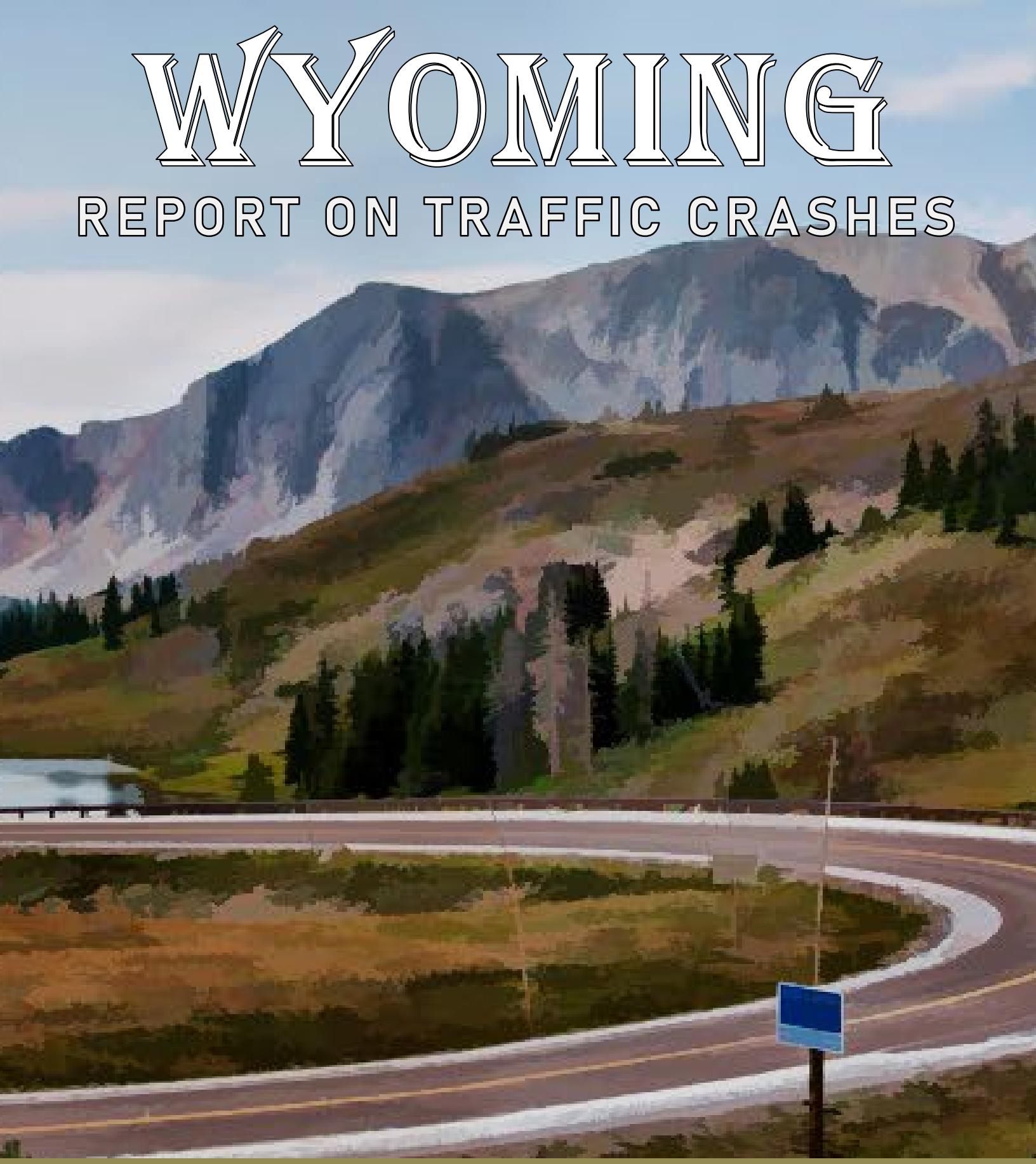
WYOMING

REPORT ON TRAFFIC CRASHES



2024

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

April 2025

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

Photographs provided by WYDOT Public Affairs.

Mark Gordon
Governor

WYOMING Department of Transportation

"Provide a safe and effective transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340

Darin J. Westby, P.E.
Director

April 10, 2025

Dear Reader,

Wyoming's 2024 Report on Traffic Crashes has been published for your information. This year's report continues to provide you with information on traffic crashes occurring on public roadways in the state of Wyoming. The publication contains crash information covering popular areas of interest. Additional standard reports are available from the website below:

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

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

Keri Bohlmann, P.E.
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Sincerely,

K. Bohlmann

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Safety Management Engineer

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BACKGROUND INFORMATION

Purpose

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

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

Crash Data

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

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

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

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

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

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

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

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

Explanation of the Report on Traffic Crashes

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

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

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

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

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

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

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

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

Key Concepts

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

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

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

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

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

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

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

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

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

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

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

Possible Injury – A complaint of pain without visible injury.

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

CRASH CATEGORIES

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

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

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

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

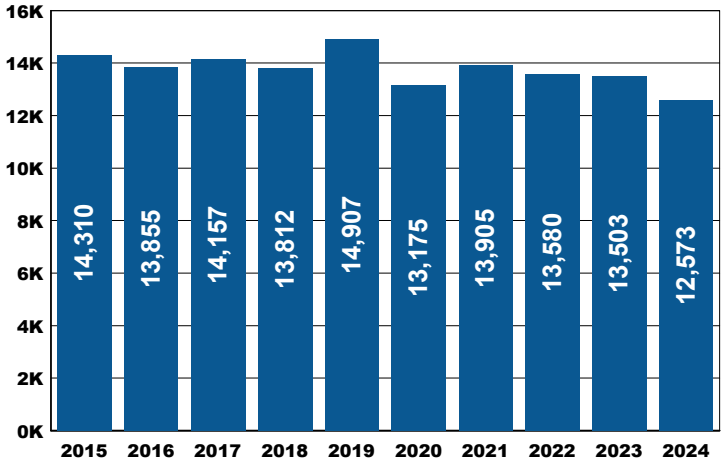
BASIC CRASH INFORMATION

2024 TOTAL COUNTS

Crash Counts

TOTAL TRAFFIC CRASHES	**12,573**
FATAL CRASHES	102
INJURY CRASHES	2,249
PDO CRASHES	10,222
CRITICAL CRASHES	452
SERIOUS CRASHES	1,899
DAMAGE CRASHES	10,222
HIT & RUN	1,244
RESULTING FROM PRIOR CRASH	62

Total Crashes by Year 2015 - 2024



Location Counts

URBAN CRASHES	7,004
RURAL CRASHES	5,569

Involved Counts

TOTAL PERSONS INVOLVED	**24,662**
DRIVERS	18,187
PASSENGERS	6,263
PEDESTRIANS	81
PEDALCYCLISTS	73
OCCUPANT OF PARKED VEHICLE	58

Injury Counts

TOTAL PERSONS INJURED	**3,168**
FATAL INJURY	107
SUSPECTED SERIOUS INJURY	429
SUSPECTED MINOR INJURY	1,571
POSSIBLE INJURY	1,061
NO APPARENT INJURY / UNKNOWN	21,494

Vehicle Counts

TOTAL VEHICLES INVOLVED	**19,448**
PASSENGER CAR	4,992
PICK-UP TRUCK	4,868
SPORTS UTILITY VEHICLE	4,196
PASSENGER VAN	341
MOTORCYCLE	272
HEAVY TRUCK	1,565
MEDIUM TRUCK	158
LIGHT TRUCK	15
CARGO VAN	81
CONSTRUCTION	22
FARM EQUIPMENT	10
SCHOOL BUS	42
BUS	28
MOTORHOME	39
MULTI-PURPOSE VEHICLE	27
ALL TERRAIN VEHICLE	10
SNOWMOBILE	1
OTHER	33
UNKNOWN	2,748

2024 SAFETY FOCUS AREA COUNTS

Impaired Crash Counts

TOTAL IMPAIRED CRASHES	**711**
IMPAIRED FATAL CRASHES	30
IMPAIRED FATALITIES	31
IMPAIRED INJURY CRASHES	270
IMPAIRED INJURIES	375
IMPAIRED PDO CRASHES	411

Alcohol Crash Counts

TOTAL ALCOHOL INVOLVED CRASHES	**622**
ALCOHOL FATAL CRASHES	25
ALCOHOL FATALITIES	26
ALCOHOL INJURY CRASHES	226
ALCOHOL INJURIES	306
ALCOHOL PDO CRASHES	371

Drug Crash Counts

TOTAL DRUG INVOLVED CRASHES	**176**
DRUG FATAL CRASHES	9
DRUG FATALITIES	9
DRUG INJURY CRASHES	76
DRUG INJURIES	110
DRUG PDO CRASHES	91

Unbelted Occupant Crash Counts

TOTAL UNBELTED CRASHES	**809**
UNBELTED FATAL CRASHES	48
UNBELTED OCCUPANT FATALITIES	45
UNBELTED INJURY CRASHES	352
UNBELTED OCCUPANT INJURIES	398
TOTAL MISUSED BELT CRASHES	**167**
MISUSED BELT FATAL CRASHES	1
MISUSED BELT OCCUPANT FATALITIES	0
MISUSED BELT INJURY CRASHES	59
MISUSED BELT OCCUPANT INJURIES	18

Speed-Related Crash Counts

TOTAL SPEED-RELATED CRASHES	**2,562**
SPEED FATAL CRASHES	53
SPEED FATALITIES	54
SPEED INJURY CRASHES	610
SPEED INJURIES	851
SPEED PDO CRASHES	1,899

Distracted Driving Crash Counts

TOTAL DISTRACTED DRIVING CRASHES	**882**
DISTRACTED FATAL CRASHES	5
DISTRACTED FATALITIES	6
DISTRACTED INJURY CRASHES	227
DISTRACTED INJURIES	298
DISTRACTED PDO CRASHES	650

Young Driver (<26) Involved Crash Counts

TOTAL YOUNG DRIVER INVOLVED CRASHES	**4,167**
YOUNG DRIVER INVOLVED FATAL CRASHES	24
YOUNG DRIVER INVOLVED FATALITIES	28
YOUNG DRIVER INVOLVED INJURY CRASHES	865
YOUNG DRIVER INVOLVED INJURIES	1,226
YOUNG DRIVER INVOLVED PDO CRASHES	3,278

Senior Driver (65+) Involved Crash Counts

TOTAL SENIOR DRIVER INVOLVED CRASHES	**2,169**
SENIOR DRIVER INVOLVED FATAL CRASHES	29
SENIOR DRIVER INVOLVED FATALITIES	31
SENIOR DRIVER INVOLVED INJURY CRASHES	421
SENIOR DRIVER INVOLVED INJURIES	614
SENIOR DRIVER INVOLVED PDO CRASHES	1,719

Pedestrian Crash Counts

TOTAL PEDESTRIAN CRASHES	**80**
PEDESTRIAN FATAL CRASHES	5
PEDESTRIAN FATALITIES	5
PEDESTRIAN INJURY CRASHES	75
PEDESTRIAN INJURIES	76

Pedalcycle Crash Counts

TOTAL PEDALCYCLE CRASHES	**71**
PEDALCYCLE FATAL CRASHES	1
PEDALCYCLIST FATALITIES	1
PEDALCYCLE INJURY CRASHES	70
PEDALCYCLIST INJURIES	72

Motorcycle Crash Counts

TOTAL MOTORCYCLE INVOLVED CRASHES	**265**
MOTORCYCLE FATAL CRASHES	24
MOTORCYCLIST FATALITIES	24
MOTORCYCLE INJURY CRASHES	189
MOTORCYCLIST INJURIES	211
MOTORCYCLE PDO CRASHES	52

Commercial Motor Vehicle Involved Crash Counts

TOTAL CMV INVOLVED CRASHES	**1,457**
CMV INVOLVED FATAL CRASHES	15
CMV INVOLVED FATALITIES	15
CMV INVOLVED INJURY CRASHES	257
CMV INVOLVED INJURIES	353
CMV INVOLVED PDO CRASHES	1,185

Snow / Ice on Road Crash Counts

TOTAL ICY / SNOWY ROAD CRASHES	**2,493**
ICY / SNOWY ROAD FATAL CRASHES	11
ICY / SNOWY ROAD FATALITIES	12
ICY / SNOWY ROAD INJURY CRASHES	335
ICY / SNOWY ROAD INJURIES	451
ICY / SNOWY ROAD PDO CRASHES	2,147

Wild Animal Involved Crash Counts

TOTAL WILD ANIMAL INVOLVED CRASHES	**2,467**
WILD ANIMAL INVOLVED FATAL CRASHES	1
WILD ANIMAL INVOLVED FATALITIES	1
WILD ANIMAL INVOLVED INJURY CRASHES	90
WILD ANIMAL INVOLVED INJURIES	107
WILD ANIMAL INVOLVED PDO CRASHES	2,376

Work Zone Related Crash Counts

TOTAL WORK ZONE RELATED CRASHES	**237**
WORK ZONE RELATED FATAL CRASHES	0
WORK ZONE RELATED FATALITIES	0
WORK ZONE RELATED INJURY CRASHES	40
WORK ZONE RELATED INJURIES	60
WORK ZONE RELATED PDO CRASHES	197

Horizontal Curve Crash Counts

TOTAL HORIZONTAL CURVE CRASHES	**3,968**
HORIZONTAL CURVE FATAL CRASHES	51
HORIZONTAL CURVE FATALITIES	52
HORIZONTAL CURVE INJURY CRASHES	773
HORIZONTAL CURVE INJURIES	1,062
HORIZONTAL CURVE PDO CRASHES	3,144

Intersection Crash Counts

TOTAL URBAN INTERSECTION CRASHES	**3,344**
URBAN INTERSECTION FATAL CRASHES	11
URBAN INTERSECTION FATALITIES	11
URBAN INTERSECTION INJURY CRASHES	769
URBAN INTERSECTION INJURIES	1,034
URBAN INTERSECTION PDO CRASHES	2,564
TOTAL RURAL INTERSECTION CRASHES	**258**
RURAL INTERSECTION FATAL CRASHES	4
RURAL INTERSECTION FATALITIES	4
RURAL INTERSECTION INJURY CRASHES	73
RURAL INTERSECTION INJURIES	111
RURAL INTERSECTION PDO CRASHES	181

Lane / Road Departure Crash Counts

TOTAL LANE / ROAD DEPARTURE CRASHES	**7,026**
LANE / ROAD DEPARTURE FATAL CRASHES	82
LANE / ROAD DEPARTURE FATALITIES	87
LANE / ROAD DEPARTURE INJURY CRASHES	1,372
LANE / ROAD DEPARTURE INJURIES	1,875
LANE / ROAD DEPARTURE PDO CRASHES	5,572

2024 AREA OF INTEREST COUNTS

Blow-Over Crash Counts

TOTAL BLOW-OVER CRASHES	**83**
BLOW-OVER FATAL CRASHES	1
BLOW-OVER FATALITIES	1
BLOW-OVER INJURY CRASHES	20
BLOW-OVER INJURIES	27
BLOW-OVER PDO CRASHES	62

Fatigued Driver Involved Crash Counts

TOTAL FATIGUED DRIVER CRASHES	**328**
FATIGUED DRIVER FATAL CRASHES	10
FATIGUED DRIVER INVOLVED FATALITIES	10
FATIGUED DRIVER INJURY CRASHES	138
FATIGUED DRIVER INVOLVED INJURIES	182
FATIGUED DRIVER PDO CRASHES	180

Snow Plow Involved Crash Counts

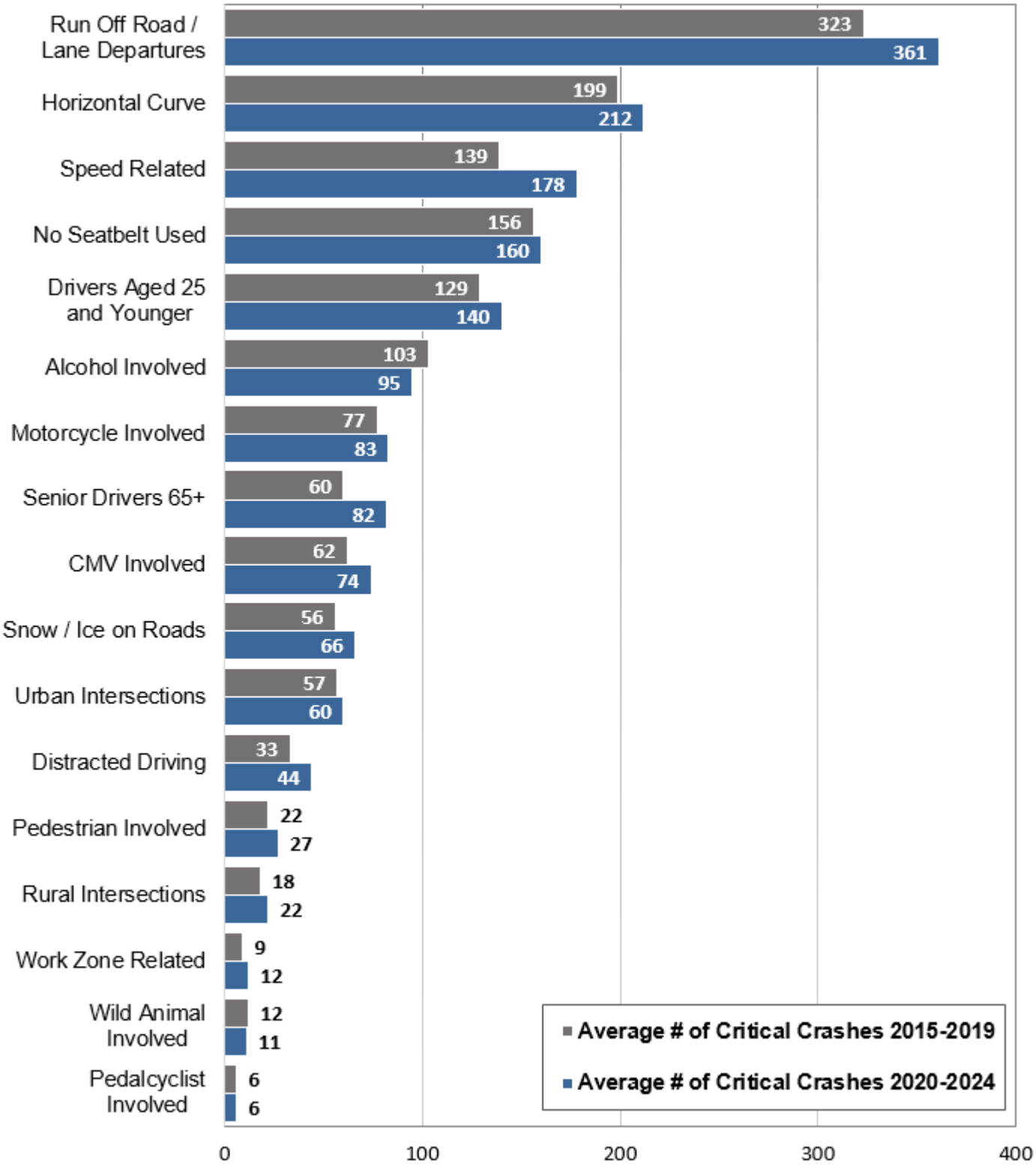
TOTAL SNOW PLOW INVOLVED CRASHES	**38**
SNOW PLOW INVOLVED FATAL CRASHES	1
SNOW PLOW INVOLVED FATALITIES	1
SNOW PLOW INVOLVED INJURY CRASHES	4
SNOW PLOW INVOLVED INJURIES	5
SNOW PLOW INVOLVED PDO CRASHES	33

Domestic Animal Involved Crash Counts

TOTAL DOMESTIC ANIMAL CRASHES	**163**
DOMESTIC ANIMAL FATAL CRASHES	0
DOMESTIC ANIMAL FATALITIES	0
DOMESTIC ANIMAL INJURY CRASHES	10
DOMESTIC ANIMAL INJURIES	16
DOMESTIC ANIMAL PDO CRASHES	153

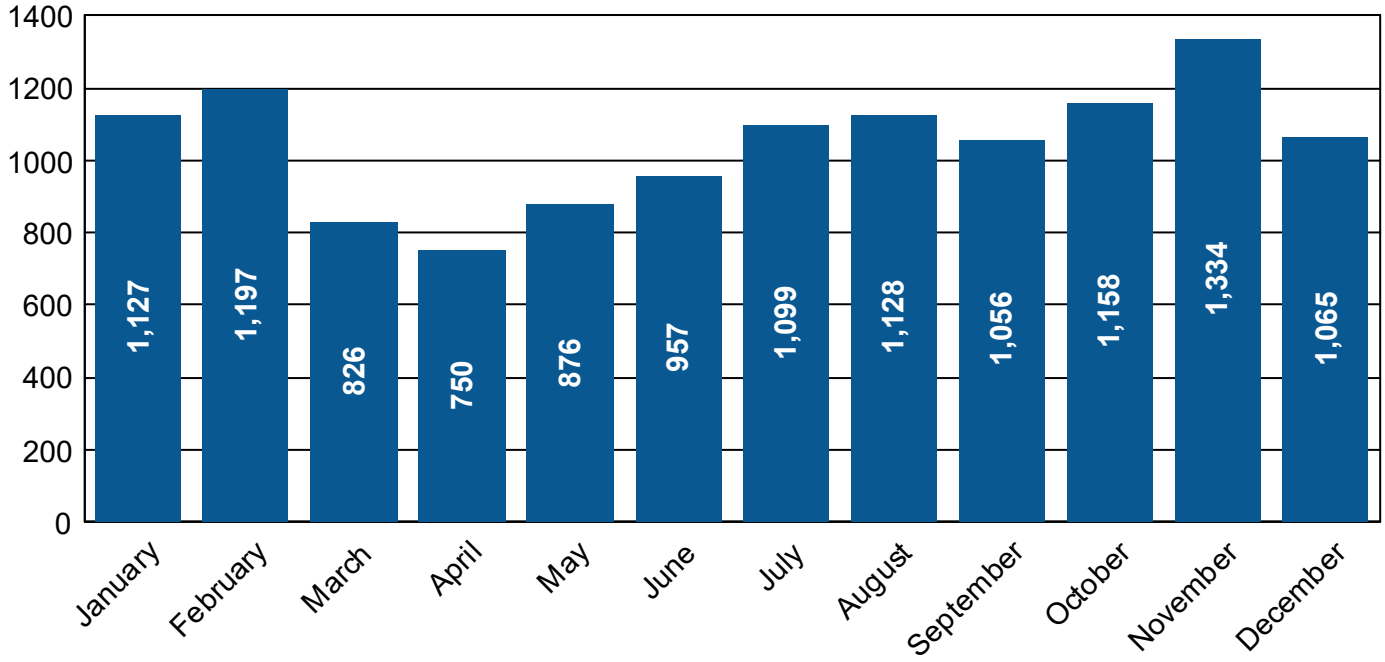
PROGRESS IN SAFETY FOCUS AREAS

A Comparison of the 5-Year Average of Critical Crashes for the Years 2015 – 2024



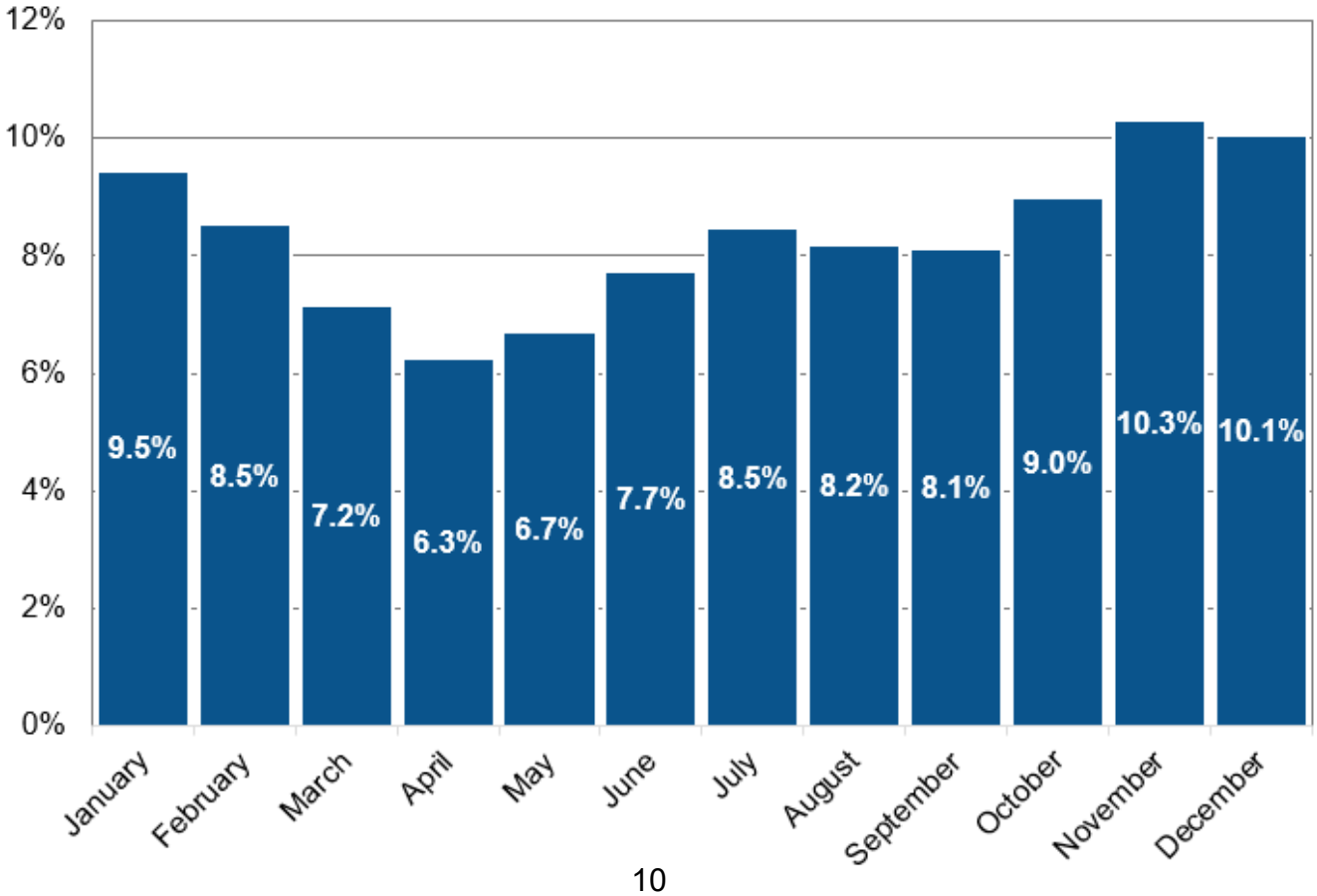
WHEN CRASHES ARE OCCURRING

2024 Total Crashes by Month

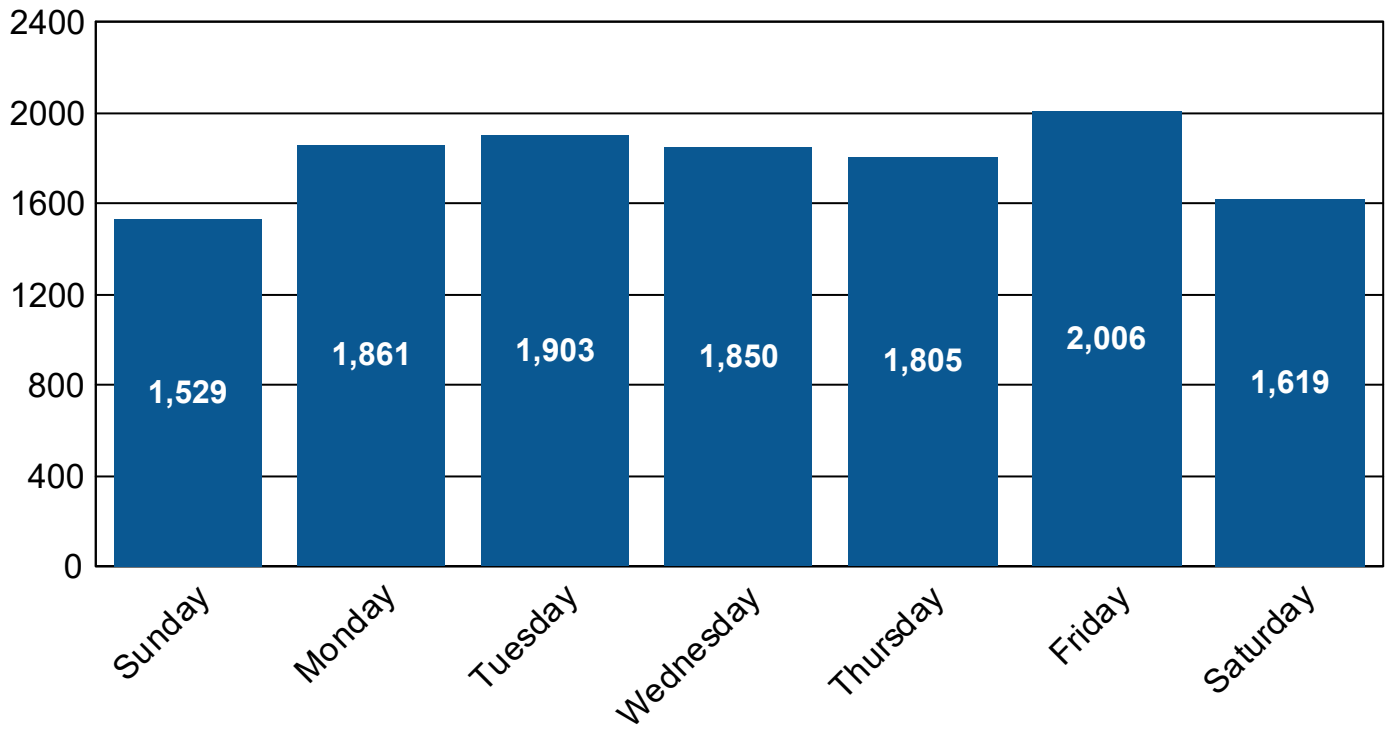


In 2024, November had the highest number of traffic crashes with 10.6% of all traffic crashes, followed by February (9.5%). Historically (2015-2024), November (10.3%) and December (10.1%) have the highest number of traffic crashes. April and May continue to have the fewest number of traffic crashes.

Total Crashes by Month 2015 - 2024

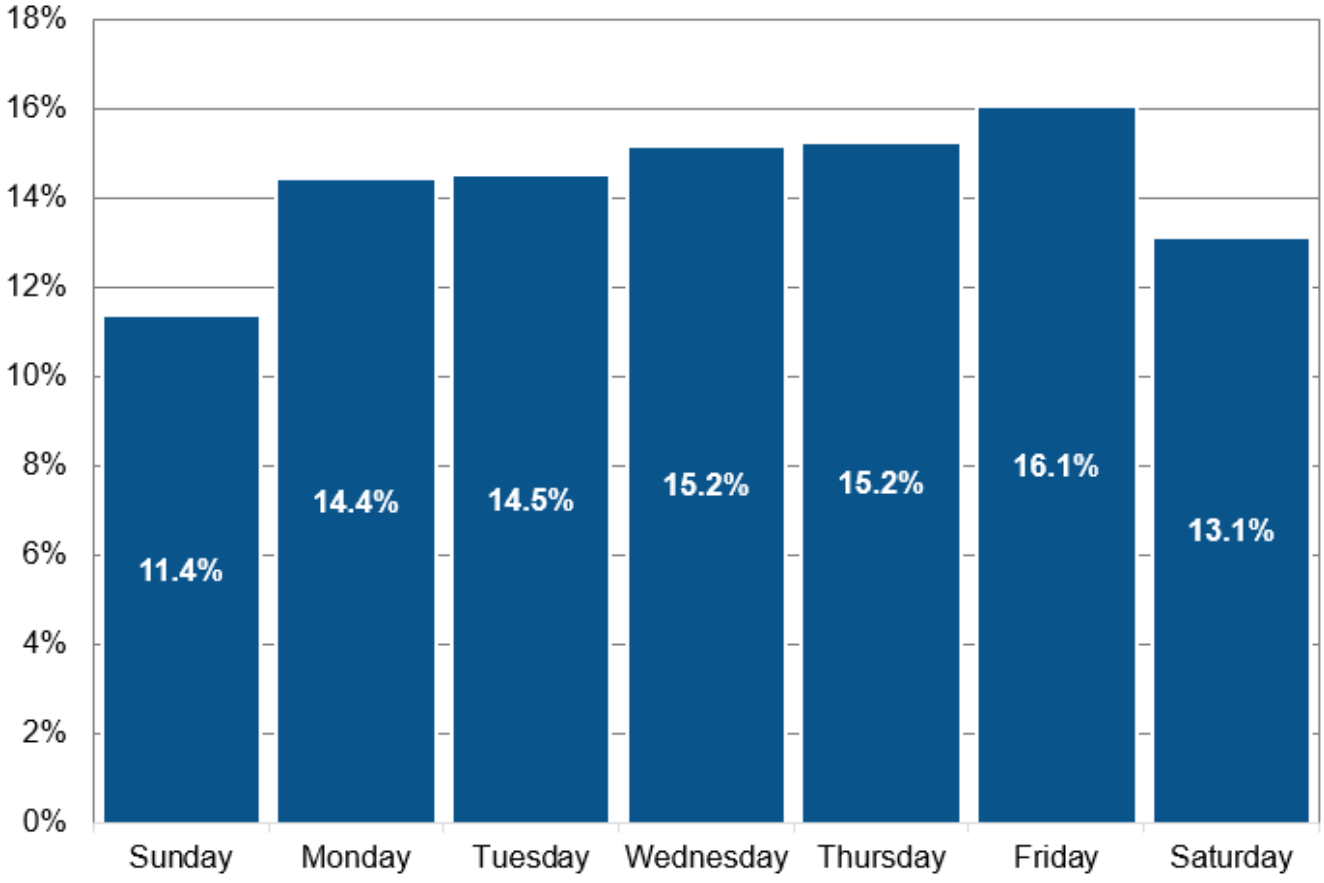


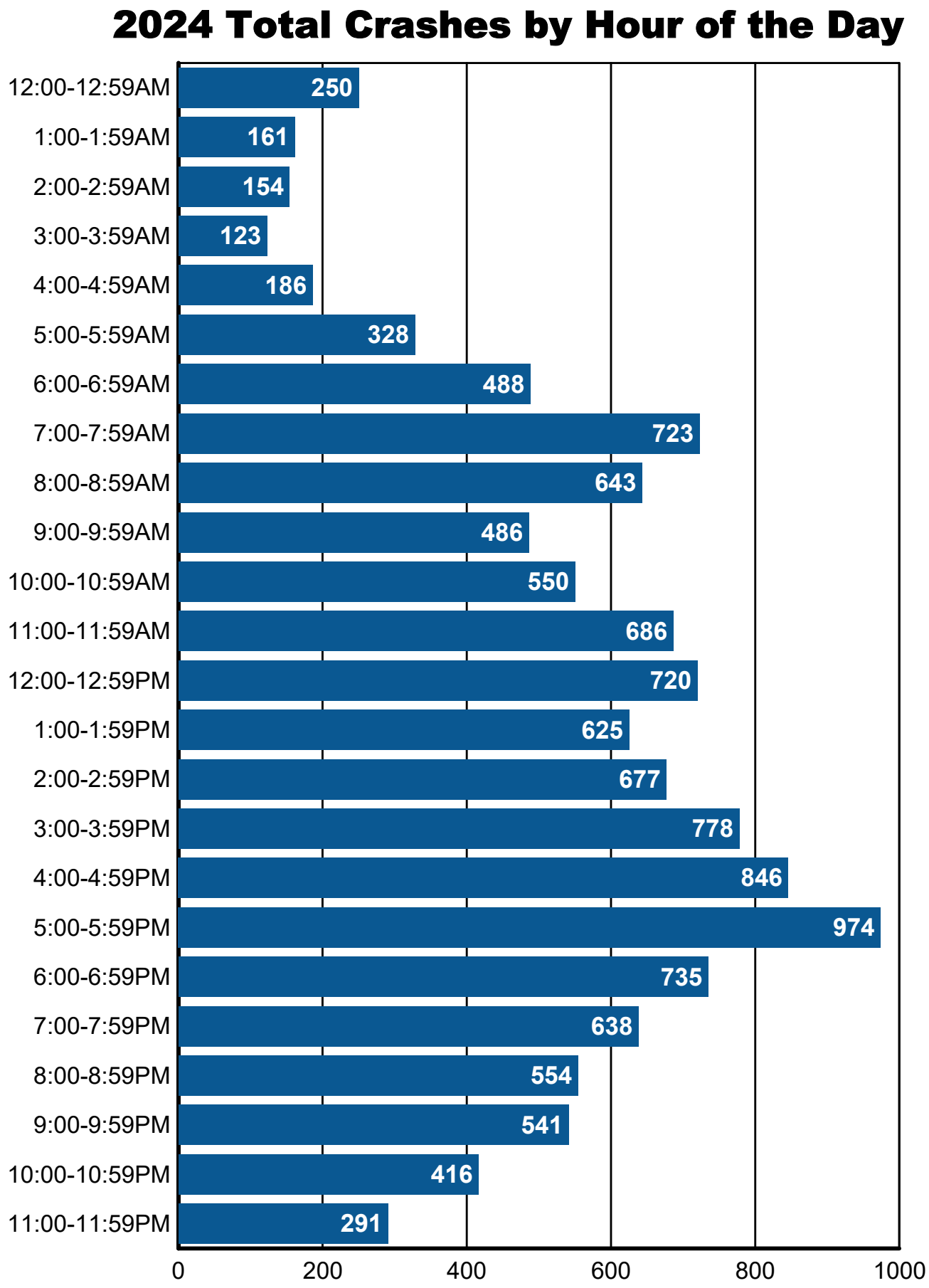
2024 Total Crashes by Day of the Week



Day of the week crash data for 2024 is consistent with historical crash data. Crash data for the last ten years (2015-2024) show more crashes tend to happen on the weekdays than on the weekend, with Friday having the highest number of crashes and Sunday having the lowest.

