

2020

ANNUAL CRASH REPORT for the Cheyenne Urban Area



CHEYENNE METROPOLITAN PLANNING ORGANIZATION

2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

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

The data for this report is obtained from the WYDOT Highway Safety Office and is compiled by WYDOT from the Cheyenne Police, Laramie County Sheriff, and the Wyoming Highway Patrol collision reports. The crashes reported in this document are within the Cheyenne urban area, which includes the City of Cheyenne and surrounding county lands. Crashes on private property are included only when related to an access or intersection within a public roadway. For an in depth look at Crash Statistics on a state-wide level, please review the WYDOT Highway Safety Programs web page at the following link:

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

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

Not all 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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MAPS

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Young Driver Involved	22
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Alcohol Involved	40
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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. 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.

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 **2016**.

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 **2020**.

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 2020 CHEYENNE AREA CRASHES

How many *total crashes* were there in 2020? There were 1,580 crashes in 2020. This is about a 4% decrease from 2019, in which there were 1,648. (1,617 in 2019)

How many *people died* in crashes in 2020? 8 people died last year in 8 separate crashes. This compares to 5 fatalities in 2019 in 5 separate crashes.

How many *injury crashes* were there in 2020? There were 357 people injured in 288 separate crashes. This compares to 520 injuries in 409 separate crashes in 2019.

How many *drivers* were involved in crashes in 2020? There were 2,699 drivers involved in crashes last year. (2,882 in 2019)

How many *vehicles* were involved in crashes in 2020? There were 2,909 vehicles involved in crashes last year. (3,118 in 2019)

How many *hit-and-run* crashes were there in 2020? 253. (198 in 2019)

How many *pedestrians* were hit by cars in 2020? 15. (15 in 2019)

How many *bicyclists* were hit by cars in 2020? 28. (14 in 2019)

How many *motorcyclists* were involved in crashes in 2020? 24. (42 in 2019)

How many *Commercial Motor Vehicles (CMV)* were involved crashes in 2020? 98. (139 in 2019)

How can I learn more about crashes in the Cheyenne Area? The complete 2020 Annual Crash Report for the Cheyenne Urban Area is available at the Laramie County Library or online at <http://www.plancheyenne.org/data/>. You can also call the MPO office at 638-4385 for more information.

CHEYENNE AREA TRANSPORTATION SAFETY INITIATIVE

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

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

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

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

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

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



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During FY 2016, the MPO in coordination with the City of Cheyenne launched two different community based safety campaigns targeted towards the City's Pershing/Converse/19th Roundabout and Bicycle Safety. The Roundabout Campaign ran during the month of April 2017 while the Bicycle Safety Campaign ran in June. This coincided with the Bike-to-Work community activities which 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, 2020

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 crashes, injuries, and fatalities.

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

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

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

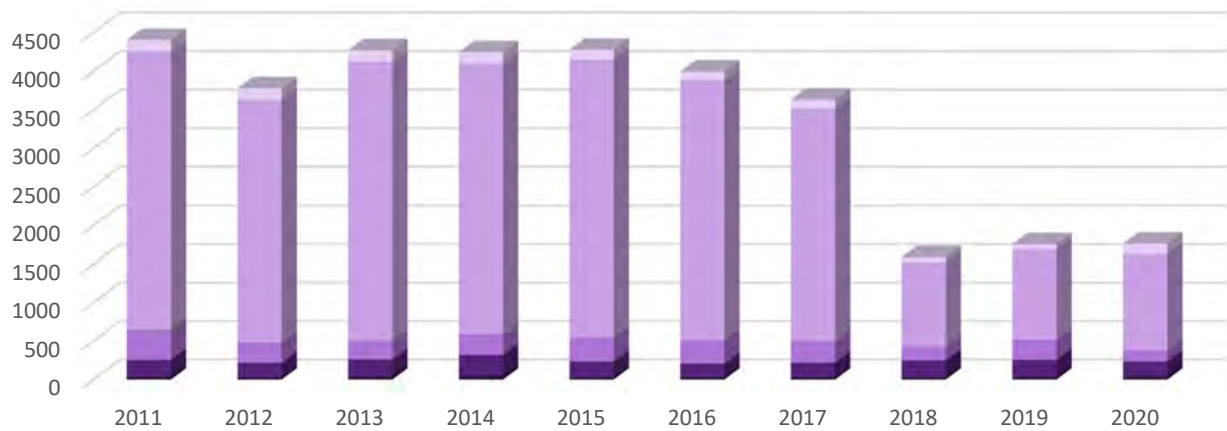
More information about estimating the cost of injuries is available at the National Safety Council website at www.nsc.org.

Cost of Injury Report for Cheyenne Crashes, 2019 Cost per Event with 2020 Number of Events			
Type of Injury	Cost Per Event (2019 Cost)	Number of Events (2020 Data)	Total by Type of Injury
Death	\$1,704,000	8	\$13,632,000
Incapacitating	\$98,400	41	\$4,034,400
Non-Incapacitating	\$28,500	185	\$5,272,500
Possible Injury	\$23,400	143	\$3,346,200
No Injury	\$12,500	1258	\$15,725,000
Property damage only (cost per vehicle)	\$4,600	131	\$602,600
Total			\$42,612,700

Note: 2019 Cost Per Event is being used as the 2020 Cost Per Event is still under analysis and will be posted by the National Safety Council in the future.

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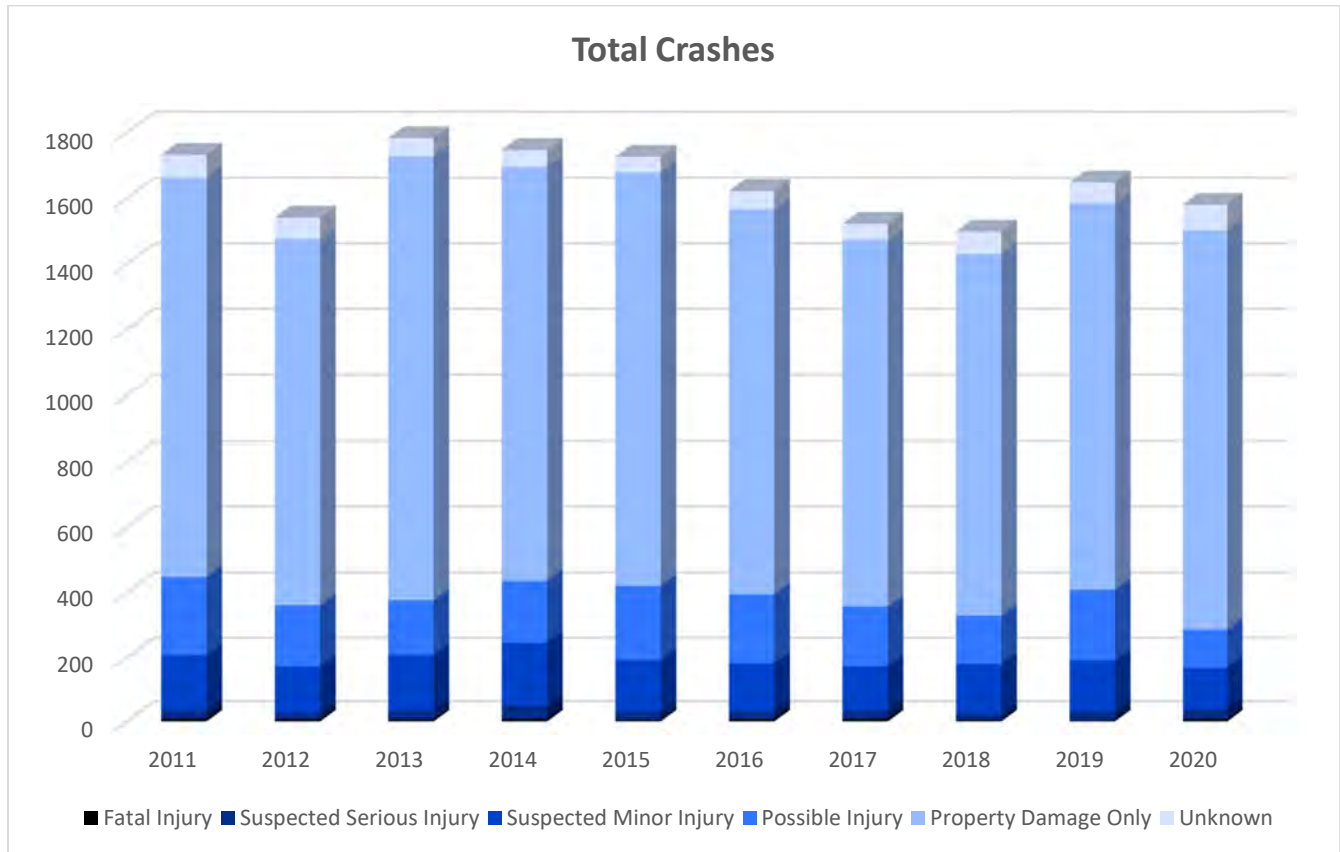
Total People Injured



Fatal Injury
 Suspected Serious Injury
 Suspected Minor Injury
 Possible Injury
 Property Damage Only
 Unknown

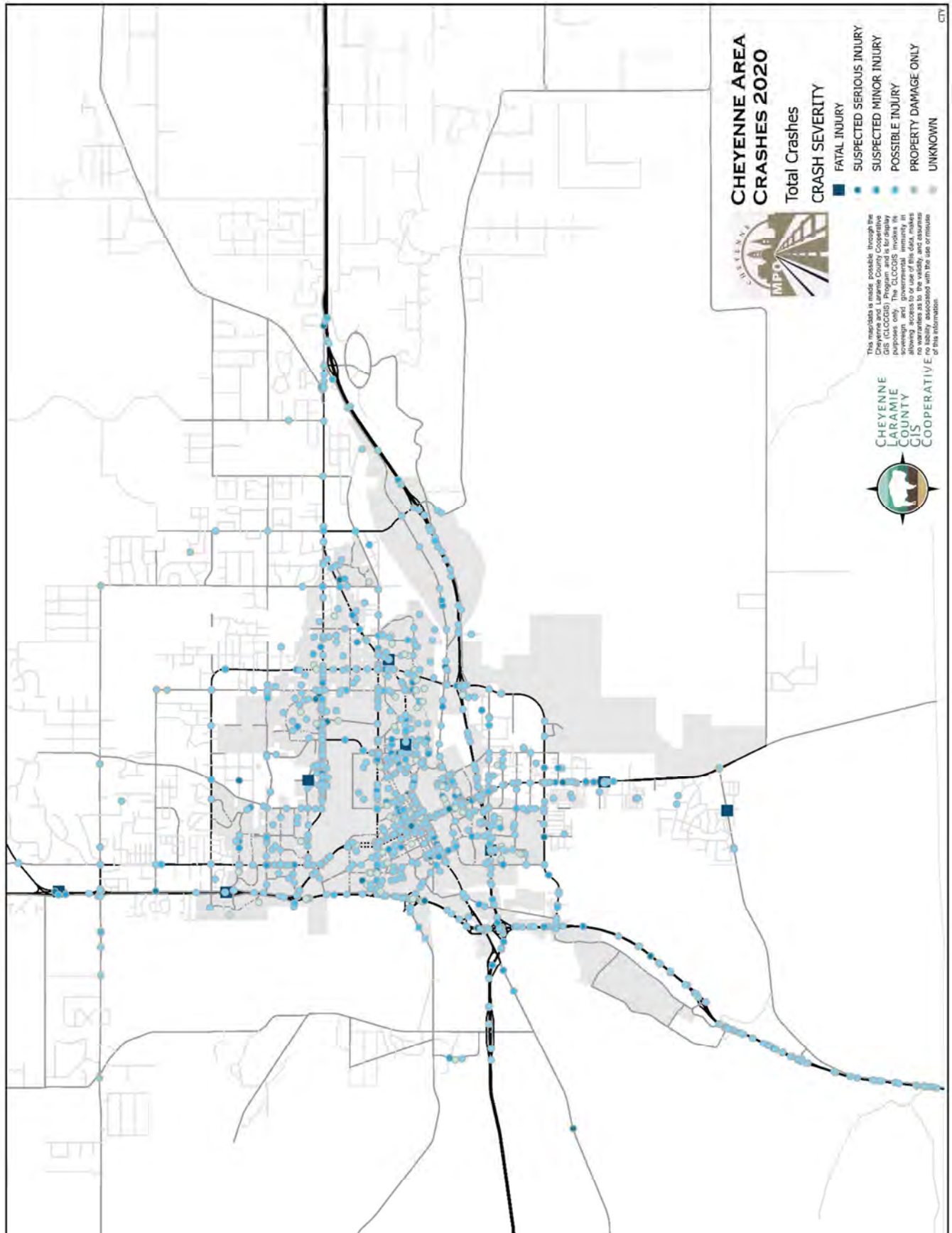
Total Injuries	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Fatal Injury	9	7	6	10	5	7	8	8	5	8	73
Suspected Serious Injury	31	22	35	46	26	28	29	24	37	41	319
Suspected Minor Injury	217	187	221	264	203	173	181	216	215	185	2062
Possible Injury	397	268	245	270	314	302	280	177	263	143	2659
No Injury	3609	3150	3614	3513	3602	3377	3020	1099	1176	1258	27418
Unknown	142	146	151	143	129	108	114	68	63	131	1195
TOTAL	4405	3780	4272	4246	4279	3995	3632	1592	1759	1766	33726

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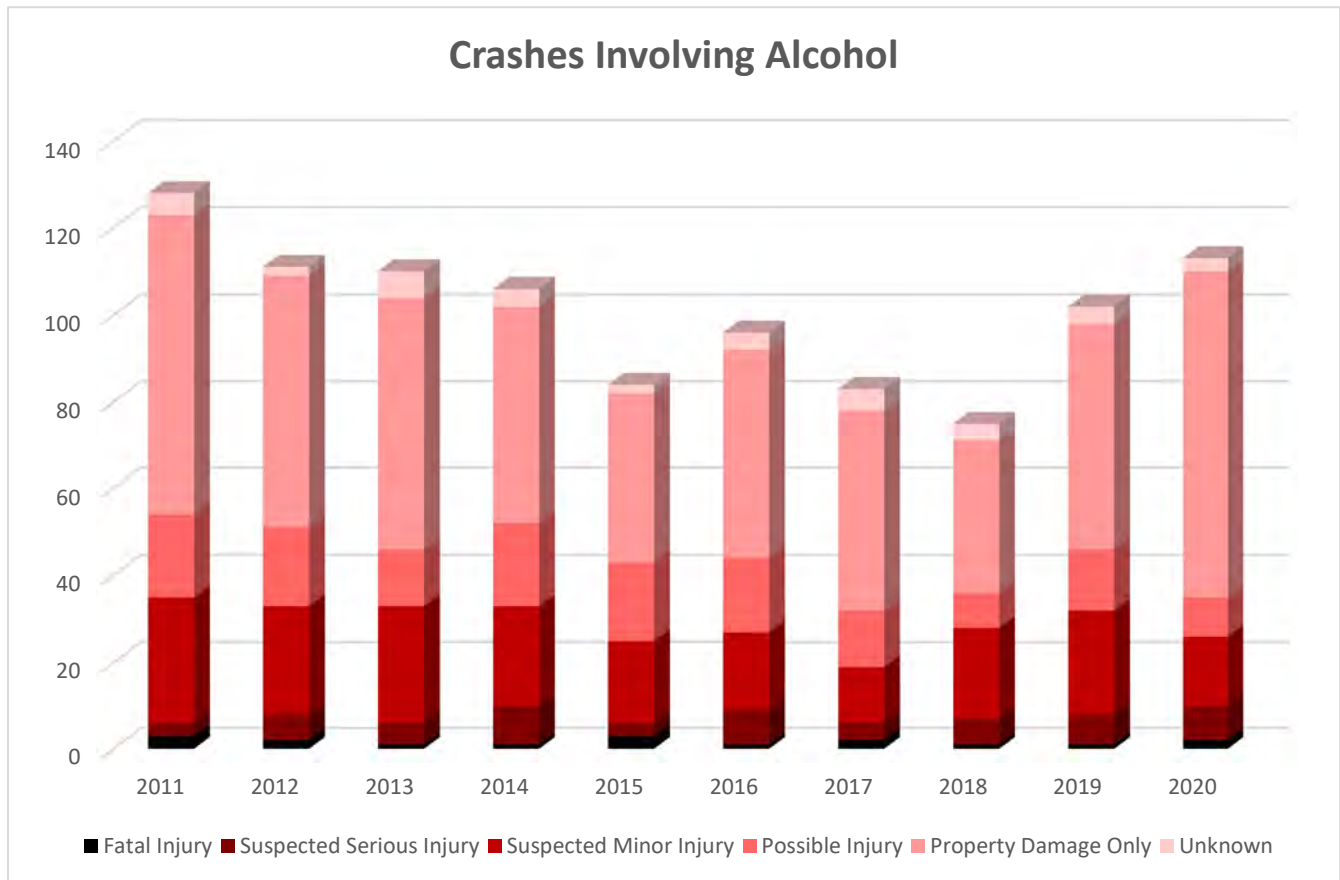


Total Crashes	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	9	7	6	8	5	7	8	5	4	8	67
Suspected Serious Injury	27	19	29	42	25	23	26	19	28	31	269
Suspected Minor Injury	171	146	174	197	162	152	139	156	159	129	1585
Possible Injury	241	190	168	189	229	213	185	150	218	120	1903
Property Damage Only	1214	1114	1351	1259	1258	1171	1115	1100	1176	1214	11972
Unknown	70	65	55	52	47	56	49	68	63	78	603
TOTAL	1732	1541	1783	1747	1726	1622	1522	1498	1648	1580	16399

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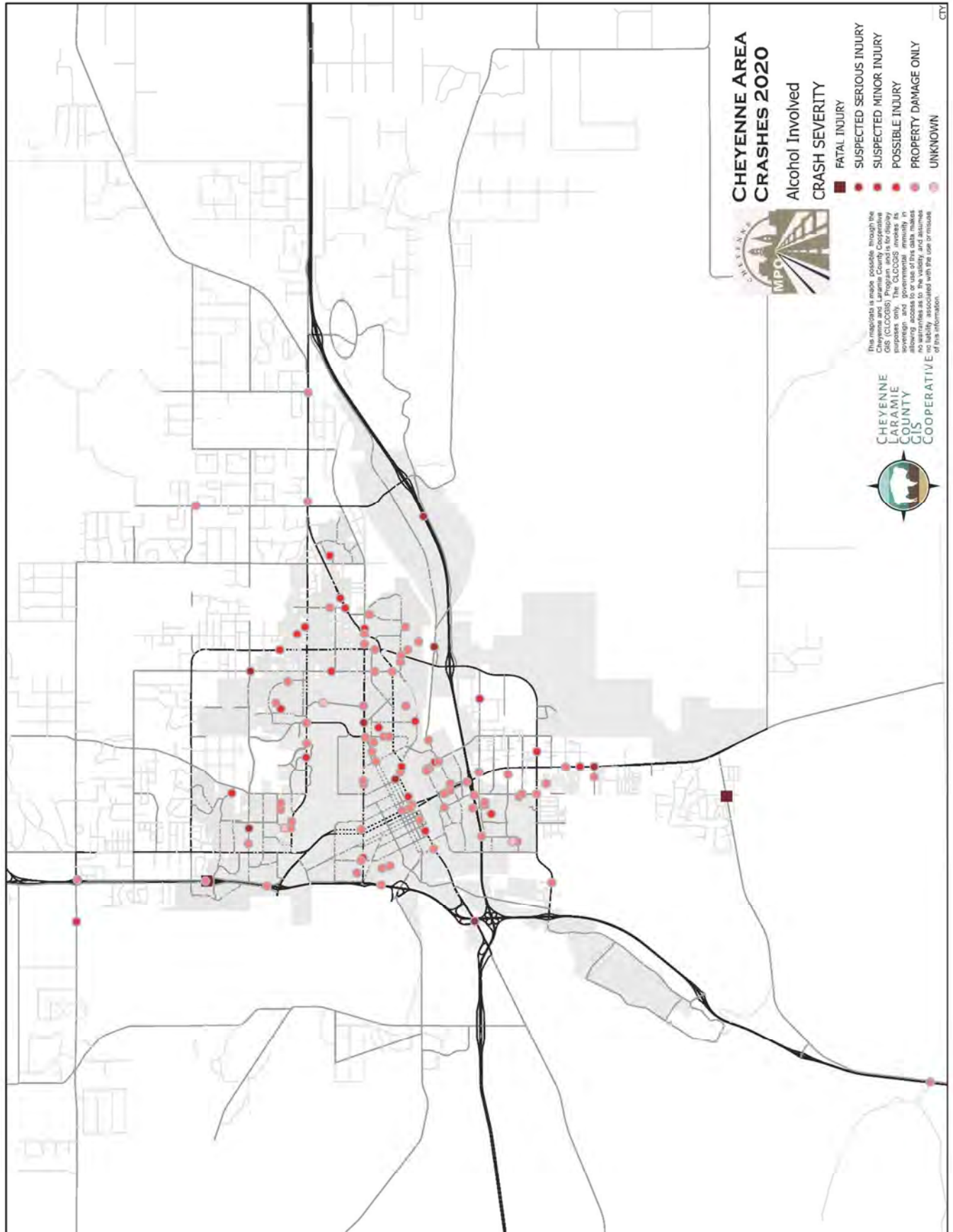


