

2022

ANNUAL CRASH REPORT for the Cheyenne Urban Area



CHEYENNE METROPOLITAN PLANNING ORGANIZATION

2022 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

Total Crashes	8
Alcohol Involved	10
Speed Involved	12
Pedestrian Involved	14
Bicycle Involved	16
Motorcycle Involved	18
CMV Involved	20
Young Driver Involved	22
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PERFORMANCE MEASURES

Total Crashes	41
Alcohol Involved	43
Speed Involved	44
Pedestrian Involved	45
Bicycle Involved	46
Motorcycle Involved	47
Young Driver Involved	48
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DEFINITIONS

INJURY LEVEL

FATAL INJURY A fatal injury is any injury that results in death within 30 days after the traffic crash.

SUSPECTED SERIOUS INJURY A suspected serious injury or an incapacitating injury is any suspected injury that prevents a person from walking, driving, or continuing normal activities the person was capable of performing before the injury occurred. If the person is not able to leave the crash scene unassisted, that person is incapacitated.

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

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

UNKNOWN INJURY An unknown injury means that the officer that is completing the crash report cannot determine if there was any injury to the person(s) involved. Most of these injuries are involved in hit and run crashes to which persons involved could not be found or be identified.

CRASH SEVERITY

FATAL CRASH A fatal crash is any crash involving one or more persons who were killed.

SUSPECTED SERIOUS INJURY CRASH A suspected serious injury crash or an incapacitating crash is any crash involving one or more persons who were incapacitated, but there were no fatalities.

SUSPECTED MINOR INJURY CRASH A suspected minor injury crash or a non-incapacitating crash is any crash involving one or more persons who were non-incapacitated, but there were no incapacitating injuries or fatalities.

POSSIBLE INJURY CRASH A possible injury crash is any crash involving one or more persons who were possibly injured, but there were no other injuries or fatalities.

PROPERTY DAMAGE ONLY (PDO) A PDO crash is any crash involving property damage of \$1000 or more with no apparent injuries or fatalities.

UNKNOWN An unknown crash is any crash involving an unknown injury, but there were no other injuries or fatalities.

PERFORMANCE MEASURES

BASELINE The baseline value was set by PlanCheyenne, The Cheyenne Area Master Transportation Plan when it was adopted in April of 2014.

ACTUAL The actual value represents the Cheyenne Urban Area's 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% the except of pedestrian and bicycle numbers the goal is 20% reduction.

QUICK FACTS ABOUT 2022 CHEYENNE AREA CRASHES

How many total crashes were there in 2022? There were 1,555 crashes in 2022. This is about a 13% decrease from 2021, in which there were 1,793. (1,580 in 2020)

How many people died in crashes in 2022? 4 people died last year in 4 separate crashes. This compares to 8 fatalities in 2021 in 8 separate crashes.

How many injury crashes were there in 2022? There were 415 people injured in 320 separate crashes. This compares to 467 injuries in 353 separate crashes in 2021.

How many drivers were involved in crashes in 2022? There were 2,654 drivers involved in crashes last year. (3,063 in 2021)

How many vehicles were involved in crashes in 2022? There were 2,875 vehicles involved in crashes last year. (3,355 in 2021)

How many hit-and-run crashes were there in 2022? 266. (336 in 2021)

How many pedestrians were hit by cars in 2022? 23. (24 in 2021)

How many bicyclists were hit by cars in 2022? 5. (11 in 2021)

How many motorcyclists were involved in crashes in 2022? 30. (28 in 2021)

How many Commercial Motor Vehicles (CMV) were involved in crashes in 2022? 86. (115 in 2021)

How can I learn more about crashes in the Cheyenne Area? The complete 2022 Annual Crash Report for the Cheyenne Urban Area is available at the Laramie County Library or online at <http://www.plancheyenne.org/data/>. You can also call the MPO office at 638-4385 for more information.

CHEYENNE AREA TRANSPORTATION SAFETY INITIATIVE

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

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

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

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

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

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



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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.

The MPO has updated the website. Please review "[Crosswalk Safety 101](#)" to help improve the safety of Cheyenne's streets. Great tips for both pedestrians and drivers.



ESTIMATING THE COST OF INJURIES, 2022

Adapted from the National Safety Council

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

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

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

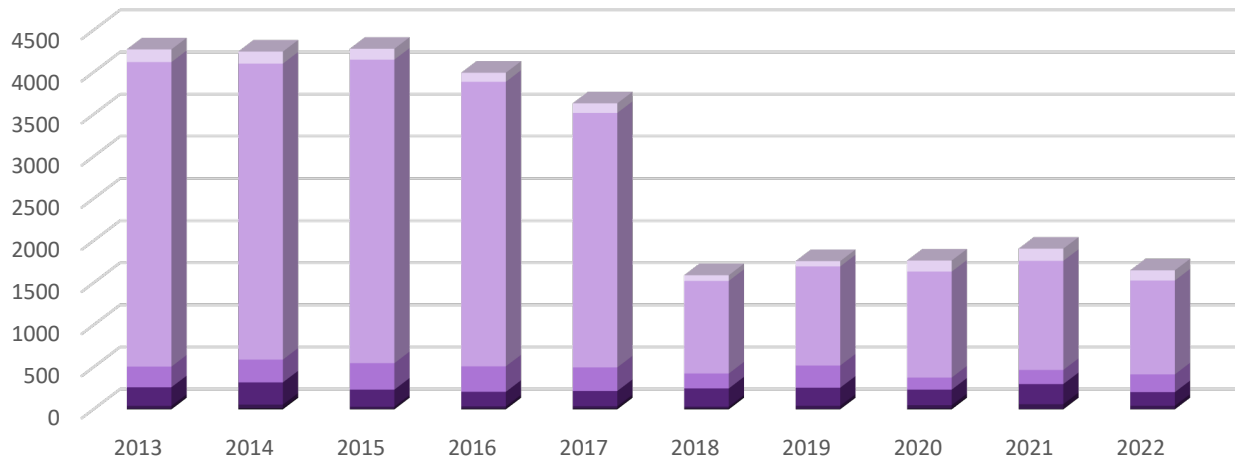
The calculable costs of motor-vehicle crashes are wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employer costs. In addition to the economic cost components the following comprehensive costs also include a measure of the value of lost quality of life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

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

Cost of Injury Report for Cheyenne Crashes, 2020 Cost per Event with 2022 Number of Events			
Type of Injury	2020 Cost Per Event	2022 Number of Events	Total by Type of Injury
Death	\$1,750,000	4	\$7,000,000
Incapacitating	\$101,000	24	\$2,424,000
Non-Incapacitating	\$29,200	126	\$3,679,200
Possible Injury	\$23,900	166	\$3,967,400
No Injury	\$12,800	1114	\$14,259,200
Property damage only (cost per vehicle)	\$4,700	121	\$568,700
Total:			\$31,898,500

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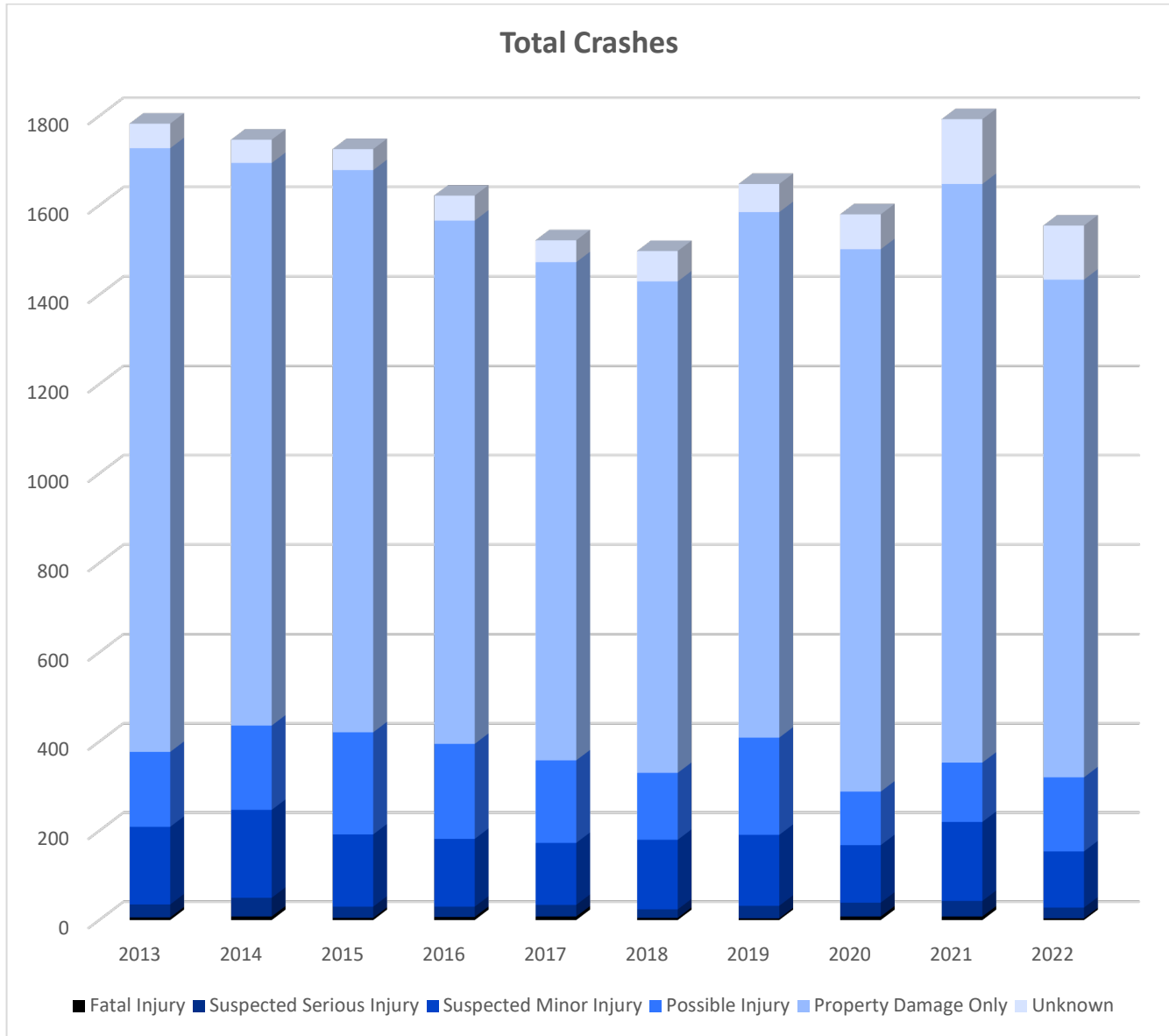
Total People Injured



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

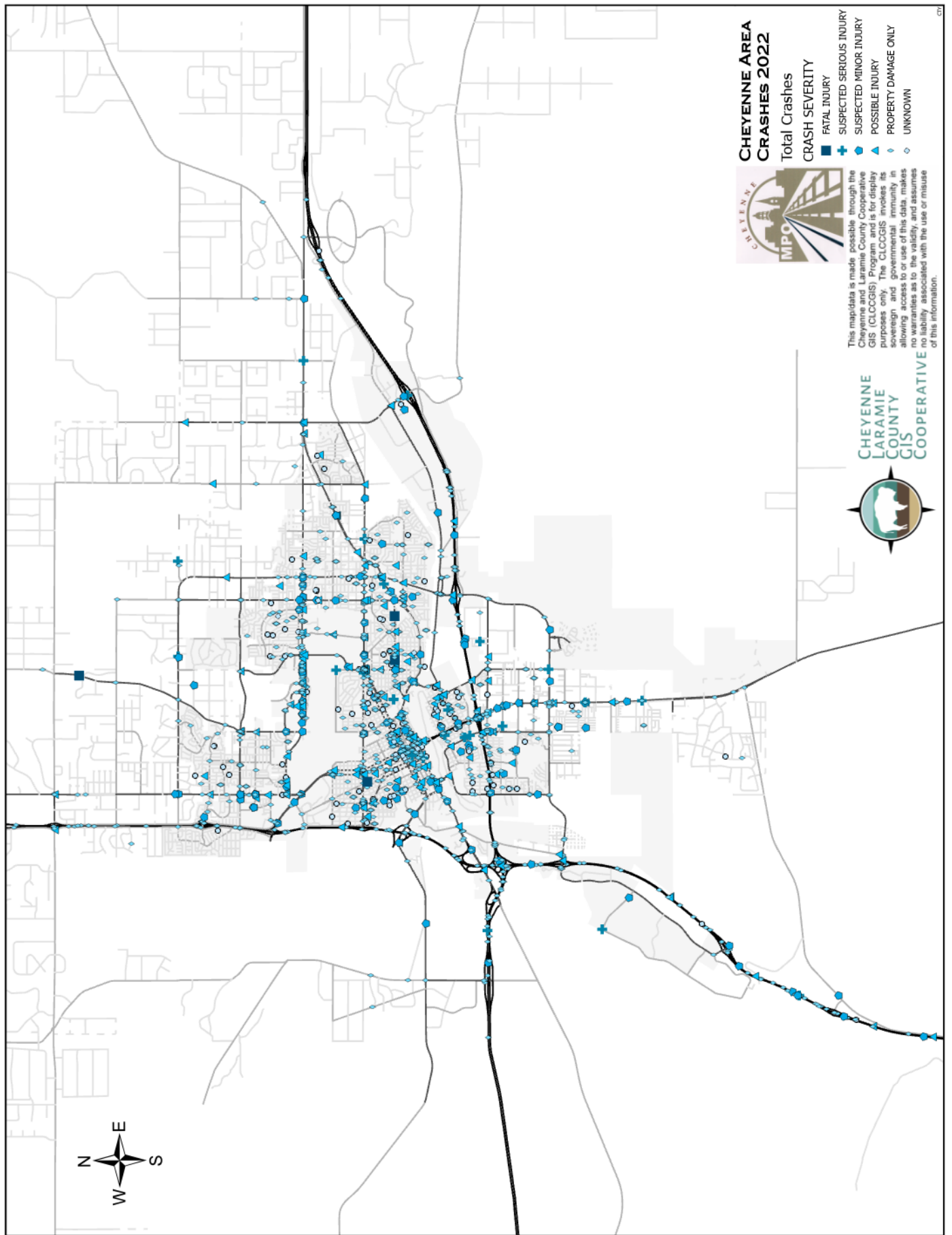
Total Injuries	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Fatal Injury	6	10	5	7	8	8	5	8	4	3	64
Suspected Serious Injury	35	46	26	28	29	24	37	41	57	39	362
Suspected Minor Injury	221	264	203	173	181	216	215	185	239	162	2059
Possible Injury	245	270	314	302	280	177	263	143	167	211	2372
Property Damage Only	3614	3513	3602	3377	3020	1099	1176	1258	1295	1114	23068
Unknown	151	143	129	108	114	68	63	131	145	121	1173
TOTAL	4272	4246	4279	3995	3632	1592	1759	1766	1907	1650	29098

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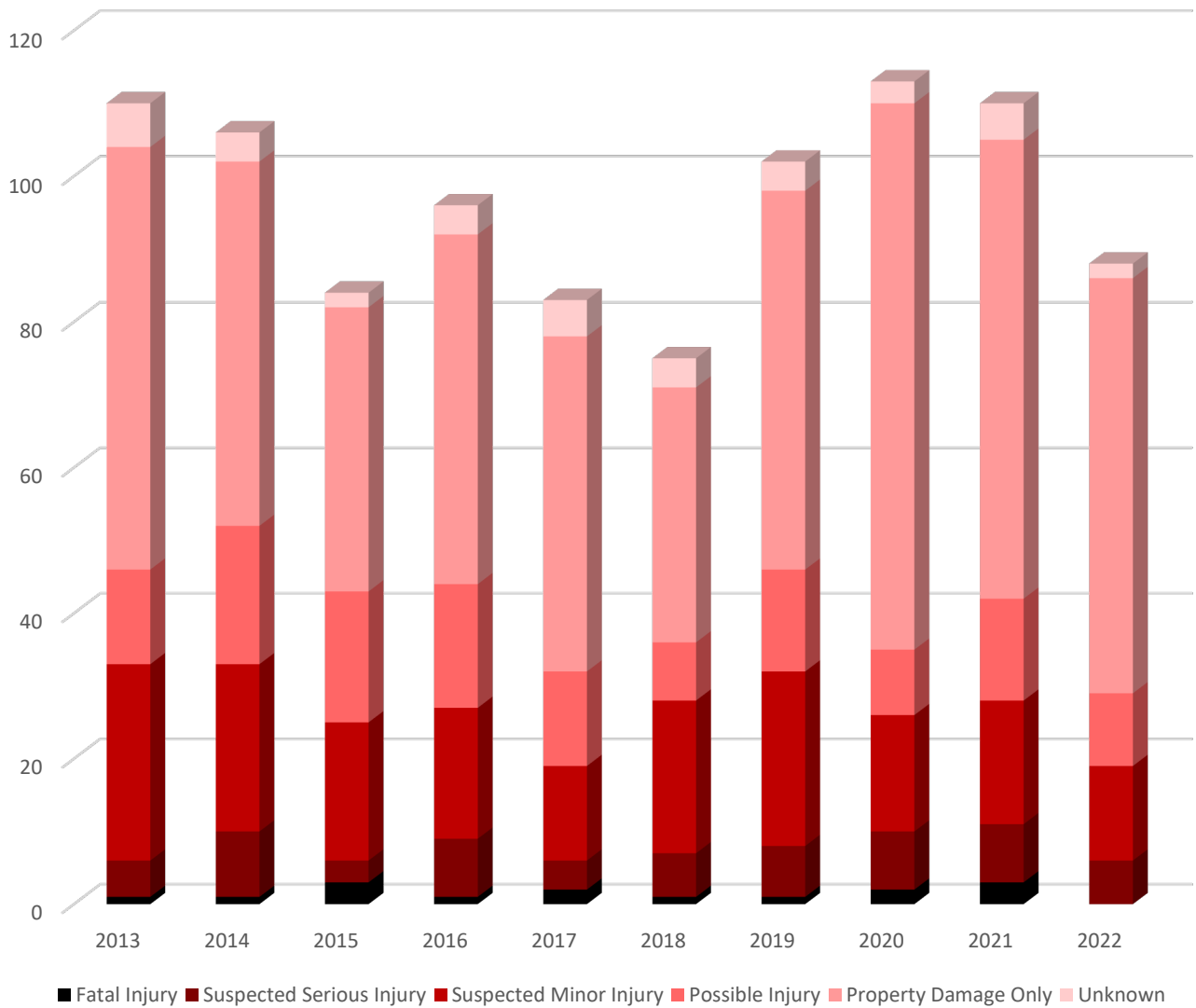
Total Crashes	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	6	8	5	7	8	5	4	8	8	4	63
Suspected Serious Injury	29	42	25	23	26	19	28	31	35	24	282
Suspected Minor Injury	174	197	162	152	139	156	159	129	177	126	1571
Possible Injury	168	189	229	213	185	150	218	120	133	166	1771
Property Damage Only	1351	1259	1258	1171	1115	1100	1176	1214	1295	1114	12053
Unknown	55	52	47	56	49	68	63	78	145	121	613
TOTAL	1783	1747	1726	1622	1522	1498	1648	1580	1793	1555	16353

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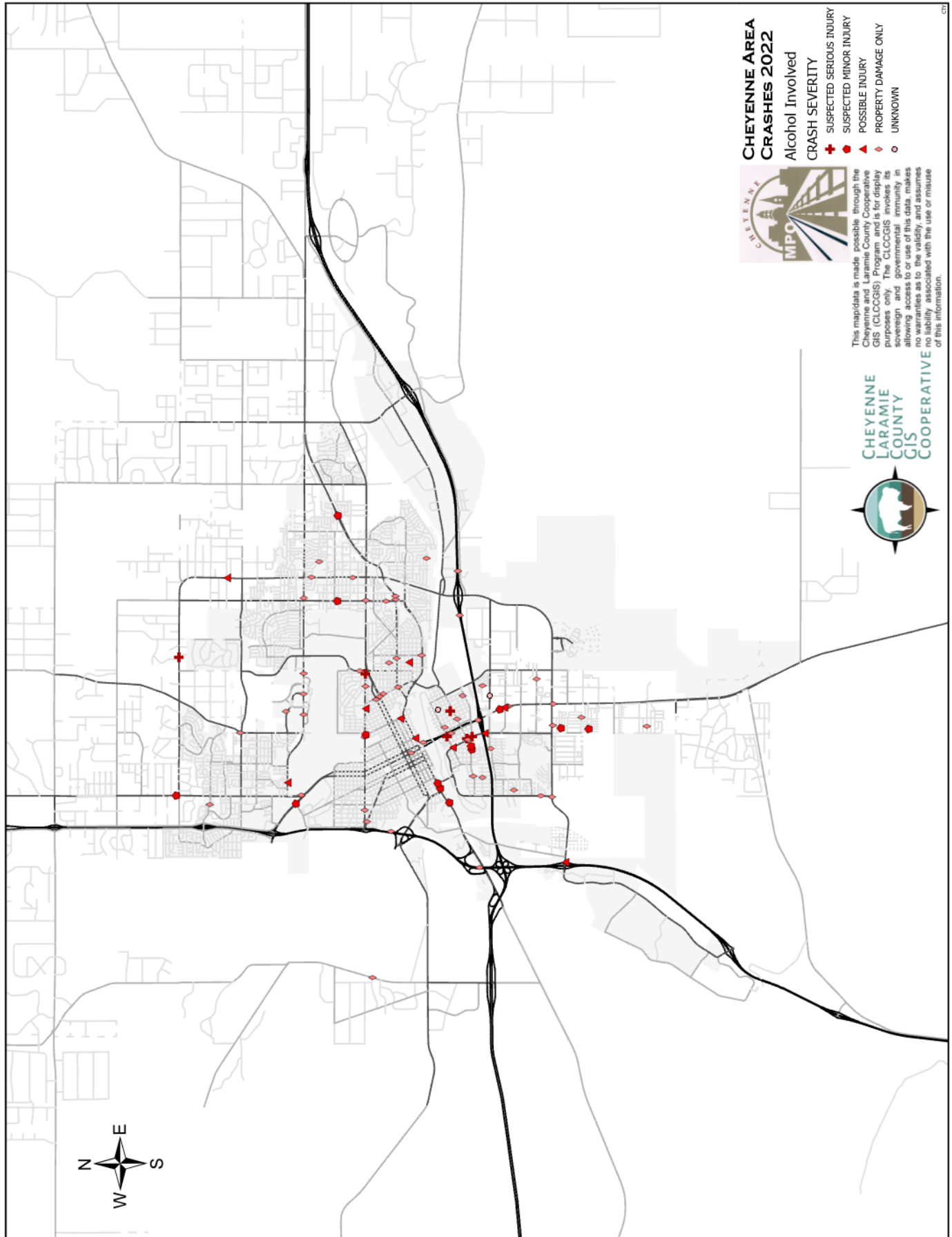
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Crashes Involving Alcohol

