DRAFT
WIND RIVER INDIAN RESERVATION

PEDESTRIAN
AND
WALKWAY

LONG RANGE TRANSPORTATION PLAN





James & Gores Associates

Civil Engineering Consultants

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DRAFT

Wind River Indian Reservation

Pedestrian and Walkway Long Range Transportation Plan

for the

Shoshone and Arapaho Tribes

Transportation Department

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TABLE OF CONTENTS

Page

CHAPTER I

INTRODUCTION

The Wind River Indian Reservation has had several terrible pedestrian/vehicle injuries and even tragic deaths in recent years. This ongoing problem is in need of a solution. To address this situation the Joint Business Council (JBC) of the Eastern Shoshone and Northern Arapaho Tribes, through their Transportation Department, has undertaken an effort to create a safe bicycle and pedestrian pathway system in the Fort Washakie, Ethete, and Arapahoe areas entitled *Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan.*

The plan incorporates the guidelines developed by the Federal Highway Administration and the Wyoming Safe Routes to Schools (SRTS) Program. The JBC is committed to improving travel routes within the Wind River Indian Reservation. They wish to encourage both children and adults to walk or bike safely to their destinations and to provide walk paths to encourage that.

This plan identifies and addresses the issues that now discourage or create barriers to children and adults biking and walking to schools and other destinations on the Wind River Reservation. By creating a safe walkway and bicycle system for the Wind River Indian Reservation, it is hoped that the following benefits will be realized by its residents:

- Reducing pedestrian and bicyclist deaths and injuries due to collision with vehicles,
- Improving health by promoting increased physical activity;
- Improving unsafe, insufficient, or presently missing walkways, bikeways, and crossings;
- Reducing incidents of speeding and reckless driving near pedestrian routes;
- Building better partnerships between schools, businesses, and the community.

The following chapters will introduce the project team as well as discuss input from various stakeholders. Descriptions and demographics of the areas of interest are addressed. The travel environment and barriers to active alternative transportation will be analyzed on an area-by-area basis. Possible solutions to these barriers will be given following the five "E's" of the Safe Routes to School Program:

1. Education,
2. Encouragement,
3. Enforcement,
4. Engineering, and
5. Evaluation.

Once solutions have been identified, cost estimates and mapping will be presented. Finally, an action plan will be created to implement the proposed solutions as well as analyze the effectiveness of these solutions. These topics are detailed in the balance of this report's chapters.

CHAPTER II

TEAM

PROJECT TEAM

A successful plan has to reflect the wishes of those whom it will affect, the stakeholders. Broad representation by can bring out those wishes and aid in the plan's success. To facilitate that broad involvement, the Joint Business Council retained the services of James Gores and Associates to create and develop the *Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan* for the Wind River Indian Reservation. The project team consists of James Gores and Associates, the Tribal Transportation Planner, and the Steering Committee. The Steering Committee was formed to bring together key stakeholders having varied interests, expertise, and knowledge of walking and bicycling routes on the reservation.

STEERING COMMITTEE

The Steering Committee consists of stakeholders who represent various project interests, whether they speak for adult recreationalists or school age children needing a way to get to and from school safely. Their role is to prioritize, guide, and implement the development of the solutions offered in this plan that create pedestrian and bicycle routes that are safe, accessible, and fun for both children and adults. The objectives and policies for the Steering Committee are contained in Chapter X of this report.

The *Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan* Steering Committee is comprised of the following local individuals:

- Ed McAuslan, Fremont County Coroner
- Cody Beers, Wyoming Department of Transportation
- Howard Brown, Shoshone and Arapaho Tribes Division of Transportation
- Lt. Peck, Wind River Police – Bureau of Indian Affairs (BIA)
- Sandy Whitehair, Arapaho Housing
- Clint Wagon, Shoshone Planning and Grants Office
- Alfred Redman and Belle Farris, School District No. 14
- Skeeter Moss, School District No. 38

These individuals each have specific knowledge of the Reservation, the needs of its residents, and the challenges that those residents face in meeting their transportation needs.

CHAPTER III

PUBLIC INPUT PROCESS

SURVEYS

Several activities were conducted to engage the public in the development of this pedestrian and walkway transportation plan. Early in the project, surveys were distributed to parents at each participating school between Riverton and Fort Washakie on the Wind River Indian Reservation. The survey questions used were taken from the National SRTS website. A sample of the questionnaire and the results received from completed surveys are contained in Appendix B. This survey was administered in order to obtain information regarding parental attitudes about their children walking and biking to schools.

The teachers at the schools administered student surveys. The survey asked questions regarding what form of transportation the students used to travel to and from school. Teachers were instructed to ask the questions on the survey and have the students respond to the appropriate choice of answers by a show of hands. The teachers recorded those responses so that the results could be compiled to determine the school related travel habits of their students and, in turn, the travel patterns of the students attending each of the various area schools.

To survey the adult sector of the Wind River Indian Reservation population, James Gores and Associates set up a booth at the April 2011 Health Fair held in Fort Washakie. This questionnaire was handed out at that event and addressed issues such as the participant's decision to use walking or biking as a form of transportation, and what would encourage the participant to walk or bike more often. A copy of this questionnaire is included in Appendix B.

Chapter VI presents a detailed analysis of these survey results.

STEERING COMMITTEE

The Steering Committee met on November 30, 2011 to review the Draft Plan. The minutes of this meeting are included in Appendix V.

The Steering Committee met on February 7, 2012 to prioritize the proposed improvements to the Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan. The minutes are included in Appendix V.

PUBLIC PRESENTATIONS

Public presentations will be held to share the results of the Steering Committee's proposed implementation of the Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan.

CHAPTER IV

DESCRIPTION OF SERVICE AREA

This *Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan* addresses the pedestrian needs of the population centers of the Wind River Indian Reservation. These are the Fort Washakie, Ethete, and Arapahoe (Arapahoe/St. Stephens/Beaver Creek) areas. These isolated areas represent the majority of the tribal housing developments, schools, tribal service offices, commercial development, and community centers.

FORT WASHAKIE AREA

Major travel destinations within the Fort Washakie area include the Joint Tribal and the Bureau of Indian Affairs offices, the Post Office/Shoshone Tribal Office, Indian Heath Services Clinic, Morning Star Manor, and the gas station/convenience store. The Tribal Water Engineer's office and other less frequented offices are also located in Fort Washakie.

There are several important local destinations in close proximity to Fort Washakie. These include the Fort Washakie Elementary School, Middle School and Charter High School located approximately one mile southeast of the community. Across the highway from the school is the Trout Creek Village housing project. The Boys and Girls Club is approximately one-half mile east of the community on Shipton Lane. Hines Store, a major grocery and gift store is one mile south of the community along highway 287. Across the highway from Hines General Store is the Wind River Development Fund offices and additional tribal offices. The Sacajawea Cemetery, a popular tourist destination and the burial place of Sacajawea who accompanied the Lewis and Clark expedition, is two miles southwest of Fort Washakie.

Figure IV-1 shows the existing travel pathways in the Fort Washakie area. They include the following:

- A primitive gravel trail from the gas station/convenience store in Fort Washakie southerly along U.S. Highway 287, nine-tenths of a mile to the Hines General Store;
- An 8-foot wide, 5.6 miles paved pathway from the Highway 287/Ethete Road intersection near Hines General Store, east past the Fort Washakie Schools, along Ethete Road to Ethete, the most prominent pathway on the reservation;
- An 8-foot paved pathway from the Tribal Service Station/Convenience Store westerly 0.28miles to the western edge of the Joint Tribal Complex;
- An 8-foot paved pathway from the Tribal Service Station/Convenience Store southerly 0.31 miles to the housing development.
- An 8-foot, 0.56 mile paved pathway from U.S. Highway 287, east on Shipton Lane past the Boys and Girls Club to Sond-So-Neep Drive, then north to the adjoining housing project, then east to the playground.

Foot traffic in the community of Fort Washakie is quite heavy as the community hosts most of the Shoshone Tribe offices, all of the Joint Tribal offices, and all of the federal offices of BIA,

IHS, and other service offices. Figure IV-1 shows the existing pathways in the Fort Washakie area.

Figure IV-1: Existing Pathways in Fort Washakie Area

ETHETE AREA

The Ethete area incorporates the Arapaho Tribal headquarters, the Tribal College, many tribal services offices, three schools (Wyoming Indian Elementary School, Wyoming Indian Middle School, Wyoming Indian High School), and three housing projects consisting of over 60 homes, all located in close proximity to the junction of Ethete Road and Highway 132. This intersection is one of only two signalized intersections on the Wind River Reservation.

The elementary school is 3.4 miles south, the high school is 0.9 miles south and the middle school is .23 miles east of the Ethete Road/Highway 132 intersection. The middle school is just east of the Arapaho Tribal Offices and Tribal College. The High School track team regularly uses the edge of the roadway to practice cross-country running. There is no sidewalk or pathway leading to either the middle school or the high school.

The Little Wind Casino is 0.9 miles north of this intersection. The community is also home to St. Michael's Mission, offices for several tribal services, the grocery/convenience store and gas station, Blue Sky Hall community meeting center, and housing developments. The Sun Dance grounds are also located one mile east of Ethete. This concentration of housing, schools, offices and commercial activity creates significant vehicular traffic and walking public.

The sole existing walkway /bicycle path in the Ethete area is shown in Figure IV-2.

- This singular path is the eastern end of the Fort Washakie to Ethete pathway described above as paralleling Ethete Road and is a 5-foot wide concrete sidewalk on both sides of Ethete Road. It extends from the Ethete Road/Highway 132 intersection, west for 1 mile.

This community is severely underserved by safe, designated, and improved pathways.

Figure IV-2: Existing Pathways in Ethete Area

ARAPAHOE / ST. STEPHENS AREA

The Arapahoe area encompasses Tribal services offices, the Arapaho Charter High School, the Arapahoe School, the Arapahoe Industrial Park, and scattered housing developments containing over 90 homes.

For the purpose of this report, the Arapahoe area also includes St. Stephens School and Catholic Mission as well as the Wind River Casino and Beaver Creek Housing which contains some 60 individual residences and 12 duplex housing units. St. Stephens is a private school drawing students from the entire Reservation, the City of Riverton, and School District No. 38. The staff at St. Stephens advises that 97 percent of the students are bused from throughout the Reservation as well as to and from the City of Riverton.

Existing travel-ways in the Arapahoe area can be seen in Figure IV-3 and include:

- Left Hand Circle has 5-foot sidewalks on both sides of the street within the new Ben Gay Heights subdivision;

Littleshield Housing has 5-foot sidewalks throughout the development.

- The housing development located west of the Susquehanna sulfur plant has 5-foot sidewalks along Little Shield Road and Crow Avenue.

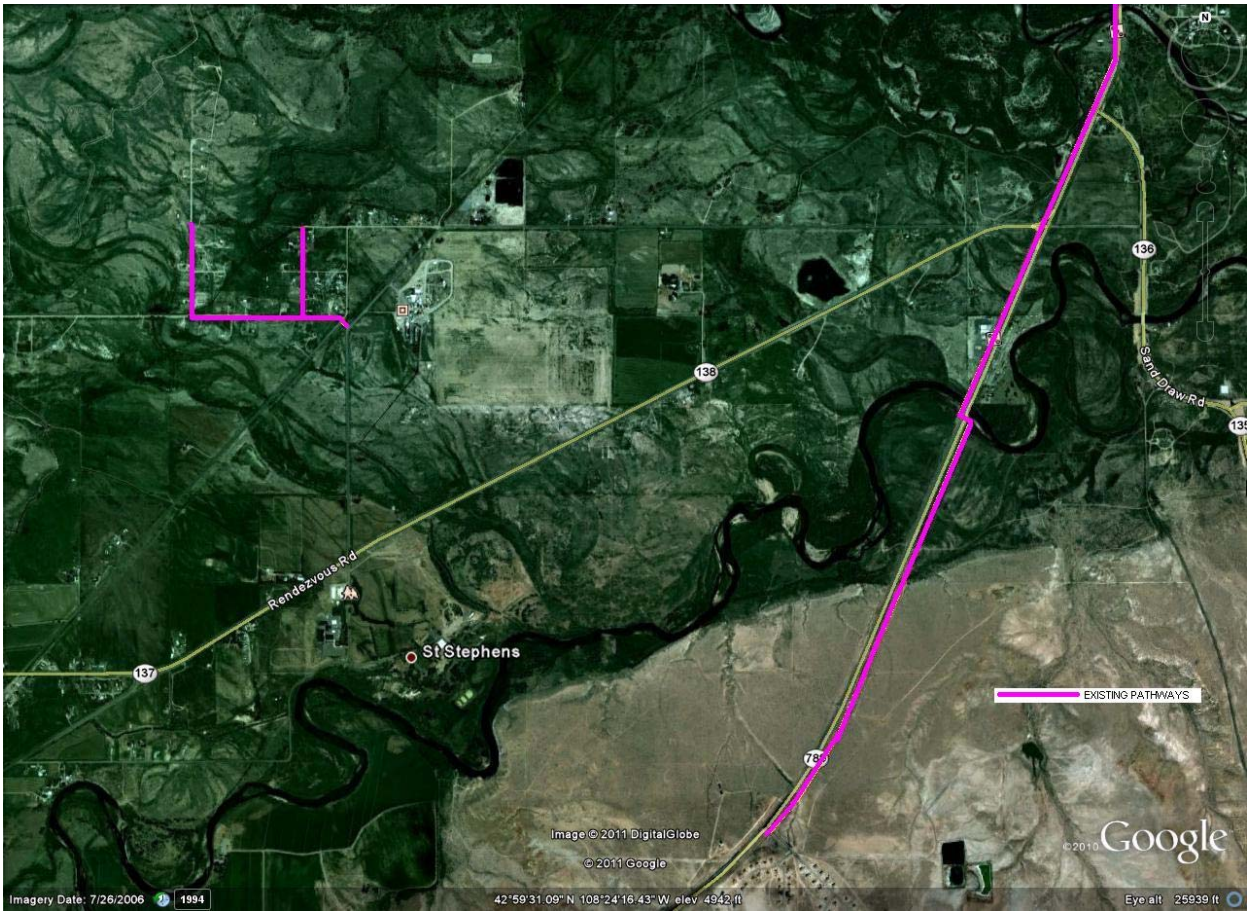


Figure IV-3: Existing Pathways in Arapahoe / St. Stephens Area

The enrollments for the various schools by location are as follows:

Fort Washakie District No. 21

- Fort Washakie Middle School - 81
- Fort Washakie Elementary – 359

Ethete District No. 14

- Wyoming Indian Middle School - 130
- Wyoming Indian Elementary – 254

Arapahoe District No. 38

- Arapahoe Elementary/Middle School – 281

St. Stephens School (BIA)

- St. Stephens Elementary/Middle School – 187
- St. Stephens High School - 66

CHAPTER V

AREA DEMOGRAPHICS

As part of the planning process, the U.S. Department of Transportation requires that the demographics of the proposed pedestrian service area be documented. This is done in an effort to assure that the needs of all ethnic and age groups are considered when planning pedestrian facilities. Those data are covered in this chapter.

School demographics depicted for the Fort Washakie, Ethete, and Arapahoe areas were provided by the Wyoming Department of Education, Wyoming Education Statistics, November, 2010. St. Stephens Indian Schools draw students from the entire Wind River Indian Reservation, the City of Riverton, and surrounding areas. Tables providing a summary of the various demographics for the individual areas of interest are shown below.

Table V-1: School Demographics in the Fort Washakie Area

Demographics	Fremont County School District #14 Wyoming Indian Elementary/Middle School*
Native American	533
White	4
Black	1
Hispanic	4
Asian	0
More than one Race	1
Low Income Students**	0
Limited English Proficient Students	17
Special Education Students	72
Free or Reduced Lunch Students	100%

*Wyoming Education Statistics November 2010

Table V-2: School Demographics in the Ethete Area

Demographics	Fremont County School District #21 Fort Washakie Elementary/Middle School*
Native American	461
White	3
Black	0
Hispanic	6
Asian	0
More than one Race	6
Low Income Students**	0
Limited English Proficient Students	26
Special Education Students	79
Free or Reduced Lunch Students	100%

*Wyoming Education Statistics November 2010

Table V-3: School Demographics in the Arapahoe Area

Demographics	Fremont County School District #38 Arapahoe Elementary/Middle School*
Native American	353
White	8
Black	0
Hispanic	6
Asian	0
More than one Race	5
Low Income Students**	0
Limited English Proficient Students	12
Special Education Students	44
Free or Reduced Lunch Students	100%

*Wyoming Education Statistics November 2010

***It is noted that the income for Wind River Indian Reservation families is from government per capita checks which is not computed as income in the census and Department of Education reporting. Therefore the demographics show no low income students, but they are all on Free or Reduced Lunch Program.*

St. Stephens Indian School is funded solely by the Bureau of Indian Affairs. It is not within the State of Wyoming Department of Education funding system. It is accredited by the Native American Student Information System (NASIS). The following table depicts the information obtained through a personal interview with Louis Headley, Superintendent of St. Stephens Indian School.

Table V-4: School Demographics for the St. Stephens Area

Demographics*	St. Stephens School Elementary/Middle School
Native American	90% +/-
White	5% +/-
Black	0%
Hispanic	0%
Asian	3% +/-
Low Income Students	98%
Limited English Proficient Students	0%
Special Education Students	0%
Free or Reduced Lunch Students	98%

*Interview with St. Stephens School staff

The demographic for the entire Wind River Indian Reservation was derived from the Wyoming Department of Administration & Information, 2010 Census of Population, and US Census Bureau and is shown in Table V-5 below.

Table V-5: Wind River Indian Reservation Demographics

General Population Demographics	School District				Total
	#14	#21	#38		
Native American	2045	1999	1238		5282
White	239	145	340		724
Black	2	0	2		4
Hispanic	7	5	13		25
Asian	3	2	2		7
More than one Race	48	39	36		123
Summation	2344	2190	1631		6165

*Note: St. Stephens is a BIA school and is included in School District #38.

The demographics depict that the student population is approximately 97% Native American. The general population within the Wind River Reservation is approximately 86% Native American. This lower percentage for the general population is due to the non-native teachers, government administration, and a small non-native farming sector.

CHAPTER VI

AREA TRAVEL ENVIRONMENT

Crash data for the Wind River Indian Reservation was accumulated from a variety of sources including the Wyoming Department of Transportation, Fremont County Sheriff, Bureau of Indian Affairs Police, and the Fremont County Coroner.

Surveys were taken with the students, parents, and the general public concerning walking and biking pathways. The surveys requested information about why they do or do not walk or bike, what conditions prevent walking and biking, and what needs to be improved to encourage walking and biking.

CRASH DATA

WYDOT's crash history reveals three pedestrian fatalities on the roadways under their jurisdiction between 2006 and 2010. These were located on Wyoming Highway 132/ Blue Sky Highway, south of Ethete.

The Fremont County Sheriff stated that all of their records are submitted to WYDOT for accumulation into their data base.

BIA Police Chief, Joe Brooks, advised that they had one pedestrian fatality on Yellow Calf Road and one fatality on 17-Mile Road.

Fremont County Coroner advised they have had five recorded pedestrian fatalities in the last five years, three of which are included in the WYDOT report.

Table VI-1: Five Year Pedestrian Fatality Records

Year	Location	Total
2010	None reported	0
2009	Yellow Calf Road	1
2008	Highway 132, south of Wyoming Indian High School	1
2007	Highway 132 , North of Junction w/ 17-Mile Road	1
	17-Mile Road, M. P. 6.95	1
2006	Rendevous Road, one mile west of Junction w/Highway 789	1
	Five year Total	**5**

Sources: Fremont County Sheriff, WYDOT, Fremont County Coroner, BIA Police.

Table VI-1 indicates the most unsafe areas are near Ethete. This area has minimal interconnecting pathways on which pedestrians can walk or bike. The sole walk path is the one that extends west along Ethete Road to the Hines Store as described in Chapter IV. The roadways north, south, and east of the main intersection of Highway 132 and Ethete Road are very narrow with only a 24-foot wide paved surface having no shoulders for pedestrian or bicycle travel. This intersection is one of only two signalized intersections on the Wind River Reservation.

SURVEYS

Student and parent surveys were taken at the three school districts and at St. Stephens School. These surveys requested information of the student on their mode of transportation to and from school. Parents were also asked for information concerning their children walking or biking to school.

Student Survey Summary

According to the student surveys, the majority of students (79 percent) use the school bus as their main mode of transportation to and from school. The second most common method (17 percent) is the family vehicle. Less than 4 percent of the students surveyed use an active mode of transportation such as walking or biking. A summary of the student surveys can be seen in Table VI-2 below.

Table VI-2: Student Travel Method Summary

School Name	Grade	Time of Day	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Fort Washakie*	K-8	AM	5.0%	0.0%	80.0%	15.0%	0.0%	0.0%
Ethete	K-5	AM	1.0%	1.0%	73.0%	22.0%	4.0%	0.0%
	K-5	PM	0.0%	0.0%	85.0%	12.0%	2.0%	0.0%
	5-8	AM	6.0%	0.0%	55.0%	38.0%	0.0%	0.0%
	5-8	PM	10.0%	0.0%	67.0%	22.0%	1.0%	0.0%
Arapaho**	K-8	AM	0.0%	0.0%	93.0%	4.0%	0.0%	3.0%
St. Stephens***	K-8	AM	0.0%	0.0%	97.0%	3.0%	0.0%	0.0%
Average			3.1%	0.1%	78.6%	16.6%	1.0%	0.4%

* Data is somewhat incomplete due to weather. An interview with Dr. Cox revealed 5 percent to 8 percent of students walk in fair weather.
** Only percentages were provided, not actual data.
*** All children are bused with the exception of teachers' children. Luis Headley advised that about 97 percent are bused.

Parent Survey Summary

Parent surveys were only received from School District No. 14, Ethete. A summary of the results can be seen in Tables VI-3 through VI-7 below.

Table VI-3: How far does your child live from school?

Distance	Percentage
Less than 1/4 mile	2.2%
1/4 mile up to 1/2 mile	1.1%
1/2 mile up to 1 mile	10.0%
1 mile up to 2 miles	14.4%
More than 2 miles	68.9%
Don't know	3.3%

Table VI-4: On most days, how does your child arrive and leave from school?

Arrive at School	Percentage	Leave from School	Percentage
Walk	1.1%	Walk	2.2%
Bike	0.0%	Bike	0.0%
School Bus	73.3%	School Bus	80.0%
Family Vehicle	25.6%	Family Vehicle	17.8%
Carpool	0.0%	Carpool	0.0%
Transit	0.0%	Transit	0.0%
Other	0.0%	Other	0.0%

Table VI-5: How long does it normally take your child to get to/from school?

Travel Time to School	Percentage	Travel Time from School	Percentage
Less than 5 minutes	6.7%	Less than 5 minutes	4.4%
5 - 10 minutes	30.0%	5 - 10 minutes	31.1%
11 - 20 minutes	22.2%	11 - 20 minutes	20.0%
More than 20 minutes	32.2%	More than 20 minutes	36.7%
Don't know/not sure	8.9%	Don't know/not sure	7.8%

Table VI-6: What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?

Issue	Percentage
Distance	61.1%
Convenience of driving	20.0%
Time	34.4%
School activities	16.7%
Speed of traffic	43.3%
Amount of traffic	44.4%
Adults to walk/bike with	16.7%
Sidewalks or pathways	35.6%
Safety of intersections	28.9%
Crossing guards	15.6%
Violence or crime	30.0%
Weather or climate	36.7%

Table VI-7: Would you probably let your child walk or bike to/from school if this problem were changed or improved?

Issue	Percentage		
	Yes	No	Not sure
Distance	12.7%	56.4%	30.9%
Convenience of driving	24.1%	51.9%	24.1%
Time	24.5%	43.4%	32.1%
School activities	26.4%	49.1%	24.5%
Speed of traffic	43.7%	38.0%	18.3%
Amount of traffic	42.6%	34.4%	23.0%
Adults to walk/bike with	50.0%	21.2%	28.8%
Sidewalks or pathways	59.0%	19.7%	21.3%
Safety of intersections	44.8%	37.9%	17.2%
Crossing guards	39.6%	35.4%	25.0%
Violence or crime	45.5%	38.2%	16.4%
Weather or climate	46.9%	32.8%	20.3%

Surveys were taken among the general adult population within the Reservation to determine if they walk or bike to their destinations. They were also asked what would encourage them to walk or bike more.

Adult Survey Summary

In April 2011, the Fort Washakie Health Fair provided an opportunity to conduct a survey of adults. Forty-five (45) individual adult surveys were turned in during and following the health fair. From these surveys, forty (40) percent said that they would be willing to walk or bike over two miles to get to various tribal services offices, go shopping, or for recreation. The majority of those surveyed agreed that the factor that most influenced their decision regarding walking or biking over driving was the lack of sidewalks and pathways. Fifty-six (56) percent said they would probably walk or bike if this situation was changed or improved. The second most common issue was safety at roadway crossings. Fifty-one (51) percent said that they would probably walk or bike if this issue was addressed. Nearly seventy-three (73) percent of those surveyed feel that their community either encourages or strongly encourages active transportation. Eighty-eight (88) percent also enjoy walking or biking as a method of transportation. Summaries of the top three questions from the adult surveys are given in Tables VI-8 through VI-10.

Table VI-8: How far would you walk or bike to get to Tribal Services, shop, or have fun?

Distance	Percentage
Less than 1/4 mile	11.1%
1/4 to 1/2 mile	6.7%
1/2 to 1 mile	20.0%
1 mile to 2 miles	22.2%
More than 2 miles	40.0%
Don't know	0.0%

Table VI-9: What of the following issues affect your decision to walk or bike?

Issue	Percentage
Convenience of driving	8.9%
Time	17.8%
Adults to walk or bike with	22.2%
Sidewalks or pathways	55.6%
Safety of intersections and crossings	35.6%
Violence and crime	15.6%
Weather and climate	20.0%

Table VI-10: Would you probably walk or bike if this situation was changed or improved?

Issue	Percentage		
	Yes	No	Not Sure
Convenience of driving	57.9%	26.3%	15.8%
Time	50.0%	25.0%	25.0%
Adults to walk or bike with	77.8%	11.1%	11.1%
Sidewalks or pathways	92.6%	3.7%	3.7%
Safety of intersections and crossings	85.2%	11.1%	3.7%
Violence and crime	64.7%	11.8%	23.5%
Weather and climate	75.0%	15.0%	10.0%

OBSERVATIONS

The Fremont County Coroner, Ed McAuslan, stated that the number of crashes has decreased in the past five years. It is his opinion that this decrease is due to the following:

- The highways have been improved for safer traveling by vehicles and pedestrians;
- Pathways have been constructed separate from the highways in a few areas; and
- Enforcement of vehicular traffic has increased.

Mr. Brooks, the BIA Chief of Police, said that the BIA has increased their patrols and enforcement in areas of heavy vehicle and pedestrian traffic. In 2010, the BIA was able to hire a significant number of additional officers. They have provided more visibility to the traveling public by increasing patrols. He believes that this has helped decrease the incident rates on and near the roadways.

Fort Washakie Area

Fremont County School District No. 21 Superintendent Greg Cox, indicated that quite a few children and adults use the existing pathways in the Fort Washakie area. He also stated that additional interconnecting pathways are needed to offer safe connected walking/biking routes, and to provide a safe environment between school and Fort Washakie residences that encourages school age children to walk or bike.

No parent-student surveys were taken by the administration of the Fort Washakie School.

An interview with Mr. Cox revealed that five (5) percent of the students walk to school. Approximately eighty (80) percent of the students ride the bus. The remaining fifteen (15) percent are provided a ride to school by their parents.

Adult surveys taken at the Health Fair at Fort Washakie indicate that the following roadways need to have pathways along them:

- Trout Creek from Hines Corner, west for 1.5 miles.
- Old Wind River Highway from the Fort Washakie complex south to Trout Creek Road.
- Fort Washakie complex west, south, and west to Cemetery Lane.
- Hines Corner north to Shipton Lane.

It was noted in the on-site reconnaissance survey that people walked in the streets within the Fort Washakie complex area due to lack of sidewalks. The traffic is slow, but conflicts between cars and pedestrians create significant safety issues.

Ethete Area

Fremont County School District No. 14 Superintendent Michelle Hoffman, indicated that the reason the majority of students are bused or ride to school with parents is the lack of walking/biking pathways. She advised that a pathway between the Wyoming Indian High School, the Wyoming Indian Middle School, and the Ethete community would encourage walking and biking. Because Wyoming Indian Elementary School is 3.4 miles south of Ethete in an area isolated from housing or other habitation, it is believed that most of these students will continue to be bused.

Student surveys revealed that one (1) percent of the kindergarten through fifth grade and ten (10) percent of sixth through eighth grade students walk to school. Approximately eighty (80) percent of the kindergarten through fifth grade and sixty (60) percent of the sixth through eighth grade students ride the bus. The remaining forty (40) percent of the students ride with their parents.

Parent surveys reveal that sixty-nine (69) percent of students live two or more miles from school.

They indicate that distance, traffic hazards, lack of pathways, and safety concerns are reasons for not letting their children walk or bike to school. They reveal that more students would walk or bike if these shortcomings are corrected.

Adult surveys taken at the Health Fair at Fort Washakie indicate that pathways are needed in the Ethete area. Currently, the only pathways are the sidewalks of the Highway 132/Ethete Road intersection west along Ethete Road. Pathways in the Ethete area need to be extended and connected to this sidewalk. The following pathways were suggested:

- From Ethete, east to the Northern Arapaho Tribal Headquarters and Wyoming Indian Middle School.
- Pathways serving the housing projects and connecting to the above recommended path.
- From Ethete, south to the commercial area, tribal offices, and continuing to Wyoming Indian High School.
- From Ethete, north to the Little Wind Casino.
- From Wyoming Middle School, east to the planned Yellowcalf Road pathway.

Howard Brown of the Tribal Transportation Department stated that a pathway is planned to be constructed in 2012 along Yellowcalf Road between Ethete Road and 17-Mile Road.

Arapahoe / St. Stephens Area

The Arapahoe area is comprised of scattered facilities and housing. The Arapahoe complex includes tribal services offices, the senior citizens center, Great Plains meeting hall, social services office and two additional housing areas (a mile north of Great Plains Hall) and the Arapaho Charter High School, along with Fremont County School District No. 38 facilities 1.6 miles to the south.

Four miles east of the Arapahoe complex is an area of scattered development including the Chemtrade Refinery Services, Littleshield Subdivision, St. Stephens School, and the St. Stephens Mission. Continuing east to Highway 789 and south across the Little Wind River 1.4 miles are the Wind River Casino and Beaver Creek Housing. One mile north on Highway 789 is the Smoke Shop Casino and gas station. Arapahoe is obviously a large area to interconnect with walking paths.

Fremont County School District No. 38 Superintendent Rick Lindblad, pointed out that the school district is spread over a large, sparsely populated rural area. Busing students is the most convenient method of safely transporting kids to and from school.

Superintendent Lindblad performed the student and parent surveys providing the following results.

Student surveys reveal that ninety-three (93) percent of the students in this district ride the bus to school while four (4) percent ride with a parent. Parent surveys revealed that eighty-five (85) percent of them drive up to 20 minutes to get their children to school.

St. Stephens School Superintendent Louis Headley indicated that the school's students are from all areas of the Reservation as well as the City of Riverton. Due to distances, busing is by far the

most common means of transportation for the majority of these students. He stated that ninety-seven (97) percent of the students ride the bus. The remaining three (3) percent ride with their parents who are faculty members.

It was noted in the field reconnaissance that people walked in the streets within the Great Plains Hall area of Arapahoe. There are no sidewalks in that area. Pedestrians walk from the housing development north of Great Plains Hall through a field to the Hall. The traffic is slow, but conflicts between cars and pedestrians create issues.

GENERAL OVERALL SUMMARY

The rural nature of the Wind River Indian Reservation creates long distances to the various schools. The surveys indicate that over 60% of the children live 2 miles from their respective schools. This is the reason that busing is the most used method of transportation to schools.

The adult and parent survey results indicate that they would walk/bike more if more pathways were provided and/or existing pathways were connected. They did have concerns about the safety of walking along and crossing highways due to traffic.

CHAPTER VII

BARRIERS TO ACTIVE TRANSPORTATION

The objective of the *Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan* is to provide a safe walking and bicycling environment and to encourage an active lifestyle through its use. Active transportation is defined as walking and bicycling. An ideal pathway is built separate from the roadways to keep pedestrians and bicyclers away from vehicle traffic for obvious safety reasons.

A field reconnaissance was performed to determine the pathway deficiencies of the various populated areas of the reservation. This information was combined with the public input process to identify barriers to active transportation. In general, the identified barriers to active transportation include:

- Areas with missing sidewalks or insufficient walkways,
- ADA deficiencies,
- Major road crossings,
- Distance to destinations,
- Speeding, and
- Unsafe behaviors.

A common barrier in the majority of the locations is the amount of public right-of-way along the roadways to construct pathways.

The following discussion is for the three community areas described in Chapter IV.

FORT WASHAKIE AREA

Within the Fort Washakie community, there is a pathway from the Post Office to the Tigee Apartments on the west edge of the community. This pathway is constructed of asphalt and is in good condition.

An asphalt pathway also begins at the Sinclair Station and convenience store. From the store it proceeds south to a point directly across from Shipton Lane. It then proceeds west and south to the housing complex. This asphalt pathway also is in good condition.

Figure VII-1: Post Office West

Within the original portion of the Fort Washakie community, on North 5th Street, North 2nd Street, Sharpnose and Washakie Streets, and around the BIA and Indian Health Services offices, there are not any sidewalks. As a result, walking and biking mostly occur on the active roadways along with vehicular traffic. This creates safety hazards for both the pedestrians and vehicles.

An asphalt pathway on Shipton Lane goes east to Sond-So-Neep Drive, then north to a housing area, ending at the playground. This pathway is in fair condition on Shipton Lane. The portion between Sond-So-Neep Drive and the playground is overgrown with weeds and is in poor condition.

Figure VII-2: Sinclair Station South

Figure VII-3: Shipton Lane East

Figure VII-4: Sond-So-Neep East

A separate asphalt pathway extends east from the junction of Ethete Road and US Highway 287 (Hines Store) and goes 5.6 miles to the community of Ethete. It is generally in good condition. A 500 foot length just east of the Northern Arapaho Utilities Water Treatment Plant was destroyed in the spring flood of 2010 due to river bank erosion.

Figure VII-5: Ethete Road

Starting at the Highway 287/Ethete Road junction, a gravel trail extends north to Fort Washakie and is located in the east borrow ditch of the highway. This trail appears to generally be used by ATV's.

Figure VII-6: Adjacent to Highway 287

Overall, the barriers to walking and bicycling in the Fort Washakie area include:

- Lack of maintenance on the existing pathways,
- Lack of connections between the existing pathways, and
- A lack of pathways between destinations that could be reached by walking and bicycling.

ETHETE AREA

As discussed above, a 5.6 mile pathway extends along Ethete Road between Highway 287 to Wyoming Highway 132 at the Ethete intersection. For 0.85 miles west of the intersection, the pathway is a concrete sidewalk on both sides of Ethete Road.

Figure VII-7: Ethete Road to Sidewalk at Ethete

The signalized intersection at Ethete has adequate existing ADA accommodation on all four corners. The concrete sidewalks on Wyoming Highway 132 extend south for 400 feet and north for 100 feet of the intersection.

There are no other existing pathways in the area to connect commercial facilities, tribal offices, and schools. As discussed in Chapter IV, Ethete is an area of high activity. This creates safety hazards for both the pedestrians and vehicle drivers.

Figure VII-8: Intersection at Ethete

One mile east of Ethete, an 8 foot wide, two (2) mile long pathway is being planned along Yellowcalf Road from Ethete Road to 17-Mile Road. This will serve the Pow-Wow Grounds at the intersection of Yellowcalf Road and Ethete Road. This pathway is scheduled for construction in 2012.

WYDOT plans to reconstruct Highway 132 south of Ethete in the future. Mr. John Smith advised that they are requesting a separated pathway along this route to the Wyoming Indian High School and Elementary School.

The primary barrier to active transportation in the Ethete area is the lack of pathways interconnecting this community's popular pedestrian destinations. As noted above, the only existing sidewalk is the one leading to the Hines Store at Fort Washakie. There are no pathways in the Ethete area that connect pedestrian traffic to the facilities that generate traffic.

A common barrier to walking/biking to schools is the distance from the community to the various schools. The elementary school is approximately 2-½ miles south of Ethete.

ARAPAHOE / ST. STEPHENS AREA

As with Ethete, the Arapahoe area is a concentration of tribal services offices and housing. There are no pathways or sidewalks in the core of the community which hosts Great Plains Hall and tribal offices. There are no sidewalks in the adjacent housing complexes. The new Ben Gay Heights subdivision, which is isolated from any other facilities in the area, has sidewalks on both sides of its Left Hand Circle.

Left Hand Ditch Road connects Arapahoe School to the Arapahoe community area and its housing. There is no pedestrian or biking pathway connecting these two destinations. In the field reconnaissance, no pedestrian or bicycling activity was observed along this route. Nearby C'Hair Lane generates vehicle traffic going to the Arapahoe area schools.

A common barrier to walking and biking in the Arapahoe area is the 2.2 mile distance between the area's primary housing and the school.

Approximately 3.7 miles east and north of Arapahoe is a subdivision near the ChemTrade Refinery Services. In this area, Littleshield Road has sidewalks along on both sides. The handicap ramps, however, do not meet current ADA requirements.

Figure VII-9: Littleshield Road

CHAPTER VIII

SOLUTIONS

The primary goals for active transportation are to increase the number of people walking and biking to their destinations and to improve the safety of walking and bicycling.

Identifying strategies and potential solutions to overcome the barriers will lead to the goal of more active transportation. These solutions include strategies from within the framework of the 5 E's as recommended by the National Safe Routes to School organization:

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation

Preliminary solutions were presented to the steering committee. Based in the inventory of existing pathway facilities in Chapter XII, possible solutions were presented for each corresponding geographic area of the Reservation as identified in Chapter XII. Each of these is discussed below. Recommendations will be discussed in Chapter IX.

FORT WASHAKIE AREA

Fort Washakie area has numerous existing pathways. They are disconnected, poorly maintained, and in need of extension to additional destinations.

The complex area lacks sidewalks so pedestrian traffic uses the streets. The solution recommended for this area is to construct sidewalks adjacent to the streets for pedestrians.

Pathways could extend outward from the complex area to south and west to provide access to additional housing, recreational, and tourist attractions.

A pathway could extend southeasterly to the Ethete Road to connect to the existing pathway that goes to Fort Washakie School.

ETHETE AREA

The Ethete area has a very limited number of pathways. Existing sidewalks run west along Ethete Road that ties to the pathway to US 287. Pathways could be constructed east, north, and south from the intersection of WYO 132.

Ethete south will connect the Ethete to Wyoming Indian High School and Wyoming Indian Elementary School. This pathway could be constructed in conjunction with WYDOT's planned reconstruction of WYO 132.

A pathway from Ethete east would connect Ethete to the Middle School and the Powwow Grounds.

A pathway from Ethete north would connect Ethete to the Little Wind Casino.

A pathway from WYO 132 to Mill Creek Housing along 17-Mile Road would connect the housing development to Ethete area and schools.

ARAPAHOE / ST. STEPHENS AREA

The Arapahoe / St. Stephens area has a very limited number of pathways. Existing sidewalks exist in the Ben Gay Heights subdivision. An existing pathway runs from Riverton south to the Beaver Creek housing area.

Sidewalks could be placed in the Great Plains Hall complex area. A pathway could be constructed north into the housing developments and extend north to the Social Services building. IRR funding to construct a future roadway could incorporate a pathway along side it.

A pathway could be constructed south along Left Hand Ditch Road to the Arapahoe School.

A now-abandoned railroad bed extends from Arapahoe school northeasterly past St. Stephens to the Big Wind River south of Riverton. This could be developed into a pathway that connects the Arapahoe Industrial Park, Powwow Grounds, and Arapahoe School, northerly to the Big Wind River. This path could have spurs to St. Stephens School and Little Shield Road. A future extension could bridge the Big Wind River and provide access to the Rails to Trails pathway in the City of Riverton. This could provide more convenient access to essential needs for the Arapahoe area residents.

EDUCATION STRATEGIES

Education solutions should be the first activity conducted in the walkways program. These activities guide participants to conduct themselves in a safe manner. Education solutions identify who needs to receive information, what information needs to be given, and how the message will be delivered. Education solutions target students, parents, teachers, and citizens of the community.

The Education Strategies recommended in this plan include:

- The creation of educational materials;
- Teaching pedestrian and bicycle safety skills to students and adults;
- Teaching personal safety skills to students and adults;
- Educating adults about safe driving procedures near pathways.

Conduct Walking Education Course

Utilize successful walking education curriculums from other communities to teach pedestrian education to the students and parents. Pedestrian law and safety tips are items to be covered in the educations course. Pedestrian education can be conducted by a school resource officer. For a list of many different education course examples, visit http://www.walkinginfo.org/education/case-studies.cfm. These courses should be completed before or concurrent with the encouragement solutions.

Conduct Bicycle Education Course

Bicycle education courses need to cover safe methods of bicycling and the laws that govern a bicyclist. The course should be taught by a certified instructor or police officer. For a list of bicycling education courses visit http://www.bicyclinginfo.org/education/resource/fhwa.html.

Develop a Pedestrian Safety Handbook

Create a handbook utilizing information from this report and resources from the National Center for Safe Routes to School. The handbook will cover recommended routes to school, routes throughout the community, and safety tips.

Incorporate Bicycle and Pedestrian Laws into Driver Education

Incorporate a class period in the high school driver education program about bicycle and pedestrian laws. The class period would focus on the rights and responsibilities of drivers towards bicyclists and pedestrians.

ENCOURAGEMENT STRATEGIES

Encouragement solutions are used to make walking and bicycling exciting and interesting. These activities should be conducted concurrent to education solutions. Encouragement solutions are generally quick and easy to set up and require little funding. They can be set and administered by students, parents, teachers, or community leaders. These activities can be a great jumpstart for a walkway program and a way to maintain interest in the program.

