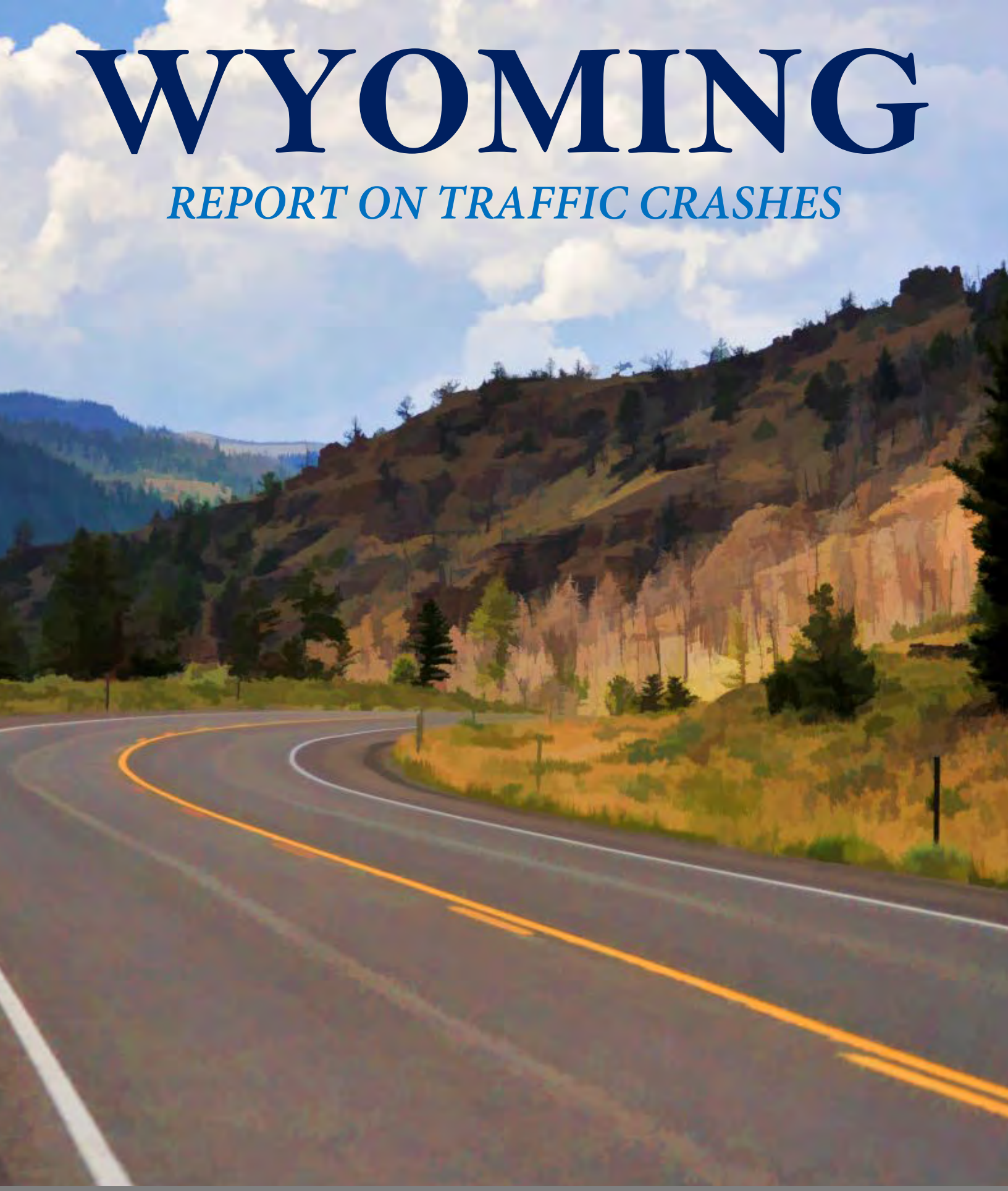
WYOMING

REPORT ON TRAFFIC CRASHES



2021

An annual publication provided by the

Wyoming Department of Transportation
Highway Safety Program
5300 Bishop Blvd.
Cheyenne, WY 82009-3340

June 2022

The data contained within this report will be accurate and current at the time of publication. Data may be subject to change.

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WYOMING Department of Transportation
"Provide a safe and effective transportation system"
5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340

Mark Gordon
Governor

K. Luke Reiner
Director

June 30, 2022

Dear Reader,

Wyoming's 2021 Report on Traffic Crashes has been published for your information. This year's report continues to provide you with information on traffic crashes occurring on public roadways in the state of Wyoming. The publication contains crash information covering popular areas of interest. Additional standard reports are available from the website below:

http://www.dot.state.wy.us/home/dot_safety/crash-data/standard-crash-data.html

If you require further information, or if you have any questions, comments, or suggestions about the annual report, please contact the Highway Safety Program at the address below.

Keri Bohlmann, P.E.
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Sincerely,

Matthew D. Carlson, P.E.
State Highway Safety Engineer

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BACKGROUND INFORMATION

Purpose

The *Wyoming Report on Traffic Crashes* is published annually in order to provide useful information about crashes that have occurred over the previous year on public roadways in Wyoming. This report provides concerned citizens and safety partners (including roadway engineers, law enforcement agencies, non-profit organizations, and other safety professionals) with overall crash and injury counts, as well as more detailed crash information on current safety focus areas (areas of primary focus for critical crash prevention treatment). The crash data provided in this publication may help identify safety problem areas to target for improvement, including the locations and populations affected. It also enables readers to track the progress of identified safety problem areas. Understanding where safety needs are greatest will help the Wyoming Department of Transportation (WYDOT) and its safety partners focus available funds on the most effective crash reduction projects and injury prevention programs.

If you would like to obtain more detailed crash information that is not included in this publication, please submit a crash data request via WYDOT Highway Safety Program's public website: http://www.dot.state.wy.us/home/dot_safety/crash-data.html.

Crash Data

The Wyoming Department of Transportation Highway Safety Program maintains the Wyoming Electronic Crash Reporting System (WECRS), a database containing all reportable crashes occurring in the state of Wyoming (with the exception of Yellowstone National Park and some Wind River Indian Reservation crashes). According to Wyoming Statute (W.S.) 31-5-1105, drivers are required to report all traffic crashes resulting in injury or death of any person, or when property damage is estimated to be $1,000.00 or higher. Additionally, W.S. 31-5-1108 requires law enforcement professionals to submit their completed Investigator's Traffic Crash Report to the Wyoming Department of Transportation within ten (10) days after the investigation of the traffic crash is completed.

All law enforcement agencies in Wyoming use the same Investigator's Traffic Crash Report and electronic reporting system to enable standard crash data collection. A copy of the Investigator's Traffic Crash Report is located in the Appendix section of this publication and shows the uniform crash data collected by law enforcement.

The traffic crash data received by the Highway Safety Program undergoes an extensive and multifaceted quality control process to help ensure data quality. Quality data enables more accurate data analysis, which helps decision makers to make more informed decisions on how best to address roadway safety in Wyoming.

Crash data is analyzed at three different levels: Crash, Vehicle, and Involved.

Crash – provides “big picture” information on when and where the crash occurred including date, time, location, weather and road conditions, lighting, first harmful event, and manner of collision.

Vehicle – provides detailed data on each vehicle directly involved in the crash including vehicle type, vehicle maneuver, sequence of events, roadway features, and contributing circumstances.

Involved – provides detailed data on each person directly involved in the crash including their role (driver, passenger, type of non-motorist), position, condition, safety equipment usage, and level of injury.

The severity level of a crash is determined by the most severe injury resulting from the crash.

Explanation of the Report on Traffic Crashes

The crash information presented in this report is divided into seven (7) sections. Each section provides data related to an overall theme.

Basic Crash Information provides an overview of statewide crash data. This includes total crash, involved, and vehicle counts, as well as crash counts indicating when, where, and why crashes may be occurring. This section also includes crash and involved counts for current safety focus areas as identified in the 2022 Wyoming Strategic Highway Safety Plan, and a five-year average critical crash comparison chart for select safety focus areas.

People Involved provides counts of individuals directly involved in a crash by person type (driver, pedestrian, pedalcyclist) with groupings based on gender, age, license, as well as potential contributing conditions or actions.

Motor Vehicle Occupant Safety provides counts of motor vehicle occupants (driver, passengers) based on safety equipment use and/or injury status. Critical injuries and child passenger safety is highlighted in this section.

Motorcyclist Safety provides counts of motorcycle riders (driver, passengers) based on injury status and helmet use.

Motor Vehicles Involved provides counts of vehicles directly involved in a crash by type of vehicle and the type of circumstances noted for the vehicles involved in a crash. Popular vehicle types and safety focus areas are highlighted in this section.

Crash Conditions provides crash counts for the various types of conditions or circumstances present at the location of the crash. This includes road, lighting, and weather conditions, as well as safety focus areas such as work zone and wildlife collisions.

Risky Behaviors provides crash and involved data for behaviors identified as putting roadway users at risk of property damage or injury. This includes safety focus areas such as alcohol, drugs, speeding, distracted driving, and fatigued driving.

Key Concepts

Reportable Traffic Crash – a traffic crash which results in bodily injury or death of any person or a total property damage of $1000 or more.

Fatality – A person who dies as the result of a traffic crash; the individual must have died within 30 days of the crash due to injuries sustained in the crash.

Injury – Bodily harm to a person (even a hint of a complaint of pain, bruise, or nausea) as a result of a crash that does not result in death.

CRASH SEVERITY – Based on the most severe injury resulting from the crash.

Fatal Crash – A traffic crash involving one or more persons who sustained an injury resulting in death within 30 days of the crash and as a result of the crash.

Injury Crash – A traffic crash involving one or more persons who were injured but there were no fatalities.

Property Damage Only (PDO) Crash – A traffic crash involving property damage of $1,000 or more with no apparent injuries or fatalities.

INJURY STATUS – The injury classification for each person directly involved in the crash.

Fatal Injury – Any injury that results in death within a 30 day period after the crash occurred.

Suspected Serious Injury – Any injury, other than a fatal injury, that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. It is often defined as “needing help from the scene.”

Suspected Minor Injury – Any injury, other than a fatal or serious injury, which is evident to observers at the scene of the crash in which the injury occurred. Examples: contusions (bruises), laceration, bloody nose.

Possible Injury – A complaint of pain without visible injury.

No Apparent Injury – No physical evidence of injury and person does not report any changes in normal function.

CRASH CATEGORIES

Critical Crash – Critical crashes include all fatal and serious injury crashes.

Serious Crash – Serious crashes include all suspected minor injury and possible injury crashes.

Damage Crash – Damage crashes include all no apparent injury and unknown injury crashes.

Safety Focus Area – An area of focus for critical crash prevention treatment and/or education programs that has been identified as an area of concern based on the number of critical crashes associated with the particular location/subject.

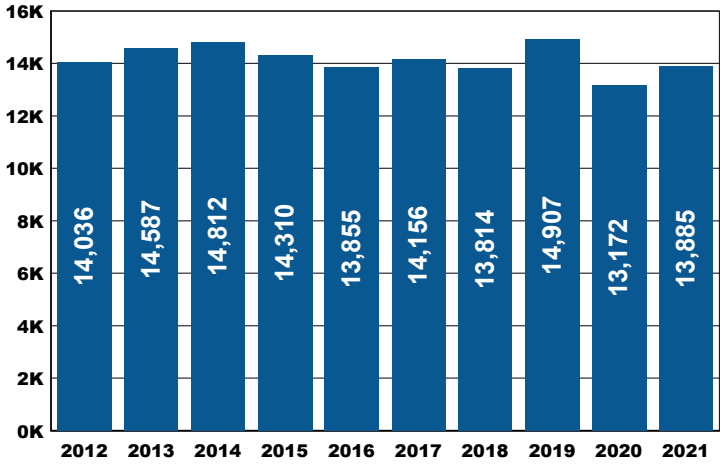
BASIC CRASH INFORMATION

2021 TOTAL COUNTS

Crash Counts

TOTAL TRAFFIC CRASHES	**13,885**
FATAL CRASHES	103
INJURY CRASHES	2,425
PDO CRASHES	11,357
CRITICAL CRASHES	502
SERIOUS CRASHES	2,026
DAMAGE CRASHES	11,357
HIT & RUN	1,545
RESULTING FROM PRIOR CRASH	70

Total Crashes by Year 2012 - 2021



Location Counts

URBAN CRASHES	7,445
RURAL CRASHES	6,440

Involved Counts

TOTAL PERSONS INVOLVED	**27,367**
DRIVERS	19,655
PASSENGERS	7,500
PEDESTRIANS	89
PEDALCYCLISTS	61
OCCUPANT OF PARKED VEHICLE	62

Injury Counts

TOTAL PERSONS INJURED	**3,374**
FATAL INJURY	111
SUSPECTED SERIOUS INJURY	477
SUSPECTED MINOR INJURY	1,584
POSSIBLE INJURY	1,202
NO APPARENT INJURY / UNKNOWN	23,993

Vehicle Counts

TOTAL VEHICLES INVOLVED	**21,170**
PASSENGER CAR	5,603
PICK-UP TRUCK	5,115
SPORTS UTILITY VEHICLE	4,342
PASSENGER VAN	412
MOTORCYCLE	249
HEAVY TRUCK	1,642
MEDIUM TRUCK	240
LIGHT TRUCK	40
CARGO VAN	108
CONSTRUCTION	27
FARM EQUIPMENT	9
SCHOOL BUS	43
BUS	33
MOTORHOME	45
MULTI-PURPOSE VEHICLE	38
ALL TERRAIN VEHICLE	19
SNOWMOBILE	2
OTHER	34
UNKNOWN	3,169

2021 SAFETY FOCUS AREA COUNTS

Impaired Crash Counts

TOTAL IMPAIRED CRASHES	**841**
IMPAIRED FATAL CRASHES	41
IMPAIRED FATALITIES	46
IMPAIRED INJURY CRASHES	331
IMPAIRED INJURIES	441
IMPAIRED PDO CRASHES	469

Alcohol Crash Counts

TOTAL ALCOHOL INVOLVED CRASHES	**731**
ALCOHOL FATAL CRASHES	32
ALCOHOL FATALITIES	35
ALCOHOL INJURY CRASHES	277
ALCOHOL INJURIES	359
ALCOHOL PDO CRASHES	422

Drug Crash Counts

TOTAL DRUG INVOLVED CRASHES	**204**
DRUG FATAL CRASHES	15
DRUG FATALITIES	18
DRUG INJURY CRASHES	92
DRUG INJURIES	131
DRUG PDO CRASHES	97

Unbelted Occupant Crash Counts

TOTAL UNBELTED CRASHES	**965**
UNBELTED FATAL CRASHES	49
UNBELTED OCCUPANT FATALITIES	46
UNBELTED INJURY CRASHES	431
UNBELTED OCCUPANT INJURIES	444
TOTAL MISUSED BELT CRASHES	**208**
MISUSED BELT FATAL CRASHES	4
MISUSED BELT OCCUPANT FATALITIES	2
MISUSED BELT INJURY CRASHES	71
MISUSED BELT OCCUPANT INJURIES	28

Speed-Related Crash Counts

TOTAL SPEED-RELATED CRASHES	**2,575**
SPEED FATAL CRASHES	43
SPEED FATALITIES	48
SPEED INJURY CRASHES	637
SPEED INJURIES	884
SPEED PDO CRASHES	1,895

Distracted Driving Crash Counts

TOTAL DISTRACTED DRIVING CRASHES	**922**
DISTRACTED FATAL CRASHES	6
DISTRACTED FATALITIES	7
DISTRACTED INJURY CRASHES	252
DISTRACTED INJURIES	367
DISTRACTED PDO CRASHES	664

Young Driver (<26) Involved Crash Counts

TOTAL YOUNG DRIVER INVOLVED CRASHES	**4,384**
YOUNG DRIVER INVOLVED FATAL CRASHES	26
YOUNG DRIVER INVOLVED FATALITIES	29
YOUNG DRIVER INVOLVED INJURY CRASHES	899
YOUNG DRIVER INVOLVED INJURIES	1,241
YOUNG DRIVER INVOLVED PDO CRASHES	3,459

Senior Driver (65+) Involved Crash Counts

TOTAL SENIOR DRIVER INVOLVED CRASHES	**2,074**
SENIOR DRIVER INVOLVED FATAL CRASHES	18
SENIOR DRIVER INVOLVED FATALITIES	20
SENIOR DRIVER INVOLVED INJURY CRASHES	414
SENIOR DRIVER INVOLVED INJURIES	600
SENIOR DRIVER INVOLVED PDO CRASHES	1,642

Pedestrian Crash Counts

TOTAL PEDESTRIAN CRASHES	**86**
PEDESTRIAN FATAL CRASHES	12
PEDESTRIAN FATALITIES	12
PEDESTRIAN INJURY CRASHES	74
PEDESTRIAN INJURIES	77

Pedalcycle Crash Counts

TOTAL PEDALCYCLE CRASHES	**61**
PEDALCYCLE FATAL CRASHES	0
PEDALCYCLIST FATALITIES	0
PEDALCYCLE INJURY CRASHES	61
PEDALCYCLIST INJURIES	61

Motorcycle Crash Counts

TOTAL MOTORCYCLE INVOLVED CRASHES	**231**
MOTORCYCLE FATAL CRASHES	15
MOTORCYCLIST FATALITIES	18
MOTORCYCLE INJURY CRASHES	188
MOTORCYCLIST INJURIES	220
MOTORCYCLE PDO CRASHES	28

Commercial Motor Vehicle Involved Crash Counts

TOTAL CMV INVOLVED CRASHES	**1,597**
CMV INVOLVED FATAL CRASHES	12
CMV INVOLVED FATALITIES	13
CMV INVOLVED INJURY CRASHES	267
CMV INVOLVED INJURIES	359
CMV INVOLVED PDO CRASHES	1,318

Snow / Ice on Road Crash Counts

TOTAL ICY / SNOWY ROAD CRASHES	**2,774**
ICY / SNOWY ROAD FATAL CRASHES	9
ICY / SNOWY ROAD FATALITIES	9
ICY / SNOWY ROAD INJURY CRASHES	372
ICY / SNOWY ROAD INJURIES	510
ICY / SNOWY ROAD PDO CRASHES	2,393

Wild Animal Involved Crash Counts

TOTAL WILD ANIMAL INVOLVED CRASHES	**2,690**
WILD ANIMAL INVOLVED FATAL CRASHES	0
WILD ANIMAL INVOLVED FATALITIES	0
WILD ANIMAL INVOLVED INJURY CRASHES	78
WILD ANIMAL INVOLVED INJURIES	93
WILD ANIMAL INVOLVED PDO CRASHES	2,612

Work Zone Related Crash Counts

TOTAL WORK ZONE RELATED CRASHES	**315**
WORK ZONE RELATED FATAL CRASHES	5
WORK ZONE RELATED FATALITIES	5
WORK ZONE RELATED INJURY CRASHES	48
WORK ZONE RELATED INJURIES	69
WORK ZONE RELATED PDO CRASHES	262

Horizontal Curve Crash Counts

TOTAL HORIZONTAL CURVE CRASHES	**4,345**
HORIZONTAL CURVE FATAL CRASHES	52
HORIZONTAL CURVE FATALITIES	57
HORIZONTAL CURVE INJURY CRASHES	843
HORIZONTAL CURVE INJURIES	1,174
HORIZONTAL CURVE PDO CRASHES	3,450

Intersection Crash Counts

TOTAL URBAN INTERSECTION CRASHES	**3,340**
URBAN INTERSECTION FATAL CRASHES	3
URBAN INTERSECTION FATALITIES	3
URBAN INTERSECTION INJURY CRASHES	711
URBAN INTERSECTION INJURIES	961
URBAN INTERSECTION PDO CRASHES	2,626
TOTAL RURAL INTERSECTION CRASHES	**289**
RURAL INTERSECTION FATAL CRASHES	4
RURAL INTERSECTION FATALITIES	5
RURAL INTERSECTION INJURY CRASHES	83
RURAL INTERSECTION INJURIES	127
RURAL INTERSECTION PDO CRASHES	202

Lane / Road Departure Crash Counts

TOTAL LANE / ROAD DEPARTURE CRASHES	**7,700**
LANE / ROAD DEPARTURE FATAL CRASHES	88
LANE / ROAD DEPARTURE FATALITIES	95
LANE / ROAD DEPARTURE INJURY CRASHES	1,498
LANE / ROAD DEPARTURE INJURIES	1,981
LANE / ROAD DEPARTURE PDO CRASHES	6,114

2021 AREA OF INTEREST COUNTS

Blow-Over Crash Counts

TOTAL BLOW-OVER CRASHES	**178**
BLOW-OVER FATAL CRASHES	1
BLOW-OVER FATALITIES	1
BLOW-OVER INJURY CRASHES	47
BLOW-OVER INJURIES	53
BLOW-OVER PDO CRASHES	130

Fatigued Driver Involved Crash Counts

TOTAL FATIGUED DRIVER CRASHES	**397**
FATIGUED DRIVER FATAL CRASHES	10
FATIGUED DRIVER INVOLVED FATALITIES	11
FATIGUED DRIVER INJURY CRASHES	162
FATIGUED DRIVER INVOLVED INJURIES	225
FATIGUED DRIVER PDO CRASHES	225

Snow Plow Involved Crash Counts

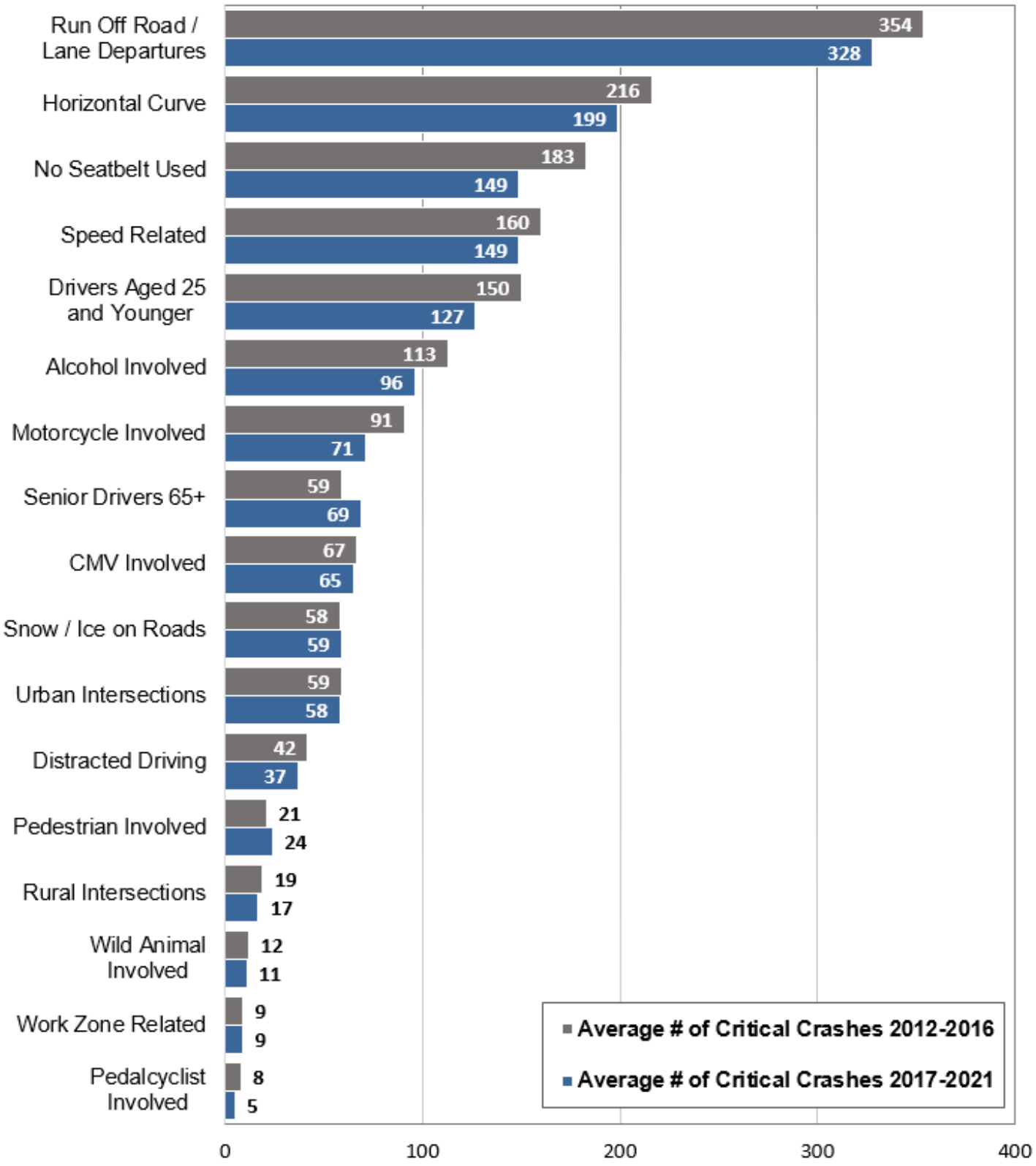
TOTAL SNOW PLOW INVOLVED CRASHES	**46**
SNOW PLOW INVOLVED FATAL CRASHES	0
SNOW PLOW INVOLVED FATALITIES	0
SNOW PLOW INVOLVED INJURY CRASHES	5
SNOW PLOW INVOLVED INJURIES	6
SNOW PLOW INVOLVED PDO CRASHES	41

Domestic Animal Involved Crash Counts

TOTAL DOMESTIC ANIMAL CRASHES	**186**
DOMESTIC ANIMAL FATAL CRASHES	0
DOMESTIC ANIMAL FATALITIES	0
DOMESTIC ANIMAL INJURY CRASHES	16
DOMESTIC ANIMAL INJURIES	19
DOMESTIC ANIMAL PDO CRASHES	170

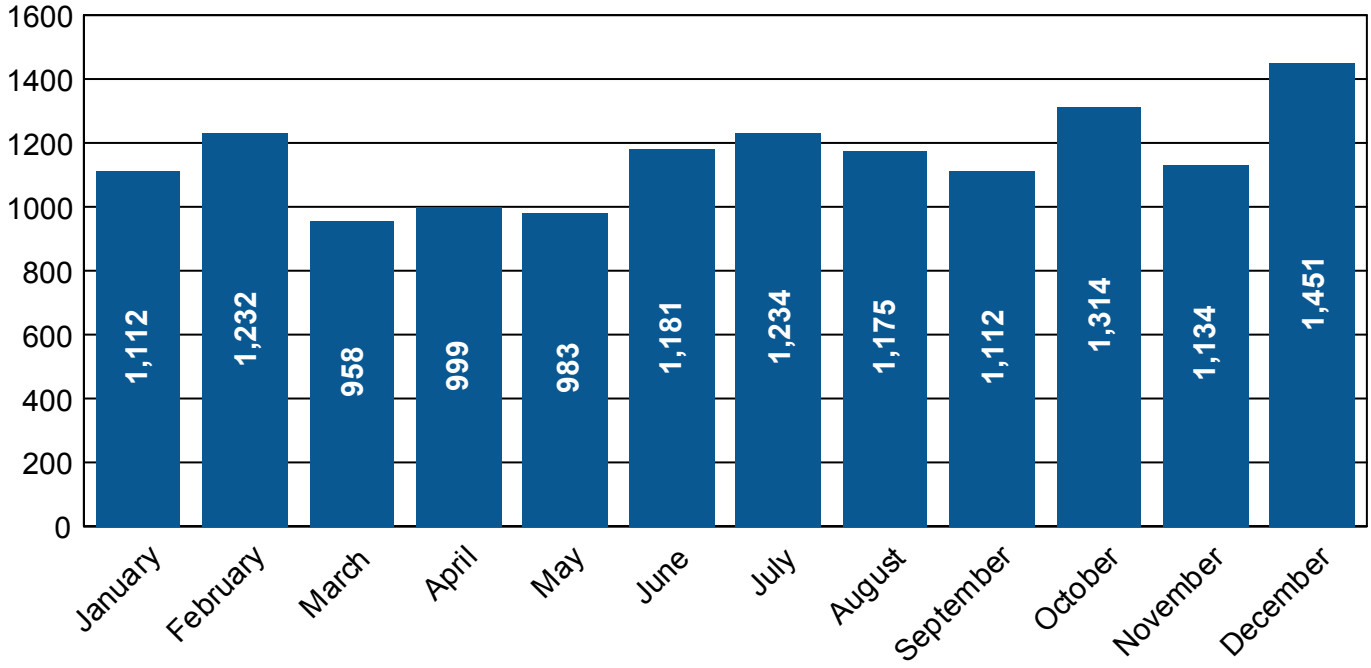
PROGRESS IN SAFETY FOCUS AREAS

A Comparison of the 5-Year Average of Critical Crashes for the Years 2012 – 2021



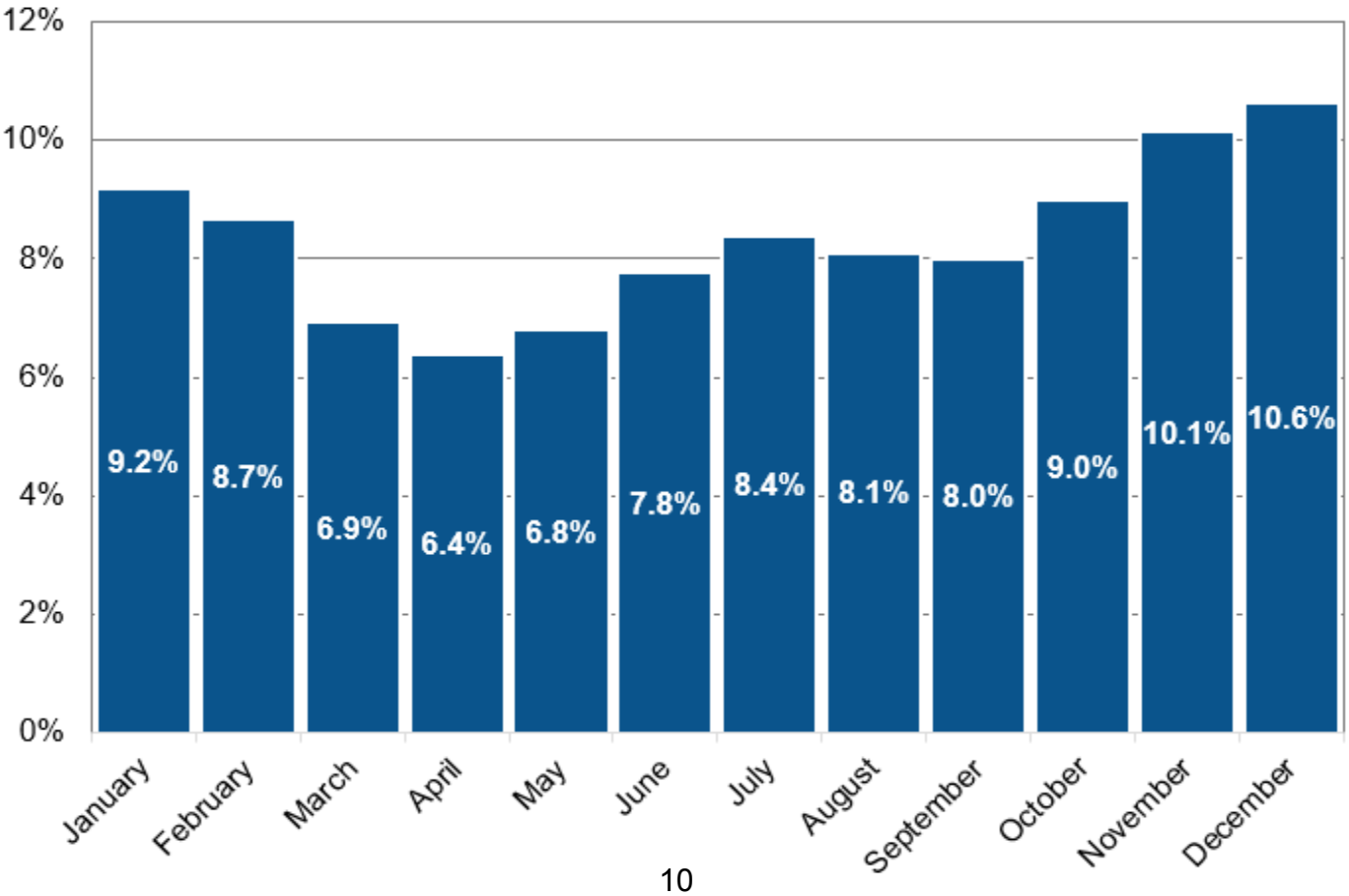
WHEN CRASHES ARE OCCURRING

2021 Total Crashes by Month

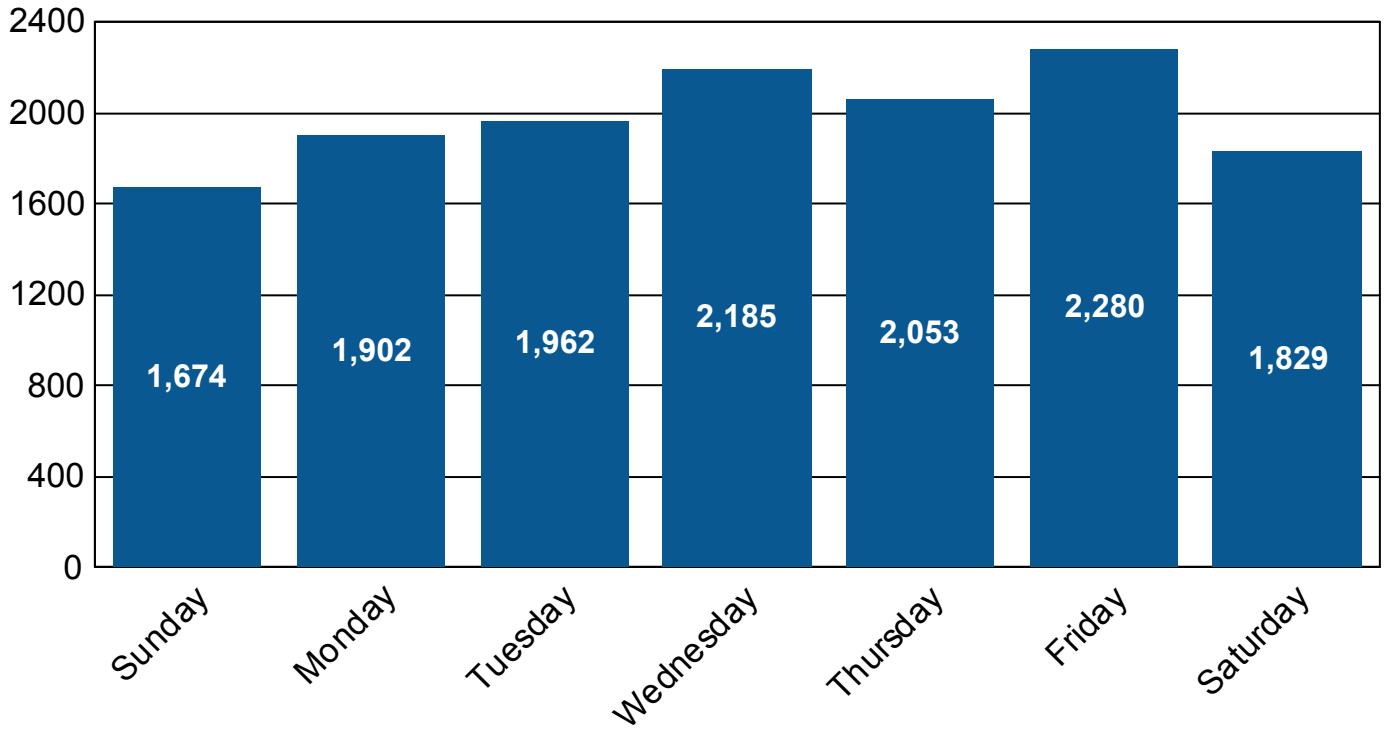


Monthly crash data for 2021 is consistent with historical crash data. Crash data for the last ten years (2012-2021) show nearly 50% of all traffic crashes occur from October through February, with December having the highest percentage of crashes and April typically having the lowest.

Total Crashes by Month 2012 - 2021

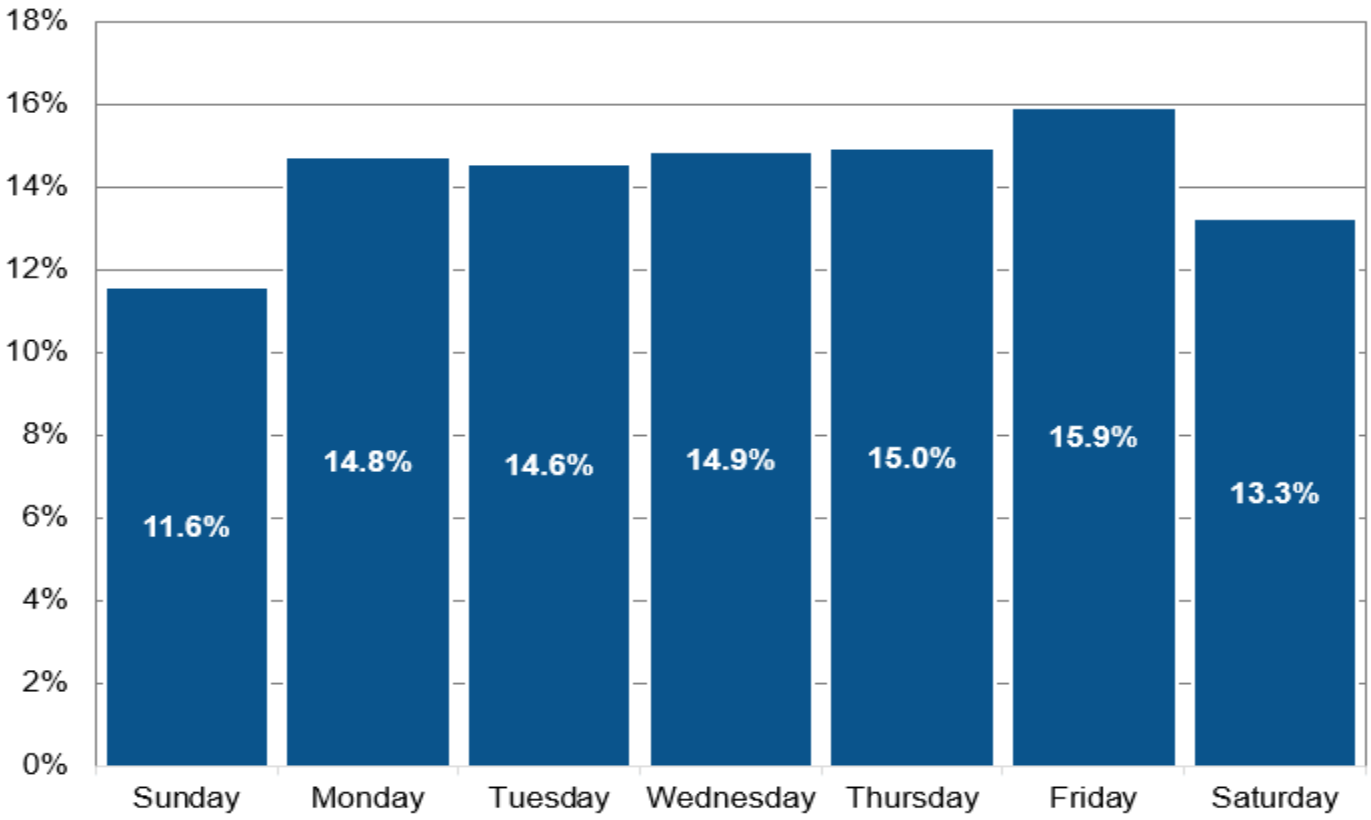


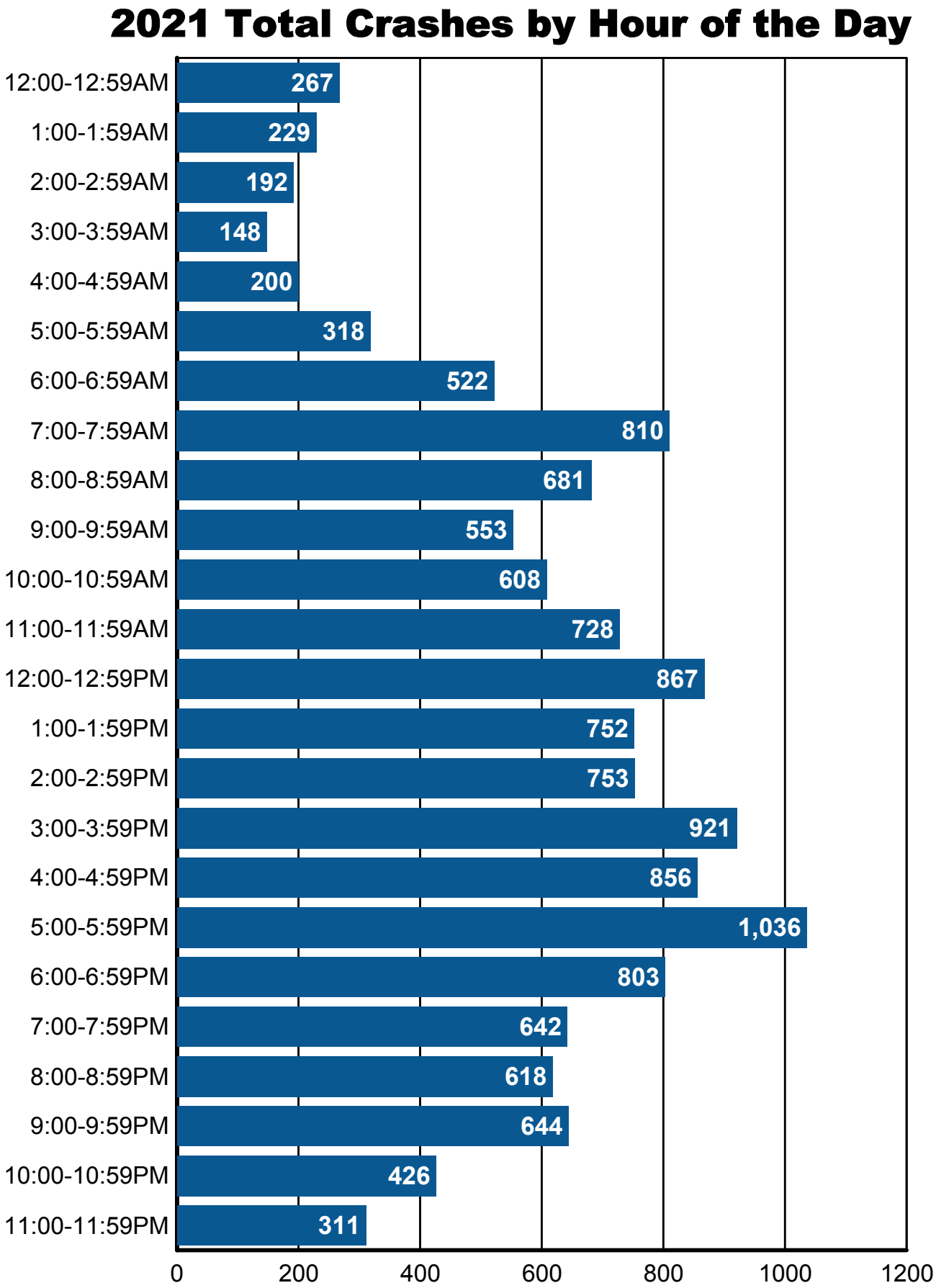
2021 Total Crashes by Day of the Week



Day of the week crash data for 2021 is consistent with historical crash data. Crash data for the last ten years (2012-2021) show more crashes tend to happen on weekdays than on the weekend, with Friday having the highest percentage of crashes and Sunday having the lowest.

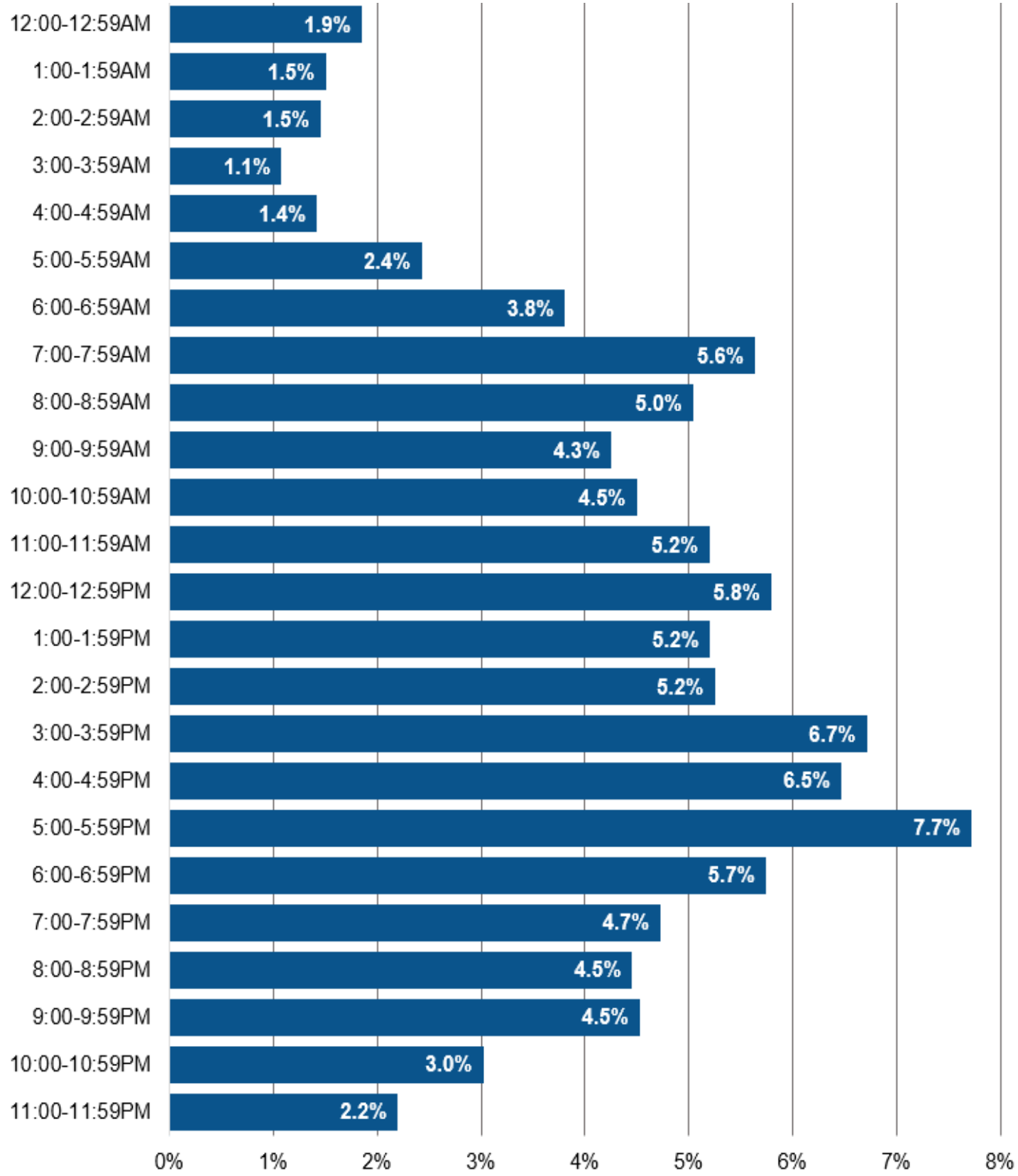
Total Crashes by Day of the Week 2012 - 2021





Hour of the day crash data for 2021 is consistent with historical crash data, showing most crashes occur between 7:00AM - 7:00PM with peaks during morning, midday, and evening commutes (5:00PM - 6:00PM having the highest number of crashes).

