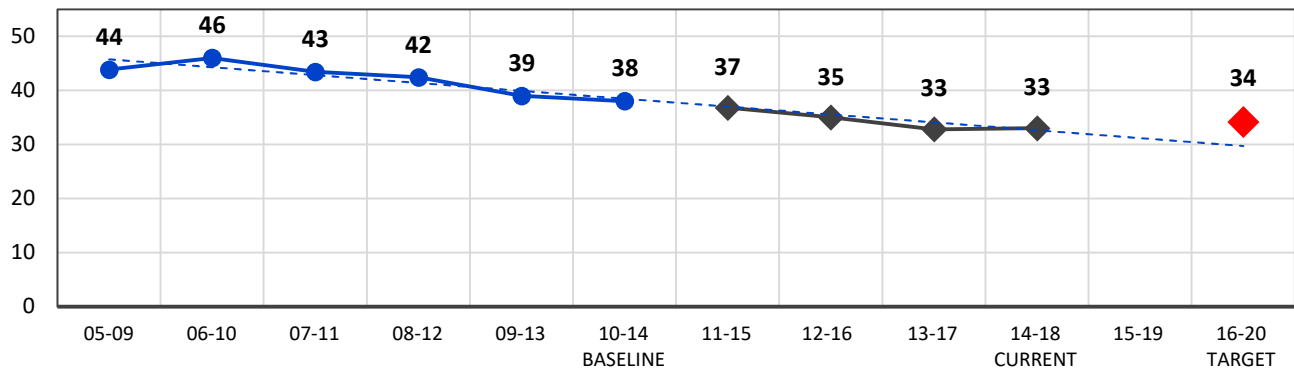
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average



Number of Serious Motorcyclist Crashes on a Five Year Rolling Average



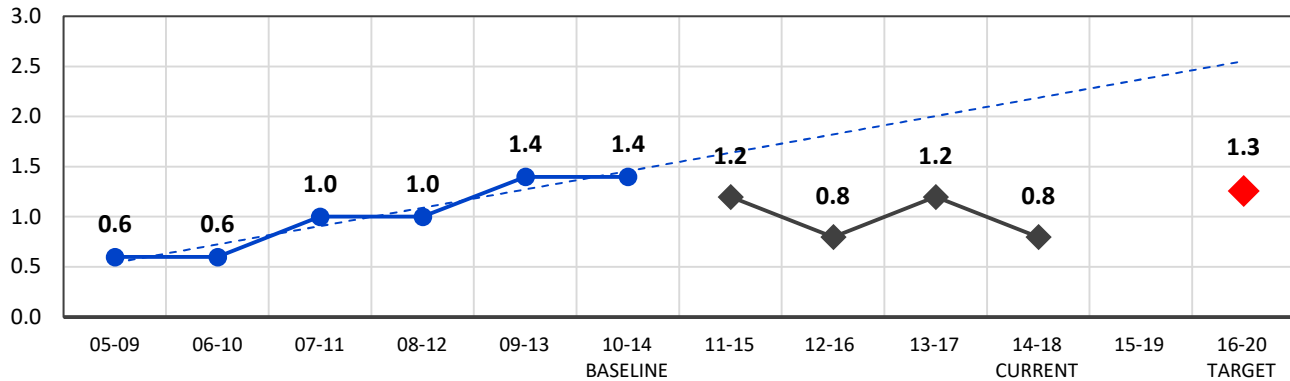
Total Number of Motorcyclist Crashes on a Five Year Rolling Average