The encouragement strategies recommended in this plan may include:

- Walk to School Day
- Walking School Bus/Bicycle Trains

ENFORCEMENT STRATEGIES

The goal for enforcement solutions is to discourage unsafe behaviors of drivers, pedestrians and bicyclists, and encourage obedience of the traffic laws. Enforcement is much more than just writing traffic tickets. It involves the whole community and must be combined with engineering, encouragement, and education to achieve long-term success.

Enforcement solutions need a community network that includes law enforcement officers, crossing guards, school officials, community leaders, parents, and students. Each group has its own responsibility that is equally important to creating a community that is safe for walking and bicycling.

The enforcement strategies included in this plan are:

- Lowering speed limits near pathways,
- A crossing guard training program, and
- The use of radar speed signs.

Increase Police Presence

An increase of police presence within school zones, pathway crossings, and heavy pedestrian areas will make drivers more aware of their speed and traffic laws. The cost of this solution is determined by the scheduling of the police force in any one area.

Radar Speed Sign

Radar speed signs will alert drivers of their speed. Tests have shown that up to 80% of drivers will slow down when alerted of their speed. The radar speed signs have a calming effect on drivers as they will pay more attention to their driving.

Crossing Guard Program

Crossing guards may be utilized at heavy pedestrian and driver traffic areas. This will vary during the day from location to location. The guards would most likely be placed at major road crossings near the schools. Funding is available for training crossing guards through the SRTS program. Pedestrian crossing markings should be placed and appropriately signed at the locations that have the heaviest pedestrian traffic.

Speed Zone Signs

A recommendation is to place school zone speed limits near all schools with a time period noted on the sign.

ENGINEERING STRATEGIES

The engineering solutions recommended for this plan include:

- Building off-road walking and bicycling paths,
- Installing road crossing improvements including proper signage,
- Installing sidewalks within communities and housing projects, and
- Installing traffic calming measures to increase safety and access.

These recommendations are spelled out in Chapter IX of this report.

Adequate public right-of-way would need to be acquired to construct pathways separated from the driving traffic.

Off-Road Walking/Bicycling Paths

Many of the areas recommended for pathways are along existing roadways. It is recommended that new 10' pathways be constructed along the roadways, but separated from the driving lanes.

Street Crossings and Signage

It is recommended that when a pathway crosses a major road, crosswalks should be established and marked according to the Manual of Uniform Traffic Control Devices (MUTCD). Appropriate signage needs to be installed according to the MUTCD.

Sidewalks

Within the various communities and housing developments, it is recommended that an aggressive improvement program be launched to construct 5-foot sidewalks adjacent to the curb and gutter sections of roadways. The sidewalks would then be connected to the pathway network.

Traffic Calming Measures

A digital radar speed sign is an effective traffic calming device by alerting motorists of their speed. Within each community and housing development, traffic calming devices could include rumble strips, speed bumps, medians, and bump outs. There are many manuals that address calming of the traffic, such as the *U.S. Traffic Calming Manual, 2009*. As the design and construction of the pathways proceed, these devices will be researched and recommended for proper use in each area.

EVALUATION STRATEGIES

Each area of the Wind River Indian Reservation will need to evaluate the status of the pathways program. What may be successful in one area may not be in another. The solutions will require support and participation of the parents, school officials, community members, and leaders. All will need to commit to being involved with the pathways project for many years. If the same people are involved for many years, they will have an understanding on what solutions are working and identify new solutions that could be successful.

The evaluation strategies in this plan include follow-up parent, student, and community surveys; periodic pathways plan reviews; and periodic pathways route reviews.

Annual Surveys

It is recommended that the parents, students, and community surveys be conducted annually to track the progress of the program. The same surveys used for this master plan could be utilized to determine the attitudes and uses of the pathways system. This information could also be utilized to amend the pathways plan.

Plan Reviews

It is recommended that the pathways plan be reviewed every two years to track the progress and to amend the plan as needed.

Route Reviews

It is recommended to review each route of the pathways plan each year as changes to the infrastructure are implemented.

CHAPTER IX

RECOMMENDATIONS, COST ESTIMATES, AND MAPPING

The solutions developed in Chapter VIII will lead to the planning, design, and construction of a pathway improvement program that will provide solutions to the lack of interconnected pathways serving the residents of the Wind River Indian Reservation. Once implemented, the pathway system will benefit those using it by reducing vehicle/pedestrian casualties and encouraging active transportation which provides health benefits.

Various alternatives are developed for each area of the Wind River Indian Reservation. The cost estimates for construction of each alternative is provided as a tool for prioritizing the selected alternatives. Mapping for each alternative is provided for visualization of the area which aids in selecting the safest alternatives. The mapping helps to visualize routes to destinations for pedestrians.

FORT WASHAKIE AREA

The following are recommended pathways for the Fort Washakie area:

- Complex
- South Fork Road
- Trout Creek Road
- Old Wind River Highway
- US 287
- Shipton Lane
- Trout Creek Village

Figure IX-1: Fort Washakie Area

Complex

It is recommended that a sidewalk construction program be started to include curb and gutter on streets. Crosswalks should be installed at major streets crossings. The estimated cost for this work is $304,000.

South Fork Road

It is recommended that a 2.2-mile pathway be constructed from the Rocky Mountain Hall south along Old Wind River Highway to Sundance Grounds Road, then west to South Fork Road. The path would continue along South Fork Road to Cemetery Road and to Sacajawea Cemetery. This pathway is to promote tourism for Sacajawea's grave. The cost estimate for this alternative is $954,000.

Trout Creek Road

It is recommended that a .75-mile pathway be constructed along Trout Creek Road to the Old Wind River Highway where several house are located. The cost estimate for this alternative is $234,000.

Old Wind River Highway

It is recommended that a 0.80-mile pathway be constructed south from Sundance Grounds Road to Trout Creek Road. This will connect the Trout Creek area to the complex. The cost estimate for this is $336,000.

US 287

It is recommended that a .70-mile pathway be constructed adjacent but separated from U. S. Highway 287 from Shipton Lane south to Hines Corner. This will connect the complex with the pathway on Ethete Road. Speed radar signs will help with calming the highway traffic. A highway crossing will need to be located at the Hines Store at the intersection of Ethete Road and US 287. The cost estimate for this alternative is $234,000.

Shipton Lane

It is recommended that the existing pathway along Shipton Lane be extended .80-mile to the Fort Washakie School. This will encourage pedestrians to walk by creating a connecting pathway from the complex to Fort Washakie School. A highway crossing will need to be located at the intersection of Shipton Lane and US 287. The cost estimate for this alternative is $254,000. This could be funded by the SRTS program.

Trout Creek Village

It is recommended that a pathway be constructed from the Trout Creek Village north to a crossing of Ethete Road to the Middle School. A crosswalk with flashing lights need to be constructed on Ethete Road. This pathway would be approximately 800 feet long. The cost estimate for this alternative is $79,000. This could be funded by the SRTS program.

ETHETE AREA

The Ethete area has a very limited number of pathways. To facilitate access around the area, the following pathways are recommended:

- Ethete East
- Ethete North
- Ethete South
- 17-Mile Road East

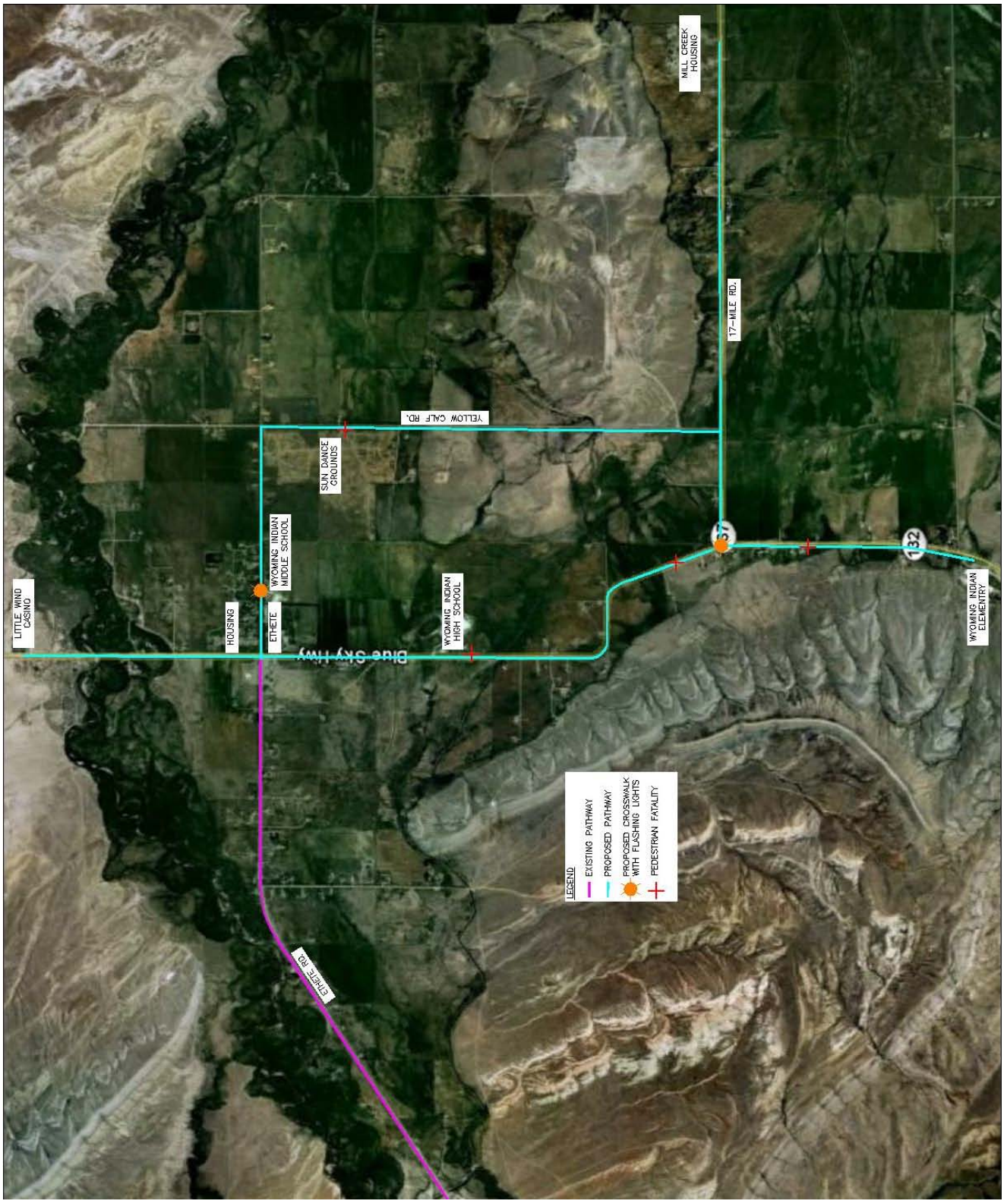


Figure IX-2: Ethete Area

Ethete East

A pathway is proposed from the intersection of WYO 132/Blue Sky Highway and Ethete Road east to the intersection of Ethete Road and Yellowcalf Road. This will connect the community with the Wyoming Indian Middle School and housing along Ethete Road. A road crossing and flashing lights will need to be installed near the school. The estimated cost for this project is $322,000. This could be funded by the SRTS program.

Ethete North

The Little Wind Casino is a popular destination. Constructing a pathway from the intersection of WYO 132/Blue Sky Highway and Ethete Road, north 1-mile to the casino will connect it to the community. A pedestrian footbridge is proposed to cross the Little Wind River adjacent to the Blue Sky Highway Bridge. This project is estimated to cost approximately $924,000.

Ethete South

Joining the Wyoming Indian Elementary School and the Wyoming Indian High School to Ethete via a pathway will greatly facilitate safety and active travel among students. The installation of crosswalks is proposed at the intersections of WYO 132/Blue Sky Highway and 17-Mile Road, and Ethete Road and WYO 132/Blue Sky Highway. The entire pathway should be located on the east side of the road. WYDOT is proposing reconstruction of WYO 132/Blue Sky Highway southerly to US 287 in the future. John Smith, Tribal Transportation Supervisor, is in discussion with WYDOT to add this to their reconstruction plans. The total cost for this project is approximately $1,040,000. This could be funded by the SRTS program and WYDOT On-System Enhancement Funds.

17-Mile Road East

The final recommendation in the Ethete area is constructing a pathway from the intersection of WYO 132/Blue Sky Highway and 17-Mile Road east to the Mill Creek Housing Development. This is estimated to cost $689,000.

ARAPAHOE / ST. STEPHENS AREA

Much like Ethete, the Arapahoe / St. Stephens area has very few existing pathways. To promote safe and active travel the following projects are recommended:

- Great Plains Area sidewalks
- Great Plains to Ben Gay Heights Housing pathway
- Left Hand Ditch Road
- Railroad Bed development
- C'Hair Lane
- Mission Road/Tobacco Road

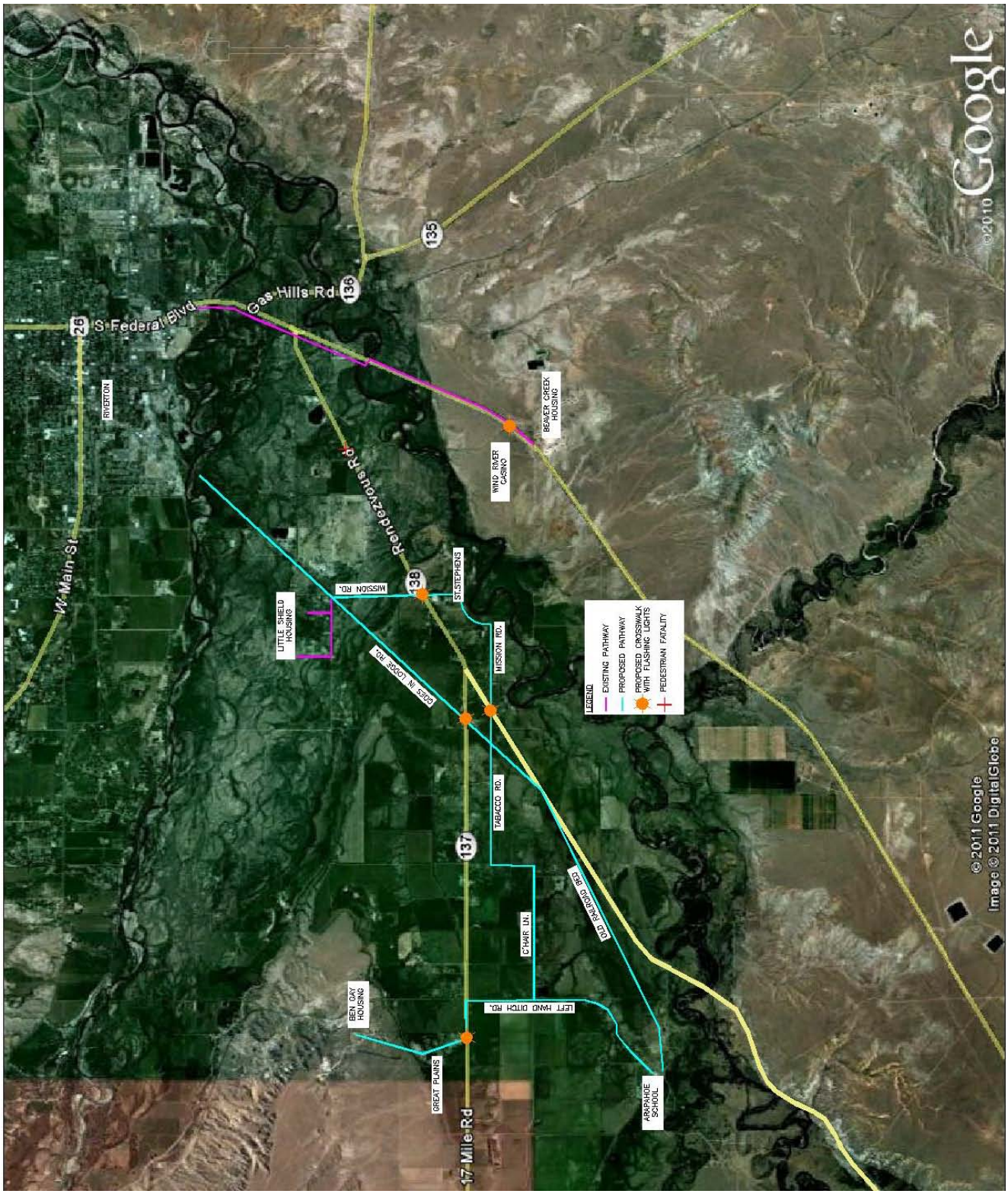


Figure IX-3: Arapahoe / St. Stephens Area

Great Plains Area

The Great Plains area contains Tribal Services buildings as well as housing. To decrease risk to pedestrians, it is recommended that approximately 1900 feet of curb and gutter and sidewalk be constructed throughout the area. Crosswalk markings are also proposed. The estimated cost for this project is $185,000.

Great Plains-Ben Gay Heights Housing

Connecting the Ben Gay Heights housing development to the Great Plains Hall area will allow for easier and safer access to Tribal Services. The route would go from the Social Services building, to Ben Gay Heights, to the west to the adjoining housing, and south across the canal and to the Great Plains Hall area. To complete this project, it would cost an estimated $211,000. The Tribal Transportation office indicated that this may be constructed as part of the planned connecting roadway in the near future.

Left Hand Ditch Road

The installation of a pathway along Left Hand Ditch Road from 17-Mile Road to the Arapahoe School will connect this school and the Arapaho Charter High School to the Arapahoe community. This pathway is approximately 1.9-miles long and would involve a crosswalk at 17-Mile Road. The estimated cost for this project is $799,000. This could be funded by the SRTS program.

Railroad Bed Development

The abandoned railroad bed from Riverton to Lander is a possible route for a pathway. The creation of a pathway along this route would connect the Powwow Grounds near Arapahoe School with the subdivision near the ChemTrade Refinery Services and eventually connect to the Riverton Rails-to-Trails. For the purpose of this study, a pathway is recommended from the Powwow Grounds to the ChemTrade Refinery Services. This would involve crossing two major roadways. The total length of this project is 5.6-miles. The estimated cost for this project is $1,702,000. Funding sources for this project may include Rails-to-Trails funding and enhancement funds.

C'Hair Lane

It is recommended to construct a pathway along C'Hair Lane due to traffic to and from Arapahoe School. This project is 1.5-miles in length. The estimated cost for this project is $477,000. This could be funded by the SRTS program.

Mission Road/Tobacco Road

It is recommended constructing a pathway along Mission Road from ChemTrade Refinery Services south to St. Stephens School and continuing south and west to State Highway 138. The pathway would then continue west to and along Tobacco Road, ending at C'Hair Lane. The total length of this project is 3.2-miles. A cross walk will be need to be constructed at State Highway 138. The estimated Cost for this project is $929,000. This could be funded by the SRTS program.

Additional pathways that were considered include the Wind River Casino west to St. Stephens, Rendezvous Road, and Goes-In-Lodge Road from State Highway 138 to ChemTrade Refinery Services. These were not considered for this plan due to extreme costs and new wider highways constructed to allow pedestrian travel on the roadway.

PRIORITIZED IMPROVEMENTS

Table IX-1 shows the prioritized improvements the Steering Committee recommended at their February 7, 2012 meeting.

Wind River Indian Reservation Pathways Improvement Plan

Prioritized Worksheet

	Estimated Cost	Funding Sources			Pedestrian Incidents	Priority
		SRTS	TEAL	TEAS		
Fort Washakie						
Complex	$ 304,000					2
South Fork from Tigee Housing to Cemetery Road & Sacajawea Cemetery	$ 954,000					1
Trout Creek Road	$ 234,000	X				
Old Wind River Highway	$ 336,000					
US Highway 287	$ 234,000		X	X		
Shipton Lane	$ 254,000	X				
Trout Creek Village	$ 79,000	X				Proposed Tribal Funding
Ethete						
Ethete East	$ 322,000	X				1
Ethete North	$ 924,000		X			2
Ethete South	$ 1,040,000	X		X	3	Proposed WYDOT project 2016
17 Mile Road East	$ 689,000		X			Wider reconstruction 2013
Arapahoe/ St. Stephens						
Great Plains Area Sidewalks	$ 185,000					Proposed Tribal Funding
Great Plains to Ben Gay Heights Housing Pathways	$ 211,000					Proposed Tribal Funding
Left Hand Ditch Road	$ 799,000	X				1
Railroad Bed Development	$ 1,702,000			Rails to Trails		
C'Hair Lane	$ 477,000	X				
Mission Road/Tobacco Road	$ 929,000	X				

Note: 1 pedestrian incident on Yellowcalf Road and 1 on Rendezvous Road.

Possible Funding Sources:

SRTS 100% up to $200,000/yr/school district

TEAL 80/20 up to $250,000

TEAS 90/10 up to $400,000

February 7, 2012

CHAPTER X

ACTION PLAN

The Wind River Indian Reservation Comprehensive Long Range Bicycle and Pedestrian Plan is a vision for a safe and enjoyable walking environment for all members of the community. It is committed to implementing safe routes for all pedestrians and bicyclists. An Action Plan has been created to help prioritize the previously identified solutions. The solutions are ranked by the three areas discussed earlier in the report according to the strategy types. Some of the areas are further advanced as far as the physical pathways network is concerned.

The Action Plan identifies the time frame, responsible party, current status, and funding sources available. The details on the specific strategies are discussed in Chapter VIII of this plan.

OBJECTIVES AND POLICIES

A Pedestrian and Bicycle Advisory Committee shall be established to oversee the development and implementation of a Pedestrian and Bicycle Network Plan. The Committee should include representatives of pedestrians, parents, schools, law enforcement, and appropriate government agencies. This Committee will:

1. Review the Long Range Bicycle and Pedestrian Plan for non-motorized travel within the Wind River Indian Reservation and opportunities for improving conditions. This Plan identifies potential facility improvements and other activities including education, law enforcement, and encouragement programs that help achieve non-motorized transport goals.

2. Review and approve the evaluation and prioritization of potential improvements on an annual basis.

3. Recommend a schedule for completion, for example, that all priority improvements be implemented within 10 years.

4. Through the Shoshone and Arapaho Tribes, seek pedestrian and cycling network program funding, including federal, state, regional grants, and funding from local foundations, service clubs, and private individuals.

5. Review the design and maintenance standards for pedestrian and bicycle facilities, and review standards used by the Tribal Transportation Department that affect walking and cycling conditions.

6. Recommend changes to Tribal policies to support non-motorized transportation, including roadway design and maintenance standards, Tribal traffic bylaws and law enforcement practices, and other appropriate changes.

7. Recommend standards for new development to create more pedestrian and bicycle friendly communities, such as the provision of trail connections between housing and public facilities, where possible.

8. Recommend any actions needed to coordinate pedestrian and bicycle planning with other jurisdictions, including city, county, and state agencies.

9. Recommend pedestrian and bicycle education programs in coordination with community partners which includes schools, law enforcement agencies, service clubs, and other groups.

10. Review distribution of information about traffic laws, pedestrian safety, and public information sites.

11. Support pedestrian encouragement programs, such as Walk to School Week, Bike to School Week, and bicycle tourism promotion efforts.

12. Establish policies for evaluating and updating pedestrian and bicycle plans in the future.

ACTION PLAN

Strategy Name	Type	Detail	Time Frame	Responsible Party	Status	Funding Sources
Conduct Walking Education Courses	Education	Utilize walking curriculums from other communities to teach pedestrian education to the students and parents.	24 months	School Districts, PTAs, BIA Police	Not yet begun	School Districts, JBC Transportation
Conduct Bicycle Education Courses	Education	Utilize bicycling courses that cover safe methods and laws governing a bicyclist. Selected courses should be taught by certified instructors.	24 months	School Districts, PTAs, BIA Police	Not yet begun	In-Kind participation
Develop a Safety Traffic Handbook	Education	Create a handbook for utilizing information from this report and resources from the National Center for Safe Routes to School. The handbook should cover recommended walking/ bicycling routes, vehicular drop of points, and safety tips.	24 months	JBC, Health Services, School Districts.	Not yet begun	In-Kind participation
Create Public service announcements to educate drivers, bicyclists, and pedestrians	Education	Utilize public service announcements to educate drivers about the laws pertaining to bicycles and pedestrians.	12 months	JBC Transportation Planner	Not yet begun	WYDOT SRTS Program
Incorporate Bicycle and Pedestrian laws into Driver Education	Education	Incorporate a class period into the High School Driver Education program about bicycle and pedestrian laws.	24 months	School Districts, BIA Police	Not yet begun	In-Kind participation
Participate in a Walk/Bicycle to School Day	Encouragement	Encourage children and parents in a Walk to School Day usually held in October.	12 months	School Districts, PTAs	Not yet begun	School Districts, WYDOT SRTS
Create a monthly walk/bicycle to school day	Encouragement	Designate a day each month where walking/bicycling is encouraged	12 months	School Districts, PTAs	Not yet begun	None needed
Improve Crossings	Enforcement	Create and monitor crossings	24 months	School Districts, BIA Police, JBC Transportation	Not yet begun	WYDOT SRTS, School Districts, JBC
Increase Police presence	Enforcement	Increase police presence within schools and complexes will make drivers more aware of their speed and traffic laws.	12 months	BIA Police, JBC Transportation	On going	None needed
Revise speed zones	Enforcement	Revises speed zones in areas of pedestrian and bicycles	24 months	BIA Police, JBC Transportation	Not yet begun	WYDOT SRTS, JBC
Radar speed signs	Enforcement	Placement of radar speed signs would alert drivers to their speed versus the posted speed. Recommend radar speed signs in high pedestrian areas.	24 months	BIA Police, JBC Transportation	Not yet begun	WYDOT SRTS, JBC
New side walks	Engineering	As discussed in Chapter 9	12 - 48 months	JBC Transportation	Not yet begun	WYDOT SRTS, JBC
New pathways	Engineering	As discussed in Chapter 9	12 - 48 months	JBC Transportation	Under development	WYDOT SRTS, JBC Transportation
New Road Crossings	Engineering	As discussed in Chapter 9	12 - 48 months	JBC Transportation	Not yet begun	WYDOT SRTS, JBC Transportation
Conduct annual parent and student survey	Evaluation	Use the same surveys and questions as used to obtain the initial information to evaluate if more people are walking/biking.	12 months	School Districts, Tribal General Councils, Health Fairs	Under development	None needed
Review Pathways Plan	Evaluation	Steering Committee should meet periodically to see if plan updates are needed and determine how to move the program forward	12 months	Steering Committee, JBC Transportation	Under development	None needed
Review Pathway Routes	Evaluation	Review the Pathway routes each year as changes to the existing system are implemented.	12-24 months	Steering Committee, JBC Transportation	Under development	None needed
Conduct walking/bicycling evaluations	Evaluation	Conduct walking/biking evaluations each year to evaluate current conditions. Utilize the new information to update the pathways routes map in the Master Plan.	12-24 months	Steering Committee, JBC Transportation	Under development	None needed

APPENDIX I
SURVEYS

Wind River Indian Reservation
Pedestrian and Walkway
Long Range Transportation Plan

James & Gores Associates
Civil Engineering Consultants

February 2012

SCHOOL SURVEY RESULTS

Ft. Washakie

							Actual Count						*Percentage*					
School Name	Grade	Date	Day	Time		Weather	Walk	Bike	School	Family	Carpool	Other	Walk	Bike	School	Family	Carpool	Other
		Surveyed	of Week	of Day					Bus	Vehicle					Bus	Vehicle		
Ft. Washakie Middle																		
Ft. Washakie Elem.	1	5/12/2011	Thursday	A.M.	13	O			10	3					77%	23%		
	1	5/12/2011	Thursday	P.M.	14	S			11	3					79%	21%		
	1		Tuesday	A.M.	14	R			11	3					79%	21%		
	1		Tuesday	P.M.	14	R			11	3					79%	21%		
	1		Wednesday	A.M.	14	r			10	4					71%	29%		
	1		Wednesday	P.M.	14	R			10	4					71%	29%		
	1		Thursday	A.M.	14	R			10	4					71%	29%		
	1		Thursday	P.M.	14	R			10	4					71%	29%		
	3	5/17/2011	Tuesday	A.M.	16	R			14	2					88%	13%		
	3	5/17/2011	Tuesday	P.M.	14	R			13	1					93%	7%		
	3	5/18/2011	Wednesday	A.M.	14	R			11	3					79%	21%		
	3	5/18/2011	Wednesday	P.M.	14	R			13	1					93%	7%		
	3	19-May	Thursday	A.M.	14	R			12	2					86%	14%		
	3	19-May	Thursday	P.M.	14	R			13	1					93%	7%		
	4	17-May	Tuesday	A.M.	11	O			4	7					36%	64%		
	4	17-May	Tuesday	P.M.	11	O			9	2					82%	18%		
	4	18-May	Wednesday	A.M.	12	R			4	8					33%	67%		
	4	18-May	Wednesday	P.M.	12	R			9	3					75%	25%		
	4	19-May	Thursday	A.M.	12	SN			5	7					42%	58%		
	4	19-May	Thursday	P.M.	12	SN			9	3					75%	25%		
	4	17-May	Tuesday	A.M.	14	R			11	3					79%	21%		
	4	17-May	Tuesday	P.M.	14	R			12	2					86%	14%		
	4	18-May	Wednesday	A.M.	14	R			11	3					79%	21%		
	4	18-May	Wednesday	P.M.	14	R			12	2					86%	14%		
	4	19-May	Thursday	A.M.	14	SN			11	3					79%	21%		
	4	19-May	Thursday	P.M.	14	SN			12	2					86%	14%		
	4	10-May	Tuesday	A.M.	14	R			13	1					93%	7%		
	4	10-May	Tuesday	P.M.	14	R			13	1					93%	7%		
	4	11-May	Wednesday	A.M.	14	O			13	1					93%	7%		
	4	11-May	Wednesday	P.M.	14	O			13	1					93%	7%		
	4	12-May	Thursday	A.M.	14	SN			13	1					93%	7%		
	4	12-May	Thursday	P.M.	14	R			13	1					93%	7%		
			Tuesday	A.M.	18	R			16	2					89%	11%		
			Tuesday	P.M.	17	R			17						100%	0%		
			Wednesday	A.M.	18	R			16	2					89%	11%		
			Wednesday	P.M.	16	R			16						100%	0%		
			Thursday	A.M.	15	R			13	2					87%	13%		
			Thursday	P.M.	15	R			15						100%	0%		
			Tuesday	A.M.	11	R			8	3					73%	27%		
			Tuesday	P.M.	14	R			11	3					79%	21%		
			Wednesday	A.M.	14	R			11	3					79%	21%		
			Wednesday	P.M.	14	R			11	3					79%	21%		
			Thursday	A.M.	14	R			11	3					79%	21%		
			Thursday	P.M.	14	R			11	3					79%	21%		
			Tuesday	A.M.	14	R			11	3					79%	21%		
			Tuesday	P.M.	14	R			14						100%	0%		
			Wednesday	A.M.	14	R			11	3					79%	21%		
			Wednesday	P.M.	14	R			14						100%	0%		
			Thursday	A.M.	14	R			11	3					79%	21%		
			Thursday	P.M.	14	R			14						100%	0%		
			Tuesday	A.M.	15	R			12	3					80%	20%		
			Tuesday	P.M.	15	R			12	3					80%	20%		
			Wednesday	A.M.	15	R			12	3					80%	20%		
			Wednesday	P.M.	15	R			12	3					80%	20%		
			Thursday	A.M.	14	R			11	3					79%	21%		
			Thursday	P.M.	14	R			11	3					79%	21%		
TOTALS									323.5	70			AVG.		82%	18%		

Ethete - FCSD # 14

Morning

							Actual Count						*Percentage*					
School Name	Grade	Date Surveyed	Day of Week	Time	Total Students	Weather	Walk	Bike	School Bus	Family Vehicle	Carpool	Other	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
WI Elem.	PK	13-Apr	Wed	AM	10	O			5	5					50%	50%		
WI Elem.	PK	14-Apr	Thurs	AM	12	O			3	9					25%	75%		
WI Elem.	PK	13-Apr	Wed	AM	6	O			1	5					17%	83%		
WI Elem.	PK	14-Apr	Thurs	AM	8	O			3	5					38%	63%		
WI Elem.	K	13-Apr	Wed	AM	18	O			18						100%			
WI Elem.	K	14-Apr	Thurs	AM	16	O			13	3					81%	19%		
WI Elem.	K	13-Apr	Wed	AM	15	O			12	3					80%	20%		
WI Elem.	K	14-Apr	Thurs	AM	16	S			14	2					88%	13%		
WI Elem.	1	12-Apr	Tues	AM	15	O			11	4					73%	27%		
WI Elem.	1	13-Apr	Wed	AM	14	S			14						100%			
WI Elem.	1	12-Apr	Tues	AM	13	O	1	1	9	1	1		8%	8%	69%	8%	8%	
WI Elem.	1	13-Apr	Wed	AM	11	S	1	1	7	2			9%	9%	64%	18%		
WI Elem.	1	12-Apr	Tues	Am	12	S			9	3					75%	25%		
WI Elem.	1	13-Apr	Wed	AM	15	O			11	4					73%	27%		
WI Elem.	1	14-Apr	Thurs	AM	12	O			7	5					58%	42%		
WI Elem.	2	13-Apr	Wed	AM	15	S			13	2					87%	13%		
WI Elem.	2	14-Apr	Thurs	AM	15	O	1		10	4			7%		67%	27%		
WI Elem.	4	13-Apr	Wed	AM	14	OR			8	6					57%	43%		
WI Elem.	4	14-Apr	Thurs	AM	11	S			9	2					82%	18%		
WI Elem.	4	13-Apr	Wed	AM	15	O			11	4					73%	27%		
WI Elem.	4	14-Apr	Thurs	AM	12	O			9	3					75%	25%		
WI Elem.	5	12-Apr	Tues	AM	17	S			12		5				71%		29%	
WI Elem.	5	13-Apr	Wed	AM	15	O			10		5				67%		33%	
WI Elem.	5	14-Apr	Thurs	AM	18	O			13		5				72%		28%	
WI Elem.	5	12-Apr	Tues	AM	18				14	4					78%	22%		
WI Elem.	5	13-Apr	Wed	AM	17				14	3					82%	18%		
WI Elem.	5	14-Apr	Thurs	AM	18				15	3					83%	17%		
					378		3	2	275	82	16		1%	1%	73%	22%	4%	
WI Elem.	6	13-Apr	Wed	AM	11	O			9	2					82%	18%		
WI Elem.	6	14-Apr	Thurs	AM	13	O			12	1					92%	8%		
WI Elem.	6	13-Apr	Wed	AM	7	O	1		4	2			14%		57%	29%		
WI Elem.	6	14-Apr	Thurs	AM	6				4	2					67%	33%		
WI Elem.	6	13-Apr	Wed	AM	9	O	1		5	3			11%		56%	33%		
WI Elem.	6	14-Apr	Thurs	AM	10	O	1		7	2			10%		70%	20%		
WI Elem.	7	13-Apr	Wed	AM	12		1		4	7			8%		33%	58%		
WI Elem.	7	14-Apr	Thurs	AM	12		2		5	5			17%		42%	42%		
WI Elem.	7	13-Apr	Wed	AM	11	O			5	6					45%	55%		
WI Elem.	7	14-Apr	Thurs	AM	12	O	2		5	5			17%		42%	42%		
WI Elem.	8	13-Apr	Wed	AM	2	O			1	1					50%	50%		
WI Elem.	8	14-Apr	Thurs	AM	2	O			1	1					50%	50%		
WI Elem.	8	13-Apr	Wed	AM	9	O			4	5					44%	56%		
WI Elem.	8	14-Apr	Thurs	AM	5	S			3	2					60%	40%		
WI Elem.	8	12-Apr	Tues	AM	9	O			5	4					56%	44%		
WI Elem.	8	13-Apr	Wed	AM	9	O	1		3	5			11%		33%	56%		
TOTALS					139		9	0	77	53		AVG.	6%		55%	38%	0%	

Ethete - FCSD # 14

Afternoon

							Actual Count						*Percentage*					
School Name	Grade	Date Surveyed	Day of Week	Time	Total Students	Weather	Walk	Bike	School Bus	Family Vehicle	Carpool	Other	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
WI Elem.	PK	13-Apr	Wed	PM	10	O			7	3					70%	30%		
WI Elem.	PK	14-Apr	Thurs	PM	12	O			3	9					25%	75%		
WI Elem.	PK	13-Apr	Wed	PM	6	O			3	3					50%	50%		
WI Elem.	PK	14-Apr	Thurs	PM	8	O			3	5					38%	63%		
WI Elem.	K	13-Apr	Wed	PM	21	O			20	1					95%	5%		
WI Elem.	K	14-Apr	Thurs	PM	19	O			18	1					95%	5%		
WI Elem.	K	13-Apr	WEd	PM	15	O			12	3					80%	20%		
WI Elem.	K	14-Apr	Thurs	PM	16	S			14	2					88%	13%		
WI Elem.	1	12-Apr	Tues	PM	15	S			15						100%			
WI Elem.	1	13-Apr	Wed	PM	14	S			14						100%			
WI Elem.	1	12-Apr	Tues	PM	13				13						100%			
WI Elem.	1	13-Apr	Wed	PM	13				13						100%			
WI Elem.	1	12-Apr	Tues	PM	13	S			10	3					77%	23%		
WI Elem.	1	13-Apr	Wed	PM	15	S			12	3					80%	20%		
WI Elem.	1	14-Apr	Thurs	PM	15	O			12	3					80%	20%		
WI Elem.	2	13-Apr	Wed	PM	18	O			18						100%			
WI Elem.	2	14-Apr	Thurs	PM	16	S			15	1					94%	6%		
WI Elem.	4	12-Apr	Tues	PM	11	O			7	4					64%	36%		
WI Elem.	4	13-Apr	Wed	PM	14	OR			12	2					86%	14%		
WI Elem.	4	14-Apr	Thurs	PM	14	S			13		1				93%		7%	
WI Elem.	4	13-Apr	Wed	PM	15	O			15						100%			
WI Elem.	4	14-Apr	Thurs	PM	12	O			12						100%			
WI Elem.	5	12-Apr	Tues	PM	17	S			13	1	3				76%	6%	18%	
WI Elem.	5	13-Apr	Wed	PM	15	O			11	1	3				73%	7%	20%	
WI Elem.	5	14-Apr	Thurs	PM	18	O			14	1	3				78%	6%	17%	
WI Elem.	5	12-Apr	Tues	PM	18				14	4								
WI Elem.	5	13-Apr	Wed	PM	17				17						100%			
WI Elem.	5	14-Apr	Thurs	PM	18				18						100%			
					408				348	50	10				85%	12%	2%	
WI Elem.	6	13-Apr	Wed	PM	11	O			10	1					91%	9%		
WI Elem.	6	14-Apr	Thurs	PM	13	O	2		10	1			15%		77%	8%		
WI Elem.	6	13-Apr	WEd	PM	9	O	4		5				44%		56%			
WI Elem.	6	14-Apr	Thurs	PM	10	O	2		6	2			20%		60%	20%		
WI Elem.	7	13-Apr	Wed	PM	12		1		9	2			8%		75%	17%		
WI Elem.	7	14-Apr	Thurs	PM	12		1		7	4			8%		58%	33%		
WI Elem.	7	13-Apr	Wed	PM	11	O			8	3					73%	27%		
WI Elem.	7	14-Apr	Thurs	PM	12	O			8	3	1				67%	25%	8%	
WI Elem.	8	13-Apr	Wed	PM	2	O			1	1					50%	50%		
WI Elem.	8	14-Apr	Thurs	PM	2	O			2						100%			
WI Elem.	8	13-Apr	Wed	PM	9	O	1		4	4			11%		44%	44%		
WI Elem.	8	14-Apr	Thurs	PM	5	S			2	3					40%	60%		
TOTALS					108		11		72	24	1	AVG.	10%		67%	22%	1%	

Arapahoe

						Actual Count						*Percentage*					
School Name	Grade	Date	Day	Time	Weather	Walk	Bike	School	Family	Carpool	Other	Walk	Bike	School	Family	Carpool	Other
		Surveyed	of Week	of Day				Bus	Vehicle					Bus	Vehicle		
Arapaho Elementary	K-8			Total	461			428	18		15	0%	0%	93%	4%		3%

* Email dated 5/10/2011

St. Stephens

						Actual Count						*Percentage*					
School Name	Grade	Date	Day	Time	Weather	Walk	Bike	School	Family	Carpool	Other	Walk	Bike	School	Family	Carpool	Other
St. Stephen's		Surveyed	of Week	of Day				Bus	Vehicle					Bus	Vehicle		
St. Stephen's	6	5/18/2011	Vednesda	a.m.		1		5	1								
St. Stephen's	6	5/18/2011	Vednesda	p.m.		1		5									
St. Stephen's	6	5/19/2011	Thursday	a.m.				7	1								
St. Stephen's	6	5/19/2011	Thursday	p.m.		1		7	1								
St. Stephen's	2	5/17/2011	Tuesday	a.m.	s			11	4								
St. Stephen's	2	5/17/2011	Tuesday	p.m.	o			13	2								
St. Stephen's	2	5/18/2011	Vednesda	a.m.	o			12	3								
St. Stephen's	2	5/18/2011	Vednesda	p.m.	o			12	3								
St. Stephen's	2	5/19/2011	Thursday	a.m.	r			10	4								
St. Stephen's	2	5/19/2011	Thursday	p.m.	sn				4								
St. Stephen's	k	5/17/2011	Tuesday	a.m.	o			13									
St. Stephen's	k	5/17/2011	Tuesday	p.m.	o			12									
St. Stephen's	k	5/18/2011	Vednesda	a.m.	o			12	2								
St. Stephen's	k	5/18/2011	Vednesda	p.m.	o			10		2							
St. Stephen's	k	5/19/2011	Thursday	a.m.	r			14	1								
St. Stephen's	k	5/19/2011	Thursday	p.m.	R			14	1								
St. Stephen's	5	5/18/2011	Vednesda	a.m.	o			7	1								
St. Stephen's	5	5/18/2011	Vednesda	p.m.	o			8									
St. Stephen's	5	5/19/2011	Thursday	a.m.	o			8	1								
St. Stephen's	5	5/19/2011	Thursday	p.m.	o			9									
St. Stephen's	3	5/17/2011	Tuesday	a.m.	ro			13	1								
St. Stephen's	3	5/17/2011	Tuesday	p.m.	ro			13	1								
St. Stephen's	3	5/18/2011	Vednesda	a.m.	o			11	12	2							
St. Stephen's	3	5/18/2011	Vednesda	p.m.	o				12	2							
St. Stephen's	3	5/19/2011	Thursday	a.m.	r				12	3							
St. Stephen's	3	5/19/2011	Thursday	p.m.	s				14	1							

SUMMARY

							Actual Count						*Percentage*					
School Name	Grade	Date	Day	Time	Weather	Total	Walk	Bike	School	Family	Carpool	Other	Walk	Bike	School	Family	Carpool	Other
		Surveyed	of Week	of Day		Students			Bus	Vehicle					Bus	Vehicle		
Ft. Washakie*	K-8	13-Apr	W-TH	AM	O-S	394			324	70			5%		80%	15%		
Ethete	K-5	13-Apr	W-TH	AM	O-S	378	3	2	275	82	16	0	1%	1%	73%	22%	4%	0%
	K-5	13-Apr	W-TH	PM	O-S	408	0	0	348	50	10	0	0%	0%	85%	12%	2%	0%
	5-8	13-Apr	W-TH	AM	O-S	139	9	0	77	53	0	0	6%	0%	55%	38%	0%	0%
	5-8	13-Apr	W-TH	PM	O-S	108	11	0	72	24	1	0	10%	0%	67%	22%	1%	0%
Arapaho **	K-8	13-Apr	W-TH	AM	O-S	461	0	0	428	18	0	15	0%	0%	93%	4%	0%	3%
St. Stephens***	K-8	13-Apr	W-TH	AM	O-S										97%	3%		
Totals													3%	0%	79%	17%	1%	0%

* Data some what incomplete due to weather. Interview with Dr. Cox revealed 5 to 8% walk in fair weather.

