

WYOMING

REPORT ON TRAFFIC CRASHES



2022

An annual publication provided by the



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

June 2023

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



Mark Gordon
Governor

WYOMING Department of Transportation

"Provide a safe and effective transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



Darin J. Westby
Interim Director

June 22, 2023

Dear Reader,

Wyoming's 2022 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.
Safety Management Engineer
Wyoming Department of Transportation
Highway Safety Program
5300 Bishop Blvd
Cheyenne, Wyoming 82009-3340
(307) 777-4257

Sincerely,

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

TABLE OF CONTENTS

BACKGROUND INFORMATION	1
Purpose	1
Crash Data	1
Explanation of the Report on Traffic Crashes	2
Key Concepts	3
BASIC CRASH INFORMATION	4
TOTAL COUNTS	5
SAFETY FOCUS AREA COUNTS	6
AREA OF INTEREST COUNTS	8
PROGRESS IN SAFETY FOCUS AREAS	9
WHEN CRASHES ARE OCCURRING	10
Total Crashes by Month	10
Total Crashes by Day of the Week	11
Total Crashes by Hour of the Day	12
Holiday Crash Counts	14
WHERE CRASHES ARE OCCURRING	15
Total Crashes by Roadway Type	15
Total Crashes and Fatal Crash Counts by County	16
Crash & Injury Counts by County	17
Crash & Injury Counts by City / Town	18
Urban Crashes by Manner of Collision and Intersection Type	20
Rural Crashes by Manner of Collision and Intersection Type	21
WHY CRASHES ARE OCCURRING	22
Total Crashes by First Harmful Event Category	22
Non-Collision Crashes by First Harmful Event	23
Collision with Non-Fixed Object Crashes by First Harmful Event	23
Animal Crashes by First Harmful Event	24
Collision with Fixed Object Crashes by First Harmful Event	24
PEOPLE INVOLVED	25
DRIVER COUNTS	26
Total Drivers by Gender and Age Group	26
Total Drivers Involved in Fatal, Injury, and PDO Crashes by Gender and Age Group	27
Drivers' Potential Contributing Conditions and Actions	28
Wyoming vs. Out-of-State Licensed Drivers Involved in Crashes by Month	29
Wyoming vs. Out-of-State Licensed Drivers Involved in Crashes by County	30
Wyoming vs. Out-of-State Licensed Drivers Involved in Crashes by Interstate	31
Wyoming vs. Out-of-State Licensed Drivers Involved in Crashes by Crash Severity	31
Young Drivers Involved in Fatal, Injury, and PDO Crashes by Age and Gender	32
Senior Drivers Involved in Fatal, Injury, and PDO Crashes by Age and Gender	33

VULNERABLE ROAD USER (NON-MOTORIST) COUNTS	34
Total Pedestrians by Gender and Age Group	34
Pedestrian Injury Status by Gender and Age Group	35
Pedestrians' Potential Contributing Condition and Actions	36
Pedestrian Involved Crash Analysis (Pursuit, Location, Lighting)	37
Total Pedalcyclists by Gender and Age Group	38
Pedalcyclist Injury Status by Gender and Age Group	39
Pedalcyclists' Safety Equipment Use	40
Pedalcyclists' Action Prior to Crash	40
Pedalcyclists' Potential Contributing Actions	40
Pedalcyclist Involved Crash Analysis (Pursuit, Location, Lighting)	41
MOTOR VEHICLE OCCUPANT SAFETY	42
Fatalities and Suspected Serious Injuries by Safety Equipment Use	43
Occupant Seatbelt Properly Used During Crash by County	44
Occupant Seatbelt Not Used During Crash by County	45
Occupant Seatbelt Usage by County and Person Type	46
Child Passenger Safety Guidelines	49
Child Passengers with Fatal and Suspected Serious Injury by Safety Equipment Use and Age	50
Child Passengers with Suspected Minor Injury by Safety Equipment Use and Age	51
Child Passengers with Possible Injury by Safety Equipment Use and Age	52
MOTORCYCLIST SAFETY	53
Total Motorcyclist Injuries and Injuries by Person Type	54
Motorcyclist Injury Status by Gender and Age Group	55
Motorcyclist Fatal and Suspected Serious Injury by Helmet Use	56
MOTOR VEHICLES INVOLVED	57
Total Vehicles Involved by Vehicle Type and Crash Severity	58
Vehicles with Contributing Circumstance by Contributing Circumstance and Crash Severity	59
Commercial Motor Vehicle/Truck Involved Crashes	60
Motorcycle Involved Crashes	61
Off Road Vehicle Involved Crashes	62
Emergency Response Vehicle Involved Crashes	63
Snow Plow Involved Crashes	64
School Bus Related Crashes	65
Construction Vehicle Involved Crashes	67
Railway Vehicle Involved Crashes	68
CRASH CONDITIONS	69
KNOW BEFORE YOU GO – CURRENT ROAD AND TRAVEL INFORMATION	70
ROADWAY	71
Crashes by Road Surface Type and Road Condition	71
Curve Crashes	72
Intersection and Intersection Related Crashes	73

VISIBILITY / WEATHER	74
Crashes by Lighting Condition and Crash Severity	74
Crashes by Weather Condition and Crash Severity	74
Winter Weather Related Crashes	75
Blow-Over Crashes	76
ENVIRONMENT	77
Work Zone Related Crashes	77
Wildlife Involved Crashes	79
RISKY BEHAVIORS	81
CONTRIBUTING FACTORS: BEHAVIORS & ATTITUDES	82
SUBSTANCE USE	83
Impaired Crashes	83
Alcohol Involved Crashes	85
Alcohol Involved Crash Five Year Comparison	87
Alcohol Involved Crash & Injury Counts by County	88
Alcohol Involved Crash & Injury Counts by City / Town	89
Drivers with Alcohol Use by Age Group & BAC Results and Crash Severity	91
Drivers with Alcohol Use by Gender & Age Group and Crash Severity	93
Drug Involved Crashes	94
Drug Involved Crash Five Year Comparison	95
Drug Involved Crash & Injury Counts by County	96
Drug Involved Crash & Injury Counts by City / Town	97
Drivers with Drug Use by Gender & Age Group and Crash Severity	98
DRIVER ACTIONS	99
Aggressive/Erratic/Reckless or Careless Driving Crashes	99
Fatigued Driving Crashes	100
Speed Related Crashes	101
Distracted Driving Crashes	103
Lane or Road Departure Crashes	105
Evading Law Enforcement Crashes	106
ACRONYMS	107
GLOSSARY OF TERMS	108
APPENDIX	111
Holiday Time Period Reporting	112
Road Function Classifications	113
Blood Alcohol Concentration (BAC) Information	115
Wyoming Investigator's Traffic Crash Report Form	116
Wyoming Investigator's PDO/Single Vehicle Animal Crash Report Form	127

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



2022 TOTAL COUNTS



Crash Counts

TOTAL TRAFFIC CRASHES	13,569
FATAL CRASHES	118
INJURY CRASHES	2,388
PDO CRASHES	11,063
CRITICAL CRASHES	495
SERIOUS CRASHES	2,011
DAMAGE CRASHES	11,063



HIT & RUN 1,443



RESULTING FROM PRIOR CRASH 130



Location Counts

URBAN CRASHES	7,361
RURAL CRASHES	6,208



Involved Counts

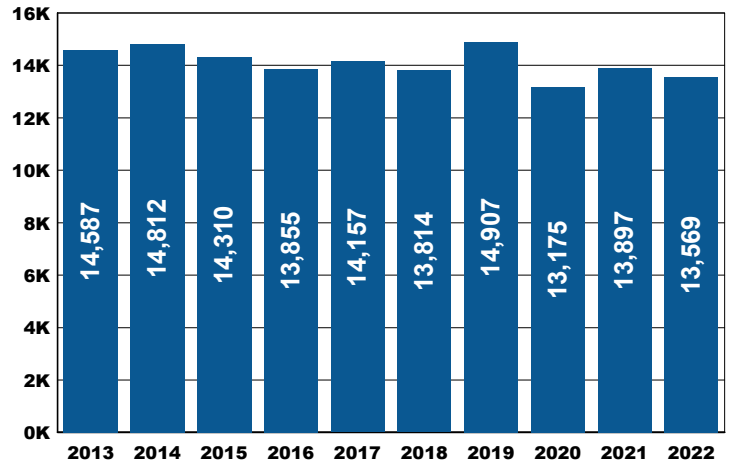
TOTAL PERSONS INVOLVED	26,411
DRIVERS	19,427
PASSENGERS	6,781
PEDESTRIANS	87
PEDALCYCLISTS	56
OCCUPANT OF PARKED VEHICLE	60



Injury Counts

TOTAL PERSONS INJURED	3,271
FATAL INJURY	134
SUSPECTED SERIOUS INJURY	481
SUSPECTED MINOR INJURY	1,497
POSSIBLE INJURY	1,159
NO APPARENT INJURY / UNKNOWN	23,140

Total Crashes by Year 2013 - 2022



Vehicle Counts

TOTAL VEHICLES INVOLVED	20,835
PASSENGER CAR	5,529
PICK-UP TRUCK	5,146
SPORTS UTILITY VEHICLE	4,361
PASSENGER VAN	375
MOTORCYCLE	255
HEAVY TRUCK	1,809
MEDIUM TRUCK	249
LIGHT TRUCK	21
CARGO VAN	128
CONSTRUCTION	20
FARM EQUIPMENT	8
SCHOOL BUS	50
BUS	32
MOTORHOME	35
MULTI-PURPOSE VEHICLE	20
ALL TERRAIN VEHICLE	25
SNOWMOBILE	1
OTHER	41
UNKNOWN	2,730

2022 SAFETY FOCUS AREA COUNTS



Impaired Crash Counts

TOTAL IMPAIRED CRASHES	806
IMPAIRED FATAL CRASHES	53
IMPAIRED FATALITIES	61
IMPAIRED INJURY CRASHES	283
IMPAIRED INJURIES	393
IMPAIRED PDO CRASHES	470



Speed-Related Crash Counts

TOTAL SPEED-RELATED CRASHES	2,974
SPEED FATAL CRASHES	56
SPEED FATALITIES	63
SPEED INJURY CRASHES	638
SPEED INJURIES	902
SPEED PDO CRASHES	2,280



Alcohol Crash Counts

TOTAL ALCOHOL INVOLVED CRASHES	699
ALCOHOL FATAL CRASHES	39
ALCOHOL FATALITIES	46
ALCOHOL INJURY CRASHES	241
ALCOHOL INJURIES	326
ALCOHOL PDO CRASHES	419



Distracted Driving Crash Counts

TOTAL DISTRACTED DRIVING CRASHES	915
DISTRACTED FATAL CRASHES	9
DISTRACTED FATALITIES	11
DISTRACTED INJURY CRASHES	263
DISTRACTED INJURIES	348
DISTRACTED PDO CRASHES	643



Drug Crash Counts

TOTAL DRUG INVOLVED CRASHES	219
DRUG FATAL CRASHES	36
DRUG FATALITIES	40
DRUG INJURY CRASHES	78
DRUG INJURIES	126
DRUG PDO CRASHES	105



Young Driver (<26) Involved Crash Counts

TOTAL YOUNG DRIVER INVOLVED CRASHES	4,388
YOUNG DRIVER INVOLVED FATAL CRASHES	27
YOUNG DRIVER INVOLVED FATALITIES	32
YOUNG DRIVER INVOLVED INJURY CRASHES	888
YOUNG DRIVER INVOLVED INJURIES	1,192
YOUNG DRIVER INVOLVED PDO CRASHES	3,473



Unbelted Occupant Crash Counts

TOTAL UNBELTED CRASHES	892
UNBELTED FATAL CRASHES	63
UNBELTED OCCUPANT FATALITIES	65
UNBELTED INJURY CRASHES	403
UNBELTED OCCUPANT INJURIES	434

TOTAL MISUSED BELT CRASHES	202
MISUSED BELT FATAL CRASHES	3
MISUSED BELT OCCUPANT FATALITIES	2
MISUSED BELT INJURY CRASHES	70
MISUSED BELT OCCUPANT INJURIES	31



Senior Driver (65+) Involved Crash Counts

TOTAL SENIOR DRIVER INVOLVED CRASHES	2,068
SENIOR DRIVER INVOLVED FATAL CRASHES	26
SENIOR DRIVER INVOLVED FATALITIES	29
SENIOR DRIVER INVOLVED INJURY CRASHES	400
SENIOR DRIVER INVOLVED INJURIES	548
SENIOR DRIVER INVOLVED PDO CRASHES	1,642



Pedestrian Crash Counts

TOTAL PEDESTRIAN CRASHES	81
PEDESTRIAN FATAL CRASHES	7
PEDESTRIAN FATALITIES	8
PEDESTRIAN INJURY CRASHES	74
PEDESTRIAN INJURIES	79



Pedalcycle Crash Counts

TOTAL PEDALCYCLE CRASHES	55
PEDALCYCLE FATAL CRASHES	1
PEDALCYCLIST FATALITIES	1
PEDALCYCLE INJURY CRASHES	54
PEDALCYCLIST INJURIES	55



Motorcycle Crash Counts

TOTAL MOTORCYCLE INVOLVED CRASHES	245
MOTORCYCLE FATAL CRASHES	20
MOTORCYCLIST FATALITIES	20
MOTORCYCLE INJURY CRASHES	191
MOTORCYCLIST INJURIES	214
MOTORCYCLE PDO CRASHES	34



Commercial Motor Vehicle Involved Crash Counts

TOTAL CMV INVOLVED CRASHES	1,751
CMV INVOLVED FATAL CRASHES	25
CMV INVOLVED FATALITIES	28
CMV INVOLVED INJURY CRASHES	298
CMV INVOLVED INJURIES	395
CMV INVOLVED PDO CRASHES	1,428



Snow / Ice on Road Crash Counts

TOTAL ICY / SNOWY ROAD CRASHES	3,632
ICY / SNOWY ROAD FATAL CRASHES	20
ICY / SNOWY ROAD FATALITIES	21
ICY / SNOWY ROAD INJURY CRASHES	463
ICY / SNOWY ROAD INJURIES	632
ICY / SNOWY ROAD PDO CRASHES	3,149



Wild Animal Involved Crash Counts

TOTAL WILD ANIMAL INVOLVED CRASHES	2,299
WILD ANIMAL INVOLVED FATAL CRASHES	1
WILD ANIMAL INVOLVED FATALITIES	1
WILD ANIMAL INVOLVED INJURY CRASHES	78
WILD ANIMAL INVOLVED INJURIES	94
WILD ANIMAL INVOLVED PDO CRASHES	2,220



Work Zone Related Crash Counts

TOTAL WORK ZONE RELATED CRASHES	332
WORK ZONE RELATED FATAL CRASHES	1
WORK ZONE RELATED FATALITIES	1
WORK ZONE RELATED INJURY CRASHES	71
WORK ZONE RELATED INJURIES	78
WORK ZONE RELATED PDO CRASHES	260



Horizontal Curve Crash Counts

TOTAL HORIZONTAL CURVE CRASHES	4,207
HORIZONTAL CURVE FATAL CRASHES	52
HORIZONTAL CURVE FATALITIES	58
HORIZONTAL CURVE INJURY CRASHES	817
HORIZONTAL CURVE INJURIES	1,108
HORIZONTAL CURVE PDO CRASHES	3,338



Intersection Crash Counts

TOTAL URBAN INTERSECTION CRASHES	3,527
URBAN INTERSECTION FATAL CRASHES	4
URBAN INTERSECTION FATALITIES	4
URBAN INTERSECTION INJURY CRASHES	775
URBAN INTERSECTION INJURIES	998
URBAN INTERSECTION PDO CRASHES	2,748
TOTAL RURAL INTERSECTION CRASHES	312
RURAL INTERSECTION FATAL CRASHES	6
RURAL INTERSECTION FATALITIES	6
RURAL INTERSECTION INJURY CRASHES	76
RURAL INTERSECTION INJURIES	118
RURAL INTERSECTION PDO CRASHES	230



Lane / Road Departure Crash Counts

TOTAL LANE / ROAD DEPARTURE CRASHES	7,742
LANE / ROAD DEPARTURE FATAL CRASHES	96
LANE / ROAD DEPARTURE FATALITIES	111
LANE / ROAD DEPARTURE INJURY CRASHES	1,468
LANE / ROAD DEPARTURE INJURIES	1,933
LANE / ROAD DEPARTURE PDO CRASHES	6,178

2022 AREA OF INTEREST COUNTS



Blow-Over Crash Counts

TOTAL BLOW-OVER CRASHES	157
BLOW-OVER FATAL CRASHES	1
BLOW-OVER FATALITIES	3
BLOW-OVER INJURY CRASHES	41
BLOW-OVER INJURIES	45
BLOW-OVER PDO CRASHES	115



Fatigued Driver Involved Crash Counts

TOTAL FATIGUED DRIVER CRASHES	364
FATIGUED DRIVER FATAL CRASHES	13
FATIGUED DRIVER INVOLVED FATALITIES	14
FATIGUED DRIVER INJURY CRASHES	142
FATIGUED DRIVER INVOLVED INJURIES	191
FATIGUED DRIVER PDO CRASHES	209



Snow Plow Involved Crash Counts

TOTAL SNOW PLOW INVOLVED CRASHES	41
SNOW PLOW INVOLVED FATAL CRASHES	0
SNOW PLOW INVOLVED FATALITIES	0
SNOW PLOW INVOLVED INJURY CRASHES	5
SNOW PLOW INVOLVED INJURIES	7
SNOW PLOW INVOLVED PDO CRASHES	36

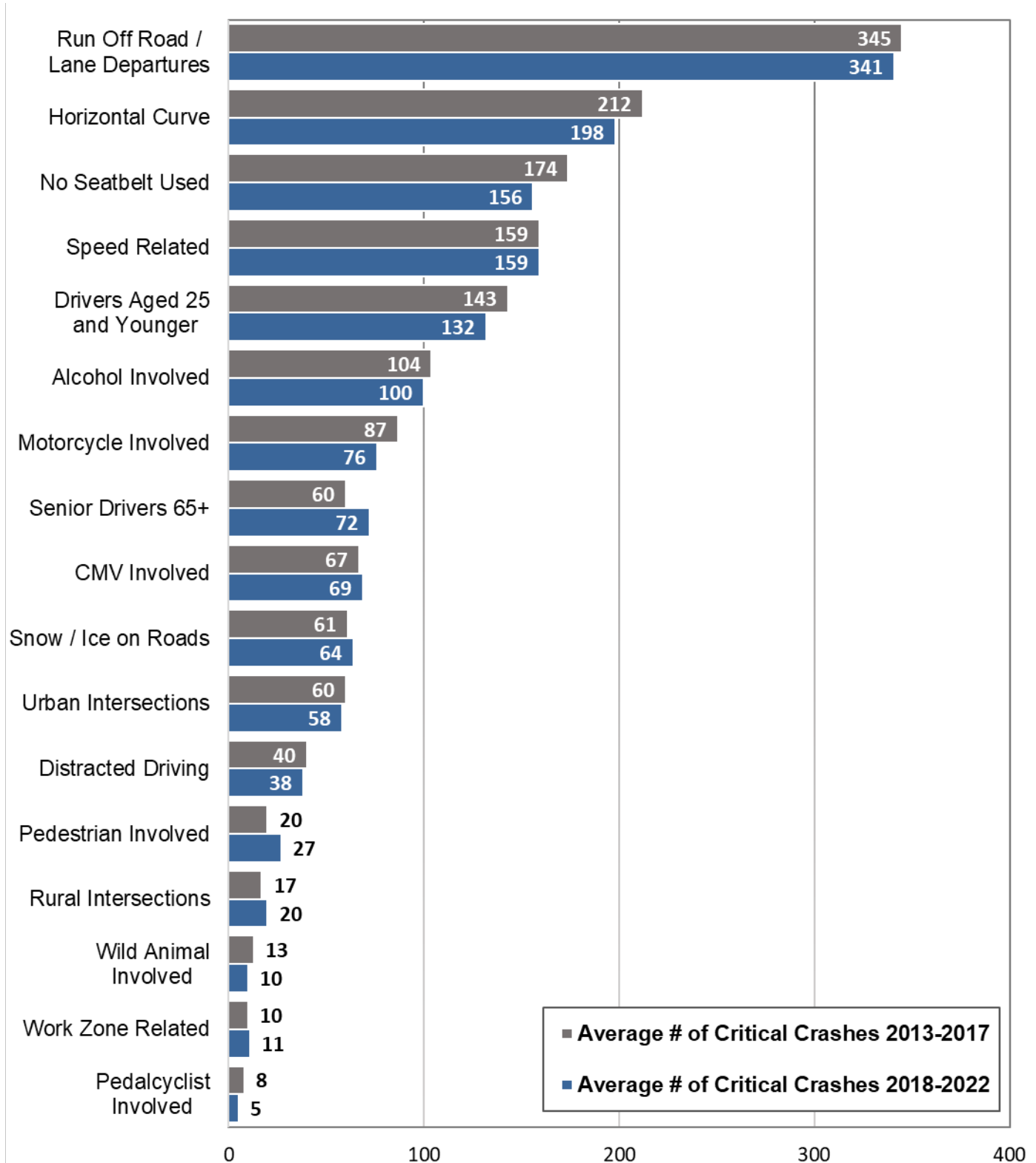


Domestic Animal Involved Crash Counts

TOTAL DOMESTIC ANIMAL CRASHES	180
DOMESTIC ANIMAL FATAL CRASHES	1
DOMESTIC ANIMAL FATALITIES	1
DOMESTIC ANIMAL INJURY CRASHES	14
DOMESTIC ANIMAL INJURIES	16
DOMESTIC ANIMAL PDO CRASHES	165

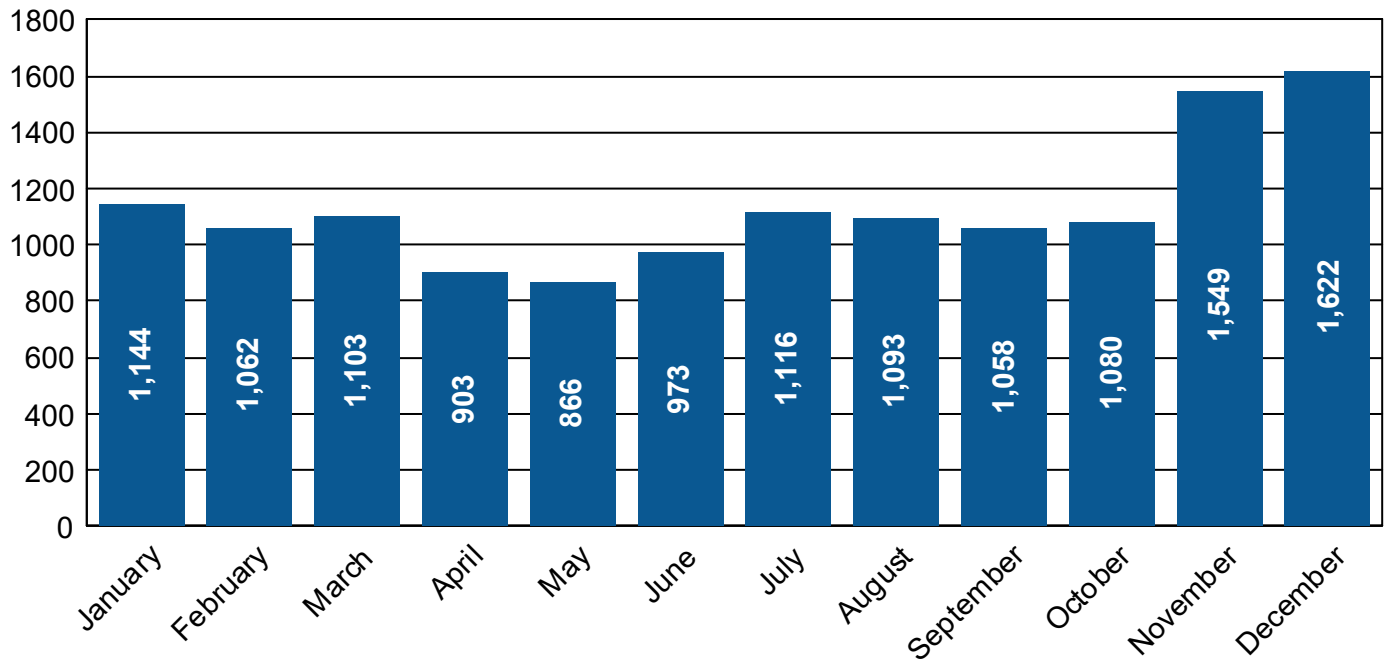
PROGRESS IN SAFETY FOCUS AREAS

A Comparison of the 5-Year Average of Critical Crashes for the Years 2013 – 2022



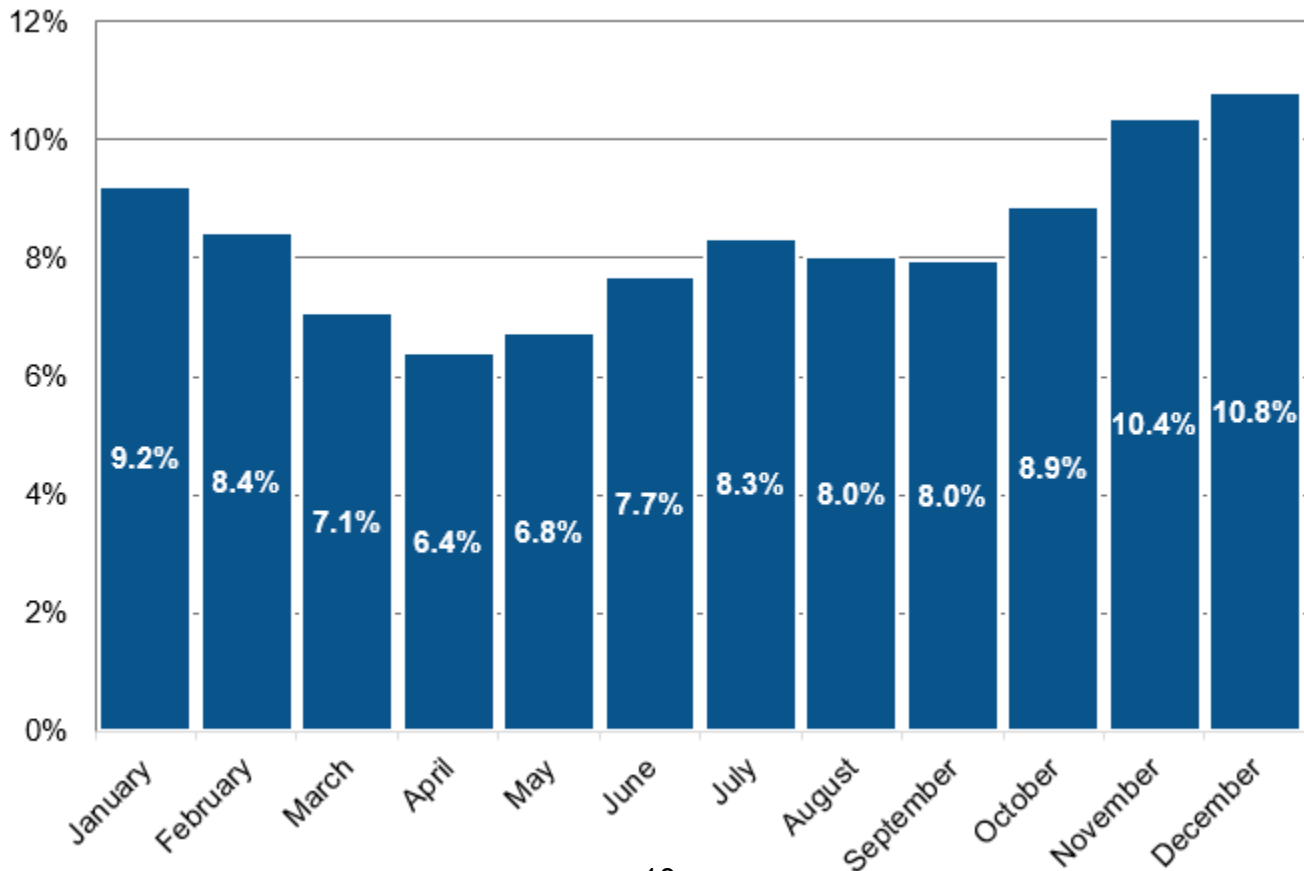
WHEN CRASHES ARE OCCURRING

2022 Total Crashes by Month

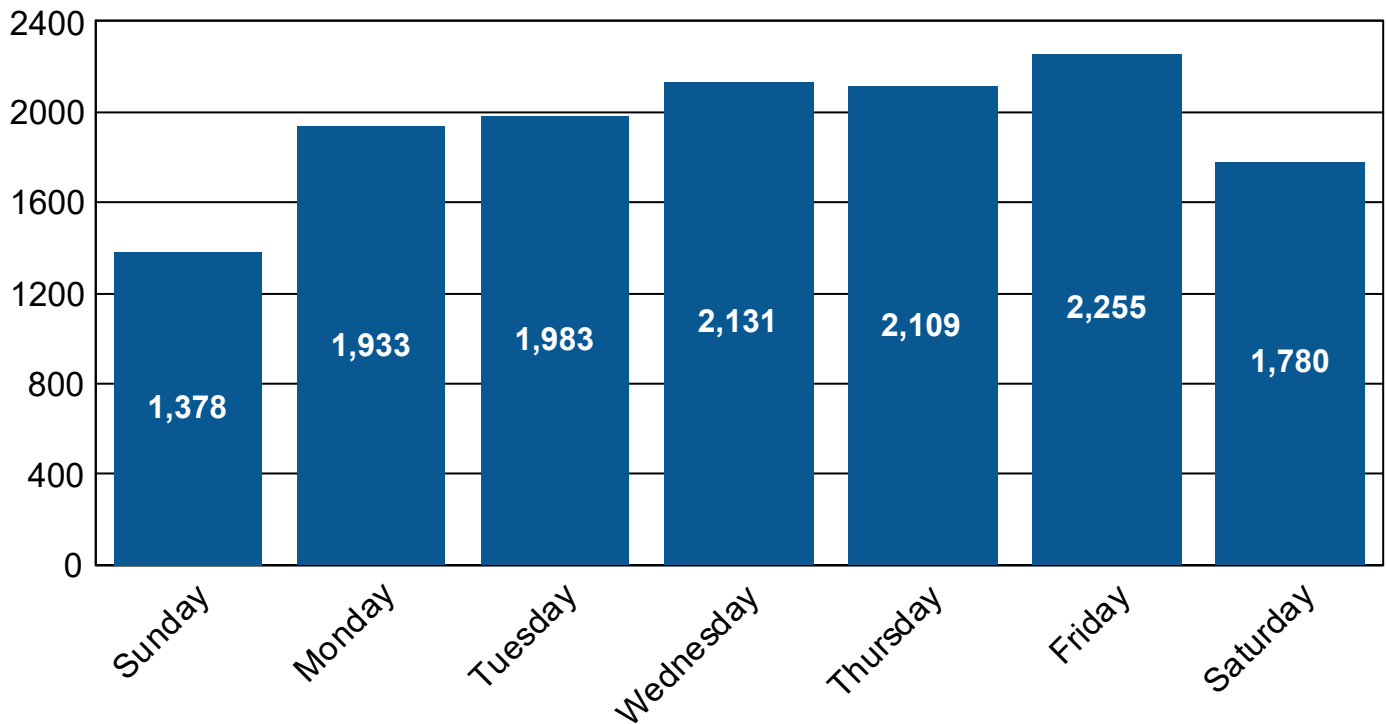


Monthly crash data for 2022 is consistent with historical crash data. Crash data for the last ten years (2013-2022) show nearly 50% of all traffic crashes occur from October through February, with December having the highest percentage of crashes and April typically having the lowest.

Total Crashes by Month 2013 - 2022

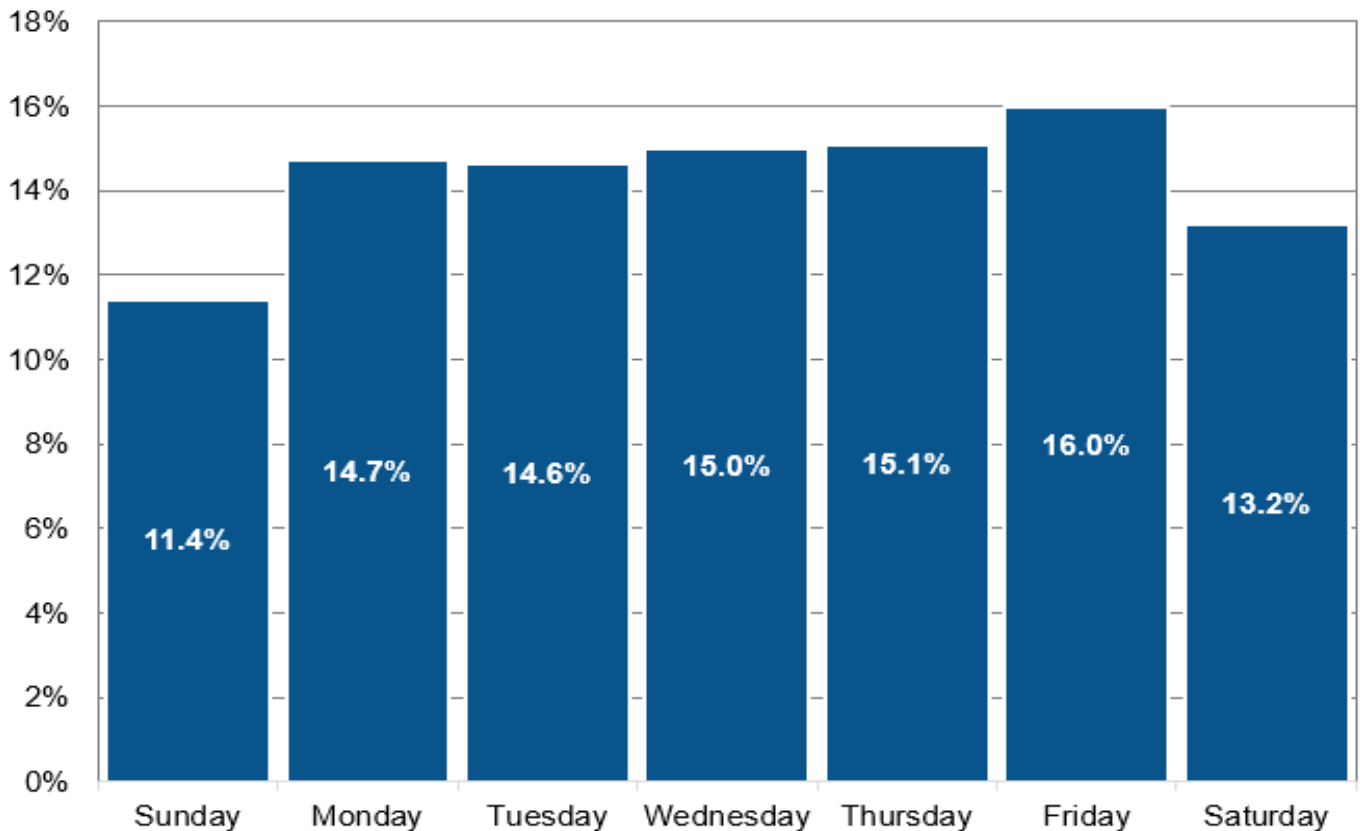


2022 Total Crashes by Day of the Week

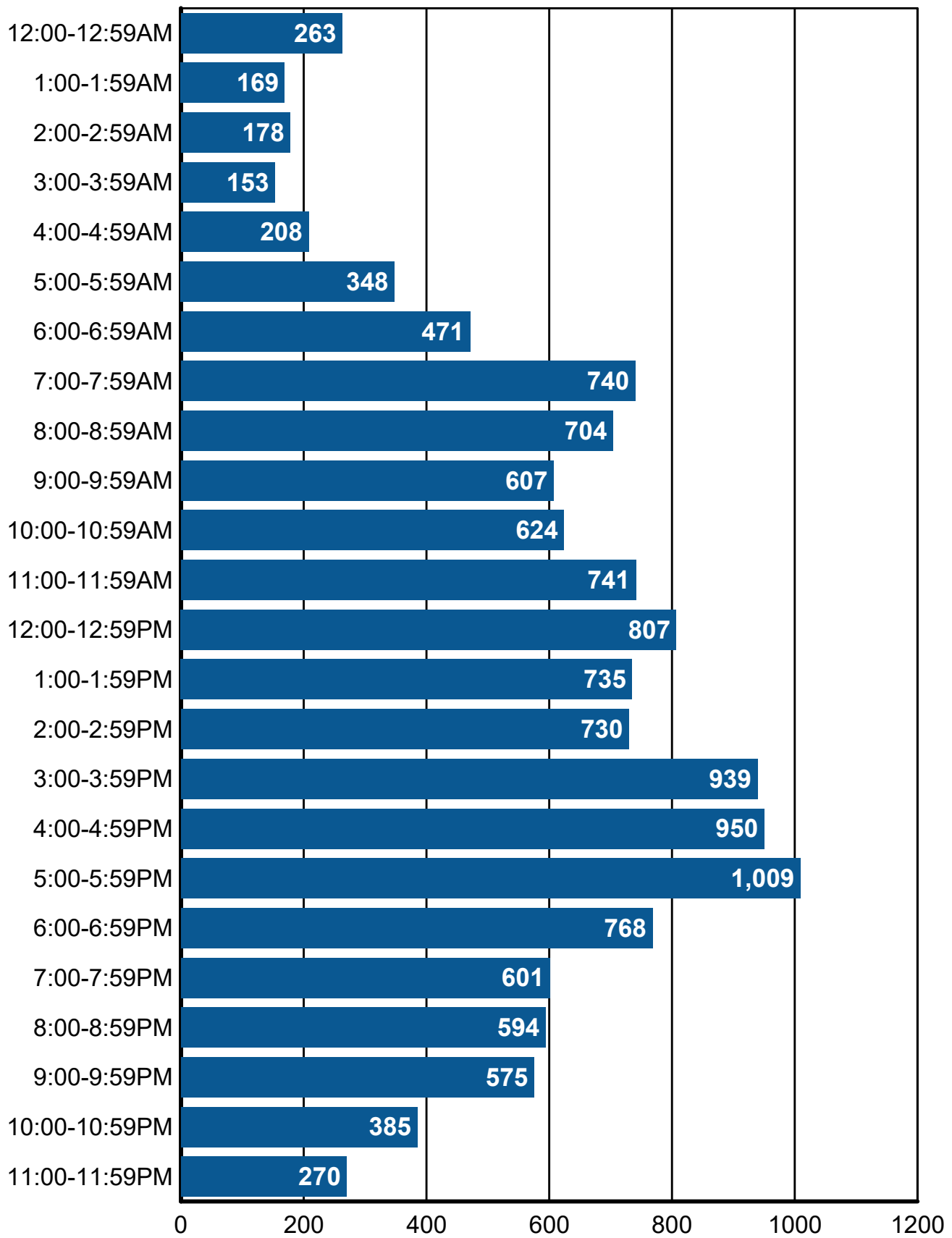


Day of the week crash data for 2022 is consistent with historical crash data. Crash data for the last ten years (2013-2022) show more crashes tend to happen on weekdays than on the weekend, with Friday having the highest percentage of crashes and Sunday having the lowest.