Total Crashes by Hour of the Day 2012 - 2021



Crash data for the last ten years (2012-2021) show nearly 70% of traffic crashes occur between the hours of 7:00AM and 7:00PM, with peaks during the morning commute, midday, and afternoon/evening commute. Nearly 30% of traffic crashes occur during the afternoon/evening commute between 3:00PM - 7:00PM, with 5:00PM - 6:00PM having the highest number of crashes.

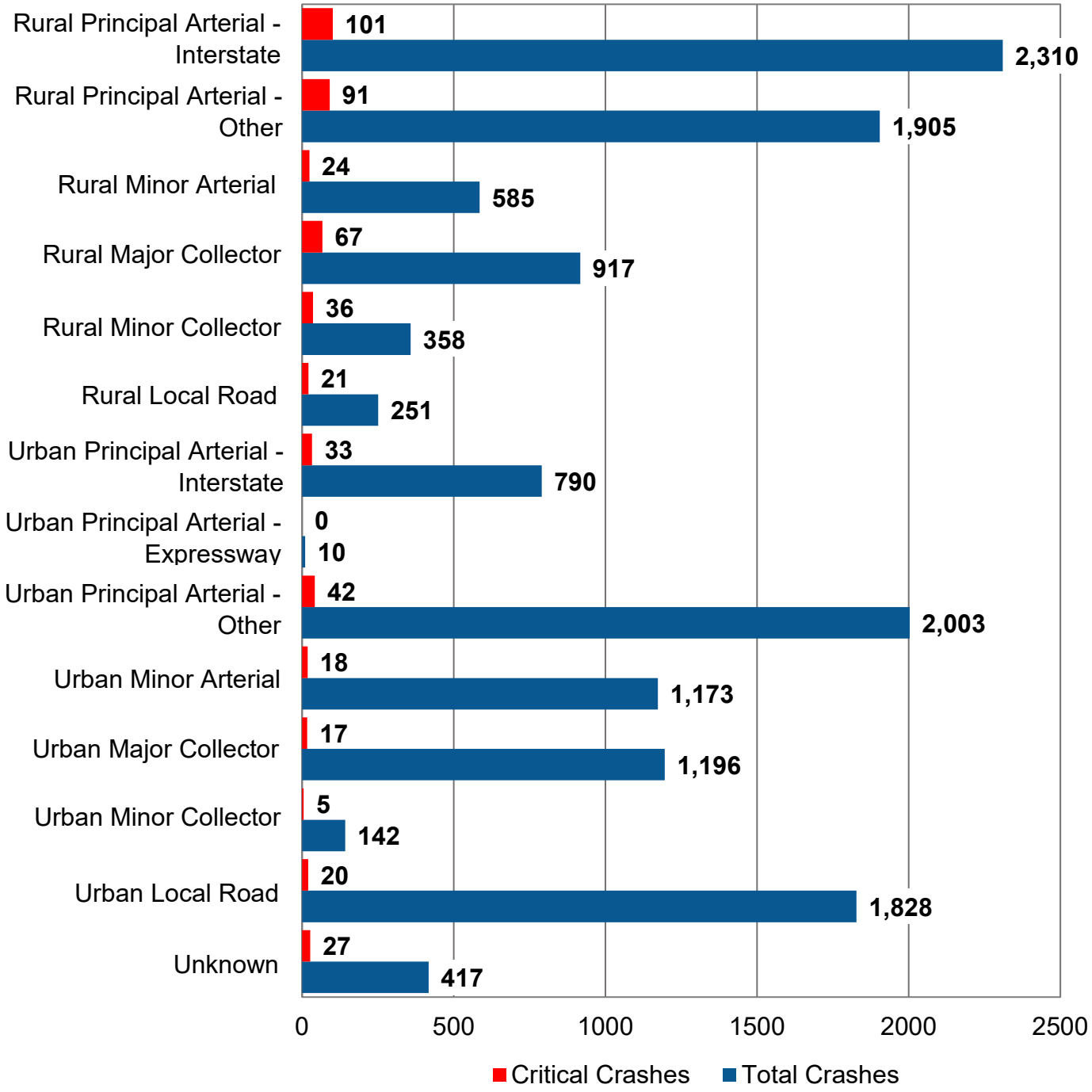
Holiday Period Crash Counts 2017 – 2021

Holiday		2017	2018	2019	2020	2021
New Years	Hours	84	84	108	36	84
	Total Crashes	**121**	**118**	**178**	**52**	**93**
	Fatal Crashes	0	1	0	0	2
	Injury Crashes	19	15	20	9	18
	PDO Crashes	102	102	158	43	73
	Fatalities	0	1	0	0	2
	Injuries	38	23	23	13	21
Memorial Day	Hours	84	84	84	84	84
	Total Crashes	**92**	**100**	**101**	**66**	**107**
	Fatal Crashes	2	3	0	0	0
	Injury Crashes	16	16	17	14	17
	PDO Crashes	74	81	84	52	90
	Fatalities	2	3	0	0	0
	Injuries	25	25	18	22	22
Independence Day	Hours	108	36	108	84	84
	Total Crashes	**184**	**46**	**156**	**125**	**129**
	Fatal Crashes	2	0	2	1	2
	Injury Crashes	35	15	32	15	21
	PDO Crashes	147	31	122	109	106
	Fatalities	2	0	3	1	3
	Injuries	50	20	50	23	36
Labor Day	Hours	84	84	84	84	84
	Total Crashes	**98**	**118**	**114**	**129**	**118**
	Fatal Crashes	1	2	1	2	4
	Injury Crashes	20	22	27	21	18
	PDO Crashes	77	94	86	106	96
	Fatalities	1	2	2	2	4
	Injuries	26	28	41	28	25
Thanksgiving	Hours	108	108	108	108	108
	Total Crashes	**161**	**266**	**236**	**115**	**126**
	Fatal Crashes	0	0	1	0	2
	Injury Crashes	30	32	35	12	12
	PDO Crashes	131	234	200	103	112
	Fatalities	0	0	1	0	2
	Injuries	39	41	53	18	13
Christmas	Hours	84	108	36	84	84
	Total Crashes	**206**	**179**	**47**	**98**	**128**
	Fatal Crashes	0	0	2	0	0
	Injury Crashes	29	26	4	8	27
	PDO Crashes	177	153	41	90	101
	Fatalities	0	0	3	0	0
	Injuries	42	30	7	8	41

Nationwide, in general, there are more motor vehicle traffic crash fatalities during holiday periods than during non-holiday periods due to increased travel, more alcohol use, and excessive driving speed. For more information on holiday traffic crash reporting, refer to Holiday Time Period Reporting in the Appendix.

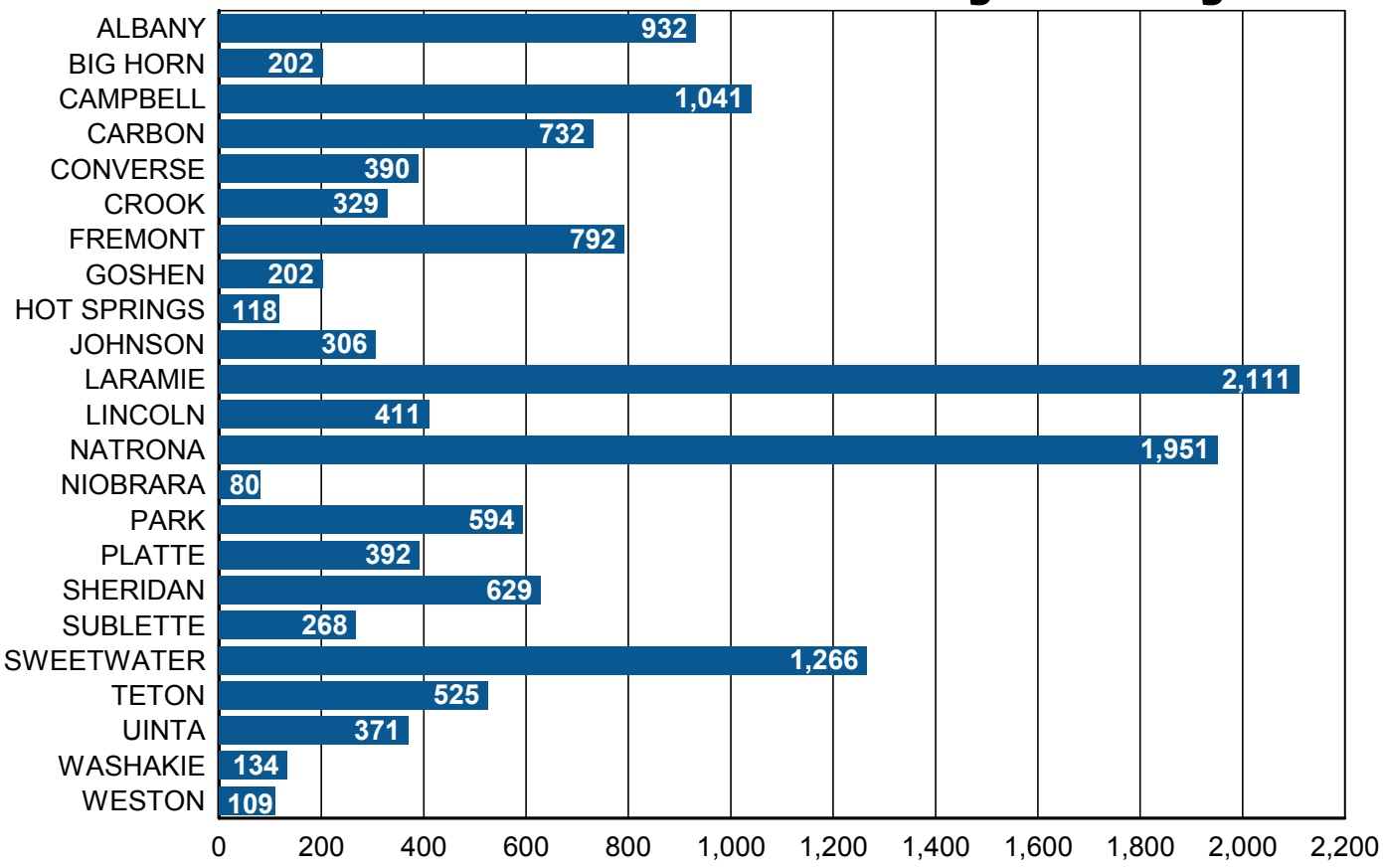
WHERE CRASHES ARE OCCURRING

2021 Total Crashes by Roadway Type

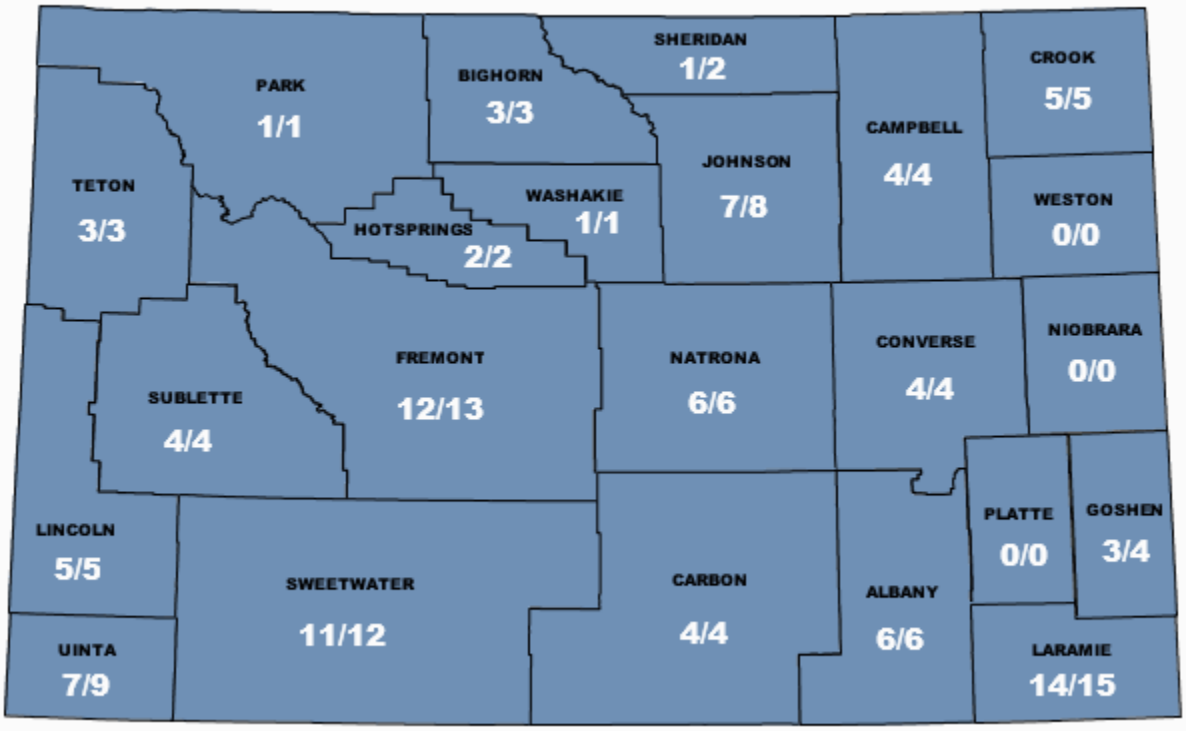


In 2021, the majority (63.2%) of traffic crashes occurred on arterial roadways, which are typically used for long distance travel and have higher speed limits. Approximately 54.7% of arterial roadway crashes were rural and 45.3% were urban. Nearly 18.8% of traffic crashes occurred on collectors, which connect local roads to arterial roadways. Approximately 48.8% of collector crashes were rural and 51.2% were urban. Around 15% of traffic crashes occurred on local roads serving local communities. Approximately 12% of local road crashes were rural and 88% were urban. Most critical crashes occurred on rural arterial roadways (43%) and rural collectors (20.5%). For more information on roadway type, see Road Function Classifications in the Appendix.

2021 Total Crashes by County



2021 Fatal Crash Counts by County



Number of Fatal Crashes / Number of Fatalities

2021 Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
ALBANY	6	6	177	236	749	**932**
BIG HORN	3	3	35	42	164	**202**
CAMPBELL	4	4	185	244	852	**1,041**
CARBON	4	4	111	155	617	**732**
CONVERSE	4	4	66	84	320	**390**
CROOK	5	5	48	60	276	**329**
FREMONT	12	13	148	212	632	**792**
GOSHEN	3	4	42	60	157	**202**
HOT SPRINGS	2	2	22	30	94	**118**
JOHNSON	7	8	42	53	257	**306**
LARAMIE	14	15	417	557	1,680	**2,111**
LINCOLN	5	5	68	106	338	**411**
NATRONA	6	6	323	425	1,622	**1,951**
NIOBRARA	0	0	13	18	67	**80**
PARK	1	1	94	117	499	**594**
PLATTE	0	0	74	97	318	**392**
SHERIDAN	1	2	102	138	526	**629**
SUBLETTE	4	4	38	53	226	**268**
SWEETWATER	11	12	224	301	1,031	**1,266**
TETON	3	3	86	122	436	**525**
UINTA	7	9	67	98	297	**371**
WASHAKIE	1	1	24	29	109	**134**
WESTON	0	0	19	26	90	**109**
TOTAL	**103**	**111**	**2,425**	**3,263**	**11,357**	**13,885**

Laramie County, which has the highest population and two interstate routes, had the highest number of crashes (15.2%), fatalities (13.5%), and injuries (17.1%).

Natrona County, with the second highest population and one interstate route, had the second highest number of crashes (14.1%) and injuries (13%).

Sweetwater County, fourth in population with one interstate route, had the third highest number of crashes (9.1%) but 10.8% of fatalities and 9.2% of injuries.

Campbell County, third in population with two interstate routes, had the fourth highest number of crashes (7.5%) and injuries (7.5%).

Albany County, sixth in population with one interstate route, had the fifth highest number of crashes (6.7%) but 7.2% of injuries.

Fremont County, fifth in population with no interstate routes, had only 5.7% of crashes, but 11.7% of fatalities and 6.5% of injuries. Uinta and Johnson counties also had large fatality percentages (8.1%, 7.2% respectively) compared to the number of crashes (2.7%, 2.2% respectively).

2021 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
AFTON	0	0	2	2	32	**34**
ALPINE	0	0	2	2	7	**9**
BAGGS	0	0	0	0	3	**3**
BAR NUNN	0	0	1	1	1	**2**
BASIN	0	0	0	0	2	**2**
BEAR RIVER	0	0	0	0	2	**2**
BIG PINEY	0	0	2	3	2	**4**
BUFFALO	1	1	2	2	19	**22**
BURNS	0	0	0	0	1	**1**
BYRON	0	0	1	1	1	**2**
CASPER	4	4	265	339	1,414	**1,683**
CHEYENNE	8	8	345	467	1,440	**1,793**
CHUGWATER	0	0	2	2	17	**19**
CODY	0	0	30	32	171	**201**
COKEVILLE	0	0	1	1	3	**4**
COWLEY	0	0	0	0	1	**1**
DAYTON	0	0	0	0	2	**2**
DEAVER	0	0	0	0	1	**1**
DIAMONDVILLE	0	0	0	0	1	**1**
DIXON	0	0	1	2	1	**2**
DOUGLAS	2	2	17	23	83	**102**
DUBOIS	0	0	2	3	13	**15**
ELK MOUNTAIN	0	0	0	0	1	**1**
ENCAMPMENT	0	0	0	0	1	**1**
EVANSTON	2	3	24	35	78	**104**
EVANSVILLE	0	0	0	0	1	**1**
FRANNIE	0	0	0	0	1	**1**
GILLETTE	3	3	135	176	592	**730**
GLENDO	0	0	0	0	8	**8**
GLENROCK	0	0	1	1	10	**11**
GREEN RIVER	0	0	30	34	162	**192**
GREYBULL	0	0	0	0	19	**19**
GUERNSEY	0	0	1	1	5	**6**
HARTVILLE	0	0	0	0	1	**1**
HUDSON	0	0	1	1	3	**4**
HULETT	0	0	0	0	2	**2**
JACKSON	0	0	21	22	174	**195**
KEMMERER	0	0	5	9	17	**22**
LA BARGE	0	0	1	1	0	**1**
LANDER	0	0	15	16	90	**105**
LARAMIE	1	1	91	119	423	**515**

2021 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
LINGLE	0	0	0	0	3	**3**
LOVELL	0	0	5	6	15	**20**
LUSK	0	0	1	1	12	**13**
LYMAN	0	0	0	0	1	**1**
MANDERSON	0	0	0	0	1	**1**
MARBLETON	0	0	0	0	2	**2**
MILLS	0	0	0	0	2	**2**
MOORCROFT	0	0	1	1	9	**10**
MOUNTAIN VIEW	0	0	0	0	2	**2**
NEWCASTLE	0	0	3	3	20	**23**
OPAL	0	0	0	0	1	**1**
PINE BLUFFS	0	0	1	2	3	**4**
PINE HAVEN	0	0	0	0	3	**3**
PINEDALE	0	0	4	5	20	**24**
POWELL	0	0	11	15	42	**53**
RANCHESTER	0	0	2	3	5	**7**
RAWLINS	1	1	15	20	136	**152**
RIVERSIDE	0	0	0	0	1	**1**
RIVERTON	0	0	32	46	108	**140**
ROCK RIVER	0	0	1	1	1	**2**
ROCK SPRINGS	3	3	93	122	428	**524**
SARATOGA	0	0	1	3	11	**12**
SHERIDAN	0	0	64	77	294	**358**
SHOSHONI	0	0	3	5	4	**7**
SINCLAIR	0	0	0	0	14	**14**
SOUTH SUPERIOR	0	0	0	0	1	**1**
STAR VALLEY RANCH	0	0	1	1	1	**2**
SUNDANCE	1	1	2	3	29	**32**
TEN SLEEP	0	0	0	0	2	**2**
THAYNE	0	0	0	0	14	**14**
THERMOPOLIS	0	0	7	10	27	**34**
TORRINGTON	0	0	15	17	37	**52**
UPTON	0	0	0	0	1	**1**
WAMSUTTER	0	0	1	1	0	**1**
WHEATLAND	0	0	8	11	38	**46**
WORLAND	0	0	9	10	43	**52**
WRIGHT	0	0	0	0	5	**5**
TOTAL	**26**	**27**	**1,278**	**1,658**	**6,141**	**7,445**

2021 Urban Crashes by Manner of Collision and Intersection Type

Manner of Collision	Intersection Type									
	Diverging Diamond	Five (5) Point or more	Four (4)-Way Intersection	Intersection as part of an Interchange	L Intersection	Not an Intersection	Roundabout	T Intersection	Y Intersection	**Total**
Angle (Front to Side), Opposing Direction	0	0	417	25	0	241	12	163	3	**861**
Angle Direction not Specified	0	0	0	0	0	3	0	1	0	**4**
Angle Right (Front to Side, includes Broadside)	0	3	747	31	1	202	13	131	2	**1,130**
Angle Same Direction (Front to Side)	0	1	128	10	1	347	37	48	3	**575**
Head On (Front to Front)	0	1	81	1	0	92	0	24	0	**199**
Not a Collision w/2 Vehicles in Transport	0	1	169	16	11	1,099	3	158	8	**1,465**
Other	0	0	3	0	0	41	0	1	0	**45**
Rear End (Front to Rear)	2	11	575	68	2	710	10	229	4	**1,611**
Rear to Front (Normally Backing)	0	1	27	1	0	153	0	18	0	**200**
Rear to Rear (Normally Backing)	0	0	1	0	0	42	0	0	0	**43**
Rear to Side (Normally Backing)	0	0	5	0	0	243	0	3	0	**251**
Sideswipe Opposite Direction (Meeting)	0	0	14	0	0	52	0	8	1	**75**
Sideswipe Same Direction (Passing)	0	0	59	18	0	363	9	18	1	**468**
Unknown	0	0	0	0	0	105	0	1	0	**106**
Total	**2**	**18**	**2,226**	**170**	**15**	**3,693**	**84**	**803**	**22**	**7,033**

There were 412 additional crashes reported as "unknown manner of collision and intersection type".
This includes animal crash reporting where these descriptions are not collected.

2021 Rural Crashes by Manner of Collision & Intersection Type

Manner of Collision	Intersection Type								
	Five (5) Point or more	Four (4)-Way Intersection	Intersection as part of an Interchange	L Intersection	Not an Intersection	Roundabout	T Intersection	Y Intersection	Total
Angle (Front to Side), Opposing Direction	0	5	5	0	60	0	26	1	**97**
Angle Direction not Specified	0	0	0	0	4	0	1	0	**5**
Angle Right (Front to Side, includes Broadside)	0	18	3	0	40	0	22	0	**83**
Angle Same Direction (Front to Side)	1	3	2	0	93	1	10	0	**110**
Head On (Front to Front)	0	3	1	0	52	0	3	1	**60**
Not a Collision w/2 Vehicles in Transport	0	11	12	5	2,811	1	72	0	**2,912**
Other	0	0	0	0	62	0	0	0	**62**
Rear End (Front to Rear)	0	21	2	0	371	0	39	1	**434**
Rear to Front (Normally Backing)	0	1	2	0	19	0	3	0	**25**
Rear to Rear (Normally Backing)	0	0	0	0	3	0	0	0	**3**
Rear to Side (Normally Backing)	0	0	0	0	15	0	1	0	**16**
Sideswipe Opposite Direction (Meeting)	0	0	1	0	85	0	1	0	**87**
Sideswipe Same Direction (Passing)	0	3	2	0	211	0	5	0	**221**
Unknown	0	0	0	0	1	0	0	0	**1**
Total	**1**	**65**	**30**	**5**	**3,827**	**2**	**183**	**3**	**4,116**

There were 2,324 additional crashes reported as "unknown manner of collision and intersection type".
This includes animal crash reporting where these descriptions are not collected.

WHY CRASHES ARE OCCURRING

Total Crashes by First Harmful Event Category 2017 - 2021

First Harmful Event Category	2017	2018	2019	2020	2021
Non-Collision Crashes	1,917	1,615	2,015	1,909	1,831
Collision with Motor Vehicle, Person, or Non-Fixed Object	6,871	6,896	7,542	6,336	6,997
Animal Crashes	3,066	3,088	2,874	2,779	2,873
Collision with Fixed Object	2,302	2,215	2,476	2,148	2,184
Total	**14,156**	**13,814**	**14,907**	**13,172**	**13,885**

The First Harmful Event (FHE) is defined as the first injury or damage-producing event that characterizes the crash type.

Non-Collision Crashes include but are not limited to crashes where the FHE was an overturn/rollover, motorcycle loss of control, jackknife, fire/explosion, immersion, cargo or equipment loss or shift, thrown or falling object, and fell/jumped from the motor vehicle.

Collision with Person, Motor Vehicle, or Non-Fixed Object include but are not limited to crashes where the FHE was a motor vehicle in transport, pedestrian, pedalcyclist (bicyclist), parked motor vehicle, railway vehicle, and work zone/maintenance equipment. (Animal crashes are excluded for the purpose of this chart.)

Animal Crashes are crashes in which the FHE was an animal (wild or domestic).

Collision with Fixed Object include but are not limited to crashes where the FHE was an impact with a guardrail, traffic barrier, curb, delineator post, utility pole, traffic signal, traffic sign, fence, culvert, ditch, embankment, tree, bridge overhead structure/pier/support, building, and other fixed (non-mobile) objects.

Crash data for 2021 is consistent with the last five years of crash data. The majority of crashes (50.4%) were collisions with a non-fixed object, followed by animal crashes (20.7%), collisions with fixed objects (15.7%), and then non-collision crashes (13.2%).

2021 Non-Collision Crashes by First Harmful Event

Cargo/Equipment Loss or Shift	**75**
Equipment Failure	**104**
Fell/Jumped from a MV	**10**
Fire/Explosion	**67**
Immersion	**1**
Jacknife	**330**
Other Non-Collision (MC Loss of Control)	**116**
Overturn/Rollover	**1,123**
Thrown or Falling Object	**5**
Total	**1,831**

2021 Collision with Person, Motor Vehicle, or Non-Fixed Object Crashes by First Harmful Event

Motor Vehicle in Transport on OTHER Roadway	**3**
Motor Vehicle in Transport on Roadway	**5,362**
Object Set in Motion by Another Vehicle (Single Veh Crash)	**30**
Other NON-Fixed Object	**182**
Parked Motor Vehicle	**1,253**
Pedalcycle	**62**
Pedestrian	**78**
Work Zone Channeling Device	**21**
Work Zone/Maintenance Equipment	**6**
Total	**6,997**

2021 Animal Crashes by First Harmful Event

Antelope	215
Buffalo	2
Cow	133
Deer	2,274
Elk	113
Horse	20
Moose	38
Other Domestic	31
Other Wild	45
Pig	1
Sheep	1
Total	**2,873**

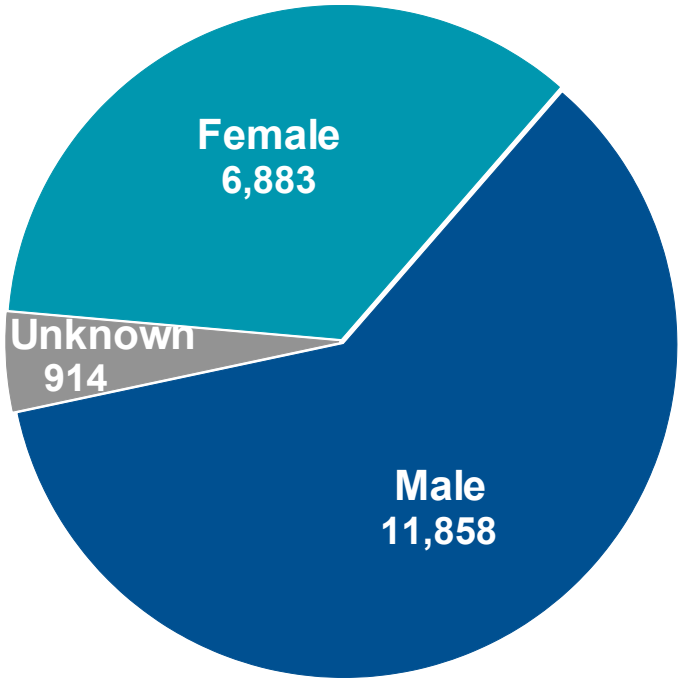
2021 Collision with Fixed Object by First Harmful Event

Barricade	8	Mail Box	30
Bridge Overhead Structure	8	Other Fixed Object	124
Bridge Pier or Support	4	Other Traffic Barrier (includes temporary)	25
Bridge Rail	50	Other Traffic Sign Support	8
Building or Other Structure Wall	41	Overhead Traffic Sign	2
Cable Barrier	156	Raised Median or Curb	72
Cattle Guard	5	Road Approach	9
Concrete Traffic Barrier/Jersey Barrier	46	Rock, Boulder, Rock Slide	33
Cut Slope	20	Sign Support Multiple Post	16
Delineator Post	142	Sign Support Single Post	81
Ditch	98	Snow Embankment	43
Earth Embankment/Berm	91	Traffic Sign Support	46
End of Drainage Pipe/Structure/Culvert	23	Traffic Signal Support	14
Fence (including Post)	423	Trees/Shrubbery	100
Guardrail End	49	Tunnel	5
Guardrail Face	287	Utility Pole/Light Support	121
Impact Attenuator/Crash Cushion	4	**Total**	2,184

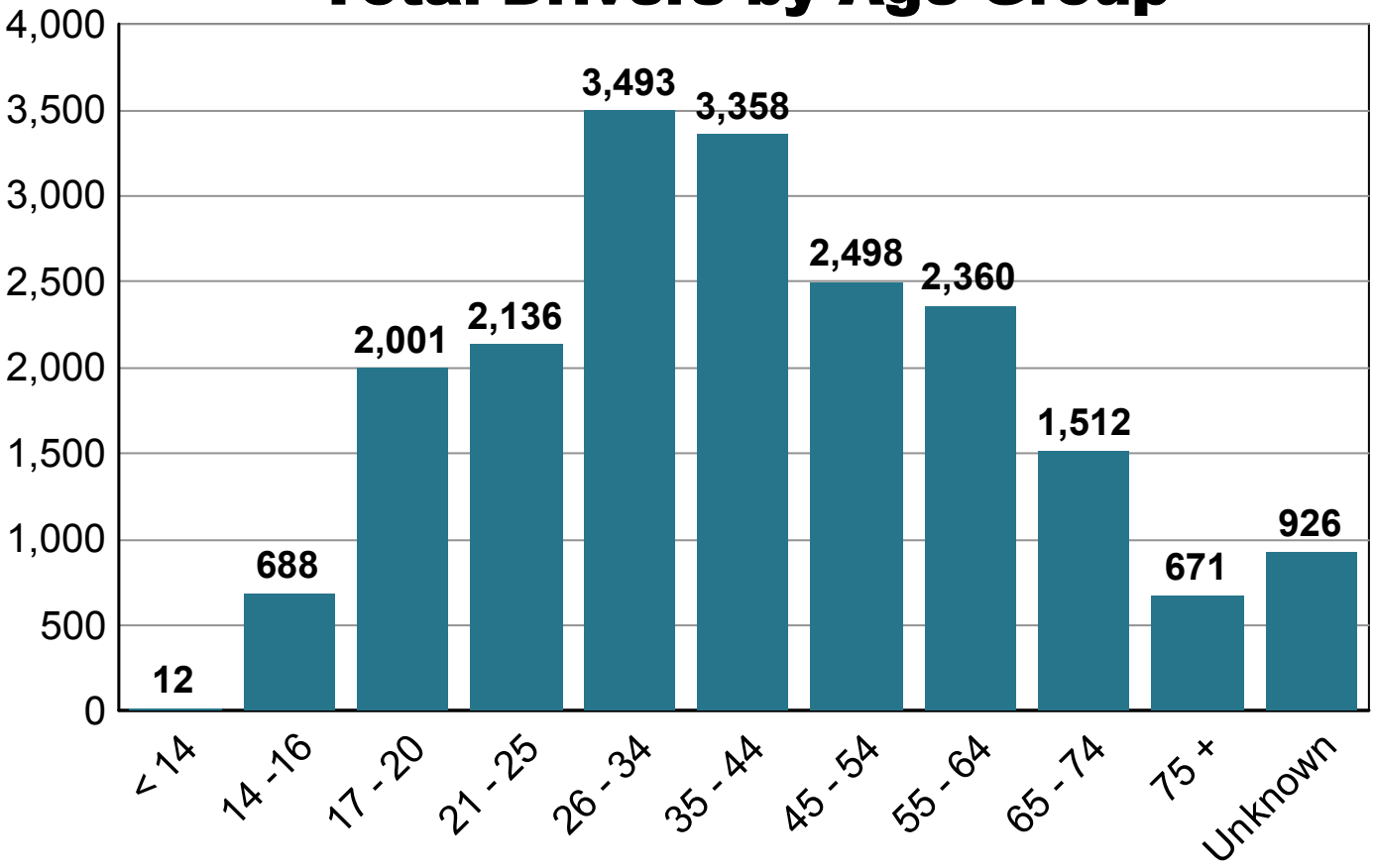
PEOPLE INVOLVED

2021 DRIVER COUNTS

Total Drivers by Gender



Total Drivers by Age Group



Total Drivers Involved in Fatal Crashes

Driver Age Group

Gender	< 14	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75+	UNK	Total
Female	0	0	3	1	6	4	3	4	0	2	0	**23**
Male	1	3	8	13	22	17	16	21	14	4	0	**119**
UNK	0	0	0	0	0	0	0	0	0	0	1	**1**
Total	**1**	**3**	**11**	**14**	**28**	**21**	**19**	**25**	**14**	**6**	**1**	**143**

Total Drivers Involved in Injury Crashes

Driver Age Group

Gender	< 14	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75 +	UNK	Total
Female	0	75	186	153	262	246	164	148	92	49	1	**1,376**
Male	7	72	212	286	430	389	280	304	195	105	1	**2,281**
UNK	0	0	0	0	0	0	0	0	0	0	37	**37**
Total	**7**	**147**	**398**	**439**	**692**	**635**	**444**	**452**	**287**	**154**	**39**	**3,694**

Total Drivers Involved in PDO Crashes

Driver Age Group

Gender	< 14	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75+	UNK	Total
Female	3	247	716	671	967	960	675	638	411	190	6	**5,484**
Male	1	291	876	1,012	1,806	1,742	1,360	1,245	800	321	4	**9,458**
UNK	0	0	0	0	0	0	0	0	0	0	876	**876**
Total	**4**	**538**	**1,592**	**1,683**	**2,773**	**2,702**	**2,035**	**1,883**	**1,211**	**511**	**886**	**15,818**

Unknown (UNK) gender and age are a result of hit and run crashes.

Drivers' Potential Contributing Conditions

Investigating law enforcement officers suspected involved drivers of the following conditions at the time of the crash. Up to two conditions may be listed for each driver. These conditions may or may not have contributed to the crash.

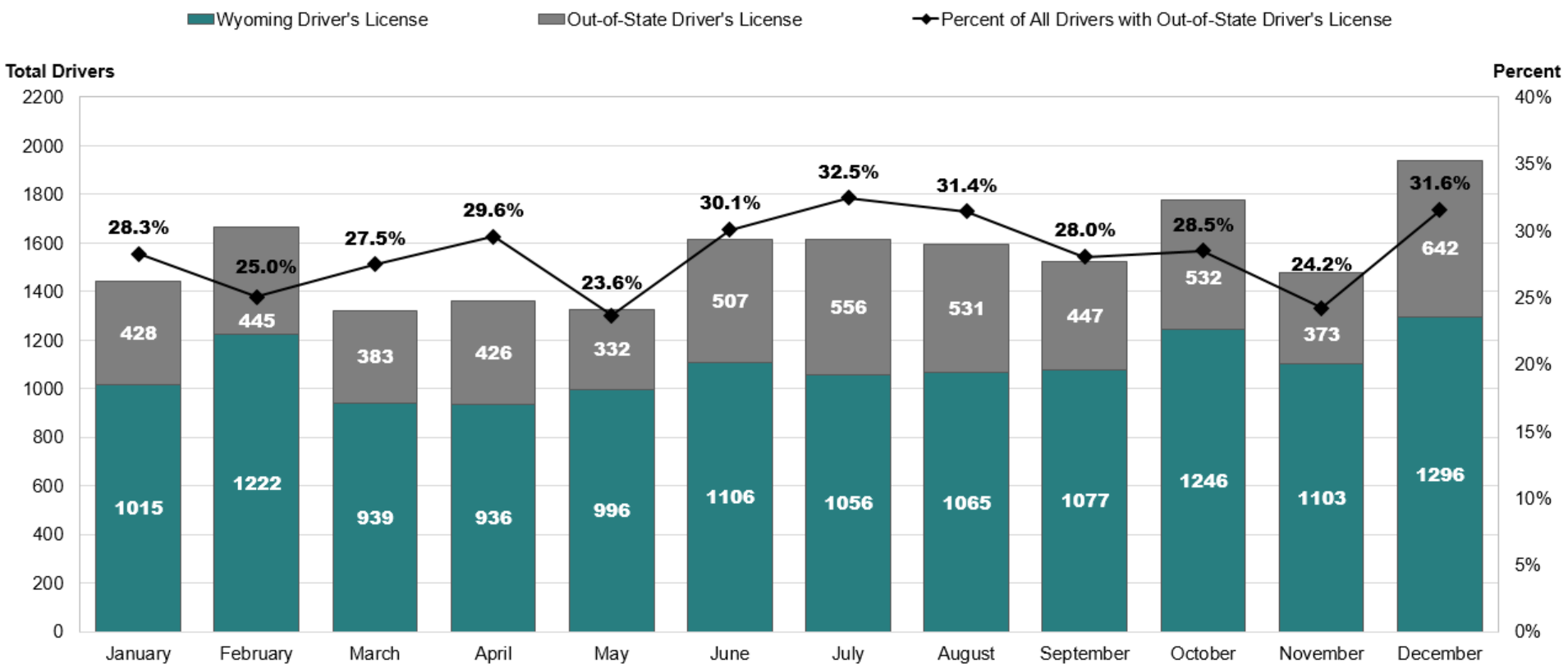
Driver Inattention	423
Emotional (ie. depressed, angry)	193
Fatigued	138
Fell Asleep, Fainted	288
Ill (sick)	64
Other	88
Physical Disability	31
Suspected Alcohol Use	667
Suspected Drug Use	152
Under Influence of Medication	17

Drivers' Potential Contributing Actions

Investigating law enforcement officers suspected involved drivers of the following actions at the time of the crash. Up to four actions may be listed for each driver. These actions may or may not have contributed to the crash.

Avoiding an Object on Road	32	Improper Backing	507
Avoiding Animal	131	Improper Parking	31
Avoiding MV	131	Improper Passing	159
Avoiding Non-Motorist	9	Improper Turn or No Signal	400
Disregarded Other Road Marking	93	Other Improper Action	703
Disregarded Traffic Signs	439	Over Corrected/Over Steered	390
Drove too Fast for Conditions	1,635	Ran Off Road	2,073
Erratic/Reckless/Careless/Aggressive	656	Ran Red Light	296
Evading Law Enforcement	41	Speeding	404
Failed to Keep Proper Lane	1,716	Swerve Due to Wind/Slippery Surface	213
Failed to Yield ROW	1,419	Wrong Side/Wrong Way	85
Following too Close	1,130		

Wyoming vs. Out-of-State Licensed Drivers Involved in Traffic Crashes by Month



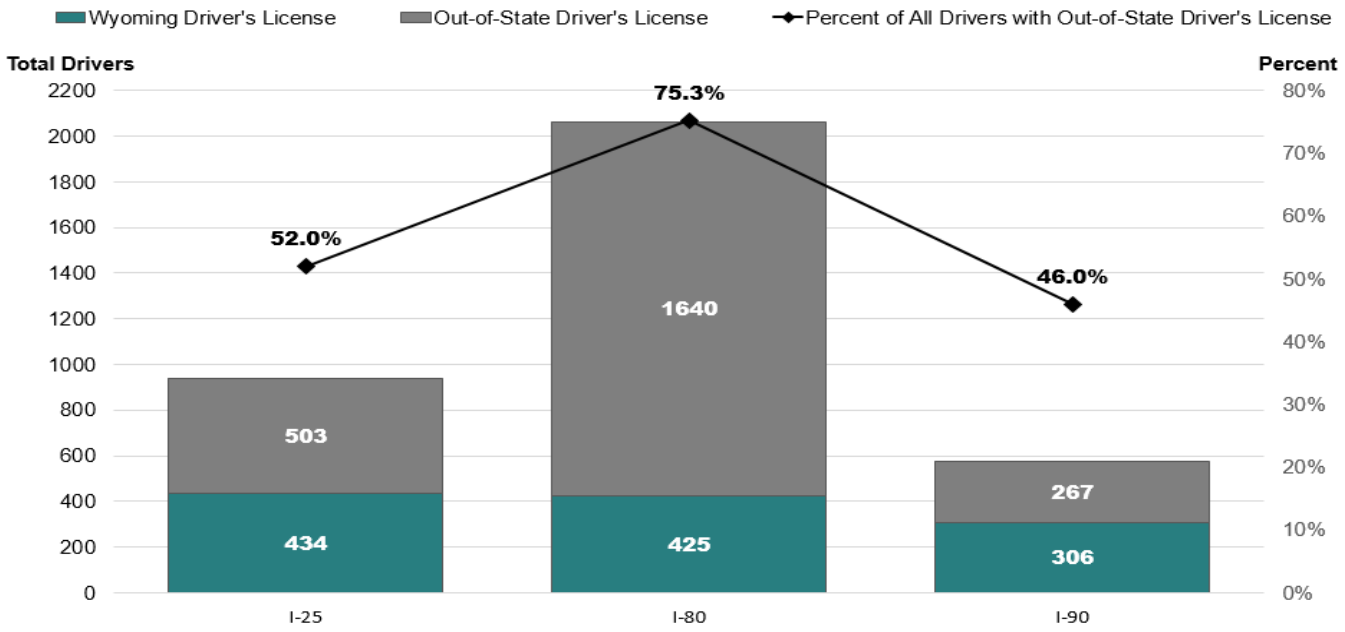
A little less than one-third (28.5%) of all drivers involved in traffic crashes in Wyoming had a driver's license issued from another state, territory, or country. This percentage was relatively consistent for all months of the year. In addition, 234 (1.2%) unlicensed drivers were involved in traffic crashes, and 996 (5.1%) drivers had an unknown license type.

Wyoming vs. Out-of-State Licensed Drivers Involved in Traffic Crashes by County

COUNTY	Wyoming Licensed Drivers		Out-of-State Licensed Drivers		Unlicensed Drivers		Unknown		Total Drivers
ALBANY	725	*52.9%*	566	*41.3%*	8	*0.6%*	71	*5.2%*	**1,370**
BIG HORN	187	*77.6%*	46	*19.1%*	3	*1.2%*	5	*2.1%*	**241**
CAMPBELL	1,228	*81.5%*	173	*11.5%*	22	*1.5%*	84	*5.6%*	**1,507**
CARBON	331	*35.0%*	573	*60.6%*	7	*0.7%*	35	*3.7%*	**946**
CONVERSE	341	*72.9%*	118	*25.2%*	2	*0.4%*	7	*1.5%*	**468**
CROOK	195	*53.7%*	164	*45.2%*	0	*0.0%*	4	*1.1%*	**363**
FREMONT	785	*76.7%*	158	*15.4%*	29	*2.8%*	52	*5.1%*	**1,024**
GOSHEN	166	*66.7%*	75	*30.1%*	2	*0.8%*	6	*2.4%*	**249**
HOT SPRINGS	114	*82.0%*	24	*17.3%*	0	*0.0%*	1	*0.7%*	**139**
JOHNSON	187	*53.6%*	157	*45.0%*	1	*0.3%*	4	*1.1%*	**349**
LARAMIE	2,327	*67.5%*	770	*22.3%*	69	*2.0%*	280	*8.1%*	**3,446**
LINCOLN	339	*64.1%*	179	*33.8%*	8	*1.5%*	3	*0.6%*	**529**
NATRONA	2,517	*82.2%*	292	*9.5%*	27	*0.9%*	227	*7.4%*	**3,063**
NIOBRARA	34	*38.6%*	54	*61.4%*	0	*0.0%*	0	*0.0%*	**88**
PARK	596	*75.8%*	167	*21.2%*	2	*0.3%*	21	*2.7%*	**786**
PLATTE	220	*48.8%*	223	*49.4%*	1	*0.2%*	7	*1.6%*	**451**
SHERIDAN	676	*78.2%*	167	*19.3%*	4	*0.5%*	17	*2.0%*	**864**
SUBLETTE	220	*72.8%*	79	*26.2%*	2	*0.7%*	1	*0.3%*	**302**
SWEETWATER	1,012	*55.4%*	680	*37.2%*	24	*1.3%*	110	*6.0%*	**1,826**
TETON	440	*52.2%*	353	*41.9%*	17	*2.0%*	33	*3.9%*	**843**
UINTA	216	*42.8%*	265	*52.5%*	4	*0.8%*	20	*4.0%*	**505**
WASHAKIE	129	*77.2%*	32	*19.2%*	2	*1.2%*	4	*2.4%*	**167**
WESTON	72	*55.8%*	53	*41.1%*	0	*0.0%*	4	*3.1%*	**129**
TOTAL	**13,057**		**5,368**		**234**		**996**		**19,655**

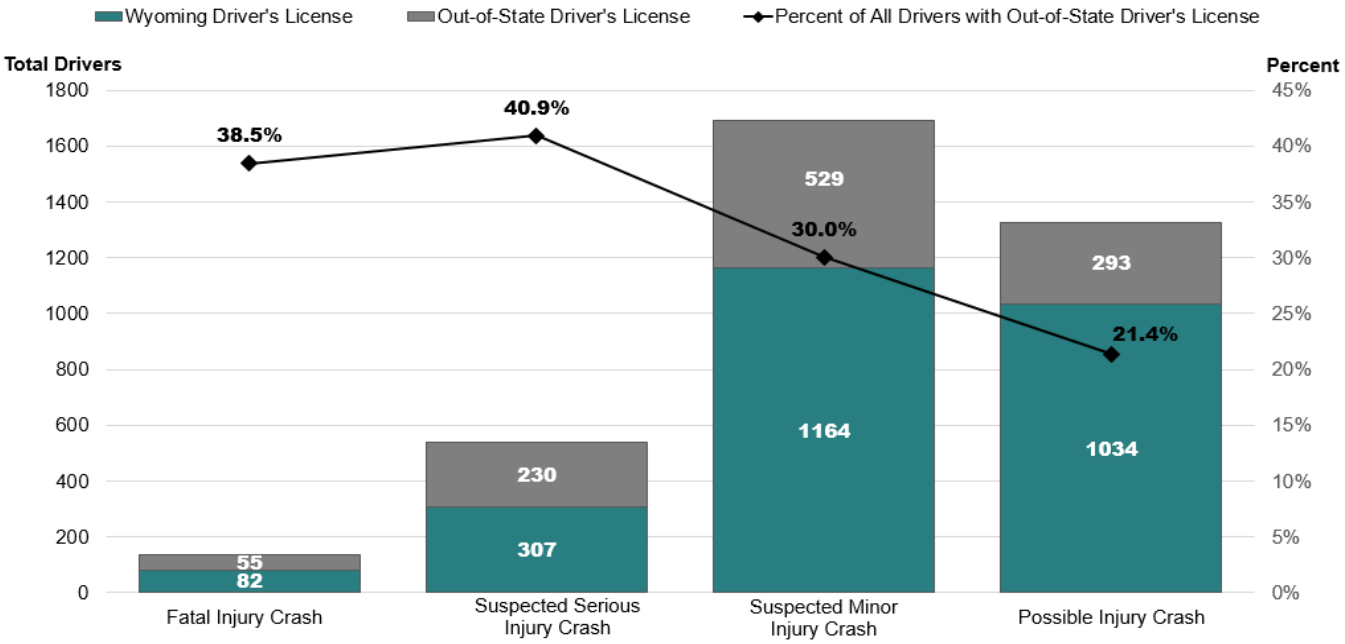
Three (3) counties experienced over 50% of drivers involved in traffic crashes having an out-of-state driver's license. Niobrara County had the highest number of out-of-state licensed drivers involved in traffic crashes with 61.4% of all drivers, followed by Carbon County (60.6%), and Uinta County (52.5%).

