



FAST FACTS

Wyoming crash data from 2018-2022 report that:

- ✓ Around 1.2% of all critical crashes were cyclist-involved crashes.
- ✓ Nearly 2.2% of all serious crashes were cyclist-involved crashes.
- ✓ The majority of cyclists involved in a traffic crash were suspected to have a minor injury (61.6%).
- ✓ Most cyclists were not wearing any safety equipment at the time of the crash (68.2%).
- ✓ Almost 37% of all cyclists involved in a traffic crash were aged 16 years or younger.
- ✓ The vast majority of cyclist-involved traffic crashes (94.1%) occurred in urban areas; more than half of these (64.9%) were intersection or intersection-related crashes.
- ✓ Defensive driving by both cyclists and motor vehicle drivers can help prevent crashes.

CRASH CATEGORIES:

Critical Crashes – fatal and suspected serious injury crashes.

Serious Crashes – suspected minor injury and possible injury crashes.

Highway Safety Report



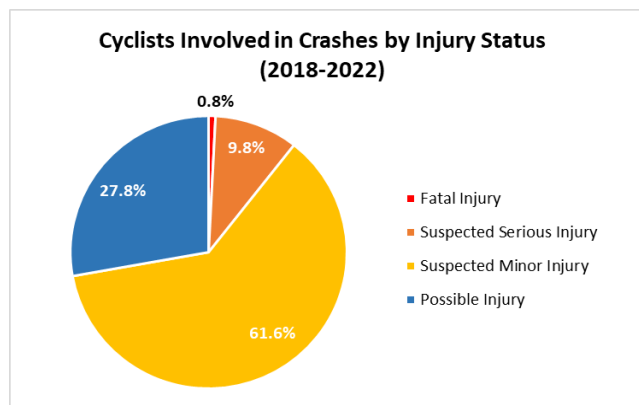
Cyclist-Involved Crashes

Cycling is a popular means of travel for Wyoming residents and visitors alike. People commonly bike to work or school, to access commercial districts for retail shopping or food, and for recreation or exercise. Cycling is a low impact, healthy activity that should be encouraged and made safer.

Cyclists are vulnerable road users due to their high risk of injury if struck by a motor vehicle. They have little or no protection to absorb and diffuse the transfer of energy created at impact, which is why vulnerable road users experience a higher proportion of fatal and suspected serious injuries when a crash occurs. In Wyoming, all collisions between motor vehicles and bicyclists are considered injury crashes. An increase in vulnerable road user crashes is a rising concern nationwide.

In Wyoming, during the most recent five-year period (2018-2022), 254 traffic crashes were cyclist-involved crashes, which accounts for around 0.4% of all crashes. These cyclist-involved crashes included 26 critical crashes (1.2% of all critical crashes) and 228 serious crashes (2.2% of all serious crashes).

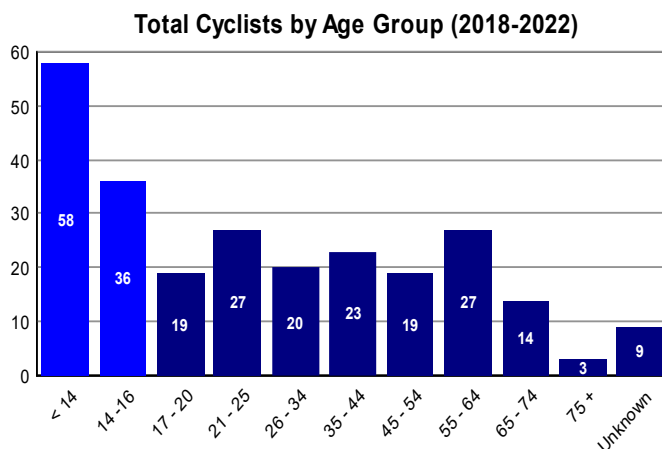
Of the 255 cyclists involved in traffic crashes in 2018-2022, two cyclists were fatally injured (0.8%), 25 were suspected to have a serious injury (9.8%), 157 were suspected to have a minor injury (61.6%), and the remaining 71 were suspected to have a possible injury (27.8%).



Only 22.4% of cyclists (57) were wearing a helmet at the time of the crash. The majority of cyclists (174, 68.2%) were not wearing any safety equipment.

The majority of cyclists involved in a traffic crash were male (188, 73.7%). Almost 37% of all cyclists involved in a traffic crash were aged 16 years or younger.

Improper crossing and failure to yield right of way were the most common potential contributing actions performed by the cyclist.



