

WYOMING

REPORT ON TRAFFIC CRASHES



2025

An annual publication provided by the



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

June 2026

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

IMPORTANT LEGISLATIVE UPDATE

CRASH REPORTING REQUIREMENTS CHANGED IN 2025

Historically, drivers were 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. **Effective July 2025**, Wyoming Statute (W.S.) 31-5-1105 was amended to require drivers to report all traffic crashes resulting in injury or death of any person, or when a vehicle is so disabled as to prevent normal and safe operation.

This resulted in a **SIGNIFICANT REDUCTION** in overall crash totals and Property Damage Only (PDO) crash totals from July 2025 on. Any perceived significant reduction in overall crash totals or PDO crash totals are **likely the result of reduced crash reporting and not an actual reduction in the number of crashes occurring.**



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

June 05, 2026

Dear Reader,

Wyoming's 2025 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,

Keri Bohlmann, P.E.
State Highway Safety Engineer

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BACKGROUND INFORMATION

Purpose

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

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

Crash Data

The Wyoming Department of Transportation Highway Safety Program maintains the Wyoming Electronic Crash Reporting System (WECRS), a database containing all reportable crashes occurring in the state of Wyoming (with the exception of Yellowstone National Park and some Wind River Indian Reservation crashes). Historically, drivers were 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. Effective July 2025, Wyoming Statute (W.S.) 31-5-1105 was amended to require drivers to report all traffic crashes resulting in injury or death of any person, or when a vehicle is so disabled as to prevent normal and safe operation. Additionally, W.S. 31-5-1106 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



2025 TOTAL COUNTS



Crash Counts

TOTAL TRAFFIC CRASHES	9,723
FATAL CRASHES	111
INJURY CRASHES	2,194
PDO CRASHES	7,418
CRITICAL CRASHES	450
SERIOUS CRASHES	1,855
DAMAGE CRASHES	7,418



HIT & RUN 1,016



RESULTING FROM PRIOR CRASH 61



Location Counts

URBAN CRASHES	5,218
RURAL CRASHES	4,505



Involved Counts

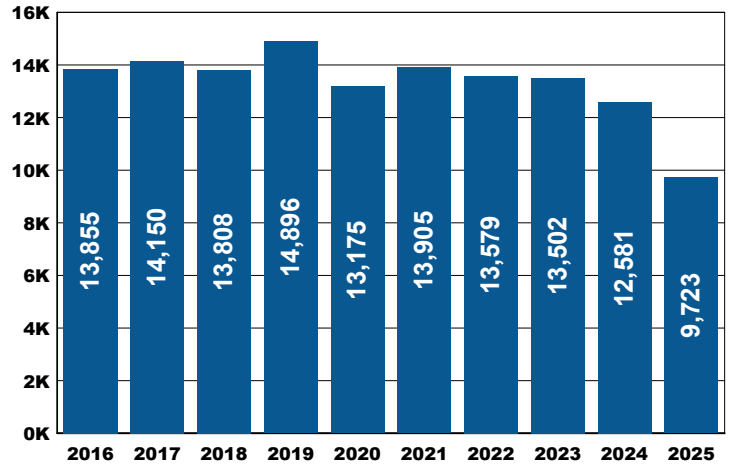
TOTAL PERSONS INVOLVED	18,920
DRIVERS	13,895
PASSENGERS	4,825
PEDESTRIANS	103
PEDALCYCLISTS	56
OCCUPANT OF PARKED VEHICLE	41



Injury Counts

TOTAL PERSONS INJURED	3,080
FATAL INJURY	124
SUSPECTED SERIOUS INJURY	427
SUSPECTED MINOR INJURY	1,479
POSSIBLE INJURY	1,050
NO APPARENT INJURY / UNKNOWN	15,840

Total Crashes by Year 2016 - 2025



Vehicle Counts

TOTAL VEHICLES INVOLVED	14,906
PASSENGER CAR	3,788
PICK-UP TRUCK	3,745
SPORTS UTILITY VEHICLE	3,241
PASSENGER VAN	263
MOTORCYCLE	254
HEAVY TRUCK	1,335
MEDIUM TRUCK	143
LIGHT TRUCK	3
CARGO VAN	91
CONSTRUCTION	19
FARM EQUIPMENT	10
SCHOOL BUS	24
BUS	16
MOTORHOME	22
MULTI-PURPOSE VEHICLE	22
ALL TERRAIN VEHICLE	14
SNOWMOBILE	1
OTHER	18
UNKNOWN	1,897

2025 SAFETY FOCUS AREA COUNTS



Impaired Crash Counts

TOTAL IMPAIRED CRASHES	670
IMPAIRED FATAL CRASHES	46
IMPAIRED FATALITIES	53
IMPAIRED INJURY CRASHES	274
IMPAIRED INJURIES	377
IMPAIRED PDO CRASHES	350



Speed-Related Crash Counts

TOTAL SPEED-RELATED CRASHES	2,061
SPEED FATAL CRASHES	49
SPEED FATALITIES	57
SPEED INJURY CRASHES	612
SPEED INJURIES	848
SPEED PDO CRASHES	1,400



Alcohol Crash Counts

TOTAL ALCOHOL INVOLVED CRASHES	595
ALCOHOL FATAL CRASHES	34
ALCOHOL FATALITIES	38
ALCOHOL INJURY CRASHES	239
ALCOHOL INJURIES	324
ALCOHOL PDO CRASHES	322



Distracted Driving Crash Counts

TOTAL DISTRACTED DRIVING CRASHES	665
DISTRACTED FATAL CRASHES	5
DISTRACTED FATALITIES	5
DISTRACTED INJURY CRASHES	236
DISTRACTED INJURIES	346
DISTRACTED PDO CRASHES	424



Drug Crash Counts

TOTAL DRUG INVOLVED CRASHES	152
DRUG FATAL CRASHES	25
DRUG FATALITIES	31
DRUG INJURY CRASHES	72
DRUG INJURIES	112
DRUG PDO CRASHES	55



Young Driver (<26) Involved Crash Counts

TOTAL YOUNG DRIVER INVOLVED CRASHES	3,238
YOUNG DRIVER INVOLVED FATAL CRASHES	26
YOUNG DRIVER INVOLVED FATALITIES	29
YOUNG DRIVER INVOLVED INJURY CRASHES	786
YOUNG DRIVER INVOLVED INJURIES	1,095
YOUNG DRIVER INVOLVED PDO CRASHES	2,426



Unbelted Occupant Crash Counts

TOTAL UNBELTED CRASHES	732
UNBELTED FATAL CRASHES	53
UNBELTED OCCUPANT FATALITIES	51
UNBELTED INJURY CRASHES	365
UNBELTED OCCUPANT INJURIES	395
TOTAL MISUSED BELT CRASHES	127
MISUSED BELT FATAL CRASHES	4
MISUSED BELT OCCUPANT FATALITIES	0
MISUSED BELT INJURY CRASHES	36
MISUSED BELT OCCUPANT INJURIES	21



Senior Driver (65+) Involved Crash Counts

TOTAL SENIOR DRIVER INVOLVED CRASHES	1,645
SENIOR DRIVER INVOLVED FATAL CRASHES	28
SENIOR DRIVER INVOLVED FATALITIES	34
SENIOR DRIVER INVOLVED INJURY CRASHES	431
SENIOR DRIVER INVOLVED INJURIES	608
SENIOR DRIVER INVOLVED PDO CRASHES	1,186



Pedestrian Crash Counts

TOTAL PEDESTRIAN CRASHES	93
PEDESTRIAN FATAL CRASHES	11
PEDESTRIAN FATALITIES	11
PEDESTRIAN INJURY CRASHES	82
PEDESTRIAN INJURIES	92



Pedalcycle Crash Counts

TOTAL PEDALCYCLE CRASHES	56
PEDALCYCLE FATAL CRASHES	2
PEDALCYCLIST FATALITIES	2
PEDALCYCLE INJURY CRASHES	54
PEDALCYCLIST INJURIES	54



Motorcycle Crash Counts

TOTAL MOTORCYCLE INVOLVED CRASHES	247
MOTORCYCLE FATAL CRASHES	15
MOTORCYCLIST FATALITIES	17
MOTORCYCLE INJURY CRASHES	197
MOTORCYCLIST INJURIES	219
MOTORCYCLE PDO CRASHES	35



Commercial Motor Vehicle Involved Crash Counts

TOTAL CMV INVOLVED CRASHES	1,209
CMV INVOLVED FATAL CRASHES	23
CMV INVOLVED FATALITIES	25
CMV INVOLVED INJURY CRASHES	285
CMV INVOLVED INJURIES	386
CMV INVOLVED PDO CRASHES	901



Snow / Ice on Road Crash Counts

TOTAL ICY / SNOWY ROAD CRASHES	1,871
ICY / SNOWY ROAD FATAL CRASHES	9
ICY / SNOWY ROAD FATALITIES	10
ICY / SNOWY ROAD INJURY CRASHES	299
ICY / SNOWY ROAD INJURIES	394
ICY / SNOWY ROAD PDO CRASHES	1,563



Wild Animal Involved Crash Counts

TOTAL WILD ANIMAL INVOLVED CRASHES	1,630
WILD ANIMAL INVOLVED FATAL CRASHES	1
WILD ANIMAL INVOLVED FATALITIES	1
WILD ANIMAL INVOLVED INJURY CRASHES	69
WILD ANIMAL INVOLVED INJURIES	91
WILD ANIMAL INVOLVED PDO CRASHES	1,560



Work Zone Related Crash Counts

TOTAL WORK ZONE RELATED CRASHES	200
WORK ZONE RELATED FATAL CRASHES	3
WORK ZONE RELATED FATALITIES	3
WORK ZONE RELATED INJURY CRASHES	49
WORK ZONE RELATED INJURIES	71
WORK ZONE RELATED PDO CRASHES	148



Horizontal Curve Crash Counts

TOTAL HORIZONTAL CURVE CRASHES	3,144
HORIZONTAL CURVE FATAL CRASHES	54
HORIZONTAL CURVE FATALITIES	64
HORIZONTAL CURVE INJURY CRASHES	746
HORIZONTAL CURVE INJURIES	1,011
HORIZONTAL CURVE PDO CRASHES	2,344



Intersection Crash Counts

TOTAL URBAN INTERSECTION CRASHES	2,480
URBAN INTERSECTION FATAL CRASHES	10
URBAN INTERSECTION FATALITIES	10
URBAN INTERSECTION INJURY CRASHES	676
URBAN INTERSECTION INJURIES	916
URBAN INTERSECTION PDO CRASHES	1,794
TOTAL RURAL INTERSECTION CRASHES	203
RURAL INTERSECTION FATAL CRASHES	3
RURAL INTERSECTION FATALITIES	4
RURAL INTERSECTION INJURY CRASHES	73
RURAL INTERSECTION INJURIES	121
RURAL INTERSECTION PDO CRASHES	127



Lane / Road Departure Crash Counts

TOTAL LANE / ROAD DEPARTURE CRASHES	5,717
LANE / ROAD DEPARTURE FATAL CRASHES	87
LANE / ROAD DEPARTURE FATALITIES	100
LANE / ROAD DEPARTURE INJURY CRASHES	1,360
LANE / ROAD DEPARTURE INJURIES	1,803
LANE / ROAD DEPARTURE PDO CRASHES	4,270

2025 AREA OF INTEREST COUNTS



Blow-Over Crash Counts

TOTAL BLOW-OVER CRASHES	146
BLOW-OVER FATAL CRASHES	0
BLOW-OVER FATALITIES	0
BLOW-OVER INJURY CRASHES	49
BLOW-OVER INJURIES	64
BLOW-OVER PDO CRASHES	97



Fatigued Driver Involved Crash Counts

TOTAL FATIGUED DRIVER CRASHES	308
FATIGUED DRIVER FATAL CRASHES	15
FATIGUED DRIVER INVOLVED FATALITIES	19
FATIGUED DRIVER INJURY CRASHES	141
FATIGUED DRIVER INVOLVED INJURIES	199
FATIGUED DRIVER PDO CRASHES	152



Snow Plow Involved Crash Counts

TOTAL SNOW PLOW INVOLVED CRASHES	26
SNOW PLOW INVOLVED FATAL CRASHES	0
SNOW PLOW INVOLVED FATALITIES	0
SNOW PLOW INVOLVED INJURY CRASHES	4
SNOW PLOW INVOLVED INJURIES	6
SNOW PLOW INVOLVED PDO CRASHES	22

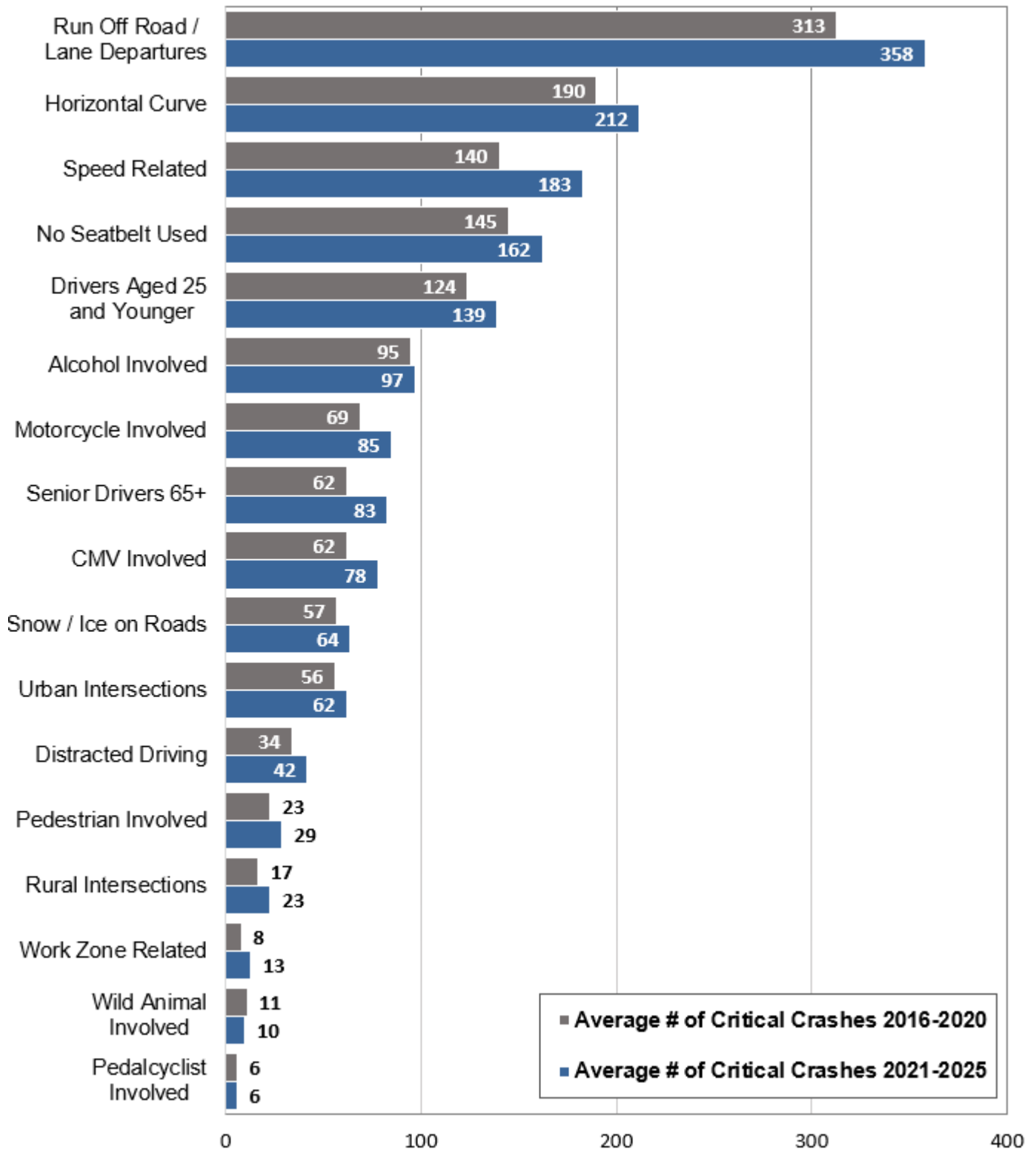


Domestic Animal Involved Crash Counts

TOTAL DOMESTIC ANIMAL CRASHES	133
DOMESTIC ANIMAL FATAL CRASHES	1
DOMESTIC ANIMAL FATALITIES	1
DOMESTIC ANIMAL INJURY CRASHES	11
DOMESTIC ANIMAL INJURIES	12
DOMESTIC ANIMAL PDO CRASHES	121

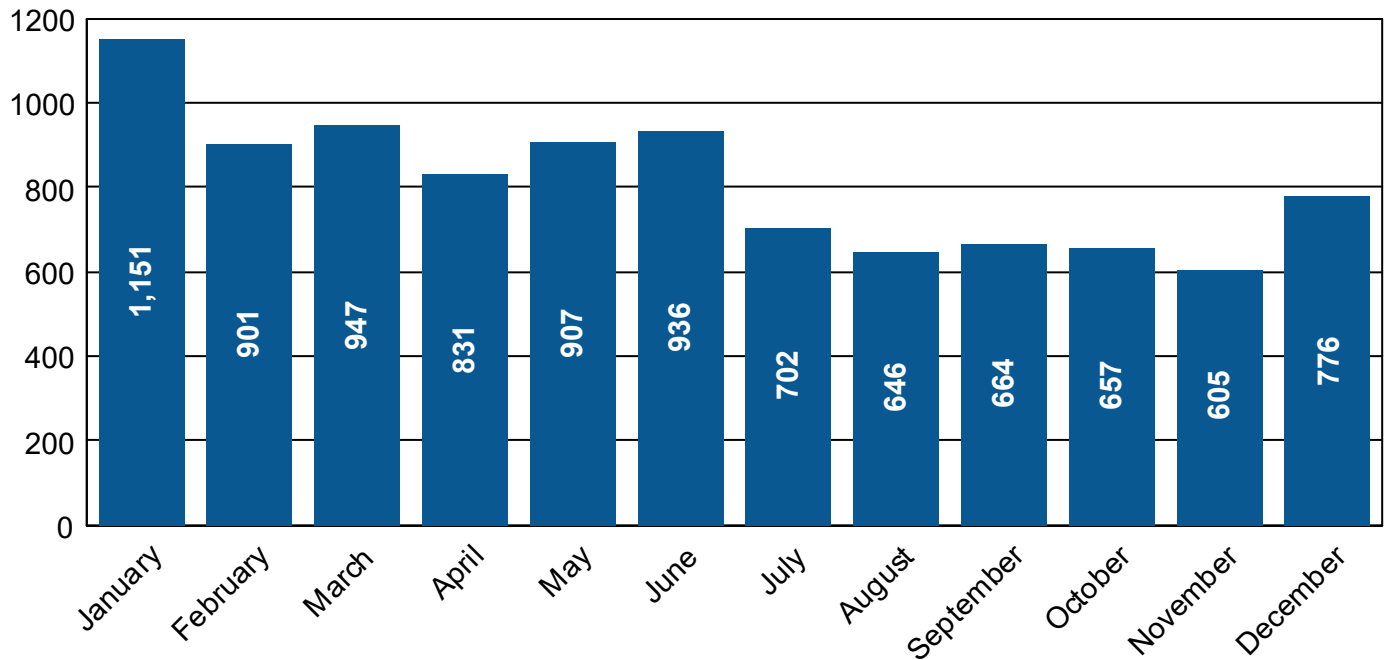
PROGRESS IN SAFETY FOCUS AREAS

A Comparison of the 5-Year Average of Critical Crashes for the Years 2016 – 2025



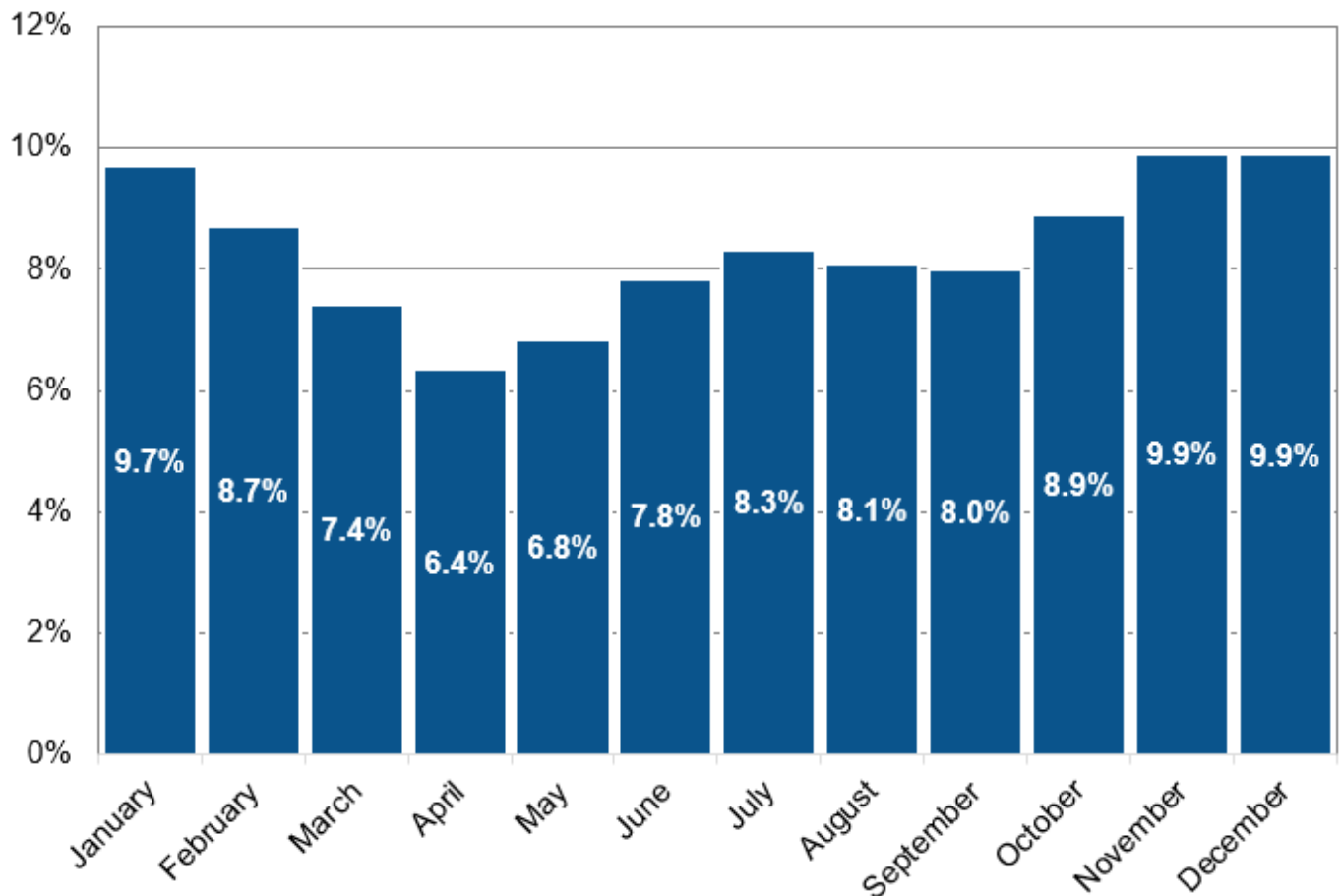
WHEN CRASHES ARE OCCURRING

2025 Total Crashes by Month

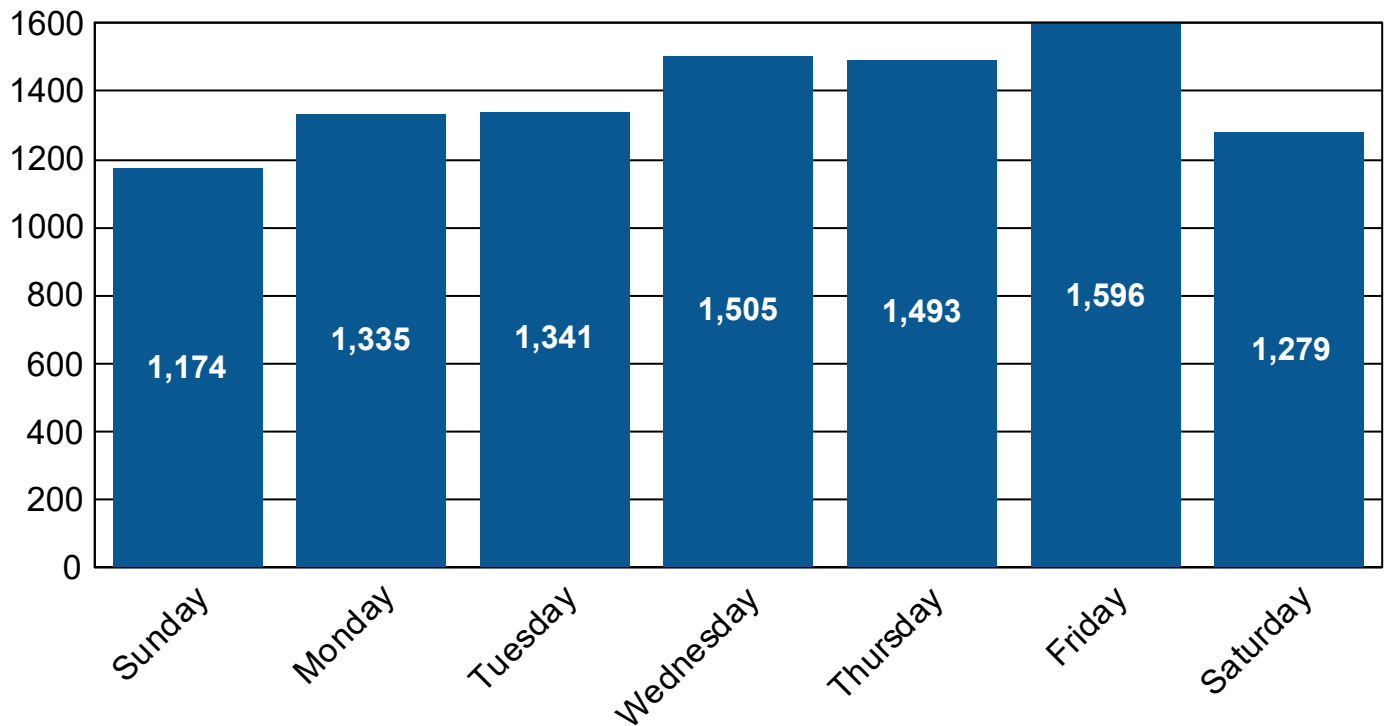


Historically (2016-2025), November and December (9.9% each) have the highest number of traffic crashes, followed closely by January. April and May have the fewest number of traffic crashes.

Total Crashes by Month 2016 - 2025

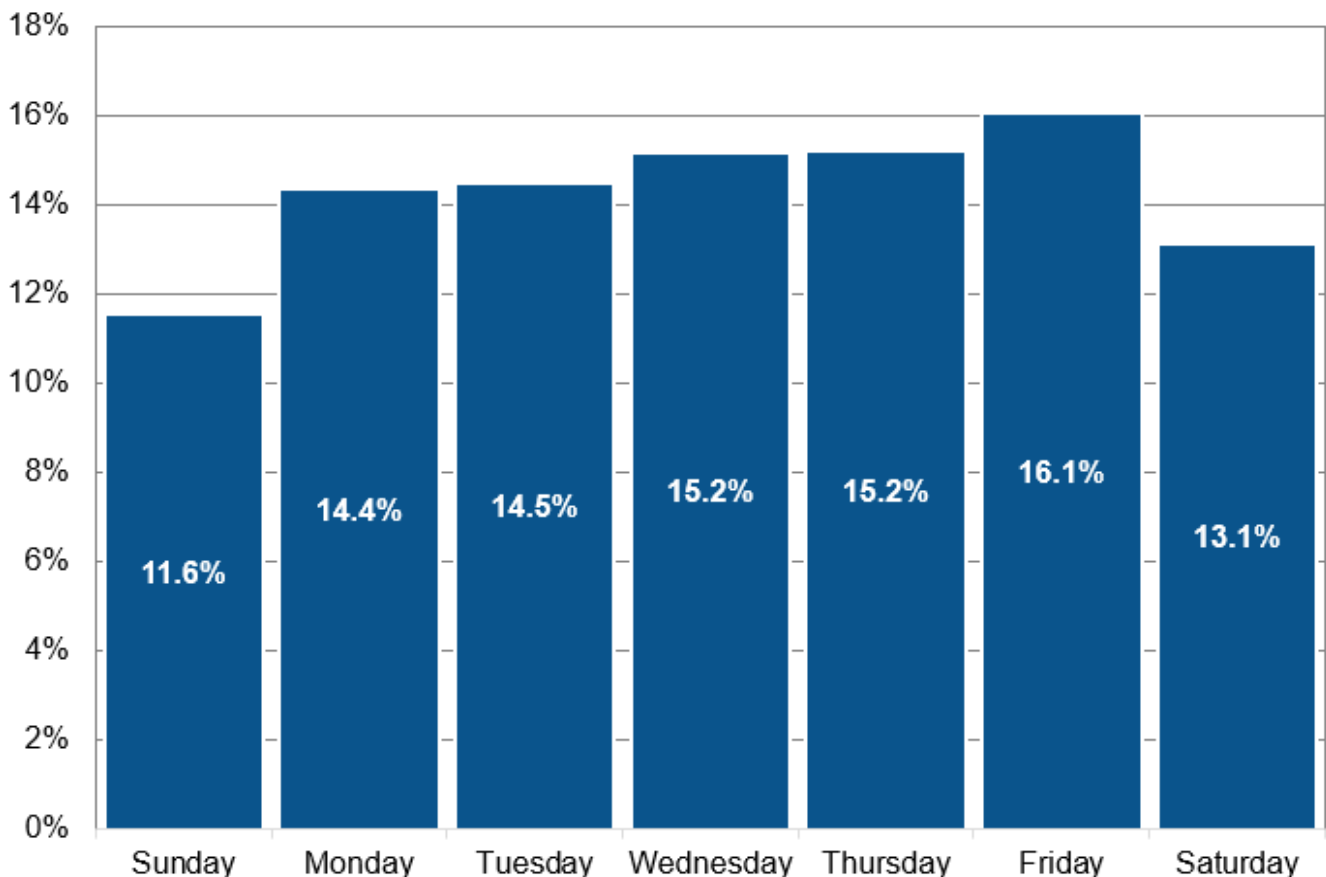


2025 Total Crashes by Day of the Week

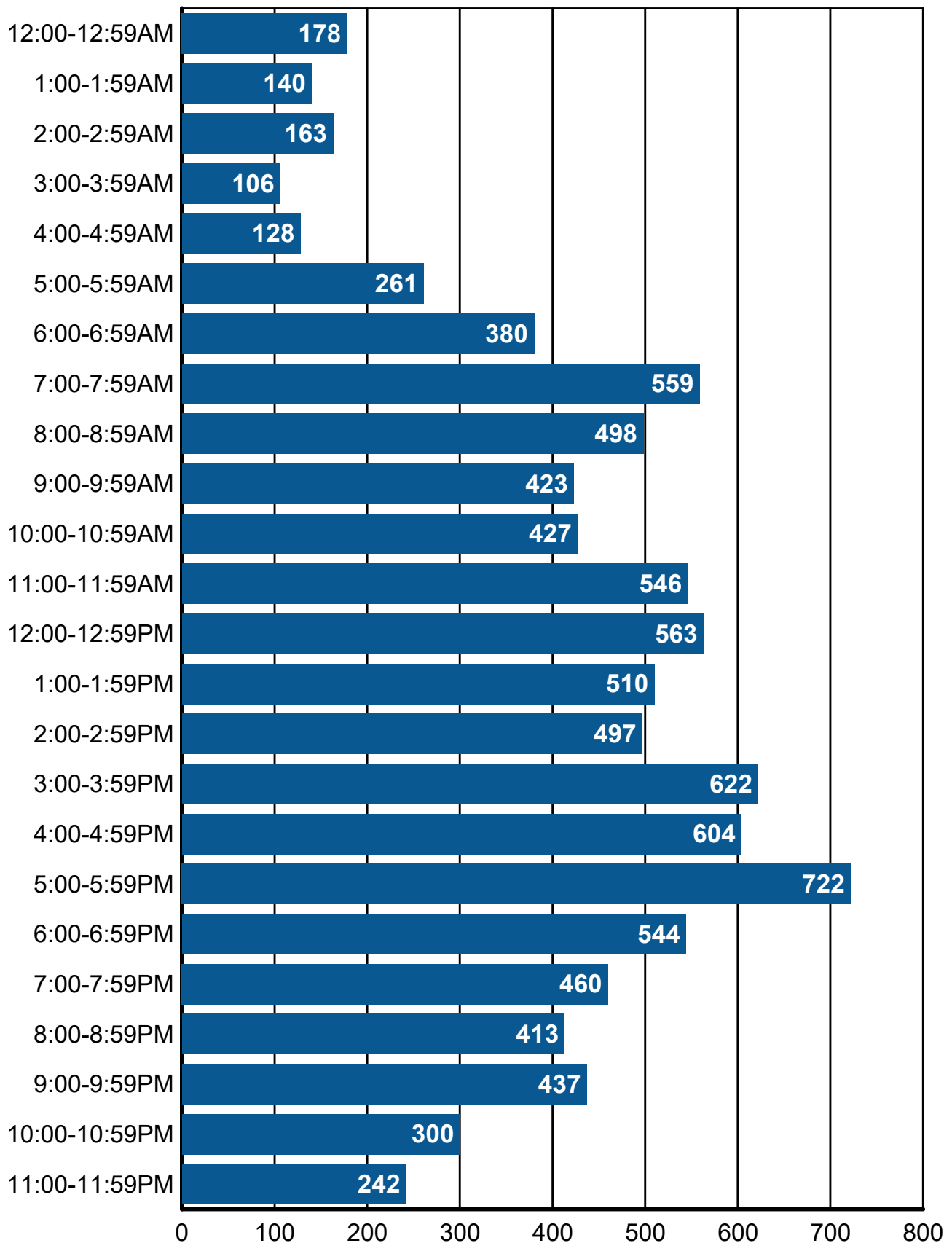


Day of the week crash data for 2025 is consistent with historical crash data. Crash data for the last ten years (2016-2025) show more crashes tend to happen on the weekdays than on the weekend, with Friday having the highest number of crashes and Sunday having the lowest.

Total Crashes by Day of the Week 2016 - 2025

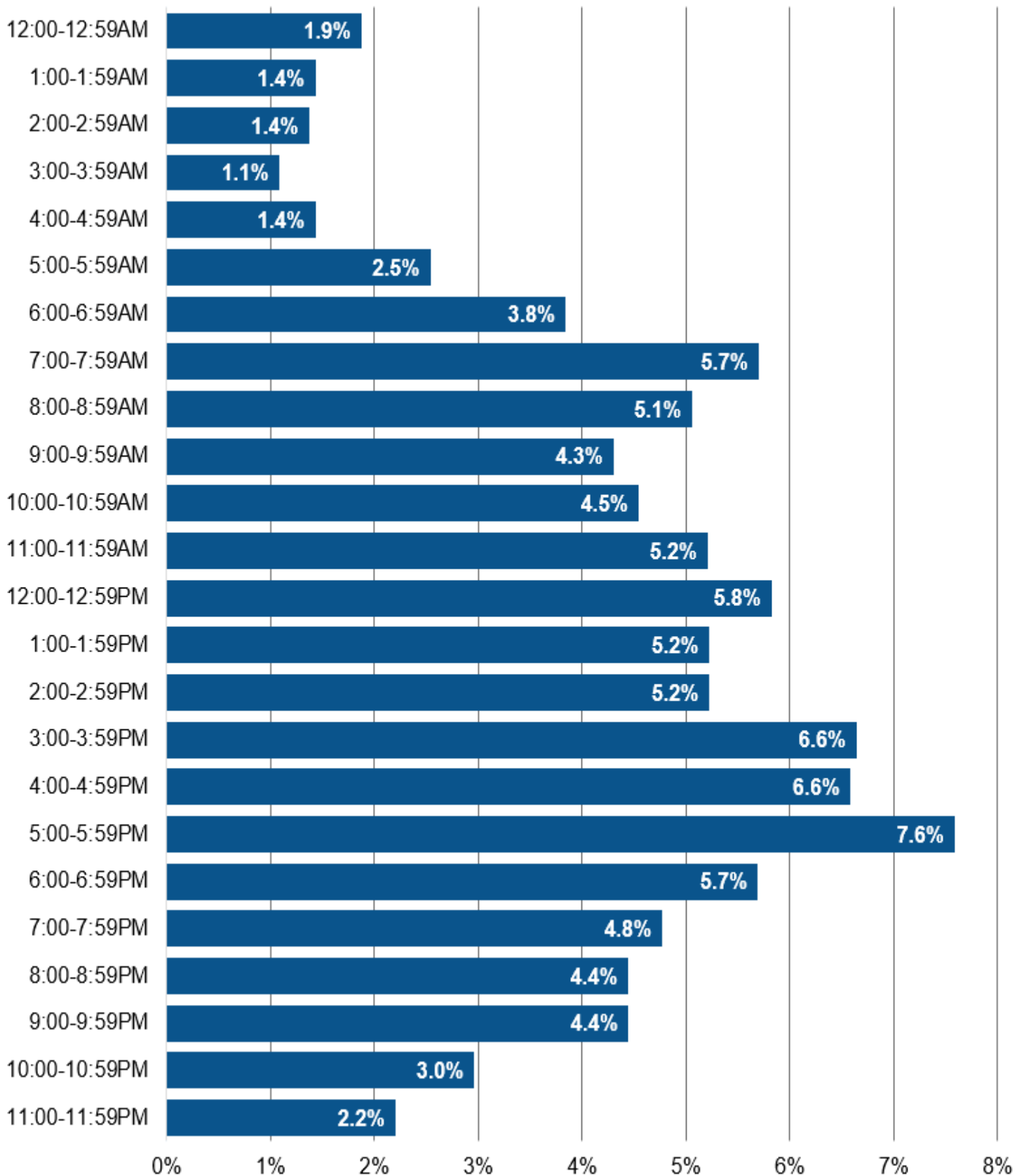


2025 Total Crashes by Hour of the Day



Hour of the day crash data for 2025 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 2016 - 2025



Crash data for the last ten years (2016-2025) show nearly 68% 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 27% 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.

