

WYOMING

VULNERABLE ROAD USERS CRITICAL CRASH REPORT



2019 - 2023

An annual publication provided by the



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

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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, P.E.
Director

July 05, 2024

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.
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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
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%
2023	468	30	6.41%	831	35	4.21%
TOTAL	2,348	164	6.98%	3,870	198	5.12%

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
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%
2023	121	13	10.74%	144	14	9.72%
TOTAL	573	50	8.73%	662	52	7.85%

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
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%
2023	347	17	4.90%	409	19	4.65%
TOTAL	1,775	114	6.42%	2,058	120	5.83%

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
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
2023	13	17	30	14	21	35
TOTAL	50	114	164	52	146	198

PEDESTRIAN INVOLVED CRITICAL CRASHES

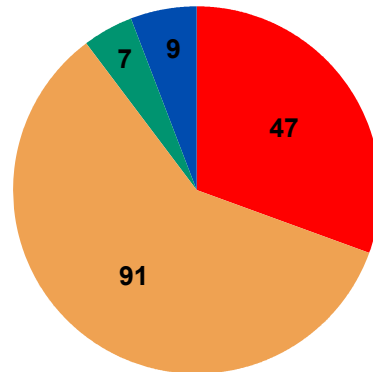
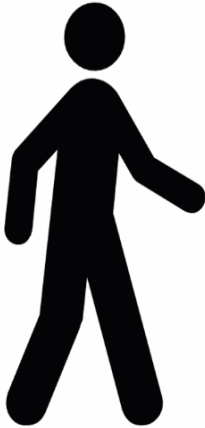
Year	Fatal Crashes	Serious Injury Crashes	Total Critical Crashes	All Fatalities	All Injuries	Total Injured
2019	10	17	27	10	25	35
2020	7	17	24	7	24	31
2021	11	23	34	11	28	39
2022	7	21	28	8	26	34
2023	11	14	25	12	18	30
TOTAL	46	92	138	48	121	169

PEDALCYCLIST INVOLVED CRITICAL CRASHES

Year	Fatal Crashes	Serious Injury Crashes	Total Critical Crashes	All Fatalities	All Injuries	Total Injured
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
2023	2	3	5	2	3	5
TOTAL	4	22	26	4	25	29

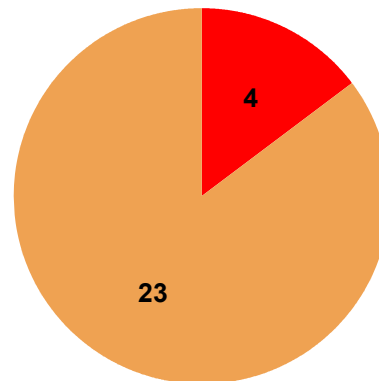
VULNERABLE ROAD USER INVOLVED CRITICAL CRASH INJURY COUNTS

Injury Status of Pedestrians Involved in Critical Crashes



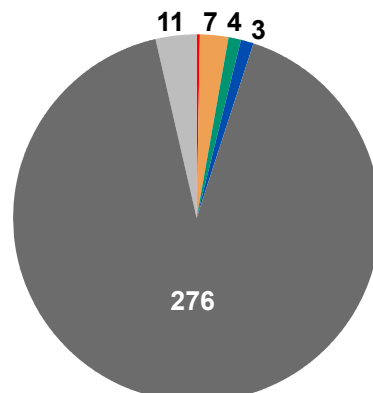
Fatal Injury	47	30.5%
Suspected Serious Injury	91	59.1%
Suspected Minor Injury	7	4.5%
Possible Injury	9	5.8%
Total:	154	100.0%

Injury Status of Pedalcyclists Involved in Critical Crashes



Fatal Injury	4	14.8%
Suspected Serious Injury	23	85.2%
Total:	27	100.0%

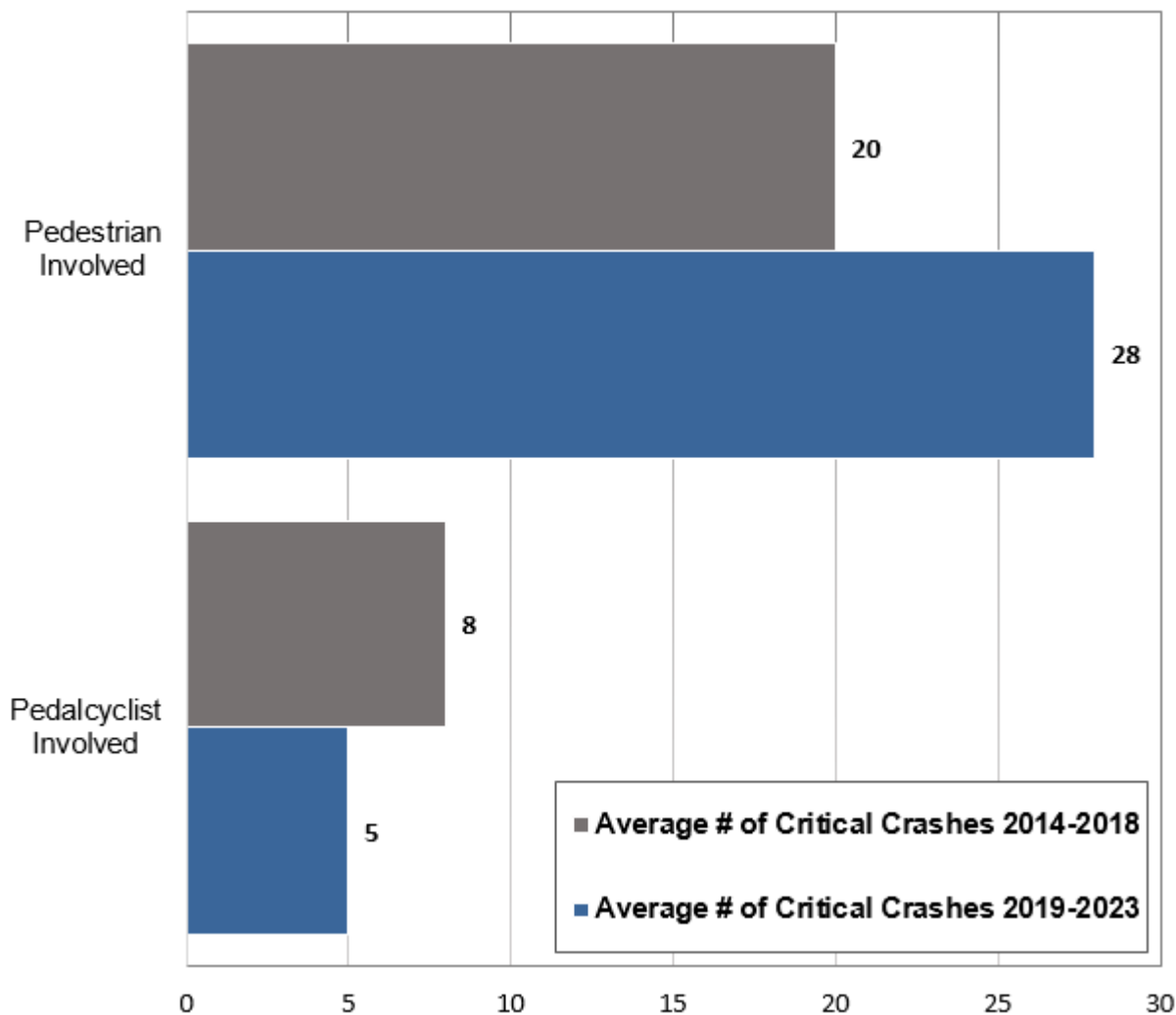
Injury Status of Motorists Involved in Vulnerable Road User Critical Crashes



Fatal Injury	1	0.3%
Suspected Serious Injury	7	2.3%
Suspected Minor Injury	4	1.3%
Possible Injury	3	1.0%
No Apparent Injury	276	91.4%
Unknown	11	3.6%
Total:	302	100.0%

PROGRESS IN VULNERABLE ROAD USER INVOLVED CRITICAL CRASHES

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

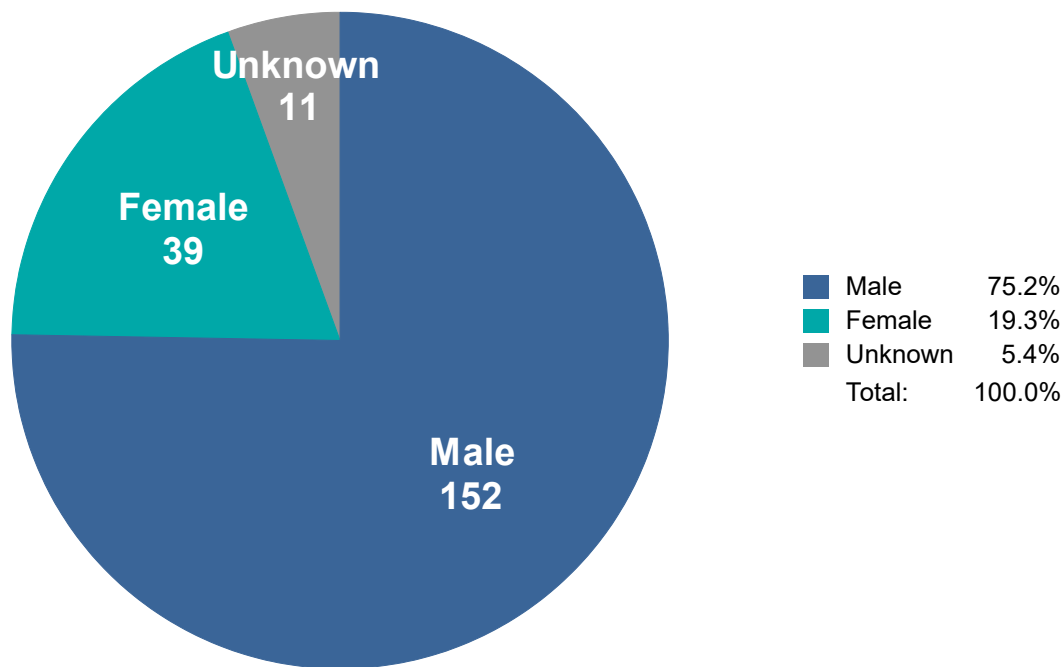


PEOPLE INVOLVED

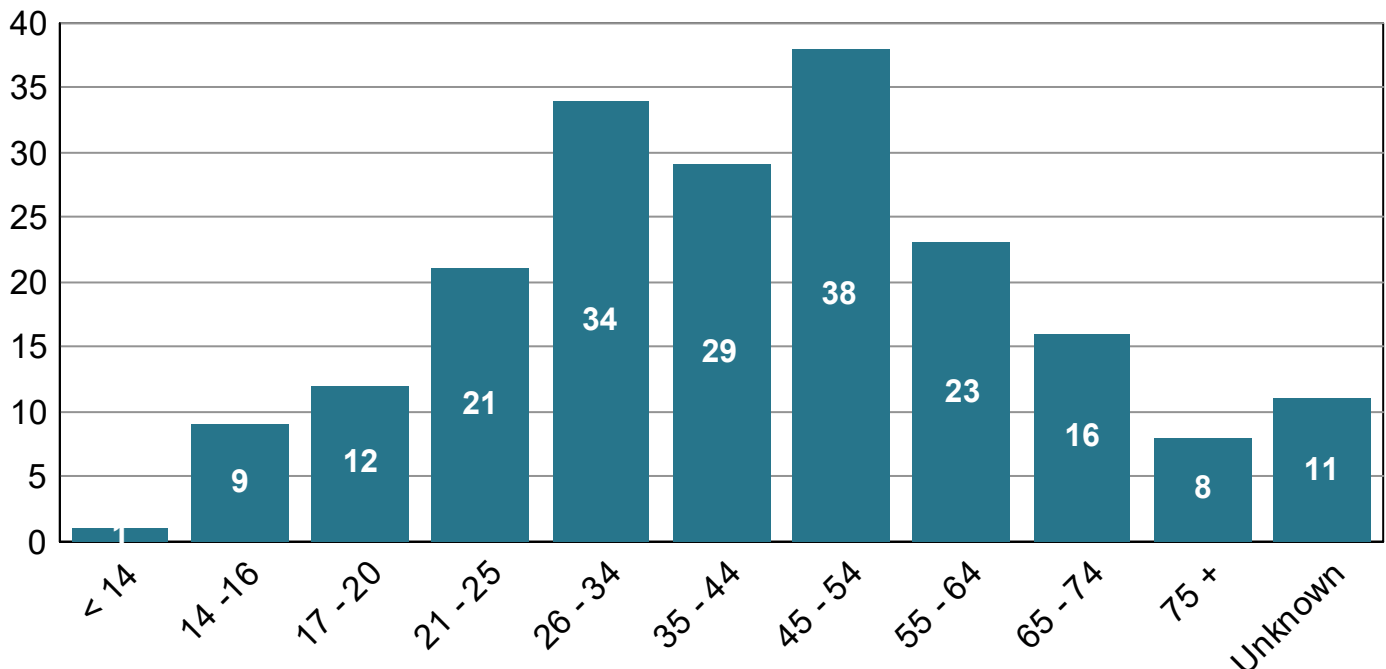


DRIVER COUNTS

Drivers in Vulnerable Road User Involved Critical Crashes by Gender



Drivers in Vulnerable Road User Involved Critical Crashes by Age Group



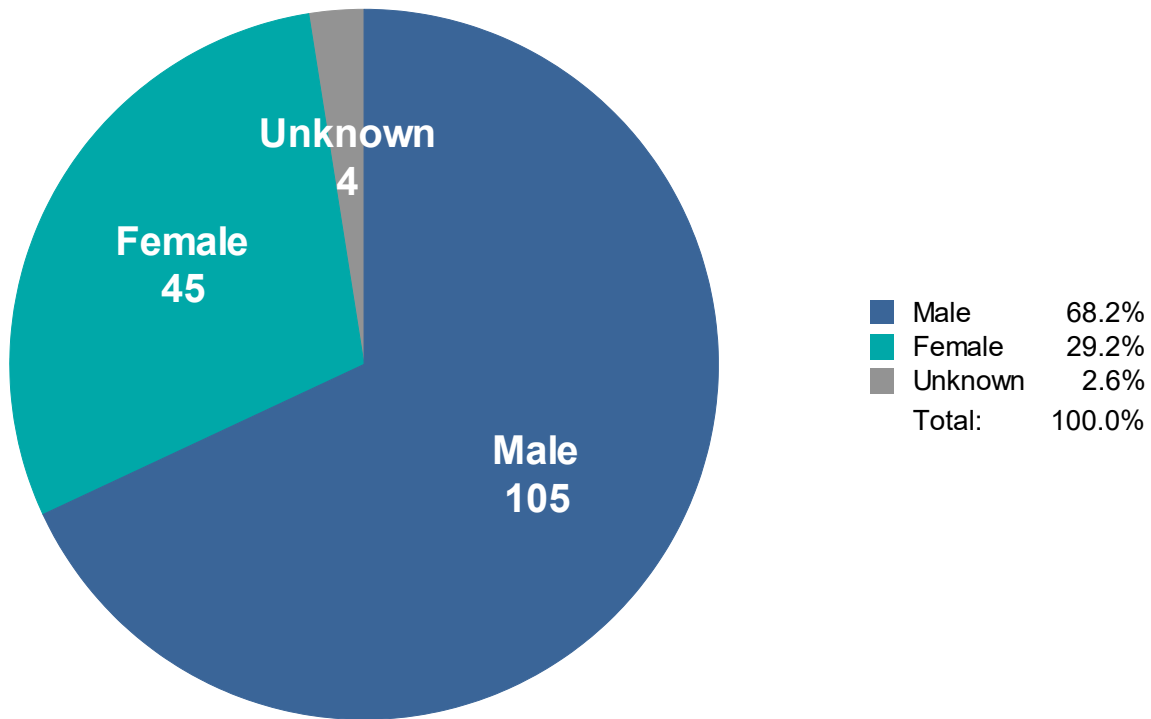
Vulnerable Road User Involved Critical Crashes Driver Injury Status by Gender and Age Group

Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Unknown	Total
Male	14 - 16	0	1	0	0	3	0	4
	17 - 20	0	0	0	0	7	0	7
	21 - 25	0	0	1	0	16	0	17
	26 - 34	0	2	2	0	27	0	31
	35 - 44	1	1	0	0	21	0	23
	45 - 54	0	1	0	0	32	0	33
	55 - 64	0	0	0	0	18	0	18
	65 - 74	0	0	0	0	14	0	14
	75 +	0	0	0	0	5	0	5
	Total	1	5	3	0	143	0	152
Female	< 14	0	0	0	0	1	0	1
	14 - 16	0	0	0	0	5	0	5
	17 - 20	0	0	1	1	3	0	5
	21 - 25	0	0	0	0	4	0	4
	26 - 34	0	0	0	0	3	0	3
	35 - 44	0	0	0	0	6	0	6
	45 - 54	0	0	0	0	5	0	5
	55 - 64	0	0	0	0	5	0	5
	65 - 74	0	1	0	0	1	0	2
	75 +	0	0	0	0	3	0	3
	Total	0	1	1	1	36	0	39
Unknown	Unknown	0	0	0	0	0	11	11
	Total	0	0	0	0	0	11	11
Total		1	6	4	1	179	11	202

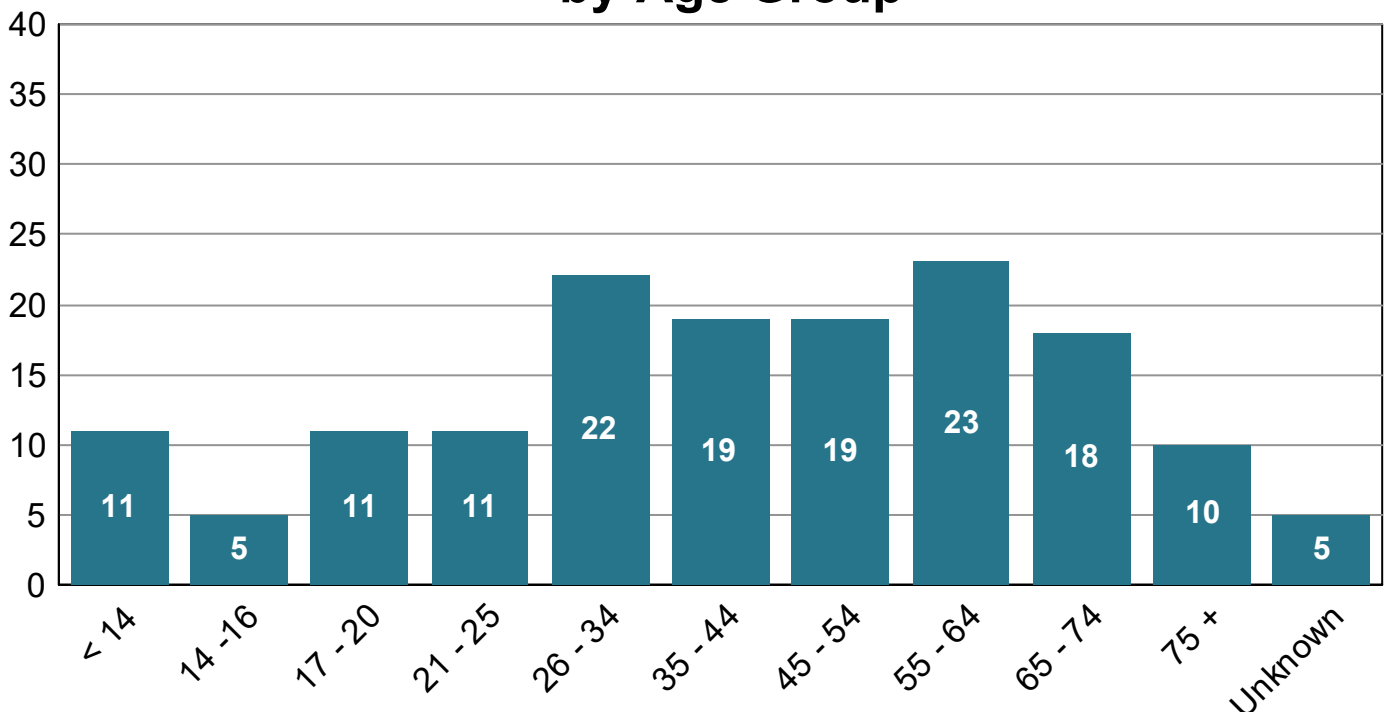
Unknown age and/or gender are a result of the driver leaving the crash scene before being identified.

PEDESTRIAN COUNTS

Pedestrians Involved in Critical Crashes by Gender



Pedestrians Involved in Critical Crashes by Age Group

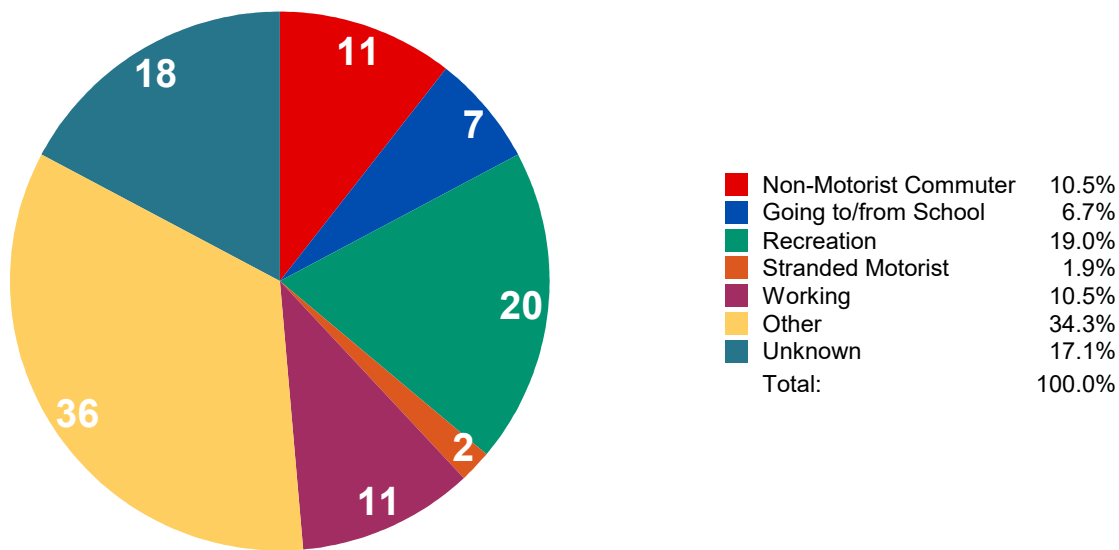


Critical Crash Pedestrian Injury Status by Gender and Age Group

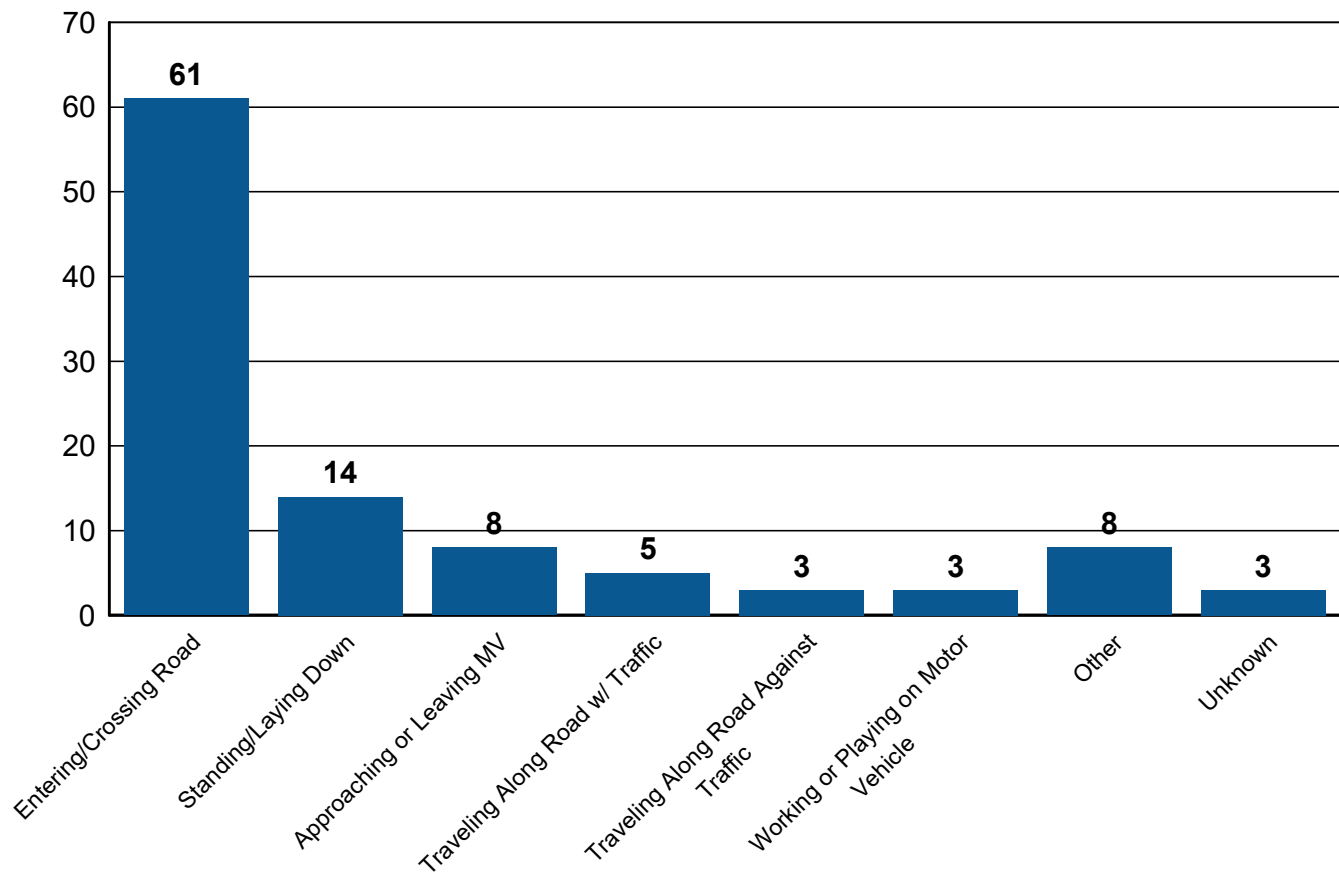
Gender	Age Group	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Total
Male	< 14	3	3	0	0	6
	14 - 16	0	2	0	0	2
	17 - 20	1	6	0	1	8
	21 - 25	2	4	1	2	9
	26 - 34	8	7	1	0	16
	35 - 44	5	7	0	2	14
	45 - 54	4	8	1	0	13
	55 - 64	7	11	0	1	19
	65 - 74	1	10	0	0	11
	75 +	4	2	0	0	6
	Unknown	0	0	0	1	1
	Total	35	60	3	7	105
Female	< 14	1	4	0	0	5
	14 - 16	0	3	0	0	3
	17 - 20	0	3	0	0	3
	21 - 25	0	2	0	0	2
	26 - 34	1	4	1	0	6
	35 - 44	3	2	0	0	5
	45 - 54	4	2	0	0	6
	55 - 64	1	3	0	0	4
	65 - 74	1	5	1	0	7
	75 +	1	3	0	0	4
	Total	12	31	2	0	45
Unknown	Unknown	0	0	2	2	4
	Total	0	0	2	2	4
Total		47	91	7	9	154

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

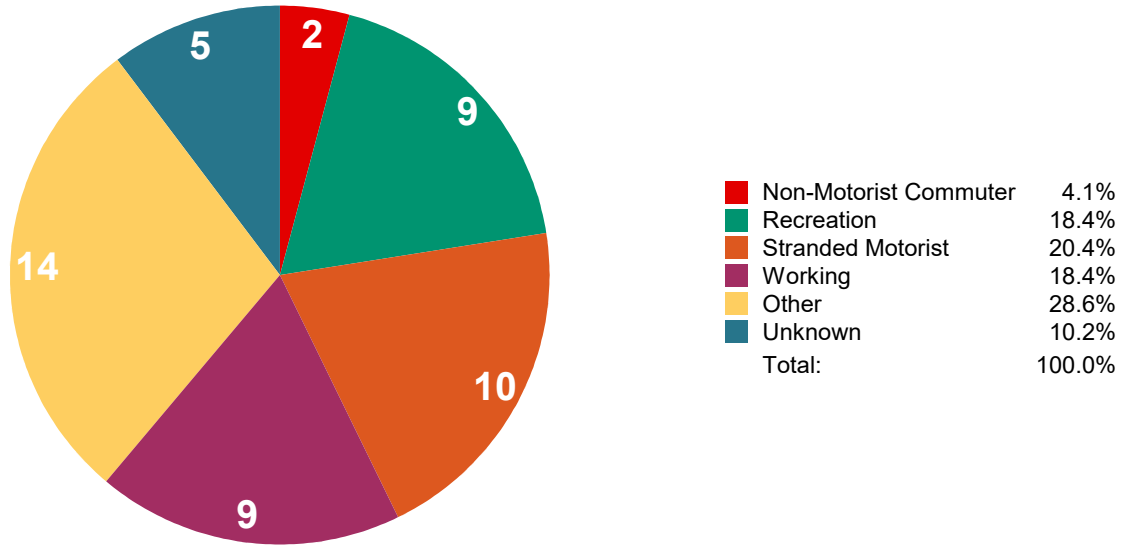
Pedestrian Pursuit in Urban Critical Crashes