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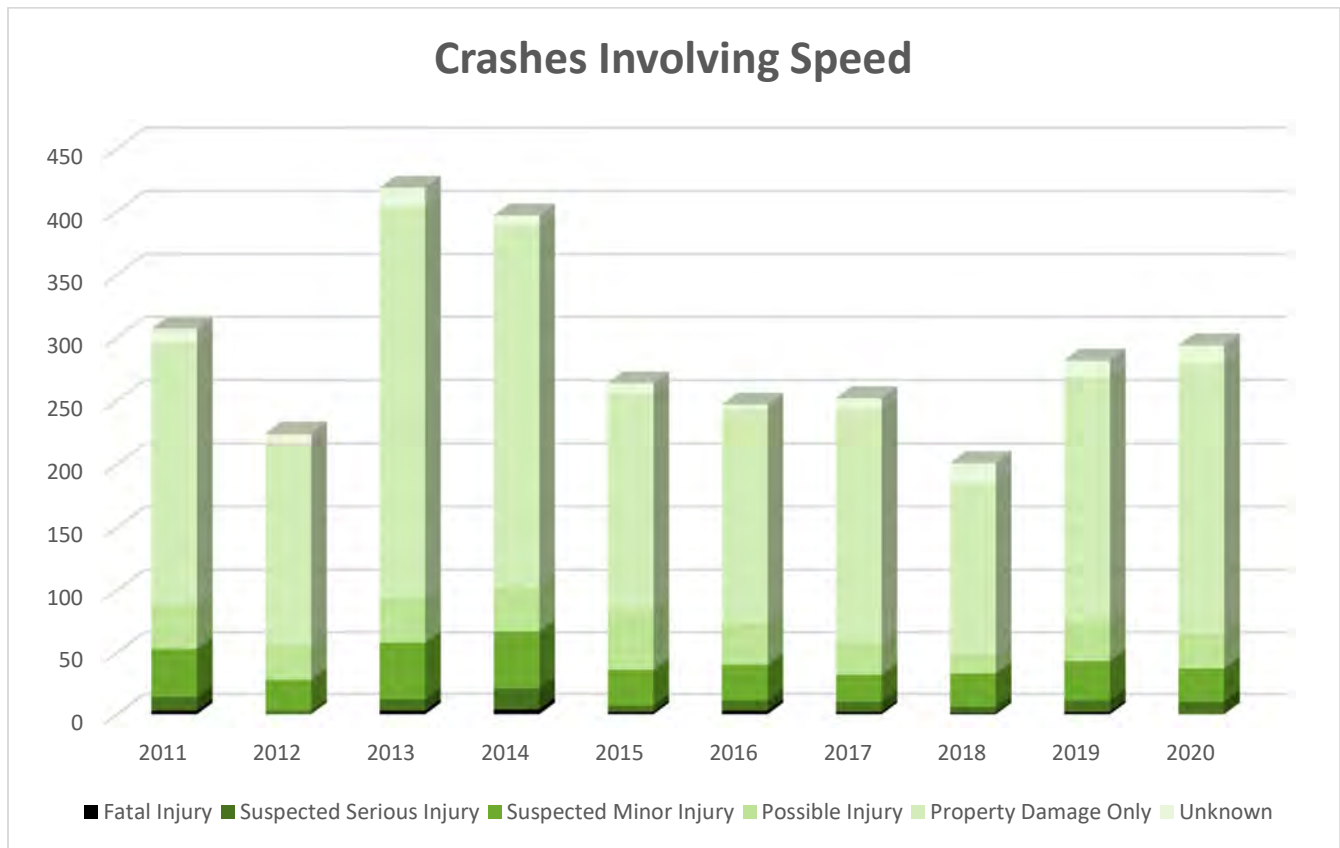


Alcohol Related	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	3	2	1	1	3	1	2	1	1	2	17
Suspected Serious Injury	3	6	5	9	3	8	4	6	7	8	59
Suspected Minor Injury	29	25	27	23	19	18	13	21	24	16	215
Possible Injury	19	18	13	19	18	17	13	8	14	9	148
Property Damage Only	69	58	58	50	39	48	46	35	52	75	530
Unknown	5	2	6	4	2	4	5	4	4	3	39
TOTAL	128	111	110	106	84	96	83	75	102	113	1008

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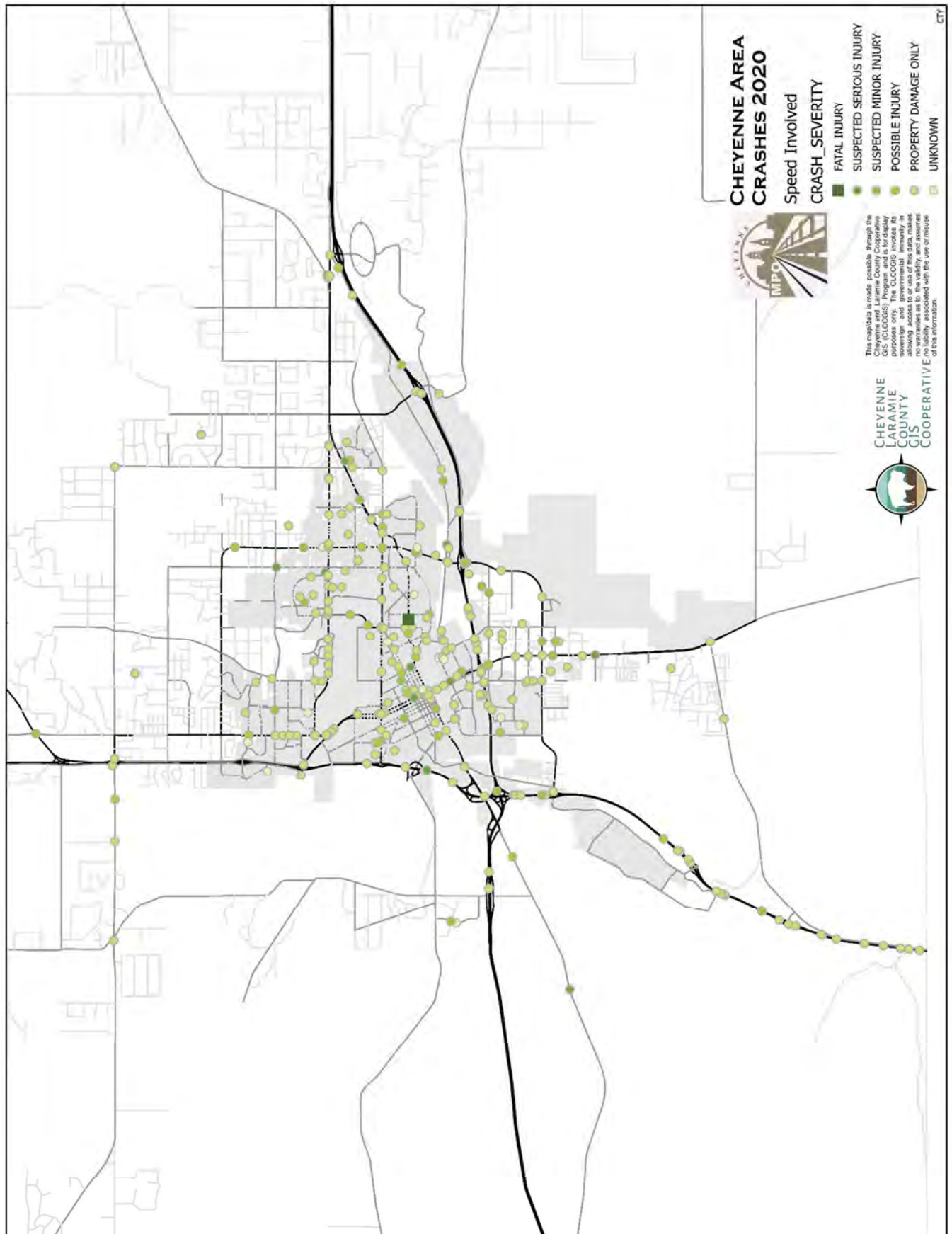


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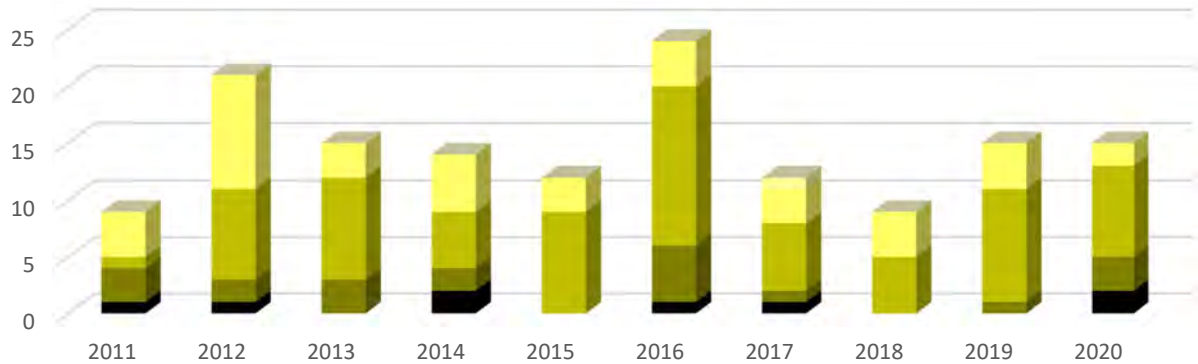


Speed-Related	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	3	0	3	4	2	3	2	1	2	1	20
Suspected Serious Injury	11	3	9	17	5	8	8	5	9	10	85
Suspected Minor Injury	39	25	46	46	29	29	22	27	32	27	322
Possible Injury	36	28	36	35	48	34	26	15	33	28	319
Property Damage Only	207	161	310	287	172	169	185	137	193	214	2035
Unknown	11	7	15	8	8	4	9	16	13	15	106
TOTAL	307	224	419	397	264	247	252	201	282	294	2887

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Crashes Involving Pedestrians



Fatal Injury
 Suspected Serious Injury
 Suspected Minor Injury
 Possible Injury
 Property Damage Only
 Unknown

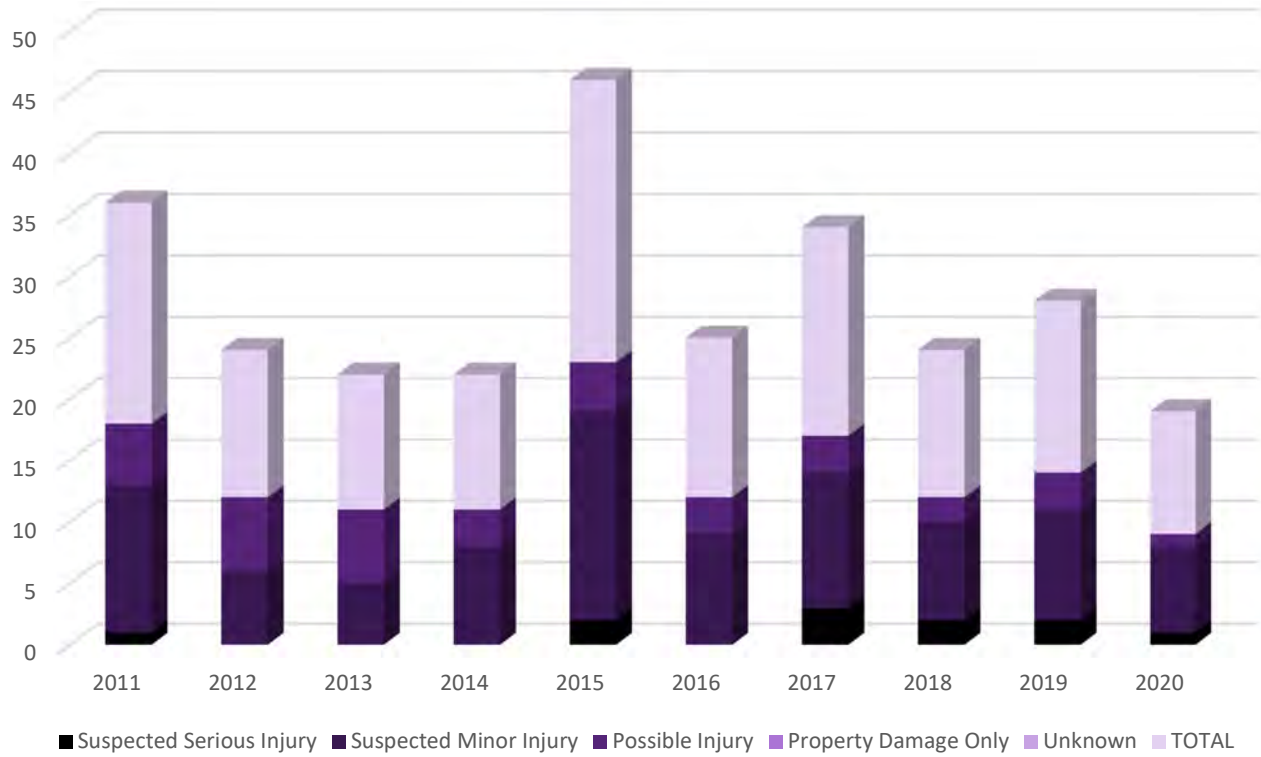
Pedestrian Involved	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	1	1	0	2	0	1	1	0	0	2	8
Suspected Serious Injury	3	2	3	2	0	5	1	0	1	3	20
Suspected Minor Injury	1	8	9	5	9	14	6	5	10	8	75
Possible Injury	4	10	3	5	3	4	3	4	4	2	42
Property Damage Only	0	0	0	0	0	0	1	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	21	15	14	12	24	12	9	15	15	146

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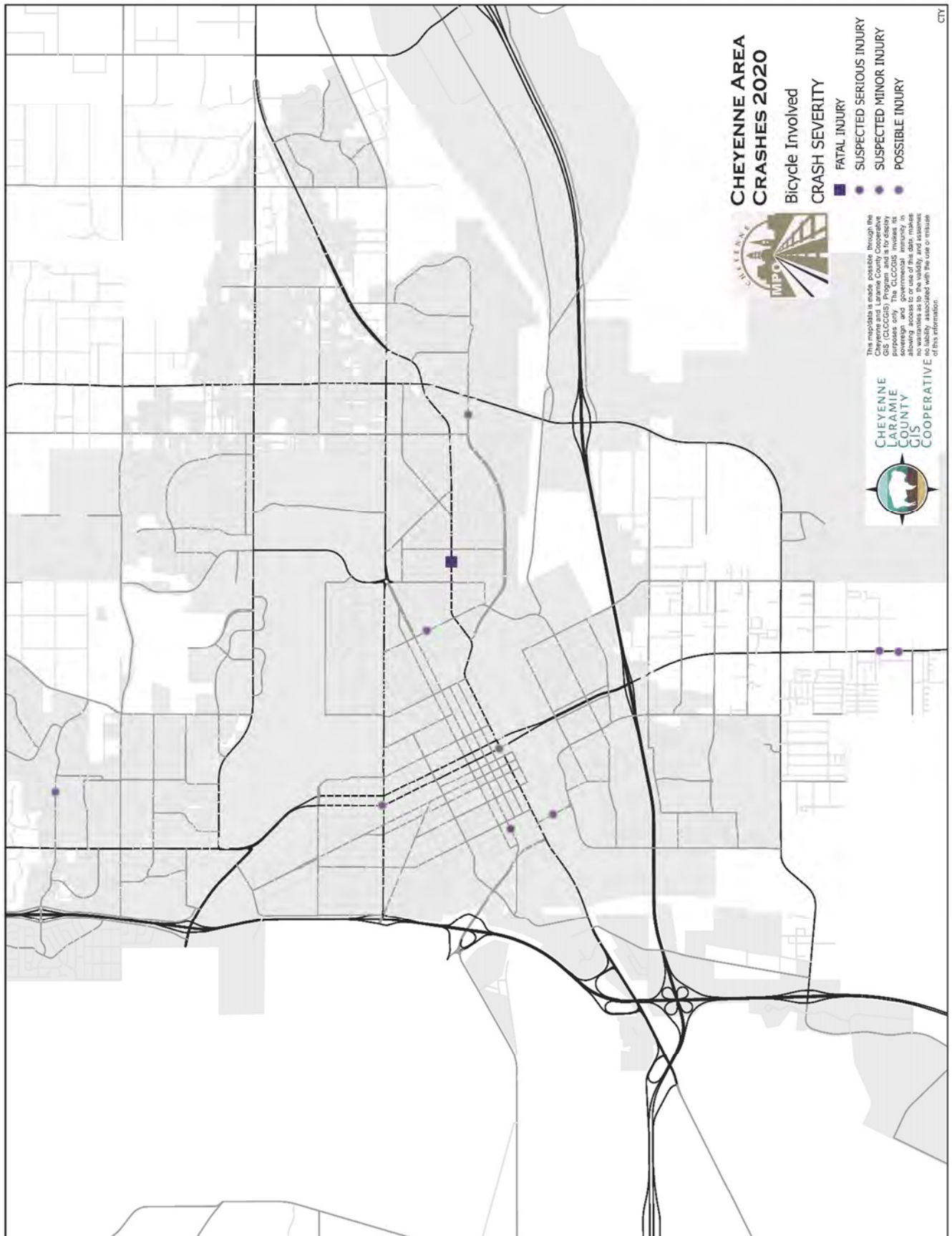
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Crashes Involving a Bicycle