Total Crashes by Day of the Week 2013 - 2022

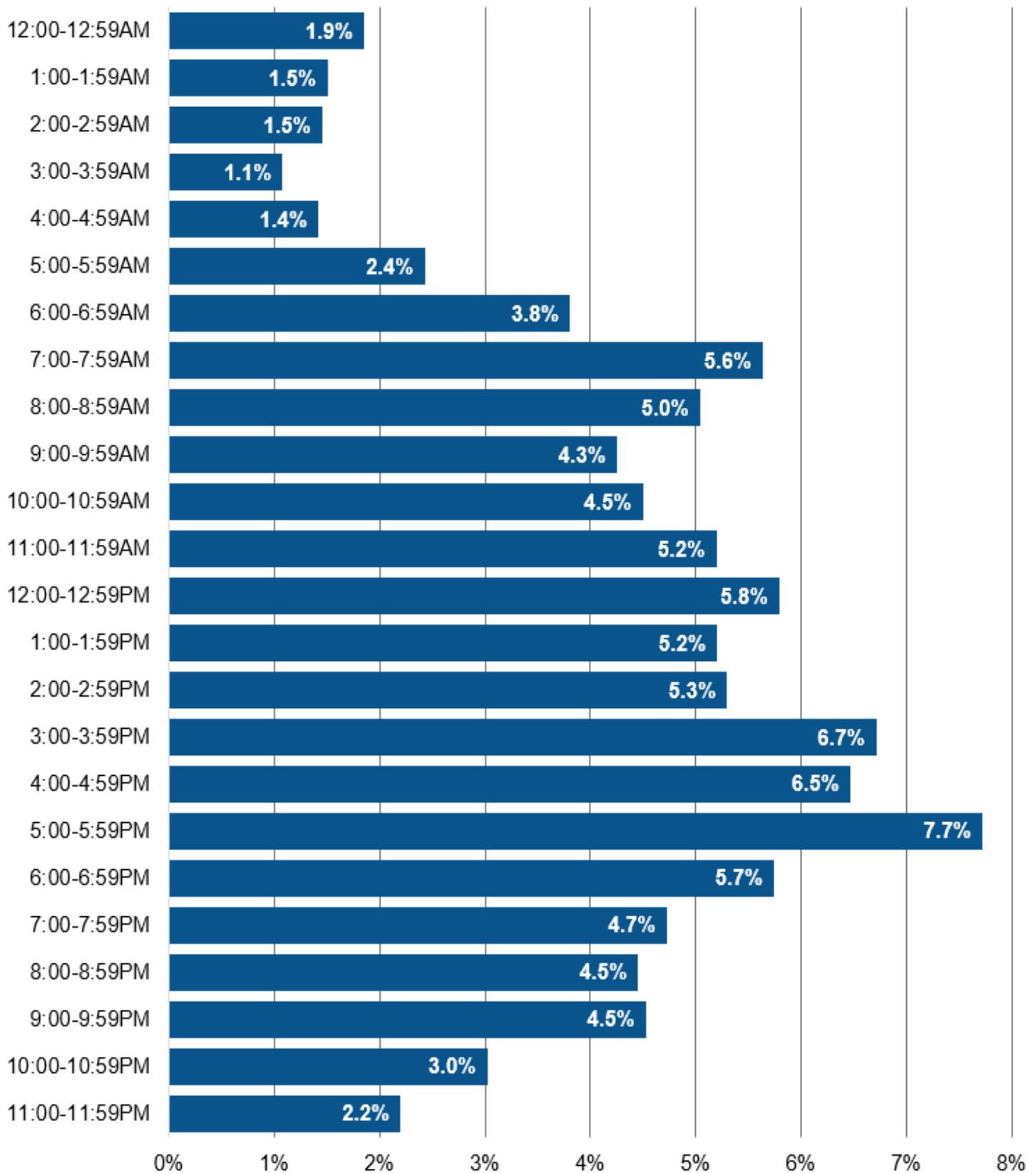


2022 Total Crashes by Hour of the Day



Hour of the day crash data for 2022 is consistent with historical crash data, showing most crashes occur between 7:00AM - 7:00PM with peaks during morning, midday, and afternoon/evening commutes (5:00PM - 6:00PM having the highest number of crashes).

Total Crashes by Hour of the Day 2013 - 2022



Crash data for the last ten years (2013-2022) 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.

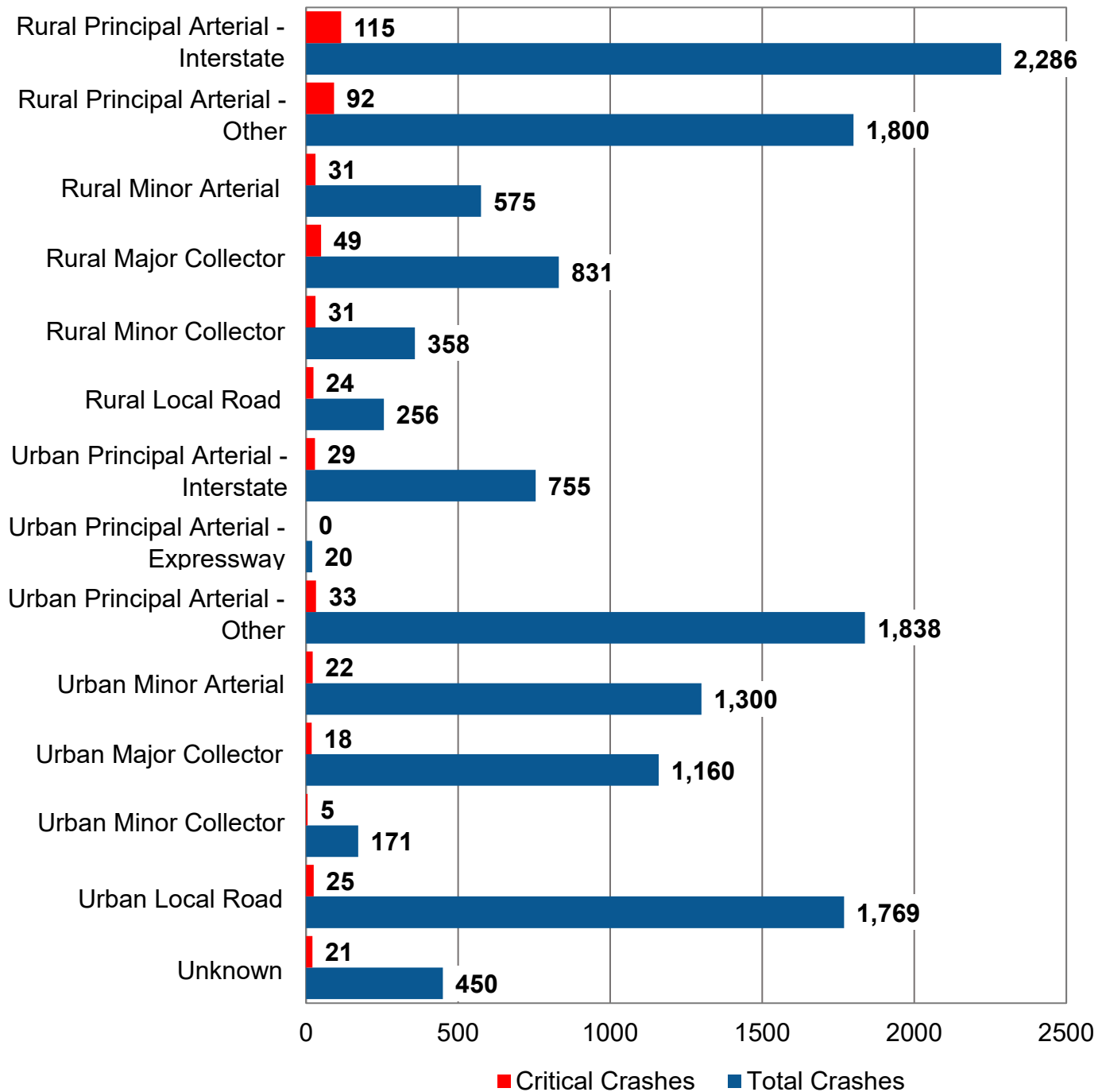
Holiday Period Crash Counts 2018 – 2022

Holiday		2018	2019	2020	2021	2022
New Years	Hours	84	108	36	84	84
	Total Crashes	118	178	52	93	87
	Fatal Crashes	1	0	0	2	0
	Injury Crashes	15	20	9	18	14
	PDO Crashes	102	158	43	73	73
	Fatalities	1	0	0	2	0
	Injuries	23	23	13	21	15
Memorial Day	Hours	84	84	84	84	84
	Total Crashes	100	101	66	107	87
	Fatal Crashes	3	0	0	0	1
	Injury Crashes	16	17	14	17	21
	PDO Crashes	81	84	52	90	65
	Fatalities	3	0	0	0	2
	Injuries	25	18	22	22	27
Independence Day	Hours	36	108	84	84	84
	Total Crashes	46	156	125	129	103
	Fatal Crashes	0	2	1	2	0
	Injury Crashes	15	32	15	21	20
	PDO Crashes	31	122	109	106	83
	Fatalities	0	3	1	3	0
	Injuries	20	50	23	36	22
Labor Day	Hours	84	84	84	84	84
	Total Crashes	118	114	129	118	113
	Fatal Crashes	2	1	2	4	4
	Injury Crashes	22	27	21	18	27
	PDO Crashes	94	86	106	96	82
	Fatalities	2	2	2	4	5
	Injuries	28	41	28	25	36
Thanksgiving	Hours	108	108	108	108	108
	Total Crashes	266	236	115	126	185
	Fatal Crashes	0	1	0	2	0
	Injury Crashes	32	35	12	12	24
	PDO Crashes	234	200	103	112	161
	Fatalities	0	1	0	2	0
	Injuries	41	53	18	13	29
Christmas	Hours	108	36	84	84	84
	Total Crashes	179	47	98	128	120
	Fatal Crashes	0	2	0	0	0
	Injury Crashes	26	4	8	27	14
	PDO Crashes	153	41	90	101	106
	Fatalities	0	3	0	0	0
	Injuries	30	7	8	41	16

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.

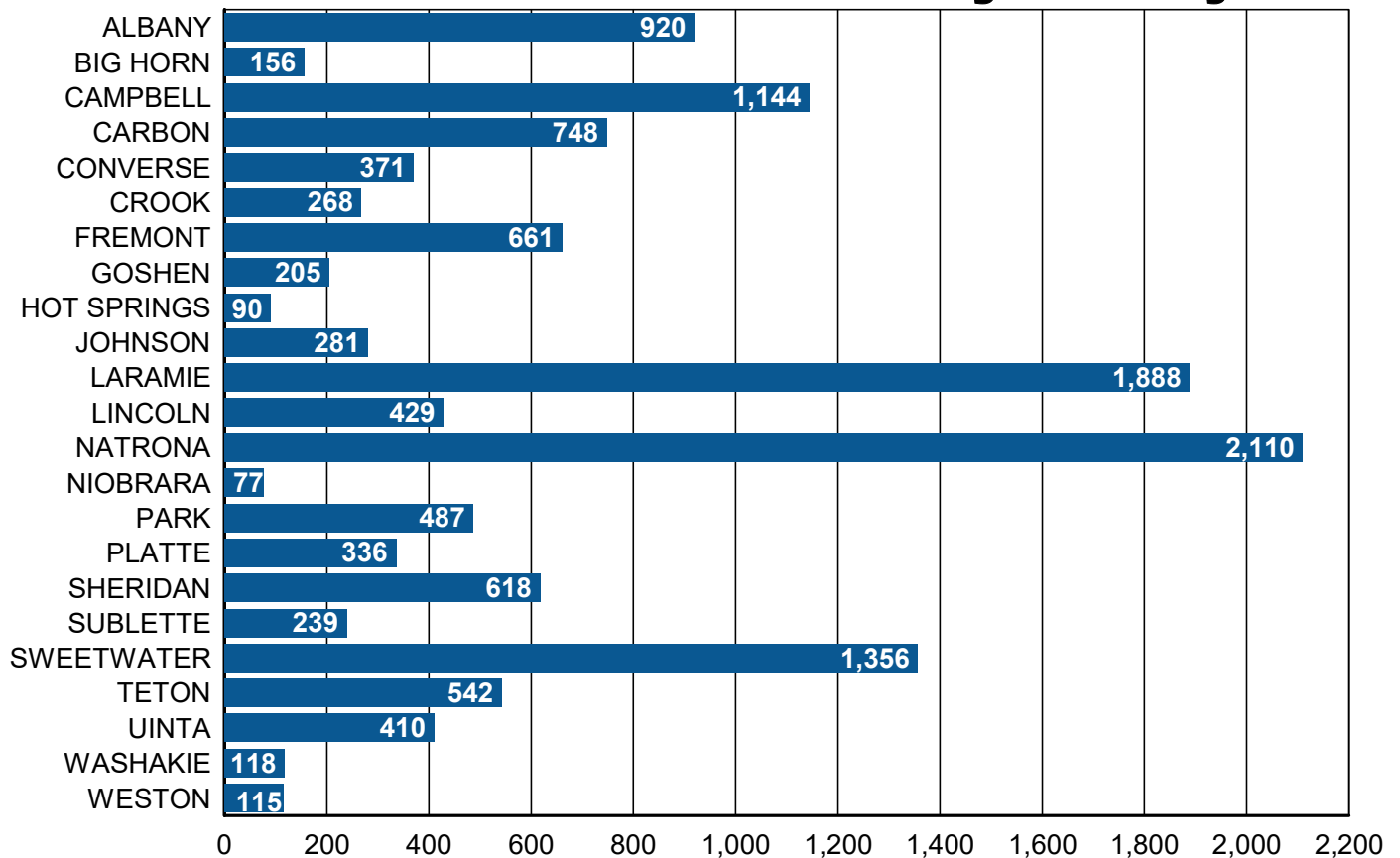
WHERE CRASHES ARE OCCURRING

2022 Total Crashes by Roadway Type

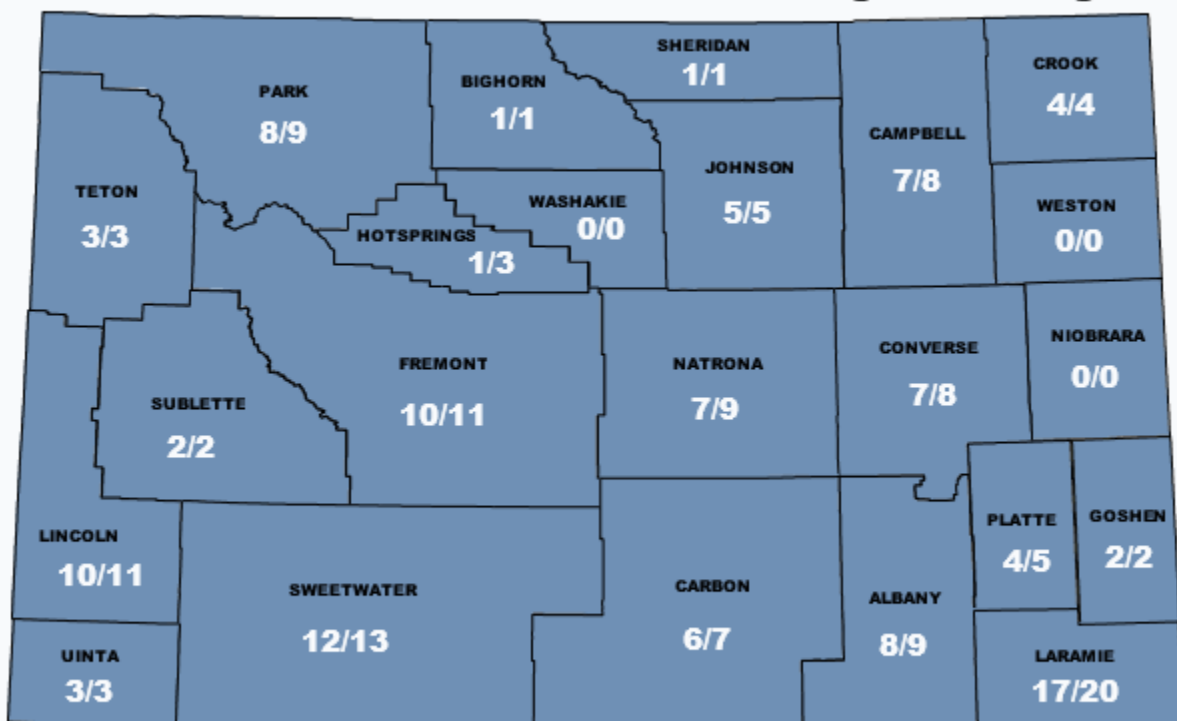


In 2022, the majority (63.2%) of traffic crashes occurred on arterial roadways, which are typically used for long distance travel and have higher speed limits. Approximately 54.4% of arterial roadway crashes were rural and 45.6% were urban. Nearly 18.6% of traffic crashes occurred on collectors, which connect local roads to arterial roadways. Approximately 47.2% of collector crashes were rural and 52.8% were urban. Around 15% of traffic crashes occurred on local roads serving local communities. Approximately 13% of local road crashes were rural and 87% were urban. Most critical crashes occurred on rural arterial roadways (48%) and rural collectors (16%). For more information on roadway type, see Road Function Classifications in the Appendix.

2022 Total Crashes by County



2022 Fatal Crash Counts by County



Number of Fatal Crashes / Number of Fatalities

2022 Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
ALBANY	8	9	168	219	744	920
BIG HORN	1	1	25	30	130	156
CAMPBELL	7	8	230	300	907	1,144
CARBON	6	7	128	173	614	748
CONVERSE	7	8	69	95	295	371
CROOK	4	4	53	67	211	268
FREMONT	10	11	114	140	537	661
GOSHEN	2	2	47	65	156	205
HOT SPRINGS	1	3	13	16	76	90
JOHNSON	5	5	34	49	242	281
LARAMIE	17	20	385	508	1,486	1,888
LINCOLN	10	11	82	121	337	429
NATRONA	7	9	320	407	1,783	2,110
NIOBRARA	0	0	10	13	67	77
PARK	8	9	77	104	402	487
PLATTE	4	5	60	80	272	336
SHERIDAN	1	1	97	121	520	618
SUBLETTE	2	2	33	40	204	239
SWEETWATER	12	13	254	342	1,090	1,356
TETON	3	3	76	102	463	542
UINTA	3	3	73	94	334	410
WASHAKIE	0	0	17	19	101	118
WESTON	0	0	23	32	92	115
TOTAL	118	134	2,388	3,137	11,063	13,569

Natrona County, with the second highest population and one interstate route, had the highest number of crashes (15.6%), and the second highest number of injuries (13%).

Laramie County, which has the highest population and two interstate routes, had the second highest number of crashes (13.9%), and the highest number of fatalities (14.9%) and injuries (16.2%).

Sweetwater County, fourth in population with one interstate route, had the third highest number of crashes (10%) and injuries (10.9%), but the second highest number of fatalities (9.7%).

Campbell County, third in population with two interstate routes, had the fourth highest number of crashes (8.4%) and injuries (9.6%).

Albany County, sixth in population with one interstate route, had the fifth highest number of crashes (6.8%) and injuries (7%).

Fremont County, fifth in population with no interstate routes, had only 4.9% of crashes, but 8.2% of fatalities. Lincoln and Converse counties also had large fatality percentages (8.2%, 6% respectively) compared to the number of crashes (3.2%, 2.7% respectively).

2022 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
AFTON	0	0	9	11	26	35
ALPINE	0	0	1	1	6	7
BAGGS	0	0	0	0	2	2
BAIROIL	0	0	0	0	2	2
BASIN	0	0	0	0	2	2
BEAR RIVER	0	0	1	1	2	3
BIG PINEY	0	0	1	1	1	2
BUFFALO	0	0	3	5	26	29
BYRON	0	0	2	2	1	3
CASPER	3	5	268	329	1,556	1,827
CHEYENNE	4	4	316	415	1,235	1,555
CHUGWATER	0	0	2	3	11	13
CODY	2	2	18	25	115	135
COKEVILLE	0	0	0	0	1	1
COWLEY	0	0	0	0	1	1
DAYTON	0	0	0	0	2	2
DEAVER	0	0	1	1	0	1
DIXON	0	0	0	0	2	2
DOUGLAS	0	0	20	23	78	98
DUBOIS	0	0	2	2	6	8
EAST THERMOPOLIS	0	0	0	0	1	1
EDGERTON	0	0	0	0	1	1
ENCAMPMENT	0	0	1	1	1	2
EVANSTON	0	0	23	29	60	83
EVANSVILLE	0	0	0	0	1	1
FORT LARAMIE	0	0	0	0	1	1
GILLETTE	1	1	166	218	622	789
GLENDO	0	0	0	0	3	3
GLENROCK	0	0	2	2	14	16
GREEN RIVER	1	1	34	44	135	170
GREYBULL	0	0	1	1	15	16
GUERNSEY	0	0	1	1	3	4
HANNA	0	0	0	0	2	2
HARTVILLE	0	0	0	0	1	1
HUDSON	0	0	1	1	2	3
HULETT	0	0	0	0	3	3
JACKSON	0	0	29	30	196	225
KEMMERER	0	0	2	2	16	18
LA GRANGE	0	0	0	0	1	1
LANDER	1	1	11	11	79	91
LARAMIE	1	1	90	117	410	501

2022 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
LINGLE	0	0	0	0	1	1
LOVELL	0	0	0	0	12	12
LUSK	0	0	2	2	15	17
LYMAN	0	0	2	3	3	5
MANDERSON	0	0	0	0	1	1
MARBLETON	0	0	0	0	4	4
MEETEETSE	0	0	1	1	0	1
MILLS	0	0	1	1	4	5
MOORCROFT	0	0	1	2	9	10
MOUNTAIN VIEW	0	0	0	0	1	1
NEWCASTLE	0	0	6	8	20	26
PINE BLUFFS	0	0	3	4	7	10
PINE HAVEN	0	0	0	0	1	1
PINEDALE	0	0	3	3	16	19
POWELL	0	0	6	7	44	50
RANCHESTER	0	0	0	0	3	3
RAWLINS	1	2	17	27	159	177
RIVERSIDE	0	0	0	0	1	1
RIVERTON	0	0	38	45	113	151
ROCK SPRINGS	2	2	102	130	446	550
SARATOGA	0	0	2	4	16	18
SHERIDAN	0	0	60	79	322	382
SHOSHONI	0	0	1	1	5	6
SINCLAIR	0	0	3	3	20	23
STAR VALLEY RANCH	0	0	0	0	1	1
SUNDANCE	0	0	0	0	22	22
TEN SLEEP	0	0	0	0	1	1
THAYNE	1	2	1	4	11	13
THERMOPOLIS	0	0	2	3	17	19
TORRINGTON	0	0	15	17	50	65
UPTON	0	0	1	1	3	4
VAN TASSELL	0	0	0	0	1	1
WAMSUTTER	0	0	2	3	2	4
WHEATLAND	0	0	6	7	35	41
WORLAND	0	0	5	7	44	49
WRIGHT	0	0	1	1	6	7
TOTAL	17	21	1,286	1,639	6,058	7,361

2022 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	Angle (Front to Side), Opposing Direction	17
0	1	423	17	5	236		Angle Direction not Specified	0
0	0	2	0	0	5		Angle Right (Front to Side, includes Broadside)	22
0	1	134	23	0	321	40	Angle Same Direction (Front to Side)	
0	0	69	2	2	90	0	Head On (Front to Front)	
1	2	201	26	12	1,078	4	Not a Collision w/2 Vehicles in Transport	
0	0	0	0	0	20	0	Other	
1	4	639	74	1	660	9	Rear End (Front to Rear)	
0	0	30	2	0	108	0	Rear to Front (Normally Backing)	
0	0	2	1	0	33	0	Rear to Rear (Normally Backing)	
0	0	12	0	1	217	0	Rear to Side (Normally Backing)	
0	0	15	0	3	60	0	Sideswipe Opposite Direction (Meeting)	
0	1	55	10	0	360	7	Sideswipe Same Direction (Passing)	
0	0	0	0	0	98	0	Unknown	
2	12	2,365	186	25	3,498	99	Total	

There were 336 additional crashes reported as "unknown manner of collision and intersection type" This includes animal crash reporting where these descriptions are not collected.

2022 Rural Crashes by Manner of Collision & Intersection Type

Intersection Type

Manner of Collision		Intersection	Intersection as part of an interchange	L Intersection	Not an Intersection	T Intersection
Angle (Front to Side), Opposing Direction	6	4	0	0	68	17
Angle Direction not Specified	0	0	0	0	2	0
Angle Right (Front to Side, includes Broadsides)	33	4	0	0	37	18
Angle Same Direction (Front to Side)	11	4	0	0	118	16
Head On (Front to Front)	5	0	0	0	81	6
Not a Collision w/2 Vehicles in Transport	9	18	2	2,779	78	0
Other	0	0	0	67	0	30
Rear End (Front to Rear)	19	5	0	391	0	0
Rear to Front (Normally Backing)	1	0	0	15	0	0
Rear to Rear (Normally Backing)	0	0	0	5	0	0
Rear to Side (Normally Backing)	0	0	0	10	0	0
Sideswipe Opposite Direction (Meeting)	0	0	0	88	2	0
Sideswipe Same Direction (Passing)	3	6	0	219	5	0
Total	87	41	2	3,880	172	0

There were 2,016 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 2018 - 2022

First Harmful Event Category	2018	2019	2020	2021	2022
Non-Collision Crashes	1,615	2,015	1,909	1,831	1,893
Collision with Motor Vehicle, Person, or Non-Fixed Object	6,896	7,542	6,338	7,003	6,957
Animal Crashes	3,088	2,874	2,780	2,874	2,476
Collision with Fixed Object	2,215	2,476	2,148	2,189	2,243
Total	13,814	14,907	13,175	13,897	13,569

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 2022 is consistent with the last five years of crash data. The majority of crashes (51.3%) were collisions with a non-fixed object, followed by animal crashes (18.2%), collisions with fixed objects (16.5%), and then non-collision crashes (14%).

2022 Non-Collision Crashes by First Harmful Event



Cargo/Equipment Loss or Shift	65
Equipment Failure	108
Fell/Jumped from a Motor Vehicle	3
Fire/Explosion	74
Being Thrown Against Part of Vehicle	1
Jackknife	400
Other Non-Collision (MC Loss of Control)	131
Overturn/Rollover	1,107
Thrown or Falling Object	4
Total	1,893

2022 Collision with Person, Motor Vehicle, or Non-Fixed Object Crashes by First Harmful Event

Motor Vehicle in Transport on OTHER Roadway	6
Motor Vehicle in Transport on Roadway	5,494
Object Set in Motion by Another Vehicle	35
Other NON-Fixed Object	144
Parked Motor Vehicle	1,119
Pedalcycle	55
Pedestrian	75
Railway Vehicle	1
Work Zone Channeling Device	17
Work Zone/Maintenance Equipment	11
Total	6,957

2022 Animal Crashes by First Harmful Event



Antelope	190
Cow	120
Deer	1,894
Elk	127
Horse	27
Moose	41
Other Domestic	31
Other Wild	44
Sheep	2
Total	2,476

2022 Collision with Fixed Object by First Harmful Event

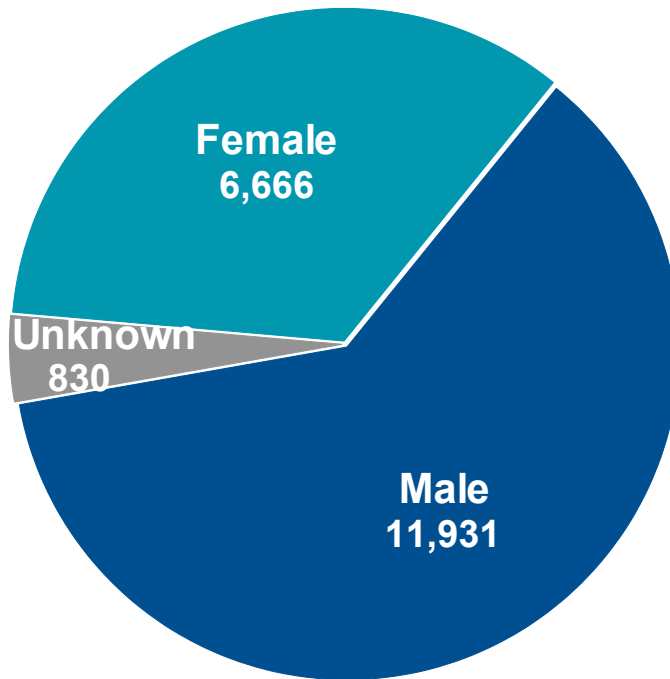
Barricade	10	Mail Box	38
Bridge Overhead Structure	12	Other Fixed Object	113
Bridge Pier or Support	4	Other Traffic Barrier (includes temporary)	17
Bridge Rail	55	Other Traffic Sign Support	2
Building or Other Structure Wall	54	Overhead Traffic Sign	1
Cable Barrier	189	Raised Median or Curb	90
Cattle Guard	4	Road Approach	8
Concrete Traffic Barrier/Jersey Barrier	55	Rock, Boulder, Rock Slide	28
Cut Slope	18	Sign Support Multiple Post	18
Delineator Post	101	Sign Support Single Post	77
Ditch	103	Snow Embankment	61
Earth Embankment/Berm	94	Traffic Sign Support	62
End of Drainage Pipe/Structure/Culvert	21	Traffic Signal Support	28
Fence (including Post)	429	Trees/Shrubbery	91
Guardrail End	43	Tunnel	3
Guardrail Face	276	Unknown	2
Impact Attenuator/Crash Cushion	5	Utility Pole/Light Support	131
		Total	2,243

PEOPLE INVOLVED

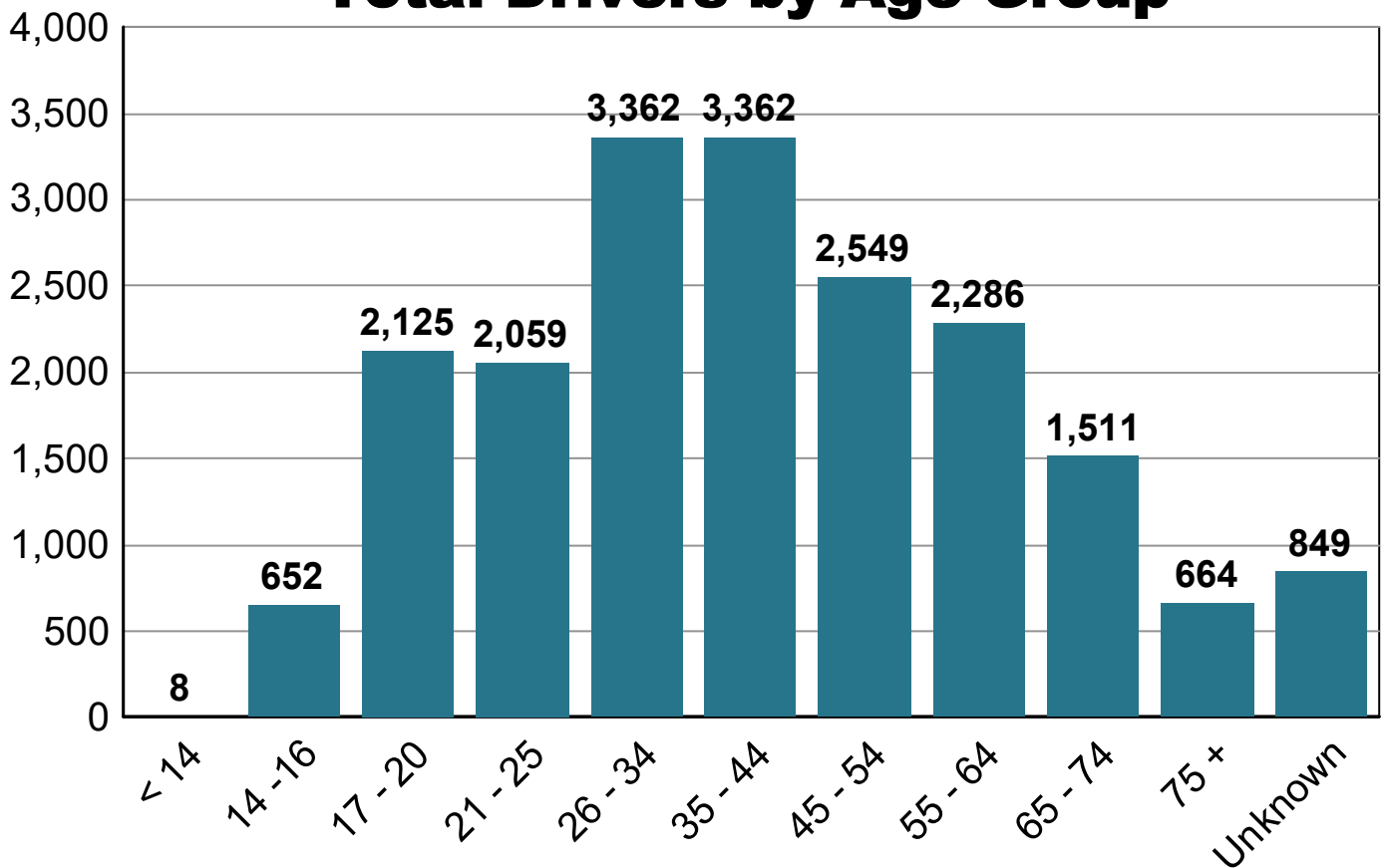


2022 DRIVER COUNTS

Total Drivers by Gender



Total Drivers by Age Group



Total Drivers Involved in **Fatal** Crashes

Gender	Driver Age Group									Total
	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75+	
Female	1	2	1	4	1	3	6	6	0	24
Male	2	11	10	15	23	30	24	15	5	135
Total	3	13	11	19	24	33	30	21	5	159

Total Drivers Involved in **Injury** Crashes

Gender	Driver Age Group											Total
	< 14	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75 +	UNK	
Female	1	58	165	166	227	256	161	169	88	56	1	1,348
Male	1	71	263	255	419	378	321	281	189	88	2	2,268
UNK	0	0	0	0	0	0	0	0	0	0	47	47
Total	2	129	428	421	646	634	482	450	277	144	50	3,663

Total Drivers Involved in **PDO** Crashes

Gender	Driver Age Group											Total
	< 14	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75+	UNK	
Female	1	225	692	619	935	955	661	587	428	186	5	5,294
Male	5	295	992	1,008	1,762	1,749	1,373	1,219	785	329	11	9,528
UNK	0	0	0	0	0	0	0	0	0	0	783	783
Total	6	520	1,684	1,627	2,697	2,704	2,034	1,806	1,213	515	799	15,605

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.