Wyoming vs. Out-of-State Licensed Drivers Involved in Traffic Crashes by Interstate



Around 43% of all out-of-state licensed drivers involved in traffic crashes were in a traffic crash located on one of the three interstates (I-25, I-80, I-90) passing through Wyoming. Around 75% of drivers involved in a crash on I-80 were out-of-state licensed drivers. Only 9% of Wyoming licensed drivers involved in a traffic crash were involved in a traffic crash located on an interstate.

Wyoming vs. Out-of-State Licensed Drivers Involved in Injury Traffic Crashes by Crash Severity



Approximately 55% of all drivers involved in critical crashes were Wyoming licensed drivers, while out-of-state licensed drivers accounted for nearly 40%, and unlicensed drivers were around 3%. For all drivers involved in serious crashes, Wyoming licensed drivers made up the majority at 70%, while out-of-state licensed drivers accounted for around 26%, and unlicensed drivers 2%.

Young Drivers Involved in Fatal Crashes by Age and Gender

Age	Male	Female	Total
10	1	0	**1**
15	1	0	**1**
16	2	0	**2**
17	1	0	**1**
18	3	2	**5**
19	3	1	**4**
20	1	0	**1**
21	1	0	**1**
22	2	0	**2**
23	4	0	**4**
24	1	0	**1**
25	5	1	**6**
Total	**25**	**4**	**29**

Critical crashes tend to occur more frequently in the young driver (age 25 years or younger) portion of the driving population. Young drivers are inexperienced and can show poor judgement in the face of driving challenges such as distraction, inclement weather, and peer pressure.

In 2021, young drivers were involved in nearly 29% of critical crashes and 25% of fatal crashes.

Young Drivers Involved in Injury Crashes by Age and Gender

Age	Male	Female	Total
10	1	0	**1**
12	1	0	**1**
13	5	0	**5**
14	10	4	**14**
15	14	15	**29**
16	48	56	**104**
17	58	56	**114**
18	69	57	**126**
19	57	39	**96**
20	28	34	**62**
21	63	32	**95**
22	60	24	**84**
23	68	29	**97**
24	61	33	**94**
25	34	35	**69**
Total	**577**	**414**	**991**

Young Drivers Involved in PDO Crashes by Age and Gender

Age	Male	Female	Total
13	1	3	**4**
14	3	4	**7**
15	45	34	**79**
16	243	209	**452**
17	234	209	**443**
18	245	185	**430**
19	209	167	**376**
20	188	155	**343**
21	207	141	**348**
22	207	128	**335**
23	224	133	**357**
24	183	146	**329**
25	191	123	**314**
Total	**2,180**	**1,637**	**3,817**

Senior Drivers Involved in Fatal Crashes by Age and Gender

Age	Male	Female	Total
65	2	0	**2**
68	3	0	**3**
71	2	0	**2**
72	1	0	**1**
73	4	0	**4**
74	2	0	**2**
75	1	1	**2**
80	1	0	**1**
84	1	0	**1**
85	0	1	**1**
87	1	0	**1**
Total	**18**	**2**	**20**

Senior Drivers Involved in Injury Crashes by Age Group and Gender

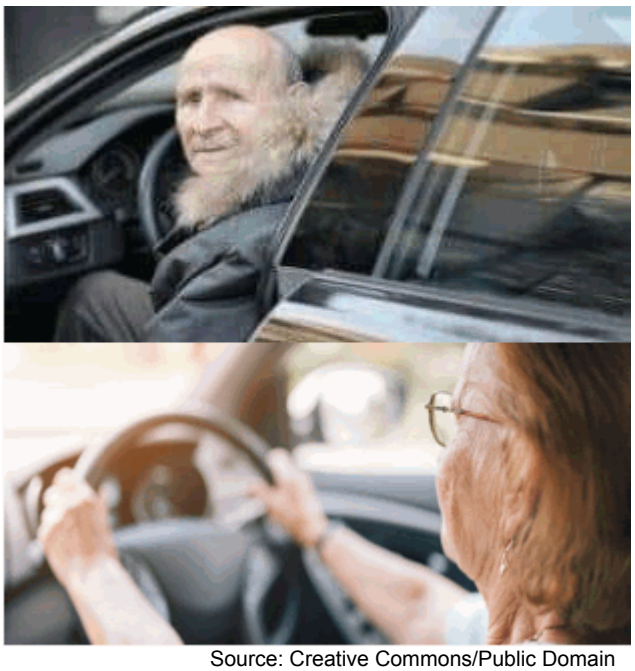
Age Group	Male	Female	Total
65 - 69	122	53	**175**
70 - 74	73	39	**112**
75 - 79	47	26	**73**
80 - 84	42	13	**55**
85 - 89	10	7	**17**
90 - 94	5	3	**8**
95+	1	0	**1**
Total	**300**	**141**	**441**

The number of drivers aged 65 or older is growing across the nation. Nationally, seniors make up a larger share of the population and continue to drive as they age. The ability to drive safely is affected by changes in physical and mental conditions and there is ample evidence to show most people experience age-related declines in physical and mental abilities. Advancing age may cause safety concerns related to declines in vision, diminished coordination, and slowed reflexes. These declines can signal a greater crash risk. However, each individual is unique and decisions about a person's ability to drive safely should never be based on age alone. In most cases, senior drivers can adapt and adjust driving habits in order to stay safe on the road.

In 2021, senior drivers were involved in around 16% of critical crashes and nearly 17.5% of fatal crashes.

Senior Drivers Involved in PDO Crashes by Age Group and Gender

Age Group	Male	Female	Total
65 - 69	484	245	**729**
70 - 74	316	166	**482**
75 - 79	175	94	**269**
80 - 84	93	59	**152**
85 - 89	40	29	**69**
90 - 94	13	7	**20**
95+	0	1	**1**
Total	**1,121**	**601**	**1,722**

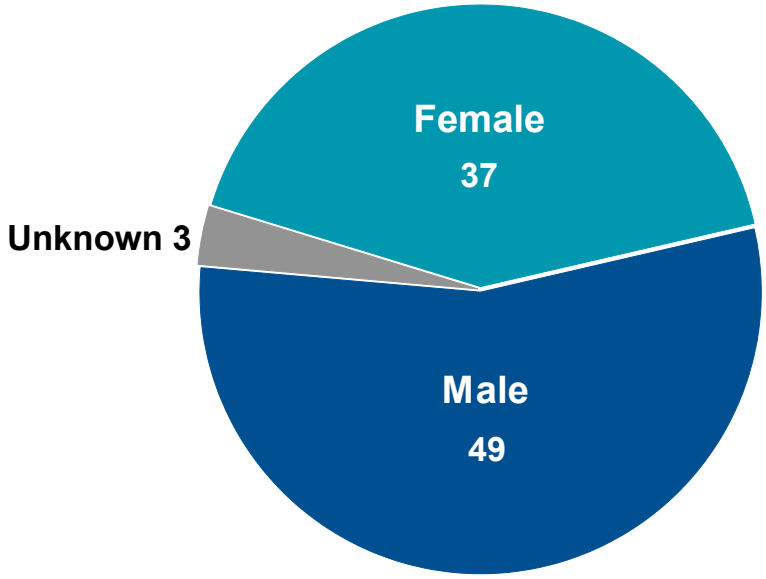


Source: Creative Commons/Public Domain

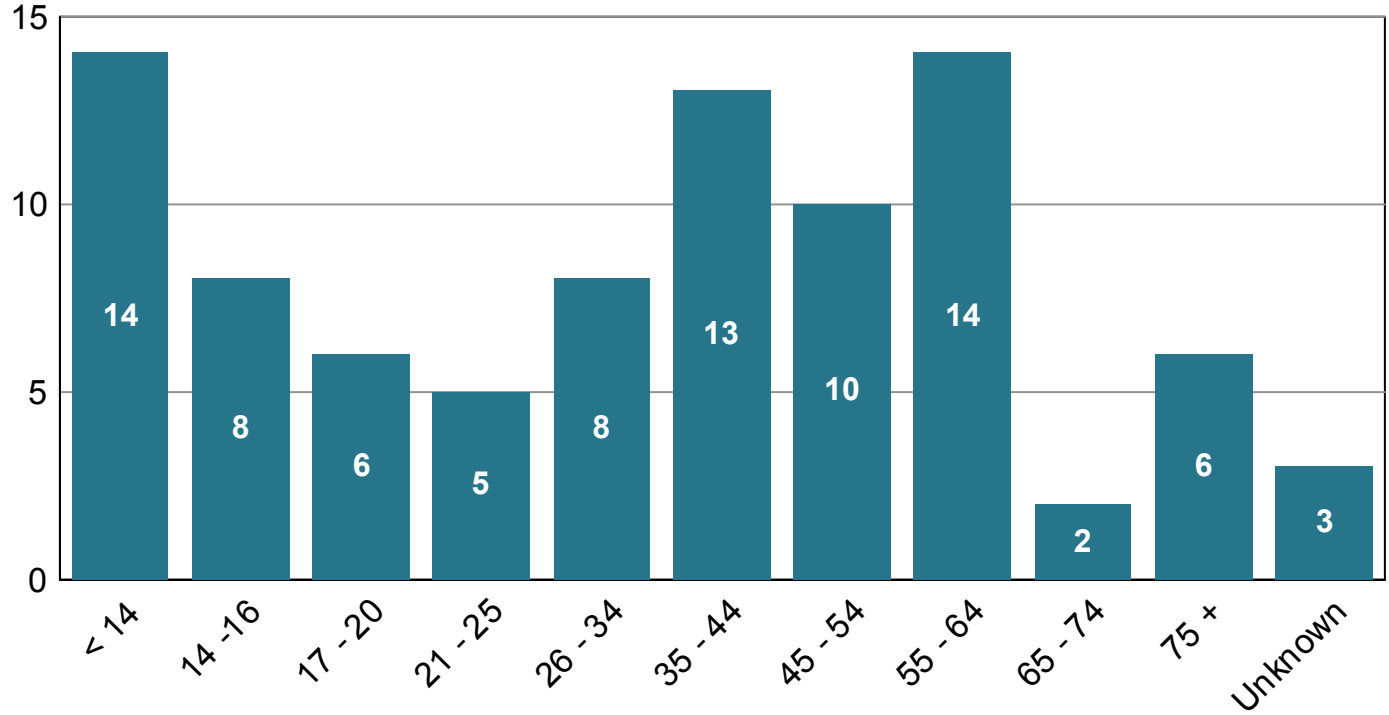
2021 VULNERABLE ROAD USER COUNTS

Pedestrians and pedalcyclists are vulnerable road users due to their high risk of injury if struck by a motor vehicle. They have little or no protection to absorb and diffuse the transfer of energy created at impact, which is why pedestrians and pedalcyclists experience a higher proportion of fatal and suspected serious injuries when a crash occurs. An increase in vulnerable road user crashes is a rising concern nationwide.

Total Pedestrians by Gender



Total Pedestrians by Age Group



Pedestrian Injury Status by Gender and Age Group

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Total
Male	< 14	2	1	3	2	**8**
	14 - 16	0	0	2	3	**5**
	17 - 20	2	1	1	0	**4**
	21 - 25	0	0	3	1	**4**
	26 - 34	0	1	1	1	**3**
	35 - 44	0	2	2	1	**5**
	45 - 54	0	1	2	2	**5**
	55 - 64	3	2	3	3	**11**
	65 - 74	0	1	0	0	**1**
	75 +	0	0	3	0	**3**
	Total	**7**	**9**	**20**	**13**	**49**
Female	< 14	0	3	3	0	**6**
	14 - 16	0	2	1	0	**3**
	17 - 20	0	2	0	0	**2**
	21 - 25	0	0	0	1	**1**
	26 - 34	0	2	2	1	**5**
	35 - 44	2	1	4	1	**8**
	45 - 54	2	0	2	1	**5**
	55 - 64	0	0	2	1	**3**
	65 - 74	0	1	0	0	**1**
	75 +	1	0	2	0	**3**
	Total	**5**	**11**	**16**	**5**	**37**
Unknown	Unknown	0	0	0	3	**3**
	Total	**0**	**0**	**0**	**3**	**3**
Total		**12**	**20**	**36**	**21**	**89**

Unknown age and/or gender are a result of the pedestrian leaving the crash scene before being identified.

Pedestrian's Potential Contributing Condition

Investigating law enforcement officers suspected the pedestrian of the following condition at the time of the crash. This condition may or may not have contributed to the crash.

Emotional (ie. depressed, angry)	4
Other	1
Physical Disability	1
Suspected Alcohol Use	12
Suspected Drug Use	1

Pedestrians' Potential Contributing Actions

Investigating law enforcement officers suspected the pedestrian of the following actions at the time of the crash. Up to two actions may be listed for each pedestrian. These actions may or may not have contributed to the crash.

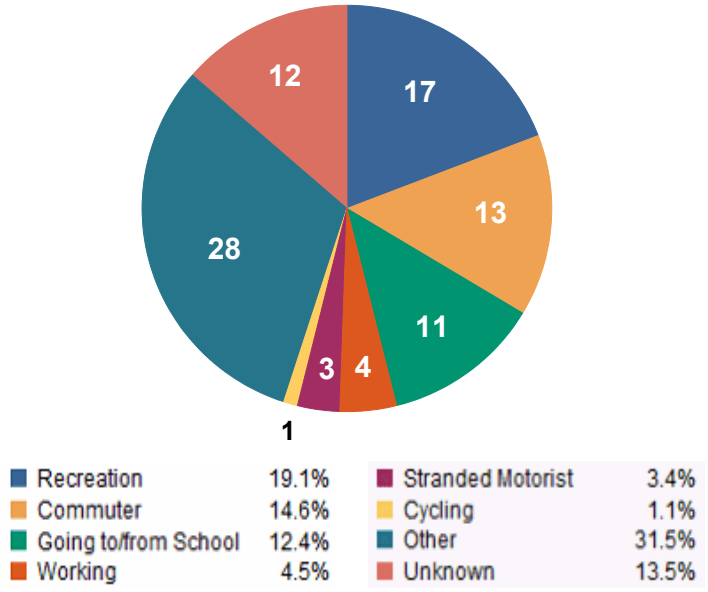
Darting	5
Disobey Traffic Signs, Officer, etc.	3
Failure to yield ROW	7
Improper Crossing	11
In Roadway	16
Inattentive (talking, eating, etc.)	5
Not visible (Dark Clothing)	8
On Wrong Side of Road	1
Other Improper Action	5

The majority of pedestrian collisions occurred in an urban environment (88.4%), while 11.6% occurred in a rural environment.

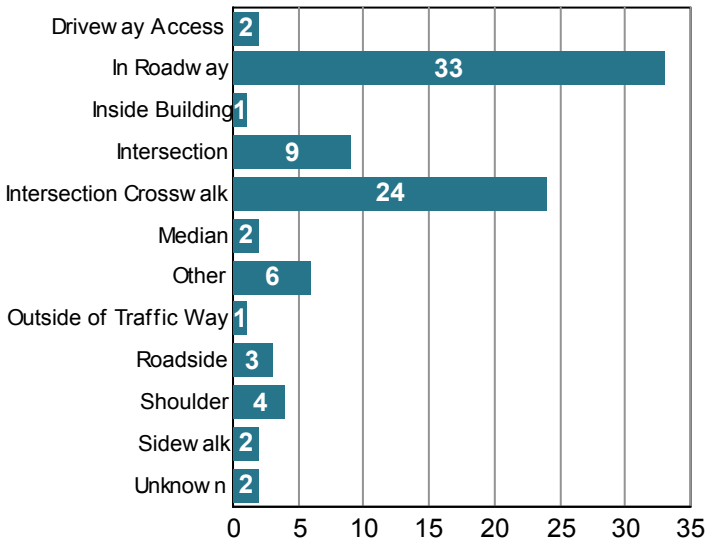
Of the identifiable pedestrian pursuits, most were commuting to work, school, or another location (27%) while around 19.1% were involved in a recreational

Around 37% of pedestrian collisions were at an intersection, with 27% occurring at an intersection crosswalk. The same number (33) of pedestrian collisions occurred in the roadway, away from a designated intersection.

Total Pedestrians by Pursuit

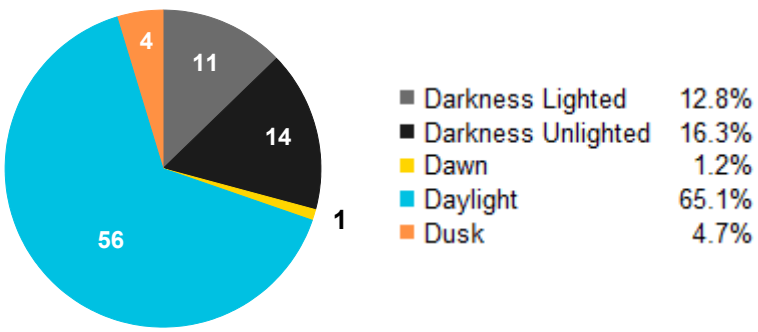


Total Pedestrians by Location at Time of Crash

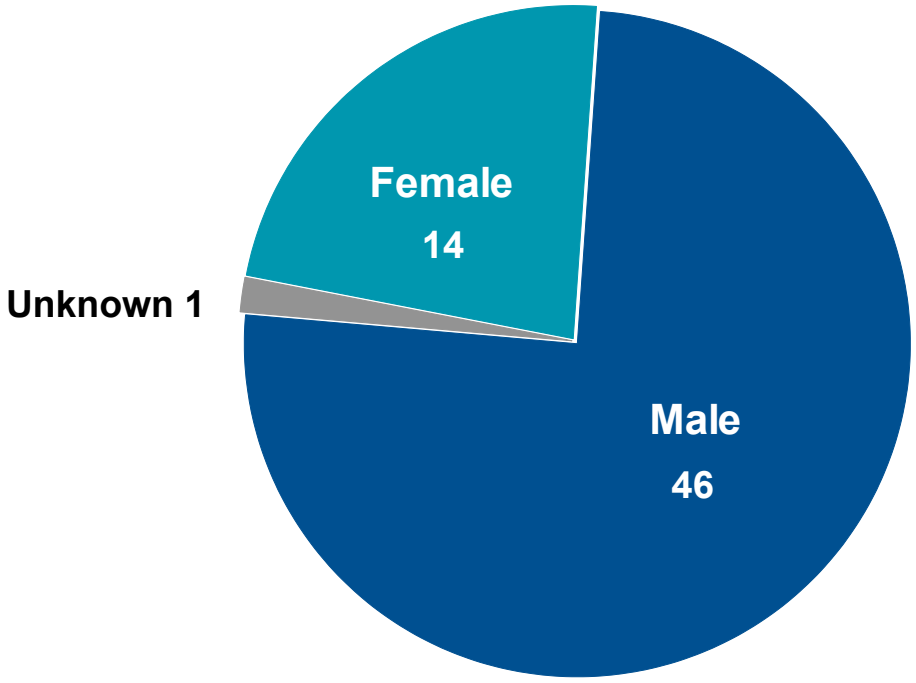


The majority of pedestrian collisions occurred in daylight (65.1%). Most daylight collisions were suspected minor or possible injuries (66.1%), while 33.9% were fatal or suspected serious injuries. Over 58% of pedestrian fatalities were in darkness conditions, with nearly 42% being in darkness unlighted conditions.

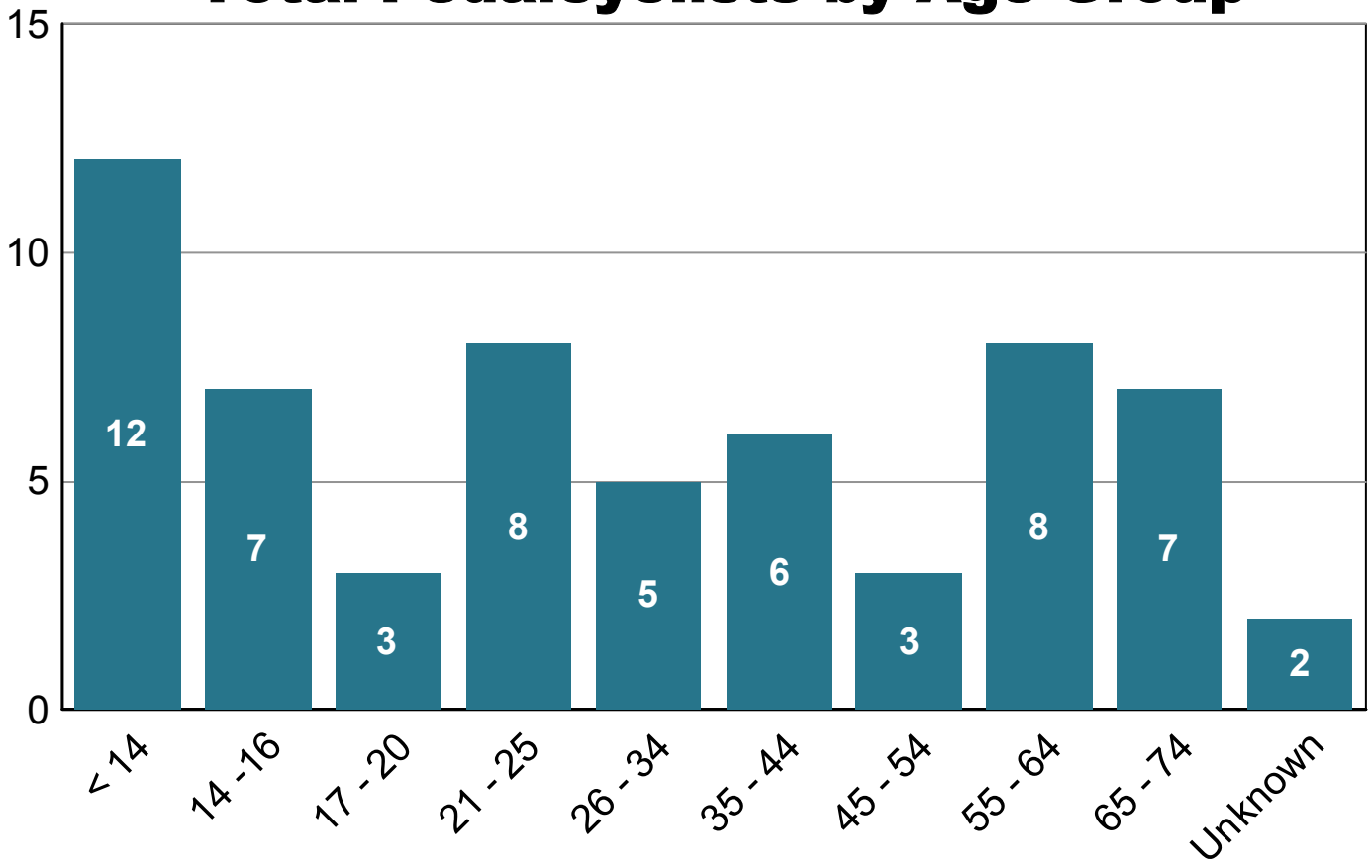
Total Pedestrian Involved Crashes by Lighting



Total Pedalcyclists by Gender



Total Pedalcyclists by Age Group



Pedalcyclist Injury Status by Gender and Age Group

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Total
Male	< 14	0	1	8	2	**11**
	14 - 16	0	0	4	1	**5**
	17 - 20	0	0	1	0	**1**
	21 - 25	0	0	5	1	**6**
	26 - 34	0	0	2	3	**5**
	35 - 44	0	0	3	1	**4**
	45 - 54	0	0	1	1	**2**
	55 - 64	0	1	3	3	**7**
	65 - 74	0	0	4	1	**5**
	75 +	0	0	0	0	**0**
	Total	**0**	**2**	**31**	**13**	**46**
Female	< 14	0	0	1	0	**1**
	14 - 16	0	0	2	0	**2**
	17 - 20	0	0	1	1	**2**
	21 - 25	0	0	1	1	**2**
	26 - 34	0	0	0	0	**0**
	35 - 44	0	0	1	1	**2**
	45 - 54	0	0	1	0	**1**
	55 - 64	0	0	0	1	**1**
	65 - 74	0	0	1	1	**2**
	75 +	0	0	0	0	**0**
	Unknown	0	0	1	0	**1**
	Total	**0**	**0**	**9**	**5**	**14**
Unknown	Unknown	0	0	0	1	**1**
	Total	**0**	**0**	**0**	**1**	**1**
Total		**0**	**2**	**40**	**19**	**61**

Unknown age and/or gender are a result of the pedalcyclist leaving the crash scene before being identified.

Pedalcyclists' Safety Equipment Use

Helmet	14
Lighting	1
None	45
Protective Pad	1
Unknown	1

Nearly 74% of pedalcyclists involved in a traffic crash were not using any type of safety equipment.

Only around 23% of pedalcyclists were wearing a helmet at the time of the crash.

Pedalcyclists' Action Prior to Crash

Entering/Crossing Road	40	Traveling along road against traffic	5
Other	1	Traveling along road w/ traffic	12
Standing/Laying Down	1	Unknown	2

Pedalcyclists' Potential Contributing Actions

Investigating law enforcement officers suspected the pedalcyclist of the following actions at the time of the crash. Up to two actions may be listed for each pedalcyclist. These actions may or may not have contributed to the crash.

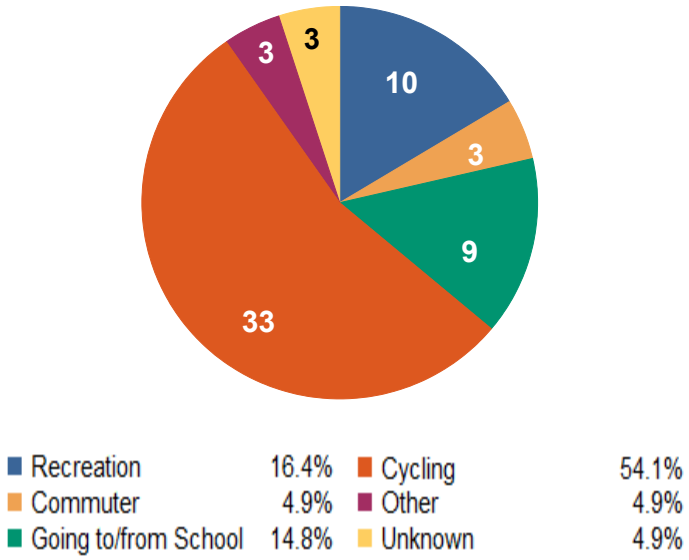
Darting	2	Inattentive (talking, eating, etc.)	1
Disobey Traffic Signs, Officer, etc.	4	Not visible (Dark Clothing)	1
Failure to yield ROW	12	On Wrong Side of Road	3
Improper Crossing	9	Other Improper Action	4
In Roadway	5		

The majority of pedalcyclist collisions occurred in an urban environment (93.4%), while 6.6% occurred in a rural environment.

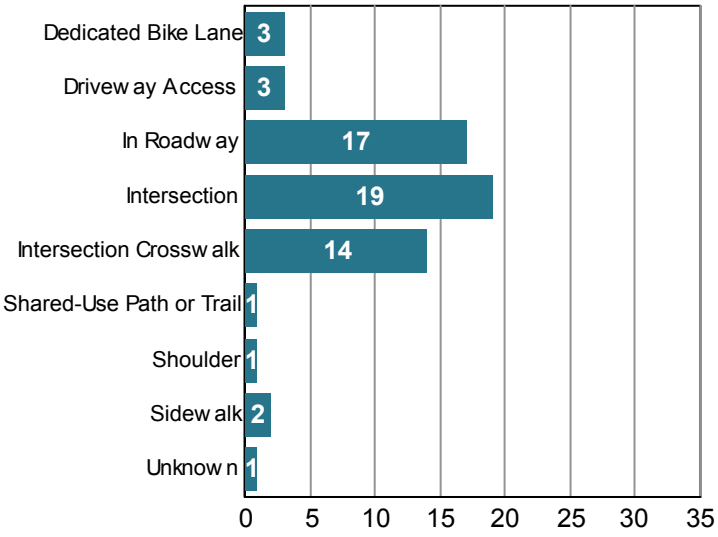
Of the identifiable pedalcyclist pursuits, 19.7% were commuting to work, school, or another location while around 16.4% were involved in a recreational pursuit.

The majority (54%) of pedalcyclist collisions occurred at an intersection. Approximately 28% of pedalcyclist collisions occurred in the roadway outside of a dedicated bike lane.

Total Pedalcyclists by Pursuit

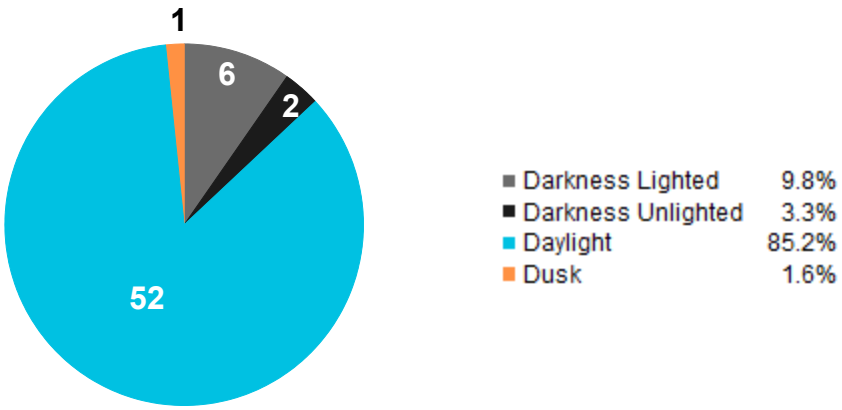


Total Pedalcyclists by Location at Time of Crash



The majority of pedalcyclist collisions occurred in daylight (85.2%). Most pedalcyclist collisions (96.7%) were serious crashes with suspected minor or possible injuries. Only 3.3% of pedalcyclist collisions were critical crashes, with no fatal injuries.

Total Pedalcyclist Involved Crashes by Lighting



MOTOR VEHICLE OCCUPANT SAFETY

Data regarding seatbelt usage only includes drivers and passengers of motor vehicles normally equipped with seatbelts. It excludes the following vehicle types where seatbelts are not usually available: motorcycles, farm equipment, construction vehicles, snowmobiles, all-terrain vehicles, multipurpose vehicles, and low speed vehicles. "Not Used" also includes "Not Available" which may apply for older vehicle models.

Fatalities by Safety Equipment Use 2017 - 2021

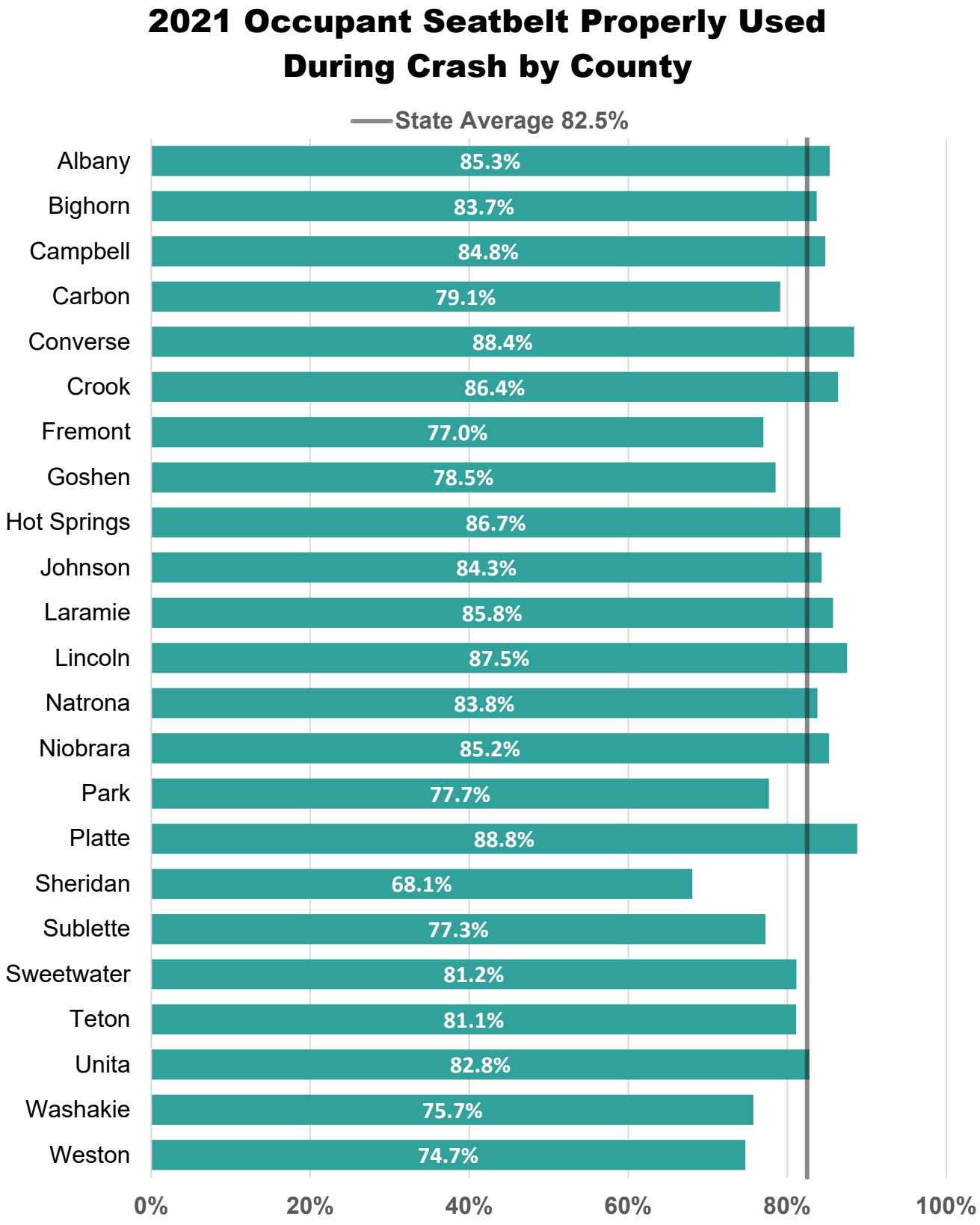
Year	Total Fatalities in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2017	95	31	1	59	4
2018	88	31	6	44	7
2019	116	57	2	52	5
2020	98	45	3	46	4
2021	77	26	2	46	3
TOTAL	**474**	**190**	**14**	**247**	**23**

In 2021, nearly 60% of vehicle occupant fatalities were not using a seatbelt at the time of the crash. Over the past five years, approximately 52% of vehicle fatalities were not using a seatbelt at the time of the crash.

Suspected Serious Injuries by Safety Equipment Use 2017 - 2021

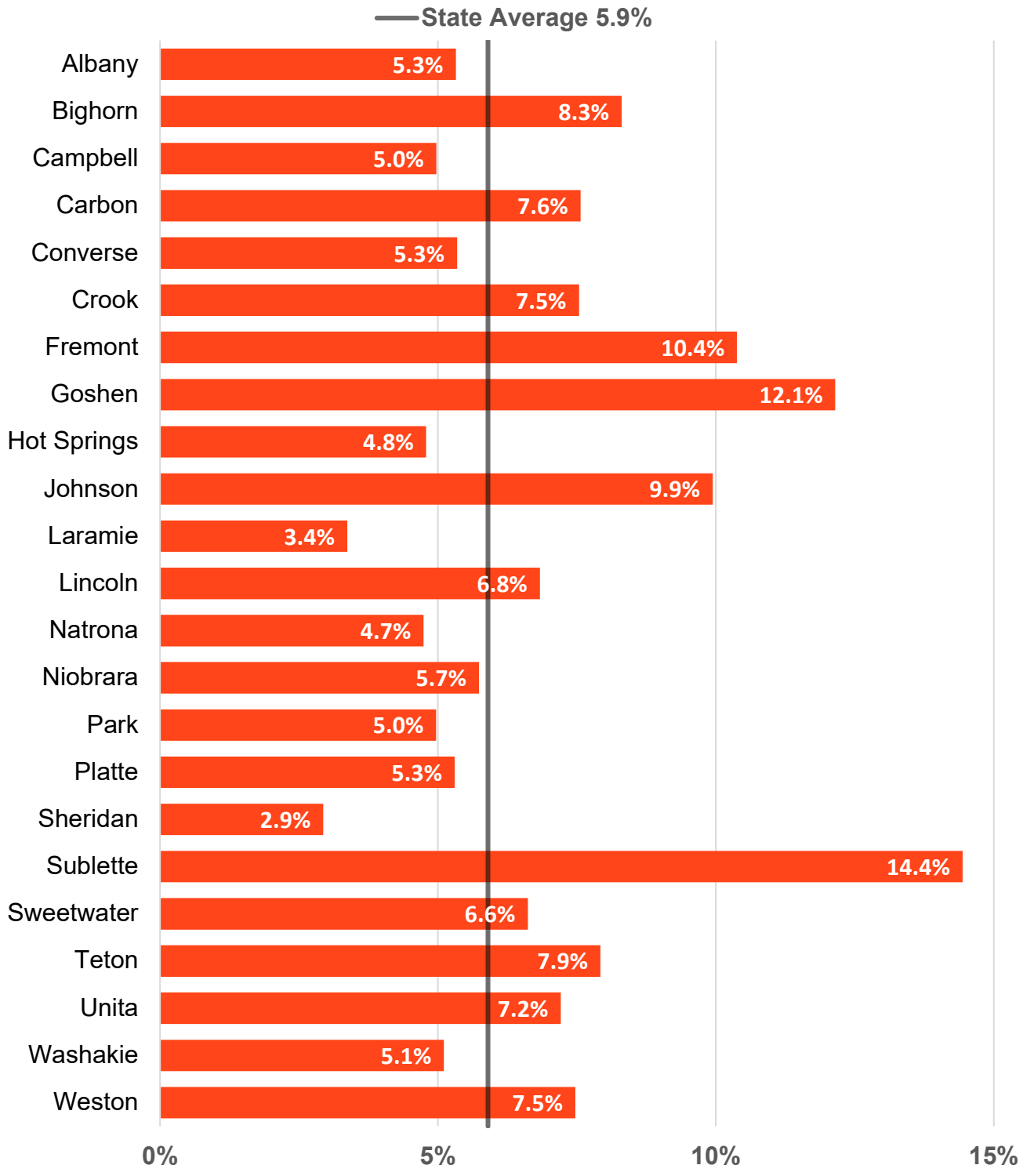
Year	Serious Injuries in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2017	282	162	4	101	15
2018	234	128	7	84	15
2019	324	176	3	125	20
2020	323	189	5	106	23
2021	359	211	0	128	20
TOTAL	**1,522**	**866**	**19**	**544**	**93**

In 2021, nearly 36% of vehicle occupant suspected serious injuries were not using a seatbelt at the time of the crash. This is consistent with the past five years of crash data.



Platte (88.8%), Converse (88.4%), Lincoln (87.5%), Hot Springs (86.7%), and Crook (86.4%) were the top five counties with the highest percentage of motor vehicle occupants properly wearing a seatbelt at the time of the crash.

2021 Occupant Seatbelt Not Used During Crash by County



Sublette (14.4%), Goshen (12.1%), Fremont (10.4%), Johnson (9.9%), and Bighorn (8.3%) were the top five counties with the highest percentage of motor vehicle occupants not wearing a seatbelt at the time of the crash.

2021 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

ALBANY

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,200	88.4%	1	0.1%	28	2.1%	128	9.4%
Passengers	323	75.5%	11	2.6%	67	15.7%	27	6.3%

BIG HORN

	Properly Used		Misused		Not Used		Unknown	
Drivers	186	81.2%	0	0.0%	23	10.0%	20	8.7%
Passengers	66	91.7%	0	0.0%	2	2.8%	4	5.6%

CAMPBELL

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,281	86.4%	0	0.0%	55	3.7%	145	9.8%
Passengers	424	80.2%	28	5.3%	45	8.5%	32	6.0%

CARBON

	Properly Used		Misused		Not Used		Unknown	
Drivers	774	82.6%	0	0.0%	30	3.2%	133	14.2%
Passengers	240	69.6%	12	3.5%	67	19.4%	26	7.5%

CONVERSE

	Properly Used		Misused		Not Used		Unknown	
Drivers	403	87.8%	0	0.0%	22	4.8%	33	7.2%
Passengers	176	89.8%	6	3.1%	13	6.6%	1	0.5%

CROOK

	Properly Used		Misused		Not Used		Unknown	
Drivers	296	85.5%	0	0.0%	23	6.6%	27	7.8%
Passengers	174	87.9%	2	1.0%	18	9.1%	4	2.0%

FREMONT

	Properly Used		Misused		Not Used		Unknown	
Drivers	802	80.2%	0	0.0%	55	5.5%	141	14.1%
Passengers	333	70.3%	8	1.7%	98	20.7%	35	7.4%

GOSHEN

	Properly Used		Misused		Not Used		Unknown	
Drivers	196	81.3%	0	0.0%	13	5.4%	31	12.9%
Passengers	82	72.6%	1	0.9%	30	26.5%	0	0.0%

HOT SPRINGS

	Properly Used		Misused		Not Used		Unknown	
Drivers	117	86.7%	0	0.0%	6	4.4%	12	8.9%
Passengers	46	86.8%	2	3.8%	3	5.7%	2	3.8%

2021 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

JOHNSON

	Properly Used		Misused		Not Used		Unknown	
Drivers	303	88.3%	1	0.3%	17	5.0%	22	6.4%
Passengers	138	76.7%	6	3.3%	35	19.4%	1	0.6%

LARAMIE

	Properly Used		Misused		Not Used		Unknown	
Drivers	2,920	85.7%	3	0.1%	90	2.6%	396	11.6%
Passengers	900	86.1%	47	4.5%	60	5.7%	38	3.6%

LINCOLN

	Properly Used		Misused		Not Used		Unknown	
Drivers	449	87.5%	2	0.4%	27	5.3%	35	6.8%
Passengers	204	87.6%	2	0.9%	24	10.3%	3	1.3%

NATRONA

	Properly Used		Misused		Not Used		Unknown	
Drivers	2,544	84.2%	3	0.1%	103	3.4%	370	12.3%
Passengers	921	82.6%	61	5.5%	93	8.3%	40	3.6%

NIOBRARA

	Properly Used		Misused		Not Used		Unknown	
Drivers	75	86.2%	0	0.0%	3	3.4%	9	10.3%
Passengers	29	82.9%	0	0.0%	4	11.4%	2	5.7%

PARK

	Properly Used		Misused		Not Used		Unknown	
Drivers	567	74.6%	2	0.3%	39	5.1%	151	19.9%
Passengers	231	86.5%	4	1.5%	12	4.5%	20	7.5%

PLATTE

	Properly Used		Misused		Not Used		Unknown	
Drivers	397	89.4%	0	0.0%	19	4.3%	28	6.3%
Passengers	206	87.7%	5	2.1%	17	7.2%	7	3.0%

SHERIDAN

	Properly Used		Misused		Not Used		Unknown	
Drivers	547	64.9%	0	0.0%	21	2.5%	275	32.6%
Passengers	218	77.6%	9	3.2%	12	4.3%	42	14.9%

SUBLETTE

	Properly Used		Misused		Not Used		Unknown	
Drivers	261	87.9%	0	0.0%	10	3.4%	26	8.8%
Passengers	103	59.2%	4	2.3%	58	33.3%	9	5.2%

2021 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

SWEETWATER

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,512	83.7%	4	0.2%	48	2.7%	242	13.4%
Passengers	561	75.0%	34	4.5%	121	16.2%	32	4.3%

TETON

	Properly Used		Misused		Not Used		Unknown	
Drivers	720	86.4%	1	0.1%	19	2.3%	92	11.0%
Passengers	222	67.7%	6	1.8%	73	22.3%	27	8.2%

UINTA

	Properly Used		Misused		Not Used		Unknown	
Drivers	409	82.1%	1	0.2%	21	4.2%	67	13.5%
Passengers	211	84.1%	3	1.2%	33	13.1%	4	1.6%

WASHAKIE

	Properly Used		Misused		Not Used		Unknown	
Drivers	114	71.7%	0	0.0%	9	5.7%	36	22.6%
Passengers	64	84.2%	1	1.3%	3	3.9%	8	10.5%

WESTON

	Properly Used		Misused		Not Used		Unknown	
Drivers	86	70.5%	0	0.0%	8	6.6%	28	23.0%
Passengers	44	84.6%	1	1.9%	5	9.6%	2	3.8%

TOTAL

	Properly Used		Misused		Not Used		Unknown	
Drivers	**16,159**	**83.6%**	**18**	**0.1%**	**689**	**3.6%**	**2,447**	**12.7%**
Passengers	**5,916**	**79.6%**	**253**	**3.4%**	**893**	**12.0%**	**366**	**4.9%**
All Occupants	**22,075**	**82.5%**	**271**	**1.0%**	**1,582**	**5.9%**	**2,813**	**10.5%**

Motor vehicle occupant seatbelt use at the time of a crash (83.6%) is consistent with the 2021 Wyoming Observed Seatbelt Survey, where 80.2% of motor vehicle occupants were observed to have been wearing a seatbelt.