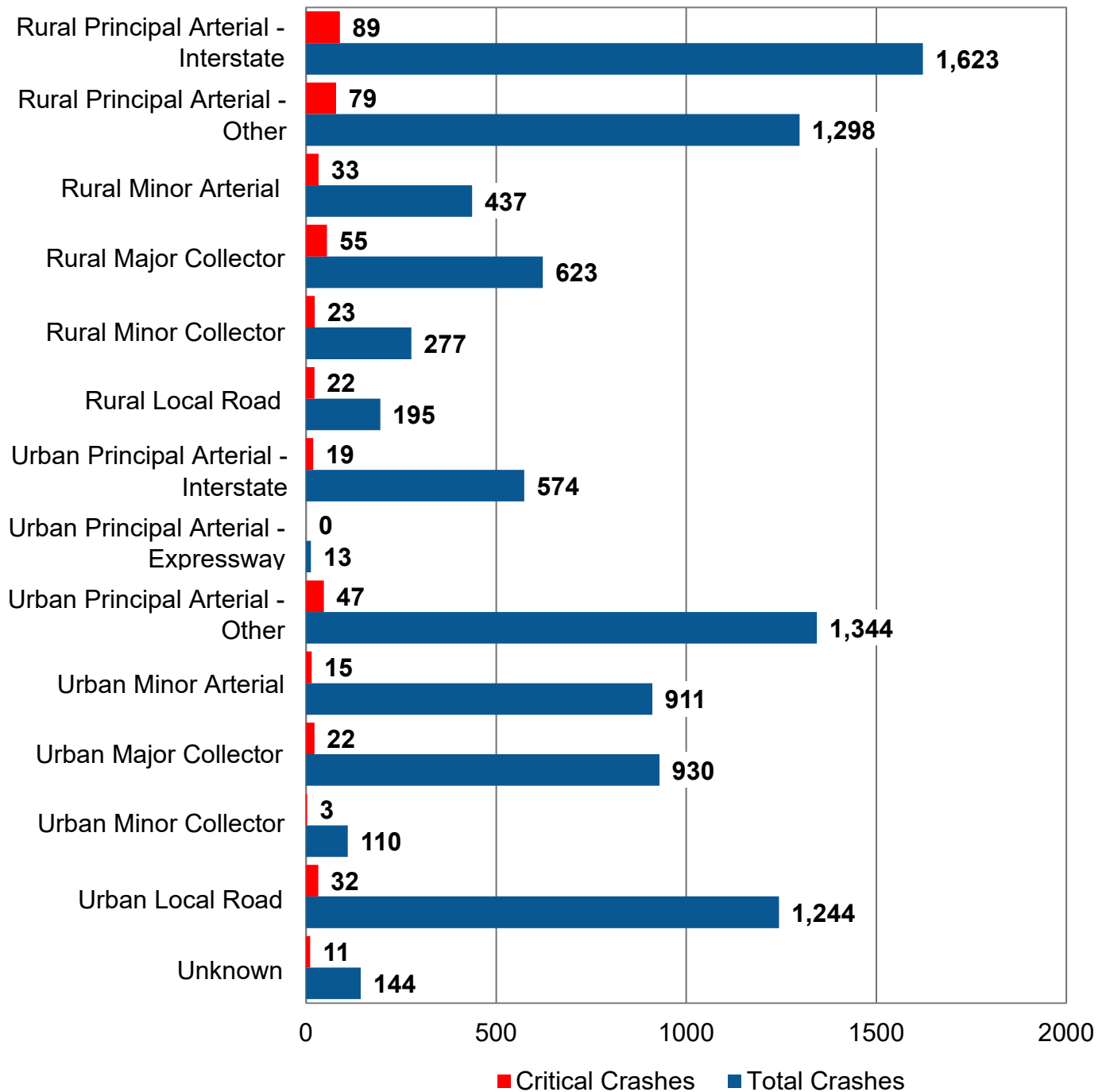
Holiday Period Crash Counts 2021 – 2025

Holiday		2021	2022	2023	2024	2025
New Years	Hours	84	84	84	36	36
	Total Crashes	93	87	144	27	46
	Fatal Crashes	2	0	1	0	0
	Injury Crashes	18	14	16	4	12
	PDO Crashes	73	73	127	23	34
	Fatalities	2	0	1	0	0
	Injuries	21	15	24	6	12
Memorial Day	Hours	84	84	84	84	84
	Total Crashes	107	87	75	92	93
	Fatal Crashes	0	1	2	0	1
	Injury Crashes	17	21	13	25	20
	PDO Crashes	90	65	60	67	72
	Fatalities	0	2	2	0	1
	Injuries	22	27	26	38	29
Independence Day	Hours	84	84	108	108	84
	Total Crashes	129	103	127	140	72
	Fatal Crashes	2	0	1	2	2
	Injury Crashes	21	20	35	25	17
	PDO Crashes	106	83	91	113	53
	Fatalities	3	0	1	2	2
	Injuries	36	22	48	35	24
Labor Day	Hours	84	84	84	84	84
	Total Crashes	118	113	97	110	51
	Fatal Crashes	4	4	2	1	0
	Injury Crashes	18	27	22	17	19
	PDO Crashes	96	82	73	92	32
	Fatalities	4	5	2	1	0
	Injuries	25	36	29	21	26
Thanksgiving	Hours	108	108	108	108	108
	Total Crashes	126	185	253	102	108
	Fatal Crashes	2	0	3	0	2
	Injury Crashes	12	24	34	15	25
	PDO Crashes	112	161	216	87	81
	Fatalities	2	0	4	0	2
	Injuries	13	29	42	25	41
Christmas	Hours	84	84	84	36	108
	Total Crashes	128	121	125	26	83
	Fatal Crashes	0	0	1	0	1
	Injury Crashes	27	14	16	4	25
	PDO Crashes	101	107	108	22	57
	Fatalities	0	0	1	0	1
	Injuries	41	16	28	4	32

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.

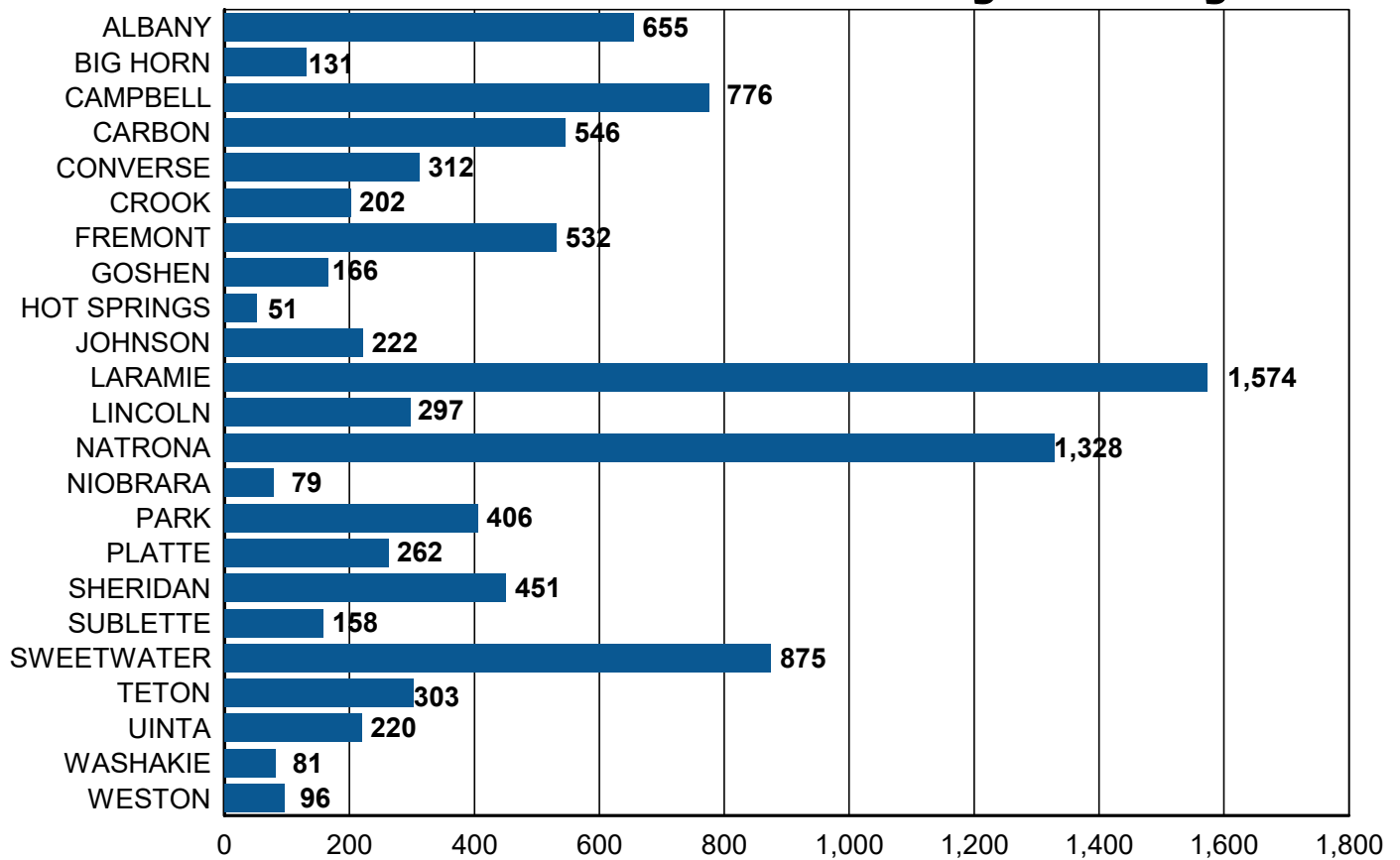
WHERE CRASHES ARE OCCURRING

2025 Total Crashes by Roadway Type

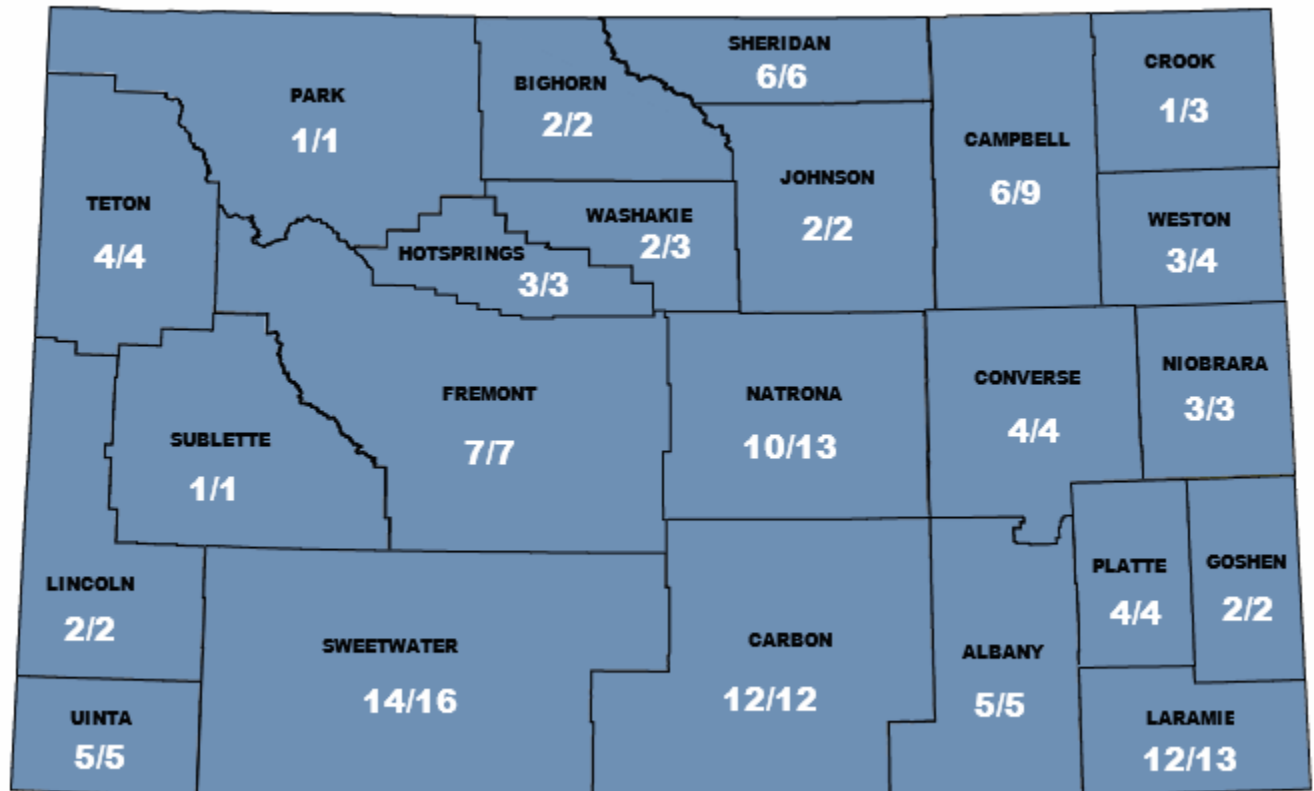


In 2025, the majority (63.8%) of traffic crashes occurred on arterial roadways, which are typically used for long distance travel and have higher speed limits. Approximately 54% of arterial roadway crashes were rural and 46% were urban. Around 20% of traffic crashes occurred on collectors, which connect local roads to arterial roadways. Approximately 46.4% of collector crashes were rural and 53.6% were urban. About 14.8% of traffic crashes occurred on local roads serving local communities. Approximately 13.5% of local road crashes were rural and 86.5% were urban. Most critical crashes occurred on rural arterial roadways (44.7%) and rural collectors (17.3%). For more information on roadway type, see Road Function Classifications in the Appendix.

2025 Total Crashes by County



2025 Fatal Crash Counts by County



Number of Fatal Crashes / Number of Fatalities

2025 Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
ALBANY	5	5	190	245	460	655
BIG HORN	2	2	32	40	97	131
CAMPBELL	6	9	217	282	553	776
CARBON	12	12	103	153	431	546
CONVERSE	4	4	66	95	242	312
CROOK	1	3	46	65	155	202
FREMONT	7	7	119	154	406	532
GOSHEN	2	2	48	68	116	166
HOT SPRINGS	3	3	12	23	36	51
JOHNSON	2	2	36	40	184	222
LARAMIE	12	13	383	485	1,179	1,574
LINCOLN	2	2	62	95	233	297
NATRONA	10	13	247	310	1,071	1,328
NIOBRARA	3	3	12	20	64	79
PARK	1	1	74	103	331	406
PLATTE	4	4	52	70	206	262
SHERIDAN	6	6	99	136	346	451
SUBLETTE	1	1	30	42	127	158
SWEETWATER	14	16	193	286	668	875
TETON	4	4	69	106	230	303
UINTA	5	5	58	78	157	220
WASHAKIE	2	3	29	37	50	81
WESTON	3	4	17	23	76	96
TOTAL	111	124	2,194	2,956	7,418	9,723

Laramie County, which has the highest population and two interstate routes, had the highest number of crashes (16.2%) and injuries (16.4%), and tied for second highest number of fatalities (10.5%).

Natrona County, with the second highest population and one interstate route, had the second highest number of crashes (13.7%) and injuries (10.5%), and tied for second highest number of fatalities (10.5%).

Sweetwater County, fourth in population with one interstate route, had the third highest number of crashes (9%) and injuries (9.7%), but the highest number of fatalities (12.9%).

Campbell County, third in population with one interstate route, had the fourth highest number of crashes (8%), fatalities (7.3%), and injuries (9.5%).

Albany County, sixth in population with one interstate route, had the fifth highest number of crashes (6.7%) and injuries (8.3%).

Carbon County had only 5.6% of crashes, but 9.7% of fatalities (third highest). Weston, Hot Springs, and Uinta counties also had large fatality percentages (3.23%, 2.42%, 4.03% respectively) compared to the number of crashes (1%, 0.5%, 2.3% respectively).

2025 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
AFTON	0	0	1	1	28	29
ALPINE	0	0	0	0	7	7
BAGGS	0	0	0	0	3	3
BAR NUNN	0	0	1	1	1	2
BASIN	0	0	1	2	0	1
BEAR RIVER	0	0	0	0	2	2
BIG PINEY	0	0	0	0	4	4
BUFFALO	0	0	8	8	9	17
BURNS	0	0	0	0	1	1
BYRON	0	0	1	1	0	1
CASPER	5	6	213	263	882	1,100
CHEYENNE	5	5	319	403	1,016	1,340
CHUGWATER	0	0	1	1	12	13
CODY	0	0	22	30	67	89
COWLEY	0	0	0	0	2	2
DAYTON	0	0	0	0	3	3
DEAVER	0	0	0	0	1	1
DIXON	0	0	0	0	1	1
DOUGLAS	0	0	12	18	59	71
DUBOIS	0	0	0	0	5	5
EDGERTON	0	0	0	0	1	1
ENCAMPMENT	0	0	0	0	1	1
EVANSTON	2	2	12	16	34	48
EVANSVILLE	0	0	3	3	9	12
FRANNIE	0	0	1	2	0	1
GILLETTE	1	1	154	210	381	536
GLENDO	0	0	0	0	1	1
GLENROCK	0	0	0	0	8	8
GREEN RIVER	3	4	24	36	110	137
GREYBULL	0	0	2	2	6	8
HARTVILLE	0	0	0	0	1	1
HUDSON	0	0	0	0	4	4
JACKSON	1	1	16	20	79	96
KAYCEE	0	0	0	0	3	3
KEMMERER	0	0	1	1	11	12
LA BARGE	0	0	0	0	1	1
LA GRANGE	0	0	0	0	1	1
LANDER	0	0	17	21	61	78
LARAMIE	3	3	96	115	255	354
LINGLE	0	0	0	0	2	2
LOVELL	0	0	0	0	11	11

2025 Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes
LUSK	0	0	2	3	13	15
LYMAN	0	0	0	0	1	1
MANVILLE	0	0	0	0	1	1
MARBLETON	0	0	0	0	1	1
MIDWEST	0	0	0	0	4	4
MILLS	0	0	0	0	10	10
MOORCROFT	0	0	0	0	3	3
MOUNTAIN VIEW	0	0	0	0	1	1
NEWCASTLE	0	0	2	3	18	20
PINE BLUFFS	0	0	1	1	5	6
PINE HAVEN	0	0	0	0	1	1
PINEDALE	0	0	2	2	14	16
POWELL	0	0	11	17	37	48
RANCHESTER	0	0	1	1	3	4
RAWLINS	1	1	21	30	130	152
RIVERTON	0	0	37	50	82	119
ROCK RIVER	0	0	0	0	2	2
ROCK SPRINGS	2	2	83	123	283	368
SARATOGA	0	0	1	1	3	4
SHERIDAN	4	4	63	91	194	261
SINCLAIR	1	1	2	4	9	12
SOUTH SUPERIOR	0	0	0	0	1	1
STAR VALLEY RANCH	0	0	0	0	3	3
SUNDANCE	0	0	1	1	15	16
TEN SLEEP	0	0	0	0	3	3
THAYNE	0	0	1	1	6	7
THERMOPOLIS	1	1	1	1	0	2
TORRINGTON	0	0	17	28	39	56
UPTON	0	0	2	4	1	3
WAMSUTTER	0	0	1	2	1	2
WHEATLAND	0	0	7	9	32	39
WORLAND	0	0	8	9	14	22
WRIGHT	0	0	2	3	5	7
TOTAL	29	31	1,171	1,538	4,018	5,218

2025 Urban Crashes by Manner of Collision and Intersection Type

Intersection Type

Manner of Collision	Diverging Diamond	Five (5) Point or more	Four (4)-Way Intersection	Intersection as part of an Interchange	L Intersection	Not an Intersection	Roundabout	T Intersection	Y Intersection	Total
Angle (Front to Side), Opposing Direction	0	0	339	18	3	231	10	145	1	747
Angle Right (Front to Side, includes Broadside)	0	1	620	22	0	102	4	87	2	838
Angle Same Direction (Front to Side)	0	0	71	23	1	207	27	26	1	356
Head On (Front to Front)	0	0	59	5	1	71	0	31	0	167
Not a Collision w/2 Vehicles in Transport	1	2	127	21	5	822	3	136	4	1,121
Other	0	0	2	0	0	21	0	2	0	25
Rear End (Front to Rear)	0	4	353	47	0	446	6	136	2	994
Rear to Front (Normally Backing)	0	0	19	1	0	83	0	13	0	116
Rear to Rear (Normally Backing)	0	0	0	0	0	29	0	0	0	29
Rear to Side (Normally Backing)	0	0	3	0	0	143	0	1	0	147
Sideswipe Opposite Direction (Meeting)	0	0	9	0	0	43	0	2	0	54
Sideswipe Same Direction (Passing)	0	1	53	12	0	266	3	14	1	350
Unknown	0	0	0	0	0	51	0	0	0	51
Total	1	8	1,655	149	10	2,515	53	593	11	4,995

There were 223 additional crashes reported as "unknown manner of collision and intersection type".
This includes animal crash reporting where these descriptions are not collected.

2025 Rural Crashes by Manner of Collision & Intersection Type

Intersection Type

Manner of Collision	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	10	5	0	68	0	15	0	98
Angle Direction not Specified	0	0	0	1	0	0	0	1
Angle Right (Front to Side, includes Broadside)	23	2	0	30	0	10	0	65
Angle Same Direction (Front to Side)	4	2	0	95	0	5	0	106
Head On (Front to Front)	0	0	0	59	0	4	0	63
Not a Collision w/2 Vehicles in Transport	9	13	2	2,084	2	45	1	2,156
Other	0	0	0	48	0	1	0	49
Rear End (Front to Rear)	6	6	0	261	1	19	0	293
Rear to Front (Normally Backing)	0	0	0	10	0	2	0	12
Rear to Rear (Normally Backing)	0	0	0	1	0	0	0	1
Rear to Side (Normally Backing)	0	0	0	3	0	0	0	3
Sideswipe Opposite Direction (Meeting)	1	0	0	54	0	0	0	55
Sideswipe Same Direction (Passing)	3	7	0	168	0	4	1	183
Total	56	35	2	2,882	3	105	2	3,085

There were 1,420 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 2021 - 2025

First Harmful Event Category	2021	2022	2023	2024	2025
Non-Collision Crashes	1,831	1,896	1,930	1,490	1,382
Collision with Motor Vehicle, Person, or Non-Fixed Object	7,003	6,957	7,065	6,589	4,948
Animal Crashes	2,878	2,481	2,332	2,628	1,761
Collision with Fixed Object	2,193	2,245	2,175	1,874	1,632
Total	13,905	13,579	13,502	12,581	9,723

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 2025 is consistent with the last five years of crash data. The majority of crashes (50.9%) were collisions with a non-fixed object, followed by animal crashes (18.1%), collisions with fixed objects (16.8%), and then non-collision crashes (14.2%).

2025 Non-Collision Crashes by First Harmful Event



Cargo/Equipment Loss or Shift	53
Equipment Failure	80
Fell/Jumped from a MV	6
Fire/Explosion	57
Immersion	3
Jackknife	195
Other Non-Collision (MC Loss of Control)	123
Overturn/Rollover	864
Thrown or Falling Object	1
Total	1,382

2025 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	3,870
Object Set in Motion by Another Vehicle	7
Other NON-Fixed Object	111
Parked Motor Vehicle	797
Pedalcycle	55
Pedestrian	90
Railway Vehicle	2
Work Zone Channeling Device	9
Work Zone/Maintenance Equipment	4
Total	4,948

2025 Animal Crashes by First Harmful Event



Antelope	111
Buffalo	1
Cow	103
Deer	1,347
Elk	117
Horse	14
Moose	29
Other Domestic	15
Other Wild	23
Sheep	1
Total	1,761

2025 Collision with Fixed Object by First Harmful Event

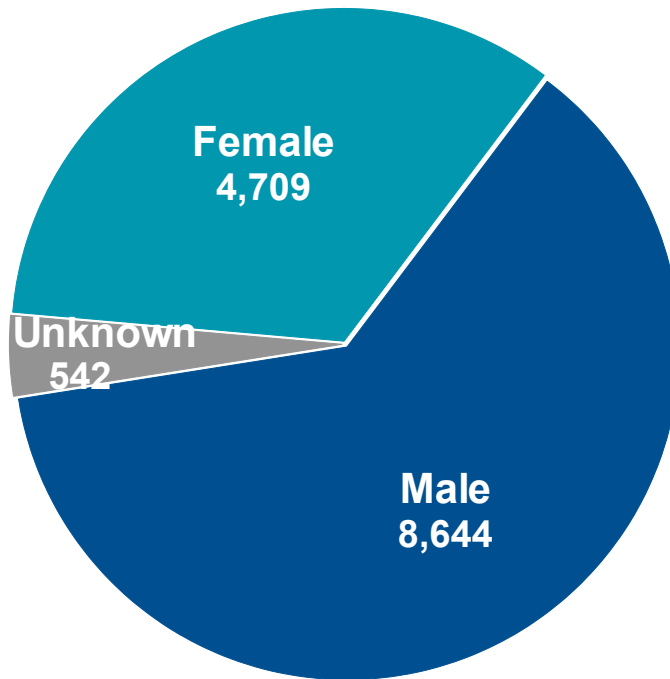
Barricade	2	Mail Box	23
Bridge Overhead Structure	13	Other Fixed Object	73
Bridge Pier or Support	1	Other Traffic Barrier (includes temporary)	16
Bridge Rail	35	Other Traffic Sign Support	3
Building or Other Structure Wall	32	Overhead Traffic Sign	1
Cable Barrier	130	Raised Median or Curb	64
Cattle Guard	1	Road Approach	9
Concrete Traffic Barrier/Jersey Barrier	40	Rock, Boulder, Rock Slide	22
Cut Slope	7	Sign Support Multiple Post	12
Delineator Post	60	Sign Support Single Post	53
Ditch	99	Snow Embankment	19
Earth Embankment/Berm	77	Traffic Sign Support	44
End of Drainage Pipe/Structure/Culvert	20	Traffic Signal Support	15
Fence (including Post)	332	Trees/Shrubbery	81
Guardrail End	38	Tunnel	3
Guardrail Face	212	Unknown	2
Impact Attenuator/Crash Cushion	2	Utility Pole/Light Support	91
		Total	1,632

PEOPLE INVOLVED

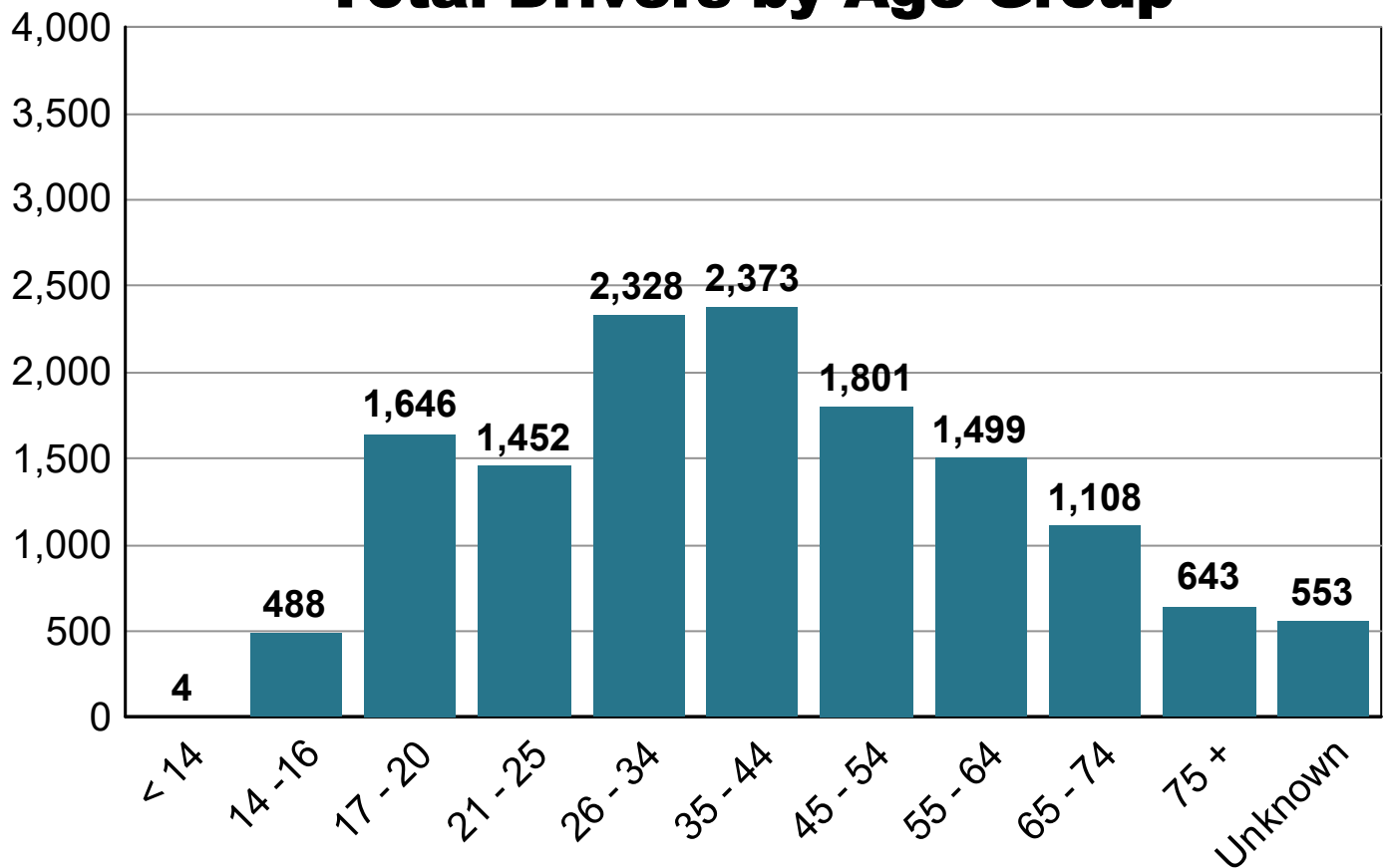


2025 DRIVER COUNTS

Total Drivers by Gender



Total Drivers by Age Group



Total Drivers Involved in **Fatal** Crashes

Gender	Driver Age Group										Total
	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75+	UNK	
Female	1	1	1	1	5	5	5	1	2	0	22
Male	3	8	14	14	20	31	21	21	7	0	139
UNK	0	0	0	0	0	0	0	0	0	1	1
Total	4	9	15	15	25	36	26	22	9	1	162

Total Drivers Involved in **Injury** Crashes

Gender	Driver Age Group											Total
	< 14	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75 +	UNK	
Female	1	50	166	130	208	204	133	119	101	63	1	1,176
Male	2	63	243	228	357	383	293	261	194	109	2	2,135
UNK	0	0	0	0	0	0	0	0	0	0	32	32
Total	3	113	409	358	565	587	426	380	295	172	35	3,343

Total Drivers Involved in **PDO** Crashes

Gender	Driver Age Group											Total
	< 14	14-16	17-20	21-25	26-34	35-44	45-54	55-64	65-74	75+	UNK	
Female	0	163	483	356	568	603	479	387	281	190	1	3,511
Male	1	208	745	723	1,180	1,158	860	706	510	272	7	6,370
UNK	0	0	0	0	0	0	0	0	0	0	509	509
Total	1	371	1,228	1,079	1,748	1,761	1,339	1,093	791	462	517	10,390

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.



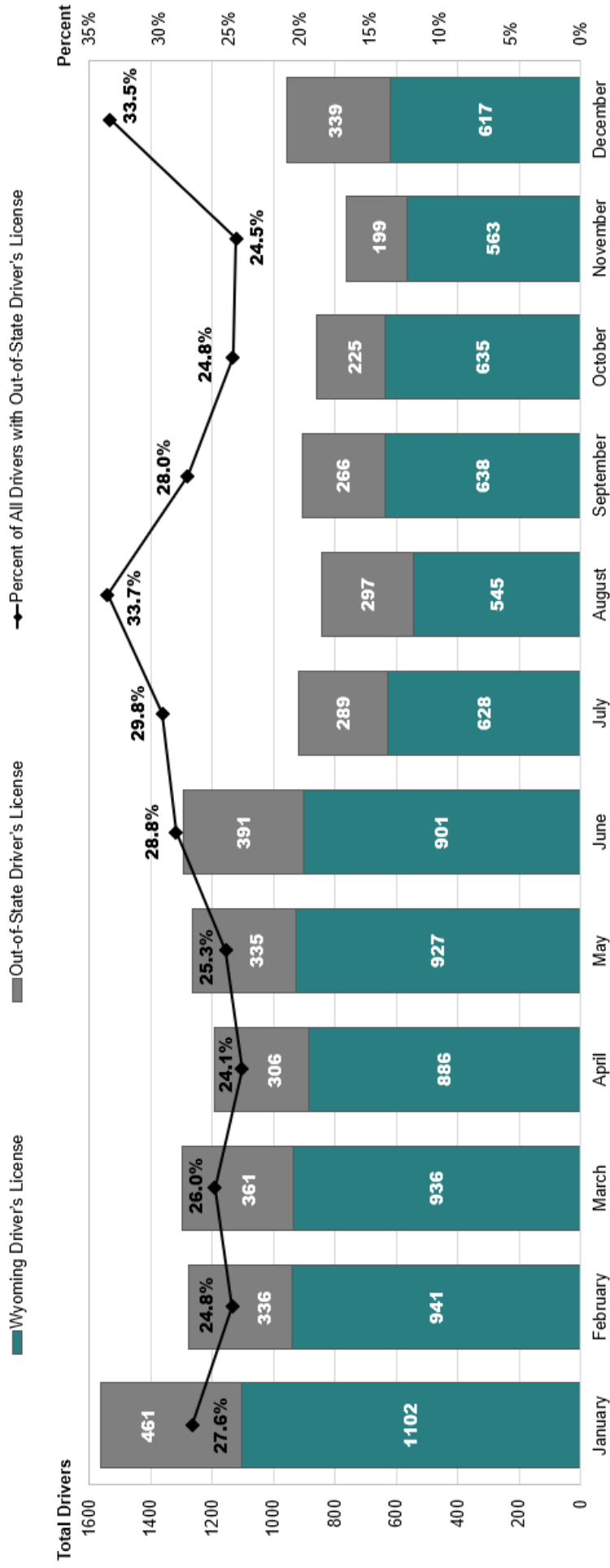
Driver Inattention	266
Emotional (ie. depressed, angry)	141
Fatigued	107
Fell Asleep, Fainted	234
Ill (sick)	52
Other	58
Physical Disability	32
Suspected Alcohol Use	541
Suspected Drug Use	117
Under Influence of Medication	24

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	19	Improper Backing	297
Avoiding Animal	83	Improper Parking	25
Avoiding MV	95	Improper Passing	149
Avoiding Non-Motorist	4	Improper Turn or No Signal	341
Disregarded Other Road Marking	63	Other Improper Action	466
Disregarded Traffic Signs	372	Over Corrected/Over Steered	290
Drove too Fast for Conditions	1,253	Ran Off Road	1,475
Erratic/Reckless/Careless/Aggressive	538	Ran Red Light	238
Evading Law Enforcement	42	Speeding	337
Failed to Keep Proper Lane	1,265	Swerve Due to Wind/Slippery Surface	162
Failed to Yield ROW	1,126	Wrong Side/Wrong Way	61
Following too Close	678		