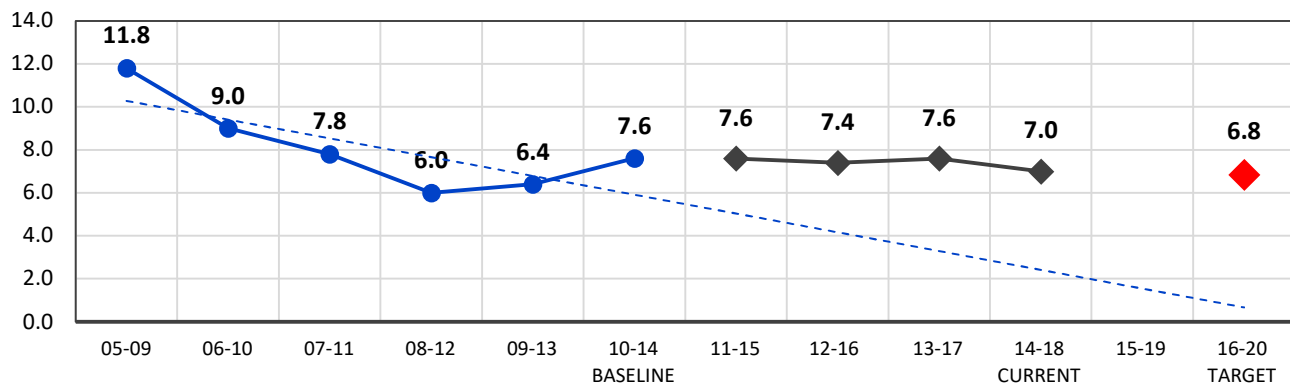


# Young Driver Involved (Age 15-20)

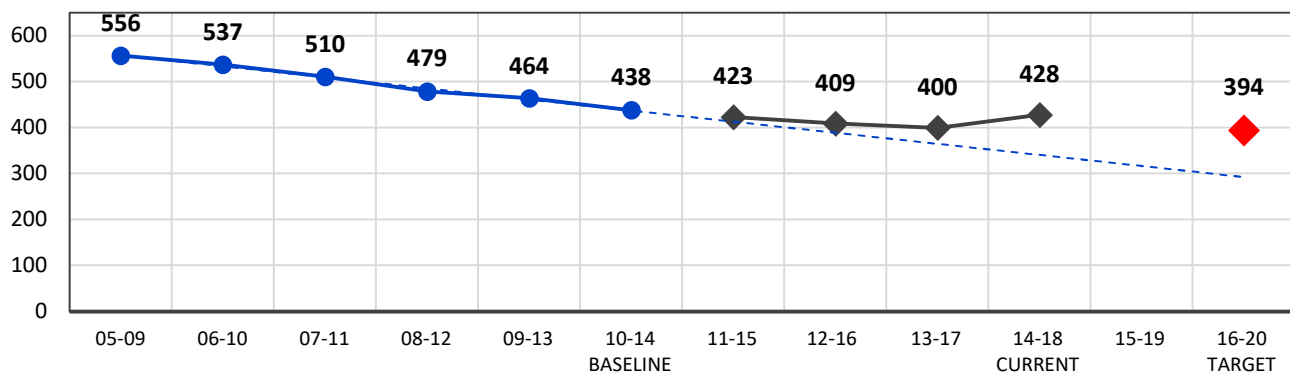
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average