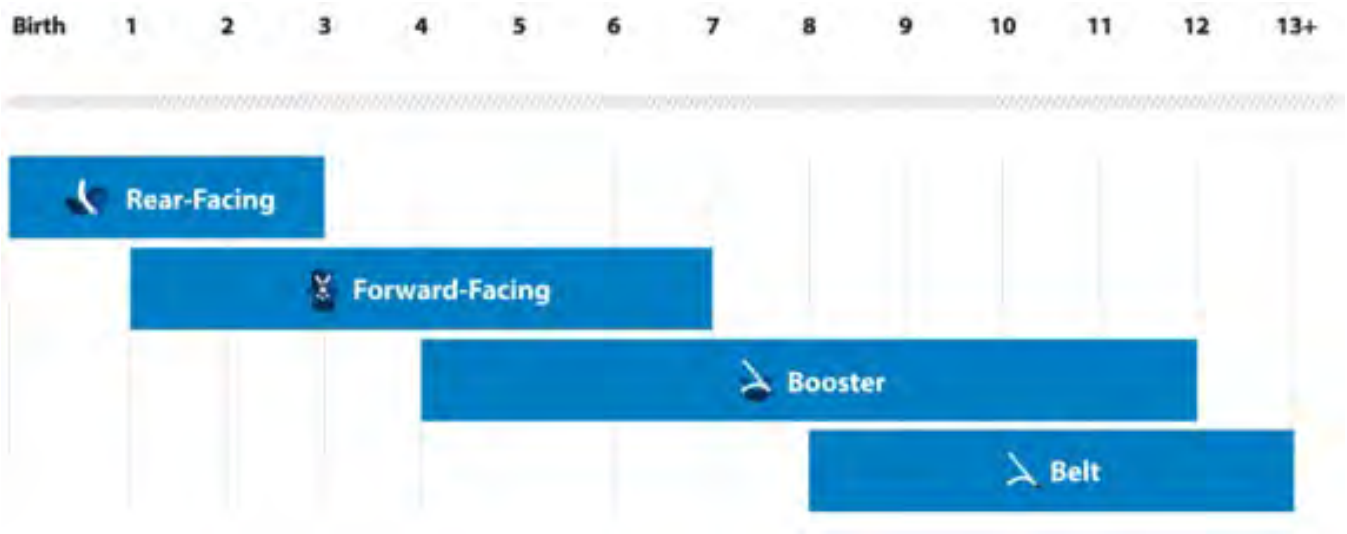
While a significant percentage of motor vehicle occupants in Wyoming wear a seatbelt, Wyoming's seatbelt use rate is well below the national seatbelt use rate, which was at 90.4% in 2021.

Safety restraints are the best way for users of Wyoming roadways to protect themselves and their loved ones from the poor decisions and actions of other drivers.

Child Passenger Safety Guidelines

According to the National Highway Traffic Safety Administration (NHTSA), traffic crashes are a leading cause of death for children ages 1 to 13. Choosing the right car seat and using it correctly every time a child is in the motor vehicle is important because the correct child safety equipment provides proper protection for infants and children involved in a crash. As children grow, the correct type of child safety equipment will change. Make sure the safety equipment used fits the child's current size and age, as well as the type of vehicle.

Recommended Child Safety Equipment Based on Child's Age and Size



Source: NHTSA

The child should be kept in the correct type of car seat for as long as possible - until they reach the top height or weight limit allowed by the car seat's manufacturer. They can then move on to the next recommended type of child car seat. It is recommended that children less than 13 years of age sit in the back seat of the motor vehicle.

2021 Child Passengers with Fatal Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age 12	Total
Shoulder and Lap Belt	Apparently Normal	1	**1**
	Total	**1**	**1**
Total		**1**	**1**

2021 Child Passengers with Suspected Serious Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age 1	2	6	8	9	11	12	13	Total
Rear Facing Child Restraint	Apparently Normal	1	0	0	0	0	0	0	0	**1**
	Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Booster Seat	Apparently Normal	0	1	1	0	0	0	0	0	**2**
	Total	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
Shoulder and Lap Belt	Apparently Normal	0	0	0	0	2	1	1	0	**4**
	Total	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**4**
Not Available	Apparently Normal	0	0	0	0	0	0	0	1	**1**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
None Used	Unknown	1	0	0	1	0	0	1	0	**3**
	Total	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**
Total		**2**	**1**	**1**	**1**	**2**	**1**	**2**	**1**	**11**

2021 Child Passengers with Suspected Minor Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age													
		1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**Total**
Rear Facing Child Restraint	Apparently Normal	2	1	0	0	1	0	0	0	0	0	0	0	0	**4**
	Total	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Forward Facing Child	Apparently Normal	2	4	2	3	2	2	0	0	0	0	0	0	0	**15**
	Total	**2**	**4**	**2**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
Booster Seat	Apparently Normal	0	0	1	1	1	2	2	1	0	0	0	0	0	**8**
	Total	**0**	**0**	**1**	**1**	**1**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**8**
Shoulder and Lap Belt	Apparently Normal	0	0	0	0	0	0	0	0	4	4	2	4	7	**21**
	Misuse	0	0	0	0	0	1	5	5	0	0	0	0	0	**11**
	Total	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**5**	**4**	**4**	**2**	**4**	**7**	**32**
Lap Belt Only	Apparently Normal	0	0	0	0	0	0	0	0	0	2	0	1	0	**3**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**
None Used	Unknown	1	0	0	1	1	1	0	1	0	0	1	1	1	**8**
	Total	**1**	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**8**
Unknown	Unknown	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
	Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Total		**5**	**6**	**3**	**5**	**5**	**6**	**7**	**7**	**4**	**6**	**3**	**6**	**8**	**71**

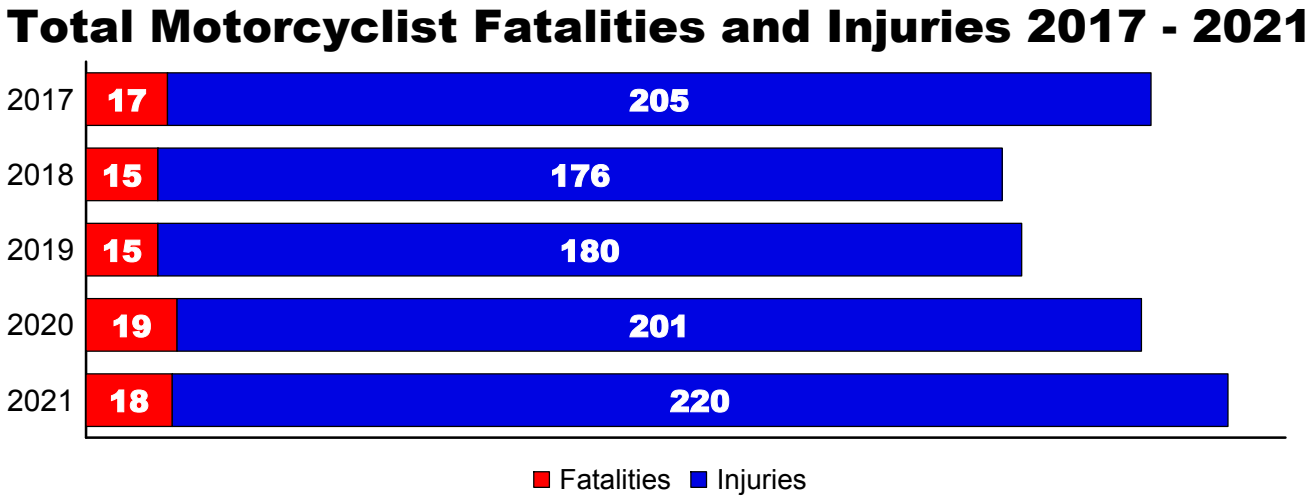
2021 Child Passengers with Possible Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Rear Facing Child Restraint	Apparently Normal	4	1	1	0	0	0	0	0	0	0	0	0	0	**6**
	Total	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
Forward Facing Child	Apparently Normal	0	3	4	1	1	0	0	0	0	0	0	0	0	**9**
	Total	**0**	**3**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
Booster Seat	Apparently Normal	0	0	0	1	1	3	0	2	0	0	0	0	0	**7**
	Total	**0**	**0**	**0**	**1**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**
Shoulder and Lap Belt	Apparently Normal	0	0	0	0	0	0	0	0	3	6	8	8	8	**33**
	Misuse	1	0	1	0	1	2	3	5	0	0	0	0	0	**13**
	Total	**1**	**0**	**1**	**0**	**1**	**2**	**3**	**5**	**3**	**6**	**8**	**8**	**8**	**46**
Lap Belt Only	Misuse	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Child Restraint - Type Unknown	Apparently Normal	1	0	1	1	0	1	0	0	0	0	0	0	0	**4**
	Total	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
None Used	Unknown	0	0	0	0	0	0	0	0	0	0	1	0	0	**1**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
Unknown	Unknown	0	0	1	0	0	0	0	1	0	0	0	0	1	**3**
	Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**
Total		**6**	**4**	**8**	**3**	**3**	**6**	**4**	**8**	**3**	**6**	**9**	**8**	**9**	**77**

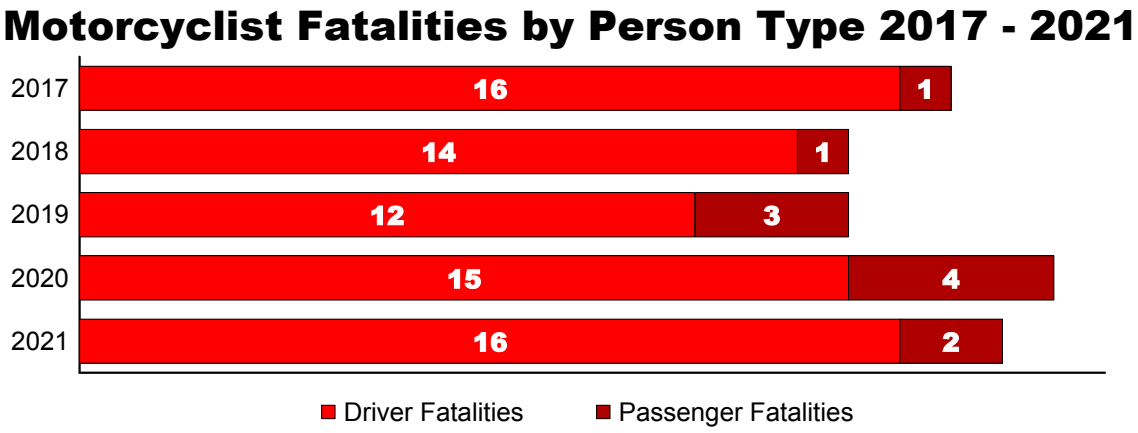
MOTORCYCLIST SAFETY

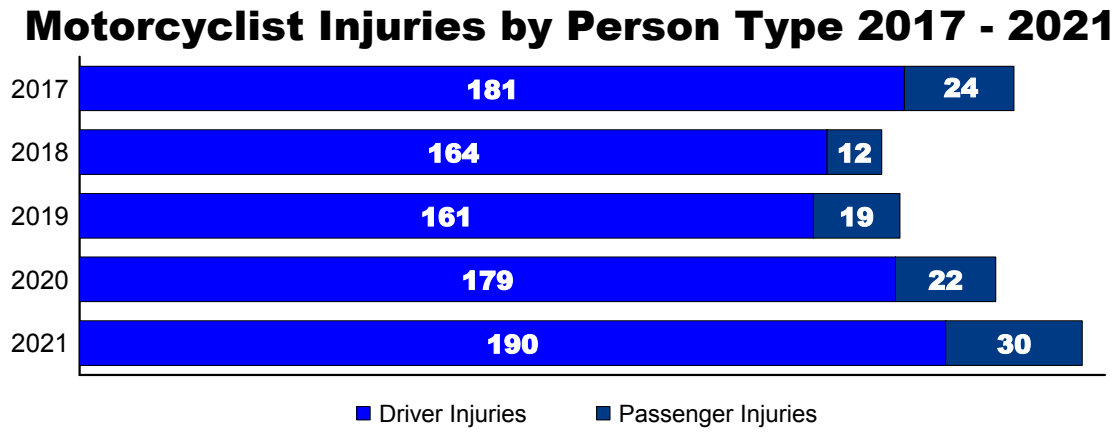
Data regarding motorcycle rider safety includes drivers and passengers of motor vehicles categorized as motorcycles. This includes motorcycles, off-road motorcycles, mopeds, and three-wheeled motorcycles.

Motorcycles are considered the most hazardous type of motor vehicle on the roadway due to a smaller size making them less visible to other drivers and the lack of protection provided for riders. In addition, Wyoming does not have a helmet use law for operators over 18 years of age.



Of the 283 motorcyclists involved in a traffic crash in 2021, 238 (84%) were injured and 89 (31%) were critically injured. Over the past five years 1,309 motorcyclists were involved in a traffic crash with 1,066 (81%) injured and 393 (30%) critically injured.





Motorcyclist Injury Status by Gender and Age Group

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Unknown	Total
Male	< 14	1	0	4	0	2	0	**7**
	14 - 16	0	0	2	1	1	0	**4**
	17 - 20	0	2	1	1	1	1	**6**
	21 - 25	2	4	14	4	5	0	**29**
	26 - 34	2	10	11	3	4	1	**31**
	35 - 44	1	14	15	5	2	1	**38**
	45 - 54	2	12	14	5	2	0	**35**
	55 - 64	4	11	22	1	6	1	**45**
	65 - 74	1	5	11	4	3	1	**25**
	75 +	0	0	2	0	0	0	**2**
	Total	**13**	**58**	**96**	**24**	**26**	**5**	**222**
Female	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	1	0	0	0	**1**
	17 - 20	0	1	1	0	0	0	**2**
	21 - 25	0	1	1	0	0	0	**2**
	26 - 34	1	1	4	2	2	0	**10**
	35 - 44	2	4	1	1	0	0	**8**
	45 - 54	0	4	4	0	3	1	**12**
	55 - 64	1	2	7	3	2	1	**16**
	65 - 74	1	0	3	1	0	0	**5**
	75 +	0	0	0	0	0	0	**0**
	Total	**5**	**13**	**22**	**7**	**7**	**2**	**56**
Unknown	Unknown	0	0	0	0	0	5	**5**
	Total	**0**	**0**	**0**	**0**	**0**	**5**	**5**
Total		**18**	**71**	**118**	**31**	**33**	**12**	**283**

Unknown age and/or gender are a result of the motorcyclist leaving the crash scene before being identified.

Motorcyclist Fatal Injuries by Helmet Use 2017 - 2021

Year	Fatal Motorcycle Crashes	Motorcyclist Fatalities	Helmet Used	No Helmet Used	Helmet Use Unknown
2017	17	17	4	13	0
2018	15	15	6	9	0
2019	13	15	6	8	1
2020	17	19	7	12	0
2021	15	18	7	10	1
TOTAL	**77**	**84**	**30**	**52**	**2**

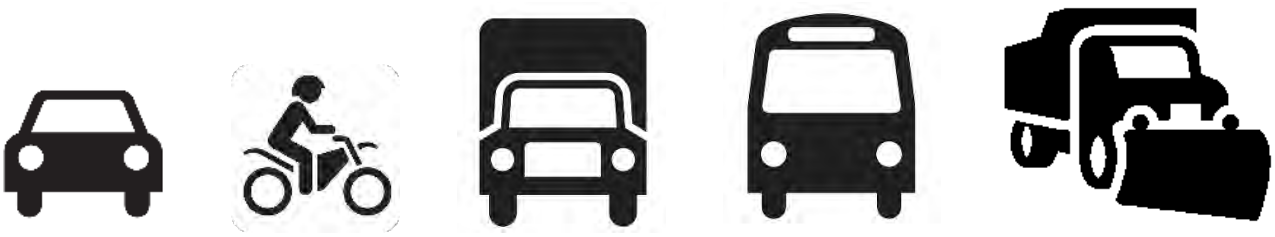
Over the last five year period, nearly 62% of motorcyclist fatalities were not wearing a helmet at the time of the crash. In 2021, 55.6% of motorcyclist fatalities were not wearing a helmet at the time of the crash.

Motorcyclist Suspected Serious Injuries by Helmet Use 2017 - 2021

Year	Suspected Serious Injury Motorcycle Crashes	Motorcyclist Suspected Serious Injuries	Helmet Used	No Helmet Used	Helmet Use Unknown
2017	58	65	31	32	2
2018	41	43	21	19	3
2019	51	56	18	33	5
2020	62	74	24	45	5
2021	64	71	29	37	5
TOTAL	**276**	**309**	**123**	**166**	**20**

Over the last five year period, around 54% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash. In 2021, 52.1% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash.

MOTOR VEHICLES INVOLVED



2021 Total Vehicles Involved in a Crash by Vehicle Type and Crash Severity

Vehicle Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Passenger Car	22	1,117	4,464	**5,603**
Pickup Truck	49	998	4,068	**5,115**
Sports Utility Vehicle	29	955	3,358	**4,342**
Unknown	1	10	3,158	**3,169**
Heavy Truck (>= 26K lbs)	15	306	1,321	**1,642**
Passenger Van	7	91	314	**412**
Medium Truck (>10K - <26K lbs)	1	38	201	**240**
Motorcycle > 150cc	15	177	28	**220**
Cargo Van	0	22	86	**108**
Motorhome	0	4	41	**45**
School Bus	2	4	37	**43**
Light Truck (<= 10K lbs)	0	2	38	**40**
Multi-Purpose Vehicle	2	26	10	**38**
Other Vehicle	0	2	32	**34**
Construction Vehicle	1	4	22	**27**
Motorcycle <=150 cc	1	20	0	**21**
Transit Bus	0	2	17	**19**
All Terrain Vehicle	2	13	4	**19**
Other Bus	1	0	9	**10**
Farm Equipment	0	4	5	**9**
Moped	0	6	0	**6**
Charter Bus	0	1	3	**4**
Off Road Motorcycle	0	2	0	**2**
Snowmobile	0	1	1	**2**

Passenger vehicles (including pickup trucks) account for around 73.1% of vehicles involved in traffic crashes, however only about 3% of passenger vehicles were involved in critical crashes.

Heavy trucks account for approximately 7.8% of vehicles involved in traffic crashes, with about 5.5% of heavy trucks involved in critical crashes.

Motorcycles account for about 1.2% of vehicles involved in traffic crashes, but 34.9% of motorcycles were involved in critical crashes.

Unknown vehicle type (a result of single vehicle animal collision PDO crashes or hit and run crashes) account for approximately 15% of vehicles involved in traffic crashes, and 0% of critical crashes.

2021 Vehicles with Contributing Circumstance Involved in a Crash by Contributing Circumstance and Crash Severity

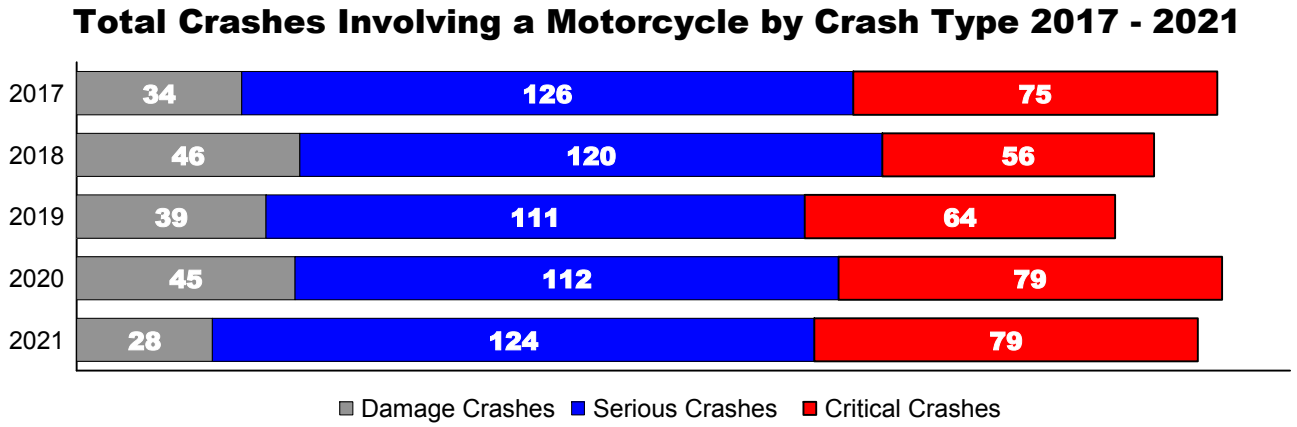
Contributing Circumstance	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Brakes	0	33	92	**125**
Cruise Control	0	4	10	**14**
Defroster	0	0	2	**2**
Exhaust System	0	1	1	**2**
Lights (Head, Signal, or Tail)	1	6	7	**14**
Mirrors	0	0	2	**2**
Other	2	63	219	**284**
Oversized Load	0	0	6	**6**
Power Train	0	5	16	**21**
Rain/Snow/Ice on Windshield	0	10	31	**41**
Stalled Vehicle	1	0	4	**5**
Steering	0	15	47	**62**
Suspension	0	3	14	**17**
Tire	3	38	115	**156**
Trailer Brakes	0	1	12	**13**
Truck Coupling/Trailer Hitch/Safety Chain	0	1	36	**37**
Vehicle Cargo Blocking View	0	0	1	**1**
Wheels	1	6	31	**38**
Windows/Windshield	0	2	5	**7**
Wipers	0	0	4	**4**

Each vehicle may have up to two contributing circumstances listed.

Of the vehicles with identifiable contributing circumstances involved in a traffic crash, tire was the most common contributing circumstance with around 18.4% of vehicles experiencing a problem with a tire that may have contributed to the crash. Brakes were the next most common contributing circumstance at 14.7%.

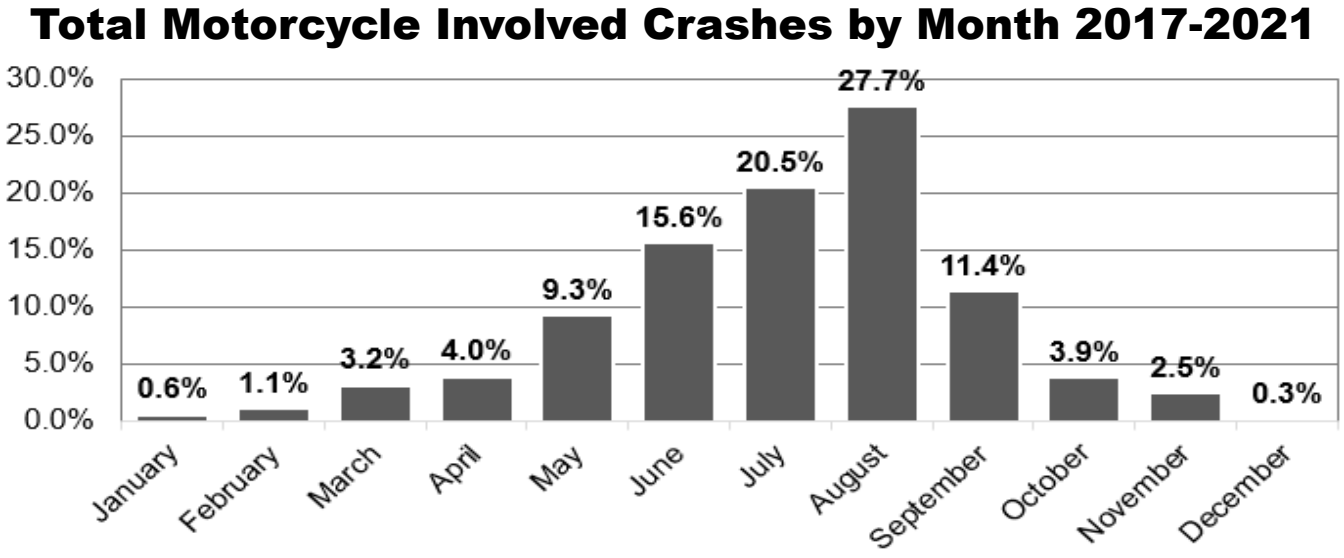
Other notable contributing circumstances include steering (7.3%), reduced visibility through the windshield due to weather (4.8%), wheels (4.5%), and towing connection problems (4.4%).

Motorcycle Involved Crashes



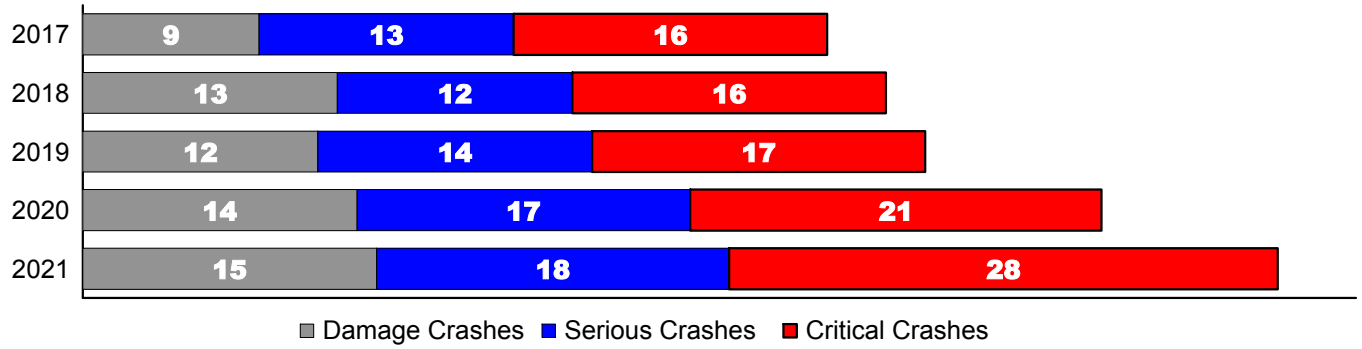
According to industry data sources, motorcycle sales have significantly increased nationally and are at the highest level in over 15 years. While motorcycles are a small percentage of all registered vehicles in Wyoming (around 26,000, less than 4%), they are over-represented in critical crashes. In 2021, motorcycle involved crashes accounted for 15.7% of critical crashes and almost 16.5% of fatal crashes. Over the past five years, approximately 16% of critical crashes and 15% of fatal crashes were motorcycle involved crashes.

Scenic routes and regional events such as the Sturgis Rally (begins the first Friday in August annually) attract motorcycle enthusiasts from across the country and the world, which increases the number of motorcyclists on the roadways. This can make certain times of the year more dangerous for both motorcyclists and motorists alike. Both in 2021 and over the last five year period (2017-2021), 48% of motorcycle crashes occurred in the months of July and August, which are popular months for tourism and regional events.



Off Road Vehicle Involved Crashes

Total Crashes Involving an Off Road Vehicle by Crash Type 2017 - 2021

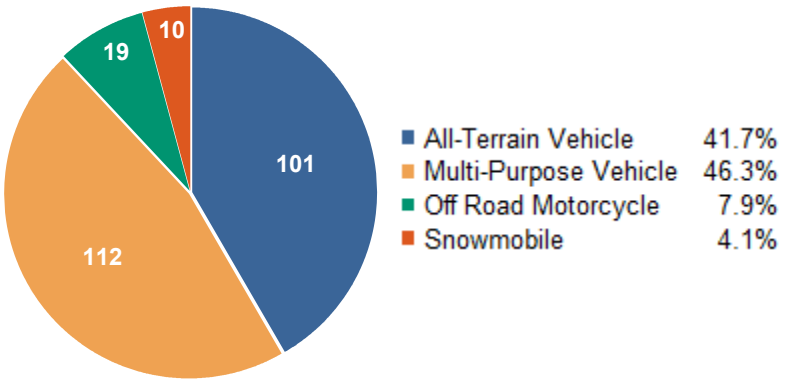


All-terrain off road vehicles such as recreational 4-wheelers, off-road motorcycles, and side-by-side utility vehicles are permitted on Wyoming roadways with appropriate registration and safety equipment. Many of these vehicles lack certain equipment, such as seatbelts and DOT-approved tires, and may present a safety hazard on the roadway. Off road vehicles are driven on roadways along with normal vehicle traffic. These vehicles can be hard to see and are not intended to be operated on-road. Additionally, operators may not be prepared for the unique handling characteristics of these vehicles on paved surfaces.

Snowmobiles are also permitted to operate on sections of roadway within certain county and city/town jurisdictions, and may be operated within the right-of-way of Wyoming highways (but not on the main traveled roadway). Close proximity to highway traffic and crossings of main-traveled roadways by snowmobiles pose a safety hazard for both riders and the motoring public.

Source: Creative Commons/Public Domain

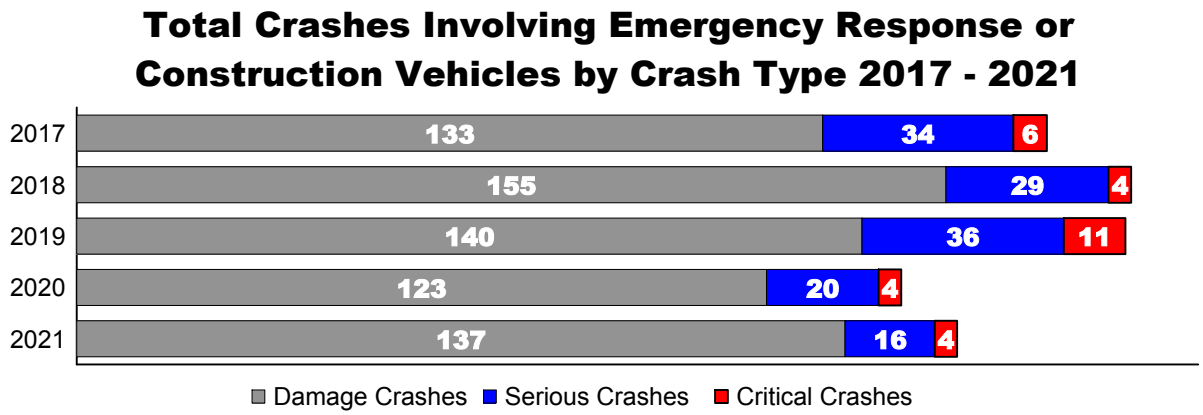
Total Off Road Vehicles Involved in Crashes by Vehicle Type 2017-2021



In 2021, off road vehicle involved crashes accounted for 5.6% of critical crashes and 3.9% of fatal crashes with four off road vehicle fatalities and 26 suspected serious injuries. Over the last five years, approximately 4.5% of critical crashes involved an off road vehicle and 3% of fatal crashes with 17 off road vehicle fatalities and 91 suspected serious injuries.

In the last five year period, multi-purpose vehicles were the most common off road vehicle to be involved in a traffic crash (46.3%), followed closely by all-terrain vehicles (41.7%). These two vehicle types account for 88% of off road vehicle involved crashes.

Emergency or Construction Vehicle Involved Crashes

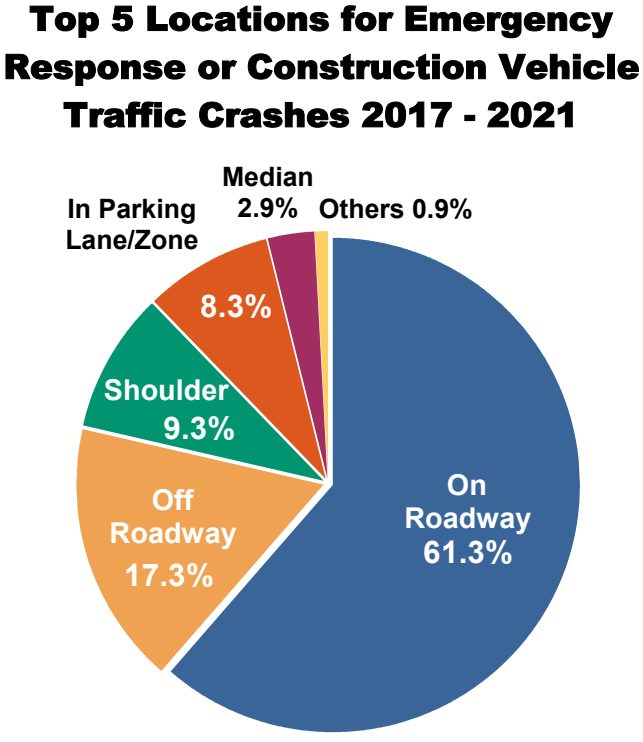


In 2021, 157 traffic crashes involved emergency response or construction vehicles, with 4 critical crashes (2.5%). Over the last five year period, emergency response or construction vehicles were involved in 852 traffic crashes, with 29 critical crashes (3.4%).

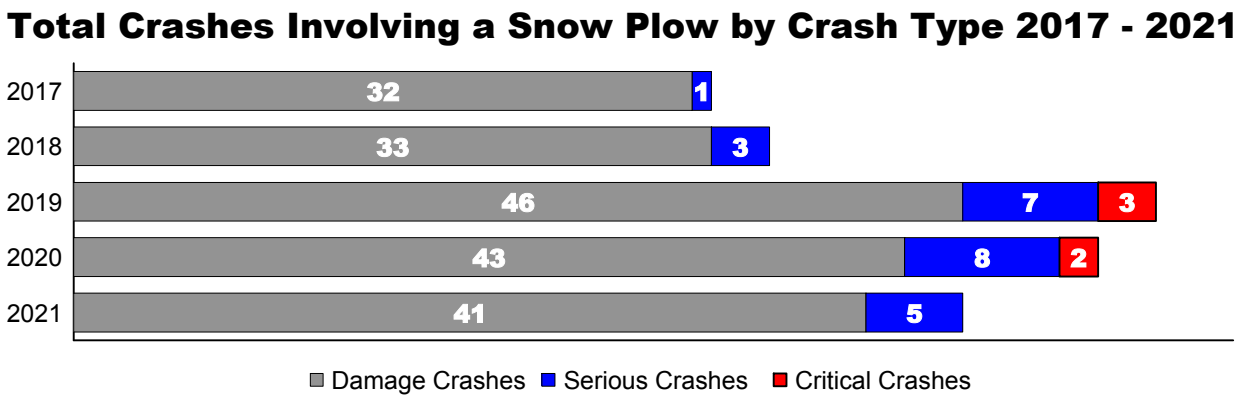
In an effort to protect emergency responders and utility, construction, and maintenance workers along Wyoming roadways, Wyoming enacted the Move Over Law in July of 2018. This law requires motorists to move over or slow down for parked emergency responders and others working on the side of the road.

While most (61.3%) emergency response or construction vehicle traffic crashes over the last five year period happen on the roadway, a significant amount (38.7%) happen outside of the lane of travel for motor vehicles.

Of the 159 emergency response or construction vehicles involved in traffic crashes in 2021, 108 were law enforcement vehicles, 27 were construction vehicles, 11 were tow trucks, 8 were EMS/ambulance vehicles, and five were fire trucks. From 2017-2021 875 emergency response or construction vehicles were involved in a traffic crash, including 538 law enforcement vehicles, 165 construction vehicles, 68 tow trucks, 58 EMS/ambulance vehicles, and 46 fire trucks.



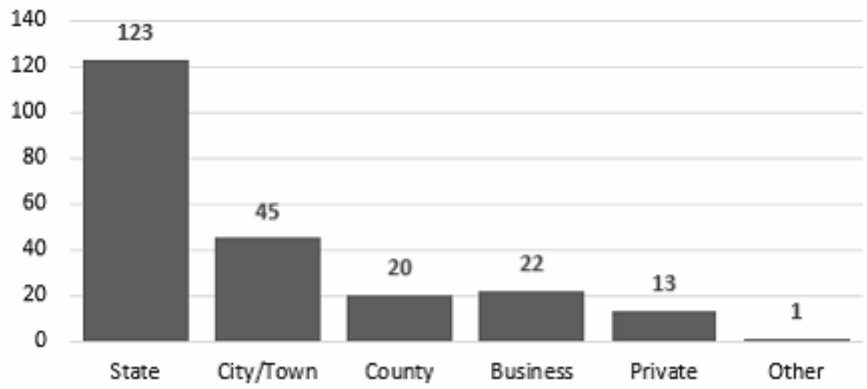
Snow Plow Involved Crashes



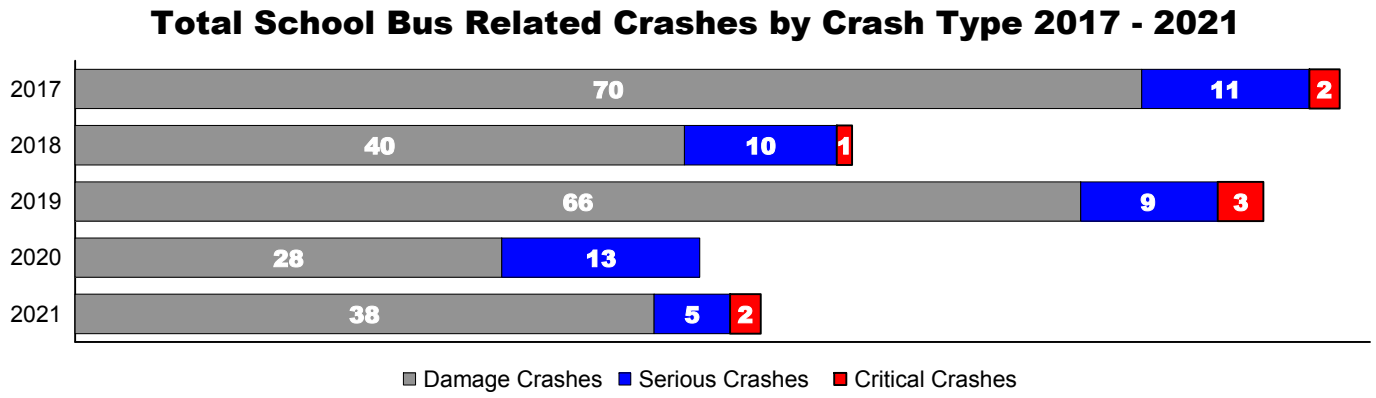
Snow plow drivers face many hazards as they labor to keep Wyoming's roadways open for travel during the long winter season (October through April). Snow plows are typically on the roadways in hazardous weather conditions and tend to move slower than regular traffic flow while in operation, especially on roadways with high speeds like highways and interstates. Slower speeds, reduced visibility around plows moving snow, and hazardous road conditions put snow plows at risk for motor vehicle strikes.

In 2021, 46 crashes involved vehicles operating as a snow plow at the time of the crash. Over the past five year period (2017-2021), snow plows were involved in 224 crashes with 5 critical crashes. More than half (123, 54.9%) involved state operated snow plows maintaining highways and interstates. Forty-five (45, 20%) involved city/town vehicles maintaining city streets, and 20 (8.9%) involved county vehicles maintaining roadways. Twenty-two (22, 9.8%) involved business vehicles and 13 (5.8%) involved private vehicle operating as snow plows at the time of the crash.

Snow Plow Owner/Operator Type Involved in a Crash 2017-2021



School Bus Related Crashes



School bus related crashes may directly (school bus is a contact vehicle) or indirectly (school bus is a non-contact vehicle) involve a school bus with or without passengers onboard. Over the last five years 298 school bus related crashes occurred with the majority (242, 81.2%) directly involving the school bus. School buses were directly involved in six (6) critical crashes, 38 serious crashes, and 198 damage crashes. School buses were indirectly involved in two (2) critical crashes, 10 serious crashes, and 44 damage crashes.

In 2021, 4.4% of school bus related crashes were critical crashes with 100% being directly involved. This compares to 2.7% of school bus related crashes being critical crashes over the last five years, with 75% being directly involved.

Injuries in School Bus Related Crashes by Person Type and Vehicle Type 2017-2021

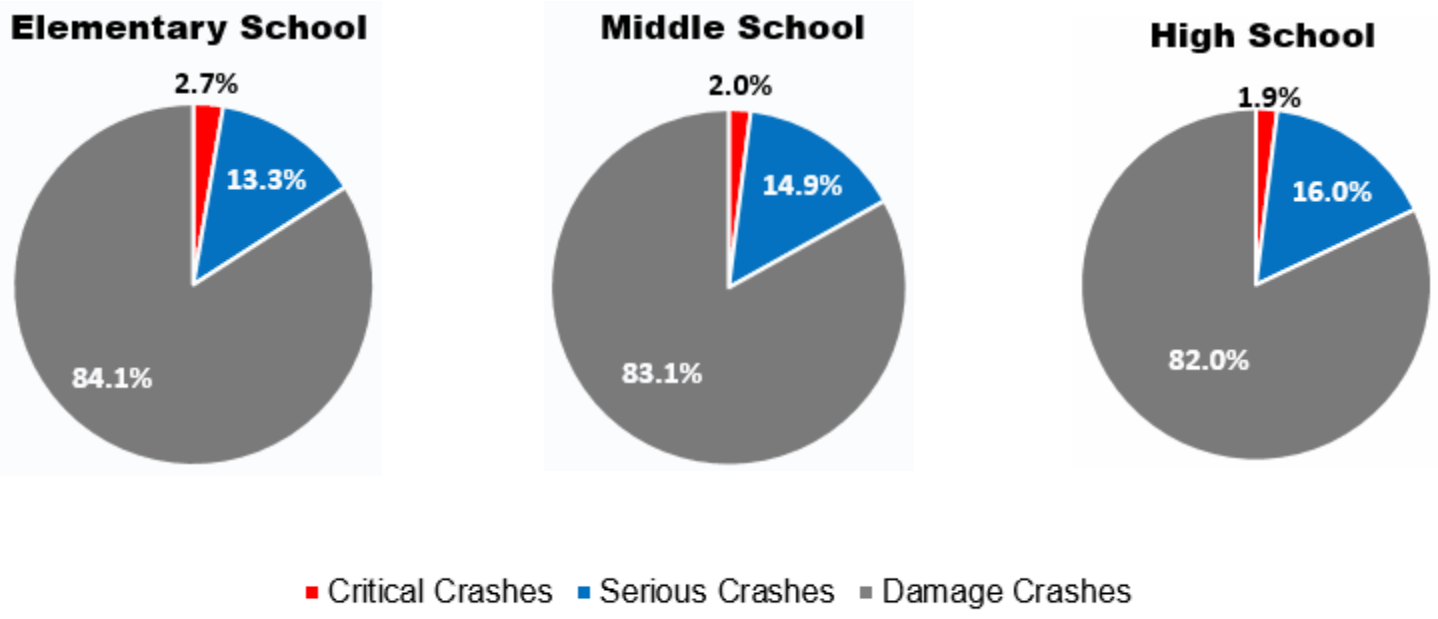
Person Type	Vehicle Type	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Unknown	Total
Driver	School Bus	0	0	3	8	217	3	**231**
	Other Bus	0	0	0	0	3	0	**3**
	Passenger Vehicle	4	0	16	11	212	11	**254**
	Motorcycle	0	0	1	0	0	0	**1**
	Truck	0	0	0	0	10	0	**10**
	Other	0	0	2	0	2	0	**4**
	Unknown	0	0	0	0	0	1	**1**
Passenger	School Bus	0	0	3	39	1852	0	**1894**
	Other Bus	0	0	0	0	0	0	**0**
	Passenger Vehicle	0	2	9	9	92	4	**116**
	Truck	0	0	0	0	1	0	**1**
	Other	0	0	0	0	1	0	**1**
Parked MV Occupant	School Bus	0	0	0	0	6	0	**6**
Pedestrian	*Not in a Vehicle*	2	0	0	0	0	0	**2**
Pedalcyclist	*Not in a Vehicle*	0	1	0	0	0	0	**1**
Total		**6**	**3**	**34**	**67**	**2396**	**19**	**2525**

No school bus occupants had critical injuries as a result of a school bus related traffic crash, with 97.4% of school bus occupants having no apparent injury. Critical injuries were seen in passenger vehicle occupants (66.7% of critical injuries), pedestrians (22.2% of critical injuries), and pedalcyclists (11.1% of critical injuries). Critical injuries for school aged persons (18 years or younger) include one fatality (pedestrian), and one serious injury (passenger in a passenger vehicle).

The majority of school bus related traffic crashes (227, 76.2%) over the last five year period (2017-2021) occurred within the vicinity of a public school. Around 37.9% occurred within 0.5 miles of an elementary school, 67.4% were within two miles of a middle school, and 69.1% were within two miles of a high school. It should be noted that there are areas where elementary, middle, and high schools are in close proximity to one another and there is some overlap in traffic crashes near the schools. It should also be noted that there are significantly more elementary schools than middle or high school locations.

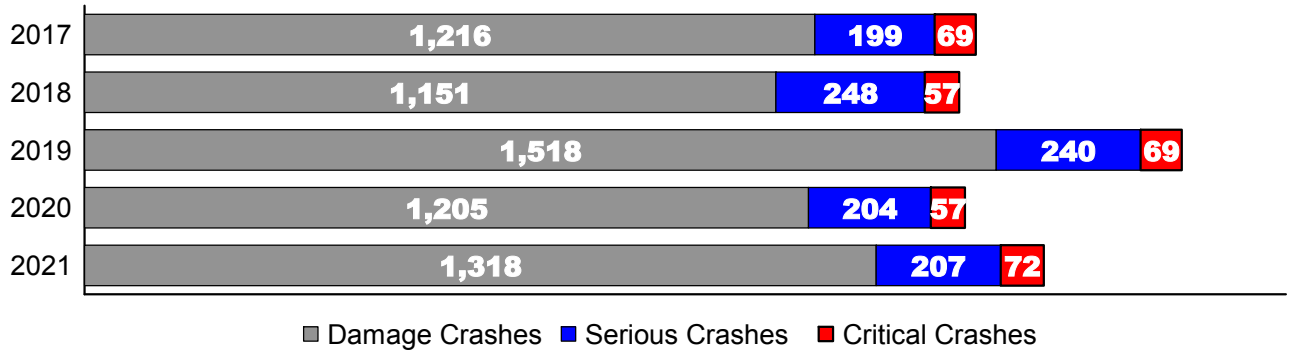
Of all the school bus related traffic crashes occurring near a public school, 1.8% were critical crashes, 17.2% were serious crashes, and 81.1% were damage crashes. While the percentage of crash types across all three school types was generally consistent, there appears to be a higher occurrence of critical crashes near elementary schools (2.7%) and a higher occurrence of serious crashes near high schools (16%).

School Bus Related Crashes Near a Public School 2017 - 2021



Commercial Motor Vehicle/Truck Involved Crashes

Total Crashes Involving a Commercial Motor Vehicle by Crash Type 2017 - 2021



Interstate 80 through southern Wyoming is one of the busiest commercial motor vehicle (CMV) corridors in the United States. This fact, combined with the varied terrain and challenging weather conditions that are often present in Wyoming mean commercial motor vehicles can present a challenge for motorists. In 2021, commercial motor vehicles were involved in 14.3% of critical crashes. Over the last five year period, commercial motor vehicles were involved in nearly 15% of critical crashes.

Over the last five year period (2017-2021 2021) the majority (85%) of commercial motor vehicles had a vehicle type of heavy truck, and nearly 9% had a vehicle type of medium truck. These vehicle types were involved in around 11% of all traffic crashes.

Medium (>10K - <26K LBS) or Heavy (>=26K LBS) Truck Involved Crashes by Crash Severity with Injury Counts 2017 - 2021

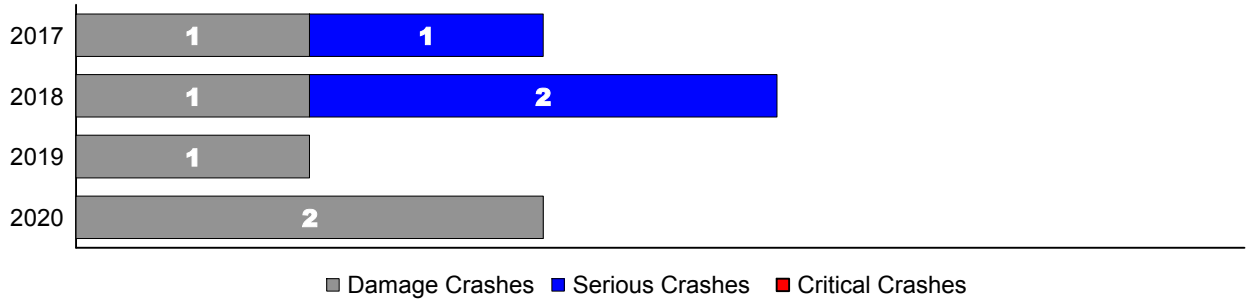
Year	Fatal Crashes	Total Fatalities	Truck Driver Fatalities	Injury Crashes	Total Injuries*	Truck Driver Injuries*	PDO Crashes	Total Crashes
2017	18	22	6	261	364	169	1,129	**1,408**
2018	21	23	6	287	400	160	1,088	**1,396**
2019	29	34	7	290	407	159	1,433	**1,752**
2020	18	23	6	254	381	172	1,163	**1,435**
2021	14	15	4	280	374	173	1,313	**1,607**
Total	**100**	**117**	**29**	**1,372**	**1,926**	**833**	**6,126**	**7,598**

* Injuries include those resulting from fatal crashes.