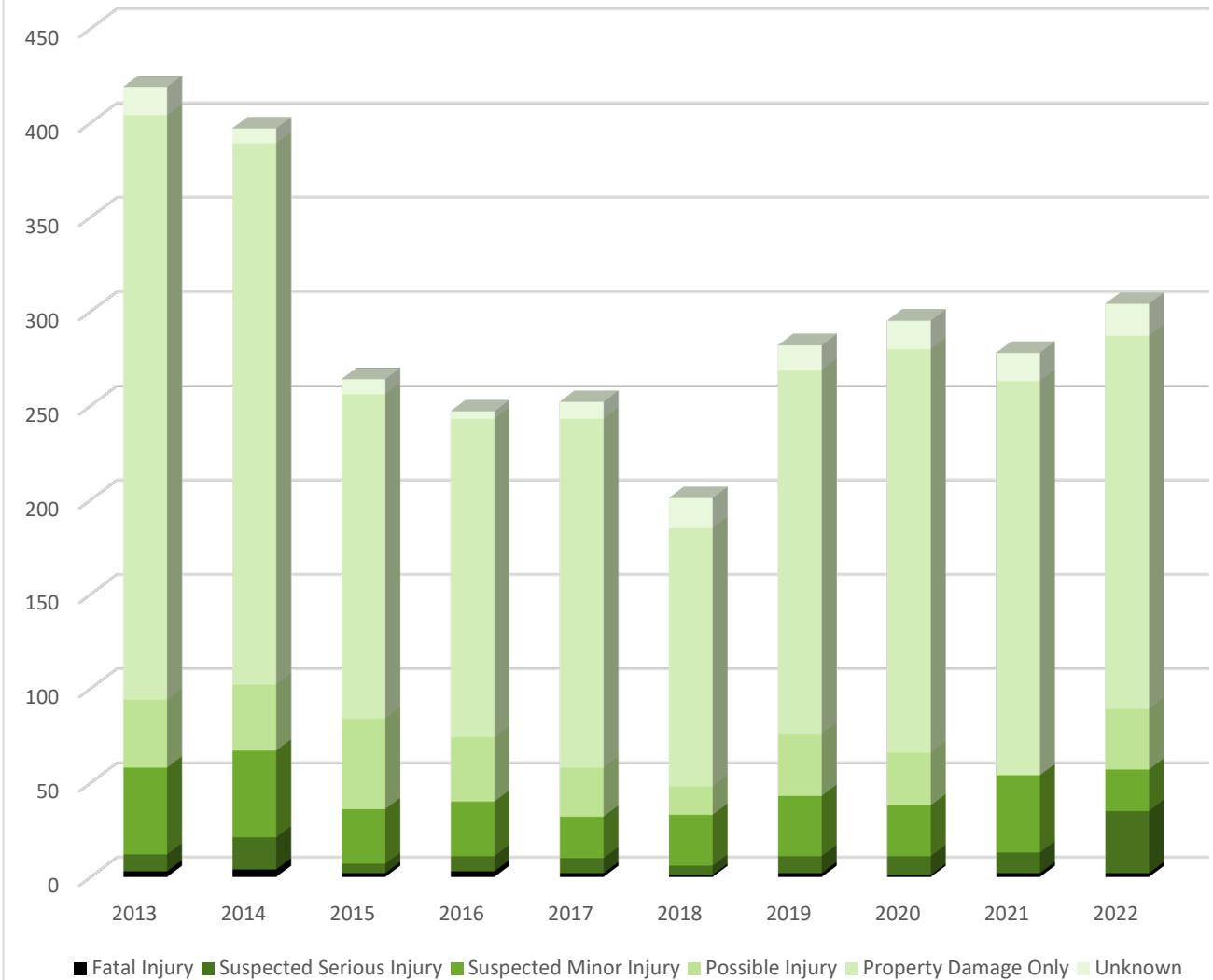


Alcohol Related	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	1	1	3	1	2	1	1	2	3	0	15
Suspected Serious Injury	5	9	3	8	4	6	7	8	8	6	64
Suspected Minor Injury	27	23	19	18	13	21	24	16	17	13	191
Possible Injury	13	19	18	17	13	8	14	9	14	10	135
Property Damage Only	58	50	39	48	46	35	52	75	63	57	523
Unknown	6	4	2	4	5	4	4	3	5	2	39
TOTAL	110	106	84	96	83	75	102	113	110	88	967

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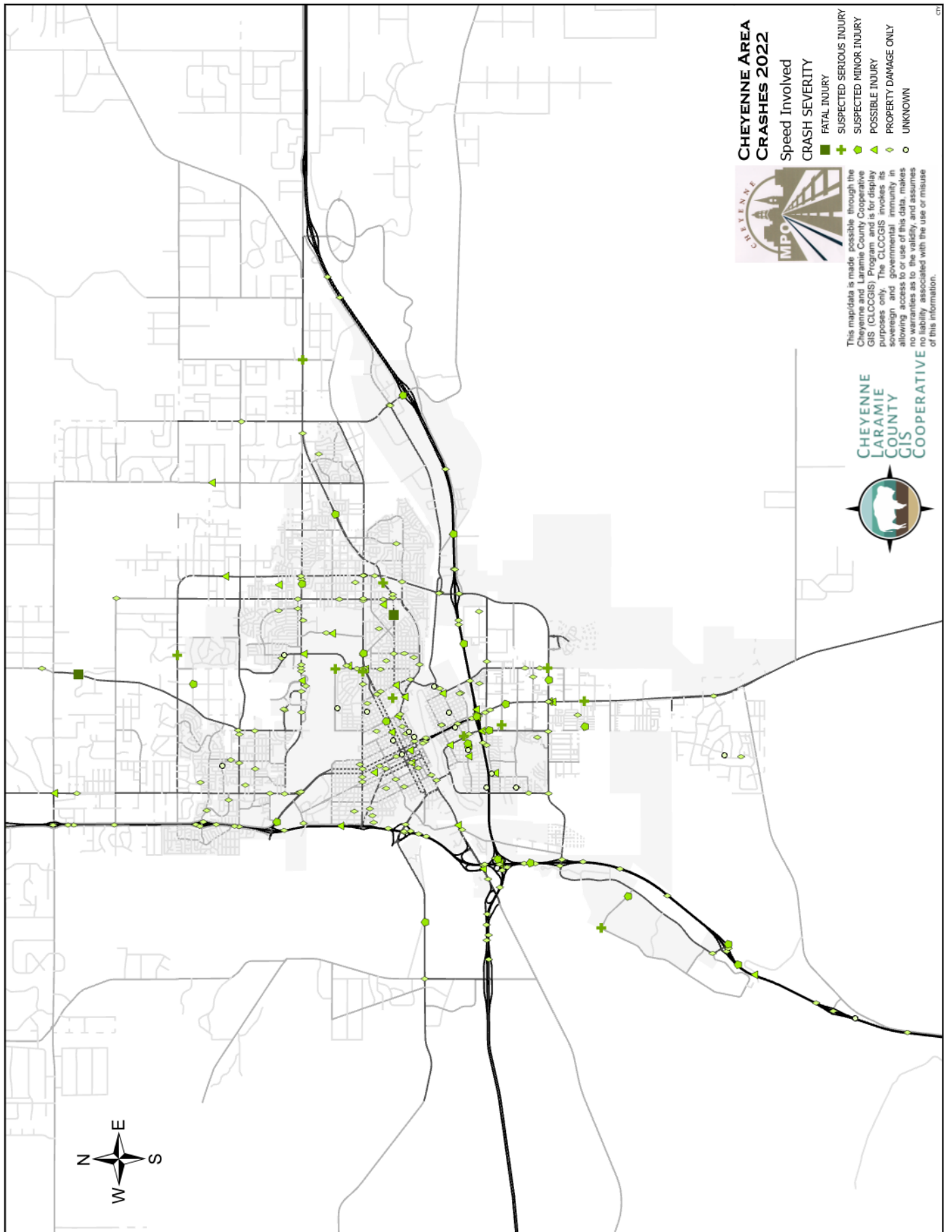


Crashes Involving Speed

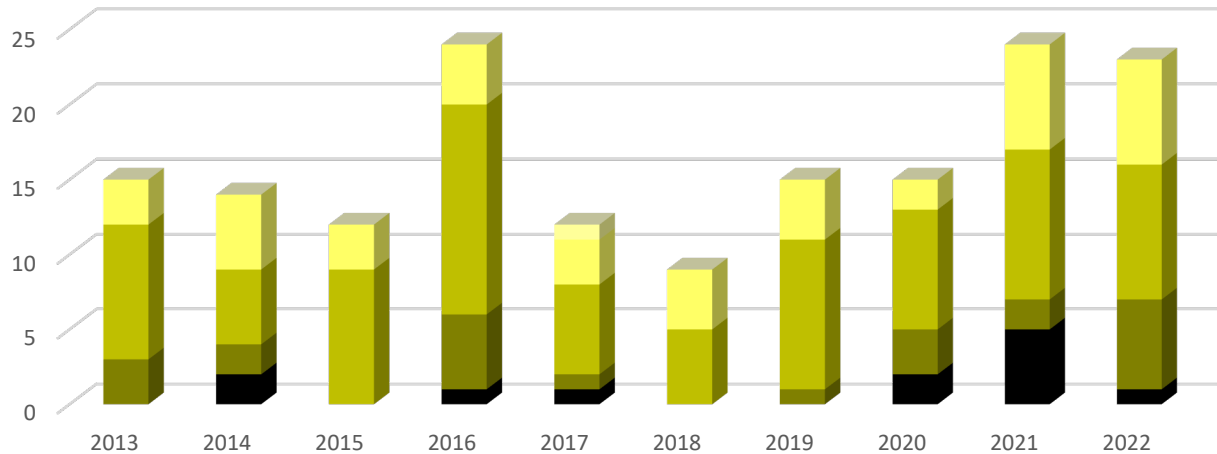


Speed-Related	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	3	4	2	3	2	1	2	1	2	2	22
Suspected Serious Injury	9	17	5	8	8	5	9	10	11	33	115
Suspected Minor Injury	46	46	29	29	22	27	32	27	41	22	321
Possible Injury	36	35	48	34	26	15	33	28	0	32	287
Property Damage Only	310	287	172	169	185	137	193	214	209	198	2074
Unknown	15	8	8	4	9	16	13	15	15	17	120
TOTAL	419	397	264	247	252	201	282	295	278	304	2939

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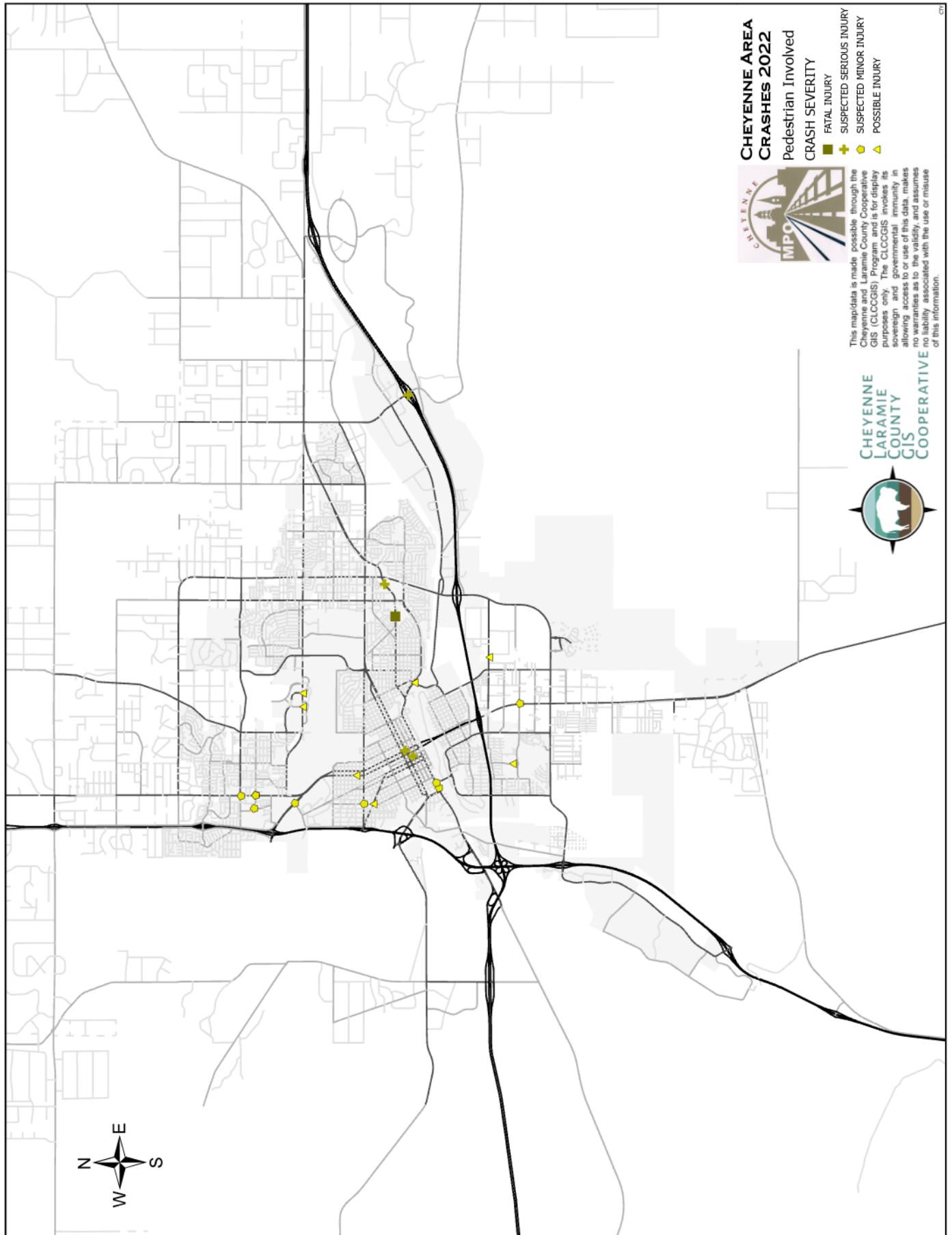
Crashes Involving Pedestrians



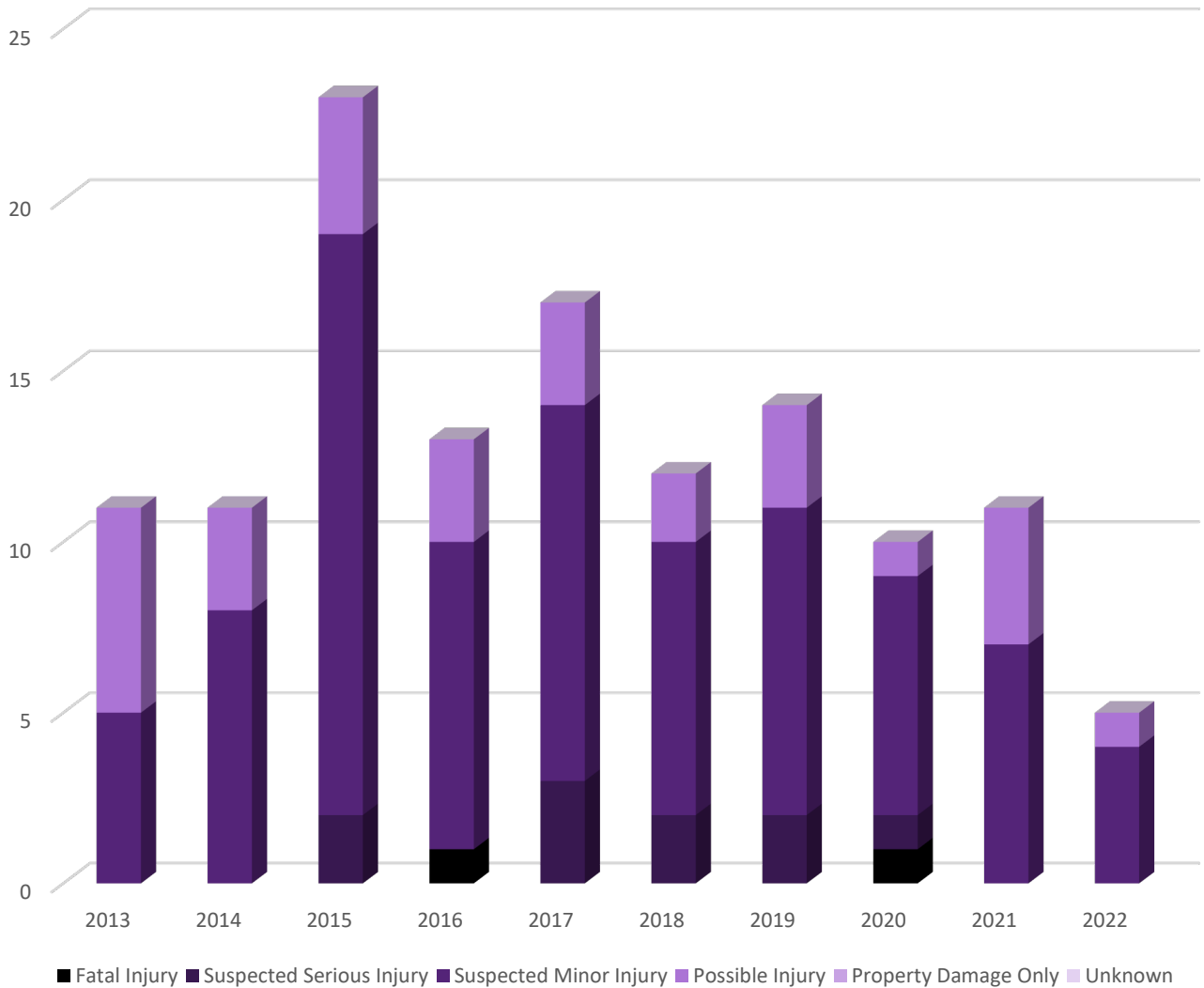
■ Fatal Injury ■ Suspected Serious Injury ■ Suspected Minor Injury ■ Possible Injury ■ Property Damage Only ■ Unknown

Pedestrian Involved	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	0	2	0	1	1	0	0	2	5	1	12
Suspected Serious Injury	3	2	0	5	1	0	1	3	2	6	23
Suspected Minor Injury	9	5	9	14	6	5	10	8	10	9	85
Possible Injury	3	5	3	4	3	4	4	2	7	7	42
Property Damage Only	0	0	0	0	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0
TOTAL	15	14	12	24	12	9	15	15	24	23	163

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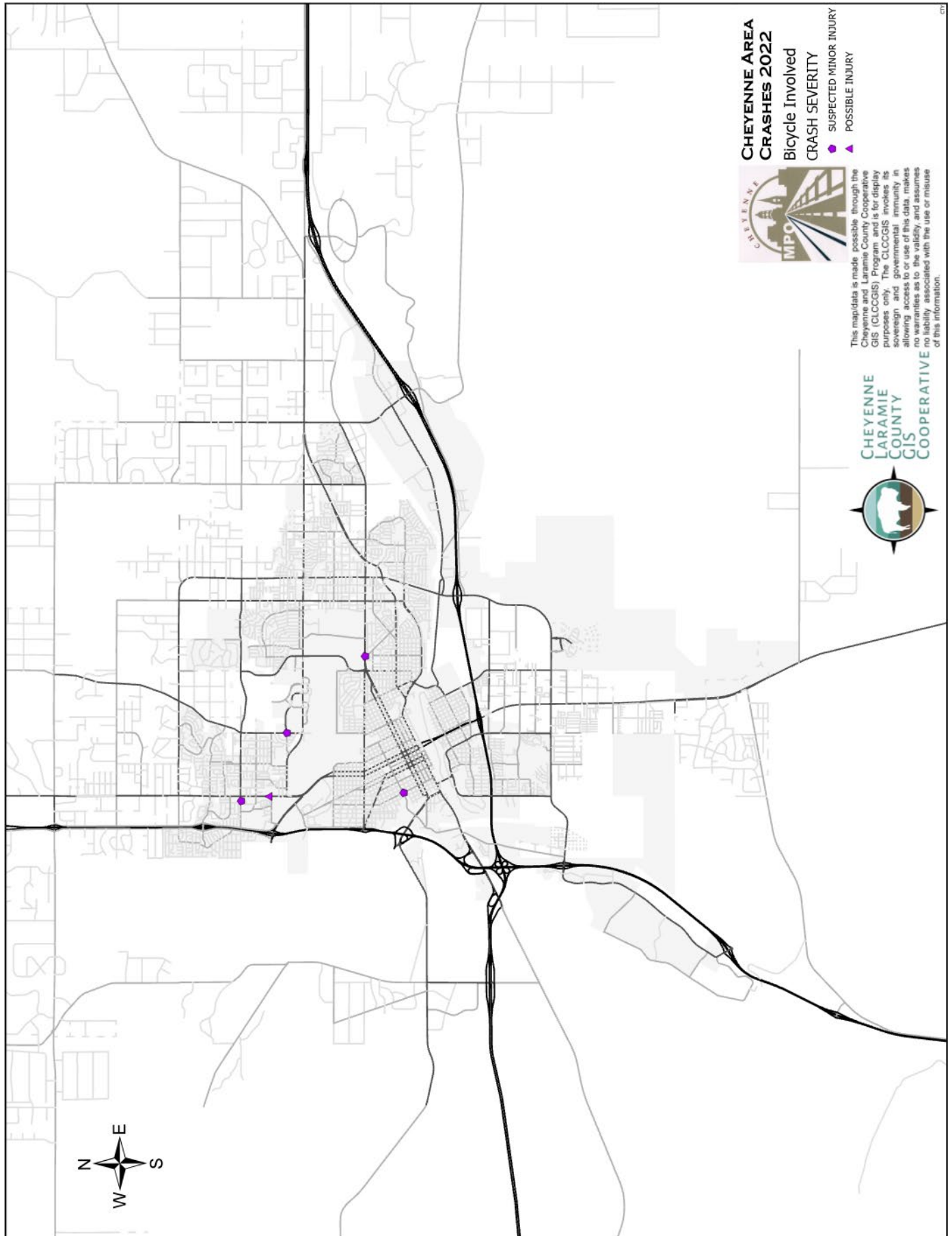


Crashes Involving a Bicycle

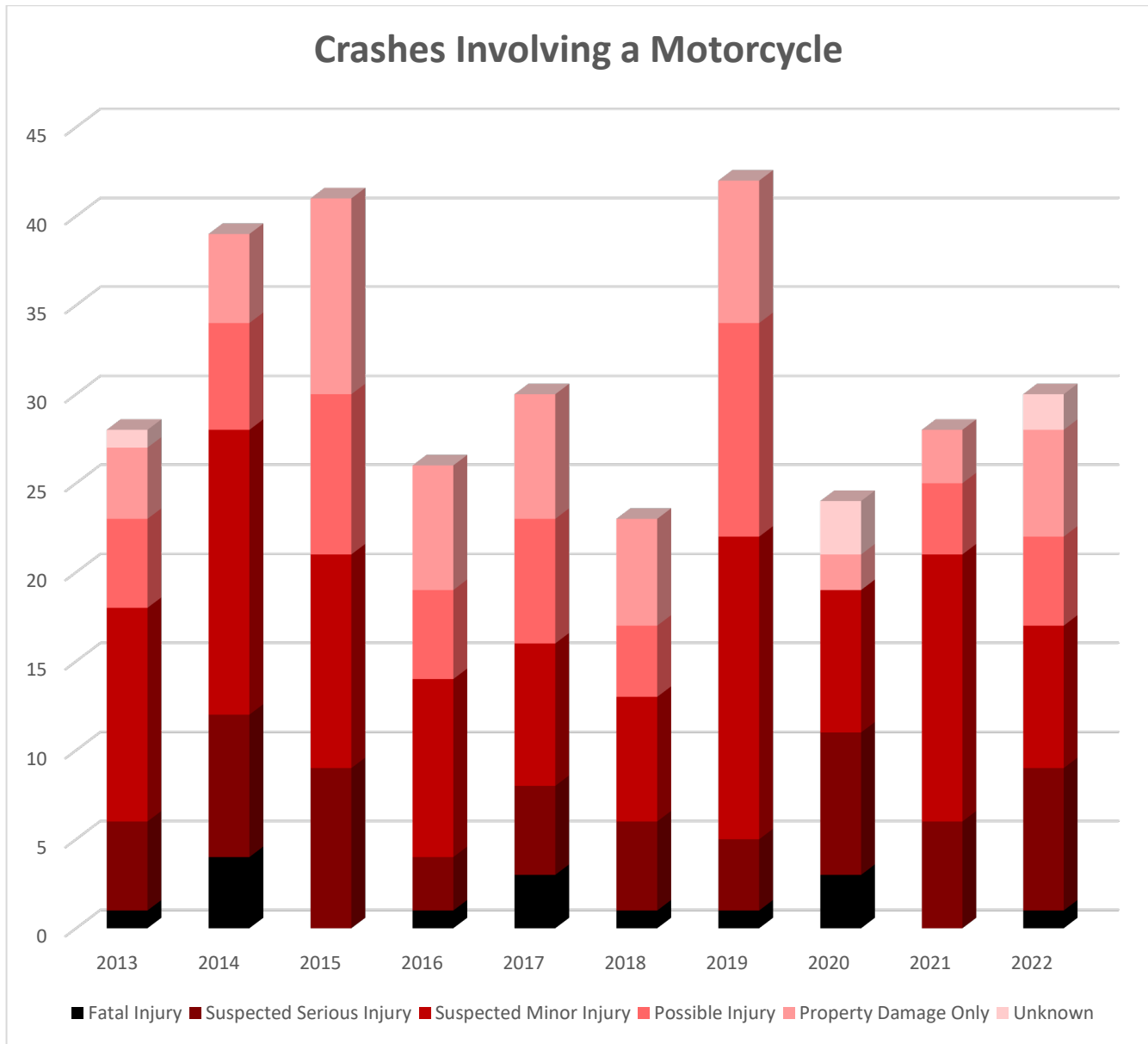


Bicycle Involved	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	0	0	0	1	0	0	0	1	0	0	2
Suspected Serious Injury	0	0	2	0	3	2	2	1	0	0	10
Suspected Minor Injury	5	8	17	9	11	8	9	7	7	4	85
Possible Injury	6	3	4	3	3	2	3	1	4	1	30
Property Damage Only	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0
TOTAL	11	11	23	13	17	12	14	10	11	5	127