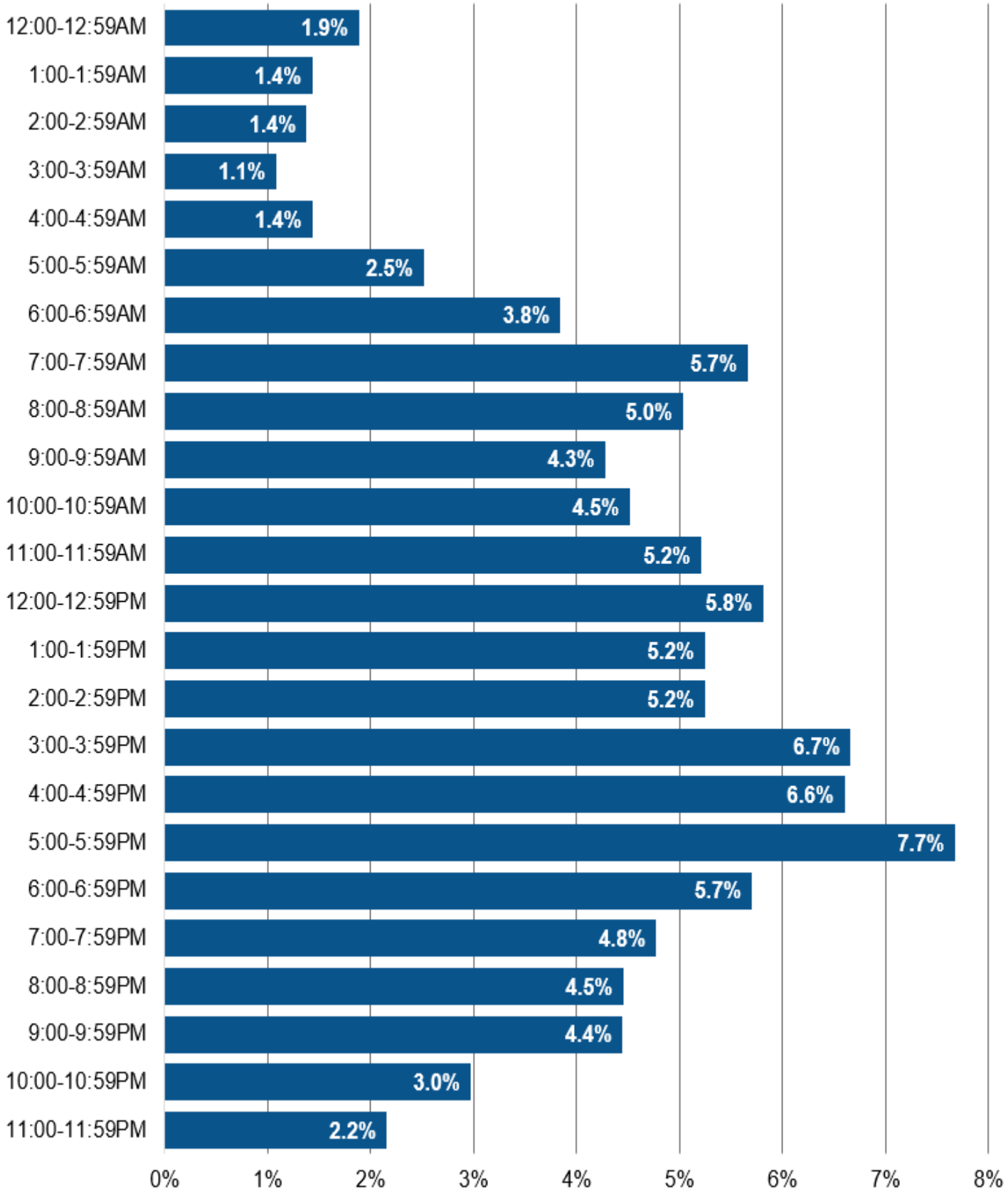
Total Crashes by Day of the Week 2015 - 2024





Hour of the day crash data for 2024 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 2015 - 2024



Crash data for the last ten years (2015-2024) 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.

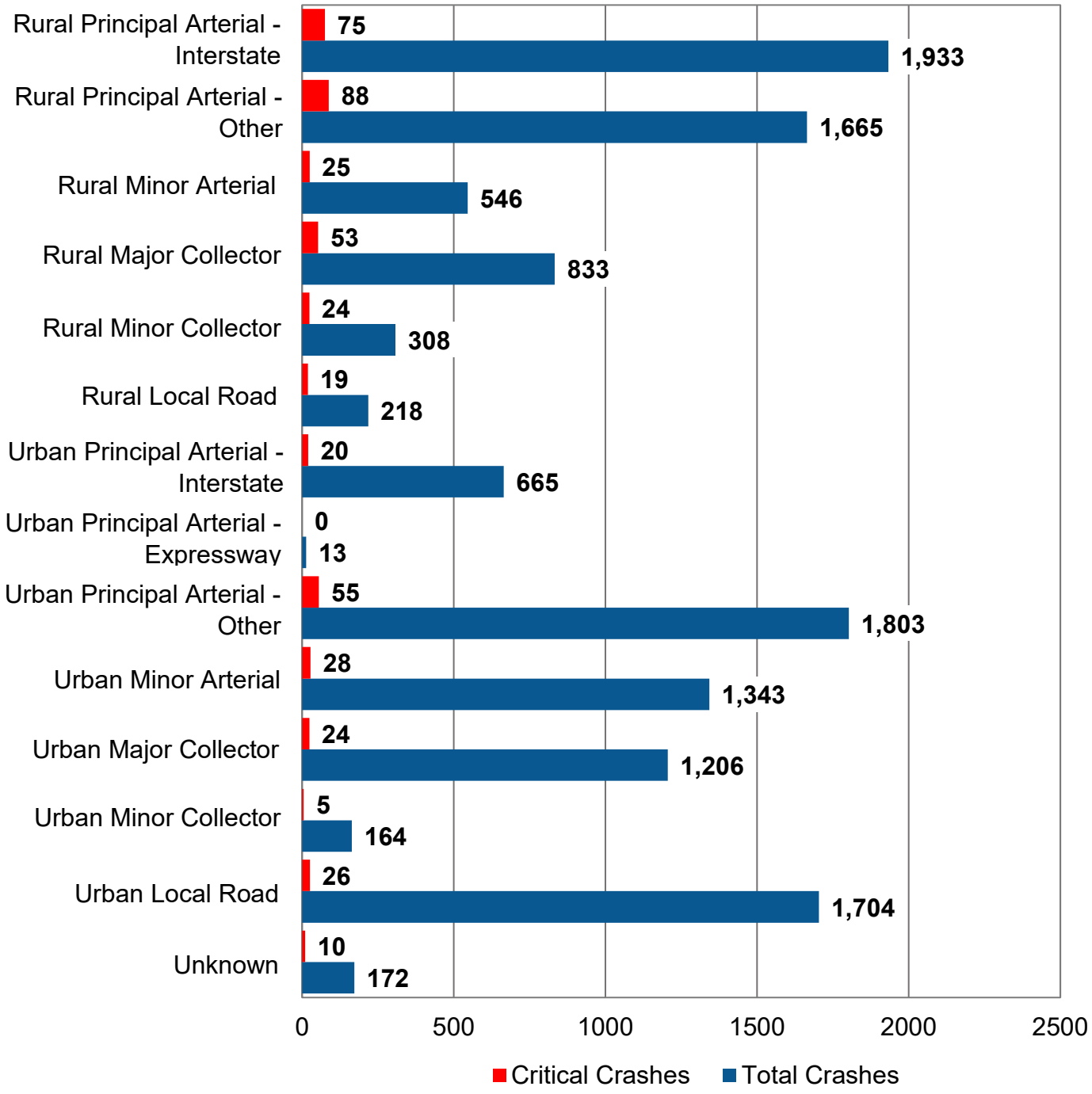
Holiday Period Crash Counts 2020 – 2024

Holiday		2020	2021	2022	2023	2024
New Years	Hours	36	84	84	84	36
	Total Crashes	**52**	**93**	**87**	**144**	**27**
	Fatal Crashes	0	2	0	1	0
	Injury Crashes	9	18	14	16	4
	PDO Crashes	43	73	73	127	23
	Fatalities	0	2	0	1	0
	Injuries	13	21	15	24	6
Memorial Day	Hours	84	84	84	84	84
	Total Crashes	**66**	**107**	**87**	**75**	**92**
	Fatal Crashes	0	0	1	2	0
	Injury Crashes	14	17	21	13	25
	PDO Crashes	52	90	65	60	67
	Fatalities	0	0	2	2	0
	Injuries	22	22	27	26	38
Independence Day	Hours	84	84	84	108	108
	Total Crashes	**125**	**129**	**103**	**127**	**140**
	Fatal Crashes	1	2	0	1	2
	Injury Crashes	15	21	20	35	25
	PDO Crashes	109	106	83	91	113
	Fatalities	1	3	0	1	2
	Injuries	23	36	22	48	35
Labor Day	Hours	84	84	84	84	84
	Total Crashes	**129**	**118**	**113**	**97**	**110**
	Fatal Crashes	2	4	4	2	1
	Injury Crashes	21	18	27	22	17
	PDO Crashes	106	96	82	73	92
	Fatalities	2	4	5	2	1
	Injuries	28	25	36	29	21
Thanksgiving	Hours	108	108	108	108	108
	Total Crashes	**115**	**126**	**185**	**253**	**102**
	Fatal Crashes	0	2	0	3	0
	Injury Crashes	12	12	24	34	15
	PDO Crashes	103	112	161	216	87
	Fatalities	0	2	0	4	0
	Injuries	18	13	29	42	25
Christmas	Hours	84	84	84	84	36
	Total Crashes	**98**	**128**	**121**	**125**	**26**
	Fatal Crashes	0	0	0	1	0
	Injury Crashes	8	27	14	16	4
	PDO Crashes	90	101	107	108	22
	Fatalities	0	0	0	1	0
	Injuries	8	41	16	28	4

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.

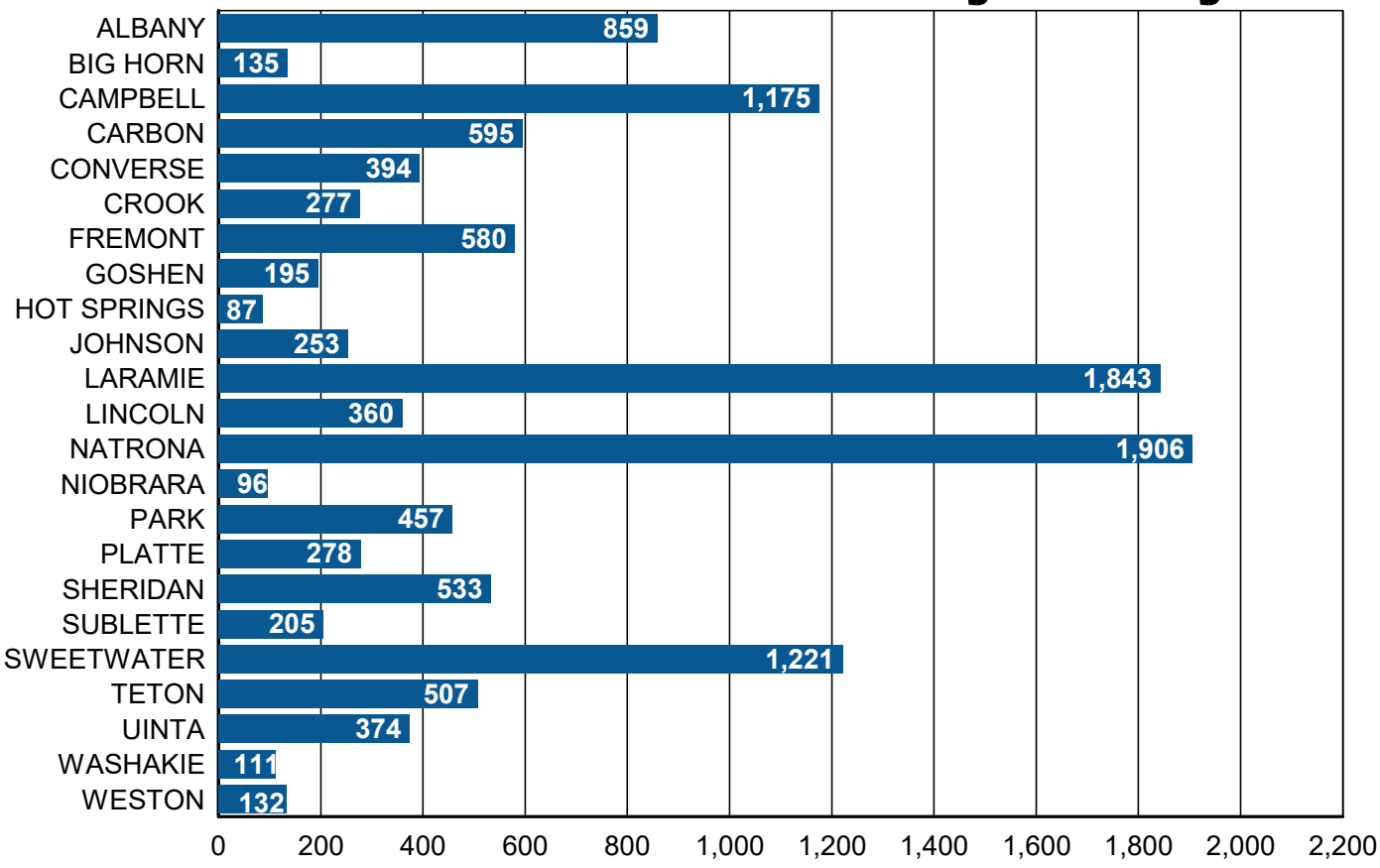
WHERE CRASHES ARE OCCURRING

2024 Total Crashes by Roadway Type

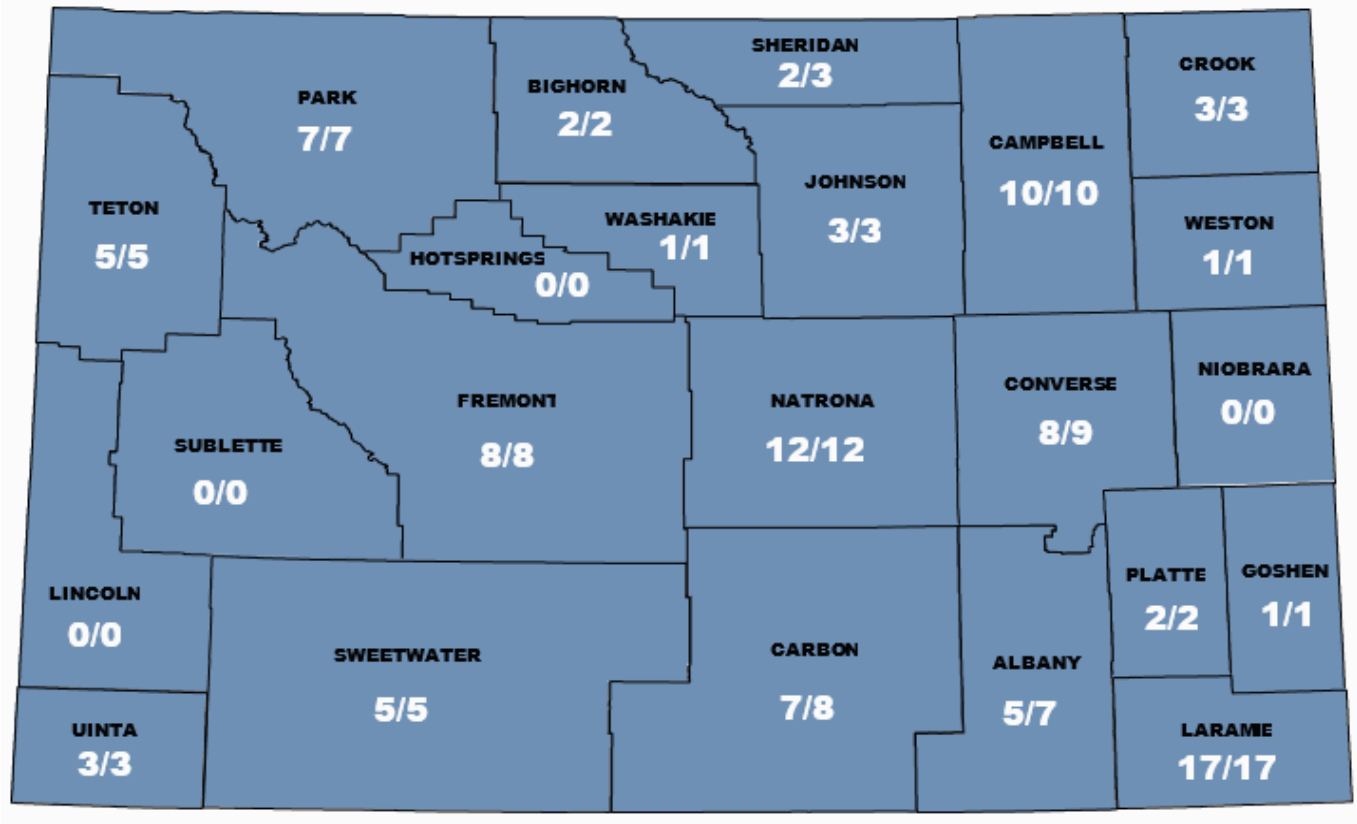


In 2024, the majority (63.4%) of traffic crashes occurred on arterial roadways, which are typically used for long distance travel and have higher speed limits. Approximately 52% of arterial roadway crashes were rural and 48% were urban. Around 20% of traffic crashes occurred on collectors, which connect local roads to arterial roadways. Approximately 45.4% of collector crashes were rural and 54.6% were urban. Nearly 15.3% of traffic crashes occurred on local roads serving local communities. Approximately 11% of local road crashes were rural and 89% were urban. Most critical crashes occurred on rural arterial roadways (41.6%) and rural collectors (17%). For more information on roadway type, see Road Function Classifications in the Appendix.

2024 Total Crashes by County



2024 Fatal Crash Counts by County



Number of Fatal Crashes / Number of Fatalities

2024 Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
ALBANY	5	7	158	214	696	**859**
BIG HORN	2	2	29	41	104	**135**
CAMPBELL	10	10	205	275	960	**1,175**
CARBON	7	8	104	140	484	**595**
CONVERSE	8	9	86	101	300	**394**
CROOK	3	3	51	63	223	**277**
FREMONT	8	8	74	113	498	**580**
GOSHEN	1	1	36	54	158	**195**
HOT SPRINGS	0	0	13	20	74	**87**
JOHNSON	3	3	40	57	210	**253**
LARAMIE	17	17	425	597	1,401	**1,843**
LINCOLN	0	0	70	106	290	**360**
NATRONA	12	12	297	380	1,597	**1,906**
NIOBRARA	0	0	13	16	83	**96**
PARK	7	7	75	101	375	**457**
PLATTE	2	2	52	71	224	**278**
SHERIDAN	2	3	78	113	453	**533**
SUBLETTE	0	0	24	30	181	**205**
SWEETWATER	5	5	227	304	989	**1,221**
TETON	5	5	77	98	425	**507**
UINTA	3	3	71	101	300	**374**
WASHAKIE	1	1	19	23	91	**111**
WESTON	1	1	25	43	106	**132**
TOTAL	**102**	**107**	**2,249**	**3,061**	**10,222**	**12,573**

Natrona County, with the second highest population and one interstate route, had the highest number of crashes (15.2%), and the second highest number of fatalities (11.2%) and injuries (12.4%).

Laramie County, which has the highest population and two interstate routes, had the second highest number of crashes (14.7%), and the highest number of fatalities (15.9%) and injuries (19.5%).

Sweetwater County, fourth in population with one interstate route, had the third highest number of crashes (9.7%) and injuries (9.9%)

Campbell County, third in population with one interstate route, had the fourth highest number of crashes (9.4%) and injuries (9%), and the third highest number of fatalities (9.4%), .

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

Converse County had only 3.1% of crashes, but 8.4% of fatalities. Fremont, Carbon, and Park counties also had large fatality percentages (7.5%, 7.5%, 6.5% respectively) compared to the number of crashes (4.6%, 4.7%, 3.6% respectively).

2024 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
AFTON	0	0	4	4	37	**41**
ALPINE	0	0	1	1	4	**5**
BAGGS	0	0	1	1	2	**3**
BAR NUNN	0	0	0	0	4	**4**
BASIN	0	0	0	0	1	**1**
BEAR RIVER	0	0	0	0	3	**3**
BIG PINEY	0	0	0	0	8	**8**
BUFFALO	0	0	5	8	9	**14**
BURLINGTON	0	0	0	0	1	**1**
CASPER	4	4	253	315	1,357	**1,614**
CHEYENNE	11	11	371	517	1,220	**1,602**
CHUGWATER	0	0	0	0	13	**13**
CODY	1	1	26	37	114	**141**
COKEVILLE	0	0	0	0	2	**2**
DAYTON	0	0	0	0	3	**3**
DOUGLAS	2	2	22	30	74	**98**
DUBOIS	0	0	0	0	1	**1**
EDGERTON	0	0	0	0	1	**1**
ELK MOUNTAIN	0	0	0	0	1	**1**
ENCAMPMENT	0	0	1	1	0	**1**
EVANSTON	0	0	22	31	82	**104**
EVANSVILLE	0	0	0	0	10	**10**
FORT LARAMIE	0	0	1	2	3	**4**
FRANNIE	0	0	0	0	1	**1**
GILLETTE	3	3	136	179	617	**756**
GLENDO	0	0	0	0	6	**6**
GLENROCK	0	0	0	0	23	**23**
GRANGER	0	0	1	1	0	**1**
GREEN RIVER	0	0	18	25	133	**151**
GREYBULL	0	0	1	1	10	**11**
GUERNSEY	0	0	0	0	1	**1**
HANNA	0	0	0	0	2	**2**
HARTVILLE	0	0	2	3	1	**3**
HUDSON	0	0	1	1	2	**3**
HULETT	0	0	0	0	1	**1**
JACKSON	1	1	26	30	167	**194**
KEMMERER	0	0	6	12	15	**21**
LANDER	0	0	13	15	66	**79**
LARAMIE	0	0	99	130	414	**513**
LINGLE	0	0	2	13	2	**4**
LOST SPRINGS	0	0	0	0	1	**1**

2024 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
LOVELL	0	0	1	2	3	**4**
LUSK	0	0	0	0	15	**15**
LYMAN	0	0	0	0	8	**8**
MANDERSON	0	0	0	0	2	**2**
MARBLETON	0	0	1	1	3	**4**
MEDICINE BOW	0	0	0	0	2	**2**
MEETEETSE	0	0	1	1	4	**5**
MILLS	0	0	2	2	19	**21**
MOORCROFT	0	0	0	0	10	**10**
MOUNTAIN VIEW	0	0	2	2	2	**4**
NEWCASTLE	0	0	9	12	23	**32**
PINE BLUFFS	0	0	0	0	1	**1**
PINEDALE	0	0	6	6	22	**28**
POWELL	1	1	13	16	33	**47**
RANCHESTER	0	0	0	0	4	**4**
RAWLINS	1	1	24	27	127	**152**
RIVERSIDE	0	0	0	0	1	**1**
RIVERTON	0	0	24	30	106	**130**
ROCK RIVER	0	0	0	0	1	**1**
ROCK SPRINGS	2	2	105	134	427	**534**
SARATOGA	0	0	1	1	3	**4**
SHERIDAN	0	0	57	82	265	**322**
SHOSHONI	0	0	0	0	2	**2**
SINCLAIR	1	1	2	2	6	**9**
STAR VALLEY RANCH	0	0	0	0	2	**2**
SUNDANCE	0	0	0	0	20	**20**
TEN SLEEP	0	0	0	0	2	**2**
THAYNE	0	0	1	1	8	**9**
THERMOPOLIS	0	0	1	2	13	**14**
TORRINGTON	0	0	14	15	54	**68**
UPTON	0	0	1	1	6	**7**
WAMSUTTER	0	0	0	0	8	**8**
WHEATLAND	0	0	6	8	36	**42**
WORLAND	0	0	6	7	27	**33**
WRIGHT	1	1	3	3	7	**11**
TOTAL	**28**	**28**	**1,292**	**1,712**	**5,684**	**7,004**

2024 Urban Crashes by Manner of Collision and Intersection Type

Manner of Collision	Intersection Type									
	Diverging Diamond	Five (5) Point or more	Four (4)-Way Intersection	Intersection as part of an Interchange	L Intersection	Not an Intersection	Roundabout	T Intersection	Y Intersection	**Total**
Angle (Front to Side), Opposing Direction	2	3	487	36	8	392	19	266	0	**1,213**
Angle Right (Front to Side, includes Broadside)	0	5	683	21	0	88	12	86	1	**896**
Angle Same Direction (Front to Side)	1	0	89	21	1	267	33	24	1	**437**
Head On (Front to Front)	0	1	48	2	4	89	0	25	1	**170**
Not a Collision w/2 Vehicles in Transport	2	0	190	30	20	974	3	121	1	**1,341**
Other	0	0	0	2	0	22	0	0	0	**24**
Rear End (Front to Rear)	1	6	563	73	1	585	4	244	6	**1,483**
Rear to Front (Normally Backing)	0	0	39	2	1	101	0	24	1	**168**
Rear to Rear (Normally Backing)	0	0	1	0	0	34	0	0	0	**35**
Rear to Side (Normally Backing)	0	0	5	0	0	224	0	3	0	**232**
Sideswipe Opposite Direction (Meeting)	0	0	8	0	0	51	0	3	0	**62**
Sideswipe Same Direction (Passing)	0	1	56	14	0	408	7	29	2	**517**
Unknown	0	0	1	0	0	35	0	0	0	**36**
Total	**6**	**16**	**2,170**	**201**	**35**	**3,270**	**78**	**825**	**13**	**6,614**

There were 390 additional crashes reported as "unknown manner of collision and intersection type".
This includes animal crash reporting where these descriptions are not collected.

2024 Rural Crashes by Manner of Collision & Intersection Type

Manner of Collision	Intersection Type						
	Four (4)-Way Intersection	Intersection as part of an Interchange	Not an Intersection	Roundabout	T Intersection	Y Intersection	Total
Angle (Front to Side), Opposing Direction	19	5	68	1	31	0	**124**
Angle Right (Front to Side, includes Broadside)	20	0	25	1	12	0	**58**
Angle Same Direction (Front to Side)	3	1	132	0	8	2	**146**
Head On (Front to Front)	2	1	45	0	3	0	**51**
Not a Collision w/2 Vehicles in Transport	13	8	2,260	2	49	7	**2,339**
Other	0	1	65	0	0	0	**66**
Rear End (Front to Rear)	23	3	340	0	29	0	**395**
Rear to Front (Normally Backing)	1	0	18	0	2	0	**21**
Rear to Rear (Normally Backing)	0	0	1	0	0	0	**1**
Rear to Side (Normally Backing)	1	1	6	0	0	0	**8**
Sideswipe Opposite Direction (Meeting)	0	2	57	0	1	0	**60**
Sideswipe Same Direction (Passing)	1	2	208	0	3	0	**214**
Unknown	0	0	1	0	0	0	**1**
Total	**83**	**24**	**3,226**	**4**	**138**	**9**	**3,484**

There were 2,085 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 2020 - 2024

First Harmful Event Category	2020	2021	2022	2023	2024
Non-Collision Crashes	1,909	1,831	1,895	1,930	1,490
Collision with Motor Vehicle, Person, or Non-Fixed Object	6,338	7,003	6,958	7,065	6,585
Animal Crashes	2,780	2,878	2,481	2,332	2,626
Collision with Fixed Object	2,148	2,193	2,246	2,176	1,872
Total	**13,175**	**13,905**	**13,580**	**13,503**	**12,573**

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 2024 is consistent with the last five years of crash data. The majority of crashes (52.4%) were collisions with a non-fixed object, followed by animal crashes (20.9%), collisions with fixed objects (14.9%), and then non-collision crashes (11.9%).

2024 Non-Collision Crashes by First Harmful Event

Cargo/Equipment Loss or Shift	**75**
Equipment Failure	**103**
Fire/Explosion	**63**
Jacknife	**288**
Other Non-Collision (MC Loss of Control)	**105**
Overturn/Rollover	**853**
Thrown or Falling Object	**3**
Total	**1,490**

2024 Collision with Person, Motor Vehicle, or Non-Fixed Object Crashes by First Harmful Event

Motor Vehicle in Transport on OTHER Roadway	**3**
Motor Vehicle in Transport on Roadway	**5,223**
Object Set in Motion by Another Vehicle	**16**
Other NON-Fixed Object	**131**
Parked Motor Vehicle	**1,046**
Pedalcycle	**70**
Pedestrian	**78**
Railway Vehicle	**2**
Work Zone Channeling Device	**12**
Work Zone/Maintenance Equipment	**4**
Total	**6,585**

2024 Animal Crashes by First Harmful Event

Antelope	229
Buffalo	3
Cow	129
Deer	2,026
Elk	135
Horse	15
Moose	35
Other Domestic	17
Other Wild	37
Total	**2,626**

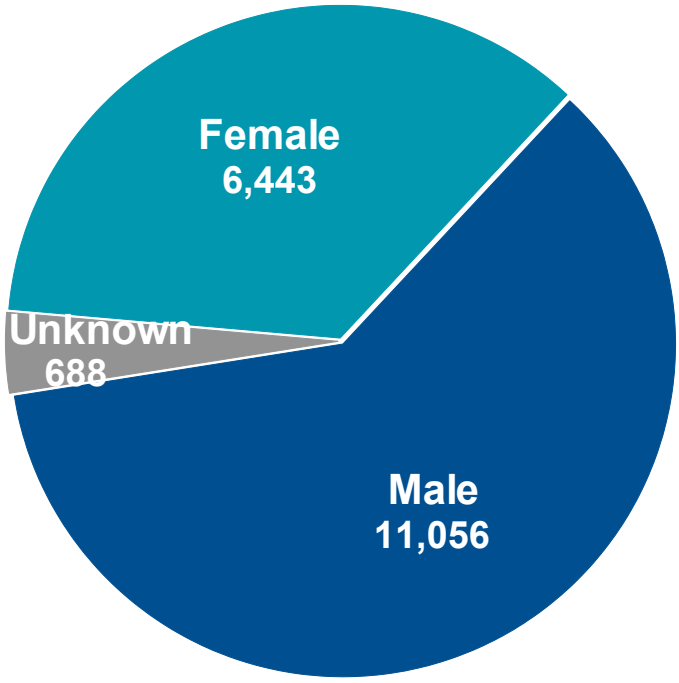
2024 Collision with Fixed Object by First Harmful Event

Barricade	8
Bridge Overhead Structure	11
Bridge Pier or Support	3
Bridge Rail	49
Building or Other Structure Wall	54
Cable Barrier	131
Cattle Guard	5
Concrete Traffic Barrier/Jersey Barrier	48
Cut Slope	10
Delineator Post	90
Ditch	94
Earth Embankment/Berm	70
End of Drainage Pipe/Structure/Culvert	18
Fence (including Post)	383
Guardrail End	49
Guardrail Face	228
Impact Attenuator/Crash Cushion	4
Mail Box	18
Other Fixed Object	89
Other Traffic Barrier (includes temporary)	9
Other Traffic Sign Support	8
Overhead Traffic Sign	3
Raised Median or Curb	79
Road Approach	10
Rock, Boulder, Rock Slide	23
Sign Support Multiple Post	17
Sign Support Single Post	70
Snow Embankment	32
Traffic Sign Support	55
Traffic Signal Support	11
Trees/Shrubbery	91
Tunnel	3
Uknown	1
Utility Pole/Light Support	98
Total	**1,872**

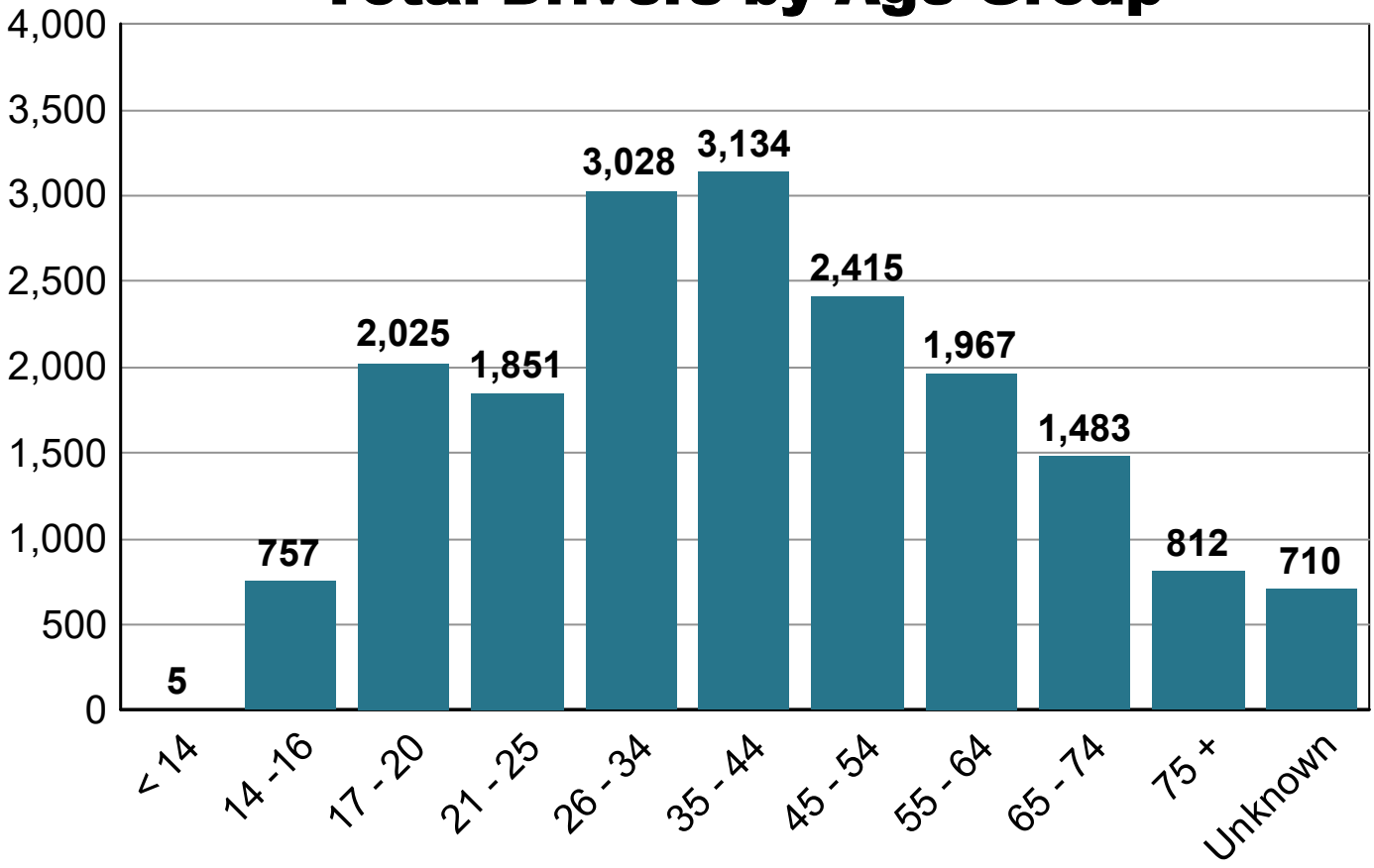
PEOPLE INVOLVED

2024 DRIVER COUNTS

Total Drivers by Gender



Total Drivers by Age Group



Total Drivers Involved in Fatal Crashes

	Driver Age Group											
Gender	**< 14**	**14-16**	**17-20**	**21-25**	**26-34**	**35-44**	**45-54**	**55-64**	**65-74**	**75+**	**UNK**	**Total**
Female	0	2	3	0	5	6	6	2	2	2	0	**28**
Male	1	0	8	14	18	20	19	18	13	12	0	**123**
UNK	0	0	0	0	0	0	0	0	0	0	1	**1**
Total	**1**	**2**	**11**	**14**	**23**	**26**	**25**	**20**	**15**	**14**	**1**	**152**

Total Drivers Involved in Injury Crashes

	Driver Age Group											
Gender	**< 14**	**14-16**	**17-20**	**21-25**	**26-34**	**35-44**	**45-54**	**55-64**	**65-74**	**75 +**	**UNK**	**Total**
Female	1	76	192	120	214	212	159	145	106	65	1	**1,291**
Male	2	76	264	245	379	385	262	256	160	114	1	**2,144**
UNK	0	0	0	0	0	0	0	0	0	0	45	**45**
Total	**3**	**152**	**456**	**365**	**593**	**597**	**421**	**401**	**266**	**179**	**47**	**3,480**

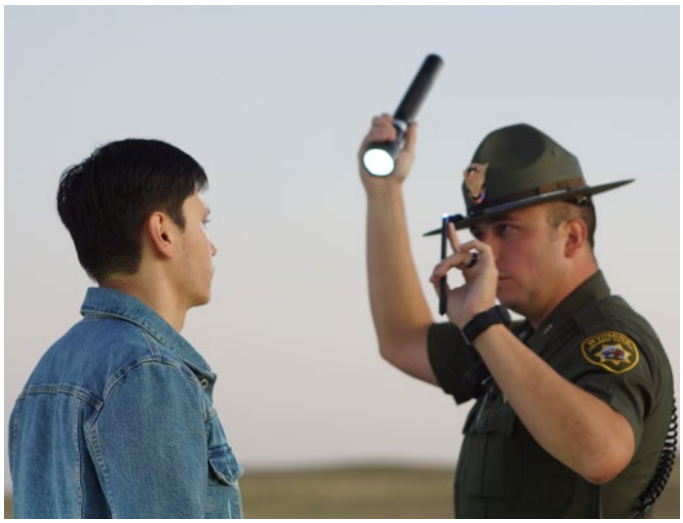
Total Drivers Involved in PDO Crashes

	Driver Age Group											
Gender	**< 14**	**14-16**	**17-20**	**21-25**	**26-34**	**35-44**	**45-54**	**55-64**	**65-74**	**75+**	**UNK**	**Total**
Female	0	274	629	540	838	920	702	513	445	254	9	**5,124**
Male	1	329	929	932	1,574	1,591	1,267	1,033	757	365	11	**8,789**
UNK	0	0	0	0	0	0	0	0	0	0	642	**642**
Total	**1**	**603**	**1,558**	**1,472**	**2,412**	**2,511**	**1,969**	**1,546**	**1,202**	**619**	**662**	**14,555**

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.