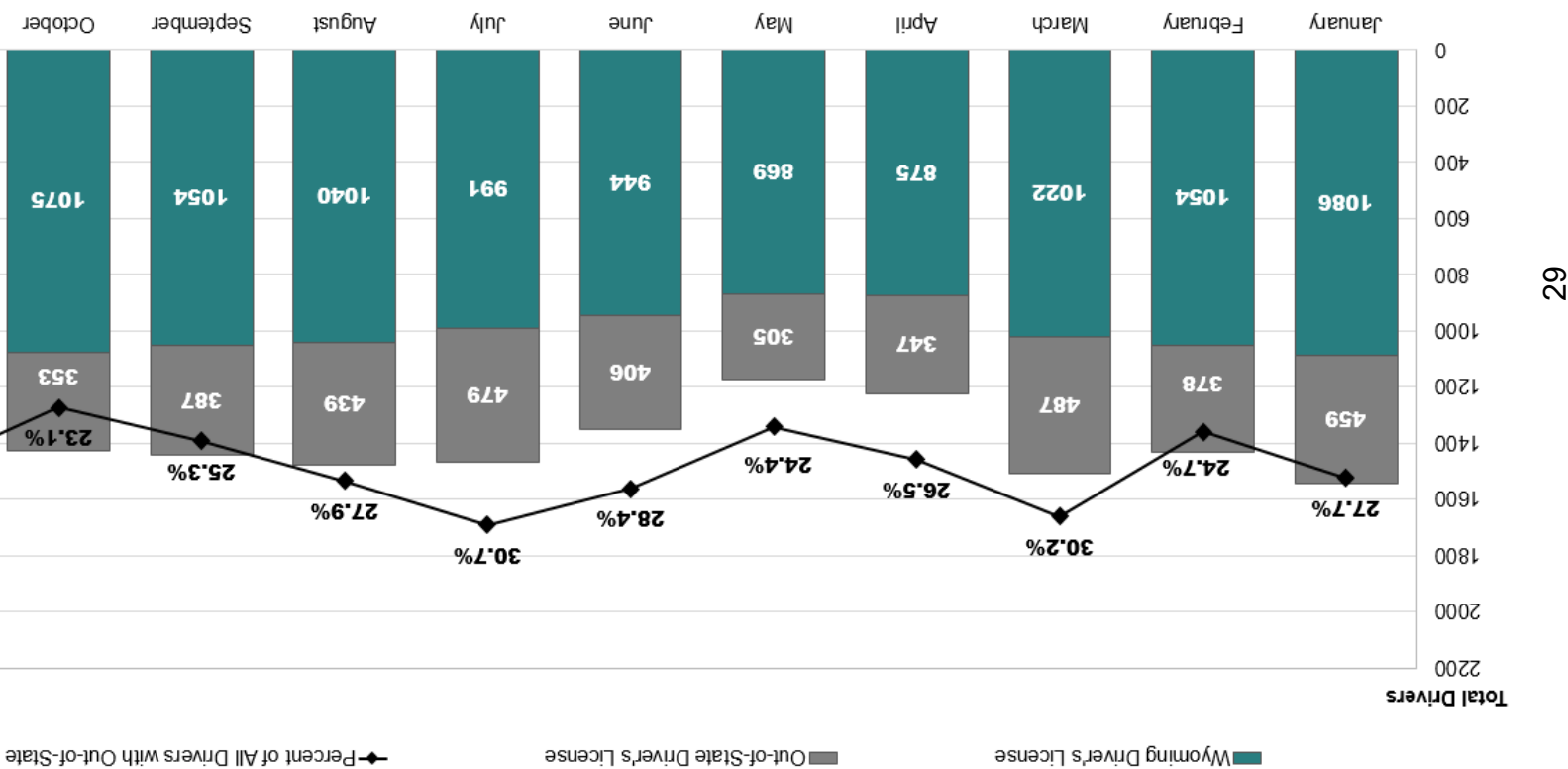
Driver Inattention	348
Emotional (ie. depressed, angry)	157
Fatigued	133
Fell Asleep, Fainted	265
Ill (sick)	49
Other	77
Physical Disability	34
Suspected Alcohol Use	650
Suspected Drug Use	146
Under Influence of Medication	33

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	26	Improper Backing	425
Avoiding Animal	121	Improper Parking	31
Avoiding MV	130	Improper Passing	174
Avoiding Non-Motorist	11	Improper Turn or No Signal	420
Disregarded Other Road Marking	74	Other Improper Action	671
Disregarded Traffic Signs	435	Over Corrected/Over Steered	359
Drove too Fast for Conditions	2,058	Ran Off Road	2,078
Erratic/Reckless/Careless/Aggressive	629	Ran Red Light	270
Evading Law Enforcement	47	Speeding	389
Failed to Keep Proper Lane	1,838	Swerve Due to Wind/Slippery Surface	208
Failed to Yield ROW	1,496	Wrong Side/Wrong Way	85
Following too Close	1,118		

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



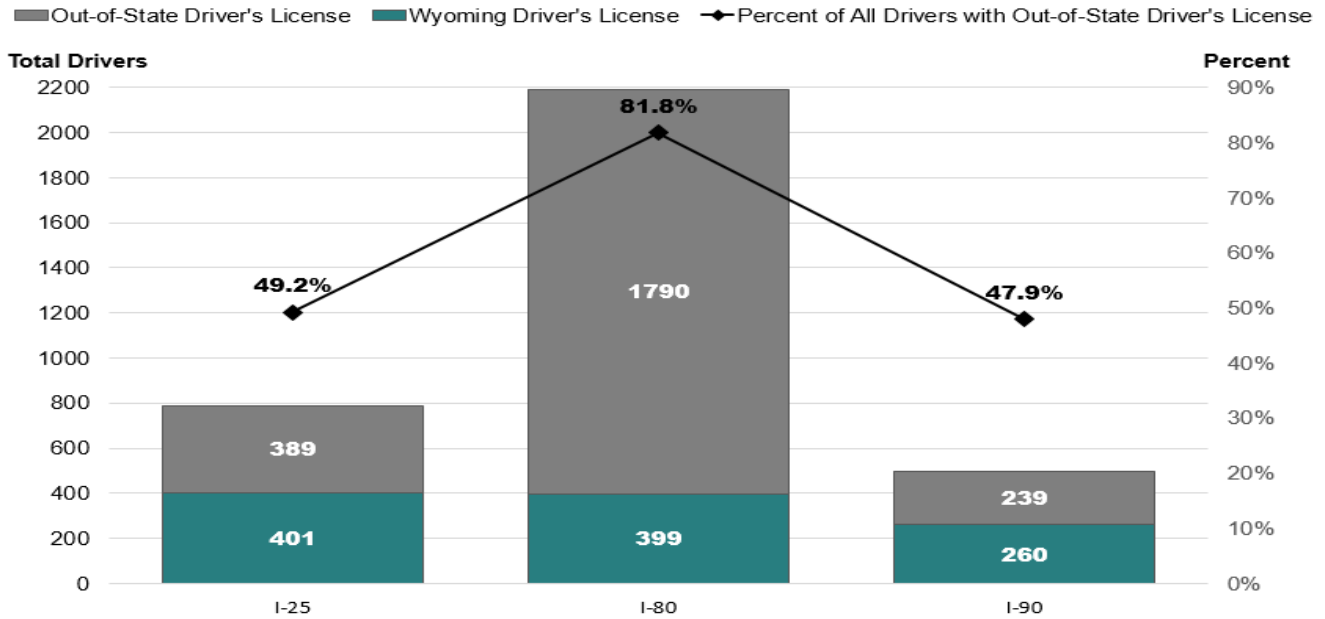
A little less than one-third (27%) of all drivers involved in traffic crashes in Wyoming had a driver's license from another state, territory, or country. This percentage was relatively consistent for all months of the year. Unlicensed drivers were involved in traffic crashes, and 890 (4.6%) drivers 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	758	54.8%	569	41.2%	9	0.7%	46	3.3%	1,382
BIG HORN	146	80.2%	26	14.3%	3	1.6%	7	3.8%	182
CAMPBELL	1,300	78.2%	235	14.1%	34	2.0%	93	5.6%	1,662
CARBON	344	35.9%	561	58.5%	5	0.5%	49	5.1%	959
CONVERSE	333	73.2%	107	23.5%	6	1.3%	9	2.0%	455
CROOK	156	49.7%	150	47.8%	1	0.3%	7	2.2%	314
FREMONT	674	78.3%	142	16.5%	20	2.3%	25	2.9%	861
GOSHEN	175	64.1%	90	33.0%	3	1.1%	5	1.8%	273
HOT SPRINGS	81	73.0%	28	25.2%	0	0.0%	2	1.8%	111
JOHNSON	181	57.3%	127	40.2%	2	0.6%	6	1.9%	316
LARAMIE	2,077	67.3%	736	23.8%	58	1.9%	215	7.0%	3,086
LINCOLN	383	67.3%	165	29.0%	10	1.8%	11	1.9%	569
NATRONA	2,760	81.9%	342	10.2%	31	0.9%	236	7.0%	3,369
NIOBRARA	36	39.6%	51	56.0%	0	0.0%	4	4.4%	91
PARK	520	80.6%	113	17.5%	5	0.8%	7	1.1%	645
PLATTE	224	57.7%	150	38.7%	3	0.8%	11	2.8%	388
SHERIDAN	684	78.4%	157	18.0%	9	1.0%	22	2.5%	872
SUBLETTE	200	72.2%	73	26.4%	3	1.1%	1	0.4%	277
SWEETWATER	1,074	56.2%	726	38.0%	28	1.5%	82	4.3%	1,910
TETON	471	55.3%	325	38.1%	30	3.5%	26	3.1%	852
UINTA	207	36.4%	334	58.8%	7	1.2%	20	3.5%	568
WASHAKIE	125	85.6%	18	12.3%	1	0.7%	2	1.4%	146
WESTON	95	68.3%	38	27.3%	2	1.4%	4	2.9%	139
TOTAL	13,004		5,263		270		890		19,427

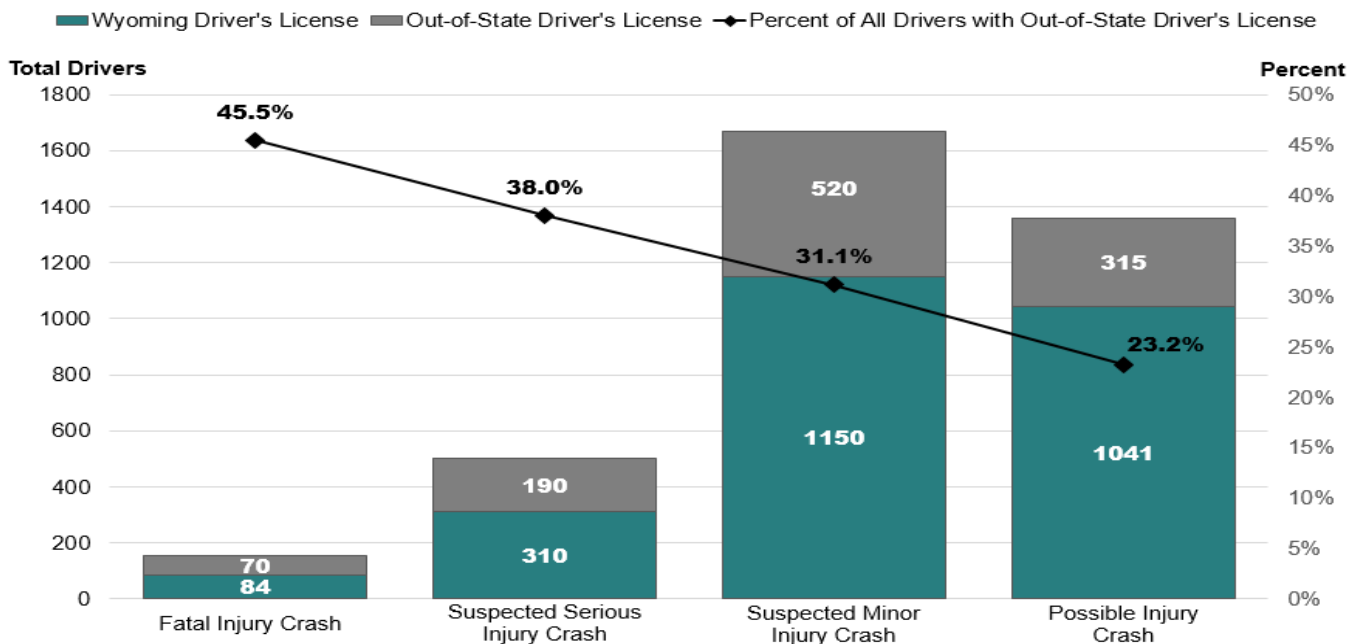
Three (3) counties experienced over 50% of drivers involved in traffic crashes having an out-of-state driver's license. Uinta County had the highest number of out-of-state licensed drivers involved in traffic crashes with 58.8% of all drivers, followed by Carbon County (58.5%), and Niobrara County (56%).

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



Around 46% 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 82% of drivers involved in a crash on I-80 were out-of-state licensed drivers. Only 8% 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 58% of all drivers involved in critical crashes were Wyoming licensed drivers, while out-of-state licensed drivers accounted for around 38%, and unlicensed drivers were around 2%. For all drivers involved in serious crashes, Wyoming licensed drivers made up the majority at nearly 70%, while out-of-state licensed drivers accounted for around 27%, and unlicensed drivers 2%.

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 2022, young drivers were involved in nearly 29% of critical crashes and 23% of fatal crashes.

Young Drivers Involved in **Fatal** Crashes by Age and Gender

Age	Male	Female	Total
15	1	0	1
16	1	1	2
17	3	1	4
18	4	1	5
19	2	0	2
20	2	0	2
21	2	0	2
22	2	0	2
23	1	1	2
24	4	0	4
25	1	0	1
Total	23	4	27



Photo Source: NHTSA

Young Drivers Involved in **Injury** Crashes by Age and Gender

Age	Male	Female	Total
9	1	0	1
12	0	1	1
14	6	0	6
15	14	13	27
16	51	45	96
17	74	53	127
18	80	38	118
19	48	34	82
20	61	40	101
21	42	33	75
22	49	39	88
23	58	27	85
24	52	36	88
25	54	31	85
Total	590	390	980

Young Drivers Involved in **PDO** Crashes by Age and Gender

Age	Male	Female	Total
11	1	0	1
13	4	1	5
14	9	7	16
15	53	28	81
16	233	190	423
17	252	191	443
18	267	189	456
19	253	171	424
20	220	141	361
21	213	127	340
22	212	131	343
23	187	130	317
24	194	121	315
25	202	110	312
Total	2,300	1,537	3,837

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 2022, senior drivers were involved in around 16% of critical crashes and nearly 22% of fatal crashes.



Photo Source: NHTSA

Senior Drivers Involved in **Fatal** Crashes by Age and Gender

Age	Male	Female	Total
65	2	0	2
66	1	1	2
67	3	1	4
68	2	1	3
70	1	3	4
71	3	0	3
73	2	0	2
74	1	0	1
75	2	0	2
81	1	0	1
82	1	0	1
83	1	0	1
Total	20	6	26

Senior Drivers Involved in **Injury** Crashes by Age Group and Gender

Age Group	Male	Female	Total
65 - 69	119	50	169
70 - 74	70	38	108
75 - 79	51	25	76
80 - 84	24	23	47
85 - 89	8	7	15
90 - 94	3	1	4
95+	2	0	2
Total	277	144	421

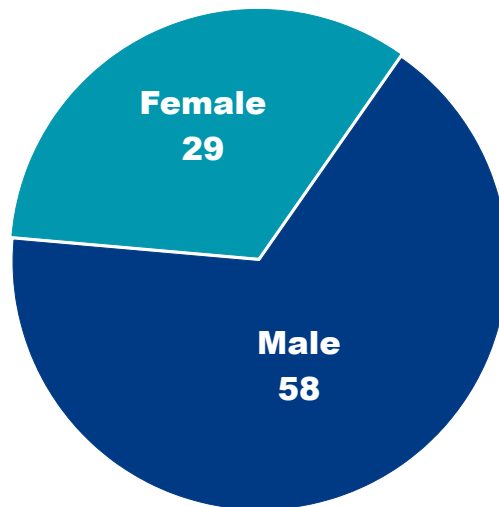
Senior Drivers Involved in **PDO** Crashes by Age Group and Gender

Age Group	Male	Female	Total
65 - 69	457	237	694
70 - 74	328	191	519
75 - 79	180	98	278
80 - 84	100	53	153
85 - 89	35	23	58
90 - 94	13	11	24
95+	1	1	2
Total	1,114	614	1,728

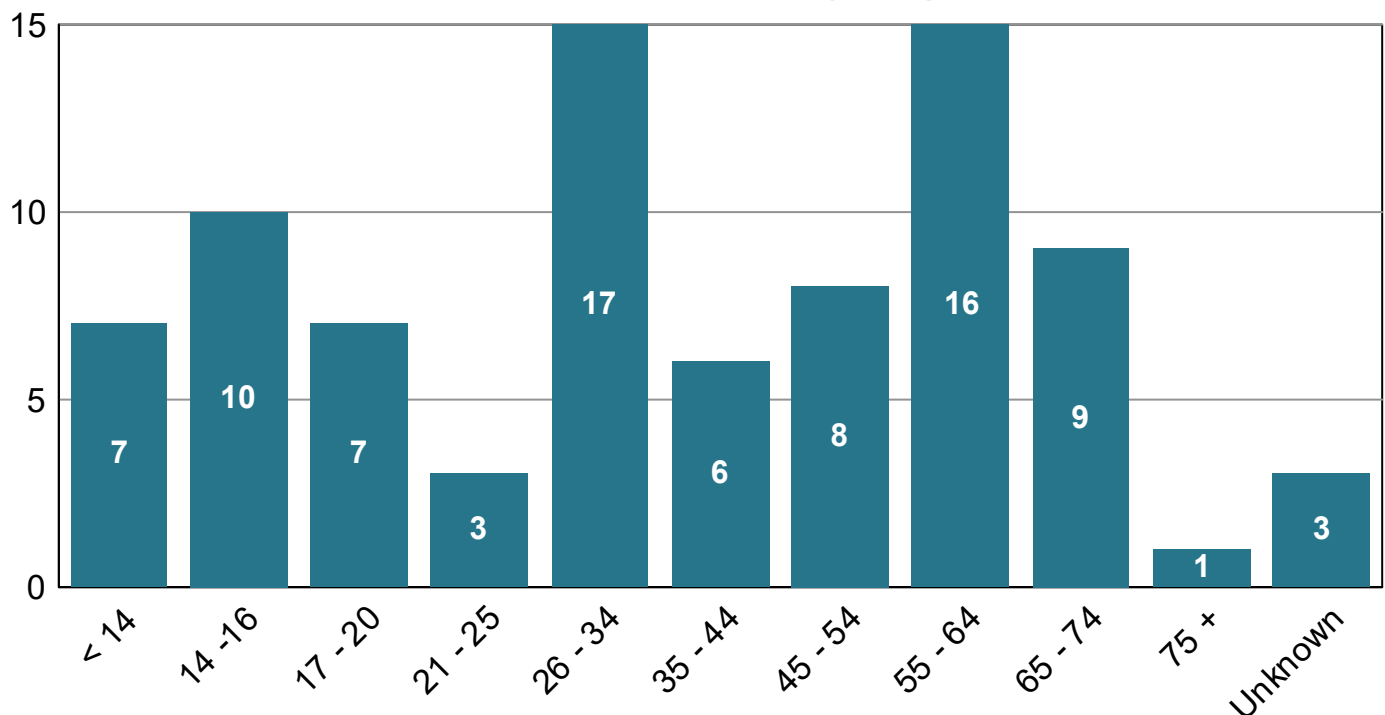
2022 VULNERABLE ROAD USER COUNTS

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	1	1	1	4	7
	14 - 16	0	2	2	3	7
	17 - 20	0	3	0	1	4
	21 - 25	0	1	0	0	1
	26 - 34	2	2	6	1	11
	35 - 44	1	1	2	0	4
	45 - 54	0	2	1	1	4
	55 - 64	2	1	5	5	13
	65 - 74	0	3	1	2	6
	75 +	0	0	0	0	0
	Unknown	0	0	0	1	1
	Total	6	16	18	18	58
Female	< 14	0	0	0	0	0
	14 - 16	0	0	2	1	3
	17 - 20	0	0	3	0	3
	21 - 25	0	1	0	1	2
	26 - 34	1	2	2	1	6
	35 - 44	0	0	0	2	2
	45 - 54	1	1	1	1	4
	55 - 64	0	1	1	1	3
	65 - 74	0	1	1	1	3
	75 +	0	1	0	0	1
	Unknown	0	0	1	1	2
	Total	2	7	11	9	29
Total		8	23	29	27	87

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)	2
Fatigued	1
Other	1
Physical Disability	1
Suspected Alcohol Use	9
Suspected Drug Use	1
Under Influence of Medication	1



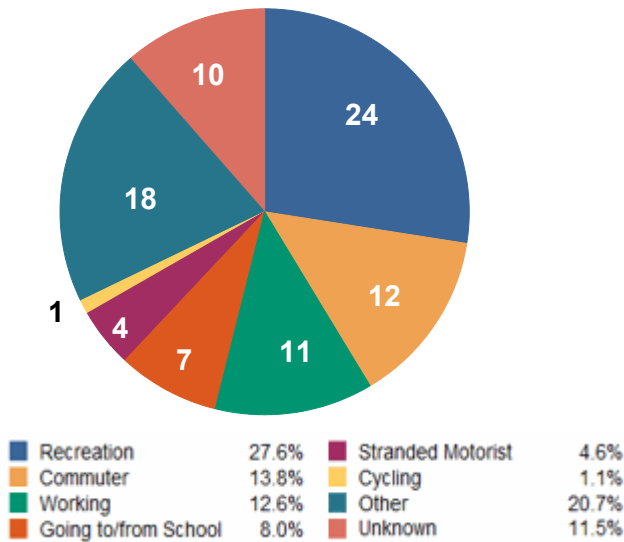
Pedestrians' Potential Contributing Actions

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.

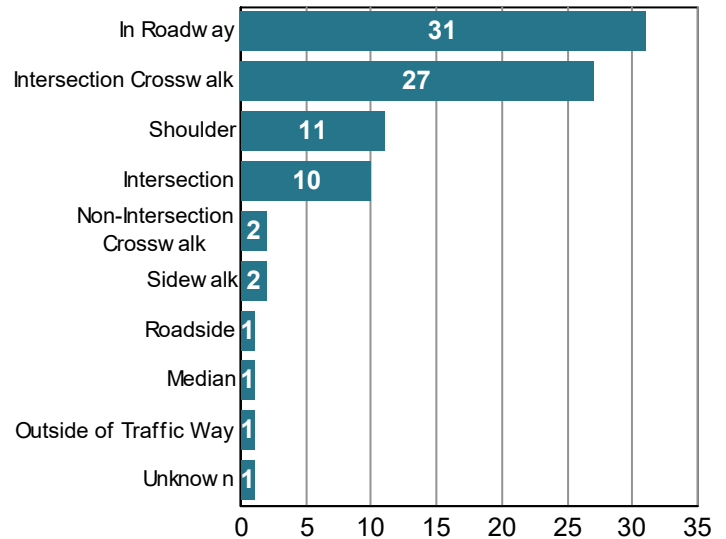


Darting	6
Disobey Traffic Signs, Officer, etc.	2
Failure to yield ROW	5
Improper Crossing	21
In Roadway	13
Inattentive (talking, eating, etc.)	1
Not visible (Dark Clothing)	4
Other Improper Action	2

Total Pedestrians by Pursuit



Total Pedestrians by Location at Time of Crash



The majority of pedestrian collisions occurred in an urban environment (86.4%), while 13.6% occurred in a rural environment.

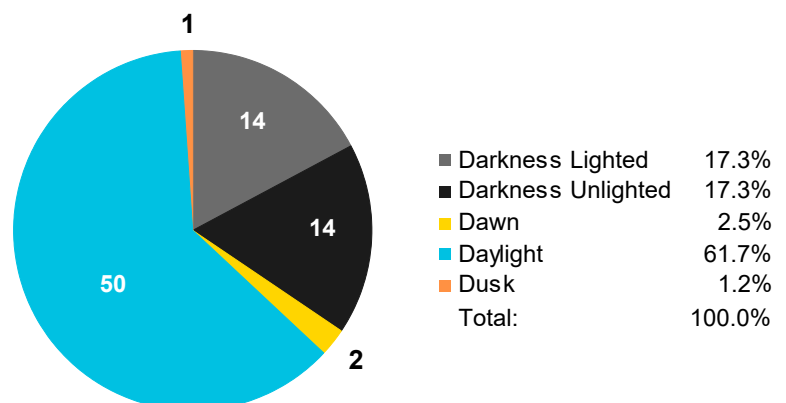
Of the identifiable pedestrian pursuits, most were involved in recreation (27.6%), while nearly 21.8% were commuting to work, school, or another location. Around 12.6% of pedestrians were working at the time of the crash.

Around 42.5% of pedestrian collisions were at an intersection, with 31% occurring at an intersection crosswalk. A significant number of pedestrian collisions occurred in the roadway, away from a designated intersection or crosswalk (31, 35.6%).

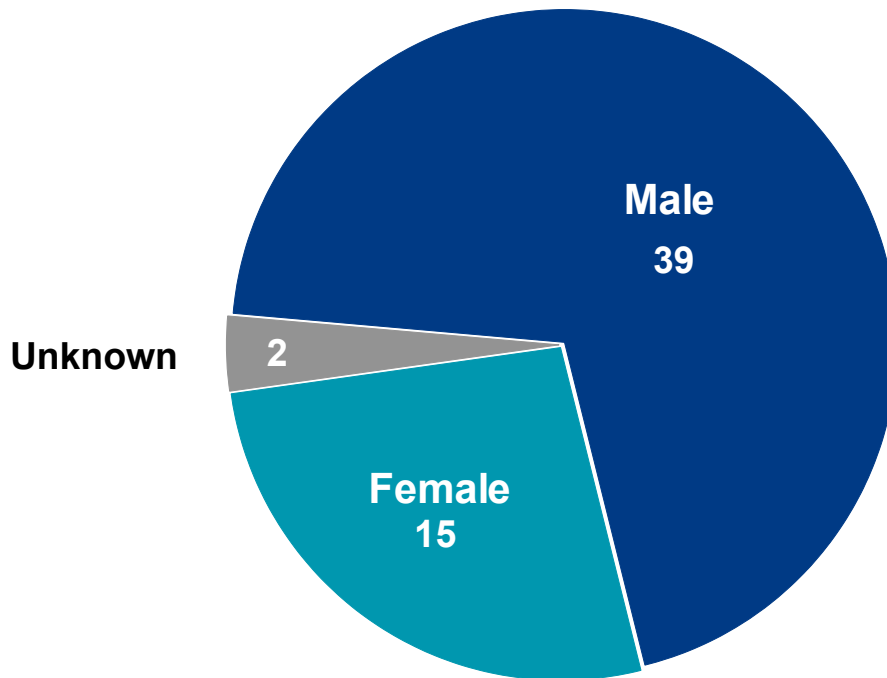
The majority of pedestrian collisions occurred in daylight (61.7%). Most daylight pedestrian collision injuries were suspected minor or possible injuries (36, 69.2%), while 30.7% (16) were fatal or suspected serious injuries. The majority (75%) of pedestrian fatalities were in darkness conditions, with 50% being in darkness unlighted conditions.



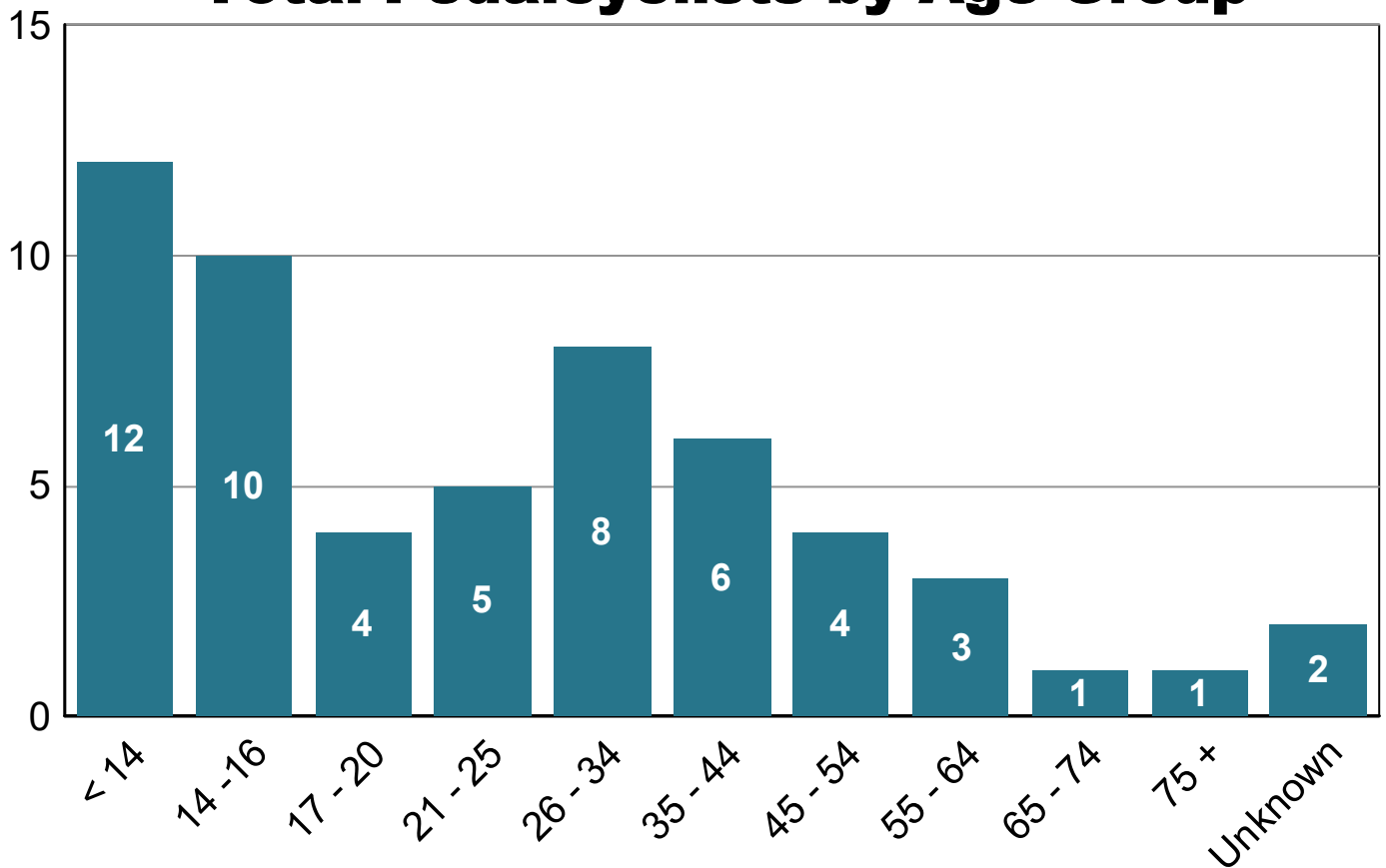
Total Pedestrian Involved Crashes by Lighting



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	5	3	9
	14 - 16	0	1	5	2	8
	17 - 20	1	0	3	0	4
	21 - 25	0	0	4	0	4
	26 - 34	0	1	3	0	4
	35 - 44	0	1	3	1	5
	45 - 54	0	1	1	1	3
	55 - 64	0	1	0	0	1
	65 - 74	0	0	1	0	1
	75 +	0	0	0	0	0
	Total	1	6	25	7	39
Female	< 14	0	1	2	0	3
	14 - 16	0	0	0	2	2
	17 - 20	0	0	0	0	0
	21 - 25	0	0	1	0	1
	26 - 34	0	0	3	1	4
	35 - 44	0	0	1	0	1
	45 - 54	0	1	0	0	1
	55 - 64	0	0	1	1	2
	65 - 74	0	0	0	0	0
	75 +	0	1	0	0	1
	Total	0	3	8	4	15
Unknown	Unknown	0	0	0	2	2
	Total	0	0	0	2	2
Total		1	9	33	13	56

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	35
Unknown	6

Nearly 63% of pedalcyclists involved in a traffic crash were not using any type of safety equipment.

Only 25% of pedalcyclists were wearing a helmet at the time of the crash.

Pedalcyclists' Action Prior to Crash

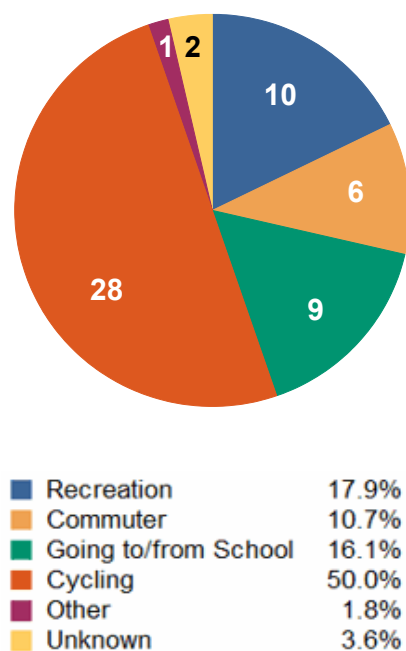
Entering/Crossing Road	36
Traveling along road w/ traffic	12
Traveling along road against traffic	6
Other	2

Pedalcyclists' Potential Contributing Actions

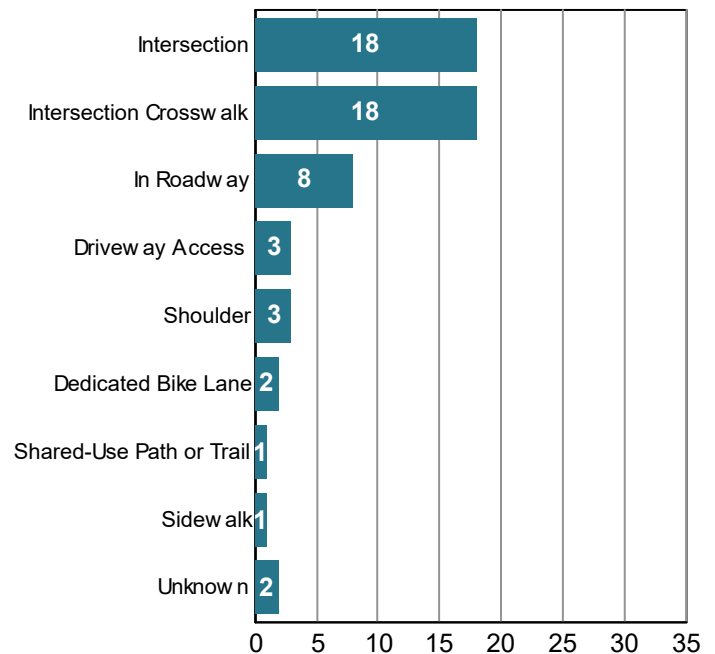
Investigating law enforcement officers suspected the pedalcyclist of the following actions at the time of the crash. Up to two actions may be listed for each pedalcyclist. These actions may or may not have contributed to the crash.