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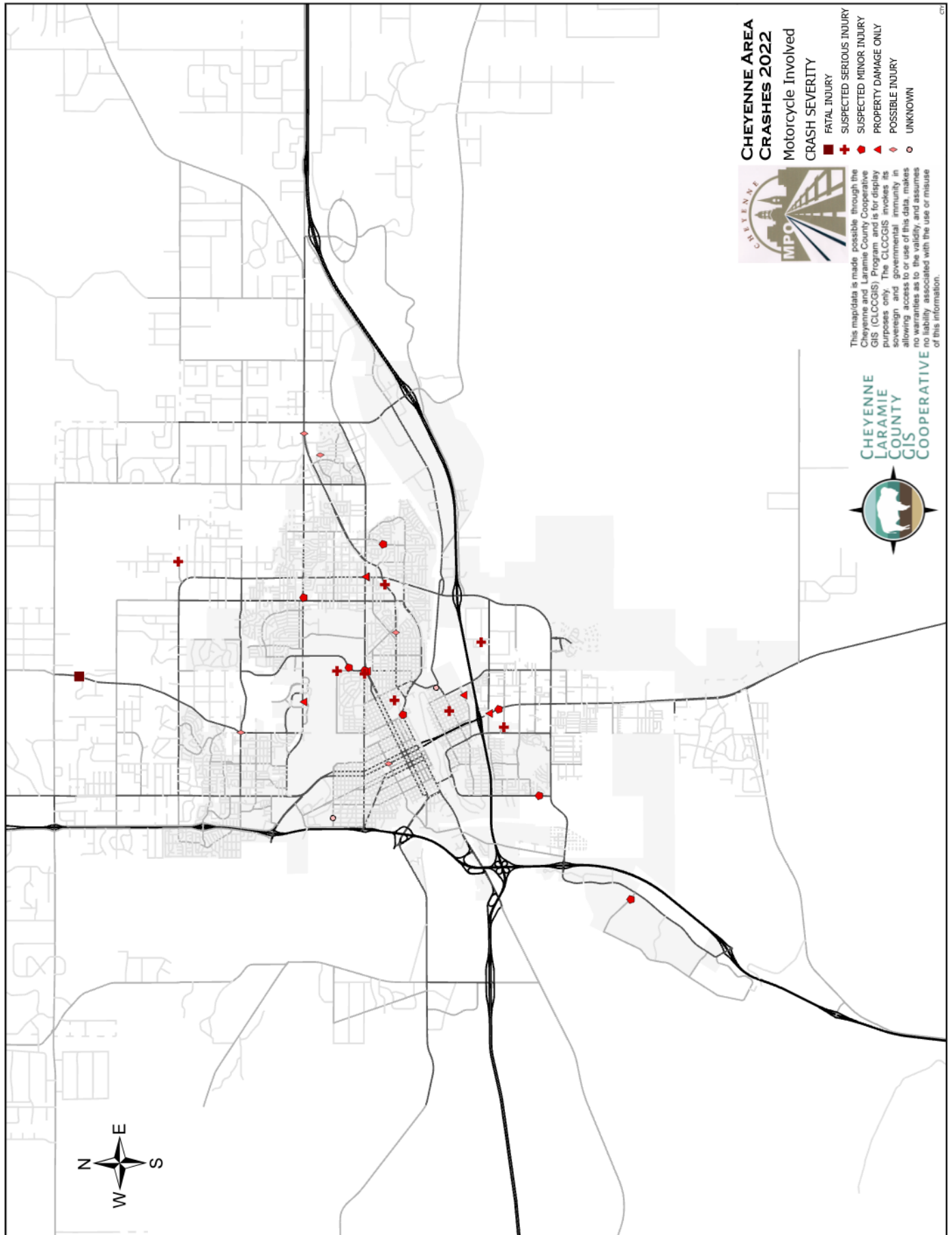


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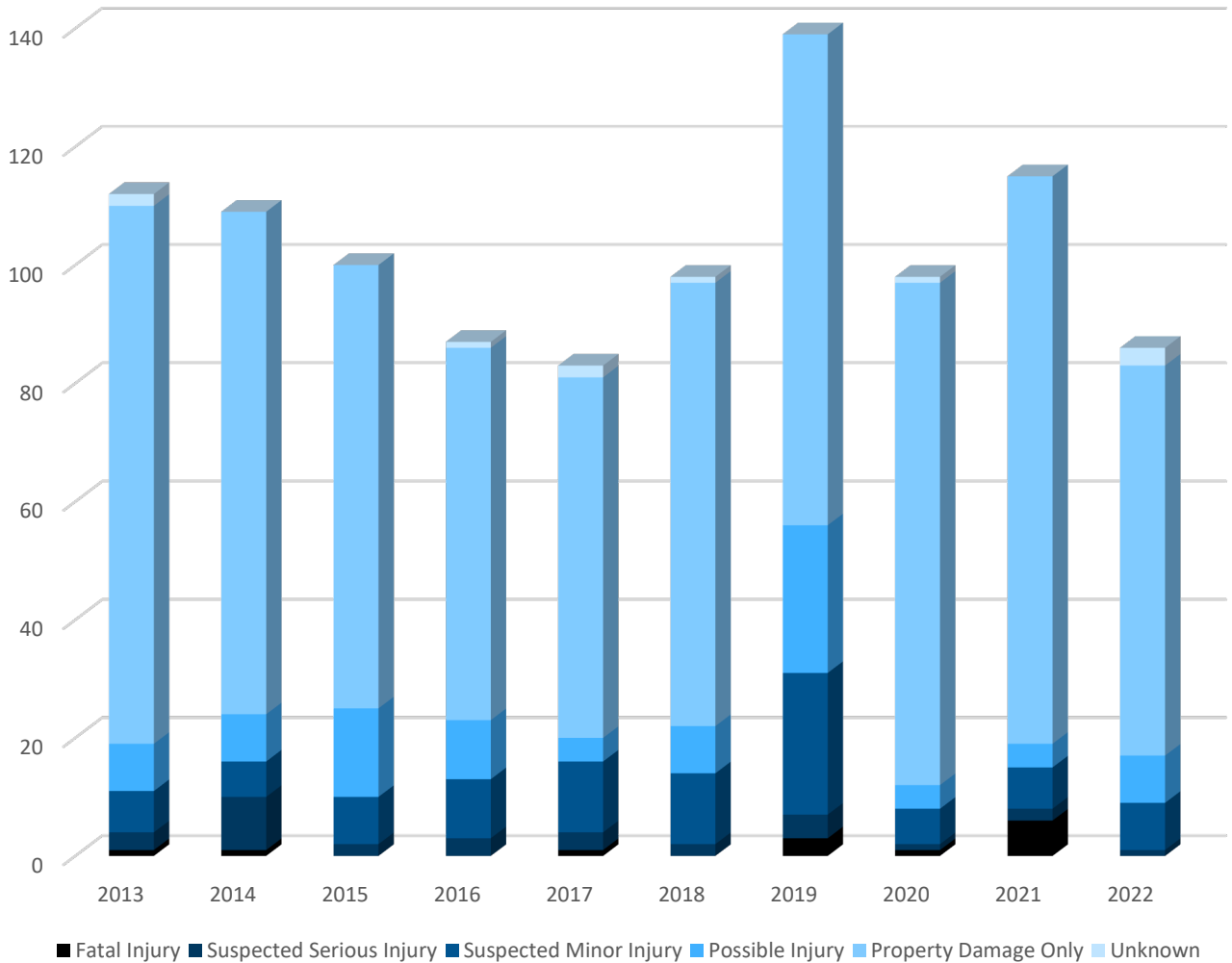


Motorcycle Involved	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	1	4	0	1	3	1	1	3	0	1	15
Suspected Serious Injury	5	8	9	3	5	5	4	8	6	8	61
Suspected Minor Injury	12	16	12	10	8	7	17	8	15	8	113
Possible Injury	5	6	9	5	7	4	12	0	4	5	57
Property Damage Only	4	5	11	7	7	6	8	2	3	6	59
Unknown	1	0	0	0	0	0	0	3	0	2	6
TOTAL	28	39	41	26	30	23	42	24	28	30	311

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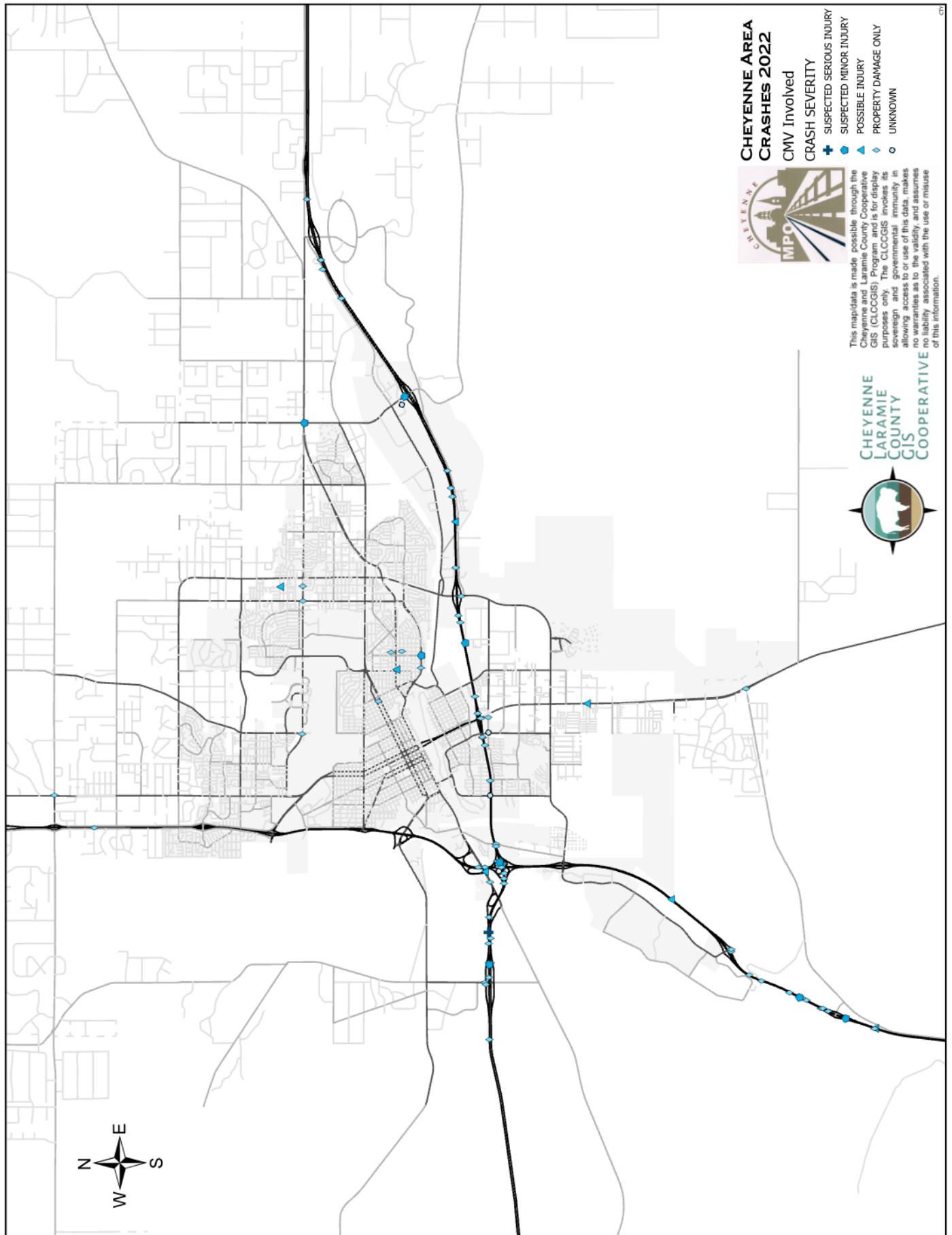


Crashes Involving a Commercial Motor Vehicle (CMV)

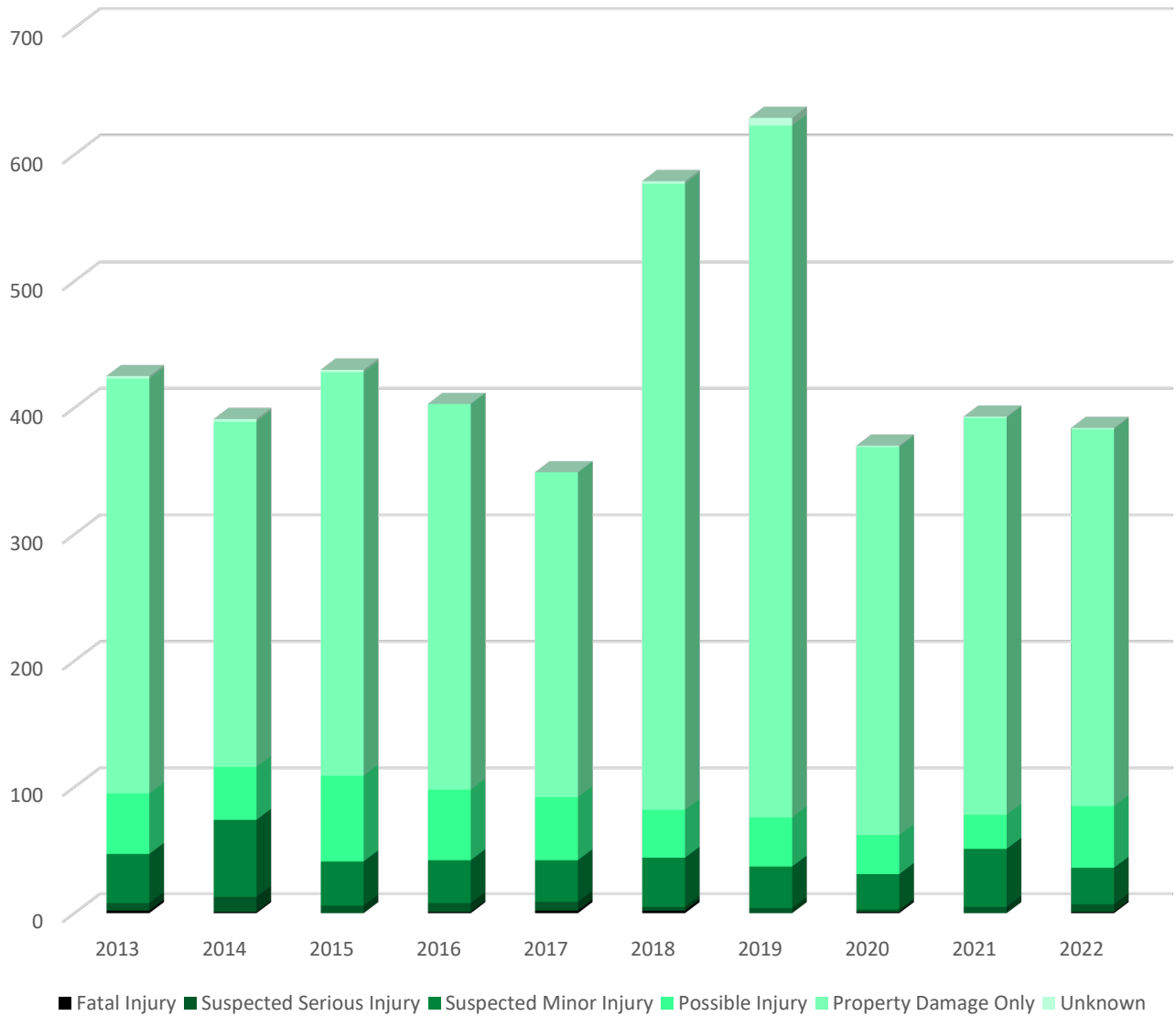


CMV Involved	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	1	1	0	0	1	0	3	1	6	0	13
Suspected Serious Injury	3	9	2	3	3	2	4	1	2	1	30
Suspected Minor Injury	7	6	8	10	12	12	24	6	7	8	100
Possible Injury	8	8	15	10	4	8	25	4	4	8	94
Property Damage Only	91	85	75	63	61	75	83	85	96	66	780
Unknown	2	0	0	1	2	1	0	1	0	3	10
TOTAL	112	109	100	87	83	98	139	98	115	86	1027

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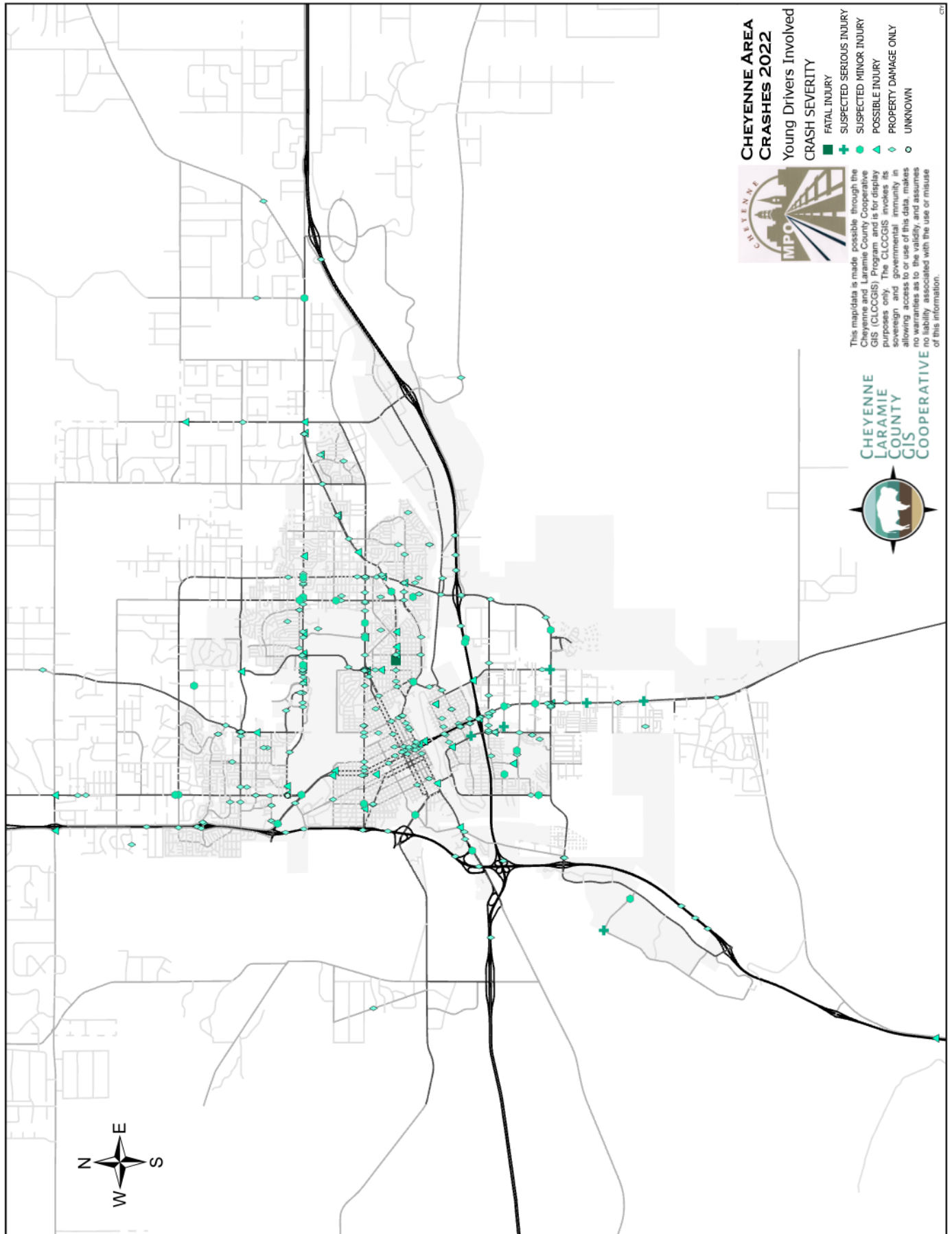


Crashes Involving Young Drivers (age 15-20)

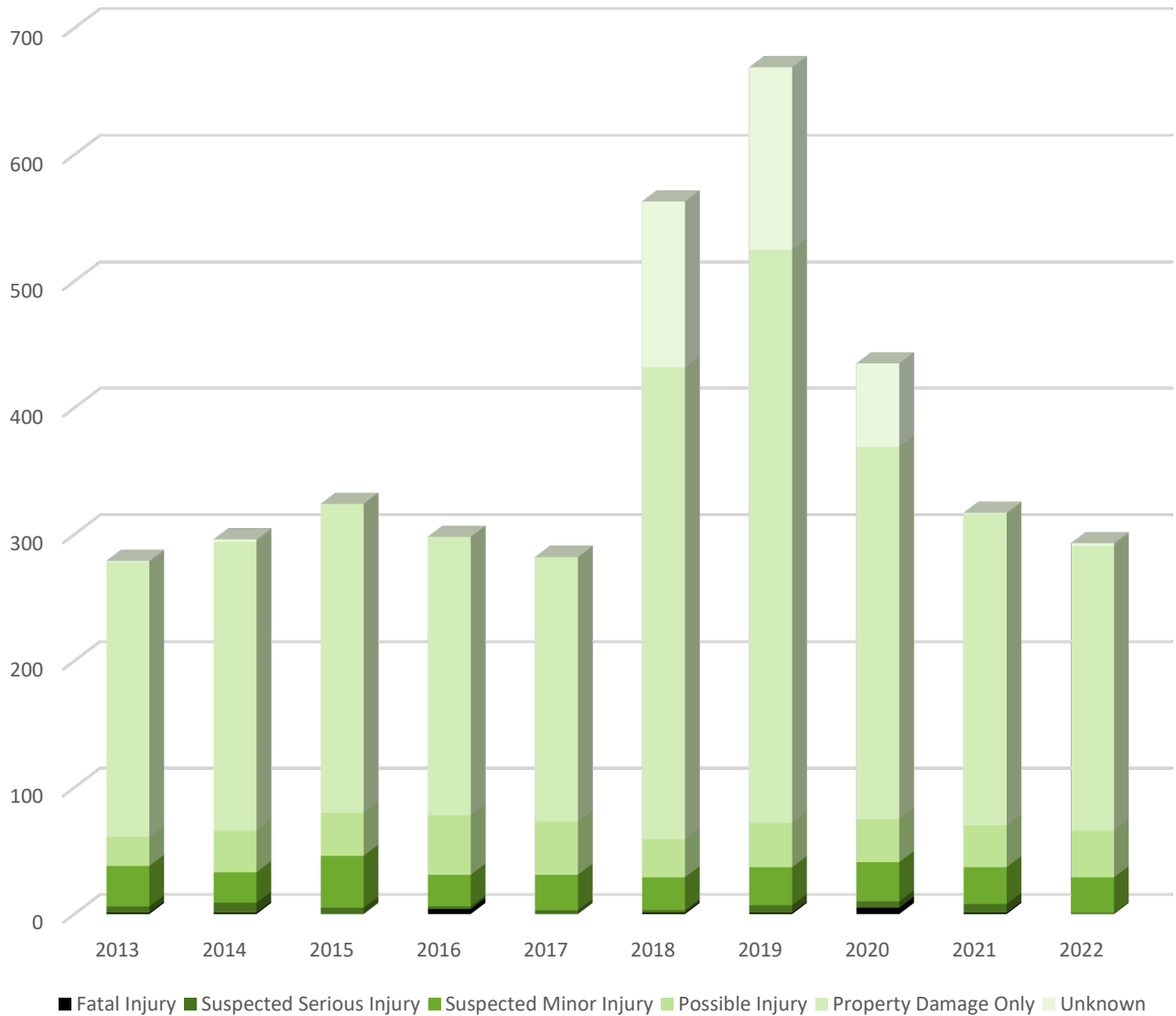


Young Driver Involved (age 15 - 20)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	2	1	0	1	2	2	0	1	0	1	10
Suspected Serious Injury	6	12	6	7	7	3	4	2	5	6	58
Suspected Minor Injury	39	61	35	34	33	39	33	28	46	29	377
Possible Injury	48	42	68	56	50	38	39	31	27	49	448
Property Damage Only	328	273	319	305	257	495	547	307	314	298	3443
Unknown	2	2	2	0	0	2	6	1	1	1	17
TOTAL	425	391	430	403	349	579	629	370	393		4353