** Provided the percentages only. No Acutal Data

*** All children are bused with the exception of teacher's children. Luis Headley advised about 97% are bused.

School Name	Grade	Time of Day	Walk	Bike	School Bus	Family Vehicle	Carpool	Other
Ft. Washakie*	K-8	AM	5.0%	0.0%	80.0%	15.0%	0.0%	0.0%
Ethete	K-5	AM	1.0%	1.0%	73.0%	22.0%	4.0%	0.0%
	K-5	PM	0.0%	0.0%	85.0%	12.0%	2.0%	0.0%
	5-8	AM	6.0%	0.0%	55.0%	38.0%	0.0%	0.0%
	5-8	PM	10.0%	0.0%	67.0%	22.0%	1.0%	0.0%
Arapaho**	K-8	AM	0.0%	0.0%	93.0%	4.0%	0.0%	3.0%
St. Stephens***	K-8	AM	0.0%	0.0%	97.0%	3.0%	0.0%	0.0%
Average			3.1%	0.1%	78.6%	16.6%	1.0%	0.4%

PARENT SURVEY RESULTS

Ethete - FCSD # 14

1. Grade of Child

PK	19
K	10
1	9
2	13
3	No Data
4	20
5	6
6	1
7	8
8	1

2. Gender of Student

Girl	48
Boy	40

3. How many children in K-8

1	30
2	34
3	16
4	6
5	1
6	1
7	1
8	
9	
10	
n/a	11

5. Distance Walk/bike

< 1/4 mile	2	3%
1/4 to 1/2 mile	1	1%
1/2 to 1 mile	9	10%
1 to 2 miles	13	14%
> 2 miles	62	69%
Don't Know	3	4%
Total	90	

6. Arrive at school

Walk	1	1%
Bike		
School Bus	66	73%
Family Vehicle	23	26%
Carpool		
Other		
Total	90	

6. Leave from school

Walk	2	2%
Bike		
School Bus	72	80%
Family Vehicle	16	18%
Carpool		
Other		
Total	90	

7. Travel Time To School

Less than 5 minutes	6	7%
5 - 10 minutes	27	30%
11 - 20 minutes	20	22%
More than 20 minutes	29	32%
Don't Know	8	9%
Total	90	

7. Travel Time From School

Less than 5 minutes	4	4%
5 - 10 minutes	28	31%
11 - 20 minutes	18	20%
More than 20 minutes	33	37%
Don't Know	7	8%
Total	90	

8. Has child asked to walk/bike to school in last year

Yes	9	9%
No	89	91%

9. At what grade would you allow your child to walk/bike to school

Grade		
PK	0	
K	0	
1	0	
2	4	5%
3	4	5%
4	6	7%
5	4	4%
6	9	10%
7	1	1%
8	5	6%
No Way	52	60%
9	1	1%
10	1	1%

10. What effects your decision

Distance	55
Convenient Driving	18
Time	31
Child's before/school activities	15
Speed of Traffic	39
Amount of Traffic	40
Adults to walk/bike with	15
Sidewalks/Pathways	32
Intersection Safety	26
Crossing Guards	14
Violence and Crime	27
Weather	33

11. Would you let your child walk/bike if this problems is improved

	Yes	No	Not Sure	Total
Distance	7	31	17	55
Convenient Driving	13	28	13	54
Time	13	23	17	53
Child's before/school activiti	14	26	13	53
Speed of Traffic	31	27	13	71
Amount of Traffic	26	21	14	61
Adults to walk/bike with	26	11	15	52
Sidewalks/Pathways	36	12	13	61
Intersection Safety	26	22	10	58
Crossing Guards	19	17	12	48
Violence and Crime	25	21	9	55
Weather	30	21	13	64

12. Does your school encourage walking/biking

Strongly Encourage	1	1%
Encourage	6	7%
Neither	66	80%
Discourage	3	4%
Strongly Discourage	7	8%

13. How much fun is walking/biking

Very Fun	7	9%
Fun	24	30%
Neutral	43	54%
Boring	1	1%
Very Boring	4	5%

14. How healthy is walking/biking

Very Healthy	40	47%
Healthy	22	26%
Neutral	20	24%
Unhealthy	1	1%
Very Unhealthy	2	2%

15. What is the highest grade you completed

Grades 1-8	3	4%
Grades 9-11	5	6%
Grade 12 or GED	23	26%
College 1-3 years	42	47%
College 4 years or more	13	15%
Prefer not to answer	3	4%

How far does your child live from school?

Distance	Percentage
Less than 1/4 mile	2.2%
1/4 mile up to 1/2 mile	1.1%
1/2 mile up to 1 mile	10.0%
1 mile up to 2 miles	14.4%
More than 2 miles	68.9%
Don't know	3.3%

On most days, how does your child arrive and leave from school?

Arrive at School	Percentage	Leave from School	Percentage
Walk	1.1%	Walk	2.2%
Bike	0.0%	Bike	0.0%
School Bus	73.3%	School Bus	80.0%
Family Vehicle	25.6%	Family Vehicle	17.8%
Carpool	0.0%	Carpool	0.0%
Transit	0.0%	Transit	0.0%
Other	0.0%	Other	0.0%

How long does it normally take your child to get to/from school?

Travel Time to School	Percentage	Travel Time from School	Percentage
Less than 5 minutes	6.7%	Less than 5 minutes	4.4%
5 - 10 minutes	30.0%	5 - 10 minutes	31.1%
11 - 20 minutes	22.2%	11 - 20 minutes	20.0%
More than 20 minutes	32.2%	More than 20 minutes	36.7%
Don't know/not sure	8.9%	Don't know/not sure	7.8%

What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?

Issue	Percentage
Distance	61.1%
Convenience of driving	20.0%
Time	34.4%
School activities	16.7%
Speed of traffic	43.3%
Amount of traffic	44.4%
Adults to walk/bike with	16.7%
Sidewalks or pathways	35.6%
Safety of intersections	28.9%
Crossing guards	15.6%
Violence or crime	30.0%
Weather or climate	36.7%

Would you probably let your child walk or bike to/from school if this problem were changed or improved?

Issue	Percentage		
	Yes	No	Not sure
Distance	12.7%	56.4%	30.9%
Convenience of driving	24.1%	51.9%	24.1%
Time	24.5%	43.4%	32.1%
School activities	26.4%	49.1%	24.5%
Speed of traffic	43.7%	38.0%	18.3%
Amount of traffic	42.6%	34.4%	23.0%
Adults to walk/bike with	50.0%	21.2%	28.8%
Sidewalks or pathways	59.0%	19.7%	21.3%
Safety of intersections	44.8%	37.9%	17.2%
Crossing guards	39.6%	35.4%	25.0%
Violence or crime	45.5%	38.2%	16.4%
Weather or climate	46.9%	32.8%	20.3%

Arapahoe - FCSD # 38

No parent surveys received * Email dated 5/10/2011

7. Travel Time to School

Less than 5 minutes	
5 - 10 minutes	10%
11 - 20 minutes	85%
More than 20 minutes	5%
Don't Know	

* Email dated 5/10/2011 Phone call 5/10/2011

Ft. Washakie - FCSD # 21

No parent surveys received

St. Stephens

1. Grade of Child		2. Gender of Student		3. How many chldren in K-8	
PK		Male	2	1	1
K		Female		2	1
1				3	
2	1			4	
3				5	
4					
5	1				
6					
7					
8					

5. Distance
Walk/bike

< 1/4 mile	1
1/4 to 1/2 mile	
1/2 to 1 mile	
1 to 2 miles	1
> 2 miles	
Don't Know	

6. Arrive at school

Walk	
Bike	
School Bus	1
Family Vehicle	1
Carpool	
Other	

Leave from school

Walk	
Bike	
School Bus	2
Family Vehicle	
Carpool	
Other	

7. Travel Time to School

Less than 5 minutes	
5 - 10 minutes	1
11 - 20 minutes	1
More than 20 minutes	
Don't Know	

How much fun

Less than 5 minutes	
5 - 10 minutes	1
11 - 20 minutes	1
More than 20 minutes	
Don't Know	

8. Has child asked to walk/bike to school in last year

Yes	
No	2

9. At what grade would you allow your child to walk/bike to school

Grade	
PK	
K	
1	
2	1
3	
4	
5	
6	
7	
8	
No Way	1

10. What effects your decision

Distance	2
Convenient Driving	
Time	1
Child's before/school activities	1
Speed of Traffic	2
Amount of Traffic	2
Adults to walk/bike with	1
Sidewalks/Pathways	2
Intersection Safety	2
Crossing Guards	1
Violence and Crime	2
Weather	1

11. Would let your child walk/bike if this problems is improved

	Yes	No	Not Sure
Distance	1		1
Convenient Driving			
Time	1		
Child's before/school activities	1	1	
Speed of Traffic	2		
Amount of Traffic	1		1
Adults to walk/bike with	1		1
Sidewalks/Pathways	2		
Intersection Safety	2		
Crossing Guards	2		
Violence and Crime	2		
Weather	1		1

12. Does your scholl encourage walking/biking

Strongly Encourage	
Encourage	1
Neither	
Discourage	
Strongly Discourage	1

13. How much fun is walking/biking

Very Fun	
Fun	1
Neutral	
Boring	
Very Boring	1

14. How healthy is walking/biking

Very Healthy	1
Healthy	
Neutral	
Unhealthy	
Very Unhealthy	

15. What is the highest grade you completed

Grades 1-8	1
Grades 9-11	
Grade 12 or GED	
College 1-3 years	1
College 4 years or more	
Prefer not to answer	

Fort Washakie Health Fair Adult Survey About Walking & Biking Comments

Put a pathway on Trout Creek to Sacagawea and connecting roads.

It would be more fun with lots of bike paths.

It would be nice to have safe walkways.

Please lets get this going for the people.

Jut need more pathways.

“The gas prices”

We need some safety on the highways.

Sidewalks in Fort Washakie.

We need them bad!

By WIHS to Ethete Store to Casino. (Blue Sky Highway)

We need more bike paths in the rez.

Johnstown area.

It would be good to have a path.

Would like you to see getting Johnstown Blue Sky Hwy a walk path soon.

We need a walk path out in Johnstown Valley.

We like to see more security when your walking and biking.

Walking paths are nice.

Comments Received from Parents at Wyoming Indian Elementary School:

Our children around the house aren't allowed to ride bikes because of the drug dealers that live by us and the extreme traffic.

It would be nice to have that walkway more of our people who will need it. We need walkways most of Ethete Rods. We are small town need new roads and walkways.

Bike paths would help us create a healthy living environment and promote good choices for healthy living.

We would like to see a path from the Elementary down to the Ethete Store.

If the school district is going to plan and construct a new elementary school, where will the new campus be located?

We stay in the Arapahoe area. If I stayed in Ethete I wouldn't let my children walk or ride their bikes to school.

My child lives at Arapahoe and the distance is to great for my child to walk or bike.

I fully support a walk way; promote healthy behaviors, decrease obesity and delay diabetes in high risk population and would bring families together - evening walks.

Go for it!

We live to far away for my child to walk/bike to school.

We live to far away for my child to walk/bike to school.

My children live 1 ½ miles south of elementary school so a bike path would not affect them.

My children live 1 ½ miles south of elementary school so a bike path would not affect them.

Speed limit would have to be lower.

Need bike path to Ethete.

Traffic is a major problem for me to have my daughter walk/ride a bike not to mention the distance. Not only that a lot of vehicles speed on the roads.

My child lives 1 ½ miles south of elementary so the bike path would not do them any good.

I wouldn't let her go on her own. I would rather have them be safe and protected.

My children stay in the Arapahoe area.

From: Rick Lindblad [rlindblad@fremont38.k12.wy.us]
Sent: Tuesday, May 10, 2011 11:00 AM
To: Ed Steele
Subject: RE: Pathways Student Surveys

93 % of students arrive by bus in morning
4 % parent bring to school
0% walk

85% of students 11-20 minutes to school

No students walk to and from school .

From: Ed Steele [mailto:ed@goresengineers.com]
Sent: Friday, May 06, 2011 10:13 AM
To: Rick Lindblad
Subject: Pathways Student Surveys

Rick,

I haven't received the student survey yet. You indicated that you accumulated them. Could you email them to me?

Thanks,

Edgar Steele, PE

Riverton, Wyoming
(307) 856-2444
(307) 856-0171 (Fax)
ed@goresengineers.com

APPENDIX II
INCIDENT REPORTS

Wind River Indian Reservation
Pedestrian and Walkway
Long Range Transportation Plan

February 2012

CRASH HISTORY for US 287 in Fremont County M.P. 13.50 to 15.65 (Ft. Washakie)
Years: 2006 - most current 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
13.50	US287	12/31/06	236	0622502	0	0	Darkness Unlighted	Unknown	Non-Junction	Delineator Post	Ice/Frost	Fell Asleep, Fainted	South	PU
14.00	US287	2/28/10	220	201004814	1	1	Darkness Unlighted	ɔt a Collision w/2 Vehicles in Transpc	Non-Junction	Overturn/Rollover	Dry	Suspected Alcohol Use	South	Passenger
14.00	US287	2/12/07	1608	0704222	0	0	Daylight	Angle Direction not Specified	Intersection	Motor Vehicle in Transport on Roadway	Dry	Unknown Apparently Normal	West South	Passenger Van PU
14.04	US287	3/11/07	1609	0710002	1	0	Daylight	Other	Intersection	Motor Vehicle in Transport on Roadway	Dry	Unknown Apparently Normal	West South	PU Passenger
14.05	US287	9/3/09	2109	200920249	0	0	Darkness Unlighted	ɔt a Collision w/2 Vehicles in Transpc		Antelope	Dry			
14.20	US287	9/5/07	1200	0715424	1	0	Daylight	Other	Intersection	Motor Vehicle in Transport on Roadway	Dry	Unknown Apparently Normal	Northwest South	Passenger Passenger

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

April 12, 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
14.50	US287	3/17/09	1633	200920497	2	0	Daylight	Right (Front to Side, includes Broac	Intersection	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	South West	PU Passenger
14.70	US287	7/7/06	1054	0611180	1	0	Daylight	Other	Intersection Related	Motor Vehicle in Transport on Roadway	Dry	Unknown Apparently Normal	West South	Passenger Passenger
15.43	US287	6/12/07	1800	0709970	2	0	Daylight	Other	Intersection	Motor Vehicle in Transport on Roadway	Dry	Unknown Unknown	North West	Passenger Unknown
15.50	US287	6/11/09	0	200908607	0	0	Darkness Unlighted			Deer	Wet	Apparently Normal		
15.52	US287	8/31/06	1617	0614678	4	0	Daylight	Angle Direction not Specified	Intersection	Motor Vehicle in Transport on Roadway	Dry	Unknown Apparently Normal	East North	Passenger Van Passenger

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
	TOTALS:			**11**	**12**	**1**								

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

CRASH HISTORY for WY 132 in Fremont County M.P. 3.00 to 9.00
Years: 2006 - most current 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
3.85	WY132	1/4/07	2025	0700849	2	1	Darkness Unlighted	Unknown	Non-Junction	Pedestrian	Dry	Apparently Normal	North	Passenger
4.00	WY132	7/7/07	2145	0711765	0	0	Darkness Unlighted	Unknown	Non-Junction	Horse	Dry	Apparently Normal	South	PU
4.60	WY132	9/7/06	1905	0614553	1	0	Dusk	Unknown	Intersection Related	Other Non-Collision (MC Loss of Control)	Dry	Apparently Normal	Southwest	MC > 150 cc
4.70	WY132	3/10/10	1557	201006379	3	0	Daylight	Angle (Front to Side), Opposing Direction	Intersection	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	South North	Passenger Van Passenger
5.00	WY132	12/3/06	619	0622611	1	0	Dawn	Unknown	Non-Junction	Horse	Dry	Suspected Alcohol Use	North	Passenger
5.00	WY132	4/3/06	1942	0605657	0	1	Daylight	Unknown	Non-Junction	Fence (including Post)	Dry	Unknown Suspected Alcohol Use	North	Passenger
5.01	WY132	10/26/09	1950	200915207	0	0	Darkness Unlighted			Cow	Dry	Apparently Normal		

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

April 12, 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
5.20	WY132	12/1/09	1627	200920443	0	0	Dusk	Not a Collision w/2 Vehicles in Transport	Non-Junction	Overturn/Rollover	Ice/Frost Snow	Apparently Normal	South	PU
5.20	WY132	2/7/08	1010	200805864	0	0	Daylight	Not a Collision w/2 Vehicles in Transport	Non-Junction	Overturn/Rollover	Ice/Frost	Apparently Normal	Northwest	Passenger
5.25	WY132	2/17/07	310	0704276	4	0	Darkness Unlighted	Unknown	Non-Junction	Overturn/Rollover	Dry	Suspected Alcohol Use	North	PU
5.30	WY132	6/19/06	1325	0610115	0	1	Daylight	Unknown	Non-Junction	Overturn/Rollover	Dry	Suspected Alcohol Use	North	Passenger
5.40	WY132	12/21/06	1155	0621738	0	0	Daylight	Unknown	Non-Junction	Earth Embankment/Berm	Dry	Unknown	Southeast	Passenger
5.49	WY132	2/12/11	500	201103550	0	0	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Non-Junction	Fence (including Post)	Ice/Frost	Apparently Normal	North	PU
5.73	WY132	2/9/06	1900	0603141	0	0	Darkness Unlighted	Unknown	Non-Junction	Other Non-Collision (MC Loss of Control)	Ice/Frost	Unknown	North	Passenger
5.78	WY132	12/13/08	215	200822399	0	1	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport	Non-Junction	Pedestrian	Unknown	Unknown Unknown	South	SUV

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
5.80	WY132	11/24/09	111	200916925	0	0	Darkness Unlighted	Sideswipe Opposite Direction (Meeting)	Driveway Related	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Suspected Alcohol Use	Southwest Northeast	Passenger Passenger
5.80	WY132	9/24/09	1106	200920508	1	0	Daylight	Not a Collision w/2 Vehicles in Transport	Non-Junction	Overturn/Rollover	Dry	Apparently Normal	North	SUV
6.00	WY132	11/6/08	1549	200823468	0	0	Daylight	Rear End (Front to Rear)	Non-Junction	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	North North	Passenger School Bus
6.00	WY132	10/18/07	1756	0724313	0	0	Daylight	Other	Driveway Related	Motor Vehicle in Transport on Roadway	Dry	Unknown Apparently Normal	South East	Passenger Van Passenger Van
6.50	WY132	8/23/08	2050	200811921	0	0	Darkness Unlighted			Horse	Dry	Apparently Normal		
6.50	WY132	1/16/10	56	201006804	0	0	Darkness Lighted	Not a Collision w/2 Vehicles in Transport	Business Entrance	Ditch	Dry	Apparently Normal	South	Passenger
7.00	WY132	12/13/08	600	200823264	0	0	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport		Other Domestic (Dog, Llama...)	Dry			
7.68	WY132	1/2/08	1720	200808436	0	0	Dawn	Not a Collision w/2 Vehicles in Transport		Deer	Dry			
8.00	WY132	10/14/06	1919	0616651	2	0	Daylight	Unknown	Non-Junction	Cow	Dry	Apparently Normal	South	Passenger Van
9.00	WY132	4/20/06	651	0607527	1	1	Daylight	Unknown	Non-Junction	Overturn/Rollover	Dry	Suspected Alcohol Use	North	Passenger

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

April 12, 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
TOTALS:				**25**	**15**	**5**								

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

CRASH HISTORY for WY 137 in Fremont County M.P. 1.00 to 3.00
Years: 2006 - most current 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
1.00	WY137	11/16/09	1622	200920494	0	0	Daylight	Rear End (Front to Rear)	Driveway Related	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	West West	Passenger Passenger
1.40	WY137	11/29/07	1536	0721412	3	0	Daylight	Rear End (Front to Rear)	Non-Junction	Motor Vehicle in Transport on Roadway	Dry	Suspected Alcohol Use Apparently Normal Apparently Normal	West West West	Passenger Passenger Passenger
2.00	WY137	2/9/08	1016	200801793	0	0	Daylight			Other Domestic (Dog, Llama...)	Dry	Apparently Normal		
2.00	WY137	10/12/06	253	0616649	0	0	Darkness Unlighted	Unknown	Non-Junction	Deer	Dry	Apparently Normal	South	PU
2.00	WY137	11/30/06	2113	0622360	1	0	Darkness Unlighted	Unknown	Non-Junction	Deer	Dry	Apparently Normal	East	Passenger
2.80	WY137	7/17/08	2350	200822714	0	0	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport		Deer	Dry			
3.00	WY137	10/6/06	1033	0620979	0	0	Daylight	Unknown	Non-Junction	Other Non-Collision (MC Loss of Control)	Dry	Unknown	East	Passenger

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

April 12, 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
TOTALS:				**7**	**4**	**0**								

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

April 12, 2011

CRASH HISTORY for WY 138 in Fremont County M.P. 0.00 to 3.00
Years: 2006 - most current 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
0.00	WY138	1/26/10	1010	201007048	1	0	Daylight	Rear End (Front to Rear)	Intersection	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	East East	Passenger Passenger
0.05	WY138	5/11/07	5	0708811	0	0	Darkness Unlighted	Unknown	Non-Junction	Delineator Post	Dry	Fell Asleep, Fainted	Southeast	Passenger
0.25	WY138	3/28/10	2100	201003824	0	0	Darkness Unlighted			Deer	Dry	Apparently Normal		
0.30	WY138	12/5/09	1930	200917575	0	0	Darkness Unlighted			Deer	Snow	Apparently Normal		
0.40	WY138	11/5/08	1735	200823112	0	0	Darkness Unlighted	Not a Collision w/2 Vehicles in Transport		Deer	Dry			
0.60	WY138	12/26/09	1810	200919610	0	0	Dusk			Deer	Snow	Apparently Normal		
0.61	WY138	7/10/07	2130	0711805	2	0	Darkness Unlighted	Unknown	Non-Junction	Deer	Dry	Apparently Normal	Southwest	Passenger

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

April 12, 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
1.00	WY138	9/7/07	940	0716168	0	0	Daylight	Unknown	Non-Junction	Deer	Dry	Unknown	Northeast	Passenger
1.00	WY138	2/18/06	1200	0603086	0	0	Daylight	Unknown	Non-Junction	Deer	Ice/Frost	Unknown	Northwest	PU
1.00	WY138	12/13/10	1600	201019379	0	0	Unknown	Not a Collision w/2 Vehicles in Transport		Deer	Dry			
1.00	WY138	10/7/09	1755	200920504	1	0	Daylight	Rear End (Front to Rear)	Driveway Related	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	East East	Passenger SUV
1.02	WY138	9/5/07	606	0715576	0	0	Dawn	Unknown	Non-Junction	Deer	Dry	Apparently Normal	North	PU
1.40	WY138	5/11/06	2240	0607462	1	0	Darkness Unlighted	Unknown	Non-Junction	Earth Embankment/Berm	Dry	Apparently Normal	Northeast	Passenger
1.40	WY138	8/26/10	657	201011975	2	1	Daylight	Angle Right (Front to Side, includes Broadside)	Driveway Related	Motor Vehicle in Transport on Roadway	Dry	Driver Inattention Apparently Normal	South Southwest	Passenger Heavy Truck > 26,(
2.00	WY138	4/22/10	1120	201005026	0	0	Daylight			Deer	Wet	Apparently Normal		
2.00	WY138	2/16/07	2323	0702992	0	0	Darkness Unlighted	Unknown	Intersection Related	Fence (including Post)	Dry	Suspected Alcohol Use	Northwest	Passenger
2.00	WY138	9/2/08	1730	200812141	0	0	Daylight	Angle Same Direction (Front to Side)	Intersection	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	Southwest North	PU Passenger
2.21	WY138	11/19/09	1130	200916919	0	0	Daylight	Not a Collision w/2 Vehicles in Transport	Non-Junction	Fence (including Post)	Dry	Driver Inattention	North	Passenger

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

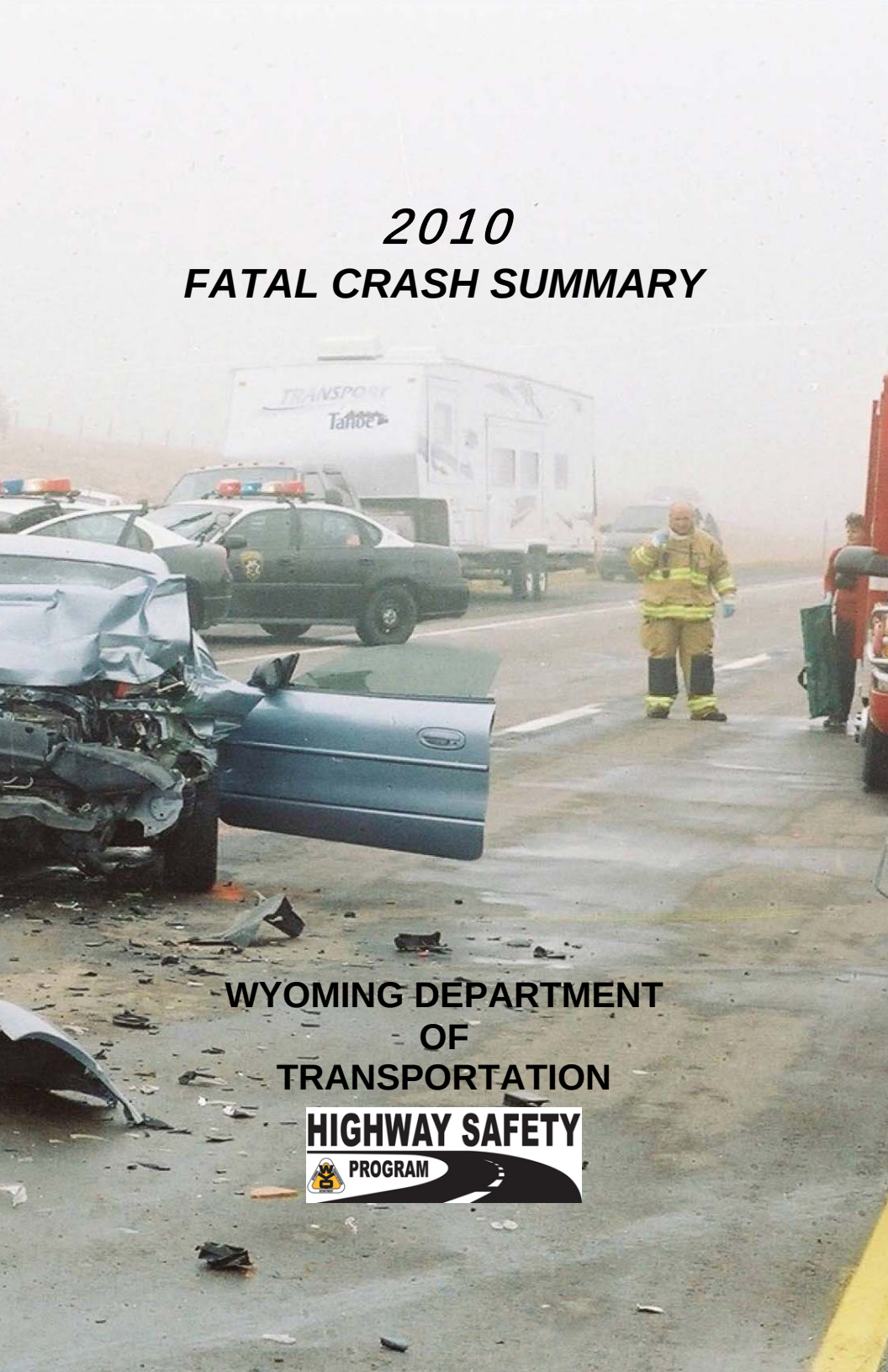
April 12, 2011

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
2.30	WY138	12/28/06	1000	0621744	0	0	Daylight	Unknown	Non-Junction	Overturn/Rollover	Ice/Frost	Unknown	North	Passenger
2.40	WY138	12/10/09	1742	200918045	0	0	Darkness Unlighted			Deer	Dry	Apparently Normal		
2.50	WY138	4/18/10	1100	201006240	1	0	Daylight	Angle Right (Front to Side, includes Broadside)	Driveway Related	Motor Vehicle in Transport on Roadway	Dry	Apparently Normal Apparently Normal	South North	PU SUV
2.50	WY138	10/27/09	730	200920325	0	0	Daylight	Not a Collision w/2 Vehicles in Transport		Deer	Dry			
2.56	WY138	3/20/10	2037	201003082	0	0	Darkness Unlighted	Angle Right (Front to Side, includes Broadside)	Driveway Related	Parked Motor Vehicle	Dry	Unknown	Unknown West	PU Passenger
2.65	WY138	2/5/08	1610	200801669	0	0	Dawn	Angle Same Direction (Front to Side)	Driveway Related	Motor Vehicle in Transport on Roadway	Snow	Apparently Normal Apparently Normal	South South	Passenger PU
2.90	WY138	11/1/10	1942	201015024	0	0	Darkness Unlighted			Deer	Dry	Apparently Normal		
3.00	WY138	10/14/10	1941	201014989	0	0	Darkness Unlighted			Deer	Dry	Apparently Normal		

M. P.	HIGHWAY ROUTE	DATE	TIME	REPORT NUMBER	# INJURED	# KILLED	LIGHTING	COLLISION TYPE	JUNCTION RELATION	FIRST HARMFUL EVENT	ROAD CONDITIONS	DRIVER CONDITION	DIRECTION OF TRAVEL	VEHICLE TYPE
3.00	WY138	2/22/06	2045	0603090	0	0	Darkness Unlighted	Unknown	Non-Junction	Deer	Dry	Unknown	East	PU
	TOTALS:			**27**	**8**	**1**								

CREATED BY: Thomas M. Carpenter; WYDOT Highway Safety; (307) 777-4274; Thomas.Carpenter@dot.state.wy.us

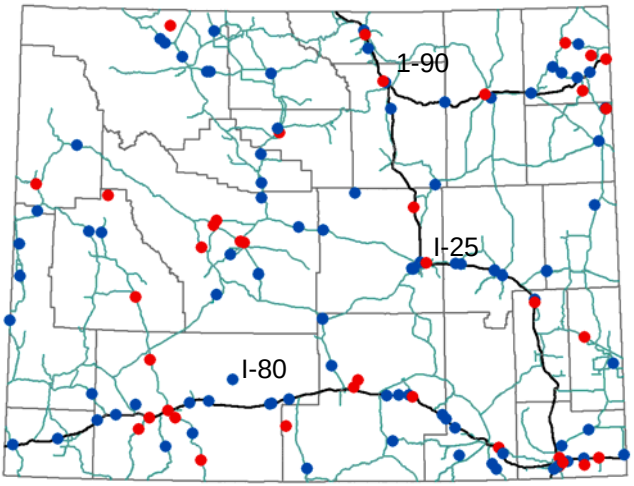
2010
FATAL CRASH SUMMARY



WYOMING DEPARTMENT
OF
TRANSPORTATION

HIGHWAY SAFETY
PROGRAM

STATE OF WYOMING



Information contained in this report is preliminary data only. Further analysis and quality control will be performed and published in Wyoming's 2010 Comprehensive Report on Traffic Crashes.

Data Provided By:
Highway Safety Crash Data Management Section

Prepared By:
Stephanie Lucero, Grants Manager
Highway Safety Program

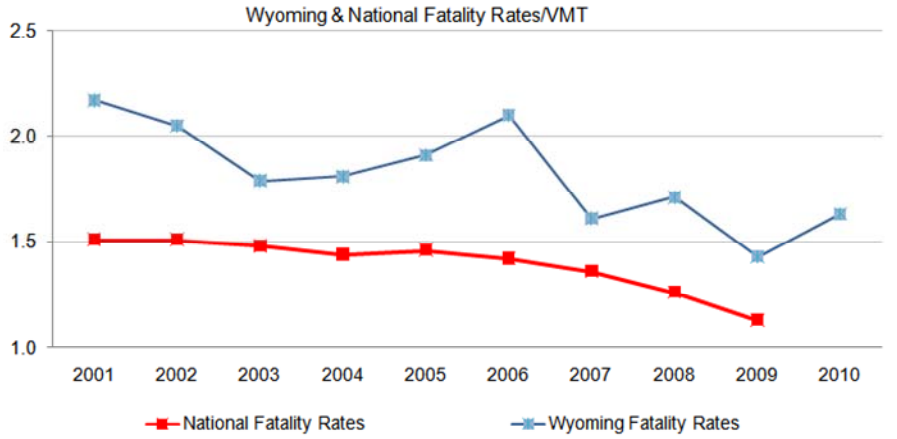
Reviewed By:
Dee West Peterson, Highway Safety Supervisor
Highway Safety Program

TABLE OF CONTENTS

2010 Wyoming
Fatal Crash Summary

Year	Fatal Crashes [Fatalities]	WY Fatality Rate	National Fatality Rates	Motorcyclists Killed	Pedestrians Killed	Bicyclists Killed
2000	132 [152]	1.88	1.53	5	12	2
2001	155 [186]	2.17	1.51	10	5	1
2002	151 [176]	2.05	1.51	15	4	2
2003	141 [165]	1.79	1.48	20	7	1
2004	142 [164]	1.81	1.44	14	3	0
2005	147 [170]	1.91	1.46	22	7	2
2006	169 [195]	2.10	1.42	17	6	0
2007	136 [149]	1.61	1.36	27	2	0
2008	139 [159]	1.71	1.26	19	7	1
2009	116 [134]	1.44	1.13	13	2	2
2010	137 [153]	1.63*	n/a*	31	3	0

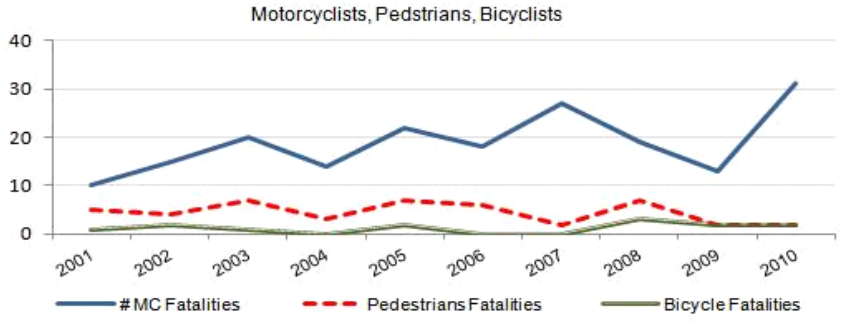
* 2010 Fatality Rate based on 2009 VMT.
**National fatality rate is not available.



2010 Wyoming
Fatal Crash Summary

Year	Statewide Observed Seat Belt Usage Rate	Fatality Seat Belt Usage**		Alcohol Related Fatal Crashes [Fatalities]	Alcohol Related Fatality Rate VMT*
2000	66.8%	40.2%		39 [41]	0.51
2001	n/a	27.4%		53 [70]	0.82
2002	66.6%	29.1%		53 [58]	0.64
2003	n/a	32.1%		43 [50]	0.54
2004	70.1%	35.3%		50 [53]	0.58
2005	n/a	30.4%		51 [54]	0.61
2006	63.5%	30.6%		58 [67]	0.72
2007	72.2%	39.3%		46 [49]	0.53
2008	68.6%	28.9%		65 [79]	0.85
2009	67.6%	29.5%		48 [55]	0.59
2010	66.6%	31.5%		45 [48]	0.51***

*VMT = Vehicle Miles Traveled
**Excludes ATV's, motorcycles, bicycles, pedestrians…
***2010 Alcohol Fatality Rate based on 2009 VMT.

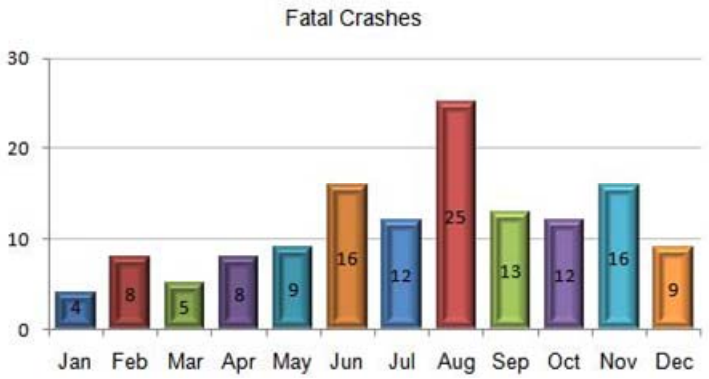


County History

	2008		2009		2010	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
Albany	7	9	6	7	8	8
Big Horn	10	15	2	2	1	1
Campbell	14	15	5	5	2	2
Carbon	6	6	7	8	15	20
Converse	5	5	6	6	7	8
Crook	2	2	1	1	11	11
Fremont	18	22	20	24	12	14
Goshen	3	3	3	4	2	3
Hot Springs	2	2	0	0	2	3
Johnson	6	6	2	2	5	6
Laramie	3	3	12	14	12	12
Lincoln	3	3	2	3	4	4
Natrona	13	16	11	11	8	8
Niobrara	0	0	1	3	1	2
Park	7	8	3	3	7	7
Platte	4	4	4	5	2	2
Sheridan	4	4	2	2	3	3
Sublette	1	1	5	8	5	5
Sweetwater	15	16	17	19	18	19
Teton	7	9	4	4	4	5
Uinta	9	10	2	2	3	4
Washakie	0	0	0	0	2	3
Weston	0	0	1	1	3	3
Total	139	159	116	134	137	153

Month & Day of Week

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Jan	1	1	1	0	0	1	0	4
Feb	3	1	1	1	2	0	0	8
Mar	1	2	1	1	0	0	0	5
Apr	3	1	1	0	1	1	1	8
May	2	2	0	2	1	0	2	9
Jun	3	3	1	2	1	1	5	16
Jul	1	0	1	0	0	6	4	12
Aug	3	4	3	6	7	0	2	25
Sep	0	1	1	3	4	3	1	13
Oct	3	2	2	1	1	1	2	12
Nov	5	2	2	1	1	1	4	16
Dec	2	2	1	1	1	1	1	9
Total	27	21	15	18	19	15	22	137



MOST Harmful Event by Investigating Agency

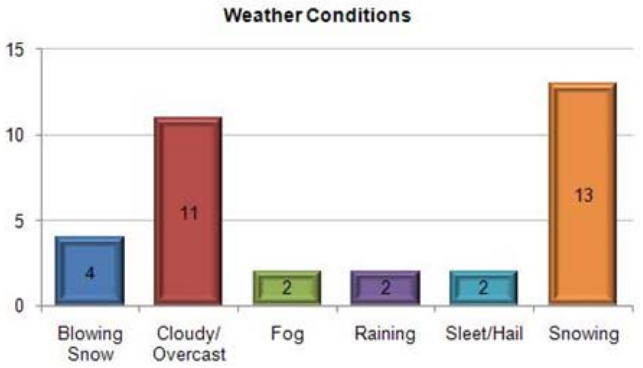
Most Harmful Event	City	Sheriff	BIA	WHP	Total
Bridge Pier or Support	0	0	0	1	1
Earth Embankment/Berm	0	1	0	4	5
Elk	0	0	0	1	1
Delineator Post	0	1	0	0	1
Drainage Pipe/Structure/Culvert	0	0	0	1	1
Fell/Jumped from a MV	1	0	0	2	3
Fence (including Post)	0	0	0	2	2
Fire/Explosion	0	0	0	1	1
Guardrail Face	0	0	0	2	2
MV in Transport on OTHER Road	0	0	0	2	2
MV in Transport on Roadway	3	0	0	33	36
Other NC (MC Loss of Control)	0	3	0	7	10
Overturn/Rollover	1	10	3	44	58
Parked Motor Vehicle	1	0	0	0	1
Pedestrian	1	0	0	2	3
Traffic Sign Support	1	0	0	0	1
Trees/Shrubbery	0	4	0	4	8
Utility Pole/Light Support	1	0	0	0	1
Work Zone/Maintenance Equip	0	0	0	1	1
Total	9	19	3	106	137

Most Harmful Event is the event that resulted in the most severe injury.

Weather & Road Conditions

	Dry	Ice/Frost	Mud/Dirt/Gravel	Snow	Wet	Total
Clear	104	9	2	3	0	118
Blowing Snow	0	2	0	2	0	4
Cloudy, Overcast	6	2	0	2	1	11
Fog	0	2	0	0	0	2
Raining	0	0	0	0	2	2
Sleet/Hail/Freezing Rain	0	2	0	0	0	2
Snowing	0	6	0	5	2	13
*Total	110	23	2	12	5	152

*Excludes Unknown Weather & Conditions. A crash may have multiple road or weather conditions (ie. icy & snowy road conditions).