Darting	1	In Roadway	4
Disobey Traffic Signs, Officer, etc.	3	Not visible (Dark Clothing)	1
Failure to yield ROW	10	On Wrong Side of Road	4
Improper Crossing	9	Other Improper Action	1

Total Pedalcyclists by Pursuit



Total Pedalcyclists by Location at Time of Crash



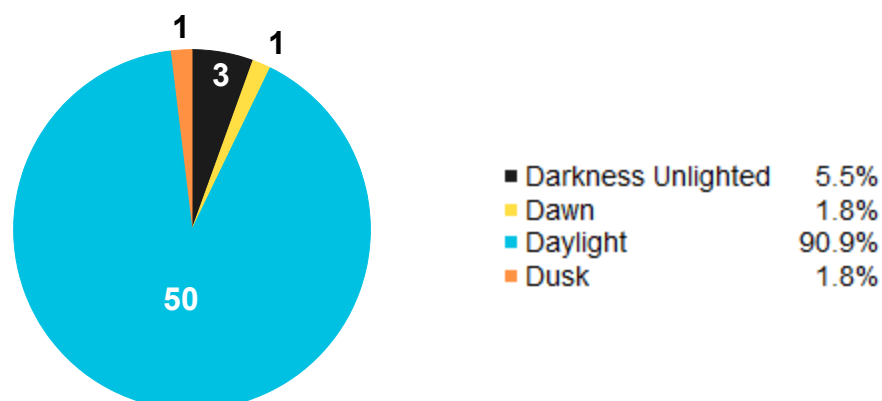
The majority of pedalcyclist collisions occurred in an urban environment (92.7%), while 7.3% occurred in a rural environment.

Of the identifiable pedalcyclist pursuits, 26.8% were commuting to work, school, or another location while around 17.9% were involved in a recreational pursuit.

The majority (64.3%) of pedalcyclist collisions occurred at an intersection. Approximately 14.3% of pedalcyclist collisions occurred in the roadway outside of a dedicated bike lane.

The majority of pedalcyclist collisions occurred in daylight (90.9%). Most pedalcyclist collision injuries (46, 82.1%) were suspected minor or possible injuries, while 17.9% (10) were fatal or suspected serious injuries. The single (1) pedalcyclist fatality occurred in daylight conditions.

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 2018 - 2022

Year	Total Fatalities in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2018	88	31	6	44	7
2019	116	57	2	52	5
2020	98	45	3	46	4
2021	77	26	2	46	3
2022	102	27	2	65	8
TOTAL	481	186	15	253	27

In 2022, nearly 64% of vehicle occupant fatalities were not using a seatbelt at the time of the crash. Over the past five years, approximately 53% of vehicle fatalities were not using a seatbelt at the time of the crash.

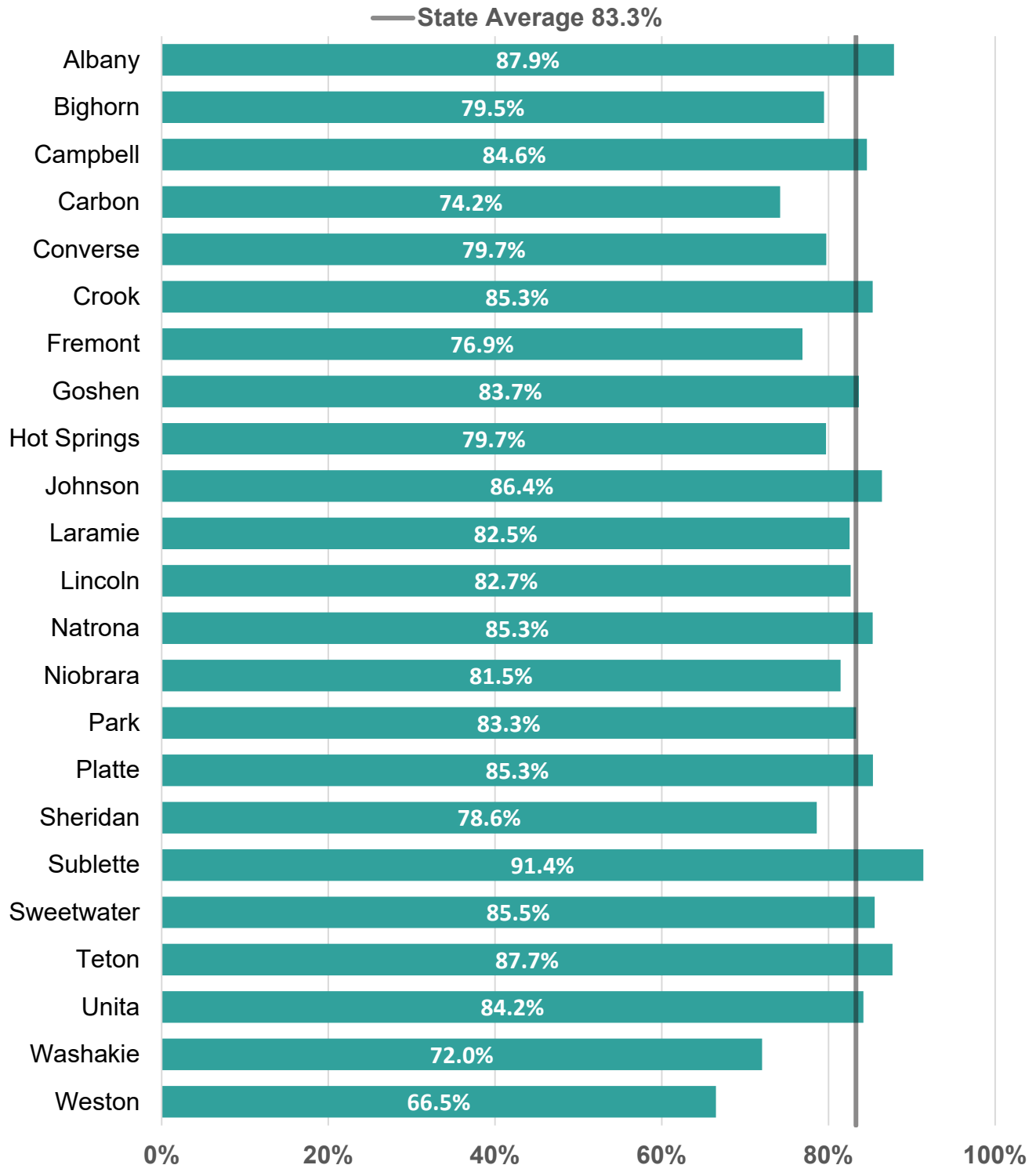


Suspected Serious Injuries by Safety Equipment Use 2018 - 2022

Year	Serious Injuries in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2018	234	128	7	84	15
2019	324	176	3	125	20
2020	323	189	5	106	23
2021	359	211	0	128	20
2022	346	200	6	120	20
TOTAL	1,586	904	21	563	98

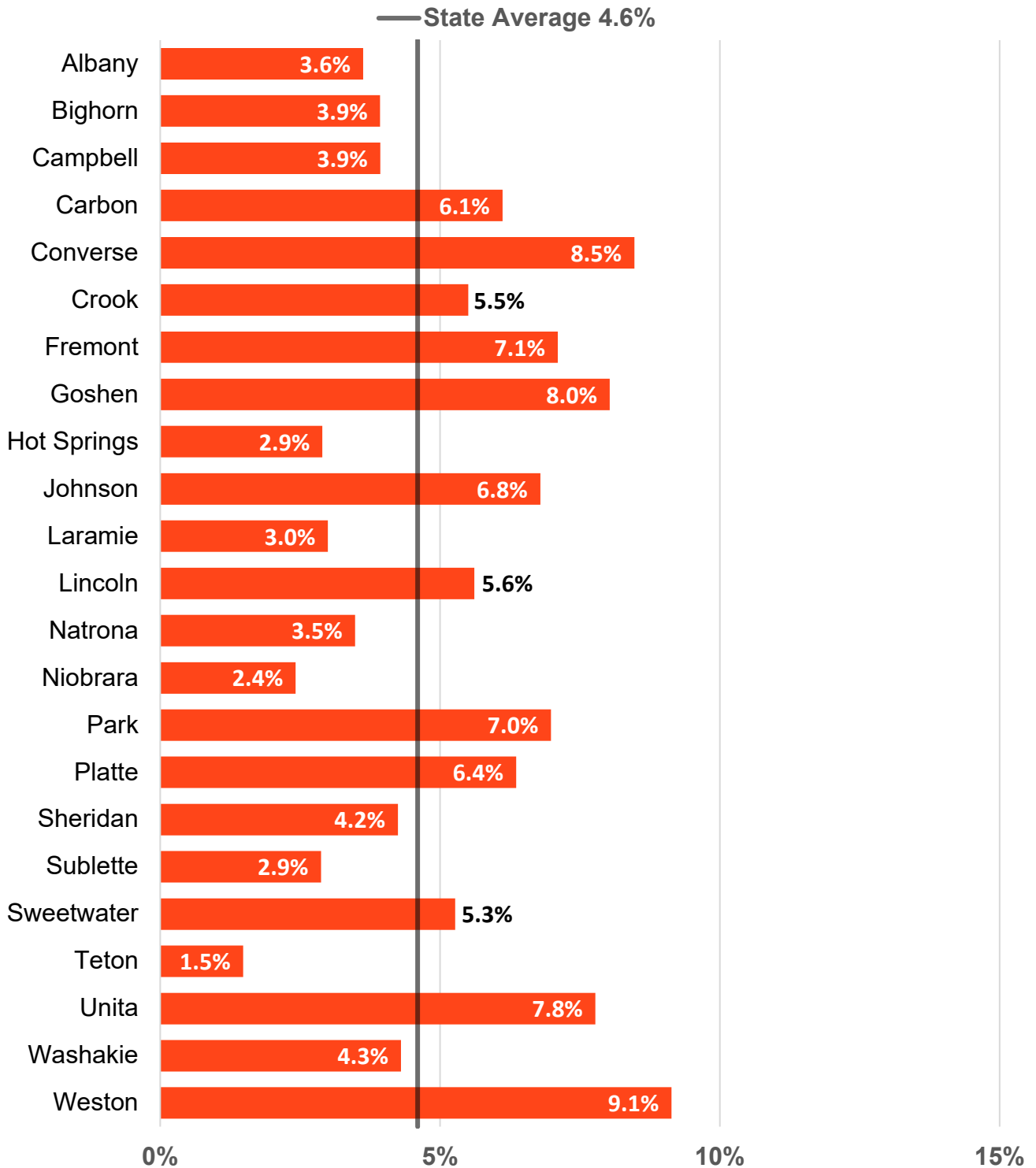
In 2022, nearly 35% of vehicle occupant suspected serious injuries were not using a seatbelt at the time of the crash. This is consistent with the past five years of crash data (36%).

2022 Occupant Seatbelt Properly Used During Crash by County



Sublette (91.4%), Albany (87.9%), Teton (87.7%), Johnson (86.4%), and Sweetwater (85.5%) were the top five counties with the highest percentage of motor vehicle occupants properly wearing a seatbelt at the time of the crash.

2022 Occupant Seatbelt Not Used During Crash by County



Weston (9.1%), Converse (8.5%), Goshen (8%), Uinta (7.8%), and Fremont (7.1%) were the top five counties with the highest percentage of motor vehicle occupants not wearing a seatbelt at the time of the crash.

2022 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

ALBANY

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,250	91.6%	1	0.1%	30	2.2%	83	6.1%
Passengers	301	75.1%	14	3.5%	34	8.5%	52	13.0%

BIG HORN

	Properly Used		Misused		Not Used		Unknown	
Drivers	136	77.3%	1	0.6%	8	4.5%	31	17.6%
Passengers	46	86.8%	2	3.8%	1	1.9%	4	7.5%

CAMPBELL

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,386	85.1%	1	0.1%	64	3.9%	176	10.8%
Passengers	464	83.2%	21	3.8%	22	3.9%	51	9.1%

CARBON

	Properly Used		Misused		Not Used		Unknown	
Drivers	758	79.6%	5	0.5%	32	3.4%	156	16.4%
Passengers	249	61.5%	12	3.0%	51	12.6%	93	23.0%

CONVERSE

	Properly Used		Misused		Not Used		Unknown	
Drivers	372	82.9%	1	0.2%	40	8.9%	36	8.0%
Passengers	108	70.6%	2	1.3%	11	7.2%	32	20.9%

CROOK

	Properly Used		Misused		Not Used		Unknown	
Drivers	257	85.7%	0	0.0%	13	4.3%	30	10.0%
Passengers	115	84.6%	5	3.7%	11	8.1%	5	3.7%

FREMONT

	Properly Used		Misused		Not Used		Unknown	
Drivers	656	77.9%	2	0.2%	46	5.5%	138	16.4%
Passengers	199	73.7%	5	1.9%	33	12.2%	33	12.2%

GOSHEN

	Properly Used		Misused		Not Used		Unknown	
Drivers	216	83.7%	0	0.0%	18	7.0%	24	9.3%
Passengers	86	83.5%	2	1.9%	11	10.7%	4	3.9%

HOT SPRINGS

	Properly Used		Misused		Not Used		Unknown	
Drivers	83	76.1%	0	0.0%	3	2.8%	23	21.1%
Passengers	27	93.1%	1	3.4%	1	3.4%	0	0.0%

2022 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

JOHNSON								
	Properly Used		Misused		Not Used		Unknown	
Drivers	267	87.3%	0	0.0%	17	5.6%	22	7.2%
Passengers	102	84.3%	0	0.0%	12	9.9%	7	5.8%
LARAMIE								
	Properly Used		Misused		Not Used		Unknown	
Drivers	2,644	86.8%	3	0.1%	56	1.8%	342	11.2%
Passengers	716	69.8%	58	5.7%	66	6.4%	186	18.1%
LINCOLN								
	Properly Used		Misused		Not Used		Unknown	
Drivers	466	83.4%	1	0.2%	26	4.7%	66	11.8%
Passengers	197	81.1%	7	2.9%	19	7.8%	20	8.2%
NATRONA								
	Properly Used		Misused		Not Used		Unknown	
Drivers	2,879	86.7%	8	0.2%	98	3.0%	335	10.1%
Passengers	945	81.3%	42	3.6%	58	5.0%	117	10.1%
NIOBRARA								
	Properly Used		Misused		Not Used		Unknown	
Drivers	68	78.2%	0	0.0%	2	2.3%	17	19.5%
Passengers	33	89.2%	0	0.0%	1	2.7%	3	8.1%
PARK								
	Properly Used		Misused		Not Used		Unknown	
Drivers	517	81.7%	1	0.2%	46	7.3%	68	10.7%
Passengers	187	88.2%	2	0.9%	13	6.1%	10	4.7%
PLATTE								
	Properly Used		Misused		Not Used		Unknown	
Drivers	336	87.5%	1	0.3%	13	3.4%	34	8.9%
Passengers	147	80.8%	3	1.6%	23	12.6%	9	4.9%
SHERIDAN								
	Properly Used		Misused		Not Used		Unknown	
Drivers	665	78.1%	1	0.1%	27	3.2%	159	18.7%
Passengers	223	80.2%	9	3.2%	21	7.6%	25	9.0%
SUBLETTE								
	Properly Used		Misused		Not Used		Unknown	
Drivers	247	91.1%	0	0.0%	9	3.3%	15	5.5%
Passengers	71	92.2%	0	0.0%	1	1.3%	5	6.5%

2022 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

SWEETWATER

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,661	88.4%	1	0.1%	42	2.2%	175	9.3%
Passengers	547	77.9%	27	3.8%	94	13.4%	34	4.8%

TETON

	Properly Used		Misused		Not Used		Unknown	
Drivers	751	88.7%	1	0.1%	11	1.3%	84	9.9%
Passengers	195	84.1%	9	3.9%	5	2.2%	23	9.9%

UINTA

	Properly Used		Misused		Not Used		Unknown	
Drivers	497	88.3%	1	0.2%	19	3.4%	46	8.2%
Passengers	185	74.9%	5	2.0%	44	17.8%	13	5.3%

WASHAKIE

	Properly Used		Misused		Not Used		Unknown	
Drivers	100	69.0%	0	0.0%	8	5.5%	36	24.8%
Passengers	34	82.9%	1	2.4%	0	0.0%	5	12.2%

WESTON

	Properly Used		Misused		Not Used		Unknown	
Drivers	91	66.9%	0	0.0%	9	6.6%	35	25.7%
Passengers	40	65.6%	0	0.0%	9	14.8%	12	19.7%

TOTAL

	Properly Used		Misused		Not Used		Unknown	
Drivers	16,303	85.3%	29	0.2%	637	3.3%	2,131	11.2%
Passengers	5,217	77.5%	227	3.4%	541	8.0%	743	11.0%
All Occupants	21,520	83.3%	256	1.0%	1,178	4.6%	2,874	11.1%



Motor vehicle occupant seatbelt use at the time of a crash (83.3%) is consistent with the 2022 Wyoming Observed Seatbelt Survey, where 78.3% of motor vehicle occupants were observed to have been wearing a seatbelt.

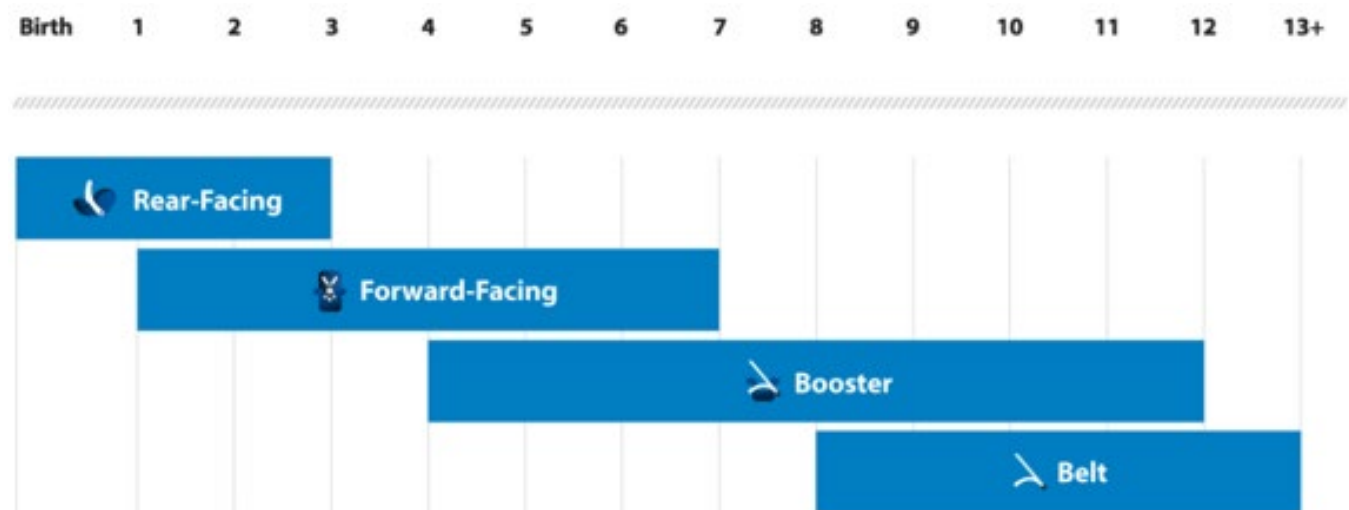
While a significant percentage of motor vehicle occupants in Wyoming wear a seatbelt, Wyoming's seatbelt use rate is well below the national seatbelt use rate, which was at 91.6% in 2022.

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.



2022 Child Passengers with **Fatal Injury** by Safety Equipment

Type of Restraint		Use			Age
Forward Facing Child	Apparently Normal	0	1	0	
	Total	0	1	0	
Shoulder and Lap Belt	Misuse	0	0	1	
	Total	0	0	1	
None Used	Unknown	1	0	0	
	Total	1	0	0	
Total		1	1	1	

2022 Child Passengers with **Suspected Serious Injury** by Safety Equipment

Type of Restraint		Use				Age		
Forward Facing Child	Apparently Normal	1	0	0	9	10	12	
	Total	1	0	0		0	0	
	Shoulder and Lap Belt	0	0	0		2	1	
	Total	0	0	0		2	1	
Lap Belt Only	Misuse	0	1	0		0	0	
	Total	0	1	0		0	0	
Unknown	Unknown	0	0	0		1	0	
	Total	0	0	0		1	0	
Total		1	1	1		3	1	

2022 Child Passengers with Suspected Minor Injury by Safety Equipment

Age	Type of Restraint									
	Use									
	1	3	4	5	6	7	8	9	10	11
Child Facing	2	1	1	2	0	0	0	0	0	0
	Apparently Normal	1	1	2	0	0	0	0	0	0
Total	2	2	2	4	0	0	0	0	0	0
	Apparently Normal	1	1	2	0	0	0	0	0	0
Booster Seat	0	0	0	0	1	1	0	0	0	0
	Apparently Normal	0	0	0	1	1	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0
	Apparently Normal	0	0	0	0	0	0	0	0	0
Shoulder and Lap Belt	0	0	0	0	0	0	0	5	4	7
	Apparently Normal	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	4	4	7
	Misuse	1	1	1	0	3	4	0	0	0
None Used	0	0	0	0	1	1	0	1	0	1
	Unknown	0	0	1	0	1	0	1	0	1
Total	0	0	0	0	1	1	0	1	0	1
	Apparently Normal	1	1	1	0	0	0	0	0	0
Child Restraint - Type Unknown	1	0	0	1	0	0	0	0	0	0
	Apparently Normal	0	0	1	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0
	Apparently Normal	0	0	1	0	0	0	0	0	0
Total										

2022 Child Passengers with Possible Injury by Safety Equipment

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

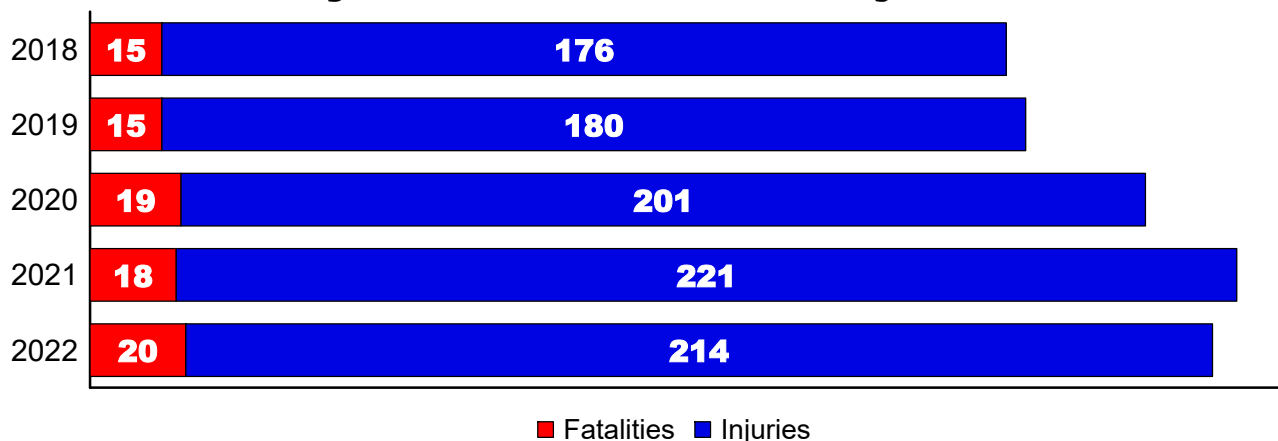
MOTORCYCLIST SAFETY



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.

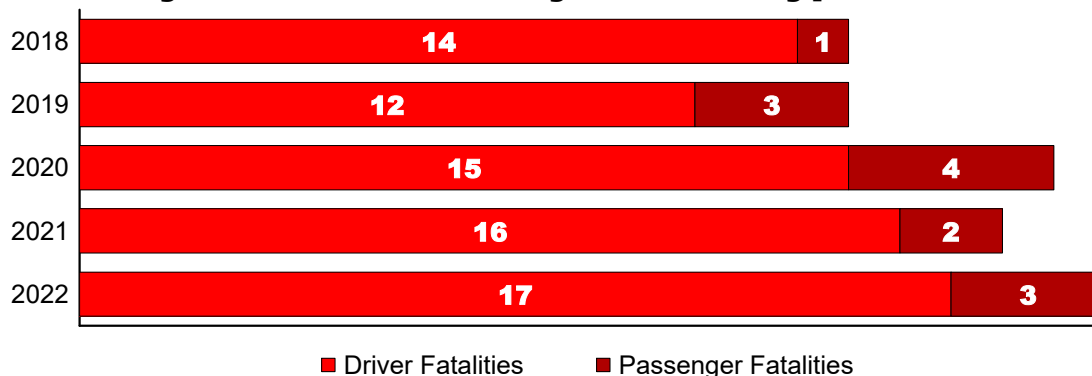
Motorcycles are considered the most hazardous type of motor vehicle on the roadway due to a smaller size making them less visible to other drivers and the lack of protection provided for riders. In addition, Wyoming does not have a helmet use law for operators over 18 years of age.

Total Motorcyclist Fatalities and Injuries 2018 - 2022

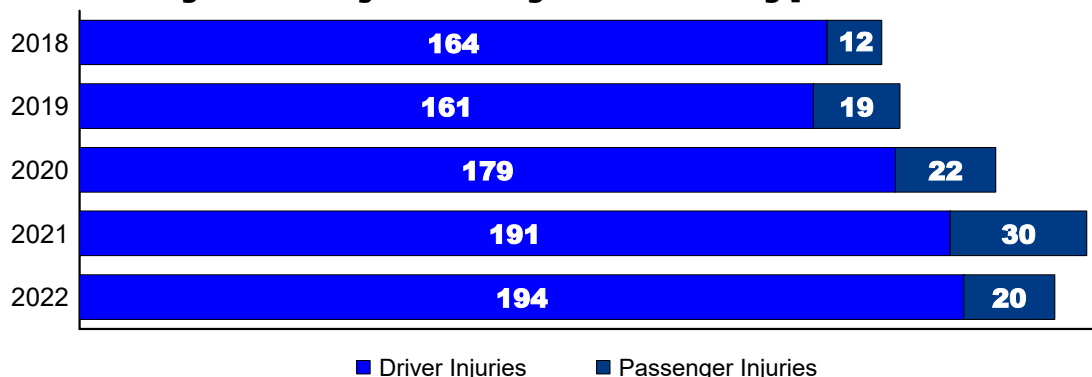


Of the 277 motorcyclists involved in a traffic crash in 2022, 234 (84.5%) were injured and 105 (38%) were critically injured. Over the past five years 1,314 motorcyclists were involved in a traffic crash with 1,079 (82%) injured and 417 (32%) critically injured.

Motorcyclist Fatalities by Person Type 2018 - 2022



Motorcyclist Injuries by Person Type 2018 - 2022



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	0	0	0	0	0	0	0
	14 - 16	0	0	6	0	1	0	7
	17 - 20	0	8	5	7	2	0	22
	21 - 25	1	5	6	3	7	0	22
	26 - 34	0	9	10	2	6	0	27
	35 - 44	0	16	25	3	6	1	51
	45 - 54	2	10	16	3	5	1	37
	55 - 64	7	16	15	4	5	0	47
	65 - 74	4	5	0	2	4	0	15
	75 +	0	1	0	1	0	0	2
	Total	14	70	83	25	36	2	230
Female	< 14	0	0	0	0	1	0	1
	14 - 16	0	0	0	0	0	0	0
	17 - 20	0	0	0	1	0	0	1
	21 - 25	0	2	3	0	0	0	5
	26 - 34	0	1	2	1	0	0	4
	35 - 44	1	5	5	0	0	0	11
	45 - 54	2	2	5	1	2	0	12
	55 - 64	1	4	2	1	1	0	9
	65 - 74	2	1	0	0	0	0	3
	75 +	0	0	0	0	0	0	0
	Total	6	15	17	4	4	0	46
Unknown	Unknown	0	0	0	0	0	1	1
	Total	0	0	0	0	0	1	1
Total		20	85	100	29	40	3	277

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

Motorcyclist **Fatal Injuries** by Helmet Use 2018 - 2022

Year	Fatal Motorcycle Crashes	Motorcyclist Fatalities	Helmet Used	No Helmet Used	Helmet Use Unknown
2018	15	15	6	9	0
2019	13	15	6	8	1
2020	17	19	7	12	0
2021	15	18	7	10	1
2022	20	20	8	12	0
TOTAL	80	87	34	51	2

Over the last five year period, nearly 59% of motorcyclist fatalities were not wearing a helmet at the time of the crash. In 2022, 60% of motorcyclist fatalities were not wearing a helmet at the time of the crash.

Motorcyclist **Suspected Serious Injuries** by Helmet Use 2018 - 2022

Year	Suspected Serious Injury Motorcycle Crashes	Motorcyclist Suspected Serious Injuries	Helmet Used	No Helmet Used	Helmet Use Unknown
2018	41	43	21	19	3
2019	51	56	18	33	5
2020	62	74	24	45	5
2021	65	72	30	37	5
2022	81	85	33	50	2
TOTAL	300	330	126	184	20

Over the last five year period, around 56% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash. In 2022, 59% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash.

MOTOR VEHICLES INVOLVED



2022 Total Vehicles Involved in a Crash by Vehicle Type and Crash Severity

Vehicle Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Passenger Car	31	1,143	4,355	5,529
Pickup Truck	41	968	4,137	5,146
Sports Utility Vehicle	35	894	3,432	4,361
Unknown	0	8	2,722	2,730
Heavy Truck (>= 26K lbs)	27	319	1,463	1,809
Passenger Van	2	93	280	375
Medium Truck (>10K - <26K lbs)	2	56	191	249
Motorcycle > 150cc	18	157	31	206
Cargo Van	0	26	102	128
School Bus	0	7	43	50
Other Vehicle	2	10	29	41
Motorcycle <=150 cc	3	30	4	37
Motorhome	0	8	27	35
All Terrain Vehicle	3	17	5	25
Transit Bus	0	1	21	22
Light Truck (<= 10K lbs)	0	7	14	21
Construction Vehicle	0	4	16	20
Multi-Purpose Vehicle	0	14	6	20
Off Road Motorcycle	0	6	2	8
Farm Equipment	0	0	8	8
Charter Bus	1	2	4	7
Moped	0	4	0	4
Other Bus	0	0	3	3
Snowmobile	0	1	0	1

Passenger vehicles (including pickup trucks) account for around 74% of vehicles involved in traffic crashes, however only about 2.9% of passenger vehicles were involved in critical crashes.

Heavy trucks account for approximately 8.7% of vehicles involved in traffic crashes, with about 6% of heavy trucks involved in critical crashes.

Motorcycles account for about 1.2% of vehicles involved in traffic crashes, but 41.2% 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 13.1% of vehicles involved in traffic crashes, and 0% of critical crashes.

2022 Vehicles with Contributing Circumstance Involved in a Crash by Contributing Circumstance and Crash Severity

Contributing Circumstance	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Brakes	2	23	89	114
Cruise Control	0	4	4	8
Defroster	0	2	2	4
Exhaust System	0	1	4	5
Lights (Head, Signal, or Tail)	1	9	17	27
Mirrors	0	0	4	4
Other	2	63	198	263
Oversized Load	0	0	8	8
Power Train	1	5	17	23
Rain/Snow/Ice on Windshield	0	11	33	44
Stalled Vehicle	0	4	5	9
Steering	0	6	35	41
Suspension	0	2	7	9
Tinted Windows	0	2	2	4
Tire	5	30	116	151
Trailer Brakes	0	4	16	20
Truck Coupling/Trailer Hitch/Safety Chain	0	1	27	28
Vehicle Cargo Blocking View	0	0	3	3
Wheels	0	2	40	42
Windows/Windshield	0	2	6	8
Wipers	0	0	3	3

Each vehicle may have up to two contributing circumstances listed.

For the identifiable vehicle contributing circumstances involved in a traffic crash, tire was the most common with around 18.5% of all vehicle contributing circumstances related to a problem with a tire that may have contributed to the crash. Brakes were the next most common contributing circumstance at 13.9%.

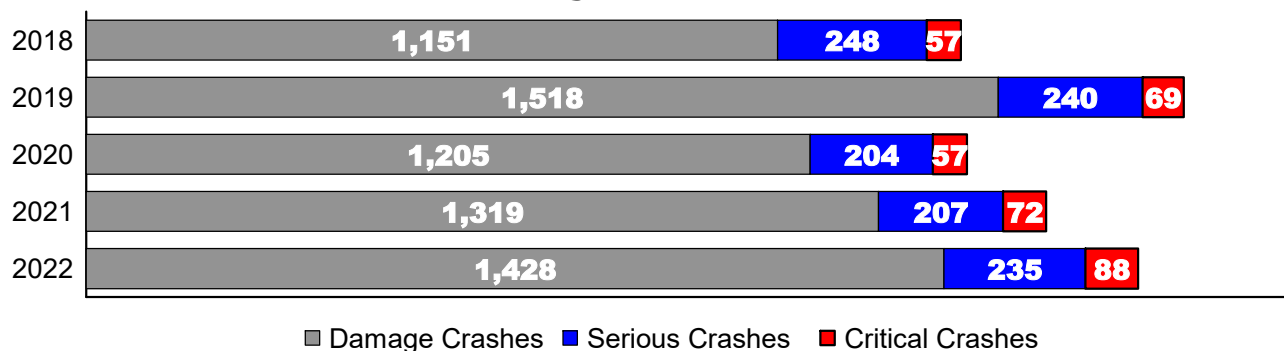
Other notable contributing circumstances include reduced visibility through the windshield due to weather (5.4%), wheels (5.1%), steering (5%), towing connection problems (3.4%), and lights (3.3%).

Commercial Motor Vehicle/Truck Involved Crashes



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.

Total Crashes Involving a Commercial Motor Vehicle by Crash Type 2018 - 2022



In 2022, commercial motor vehicles were involved in 18% of critical crashes. Over the last five year period, commercial motor vehicles were involved in just over 15% of critical crashes.

Over the last five year period (2018-2022) the majority (85%) of commercial motor vehicles had a vehicle type of heavy truck, and around 9% had a vehicle type of medium truck. These vehicle types were involved in around 11.4% of all traffic crashes.

Medium (>10K - <26K LBS) or Heavy (>=26K LBS) Truck Involved Crashes by Crash Severity with Injury Counts 2018 - 2022

Year	Fatal Crashes	Total Fatalities	Truck Driver Fatalities	Injury Crashes	Total Injuries*	Truck Driver Injuries*	PDO Crashes	Total Crashes
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	1,314	1,608
2022	25	28	8	311	411	181	1,406	1,742
Total	107	123	31	1,422	1,973	845	6,404	7,933

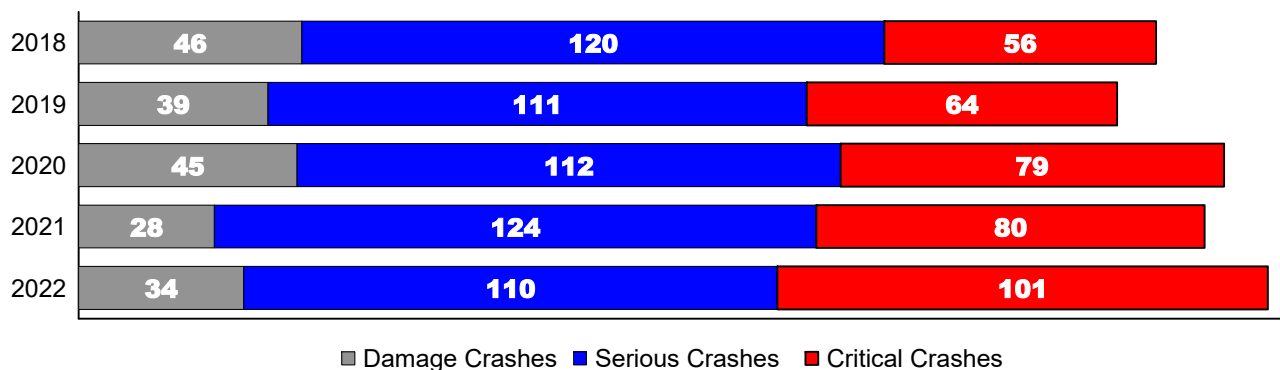
* Injuries include those resulting from fatal crashes.

