

Utah 2013 Crash Summary



State of Utah

Department of Public Safety

Utah Crash Summary 2013



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Introduction

Purpose: The annual Utah Crash Summary, as specified by Utah Code under Section 41-6a-406, describes the trends and effects of traffic crashes in Utah. The statistics within the Utah Crash Summary describe factors that contribute to the occurrence of motor vehicle deaths, injuries, and crashes. This report is designed to heighten awareness about traffic safety issues and allows interested individuals to identify areas where safety programs may be focused in an effort to reduce traffic-related injuries and deaths.

Crash Data: This crash data comes from traffic crash reports completed by law enforcement officers throughout Utah who investigate crash scenes on public roadways. Information is collected when a crash involves injuries, deaths, or at least \$1,500 property damage.

Fatal Crashes: Additional detailed information is collected on fatal crashes and compiled into the Fatality Analysis Reporting System (FARS). FARS is a national data system collecting data on all fatal traffic crashes in the U.S. FARS was used for the data on fatal crashes.

Fact Sheets: Each section of the crash summary is accompanied by a fact sheet. The fact sheets provide an overview of the section highlighting key points.

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Available At: A limited number of printed copies of the Utah Crash Summary are available at the Utah Highway Safety Office. The summary and fact sheets are also available on the internet at highwaysafety.utah.gov.

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Executive Summary

Significant progress has been made to reduce motor vehicle crashes in Utah, with a rapid decline in the injury and fatal crash rates over the last 40 years. If Utah had the same fatal crash rate in 2013 as 1973 there would have been 1,120 additional deaths in 2013. These reductions can be attributed to a variety of factors, including:

- Traffic safety programs that have increased public awareness of traffic safety issues;
- Aggressive media and enforcement programs targeting driver behavior;
- Legislation targeting restraint use, graduated driver licensing, and impaired driving;
- Improved safety of motor vehicles and engineering of roadways;
- Advancements in emergency response and treatment.

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in the State of Utah. In 2013, there were 55,637 reported traffic crashes on public roadways in Utah. These crashes involved 134,964 people, with 22,740 injured and 220 people killed. Traffic deaths were the second lowest total in Utah since 1959, trailing only 2012.

Utah made progress in the following areas over the last few years:

- The Utah death rate per vehicle mile traveled has been below the U.S. rate since 2001;
- Traffic deaths have shown a decreasing trend since 2000;
- Restraint use in crashes in 2013 was the highest it has ever been;
- The number of deaths to unrestrained occupants decreased for the fourth straight year;
- The percent of crashes involving a teen driver decreased for the 17th straight year;
- The percent of crashes involving an alcohol-impaired driver has shown a decreasing trend since 2006;
- The rate of motorcyclists in crashes per registered motorcycle has shown a decreasing trend since 2004;
- The number of bicyclists in crashes in 2013 decreased for the first time since 2009.

As improvements are made and progress continues, traffic safety needs to remain a top priority. Some areas of concern in Utah include:

- The traffic crash rate per mile traveled has shown an increasing trend since 2010;
- The number of injured persons in crashes increased for the third straight year;
- The percent of crashes involving an older driver increased for the sixth straight year;
- Speed remains the leading contributing factor in deaths;
- Speed-related crashes increased for the third straight year;
- The number of crashes in 2013 involving a distracted-driver increased to the highest amount since 2007;
- The pedestrian crash rate per population has shown an increasing trend since 2005.

The *Utah Crash Summary 2013* contains further details regarding Utah motor vehicle crashes.

Users of this Crash Summary are invited to help promote motor vehicle safety in Utah. The numbers represent lost lives, injured people, and lives changed. Utah has set a goal of zero deaths because the loss of even one life is too many. This is a goal we can all live with.

2013 Utah Crash Synopsis

All Crashes

Category	#	% of Total*
Total Crashes	55,637	
Urban	46,581	84%
Property Damage Only	39,301	71%
Injury	16,134	29%
Inclement Weather	13,581	24%
Speed	11,231	20%
Followed Too Closely	11,211	20%
Teenage Driver	10,852	20%
Failed to Yield	9,749	18%
Rural	9,056	16%
Older (Age 65+) Driver	6,855	12%
Distracted Driving	5,013	9%
Heavy Truck	3,196	6%
Animal-Related	2,910	6%
Disregard Traffic Signal/Sign	2,891	5%
Alcohol-Impaired Driver	1,736	3%
Motorcycle	1,069	2%
Drowsy Driving	1,015	2%
Pedestrian-Motor Vehicle	817	1%
Bicycle-Motor Vehicle	766	1%
Fatal	202	<1%
Total Persons in Crashes	134,964	
Drivers	96,623	72%
Followed Too Closely Crash	34,468	26%
Inclement Weather Crash	30,707	23%
Teenage Driver Crash	30,275	22%
Failed to Yield Crash	28,096	21%
Speed Crash	25,787	19%
Injured Persons	22,740	17%
Older (Age 65+) Driver Crash	18,312	14%
Children (Ages 0-14 Years)	13,742	10%
Distracted Driving Crash	13,537	10%
Disregard Traffic Signal/Sign Crash	8,699	6%
Heavy Truck Crash	7,388	5%
Animal-Related Crash	4,431	4%
Alcohol-Impaired Driver Crash	3,496	3%
Unrestrained Occupants	2,759	2%
Drowsy Driving Crash	1,852	1%
Motorcyclists	1,186	1%
Pedestrians	903	1%
Bicyclists	777	1%
Deaths	220	<1%

Fatal Crashes

Category	#	% of Total*
Fatal Crashes	202	
Urban	123	61%
Speed	81	40%
Rural	79	39%
Older (Age 65+) Driver	46	23%
Motorcycle	30	15%
Pedestrian-Motor Vehicle	30	15%
Alcohol-Impaired Driver	23	11%
Failed to Yield	23	11%
Teenage Driver	23	11%
Heavy Truck	20	10%
Inclement Weather	18	9%
Distracted Driving	17	8%
Red Light/Stop Sign Running	16	8%
Drowsy Driving	11	5%
Followed Too Closely	9	4%
Bicycle-Motor Vehicle	6	3%
Animal-Related	2	1%
Deaths	220	
Drivers	135	61%
Speed Crash	87	40%
Unrestrained Occupants	61	28%
Older (Age 65+) Driver Crash	54	25%
Motorcyclists	31	14%
Pedestrians	30	14%
Teenage Driver Crash	26	12%
Alcohol-Impaired Driver Crash	23	10%
Failed to Yield Crash	23	10%
Heavy Truck Crash	22	10%
Inclement Weather Crash	21	10%
Distracted Driving Crash	17	8%
Red Light/Stop Sign Running Crash	16	7%
Drowsy Driving Crash	14	6%
Followed Too Closely Crash	9	4%
Children (Ages 0-14 Years)	8	4%
Bicyclists	6	3%
Animal-Related Crash	3	1%

* NOTE: Groups overlap and do not total 100%.