Railway Vehicle Involved Crashes

Railway vehicle and motor vehicle crashes at crossing sites are a concern nationwide. According to the National Safety Council, in the United States a person or vehicle is hit by a railway vehicle every four (4) hours, resulting in fatalities and injuries that are completely preventable.

Total Crashes Involving a Railway Vehicle by Crash Type
2017 - 2021



For the years 2017-2021, Wyoming recorded 43 traffic crashes related to a railway grade crossing, averaging less than nine crashes annually. Of the traffic crashes that occurred at a railway grade crossing, eight (18.6%) involved contact with a railway vehicle, averaging less than two crashes annually. There were no critical traffic crashes at a railway grade crossing from 2017-2021. In 2021, railway grade crossing crashes were significantly below average with only four traffic crashes reported with none of the crashes involving contact with a railway vehicle.

The eight (8) railway vehicle involved crashes related to a railway grade crossing from 2017-2021 resulted in three suspected minor injuries and one possible injury.

For the 35 remaining traffic crashes related to a railway grade crossing from 2017-2021, there were no critical crashes, five (5) serious crashes with four (4) suspected minor injuries and three (3) possible injuries, and 30 damage crashes.

Most traffic crashes occurring at a railway grade crossing were between motor vehicles (24, 55.8%); 17 were the result of a rear end collision (front to rear), six (6) were the result of a backing collision (rear to front), and one (1) was a side swipe same direction (passing) collision. The remaining 11 crashes are attributed to single motor vehicles colliding with objects, such as traffic signs, at the crossing location (8), or non-collision events such as an overturn/rollover at the location of the crossing (3).

CRASH CONDITIONS

KNOW BEFORE YOU GO

Conditions in Wyoming can change at a moment's notice. Relaying this information to motorists is essential. Providing motorists with the information needed to anticipate road conditions based on weather conditions and/or construction projects, motorists can better plan their travel route and the amount of time needed to complete the trip safely.

WYDOT's travel information system provides up to date information to help motorists adapt to changing road conditions. Important safety information is also shared on variable messaging signs and reduced speed limits can be observed on variable speed limit signs where available. Being aware of current road conditions helps motorists make better travel decisions and helps to reduce the number of critical crashes on Wyoming roadways.

ROADWAY

2021 Crashes by Road Surface Type and Crash Severity

Road Surface Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Concrete	12	378	1,557	**1,947**
Asphalt	83	1,956	6,923	**8,962**
Gravel/Rock	7	92	193	**292**
Dirt	2	44	128	**174**
Unknown	0	1	2,757	**2,758**

More than one road surface type may be listed for each crash if there is more than one vehicle involved. Vehicles may be traveling on different road surface types when a collision occurs. Unknown is the result of single vehicle animal PDO crashes where this information is not reported.

2021 Crashes by Road Condition and Crash Severity

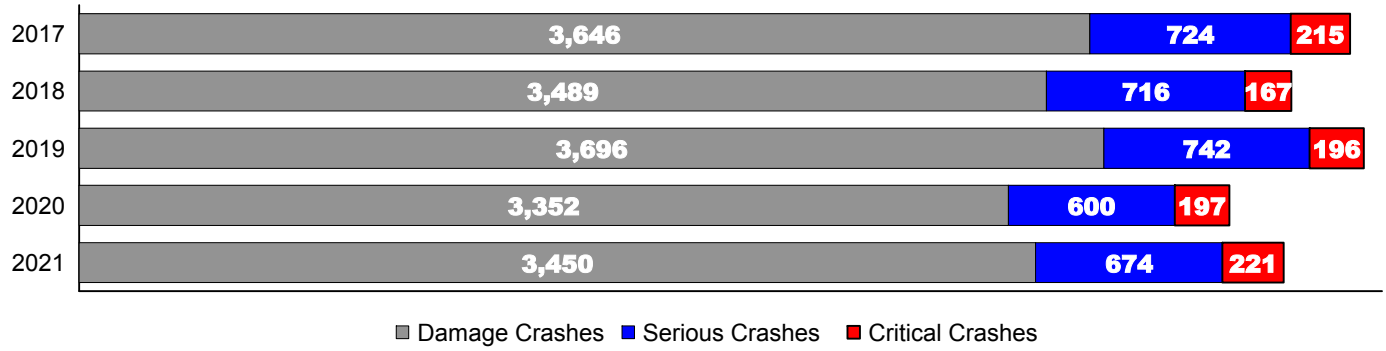
	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
Road Conditions	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Dry	85	1	1,890	10	8,140	21	**10,115**	**32**
Wet	5	0	122	12	648	88	**775**	**100**
Ice/Frost	8	0	254	57	1,488	297	**1,750**	**354**
Snow	1	4	99	135	781	681	**881**	**820**
Mud/Dirt/Gravel	3	1	29	14	59	19	**91**	**34**
Slush	0	0	25	13	74	106	**99**	**119**
Oil/Fuel	0	0	1	0	1	0	**2**	**0**
Sand on Dry Pavement	0	0	1	3	4	1	**5**	**4**
Sand on Icy Road	0	0	1	0	7	7	**8**	**7**
Water Standing/Running	0	1	1	2	11	11	**12**	**14**
Other	0	0	1	2	15	4	**16**	**6**
Unknown	1	0	1	3	129	8	**131**	**11**

Each crash may have up to two road conditions listed.

Curve Crashes

Curves are a horizontal geometric feature of a roadway that changes the alignment or direction of the road. Over the last five year period the majority of curve crashes were lane departure crashes (59.1%) and many resulted in running off the road (42.3%). In addition, the majority of curve crashes were single vehicle crashes (71.1%). Critical crashes are frequently associated with a horizontal curve feature, accounting for 46% of all critical crashes in the last five years.

Total Curve Crashes by Crash Type 2017 - 2021



In 2021, 44% of all critical crashes, 33.3% of all serious crashes, and 30.4% of all damage crashes were located in a curved section of roadway. The majority of curve crashes were lane departure crashes (58.5%) and 39.8% resulted in running off the road.

Around 70.7% of 2021 curve-related crashes were single vehicle crashes, and 49.9% of these vehicles ran off the road. Of the single motor vehicles that ran off the road, the first harmful event for 58.8% was a collision with a fixed object. The most common fixed objects struck were guardrail (19.8%), fence (16.4%), cable barrier (9.3%), delineator post (7.9%), and earth embankment (6.3%).

2021 Curve Crashes by Manner of Collision

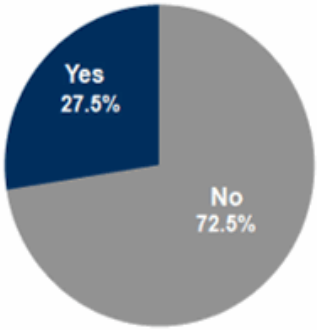
Single Vehicle	70.7%
Rear End (Front to Rear)	9.2%
Angle (Front to Side), Opposing Direction	4.3%
Sideswipe Same Direction (Passing)	4.1%
Angle Right (Front to Side, includes Broadside)	3.5%
Angle Same Direction (Front to Side)	3.5%
Other	1.7%
Sideswipe Opposite Direction (Meeting)	1.5%
Head On (Front to Front)	1.4%

For 31.2% of single vehicles departing the roadway, the first harmful event was an overturn/rollover.

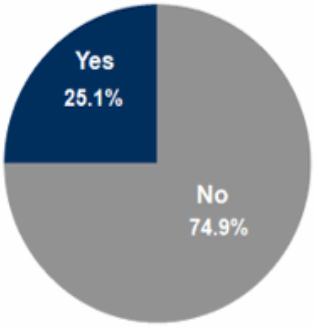
Curve crashes are likely tied to a variety of other factors including wildlife, winter weather conditions, and risky driving behaviors such as speeding, distracted driving, and impaired driving.

2021 Contributing Factors for Curve Crashes

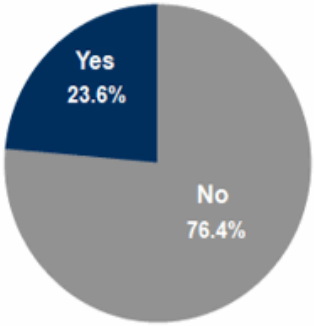
Wildlife Involved



Winter Weather Conditions



Speed Related

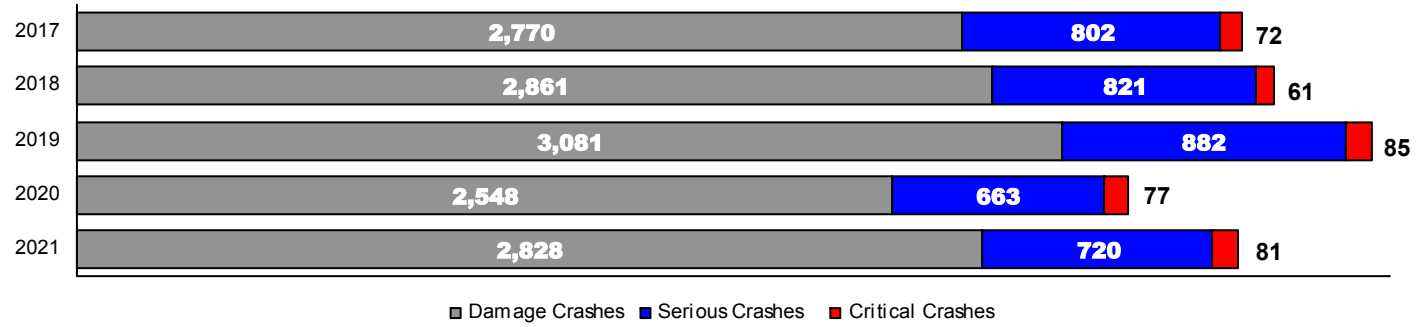


Intersection and Intersection Related Crashes

Crashes often occur at intersections because these are locations where two or more roads intersect and activities such as turning left, crossing over, and turning right create the potential for conflicts with other vehicle, pedalcycle, or pedestrian traffic. Crashes at these locations can occur directly in the intersection or may occur nearby, related to the activity within the intersection.

Over the last five year period 26.2% of all crashes were intersection or intersection related crashes, with 50.9% of crashes occurring within the intersection, and 49.1% being intersection related.

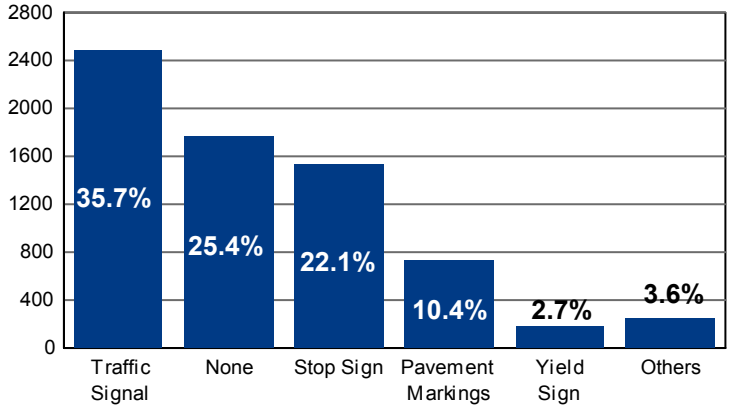
Total Intersection & Intersection Related Crashes by Crash Type 2017 - 2021



In 2021, 16.1% of all critical crashes, 35.5% of all serious crashes, and 24.9% of all damage crashes were located in or related to an intersection. Around 2.1% (77) of all intersection or intersection related crashes involved a non-motorist (pedestrian or pedalcyclist).

Most (78.4%) 2021 intersection and intersection related crashes occurred during daylight. Only 18% occurred in darkness conditions, and 13.3% were in darkness lighted conditions.

2021 Traffic Control Present at Intersection/Related Crashes



Only 25.4% of vehicles at intersection and intersection related crashes had no type of traffic control present. The majority (60.5%) of vehicles at intersection or intersection related crashes had either traffic signals or signs present to control traffic.

The top five vehicle maneuvers when involved in an intersection or intersection related crash were proceeding straight ahead (54.5%), turning left (14.8%), stopped in traffic (13%), turning right (6.7%), and slowing (2.9%).

When an improper driver action was reported at intersection and intersection related crashes by investigating law enforcement, 26.4% of drivers had failed to yield the right of way, 15.1% had been following too close, 9.6% were driving too fast for conditions, 8.1% had disregarded traffic signs, and 7% had run a red light.

2021 Top 5 Improper Driver Actions at Intersection/Related Crashes

Failed to Yield ROW	1,015	26.4%
Following too Close	581	15.1%
Drove too Fast for Conditions	367	9.6%
Disregarded Traffic Signs	310	8.1%
Ran Red Light	270	7.0%

VISIBILITY / WEATHER

2021 Crashes by Lighting Condition and Crash Severity

Light Condition	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Darkness Lighted	5	201	877	**1,083**
Darkness Unlighted	35	461	2,859	**3,355**
Dawn	0	40	300	**340**
Daylight	61	1,655	6,852	**8,568**
Dusk	1	64	286	**351**
Other	0	0	9	**9**
Unknown	1	4	174	**179**
Total	**103**	**2,425**	**11,357**	**13,885**

2021 Crashes by Weather Condition and Crash Severity

	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
Weather Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Clear	91	2	1,977	3	8,872	31	**10,940**	**36**
Raining	1	0	58	5	238	24	**297**	**29**
Snowing	2	0	184	6	1,204	35	**1,390**	**41**
Fog	1	0	8	3	55	12	**64**	**15**
Blowing Dust/Sand/Dirt	0	0	2	0	6	4	**8**	**4**
Severe Wind Only	1	0	56	8	227	33	**284**	**41**
Blizzard	0	0	10	7	38	30	**48**	**37**
Sleet/Hail/Freezing Rain	0	0	9	6	37	30	**46**	**36**
Blowing Snow	1	0	33	39	182	145	**216**	**184**
Cloudy, Overcast	5	0	77	9	296	53	**378**	**62**
Smoke	0	0	3	0	19	0	**22**	**0**
Other	0	0	0	0	12	1	**12**	**1**
Unknown	1	0	8	1	171	1	**180**	**2**

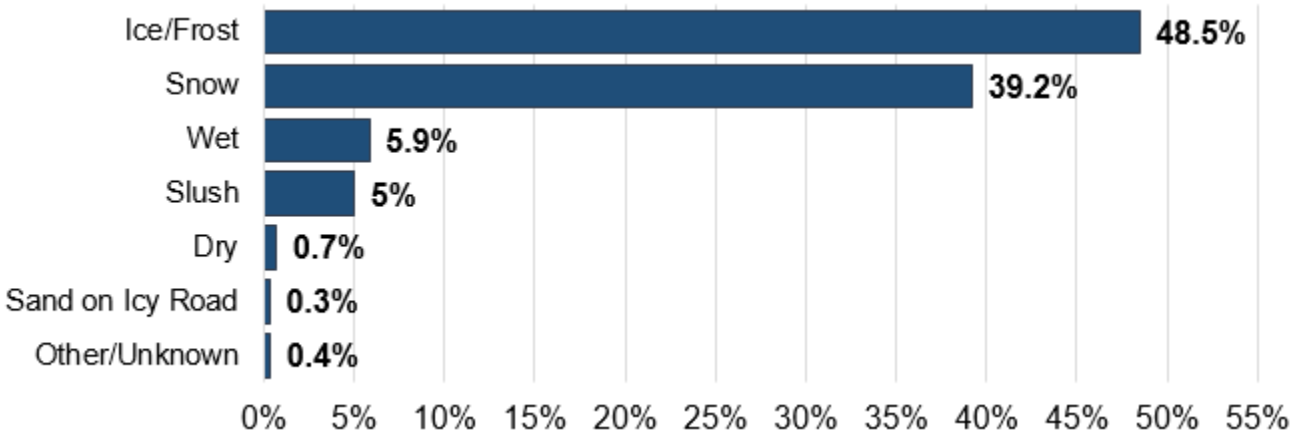
Each crash may have up to two weather conditions.

Winter Weather Related Crashes

Winter weather often causes dangerous driving conditions, including poor visibility, slick road surfaces, and high winds. Winter weather related crashes are traffic crashes that occurred during a winter weather event (blizzard, snowing, blowing snow, sleet/hail/ freezing rain) or on hazardous road conditions resulting from a winter weather event (ice/frost, snow, sand on icy road, slush).

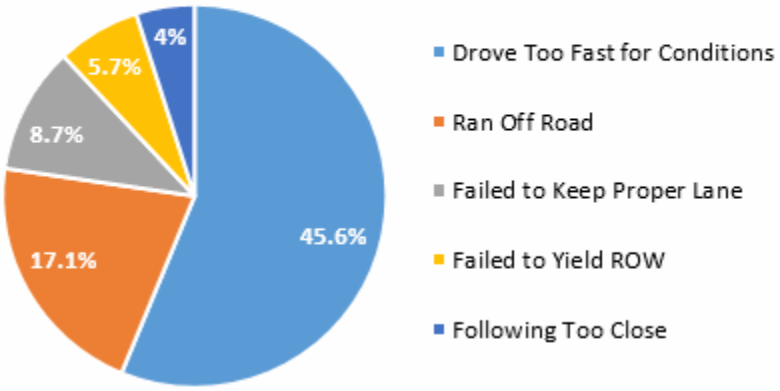
In 2021, 3,050 crashes were reported to have occurred during winter weather conditions, which accounts for around 22% of all crashes. These crashes include 57 critical crashes, 375 serious crashes, and 2,618 damage crashes.

2021 Road Conditions Present for Winter Weather Related Crashes



The majority (83%) of winter weather related crashes occurred when the weather condition at the time of the crash was snowing (41.4%), clear (30%), or blowing snow (11.6%). The majority (87.7%) of winter weather related crashes occurred on roadways with ice/frost (48.5%) and/or snow (39.2%).

2021 Top 5 First Improper Driver Action Reported in Winter Weather Related Crashes



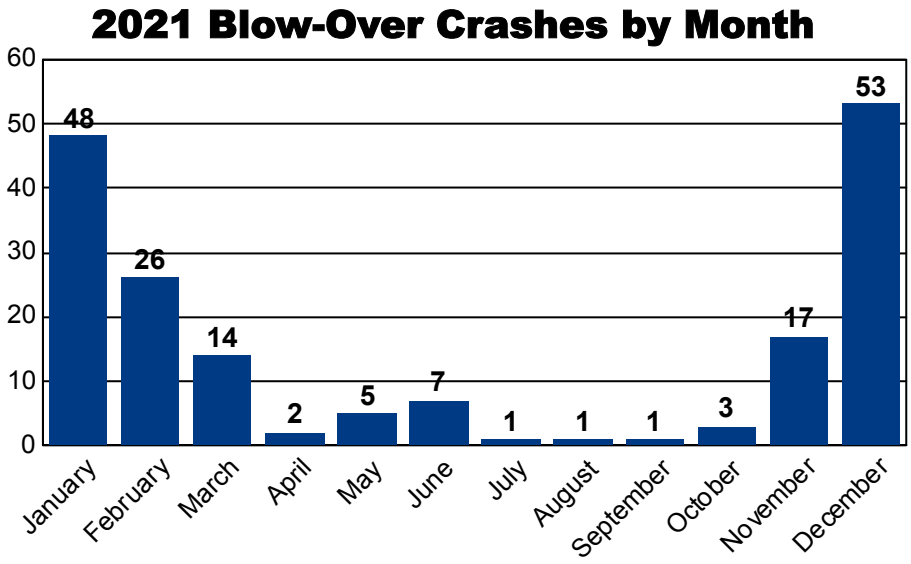
When improper driver actions were reported for winter weather related crashes, 81.1% of the first improper driver action reported fell into five categories: drove too fast for conditions (45.6%), ran off road (17.1%), failed to keep proper lane (8.7%), failed to yield right of way (5.7%), and following too close (4%).

Winter weather conditions require reduced speeds and the driver's full attention to safely navigate hazardous conditions.

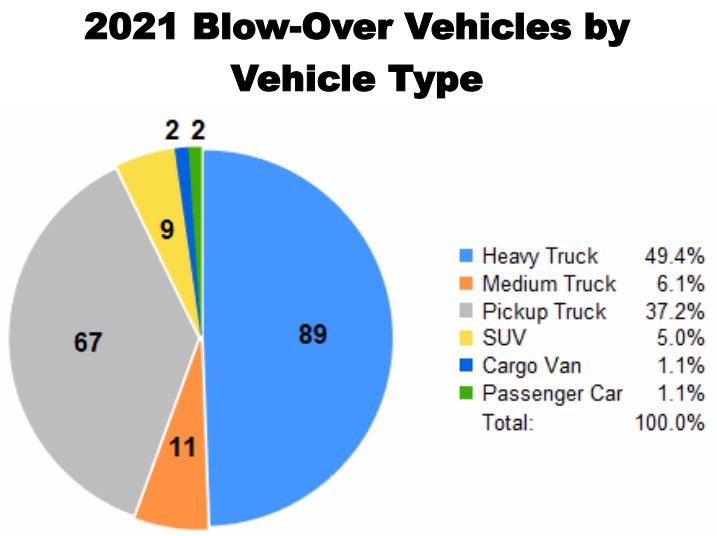
Blow-Over Crashes

Overturn/Rollover crashes that occur during a severe wind event are a common problem on Wyoming highways. Wyoming often experiences powerful wind gusts, which pose a considerable problem for motorists on the major travel corridors of I-25 and I-80 where the majority of blow-over crashes occur, especially for those motorists with light or high profile vehicles susceptible to these wind gusts.

In 2021, 178 blow-over crashes were reported, which is higher than average for the previous five year period (114 / year). These blow-over crashes include 5 critical crashes, 43 serious crashes, and 130 damage crashes.



During the winter months, Wyoming tends to experience an increase in severe wind events. This includes extended periods in which wind speeds often reach 30 to 40 MPH with gust speeds of 50 to 60 MPH. In addition, there are occasional hurricane force wind gusts, or wind gusts in excess of 74 MPH, with some wind gusts that would be classified as a Category 2 hurricane (96 to 110 MPH). In 2021, December experienced the most blow-over crashes (29.8%), followed by January (27%), February (14.6%), November (9.6%), and March (7.9%).

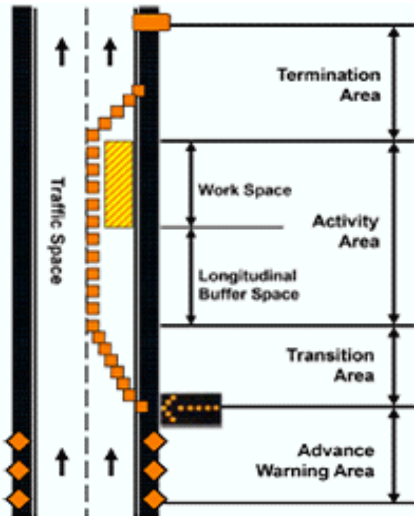


During severe wind events, blow-over crashes pose a considerable risk to the safety of all motor vehicles traveling on the roadway. Drivers of light or high-profile vehicles are particularly susceptible to experiencing loss of control and/or blow-over which may cause damage to their motor vehicle, nearby motor vehicles, and may produce a debris field on the highway resulting in road closure. The type of motor vehicles most commonly involved in a blow-over crash in 2021 were heavy trucks (>26,000lbs) at 49% and Pickup Trucks at 37%. Of the Pickup Trucks involved in a blow-over crash, 88% were pulling a non-commercial trailer (i.e. camper, utility trailer) at the time of the crash and nearly 78% of SUVs were pulling a non-commercial trailer at the time of the crash.

ENVIRONMENT

Work Zone Related Crashes

Increased funding for road construction during recent years has led to a significant increase in the number of highway construction projects around the country. Work zones on U.S. highways have become increasingly dangerous places for both workers and the motoring public. Increased speed limits, impatient drivers, and traffic congestion have led to an overall increase in work zone injuries and fatalities.



A work zone is defined as a temporary roadway environment where construction, maintenance, or utility work activities are taking place. Work zones are usually clearly marked with signage and often involve detours, reduced speeds, lane closures, channeling devices, barriers, and moving equipment/work vehicles. The work zone extends from the first warning sign or flashing lights on a work vehicle to the "End of Work" sign or last traffic control device. A work zone can be long-term, short-term, or mobile and can exist any time of the year, but is most common in summer months.

Work zone-related crashes may take place anywhere within the work zone or prior to the work zone if the crash is thought to be a result of activity or congestion caused by the work zone. In 2021, there were 315 work zone related crashes with 12 critical crashes, 41 serious crashes, and 262 damage crashes. Workers were present in approximately 28.3% of the crashes.

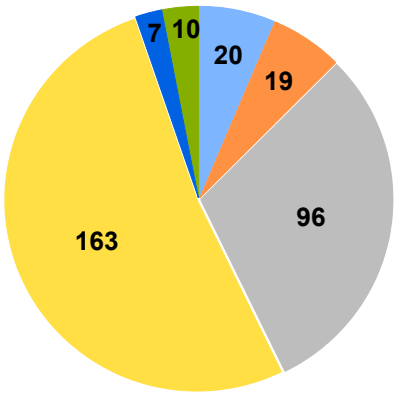
The type of work zones in which the majority (86.1%) of work zone related crashes occur are a lane closure (63.5%), a lane shift or crossover (15.9%), and intermittent or moving work (6.7%). Most work zone related crashes occurred in the activity area (51.7%) or the transition area (30.5%).

2021 Work Zone Related Crashes

Type of Work Zone

Lane Closure	200
Lane Shift or Crossover	50
Intermittent or Moving Work	21
Work on Shoulder/Median	20
Other	21
Unknown	3
Total	**315**

Location in Work Zone



Before the First Warning Sign	6.3%
Advance Warning Sign	6.0%
Transition Area	30.5%
Activity Area	51.7%
Termination Area	2.2%
Unknown	3.2%
Total:	100.0%

2021 Work Zone Related Crashes by Manner of Collision

Single Vehicle	116
Head On (Front to Front)	5
Sideswipe Same Direction (Passing)	32
Sideswipe Opposite Direction (Meeting)	2
Angle Same Direction (Front to Side)	10
Angle (Front to Side), Opposing Direction	13
Angle Right (Front to Side, includes Broadside)	7
Rear End (Front to Rear)	115
Rear to Front (Normally Backing)	3
Rear to Side (Normally Backing)	5
Other	7
Total	**315**

The majority (73.3%) of work zone related crashes occur by two types of collisions: single vehicle collision (36.8%) and rear end (front to rear) collision (36.5%).

Many (39.7%) single vehicle collisions involved a motor vehicle colliding with a permanent fixed object (cable barrier, earth embankment) within the work zone.

Non-collisions, including overturn/rollover and motorcycle loss of control account for 23.3% of single vehicle work zone related crashes.

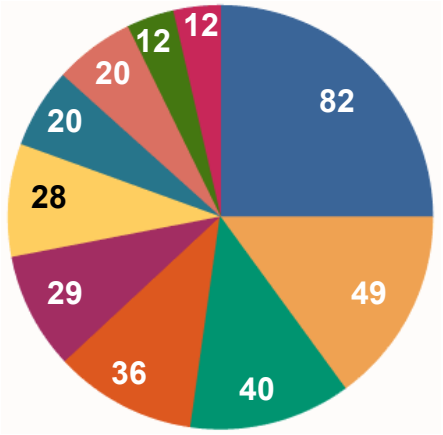
Many (29.3%) single vehicle collisions involved colliding with a traffic regulation device, including a work zone channeling device (16.4%) or a traffic barrier (12.9%).

Getting struck by an object set in motion by another vehicle accounts for 11.2% of single vehicle work zone related crashes.

Work zone/maintenance equipment was struck in three separate single vehicle crashes, a pedestrian was struck in two separate crashes, and a pedalcyclist was struck in a work zone related crash.

Of all drivers involved in work zone related crashes, 47.2% were thought to be driving improperly by investigating law enforcement. The most common identifiable improper driver actions reported include following too close (25%), failing to keep proper lane (12.2%), failing to yield right of way (11%), running off the road (8.8%), and driving too fast for conditions (8.5%). In addition, approximately 4.9% of drivers involved in a work zone related crash were distracted and approximately 1.7% of drivers involved in a work zone related crash were impaired.

2021 Top 10 Improper Driver Actions in Work Zone Related Crashes



Following too Close	25.0%
Other Improper Action	14.9%
Failed to Keep Proper Lane	12.2%
Failed to Yield ROW	11.0%
Ran Off Road	8.8%
Drove too Fast for Conditions	8.5%
Disregarded Traffic Signs	6.1%
Erratic/Reckless/Careless/Aggressive	6.1%
Improper Passing	3.7%
Speeding	3.7%
Total:	100.0%

Wildlife Involved Crashes

Wyoming's roadways allow people and products to travel through the state. Due to the mostly rural nature of Wyoming, these roadways often cross through the habitat of many native wildlife species. This shared use of space can lead to an increased risk of motor vehicle collisions with wildlife, presenting a danger to human safety as well as wildlife survival.

In 2021, 2,690 wildlife crashes were reported, which is 19.4% of all reported traffic crashes. While the majority of wildlife crashes are damage crashes, some collisions result in critical crashes (15 in 2021).

Deer were the most common wild animal involved in a crash (84.6%), followed by pronghorn (8%), and elk (4.2%).

2021 Wildlife Crashes by Month and Animal Type

Month	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
January	0	134	5	5	2	10	**156**
February	1	77	3	1	2	1	**85**
March	0	109	0	4	13	4	**130**
April	0	111	7	1	13	0	**132**
May	0	155	6	4	20	5	**190**
June	0	229	11	2	38	7	**287**
July	0	252	17	3	53	1	**326**
August	0	190	11	2	20	5	**228**
September	0	210	14	7	29	2	**262**
October	0	249	13	7	17	3	**289**
November	0	386	12	1	5	5	**409**
December	1	174	14	1	3	3	**196**
Total	**2**	**2,276**	**113**	**38**	**215**	**46**	**2,690**

Most wildlife collisions happen in darkness unlighted conditions (57.7%), followed by daylight (27.7%), dawn (6.8%), dusk (4.2%), and darkness lighted (3.3%).

Nearly half (46.4%) of wildlife collisions happen between the hours of 6 p.m. and midnight, and nearly a quarter (23.3%) happen between the hours of 6 a.m. and noon. Noon to 6 p.m. experienced 15.9% of wildlife collisions and midnight to 6 a.m. experienced 14.3% of wildlife collisions.

2021 Wildlife Crashes by County and Animal Type

County	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
ALBANY	0	55	5	3	19	2	**84**
BIG HORN	0	68	1	0	9	1	**79**
CAMPBELL	0	161	1	0	34	6	**202**
CARBON	0	81	12	1	10	4	**108**
CONVERSE	0	102	0	1	11	2	**116**
CROOK	0	145	3	0	3	5	**156**
FREMONT	0	252	8	4	23	2	**289**
GOSHEN	0	60	2	0	4	2	**68**
HOT SPRINGS	0	44	0	0	5	0	**49**
JOHNSON	0	134	3	0	4	3	**144**
LARAMIE	0	56	5	0	7	0	**68**
LINCOLN	0	94	12	7	11	3	**127**
NATRONA	0	115	2	0	24	1	**142**
NIOBRARA	0	30	0	0	1	0	**31**
PARK	0	196	6	0	16	1	**219**
PLATTE	0	84	5	0	3	5	**97**
SHERIDAN	0	188	2	0	0	1	**191**
SUBLETTE	0	127	6	13	8	0	**154**
SWEETWATER	0	62	15	0	15	1	**93**
TETON	2	59	23	9	0	3	**96**
UINTA	0	74	0	0	3	3	**80**
WASHAKIE	0	45	0	0	1	1	**47**
WESTON	0	44	2	0	4	0	**50**
Total	**2**	**2,276**	**113**	**38**	**215**	**46**	**2,690**

Fremont County experienced the highest number of wildlife crashes (10.7%), followed by Park County (8.1%), Campbell County (7.5%), Sheridan County (7.1%), then Crook County (5.8%).

Teton County had the highest number of bison (100%) and elk (20.4%) collisions. Fremont County had the highest number of deer collisions (11.1%). Sublette County had the highest number of moose collisions (34.2%). Campbell County had the highest number of pronghorn (15.8%) and other wild animal collisions (13%).

Wildlife crashes are likely under-reported due to the majority of wildlife collisions resulting in property damage only, or no damage at all.

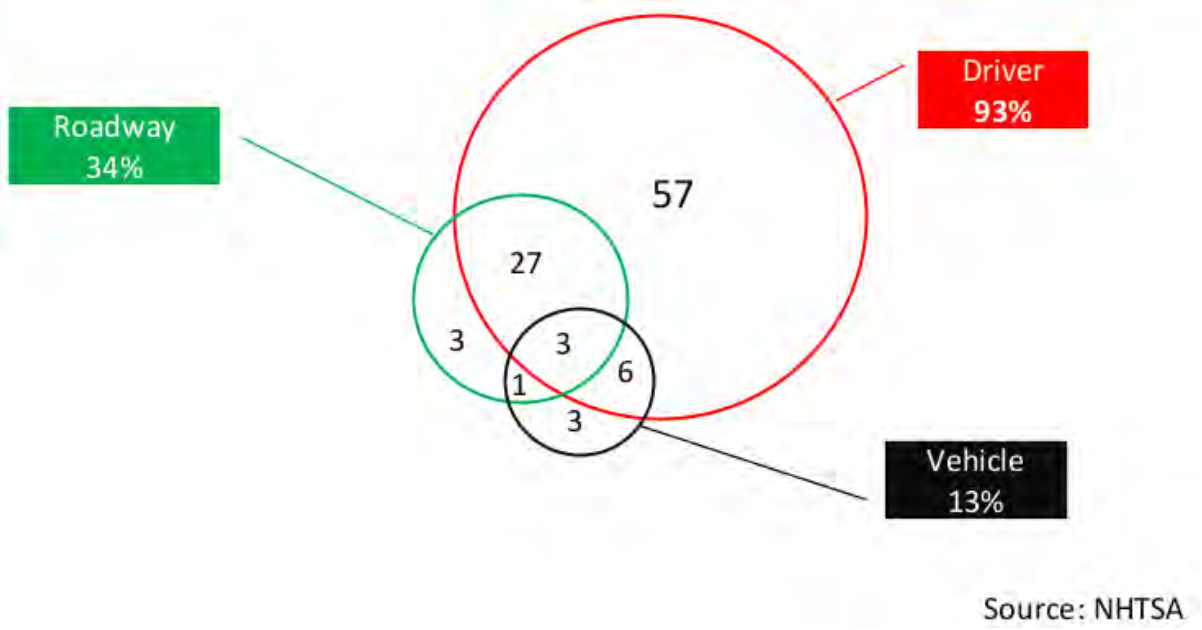
RISKY BEHAVIORS





CONTRIBUTING FACTORS: BEHAVIORS & ATTITUDES

According to the National Highway Traffic Safety Administration (NHTSA), the majority of contributing factors in a traffic crash are attributable to the driver of a motor vehicle:

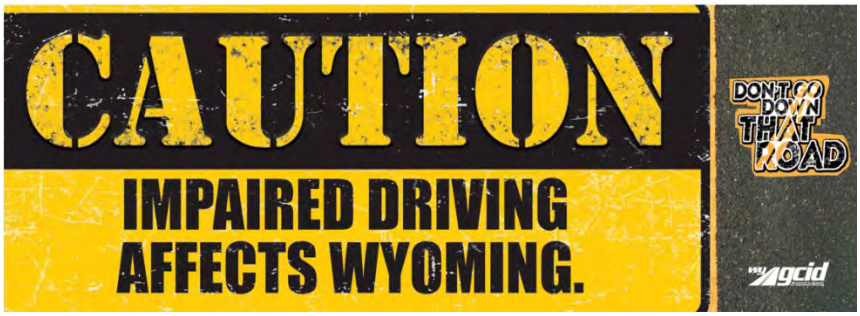


Source: NHTSA

Many of the driver contributing factors are behavior based, and are the result of driver attitudes towards driving. Certain attitudes, such as being overly confident in one's driving abilities, or being unaware of the danger of performing certain actions while driving, lead to poor decision making and risky driving behaviors.

Risky behaviors are acts or decisions that increase the risk of injury to oneself and/or others and increase the likelihood of causing damage. Risky behaviors committed by drivers may account for many of the contributing factors in a traffic crash, but non-motorists (pedestrians and pedalcyclists) also engage in risky behaviors that may contribute to the crash.

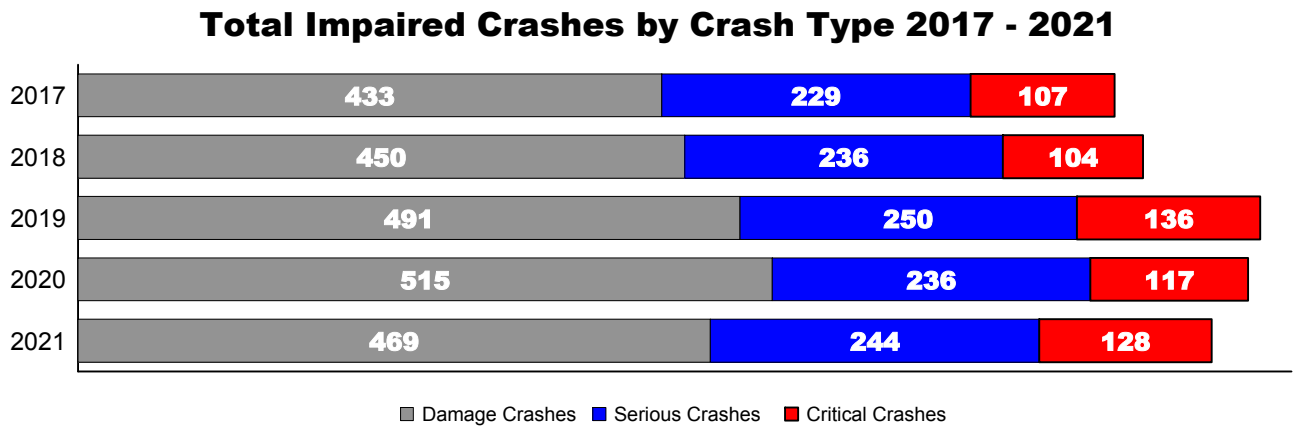
The rural nature of many Wyoming roadways, including long distances between urban areas and areas with legal speed limits as high as 80 MPH, make risky behaviors more appealing to drivers. The most common risky behaviors, and the focus of many safety campaigns, include impairment (alcohol or drug), speeding, distraction, and fatigue. Lack of seatbelt use is also considered risky behavior and is covered in the Motor Vehicle Occupant Safety section.



SUBSTANCE USE

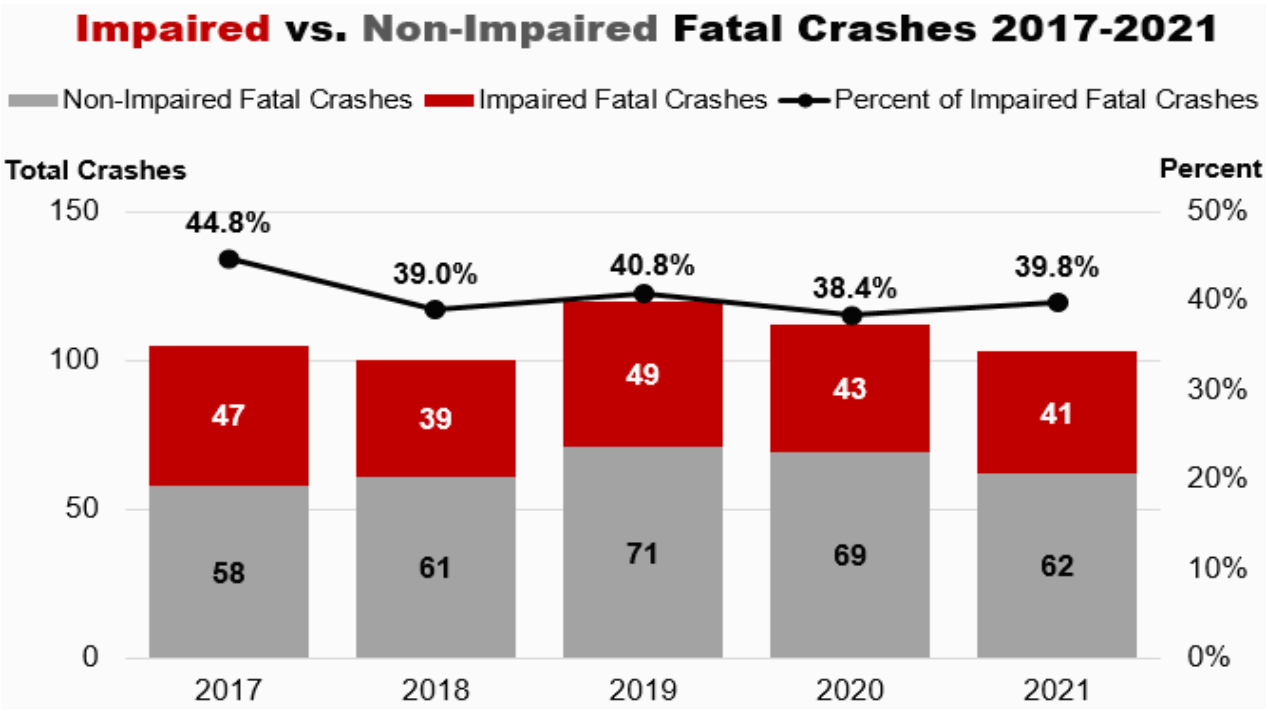
Impaired Crashes

Impaired crashes are crashes in which law enforcement documented at least one driver or non-motorist directly involved in the crash had used alcohol and/or drugs, or alcohol and/or drug use was suspected and test results are pending/unknown. Any amount of alcohol indicated by testing qualifies as alcohol involved. Any positive test indication for illegal or controlled prescription medications qualifies as drug involved. An impaired person may have used either alcohol or drugs or both.

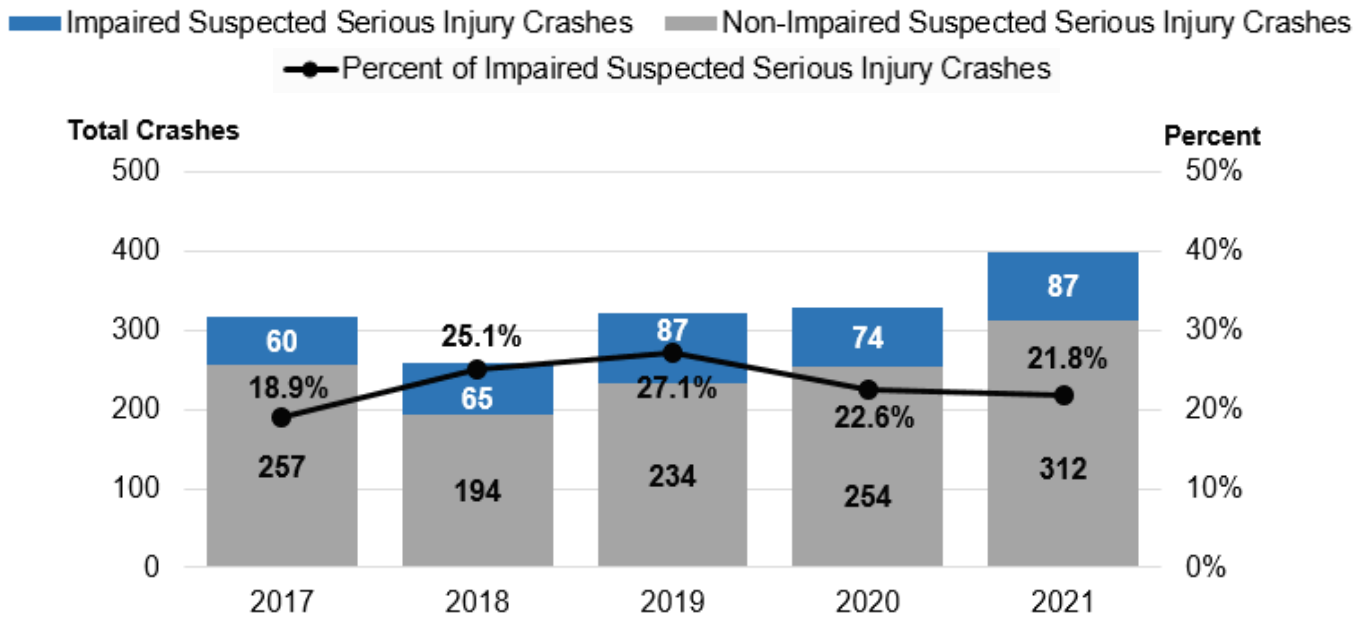


Over the past five years, impaired crashes accounted for approximately 6% of all crashes, including 27.4% of critical crashes, 11.3% of serious crashes, and 4.1% of damage crashes. In 2021, impaired crashes accounted for 6.1% of all crashes, including 25.5% of critical crashes, 12% of serious crashes, and 4.1% of damage crashes.

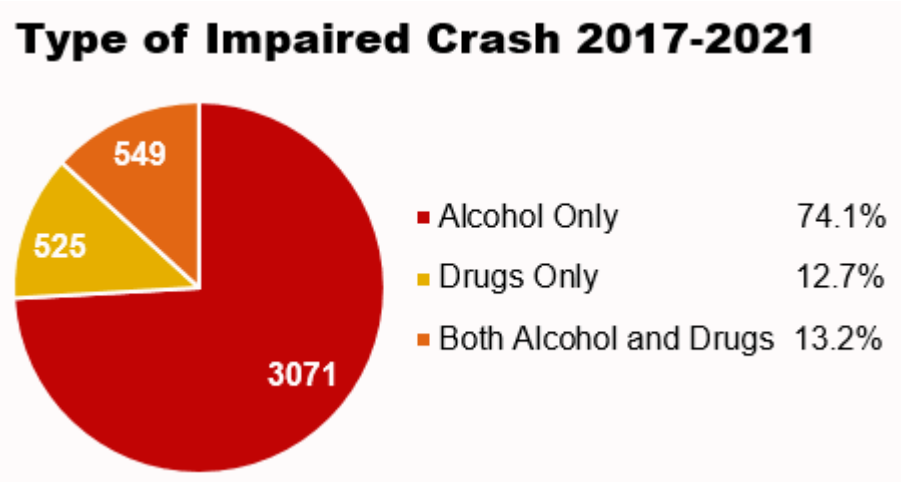
When looking at critical crashes over the last five years, nearly 40.6% of fatal crashes and 23% of suspected serious injury crashes were impaired crashes.



Impaired vs. Non-Impaired Suspected Serious Injury Crashes 2017-2021



Over the last five years, the majority (74.1%) of impaired crashes only involved alcohol. Around 12.7% of impaired crashes involved only drugs, and 13.2% involved both alcohol and drugs. In 2021, 75.7% of impaired crashes only involved alcohol while 13.1% involved only drugs and 11.2% involved both.