Motorcycle Involved Crashes



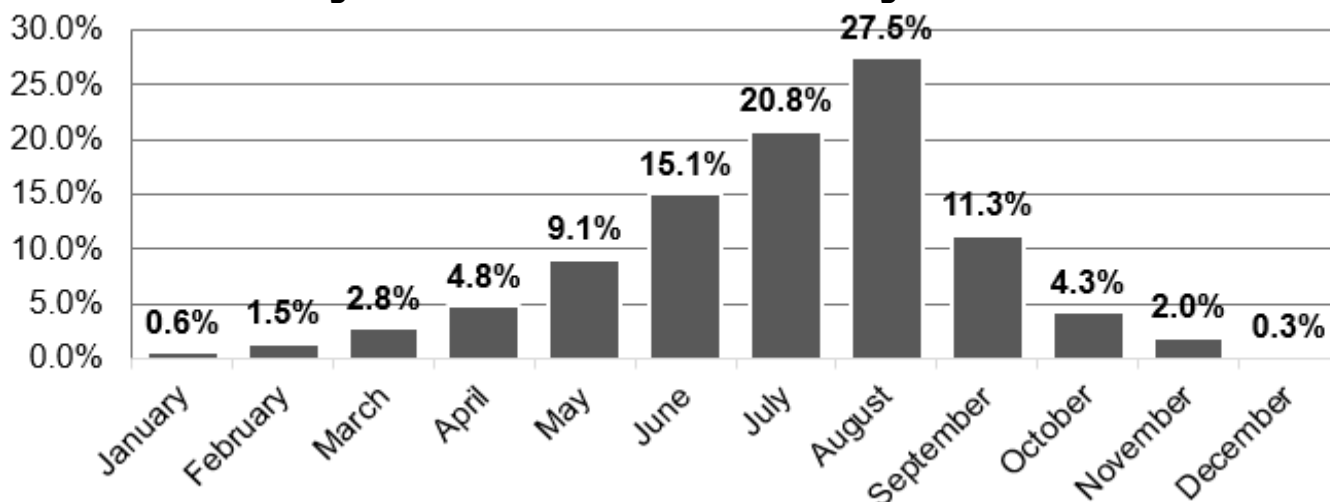
According to industry data sources, motorcycle sales in the U.S. have significantly increased recently and are at the highest level in over 15 years. While motorcycles are a small percentage of all registered vehicles in Wyoming (around 26,000, less than 4%), they are over-represented in critical crashes. In 2022, motorcycle involved crashes accounted for 20.4% of critical crashes and almost 17% of fatal crashes. Over the past five years, approximately 17% of critical crashes and 14.5% of fatal crashes were motorcycle involved crashes.

Total Crashes Involving a Motorcycle by Crash Type 2018 - 2022



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. In 2022 53.5% of motorcycle involved crashes occurred in the months of July and August, which are popular months for tourism and regional events, compared to 48.3% during these months in the last five years (2018-2022).

Total Motorcycle Involved Crashes by Month 2018-2022



Off Road Vehicle Involved Crashes

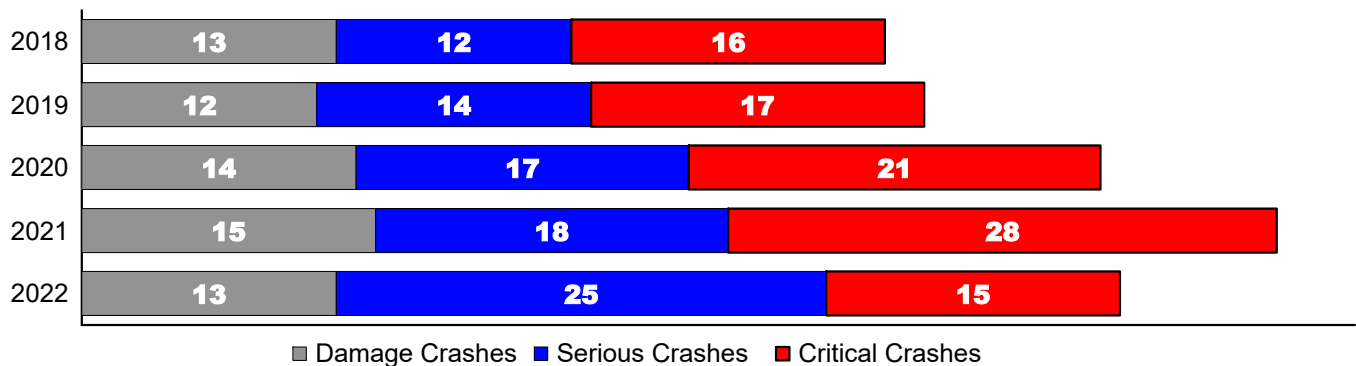
All-terrain off road vehicles such as recreational 4-wheelers, off-road motorcycles, and side-by-side utility vehicles are permitted on Wyoming roadways with appropriate registration and safety equipment. Many of these vehicles lack certain equipment, such as seatbelts and DOT-approved tires, and may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



Source: Creative Commons/Public Domain

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.

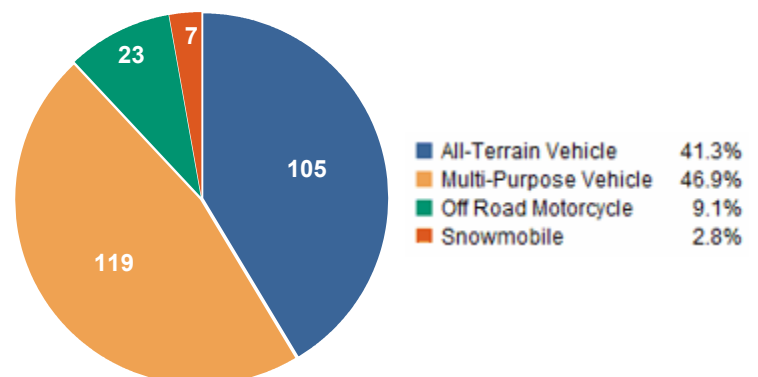
Total Crashes Involving an Off Road Vehicle by Crash Type 2018 - 2022



In 2022, off road vehicle involved crashes accounted for 3% of critical crashes and 2.5% of fatal crashes with three off road vehicle fatalities and 14 suspected serious injuries. Over the last five years, approximately 4.3% of critical crashes involved an off road vehicle and 2.7% of fatal crashes with 15 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 (46.9%), followed closely by all-terrain vehicles (41.3%). These two vehicle types account for around 88% of off road vehicle involved crashes. Recently, the involvement of off road motorcycles has increased slightly while snowmobile involvement has decreased slightly.

Total Off Road Vehicles Involved in Crashes by Vehicle Type 2018-2022



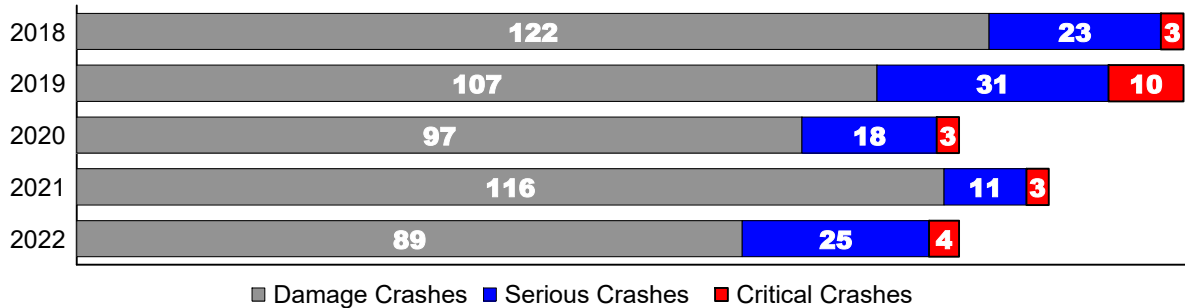
Emergency Response Vehicle Involved Crashes



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.

Emergency response vehicles include all vehicles functioning as law enforcement, ambulance or emergency medical services, fire, or providing towing services at the time of the crash.

Total Crashes Involving Emergency Response Vehicles by Crash Type 2018 - 2022

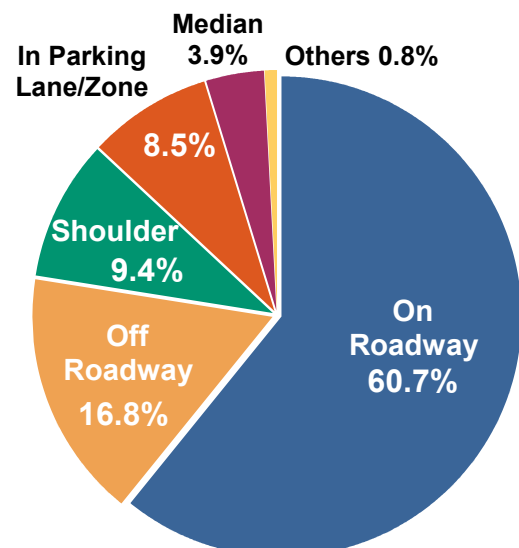


In 2022, 118 traffic crashes involved emergency response vehicles, with four critical crashes (3.4%). Over the last five year period, emergency response vehicles were involved in 662 traffic crashes, with 23 critical crashes (3.5%).

While most (60.7%) emergency response vehicle traffic crashes over the last five year period occurred on the roadway, a significant amount (39.3%) happened outside of the lane of travel for motor vehicles.

Of the 125 emergency response vehicles involved in traffic crashes in 2022, 97 were law enforcement vehicles, 16 were tow trucks, 9 were ambulance or emergency medical services vehicles, and three were fire trucks. From 2018-2022 685 emergency response vehicles were involved in a traffic crash, including 517 law enforcement vehicles, 70 tow trucks, 59 ambulance or emergency medical services vehicles, and 39 fire trucks.

Top 5 Locations for Emergency Response Vehicle Traffic Crashes 2018 - 2022

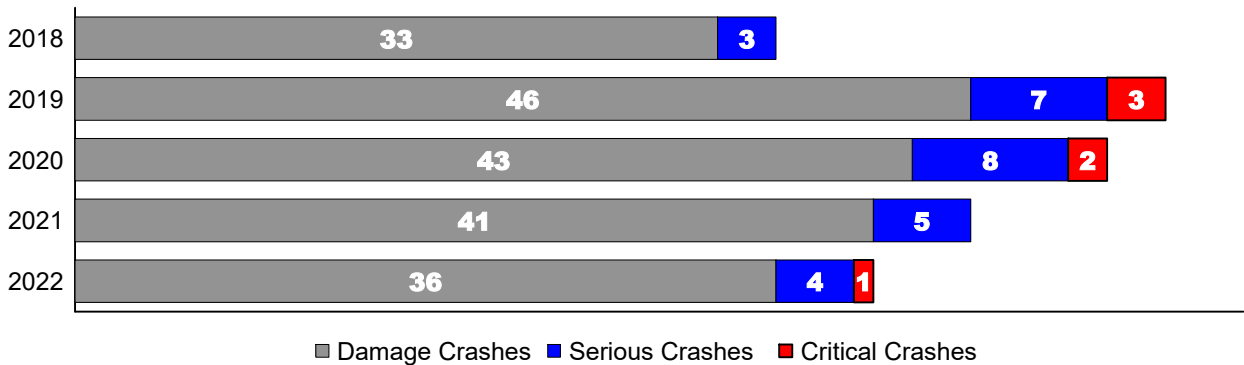


Snow Plow Involved Crashes



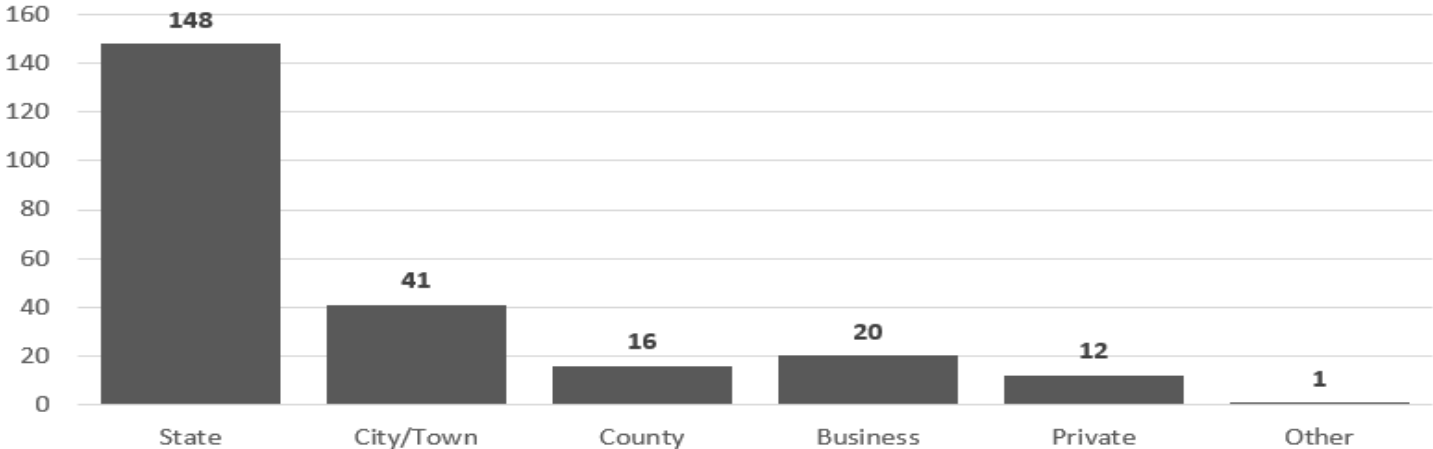
Snow plow drivers face many hazards as they labor to keep Wyoming's roadways open for travel during the long winter season (October through April). Snow plows are typically on the roadways in hazardous weather conditions and tend to move slower than regular traffic flow while in operation, especially 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.

Total Crashes Involving a Snow Plow by Crash Type 2018 - 2022



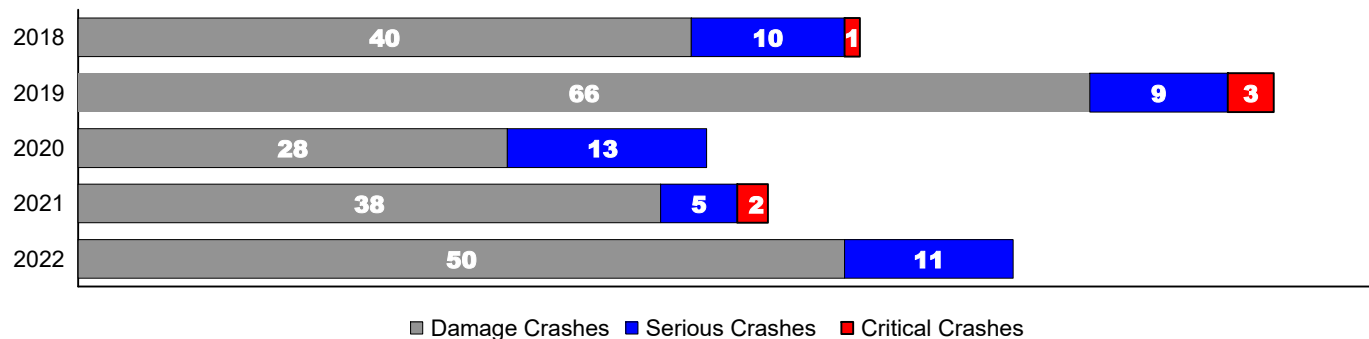
In 2022, 41 crashes involved vehicles operating as a snow plow at the time of the crash. Over the past five year period (2018-2022), snow plows were involved in 232 crashes with 6 critical crashes. Of the 238 snowplows involved in a crash, more than half (148, 62.2%) involved state operated snow plows maintaining highways and interstates. Forty-one (41, 17.2%) involved city/town vehicles maintaining city streets, and 16 (6.7%) involved county vehicles maintaining roadways. Twenty (20, 8.4%) involved business vehicles and 12 (5%) involved private vehicles operating as snow plows at the time of the crash.

Snow Plow Owner/Operator Type Involved in a Crash 2018-2022



School Bus Related Crashes

Total School Bus Related Crashes by Crash Type 2018 - 2022



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 276 school bus related crashes occurred with the majority (231, 83.7%) directly involving the school bus. School buses were directly involved in five (5) critical crashes, 36 serious crashes, and 190 damage crashes. School buses were indirectly involved in one (1) critical crash, 12 serious crashes, and 32 damage crashes.

In 2022, there were no school bus related critical crashes. This compares to 2.2% of school bus related crashes being critical crashes over the last five years, with 83.3% of those being directly involved.

Injuries in School Bus Related Crashes by Person Type and Vehicle Type 2018-2022

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	6	215	3	227
	Other Bus	0	0	0	0	1	0	1
	Passenger Vehicle	3	0	15	11	199	6	234
	Motorcycle	0	0	1	0	0	0	1
	Truck	0	0	0	0	5	0	5
	Other	0	0	3	0	3	0	6
	Unknown	0	0	0	0	0	2	2
Passenger	School Bus	0	0	3	34	1749	1	1787
	Other Bus	0	0	0	0	0	0	0
	Passenger Vehicle	0	1	6	8	79	1	95
	Truck	0	0	0	0	0	0	0
	Other	0	0	1	1	2	0	4
Pedestrian	Not in a Vehicle	2	0	0	0	0	0	2
Pedalcyclist	Not in a Vehicle	0	0	1	0	0	0	1
Total		5	1	33	60	2253	13	2365

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 (208, 75.4%) over the last five year period (2018-2022) occurred within the vicinity of a public school. Around 48.6% occurred within 0.5 miles of an elementary school, 86.5% were within two miles of a middle school, and 90.1% were within two miles of a high school. It should be

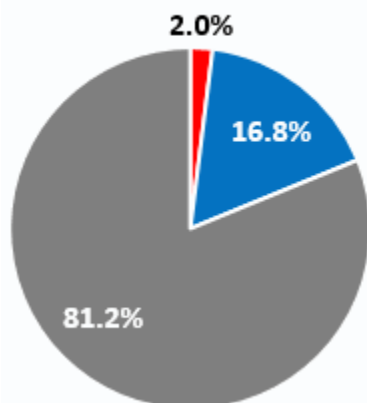


be noted that there are areas where elementary, middle, and high schools are in close proximity to one another and there is some overlap in traffic crashes near the schools. It should also be noted that there are significantly more elementary schools than middle or high school locations.

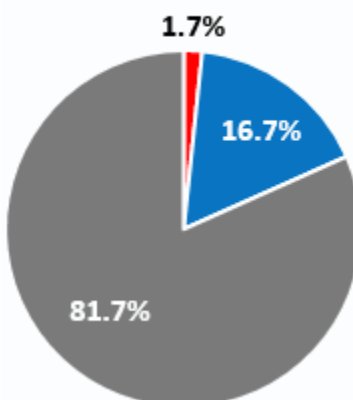
Of all the school bus related traffic crashes occurring near a public school, 1.4% were critical crashes, 18.8% were serious crashes, and 79.8% were damage crashes. The percentage of crash types across all three school types was generally consistent, with no school type having a significantly higher number of critical, serious, or damage crashes than the others.

School Bus Related Crashes Near a Public School 2018 - 2022

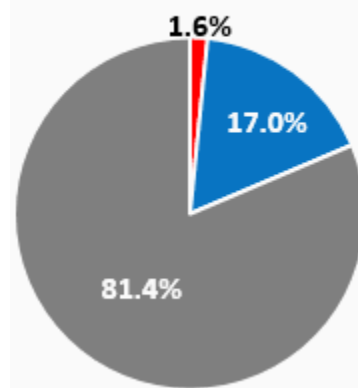
Elementary School



Middle School



High School

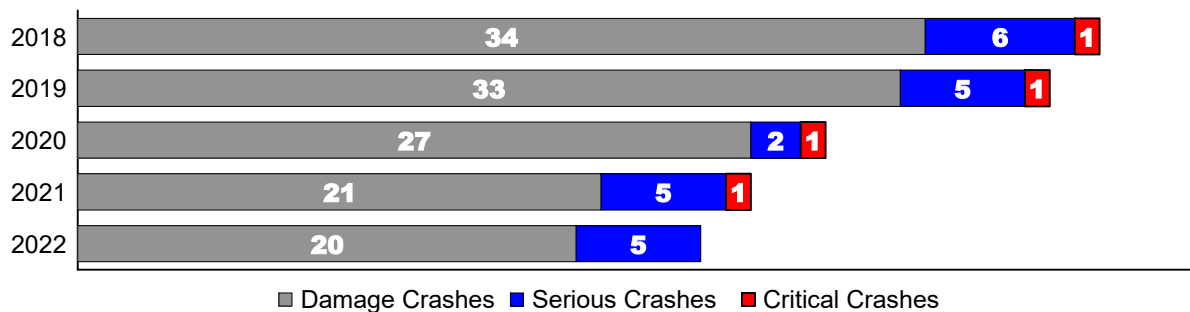


■ Critical Crashes ■ Serious Crashes ■ Damage Crashes

Construction Vehicle Involved 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. With more construction vehicles working in and along the roadway, the danger for both construction workers and the motoring public increases in areas of activity.

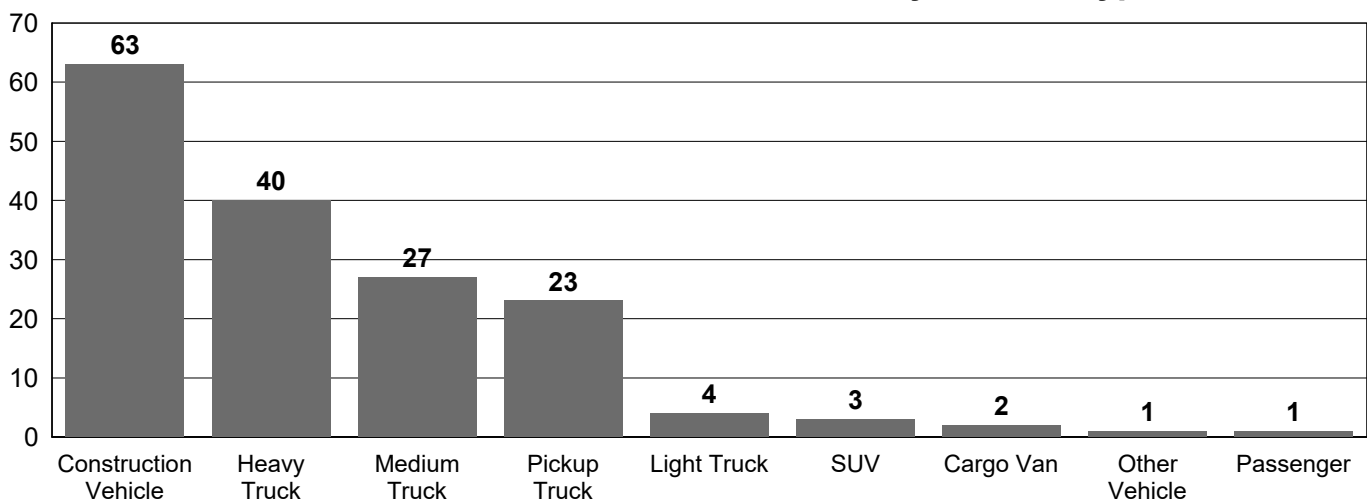
Total Crashes Involving Construction Vehicles by Crash Type 2018 - 2022



In 2022, 25 traffic crashes involved construction vehicles, with no critical crashes and five serious crashes (20%). Over the last five year period, construction vehicles were involved in 162 traffic crashes, with four critical crashes (2.5%) and 23 serious crashes (14.2%).

While general construction vehicles accounted for the majority (38.9%) of the types of construction vehicles involved in a traffic crash over the last five years (2018-2022), heavy trucks (24.7%), medium trucks (16.7%), and pickup trucks (14.2%) also experienced a significant number of crashes while operating as construction vehicles.

Total Construction Vehicles Involved in Crashes by Vehicle Type 2018-2022



Only 22.8% of construction vehicle involved traffic crashes were work zone related. Most construction vehicle involved traffic crashes occurred on the roadway (67.9%), with only 13.6% happening off roadway, 9.9% taking place on the shoulder of the roadway, 8% located in a parking lane/zone, and 0.6% within the median of the roadway.

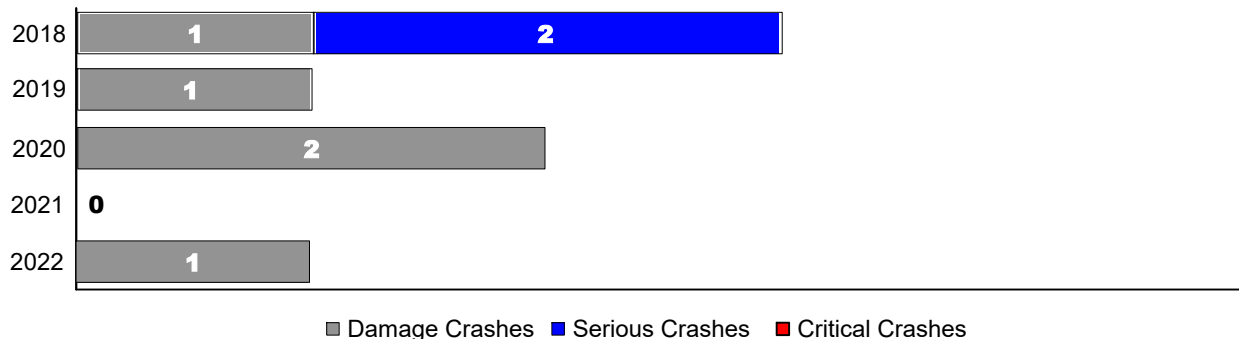
Railway Vehicle Involved Crashes

Railway vehicle collisions with a motor vehicle 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.



For the years 2018-2022, Wyoming recorded 45 traffic crashes related to a railway grade crossing, averaging nine (9) crashes annually. Of the traffic crashes that occurred at a railway grade crossing, seven (7, 15.6%) involved contact with a railway vehicle, averaging less than two (2) crashes annually. There were no critical traffic crashes at a railway grade crossing from 2018-2022. In 2022, railway grade crossing crashes were slightly above average with 10 traffic crashes reported with one (1) of the crashes involving contact with a railway vehicle.

Total Crashes Involving a Railway Vehicle by Crash Type 2018 - 2022



The seven (7) railway vehicle involved crashes related to a railway grade crossing from 2018-2022 resulted in five (5) damage crashes with no injuries and two (2) serious crashes with three (3) suspected minor injuries.

For the 38 remaining traffic crashes related to a railway grade crossing from 2018-2022, there were no critical crashes, five (5) serious crashes with four (4) suspected minor injuries and three (3) possible injuries, and 33 damage crashes.

Most traffic crashes occurring at a railway grade crossing were between motor vehicles (26, 57.8%); 19 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 19 crashes are attributed to single motor vehicles colliding with railway vehicles (7), fixed objects (such as barriers or traffic signs) at the crossing location (8), non-fixed objects (3), and an overturn/rollover at the location of the crossing (1).

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 IS THE ONE AND ONLY SOURCE FOR UP-TO-THE-MINUTE ROAD AND TRAVEL INFORMATION.

KNOW BEFORE YOU GO



www.wyoroad.info

TAKE ROAD CONDITIONS WITH YOU WHEREVER YOU GO



Download the
Wyoming 511 app today.

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

2022 Crashes by Road Surface Type and Crash Severity

Road Surface Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Concrete	10	352	1,502	1,864
Asphalt	100	1,940	7,062	9,102
Gravel/Rock	4	79	167	250
Dirt	5	51	130	186
Unknown	0	2	2,390	2,392

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.

2022 Crashes by Road Condition and Crash Severity

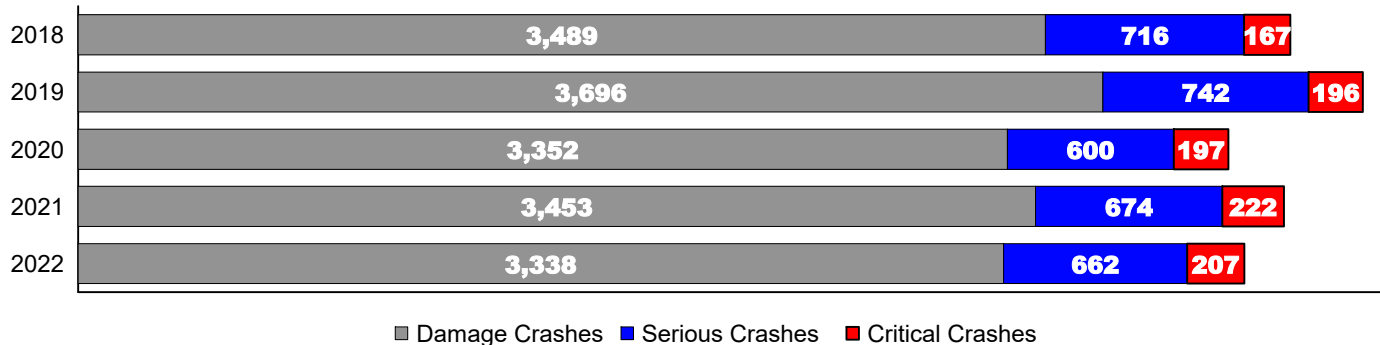
Road Conditions	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Dry	90	2	1,769	7	7,253	11	9,112	20
Wet	5	1	132	19	518	68	655	88
Ice/Frost	13	4	324	57	2,056	389	2,393	450
Snow	5	7	116	152	988	918	1,109	1,077
Mud/Dirt/Gravel	2	3	28	11	40	20	70	34
Slush	1	0	6	22	61	102	68	124
Oil/Fuel	0	0	0	0	1	1	1	1
Sand on Dry Pavement	0	0	0	2	3	1	3	3
Sand on Icy Road	0	0	3	1	11	5	14	6
Water Standing/Running	0	0	3	3	10	16	13	19
Other	0	0	3	0	5	5	8	5
Unknown	2	0	4	1	117	6	123	7

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 (59.8%) and many resulted in running off the road (42.1%). In addition, the majority of curve crashes were single vehicle crashes (70.4%). Critical crashes are frequently associated with a horizontal curve feature, accounting for 44.2% of all critical crashes in the last five years.

Total Curve Crashes by Crash Type 2018 - 2022



In 2022, 41.8% of all critical crashes, 32.9% of all serious crashes, and 30.2% of all damage crashes were located in a curved section of roadway. The majority of curve crashes were lane departure crashes (62.5%) and 43% resulted in running off the road.

Around 69.1% of 2022 curve-related crashes were single vehicle crashes, and 55.8% of these vehicles ran off the road. Of the single motor vehicles that ran off the road, the first harmful event for 55.6% was a collision with a fixed object. The most common fixed objects struck were guardrail (22.1%), fence (17.6%), and cable barrier (10.3%). Of the single motor vehicles that ran off the road, the first harmful event for 43.3% was a non-collision event, with the majority (72.2%) experiencing an overturn/rollover.

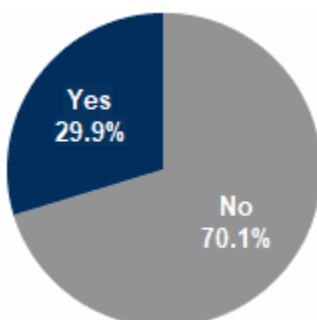
2022 Curve Crashes by Manner of Collision

Single Vehicle	69.1%
Rear End (Front to Rear)	9.0%
Sideswipe Same Direction (Passing)	4.6%
Angle Same Direction (Front to Side)	4.2%
Angle (Front to Side), Opposing Direction	4.2%
Angle Right (Front to Side, includes Broadside)	3.9%
Head On (Front to Front)	2.0%
Sideswipe Opposite Direction (Meeting)	1.7%
Other	1.3%

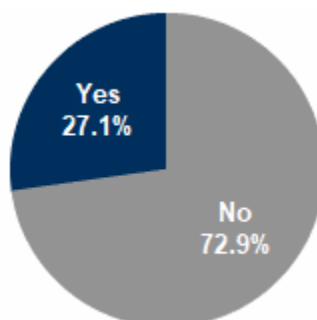
Curve crashes are likely tied to a variety of other factors including winter weather conditions, wildlife, and risky driving behaviors such as speeding, distracted driving, and impaired driving.

2022 Contributing Factors for Curve Crashes

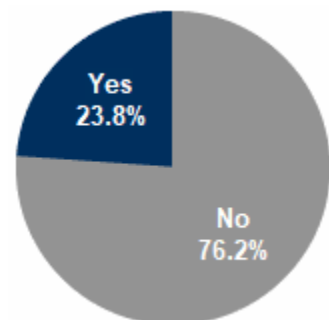
Winter Weather Conditions



Speed Related



Wildlife Involved

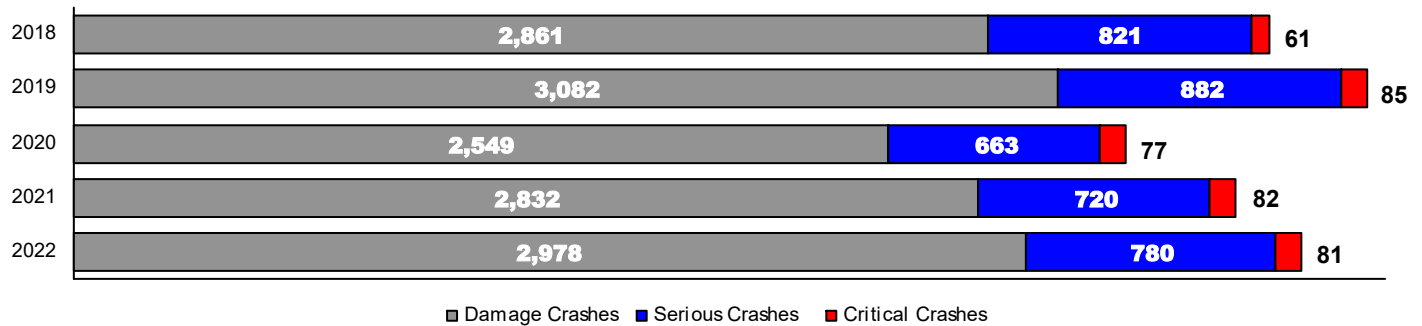


Intersection and Intersection Related Crashes

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 26.7% of all crashes were intersection or intersection related crashes, with 50.6% of crashes occurring within the intersection, and 49.4% being intersection related.

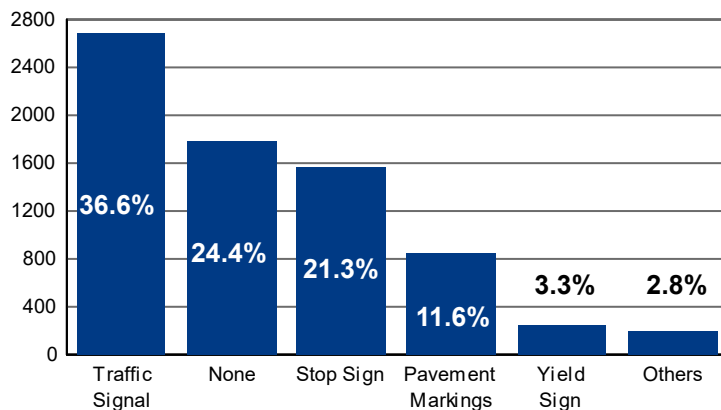
Total Intersection & Intersection Related Crashes by Crash Type 2018 - 2022



In 2022, 16.4% of all critical crashes, 38.8% of all serious crashes, and 26.9% of all damage crashes were located in or related to an intersection. Around 2% (78) of all intersection or intersection related crashes involved a non-motorist (pedestrian or pedalcyclist).