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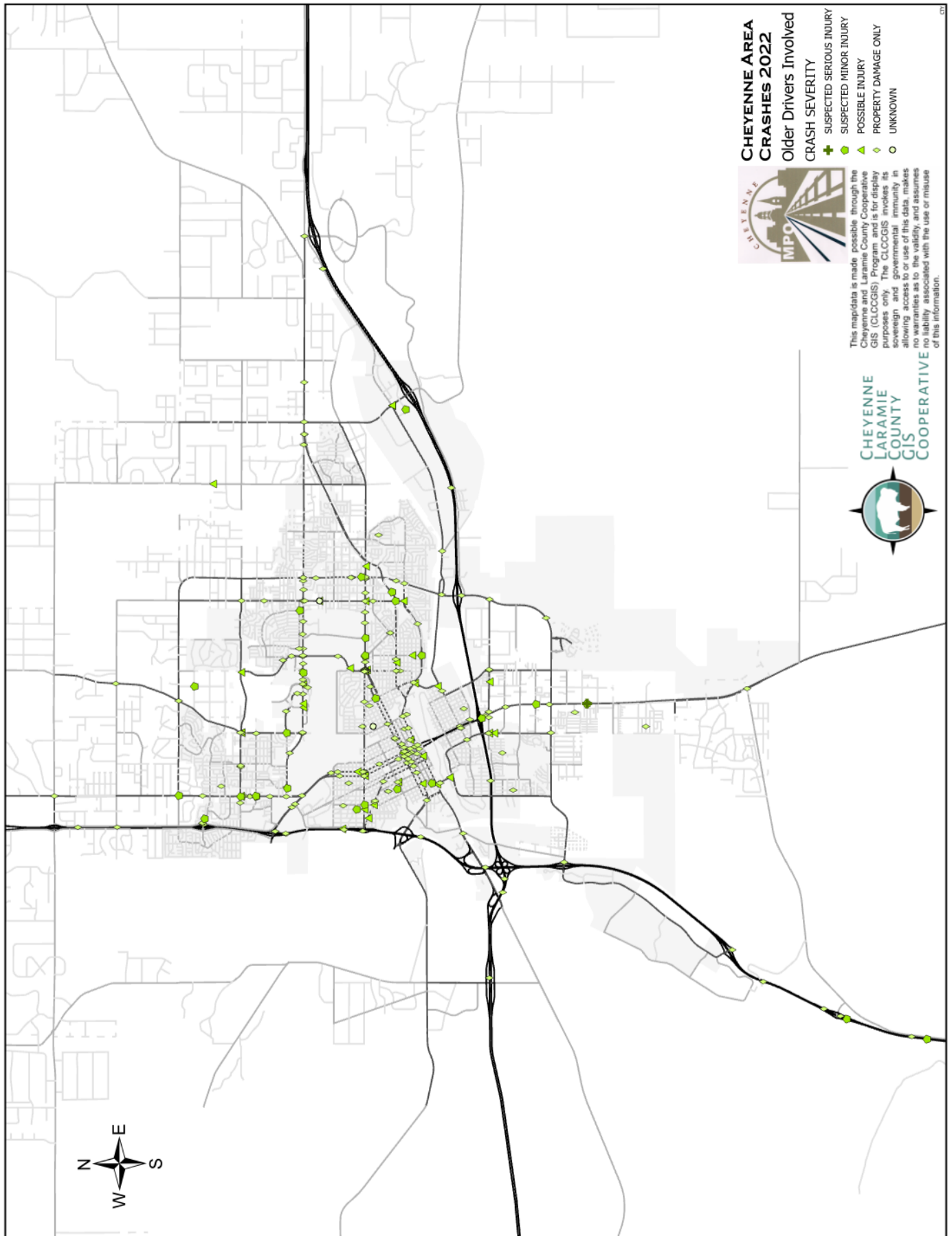


Crashes Involving Older Drivers (age 65+)

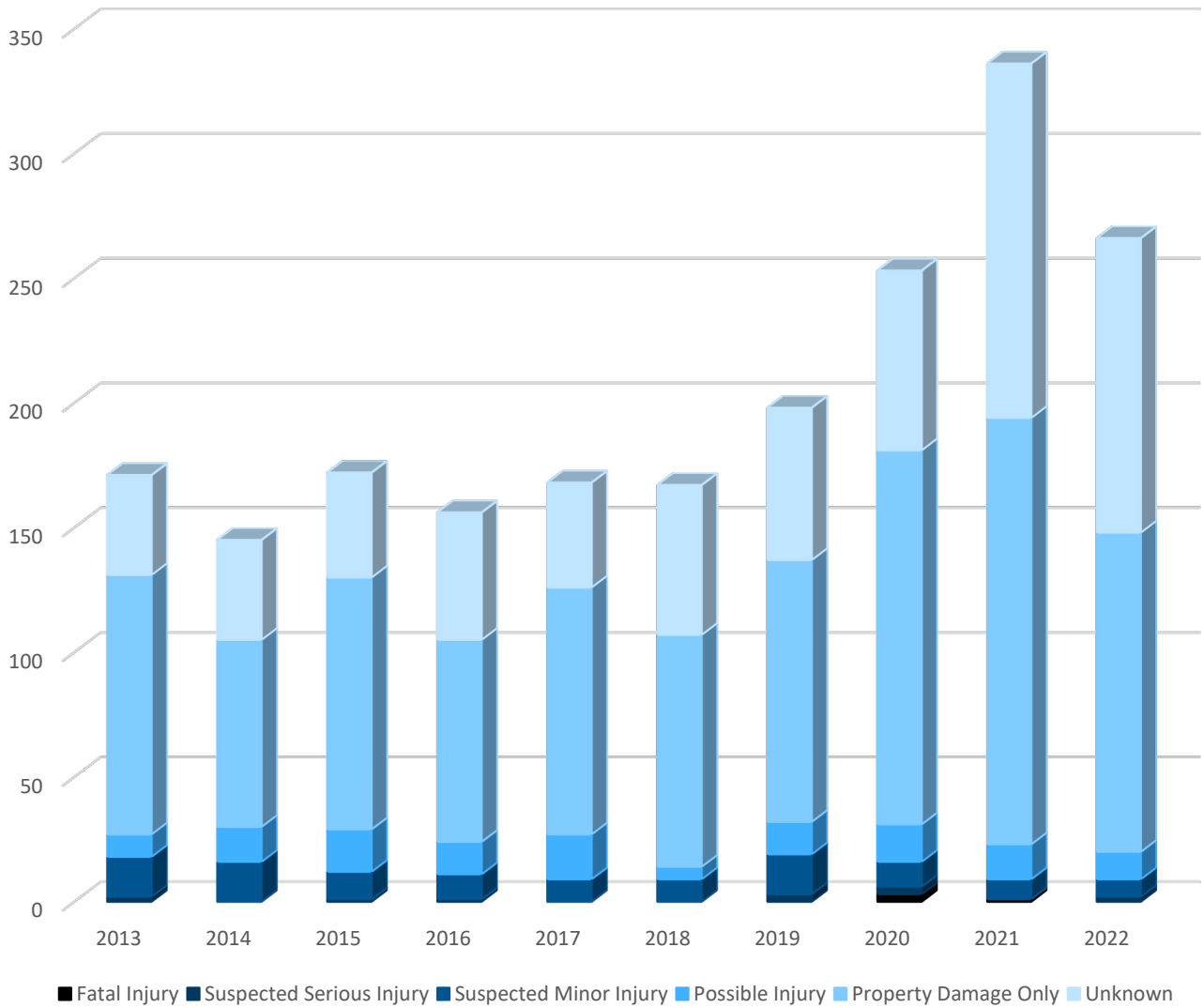


Older Driver Involved (age 65+)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	1	1	0	4	0	1	1	5	1	0	14
Suspected Serious Injury	5	8	5	2	3	2	6	5	7	1	44
Suspected Minor Injury	32	24	41	25	28	26	30	31	29	28	294
Possible Injury	23	33	34	47	42	30	35	34	33	37	348
Property Damage Only	217	228	244	220	209	373	453	294	246	225	2709
Unknown	1	2	0	0	0	131	144	66	1	2	347
TOTAL	279	296	324	298	282	563	669	435	317	293	3756

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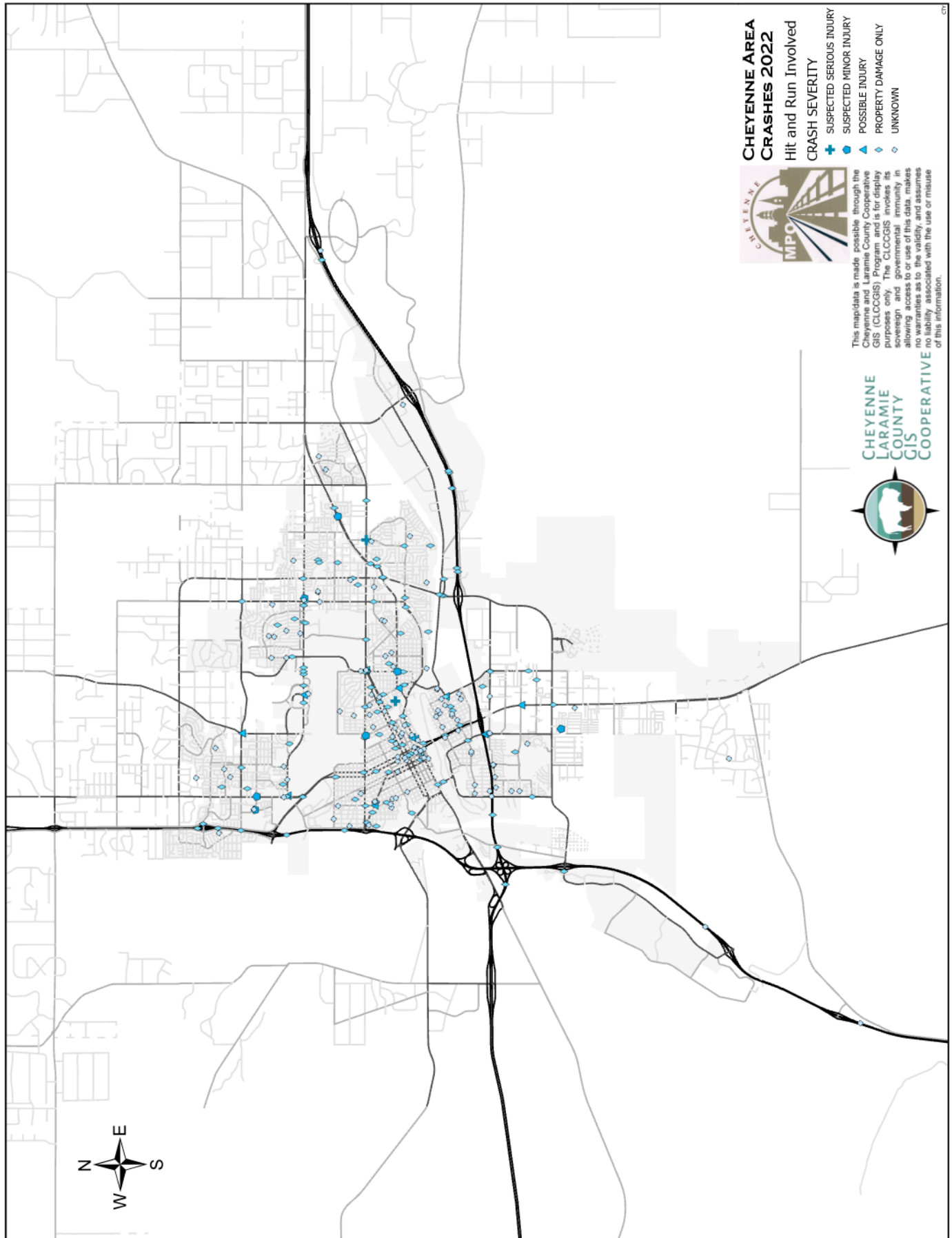


Crashes Involving Hit and Run

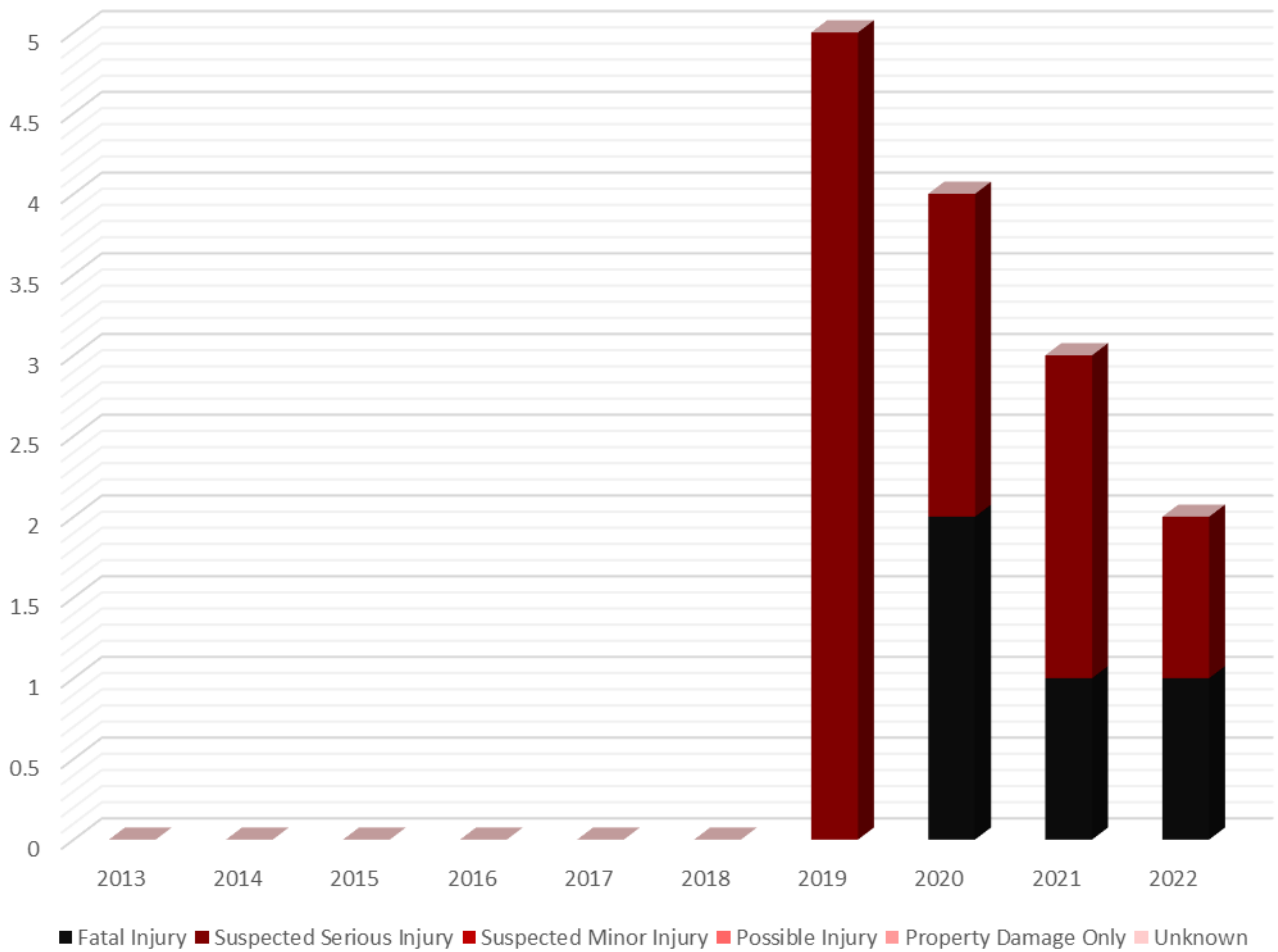


Hit and Run	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	0	0	0	0	0	0	0	3	1	0	4
Suspected Serious Injury	2	0	1	1	0	0	3	3	0	2	12
Suspected Minor Injury	16	16	11	10	9	9	16	10	8	7	112
Possible Injury	9	14	17	13	18	5	13	15	14	11	129
Property Damage Only	104	75	101	81	99	93	105	150	171	128	1107
Unknown	40	40	42	51	42	60	61	72	142	118	668
TOTAL	171	145	172	156	168	167	198	253	336	266	2032

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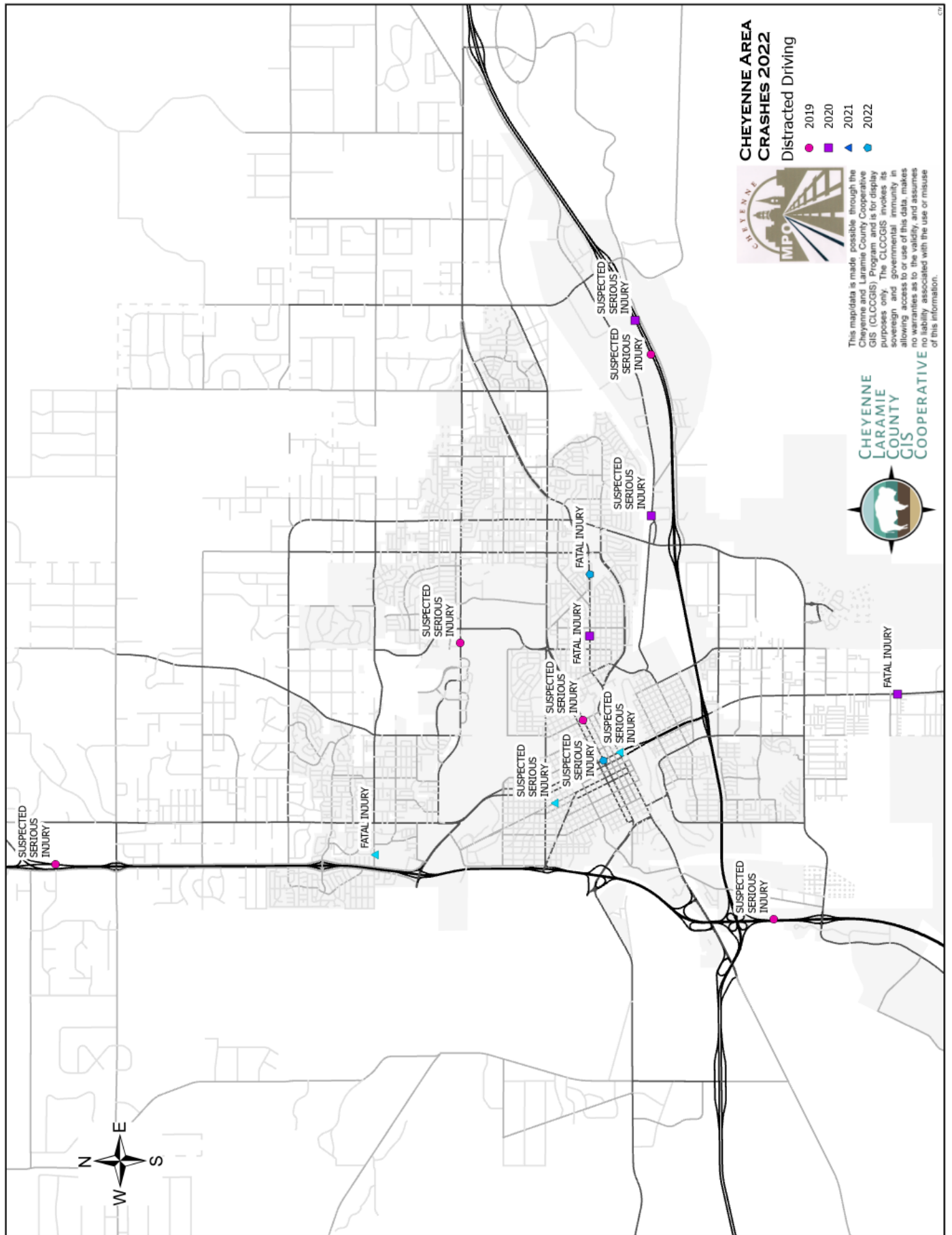


Distractive Driving Involved



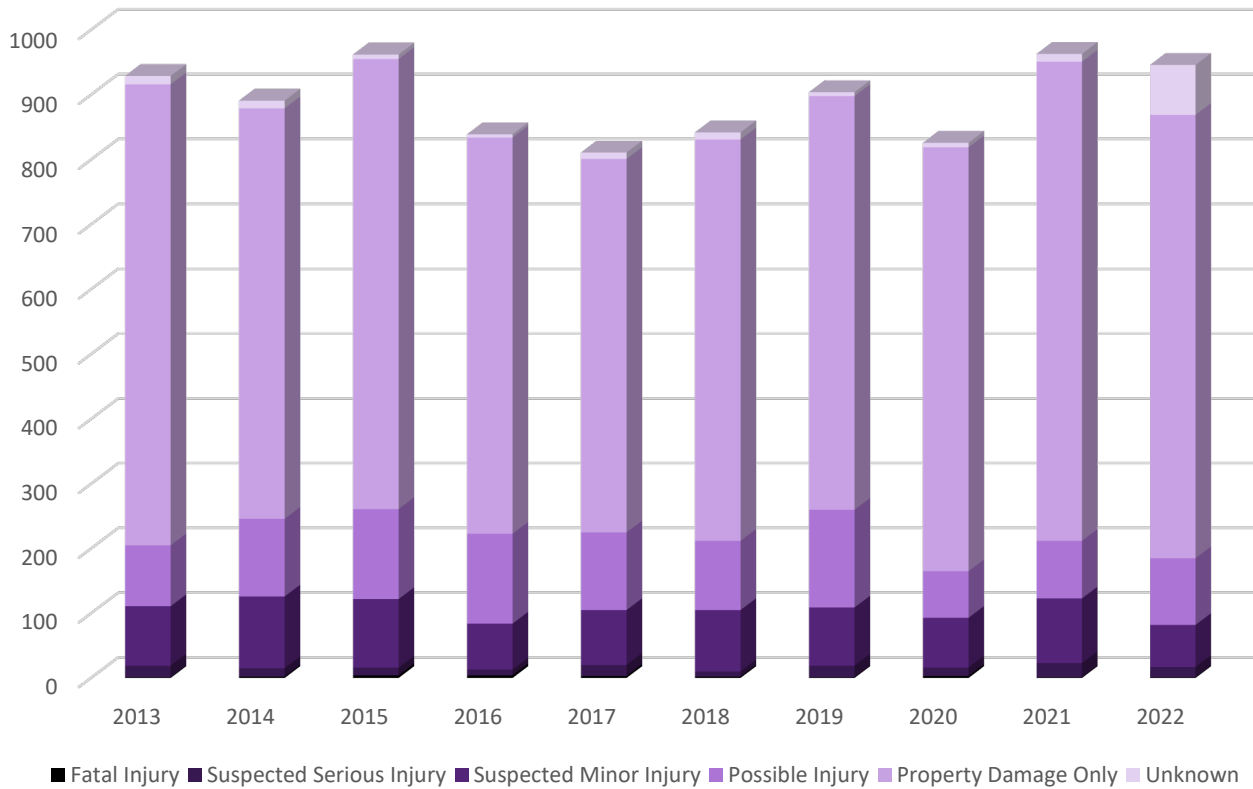
Distracted Driving Involved	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	0	0	0	0	0	0	0	2	1	1	4
Suspected Serious Injury	0	0	0	0	0	0	5	2	2	1	10
Suspected Minor Injury	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0
Property Damage Only	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	5	4	3	2	14