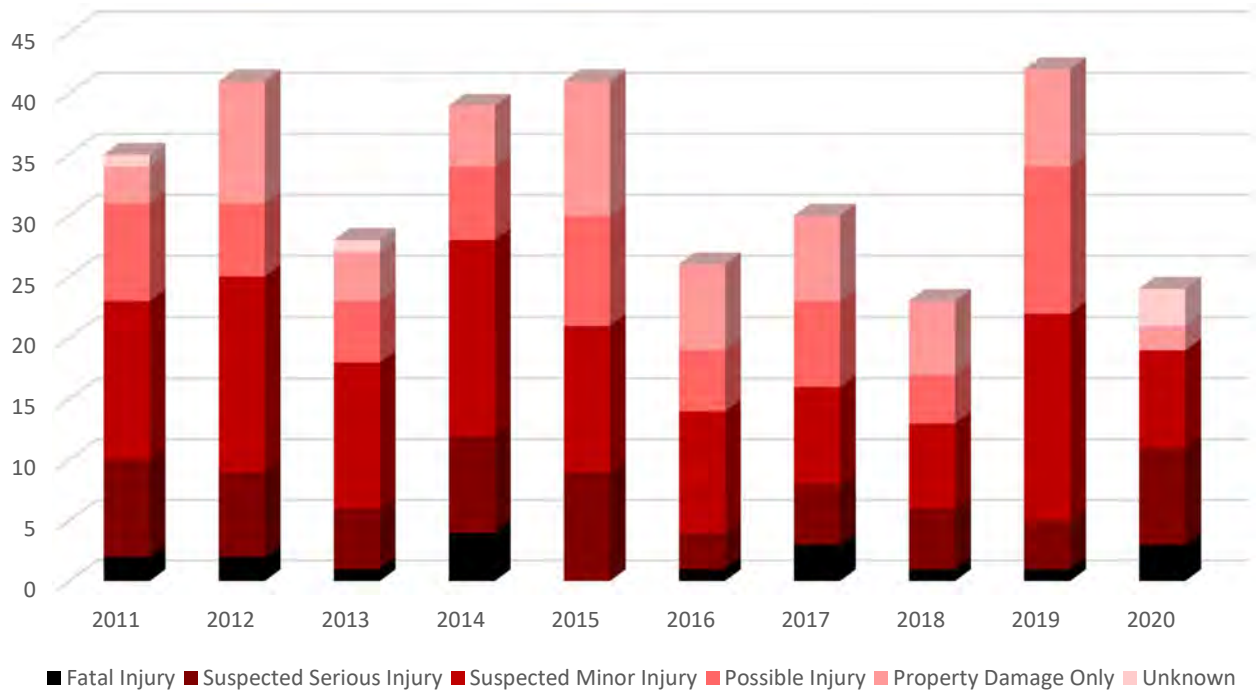
Bicycle Involved	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	0	0	0	0	0	1	0	0	0	1	2
Suspected Serious Injury	1	0	0	0	2	0	3	2	2	1	11
Suspected Minor Injury	12	6	5	8	17	9	11	8	9	7	92
Possible Injury	5	6	6	3	4	3	3	2	3	1	36
Property Damage Only	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0
TOTAL	18	12	11	11	23	13	17	12	14	10	141

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Crashes Involving a Motorcycle

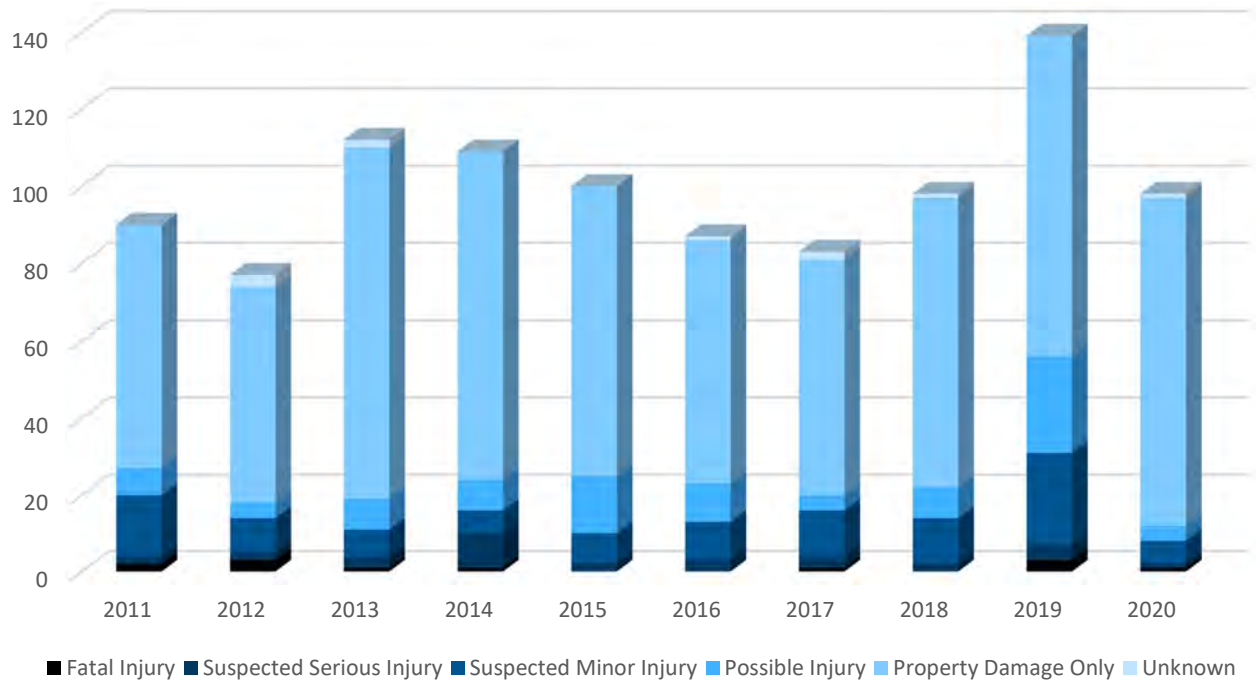


Motorcycle Involved	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	2	2	1	4	0	1	3	1	1	3	18
Suspected Serious Injury	8	7	5	8	9	3	5	5	4	8	62
Suspected Minor Injury	13	16	12	16	12	10	8	7	17	8	119
Possible Injury	8	6	5	6	9	5	7	4	12	0	62
Property Damage Only	3	10	4	5	11	7	7	6	8	2	63
Unknown	1	0	1	0	0	0	0	0	0	3	5
TOTAL	35	41	28	39	41	26	30	23	42	24	329

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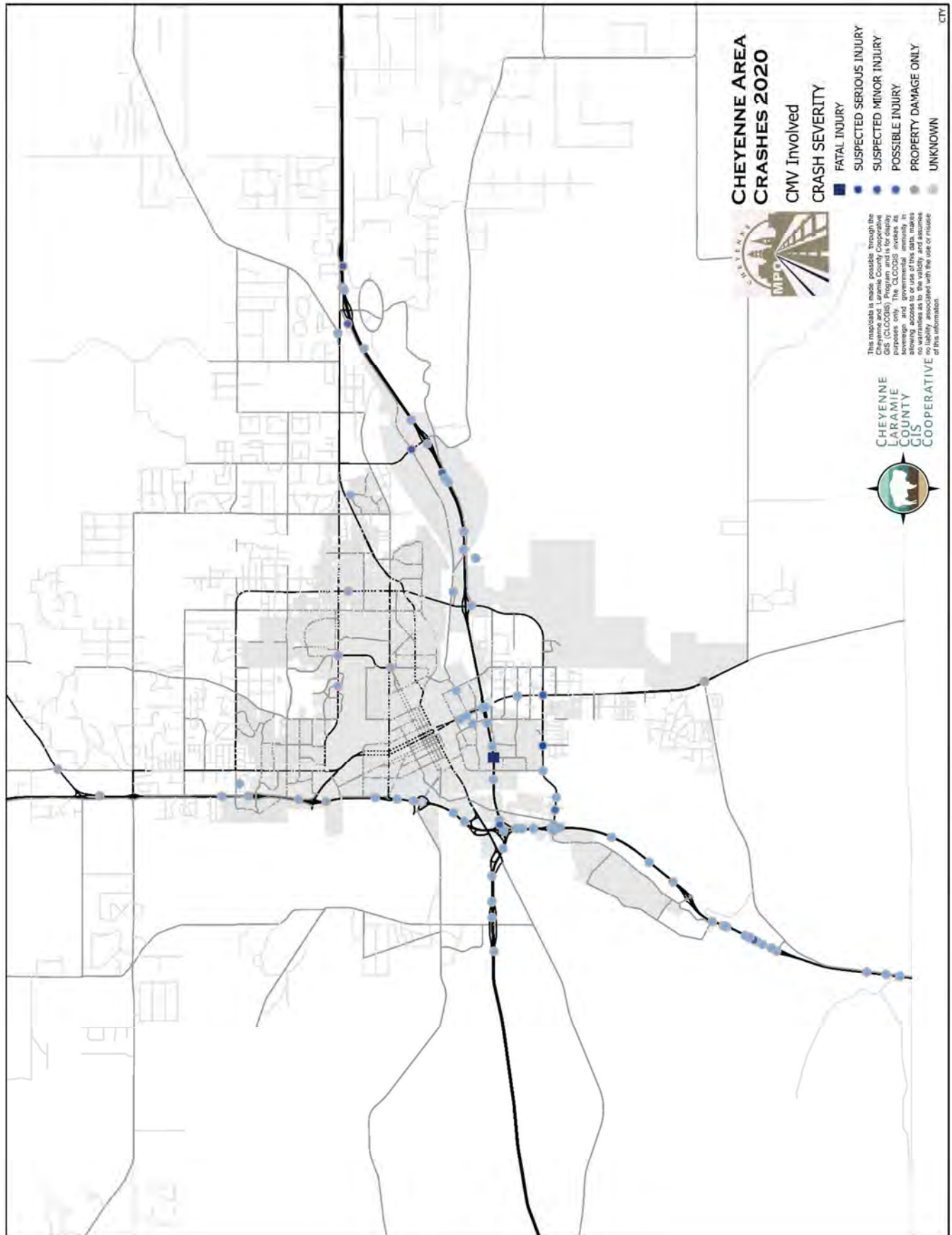


Crashes Involving a Commercial Motor Vehicle (CMV)



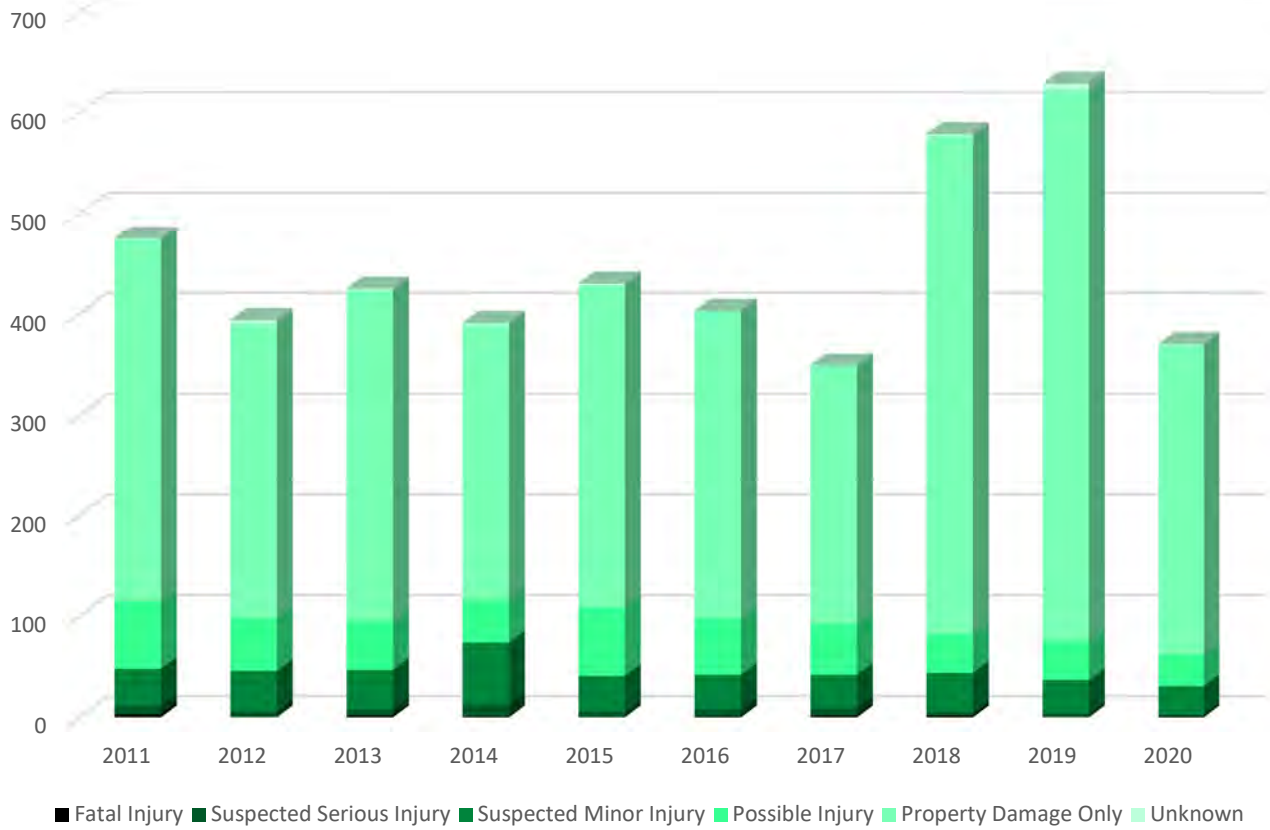
CMV Involved	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	2	3	1	1	0	0	1	0	3	1	12
Suspected Serious Injury	2	2	3	9	2	3	3	2	4	1	31
Suspected Minor Injury	16	9	7	6	8	10	12	12	24	6	110
Possible Injury	7	4	8	8	15	10	4	8	25	4	93
Property Damage Only	63	56	91	85	75	63	61	75	83	85	737
Unknown	0	3	2	0	0	1	2	1	0	1	10
TOTAL	90	77	112	109	100	87	83	98	139	98	993

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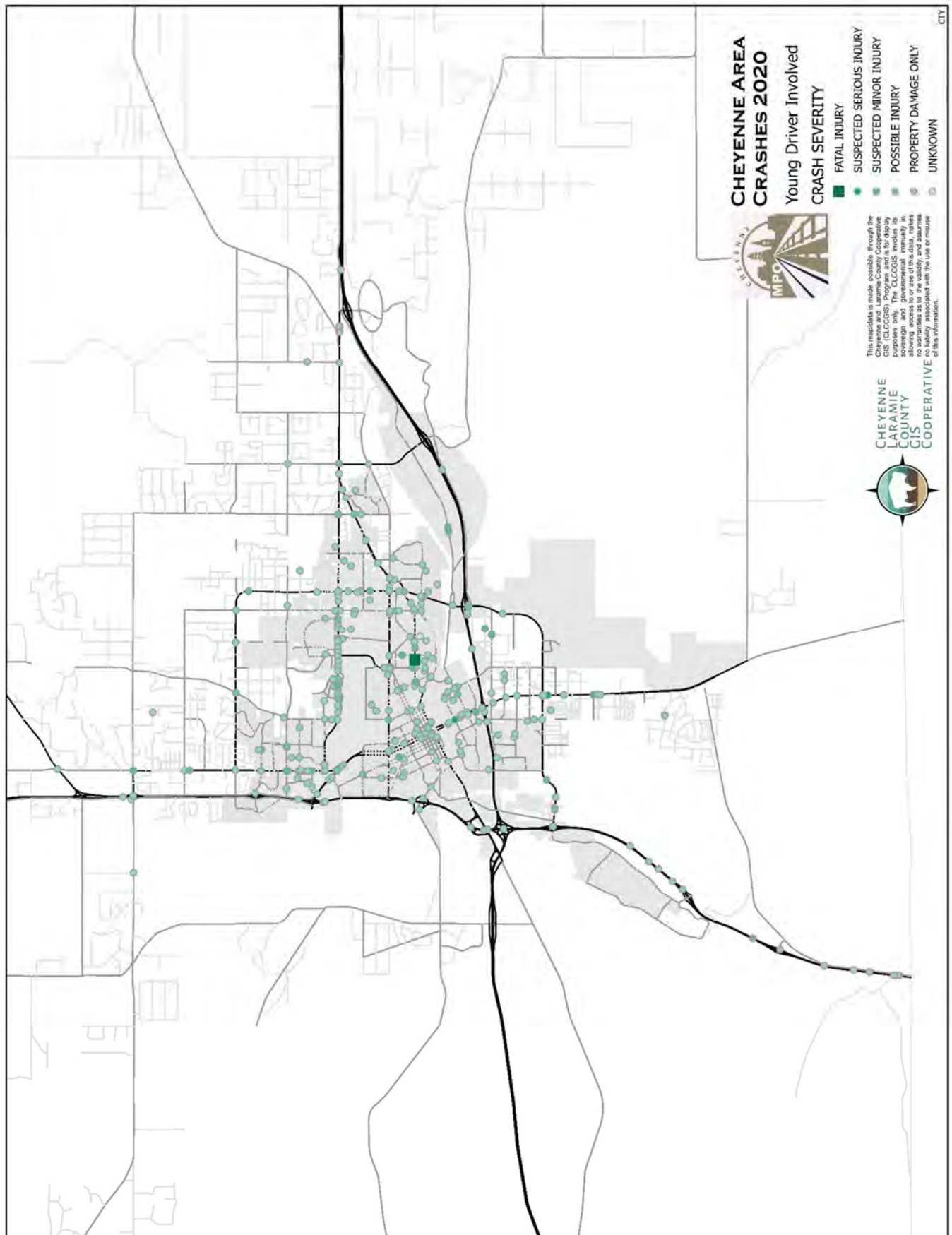
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Crashes Involving Young Drivers (age 15-20)

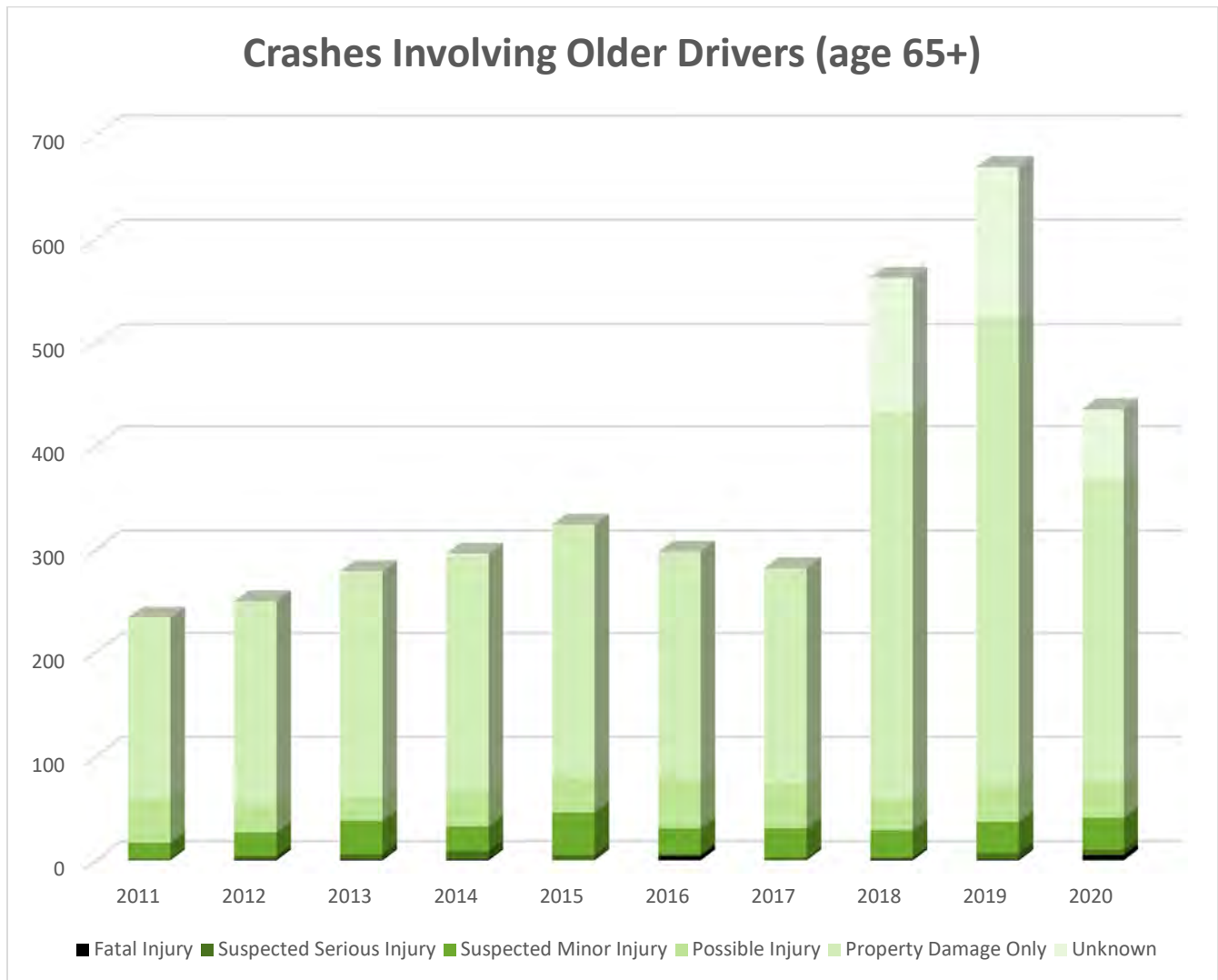


Young Driver Involved (age 15 - 20)	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	3	0	2	1	0	1	2	2	0	1	12
Suspected Serious Injury	8	6	6	12	6	7	7	3	4	2	61
Suspected Minor Injury	37	40	39	61	35	34	33	39	33	28	379
Possible Injury	67	52	48	42	68	56	50	38	39	31	491
Property Damage Only	359	292	328	273	319	305	257	495	547	307	3482
Unknown	1	4	2	2	2	0	0	2	6	1	20
TOTAL	475	394	425	391	430	403	349	579	629	370	4445