2013 Utah Crash Facts

- In an average day in Utah, there were 152 motor vehicle crashes involving 370 people with 62 people injured.
- First motor vehicle crash occurred January 1, 2013 at 12:25 a.m. and the last crash occurred December 31, 2013 at 11:40 p.m.
- First fatal motor vehicle crash occurred January 19, 2013 at 8:37 a.m. and the last fatal crash occurred December 30, 2013 at 5:54 p.m.
- Tuesday, December 3, 2013 had the most crashes with 837 crashes and Sunday, February 17, 2013 had the fewest crashes with 47.
- 72 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration, 2012)
- It is estimated that 37 additional lives would have been saved if everyone had been wearing seat belts.
- A motor vehicle crash occurred every 9 minutes.
- A person was injured in a crash every 23 minutes.
- A speed-related crash occurred every 46 minutes.
- A teenage-driver crash occurred every 48 minutes.
- A driver age 65 years or older was in a crash every 76 minutes.
- A distracted driver crash occurred every 104 minutes.
- A heavy truck was in a crash every 2.5 hours.
- An animal-motor vehicle crash occurred every 3 hours.
- An alcohol-impaired driver crash occurred every 5 hours.
- A motorcyclist was in a crash every 7 hours.
- A pedestrian was hit by a motor vehicle every 9.5 hours.
- A bicyclist was hit by a motor vehicle every 11 hours.
- A person died in a crash every 39.5 hours.
- The youngest person in a motor vehicle crash was less than a week old and the oldest person was 99 years-old.
- The youngest person killed in a motor vehicle crash was 3 months-old and the oldest person killed was 92 years-old.
- The estimated statewide economic loss due to motor vehicle crashes in Utah was \$1.54 billion. (National Highway Traffic Safety Administration)
- Hospital and emergency department charges for the treatment of injuries in motor vehicle crashes were \$163 million. [Utah Department of Health (UDOH), 2012]
- 5.1% of licensed drivers were in a crash.
- 4.7% of Utah residents were in a crash.
- 4.7% of registered vehicles were in a crash.
- 1.4% of deaths in Utah involved a motor vehicle crash. (UDOH, 2012)
- 0.2% of people in a crash died.
- A person was in a crash every 200,000 miles driven in Utah.



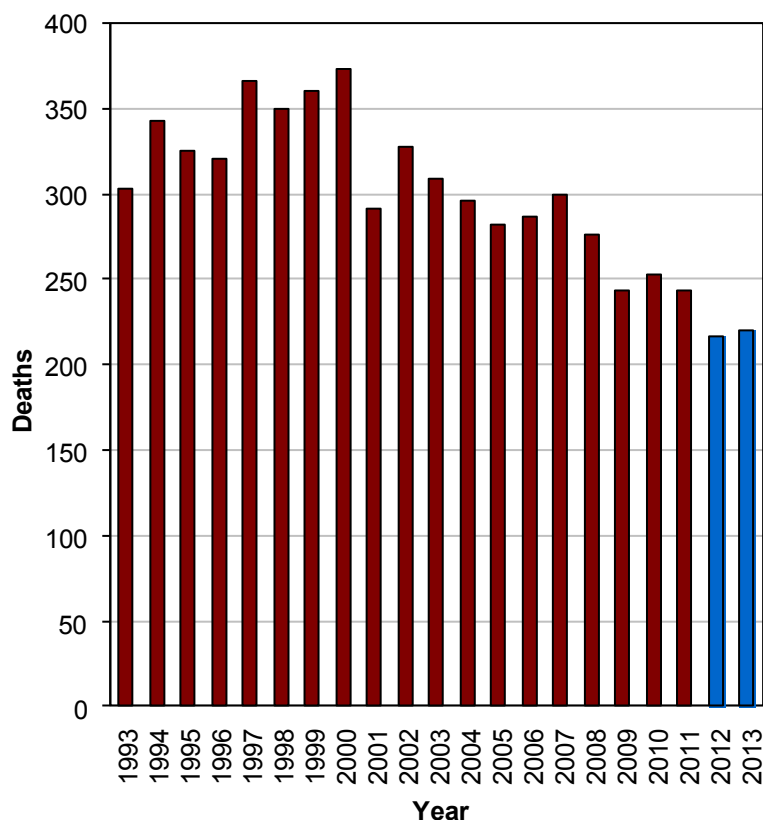
Did you know in 2013:

- 55,637 motor vehicle crashes occurred in Utah which resulted in 22,740 injured persons and 220 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 9 minutes, a person was injured in a crash every 23 minutes, and a person died in a crash every 39.5 hours.

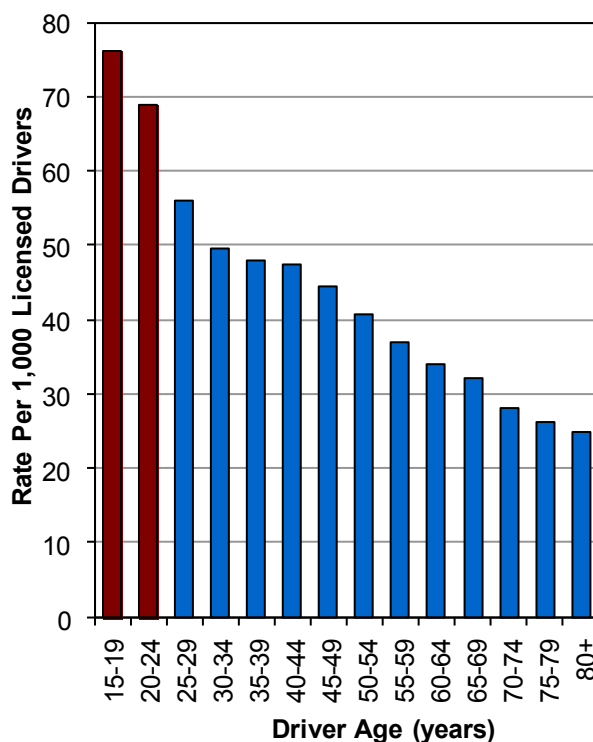
Overview



Deaths by Year (Utah 1993-2013)



Crash Rates per Licensed Drivers by Age (Utah 2013)



- 2013 had the 2nd lowest deaths in Utah since 1959.

- Drivers aged 15-24 years had the highest crash rates per licensed driver.

Crash Summary (Utah 2013)

Leading Causes of All Crashes

1. Followed Too Closely (21%)
2. Failed to Yield (18%)
3. Speed (17%)
4. Failed to Keep in Proper Lane (13%)
5. Distracted Driving (9%)

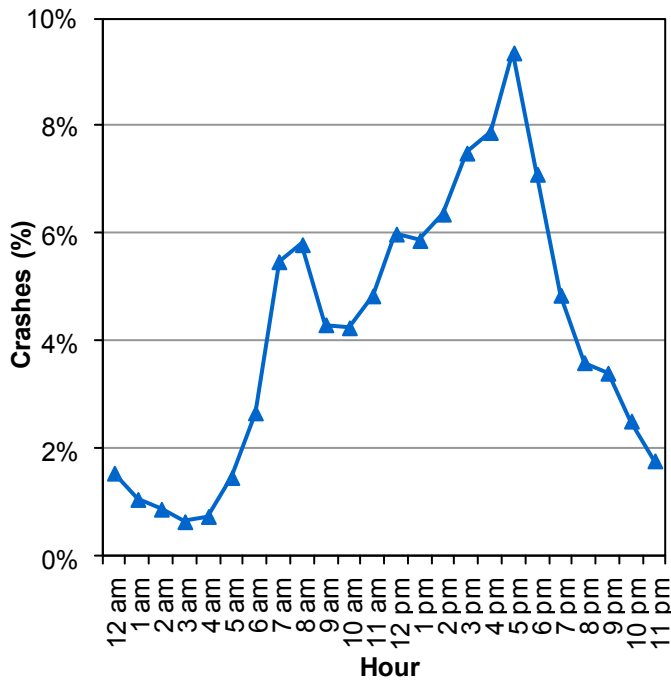
Leading Causes of Death

1. Speed (40%)
2. Failed to Keep in Proper Lane (35%)
3. Unrestrained Occupants (28%)
4. Drunk Driving (10%)
4. Failed to Yield (10%)

Overview



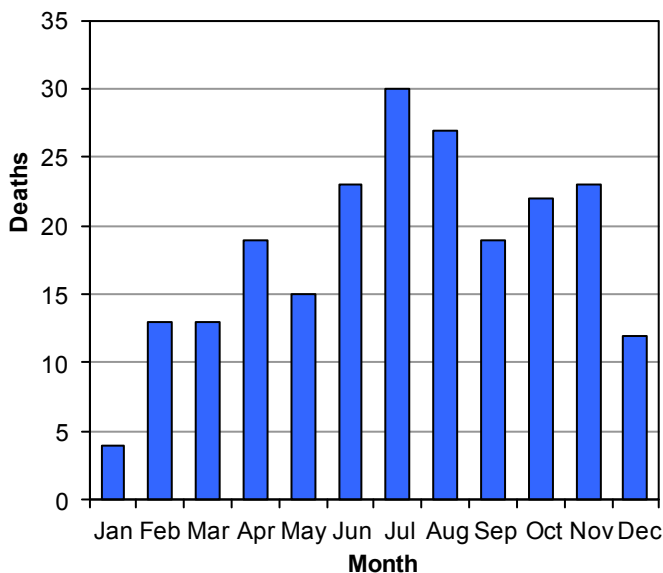
Motor Vehicle Crashes by Hour (Utah 2013)



- Crashes were highest between 2:00 p.m. and 6:59 p.m.