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

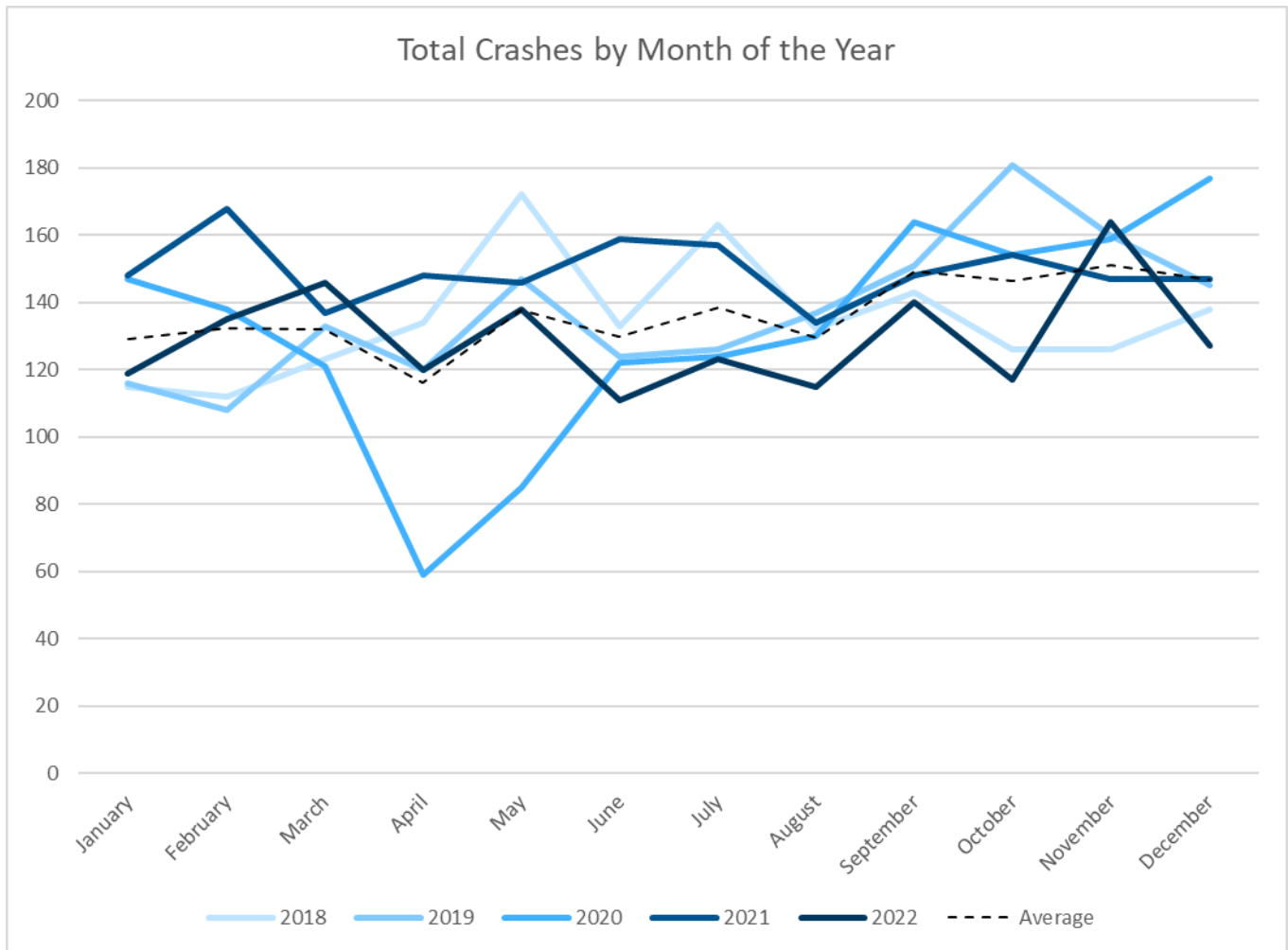
Intersection-Related Crashes



Intersection-Related Crashes	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Injury	1	2	4	4	3	2	1	3	1	1	22
Suspected Serious Injury	18	13	12	9	17	8	18	13	22	16	146
Suspected Minor Injury	92	111	106	71	85	95	90	77	100	65	892
Possible Injury	94	120	139	139	120	107	151	72	89	103	1134
Property Damage Only	711	633	694	611	576	619	638	654	739	684	6559
Unknown	13	12	7	5	10	11	6	7	12	77	160
TOTAL	929	891	962	839	811	842	904	826	963	946	8913

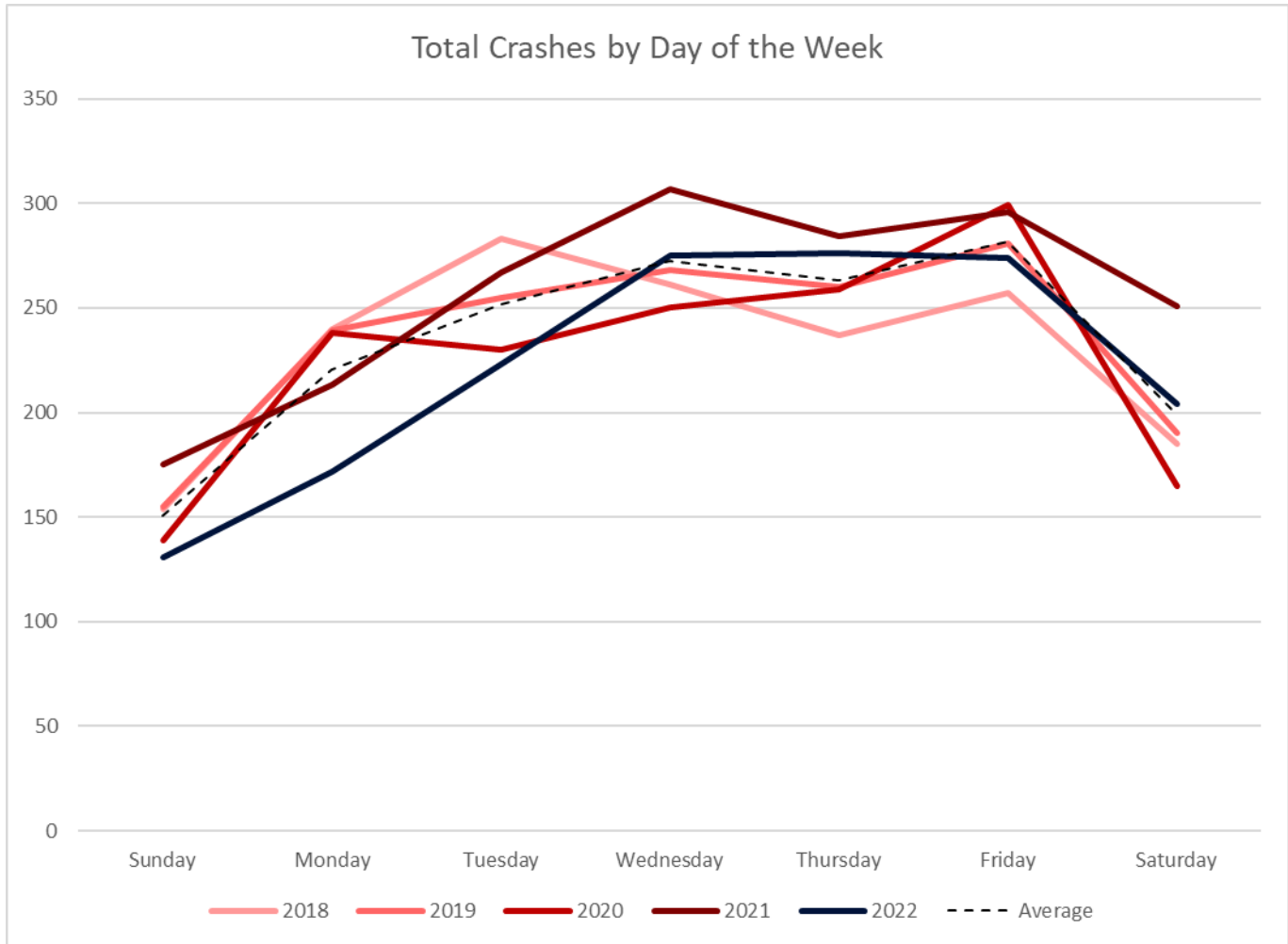
Cheyenne - Intersection-Related Crashes for 2022 by Month/Hours																								
Month / Hours	M	1	2	3	4	5	6	7	8	9	10	11	N	1	2	3	4	5	6	7	8	9	10	11
January	2	0	1	0	1	0	3	5	5	0	4	7	7	2	6	6	7	7	3	3	0	1	1	1
February	1	0	0	1	1	2	2	5	9	1	4	5	1	8	4	4	10	8	7	1	2	1	0	0
March	0	0	1	0	0	1	2	6	6	6	2	3	3	4	8	6	5	8	9	4	0	0	1	1
April	0	0	0	0	1	0	0	7	2	6	2	4	5	4	8	11	4	4	4	2	2	2	0	0
May	0	1	0	0	0	1	3	3	4	4	2	5	6	5	6	9	6	7	8	2	1	2	2	0
June	1	0	0	0	0	1	0	1	5	5	3	2	5	4	5	9	6	7	3	1	3	2	1	1
July	0	0	0	0	1	0	2	2	1	5	5	7	7	4	12	3	3	3	3	0	1	1	1	2
August	0	0	0	0	0	2	1	4	4	4	4	6	7	4	7	4	5	11	4	0	1	0	1	0
September	0	1	1	0	0	0	4	2	6	0	0	4	7	5	2	8	6	9	8	5	6	2	2	1
October	0	0	0	0	1	0	0	7	5	5	1	4	6	4	2	7	10	7	2	0	3	1	2	0
November	1	0	0	0	0	1	0	2	8	2	5	6	7	8	5	9	6	17	3	0	1	2	2	0
December	0	0	1	0	1	0	1	1	3	2	4	7	4	5	4	9	6	6	3	5	1	2	1	1

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



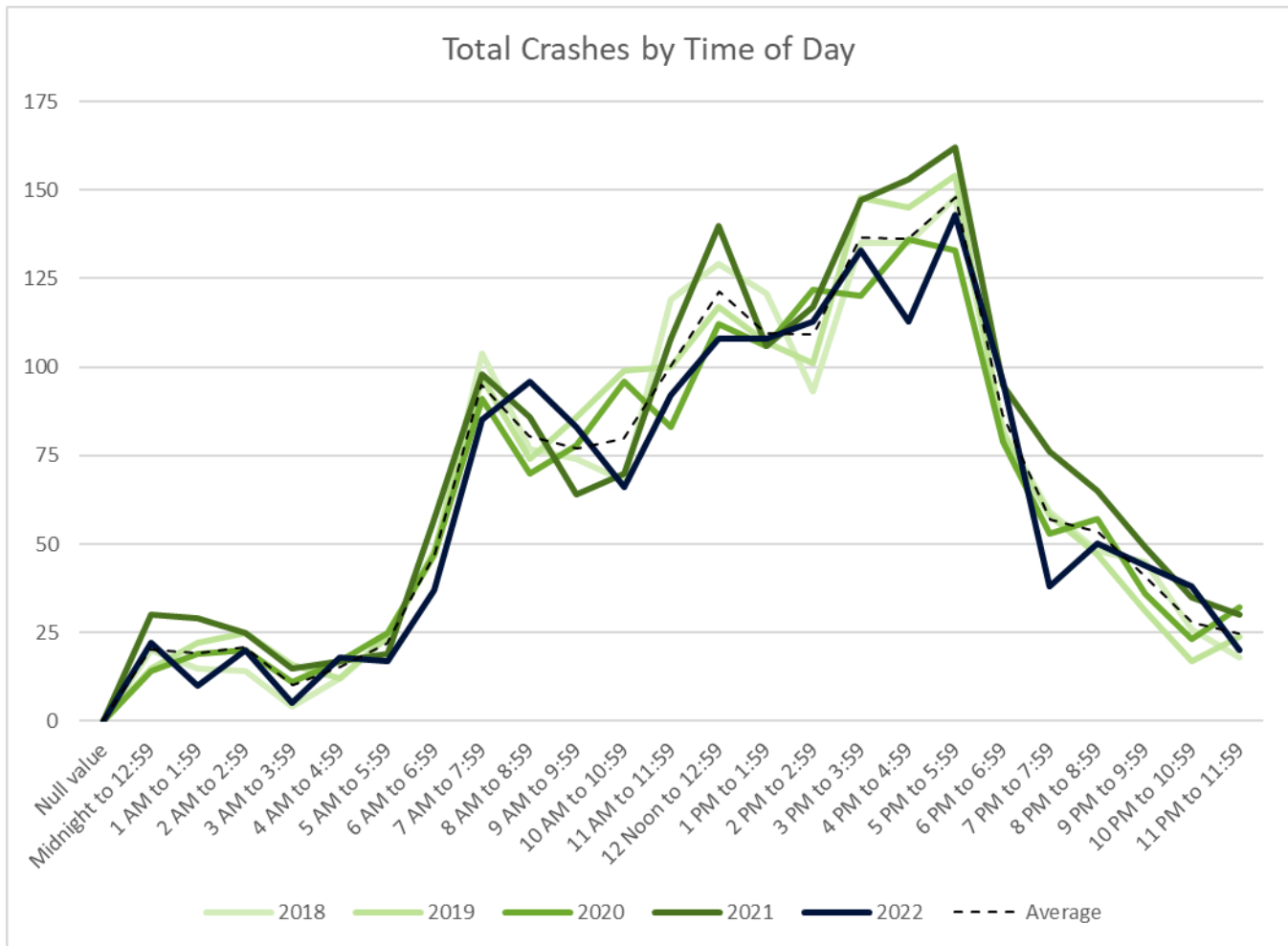
Month of the Year	2018	2019	2020	2021	2022	Average
January	115	116	147	148	119	129
February	112	108	138	168	135	132
March	123	133	121	137	146	132
April	134	120	59	148	120	116
May	172	147	85	146	138	138
June	133	124	122	159	111	130
July	163	126	124	157	123	139
August	132	137	130	134	115	130
September	143	151	164	148	140	149
October	126	181	154	154	117	146
November	126	160	159	147	164	151
December	138	145	177	147	127	147
TOTAL	1617	1648	1580	1793	1555	1639

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



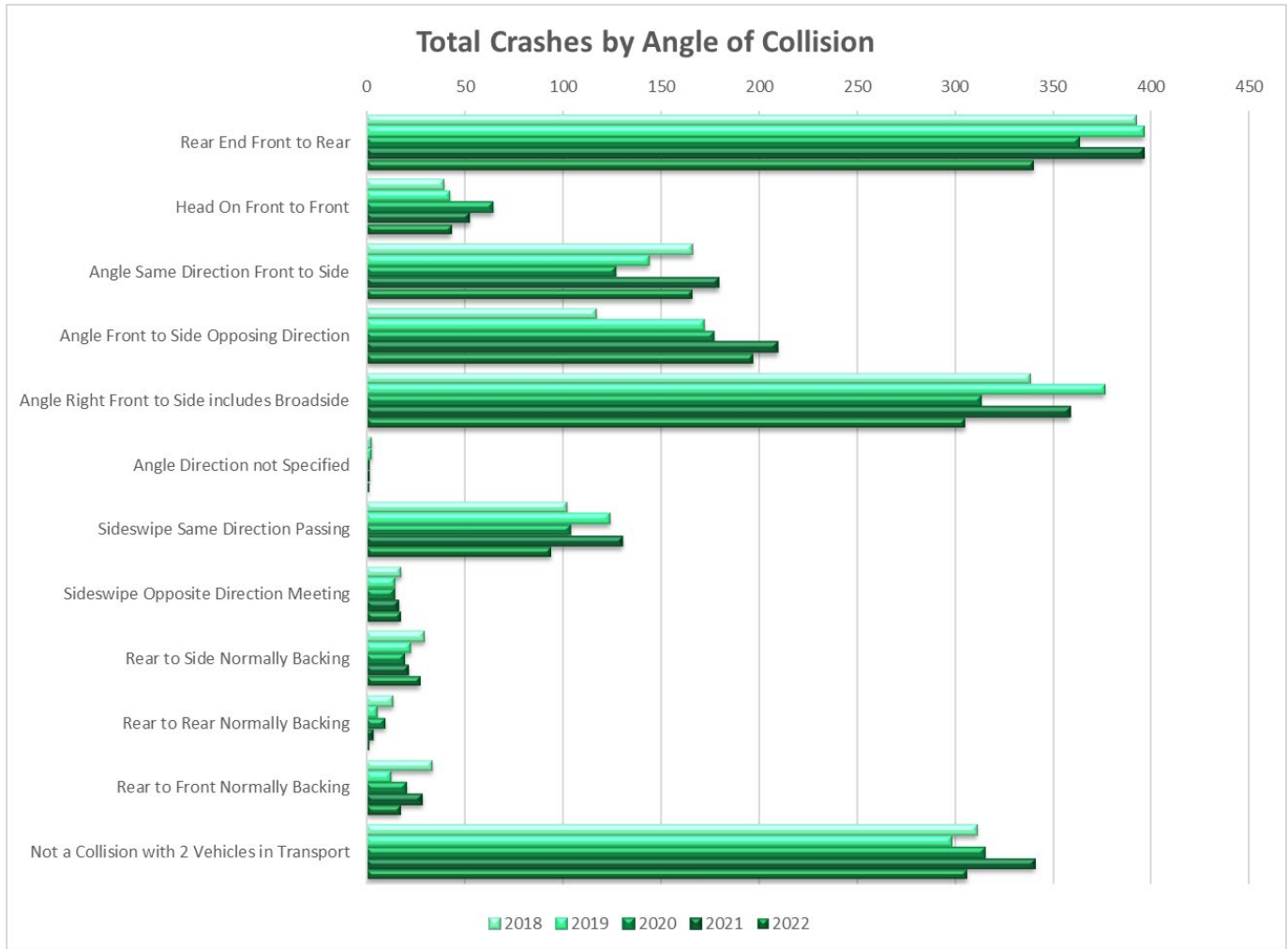
Day of the Week	2018	2019	2020	2021	2022	Average
Sunday	154	155	139	175	131	151
Monday	240	239	238	213	172	220
Tuesday	283	255	230	267	223	252
Wednesday	261	268	250	307	275	272
Thursday	237	260	259	284	276	263
Friday	257	281	299	296	274	281
Saturday	185	190	165	251	204	199
TOTAL	1617	1648	1580	1793	1555	1639

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



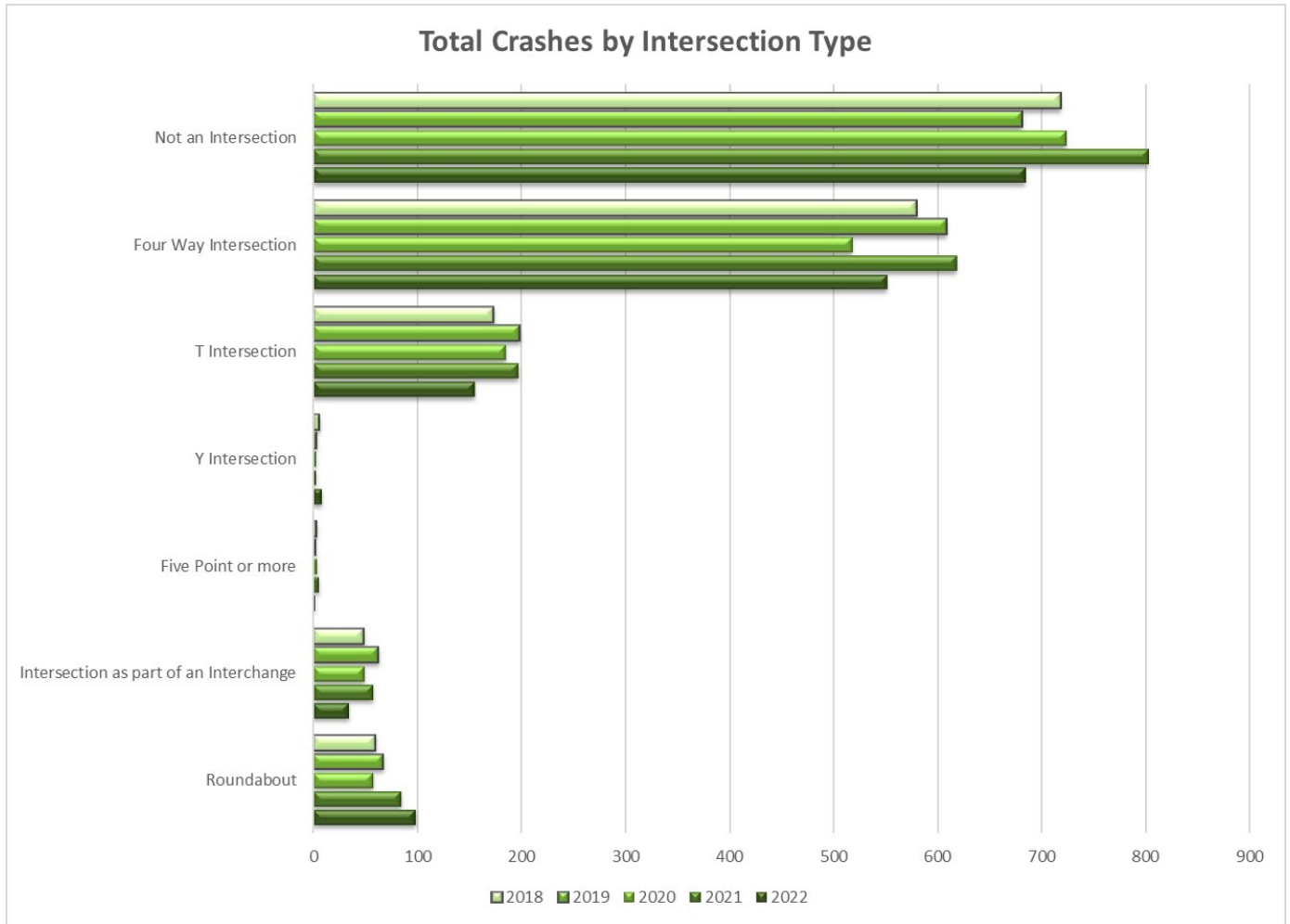
Time of Day	2018	2019	2020	2021	2022	Average
Null value	0	0	0	0	0	0
Midnight to 12:59	20	15	14	30	22	20
1 AM to 1:59	15	22	19	29	10	19
2 AM to 2:59	14	25	20	25	20	21
3 AM to 3:59	4	16	11	15	5	10
4 AM to 4:59	12	12	17	17	18	15
5 AM to 5:59	24	24	25	19	17	22
6 AM to 6:59	47	48	47	57	37	47
7 AM to 7:59	104	97	91	98	85	95
8 AM to 8:59	77	74	70	86	96	81
9 AM to 9:59	74	86	78	64	83	77
10 AM to 10:59	68	99	96	70	66	80
11 AM to 11:59	119	100	83	108	92	100
12 Noon to 12:59	129	117	112	140	108	121
1 PM to 1:59	121	107	106	106	108	110
2 PM to 2:59	93	101	122	117	113	109
3 PM to 3:59	135	148	120	147	133	137
4 PM to 4:59	135	145	136	153	113	136
5 PM to 5:59	148	154	133	162	143	148
6 PM to 6:59	82	81	79	95	96	87
7 PM to 7:59	59	58	53	76	38	57
8 PM to 8:59	48	47	57	65	50	53
9 PM to 9:59	45	31	36	49	44	41
10 PM to 10:59	26	17	23	35	38	28
11 PM to 11:59	18	24	32	30	20	25
TOTAL	1617	1648	1580	1793	1555	1639