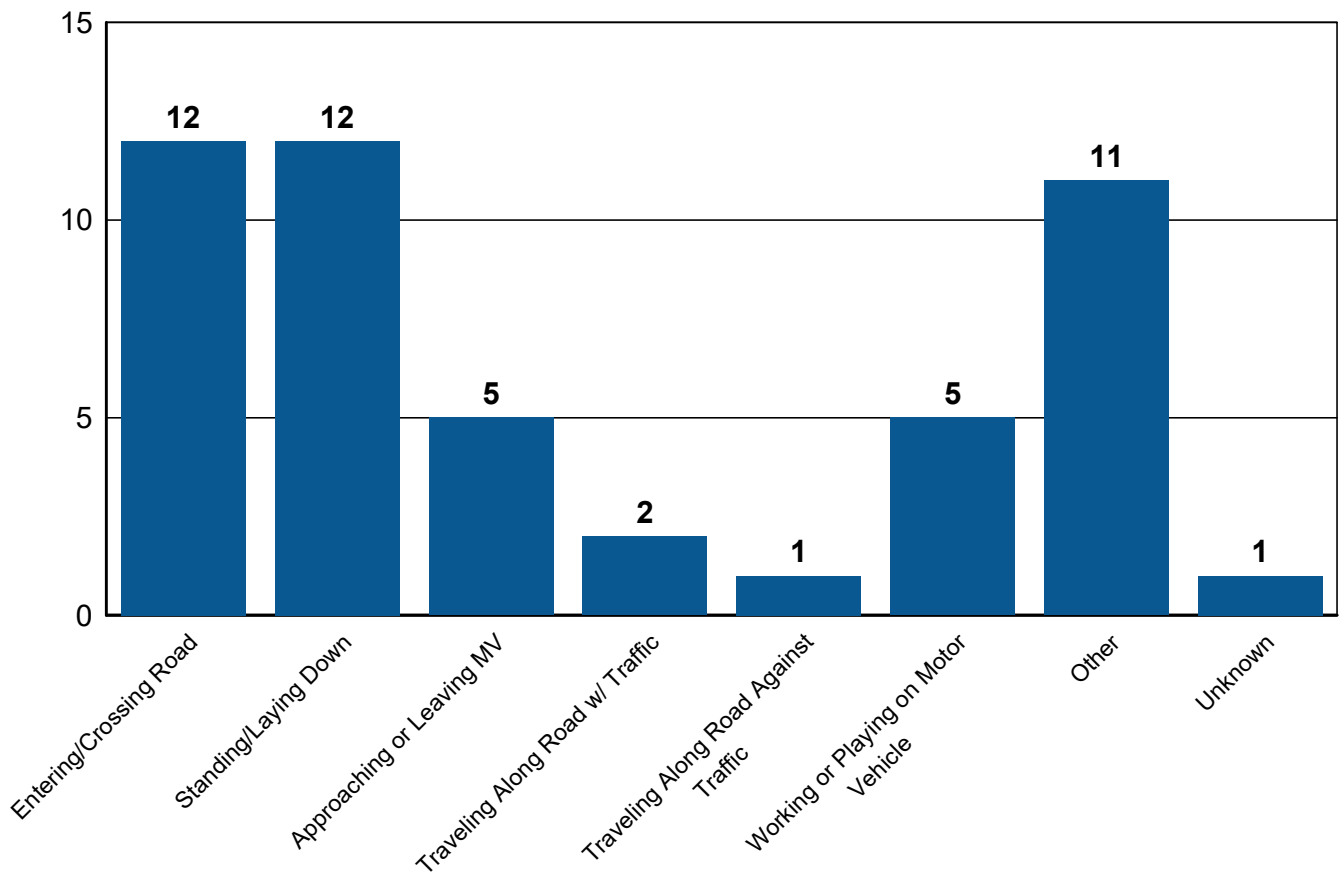
Pedestrian Action Prior to Crash in Urban Critical Crashes



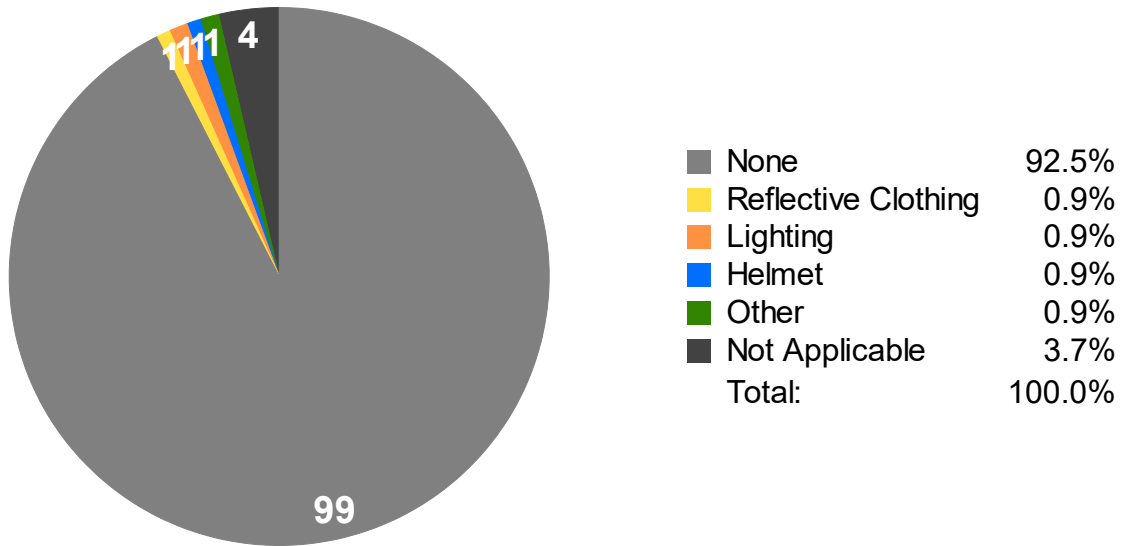
Pedestrian Pursuit in Rural Critical Crashes



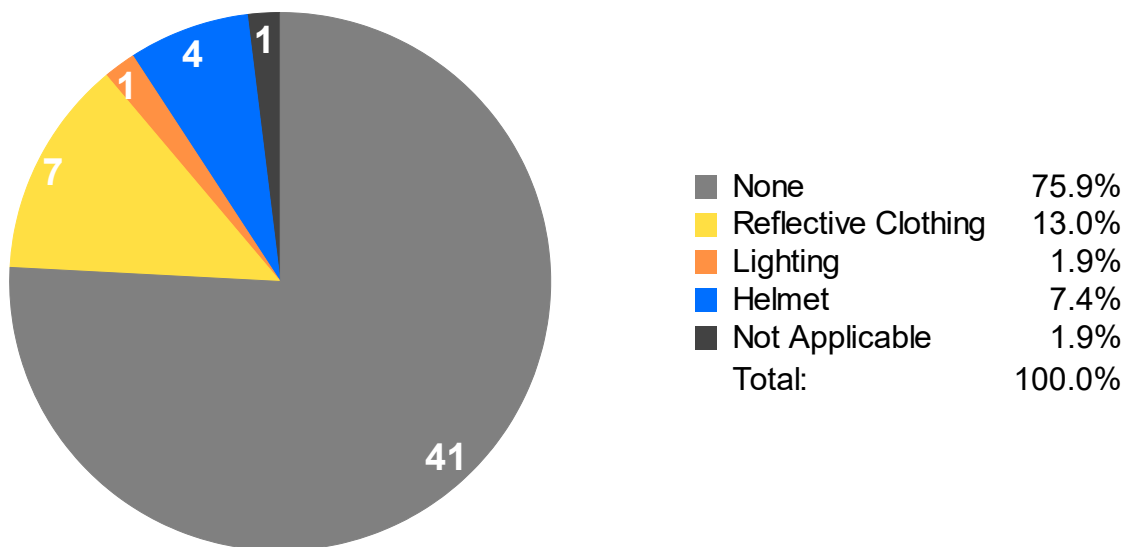
Pedestrian Action Prior to Crash in Rural Critical Crashes



Safety Equipment Used by Urban Pedestrian Involved in Critical Crash

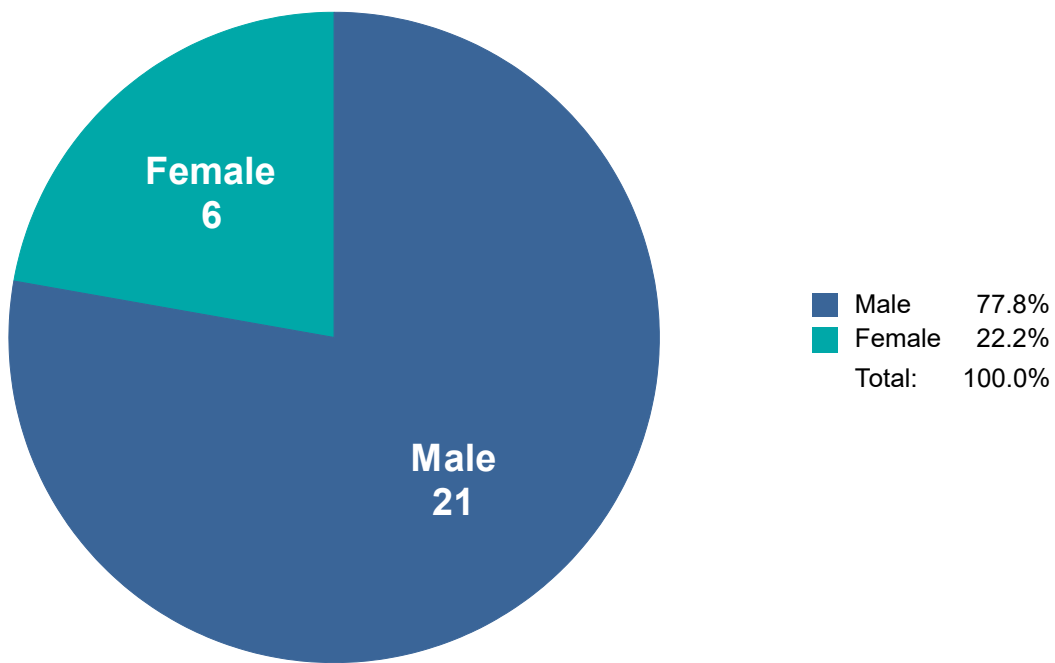


Safety Equipment Used by Rural Pedestrian Involved in Critical Crash

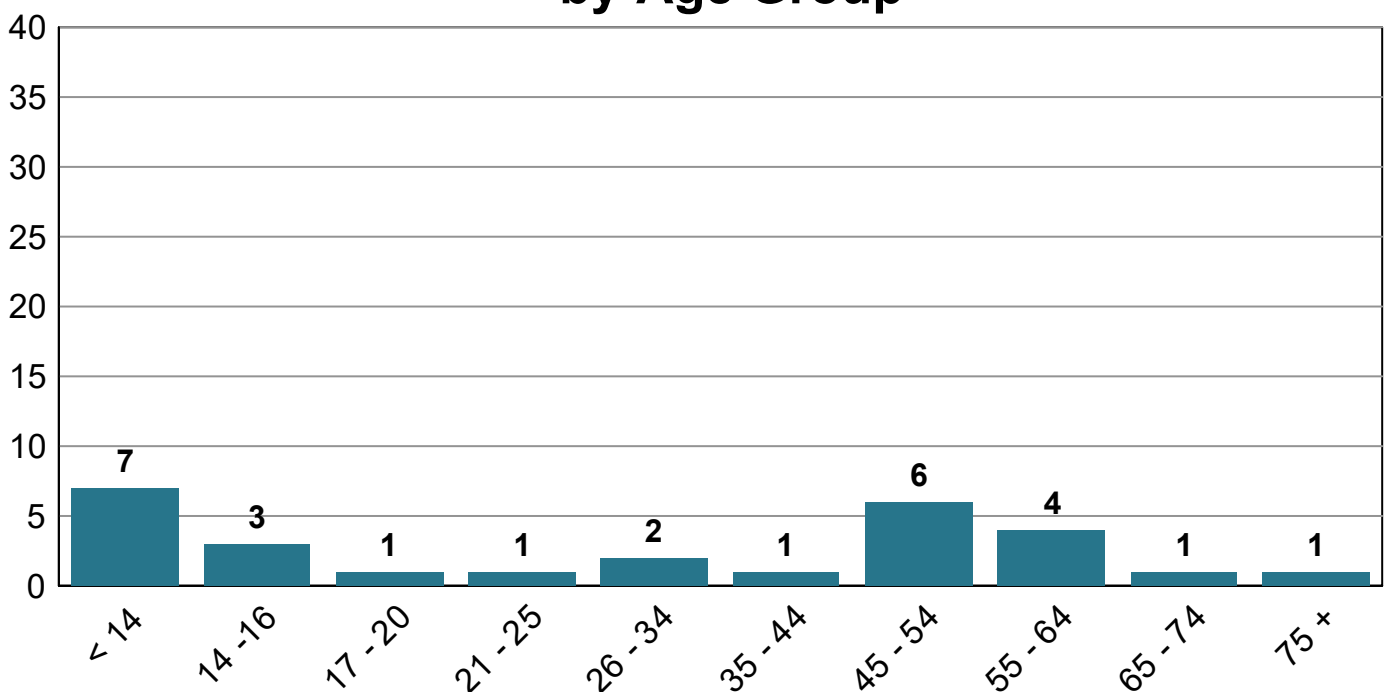


PEDALCYCLIST COUNTS

Pedalcyclists Involved in Critical Crashes by Gender



Pedalcyclists Involved in Critical Crashes by Age Group

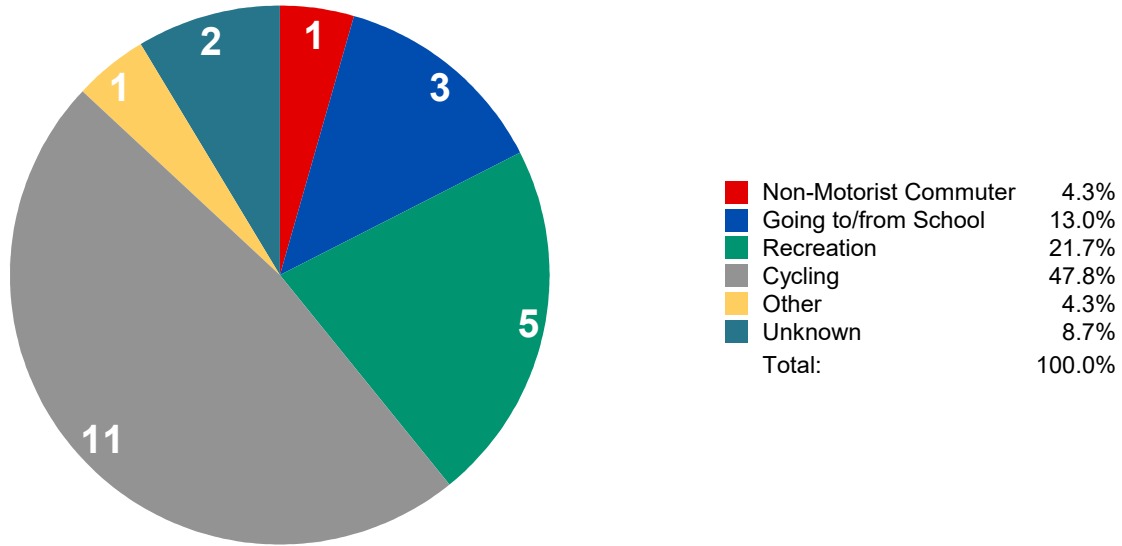


Critical Crash Pedalcyclist Injury Status by Gender and Age Group

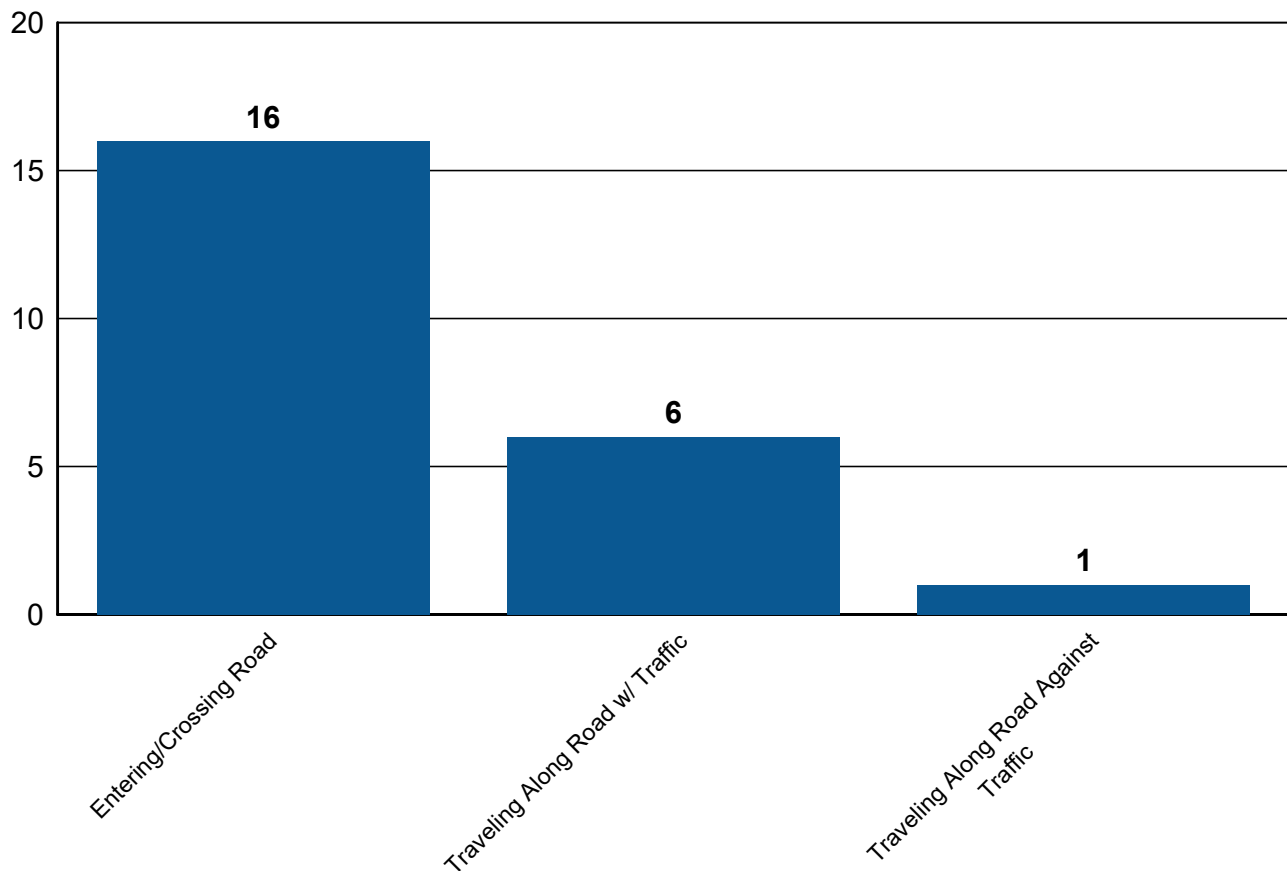
Gender	Age Group	Fatal Injury	Suspected Serious Injury	Total
Male	< 14	0	4	4
	14 - 16	0	3	3
	17 - 20	1	0	1
	26 - 34	1	1	2
	35 - 44	0	1	1
	45 - 54	0	5	5
	55 - 64	2	2	4
	65 - 74	0	1	1
	Total	4	17	21
Female	< 14	0	3	3
	21 - 25	0	1	1
	45 - 54	0	1	1
	75 +	0	1	1
	Total	0	6	6
Total		4	23	27

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

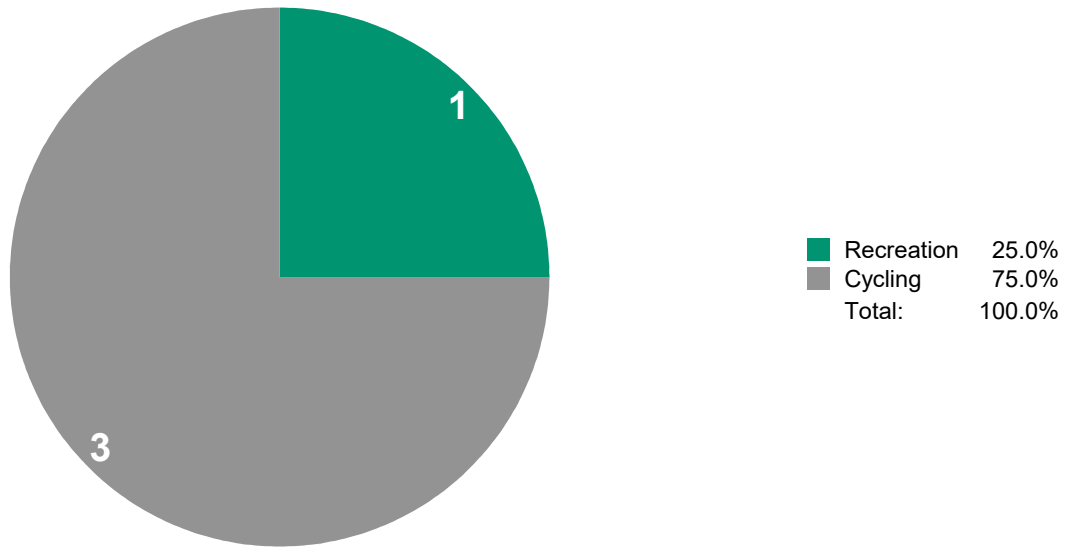
Pedalcyclist Pursuit in Urban Critical Crashes



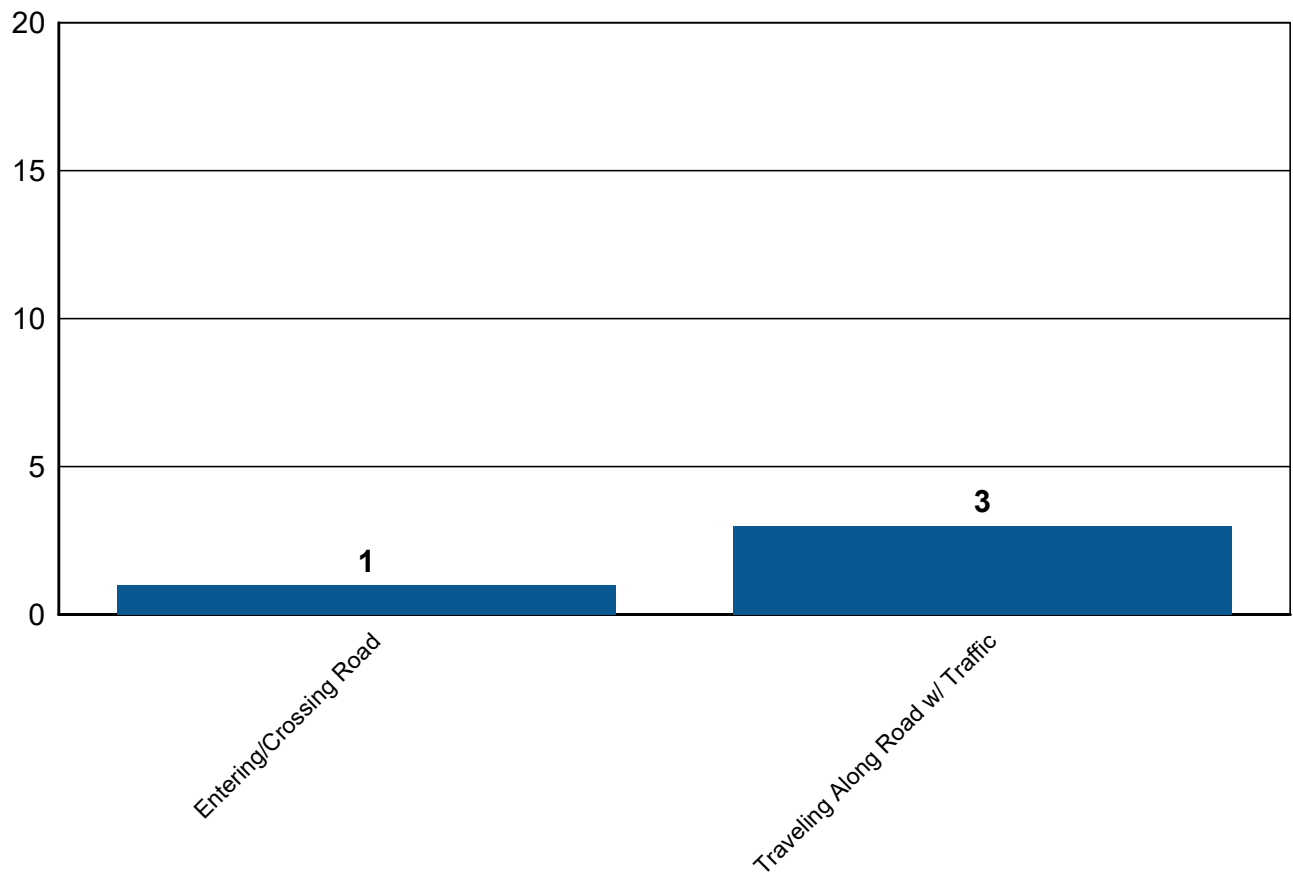
Pedalcyclist Action Prior to Crash in Urban Critical Crashes



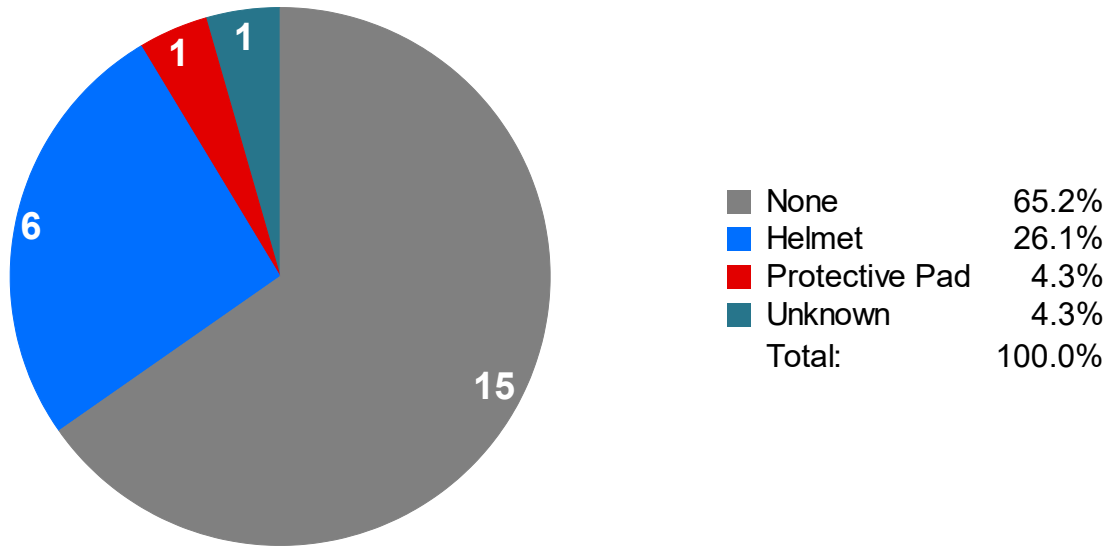
Pedalcyclist Pursuit in Rural Critical Crashes



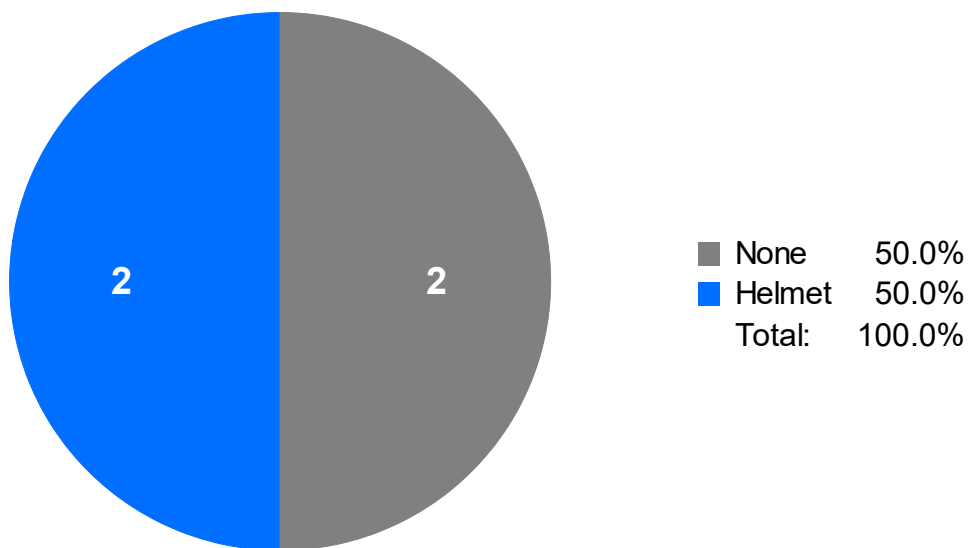
Pedalcyclist Action Prior to Crash in Rural Critical Crashes