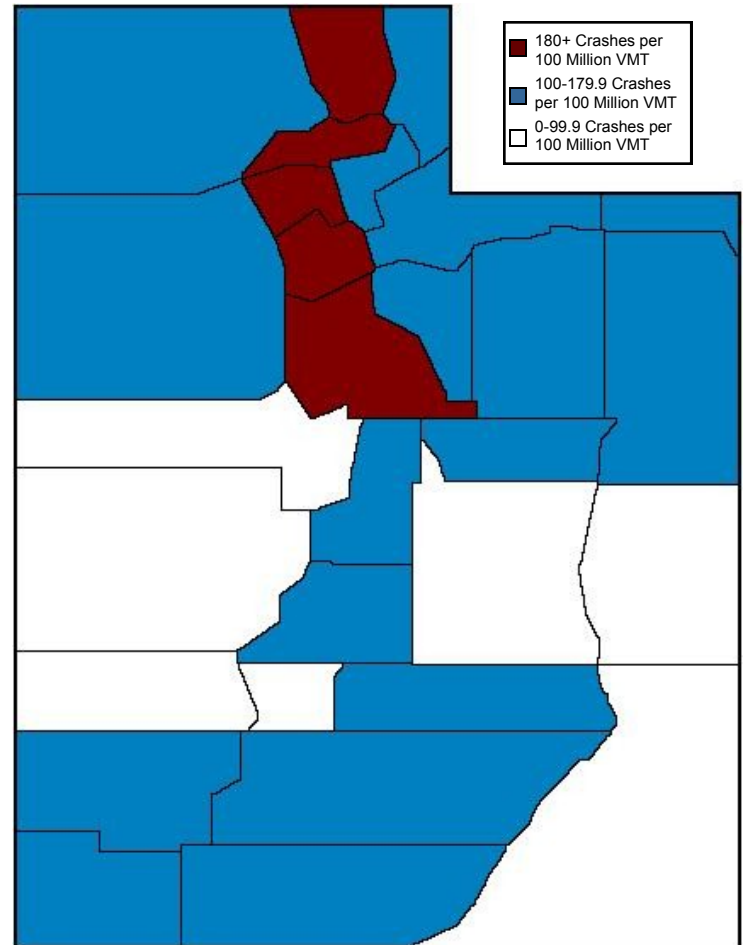
Vehicle rollovers were the most deadly event, being 10 times more likely to result in a death than other crashes.

Deaths by Month (Utah 2013)



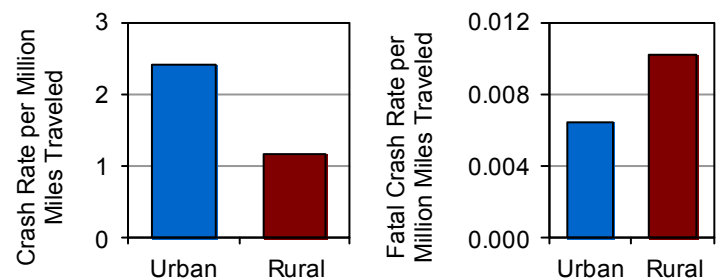
- July had the most deaths.

County Crash Rates by Miles Traveled (Utah 2013)



- Salt Lake, Weber, and Cache Counties had the highest crash rates per miles traveled.

Urban/Rural Location (Utah 2013)



- Urban areas had a higher rate of total crashes per vehicle mile traveled while rural areas had a higher fatal crash rate.
- Rural crashes were 3.3 times more likely to be fatal than urban crashes.

Wearing a seat belt is one of the best ways to decrease injuries and deaths in motor vehicle crashes.

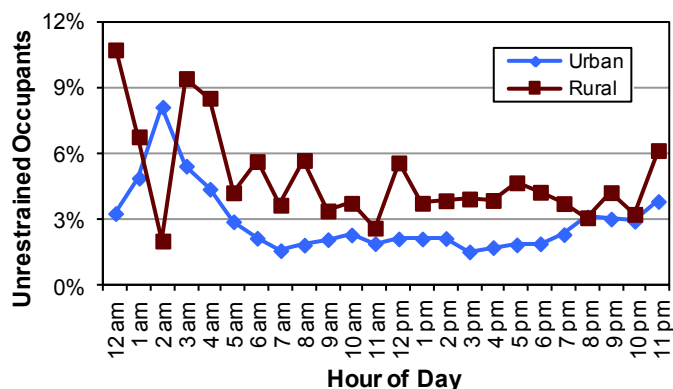
Occupant Protection



Did you know in 2013:

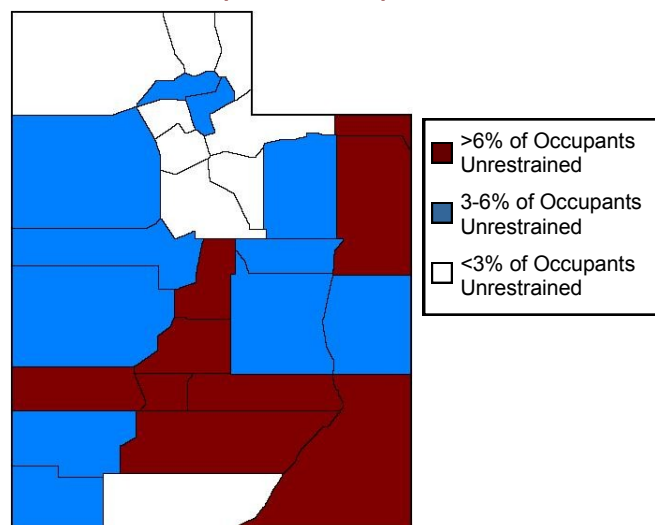
- Unrestrained crash occupants were 34 times more likely to die in a crash than restrained occupants.
- An estimated 72 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 37 additional lives would have been saved if everyone had been wearing seat belts.

Unrestrained Crash Occupants by Hour, Rural vs. Urban (Utah 2013)



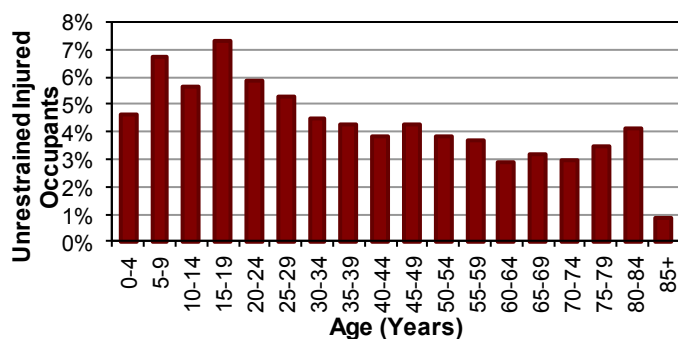
- 11:00 p.m. to 4:59 a.m. had the highest percentage of unrestrained crash occupants.
- Rural areas had lower restraint use for nearly every hour of the day than urban areas.

