

WYOMING STRATEGIC HIGHWAY SAFETY PLAN 2022 ADDENDUM

An increase in vulnerable road user crashes is a rising concern nationwide, especially in regards to pedestrians and pedalcyclists. In an effort to address this growing national concern, the Wyoming Safety Management System (SMS) Committee has increased the availability of vulnerable road user focused crash data.

This effort includes upgrading the “Active Transportation: Pedestrian and Bicycles Modes” section of the Wyoming Strategic Highway Safety Plan from a Focus Area to an Emphasis Area under the new title “Vulnerable Road Users: Pedestrian and Bicycle Travel”.

In addition, an annual report focusing specifically on pedestrian and pedalcyclist vulnerable road user critical crashes occurring on Wyoming public roadways will be published annually. This report will provide statewide vetted crash data for the most recent five-year period. The publication will contain basic crash information as well as information on popular areas of interest, such as the basic demographics of people involved, data on when and where crashes are occurring, and potential contributing factors.

The Wyoming Safety Management System (SMS) Committee intends these efforts to increase the awareness of vulnerable road user crashes and inspire change that will reduce the number of vulnerable road user crashes on Wyoming roadways.



Adopted: August 10, 2023

A handwritten signature in blue ink, appearing to read 'Matthew D. Carlson', is written over a horizontal line.

Matthew D. Carlson, P.E.
Governor's Representative for Highway Safety
State Highway Safety Engineer
Wyoming Department of Transportation

Vulnerable Road Users: Pedestrian and Bicycle Travel

Walking and bicycling are popular means of travel for Wyoming residents and visitors alike. People commonly walk or bike to work or school, to access commercial districts for retail shopping or food, and for recreation or exercise. Biking and walking are low impact, healthy activities that should be encouraged and made safer.

Pedestrians and cyclists 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 cyclists experience a higher proportion of fatal and suspected serious injuries when a crash occurs. In Wyoming, all collisions between motor vehicles and pedestrians or bicyclists are considered injury crashes.

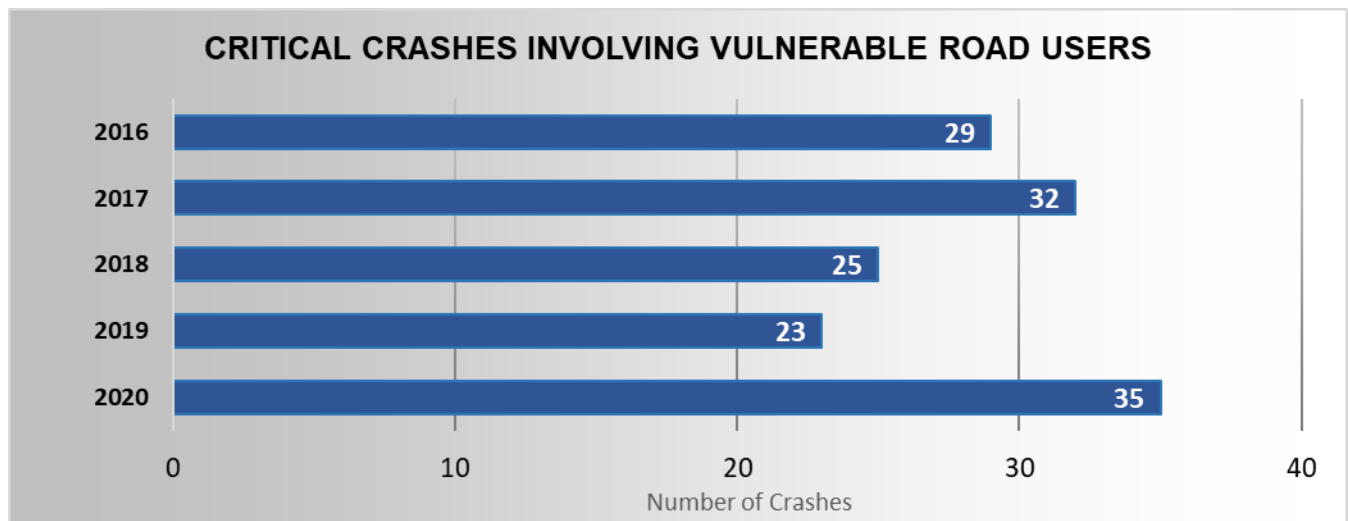
The Challenge

In 2019-2020, 7% (61/881) of critical crashes in Wyoming involved at least one vulnerable road user. Pedestrians accounted for 84% of these critical crashes and bicyclists accounted for 16% of these critical crashes.

Of the 177 pedestrians involved in 163 crashes in 2019-2020, 17 pedestrians were fatality injured (10%), 32 were suspected to have a serious injury (18%), 94 were suspected to have a minor injury (53%), and the remaining 34 were suspected to have a possible injury (19%).

Of the 90 bicyclists involved in 90 crashes in 2019-2020, 1 bicyclist was fatality injured (1%), 9 were suspected to have a serious injury (10%), 56 were suspected to have a minor injury (62%), and the remaining 24 were suspected to have a possible injury (27%).

Factors contributing to vulnerable road user crashes include proximity to a junction, unlighted darkness conditions, alcohol and/or drug impairment, a lack of sidewalks or dedicated paths, unmarked or unsignalized crosswalks, high-speed crosswalks, narrow shoulders, and locations with concentrations of vulnerable road users such as school or work zones.



Key Strategies:

Enforcement

- Provide accurate information to lawmakers
- Increase targeted enforcement in high-incident locations

Engineering

- Add or improve sidewalks and dedicated bike lanes
- Create detached shared use trails/bike and walking paths
- Install or improve non-motorist crossings with pavement markings, signs, warning lights, and/or signals
- Add or improve roadside protections such as rumble strips, curbs and gutters, increased shoulder widths
- Increase or improve lighting in highly traveled unlighted corridors
- Add or improve above/below grade crosswalks on high speed roadways

Education

- Increase education among motorists and non-motorists alike on being a responsible road user, especially in urban areas
- Educate caregivers, children, and motorists about school zone safety
- Educate workers and motorists about work zone safety
- Use the media and variable message signs to promote vulnerable road user safety

Emergency Medical Services

- Develop a system to share crash and injury data between highway safety and healthcare entities
- Support the improvement of emergency response times

Evaluate

- Conduct Road Safety Audits on critical vulnerable road user crashes incorporating concepts based on the Safe System Approach



WYOMING

VULNERABLE ROAD USERS CRITICAL CRASH REPORT



2018 - 2022

An annual publication provided by the



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

August 2023

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



Mark Gordon
Governor

WYOMING Department of Transportation

"Provide a safe and effective transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



Darin J. Westby
Interim Director

August 10, 2023

Dear Reader,

Wyoming's Vulnerable Road Users Critical Crash Report has been published for your information. This report provides information on traffic crashes occurring on public roadways in the state of Wyoming involving pedestrians and/or pedalcyclists. The publication contains basic crash information as well as information for popular areas of interest, such as the basic demographics of the people involved, data on when and where crashes are occurring, and potential contributing factors.

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

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Sincerely,

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

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BACKGROUND INFORMATION

Purpose

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.

Wyoming vulnerable road user critical crash analysis is completed and published annually in order to provide useful information about critical crashes that have occurred over the previous five-year period on public roadways in Wyoming. The severity level of a crash is determined by the most severe injury resulting from the crash, with critical crashes including all crashes with a fatal or suspected serious injury.

This report provides concerned citizens and safety partners (including roadway engineers, law enforcement agencies, non-profit organizations, and other safety professionals) with more detailed crash and injury information on the vulnerable road user safety focus area (area 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.

Explanation of the Wyoming Vulnerable Road Users Critical Crash Report

For ease of analysis, the crash information presented in this report is divided into five (5) sections.

Basic Crash Information provides an overview of statewide crash data and vulnerable road user crash data for comparative purposes. This includes total crash and involved counts, as well as a five-year average critical crash comparison chart.

People Involved provides counts and more detailed information for drivers, pedestrians, and pedalcyclists directly involved in a critical crash with groupings based on gender, age, and injury status.

When Crashes are Occurring provides counts and more detailed information by vulnerable road user person type on when critical crashes are occurring with groupings by month, day of the week, hour of the day, and lighting conditions.

Where Crashes are Occurring provides counts and more detailed information by vulnerable road user person type on where critical crashes are occurring with groupings by location and various roadway descriptions, features, and circumstances.

Potential Contributing Factors provides counts and more detailed information for drivers, pedestrians, and pedalcyclists on potential contributing factors leading up to the crash with groupings by various types of conditions or circumstances present at the location of the crash and risky behaviors identified as putting roadway users at risk of property damage and injury.

Key Concepts

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.

Vulnerable Road User – A person considered to be at high risk of injury if struck by a motor vehicle.

Pedalcycle – A non-motorized vehicle propelled by pedaling.

Pedalcyclist – Any person directly involved in a crash who is an occupant of a pedalcycle in-transport.

Pedestrian – Any person directly involved in a crash who is not an occupant of a motor vehicle or pedalcycle.

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.

BASIC CRASH INFORMATION



PREVALENCE OF VULNERABLE ROAD USER INVOLVED CRITICAL CRASHES

ALL VULNERABLE ROAD USER INVOLVED CRITICAL CRASHES

Year	All Critical Crashes	VRU Involved Critical Crashes	% of VRU Involved Critical Crashes	All CC Injuries	VRU Involved CC Injuries	% of VRU Involved CC Injuries
2018	359	25	6.96%	586	26	4.44%
2019	441	32	7.26%	752	40	5.32%
2020	440	29	6.59%	773	38	4.92%
2021	503	36	7.16%	762	41	5.38%
2022	496	37	7.46%	752	44	5.85%
TOTAL	2,239	159	7.10%	3,625	189	5.21%

Critical crash injuries include all fatal, suspected serious, suspected minor, and possible injuries.

VULNERABLE ROAD USER INVOLVED **FATAL** CRASHES

Year	All Fatal Crashes	VRU Involved Fatal Crashes	% of VRU Involved Fatal Crashes	All Fatalities	VRU Involved Fatalities	% of VRU Involved Fatalities
2018	100	6	6.00%	111	6	5.41%
2019	120	10	8.33%	147	10	6.80%
2020	112	8	7.14%	127	8	6.30%
2021	102	11	10.78%	110	11	10.00%
2022	118	8	6.78%	134	9	6.72%
TOTAL	552	43	7.79%	629	44	7.00%

VULNERABLE ROAD USER INVOLVED **SUSPECTED SERIOUS INJURY** CRASHES

Year	All SI Crashes	VRU Involved SI Crashes	% of VRU Involved SI Crashes	All Serious Injuries	VRU Involved Serious Injuries	% of VRU Involved Serious Injuries
2018	259	19	7.34%	291	19	6.53%
2019	321	22	6.85%	364	22	6.04%
2020	328	21	6.40%	390	22	5.64%
2021	401	25	6.23%	458	25	5.46%
2022	378	29	7.67%	437	32	7.32%
TOTAL	1,687	116	6.88%	1,940	120	6.19%

VRU = Vulnerable Road User CC = Critical Crash SI = Suspected Serious Injury

VULNERABLE ROAD USER INVOLVED CRITICAL CRASH COUNTS

VULNERABLE ROAD USER INVOLVED CRITICAL CRASHES

Year	Fatal Crashes	Serious Injury Crashes	Total Critical Crashes	All Fatalities	All Injuries	Total Injured
2018	6	19	25	6	20	26
2019	10	22	32	10	30	40
2020	8	21	29	8	30	38
2021	11	25	36	11	30	41
2022	8	29	37	9	35	44
TOTAL	43	116	159	44	145	189

PEDESTRIAN INVOLVED CRITICAL CRASHES

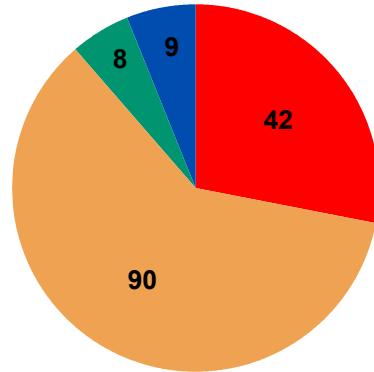
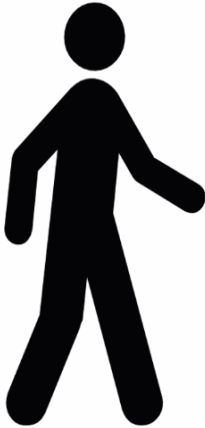
Year	Fatal Crashes	Serious Injury Crashes	Total Critical Crashes	All Fatalities	All Injuries	Total Injured
2018	6	14	20	6	15	21
2019	10	17	27	10	25	35
2020	7	17	24	7	24	31
2021	11	23	34	11	28	39
2022	7	21	28	8	26	34
TOTAL	41	92	133	42	118	160

PEDALCYCLIST INVOLVED CRITICAL CRASHES

Year	Fatal Crashes	Serious Injury Crashes	Total Critical Crashes	All Fatalities	All Injuries	Total Injured
2018	0	5	5	0	5	5
2019	0	5	5	0	5	5
2020	1	4	5	1	6	7
2021	0	2	2	0	2	2
2022	1	8	9	1	9	10
TOTAL	2	24	26	2	27	29

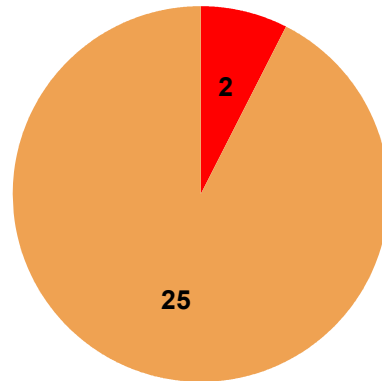
VULNERABLE ROAD USER INVOLVED CRITICAL CRASH INJURY COUNTS

Injury Status of Pedestrians Involved in Critical Crashes



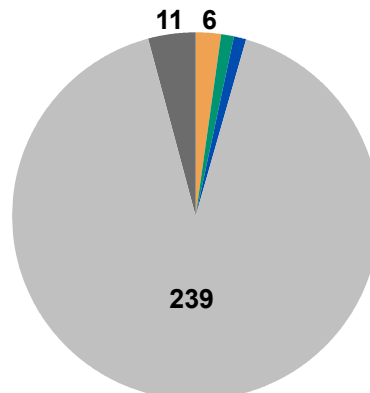
Fatal Injury	42	28.2%
Suspected Serious Injury	90	60.4%
Suspected Minor Injury	8	5.4%
Possible Injury	9	6.0%
Total:	149	100.0%

Injury Status of Pedalcyclists Involved in Critical Crashes



Fatal Injury	2	7.4%
Suspected Serious Injury	25	92.6%
Total:	27	100.0%

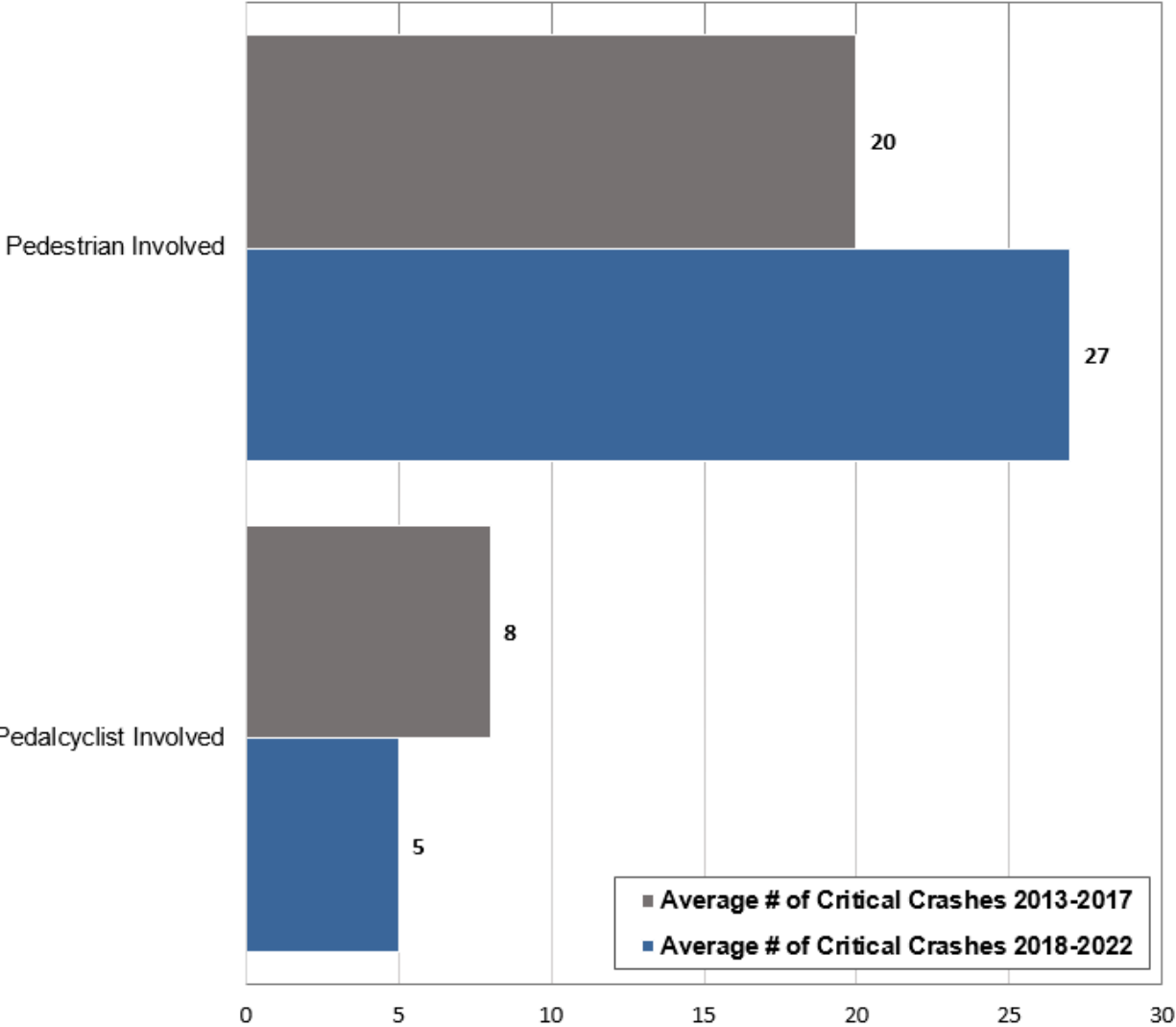
Injury Status of Motorists Involved in Vulnerable Road User Critical Crashes



Suspected Serious Injury	6	2.3%
Suspected Minor Injury	3	1.1%
Possible Injury	3	1.1%
No Apparent Injury	239	91.2%
Unknown	11	4.2%
Total:	262	100.0%

PROGRESS IN VULNERABLE ROAD USER INVOLVED CRITICAL CRASHES

A Comparison of the 5-Year Average of Critical Crashes for Vulnerable Road Users

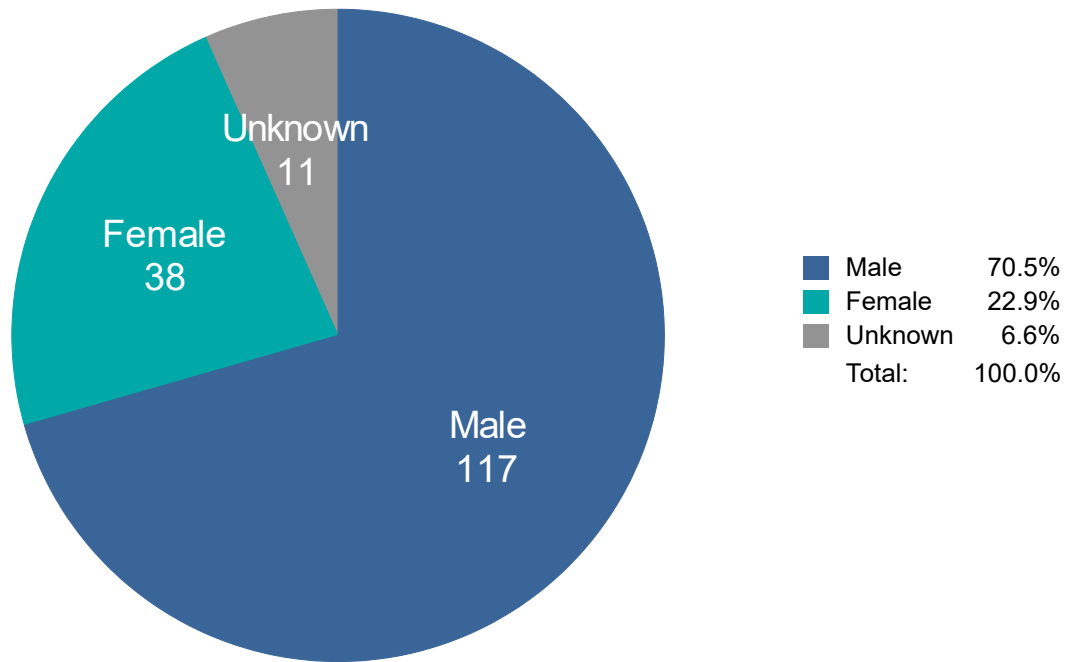


PEOPLE INVOLVED

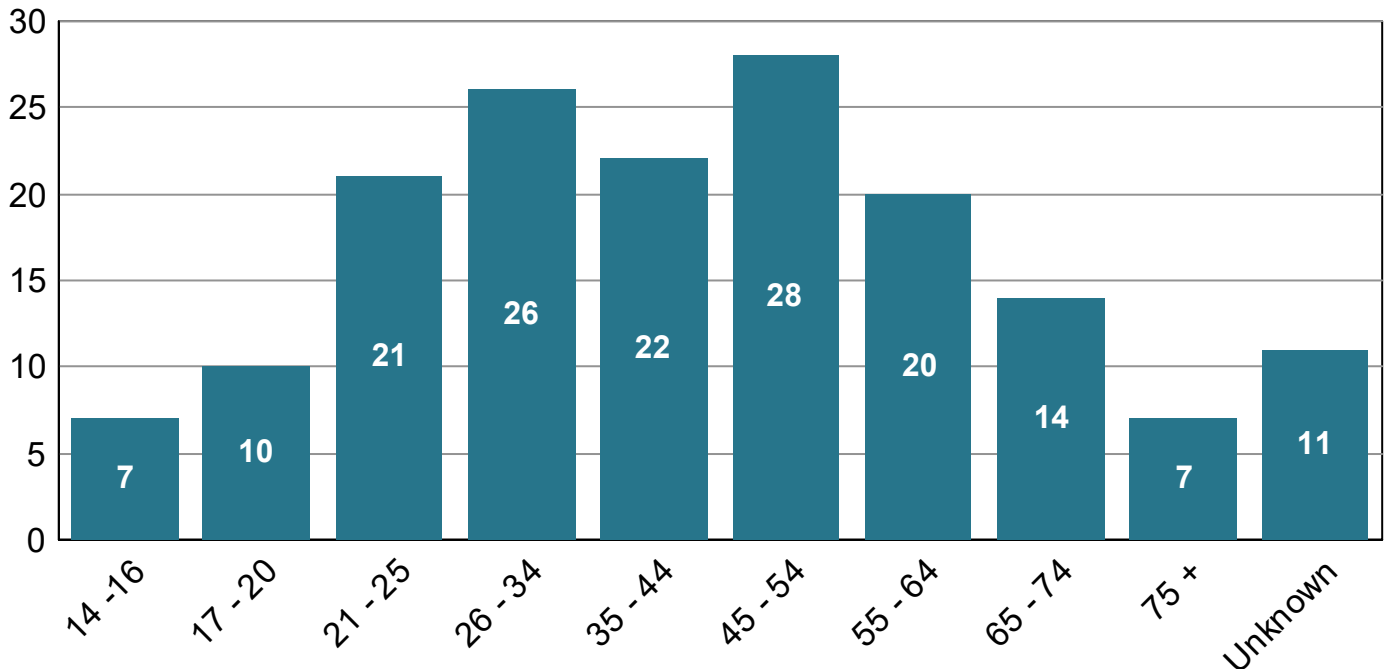


DRIVER COUNTS

Drivers in Vulnerable Road User Involved Critical Crashes by Gender



Drivers in Vulnerable Road User Involved Critical Crashes by Age Group



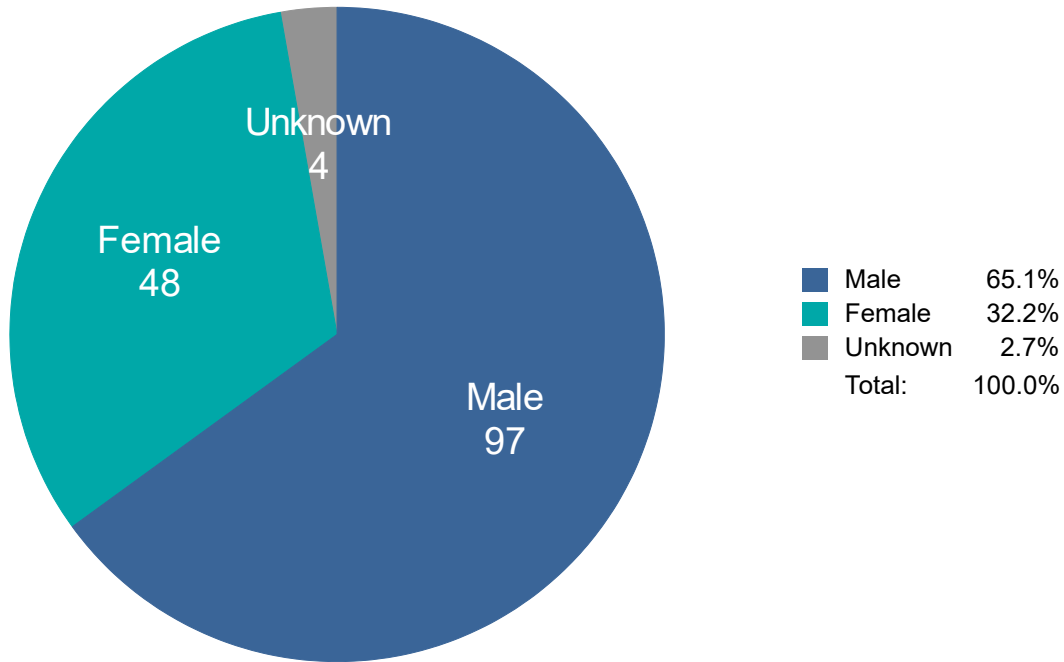
Vulnerable Road User Involved Critical Crashes Driver Injury Status by Gender and Age Group

Gender	Age Group	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Unknown	Total
Male	14 - 16	1	0	0	3	0	4
	17 - 20	0	0	0	5	0	5
	21 - 25	0	0	0	16	0	16
	26 - 34	2	2	0	18	0	22
	35 - 44	1	0	0	15	0	16
	45 - 54	0	0	0	23	0	23
	55 - 64	0	0	0	14	0	14
	65 - 74	0	0	0	12	0	12
	75 +	0	0	0	5	0	5
	Total		4	2	0	111	0
Female	14 - 16	0	0	0	3	0	3
	17 - 20	0	1	1	3	0	5
	21 - 25	0	0	0	5	0	5
	26 - 34	0	0	0	4	0	4
	35 - 44	0	0	0	6	0	6
	45 - 54	0	0	0	5	0	5
	55 - 64	0	0	0	6	0	6
	65 - 74	1	0	0	1	0	2
	75 +	0	0	0	2	0	2
	Total		1	1	1	35	0
Unknown	Unknown	0	0	0	0	11	11
	Total	0	0	0	0	11	11
Total		5	3	1	146	11	166

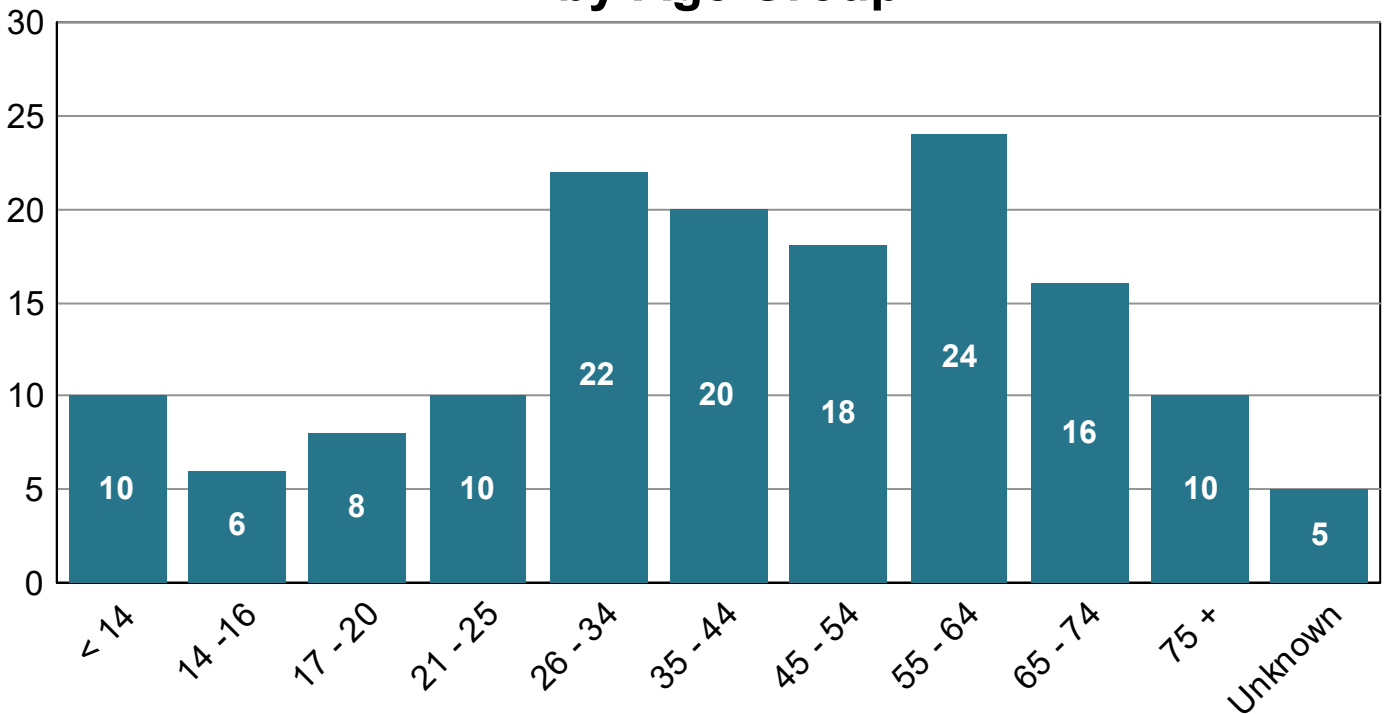
Unknown age and/or gender are a result of the driver leaving the crash scene before being identified.

