



FAST FACTS

Wyoming crash data from 2017-2021 report that:

- ✓ Nearly half (48%) of all motorcycle involved crashes occurred in the months of July and August.
- ✓ Non-collision crashes (motorcycle loss of control) was the most common crash category at nearly 44%.
- ✓ The majority (62%) of motorcyclist fatalities were not wearing a helmet at the time of the crash.
- ✓ Approximately 30% of critical motorcycle involved crashes were speed related.
- ✓ Around 23% of critical motorcycle involved crashes were impaired crashes.

VEHICLE TYPES INCLUDED:
Motorcycles <150 CC, Motorcycles >150 CC, Off-Road Motorcycles, and Mopeds

CRASH CATEGORIES:
Critical Crashes – fatal and suspected serious injury crashes.
Serious Crashes – suspected minor injury and possible injury crashes.
Damage Crashes – no apparent injury and injury unknown crashes.

Highway Safety Report



Motorcycle Involved Crashes

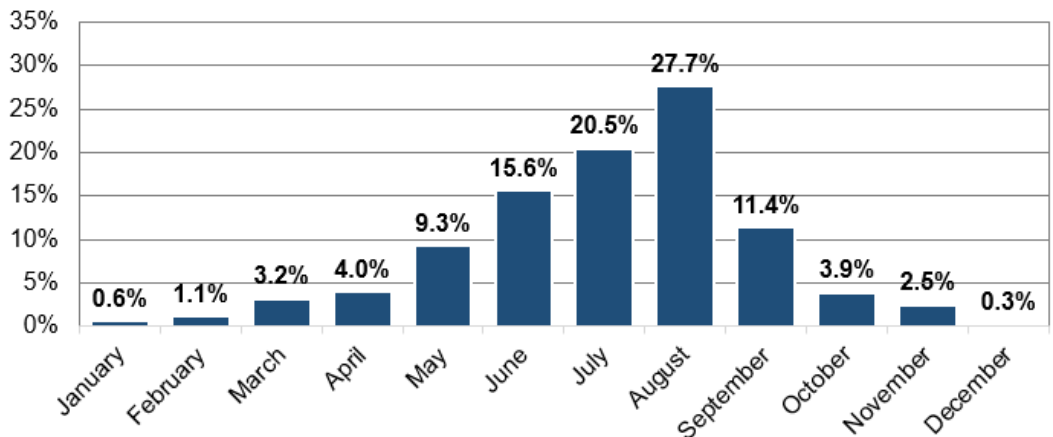
Motorcycles are a popular mode of transportation in Wyoming, and while they are the most fuel-efficient class of highway vehicle, they are also the most hazardous. According to industry data sources, motorcycle sales have significantly increased nationally and are at the highest level in over 15 years. While motorcycles are a small percentage of all registered vehicles in Wyoming (around 26,000, less than 4%), they are over-represented in critical crashes. Over the last five years, approximately 16% of critical crashes and 15% of fatal crashes were motorcycle involved crashes.

In Wyoming, during the most recent five-year period (2017-2021), 1,138 crashes involved a motorcycle, which accounts for approximately 1.6% of all crashes. These motorcycle involved crashes included 353 critical crashes, 593 serious crashes, and 192 damage crashes and resulted in 86 fatal injuries, 311 suspected serious injuries, 545 suspected minor injuries, and 159 possible injuries.

Around 20% of all motorcycle involved crashes were speed related, however this increases to 30.6% for critical crashes. Similarly, around 11.9% of all crashes involved impairment, but this increased to 22.9% for critical crashes.

In addition to Wyoming motorcycle riders, scenic routes such as Wind River Canyon and regional events such as the Sturgis Rally (begins the first Friday in August annually) attract motorcycle enthusiasts from across the country and the world. This significantly increases the number of motorcyclists on the roadways and can make certain times of the year more dangerous for both motorcyclists and motorists alike. Over the last five years nearly half (48.2%) of motorcycle involved crashes occurred in the months of July and August, which are popular months for tourism and regional events.