The graph excludes 'Clear' Weather Conditions which accounts for 78% of the crashes.

Fatal Driver
&
Vehicle Information

Urban / Rural

Vehicle Type	Urban Non-PID	Urban PID	. Rural	Total
ATV	1	1	3	5
Heavy Truck > 26,000	1	3	19	23
Light Truck	0	0	3	3
MC < 150 cc	0	2	1	3
MC > 150 cc	1	3	28	32
Medium Truck	0	0	2	2
Motor Home	0	0	2	2
Off Road MC	0	0	2	2
Other Vehicle	0	0	1	1
Passenger	1	9	37	47
Passenger Van	0	2	1	3
PU	0	6	35	41
School Bus	0	0	1	1
SUV	0	4	23	27
Total	4	30	158	192

Vehicle Count not a Crash Count.

Rural crashes are defined as crashes occurring outside of city/urban limits.

Urban PID crashes include cities with a population greater than 15,000. Their boundaries are urban limits as defined by the WYDOT Planning Department and include more than corporate roadways. These cities include:

Casper	Gillette	Rawlins	Torrington
Cheyenne	Green River	Riverton	Wheatland
Cody	Lander	Rock Springs	Worland
Douglas	Laramie	Sheridan	
Evanston	Powell		

Urban Non-PID crashes are defined as crashes occurring within city limits with population less than 15,000.

Vehicle License Plate State

	2010
Arizona	3
California	5
Colorado	15
Department of State	1
Florida	2
Idaho	4
Illinois	3
Indiana	4
Iowa	1
Kansas	1
Minnesota	2
Mississippi	1
Montana	3
Nebraska	1
North Carolina	3
North Dakota	1
Oklahoma	2
Oregon	2
Saskatchewan	1
South Dakota	4
Texas	4
Utah	4
Virginia	1
Washington	3
Wisconsin	1
Wyoming	120
Total	192

Road Surface

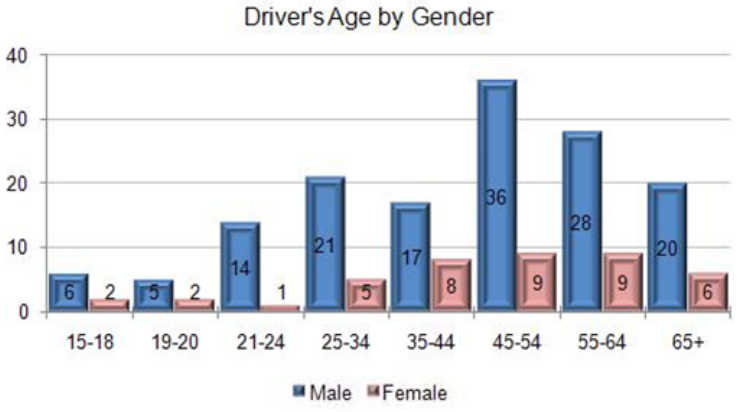
Vehicle Maneuver	Asphalt	Concrete	Dirt	Gravel/ Rock	Total
Backing	0	0	0	1	1
Changing Lanes	3	0	0	0	3
Driverless MV	1	0	0	0	1
Entering Traffic	3	0	1	0	4
Leaving Traffic Lane/Parking	1	0	0	0	1
Make U-Turn	2	0	0	0	2
Negotiating a Curve	38	1	3	3	45
Passing	7	0	0	0	7
Parked	1	1	0	0	2
Slowing	2	1	0	0	3
Stopped in Traffic	3	0	0	0	3
Straight Ahead	94	13	4	1	112
Turning Left	3	1	0	0	4
Other	4	0	0	0	4
Total	162	17	8	5	192

*Excludes unknown values.

Drivers Involved in Fatal Crashes

	Male	Female	Total
15-18	6	2	8
19-20	5	2	7
21-24	14	1	15
25-34	21	5	26
35-44	17	8	25
45-54	36	9	45
55-64	28	9	37
65+	20	6	26
Total	147	42	189

Male drivers account for 78% of all drivers involved in fatal crashes.



Drivers Involved in Fatal Crashes

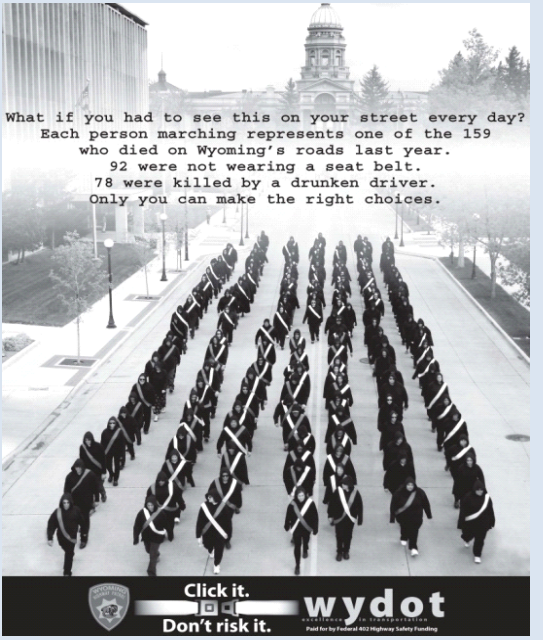
Driver Condition*	Total
Apparently Normal	74
Driver Inattention	4
Emotional (ie. depressed, angry)	4
Fatigued	5
Fell Asleep, Fainted	10
ill (sick)	2
Other	2
Suspected Alcohol Use	35
Suspected Drug Use	10
Total	146

*Drivers can have Multiple Conditions (ie., Suspected Alcohol Use, Under the Influence of Medication, ect.). Excludes Unknown Conditions.

Driver Distraction**	Total
Not Distracted	80
Electronic Communication Device (cell, pager...)	3
Other Distraction Inside MV (passenger, pet...)	5
Other Distraction Outside MV	3
Total	91

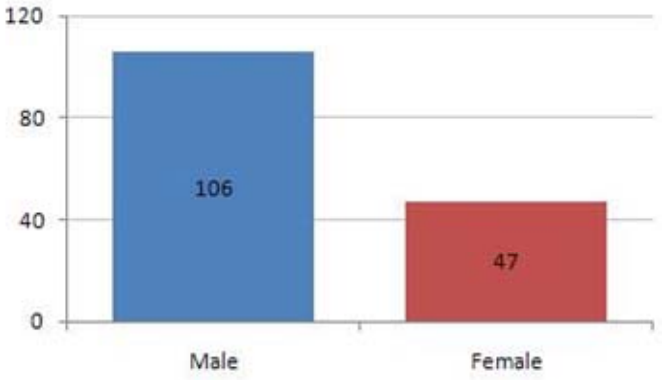
**Drivers can have only one (1) distraction. Excludes Unknown Distractions.

Fatality Summary
Age, Gender & Seat Belt Usage



Fatality Age & Gender

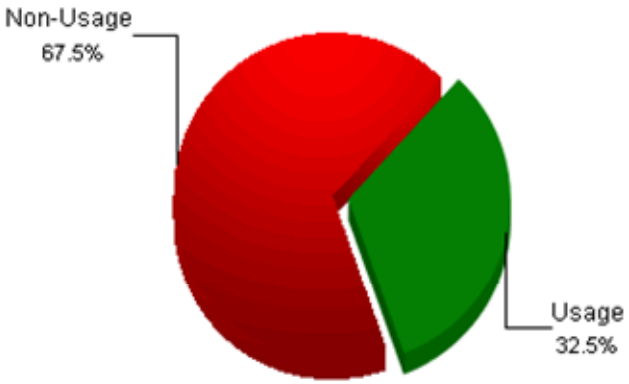
	Male	Female	Total
1-4	1	1	2
9-14	0	1	1
15-17	2	2	4
18-20	1	4	5
21-24	14	2	16
25-34	22	5	27
35-44	12	7	19
45-54	25	9	34
55-64	18	9	27
65+	11	7	18
Total	106	47	153



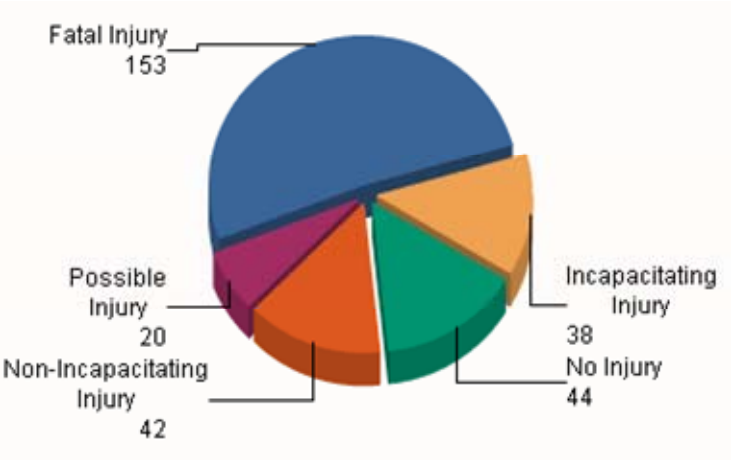
Fatality Safety Equipment Usage
Excludes pedestrians, bicyclists, motorcyclists, scooters...

Fatality Age	Use	Non-Use	Total
03	0	1	1
04	0	1	1
13	0	1	1
15	0	1	1
17	1	1	2
18	0	1	1
19-20	0	4	4
21-24	3	10	13
25-34	4	19	23
35-44	3	10	13
45-54	5	13	18
55-64	8	11	19
65-74	8	0	8
75+	4	3	7
Total	36	76	112

Fatality Seat Belt Usage



Fatal Crash Injuries

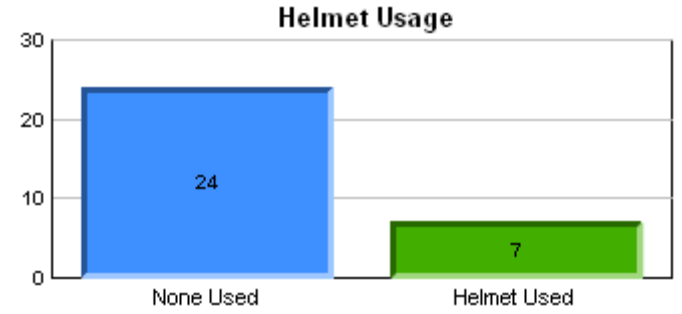


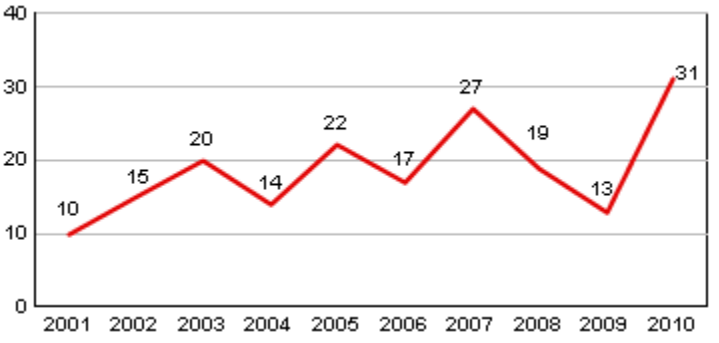
Motorcycle Fatal Crashes & Fatalities

Wyoming Motorcycle Fatal Crashes & Fatalities

There were 30 motorcycle crashes that killed 31 motorcyclists in 2010 Wyoming traffic crashes. Sixty-eight percent (68%) were between the ages of 45-64 and 77% were male.

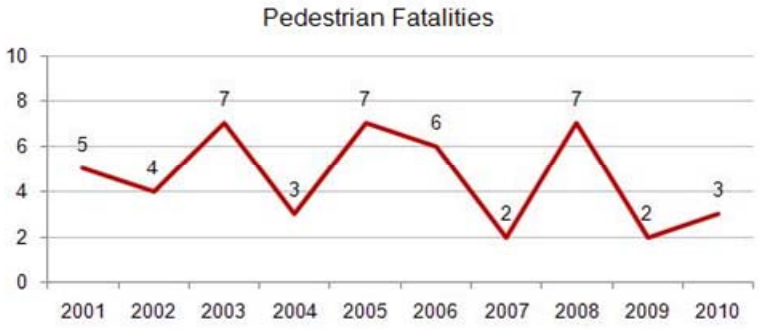
	2010		
	Male	Female	Total
21-24	3	0	3
25-34	1	1	2
35-44	4	0	4
45-54	10	4	14
55-64	5	2	7
65+	1	0	1
Total	24	7	31





Pedestrian & Bicycle Fatalities

Pedestrian & Bicycle Fatalities
Years: 2001-2010



	Bicycle Fatalities
2001	1
2002	2
2003	1
2005	2
2008	1
2009	2
Total	9

There were no bicycle fatalities in 2004, 2006, 2007 and 2010.

Alcohol Related Fatal Crashes & Fatalities

Alcohol Related Fatal Crashes
(Includes drinking pedestrians)

	2006	2007	2008	2009	2010
Fatal Crashes	169	136	139	116	137
Alcohol Fatal Crashes	58	46	65	48	45
% Fatal Crashes	34.3%	33.8%	46.8%	36.2%	32.9%

Alcohol Related Fatalities

	2006	2007	2008	2009	2010
All Fatalities	195	149	159	134	153
Alcohol Related	67	49	79	55	48
% Fatalities	34.4%	32.9%	49.7%	35.8%	31.4%

Alcohol Related Fatal Crashes

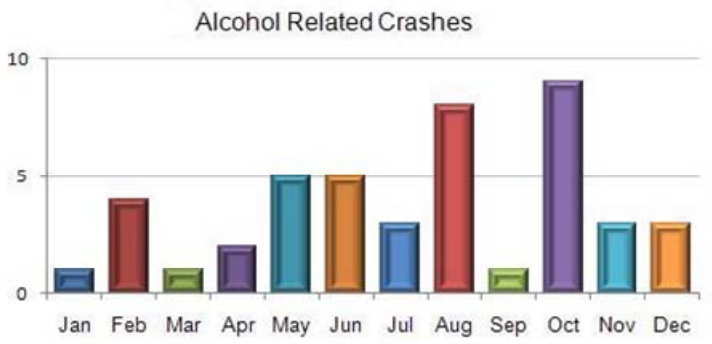
	2006	2007	2008	2009	2010	Total
Albany	2	0	2	1	2	7
Big Horn	0	1	5	0	0	6
Campbell	8	5	8	0	1	22
Carbon	1	1	2	3	5	12
Converse	1	1	4	2	0	8
Crook	1	2	0	0	4	7
Fremont	12	7	13	10	7	49
Goshen	1	0	1	2	1	5
Hot Springs	0	0	1	0	0	1
Johnson	4	2	0	0	1	7
Laramie	5	3	2	8	5	23
Lincoln	1	3	2	1	0	7
Natrona	4	3	8	5	2	22
Park	0	5	2	3	1	11
Platte	2	1	1	2	1	7
Sheridan	6	1	2	2	1	12
Sublette	0	2	1	2	3	8
Sweetwater	4	5	6	6	7	28
Teton	1	2	1	0	1	5
Uinta	2	2	4	1	1	10
Washakie	0	0	0	0	1	1
Weston	3	0	0	0	1	4
Total	58	46	65	48	45	262

Alcohol Related Fatalities

	2006	2007	2008	2009	2010	Total
Albany	3	0	4	1	2	10
Big Horn	0	1	9	0	0	10
Campbell	8	5	9	0	1	23
Carbon	1	1	2	3	5	12
Converse	1	1	4	2	0	8
Crook	2	2	0	0	4	8
Fremont	16	9	16	12	8	61
Goshen	1	0	1	3	1	6
Hot Springs	0	0	1	0	0	1
Johnson	5	3	0	0	1	9
Laramie	5	3	2	10	5	25
Lincoln	1	3	2	2	0	8
Natrona	4	3	11	5	2	25
Park	0	5	2	3	1	11
Platte	2	1	1	3	1	8
Sheridan	6	1	2	2	1	12
Sublette	0	2	1	2	3	8
Sweetwater	5	5	6	6	8	30
Teton	2	2	1	0	2	7
Uinta	2	2	5	1	1	11
Washakie	0	0	0	0	1	1
Weston	3	0	0	0	1	4
Total	67	49	79	55	48	298

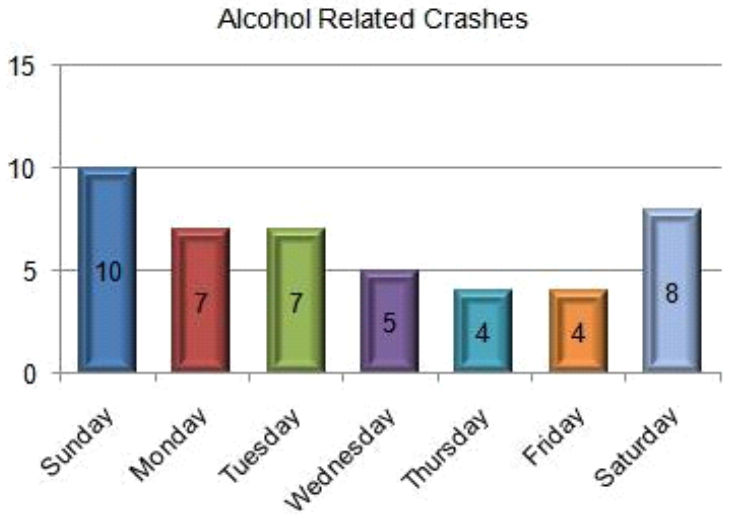
Alcohol Related Crashes by Month

	2006	2007	2008	2009	2010	Total
January	4	3	10	3	1	21
February	2	2	4	2	4	14
March	3	4	2	4	1	14
April	4	2	2	4	2	14
May	5	3	6	7	5	26
June	8	3	5	10	5	31
July	7	10	4	5	3	29
August	5	4	9	4	8	30
September	4	5	6	3	1	19
October	7	2	4	0	9	22
November	5	7	6	5	3	26
December	4	1	7	1	3	16
Total	58	46	65	48	45	262



Alcohol Related Crashes

	2006	2007	2008	2009	2010	Total
Sunday	8	8	9	9	10	44
Monday	8	4	4	9	7	32
Tuesday	6	3	7	5	7	28
Wednesday	8	7	4	7	5	31
Thursday	7	2	7	5	4	25
Friday	7	8	8	6	4	33
Saturday	14	14	26	7	8	69
Total	58	46	65	48	45	262

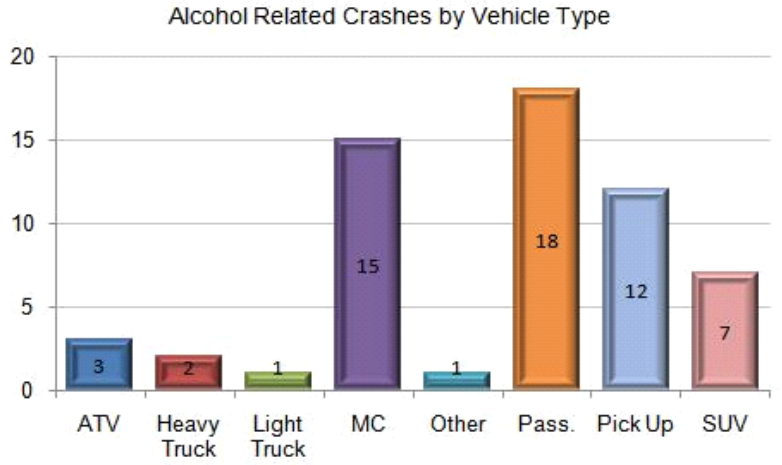


Alcohol Related Crashes
Vehicle Type

	2006	2007	2008	2009	2010	Total
ATV	0	0	2	0	3	5
Cargo Van	0	0	1	0	0	1
Heavy Truck > 26,000	4	3	4	4	2	17
Light Truck	0	0	0	3	1	4
MC < 150 cc	0	0	0	1	1	2
MC > 150 cc	8	9	2	4	13	36
Medium Truck	1	0	0	0	0	1
Motor Home	1	0	0	0	0	1
Off Road MC	0	0	0	0	2	2
Passenger	34	18	26	17	18	113
Passenger Van	2	1	2	1	0	6
PU	23	21	34	21	13	112
SUV	0	0	12	9	7	28
Total	73	52	83	60	60	328

Fatal Alcohol Related Crashes
Vehicle Type by Maneuver

	Straight Ahead	Entering Traffic/ Slowing	Negotiating a Curve	Overtaking/ Passing	Turning Left	Total
Pass.	13	0	5	0	0	18
SUV	4	0	2	1	0	7
All MC Types	9	0	6	0	0	15
ATV	0	1	1	0	1	3
Pick Up	6	1	4	1	0	12
Light Truck	1	0	0	0	0	1
Heavy Truck	1	0	1	0	0	2
Other Vehicle	1	0	0	0	0	1
*Total	35	2	19	2	1	59



Alcohol Related Drivers

Driver Age & Gender	Male	Female	Total
16	1	0	1
18	1	0	1
20	1	0	1
21-24	7	0	7
25-34	10	1	11
35-44	6	1	7
45-54	8	2	10
55-64	7	0	7
Total	41	4	45

Alcohol Related Drivers
BAC Test Results

Driver Age & BAC	.00	.08 - .14	.15 - .20	.20- .29	Total
16	0	1	0	0	1
18	0	1	0	0	1
20	0	1	0	0	1
21-24	0	2	3	2	7
25-34	1	2	4	3	10
35-44	1	0	2	2	5
45-54	0	1	3	5	9
55-64	1	1	2	3	7
Total	3	9	14	15	41

There were three drivers that had a BAC result of .00 that the investigating officer indicated Driver's Condition was Alcohol Involved. Unknown BAC results were excluded.

Alcohol Related Fatalities

Fatality Age & Gender	Male	Female	Total
19	0	1	1
21-24	7	0	7
25-34	11	4	15
35-44	5	3	8
45-54	8	2	10
55-64	7	0	7
Total	38	10	48

WYOMING DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY PROGRAM
5300 BISHOP BLVD.
CHEYENNE, WY 82009

For more information, go online to:
www.dot.state.wy.us

WYOMING DEPARTMENT OF TRANSPORTATION
5300 BISHOP BLVD.
CHEYENNE, WY 82009-3340

HIGHWAY SAFETY Program

Wyoming FY2011 PROBLEM IDENTIFICATION

TABLE OF CONTENTS
PROBLEM IDENTIFICATION
FY2011

HIGHWAY SAFETY
FY2011 PROBLEM IDENTIFICATION
[307] 777-4450

PREPARED BY: STEPHANIE LUCERO
DATA and GRANTS MANAGER

REVIEWED BY: DEE WEST PETERSON
HIGHWAY SAFETY PROGRAM SUPERVISOR

APPROVED BY: MATT CARLSON, P.E.
WYOMING STATE HIGHWAY SAFETY ENGINEER

The “Wyoming Highway Safety Problem Identification" is compiled for an in depth analysis of traffic safety program areas which are directly eligible for federal highway safety funding consideration. These funds are apportioned and obligated each year to the State of Wyoming by the federal government through the National Highway Traffic Safety Administration (NHTSA). The Wyoming Department of Transportation, Highway Safety Program is assigned the responsibility of being the pass-through agency for these funds each year. This document is used to justify highway safety program areas to be addressed in Wyoming's annual Highway Safety Plan including what areas in the state should be considered for funding. Crash analysis is provided for the following safety concerns. The focus of the analysis is to determine trends, over representation, problem locations, and comparisons with state and national occurrences. The general topic areas include:

- Occupant Protection Issues
- Alcohol Related Crashes
- Speed Related Crashes
- Traffic Crashes involving Pedestrians
- Traffic Crashes involving Bicyclists
- Traffic Crashes involving Motorcyclists
- General Statistics - Fatality Rates, Traffic Crash Histories and related Human Injury Severities

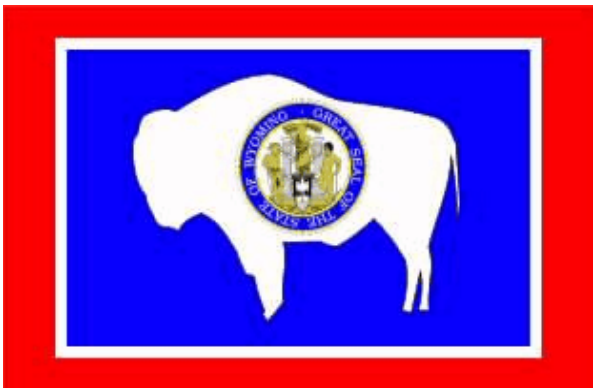
Wyoming’s Problem Identification Documents for the FY 2011, Highway Safety Grant Program is divided into two major sections describing Wyoming data as a whole and specific data.

A process has been developed to evaluate the different counties using a Statewide Safety Index Ranking. Each county is ranked with [1] being the lowest ranking [needing improvement] and [23] being the highest ranking [needing less improvement]. The Safety Index also lists for each category the numbers below the statewide averages, these are the counties with the best ranking. Counties with rankings above the statewide averages will be analyzed further to determine if there are any highway safety programs to assist them in improving their overall ranking.

The counties were ranked according to the number of fatal, injury and property damage only total crashes occurring each 3 year average per 1,000 population. The same process was calculated for alcohol related crashes. Crash rates were also computed for all fatal, injury and property damage only crashes per 100 million vehicle miles traveled in the county to account for the in county, out of county, and out of state vehicles. [All crashes and Alcohol involved]

To arrive at an overall Safety Index Ranking, the rankings within the five different categories were added together and divided by five. As the Problem Identification Document is expanded each year, different categories could be included within the Safety Index, ie: citations, court dispositions, alcohol testing program, EMS, etc.

WYOMING
"EQUAL RIGHTS"



10th Largest State (97,814 miles)
50th State by Population Density
(5.5 Est. 2008 pop./sq. Mile)

Governor: Dave Freudenthal (D) (Second Term)

U.S. Congressional Delegation:

Senators: John Barrasso, M.D. (R)
Michael Enzi (R)

Representative: Cynthia Lummis (R)

Governor's Representative:

Matt Carlson, P.E.
Highway Safety Program
Department of Transportation

Highway Safety Program Coordinator:

Dee West Peterson
Highway Safety Program
Department of Transportation

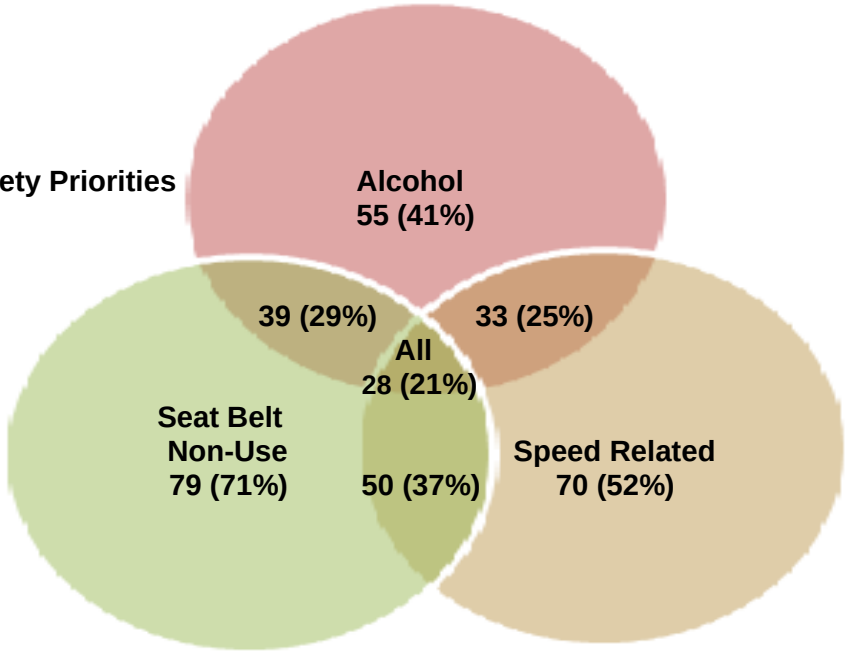
Status of Key Wyoming Traffic Safety Laws

Safety Belt Law	Yes, secondary enforcement
Administrative license revocation	Yes
0.08 BAC *per se* law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Graduated licensing	Yes
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
Child Safety Seat Law	Yes
Booster Seat Law	Yes
Texting while driving	Yes

WYOMING PROFILE 2009

Data-Driven Traffic Safety Priorities

Speed Related
Seat Belt Usage
Alcohol



116 Fatal Crashes & 134 Fatalities

Note: Diagram fatality numbers and percentages exceed 100% since multiple factors can apply.

2009 Primary Safety Points

Fatal crashes decreased from 139 in 2008 to 116 in 2009, a 17% decrease. Fatalities decreased from 159 in 2008 to 134 in 2009. These 25 deaths constitute a 15.7% decrease. The decrease in deaths were seen in the areas of:

Decrease of multiple vehicle crashes 49 in 2008 to 32 in 2009.
Fatality reported non-seat belt usage remained constant at 29% in 2008 and 2009.
30% decrease in alcohol involved fatalities: 79 in 2008 to 55 in 2009.
3% increase in the # of DUI convictions from 4,577 in 2007 to 4,733 in 2009.
(Source: WYDOT Driver Services).

Key Points and Trends

White is the dominant race in Wyoming with 93.9% of the population and the American Indian represents 2.5%. Wyoming's economic characteristics included a median household income of $53,207 for 2008. There are 16 towns that have a population over 5,000 and only the state capital, Cheyenne, and Casper have a population over 50,000.

There continues to be 2.3 Wyoming law enforcement officers per 1,000 population versus 2.6 nationally. These numbers alone do not reflect the enforcement hardship since the state is largely rural and sparsely populated. Thus, some towns have only 1 or 2 officers responsible for patrolling, administrative functions and general agency coverage. If there were statistics of the number of officers per square mile for both state and national, the illustration of hardship would be more understandable. An additional hardship is the filling of vacant law enforcement positions since officer salaries rival those of the energy market.

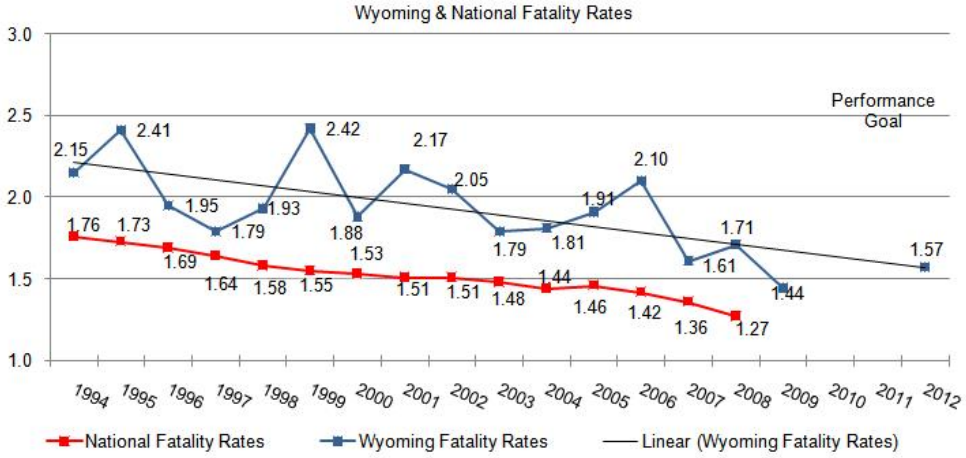
WYOMING ROADWAY CRASH STATISTICS

	Crashes				Injuries			Alcohol	Speed Related	No Belts
Calendar Year	Fatal	Injury	Property Damage Only	Total Crashes	Persons Killed	ALL Persons Injured	Fatal & Serious Injuries	Fatal & Serious Injuries	Fatal & Serious Injuries	Fatal & Serious Injuries
1994	130	3,633	10,464	14,227	144	5,517	1,148	267	334	598
1995	138	3,819	10,468	14,425	170	6,061	1,375	291	466	703
1996	121	4,223	12,148	16,492	143	6,601	1,329	262	404	644
1997	117	4,130	12,388	16,635	137	6,390	1,359	256	369	650
1998	129	3,858	12,124	16,111	154	5,887	1,179	241	336	554
1999	162	4,071	11,203	15,436	189	6,280	1,374	261	361	610
2000	132	4,030	11,319	15,481	152	6,117	1,324	215	376	514
2001	155	3,779	11,269	15,203	186	5,759	1,320	241	400	561
2002	151	4,084	11,468	15,703	176	6,264	1,273	265	412	516
2003	141	4,107	12,062	16,310	165	6,239	1,294	237	391	432
2004	142	3,960	11,472	15,574	164	6,114	1,235	212	398	420
2005	147	3,977	11,758	15,882	170	6,112	1,260	212	385	395
2006	169	4,336	12,463	16,968	195	6,658	1,239	245	377	433
2007	136	4,366	12,927	17,429	149	6,620	1,227	240	398	381
2008	139	3,711	12,693	16,542	159	5,320	888	233	413	340
2009	116	3,335	11,428	14,879	134	4,838	756	223	314	276

Calendar Year	VMT	Population	Licensed Drivers	Vehicle Registrations	Crash Rate Per 100 M VMT	Injury Rate per 100 M VMT	Wyoming Fatality Rate Per 100 M VMT	U.S. Fatality Rate Per 100 M VMT
1994	6,691	480,283	-	-	212.61	82.45	2.15	1.73
1995	7,045	485,160	-	625,155	204.74	86.03	2.41	1.73
1996	7,339	488,167	-	634,970	224.70	89.94	1.95	1.69
1997	7,649	489,451	-	643,319	217.45	83.54	1.79	1.64
1998	7,991	490,787	-	652,490	201.58	73.67	1.93	1.58
1999	7,796	491,780	-	644,310	197.96	80.55	2.42	1.55
2000	8,067	493,782	407,520	610,473	191.88	75.83	1.88	1.53
2001	8,576	494,045	412,032	710,407	177.27	67.15	2.17	1.51
2002	8,576	499,045	405,209	714,155	174.56	73.04	2.05	1.51
2003	9,232	501,915	392,413	736,679	176.67	67.58	1.79	1.48
2004	9,081	505,887	404,178	758,891	171.48	67.33	1.81	1.44
2005	8,899	509,294	397,716	782,687	178.41	68.66	1.91	1.46
2006	9,266	515,004	404,731	801,178	183.12	71.85	2.10	1.42
2007	9,236	522,830	411,788	834,319	188.10	71.68	1.61	1.36
2008	9,275	532,668	418,244	880,726	192.42	57.36	1.72	1.27
2009	9,384	544,270	423,471	902,414	158.56	51.56	1.43	1.27*

**2009 U.S. Fatality Rate Per 100 Mil. Veh. Miles based on 2008 data. 2009 data is not currently available. Source: Traffic Safety Facts publication of USDOT, NHTSA, and FARS.*

Between 2008 and 2009 vehicle registrations increased by about 2%. Since 2000, vehicle registrations have increased 32% while licensed drivers have seen a 3.8% increase.



Fatal Crashes/Fatalities

2009

There were 116 fatal crashes with 134 fatalities of which: 13 (9.7%) were motorcyclists, 2 (1.5%) were pedestrians and 2 (1.5%) were bicyclists.
64% of the fatalities were drivers.
Seat belts were **NOT** used by 71% of the fatalities.

2007-2009

There were 391 fatal crashes averaging 130 per year.
Fremont County accounted for 14% of the fatal crashes, Sweetwater County 13%, Natrona County 9% and Laramie County 6%.
Overturn crashes accounted for 53% of fatal crashes.
On average, 82% of the fatal crashes were rural and 18% were within an incorporated city/town.
80% of fatal crashes occurred on dry roads and clear weather conditions.
47% of all fatal traffic crashes occur on Friday, Saturday or Sunday.
60% of drivers involved in fatal crashes had a Wyoming Driver's License.
Out of the 391 fatal traffic crashes: 275 involved one vehicle, 106 involved two vehicles, and 10 involved three or more vehicles.

Alcohol

2009

There were 48 Alcohol Related Fatal Crashes and 54 drinking drivers.
In 2009, 41% of the fatalities involved alcohol.
Drinking drivers between the ages of 21-34 accounted for 44% of alcohol related crashes (92% were male).
Overall, male drivers account for 87% of the alcohol related drivers.
Alcohol related VMT fatality rates have decreased from .85 in 2008 to .51 in 2009.

Occupant Protection

2009

Seat belts were **NOT** used by 71% of the fatalities.
Since 2000, the percentage of those killed not using their safety equipment has dropped from 59% to 71% in 2009 and incapacitating injuries has remained relatively consistent with 45.7% to 44.4%.
92% of male pickup drivers killed 18-34 years old in 2009 did not use safety equipment.
Observed seat belt usage has decreased from 72.2% in 2007 to 67.6% in 2009.

	2001	2002	2003	2004	2005	2006	2007	2008	2009
Observational Seat Belt Use	69.4%	66.6%	N/A	70.1%	N/A	63.5%	72.2%	68.6%	67.6%

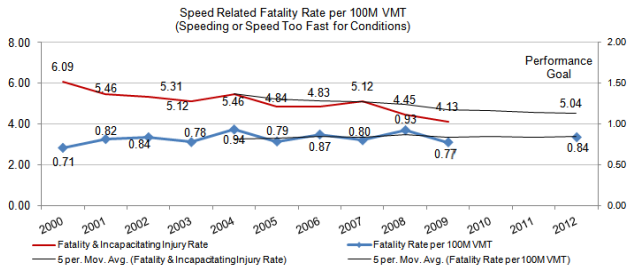
Speed Related Crashes

2009

Speed related crashes are represented in 53% of fatal crashes and 26% of all Wyoming traffic crashes.

The fatality rate as decreased from .80 in 2007 to .77 in 2009.

There were 314 speed related fatalities and incapacitating injuries.



Motorcycles

2009

There were 313 motorcycle traffic crashes (13 fatal, 261 injury and 39 property damage only crashes) involving 369 motorcyclists.

Motorcycle registrations have doubled since 2000 growing from 14,408 in 2000 to 28,336 in 2009.

Alcohol was involved in 36 motorcycle crashes.

59% of all motorcycle crashes occur June thru August.

There were 13 fatalities and 89 seriously injured motorcyclists.

75% of the fatally and seriously injured motorcyclists were not wearing a helmet.

***NOTE:** Historically motorcycle crashes included ATV's. Crashes occurring 2008 forward exclude ATV's as motorcycle crashes.

Age/Injury Status	14	15-17	18-20	21-24	25-34	35-44	45-54	55-64	65+	Total
Fatal Injury	0	0	0	1	2	1	2	4	3	13
Incapacitating Injury	0	1	3	5	16	14	27	18	5	89
Non-Incapacitating Injury	2	3	8	11	20	20	37	34	3	138
Possible Injury	1	1	4	7	12	10	19	13	4	71
No Injury	0	2	3	3	14	6	12	6	4	50
Unknown	0	0	0	0	0	2	1	2	3	8
Total	3	7	18	27	64	53	98	77	22	369

Bicycles

There were 70 bicyclists involved in traffic crashes during 2009.

94% of bicycle crashes occurred within an incorporated city/town.

90% of crashes occurred during daylight hours.

Age/Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Fatal Injury	0	0	0	0	1	1	0	2
Incapacitating Injury	3	0	0	0	0	3	0	6
Non-Incapacitating Injury	15	7	6	1	2	5	2	38
Possible Injury	13	1	3	2	2	1	1	23
Unknown	0	0	0	0	0	0	1	1
Total	31	8	9	3	5	10	4	70

Pedestrians

There were 66 pedestrians involved in traffic crashes during 2009.

94% of the pedestrian crashes occurred within an incorporated city/town.

70% of the pedestrian crashes occurred during daylight hours.