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



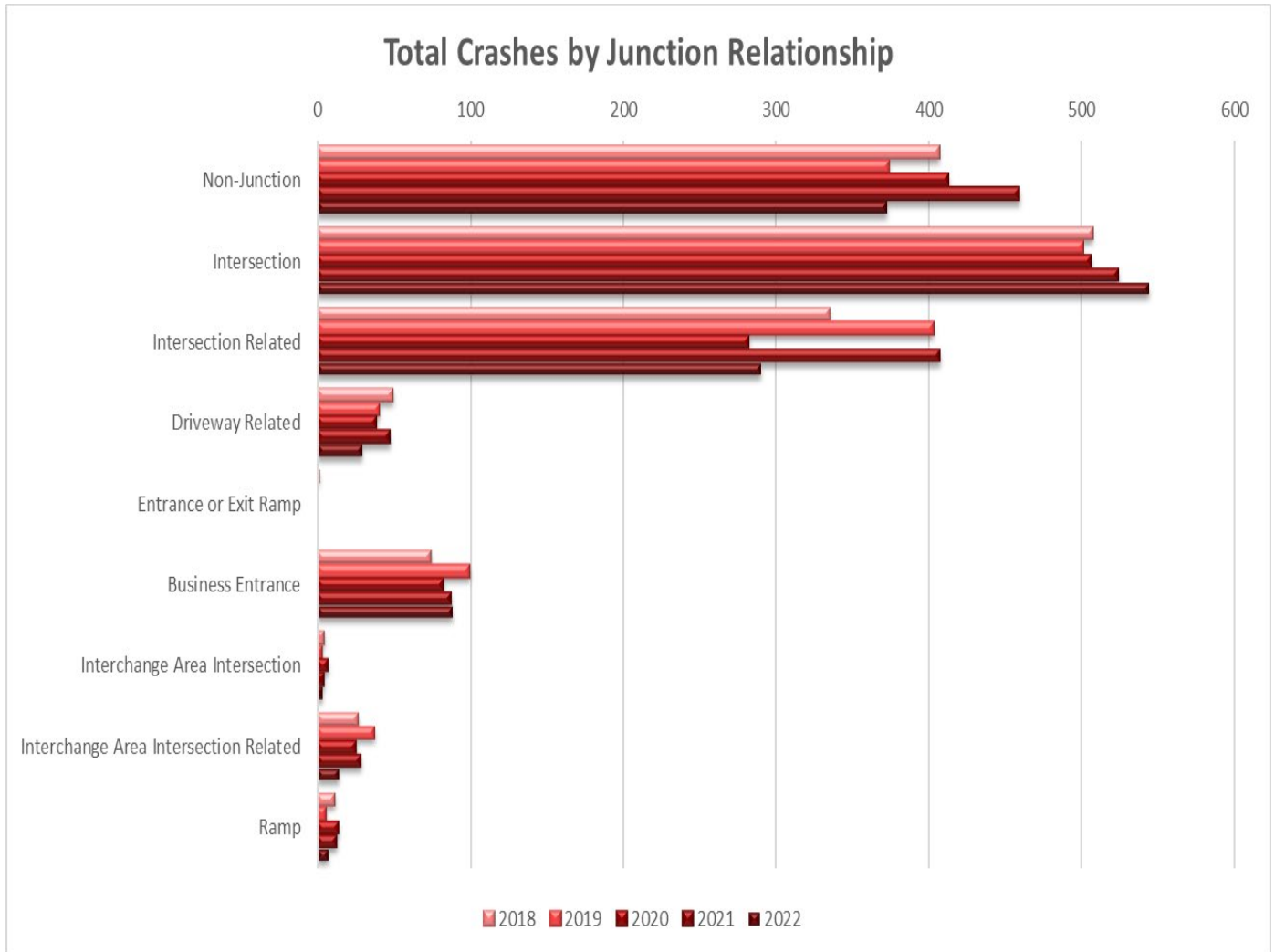
Angle of Collision	2018	2019	2020	2021	2022	Average
Null value	27	23	38	28	20	27
Rear End Front to Rear	392	396	363	396	340	377
Head On Front to Front	39	42	64	52	43	48
Angle Same Direction Front to Side	166	144	127	179	166	156
Angle Front to Side Opposing Direction	117	172	177	209	197	174
Angle Right Front to Side includes Broadside	338	376	313	358	305	338
Angle Direction not Specified	2	2	1	1	1	1
Sideswipe Same Direction Passing	102	124	104	130	94	111
Sideswipe Opposite Direction Meeting	17	14	14	16	17	16
Rear to Side Normally Backing	29	22	19	21	27	24
Rear to Rear Normally Backing	13	5	9	3	1	6
Rear to Front Normally Backing	33	12	20	28	17	22
Not a Collision with 2 Vehicles in Transport	311	298	315	340	306	314
Other	12	12	4	10	3	8
Unknown	19	6	12	22	18	15
TOTAL	1617	1648	1580	1793	1555	1639

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



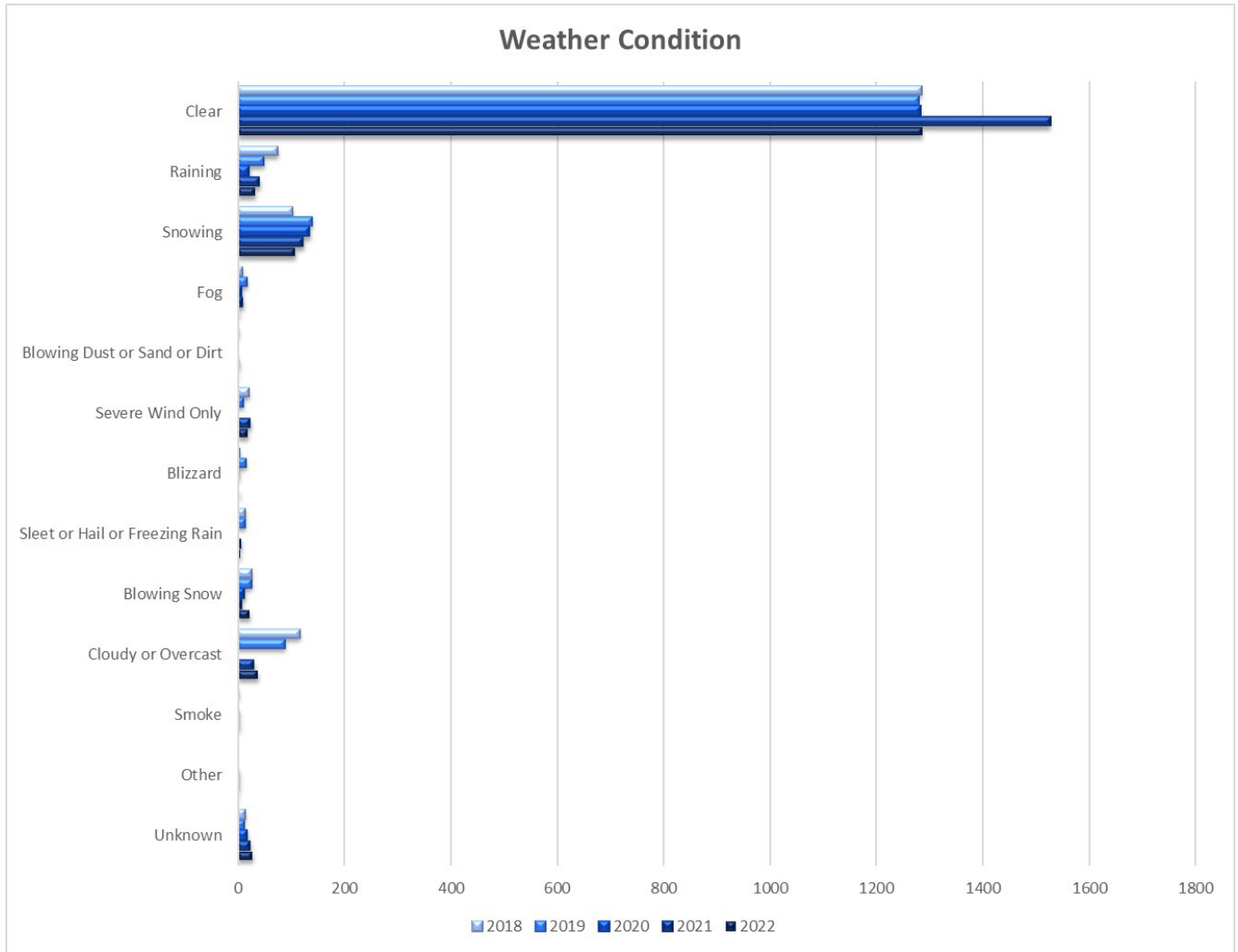
Intersection Type	2018	2019	2020	2021	2022	Average
Null value	29	27	43	28	20	29
Not an Intersection	718	681	723	802	684	722
Four Way Intersection	579	608	518	618	551	575
T Intersection	173	198	185	197	155	182
Y Intersection	6	3	2	2	8	4
Five Point or more	3	2	3	5	1	3
Intersection as part of an Interchange	48	62	49	57	34	50
Roundabout	60	67	57	84	98	73
Unknown	1	0	0	0	0	0
TOTAL	1617	1648	1580	1793	1551	1638

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



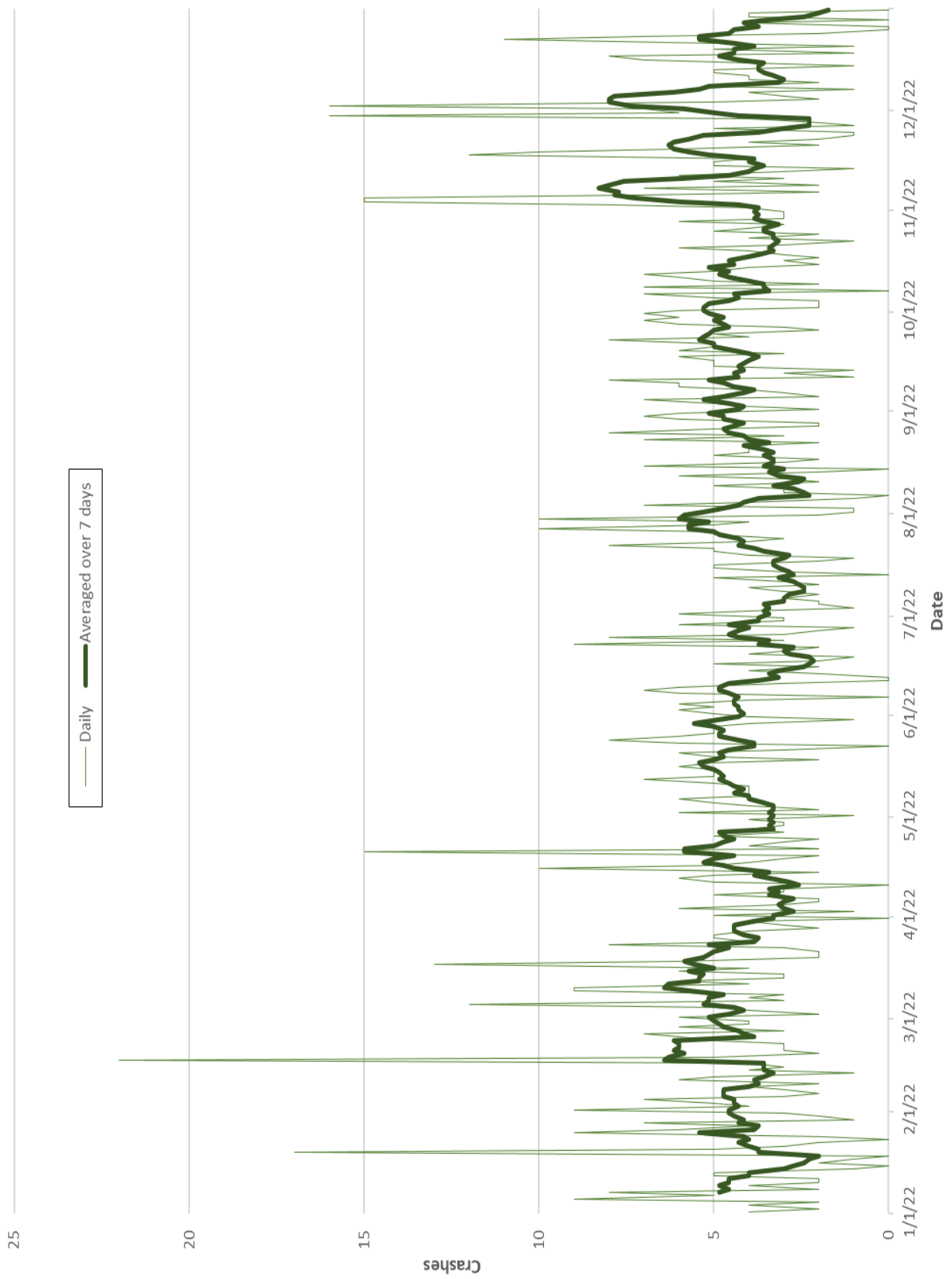
Junction Relation	2018	2019	2020	2021	2022	Average
Non-Junction	407	374	413	459	373	405
Intersection	507	501	506	524	544	516
Intersection Related	335	403	282	407	290	343
Driveway Related	49	40	38	47	29	41
Entrance or Exit Ramp	1	0	0	0	0	0
Business Entrance	74	99	82	87	88	86
Interchange Area Intersection	4	3	6	4	3	4
Interchange Area Intersection Related	26	37	25	28	14	26
Ramp	11	5	13	12	7	10
Null value	41	23	38	28	20	30
TOTAL	1455	1485	1403	1596	1368	1461

2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

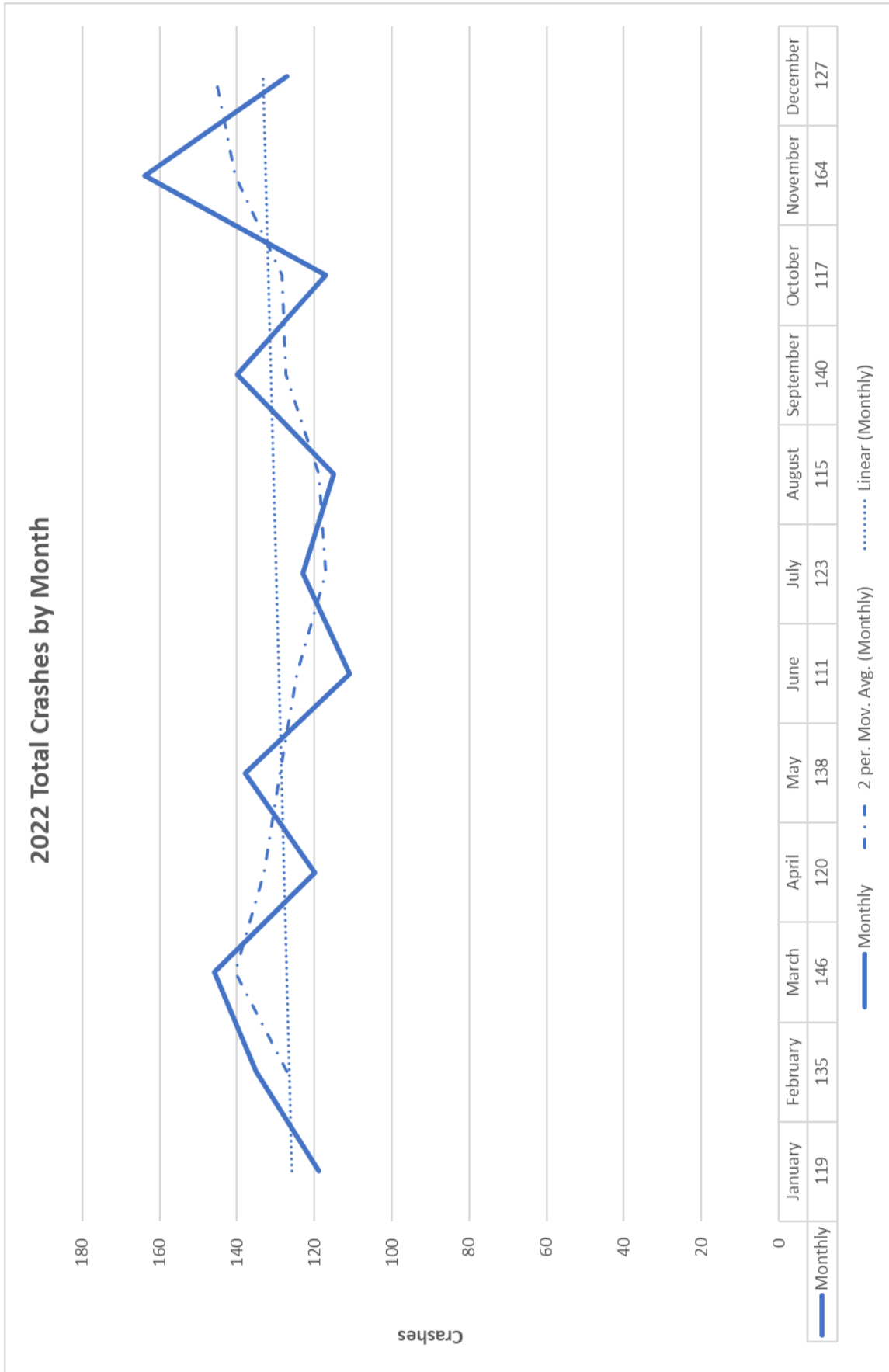


Weather Conditions	2018	2019	2020	2021	2022	Average
Clear	1284	1279	1282	1526	1287	1332
Raining	75	48	22	40	33	44
Snowing	102	140	135	122	108	121
Fog	9	17	8	9	4	9
Blowing Dust or Sand or Dirt	1	0	0	1	1	1
Severe Wind Only	20	10	0	24	19	15
Blizzard	3	15	2	0	4	5
Sleet or Hail or Freezing Rain	13	13	0	6	6	8
Blowing Snow	26	25	12	7	24	19
Cloudy or Overcast	116	89	0	30	39	55
Smoke	2	0	2	1	0	1
Other	0	0	1	1	1	1
Unknown	14	12	18	23	29	19
TOTAL	1665	1648	1482	1790	1555	1628

2022 Crashes by Date



2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA



SIGNALIZED & ROUNDABOUT CRASH SUMMARY

2022 Rank	Signalized Intersection	Total Crashes
1	College Dr & Dell Range Blvd	13
2	Dell Range Blvd & Ridge Rd	13
3	College Dr & Pershing Blvd	12
4	College Dr & S Greeley Hwy	12
5	Dell Range Blvd & Walmart Access	12
6	Central Ave & Yellowstone Rd	11
7	I-180 & 5th St	11
8	Converse Ave & Dell Range Blvd	10
9	College Dr & Lincolnway	9
10	Powderhouse Rd & Storey Blvd	9

2022 Rank	Signalized Intersection	MEV Crash Rate
1	Christensen Rd & Campstool Rd/Venture Dr	1.61
2	College Dr & Fox Farm Rd	1.57
3	Pershing Blvd & Snyder Ave	1.40
4	Randall Ave & Snyder Ave	1.35
5	Powderhouse Rd & Storey Blvd	1.34
6	Dell Range Blvd & Ridge Rd	1.32
7	College Dr & S Greeley Hwy	1.28
8	I-180 & 5th St	1.16
9	College Dr & Dell Range Blvd	1.15
10	Dell Range Blvd & Walmart Access	1.14

MEV = Crash per Million Entering Vehicles

2022 Rank	Roundabout Intersection	Total Crashes
1	Pershing Blvd /Converse Ave /19th St	87
2	Vandehei Dr East /I-25 NB On-Off Ramp	6
3	Clear Creek Prky & I-25 NB On/Off Ramps	3
4	Frontier Mall Dr /Prairie Ave	2
5	Vandehei Dr East /I-25 SB On-Off Ramp	1

2022 Rank	Roundabout Intersection	MEV Crash Rate
1	Clear Creek Prky & I-25 NB On/Off Ramps	13.70
2	Pershing Blvd /Converse Ave /19th St	9.10
3	Vandehei Dr East /I-25 NB On-Off Ramp	1.49
4	Frontier Mall Dr /Prairie Ave	0.64
5	Vandehei Dr East /I-25 SB On-Off Ramp	0.35

MEV = Crash per Million Entering Vehicles

PERFORMANCE MEASURES

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 areas including Safety that will assess their progress toward meeting targets.

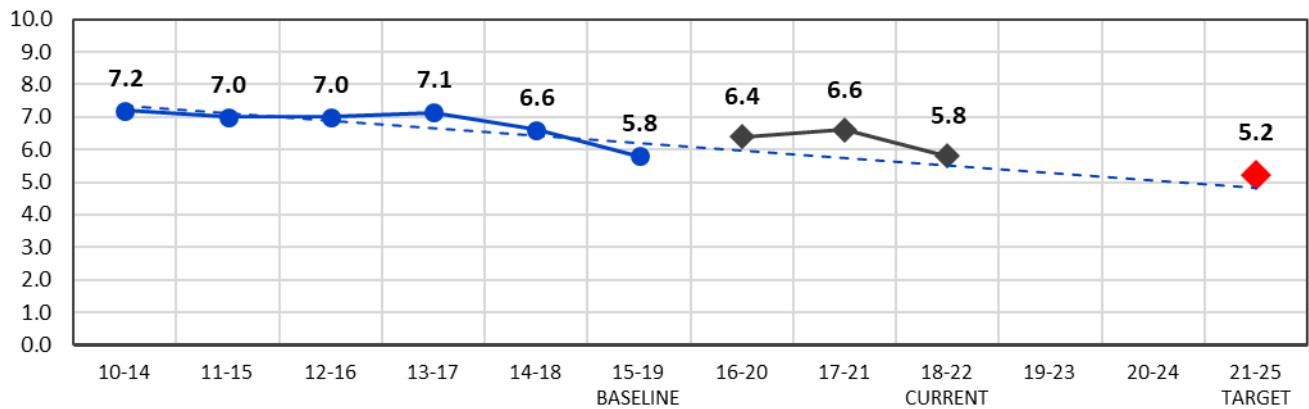
The Wyoming Department of Transportation (WYDOT) has recently developed its safety performance targets and measures. When the MPO updated Comprehensive Plan, its *PlanCheyenne*, and the *2014 Transportation Safety Management Plan Update*, preliminary safety and other performance targets and measures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

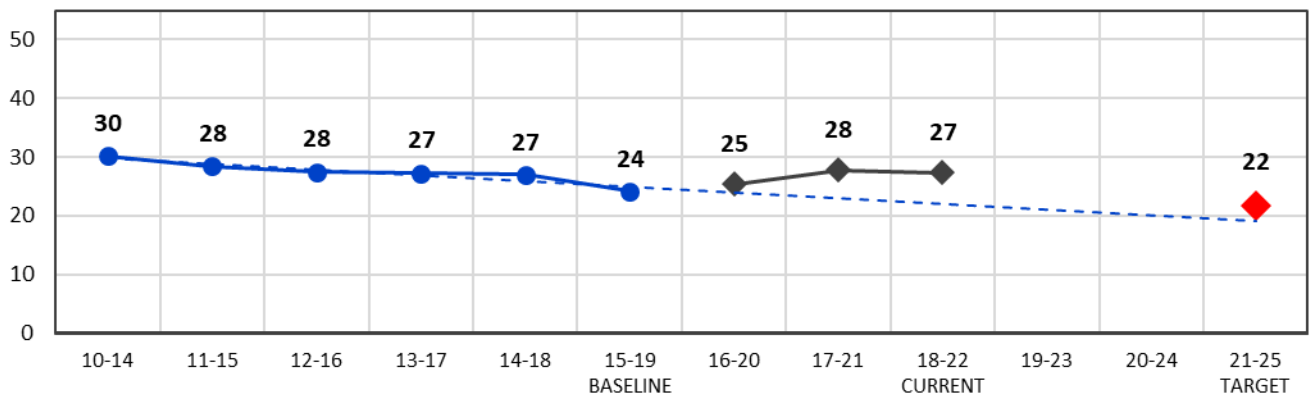
Tracking performance measures and monitoring progress over time is a great tool for the MPO and the Cheyenne area to determine priorities for future investments in infrastructure and programmatic efforts that address safety. These targets can also help guide City and County departments to where they need to focus their efforts on transportation safety. While the MPO will monitor performance measures that are set as priorities by the federal and state agencies, monitoring of emphasis areas that have been prioritized by local and regional safety stakeholders through the transportation safety planning process will continue to remain a high priority for the Cheyenne Metropolitan Planning Organization.