Unrestrained Crash Occupants by County (Utah 2013)



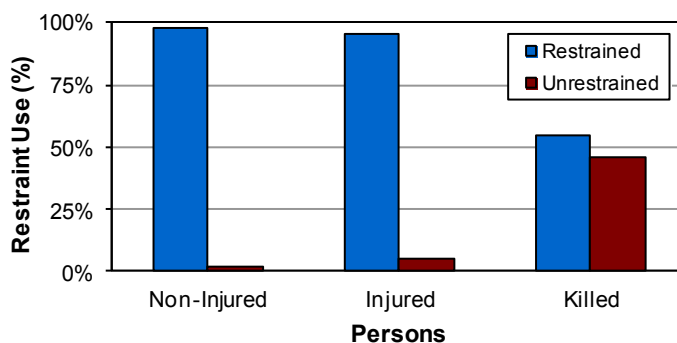
- Occupants in rural crashes were 2.1 times more likely to be unrestrained than urban occupants.

Unrestrained Injured Crash Occupants by Age (Utah 2013)



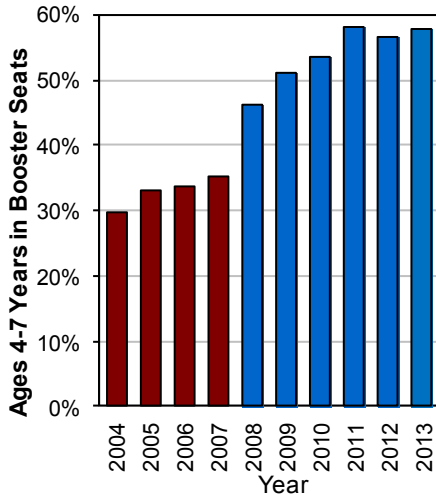
- The highest percentage of unrestrained injured crash occupants were 5-29 years.

Restraint Use by Injury Severity (Utah 2013)



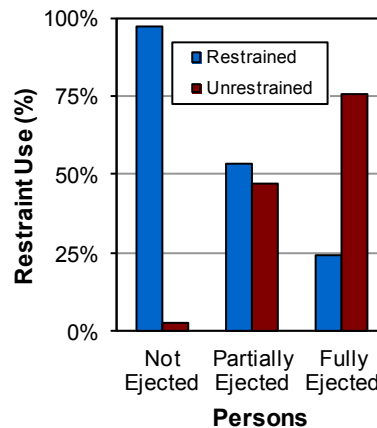
- 98% of persons who survived a crash were restrained compared to half (55%) of the persons killed.

Effectiveness of Booster Seat Law (Utah 2004-2013)



- In 2008, a law was passed increasing the age of child safety seat use from up to age 4 years to up to age 8 years.
- In 2013, booster seat use among ages 4-7 years was 58%.
- Booster seat use increased 65% since passage of the law.

Ejection and Restraint Use (Utah 2013)



- 76% of crash occupants fully ejected from a motor vehicle were unrestrained.
- Unrestrained occupants were 130 times more likely to be fully ejected than restrained occupants.

Occupant Protection



Child Safety Seat Recommendations:

- Infants should be placed in a rear-facing safety seat until they are at least 20 pounds and 1 year of age.
- Never place a rear-facing child safety seat in the front seat of a vehicle with a passenger side air bag.
- Children at least 1 year of age weighing 20-40 pounds should ride in forward facing child safety seats.
- Older children (approximately 4-8 years of age) should ride in belt-positioning booster seats until they are 4'9" tall and the seat belt fits properly. Booster seats help position an adult-size seat belt for a safer fit on children.
- The safest place for any child aged 12 and under is in the back seat of the vehicle.

Seat Belt Recommendations:

- Always use both the lap and shoulder belt. When worn properly, the shoulder belt should fit across the collar bone and the lap belt should fit low over the hips.
- Never place the shoulder strap under the arm or behind the back.

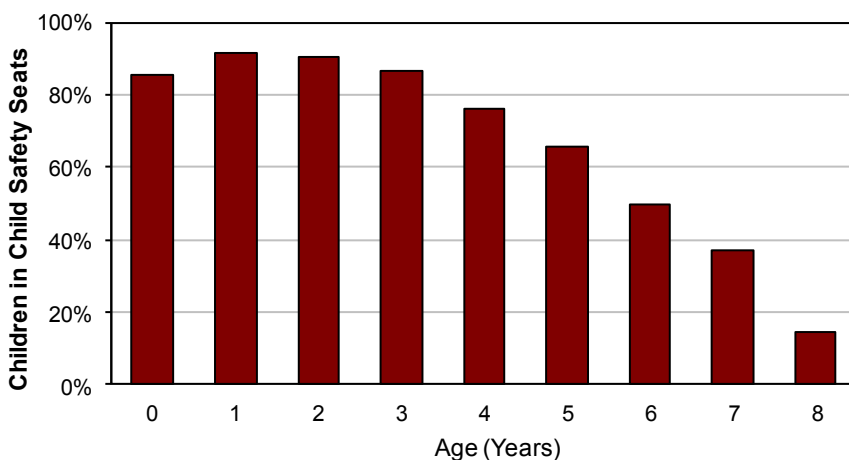
Safety Restraint Laws:

- Utah law requires all motor vehicle occupants to wear a seat belt. This is a secondary enforcement law for drivers and passengers age 19 years and older. This means an adult may be issued a citation and a \$45 fine only when the police officer has stopped the vehicle for another reason.
- The law is a primary enforcement law for drivers and passengers under age 19 years.
 - ⇒ Children age 7 years and under must ride in an approved child safety seat.
 - ⇒ Children aged 8 to 18 years must ride in an appropriate child restraint or seat belt.
 - ⇒ There are a few exemptions to the law. Contact the Highway Safety Office for more information.

This primary enforcement law means a person may be stopped and issued a citation for simply not buckling up.



Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2013)



- The older the child the less likely they were using a child safety seat.
- While 92% of 1-year-olds in a crash were in a child safety seat, only 76% of 4-year-olds, 50% of 6-year-olds, and 15% of 8-year-olds were in a child safety seat.
- The decrease in child safety seat use for children aged 4-8 years is concerning and indicates that children are moving to adult-sized seat belts too early.

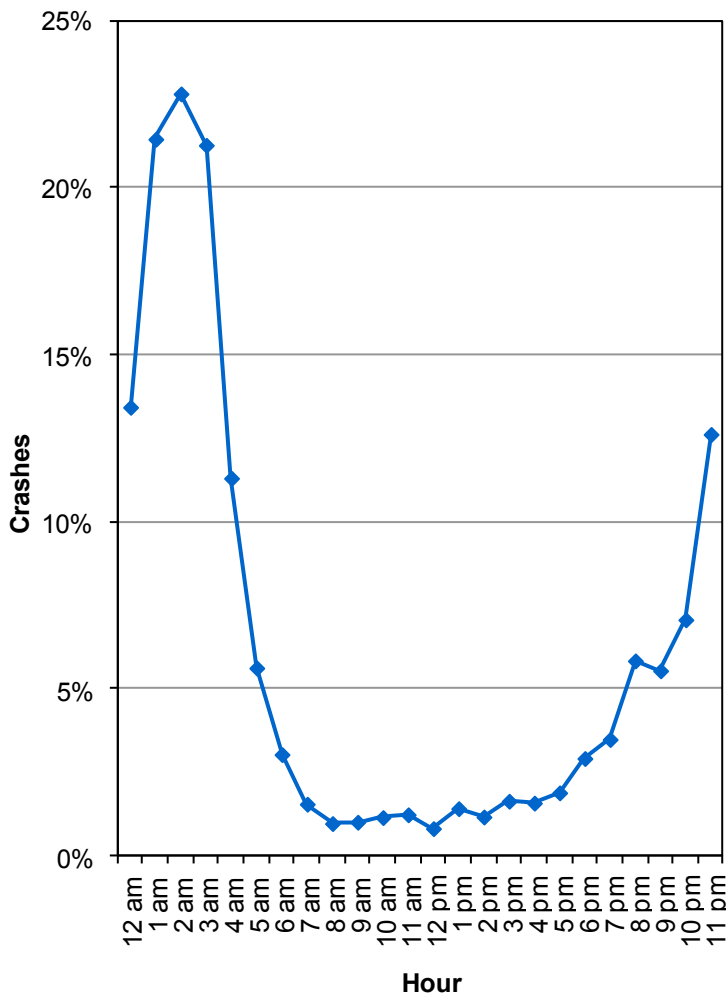
Did you know in 2013:

- 1,736 alcohol-impaired driver crashes occurred in Utah which resulted in 1,073 injured persons and 23 deaths.
- Alcohol-impaired driver crashes were 4.0 times more likely to be fatal than other crashes.
- The number of deaths involving an alcohol-impaired driver increased 15% in 2013 from 2012.