Age/Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Fatal Injury	1	0	0	0	0	1	0	2
Incapacitating Injury	2	2	1	2	0	5	2	14
Non-Incapacitating Injury	9	2	3	0	1	9	1	25
Possible Injury	9	4	4	2	1	4	1	25
Total	21	8	8	4	2	19	4	66

Traffic Safety Core Outcome Measures

The Highway Safety Plan Program areas will impact one or more the following Core Outcome Measures, Core Behavior Measure and Activity Measures listed below:

Core Outcome Measures

C1 - Number of Traffic Fatalities (FARS)
C2 – Number of serious injuries (WECRS)
C3 – Fatalities / VMT plus rural and urban (FARS)
C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. (FARS)
C6 – Number of speeding-related fatalities (FARS)
C7 – Number of motorcyclists fatalities (FARS)
C8 – Number of unhelmeted motorcyclist fatalities (FARS)
C9 – Numbers of drivers age 20 or younger involved in fatal crashes (FARS)
C10 – Number of pedestrian fatalities (FARS)

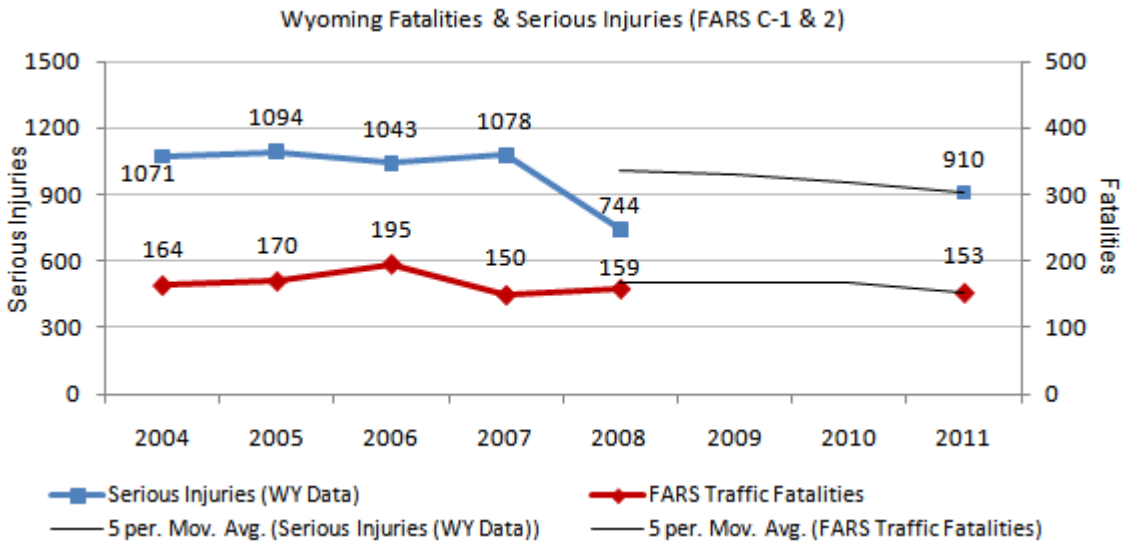
Core Behavior Measure

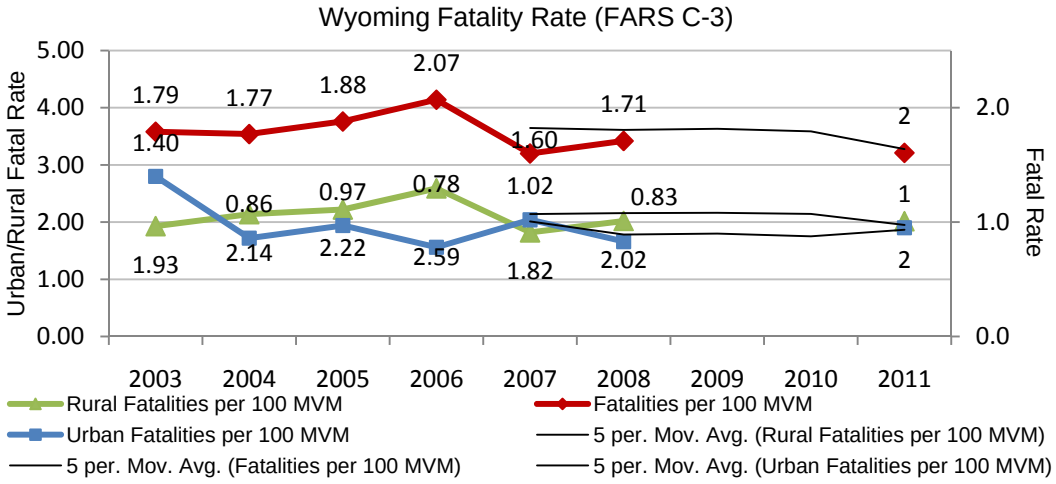
B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)

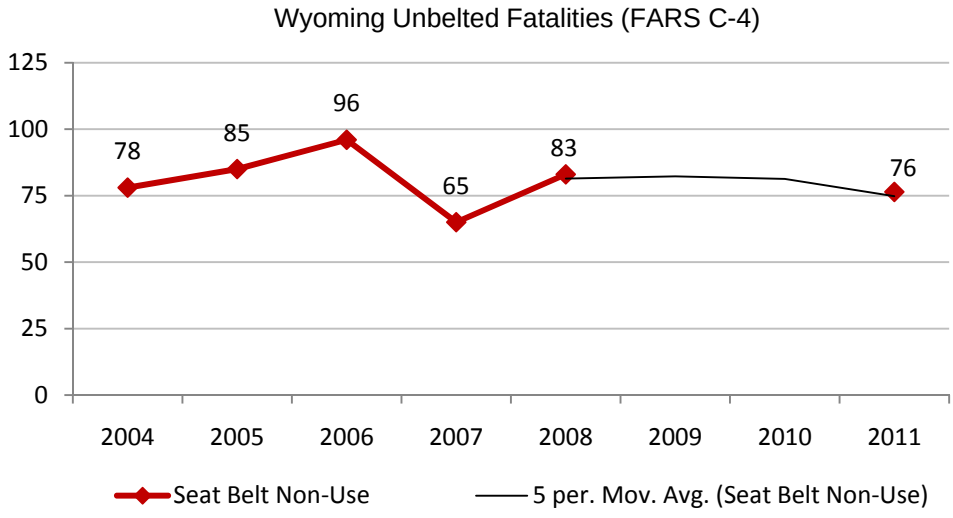
Core Activity Measures

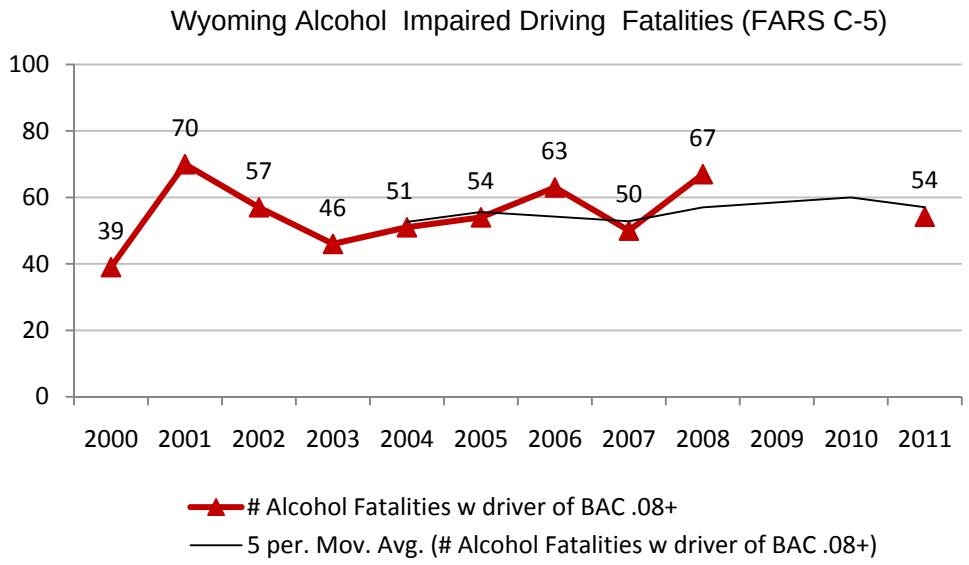
A1 – Number of seat belt citations issued during grant-funded enforcement activities (Grant Activity Reporting).
A2 – Number of impaired driving arrests made during grant-funded enforcement activities (Grant Activity Reporting).
A3 – Number of speeding citations issued during grant-funded enforcement activities (Grant Activity Reporting).

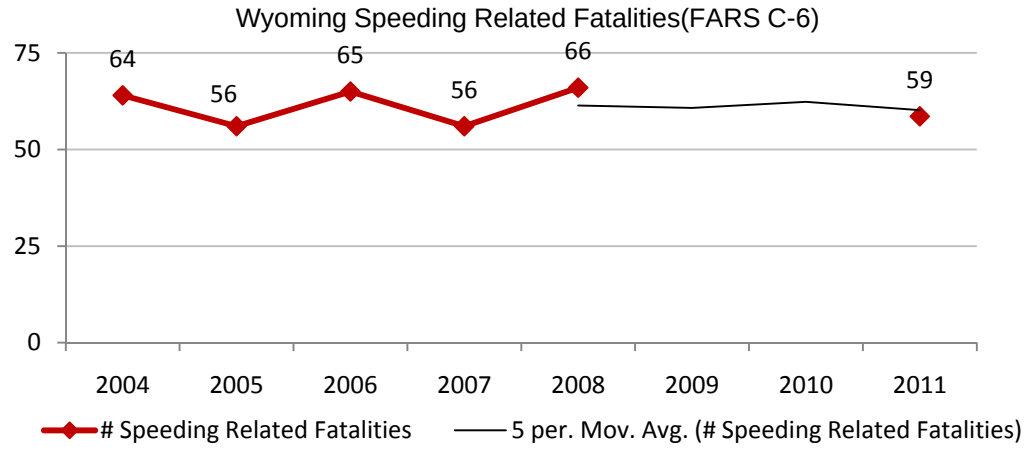
All data for the Core Outcome Measures comes from FARS with the exception of C-2 (Serious Injuries) which is extracted from the Wyoming Electronic Crash Reporting System (WECRS) database. The ( ) behind the measure indicates the data source:

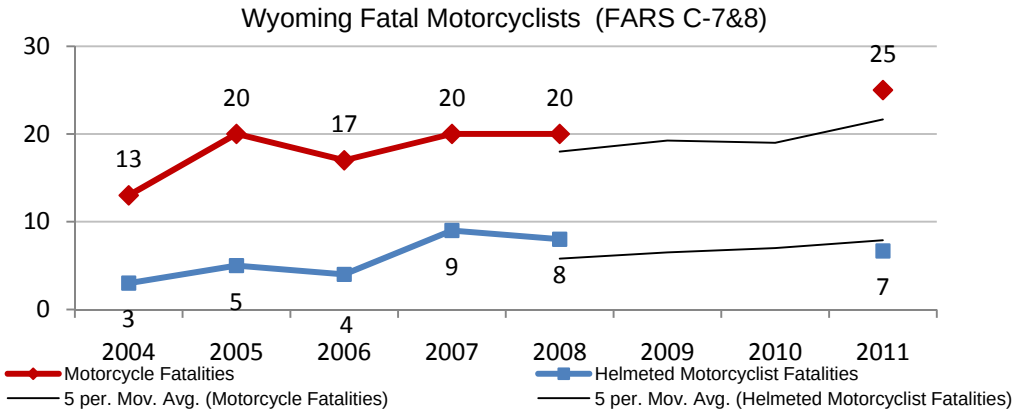

Wyoming Fatalities & Serious Injuries (FARS C-1 & 2)
Serious Injuries
Fatalities
1500
1200
900
600
300
0
500
400
300
200
100
0
1071
1094
1043
1078
744
910
164
170
195
150
159
153
2004
2005
2006
2007
2008
2009
2010
2011
Serious Injuries (WY Data)
FARS Traffic Fatalities
5 per. Mov. Avg. (Serious Injuries (WY Data))
5 per. Mov. Avg. (FARS Traffic Fatalities)

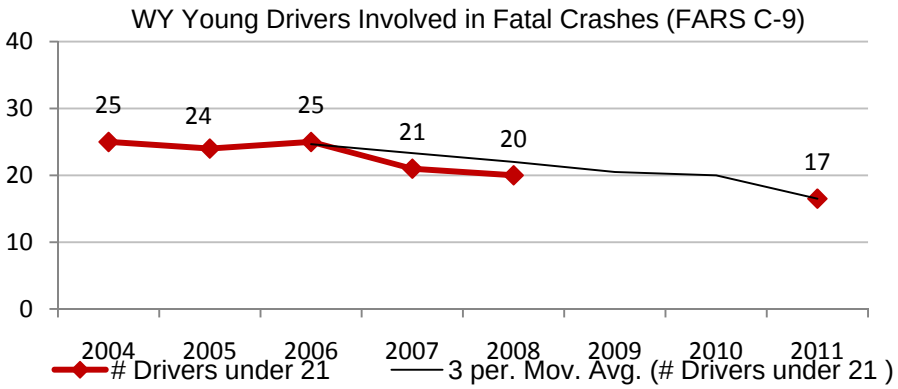

Wyoming Fatality Rate (FARS C-3)
Urban/Rural Fatal Rate
Fatal Rate
5.00
4.00
3.00
2.00
1.00
0.00
2.0
1.0
0.0
1.79
1.77
1.88
2.07
1.60
1.71
2
1.40
0.86
0.97
0.78
1.02
0.83
1
1.93
2.14
2.22
2.59
1.82
2.02
2
2003
2004
2005
2006
2007
2008
2009
2010
2011
Rural Fatalities per 100 MVM
Fatalities per 100 MVM
Urban Fatalities per 100 MVM
5 per. Mov. Avg. (Rural Fatalities per 100 MVM)
5 per. Mov. Avg. (Fatalities per 100 MVM)
5 per. Mov. Avg. (Urban Fatalities per 100 MVM)

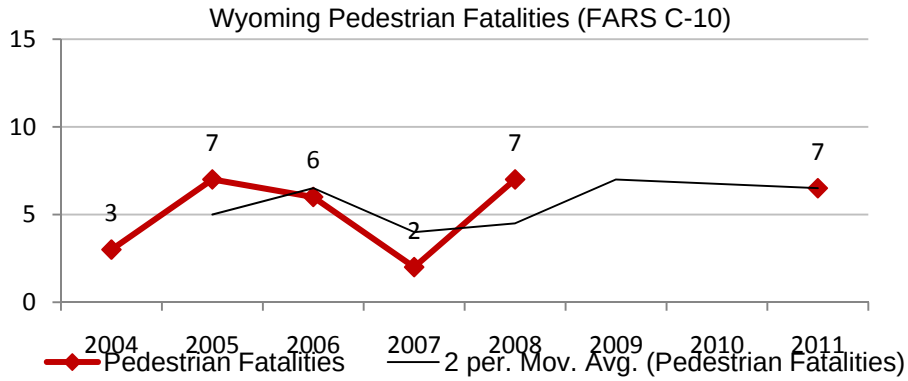

Wyoming Unbelted Fatalities (FARS C-4)
125
100
75
50
25
0
78
85
96
65
83
76
2004
2005
2006
2007
2008
2009
2010
2011
Seat Belt Non-Use
5 per. Mov. Avg. (Seat Belt Non-Use)

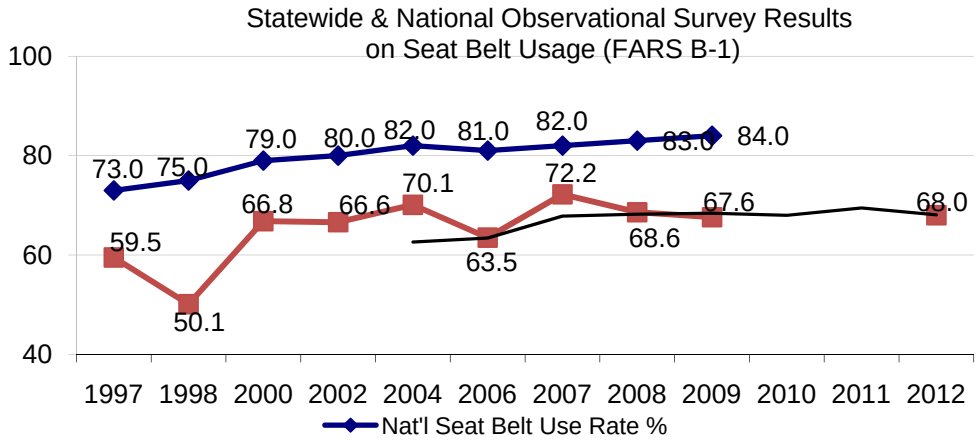

Wyoming Alcohol Impaired Driving Fatalities (FARS C-5)
100
80
60
40
20
0
39
70
57
46
51
54
63
50
67
54
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011
Alcohol Fatalities w driver of BAC .08+
5 per. Mov. Avg. (# Alcohol Fatalities w driver of BAC .08+)


Wyoming Speeding Related Fatalities(FARS C-6)
75
50
25
0
64
56
65
56
66
59
2004 2005 2006 2007 2008 2009 2010 2011
Speeding Related Fatalities
5 per. Mov. Avg. (# Speeding Related Fatalities)


Wyoming Fatal Motorcyclists (FARS C-7&8)
30
20
10
0
13
20
17
20
20
25
3
5
4
9
8
7
2004 2005 2006 2007 2008 2009 2010 2011
Motorcycle Fatalities
5 per. Mov. Avg. (Motorcycle Fatalities)
Helmeted Motorcyclist Fatalities
5 per. Mov. Avg. (Helmeted Motorcyclist Fatalities)







ACTIVITY MEASURES:

1. The number of seat belt citations issued during the FY2009 grant funded enforcement activities was 740.
2. The number of impaired driving arrests made during the FY2009 grant-funded enforcement activities was 469.
3. The number of speeding citations issued during FY2009 grant-funded enforcement activities was 7,117.

HIGHWAY SAFETY INDEX
SAFETY INDEX RANKING
STATEWIDE
2007-2009

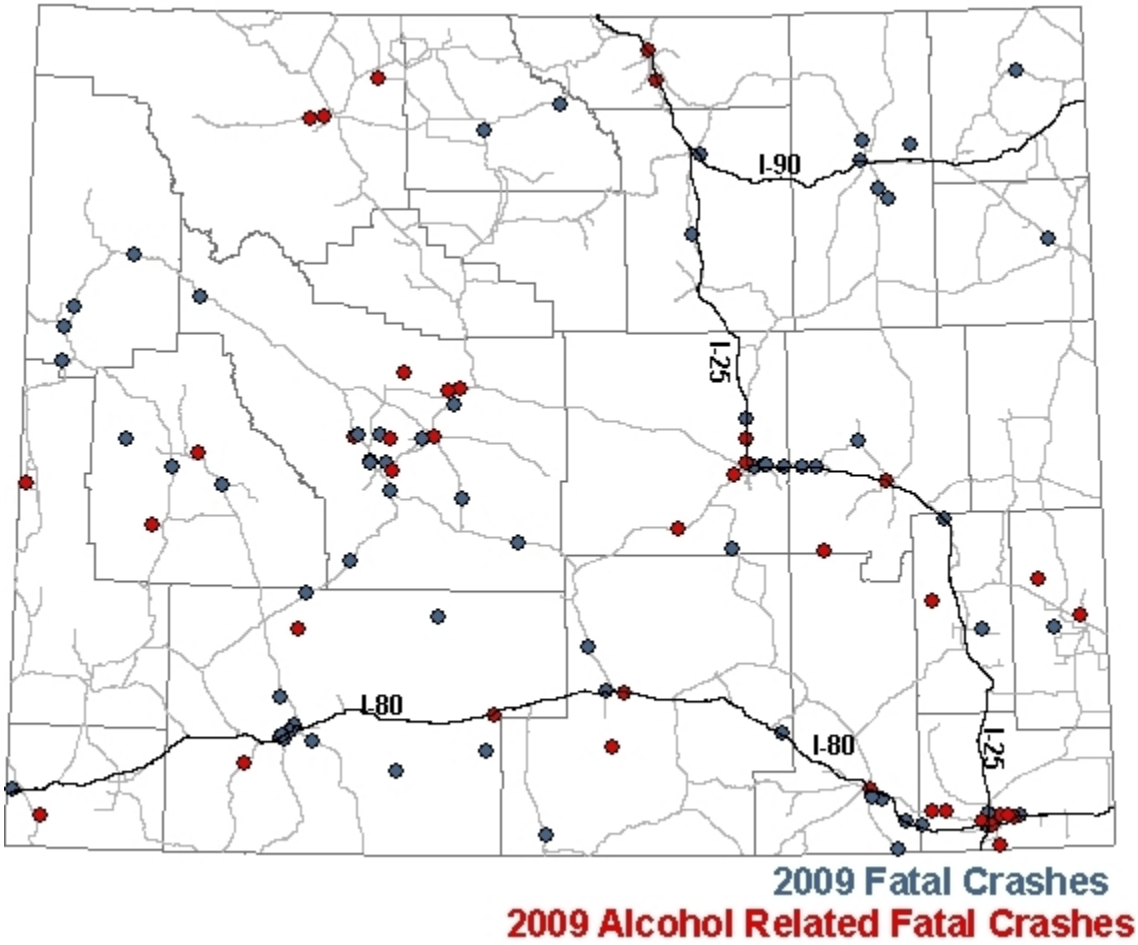
COUNTY	Crash Rate Per 1000 Population Final Rank	Crash Rate Per 100 Mill. Veh. Miles Final Rank	Alcohol Crash Rate Per 1000 Pop. Final Rank	Alcohol Rate Rate Per 100 Mill. Veh. Miles Final Rank	Driver Safety Equipment Usage as Reported Final Rank	Total Ranking Safety Index
Albany	7	3	10	9	21	10.00
Big Horn	21	18	21	17	4	16.20
Campbell	11	4	7	4	12	7.60
Carbon	1	13	4	19	18	11.00
Converse	12	19	11	14	13	13.80
Crook	2	12	5	15	10	8.80
Fremont	16	9	6	3	7	8.20
Goshen	22	20	22	18	6	17.60
Hot Springs	15	22	20	22	2	16.20
Johnson	5	23	19	23	11	16.20
Laramie	17	6	15	6	23	13.40
Lincoln	19	15	14	10	5	12.60
Natrona	8	1	3	1	20	6.60
Niobrara	9	21	13	21	19	16.60
Park	20	8	18	8	8	12.40
Platte	4	17	12	20	15	13.60
Sheridan	14	2	9	2	14	8.20
Sublette	6	14	1	5	16	8.40
Sweetwater	3	16	2	13	17	10.20
Teton	13	5	16	11	22	13.40
Uinta	10	10	8	12	9	9.80
Washakie	23	11	23	16	1	14.80
Weston	18	7	17	7	3	10.40
NOTE:	Ranking 1-11 Needs Improvement	Ranking 1-7 Needs Improvement	Ranking 1-6 Needs Improvement	Ranking 1-8 Needs Improvement	Ranking 1-16 Needs Improvement	Safety Index Average = 12.0

Based on 2007-2009 crashes; all crashes. Number 1 signifies county with the worst stats.

COUNTY DATA

2009
FATAL MAP

STATE OF WYOMING
WYOMING DEPARTMENT OF TRANSPORTATION



COUNTY PROFILES: ALBANY

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Albany County had an estimated population of 33,979. Albany County accounts for roughly 6.2% of the population of the State.

Demographics

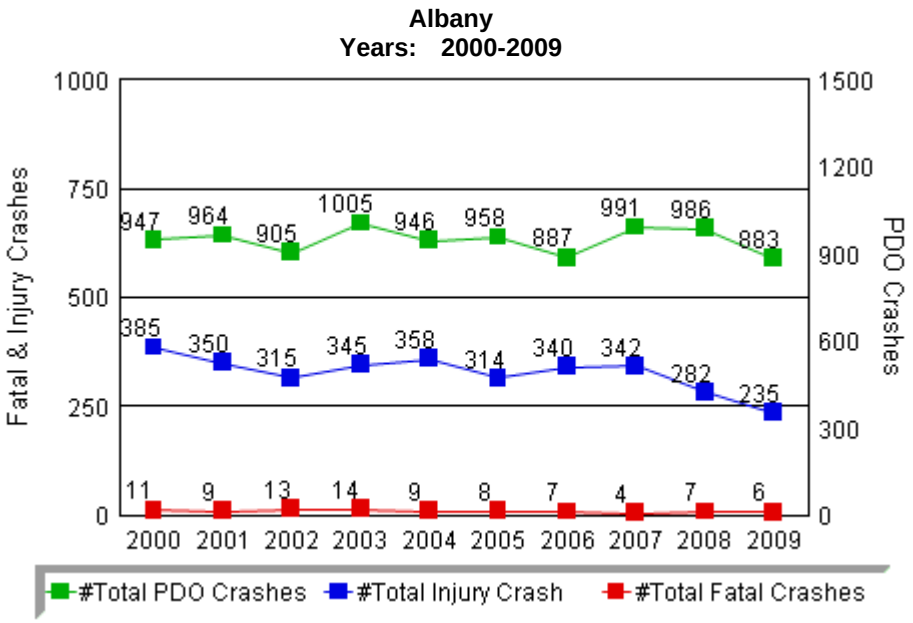
Albany County reports education levels with 93.5% of the population holding at least a high school diploma and 44.1% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $43,210 per year, median household income is below the statewide average of $53,207. Covering a land area of 4,273 square miles, Albany population density is 7.5 compared to the State average of 5.5.

Albany County reports 2.6 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 13.6 minutes compared to the statewide average of 17.8 minutes.

ALBANY

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	4	342	991	1,337	5	536
2008	7	282	986	1,275	9	398
2009	6	235	883	1,124	7	328
Total *[Average]*	17 [6]	859 [286]	2,860 [953]	3,736 [1,245]	21 [7]	1,262 [421]



ALBANY COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	176 (21 Fatalities & 155 Serious Injuries)	
Pedestrians	2	1.1%
Bicyclists	2	1.1%
Motorcyclists	21	11.9%
Alcohol Related	27	15.3%
Nighttime Light Conditions	44	25.0%
Unbelted Vehicle Occupants	65	36.9%
Younger Drivers (14-20)	51	29.0%
Older Drivers (65+)	11	6.3%
Speed Related	82	46.6%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Albany County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 1,245 traffic crashes (953 Property Damage Only crashes, 286 injury crashes and 6 fatal crashes):

There were 17 fatal crashes.
On average, 62% of the crashes were within an incorporated city/town and 38% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 3,736 traffic crashes: 1,401 involved one vehicle, 2,169 involved two vehicles, and 166 involved three or more vehicles.
Fatal multi-vehicle crashes account for 5 of the 17 fatal traffic crashes.

Occupant Protection

In the 141 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 65 (46%) unbelted vehicle occupants.
Of those in pickup trucks, 62% were unbelted.
Of the 21 unbelted pickup truck occupants, 11 were male and 8 were between the ages of 18-34.

Impaired Driving

There were 19 alcohol related fatally/seriously injury crashes in which there were 27 persons fatally or seriously injured:

There were 5 fatalities and 22 incapacitating injuries.
37% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 77.2% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 789 property damage only, 288 injury and 13 fatal crashes:

There were 15 fatalities and 67 serious injuries.
40% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 74% of the speed related crashes.
48% of Albany County speed related crashes occurred on Interstates.

Motorcyclists

There were 51 traffic crashes during 2007-2009:

Alcohol was involved in zero motorcycle crashes.
There were 27 urban crashes and the remaining 24 were rural.
Injuries include 2 fatalities and 19 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 49% of motorcyclists were not wearing a helmet.

Bicycles

There were 29 bicyclists involved in traffic crashes during 2007-2009 with no fatalities, 2 seriously injured, 15 non-incapacitating injuries and 10 possible injuries.
There were 29 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Total
Incapacitating Injury	1	0	1	0	0	0	2
Non-Incapacitating Injury	4	0	10	0	0	1	15
Possible Injury	2	1	3	2	1	1	10
No/Unknown Injury	0	0	2	0	0	0	2
Total	7	1	16	2	1	2	29

Pedestrians

There were 19 pedestrians involved in traffic crashes during 2007-2009 with no fatalities, 2 incapacitating injuries, 6 non-incapacitating injuries and 11 possible injuries.
Out of the 17 pedestrian crashes, 16 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Total
Incapacitating Injury	0	0	0	0	1	1	2
Non-Incapacitating Injury	1	0	5	0	0	0	6
Possible Injury	1	3	4	2	0	1	11
Total	2	3	9	2	1	2	19

COUNTY PROFILES: BIG HORN

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Big Horn County had an estimated population of 11,581. Big Horn County accounts for roughly 2.1% of the population of the State.

Demographics

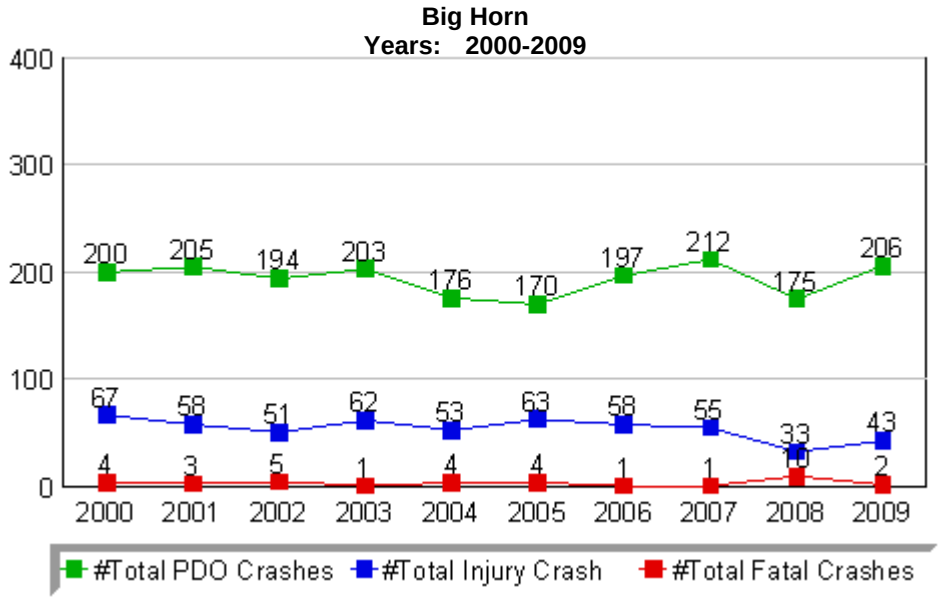
Big Horn County reports education levels with 83.2% of the population holding at least a high school diploma and 15.9% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $44,304 per year, median household income is below the statewide average of $53,207. Covering a land area of 3,137 square miles, Big Horn population density is 3.7 compared to the State average of 5.5.

Big Horn County reports 2.2 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 15.7 minutes compared to the statewide average of 17.8 minutes.

BIG HORN

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	1	55	212	268	1	79
2008	10	33	175	218	15	61
2009	2	43	206	251	2	54
Total [Average]	13 [4]	131 [44]	593 [198]	737 [246]	18 [6]	194 [65]



BIG HORN COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	66 (18 Fatalities & 48 Serious Injuries)	
Pedestrians	1	1.5%
Bicyclists	0	0.0%
Motorcyclists	10	15.2%
Alcohol Related	17	25.8%
Nighttime Light Conditions	26	39.4%
Unbelted Vehicle Occupants	28	42.4%
Younger Drivers (14-20)	17	25.8%
Older Drivers (65+)	10	15.2%
Speed Related	25	38.5%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Big Horn County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 246 traffic crashes (198 Property Damage Only crashes, 44 injury crashes and 4 fatal crashes):

There were 13 fatal crashes.
On average, 29% of the crashes were within an incorporated city/town and 71% were rural crashes.
40% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 737 traffic crashes: 508 involved one vehicle, 224 involved two vehicles, and 5 involved three or more vehicles.
Fatal multi-vehicle crashes account for 4 of the 13 fatal traffic crashes.

Occupant Protection

In the 53 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 28 (53%) unbelted vehicle occupants.
Of those in pickup trucks, 57% were unbelted.
Of the 13 unbelted pickup truck occupants, 10 were male and 4 were between the ages of 18-34.

Impaired Driving

There were 11 alcohol related fatally/seriously injury crashes in which there were 17 persons fatally or seriously injured:

There were 10 fatalities and 7 incapacitating injuries.
9% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 77.1% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 71 property damage only, 33 injury and 5 fatal crashes:

There were 7 fatalities and 18 serious injuries.
24% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 42% of the speed related crashes.

Motorcyclists

There were 25 traffic crashes during 2007-2009:

Alcohol was involved in 2 motorcycle related crashes.
There were 3 urban crashes and the remaining 22 were rural.
Injuries include 4 fatalities and 6 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 72% of motorcyclists were not wearing a helmet.

Bicyclists

There were no bicycle traffic crashes during 2007-2009.

Pedestrians

There was one pedestrian involved in a traffic crash during 2007-2009 with an incapacitating injury.
The one pedestrian crash occurred within an incorporated city/town.

COUNTY PROFILES: CAMPBELL

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Campbell County had an estimated population of 43,967. Campbell County accounts for roughly 8.1% of the population of the State.

Demographics

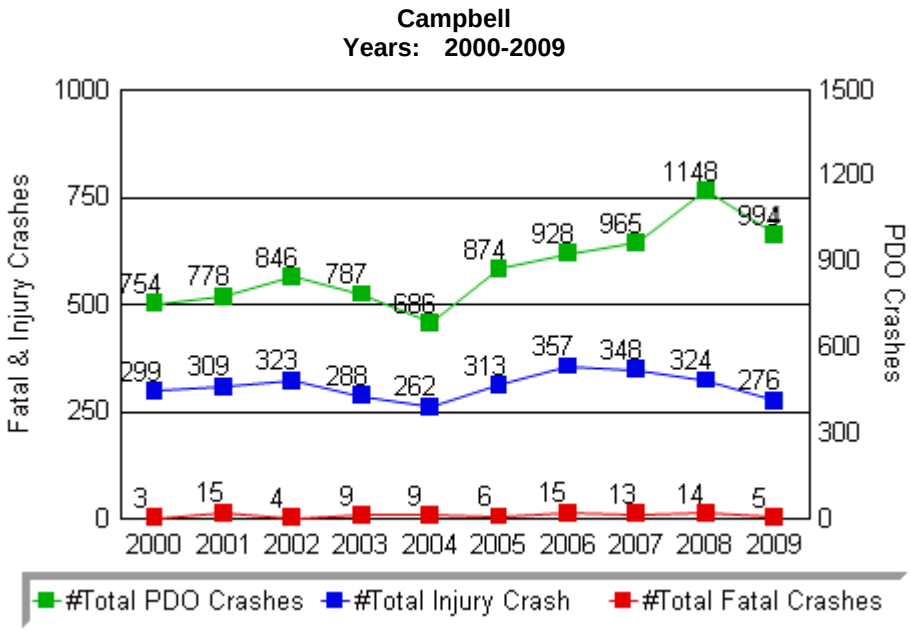
Campbell County reports education levels with 88.3% of the population holding at least a high school diploma and 15.7% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $75,244 per year, median household income is $75,244 the statewide average of $53,207. Covering a land area of 4,797 square miles, Campbell population density is 7.0 compared to the State average of 5.5.

Campbell County reports 2.2 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 20.1 minutes compared to the statewide average of 17.8 minutes.

CAMPBELL

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	13	348	965	1,326	13	495
2008	14	324	1,148	1,486	15	467
2009	5	276	994	1,275	5	377
Total [Average]	32 [11]	948 [316]	3,107 [1,036]	4,087 [1,362]	33 [11]	1,339 [446]



CAMPBELL COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	217 (33 Fatalities & 184 Serious Injuries)	
Pedestrians	11	5.1%
Bicyclists	3	1.4%
Motorcyclists	29	13.4%
Alcohol Related	57	26.3%
Nighttime Light Conditions	63	29.0%
Unbelted Vehicle Occupants	84	38.7%
Younger Drivers (14-20)	47	21.7%
Older Drivers (65+)	14	6.5%
Speed Related	79	37.1%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Campbell County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 1,362 traffic crashes (1,036 Property Damage Only crashes, 316 injury crashes and 11 fatal crashes):

There were 32 fatal crashes.
On average, 77% of the crashes were within an incorporated city/town and 23% were rural crashes.
43% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 4,087 traffic crashes: 1,519 involved one vehicle, 2,416 involved two vehicles, and 152 involved three or more vehicles.
Fatal multi-vehicle crashes account for 12 of the 32 fatal traffic crashes.

Occupant Protection

In the 164 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 84 (51%) unbelted vehicle occupants.
Of those in pickup trucks, 59% were unbelted.
Of the 33 unbelted pickup truck occupants, 24 were male and 12 were between the ages of 18-34.

Impaired Driving

There were 46 alcohol related fatally/seriously injury crashes in which there were 57 persons fatally or seriously injured:

There were 14 fatalities and 43 incapacitating injuries.
46% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 79.2% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 644 property damage only, 248 injury and 11 fatal crashes:

There were 12 fatalities and 67 serious injuries.
69% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 64% of the speed related crashes.
14% of Campbell County speed related crashes occurred on Interstates.

Motorcyclists

There were 87 traffic crashes during 2007-2009:

Alcohol was involved in 14 motorcycle related crashes.
There were 67 urban crashes and the remaining 20 were rural.
Injuries include 4 fatalities and 25 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 81% of motorcyclists were not wearing a helmet.

Bicycles

There were 23 bicyclists involved in traffic crashes during 2007-2009 with no fatalities, 3 seriously injured, 9 non-incapacitating injuries and 9 possible injuries.
There were 23 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	25-34	45+	Unk	Total
Incapacitating Injury	2	0	1	0	0	3
Non-Incapacitating Injury	6	1	0	1	1	9
Possible Injury	6	0	0	2	1	9
No/Unknown Injury	0	1	0	0	1	2
Total	14	2	1	3	3	23

Pedestrians

There were 25 pedestrians involved in traffic crashes during 2007-2009 with 4 fatalities, 7 incapacitating injuries, 8 non-incapacitating injuries and 6 possible injuries.
Out of the 24 pedestrian crashes, 23 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Fatal Injury	1	0	0	2	0	1	0	4
Incapacitating Injury	0	1	2	2	1	1	0	7
Non-Incapacitating Injury	4	1	1	0	1	0	1	8
Possible Injury	2	1	0	0	0	2	1	6
Total	7	3	3	4	2	4	2	25

COUNTY PROFILES: CARBON

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Carbon County had an estimated population of 15,720. Carbon County accounts for roughly 2.9% of the population of the State.

Demographics

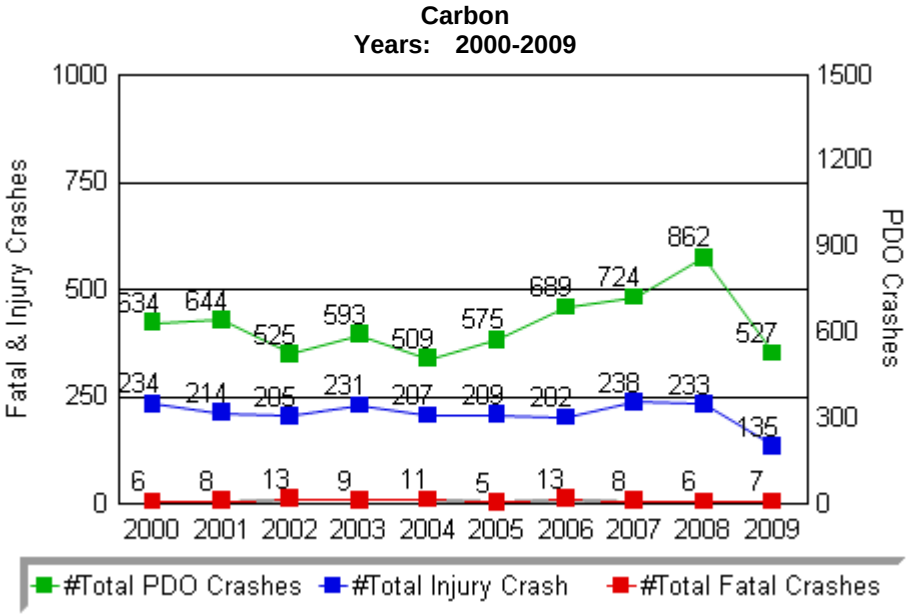
Carbon County reports education levels with 83.5% of the population holding at least a high school diploma and 17.2% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $54,257 per year, median household income is slightly below the statewide average of $53,207. Covering a land area of 7,896 square miles, Carbon population density is 2.0 compared to the State average of 5.5.

Carbon County reports 3.0 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 13.7 minutes compared to the statewide average of 17.8 minutes.

CARBON

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	8	238	724	970	10	362
2008	6	233	862	1,101	6	320
2009	7	135	527	669	8	206
Total [Average]	21 [7]	606 [202]	2,113 [704]	2,740 [913]	24 [8]	888 [296]



CARBON COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	185 (24 Fatalities & 161 Serious Injuries)	
Pedestrians	3	1.6%
Bicyclists	1	0.5%
Motorcyclists	25	13.5%
Alcohol Related	31	16.8%
Nighttime Light Conditions	61	33.0%
Unbelted Vehicle Occupants	56	30.3%
Younger Drivers (14-20)	22	11.9%
Older Drivers (65+)	18	9.7%
Speed Related	90	48.9%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Carbon County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 913 traffic crashes (704 Property Damage Only crashes, 202 injury crashes and 7 fatal crashes):

There were 21 fatal crashes.
On average, 30% of the crashes were within an incorporated city/town and 70% were rural crashes.
44% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 2,740 traffic crashes: 1,754 involved one vehicle, 919 involved two vehicles, and 67 involved three or more vehicles.
Fatal multi-vehicle crashes account for 7 of the 21 fatal traffic crashes.

Occupant Protection

In the 140 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 56 (40%) unbelted vehicle occupants.
Of those in pickup trucks, 47% were unbelted.
Of the 22 unbelted pickup truck occupants, 17 were male and 10 were between the ages of 18-34.

Impaired Driving

There were 25 alcohol related fatally/seriously injury crashes in which there were 31 persons fatally or seriously injured:

There were 6 fatalities and 25 incapacitating injuries.
16% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 54.1% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 769 property damage only, 291 injury and 11 fatal crashes:

There were 14 fatalities and 76 serious injuries.
19% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 76% of the speed related crashes.
68% of Carbon County speed related crashes occurred on Interstates.

Motorcyclists

There were 36 traffic crashes during 2007-2009:

Alcohol was involved in 1 motorcycle related crashes.
There were 11 urban crashes and the remaining 25 were rural.
Injuries include 5 fatalities and 20 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 60% of motorcyclists were not wearing a helmet.

Bicycles

There were 4 bicyclists involved in traffic crashes during 2007-2009 with no fatalities, 1 seriously injured, 2 non-incapacitating injuries and 1 possible injury.
There were 4 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	19-24	Total
Incapacitating Injury	0	1	0	1
Non-Incapacitating Injury	1	0	1	2
Possible Injury	1	0	0	1
Total	2	1	1	4

Pedestrians

There were 8 pedestrians involved in traffic crashes during 2007-2009 with 1 fatality, 42 incapacitating injuries, 3 non-incapacitating injuries and 1 possible injuries.
Out of the 8 pedestrian crashes, 5 occurred within an incorporated city/town.

Age x Injury Status	01-14	19-24	35-44	45+	Unk	Total
Fatal Injury	0	0	0	1	0	1
Incapacitating Injury	0	0	0	2	0	2
Non-Incapacitating Injury	0	1	1	1	0	3
Possible Injury	1	0	0	0	0	1
Unknown	0	0	0	0	1	1
Total	1	1	1	4	1	8

COUNTY PROFILES: CONVERSE

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Converse County had an estimated population of 13,578. Converse County accounts for roughly 2.5% of the population of the State.