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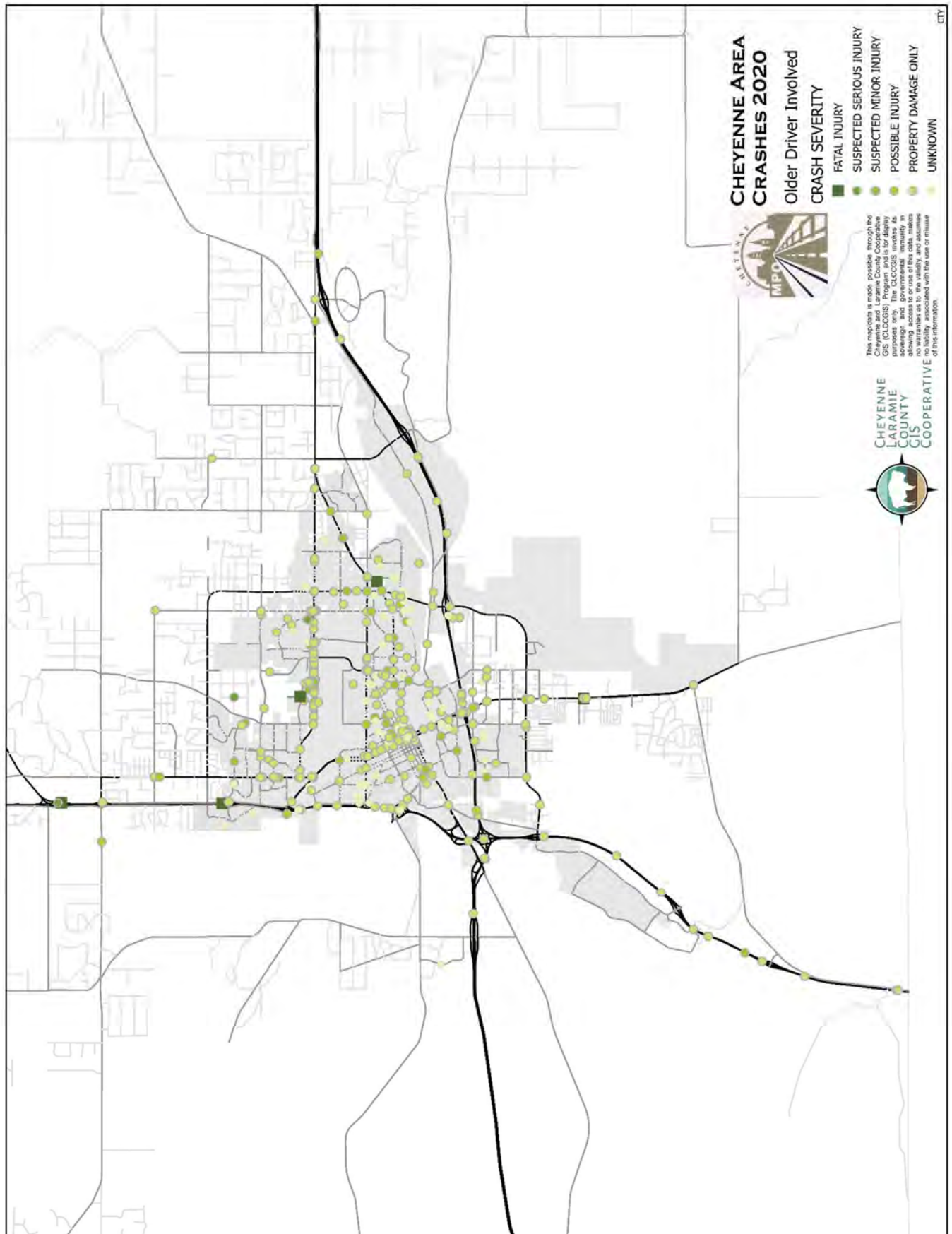


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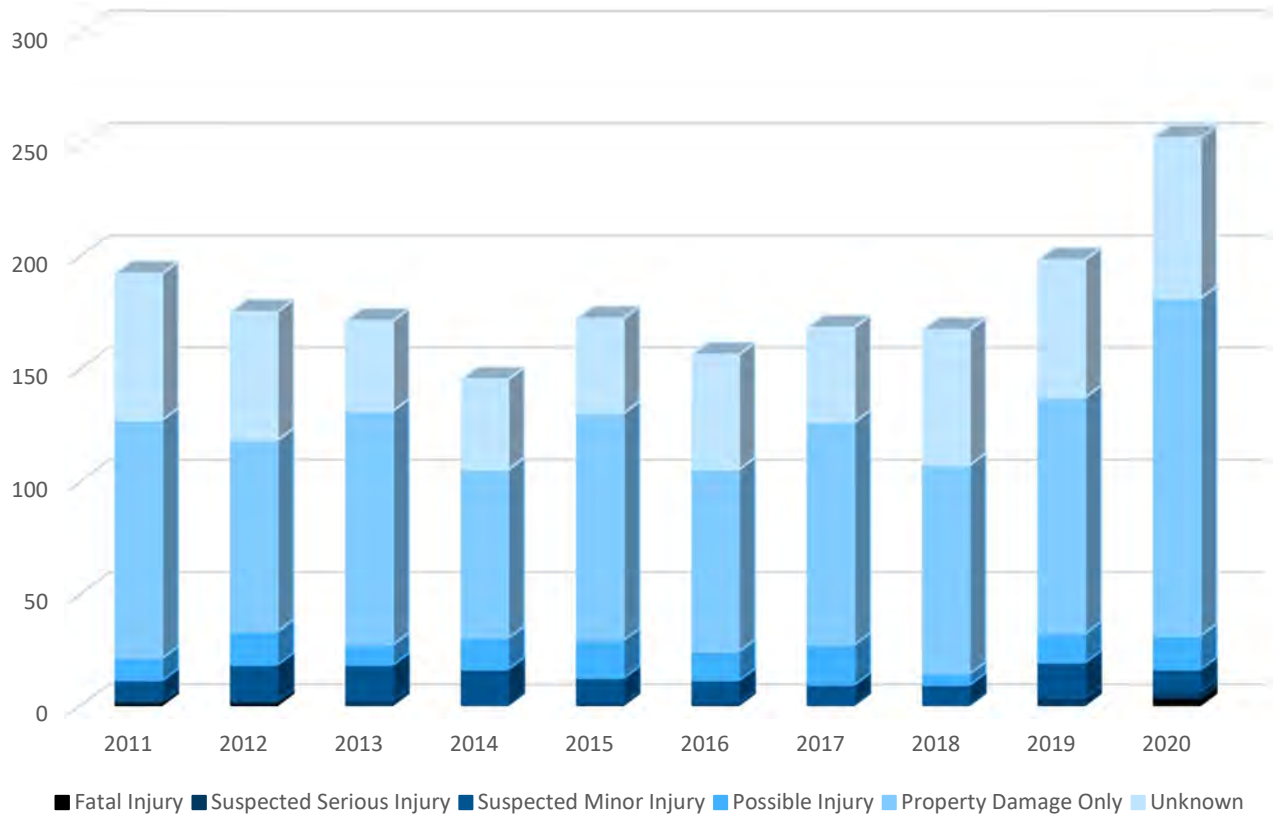
Older Driver Involved (age 65+)	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	0	1	1	1	0	4	0	1	1	5	14
Suspected Serious Injury	2	3	5	8	5	2	3	2	6	5	41
Suspected Minor Injury	15	23	32	24	41	25	28	26	30	31	275
Possible Injury	42	27	23	33	34	47	42	30	35	34	347
Property Damage Only	174	196	217	228	244	220	209	373	453	294	2608
Unknown	1	0	1	2	0	0	0	131	144	66	345
TOTAL	234	250	279	296	324	298	282	563	669	435	3630

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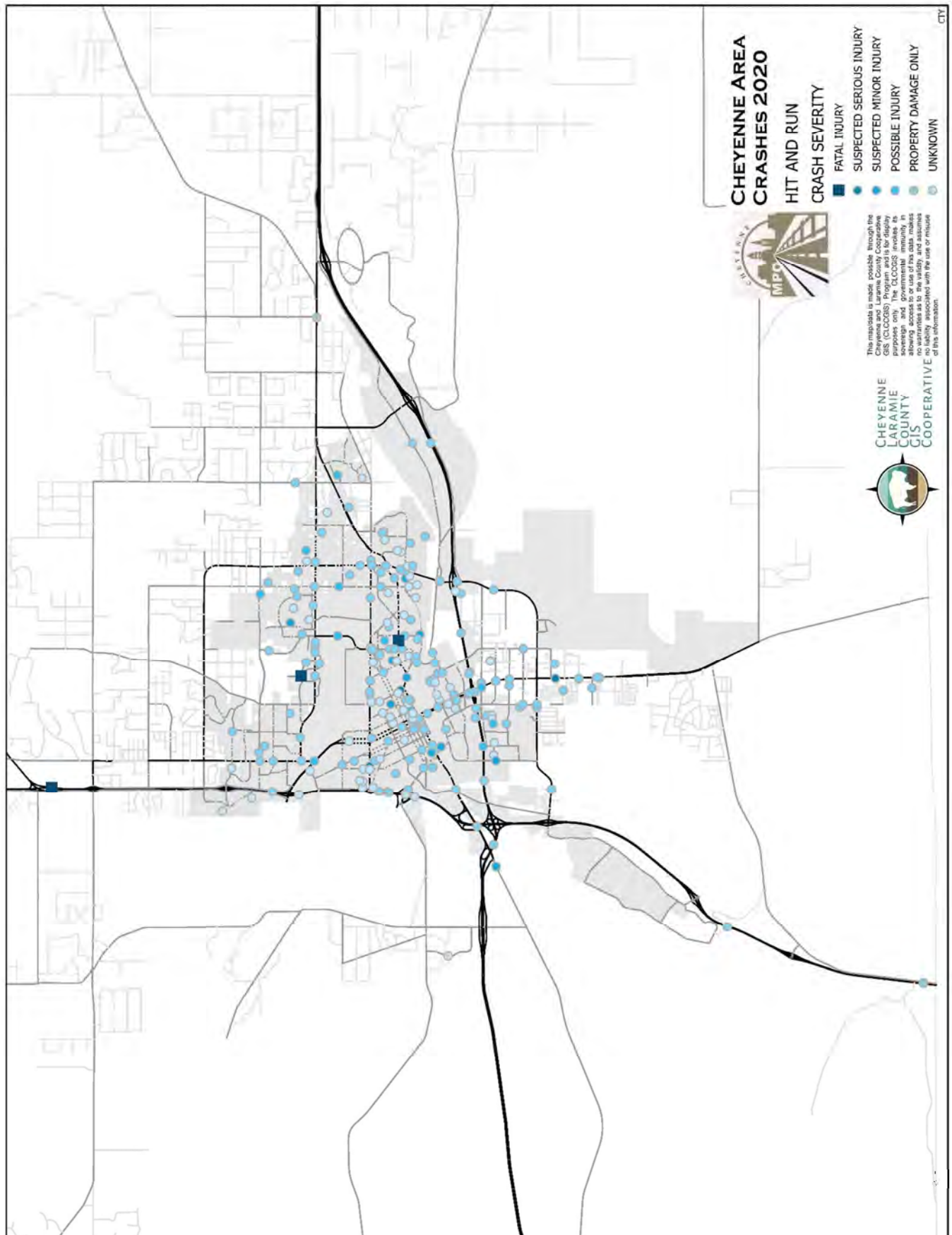
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Crashes Involving Hit and Run



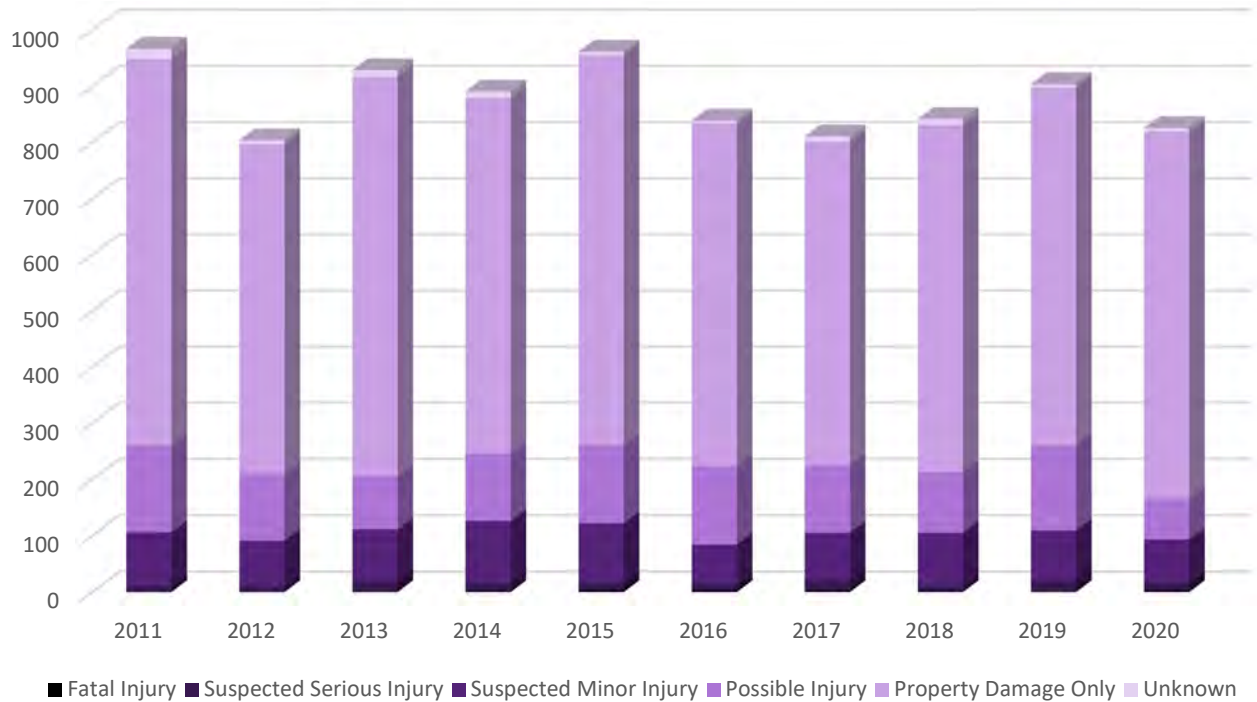
Hit and Run	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	1	1	0	0	0	0	0	0	0	3	5
Suspected Serious Injury	1	1	2	0	1	1	0	0	3	3	12
Suspected Minor Injury	9	16	16	16	11	10	9	9	16	10	122
Possible Injury	10	15	9	14	17	13	18	5	13	15	129
Property Damage Only	106	85	104	75	101	81	99	93	105	150	999
Unknown	65	57	40	40	42	51	42	60	61	72	530
TOTAL	192	175	171	145	172	156	168	167	198	253	1797

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Intersection-Related Crashes

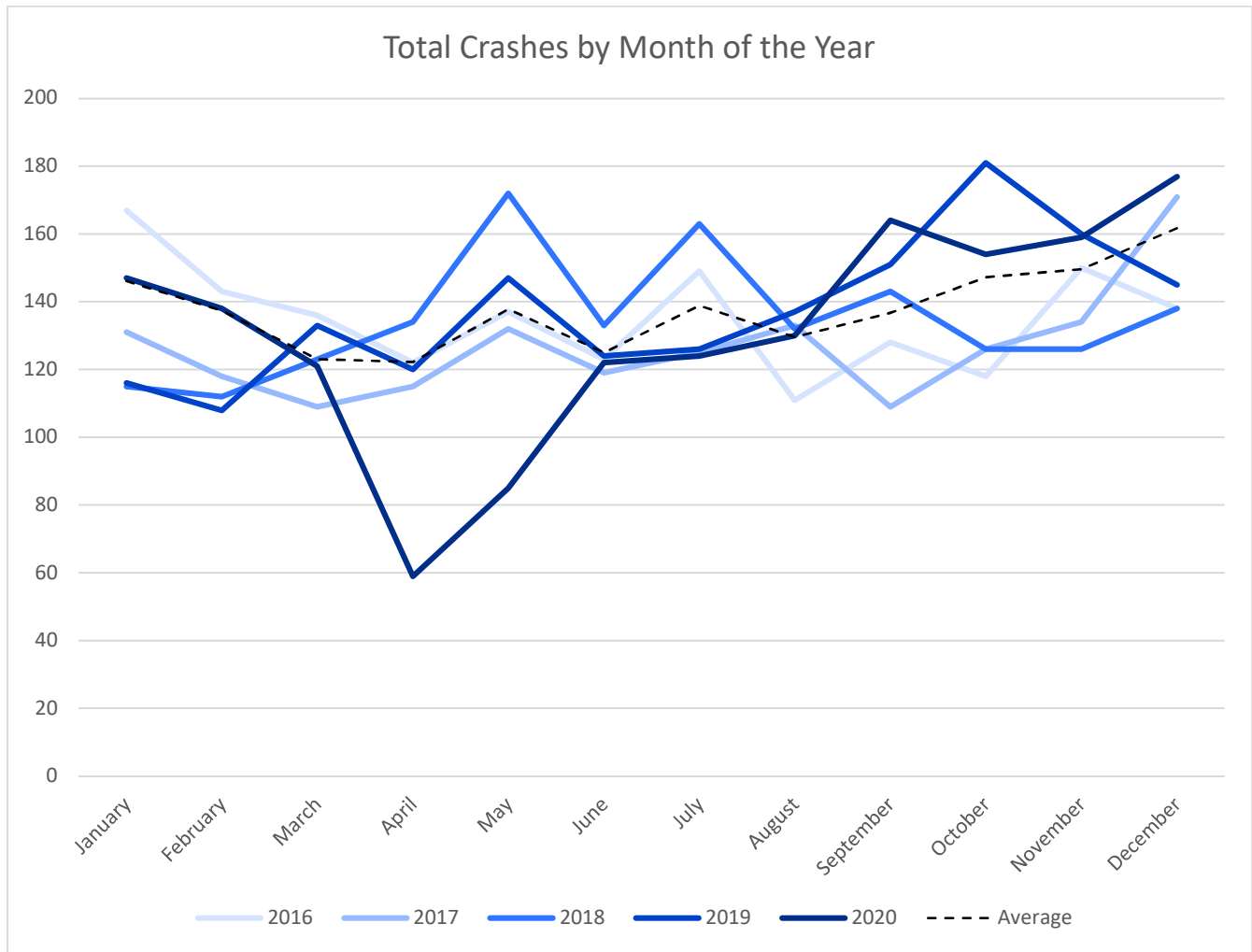


Intersection-Related	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Fatal Injury	1	1	1	2	4	4	3	2	1	3	22
Suspected Serious Injury	10	9	18	13	12	9	17	8	18	13	127
Suspected Minor Injury	95	81	92	111	106	71	85	95	90	77	903
Possible Injury	154	119	94	120	139	139	120	107	151	72	1215
Property Damage Only	689	587	711	633	694	611	576	619	638	654	6412
Unknown	18	7	13	12	7	5	10	11	6	7	96
TOTAL	967	804	929	891	962	839	811	842	904	826	8775