Alcohol-Impaired Drivers

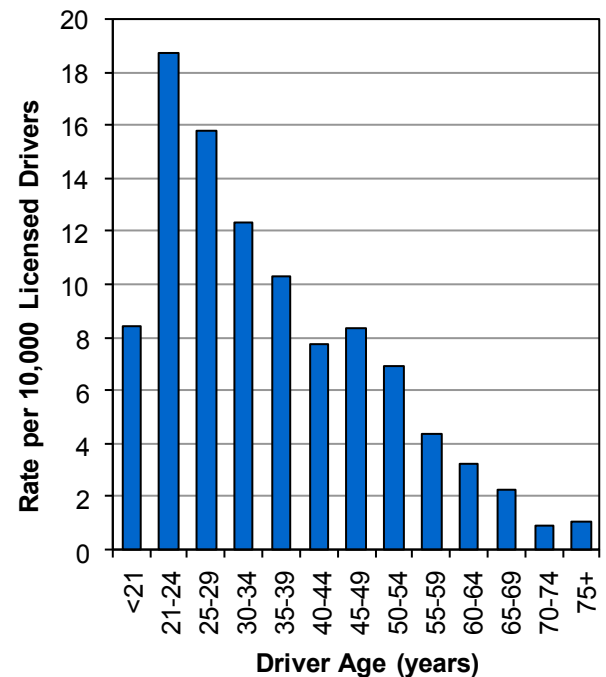


Percent of Total Crashes with an Alcohol-Impaired Driver by Hour (Utah 2013)



- While 3% of total crashes involved an alcohol-impaired driver, 16% of crashes occurring during the hours of 11:00 p.m.-4:59 a.m. involved an alcohol-impaired driver.

Rate of Alcohol-Impaired Drivers in Crashes per Licensed Driver (Utah 2013)



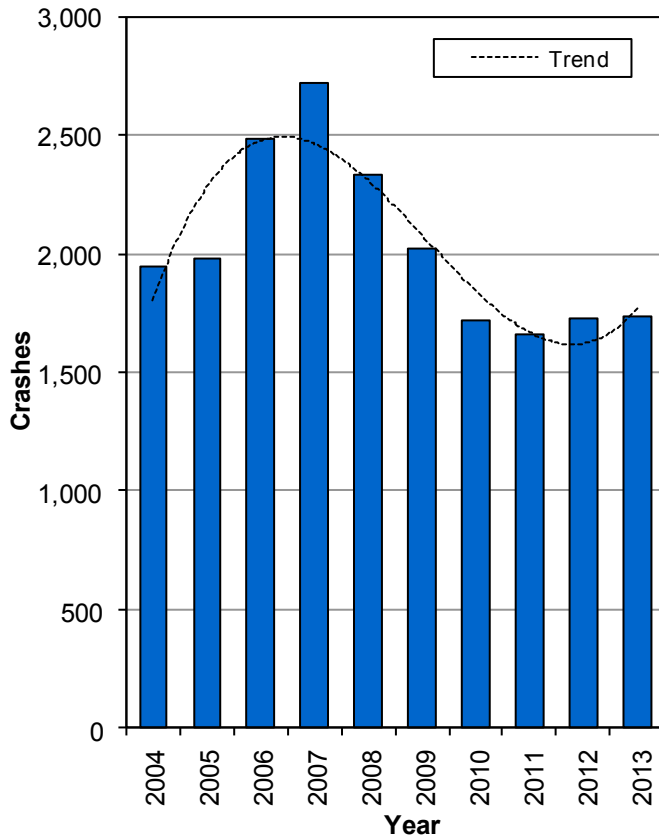
- Drivers aged 21 to 24 years had the highest rates of alcohol-impaired crashes.
- Of the impaired drivers, 164 (9%) were under the age of 21 years.



Previous DUI (Utah 2013)

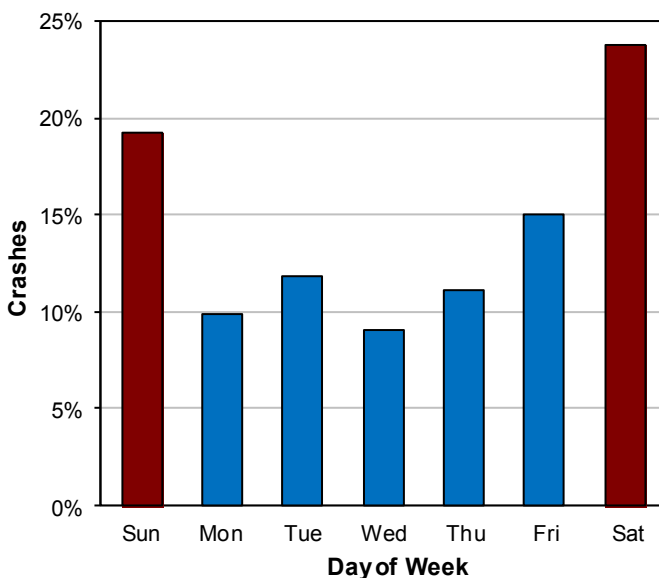
- 13% of the alcohol-impaired drivers in fatal crashes were previously convicted of driving under the influence in the past three years.

Alcohol-Impaired Driver Crashes (Utah 2004-2013)



- The number of alcohol-impaired driver crashes has remained relatively stable the past four years after previous decreases.

Alcohol-Impaired Driver Crashes by Day of the Week (Utah 2013)

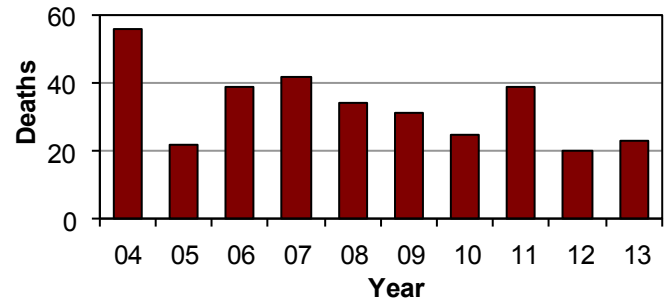


- The highest percentage of alcohol-impaired driver crashes occurred on weekends (43%).