Safety Equipment Used by Urban Pedalcyclist Involved in Critical Crash

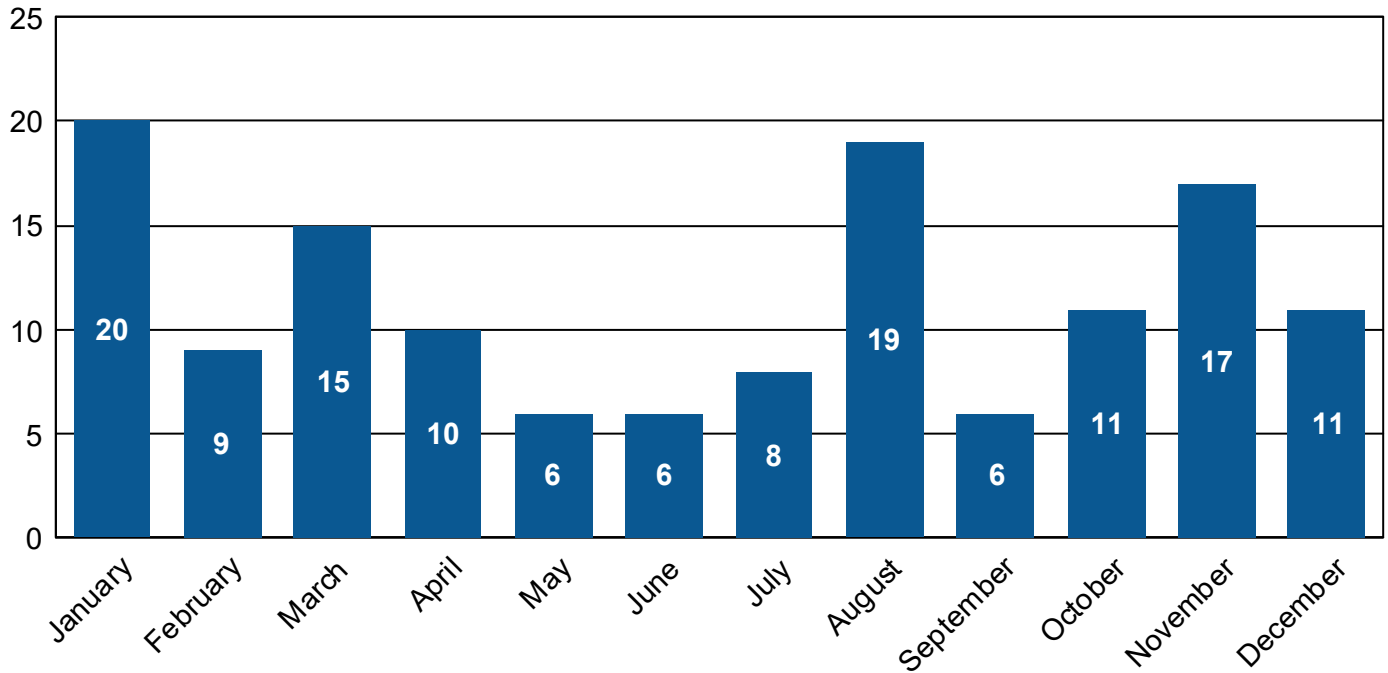


Safety Equipment Used by Rural Pedalcyclist Involved in Critical Crash

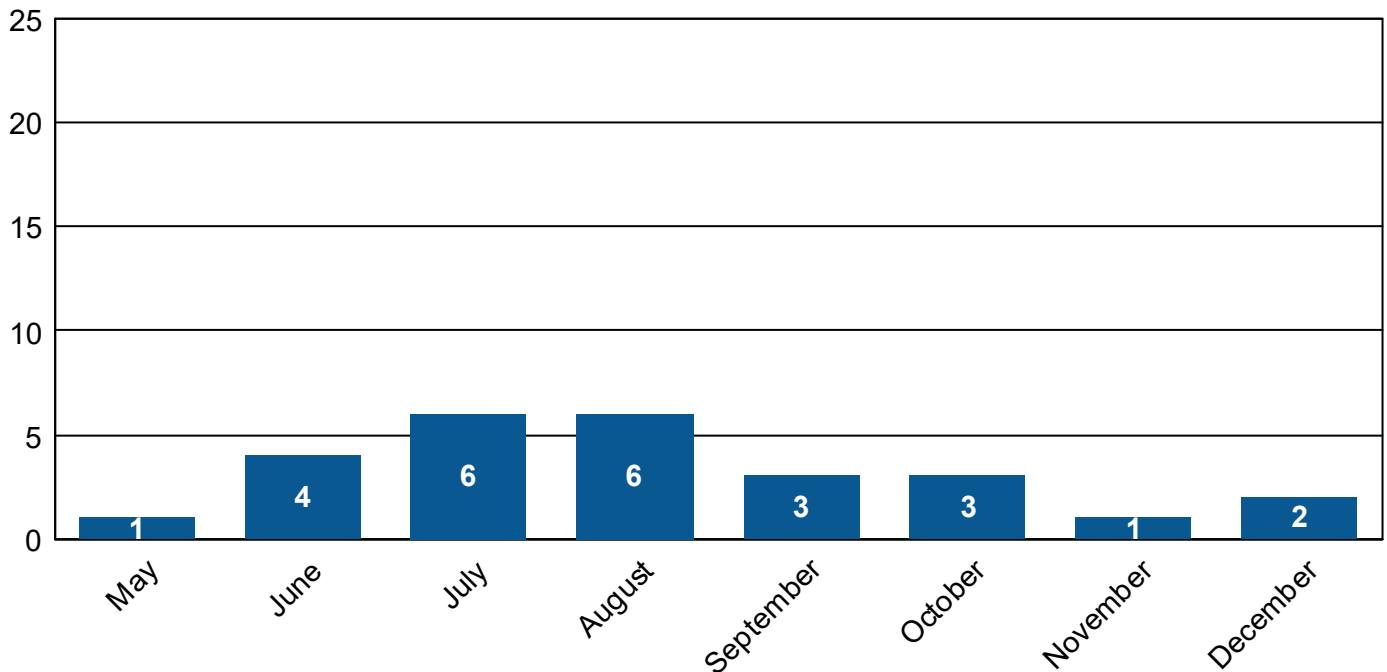


WHEN CRASHES ARE OCCURRING

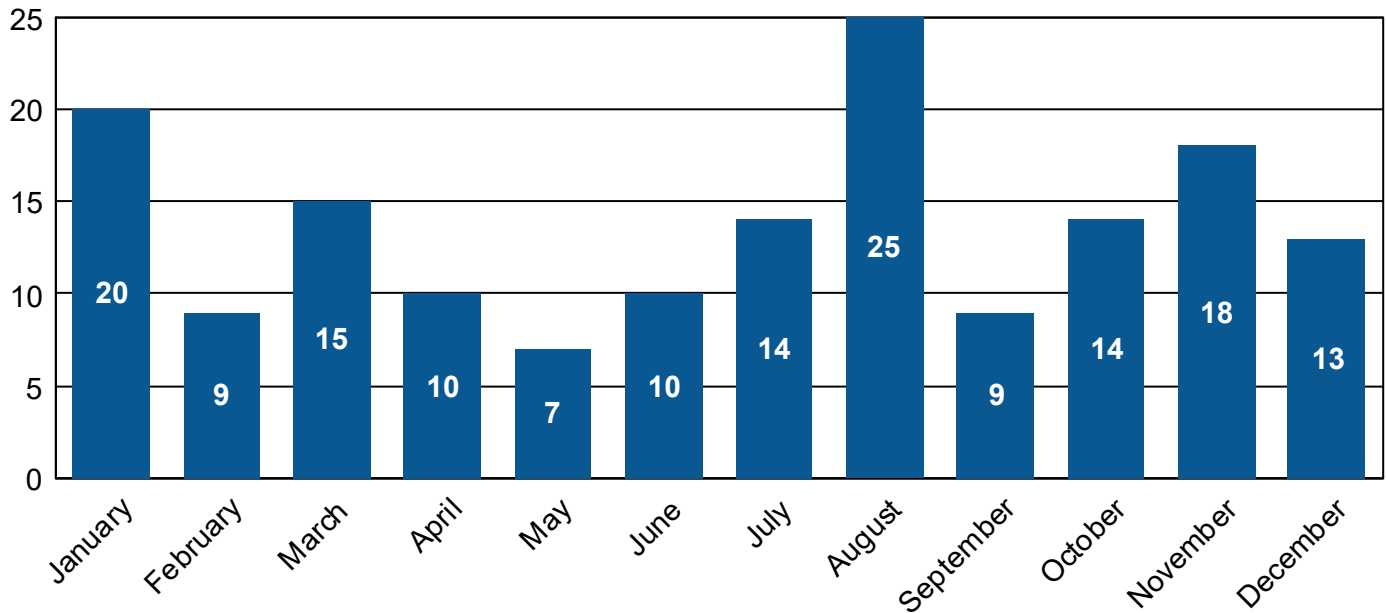
Pedestrian Involved Critical Crashes by Month



Pedalcyclist Involved Critical Crashes by Month



Vulnerable Road User Involved Critical Crashes by Month



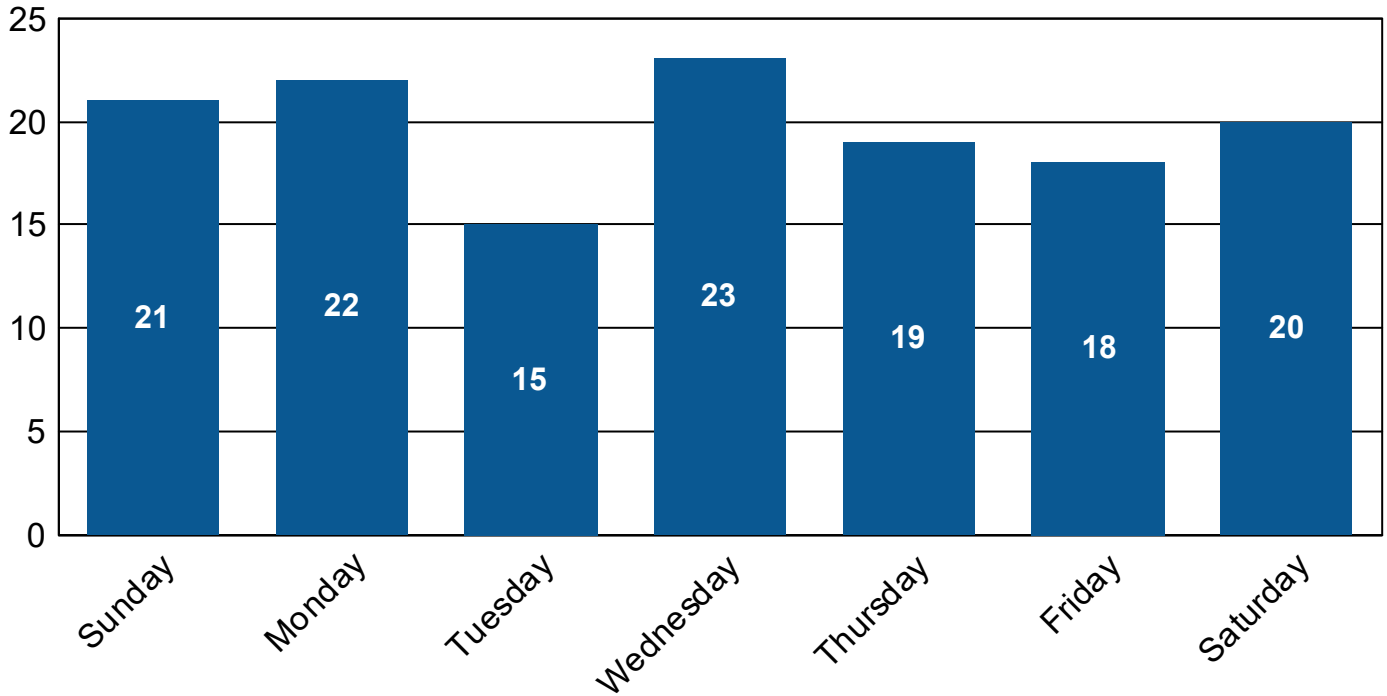
Pedestrian involved critical crashes are more dispersed throughout the year likely due to two factors:

- 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.

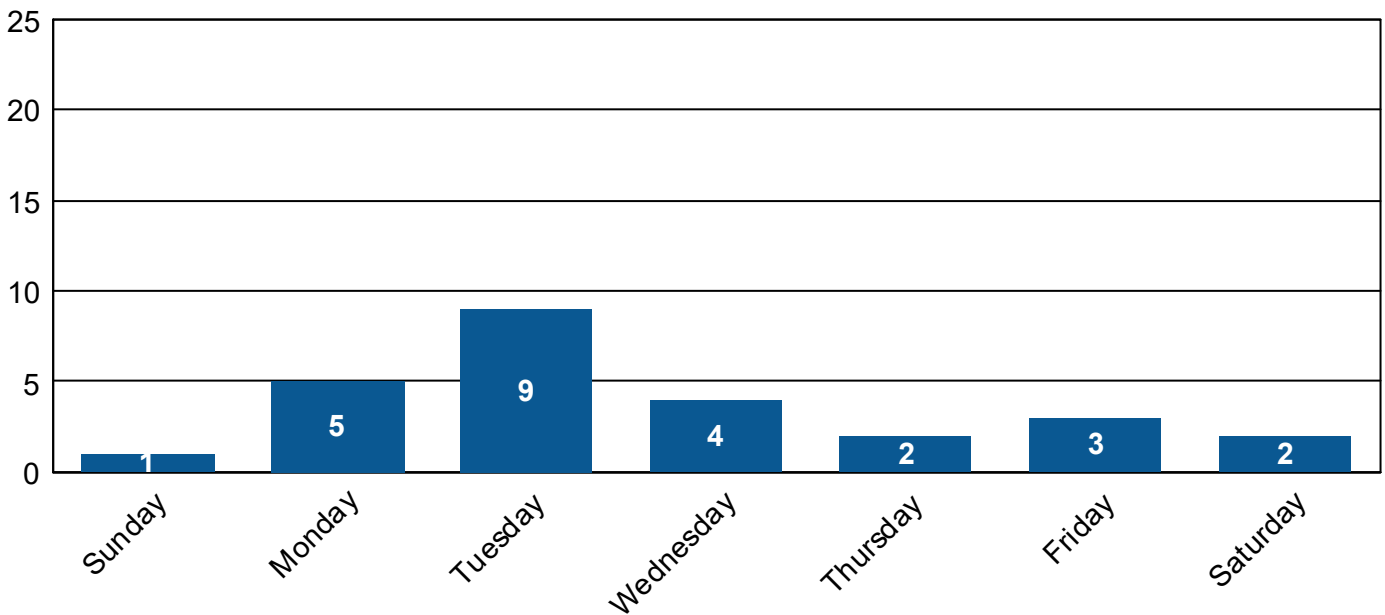
Traditionally, summer months tend to have more vulnerable road user involved crashes. During the most recent five-year period 29.9% of all vulnerable road user crashes occurred in the months of June through August. Summer months account for 23.9% of pedestrian involved crashes and 61.5% of pedalcyclist involved crashes.

Inclement weather months account for the majority of vulnerable road user involved crashes. During the most recent five-year period 54.3% of all vulnerable road user crashes occurred in the months of October through March, accounting for 60.1% of pedestrian involved crashes and 23.1% 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.

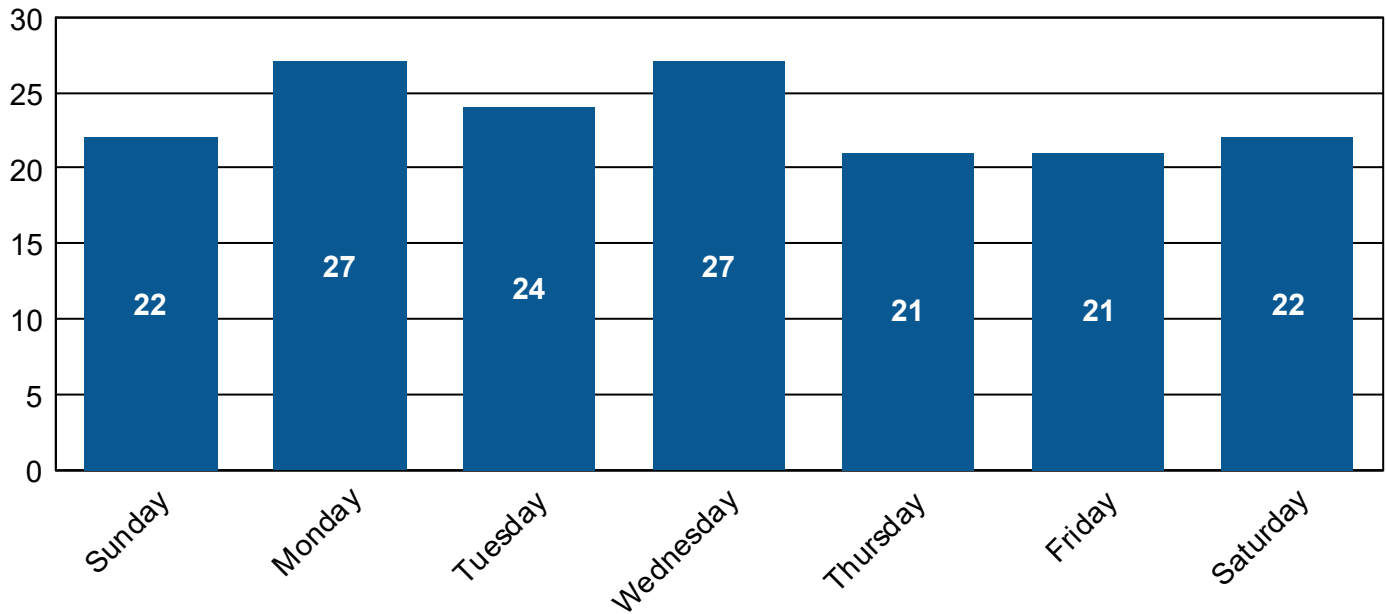
Pedestrian Involved Critical Crashes by Day of the Week



Pedalcyclist Involved Critical Crashes by Day of the Week



Vulnerable Road User Involved Critical Crashes by Day of the Week

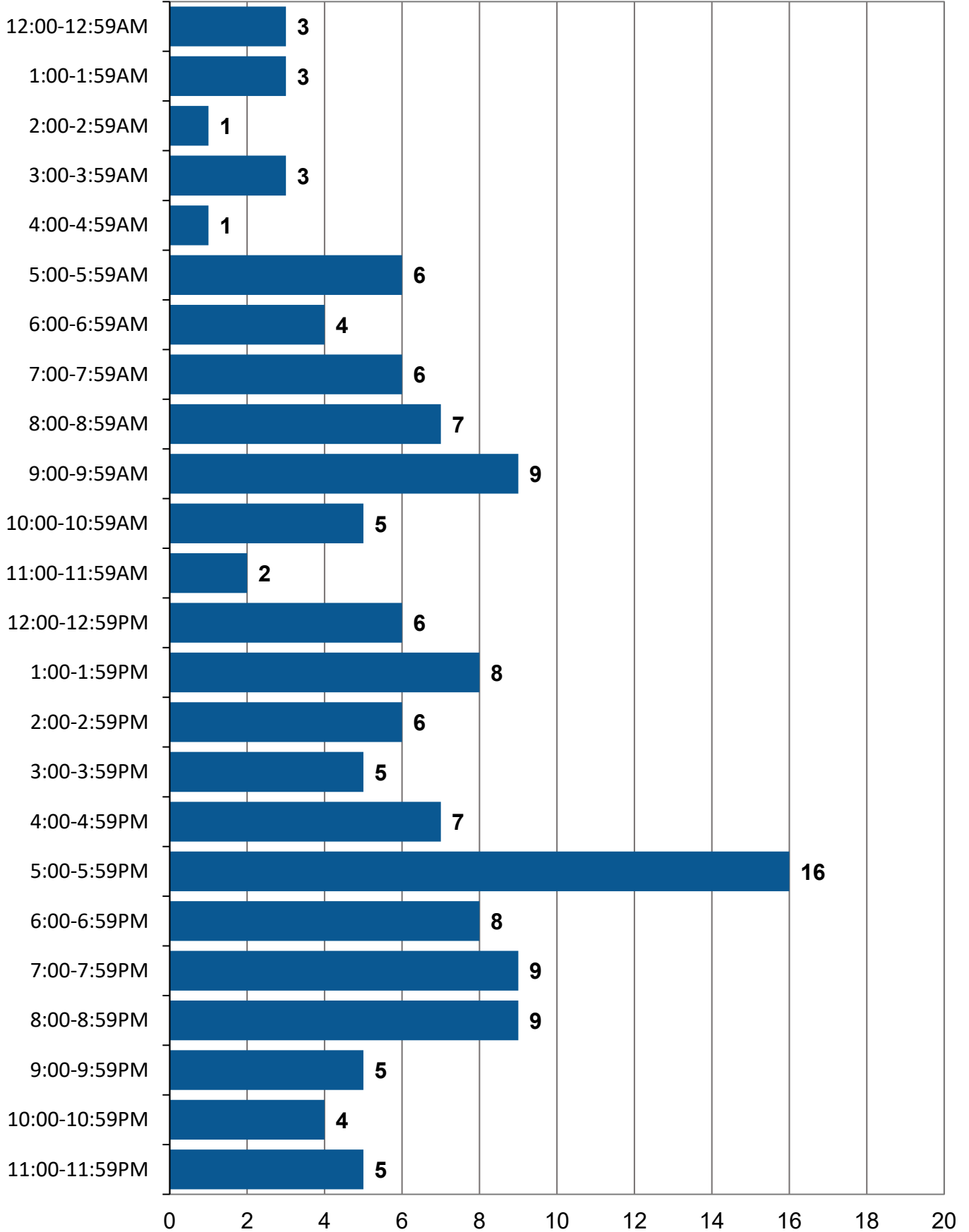


Vulnerable road user involved critical crashes are relatively evenly dispersed throughout the days of the week with no particular day having a significantly higher number of crashes.