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



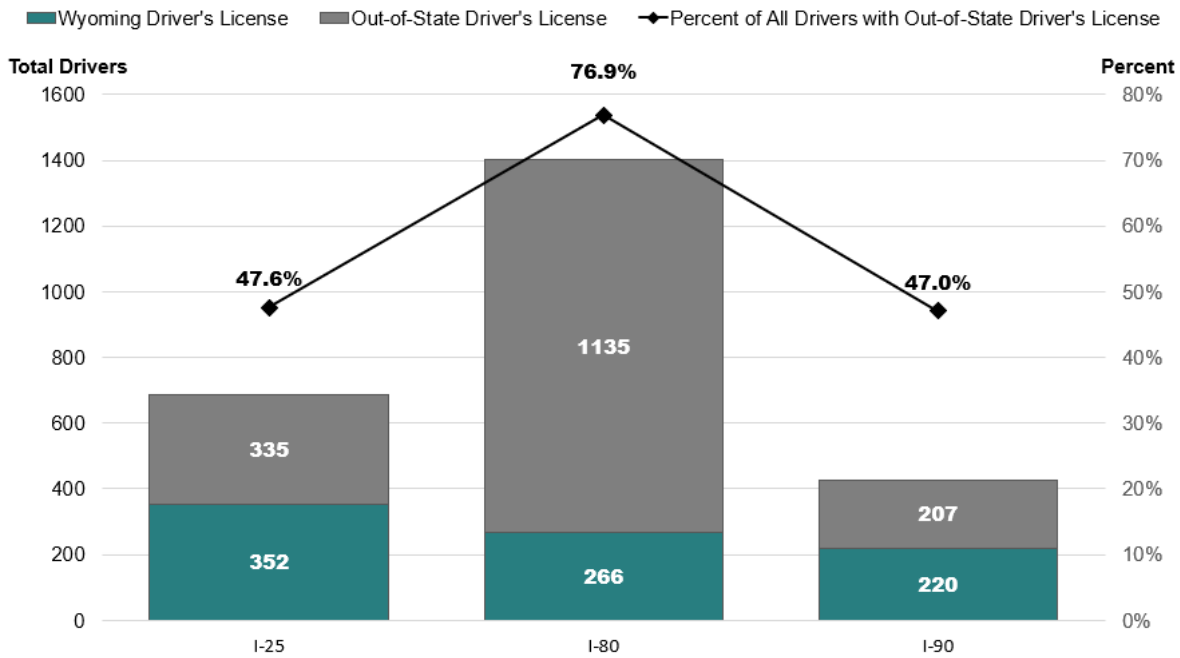
A little more than one-fourth (27.4%) of all drivers involved in traffic crashes in Wyoming had a driver's license issued from another state, territory, or country. June through September and December had a significant increase in of out-of-state licensed drivers involved in traffic crashes. In addition, 181 (1.3%) unlicensed drivers were involved in traffic crashes, and 590 (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	561	57.5%	376	38.5%	7	0.7%	32	3.3%	976
BIG HORN	118	74.7%	39	24.7%	0	0.0%	1	0.6%	158
CAMPBELL	911	79.8%	171	15.0%	22	1.9%	37	3.2%	1,141
CARBON	270	37.0%	417	57.2%	9	1.2%	33	4.5%	729
CONVERSE	258	67.9%	106	27.9%	7	1.8%	9	2.4%	380
CROOK	112	48.7%	114	49.6%	1	0.4%	3	1.3%	230
FREMONT	529	76.7%	134	19.4%	11	1.6%	16	2.3%	690
GOSHEN	155	68.3%	70	30.8%	0	0.0%	2	0.9%	227
HOT SPRINGS	44	75.9%	14	24.1%	0	0.0%	0	0.0%	58
JOHNSON	156	61.7%	92	36.4%	3	1.2%	2	0.8%	253
LARAMIE	1,772	68.3%	555	21.4%	43	1.7%	224	8.6%	2,594
LINCOLN	268	66.7%	120	29.9%	8	2.0%	6	1.5%	402
NATRONA	1,728	83.3%	221	10.7%	19	0.9%	107	5.2%	2,075
NIOBRARA	36	38.3%	57	60.6%	0	0.0%	1	1.1%	94
PARK	403	77.6%	102	19.7%	4	0.8%	10	1.9%	519
PLATTE	168	56.0%	129	43.0%	1	0.3%	2	0.7%	300
SHERIDAN	501	78.8%	118	18.6%	2	0.3%	15	2.4%	636
SUBLETTE	128	68.1%	58	30.9%	0	0.0%	2	1.1%	188
SWEETWATER	708	55.8%	475	37.5%	13	1.0%	72	5.7%	1,268
TETON	236	49.5%	211	44.2%	22	4.6%	8	1.7%	477
UINTA	107	36.9%	169	58.3%	7	2.4%	7	2.4%	290
WASHAKIE	77	80.2%	16	16.7%	2	2.1%	1	1.0%	96
WESTON	73	64.0%	41	36.0%	0	0.0%	0	0.0%	114
TOTAL	9,319		3,805		181		590		13,895

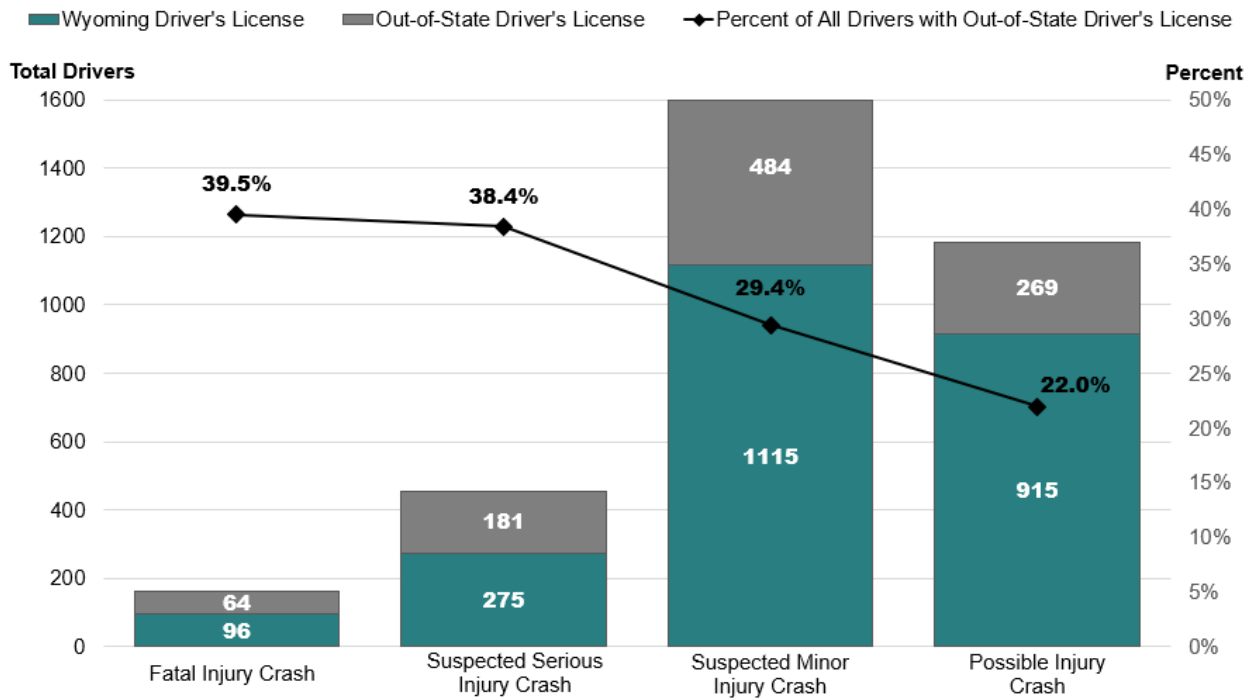
Three (3) counties experienced 50% or more of the drivers involved in traffic crashes having an out-of-state driver's license. Niobrara County had the highest number of out-of-state licensed drivers involved in traffic crashes with 60.6% of all drivers, followed by Uinta County (58.3%), and Carbon County (57.2%).

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



Around 44% 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 77% of drivers involved in a crash on I-80 were out-of-state licensed drivers. Only 9% of Wyoming licensed drivers involved in a traffic crash were involved in a traffic crash located on an interstate.

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



Approximately 58.6% of all drivers involved in critical crashes were Wyoming licensed drivers, while out-of-state licensed drivers accounted for 38.7%, and unlicensed/unknown drivers were around 2.7%. For all drivers involved in serious crashes, Wyoming licensed drivers made up the majority at 70.7%, while out-of-state licensed drivers accounted for 26.2%, and unlicensed/unknown drivers about 3.1%.

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 2025, young drivers were involved in approximately 27.3% of critical crashes and approximately 23.4% of fatal crashes.

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

Age	Male	Female	Total
16	3	1	4
17	1	0	1
18	2	1	3
20	5	0	5
21	1	0	1
22	5	0	5
23	2	0	2
24	4	1	5
25	2	0	2
Total	25	3	28



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

Age	Male	Female	Total
12	1	0	1
13	1	1	2
14	5	0	5
15	11	6	17
16	47	44	91
17	61	50	111
18	69	46	115
19	62	33	95
20	51	37	88
21	61	28	89
22	46	29	75
23	39	21	60
24	35	28	63
25	47	24	71
Total	536	347	883

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

Age	Male	Female	Total
12	1	0	1
14	9	5	14
15	30	20	50
16	169	138	307
17	168	146	314
18	221	109	330
19	180	120	300
20	176	108	284
21	141	94	235
22	151	56	207
23	158	68	226
24	136	73	209
25	137	65	202
Total	1,677	1,002	2,679

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 2025, senior drivers were involved in approximately 17.3% of critical crashes and just over 25% of fatal crashes.



Photo Source: NHTSA

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

Age Group	Male	Female	Total
65 - 69	13	1	14
70 - 74	8	0	8
75 - 79	3	1	4
80 - 84	3	1	4
90 - 94	1	0	1
Total	28	3	31

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

Age Group	Male	Female	Total
65 - 69	115	52	167
70 - 74	79	49	128
75 - 79	66	31	97
80 - 84	25	22	47
85 - 89	15	9	24
90 - 94	2	0	2
95+	1	1	2
Total	303	164	467

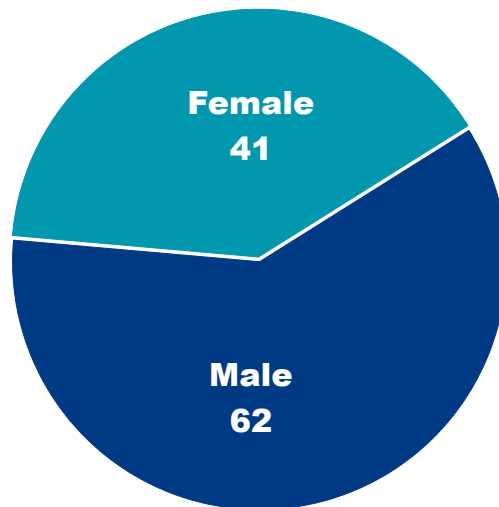
Senior Drivers Involved in **PDO** Crashes by Age Group and Gender

Age Group	Male	Female	Total
65 - 69	319	155	474
70 - 74	191	126	317
75 - 79	155	93	248
80 - 84	81	53	134
85 - 89	31	30	61
90 - 94	3	12	15
95+	2	2	4
Total	782	471	1,253

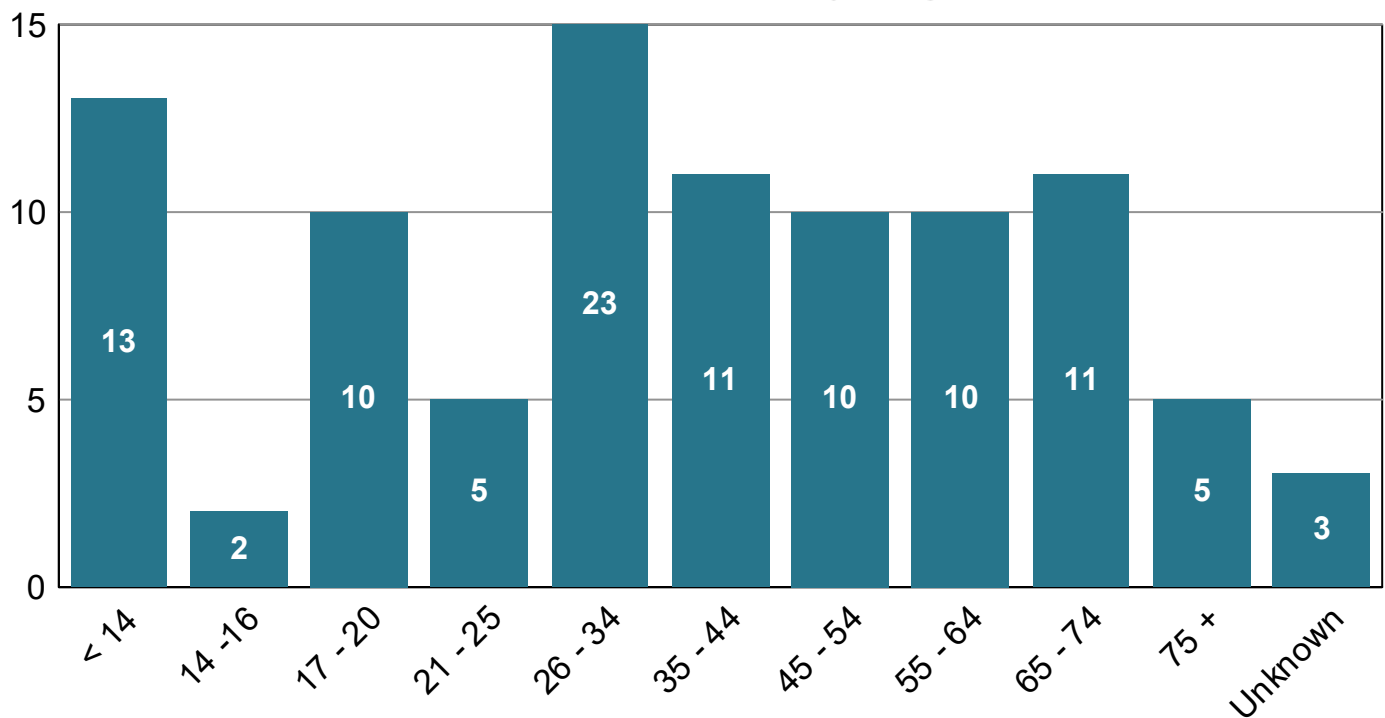
2025 VULNERABLE ROAD USER COUNTS

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	2	6	2	10
	14 - 16	0	0	1	0	1
	17 - 20	0	3	3	3	9
	21 - 25	0	1	2	1	4
	26 - 34	2	4	8	1	15
	35 - 44	3	1	3	0	7
	45 - 54	0	1	1	2	4
	55 - 64	0	3	1	1	5
	65 - 74	0	2	0	0	2
	75 +	1	0	0	2	3
	Unknown	0	1	1	0	2
	Total	6	18	26	12	62
Female	< 14	1	0	2	0	3
	14 - 16	0	0	1	0	1
	17 - 20	0	1	0	0	1
	21 - 25	0	0	0	1	1
	26 - 34	0	1	5	2	8
	35 - 44	0	0	2	2	4
	45 - 54	0	2	3	1	6
	55 - 64	1	1	1	2	5
	65 - 74	2	2	4	1	9
	75 +	1	0	1	0	2
	Unknown	0	0	1	0	1
	Total	5	7	20	9	41
Total		11	25	46	21	103

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.



Other	2
Physical Disability	1
Suspected Alcohol Use	14

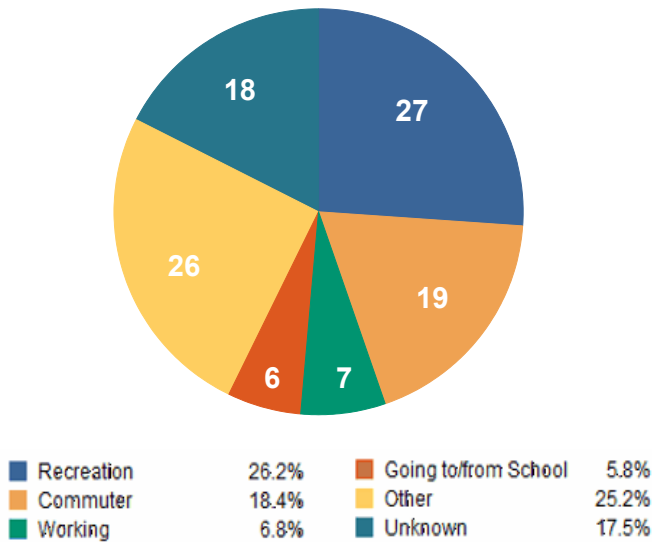
Pedestrians' Potential Contributing Actions

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.

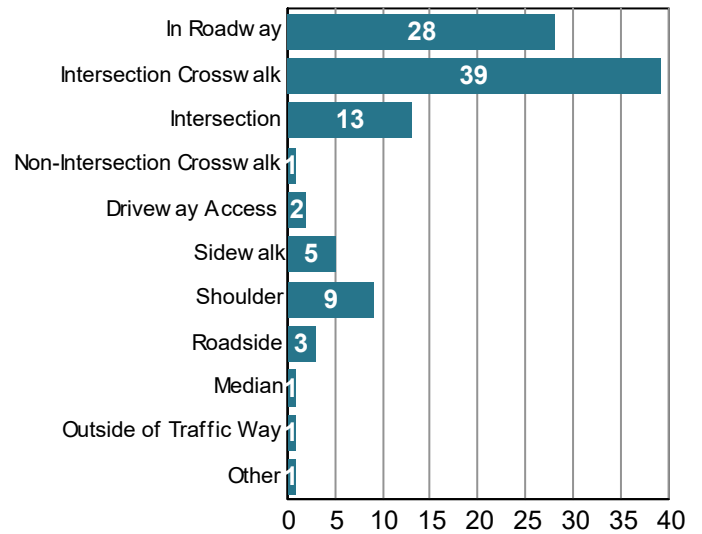
Darting	10
Failure to yield ROW	5
Improper Crossing	14
In Roadway	18
Inattentive (talking, eating, etc.)	2
Not visible (Dark Clothing)	4
Other Improper Action	2



Total Pedestrians by Pursuit



Total Pedestrians by Location at Time of Crash



The majority of pedestrian collisions occurred in an urban environment (85.4%), while 14.6% occurred in a rural environment.

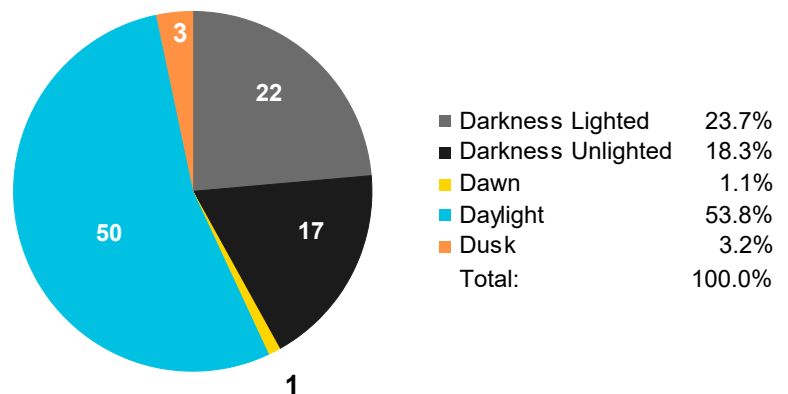
Of the identifiable pedestrian pursuits, most were involved in recreation (just over 26%), followed by 24% commuting to work, school, or another location. Around 7% of pedestrians were working at the time of the crash.

About 50.5% of pedestrian collisions were at an intersection, with around 38% occurring at an intersection crosswalk. Just over a quarter of pedestrian collisions occurred in the roadway, away from a designated intersection or crosswalk (27%).

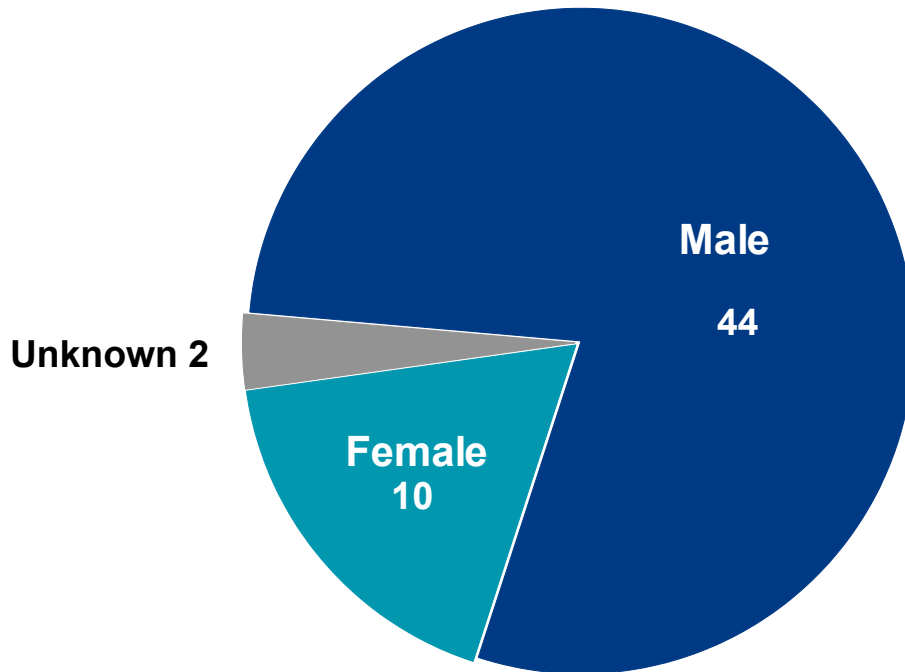
The majority of pedestrian collisions occurred in daylight (53.8%). Most daylight pedestrian collision injuries were suspected minor or possible injuries (38, 67.8%), while 32.1% (18) were fatal or suspected serious injuries. The majority of pedestrian fatalities were in darkness conditions (54.5%).



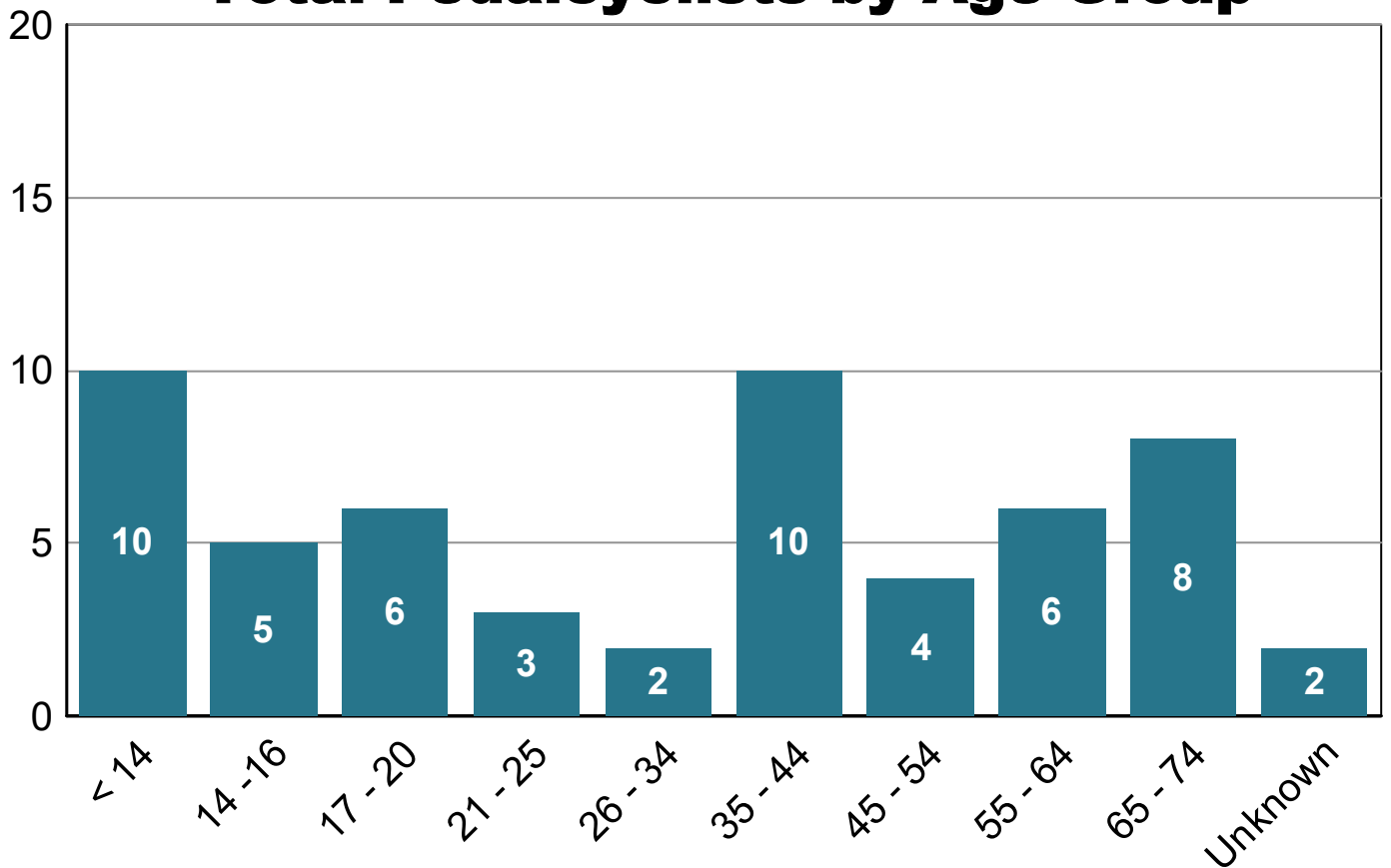
Total Pedestrian Involved Crashes by Lighting



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	0	7	1	8
	14 - 16	0	0	1	2	3
	17 - 20	0	0	2	2	4
	21 - 25	0	0	1	0	1
	26 - 34	0	1	1	0	2
	35 - 44	0	1	4	4	9
	45 - 54	0	1	2	1	4
	55 - 64	0	1	3	1	5
	65 - 74	1	2	2	3	8
	75 +	0	0	0	0	0
	Total	1	6	23	14	44
Female	< 14	0	0	2	0	2
	14 - 16	0	0	1	1	2
	17 - 20	0	0	0	2	2
	21 - 25	0	0	2	0	2
	26 - 34	0	0	0	0	0
	35 - 44	0	0	1	0	1
	45 - 54	0	0	0	0	0
	55 - 64	1	0	0	0	1
	65 - 74	0	0	0	0	0
	75 +	0	0	0	0	0
	Total	1	0	6	3	10
Total		2	7	29	18	56

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

Pedalcyclists' Safety Equipment Use



Helmet	22
Lighting	1
None	32
Other	2
Protective Pad	1
Unknown	2

Over 57% of pedalcyclists involved in a traffic crash were not using any type of safety equipment.

Only 39.3% of pedalcyclists were wearing a helmet at the time of the crash.

Pedalcyclists' Action Prior to Crash

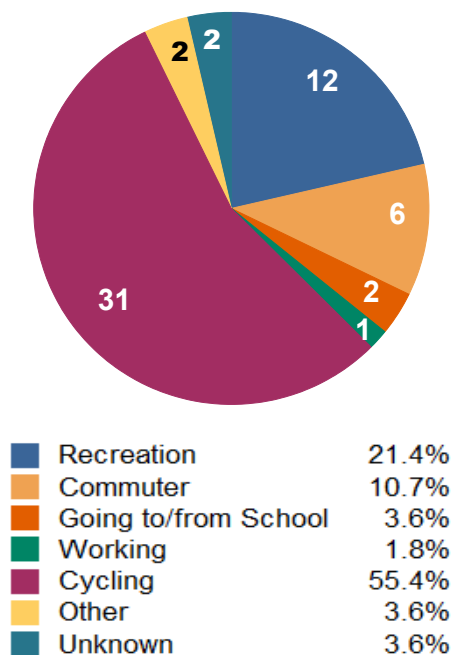
Entering/Crossing Road	33
Other	8
Standing/Laying Down	1
Traveling along road against traffic	4
Traveling along road w/ traffic	10

Pedalcyclists' Potential Contributing Actions

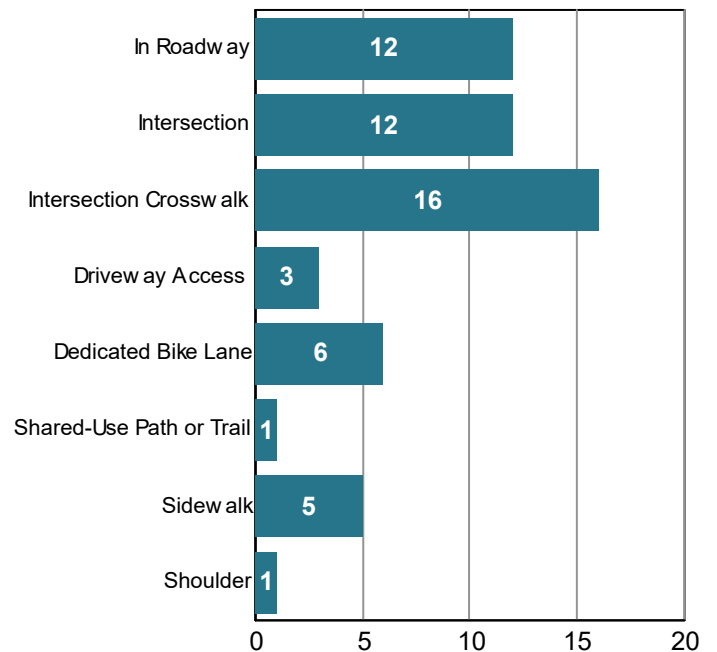
Investigating law enforcement officers suspected the pedalcyclist of the following actions at the time of the crash. Up to two actions may be listed for each pedalcyclist. These actions may or may not have contributed to the crash.

Darting	4	Inattentive (talking, eating, etc.)	1
Disobey Traffic Signs, Officer, etc.	4	On Wrong Side of Road	5
Failure to yield ROW	9	Other Improper Action	5
Improper Crossing	8		

Total Pedalcyclists by Pursuit



Total Pedalcyclists by Location at Time of Crash



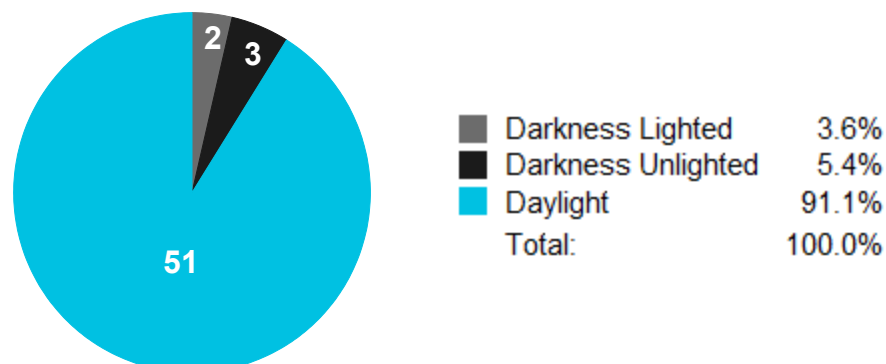
The majority of pedalcyclist collisions occurred in an urban environment (85.7%), while 14.3% occurred in a rural environment.

Of the identifiable pedalcyclist pursuits, 21.4% were involved in a recreational pursuit while around 14.3% were commuting to work, school, or another location.

Half (50%) of pedalcyclist collisions occurred at an intersection. Approximately 21.4% of pedalcyclist collisions occurred in the roadway outside of a dedicated bike lane.

The majority of pedalcyclist collisions occurred in daylight (91.1%). Most pedalcyclist collision injuries (47, 83.9%) were suspected minor or possible injuries, while 16.1% (9) were fatal or suspected serious injuries. The pedalcyclist fatalities occurred in daylight conditions.

Total Pedalcyclist Involved Crashes by Lighting



MOTOR VEHICLE OCCUPANT SAFETY



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

Fatalities by Safety Equipment Use 2021 - 2025

Year	Total Fatalities in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2021	77	26	2	46	3
2022	102	27	2	65	8
2023	110	45	1	59	5
2024	76	25	0	45	6
2025	89	34	0	51	4
TOTAL	454	157	5	266	26

In 2025, just over 57% 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 58.5%).

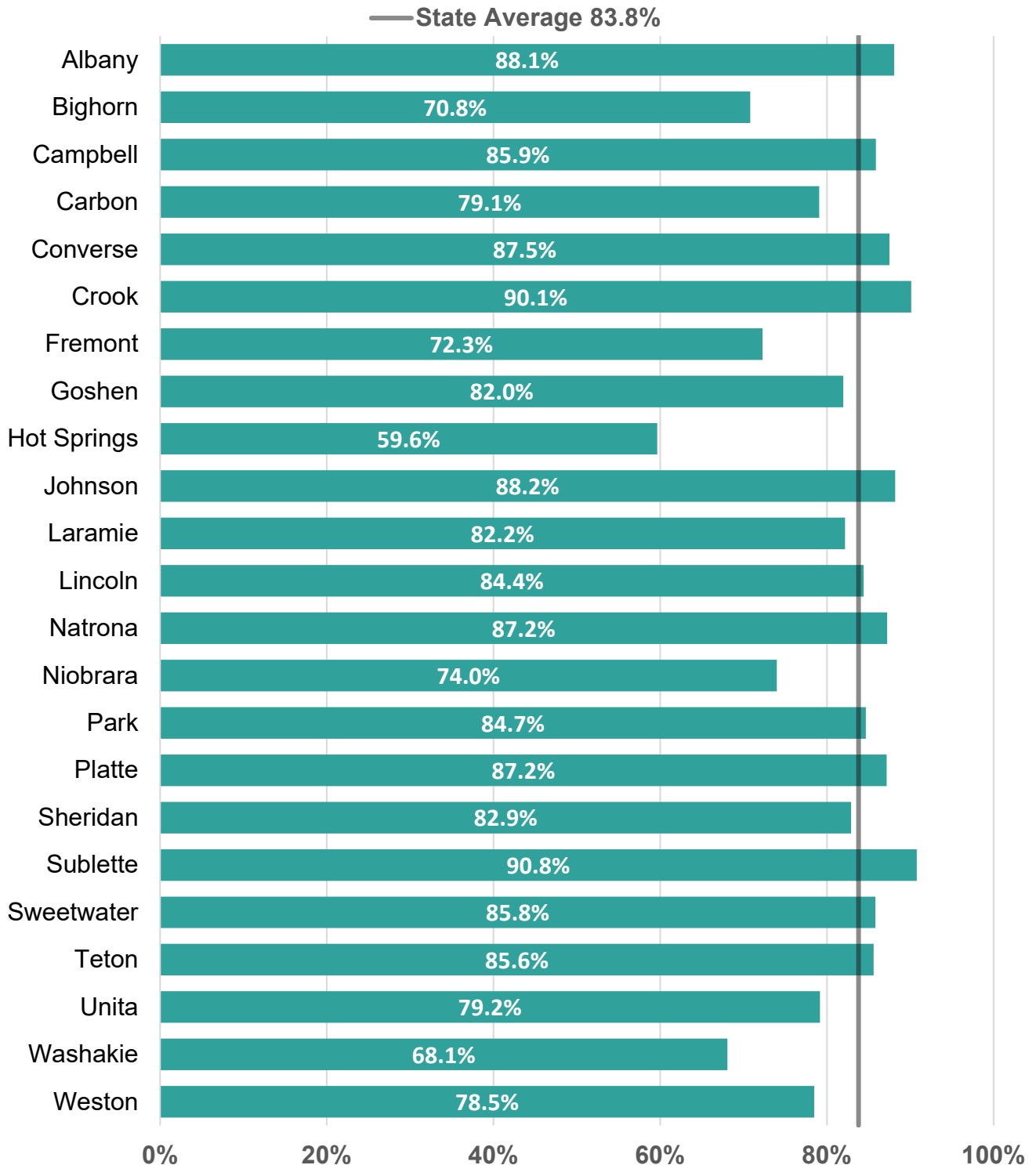


Suspected Serious Injuries by Safety Equipment Use 2021 - 2025

Year	Serious Injuries in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2021	359	211	0	128	20
2022	346	200	6	120	20
2023	347	209	6	113	19
2024	329	191	1	122	15
2025	307	186	4	103	14
TOTAL	1,688	997	17	586	88

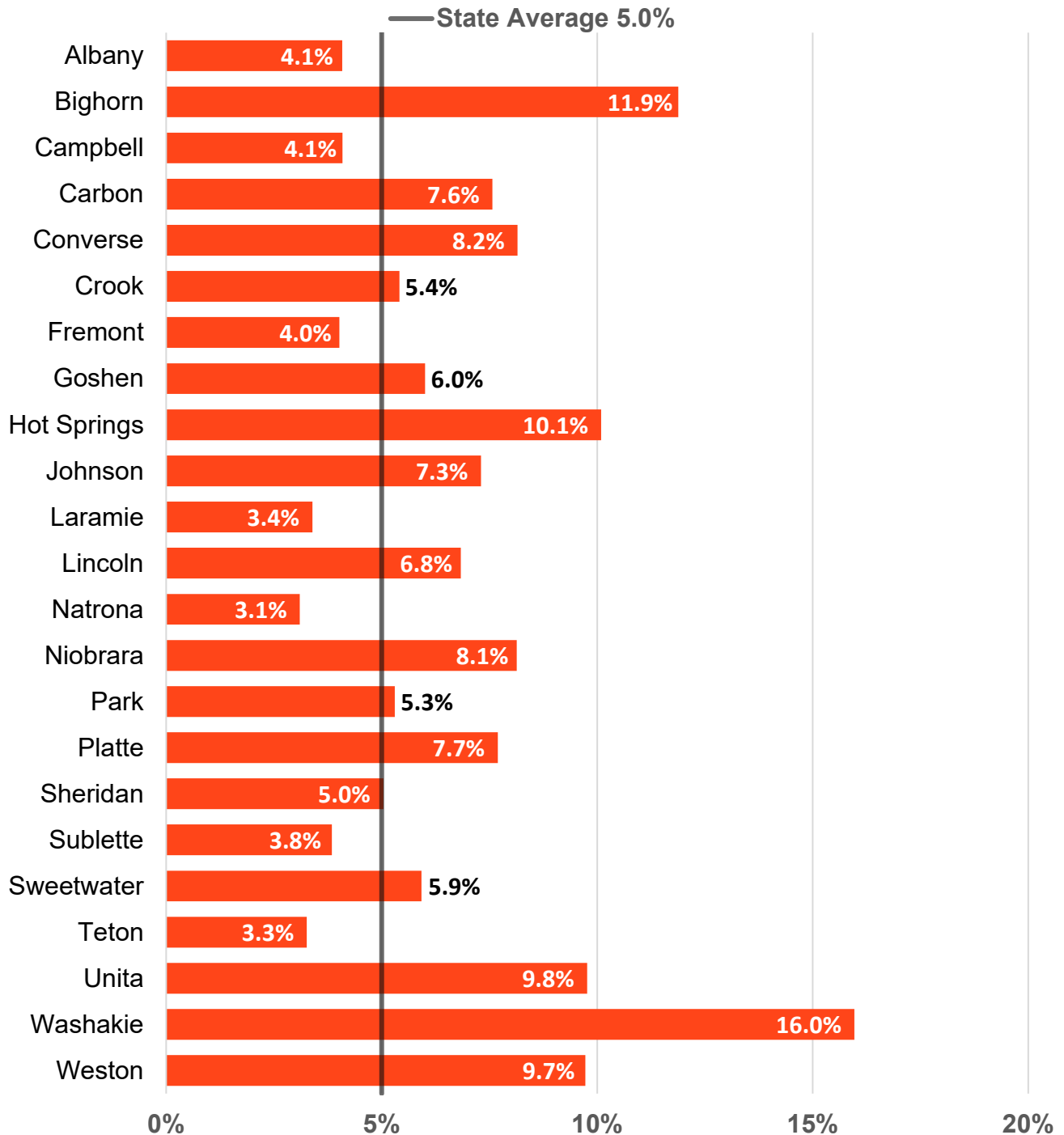
In 2025, just over 33.5% of vehicle occupant suspected serious injuries were not using a seatbelt at the time of the crash. This is consistent with the past five years of crash data (nearly 35%).