Cheyenne - Intersection-Related Crashes for 2020

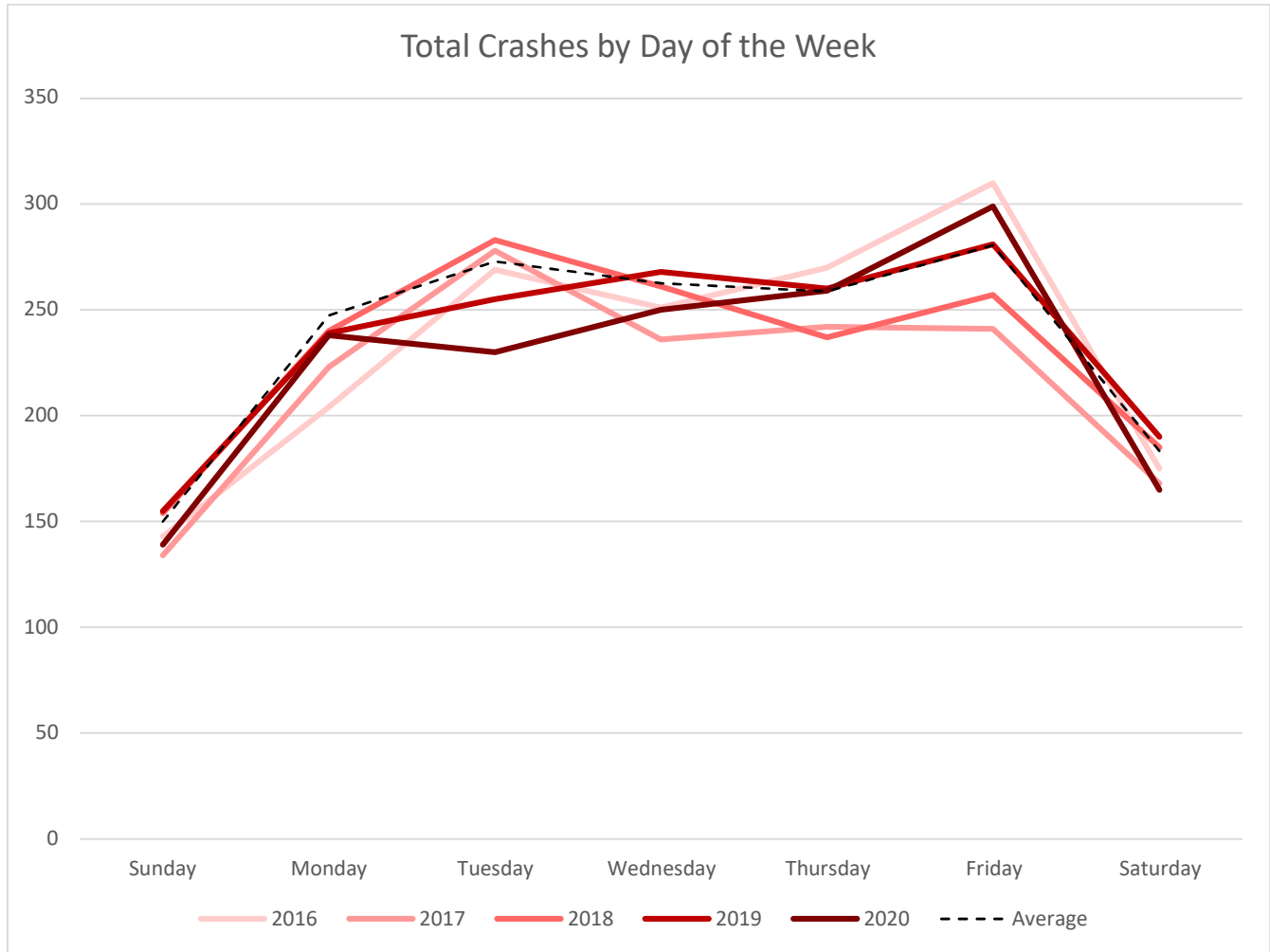
	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	0	2	0	1	1	0	2	9	4	5	3	4	6	6	1	5	9	9	9	0	0	1	0	1
February	0	0	0	0	1	0	1	14	8	2	6	4	1	5	6	4	8	8	6	2	1	2	1	0
March	0	0	0	0	0	2	2	9	1	5	6	2	6	5	4	6	4	8	3	0	1	0	0	1
April	0	0	0	1	0	0	3	3	1	1	3	2	3	1	2	1	1	2	3	1	1	1	0	0
May	0	1	0	0	0	0	0	2	2	3	3	4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

2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



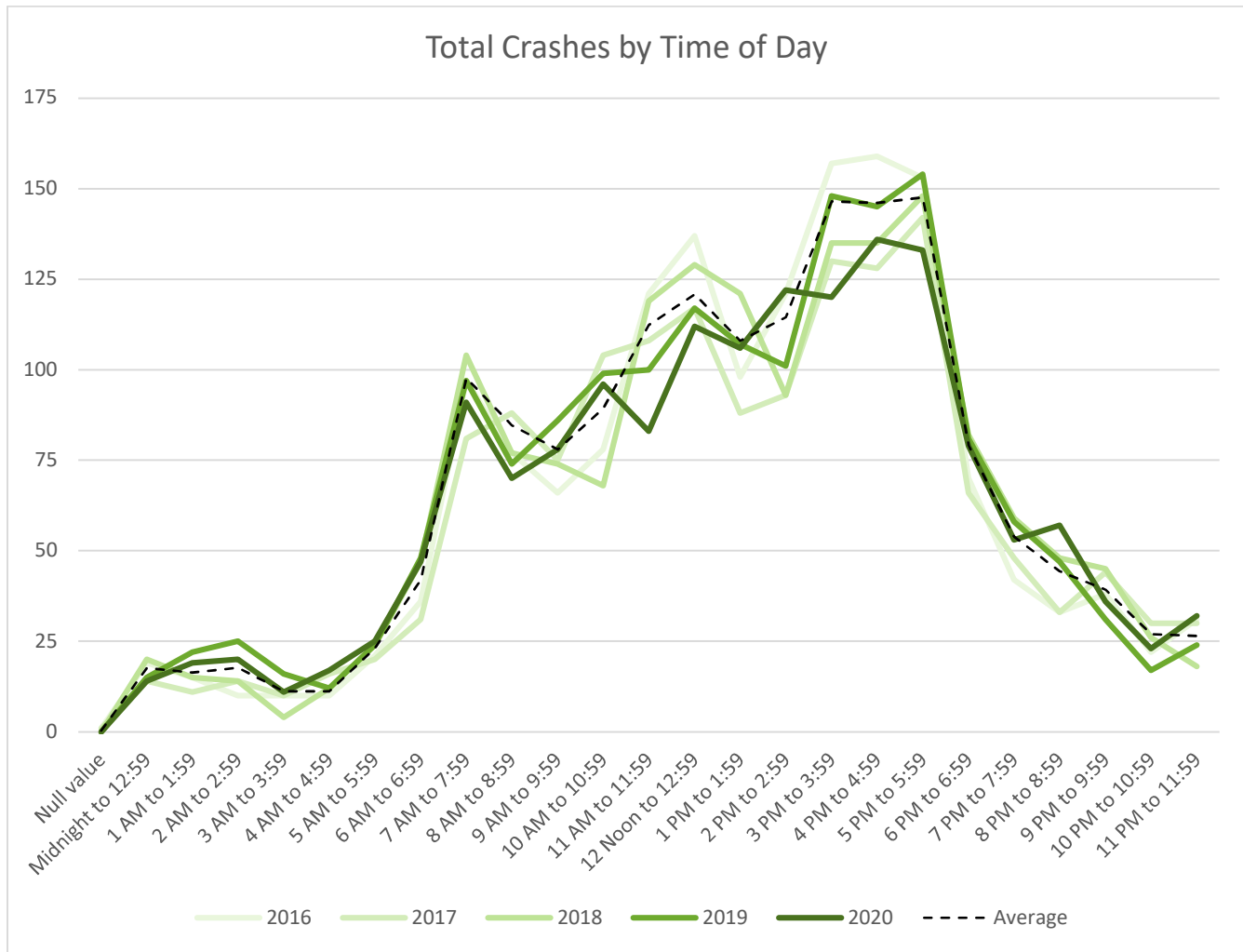
Month of the Year	2016	2017	2018	2019	2020	Average
January	167	131	115	116	147	146
February	143	118	112	108	138	137
March	136	109	123	133	121	123
April	122	115	134	120	59	122
May	137	132	172	147	85	138
June	123	119	133	124	122	125
July	149	125	163	126	124	139
August	111	133	132	137	130	130
September	128	109	143	151	164	137
October	118	126	126	181	154	147
November	150	134	126	160	159	150
December	138	171	138	145	177	162
TOTAL	1622	1522	1617	1648	1580	1656

2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



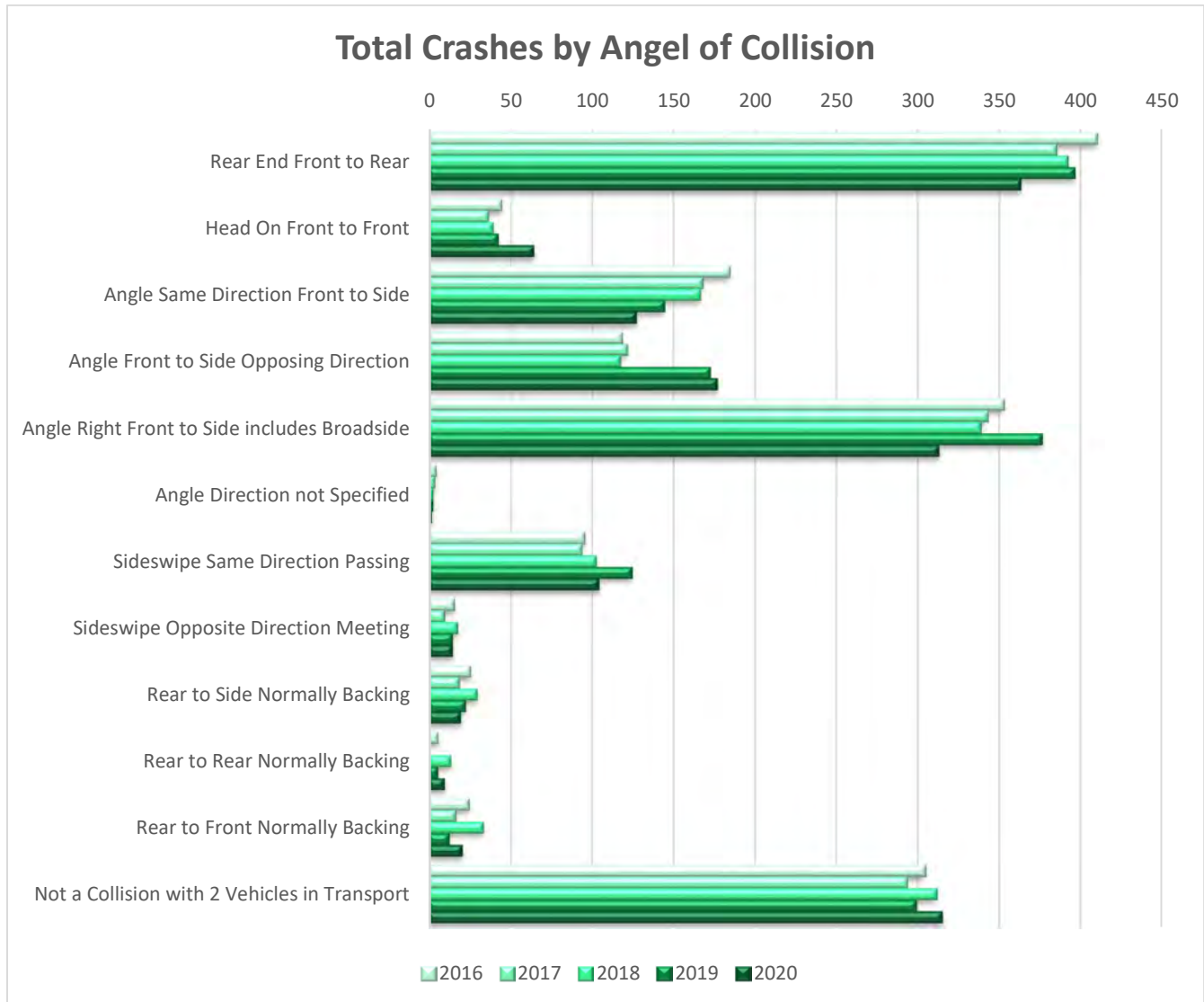
Day of the Week	2016	2017	2018	2019	2020	Average
Sunday	143	134	154	155	139	150
Monday	204	223	240	239	238	247
Tuesday	269	278	283	255	230	273
Wednesday	251	236	261	268	250	263
Thursday	270	242	237	260	259	259
Friday	310	241	257	281	299	281
Saturday	175	168	185	190	165	183
TOTAL	1622	1522	1617	1648	1580	1656

2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



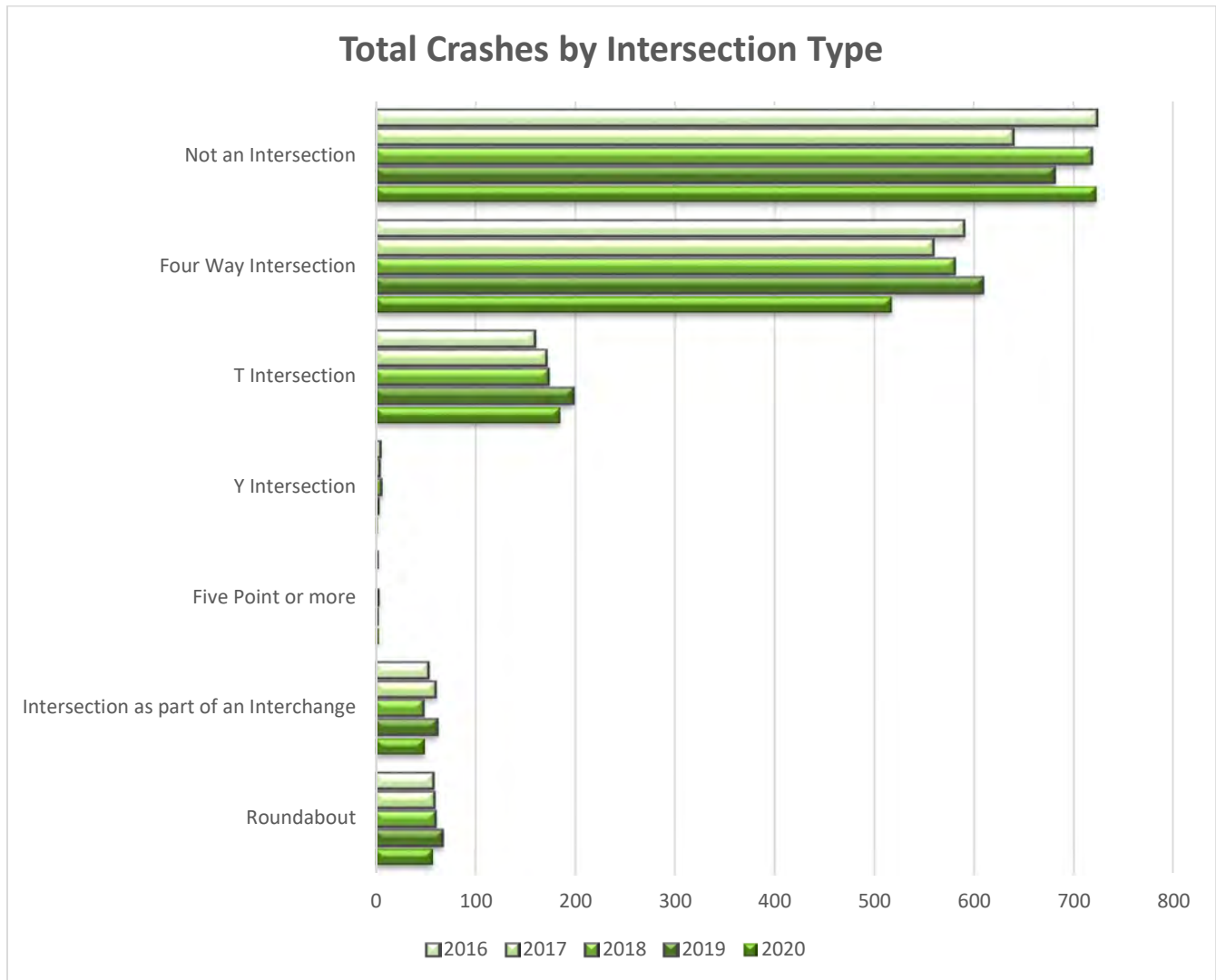
Time of Day	2016	2017	2018	2019	2020	Average
Null value	1	1	0	0	0	0
Midnight to 12:59	19	14	20	15	14	18
1 AM to 1:59	15	11	15	22	19	16
2 AM to 2:59	10	14	14	25	20	18
3 AM to 3:59	10	10	4	16	11	11
4 AM to 4:59	10	16	12	12	17	11
5 AM to 5:59	21	20	24	24	25	23
6 AM to 6:59	36	31	47	48	47	42
7 AM to 7:59	97	81	104	97	91	98
8 AM to 8:59	77	88	77	74	70	85
9 AM to 9:59	66	75	74	86	78	78
10 AM to 10:59	78	104	68	99	96	89
11 AM to 11:59	121	108	119	100	83	112
12 Noon to 12:59	137	117	129	117	112	121
1 PM to 1:59	98	88	121	107	106	108
2 PM to 2:59	121	93	93	101	122	115
3 PM to 3:59	157	130	135	148	120	147
4 PM to 4:59	159	128	135	145	136	146
5 PM to 5:59	153	142	148	154	133	148
6 PM to 6:59	70	66	82	81	79	79
7 PM to 7:59	42	48	59	58	53	54
8 PM to 8:59	33	33	48	47	57	44
9 PM to 9:59	38	44	45	31	36	39
10 PM to 10:59	22	30	26	17	23	27
11 PM to 11:59	31	30	18	24	32	27
TOTAL	1622	1522	1617	1648	1580	1656