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

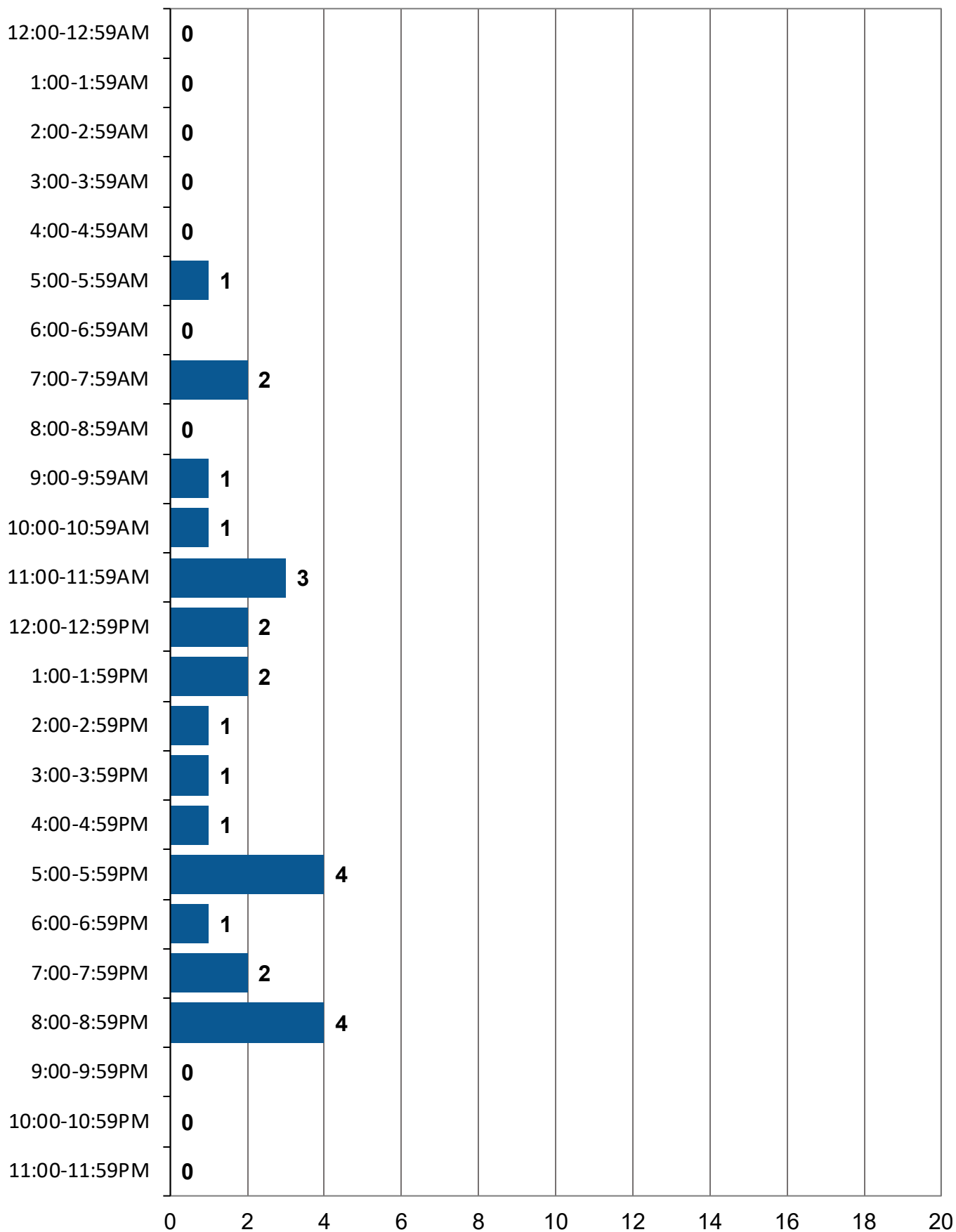
Pedestrian Involved Critical Crashes

By Hour of the Day

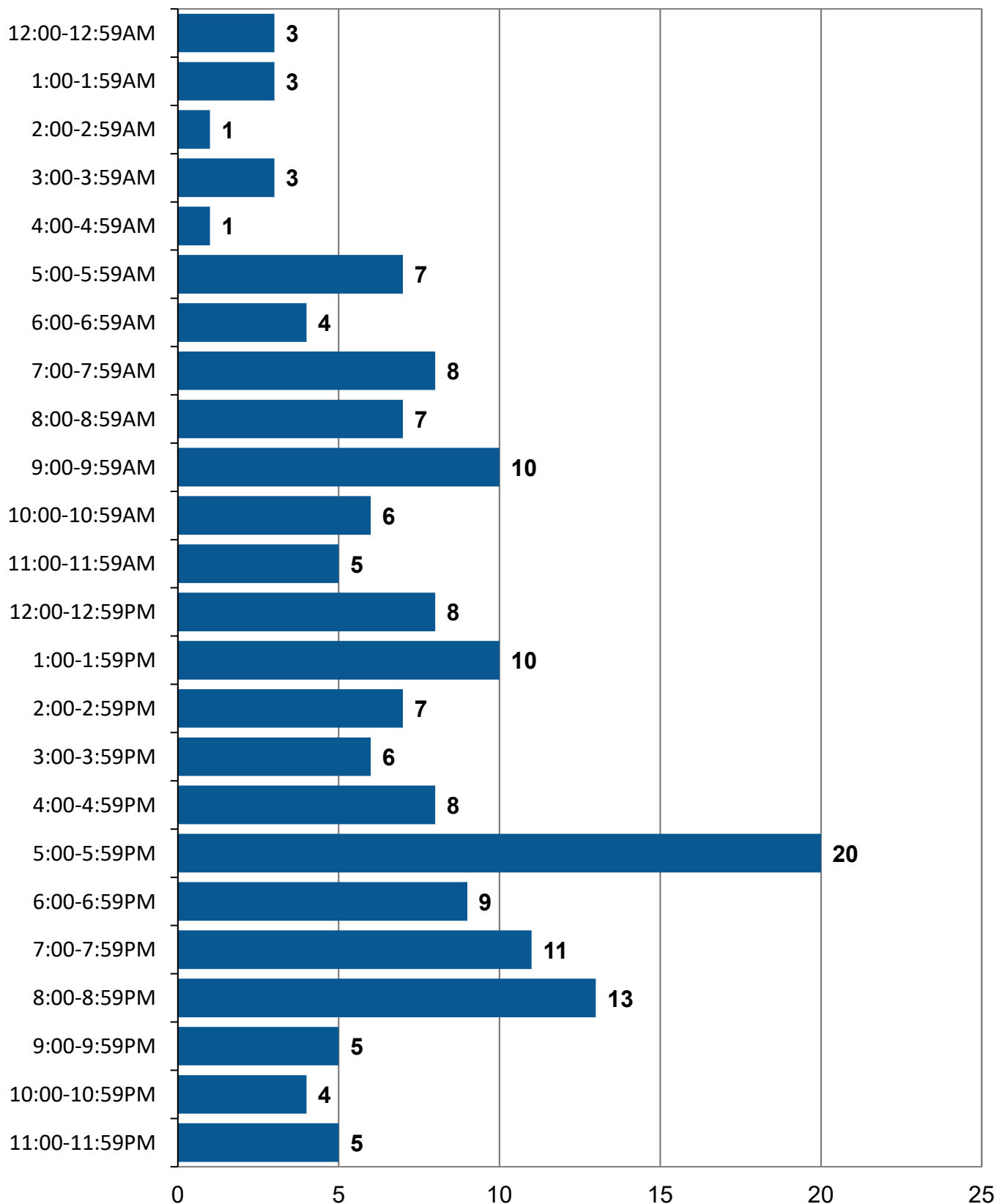


Pedalcyclist Involved Critical Crashes

By Hour of the Day

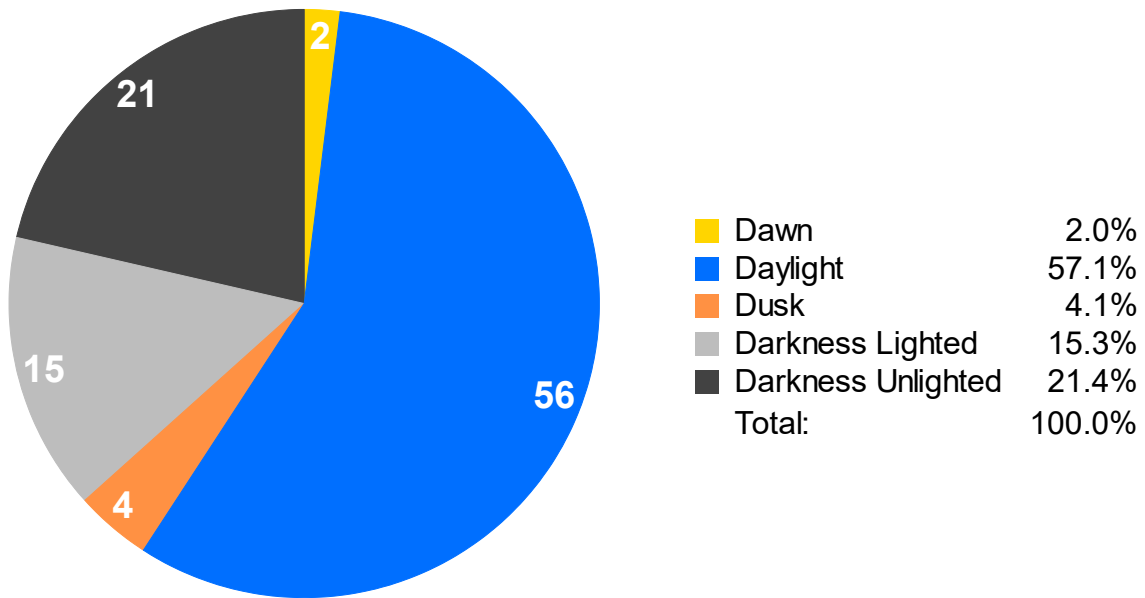


Vulnerable Road User Involved Critical Crashes By Hour of the Day

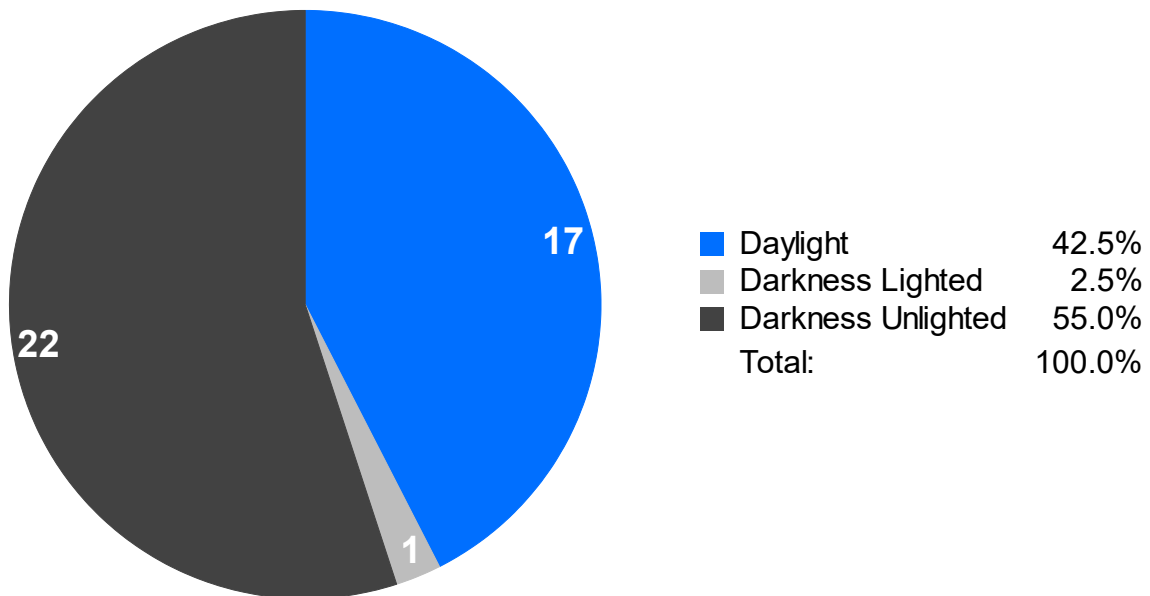


Crash data for the most recent five-year period shows there may be slight spikes in vulnerable road user involved crashes during the morning commute and midday, and a significant spike during the evening commute.

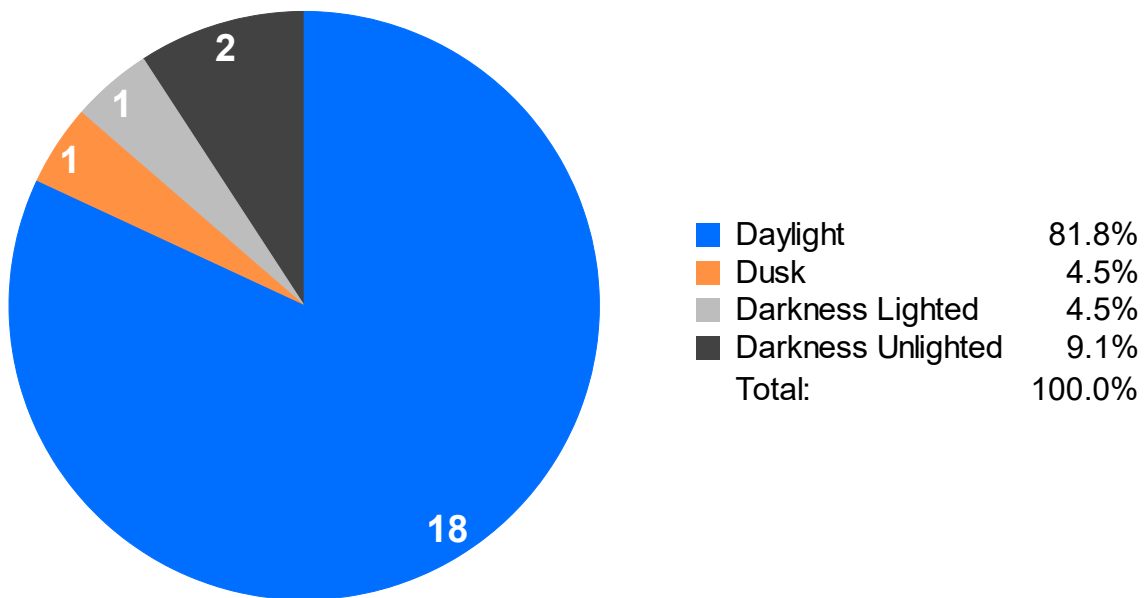
Urban Pedestrian Involved Critical Crashes by Lighting



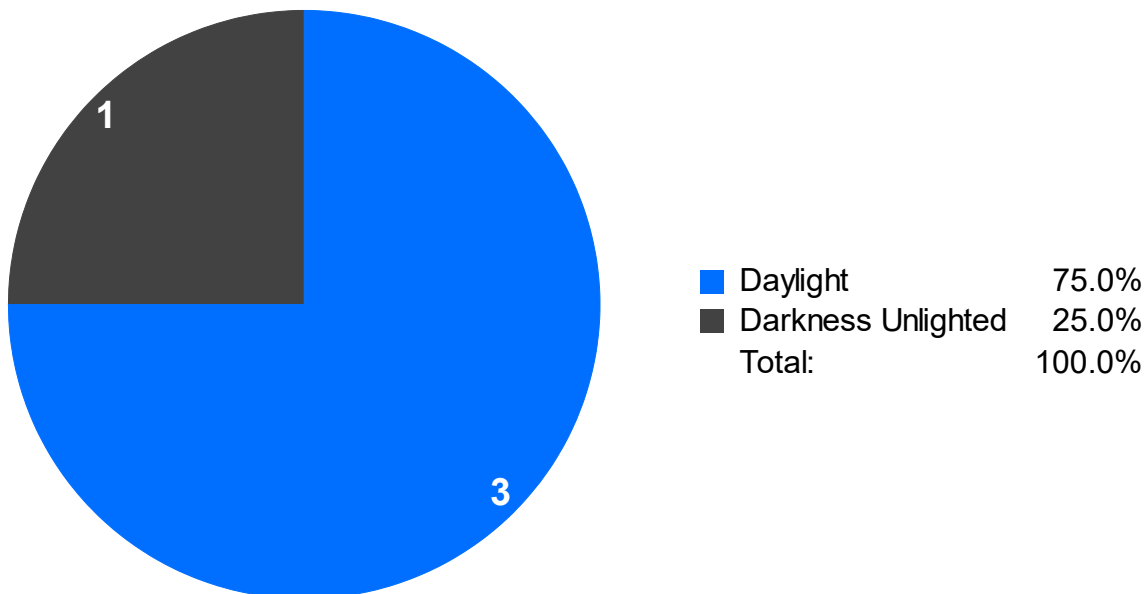
Rural Pedestrian Involved Critical Crashes by Lighting



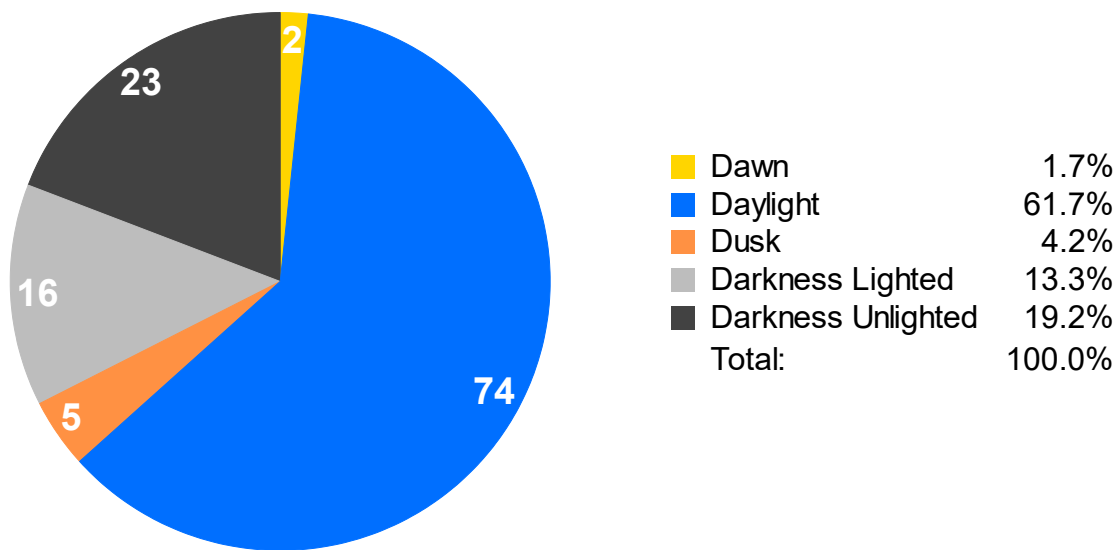
Urban Pedalcyclist Involved Critical Crashes by Lighting



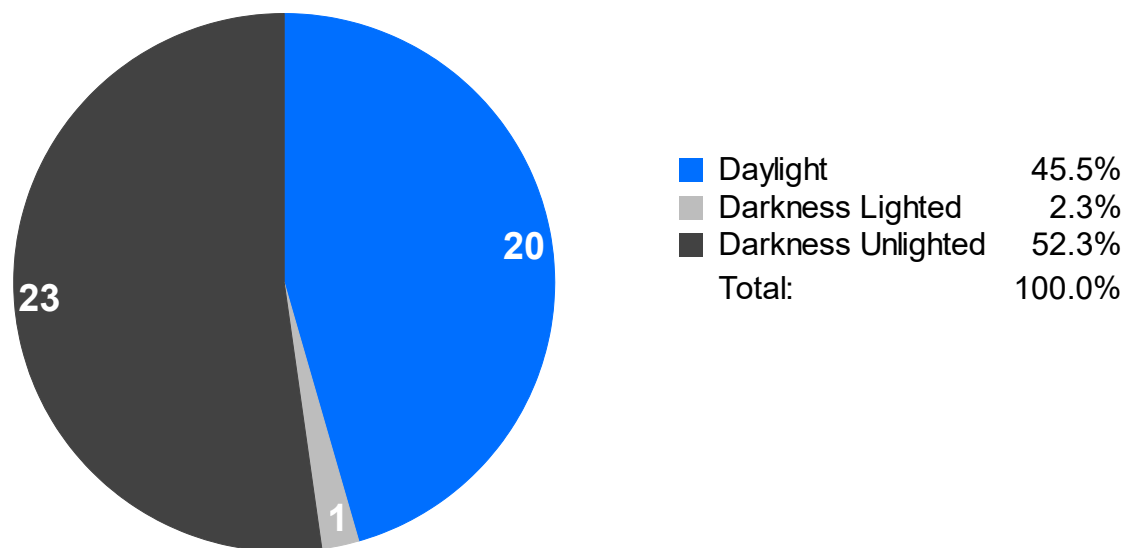
Rural Pedalcyclist Involved Critical Crashes by Lighting



Urban Vulnerable Road User Involved Critical Crashes by Lighting



Rural Vulnerable Road User Involved Critical Crashes by Lighting

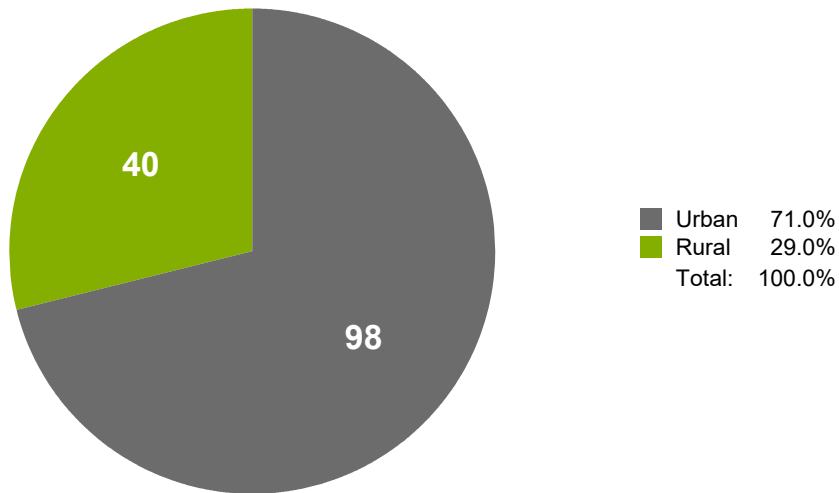


While the majority of vulnerable road user involved critical crashes occur during daylight conditions (57.3%), a significant number occur in darkness conditions (38.4%) with nearly 28.1% occurring in darkness unlighted conditions.

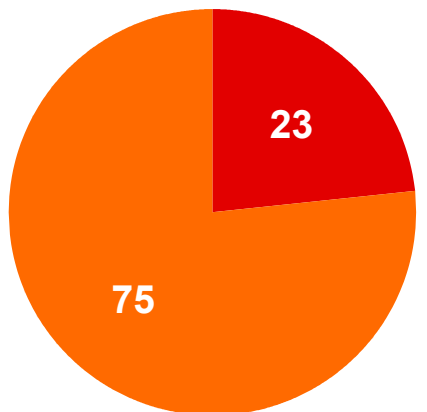
The vast majority of vulnerable road user involved critical crashes that occurred in darkness conditions were pedestrian involved (93.7%), with most occurring in darkness unlighted conditions (68.3%). Approximately 61% of the pedestrian involved critical crashes that occurred in darkness conditions were urban, with 58.3% 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

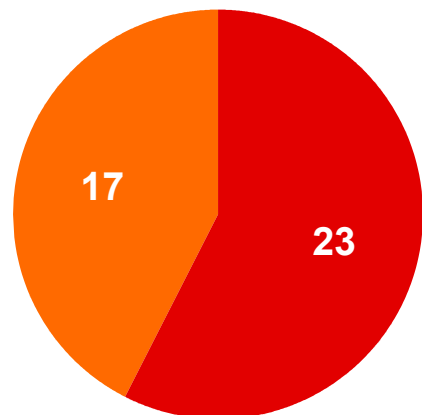


Urban Pedestrian Involved Critical Crashes by Severity



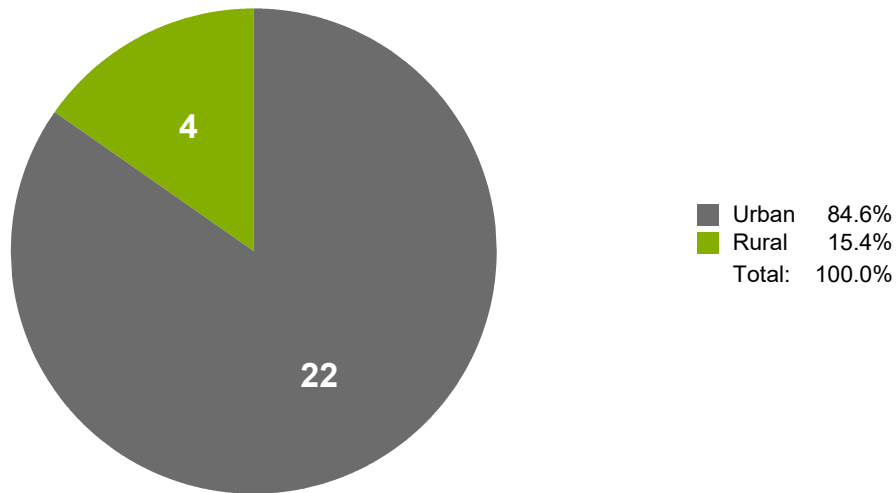
FATAL INJURY 23.5%
SUSPECTED SERIOUS INJURY 76.5%
Total: 100.0%

Rural Pedestrian Involved Critical Crashes by Severity

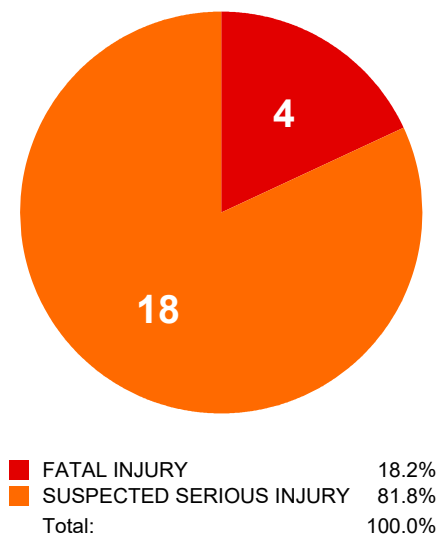


FATAL INJURY 57.5%
SUSPECTED SERIOUS INJURY 42.5%
Total: 100.0%

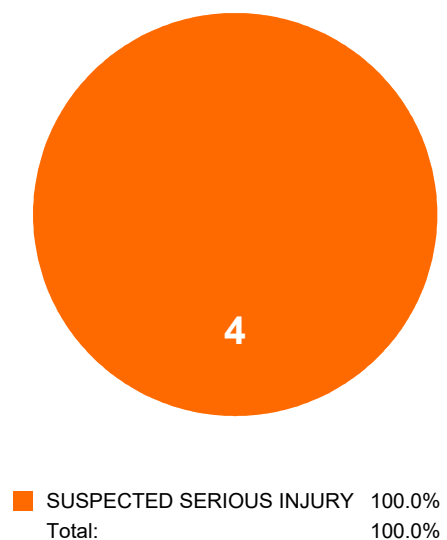
Urban vs Rural Pedalcyclist Involved Critical Crashes



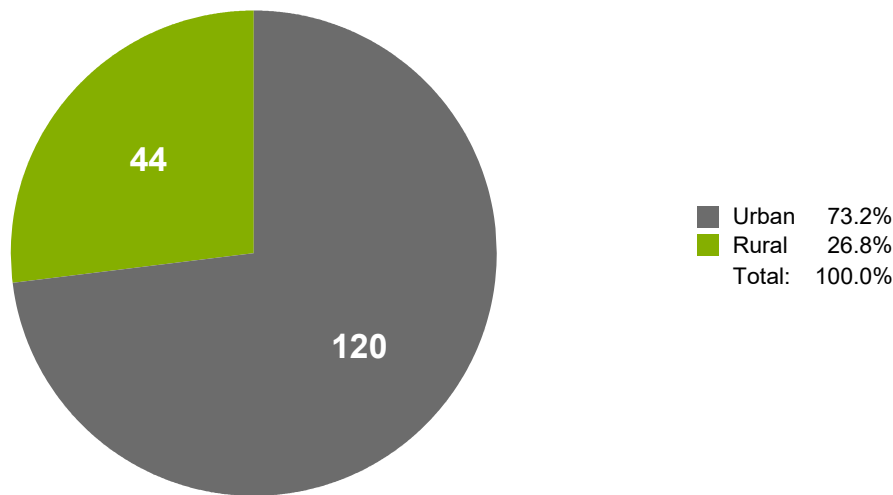
Urban Pedalcyclist Involved Critical Crashes by Severity



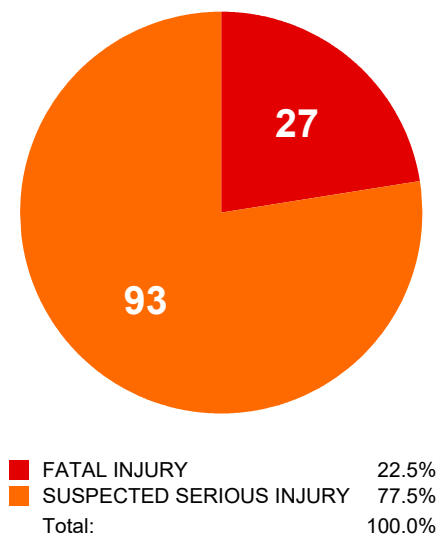
Rural Pedalcyclist Involved Critical Crashes by Severity



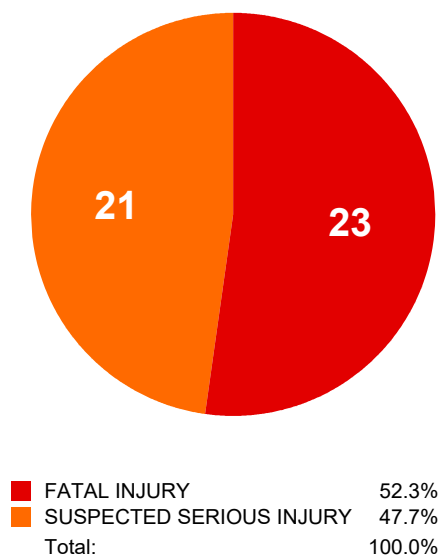
Urban vs Rural Vulnerable Road User Involved Critical Crashes



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 (73.2%), including 71% of pedestrian involved critical crashes and 84.6% 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 52.3% of rural critical crashes resulting in a fatal injury compared to 22.5% of urban vulnerable road user involved critical crashes. All rural vulnerable road user involved fatal injury crashes were pedestrian involved, which accounted for 57.5% 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	2	2	5	8	7
BIG HORN	0	0	2	2	2
CAMPBELL	1	1	3	3	4
CARBON	3	3	3	9	6
CONVERSE	2	2	1	1	3
FREMONT	6	6	6	7	12
GOSHEN	0	0	3	3	3
HOT SPRINGS	0	0	1	1	1
JOHNSON	1	1	1	1	2
LARAMIE	11	11	12	16	23
LINCOLN	1	2	3	5	4
NATRONA	5	5	21	21	26
NIOBRARA	1	1	2	2	3
PARK	1	1	5	6	6
PLATTE	1	1	1	1	2
SHERIDAN	2	2	4	5	6
SWEETWATER	5	6	8	15	13
TETON	1	1	3	3	4
UINTA	3	3	6	10	9
WASHAKIE	0	0	1	1	1
WESTON	0	0	1	1	1
TOTAL	46	48	92	121	138

Pedalcyclist Involved Critical Crash & Injury Counts by County

COUNTY	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
ALBANY	0	0	5	5	5
CAMPBELL	0	0	4	4	4
CONVERSE	0	0	1	1	1
FREMONT	0	0	2	2	2
LARAMIE	2	2	3	5	5
LINCOLN	0	0	1	2	1
NATRONA	0	0	1	1	1
PARK	0	0	1	1	1
SHERIDAN	0	0	1	1	1
SWEETWATER	2	2	0	0	2
TETON	0	0	3	3	3
TOTAL	4	4	22	25	26

Vulnerable Road User Involved Critical Crash & Injury Counts by County

COUNTY	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
ALBANY	2	2	10	13	12
BIG HORN	0	0	2	2	2
CAMPBELL	1	1	7	7	8
CARBON	3	3	3	9	6
CONVERSE	2	2	2	2	4
FREMONT	6	6	8	9	14
GOSHEN	0	0	3	3	3
HOT SPRINGS	0	0	1	1	1
JOHNSON	1	1	1	1	2
LARAMIE	13	13	15	21	28
LINCOLN	1	2	4	7	5
NATRONA	5	5	22	22	27
NIOBRARA	1	1	2	2	3
PARK	1	1	6	7	7
PLATTE	1	1	1	1	2
SHERIDAN	2	2	5	6	7
SWEETWATER	7	8	8	15	15
TETON	1	1	6	6	7
UINTA	3	3	6	10	9
WASHAKIE	0	0	1	1	1
WESTON	0	0	1	1	1
TOTAL	50	52	114	146	164

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
BUFFALO	1	1	1	1	2
CASPER	4	4	21	21	25
CHEYENNE	10	10	10	14	20
CODY	0	0	4	5	4
DOUGLAS	0	0	1	1	1
EVANSTON	1	1	4	6	5
GILLETTE	1	1	3	3	4
GREEN RIVER	0	0	1	1	1
GREYBULL	0	0	1	1	1
JACKSON	0	0	1	1	1
KEMMERER	0	0	3	5	3
LANDER	0	0	1	1	1
LARAMIE	1	1	3	3	4
LUSK	0	0	2	2	2
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
SHOSHONI	0	0	1	1	1
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	75	88	98

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	1	2	1
CHEYENNE	2	2	3	5	5
CODY	0	0	1	1	1
DOUGLAS	0	0	1	1	1
GILLETTE	0	0	4	4	4
JACKSON	0	0	1	1	1
LANDER	0	0	1	1	1
LARAMIE	0	0	5	5	5
ROCK SPRINGS	2	2	0	0	2
SHERIDAN	0	0	1	1	1
TOTAL	4	4	18	21	22

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

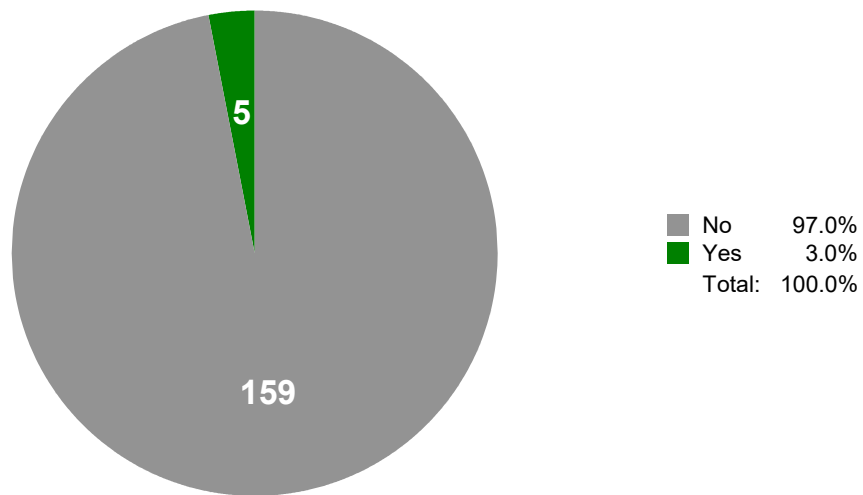
CITY / TOWN	Fatal Crashes	All Fatalities	Serious Injury Crashes	All Injuries	Total Crashes
AFTON	0	0	1	2	1
BUFFALO	1	1	1	1	2
CASPER	4	4	21	21	25
CHEYENNE	12	12	13	19	25
CODY	0	0	5	6	5
DOUGLAS	0	0	2	2	2
EVANSTON	1	1	4	6	5
GILLETTE	1	1	7	7	8
GREEN RIVER	0	0	1	1	1
GREYBULL	0	0	1	1	1
JACKSON	0	0	2	2	2
KEMMERER	0	0	3	5	3
LANDER	0	0	2	2	2
LARAMIE	1	1	8	8	9
LUSK	0	0	2	2	2
POWELL	1	1	1	1	2
RIVERTON	0	0	4	5	4
ROCK SPRINGS	2	2	2	2	4
SARATOGA	0	0	1	3	1
SHERIDAN	2	2	5	6	7
SHOSHONI	0	0	1	1	1
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	27	28	93	109	120

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

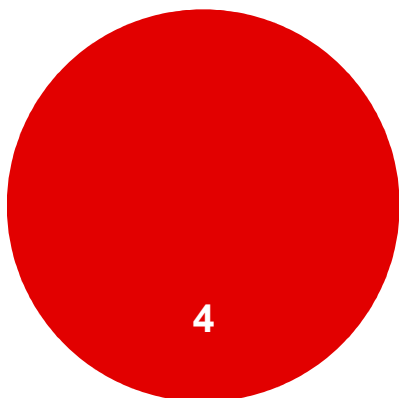
(1) Cheyenne, (2) Casper, (3) Gillette, (4) Laramie, (5) Rock Springs, (6) Sheridan, (7) Green River, (8) Evanston, (9) Jackson, (10) Riverton.