BY THE NUMBERS

WYDOT Crash Data June 1, 2023 vs. (June 1, 2022)

Fatalities: 49 (36)

Serious Injuries: 151 (165)

**Alcohol-Involved
Fatalities: 4 (8)**

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

**CMV-Involved
Fatalities: 19 (8)**

**Drug-Involved
Fatalities: 10 (10)**

**Motorcycle-Involved
Fatalities: 0 (1)**

**Pedestrian-Involved
Fatalities: 6 (4)**

**Speed-Related
Fatalities: 25 (21)**

Data current as of 06/02/2023

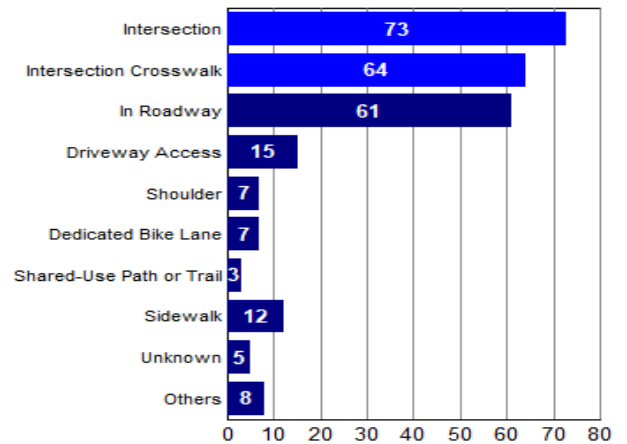


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The majority of cyclist-involved traffic crashes (222, 87.4%) occurred in daylight conditions, with only 8.3% (21) occurring in darkness conditions.

The vast majority of cyclist-involved traffic crashes (239, 94.1%) occurred in urban areas. Only 14.6% (35) of urban cyclist-involved traffic crashes were not related to a junction. More than half (155, 64.9%) of all urban cyclist-involved crashes were intersection or intersection-related crashes, while 12.1% (29) were located at a business entrance and 6.3% (15) were driveway related.

Total Cyclists by Location at Time of Crash (2018-2022)

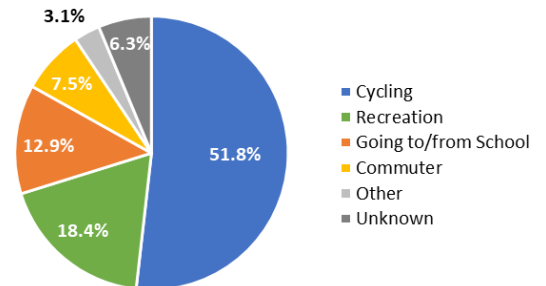


For all cyclists involved in traffic crashes, 61.6% (157) were entering/crossing the road just prior to the crash, while 33.3% (85) were traveling along the road.

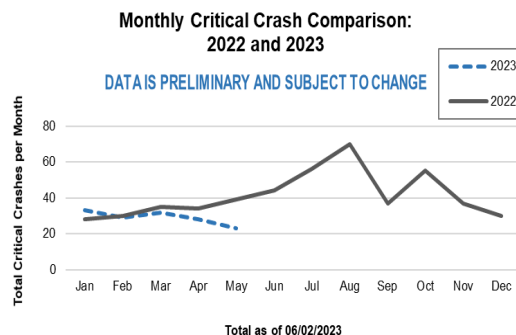
Most cyclists (137, 53.7%) were located in an intersection or intersection crosswalk at the time of the collision. Nearly 24% of cyclists (61) were located in the roadway at the time of the collision, and nearly 6% (15) were located in a driveway access. Around 4.7% of cyclists (12) were on the sidewalk at the time of the collision.

Of the distinguishable cyclist pursuits (other than cycling), 20.4% of cyclists (52) were commuting to work, school, or another location at the time of the crash, while around 18.4% (47) were involved in a recreational pursuit.

Cyclists Involved in Crashes by Pursuit (2018-2022)



Bicycles on the roadway are vehicles with the same rights and responsibilities as motorized vehicles. Safety initiatives focus on encouraging safer choices on the part of both cyclists and drivers to help reduce deaths and injuries on our roadways. Defensive driving (being focused and alert to the road and all traffic around you, and anticipating what others may do) is best practice for both cyclists and drivers alike.



WYDOT Completed Safety Treatment Locations (Active) as of June 02, 2023

District	Count	Annual Lifecycle Cost	Average Benefit to Cost	Annual Critical Crash Reduction
1	267	\$ 81,727.00	242.77	10.03
2	269	\$ 84,261.00	108.06	5.57
3	558	\$ 220,788.00	56.23	7.1
4	491	\$ 86,247.00	137.45	6.15
5	65	\$ 24,365.00	359,354.00	1.05
State	1,650	\$ 497,388.00	130.98	29.91