Demographics

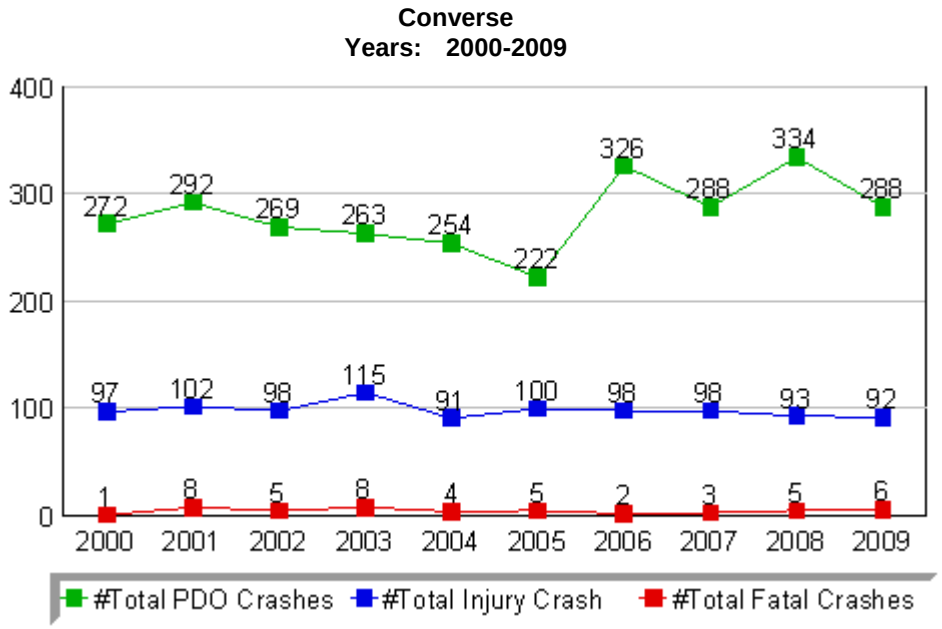
Converse County reports education levels with 86.4% of the population holding at least a high school diploma and 14.7% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $57,609 per year, median household income is $57,609 the statewide average of $53,207. Covering a land area of 4,255 square miles, Converse population density is 2.8 compared to the State average of 5.5.

Converse County reports 2.7 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 25.9 minutes compared to the statewide average of 17.8 minutes.

CONVERSE

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	3	98	288	389	3	155
2008	5	93	334	432	5	146
2009	6	92	288	386	6	150
Total [Average]	14 [5]	283 [94]	910 [303]	1,207 [402]	14 [5]	451 [150]



CONVERSE COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	70 (14 Fatalities & 56 Serious Injuries)	
Pedestrians	1	1.4%
Bicyclists	0	0.0%
Motorcyclists	9	12.9%
Alcohol Related	16	22.9%
Nighttime Light Conditions	19	27.1%
Unbelted Vehicle Occupants	25	35.7%
Younger Drivers (14-20)	10	14.3%
Older Drivers (65+)	2	2.9%
Speed Related	32	45.7%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Converse County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 402 traffic crashes (303 Property Damage Only crashes, 94 injury crashes and 5 fatal crashes):

There were 14 fatal crashes.
On average, 37% of the crashes were within an incorporated city/town and 63% were rural crashes.
48% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 1,207 traffic crashes: 823 involved one vehicle, 363 involved two vehicles, and 21 involved three or more vehicles.
Fatal multi-vehicle crashes account for 3 of the 14 fatal traffic crashes.

Occupant Protection

In the 56 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 25 (45%) unbelted vehicle occupants.
Of those in pickup trucks, 59% were unbelted.
Of the 13 unbelted pickup truck occupants, 7 were male and 4 were between the ages of 18-34.

Impaired Driving

There were 15 alcohol related fatally/seriously injury crashes in which there were 16 persons fatally or seriously injured:

There were 7 fatalities and 9 incapacitating injuries.
13% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 64.9% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 203 property damage only, 115 injury and 7 fatal crashes:

There were 6 fatalities and 26 serious injuries.
33% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 58% of the speed related crashes.
46% of Converse County speed related crashes occurred on Interstates.

Motorcyclists

There were 25 traffic crashes during 2007-2009:

Alcohol was involved in 4 motorcycle related crashes.
There were 11 urban crashes and the remaining 14 were rural.
Injuries include 1 fatality and 8 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 62% of motorcyclists were not wearing a helmet.

Bicyclists

There were no bicycle traffic crashes during 2007-2009.

Pedestrians

There were 5 pedestrians involved in traffic crashes during 2007-2009 with no fatalities, 1 incapacitating injury, 3 non-incapacitating injuries and 1 possible injury.
Out of the 5 pedestrian crashes, 5 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	Total
Incapacitating Injury	0	1	0	0	1
Non-Incapacitating Injury	1	0	1	1	3
Possible Injury	1	0	0	0	1
Total	2	1	1	1	5

COUNTY PROFILES: CROOK

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Crook County had an estimated population of 6,653. Crook County accounts for roughly 1.2% of the population of the State.

Demographics

Crook County reports education levels with 85.8% of the population holding at least a high school diploma and 17.5% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $54,434 per year, median household income is slightly below the statewide average of $53,207. Covering a land area of 2,859 square miles, Crook population density is 2.1 compared to the State average of 5.5.

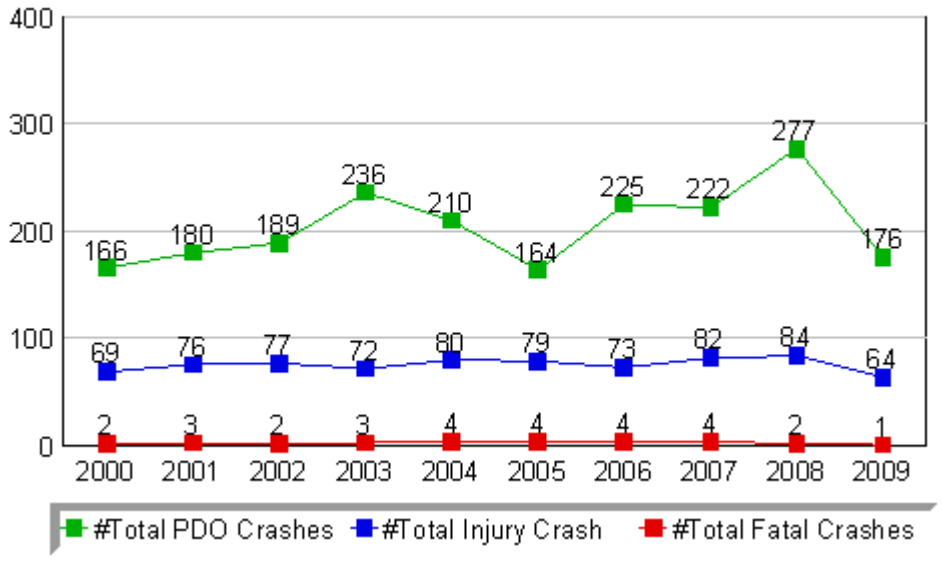
Crook County reports 2.5 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 22.4 minutes compared to the statewide average of 17.8 minutes.

CROOK

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	4	82	222	308	4	106
2008	2	84	277	363	2	117
2009	1	64	176	241	1	88
Total [Average]	7 [2]	230 [77]	675 [225]	912 [304]	7 [2]	311 [104]

Crook
Years: 2000-2009



CROOK COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	98 (7 Fatalities & 91 Serious Injuries)	
Pedestrians	2	2.0%
Bicyclists	0	0.0%
Motorcyclists	36	36.7%
Alcohol Related	11	11.2%
Nighttime Light Conditions	20	20.4%
Unbelted Vehicle Occupants	23	23.5%
Younger Drivers (14-20)	19	19.4%
Older Drivers (65+)	7	7.1%
Speed Related	30	31.3%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Crook County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 304 traffic crashes (225 Property Damage Only crashes, 77 injury crashes and 2 fatal crashes):

There were 7 fatal crashes.
On average, 15% of the crashes were within an incorporated city/town and 85% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 912 traffic crashes: 764 involved one vehicle, 144 involved two vehicles, and 4 involved three or more vehicles.
Fatal multi-vehicle crashes account for none of the 7 fatal traffic crashes.

Occupant Protection

In the 56 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 23 (41%) unbelted vehicle occupants.
Of those in pickup trucks, 36% were unbelted.
Of the 5 unbelted pickup truck occupants, 4 were male and 1 was between the ages of 18-34.

Impaired Driving

There were 11 alcohol related fatally/seriously injury crashes in which there were 11 persons fatally or seriously injured:

There were 2 fatalities and 9 incapacitating injuries.
None of the alcohol related fatally/seriously injury crashes were urban. All were rural.
Alcohol was involved 92.9% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 142 property damage only, 79 injury and 2 fatal crashes:

There were 2 fatalities and 28 serious injuries.
10% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 53% of the speed related crashes.
69% of Crook County speed related crashes occurred on Interstates.

Motorcyclists

There were 59 traffic crashes during 2007-2009:

Alcohol was involved in 2 motorcycle related crashes.
There were 4 urban crashes and the remaining 55 were rural.
Injuries include 1 fatality and 35 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 71% of motorcyclists were not wearing a helmet.

Bicyclists

There were no bicycle traffic crashes during 2007-2009.

Pedestrians

There were 2 pedestrians involved in traffic crashes during 2007-2009 with no fatalities and 2 incapacitating injuries.
Out of the 2 pedestrian crashes, 1 occurred within an incorporated city/town.

Age x Injury Status	01-14	35-44	Total
Incapacitating Injury	1	1	2
Total	1	1	2

COUNTY PROFILES: FREMONT

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Fremont County had an estimated population of 38,719. Fremont County accounts for roughly 7.1% of the population of the State.

Demographics

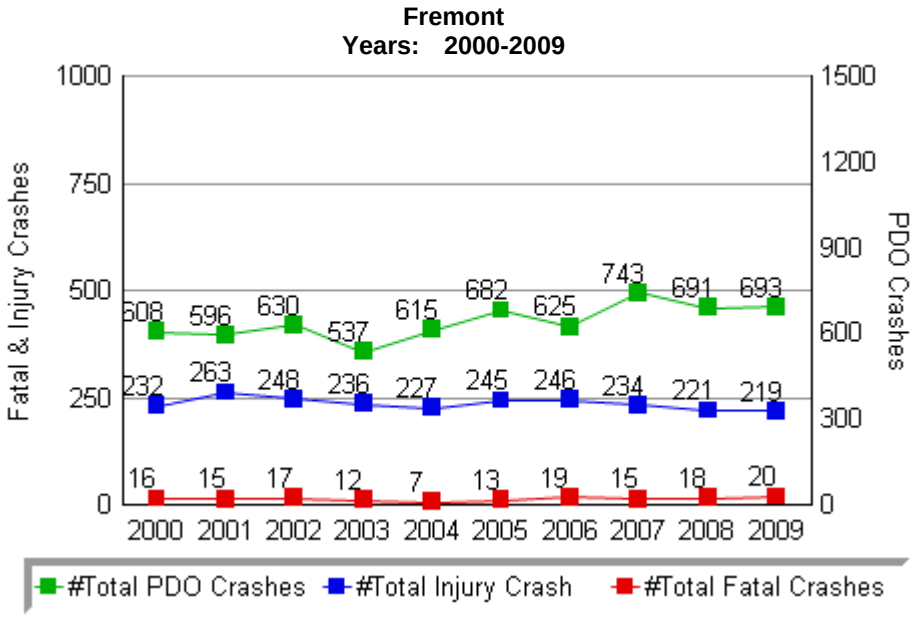
Fremont County reports education levels with 84.8% of the population holding at least a high school diploma and 19.7% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $45,708 per year, median household income is below the statewide average of $53,207. Covering a land area of 9,182 square miles, Fremont population density is 3.9 compared to the State average of 5.5.

Fremont County reports 2.0 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 17.1 minutes compared to the statewide average of 17.8 minutes.

FREMONT

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	15	234	743	992	19	358
2008	18	221	691	930	22	349
2009	20	219	693	932	24	322
Total [Average]	53 [18]	674 [225]	2,127 [709]	2,854 [951]	65 [22]	1,029 [343]



FREMONT COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	214 (65 Fatalities & 149 Serious Injuries)	
Pedestrians	12	5.6%
Bicyclists	3	1.4%
Motorcyclists	21	9.8%
Alcohol Related	86	40.2%
Nighttime Light Conditions	89	41.6%
Unbelted Vehicle Occupants	94	43.9%
Younger Drivers (14-20)	50	23.4 %
Older Drivers (65+)	28	13.1%
Speed Related	89	42.0%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Fremont County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 951 traffic crashes (709 Property Damage Only crashes, 225 injury crashes and 18 fatal crashes):

There were 53 fatal crashes.
On average, 49% of the crashes were within an incorporated city/town and 51% were rural crashes.
44% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 2,854 traffic crashes: 1,521 involved one vehicle, 1,263 involved two vehicles, and 70 involved three or more vehicles.
Fatal multi-vehicle crashes account for 18 of the 53 fatal traffic crashes.

Occupant Protection

In the 172 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 94 (55%) unbelted vehicle occupants.
Of those in pickup trucks, 62% were unbelted.
Of the 32 unbelted pickup truck occupants, 25 were male and 6 were between the ages of 18-34.

Impaired Driving

There were 65 alcohol related fatal/serious injury crashes in which there were 86 persons fatally or seriously injured:

There were 37 fatalities and 49 incapacitating injuries.
11% of all alcohol related fatal/serious injury crashes were urban.
Alcohol was involved in 78.8% of the time in Arrests from October 1, 2007 to September 30 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 392 property damage only, 229 injury and 27 fatal crashes:

There were 32 fatalities and 57 serious injuries.
42% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 51% of the speed related crashes.

Motorcyclists

There were 53 traffic crashes during 2007-2009:

Alcohol was involved in 6 motorcycle related crashes.
There were 19 urban crashes and the remaining 34 were rural.
Injuries include 8 fatalities and 13 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 65% of motorcyclists were not wearing a helmet.

Bicycles

There were 24 bicyclists involved in traffic crashes during 2007-2009 with 1 fatality, 2 seriously injured, 12 non-incapacitating injuries and 8 possible injuries.
There were 23 urban crashes and 1 rural crash.

Age x Injury Status	01-14	15-18	19-24	35-44	45+	Unk	Total
Fatal Injury	0	0	0	0	1	0	1
Incapacitating Injury	0	0	1	0	1	0	2
Non-Incapacitating Injury	3	1	1	3	3	1	12
Possible Injury	6	0	1	0	1	0	8
No/Unknown Injury	1	0	0	0	0	0	1
Total	10	1	3	3	6	1	24

Pedestrians

There were 28 pedestrians involved in traffic crashes during 2007-2009 with 3 fatalities, 9 incapacitating injuries, 12 non-incapacitating injuries and 4 possible injuries.
Out of the 28 pedestrian crashes, 21 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Total
Fatal Injury	0	1	1	1	0	0	3
Incapacitating Injury	2	0	1	2	1	3	9
Non-Incapacitating Injury	3	1	0	1	0	7	12
Possible Injury	2	0	0	0	2	0	4
Total	7	2	2	4	3	10	28

COUNTY PROFILES: GOSHEN

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Goshen County had an estimated population of 12,319. Goshen County accounts for roughly 2.3% of the population of the State.

Demographics

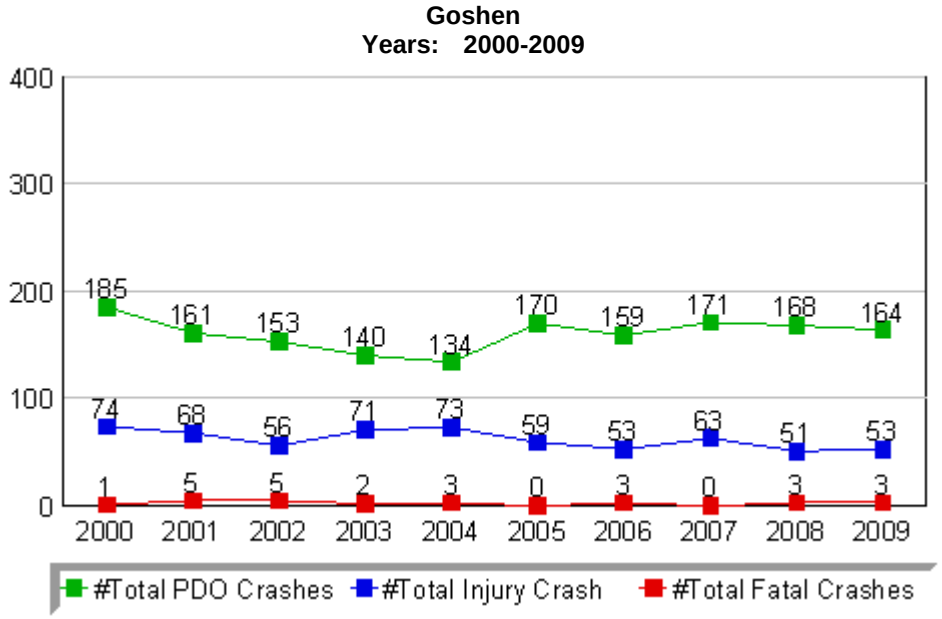
Goshen County reports education levels with 84.7% of the population holding at least a high school diploma and 18.6% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $40,744 per year, median household income is below the statewide average of $53,207. Covering a land area of 2,225 square miles, Goshen population density is 5.6 compared to the State average of 5.5.

Goshen County reports 2.2 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 18.7 minutes compared to the statewide average of 17.8 minutes.

GOSHEN

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	0	63	171	234	0	84
2008	3	51	168	222	3	75
2009	3	53	164	220	4	80
Total [Average]	6 [2]	167 [56]	503 [168]	676 [225]	7 [2]	239 [80]



GOSHEN COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	55 (7 Fatalities & 48 Serious Injuries)	
Pedestrians	0	0.0%
Bicyclists	0	0.0%
Motorcyclists	8	14.5%
Alcohol Related	16	29.1%
Nighttime Light Conditions	21	38.2%
Unbelted Vehicle Occupants	18	32.7%
Younger Drivers (14-20)	16	29.1%
Older Drivers (65+)	8	14.5%
Speed Related	20	36.4%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Goshen County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 225 traffic crashes (168 Property Damage Only crashes, 56 injury crashes and 2 fatal crashes):

There were 6 fatal crashes.
On average, 48% of the crashes were within an incorporated city/town and 52% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 676 traffic crashes: 372 involved one vehicle, 297 involved two vehicles, and 7 involved three or more vehicles.
Fatal multi-vehicle crashes account for 0 of the 6 fatal traffic crashes.

Occupant Protection

In the 45 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 18 (40%) unbelted vehicle occupants.
Of those in pickup trucks, 25% were unbelted.
Of the 3 unbelted pickup truck occupants, 3 were male and 0 were between the ages of 18-34.

Impaired Driving

There were 9 alcohol related fatally/seriously injury crashes in which there were 16 persons fatally or seriously injured:

There were 4 fatalities and 12 incapacitating injuries.
33% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 73.2% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 75 property damage only, 45 injury and 5 fatal crashes:

There were 6 fatalities and 14 serious injuries.
35% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 41% of the speed related crashes.

Motorcyclists

There were 26 traffic crashes during 2007-2009:

Alcohol was involved in zero motorcycle related crashes.
There were 12 urban crashes and the remaining 14 were rural.
Injuries include one fatality and 7 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 64% of motorcyclists were not wearing a helmet.

Bicycles

There was one bicyclists involved in a traffic crash during 2007-2009 with a non-incapacitating injury.
The crash was urban.

Goshen Pedestrians

There were 4 pedestrians involved in traffic crashes during 2007-2009 with 2 non-incapacitating injuries and 2 possible injuries.
Out of the 4 pedestrian crashes, 3 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	Total
Non-Incapacitating Injury	0	1	1	2
Possible Injury	2	0	0	2
Total	2	1	1	4

COUNTY PROFILES: HOT SPRINGS

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Hot Springs County had an estimated population of 4,590. Hot Springs County accounts for roughly 0.8% of the population of the State.

Demographics

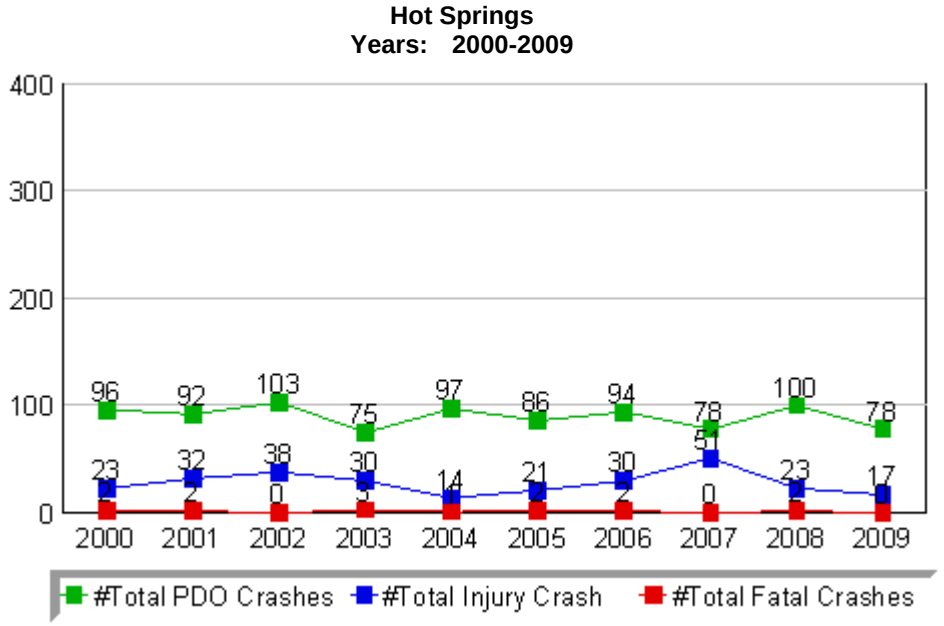
Hot Springs County reports education levels with 84.2% of the population holding at least a high school diploma and 17.9% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $40,310 per year, median household income is below the statewide average of $53,207. Covering a land area of 2,004 square miles, Hot Springs population density is 2.4 compared to the State average of 5.5.

Hot Springs County reports 3.3 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 14.6 minutes compared to the statewide average of 17.8 minutes.

HOT SPRINGS

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	0	51	78	129	0	69
2008	2	23	100	125	2	36
2009	0	17	78	95	0	22
Total [Average]	2 [1]	91 [30]	256 [85]	349 [116]	2 [1]	127 [42]



HOT SPRINGS COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	21 (2 Fatalities & 19 Serious Injuries)	
Pedestrians	0	0.0%
Bicyclists	0	0.0%
Motorcyclists	9	42.9%
Alcohol Related	5	23.8%
Nighttime Light Conditions	7	33.3%
Unbelted Vehicle Occupants	5	23.8%
Younger Drivers (14-20)	5	23.8%
Older Drivers (65+)	1	4.8%
Speed Related	8	38.1%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Hot Springs County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 116 traffic crashes (85 Property Damage Only crashes, 30 injury crashes and 1 fatal crash):

There were 2 fatal crashes.
On average, 32% of the crashes were within an incorporated city/town and 68% were rural crashes.
49% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 349 traffic crashes: 247 involved one vehicle, 98 involved two vehicles, and 4 involved three or more vehicles.
Fatal multi-vehicle crashes account for 1 of the 2 fatal traffic crashes.

Occupant Protection

In the 12 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 5 (42%) unbelted vehicle occupants.
Of those in pickup trucks, 50% were unbelted.
Of the 3 unbelted pickup truck occupants, 2 were male and 1 was between the ages of 18-34.

Impaired Driving

There were 4 alcohol related fatally/seriously injury crashes in which there were 5 persons fatally or seriously injured:

There was 1 fatality and 4 incapacitating injuries.
All alcohol related fatally/seriously injury crashes were rural.
Alcohol was involved 83.6% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 26 property damage only, 24 injury and no fatal crashes:

There were no fatalities and 8 serious injuries.
18% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 38% of the speed related crashes.

Motorcyclists

There were 8 traffic crashes during 2007-2009:

Alcohol was involved in 2 motorcycle related crashes.
There were 2 urban crashes and the remaining 6 were rural.
Injuries include zero fatalities and 9 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 58% of motorcyclists were not wearing a helmet.

Bicycles

There was one bicyclists involved in a traffic crash during 2007-2009 with a possible injury.
The crash was urban.

Pedestrians

There was one pedestrian involved in traffic crashes during 2007-2009 with a non-incapacitating injury.
The one pedestrian crash occurred within an incorporated city/town.

COUNTY PROFILES: JOHNSON

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Johnson County had an estimated population of 8,531. Johnson County accounts for roughly 1.6% of the population of the State.

Demographics

Johnson County reports education levels with 90.1% of the population holding at least a high school diploma and 22.2% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $51,162 per year, median household income is slightly below the statewide average of $53,207. Covering a land area of 4,166 square miles, Johnson population density is 1.7% compared to the State average of 5.5.

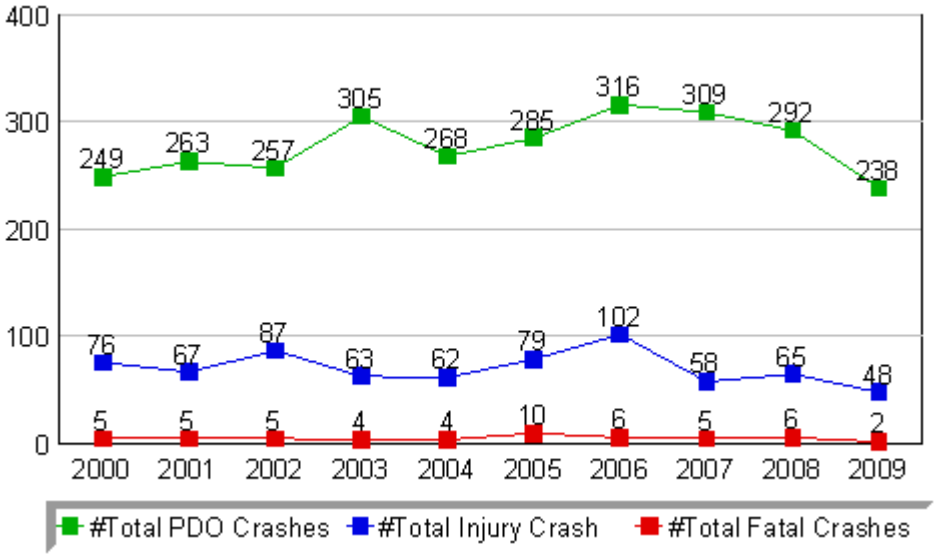
Johnson County reports 3.0 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 19.6 minutes compared to the statewide average of 17.8 minutes.

JOHNSON

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	5	58	309	372	6	84
2008	6	65	292	363	6	84
2009	2	48	238	288	2	63
Total [Average]	13 [4]	171 [57]	839 [280]	1,023 [341]	14 [5]	231 [77]

Johnson
Years: 2000-2009



JOHNSON COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	72 (14 Fatalities & 58 Serious Injuries)	
Pedestrians	1	1.4%
Bicyclists	1	1.4%
Motorcyclists	13	18.1%
Alcohol Related	12	16.7%
Nighttime Light Conditions	21	29.2%
Unbelted Vehicle Occupants	23	31.9%
Younger Drivers (14-20)	16	22.2%
Older Drivers (65+)	8	11.1%
Speed Related	28	38.9%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Johnson County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 341 traffic crashes (280 Property Damage Only crashes, 57 injury crashes and 4 fatal crashes):

There were 13 fatal crashes.
On average, 18% of the crashes were within an incorporated city/town and 82% were rural crashes.
45% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 1,023 traffic crashes: 769 involved one vehicle, 237 involved two vehicles, and 17 involved three or more vehicles.
Fatal multi-vehicle crashes account for 5 of the 13 fatal traffic crashes.

Occupant Protection

In the 55 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 23 (42%) unbelted vehicle occupants.
Of those in pickup trucks, 52% were unbelted.
Of the 11 unbelted pickup truck occupants, 9 were male and 5 were between the ages of 18-34.

Impaired Driving

There were 11 alcohol related fatally/seriously injury crashes in which there were 12 persons fatally or seriously injured:

There were 3 fatalities and 9 incapacitating injuries.
All alcohol related fatally/seriously injury crashes were rural.
Alcohol was involved 65.7% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 180 property damage only, 65 injury and 8 fatal crashes:

There were 9 fatalities and 19 serious injuries.
17% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 57% of the speed related crashes.
51% of Johnson County speed related crashes occurred on Interstates.

Motorcyclists

There were 24 traffic crashes during 2007-2009:

Alcohol was involved in one motorcycle related crashes.
There were 4 urban crashes and the remaining 20 were rural.
Injuries include no fatalities and 13 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 66% of motorcyclists were not wearing a helmet.

Bicycles

There were 3 bicyclists involved in traffic crashes during 2007-2009 with no fatalities, 1 seriously injured, 1 non-incapacitating injuries and 1 possible injury.
There were 3 urban crashes and no rural crashes.

Age x Injury Status	01-14	45+	Total
Incapacitating Injury	1	0	1
Non-Incapacitating Injury	1	0	1
Possible Injury	0	1	1
Total	2	1	3

Pedestrians

There were 2 pedestrians involved in traffic crashes during 2007-2009 with 1 incapacitating injury, and 1 non-incapacitating injury.
Out of the 2 pedestrian crashes, 1 occurred within an incorporated city/town.

Age x Injury Status	45+	Unk	Total
Incapacitating Injury	1	0	1
Non-Incapacitating Injury	0	1	1
Total	1	1	2

COUNTY PROFILES: LARAMIE

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Laramie County had an estimated population of 88,854. Laramie County accounts for roughly 16.3% of the population of the State.

Demographics

Laramie County reports education levels with 89.1% of the population holding at least a high school diploma and 23.4% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $56,193 per year, median household income is above the statewide average of $53,207. Covering a land area of 2,686 square miles, Laramie population density is 30.4 compared to the State average of 5.5.

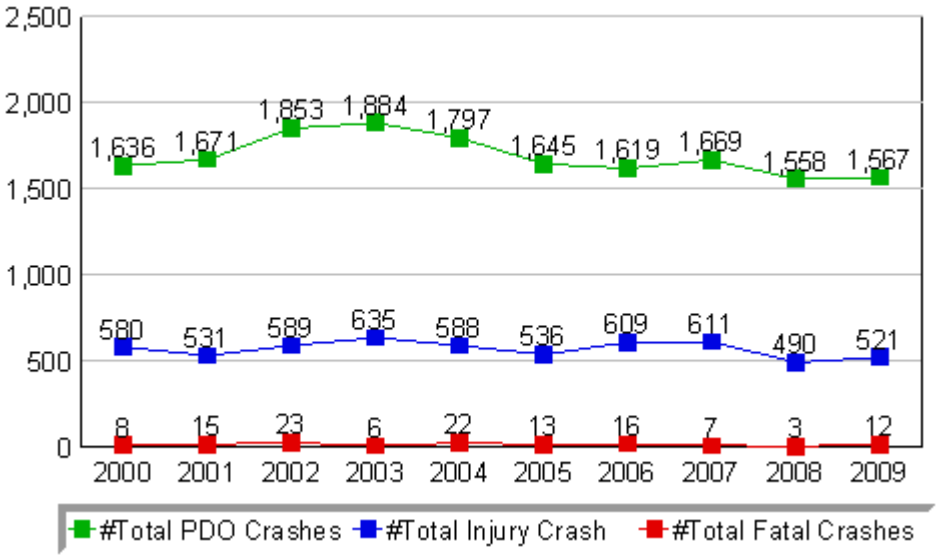
Laramie County reports 1.8 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 16.3 minutes compared to the statewide average of 17.8 minutes.

LARAMIE

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	7	611	1,669	2,287	7	943
2008	3	490	1,558	2,051	3	727
2009	12	521	1,567	2,100	14	759
Total [Average]	22 [7]	1,622 [541]	4,794 [1,598]	6,438 [2,146]	24 [8]	2,429 [810]

Laramie
Years: 2000-2009



LARAMIE COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	257 (24 Fatalities & 233 Serious Injuries)	
Pedestrians	9	3.5%
Bicyclists	5	1.9%
Motorcyclists	39	15.2%
Alcohol Related	61	23.7%
Nighttime Light Conditions	79	30.7%
Unbelted Vehicle Occupants	69	26.8%
Younger Drivers (14-20)	54	21.0%
Older Drivers (65+)	40	15.6%
Speed Related	100	38.9%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Laramie County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 2,146 traffic crashes (1,598 Property Damage Only crashes, 541 injury crashes and 7 fatal crashes):

There were 22 fatal crashes.
On average, 84% of the crashes were within an incorporated city/town and 16% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 6,438 traffic crashes: 1,814 involved one vehicle, 4,234 involved two vehicles, and 390 involved three or more vehicles.
Fatal multi-vehicle crashes account for 5 of the 22 fatal traffic crashes.

Occupant Protection

In the 198 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 69 (35%) unbelted vehicle occupants.
Of those in pickup trucks, 58% were unbelted.
Of the 30 unbelted pickup truck occupants, 24 were male and 10 were between the ages of 18-34.

Impaired Driving

There were 44 alcohol related fatally/seriously injury crashes in which there were 61 persons fatally or seriously injured:

There were 15 fatalities and 46 incapacitating injuries.
70% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 67.4% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 1,072 property damage only, 400 injury and 11 fatal crashes:

There were 13 fatalities and 87 serious injuries.
73% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 55% of the speed related crashes.
38% of Laramie County speed related crashes occurred on Interstates.

Motorcyclists

There were 149 traffic crashes during 2007-2009:

Alcohol was involved in 13 motorcycle related crashes.
There were 129 urban crashes and the remaining 20 were rural.
Injuries include 6 fatalities and 33 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 57% of motorcyclists were not wearing a helmet.

Bicycles

There were 40 bicyclists involved in traffic crashes during 2007-2009 with 1 fatality, 4 seriously injured, 25 non-incapacitating injuries and 10 possible injuries.
There were 40 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Total
Fatal Injury	0	0	0	0	1	0	1
Incapacitating Injury	1	1	0	2	0	0	4
Non-Incapacitating Injury	12	7	3	0	2	1	25
Possible Injury	2	2	2	0	1	3	10
Total	15	10	5	2	4	4	40

Pedestrians

There were 41 pedestrians involved in traffic crashes during 2007-2009 with 1 fatality, 8 incapacitating injuries, 17 non-incapacitating injuries and 15 possible injuries.

Out of the 40 pedestrian crashes, 40 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Total
Fatal Injury	0	1	0	0	0	0	1
Incapacitating Injury	1	2	1	2	0	2	8
Non-Incapacitating Injury	7	4	2	0	2	2	17
Possible Injury	0	1	6	2	2	4	15
Total	8	8	9	4	4	8	41

COUNTY PROFILES: LINCOLN

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Lincoln County had an estimated population of 16,995. Lincoln County accounts for roughly 3.1% of the population of the State.

Demographics

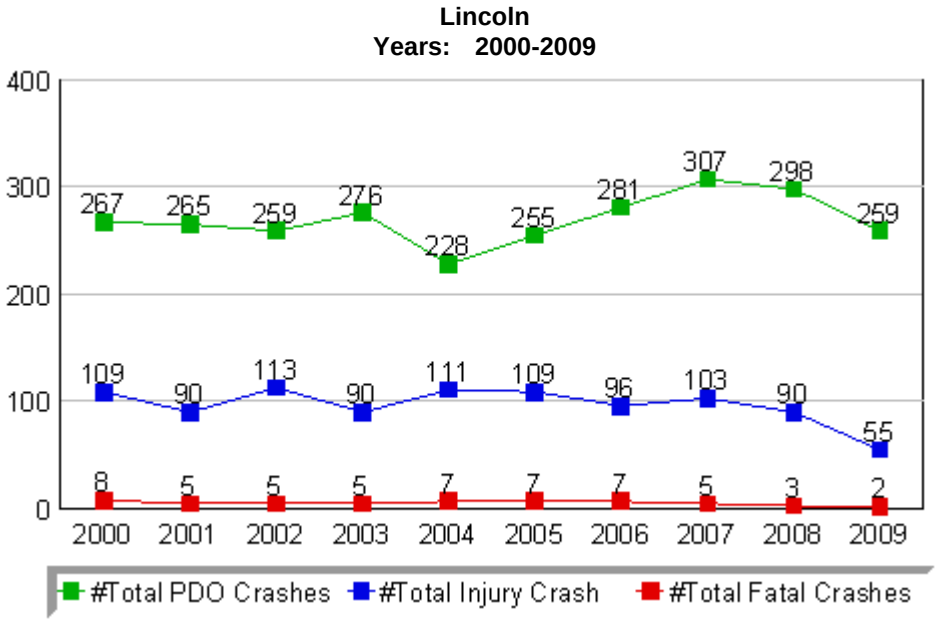
Lincoln County reports education levels with 87.9% of the population holding at least a high school diploma and 17.2% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $60,245 per year, median household income is above the statewide average of $53,207. Covering a land area of 4,069 square miles, Lincoln population density is 3.6 compared to the State average of 5.5.

Lincoln County reports 2.1 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 25.1 minutes compared to the statewide average of 17.8 minutes.

LINCOLN

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	5	103	307	415	5	189
2008	3	90	298	391	3	122
2009	2	55	259	316	3	84
Total [Average]	10 [3]	248 [83]	864 [288]	1,122 [374]	11 [4]	395 [132]



LINCOLN COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	80 (11 Fatalities & 69 Serious Injuries)	
Pedestrians	0	0.0%
Bicyclists	0	0.0%
Motorcyclists	10	12.5%
Alcohol Related	20	25.0%
Nighttime Light Conditions	17	21.3%
Unbelted Vehicle Occupants	23	28.8%
Younger Drivers (14-20)	22	27.5%
Older Drivers (65+)	13	16.3%
Speed Related	25	31.3%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Lincoln County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 374 traffic crashes (288 Property Damage Only crashes, 83 injury crashes and 3 fatal crashes):

There were 10 fatal crashes.
On average, 19% of the crashes were within an incorporated city/town and 81% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 1,122 traffic crashes: 744 involved one vehicle, 362 involved two vehicles, and 16 involved three or more vehicles.
Fatal multi-vehicle crashes account for 5 of the 10 fatal traffic crashes.

Occupant Protection

In the 67 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 23 (34%) unbelted vehicle occupants.
Of those in pickup trucks, 44% were unbelted.
Of the 11 unbelted pickup truck occupants, 9 were male and 5 were between the ages of 18-34.

Impaired Driving

There were 14 alcohol related fatally/seriously injury crashes in which there were 20 persons fatally or seriously injured:

There were 7 fatalities and 13 incapacitating injuries.
7% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 59.4% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 179 property damage only, 85 injury and 7 fatal crashes:

There were 7 fatalities and 18 serious injuries.
14% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 58% of the speed related crashes.

Motorcyclists

There were 16 traffic crashes during 2007-2009:

Alcohol was involved in 4 motorcycle related crashes.
There were 3 urban crashes and the remaining 13 were rural.
Injuries include zero fatalities and 10 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 60% of motorcyclists were not wearing a helmet.

Bicycles

There was one bicyclists involved in a traffic crash during 2007-2009 with a non-incapacitating injury.
The crash was urban.

Pedestrians

There was one pedestrian involved in a traffic crash during 2007-2009 with a non-incapacitating injury.
The crash occurred within an incorporated city/town.

COUNTY PROFILES: NATRONA

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Natrona County had an estimated population of 74,508. Natrona County accounts for roughly 13.7% of the population of the State.

Demographics

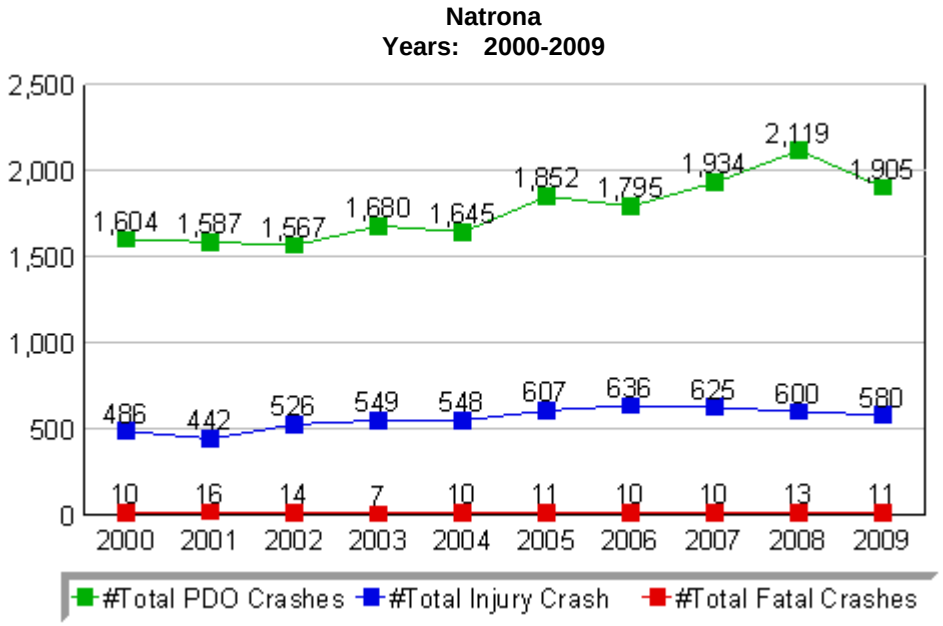
Natrona County reports education levels with 88.3% of the population holding at least a high school diploma and 20.0% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $51,486 per year, median household income is slightly below the statewide average of $53,207. Covering a land area of 5,340 square miles, Natrona population density is 12.5 compared to the State average of 5.5.

Natrona County reports 2.2 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 16.7 minutes compared to the statewide average of 17.8 minutes.

NATRONA

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	10	625	1,934	2,569	12	963
2008	13	600	2,119	2,732	16	825
2009	11	580	1,905	2,496	11	849
Total [Average]	34 [11]	1,805 [602]	5,958 [1,986]	7,797 [2,599]	39 [13]	2,637 [879]



NATRONA COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	332 (39 Fatalities & 293 Serious Injuries)	
Pedestrians	6	1.8%
Bicyclists	5	1.5%
Motorcyclists	48	14.5%
Alcohol Related	103	31.0%
Nighttime Light Conditions	122	36.7%
Unbelted Vehicle Occupants	116	34.9%
Younger Drivers (14-20)	98	29.5%
Older Drivers (65+)	44	13.3%
Speed Related	128	38.9%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Natrona County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 2,599 traffic crashes (1,986 Property Damage Only crashes, 602 injury crashes and 11 fatal crashes):

There were 34 fatal crashes.
On average, 90% of the crashes were within an incorporated city/town and 10% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 7,797 traffic crashes: 2,101 involved one vehicle, 5,315 involved two vehicles, and 381 involved three or more vehicles.
Fatal multi-vehicle crashes account for 11 of the 34 fatal traffic crashes.

Occupant Protection

In the 261 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 116 (44%) unbelted vehicle occupants.
Of those in pickup trucks, 44% were unbelted.
Of the 27 unbelted pickup truck occupants, 22 were male and 10 were between the ages of 18-34.