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

Wind River Indian Reservation Vulnerable Road User Involved Critical Crashes

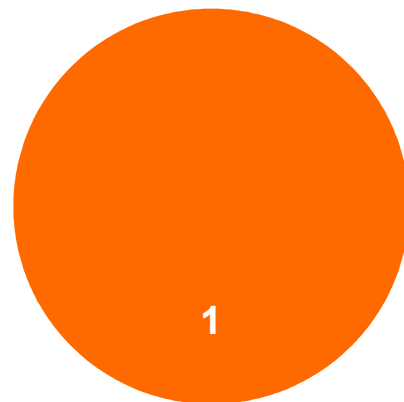


WRIR Pedestrian Involved Critical Crashes by Severity



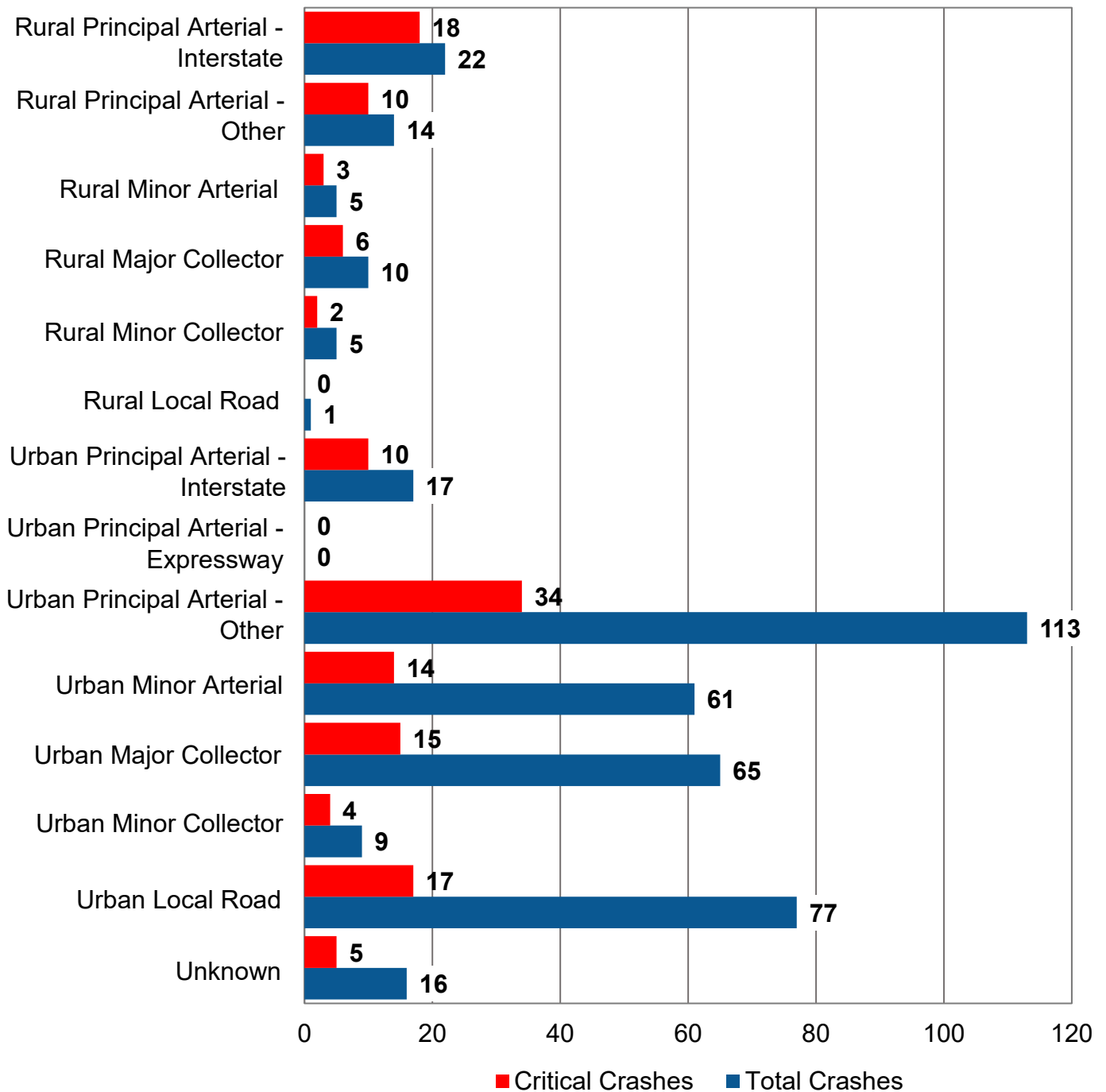
FATAL INJURY 100.0%
Total: 100.0%

WRIR Pedalcyclist Involved Critical Crashes by Severity

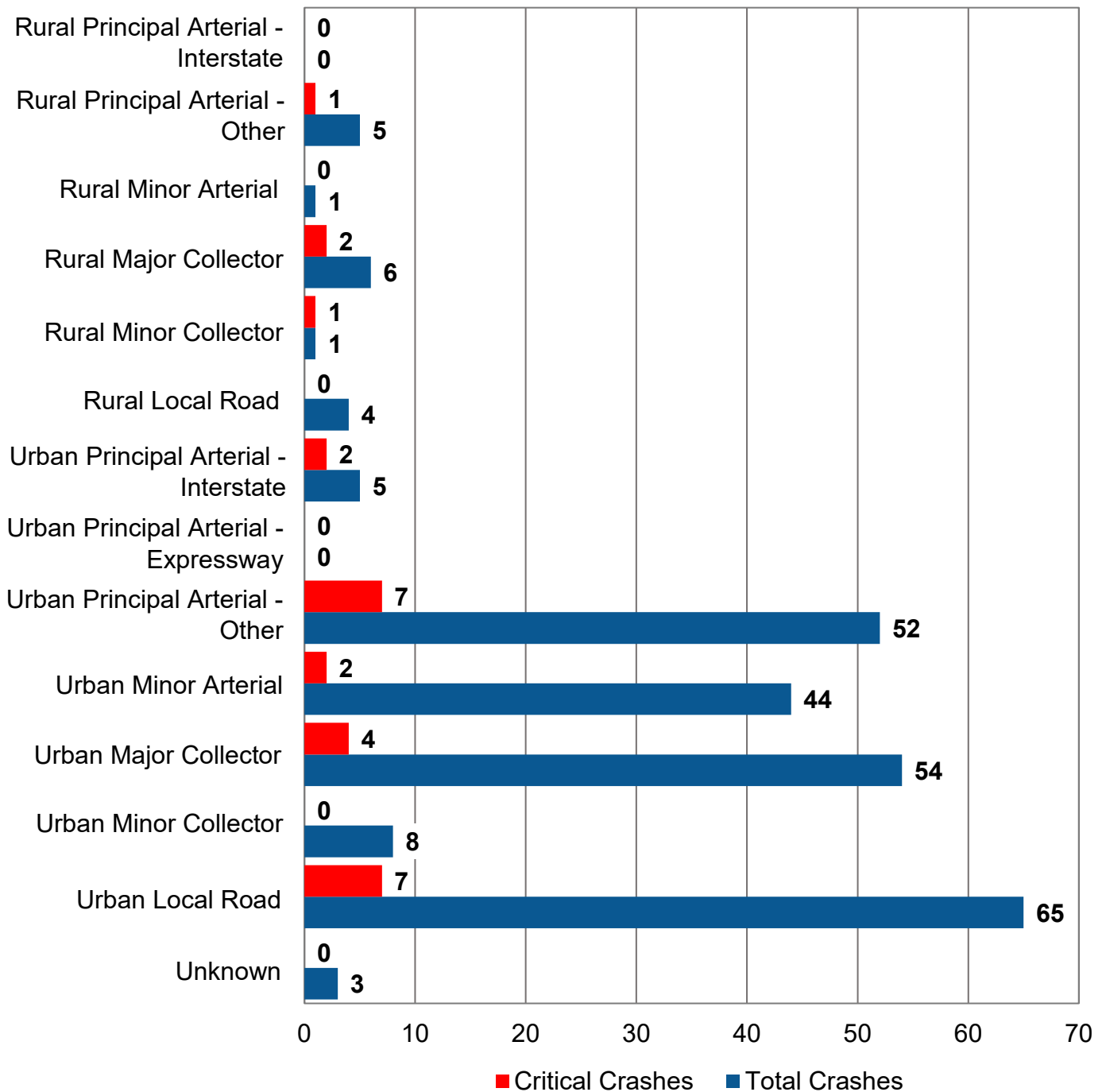


SUSPECTED SERIOUS INJURY 100.0%
Total: 100.0%

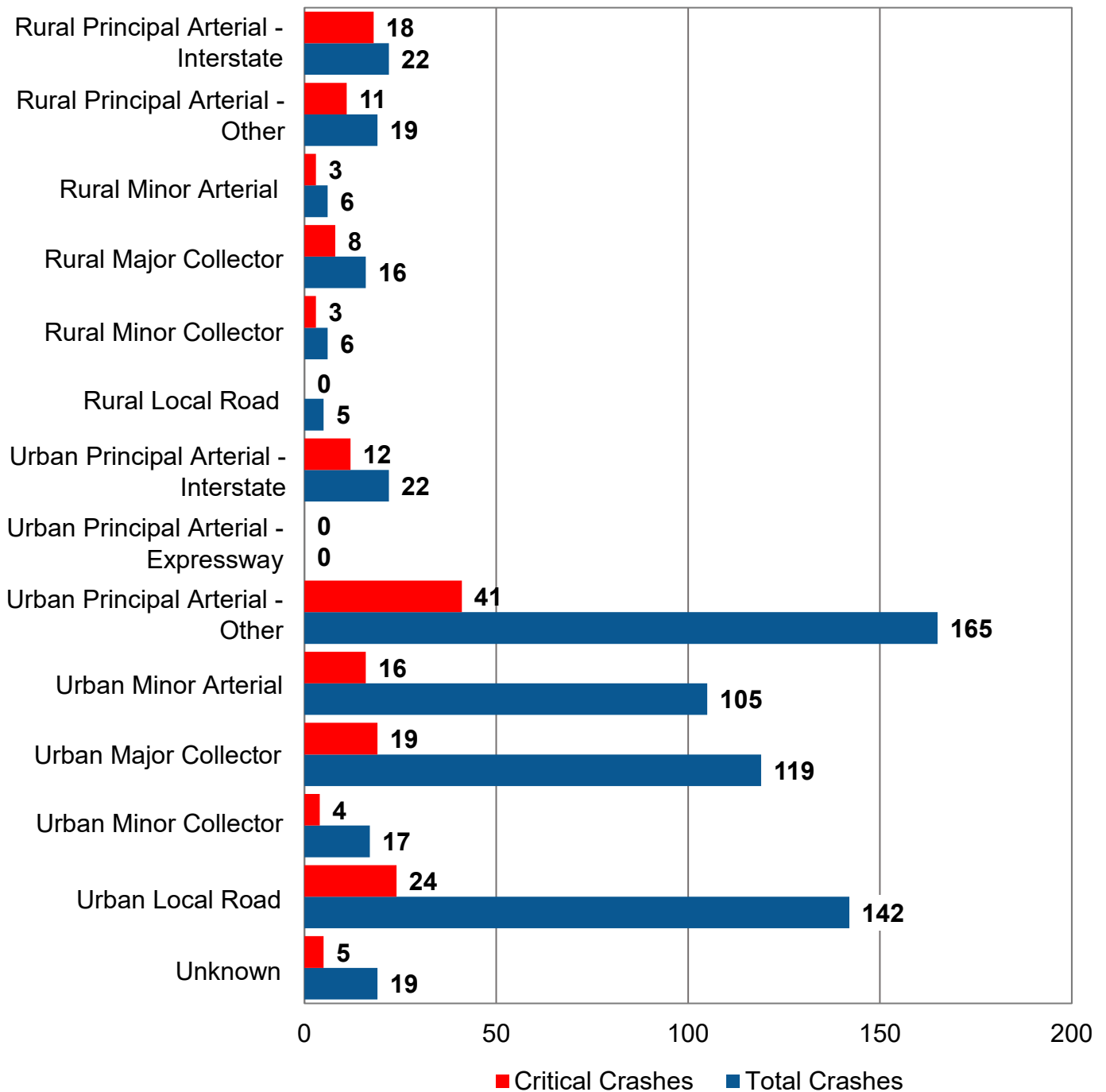
Pedestrian Involved Crashes by Roadway Type 2019-2023



Pedalcyclist Involved Crashes by Roadway Type 2019-2023



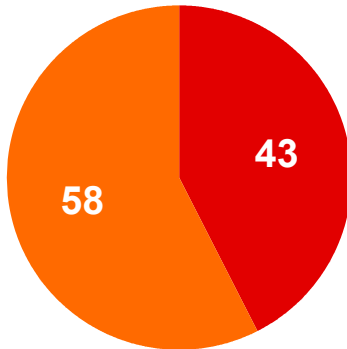
Vulnerable Road User Involved Crashes by Roadway Type 2019-2023



Pedestrian Involved Critical Crashes by Intersection Type and Location

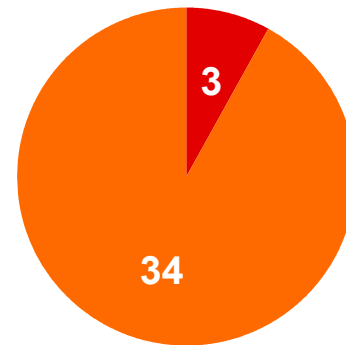
Intersection Type	Location		
	Urban	Rural	Total
T Intersection	9	0	9
Four (4)-Way Intersection	28	0	28
Not an Intersection	61	40	101
Total	98	40	138

Non-Intersection Pedestrian Involved Critical Crashes by Severity



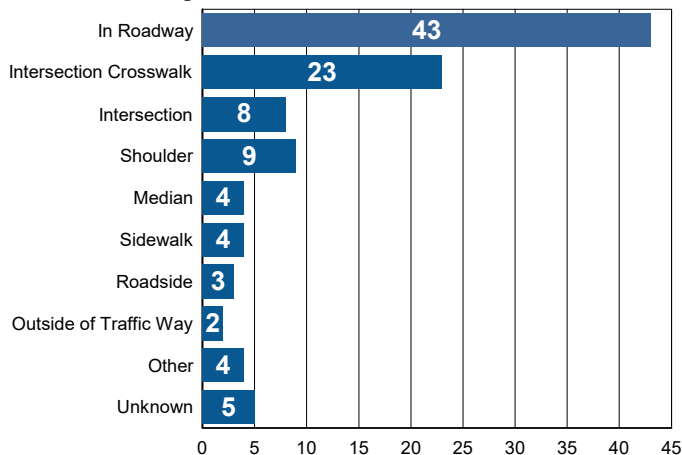
■ FATAL INJURY 42.6%
■ SUSPECTED SERIOUS INJURY 57.4%
 Total: 100.0%

Intersection Pedestrian Involved Critical Crashes by Severity

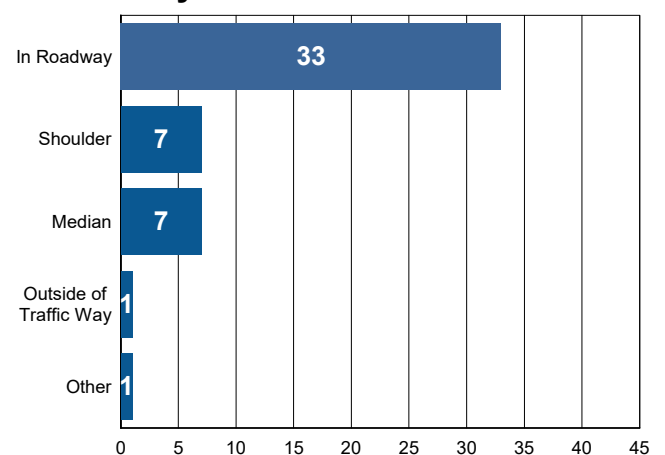


■ FATAL INJURY 8.1%
■ SUSPECTED SERIOUS INJURY 91.9%
 Total: 100.0%

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



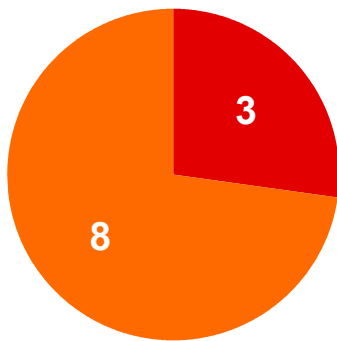
Pedestrians Involved in Rural Critical Crashes by Location at Time of Crash



Pedalcyclist Involved Critical Crashes by Intersection Type and Location

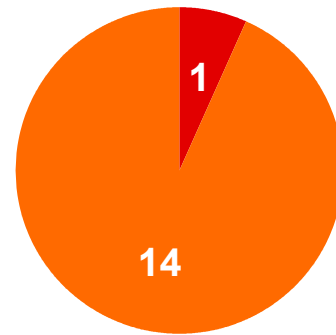
Intersection Type	Location		
	Urban	Rural	Total
T Intersection	4	0	4
Four (4)-Way Intersection	11	0	11
Not an Intersection	7	4	11
Total	22	4	26

Non-Intersection Pedalcyclist Involved Critical Crashes by Severity



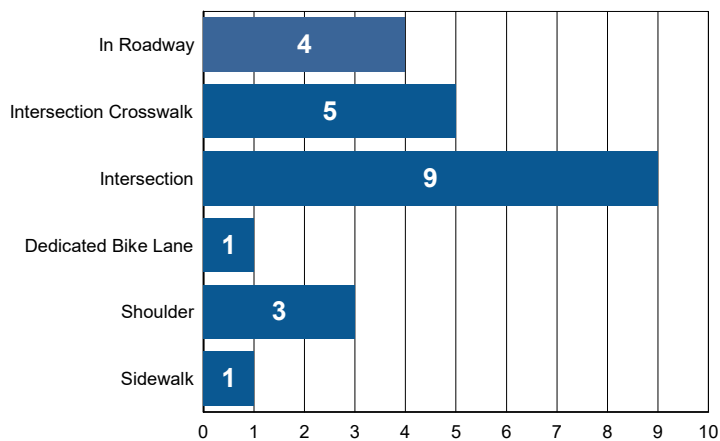
■ FATAL INJURY 27.3%
■ SUSPECTED SERIOUS INJURY 72.7%
 Total: 100.0%

Intersection Pedalcyclist Involved Critical Crashes by Severity

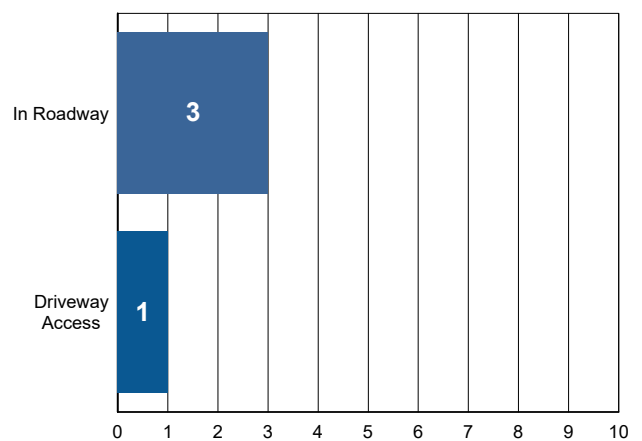


■ FATAL INJURY 6.7%
■ SUSPECTED SERIOUS INJURY 93.3%
 Total: 100.0%

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



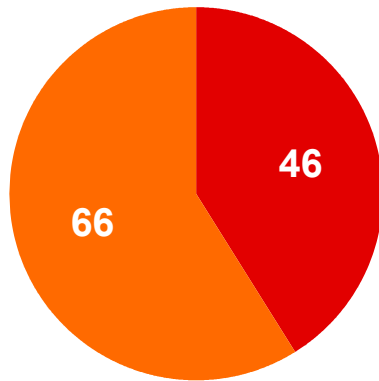
Pedalcyclist Involved in Rural Critical Crashes by Location at Time of Crash



Vulnerable Road User Involved Critical Crashes by Intersection Type and Location

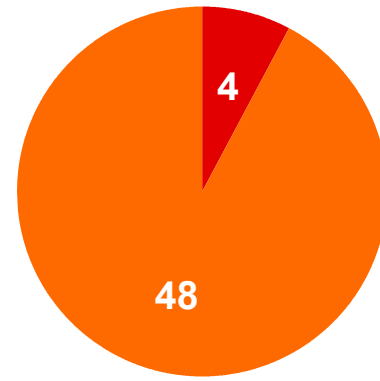
Intersection Type	Location		
	Urban	Rural	Total
T Intersection	13	0	13
Four (4)-Way Intersection	39	0	39
Not an Intersection	68	44	112
Total	120	44	164

Non-Intersection VRU Involved Critical Crashes by Severity



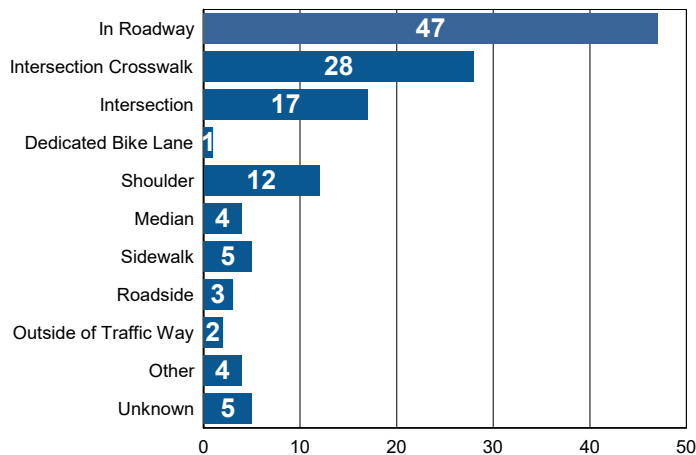
■ FATAL INJURY 41.1%
■ SUSPECTED SERIOUS INJURY 58.9%
 Total: 100.0%

Intersection VRU Involved Critical Crashes by Severity

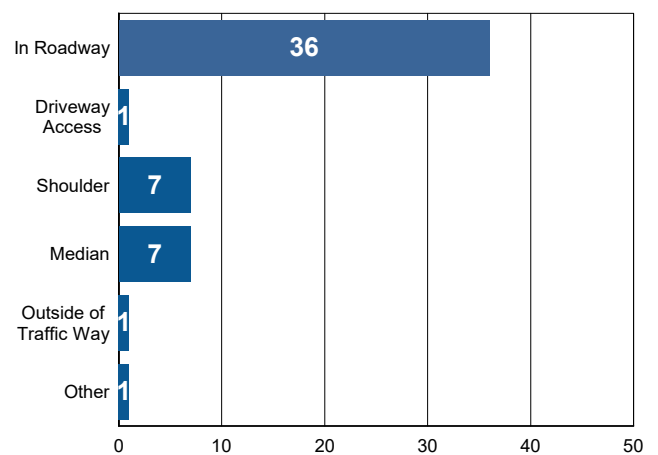


■ FATAL INJURY 7.7%
■ SUSPECTED SERIOUS INJURY 92.3%
 Total: 100.0%

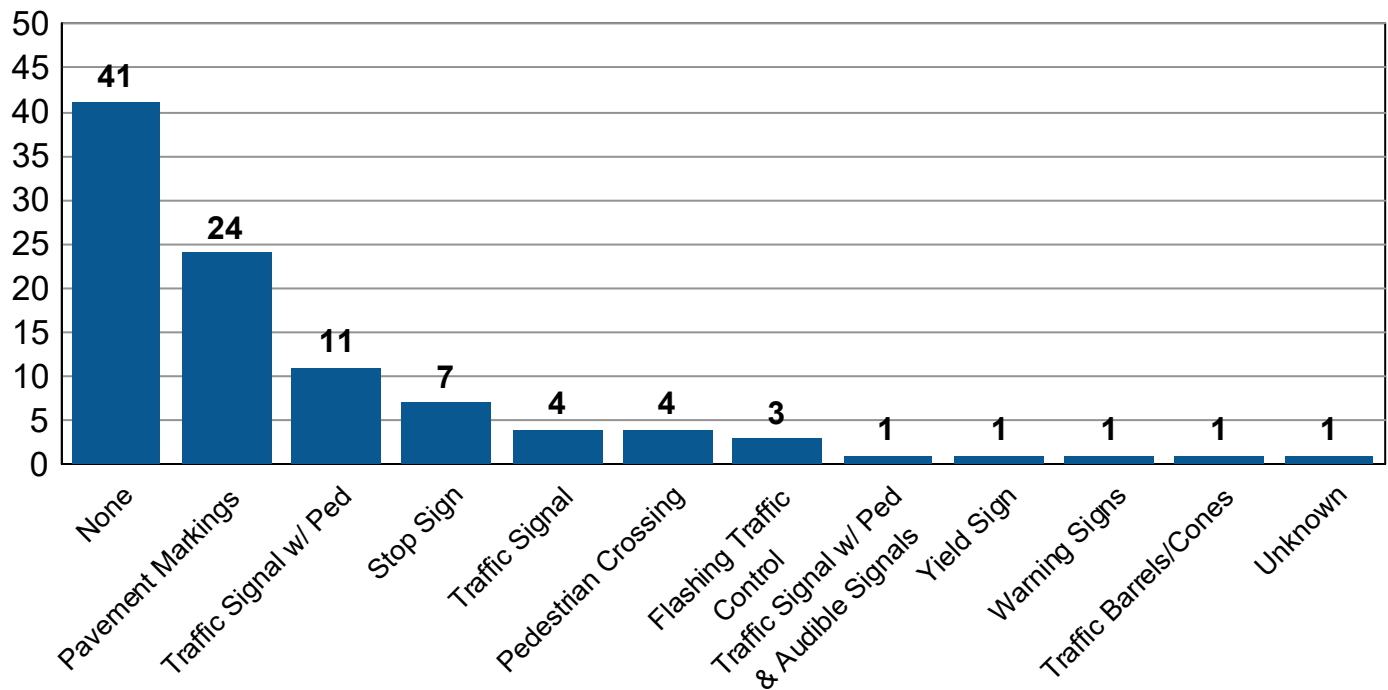
VRU Involved in Urban Critical Crashes by Location at Time of Crash