PEDESTRIAN COUNTS

Pedestrians Involved in Critical Crashes by Gender



Pedestrians Involved in Critical Crashes by Age Group

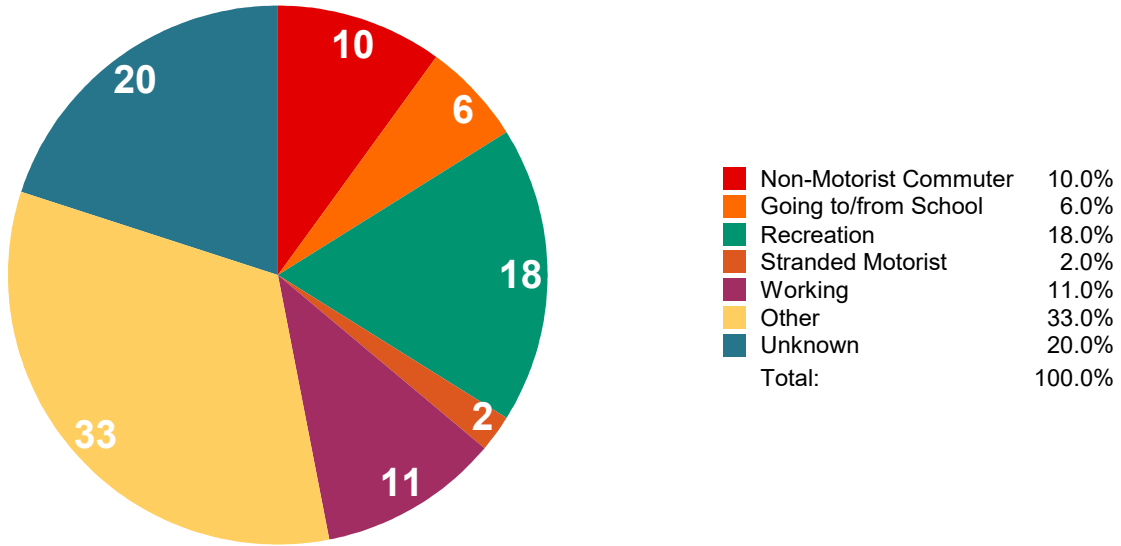


Critical Crash Pedestrian Injury Status by Gender and Age Group

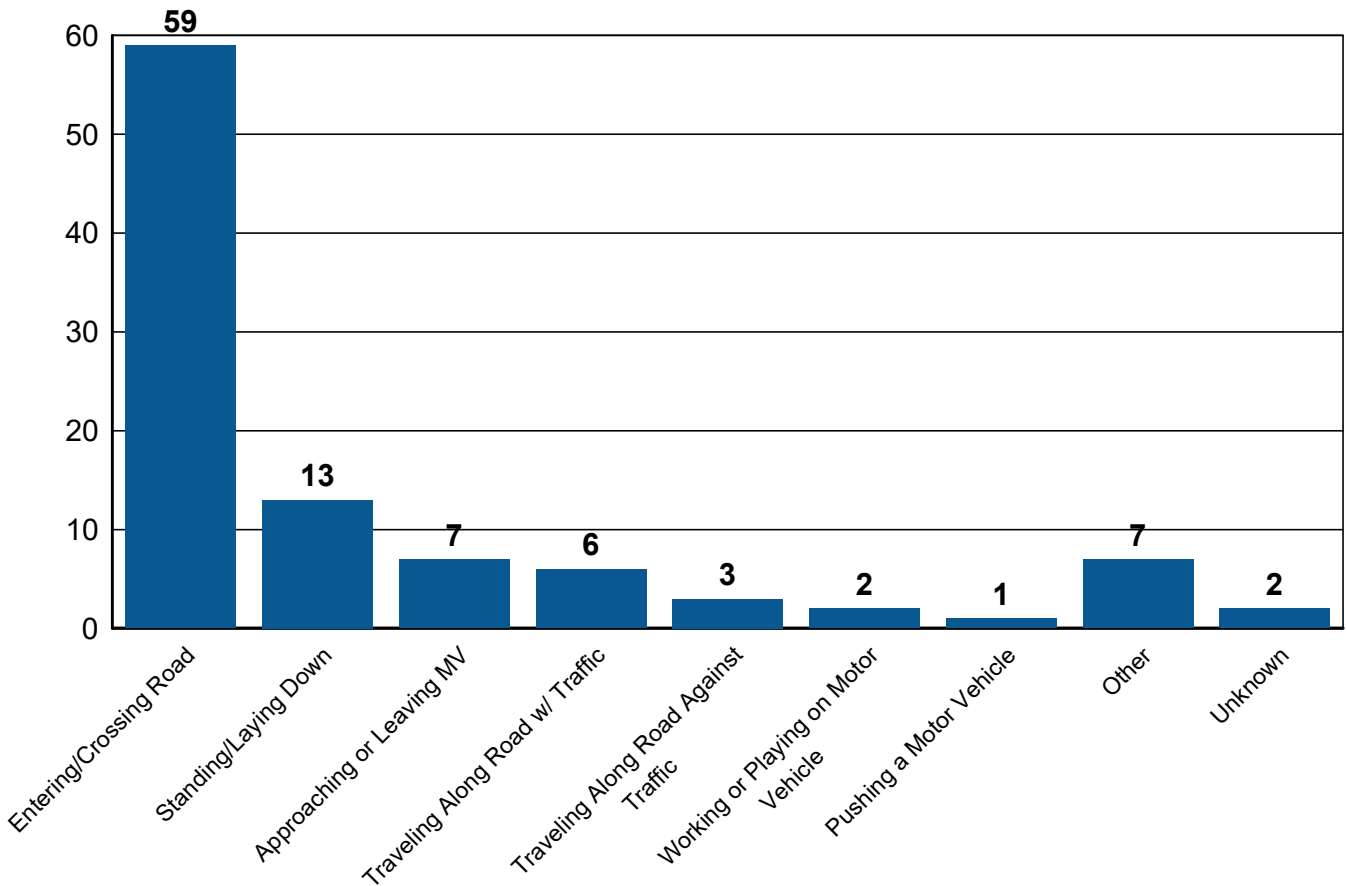
Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Total
Male	< 14	3	2	0	0	5
	14 - 16	0	2	0	0	2
	17 - 20	1	4	0	1	6
	21 - 25	1	4	1	2	8
	26 - 34	6	8	1	0	15
	35 - 44	5	6	0	2	13
	45 - 54	2	10	1	0	13
	55 - 64	7	12	0	1	20
	65 - 74	1	8	0	0	9
	75 +	2	3	0	0	5
	Unknown	0	0	0	1	1
	Total		28	59	3	7
Female	< 14	1	4	0	0	5
	14 - 16	0	4	0	0	4
	17 - 20	0	2	0	0	2
	21 - 25	0	2	0	0	2
	26 - 34	2	4	1	0	7
	35 - 44	4	3	0	0	7
	45 - 54	3	2	0	0	5
	55 - 64	1	3	0	0	4
	65 - 74	1	4	2	0	7
	75 +	2	3	0	0	5
	Total		14	31	3	0
Unknown	Unknown	0	0	2	2	4
	Total	0	0	2	2	4
Total		42	90	8	9	149

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

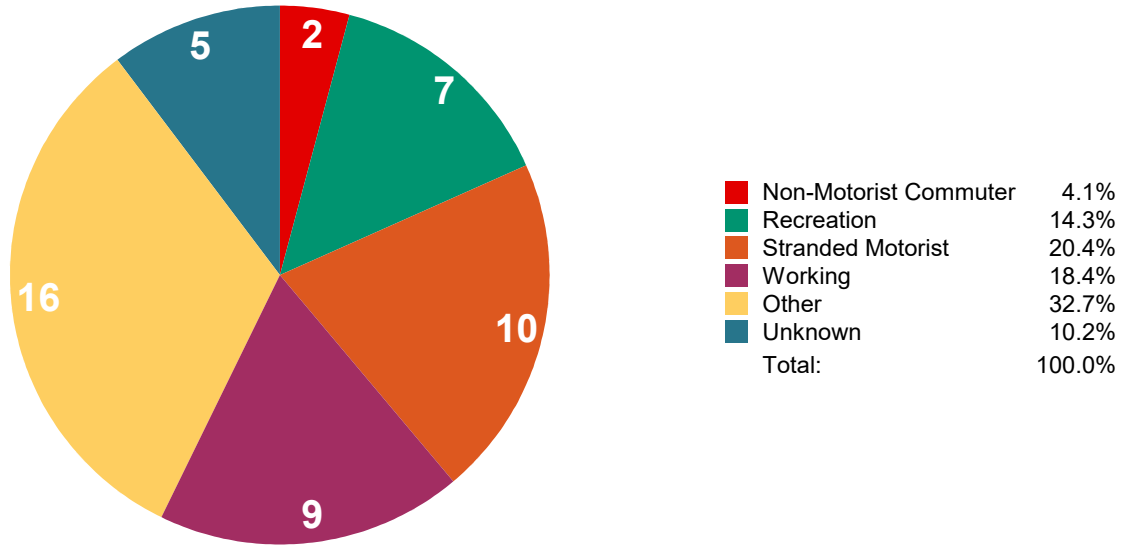
Pedestrian Pursuit in Urban Critical Crashes



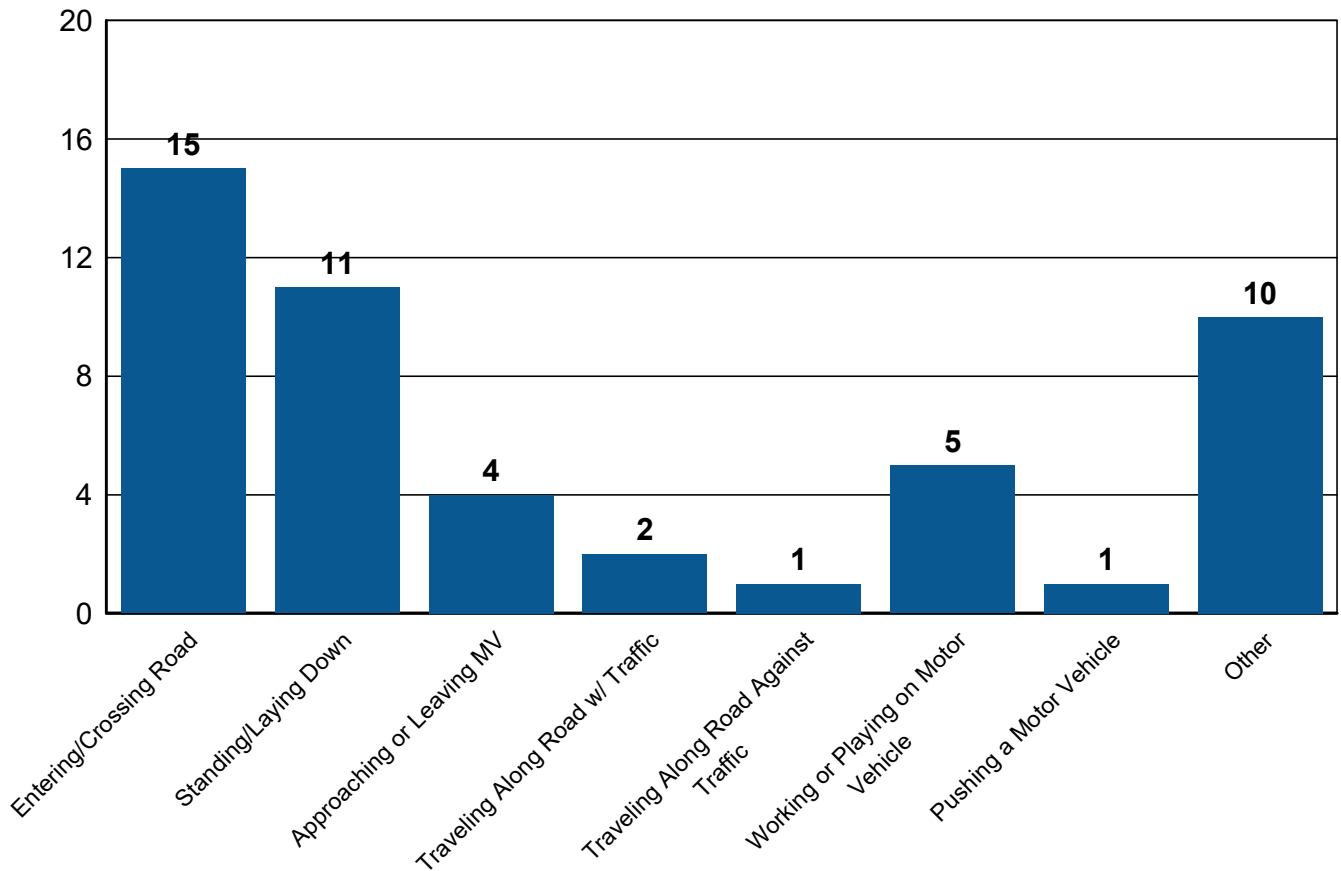
Pedestrian Action Prior to Crash in Urban Critical Crashes



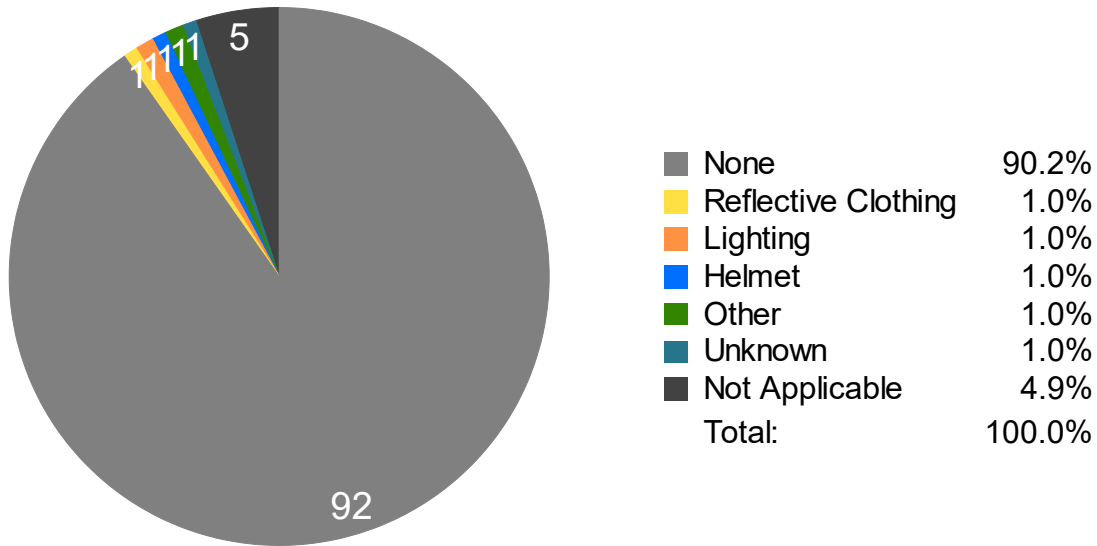
Pedestrian Pursuit in Rural Critical Crashes



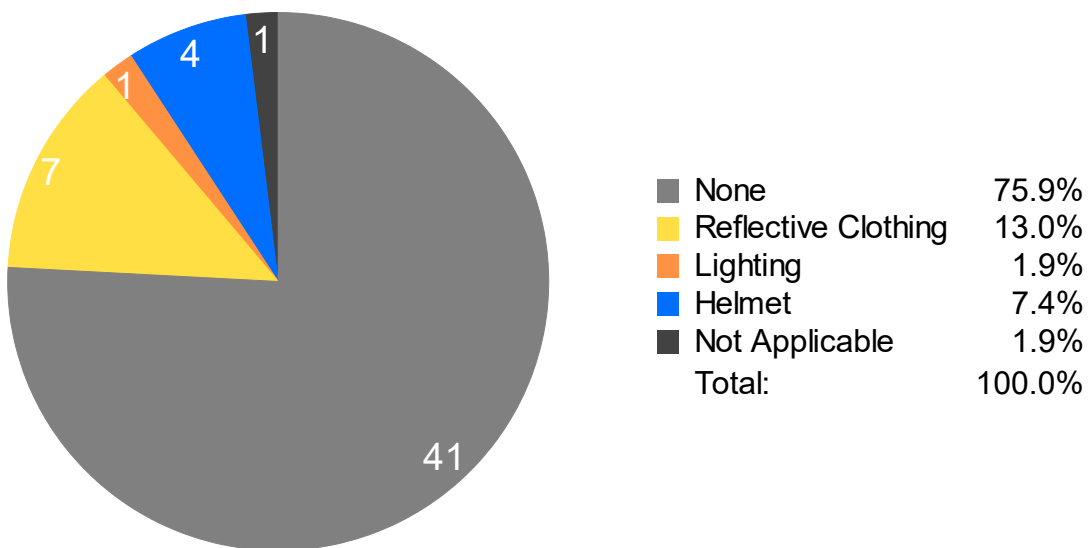
Pedestrian Action Prior to Crash in Rural Critical Crashes



Safety Equipment Used by Urban Pedestrian Involved in Critical Crash

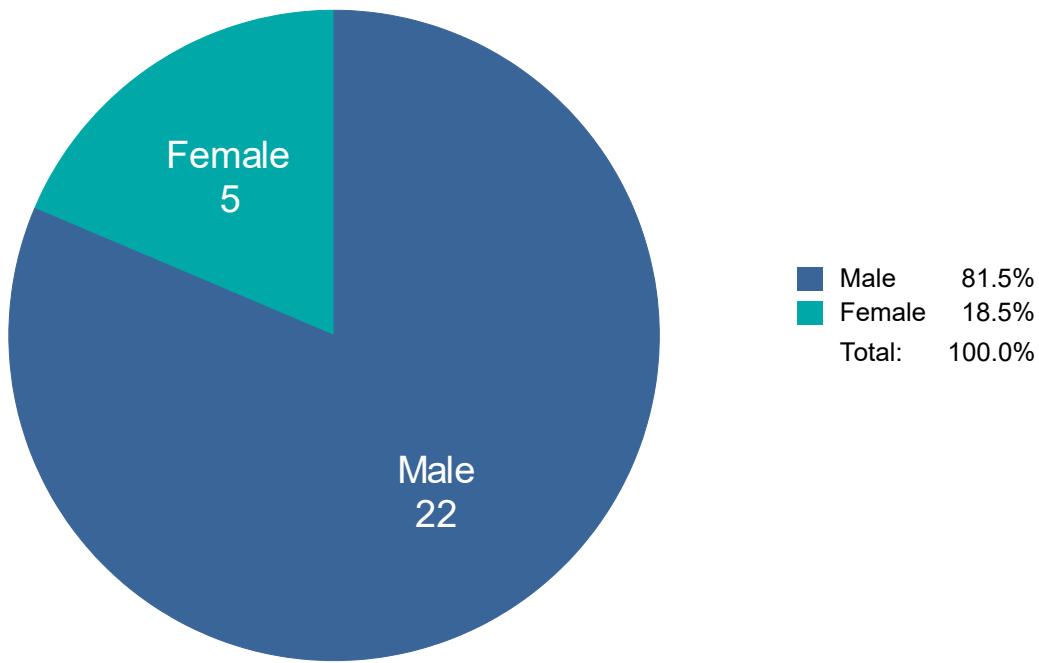


Safety Equipment Used by Rural Pedestrian Involved in Critical Crash

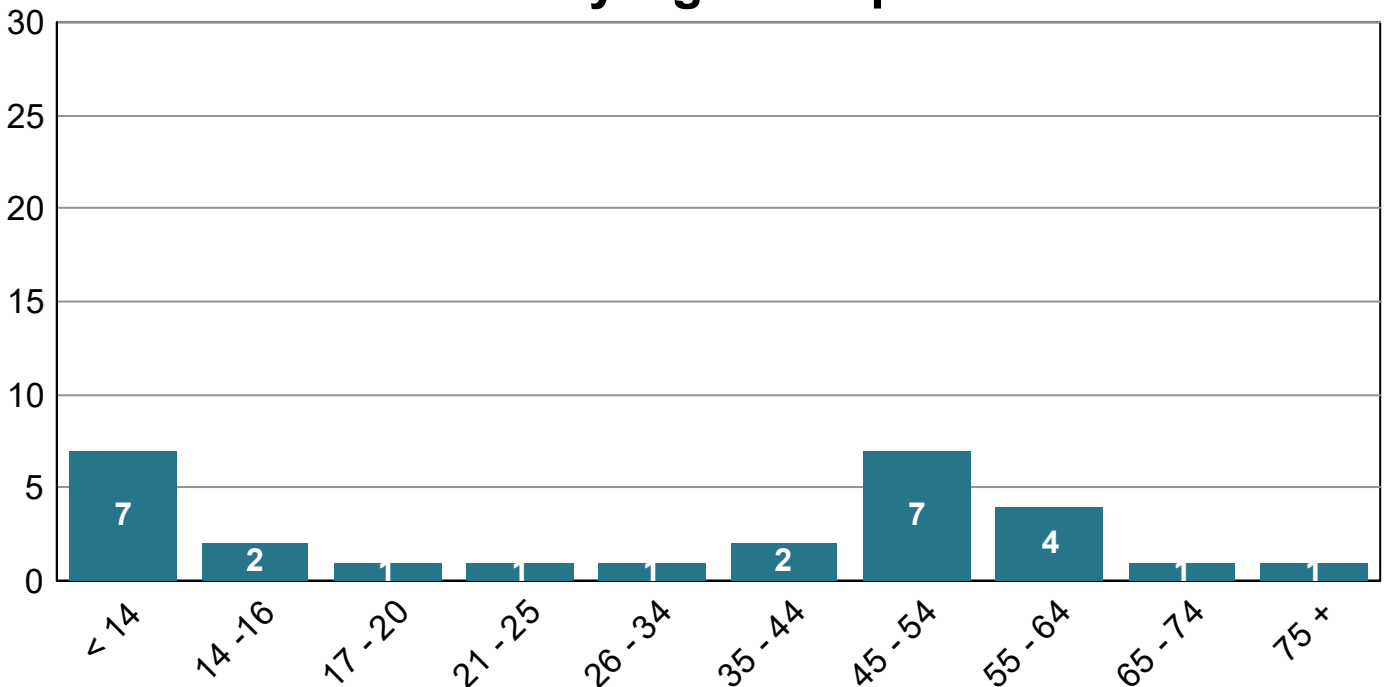


PEDALCYCLIST COUNTS

Pedalcyclists Involved in Critical Crashes by Gender



Pedalcyclists Involved in Critical Crashes by Age Group

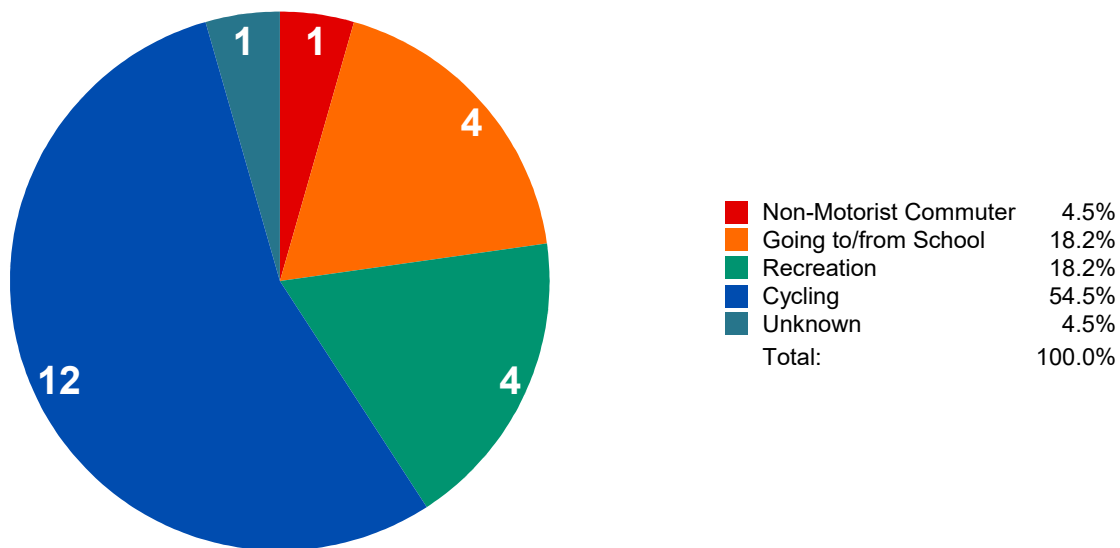


Critical Crash Pedalcyclist Injury Status by Gender and Age Group

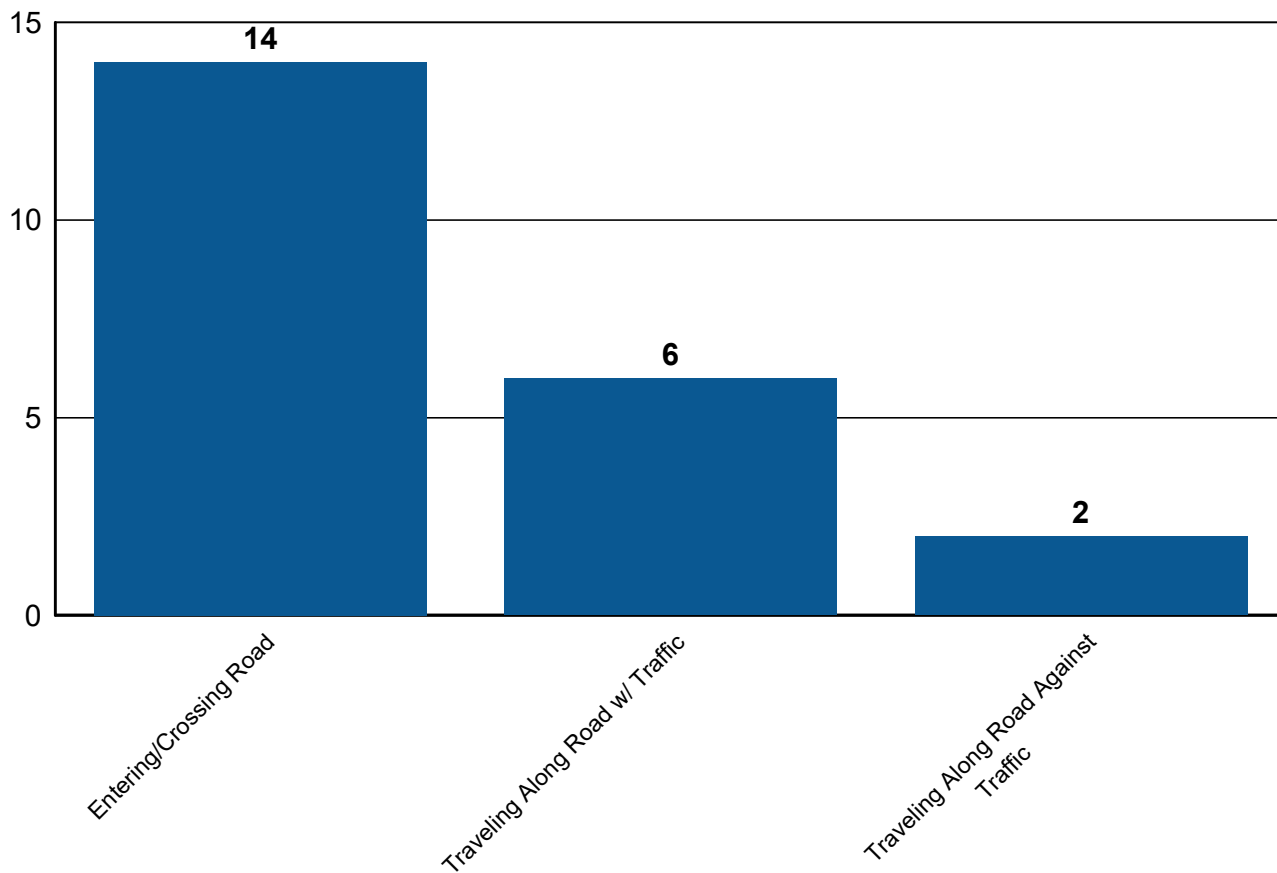
Gender	Age Group	Fatal Injury	Suspected Serious Injury	Total
Male	< 14	0	5	5
	14 - 16	0	2	2
	17 - 20	1	0	1
	26 - 34	0	1	1
	35 - 44	0	2	2
	45 - 54	0	6	6
	55 - 64	1	3	4
	65 - 74	0	1	1
	Total		2	20
Female	< 14	0	2	2
	21 - 25	0	1	1
	45 - 54	0	1	1
	75 +	0	1	1
	Total		0	5
Total		2	25	27

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

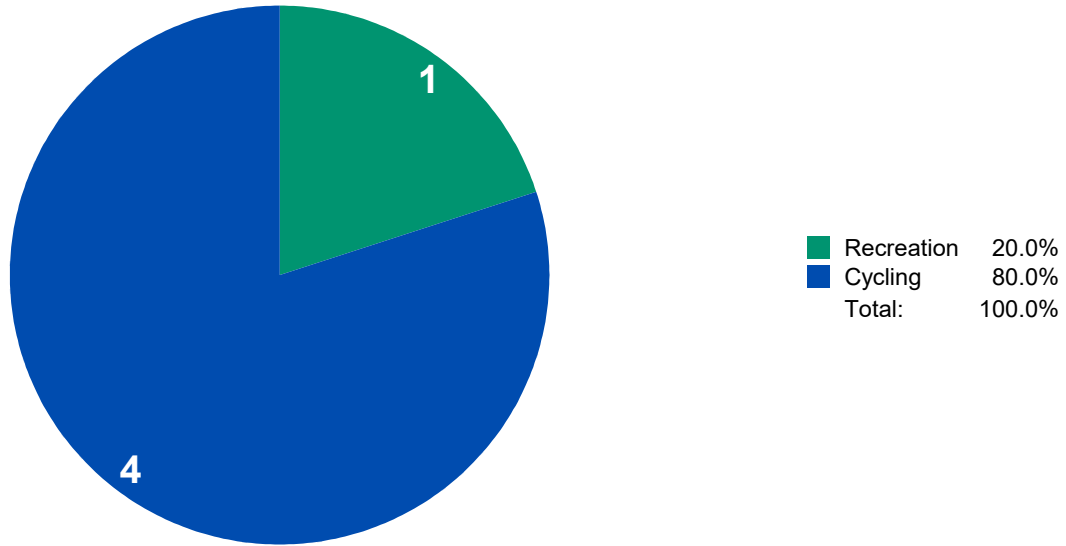
Pedalcyclist Pursuit in Urban Critical Crashes