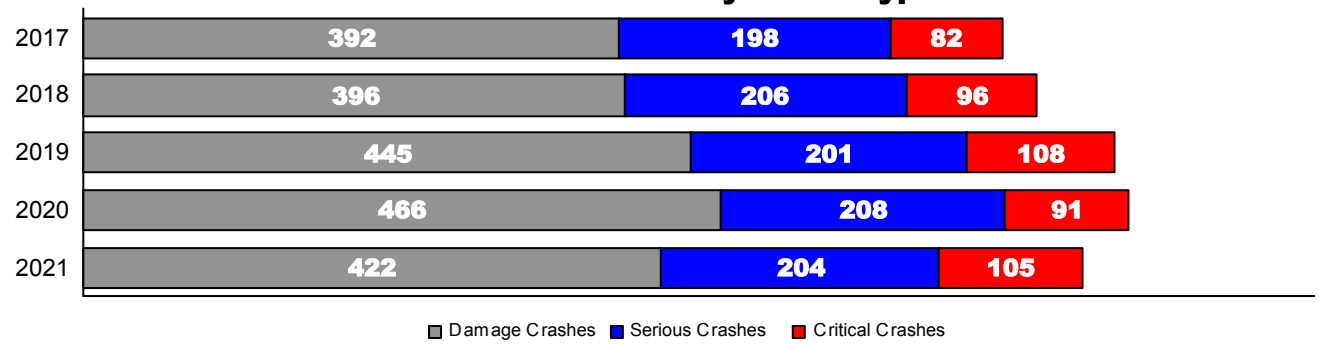
After experiencing a brief decrease in the number of impaired crashes (an average of 829 impaired crashes per year for the past five years), impaired crash numbers appear to be increasing towards the most recent ten year average of 895 impaired crashes per year.

Year	Alcohol Only	Drugs Only	Both	Total
2017	579	97	93	769
2018	591	92	107	790
2019	626	123	128	877
2020	638	103	127	868
2021	637	110	94	841
Total	**3071**	**525**	**549**	**4145**

Alcohol Involved Crashes

Alcohol involved crashes are crashes in which law enforcement documented at least one driver or non-motorist directly involved in the crash had used alcohol, or alcohol use was suspected and test results are pending/unknown. Any amount of alcohol indicated by testing qualifies as alcohol involved.

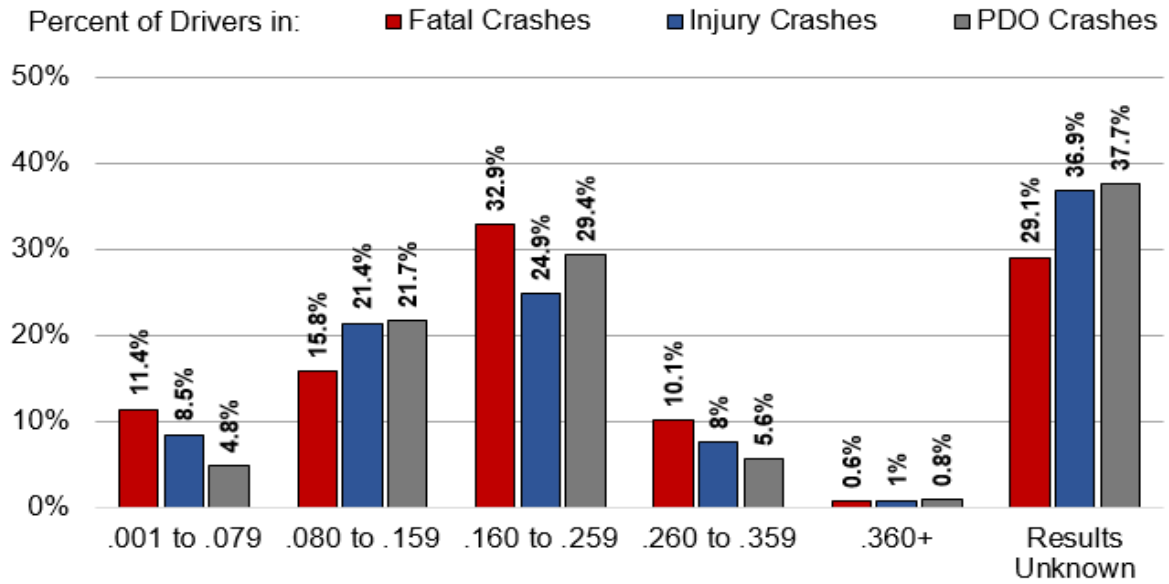
Total Alcohol Involved Crashes by Crash Type 2017 - 2021



Over the past five years, alcohol involved crashes accounted for approximately 5.2% of all crashes, including 22.3% of critical crashes, 9.6% of serious crashes, and 3.7% of damage crashes. When looking at critical crashes, nearly 31.1% of fatal crashes and 19.3% of suspected serious injury crashes were alcohol involved crashes.

In 2021, alcohol involved crashes accounted for 5.3% of all crashes, including 20.9% of critical crashes, 10.1% of serious crashes, and 3.7% of damage crashes. When looking at critical crashes, nearly 31.1% of fatal crashes and 18.3% of suspected serious injury crashes were alcohol involved crashes.

Drivers with Alcohol Use by BAC Results and Crash Severity 2017 - 2021

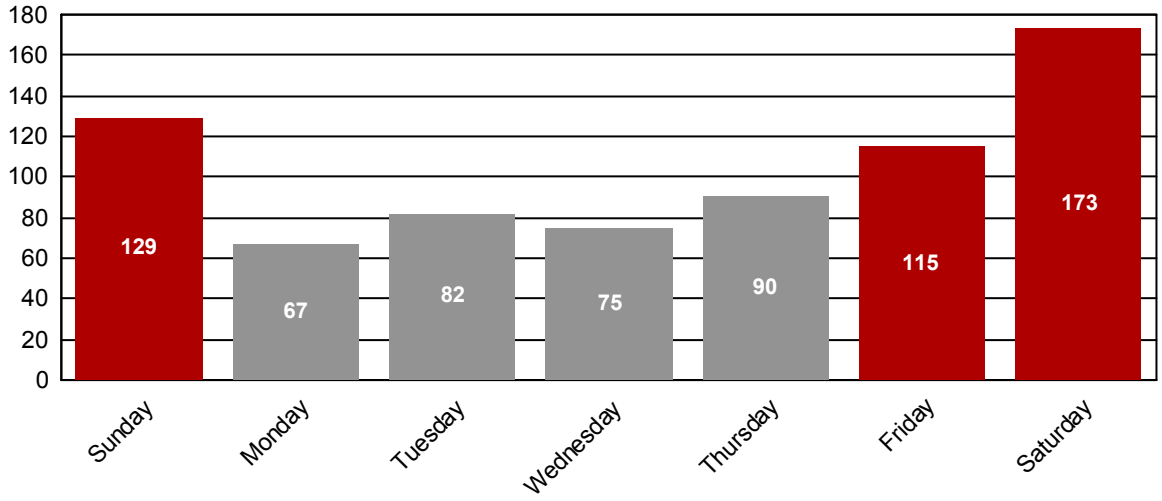


Results Unknown represent drivers who were suspected of alcohol use with no available test result.

In general, the chance of a crash occurring increases as the driver's blood alcohol concentration (BAC) level increases. Over the last five years, a significant number of drivers in an alcohol involved crash (27.9%) had a BAC level of .160 to .259. This BAC range also had the most drivers involved in fatal crashes (33%). BAC test results were unknown for 37% of drivers suspected of alcohol use.

The majority of 2021 alcohol involved crashes (57%) occurred Friday through Sunday, with Saturday accounting for 23.7% of all alcohol involved crashes. Most alcohol involved crashes (51.6%) occurred between the hours of 8:00PM and 3:00AM, with a significant spike in crashes from 8:00PM to 10:00PM.

2021 Alcohol Involved Crashes by Day of the Week



Most alcohol involved crashes occurred in darkness conditions (63.2%), with 37.9% in darkness unlighted and 25.3% in darkness lighted conditions. Nearly 32.1% were in daylight conditions.

The majority of 2021 alcohol involved crashes occurred in an urban location (60.6%), but a significant number of alcohol involved crashes occurred in rural locations (39.4%) where speeds and crash severity tend to be higher. Speed may have been a contributing factor in 37.3% of alcohol involved crashes. In addition, 59.9% of alcohol involved crashes were single vehicle crashes.

Overall, 43.4% of 2021 alcohol involved crashes had a first harmful event category of collision with a motor vehicle, person, or non-fixed object, 38.8% were collision with a fixed object, and 17.8% were non-collision crashes.

The majority of alcohol involved crashes were run off road crashes (75%), with 51.5% resulting in a collision with a fixed object, 27.9% resulting in a collision with a non-fixed object, and 20.6% resulting in a non-collision crash. Most alcohol involved run off road crashes were not related to curves, with only around 37.2% located in a horizontal curve in the roadway.

2021 Top First Harmful Events in First Harmful Event Category for Alcohol Involved Run Off Road Crashes

Collision with Fixed Object (282)		Collision with Non-Fixed Object (153)		Non-Collision (113)	
Fence (66)	23.4%	Parked Motor Vehicle (121)	79.1%	Overturn/Rollover (107)	94.7%
Support Pole - Various Types (44)	15.6%	Other Non-Fixed Object (15)	9.8%	Motorcycle Loss of Control (4)	3.5%
Guardrail (29)	10.3%	Motor Vehicle (13)	8.5%	Cargo/Equipment Loss or Shift (1)	0.9%
Trees/Shrubbery (22)	7.8%	Pedestrian (3)	2.0%	Equipment Failure (1)	0.9%
Other Fixed Oject (16)	5.7%	Work Zone Channeling Device (1)	0.7%		

2021 Alcohol Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	2	2	18	25	23	**43**	**4.6%**
BIG HORN	1	1	7	8	12	**20**	**9.9%**
CAMPBELL	2	2	18	21	20	**40**	**3.8%**
CARBON	0	0	10	13	13	**23**	**3.1%**
CONVERSE	1	1	10	14	9	**20**	**5.1%**
CROOK	3	3	4	5	5	**12**	**3.6%**
FREMONT	7	8	28	44	23	**58**	**7.3%**
GOSHEN	0	0	0	0	5	**5**	**2.5%**
HOT SPRINGS	0	0	4	4	6	**10**	**8.5%**
JOHNSON	2	2	5	7	3	**10**	**3.3%**
LARAMIE	5	6	48	61	72	**125**	**5.9%**
LINCOLN	1	1	8	10	12	**21**	**5.1%**
NATRONA	1	1	43	48	83	**127**	**6.5%**
NIOBRARA	0	0	1	2	1	**2**	**2.5%**
PARK	0	0	10	12	19	**29**	**4.9%**
PLATTE	0	0	2	4	4	**6**	**1.5%**
SHERIDAN	0	0	9	13	19	**28**	**4.5%**
SUBLETTE	2	2	2	3	7	**11**	**4.1%**
SWEETWATER	2	2	21	26	54	**77**	**6.1%**
TETON	2	2	13	21	20	**35**	**6.7%**
UINTA	1	2	9	9	8	**18**	**4.9%**
WASHAKIE	0	0	4	6	2	**6**	**4.5%**
WESTON	0	0	3	3	2	**5**	**4.6%**
TOTAL	**32**	**35**	**277**	**359**	**422**	**731**	

The top five counties with the highest percentage of alcohol involved traffic crashes include Big Horn (9.9%), Hot Springs (8.5%), Fremont (7.3%), Teton (6.7%), and Natrona (6.5%).

The counties with the lowest percentage of alcohol involved traffic crashes include Platte (1.5%), Goshen (2.5%), Niobrara (2.5%), Carbon (3.1%), and Johnson (3.3%).

2021 Alcohol Involved Crash & Injury Counts by City / Town

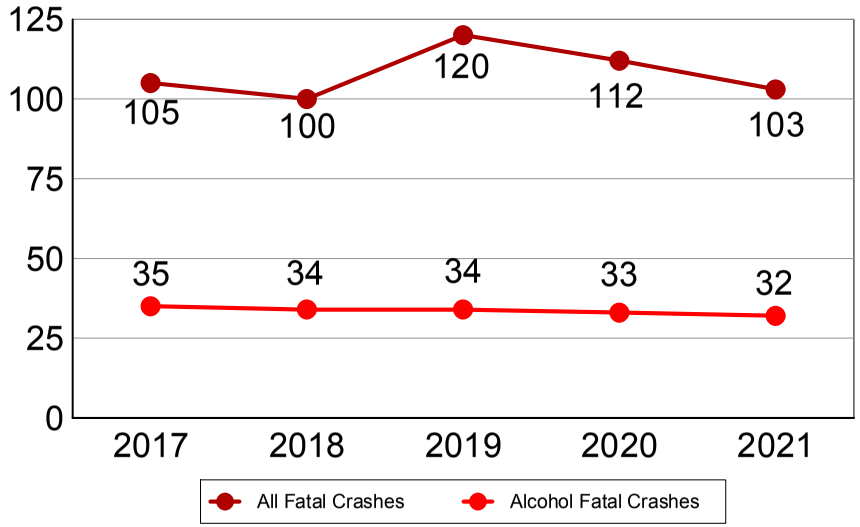
CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
AFTON	0	0	0	0	1	1	2.9%
ALPINE	0	0	1	1	0	1	11.1%
BAGGS	0	0	0	0	1	1	33.3%
BAR NUNN	0	0	0	0	1	1	50%
BIG PINEY	0	0	0	0	1	1	25%
BYRON	0	0	0	0	1	1	50%
CASPER	1	1	34	38	70	105	6.2%
CHEYENNE	3	3	39	49	68	110	6.1%
CODY	0	0	3	3	10	13	6.5%
DIXON	0	0	1	2	0	1	50%
DOUGLAS	1	1	3	4	6	10	9.8%
EVANSTON	1	2	3	3	3	7	6.7%
GILLETTE	2	2	14	15	17	33	4.5%
GREEN RIVER	0	0	1	1	11	12	6.3%
GREYBULL	0	0	0	0	1	1	5.3%
GUERNSEY	0	0	0	0	1	1	16.7%
HUDSON	0	0	1	1	0	1	25%
JACKSON	0	0	0	0	12	12	6.2%
KEMMERER	0	0	1	3	3	4	18.2%
LANDER	0	0	2	2	3	5	4.8%
LARAMIE	0	0	6	8	18	24	4.7%
LOVELL	0	0	1	1	4	5	25%
MOUNTAIN VIEW	0	0	0	0	1	1	50%
NEWCASTLE	0	0	1	1	0	1	4.3%
PINEDALE	0	0	0	0	1	1	4.2%
POWELL	0	0	0	0	4	4	7.5%
RAWLINS	0	0	2	3	4	6	3.9%
RIVERTON	0	0	4	9	6	10	7.1%
ROCK RIVER	0	0	1	1	0	1	50%
ROCK SPRINGS	0	0	11	13	34	45	8.6%
SARATOGA	0	0	0	0	1	1	8.3%
SHERIDAN	0	0	3	3	10	13	3.6%
THERMOPOLIS	0	0	1	1	4	5	14.7%
WHEATLAND	0	0	1	1	1	2	4.3%
WORLAND	0	0	2	2	1	3	5.8%
TOTAL	**8**	**9**	**136**	**165**	**299**	**443**	

Alcohol Involved Crash Comparison 2017 - 2021

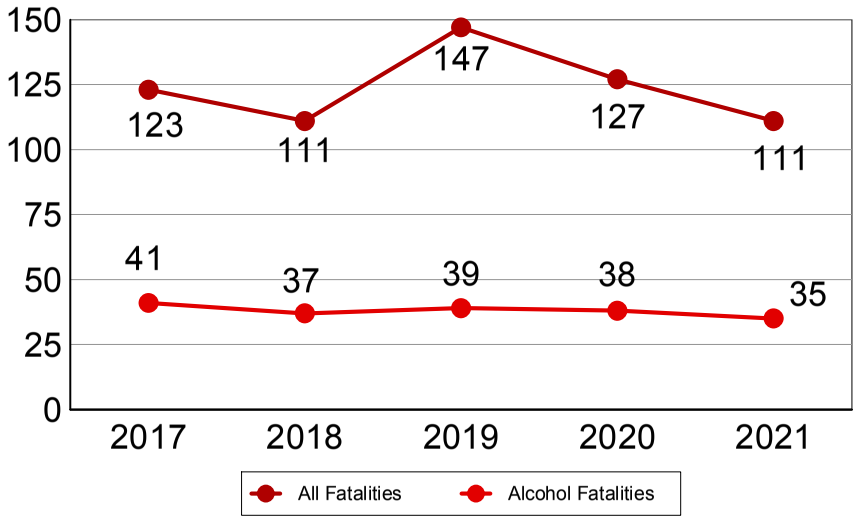
Year	Fatal Crashes				Injury Crashes				PDO Crashes	
	All Crashes	Alcohol Crashes	Total Fatalities	Alcohol Fatalities	All Crashes	Alcohol Crashes	Total Injuries	Alcohol Injuries*	All Crashes	Alcohol Crashes
2017	105	35	123	41	2,498	245	3,445	343	11,553	392
2018	100	34	111	37	2,439	268	3,270	343	11,275	396
2019	120	34	147	39	2,583	275	3,494	370	12,204	445
2020	112	33	127	38	2,256	266	3,121	351	10,804	466
2021	103	32	111	35	2,425	277	3,263	359	11,357	422

* Injuries include injuries resulting from fatal crashes.

Alcohol Involved Fatal Crashes



Alcohol Involved Fatalities



2021 Drivers with Alcohol Use by Gender & Age Group and Crash Severity

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	Total
Male	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	0	0	2	0	**2**
	17 - 20	2	4	14	6	22	0	**48**
	21 - 25	3	7	20	15	58	4	**107**
	26 - 34	5	21	24	10	78	11	**149**
	35 - 44	7	8	22	7	47	5	**96**
	45 - 54	4	7	14	5	43	0	**73**
	55 - 64	2	8	7	4	24	1	**46**
	65 - 74	1	5	4	4	8	0	**22**
	75 +	0	0	0	0	3	0	**3**
	Total	**24**	**60**	**105**	**51**	**285**	**21**	**546**
Female	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	1	2	1	0	**4**
	17 - 20	0	0	2	1	7	1	**11**
	21 - 25	1	1	5	2	14	0	**23**
	26 - 34	2	3	6	7	33	3	**54**
	35 - 44	1	1	6	4	24	1	**37**
	45 - 54	1	2	2	2	7	1	**15**
	55 - 64	0	1	1	2	9	0	**13**
	65 - 74	0	2	0	0	1	0	**3**
	75 +	0	0	0	0	0	0	**0**
	Total	**5**	**10**	**23**	**20**	**96**	**6**	**160**
Unknown	Unknown	0	0	0	0	4	10	**14**
	Total	**0**	**0**	**0**	**0**	**4**	**10**	**14**
Total		**29**	**70**	**128**	**71**	**385**	**37**	**720**

Unknown age and/or gender are a result of the driver leaving the crash scene before being identified.

2021 Drivers with Alcohol Use by Age Group, BAC Results, and Crash Severity

Age 14 - 16	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	1	0
	.080 - .159	0	0	1
	.160 - .259	0	0	2
	Results Unknown	0	2	0
	Total	**0**	**3**	**3**

Age 17 - 20	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	1	4	1
	.080 - .159	0	11	11
	.160 - .259	0	7	11
	.260 - .359	0	1	0
	Results Unknown	1	4	7
	Total	**2**	**27**	**30**

Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	5	8
	.080 - .159	1	12	13
	.160 - .259	1	15	29
	.260 - .359	0	6	3
	Results Unknown	2	12	23
	Total	**4**	**50**	**76**

Age 26 - 34	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	4	3
	.080 - .159	1	20	22
	.160 - .259	2	16	40
	.260 - .359	1	8	15
	.360 +	0	1	0
	Results Unknown	3	22	45
	Total	**7**	**71**	**125**

Age 35 - 44	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	6	2
	.080 - .159	1	10	13
	.160 - .259	6	13	28
	.260 - .359	1	9	11
	Results Unknown	0	10	23
	Total	**8**	**48**	**77**

2021 Drivers with Alcohol Use by Age Group, BAC Results, and Crash Severity

Age 45 - 54	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	4	0
	.080 - .159	0	6	11
	.160 - .259	3	8	18
	.260 - .359	0	5	6
	Results Unknown	2	9	16
	Total	**5**	**32**	**51**
Age 55 - 64	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	.001 - .079	0	2	1
	.080 - .159	0	2	4
	.160 - .259	2	12	21
	.260 - .359	0	0	1
	Results Unknown	0	7	7
	Total	**2**	**23**	**34**
Age 65 - 74	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	.001 - .079	0	3	2
	.080 - .159	0	5	2
	.160 - .259	0	4	3
	Results Unknown	1	3	2
	Total	**1**	**15**	**9**
75 +	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	.001 - .079	0	0	1
	.080 - .159	0	0	2
	Total	**0**	**0**	**3**
Unknown	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	Results Unknown	0	0	14
	Total	**0**	**0**	**14**
	TOTAL	**29**	**269**	**422**

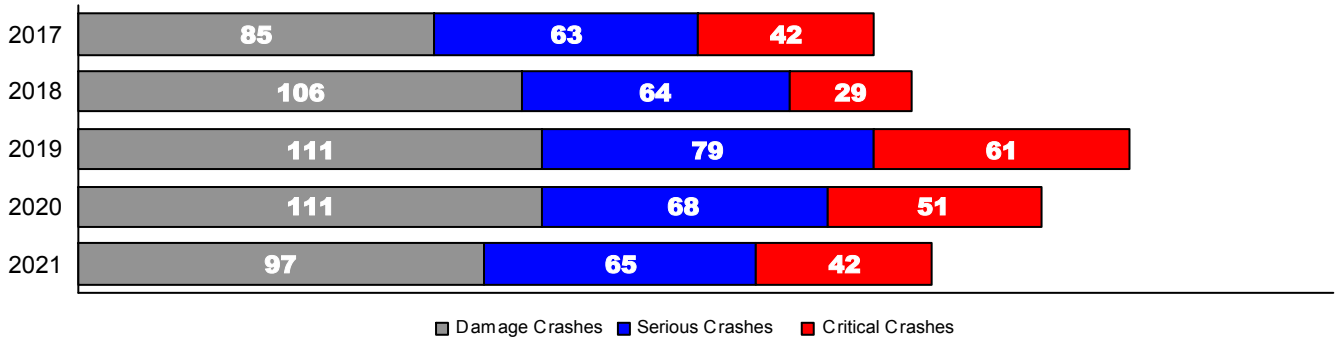
In 2021, male drivers accounted for 75.8% of all drivers with alcohol use involved in traffic crashes, including 82.6% of drivers in fatality crashes and 85.7% of drivers in suspected serious injury crashes.

Males 26-34 years old had the highest alcohol use (27.3%), followed by 21-25 (19.6%), and 35-44 (17.6%)

Drug Involved Crashes

Drug involved crashes are crashes in which law enforcement documented at least one driver or non-motorist directly involved in the crash had used drugs, or drug use was suspected and test results are pending/unknown. Any positive test indication for illegal or controlled prescription medications qualifies as drug involved.

Total Drug Involved Crashes by Crash Type 2017 - 2021

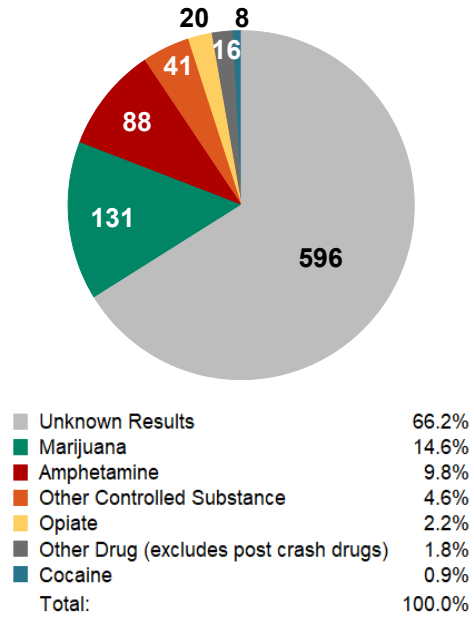


Over the past five years, drug involved crashes accounted for approximately 1.5% of all crashes, including 10.4% of critical crashes, 3.2% of serious crashes, and 0.9% of damage crashes. When looking at critical crashes, nearly 18% of fatal crashes and 7.9% of suspected serious injury crashes were drug involved crashes.

In 2021, drug involved crashes accounted for 1.5% of all crashes, including 8.3% of critical crashes, 3.2% of serious crashes, and 0.8% of damage crashes. When looking at critical crashes, nearly 14.6% of fatal crashes and 6.8% of suspected serious injury crashes were drug involved crashes.

Over the last five years, 45.3% of drivers suspected of drug use tested positive, while only 8.3% tested negative. The remaining 46.4% of drivers suspected of drug use had no test results reported. In addition, 43.1% of drivers with a positive test result did not have the type of drug detected by the test reported.

Type of Drug Indicated for Drivers with Drug Use 2017-2021



For drivers with drug use involved in a traffic crash with identifiable drug results available, marijuana is the most common drug detected (14.6%), followed by amphetamine (9.8%), other controlled substance (4.6%), opiate (2.2%), other drug (1.8%), and cocaine (0.9%).

In 2021, 57.3% of drivers with drug use involved in a traffic crash had unknown test results. For identifiable results, amphetamine was detected in 15.2% of drivers, followed by marijuana (14%), other controlled substance (9%), other drug (2.8%), opiate (1.1%), and cocaine (0.6%).

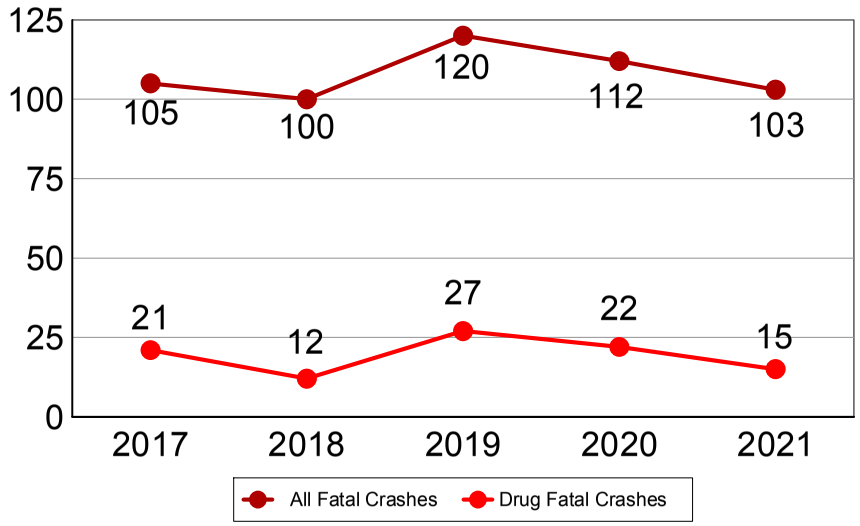
There are fewer distinct patterns for drug involved crashes, however most tend to be single vehicle (56.4%) and run off road (71.6%) crashes.

Drug Involved Crash Comparison 2017 - 2021

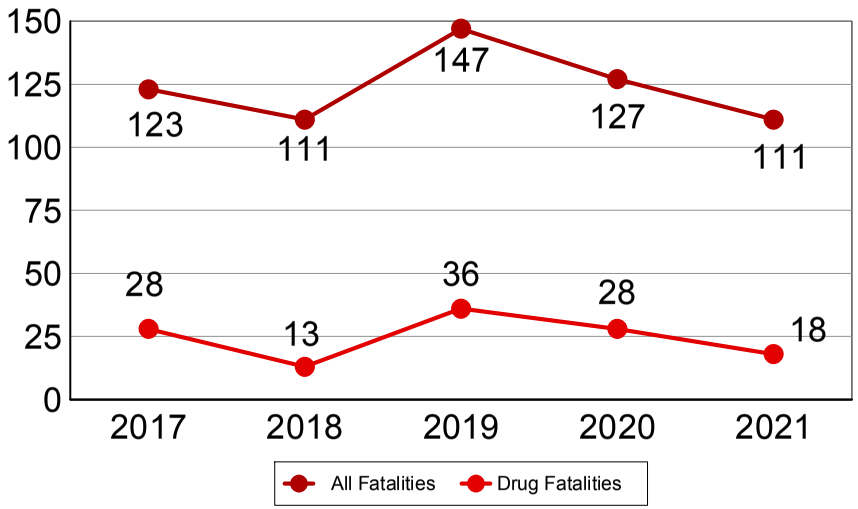
Year	Fatal Crashes				Injury Crashes				PDO Crashes	
	All Crashes	Drug Crashes	Total Fatalities	Drug Fatalities	All Crashes	Drug Crashes	Total Injuries	Drug Injuries*	All Crashes	Drug Crashes
2017	105	21	123	28	2,498	84	3,445	138	11,553	85
2018	100	12	111	13	2,439	81	3,270	104	11,275	106
2019	120	27	147	36	2,583	113	3,494	179	12,204	111
2020	112	22	127	28	2,256	97	3,121	170	10,804	111
2021	103	15	111	18	2,425	92	3,263	131	11,357	97

* Injuries include injuries resulting from fatal crashes.

Drug Involved Fatal Crashes



Drug Involved Fatalities



2021 Drug Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	0	0	4	4	5	**9**	**1.0%**
BIG HORN	0	0	2	2	1	**3**	**1.5%**
CAMPBELL	1	1	6	7	3	**10**	**1.0%**
CARBON	0	0	4	7	3	**7**	**1.0%**
CONVERSE	1	1	5	6	3	**9**	**2.3%**
CROOK	0	0	2	2	0	**2**	**0.6%**
FREMONT	1	2	5	9	9	**15**	**1.9%**
GOSHEN	0	0	1	1	1	**2**	**1.0%**
HOT SPRINGS	0	0	1	1	0	**1**	**0.8%**
JOHNSON	3	4	2	3	0	**5**	**1.6%**
LARAMIE	2	2	16	19	18	**36**	**1.7%**
LINCOLN	3	3	4	11	2	**9**	**2.2%**
NATRONA	1	1	16	25	19	**36**	**1.8%**
NIOBRARA	0	0	1	2	0	**1**	**1.3%**
PARK	0	0	3	5	3	**6**	**1.0%**
PLATTE	0	0	1	1	1	**2**	**0.5%**
SHERIDAN	0	0	0	0	11	**11**	**1.7%**
SUBLETTE	0	0	1	2	0	**1**	**0.4%**
SWEETWATER	1	1	11	13	14	**26**	**2.1%**
TETON	1	1	3	3	2	**6**	**1.1%**
UINTA	1	2	2	5	2	**5**	**1.3%**
WASHAKIE	0		0		0	**0**	**0.0%**
WESTON	0	0	2	3	0	**2**	**1.8%**
TOTAL	**15**	**18**	**92**	**131**	**97**	**204**	

The top five counties with the highest percentage of alcohol involved traffic crashes include Converse (2.3%), Lincoln (2.2%), Sweetwater (2.1%), Fremont (1.9%), and Natrona/Weston (1.8%).

The counties with the lowest percentage of drug involved traffic crashes include Washakie (0%) Sublette (0.4%), Platte (0.5%), Crook (0.6%), and Hot Springs (0.8%).

2021 Drug Involved Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
BUFFALO	1	1	0	0	0	**1**	**4.5%**
CASPER	0	0	14	18	18	**32**	**1.9%**
CHEYENNE	1	1	10	12	14	**25**	**1.4%**
CODY	0	0	1	1	1	**2**	**1.0%**
DOUGLAS	1	1	1	1	1	**3**	**2.9%**
EVANSTON	0	0	1	1	1	**2**	**1.9%**
GILLETTE	0	0	3	3	3	**6**	**0.8%**
GREEN RIVER	0	0	1	1	2	**3**	**1.6%**
JACKSON	0	0	0	0	1	**1**	**0.5%**
KEMMERER	0	0	1	3	1	**2**	**9.1%**
LANDER	0	0	0	0	2	**2**	**1.9%**
LARAMIE	0	0	2	2	4	**6**	**1.2%**
MILLS	0	0	0	0	1	**1**	**50%**
PINEDALE	0	0	1	2	0	**1**	**4.2%**
POWELL	0	0	1	3	2	**3**	**5.7%**
RAWLINS	0	0	0	0	1	**1**	**0.7%**
RIVERTON	0	0	1	1	3	**4**	**2.9%**
ROCK SPRINGS	0	0	6	6	9	**15**	**2.9%**
SHERIDAN	0	0	0	0	7	**7**	**2.0%**
TORRINGTON	0	0	1	1	0	**1**	**1.9%**
WHEATLAND	0	0	0	0	1	**1**	**2.2%**
TOTAL	**3**	**3**	**44**	**55**	**72**	**119**	

2021 Drivers with Drug Use by Gender & Age Group and Crash Severity

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	Total
Male	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	0	0	0	0	**0**
	17 - 20	0	1	4	0	5	0	**10**
	21 - 25	0	4	1	2	16	0	**23**
	26 - 34	4	4	6	8	9	0	**31**
	35 - 44	2	1	5	2	15	1	**26**
	45 - 54	1	2	1	0	3	0	**7**
	55 - 64	4	1	3	0	1	0	**9**
	65 - 74	0	1	0	1	1	0	**3**
	75 +	0	0	0	0	0	0	**0**
	Total	**11**	**14**	**20**	**13**	**50**	**1**	**109**
Female	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	0	0	0	0	**0**
	17 - 20	0	1	1	0	0	0	**2**
	21 - 25	1	1	2	0	1	0	**5**
	26 - 34	0	1	1	3	5	0	**10**
	35 - 44	2	2	2	1	6	0	**13**
	45 - 54	0	1	1	1	3	0	**6**
	55 - 64	1	0	0	0	2	0	**3**
	65 - 74	0	0	0	0	0	0	**0**
	75 +	0	0	0	0	1	0	**1**
	Total	**4**	**6**	**7**	**5**	**18**	**0**	**40**
Unknown	Unknown	0	0	0	0	0	0	**0**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total		**15**	**20**	**27**	**18**	**68**	**1**	**149**

Unknown age and/or gender are a result of the driver leaving the crash scene before being identified.

DRIVER ACTIONS

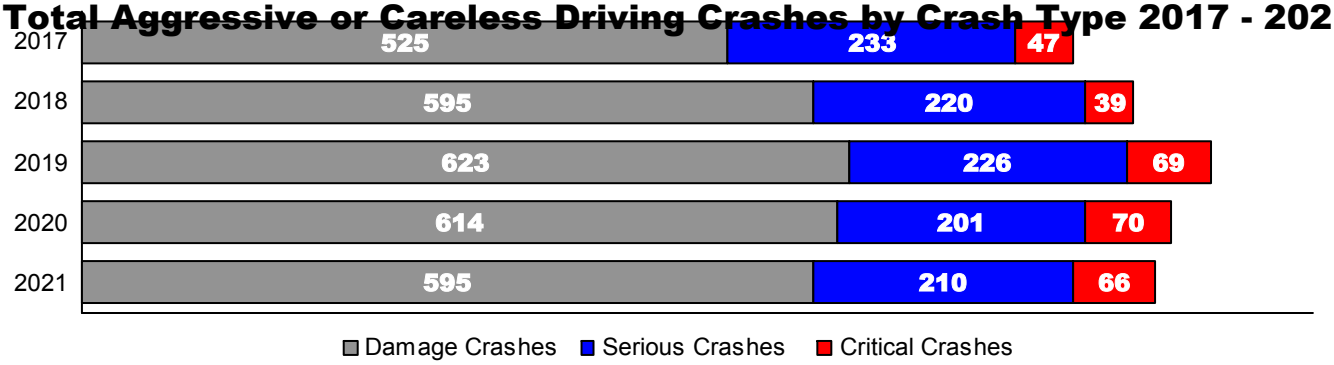
Aggressive/Erratic/Reckless or Careless Driving Crashes

Aggressive or careless driving is a major concern and a real threat to the safety of all road users.

Aggressive, erratic, or reckless driving refers to the behavior of a driver who commits a combination of moving traffic offences that endanger other persons or property. Any unsafe driving behavior, performed deliberately and with ill intention or disregard for safety, can constitute aggressive driving. Potentially aggressive driving behavior includes actions such as tailgating, erratic lane changing, illegal passing, traveling more than 15 MPH above the speed limit, or running a red light.

Careless driving refers to the behavior of a driver who operates a motor vehicle without due care and attention, or without reasonable consideration for other persons or property. Any unsafe driving behavior, even when unintended, can constitute careless driving. The most common driving behavior associated with careless driving is engaging with distractions such as phones, food, or passengers.

Total Aggressive or Careless Driving Crashes by Crash Type 2017 - 2021



Over the past five years, aggressive or careless driving crashes accounted for approximately 6.2% of all crashes, including 13.4% of critical crashes, 10.3% of serious crashes, and 5.2% of damage crashes. In 2021, aggressive or careless driving crashes accounted for 6.3% of all crashes, including 13.1% of critical crashes, 10.4% of serious crashes, and 5.2% of damage crashes.

In 2021, the majority of aggressive or careless drivers were male (66.8%), with 26-34 year old males having the highest number (14.8%).

The majority of aggressive or careless driving crashes in 2021 were a collision between motor vehicles (64.1%), and most were the result of a rear end collision (29.9%).

2021 Aggressive or Careless Driving Crashes by Manner of Collision

Single Vehicle	35.9%
Rear End (Front to Rear)	29.9%
Angle (Front to Side), Opposing Direction	7.1%
Angle Same Direction (Front to Side)	7.0%
Sideswipe Same Direction (Passing)	6.8%
Angle Right (Front to Side, includes Broadside)	4.1%
Head On (Front to Front)	3.4%
Sideswipe Opposite Direction (Meeting)	2.5%
Other	2.0%
Rear to Front (Normally Backing)	1.3%

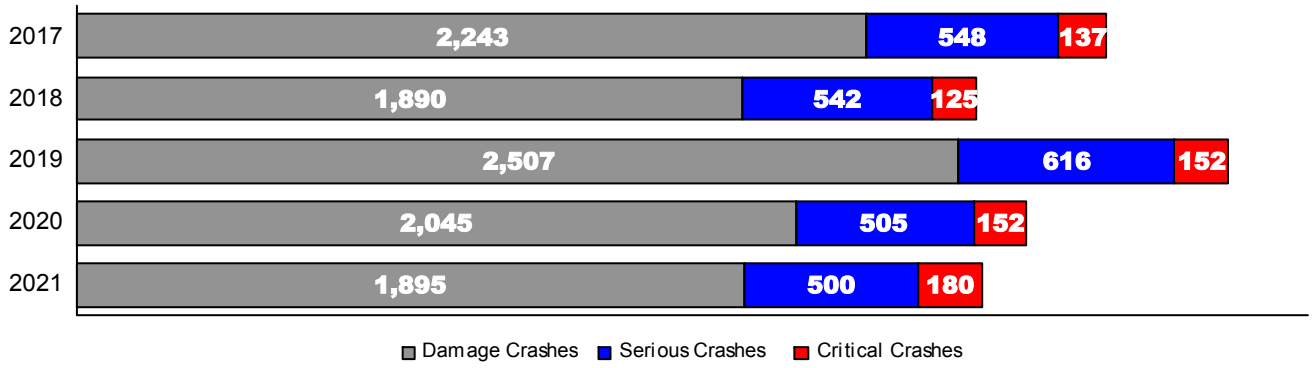
In 2021, the majority of aggressive driving crashes occurred in urban locations (74.4%). Most occurred between the hours of 11:00AM and 7:00PM (50.6%) with a notable spike between 3:00PM and 6:00PM (22.6%). Nearly 29.6% were speed related, 20.6% involved distracted driving, and 20.1% were alcohol involved.

Speed Related Crashes

Speed related crashes are crashes in which at least one driver/vehicle directly involved in the crash was exceeding the speed limit, racing, or the vehicle was traveling too fast for current conditions. Speeding may be considered a form of aggressive driving. According to the National Highway Traffic Safety Administration (NHTSA), speeding endangers everyone on the road and has been a contributing factor in approximately one-third of all motor vehicle fatalities for more than two decades.

The consequences of speeding include increased stopping distance after the driver perceives a danger, a greater potential for loss of control, reduced effectiveness of occupant protection equipment, and increased level of crash severity leading to more severe injuries.

Total Speed Related Crashes by Crash Type 2017 - 2021

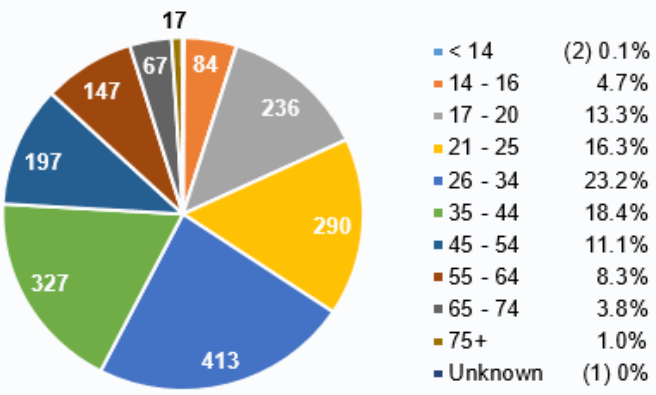


Over the past five years, speed related crashes accounted for approximately 20.1% of all crashes, including 34.5% of critical crashes, 25.6% of serious crashes, and 18.5% of damage crashes. In 2021, speed related crashes accounted for 18.5% of all crashes, including 35.9% of critical crashes, 24.7% of serious crashes, and 16.7% of damage crashes.

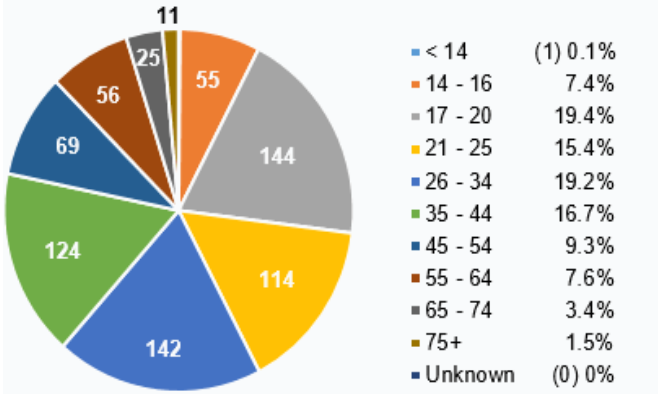
When looking at critical crashes over the last five years, nearly 41.3% of fatal crashes and 32.2% of suspected serious injury crashes were speed related crashes, resulting in 260 deaths and 699 serious injuries. For 2021, 41.7% of fatal crashes and 34.3% of suspected serious injury crashes were speed related, resulting in 48 deaths and 164 serious injuries.

In 2021, 67.8% of all speeding drivers were male. Males 26-34 years old had the highest number of speeding drivers overall, accounting for 15.7% of all speeding drivers. In addition male speeding

2021 Male Speeding Drivers by Age Group



2021 Female Speeding Drivers by Age Group

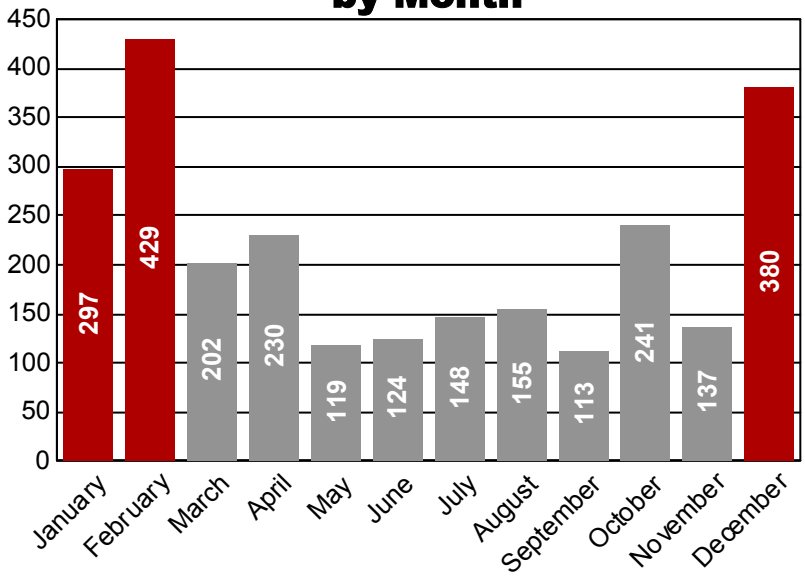


There were also 105 unknown gender and age speeding drivers.

drivers were involved in higher levels of crash severity than female speeding drivers. Around 7.8% of male speeding drivers were involved in critical crashes, and 21.4% were involved in serious crashes. Only 5.7% of female speeding drivers were involved in critical crashes, and 17.5% were involved in serious crashes.

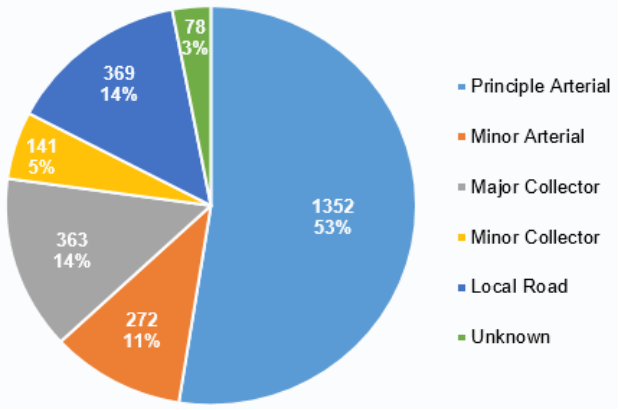
In 2021, speed related crashes saw a significant spike December through February, when nearly 43% of speed related crashes occurred. During this time a majority of speed related crashes had at least one driver directly involved driving too fast for conditions (82.9%). A significant spike in speed related crashes occurred during morning (7:00AM-10:00AM, 17.8%), midday (12:00PM-2:00PM, 11.1%), and evening (3:00PM - 7:00PM, 21.8%) commutes.

2021 Total Speed Related Crashes by Month



The majority of speed related crashes occurred in daylight conditions (60.7%), with only 34.7% occurring in darkness conditions. Of the crashes occurring in darkness conditions, 10.7% were in darkness lighted and 24% were in darkness unlighted conditions.