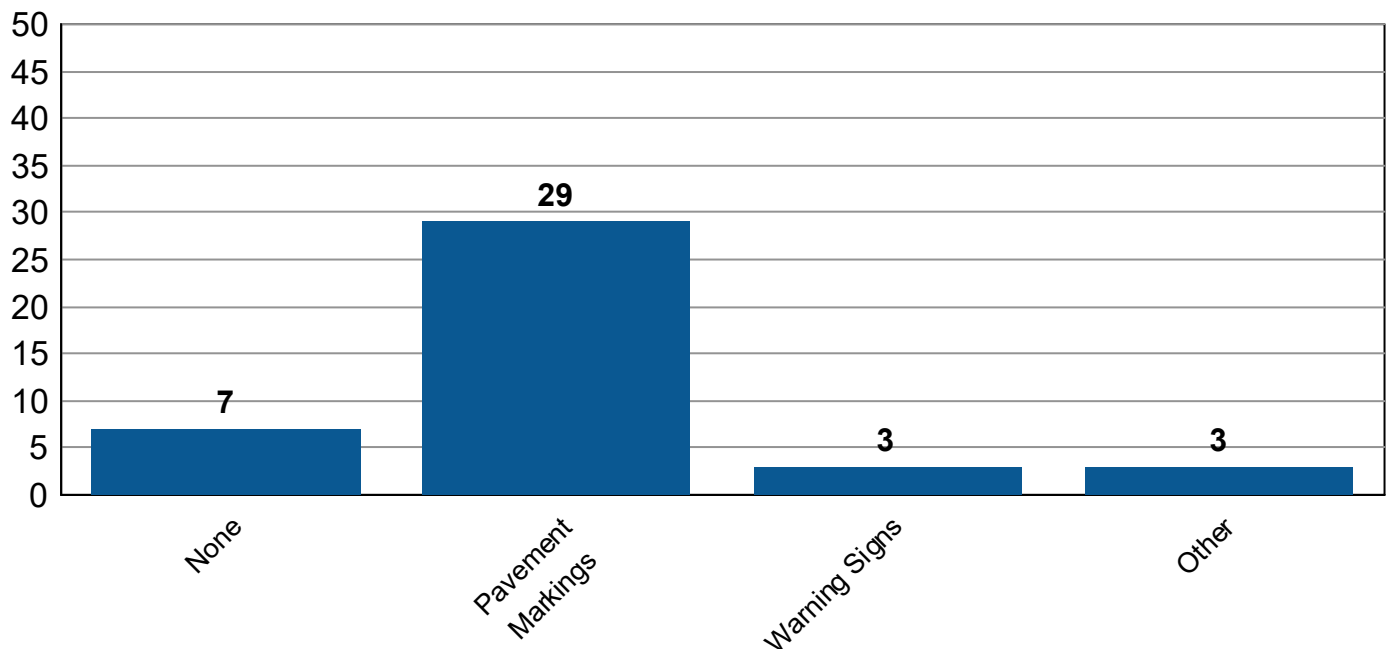
VRU Involved in Rural Critical Crashes by Location at Time of Crash



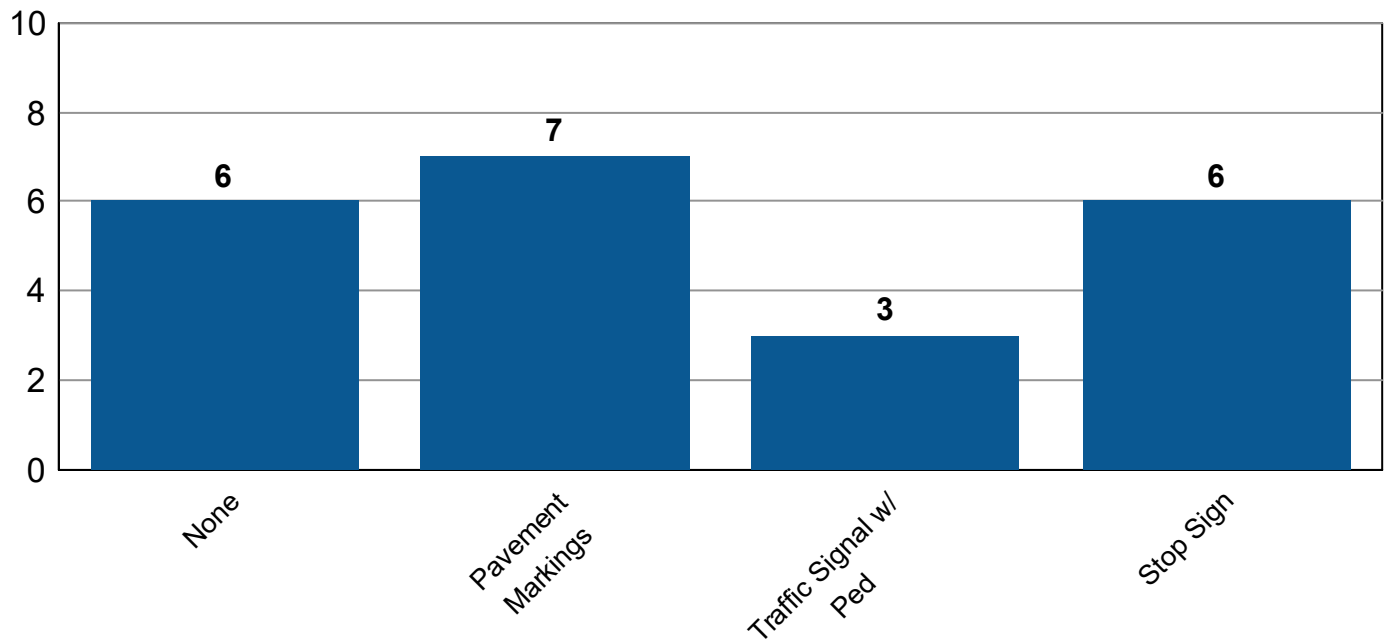
Traffic Control Type for Vehicles Making Contact with Pedestrian in Urban Critical Crashes



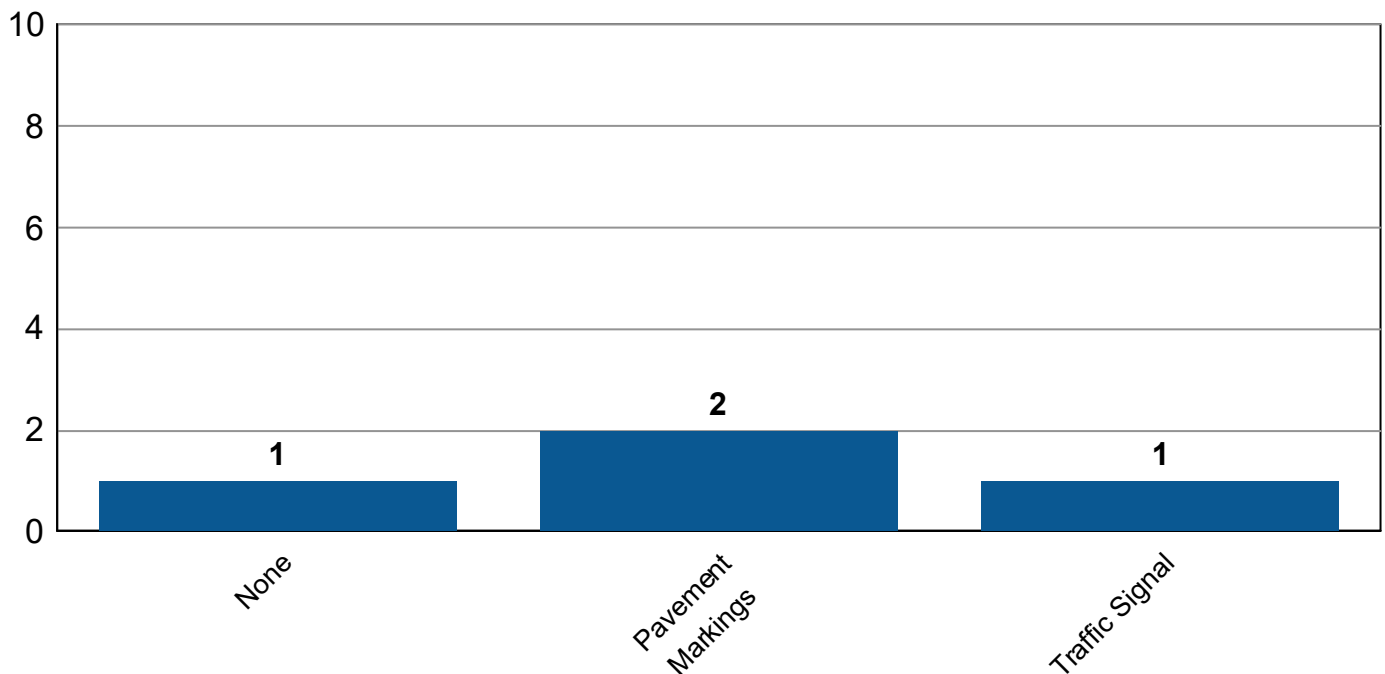
Traffic Control Type for Vehicles Making Contact with Pedestrian in Rural Critical Crashes



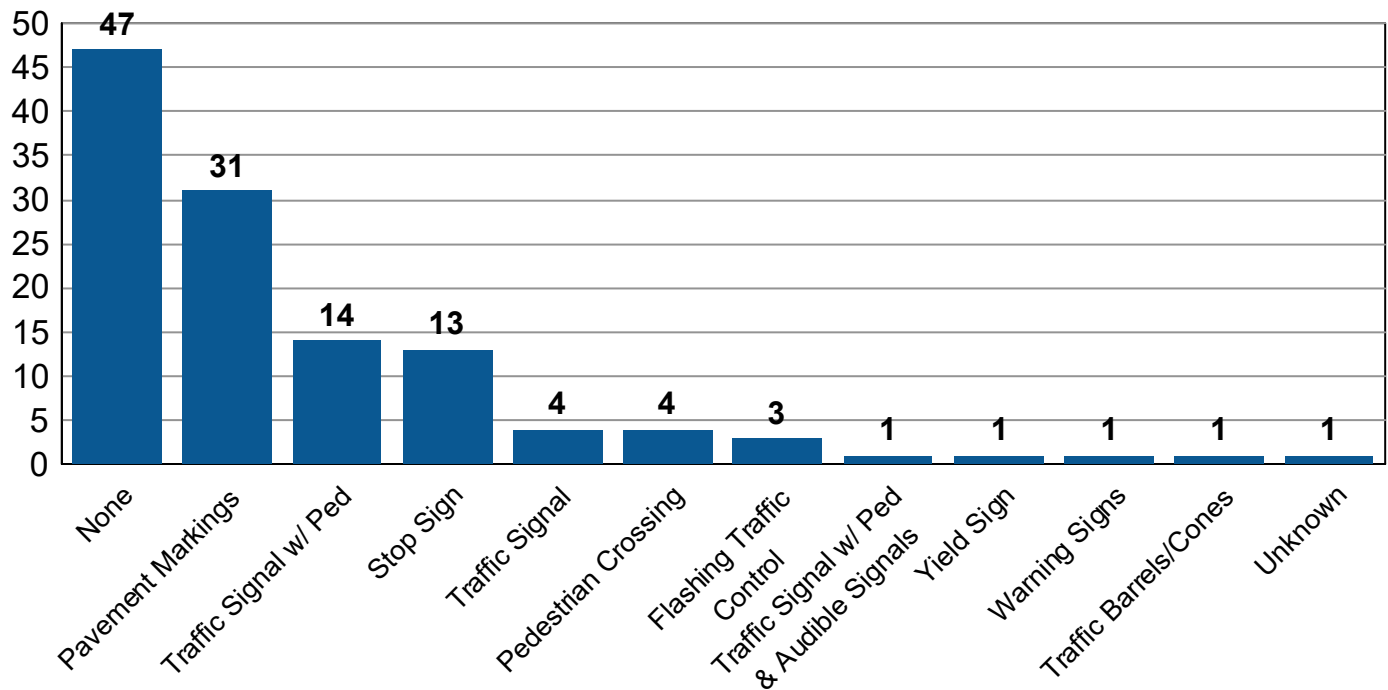
Traffic Control Type for Vehicles Making Contact with Pedalcyclist in Urban Critical Crashes



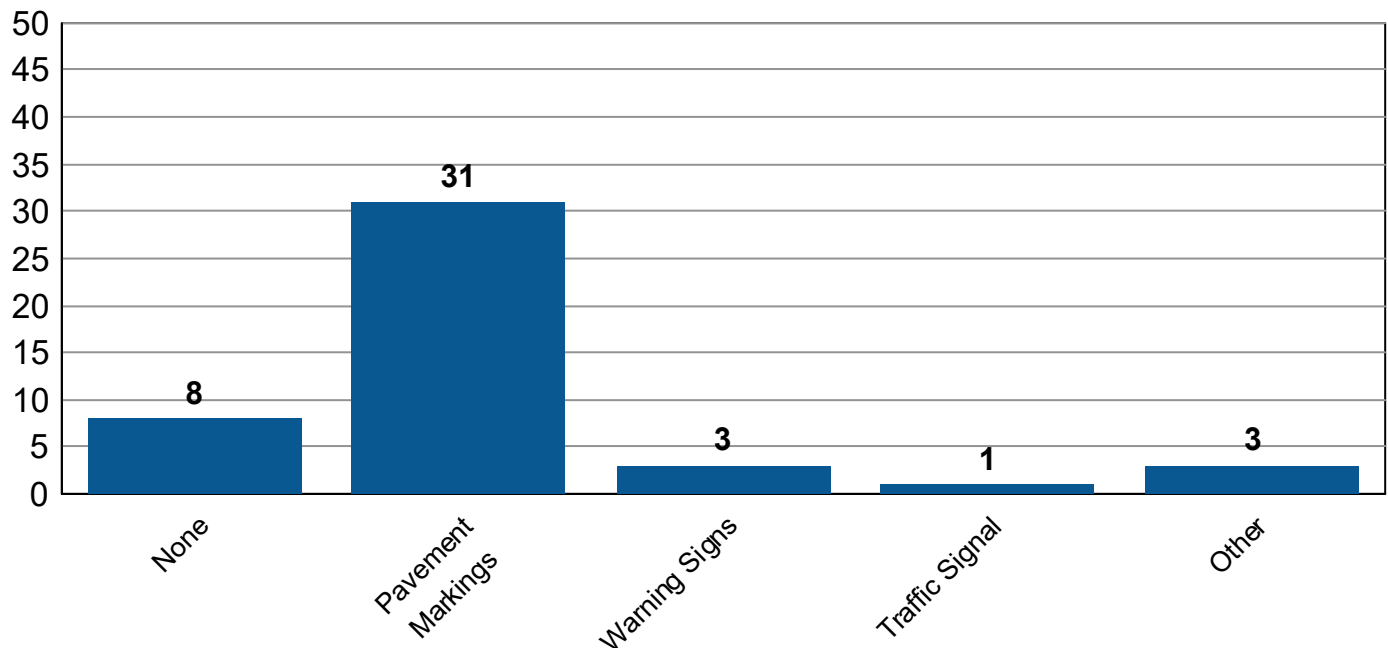
Traffic Control Type for Vehicles Making Contact with Pedalcyclist in Rural Critical Crashes



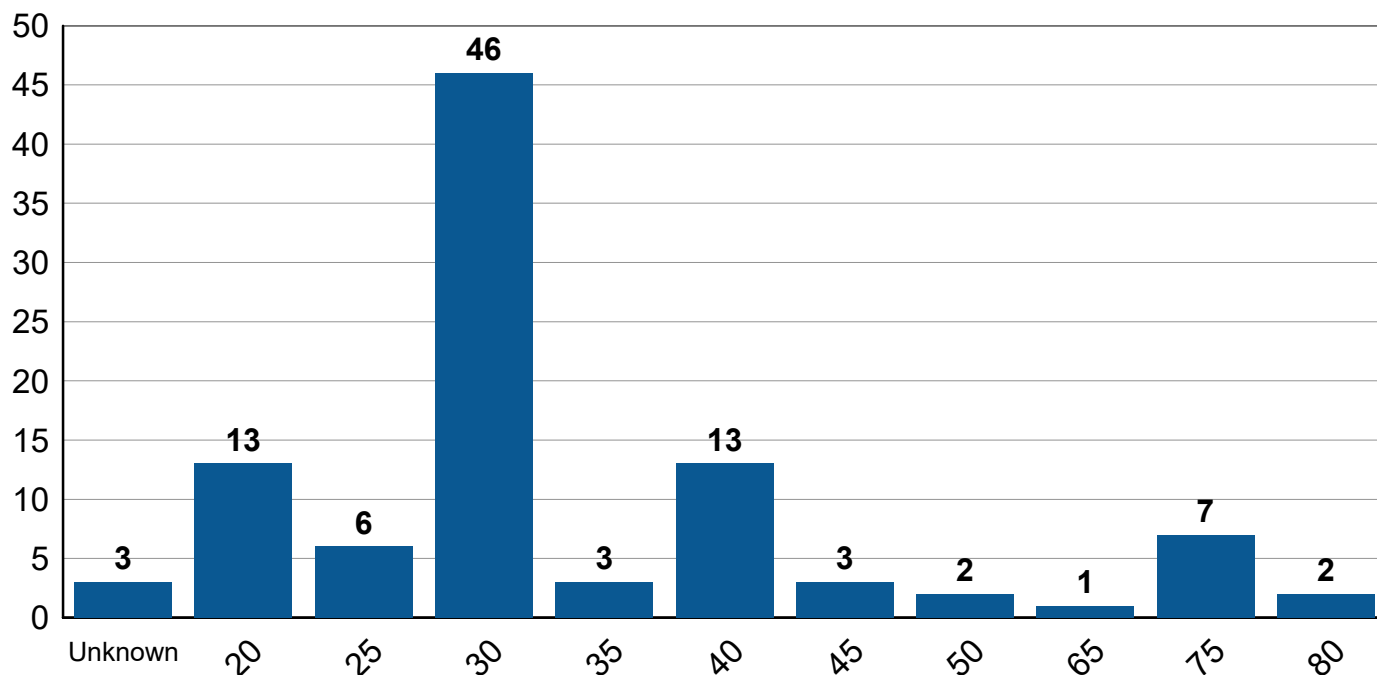
Traffic Control Type for Vehicles Making Contact with VRU in Urban Critical Crashes



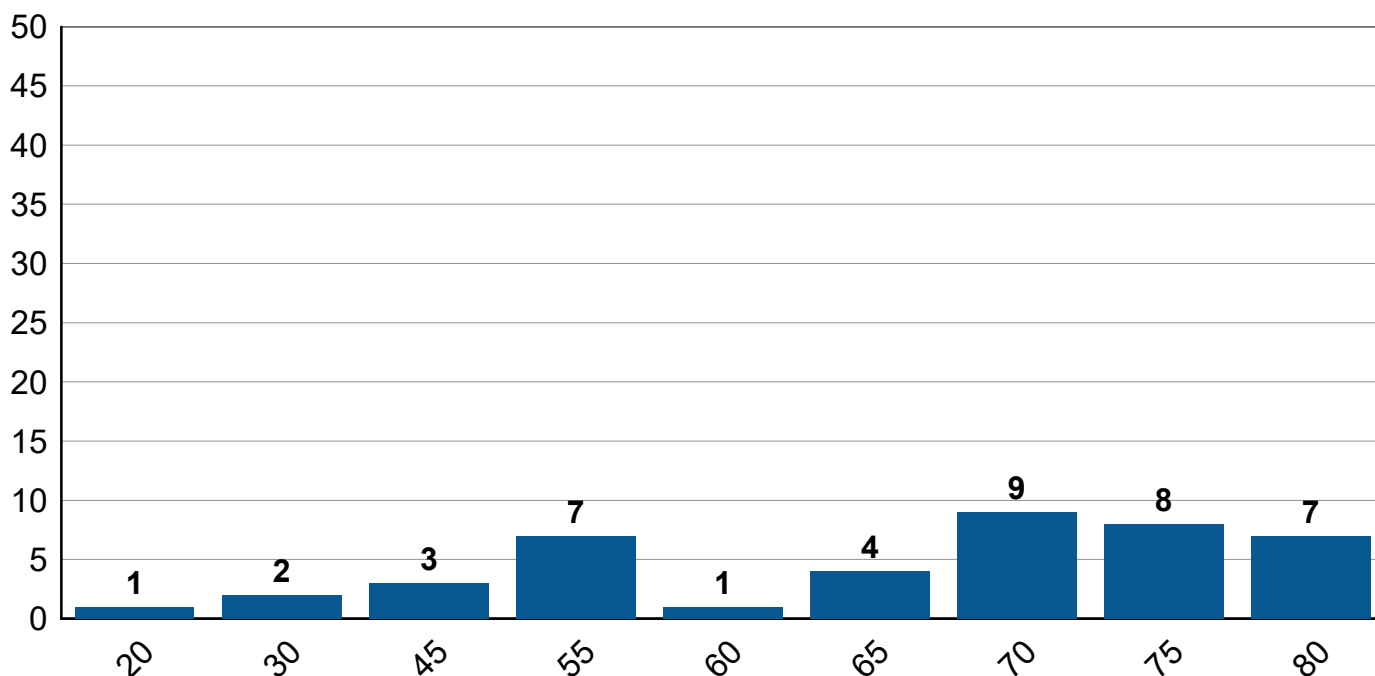
Traffic Control Type for Vehicles Making Contact with VRU in Rural Critical Crashes



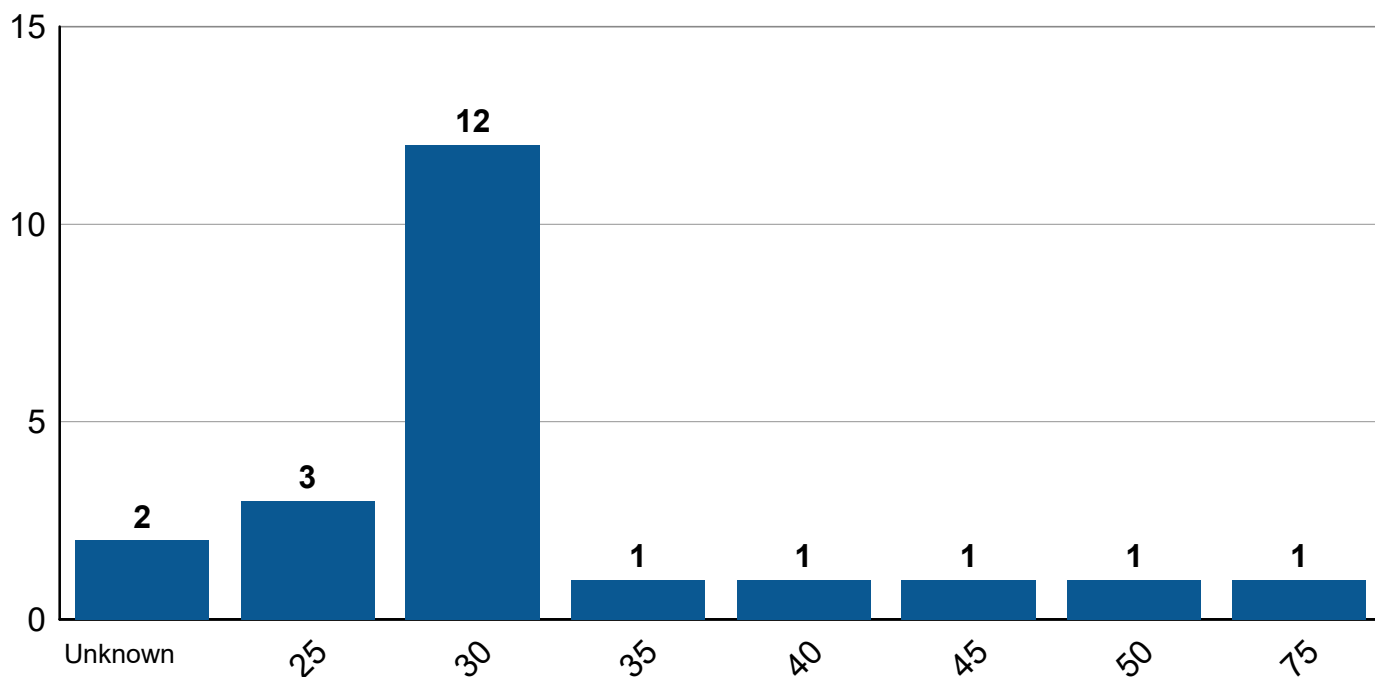
Posted Speed Limit for Vehicles Making Contact with Pedestrian in Urban Critical Crashes



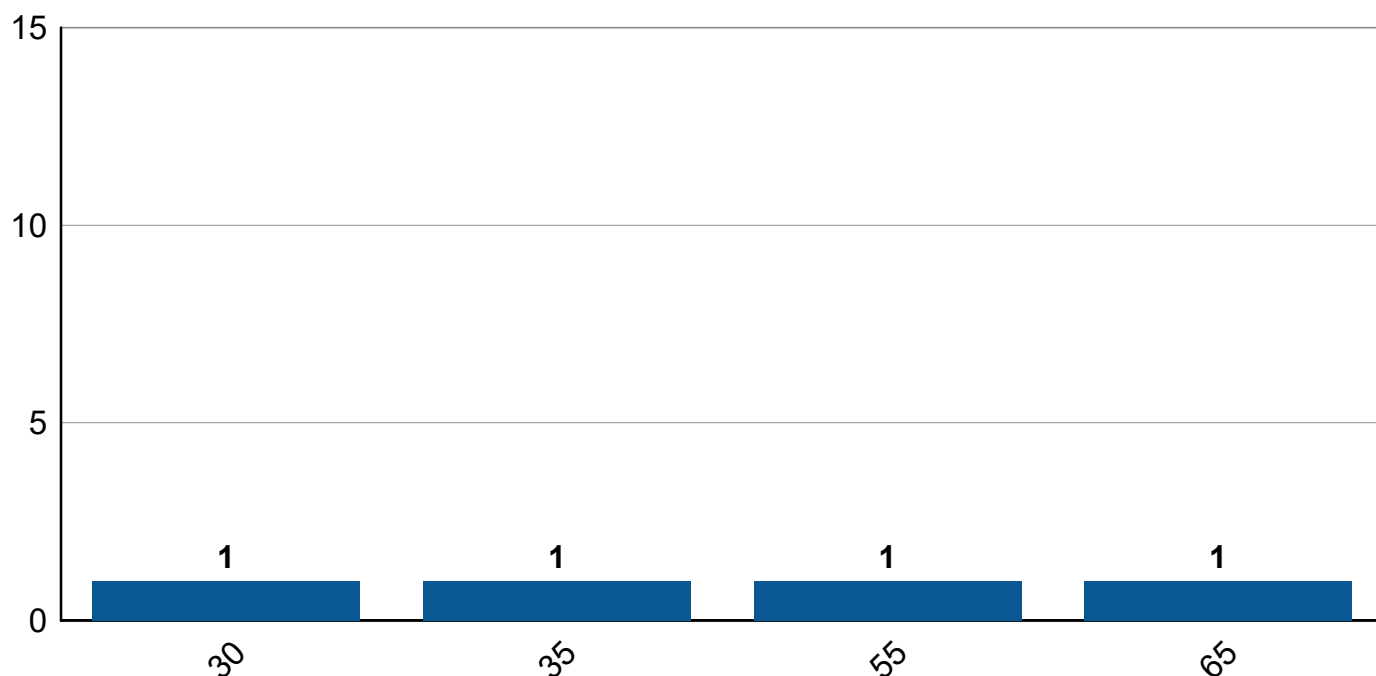
Posted Speed Limit for Vehicles Making Contact with Pedestrian in Rural Critical Crashes



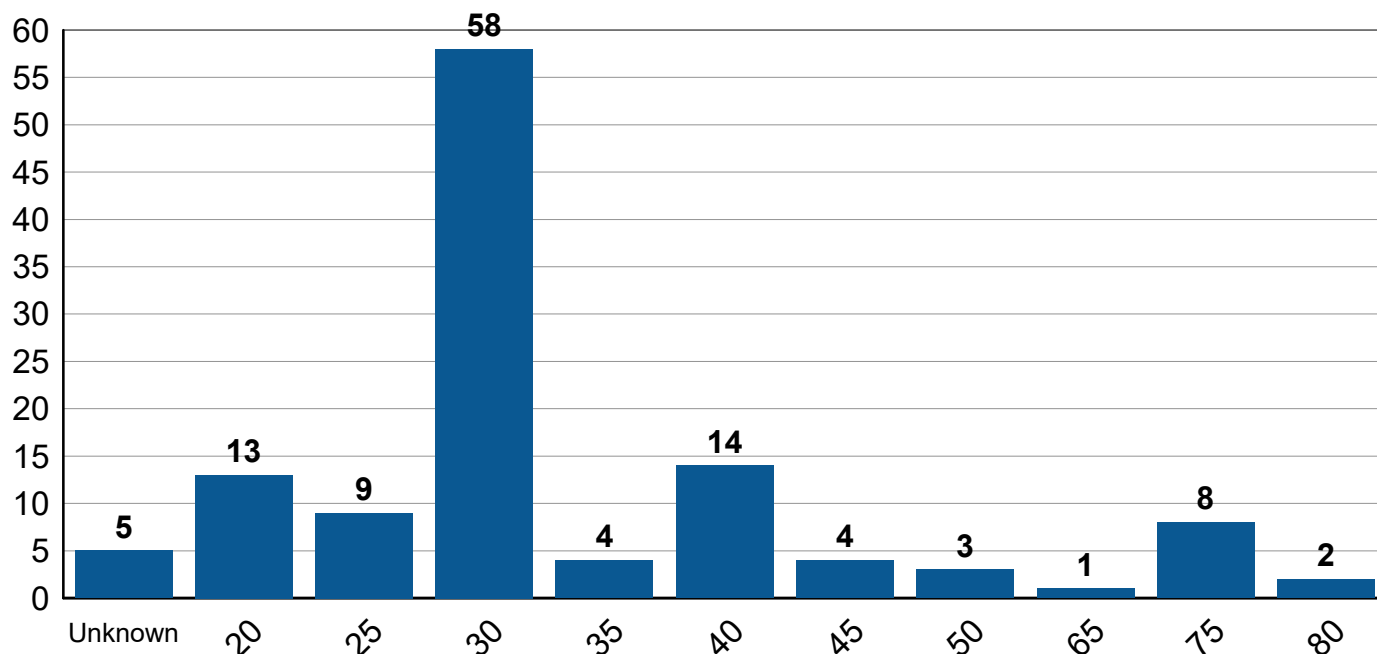
Posted Speed Limit for Vehicles Making Contact with Pedalcyclist in Urban Critical Crashes



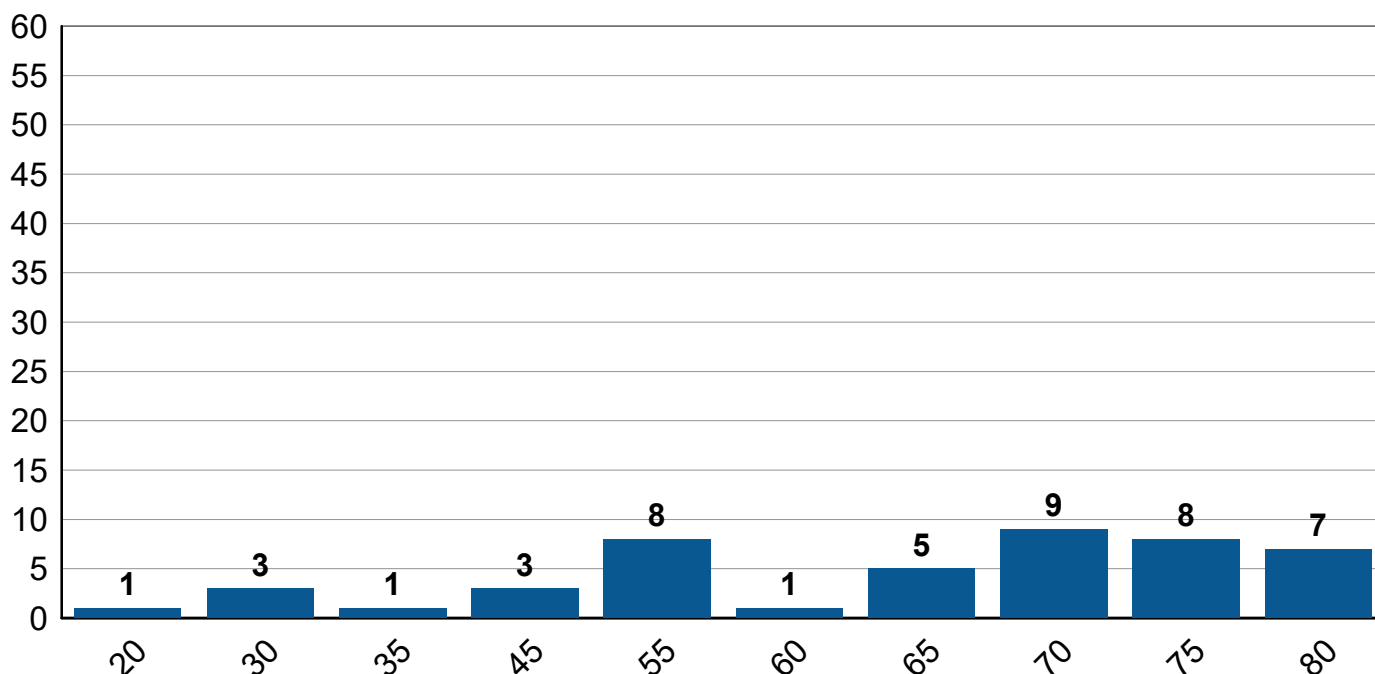
Posted Speed Limit for Vehicles Making Contact with Pedalcyclist in Rural Critical Crashes



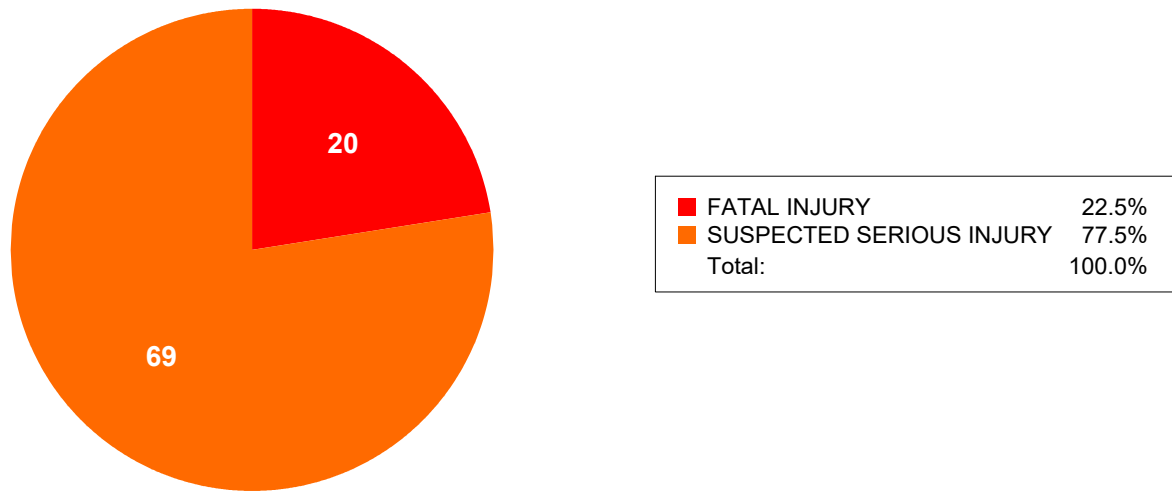
Posted Speed Limit for Vehicles Making Contact with VRU in Urban Critical Crashes



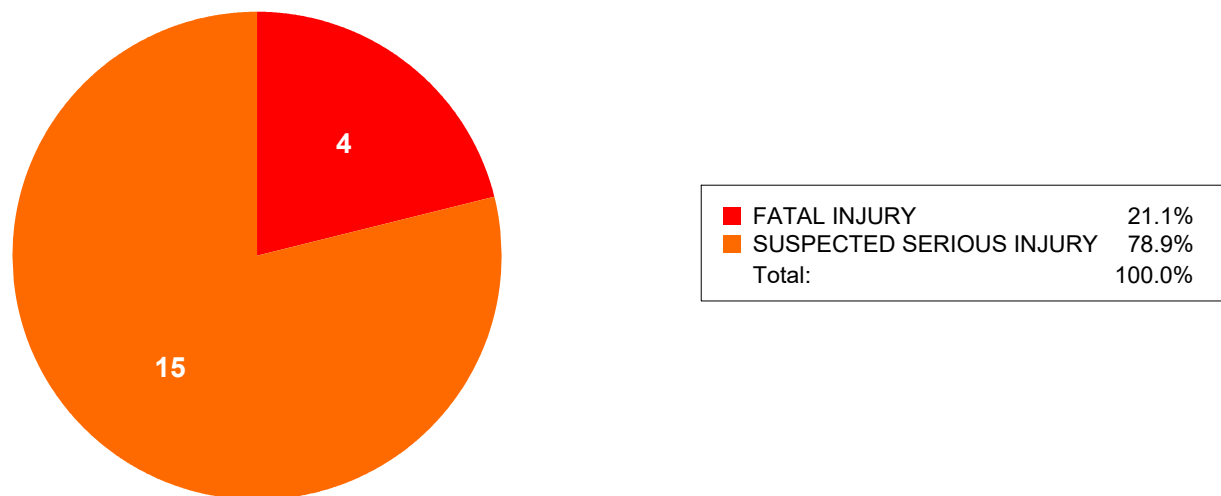
Posted Speed Limit for Vehicles Making Contact with VRU in Rural Critical Crashes



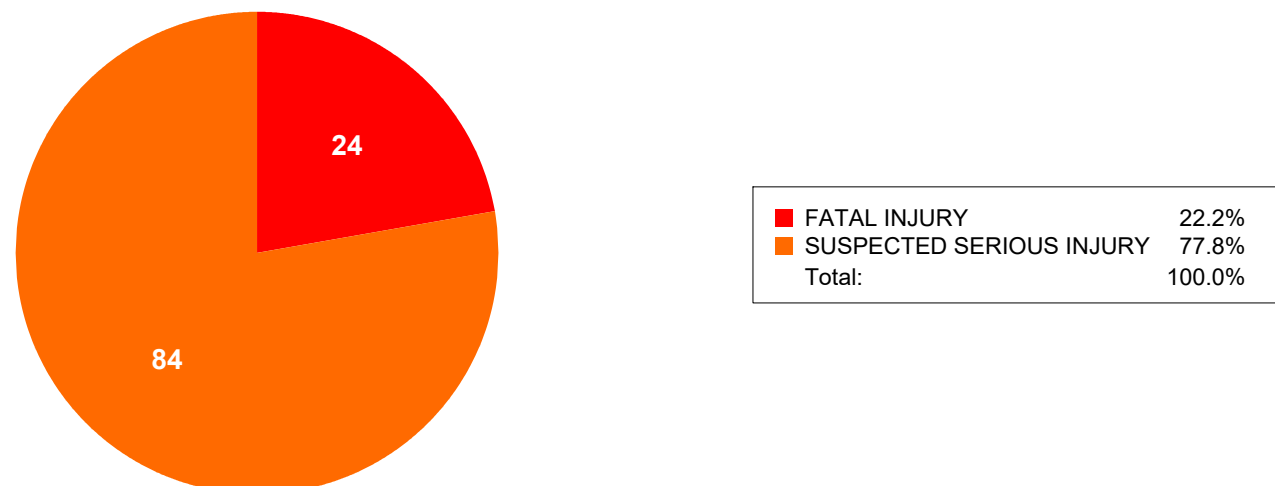
Pedestrian Critical Crashes Located Near a Public School



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	42	0	99	1	141	1
Raining	2	0	3	0	5	0
Snowing	1	1	6	0	7	1
Blizzard	0	0	0	1	0	1
Blowing Snow	3	1	1	1	4	2
Cloudy, Overcast	1	0	4	2	5	2
Other	0	0	1	0	1	0
Unknown	1	0	0	0	1	0

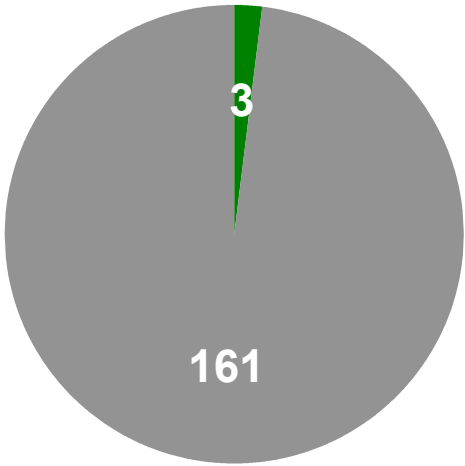
Each crash may have up to two weather conditions listed.

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	38	0	94	0	132	0
Wet	3	0	3	0	6	0
Ice/Frost	5	1	14	2	19	3
Snow	2	4	2	8	4	12
Mud/Dirt/Gravel	0	0	1	2	1	2
Sand on Dry Pavement	1	0	0	1	1	1
Unknown	1	0	0	0	1	0

Each crash may have up to two road conditions listed.

**VRU Involved Work Zone
Related Critical Crashes**



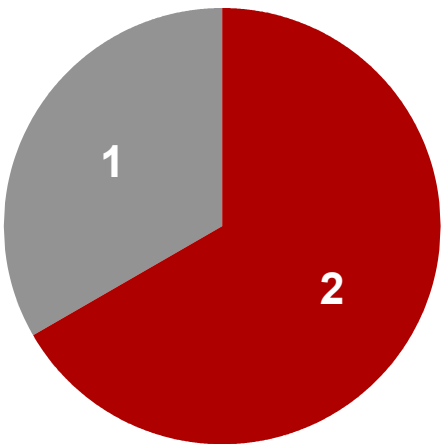
Yes 1.8%
No 98.2%
Total: 100.0%

**Urban vs Rural VRU Involved
Work Zone Related Critical
Crashes**



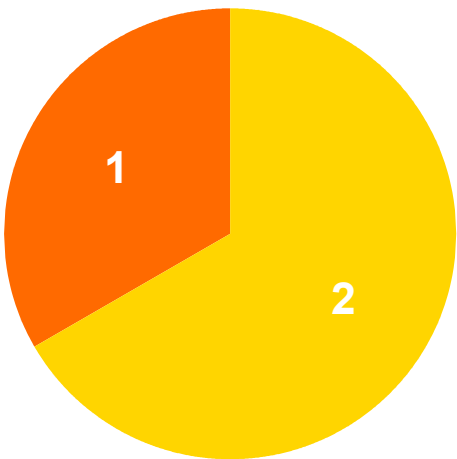
Urban 100.0%
Total: 100.0%

**VRU Involved Work Zone
Related Critical Crashes by
Work Zone Type**



Lane Closure 66.7%
Other 33.3%
Total: 100.0%

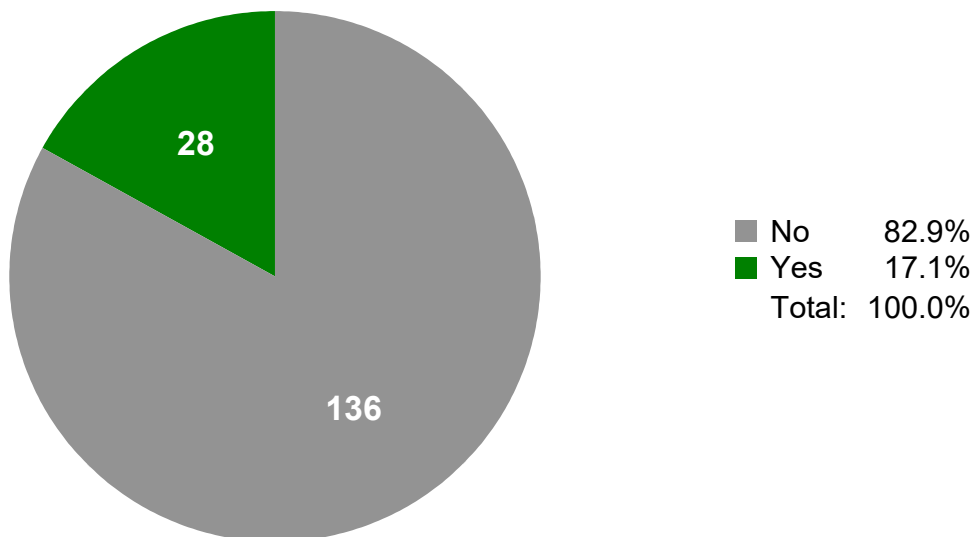
**VRU Involved Work Zone
Related Critical Crashes by
Work Zone Location**



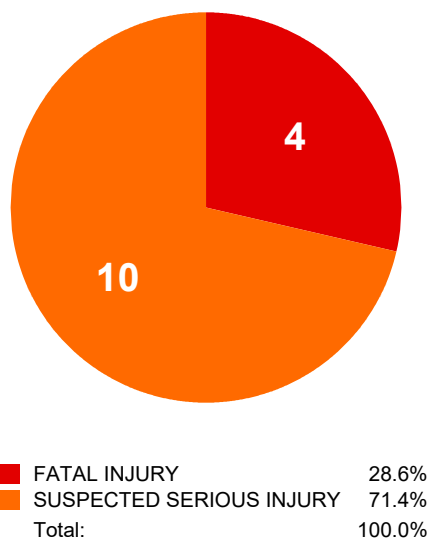
Advance Warning Area 66.7%
Transition Area 33.3%
Total: 100.0%

RISKY BEHAVIORS

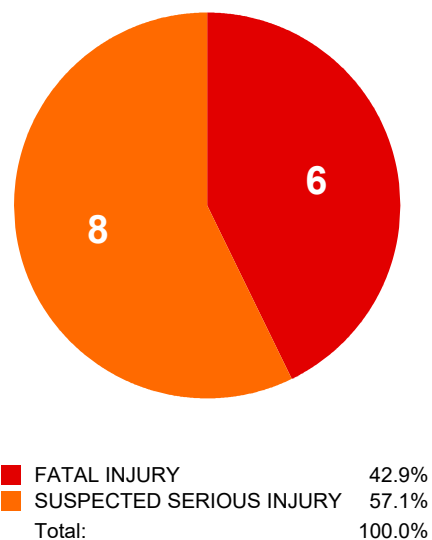
Speed Related Vulnerable Road User Critical Crashes



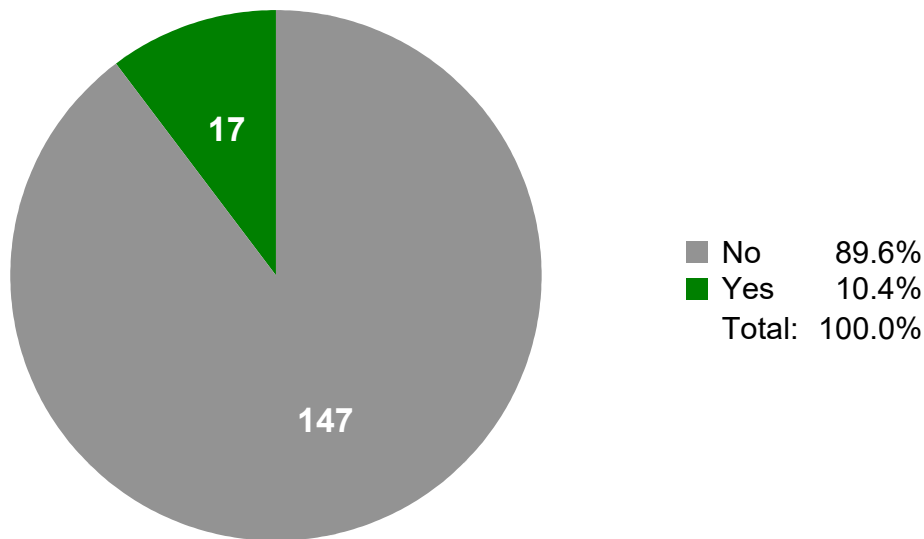
Urban Speed Related VRU Critical Crashes by Severity



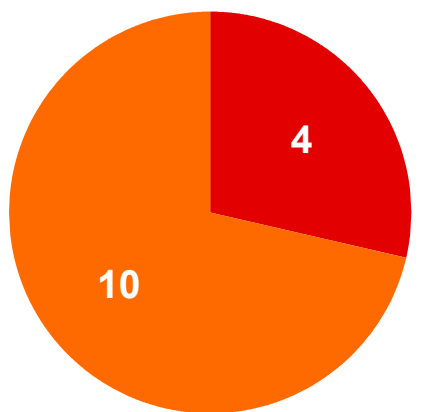
Rural Speed Related VRU Critical Crashes by Severity



Distracted Driving Vulnerable Road User Critical Crashes

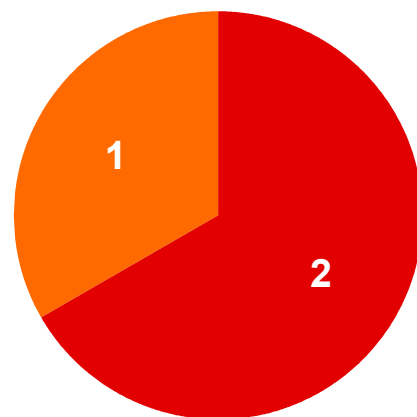


Urban Distracted Driving VRU Critical Crashes by Severity



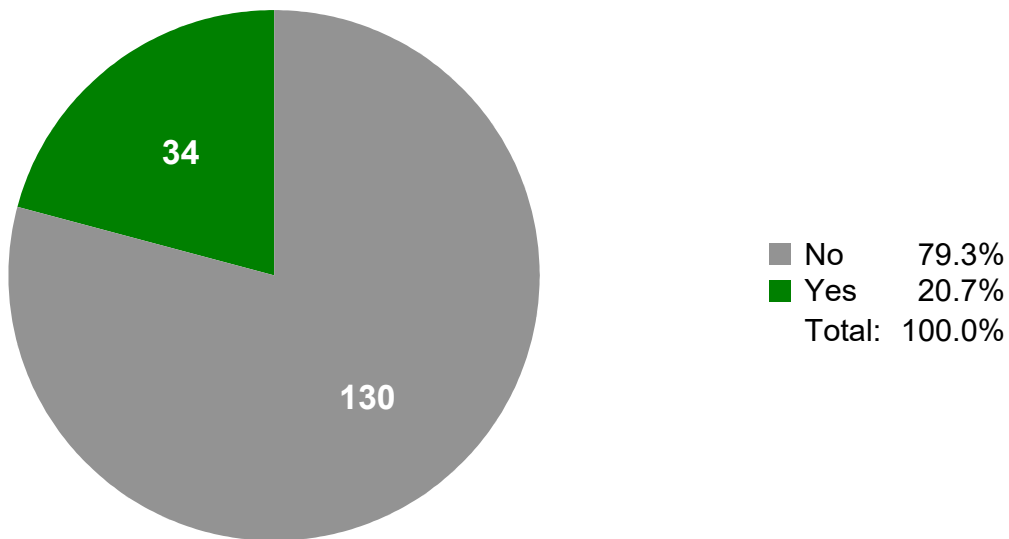
FATAL INJURY 28.6%
SUSPECTED SERIOUS INJURY 71.4%
Total: 100.0%

Rural Distracted Driving VRU Critical Crashes by Severity

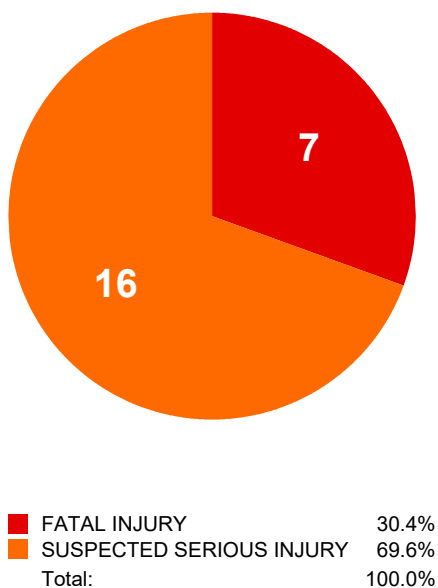


FATAL INJURY 66.7%
SUSPECTED SERIOUS INJURY 33.3%
Total: 100.0%

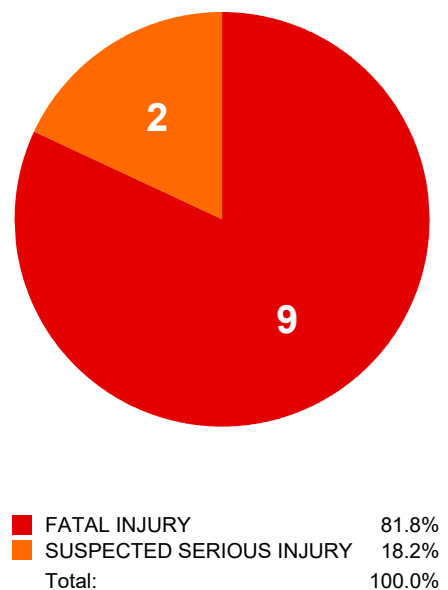
Alcohol Involved Vulnerable Road User Critical Crashes



Urban Alcohol Involved VRU Critical Crashes by Severity



Rural Alcohol Involved VRU Critical Crashes by Severity



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

Age 17 - 20	BAC Results	Fatal Crashes	Injury Crashes
	.001 - .079	0	1
	Total	0	1
Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes
	.080 - .159	0	1
	.160 - .259	0	1
	Total	0	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	3	9

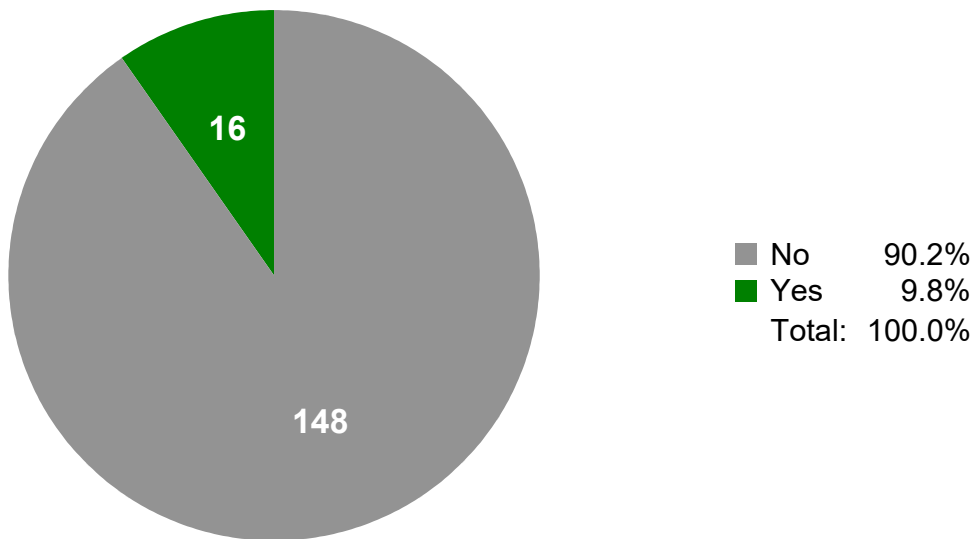
All age groups with pending or positive BAC test results are shown. If an age group is not shown in the chart, there are no persons in that age group that were suspected of alcohol use with a pending test result or that had a positive BAC test result.

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

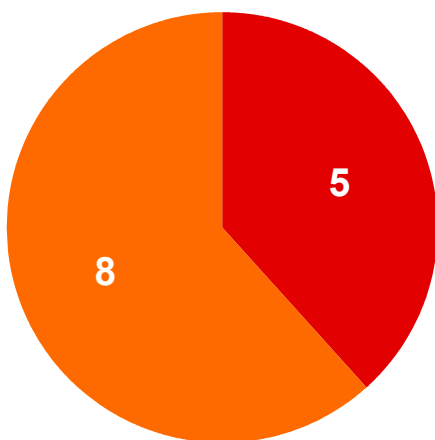
Age 21 - 25	BAC Results	Fatal Crashes	Injury Crashes
	Results Unknown	0	2
	Total	0	2
Age 26 - 34	BAC Results	Fatal Crashes	Injury Crashes
	.260 - .359	3	0
	Total	3	0
Age 35 - 44	BAC Results	Fatal Crashes	Injury Crashes
	.160 - .259	1	0
	Results Unknown	2	2
	Total	3	2
Age 45 - 54	BAC Results	Fatal Crashes	Injury Crashes
	.160 - .259	1	1
	.260 - .359	1	0
	Results Unknown	2	4
	Total	4	5
Age 55 - 64	BAC Results	Fatal Crashes	Injury Crashes
	.001 - .079	2	0
	.080 - .159	0	1
	Results Unknown	2	2
	Total	4	3
Age 65 - 74	BAC Results	Fatal Crashes	Injury Crashes
	Results Unknown	0	1
	Total	0	1
75 +	BAC Results	Fatal Crashes	Injury Crashes
	Results Unknown	1	0
	Total	1	0
TOTAL		15	13

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

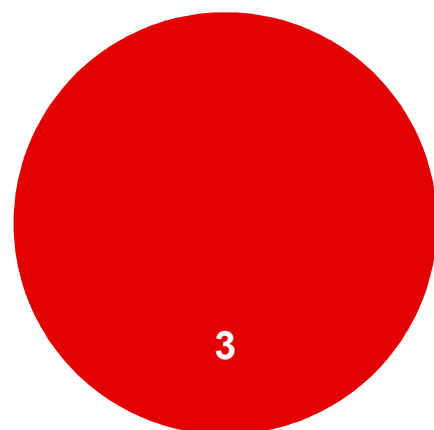


Urban Drug Involved VRU Critical Crashes by Severity



FATAL INJURY 38.5%
SUSPECTED SERIOUS INJURY 61.5%
Total: 100.0%

Rural Drug Involved VRU Critical Crashes by Severity



FATAL INJURY 100.0%
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	7
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	1
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	2	0	2
	65 - 74	0	0	0
	75 +	0	0	0
	Total	4	1	5
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	1
Unknown	Unknown	0	0	0
	Total	0	0	0
Total		5	1	6

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	8
Disregarded Other Road Marking	1
Disregarded Traffic Signs	2
Drove too Fast for Conditions	16
Erratic/Reckless/Careless/Aggressive	21
Failed to Keep Proper Lane	9
Failed to Yield ROW	19
Following too Close	3
Improper Backing	3
Improper Passing	1
Improper Turn or No Signal	4
Other Improper Action	13
Over Corrected/Over Steered	3
Ran Off Road	10
Ran Red Light	1
Speeding	8
Swerve Due to Wind/Slippery Surface	2
Wrong Side/Wrong Way	1
Total	86

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)	7
Fatigued	1
Fell Asleep, Fainted	2
Other	2
Suspected Alcohol Use	13
Suspected Drug Use	3
Total	27

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	8
Disobey Traffic Signs, Officer, etc.	2
Failure to yield ROW	6
Improper Crossing	24
In Roadway	32
Inattentive (talking, eating, etc.)	4
Not visible (Dark Clothing)	16
On Wrong Side of Road	1
Other Improper Action	10
Total	76

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	3
Physical Disability	4
Suspected Alcohol Use	21
Suspected Drug Use	2
Total	35

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	4
Improper Crossing	6
In Roadway	2
Inattentive (talking, eating, etc.)	1
Not visible (Dark Clothing)	1
On Wrong Side of Road	1
Other Improper Action	1
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.

Critical Crash – All fatal and suspected serious injury crashes.