2025 Occupant Seatbelt Properly Used During Crash by County



Sublette (90.8%), Crook (90.1%), Johnson (88.2%), Albany (88.1%), and Converse (87.5%) were the top five counties with the highest percentage of motor vehicle occupants properly wearing a seatbelt at the time of the crash.

2025 Occupant Seatbelt Not Used During Crash by County



Washakie (16%), Bighorn (11.9%), Hot Springs (10.1%), Uinta (9.8%), and Weston (9.7%) were the top five counties with the highest percentage of motor vehicle occupants not wearing a seatbelt at the time of the crash.

2025 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

ALBANY

	Properly Used		Misused		Not Used		Unknown	
Drivers	853	89.3%	1	0.1%	27	2.8%	74	7.7%
Passengers	269	84.3%	8	2.5%	25	7.8%	17	5.3%

BIG HORN

	Properly Used		Misused		Not Used		Unknown	
Drivers	103	68.2%	0	0.0%	19	12.6%	29	19.2%
Passengers	40	78.4%	0	0.0%	5	9.8%	6	11.8%

CAMPBELL

	Properly Used		Misused		Not Used		Unknown	
Drivers	964	86.5%	2	0.2%	48	4.3%	101	9.1%
Passengers	338	84.3%	18	4.5%	14	3.5%	31	7.7%

CARBON

	Properly Used		Misused		Not Used		Unknown	
Drivers	583	81.0%	3	0.4%	29	4.0%	105	14.6%
Passengers	169	73.2%	3	1.3%	43	18.6%	16	6.9%

CONVERSE

	Properly Used		Misused		Not Used		Unknown	
Drivers	325	87.1%	2	0.5%	28	7.5%	18	4.8%
Passengers	158	88.3%	3	1.7%	17	9.5%	1	0.6%

CROOK

	Properly Used		Misused		Not Used		Unknown	
Drivers	196	90.7%	0	0.0%	9	4.2%	11	5.1%
Passengers	87	88.8%	1	1.0%	8	8.2%	2	2.0%

FREMONT

	Properly Used		Misused		Not Used		Unknown	
Drivers	492	73.1%	0	0.0%	22	3.3%	158	23.5%
Passengers	155	69.5%	4	1.8%	14	6.3%	50	22.4%

GOSHEN

	Properly Used		Misused		Not Used		Unknown	
Drivers	170	78.3%	1	0.5%	14	6.5%	32	14.7%
Passengers	62	93.9%	1	1.5%	3	4.5%	0	0.0%

HOT SPRINGS

	Properly Used		Misused		Not Used		Unknown	
Drivers	51	87.9%	0	0.0%	6	10.3%	1	1.7%
Passengers	14	27.5%	0	0.0%	5	9.8%	32	62.7%

2025 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

JOHNSON								
	Properly Used		Misused		Not Used		Unknown	
Drivers	220	89.1%	1	0.4%	17	6.9%	9	3.6%
Passengers	94	86.2%	5	4.6%	9	8.3%	1	0.9%
LARAMIE								
	Properly Used		Misused		Not Used		Unknown	
Drivers	2,113	83.2%	1	0.0%	73	2.9%	352	13.9%
Passengers	575	78.6%	23	3.1%	38	5.2%	96	13.1%
LINCOLN								
	Properly Used		Misused		Not Used		Unknown	
Drivers	341	87.4%	0	0.0%	25	6.4%	23	5.9%
Passengers	152	77.9%	4	2.1%	15	7.7%	24	12.3%
NATRONA								
	Properly Used		Misused		Not Used		Unknown	
Drivers	1,792	87.8%	3	0.1%	64	3.1%	183	9.0%
Passengers	628	85.8%	20	2.7%	22	3.0%	62	8.5%
NIOBRARA								
	Properly Used		Misused		Not Used		Unknown	
Drivers	71	78.9%	0	0.0%	5	5.6%	14	15.6%
Passengers	20	60.6%	1	3.0%	5	15.2%	7	21.2%
PARK								
	Properly Used		Misused		Not Used		Unknown	
Drivers	431	85.9%	1	0.2%	23	4.6%	46	9.2%
Passengers	127	80.4%	6	3.8%	12	7.6%	13	8.2%
PLATTE								
	Properly Used		Misused		Not Used		Unknown	
Drivers	265	89.2%	0	0.0%	15	5.1%	17	5.7%
Passengers	109	82.6%	3	2.3%	18	13.6%	2	1.5%
SHERIDAN								
	Properly Used		Misused		Not Used		Unknown	
Drivers	508	82.2%	1	0.2%	30	4.9%	78	12.6%
Passengers	166	84.7%	9	4.6%	11	5.6%	10	5.1%
SUBLETTE								
	Properly Used		Misused		Not Used		Unknown	
Drivers	169	91.4%	0	0.0%	7	3.8%	9	4.9%
Passengers	67	89.3%	5	6.7%	3	4.0%	0	0.0%

2025 Occupant Seatbelt Usage at Time of the Crash by County and Person Type

SWEETWATER								
	Properly Used		Misused		Not Used		Unknown	
Drivers	1,092	87.9%	1	0.1%	43	3.5%	105	8.5%
Passengers	342	79.5%	14	3.3%	56	13.0%	18	4.2%
TETON								
	Properly Used		Misused		Not Used		Unknown	
Drivers	429	91.3%	0	0.0%	9	1.9%	32	6.8%
Passengers	148	72.5%	3	1.5%	13	6.4%	40	19.6%
UINTA								
	Properly Used		Misused		Not Used		Unknown	
Drivers	233	81.2%	0	0.0%	25	8.7%	29	10.1%
Passengers	75	73.5%	5	4.9%	13	12.7%	9	8.8%
WASHAKIE								
	Properly Used		Misused		Not Used		Unknown	
Drivers	62	67.4%	0	0.0%	13	14.1%	17	18.5%
Passengers	19	70.4%	1	3.7%	6	22.2%	1	3.7%
WESTON								
	Properly Used		Misused		Not Used		Unknown	
Drivers	84	77.1%	0	0.0%	10	9.2%	15	13.8%
Passengers	29	82.9%	1	2.9%	4	11.4%	1	2.9%
TOTAL								
	Properly Used		Misused		Not Used		Unknown	
Drivers	11,547	85.0%	17	0.1%	561	4.1%	1,458	10.7%
Passengers	3,843	80.4%	138	2.9%	359	7.5%	439	9.2%
All Occupants	15,390	83.8%	155	0.8%	920	5.0%	1,897	10.3%



Motor vehicle occupant seatbelt use at the time of a crash (83.8%) is slightly higher than the 2025 Wyoming Observed Seatbelt Survey, where 80.5% of motor vehicle occupants were observed to have been wearing a seatbelt.

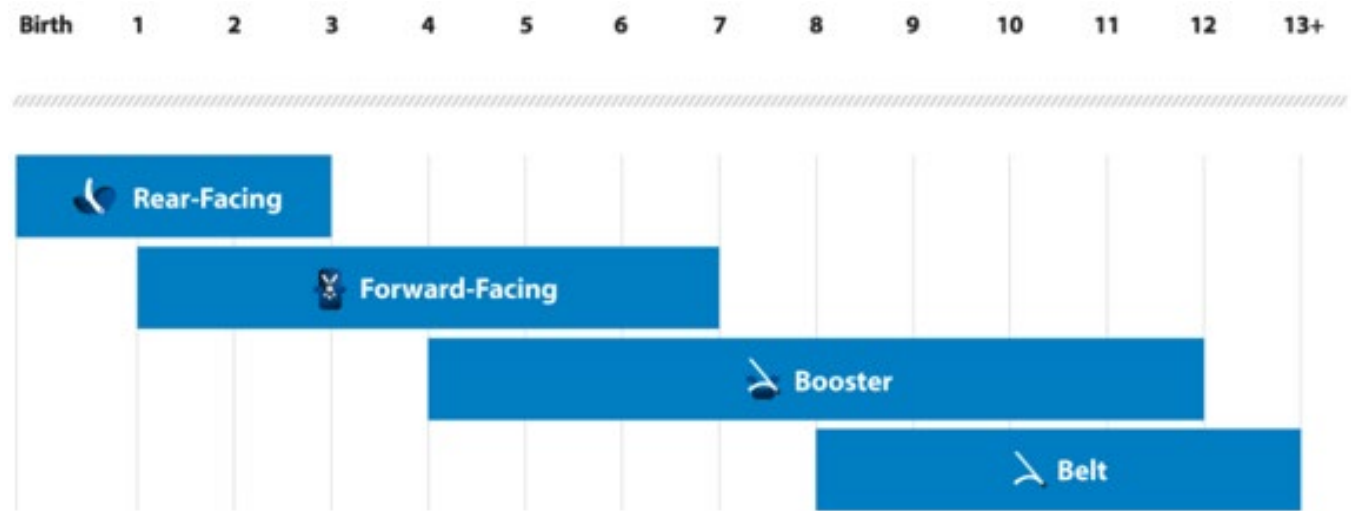
While the majority of motor vehicle occupants in Wyoming wear a seatbelt, Wyoming's seatbelt use rate is well below the national seatbelt use rate, which was at 91.3% in 2025.

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



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.



2025 Child Passengers with **Fatal Injury** by Safety Equipment Use and Age

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

2025 Child Passengers with **Suspected Serious Injury** by Safety Equipment Use and Age

Type of Restraint		Use	Age									
			1	2	4	6	7	8	9	11	13	Total
Forward Facing Child	Apparently Norma	0	0	1	0	0	0	0	0	0	0	1
	Total	0	0	1	0	0	0	0	0	0	0	1
Booster Seat	Apparently Norma	0	0	0	0	1	0	0	0	0	0	1
	Total	0	0	0	0	1	0	0	0	0	0	1
Shoulder and Lap Belt	Apparently Norma	0	0	0	0	0	0	0	1	0	0	1
	Misuse	0	0	0	1	0	0	0	0	0	0	1
	Total	0	0	0	1	0	0	0	1	0	0	2
None Used	Unknown	1	0	0	0	0	2	1	1	2	7	
	Total	1	0	0	0	0	2	1	1	2	7	
Others	Apparently Norma	0	1	0	0	0	0	1	0	0	2	
	Misuse	1	0	0	0	0	0	0	0	0	1	
	Total	1	1	0	0	0	0	1	0	0	3	
Total		2	1	1	1	1	2	2	2	2	14	

2025 Child Passengers with Suspected Minor Injury by Safety Equipment Use and Age

Type of Restraint		Use	Age												
			1	3	4	5	6	7	8	9	10	11	12	13	Total
Forward Facing Child	Apparently Normal	1	2	2	4	0	1	0	0	0	0	0	0	0	10
	Misuse	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	2	2	2	4	0	1	0	0	0	0	0	0	0	11
Booster Seat	Apparently Normal	0	0	2	0	1	1	2	0	0	0	0	0	0	6
	Total	0	0	2	0	1	1	2	0	0	0	0	0	0	6
	Apparently Normal	0	0	0	0	0	0	0	7	4	1	2	2	16	
Shoulder and Lap Belt	Misuse	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	Total	0	0	0	0	0	0	2	7	4	1	2	2	18	
	Unknown	0	0	2	0	1	0	0	2	1	0	1	2	9	
None Used	Total	0	0	2	0	1	0	0	2	1	0	1	2	9	
	Misuse	1	0	0	0	0	0	0	0	0	0	0	0	1	
	Total	1	0	0	0	0	0	0	0	0	0	0	0	1	
Unknown	Unknown	0	0	0	0	0	0	0	1	0	0	0	0	1	
	Total	0	0	0	0	0	0	0	1	0	0	0	0	1	
	Misuse	0	0	0	0	0	0	0	0	0	0	1	0	1	
Others	Total	0	0	0	0	0	0	0	0	0	0	1	0	1	
	Misuse	0	0	0	0	0	0	0	0	0	0	0	0	1	
	Total	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total		3	2	6	4	2	2	4	10	5	1	4	4	47	

2025 Child Passengers with Possible Injury by Safety Equipment Use and Age

Age

Type of Restraint		Use		1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Rear Facing Child Restraint	Apparently Normal			6	1	0	0	0	0	0	0	0	0	0	0	0	7
	Total			6	1	0	0	0	0	0	0	0	0	0	0	0	7
Forward Facing Child	Apparently Normal			0	1	3	1	0	0	1	0	0	0	0	0	0	6
	Total			0	1	3	1	0	0	1	0	0	0	0	0	0	6
Booster Seat	Apparently Normal			0	0	0	2	2	3	2	2	0	0	0	0	0	11
	Total			0	0	0	2	2	3	2	2	0	0	0	0	0	11
Shoulder and Lap Belt	Apparently Normal			0	0	0	0	0	0	0	0	3	2	3	4	4	16
	Misuse			0	0	2	0	2	1	2	2	0	0	1	0	0	10
	Total			0	0	2	0	2	1	2	2	3	2	4	4	4	26
Lap Belt Only	Misuse			0	0	1	0	0	0	0	0	0	0	0	0	0	1
	Total			0	0	1	0	0	0	0	0	0	0	0	0	0	1
Child Restraint - Type Unknown	Misuse			0	1	0	0	0	0	0	0	0	0	0	0	0	1
	Total			0	1	0	0	0	0	0	0	0	0	0	0	0	1
None Used	Apparently Normal			0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Unknown			0	0	0	0	0	0	0	0	1	0	0	1	0	2
	Total			0	0	0	0	0	0	0	0	1	0	0	2	0	3
Unknown	Unknown			1	0	1	0	1	0	2	1	0	0	0	0	1	7
	Total			1	0	1	0	1	0	2	1	0	0	0	0	1	7
Others	Apparently Normal			0	0	0	0	0	0	0	0	1	0	0	0	0	1
	Total			0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total				7	3	7	3	5	4	7	5	5	2	4	6	5	63

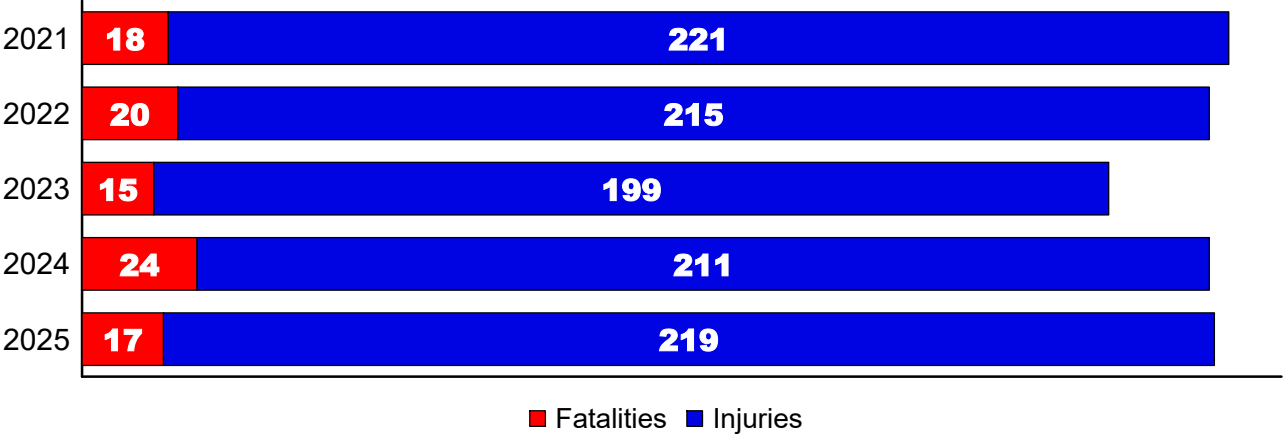
MOTORCYCLIST SAFETY



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

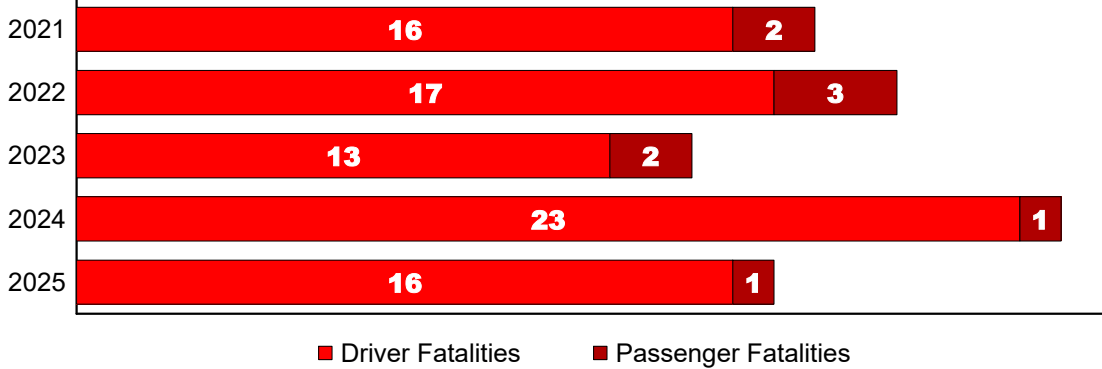
Motorcycles are considered the most hazardous type of motor vehicle on the roadway due to a smaller size making them less visible to other drivers and the lack of protection provided for riders. In addition, Wyoming does not have a helmet use law for operators over 18 years of age.

Total Motorcyclist Fatalities and Injuries 2021 - 2025

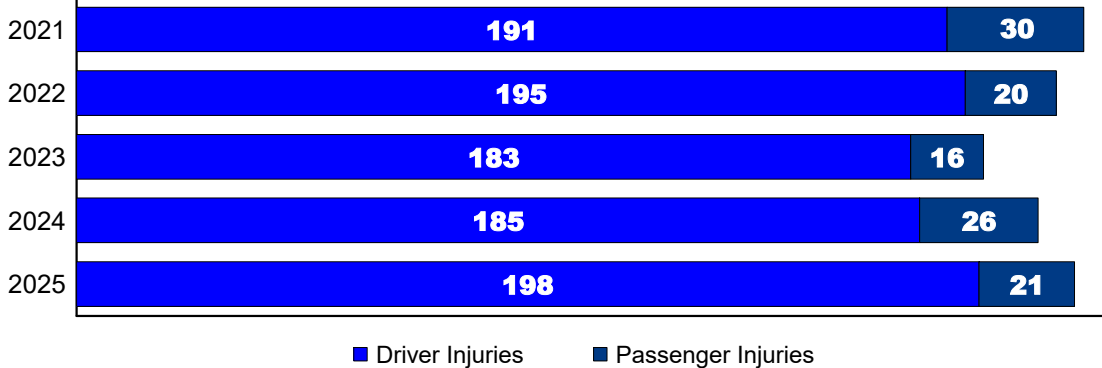


Of the 272 motorcyclists involved in a traffic crash in 2025, 236 (86.8%) were injured with 97 (35.7%) being critically injured. Over the past five years 1,397 motorcyclists were involved in a traffic crash with 1,159 (83%) injured, including 462 (33.1%) critically injured.

Motorcyclist Fatalities by Person Type 2021 - 2025



Motorcyclist Injuries by Person Type 2021 - 2025



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	1	0	2	1	0	4
	14 - 16	0	1	2	2	0	0	5
	17 - 20	0	4	11	4	5	0	24
	21 - 25	1	6	15	3	4	1	30
	26 - 34	0	13	16	1	6	0	36
	35 - 44	2	12	22	6	7	0	49
	45 - 54	4	6	9	3	3	0	25
	55 - 64	3	17	12	3	1	0	36
	65 - 74	5	5	6	1	1	1	19
	75 +	0	2	3	1	0	0	6
	Total	15	67	97	27	28	2	236
Female	< 14	0	1	0	0	0	0	1
	14 - 16	0	0	0	0	0	0	0
	17 - 20	0	2	7	0	0	0	9
	21 - 25	0	0	0	0	0	0	0
	26 - 34	0	0	1	1	1	0	3
	35 - 44	1	3	0	0	1	0	5
	45 - 54	0	4	3	0	0	0	7
	55 - 64	1	2	3	0	1	0	7
	65 - 74	0	1	0	0	0	0	1
	75 +	0	0	0	0	0	0	0
	Total	2	13	14	1	3	0	33
Unknown	Unknown	0	0	0	0	0	3	3
	Total	0	0	0	0	0	3	3
Total		17	80	111	28	31	5	272

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

Motorcyclist **Fatal Injuries** by Helmet Use 2021 - 2025

Year	Fatal Motorcycle Crashes	Motorcyclist Fatalities	Helmet Used	No Helmet Used	Helmet Use Unknown
2021	15	18	7	10	1
2022	20	20	8	12	0
2023	13	15	5	10	0
2024	24	24	12	12	0
2025	15	17	6	10	1
TOTAL	87	94	38	54	2

Over the last five year period, just over 57% of motorcyclist fatalities were not wearing a helmet at the time of the crash. In 2025, nearly 59% of motorcyclist fatalities were not wearing a helmet at the time of the crash.

Motorcyclist **Suspected Serious Injuries** by Helmet Use 2021 - 2025

Year	Suspected Serious Injury Motorcycle Crashes	Motorcyclist Suspected Serious Injuries	Helmet Used	No Helmet Used	Helmet Use Unknown
2021	65	72	30	37	5
2022	82	86	34	50	2
2023	63	69	28	37	4
2024	56	61	33	27	1
2025	73	80	29	50	1
TOTAL	339	368	154	201	13

Over the last five year period, around 55% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash. In 2025, 62.5% of motorcyclist suspected serious injuries were not wearing a helmet at the time of the crash.

MOTOR VEHICLES INVOLVED



2025 Total Vehicles Involved in a Crash by Vehicle Type and Crash Severity

Vehicle Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Passenger Car	25	963	2,800	3,788
Pickup Truck	53	898	2,794	3,745
Sports Utility Vehicle	32	882	2,327	3,241
Unknown	0	8	1,889	1,897
Heavy Truck (>= 26K lbs)	40	326	969	1,335
Passenger Van	4	85	174	263
Motorcycle > 150cc	15	161	32	208
Medium Truck (>10K - <26K lbs)	4	32	107	143
Cargo Van	2	22	67	91
Motorcycle <=150 cc	1	36	3	40
School Bus	0	5	19	24
Motorhome	0	9	13	22
Multi-Purpose Vehicle	3	12	7	22
Construction Vehicle	0	6	13	19
Other Vehicle	0	2	16	18
All Terrain Vehicle	2	8	4	14
Farm Equipment	0	5	5	10
Transit Bus	0	2	7	9
Other Bus	0	2	5	7
Off Road Motorcycle	0	5	1	6
Light Truck (<= 10K lbs)	0	1	2	3
Snowmobile	0	1	0	1

Passenger vehicles (including pickup trucks) account for around 74% of vehicles involved in traffic crashes, however only about 4.1% of passenger vehicles were involved in critical crashes.

Heavy trucks account for approximately 9% of vehicles involved in traffic crashes, with about 7.2% of heavy trucks involved in critical crashes.

Motorcycles account for about 1.7% of vehicles involved in traffic crashes, but 36.2% 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 12.7% of vehicles involved in traffic crashes.

2025 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	36	67	104
Cruise Control	0	3	6	9
Defroster	0	1	4	5
Exhaust System	0	0	3	3
Lights (Head, Signal, or Tail)	1	6	10	17
Mirrors	0	0	1	1
Other	0	35	101	136
Oversized Load	0	0	8	8
Power Train	0	3	14	17
Rain/Snow/Ice on Windshield	0	11	35	46
Stalled Vehicle	0	1	2	3
Steering	0	8	25	33
Suspension	0	1	3	4
Tinted Windows	0	1	1	2
Tire	2	32	64	98
Trailer Brakes	0	4	7	11
Truck Coupling/Trailer Hitch/Safety Chain	0	0	20	20
Vehicle Cargo Blocking View	0	0	2	2
Wheels	0	5	21	26
Windows/Windshield	1	2	6	9
Wipers	0	1	1	2

Each vehicle may have up to two contributing circumstances listed.

For the identifiable vehicle contributing circumstances involved in a traffic crash, brakes were the most common with around 18.7% of all vehicle contributing circumstances related to a problem with the brakes that may have contributed to the crash. A problem with a tire was the next most common contributing circumstance at 17.6%.

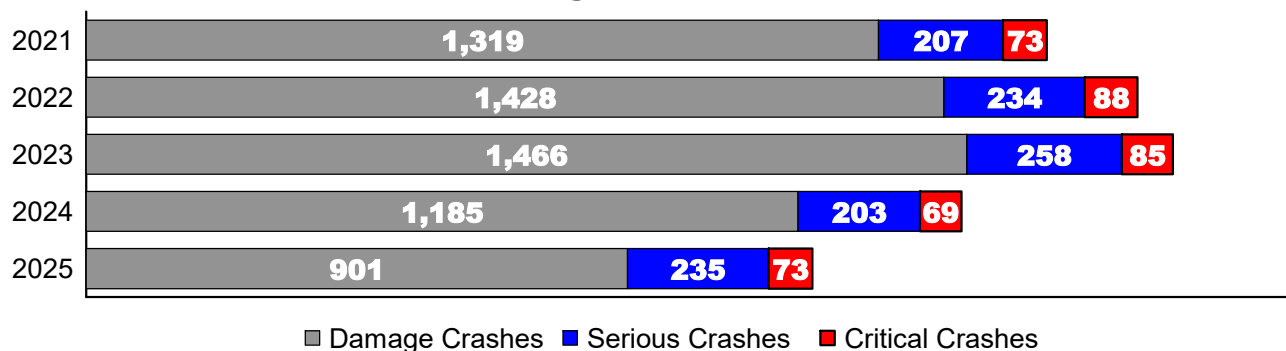
Other notable contributing circumstances include reduced visibility through the windshield due to weather (8.3%), steering (5.9%), wheels (4.7%), towing connection problems (3.6%), and power train or lights (3.1% each).

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 2021 - 2025



In 2025, commercial motor vehicles were involved in 16.2% of critical crashes. Over the last five year period, commercial motor vehicles were involved in 16.4% of critical crashes.

Over the last five year period (2021-2025) the majority (86.7%) 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 12.4% of all traffic crashes.

Medium (>10K - <26K LBS) or Heavy (>=26K LBS) Truck Involved Crashes by Crash Severity with Injury Counts 2021 - 2025

Year	Fatal Crashes	Total Fatalities	Truck Driver Fatalities	Injury Crashes	Total Injuries*	Truck Driver Injuries*	PDO Crashes	Total Crashes
2021	14	15	4	281	375	173	1,314	1,609
2022	25	28	8	310	410	181	1,406	1,741
2023	28	36	10	333	434	194	1,427	1,788
2024	17	17	6	269	371	144	1,186	1,472
2025	24	26	6	303	407	194	923	1,250
Total	108	122	34	1,496	1,997	886	6,256	7,860

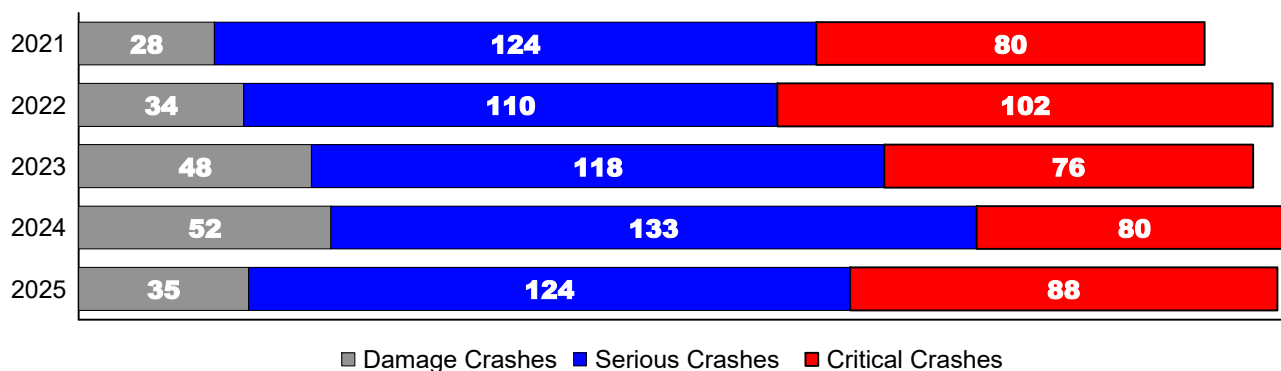
* Injuries include those resulting from fatal crashes.

Motorcycle Involved Crashes



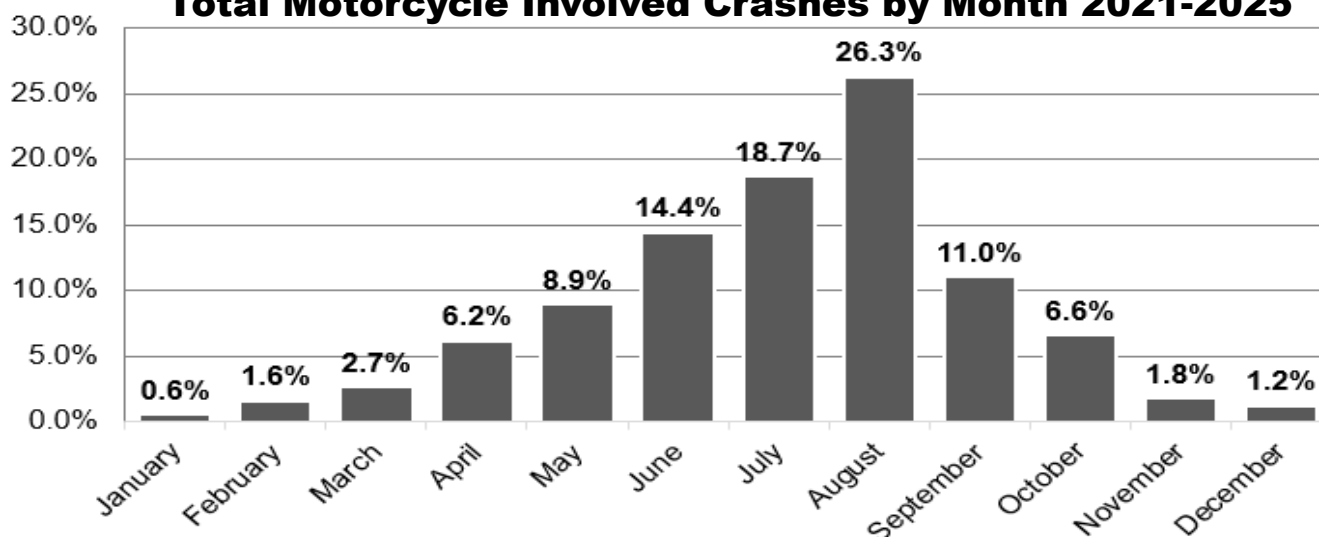
While motorcycles are a small percentage of all registered vehicles in Wyoming (around 30,415, just over 4%), they are over-represented in critical crashes. In 2025, motorcycle involved crashes accounted for 19.6% of critical crashes and 13.5% of fatal crashes. Over the past five years, approximately 18% of critical crashes and 16% of fatal crashes were motorcycle involved crashes.

Total Crashes Involving a Motorcycle by Crash Type 2021 - 2025



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 2025 35.6% of motorcycle involved crashes occurred in the months of July and August, which are popular months for tourism and regional events, compared to 45% during these months in the last five years (2021-2025).

Total Motorcycle Involved Crashes by Month 2021-2025



Off Road Vehicle Involved Crashes

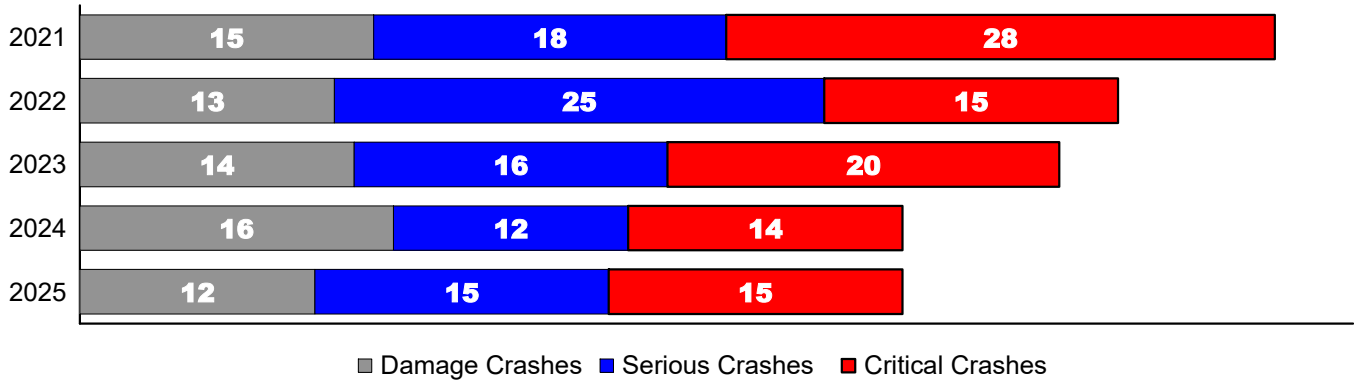
All-terrain off road vehicles such as recreational 4-wheelers, off-road motorcycles, and side-by-side utility vehicles are permitted on Wyoming roadways with appropriate registration and safety equipment. Currently, there are approximately 30,925 off road vehicles registered. Many of these vehicles lack 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.

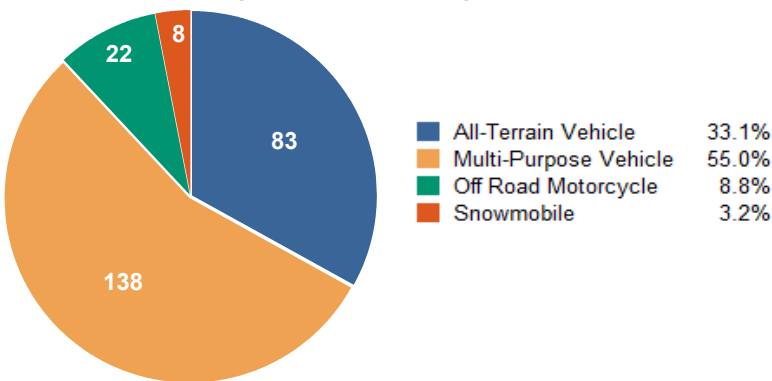
Total Crashes Involving an Off Road Vehicle by Crash Type 2021 - 2025



In 2025, off road vehicle involved crashes accounted for about 3.3% of critical crashes and 3.6% of fatal crashes with four off road vehicle fatalities and 12 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 17 off road vehicle fatalities and 87 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 (55%), followed by all-terrain vehicles (33.1%). These two vehicle types account for around 88% of off road vehicle involved crashes. Recently, the involvement of off road motorcycles has increased slightly while snowmobile involvement has remained relatively stable.

Total Off Road Vehicles Involved in Crashes by Vehicle Type 2021-2025



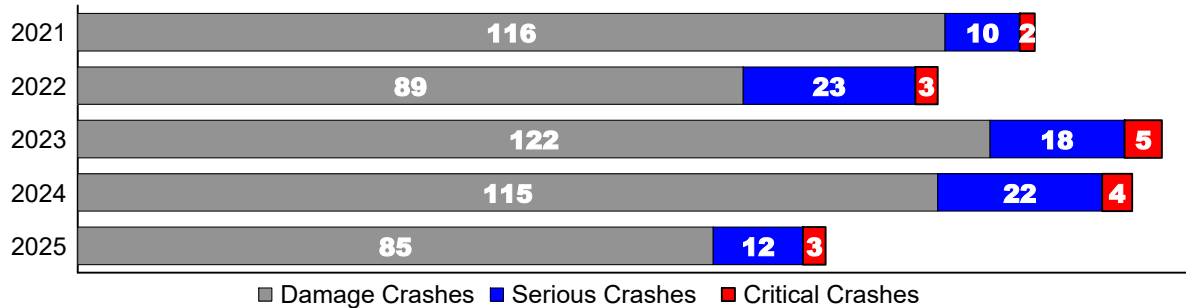
Emergency Response Vehicle Involved Crashes



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

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

Total Crashes Involving Emergency Response Vehicles by Crash Type 2021 - 2025

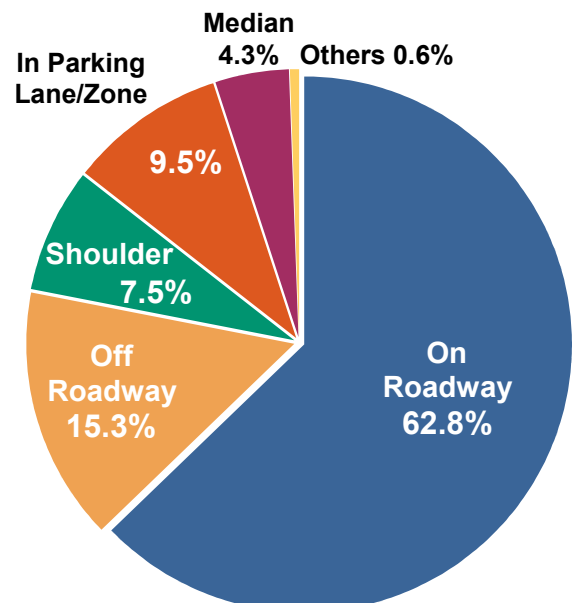


In 2025, 100 traffic crashes involved emergency response vehicles, with three critical crashes (3%). Over the last five year period, emergency response vehicles were involved in 629 traffic crashes, with 17 critical crashes (2.7%).