2021 Speed Related Crashes by Overall Roadway Type



2021 Speed Related Crashes by Rural/Urban Roadway Type

Rural Principle Arterial	873	33.9%
Rural Minor Arterial	93	3.6%
Rural Major Collector	155	6.0%
Rural Minor Collector	120	4.7%
Rural Local Road	86	3.3%
Urban Principle Arterial	479	18.6%
Urban Minor Arterial	179	7.0%
Urban Major Collector	208	8.1%
Urban Minor Collector	21	0.8%
Urban Local Road	283	11.0%
Unknown	78	3.0%

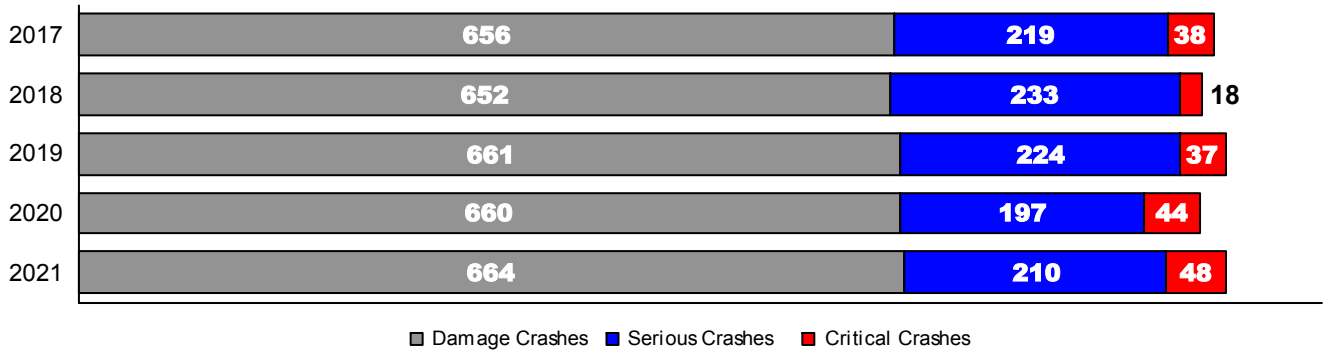
In 2021, speed related crashes were closely distributed between urban (47%) and rural locations (53%). However, certain roadway types had higher incidences of speed related crashes. Overall principle arterial roadways had the highest incidence of speed related crashes (53%), but the majority of those were in rural locations (64.6%). The median rural freeway speed limit in the United States is 70 MPH. Many rural Wyoming highways and interstates already have speed limits ranging from 70 - 80 MPH. Higher speeds often result in more severe consequences (i.e. increased level of crash severity); therefore, speeding on Wyoming rural highways and interstates is a major safety concern.

Distracted Driving Crashes

Distracted driving is driving while engaging in any activity that diverts the driver's attention away from the task of safe driving, including talking or texting on a phone, eating and drinking, talking to people inside the vehicle, or adjusting the vehicle's stereo, entertainment, or navigation system. Distracted driving can also occur when something outside the vehicle distracts the driver. According to the National Highway Traffic Safety Administration (NHTSA), a driver cannot drive safely unless the task of driving has their full attention. Any non-driving activity the driver engages in is a potential distraction and may increase the risk of crashing.

While distracted driving crashes are a growing concern nationwide, they are likely underreported due to the difficulty of establishing whether a driver was distracted at the time of the crash. Most often, the determination is based on involved motorist and witness testimony as well as trained investigating officer opinions.

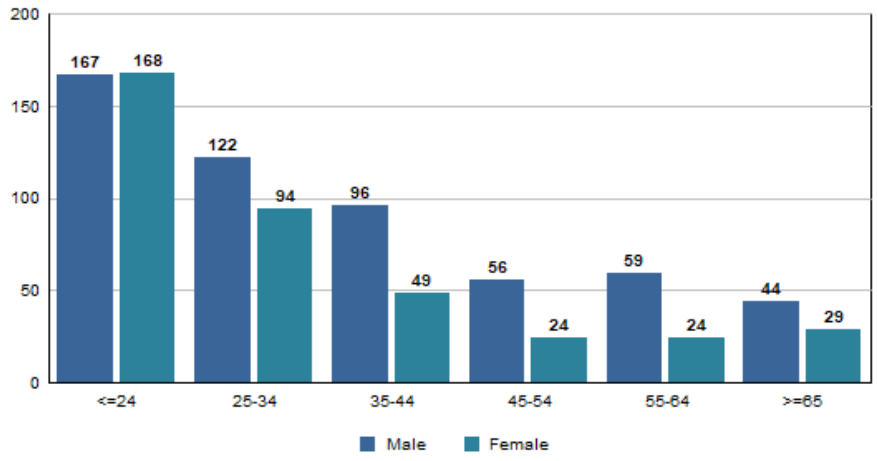
Total Distracted Driving Crashes by Crash Type 2017 - 2021



Over the past five years, distracted driving crashes accounted for approximately 6.5% of all crashes, including 8.5% of critical crashes, 10.2% of serious crashes, and 5.8% of damage crashes. In 2021, distracted driving crashes accounted for 6.6% of all crashes, including 9.6% of critical crashes, 10.4% of serious crashes, and 5.8% of damage crashes.

From 2017-2021, male drivers across all age groups were more likely to be distracted (58.8%) than female drivers (41.2%). Fifty-eight percent (58%) of distracted drivers were aged 34 years or less. Drivers aged 24 years and under were the most distraction-prone age group, accounting for approximately 36% of all distracted drivers.

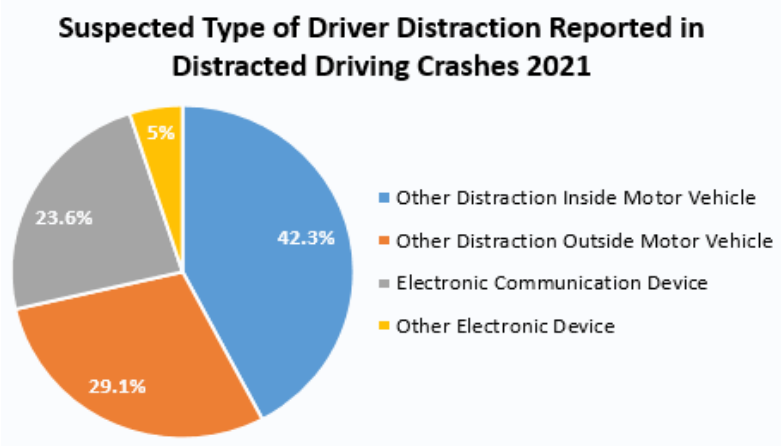
Distracted Driver by Age Group and Gender 2021



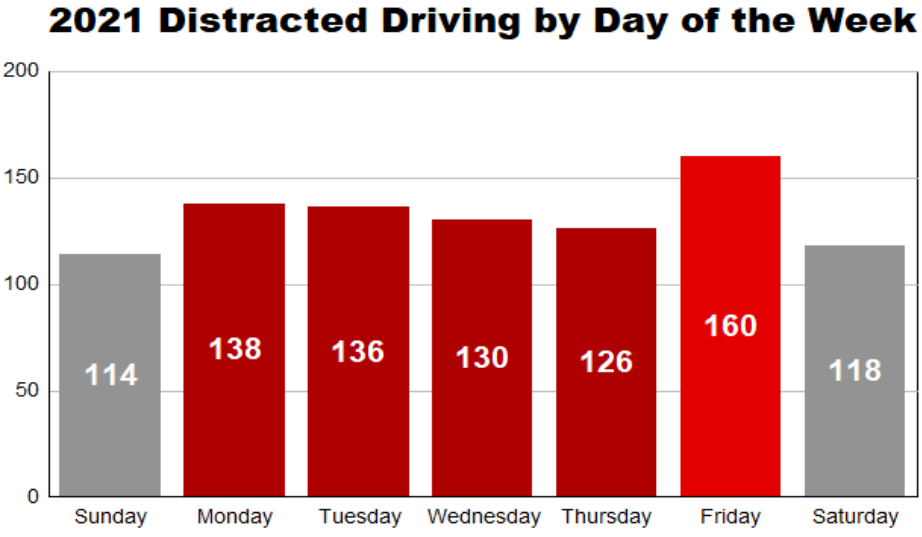
Data for 2021 is in line with this trend, with male drivers being more likely to be distracted (58.4%) in nearly every age group than female drivers (41.6%). Fifty-nine percent (59%) of distracted drivers were aged 34 years or less. Drivers aged 24 years and under were the most distraction-prone age group, accounting for approximately 35.9% of all distracted drivers.

From 2017-2021, the most common type of distraction suspected at the time of a distracted driving crash is other distraction inside the motor vehicle at 42.9%, which can include passengers, pets, objects, food, and vehicle devices. Other distraction outside the motor vehicle accounted for 31.2% of distracted driving traffic crashes. An electronic communication device (such as a cell phone) accounted for 21% of suspected distracted driving crashes. Lastly, other electronic device (such as a laptop or tablet) accounted for 4.9% of distracted driving traffic crashes.

Data for 2021 is in line with this trend, with the most common type of distraction suspected being other distraction inside the motor vehicle (42.3%). Other distraction outside motor vehicle decreased slightly (29.1%) while electronic communication device increased slightly (23.6%). Other electronic device remained around 5% of distracted driving crashes.



In 2021, the majority of distracted driving crashes occurred in urban (71.5%) versus rural locations (28.5%). Most were a collision between motor vehicles (73.3%), with the majority being rear end collisions (41.9%). The majority occurred in daylight conditions (74.6%), with only 20.4% occurring in darkness conditions.



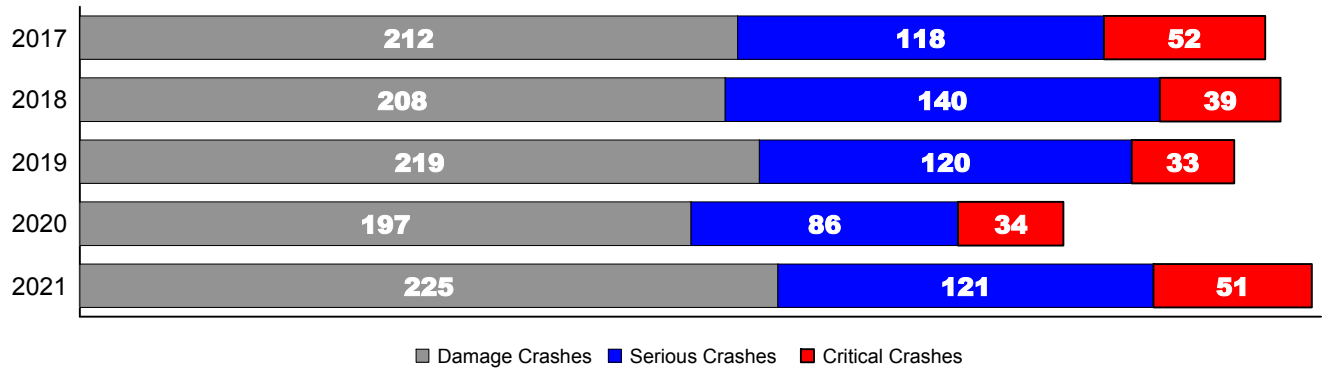
In addition, more distracted driving crashes occurred on a weekday as opposed to a weekend, with Friday having the highest number of distracted driving crashes (17.4%). Nearly 78% of distracted driving crashes occurred between 7:00AM and 7:00PM, with a significant spike between 12:00PM and 6:00PM (49.7%).

Fatigued Driving Crashes

Fatigued driving, also referred to as drowsy driving, occurs when a driver is operating a motor vehicle while being cognitively impaired by fatigue (feeling tired due to lack of sleep or too much physical or mental exertion). Driving fatigued is similar to driving impaired. Fatigued driving crashes are likely underreported due to the difficulty of determining whether a crash was due to fatigued driving, as clues to fatigued driving are not always identifiable or conclusive.

According to the National Highway Traffic Safety Administration (NHTSA), fatigued crashes can happen at any time of the day, but three factors are most commonly associated with fatigued driving: (1) Fatigued driving crashes occur most frequently between midnight and 6:00AM, or in the late afternoon. At both times of the day people experience dips in their circadian rhythm (the body's internal clock that regulates sleep); (2) Fatigued driving crashes often involve only a single driver (no passengers) running off the road at a high rate of speed with no evidence of braking; and (3) Fatigued driving crashes frequently occur on rural roads and highways.

Total Fatigued Driving Crashes by Crash Type 2017 - 2021



Over the past five years, fatigued driving crashes accounted for approximately 2.7% of all crashes, including 9.7% of critical crashes, 5.5% of serious crashes, and 1.9% of damage crashes. In 2021, fatigued driving crashes accounted for 2.9% of all crashes, including 10.2% of critical crashes, 6% of serious crashes, and 2% of damage crashes.

In 2021, the majority of fatigued driving crashes were single vehicle crashes (77.1%) and most occurred in rural locations (70.5%). The majority occurred on principal arterial roadways (68.5%) with most located on rural principal arterial roadways (52.4%). Around 83.4% were run off road crashes and the most common first harmful event was an overturn/rollover (25.2%).

Only 16.1% of fatigued driving crashes in 2021 involved a commercial motor vehicle. The majority of vehicles involved were passenger vehicles (81.5%). The majority of fatigued drivers were male (76.6%).

2021 Fatigued Driving Crashes by Rural/Urban Roadway Type

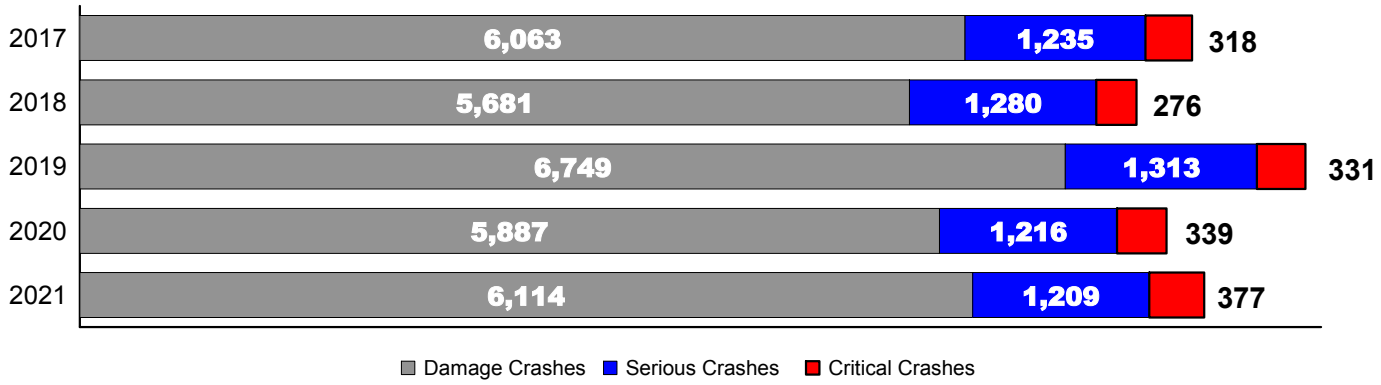
Rural Principle Arterial	208	52.4%
Rural Minor Arterial	26	6.5%
Rural Major Collector	31	7.8%
Rural Minor Collector	9	2.3%
Rural Local Road	4	1.0%
Urban Principle Arterial	64	16.1%
Urban Minor Arterial	14	3.5%
Urban Major Collector	16	4.0%
Urban Minor Collector	4	1.0%
Urban Local Road	19	4.8%
Unknown	2	0.5%

Spikes in 2021 fatigued driving crashes occurred between the hours of 2:00AM - 9:00AM (37.3%), 2:00PM - 5:00PM (17.4%), and the hour between 10:00PM and 11:00PM (4.8%).

Lane or Road Departure Crashes

Lane or road departure crashes include those crashes in which the sequence of events for a vehicle directly involved in the crash includes leaving its lane of travel or running off the roadway. This would include opposite direction crashes, sideswipe crashes, head-on collision crashes, and run off road crashes. Lane or road departure crashes are the leading cause of crashes in Wyoming.

Total Lane or Road Departure Crashes by Crash Type 2017 - 2021



Over the past five years, lane or road departure crashes accounted for approximately 54.9% of all crashes, including 75.8% of critical crashes, 59.1% of serious crashes, and 53.3% of damage crashes. In 2021, lane or road departure crashes accounted for 55.5% of all crashes, including 75.1% of critical crashes, 59.7% of serious crashes, and 53.8% of damage crashes.

When looking specifically at road departure crashes over the last five years, 36.6% of all crashes involved a vehicle running off the roadway, including 58.4% of critical crashes, 41.4% of serious crashes, and 34.9% of damage crashes. In 2021, road departure crashes accounted for 35.8% of all crashes, including 58% of critical crashes, 41.1% of serious crashes, and 33.9% of damage crashes.

In 2021, around 54.9% of lane or road departure crashes occurred in urban locations and 45.1% occurred in rural locations. Most (53.5%) were single vehicle crashes. Only 28.4% had a collision between traveling motor vehicles as a first harmful event. The majority (65.7%) occurred in daylight conditions, with only 28.6% occurring in darkness conditions. Of those occurring in darkness conditions 9.1% were darkness lighted and 19.5% were darkness unlighted conditions.

2021 Top 5 First Harmful Event for Lane or Road Departure Crashes

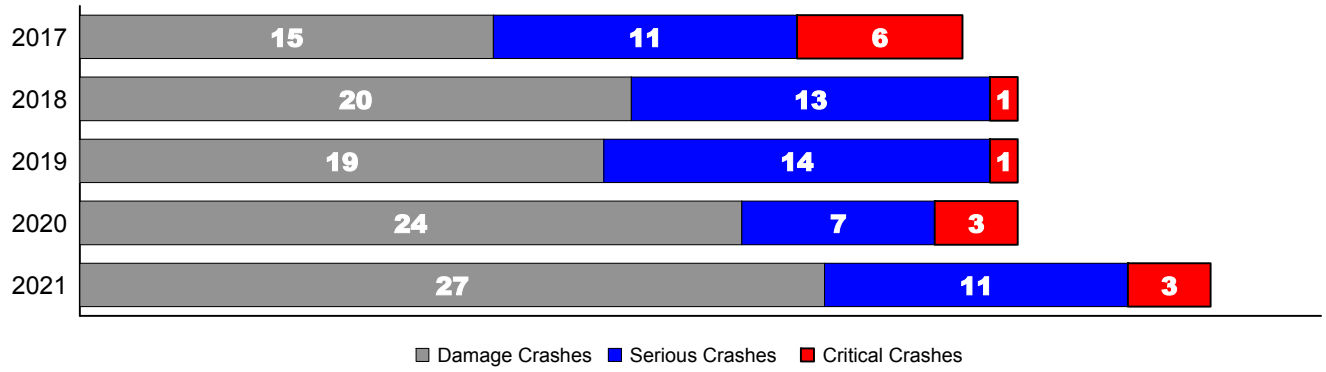
Motor Vehicle	28.4%
Parked Motor Vehicle	16.3%
Overturn/Rollover	14.6%
Fence	5.5%
Guardrail	4.3%

Lane or road departure crashes begin with driver error and often involve other risky behaviors such as impaired driving, fatigued driving, distracted driving, or speeding. In addition, driver error may be related to environmental factors, such as not adapting to roadway features or weather and road conditions. For example, around 33% of lane or road departure crashes were located in a horizontal curve, 30.6% involved a less experienced young driver, 30.2% occurred in winter weather conditions, and 25.3% were speed related.

Evading Law Enforcement Crashes

Evading law enforcement crashes are those crashes in which a driver disobeys a law enforcement officer's command to stop and intentionally flees the scene, which eventually results in a traffic crash. While evading law enforcement crashes are a very small portion (less than half a percent) of all traffic crashes, they tend to draw a lot of public attention.

Total Evading Law Enforcement Crashes by Crash Type 2017 - 2021

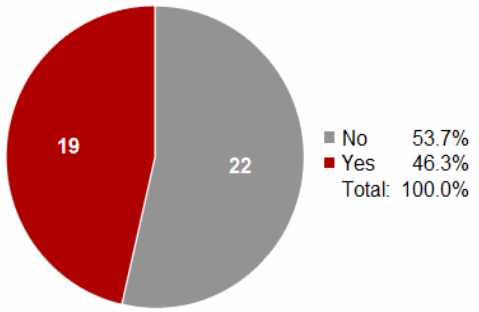


Only 0.3% of all traffic crashes over the last five years were evading law enforcement crashes. In addition, only 8% of evading law enforcement crashes resulted in a critical crash. Around 32% resulted in serious crashes, and 60% resulted in damage crashes. For 2021, there was a slight increase in evading law enforcement crashes, which consisted of 7.3% critical crashes, 26.8% serious crashes, and 65.9% damage crashes.

In 2021, nearly 46.3% of evading law enforcement crashes resulted in a hit and run crash in which the driver was never apprehended. Around 14.6% involved a collision with a law enforcement vehicle.

Approximately 29.3% were drug involved crashes, and 22% were alcohol involved crashes.

2021 Evading Law Enforcement Hit and Run Crashes



2021 Manner of Collision for Evading Law Enforcement Crashes

Not a Collision w/2 Vehicles in Transport	43.9%
Rear End (Front to Rear)	19.5%
Angle Same Direction (Front to Side)	12.2%
Angle (Front to Side), Opposing Direction	4.9%
Angle Right (Front to Side, includes Broadside)	4.9%
Rear to Front (Normally Backing)	4.9%
Head On (Front to Front)	2.4%
Other	2.4%
Sideswipe Opposite Direction (Meeting)	2.4%
Sideswipe Same Direction (Passing)	2.4%

The majority of evading law enforcement crashes occurred in urban locations (82.9%) and 26.5% of urban crashes were intersection or intersection related.

Most 2021 evading law enforcement crashes resulted in a collision between vehicles (56.1%) with the most common manner of collision being a rear end collision (19.5%).

Around 43.9% were single vehicle crashes, and the most common first harmful events were overturn/rollover (33.3%) and fencing (27.8%).

ACRONYMS

ATV	All-Terrain Vehicle
BAC	Blood Alcohol Concentration
CMV	Commercial Motor Vehicle
DOT	Department of Transportation
EMS	Emergency Medical Services
FHE	First Harmful Event
MC	Motorcycle
MPH	Miles per Hour
MPV	Multi-Purpose Vehicle
MV	Motor Vehicle
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
ROW	Right of Way
SUV	Sports Utility Vehicle
UNK	Unknown
VEH	Vehicle
WECRS	Wyoming Electronic Crash Reporting System
W.S.	Wyoming Statute
WYDOT	Wyoming Department of Transportation

GLOSSARY OF TERMS

Aggressive/Erratic/Reckless Driving – The behavior of a driver operating a motor vehicle who commits a combination of moving traffic offences that endanger other persons or property.

Alcohol-Involved – Law enforcement documented at least one driver or non-motorist involved in the crash had used alcohol, or alcohol use was suspected and test results are pending/unknown. Any amount of alcohol indicated by testing qualifies as alcohol involved.

Blood Alcohol Concentration (BAC) – The percent of alcohol in a person's blood stream. In Wyoming, a person is legally intoxicated if they have a BAC of 0.08% or higher.

Careless Driving – The behavior of a driver who operates a motor vehicle without due care and attention, or without reasonable consideration for other persons or property.

Channeling Device – Used to warn motorists of unusual conditions created by construction or maintenance activities in or near a travel way, and to guide motorists safely past the work area. Devices include cones, vertical panels, drums, barricades, and barriers.

Commercial Motor Vehicle (CMV) – Any motor vehicle used for the transportation of goods, property, or people in interstate or intrastate commerce.

Distracted Driving – Driving while engaging in any activity that diverts attention away from the task of safe driving.

Drug-Involved – Law enforcement documented at least one driver or non-motorist involved in the crash had used drugs, or drug use was suspected and test results are pending/unknown.

Emergency Medical Services (EMS) – A critical component of the emergency and trauma care system that provides response and medical transport to the injured.

Evading Law Enforcement – When a person disobeys a law enforcement officer's command to stop and intentionally flees the scene.

Fatigued Driving – The behavior of operating a motor vehicle while being cognitively impaired by fatigue (feeling tired due to lack of sleep or too much physical or mental exertion).

First Harmful Event (FHE) – The first injury or damage-producing event that characterizes the crash type.

Hit and Run – A crash is considered hit and run if any driver involved in the event fled the scene, even if the driver was later apprehended or reported the crash at a later time. An exception are PDO crashes involving wild animals reported after the fact.

Horizontal Curve/Alignment – A horizontal geometric feature of a roadway that changes the alignment or direction of the road.

Impaired – Law enforcement documented at least one driver or non-motorist involved in the crash had used alcohol OR drugs, or alcohol OR drug use was suspected and test results are pending/unknown. Any amount of alcohol indicated by testing qualifies as alcohol involved.

Intersection – An area containing the crossing or connection of two or more traffic ways within the lateral curb/boundary lines of the traffic ways.

Intersection-Related – The areas of approach to or exit from an intersection that are related to the activity of the movement of traffic through the intersection.

Lane Departure – When a vehicle crosses an edge line or a center line and leaves the designated lane of travel.

Motorcycle – Any motor vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground.

Motor Vehicle in Transport – A transport motor vehicle which is in motion or within the portion of a transport way ordinarily used by similar transport vehicles.

Motorist – Any occupant of a motor vehicle in transport.

Non-Junction – A road segment that has no junction in it; a non-intersected traffic way.

Non-Motorist – Any person involved in the crash who was not an occupant of a motor vehicle.

Occupant – Any person in or on a motor vehicle in transport.

Older Driver – A driver with an age of 65 years or older.

Pedalcyclist – A person using a non-motorized vehicle powered solely by pedaling. This includes riders of bicycles, tricycles, unicycles, and pedal cars.

Pedestrian – Any person who is not an occupant of a motor vehicle in transport who is directly involved in the crash and has an injury as a result of the crash.

Primary Seatbelt Law – Allows law enforcement officers to ticket a driver or passenger of a motor vehicle for not wearing a seatbelt without any other traffic offense taking place.

Railway Grade Crossing – An intersection between a traffic way and train track that cross each other at the same level (grade).

Railway Vehicle – Any land vehicle that is 1) designated primarily for, or in use for, moving persons or property from one place to another on rails and 2) not in use on a land way other than a railway. Includes railway maintenance vehicles traveling on the railway.

Resulting from Prior Crash – Indicates that a crash was the direct result of a prior crash (i.e. due to traffic slowing, change in traffic pattern, colliding with cars or material from the prior crash after the prior crash had stabilized).

Risky Behavior – Acts or decisions that increase the risk of injury to oneself and/or others and increase the likelihood of causing damage.

Roadway Departure – When a vehicle leaves the traveled way.

Rural – Located outside the corporate limits of any incorporated city or town.

Safety Treatment/Countermeasure – An action designed to counteract a threat to safety, or actions taken to improve transportation safety and therefore decrease the number of injuries and fatalities.

Speed-Related – At least one driver/vehicle directly involved in the crash was exceeding the speed limit, racing, or their speed was too fast for the current conditions.

Traffic Control Device – Markers, signs, and signal devices used to inform, guide, and control traffic, including motor vehicles, pedestrians, and bicyclists.

Urban – Located within the corporate limits of a incorporated city or town.

Variable Message Sign – An electronic road sign used to provide motorists en-route with real-time pertinent travel information, including road conditions, incident warnings, travel times, detours, and special events; used as a traffic control device.

Variable Speed Limit – Speed limits that change based on road, traffic, and weather conditions, improving safety by restricting speeds during adverse conditions.

Vulnerable Road User – Pedestrians and cyclists who are at high risk of injury if struck by a motor vehicle due to little or no protection to absorb and diffuse the transfer of energy created at impact.

Work Zone – A temporary roadway environment where construction, maintenance, or utility work activities are taking place. Work zones are usually clearly marked and extend from the first warning sign or flashing lights on a work vehicle to the “End of Work” sign or last traffic control device. The work zone can be long-term, short-term, or mobile.

Young Driver – A driver with an age of 25 years or younger.

APPENDIX

HOLIDAY TIME PERIOD REPORTING

According to the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA), in general there are more motor vehicle traffic crash fatalities during holiday periods than during non-holiday periods due to increased travel time, more alcohol use, and excessive driving speed.

Analysis of holiday motor vehicle traffic crash data aids in the forecasting of motor vehicle traffic crash fatalities during holiday periods and are useful for providing public alerts and warnings that may reduce traffic crash fatalities.

Federal guidelines for reporting holiday motor traffic crash data are as follows:

The length of a holiday period depends on the day on which the legal holiday falls. If a holiday falls on a Saturday, the Friday time-period is used. If a holiday falls on a Sunday, the Monday time-period is used. The holiday time-period for the day of the business week is listed below:

Monday	from Friday 6:00 PM to Tuesday 5:59 AM (84 hours)
Tuesday	from Friday 6:00 PM to Wednesday 5:59 AM (108 hours)
Wednesday	from Tuesday 6:00 PM to Thursday 5:59 AM (36 hours)
Thursday	from Wednesday 6:00 PM to Monday 5:59 AM (108 hours)
Friday	from Thursday 6:00 PM to Monday 5:59 AM (84 hours)

ROAD FUNCTION CLASSIFICATIONS

The U.S. DOT's Federal Highway Administration (FHWA) classifies our Nation's urban and rural roadways by road function. Each function class is based on the type of service the road provides to the motoring public, and the designation is used for data and planning purposes. Roadway design standards are tied to function class with each class having a range of allowable lane widths, shoulder widths, curve radii, etc. There are three major road function classifications and the amount of mobility and land access offered by these road types differs greatly.

Roads are first divided into rural or urban location, then one of the following classifications:

ARTERIALS

Arterials serve the longest distances with the fewest access points and facilitate the highest speed limits. Four functional classifications are included in the arterial category:

Interstates are the highest classification of roadways in the United States. These arterial roads provide the highest level of mobility and the highest speeds over the longest uninterrupted distance. Interstates have directional travel lanes that are usually separated by a physical barrier. Interstates nationwide usually have posted speeds between 55 and 75 MPH.

Other Freeways and Expressways are similar to interstates with directional travel lanes that are usually separated by a physical barrier. These arterial roads offer a high level of mobility with high speeds over long distances with limited access points that supplement the Interstate System. Freeways and Expressways usually have posted speeds between 55 and 70 MPH.

Other Principal Arterials include multilane highways and other important roadways that supplement the Interstate System. They connect, as directly as practicable, the Nation's principal urbanized areas, cities, and industrial centers. Posted speed limits on arterials usually range between 50 and 65 MPH.

Minor Arterials, the lowest arterial classification, provide service for trips of moderate length and offer connectivity to the higher arterial classifications.

COLLECTORS

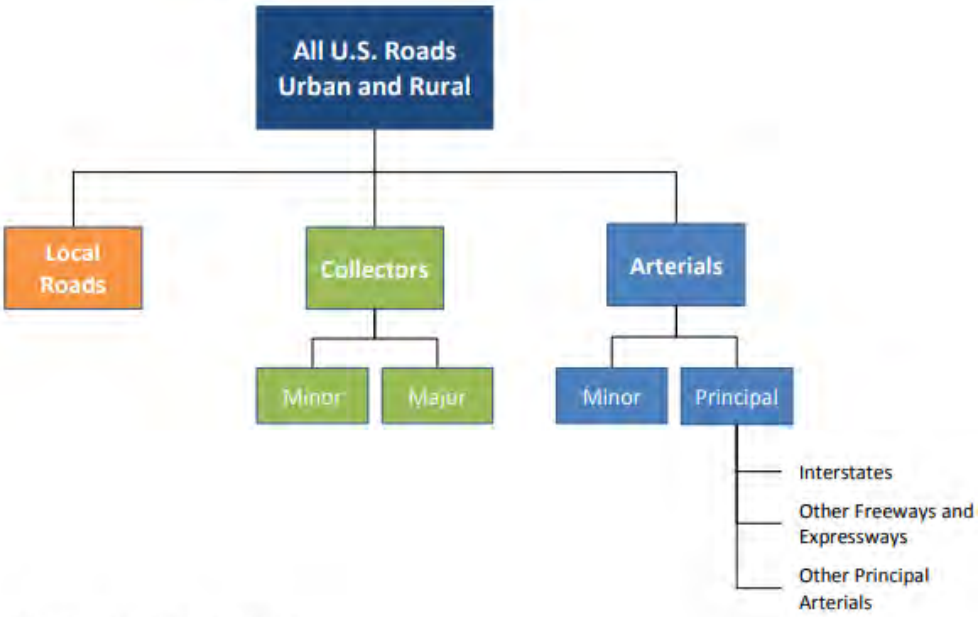
Collectors serve the critical roles of gathering traffic from local roads and funneling vehicles into the arterial network. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually between 35 and 55 MPH. Although subtly different, two classifications are included in the collector category:

Major Collectors are longer, have fewer points of access, have higher speed limits, and can have more travel lanes.

Minor Collectors are all remaining collectors not classified as major collectors, and are usually more focused on access than mobility.

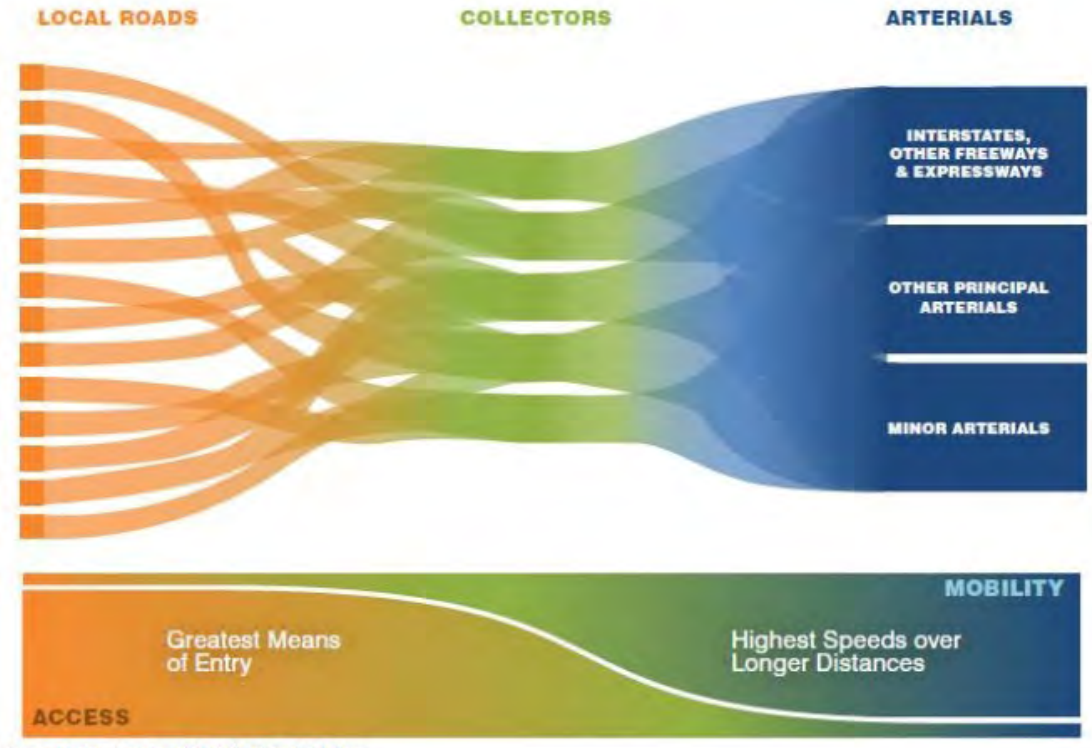
Local Roads provide limited mobility as they are not intended for use in long-distance travel, except at the origination or termination of a trip. They provide primary access to residential areas, businesses, farms, and other local areas and are often designed to discourage through traffic. Local roads, with posted speed limits usually between 20 and 45 MPH, are the majority of roads in the U.S.

Highway Functional Classification System Hierarchy



Source: FHWA Functional Classification Guidelines.

Functional Classifications



Source: FHWA Functional Classification Guidelines.

BLOOD ALCOHOL CONCENTRATION (BAC) INFORMATION

The concentration of alcohol in the blood (blood alcohol concentration - BAC) and the effects the level of BAC may have on an individual varies based a variety of factors, including body type and tolerance. However, BAC can be used as a guide to predict how an individual may be effected. Based on the National Highway Traffic Safety Administration's "The Effects of Blood Alcohol Concentration" chart, the typical effects an individual may experience based on level of BAC are:

Blood Alcohol Concentration (BAC) in G/DL	Typical Effects	Predictable Effects on Driving
.02	Some loss of judgement; relaxation, slight body warmth, altered mood.	Decline in visual functions and in ability to perform two tasks at the same time.
.05	Impaired judgement, lowered alertness, may have loss of small-muscle control (e.g. focusing your eyes). This is usually accompanied by a good feeling, release of inhibition, and exaggerated behavior.	Reduced coordination, reduced ability to track moving objects, difficultly steering, reduced response to emergency driving situations.
.08 (legal limit of intoxication)	Muscle coordination becomes poor (e.g. balance, speech, vision, reaction time, and hearing), harder to detect danger; judgement, self-control, reasoning, and memory are impaired.	Concentration and short-term memory loss, reduced information processing capability, impaired perception and speed control.
.10	Clear deterioration of reaction time and control, slurred speech, poor coordination, and slowed thinking.	Reduced ability to maintain lane position and brake appropriately.
.15	Far less muscle control than normal, vomiting may occur, major loss of balance.	Substantial impairment in vehicle control, attention to driving, and in visual and auditory information processing.
.25 - .35	Severe intoxication. Need assistance walking. Likely to experience mental confusion/distress, nausea and vomiting.	
.36 and higher	Loss of consciousness may occur. At a BAC of .40 a coma is likely. May lead to respiratory failure and death.	

In Wyoming, drivers with a blood alcohol concentration (BAC) of 0.08% or higher are considered alcohol-impaired by law. For commercial motor vehicle drivers, 0.04% is the legal limit of intoxication.

CASE NO.

INVESTIGATOR'S TRAFFIC CRASH REPORT

Mail completed form within 10 days to: Wyoming Department of Transportation
Crash Records
5300 Bishop Boulevard
Cheyenne, WY 82009-3340

Date of Crash (yyyy/mm/dd) / /

Time (24 hr) :

Day of Week
Su ○ Mo ○ Tu ○ We ○ Th ○ Fr ○ Sa ○

Date: yyyy/mm/dd / / Time (24 hr) :

Police Notified:
Arrived:
EMS Notified:
Arrived:

Combined Total Damage greater than or equal to $1,000 Yes ○ No ○

Hit & Run Yes ○ No ○

Crash Resulting from Prior Crash Yes ○ No ○

Investigated at the Scene Yes ○ No ○

Photo/Video Photo ○ Video ○ None ○ Both ○

Occurred on Private Property Yes ○ No ○

Public/Private Property Damage Yes ○ No ○

Estimated Amount of Non-Vehicle Property Damage $

EMS Hospital Arrival Time :

# Vehicle(s)	# Driver(s)	# Person(s)	# non Motorists	# Injured	# Killed

County

City

GPS Latitude

GPS Longitude -

Crash Occurred on: Highway/Street:

At Intersection with: Highway/Street:

Related Intersection: Highway/Street:

Milepost Marker .

Highway LRS # CAT. ID # DIR

Occurred on Divided RDway No ○ Yes ○ if yes Incr / Decr Incr ○ Decr ○ Unknown ○

INSTRUCTIONS

TO ENSURE ACCURACY
PRINT IN UPPER-CASE LETTERS USING A BLACK OR DARK BLUE PEN!
PRINT NEATLY

A B C D 4 5 6 7 8

If 'Other' is selected in any field, describe in narrative
If a vehicle is towed, describe towed vehicle in narrative

SUPPLEMENTAL REPORTS

mark if attached

- ○ If more than 2 vehicles are involved, complete form 'Supplemental Additional Vehicle/Driver Form'
- ○ If more than 5 persons in a crash, complete form 'Supplemental Additional Vehicle Occupant Information'
- ○ Trucks or Commercial Motor Vehicles complete form 'Supplemental Truck/CMV Information'
- ○ If a non-motorist is involved, complete form 'Supplemental Non-Motorist'
- ○ If a bus is involved and carrying passengers, complete form 'Supplemental Bus Information'
- ○ If any drug tests are performed, complete 'Supplemental Drug Test Results'
- ○ Previous report submitted

Investigating Agency

01 - City PD 02 - Sheriff 03 - BIA
04 - Forest Service 05 - Campus Police 06 - WHP 07 - Other

Division (WHP only)

Badge #	First	MI	Last	Rank

Report Date (yyyy/mm/dd) / /

Signature

Highway Safety Use Only

Proximity to Residence
1-Same Town 2-25 miles or less 3-25 miles Plus 4-Out of State

Date Received: _____

Report Number: _____

Highway District

Crash Type:
○ G ≥ $1,000 ○ M - Missing Location
○ N ≤ $1,000 ○ I - Industrial Crash
○ P - Private ○ D - Deliberate

PR902
Revised 01/08/2018

Base Information

FIRST HARMFUL EVENT

Non - Collision:
01 - Overturn/Rollover
02 - Fire/Explosion
03 - Immersion
04 - Jacknife
05 - Cargo/Equipment Loss or Shift
06 - Equipment Failure
12 - Fell/Jumped from a motor vehicle
13 - Thrown or Falling Object
16 - Carbon Monoxide (CO) Poisoning
17 - Injuries by being thrown against part of the vehicle
18 - Other Non-Collision (Motorcycle Loss of Control)

Collision w/ Person, MV, or Non-Fixed Object:

19 - Pedestrian
20 - Pedacycle
21 - Railway Vehicle
22 - Motor Vehicle in Transport on Roadway
23 - Motor Vehicle on OTHER Roadway
24 - Parked Motor Vehicle
26 - Other NON-Fixed Object
27 - Work Zone/Maintenance Equipment
28 - Work Zone Channeling Device
29 - Object Set in Motion by Another Vehicle (Single Vehicle Crash)

Animals:

30 - Horse
31 - Cow
32 - Pig
33 - Sheep
34 - Other Domestic (Dog, Llama, etc)
35 - Elk
36 - Deer
37 - Moose
38 - Antelope
39 - Buffalo
40 - Other Wild (Bear, Coyote, Eagle)

Collision w/ Fixed Object

41 - Guardrail End
42 - Guardrail Face
43 - Impact Attenuator/Crash Cushion
44 - Bridge Pier or Support
45 - Bridge Overhead Structure
46 - Bridge Rail
47 - Concrete Traffic Barrier/Jersey Barrier
48 - Other Traffic Barrier (Includes temporary)
49 - Utility Pole/Light Support
50 - Traffic Signal Support
51 - Traffic Sign Support
52 - Overhead Traffic Sign
53 - Sign Support Single Post
54 - Sign Support Multiple Post
55 - Other Traffic Sign Support
56 - Barricade
57 - Tree/Shrubbery
58 - Cut Slope
59 - Road Approach
60 - Rock, Boulder, Rock Slide
61 - End of Drainage Pipe/Structure/Culvert
62 - Building or Other Structure Wall
63 - Fence (Including Post)
64 - Raised Median or Curb
65 - Delineator Post
66 - Earth Embankment/Berm
67 - Ditch
68 - Snow Embankment
69 - Mail Box
70 - Tunnel
71 - Cattle Guard
72 - Fixed Object Other
73 - Cable Barrier
99 - Unknown

Location of FHE

01 - On Roadway
02 - Off Roadway
03 - Shoulder
04 - Median
05 - On OTHER Roadway
06 - Outside of ROW
07 - Gore
08 - Separator
09 - In Parking Lane/Zone
10 - Tunnel
11 - Bridge
12 - Port of Entry
13 - Rest Area
99 - Unknown

Weather

1st choice
2nd choice

01 - Clear
02 - Raining
03 - Snowing
04 - Fog
05 - Blowing Dust/Sand/Dirt
06 - Severe Wind Only
07 - Blizzard
08 - Sleet/Hail/Freezing Rain
09 - Blowing Snow
10 - Cloudy,Overcast
11 - Smoke
12 - Other
99 - Unknown

Road

1st choice
2nd choice

01 - Dry
02 - Wet
03 - Ice/Frost
04 - Snow
05 - Mud/Dirt/Gravel
06 - Slush
07 - Oil/Fuel
08 - Sand on Dry Pavement
09 - Sand on Icy Road
10 - Water standing/Running
11 - Other
99 - Unknown

Lighting

01 - Daylight
02 - Darkness Unlighted
03 - Darkness Lighted
04 - Dawn
05 - Dusk
06 - Other
99 - Unknown

School Bus Related

01 - No
02 - Yes, Directly Involved
03 - Yes, Indirectly Involved

Road Circumstance

choose up to 3

1st choice
2nd choice
3rd choice

01 - None
02 - Road Surface Condition
03 - Debris, loose material on the surface
04 - Ruts, Holes, Bumps
05 - Work Zone/Construction Zone
06 - Worn or Polished Surface
07 - Obstruction in Roadway
08 - Traffic Control Device Missing
09 - Traffic Control Device Inoperative
10 - Traffic Control Device Obscured
11 - Shoulders (None, Low, Soft, High)
12 - Non- Highway Work
13 - Reduced Road Width
14 - Lane Markings Missing or Faded
15 - Obstructed by a Previous Crash
16 - Other
99 - Unknown

Environmental Circumstance

choose up to 3

1st choice
2nd choice
3rd choice

11 - None
01 - Weather Conditions
02 - Visual Obstruction Buildings
03 - Visual Obstruction Other Vehicle
04 - Visual Obstruction Vegetation
05 - Visual Obstruction Hillcrest
06 - Visual Obstruction Embankment-Snow, Rock,etc
07 - Other Physical Obstruction
08 - Glare (Sun or Headlight)
09 - Animals in Roadway
10 - Other
99 - Unknown

Work Zone Related

01 - Yes 02 - No 99 - Unknown

Work Zone Workers Present

Work Zone Location

01 - Before the First Warning Sign
02 - Advance Warning Area
03 - Transition Area
04 - Activity Area
05 - Termination Area
99 - Unknown

Type of Work Zone

01 - Lane Closure
02 - Lane Shift or Crossover
03 - Work on Shoulder/Median
04 - Intermittent or Moving Work
05 - Other
99 - Unknown

Manner of Collision

*see diagram right

01 - Rear End (Front to Rear)
02 - Head On (Front to Front)
03 - Angle Same Direction (Front to Side)
04 - Angle (Front-to-Side), Opposing Direction
05 - Angle Right (Front to Side, includes Broadside)
06 - Angle Direction not Specified
07 - Sideswipe Same Direction (Passing)
08 - Sideswipe Opposite Direction (Meeting)
09 - Rear to Side (Normally Backing)
10 - Rear to Rear (Normally Backing)
11 - Rear to Front (Normally Backing)
12 - Not a Collision w/2 Vehicles in Transport
13 - Other
99 - Unknown

Direction of Force

01 - Opposing (Opposite Direction within 15 degrees)
02 - Angle (force exceeds 15 degrees)
03 - Same (same direction within 15 degrees)
04 - Meeting (glancing collision from opposite direction)
05 - Passing (glancing collision from same direction)
99 - Unknown

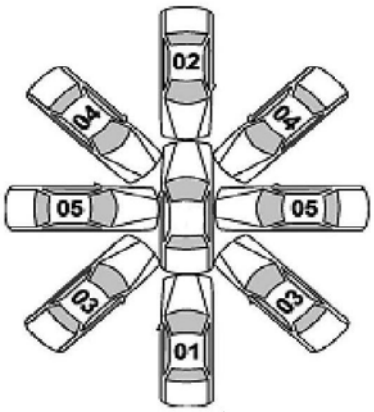
Relation to Junction

Non-Interstate
01 - Non-Junction
02 - Intersection
03 - Intersection Related
04 - Driveway Related
05 - Entrance/Exit Ramp
06 - Railway Grade Crossing
07 - Crossover Related
08 - Business Entrance
09 - Alley
10 - Other Non-Interchange (ie. Bike, Snowmobile Trail, School Xing)
11 - Private Road Junction
99 - Unknown (describe in narrative)

Interstate
12 - Thru Roadway
13 - Intersection
14 - Intersection Related
15 - Ramp
16 - Other Parts (Gore)
99 - Unknown Interchange
07 - Crossover Related

Type of Intersection

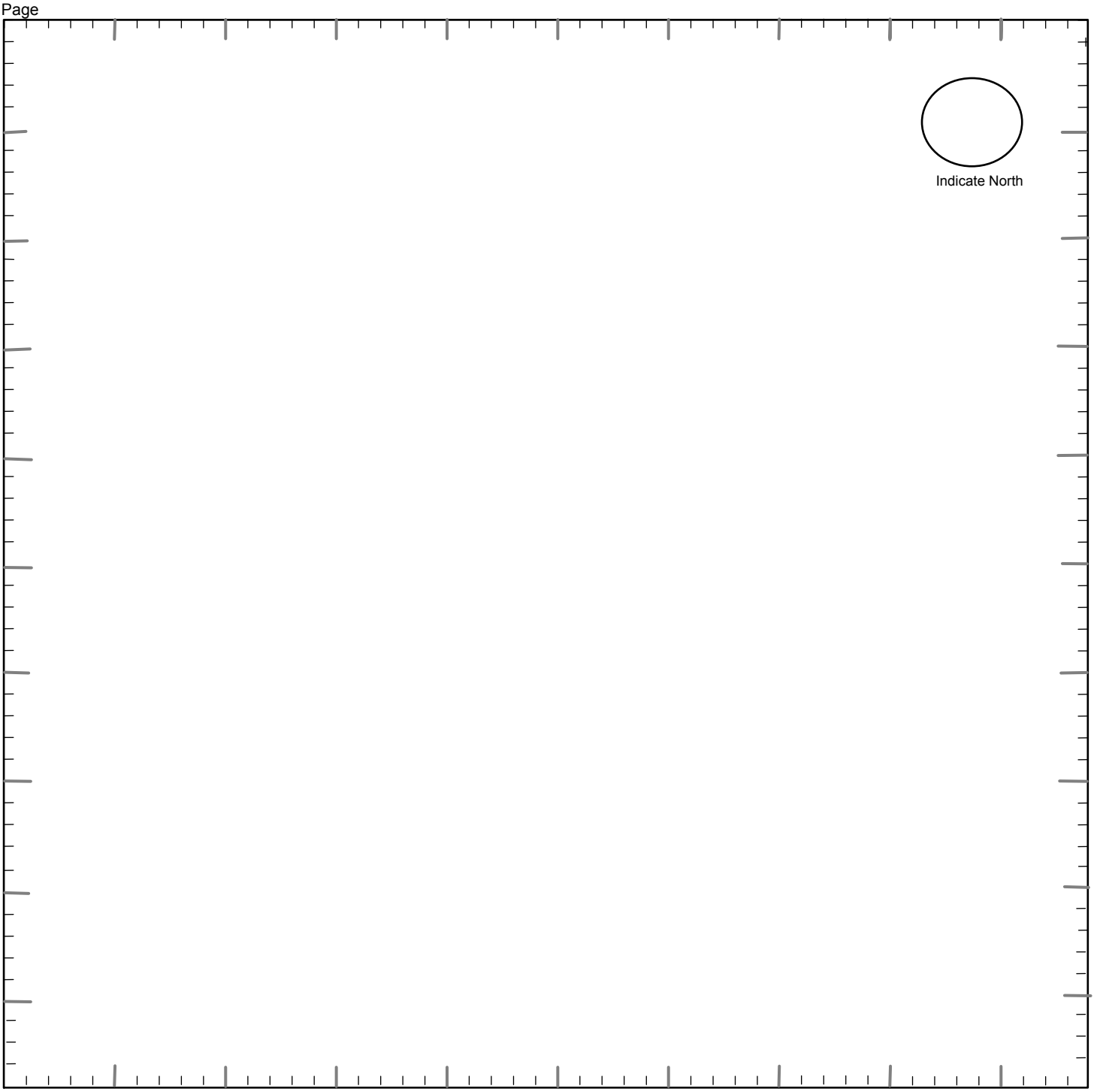
01 - Not an Intersection
02 - Four (4) -Way Intersection
03 - T Intersection
04 - Y Intersection
05 - Five (5) Point or more
06 - Intersection as part of an Interchange
07 - Roundabout
08 - L Intersection
09 - Diverging Diamond
99 - Unknown



Manner of Collision CLARIFICATION

01 - Rear End (Front-to-Rear)
02 - Head-on (Front-to-Front)
03 - Angle (Front-to-Side), Same Direction
04 - Angle (Front-to-Side), Opposing Direction
05 - Angle (Front-to-Side), Right Angle/Broadside

Page



Witnesses

1st First Name MI Last Name

Street Number Street Name City: State: Zip Code

○ Home ○ Work ○ Cell Phone - - and/or ○ Home ○ Work ○ Cell Phone - -

2nd First Name MI Last Name

Street Number Street Name City: State: Zip Code

○ Home ○ Work ○ Cell Phone - - and/or ○ Home ○ Work ○ Cell Phone - -

3rd First Name MI Last Name

Street Number Street Name City: State: Zip Code

○ Home ○ Work ○ Cell Phone - - and/or ○ Home ○ Work ○ Cell Phone - -

Vehicle No. 01 02 03...