Most (79.5%) 2022 intersection and intersection related crashes occurred during daylight. Only 16.1% occurred in darkness conditions, and 11.6% were in darkness lighted conditions.

2022 Traffic Control Present at Intersection/Related Crashes



Only 24.4% of vehicles at intersection and intersection related crashes had no type of traffic control present. The majority (61.2%) 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 (52.1%), turning left (14.5%), stopped in traffic (13.6%), turning right (6.6%), and slowing (4.1%).

When an improper driver action was reported at intersection and intersection related crashes by investigating law enforcement, 23.6% of drivers had failed to yield the right of way, 13.6% had been following too close, 13.1% were driving too fast for conditions, 7.5% had disregarded traffic signs, and 5.6% had run a red light.

2022 Top 5 Improper Driver Actions at Intersection/Related Crashes

Failed to Yield ROW	1,042	23.6%
Following too Close	601	13.6%
Drove too Fast for Conditions	576	13.1%
Disregarded Traffic Signs	331	7.5%
Ran Red Light	248	5.6%

VISIBILITY / WEATHER

2022 Crashes by Lighting Condition and Crash Severity

Light Condition	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Darkness Lighted	2	166	878	1,046
Darkness Unlighted	43	447	2,648	3,138
Dawn	2	55	294	351
Daylight	61	1,649	6,744	8,454
Dusk	7	68	318	393
Other	0	1	4	5
Unknown	3	2	177	182
Total	118	2,388	11,063	13,569

2022 Crashes by Weather Condition and Crash Severity

Weather Condition	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Clear	89	2	1,953	10	8,498	22	10,540	34
Raining	3	0	58	5	241	13	302	18
Snowing	11	1	180	5	1,319	34	1,510	40
Fog	0	0	10	4	35	8	45	12
Blowing Dust/Sand/Dirt	0	0	1	1	4	5	5	6
Severe Wind Only	2	1	44	11	185	26	231	38
Blizzard	0	1	9	5	35	33	44	39
Sleet/Hail/Freezing Rain	0	1	8	6	28	21	36	28
Blowing Snow	1	1	58	29	287	239	346	269
Cloudy, Overcast	10	0	56	15	261	43	327	58
Smoke	0	0	0	0	7	0	7	0
Other	0	0	3	1	5	0	8	1
Unknown	2	0	8	0	158	2	168	2

Each crash may have up to two weather conditions listed.

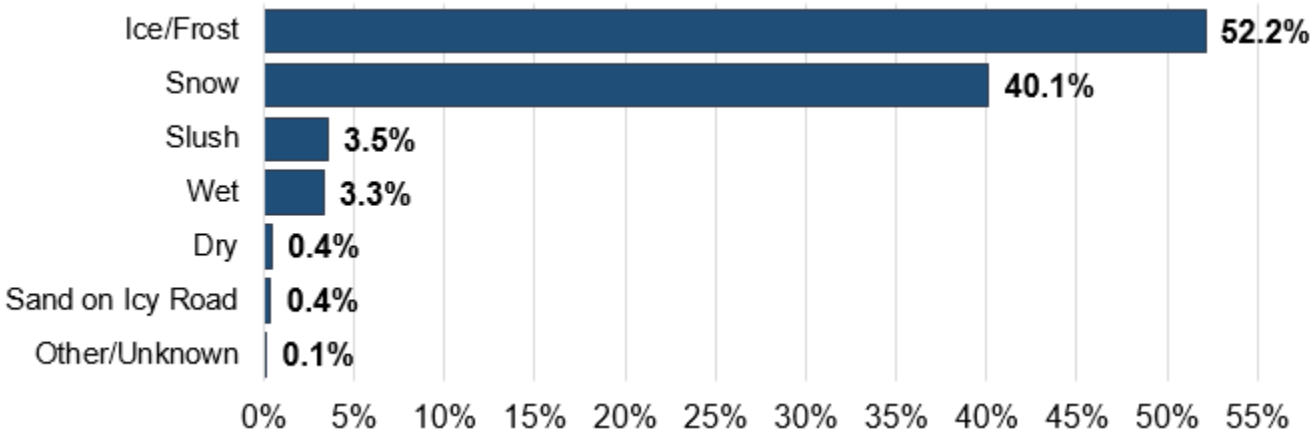
Winter Weather Related Crashes

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).



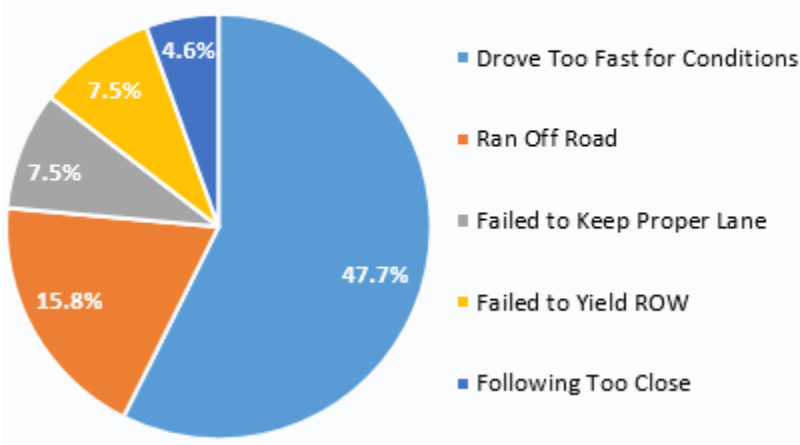
In 2022, 3,835 crashes were reported to have occurred during winter weather conditions, which accounts for around 28% of all crashes. These crashes include 89 critical crashes, 439 serious crashes, and 3,307 damage crashes.

2022 Road Conditions Present for Winter Weather Related Crashes



The majority (87%) of winter weather related crashes occurred when the weather condition at the time of the crash was clear (36.7%), snowing (36%), or blowing snow (14.3%). The majority (92.3%) of winter weather related crashes occurred on roadways with ice/frost (52.2%) and/or snow (40.1%).

2022 Top 5 First Improper Driver Action Reported in Winter Weather Related Crashes



When improper driver actions were reported for winter weather related crashes, 83% of the first improper driver action reported fell into five categories: drove too fast for conditions (47.7%), ran off road (15.8%), failed to keep proper lane (7.5%), failed to yield right of way (7.5%), and following too close (4.6%).

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

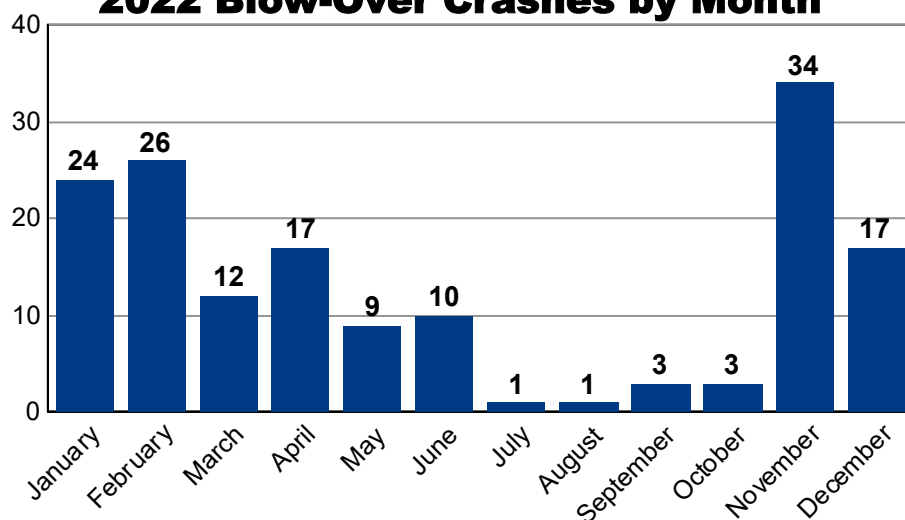
Blow-Over Crashes

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 2022, 157 blow-over crashes were reported, which is higher than average for the previous five year period (134 / year). These blow-over crashes include 7 critical crashes, 35 serious crashes, and 115 damage crashes.

2022 Blow-Over Crashes by Month

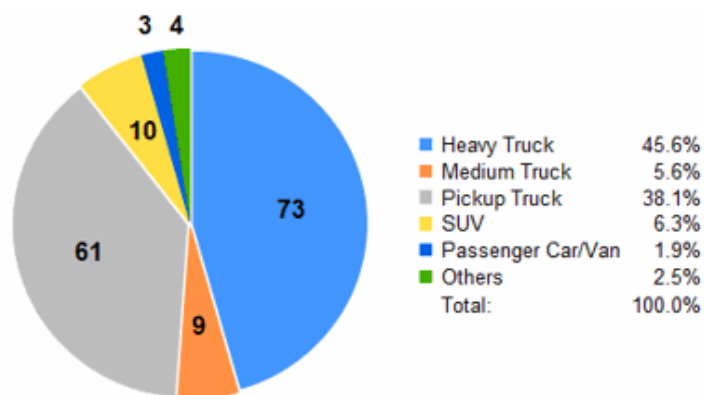


During the winter months, Wyoming tends to experience an increase in severe wind events. This includes extended periods in which wind speeds often reach 30 to 40 MPH with gust speeds of 50 to 60 MPH. In addition, there are occasional hurricane force wind gusts, or wind gusts in excess of 74 MPH, with some wind gusts that would be classified as a Category 2 hurricane (96 to 110

MPH). In 2022, November experienced the most blow-over crashes (21.7%), followed by February (16.6%), January (15.3%), and December / April (10.8% each).

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 2022 were heavy trucks (>26,000lbs) at 45.6% and Pickup Trucks at 38.1%. Of the Pickup Trucks involved in a blow-over crash, 93% were pulling a non-commercial trailer (i.e. camper, utility trailer) and nearly 50% of SUVs were pulling a non-commercial trailer at the time of the crash.

2022 Blow-Over Vehicles by Vehicle Type



ENVIRONMENT

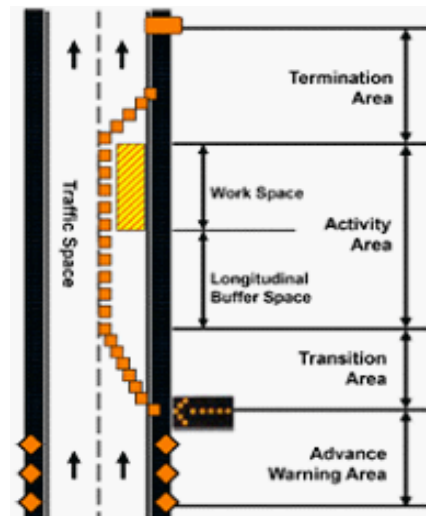
Work Zone Related Crashes

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.

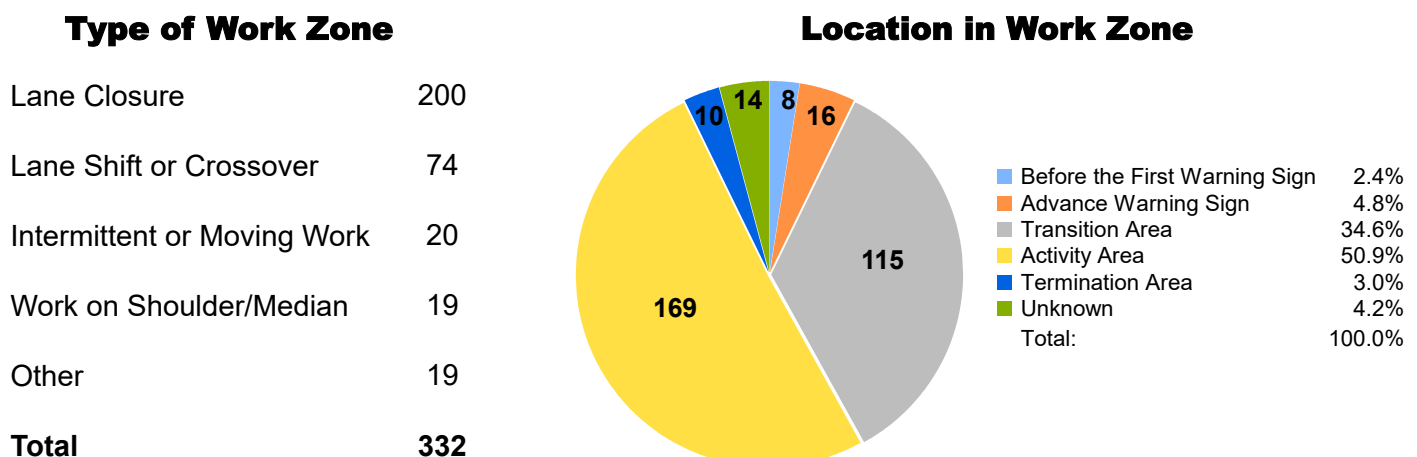
A work zone is defined as a temporary roadway environment where construction, maintenance, or utility work activities are taking place. Work zones are usually clearly marked with signage and often involve detours, reduced speeds, lane closures, channeling devices, barriers, and moving equipment/work 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 2022, there were 332 work zone related crashes with 19 critical crashes, 53 serious crashes, and 260 damage crashes. Workers were present in approximately 30.7% of the crashes.

The type of work zones in which the majority (88.5%) of work zone related crashes occur are a lane closure (60.2%), a lane shift or crossover (22.3%), and intermittent or moving work (6%). Most work zone related crashes occurred in the activity area (50.9%) or the transition area (34.6%).



2022 Work Zone Related Crashes





2022 Work Zone Related Crashes by Manner of Collision

Single Vehicle	127
Head On (Front to Front)	1
Sideswipe Same Direction (Passing)	44
Sideswipe Opposite Direction (Meeting)	4
Angle Same Direction (Front to Side)	38
Angle (Front to Side), Opposing Direction	6
Angle Right (Front to Side, includes Broadside)	12
Rear End (Front to Rear)	82
Rear to Front (Normally Backing)	7
Rear to Side (Normally Backing)	3
Other	8
Total	332

The majority (63%) of work zone related crashes occur by two types of collisions: single vehicle collision (38.3%) and rear end (front to rear) collision (24.7%).

Many (41.7%) 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 24.4% of single vehicle work zone related crashes.

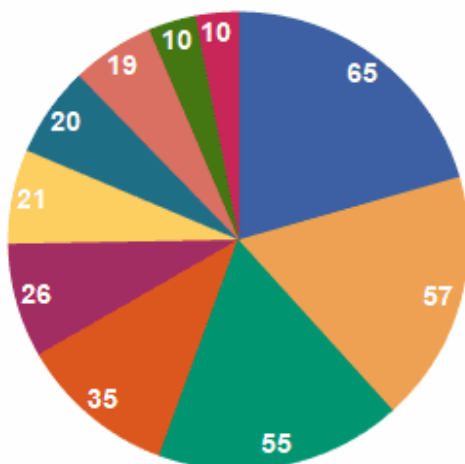
Many (26.8%) single vehicle collisions involved colliding with a traffic regulation device, including a work zone channeling device (11.8%) or a traffic barrier (12.6%).

Getting struck by an object set in motion by another vehicle accounts for 7.9% of single vehicle work zone related crashes.

Work zone / maintenance equipment was struck in seven separate single vehicle crashes.

Of all drivers involved in work zone related crashes, 51.5% were thought to be driving improperly by investigating law enforcement. The most common identifiable improper driver actions reported include failing to yield right of way (17.4%), following too close (15.2%), failing to keep proper lane (14.7%), running off the road (9.4%), and erratic/reckless/careless/aggressive driving (7%). In addition, approximately 5.2% of drivers involved in a work zone related crash were likely distracted.

2022 Top 10 Improper Driver Actions in Work Zone Related Crashes



Failed to Yield ROW	17.4%
Following too Close	15.2%
Failed to Keep Proper Lane	14.7%
Ran Off Road	9.4%
Erratic/Reckless/Careless/Aggressive	7.0%
Drove too Fast for Conditions	5.6%
Disregarded Traffic Signs	5.3%
Other Improper Action	5.1%
Improper Passing	2.7%
Improper Backing	2.7%

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 2022, 2,299 wildlife crashes were reported, which is 16.9% of all reported traffic crashes. While the majority of wildlife crashes are damage crashes, some collisions result in critical crashes (nine in 2022).

Deer were the most common wild animal involved in a crash (82.4%), followed by pronghorn (8.3%), and elk (5.5%).



2022 Wildlife Crashes by Month and Animal Type

Month	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
January	0	103	7	3	3	6	122
February	0	85	6	5	2	0	98
March	0	79	3	4	2	2	90
April	0	97	8	3	6	3	117
May	0	122	11	0	18	3	154
June	0	179	12	4	36	2	233
July	0	220	13	4	42	4	283
August	0	166	11	1	22	4	204
September	0	185	10	2	31	8	236
October	0	188	21	10	19	5	243
November	0	294	14	3	3	6	320
December	0	177	11	2	6	3	199
Total	0	1,895	127	41	190	46	2,299

Most wildlife collisions happened in darkness unlighted conditions (56.7%), followed by daylight (26.8%), dawn (7.5%), dusk (5.2%), and darkness lighted (3.6%).

Nearly half (48.7%) of wildlife collisions occurred between the hours of 5 p.m. and 11 p.m., and a second spike occurred between the hours of 5 a.m. and 8 a.m. (20.7%).

2022 Wildlife Crashes by County and Animal Type

County	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
ALBANY	0	41	6	3	13	6	69
BIG HORN	0	39	1	2	6	3	51
CAMPBELL	0	162	2	1	33	2	200
CARBON	0	72	18	2	13	3	108
CONVERSE	0	82	4	0	11	0	97
CROOK	0	77	6	0	6	3	92
FREMONT	0	193	6	2	25	1	227
GOSHEN	0	61	2	0	1	2	66
HOT SPRINGS	0	35	1	0	5	0	41
JOHNSON	0	112	7	1	4	5	129
LARAMIE	0	41	3	0	3	5	52
LINCOLN	0	92	14	1	9	1	117
NATRONA	0	132	2	0	20	2	156
NIOBRARA	0	33	1	0	0	0	34
PARK	0	146	5	1	7	0	159
PLATTE	0	69	6	0	2	4	81
SHERIDAN	0	149	1	4	0	1	155
SUBLETTE	0	95	3	16	10	1	125
SWEETWATER	0	70	14	0	16	3	103
TETON	0	54	15	5	0	3	77
UINTA	0	69	5	3	3	1	81
WASHAKIE	0	33	1	0	1	0	35
WESTON	0	38	4	0	2	0	44
Total	0	1,895	127	41	190	46	2,299



Fremont County experienced the highest number of wildlife crashes (9.9%), followed by Campbell County (8.7%), Park County (6.9%), Natrona County (6.8%), then Sheridan County (6.7%).

Fremont County had the highest number of deer (10.2%) collisions. Carbon County had the highest number of elk collisions (14.2%). Sublette County had the highest number of moose collisions (39%). Campbell County had the highest number

of pronghorn (17.4%) collisions. Albany County had the highest number of other wild animal (13%) collisions.

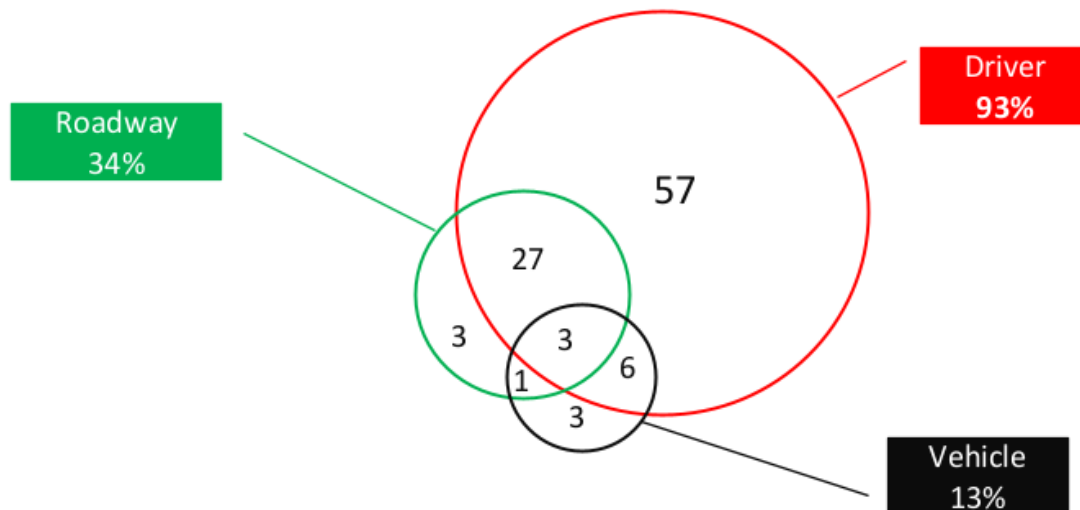
Wildlife crashes are likely under-reported due to the majority of wildlife collisions resulting in property damage only, or no damage at all.

RISKY BEHAVIORS



Contributing Factors: Behaviors and 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.

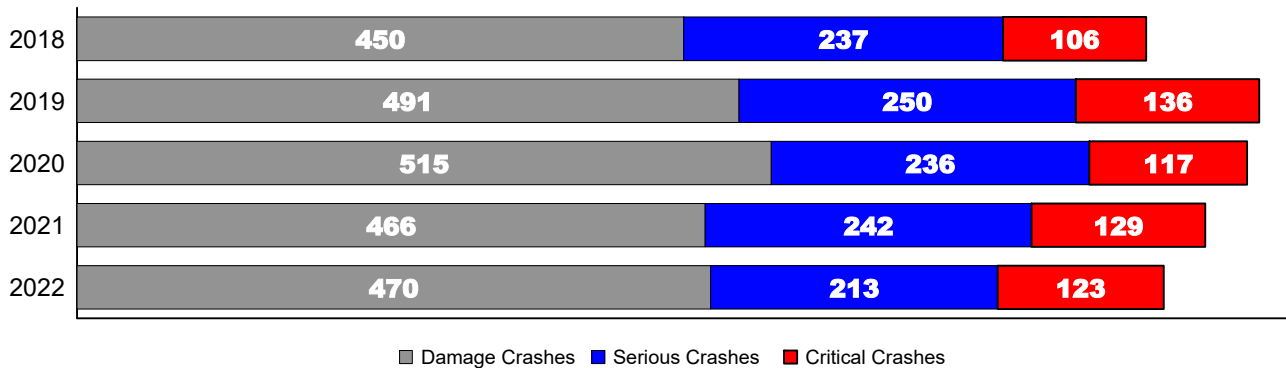


SUBSTANCE USE

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.

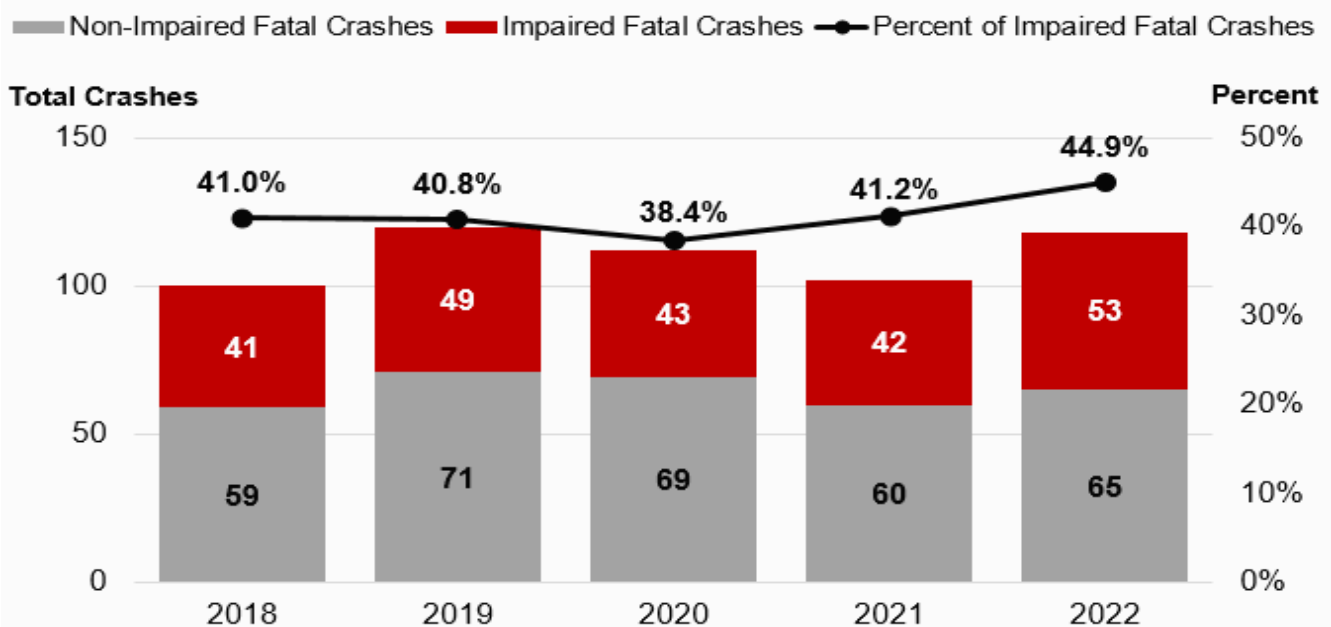
Total Impaired Crashes by Crash Type 2018 - 2022



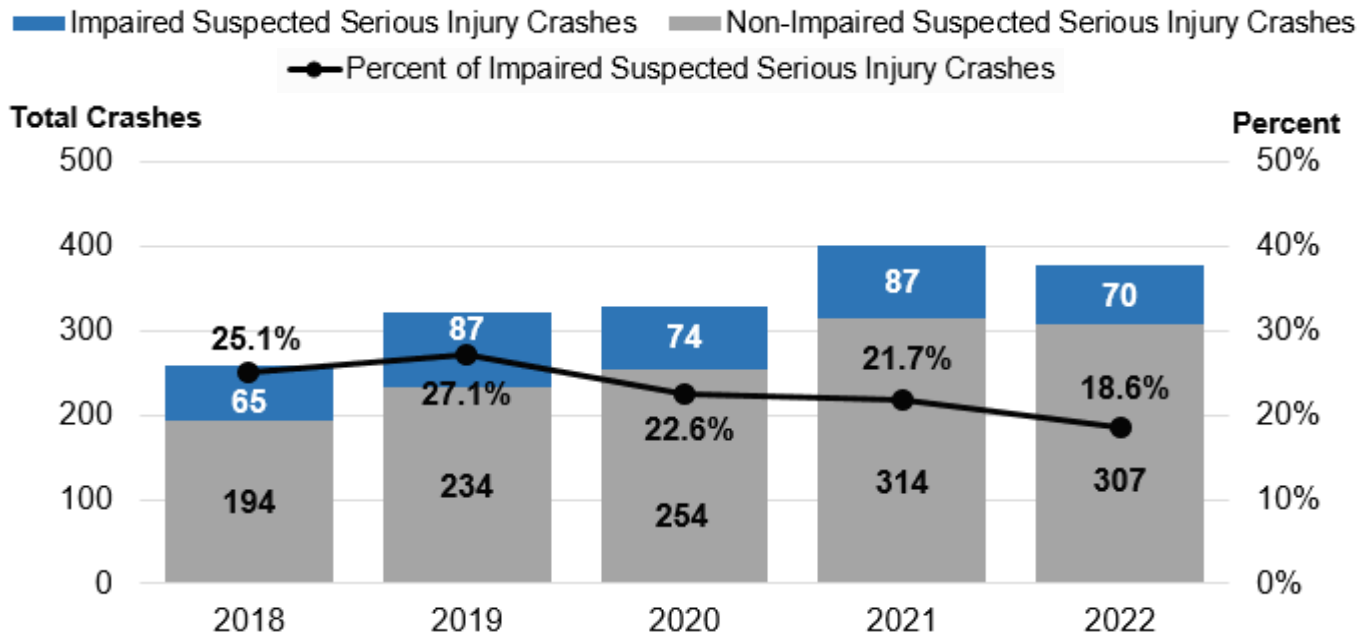
Over the past five years, impaired crashes accounted for approximately 6% of all crashes, including 27.3% of critical crashes, 11.3% of serious crashes, and 4.2% of damage crashes. In 2022, impaired crashes accounted for 5.9% of all crashes, including 24.8% of critical crashes, 10.6% of serious crashes, and 4.2% of damage crashes.

When looking at critical crashes over the last five years, nearly 41.3% of fatal crashes and 22.7% of suspected serious injury crashes were impaired crashes.

Impaired vs. Non-Impaired Fatal Crashes 2018-2022

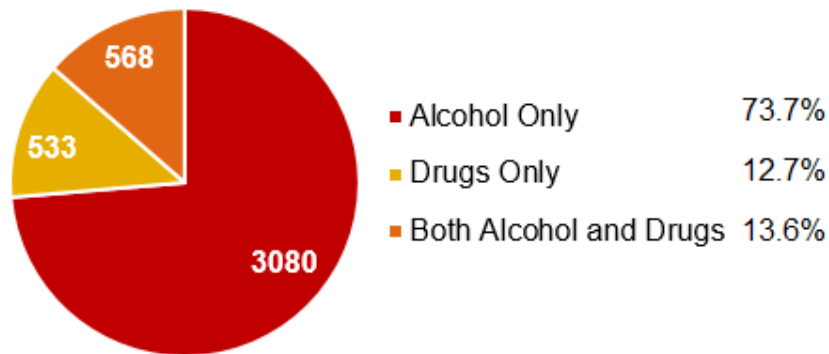


Impaired vs. Non-Impaired Suspected Serious Injury Crashes 2018-2022



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 2022, 72.8% of impaired crashes only involved alcohol while 13.3% involved only drugs and 13.9% involved both.

Type of Impaired Crash 2018-2022



The number of impaired crashes can fluctuate widely from year to year. The most recent five year average for impaired crashes is 836 impaired crashes per year. The most recent ten year average for impaired crashes is 867 impaired crashes per year.

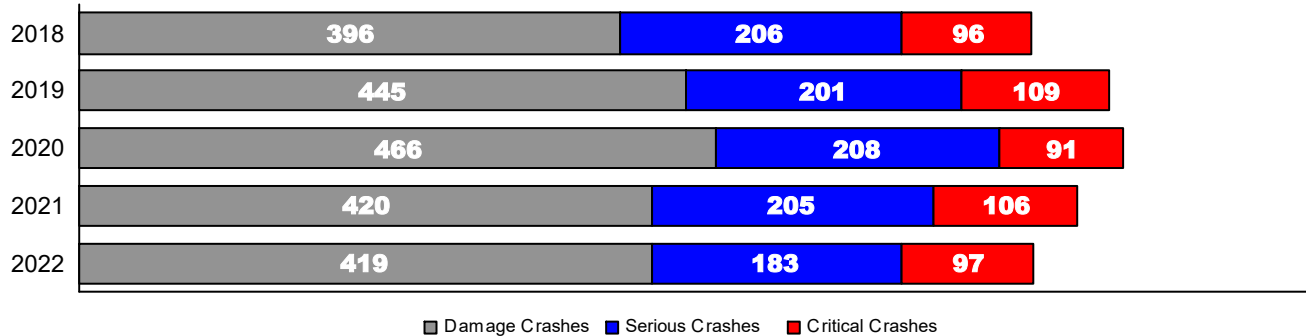
Type of Impaired Crash by Year 2018-2022

Year	Alcohol Only	Drugs Only	Both	Total
2018	592	95	106	793
2019	626	122	129	877
2020	638	103	127	868
2021	637	106	94	837
2022	587	107	112	806
Total	3080	533	568	4181

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.

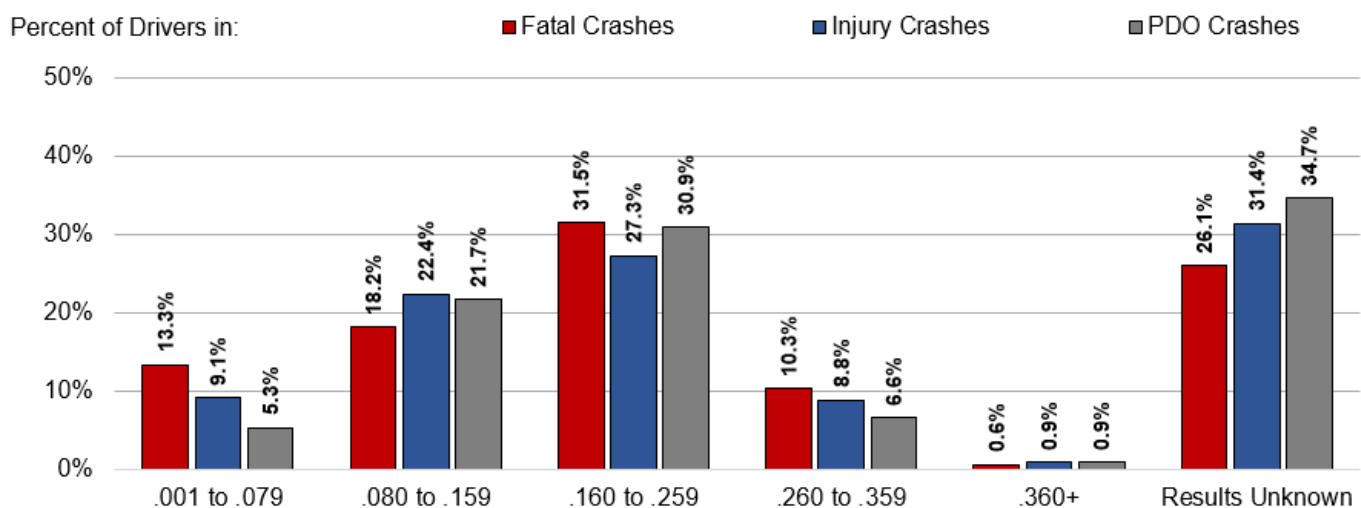
Total Alcohol Involved Crashes by Crash Type 2018 - 2022



Over the past five years, alcohol involved crashes accounted for approximately 5.3% of all crashes, including 22.3% of critical crashes, 9.6% of serious crashes, and 3.8% of damage crashes. When looking at critical crashes, nearly 31.5% of fatal crashes and 19.3% of suspected serious injury crashes were alcohol involved crashes.

In 2022, alcohol involved crashes accounted for 5.2% of all crashes, including 19.6% of critical crashes, 9.1% of serious crashes, and 3.8% of damage crashes. When looking at critical crashes, nearly 33.1% of fatal crashes and 15.4% of suspected serious injury crashes were alcohol involved crashes.

Drivers with Alcohol Use by BAC Results and Crash Severity 2018 - 2022

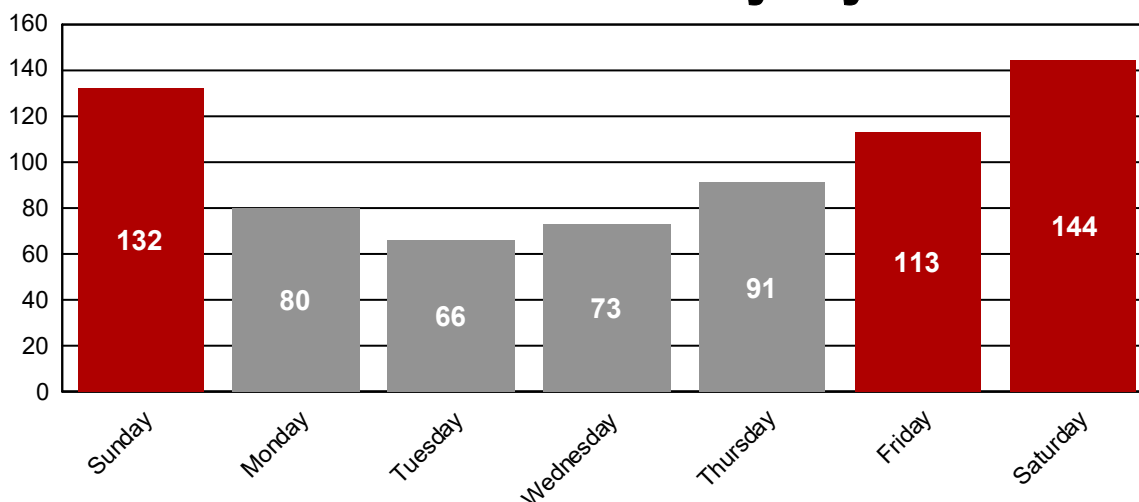


Results Unknown represent drivers who were suspected of alcohol use with no available test result.