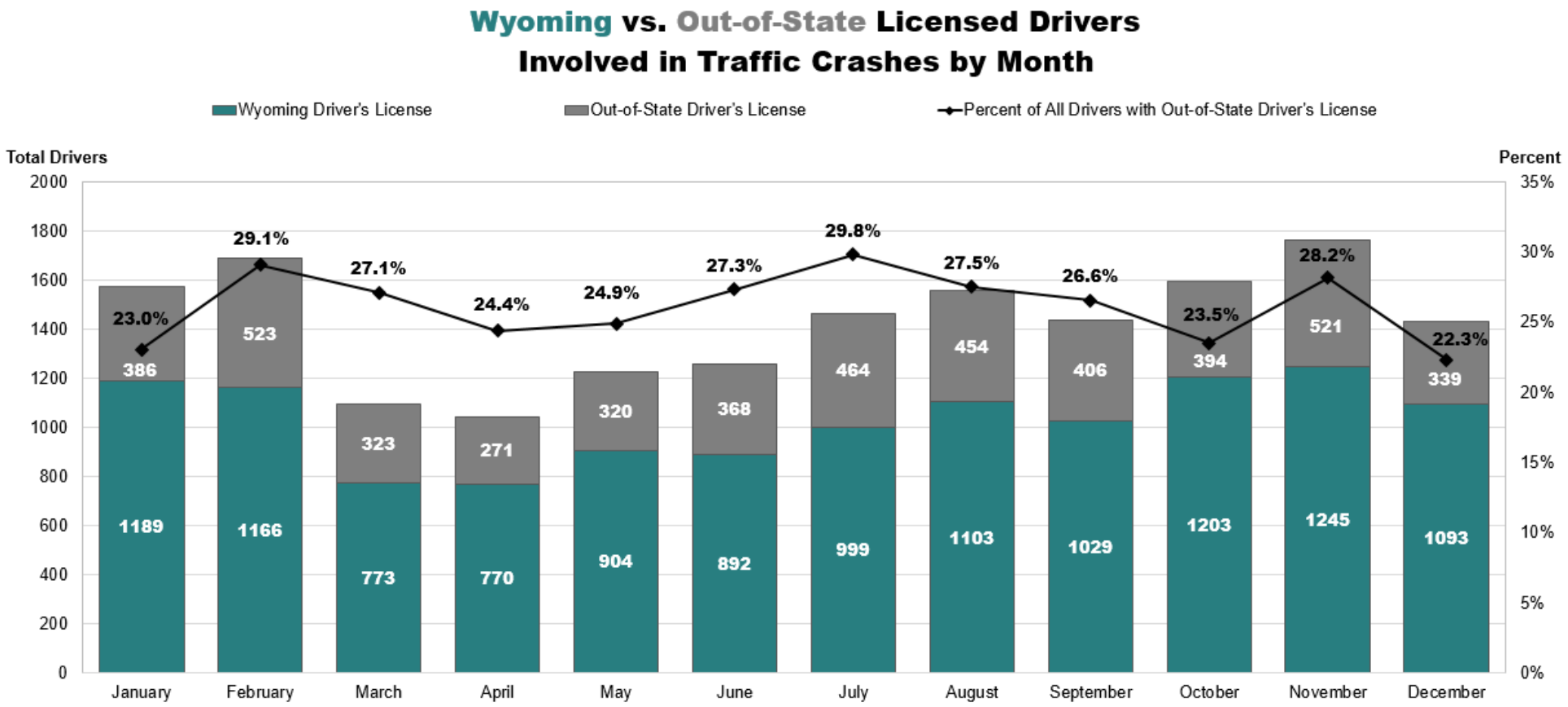


Driver Inattention	344
Emotional (ie. depressed, angry)	161
Fatigued	101
Fell Asleep, Fainted	255
Ill (sick)	53
Other	102
Physical Disability	39
Suspected Alcohol Use	586
Suspected Drug Use	135
Under Influence of Medication	15

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	18
Avoiding Animal	115
Avoiding MV	144
Avoiding Non-Motorist	7
Disregarded Other Road Marking	89
Disregarded Traffic Signs	412
Drove too Fast for Conditions	1,619
Erratic/Reckless/Careless/Aggressive	646
Evading Law Enforcement	46
Failed to Keep Proper Lane	1,587
Failed to Yield ROW	1,493
Following too Close	1,063
Improper Backing	454
Improper Parking	43
Improper Passing	168
Improper Turn or No Signal	403
Other Improper Action	586
Over Corrected/Over Steered	337
Ran Off Road	1,688
Ran Red Light	270
Speeding	385
Swerve Due to Wind/Slippery Surface	216
Wrong Side/Wrong Way	64

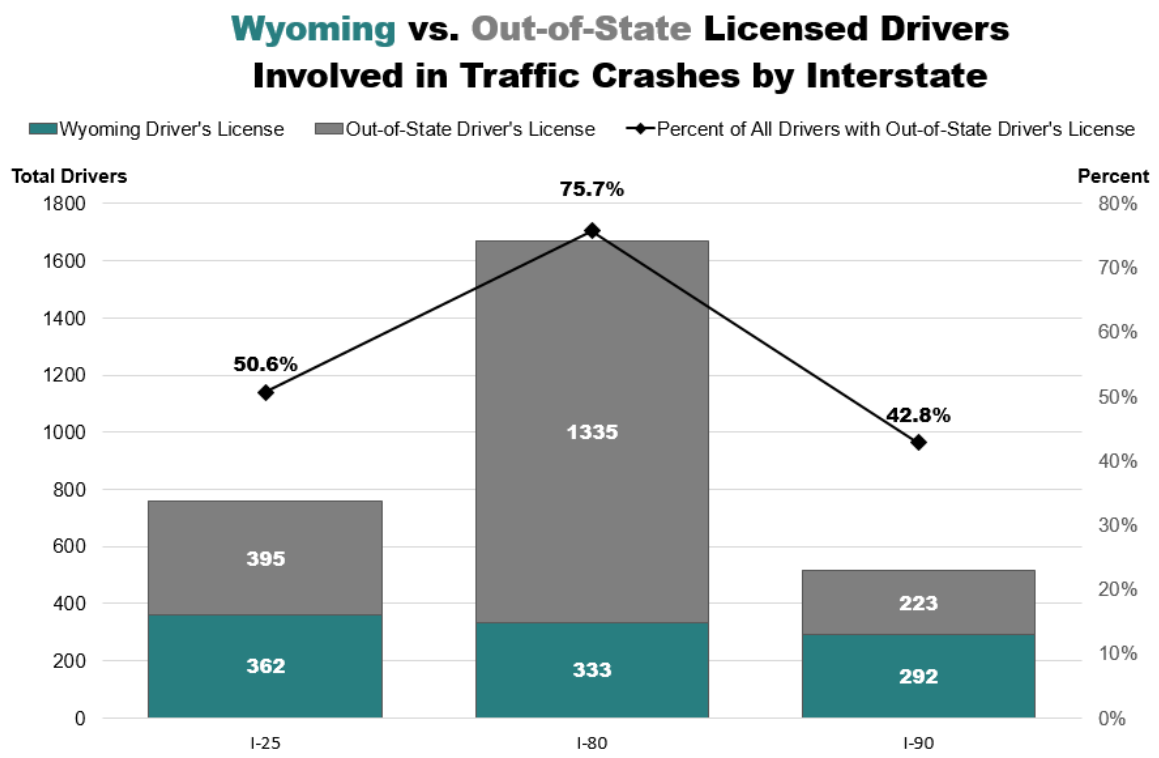


A little more than one-fourth (26.2%) of all drivers involved in traffic crashes in Wyoming had a driver's license issued from another state, territory, or country. February, July, and November had a significant increase in of out-of-state licensed drivers involved in traffic crashes. In addition, 272 (1.5%) unlicensed drivers were involved in traffic crashes, and 780 (4.3%) drivers had an unknown license type.

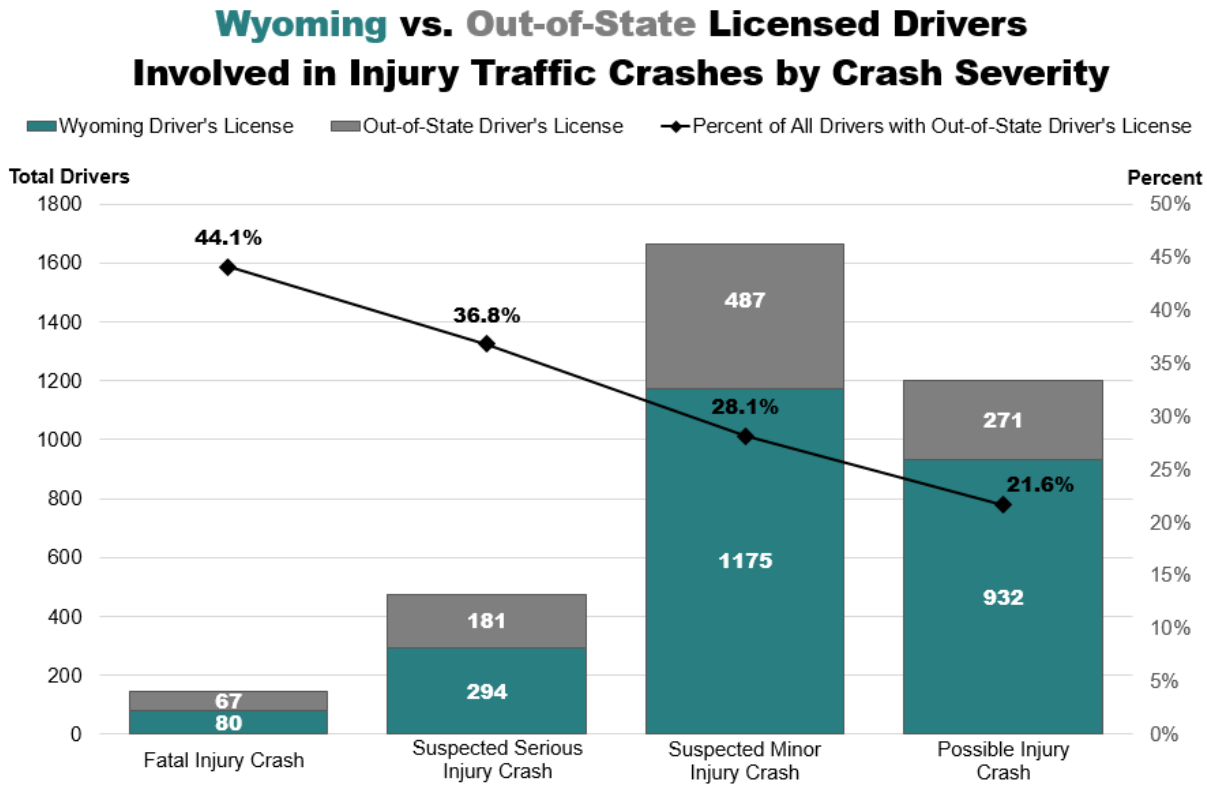
Wyoming vs. Out-of-State Licensed Drivers Involved in Traffic Crashes by County

COUNTY	Wyoming Licensed Drivers		Out-of-State Licensed Drivers		Unlicensed Drivers		Unknown		Total Drivers
ALBANY	742	*57.6%*	477	*37.0%*	10	*0.8%*	59	*4.6%*	**1,288**
BIG HORN	125	*77.6%*	32	*19.9%*	1	*0.6%*	3	*1.9%*	**161**
CAMPBELL	1,323	*79.2%*	258	*15.4%*	22	*1.3%*	67	*4.0%*	**1,670**
CARBON	305	*39.0%*	436	*55.7%*	10	*1.3%*	32	*4.1%*	**783**
CONVERSE	333	*69.7%*	133	*27.8%*	3	*0.6%*	9	*1.9%*	**478**
CROOK	173	*56.9%*	126	*41.4%*	3	*1.0%*	2	*0.7%*	**304**
FREMONT	609	*81.3%*	107	*14.3%*	16	*2.1%*	17	*2.3%*	**749**
GOSHEN	193	*72.0%*	68	*25.4%*	3	*1.1%*	4	*1.5%*	**268**
HOT SPRINGS	76	*77.6%*	22	*22.4%*	0	*0.0%*	0	*0.0%*	**98**
JOHNSON	167	*59.4%*	112	*39.9%*	0	*0.0%*	2	*0.7%*	**281**
LARAMIE	2,149	*69.0%*	661	*21.2%*	56	*1.8%*	248	*8.0%*	**3,114**
LINCOLN	317	*63.7%*	163	*32.7%*	10	*2.0%*	8	*1.6%*	**498**
NATRONA	2,532	*82.3%*	349	*11.3%*	27	*0.9%*	169	*5.5%*	**3,077**
NIOBRARA	51	*47.2%*	54	*50.0%*	1	*0.9%*	2	*1.9%*	**108**
PARK	480	*78.8%*	115	*18.9%*	1	*0.2%*	13	*2.1%*	**609**
PLATTE	197	*59.0%*	126	*37.7%*	6	*1.8%*	5	*1.5%*	**334**
SHERIDAN	602	*83.1%*	110	*15.2%*	5	*0.7%*	7	*1.0%*	**724**
SUBLETTE	178	*69.5%*	68	*26.6%*	6	*2.3%*	4	*1.6%*	**256**
SWEETWATER	974	*55.8%*	659	*37.7%*	28	*1.6%*	86	*4.9%*	**1,747**
TETON	419	*50.7%*	342	*41.4%*	53	*6.4%*	12	*1.5%*	**826**
UINTA	207	*39.5%*	287	*54.8%*	7	*1.3%*	23	*4.4%*	**524**
WASHAKIE	110	*82.7%*	19	*14.3%*	2	*1.5%*	2	*1.5%*	**133**
WESTON	104	*66.2%*	45	*28.7%*	2	*1.3%*	6	*3.8%*	**157**
TOTAL	**12,366**		**4,769**		**272**		**780**		**18,187**

Three (3) counties experienced 50% or more of the drivers involved in traffic crashes having an out-of-state driver's license. Carbon County had the highest number of out-of-state licensed drivers involved in traffic crashes with 55.7% of all drivers, followed by Uinta County (54.8%), and Niobrara County (50%).



Around 41% 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 76% 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.



Approximately 58% of all drivers involved in critical crashes were Wyoming licensed drivers, while out-of-state licensed drivers accounted for 38.5%, and unlicensed/unknown drivers were around 3.5%. For all drivers involved in serious crashes, Wyoming licensed drivers made up the majority at 70.5%, while out-of-state licensed drivers accounted for a little over 25%, and unlicensed/unknown drivers about 4%.

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 2024, young drivers were involved in approximately 30.5% of critical crashes and approximately 23.5% of fatal crashes.

Young Drivers Involved in Fatal Crashes by Age and Gender

Age	Male	Female	Total
10	1	0	**1**
14	0	1	**1**
15	0	1	**1**
17	0	1	**1**
18	2	1	**3**
19	1	1	**2**
20	5	0	**5**
21	2	0	**2**
22	2	0	**2**
23	4	0	**4**
24	2	0	**2**
25	4	0	**4**
Total	**23**	**5**	**28**

Young Drivers Involved in Injury Crashes by Age and Gender

Age	Male	Female	Total
12	1	0	**1**
13	1	1	**2**
14	2	3	**5**
15	13	15	**28**
16	61	58	**119**
17	65	53	**118**
18	84	60	**144**
19	68	40	**108**
20	47	39	**86**
21	52	38	**90**
22	59	20	**79**
23	38	22	**60**
24	55	25	**80**
25	41	15	**56**
Total	**587**	**389**	**976**

Young Drivers Involved in PDO Crashes by Age and Gender

Age	Male	Female	Total
10	1	0	**1**
14	10	10	**20**
15	48	30	**78**
16	271	234	**505**
17	245	182	**427**
18	265	163	**428**
19	216	149	**365**
20	203	135	**338**
21	182	118	**300**
22	188	104	**292**
23	196	124	**320**
24	187	93	**280**
25	179	101	**280**
Total	**2,191**	**1,443**	**3,634**

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 2024, senior drivers were involved in approximately 19.5% of critical crashes and just over 28% of fatal crashes.

Photo Source: NHTSA

Senior Drivers Involved in Fatal Crashes by Age Group and Gender

Age Group	Male	Female	Total
65 - 69	5	0	**5**
70 - 74	8	2	**10**
75 - 79	9	2	**11**
80 - 84	2	0	**2**
85 - 89	1	0	**1**
Total	**25**	**4**	**29**

Senior Drivers Involved in Injury Crashes by Age Group and Gender

Age Group	Male	Female	Total
65 - 69	82	57	**139**
70 - 74	78	49	**127**
75 - 79	65	38	**103**
80 - 84	29	20	**49**
85 - 89	19	5	**24**
90 - 94	1	2	**3**
Total	**274**	**171**	**445**

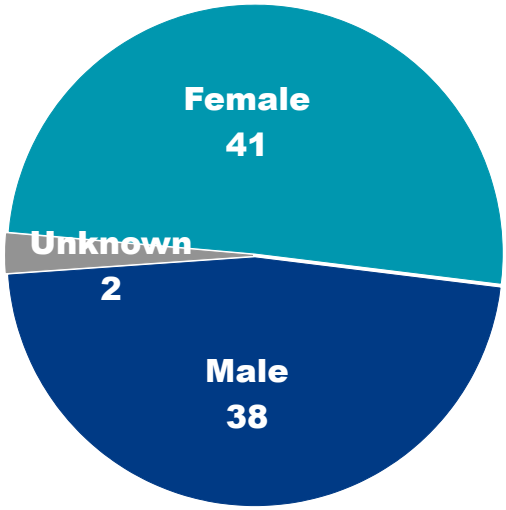
Senior Drivers Involved in PDO Crashes by Age Group and Gender

Age Group	Male	Female	Total
65 - 69	435	259	**694**
70 - 74	322	186	**508**
75 - 79	197	135	**332**
80 - 84	102	78	**180**
85 - 89	45	30	**75**
90 - 94	17	11	**28**
95+	4	0	**4**
Total	**1,122**	**699**	**1,821**

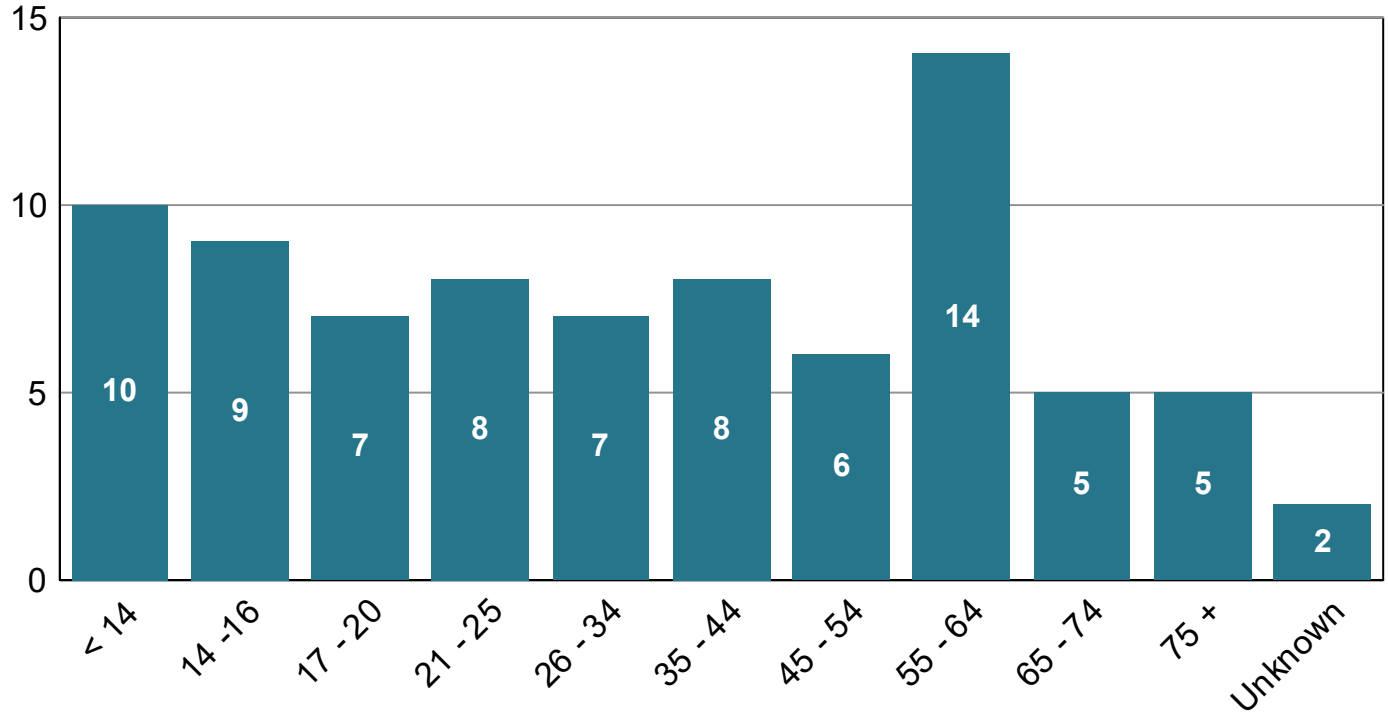
2024 VULNERABLE ROAD USER COUNTS

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	0	1	5	0	**6**
	14 - 16	0	0	2	0	**2**
	17 - 20	0	0	3	1	**4**
	21 - 25	0	2	1	0	**3**
	26 - 34	0	0	3	1	**4**
	35 - 44	1	1	1	1	**4**
	45 - 54	0	0	3	1	**4**
	55 - 64	1	2	2	1	**6**
	65 - 74	0	0	1	1	**2**
	75 +	1	0	2	0	**3**
	Total	**3**	**6**	**23**	**6**	**38**
Female	< 14	1	1	2	0	**4**
	14 - 16	1	1	3	2	**7**
	17 - 20	0	1	1	1	**3**
	21 - 25	0	0	4	1	**5**
	26 - 34	0	0	2	1	**3**
	35 - 44	0	3	1	0	**4**
	45 - 54	0	1	1	0	**2**
	55 - 64	0	2	3	3	**8**
	65 - 74	0	3	0	0	**3**
	75 +	0	1	1	0	**2**
	Total	**2**	**13**	**18**	**8**	**41**
Unknown	Unknown	0	0	0	2	**2**
	Total	**0**	**0**	**0**	**2**	**2**
Total		**5**	**19**	**41**	**16**	**81**

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.

Photo Source: NHTSA

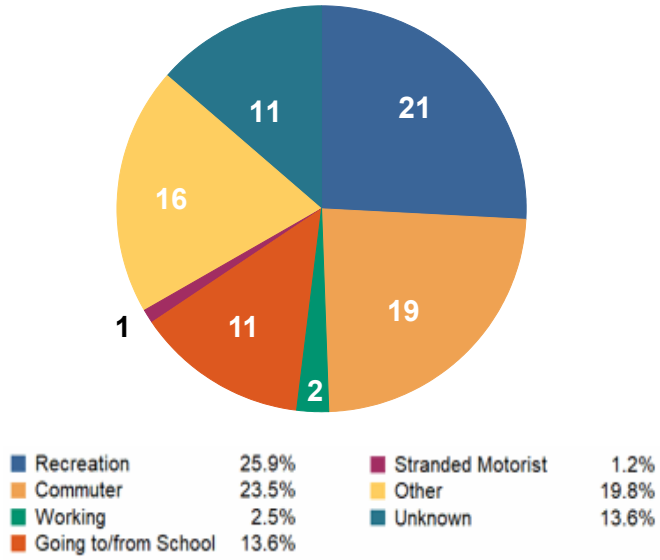
Emotional (ie. depressed, angry)	5
Other	1
Physical Disability	2
Suspected Alcohol Use	3
Suspected Drug Use	1

Pedestrians' Potential Contributing Actions

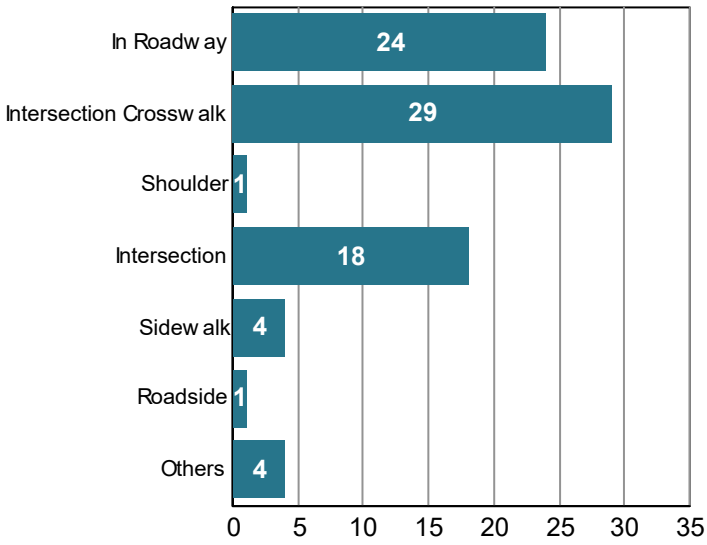
Investigating law enforcement officers suspected the pedestrian of the following actions at the time of the crash. Up to two actions may be listed for each pedestrian. These actions may or may not have contributed to the crash.

Darting	8
Disobey Traffic Signs, Officer, etc.	5
Failure to yield ROW	5
Improper Crossing	13
In Roadway	8
Inattentive (talking, eating, etc.)	1
Not visible (Dark Clothing)	4
On Wrong Side of Road	1
Other Improper Action	3

Total Pedestrians by Pursuit



Total Pedestrians by Location at Time of Crash



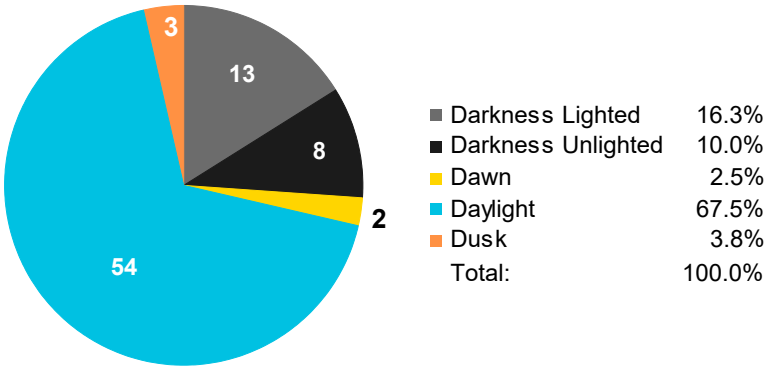
The majority of pedestrian collisions occurred in an urban environment (91.3%), while 8.8% occurred in a rural environment.

Of the identifiable pedestrian pursuits, most were commuting to work, school, or another location (37.1%), while nearly 26% were involved in recreation. Around 2.5% of pedestrians were working at the time of the crash.

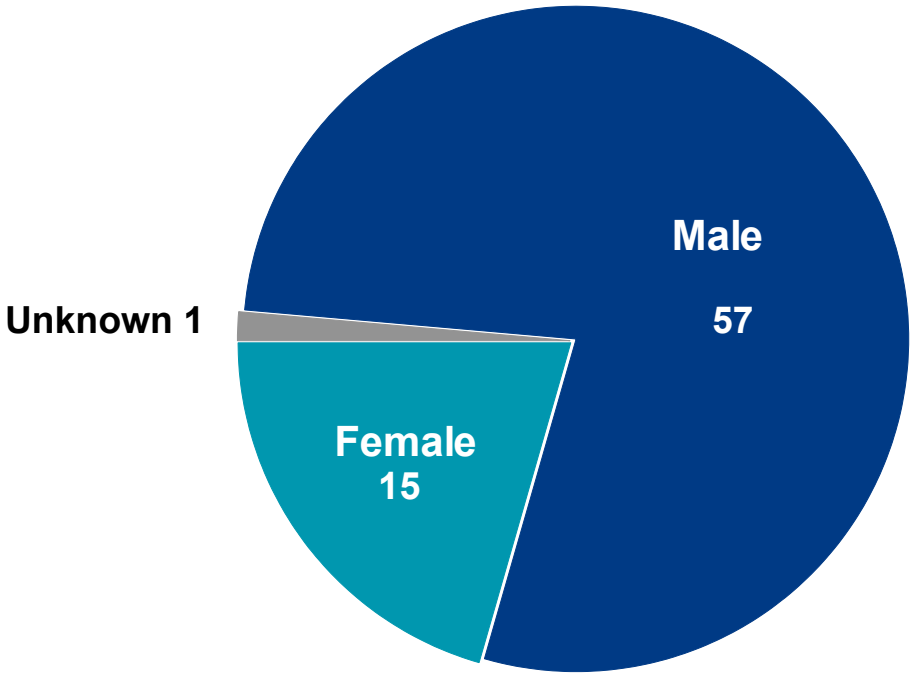
About 58% of pedestrian collisions were at an intersection, with around 36% occurring at an intersection crosswalk. Almost a third of pedestrian collisions occurred in the roadway, away from a designated intersection or crosswalk (30%).

The majority of pedestrian collisions occurred in daylight (67.5%). Most daylight pedestrian collision injuries were suspected minor or possible injuries (39, 70.9%), while 29.1% (16) were fatal or suspected serious injuries. The majority of pedestrian fatalities were in darkness conditions (60%).

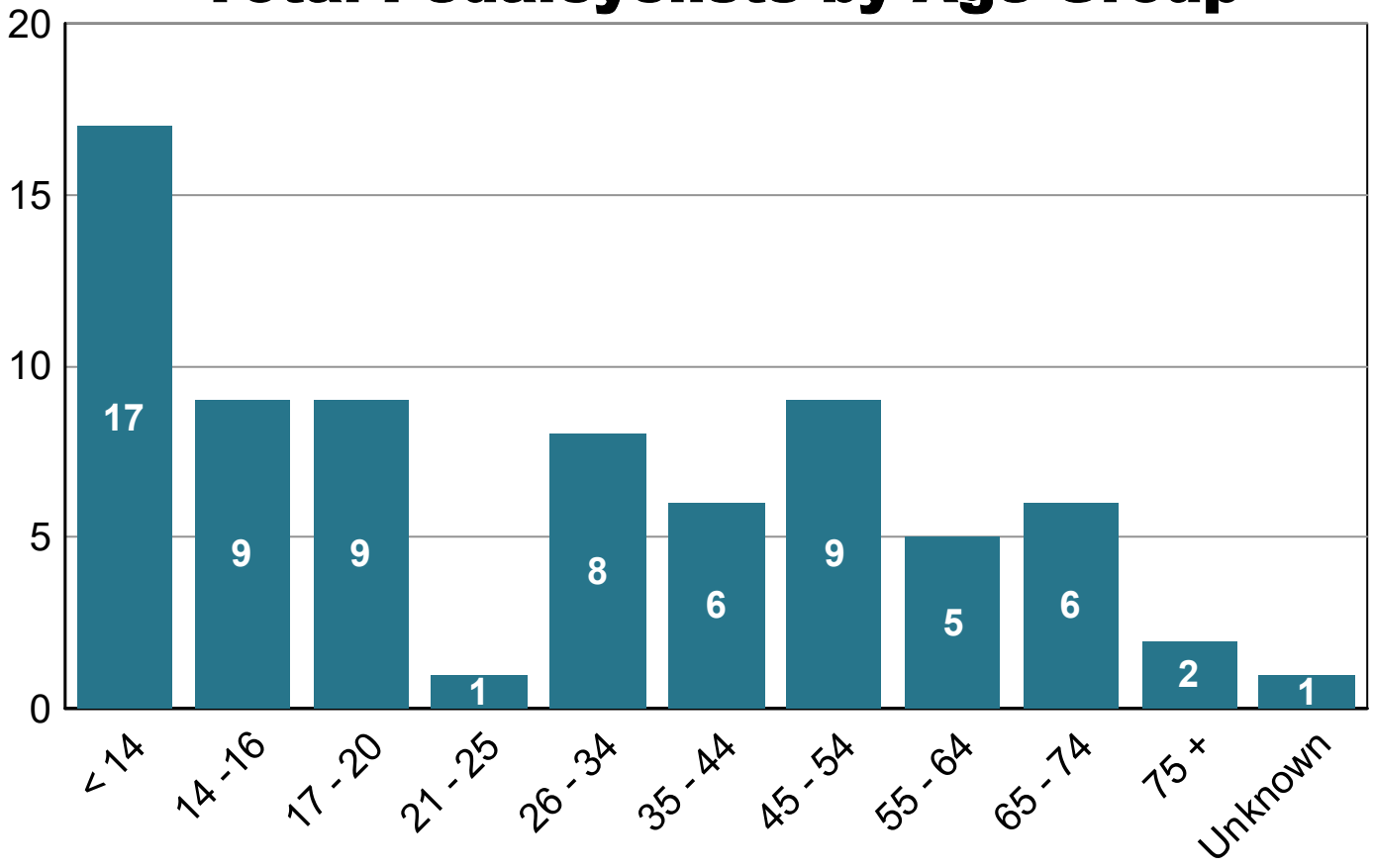
Total Pedestrian Involved Crashes by Lighting



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	3	9	3	**15**
	14 - 16	0	0	6	2	**8**
	17 - 20	0	0	6	2	**8**
	21 - 25	0	0	1	0	**1**
	26 - 34	0	0	4	2	**6**
	35 - 44	0	0	2	2	**4**
	45 - 54	0	0	3	2	**5**
	55 - 64	0	0	2	1	**3**
	65 - 74	0	1	2	2	**5**
	75 +	0	0	2	0	**2**
	Total	**0**	**4**	**37**	**16**	**57**
Female	< 14	1	0	0	1	**2**
	14 - 16	0	0	1	0	**1**
	17 - 20	0	0	1	0	**1**
	21 - 25	0	0	0	0	**0**
	26 - 34	0	1	0	1	**2**
	35 - 44	0	0	2	0	**2**
	45 - 54	0	0	4	0	**4**
	55 - 64	0	1	0	1	**2**
	65 - 74	0	0	0	1	**1**
	75 +	0	0	0	0	**0**
	Total	**1**	**2**	**8**	**4**	**15**
Unknown	Unknown	0	0	0	1	**1**
	Total	**0**	**0**	**0**	**1**	**1**
Total		**1**	**6**	**45**	**21**	**73**

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

Pedalcyclists' Safety Equipment Use

Helmet	15
None	55
Protective Pad	1
Unknown	3

Over 75% of pedalcyclists involved in a traffic crash were not using any type of safety equipment.

Only 20.5% of pedalcyclists were wearing a helmet at the time of the crash.

Pedalcyclists' Action Prior to Crash

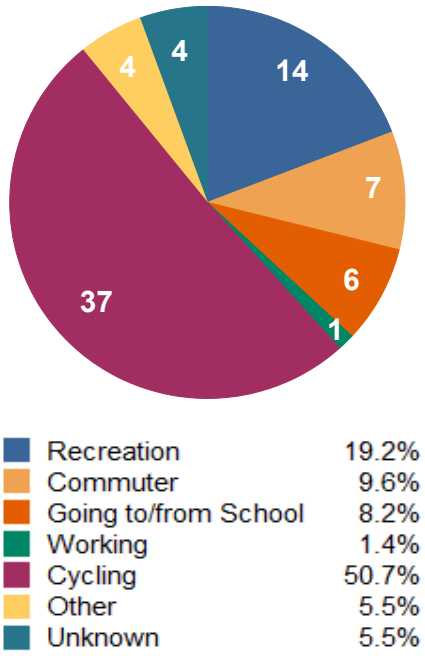
Entering/Crossing Road	54
Other	3
Traveling along road against traffic	3
Traveling along road w/ traffic	13

Pedalcyclists' Potential Contributing Actions

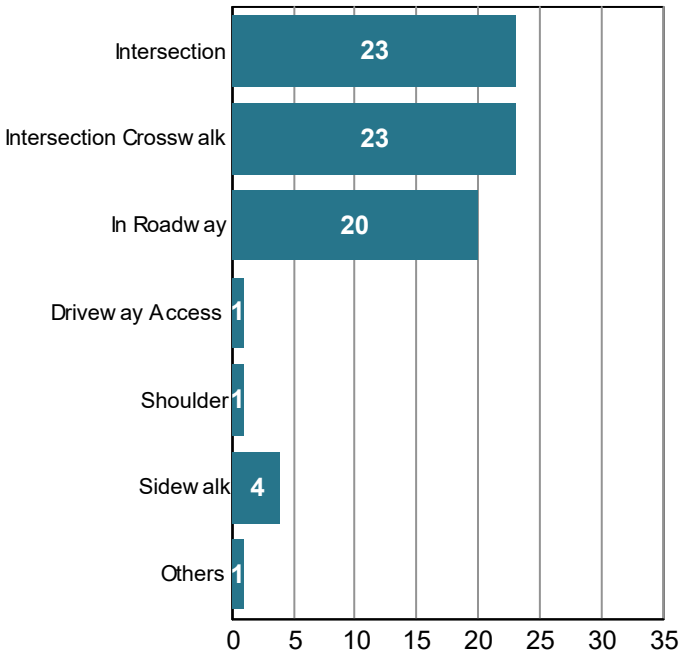
Investigating law enforcement officers suspected the pedalcyclist of the following actions at the time of the crash. Up to two actions may be listed for each pedalcyclist. These actions may or may not have contributed to the crash.

Darting	4	In Roadway	1
Disobey Traffic Signs, Officer, etc.	9	Not visible (Dark Clothing)	1
Failure to yield ROW	12	On Wrong Side of Road	4
Improper Crossing	16	Other Improper Action	3

Total Pedalcyclists by Pursuit



Total Pedalcyclists by Location at Time of Crash



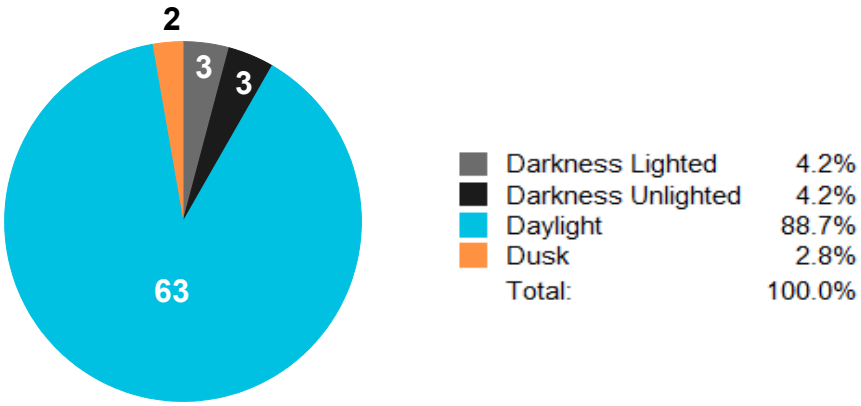
The majority of pedalcyclist collisions occurred in an urban environment (95.8%), while 4.2% occurred in a rural environment.