2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



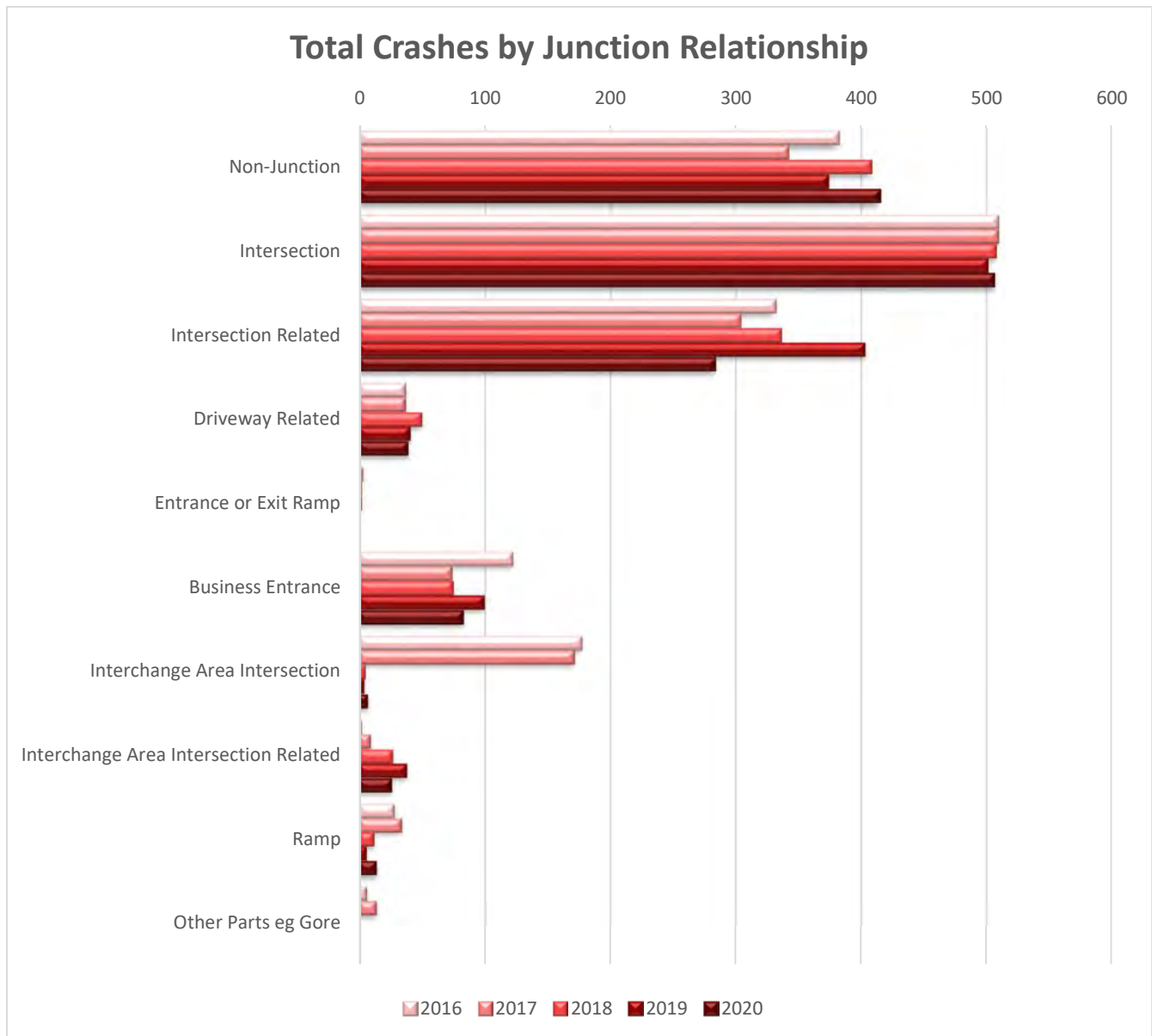
Angle of Collision	2016	2017	2018	2019	2020	Average
Null value	28	29	27	23	38	29
Rear End Front to Rear	410	385	392	396	363	389
Head On Front to Front	44	36	39	42	64	45
Angle Same Direction Front to Side	184	167	166	144	127	158
Angle Front to Side Opposing Direction	118	121	117	172	177	141
Angle Right Front to Side includes Broadside	352	342	338	376	313	344
Angle Direction not Specified	4	3	2	2	1	2
Sideswipe Same Direction Passing	95	93	102	124	104	104
Sideswipe Opposite Direction Meeting	15	9	17	14	14	14
Rear to Side Normally Backing	25	18	29	22	19	23
Rear to Rear Normally Backing	5	0	13	5	9	6
Rear to Front Normally Backing	24	16	33	12	20	21
Not a Collision with 2 Vehicles in Transport	304	292	311	298	315	304
Other	0	4	12	12	4	6
Unknown	14	7	19	6	12	12
TOTAL	1622	1522	1617	1648	1580	1714

2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



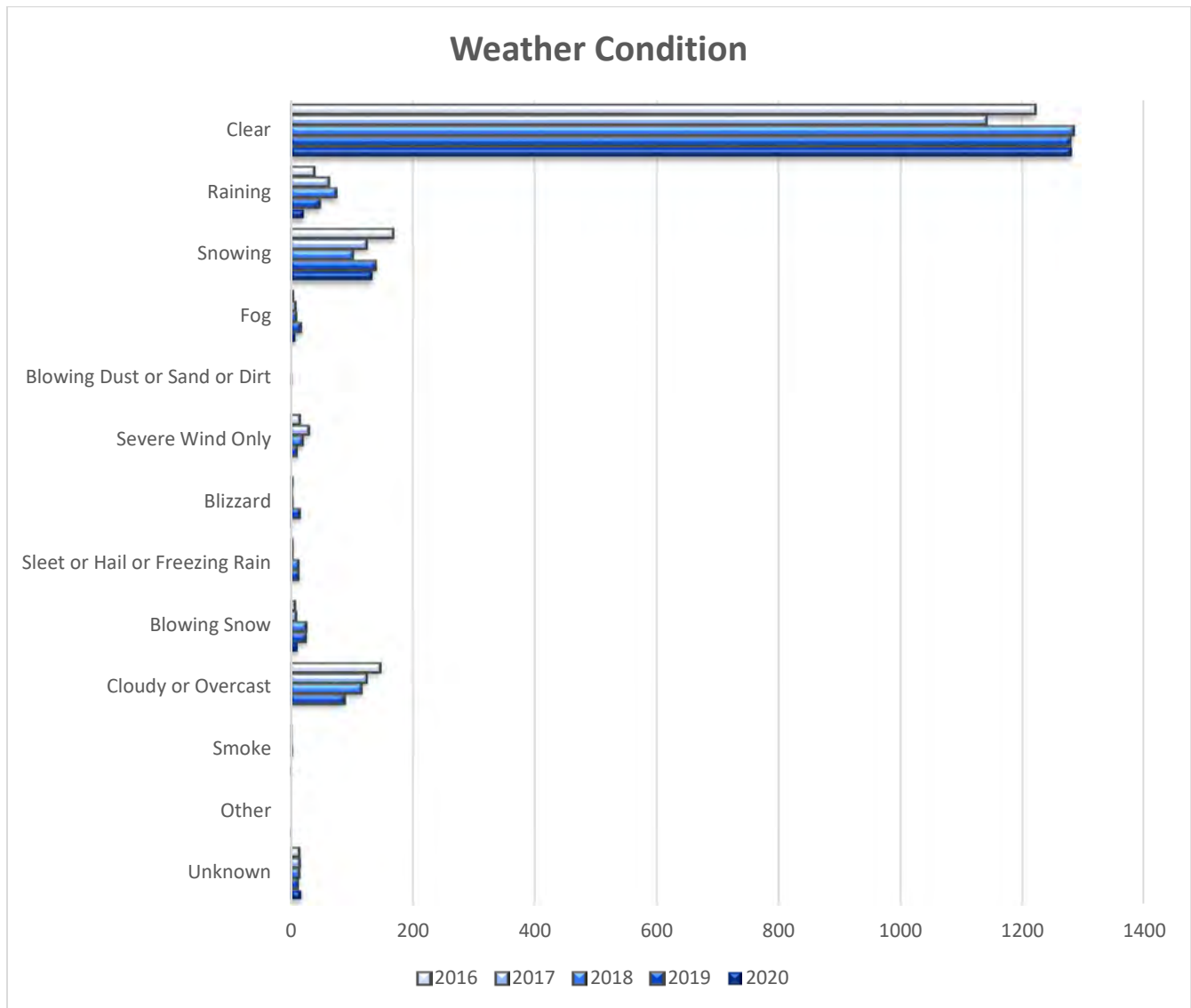
Intersection Type	2016	2017	2018	2019	2020	Average
Null value	31	31	29	27	43	31
Not an Intersection	723	639	718	681	723	716
Four Way Intersection	590	558	579	608	518	602
T Intersection	160	171	173	198	185	180
Y Intersection	5	4	6	3	2	6
Five Point or more	2	0	3	2	3	3
Intersection as part of an Interchange	53	60	48	62	49	58
Roundabout	58	59	60	67	57	60
Unknown	0	0	1	0	0	0
TOTAL	1622	1522	1617	1648	1580	1656

2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

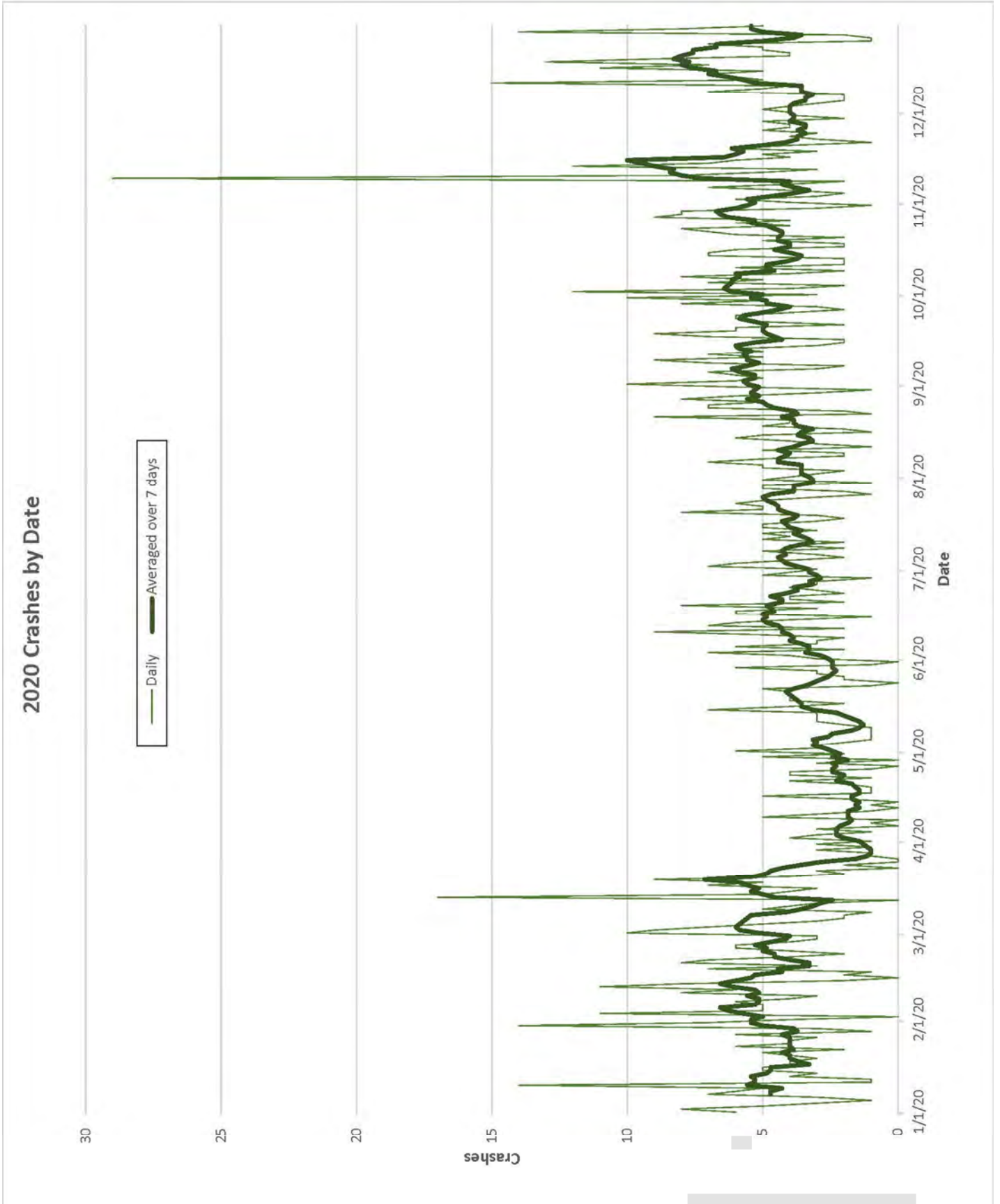


Junction Relation	2016	2017	2018	2019	2020	Average
Non-Junction	380	340	407	374	413	385
Intersection	509	509	507	501	506	543
Intersection Related	330	302	335	403	282	328
Driveway Related	36	36	49	40	38	41
Entrance or Exit Ramp	2	1	1	0	0	2
Business Entrance	121	73	74	99	82	94
Interchange Area Intersection	176	170	4	3	6	120
Interchange Area Intersection Related	1	8	26	37	25	16
Ramp	27	33	11	5	13	25
Other Parts eg Gore	5	13	0	0	0	8
Null value	35	37	41	23	38	32
TOTAL	1622	1522	1455	1485	1403	1593

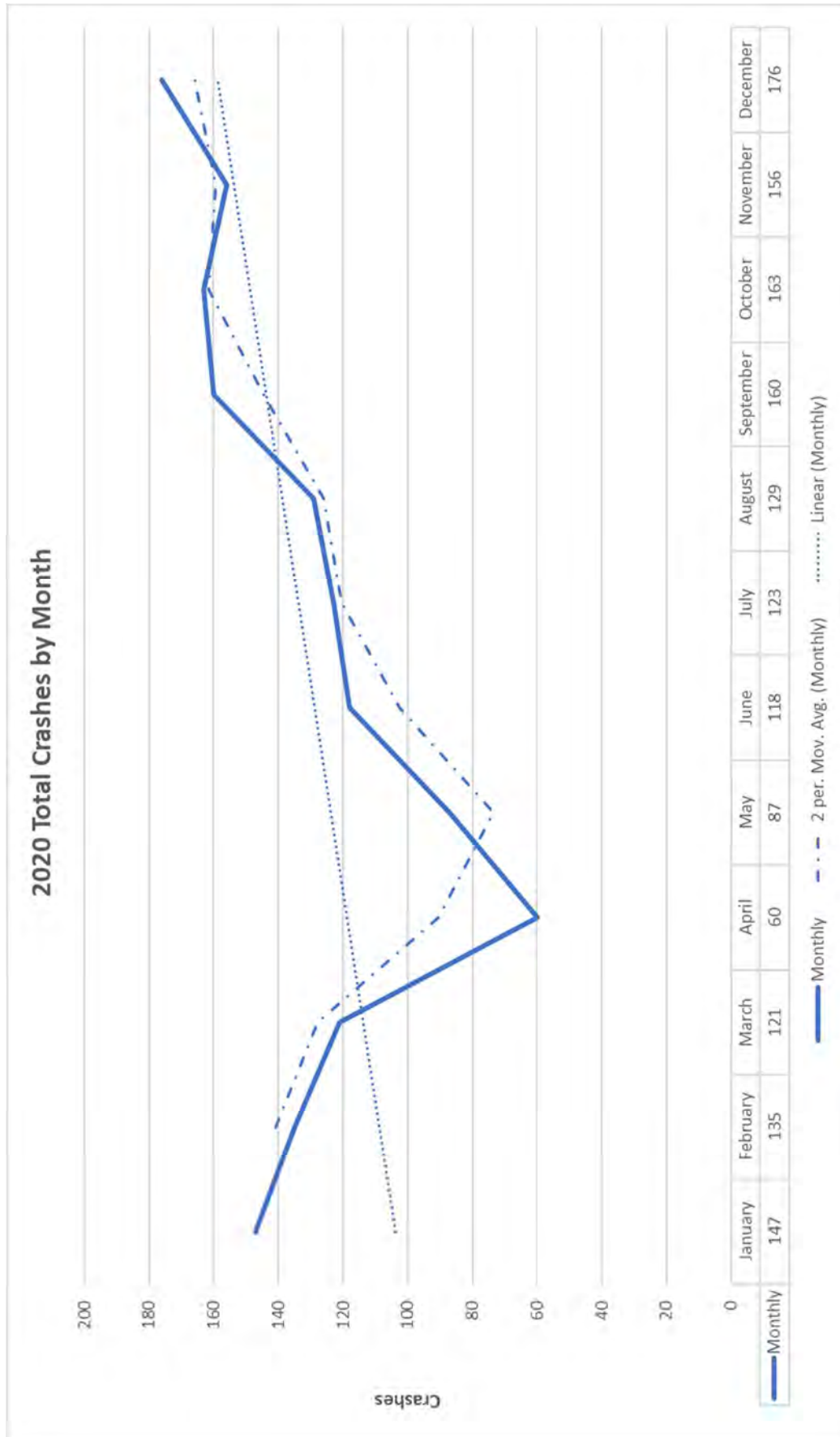
2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



Weather Conditions	2016	2017	2018	2019	2020	Average
Clear	1221	1141	1284	1279	1282	1229
Raining	39	63	75	48	22	58
Snowing	168	125	102	140	135	169
Fog	4	8	9	17	8	9
Blowing Dust or Sand or Dirt	0	0	1	0	0	0
Severe Wind Only	15	30	20	10	0	14
Blizzard	3	2	3	15	2	4
Sleet or Hail or Freezing Rain	3	3	13	13	0	7
Blowing Snow	7	9	26	25	12	15
Cloudy or Overcast	147	125	116	89	0	129
Smoke	1	1	2	0	2	1
Other	0	0	0	0	1	0
Unknown	14	15	14	12	18	13
TOTAL	1622	1522	1665	1648	1482	1649



2020 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



SIGNALIZED & ROUNDABOUT CRASH SUMMARY

2020 Rank	Signalized Intersection	Total Crashes
1	Dell Range Blvd & Converse Ave	20
2	Dell Range Blvd & Windmill Rd	12
3	Central Ave & Lincolnway	11
4	College Dr & Dell Range Blvd	10
5	Dell Range Blvd & Ridge Rd	10
6	S Greeley Hwy & College Dr	8
7	College Dr & Lincolnway	8
8	College Dr & Pershing Blvd	8
9	Dell Range Blvd & Yellowstone Rd	7
10	Dell Range Blvd & Stillwater Ave	7

2020 Rank	Signalized Intersection	MEV Crash Rate
1	Morrie Ave & 20th St	2.62
2	College Dr & Walterscheid Blvd	1.74
3	Dell Range Blvd & Converse Ave	1.44
4	Logan Ave & 20th St	1.37
5	Happy Jack Rd & Missile Dr /I-25 SB on/off Ramps	1.26
6	Dell Range Blvd & Windmill Rd	1.22
7	Central Ave & 19th St	1.18
8	Central Ave & Lincolnway	1.13
9	Ames Ave & Parsley Blvd /Deming DR	1.12
10	Missile Dr & 24th St /Westland Rd	1.02

MEV = Crash per Million Entering Vehicles

2020 Rank	Roundabout Intersection	Total Crashes
1	Pershing Blvd /Converse Ave /19th St	52
2	Snyder Ave /Allison Rd	2
3	Frontier Mall Dr /Prairie Ave	2
4	Vandehei Dr East /I-25 NB On/Off Ramps	1

2020 Rank	Roundabout Intersection	MEV Crash Rate
1	Pershing Blvd /Converse Ave /19th St	4.97
2	Snyder Ave /Allison Rd	1.23
3	Frontier Mall Dr /Prairie Ave	0.55
4	Vandehei Dr East /I-25 NB On/Off Ramps	0.25

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.