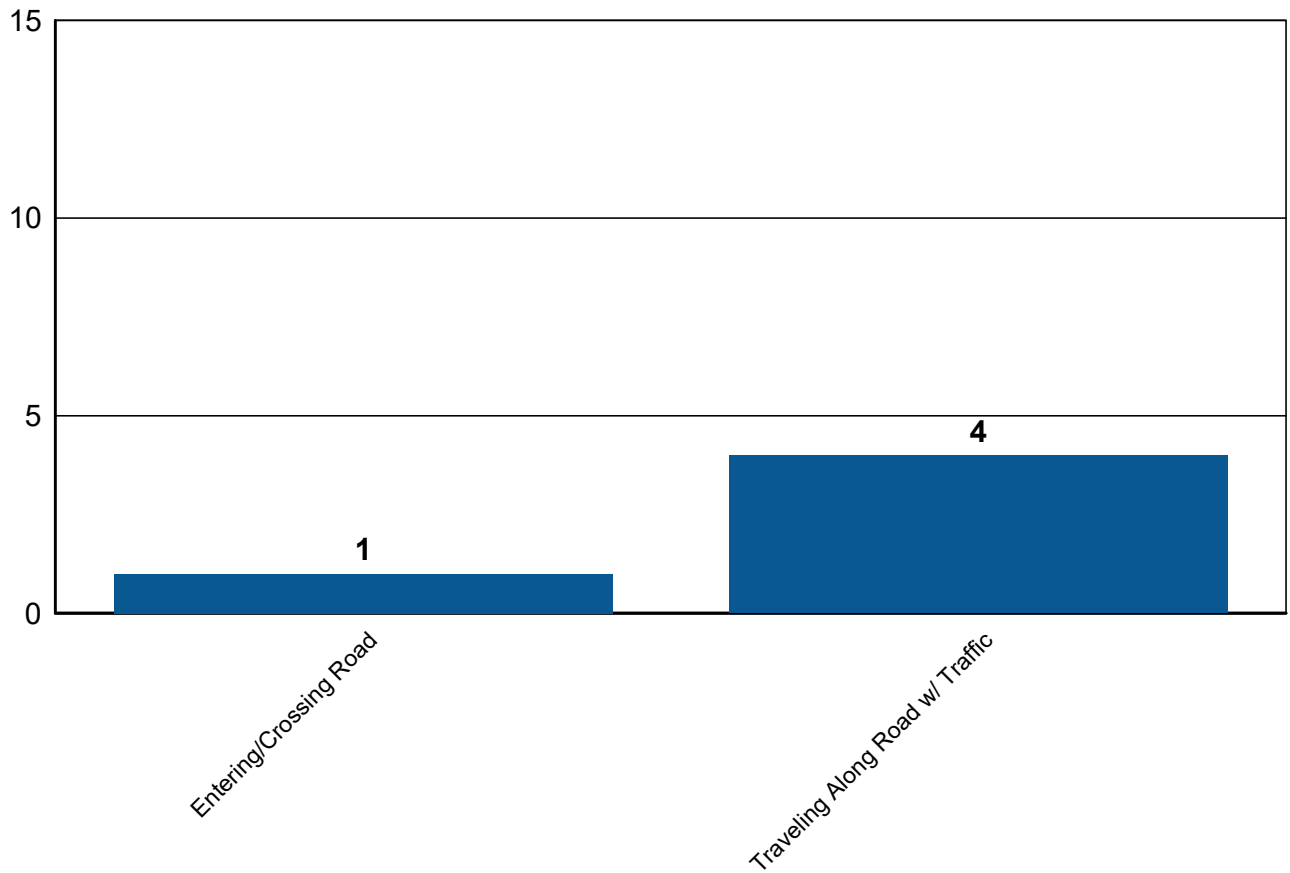
Pedalcyclist Action Prior to Crash in Urban Critical Crashes



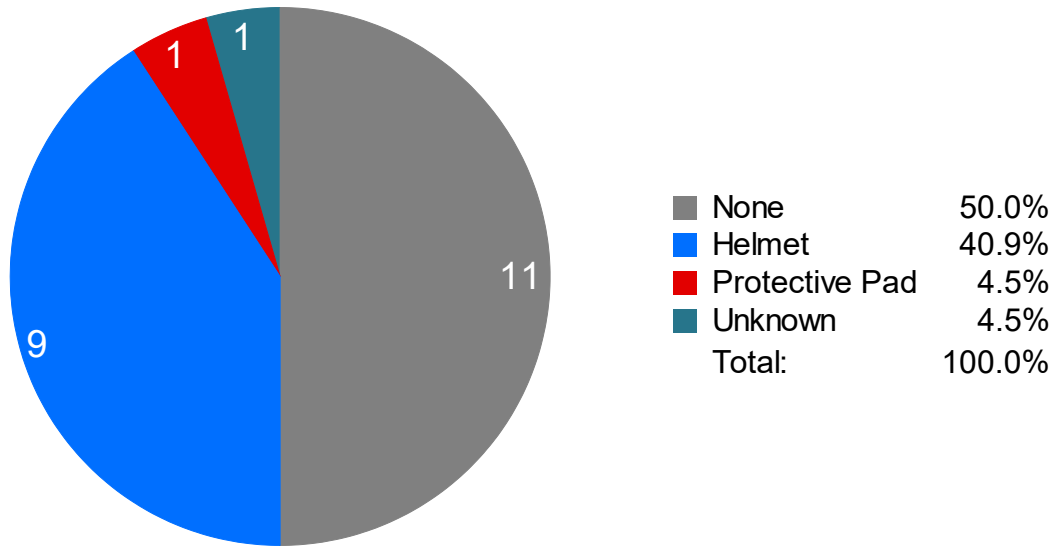
Pedalcyclist Pursuit in Rural Critical Crashes



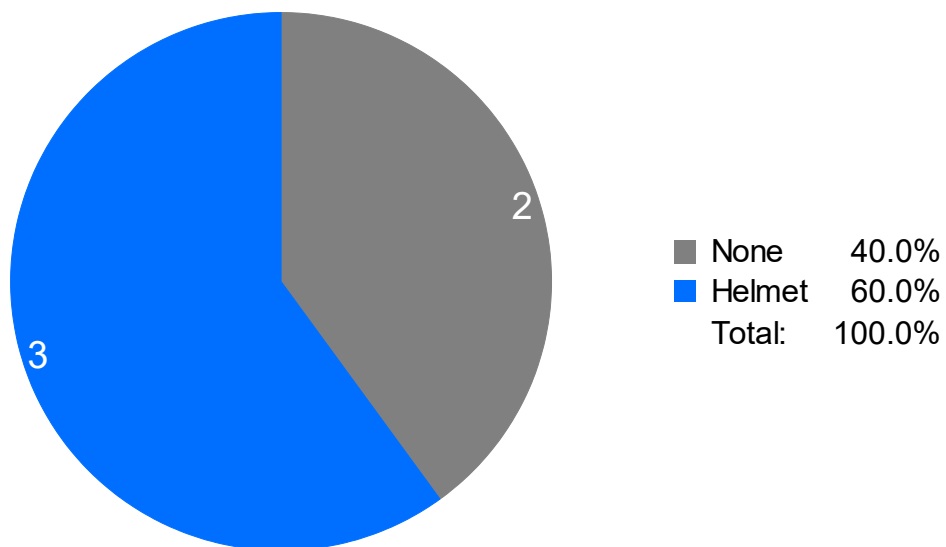
Pedalcyclist Action Prior to Crash in Rural Critical Crashes



Safety Equipment Used by Urban Pedalcyclist Involved in Critical Crash

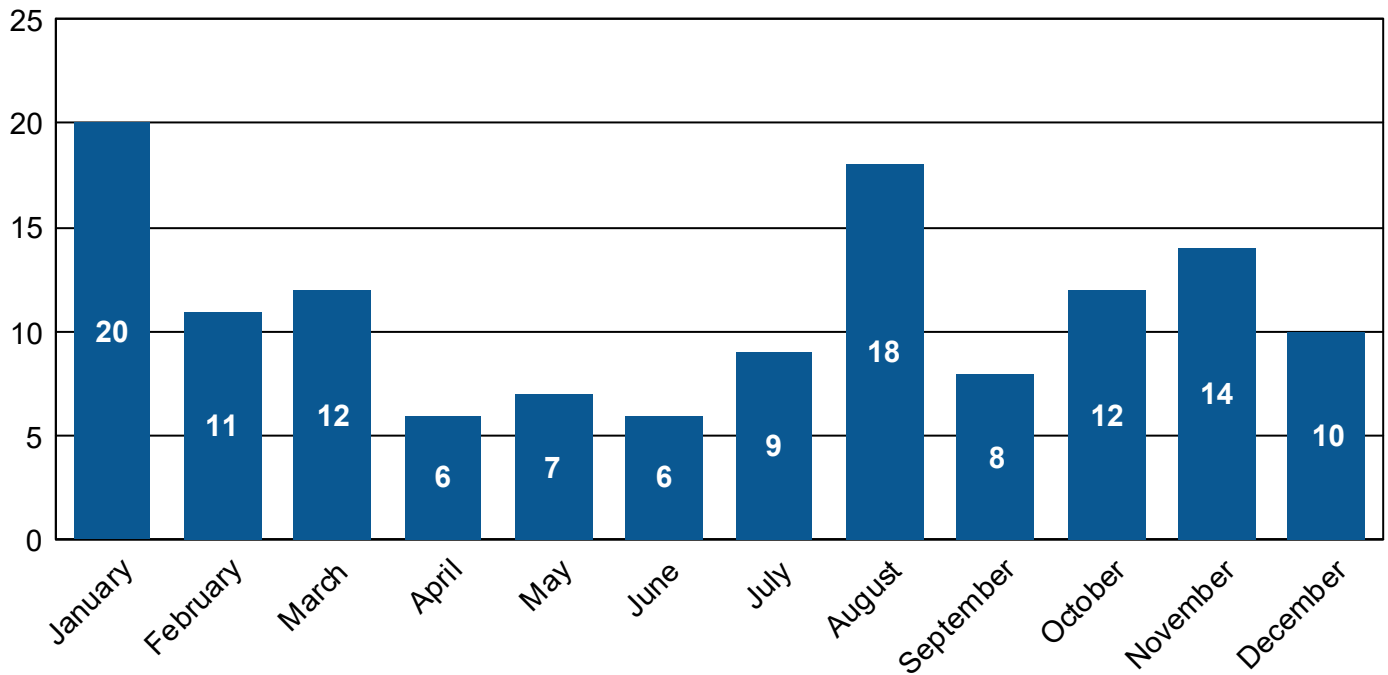


Safety Equipment Used by Rural Pedestrian Involved in Critical Crash

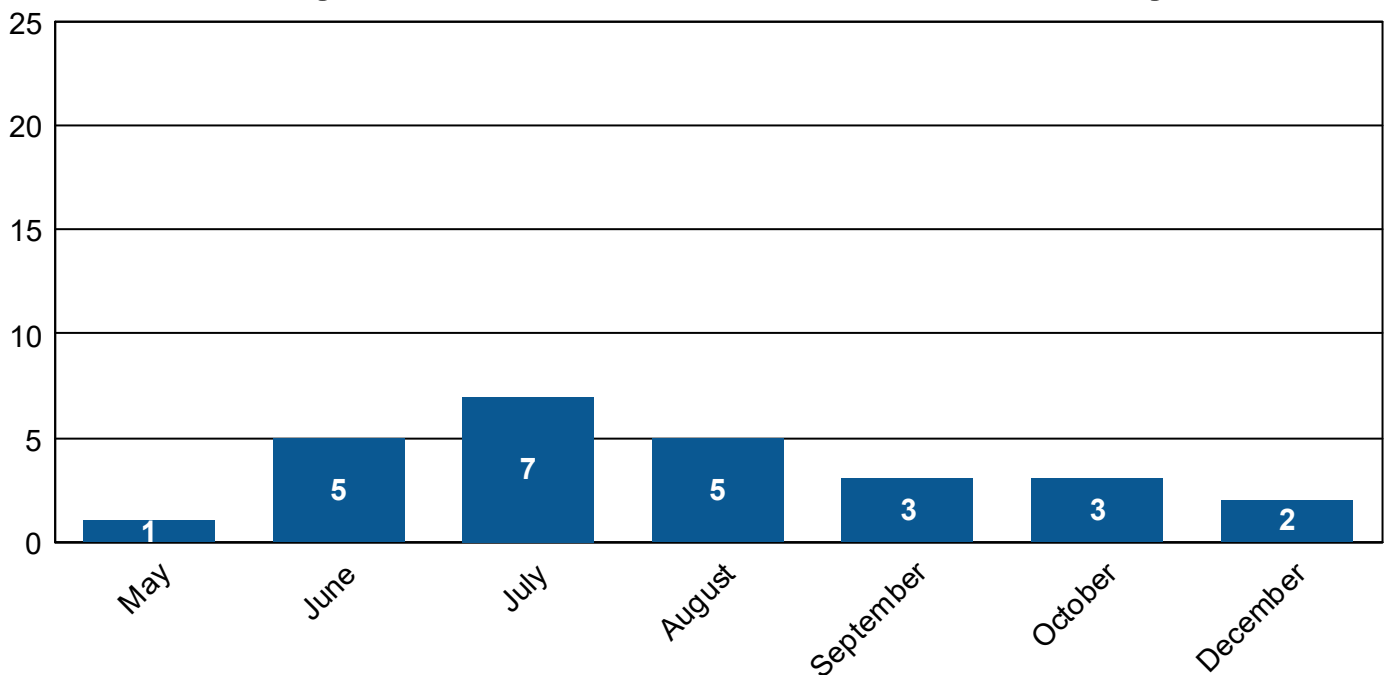


WHEN CRASHES ARE OCCURRING

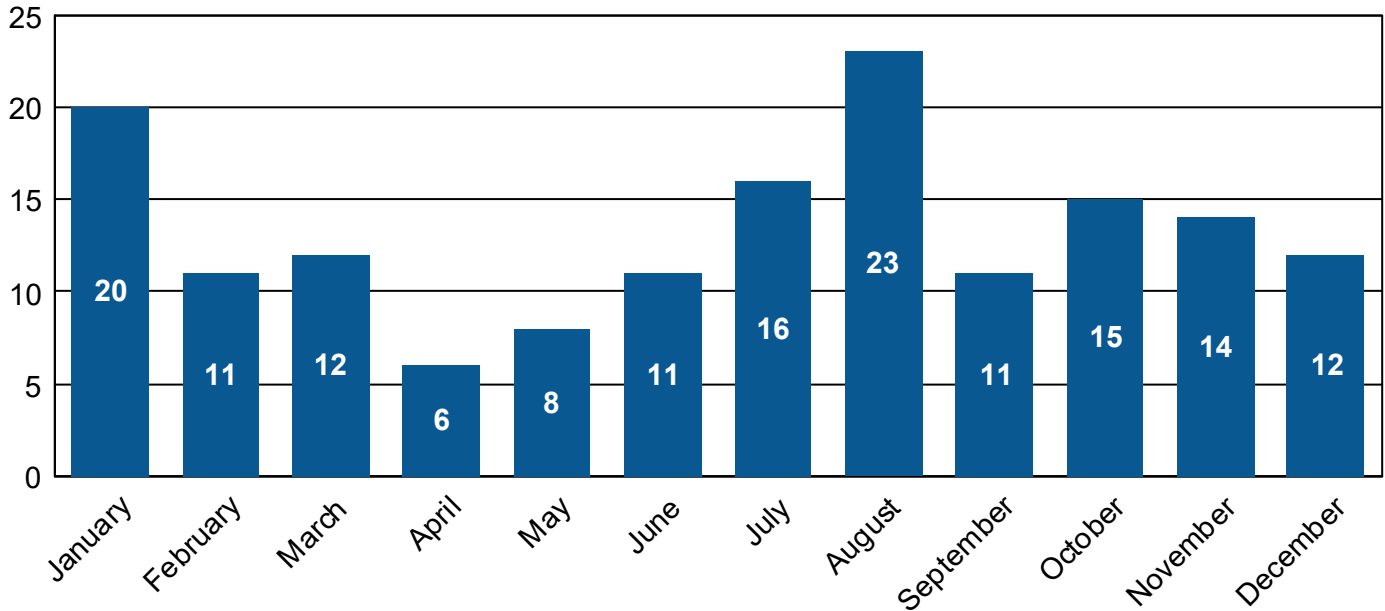
Pedestrian Involved Critical Crashes by Month



Pedalcyclist Involved Critical Crashes by Month



Vulnerable Road User Involved Critical Crashes by Month



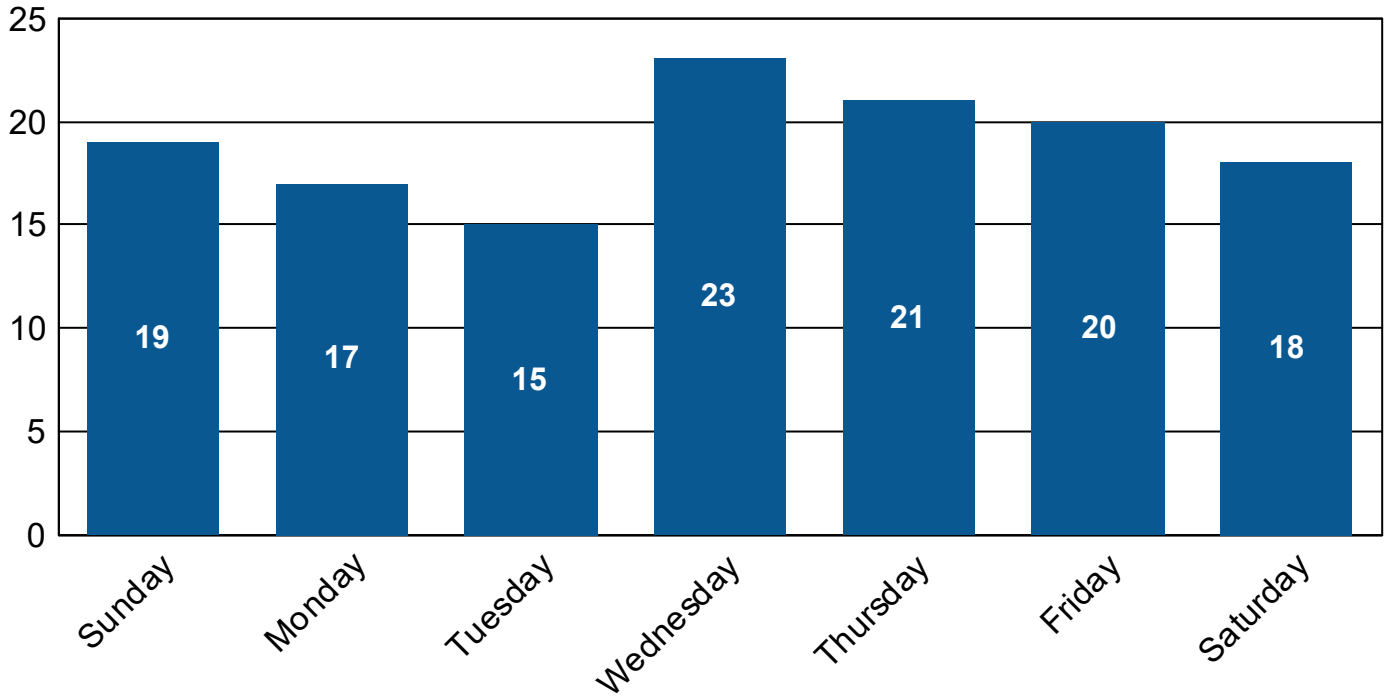
Pedestrian involved critical crashes are more dispersed throughout the year likely due to two factors:

- 1) "Walking" is considered more of a year round activity as compared to cycling;
- 2) "Pedestrian" goes beyond persons traveling from one location to another via non-motorized means. The pedestrian classification includes people who are not primarily engaged in a traveling pursuit, such as people in the process of entering or exiting a motor vehicle, stranded motorists outside of the motor vehicle, people working in or along the roadway, even people located in a building.

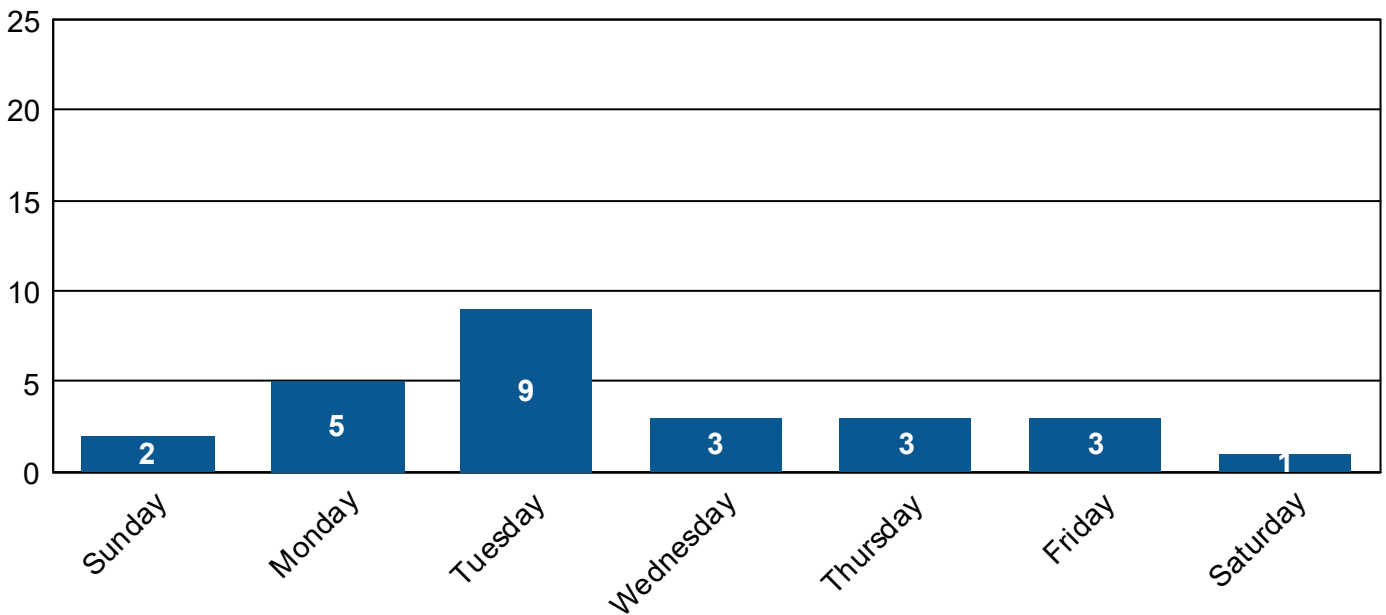
Traditionally, summer months tend to have more vulnerable road user involved crashes. During the most recent five-year period 31.4% of all vulnerable road user crashes occurred in the months of June through August. Summer months account for 24.8% of pedestrian involved crashes and 65.4% of pedalcyclist involved crashes.

Inclement weather months account for the majority of vulnerable road user involved crashes. During the most recent five-year period 52.8% of all vulnerable road user crashes occurred in the months of October through March, accounting for 59.4% of pedestrian involved crashes and 19.2% of pedalcyclist involved crashes. The high number of pedestrian involved crashes during this time period is likely linked to prior motorists involved in winter weather related crashes.

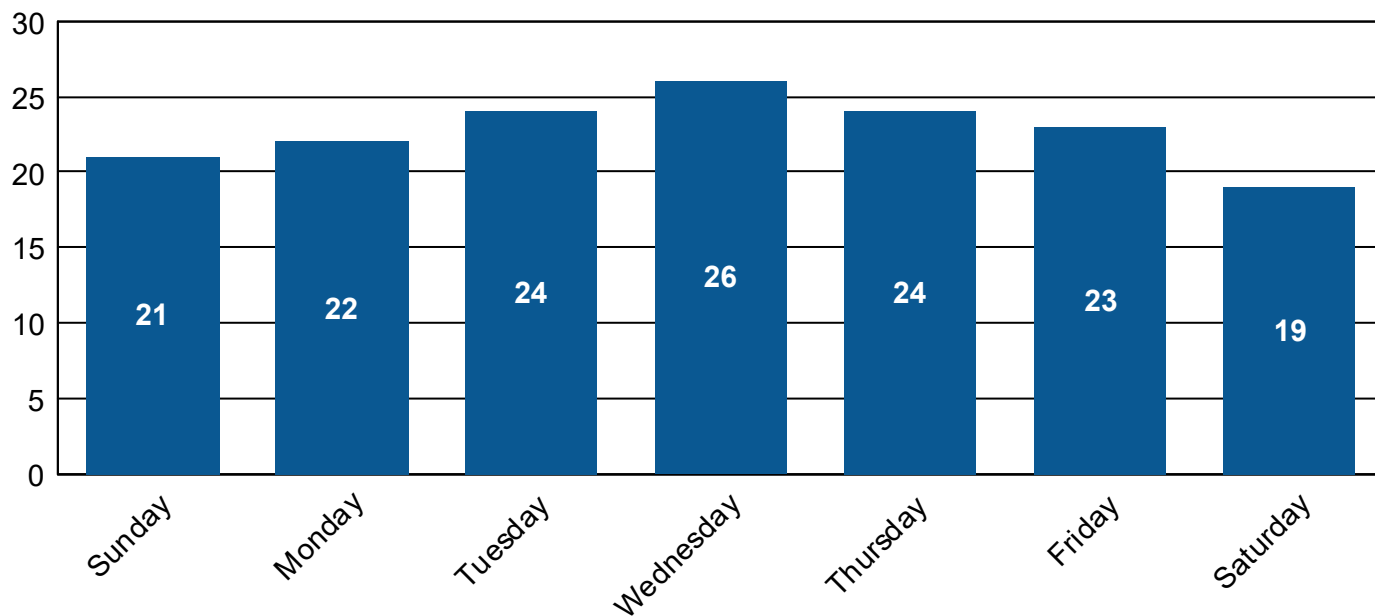
Pedestrian Involved Critical Crashes by Day of the Week



Pedalcyclist Involved Critical Crashes by Day of the Week



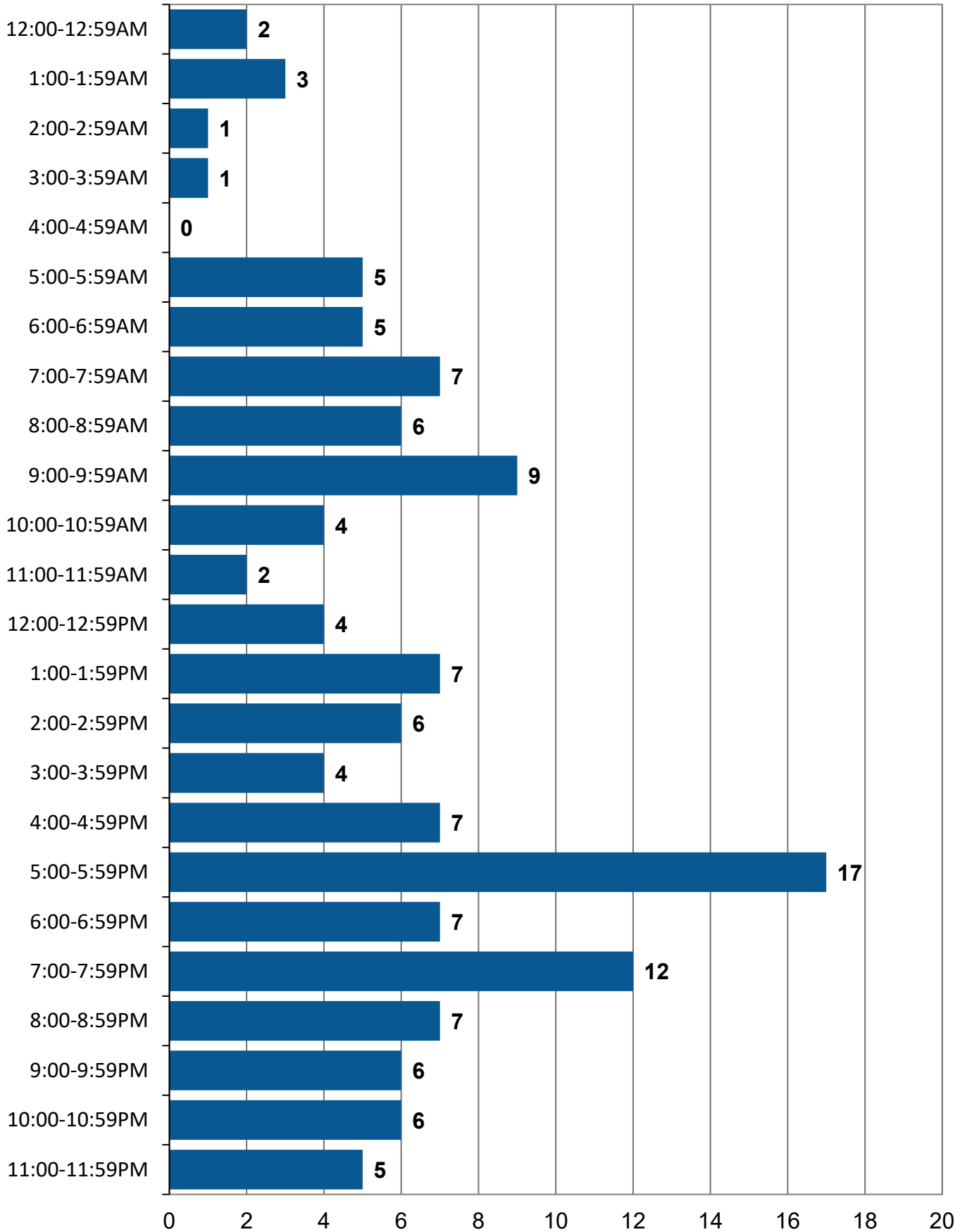
Vulnerable Road User Involved Critical Crashes by Day of the Week



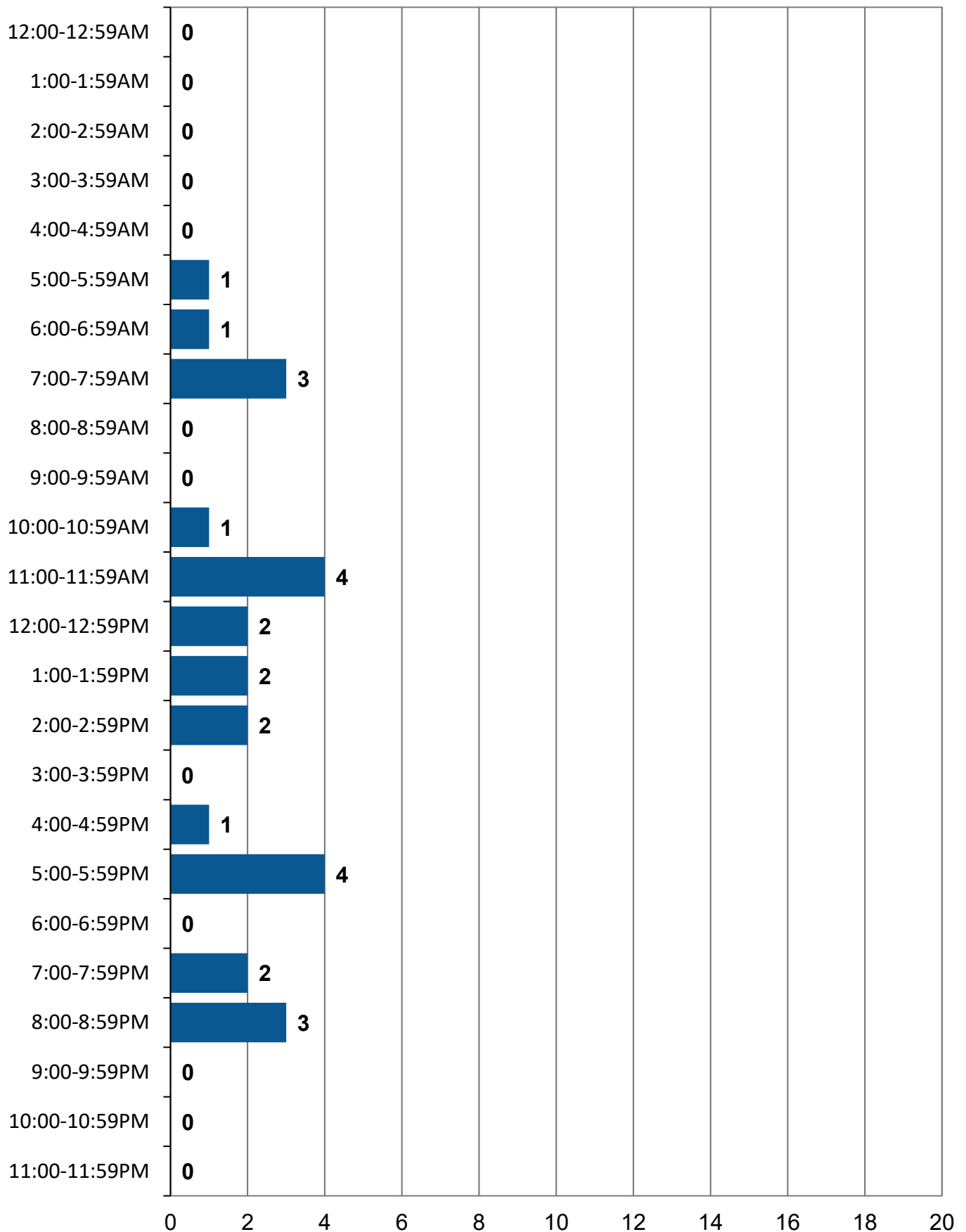
Vulnerable road user involved critical crashes are relatively evenly dispersed throughout the days of the week with no particular day having a significantly higher number of crashes.