Of the identifiable pedalcyclist pursuits, 19.2% were involved in a recreational pursuit while around 17.8% were commuting to work, school, or another location.

The majority (63%) of pedalcyclist collisions occurred at an intersection. Approximately 27.4% of pedalcyclist collisions occurred in the roadway outside of a dedicated bike lane.

The majority of pedalcyclist collisions occurred in daylight (88.7%). Most pedalcyclist collision injuries (66, 90.4%) were suspected minor or possible injuries, while 9.6% (7) were fatal or suspected serious injuries. The pedalcyclist fatality occured 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 2020 - 2024

Year	Total Fatalities in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2020	98	45	3	46	4
2021	77	26	2	46	3
2022	102	27	2	65	8
2023	110	45	1	59	5
2024	76	25	0	45	6
TOTAL	**463**	**168**	**8**	**261**	**26**

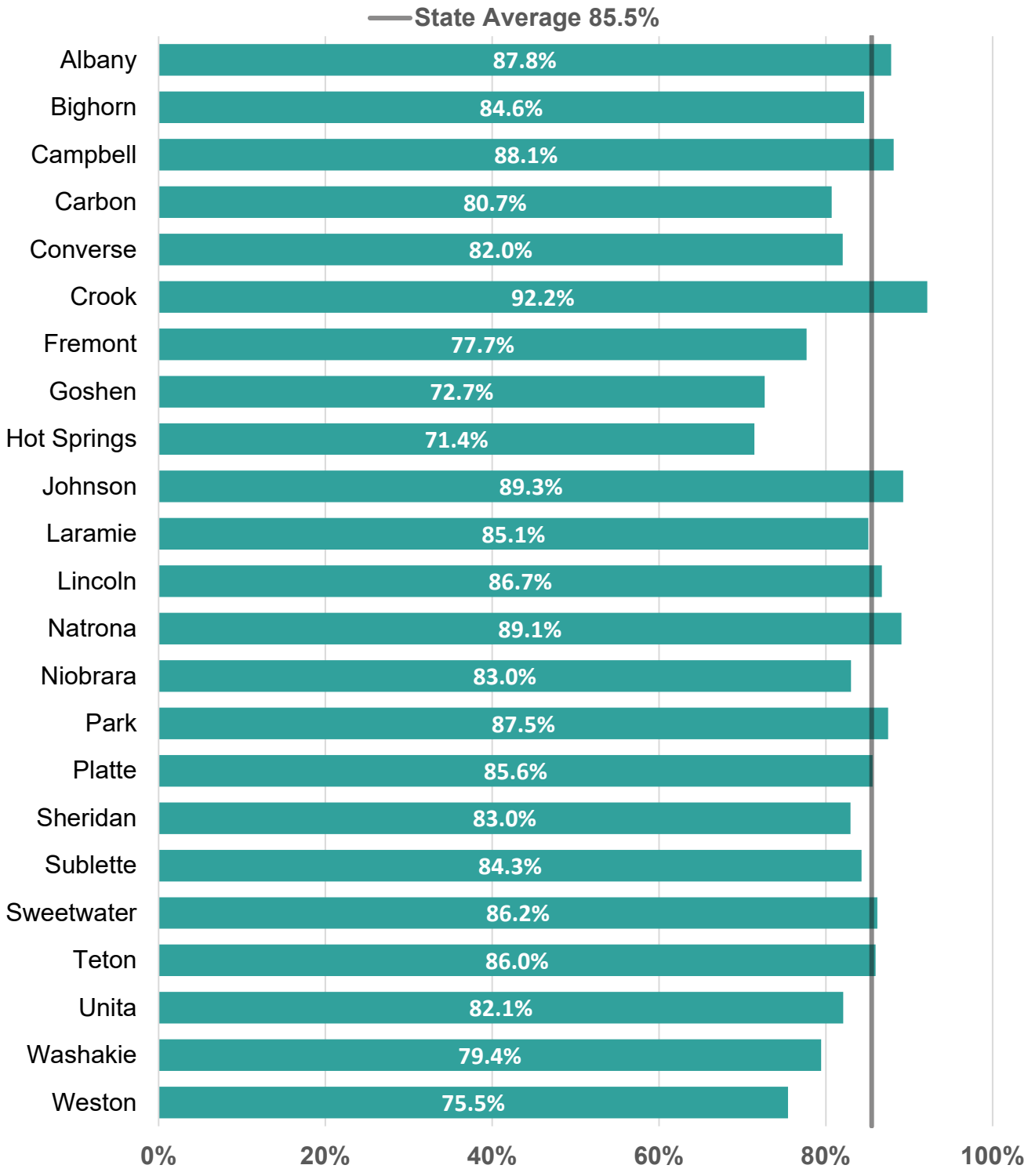
In 2024, just over 59% of vehicle occupant fatalities were not using a seatbelt at the time of the crash. This is consistent with the past five years of crash data (just over 56%).

Suspected Serious Injuries by Safety Equipment Use 2020 - 2024

Year	Serious Injuries in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2020	323	189	5	106	23
2021	359	211	0	128	20
2022	346	200	6	120	20
2023	347	209	6	113	19
2024	329	191	1	122	15
TOTAL	**1,704**	**1000**	**18**	**589**	**97**

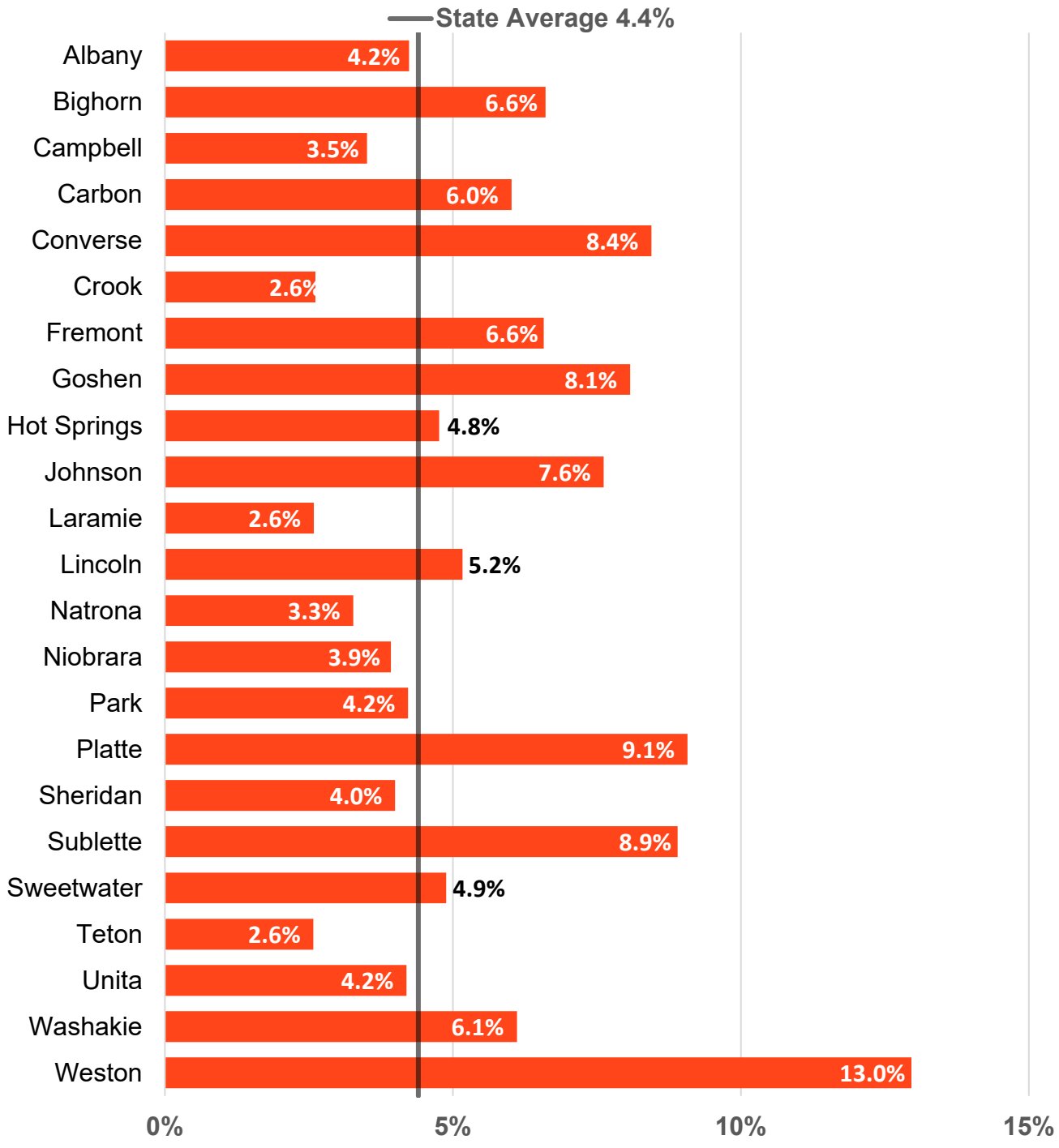
In 2024, just over 37% of vehicle occupant suspected serious injuries were not using a seatbelt at the time of the crash. This is consistent with the past five years of crash data (nearly 35%).

2024 Occupant Seatbelt Properly Used During Crash by County



Crook (92.2%), Johnson (89.3%), Natrona (89.1%), Campbell (88.1%), and Albany (87.8%) were the top five counties with the highest percentage of motor vehicle occupants properly wearing a seatbelt at the time of the crash.

2024 Occupant Seatbelt Not Used During Crash by County



Weston (13%), Platte (9.1%), Sublette (8.9%), Converse (8.4%), and Goshen (8.1%) were the top five counties with the highest percentage of motor vehicle occupants not wearing a seatbelt at the time of the crash.

2024 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

ALBANY

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,125	89.2%	0	0.0%	31	2.5%	105	8.3%
Passengers	346	83.6%	10	2.4%	40	9.7%	18	4.3%

BIG HORN

	Properly Used		Misused		Not Used		Unknown	
Drivers	126	82.4%	1	0.7%	12	7.8%	14	9.2%
Passengers	66	89.2%	2	2.7%	3	4.1%	3	4.1%

CAMPBELL

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,448	88.5%	0	0.0%	54	3.3%	135	8.2%
Passengers	511	87.2%	26	4.4%	24	4.1%	25	4.3%

CARBON

	Properly Used		Misused		Not Used		Unknown	
Drivers	637	82.8%	3	0.4%	31	4.0%	97	12.6%
Passengers	207	74.5%	3	1.1%	32	11.5%	36	12.9%

CONVERSE

	Properly Used		Misused		Not Used		Unknown	
Drivers	379	80.1%	2	0.4%	40	8.5%	52	11.0%
Passengers	155	87.1%	6	3.4%	15	8.4%	2	1.1%

CROOK

	Properly Used		Misused		Not Used		Unknown	
Drivers	266	91.7%	0	0.0%	8	2.8%	16	5.5%
Passengers	122	93.1%	2	1.5%	3	2.3%	4	3.1%

FREMONT

	Properly Used		Misused		Not Used		Unknown	
Drivers	598	81.0%	1	0.1%	34	4.6%	105	14.2%
Passengers	158	67.2%	13	5.5%	30	12.8%	34	14.5%

GOSHEN

	Properly Used		Misused		Not Used		Unknown	
Drivers	217	83.1%	1	0.4%	16	6.1%	27	10.3%
Passengers	89	55.6%	3	1.9%	18	11.3%	50	31.3%

HOT SPRINGS

	Properly Used		Misused		Not Used		Unknown	
Drivers	84	86.6%	0	0.0%	6	6.2%	7	7.2%
Passengers	36	50.7%	0	0.0%	2	2.8%	33	46.5%

2024 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

JOHNSON

	Properly Used		Misused		Not Used		Unknown	
Drivers	246	88.8%	0	0.0%	22	7.9%	9	3.2%
Passengers	129	90.2%	1	0.7%	10	7.0%	3	2.1%

LARAMIE

	Properly Used		Misused		Not Used		Unknown	
Drivers	2,601	85.1%	5	0.2%	66	2.2%	384	12.6%
Passengers	756	85.0%	33	3.7%	36	4.0%	64	7.2%

LINCOLN

	Properly Used		Misused		Not Used		Unknown	
Drivers	429	87.0%	0	0.0%	26	5.3%	38	7.7%
Passengers	192	86.1%	4	1.8%	11	4.9%	16	7.2%

NATRONA

	Properly Used		Misused		Not Used		Unknown	
Drivers	2,687	88.9%	3	0.1%	92	3.0%	239	7.9%
Passengers	909	89.5%	37	3.6%	40	3.9%	30	3.0%

NIOBRARA

	Properly Used		Misused		Not Used		Unknown	
Drivers	86	80.4%	0	0.0%	2	1.9%	19	17.8%
Passengers	41	89.1%	0	0.0%	4	8.7%	1	2.2%

PARK

	Properly Used		Misused		Not Used		Unknown	
Drivers	507	86.8%	0	0.0%	26	4.5%	51	8.7%
Passengers	156	89.7%	1	0.6%	6	3.4%	11	6.3%

PLATTE

	Properly Used		Misused		Not Used		Unknown	
Drivers	301	90.9%	0	0.0%	19	5.7%	11	3.3%
Passengers	133	75.6%	1	0.6%	27	15.3%	15	8.5%

SHERIDAN

	Properly Used		Misused		Not Used		Unknown	
Drivers	636	89.5%	0	0.0%	17	2.4%	58	8.2%
Passengers	153	63.8%	6	2.5%	21	8.8%	60	25.0%

SUBLETTE

	Properly Used		Misused		Not Used		Unknown	
Drivers	223	88.1%	0	0.0%	10	4.0%	20	7.9%
Passengers	61	72.6%	2	2.4%	20	23.8%	1	1.2%

2024 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

SWEETWATER

	Properly Used		Misused		Not Used		Unknown	
Drivers	1,527	88.8%	3	0.2%	53	3.1%	137	8.0%
Passengers	433	78.2%	20	3.6%	58	10.5%	43	7.8%

TETON

	Properly Used		Misused		Not Used		Unknown	
Drivers	727	88.8%	0	0.0%	15	1.8%	77	9.4%
Passengers	173	75.9%	4	1.8%	12	5.3%	39	17.1%

UINTA

	Properly Used		Misused		Not Used		Unknown	
Drivers	428	82.3%	0	0.0%	13	2.5%	79	15.2%
Passengers	159	81.5%	8	4.1%	17	8.7%	11	5.6%

WASHAKIE

	Properly Used		Misused		Not Used		Unknown	
Drivers	102	77.9%	0	0.0%	9	6.9%	20	15.3%
Passengers	41	83.7%	0	0.0%	2	4.1%	6	12.2%

WESTON

	Properly Used		Misused		Not Used		Unknown	
Drivers	116	77.3%	0	0.0%	16	10.7%	18	12.0%
Passengers	47	71.2%	3	4.5%	12	18.2%	4	6.1%

TOTAL

	Properly Used		Misused		Not Used		Unknown	
Drivers	**15,496**	**86.8%**	**19**	**0.1%**	**618**	**3.5%**	**1,718**	**9.6%**
Passengers	**5,073**	**81.7%**	**185**	**3.0%**	**443**	**7.1%**	**509**	**8.2%**
All Occupants	**20,569**	**85.5%**	**204**	**0.8%**	**1,061**	**4.4%**	**2,227**	**9.3%**

Motor vehicle occupant seatbelt use at the time of a crash (85.5%) is significantly higher than the 2024 Wyoming Observed Seatbelt Survey, where 73.4% of motor vehicle occupants were observed to have been wearing a seatbelt.

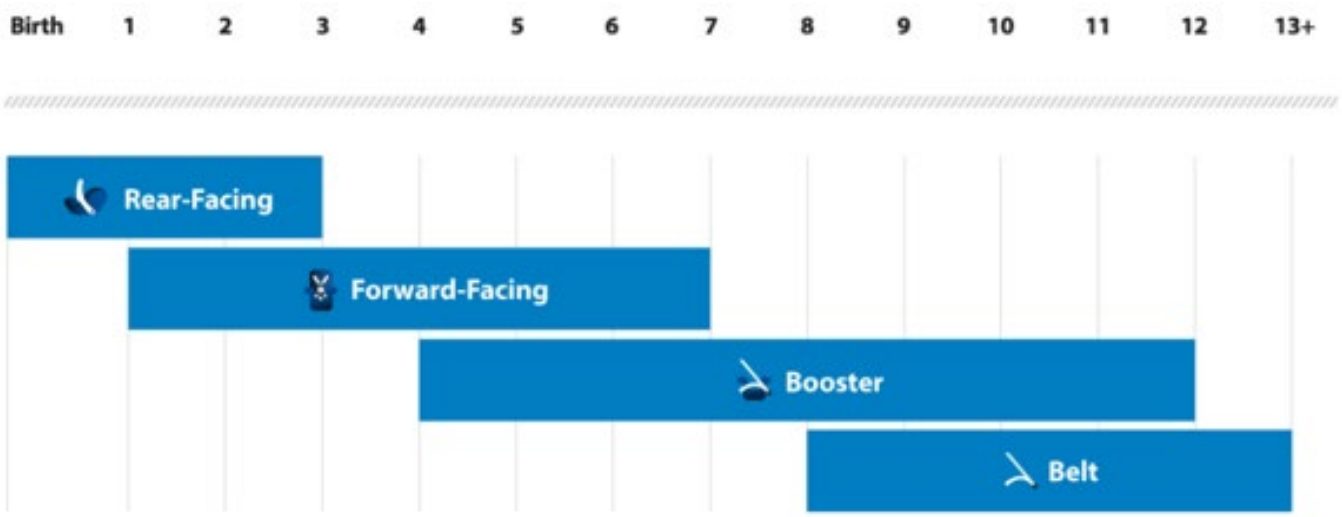
While the majority of motor vehicle occupants in Wyoming wear a seatbelt, Wyoming's seatbelt use rate is well below the national seatbelt use rate, which was at 91.2% in 2024.

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.

2024 Child Passengers with Fatal Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age 1	Age 12	Total
Rear Facing Child Restraint	Apparently Normal	1	0	**1**
	Total	**1**	**0**	**1**
Shoulder and Lap Belt	Apparently Normal	0	1	**1**
	Total	**0**	**1**	**1**
Total		**1**	**1**	**2**

2024 Child Passengers with Suspected Serious Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age 3	Age 6	Age 8	Age 12	Age 13	Total
Forward Facing Child	Misuse	1	0	0	0	0	**1**
	Total	**1**	**0**	**0**	**0**	**0**	**1**
Booster Seat	Apparently Normal	0	2	1	0	0	**3**
	Total	**0**	**2**	**1**	**0**	**0**	**3**
Shoulder and Lap Belt	Apparently Normal	0	0	0	0	2	**2**
	Unknown	0	0	0	0	1	**1**
	Total	**0**	**0**	**0**	**0**	**3**	**3**
None Used	Unknown	0	0	0	1	1	**2**
	Total	**0**	**0**	**0**	**1**	**1**	**2**
Total		**1**	**2**	**1**	**1**	**4**	**9**

2024 Child Passengers with Suspected Minor Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age 1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Rear Facing Child Restraint	Apparently Normal	2	1	1	0	0	0	0	0	0	0	0	0	0	**4**
	Misuse	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
	Total	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Forward Facing Child	Apparently Normal	0	4	4	3	1	3	1	1	0	0	0	0	0	**17**
	Total	**0**	**4**	**4**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**17**
Booster Seat	Apparently Normal	0	0	0	2	1	1	3	0	0	0	0	0	0	**7**
	Total	**0**	**0**	**0**	**2**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
Shoulder and Lap Belt	Air Bag Inoperative	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
	Apparently Normal	0	0	0	0	0	0	0	0	9	3	6	3	1	**22**
	Misuse	0	1	0	0	0	0	1	3	0	0	0	0	0	**5**
	Unknown	0	0	0	0	0	0	0	0	0	0	1	0	0	**1**
	Total	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**10**	**3**	**7**	**3**	**1**	**29**
None Used	Unknown	0	0	2	1	0	0	1	2	1	1	1	3	0	**12**
	Total	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**2**	**1**	**1**	**1**	**3**	**0**	**12**
Child Restraint - Type Unknown	Apparently Normal	1	0	0	1	0	0	0	0	0	0	0	0	0	**2**
	Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Others	Apparently Normal	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Total		**4**	**6**	**7**	**7**	**2**	**4**	**6**	**6**	**11**	**5**	**8**	**6**	**1**	**73**

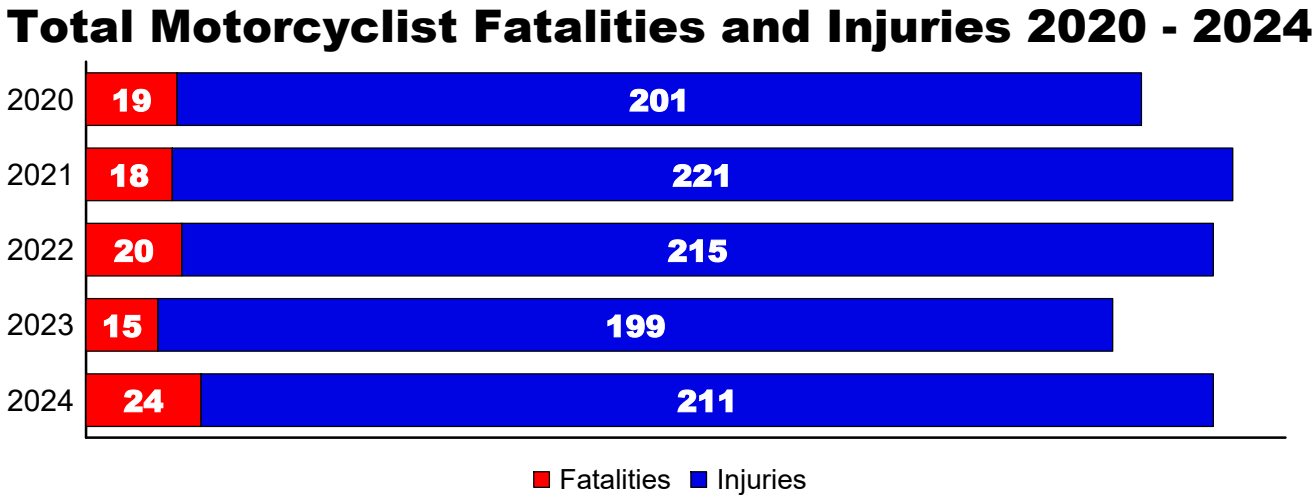
2024 Child Passengers with Possible Injury by Safety Equipment Use and Age

Type of Restraint	Use	Age													
		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Forward Facing Child	Air Bag Inoperative	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
	Apparently Normal	1	1	0	0	2	0	1	1	0	0	0	0	0	**6**
	Total	**1**	**1**	**0**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**7**
Booster Seat	Apparently Normal	0	0	0	1	0	1	1	0	0	0	0	0	0	**3**
	Misuse	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
	Total	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Shoulder and Lap Belt	Apparently Normal	0	0	0	0	0	0	0	0	9	3	3	3	7	**25**
	Misuse	0	1	0	0	0	1	0	3	0	0	0	0	0	**5**
	Total	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**9**	**3**	**3**	**3**	**7**	**30**
Child Restraint - Type Unknown	Apparently Normal	1	0	0	1	0	0	0	0	0	0	0	0	0	**2**
	Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
None Used	Misuse	0	0	0	0	2	0	1	1	0	0	0	0	0	**4**
	Unknown	0	0	0	0	1	1	0	0	0	0	0	2	2	**6**
	Total	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**2**	**2**	**10**
Unknown	Unknown	0	0	1	0	1	0	1	0	0	0	0	0	0	**3**
	Total	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Others	Misuse	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
Total		**2**	**2**	**1**	**2**	**6**	**3**	**6**	**6**	**9**	**3**	**3**	**5**	**9**	**57**

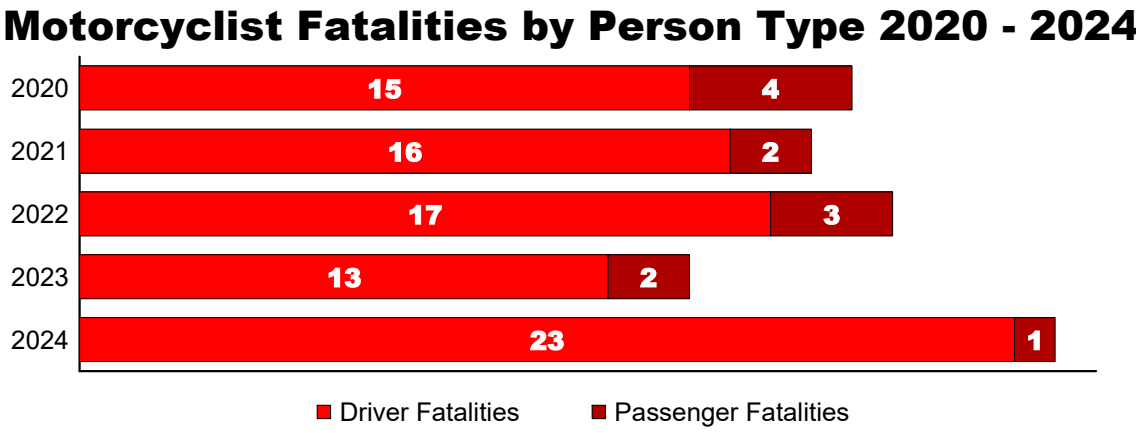
MOTORCYCLIST SAFETY

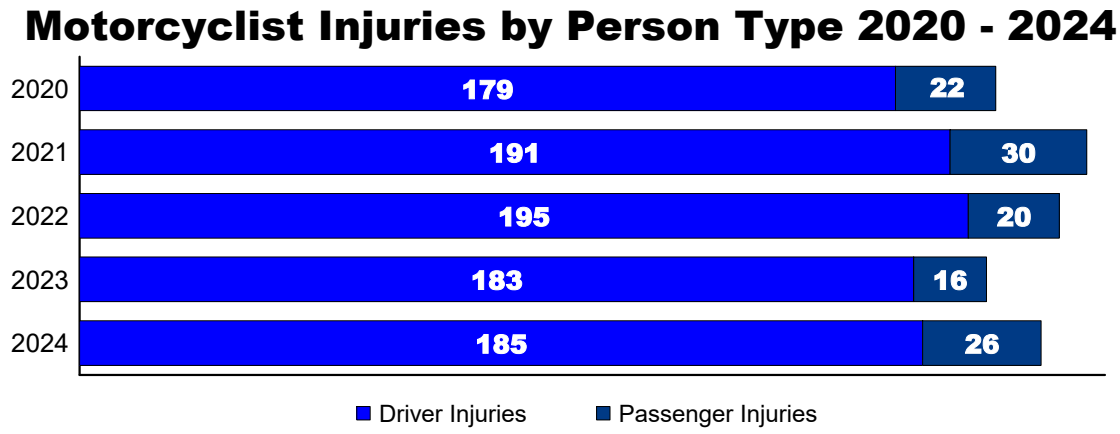
Data regarding motorcycle rider safety includes drivers and passengers of motor vehicles categorized as motorcycles. This includes motorcycles, off-road motorcycles, mopeds, and three-wheeled motorcycles.

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



Of the 299 motorcyclists involved in a traffic crash in 2024, 235 (78.6%) were injured with 85 (36.2%) being critically injured. Over the past five years 1,396 motorcyclists were involved in a traffic crash with 1,143 (81.9%) injured, including 458 (40.1%) critically injured.





Motorcyclist Injury Status by Gender and Age Group

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Unknown	Total
Male	< 14	0	0	1	0	0	0	**1**
	14 - 16	0	0	7	0	2	0	**9**
	17 - 20	3	5	15	4	7	0	**34**
	21 - 25	4	7	16	5	6	0	**38**
	26 - 34	0	5	19	4	6	0	**34**
	35 - 44	4	10	17	1	9	1	**42**
	45 - 54	2	8	12	2	8	2	**34**
	55 - 64	4	11	6	2	7	1	**31**
	65 - 74	2	3	7	1	3	1	**17**
	75 +	2	0	4	0	1	0	**7**
	Total	**21**	**49**	**104**	**19**	**49**	**5**	**247**
Female	< 14	0	0	1	0	1	0	**2**
	14 - 16	0	2	1	0	0	0	**3**
	17 - 20	1	0	4	0	0	0	**5**
	21 - 25	0	0	2	0	1	0	**3**
	26 - 34	0	1	7	0	0	0	**8**
	35 - 44	0	2	0	1	1	0	**4**
	45 - 54	1	5	4	0	2	0	**12**
	55 - 64	1	0	3	1	0	0	**5**
	65 - 74	0	1	3	0	0	1	**5**
	75 +	0	0	0	0	0	0	**0**
	Total	**3**	**11**	**25**	**2**	**5**	**1**	**47**
Unknown	Unknown	0	1	0	0	0	4	**5**
	Total	**0**	**1**	**0**	**0**	**0**	**4**	**5**
Total		**24**	**61**	**129**	**21**	**54**	**10**	**299**

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

Motorcyclist Fatal Injuries by Helmet Use 2020 - 2024

Year	Fatal Motorcycle Crashes	Motorcyclist Fatalities	Helmet Used	No Helmet Used	Helmet Use Unknown
2020	17	19	7	12	0
2021	15	18	7	10	1
2022	20	20	8	12	0
2023	13	15	5	10	0
2024	24	24	12	12	0
TOTAL	**89**	**96**	**39**	**56**	**1**

Over the last five year period, just over 58% of motorcyclist fatalities were not wearing a helmet at the time of the crash. In 2024, 50% of motorcyclist fatalities were not wearing a helmet at the time of the crash.

Motorcyclist Suspected Serious Injuries by Helmet Use 2020 - 2024

Year	Suspected Serious Injury Motorcycle Crashes	Motorcyclist Suspected Serious Injuries	Helmet Used	No Helmet Used	Helmet Use Unknown
2020	62	74	24	45	5
2021	65	72	30	37	5
2022	82	86	34	50	2
2023	63	69	28	37	4
2024	56	61	33	27	1
TOTAL	**328**	**362**	**149**	**196**	**17**

Over the last five year period, around 54% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash. In 2024, about 44% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash.

MOTOR VEHICLES INVOLVED

2024 Total Vehicles Involved in a Crash by Vehicle Type and Crash Severity

Vehicle Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Passenger Car	30	1,046	3,916	**4,992**
Pickup Truck	42	942	3,884	**4,868**
Sports Utility Vehicle	20	972	3,204	**4,196**
Unknown	0	4	2,744	**2,748**
Heavy Truck (>= 26K lbs)	29	277	1,259	**1,565**
Passenger Van	4	76	261	**341**
Motorcycle > 150cc	25	151	48	**224**
Medium Truck (>10K - <26K lbs)	0	26	132	**158**
Cargo Van	0	12	69	**81**
School Bus	0	8	34	**42**
Motorcycle <=150 cc	1	34	7	**42**
Motorhome	2	7	30	**39**
Other Vehicle	0	6	27	**33**
Multi-Purpose Vehicle	1	12	14	**27**
Construction Vehicle	1	6	15	**22**
Transit Bus	0	5	10	**15**
Light Truck (<= 10K lbs)	0	1	14	**15**
Farm Equipment	0	0	10	**10**
All Terrain Vehicle	0	7	3	**10**
Other Bus	0	0	9	**9**
Off Road Motorcycle	0	5	0	**5**
Charter Bus	0	1	3	**4**
Moped	0	1	0	**1**
Snowmobile	0	1	0	**1**

Passenger vehicles (including pickup trucks) account for around 74% of vehicles involved in traffic crashes, however only about 3.3% of passenger vehicles were involved in critical crashes.

Heavy trucks account for approximately 8.1% of vehicles involved in traffic crashes, with about 5.8% of heavy trucks involved in critical crashes.

Motorcycles account for about 1.4% of vehicles involved in traffic crashes, but 30.2% 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 14.1% of vehicles involved in traffic crashes.

2024 Vehicles with Contributing Circumstance Involved in a Crash by Contributing Circumstance and Crash Severity

Contributing Circumstance	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Brakes	1	25	68	**94**
Cruise Control	0	7	9	**16**
Defroster	0	0	2	**2**
Exhaust System	0	0	1	**1**
Lights (Head, Signal, or Tail)	0	2	17	**19**
Other	0	38	114	**152**
Oversized Load	0	2	11	**13**
Power Train	1	3	25	**29**
Rain/Snow/Ice on Windshield	0	3	21	**24**
Stalled Vehicle	0	2	9	**11**
Steering	0	13	39	**52**
Suspension	0	1	6	**7**
Tinted Windows	0	0	1	**1**
Tire	3	25	100	**128**
Trailer Brakes	0	2	17	**19**
Truck Coupling/Trailer Hitch/Safety Chain	0	0	25	**25**
Vehicle Cargo Blocking View	0	1	5	**6**
Wheels	0	4	32	**36**
Windows/Windshield	0	2	4	**6**

Each vehicle may have up to two contributing circumstances listed.

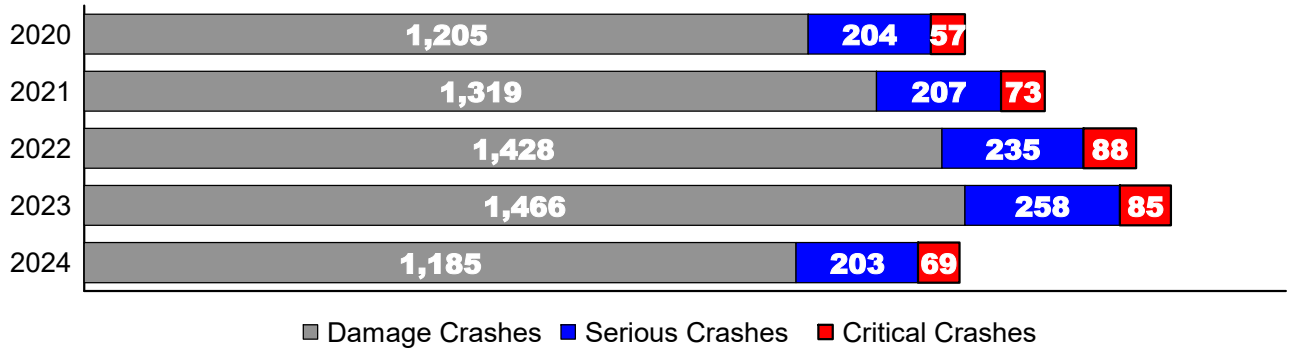
For the identifiable vehicle contributing circumstances involved in a traffic crash, tire was the most common with around 20% of all vehicle contributing circumstances related to a problem with a tire that may have contributed to the crash. Brakes were the next most common contributing circumstance at 14.7%.

Other notable contributing circumstances include steering (8.1%), wheels (5.6%), power train (4.5%), towing connection problems (3.9%), and reduced visibility through the windshield due to weather (3.7%), .

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 2020 - 2024



In 2024, commercial motor vehicles were involved in just over 15% of critical crashes. Over the last five year period, commercial motor vehicles were involved in nearly 16% of critical crashes.

Over the last five year period (2020-2024) the majority (86.2%) of commercial motor vehicles had a vehicle type of heavy truck, and nearly 9% had a vehicle type of medium truck. Heavy and medium truck vehicle types were involved in around 12.1% of all traffic crashes.

Medium (>10K - <26K LBS) or Heavy (>=26K LBS) Truck Involved Crashes by Crash Severity with Injury Counts 2020 - 2024

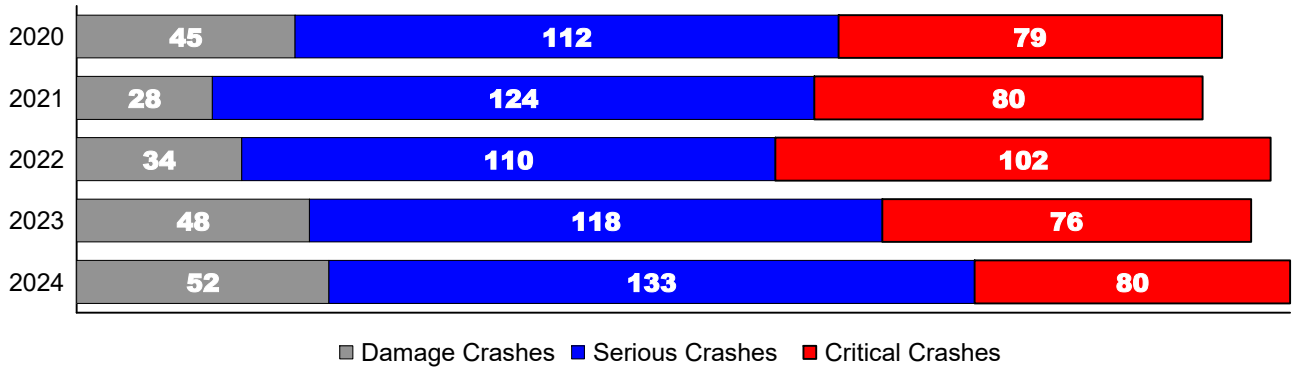
Year	Fatal Crashes	Total Fatalities	Truck Driver Fatalities	Injury Crashes	Total Injuries*	Truck Driver Injuries*	PDO Crashes	Total Crashes
2020	18	23	6	254	381	172	1,163	**1,435**
2021	14	15	4	281	375	173	1,314	**1,609**
2022	25	28	8	311	411	181	1,406	**1,742**
2023	28	36	10	333	434	194	1,427	**1,788**
2024	17	17	6	269	371	144	1,186	**1,472**
Total	**102**	**119**	**34**	**1,448**	**1,972**	**864**	**6,496**	**8,046**

* Injuries include those resulting from fatal crashes.

Motorcycle Involved Crashes

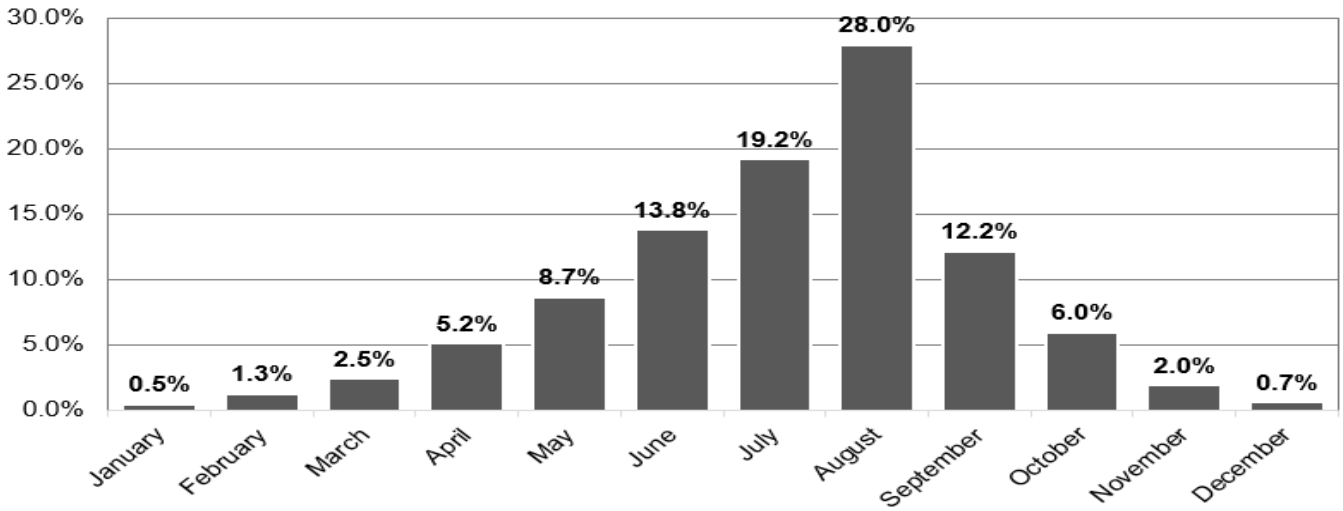
While motorcycles are a small percentage of all registered vehicles in Wyoming (around 27,580, less than 4%), they are over-represented in critical crashes. In 2024, motorcycle involved crashes accounted for 17.7% of critical crashes and 23.5% of fatal crashes. Over the past five years, approximately 18% of critical crashes and 16% of fatal crashes were motorcycle involved crashes.

Total Crashes Involving a Motorcycle by Crash Type 2020 - 2024



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 2024 44.5% of motorcycle involved crashes occurred in the months of July and August, which are popular months for tourism and regional events, compared to just over 47% during these months in the last five years (2020-2024).

Total Motorcycle Involved Crashes by Month 2020-2024



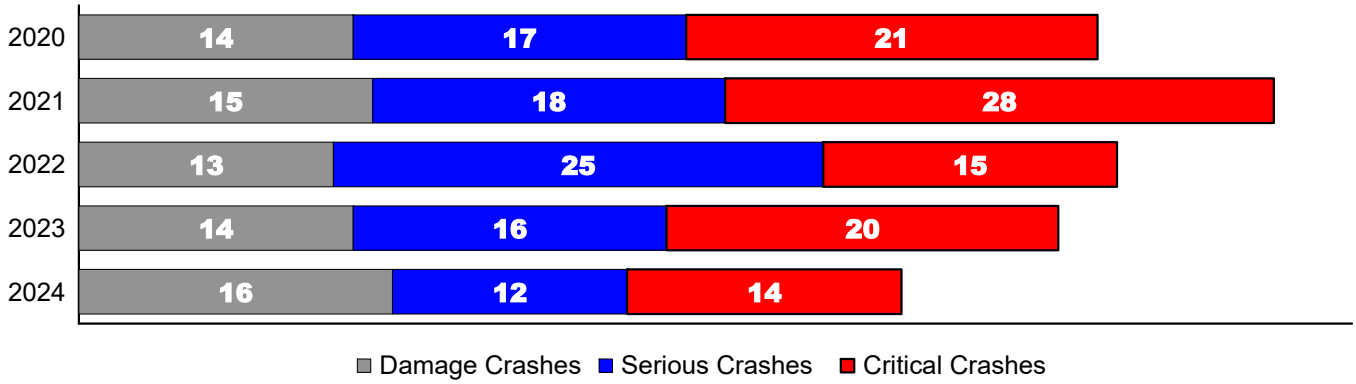
Off Road Vehicle Involved Crashes

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. Currently, there are approximately 27,940 MPVs registered. 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.

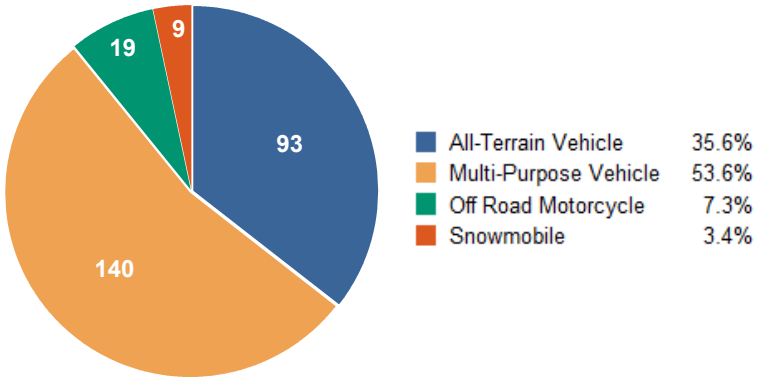
Total Crashes Involving an Off Road Vehicle by Crash Type 2020 - 2024



In 2024, off road vehicle involved crashes accounted for about 3% of critical crashes and 1% of fatal crashes with one off road vehicle fatality and 14 suspected serious injuries. Over the last five years, off road vehicle involved crashes accounted approximately 4% of critical crashes and nearly 3% of fatal crashes with 15 off road vehicle fatalities and 97 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 (53.6%), followed by all-terrain vehicles (35.6%). These two vehicle types account for around 89.3% of off road vehicle involved crashes. Recently, the involvement of off road motorcycles has increased slightly while snowmobile involvement has remained relatively stable.

Total Off Road Vehicles Involved in Crashes by Vehicle Type 2020-2024

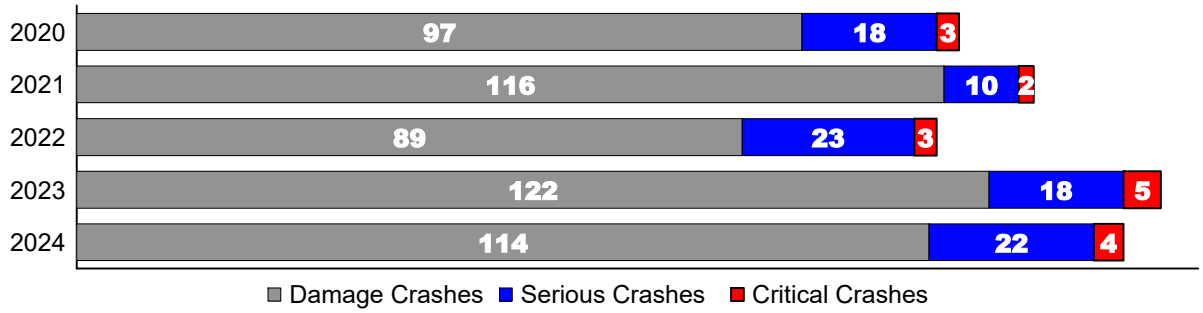


Emergency Reponse Vehicle Involved Crashes

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 2020 - 2024

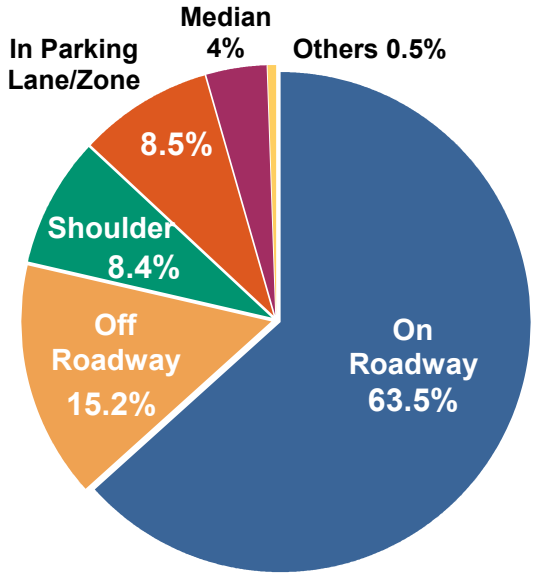


In 2024, 140 traffic crashes involved emergency response vehicles, with four critical crashes (2.9%). Over the last five year period, emergency response vehicles were involved in 646 traffic crashes, with 17 critical crashes (2.6%).

While most (63.5%) emergency response vehicle traffic crashes over the last five year period occured on the roadway, a significant amount (36.5%) happened outside of the lane of travel for motor vehicles.

Of the 145 emergency response vehicles involved in traffic crashes in 2024, 114 were law enforcement vehicles, 16 were tow trucks, 9 were fire trucks, and 6 were ambulance or emergency medical services vehicles. From 2020-2024 670 emergency response vehicles were involved in a traffic crash, including 520 law enforcement vehicles, 72 tow trucks, 43 ambulance or emergency medical services vehicles, and 35 fire trucks.

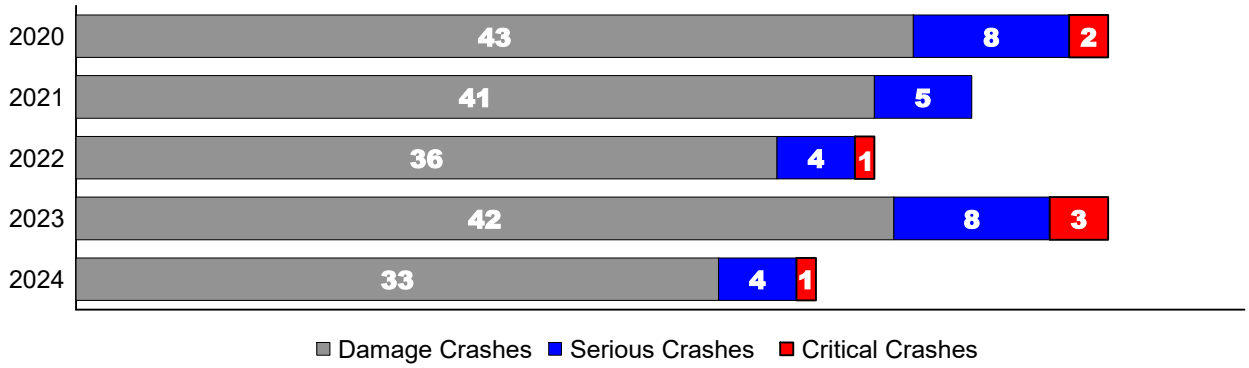
Top 5 Locations for Emergency Response Vehicle Traffic Crashes 2020 - 2024



Snow Plow Involved Crashes

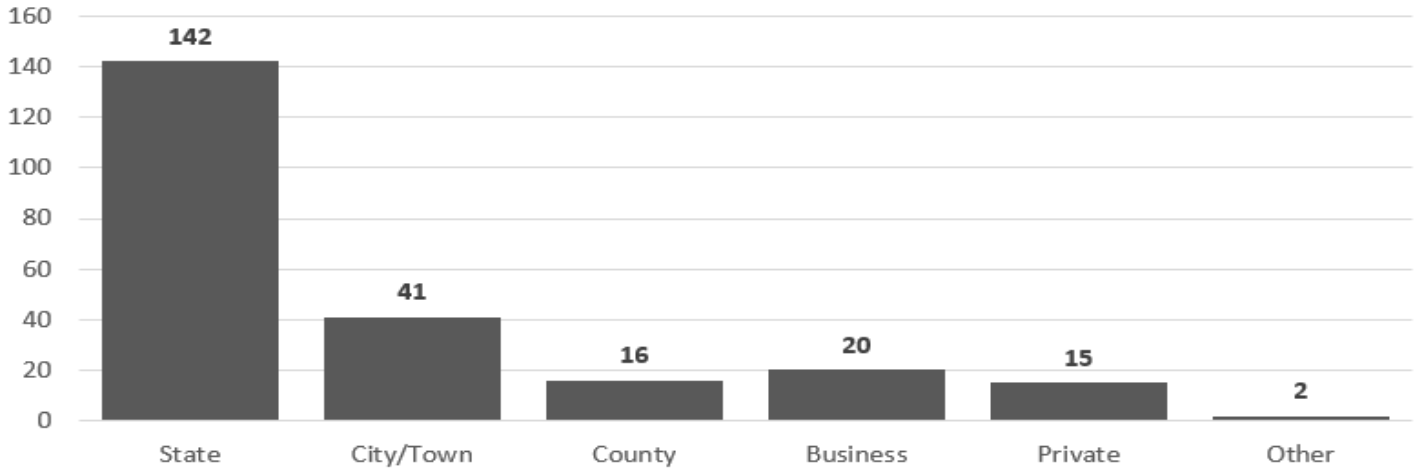
Snow plow drivers face many hazards as they labor to keep Wyoming's roadways open for travel during the long winter season (October through April). Snow plows are typically on the roadways in hazardous weather conditions and tend to move slower than regular traffic flow while in operation, especially 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 2020 - 2024

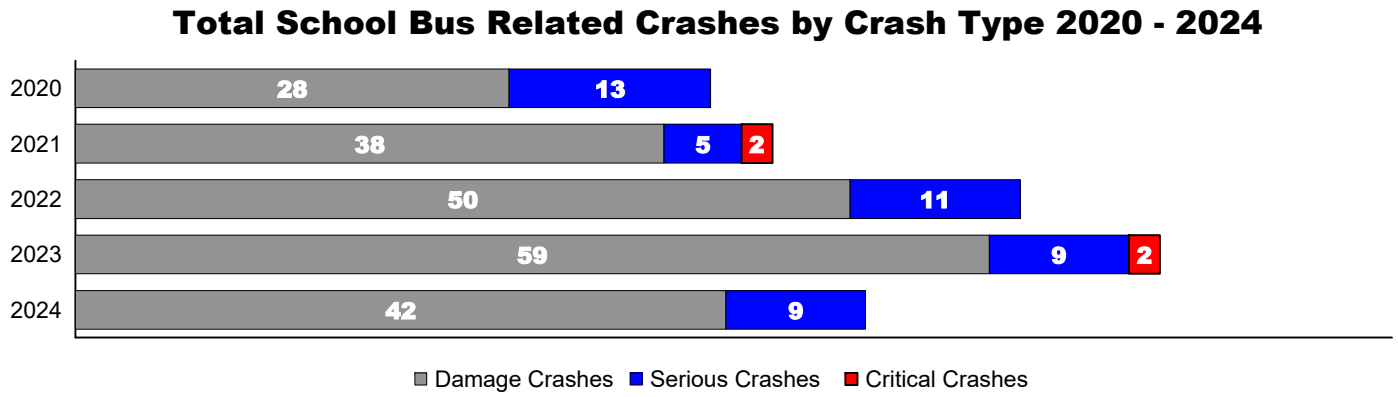


In 2024, 38 crashes involved vehicles operating as a snow plow at the time of the crash. Over the past five year period (2020-2024), snow plows were involved in 231 crashes with 7 critical crashes. Of the 236 snowplows involved in a crash, more than half (142, 60.2%) involved state operated snow plows maintaining highways and interstates. Forty-one (41, 17.4%) involved city/town vehicles maintaining city streets, and 16 (6.8%) involved county vehicles maintaining roadways. Twenty (20, 8.5%) involved business vehicles and 15 (6.4%) involved private vehicles operating as snow plows at the time of the crash.

Snow Plow Owner/Operator Type Involved in a Crash 2020-2024



School Bus Related Crashes



School bus related crashes may directly (school bus is a contact vehicle) or indirectly (school bus is a non-contact vehicle) involve a school bus with or without passengers onboard. Over the last five years 268 school bus related crashes occurred with the majority (228, 85%) directly involving the school bus. School buses were directly involved in three (3) critical crashes, 34 serious crashes, and 191 damage crashes. School buses were indirectly involved in one (1) critical crash, 13 serious crashes, and 26 damage crashes.

In 2024, there were no school bus related critical crashes. Over the last five years, 1.5% of school bus related crashes were critical crashes, with 75% of those being directly involved.

Injuries in School Bus Related Crashes by Person Type and Vehicle Type 2020-2024

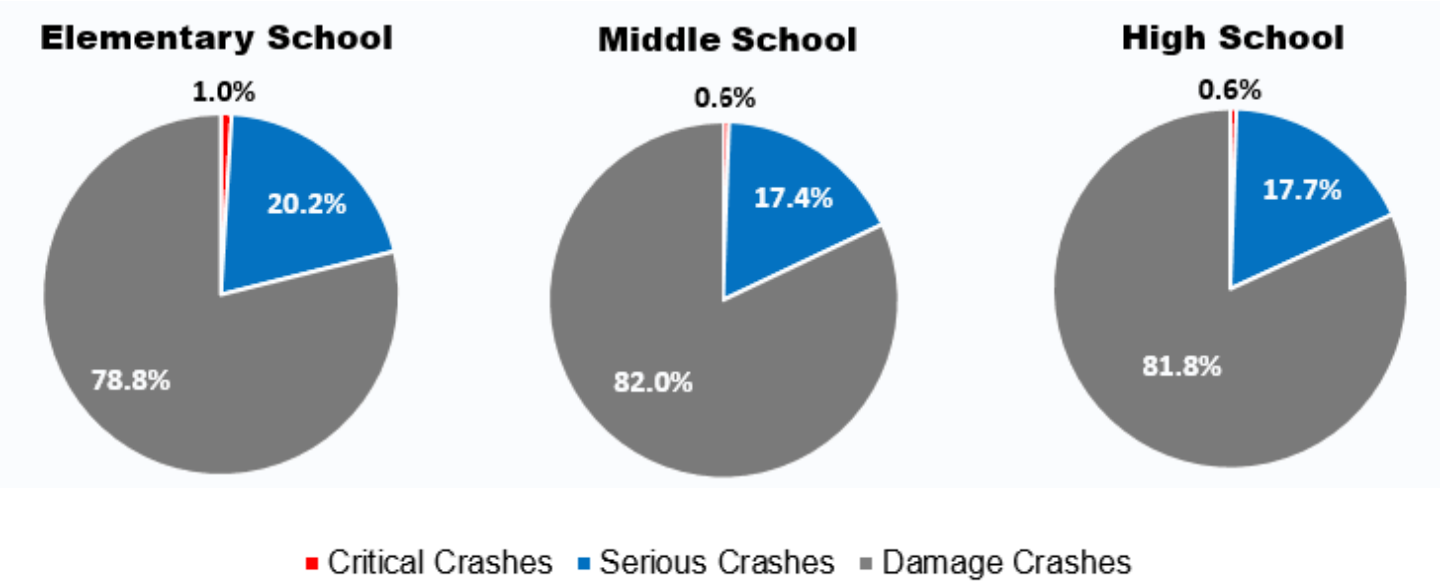
Person Type	Vehicle Type	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Unknown	Total
Driver	School Bus	0	0	5	5	211	0	**221**
	Other Bus	0	0	0	0	2	0	**2**
	Passenger Vehicle	1	0	15	12	199	6	**233**
	Motorcycle	0	0	1	0	0	0	**1**
	Truck	0	0	0	0	11	0	**11**
	Other	0	0	2	0	3	0	**5**
	Unknown	0	0	0	0	0	1	**1**
Passenger	School Bus	0	1	3	36	1,595	1	**1,636**
	Other Bus	0	0	0	0	3	0	**3**
	Passenger Vehicle	0	1	4	7	66	2	**80**
	Truck	0	0	0	0	0	0	**0**
	Other	0	0	1	1	1	0	**3**
Pedestrian	*Not in a Vehicle*	1	0	0	1	0	0	**2**
Pedalcyclist	*Not in a Vehicle*	0	0	3	0	0	0	**3**
Total		**2**	**2**	**34**	**62**	**2,091**	**10**	**2,201**

Just over 97% of school bus occupants had no apparent injury as a result of a school bus related traffic crash. Only one (1) school bus occupant had critical injuries (25% of critical injuries). Other critical injuries were attributed to passenger vehicle occupants (50% of critical injuries) and pedestrians (25% of critical injuries). Critical injuries for school aged persons (18 years or younger) include two (2) serious injuries (one passenger in a school bus, and one passenger in a passenger vehicle).

The majority of school bus related traffic crashes (196, 73.1%) over the last five year period (2020-2024) occurred within the vicinity of a public school. Around 53.1% occurred within 0.5 miles of an elementary school, 87.8% were within two miles of a middle school, and 92.3% were within two miles of a high school. It should be noted that there are areas where elementary, middle, and high schools are in close proximity to one another and there is some overlap in traffic crashes near the schools. It should also be noted that there are significantly more elementary schools than middle or high school locations.

Of all the school bus related traffic crashes occurring near a public school, 0.5% were critical crashes, 17.9% were serious crashes, and 81.6% were damage crashes. The percentage of crash types across all three school types was generally consistent, with elementary schools having slightly more critical crashes in the area and middle schools and high schools having slightly more damage crashes in the area.

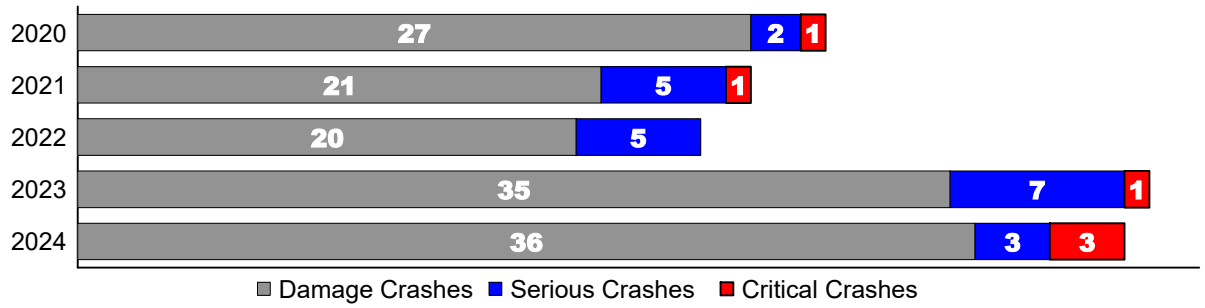
School Bus Related Crashes Near a Public School 2020 - 2024



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.

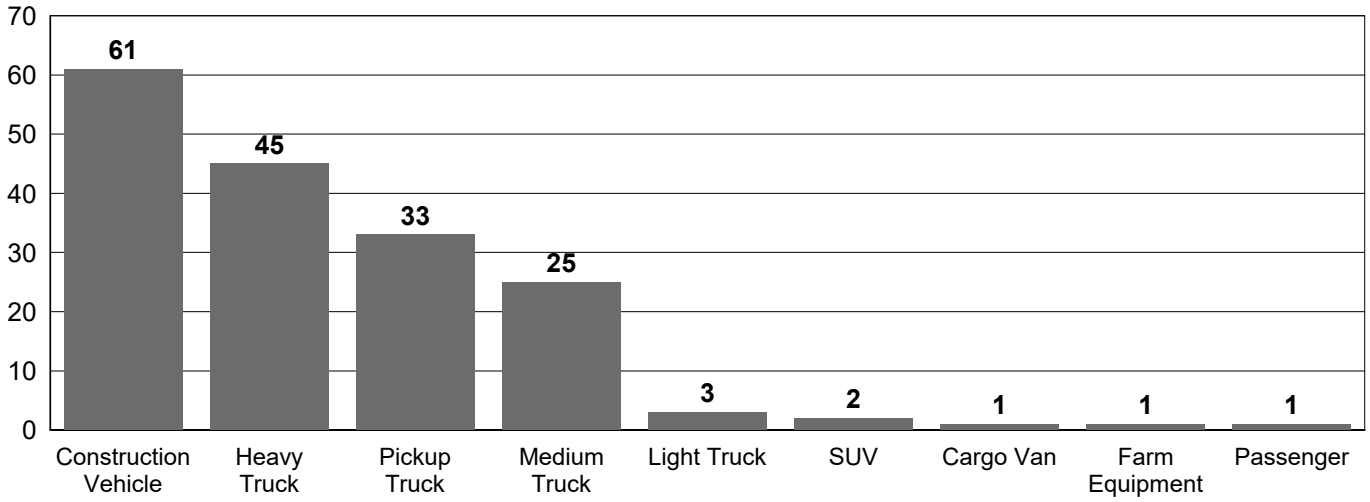
Total Crashes Involving Construction Vehicles by Crash Type 2020 - 2024



In 2024, 42 traffic crashes involved construction vehicles, with three (3) critical crashes and three (3) serious crashes (7.1% each). Over the last five year period, construction vehicles were involved in 167 traffic crashes, with six (6) critical crashes (3.6%) and 22 serious crashes (13.2%).

While general construction vehicles accounted for the majority (35.5%) of the types of construction vehicles involved in a traffic crash over the last five years (2020-2024), heavy trucks (26.2%), pickup trucks (19.2%), and medium trucks (14.5%) also experienced a significant number of crashes while operating as construction vehicles.

Total Construction Vehicles Involved in Crashes by Vehicle Type 2020-2024



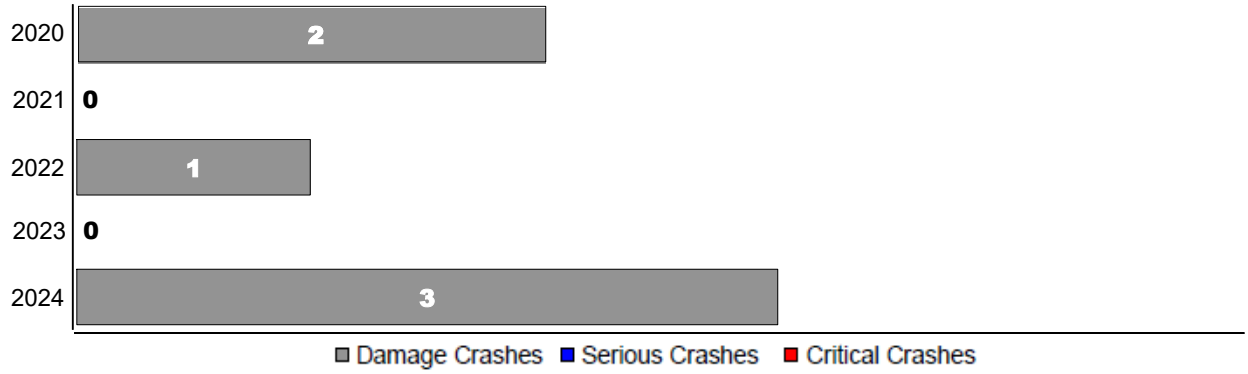
Only 27.5% of construction vehicle involved traffic crashes were work zone related. Most construction vehicle involved traffic crashes occured on the roadway (64.7%), with only 18% happening off roadway, 8.4% taking place on the shoulder of the roadway, 6.6% located in a parking lane/zone, 1.8% within the median of the roadway, and 0.6% on a bridge.

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 three (3) hours, resulting in fatalities and injuries that are completely preventable.

For the years 2020-2024, Wyoming recorded 37 traffic crashes related to a railway grade crossing, averaging about seven (7) crashes annually. Of the traffic crashes that occurred at a railway grade crossing, five (5, 13.5%) involved contact with a railway vehicle, averaging one (1) crash annually. There were no critical traffic crashes at a railway grade crossing from 2020-2024. In 2024, railway grade crossing crashes were above average with 10 traffic crashes reported with two (2) of the crashes involving contact with a railway vehicle.

Total Crashes Involving a Railway Vehicle by Crash Type
2020 - 2024



The five (5) railway vehicle involved crashes related to a railway grade crossing from 2020-2024 resulted in damage crashes only with no injuries.

For the 32 remaining traffic crashes related to a railway grade crossing from 2020-2024, there were no critical crashes, two (2) serious crashes with three (3) possible injuries, and 30 damage crashes.

Most traffic crashes occurring at a railway grade crossing were between motor vehicles (22, 59.5%); 17 were the result of a rear end collision (front to rear), four (4) were the result of a backing collision (rear to front), and one (1) was a backing rear to side collision. The remaining 15 crashes are attributed to single motor vehicles colliding with railway vehicles (5), fixed objects (such as barriers or traffic signs) at the crossing location (6), non-fixed objects (2), equipment failure (1), and jackknifing (1) at the location of the crossing.

CRASH CONDITIONS

KNOW BEFORE YOU GO

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

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

ROADWAY

2024 Crashes by Road Surface Type and Crash Severity

Road Surface Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Concrete	9	385	1,379	**1,773**
Asphalt	87	1,785	6,248	**8,120**
Gravel/Rock	3	68	155	**226**
Dirt	4	47	121	**172**
Unknown	0	2	2,493	**2,495**

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.

2024 Crashes by Road Condition and Crash Severity

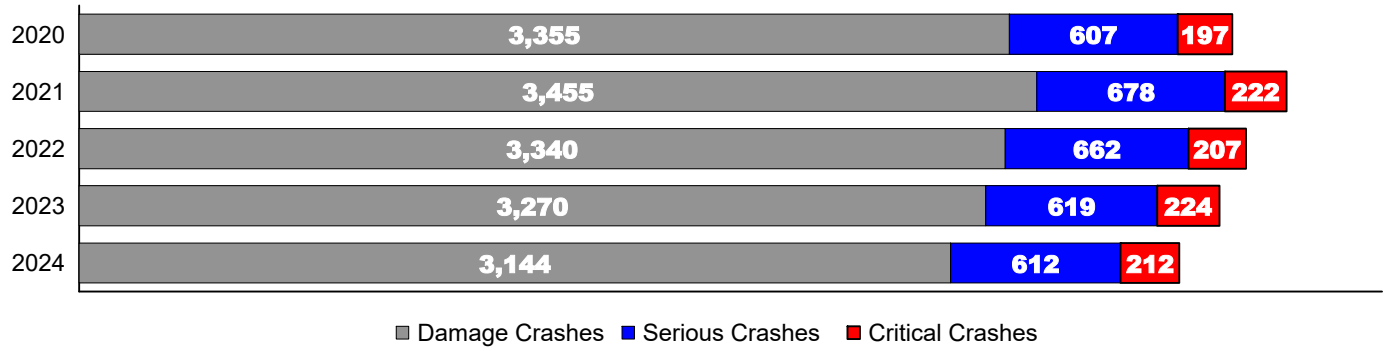
	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
Road Conditions	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Dry	86	0	1,757	3	7,468	15	**9,311**	**18**
Wet	2	1	130	10	469	63	**601**	**74**
Ice/Frost	7	2	223	42	1,454	230	**1,684**	**274**
Snow	2	5	94	97	589	615	**685**	**717**
Mud/Dirt/Gravel	3	0	19	6	51	20	**73**	**26**
Slush	0	1	12	8	83	93	**95**	**102**
Oil/Fuel	0	0	0	0	1	0	**1**	**0**
Sand on Dry Pavement	0	0	1	2	2	2	**3**	**4**
Sand on Icy Road	0	0	1	1	1	8	**2**	**9**
Water Standing/Running	0	0	3	4	6	5	**9**	**9**
Other	0	0	3	0	4	0	**7**	**0**
Unknown	2	0	6	2	94	3	**102**	**5**

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 (60.9%) and many resulted in running off the road (41.6%). In addition, the majority of curve crashes were single vehicle crashes (69%). Critical crashes are frequently associated with a horizontal curve feature, accounting for 45% of all critical crashes in the last five years.

Total Curve Crashes by Crash Type 2020 - 2024



In 2024, 47% of all critical crashes, 32.2% of all serious crashes, and 30.8% of all damage crashes were located in a curved section of roadway. The majority of curve crashes were lane departure crashes (59.7%) and 39.7% resulted in running off the road.

Around 67.4% of 2024 curve-related crashes were single vehicle crashes, and 85.3% of these vehicles ran off the road. Of the single motor vehicles that ran off the road, the first harmful event for 61.1% was a collision with a fixed object. The most common fixed objects struck were fence (18%), guardrail (17.7%), and cable barrier (10.3%). Of the single motor vehicles that ran off the road, the first harmful event for 37.8% was a non-collision event, with the majority (77.6%) experiencing an overturn/rollover, and 13.9% experiencing a jackknife.

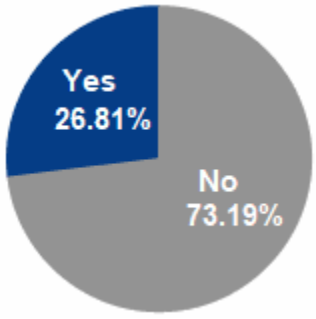
2024 Curve Crashes by Manner of Collision

Single Vehicle	67.4%
Rear End (Front to Rear)	9.7%
Angle (Front to Side), Opposing Direction	6.4%
Sideswipe Same Direction (Passing)	5.1%
Angle Same Direction (Front to Side)	4.1%
Angle Right (Front to Side, includes Broadside)	2.8%
Other	1.7%
Head On (Front to Front)	1.4%
Sideswipe Opposite Direction (Meeting)	1.4%

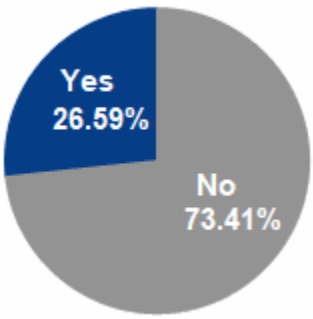
Curve crashes are likely tied to a variety of other factors including winter weather conditions, wildlife, and risky driving behaviors such as speeding, and distracted, fatigued, or impaired driving.

2024 Contributing Factors for Curve Crashes

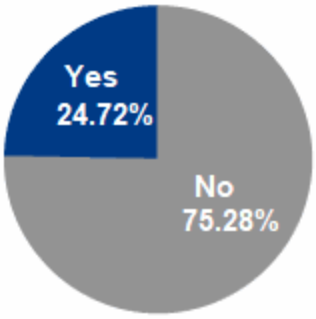
Speed Related



Wildlife Involved



Winter Weather Conditions

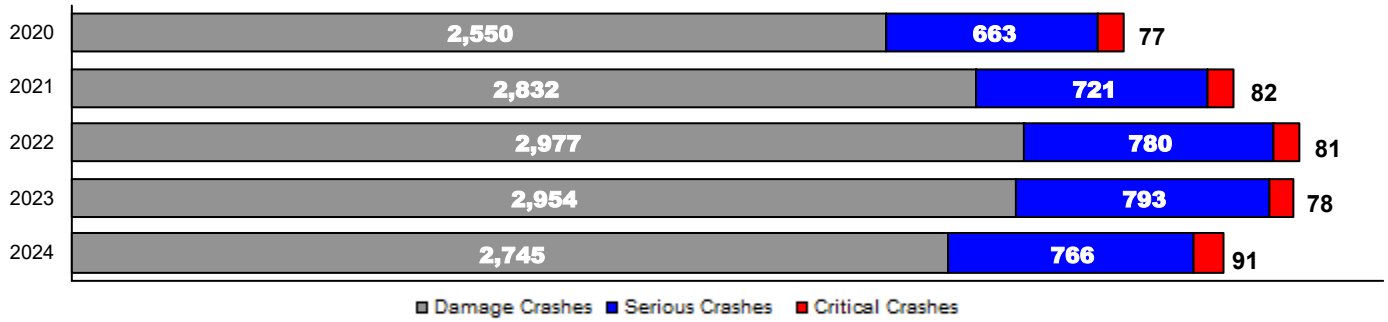


Intersection and Intersection Related Crashes

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 27% of all crashes were intersection or intersection related crashes, with 51.2% of crashes occurring within the intersection, and 48.8% being intersection related.

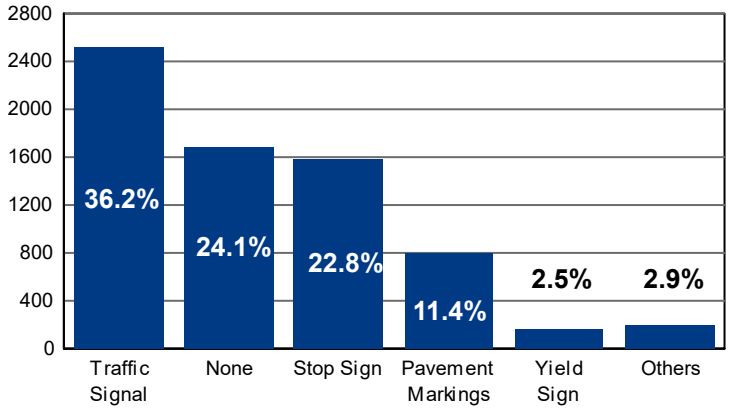
Total Intersection & Intersection Related Crashes by Crash Type 2020 - 2024



In 2024, 20.1% of all critical crashes, 40.3% of all serious crashes, and 26.9% of all damage crashes were located in or related to an intersection. About 3% (103) of all intersection or intersection related crashes involved a non-motorist (pedestrian or pedalcyclist).

Most 2024 intersection and intersection related crashes occurred during daylight (78.6%). Only 17.2% occurred in darkness conditions, and 12.5% were in darkness lighted conditions.

2024 Traffic Control Present at Intersection/Related Crashes



When an improper driver action was reported at intersection and intersection related crashes by investigating law enforcement, 26.6% of drivers had failed to yield the right of way, 15.8% had been following too close, 10% were driving too fast for conditions, 8.4% had disregarded traffic signs, and 6.7% had run a red light.

Only 24.1% of vehicles at intersection and intersection related crashes had no type of traffic control present. The majority (61.5%) of vehicles at intersection or intersection related crashes had either traffic signals or signs present to control traffic.

The top five vehicle maneuvers when involved in an intersection or intersection related crash were proceeding straight ahead (50.5%), turning left (15.2%), stopped in traffic (14.8%), turning right (6.8%), and slowing (3.9%).

2024 Top 5 Improper Driver Actions at Intersection/Related Crashes

Failed to Yield ROW	1025	26.6%
Following too Close	609	15.8%
Drove too Fast for Conditions	385	10.0%
Disregarded Traffic Signs	325	8.4%
Ran Red Light	259	6.7%

VISIBILITY / WEATHER

2024 Crashes by Lighting Condition and Crash Severity

Light Condition	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Darkness Lighted	3	198	822	**1,023**
Darkness Unlighted	29	406	2,638	**3,073**
Dawn	2	46	322	**370**
Daylight	59	1,538	6,015	**7,612**
Dusk	9	58	305	**372**
Other	0	0	8	**8**
Unknown	0	3	112	**115**
Total	**102**	**2,249**	**10,222**	**12,573**

2024 Crashes by Weather Condition and Crash Severity

	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
Weather Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Clear	88	0	1,882	5	8,226	20	**10,196**	**25**
Raining	2	0	64	4	209	13	**275**	**17**
Snowing	5	1	166	9	1,080	26	**1,251**	**36**
Fog	0	0	14	1	41	10	**55**	**11**
Blowing Dust/Sand/Dirt	0	0	1	2	4	1	**5**	**3**
Severe Wind Only	1	0	31	4	103	21	**135**	**25**
Blizzard	0	0	3	1	17	6	**20**	**7**
Sleet/Hail/Freezing Rain	0	0	11	4	22	19	**33**	**23**
Blowing Snow	1	3	20	24	145	134	**166**	**161**
Cloudy, Overcast	3	1	40	9	233	42	**276**	**52**
Smoke	0	0	7	0	20	0	**27**	**0**
Other	0	0	2	0	7	0	**9**	**0**
Unknown	2	0	8	0	115	4	**125**	**4**

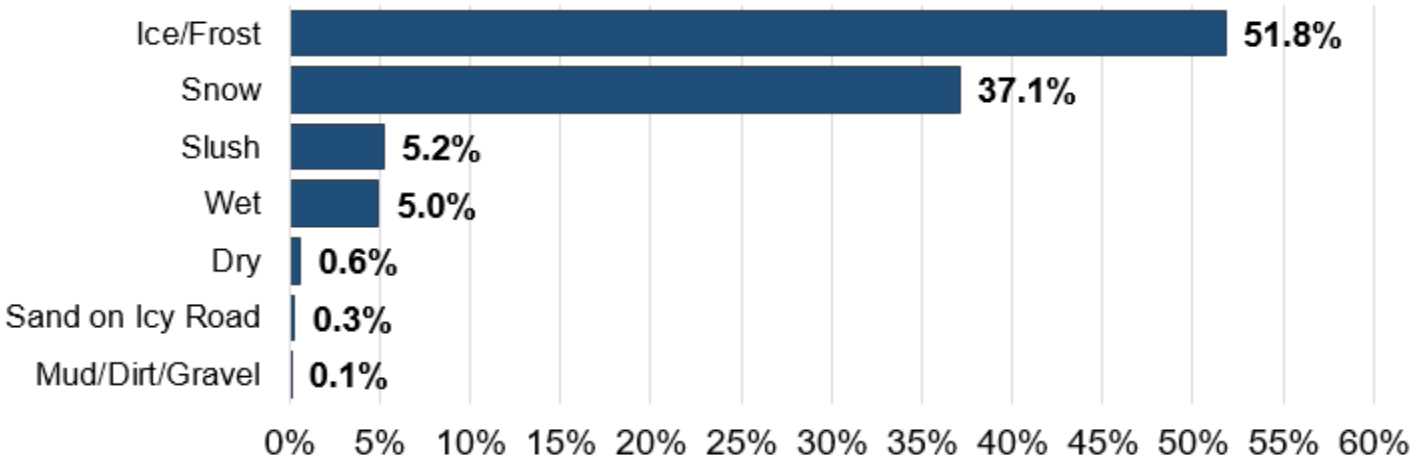
Each crash may have up to two weather conditions listed.

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).

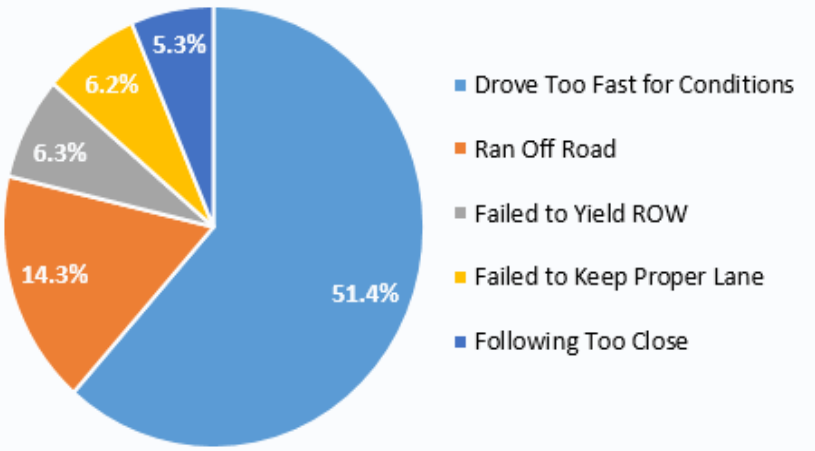
In 2024, 2,683 crashes were reported to have occured during winter weather conditions, which accounts for around 21% of all crashes. These crashes include 60 critical crashes, 327 serious crashes, and 2,296 damage crashes.

2024 Road Conditions Present for Winter Weather Related Crashes



The majority (87.3%) of winter weather related crashes occurred when the weather condition at the time of the crash was snowing (43%), clear (33.3%), or blowing snow (11%). The majority (89%) of winter weather related crashes occurred on roadways with ice/frost (51.8%) and/or snow (37.1%).

2023 Top 5 First Improper Driver Action Reported in Winter Weather Related Crashes



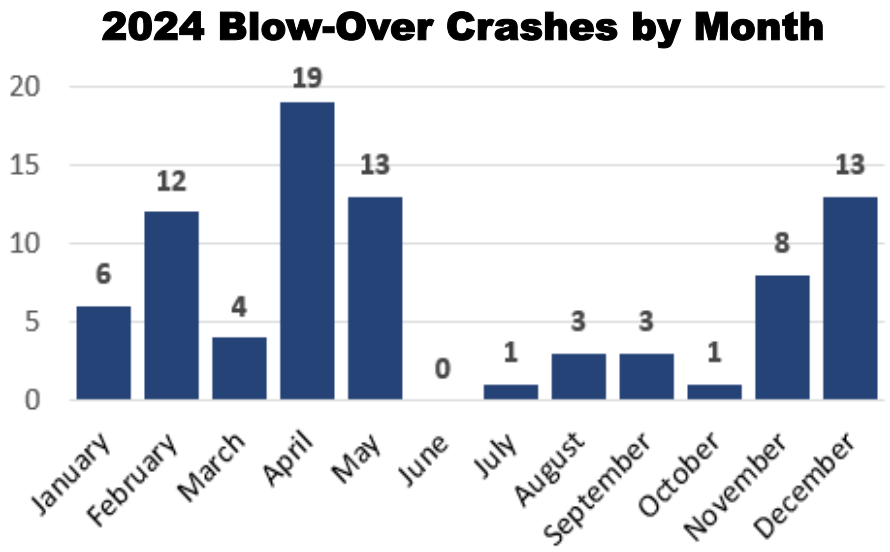
When improper driver actions were reported for winter weather related crashes, 83.5% of the first improper driver action reported fell into five categories: drove too fast for conditions (51.4%), ran off road (14.3%), failed to yield right of way (6.3%), failed to keep proper lane (6.2%), and following too close (5.3%).

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

Blow-Over Crashes

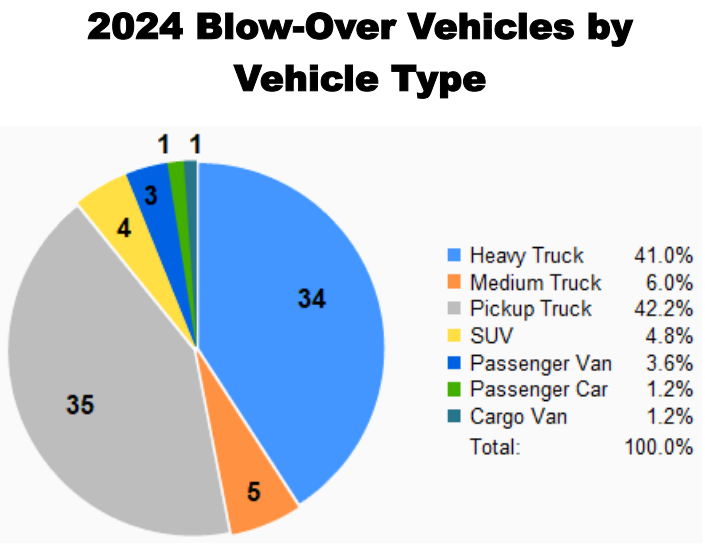
Overturn/Rollover crashes that occur during a severe wind event are a common problem on Wyoming highways. Wyoming often experiences powerful wind gusts, which pose a considerable problem for motorists on the major travel corridors of I-25 and I-80 where the majority of blow-over crashes occur, especially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

In 2024, 83 blow-over crashes were reported, which is significantly lower than average for the previous five year period (131/year). These blow-over crashes include two (2) critical crashes, 19 serious crashes, and 62 damage crashes.



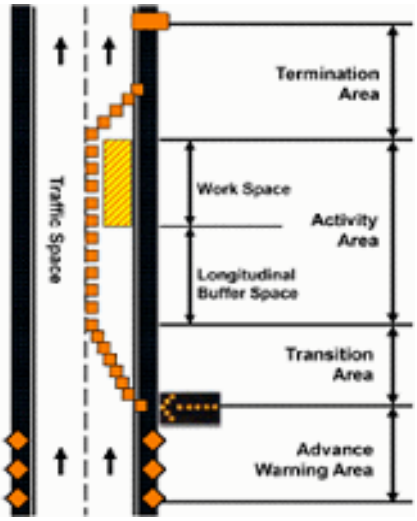
During the winter months, Wyoming tends to experience an increase in severe wind events. This includes extended periods in which wind speeds often reach 30 to 40 MPH with gust speeds of 50 to 60 MPH. In addition, there are occasional hurricane force wind gusts, or wind gusts in excess of 74 MPH, with some wind gusts that would be classified as a Category 2 hurricane (96 to 110 MPH). In 2024, April experienced the most blow-over crashes (23%), followed by May and December (15.7% each), February (14.5%), and November 9.6%.

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 2024 were Pickup Trucks at 42.2% and Heavy Trucks (>26,000lbs) at 41%. Of the Pickup Trucks involved in a blow-over crash, approximately 94% were pulling a non-commercial trailer (i.e. camper, utility trailer) at the time of the crash. One SUV was pulling a trailer at the time of the crash.



ENVIRONMENT

Work Zone Related Crashes



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

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

Work zone-related crashes may take place anywhere within the work zone or prior to the work zone if the crash is thought to be a result of activity or congestion caused by the work zone. In 2024, there were 237 work zone related crashes with eight (8) critical crashes, 32 serious crashes, and 197 damage crashes. Workers were present in approximately 44.3% of the crashes.

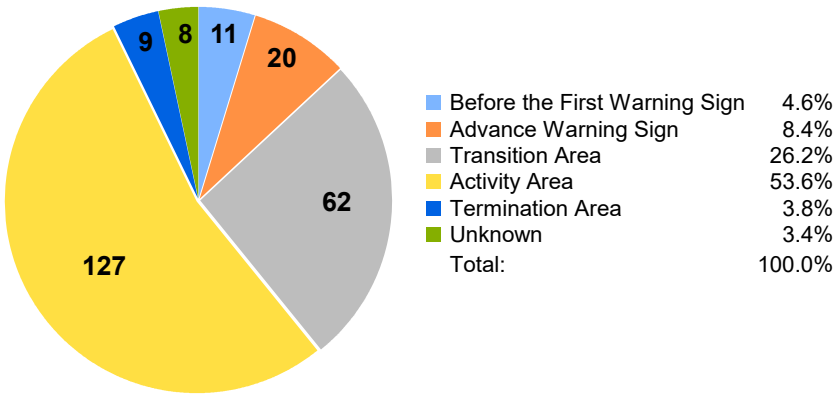
The type of work zones in which the majority (84.8%) of work zone related crashes occur are a lane closure (56.5%), a lane shift or crossover (16.5%), and intermittent or moving work (11.8%). Most work zone related crashes occurred in the activity area (53.6%) or the transition area (26.2%).

2024 Work Zone Related Crashes

Type of Work Zone

Lane Closure	134
Lane Shift or Crossover	39
Intermittent or Moving Work	28
Work on Shoulder/Median	18
Other	18
Total	**237**

Location in Work Zone



The majority (70.5%) of work zone related crashes occur by three types of collisions: rear end (front to rear) collision (33.8%), single vehicle collision (24.9%), and sideswipe same direction/passing (11.8%).

Many (44.1%) single vehicle collisions involved a motor vehicle colliding with a permanent fixed object (guardrail, traffic barrier, fence) within the work zone.

Non-collisions, including overturn/rollover and motorcycle loss of control account for 18.6% of single vehicle work zone related crashes.

Approximately 27.1% of single vehicle collisions involved colliding with a traffic regulation device, including a work zone channeling device (18.6%) or a traffic barrier (8.5%).

Work zone or maintenance equipment was struck in three (3) separate single vehicle crashes.

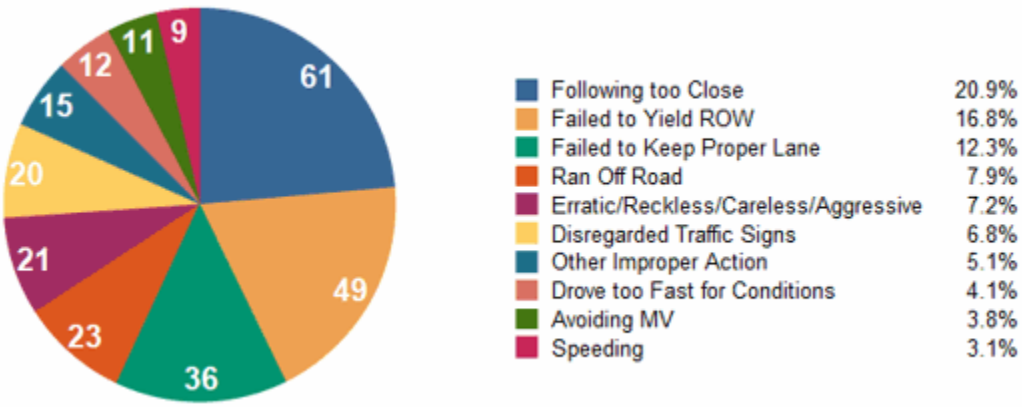
A pedestrian, a bicyclist, and a deer were each struck in separate single vehicle crashes .

2024 Work Zone Related Crashes by Manner of Collision

Single Vehicle	59
Head On (Front to Front)	6
Sideswipe Same Direction (Passing)	28
Sideswipe Opposite Direction (Meeting)	4
Angle Same Direction (Front to Side)	20
Angle (Front to Side), Opposing Direction	20
Angle Right (Front to Side, includes Broadside)	10
Rear End (Front to Rear)	80
Rear to Front (Normally Backing)	4
Rear to Side (Normally Backing)	4
Other	2
Total	**237**

Of all drivers involved in work zone related crashes, 59% were thought to be driving improperly by investigating law enforcement. The most common identifiable improper driver actions reported include following too close (20.9%), failing to yield right of way (16.8%), failing to keep proper lane (12.3%), running off the road (7.9%), and aggressive or careless driving (7.2%). In addition, approximately 10.6% of drivers involved in a work zone related crash were likely distracted.

2024 Top 10 Improper Driver Actions in Work Zone Related Crashes



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 2024, 2,467 wildlife crashes were reported, which is 19.6% of all reported traffic crashes. While the majority of wildlife crashes are damage crashes, some collisions result in critical crashes (10 in 2024) and serious crashes (81 in 2024).

Deer were the most common wild animal involved in a crash (82.1%), followed by pronghorn (9.3%), and elk (5.5%).

2024 Wildlife Crashes by Month and Animal Type

Month	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
January	0	87	8	1	3	5	**104**
February	0	57	8	1	1	1	**68**
March	0	69	5	1	7	1	**83**
April	0	73	4	2	4	0	**83**
May	0	124	8	2	21	3	**158**
June	0	184	16	6	33	1	**240**
July	1	208	13	3	58	4	**287**
August	0	220	13	4	19	6	**262**
September	0	211	17	3	36	4	**271**
October	1	245	15	4	28	4	**297**
November	1	358	8	4	16	3	**390**
December	0	190	20	4	4	6	**224**
Total	**3**	**2,026**	**135**	**35**	**230**	**38**	**2,467**

Most wildlife collisions happened in darkness unlighted conditions (57.6%), followed by daylight (24.9%), dawn (8.5%), dusk (4.8%), and darkness lighted (4.1%).

Just over half (50.4%) 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. (19.4%).

2024 Wildlife Crashes by County and Animal Type

County	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
ALBANY	0	56	6	4	25	4	**95**
BIG HORN	0	48	0	0	9	1	**58**
CAMPBELL	0	215	3	0	42	1	**261**
CARBON	0	75	19	4	12	2	**112**
CONVERSE	0	94	1	0	20	2	**117**
CROOK	0	124	5	0	2	1	**132**
FREMONT	1	198	11	1	18	2	**231**
GOSHEN	0	57	1	0	2	5	**65**
HOT SPRINGS	0	33	3	0	7	1	**44**
JOHNSON	0	125	2	2	0	1	**130**
LARAMIE	0	54	3	0	8	1	**66**
LINCOLN	1	58	15	3	14	4	**95**
NATRONA	1	167	4	0	25	0	**197**
NIOBRARA	0	45	3	0	1	1	**50**
PARK	0	156	7	0	9	0	**172**
PLATTE	0	76	6	0	1	4	**87**
SHERIDAN	0	156	2	1	1	1	**161**
SUBLETTE	0	74	7	12	7	0	**100**
SWEETWATER	0	48	6	0	17	2	**73**
TETON	0	42	22	6	1	0	**71**
UINTA	0	44	2	1	3	1	**51**
WASHAKIE	0	31	1	1	2	2	**37**
WESTON	0	50	6	0	4	2	**62**
Total	**3**	**2,026**	**135**	**35**	**230**	**38**	**2,467**

Campbell County experienced the highest number of wildlife crashes (10.6%), followed by Fremont County (9.4%), Natrona County (8%), Park County (7%), then Sheridan County (6.5%).

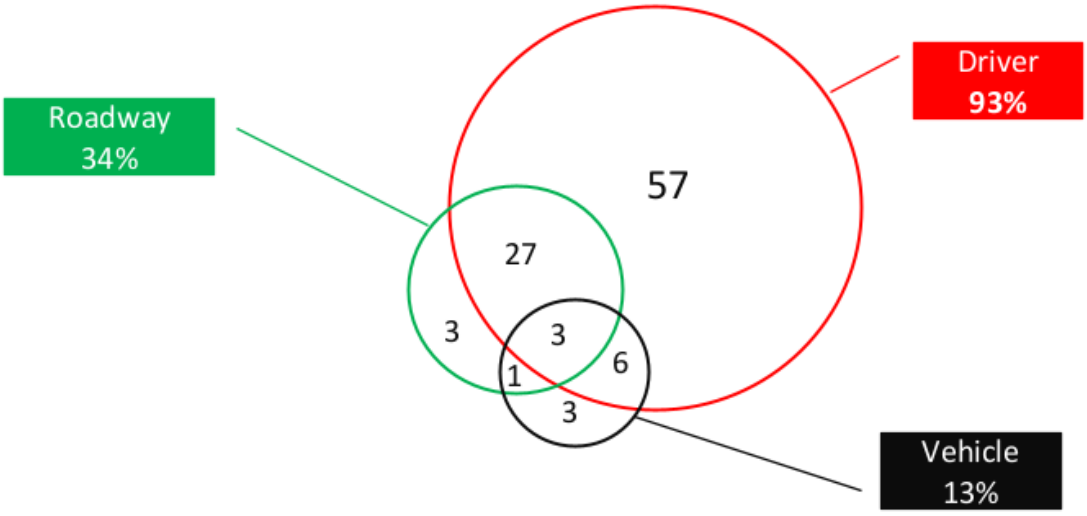
Campbell County had the highest number of deer (10.6%) collisions. Teton County had the highest number of elk collisions (16.3%). Sublette County had the highest number of moose collisions (34.3%). Campbell County had the highest number of pronghorn (18.3%) collisions. Goshen county had the highest number of other wild animal collisions (13.2%).

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.

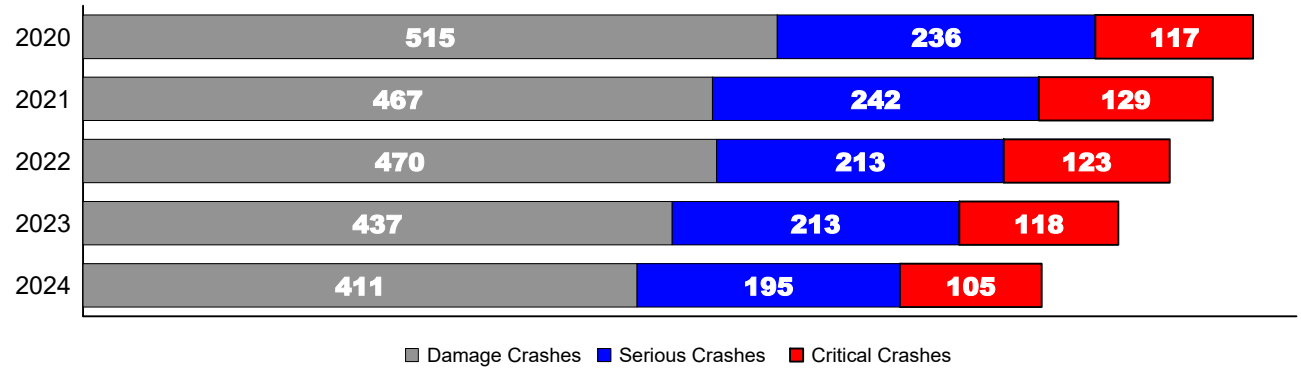
The rural nature of many Wyoming roadways, including long distances between urban areas and areas with legal speed limits as high as 80 MPH, make risky behaviors more appealing to drivers. The most common risky behaviors, and the focus of many safety campaigns, include impairment (alcohol or drug), speeding, 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

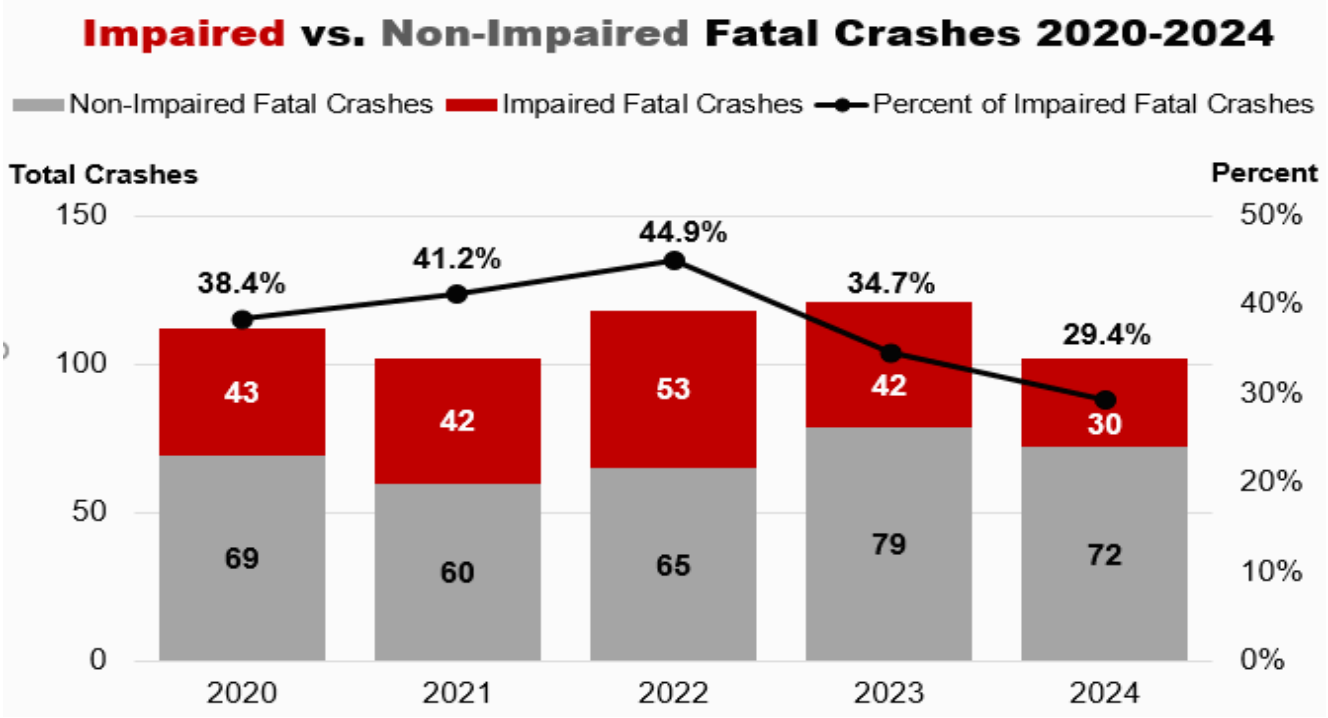
Impaired crashes are crashes in which law enforcement documented at least one driver or non-motorist directly involved in the crash had used alcohol and/or drugs, or alcohol and/or drug use was suspected and test results are pending/unknown. Any amount of alcohol indicated by testing qualifies as alcohol 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 2019 - 2023

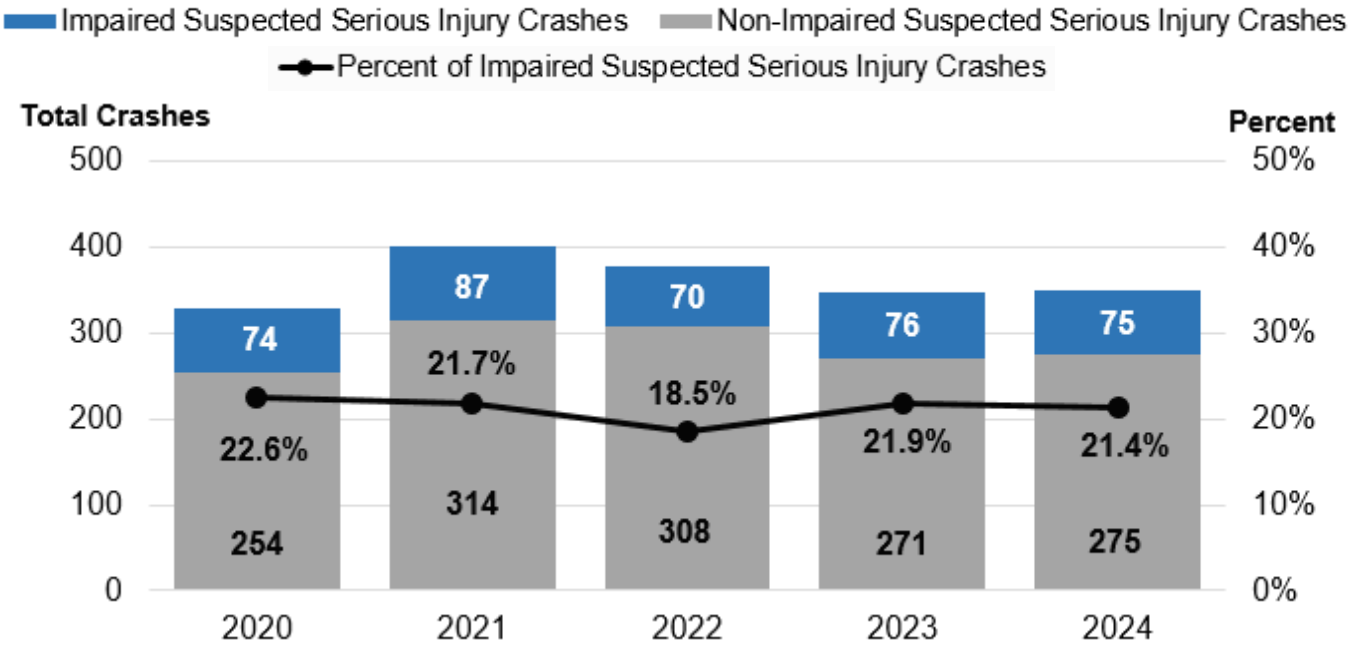


Over the past five years, impaired crashes accounted for approximately 6% of all crashes, including 25.1% of critical crashes, 11.1% of serious crashes, and 4.2% of damage crashes. In 2024, impaired crashes accounted for 5.7% of all crashes, including 23.2% of critical crashes, 10.3% of serious crashes, and 4% of damage crashes.

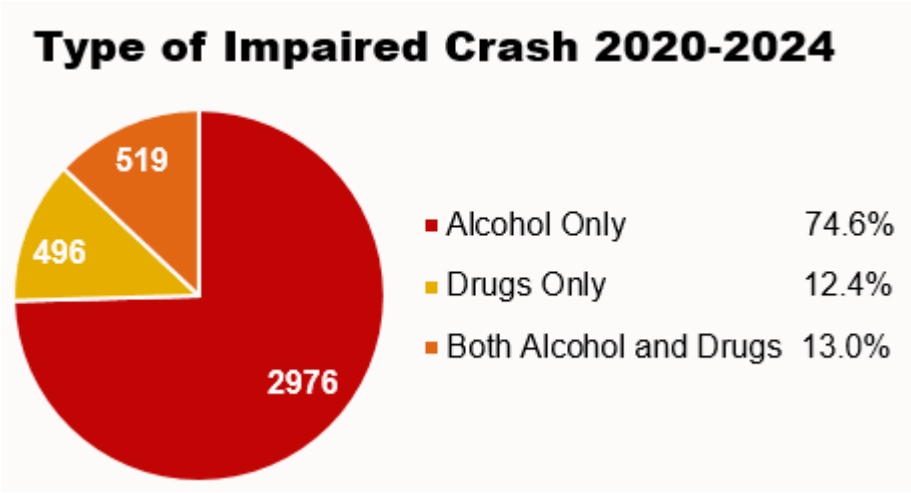
When looking at critical crashes over the last five years, around 37.8% of fatal crashes and 21.2% of suspected serious injury crashes were impaired crashes.



Impaired vs. Non-Impaired Suspected Serious Injury Crashes 2020-2024



Over the last five years, the majority (74.6%) of impaired crashes only involved alcohol. Around 12.4% of impaired crashes involved only drugs, and 13% involved both alcohol and drugs. In 2024, 75.3% of impaired crashes only involved alcohol while 12.5% involved only drugs and 12.2% involved both.



The number of impaired crashes can fluctuate widely from year to year. The most recent five year average for impaired crashes is 798 impaired crashes per year. The most recent ten year average for impaired crashes is 815 impaired crashes per year.

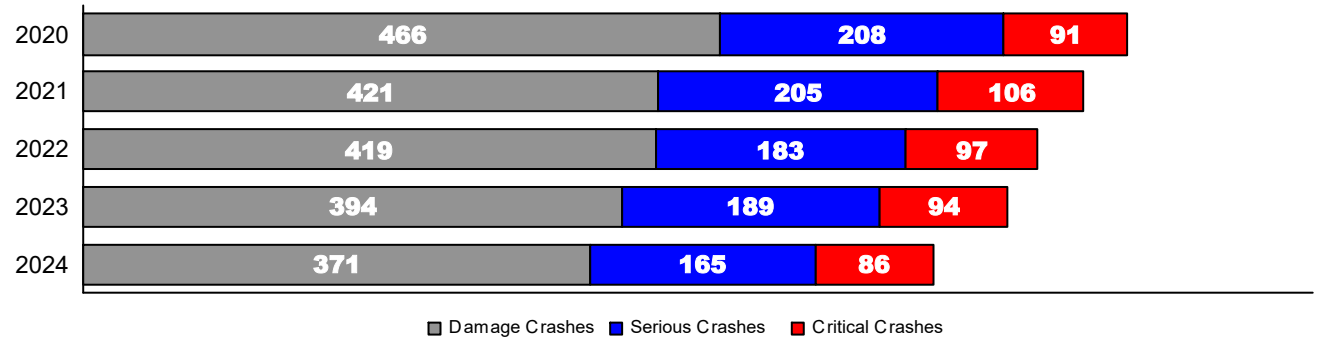
Type of Impaired Crash by Year 2020-2024

Year	Alcohol Only	Drugs Only	Both	Total
2020	638	103	127	868
2021	638	106	94	838
2022	587	107	112	806
2023	578	91	99	768
2024	535	89	87	711
Total	**2976**	**496**	**519**	**3991**

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.

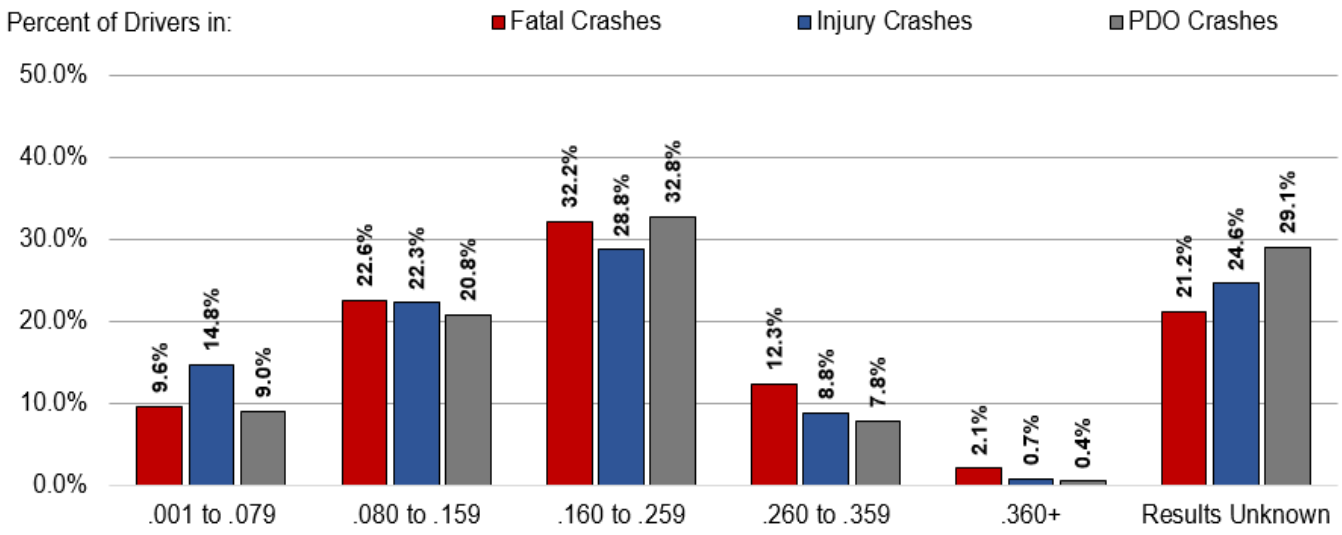
Total Alcohol Involved Crashes by Crash Type 2020 - 2024



Over the past five years, alcohol involved crashes accounted for approximately 5.2% of all crashes, including 20.1% of critical crashes, 9.6% of serious crashes, and 3.8% of damage crashes. When looking at critical crashes, nearly 28.3% of fatal crashes and 17.6% of suspected serious injury crashes were alcohol involved crashes.

In 2024, alcohol involved crashes accounted for 5% of all crashes, including 19% of critical crashes, 8.7% of serious crashes, and 3.6% of damage crashes. When looking at critical crashes, around 24.5% of fatal crashes and 17.4% of suspected serious injury crashes were alcohol involved crashes.

Drivers with Alcohol Use by BAC Results and Crash Severity 2020 - 2024

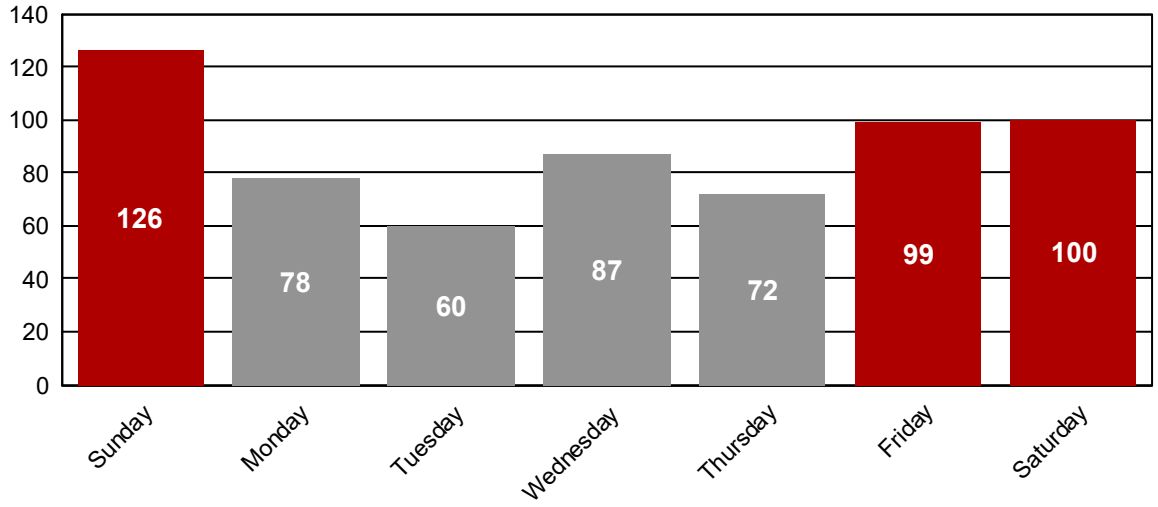


Results Unknown represent drivers who were suspected of alcohol use with no available test result.

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 (31.4%) had a BAC level of .160 to .259. This BAC range also had the most drivers involved in fatal crashes (32.2%). BAC test results were unknown for 27.2% of drivers suspected of alcohol use.

The majority of 2024 alcohol involved crashes (52.3%) occurred Friday through Sunday, with Sunday accounting for 20.3% of all alcohol involved crashes. Most alcohol involved crashes (70.7%) occurred between the hours of 5:00PM and 3:00AM, with a significant spike in crashes from 5:00PM to 11:00PM.

2024 Alcohol Involved Crashes by Day of the Week



Most alcohol involved crashes occurred in darkness conditions (60.3%), with 33% in darkness unlighted and 27.3% in darkness lighted conditions. Around 35.2% were in daylight conditions.

The majority of 2024 alcohol involved crashes occurred in an urban location (66.1%), but a significant number of alcohol involved crashes occurred in rural locations (33.9%) where speeds and crash severity tend to be higher. Speed may have been a contributing factor in 38.6% of alcohol involved crashes. In addition, 54.8% of alcohol involved crashes were single vehicle crashes.

Overall, 47% of 2024 alcohol involved crashes had a first harmful event category of collision with a motor vehicle, person, or non-fixed object, 37% were collision with a fixed object, and 15.9% were non-collision crashes.

The majority of alcohol involved crashes were run off road crashes (74.6%), with 49.6% resulting in a collision with a fixed object, 30.4% resulting in a collision with a non-fixed object, and 19.8% resulting in a non-collision crash. Most alcohol involved run off road crashes were not related to curves, with only around 41.4% located in a horizontal curve in the roadway.

2024 Top First Harmful Events in First Harmful Event Category for Alcohol Involved Run Off Road Crashes

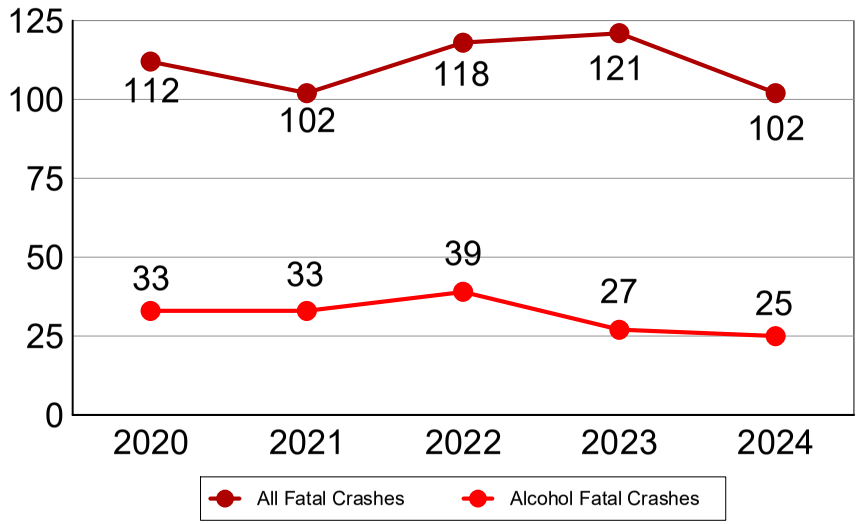
Collision with Fixed Object (230)		Collision with Non-Fixed Object (141)		Non-Collision (92)	
Fence (47)	20.4%	Parked Motor Vehicle (120)	85.1%	Overturn/Rollover (88)	95.7%
Support Pole - Various Types (32)	13.9%	Motor Vehicle (12)	8.5%	Motorcycle Loss of Control (3)	3.2%
Raised Median or Curb (20)	8.7%	Other Non-Fixed Object (7)	5.0%	Jacknife (1)	1.1%
Guardrail (19)	8.2%	Pedestrian (1)	0.7%		
Trees/Shrubbery (17)	7.4%	Work Zone/Maintenance Equipment (1)	0.7%	**Unknown (1)**	

Alcohol Involved Crash Comparison 2020 - 2024

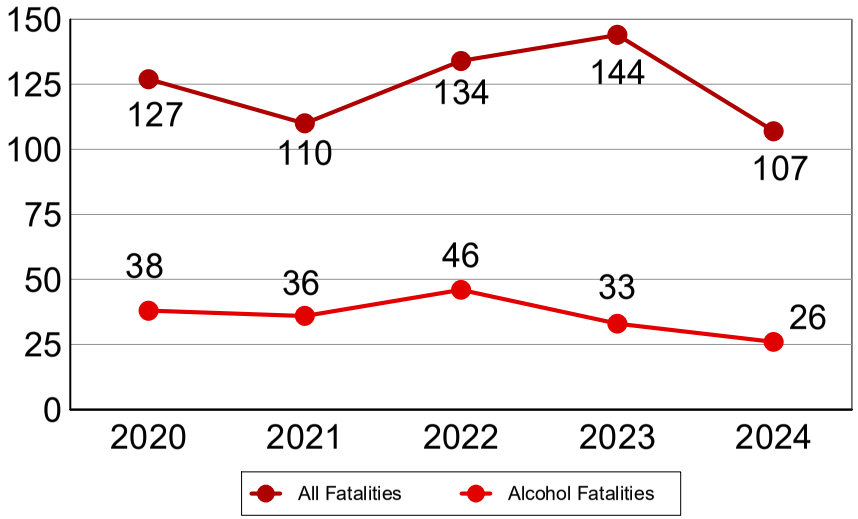
Year	Fatal Crashes				Injury Crashes				PDO Crashes	
	All Crashes	Alcohol Crashes	Total Fatalities	Alcohol Fatalities	All Crashes	Alcohol Crashes	Total Injuries	Alcohol Injuries*	All Crashes	Alcohol Crashes
2020	112	33	127	38	2,256	266	3,121	351	10,807	466
2021	102	33	110	36	2,429	278	3,267	362	11,374	421
2022	118	39	134	46	2,389	241	3,138	326	11,073	419
2023	121	27	144	33	2,388	256	3,220	343	10,994	394
2024	102	25	107	26	2,249	226	3,061	306	10,222	371

* Injuries include injuries resulting from fatal crashes.

Alcohol Involved Fatal Crashes



Alcohol Involved Fatalities



2024 Alcohol Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	1	1	11	18	22	**34**	**4.0%**
BIG HORN	0	0	4	5	4	**8**	**5.9%**
CAMPBELL	2	2	19	25	37	**58**	**4.9%**
CARBON	2	2	12	12	13	**27**	**4.5%**
CONVERSE	5	6	5	12	14	**24**	**6.1%**
CROOK	1	1	6	6	1	**8**	**2.9%**
FREMONT	4	4	10	17	17	**31**	**5.3%**
GOSHEN	0	0	3	3	5	**8**	**4.1%**
HOT SPRINGS	0	0	1	2	3	**4**	**4.6%**
JOHNSON	0	0	8	9	5	**13**	**5.1%**
LARAMIE	1	1	32	43	58	**91**	**4.9%**
LINCOLN	0	0	4	10	15	**19**	**5.3%**
NATRONA	5	5	45	57	66	**116**	**6.1%**
NIOBRARA	0	0	3	3	2	**5**	**5.2%**
PARK	1	1	10	13	9	**20**	**4.4%**
PLATTE	0	0	4	5	3	**7**	**2.5%**
SHERIDAN	0	0	8	14	14	**22**	**4.1%**
SUBLETTE	0	0	6	7	2	**8**	**3.9%**
SWEETWATER	1	1	17	22	55	**73**	**6.0%**
TETON	1	1	8	10	16	**25**	**4.9%**
UINTA	1	1	3	3	5	**9**	**2.4%**
WASHAKIE	0	0	2	2	0	**2**	**1.8%**
WESTON	0	0	5	8	5	**10**	**7.6%**
TOTAL	**25**	**26**	**226**	**306**	**371**	**622**	

The top five counties with the highest percentage of alcohol involved traffic crashes include Weston (7.6%), Converse and Natrona (6.1% each), Sweetwater (6%), and Big Horn (5.9%).

The counties with the lowest percentage of alcohol involved traffic crashes include Washakie (1.8%), Uinta (2.4%), Platte (2.5%), Crook (2.9%), and Sublette (3.9%).

2024 Alcohol Involved Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALPINE	0	0	0	0	1	**1**	**20%**
BUFFALO	0	0	1	1	0	**1**	**7.1%**
BURLINGTON	0	0	0	0	1	**1**	**100%**
CASPER	1	1	40	51	57	**98**	**6.1%**
CHEYENNE	0	0	25	31	56	**81**	**5.1%**
CODY	0	0	3	4	6	**9**	**6.4%**
DOUGLAS	2	2	2	8	5	**9**	**9.2%**
ENCAMPMENT	0	0	1	1	0	**1**	**100%**
EVANSTON	0	0	0	0	2	**2**	**1.9%**
FORT LARAMIE	0	0	0	0	1	**1**	**25%**
GILLETTE	0	0	11	14	29	**40**	**5.3%**
GLENROCK	0	0	0	0	2	**2**	**33.3%**
GREEN RIVER	0	0	1	2	6	**7**	**4.6%**
GREYBULL	0	0	0	0	1	**1**	**9.1%**
HARTVILLE	0	0	1	1	0	**1**	**33.3%**
JACKSON	0	0	0	0	9	**9**	**4.6%**
KEMMERER	0	0	0	0	2	**2**	**9.5%**
LANDER	0	0	2	2	4	**6**	**7.6%**
LARAMIE	0	0	7	11	19	**26**	**5.1%**
LOVELL	0	0	0	0	2	**2**	**50%**
LUSK	0	0	0	0	1	**1**	**6.67%**
MEETEETSE	0	0	1	1	0	**1**	**20%**

2024 Alcohol Involved Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
MILLS	0	0	1	1	2	**3**	**14.3%**
MOORCROFT	0	0	0	0	1	**1**	**10%**
NEWCASTLE	0	0	1	1	3	**4**	**12.5%**
PINEDALE	0	0	1	1	1	**2**	**7.1%**
POWELL	0	0	1	1	1	**2**	**4.2%**
RANCHESTER	0	0	0	0	1	**1**	**25%**
RAWLINS	1	1	2	2	8	**11**	**7.2%**
RIVERTON	0	0	4	7	6	**10**	**7.6%**
ROCK SPRINGS	0	0	13	16	36	**49**	**9.2%**
SARATOGA	0	0	0	0	1	**1**	**25%**
SHERIDAN	0	0	5	11	10	**15**	**4.7%**
SINCLAIR	1	1	0	0	0	**1**	**11.1%**
THAYNE	0	0	0	0	2	**2**	**22.2%**
THERMOPOLIS	0	0	0	0	1	**1**	**7.1%**
TORRINGTON	0	0	1	1	3	**4**	**5.9%**
UPTON	0	0	1	1	0	**1**	**14.3%**
WHEATLAND	0	0	0	0	1	**1**	**2.4%**
TOTAL	**5**	**5**	**125**	**169**	**281**	**411**	

2024 Drivers with Alcohol Use by Age Group, BAC Results, and Crash Severity

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

Age 17 - 20	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	5	4
	.080 - .159	1	9	13
	.160 - .259	0	5	12
	.260 - .359	0	1	2
	Results Unknown	0	4	9
	Total	**1**	**24**	**40**

Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	12	7
	.080 - .159	0	9	10
	.160 - .259	1	14	20
	.260 - .359	0	0	2
	Results Unknown	0	7	15
	Total	**1**	**42**	**54**

Age 26 - 34	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	13	17
	.080 - .159	0	9	14
	.160 - .259	2	14	33
	.260 - .359	2	6	8
	Results Unknown	1	10	32
	Total	**5**	**52**	**104**

Age 35 - 44	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	11	11
	.080 - .159	1	8	11
	.160 - .259	4	11	22
	.260 - .359	0	5	10
	.360 +	1	1	0
	Results Unknown	1	13	16
	Total	**7**	**49**	**70**

2024 Drivers with Alcohol Use by Age Group, BAC Results, and Crash Severity

Age 45 - 54	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	10	5
	.080 - .159	2	6	12
	.160 - .259	2	4	16
	.260 - .359	0	1	4
	Results Unknown	2	3	12
	Total	**6**	**24**	**49**
Age 55 - 64	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	.001 - .079	0	5	4
	.080 - .159	0	4	7
	.160 - .259	1	4	7
	.260 - .359	0	2	3
	Results Unknown	1	3	6
	Total	**2**	**18**	**27**
Age 65 - 74	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	.001 - .079	0	3	7
	.080 - .159	1	1	4
	.160 - .259	0	3	7
	Results Unknown	1	4	0
	Total	**2**	**11**	**18**
75 +	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	.001 - .079	0	0	1
	.080 - .159	0	1	0
	Results Unknown	0	0	1
	Total	**0**	**1**	**2**
Unknown	**BAC Results**	**Fatal Crashes**	**Injury Crashes**	**PDO Crashes**
	Results Unknown	0	1	5
	Total	**0**	**1**	**5**
	TOTAL	**24**	**225**	**372**

2024 Drivers with Alcohol Use by Gender & Age Group and Crash Severity

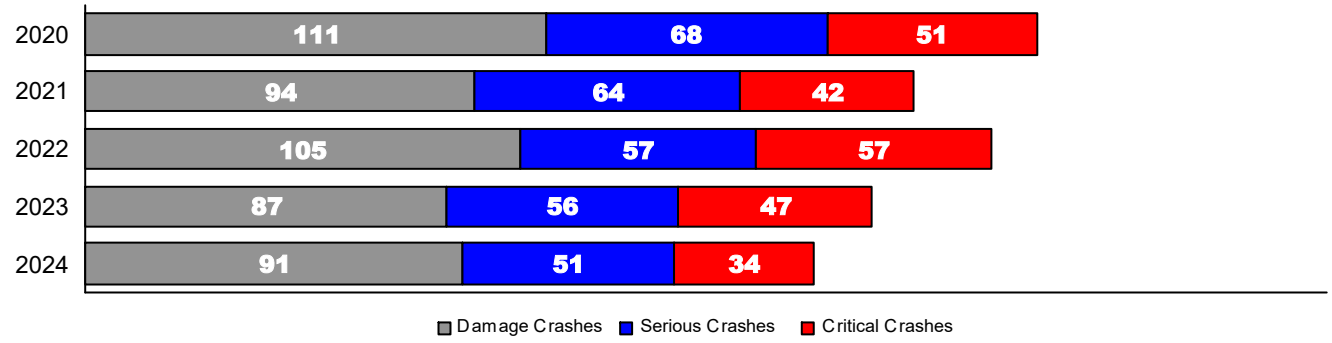
Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	Total
Male	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	1	0	1	2	0	**4**
	17 - 20	1	4	12	1	27	0	**45**
	21 - 25	1	12	17	7	39	4	**80**
	26 - 34	4	11	19	9	77	7	**127**
	35 - 44	7	8	18	10	49	2	**94**
	45 - 54	5	7	8	3	33	0	**56**
	55 - 64	2	6	5	4	18	1	**36**
	65 - 74	2	0	7	2	15	0	**26**
	75 +	0	0	1	0	2	0	**3**
	Unknown	0	0	0	0	0	0	0
	Total	**22**	**49**	**87**	**37**	**262**	**14**	**471**
Female	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	0	1	1	0	**2**
	17 - 20	0	2	4	1	12	1	**20**
	21 - 25	0	0	3	3	11	0	**17**
	26 - 34	1	3	8	2	19	1	**34**
	35 - 44	0	4	5	4	18	1	**32**
	45 - 54	1	3	2	1	15	1	**23**
	55 - 64	0	0	1	2	8	0	**11**
	65 - 74	0	0	0	2	3	0	**5**
	75 +	0	0	0	0	0	0	**0**
	Unknown	0	0	0	0	0	0	0
	Total	**2**	**12**	**23**	**16**	**87**	**4**	**144**
Unknown	Unknown	0	0	0	1	1	4	**6**
	Total	**0**	**0**	**0**	**1**	**1**	**4**	**6**
Total		**24**	**61**	**110**	**54**	**350**	**22**	**621**

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 2020 - 2024

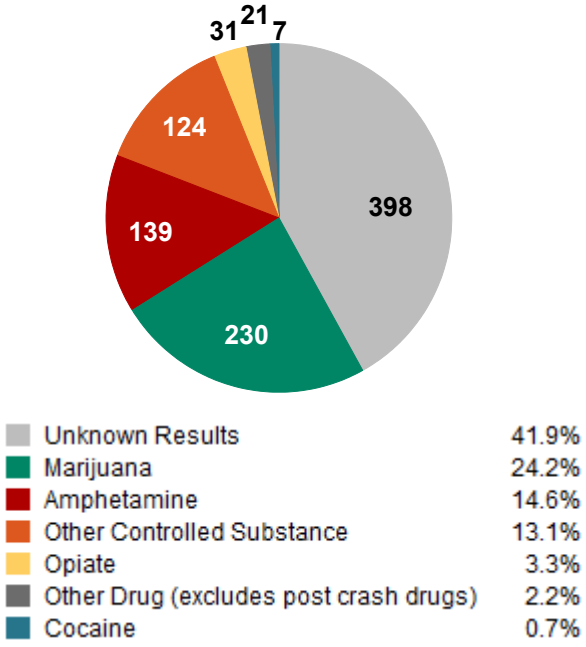


Over the past five years, drug involved crashes accounted for approximately 1.5% of all crashes, including 9.8% of critical crashes, 3% of serious crashes, and 0.9% of damage crashes. When looking at critical crashes, nearly 18.9% of fatal crashes and 7% of suspected serious injury crashes were drug involved crashes.

In 2024, drug involved crashes accounted for 1.4% of all crashes, including 7.5% of critical crashes, 2.7% of serious crashes, and 0.9% of damage crashes. When looking at critical crashes, 8.8% of fatal crashes and 7.1% of suspected serious injury crashes were drug involved crashes.

Over the last five years, positive drug results were reported for 54.7% of drivers with suspected drug use, with 7.9% of drivers testing negative, and 13.1% of drivers with results pending. The remaining 24.3% of drivers suspected of drug use had no test results reported. In addition, 55.7% of drivers with a positive test result do not have the type of drug detected by the test reported.

Type of Drug Indicated for Drivers with Drug Use 2020-2024



For drivers with drug use involved in a traffic crash with identifiable drug results available, marijuana was the most common drug detected (24.2%), followed by amphetamine (14.6%), other controlled substance (13.1%), opiate (3.3%), other drug (2.2%), and cocaine (0.7%).

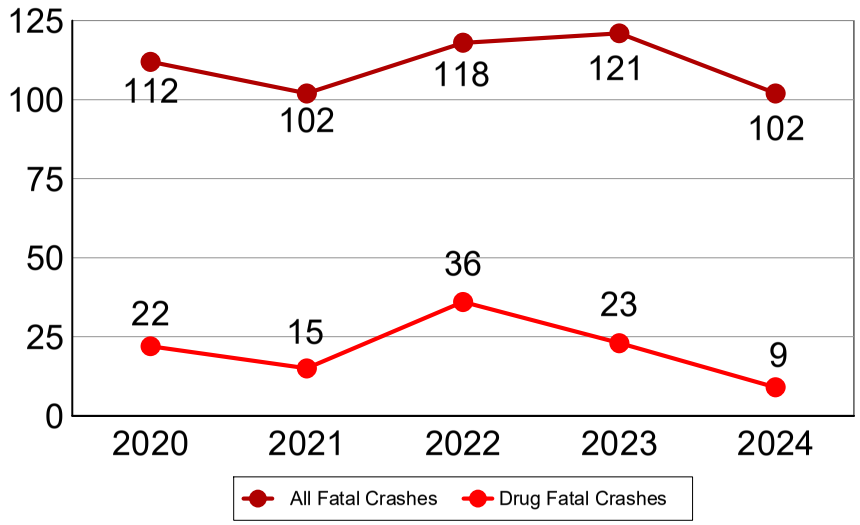
In 2024, only 5.5% of drivers with drug use involved in a traffic crash had unknown test results. For identifiable results, marijuana was detected in 39.6% of drivers, followed by other controlled substance (24.7%), amphetamine (23.1%), other drug (3.8%), and opiate (3.3%).

Drug Involved Crash Comparison 2020 - 2024

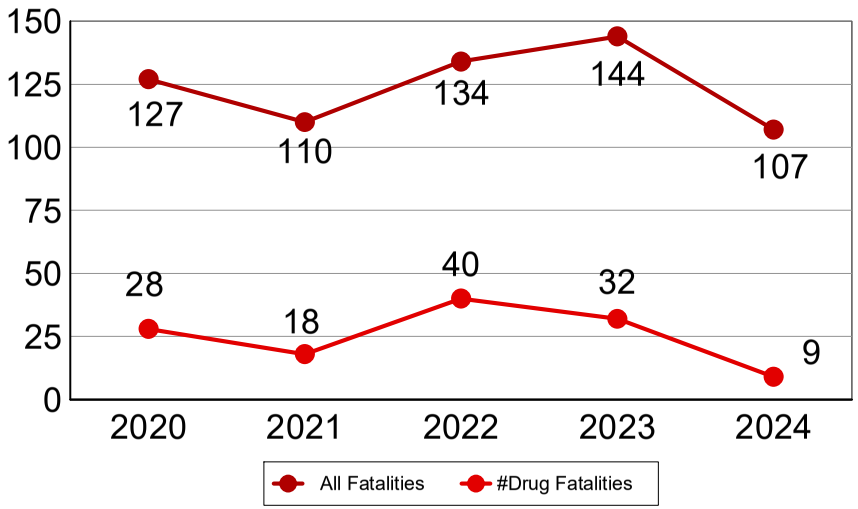
Year	Fatal Crashes				Injury Crashes				PDO Crashes	
	All Crashes	Drug Crashes	Total Fatalities	Drug Fatalities	All Crashes	Drug Crashes	Total Injuries	Drug Injuries*	All Crashes	Drug Crashes
2020	112	22	127	28	2,256	97	3,121	170	10,807	111
2021	102	15	110	18	2,429	91	3,267	130	11,374	94
2022	118	36	134	40	2,389	78	3,138	126	11,073	105
2023	121	23	144	32	2,388	80	3,220	121	10,994	87
2024	102	9	107	9	2,249	76	3,061	110	10,222	91

* Injuries include injuries resulting from fatal crashes.

Drug Involved Fatal Crashes



Drug Involved Fatalities



2024 Drug Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	0	0	2	2	3	**5**	**0.6%**
BIG HORN	1	1	1	1	0	**2**	**1.5%**
CAMPBELL	1	1	9	11	10	**20**	**1.7%**
CARBON	0	0	2	2	5	**7**	**1.2%**
CONVERSE	0	0	2	4	4	**6**	**1.5%**
CROOK	0	0	0	0	0	**0**	**0.0%**
FREMONT	1	1	2	2	4	**7**	**1.2%**
GOSHEN	0	0	3	6	0	**3**	**1.5%**
HOT SPRINGS	0	0	1	2	1	**2**	**2.3%**
JOHNSON	0	0	2	2	0	**2**	**0.8%**
LARAMIE	1	1	10	14	12	**23**	**1.2%**
LINCOLN	0	0	2	4	3	**5**	**1.4%**
NATRONA	2	2	15	18	16	**33**	**1.7%**
NIOBRARA	0	0	0	0	0	**0**	**0.0%**
PARK	1	1	2	3	3	**6**	**1.3%**
PLATTE	0	0	4	5	1	**5**	**1.8%**
SHERIDAN	0	0	3	3	11	**14**	**2.6%**
SUBLETTE	0	0	0	0	1	**1**	**0.5%**
SWEETWATER	0	0	7	11	12	**19**	**1.6%**
TETON	1	1	3	4	4	**8**	**1.6%**
UINTA	1	1	3	4	1	**5**	**1.3%**
WASHAKIE	0	0	1	1	0	**1**	**0.9%**
WESTON	0	0	2	11	0	**2**	**1.5%**
TOTAL	**9**	**9**	**76**	**110**	**91**	**176**	

The top five counties with the highest percentage of drug involved traffic crashes include Sheridan (2.6%), Hot Springs (2.3%), Platte (1.8%), Campbell and Natrona (1.7% each).

The counties with the lowest percentage of drug involved traffic crashes include Crook and Niobrara (0% each), Sublette (0.5%), Albany (0.6%), and Johnson (0.8%).

2024 Drug Involved Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
BUFFALO	0	0	1	1	0	**1**	**7.1%**
CASPER	1	1	12	14	14	**27**	**1.7%**
CHEYENNE	1	1	7	10	11	**19**	**1.2%**
CODY	0	0	1	2	3	**4**	**2.8%**
DOUGLAS	0	0	1	2	3	**4**	**4.1%**
EVANSTON	0	0	0	0	1	**1**	**1%**
GILLETTE	0	0	4	4	9	**13**	**1.7%**
HARTVILLE	0	0	1	2	0	**1**	**33.3%**
JACKSON	0	0	1	1	1	**2**	**1%**
KEMMERER	0	0	1	3	0	**1**	**4.8%**
LARAMIE	0	0	0	0	3	**3**	**0.6%**
RAWLINS	0	0	1	1	4	**5**	**3.3%**
RIVERTON	0	0	1	1	2	**3**	**2.3%**
ROCK SPRINGS	0	0	4	4	8	**12**	**2.3%**
SARATOGA	0	0	0	0	1	**1**	**25%**
SHERIDAN	0	0	2	2	7	**9**	**2.8%**
THAYNE	0	0	0	0	1	**1**	**11.1%**
THERMOPOLIS	0	0	0	0	1	**1**	**7.1%**
TORRINGTON	0	0	2	3	0	**2**	**2.9%**
WRIGHT	0	0	1	1	0	**1**	**9.1%**
TOTAL	**2**	**2**	**40**	**51**	**69**	**111**	

2024 Drivers with Drug Use by Gender & Age Group and Crash Severity

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	Total
Male	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	1	1	0	0	**2**
	17 - 20	0	0	0	1	3	0	**4**
	21 - 25	0	5	4	1	6	0	**16**
	26 - 34	2	3	3	1	10	1	**20**
	35 - 44	1	4	5	3	14	0	**27**
	45 - 54	2	1	2	0	4	0	**9**
	55 - 64	0	0	1	0	3	0	**4**
	65 - 74	0	1	2	0	3	0	**6**
	75 +	0	0	0	0	0	0	**0**
	Total	**5**	**14**	**18**	**7**	**43**	**1**	**88**
Female	< 14	0	0	0	0	0	0	**0**
	14 - 16	0	0	0	0	0	0	**0**
	17 - 20	0	1	1	0	1	0	**3**
	21 - 25	0	0	0	1	1	0	**2**
	26 - 34	1	3	6	2	2	0	**14**
	35 - 44	0	1	5	1	5	0	**12**
	45 - 54	0	2	1	0	2	0	**5**
	55 - 64	0	0	0	0	7	0	**7**
	65 - 74	0	0	0	0	0	0	**0**
	75 +	0	0	0	0	1	0	**1**
	Total	**1**	**7**	**13**	**4**	**19**	**0**	**44**
Unknown	Unknown	0	0	0	0	0	0	**0**
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total		**6**	**21**	**31**	**11**	**62**	**1**	**132**

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

DRIVER ACTIONS

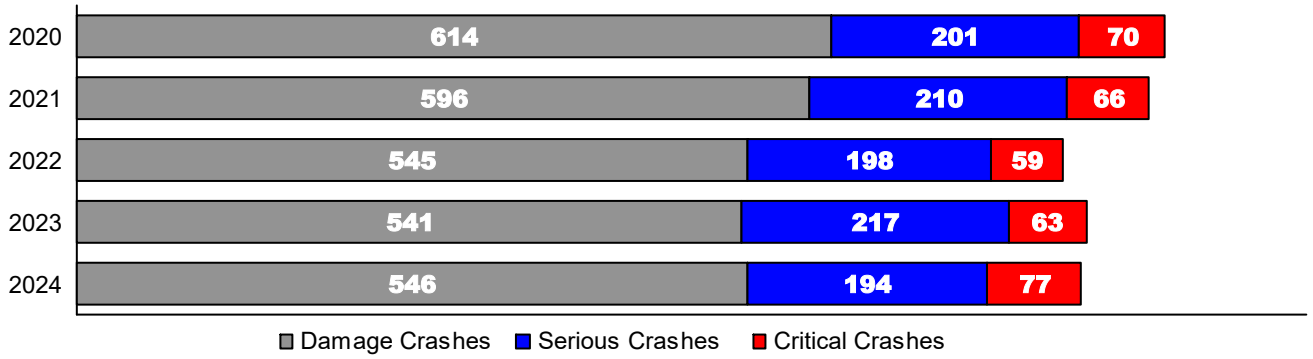
Aggressive/Erratic/Reckless or Careless Driving Crashes

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 2020 - 2024



Over the past five years, aggressive or careless driving crashes accounted for approximately 6.3% of all crashes, including 14.2% of critical crashes, 10.3% of serious crashes, and 5.2% of damage crashes. In 2024, aggressive or careless driving crashes accounted for 6.5% of all crashes, including 17% of critical crashes, 10.2% of serious crashes, and 5.3% of damage crashes.

In 2024, the majority of aggressive or careless drivers were male (68.7%), with 17-20 year old males having the highest number (13.8%).

The majority of aggressive or careless driving crashes in 2024 were a collision between motor vehicles (63.9%), and most resulted in a rear end collision (31.5%).

In 2024, the majority of aggressive or careless driving crashes occurred in urban locations (72.9%). A notable spike occurs between the hours of 12:00PM and 6:00PM (40%). Nearly 33.5% were speed related, 23% were alcohol involved, and 19.8% involved distracted driving.

2024 Aggressive or Careless Driving Crashes by Manner of Collision

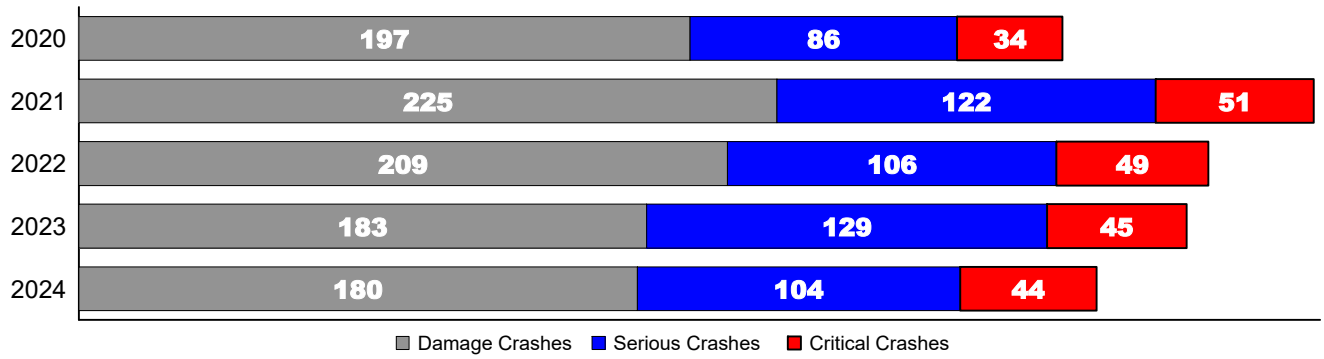
Single Vehicle	36.1%
Rear End (Front to Rear)	31.5%
Sideswipe Same Direction (Passing)	8.3%
Angle (Front to Side), Opposing Direction	7.7%
Angle Same Direction (Front to Side)	5.3%
Head On (Front to Front)	3.9%
Angle Right (Front to Side, includes Broadside)	3.8%
Sideswipe Opposite Direction (Meeting)	2.0%
Rear to Front (Normally Backing)	0.7%
Rear to Side (Normally Backing)	0.4%
Other	0.4%

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 2020 - 2024



Over the past five years, fatigued driving crashes accounted for approximately 2.6% of all crashes, including 9.5% of critical crashes, 5.5% of serious crashes, and 1.8% of damage crashes. In 2024, fatigued driving crashes accounted for 2.6% of all crashes, including 9.7% of critical crashes, 5.5% of serious crashes, and 1.8% of damage crashes.

In 2024, the majority of fatigued driving crashes were single vehicle crashes (70.1%) and most occurred in rural locations (69.8%). The majority occurred on principal arterial roadways (70.7%) with most located on rural principal arterial roadways (53.7%). Around 79.9% were run off road crashes. The most common first harmful event was a collision with another vehicle (20.4%), followed by overturn/rollover (20.1%).

Only 17.4% of fatigued driving crashes in 2024 involved a commercial motor vehicle. The majority of vehicles involved were passenger vehicles (82.1%). The majority of fatigued drivers were male (77.1%).

2024 Fatigued Driving Crashes by Rural/Urban Roadway Type

Rural Principle Arterial	176	53.7%
Rural Minor Arterial	23	7.0%
Rural Major Collector	22	6.7%
Rural Minor Collector	7	2.1%
Rural Local Road	1	0.3%
Urban Principle Arterial	56	17.1%
Urban Minor Arterial	16	4.9%
Urban Major Collector	11	3.4%
Urban Minor Collector	3	0.9%
Urban Local Road	12	3.7%
Unknown	1	0.3%

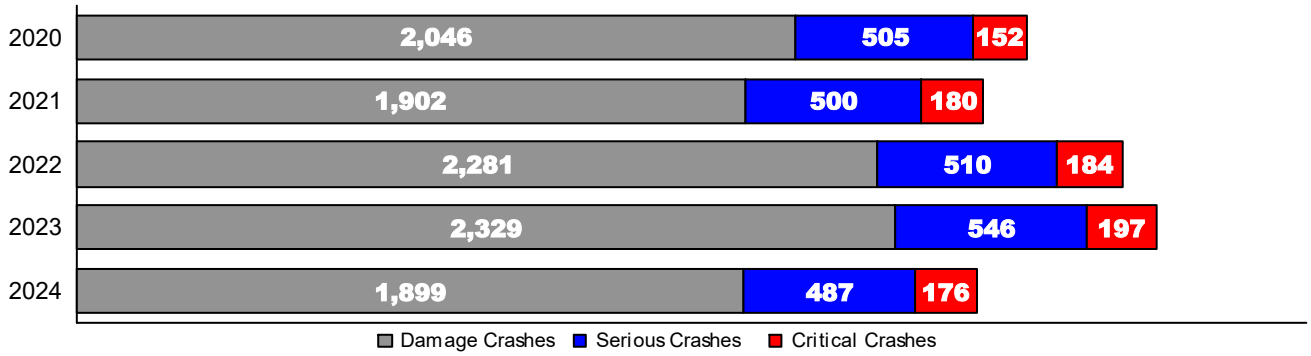
In 2024 fatigued driving crashes occurred most frequently in the early morning hours with a spike between the hours of 6:00AM-8:00AM (14%). A second wave occured between 11:00AM-3:00PM.

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 2020 - 2024

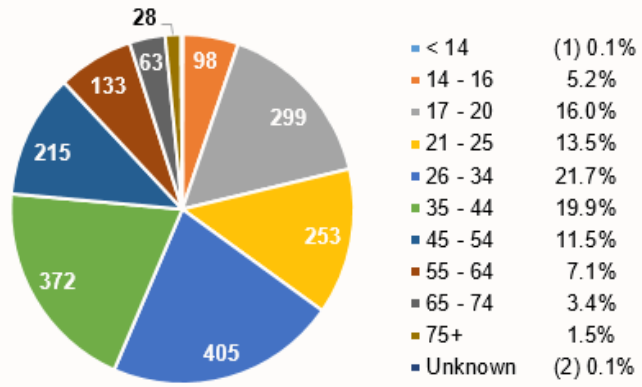


Over the past five years, speed related crashes accounted for approximately 20.8% of all crashes, including 37.7% of critical crashes, 25.7% of serious crashes, and 19.2% of damage crashes. In 2024, speed related crashes accounted for 20.4% of all crashes, including 38.9% of critical crashes, 25.6% of serious crashes, and 18.6% of damage crashes.

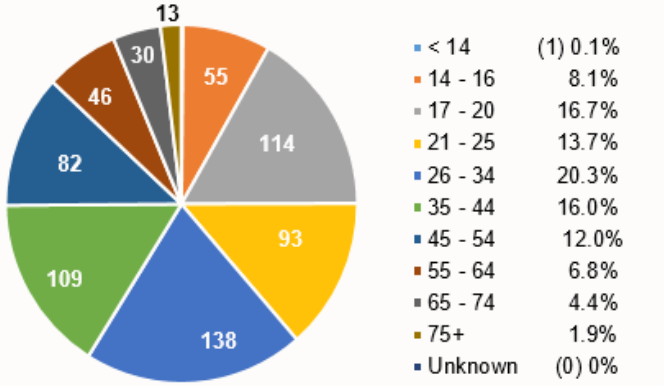
When looking at critical crashes over the last five years, around 45.2% of fatal crashes and 35.4% of suspected serious injury crashes were speed related crashes, resulting in 281 deaths and 868 serious injuries. For 2024, 52% of fatal crashes and 35.1% of suspected serious injury crashes were speed related, resulting in 54 deaths and 164 serious injuries.

In 2024, 71.3% of all speeding drivers were male. Males 26-34 years old had the highest number of speeding drivers overall, accounting for 15.5% of all speeding drivers. In addition, male speeding

2023 Male Speeding Drivers by Age Group



2023 Female Speeding Drivers by Age Group

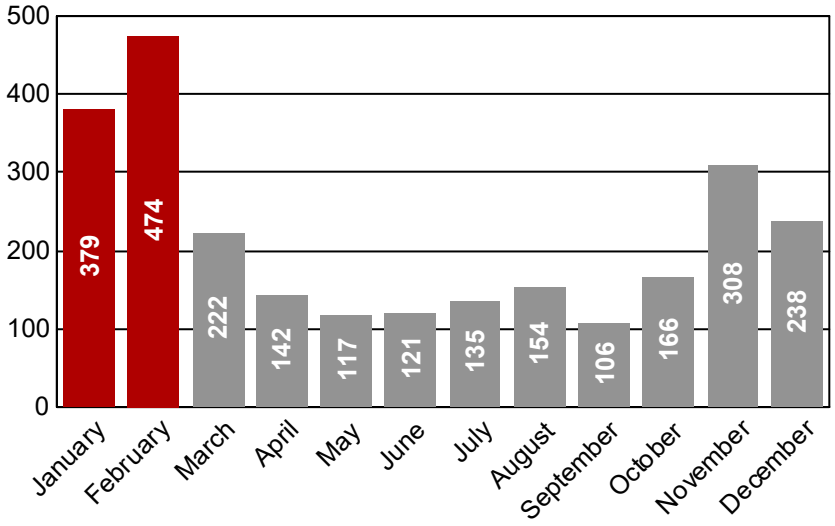


There were also 71 unknown gender and age speeding drivers.

drivers were involved in higher levels of crash severity than female speeding drivers. Around 7.9% of male speeding drivers were involved in critical crashes, and 18.3% were involved in serious crashes. Only 4.8% of female speeding drivers were involved in critical crashes, and 22.6% were involved in serious crashes.

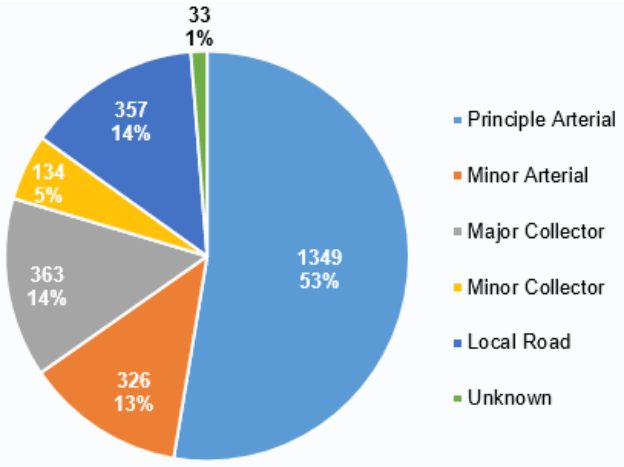
In 2024, speed related crashes saw a significant spike Januray through February, when nearly 33.3% of speed related crashes occurred. During this time a majority of speed related crashes had at least one driver directly involved driving too fast for conditions (87.2%). Spikes in speed related crashes occurred during morning (6:00AM-10:00AM, 24.2%) and afternoon/evening (3:00PM - 8:00PM, 27.5%) commutes.