While most (62.8%) emergency response vehicle traffic crashes over the last five year period occurred on the roadway, a significant amount (37.2%) happened outside of the lane of travel for motor vehicles.

Of the 103 emergency response vehicles involved in traffic crashes in 2025, 84 were law enforcement vehicles, 9 were ambulance or emergency medical services vehicles, 7 were tow trucks, and 3 were fire trucks. From 2021-2025 654 emergency response vehicles were involved in a traffic crash, including 514 law enforcement vehicles, 65 tow trucks, 41 ambulance or emergency medical services vehicles, and 34 fire trucks.

Top 5 Locations for Emergency Response Vehicle Traffic Crashes 2021 - 2025

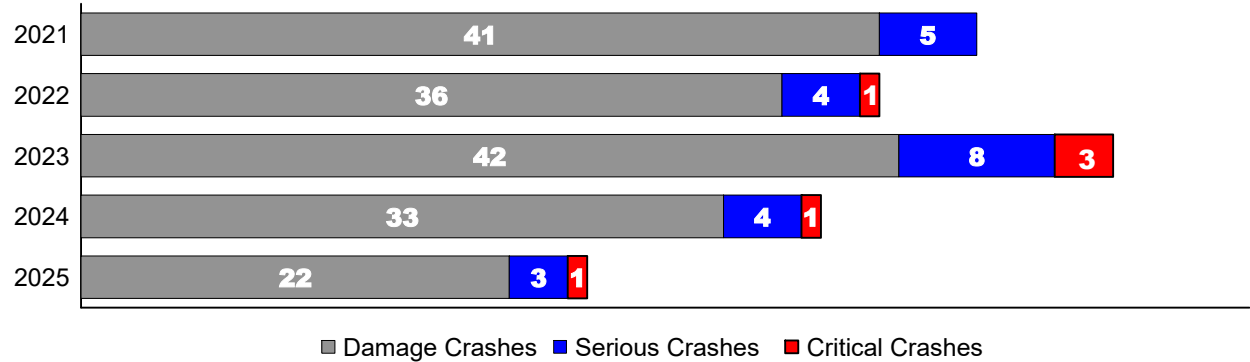


Snow Plow Involved Crashes

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.

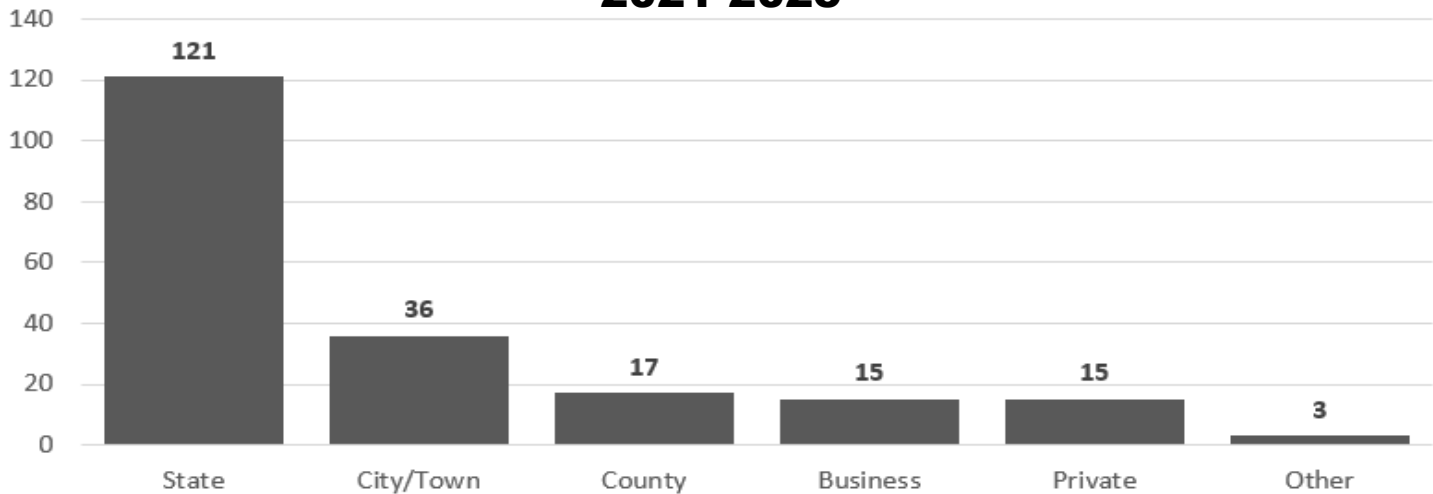


Total Crashes Involving a Snow Plow by Crash Type 2021 - 2025



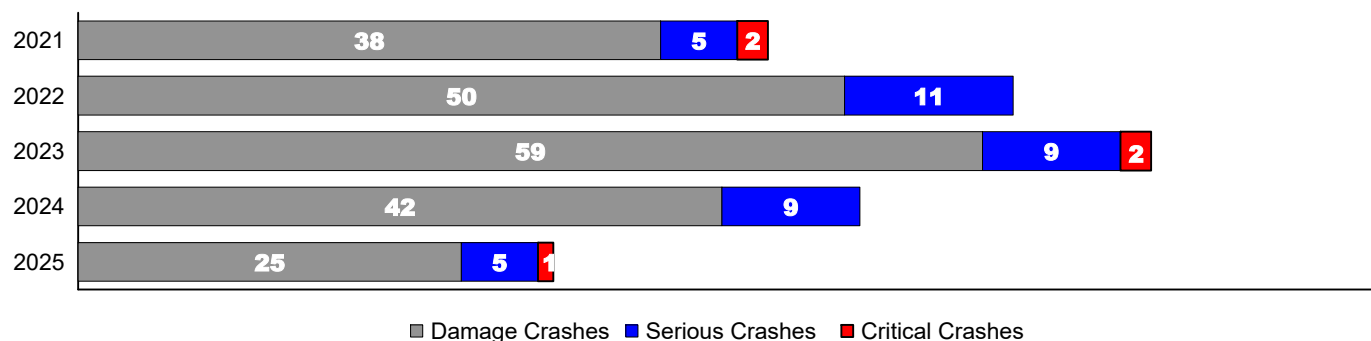
In 2025, 26 crashes involved vehicles operating as a snow plow at the time of the crash with one critical crash. Over the past five year period (2021-2025), snow plows were involved in 204 crashes with 6 critical crashes. Of the 207 snowplows involved in a crash, more than half (121, 50.5%) involved state operated snow plows maintaining highways and interstates. Thirty-six (36, 17.4%) involved city/town vehicles maintaining city streets, and 17 (8.2%) involved county vehicles maintaining roadways. Fifteen (15, 7.3%) involved business vehicles and 15 (7.3%) involved private vehicles operating as snow plows at the time of the crash.

Snow Plow Owner/Operator Type Involved in a Crash 2021-2025



School Bus Related Crashes

Total School Bus Related Crashes by Crash Type 2021 - 2025



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 258 school bus related crashes occurred with the majority (220, 85%) directly involving the school bus. School buses were directly involved in four (4) critical crashes, 30 serious crashes, and 186 damage crashes. School buses were indirectly involved in one (1) critical crash, nine (9) serious crashes, and 28 damage crashes.

In 2025, there was one school bus related critical crash. Over the last five years, nearly 2% of school bus related crashes were critical crashes, with 80% of those being directly involved.

Injuries in School Bus Related Crashes by Person Type and Vehicle Type 2021-2025

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	6	200	1	212
	Other Bus	0	0	0	0	2	0	2
	Passenger Vehicle	1	0	11	8	194	8	222
	Motorcycle	0	0	2	0	1	0	3
	Truck	0	0	0	0	11	0	11
	Other	0	0	1	0	3	0	4
	Unknown	0	0	0	0	0	1	1
Passenger	School Bus	0	1	4	24	1,493	2	1,524
	Other Bus	0	0	0	0	3	0	3
	Passenger Vehicle	0	1	8	1	64	2	76
	Truck	0	0	0	0	0	0	0
	Other	0	0	1	1	1	0	3
Pedestrian	Not in a Vehicle	1	1	0	1	0	0	3
Pedalcyclist	Not in a Vehicle	0	0	3	0	0	0	3
Total		2	3	35	41	1,972	14	2,067

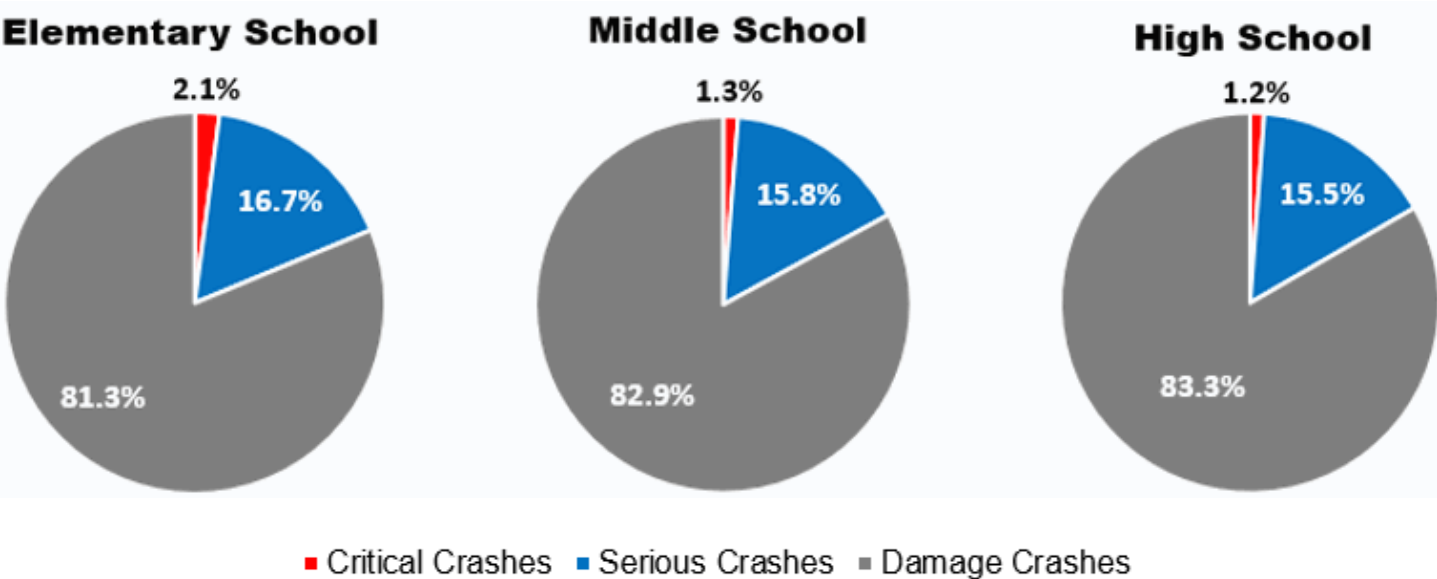
Approximately 97.5% of school bus occupants had no apparent injury as a result of a school bus related traffic crash. Only one (1) school bus occupant had critical injuries (20% of critical injuries). Other critical injuries were attributed to passenger vehicle occupants (40% of critical injuries) and pedestrians (40% of critical injuries). For school aged persons (18 years or younger), there was one (1) critical injury (a pedestrian with a suspected serious injury).

The majority of school bus related traffic crashes (179, 69.4%) over the last five year period (2021-2025) occurred within the vicinity of a public school. Around 53.6% occurred within 0.5 miles of an elementary school, 88.3% were within two miles of a middle school, and 93.9% were within two miles of a high school. It should be noted that there are areas where elementary, middle, and high schools are in close proximity to one another and there is some overlap in traffic crashes near the schools. It should also be noted that there are significantly more elementary schools than middle or high school locations.



Of all the school bus related traffic crashes occurring near a public school, 1.1% were critical crashes, 15.1% were serious crashes, and 83.8% were damage crashes. The percentage of crash types across all three school types was generally consistent, with elementary schools having slightly more critical and serious crashes in the area and middle schools and high schools having slightly more damage crashes in the area.

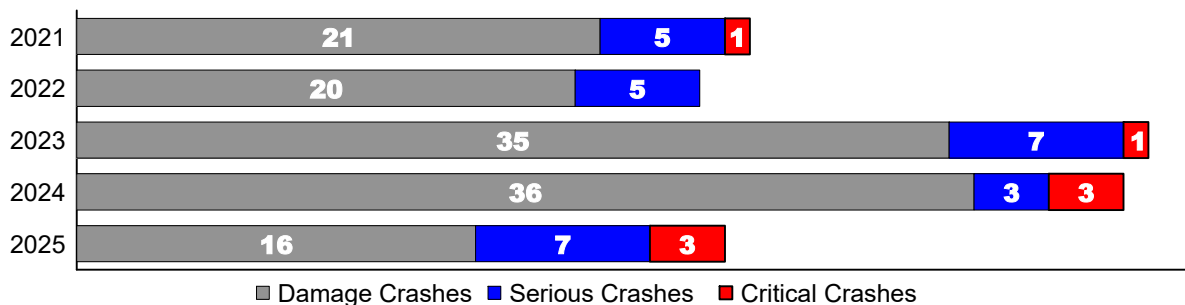
School Bus Related Crashes Near a Public School 2021 - 2025



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.

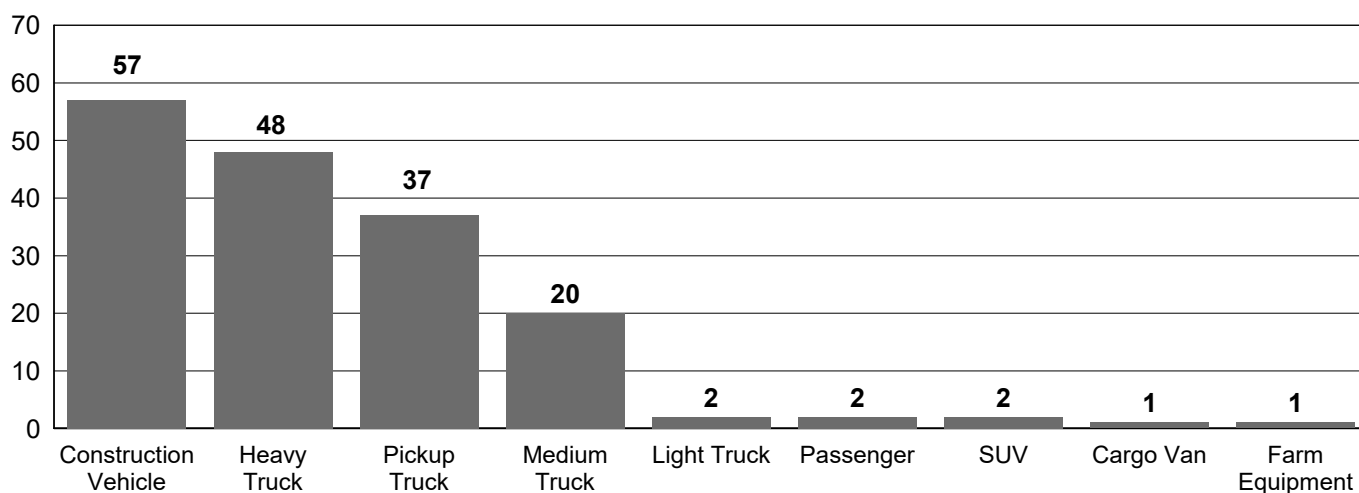
Total Crashes Involving Construction Vehicles by Crash Type 2021 - 2025



In 2025, 26 traffic crashes involved construction vehicles, with three (3) critical crashes (11.5%) and seven (7) serious crashes (26.9%). Over the last five year period, construction vehicles were involved in 163 traffic crashes, with eight (8) critical crashes (4.9%) and 27 serious crashes (16.6%).

While general construction vehicles accounted for the majority (33.5%) of the types of construction vehicles involved in a traffic crash over the last five years (2021-2025), heavy trucks (28.2%), pickup trucks (21.8%), and medium trucks (11.8%) also experienced a significant number of crashes while operating as construction vehicles.

Total Construction Vehicles Involved in Crashes by Vehicle Type 2021-2025



Only 25.2% of construction vehicle involved traffic crashes were work zone related. Most construction vehicle involved traffic crashes occurred on the roadway (62%), with 21% happening off roadway, 7.4% taking place on the shoulder of the roadway, 6.1% located in a parking lane/zone, 2.5% within the median of the roadway, and 0.6% on a bridge.

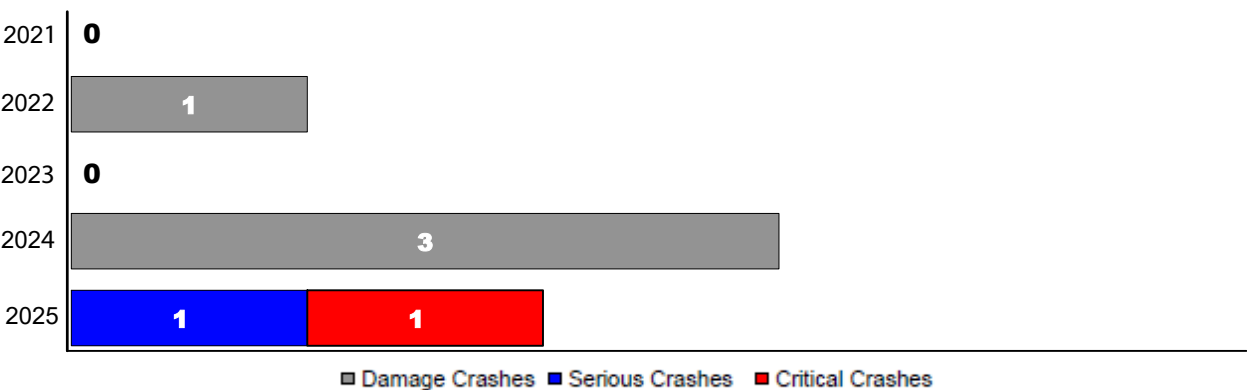
Railway Vehicle Involved Crashes

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 2021-2025, Wyoming recorded 38 traffic crashes related to a railway grade crossing, averaging about eight (8) crashes annually. Of the traffic crashes that occurred at a railway grade crossing, six (6, 15.8%) involved contact with a railway vehicle, averaging one (1) crash annually. There were two (2) critical traffic crashes at a railway grade crossing from 2021-2025. In 2025, railway grade crossing crashes were about average with eight (8) traffic crashes reported with two (2) of the crashes involving contact with a railway vehicle.

**Total Crashes Involving a Railway Vehicle by Crash Type
2021 - 2025**



The six (6) railway vehicle involved crashes related to a railway grade crossing from 2021-2025 resulted in one (1) critical crash, one (1) serious crash, and four (4) damage crashes with one (1) fatal injury and one (1) suspected minor injury.

For the 32 remaining traffic crashes related to a railway grade crossing from 2021-2025, there was one (1) critical crash and two (2) serious crashes with one (1) suspected serious injury, three (3) suspected minor injuries, two (2) possible injuries, and 29 damage crashes.

Most traffic crashes occurring at a railway grade crossing were between motor vehicles (20, 52.6%); 14 were the result of a rear end collision (front to rear), four (4) were the result of a backing collision (rear to front), and two (2) were types of side collisions. The remaining 18 crashes are attributed to single motor vehicles colliding with railway vehicles (5), fixed objects (such as barriers or traffic signs) at the crossing location (7), non-fixed objects (2), equipment failure (2), motorcycle loss of control (1), and jackknifing (1) at the location of the crossing.

CRASH CONDITIONS



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

WYDOT'S TRAVEL INFORMATION SYSTEM IS THE ONE AND ONLY SOURCE FOR UP-TO-THE-MINUTE ROAD AND TRAVEL INFORMATION.

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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

2025 Crashes by Road Surface Type and Crash Severity

Road Surface Type	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Concrete	12	374	1,074	1,460
Asphalt	94	1,749	4,597	6,440
Gravel/Rock	4	55	127	186
Dirt	3	51	92	146
Unknown	0	1	1,667	1,668

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.

2025 Crashes by Road Condition and Crash Severity

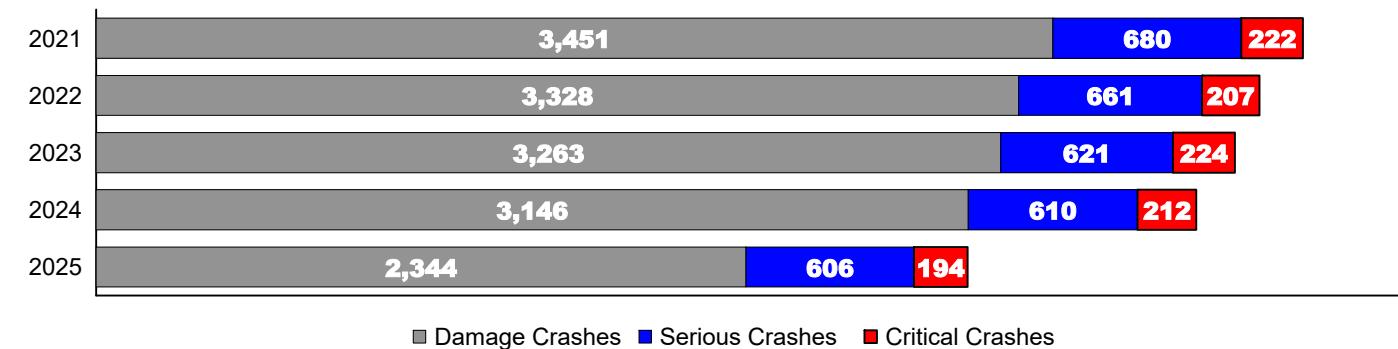
Road Conditions	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Dry	90	0	1,710	5	5,237	7	7,037	12
Wet	7	0	136	17	468	48	611	65
Ice/Frost	7	1	212	39	1,017	199	1,236	239
Snow	1	1	71	91	474	428	546	520
Mud/Dirt/Gravel	3	0	21	14	40	22	64	36
Slush	1	1	20	19	69	77	90	97
Sand on Dry Pavement	0	0	5	4	2	1	7	5
Sand on Icy Road	0	0	4	0	9	4	13	4
Water Standing/Running	1	1	5	8	8	19	14	28
Other	0	0	6	1	7	5	13	6
Unknown	1	0	4	2	87	4	92	6

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 (61.6%) and many resulted in running off the road (41.8%). In addition, the majority of curve crashes were single vehicle crashes (69%). Critical crashes are frequently associated with a horizontal curve feature, accounting for nearly 45% of all critical crashes in the last five years.

Total Curve Crashes by Crash Type 2021 - 2025



In 2025, 43% of all critical crashes, 32.7% of all serious crashes, and 31.6% of all damage crashes were located in a curved section of roadway. The majority of curve crashes were lane departure crashes (64.2%) and 43.7% resulted in running off the road.

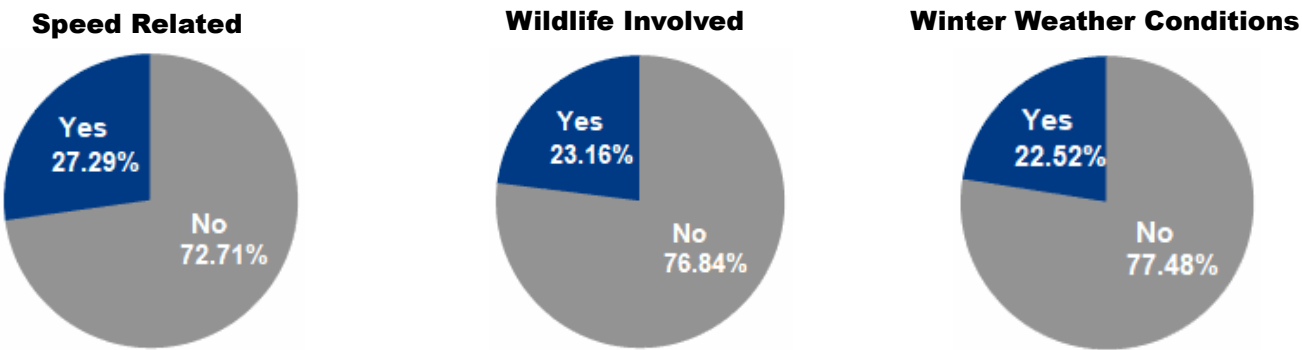
Around 69.7% of 2025 curve-related crashes were single vehicle crashes, and 82.6% of these vehicles ran off the road. Of the single motor vehicles that ran off the road, the first harmful event for 48.8% was a collision with a fixed object. The most common fixed objects struck were guardrail (21.9%), fence (16.8%), and cable barrier (11%). Of the single motor vehicles that ran off the road, the first harmful event for 33% was a

2025 Curve Crashes by Manner of Collision	
Single Vehicle	69.7%
Rear End (Front to Rear)	8.3%
Angle (Front to Side), Opposing Direction	4.7%
Angle Same Direction (Front to Side)	4.6%
Sideswipe Same Direction (Passing)	4.5%
Angle Right (Front to Side, includes Broadside)	3.1%
Head On (Front to Front)	2.3%
Other	1.5%
Sideswipe Opposite Direction (Meeting)	1.2%

non-collision event, with the majority (75.8%) experiencing an overturn/rollover, 12.7% experiencing a jackknife, and 7.8% attributed to motorcycle loss of control.

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.

2025 Contributing Factors for Curve Crashes

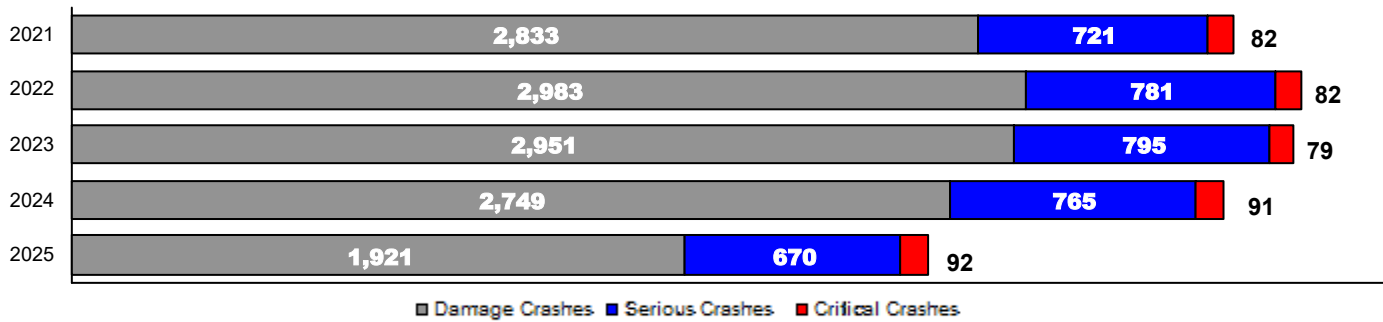


Intersection and Intersection Related Crashes

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 nearly 28% of all crashes were intersection or intersection related crashes, with 51.3% of crashes occurring within the intersection, and 48.7% being intersection related.

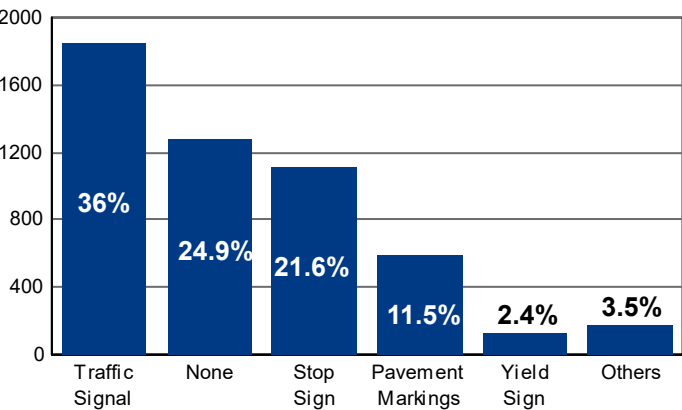
Total Intersection & Intersection Related Crashes by Crash Type 2021 - 2025



In 2025, 20.4% of all critical crashes, 36.1% of all serious crashes, and 25.9% of all damage crashes were located in or related to an intersection. About 3% (85) of all intersection or intersection related crashes involved a non-motorist (pedestrian or pedalcyclist).

Most 2025 intersection and intersection related crashes occurred during daylight (78.1%). Only 17.9% occurred in darkness conditions, and 12.7% were in darkness lighted conditions.

2025 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% of drivers had failed to yield the right of way, 11.2% had been following too close, 9.9% were driving too fast for conditions, 8.6% had disregarded traffic signs, and 7.5% had run a red light.

Only 25% of vehicles at intersection and intersection related crashes had no type of traffic control present. The majority (60%) of vehicles at intersection or intersection related crashes had either traffic signals or signs present to control traffic.

The top five vehicle maneuvers when involved in an intersection or intersection related crash were proceeding straight ahead (52.2%), turning left (16.3%), stopped in traffic (12.3%), turning right (6.4%), and negotiating a curve (3.7%).

2025 Top 5 Improper Driver Actions at Intersection/Related Crashes

Failed to Yield ROW	794	26.0%
Following too Close	343	11.2%
Drove too Fast for Conditions	301	9.9%
Disregarded Traffic Signs	262	8.6%
Ran Red Light	229	7.5%

VISIBILITY / WEATHER

2025 Crashes by Lighting Condition and Crash Severity

Light Condition	Fatal Crashes	Injury Crashes	PDO Crashes	Total
Darkness Lighted	5	205	629	839
Darkness Unlighted	34	443	1,772	2,249
Dawn	1	38	238	277
Daylight	69	1,457	4,445	5,971
Dusk	1	43	220	264
Other	0	4	7	11
Unknown	1	4	107	112
Total	111	2,194	7,418	9,723

2025 Crashes by Weather Condition and Crash Severity

Weather Condition	Fatal Crashes		Injury Crashes		PDO Crashes		Total	
	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Clear	93	1	1,789	4	5,773	17	7,655	22
Raining	4	0	76	6	240	14	320	20
Snowing	5	0	155	5	755	18	915	23
Fog	0	1	20	3	43	7	63	11
Blowing Dust/Sand/Dirt	0	0	0	0	3	3	3	3
Severe Wind Only	2	1	51	7	142	13	195	21
Blizzard	0	0	3	4	19	18	22	22
Sleet/Hail/Freezing Rain	1	0	8	9	30	24	39	33
Blowing Snow	0	2	23	32	108	99	131	133
Cloudy, Overcast	5	1	58	13	186	34	249	48
Smoke	0	0	3	0	7	0	10	0
Other	0	0	1	1	1	1	2	2
Unknown	1	0	7	1	111	0	119	1

Each crash may have up to two weather conditions listed.

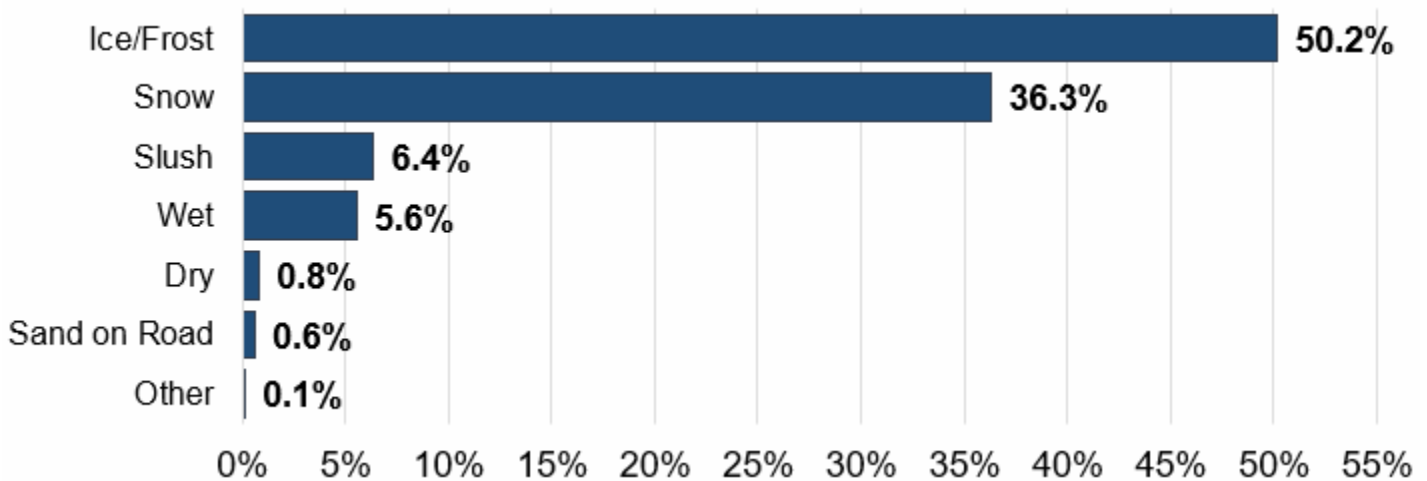
Winter Weather Related Crashes



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).

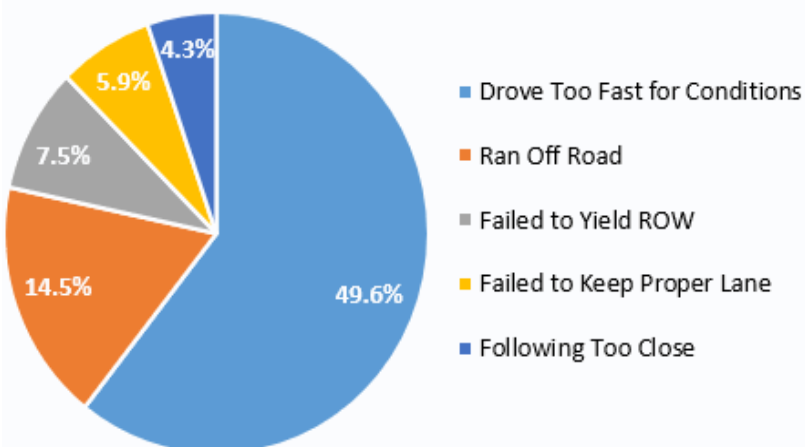
In 2025, 2,090 crashes were reported to have occurred during winter weather conditions, which accounts for around 21.5% of all crashes. These crashes include 49 critical crashes, 316 serious crashes, and 1,725 damage crashes.

2025 Road Conditions Present for Winter Weather Related Crashes



The majority (85.3%) of winter weather related crashes occurred when the weather condition at the time of the crash was snowing (39.9%), clear (34.2%), or blowing snow (11.2%). The majority (86.5%) of winter weather related crashes occurred on roadways with ice/frost (50.2%) and/or snow (36.3%).

2025 Top 5 First Improper Driver Action Reported in Winter Weather Related Crashes



When improper driver actions were reported for winter weather related crashes, 81.7% of the first improper driver action reported fell into five categories: drove too fast for conditions (49.6%), ran off road (14.5%), failed to yield right of way (7.5%), failed to keep proper lane (5.9%), and following too close (4.3%).

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

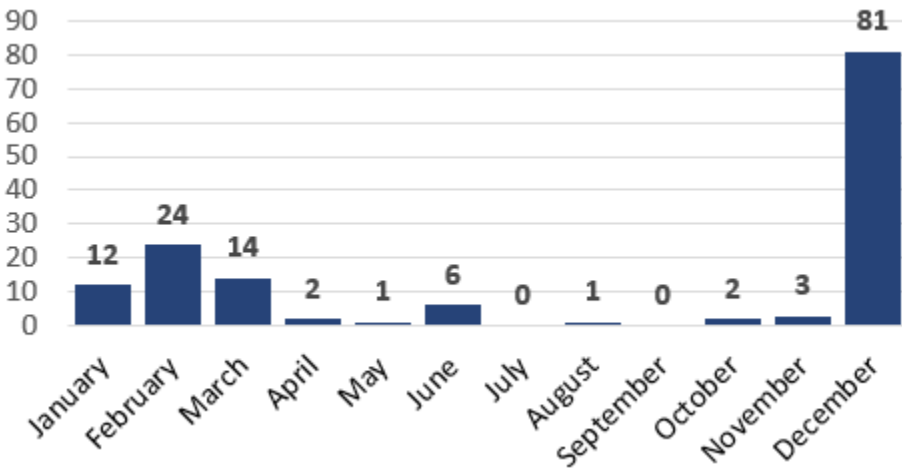
Blow-Over Crashes

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 2025, 146 blow-over crashes were reported, which is higher than average for the previous five year period (131/year). These blow-over crashes include nine (9) critical crashes, 40 serious crashes, and 97 damage crashes.

2025 Blow-Over Crashes by Month

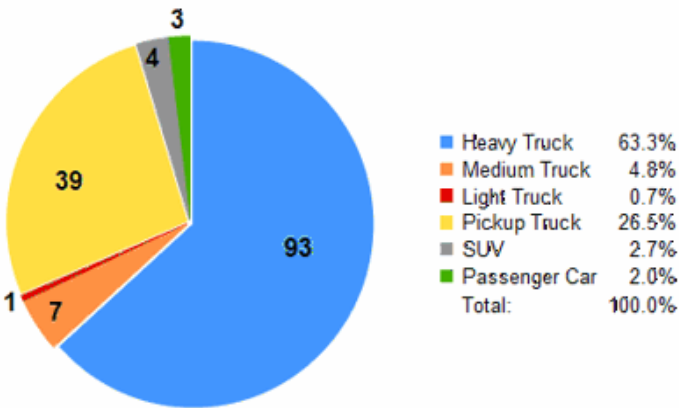


During the winter months, Wyoming tends to experience an increase in severe wind events. This includes extended periods in which wind speeds often reach 30 to 40 MPH with gust speeds of 50 to 60 MPH. In addition, there are occasional hurricane force wind gusts, or wind gusts in excess of 74 MPH, with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

MPH). In 2025, December experienced the most blow-over crashes (55.5%), followed by February (16.4%), March (9.6%), January (8.2%), and June (4.1%).

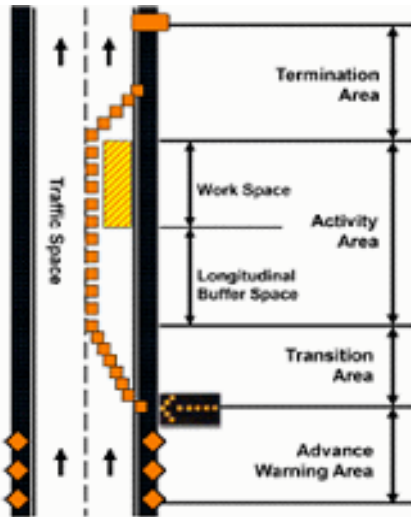
During severe wind events, blow-over crashes pose a considerable risk to the safety of all motor vehicles traveling on the roadway. Drivers of light or high-profile vehicles are particularly susceptible to experiencing loss of control and/or blow-over which may cause damage to their motor vehicle, nearby 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 2025 were Heavy Trucks (>26,000lbs) at 63.3% and Pickup Trucks at 26.5%. Of the Pickup Trucks involved in a blow-over crash, approximately 95% were pulling a non-commercial trailer (i.e. camper, utility trailer) at the time of the crash. Three SUVs were pulling a trailer at the time of the crash.

2025 Blow-Over Vehicles by Vehicle Type



ENVIRONMENT

Work Zone Related Crashes



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

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

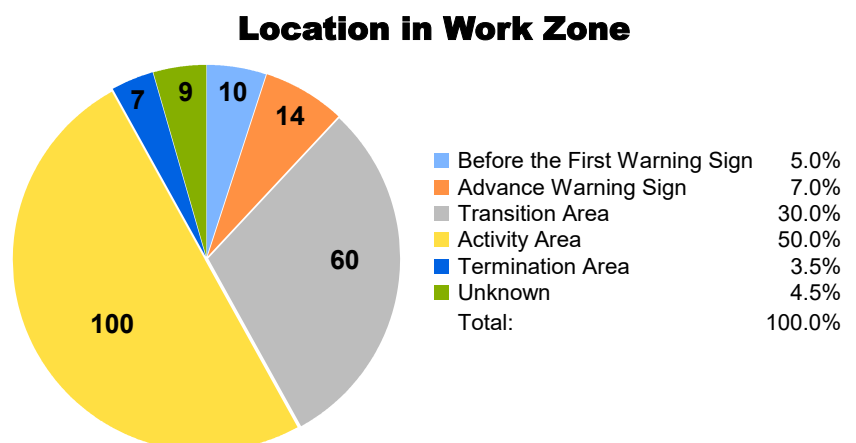
Work zone-related crashes may take place anywhere within the work zone or prior to the work zone if the crash is thought to be a result of activity or congestion caused by the work zone.

In 2025, there were 200 work zone related crashes with 13 critical crashes, 39 serious crashes, and 148 damage crashes. Workers were present in approximately 31.5% of the crashes.

The type of work zones in which the majority (92.5%) of work zone related crashes occur are a lane closure (61%), a lane shift or crossover (20.5%), and intermittent or moving work (11%). Most work zone related crashes occurred in the activity area (50%) or the transition area (30%).

2025 Work Zone Related Crashes

Type of Work Zone	
Lane Closure	122
Lane Shift or Crossover	41
Intermittent or Moving Work	22
Work on Shoulder/Median	7
Other	8
Total	200



The majority (87%) of work zone related crashes occur by three types of collisions: rear end (front to rear) collision (41%), single vehicle collision (32.5%), and sideswipe same direction/passing (13.5%).

Many (50.7%) 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 20% of single vehicle work zone related crashes.

Approximately 26.1% of single vehicle collisions involved colliding with a traffic regulation device, including a work zone channeling device (7.7%) or a traffic barrier (18.4%).

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

Three (3) pedestrians and two (2) deer were each struck in separate single vehicle crashes.

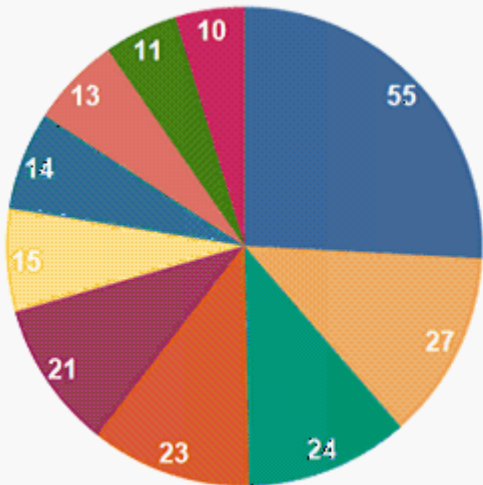
Of all drivers involved in work zone related crashes, 53.6% were thought to be driving improperly by investigating law enforcement. The most common identifiable improper driver actions reported include following too close (25.8%), failing to keep proper lane (12.7%), failing to yield right of way (11.3%), running off the road (10.8%), and aggressive or careless driving (9.9%). In addition, approximately 12.2% of drivers involved in a work zone related crash were likely distracted.



2025 Work Zone Related Crashes by Manner of Collision

Single Vehicle	65
Head On (Front to Front)	1
Sideswipe Same Direction (Passing)	27
Angle Same Direction (Front to Side)	14
Angle (Front to Side), Opposing Direction	3
Angle Right (Front to Side, includes Broadside)	2
Rear End (Front to Rear)	82
Rear to Front (Normally Backing)	3
Other	3
Total	200

2025 Top 10 Improper Driver Actions in Work Zone Related Crashes



Following too Close	25.8%
Failed to Keep Proper Lane	12.7%
Failed to Yield ROW	11.3%
Ran Off Road	10.8%
Erratic/Reckless/Careless/Aggressive	9.9%
Drove too Fast for Conditions	7.0%
Speeding	6.6%
Disregarded Traffic Signs	6.1%
Improper Turn or No Signal	5.2%
Other Improper Action	4.7%

Wildlife Involved Crashes



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

In 2025, 1,630 wildlife crashes were reported, which is 16.8% of all reported traffic crashes. While the majority of wildlife crashes are damage crashes, some collisions result in critical crashes (10 in 2025) and serious crashes (60 in 2025).

Deer were the most common wild animal involved in a crash (82.8%), followed by elk (7.2%), and pronghorn (6.8%).

2025 Wildlife Crashes by Month and Animal Type

Month	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
January	0	87	6	2	7	2	104
February	0	56	3	1	1	2	63
March	0	72	4	1	1	3	81
April	0	80	8	3	9	1	101
May	0	134	7	1	19	3	164
June	0	174	17	5	28	2	226
July	0	145	13	3	17	3	181
August	0	115	8	1	14	1	139
September	1	103	19	4	6	2	135
October	0	132	13	3	4	3	155
November	0	153	9	2	4	0	168
December	0	98	10	3	1	1	113
Total	1	1,349	117	29	111	23	1,630

Most wildlife collisions happened in darkness unlighted conditions (54.9%), followed by daylight (27.7%), dawn (8.7%), dusk (5.4%), and darkness lighted (3.2%).

Nearly half (47.5%) of wildlife collisions occurred between the hours of 5 p.m. and 11 p.m., and a second spike occurred between the hours of 5 a.m. and 8 a.m. (20.9%).

2025 Wildlife Crashes by County and Animal Type

County	Bison	Deer	Elk	Moose	Pronghorn	Other Wild Animal	Total
ALBANY	0	32	8	0	14	1	55
BIG HORN	0	28	0	0	5	1	34
CAMPBELL	0	99	3	0	14	0	116
CARBON	0	44	8	2	9	3	66
CONVERSE	0	74	0	0	4	1	79
CROOK	0	63	5	0	4	0	72
FREMONT	0	139	16	0	15	3	173
GOSHEN	0	36	1	0	1	2	40
HOT SPRINGS	0	24	0	0	3	2	29
JOHNSON	0	89	2	1	4	2	98
LARAMIE	0	29	3	0	8	1	41
LINCOLN	0	50	9	4	6	0	69
NATRONA	0	113	6	0	4	1	124
NIOBRARA	0	25	1	0	0	0	26
PARK	1	139	7	1	5	0	153
PLATTE	0	73	9	0	2	3	87
SHERIDAN	0	97	1	1	2	1	102
SUBLETTE	0	56	3	8	1	1	69
SWEETWATER	0	42	14	0	7	0	63
TETON	0	21	20	10	0	1	52
UINTA	0	25	0	1	2	0	28
WASHAKIE	0	18	0	1	1	0	20
WESTON	0	33	1	0	0	0	34
Total	1	1,349	117	29	111	23	1,630



Fremont County experienced the highest number of wildlife crashes (10.6%), followed by Park County (9.4%), Natrona County (7.6%), Campbell County (7.1%), then Sheridan County (6.3%).

Fremont and Park Counties had the highest number of deer collisions (10.3% each). Teton County had the highest number of elk collisions (17.1%) and the highest number of moose collisions (34.5%). Fremont County had the highest number of pronghorn collisions

(13.5%). Carbon, Fremont, and Platte counties had the highest number of other wild animal collisions (13% each). A bison was struck in Park County.

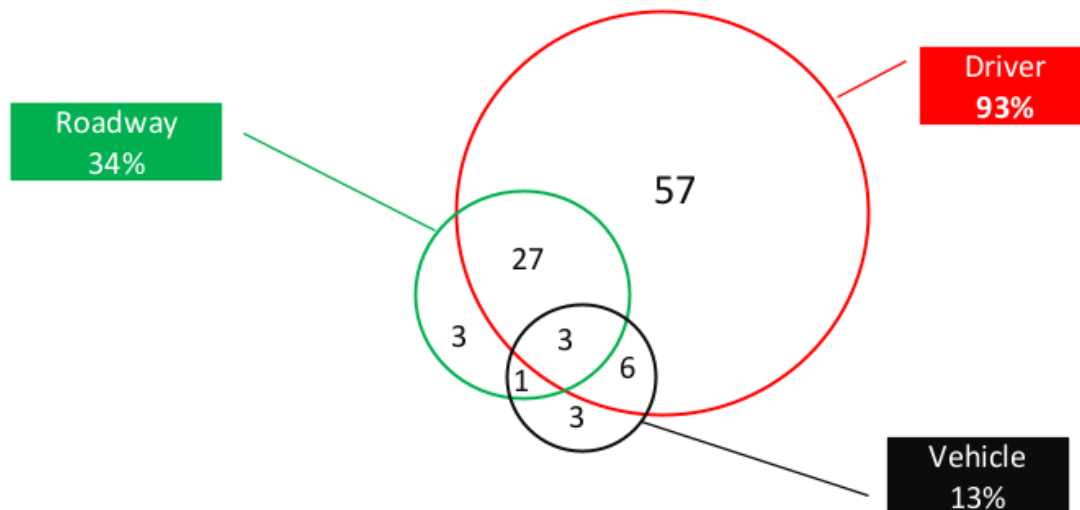
Wildlife crashes are likely under-reported due to the majority of wildlife collisions resulting in property damage only, or no damage at all.

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.

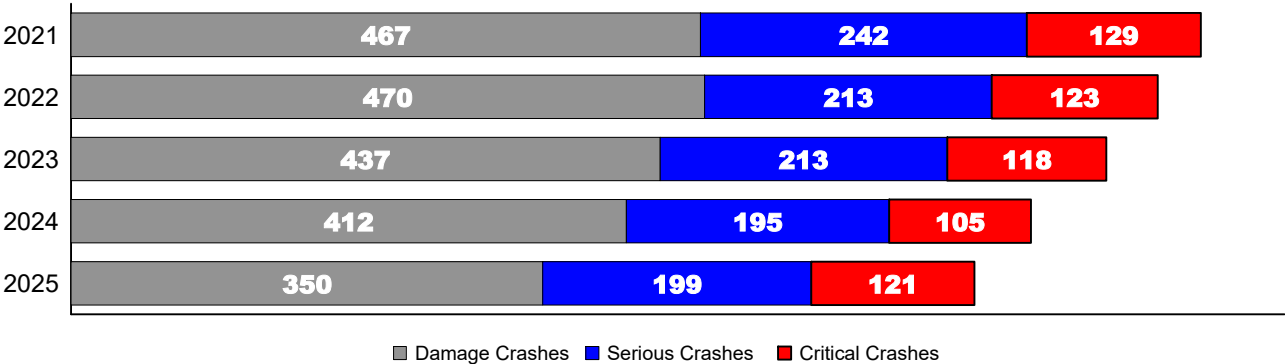


SUBSTANCE USE

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.

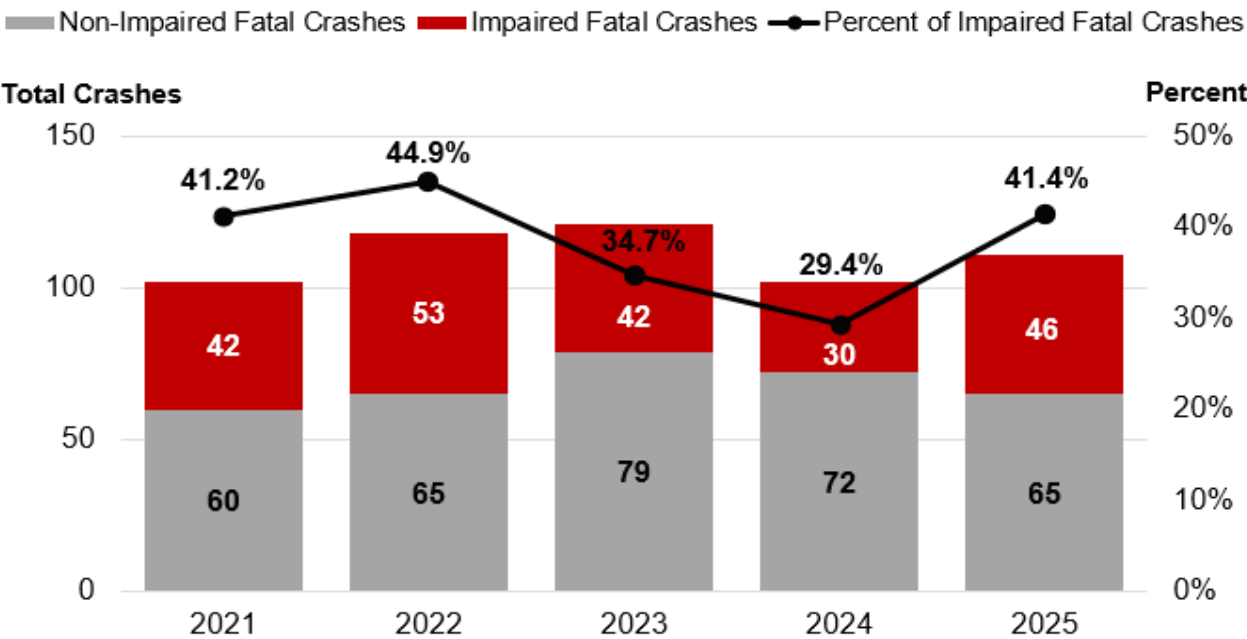
Total Impaired Crashes by Crash Type 2021 - 2025



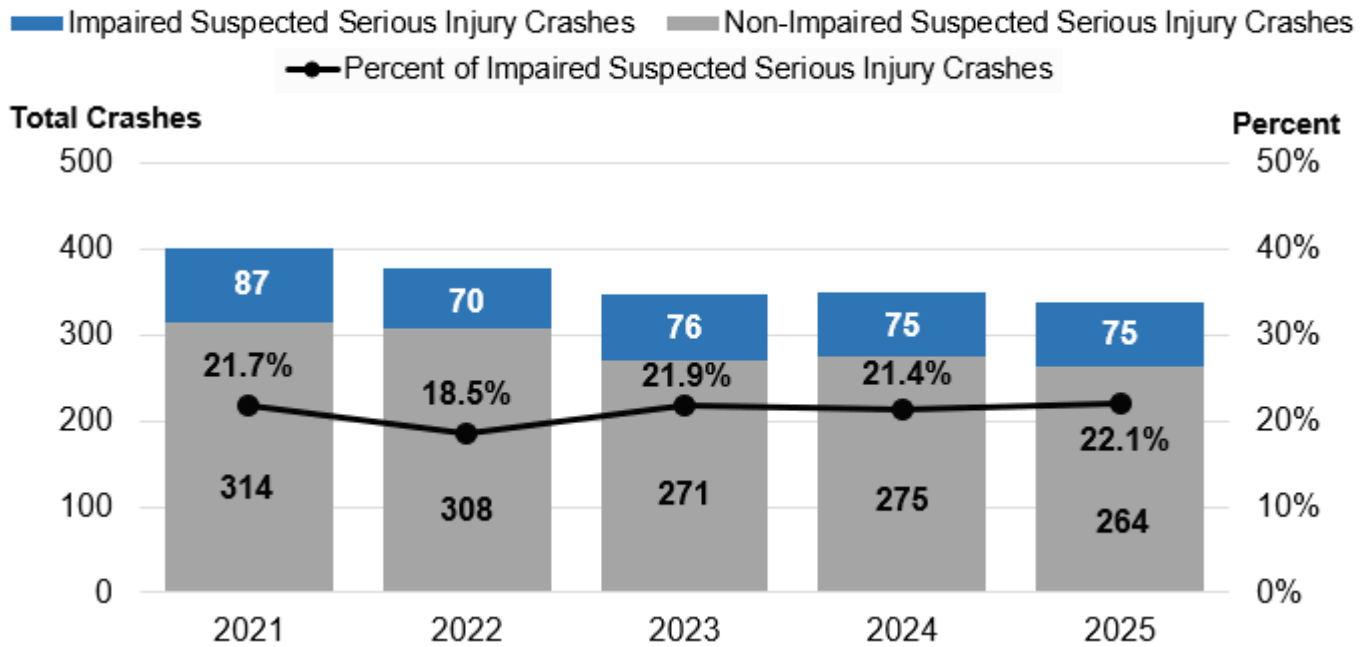
Over the past five years, impaired crashes accounted for approximately 6% of all crashes, including 25.2% of critical crashes, 10.8% of serious crashes, and 4.2% of damage crashes. In 2025, impaired crashes accounted for 6.9% of all crashes, including 26.9% of critical crashes, 10.7% of serious crashes, and 4.7% of damage crashes.

When looking at critical crashes over the last five years, around 38.4% of fatal crashes and 21.1% of suspected serious injury crashes were impaired crashes.

Impaired vs. Non-Impaired Fatal Crashes 2021-2025

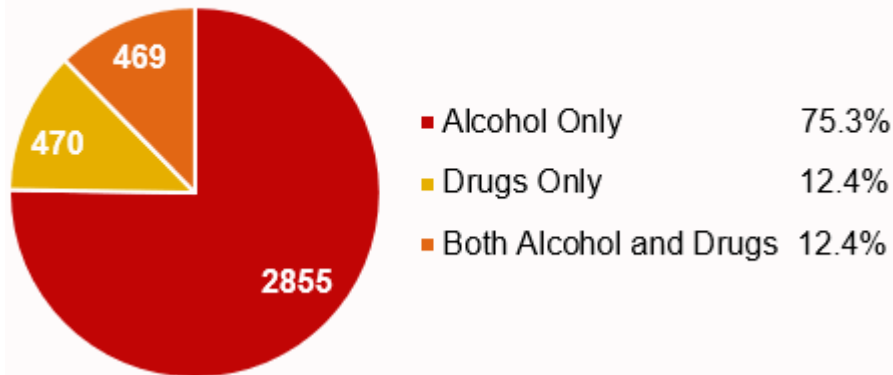


Impaired vs. Non-Impaired Suspected Serious Injury Crashes 2021-2025



Over the last five years, the majority (75.3%) of impaired crashes only involved alcohol. Around 12.4% of impaired crashes involved only drugs, and approximately 12.4% involved both alcohol and drugs. In 2025, 77.3% of impaired crashes only involved alcohol while 11.2% involved only drugs and 11.5% involved both.

Type of Impaired Crash 2021-2025



The number of impaired crashes can fluctuate widely from year to year. The most recent five year average for impaired crashes is 759 impaired crashes per year. The most recent ten year average for impaired crashes is 792 impaired crashes per year.

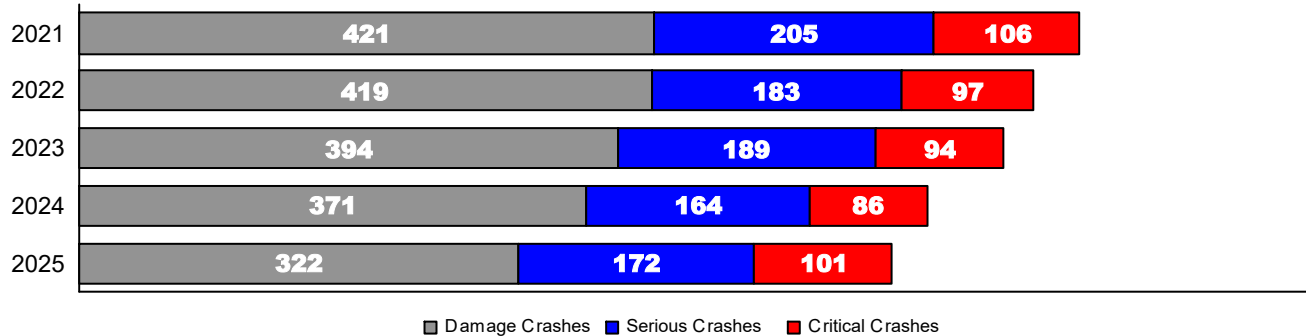
Type of Impaired Crash by Year 2021-2025

Year	Alcohol Only	Drugs Only	Both	Total
2021	638	106	94	838
2022	587	107	112	806
2023	578	91	99	768
2024	534	91	87	712
2025	518	75	77	670
Total	2855	470	469	3794

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.

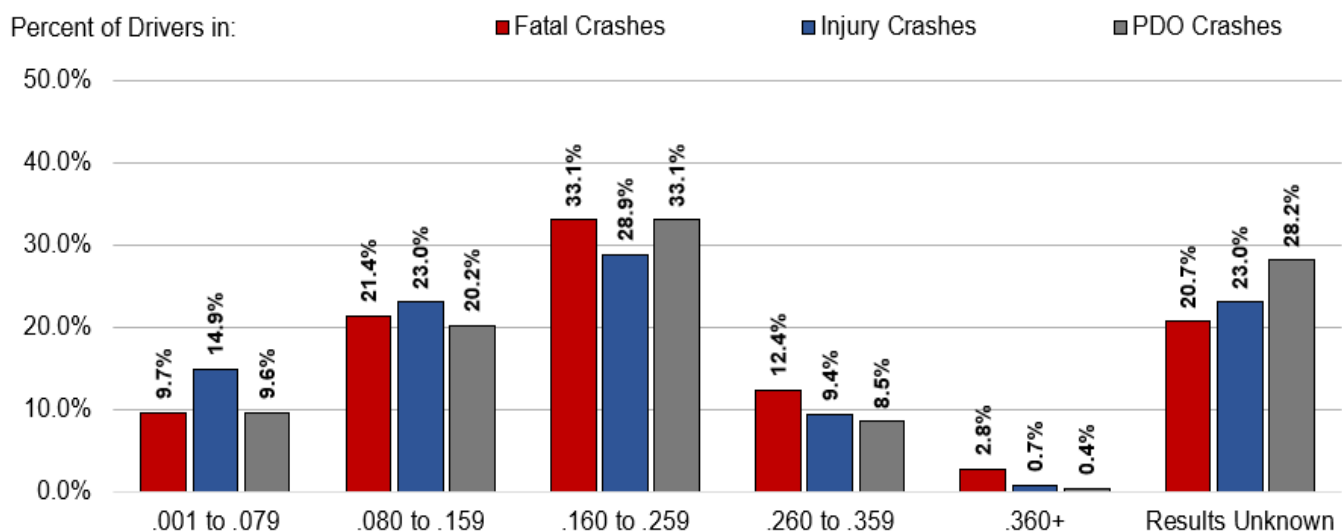
Total Alcohol Involved Crashes by Crash Type 2021 - 2025



Over the past five years, alcohol involved crashes accounted for approximately 5.3% of all crashes, including 20.4% of critical crashes, 9.3% of serious crashes, and 3.8% of damage crashes. When looking at critical crashes, nearly 28.5% of fatal crashes and 18% of suspected serious injury crashes were alcohol involved crashes.

In 2025, alcohol involved crashes accounted for 6.1% of all crashes, including 22.4% of critical crashes, 9.3% of serious crashes, and 4.3% of damage crashes. When looking at critical crashes, around 30.6% of fatal crashes and 19.8% of suspected serious injury crashes were alcohol involved crashes.

Drivers with Alcohol Use by BAC Results and Crash Severity 2021 - 2025

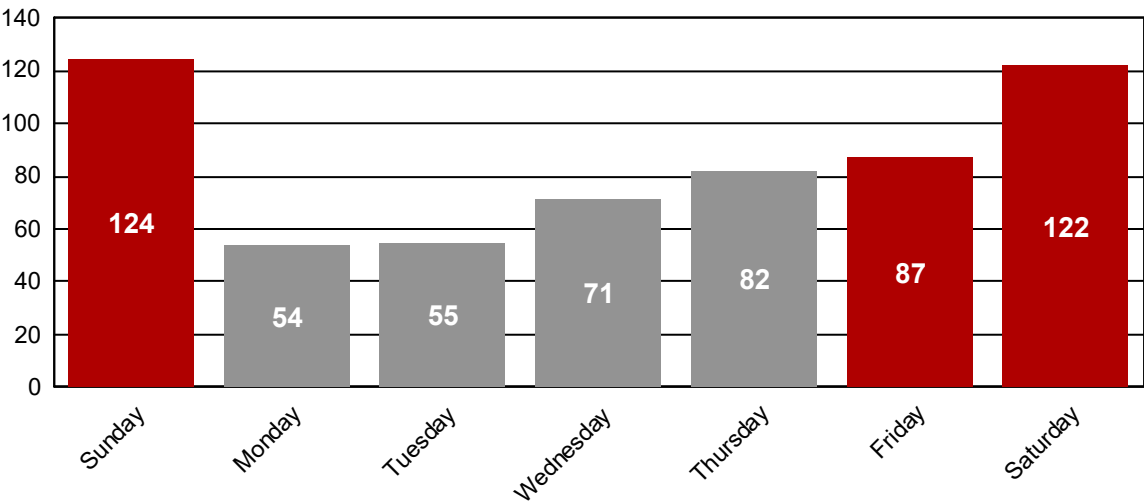


Results Unknown represent drivers who were suspected of alcohol use with no available test result.

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 (31.6%) had a BAC level of .160 to .259. This BAC range also had the most drivers involved in fatal crashes (33.1%). BAC test results were unknown for 26% of drivers suspected of alcohol use.

The majority of 2025 alcohol involved crashes (56%) occurred Friday through Sunday, with Sunday accounting for 20.8% of all alcohol involved crashes. Most alcohol involved crashes (69.6%) occurred between the hours of 6:00PM and 3:00AM, with a significant spike in crashes from 8:00PM to 3:00AM.

2025 Alcohol Involved Crashes by Day of the Week



Most alcohol involved crashes occurred in darkness conditions (66.6%), with 39.2% in darkness unlighted and 27.4% in darkness lighted conditions. Around 28.9% were in daylight conditions.

The majority of 2025 alcohol involved crashes occurred in an urban location (61.2%), but a significant number of alcohol involved crashes occurred in rural locations (38.8%) where speeds and crash severity tend to be higher. Speed may have been a contributing factor in 40.8% of alcohol involved crashes. In addition, 57.6% of alcohol involved crashes were single vehicle crashes.

Overall, 44.9% of 2025 alcohol involved crashes had a first harmful event category of collision with a motor vehicle, person, or non-fixed object, 40.2% were collision with a fixed object, and 15% were non-collision crashes.

The majority of alcohol involved crashes were run off road crashes (74.5%), with 54% resulting in a collision with a fixed object, 26.9% resulting in a collision with a non-fixed object, and 19.2% resulting in a non-collision crash. Most alcohol involved run off road crashes were not related to curves, with only around 39.1% located in a horizontal curve in the roadway.

2025 Top First Harmful Events in First Harmful Event Category for Alcohol Involved Run Off Road Crashes

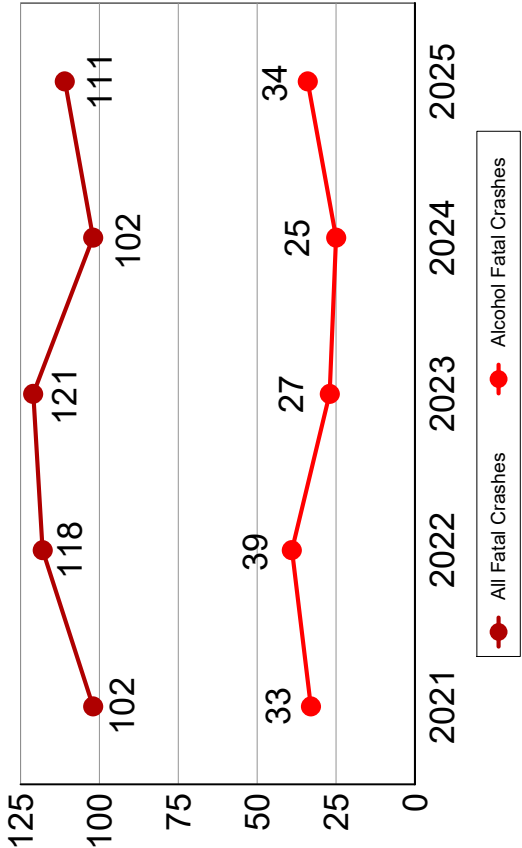
Collision with Fixed Object (238)		Collision with Non-Fixed Object (119)		Non-Collision (85)	
Fence (49)	20.6%	Parked Motor Vehicle (96)	80.7%	Overturn/Rollover (74)	87.1%
Support Pole - Various Types (36)	15.1%	Motor Vehicle (13)	10.9%	Motorcycle Loss of Control (7)	8.2%
Guardrail (30)	12.6%	Other Non-Fixed Object (8)	6.7%	Equipment Failure (2)	2.4%
Trees/Shrubbery (19)	8.0%	Pedestrian (2)	1.7%	Jackknife (1)	1.2%
Ditch (16)	6.7%	Unknown (1)		Fire Explosion (1)	1.2%

Alcohol Involved Crash Comparison 2021 - 2025

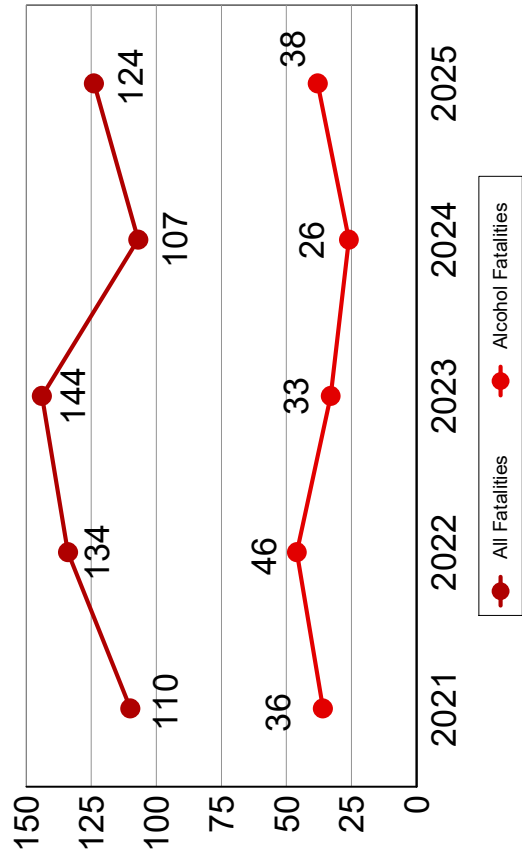
Year	Fatal Crashes			Injury Crashes			PDO Crashes	
	All Crashes	Alcohol Crashes	Total Fatalities	All Crashes	Alcohol Crashes	Total Injuries	All Crashes	Alcohol Crashes
2021	102	33	110	2,429	278	3,267	11,374	421
2022	118	39	134	2,388	241	3,137	11,073	419
2023	121	27	144	2,388	256	3,220	10,993	394
2024	102	25	107	2,250	225	3,062	10,229	371
2025	111	34	124	2,194	239	2,956	7,418	322

* Injuries include injuries resulting from fatal crashes.

Alcohol Involved Fatal Crashes



Alcohol Involved Fatalities



2025 Alcohol Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	3	3	15	21	19	37	5.6%
BIG HORN	0	0	4	4	5	9	6.9%
CAMPBELL	3	4	24	28	26	53	6.8%
CARBON	2	2	4	7	14	20	3.7%
CONVERSE	1	1	12	18	8	21	6.7%
CROOK	0	0	4	5	6	10	5.0%
FREMONT	2	2	21	28	23	46	8.6%
GOSHEN	1	1	6	7	7	14	8.4%
HOT SPRINGS	1	1	1	3	1	3	5.9%
JOHNSON	0	0	3	4	5	8	3.6%
LARAMIE	4	4	43	58	54	101	6.4%
LINCOLN	1	1	8	11	13	22	7.4%
NATRONA	5	7	37	46	52	94	7.1%
NIOBRARA	0	0	1	3	4	5	6.3%
PARK	0	0	5	9	16	21	5.2%
PLATTE	1	1	4	4	4	9	3.4%
SHERIDAN	2	2	7	8	15	24	5.3%
SUBLETTE	0	0	4	4	7	11	7.0%
SWEETWATER	1	1	14	21	19	34	3.9%
TETON	2	2	5	12	13	20	6.6%
UINTA	3	3	11	16	7	21	9.5%
WASHAKIE	0	0	5	5	2	7	8.6%
WESTON	2	3	1	2	2	5	5.2%
TOTAL	34	38	239	324	322	595	

The top five counties with the highest percentage of alcohol involved traffic crashes include Uinta (9.5%), Fremont and Washakie (8.6% each), Goshen (8.4%), and Lincoln (7.4%).

The counties with the lowest percentage of alcohol involved traffic crashes include Platte (3.4%), Hot Springs (3.6%), Carbon (3.7%), Sweetwater (3.9%), and Crook (5%).



2025 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	3.4%
BIG PINEY	0	0	0	0	1	1	25%
BUFFALO	0	0	0	0	1	1	5.9%
BYRON	0	0	1	1	0	1	100%
CASPER	3	4	30	38	45	78	7.1%
CHEYENNE	2	2	36	47	53	91	6.8%
CODY	0	0	0	0	3	3	3.4%
DIXON	0	0	0	0	1	1	100%
DOUGLAS	0	0	3	3	4	7	9.9%
EVANSTON	0	0	1	2	4	5	10.4%
EVANSVILLE	0	0	0	0	3	3	25%
GILLETTE	0	0	17	21	23	40	7.5%
GLENROCK	0	0	0	0	1	1	12.5%
GREEN RIVER	0	0	1	1	3	4	2.9%
JACKSON	0	0	2	3	4	6	6.3%
KAYCEE	0	0	0	0	1	1	33.3%
LANDER	0	0	3	5	7	10	12.8%
LARAMIE	2	2	6	7	14	22	6.2%
LUSK	0	0	0	0	2	2	13.3%
NEWCASTLE	0	0	0	0	1	1	5%
PINE HAVEN	0	0	0	0	1	1	100%
PINEDALE	0	0	0	0	1	1	6.3%

2025 Alcohol Involved Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
POWELL	0	0	1	2	3	4	8.3%
RAWLINS	0	0	2	2	10	12	7.9%
RIVERTON	0	0	7	9	11	18	15.1%
ROCK SPRINGS	0	0	10	14	15	25	6.8%
SHERIDAN	1	1	1	1	9	11	4.2%
TEN SLEEP	0	0	0	0	1	1	33.3%
THAYNE	0	0	1	1	2	3	42.9%
TORRINGTON	0	0	1	1	5	6	10.7%
WHEATLAND	0	0	0	0	2	2	5.1%
WRIGHT	0	0	0	0	1	1	14.3%
TOTAL	8	9	123	158	233	364	



2025 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	0	1
	.080 - .159	1	3	2
	.260 - .359	0	1	0
	Results Unknown	0	1	1
	Total	1	5	4
Age 17 - 20	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	3	2
	.080 - .159	0	12	10
	.160 - .259	1	7	12
	.260 - .359	0	0	1
	Results Unknown	0	6	7
	Total	1	28	32
Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	1	4
	.080 - .159	1	9	11
	.160 - .259	1	13	28
	.260 - .359	1	6	3
	Results Unknown	1	9	20
	Total	4	38	66
Age 26 - 34	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	1	2	4
	.080 - .159	0	10	19
	.160 - .259	1	24	29
	.260 - .359	1	6	5
	Results Unknown	1	14	20
	Total	4	56	77
Age 35 - 44	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	3	3
	.080 - .159	1	8	9
	.160 - .259	1	20	18
	.260 - .359	1	8	10
	.360 +	1	1	0
	Results Unknown	1	2	18
	Total	5	42	58

2025 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	2	3	1
	.080 - .159	2	7	7
	.160 - .259	1	11	16
	.260 - .359	3	2	6
	.360 +	0	1	2
	Results Unknown	4	10	7
	Total	12	34	39
Age 55 - 64	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	0	3	5
	.080 - .159	0	1	5
	.160 - .259	2	3	9
	.260 - .359	0	1	6
	Results Unknown	0	7	8
	Total	2	15	33
Age 65 - 74	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.001 - .079	1	0	1
	.080 - .159	1	2	3
	.160 - .259	0	0	1
	.260 - .359	1	2	0
	Results Unknown	0	2	1
	Total	3	6	6
75 +	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	.080 - .159	0	0	1
	.160 - .259	0	1	2
	Total	0	1	3
Unknown	BAC Results	Fatal Crashes	Injury Crashes	PDO Crashes
	Results Unknown	0	0	4
	Total	0	0	4
TOTAL		32	225	322

2025 Drivers with Alcohol Use by Gender & Age Group and Crash Severity

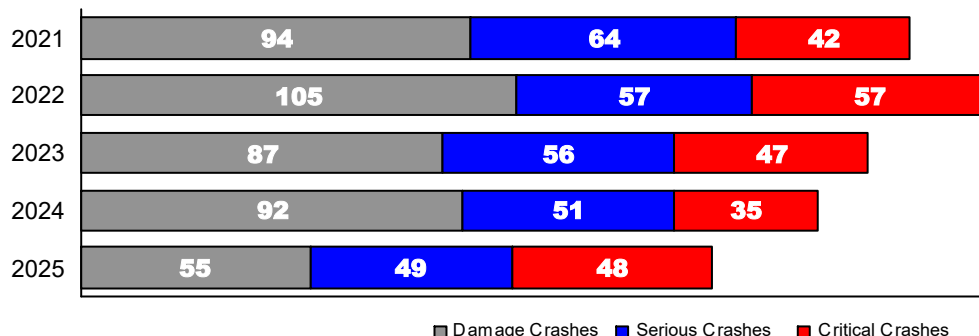
Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	Total
Male	< 14	0	0	0	0	0	0	0
	14 - 16	1	3	0	1	2	0	7
	17 - 20	1	4	15	4	21	4	49
	21 - 25	3	8	15	4	47	7	84
	26 - 34	4	13	16	6	52	3	94
	35 - 44	3	12	11	9	42	2	79
	45 - 54	10	7	11	5	24	2	59
	55 - 64	2	5	5	4	23	0	39
	65 - 74	3	1	1	3	3	0	11
	75 +	0	0	0	1	3	0	4
	Unknown	0	0	0	0	0	0	0
	Total	27	53	74	37	217	18	426
Female	< 14	0	0	0	0	0	0	0
	14 - 16	0	0	1	0	2	0	3
	17 - 20	0	1	4	0	7	0	12
	21 - 25	1	0	8	3	12	0	24
	26 - 34	0	3	10	8	19	3	43
	35 - 44	2	3	5	2	14	0	26
	45 - 54	2	1	6	4	13	0	26
	55 - 64	0	1	0	0	10	0	11
	65 - 74	0	0	1	0	1	2	4
	75 +	0	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0	0
	Total	5	9	35	17	78	5	149
Unknown	Unknown	0	0	0	0	0	4	4
	Total	0	0	0	0	0	4	4
Total		32	62	109	54	295	27	579

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 2021 - 2025



Over the past five years, drug involved crashes accounted for approximately 1.5% of all crashes, including 9.7% of critical crashes, 2.8% of serious crashes, and 0.8% of damage crashes. When looking at critical crashes, nearly 19.5% of fatal crashes and 6.7% of suspected serious injury crashes were drug involved crashes.

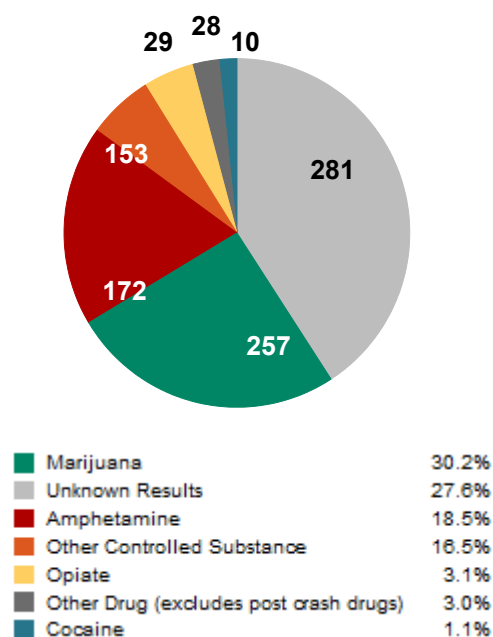
In 2025, drug involved crashes accounted for 1.6% of all crashes, including 10.7% of critical crashes, 2.6% of serious crashes, and 0.7% of damage crashes. When looking at critical crashes, 22.5% of fatal crashes and 6.8% of suspected serious injury crashes were drug involved crashes.

Over the last five years, positive drug results were reported for 57.8% of drivers with suspected drug use, with 10.4% of drivers testing negative, and 9% of drivers with results pending. The remaining 22.7% of drivers suspected of drug use had no test results reported. In addition, 27.6% of drivers with a positive test result do not have the type of drug detected by the test reported.

For drivers with drug use involved in a traffic crash with identifiable drug results available, marijuana was the most common drug detected (30.2%), followed by amphetamine (18.5%), other controlled substance (16.5%), opiate (3.1%), other drug (3%), and cocaine (1.1%).

In 2025, only 6% of drivers with drug use involved in a traffic crash had unknown test results. For identifiable results, marijuana was detected in 40.7% of drivers, followed by amphetamine (25.7%), other controlled substance (18.6%), other drug (4.8%), cocaine (2.4%), and opiate (1.8%).

Type of Drug Indicated for Drivers with Drug Use 2021-2025

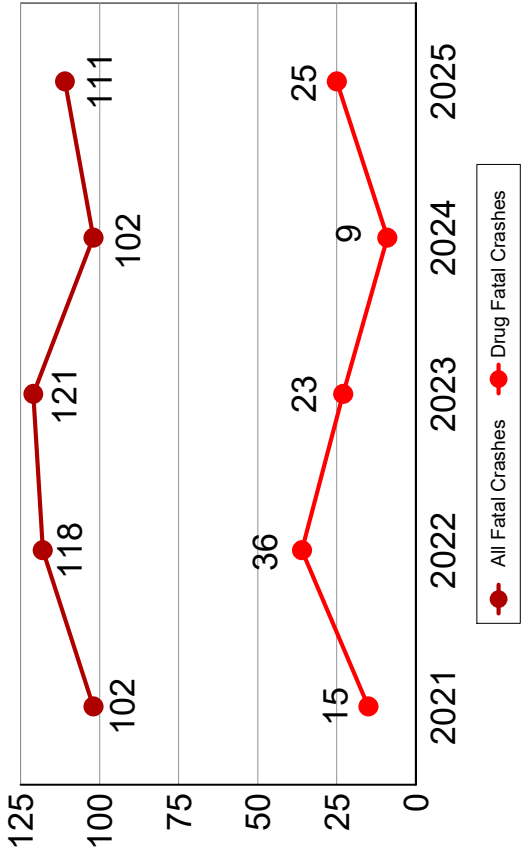


Drug Involved Crash Comparison 2021 - 2025

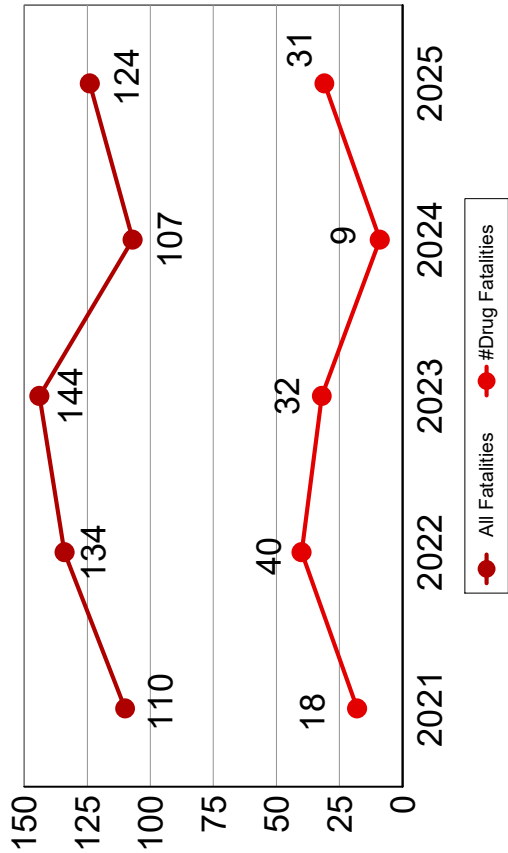
Year	Fatal Crashes			Injury Crashes			PDO Crashes	
	All Crashes	Drug Crashes	Total Fatalities	All Crashes	Drug Crashes	Total Injuries	All Crashes	Drug Crashes
2021	102	15	110	2,429	91	3,267	11,374	94
2022	118	36	134	2,388	78	3,137	11,073	105
2023	121	23	144	2,388	80	3,220	10,993	87
2024	102	9	107	2,250	77	3,062	10,229	92
2025	111	25	124	2,194	72	2,956	7,418	55

* Injuries include injuries resulting from fatal crashes.

Drug Involved Fatal Crashes



Drug Involved Fatalities



2025 Drug Involved Crash & Injury Counts by County

COUNTY	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
ALBANY	1	1	4	4	1	6	0.9%
BIG HORN	0	0	2	2	2	4	3.1%
CAMPBELL	2	3	3	4	1	6	0.8%
CARBON	0	0	5	7	2	7	1.3%
CONVERSE	1	1	7	12	2	10	3.2%
CROOK	1	3	0	0	1	2	1.0%
FREMONT	2	2	3	4	3	8	1.5%
GOSHEN	0	0	1	1	1	2	1.2%
HOT SPRINGS	1	1	0	2	0	1	2.0%
JOHNSON	0	0	2	3	2	4	1.8%
LARAMIE	2	2	7	11	11	20	1.3%
LINCOLN	0	0	1	1	3	4	1.3%
NATRONA	5	8	10	17	9	24	1.8%
NIOBRARA	2	2	1	3	0	3	3.8%
PARK	0	0	2	4	3	5	1.2%
PLATTE	3	3	1	6	1	5	1.9%
SHERIDAN	1	1	3	4	3	7	1.6%
SUBLETTE	0	0	1	1	0	1	0.6%
SWEETWATER	2	2	11	15	3	16	1.8%
TETON	1	1	2	4	4	7	2.3%
UINTA	0	0	2	2	3	5	2.3%
WASHAKIE	0	0	2	2	0	2	2.5%
WESTON	1	1	2	3	0	3	3.1%
TOTAL	25	31	72	112	55	152	

The top five counties with the highest percentage of drug involved traffic crashes include Niobrara (3.8%), Converse (3.2%), Big Horn and Weston (3.1% each), and Washakie (2.5%).

The counties with the lowest percentage of drug involved traffic crashes include Sublette (0.6%), Campbell (0.8%), Albany (0.9%), Crook (1%), and Goshen and Park (1.2% each).

2025 Drug Involved Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes	Total Crashes	% of All Crashes
CASPER	3	4	10	17	7	20	1.8%
CHEYENNE	1	1	6	8	10	17	1.3%
CODY	0	0	0	0	1	1	1.1%
DOUGLAS	0	0	1	1	0	1	1.4%
EVANSTON	0	0	0	0	1	1	2.1%
GILLETTE	1	1	1	2	1	3	0.6%
GREEN RIVER	0	0	1	1	1	2	1.5%
JACKSON	0	0	1	2	3	4	4.2%
LANDER	0	0	1	1	0	1	1.3%
LARAMIE	1	1	1	1	0	2	0.6%
LUSK	0	0	1	2	0	1	6.7%
NEWCASTLE	0	0	1	1	0	1	5%
RAWLINS	0	0	1	1	2	3	2%
RIVERTON	0	0	1	1	1	2	1.7%
ROCK SPRINGS	1	1	7	10	2	10	2.7%
SHERIDAN	0	0	1	1	2	3	1.1%
TORRINGTON	0	0	0	0	1	1	1.8%
TOTAL	7	8	34	49	32	73	



2025 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	2	0	0	0	0	0	2
	17 - 20	0	1	3	0	2	0	6
	21 - 25	2	2	3	3	6	0	16
	26 - 34	5	5	5	1	8	0	24
	35 - 44	1	3	6	1	10	0	21
	45 - 54	3	4	1	0	3	0	11
	55 - 64	2	0	1	1	3	0	7
	65 - 74	3	2	0	2	0	0	7
	75 +	0	0	0	0	0	0	0
	Total	18	17	19	8	32	0	94
Female	< 14	0	0	0	0	0	0	0
	14 - 16	0	0	1	0	0	0	1
	17 - 20	0	0	0	0	0	0	0
	21 - 25	0	0	0	0	2	0	2
	26 - 34	0	0	3	2	4	1	10
	35 - 44	0	1	4	0	2	0	7
	45 - 54	1	1	0	2	2	0	6
	55 - 64	0	0	0	1	1	0	2
	65 - 74	0	0	0	0	2	0	2
	75 +	0	0	0	0	0	0	0
	Total	1	2	8	5	13	1	30
Unknown	Unknown	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0
Total		19	19	27	13	45	1	124

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

DRIVER ACTIONS

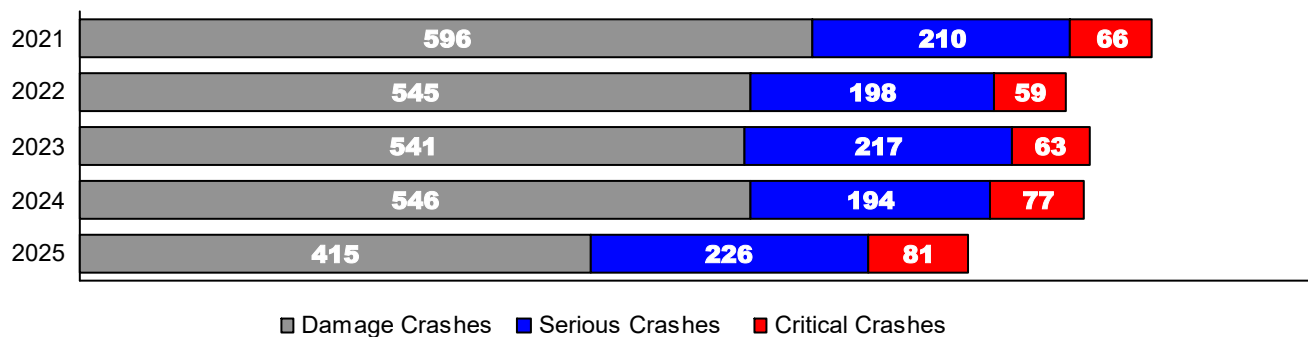
Aggressive/Erratic/Reckless or Careless Driving Crashes

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 2021 - 2025



Over the past five years, aggressive or careless driving crashes accounted for approximately 6.4% of all crashes, including 14.6% of critical crashes, 10.6% of serious crashes, and 5.2% of damage crashes. In 2025, aggressive or careless driving crashes accounted for 7.4% of all crashes, including 18% of critical crashes, 12.2% of serious crashes, and 5.6% of damage crashes.

In 2025, the majority of aggressive or careless drivers were male (73.5%), with 26-34 year old males having the highest number (14.6%).

Just over half of aggressive or careless driving crashes in 2025 were a collision between motor vehicles (56.8%), and most resulted in a rear end collision (24.4%).

In 2025, the majority of aggressive or careless driving crashes occurred in urban locations (65.1%). A notable spike occurs between

the hours of 2:00PM and 6:00PM (25%). Around 36% were speed related, 22% were alcohol involved, and 16% involved distracted driving.

2025 Aggressive or Careless Driving

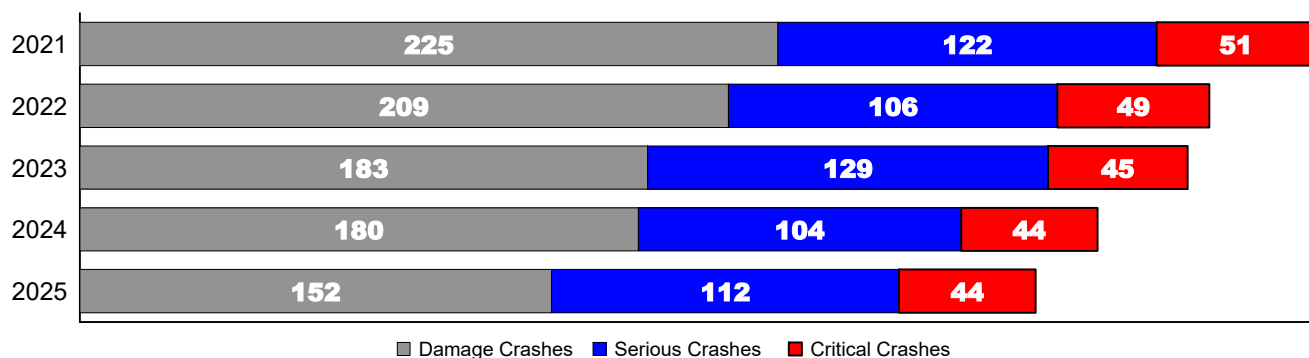
Single Vehicle	43.2%
Rear End (Front to Rear)	24.4%
Sideswipe Same Direction (Passing)	8.0%
Angle (Front to Side), Opposing Direction	7.5%
Angle Right (Front to Side, includes Broadside)	5.1%
Angle Same Direction (Front to Side)	5.0%
Head On (Front to Front)	3.5%
Sideswipe Opposite Direction (Meeting)	1.9%
Rear to Side (Normally Backing)	0.6%
Other	0.6%
Rear to Front (Normally Backing)	0.3%

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 2021 - 2025



Over the past five years, fatigued driving crashes accounted for approximately 2.8% of all crashes, including 9.8% of critical crashes, 5.8% of serious crashes, and 1.9% of damage crashes. In 2025, fatigued driving crashes accounted for 3.2% of all crashes, including 9.8% of critical crashes, 6% of serious crashes, and 2% of damage crashes.

In 2025, the majority of fatigued driving crashes were single vehicle crashes (76%) and most occurred in rural locations (68.5%). The majority occurred on principal arterial roadways (67.9%) with most located on rural principal arterial roadways (51.3%). Around 83% were run off road crashes. The most common first harmful event was overturn/rollover (20.5%), followed by a collision with another vehicle (19.2%).

Only 14.6% of fatigued driving crashes in 2025 involved a commercial motor vehicle. The majority of vehicles involved were passenger vehicles (81.9%). The majority of fatigued drivers were male (78.9%).

2025 Fatigued Driving Crashes by Rural/Urban Roadway Type

Rural Principle Arterial	158	51.3%
Rural Minor Arterial	17	5.5%
Rural Major Collector	21	6.8%
Rural Minor Collector	10	3.2%
Rural Local Road	5	1.6%
Urban Principle Arterial	51	16.6%
Urban Minor Arterial	8	2.6%
Urban Major Collector	19	6.2%
Urban Minor Collector	2	0.6%
Urban Local Road	16	5.2%
Unknown	1	0.3%

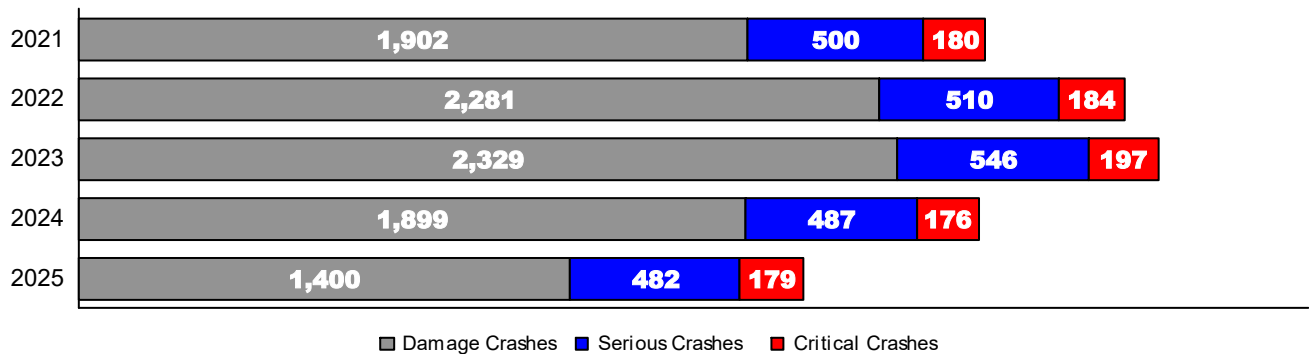
In 2025 fatigued driving crashes occurred most frequently in the early morning hours with a spike between the hours of 2:00AM-9:00AM (35.4%). A second wave occurred between 11:00AM-6:00PM.

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.

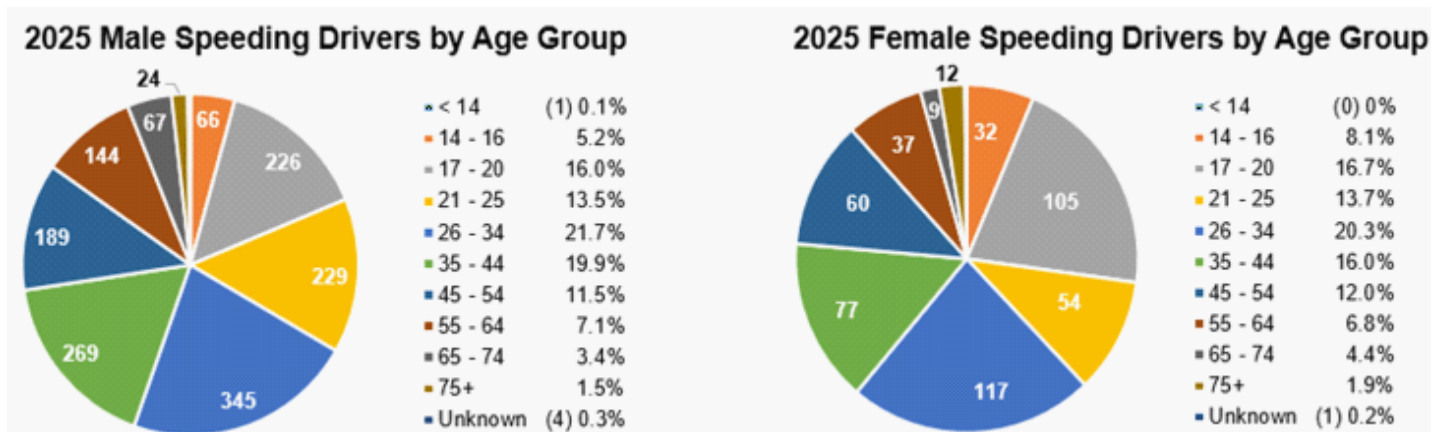
Total Speed Related Crashes by Crash Type 2021 - 2025



Over the past five years, speed related crashes accounted for approximately 21.5% of all crashes, including 38.7% of critical crashes, 25.7% of serious crashes, and 19.2% of damage crashes. In 2025, speed related crashes accounted for 21.2% of all crashes, including 39.8% of critical crashes, 26% of serious crashes, and 18.9% of damage crashes.

When looking at critical crashes over the last five years, around 46.4% of fatal crashes and 36.3% of suspected serious injury crashes were speed related crashes, resulting in 290 deaths and 866 serious injuries. For 2025, 44.1% of fatal crashes and 38.3% of suspected serious injury crashes were speed related, resulting in 57 deaths and 164 serious injuries.

In 2025, 73.7% of all speeding drivers were male. Males 26-34 years old had the highest number of speeding drivers overall, accounting for 16.3% of all speeding drivers. In addition, male speeding

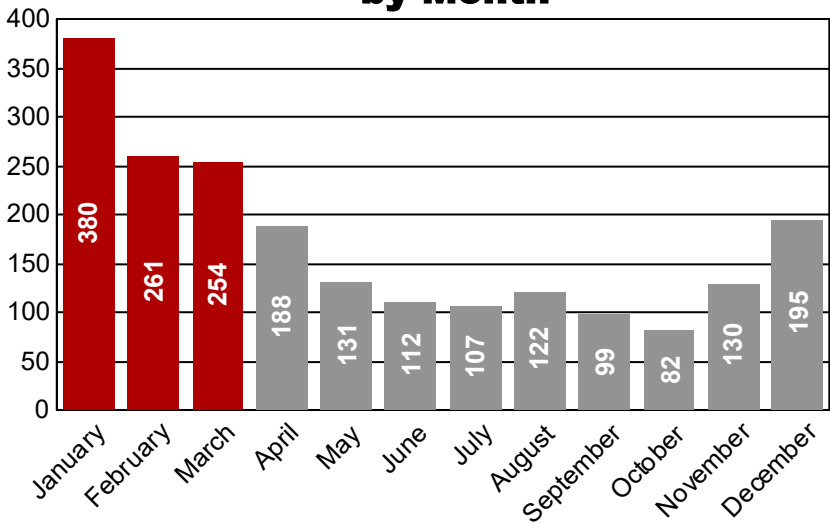


There were also 53 unknown gender and age speeding drivers.

drivers were involved in higher levels of crash severity than female speeding drivers. Around 10% of male speeding drivers were involved in critical crashes, and 23.7% were involved in serious crashes. Only 4.6% of female speeding drivers were involved in critical crashes, and 25.8% were involved in serious crashes.

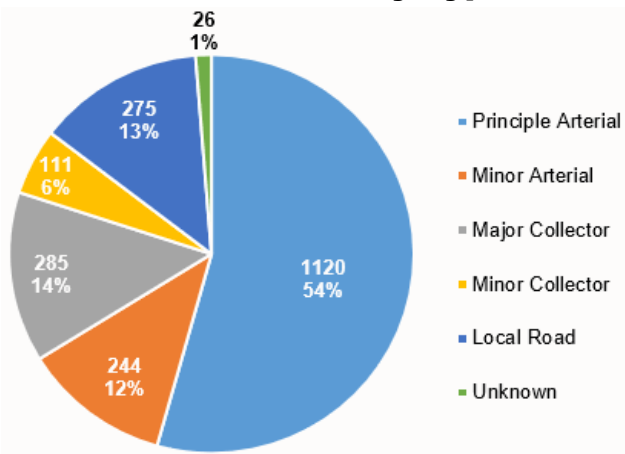
In 2025, speed related crashes saw a significant spike January through March, when nearly 43.4% of speed related crashes occurred. During this time a majority of speed related crashes had at least one driver directly involved driving too fast for conditions (80.9%). Spikes in speed related crashes occurred during morning (7:00AM-9:00AM, 14.4%) and afternoon/evening (3:00PM - 6:00PM, 16.1%) commutes.

2025 Total Speed Related Crashes by Month



The majority of speed related crashes occurred in daylight conditions (57.4%), with only 37.3% occurring in darkness conditions. Of the crashes occurring in darkness conditions, 11.1% were in darkness lighted and 26.2% were in darkness unlighted conditions.

2025 Speed Related Crashes by Overall Roadway Type



2025 Speed Related Crashes by Rural/Urban Roadway Type

Rural Principle Arterial	769	37.3%
Rural Minor Arterial	106	5.1%
Rural Major Collector	133	6.5%
Rural Minor Collector	93	4.5%
Rural Local Road	63	3.1%
Urban Principle Arterial	351	17.0%
Urban Minor Arterial	138	6.7%
Urban Major Collector	152	7.4%
Urban Minor Collector	18	0.9%
Urban Local Road	212	10.3%
Unknown	26	1.3%

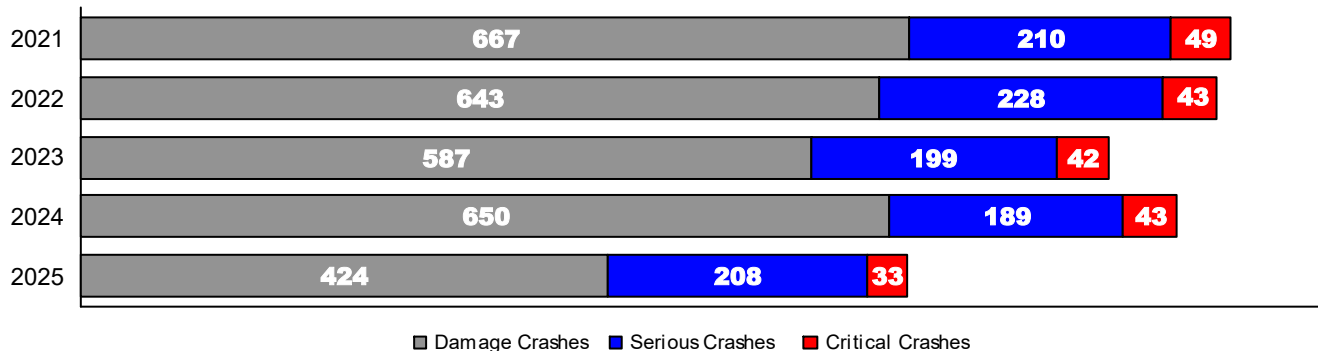
In 2025, speed related crashes occurred more often in rural locations (57.1%) than in urban locations (42.9%). Certain roadway types had higher incidences of speed related crashes. Overall principle arterial roadways had the highest incidence of speed related crashes (54%), but the majority of those were in rural locations (37.3%). The median rural freeway speed limit in the United States is 70 MPH. Many rural Wyoming highways and interstates already have speed limits ranging from 70 - 80 MPH. Higher speeds often result in more severe consequences (i.e. increased level of crash severity); therefore, speeding on Wyoming rural highways and interstates is a major safety concern.

Distracted Driving Crashes

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

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

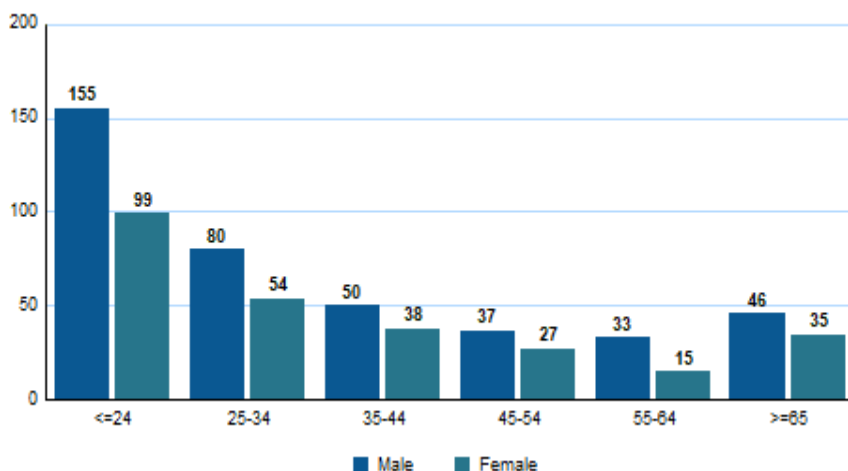
Total Distracted Driving Crashes by Crash Type 2021 - 2025



Over the past five years, distracted driving crashes accounted for approximately 6.7% of all crashes, including 8.9% of critical crashes, 10.5% of serious crashes, and 5.8% of damage crashes. In 2025, distracted driving crashes accounted for 6.8% of all crashes, including 7.3% of critical crashes, 11.2% of serious crashes, and 5.7% of damage crashes.

For 2021-2025, male drivers account for 60.6% of distracted drivers involved in a crash and outnumber females across all age groups. Around 56.3% 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 35.5% of all distracted drivers.

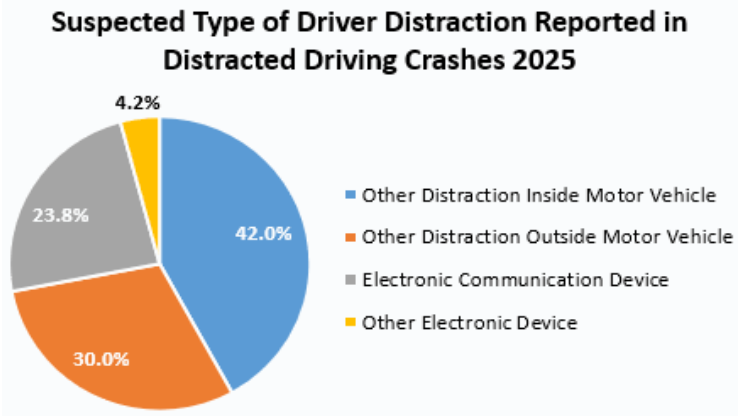
Distracted Driver by Age Group and Gender 2025



Data for 2025 is in line with this historical trend, with male drivers accounting for 59.9% of distracted drivers involved in a crash and outnumbering females in every age group. Around 58% of distracted drivers were aged 34 years or less. Drivers aged 24 years and under were the most distraction-prone age group, accounting for approximately 38% of all distracted drivers.

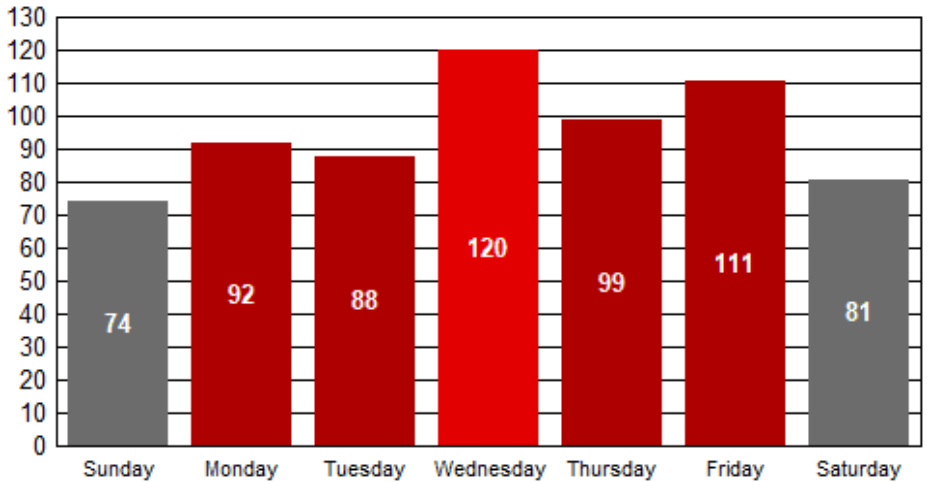
From 2021-2025, the most common type of distraction suspected at the time of a distracted driving crash is other distraction inside the motor vehicle at 39.3%, which can include passengers, pets, objects, food, and vehicle devices. Other distraction outside the motor vehicle accounted for 30.3% of distracted driving traffic crashes. An electronic communication device (such as a cell phone) accounted for 25.5% of suspected distracted driving crashes. Lastly, other electronic device (such as a laptop or tablet) accounted for 4.9% of distracted driving traffic crashes.

Data for 2025 is in line with this trend, with the most common type of distraction suspected being other distraction inside the motor vehicle (42%). Other distraction outside motor vehicle was 30%, electronic communication device was around 23.8%, and other electronic device was approximately 4.2% of distracted driving crashes.



In 2025, the majority of distracted driving crashes occurred in urban (71.4%) versus rural locations (28.6%). Most were a collision between motor vehicles (71.7%), with the majority being rear end collisions (37.9%). The majority occurred in daylight conditions (75.2%), with only 21.4% occurring in darkness conditions.

2025 Distracted Driving Crashes by Day of the Week

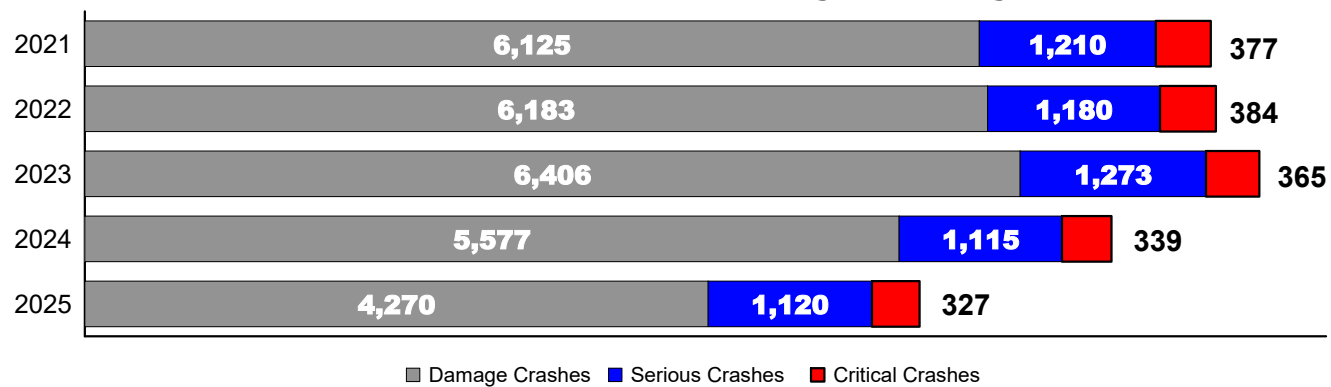


In addition, weekdays had higher numbers of distracted driving crashes than the weekend, with Wednesday having the highest number of distracted driving crashes (18%). Around 50% of distracted driving crashes occurred between 11:00AM and 6:00PM, with a spike between 3:00PM and 6:00PM (24.6%).

Lane or Road Departure Crashes

Lane or road departure crashes are 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 2021 - 2025



Over the past five years, lane or road departure crashes accounted for approximately 57.3% of all crashes, including 75.6% of critical crashes, 60% of serious crashes, and 55.9% of damage crashes. In 2025, lane or road departure crashes accounted for around 58.8% of all crashes, including 72.7% of critical crashes, 60.4% of serious crashes, and 57.6% 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 57% of critical crashes, 38.8% of serious crashes, and 34.8% of damage crashes. In 2025, road departure crashes accounted for 37.4% of all crashes, including 56.7% of critical crashes, 38.6% of serious crashes, and 35.9% of damage crashes.

In 2025, around 54.4% of lane or road departure crashes occurred in urban locations and 45.6% occurred in rural locations. Most (53.2%) were single vehicle crashes. For crashes involving more than one vehicle, the first harmful event for 65.5% was another traveling motor vehicle, followed by parked vehicle (29.8%). The majority (64.1%) occurred in daylight conditions, with only 29.7% occurring in darkness conditions. Of those occurring in darkness conditions 9.9% were darkness lighted and 19.8% were darkness unlighted conditions.