Alcohol-Impaired Drivers

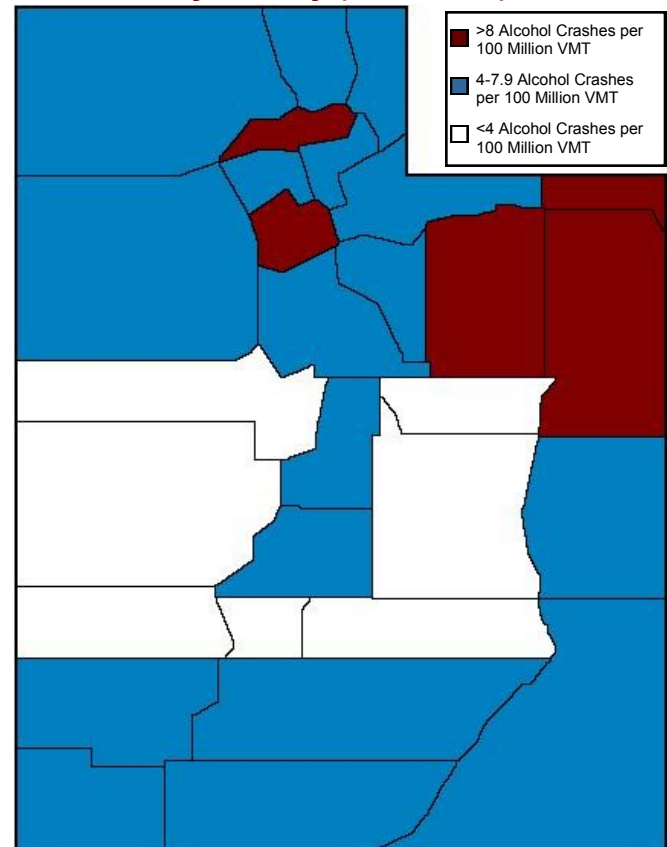


Deaths from Alcohol-Impaired Drivers (Utah 2004-2013)



- The 20 deaths in 2012 was the lowest amount in over 20 years.

Alcohol-Impaired Driver Crashes by County (Utah 2013)



- Daggett, Duchesne, and Uintah Counties had the highest rates of alcohol-impaired driver crashes per vehicle miles traveled (VMT).
- Wayne, Piute, and Juab Counties had the lowest rates of alcohol-impaired driver crashes per VMT.

2013 Utah Crash Facts

Utah Department of Public Safety Highway Safety Office

Speed is the leading unsafe driving behavior that contributes to deaths.

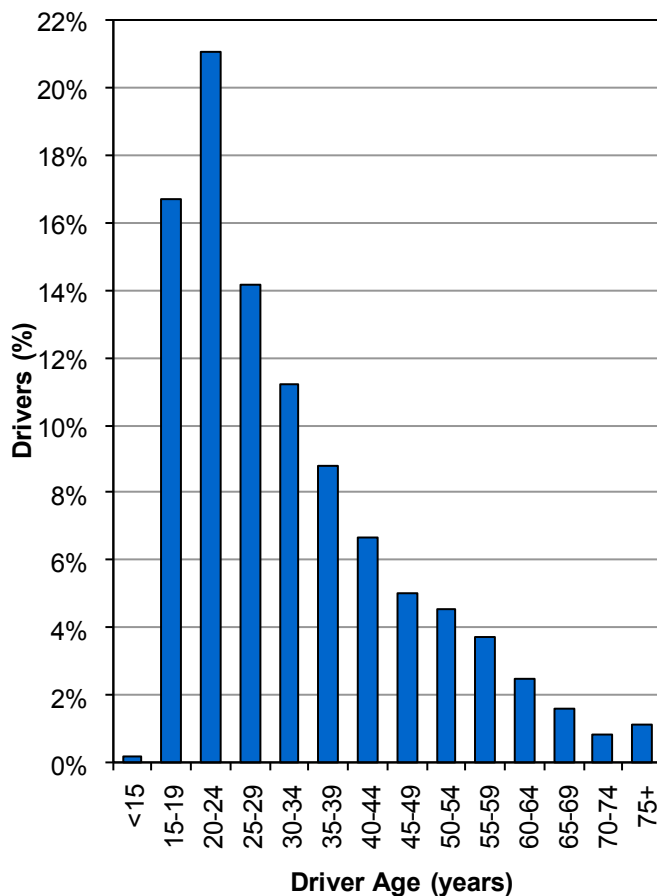
Speed



Did you know in 2013:

- 11,231 speed-related crashes occurred in Utah which resulted in 4,635 injured persons and 87 deaths.
- Speed was a factor in 40% of fatal crashes in 2013.
- Speed-related crashes were 2.7 times more likely to be fatal than other motor vehicle crashes.

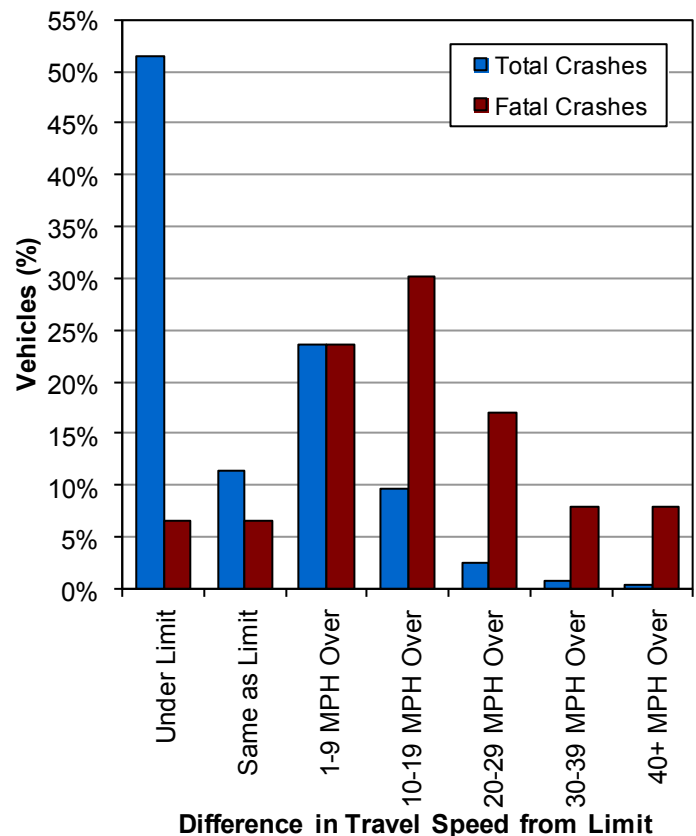
Age of Drivers in Speed-Related Crashes (Utah 2013)



- Drivers aged 15-29 years had the highest percentage of total speed-related crashes.

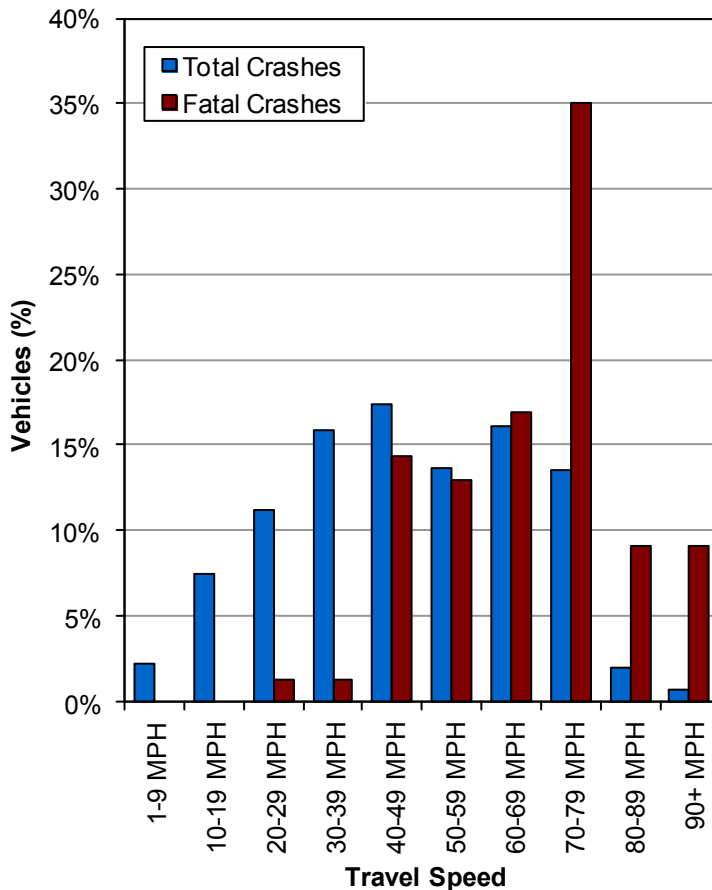


Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2013)



- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Drivers become increased risks to themselves and other people on the roadway due to higher speeds.