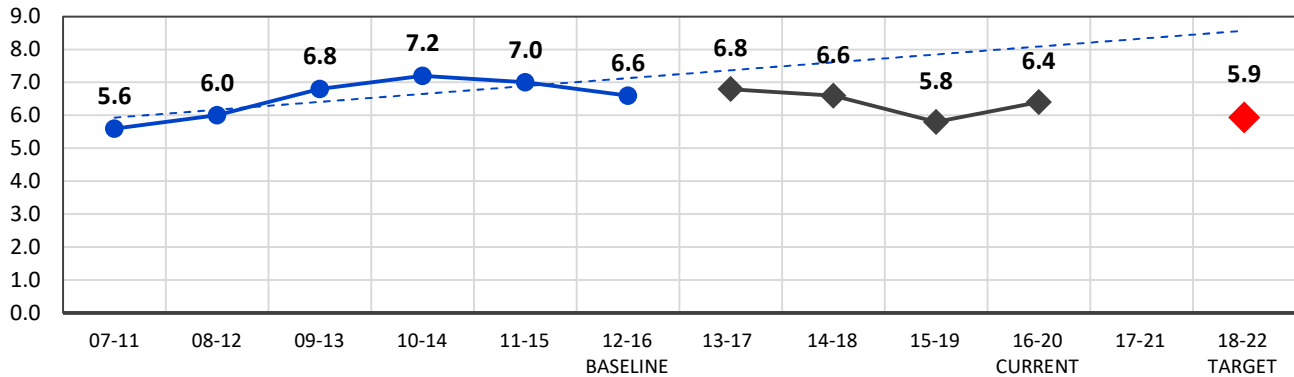
The Wyoming Department of Transportation (WYDOT) has recently developed its safety performance targets and measures. When the MPO updated Comprehensive Plan, its *PlanCheyenne*, and the *2014 Transportation Safety Management Plan Update*, preliminary safety and other performance targets and measures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

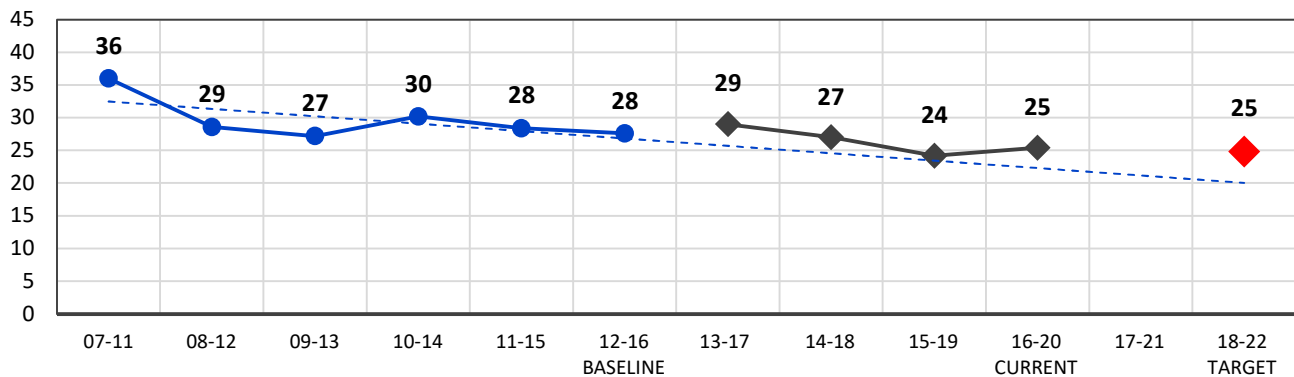
Tracking performance measures and monitoring progress over time is a great tool for the MPO and the Cheyenne area to determine priorities for future investments in infrastructure and programmatic efforts that address safety. These targets can also help guide City and County departments on where they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

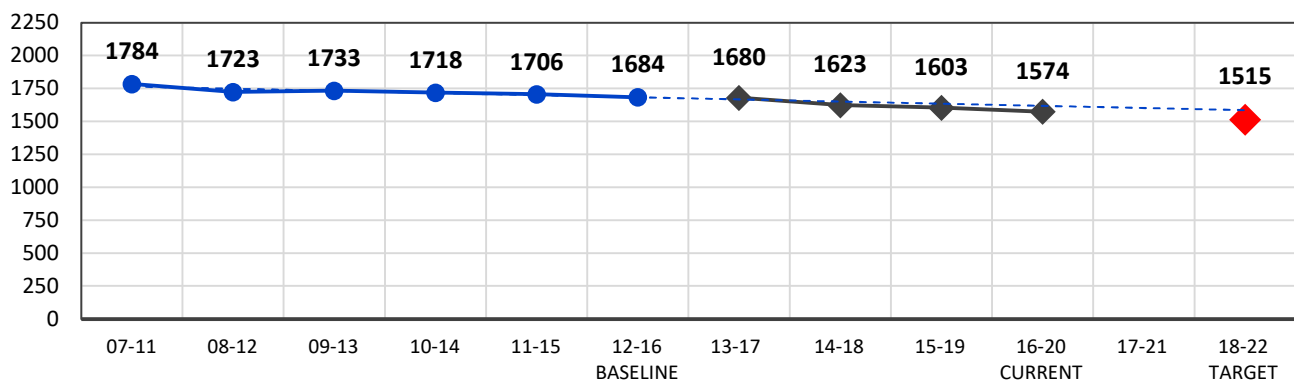
Number of Fatal Crashes on a Five Year Rolling Average



Number of Serious Crashes on a Five Year Rolling Average

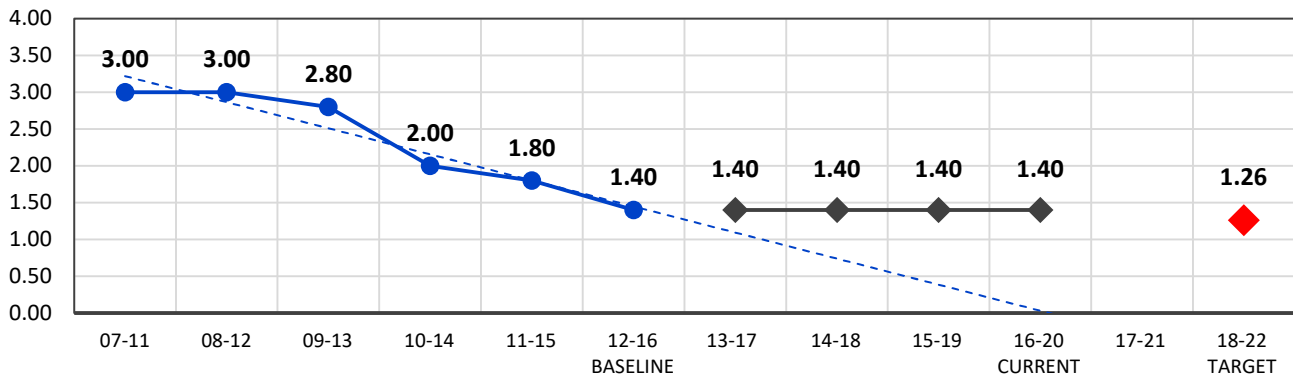


Total Number of Crashes on a Five Year Rolling Average

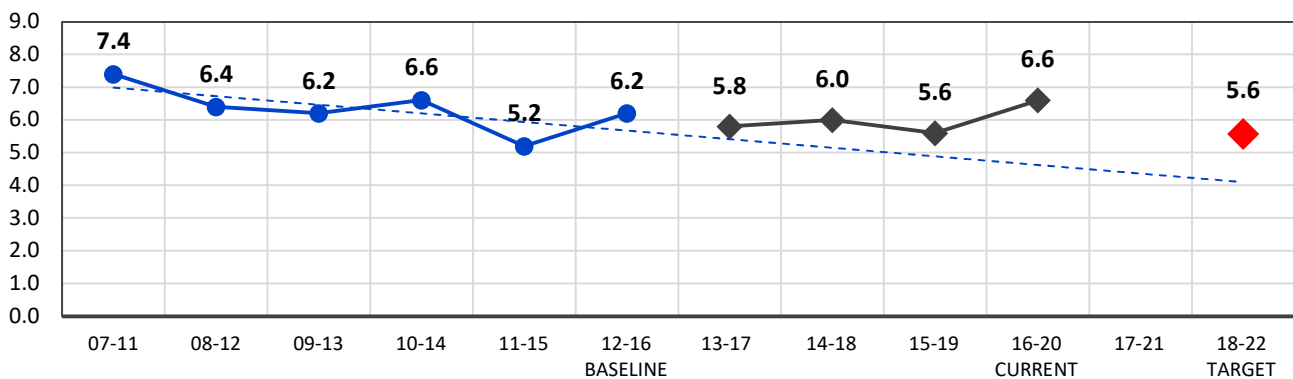


Alcohol Related

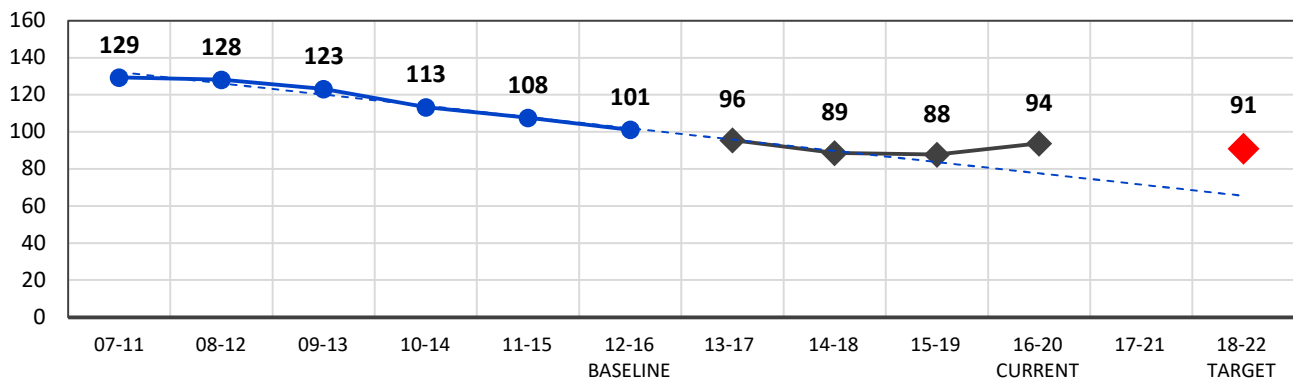
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average



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

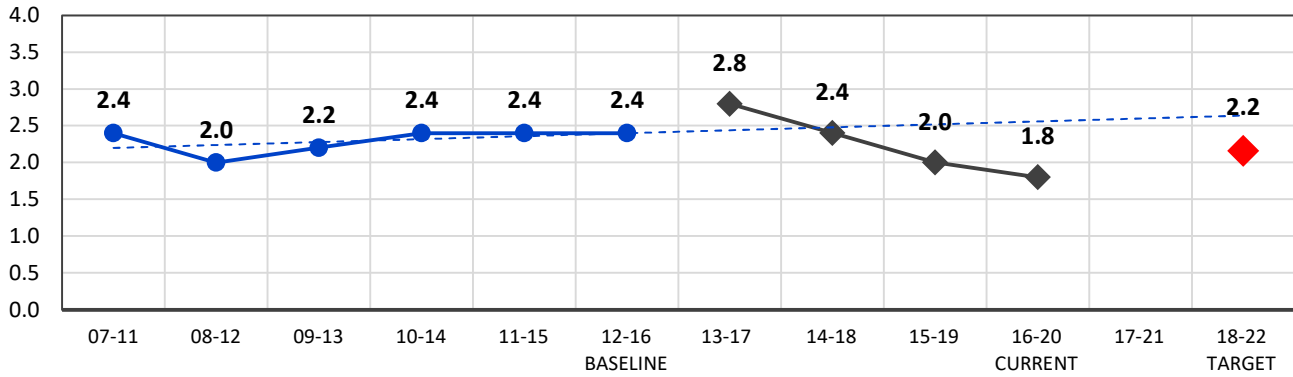


Total Number of Crashes Involving Alcohol on a Five Year Rolling Average

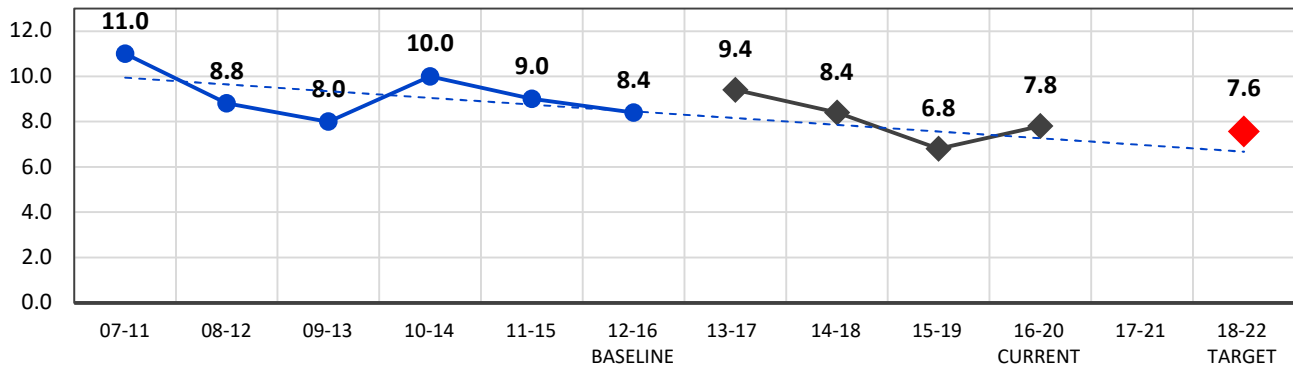


Speed Related

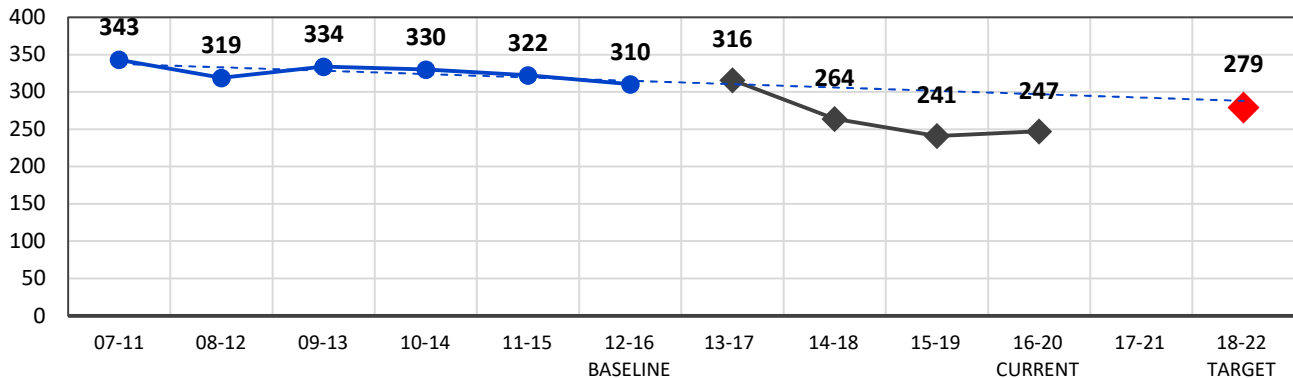
Number of Speeding-Related Fatal Crashes on a Five Year Rolling Average



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

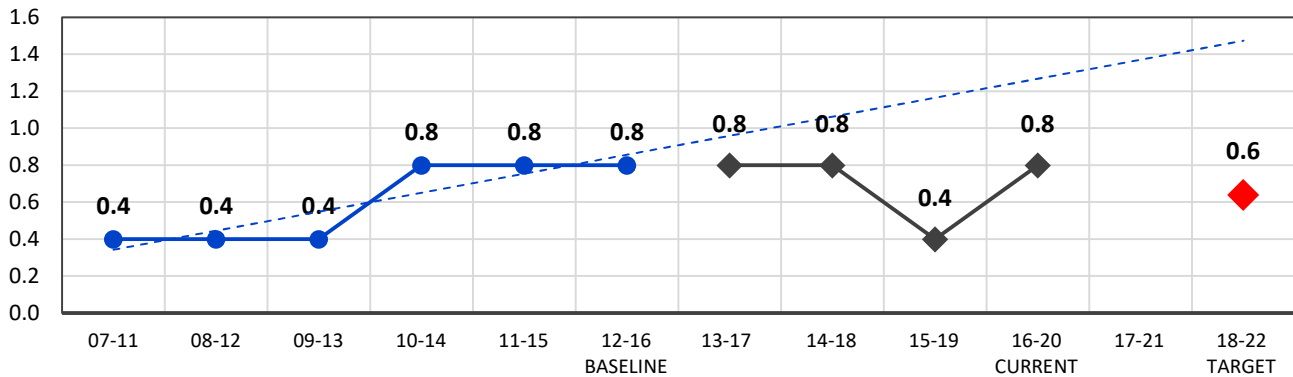


Total Number of Speeding-Related Crashes on a Five Year Rolling Average

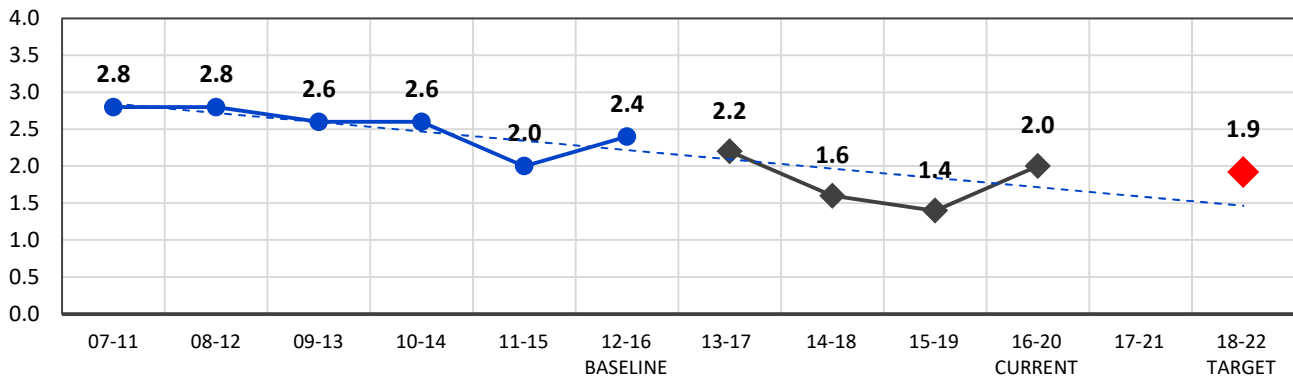


Pedestrian Related

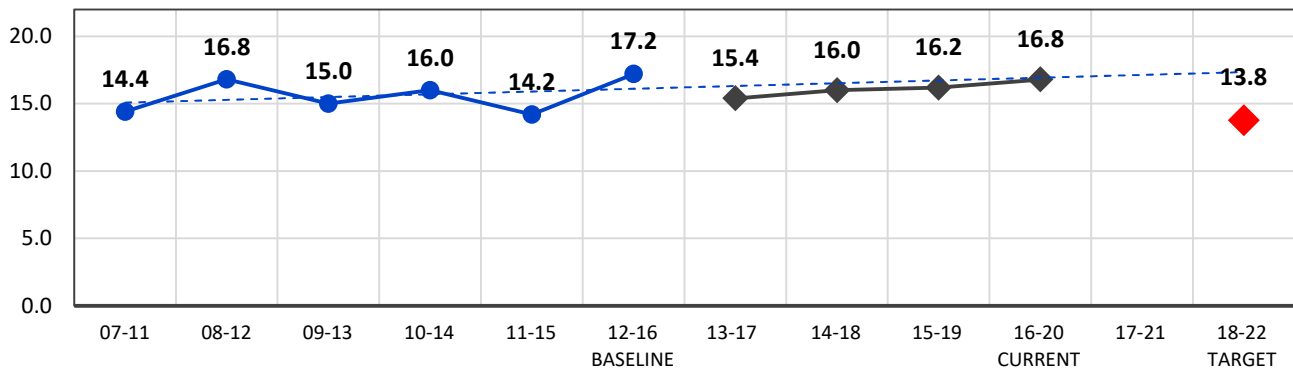
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average