Impaired Driving

There were 82 alcohol related fatally/seriously injury crashes in which there were 103 persons fatally or seriously injured:

There were 19 fatalities and 84 incapacitating injuries.
66% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 57.9% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 1,142 property damage only, 455 injury and 17 fatal crashes:

There were 21 fatalities and 107 serious injuries.
85% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 55% of the speed related crashes.
15% of Natrona County speed related crashes occurred on Interstates.

Motorcyclists

There were 167 traffic crashes during 2007-2009:

Alcohol was involved in 26 motorcycle related crashes.
There were 155 urban crashes and the remaining 12 were rural.
Injuries include 6 fatalities and 42 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 80% of motorcyclists were not wearing a helmet.

Bicycles

There were 34 bicyclists involved in traffic crashes during 2007-2009 with no fatalities, 5 seriously injured, 17 non-incapacitating injuries and 12 possible injuries.
There were 34 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Incapacitating Injury	2	0	0	0	2	1	0	5
Non-Incapacitating Injury	7	3	3	2	0	2	0	17
Possible Injury	5	0	3	2	1	0	1	12
Total	14	3	6	4	3	3	1	34

Pedestrians

There were 48 pedestrians involved in traffic crashes during 2007-2009 with no fatalities, 6 incapacitating injuries, 22 non-incapacitating injuries and 20 possible injuries.
Out of the 46 pedestrian crashes, all 46 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Incapacitating Injury	0	0	0	1	1	4	0	6
Non-Incapacitating Injury	9	0	2	1	1	9	0	22
Possible Injury	3	4	1	6	1	4	1	20
Total	12	4	3	8	3	17	1	48

COUNTY PROFILES: NIOBRARA

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Niobrara County had an estimated population of 2,366. Niobrara County accounts for roughly 0.4% of the population of the State.

Demographics

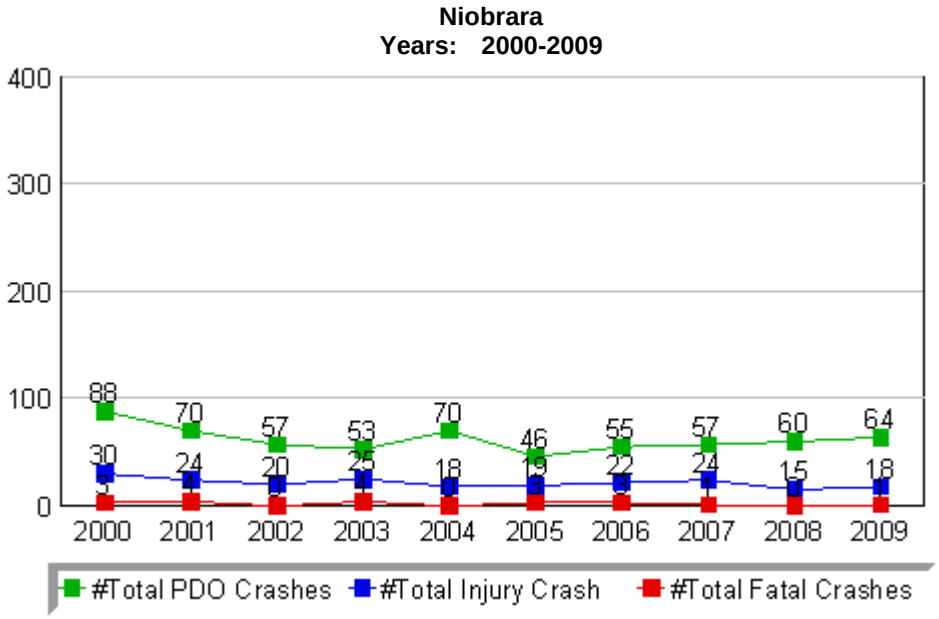
Niobrara County reports education levels with 87.3% of the population holding at least a high school diploma and 15.3% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $41,021 per year, median household income is below the statewide average of $53,207. Covering a land area of 2,626 square miles, Niobrara population density is 0.9 compared to the State average of 5.5.

Niobrara County reports 3.9 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 14.8 minutes compared to the statewide average of 17.8 minutes.

NIOBRARA

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	1	24	57	82	1	37
2008	0	15	60	75	0	18
2009	1	18	64	83	3	26
Total [Average]	2 [1]	57 [19]	181 [60]	240 [80]	4 [1]	81 [27]



NIOBRARA COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	21 (4 Fatalities & 17 Serious Injuries)	
Pedestrians	1	4.8%
Bicyclists	0	0.0%
Motorcyclists	4	19.0%
Alcohol Related	2	9.5%
Nighttime Light Conditions	4	19.0%
Unbelted Vehicle Occupants	4	19.0%
Younger Drivers (14-20)	2	9.5%
Older Drivers (65+)	3	14.3%
Speed Related	4	19.0%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Niobrara County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 80 traffic crashes (60 Property Damage Only crashes, 19 injury crashes and 1 fatal crash):

There were 2 fatal crashes.
On average, 20% of the crashes were within an incorporated city/town and 80% were rural crashes.
44% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 240 traffic crashes: 166 involved one vehicle, 72 involved two vehicles, and 2 involved three or more vehicles.
Fatal multi-vehicle crashes account for 1 of the 2 fatal traffic crashes.

Occupant Protection

In the 16 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 4 (25%) unbelted vehicle occupants.

Impaired Driving

There were 2 alcohol related fatally/seriously injury crashes in which there were 2 persons fatally or seriously injured:

There were no fatalities and 2 incapacitating injuries.
50% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 67.5% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 31 property damage only, 15 injury and no fatal crashes:

There were no fatalities and 4 serious injuries.
26% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 52% of the speed related crashes.

Motorcyclists

There were 9 traffic crashes during 2007-2009:

Alcohol was involved in no motorcycle related crashes.
There was 1 urban crash and the remaining 8 were rural.
Injuries include 1 fatality and 3 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 62% of motorcyclists were not wearing a helmet.

Bicycles

There was one bicyclists involved in a traffic crash during 2007-2009 with a non-incapacitating injury.
The crash was rural.

Pedestrians

There was one pedestrian involved in traffic crashes during 2007-2009 with an incapacitating injury.
The crash occurred within an incorporated city/town.

COUNTY PROFILES: PARK

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Park County had an estimated population of 27,976. Park County accounts for roughly 5.1% of the population of the State.

Demographics

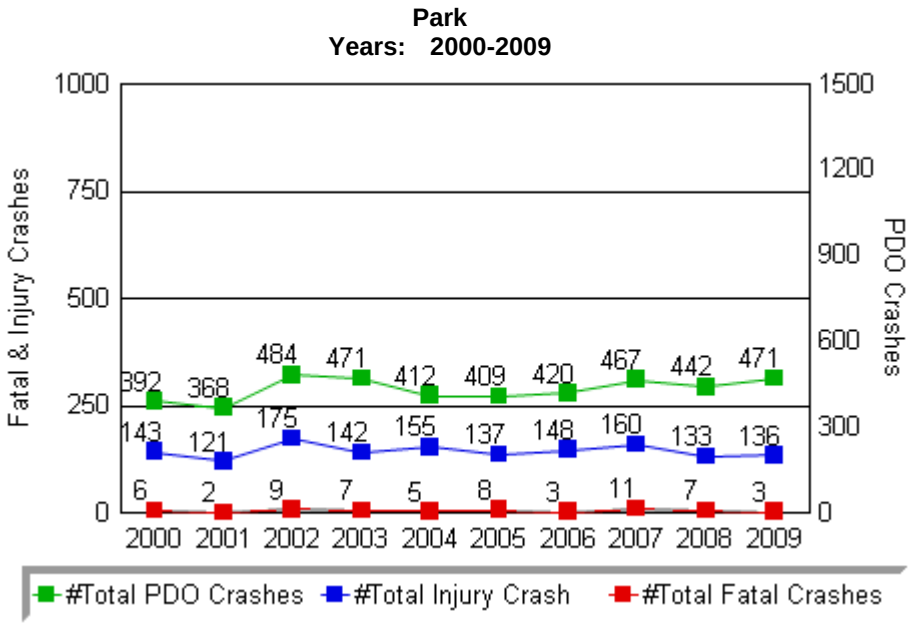
Park County reports education levels with 87.6% of the population holding at least a high school diploma and 23.7% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $47,803 per year, median household income is below the statewide average of $53,207. Covering a land area of 6,942 square miles, Park population density is 3.7 compared to the State average of 5.5.

Park County reports 2.1 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 17.6 minutes compared to the statewide average of 17.8 minutes.

PARK

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	11	160	467	638	11	227
2008	7	133	442	582	8	198
2009	3	136	471	610	3	189
Total [Average]	21 [7]	429 [143]	1,380 [460]	1,830 [610]	22 [7]	614 [205]



PARK COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	147 (22 Fatalities & 125 Serious Injuries)	
Pedestrians	3	2.0%
Bicyclists	1	0.7%
Motorcyclists	37	25.2%
Alcohol Related	34	23.1%
Nighttime Light Conditions	51	34.7%
Unbelted Vehicle Occupants	47	32.0%
Younger Drivers (14-20)	25	17.0%
Older Drivers (65+)	27	18.4%
Speed Related	60	40.8%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Park County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 610 traffic crashes (460 Property Damage Only crashes, 143 injury crashes and 7 fatal crashes):

There were 21 fatal crashes.
On average, 49% of the crashes were within an incorporated city/town and 51% were rural crashes.
45% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 1,830 traffic crashes: 991 involved one vehicle, 796 involved two vehicles, and 43 involved three or more vehicles.
Fatal multi-vehicle crashes account for 7 of the 21 fatal traffic crashes.

Occupant Protection

In the 104 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 47 (45%) unbelted vehicle occupants.
Of those in pickup trucks, 50% were unbelted.
Of the 13 unbelted pickup truck occupants, 9 were male and 4 were between the ages of 18-34.

Impaired Driving

There were 29 alcohol related fatally/seriously injury crashes in which there were 34 persons fatally or seriously injured:

There were 10 fatalities and 24 incapacitating injuries.
17% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 64.5% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 199 property damage only, 128 injury and 13 fatal crashes:

There were 14 fatalities and 46 serious injuries.
47% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 44% of the speed related crashes.

Motorcyclists

There were 67 traffic crashes during 2007-2009:

Alcohol was involved in 3 motorcycle related crashes.
There were 20 urban crashes and the remaining 47 were rural.
Injuries include 5 fatalities and 32 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 53% of motorcyclists were not wearing a helmet.

Bicycles

There were 9 bicyclists involved in traffic crashes during 2007-2009 with no fatalities, 1 seriously injured, 4 non-incapacitating injuries and 4 possible injuries.
There were 8 urban crashes and 1 rural crash.

Age x Injury Status	01-14	15-18	19-24	35-44	45+	Unk	Total
Incapacitating Injury	0	1	0	0	0	0	1
Non-Incapacitating Injury	2	0	1	0	0	1	4
Possible Injury	1	1	0	1	1	0	4
Total	3	2	1	1	1	1	9

Pedestrians

There were 8 pedestrians involved in traffic crashes during 2007-2009 with 3 incapacitating injuries, and 5 non-incapacitating injuries.
All 8 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	45+	Total
Incapacitating Injury	0	1	0	1	1	3
Non-Incapacitating Injury	1	1	1	0	2	5
Total	1	2	1	1	3	8

COUNTY PROFILES: PLATTE

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Platte County had an estimated population of 8,196. Platte County accounts for roughly 1.5% of the population of the State.

Demographics

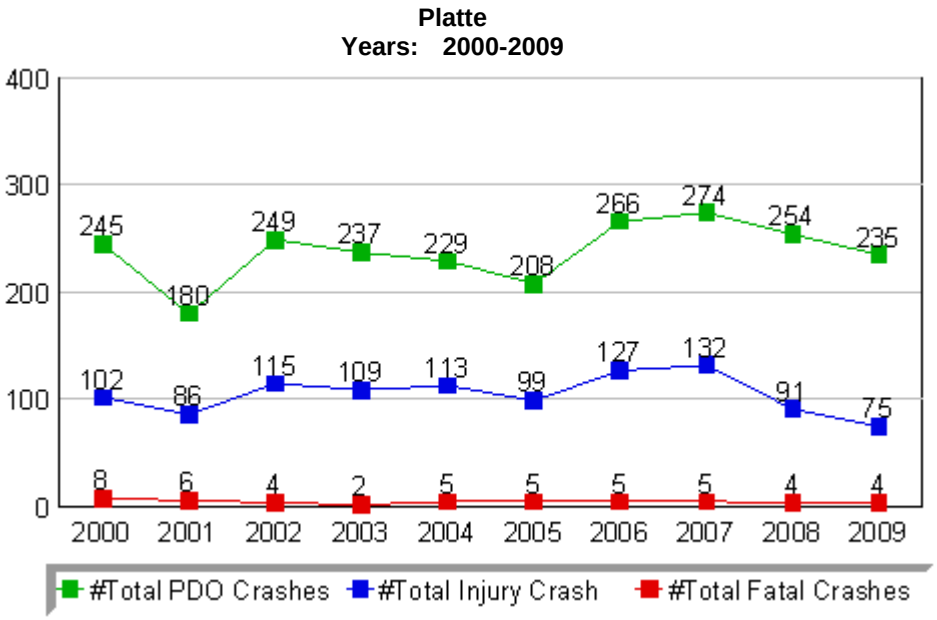
Platte County reports education levels with 84.9% of the population holding at least a high school diploma and 15.2% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $44,594 per year, median household income is below the statewide average of $53,207. Covering a land area of 2,085 square miles, Platte population density is 4.2 compared to the State average of 5.5.

Platte County reports 2.5 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 14.5 minutes compared to the statewide average of 17.8 minutes.

PLATTE

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	5	132	274	411	5	205
2008	4	91	254	349	4	124
2009	4	75	235	314	5	113
Total [Average]	13 [4]	298 [99]	763 [254]	1,074 [358]	14 [5]	442 [147]



PLATTE COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	107 (14 Fatalities & 93 Serious Injuries)	
Pedestrians	0	0.0%
Bicyclists	0	0.0%
Motorcyclists	12	11.2%
Alcohol Related	17	15.9%
Nighttime Light Conditions	35	32.7%
Unbelted Vehicle Occupants	33	30.8%
Younger Drivers (14-20)	13	12.1%
Older Drivers (65+)	15	14.0%
Speed Related	27	25.2%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Platte County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 358 traffic crashes (254 Property Damage Only crashes, 99 injury crashes and 4 fatal crashes):

There were 13 fatal crashes.
On average, 20% of the crashes were within an incorporated city/town and 80% were rural crashes.
45% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 1,074 traffic crashes: 836 involved one vehicle, 228 involved two vehicles, and 10 involved three or more vehicles.
Fatal multi-vehicle crashes account for 2 of the 13 fatal traffic crashes.

Occupant Protection

In the 91 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 33 (36%) unbelted vehicle occupants.
Of those in pickup trucks, 37% were unbelted.
Of the 10 unbelted pickup truck occupants, 7 were male and 1 was between the ages of 18-34.

Impaired Driving

There were 16 alcohol related fatally/seriously injury crashes in which there were 17 persons fatally or seriously injured:

There were 5 fatalities and 12 incapacitating injuries.
19% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 68.6% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 144 property damage only, 98 injury and 4 fatal crashes:

There were 4 fatalities and 23 serious injuries.
14% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 54% of the speed related crashes.
70% of Platte County speed related crashes occurred on Interstates.

Motorcyclists

There were 18 traffic crashes during 2007-2009:

Alcohol was involved in one motorcycle related crash.
There were 5 urban crashes and the remaining 13 were rural.
Injuries include 2 fatalities and 10 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 81% of motorcyclists were not wearing a helmet.

Bicyclists

There were no bicycle traffic crashes during 2007-2009.

Pedestrians

There was one pedestrian involved in traffic crashes during 2007-2009 with a non-incapacitating injury. The crash occurred within an incorporated city/town.

COUNTY PROFILES: SHERIDAN

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Sheridan County had an estimated population of 29,163. Sheridan County accounts for roughly 5.4% of the population of the State.

Demographics

Sheridan County reports education levels with 88.4% of the population holding at least a high school diploma and 22.4% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $49,331 per year, median household income is below the statewide average of $53,207. Covering a land area of 2,523 square miles, Sheridan population density is 10.5 compared to the State average of 5.5.

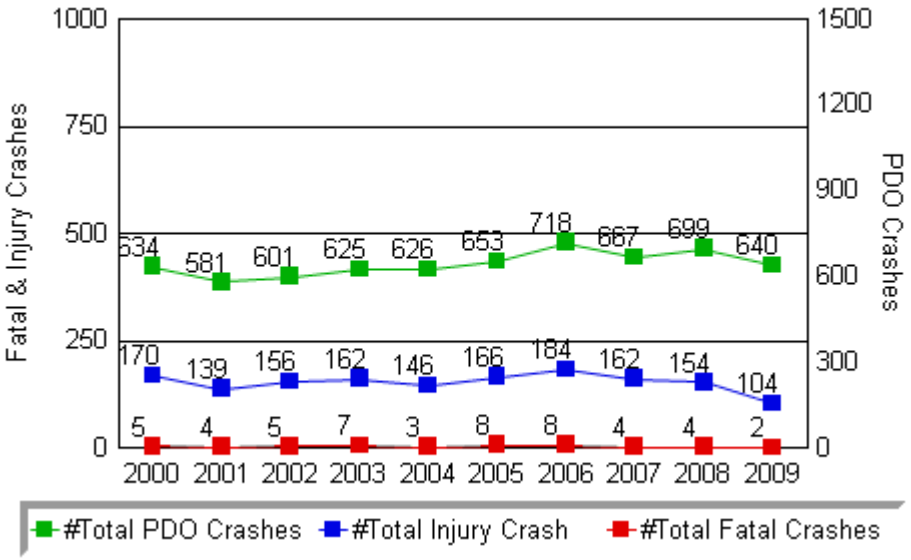
Sheridan County reports 1.9 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 17.8 minutes compared to the statewide average of 17.8 minutes.

SHERIDAN

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	4	162	667	833	5	214
2008	4	154	699	857	4	203
2009	2	104	640	746	2	136
Total [Average]	10 [3]	420 [140]	2,006 [669]	2,436 [812]	11 [4]	553 [184]

Sheridan
Years: 2000-2009



SHERIDAN COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	82 (11 Fatalities & 71 Serious Injuries)	
Pedestrians	2	2.4%
Bicyclists	0	0.0%
Motorcyclists	19	23.2%
Alcohol Related	28	34.1%
Nighttime Light Conditions	35	42.7%
Unbelted Vehicle Occupants	30	36.6%
Younger Drivers (14-20)	10	12.2%
Older Drivers (65+)	9	11.0%
Speed Related	41	50.6%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Sheridan County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 812 traffic crashes (669 Property Damage Only crashes, 140 injury crashes and 3 fatal crashes):

There were 10 fatal crashes.
On average, 65% of the crashes were within an incorporated city/town and 35% were rural crashes.
45% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 2,436 traffic crashes: 1,087 involved one vehicle, 1,269 involved two vehicles, and 80 involved three or more vehicles.
Fatal multi-vehicle crashes account for 4 of the 10 fatal traffic crashes.

Occupant Protection

In the 58 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 30 (52%) unbelted vehicle occupants.
Of those in pickup trucks, 47% were unbelted.
Of the 8 unbelted pickup truck occupants, 6 were male and 2 were between the ages of 18-34.

Impaired Driving

There were 24 alcohol related fatally/seriously injury crashes in which there were 28 persons fatally or seriously injured:

There were 5 fatalities and 23 incapacitating injuries.
13% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 73.4% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 378 property damage only, 123 injury and 5 fatal crashes:

There were 5 fatalities and 36 serious injuries.
47% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 63% of the speed related crashes.
32% of Sheridan County speed related crashes occurred on Interstates.

Motorcyclists

There were 63 traffic crashes during 2007-2009:

Alcohol was involved in 7 motorcycle related crashes.
There were 29 urban crashes and the remaining 34 were rural.
Injuries include 1 fatality and 18 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 62% of motorcyclists were not wearing a helmet.

Bicycles

There were 10 bicyclists involved in traffic crashes during 2007-2009 with 8 non-incapacitating injuries and 2 possible injures.
There were 9 urban crashes and 1 rural crash.

Age x Injury Status	01-14	15-18	19-24	45+	Unk	Total
Non-Incapacitating Injury	3	1	2	1	1	8
Possible Injury	0	0	1	1	0	2
Total	3	1	3	2	1	10

Pedestrians

There were 7 pedestrians involved in traffic crashes during 2007-2009 with 2 incapacitating injuries, 3 non-incapacitating injuries and 2 possible injuries.

All 7 occurred within an incorporated city/town.

Age x Injury Status	15-18	25-34	35-44	45+	Total
Incapacitating Injury	0	0	0	2	2
Non-Incapacitating Injury	1	1	0	1	3
Possible Injury	0	0	2	0	2
Total	1	1	2	3	7

COUNTY PROFILES: SUBLETTE

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Sublette County had an estimated population of 8,792. Sublette County accounts for roughly 1.6% of the population of the State.

Demographics

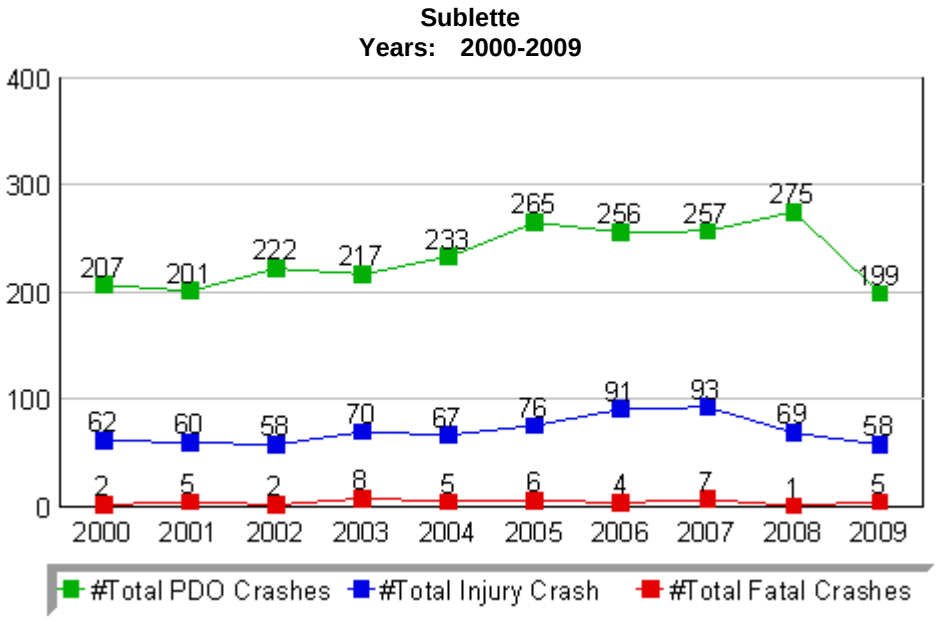
Sublette County reports education levels with 89.0% of the population holding at least a high school diploma and 21.6% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $72,079 per year, median household income is above the statewide average of $53,207. Covering a land area of 4,883 square miles, Sublette population density is 1.2 compared to the State average of 5.5.

Sublette County reports 4.1 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 20.2 minutes compared to the statewide average of 17.8 minutes.

SUBLETTE

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	7	93	257	357	7	136
2008	1	69	275	345	1	90
2009	5	58	199	262	8	93
Total [Average]	13 [4]	220 [73]	731 [244]	964 [321]	16 [5]	319 [106]



SUBLETTE COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	85 (16 Fatalities & 69 Serious Injuries)	
Pedestrians	0	0.0%
Bicyclists	0	0.0%
Motorcyclists	7	8.2%
Alcohol Related	24	28.2%
Nighttime Light Conditions	23	27.1%
Unbelted Vehicle Occupants	37	43.5%
Younger Drivers (14-20)	15	17.6%
Older Drivers (65+)	10	11.8%
Speed Related	32	37.6%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Sublette County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 321 traffic crashes (244 Property Damage Only crashes, 73 injury crashes and 4 fatal crashes):

There were 13 fatal crashes.
On average, 15% of the crashes were within an incorporated city/town and 85% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 964 traffic crashes: 716 involved one vehicle, 237 involved two vehicles, and 11 involved three or more vehicles.
Fatal multi-vehicle crashes account for 1 of the 13 fatal traffic crashes.

Occupant Protection

In the 75 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 37 (49%) unbelted vehicle occupants.
Of those in pickup trucks, 58% were unbelted.
Of the 22 unbelted pickup truck occupants, 20 were male and 9 were between the ages of 18-34.

Impaired Driving

There were 18 alcohol related fatally/seriously injury crashes in which there were 24 persons fatally or seriously injured:

There were 5 fatalities and 19 incapacitating injuries.
6% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 61.7% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 157 property damage only, 80 injury and 8 fatal crashes:

There were 11 fatalities and 21 serious injuries.
9% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 48% of the speed related crashes.

Motorcyclists

There were 18 traffic crashes during 2007-2009:

Alcohol was involved in 6 motorcycle related crashes.
There were 6 urban crashes and the remaining 12 were rural.
Injuries include no fatalities and 7 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 67% of motorcyclists were not wearing a helmet.

Bicycles

There were 3 bicyclists involved in traffic crashes during 2007-2009 with 3 non-incapacitating injuries.
There were 3 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	Total
Non-Incapacitating Injury	2	1	3
Total	2	1	3

Pedestrians

There were no pedestrian crashes during 2007-2009.

COUNTY PROFILES: SWEETWATER

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Sweetwater County had an estimated population of 41,226. Sweetwater County accounts for roughly 7.6% of the population of the State.

Demographics

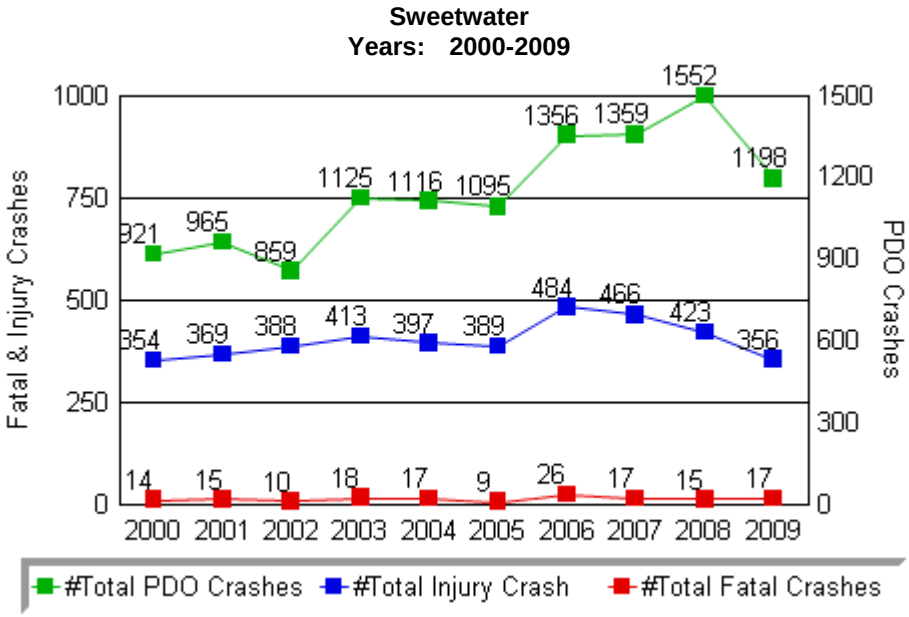
Sweetwater County reports education levels with 87.4% of the population holding at least a high school diploma and 17.0% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $70,964 per year, median household income is above the statewide average of $53,207. Covering a land area of 10,425 square miles, Sweetwater population density is 3.6 compared to the State average of 5.5.

Sweetwater County reports 2.7 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 21.1 minutes compared to the statewide average of 17.8 minutes.

SWEETWATER

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	17	466	1,359	1,842	18	707
2008	15	423	1,552	1,990	16	604
2009	17	356	1,198	1,571	19	544
Total [Average]	49 [16]	1,245 [415]	4,109 [1,370]	5,403 [1,801]	53 [18]	1,855 [618]



SWEETWATER COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	300 (53 Fatalities & 247 Serious Injuries)	
Pedestrians	7	2.3%
Bicyclists	2	0.7%
Motorcyclists	38	12.7%
Alcohol Related	74	24.7%
Nighttime Light Conditions	103	34.3%
Unbelted Vehicle Occupants	112	37.3%
Younger Drivers (14-20)	49	16.3%
Older Drivers (65+)	20	6.7%
Speed Related	143	47.7%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Sweetwater County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 1,801 traffic crashes (1,370 Property Damage Only crashes, 415 injury crashes and 16 fatal crashes):

There were 49 fatal crashes.
On average, 52% of the crashes were within an incorporated city/town and 48% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 5,403 traffic crashes: 2,632 involved one vehicle, 2,610 involved two vehicles, and 161 involved three or more vehicles.
Fatal multi-vehicle crashes account for 16 of the 49 fatal traffic crashes.

Occupant Protection

In the 241 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 112 (46%) unbelted vehicle occupants.
Of those in pickup trucks, 52% were unbelted.
Of the 42 unbelted pickup truck occupants, 35 were male and 24 were between the ages of 18-34.

Impaired Driving

There were 62 alcohol related fatally/seriously injury crashes in which there were 74 persons fatally or seriously injured:

There were 17 fatalities and 57 incapacitating injuries.
42% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 55.2% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 1,451 property damage only, 481 injury and 25 fatal crashes:

There were 29 fatalities and 114 serious injuries.
37% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 75% of the speed related crashes.
59% of Sweetwater County speed related crashes occurred on Interstates.

Motorcyclists

There were 96 traffic crashes during 2007-2009:

Alcohol was involved in 21 motorcycle related crashes.
There were 53 urban crashes and the remaining 43 were rural.
Injuries include 4 fatalities and 34 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 74% of motorcyclists were not wearing a helmet.

Bicycles

There were 19 bicyclists involved in traffic crashes during 2007-2009 with 1 fatality, 1 seriously injured, 10 non-incapacitating injuries and 7 possible injuries.
There were 19 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	35-44	45+	Unk	Total
Fatal Injury	0	0	0	1	0	1
Incapacitating Injury	0	0	0	1	0	1
Non-Incapacitating Injury	6	1	1	1	1	10
Possible Injury	6	0	1	0	0	7
Total	12	1	2	3	1	19

Pedestrians

There were 27 pedestrians involved in traffic crashes during 2007-2009 with 1 fatality, 6 incapacitating injuries, 11 non-incapacitating injuries and 9 possible injuries.
Out of the 27 pedestrian crashes, 21 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Fatal Injury	0	0	0	1	0	0	0	1
Incapacitating Injury	0	0	2	2	1	1	0	6
Non-Incapacitating Injury	2	1	2	0	0	6	0	11
Possible Injury	2	2	2	1	1	0	1	9
Total	4	3	6	4	2	7	1	27

COUNTY PROFILES: TETON

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Teton County had an estimated population of 20,710. Teton County accounts for roughly 3.8% of the population of the State.

Demographics

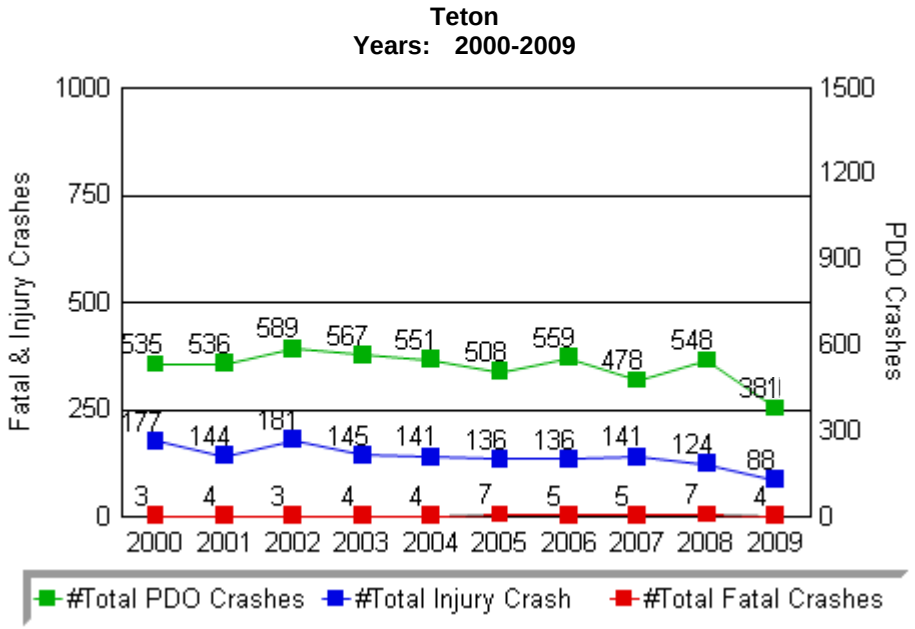
Teton County reports education levels with 94.7% of the population holding at least a high school diploma and 45.8% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $74,150 per year, median household income is above the statewide average of $53,207. Covering a land area of 4,008 square miles, Teton population density is 4.6 compared to the State average of 5.5.

Teton County reports 2.3 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 17.1 minutes compared to the statewide average of 17.8 minutes.

TETON

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	5	141	478	624	5	206
2008	7	124	548	679	9	162
2009	4	88	381	473	4	111
Total [Average]	16 [5]	353 [118]	1,407 [469]	1,776 [592]	18 [6]	479 [160]



TETON COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	82 (18 Fatalities & 64 Serious Injuries)	
Pedestrians	8	9.8%
Bicyclists	5	6.1%
Motorcyclists	23	28.0%
Alcohol Related	15	18.3%
Nighttime Light Conditions	20	24.4%
Unbelted Vehicle Occupants	18	22.0%
Younger Drivers (14-20)	8	9.8%
Older Drivers (65+)	13	15.9%
Speed Related	34	41.5%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Teton County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 592 traffic crashes (469 Property Damage Only crashes, 118 injury crashes and 5 fatal crashes):

There were 16 fatal crashes.
On average, 40% of the crashes were within an incorporated city/town and 60% were rural crashes.
44% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 1,776 traffic crashes: 780 involved one vehicle, 934 involved two vehicles, and 62 involved three or more vehicles.
Fatal multi-vehicle crashes account for 5 of the 16 fatal traffic crashes.

Occupant Protection

In the 46 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 18 (39%) unbelted vehicle occupants.
Of those in pickup trucks, 45% were unbelted.
Of the 5 unbelted pickup truck occupants, 5 were male and 2 were between the ages of 18-34.

Impaired Driving

There were 13 alcohol related fatally/seriously injury crashes in which there were 15 persons fatally or seriously injured:

There were 3 fatalities and 12 incapacitating injuries.
15% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 82.0% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 312 property damage only, 88 injury and 9 fatal crashes:

There were 11 fatalities and 23 serious injuries.
31% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 65% of the speed related crashes.

Motorcyclists

There were 52 traffic crashes during 2007-2009:

Alcohol was involved in 4 motorcycle related crashes.
There were 10 urban crashes and the remaining 42 were rural.
Injuries include 4 fatalities and 19 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 47% of motorcyclists were not wearing a helmet.

Bicycles

There were 18 bicyclists involved in traffic crashes during 2007-2009 with no fatalities, 5 seriously injured, 9 non-incapacitating injuries and 4 possible injuries.
There were 15 urban crashes and 3 rural crashes.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Incapacitating Injury	0	0	2	1	0	1	1	5
Non-Incapacitating Injury	0	2	2	2	2	1	0	9
Possible Injury	1	0	1	2	0	0	0	4
Total	1	2	5	5	2	2	1	18

Pedestrians

There were 20 pedestrians involved in traffic crashes during 2007-2009 with 8 incapacitating injuries, 9 non-incapacitating injuries and 3 possible injuries.
Out of the 17 pedestrian crashes, 13 occurred within an incorporated city/town.

Age x Injury Status	01-14	15-18	19-24	25-34	35-44	45+	Unk	Total
Incapacitating Injury	1	1	0	1	1	3	1	8
Non-Incapacitating Injury	1	0	1	1	3	3	0	9
Possible Injury	0	0	0	1	0	0	2	3
Total	2	1	1	3	4	6	3	20

COUNTY PROFILES: UINTA

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Uinta County had an estimated population of 20,927. Uinta County accounts for roughly 3.8% of the population of the State.

Demographics

Uinta County reports education levels with 84.8% of the population holding at least a high school diploma and 15.0% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $62,253 per year, median household income is above the statewide average of $53,207. Covering a land area of 2,082 square miles, Uinta population density is 9.5 compared to the State average of 5.5.

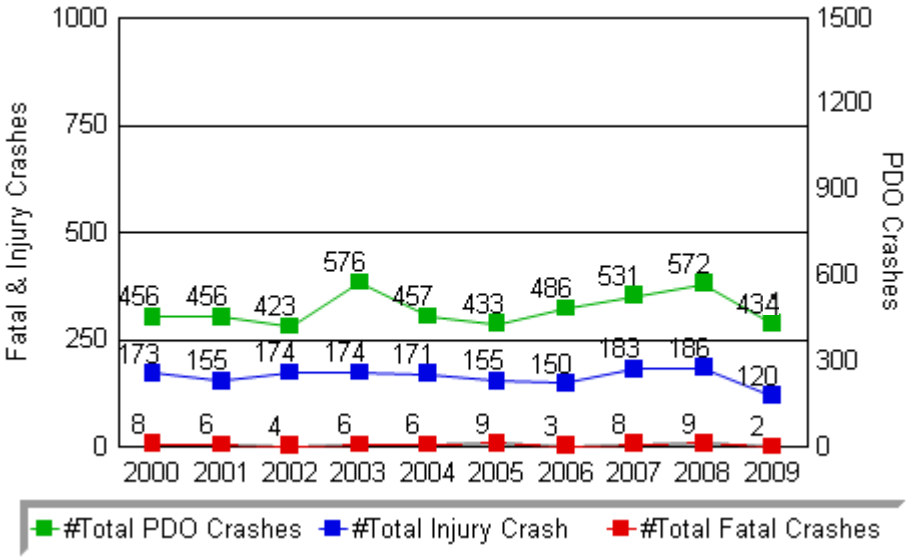
Uinta County reports 3.0 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 20.9 minutes compared to the statewide average of 17.8 minutes.

UINTA

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	8	183	531	722	8	310
2008	9	186	572	767	10	283
2009	2	122	434	558	2	195
Total [Average]	19 [6]	491 [164]	1,537 [512]	2,047 [682]	20 [7]	788 [263]

Uinta
Years: 2000-2009



UINTA COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	164 (20 Fatalities & 144 Serious Injuries)	
Pedestrians	5	3.0%
Bicyclists	0	0.0%
Motorcyclists	15	9.1%
Alcohol Related	33	20.1%
Nighttime Light Conditions	51	31.1%
Unbelted Vehicle Occupants	50	30.5%
Younger Drivers (14-20)	33	20.1%
Older Drivers (65+)	9	5.5%
Speed Related	91	57.2%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Uinta County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 682 traffic crashes (512 Property Damage Only crashes, 164 injury crashes and 6 fatal crashes):

There were 19 fatal crashes.
On average, 33% of the crashes were within an incorporated city/town and 67% were rural crashes.
46% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 2,047 traffic crashes: 1,226 involved one vehicle, 771 involved two vehicles, and 50 involved three or more vehicles.
Fatal multi-vehicle crashes account for 3 of the 19 fatal traffic crashes.

Occupant Protection

In the 137 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 50 (36%) unbelted vehicle occupants.
Of those in pickup trucks, 36% were unbelted.
Of the 14 unbelted pickup truck occupants, 11 were male and 7 were between the ages of 18-34.

Impaired Driving

There were 27 alcohol related fatally/seriously injury crashes in which there were 33 persons fatally or seriously injured:

There were 8 fatalities and 25 incapacitating injuries.
33% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 71.6% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 574 property damage only, 251 injury and 11 fatal crashes:

There were 12 fatalities and 79 serious injuries.
23% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 74% of the speed related crashes.
66% of Uinta County speed related crashes occurred on Interstates.

Motorcyclists

There were 28 traffic crashes during 2007-2009:

Alcohol was involved in 5 motorcycle related crashes.
There were 16 urban crashes and the remaining 12 were rural.
Injuries include 4 fatalities and 11 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 74% of motorcyclists were not wearing a helmet.

Bicycles

There were 9 bicyclists involved in traffic crashes during 2007-2009 with 7 non-incapacitating injuries and 2 possible injuries.
There were 9 urban crashes and no rural crashes.

Age x Injury Status	01-14	15-18	35-44	45+	Unk	Total
Non-Incapacitating Injury	2	1	1	2	1	7
Possible Injury	1	0	0	1	0	2
Total	3	1	1	3	1	9

Pedestrians

There were 12 pedestrians involved in traffic crashes during 2007-2009 with 1 fatality, 4 incapacitating injuries, 3 non-incapacitating injuries and 4 possible injuries.
Out of the 11 pedestrian crashes, 8 occurred within an incorporated city/town.

Age x Injury Status	01-14	19-24	25-34	35-44	45+	Unk	Total
Fatal Injury	0	0	0	1	0	0	1
Incapacitating Injury	0	0	0	2	1	1	4
Non-Incapacitating Injury	0	2	1	0	0	0	3
Possible Injury	1	1	0	0	1	1	4
Total	1	3	1	3	2	2	12

COUNTY PROFILES: WASHAKIE

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Washakie County had an estimated population of 7,911. Washakie County accounts for roughly 1.5% of the population of the State.

Demographics

Washakie County reports education levels with 85.6% of the population holding at least a high school diploma and 18.7% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $47,475 per year, median household income is below the statewide average of $53,207. Covering a land area of 2,240 square miles, Washakie population density is 3.7 compared to the State average of 5.5.