Vehicle Information

PR902A
Revised 03/07/2017

1st event
2nd event
3rd event
4th event

Sequence choose up to 4:

Most Harmful Event choose 1

Non-Collision

01 - Overturn/Rollover
02 - Fire/Explosion
03 - Immersion
04 - Jacknife
05 - Cargo/Equipment Loss or Shift
06 - Equipment Failure
07 - Separation of Units
08 - Ran Off the Road Right
09 - Ran Off the Road Left
10 - Cross Median
74 - Cross Centerline
11 - Downhill Runaway
12 - Fell/Jumped from a MV
13 - Thrown or Falling Object
14 - Avoiding an Object on Road
15 - Avoiding an Animal on Road
16 - Carbon Monoxide (CO) Poisoning
17 - Injuries by being thrown against part of vehicle
18 - Other Non-Collision (MC Loss of Control)

Collision w/ Person, MV, or Non-Fixed Object

19 - Pedestrian
20 - Pedacycle
21 - Railway Vehicle
22 - Motor Vehicle in Transport on Roadway
23 - Motor Vehicle in Transport on OTHER Roadway
24 - Parked Motor Vehicle
25 - Struck by Falling, Shifting Cargo or Anything Else Set in Motion by Motor Vehicle (Multi Vehicle Crash)
26 - Other NON-Fixed Object
27 - Work Zone/Maintenance Equipment
28 - Work Zone Channeling Device
29 - Object Set in Motion by Another Vehicle (Single Vehicle Crash)

Animals

30 - Horse
31 - Cow
32 - Pig
33 - Sheep
34 - Other Domestic (Dog, Llama, ...)
35 - Elk
36 - Deer
37 - Moose
38 - Antelope
39 - Buffalo
40 - Other Wild

Collision w/ Fixed Object

41 - Guardrail End
42 - Guardrail Face
43 - Impact Attenuator/Crash Cushion
44 - Bridge Pier or Support
45 - Bridge Overhead Structure
46 - Bridge Rail
47 - Concrete Traffic Barrier/Jersey Barrier
48 - Other Traffic Barrier (Includes temporary)
49 - Utility Pole/Light Support
50 - Traffic Signal Support
51 - Traffic Sign Support
52 - Overhead Traffic Sign
53 - Sign Support Single Post
54 - Sign Support Multiple Post
55 - Other Traffic Sign Support
56 - Barricade
57 - Tree/Shrubbery
58 - Cut Slope
59 - Road Approach
60 - Rock, Boulder, Rock Slide
61 - End of Drainage Pipe/Structure/Culvert
62 - Building or Other Structure Wall
63 - Fence (Including Post)
64 - Raised Median or Curb
65 - Delineator Post
66 - Earth Embankment/Berm
67 - Ditch
68 - Snow Embankment
69 - Mail Box
70 - Tunnel
71 - Cattle Guard
72 - Other Fixed Object
73 - Cable Barrier
99 - Unknown

Motor Vehicle Unit Type

01 - Motor Vehicle in Transport
02 - Parked Motor Vehicle
03 - Working Vehicle/Equipment

Commercial Motor Vehicle or HM Placard

01 - Yes 02 - No 99 - Unknown
if yes, complete CMV supplement

Vehicle Owner

01 - Same as Driver
02 - Other
03 - Passenger
04 - Relative
05 - Rental Vehicle
06 - Commercial
07 - Occupant
08 - Vehicle Parked
09 - Federal Law Enforcement
10 - Federal Other
11 - County Law Enforcement
12 - County Fire Department
13 - County Other
14 - City Law Enforcement
15 - City Fire Department
16 - City Other
17 - Government Other
18 - Ambulance/EMS
19 - WHP
20 - State Law Enforc Other

Vehicle Type

01 - Passenger (Not a SUV)
02 - Passenger Van
03 - PU
04 - School Bus
05 - Other Bus
06 - Transit Bus
07 - Charter Bus
08 - MC >150 cc
09 - Off Road MC
13 - Other Vehicle
14 - SUV
15 - Cargo Van
16 - Motor Home
17 - Light Truck (≥ 10K)
18 - Medium Truck (>10K - 26K)
19 - Heavy Truck (>26K)
20 - Farm Equipment
21 - Construction Vehicle
22 - MC <150 cc
23 - Moped
24 - Snowmobile
26 - ATV
27 - MPV
99 - Unknown

Non -Commercial Trailer Style

01 - No Trailer
02 - Camping Trailer
03 - Mobile Home
04 - Utility Trailer
05 - Boat/Jet Ski Trailer
06 - Towed Vehicle
07 - Horse/Stock Trailer
08 - Motorcycle Trailer
09 - Multiple Trailers
10 - Other (ie. Bicycle)
99 - Unknown

Underride/Override

01 - No Underride or Override
02 - Underride-Compartment Intrusion
03 - Underride-No Compartment Intrusion
04 - Underride-Compartment Intrusion Unkown
05 - Override-Motor Vehicle in Transport
06 - Override-Other Motor Vehicle
99 - Unknown if Underride or Override

Emergency Vehicle Use

01 - Yes 02 - No 99 - Unknown

Emergency Equipment Activated

01 - Yes 02 - No 99 - Unknown

Special Function of MV in Transport

01 - None
02 - Police
03 - Ambulance/EMS
04 - Fire Truck
05 - Military
06 - Snow Plow
07 - Tow Truck
08 - MV used as School Bus
09 - MV used as Other Bus
10 - Construction Equipment
11 - Farm Equipment
12 - Taxi
99 - Unknown

Contributing Circumstance

1st choice
2nd choice

01 - None
02 - Brakes
03 - Trailer Brakes
04 - Steering
05 - Power Train
06 - Suspension
07 - Tires
08 - Wheels
09 - Lights (Head, Signal or Tail)
10 - Windows/Windshield
11 - Rain/Snow/Ice on Windshield
12 - Tinted Windows
13 - Vehicle Cargo Blocking View
14 - Exhaust System
15 - Oversized Load
16 - Defroster
17 - Mirrors
18 - Wipers
19 - Truck Coupling/Trailer Hitch/Safety Chain
20 - Stalled Vehicle
21 - Cruise Control
22- Other
99-Unknown

Vehicle Maneuver/Action prior to crash

01 - Straight Ahead
02 - Backing
03 - Changing Lanes
04 - Overtaking/Passing
05 - Turning RIght
06 - Turning Left
07 - Make U-Turn
08 - Leaving a Traffic Lane/Parking
09 - Entering a Traffic Lane
10 - Slowing
11 - Negotiating a Curve
12 - Parked
13 - Stopped in Traffic
14 - Driverless Motor Vehicle
15 - Trafficway Maintenance
16 - Other
99 - Unknown

Road Surface

01 - Concrete
02 - Asphalt
03 - Gravel/Rock
04 - Dirt
05 - Brick/Stone
99 - Unknown

Grade

01 - Level
02 - Hillcrest
03 - Uphill
04 - Downhill
05 - Sag (Bottom)
99 - Unknown

Horizontal Alignment

01 - Straight
02 - Curve Right
03 - Curve Left
99 - Unknown

Total No. Lanes

01 - 06, 99 = Unknown
(exclude turn lanes)

Traffic Control Working Properly

01 - Yes 02 - No 99 - Unknown

Traffic Control

01 - None
02 - Stop Sign
03 - Yield Sign
04 - Flashing Traffic Signal
05 - Do Not Enter Sign
06 - Traffic Signal
07 - Traffic Signal w/ Ped
08 - Traffic Signal w/ Ped & Audible Signals
09 - Person (Officer/Flagger, Xing Guard, etc)
10 - Pedestrian Crossing
11 - No Passing Zone
12 - Warning Signs
13 - Pavement Markings
14 - Traffic Barrels/Cones
15 - Temporary Jersey Barrier
16 - School Bus Flashing Stop Lamps
17 - School Zone Crossing
18 - RR Crossing Signal
19 - RR Crossing Signal & Gate
20 - RR Crossing Cross Buck Sign Only
21 - RR Crossing Cross Buck with Stop Sign
22 - RR Crossing Cross Buck with Yield Sign
23 - Other
99 - Unknown

Trafficway Description

01 - Two-Way, Not Divided
02 - Two-Way, Not Divided w/ Continuous Left Turn Lane
03 - Two-Way, Divided, Unprotected (Painted, >4 Ft) Median
04 - Two-Way, Divided, Positive Median Barrier
05 - One-Way Trafficway
99 - Unknown

Rumble Strips Present

01 - Yes 02 - No 99 - Unknown

Rumble Strips Applicable

01 - Yes 02 - No 99 - Unknown

Rumble Strips

01 - None
02 - Centerline Rumble Strips
03 - Median Shoulder Only
04 - Transverse Rumble Strips (Road Apprch)
05 - Both Shoulders
06 - Both Centerline and Outside Shoulder
07 - Outside Shoulders Only
99 - Unknown

Driver/Vehicle Information

CASE NO.

Vehicle No. 01 02 03...

Last Name | First Name | MI | Gender | DOB (yyyy/mm/dd)

Street Number | Street Name

Mailing Address (PO Box Number) | City | State | Zip Code

Occupation | Employer | Age

Driver Phone ○ Home ○ Work ○ Cell Phone

Emp Phone ○ Home ○ Work ○ Cell Phone

SSN (fatals only)

Driver's License Number | State (FIPS) | Restrictions | CDL Endorsement

DL Type
1 - Not Licensed
2 - Driver License
3 - Instruction Permit
4 - I2 Permit-intermediate
5 - CDL
6 - CDL Permit
7 - No License Required
8 - Restricted License

DL Class
1 - A
2 - B
3 - C
4 - M
5 - Improper or No Endorsement
6 - Other
7 - None

DL Status
1 - Clear
2 - Expired
3 - Canceled or Denied
4 - Revoked
5 - Suspended
99 - Unknown

No. of Vehicle Occupants (01 to 50)

Posted Speed | **Estimated Speed**

Vehicle Owner same as driver ○

Last Name | First Name | MI

Street Number | Street Name | City | State | Zip Code

Make (ie, Chevrolet, Dodge, Toyota) | Model (ie, Silverado, Dakota, Solara) | Year | Expir. Date (mm/yy)

Initial Impact Point | **Most Damaged Area**

Vehicle Identification Number | License Plate No. | State (FIPS) | Color

Insurance E-Verified Y-Yes N-No

Company

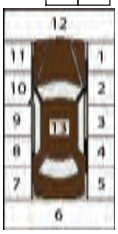
Policy #

Vehicle Towed Y-Yes N-No

By

To

Direction of Travel Prior to Crash
01 - North
02 - Northeast
03 - East
04 - Southeast
05 - South
06 - Southwest
07 - West
08 - Northwest
99 - Unknown



00 Non-Collision (Overturn/Rollover)
01-12 (Use 12 Point Clock Diagram)
13 Top (Roof)
14 Undercarriage
99 Unknown (Can't determine)

Extent of Damage 01 - None 02 - Functional 03 - Minor 04 - Disabling 99 - Unknown

MV Damage ≥$1,000 01-Yes 02-No 99-Unk.

Driver's Action (Officer Opinion Only) — 1st choice, 2nd choice, 3rd choice, 4th choice
01 - No Improper Driving
02 - Ran Off Road
03 - Failed to Yield ROW
04 - Disregarded Traffic Signs (e.g. Stop Sign)
05 - Ran Red Light
06 - Disregarded Other Road Marking
07 - Speeding
08 - Drove too Fast for Conditions
09 - Improper Turn or No Signal
10 - Improper Backing
11 - Improper Passing
12 - Improper Parking
13 - Wrong Side/Wrong Way
14 - Following too Close
15 - Failed to Keep Proper Lane
16 - Erratic/Reckless/Careless/Aggressive
17 - Avoiding an Object on Road
18 - Avoiding Animal
19 - Avoiding Non-Motorist
20 - Avoiding MV
21 - Swerve Due to Wind/Slippery Surface
22 - Over Corrected/Over Steered
23 - Evading Law Enforcement
24 - Other Improper Action
99 - Unknown

Driver's Condition (Officer Opinion Only) — 1st choice, 2nd choice
01 - Apparently Normal
02 - Emotional (depressed, angry, disturbed...)
03 - ill (Sick)
04 - Fell Asleep, Fainted
05 - Fatigued
06 - Under Influence of Medication
07 - Physical Disability
08 - Suspected Drug Use
09 - Suspected Alcohol Use
10 - Other
11 - Driver Inattention
99 - Unknown

Driver's Distraction (Officer Opinion Only)
01 - Not Distracted
02 - Electronic Communication Device (cell, pager..)
03 - Other Electronic Device (palm, TV, computer...)
04 - Other Distraction Inside MV (passenger, pet...)
05 - Other Distraction Outside MV
99 - Unknown

Citations Issued choose up to 5 — 1st choice, 2nd choice, 3rd choice, 4th choice, 5th choice
01 - None
02 - DWUI
03 - Drinking - (i.e.,open container)
04 - Exceeding Speed Limit
05 - Speed too Fast
06 - Following too Close
07 - Wrong Side of Road
08 - Improper or No Signal
09 - Improper Lane Use
10 - Improper Turn
11 - Improper Passing
12 - Improper Starting Out
13 - Failed to Grant ROW to Ped
14 - Failed to Grant ROW to MV
15 - Disregard Officer
16 - Disregard Stop Light
17 - Disregard Stop Sign
18 - Disregard Other
19 - Improper Parking
20 - Reckless Driving
21 - Vehicular Homicide
22 - Driver's License Violation
23 - Improper Backing
24 - No Insurance
25 - Hit & Run
26 - Registration Violation
27 - Failure to Use Seat Belt
28 - Charges Pending
29 - Fed R & R Driver
30 - Fed R & R Vehicle
31 - Racing
32 - Careless
33 - Other (explain in narrative)

Suspect Alcohol
01 - Yes
02 - No
03 - Test Requested
99 - Unknown

If Alcohol Test performed other than Breath then form 902E will be required with results at a later date.

Alcohol Test Result .

Alcohol Test Type
01 - No Test Performed
02 - Test Refused
03 - Blood
04 - Serum
05 - Breath
06 - Urine
07 - Other
99 - Unknown

Suspect Drugs
01 - Yes
02 - No
03 - Test Requested
99 - Unknown

If Drug Test performed then form 902E will be required with results at a later date.

Drug Test Type
01 - No Test Performed
02 - Test Refused
03 - Blood
04 - Serum
05 - Urine
06 - Other
99 - Unknown

DL Investigation
01 - Yes
02 - No
99 - Unknown

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Revised 01/12/2018

Page

Supplemental Vehicle Occupant Information

CASE NO.

Seat Position
01-Driver
02-Front Row Middle
03-Front Row Right
04-Passenger Front Row Left (for foreign or postal vehicles where the driver is on the Right)
05-Second Row Left
06-Second Row Middle
07-Second Row Right
08-Third Row Left
09-Third Row Middle
10-Third Row Right
11-Fourth Row Left
12-Fourth Row Middle
13-Fourth Row Right
14-Other Row (ie. Bus, Van)
15-Lying Down-Front Seat
16-Lying Down-Other Seat
17-MC Passenger
18-Sleeper Section of Cab
19-Other Enclosed Area
20-Unenclosed Cargo Area
21-Trailing Unit
97-Riding on MV Exterior
98-Other (explain in narrative)
99-Unknown

Air Bag Deployed
01-Not Applicable
02-Not Deployed
03-Deployed Front
04-Deployed Side
05-Deployed Combination
06-Deployed Other
99-Deployment Unknown

Ejection
01-Not Ejected
02-Partially Ejected
03-Totally Ejected
04-Trapped & Extricated
05-Not Applicable
99-Unknown

Injury Status
01-Fatal Injury
02-Suspected Serious Injury
03-Suspected Minor Injury
04-Possible Injury
05-No Apparent Injury
99-Unknown

Injury Description
01-Severe Lacerations
02-Broken
03-Crushed
04-Unconsciousness
05-Internal Unknown
06-Lumps
07-Abrasions
08-Bruises
09-Minor Lacerations
10-Limping
11-Pain
12-Nausea
13-Other (explain in narrative)
14- No Injury
99-Unknown

Occupant Protection System Operation
01-Apparently Normal
02-Failure/Malfunction
03-Misuse
04-Air Bag System Turned off or Rendered Inoperative
99-Unknown

Most Injured Area
01-Head
02-Face
03-Neck
04-Thorax (Chest/Back)
05-Abdomen/Pelvis
06-Spine
07-Upper Extremity (Arm...)
08-Lower Extremity (Leg...)
09-No Injury
99-Unknown

Injury Classification
01-Fatal (Not Documented)
02-Fatal (Autopsy)
03-Fatal (Medical Diagnosis)
04-Non-Fatal (Hospitalized overnight or longer)
05-Non-Fatal (Treated & Released from Hospital)
06-First Aid Given at Scene
07-No Treatment
08-Refused Treatment
99-Unknown

Seat Belt Usage
01-None Used
02-Not Available
03-Shoulder & Lap Belt
04-Shoulder Belt Only
05-Lap Belt Only
06-Passive Restraint Only
07-Restraint Used-Type Unk.
08-Forward Facing Child
09-Rear Facing Child Restraint
10-Booster Seat
11-Child Restraint-Type Unk.
12-Helmet Used
13-Other
99-Unknown

MV #
01
02
03
04
05...

Person Type
01-Driver
02-Passenger
99-Unknown
If non-motorist, complete supplemental form

Inj. Transported by
01-Not Transported
02-EMS (Ground)
03-EMS (Air)
04-Law Enforcement
05-Other (Private MV)
99-Unknown

MV # | Person Type: | Seat Position | Seat Belt Usage | Occupant Protection System Operation | Air Bag Deployed | Ejection | Injury Status | Most Injured Area | Injury Description | Injury Classification | Injured Transported by | EMS ID | EMS Run #

Driver | EMS ID | EMS Run # | Medical Facility

Occupant Information

Last Name | First Name | MI | DOB yyyy/mm/dd | Age
SSN (Fatals Only) : | Gender M, F, X
Home Work Cell Phone - - and/or Home Work Cell Phone - - | Medical Facility

Last Name | First Name | MI | DOB yyyy/mm/dd | Age
SSN (Fatals Only) : | Gender M, F, X
Home Work Cell Phone - - and/or Home Work Cell Phone - - | Medical Facility

Last Name | First Name | MI | DOB yyyy/mm/dd | Age
SSN (Fatals Only) : | Gender M, F, X
Home Work Cell Phone - - and/or Home Work Cell Phone - - | Medical Facility

Last Name | First Name | MI | DOB yyyy/mm/dd | Age
SSN (Fatals Only) : | Gender M, F, X
Home Work Cell Phone - - and/or Home Work Cell Phone - - | Medical Facility

Last Name | First Name | MI | DOB yyyy/mm/dd | Age
SSN (Fatals Only) : | Gender M, F, X
Home Work Cell Phone - - and/or Home Work Cell Phone - - | Medical Facility

Last Name | First Name | MI | DOB yyyy/mm/dd | Age
SSN (Fatals Only) : | Gender M, F, X
Home Work Cell Phone - - and/or Home Work Cell Phone - - | Medical Facility

CASE NO.

Supplemental Truck/CMV Information

01 - Commercial Vehicle
02 - Non-Commercial Vehicle

Vehicle Number 01 02 03 04 05 ...

GVW Combination GVW

01 - 10,000 lbs or less
02 - 10,001 to 26,000 lbs
03 - More than 26,000 lbs

Driver Last Name | Driver First Name | MI

ICC/MC No. | US DOT No.

No. Axles
02-98 or 99 for unknown

Carrier's Name

Carrier's Street Number | Carrier's Street Name | Street Address or PO Box of Individual, Partnership, or Corporation

City

State | Zip Code - | Carrier's Country

Commercial Cargo Body Type

01 - No Cargo Body
02 - Bus
03 - Van/Enclosed Box
04 - Hopper (grain/chips/Benonite)
05 - Pole
06 - Cargo Tank
07 - Flatbed
08 - Dump (Belly, Side, or Tail Dump)
09 - Concrete Mixer
10 - Auto Transporter
11 - Tow Truck
12 - Garbage/Refuse
13 - Snowplow
14 - Livestock
15 - Drilling Equipment
16 - Other Truck
17 - Logging
18 - Intermodal
99 - Unknown

Commercial Cargo

01 - Not Applicable (Light MV w/o HM Placard or Bobtail)
02 - General Freight
03 - Household Goods
04 - Heavy Machinery
05 - Motor Vehicles
06 - Gases in Bulk
07 - Livestock
08 - Solids in Bulk
09 - Liquids in Bulk
10 - Explosives
11 - Other Hazardous Materials
12 - Empty
13 - Refrigerated Foods
14 - Other
99 - Unknown

Commercial MV Configuration

01 - Passenger Vehicles Carrying Hazardous Materials
02 - Single-Unit Truck (2 axle and GVWR more than 10,000 lbs)
03 - Single-Unit Truck (3 or more axles)
04 - Truck Pulling Trailer(s)
05 - Truck Tractor Only (Bobtail)
06 - Truck Tractor/Semi-Trailer
07 - Truck Tractor/Double Trailer
08 - Truck Tractor/Triple Trailer (illegal in WY)
09 - Truck - Can't Classify (More than 10,000 lbs GVWR)
99 - Unknown

HM Placard

01 - Yes, (If yes continue on)
02 - No
99 - Unknown

HM Placard ID No. 1

HM Placard ID No. 2

HM Placard ID No. 3

HM Cargo Spill

01 - Yes
02 - No
99 - Unknown

HM Placard Class

1st | 2nd | 3rd

01 - Class 1 Explosives
02 - Class 2 Gases (Flammable, Non-Flammable, Poison and Toxic)
03 - Class 3 Flammable Liquids
04 - Class 4 Flammable Solids
05 - Class 5 Oxidizers & Organic Peroxides
06 - Class 6 Poisonous & Toxic
07 - Class 7 Radioactive Materials
08 - Class 8 Corrosives
09 - Class 9 Miscellaneous Hazardous Materials
10 - Other Placards (Dangerous Mixed Loads, Hot Markings)
11 - Not Applicable
99 - Unknown

PR-902B
Revised 04/07/15

CASE NO.

Supplemental NON-Motorist

Non Motorist Segment No:

Vehicle No. 01 02 03...

Last Name | First Name | MI | Age

Gender: M, F, X | SSN (Fatals Only) | DOB (yyyy/mm/dd)

Home Work Cell Phone and/or Home Work Cell Phone

EMS ID | EMS Run # | Medical Facility

Non Motorist Action Prior to Crash
01 - Entering/Crossing Road
02 - Traveling along road w/ traffic
03 - Traveling along road against traffic
04 - Pushing a Motor Vehicle
05 - Approaching or Leaving MV
06 - Playing or Working On Motor Vehicle
07 - Standing/Laying Down
08 - In a parked MV (Sitting, etc.)
09 - Other
99 - Unknown

Non Motorist Pursuit
01 - Recreation Pursuit
02 - Going to/from school
03 - Non motorist commuter
04 - Stranded Motorist
05 - Working
06 - Cycling
07 - Other
99 - Unknown

Non Motorist Location at time of Crash
01 - Marked Crosswalk at Intersection
02 - Intersection w/o Marked Crosswalk
03 - Non-intersection Crosswalk
04 - Driveway Access Crosswalk
05 - In Roadway (Not in Crosswalk or Intersection)
06 - Median (Not Shoulder)
07 - Island
08 - Shoulder
09 - Sidewalk
10 - Roadside
11 - Outside of Traffic Way
12 - Dedicated Bike Lane
13 - Shared-Used Path or Trail
14 - Inside Building
15 - Other
99 - Unknown

Non Motorist Proximity
01 - Same city as report made
02 - Lives 25 miles or less from crash scene
03 - Lives greater than 25 miles from crash scene within Wyoming
04 - Does not have residence in Wyoming
99 - Unknown

Non Motorist Type
03 - Pedestrian
04 - Pedacyclist
05 - Occupant of MV NOT in transport (Parked)
06 - Pedestrian Conveyance
07 - Other Pedestrian (i.e. Wheelchair)
99 - Unknown type

Non Motorist Transport
10 - Motorized Skateboard/Scooter
11 - Pedestrian Vehicle
12 - Low Speed Vehicle
25 - Segway
28 - Bicycle Trailer
99 - None

Non Motorist Condition at Time of Crash
01 - Apparently Normal
02 - Emotional (i.e. Depressed, Angry)
03 - ill (Sick)
04 - Fell Asleep, Fainted
05 - Fatigued
06 - Under Influence of Medication
07 - Physical Disability
08 - Suspected Drug Use
09 - Suspected Alcohol Use
10 - Other
99 - Unknown

Non Motorist Action at Time of Crash (Officer Opinion Only) 1st 2nd
01 - No Improper Action
02 - Improper Crossing
03 - Darting
04 - In Roadway
05 - Failure to yield ROW
06 - Not Visible (Dark Clothing)
07 - Inattentive (Talking, Eating, etc.)
08 - Disobey Traffic Signs, Officer, etc.
09 - On Wrong Side of Road
10 - Other Improper Action
99 - Unknown

Most Injured Area
01 - Head
02 - Face
03 - Neck
04 - Thorax (Chest/Back)
05 - Abdomen/Pelvis
06 - Spine
07 - Upper Extremity (i.e. Arm)
08 - Lower Extremity (i.e. Leg)
09 - No Injury
99 - Unknown

Injury Description
01 - Severe Lacerations
02 - Broken
03 - Crushed
04 - Unconsciousness
05 - Internal Unknown
06 - Lumps
07 - Abrasions
08 - Bruises
09 - Minor Lacerations
10 - Limping
11 - Pain
12 - Nausea
13 - Other
14 - No Injury
99 - Unknown

Injury Classification
01 - Fatal (Not Documented)
02 - Fatal (Autopsy)
03 - Fatal (Medical Diagnosis)
04 - Non-Fatal (Hospitalized Overnight or Longer)
05 - Non-Fatal (Treated and Released from Hospital)
06 - First Aid Given at Scene
07 - No Treatment
08 - Refused Treatment
99 - Unknown

Injured Transported by
01 - Not Transported
02 - EMS (Ground)
03 - EMS (Air)
04 - Law Enforcement
05 - Other (Private MV)
99 - Unknown

Non Motorist Safety Equipment (choose up to 2) 1st 2nd
01 - None
02 - Helmet
03 - Protective Pad (Elbow, Knee, etc.)
04 - Reflective Clothing
05 - Lighting
06 - Other
07 - Not Applicable
99 - Unknown

Suspect Alcohol on Non Motorist
01 - Yes
02 - No
03 - Test Requested
99 - Unknown
If Alcohol Test preformed other then Breath then form 902E will be required with results at a later date.

Alcohol Test Result .

Alcohol Test Type
01 - No Test Performed
02 - Test Refused
03 - Blood
04 - Serum
05 - Breath
06 - Urine
07 - Other
99 - Unknown

Suspect Drugs on Non Motorist
01 - Yes
02 - No
03 - Test Requested
99 - Unknown
If Drug Test preformed then form 902E will be required with results at a later date.

Drug Test Type
01 - No Test Performed
02 - Test Refused
03 - Blood
04 - Serum
05 - Urine
06 - Other
99 - Unknown

Injury Status
01 - Fatal Injury
02 - Suspected Serious Injury
03 - Suspected Minor Injury
04 - Possible Injury
05 - No Apparent Injury
99 - Unknown

PR-902C
Revised 01/12/2018

CASE NO.

SUPPLEMENTAL BUS INFORMATION

Actual No. of Bus Occupants (01 to 99)

Vehicle No. 01 02 03 ...

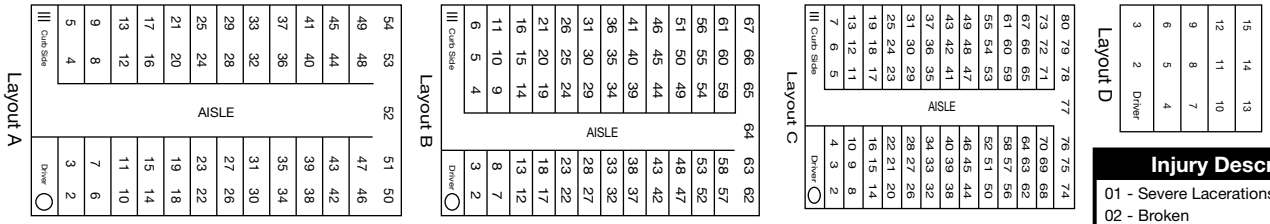
Carrier's Name

Carrier's Street Number | Carrier's City Street Name | Street Address or PO Box of Individual, Partnership, or Corporation

City | State | Zip Code | ICC/MC No.

Carrier's Country | US DOT No.

Occupant Data Required only for Fatal or Injured Occupants



Commercial / Charter / School Bus Layouts

○ A ○ B ○ C ○ Other Bus

○ D (Bus/Van 9-15 passengers)

Seat Position

02-60 (see bus layout for passenger position)
97 - Riding on MV Exterior
98 - Other (explain in narrative)
99 - Unknown

Person Type

02 - Passenger
99 - Unknown
If non-motorist, complete supplemental form

MV

01
02
03...

Occupant Protection System Operation

01 - Apparently Normal
02 - Failure/Malfunction
03 - Misuse
99 - Unknown

Seat Belt Usage

01 - None Used
02 - Not Available
03 - Shoulder & Lap belt
04 - Shoulder Belt Only
05 - Lap Belt Only
06 - Passive Restraint Only
07 - Restraint used-Type Unk.
08 - Forward Facing Child
09 - Rear Facing Child Restraint
10 - Booster Seat
11 - Child Restraint-Type Unk.
12 - Helmet Used
13 - Other
99 - Unknown

Ejection

01 - Not Ejected
02 - Partially Ejected
03 - Totally Ejected
04 - Trapped & Extricated
05 - Not Applicable
99 - Unknown

Injury Status

01 - Fatal Injury
02 - Suspected Serious Injury
03 - Suspected Minor Injury
04 - Possible Injury
05 - No Apparent Injury
99 - Unknown

Most Injured Area

01 - Head
02 - Face
03 - Neck
04 - Thorax (Chest/Back)
05 - Abdomen/Pelvis
06 - Spine
07 - Upper Extremity (Arm...)
08 - Lower Extremity (Leg...)
09 - No Injury
99 - Unknown

Injury Description

01 - Severe Lacerations
02 - Broken
03 - Crushed
04 - Unconsciousness
05 - Internal Unknown
06 - Lumps
07 - Abrasions
08 - Bruises
09 - Minor Lacerations
10 - Limping
11 - Pain
12 - Nausea
13 - Other (explain in narrative)
14 - No Injury
99 - Unknown

Injury Classification

01 - Fatal (Not Documented)
02 - Fatal (Autopsy)
03 - Fatal (Medical Diagnosis)
04 - Non-Fatal (Hospitalized overnight or longer)
05 - Non-Fatal (Treated & Released from Hospital)
06 - First Aid Given at Scene
07 - No Treatment
08 - Refused Treatment
99 - Unknown

Inj. Transported by

01 - Not Transported
02 - EMS (Ground)
03 - EMS (Air)
04 - Law Enforcement
05 - Other (Private MV)
99 - Unknown

MV # | Person Type: | Seat Position | Seat Belt Usage | Seat Belt Operation | Ejection | Injury Status | Injury Area | Injury Description | Injury Classication | Injured Transported by | EMS ID | EMS Run #

» Last Name | First Name | MI | DOB yyyy/mm/dd | Age

SSN (Fatals Only) | Gender M, F, X

○ Home ○ Work ○ Cell Phone and/or ○ Home ○ Work ○ Cell Phone

Medical Facility

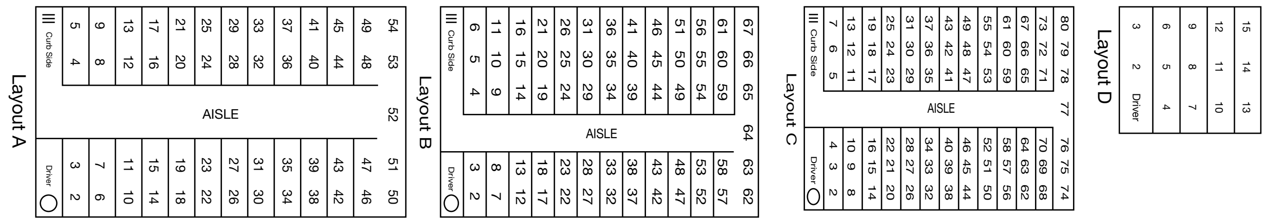
» Last Name | First Name | MI | DOB yyyy/mm/dd | Age

SSN (Fatals Only) | Gender M, F, X

○ Home ○ Work ○ Cell Phone and/or ○ Home ○ Work ○ Cell Phone

Medical Facility

SUPPLEMENTAL BUS INFORMATION



MV # | Person Type: | Seat Position | Seat Belt Usage | Seat Belt Operation | Ejection | Injury Status | Injury Area | Injury Description | Injury Classication | Injured Transported by | EMD ID | EMS Run #

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
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○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) / / | Age
SSN (Fatals Only) - - | Gender M, F, X
○ Home ○ Work ○ Cell Phone - - and/ or ○ Home ○ Work ○ Cell Phone - - | Medical Facility

PR-902D
Revised 04/14/15

SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS DRIVER

Vehicle No. 01 02 03 ... ☐☐ *CASE NO.* ☐☐☐☐☐☐☐☐☐☐☐☐

Last Name ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ **First Name** ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ **MI** ☐

Alcohol Test Results

Alcohol Test Result .☐☐

Drug Test Results

Drug Test Indication ☐☐

P - Positive
N - Negative
98 - Results Pending (Add Results Later)
99 - Unknown

Drug Test Results choose up to 4

1st choice ☐☐
2nd choice ☐☐
3rd choice ☐☐
4th choice ☐☐

01 - Marijuana
02 - Cocaine
03 - Opiate
04 - Amphetamine
05 - PCP
06 - Other Controlled Substance
07 - Other Drug (excludes post crash drugs)

SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS NON-MOTORIST

Vehicle No. 01 02 03 ... ☐☐ **Non Motorist Segment No:** ☐☐ *CASE NO.* ☐☐☐☐☐☐☐☐☐☐☐☐

Last Name ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ **First Name** ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ **MI** ☐

Alcohol Test Results

Alcohol Test Result .☐☐

Drug Test Results

Drug Test Indication ☐☐

P - Positive
N - Negative
98 - Results Pending (Add Results Later)
99 - Unknown

Drug Test Results choose up to 4

1st choice ☐☐
2nd choice ☐☐
3rd choice ☐☐
4th choice ☐☐

01 - Marijuana
02 - Cocaine
03 - Opiate
04 - Amphetamine
05 - PCP
06 - Other Controlled Substance
07 - Other Drug (excludes post crash drugs)

PR-902E
Revised 04/07/15

INVESTIGATOR'S PDO/SINGLE VEHICLE ANIMAL CRASH ONLY

PR-903
Revised 03/13/2018

CASE NO. BUSES EXCLUDED

Highway Safety Office Use Only
Crash Type: ◯ G ≥ $1,000 ◯ N < $1000
◯ P - Private

Vehicles
Drivers
Persons

Investigated at Scene by Law Enforcement Yes ◯ No ◯

Insurance Verified Yes No

Vehicle Towed Yes No

Date of Crash (yyyy/mm/dd) Time (24h)

Investigating Agency
01 - City PD 02 - Sheriff 03 - BIA
04 - Forest Service 05 - Campus Police 06 - WHP 07 - Other

Division (WHP only)

Badge # Officer's Last Name

County

City

GPS Latitude

GPS Longitude -

Crash Occurred on: Highway/Street:

Related Intersection: Highway/Street:

Milepost Marker

Highway LRS # CAT. ID # DIR

DRIVER INFORMATION

Driver's Last Name First Name MI Gender DOB (yyyy/mm/dd)

Street Number Street Name City State Zip Code

Driver's License Number State (FIPS) Age ◯ HomePhone ◯ Work phone ◯ Cell Phone - -

VEHICLE INFORMATION

Vehicle owner same as driver ◯

Vehicle Owner's Last Name First Name MI Posted Speed Est. Speed

Street Number Street Name City State Zip Code

Make (example: Chevrolet, Dodge, Toyota) Model (example: Silverado, Dakota, Solara) Year

Was Commercial Vehicle Involved? ◯ YES ◯ NO

If yes, fill out supplement PR-902B

Vehicle Identification Number (VIN - 17 Digits) License Plate No. State (FIPS)

Insurance Company

Policy #

Most Harmful Event (Animal)

30 - Horse 32 - Pig 34 - Other Domestic (Dog, Llama,...) 36 - Deer 38 - Antelope
31 - Cow 33 - Sheep 35 - Elk 37 - Moose 39 - Buffalo 40 - Other Wild

Trailer Style

1 - No Trailer
2 - Camping Trailer
3 - Mobile Home
4 - Utility Trailer
5 - Boat/Jet Ski Trailer
6 - Towed Vehicle
7 - Horse/Stock Trailer
8 - Motorcycle Trailer
9 - Multiple Trailers
10 - Other (ie. Bicycle)
99 - Unknown

Vehicle Maneuver/Action

1 - Straight Ahead
2 - Backing
3 - Changing Lanes
4 - Overtaking/Passing
5 - Turning Right
6 - Turning Left
7 - Make U-Turn
8 - Leaving a Traffic Lane/Parking
9 - Entering a Traffic Lane
10 - Slowing
11 - Negotiating a Curve
12 - Parked
13 - Stopped in Traffic
14 - Driverless Motor Vehicle
15 - Trafficway Maintenance
16 - Other
99 - Unknown

Weather

1 - Clear
2 - Raining
3 - Snowing
4 - Fog
5 - Blowing Dust/Sand/Dirt
6 - Severe Wind Only
7 - Blizzard
8 - Sleet/Hail/Freezing Rain
9 - Blowing Snow
10 - Cloudy/Overcast
11 - Smoke
12 - Other
99 - Unknown

Road

1 - Dry
2 - Wet
3 - Icy/Frost
4 - Snow
5 - Mud/Dirt/Gravel
6 - Slush
7 - Oil/Fuel
8 - Sand on Dry Pavement
9 - Sand on Icy Road
10 - Water standing/Running
11 - Other
99 - Unknown

Front

Vehicle #1
Damage Estimate

Shade number next to the area damaged on your vehicle

Lighting

1 - Daylight 3 - Darkness/Lighted 99 - Unknown
2 - Darkness/Unlighted 4 - Dawn 5 - Dusk

Seat Position

1-Driver
2-Front Row Middle
3-Front Row Right
4-Passenger Front Row Left (for foreign or postal vehicles)
5-Second Row Left
6-Second Row Middle
7-Second Row Right
8-Third Row Left
9-Third Row Middle
10-Third Row Right
11-Fourth Row Left
12-Fourth Row Middle
13-Fourth Row Right
14-Other Row (ie. Bus, Van)
15-Lying Down-Front Seat
16-Lying Down-Other Seat
17-MC Passenger
18-Sleeper Section of Cab
19-Other Enclosed Area
20-Unenclosed Cargo Area
21-Trailing Unit
97-Riding on MV Exterior
98-Other (explain in narrative)
99-Unknown

Safety Equipment Usage

1-None Used
2-Not Available
3-Shoulder & Lap belt
4-Shoulder Belt Only
5-Lap Belt Only
6-Passive Restraint Only
7-Restraint used-Type Unk.
8-Forward Facing Child
9-Rear Facing Child Restraint
10-Booster Seat
11-Child Restraint-Type Unk.
12-Helmet Used
13-Other
99-Unknown

Injury Status

5-No Injury

I f any injuries form 902 must be used

Air Bag Deployed

1-Not Applicable
2-Not Deployed
3-Deployed Front
4-Deployed Side
5-Deployed Combination
6-Deployed Other
7-Deployment Unknown

Please Attach More Sheets If Needed

VEHICLE # 1
Driver # 1

PASSENGER INFORMATION FOR VEHICLE #1

Last Name | First Name | MI | AGE | Gender M, F, X

Last Name | First Name | MI | AGE | Gender M, F, X

Last Name | First Name | MI | AGE | Gender M, F, X

Driver's Action (choose up to 4/ ie. 01, 10, 25) 1st 2nd 3rd 4th

01 - No Improper Driving
02 - Ran Off Road
03 - Failed to Yield ROW
04 - Disregarded Traffic Signs (e.g. Stop Signs)
05 - Ran Red Light
06 - Disregarded Other Road Marking
07 - Speeding
08 - Drove too Fast for Conditions
09 - Improper Turn or No Signal
10 - Improper Backing
11 - Improper Passing
12 - Improper Parking
13 - Wrong Side/Wrong Way
14 - Following too Close
15 - Failed to Keep Proper Lane
16 - Erratic/Reckless/Careless/Aggressive
17 - Avoiding an Object on Road
18 - Avoiding Animal
19 - Avoiding Non-Motorist
20 - Avoiding MV
21 - Swerve Due to Wind/Slippery Surface
22 - Over Corrected/Over Steered
23 - Evading Law Enforcement
24 - Other Improper Action
99 - Unknown

Driver's Condition (choose up to 2) 1st 2nd

01 - Apparently Normal
02 - Emotional (depressed, angry, disturbed...)
03 - ill (Sick)
04 - Fell Asleep, Fainted
05 - Fatigued
06 - Under Influence of Medication
07 - Physical Disability
10 - Other
99 - Unknown

Location of FHE

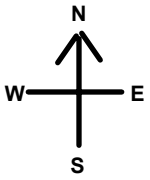
01 - On Roadway
02 - Off Roadway
03 - Shoulder
04 - Median
05 - On OTHER Roadway
06 - Outside of ROW
07 - Gore
08 - Separator
09 - In Parking Lane/Zone
10 - Tunnel
11 - Bridge
12 - Port of Entry
13 - Rest Area
99 - Unknown

Driver's Distraction (choose one)

01 - Not Distracted
02 - Electronic Communication Device (cell, pager..)
03 - Other Electronic Device (palm, TV, computer...)
04 - Other Distraction Inside MV (passenger, pet...)
05 - Other Distraction Outside MV
99 - Unknown

DIAGRAM

Please indicate direction of travel



Narrative (Briefly describe the events of the crash)

Officer's Signature

Date

CASE NO. | | | | | | | | | | | | |

NARRATIVE PAGE

PR-904


WYOMING
TRANSPORTATION
DEPARTMENT