During the most recent five-year period, pedestrian involved crashes were slightly less than average on Monday and Tuesday, whereas pedalcyclist involved crashes were above average on these days of the week.

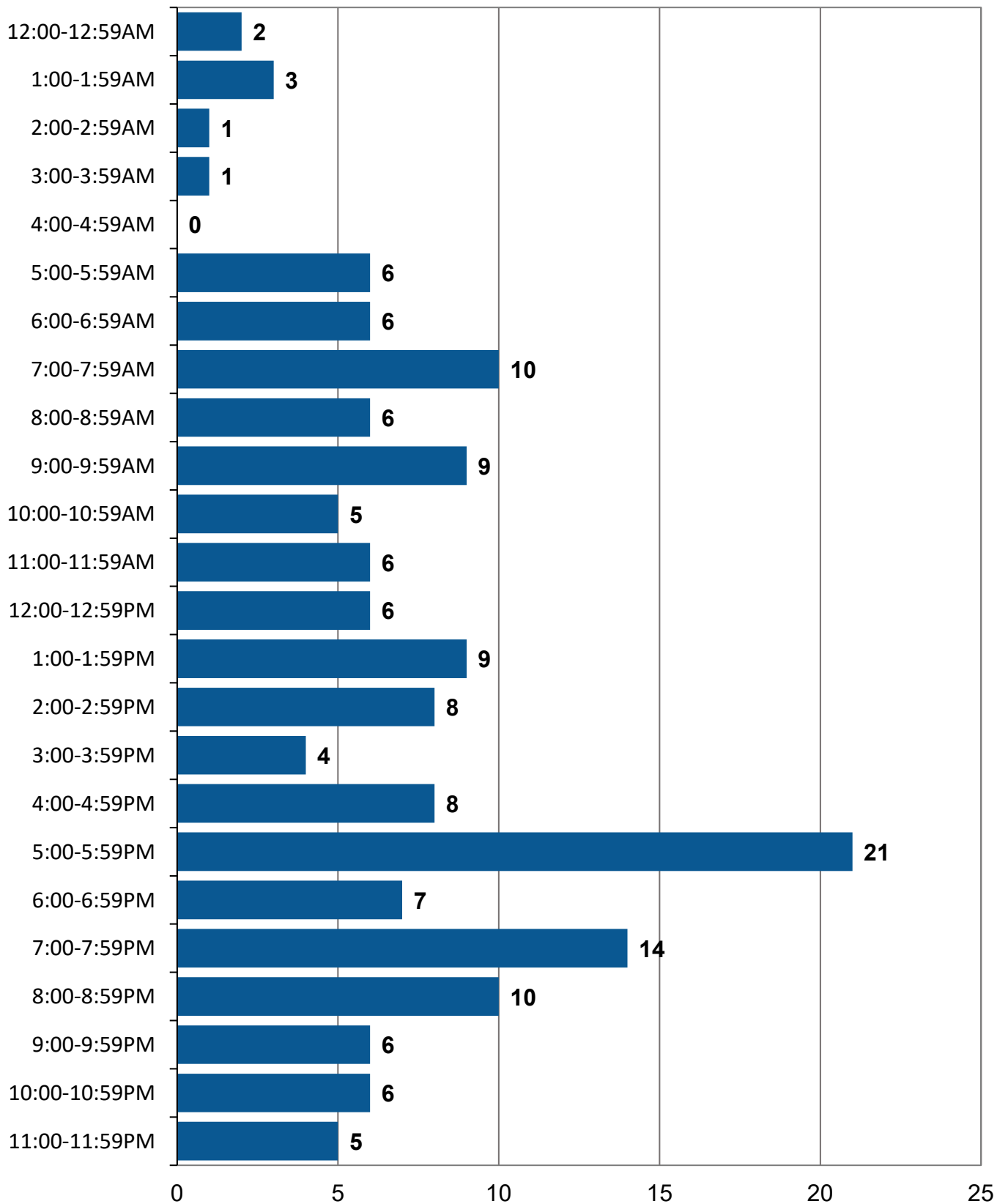
Pedestrian Involved Critical Crashes By Hour of the Day



Pedalcyclist Involved Critical Crashes By Hour of the Day

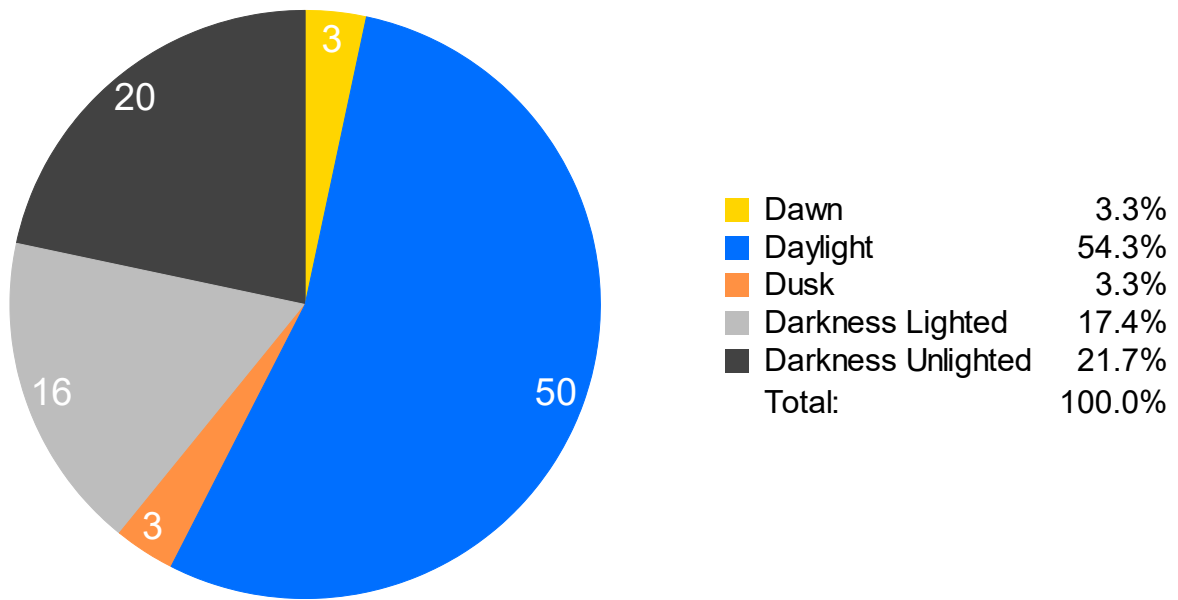


Vulnerable Road User Involved Critical Crashes By Hour of the Day

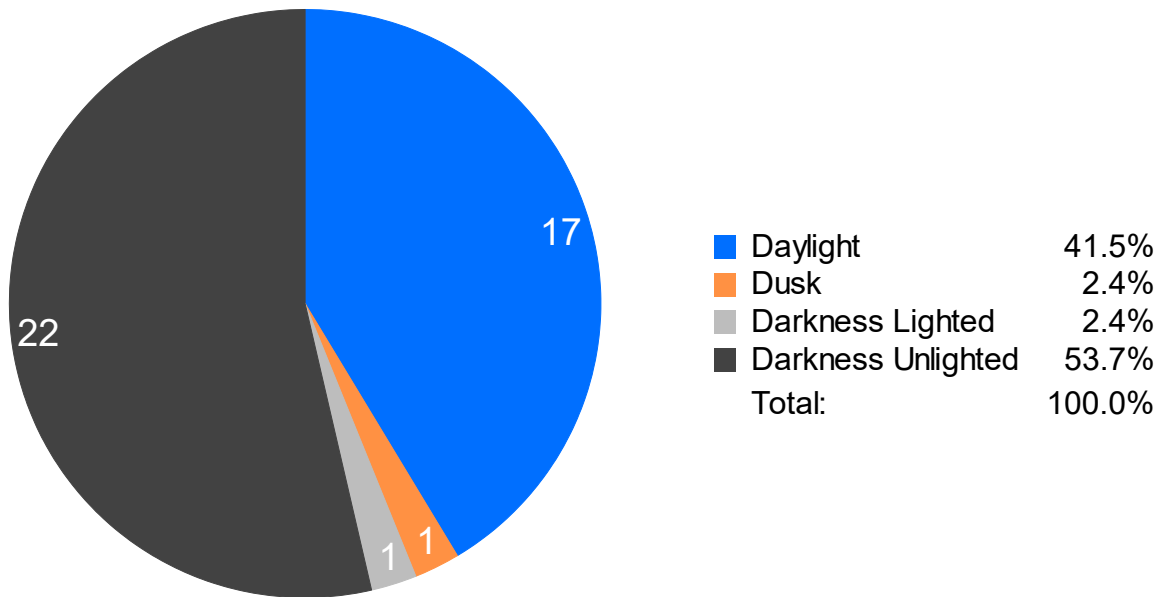


Crash data for the most recent five-year period shows there may be slight spikes in vulnerable road user involved crashes during the morning commute and midday, and a significant spike during the evening commute.

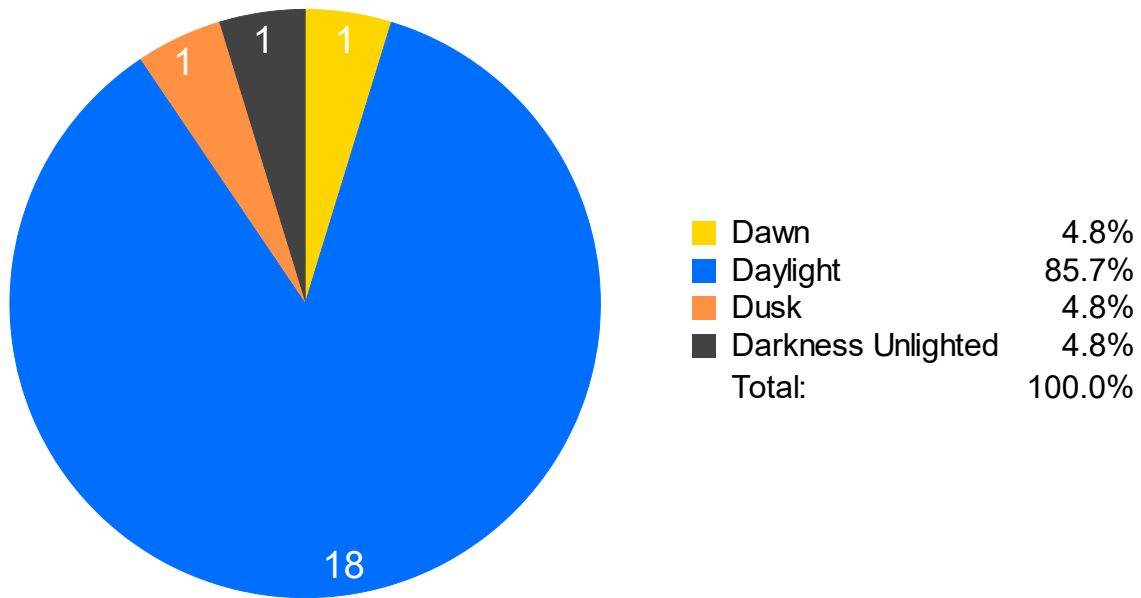
Urban Pedestrian Involved Critical Crashes by Lighting



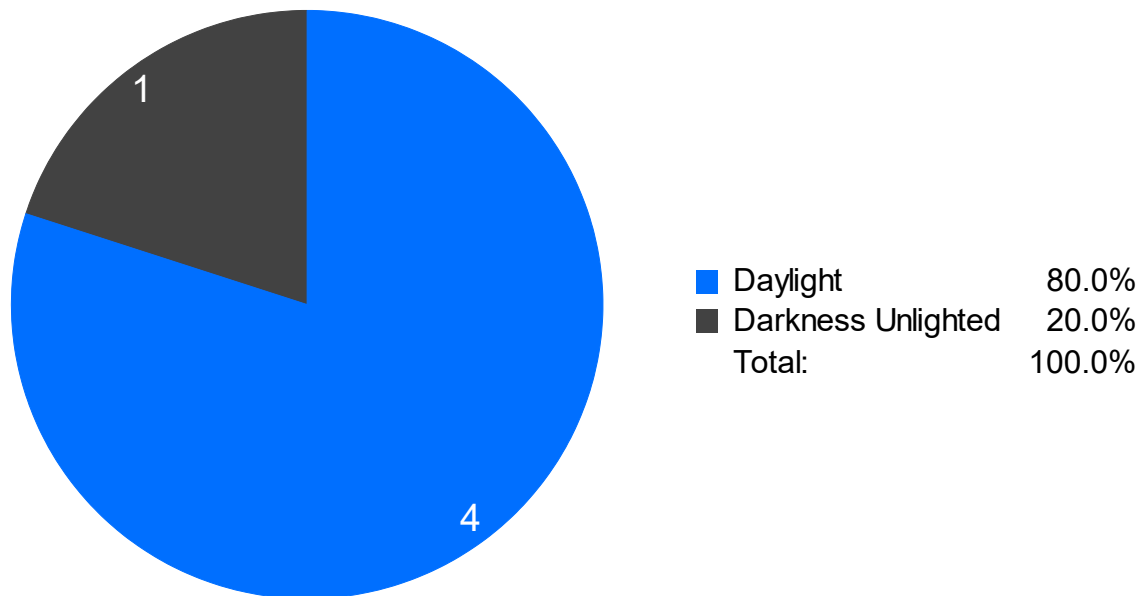
Rural Pedestrian Involved Critical Crashes by Lighting



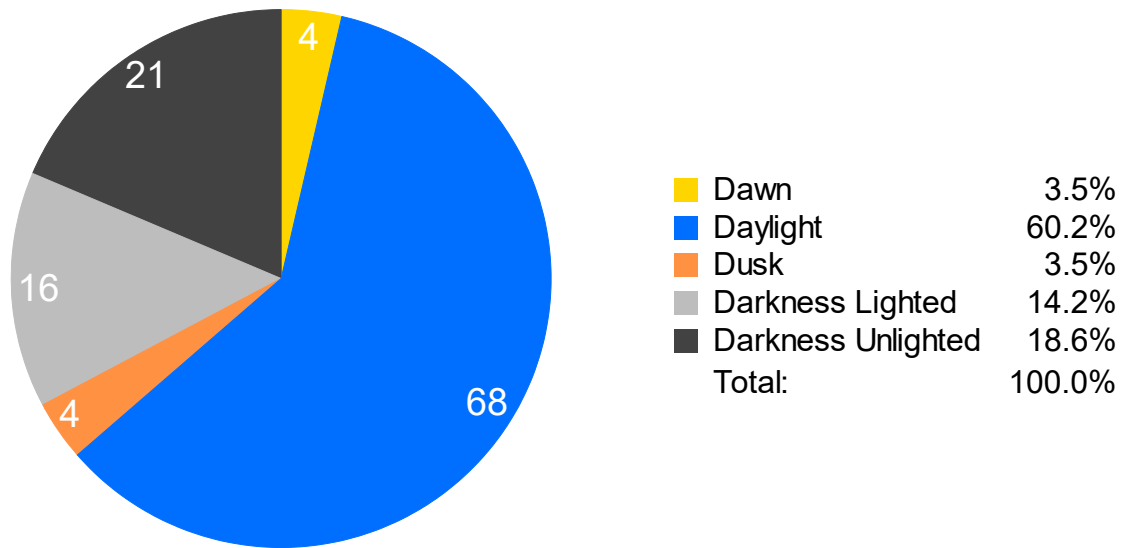
Urban Pedalcyclist Involved Critical Crashes by Lighting



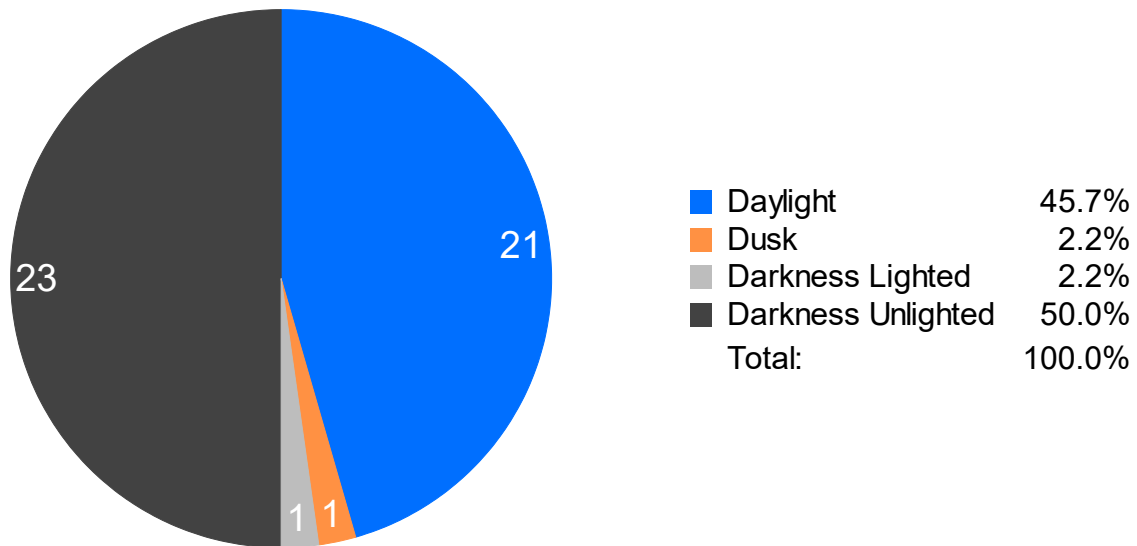
Rural Pedalcyclist Involved Critical Crashes by Lighting



Urban Vulnerable Road User Involved Critical Crashes by Lighting



Rural Vulnerable Road User Involved Critical Crashes by Lighting

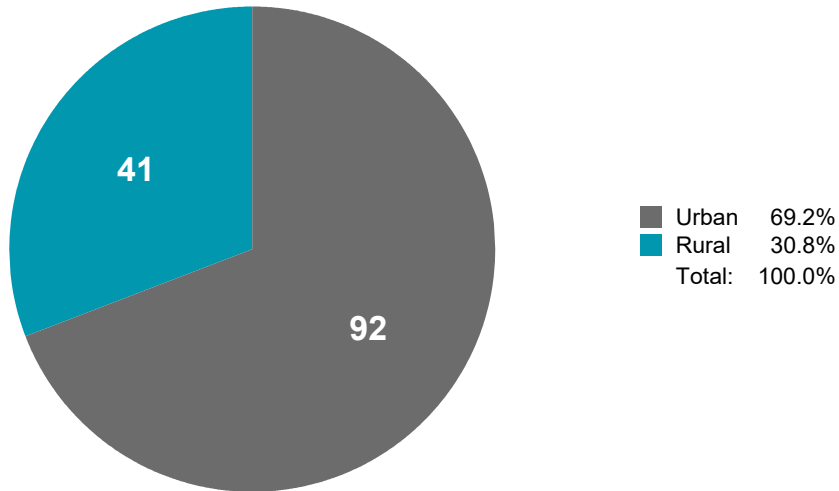


While the majority of vulnerable road user involved critical crashes occur during daylight conditions (56%), a significant number occur in darkness conditions (38.4%) with nearly 27.7% occurring in darkness unlighted conditions.

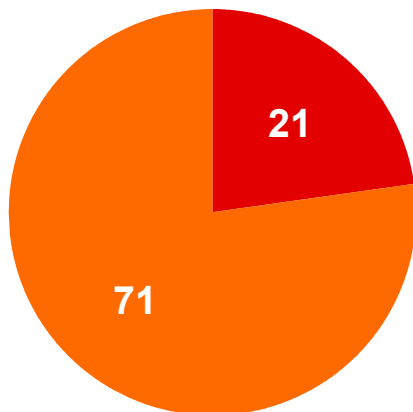
The vast majority of vulnerable road user involved critical crashes that occurred in darkness conditions were pedestrian involved (96.7%), with most occurring in darkness unlighted conditions (68.9%). Approximately 61% of the pedestrian involved critical crashes that occurred in darkness conditions were urban, with 55.6% of these being darkness unlighted conditions. The vast majority of rural pedestrian involved critical crashes occurring in darkness conditions were in darkness unlighted conditions (95.7%).

WHERE CRASHES ARE OCCURRING

Urban vs Rural Pedestrian Involved Critical Crashes

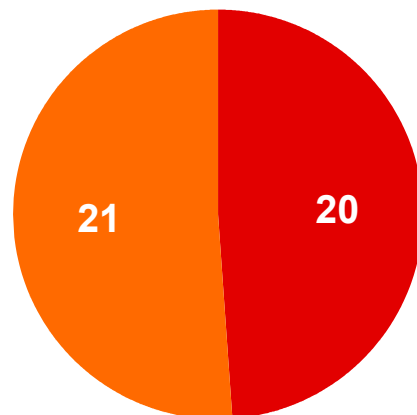


Urban Pedestrian Involved Critical Crashes by Severity



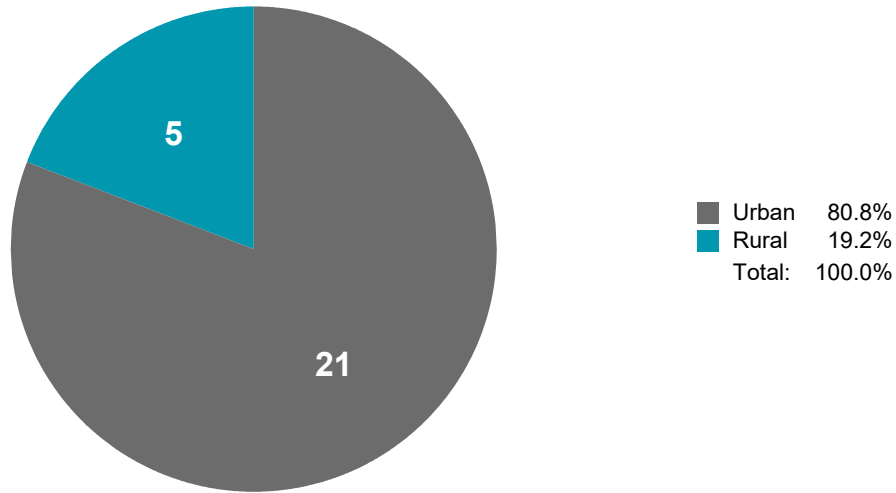
FATAL INJURY	22.8%
SUSPECTED SERIOUS INJURY	77.2%
Total:	100.0%

Rural Pedestrian Involved Critical Crashes by Severity

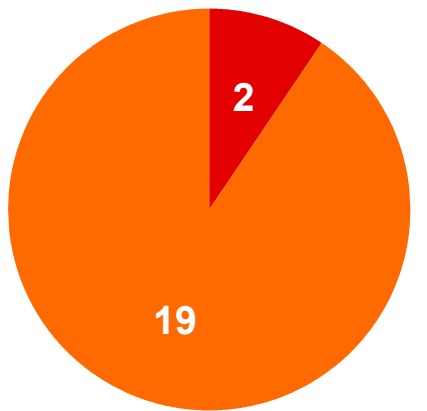


FATAL INJURY	48.8%
SUSPECTED SERIOUS INJURY	51.2%
Total:	100.0%

Urban vs Rural Pedalcyclist Involved Critical Crashes

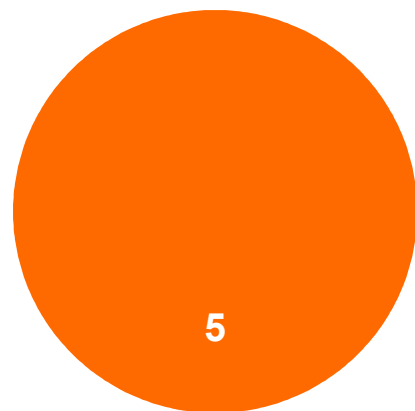


Urban Pedalcyclist Involved Critical Crashes by Severity



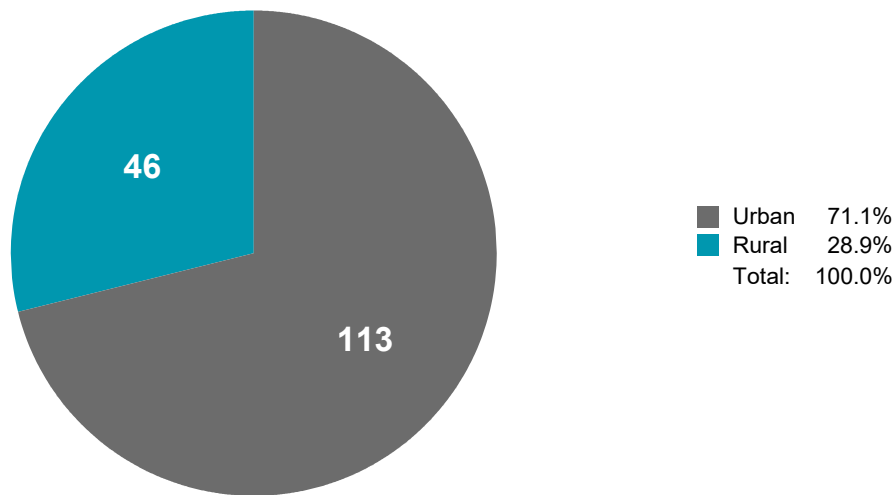
FATAL INJURY 9.5%
SUSPECTED SERIOUS INJURY 90.5%
Total: 100.0%

Rural Pedalcyclist Involved Critical Crashes by Severity

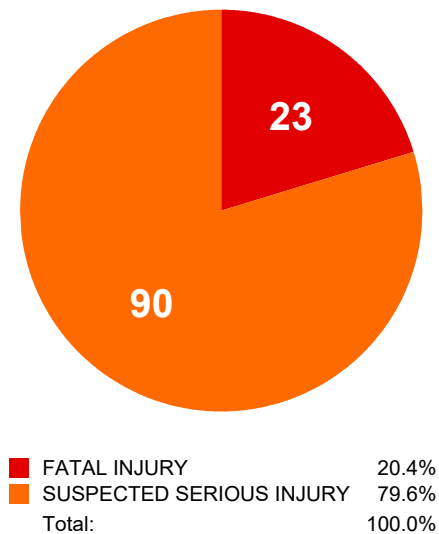


SUSPECTED SERIOUS INJURY 100.0%
Total: 100.0%

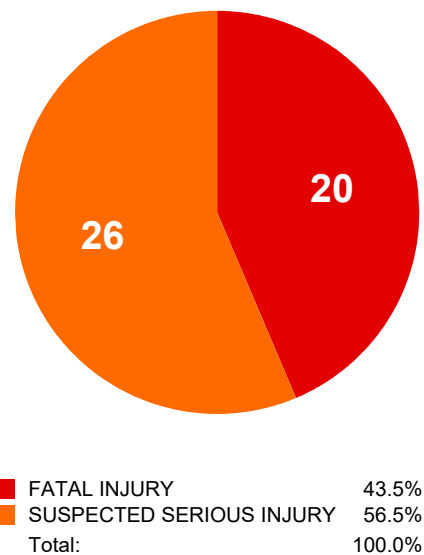
Urban vs Rural Vulnerable Road User Involved Critical Crashes



Urban VRU Involved Critical Crashes by Severity



Rural VRU Involved Critical Crashes by Severity



The majority of vulnerable road user involved critical crashes occurred in an urban environment (71.1%), including 69.2% of pedestrian involved critical crashes and 80.8% of pedalcyclist involved critical crashes.

While the majority of vulnerable road user involved critical crashes occurred in an urban environment, rural vulnerable road user involved critical crashes had a significantly higher crash severity with 43.5% of rural critical crashes resulting in a fatal injury compared to 20.4% of urban vulnerable road user involved critical crashes. All rural vulnerable road user involved fatal injury crashes were pedestrian involved, which accounted for 48.8% of rural pedestrian involved critical crashes.

Pedestrian Involved Critical Crash & Injury Counts by County

COUNTY	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
ALBANY	1	1	4	5	5
BIG HORN	0	0	2	2	2
CAMPBELL	0	0	4	4	4
CARBON	3	3	4	10	7
CONVERSE	2	2	1	1	3
CROOK	0	0	1	1	1
FREMONT	6	6	5	6	11
GOSHEN	0	0	3	3	3
HOT SPRINGS	0	0	2	2	2
JOHNSON	1	1	1	1	2
LARAMIE	10	10	12	16	22
LINCOLN	1	2	3	5	4
NATRONA	5	5	19	19	24
NIobrara	0	0	1	1	1
PARK	1	1	3	4	4
PLATTE	2	2	2	2	4
SHERIDAN	2	2	4	5	6
SUBLETTE	0	0	1	1	1
SWEETWATER	3	3	7	12	10
TETON	1	1	4	5	5
UINTA	3	3	6	10	9
WASHAKIE	0	0	1	1	1
WESTON	0	0	2	2	2
TOTAL	41	42	92	118	133

Pedalcyclist Involved Critical Crash & Injury Counts by County

COUNTY	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
ALBANY	0	0	4	4	4
CAMPBELL	0	0	3	3	3
CONVERSE	0	0	1	1	1
FREMONT	0	0	3	3	3
LARAMIE	1	1	5	7	6
LINCOLN	0	0	2	3	2
NATRONA	0	0	1	1	1
PARK	0	0	1	1	1
SHERIDAN	0	0	1	1	1
SWEETWATER	1	1	0	0	1
TETON	0	0	3	3	3
TOTAL	2	2	24	27	26

Vulnerable Road User Involved Critical Crash & Injury Counts by County

COUNTY	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
ALBANY	1	1	8	9	9
BIG HORN	0	0	2	2	2
CAMPBELL	0	0	7	7	7
CARBON	3	3	4	10	7
CONVERSE	2	2	2	2	4
CROOK	0	0	1	1	1
FREMONT	6	6	8	9	14
GOSHEN	0	0	3	3	3
HOT SPRINGS	0	0	2	2	2
JOHNSON	1	1	1	1	2
LARAMIE	11	11	17	23	28
LINCOLN	1	2	5	8	6
NATRONA	5	5	20	20	25
NIOBRARA	0	0	1	1	1
PARK	1	1	4	5	5
PLATTE	2	2	2	2	4
SHERIDAN	2	2	5	6	7
SUBLETTE	0	0	1	1	1
SWEETWATER	4	4	7	12	11
TETON	1	1	7	8	8
UINTA	3	3	6	10	9
WASHAKIE	0	0	1	1	1
WESTON	0	0	2	2	2
TOTAL	43	44	116	145	159

Wyoming counties by population from largest to smallest:

(1) Laramie, (2) Natrona, (3) Campbell, (4) Sweetwater, (5) Fremont, (6) Albany, (7) Sheridan, (8) Park, (9) Teton, (10) Uinta, (11) Lincoln, (12) Carbon, (13) Converse, (14) Goshen, (15) Big Horn, (16) Sublette, (17) Platte, (18) Johnson, (19) Washakie, (20) Crook, (21) Weston, (22) Hot Springs, (23) Niobrara.

Tourism "hot spots" likely contribute to vulnerable road user involved critical crashes.

Pedestrian Involved Critical Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
BAGGS	1	1	0	0	1
BUFFALO	1	1	1	1	2
CASPER	4	4	19	19	23
CHEYENNE	8	8	10	14	18
CODY	0	0	2	3	2
DOUGLAS	0	0	1	1	1
EVANSTON	1	1	4	6	5
GILLETTE	0	0	4	4	4
GREEN RIVER	0	0	1	1	1
GREYBULL	0	0	1	1	1
JACKSON	0	0	2	3	2
KEMMERER	0	0	3	5	3
LARAMIE	1	1	3	3	4
LUSK	0	0	1	1	1
NEWCASTLE	0	0	1	1	1
POWELL	1	1	1	1	2
RIVERTON	0	0	4	5	4
ROCK SPRINGS	0	0	2	2	2
SARATOGA	0	0	1	3	1
SHERIDAN	2	2	4	5	6
SINCLAIR	1	1	0	0	1
THAYNE	1	2	0	0	1
THERMOPOLIS	0	0	1	1	1
TORRINGTON	0	0	2	2	2
UPTON	0	0	1	1	1
WHEATLAND	0	0	1	1	1
WORLAND	0	0	1	1	1
TOTAL	21	22	71	85	92

Pedalcyclist Involved Critical Crash & Injury Counts by City / Town

CITY / TOWN	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
AFTON	0	0	2	3	2
CHEYENNE	1	1	5	7	6
CODY	0	0	1	1	1
DOUGLAS	0	0	1	1	1
GILLETTE	0	0	3	3	3
JACKSON	0	0	1	1	1
LANDER	0	0	1	1	1
LARAMIE	0	0	4	4	4
ROCK SPRINGS	1	1	0	0	1
SHERIDAN	0	0	1	1	1
TOTAL	2	2	19	22	21

Vulnerable Road User Involved Critical Crash & Injury Counts by City / Town

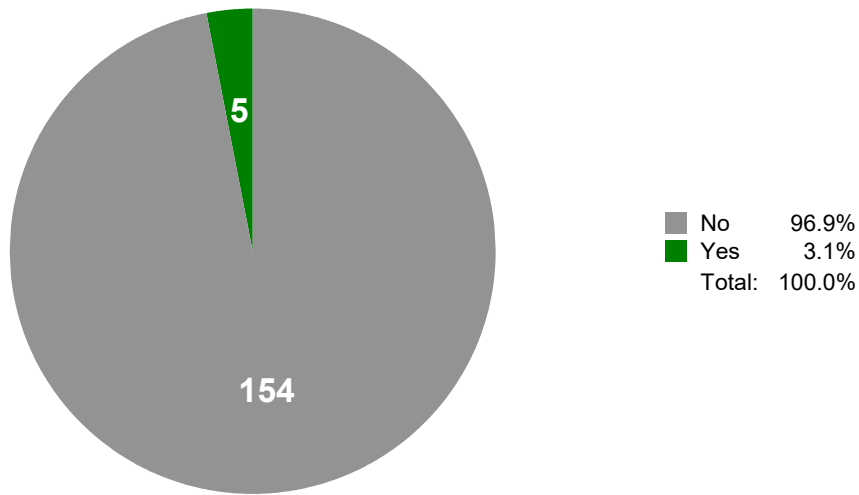
CITY / TOWN	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
AFTON	0	0	2	3	2
BAGGS	1	1	0	0	1
BUFFALO	1	1	1	1	2
CASPER	4	4	19	19	23
CHEYENNE	9	9	15	21	24
CODY	0	0	3	4	3
DOUGLAS	0	0	2	2	2
EVANSTON	1	1	4	6	5
GILLETTE	0	0	7	7	7
GREEN RIVER	0	0	1	1	1
GREYBULL	0	0	1	1	1
JACKSON	0	0	3	4	3
KEMMERER	0	0	3	5	3
LANDER	0	0	1	1	1
LARAMIE	1	1	7	7	8
LUSK	0	0	1	1	1
NEWCASTLE	0	0	1	1	1
POWELL	1	1	1	1	2
RIVERTON	0	0	4	5	4
ROCK SPRINGS	1	1	2	2	3
SARATOGA	0	0	1	3	1
SHERIDAN	2	2	5	6	7
SINCLAIR	1	1	0	0	1
THAYNE	1	2	0	0	1
THERMOPOLIS	0	0	1	1	1
TORRINGTON	0	0	2	2	2
UPTON	0	0	1	1	1
WHEATLAND	0	0	1	1	1
WORLAND	0	0	1	1	1
TOTAL	23	24	90	107	113

The top ten Wyoming cities / towns by population from largest to smallest:

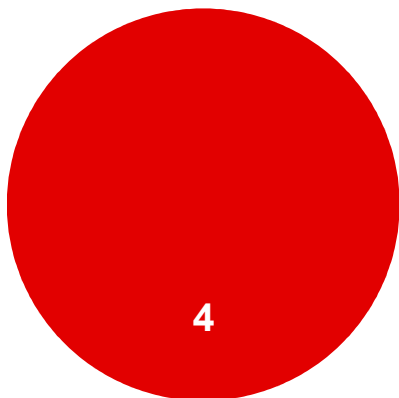
(1) Cheyenne, (2) Casper, (3) Gillette, (4) Laramie, (5) Rock Springs, (6) Sheridan, (7) Green River, (8) Evanston, (9) Jackson, (10) Riverton.

Tourism "hot spots" likely contribute to vulnerable road user involved critical crashes.

Wind River Indian Reservation Vulnerable Road User Involved Critical Crashes

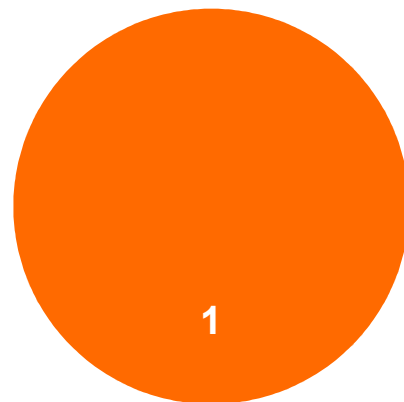


WRIR Pedestrian Involved Critical Crashes by Severity



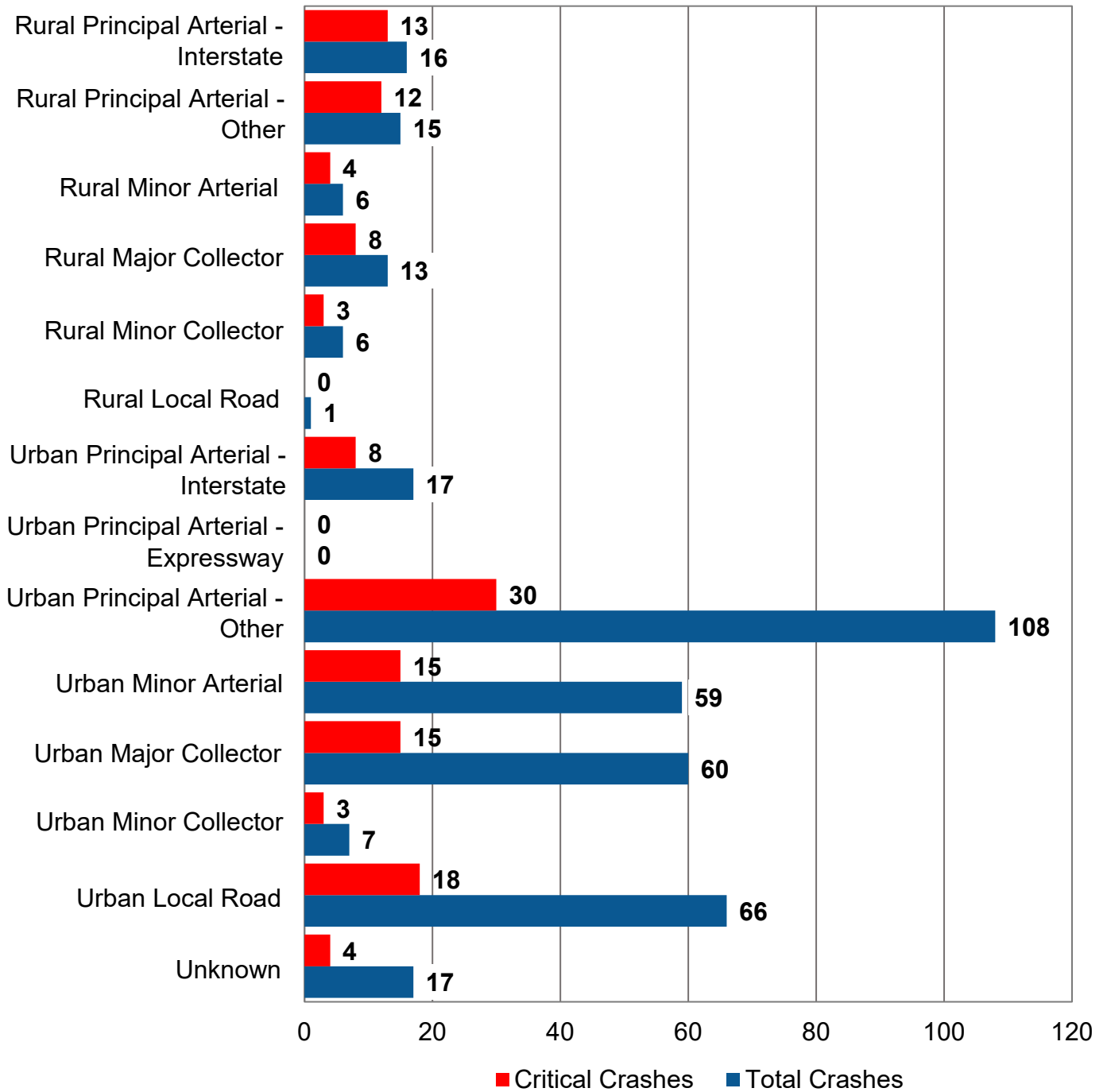
FATAL INJURY 100.0%
Total: 100.0%

WRIR Pedalcyclist Involved Critical Crashes by Severity

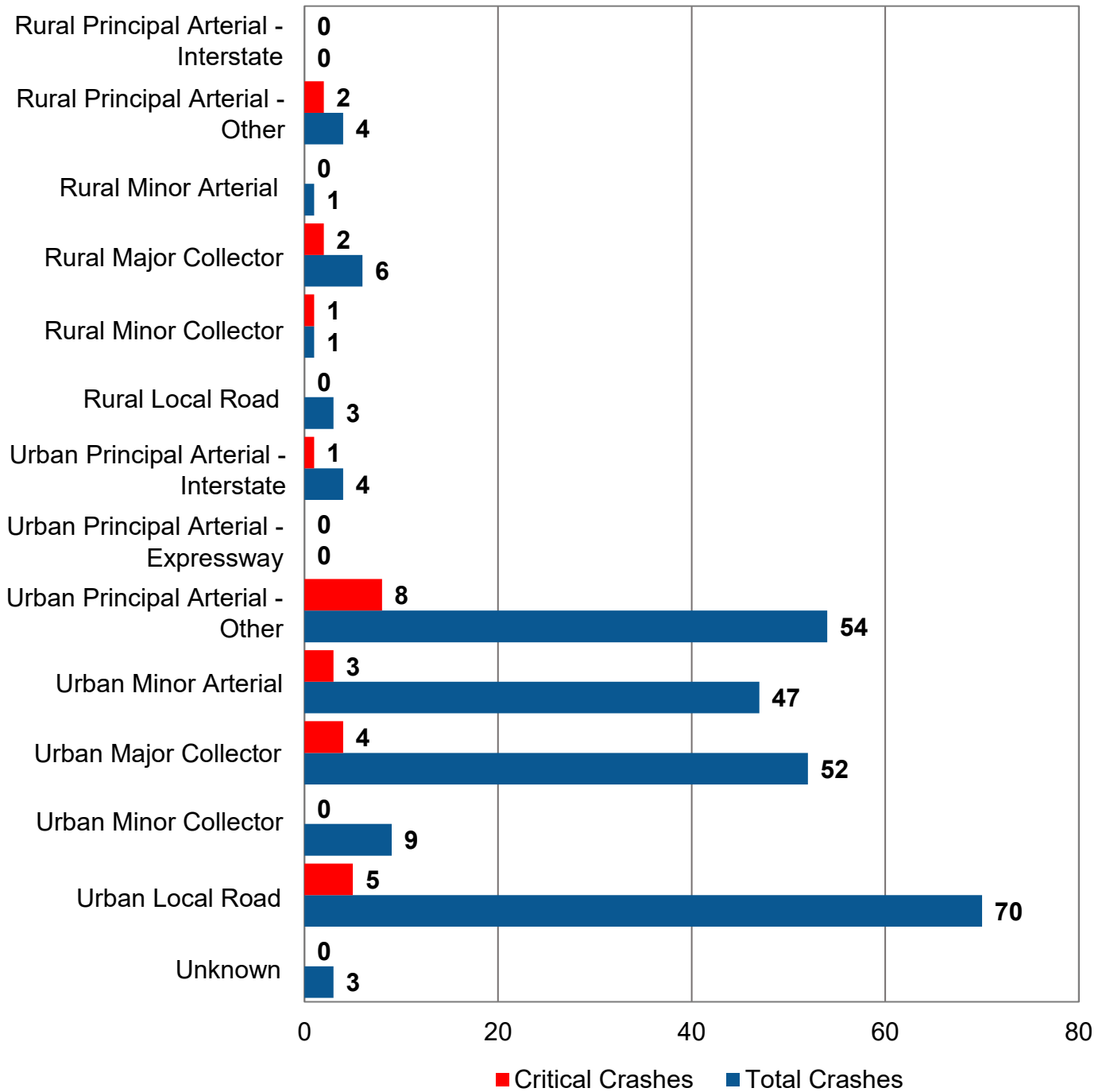


SUSPECTED SERIOUS INJURY 100.0%
Total: 100.0%

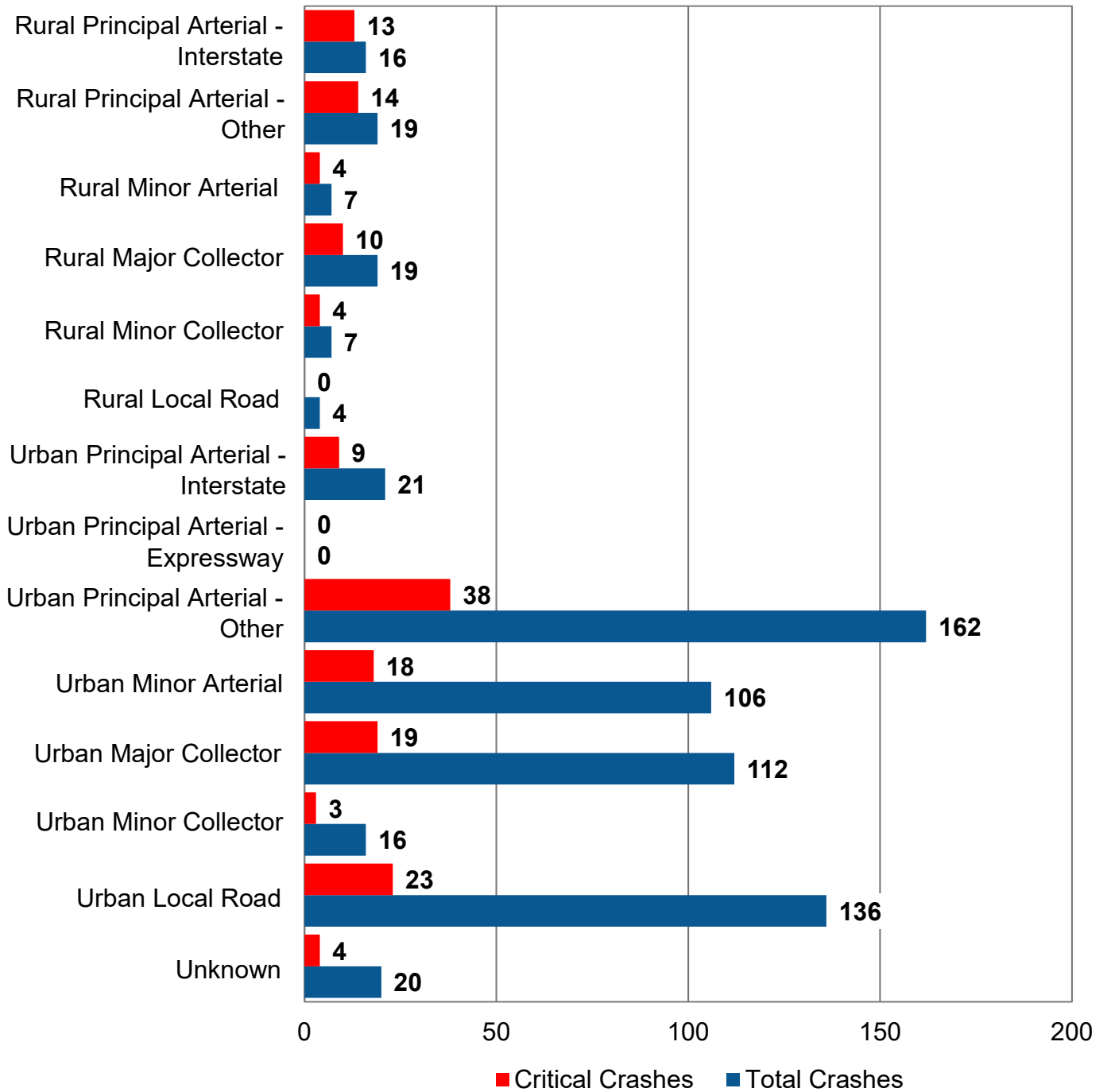
Pedestrian Involved Crashes by Roadway Type 2018-2022



Pedalcyclist Involved Crashes by Roadway Type 2018-2022



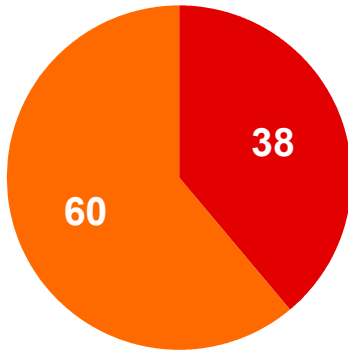
Vulnerable Road User Involved Crashes by Roadway Type 2018-2022



Pedestrian Involved Critical Crashes by Intersection Type and Location

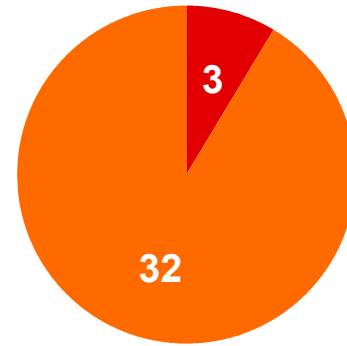
Intersection Type	Location		
	Urban	Rural	Total
T Intersection	7	0	7
Four (4)-Way Intersection	28	0	28
Not an Intersection	57	41	98
Total	92	41	133

Non-Intersection Pedestrian Involved Critical Crashes by Severity



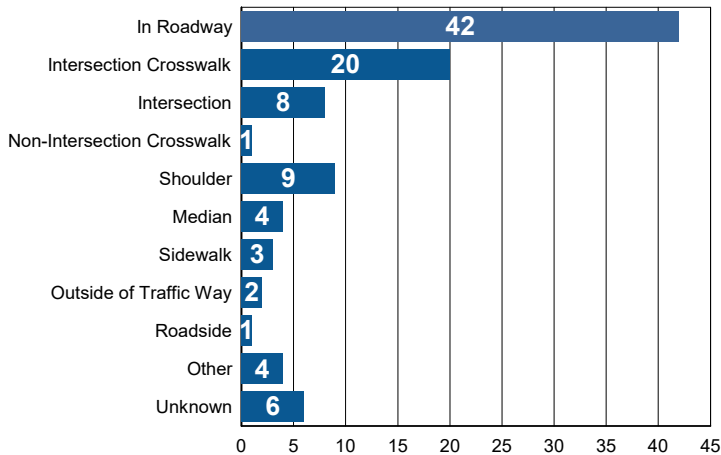
■ FATAL INJURY 38.8%
■ SUSPECTED SERIOUS INJURY 61.2%
 Total: 100.0%

Intersection Pedestrian Involved Critical Crashes by Severity

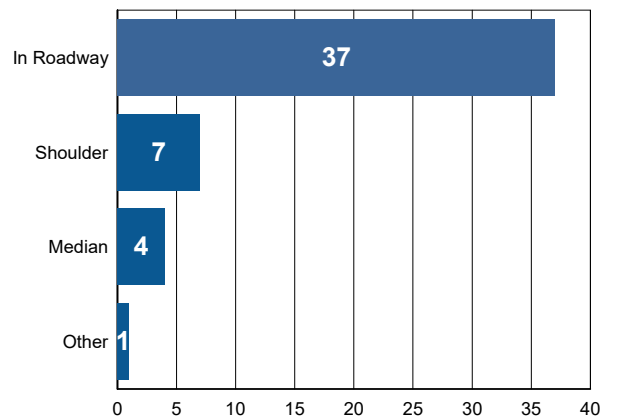


■ FATAL INJURY 8.6%
■ SUSPECTED SERIOUS INJURY 91.4%
 Total: 100.0%

Pedestrians Involved in Urban Critical Crashes by Location at Time of Crash



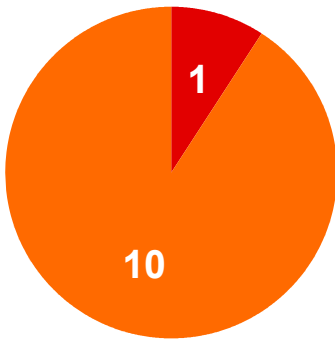
Pedestrians Involved in Rural Critical Crashes by Location at Time of Crash



Pedalcyclist Involved Critical Crashes by Intersection Type and Location

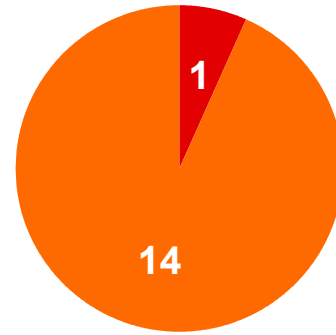
Intersection Type	Location		
	Urban	Rural	Total
T Intersection	5	0	5
Four (4)-Way Intersection	10	0	10
Not an Intersection	6	5	11
Total	21	5	26

Non-Intersection Pedalcyclist Involved Critical Crashes by Severity



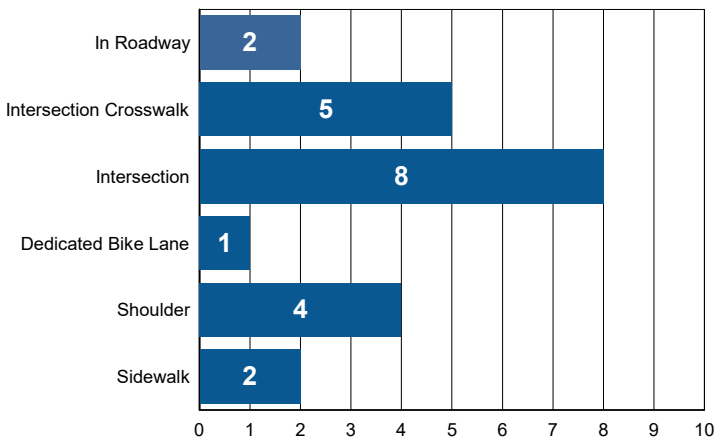
■ FATAL INJURY 9.1%
■ SUSPECTED SERIOUS INJURY 90.9%
 Total: 100.0%

Intersection Pedalcyclist Involved Critical Crashes by Severity

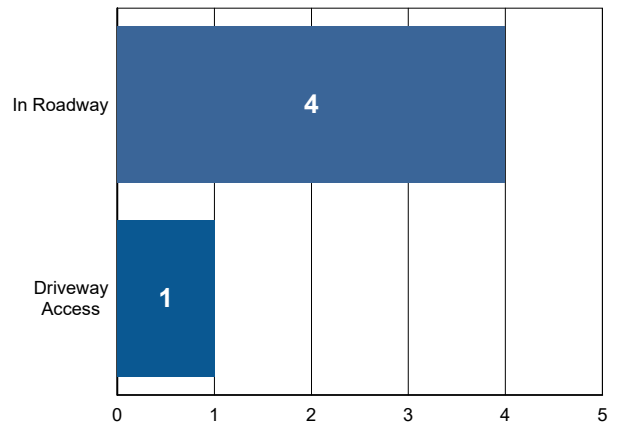


■ FATAL INJURY 6.7%
■ SUSPECTED SERIOUS INJURY 93.3%
 Total: 100.0%

Pedalcyclist Involved in Urban Critical Crashes by Location at Time of Crash



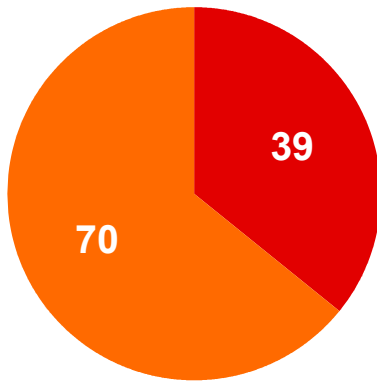
Pedalcyclist Involved in Rural Critical Crashes by Location at Time of Crash



Vulnerable Road User Involved Critical Crashes by Intersection Type and Location

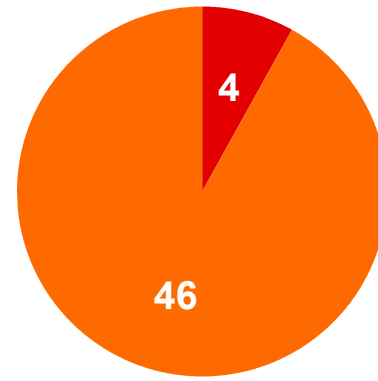
Intersection Type	Location		
	Urban	Rural	Total
T Intersection	12	0	12
Four (4)-Way Intersection	38	0	38
Not an Intersection	63	46	109
Total	113	46	159

Non-Intersection VRU Involved Critical Crashes by Severity



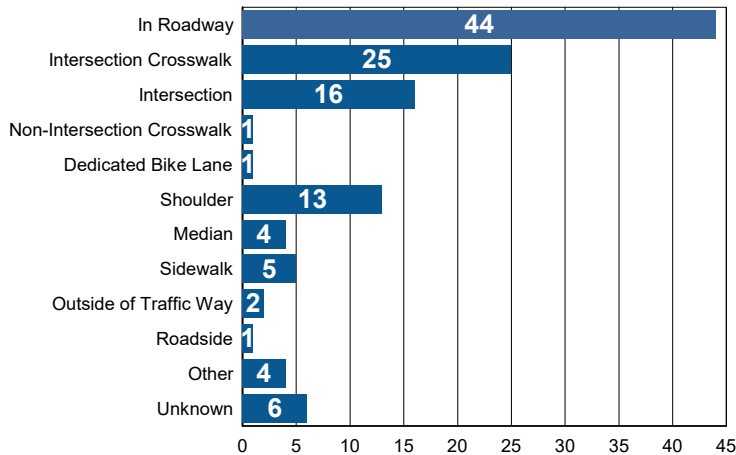
■ FATAL INJURY 35.8%
■ SUSPECTED SERIOUS INJURY 64.2%
 Total: 100.0%

Intersection VRU Involved Critical Crashes by Severity

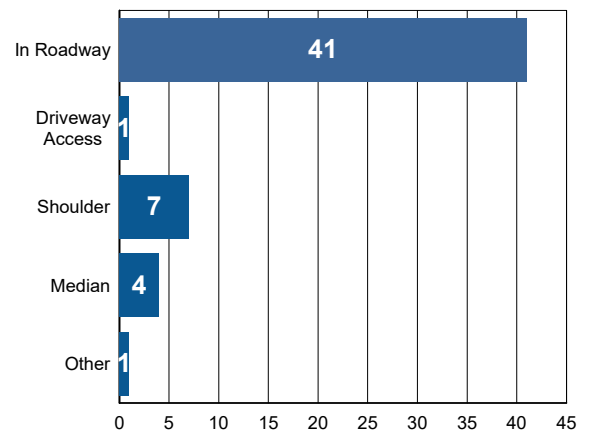


■ FATAL INJURY 8.0%
■ SUSPECTED SERIOUS INJURY 92.0%
 Total: 100.0%

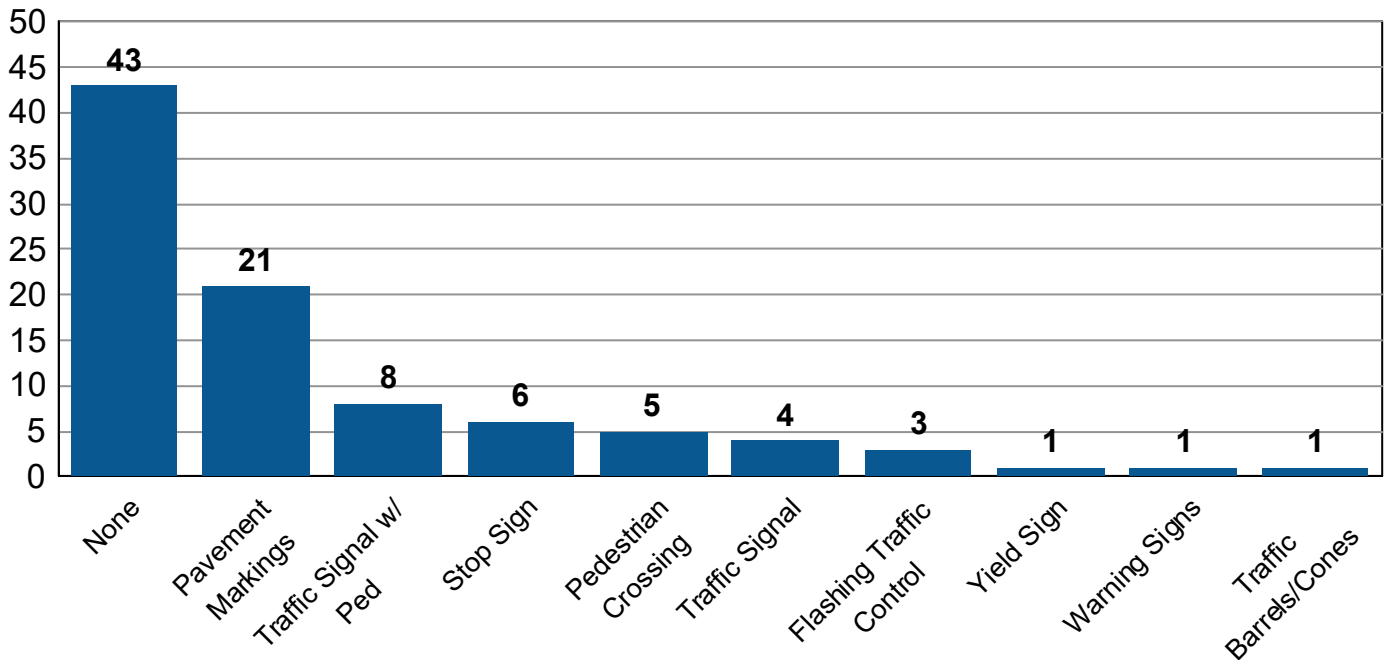
VRU Involved in Urban Critical Crashes by Location at Time of Crash



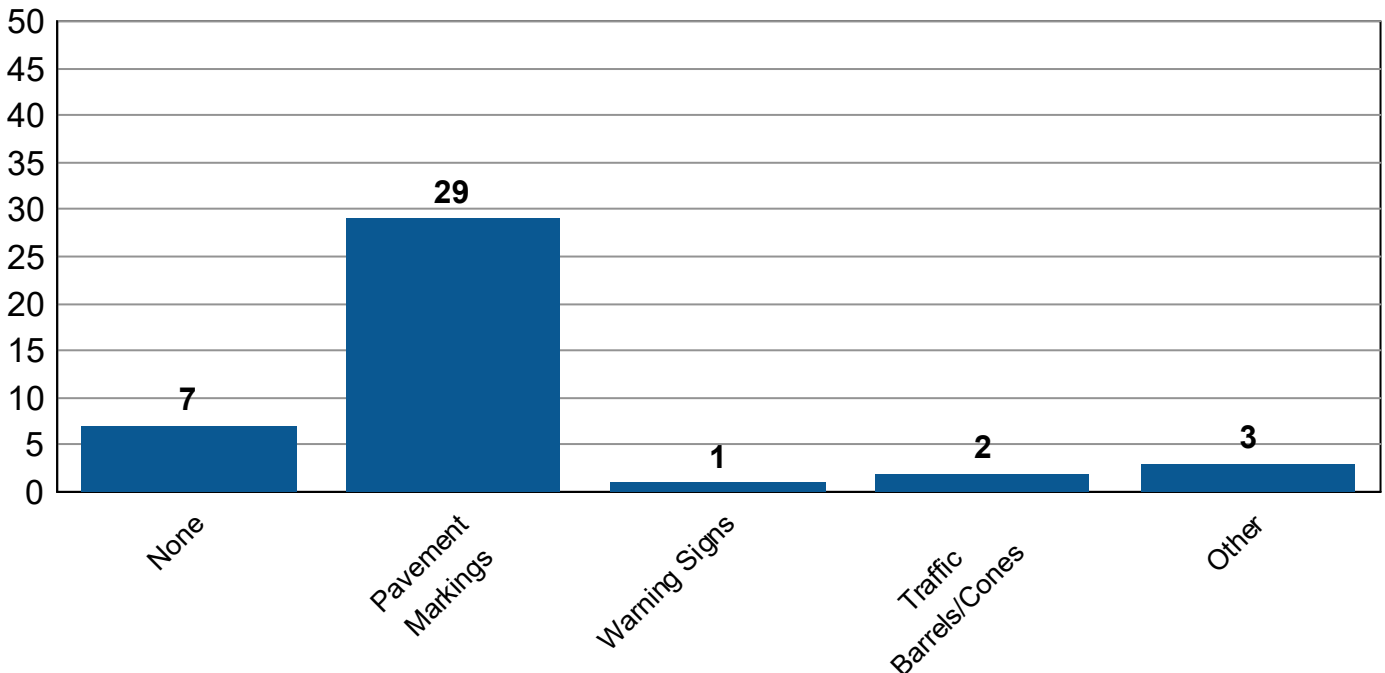
VRU Involved in Rural Critical Crashes by Location at Time of Crash



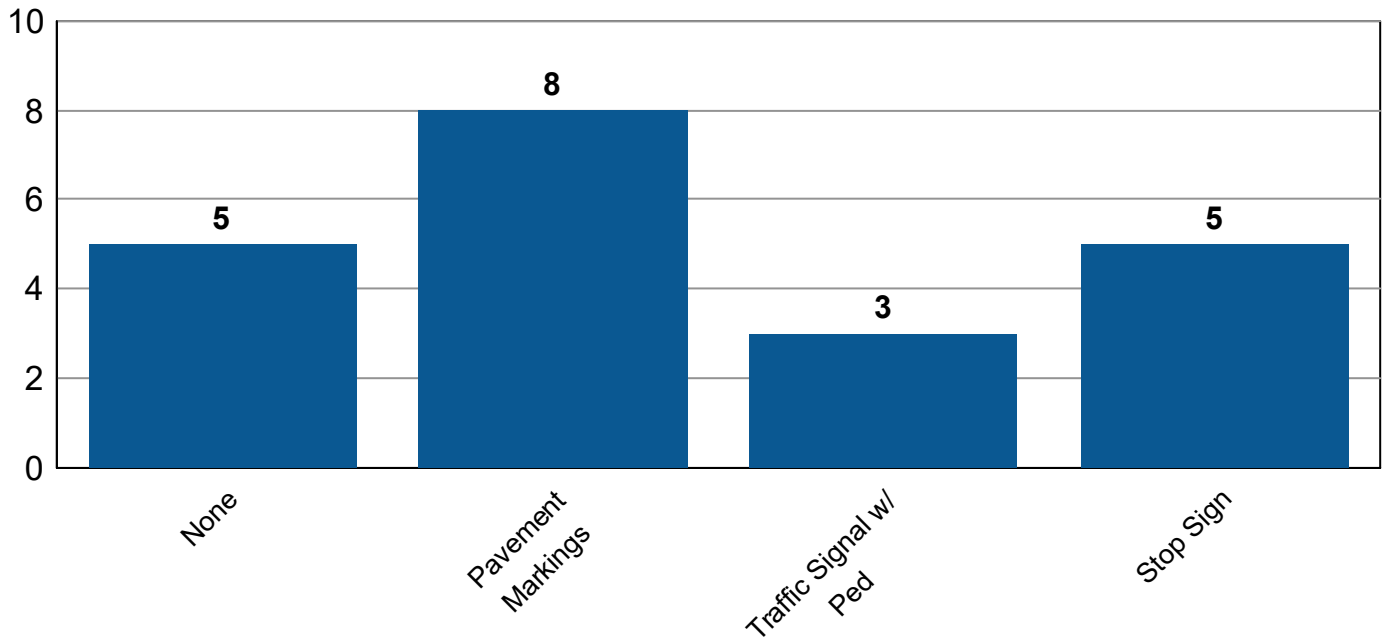
Traffic Control Type for Vehicles Making Contact with Pedestrian in Urban Critical Crashes



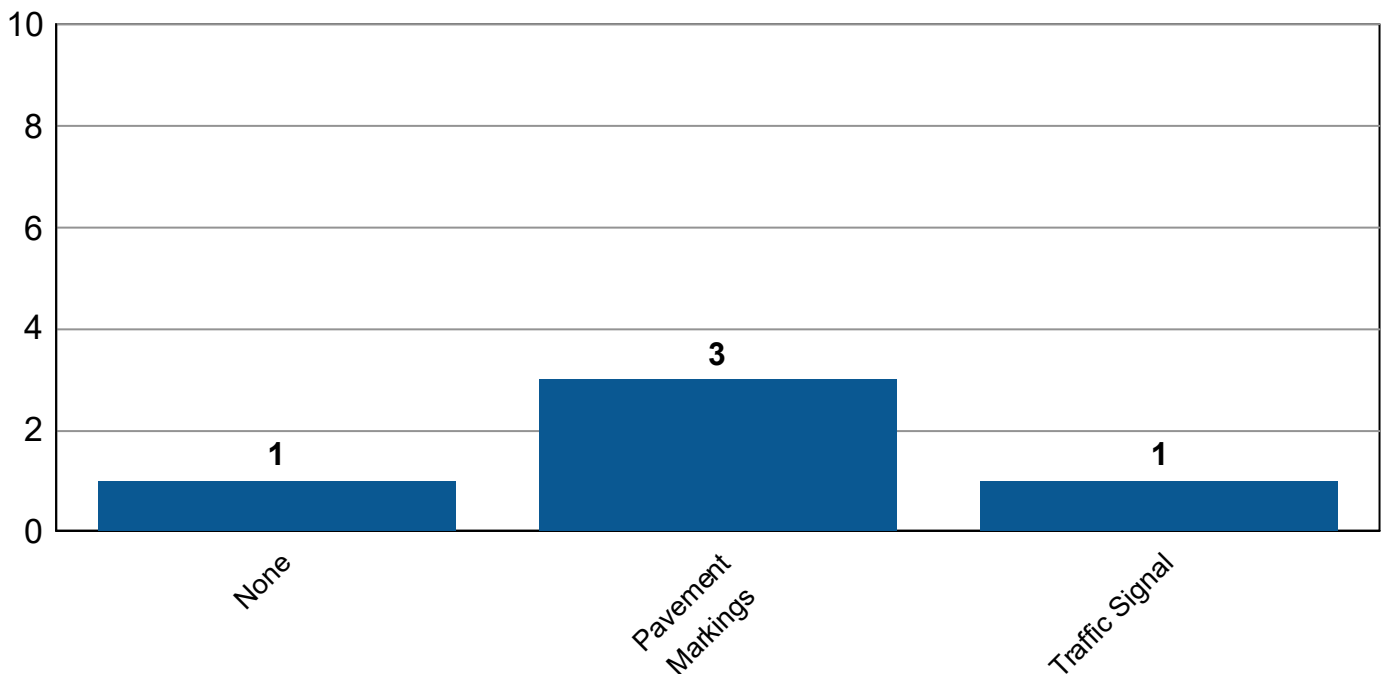
Traffic Control Type for Vehicles Making Contact with Pedestrian in Rural Critical Crashes



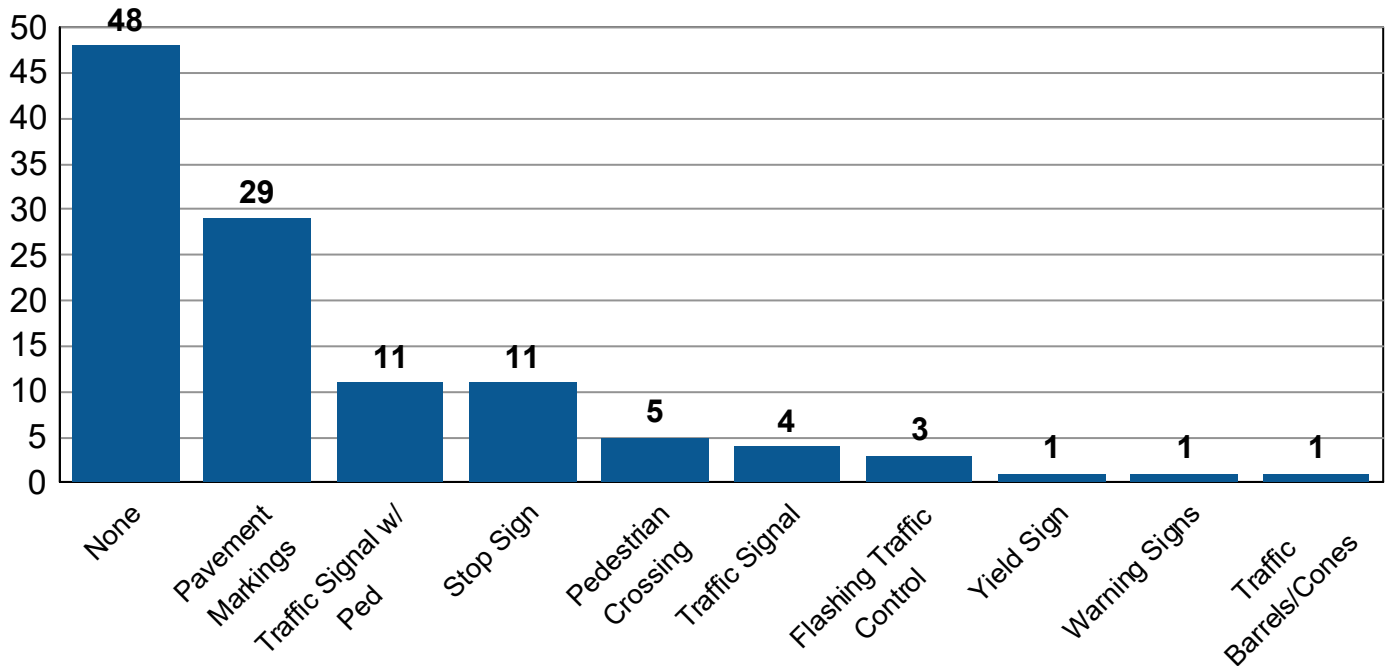
Traffic Control Type for Vehicles Making Contact with Pedalcyclist in Urban Critical Crashes



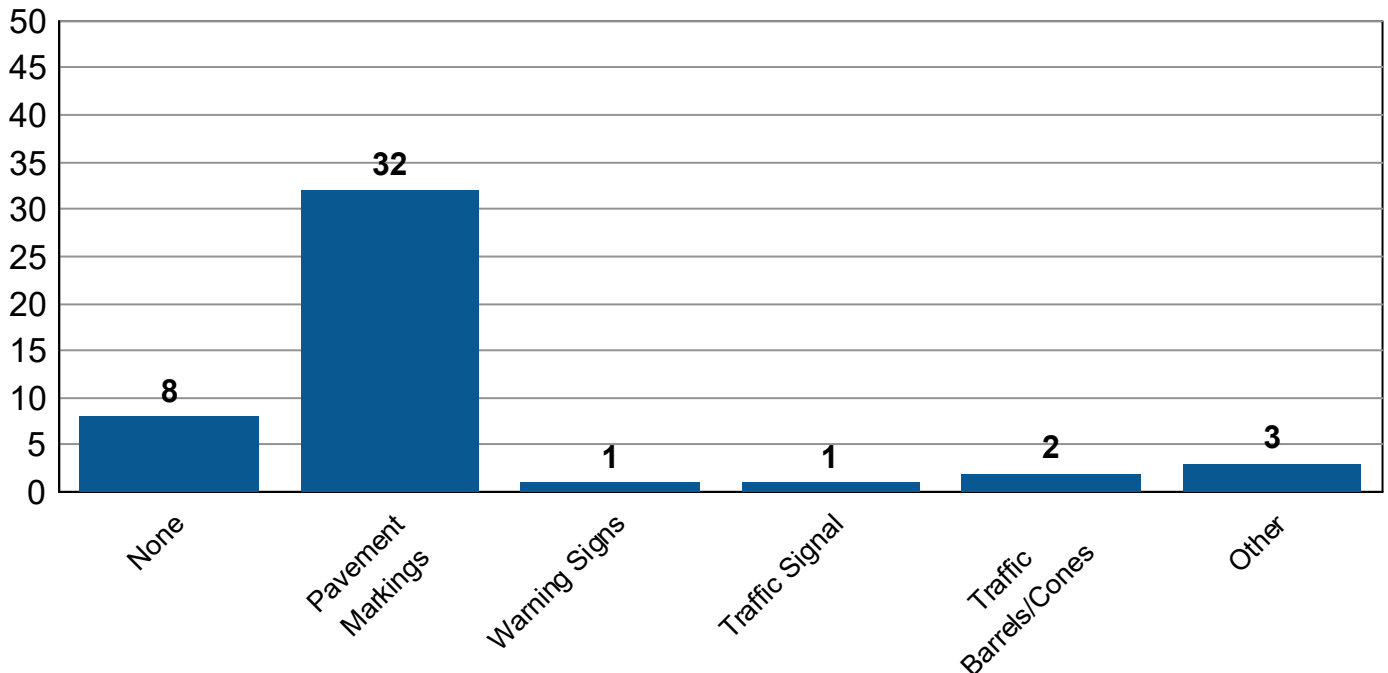
Traffic Control Type for Vehicles Making Contact with Pedalcyclist in Rural Critical Crashes



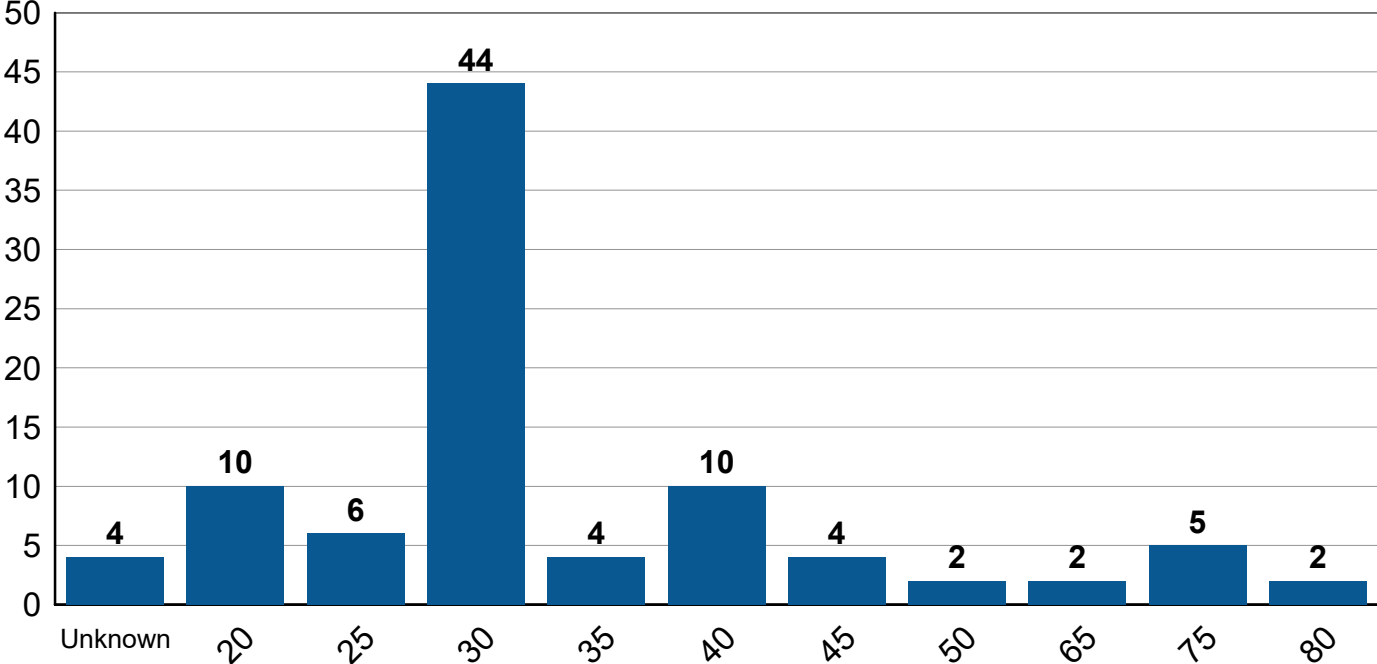
Traffic Control Type for Vehicles Making Contact with VRU in Urban Critical Crashes



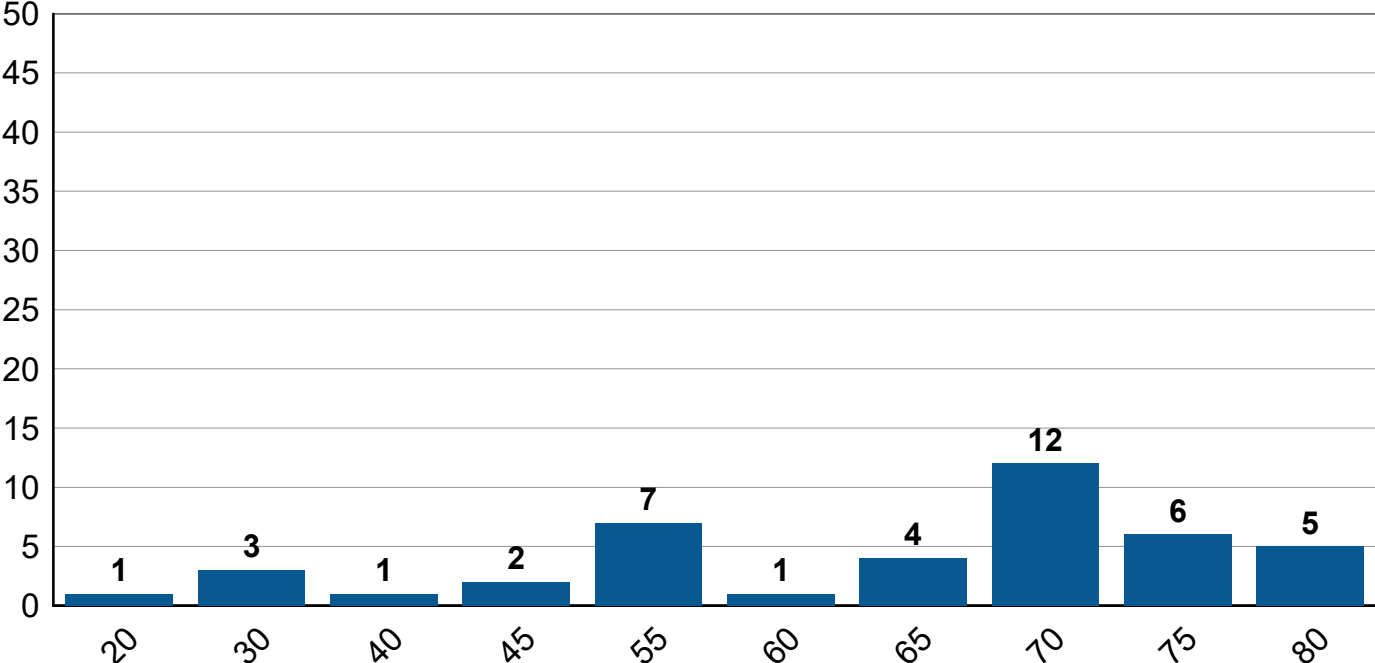
Traffic Control Type for Vehicles Making Contact with VRU in Rural Critical Crashes



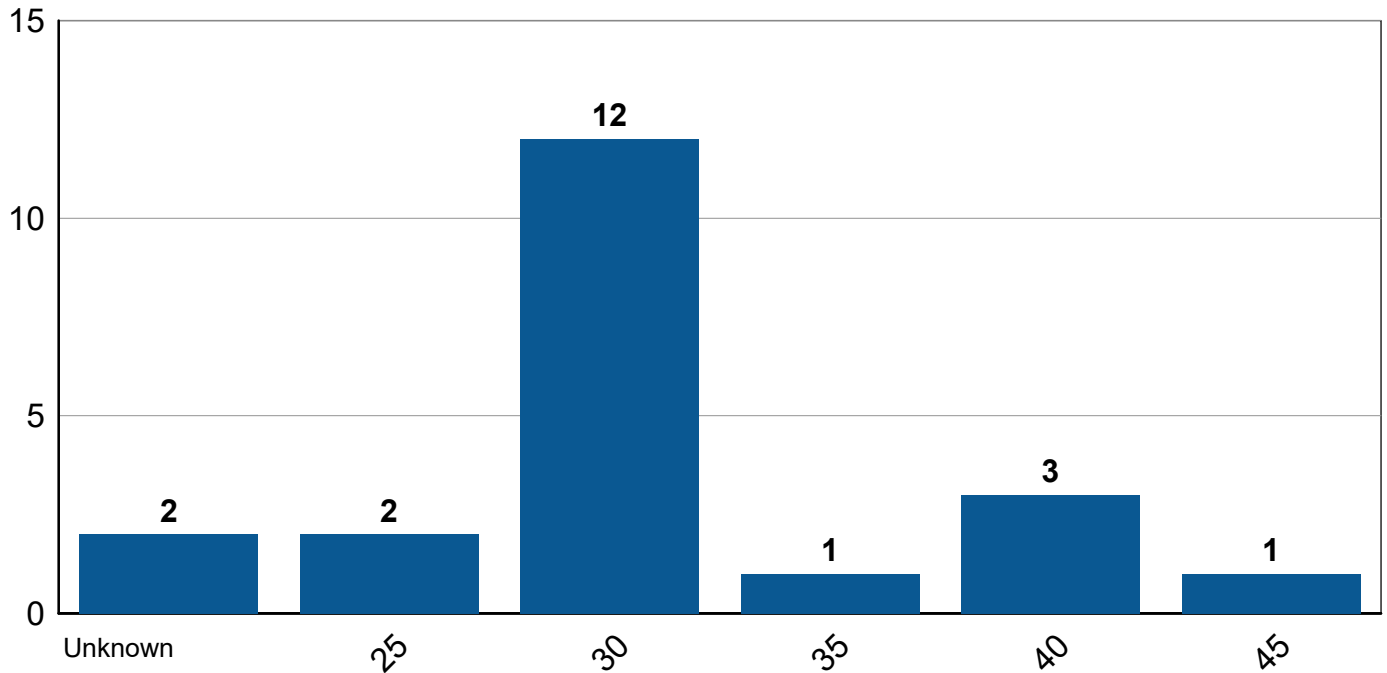
Posted Speed Limit for Vehicles Making Contact with Pedestrian in Urban Critical Crashes



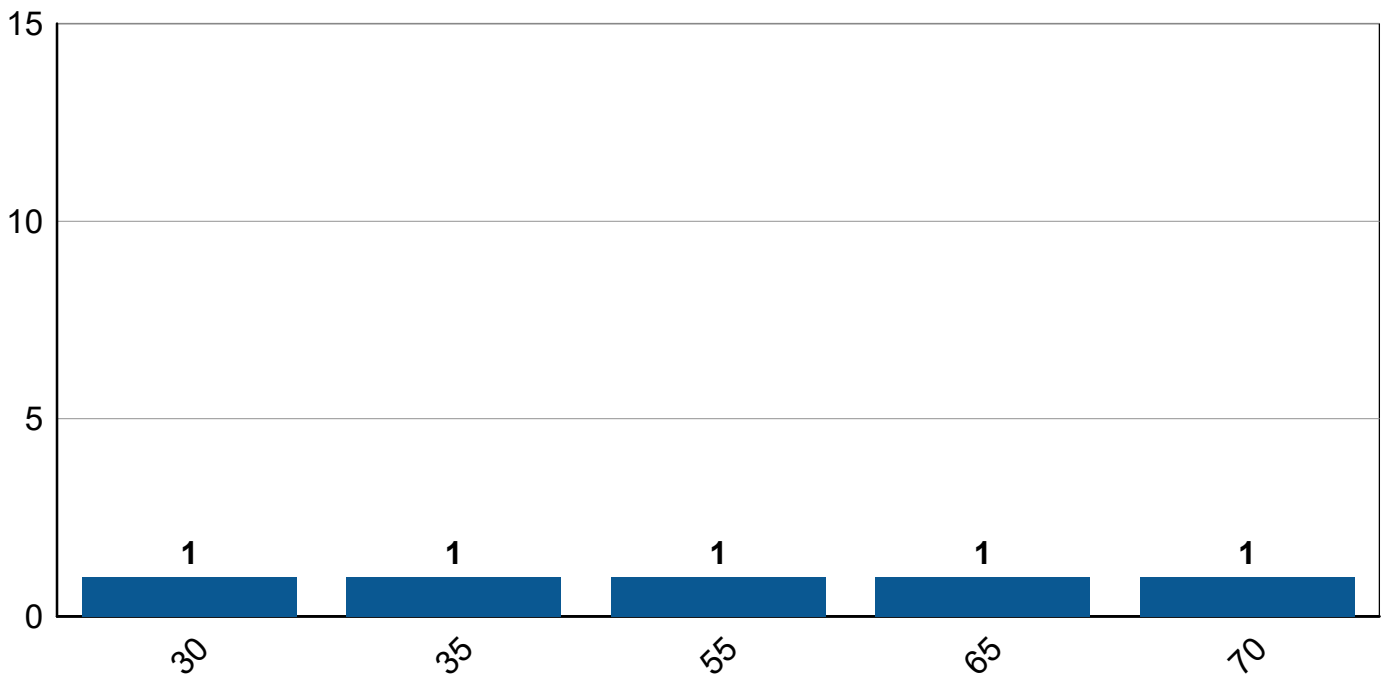
Posted Speed Limit for Vehicles Making Contact with Pedestrian in Rural Critical Crashes



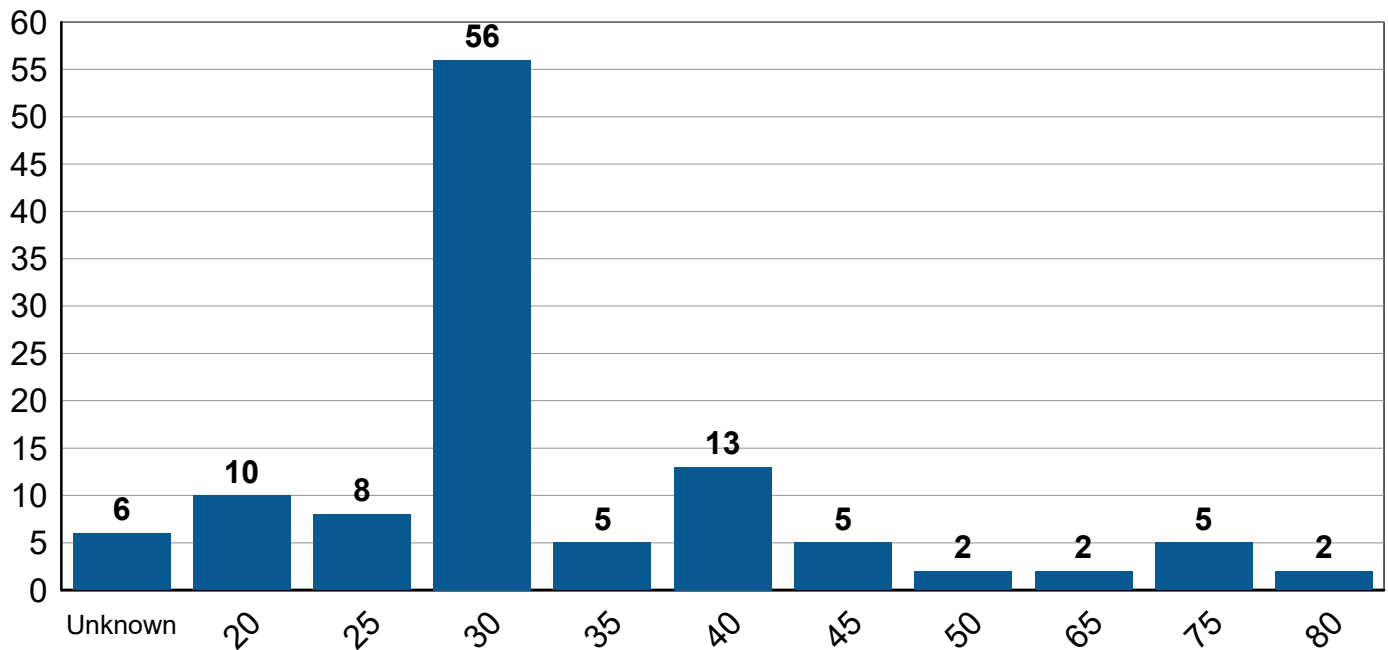
Posted Speed Limit for Vehicles Making Contact with Pedalcyclist in Urban Critical Crashes