Number of Serious Pedestrian Crashes on a Five Year Rolling Average

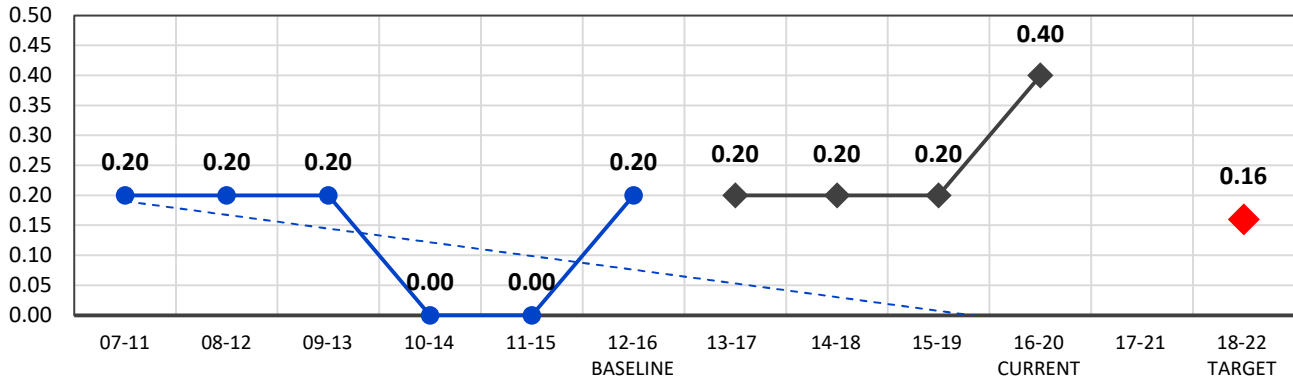


Total Number of Pedestrian Crashes on a Five Year Rolling Average

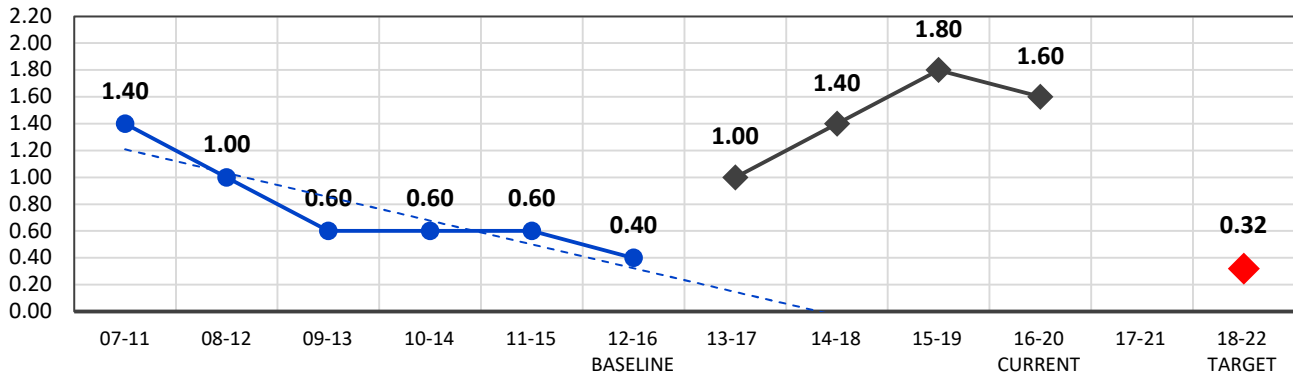


Bicycle Related

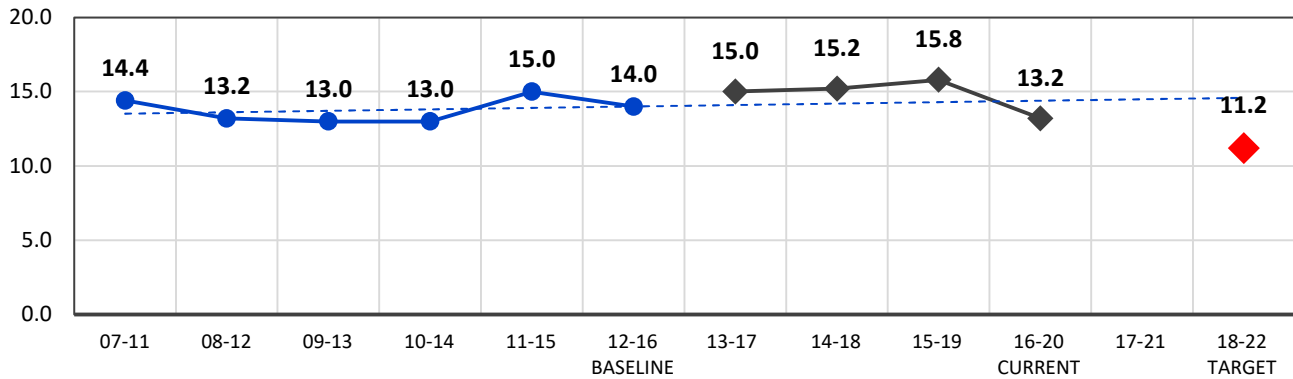
Number of Fatal Bicycle Crashes on a Five Year Rolling Average



Number of Serious Bicycle Crashes on a Five Year Rolling Average

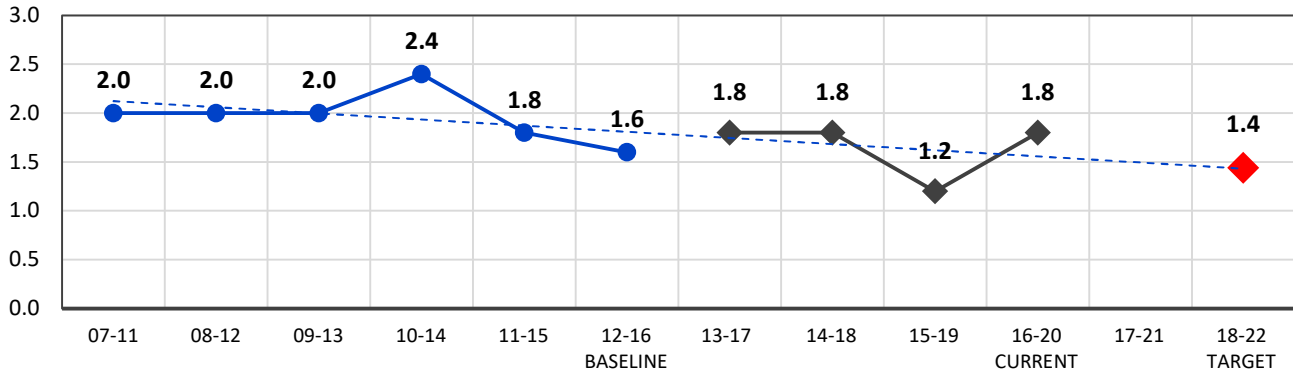


Total Number of Bicycle Crashes on a Five Year Rolling Average

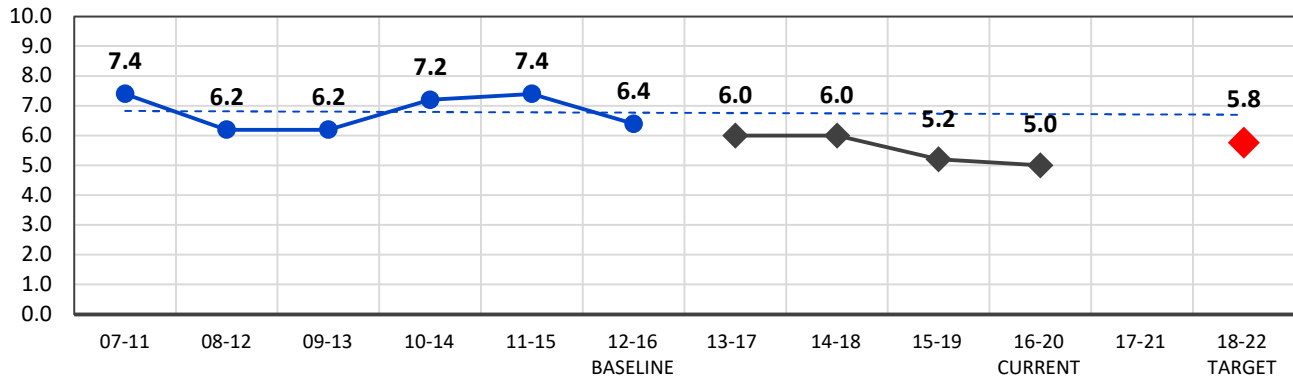


Motorcycle Related

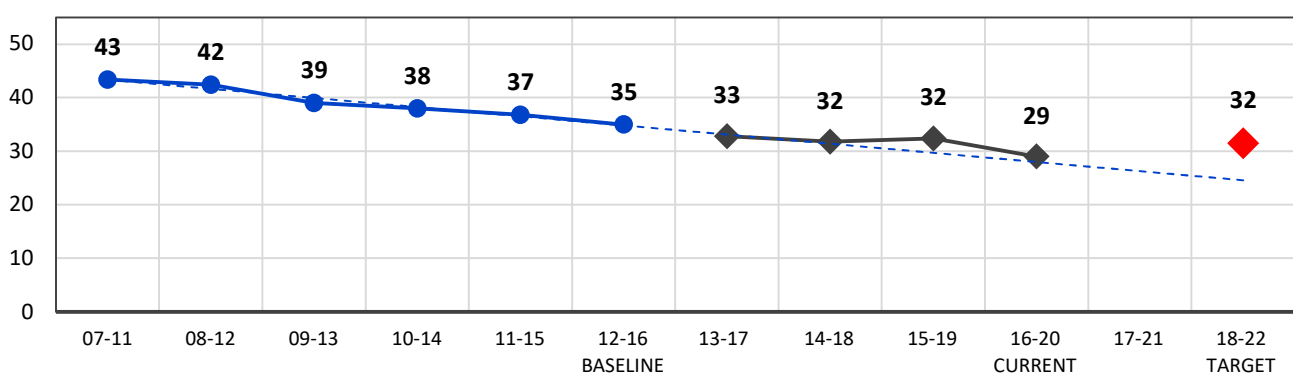
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average



Number of Serious Motorcyclist Crashes on a Five Year Rolling Average

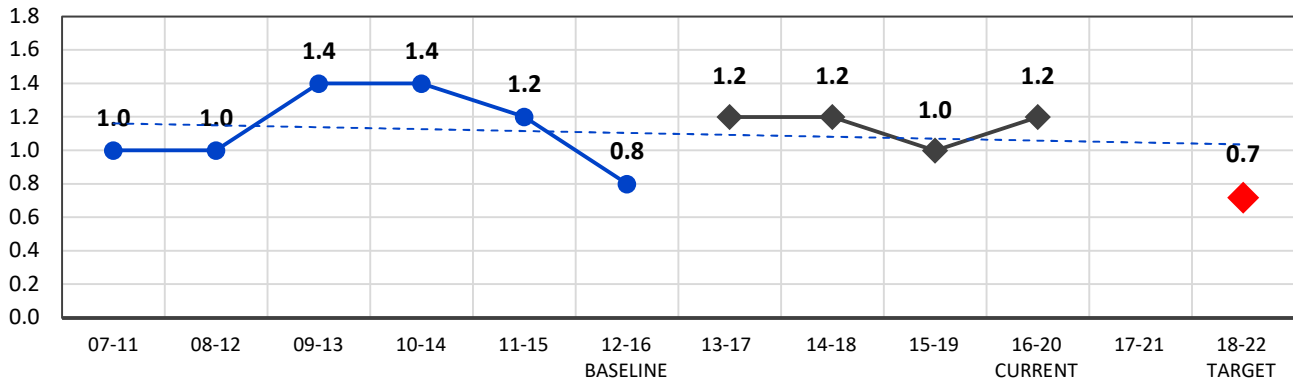


Total Number of Motorcyclist Crashes on a Five Year Rolling Average

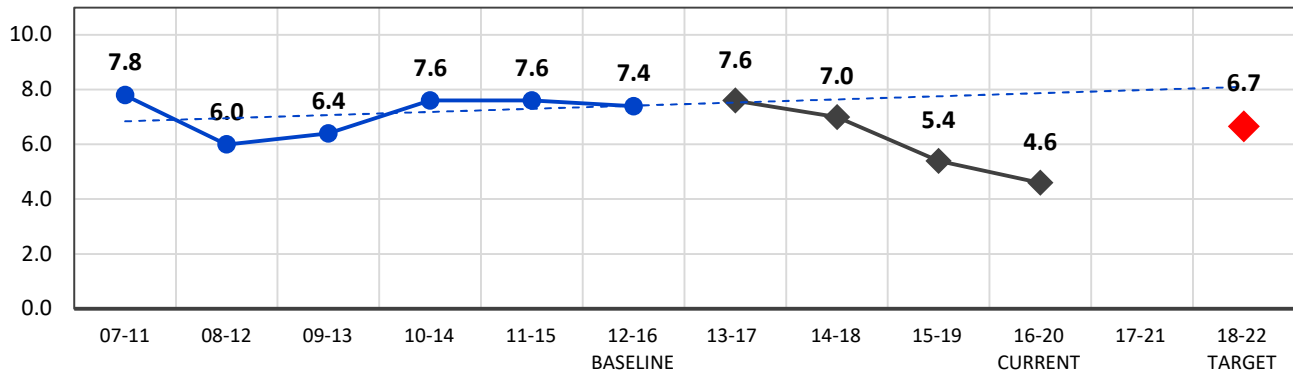


Young Driver Involved (Age 15-20)

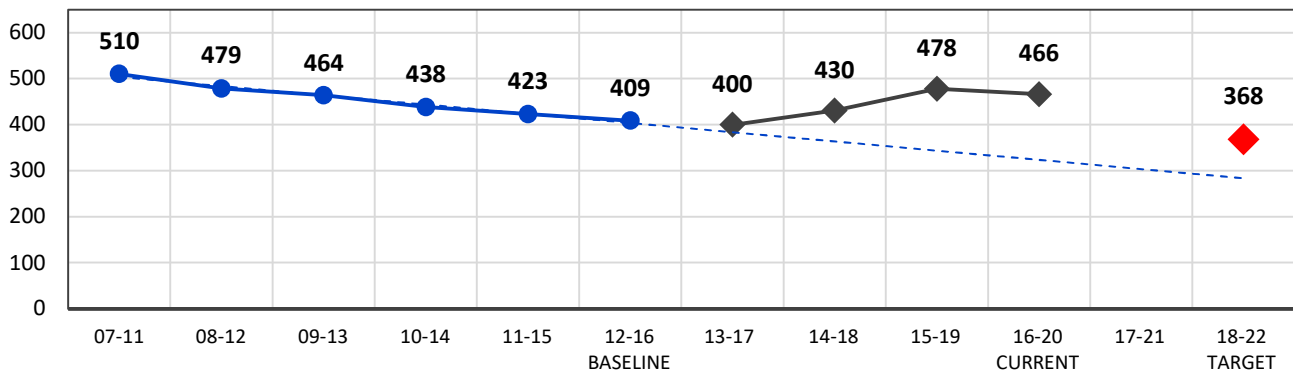
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average



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

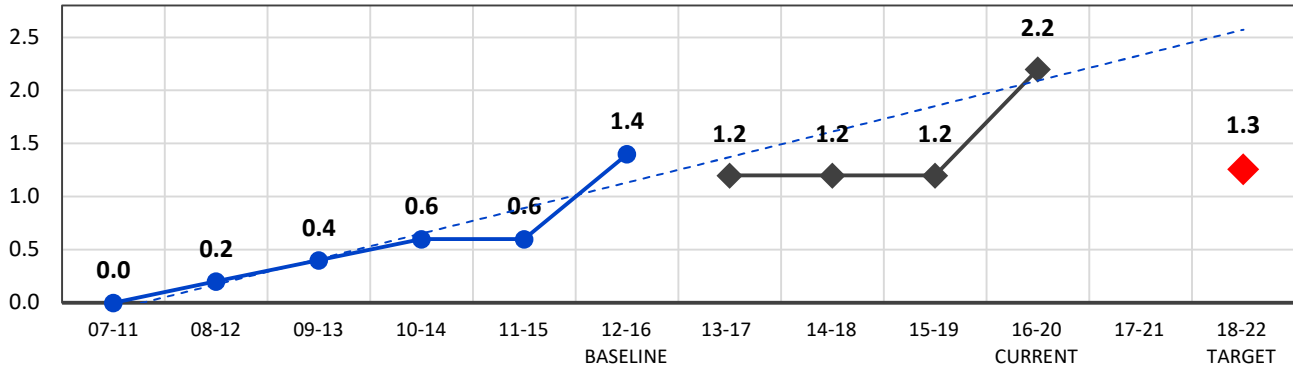


Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average

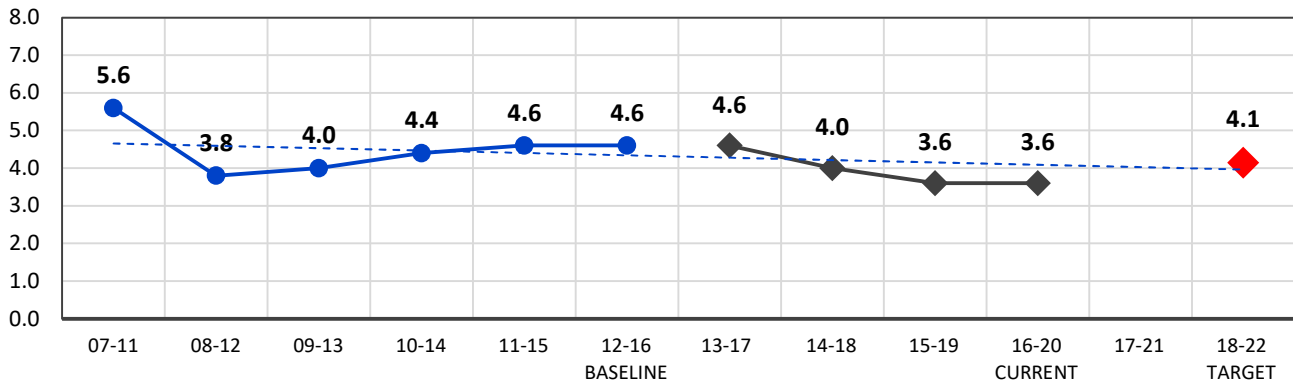


Old Driver Involved (Age 65+)

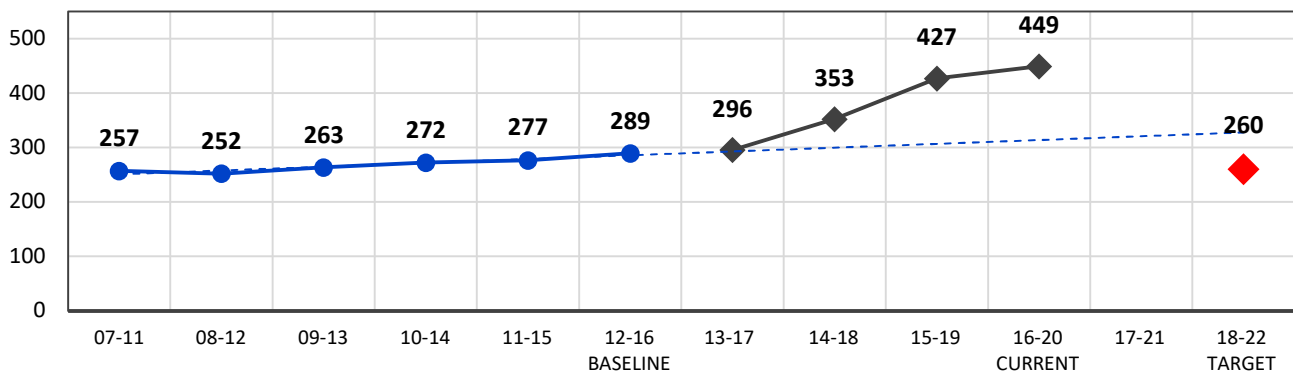
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average



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



2020 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?
	12-16 Baseline	16-20 Current	18-22 TARGET				
Number of Fatal Crashes on a Five Year Rolling Average	6.6	8.0	5.9	No	No	Yes	Yes
Number of Serious Crashes on a Five Year Rolling Average	28	25	25	No	Yes	Yes	
Total Number of Crashes on a Five Year Rolling Average	1684	1574	1623	Yes	Yes	Yes	
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average	1.40	1.40	1.26	No	No	Yes	No
Number of Serious Crashes Involving Alcohol on a Five Year Rolling Average	6.2	6.6	5.6	No	No	Yes	
Total Number of Crashes Involving Alcohol on a Five Year Rolling Average	101	94	91	No	Yes	Yes	
Number of Fatal Crashes Involving Speeding on a Five Year Rolling Average	2.40	1.80	2.16	Yes	Yes	Yes	Yes
Number of Serious Crashes Involving Speeding on a Five Year Rolling Average	8.4	7.8	7.6	No	Yes	Yes	
Total Number of Crashes Involving Speeding on a Five Year Rolling Average	310	247	279	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	2.4	2.0	1.9	No	Yes	Yes	
Total Number of Pedestrian Crashes on a Five Year Rolling Average	17.2	16.8	13.8	No	Yes	Yes	
Number of Fatal Bicycle Crashes on a Five Year Rolling Average	0.20	0.40	0.16	No	No	Yes	No
Number of Serious Bicycle Crashes on a Five Year Rolling Average	0.40	1.60	0.32	No	No	Yes	
Total Number of Bicycle Crashes on a Five Year Rolling Average	14.0	13.2	11.2	No	Yes	Yes	
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average	1.6	1.8	1.4	No	No	Yes	Yes
Number of Serious Motorcyclist Crashes on a Five Year Rolling Average	6.4	5.0	5.8	Yes	Yes	Yes	
Total Number of Motorcyclist Crashes on a Five Year Rolling Average	35	29	32	Yes	Yes	Yes	
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	0.80	1.20	0.72	No	No	Yes	Yes
Number of Serious Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	7.40	4.60	6.66	Yes	Yes	Yes	
Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average	409	466	368	No	No	Yes	
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	1.40	2.20	1.26	No	No	Yes	Yes
Number of Serious Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	4.6	3.6	4.1	Yes	Yes	Yes	
Total Number of Crashes Involving Older Drivers (65+) on a Five Year Rolling Average	289	449	260	No	No	Yes	