Motorcycle Involved Crashes by Month (2017 – 2021)



The most common crash category for motorcycle involved crashes was non-collision (motorcycle loss of control) at 43.8%, followed by collision with non-fixed object (i.e. motor vehicle, person) at 39.1%, animal collision (9%), and collision with fixed object (8.1%). While there was a relatively even distribution of

BY THE NUMBERS

**WYDOT Crash Data
June 1, 2022 vs.
(June 1, 2021)**

Fatalities: 30 (39)

Serious Injuries: 161 (173)

**Alcohol-Involved
Fatalities: 6 (15)**

**Bicycle-Involved
Fatalities: 0 (0)**

**CMV-Involved
Fatalities: 7 (5)**

**Drug-Involved
Fatalities: 1 (8)**

**Motorcycle-Involved
Fatalities: 1 (5)**

**Pedestrian-Involved
Fatalities: 4 (5)**

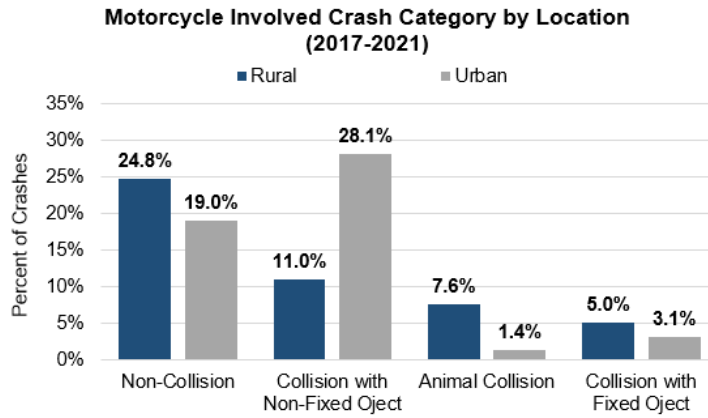
**Speed-Related
Fatalities: 17 (20)**

Data current as of 06/22/2022



**5300 Bishop Blvd.
Cheyenne, WY 82009
www.dot.state.wy.us**

motorcycle involved crashes between urban (51.6%) and rural (48.4%) locations, urban or rural crash location influenced the most common crash category.



Around half of rural motorcycle involved crashes were non-collision crashes. Non-collision crashes only accounted for about a third of urban crashes.

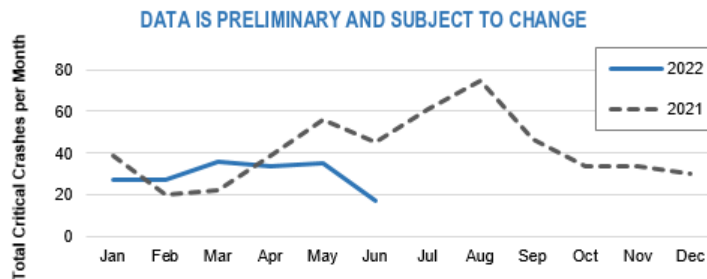
The top three first harmful events for rural motorcycle involved crashes were loss of control (47.5%), motor vehicle (21.1%), and deer (11.8%). The top three first harmful events for urban motorcycle involved crashes were motor vehicle (46.2%), loss of control (35.9%), and parked motor vehicle (7.5%).

Wyoming does not have a helmet use law for operators over 18 years of age. Over the last five years, there were 84 motorcyclist fatalities and 982 motorcyclist injuries. When looking at critical injuries, nearly 62% of motorcyclist fatalities and around 54% of suspected serious injuries were not wearing a helmet at the time of the crash.

WYDOT, through the Highway Safety Motorcycle Safety Program, offers beginning rider training at locations across the state. Classes are taught by Motorcycle Safety Foundation certified instructors with a focus on common factors found to cause crashes and teaches riders skills and techniques that may help prevent crashes. Motorcycle Safety promotes safe riding practices, wearing protective gear while riding, and driver awareness of motorcyclists.



Monthly Critical Crash Comparison: 2021 and 2022



Total as of 06/22/2022

WYDOT Completed Safety Treatment Locations (Active) as of June 22, 2022

District	Count	Annual Lifecycle Cost	Average Benefit to Cost	Annual Critical Crash Reduction
1	269	\$ 83,682.00	217.92	9.96
2	205	\$ 80,237.00	39.37	4.35
3	496	\$ 236,453.00	61.61	6.77
4	420	\$ 72,115.00	97.49	4.96
5	82	\$ 25,478.00	292.66	1.13
State	1,472	\$ 497,965.00	110.19	27.17