2024 Total Speed Related Crashes by Month



The majority of speed related crashes occurred in daylight conditions (57.1%), with only 36.6% occurring in darkness conditions. Of the crashes occurring in darkness conditions, 8.7% were in darkness lighted and 27.9% were in darkness unlighted conditions.

2024 Speed Related Crashes by Overall Roadway Type



2024 Speed Related Crashes by Rural/Urban Roadway Type

Rural Principle Arterial	912	35.6%
Rural Minor Arterial	136	5.3%
Rural Major Collector	160	6.2%
Rural Minor Collector	100	3.9%
Rural Local Road	74	2.9%
Urban Principle Arterial	437	17.1%
Urban Minor Arterial	190	7.4%
Urban Major Collector	203	7.9%
Urban Minor Collector	34	1.3%
Urban Local Road	283	11.0%
Unknown	33	1.3%

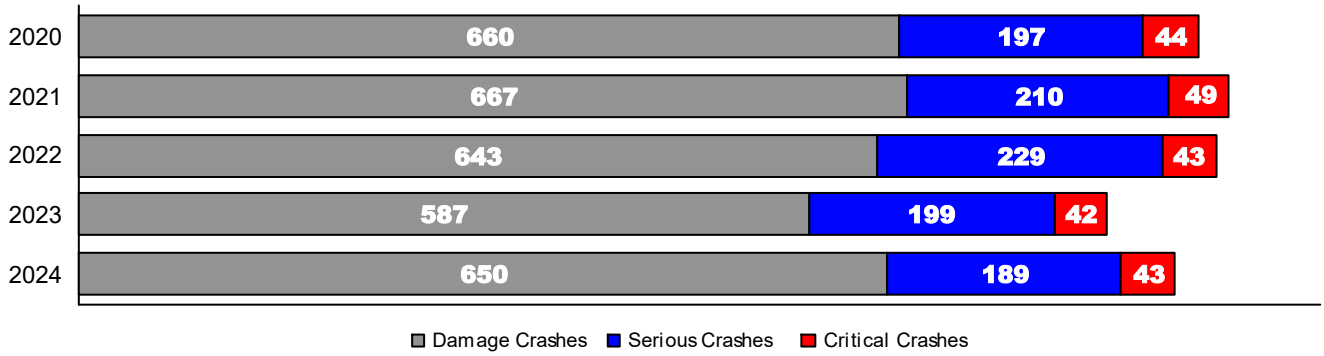
In 2024, speed related crashes occured more often in rural locations (54.8%) than in urban locations (45.2%). Certain roadway types had higher incidences of speed related crashes. Overall principle arterial roadways had the highest incidence of speed related crashes (53%), but the majority of those were in rural locations (35.6%). The median rural freeway speed limit in the United States is 70 MPH. Many rural Wyoming highways and interstates already have speed limits ranging from 70 - 80 MPH. Higher speeds often result in more severe consequences (i.e. increased level of crash severity); therefore, speeding on Wyoming rural highways and interstates is a major safety concern.

Distracted Driving Crashes

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

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

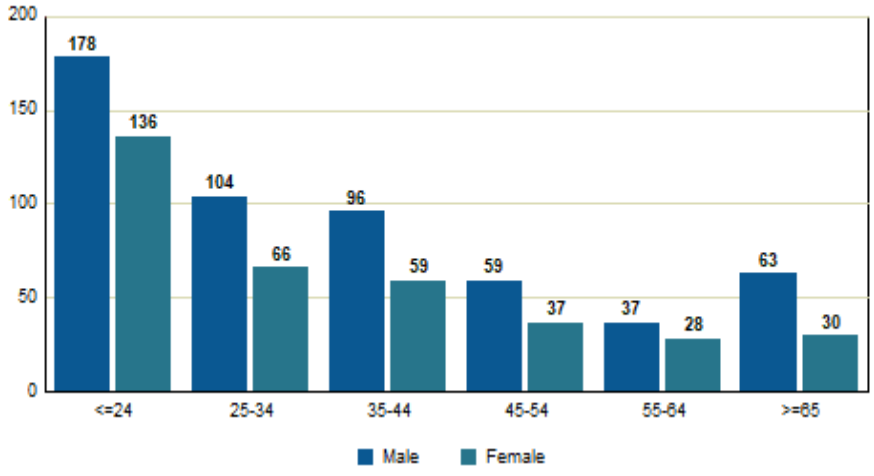
Total Distracted Driving Crashes by Crash Type 2020 - 2024



Over the past five years, distracted driving crashes accounted for approximately 6.7% of all crashes, including 9.4% of critical crashes, 10.3% of serious crashes, and 5.9% of damage crashes. In 2024, distracted driving crashes accounted for 7% of all crashes, including 9.5% of critical crashes, 10% of serious crashes, and 6.4% of damage crashes.

From 2020-2024, male drivers across all age groups were more likely to be distracted (60.3%) than female drivers (39.7%). Around 56.5% of distracted drivers were aged 34 years or less. Drivers aged 24 years and under were the most distraction-prone age group, accounting for approximately 35% of all distracted drivers.

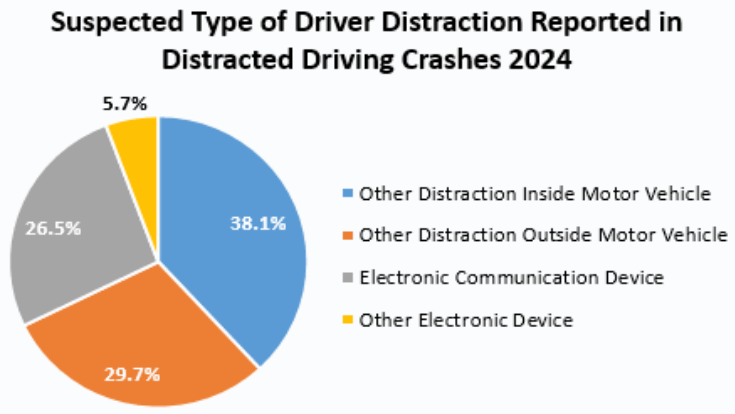
Distracted Driver by Age Group and Gender 2024



Data for 2024 is in line with this trend, with male drivers being more likely to be distracted (60.1%) in every age group than female drivers (39.9%). Around 54% of distracted drivers were aged 34 years or less. Drivers aged 24 years and under were the most distraction-prone age group, accounting for approximately 35% of all distracted drivers.

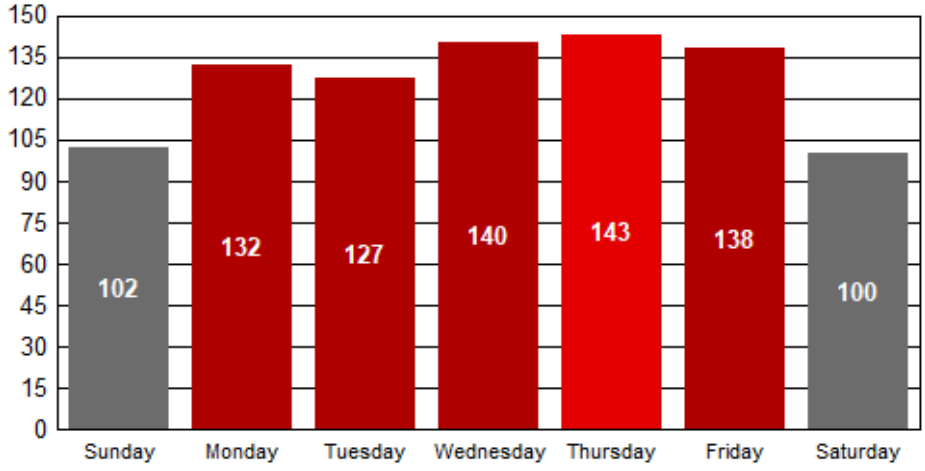
From 2020-2024, the most common type of distraction suspected at the time of a distracted driving crash is other distraction inside the motor vehicle at 39.6%, which can include passengers, pets, objects, food, and vehicle devices. Other distraction outside the motor vehicle accounted for 30.7% of distracted driving traffic crashes. An electronic communication device (such as a cell phone) accounted for 24.9% of suspected distracted driving crashes. Lastly, other electronic device (such as a laptop or tablet) accounted for 4.8% of distracted driving traffic crashes.

Data for 2024 is in line with this trend, with the most common type of distraction suspected being other distraction inside the motor vehicle (38%). Other distraction outside motor vehicle was nearly 30%, while electronic communication device was around 26.5%. Other electronic device was approximately 6% of distracted driving crashes.



In 2024, the majority of distracted driving crashes occurred in urban (71%) versus rural locations (29%). Most were a collision between motor vehicles (71.1%), with the majority being rear end collisions (39.7%). The majority occurred in daylight conditions (77.1%), with only 19.1% occurring in darkness conditions.

2024 Distracted Driving Crashes by Day of the Week

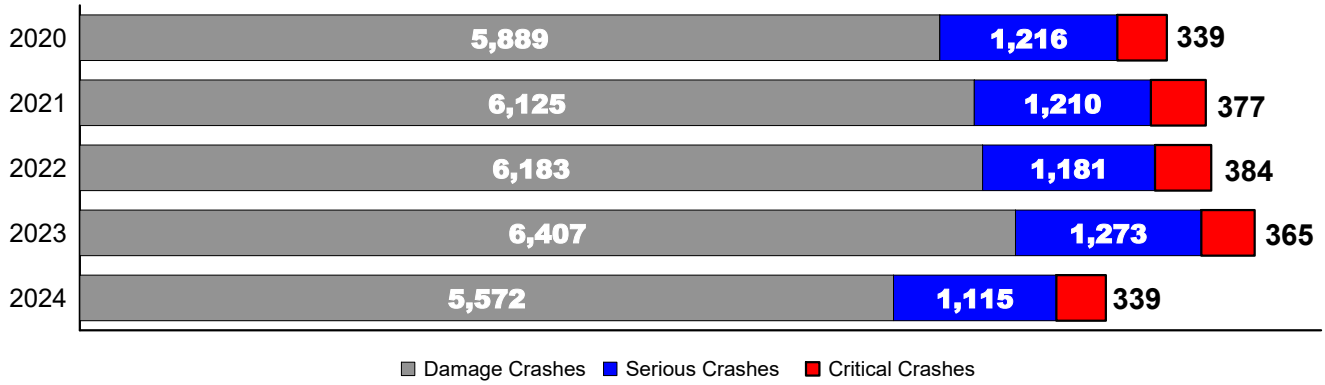


In addition, more distracted driving crashes occurred on a weekday as opposed to a weekend, with Thursday having the highest number of distracted driving crashes (16.2%). Around 56% of distracted driving crashes occurred between 11:00AM and 6:00PM, with a significant spike between 4:00PM and 6:00PM (18.4%).

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 2020 - 2024



Over the past five years, lane or road departure crashes accounted for approximately 57% of all crashes, including 76.5% of critical crashes, 60.5% of serious crashes, and 55.4% of damage crashes. In 2024, lane or road departure crashes accounted for around 56% of all crashes, including 75% of critical crashes, 58.7% of serious crashes, and 54.5% of damage crashes.

When looking specifically at road departure crashes over the last five years, 36.3% of all crashes involved a vehicle running off the roadway, including 56.6% of critical crashes, 39.9% of serious crashes, and 34.8% of damage crashes. In 2024, road departure crashes accounted for 33.7% of all crashes, including 56.4% of critical crashes, 36.1% of serious crashes, and 32.3% of damage crashes.

In 2024, around 58.9% of lane or road departure crashes occurred in urban locations and 41.1% occurred in rural locations. Around 48.4% were single vehicle crashes. Most (51.6%) resulted in a collision between motor vehicles, with 67.4% having a traveling motor vehicle and 28.8% a parked motor vehicle as a first harmful event. The majority (65.7%) occurred in daylight conditions, with only 28.5% occurring in darkness conditions. Of those occurring in darkness conditions 9.1% were darkness lighted and 19.4% were darkness unlighted conditions.

2024 Top 5 First Harmful Events for Lane or Road Departure Crashes

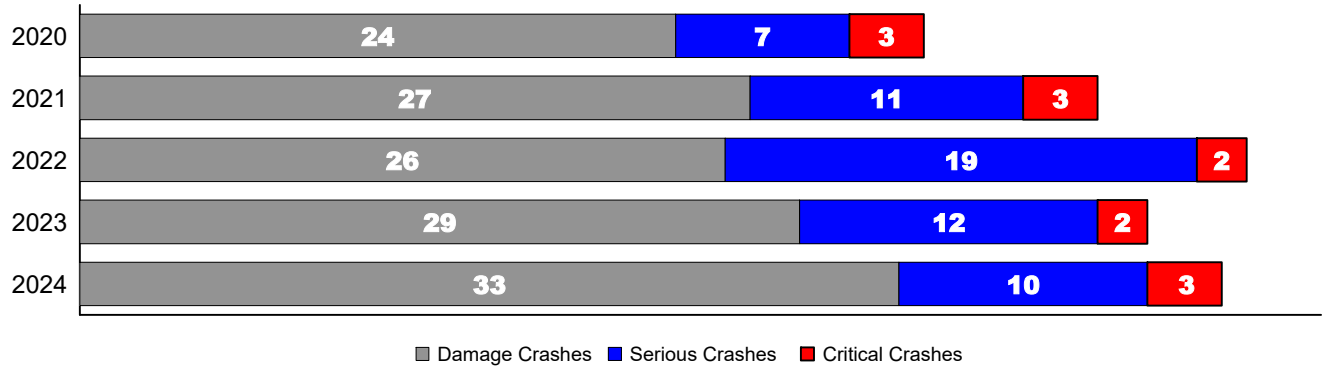
Motor Vehicle	34.8%
Parked Motor Vehicle	14.9%
Overturn/Rollover	12.1%
Fence (including Post)	5.5%
Jacknife	4.0%

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, 33.7% of lane or road departure crashes were located in a horizontal curve, 33.1% involved a less experienced young driver, 29% occurred in winter weather conditions, and 27.7% 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 2020 - 2024



Only 0.3% of all traffic crashes over the last five years were evading law enforcement crashes. In addition, only 6.2% resulted in a critical crash. Around 28% resulted in serious crashes, and 66% resulted in damage crashes. For 2024, evading law enforcement crashes were slightly higher than average (42/year). Of these crashes, 6.5% were critical crashes, 21.7% were serious crashes, and 71.7% were damage crashes.

In 2024, 47.8% of evading law enforcement crashes resulted in a hit and run crash. Around 8.7% involved a collision with a law enforcement vehicle.

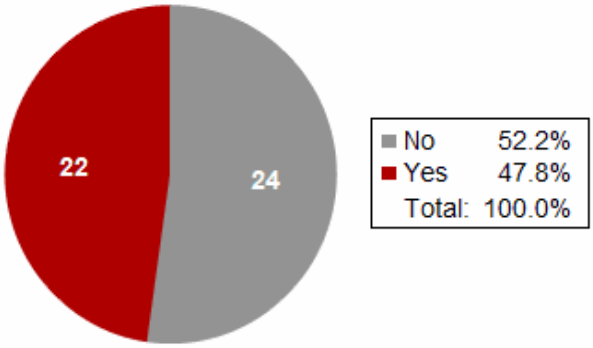
Approximately 41.3% were alcohol involved crashes, and 15.2% were drug involved crashes.

The majority of evading law enforcement crashes occurred in urban locations (76.1%) and 45.8% of urban crashes were junction related crashes.

Most 2024 evading law enforcement crashes (54.3%) were single vehicle crashes, and the most common first harmful events were fence (28%), building or structure (16%), and overturn/rollover (12%).

Around 45.7% resulted in a collision between vehicles with the most common manner of collisions being angle collisions (19.6%) and rear end collisions (10.9%).

2024 Evading Law Enforcement Hit and Run Crashes



2024 Manner of Collision for Evading Law Enforcement Crashes

Single Vehicle	54.3%
Angle (Front to Side), Opposing Direction	10.9%
Rear End (Front to Rear)	10.9%
Angle Right (Front to Side, includes Broadside)	8.7%
Sideswipe Same Direction (Passing)	8.7%
Head On (Front to Front)	2.2%
Other	2.2%
Rear to Front (Normally Backing)	2.2%

ACRONYMS

BAC	Blood Alcohol Concentration
CC	Critical Crashes
DOT	Department of Transportation
MV	Motor Vehicle
PDO	Property Damage Only
ROW	Right of Way
SI	Serious Injury
UNK	Unknown
VEH	Vehicle
VRU	Vulnerable Road User
WECRS	Wyoming Electronic Crash Reporting System
WRIR	Wind River Indian Reservation
WYDOT	Wyoming Department of Transportation

GLOSSARY OF TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motorist – Any occupant of a motor vehicle in transport.

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

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

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

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

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

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

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

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

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

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

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

Roadway Departure – When a vehicle leaves the traveled way.

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

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

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

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

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

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

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

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

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

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

APPENDIX

HOLIDAY TIME PERIOD REPORTING

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

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

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

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

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

ROAD FUNCTION CLASSIFICATIONS

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

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

ARTERIALS

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

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

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

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

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

COLLECTORS

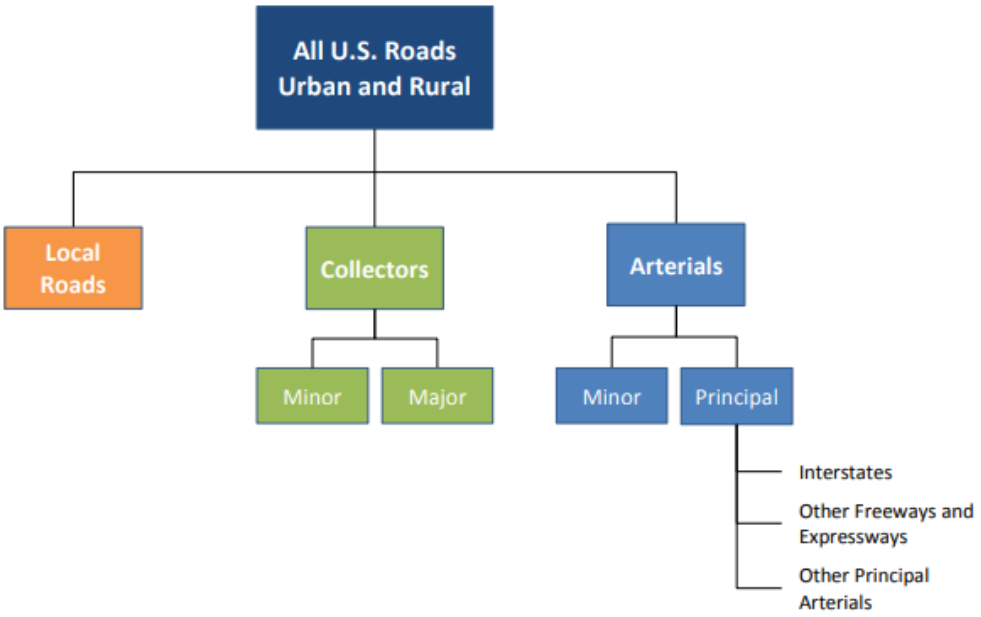
Collectors serve the critical roles of gathering traffic from local roads and funneling vehicles into the arterial network. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually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

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

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

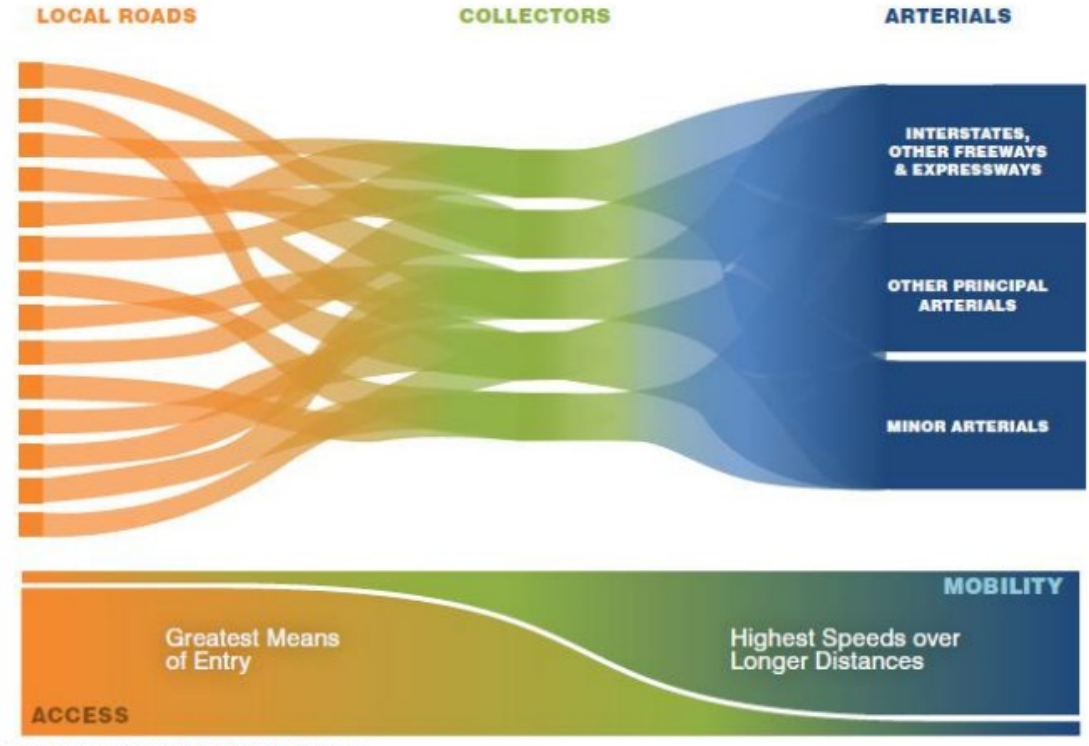
Local Roads provide limited mobility as they are not intended for use in long-distance travel, except at the origination or termination of a trip. They provide primary access to residential areas, businesses, farms, and other local areas and are often designed to discourage through traffic. Local roads,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

Highway Functional Classification System Hierarchy



Source: FHWA Functional Classification Guidelines.

Functional Classifications



Source: FHWA Functional Classification Guidelines.

BLOOD ALCOHOL CONCENTRATION (BAC) INFORMATION

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

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

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

CASE NO.

INVESTIGATOR'S TRAFFIC CRASH REPORT

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

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

Time (24 hr) :

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

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

Police Notified:
Arrived:
EMS Notified:
Arrived:

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

Hit & Run Yes ○ No ○

Crash Resulting from Prior Crash Yes ○ No ○

Investigated at the Scene Yes ○ No ○

Photo/Video Photo ○ Video ○ None ○ Both ○

Occurred on Private Property Yes ○ No ○

Public/Private Property Damage Yes ○ No ○

Estimated Amount of Non-Vehicle Property Damage $

EMS Hospital Arrival Time :

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

County

City

GPS Latitude

GPS Longitude -

Crash Occurred on: Highway/Street:

At Intersection with: Highway/Street:

Related Intersection: Highway/Street:

Milepost Marker .

Highway LRS # CAT. ID # DIR

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

INSTRUCTIONS

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

A B C D 4 5 6 7 8

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

SUPPLEMENTAL REPORTS

mark if attached

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

Investigating Agency

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

Division (WHP only)

Badge #	First	MI	Last	Rank

Report Date (yyyy/mm/dd) / /

Signature

Highway Safety Use Only

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

Date Received: _____

Report Number: _____

Highway District

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

PR902
Revised 01/08/2018

Base Information

FIRST HARMFUL EVENT

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

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

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

Animals:

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

Collision w/ Fixed Object

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

Location of FHE

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

Weather

1st choice
2nd choice

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

Road

1st choice
2nd choice

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

Lighting

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

School Bus Related

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

Road Circumstance

choose up to 3

1st choice
2nd choice
3rd choice

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

Environmental Circumstance

choose up to 3

1st choice
2nd choice
3rd choice

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

Work Zone Related

01 - Yes 02 - No 99 - Unknown

Work Zone Workers Present

Work Zone Location

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

Type of Work Zone

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

Manner of Collision

*see diagram right

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

Direction of Force

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

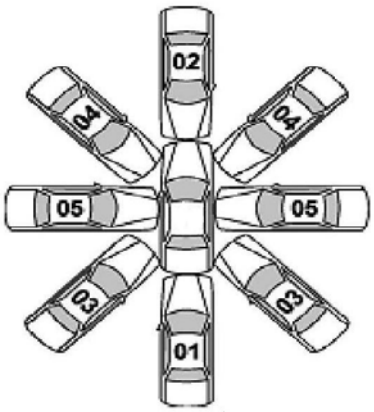
Relation to Junction

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

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

Type of Intersection

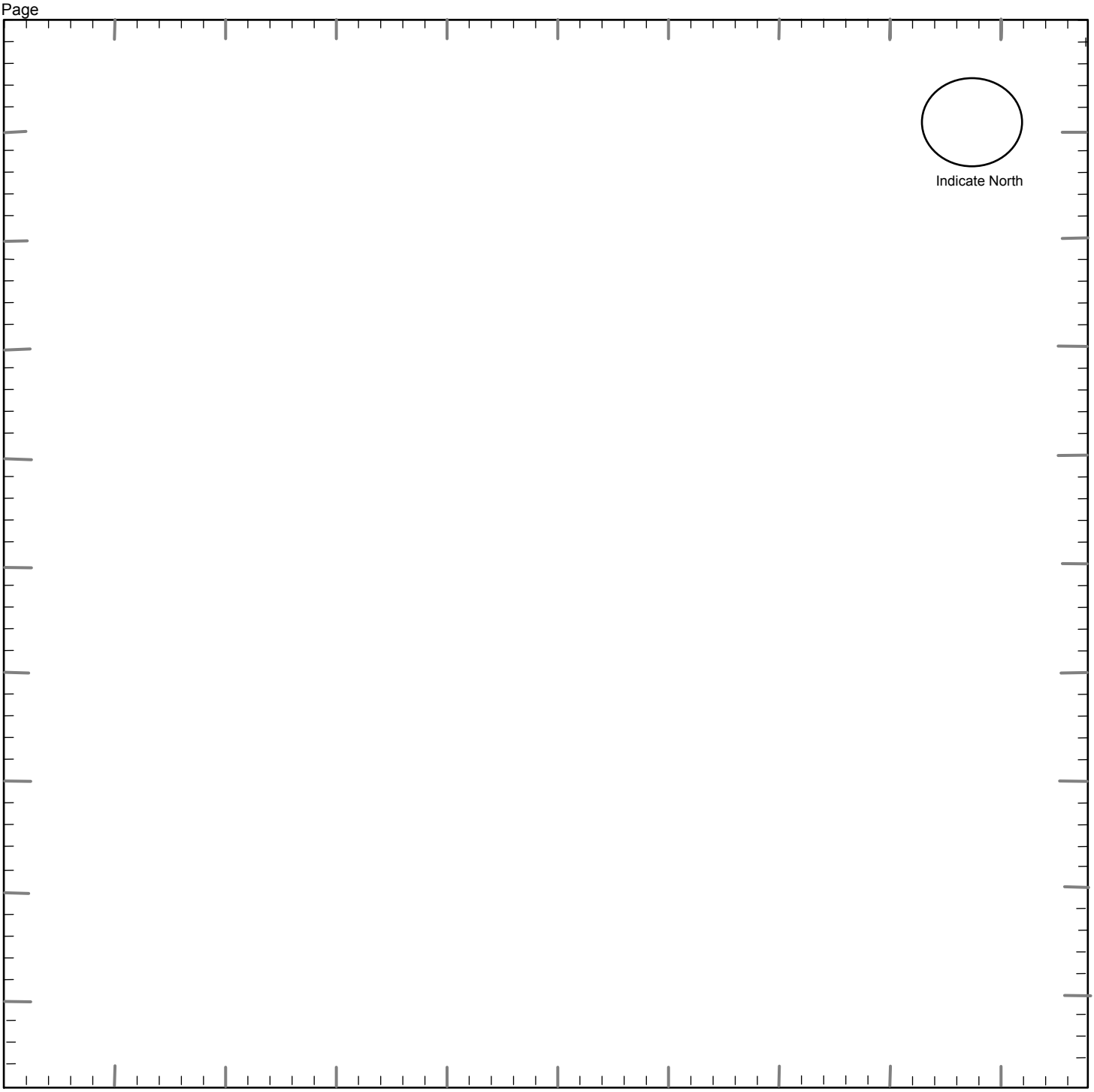
01 - Not an Intersection
02 - Four (4) -Way Intersection
03 - T Intersection
04 - Y Intersection
05 - Five (5) Point or more
06 - Intersection as part of an Interchange
07 - Roundabout
08 - L Intersection
09 - Diverging Diamond
99 - Unknown



Manner of Collision CLARIFICATION

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

Page



Witnesses

1st First Name MI Last Name

Street Number Street Name City: State: Zip Code

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

2nd First Name MI Last Name

Street Number Street Name City: State: Zip Code

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

3rd First Name MI Last Name

Street Number Street Name City: State: Zip Code

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

Vehicle No. 01 02 03...

Vehicle Information

PR902A
Revised 03/07/2017

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

Sequence choose up to 4:

Most Harmful Event choose 1

Non-Collision

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

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

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

Animals

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

Collision w/ Fixed Object

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

Motor Vehicle Unit Type

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

Commercial Motor Vehicle or HM Placard

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

Vehicle Owner

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

Vehicle Type

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

Non -Commercial Trailer Style

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

Underride/Override

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

Emergency Vehicle Use

01 - Yes 02 - No 99 - Unknown

Emergency Equipment Activated

01 - Yes 02 - No 99 - Unknown

Special Function of MV in Transport

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

Contributing Circumstance

1st choice
2nd choice

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

Vehicle Maneuver/Action prior to crash

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

Road Surface

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

Grade

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

Horizontal Alignment

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

Total No. Lanes

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

Traffic Control Working Properly

01 - Yes 02 - No 99 - Unknown

Traffic Control

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

Trafficway Description

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

Rumble Strips Present

01 - Yes 02 - No 99 - Unknown

Rumble Strips Applicable

01 - Yes 02 - No 99 - Unknown

Rumble Strips

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

Driver/Vehicle Information

CASE NO.

Vehicle No. 01 02 03...

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

Street Number | Street Name

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

Occupation | Employer | Age

Driver Phone ○ Home ○ Work ○ Cell Phone | Emp Phone ○ Home ○ Work ○ Cell Phone | SSN (fatals only)

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

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

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

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

No. of Vehicle Occupants (01 to 50)

Posted Speed | **Estimated Speed**

Vehicle Owner same as driver ○

Last Name | First Name | MI

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

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

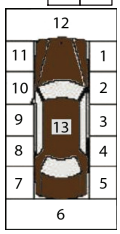
Initial Impact Point | **Most Damaged Area**

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

Insurance E-Verified Y-Yes N-No | **Company** | **Policy #**

Vehicle Towed Y-Yes N-No | **By** | **To**

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



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

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

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

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

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

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

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

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

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

Alcohol Test Result .

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

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

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

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

DL Investigation
01 - Yes
02 - No
99 - Unknown

PR-902A
Revised 01/12/2018

Page

Supplemental Vehicle Occupant Information

CASE NO.

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

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

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

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

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

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

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

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

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

MV #
01
02
03
04
05...

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

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

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

Driver | EMS ID | EMS Run # | Medical Facility

Occupant Information

» Last Name | First Name | MI | DOB (yyyy/mm/dd) | Age | SSN (Fatals Only) | Gender M, F, X

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

» Last Name | First Name | MI | DOB (yyyy/mm/dd) | Age | SSN (Fatals Only) | Gender M, F, X

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

» Last Name | First Name | MI | DOB (yyyy/mm/dd) | Age | SSN (Fatals Only) | Gender M, F, X

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

» Last Name | First Name | MI | DOB (yyyy/mm/dd) | Age | SSN (Fatals Only) | Gender M, F, X

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

» Last Name | First Name | MI | DOB (yyyy/mm/dd) | Age | SSN (Fatals Only) | Gender M, F, X

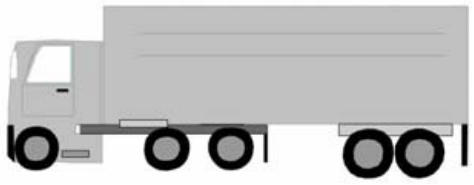
○Home ○Work ○Cell Phone and/or ○Home ○Work ○Cell Phone | Medical Facility

» Last Name | First Name | MI | DOB (yyyy/mm/dd) | Age | SSN (Fatals Only) | Gender M, F, X

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

CASE NO.

Supplemental Truck/CMV Information



01 - Commercial Vehicle
02 - Non-Commercial Vehicle

Vehicle Number 01 02 03 04 05 ...

GVW Combination GVW

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

Driver Last Name | Driver First Name | MI

ICC/MC No. | US DOT No.

No. Axles
02-98 or 99 for unknown

Carrier's Name

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

City

State | Zip Code - | Carrier's Country

Commercial Cargo Body Type

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

Commercial Cargo

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

Commercial MV Configuration

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

HM Placard

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

HM Placard ID No. 1

HM Placard ID No. 2

HM Placard ID No. 3

HM Cargo Spill

01 - Yes
02 - No
99 - Unknown

HM Placard Class

1st | 2nd | 3rd

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

PR-902B
Revised 04/07/15

CASE NO.

Wyoming Supplemental NON-Motorist

Non Motorist Segment No:

Vehicle No. 01 02 03...

Last Name | First Name | MI | Age

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

Home Work Cell Phone and/or Home Work Cell Phone

EMS ID | EMS Run # | Medical Facility

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Alcohol Test Result .

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

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

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

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

PR-902C
Revised 01/12/2018

CASE NO.

SUPPLEMENTAL BUS INFORMATION

Actual No. of Bus Occupants (01 to 99)

Vehicle No. 01 02 03 ...

Carrier's Name

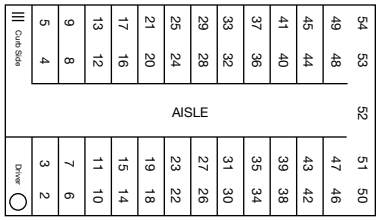
Carrier's Street Number | Carrier's City Street Name | Street Address or PO Box of Individual, Partnership, or Corporation

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

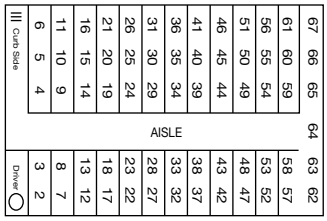
Carrier's Country | US DOT No.

Occupant Data Required only for Fatal or Injured Occupants

Layout A

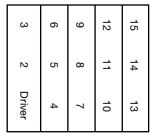


Layout B



Layout C

Layout D



Commercial / Charter / School Bus Layouts

○ A ○ B ○ C ○ Other Bus

○ D (Bus/Van 9-15 passengers)

Seat Position

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

Person Type

02 - Passenger
99 - Unknown

If non-motorist, complete supplemental form

MV #

01
02
03...

Occupant Protection System Operation

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

Seat Belt Usage

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

Ejection

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

Injury Status

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

Most Injured Area

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

Injury Description

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

Injury Classification

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

Inj. Transported by

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

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

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

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

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

Medical Facility

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

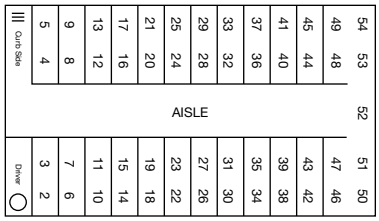
SSN (Fatals Only) | Gender M, F, X

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

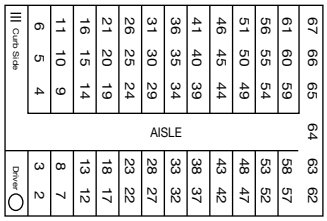
Medical Facility

SUPPLEMENTAL BUS INFORMATION

Layout A

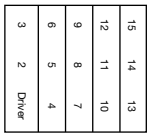


Layout B



Layout C

Layout D



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

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

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

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

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

Medical Facility

SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS DRIVER

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

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

Alcohol Test Results

Alcohol Test Result .☐☐

Drug Test Results

Drug Test Indication ☐☐

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

Drug Test Results choose up to 4

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

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

SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS NON-MOTORIST

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

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

Alcohol Test Results

Alcohol Test Result .☐☐

Drug Test Results

Drug Test Indication ☐☐

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

Drug Test Results choose up to 4

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

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

PR-902E
Revised 04/07/15

INVESTIGATOR'S PDO/SINGLE VEHICLE ANIMAL CRASH ONLY

PR-903
Revised 03/13/2018

CASE NO. BUSES EXCLUDED

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

Vehicles
Drivers
Persons

Investigated at Scene by Law Enforcement Yes ◯ No ◯

Insurance Verified Yes No

Vehicle Towed Yes No

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

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

Division (WHP only)

Badge # Officer's Last Name

County

City

GPS Latitude

GPS Longitude -

Crash Occurred on: Highway/Street:

Related Intersection: Highway/Street:

Milepost Marker

Highway LRS # CAT. ID # DIR

DRIVER INFORMATION

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

Street Number Street Name City State Zip Code

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

VEHICLE INFORMATION

Vehicle owner same as driver ◯

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

Street Number Street Name City State Zip Code

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

Was Commercial Vehicle Involved? ◯ YES ◯ NO

If yes, fill out supplement PR-902B

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

Insurance Company

Policy #

Most Harmful Event (Animal)

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

Trailer Style

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

Vehicle Maneuver/Action

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

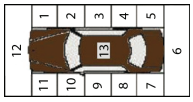
Weather

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

Road

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

Front



Vehicle #1
Damage Estimate

Shade number next to the area damaged on your vehicle

Lighting

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

Seat Position

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

Safety Equipment Usage

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

Injury Status

5-No Injury

I f any injuries form 902 must be used

Air Bag Deployed

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

Please Attach More Sheets If Needed

VEHICLE # 1
Driver # 1

PASSENGER INFORMATION FOR VEHICLE #1

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

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

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

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

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

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

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

Driver's Distraction (choose one)

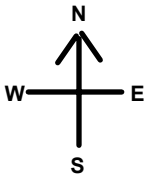
01 - Not Distracted
02 - Electronic Communication Device (cell, pager..)
03 - Other Electronic Device (palm, TV, computer...)
04 - Other Distraction Inside MV (passenger, pet...)
05 - Other Distraction Outside MV
99 - Unknown

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

DIAGRAM

Please indicate direction of travel



Narrative (Briefly describe the events of the crash)

Officer's Signature

Date

CASE NO.

NARRATIVE PAGE

PR-904


WYOMING
TRANSPORTATION
DEPARTMENT