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

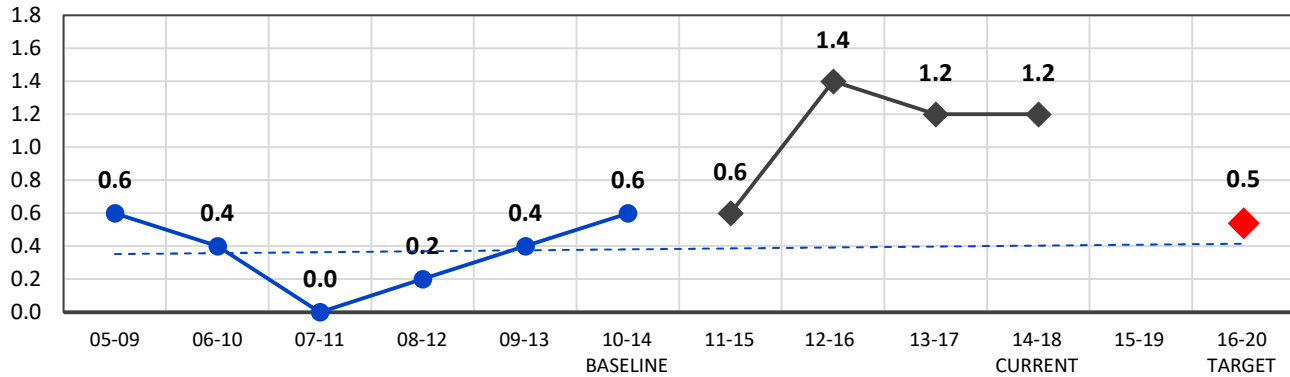


Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average

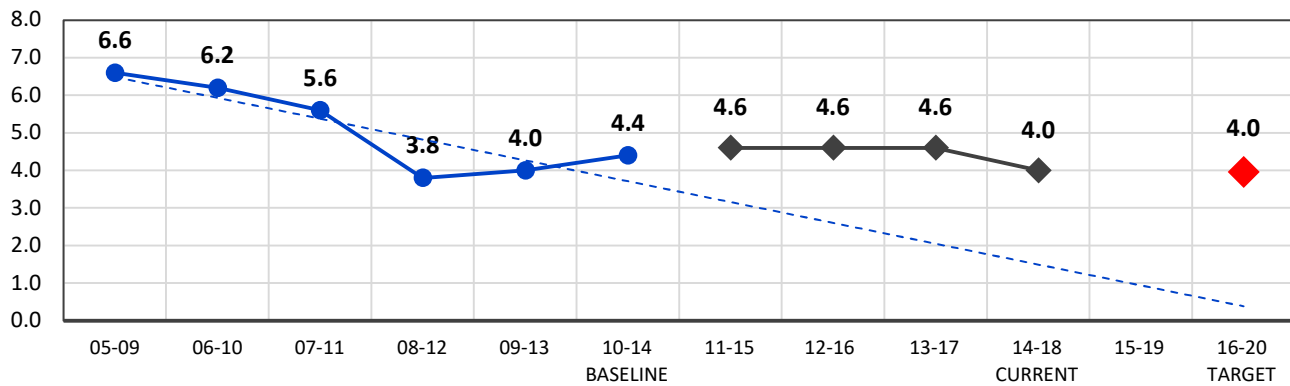


# Old Driver Involved (Age 65+)

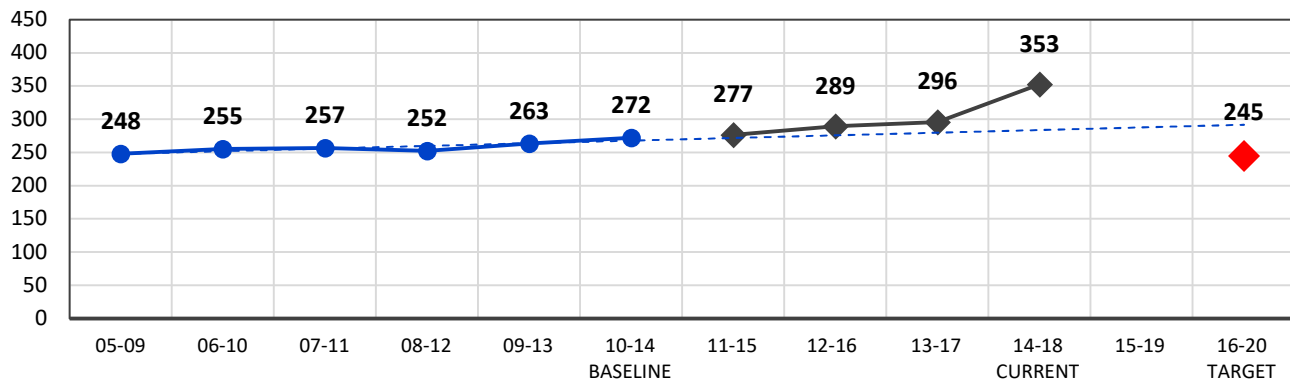
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average



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



**2018 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?
	10-14 Baseline	14-18 CURRENT	16-20 TARGET				
Number of Fatal Crashes on a Five Year Rolling Average	7.2	5.0	6.5	Yes	Yes	Yes	Yes
Number of Serious Crashes on a Five Year Rolling Average	30	27	27	Yes	Yes	Yes	
Total Number of Crashes on a Five Year Rolling Average	1718	1623	1623	No	Yes	Yes	
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average	2.00	1.40	1.80	Yes	Yes	Yes	Yes
Number of Serious Crashes Involving Alcohol on a Five Year Rolling Average	6.6	5.8	5.9	Yes	Yes	Yes	
Total Number of Crashes Involving Alcohol on a Five Year Rolling Average	113	89	102	Yes	Yes	Yes	
Number of Speeding-Related Fatal Crashes on a Five Year Rolling Average	2.40	2.40	2.16	No	No	Yes	Yes
Number of Speeding-Related Serious Crashes on a Five Year Rolling Average	10	8.4	9.0	Yes	Yes	Yes	
Total Number of Speeding-Related Crashes on a Five Year Rolling Average	330	264	297	Yes	Yes	Yes	
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average	0.80	0.80	0.64	No	No	Yes	Yes
Number of Serious Pedestrian Crashes on a Five Year Rolling Average	2.6	1.6	2.1	Yes	Yes	Yes	
Total Number of Pedestrian Crashes on a Five Year Rolling Average	16.0	16.0	12.8	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	1.40	0.48	No	No	Yes	
Total Number of Bicycle Crashes on a Five Year Rolling Average	13.0	15.2	10.4	No	No	Yes	
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average	2.4	1.8	2.2	Yes	Yes	Yes	Yes
Number of Serious Motorcyclist Crashes on a Five Year Rolling Average	7.2	6.0	6.5	Yes	Yes	Yes	
Total Number of Motorcyclist Crashes on a Five Year Rolling Average	38	33	34	Yes	Yes	Yes	
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	1.40	0.80	1.26	Yes	Yes	Yes	Yes
Number of Serious Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	7.60	7.00	6.84	No	Yes	Yes	
Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	438	428	394	No	Yes	Yes	
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	0.60	1.20	0.54	No	No	Yes	No
Number of Serious Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	4.4	4.0	4.0	No	Yes	Yes	
Total Number of Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	272	353	245	No	No	Yes	