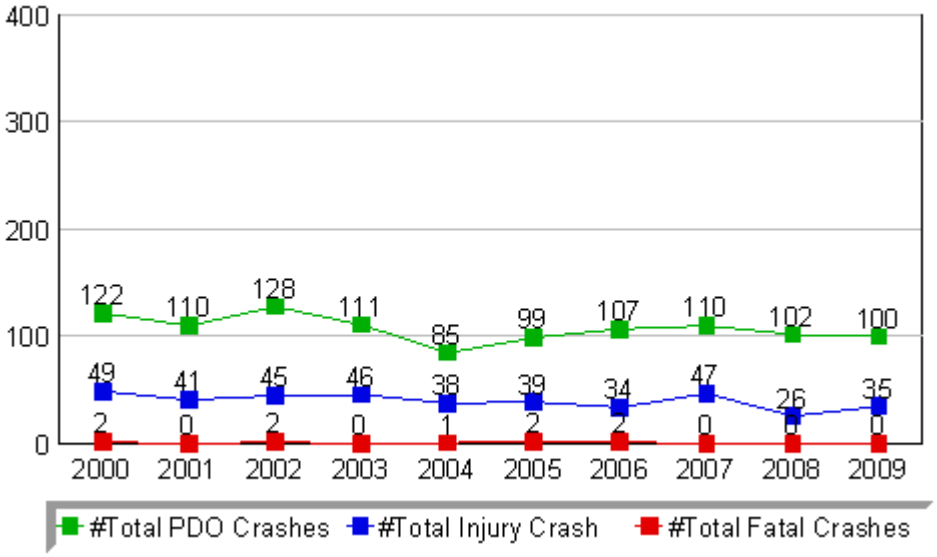
Washakie County reports 2.3 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 12.5 minutes compared to the statewide average of 17.8 minutes.

WASHAKIE

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	0	47	110	157	0	79
2008	0	26	102	128	0	41
2009	0	35	100	135	0	44
Total [Average]	0 [0]	108 [36]	312 [104]	420 [140]	0 [0]	164 [55]

Washakie
Years: 2000-2009



WASHAKIE COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	24 (0 Fatalities & 24 Serious Injuries)	
Pedestrians	1	4.2%
Bicyclists	0	0.0%
Motorcyclists	1	4.2%
Alcohol Related	6	25.0%
Nighttime Light Conditions	4	16.7%
Unbelted Vehicle Occupants	12	50.0%
Younger Drivers (14-20)	3	12.5%
Older Drivers (65+)	2	8.3%
Speed Related	9	37.5%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Washakie County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 140 traffic crashes (104 Property Damage Only crashes, 36 injury crashes and no fatal crashes):

There were no fatal crashes.
On average, 47% of the crashes were within an incorporated city/town and 53% were rural crashes.
45% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 420 traffic crashes: 230 involved one vehicle, 180 involved two vehicles,
and 10 involved three or more vehicles.

Occupant Protection

In the 22 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 12 (55%) unbelted vehicle occupants.
Of those in pickup trucks, 89% were unbelted.
Of the 8 unbelted pickup truck occupants, 7 were male and 4 were between the ages of 18-34.

Impaired Driving

There were 5 alcohol related fatally/seriously injury crashes in which there were 6 persons fatally or seriously injured:

There were no fatalities and 6 incapacitating injuries.
20% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 81.0% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 37 property damage only, 31 injury and no fatal crashes:

There were no fatalities and 9 serious injuries.
44% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 44% of the speed related crashes.

Motorcyclists

There were 9 traffic crashes during 2007-2009:

Alcohol was involved in no motorcycle related crashes.
There were 2 urban crashes and the remaining 7 were rural.
Injuries include zero fatalities and 1 incapacitating injury. The remaining motorcyclists had lesser or no injuries.
There were 10% of motorcyclists were not wearing a helmet.

Bicycles

There was one bicyclists involved in traffic crashes during 2007-2009 with a non-incapacitating injury.
The crash was urban.

Pedestrians

There were 2 pedestrians involved in traffic crashes during 2007-2009 with an incapacitating injury, and a non-incapacitating injury.
Out of the 2 pedestrian crashes, 1 occurred within an incorporated city/town.

Age x Injury Status	45+	Total
Incapacitating Injury	1	1
Non-Incapacitating Injury	1	1
Total	2	2

COUNTY PROFILES: WESTON

Data-Driven Traffic Safety Priorities

#1 Occupant	#2 Alcohol Related	#3 Speed Related

In 2009, Weston County had an estimated population of 7,009. Weston County accounts for roughly 1.3% of the population of the State.

Demographics

Weston County reports education levels with 85.2% of the population holding at least a high school diploma and 14.5% holding a bachelor's degree or higher. The statewide average for a Bachelor's Degree or higher is 23.6%. At $50,412 per year, median household income is below the statewide average of $53,207. Covering a land area of 2,398 square miles, Weston population density is 2.8 compared to the State average of 5.5.

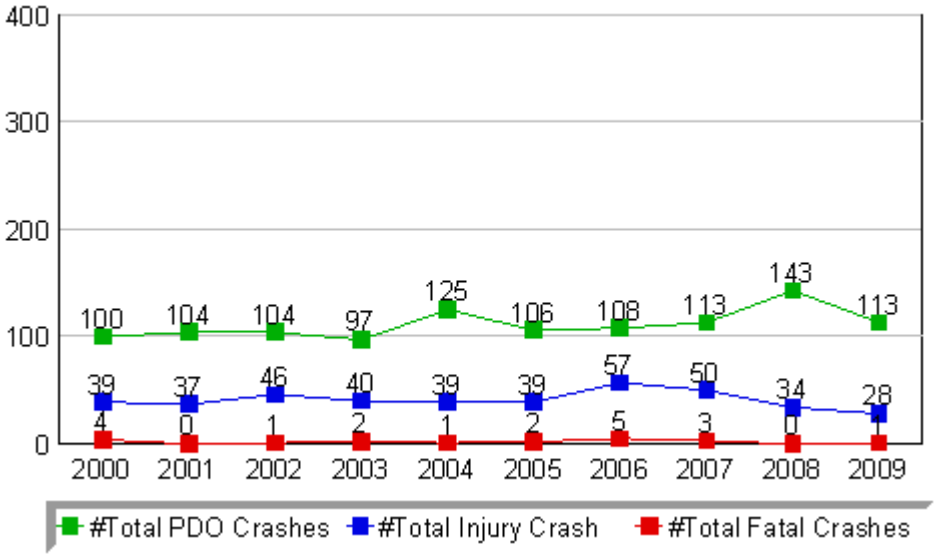
Weston County reports 2.3 officers per 1,000 population (statewide average = 2.1). The mean travel time to work is 21.7 minutes compared to the statewide average of 17.8 minutes.

WESTON

Traffic Crashes and Injuries

	Fatal Crashes	*Injury Crashes*	*Property Damage Only Crashes*	*Total*	*Fatalities*	*Injuries*
2007	3	50	113	166	4	76
2008	0	34	143	177	0	52
2009	1	28	113	142	1	39
Total [Average]	4 [1]	112 [37]	369 [123]	485 [162]	5 [2]	167 [56]

Weston
Years: 2000-2009



WESTON COUNTY CRASH FACTORS

Crashes Involving:	2007-2009 Fatalities & Serious Injuries	% of All Fatalities & Serious Injuries
All Persons	42 (5 Fatalities & 37 Serious Injuries)	
Pedestrians	0	0.0%
Bicyclists	1	2.4%
Motorcyclists	11	26.2%
Alcohol Related	5	11.9%
Nighttime Light Conditions	9	21.4%
Unbelted Vehicle Occupants	15	35.7%
Younger Drivers (14-20)	9	21.4%
Older Drivers (65+)	3	7.1%
Speed Related	24	57.1%

Note: Percentages exceed 100% since multiple factors may apply to injuries involved in the crash.

Major Characteristics of Weston County Crashes 2007-2009

Overall

Based on a three year review, on **AVERAGE** there were 162 traffic crashes (123 Property Damage Only crashes, 37 injury crashes and 1 fatal crashes):

There were 4 fatal crashes.
On average, 31% of the crashes were within an incorporated city/town and 69% were rural crashes.
45% of all traffic crashes occur on either Friday, Saturday or Sunday.
Out of the 485 traffic crashes: 340 involved one vehicle, 137 involved two vehicles, and 8 involved three or more vehicles.
Fatal multi-vehicle crashes account for 1 of the 4 fatal traffic crashes.

Occupant Protection

In the 30 fatally or seriously injured vehicle occupants involved in traffic crashes:

There were 15 (50%) unbelted vehicle occupants.
Of those in pickup trucks, 70% were unbelted.
Of the 7 unbelted pickup truck occupants, 6 were male and 5 were between the ages of 18-34.

Impaired Driving

There were 5 alcohol related fatally/seriously injury crashes in which there were 5 persons fatally or seriously injured:

There were no fatalities and 5 incapacitating injuries.
20% of all alcohol related fatally/seriously injury crashes were urban. The remaining were rural.
Alcohol was involved 89.2% of the time in Arrests from October 1, 2007 to September 30, 2008.
(Source: Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming 2008).

Speed

In speed related crashes from 2007-2009 there were 74 property damage only, 43 injury and 2 fatal crashes:

There were 2 fatalities and 22 serious injuries.
28% of the speed related crashes were within an incorporated city/town.
Icy/snowy road conditions represent 35% of the speed related crashes.

Motorcyclists

There were 19 traffic crashes during 2007-2009:

Alcohol was involved in no motorcycle related crashes.
There were 2 urban crashes and the remaining 17 were rural.
Injuries include zero fatalities and 11 incapacitating injuries. The remaining motorcyclists had lesser or no injuries.
There were 62% of motorcyclists were not wearing a helmet.

Bicycles

There was one bicyclist involved in a traffic crash during 2007-2009 with a serious injury.
The crash was urban.

Pedestrians

There were no pedestrian crashes during 2007-2009.

ADDENDUM

2008 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	34,017
Injury	1,630,000
Property Damage Only	4,146,000
Total	**5,811,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**26,689**	**2,120,000**
Drivers	19,220	1,495,000
Passengers	7,397	625,000
Unknown	72	1,000
Motorcyclists	**5,290**	**96,000**
Nonoccupants	**5,282**	**130,000**
Pedestrians	4,378	69,000
Pedalcyclists	716	52,000
Other/Unknown	188	9,000
Total	**37,261**	**2,346,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,973,509,000,000
Resident Population	304,059,724
Registered Vehicles	257,493,957
Licensed Drivers	208,320,601
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes)	$230.6 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.25
Fatalities per 100,000 Population	12.25
Fatalities per 100,000 Registered Vehicles	14.47
Fatalities per 100,000 Licensed Drivers	17.89

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	79
Injured Persons per 100,000 Population	771
Injured Persons per 100,000 Registered Vehicles	911
Injured Persons per 100,000 Licensed Drivers	1,126

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.
Population—U.S. Bureau of the Census.
Vehicle Miles Traveled—Federal Highway Administration.
Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

APPENDIX III
COST ESTIMATES

Wind River Indian Reservation
Pedestrian and Walkway
Long Range Transportation Plan

James & Gores Associates
Civil Engineering Consultants

February 2012

Fort Washakie Area

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways Complex Area Sidewalks-Sharpnose St., Washakie St., North Fork Rd.**	Date:	2/8/2012
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$14,000.00	$14,000
2	Unclassified Excavation	754	CY	$12.00	$9,048
3	Remove Asphalt Pavement	678	SY	$8.00	$5,424
4	6" Crushed Base	424	CY	$50.00	$21,200
5	5' Sidewalk	1695	SY	$40.00	$67,800
6	Curb and Gutter	3050	LF	$20.00	$61,000
7	2.5" Hot Plant Mix	96	TON	$200.00	$19,200
8	Remove and reset Obstructions	1	LS	$10,000.00	$10,000
9	Preformed Pavement Markings	216	LS	$20.00	$4,320
	Subtotal of Construction Costs				$211,992
10	Contingencies	15%			$31,799
	Total Construction Costs				$243,791
11	Engineering Design	10%			$24,400
12	Engineering Construction Monitoring	10%			$24,400
13	Legal and Administrative ROW				$5,000
	Total Non Construction Costs				$53,800
	Estimated Project Costs				$298,000
14	TERO Fees	2%			$5,960
	TOTAL ESTIMATED PROJECT COSTS				**$304,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **South Fork Road**	Date:	2/8/2012
Project No:	23-03-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$30,000.00	$30,000
2	Unclassified Excavation	13000	CY	$12.00	$156,000
3	6" Crushed Base	4000	CY	$50.00	$200,000
4	2" Hot Plant Mix	1350	TON	$200.00	$270,000
5	Pipes, 4 locations	1	LS	$4,000.00	$4,000
6	Preformed Pavement Markings	144	LF	$20.00	$2,880
	Subtotal of Construction Costs				$662,880
7	Contingencies	15%			$99,432
	Total Construction Costs				$762,312
8	Engineering Design	10%			$76,200
9	Engineering Construction Monitoring	10%			$76,200
10	Legal and Administrative ROW				$20,000
	Total Non Construction Costs				$172,400
	Estimated Project Costs				$934,712
11	TERO Fees	2%			$18,694
	TOTAL ESTIMATED PROJECT COST				**$954,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Trout Creek Road**	Date:	2/8/2012
Project No:	23-03-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$11,000.00	$11,000
2	Unclassified Excavation	1921	CY	$12.00	$23,052
3	6" Crushed Base	777	CY	$50.00	$38,850
4	2" Hot Plant Mix	400	TON	$200.00	$80,000
5	Pipes, 4 locations	1	LS	$4,000.00	$4,000
6	Preformed Pavement Markings	72	LF	$20.00	$1,440
	Subtotal of Construction Costs				$158,342
7	Contingencies	15%			$23,751
	Total Construction Costs				$182,093
8	Engineering Design	10%			$18,200
9	Engineering Construction Monitoring	10%			$18,200
10	Legal and Administrative ROW				$10,000
	Total Non Construction Costs				$46,400
	Estimated Project Costs				$228,493
11	TERO Fees	2%			$4,570
	TOTAL ESTIMATED PROJECT COST				**$234,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Old Wind River Highway**	Date:	2/8/2012
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$19,500.00	$19,500
2	Unclassified Excavation	4500	CY	$12.00	$54,000
3	6" Crushed Base	900	CY	$50.00	$45,000
4	2" Hot Plant Mix	550	TON	$200.00	$110,000
5	Preformed Pavement Markings	120	LF	$20.00	$2,400
	Subtotal of Construction Costs				$230,900
6	Contingencies	15%			$34,635
	Total Construction Costs				$265,535
7	Engineering Design	10%			$26,600
8	Engineering Construction Monitoring	10%			$26,600
9	Legal and Administrative				$10,000
	Total Non Construction Costs				$63,200
	Estimated Project Costs				$328,735
10	TERO Fees	2%			$6,575
	TOTAL ESTIMATED PROJECT COST				**$336,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **US Hwy 287**	Date:	12/6/2011
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **LREL**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$11,500.00	$11,500
2	Unclassified Excavation	1869	CY	$12.00	$22,428
3	6" Crushed Base	756	CY	$50.00	$37,800
4	2" Hot Plant Mix	389	TON	$200.00	$77,800
5	Preformed Pavement Markings	144	LF	$20.00	$2,880
6	Speed radar signs	2	EA	$5,000.00	$10,000
	Subtotal of Construction Costs				$162,408
7	Contingencies	15%			$24,361
	Total Construction Costs				$186,769
	Non Construction Costs				
8	Engineering Design	10%			$18,700
9	Engineering Construction Monitoring	10%			$18,700
10	Legal and Administrative				$5,000
	Total Non Construction Costs				$42,400
	Estimated Project Costs				$229,169
11	TERO Fees	2%			$4,583
	TOTAL ESTIMATED PROJECT COSTS				**$234,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Shipton Lane**	Date:	2/8/2012
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$12,000.00	$12,000
2	Unclassified Excavation	2139	CY	$12.00	$25,668
3	6" Crushed Base	866	CY	$50.00	$43,300
4	2" Hot Plant Mix	445	TON	$200.00	$89,000
5	Preformed Pavement Markings	144	LF	$20.00	$2,880
	Subtotal of Construction Costs				$172,848
6	Contingencies	15%			$25,927
	Total Construction Costs				$198,775
7	Engineering Design	10%			$19,900
8	Engineering Construction Monitoring	10%			$19,900
9	Legal and Administrative				$10,000
	Total Non Construction Costs				$49,800
	Estimated Project Costs				$248,575
10	TERO Fees	2%			$4,972
	TOTAL ESTIMATED PROJECT COSTS				**$254,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Trout Creek Village**	Date:	2/8/2012
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$4,000.00	$4,000
2	Unclassified Excavation	500	CY	$12.00	$6,000
3	6" Crushed Base	280	CY	$50.00	$14,000
4	8' Sidewalk	750	SY	$40.00	$30,000
	Subtotal of Construction Costs				$54,000
5	Contingencies	15%			$8,100
	Total Construction Costs				$62,100
6	Engineering Design	10%			$6,200
7	Engineering Construction Monitoring	10%			$6,200
8	Legal and Administrative				$2,000
	Total Non Construction Costs				$14,400
	Estimated Project Costs				$76,500
9	TERO Fees	2%			$1,530
	TOTAL ESTIMATED PROJECT COSTS				**$79,000**

Ethete Area

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Ethete Road East**	Date:	12/6/2011
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **LREL**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$15,500.00	$15,500
2	Unclassified Excavation	2725	CY	$12.00	$32,700
3	6" Crushed Base	1103	CY	$50.00	$55,150
4	2" Hot Plant Mix	567	TON	$200.00	$113,400
5	Preformed Pavement Markings	216	LF	$20.00	$4,320
	Subtotal of Construction Costs				$221,070
6	Contingencies	15%			$33,161
	Total Construction Costs				$254,231
7	Engineering Design	10%			$25,400
8	Engineering Construction Monitoring	10%			$25,400
9	Legal and Administrative ROW				$10,000
	Total Non Construction Costs				$60,800
	Estimated Project Costs				$315,031
10	TERO Fees	2%			$6,301
	TOTAL ESTIMATED PROJECT COSTS				**$322,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Ethete North, Hwy 132**	Date:	12/6/2011
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **LREL**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$45,500.00	$45,500
2	Unclassified Excavation	2751	CY	$12.00	$33,012
3	6" Crushed Base	1113	CY	$50.00	$55,650
4	2" Hot Plant Mix	573	TON	$200.00	$114,600
5	200' Pedestrian Bridge	1	EA	$400,000.00	$400,000
	Subtotal of Construction Costs				$648,762
6	Contingencies	15%			$97,314
	Total Construction Costs				$746,076
7	Engineering Design	10%			$74,600
8	Engineering Construction Monitoring	10%			$74,600
9	Legal and Administrative ROW				$10,000
	Total Non Construction Costs				$159,200
	Estimated Project Costs				$905,276
10	TERO Fees	2%			$18,106
	TOTAL ESTIMATED PROJECT COSTS				**$924,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Ethete South, Hwy 132**	Date:	2/8/2012
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$50,000.00	$50,000
2	Unclassified Excavation	8953	CY	$12.00	$107,436
3	6" Crushed Base	3623	CY	$50.00	$181,150
4	2" Hot Plant Mix	1863	TON	$200.00	$372,600
5	60" Irrigation Pipe Culvert	60	LF	$200.00	$12,000
6	Pipes, Drains, 4 each	1	LS	$4,000.00	$4,000
7	Preformed Pavement Markings	216	LF	$20.00	$4,320
	Subtotal of Construction Costs				$731,506
8	Contingencies	15%			$109,726
	Total Construction Costs				$841,232
9	Engineering Design	10%			$84,100
10	Engineering Construction Monitoring	10%			$84,100
11	Legal and Administrative ROW				$10,000
	Total Non Construction Costs				$178,200
	Estimated Project Costs				$1,019,432
12	TERO Fees	2%			$20,389
	TOTAL ESTIMATED PROJECT COSTS				**$1,040,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **17 Mile Road East**	Date:	12/6/2011
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **LREL**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$33,500.00	$33,500
2	Unclassified Excavation	6021	CY	$12.00	$72,252
3	6" Crushed Base	2436	CY	$50.00	$121,800
4	2" Hot Plant Mix	1253	TON	$200.00	$250,600
	Subtotal of Construction Costs				$478,152
5	Contingencies	15%			$71,723
	Total Construction Costs				$549,875
6	Engineering Design	10%			$55,000
7	Engineering Construction Monitoring	10%			$55,000
8	Legal and Administrative				$15,000
	Total Non Construction Costs				$125,000
	Estimated Project Costs				$674,875
9	TERO Fees	2%			$13,497
	TOTAL ESTIMATED PROJECT COSTS				**$689,000**

Arapahoe / St. Stephens Area

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Great Plains Area**	Date:	12/6/2011
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **LREL**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$7,500.00	$7,500
2	Unclassified Excavation	470	CY	$12.00	$5,640
3	Remove Asphalt Pavement	423	SY	$8.00	$3,384
4	6" Crushed Base	264	CY	$50.00	$13,200
5	5' Sidewalk	1056	SY	$40.00	$42,240
6	Curb and Gutter	1900	LF	$20.00	$38,000
7	2.5" Hot Plant Mix	60	TON	$200.00	$12,000
8	Preformed Pavement Markings	288	LF	$20.00	$5,760
	Subtotal of Construction Costs				$127,724
9	Contingencies	15%			$19,159
	Total Construction Costs				$146,883
10	Engineering Design	10%			$14,700
11	Engineering Construction Monitoring	10%			$14,700
12	Legal and Administrative				$5,000
	Total Non Construction Costs				$34,400
	Estimated Project Costs				$181,283
13	TERO Fees	2%			$3,626
	TOTAL ESTIMATED PROJECT COSTS				**$185,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Great Plains-Ben Gay Housing**	Date:	12/6/2011
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **LREL**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$9,000.00	$9,000
2	Unclassified Excavation	1376	CY	$12.00	$16,512
3	6" Crushed Base	557	CY	$50.00	$27,850
4	2" Hot Plant Mix	287	TON	$200.00	$57,400
5	Canal Crossing	1	EA	$35,000.00	$35,000
	Subtotal of Construction Costs				$145,762
6	Contingencies	15%			$21,864
	Total Construction Costs				$167,626
7	Engineering Design	10%			$16,800
8	Engineering Construction Monitoring	10%			$16,800
9	Legal and Administrative ROW				$5,000
	Total Non Construction Costs				$38,600
	Estimated Project Costs				$206,226
10	TERO Fees	2%			$4,125
	TOTAL ESTIMATED PROJECT COSTS				**$211,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Left Hand Ditch Road**	Date:	2/8/2012
Project No:	23-03-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$30,000.00	$30,000
2	Unclasssified Excavation	10000	CY	$12.00	$120,000
3	6" Crushed Base	2489	CY	$50.00	$124,450
4	2" Hot Plant Mix	1400	TON	$200.00	$280,000
5	Pipes, 4 Locations	1	LS	$4,000.00	$4,000
6	Preformed Pavement Markings	72	LF	$20.00	$1,440
	Subtotal of Construction Costs				$559,890
7	Contingencies	15%			$83,984
	Total Construction Costs				$643,874
8	Engineering Design	10%			$64,400
9	Engineering Construction Monitoring	10%			$64,400
10	Legal and Administrative ROW				$10,000
	Total Non Construction Costs				$138,800
	Estimate Project Costs				$782,674
11	TERO Fees	2%			$15,653
	TOTAL ESTIMATED PROJECT COSTS				**$799,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Railroad Bed Development**	Date:	2/8/2012
Project No:	23-03-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$73,000.00	$73,000
2	Unclassified Excavation	15000	CY	$12.00	$180,000
3	6" Crushed Base	6069	CY	$50.00	$303,450
4	2" Hot Plant Mix	3122	TON	$200.00	$624,400
5	Pipes, 8 locations	1	LS	$4,000.00	$4,000
6	Preformed Pavement Markings	288	LF	$20.00	$5,760
	Subtotal of Construction Costs				$1,190,610
7	Contingencies	15%			$178,592
	Total Construction Costs				$1,369,202
8	Engineering Design	10%			$136,900
9	Engineering Construction Monitoring	10%			$136,900
10	Legal and Administrative ROW				$25,000
	Total Non Construction Costs				$298,800
	Estimated Project Costs				$1,668,002
11	TERO Fees	2%			$33,360
	TOTAL ESTIMATED PROJECT COSTS				**$1,702,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways C'Hair Lane**	Date:	2/8/2012
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$20,500.00	$20,500
2	Unclassified Excavation	4152	CY	$12.00	$49,824
3	6" Crushed Base	1680	CY	$50.00	$84,000
4	2" Hot Plant Mix	864	TON	$200.00	$172,800
5	Pipes, 3 locations	1	LS	$1,500.00	$1,500
6	Preformed Pavement Markings	144	LF	$20.00	$2,880
	Subtotal of Construction Costs				$331,504
7	Contingencies	15%			$49,726
	Total Construction Costs				$381,230
8	Engineering Design	10%			$38,100
9	Engineering Construction Monitoring	10%			$38,100
10	Legal and Administrative				$10,000
	Total Non Construction Costs				$86,200
	Estimated Project Costs				$467,430
11	TERO Fees	2%			$9,349
	TOTAL ESTIMATED PROJECT COSTS				**$477,000**

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project:	**Reservation Pathways** **Mission Road/Tobacco Road**	Date:	2/8/2012
Project No:	23-01-0010	Estimate By:	JAMES GORES & ASSOC. **ENS**

Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonds, and Insurance	1	LS	$20,500.00	$20,500
2	Unclassified Excavation	7900	CY	$12.00	$94,800
3	6" Crushed Base	4200	CY	$50.00	$210,000
4	2" Hot Plant Mix	1550	TON	$200.00	$310,000
5	Pipes, 5 locations	1	LS	$2,500.00	$2,500
5	Crossing Pipes	5	EA	$2,500.00	$12,500
6	Flashing Lights	1	EA	$2,000.00	$2,000
	Subtotal of Construction Costs				$652,300
7	Contingencies	15%			$97,845
	Total Construction Costs				$750,145
8	Engineering Design	10%			$75,000
9	Engineering Construction Monitoring	10%			$75,000
10	Legal and Administrative				$10,000
	Total Non Construction Costs				$160,000
	Estimated Project Costs				$910,145
11	TERO Fees	2%			$18,203
	TOTAL ESTIMATED PROJECT COSTS				**$929,000**

APPENDIX IV
REFERENCES

Wind River Indian Reservation
Pedestrian and Walkway
Long Range Transportation Plan

James & Gores Associates
Civil Engineering Consultants

February 2012

REFERENCES

Reid Ewing and Steven Brown, *U.S. Traffic Calming Manual*, Published by APA Planners Press and American Society of Civil Engineers, 2009.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the National Center for Safe Routes to School within the University of North Carolina Highway Safety Research Center in partnership with the American Association of State Highway and Transportation Officials, America Walks, the Governors Highway Safety Association, the Institute of Transportation Engineers, and Toole Design Group. http://www.saferoutesinfo.org/data/

The National Center for Safe Routes to School. www.saferoutesinfo.org.

Wyoming Department of Transportation
Attention: Sara Janes, Safe Routes to School Coordinator
5300 Bishop Boulevard
Cheyenne, WY 82009
Telephone: (307) 777-3938
Fax: (307) 777-4759

Wyoming FY2011 Problem Identification Report, County Profile, WYDOT Highway Safety Program

Source: U.S. Census Bureau

Wyoming Department of Administration & Information
Decennial Census Wyoming Data

2010 Census of Population and Housing
Population by School District by Race and Hispanic: 2010
http://eadiv.state.wy.us/demog_data/pop2010/School_District_race_10.htm

Wyoming Department of Education, Wyoming Education Statistics,
November 2010

http://edu.wyoming.gov/Libraries/Publications/2010-11WDEDirectory_F.sflb.ashx
https://wdesecure.k12.wy.us/pls/warehouse/wde.district_profile.menu

NASIS Requirements Definition Document (RDD), Version 1.0, 17 February 2006

Letter from Fremont County Coroner dated April 21, 2011

Crash History, Thomas Carpenter, WYDOT Highway Safety, April 12, 2011

APPENDIX V
STEERING COMMITTEE MINUTES

Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan

James & Gores Associates
Civil Engineering Consultants

January 2012

Meeting Minutes
Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan
November 30, 2011
Wise Center in Fort Washakie

Attendance Sheet Attached

Conferenced in by Telephone:
Talbott Hauffe, WYDOT Planning
Sarah Janes, WYDOT Planning

Jim Gores opened the meeting with stating that the purpose of the meeting was to review the pathways master plan and to hear from the steering committee their desired outcomes. Howard Brown spoke to the needs of the plan and its outcomes. He would like to have the plan prioritize the identified projects first, and then find funding options that could be attached to each of those projects. A variety of sources could be explored. The most obvious ones are Transportation Enhancement Funds, IRR funds, and Safe Routes to Schools (SRTS) funds. It was noted by Talbott Hauffe of WYDOT that SRTS has its own program, funding allocations, and mechanisms for dispersal of funds distinct from the transportation enhancements and other USDOT funding sources.

Sarah Janes of WYDOT noted that the Reservation Pathways plan can be assembled as a single plan addressing both SRTS and enhancement pathways whose primary function are not school related. They said that the one plan can address both of the pathway functions. However, the SRTS eligible pathways need to be identified as such so that their funding can be sought through the SRTS program. She went on to explain that the SRTS funding for Wyoming is $1 million per year. Applications are due between September 1 and the end of December. Selection of the funded projects is a competitive application process. Each school district can get up to a maximum of $200,000 per year for projects in their districts. The program requires that 10% of the states allocation go to non-infrastructure projects, such as educating children on the benefits of an active lifestyles and encouraging people to engage in those lifestyles. Seventy percent (70%) is to fund infrastructure. The remaining 20% can go to either infrastructure or non-infrastructure projects as the review committee deems appropriate. Transportation enhancement funds (TEAL) are on a 90% grant/10% local match basis. This serves as a local government program. WYDOT's coordinating officer is Mr. C.J. Brown in the Cheyenne office. Application deadlines and program guidelines are available on the WYDOT website.

Talbott Hauffe indicated that getting the projects prioritized is the key to funding eligibility. He advocated keeping both the plan and the projects flexible from year to year so that local priorities can be met. Local priorities are the most valued portion of the prioritization process in the application review by the funding committee.

Jim Gores stated that the function of the steering committee was threefold:

- to guide the planning process resulting in a master plan,
- to prioritize the individual projects identified through the planning process, and

- the long term function of the committee is to guide funding efforts and the implementation of the master plan as the funding becomes available. They are also to periodically review the prioritization of the projects.

The discussion then moved to review of the draft master plan. The Fort Washakie area projects were discussed, and then later in the meeting the Arapahoe area projects were discussed.

In the Fort Washakie area it was noted that a pathways project needs to be added to the plan for the Trout Creek Village, which is south and somewhat east of the Fort Washakie School. A number of school children live in this area, and there is no current pathway between this housing and the school.

Sarah Janes of WYDOT noted that the SRTS project can be applied for through the Tribal Transportation office on behalf of all three school districts on the Reservation, those being Districts No. 21, 14, and 38.

The discussion then went into specific projects within the Fort Washakie area as those projects are identified in the mapping in the draft master plan. Those in attendance were in general agreement with the proposed projects in the Fort Washakie area. The area from the Fort Washakie intersection west to the post office, joint tribal center, and other nearby facilities, including Shoshone Tribal Headquarters, BIA, and IHS offices, all need to be served by an interconnecting system of sidewalks. At present, there is sidewalk only at the Joint Tribal Building and the post office. Nothing is interconnected. It was generally felt that concrete sidewalks would be most appropriate in this area.

It was brought up that the present pedestrian pathway that crosses Highway 287 just south of the Fort Washakie intersection, is in immediate need of advanced warning signs and flashing pedestrian crossing lights where that pathway crosses to Shipton Lane and the Boys and Girls Club. This is a heavily used area, regularly used by children riding bicycles. WYDOT recommends that this project be given immediate consideration and sought with an application. Cody Beers of the WYDOT District 5 Office, along with Lyle Lamb, the safety engineer for District 5, have both been alerted to this project. Talbott Hauffe and Howard Brown will follow up with Cody Beers on the status of this project.
**Note: On Thursday, December 1, the day following this meeting, Jim Gores contacted Cody Beers. Mr. Beers reported that he is working on getting this warning system implemented. It will again be taken up in WYDOT's District 5 staff meeting Monday, December 5.*

The discussion then went to the proposed pathway loop from Tigee Village west and south to Sacagawea Cemetery, and from there back to Trout Creek Road and along Trout Creek Road east to the Hines Store intersection with Hwy 287 where the pathway would again join the existing pathway that extends between Ethete Road and Hwy 287. The committee is in concurrence on this route.

The discussion moved to pathway additions that need to be made in the master planning. It was decided that a pathway along the old Wind River Highway needs to be added. That route is heavily used between the community of Fort Washakie and the Ethete Road/Hwy 287 intersection where Hines Store is located. Another addition that the committee requested to plan

is to extend a pathway from the Hines Store/Hwy 287 intersection along the east side of Hwy 287 to Shipton Lane.

The Shipton Lane pathway was next discussed. In addition to the prior mentioned crosswalk warning lights, it was discussed that the Shipton Lane pathway needs to be located on the north side of Shipton Lane because landowners on the south side of Shipton Lane have expressed resistance to having the pathway in front of their homes. The alignment would continue along the east side of Shipton Lane to its intersection with Ethete Road and the existing pathway that extends between Ethete and the Hines Store.

Discussion then centered on Trout Creek Village south of Fort Washakie School. As stated earlier, this is a high priority pathway that needs to be installed between the Trout Creek Village and the Fort Washakie School, which is across Ethete Road from this village. The pathway can likely be located along the eastern edge of tribal property near the tree line that borders that north-south property line. Again, an advanced warning sign, flashing warning lights, and crosswalk need to be installed across Ethete Road at this point so that the children can safely get across the road to the school area. It was recommended that this project be submitted immediately before the end of December 2011 and be submitted through the Tribal Transportation Office to WYDOT.

Discussion then focused on the Ethete area. An SRTS pathway from the stoplight intersection at Hwy 132 and Ethete Road east needs to be planned to access the District 14 Middle School and the nearby Northern Arapaho Tribal Headquarters. That pathway also needs to interconnect with the pathway that is serving the Blue Sky Hall area. Again, a crosswalk with flashing pedestrian lights needs to be planned on Ethete Road at a location near the Middle School to allow pedestrians to move easily from the housing on the north side of Ethete Road to the Middle School located on the south side. It was noted by Howard Brown that sidewalks are in design and are being planned in the housing on the north side of Ethete Road across from the Middle School.

The next project that was discussed was a pathway from the Ethete intersection north to the Little Wind Casino. This route has no pathway at present. The road shoulder is heavily used by people going to the casino and back. This path will necessitate a pedestrian bridge across the Little Wind River about a quarter mile south of the casino. This project has been proposed by WYDOT and has been requested to be the number one or number two priority in the overall reservation master plan. The WYDOT Ethete South Project on Highway 132, which goes from the Ethete intersection south to the Wyoming Indian Elementary School is in design and is scheduled for construction in 2016. A pathway is planned to be an integral part of this project. The advisability of including pedestrian lighting on these two pathways, both north to the Little Wind Casino, and also south from the Ethete intersection to the Wyoming Indian High School and Elementary School was discussed at some length. That is an enhancement that should be suggested in the master plan.

Discussion was included regarding the pathway extending along 17-Mile Road from Hwy 132 east to the Mill Creek Housing. That entails about 2.5 miles of pathway. Reconstruction of this highway is currently being bid by WYDOT. There is no pathway planned in the project. The road will become an IRR road once construction is complete. The Tribal Transportation Office

suggests that this pathway be recommended as an IRR road funded project once that jurisdictional change is made.

The discussion then moved to the pathways under consideration in the Arapahoe area. It was noted that the Arapahoe area of the reservation is much more scattered geographically in terms of population concentration than are the Ethete and Fort Washakie areas. This is a large area that serves a comparatively sparser population along the pathways than is found in the Ethete and Fort Washakie areas. In general, the transportation office would like to see the pathways in the Arapahoe area integrated into routes that would lead into the City of Riverton. The pathway between the Wind River Casino and the south edge of Riverton serves that theme. John Smith recommends a pathway be planned into Fremont County's upcoming construction of the west Wind River crossing into Riverton. This crossing will be at a location upstream of the current Riverton South Federal/Hwy 789 bridge. Possible routes lie between the old railroad grade west to Left Hand Ditch Road.

Discussion continued and centered on the Great Plains Hall area. The discussion was that some planning to serve that area is already in progress. There is planning in place to construct a road and pathway linking the Ben-Gay Heights social services area with the Great Plains Hall area. Two housing projects, a senior citizens center, and tribal offices are all located within the vicinity of the Great Plains Hall. There are now no sidewalks or pathways serving the area.

The Left Hand Ditch pathway planned between 17-Mile Road and the Arapahoe School is a priority to the Tribal Transportation Office and the steering committee. Of particular concern, the section linking the Arapaho Charter High School and the Arapahoe Elementary School along Left Hand Ditch Road is an eligible SRTS link and should be treated as such in the master plan.

The Goes-in-Lodge Road section of the trail needs to be integrated with the Rails-to-Trails section in Riverton as a master planning effort. That might eventually be funded by Transportation Enhancement (TEAL) funds.

After some extended discussion, it was decided that the pathway identified along C'Hair Road be interconnected with Tobacco Road. This route would extend east across the old Riverton/Hudson highway and around Mission Road and back to Saint Stephens. This addition would loop the Saint Stephens pathway system that is now dead-ended, as shown in the current mapping of the master plan.

It was also suggested that a pathway be considered along Rendezvous Road back to Riverton, joining in with the casino to Riverton pathway.

The meeting concluded at just after 12 p.m. It was decided that the next meeting will be held Wednesday, January 25, at 6 p.m., at Svilar's Restaurant, assuming that the Svilar's meeting room can be arranged for that function.

Wind River Reservation Pedestrian Walkways Planning
Steering Committee Meeting
11/30/2011, 9:00 AM

NAME	REPRESENTING	ADDRESS	PHONE #	E-MAIL
Jim Gores	James Gores & Associates, P.C.	111 N. 3rd St. East, Riverton, WY	307-856-2444	mail@goresengineers.com
Howard Brown	Shoshone & Arapaho Tribe DOT	P.O. Box 217, Fort Washakie, WY 82514	307-335-7669	draw_oh_2000@yahoo.com
Clint Wagon	Shoshone Planning Department	P.O. Box 538, Fort Washakie, WY 82514	307-332-3084	clintwagon@gmail.com
Patrick Eagle	Shoshone & Arapaho Tribe DOT	P.O. Box 217, Fort Washakie, WY 82514	307-714-2221	patrickeagle93@yahoo.com
Mark Rhodes	Shoshone & Arapaho Tribe DOT	P.O. Box 217, Fort Washakie, WY 82514	307-438-1857	markrhodes_wy@yahoo.com
John P. Smith	Shoshone & Arapaho Tribe DOT	#15 N. Fork Rd., Fort Washakie, WY 82514	307-335-7669	johnsmith@wyoming.com
Sandy Whitehair	Norther Arapaho Tribal Engineering		307-332-5318	duwasihere@yahoo.com

Meeting Minutes
Wind River Indian Reservation Pedestrian and Walkway Long Range Transportation Plan
February 7, 2012
Svilar's in Hudson

Attendance Sheet Attached

A brief summary of the pathways plan and a spreadsheet of the proposed projects, with funding options, was handed out to the committee members.

Jim Gores opened the meeting by giving a summary of the pathways master plan. He identified projects located in each area of the pathways plan. He advised that the plan's proposed improvement plan needs to be prioritized.

Fort Washakie Area

Howard Brown, Tribal Transportation, advised that the Trout Creek Village pathway will be added to the sidewalk project proposed for the housing area. John Smith recommended that the North Fork to Sacajewea Cemetery should be the number one priority, as they have received petitions from residents to construct a pathway along this road. He suggested that the pathway run south from Rocky Mountain Hall along Old Wind River Highway to Sundance Grounds Road and then west to South Fork Road. This would also serve the Sundance Grounds.

Howard Brown advised that the Complex area is in need of pathways, road crossings, and access to the various agencies buildings. Many people walk in the streets in conflict with vehicular traffic. This creates safety concerns among the pedestrians.

Summary:

1. North Fork Road to Cemetery Road
2. Complex

Funding sources for these projects include TEAL and IRR funds.

Ethete Area

The biggest concern is the Ethete East portion of the pathways plan. There is housing on the north side and schools on the south side. John Smith advised this is an area of very unsafe pedestrian traffic due to the trees, narrow roadway, and heavy traffic. It was recommended that his area be the number one priority. The funding source for this will be SRTS.

Ethete North to the casino has become a well used pedestrian pathway. The bridge creates a safety hazard for pedestrians trying to walk across it. This should be the number two priority. The funding source for this is TEAL.

The Ethete South was determined to be the most dangerous area due to pedestrian fatalities. WYDOT is proposing reconstruction of this roadway in the next few years. John Smith will be meeting with WYDOT to encouragement them to construct a pathway along this road. He will

need to apply for the funding and then they can design the pathway into the proposed project. The funding for this will be TEAS.

17 Mile Road East is proposed to be reconstructed with wider shoulders in the next year. Howard Brown recommends we wait until that work is accomplished and observe the pedestrian traffic.

Yellowcalf Road is in the design phase for reconstruction with a pathway adjacent to it.

Summary:

1. Ethete East
2. Ethete North

Arapahoe / St. Stephens Area

Howard Brown advised that funding is in place for constructing a connecting roadway from the Great Plains complex area north to the housing area. They will use the funding to place sidewalks for a pathway.

The committee recommends placing Left hand Ditch Road south to Arapahoe schools be placed as the number one priority. This project qualifies for SRTS funds.

It was noted that this area is spread out and difficult to plan pathways that would interconnect. The City of Riverton and Fremont County are doing a study of a second Big Wind River crossing. When this crossing is determined, then plans can be developed to connect the pathways to the town of Riverton.

Summary:

1. Left Hand Ditch Road

Jim Gores stated that the function of the steering committee is to guide funding efforts and the implementation of the master plan as the funding becomes available. They are also to periodically review the prioritization of the projects.

The meeting concluded at just after 9:30 p.m. It was decided that the next meeting will be held the week of March 19, 2012 at a place to be determined.

Wind River Indian Reservation Pathways Improvement Plan

Sign up 2/7/2012

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