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 (29.7%) had a BAC level of .160 to .259. This BAC range also had the most drivers involved in fatal crashes (31.5%). BAC test results were unknown for 33% of drivers suspected of alcohol use.

The majority of 2022 alcohol involved crashes (55.7%) occurred Friday through Sunday, with Saturday accounting for 20.1% of all alcohol involved crashes. Most alcohol involved crashes (68.5%) occurred between the hours of 5:00PM and 3:00AM, with a significant spike in crashes from 9:00PM to 3:00AM.

2022 Alcohol Involved Crashes by Day of the Week



Most alcohol involved crashes occurred in darkness conditions (63.8%), with 38.5% in darkness unlighted and 25.3% in darkness lighted conditions. Nearly 31.8% were in daylight conditions.

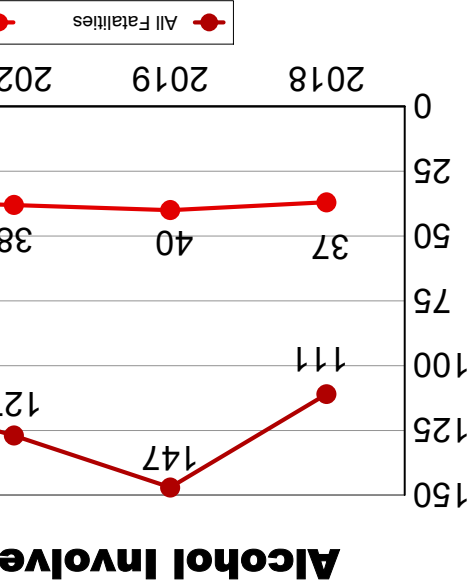
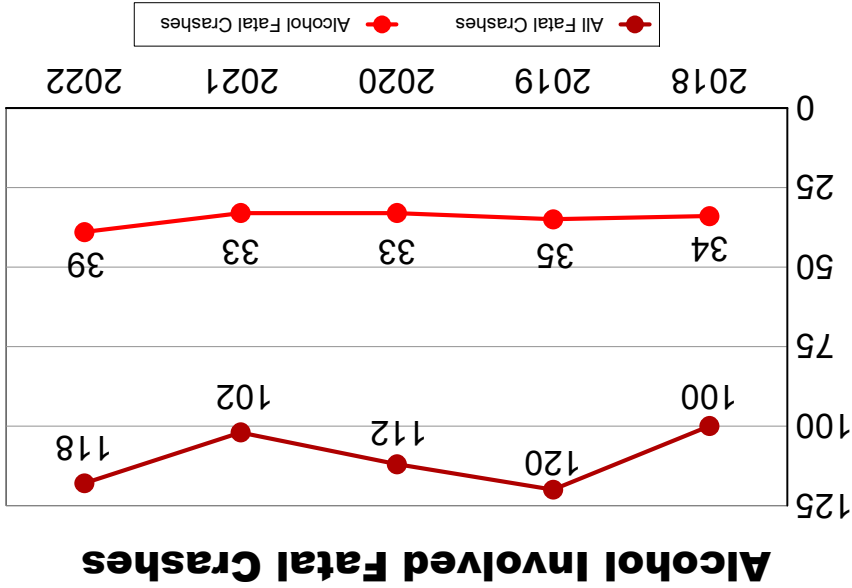
The majority of 2022 alcohol involved crashes occurred in an urban location (63.5%), but a significant number of alcohol involved crashes occurred in rural locations (36.5%) where speeds and crash severity tend to be higher. Speed may have been a contributing factor in 37.8% of alcohol involved crashes. In addition, 58.8% of alcohol involved crashes were single vehicle crashes.

Overall, 43.9% of 2022 alcohol involved crashes had a first harmful event category of collision with a motor vehicle, person, or non-fixed object, 37.3% were collision with a fixed object, and 18.7% were non-collision crashes.

The majority of alcohol involved crashes were run off road crashes (73.7%), with 50.7% resulting in a collision with a fixed object, 27.4% resulting in a collision with a non-fixed object, and 21.9% resulting in a non-collision crash. Most alcohol involved run off road crashes were not related to curves, with only around 38.6% located in a horizontal curve in the roadway.

2022 Top First Harmful Events in First Harmful Event Category for Alcohol Involved Run Off Road Crashes

Collision with Fixed Object (261)		Collision with Non-Fixed Object (141)		Non-Collision (113)	
Fence (57)	21.8%	Parked Motor Vehicle (109)	77.3%	Overturn/Rollover (103)	91.2%
Support Pole - Various Types (32)	12.3%	Motor Vehicle (16)	11.3%	Motorcycle Loss of Control (8)	7.1%
Guardrail (20)	7.7%	Other Non-Fixed Object (10)	7.1%	Jackknife (1)	0.9%
Raised Median or Curb (19)	7.3%	Work Zone Channeling Device (2)	1.4%	Fire/Explosion (1)	0.9%
Trees/Shrubbery (18)	6.9%	Work Zone/Maintenance Equipment (2)	1.4%		



Year	Fatal Crashes				Injury Crashes			
	All Crashes	Alcohol Crashes	Total Fatalities	Alcohol Fatalities	All Crashes	Alcohol Crashes	Total Injuries	Alcohol Injuries
2018	100	34	111	37	2,439	268	3,270	343
2019	120	35	147	40	2,583	275	3,494	370
2020	112	33	127	38	2,256	266	3,121	351
2021	102	33	110	36	2,429	278	3,267	362
2022	118	39	134	46	2,388	241	3,137	326

* Injuries include injuries resulting from fatal crashes.

Alcohol Involved Crash Comparison 2018 - 2022

2022 Alcohol Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	3	4	15	19	19	37	4.0%
BIG HORN	1	1	3	3	6	10	6.4%
CAMPBELL	3	4	18	30	34	55	4.8%
CARBON	1	1	7	9	16	24	3.2%
CONVERSE	5	6	8	10	16	29	7.8%
CROOK	1	1	4	4	5	10	3.7%
FREMONT	8	9	18	25	24	50	7.6%
GOSHEN	0	0	2	3	3	5	2.4%
HOT SPRINGS	0	0	2	2	2	4	4.4%
JOHNSON	1	1	4	5	3	8	2.8%
LARAMIE	2	2	37	50	64	103	5.5%
LINCOLN	6	7	13	13	17	36	8.4%
NATRONA	2	4	37	55	81	120	5.7%
NIOBRARA	0	0	0	0	2	2	2.6%
PARK	2	2	8	12	16	26	5.3%
PLATTE	1	1	3	5	4	8	2.4%
SHERIDAN	1	1	16	18	20	37	6.0%
SUBLETTE	1	1	5	9	7	13	5.4%
SWEETWATER	0	0	27	34	45	72	5.3%
TETON	1	1	7	8	23	31	5.7%
UINTA	0	0	2	4	2	4	1.0%
WASHAKIE	0	0	2	2	7	9	7.6%
WESTON	0	0	3	6	3	6	5.2%
TOTAL	39	46	241	326	419	699	



The top five counties with the highest percentage of alcohol involved traffic crashes include Lincoln (8.4%), Converse (7.8%), Fremont and Washakie (7.6% each), and Campbell (6.4%).

The counties with the lowest percentage of alcohol involved traffic crashes include Uinta (1%), Goshen and Platte (2.4% each), Niobrara (2.6%), and Johnson (2.8%).

2022 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	1	1	2	3	8.6%
ALPINE	0	0	1	1	0	1	14.3%
BIG PINEY	0	0	1	1	0	1	50.0%
BUFFALO	0	0	2	2	0	2	6.9%
CASPER	1	3	32	44	71	104	5.7%
CHEYENNE	0	0	29	38	59	88	5.7%
CODY	0	0	1	1	8	9	6.7%
COWLEY	0	0	0	0	1	1	100.0%
DEAVER	0	0	1	1	0	1	100.0%
DIXON	0	0	0	0	1	1	50.0%
DOUGLAS	0	0	3	3	11	14	14.3%
DUBOIS	0	0	0	0	1	1	12.5%
EVANSTON	0	0	1	3	1	2	2.4%
GILLETTE	0	0	16	25	31	47	6.0%
GLENROCK	0	0	1	1	1	2	12.5%
GREEN RIVER	0	0	2	2	7	9	5.3%
GREYBULL	0	0	0	0	1	1	6.3%
HUDSON	0	0	0	0	1	1	33.3%
HULETT	0	0	0	0	1	1	33.3%
JACKSON	0	0	4	4	10	14	6.2%
KEMMERER	0	0	0	0	1	1	5.6%
LANDER	1	1	4	4	4	9	9.9%
LARAMIE	0	0	9	9	14	23	4.6%
LOVELL	0	0	0	0	2	2	16.7%
LUSK	0	0	0	0	1	1	5.9%
MANDERSON	0	0	0	0	1	1	100.0%
MEETEETSE	0	0	1	1	0	1	100.0%

2022 Alcohol Involved Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
MOORCROFT	0	0	0	0	1	1	10.0%
NEWCASTLE	0	0	1	1	0	1	3.8%
POWELL	0	0	0	0	4	4	8.0%
RAWLINS	0	0	0	0	7	7	4.0%
RIVERTON	0	0	7	9	8	15	9.9%
ROCK SPRINGS	0	0	12	16	29	41	7.5%
SARATOGA	0	0	0	0	1	1	5.6%
SHERIDAN	0	0	7	9	14	21	5.5%
SINCLAIR	0	0	1	1	1	2	8.7%
TEN SLEEP	0	0	0	0	1	1	100.0%
THAYNE	1	2	0	0	0	1	7.7%
THERMOPOLIS	0	0	0	0	1	1	5.3%
TORRINGTON	0	0	0	0	2	2	3.1%
WAMSUTTER	0	0	1	2	0	1	25.0%
WHEATLAND	0	0	0	0	2	2	4.9%
WORLAND	0	0	0	0	2	2	4.1%
TOTAL	3	6	138	179	303	444	



2022 Drivers with Alcohol Use by Age Group, BAC Results, and Crash Severity

Age 14 - 16	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.080 - .159	0	1	1
	Results Unknown	1	0	0
	Total	1	1	1
Age 17 - 20	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	1	4	3
	.080 - .159	0	6	15
	.160 - .259	3	6	4
	Results Unknown	1	8	5
	Total	5	24	27
Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	1	4	7
	.080 - .159	2	4	14
	.160 - .259	2	7	24
	.260 - .359	0	1	1
	.360 +	1	0	0
	Results Unknown	0	7	20
	Total	6	23	66
Age 26 - 34	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	2	5
	.080 - .159	0	14	23
	.160 - .259	2	18	41
	.260 - .359	0	10	9
	.360 +	0	1	1
	Results Unknown	1	18	32
	Total	3	63	111
Age 35 - 44	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	1	2	3
	.080 - .159	3	15	18
	.160 - .259	1	21	31
	.260 - .359	1	7	16
	Results Unknown	1	14	31
	Total	7	59	99

2022 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	1	7	2
	.080 - .159	1	3	9
	.160 - .259	3	5	11
	.260 - .359	0	3	7
	.360 +	0	1	0
	Results Unknown	0	11	18
	Total	5	30	47
Age 55 - 64	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	0	4
	.080 - .159	2	4	3
	.160 - .259	2	5	13
	.260 - .359	0	4	5
	.360 +	0	0	1
	Results Unknown	1	6	8
	Total	5	19	34
Age 65 - 74	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	1	4
	.080 - .159	1	3	4
	.160 - .259	1	6	6
	.260 - .359	0	2	1
	Results Unknown	2	2	5
	Total	4	14	20
75 +	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	0	1
	.080 - .159	0	1	0
	.160 - .259	0	0	1
	.260 - .359	1	0	0
	Results Unknown	0	0	2
	Total	1	1	4
Unknown	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	0	1
	Results Unknown	0	0	9
	Total	0	0	10
TOTAL		37	234	419

2022 Drivers with Alcohol Use by Gender & Age Group and Crash Severity

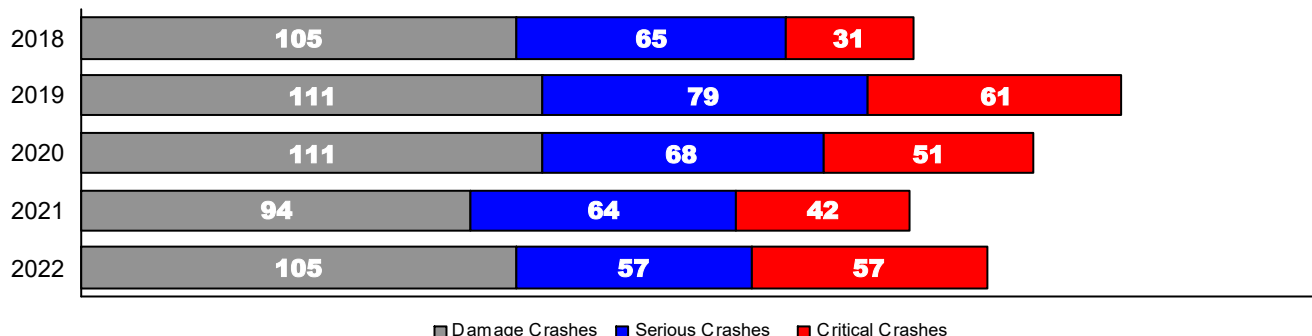
Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	Total
Male	< 14	0	0	0	0	0	0	0
	14 - 16	0	0	0	0	1	0	1
	17 - 20	4	5	12	4	19	1	45
	21 - 25	6	7	9	2	55	2	81
	26 - 34	3	12	32	10	68	2	127
	35 - 44	7	10	23	11	62	8	121
	45 - 54	4	9	10	6	33	3	65
	55 - 64	4	4	4	5	27	1	45
	65 - 74	3	2	8	3	12	1	29
	75 +	1	0	1	0	3	0	5
	Unknown	0	0	0	0	1	0	1
	Total	32	49	99	41	281	18	520
Female	< 14	0	0	0	0	0	0	0
	14 - 16	1	0	1	0	0	0	2
	17 - 20	1	1	0	2	7	0	11
	21 - 25	0	1	3	1	9	0	14
	26 - 34	0	1	6	2	41	0	50
	35 - 44	0	2	9	4	29	0	44
	45 - 54	1	1	1	3	11	0	17
	55 - 64	1	2	1	3	6	0	13
	65 - 74	1	0	0	1	7	0	9
	75 +	0	0	0	0	1	0	1
	Unknown	0	0	0	0	1	0	1
	Total	5	8	21	16	112	0	162
Unknown	Unknown	0	0	0	0	3	5	8
	Total	0	0	0	0	3	5	8
Total		37	57	120	57	396	23	690

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

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 2018 - 2022



Over the past five years, drug involved crashes accounted for approximately 1.6% of all crashes, including 10.8% of critical crashes, 3.2% of serious crashes, and 0.9% of damage crashes. When looking at critical crashes, nearly 20.7% of fatal crashes and 7.6% of suspected serious injury crashes were drug involved crashes.

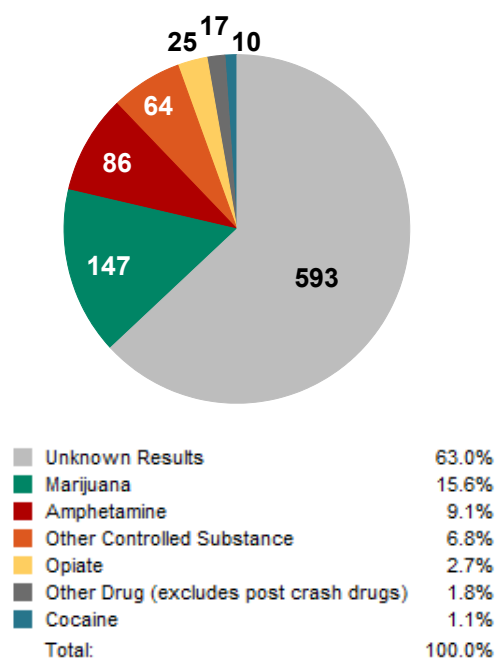
In 2022, drug involved crashes accounted for 1.6% of all crashes, including 11.5% of critical crashes, 2.8% of serious crashes, and 1% of damage crashes. When looking at critical crashes, nearly 30.5% of fatal crashes and 5.6% of suspected serious injury crashes were drug involved crashes.

Over the last five years, positive drug results were reported for 42.2% of drivers with suspected drug use, with 6.7% of drivers testing negative. The remaining 51.1% of drivers suspected of drug use had no test results reported. In addition, 46.9% of drivers with a positive test result do not have the type of drug detected by the test reported.

For drivers with drug use involved in a traffic crash with identifiable drug results available, marijuana was the most common drug detected (15.6%), followed by amphetamine (9.1%), other controlled substance (6.8%), opiate (2.7%), other drug (1.8%), and cocaine (1.1%).

In 2022, 33.5% of drivers with drug use involved in a traffic crash had unknown test results. For identifiable results, marijuana was detected in 22.6% of drivers, followed by other controlled substance (13.6%), amphetamine (10.6%), opiate (4.5%), cocaine (2%), and other drug (1.5%).

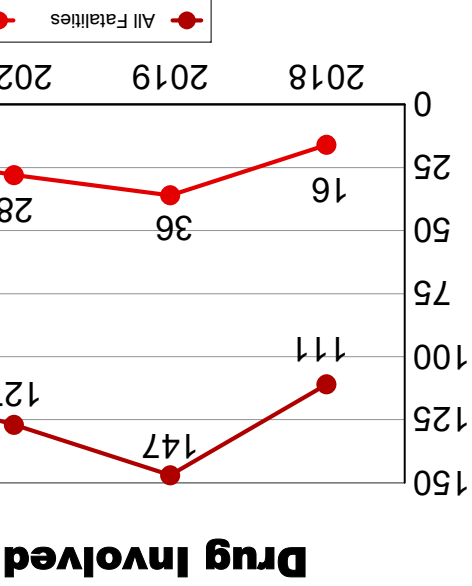
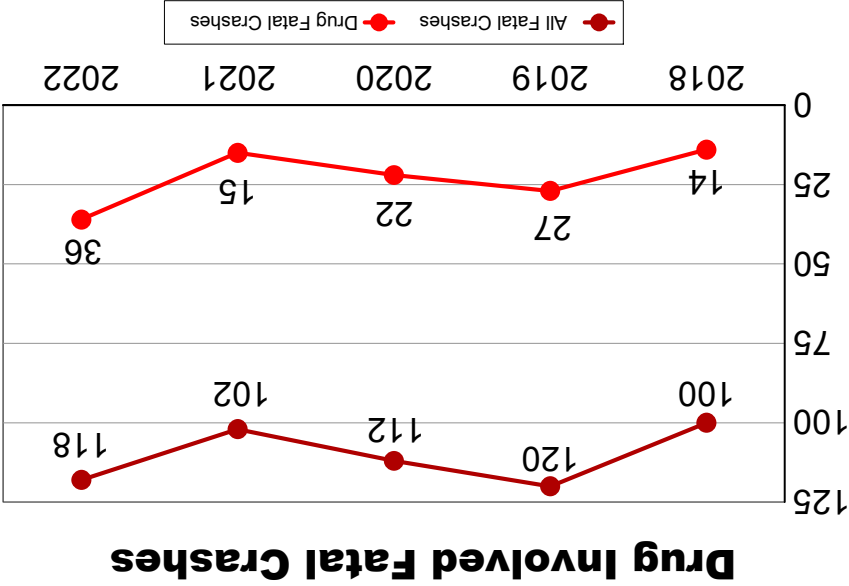
Type of Drug Indicated for Drivers with Drug Use 2018-2022



Drug Involved Crash Comparison 2018 - 2022

Year	Fatal Crashes				Injury Crashes			
	All Crashes	Drug Crashes	Total Fatalities	Drug Fatalities	All Crashes	Drug Crashes	Total Injuries	Drug Injuries
2018	100	14	111	16	2,439	82	3,270	106
2019	120	27	147	36	2,583	113	3,494	179
2020	112	22	127	28	2,256	97	3,121	170
2021	102	15	110	18	2,429	91	3,267	130
2022	118	36	134	40	2,388	78	3,137	126

* Injuries include injuries resulting from fatal crashes.



2022 Drug Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	1	2	2	4	9	12	1.3%
BIG HORN	0	0	3	4	1	4	2.6%
CAMPBELL	3	4	4	7	10	17	1.5%
CARBON	1	1	7	7	3	11	1.5%
CONVERSE	3	3	2	5	5	10	2.7%
CROOK	0	0	1	1	0	1	0.4%
FREMONT	4	4	6	6	5	15	2.3%
GOSHEN	1	1	0	1	2	3	1.5%
HOT SPRINGS	0		0		0	0	0.0%
JOHNSON	3	3	1	3	2	6	2.1%
LARAMIE	4	4	8	14	13	25	1.3%
LINCOLN	5	6	7	11	5	17	4.0%
NATRONA	4	4	17	25	19	40	1.9%
NIOBRARA	0		0		0	0	0.0%
PARK	2	2	4	11	2	8	1.6%
PLATTE	1	2	1	1	0	2	0.6%
SHERIDAN	0	0	1	4	5	6	1.0%
SUBLETTE	0	0	3	3	2	5	2.1%
SWEETWATER	1	1	6	11	14	21	1.5%
TETON	2	2	3	4	7	12	2.2%
UINTA	1	1	0	0	1	2	0.5%
WASHAKIE	0		0		0	0	0.0%
WESTON	0	0	2	4	0	2	1.7%
TOTAL	36	40	78	126	105	219	

The top five counties with the highest percentage of drug involved traffic crashes include Lincoln (4%), Converse (2.7%), Big Horn (2.6%), Fremont (2.3%), and Teton (2.2%).

The counties with the lowest percentage of drug involved traffic crashes include Hot Springs, Niobrara, Washakie (0% each), Crook (0.4%), and Uinta (0.5%).

2022 Drug 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	3	4	1	4	11.4%
BIG PINEY	0	0	1	1	0	1	50.0%
BYRON	0	0	1	1	0	1	33.3%
CASPER	2	2	16	20	13	31	1.7%
CHEYENNE	2	2	7	10	12	21	1.4%
CODY	0	0	1	3	0	1	0.7%
COWLEY	0	0	0	0	1	1	100.0%
DOUGLAS	0	0	0	0	4	4	4.1%
GILLETTE	0	0	4	4	6	10	1.3%
GREEN RIVER	0	0	0	0	1	1	0.6%
JACKSON	0	0	1	1	3	4	1.8%
LANDER	1	1	0	0	2	3	3.3%
LARAMIE	0	0	0	0	2	2	0.4%
NEWCASTLE	0	0	1	1	0	1	3.8%
POWELL	0	0	0	0	1	1	2.0%
RAWLINS	0	0	1	1	2	3	1.7%
RIVERTON	0	0	3	3	2	5	3.3%
ROCK SPRINGS	0	0	2	2	9	11	2.0%
SHERIDAN	0	0	1	4	5	6	1.6%
SINCLAIR	0	0	0	0	1	1	4.4%
THAYNE	1	2	0	0	0	1	7.7%
TORRINGTON	0	0	0	0	2	2	3.1%
TOTAL	6	7	42	55	67	115	



2022 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	1	0	0	1	0	2
	17 - 20	5	1	2	1	5	0	14
	21 - 25	4	3	4	0	9	0	20
	26 - 34	3	2	6	3	12	0	26
	35 - 44	5	3	3	4	10	0	25
	45 - 54	7	1	3	2	11	0	24
	55 - 64	3	0	0	3	2	0	8
	65 - 74	2	1	1	0	2	0	6
	75 +	0	0	1	0	1	0	2
	Total	29	12	20	13	53	0	127
Female	< 14	0	0	0	0	0	0	0
	14 - 16	0	1	0	0	0	0	1
	17 - 20	0	1	0	0	0	0	1
	21 - 25	0	0	0	1	1	0	2
	26 - 34	1	2	5	0	3	0	11
	35 - 44	0	0	3	2	5	0	10
	45 - 54	1	0	0	1	5	0	7
	55 - 64	0	0	0	0	3	0	3
	65 - 74	1	0	0	1	2	0	4
	75 +	0	0	0	0	0	0	0
	Total	3	4	8	5	19	0	39
Unknown	Unknown	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0
Total		32	16	28	18	72	0	166

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

DRIVER ACTIONS

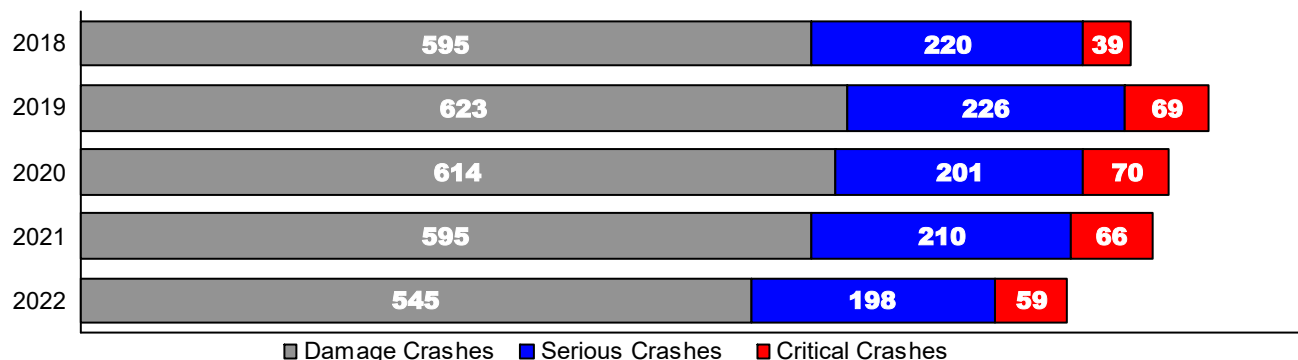
Aggressive/Erratic/Reckless or Careless Driving Crashes

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 2018 - 2022



Over the past five years, aggressive or careless driving crashes accounted for approximately 6.2% of all crashes, including 13.5% of critical crashes, 10.1% of serious crashes, and 5.2% of damage crashes. In 2022, aggressive or careless driving crashes accounted for 5.9% of all crashes, including 11.9% of critical crashes, 9.8% of serious crashes, and 4.9% of damage crashes.

In 2022, the majority of aggressive or careless drivers were male (70.5%), with 26-34 year old males having the highest number (16.2%).

The majority of aggressive or careless driving crashes in 2022 were a collision between motor vehicles (62.9%), and most resulted in a rear end collision (27.1%).

In 2022, the majority of aggressive or careless driving crashes occurred in urban locations (70.9%). A notable spike occurs between the

hours of 11:00AM and 6:00PM (47%) with 3:00PM to 6:00PM being the peak hours (24.6%). Nearly 32.4% were speed related, 21.8% were alcohol involved, and 19.5% involved distracted driving.

2022 Aggressive or Careless Driving Crashes by Manner of Collision

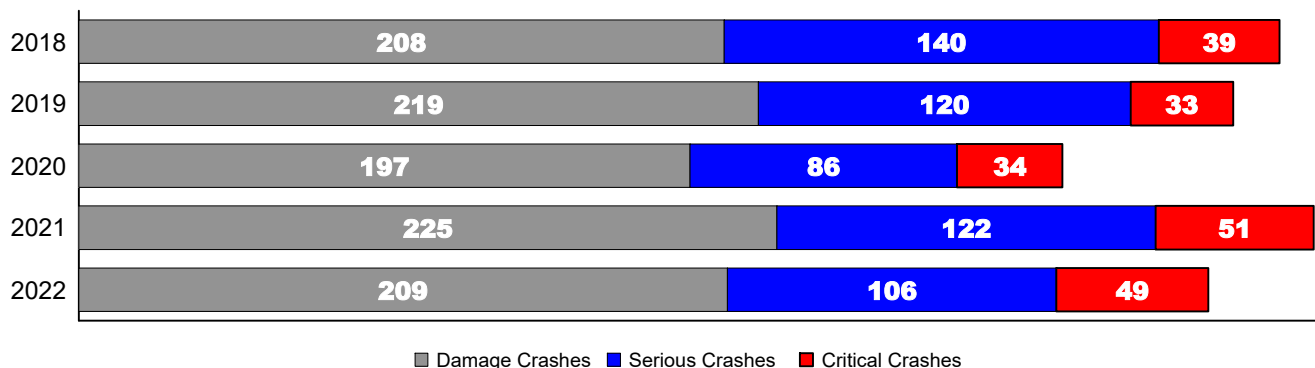
Single Vehicle	37.2%
Rear End (Front to Rear)	27.1%
Sideswipe Same Direction (Passing)	8.7%
Angle (Front to Side), Opposing Direction	7.4%
Angle Right (Front to Side, includes Broadside)	6.4%
Angle Same Direction (Front to Side)	6.2%
Head On (Front to Front)	3.6%
Other	1.4%
Rear to Front (Normally Backing)	1.2%
Sideswipe Opposite Direction (Meeting)	0.9%

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 2018 - 2022



Over the past five years, fatigued driving crashes accounted for approximately 2.6% of all crashes, including 9.2% of critical crashes, 5.5% of serious crashes, and 1.9% of damage crashes. In 2022, fatigued driving crashes accounted for 2.7% of all crashes, including 9.9% of critical crashes, 5.3% of serious crashes, and 1.9% of damage crashes.

In 2022, the majority of fatigued driving crashes were single vehicle crashes (77.2%) and most occurred in rural locations (73.4%). The majority occurred on principal arterial roadways (66.8%) with most located on rural principal arterial roadways (52.5%). Around 81.3% were run off road crashes and the most common first harmful event was an overturn/rollover (23.6%).

Only 15.9% of fatigued driving crashes in 2022 involved a commercial motor vehicle. The majority of vehicles involved were passenger vehicles (82.3%). The majority of fatigued drivers were male (78%).

2022 Fatigued Driving Crashes by Rural/Urban Roadway Type

Rural Principle Arterial	191	52.5%
Rural Minor Arterial	20	5.5%
Rural Major Collector	41	11.3%
Rural Minor Collector	10	2.7%
Rural Local Road	4	1.1%
Urban Principle Arterial	52	14.3%
Urban Minor Arterial	13	3.6%
Urban Major Collector	16	4.4%
Urban Minor Collector	1	0.3%
Urban Local Road	7	1.9%
Unknown	9	2.5%

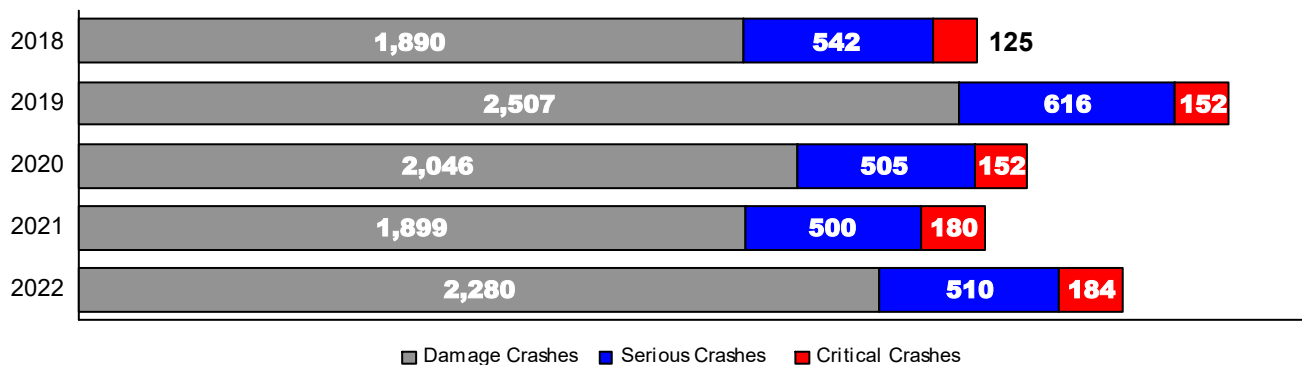
Spikes in 2022 fatigued driving crashes occurred between the hours of 1:00AM - 9:00AM (44%), the hour between 12:00PM and 1:00PM (5.8%), and 3:00PM - 6:00PM (15.1%).

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 2018 - 2022

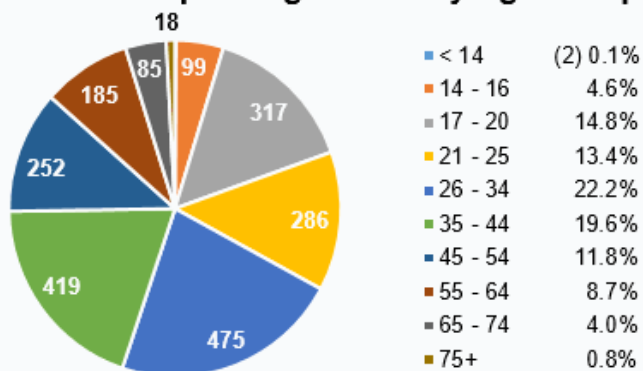


Over the past five years, speed related crashes accounted for approximately 20.3% of all crashes, including 35.4% of critical crashes, 25.7% of serious crashes, and 18.7% of damage crashes. In 2022, speed related crashes accounted for 21.9% of all crashes, including 37.2% of critical crashes, 25.4% of serious crashes, and 20.6% of damage crashes.

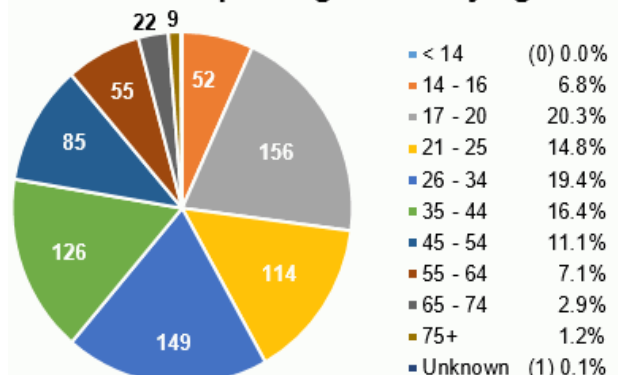
When looking at critical crashes over the last five years, nearly 42.2% of fatal crashes and 33.2% of suspected serious injury crashes were speed related crashes, resulting in 267 deaths and 754 serious injuries. For 2022, 47.5% of fatal crashes and 34% of suspected serious injury crashes were speed related, resulting in 63 deaths and 170 serious injuries.

In 2022, 70.8% 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

2022 Male Speeding Drivers by Age Group



2022 Female Speeding Drivers by Age Group

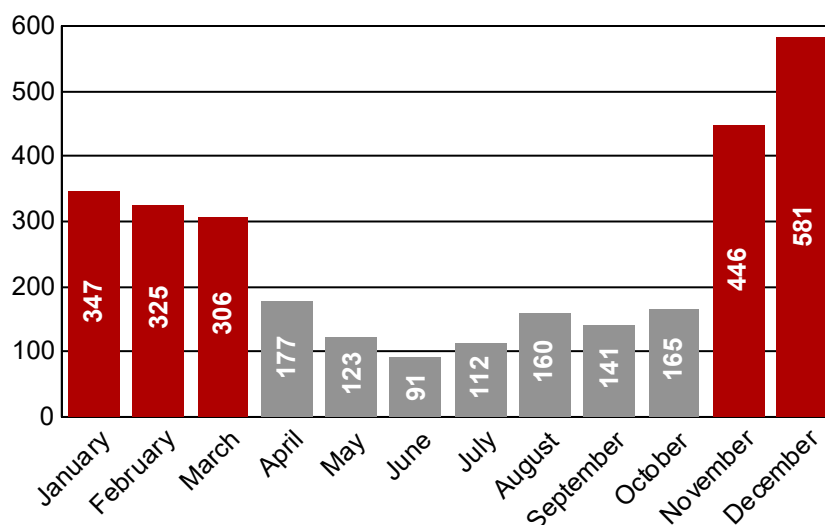


There were also 114 unknown gender and age speeding drivers.

drivers were involved in higher levels of crash severity than female speeding drivers. Around 7.2% of male speeding drivers were involved in critical crashes, and 17.1% were involved in serious crashes. Only 4.5% of female speeding drivers were involved in critical crashes, and 19.2% were involved in serious crashes.