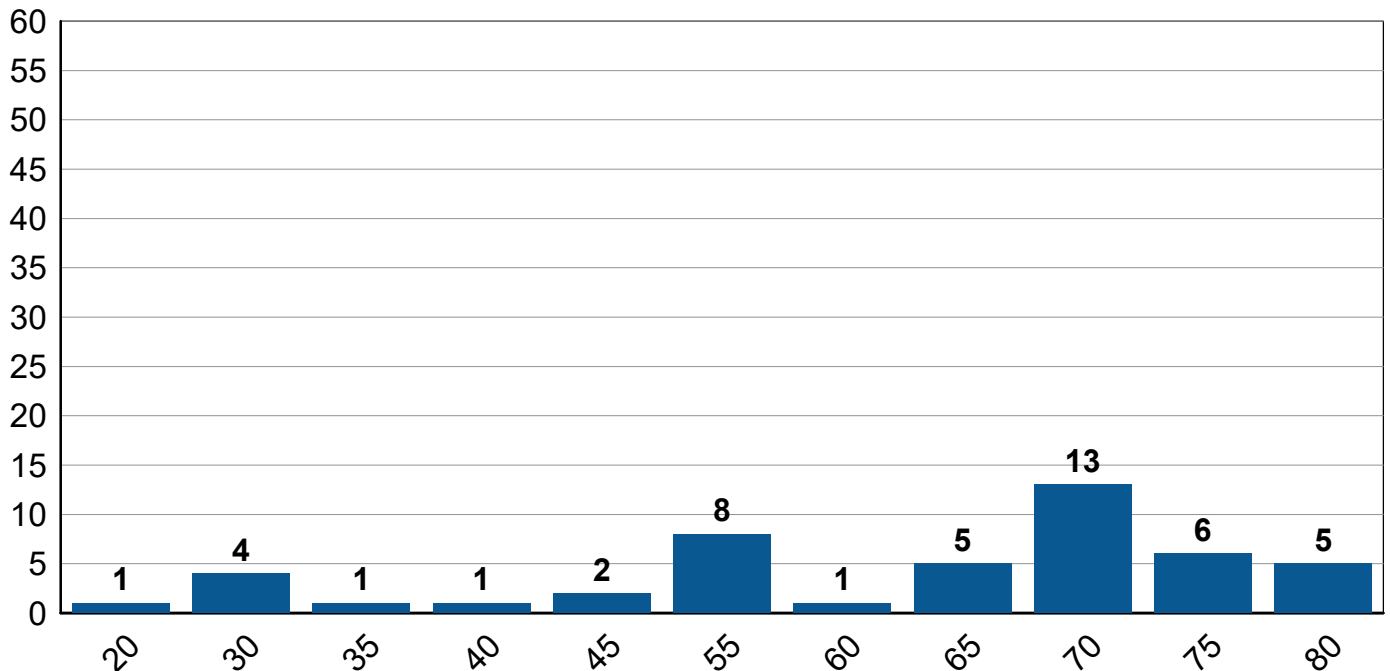
Posted Speed Limit for Vehicles Making Contact with Pedalcyclist in Rural Critical Crashes



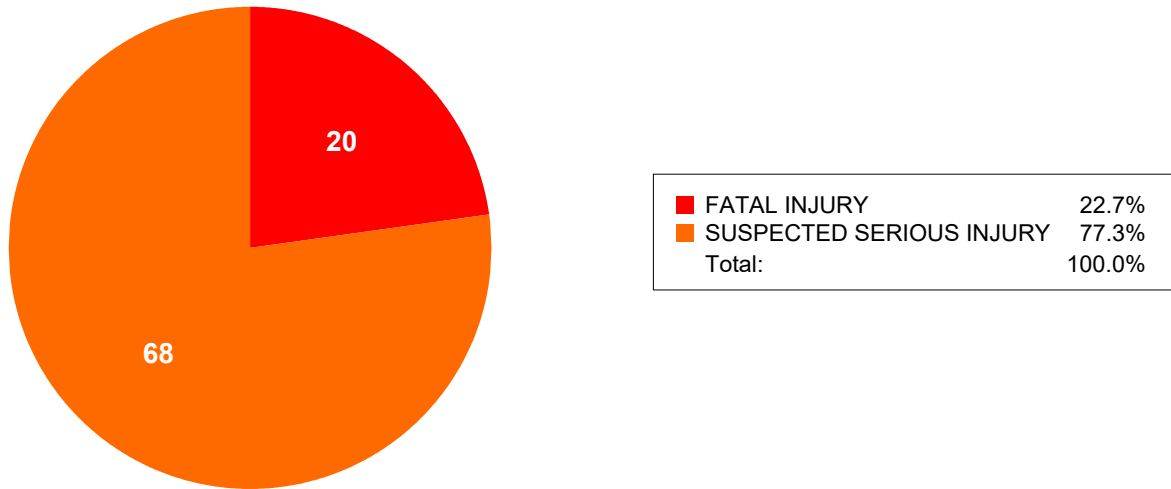
Posted Speed Limit for Vehicles Making Contact with VRU in Urban Critical Crashes



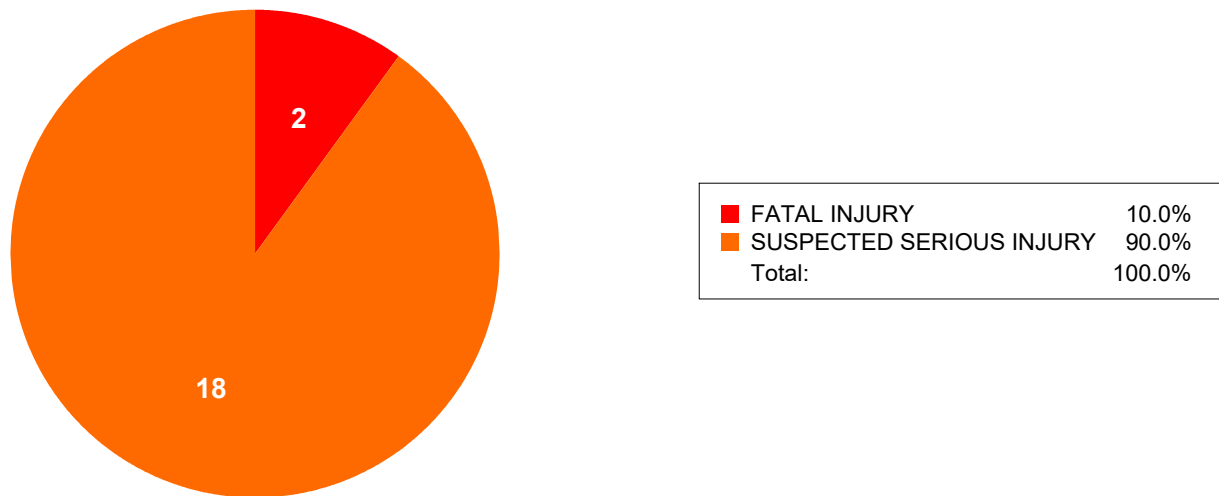
Posted Speed Limit for Vehicles Making Contact with VRU in Rural Critical Crashes



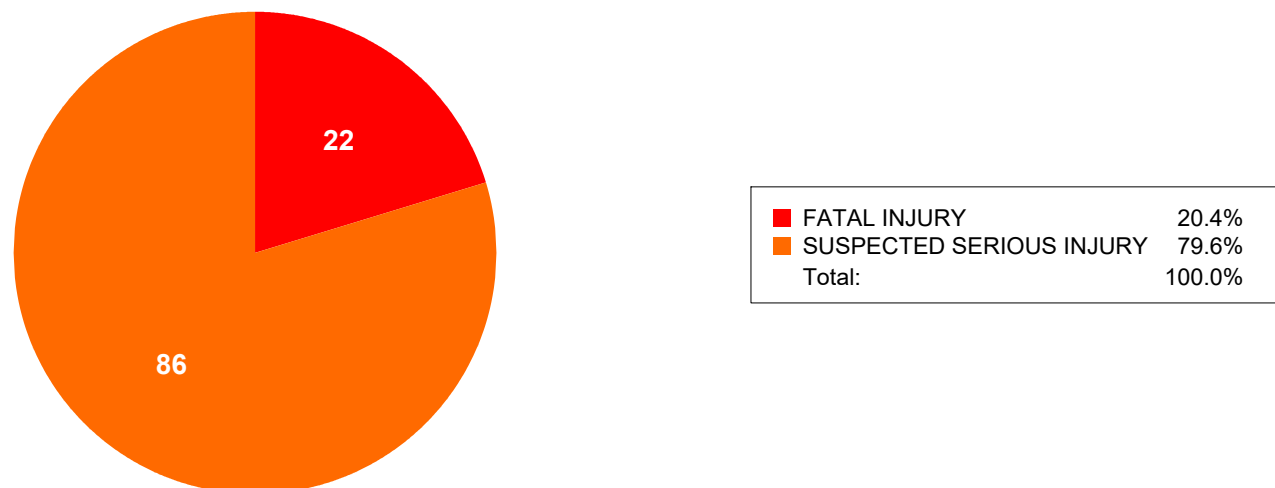
Pedestrian Critical Crashes Located Near a Public School



Pedalcyclist Critical Crashes Located Near a Public School



Vulnerable Road User Critical Crashes Located Near a Public School



Crashes located near a public school include crashes within a half mile of an elementary school and/or within two miles of a middle school or high school. In smaller urban areas, this may encompass the majority of the urban area.

POTENTIAL CONTRIBUTING FACTORS



ENVIRONMENT

Vulnerable Road User Critical Crashes by Weather Condition and Crash Severity

Weather Condition	Fatal Crashes		Serious Injury Crashes		Total	
	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Clear	38	0	102	1	140	1
Raining	0	0	2	0	2	0
Snowing	2	1	6	0	8	1
Blizzard	0	0	0	1	0	1
Blowing Snow	1	2	1	1	2	3
Cloudy, Overcast	2	0	4	1	6	1
Other	0	0	1	0	1	0

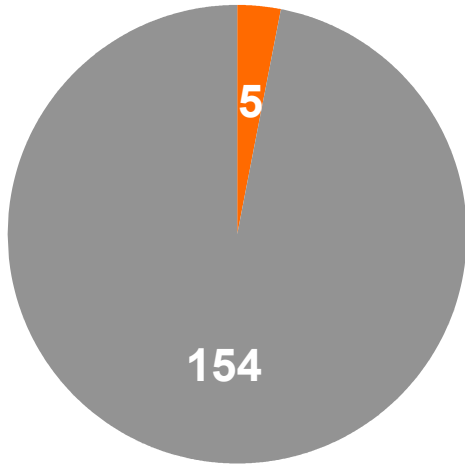
Each crash may have up to two weather conditions listed.

Vulnerable Road User Critical Crashes by Road Condition and Crash Severity

Road Conditions	Fatal Crashes		Serious Injury Crashes		Total	
	1st Condition	2nd Condition	1st Condition	2nd Condition	1st Condition	2nd Condition
Dry	36	0	100	0	136	0
Wet	2	0	2	0	4	0
Ice/Frost	2	1	12	2	14	3
Snow	2	3	2	7	4	10
Mud/Dirt/Gravel	0	0	0	1	0	1
Sand on Dry Pavement	1	0	0	1	1	1

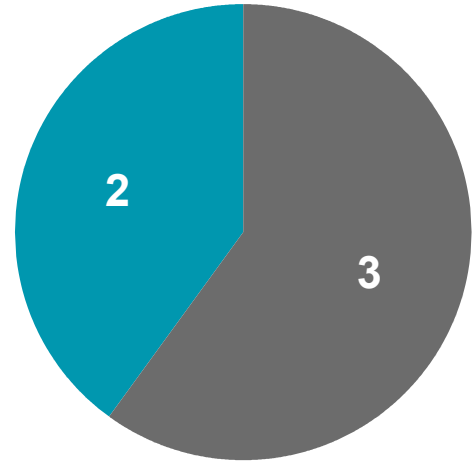
Each crash may have up to two road conditions listed.

VRU Involved Work Zone Related Critical Crashes



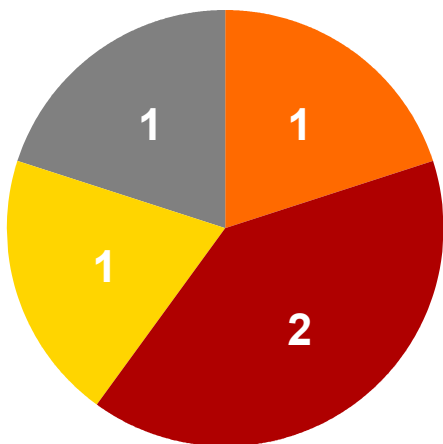
■ Yes 3.1%
■ No 96.9%
 Total: 100.0%

Urban vs Rural VRU Involved Work Zone Related Critical Crashes



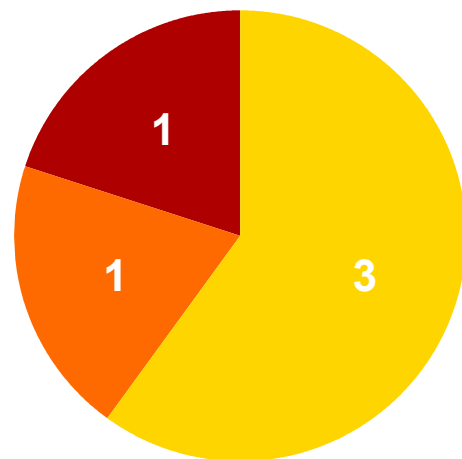
■ Urban 60.0%
■ Rural 40.0%
 Total: 100.0%

VRU Involved Work Zone Related Critical Crashes by Work Zone Type



■ Intermittent or Moving Work 20.0%
■ Lane Closure 40.0%
■ Lane Shift or Crossover 20.0%
■ Other 20.0%
 Total: 100.0%

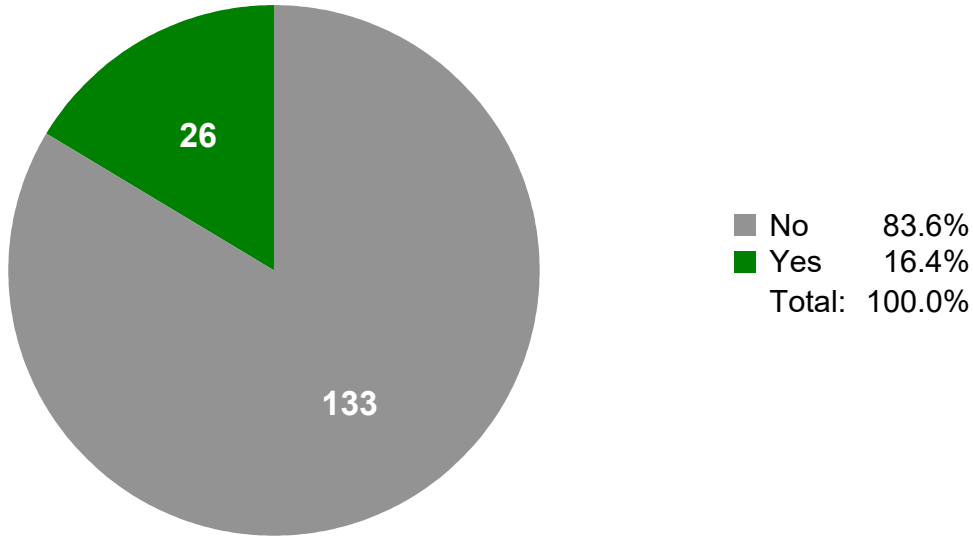
VRU Involved Work Zone Related Critical Crashes by Work Zone Location



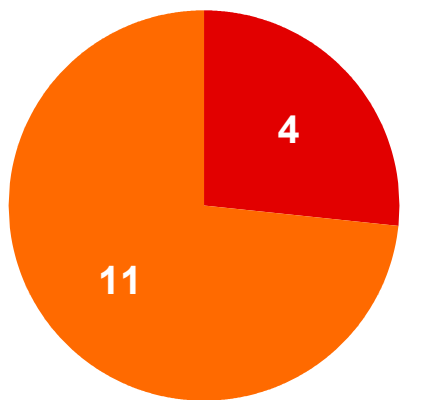
■ Advance Warning Area 60.0%
■ Transition Area 20.0%
■ Activity Area 20.0%
 Total: 100.0%

RISKY BEHAVIORS

Speed Related Vulnerable Road User Critical Crashes

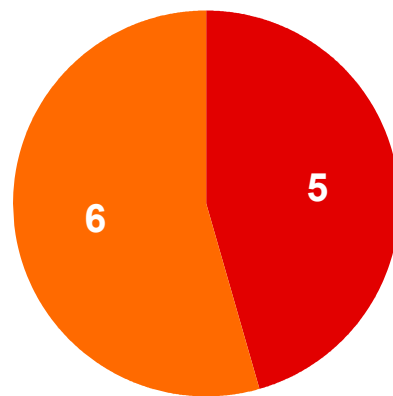


Urban Speed Related VRU Critical Crashes by Severity



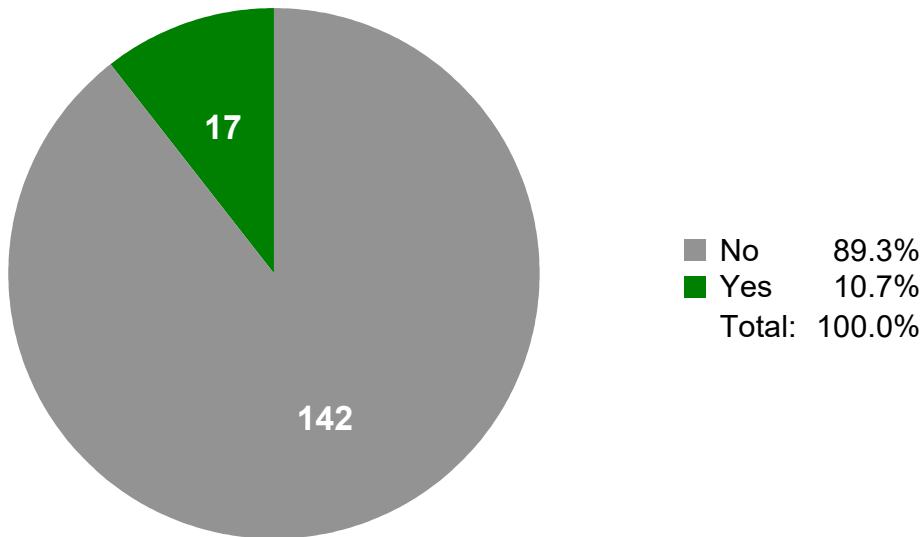
■ FATAL INJURY	26.7%
■ SUSPECTED SERIOUS INJURY	73.3%
Total:	100.0%

Rural Speed Related VRU Critical Crashes by Severity

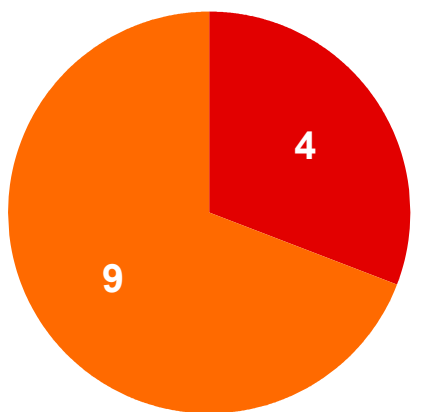


■ FATAL INJURY	45.5%
■ SUSPECTED SERIOUS INJURY	54.5%
Total:	100.0%

Distracted Driving Vulnerable Road User Critical Crashes

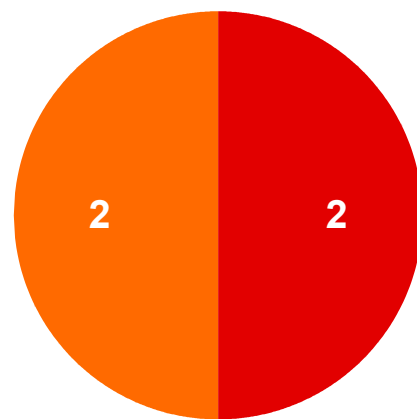


Urban Distracted Driving VRU Critical Crashes by Severity



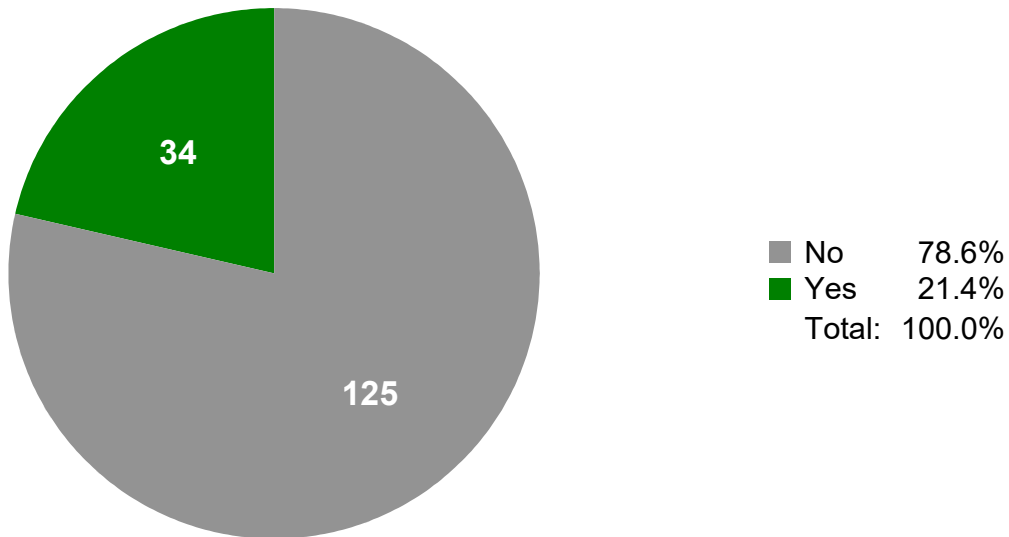
FATAL INJURY	30.8%
SUSPECTED SERIOUS INJURY	69.2%
Total:	100.0%

Rural Distracted Driving VRU Critical Crashes by Severity

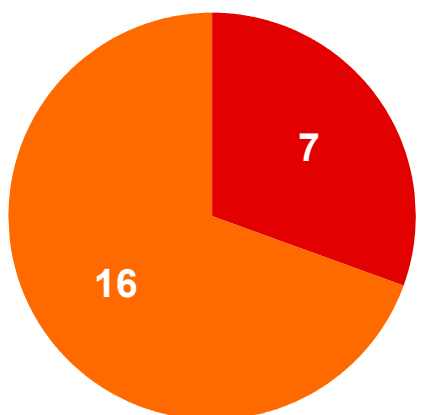


FATAL INJURY	50.0%
SUSPECTED SERIOUS INJURY	50.0%
Total:	100.0%

Alcohol Involved Vulnerable Road User Critical Crashes

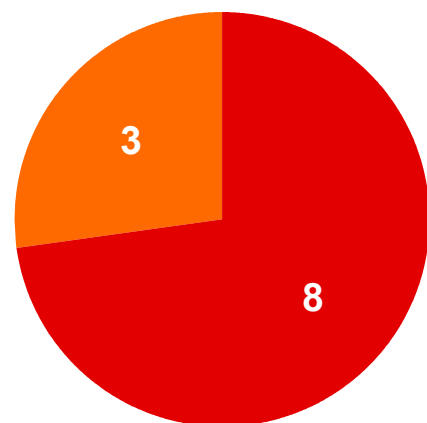


Urban Alcohol Involved VRU Critical Crashes by Severity



FATAL INJURY	30.4%
SUSPECTED SERIOUS INJURY	69.6%
Total:	100.0%

Rural Alcohol Involved VRU Critical Crashes by Severity



FATAL INJURY	72.7%
SUSPECTED SERIOUS INJURY	27.3%
Total:	100.0%

Drivers with Alcohol Use in VRU Critical Crashes by Age Group, BAC Results, and Crash Severity

Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes
	.001 - .079	1	0
	.080 - .159	0	1
	.160 - .259	0	1
	Total	1	2
Age 26 - 34	BAC Results	Fatal Crashes	Injury Crashes
	.080 - .159	0	2
	.160 - .259	0	1
	Results Unknown	1	0
	Total	1	3
Age 35 - 44	BAC Results	Fatal Crashes	Injury Crashes
	.001 - .079	1	0
	Results Unknown	1	1
	Total	2	1
Age 45 - 54	BAC Results	Fatal Crashes	Injury Crashes
	.160 - .259	0	1
	Total	0	1
Age 65 - 74	BAC Results	Fatal Crashes	Injury Crashes
	.160 - .259	0	1
	Total	0	1
TOTAL		4	8

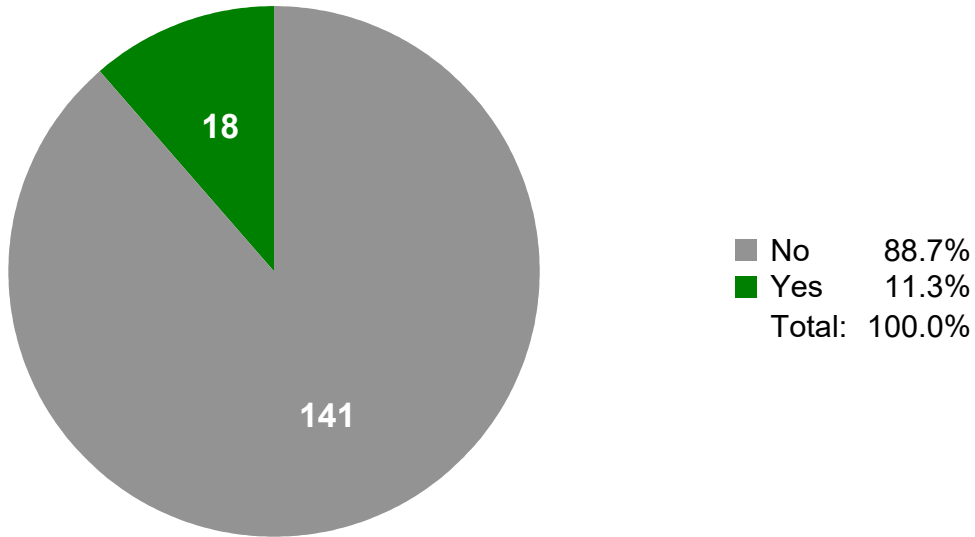
All age groups with pending or positive BAC test results are shown. If an age group is not shown in the chart, there are no persons in that age group that were suspected of alcohol use with a pending test result or that had a positive BAC test result.

Vulnerable Road Users with Alcohol Use in Critical Crashes by Age Group, BAC Results, and Crash Severity

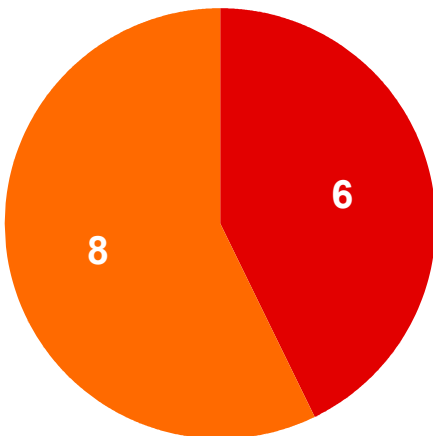
Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes
	Results Unknown	0	2
	Total	0	2
Age 26 - 34	BAC Results	Fatal Crashes	Injury Crashes
	.260 - .359	2	0
	Results Unknown	0	2
	Total	2	2
Age 35 - 44	BAC Results	Fatal Crashes	Injury Crashes
	.001 - .079	1	0
	.160 - .259	2	0
	Results Unknown	2	3
	Total	5	3
Age 45 - 54	BAC Results	Fatal Crashes	Injury Crashes
	.260 - .359	1	0
	Results Unknown	2	4
	Total	3	4
Age 55 - 64	BAC Results	Fatal Crashes	Injury Crashes
	.001 - .079	2	0
	.080 - .159	1	1
	Results Unknown	1	2
	Total	4	3
Age 65 - 74	BAC Results	Fatal Crashes	Injury Crashes
	Results Unknown	0	1
	Total	0	1
TOTAL		14	15

All age groups with pending or positive BAC test results are shown. If an age group is not shown in the chart, there are no persons in that age group that were suspected of alcohol use with a pending test result or that had a positive BAC test result.

Drug Involved Vulnerable Road User Critical Crashes

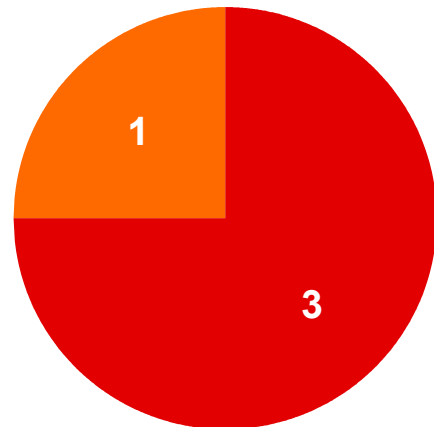


Urban Drug Involved VRU Critical Crashes by Severity



■ FATAL INJURY	42.9%
■ SUSPECTED SERIOUS INJURY	57.1%
Total:	100.0%

Rural Drug Involved VRU Critical Crashes by Severity



■ FATAL INJURY	75.0%
■ SUSPECTED SERIOUS INJURY	25.0%
Total:	100.0%

Drivers with Drug Use in VRU Critical Crashes by Gender & Age Group and Crash Severity

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Total
Male	< 14	0	0	0
	14 - 16	0	1	1
	17 - 20	0	0	0
	21 - 25	1	1	2
	26 - 34	1	1	2
	35 - 44	0	1	1
	45 - 54	1	0	1
	55 - 64	0	0	0
	65 - 74	0	0	0
	75 +	0	0	0
	Total		3	4
Female	< 14	0	0	0
	14 - 16	0	0	0
	17 - 20	0	0	0
	21 - 25	0	0	0
	26 - 34	0	0	0
	35 - 44	0	0	0
	45 - 54	0	0	0
	55 - 64	1	0	1
	65 - 74	0	0	0
	75 +	0	0	0
	Total		1	0
Unknown	Unknown	0	0	0
	Total	0	0	0
Total		4	4	8

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

Vulnerable Road Users with Drug Use in Critical Crashes by Gender & Age Group and Crash Severity

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Total
Male	< 14	0	0	0
	14 - 16	0	0	0
	17 - 20	0	0	0
	21 - 25	0	0	0
	26 - 34	1	0	1
	35 - 44	1	1	2
	45 - 54	0	0	0
	55 - 64	3	0	3
	65 - 74	0	0	0
	75 +	0	0	0
	Total		5	1
Female	< 14	0	0	0
	14 - 16	0	0	0
	17 - 20	0	0	0
	21 - 25	0	0	0
	26 - 34	1	0	1
	35 - 44	0	0	0
	45 - 54	0	0	0
	55 - 64	0	0	0
	65 - 74	0	0	0
	75 +	0	0	0
	Total		1	0
Unknown	Unknown	0	0	0
	Total	0	0	0
Total		6	1	7

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

Drivers' Potential Contributing Actions in Vulnerable Road User Critical Crashes

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 MV	2
Avoiding Non-Motorist	6
Disregarded Other Road Marking	1
Disregarded Traffic Signs	2
Drove too Fast for Conditions	12
Erratic/Reckless/Careless/Aggressive	20
Failed to Keep Proper Lane	9
Failed to Yield ROW	18
Following too Close	4
Improper Backing	3
Improper Passing	2
Improper Turn or No Signal	5
Other Improper Action	12
Over Corrected/Over Steered	2
Ran Off Road	8
Ran Red Light	1
Speeding	9
Swerve Due to Wind/Slippery Surface	2
Wrong Side/Wrong Way	1
Total	81

Drivers' Potential Contributing Conditions in Vulnerable Road User Critical Crashes

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	4
Emotional (ie. depressed, angry)	5
Fell Asleep, Fainted	3
Other	1
Suspected Alcohol Use	13
Suspected Drug Use	3
Total	24

Pedestrians' Potential Contributing Actions in Critical Crashes

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	7
Disobey Traffic Signs, Officer, etc.	2
Failure to yield ROW	7
Improper Crossing	25
In Roadway	34
Inattentive (talking, eating, etc.)	4
Not visible (Dark Clothing)	16
On Wrong Side of Road	1
Other Improper Action	9
Total	79

Pedestrians' Potential Contributing Condition in Critical Crashes

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

Emotional (ie. depressed, angry)	4
Fatigued	1
Other	5
Physical Disability	2
Suspected Alcohol Use	24
Suspected Drug Use	2
Total	38

Pedalcyclists' Potential Contributing Actions in Critical Crashes

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

Darting	1
Disobey Traffic Signs, Officer, etc.	1
Failure to yield ROW	5
Improper Crossing	4
In Roadway	2
Inattentive (talking, eating, etc.)	1
On Wrong Side of Road	1
Other Improper Action	2
Total	14

Pedalcyclists' Potential Contributing Condition in Critical Crashes

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

Other	1
Suspected Alcohol Use	1
Total	2

ACRONYMS

BAC	Blood Alcohol Concentration
CC	Critical Crash
DOT	Department of Transportation
FHWA	Federal Highway Administration
MPH	Miles per Hour
MV	Motor Vehicle
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
ROW	Right of Way
SI	Suspected Serious Injury
U.S.	United States
VRU	Vulnerable Road User
WRIR	Wind River Indian Reservation
WYDOT	Wyoming Department of Transportation

GLOSSARY OF TERMS

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.

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.

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

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

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.

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

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

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.

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.

APPENDIX



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

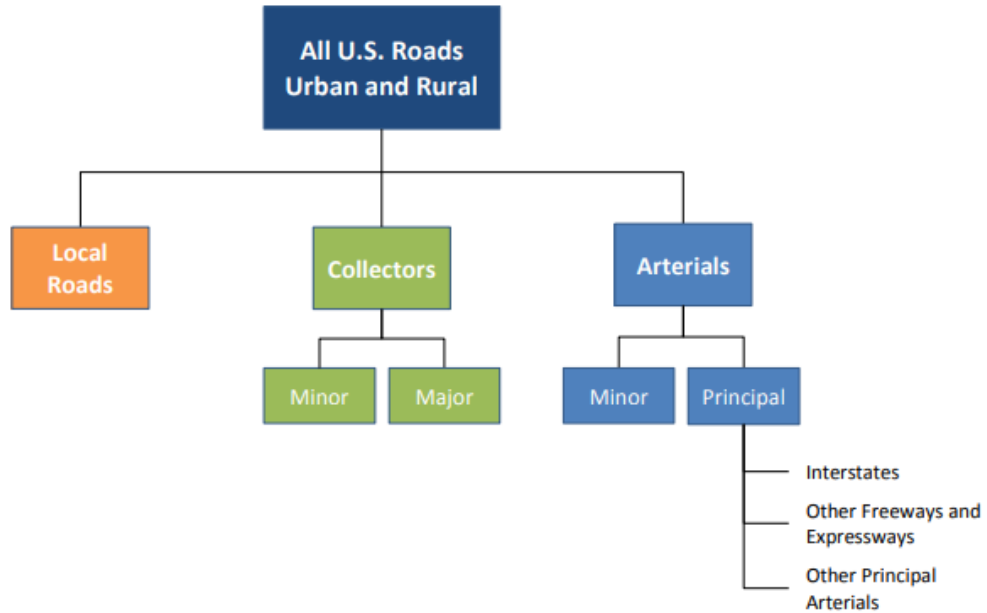
Collectors serve the critical roles of gathering traffic from local roads and funneling vehicles into the arterial network. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually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

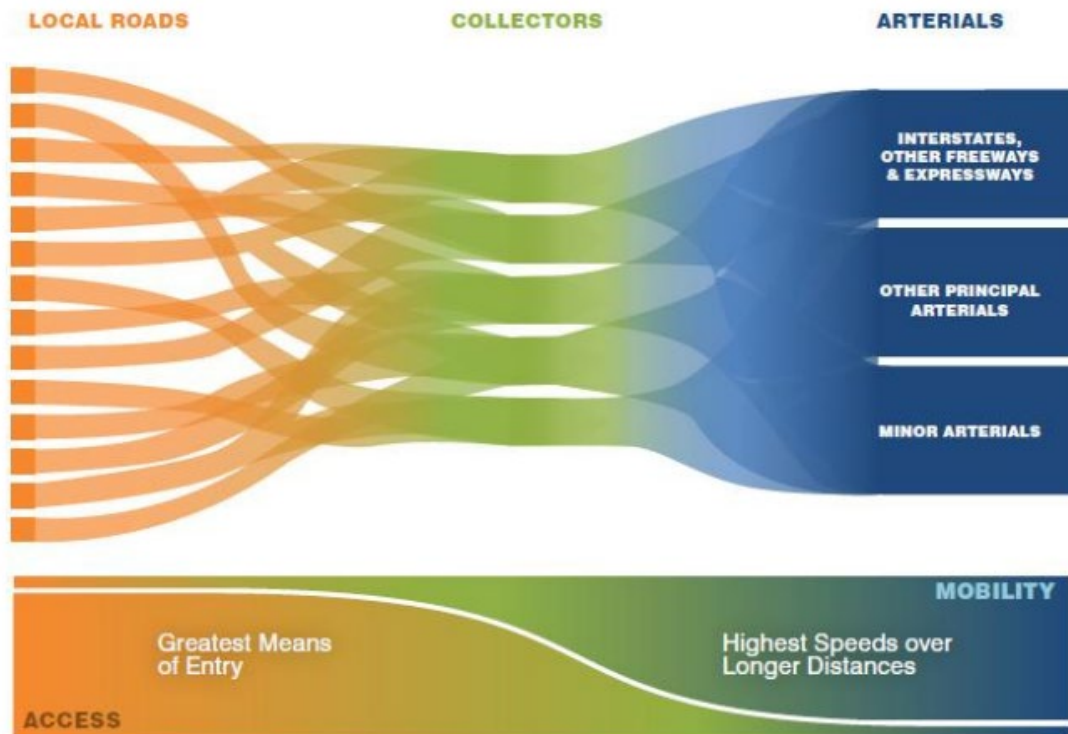
Local Roads provide limited mobility as they are not intended for use in long-distance travel, except at the origination or termination of a trip. They provide primary access to residential areas, businesses, farms, and other local areas and are often designed to discourage through traffic. Local roads,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

Highway Functional Classification System Hierarchy



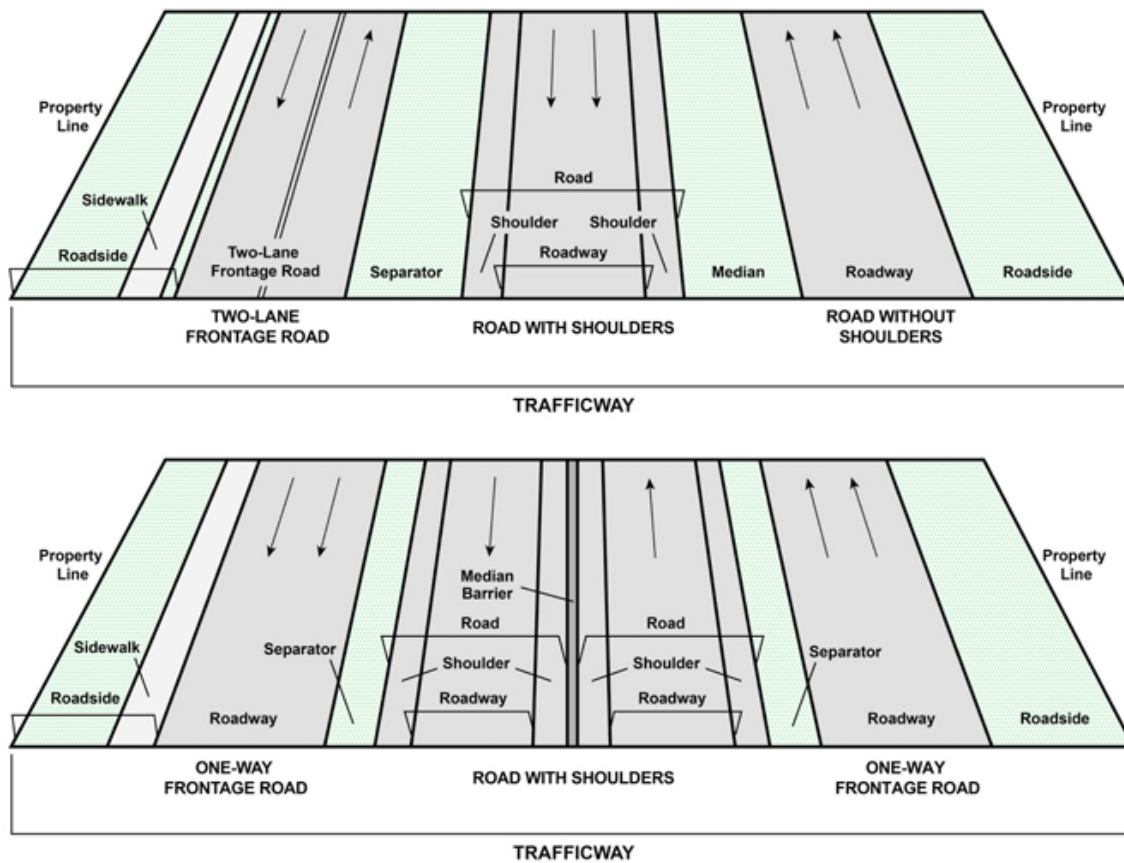
Source: FHWA Functional Classification Guidelines.

Functional Classifications



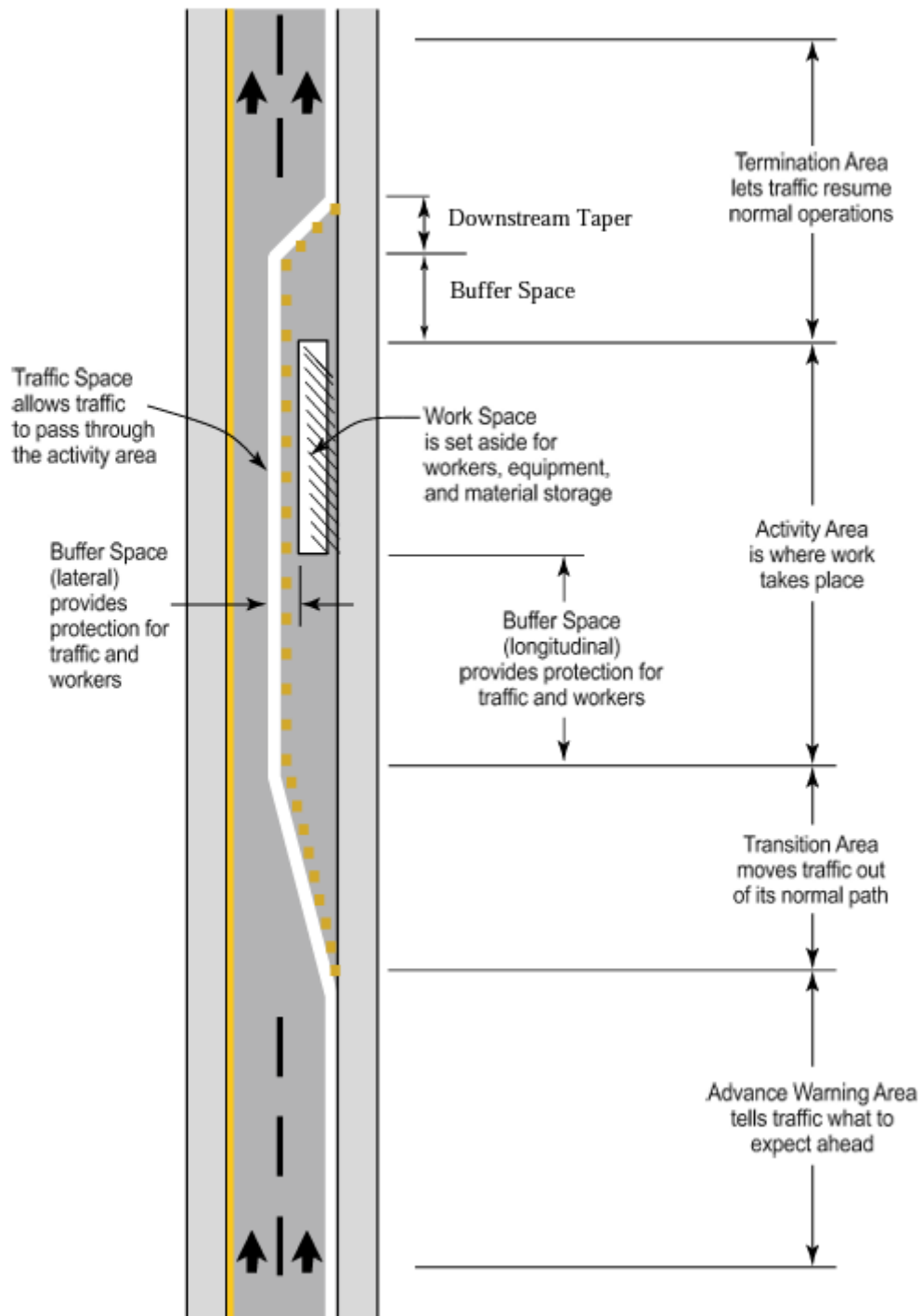
Source: FHWA Functional Classification Guidelines.

Figure 1: Diagram of the Trafficway



Source: Model Minimum Uniform Crash Criteria, 5th Edition

Figure 6: Diagram of a Work Zone Area



Source: Model Minimum Uniform Crash Criteria, 5th Edition

BLOOD ALCOHOL CONCENTRATION (BAC) INFORMATION

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

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

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



CASE NO.

INVESTIGATOR'S TRAFFIC CRASH REPORT

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

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

Day of Week: Su Mo Tu We Th Fr Sa

Police Notified: / / : :

Arrived: / / : :

EMS Notified: / / : :

Arrived: / / : :

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

Hit & Run Yes No

Crash Resulting from Prior Crash Yes No

Investigated at the Scene Yes No

Photo/Video Photo Video

None Both

EMS Hospital Arrival Time : :

non Motorists # Injured # Killed

Estimated Amount of Non-Vehicle Property Damage \$

Vehicle(s) # Driver(s) # Person(s)

Occurred on Private Property Yes No

Public/Private Property Damage Yes No

County

GPS Latitude

City

GPS Longitude -

Crash Occurred on: Highway/Street:

Milepost Marker

Highway LRS # CAT. ID # DIR

At Intersection with: Highway/Street:

Occurred on Divided RDway if yes No Yes

Incr / Decr Incr Decr Unknown

Related Intersection: Highway/Street:

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

A B C D 4 5 6 7 8

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

mark if attached

SUPPLEMENTAL REPORTS

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

Investigating Agency

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

Badge # Officer Name & Rank

First MI Last Rank

Report Date (yyyy/mm/dd)

Signature _____ **Highway Safety Use Only**

Proximity to Residence Highway District

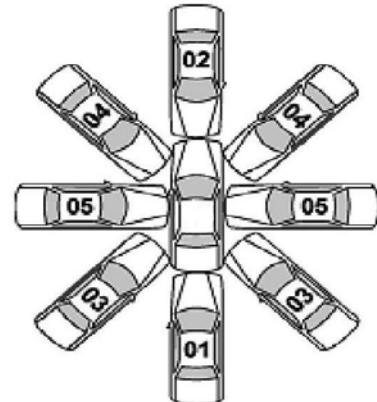
1-Same Town 2-25 miles or less 3-25 miles Plus 4-Out of State

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

Report Number: _____

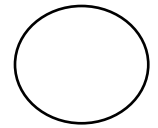
Base Information

<p>FIRST HARMFUL EVENT <input type="text"/></p> <p><u>Non - Collision:</u> 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)</p> <p><u>Collision w/ Person, MV, or Non-Fixed Object:</u> 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)</p> <p><u>Animals:</u> 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)</p> <p><u>Collision w/ Fixed Object</u> 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</p>	<p>Location of FHE <input type="text"/></p> 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 <p>Road Circumstance <input type="text"/> choose up to 3 1st choice <input type="text"/> 2nd choice <input type="text"/> 3rd choice <input type="text"/></p> 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 <p>Work Zone Related <input type="text"/> 01 - Yes 02 - No 99 - Unknown</p> <p>Work Zone Workers Present <input type="text"/></p> <p>Work Zone Location <input type="text"/> 01 - Before the First Warning Sign 02 - Advance Warning Area 03 - Transition Area 04 - Activity Area 05 - Termination Area 99 - Unknown</p> <p>Type of Work Zone <input type="text"/> 01 - Lane Closure 02 - Lane Shift or Crossover 03 - Work on Shoulder/Median 04 - Intermittent or Moving Work 05 - Other 99 - Unknown</p> <p>Manner of Collision <input type="text"/> *see diagram right</p> 01 - Rear End (Front to Rear) 02 - Head On (Front to Front) 03 - Angle Same Direction (Front to Side) 04 - Angle (Front-to-Side), Opposing Direction 05 - Angle Right (Front to Side, includes Broadside) 06 - Angle Direction not Specified 07 - Sideswipe Same Direction (Passing) 08 - Sideswipe Opposite Direction (Meeting) 09 - Rear to Side (Normally Backing) 10 - Rear to Rear (Normally Backing) 11 - Rear to Front (Normally Backing) 12 - Not a Collision w/2 Vehicles in Transport 13 - Other 99 - Unknown <p>Direction of Force <input type="text"/> 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</p>	<p>Weather <input type="text"/> 1st choice <input type="text"/> 2nd choice <input type="text"/></p> 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 <p>Road <input type="text"/> 1st choice <input type="text"/> 2nd choice <input type="text"/></p> 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 <p>Environmental Circumstance <input type="text"/> choose up to 3 1st choice <input type="text"/> 2nd choice <input type="text"/> 3rd choice <input type="text"/></p> 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 <p>Relation to Junction <input type="text"/> <u>Non-Interstate</u> 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)</p> <p>Type of Intersection <input type="text"/> 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</p>	<p>Lighting <input type="text"/></p> 01 - Daylight 02 - Darkness Unlighted 03 - Darkness Lighted 04 - Dawn 05 - Dusk 06 - Other 99 - Unknown <p>School Bus Related <input type="text"/> 01 - No 02 - Yes, Directly Involved 03 - Yes, Indirectly Involved</p>
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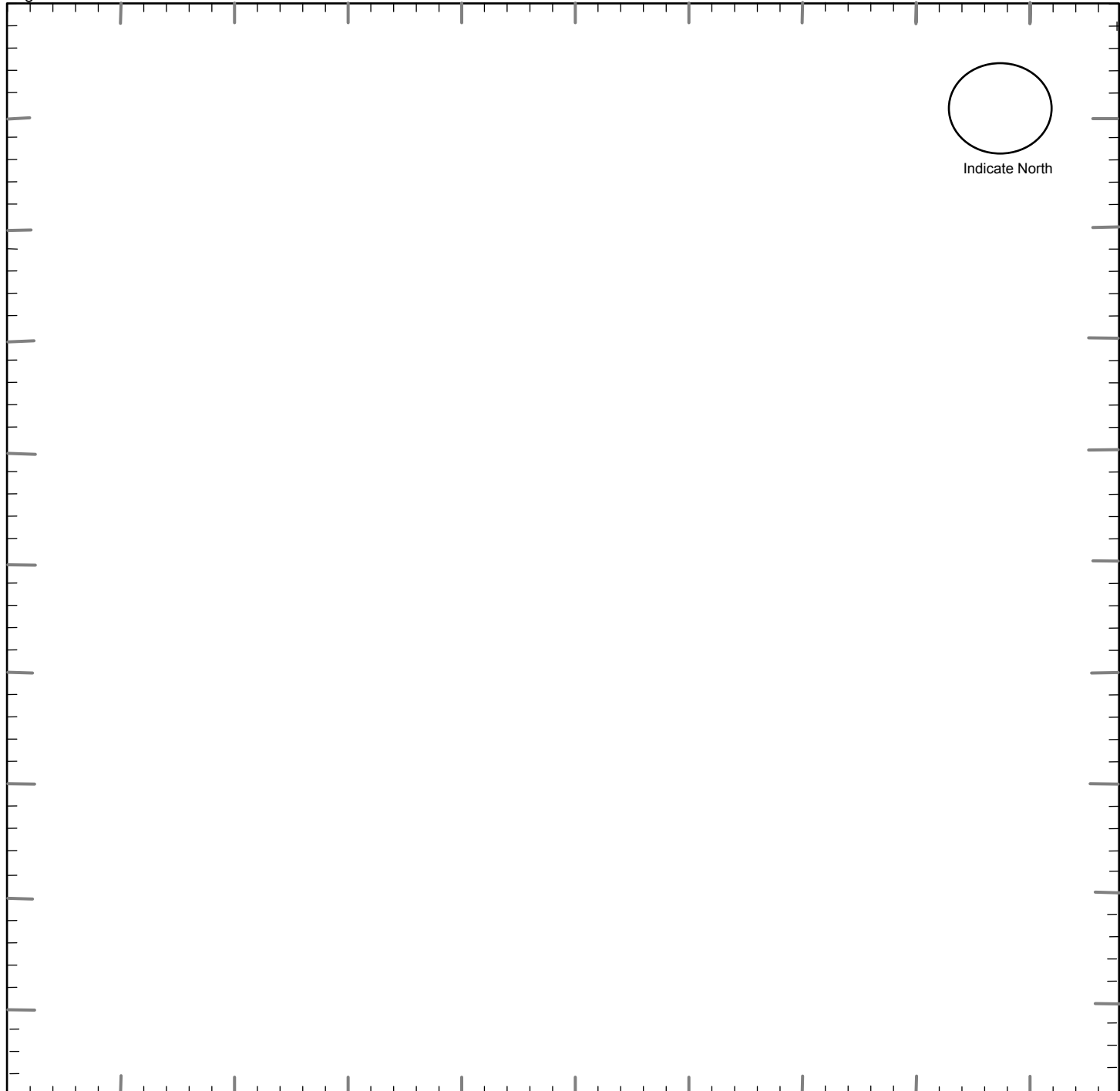


Manner of Collision CLARIFICATION

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



Indicate North



Witnesses

1st First Name MI Last Name

Street Number Street Name City: State: Zip Code

Home Work Cell Phone and/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 choose up to 4:
2nd event
3rd event Most Harmful Event choose 1
4th event

- Non-Collision
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
74 - Cross Centerline
11 - Downhill Runaway
12 - Fell/Jumped from a MV
13 - Thrown or Falling Object
14 - Avoiding an Object on Road
15 - Avoiding an Animal on Road
16 - Carbon Monoxide (CO) Poisoning
17 - Injuries by being thrown against part of vehicle
18 - Other Non-Collision (MC Loss of Control)

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

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

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

Motor Vehicle Unit Type
01 - Motor Vehicle in Transport
02 - Parked Motor Vehicle
03 - Working Vehicle/Equipment
Commercial Motor Vehicle or HM Placard
01 - Yes 02 - No 99 - Unknown
if yes, complete CMV supplement

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

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

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

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

Emergency Vehicle Use
01 - Yes 02 - No 99 - Unknown

Emergency Equipment Activated
01 - Yes 02 - No 99 - Unknown

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

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

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

Road Surface Grade
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

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

Total No. Lanes
01 - 06, 99 = Unknown (exclude turn lanes)

Traffic Control Working Properly
01 - Yes 02 - No 99 - Unknown

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

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

Rumble Strips Present
01 - Yes 02 - No 99 - Unknown

Rumble Strips Applicable
01 - Yes 02 - No 99 - Unknown

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

Driver/Vehicle Information CASE NO. _____

Vehicle No. 01 02 03... _____

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

Street Number _____ Street Name _____

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

Occupation _____ Employer _____ Age _____

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

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

DL Type	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 _____

Vehicle Owner - same as driver
 Last Name _____ First Name _____ MI _____
 Street Number _____ Street Name _____ City _____ State _____ Zip Code _____

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

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

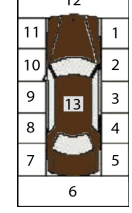
Insurance E-Verified Y-Yes N-No **Company** _____ **Policy #** _____

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



00 Non-Collision (Overturn/Rollover)

01-12 (Use 12 Point Clock Diagram)

13 Top (Roof)

14 Undercarriage

99 Unknown (Can't determine)

Driver's Action (Officer Opinion Only)	1st 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
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)	1st choice
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
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	Alcohol Test Type
01 - Yes	01 - No Test Performed
02 - No	02 - Test Refused
03 - Test Requested	03 - Blood
99 - Unknown	04 - Serum
	05 - Breath
	06 - Urine
	07 - Other
	99 - Unknown

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

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

DL Investigation	1st choice
_____	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.

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 #	Person Type
01	01-Driver
02	02-Passenger
03	99-Unknown
04	If non-motorist, complete supplemental form
05...	

MV # Person Type:
 Seat Position: Seat Belt Usage:

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

Seat Belt Usage

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

Ejection

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

Injury Status

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

Most Injured Area

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

Injury Description

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

Injury Classification

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

Inj. Transported by

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

Driver: EMS ID: EMS Run #: Medical Facility:

Occupant Information

>>> Last Name <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	SSN (Fatals Only) 	First Name MI <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	DOB yyyy/mm/dd 	Age 	Gender M, F, X 	Medical Facility
>>> Last Name <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	SSN (Fatals Only) 	First Name MI <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	DOB yyyy/mm/dd 	Age 	Gender M, F, X 	Medical Facility
>>> Last Name <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	SSN (Fatals Only) 	First Name MI <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	DOB yyyy/mm/dd 	Age 	Gender M, F, X 	Medical Facility
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>>> Last Name <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	SSN (Fatals Only) 	First Name MI <input type="radio"/> Home <input type="radio"/> Work <input type="radio"/> Cell Phone - - - and/or - - -	DOB yyyy/mm/dd 	Age 	Gender M, F, X 	Medical Facility



CASE NO.

Supplemental Truck/CMV Information

01 - Commercial Vehicle
 02 - Non-Commercial Vehicle
 Vehicle Number 01 02 03 04 05 ...



GVW	<input type="text"/>
Combination GVW	<input type="text"/>
01 - 10,000 lbs or less	
02 - 10,001 to 26,000 lbs	
03 - More than 26,000 lbs	

Driver Last Name Driver First Name MI

ICC/MC No. US DOT No.

No. Axles
 02-98 or 99 for unknown

Carrier's Name

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

City

State Zip Code - Carrier's Country

Commercial Cargo Body Type	<input type="text"/>
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	<input type="text"/>
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	<input type="text"/>
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	<input type="text"/>
01 - Yes, (If yes continue on)	
02 - No	
99 - Unknown	

HM Cargo Spill	<input type="text"/>
01 - Yes	
02 - No	
99 - Unknown	

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



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



CASE NO.

Supplemental NON-Motorist

Non Motorist Segment No: Vehicle No. 01 02 03...

Last Name First Name MI Age

SSN (Fatais Only)

Gender: M, F, X 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	Non Motorist Type	Most Injured Area	Injury Description	
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	03 - Pedestrian 04 - Pedacyclist 05 - Occupant of MV NOT in transport (Parked) 06 - Pedestrian Conveyance 07 - Other Pedestrian (i.e. Wheelchair) 99 - Unknown type	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	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	Non Motorist Transport	Injury Classification		
01 - Recreation Pursuit 02 - Going to/from school 03 - Non motorist commuter 04 - Stranded Motorist 05 - Working 06 - Cycling 07 - Other 99 - Unknown	10 - Motorized Skateboard/Scooter 11 - Pedestrian Vehicle 12 - Low Speed Vehicle 25 - Segway 28 - Bicycle Trailer 99 - None	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	Non Motorist Condition at Time of Crash	Injured Transported by		
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	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	01 - Not Transported 02 - EMS (Ground) 03 - EMS (Air) 04 - Law Enforcement 05 - Other (Private MV) 99 - Unknown		
Non Motorist Proximity	Non Motorist Action at Time of Crash (Officer Opinion Only)	Non Motorist Safety Equipment (choose up to 2)		
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	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	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	Alcohol Test Type	Suspect Drugs on Non Motorist	Drug Test Type	Injury Status
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.	01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Breath 06 - Urine 07 - Other 99 - Unknown	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.	01 - No Test Performed 02 - Test Refused 03 - Blood 04 - Serum 05 - Urine 06 - Other 99 - Unknown	01 - Fatal Injury 02 - Suspected Serious Injury 03 - Suspected Minor Injury 04 - Possible Injury 05 - No Apparent Injury 99 - Unknown
Alcohol Test Result				Injury Status
<input type="text"/>				<input type="text"/>

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
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
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
III Curb Side			Driver			

Layout D

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

MV #
Person Type:
Seat Position
Seat Belt Usage

Seat Belt Operation
Ejection
Injury Status
Injury Area
Injury Description
Injury Classification
Injured Transported by

EMD ID
EMS Run #

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

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

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

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

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

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

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

Home Work Cell Phone and/ 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	<input type="text"/>
P - Positive	
N - Negative	
98 - Results Pending (Add Results Later)	
99 - Unknown	

Drug Test Results	1st choice
choose up to 4	<input type="text"/>
01 - Marijuana	2nd choice <input type="text"/>
02 - Cocaine	3rd choice <input type="text"/>
03 - Opiate	4th choice <input type="text"/>
04 - Amphetamine	
05 - PCP	
06 - Other Controlled Substance	
07 - Other Drug (excludes post crash drugs)	



SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS NON-MOTORIST

Vehicle No. 01 02 03 ...

Non Motorist Segment No:

CASE NO.

Last Name

First Name MI

Alcohol Test Results

Alcohol Test Result

Drug Test Results

Drug Test Indication	<input type="text"/>
P - Positive	
N - Negative	
98 - Results Pending (Add Results Later)	
99 - Unknown	

Drug Test Results	1st choice
choose up to 4	<input type="text"/>
01 - Marijuana	2nd choice <input type="text"/>
02 - Cocaine	3rd choice <input type="text"/>
03 - Opiate	4th choice <input type="text"/>
04 - Amphetamine	
05 - PCP	
06 - Other Controlled Substance	
07 - Other Drug (excludes post crash drugs)	