Speed-Related Crashes by Travel Speed (Utah 2013)

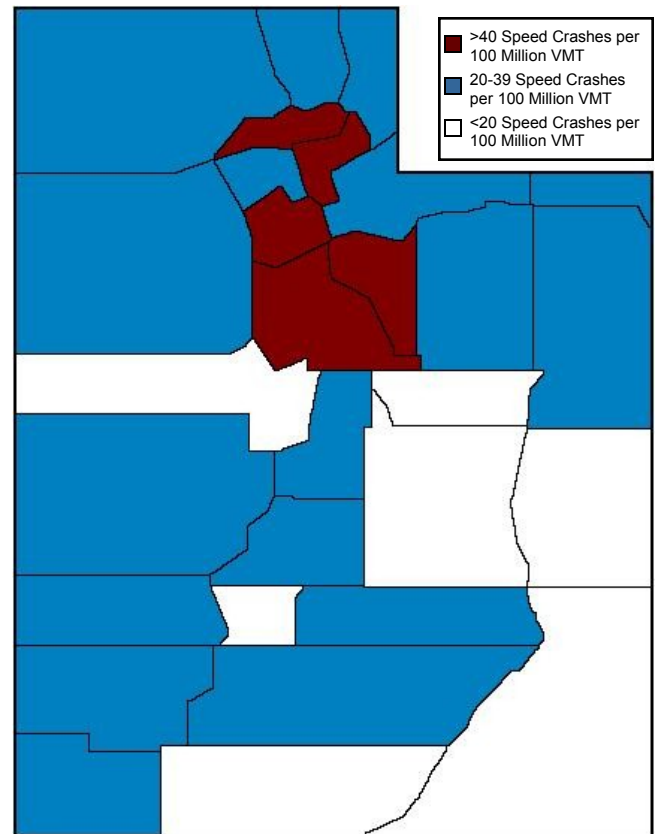


- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

Speed



Speed-Related Crash Rates by County (Utah 2013)



- Morgan, Salt Lake, and Wasatch Counties had the highest speed-related crash rates per miles traveled.

Speeding is one of the leading factors contributing to traffic crashes. Speeding is dangerous because it:

- Magnifies drivers' errors;
- Extends the distance necessary to stop a vehicle;
- Increases the distance a vehicle travels while the driver reacts to a situation;
- Reduces a driver's ability to steer safely around curves or objects in the road;
- Decreases the effectiveness of vehicle design features, such as seat belts;
- Reduces the stability of the vehicle structure;
- Increases the number of crashes;
- Increases the severity of crashes. For every 10 MPH over 50 MPH, the risk of death in a crash is doubled.

Drivers need to remember there is a reason for speed limits. The roadways are a dangerous place and the speed limits are designed to protect everyone—drivers, passengers, and pedestrians. The posted speed limit is the law. Slow down and obey speed limits.



2013 Utah Crash Facts

Utah Department of Public Safety Highway Safety Office

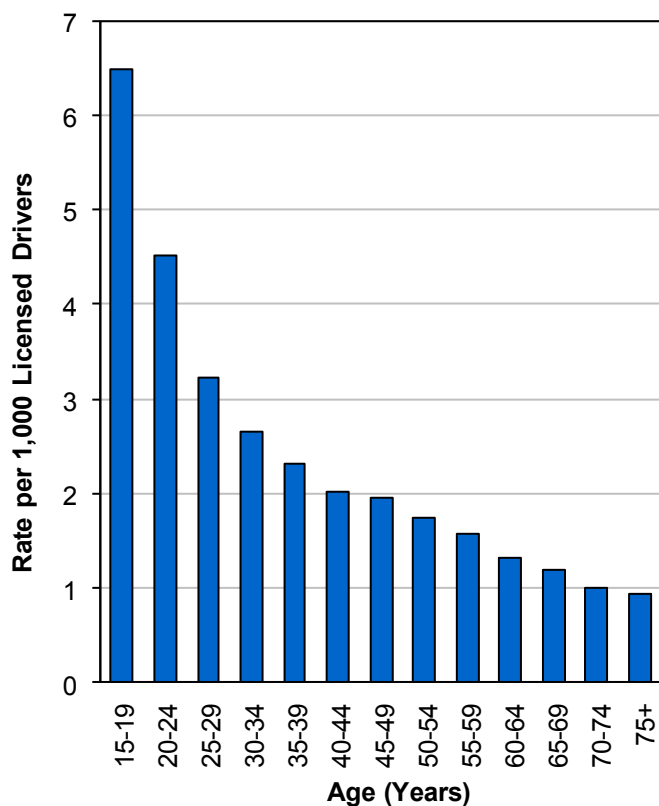
Did you know in 2013:

- 5,013 distracted driver crashes occurred in Utah which resulted in 2,796 injured persons and 17 deaths.
- Where driver distraction was known, 11% of all crashes in Utah involved a distracted driver.
- Nearly half (49%) of distracted driving crashes were rear end crashes.

Distracted Drivers



Distracted Driver Crash Rates per Licensed Driver by Age (Utah 2013)



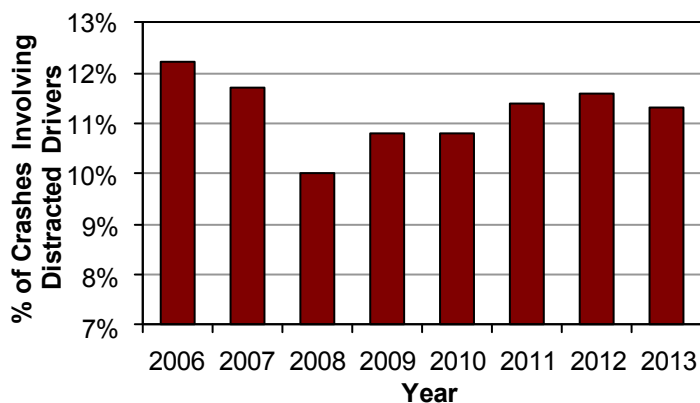
- Younger drivers had the highest rates of driver distraction crashes.

Distracted Driving Crashes by Distraction Type (Utah 2013)

1. Cell Phone (14%)
2. Passengers (12%)
3. Other Inside Distraction (12%)
4. Other External Distraction (9%)
5. Radio/CD/DVD etc. (8%)
6. Other Electronic Device (3%)
7. Texting (1%)
- Other (41%)



Percent of Crashes Involving Distracted Drivers by Year (Utah 2006-2013)



- The percent of crashes involving a distracted driver has hovered around 11.2%.

While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

Driving is a multitask job and demands the full attention of the driver.

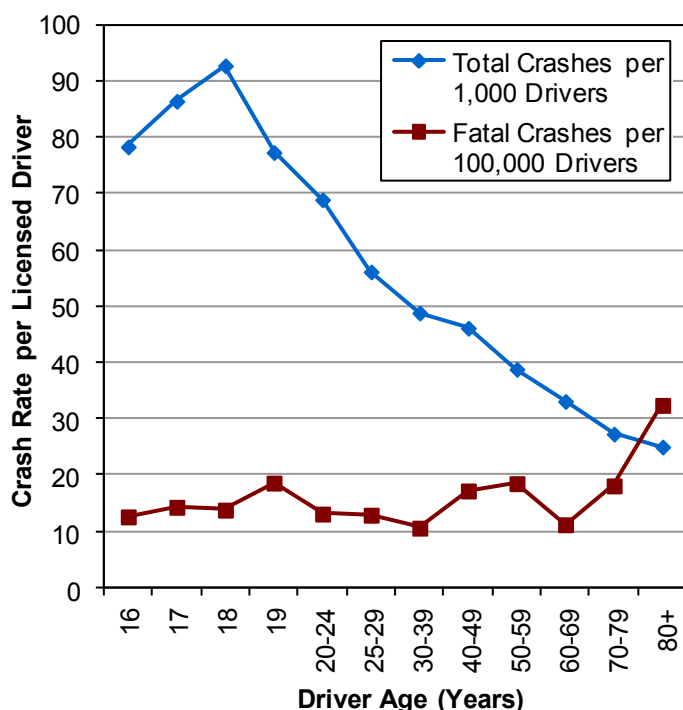
Did you know in 2013:

- Teenage drivers represented 8% of the licensed drivers in Utah, yet they were in 20% of all motor vehicle crashes.
- Teenage drivers were in 10,852 motor vehicle crashes which resulted in 4,974 injured persons and 26 deaths.
- Teenage drivers were 1.7 times more likely to be in a crash than drivers of other ages.
- Teen driver crashes have shown a decreasing trend since 1996.