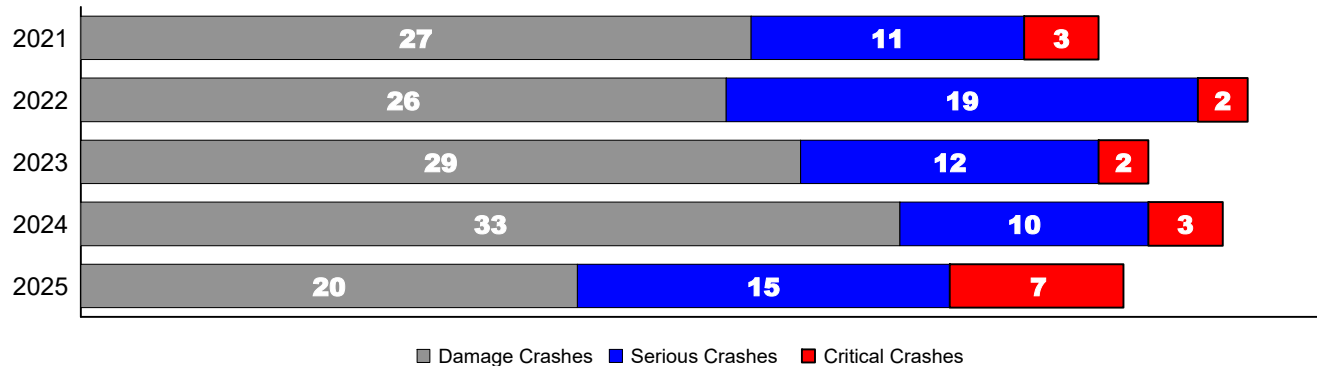
2025 Top 5 First Harmful Events for Lane or Road Departure Crashes	
Motor Vehicle	30.7%
Overturn/Rollover	15.1%
Parked Motor Vehicle	13.9%
Fence (including Post)	5.8%
Guardrail	3.7%

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, 35.3% of lane or road departure crashes were located in a horizontal curve, 32.7% involved a less experienced young driver, 27.7% occurred in winter weather conditions, and 26.9% 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 2021 - 2025



Only 0.3% of all traffic crashes over the last five years were evading law enforcement crashes. In addition, only 7.8% resulted in a critical crash. Around 30.6% resulted in serious crashes, and 61.6% resulted in damage crashes. For 2025, evading law enforcement crashes were slightly lower than the average of 44 per year, however 16.7% were critical crashes. Just over 6.8% were serious crashes, and 47.6% were damage crashes.

In 2025, 42.9% of evading law enforcement crashes resulted in a hit and run crash. Around 9.5% involved a collision with a law enforcement vehicle.

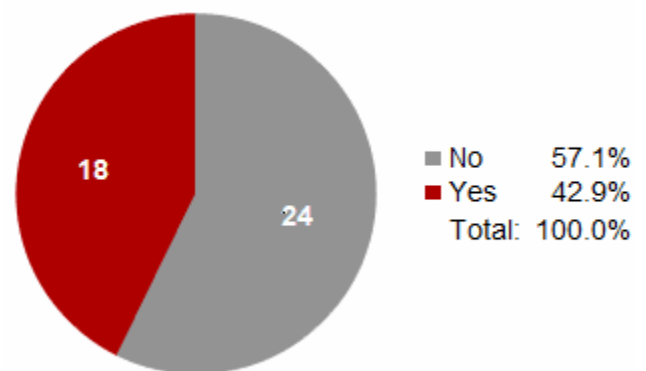
Approximately 40.5% were alcohol involved crashes, and 21.4% were drug involved crashes.

The majority of evading law enforcement crashes occurred in urban locations (71.4%) and 46.7% of urban crashes were junction related crashes.

Most 2025 evading law enforcement crashes were single vehicle crashes (69%). The most common first harmful events for single vehicle crashes were a overturn/rollover (24.1%), motorcycle loss of control (20.7%), and various types of pole support (13.7%) .

Around 31% resulted in a collision between vehicles with the most common manner of collisions being rear end (9.5%) and head on collisions (7.1%).

2025 Evading Law Enforcement Hit and Run Crashes



2025 Manner of Collision for Evading Law Enforcement Crashes

Single Vehicle	69.0%
Rear End (Front to Rear)	9.5%
Head On (Front to Front)	7.1%
Angle (Front to Side), Opposing Direction	4.8%
Angle Right (Front to Side, includes Broadside)	4.8%
Angle Same Direction (Front to Side)	4.8%

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

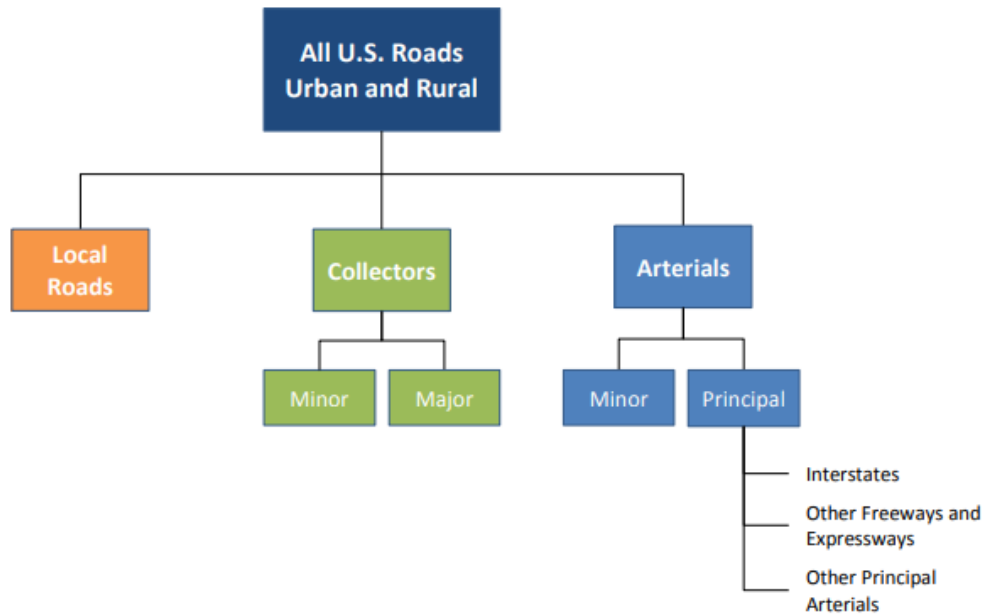
Collectors serve the critical roles of gathering traffic from local roads and funneling vehicles into the arterial network. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually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

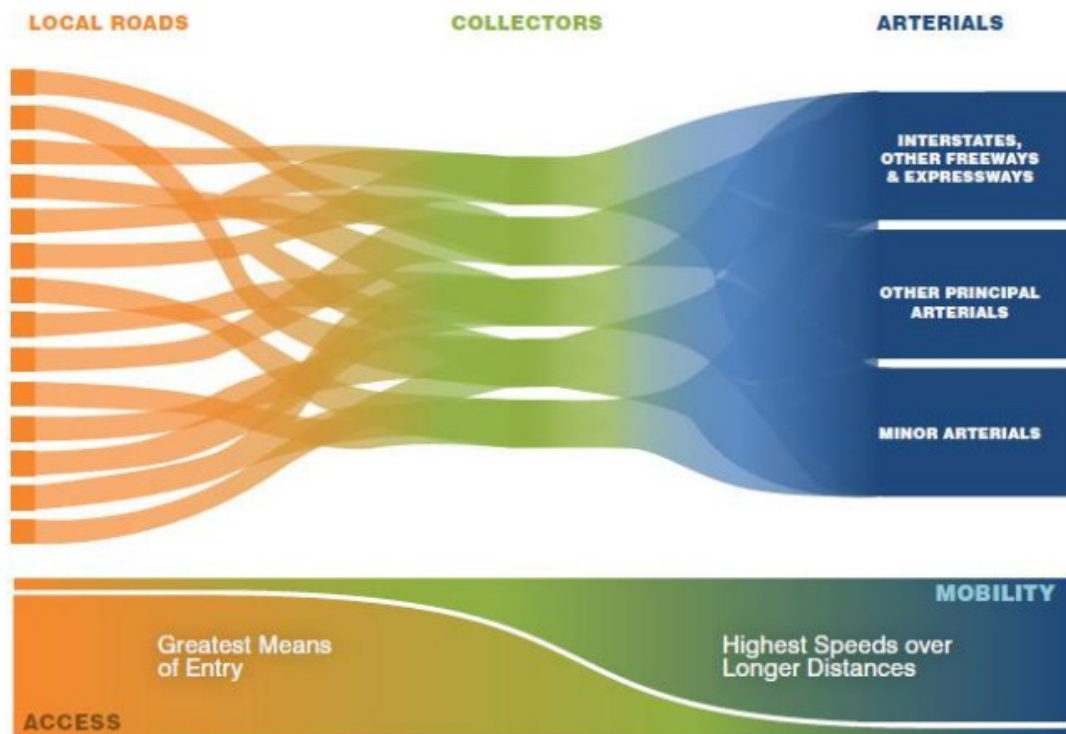
Local Roads provide limited mobility as they are not intended for use in long-distance travel, except at the origination or termination of a trip. They provide primary access to residential areas, businesses, farms, and other local areas and are often designed to discourage through traffic. Local roads,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

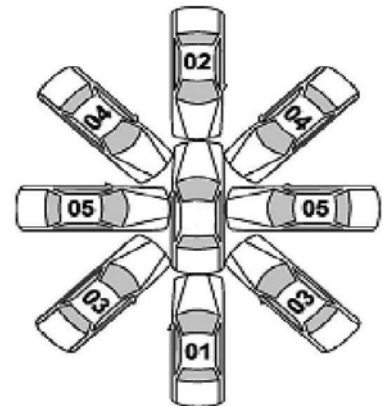
The concentration of alcohol in the blood (blood alcohol concentration - BAC) and the effects the level of BAC may have on an individual varies based a variety of factors, including body type and tolerance. However, BAC can be used as a guide to predict how an individual may be affected. Based on the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

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

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

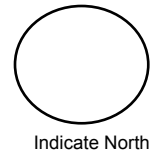
Base Information

FIRST HARMFUL EVENT	Location of FHE	Weather	1st choice	Road	1st choice	Lighting
Non - Collision: 01 - Overturn/Rollover 02 - Fire/Explosion 03 - Immersion 04 - Jackknife 05 - Cargo/Equipment Loss or Shift 06 - Equipment Failure 12 - Fell/Jumped from a motor vehicle 13 - Thrown or Falling Object 16 - Carbon Monoxide (CO) Poisoning 17 - Injuries by being thrown against part of the vehicle 18 - Other Non-Collision (Motorcycle Loss of Control)	01 - On Roadway 02 - Off Roadway 03 - Shoulder 04 - Median 05 - On OTHER Roadway 06 - Outside of ROW 07 - Gore 08 - Separator 09 - In Parking Lane/Zone 10 - Tunnel 11 - Bridge 12 - Port of Entry 13 - Rest Area 99 - Unknown	01 - Clear 02 - Raining 03 - Snowing 04 - Fog 05 - Blowing Dust/Sand/Dirt 06 - Severe Wind Only 07 - Blizzard 08 - Sleet/Hail/Freezing Rain 09 - Blowing Snow 10 - Cloudy, Overcast 11 - Smoke 12 - Other 99 - Unknown	1st 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	1st choice	01 - Daylight 02 - Darkness Unlighted 03 - Darkness Lighted 04 - Dawn 05 - Dusk 06 - Other 99 - Unknown
Collision w/ Person, MV, or Non-Fixed Object: 19 - Pedestrian 20 - Pedacycle 21 - Railway Vehicle 22 - Motor Vehicle in Transport on Roadway 23 - Motor Vehicle on OTHER Roadway 24 - Parked Motor Vehicle 26 - Other NON-Fixed Object 27 - Work Zone/Maintenance Equipment 28 - Work Zone Channeling Device 29 - Object Set in Motion by Another Vehicle (Single Vehicle Crash)	Road Circumstance choose up to 3 01 - None 02 - Road Surface Condition 03 - Debris, loose material on the surface 04 - Ruts, Holes, Bumps 05 - Work Zone/Construction Zone 06 - Worn or Polished Surface 07 - Obstruction in Roadway 08 - Traffic Control Device Missing 09 - Traffic Control Device Inoperative 10 - Traffic Control Device Obscured 11 - Shoulders (None, Low, Soft, High) 12 - Non- Highway Work 13 - Reduced Road Width 14 - Lane Markings Missing or Faded 15 - Obstructed by a Previous Crash 16 - Other 99 - Unknown	1st choice 2nd choice 3rd choice	Environmental Circumstance choose up to 3 11 - None 01 - Weather Conditions 02 - Visual Obstruction Buildings 03 - Visual Obstruction Other Vehicle 04 - Visual Obstruction Vegetation 05 - Visual Obstruction Hillcrest 06 - Visual Obstruction Embankment-Snow, Rock, etc 07 - Other Physical Obstruction 08 - Glare (Sun or Headlight) 09 - Animals in Roadway 10 - Other 99 - Unknown	1st choice 2nd choice 3rd choice	School Bus Related 01 - No 02 - Yes, Directly Involved 03 - Yes, Indirectly Involved	
Animals: 30 - Horse 31 - Cow 32 - Pig 33 - Sheep 34 - Other Domestic (Dog, Llama, etc) 35 - Elk 36 - Deer 37 - Moose 38 - Antelope 39 - Buffalo 40 - Other Wild (Bear, Coyote, Eagle)	Work Zone Related 01 - Yes 02 - No 99 - Unknown Work Zone Workers Present Work Zone Location 01 - Before the First Warning Sign 02 - Advance Warning Area 03 - Transition Area 04 - Activity Area 05 - Termination Area 99 - Unknown Type of Work Zone 01 - Lane Closure 02 - Lane Shift or Crossover 03 - Work on Shoulder/Median 04 - Intermittent or Moving Work 05 - Other 99 - Unknown Manner of Collision *see diagram right	Relation to Junction Non-Interstate 01 - Non-Junction 02 - Intersection 03 - Intersection Related 04 - Driveway Related 05 - Entrance/Exit Ramp 06 - Railway Grade Crossing 07 - Crossover Related 08 - Business Entrance 09 - Alley 10 - Other Non-Interchange (ie. Bike, Snowmobile Trail, School Xing) 11 - Private Road Junction 99 - Unknown (describe in narrative) Type of Intersection 01 - Not an Intersection 02 - Four (4) -Way Intersection 03 - T Intersection 04 - Y Intersection 05 - Five (5) Point or more 06 - Intersection as part of an Interchange 07 - Roundabout 08 - L Intersection 09 - Diverging Diamond 99 - Unknown	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	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		



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



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

1st event	Sequence	Motor Vehicle Unit Type		Vehicle Maneuver/Action prior to crash	
2nd event	← choose up to 4:	01 - Motor Vehicle in Transport 02 - Parked Motor Vehicle 03 - Working Vehicle/Equipment		01 - Straight Ahead 02 - Backing 03 - Changing Lanes 04 - Overtaking/Passing 05 - Turning Right 06 - Turning Left 07 - Make U-Turn 08 - Leaving a Traffic Lane/Parking 09 - Entering a Traffic Lane 10 - Slowing 11 - Negotiating a Curve 12 - Parked 13 - Stopped in Traffic 14 - Driverless Motor Vehicle 15 - Trafficway Maintenance 16 - Other 99 - Unknown	
3rd event	Most Harmful Event	Commercial Motor Vehicle or HM Placard		Road Surface Grade	
4th event	choose 1 →	01 - Yes 02 - No 99 - Unknown if yes, complete CMV supplement		01 - Concrete 01 - Level 02 - Asphalt 02 - Hillcrest 03 - Gravel/Rock 03 - Uphill 04 - Dirt 04 - Downhill 05 - Brick/Stone 05 - Sag (Bottom) 99 - Unknown 99 - Unknown	
Non-Collision		Vehicle Owner		Horizontal Alignment	
01 - Overturn/Rollover 02 - Fire/Explosion 03 - Immersion 04 - Jackknife 05 - Cargo/Equipment Loss or Shift 06 - Equipment Failure 07 - Separation of Units 08 - Ran Off the Road Right 09 - Ran Off the Road Left 10 - Cross Median 11 - Downhill Runaway 12 - Fell/Jumped from a MV 13 - Thrown or Falling Object 14 - Avoiding an Object on Road 15 - Avoiding an Animal on Road 16 - Carbon Monoxide (CO) Poisoning 17 - Injuries by being thrown against part of vehicle 18 - Other Non-Collision (MC Loss of Control)		01 - Same as Driver 02 - Other 03 - Passenger 04 - Relative 05 - Rental Vehicle 06 - Commercial 07 - Occupant 08 - Vehicle Parked 09 - Federal Law Enforcement 10 - Federal Other		01 - Straight 03 - Curve Left 02 - Curve Right 99 - Unknown	
Collision w/ Person, MV, or Non-Fixed Object		Vehicle Type		Total No. Lanes	
19 - Pedestrian 20 - Pedacycle 21 - Railway Vehicle 22 - Motor Vehicle in Transport on Roadway 23 - Motor Vehicle in Transport on OTHER Roadway 24 - Parked Motor Vehicle 25 - Struck by Falling, Shifting Cargo or Anything Else Set in Motion by Motor Vehicle (Multi Vehicle Crash) 26 - Other NON-Fixed Object 27 - Work Zone/Maintenance Equipment 28 - Work Zone Channeling Device 29 - Object Set in Motion by Another Vehicle (Single Vehicle Crash)		01 - Passenger (Not a SUV) 02 - Passenger Van 03 - PU 04 - School Bus 05 - Other Bus 06 - Transit Bus 07 - Charter Bus 08 - MC >150 cc 09 - Off Road MC 13 - Other Vehicle 14 - SUV 15 - Cargo Van 16 - Motor Home		01 - 06, 99 = Unknown (exclude turn lanes)	
Animals		Non -Commercial Trailer Style		Traffic Control Working Properly	
30 - Horse 31 - Cow 32 - Pig 33 - Sheep 34 - Other Domestic (Dog, Llama, ...) 35 - Elk 36 - Deer 37 - Moose 38 - Antelope 39 - Buffalo 40 - Other Wild		01 - No Trailer 02 - Camping Trailer 03 - Mobile Home 04 - Utility Trailer 05 - Boat/Jet Ski Trailer 06 - Towed Vehicle		01 - Yes 02 - No 99 - Unknown	
Collision w/ Fixed Object		Override/Override		Traffic Control	
41 - Guardrail End 42 - Guardrail Face 43 - Impact Attenuator/Crash Cushion 44 - Bridge Pier or Support 45 - Bridge Overhead Structure 46 - Bridge Rail 47 - Concrete Traffic Barrier/Jersey Barrier 48 - Other Traffic Barrier (Includes temporary) 49 - Utility Pole/Light Support 50 - Traffic Signal Support 51 - Traffic Sign Support 52 - Overhead Traffic Sign 53 - Sign Support Single Post 54 - Sign Support Multiple Post 55 - Other Traffic Sign Support 56 - Barricade 57 - Tree/Shrubbery 58 - Cut Slope 59 - Road Approach 60 - Rock, Boulder, Rock Slide 61 - End of Drainage Pipe/Structure/Culvert 62 - Building or Other Structure Wall 63 - Fence (Including Post) 64 - Raised Median or Curb 65 - Delineator Post 66 - Earth Embankment/Berm 67 - Ditch 68 - Snow Embankment 69 - Mail Box 70 - Tunnel 71 - Cattle Guard 72 - Other Fixed Object 73 - Cable Barrier 99 - Unknown		01 - No Override or Override 02 - Override-Compartment Intrusion 03 - Override-No Compartment Intrusion 04 - Override-Compartment Intrusion Unknown 05 - Override-Motor Vehicle in Transport 06 - Override-Other Motor Vehicle 99 - Unknown if Override or Override		01 - None 02 - Stop Sign 03 - Yield Sign 04 - Flashing Traffic Signal 05 - Do Not Enter Sign 06 - Traffic Signal 07 - Traffic Signal w/ Ped 08 - Traffic Signal w/ Ped & Audible Signals 09 - Person (Officer/Flagger, Xing Guard, etc) 10 - Pedestrian Crossing 11 - No Passing Zone 12 - Warning Signs 13 - Pavement Markings 14 - Traffic Barrels/Cones 15 - Temporary Jersey Barrier 16 - School Bus Flashing Stop Lamps 17 - School Zone Crossing 18 - RR Crossing Signal 19 - RR Crossing Signal & Gate 20 - RR Crossing Cross Buck Sign Only 21 - RR Crossing Cross Buck with Stop Sign 22 - RR Crossing Cross Buck with Yield Sign 23 - Other 99 - Unknown	
Emergency Vehicle Use		Emergency Equipment Activated		Trafficway Description	
01 - Yes 02 - No 99 - Unknown		01 - Yes 02 - No 99 - Unknown		01 - Two-Way, Not Divided 02 - Two-Way, Not Divided w/ Continuous Left Turn Lane 03 - Two-Way, Divided, Unprotected (Painted, >4 Ft) Median 04 - Two-Way, Divided, Positive Median Barrier 05 - One-Way Trafficway 99 - Unknown	
Special Function of MV in Transport		Contributing Circumstance		Rumble Strips Present	
01 - None 02 - Police 03 - Ambulance/EMS 04 - Fire Truck 05 - Military 06 - Snow Plow 07 - Tow Truck		01 - None 02 - Brakes 03 - Trailer Brakes 04 - Steering 05 - Power Train 06 - Suspension 07 - Tires 08 - Wheels 09 - Lights (Head, Signal or Tail) 10 - Windows/Windshield 11 - Rain/Snow/Ice on Windshield 12 - Tinted Windows 13 - Vehicle Cargo Blocking View 14 - Exhaust System 15 - Oversized Load 16 - Defroster 17 - Mirrors 18 - Wipers 19 - Truck Coupling/Trailer Hitch/Safety Chain 20 - Stalled Vehicle 21 - Cruise Control		01 - Yes 02 - No 99 - Unknown	
Emergency Vehicle Use		1st choice		Rumble Strips Applicable	
01 - Yes 02 - No 99 - Unknown		2nd choice		01 - Yes 02 - No 99 - Unknown	
Emergency Vehicle Use		22 - Other		Rumble Strips	
01 - Yes 02 - No 99 - Unknown		99-Unknown		01 - None 02 - Centerline Rumble Strips 03 - Median Shoulder Only 04 - Transverse Rumble Strips (Road Apprch) 05 - Both Shoulders 06 - Both Centerline and Outside Shoulder 07 - Outside Shoulders Only 99 - Unknown	

Driver/Vehicle Information

CASE NO.

Vehicle No. 01 02 03...

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

Street Number Street Name

Mailing Address (PO Box Number) City State Zip Code

Occupation Employer Age

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

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

DL Type	DL Class	DL Status	No. of Vehicle Occupants (01 to 50)
1 - Not Licensed 2 - Driver License 3 - Instruction Permit 4 - I2 Permit-intermediate 5 - CDL 6 - CDL Permit 7 - No License Required 8 - Restricted License	1 - A 2 - B 3 - C 4 - M 5 - Improper or No Endorsement 6 - Other 7 - None	1 - Clear 2 - Expired 3 - Canceled or Denied 4 - Revoked 5 - Suspended 99 - Unknown	Posted Speed Estimated Speed

Last Name First Name MI

Street Number Street Name City State Zip Code

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

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

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

Vehicle Towed Y-Yes N-No By To

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

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

Direction of Travel Prior to Crash

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

Initial Impact Point Most Damaged Area

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

Driver's Action (Officer Opinion Only)

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

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

Driver's Condition (Officer Opinion Only)

1st choice 2nd choice

01 - Apparently Normal
 02 - Emotional (depressed, angry, disturbed...)
 03 - ill (Sick)
 04 - Fell Asleep, Fainted
 05 - Fatigued
 06 - Under Influence of Medication
 07 - Physical Disability
 08 - Suspected Drug Use
 09 - Suspected Alcohol Use
 10 - Other
 11 - Driver Inattention
 99 - Unknown

Driver's Distraction (Officer Opinion Only)

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

Citations Issued choose up to 5

1st choice 2nd choice 3rd choice 4th choice 5th choice

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

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

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

Alcohol Test Result

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

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

DL Investigation 01 - Yes 02 - No 99 - Unknown PR-902A Revised 01/12/2018

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

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

Seat Position

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

MV #

01
02
03
04
05...

Person Type

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

Seat Belt Usage

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

Air Bag Deployed

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

Occupant Protection
System Operation

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

Ejection

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

Injury Status

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

Most Injured Area

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

Injury Description

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

Injury Classification

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

Inj. Transported by

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

EMS ID

EMS Run #

Driver

EMS ID

EMS Run #

Medical Facility

Occupant Information

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

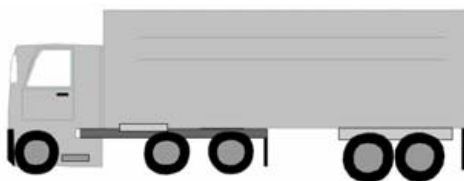
and/or

Medical Facility

CASE NO.

Supplemental Truck/CMV Information

01 - Commercial Vehicle

02 - Non-Commercial Vehicle Vehicle Number 01 02 03 04 05 ... GVW
Combination GVW 01 - 10,000 lbs or less
02 - 10,001 to 26,000 lbs
03 - More than 26,000 lbsDriver Last Name Driver First Name MI ICC/MC No. US DOT No. No. Axles
02-98 or 99 for unknown Carrier's Name Carrier's Street
Number Carrier's Street Name Street Address or PO Box of Individual,
Partnership, or Corporation City State Zip Code Carrier's Country Commercial Cargo Body Type

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

Commercial Cargo

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

Commercial MV Configuration

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

HM Placard

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

HM Cargo Spill

01 - Yes
02 - No
99 - Unknown

HM Placard Class

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

1st
2nd
3rd HM Placard ID No. 1 HM Placard ID No. 2 HM Placard ID No. 3

Supplemental NON-MotoristNon Motorist Segment No: Vehicle No. 01 02 03... Last Name First Name MI Age Gender: M, F, X SSN (Fatais Only) DOB (yyyy/mm/dd)
☐ Home ☐ Work ☐ Cell Phone and/or ☐ Home ☐ Work ☐ Cell Phone
EMS ID EMS Run # Medical Facility

Non Motorist Action Prior to Crash 01 - Entering/Crossing Road 02 - Traveling along road w/ traffic 03 - Traveling along road against traffic 04 - Pushing a Motor Vehicle 05 - Approaching or Leaving MV 06 - Playing or Working On Motor Vehicle 07 - Standing/Laying Down 08 - In a parked MV (Sitting, etc.) 09 - Other 99 - Unknown	Non Motorist Type 03 - Pedestrian 04 - Pedacyclist 05 - Occupant of MV NOT in transport (Parked) 06 - Pedestrian Conveyance 07 - Other Pedestrian (i.e. Wheelchair) 99 - Unknown type	Most Injured Area 01 - Head 02 - Face 03 - Neck 04 - Thorax (Chest/Back) 05 - Abdomen/Pelvis 06 - Spine 07 - Upper Extremity (i.e. Arm) 08 - Lower Extremity (i.e. Leg) 09 - No Injury 99 - Unknown	Injury Description 01 - Severe Lacerations 02 - Broken 03 - Crushed 04 - Unconsciousness 05 - Internal Unknown 06 - Lumps 07 - Abrasions 08 - Bruises 09 - Minor Lacerations 10 - Limping 11 - Pain 12 - Nausea 13 - Other 14 - No Injury 99 - Unknown
Non Motorist Pursuit 01 - Recreation Pursuit 02 - Going to/from school 03 - Non motorist commuter 04 - Stranded Motorist 05 - Working 06 - Cycling 07 - Other 99 - Unknown	Non Motorist Transport 10 - Motorized Skateboard/Scooter 11 - Pedestrian Vehicle 12 - Low Speed Vehicle 25 - Segway 28 - Bicycle Trailer 99 - None	Injury Classification 01 - Fatal (Not Documented) 02 - Fatal (Autopsy) 03 - Fatal (Medical Diagnosis) 04 - Non-Fatal (Hospitalized Overnight or Longer) 05 - Non-Fatal (Treated and Released from Hospital) 06 - First Aid Given at Scene 07 - No Treatment 08 - Refused Treatment 99 - Unknown	
Non Motorist Location at time of Crash 01 - Marked Crosswalk at Intersection 02 - Intersection w/o Marked Crosswalk 03 - Non-intersection Crosswalk 04 - Driveway Access Crosswalk 05 - In Roadway (Not in Crosswalk or Intersection) 06 - Median (Not Shoulder) 07 - Island 08 - Shoulder 09 - Sidewalk 10 - Roadside 11 - Outside of Traffic Way 12 - Dedicated Bike Lane 13 - Shared-Used Path or Trail 14 - Inside Building 15 - Other 99 - Unknown	Non Motorist Condition at Time of Crash 01 - Apparently Normal 02 - Emotional (i.e. Depressed, Angry) 03 - Ill (Sick) 04 - Fell Asleep, Fainted 05 - Fatigued 06 - Under Influence of Medication 07 - Physical Disability 08 - Suspected Drug Use 09 - Suspected Alcohol Use 10 - Other 99 - Unknown	Injured Transported by 01 - Not Transported 02 - EMS (Ground) 03 - EMS (Air) 04 - Law Enforcement 05 - Other (Private MV) 99 - Unknown	
Non Motorist Proximity 01 - Same city as report made 02 - Lives 25 miles or less from crash scene 03 - Lives greater than 25 miles from crash scene within Wyoming 04 - Does not have residence in Wyoming 99 - Unknown	Non Motorist Action at Time of Crash (Officer Opinion Only) 01 - No Improper Action 02 - Improper Crossing 03 - Darting 04 - In Roadway 05 - Failure to yield ROW 06 - Not Visible (Dark Clothing) 07 - Inattentive (Talking, Eating, etc.) 08 - Disobey Traffic Signs, Officer, etc. 09 - On Wrong Side of Road 10 - Other Improper Action 99 - Unknown	1st 2nd	Non Motorist Safety Equipment (choose up to 2) 01 - None 02 - Helmet 03 - Protective Pad (Elbow, Knee, etc.) 04 - Reflective Clothing 05 - Lighting 06 - Other 07 - Not Applicable 99 - Unknown
Suspect Alcohol on Non Motorist 01 - Yes 02 - No 03 - Test Requested 99 - Unknown If Alcohol Test preformed other then Breath then form 902E will be required with results at a later date.	Alcohol Test Type 01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Breath 06 - Urine 07 - Other 99 - Unknown	Suspect Drugs on Non Motorist 01 - Yes 02 - No 03 - Test Requested 99 - Unknown If Drug Test preformed then form 902E will be required with results at a later date.	Drug Test Type 01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Urine 06 - Other 99 - Unknown
Alcohol Test Result		Injury Status 01 - Fatal Injury 02 - Suspected Serious Injury 03 - Suspected Minor Injury 04 - Possible Injury 05 - No Apparent Injury 99 - Unknown	

CASE NO.

SUPPLEMENTAL BUS INFORMATION

Vehicle No. 01 02 03 ... Actual No. of
Bus Occupants
(01 to 99)

Carrier's Name

Carrier's Street
Number

Carrier's City Street Name

Street Address or PO Box of Individual,
Partnership, or Corporation

City

State

Zip Code

ICC/MC No.

Carrier's Country

US DOT No.

Occupant Data Required only for Fatal or Injured Occupants

Layout A

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

III Curb Side

Driver

Layout B

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

III Curb Side

Driver

Layout C

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

III Curb Side

Driver

Layout D

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

Injury Description

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

Injury Classification

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

Inj. Transported by

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

Commercial / Charter / School Bus Layouts

☐ A ☐ B ☐ C ☐ Other Bus

☐ D (Bus/Van 9-15 passengers)

Seat Position

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

Person Type

02 - Passenger
99 - Unknown

If non-motorist, complete supplemental form

MV #

01
02
03...

MV #

Person Type:

Seat Position

Seat Belt Usage

Occupant Protection System Operation

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

Seat Belt Usage

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

Ejection

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

Seat Belt Operation

Ejection

Injury Status

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

Injury Classification

Inj. Transported by

EMS ID

EMS Run #

>> Last Name First Name MI DOB Age

SSN (Fatales Only)

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

Medical Facility

>> Last Name First Name MI DOB Age

SSN (Fatales Only)

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

Medical Facility

SUPPLEMENTAL BUS INFORMATION

Layout A

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

III Curb Side Driver

Layout B

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

III Curb Side Driver

Layout C

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

III Curb Side Driver

Layout D

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

Driver

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

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

SSN (Fatais Only)

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

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

SSN (Fatais Only)

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

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

SSN (Fatais Only)

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

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SSN (Fatais Only)

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

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

SSN (Fatais Only)

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

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

SSN (Fatais Only)

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



SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS DRIVER

Vehicle No. 01 02 03 ...

CASE NO.

Last Name

First Name

MI

Alcohol Test Results

Alcohol
Test Result

Drug Test Results

Drug Test
Indication

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

Drug Test Results
choose up to 4

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

1st choice

2nd choice

3rd choice

4th choice



SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS NON-MOTORIST

Vehicle No. 01 02 03 ...

Non Motorist Segment No:

CASE NO.

Last Name

First Name

MI

Alcohol Test Results

Alcohol
Test Result

Drug Test Results

Drug Test
Indication

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

Drug Test Results
choose up to 4

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

1st choice

2nd choice

3rd choice

4th choice



INVESTIGATOR'S PDO/SINGLE VEHICLE ANIMAL CRASH ONLY

PR-903
Revised 03/13/2018

CASE NO. _____ BUSES EXCLUDED

Highway Safety Office Use Only

Crash Type: ☐ G ≥ \$1,000 ☐ N < \$1000
☐ P - Private

Investigating Agency

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

Division (WHP only)

Badge # Officer's Last Name

County

City

Crash Occurred on: Highway/Street:

Related Intersection: Highway/Street:

Vehicles

Drivers

Persons

Investigated at Scene by Law Enforcement

Yes ☐ No ☐

Insurance Verified

Yes ☐ No ☐

Vehicle Towed

Yes ☐ No ☐

Date of Crash (yyyy/mm/dd)

____/____/____

Time (24h)

____:____

GPS Latitude

____.____

GPS Longitude

- ____.____

Milepost Marker

____.____

Highway LRS #

CAT. ID # DIR

DRIVER INFORMATION

Driver's Last Name

First Name

MI

Gender

DOB (yyyy/mm/dd)

Street Number

Street Name

City

State

Zip Code

Driver's License Number

State (FIPS)

Age

HomePhone

Work phone

Cell Phone

VEHICLE INFORMATION

Vehicle owner same as driver ☐

Vehicle Owner's Last Name

First Name

MI

Posted Speed

Est. Speed

Street Number

Street Name

City

State

Zip Code

Make (example: Chevrolet, Dodge, Toyota)

Model (example: Silverado, Dakota, Solara)

Year

Was Commercial Vehicle Involved?

☐ YES

☐ NO

Vehicle Identification Number (VIN - 17 Digits)

License Plate No.

State (FIPS)

If yes, fill out supplement PR-902B

Insurance Company

Policy #

Most Harmful Event (Animal)

30 - Horse

32 - Pig

34 - Other Domestic (Dog, Llama,...)

36 - Deer

38 - Antelope

31 - Cow

33 - Sheep

35 - Elk

37 - Moose

39 - Buffalo

40 - Other Wild

Trailer Style

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

Vehicle Maneuver/Action

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

Weather

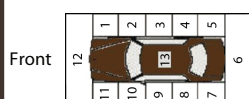
- 1 - Clear
- 2 - Raining
- 3 - Snowing
- 4 - Fog
- 5 - Blowing Dust/Sand/Dirt
- 6 - Severe Wind Only
- 7 - Blizzard
- 8 - Sleet/Hail/Freezing Rain
- 9 - Blowing Snow
- 10 - Cloudy/Overcast
- 11 - Smoke
- 12 - Other
- 99 - Unknown

Road

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

Lighting

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



Vehicle #1

Damage Estimate

Shade number next to the area damaged on your vehicle

Seat Position	Safety Equipment Usage	Injury Status	Air Bag Deployed
1-Driver 2-Front Row Middle 3-Front Row Right 4-Passenger Front Row Left (for foreign or postal vehicles) 5-Second Row Left 6-Second Row Middle 7-Second Row Right 8-Third Row Left 9-Third Row Middle 10-Third Row Right 11-Fourth Row Left 12-Fourth Row Middle 13-Fourth Row Right 14-Other Row (ie. Bus, Van) 15-Lying Down-Front Seat 16-Lying Down-Other Seat 17-MC Passenger 18-Sleeper Section of Cab 19-Other Enclosed Area 20-Unenclosed Cargo Area 21-Trailing Unit 97-Riding on MV Exterior 98-Other (explain in narrative) 99-Unknown	1-None Used 2-Not Available 3-Shoulder & Lap belt 4-Shoulder Belt Only 5-Lap Belt Only 6-Passive Restraint Only 7-Restraint used-Type Unk. 8-Forward Facing Child 9-Rear Facing Child Restraint 10-Booster Seat 11-Child Restraint-Type Unk. 12-Helmet Used 13-Other 99-Unknown	5-No Injury If any injuries form 902 must be used	1-Not Applicable 2-Not Deployed 3-Deployed Front 4-Deployed Side 5-Deployed Combination 6-Deployed Other 7-Deployment Unknown

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

PASSENGER INFORMATION FOR VEHICLE #1

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) 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) 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
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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
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Narrative (Briefly describe the events of the crash)

NARRATIVE PAGE