Total Crashes

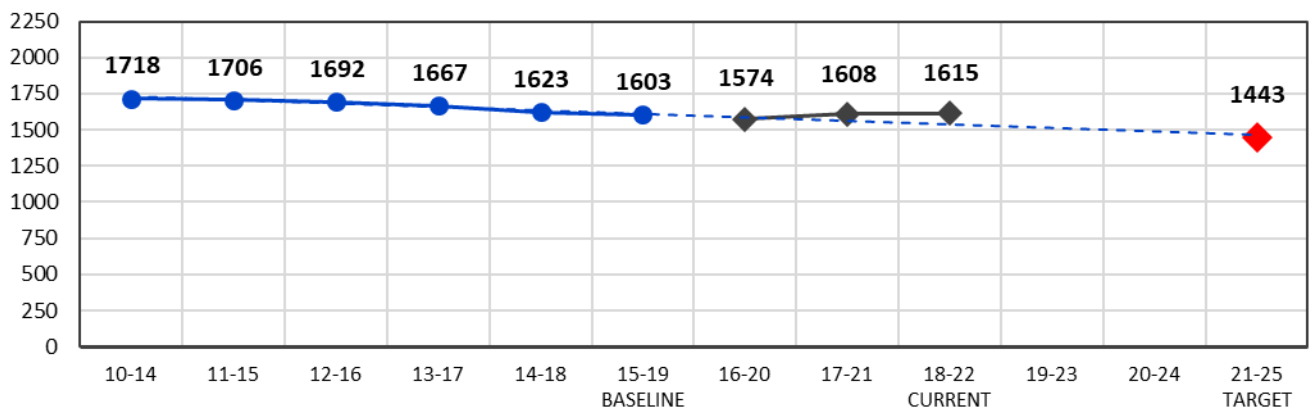
Number of Fatal Crashes on a Five Year Rolling Average



Number of Serious Crashes on a Five Year Rolling Average

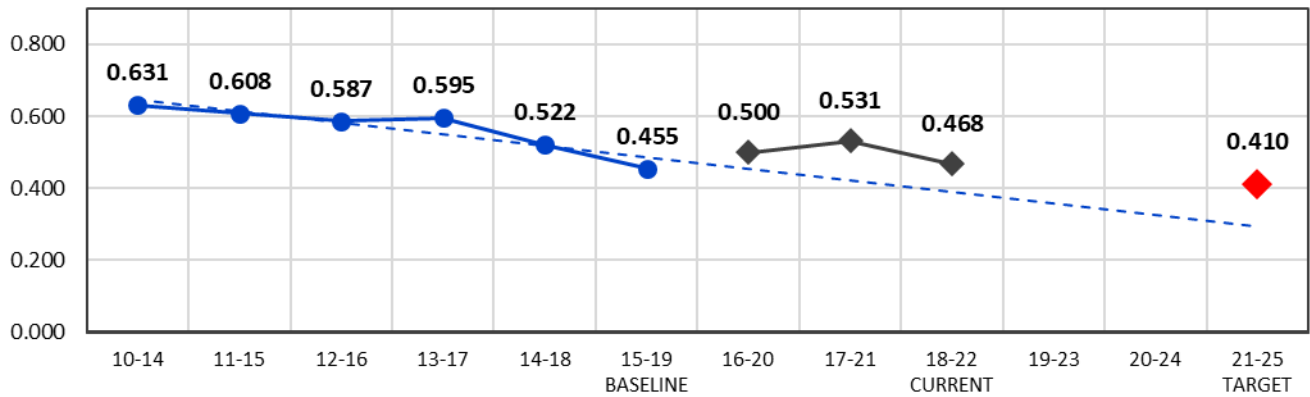


Total Number of Crashes on a Five Year Rolling Average

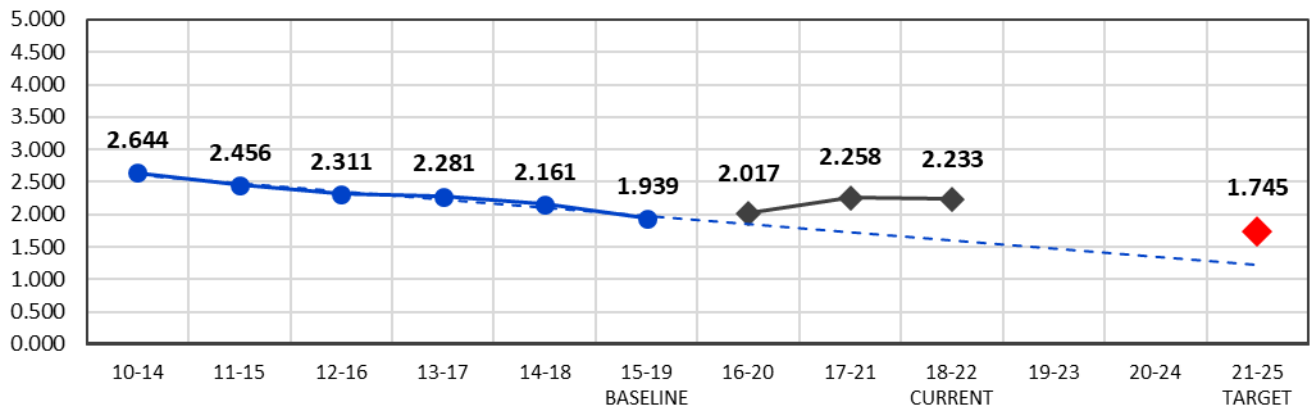


Crash Rates

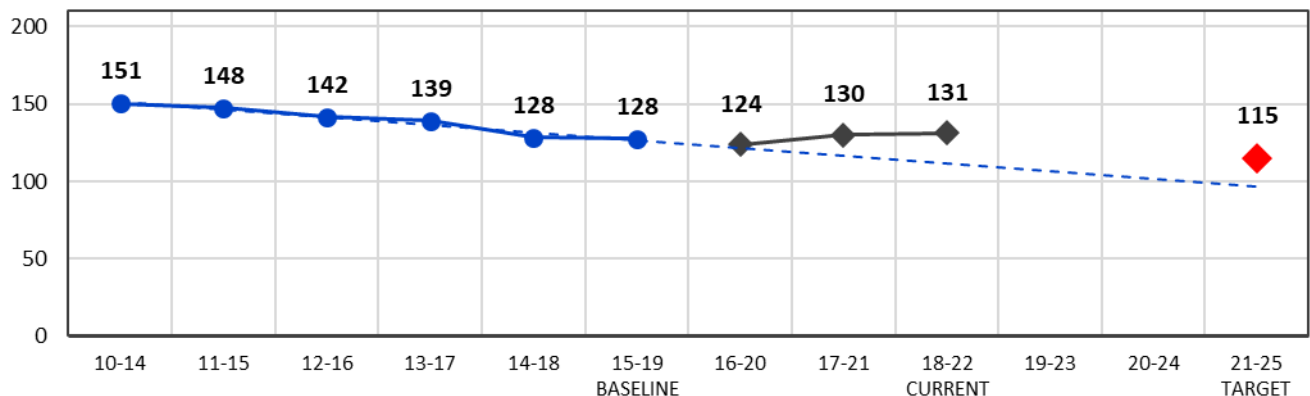
Fatality Rate on a Five Year Rolling Average +1%/YR VMT



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

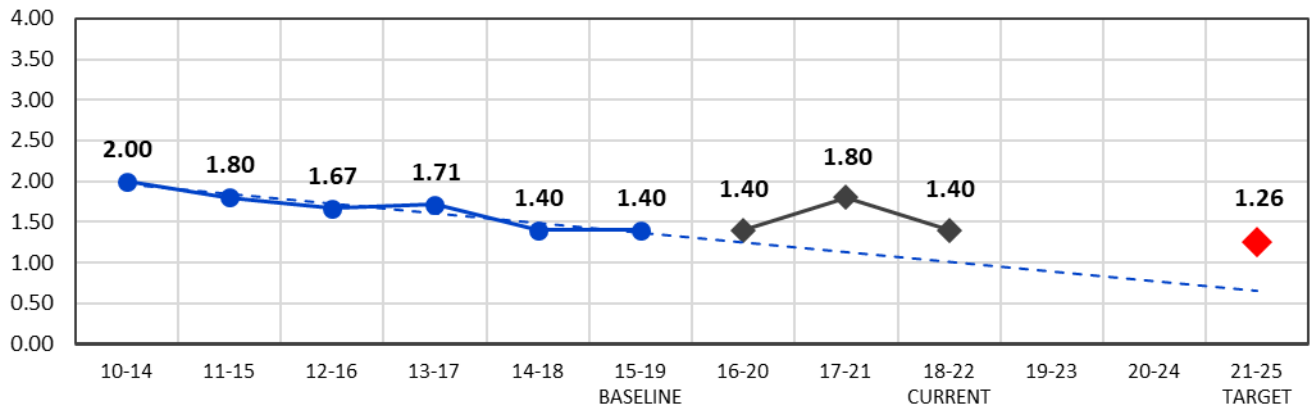


Total Crash Rate on a Five Year Rolling Average +1%/YR VMT

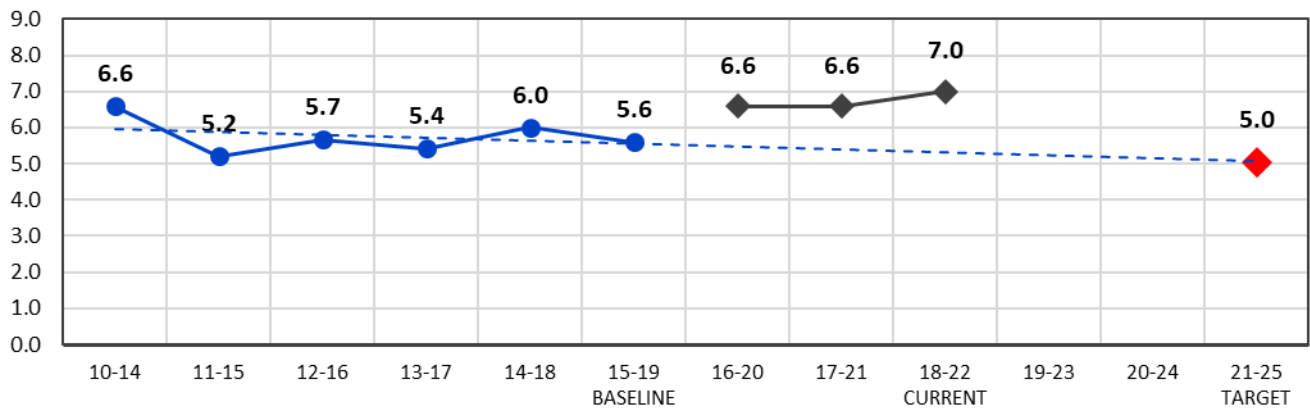


Alcohol Related

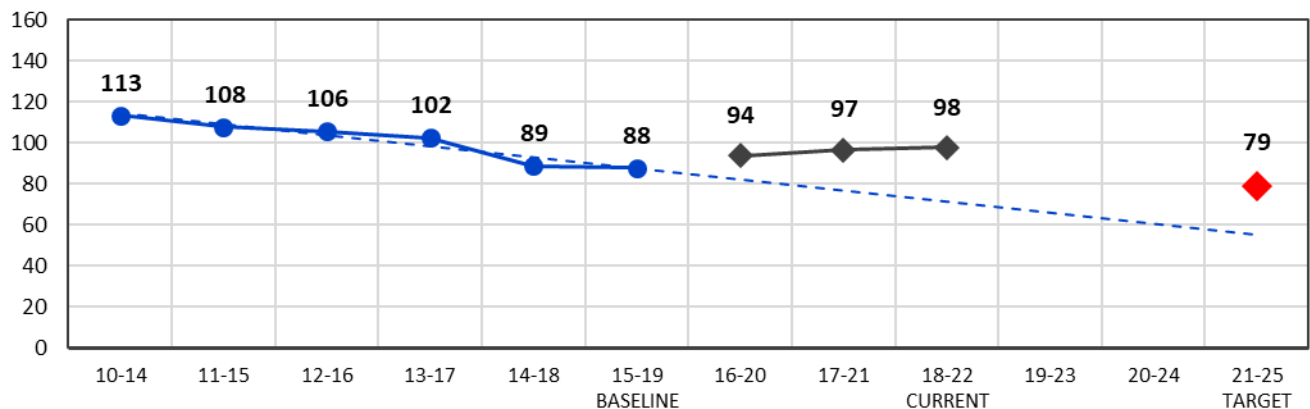
Number of Fatal Crashes Involving Alcohol on a Five Year Rolling Average



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

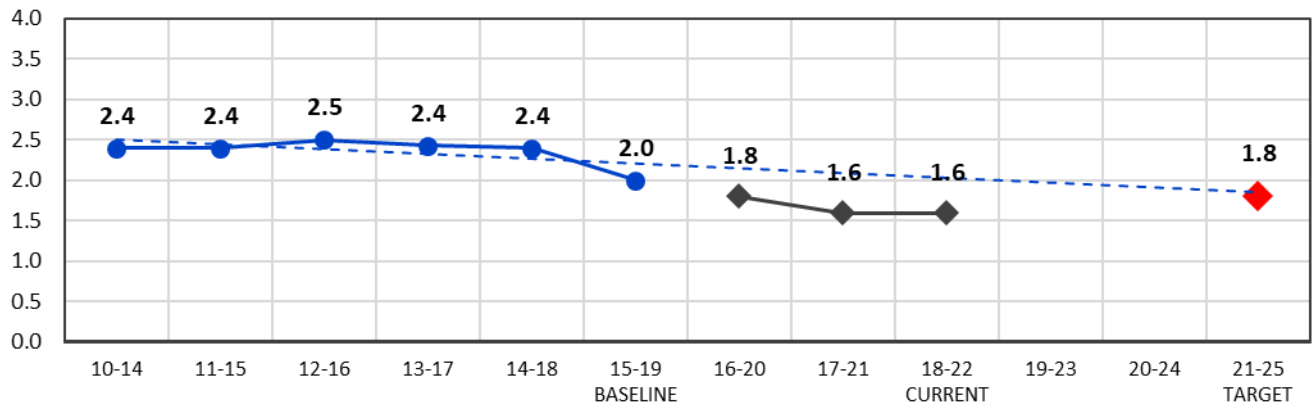


Total Number of Crashes Involving Alcohol on a Five Year Rolling Average

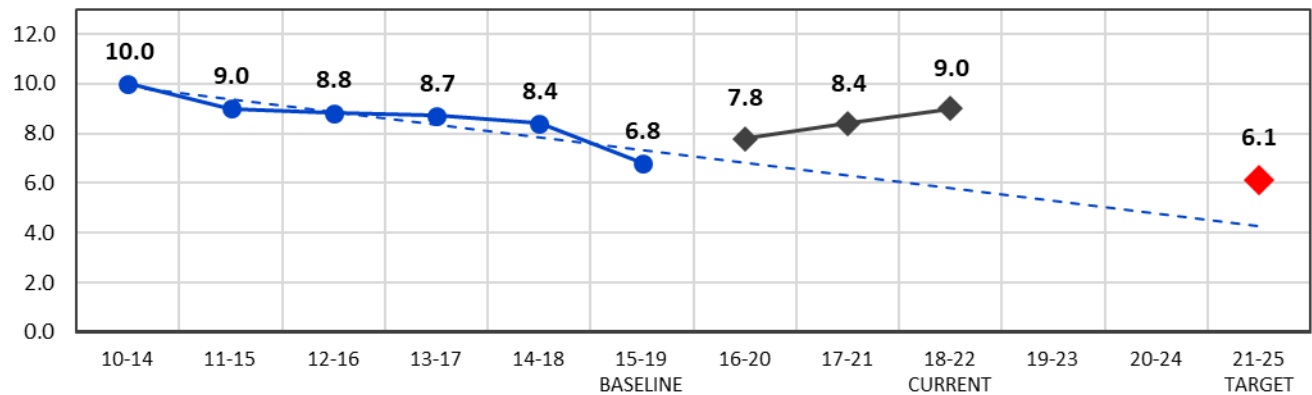


Speed Related

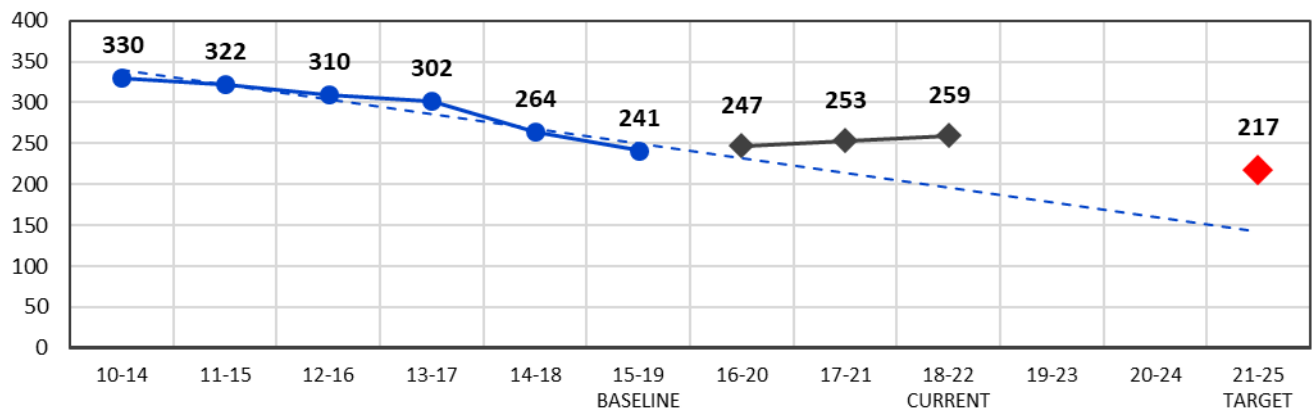
Number of Speeding-Related Fatal Crashes on a Five Year Rolling Average



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

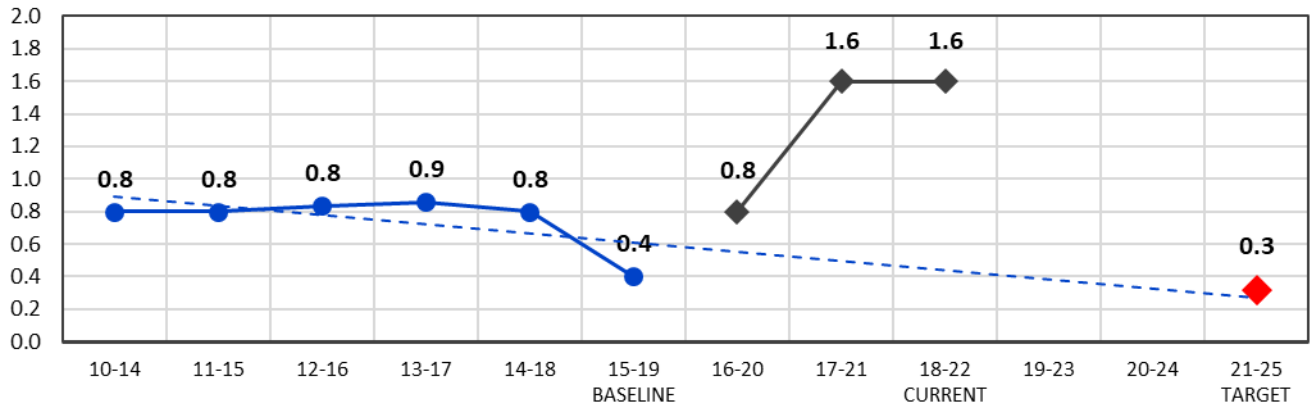


Total Number of Speeding-Related Crashes on a Five Year Rolling Average

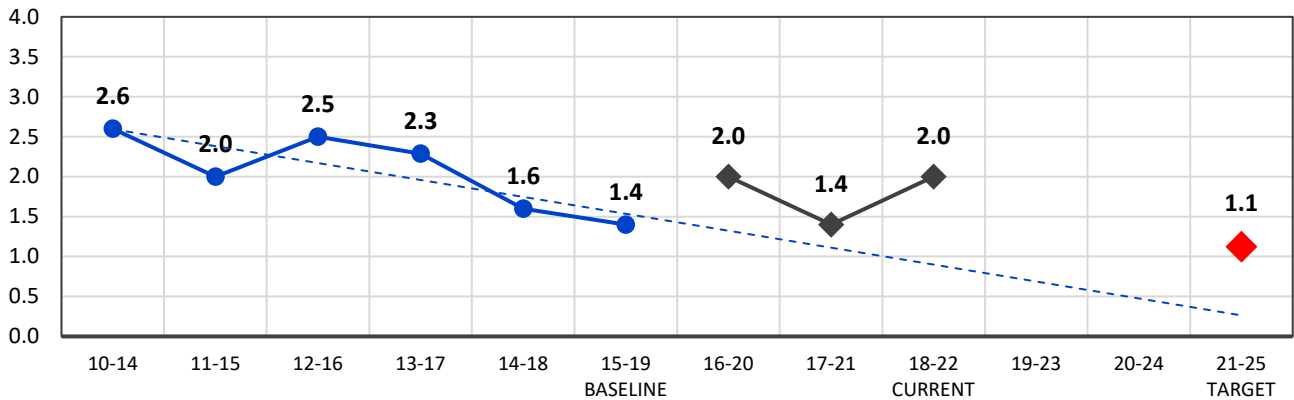


Pedestrian Related

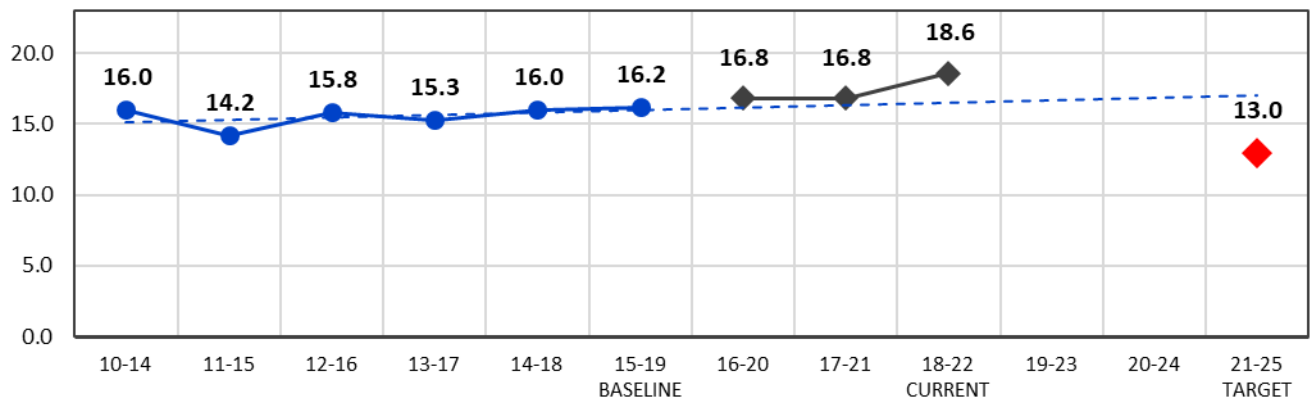
Number of Fatal Pedestrian Crashes on a Five Year Rolling Average



Number of Serious Pedestrian Crashes on a Five Year Rolling Average

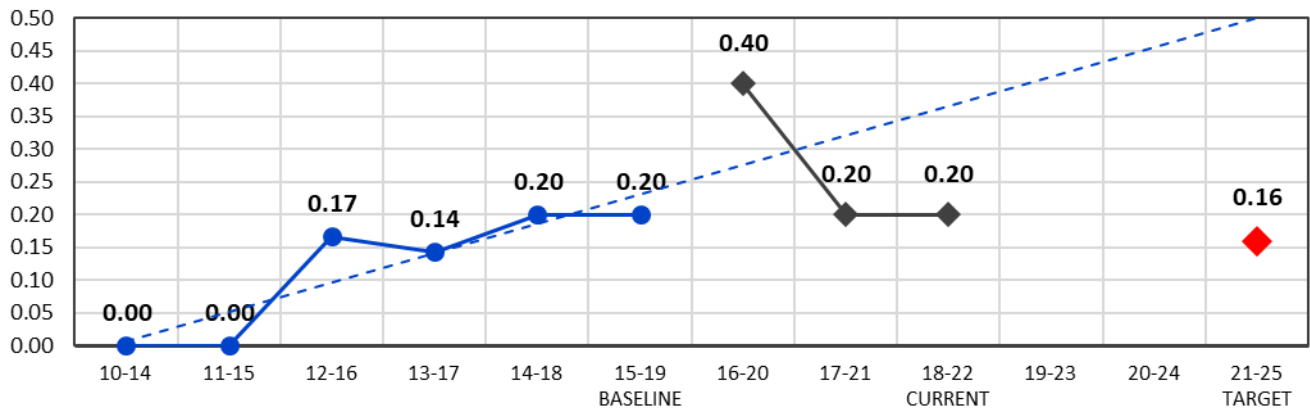


Total Number of Pedestrian Crashes on a Five Year Rolling Average

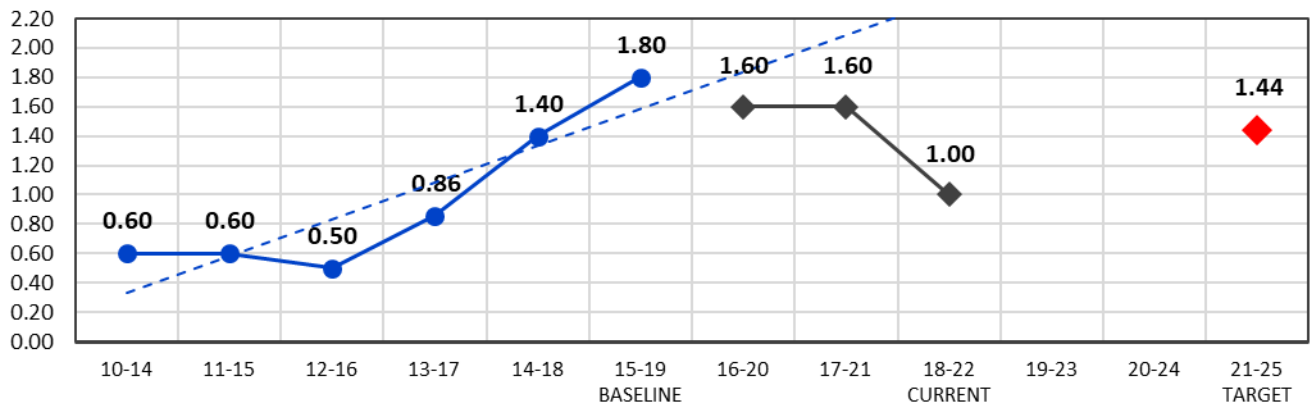


Bicycle Related

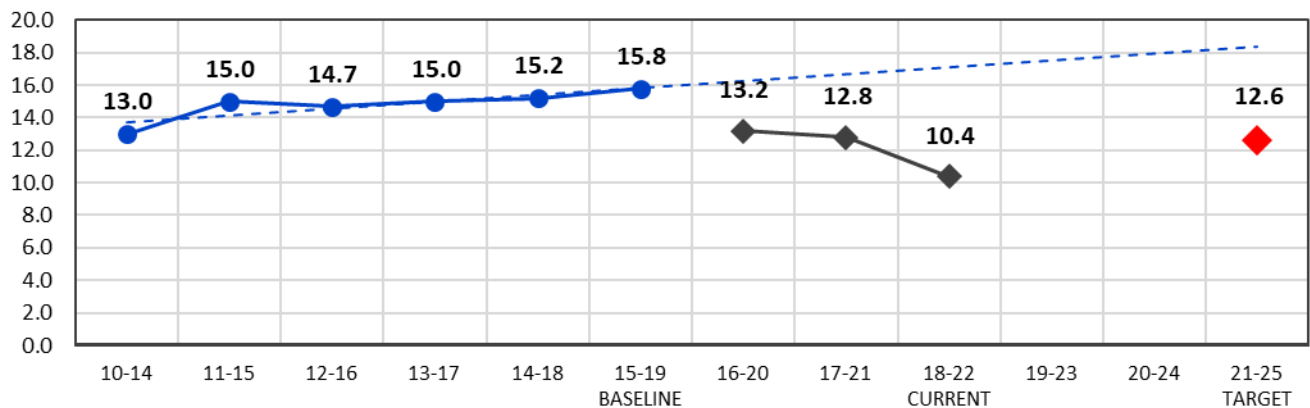
Number of Fatal Bicycle Crashes on a Five Year Rolling Average



Number of Serious Bicycle Crashes on a Five Year Rolling Average

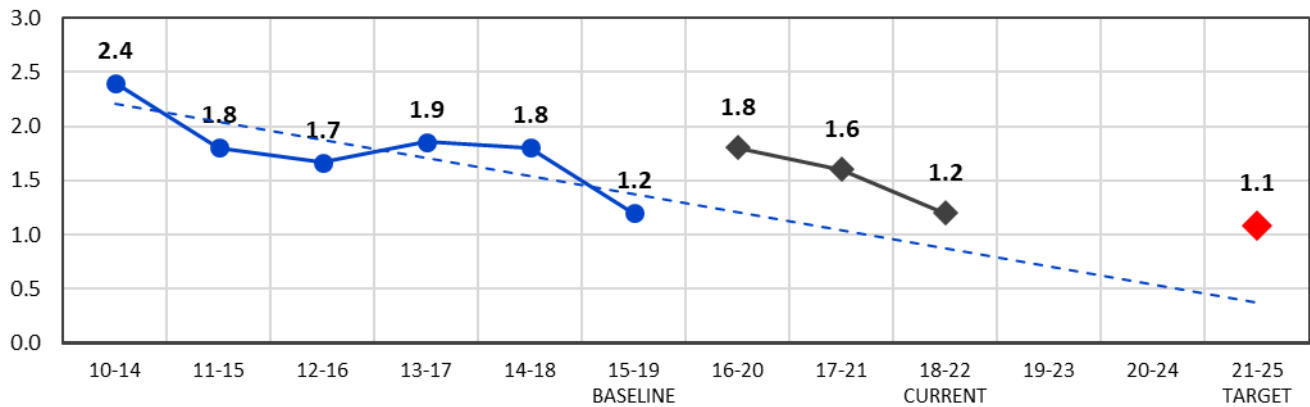


Total Number of Bicycle Crashes on a Five Year Rolling Average

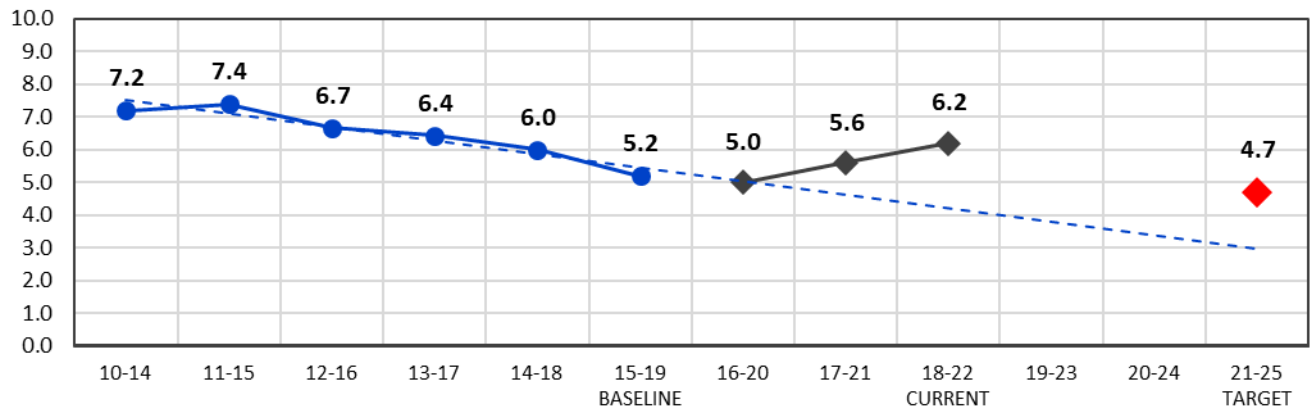


Motorcyclist Related

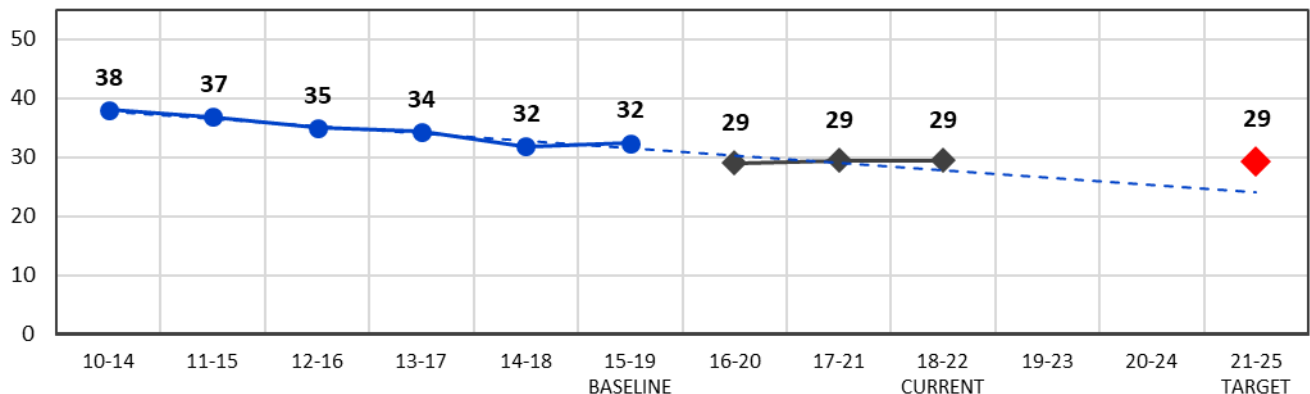
Number of Fatal Motorcyclist Crashes on a Five Year Rolling Average



Number of Serious Motorcyclist Crashes on a Five Year Rolling Average

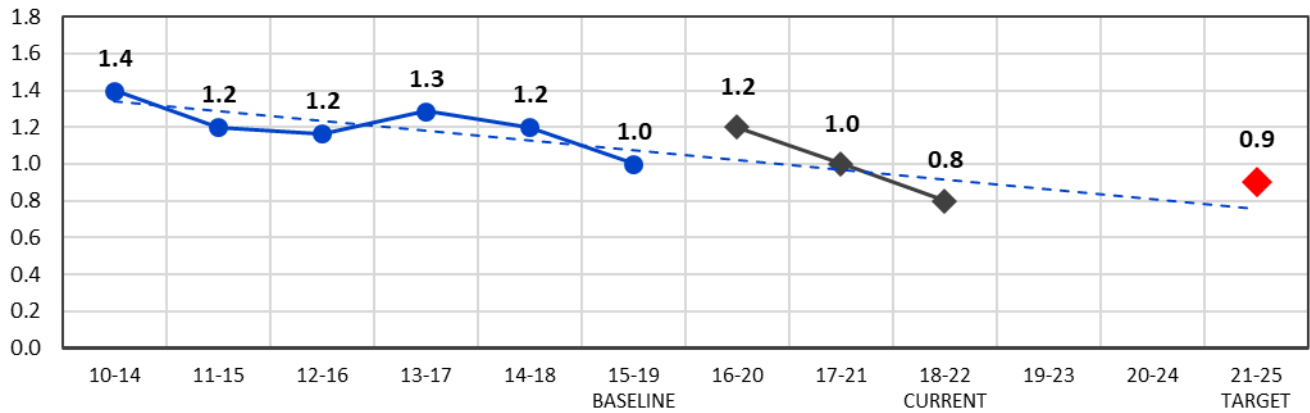


Total Number of Motorcyclist Crashes on a Five Year Rolling Average

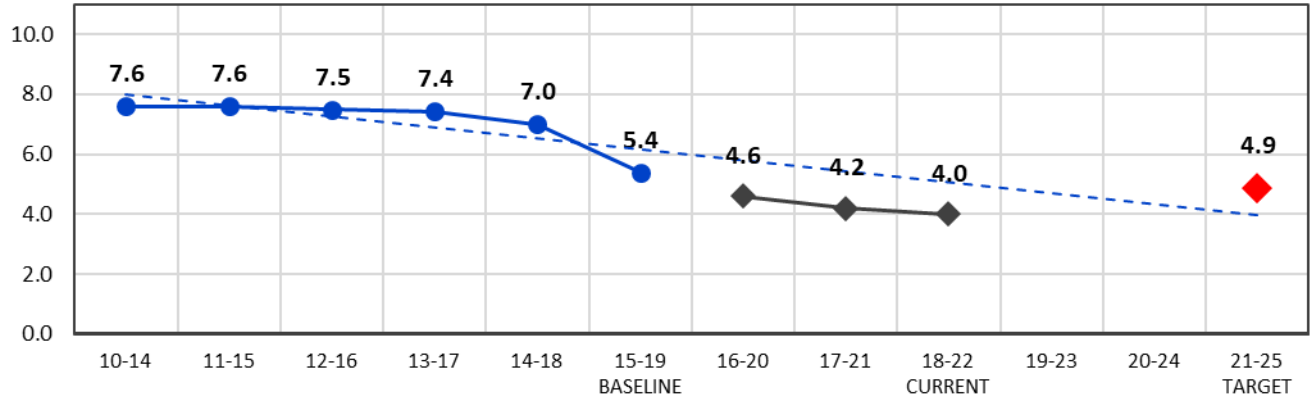


Young Driver Involved (Age 15 – 20)

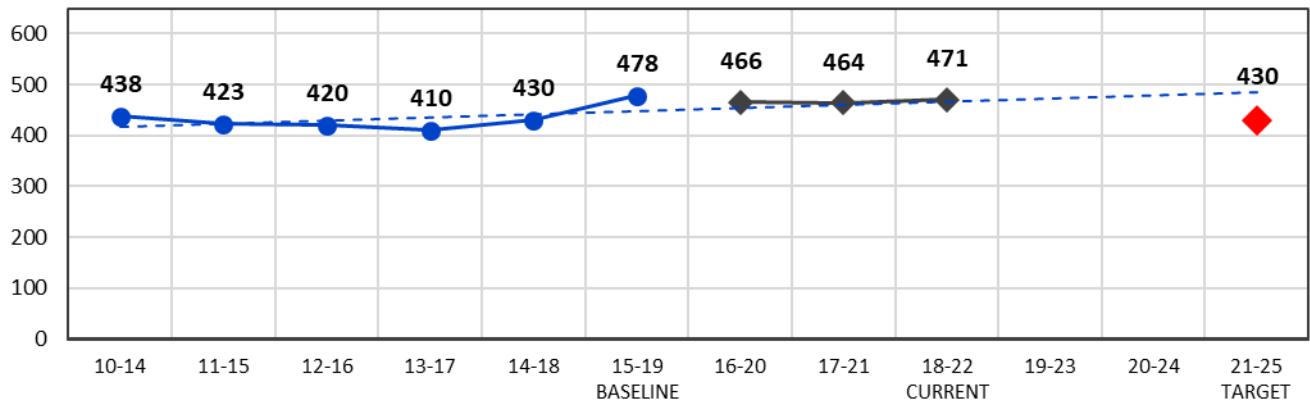
Number of Fatal Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average



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

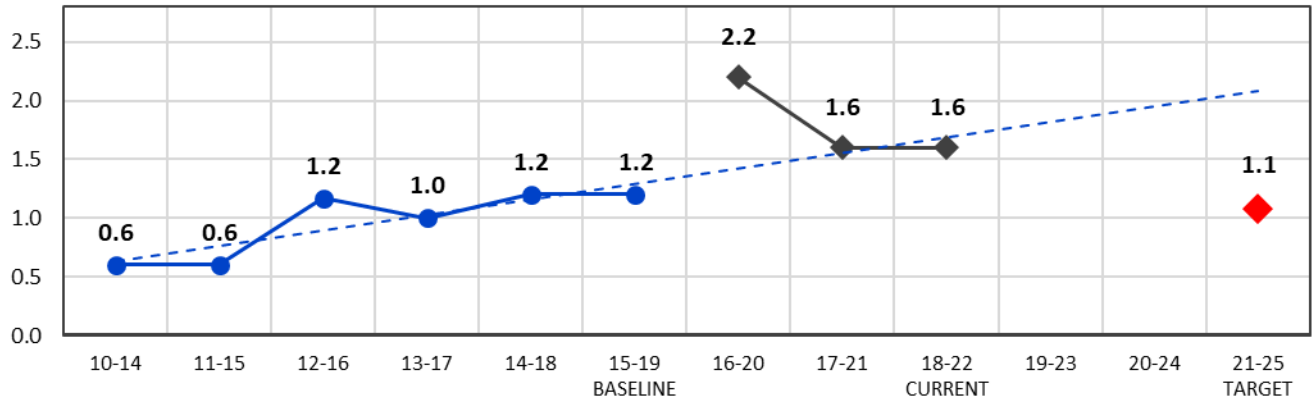


Total Number of Crashes Involving Young Drivers (15-20) on a Five Year Rolling Average

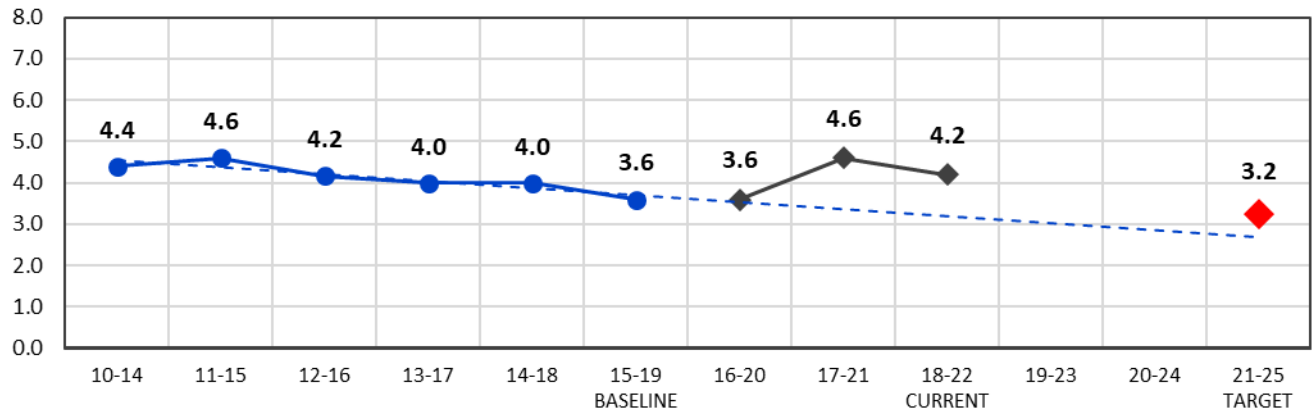


Old Driver Involved (Age 65+)

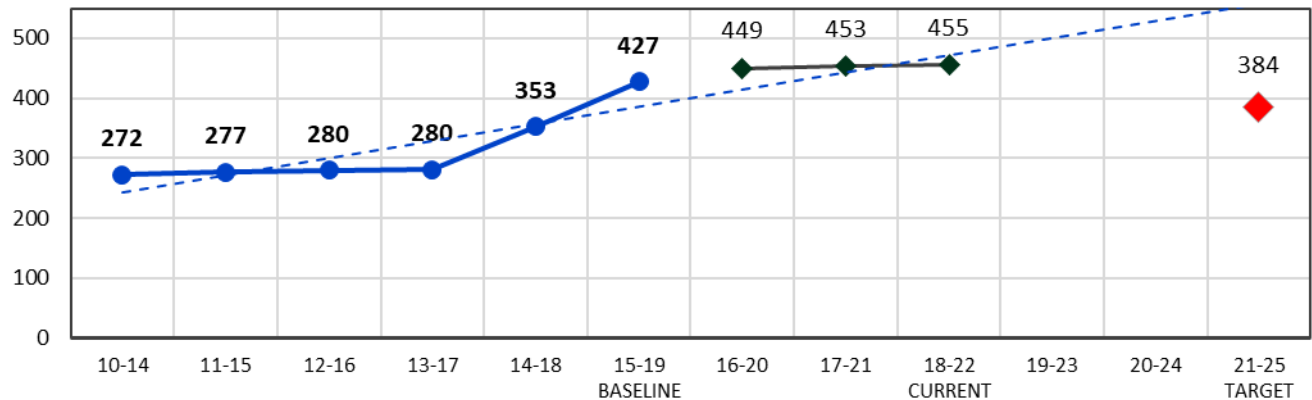
Number of Fatal Crashes Involving Older Drivers (65+) on a Five Year Rolling Average



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

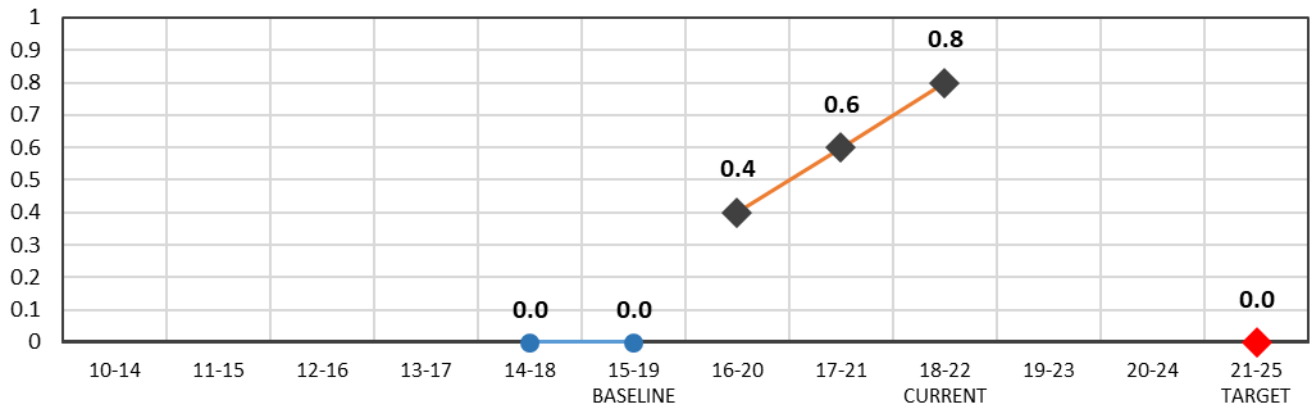


Total Number of Crashes Involving Older Drivers (65+) on a Five Year Rolling Average

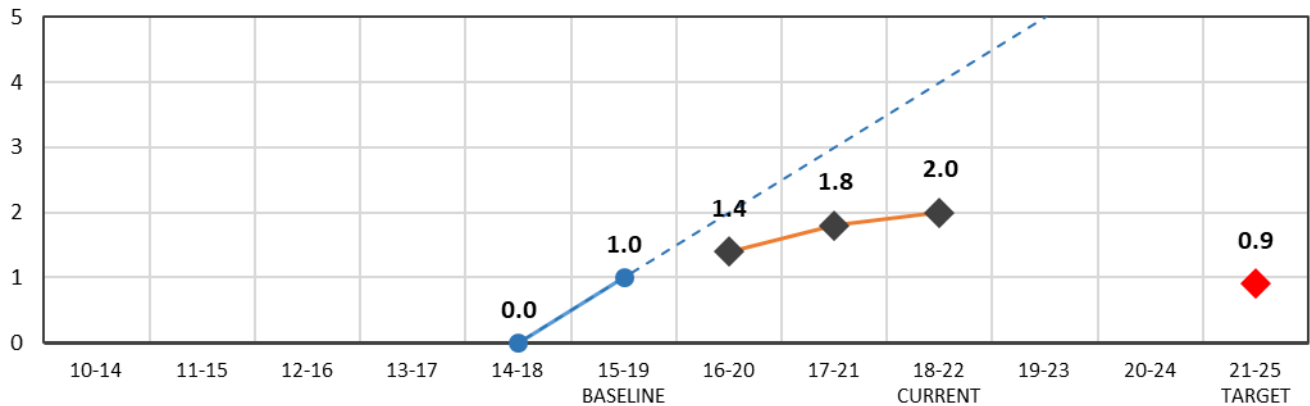


Distracted Driving Involved

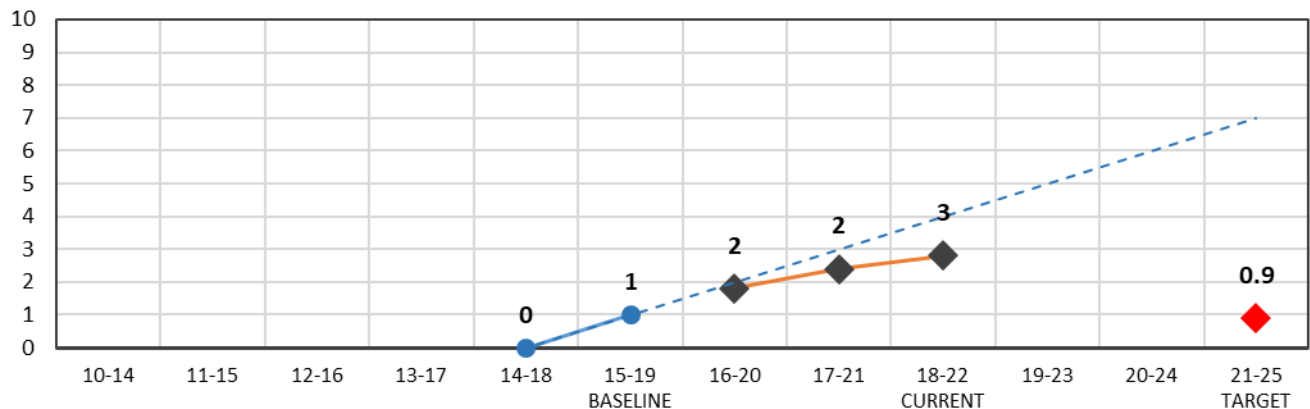
Number of People Killed on a Five Year Rolling Average



Number of People Seriously Injured on a Five Year Rolling Average



Total Number of People Involved in Crashes on a Five Year Rolling Average



2022 ANNUAL CRASH REPORT FOR THE CHEYENNE URBAN AREA

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

2022 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?
	15-19 Baseline	18-22 Current	21-25 Target				
Number of Fatal Crashes Involving Distracted Driving on a Five Year Rolling Average	0.00	0.80	0.00	No	No	No	No
Number of Serious Crashes Involving Distracted Driving on a Five Year Rolling Average	1.0	2.0	0.9	No	No	Yes	
Total Number of Crashes Involving Distracted Driving on a Five Year Rolling Average	1	3	1	No	No	Yes	