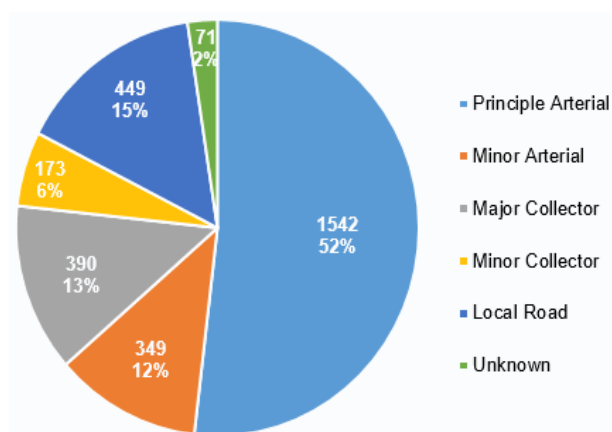
In 2022, speed related crashes saw a significant spike November through March, when nearly 67.4% of speed related crashes occurred. During this time a majority of speed related crashes had at least one driver directly involved driving too fast for conditions (84.6%). Spikes in speed related crashes occurred during morning (7:00AM-11:00AM, 24.4%), midday (12:00PM-1:00PM, 5.5%), and afternoon/evening (2:00PM - 6:00PM, 25.4%) commutes.

2022 Total Speed Related Crashes by Month



The majority of speed related crashes occurred in daylight conditions (62.7%), with only 31.7% occurring in darkness conditions. Of the crashes occurring in darkness conditions, 9.2% were in darkness lighted and 22.5% were in darkness unlighted conditions.

2022 Speed Related Crashes by Overall Roadway Type



2022 Speed Related Crashes by Rural/Urban Roadway Type

Rural Principle Arterial	1023	34.4%
Rural Minor Arterial	95	3.2%
Rural Major Collector	166	5.6%
Rural Minor Collector	129	4.3%
Rural Local Road	88	3.0%
Urban Principle Arterial	519	17.5%
Urban Minor Arterial	254	8.5%
Urban Major Collector	224	7.5%
Urban Minor Collector	44	1.5%
Urban Local Road	361	12.1%
Unknown	71	2.4%

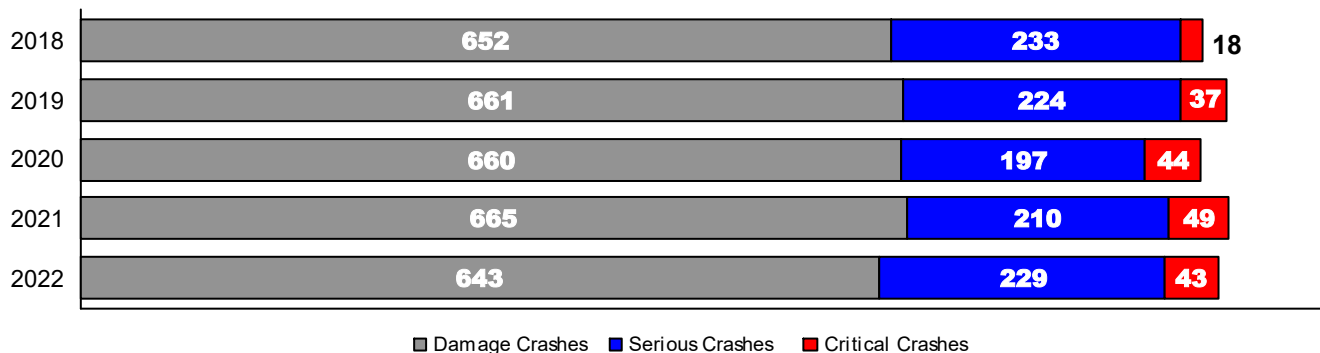
In 2022, speed related crashes were closely distributed between urban (48.6%) and rural locations (51.4%). However, certain roadway types had higher incidences of speed related crashes. Overall principle arterial roadways had the highest incidence of speed related crashes (52%), but the majority of those were in rural locations (66.3%). 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.

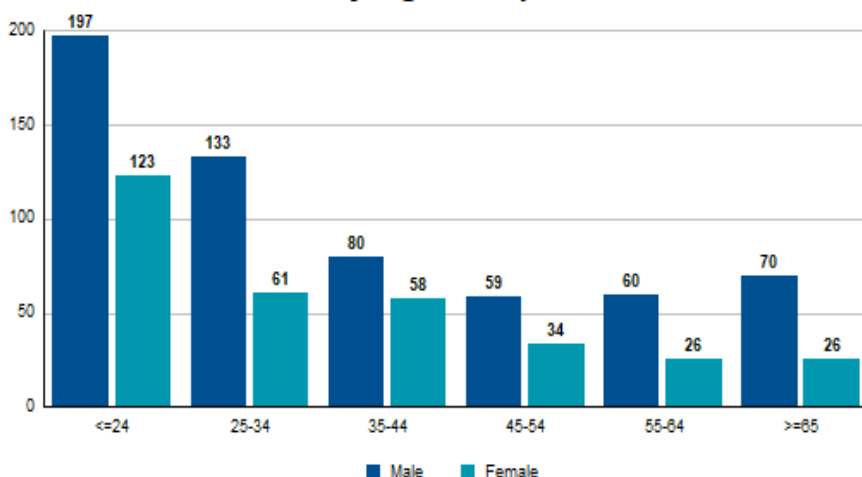
Total Distracted Driving Crashes by Crash Type 2018 - 2022



Over the past five years, distracted driving crashes accounted for approximately 6.6% of all crashes, including 8.5% of critical crashes, 10.5% of serious crashes, and 5.8% of damage crashes. In 2022, distracted driving crashes accounted for 6.7% of all crashes, including 8.7% of critical crashes, 11.4% of serious crashes, and 5.8% of damage crashes.

From 2018-2022, male drivers across all age groups were more likely to be distracted (59.5%) than female drivers (40.5%). Nearly 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.

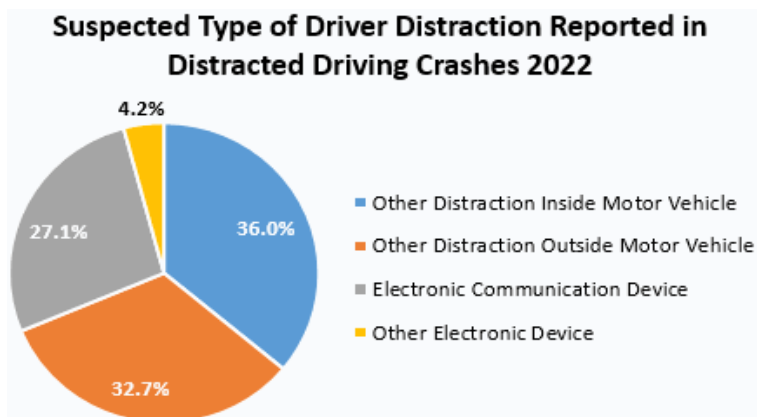
Distracted Driver by Age Group and Gender 2022



Data for 2022 is in line with this trend, with male drivers being more likely to be distracted (64.6%) in nearly every age group than female drivers (35.4%). Around 55% 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 34.5% of all distracted drivers.

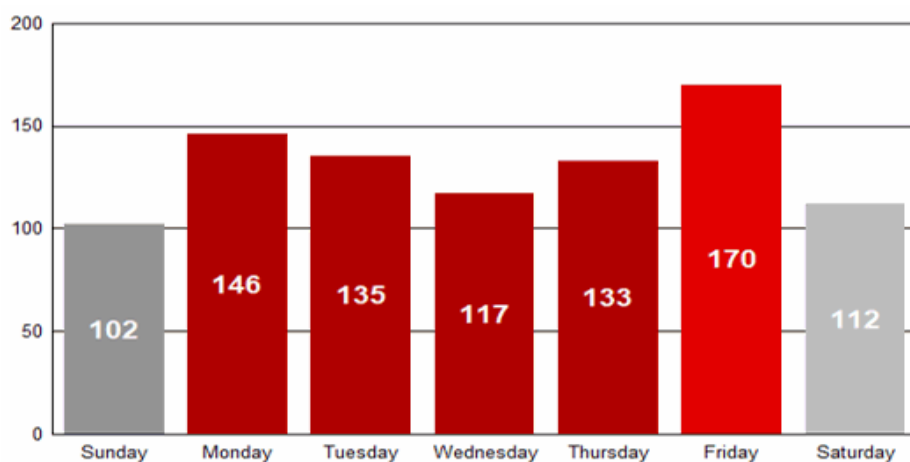
From 2018-2022, the most common type of distraction suspected at the time of a distracted driving crash is other distraction inside the motor vehicle at 41.9%, which can include passengers, pets, objects, food, and vehicle devices. Other distraction outside the motor vehicle accounted for 31% of distracted driving traffic crashes. An electronic communication device (such as a cell phone) accounted for 22.5% of suspected distracted driving crashes. Lastly, other electronic device (such as a laptop or tablet) accounted for 4.6% of distracted driving traffic crashes.

Data for 2022 is in line with this trend, with the most common type of distraction suspected being other distraction inside the motor vehicle (36%). Other distraction outside motor vehicle was nearly 33%, while electronic communication device was around 27%. Other electronic device was approximately 4% of distracted driving crashes.



In 2022, the majority of distracted driving crashes occurred in urban (65.4%) versus rural locations (34.6%). Most were a collision between motor vehicles (70.7%), with the majority being rear end collisions (44.2%). The majority occurred in daylight conditions (72%), with only 24.6% occurring in darkness conditions.

2022 Distracted Driving Crashes by Day of the Week

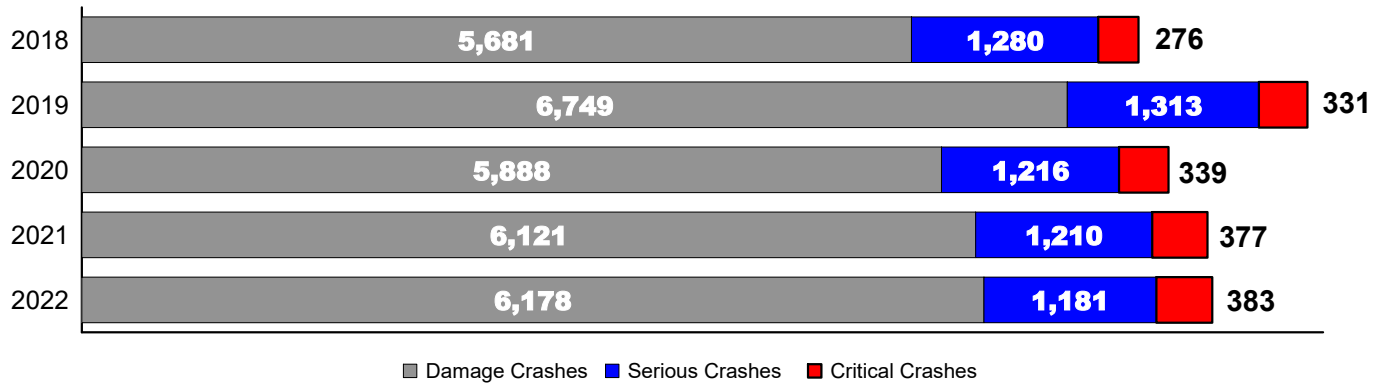


In addition, more distracted driving crashes occurred on a weekday as opposed to a weekend, with Friday having the highest number of distracted driving crashes (18.6%). Nearly 55% of distracted driving crashes occurred between 12:00PM and 7:00PM, with a significant spike between 3:00PM and 6:00PM (27.7%).

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 2018 - 2022



Over the past five years, lane or road departure crashes accounted for approximately 55.5% of all crashes, including 76.2% of critical crashes, 59.6% of serious crashes, and 54% of damage crashes. In 2022, lane or road departure crashes accounted for 57.1% of all crashes, including 77.4% of critical crashes, 58.7% of serious crashes, and 55.8% 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 57.2% of critical crashes, 40.8% of serious crashes, and 35.1% of damage crashes. In 2022, road departure crashes accounted for 36.9% of all crashes, including 56.2% of critical crashes, 37.8% of serious crashes, and 35.8% of damage crashes.

In 2022, around 54.3% of lane or road departure crashes occurred in urban locations and 45.7% occurred in rural locations. Most (54%) were single vehicle crashes. Only 29.4% had a collision between traveling motor vehicles as a first harmful event. The majority (64.8%) occurred in daylight conditions, with only 28.8% occurring in darkness conditions. Of those occurring in darkness conditions 9% were darkness lighted and 19.8% were darkness unlighted conditions.

2022 Top 5 First Harmful Events for Lane or Road Departure Crashes

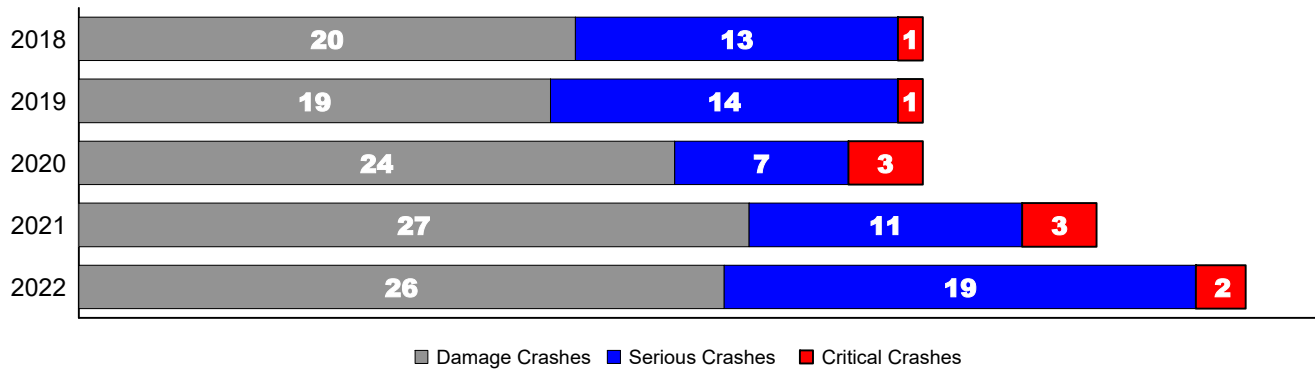
Motor Vehicle	29.4%
Parked Motor Vehicle	14.4%
Overturn/Rollover	14.3%
Fence	5.5%
Jackknife	5.1%

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, 36.4% of lane or road departure crashes occurred in winter weather conditions, around 34% were located in a horizontal curve, 30.4% involved a less experienced young driver, and 28.5% 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 2018 - 2022



Only 0.3% of all traffic crashes over the last five years were evading law enforcement crashes. In addition, only 5% of evading law enforcement crashes resulted in a critical crash. Around 34% resulted in serious crashes, and 61% resulted in damage crashes. For 2022, there was a slight increase in evading law enforcement crashes, which consisted of 4.3% critical crashes, 40.4% serious crashes, and 55.3% damage crashes.

In 2022, 34% of evading law enforcement crashes resulted in a hit and run crash in which the driver was never apprehended. Around 12.8% involved a collision with a law enforcement vehicle.

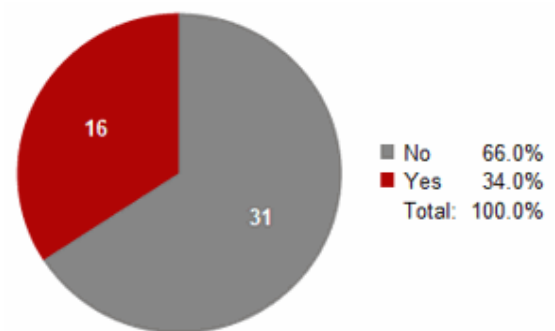
Approximately 38.3% were alcohol involved crashes, and 23.4% were drug involved crashes.

The majority of evading law enforcement crashes occurred in urban locations (63.8%) and 53.3% of urban crashes were intersection or intersection related.

Most 2022 evading law enforcement crashes (59.6%) were single vehicle crashes, and the most common first harmful events were overturn/rollover (32.1%) and fencing (14.3%).

Around 40.4% resulted in a collision between vehicles with the most common manner of collisions being angle collisions (17%) and rear end collisions (6.4%).

2022 Evading Law Enforcement Hit and Run Crashes



2022 Manner of Collision for Evading Law Enforcement Crashes

Single Vehicle	59.6%
Angle (Front to Side), Opposing Direction	8.5%
Angle Right (Front to Side, includes Broadside)	8.5%
Rear End (Front to Rear)	6.4%
Rear to Side (Normally Backing)	4.3%
Sideswipe Same Direction (Passing)	4.3%
Head On (Front to Front)	2.1%
Other	2.1%
Rear to Front (Normally Backing)	2.1%
Sideswipe Opposite Direction (Meeting)	2.1%

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

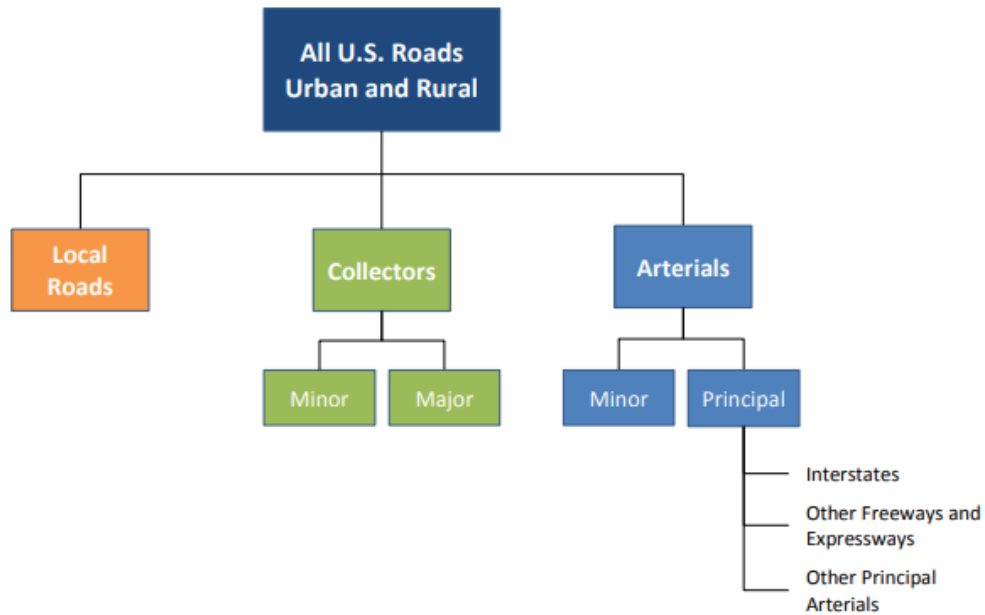
Collectors serve the critical roles of gathering traffic from local roads and funneling vehicles into the arterial network. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually 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.

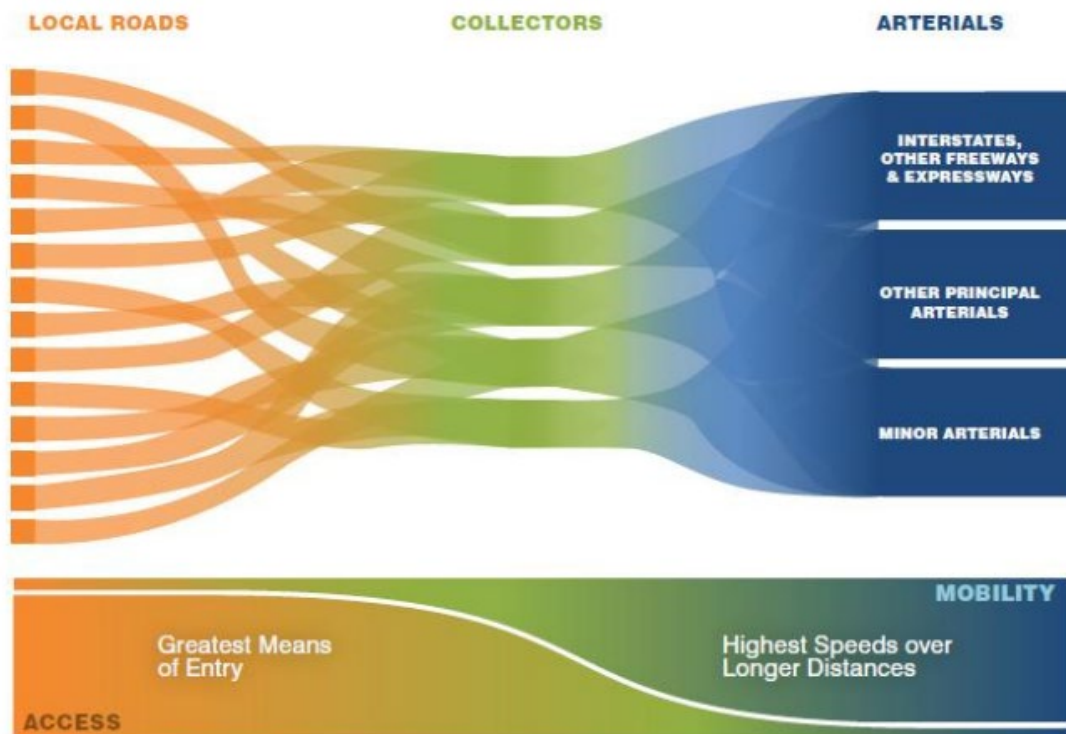
Local Roads provide limited mobility as they are not intended for use in long-distance travel, except at the origination or termination of a trip. They provide primary access to residential areas, businesses, farms, and other local areas and are often designed to discourage through traffic. Local roads, 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, difficulty 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.



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

Day of Week

Su ☐ Mo ☐ Tu ☐ We ☐
Th ☐ Fr ☐ Sa ☐

Arrived:

				/		/					:		
--	--	--	--	---	--	---	--	--	--	--	---	--	--

Photo/Video
Photo ☒ Video ☐

Arrived: | | | | / | / | | | | : | |

None ☐ Both ☐

Vehicle(s)

\$ _____

--	--	--	--	--	--	--	--	--	--

GPS Latitude

GPS Longitude

Milepost Marker

Highway LRS #

CAT.	ID #	DIR

Occurred on Divided RDway

if yes  **Incr / Decr**
Incr ☐ Decr ☐
Unknown ☐

**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**

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 #

Officer Name & Rank

Diagram illustrating the structure of a 16-bit register, divided into four 4-bit fields:

- First** (bits 12-15)
- MI** (bits 8-11)
- Last** (bits 4-7)
- Unlabeled field (bits 0-3)

A horizontal axis labeled "Rank" with 8 tick marks. The tick marks are evenly spaced along the axis.

Report Date (yyyy/mm/dd)

Signature

Highway Safety Use Only

Proximity to Residence

Highway District

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

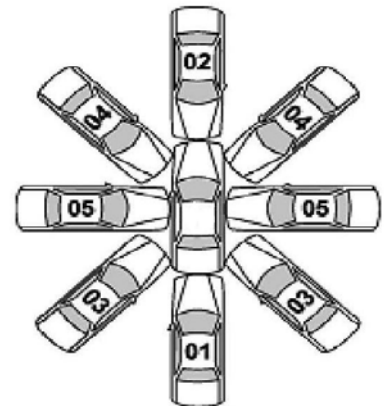
Date Received: _____

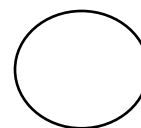
Report Number:

Crash Type: ☐ G \geq \$1,000 ☐ M - Missing Location
☐ N \leq \$1,000 ☐ I - Industrial Crash
☐ P - Private ☐ D - Deliberate

Base Information

FIRST HARMFUL EVENT	Location of FHE	Weather	Road	Lighting
Non - Collision: 01 - Overturn/Rollover 02 - Fire/Explosion 03 - Immersion 04 - Jackknife 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)	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	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	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	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
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)	Road Circumstance choose up to 3 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 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	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)	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
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)	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	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		





Indicate North

Witnesses

1st

First Name

MI

Last Name

Street Number

Street Name

City:

State:

Zip Code

☐ Home ☐ Work ☐ Cell Phone and/ ☐ Home ☐ Work ☐ Cell Phone

- - - or - - -

2nd

First Name

MI

Last Name

Street Number

Street Name

City:

State:

Zip Code

☐ Home ☐ Work ☐ Cell Phone and/ ☐ Home ☐ Work ☐ Cell Phone

- - - or - - -

3rd

First Name

MI

Last Name

Street Number

Street Name

City:

State:

Zip Code

☐ Home ☐ Work ☐ Cell Phone and/ ☐ Home ☐ Work ☐ Cell Phone

- - - or - - -

1st event <input type="text"/>	Sequence <input type="text"/>	Motor Vehicle Unit Type <input type="text"/>		Vehicle Maneuver/Action prior to crash <input type="text"/>	
2nd event <input type="text"/>	← choose up to 4: <input type="text"/>	01 - Motor Vehicle in Transport 02 - Parked Motor Vehicle 03 - Working Vehicle/Equipment		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	
3rd event <input type="text"/>	Most Harmful Event <input type="text"/>	Commercial Motor Vehicle or HM Placard <input type="text"/>		Road Surface <input type="text"/> Grade <input type="text"/>	
4th event <input type="text"/>	choose 1 → <input type="text"/>	01 - Yes 02 - No 99 - Unknown if yes, complete CMV supplement		01 - Concrete 01 - Level 02 - Asphalt 02 - Hillcrest 03 - Gravel/Rock 03 - Uphill 04 - Dirt 04 - Downhill 05 - Brick/Stone 05 - Sag (Bottom) 99 - Unknown 99 - Unknown	
Non-Collision		Vehicle Owner <input type="text"/>		Horizontal Alignment <input type="text"/>	
01 - Overturn/Rollover 02 - Fire/Explosion 03 - Immersion 04 - Jackknife 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 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)		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		01 - Straight 03 - Curve Left 02 - Curve Right 99 - Unknown	
Collision w/ Person, MV, or Non-Fixed Object		Vehicle Type <input type="text"/>		Total No. Lanes <input type="text"/>	
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)		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		01 - 06, 99 = Unknown (exclude turn lanes)	
Animals		Non -Commercial Trailer Style <input type="text"/>		Traffic Control Working Properly <input type="text"/>	
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		01 - No Trailer 02 - Camping Trailer 03 - Mobile Home 04 - Utility Trailer 05 - Boat/Jet Ski Trailer 06 - Towed Vehicle		01 - Yes 02 - No 99 - Unknown	
Collision w/ Fixed Object		Override/Override <input type="text"/>		Traffic Control <input type="text"/>	
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		01 - No Override or Override 02 - Override-Compartment Intrusion 03 - Override-No Compartment Intrusion 04 - Override-Compartment Intrusion Unknown 05 - Override-Motor Vehicle in Transport 06 - Override-Other Motor Vehicle 99 - Unknown if Override or Override		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	
Emergency Vehicle Use		Emergency Equipment Activated <input type="text"/>		Trafficway Description <input type="text"/>	
01 - Yes 02 - No 99 - Unknown		01 - Yes 02 - No 99 - Unknown		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	
Special Function of MV in Transport		Contributing Circumstance <input type="text"/>		Rumble Strips Present <input type="text"/>	
01 - None 02 - Police 03 - Ambulance/EMS 04 - Fire Truck 05 - Military 06 - Snow Plow 07 - Tow Truck		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		01 - Yes 02 - No 99 - Unknown	
Emergency Vehicle Use		1st choice <input type="text"/>		Rumble Strips Applicable <input type="text"/>	
01 - Yes 02 - No 99 - Unknown		2nd choice <input type="text"/>		01 - Yes 02 - No 99 - Unknown	
Emergency Vehicle Use		22 - Other 99 - Unknown		Rumble Strips <input type="text"/>	
01 - Yes 02 - No 99 - Unknown		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		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	DL Class	DL Status	No. of Vehicle Occupants (01 to 50)
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	1 - A 2 - B 3 - C 4 - M 5 - Improper or No Endorsement 6 - Other 7 - None	1 - Clear 2 - Expired 3 - Canceled or Denied 4 - Revoked 5 - Suspended 99 - Unknown	Posted Speed Estimated Speed

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)

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

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

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

Direction of Travel Prior to Crash

01 - North 05 - South
 02 - Northeast 06 - Southwest
 03 - East 07 - West
 04 - Southeast 08 - Northwest
 99 - Unknown

Initial Impact Point Most Damaged Area

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

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

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

Alcohol Test Result

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

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 PR-902A Revised 01/12/2018

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

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

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

MV #

01
02
03
04
05...

Person Type

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

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

Air Bag Deployed

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

Occupant Protection
System Operation

01-Apparently Normal
02-Failure/Malfunction
03-Misuse
04-Air Bag System Turned off
or Rendered Inoperative
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

EMS ID

EMS Run #

Driver

EMS ID

EMS Run #

Medical Facility

Occupant Information

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

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 lbsDriver 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 Cargo Spill

01 - Yes
02 - No
99 - Unknown

HM Placard ID No. 1 HM Placard ID No. 2 HM Placard ID No. 3 HM Placard Class

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

1st
2nd
3rd

Supplemental NON-MotoristNon Motorist Segment No: Vehicle No. 01 02 03... Last Name First Name MI Age Gender: M, F, X SSN (Fatais Only) DOB (yyyy/mm/dd)
☐ Home ☐ Work ☐ Cell Phone and/or ☐ Home ☐ Work ☐ Cell Phone
 - - or - -
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 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	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
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 Transport 10 - Motorized Skateboard/Scooter 11 - Pedestrian Vehicle 12 - Low Speed Vehicle 25 - Segway 28 - Bicycle Trailer 99 - None	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	
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 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	Injured Transported by 01 - Not Transported 02 - EMS (Ground) 03 - EMS (Air) 04 - Law Enforcement 05 - Other (Private MV) 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 Action at Time of Crash (Officer Opinion Only) 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	1st <input type="text"/> 2nd <input type="text"/>	Non Motorist Safety Equipment (choose up to 2) 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 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
Alcohol Test Result <input type="text"/>		Injury Status 01 - Fatal Injury 02 - Suspected Serious Injury 03 - Suspected Minor Injury 04 - Possible Injury 05 - No Apparent Injury 99 - Unknown	

CASE NO. **SUPPLEMENTAL BUS INFORMATION**Vehicle No. 01 02 03 ... Actual No. of
Bus Occupants
(01 to 99)

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

Layout A

54	53	52	51	50
49	48	47	46	
45	44	43	42	
41	40	39	38	
37	36	35	34	
33	32	31	30	
29	28	27	26	
25	24	23	22	
21	20	19	18	
17	16	15	14	
13	12	11	10	
9	8	7	6	
5	4	3	2	
1				

Driver ☐

Layout B

67	66	65	64	63	62
61	60	59	58	57	
56	55	54	53	52	
51	50	49	48	47	
46	45	44	43	42	
41	40	39	38	37	
36	35	34	33	32	
31	30	29	28	27	
26	25	24	23	22	
21	20	19	18	17	
16	15	14	13	12	
11	10	9	8	7	
6	5	4	3	2	
1					

Driver ☐

Layout C

80	79	78	77	76	75	74
73	72	71	70	69	68	
67	66	65	64	63	62	
61	60	59	58	57	56	
55	54	53	52	51	50	
49	48	47	46	45	44	
43	42	41	40	39	38	
37	36	35	34	33	32	
31	30	29	28	27	26	
25	24	23	22	21	20	
19	18	17	16	15	14	
13	12	11	10	9	8	
7	6	5	4	3	2	
1						

Driver ☐

Layout D

15	14	13
12	11	10
9	8	7
6	5	4
3	2	1

Driver ☐

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

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...

MV #
Person Type:
Seat Position
Seat Belt Usage

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

Seat Belt Operation

Ejection

Injury Status

Injury Area

Injury Description

Injury Classification

Injured Transported by

EMS ID

EMS Run #

>> Last Name First Name MI DOB Age

SSN (Fatales Only)

☐ Home ☐ Work ☐ Cell Phone and/ ☐ Home ☐ Work ☐ Cell Phone

Medical Facility

>> Last Name First Name MI DOB Age

SSN (Fatales Only)

☐ Home ☐ Work ☐ Cell Phone and/ ☐ Home ☐ Work ☐ Cell Phone

Medical Facility

SUPPLEMENTAL BUS INFORMATION

Layout A

54	53	52	51	50
49	48		47	46
45	44		43	42
41	40		39	38
37	36		35	34
33	32		31	30
29	28		27	26
25	24		23	22
21	20		19	18
17	16		15	14
13	12		11	10
9	8		7	6
5	4		3	2
Ill	Out Side		Driver	0

AISLE

Layout B

67	66	65	64	63	62
61	60	59		58	57
56	55	54		53	52
51	50	49		48	47
46	45	44		43	42
41	40	39		38	37
36	35	34		33	32
31	30	29		28	27
26	25	24		23	22
21	20	19		18	17
16	15	14		13	12
11	10	9		8	7
6	5	4		3	2
Ill	Out Side		Driver	0	

AISLE

Layout C

80	79	78	77	76	75	74
73	72	71		70	69	68
67	66	65		64	63	62
61	60	59		58	57	56
55	54	53		52	51	50
49	48	47		46	45	44
43	42	41		40	39	38
37	36	35		34	33	32
31	30	29		28	27	26
25	24	23		22	21	20
19	18	17		16	15	14
13	12	11		10	9	8
7	6	5		4	3	2
Ill	Out Side		Driver	0		

AISLE

Layout D

15	14	13
12	11	10
9	8	7
6	5	4
3	2	Driver

MV # Person Type: Seat Position Seat Belt Usage EMD ID EMS Run #

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility

>> Last Name First Name MI DOB yyyy/mm/dd Age Gender M, F, X

SSN (Fatais Only)

Home Work Cell Phone and/or Home Work Cell Phone Medical Facility



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

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

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



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

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

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



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

Investigating Agency

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

Badge # _____ Officer's Last Name _____

County

City

Crash Occurred on: Highway/Street:

Related Intersection: Highway/Street:

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)

____:____

GPS Latitude

____.____

GPS Longitude

- ____.____

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

Vehicle Identification Number (VIN - 17 Digits)

License Plate No.

State (FIPS)

If yes, fill out supplement PR-902B

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

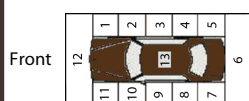
- 1 - Clear
- 2 - Raining
- 3 - Snowing
- 4 - Fog
- 5 - Blowing Dust/Sand/Dirt
- 6 - Severe Wind Only
- 7 - Blizzard
- 8 - Sleet/Hail/Freezing Rain
- 9 - Blowing Snow
- 10 - Cloudy/Overcast
- 11 - Smoke
- 12 - Other
- 99 - Unknown

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

Lighting

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



Vehicle #1

Damage Estimate

Shade number next to the area damaged on your vehicle

Seat Position	Safety Equipment Usage	Injury Status	Air Bag Deployed
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	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	5-No Injury If any injuries form 902 must be used	1-Not Applicable 2-Not Deployed 3-Deployed Front 4-Deployed Side 5-Deployed Combination 6-Deployed Other 7-Deployment Unknown

VEHICLE # 1 Please Attach More Sheets If Needed
Driver # 1

PASSENGER INFORMATION FOR VEHICLE #1							
1	Last Name	First Name	MI	AGE	Gender	M, F, X	
2	Last Name	First Name	MI	AGE	Gender	M, F, X	
3	Last Name	First Name	MI	AGE	Gender	M, F, X	

Driver's Action (choose up to 4/ ie. 01, 10, 25)	1st <input type="text"/> 2nd <input type="text"/> 3rd <input type="text"/> 4th <input type="text"/>	Driver's Condition (choose up to 2)	1st <input type="text"/> 2nd <input type="text"/>	Driver's Distraction (choose one)	
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		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		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	
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					

Narrative (Briefly describe the events of the crash)

DIAGRAM Please indicate direction of travel	

NARRATIVE PAGE