Teenage Drivers (15-19 years)

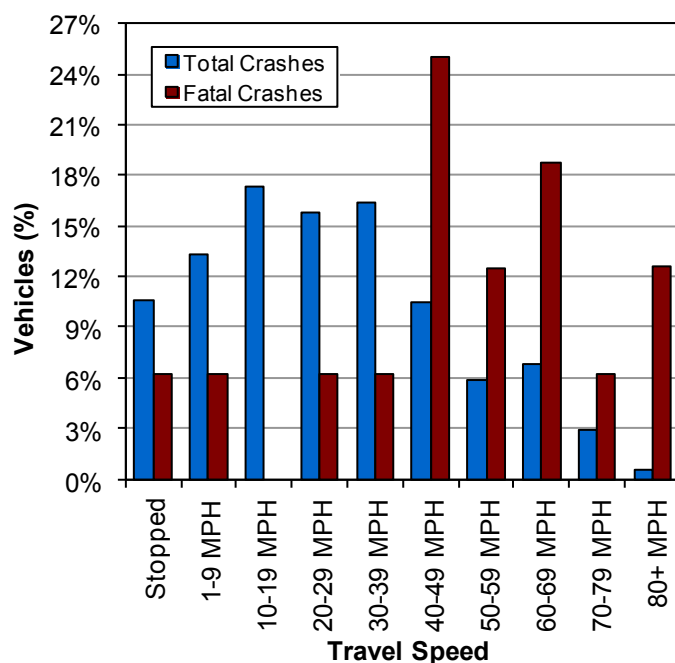


Crash Rates per Licensed Driver by Age (Utah 2013)



- Drivers aged 18 years had the highest total crash rate per licensed driver.

Teenage Driver Crashes by Travel Speed (Utah 2013)



- Crashes involving teenage driver vehicles traveling 40 MPH or higher were 8.3 times more likely to be fatal.

Leading Contributing Factors of Teenage Driver Crashes (Utah 2013)

All Teenage Driver Crashes

1. Followed Too Closely (20%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (14%)
4. Driver Distraction (9%)
5. Failed to Keep in Proper Lane (9%)

Fatal Teenage Driver Crashes

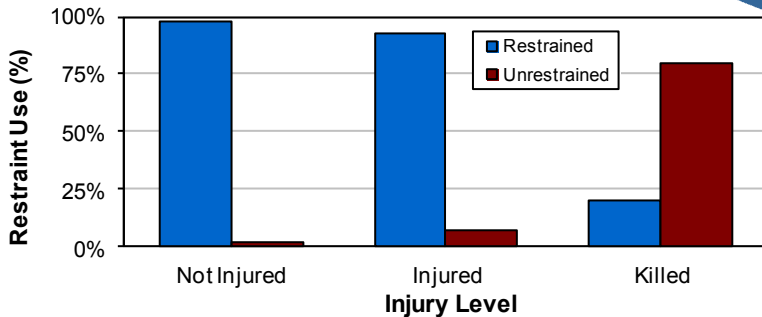
1. Failed to Keep in Proper Lane (30%)
1. Speed Too Fast (30%)
3. Overcorrected (22%)
3. Ran Off Road (22%)
5. Driver Distraction, Fail to Yield (9%)



Teenage Drivers (15-19 years)

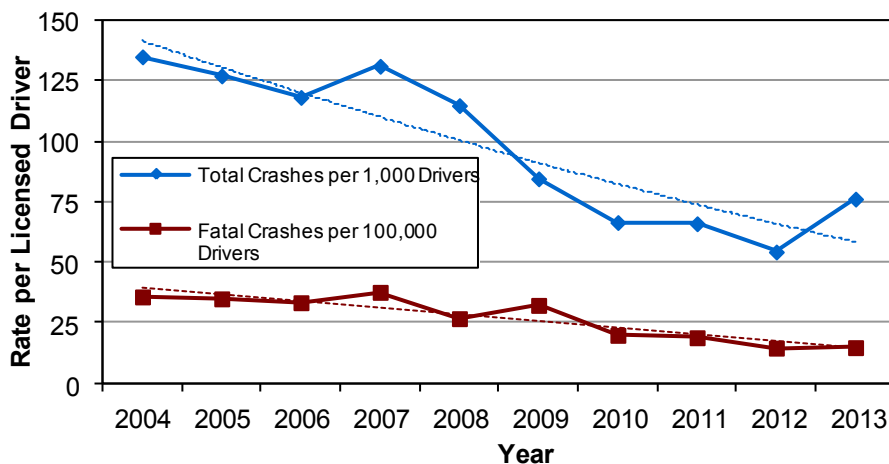


Restraint Use of Teen Drivers and Their Passengers (Utah 2013)



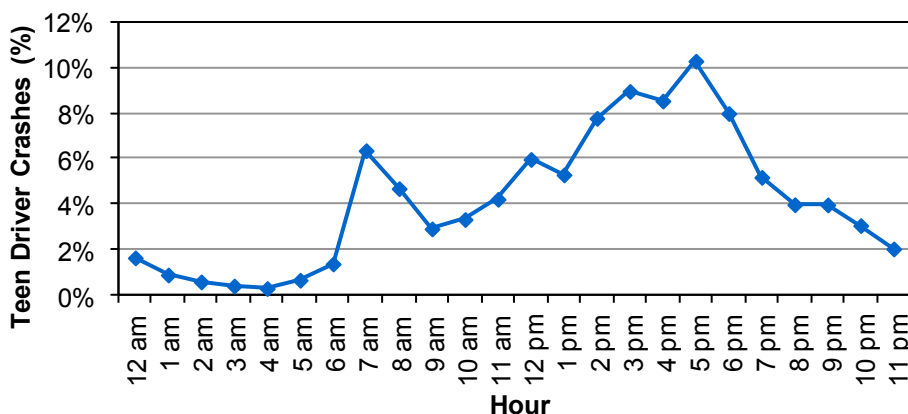
- 80% of teen drivers and their passengers killed in crashes were unrestrained.
- Unrestrained teen drivers and their passengers were 126 times more likely than restrained occupants to be killed in a crash.

Teenage Driver Crash Trend (Utah 2004-2013)



- The teenage driver crash rate per licensed driver decreased 44% from 2004 to 2013.

Teenage Driver Crashes by Hour (Utah 2013)



- Teenage-driver crashes peaked during after-school hours (2:00 p.m.-6:59 p.m.).

Graduated Driver Licensing (GDL) Law in Utah

GDL allows beginning drivers the chance to build experience before they are exposed to more high-risk situations, such as carrying teen passengers and nighttime driving. Easing young drivers onto the roadways can reduce the number of traffic crashes involving young drivers.

Learner Permit

A person must be at least 15 years old to apply for a learner permit. Anyone who is under 18 years of age is required to hold a learner permit for six months before applying for a license.

Supervised Driving

Everyone under 18 years of age applying for a license must complete 40 hours of driving, of which at least 10 hours must be during night hours. This allows beginning drivers to practice and gain supervised experience.

Driver License

A person must be at least 16 years of age to get a driver license. