

WYOMING

Safety Facts 2010 to 2014



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Joint Travel, Recreation, Wildlife and Cultural
Resources Interim Committee

Cyclist and Pedestrian Accident Statistics for Wyoming

Cyclist, as defined for this fact sheet, are bicyclists and other cyclists including riders of two-wheel, non-motorized vehicles, tricycles, and unicycles powered solely by pedals. Pedestrian, as defined for this fact sheet, is any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Cyclist and pedestrian crashes in this fact sheet will not include wrecks that do not involve motor vehicles.

In this fact sheet, information from 2010 to 2014 for cyclists and pedestrians is presented in the following order:

- Overview
- Environmental Characteristics
- Age
- Alcohol and Drug Involvement
- Important Safety Reminders

Overview

In the five year period from 2010 to 2014, 6 cyclists were killed in Wyoming in motor vehicle traffic crashes. Cyclist deaths accounted for 0.93% of all motor vehicle traffic fatalities during this time period (Table 1).

During this same time period, 24 pedestrians were killed in motor vehicle traffic crashes in Wyoming. Pedestrian fatalities accounted for 3.72% of all motor vehicle traffic fatalities.

2014 saw an increase in cyclist fatalities with 5 of the 6 fatalities occurring in that calendar year. Pedestrian fatalities peaked in 2011 and 2012 with 6 fatalities reported.

Table 1

Total Fatalities and Cyclist and Pedestrian Fatalities in Traffic Crashes, 2010-2014

Year	Total Fatalities	Cyclists Fatalities	Percentage of Total	Pedestrian Fatalities	Percentage of Total
2010	153	0	0	3	1.96%
2011	135	1	0.74%	6	4.44%
2012	120	0	0	6	5.00%
2013	87	0	0	4	4.60%
2014	150	5	3.33%	5	3.33%
TOTAL	645	6	0.93%	24	3.72%

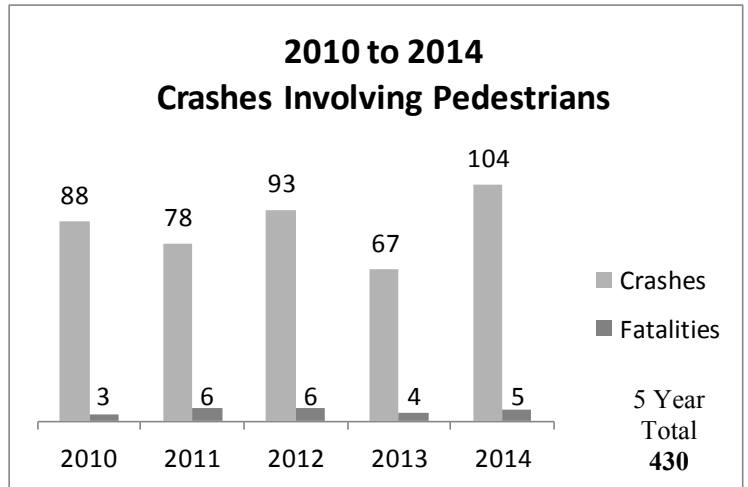
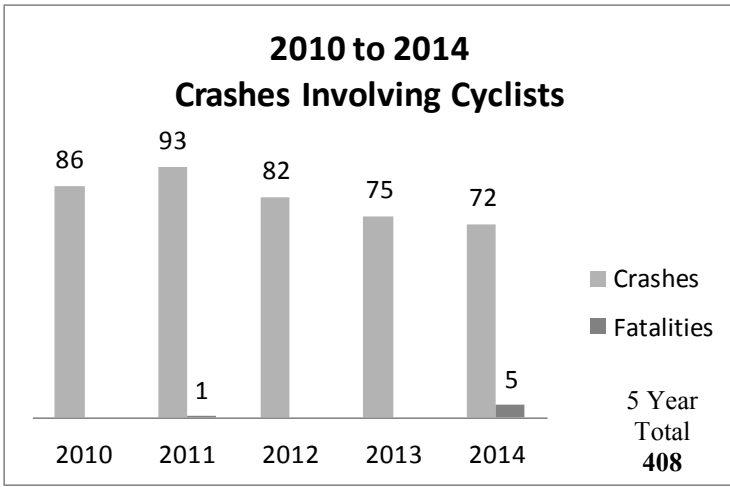


Key Facts

- The 6 cyclist fatalities accounted for just under 1% of the traffic fatalities in Wyoming.
- The 24 pedestrians killed accounted for 3.72% of all traffic fatalities.
- Urban locations accounted for 67% of the cyclist fatalities and only 50% of the pedestrian fatalities.
- The majority of the fatal crashes for cyclists (67%) and pedestrians (71%) occurred outside of intersections.
- The average age of a cyclist killed in Wyoming is 51.
- The average age of a pedestrian killed in Wyoming is 48.
- Seniors 65 and over account for 33% of the cyclist fatalities and 25% of the pedestrian fatalities.
- Drugs or Alcohol were involved in 33% of the fatal cyclist and pedestrian crashes.

Wyoming Department of Transportation

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Environmental Characteristics

Table 2 shows information about the setting surrounding the cyclist fatalities during the five year period including land use, location, and the time of day.

- Urban areas were the location of 67% of the fatalities.
- The majority of the fatalities (67%) occurred in locations other than intersections.
- All of the fatalities occurred between 6 a.m. and 8:59 p.m.
- During the Noon - 2:59 p.m. time frame, 33% of the fatalities were observed.

Table 3 shows information about the setting surrounding pedestrian fatalities during the five year period including land use, location, and the time of day.

- Pedestrian fatalities occurred equally in rural areas (50%) and urban areas (50%).
- The majority of the fatalities (71%) occurred in locations other than intersections.
- Two-thirds (67%) of the fatalities occurred between 3 p.m. and 11:59 p.m.
- An additional 17% of the fatalities occurred between 6 a.m. and 8:59 a.m.

Table 2

Cyclist Fatalities in Relation to Land Use, Location, and Time of Day

Crash Setting Characteristic	Summary of Fatalities	
	Number	Percentage
Land Use		
Urban	4	67%
Rural	2	33%
Cyclist Location		
Intersection	2	33%
Non-Intersection	3	50%
Other	1	17%
Time of Day		
6 a.m. - 8:59 a.m.	1	17%
9 a.m. - 11:59 a.m.	1	17%
Noon - 2:59 p.m.	2	33%
3 p.m. - 5:59 p.m.	1	17%
6 p.m. - 8:59 p.m.	1	17%

Table 3

Pedestrian Fatalities in Relation to Land Use, Location, and Time of Day

Crash Setting Characteristic	Summary of Fatalities	
	Number	Percentage
Land Use		
Urban	12	50%
Rural	12	50%
Pedestrian Location		
Intersection	7	29%
Non-Intersection	15	63%
Other	2	8%
Time of Day		
Midnight - 2:59 a.m.	1	4%
3 a.m. - 5:59 a.m.	1	4%
6 a.m. - 8:59 a.m.	4	17%
9 a.m. - 11:59 a.m.	1	4%
Noon - 2:59 p.m.	1	4%
3 p.m. - 5:59 p.m.	3	13%
6 p.m. - 8:59 p.m.	9	38%
9 p.m. - 11:59 p.m.	4	17%

Age

During the five year period from 2010 to 2014, the average age of a cyclist (51) or pedestrian (48) killed in a traffic crash was similar as shown in Table 4. The average age of an injured cyclist was 26 while injured pedestrians averaged 32 years old.

Table 4
Average Age of Cyclists and Pedestrians Killed and Injured 2010-2014

Year	Cyclist		Pedestrian	
	Fatality	Injured	Fatality	Injured
2010		23	52	31
2011	50	27	27	29
2012		25	56	35
2013		27	62	34
2014	51	30	51	31
2010-2014	51	26	48	32

Table 5 shows that children under the age of 15 accounted for 4% of the pedestrian fatalities while no cyclists under the age of 15 were killed. Seniors, persons 65 and older, accounted for 33% of the fatal cyclist crashes and 25% of the pedestrian crashes respectively.

Table 5
Fatality Percentage by Age for Cyclists and Pedestrians in Wyoming

Year	Cyclist		Pedestrian	
	Number	Percent	Number	Percent
10-14			1	4%
Children (≤14)	-	-	1	4%
15-19			1	4%
20-24	1	17%	1	4%
25-29			4	17%
30-34			1	4%
40-44	1	17%	1	4%
45-49			3	13%
50-54	1	17%	1	4%
55-59	1	17%	5	21%
65-69	1	17%	3	13%
70-74	1	17%		
75-79			2	9%
80+			1	4%
Seniors (≥65)	2	33%	6	25%
	6	-	24	-

Drug and Alcohol Involvement

Alcohol and/or drug use was reported for either the driver or cyclist in many of the fatal traffic crashes. In the only 2011 fatal crash, both the driver of the motor vehicle and the cyclist had measurable levels of the substances as indicated in Table 6. Overall, 33% of the fatal traffic crashes involved drugs or alcohol.

Table 6
Percent of Cyclist Fatalities that Involved Drugs or Alcohol

Year	Use of Drugs or Alcohol	
	Driver	Cyclist
2010	N.A	N.A
2011*	100%	100%
2012	N.A	N.A
2013	N.A	N.A
2014**	20%	0%
2010-2014	33%	17%

* Driver - Marijuana; Cyclist BAC 0.23 g/dL

** Driver - Opiates indicated in one fatality and Alcohol suspected in 2 additional fatal crashes.

Alcohol and/or drug use was reported for either the driver or pedestrian in many of the fatal traffic crashes. One of the fatal crashes in 2014 involved both the driver of the motor vehicle and the pedestrian with measurable levels of the substances as indicated in Table 7. Overall, 33% of the fatal traffic crashes involved drugs or alcohol.

Table 7
Percent of Pedestrian Fatalities that Involved Drugs or Alcohol

Year	Use of Drugs or Alcohol	
	Driver	Pedestrian
2010	0%	0%
2011*	17%	33%
2012**	17%	33%
2013***	0%	25%
2014****	20%	40%
2010-2014	13%	29%

* Driver - Marijuana; Pedestrians BAC 0.24 g/dL and BAC 0.26 g/dL with Marijuana

** Driver - BAC 0.31 g/dL; Pedestrian (2) BAC 0.13 g/dL, Amphetamine

*** BAC 0.05 g/dL

**** Driver - Marijuana; Pedestrian (2) BAC 0.21 and BAC 0.29 g/dL

Important Safety Reminders

Cyclists

- All bicyclists should wear properly fitted bicycle helmets every time they ride. A helmet is the single most effective way to prevent head injury resulting from a bicycle crash.
- Bicyclists are considered vehicle operators; they are required to obey the same rules of the road as other vehicle operators, including obeying traffic signs, signals, and lane markings. When cycling in the street, cyclists must ride in the same direction as traffic.
- Drivers of motor vehicles need to share the road with bicyclists. Be courteous – allow at least three feet of clearance when passing bicyclists on the road, look for cyclists before opening a car door or pulling from a parking space, and yield to cyclists at intersections and as directed by signs and signals. Be especially watchful for cyclists when making turns, either left or right.
- Bicyclists should increase their visibility to drivers by wearing fluorescent or brightly colored clothing during the day, and at dawn and dusk. To be noticed when riding at night, use a front light and a red reflector or flashing rear light, and use retroreflective tape or markings on equipment or clothing.

— NHTSA's Office of Safety Programs

Pedestrians

- Walk on a sidewalk or path when one is available.
- If no sidewalk or path is available, walk on the shoulder, facing traffic. Stay alert; don't be distracted by electronic devices, including smart phones, MP3 players, and other devices that take your eyes (and ears) off the road.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not see you). Make eye contact with drivers as they approach.

- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Be visible. Wear bright clothing during the day, and wear reflective materials or use a flash light at night.
- Avoid alcohol and drugs when walking; they impair your judgment and coordination.

Drivers

- Look for pedestrians everywhere. Pedestrians may not be walking where they should be or may be hard to see—especially in poor lit conditions, including dusk/dawn/night and poor weather.
- Always stop for pedestrians in the crosswalk or where pedestrian crosswalk signs are posted.
- Never pass vehicles stopped at a crosswalk. They may be stopped to allow pedestrians to cross the street.
- Slowdown and look for pedestrians. Be prepared to stop when turning or otherwise entering a crosswalk.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit; slow down around pedestrians.
- Stay focused and slow down where children may be present, like school zones and neighborhoods.

— NHTSA's Safety Countermeasures Division



Sources

Wyoming Department of Transportation Office of Highway Safety—Federal Analysis Reporting System (FARS) data.

National Center for Statistics and Analysis. (2015, May). *Bicyclists and other cyclists; 2013 data*. (Traffic Safety Facts. Report No. DOT HS 812 151). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2015, May). *Pedestrians; 2013 data*. (Traffic Safety Facts. Report No. DOT HS 812 124). Washington, DC: National Highway Traffic Safety Administration.