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.

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

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

Motorist – Any occupant of a motor vehicle.

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

Pedalcycle – A non-motorized vehicle powered solely by pedaling.

Pedalcyclist – A person using a non-motorized vehicle powered solely by pedaling who is directly involved in the crash. This includes riders of bicycles, tricycles, unicycles, and pedal cars.

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

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

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.”

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 – A person considered to be 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

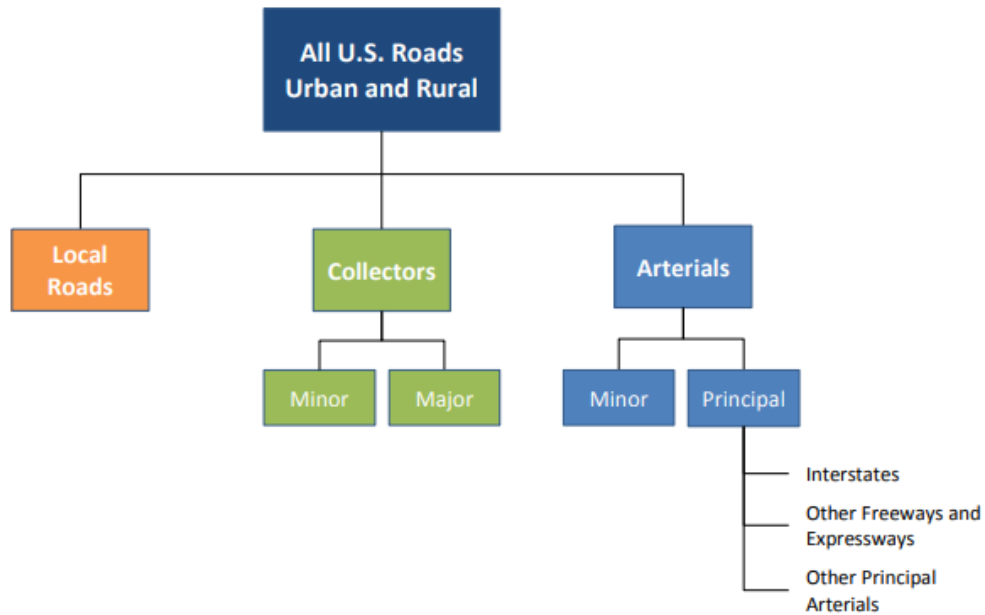
Collectors serve the critical roles of gathering traffic from local roads and funneling vehicles into the arterial network. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually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

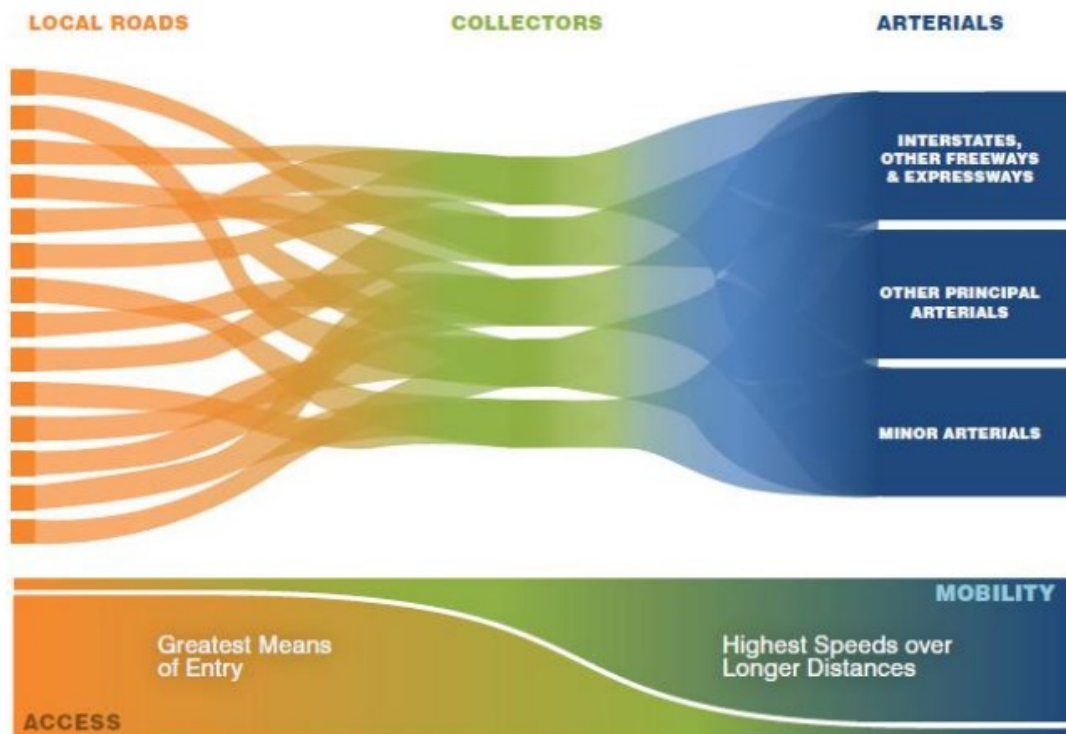
Local Roads provide limited mobility as they are not intended for use in long-distance travel, except at the origination or termination of a trip. They provide primary access to residential areas, businesses, farms, and other local areas and are often designed to discourage through traffic. Local roads,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

Highway Functional Classification System Hierarchy



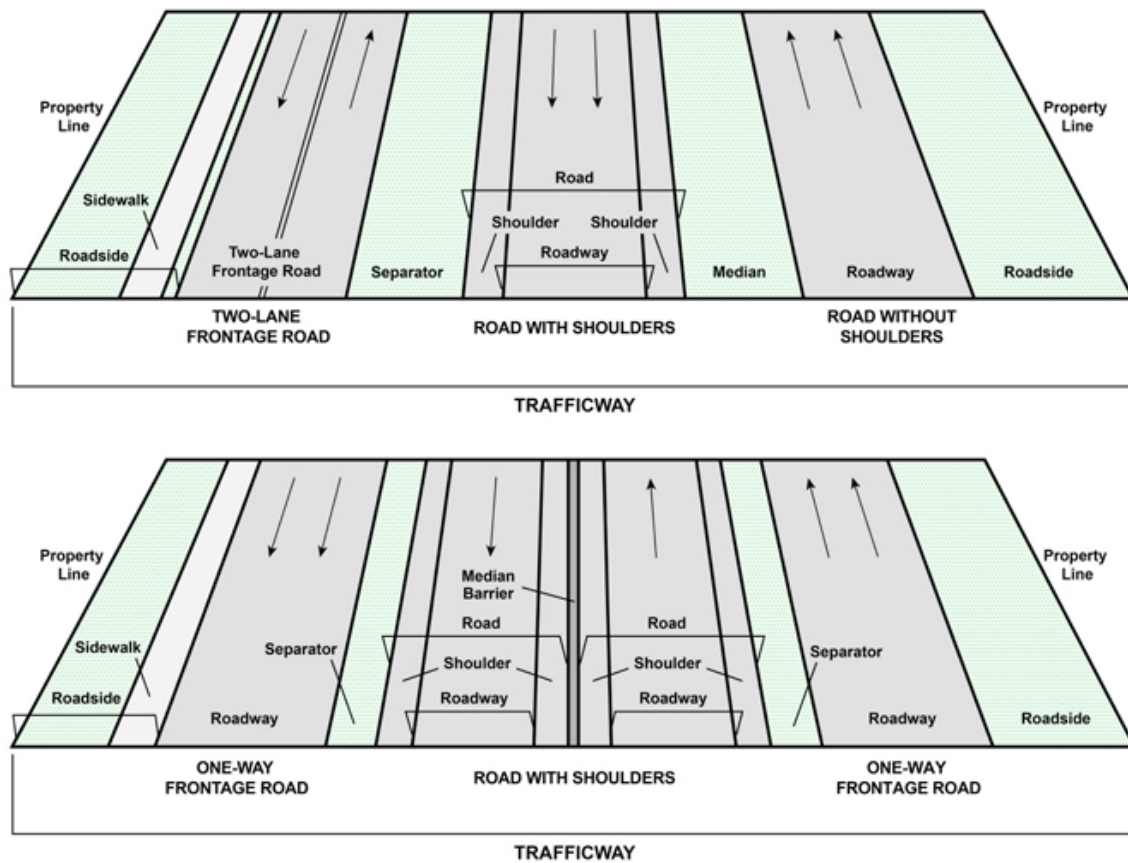
Source: FHWA Functional Classification Guidelines.

Functional Classifications



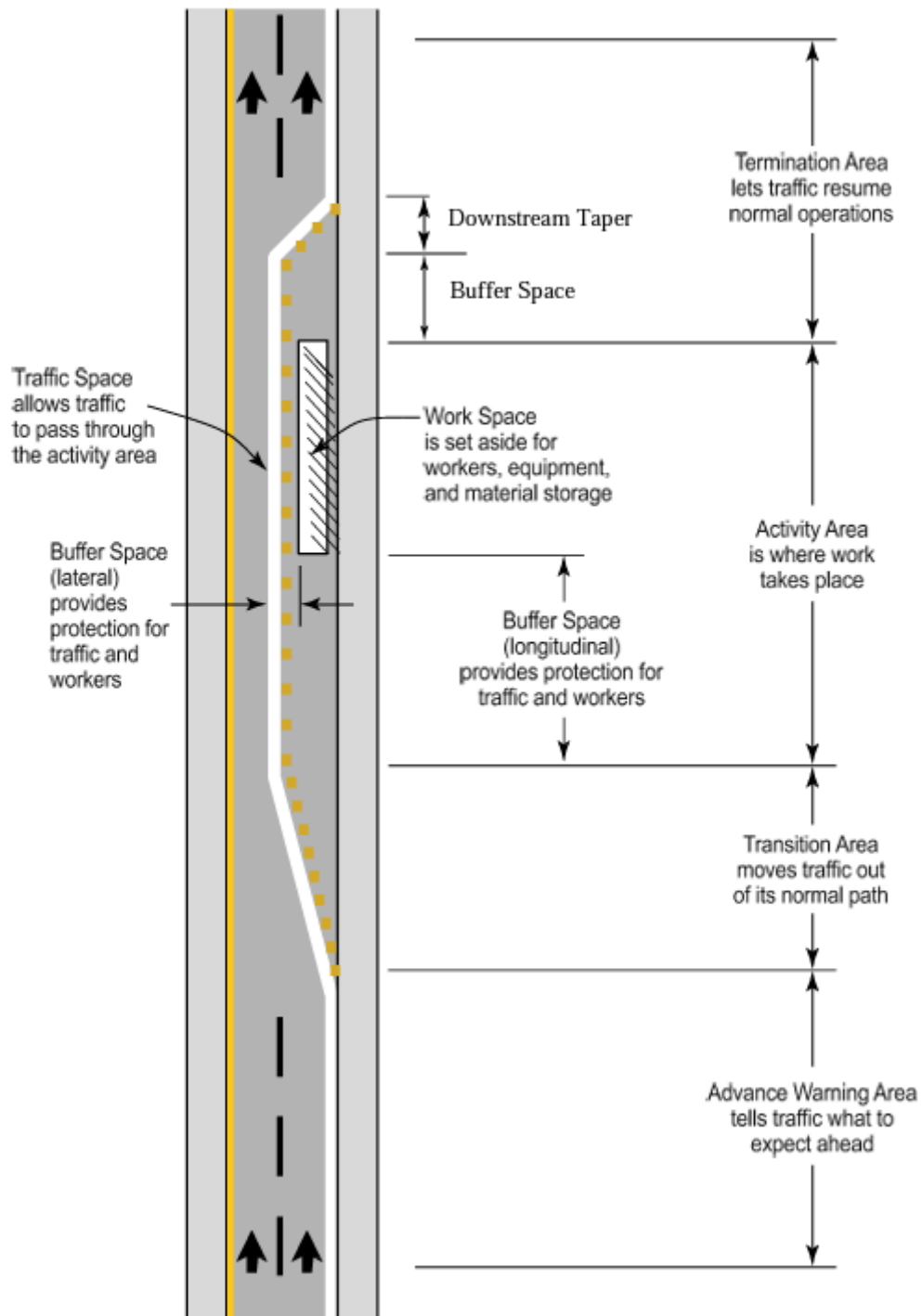
Source: FHWA Functional Classification Guidelines.

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 (legal limit of intoxication)	Muscle coordination becomes poor (e.g. balance, speech, vision, reaction time, and hearing), harder to detect danger; judgement, self-control, reasoning, and memory are impaired.	Concentration and short-term memory loss, reduced information processing capability, impaired perception and speed control.
.10	Clear deterioration of reaction time and control, slurred speech, poor coordination, and slowed thinking.	Reduced ability to maintain lane position and brake appropriately.
.15	Far less muscle control than normal, vomiting may occur, major loss of balance.	Substantial impairment in vehicle control, attention to driving, and in visual and auditory information processing.
.25 - .35	Severe intoxication. Need assistance walking. Likely to experience mental confusion/distress, nausea and vomiting.	
.36 and higher	Loss of consciousness may occur. At a BAC of .40 a coma is likely. May lead to respiratory failure and death.	

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



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

Country

GPS Latitude

City

GPS Longitude

Crash Occurred on: Highway/Street:

At Intersection with: Highway/Street:

Related Intersection: Highway/Street:

Milepost Marker

Highway LRS #

CAT.	ID #	DIR

**Occurred on
Divided RDway**

if yes

Incr / Decr

Incr ☐ Decr ☐
Unknown ☐

INSTRUCTIONS

TO ENSURE ACCURACY

PRINT IN UPPER-CASE LETTERS USING A BLACK OR DARK BLUE PEN!

PRINT NEATLY

A	B	C	D	4	5	6	7	8
---	---	---	---	---	---	---	---	---

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

SUPPLEMENTAL REPORTS

mark if attached

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

Investigating Agency

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

**Division
(WHP only)**

Badge #

Officer Name & Rank

Report Date (yyyy/mm/dd)

Signature

Highway Safety Use Only

Proximity to Residence

Highway District

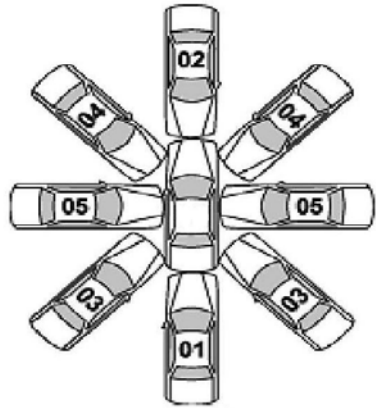
1-Same Town 2-25 miles or less 3-25 miles Plus 4-Out of State

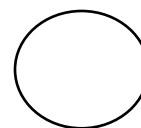
Date Received: _____

Report Number: _____

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

Base Information

FIRST HARMFUL EVENT	Location of FHE	Weather	Road	Lighting
Non - Collision: 01 - Overturn/Rollover 02 - Fire/Explosion 03 - Immersion 04 - Jackknife 05 - Cargo/Equipment Loss or Shift 06 - Equipment Failure 12 - Fell/Jumped from a motor vehicle 13 - Thrown or Falling Object 16 - Carbon Monoxide (CO) Poisoning 17 - Injuries by being thrown against part of the vehicle 18 - Other Non-Collision (Motorcycle Loss of Control)	01 - On Roadway 02 - Off Roadway 03 - Shoulder 04 - Median 05 - On OTHER Roadway 06 - Outside of ROW 07 - Gore 08 - Separator 09 - In Parking Lane/Zone 10 - Tunnel 11 - Bridge 12 - Port of Entry 13 - Rest Area 99 - Unknown	01 - Clear 02 - Raining 03 - Snowing 04 - Fog 05 - Blowing Dust/Sand/Dirt 06 - Severe Wind Only 07 - Blizzard 08 - Sleet/Hail/Freezing Rain 09 - Blowing Snow 10 - Cloudy, Overcast 11 - Smoke 12 - Other 99 - Unknown	01 - Dry 02 - Wet 03 - Ice/Frost 04 - Snow 05 - Mud/Dirt/Gravel 06 - Slush 07 - Oil/Fuel 08 - Sand on Dry Pavement 09 - Sand on Icy Road 10 - Water standing/Running 11 - Other 99 - Unknown	01 - Daylight 02 - Darkness Unlighted 03 - Darkness Lighted 04 - Dawn 05 - Dusk 06 - Other 99 - Unknown School Bus Related 01 - No 02 - Yes, Directly Involved 03 - Yes, Indirectly Involved
Collision w/ Person, MV, or Non-Fixed Object: 19 - Pedestrian 20 - Pedacycle 21 - Railway Vehicle 22 - Motor Vehicle in Transport on Roadway 23 - Motor Vehicle on OTHER Roadway 24 - Parked Motor Vehicle 26 - Other NON-Fixed Object 27 - Work Zone/Maintenance Equipment 28 - Work Zone Channeling Device 29 - Object Set in Motion by Another Vehicle (Single Vehicle Crash)	Road Circumstance choose up to 3 01 - None 02 - Road Surface Condition 03 - Debris, loose material on the surface 04 - Ruts, Holes, Bumps 05 - Work Zone/Construction Zone 06 - Worn or Polished Surface 07 - Obstruction in Roadway 08 - Traffic Control Device Missing 09 - Traffic Control Device Inoperative 10 - Traffic Control Device Obscured 11 - Shoulders (None, Low, Soft, High) 12 - Non- Highway Work 13 - Reduced Road Width 14 - Lane Markings Missing or Faded 15 - Obstructed by a Previous Crash 16 - Other 99 - Unknown	Environmental Circumstance choose up to 3 11 - None 01 - Weather Conditions 02 - Visual Obstruction Buildings 03 - Visual Obstruction Other Vehicle 04 - Visual Obstruction Vegetation 05 - Visual Obstruction Hillcrest 06 - Visual Obstruction Embankment-Snow, Rock, etc 07 - Other Physical Obstruction 08 - Glare (Sun or Headlight) 09 - Animals in Roadway 10 - Other 99 - Unknown	Relation to Junction Non-Interstate 01 - Non-Junction 02 - Intersection 03 - Intersection Related 04 - Driveway Related 05 - Entrance/Exit Ramp 06 - Railway Grade Crossing 07 - Crossover Related 08 - Business Entrance 09 - Alley 10 - Other Non-Interchange (ie. Bike, Snowmobile Trail, School Xing) 11 - Private Road Junction 99 - Unknown (describe in narrative) Interstate 12 - Thru Roadway 13 - Intersection 14 - Intersection Related 15 - Ramp 16 - Other Parts (Gore) 99 - Unknown Interchange 07 - Crossover Related	
Animals: 30 - Horse 31 - Cow 32 - Pig 33 - Sheep 34 - Other Domestic (Dog, Llama, etc) 35 - Elk 36 - Deer 37 - Moose 38 - Antelope 39 - Buffalo 40 - Other Wild (Bear, Coyote, Eagle)	Work Zone Related 01 - Yes 02 - No 99 - Unknown Work Zone Workers Present Work Zone Location 01 - Before the First Warning Sign 02 - Advance Warning Area 03 - Transition Area 04 - Activity Area 05 - Termination Area 99 - Unknown Type of Work Zone 01 - Lane Closure 02 - Lane Shift or Crossover 03 - Work on Shoulder/Median 04 - Intermittent or Moving Work 05 - Other 99 - Unknown Manner of Collision *see diagram right	Type of Intersection 01 - Not an Intersection 02 - Four (4) -Way Intersection 03 - T Intersection 04 - Y Intersection 05 - Five (5) Point or more 06 - Intersection as part of an Interchange 07 - Roundabout 08 - L Intersection 09 - Diverging Diamond 99 - Unknown		
Collision w/ Fixed Object 41 - Guardrail End 42 - Guardrail Face 43 - Impact Attenuator/Crash Cushion 44 - Bridge Pier or Support 45 - Bridge Overhead Structure 46 - Bridge Rail 47 - Concrete Traffic Barrier/Jersey Barrier 48 - Other Traffic Barrier (Includes temporary) 49 - Utility Pole/Light Support 50 - Traffic Signal Support 51 - Traffic Sign Support 52 - Overhead Traffic Sign 53 - Sign Support Single Post 54 - Sign Support Multiple Post 55 - Other Traffic Sign Support 56 - Barricade 57 - Tree/Shrubbery 58 - Cut Slope 59 - Road Approach 60 - Rock, Boulder, Rock Slide 61 - End of Drainage Pipe/Structure/Culvert 62 - Building or Other Structure Wall 63 - Fence (Including Post) 64 - Raised Median or Curb 65 - Delineator Post 66 - Earth Embankment/Berm 67 - Ditch 68 - Snow Embankment 69 - Mail Box 70 - Tunnel 71 - Cattle Guard 72 - Fixed Object Other 73 - Cable Barrier 99 - Unknown	Direction of Force 01 - Opposing (Opposite Direction within 15 degrees) 02 - Angle (force exceeds 15 degrees) 03 - Same (same direction within 15 degrees) 04 - Meeting (glancing collision from opposite direction) 05 - Passing (glancing collision from same direction) 99 - Unknown			
		Manner of Collision CLARIFICATION 01 - Rear End (Front-to-Rear) 02 - Head-on (Front-to-Front) 03 - Angle (Front-to-Side), Same Direction 04 - Angle (Front-to-Side), Opposing Direction 05 - Angle (Front-to-Side), Right Angle/Broadside		



Indicate North

Witnesses

1st

First Name

MI

Last Name

Street Number

Street Name

City:

State:

Zip Code

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

- - - or - - -

2nd

First Name

MI

Last Name

Street Number

Street Name

City:

State:

Zip Code

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

- - - or - - -

3rd

First Name

MI

Last Name

Street Number

Street Name

City:

State:

Zip Code

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

- - - or - - -

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

Driver/Vehicle Information

CASE NO.

Vehicle No. 01 02 03...

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

Street Number Street Name

Mailing Address (PO Box Number) City State Zip Code

Occupation Employer Age

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

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

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

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

Initial Impact Point Most Damaged Area

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

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

Driver's Action (Officer Opinion Only)

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

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

Driver's Condition (Officer Opinion Only)

1st choice 2nd choice

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

Driver's Distraction (Officer Opinion Only)

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

Citations Issued choose up to 5

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

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

Suspect Alcohol

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

Alcohol Test Type

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

Suspect Drugs

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

Drug Test Type

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

DL Investigation

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

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

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

Seat Position

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

MV #

01
02
03
04
05...

Person Type

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

Seat Belt Usage

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

Air Bag Deployed

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

Occupant Protection
System Operation

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

Ejection

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

Injury Status

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

Most Injured Area

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

Injury Description

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

Injury Classification

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

Inj. Transported by

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

EMS ID

EMS Run #

Driver

EMS ID

EMS Run #

Medical Facility

Occupant Information

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

and/or

Medical Facility

>>> Last Name

First Name

MI

DOB

Age

Gender

SSN (Fatals Only)

Home

Work

Cell Phone

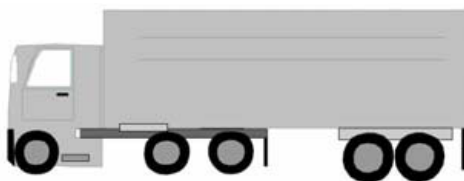
and/or

Medical Facility

CASE NO.

Supplemental Truck/CMV Information

01 - Commercial Vehicle

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

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

Commercial Cargo

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

Commercial MV Configuration

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

HM Placard

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

HM Cargo Spill

01 - Yes
02 - No
99 - Unknown

HM Placard Class

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

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

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

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

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

Carrier's Name

Carrier's Street
Number

Carrier's City Street Name

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

City

State

Zip Code

ICC/MC No.

Carrier's Country

US DOT No.

Occupant Data Required only for Fatal or Injured Occupants

Layout A

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

Driver ☐

Layout B

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

Driver ☐

Layout C

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

Driver ☐

Layout D

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

Driver ☐

Injury Description

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

Injury Classification

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

Inj. Transported by

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

Commercial / Charter / School Bus Layouts

☐ A ☐ B ☐ C ☐ Other Bus

☐ D (Bus/Van 9-15 passengers)

Seat Position

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

Person Type

02 - Passenger
99 - Unknown

If non-motorist, complete supplemental form

MV #

01
02
03...

MV #

Person Type:

Seat Position

Seat Belt Usage

Occupant Protection System Operation

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

Seat Belt Usage

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

Ejection

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

Injury Status

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

Most Injured Area

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

Seat Belt Operation

Ejection

Injury Status

Injury Area

Injury Description

Injury Classification

Injured Transported by

EMS ID

EMS Run #

>> Last Name First Name MI DOB Age

SSN (Fatales Only)

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

Medical Facility

>> Last Name First Name MI DOB Age

SSN (Fatales Only)

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

Medical Facility

SUPPLEMENTAL BUS INFORMATION

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

[illegible]

Layout C	Layout B	Layout A
7	7	7
60.69 66	70.70 66	70.70 66
64.63 62	68.63 62	68.63 62
58.57 56	56.57 56	56.57 56
52.51 50	52.51 50	52.51 50
46.45 44	46.45 44	46.45 44
40.39 38	40.39 38	40.39 38
34.33 32	34.33 32	34.33 32
28.27 26	28.27 26	28.27 26
22.21 20	22.21 20	22.21 20
16.15 14	16.15 14	16.15 14
10.09 8	10.09 8	10.09 8
4.03 2	4.03 2	4.03 2
Driver	Driver	Driver
III	III	III
Curt Sides	Curt Sides	Curt Sides
7	7	7
6	6	6
5	5	5
4	4	4
3	3	3
2	2	2
1	1	1
0	0	0

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

Layout D

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

Ejection

Injury Status

Injury Area

Injury	Description
1. Head Injury	Head injury is a common type of injury that can result in brain damage, loss of consciousness, and even death. It is often caused by falls, motor vehicle accidents, and sports injuries.
2. Spinal Cord Injury	Spinal cord injury is a serious condition that can result in permanent paralysis, loss of sensation, and difficulty breathing. It is often caused by falls, motor vehicle accidents, and sports injuries.
3. Fractures	Fractures are breaks or cracks in the bone. They can be caused by falls, motor vehicle accidents, and sports injuries. Fractures can be treated with surgery or casting.
4. Concussions	Concussions are a type of head injury that can result in temporary loss of consciousness, dizziness, and confusion. They are often caused by falls, motor vehicle accidents, and sports injuries.
5. Burns	Burns are injuries to the skin caused by heat, fire, or chemicals. They can be treated with first aid, such as cooling the burn with water, or medical treatment, such as skin grafts.
6. Lacerations	Lacerations are deep cuts or tears in the skin. They can be caused by falls, motor vehicle accidents, and sports injuries. Lacerations can be treated with sutures or staples.
7. Sprains	Sprains are injuries to the ligaments that connect bones. They are often caused by falls, motor vehicle accidents, and sports injuries. Sprains can be treated with rest, ice, and compression.
8. Dislocations	Dislocations are injuries to the joints where the bones are out of place. They are often caused by falls, motor vehicle accidents, and sports injuries. Dislocations can be treated with surgery or casting.
9. Amputations	Amputations are the removal of a limb or part of a limb. They can be caused by falls, motor vehicle accidents, and sports injuries. Amputations can be treated with prosthetics.
10. Trauma	Trauma is a general term for any injury that causes physical damage to the body. It can be caused by falls, motor vehicle accidents, and sports injuries. Trauma can be treated with surgery or other medical treatments.

Injury Classification

Injured Transported by

EMD ID**EMS Run #**

Person 1										Person 2										Person 3										Person 4										Person 5										Person 6																																																																															
Last Name										First Name										MI		DOB		Age		Last Name										First Name										MI		DOB		Age		Last Name										First Name										MI		DOB		Age		Last Name										First Name										MI		DOB		Age		Last Name										First Name										MI		DOB		Age	
SSN (Fatals Only)										SSN (Fatals Only)																SSN (Fatals Only)										SSN (Fatals Only)																SSN (Fatals Only)										SSN (Fatals Only)																SSN (Fatals Only)										SSN (Fatals Only)																																									
Home Work Cell Phone and/or										Home Work Cell Phone																Home Work Cell Phone and/or										Home Work Cell Phone																Home Work Cell Phone and/or										Home Work Cell Phone																Home Work Cell Phone and/or										Home Work Cell Phone																																									
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yyyy/mm/dd										yyyy/mm/dd																yyyy/mm/dd										yyyy/mm/dd																yyyy/mm/dd										yyyy/mm/dd																																																																			



SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS DRIVER

Vehicle No. 01 02 03 ...

CASE NO.

Last Name

First Name

MI

Alcohol Test Results

Alcohol
Test Result

Drug Test Results

Drug Test
Indication

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

Drug Test Results
choose up to 4

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

1st choice

2nd choice

3rd choice

4th choice



SUPPLEMENTAL ALCOHOL OR DRUG TEST RESULTS NON-MOTORIST

Vehicle No. 01 02 03 ...

Non Motorist Segment No:

CASE NO.

Last Name

First Name

MI

Alcohol Test Results

Alcohol
Test Result

Drug Test Results

Drug Test
Indication

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

Drug Test Results
choose up to 4

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

1st choice

2nd choice

3rd choice

4th choice

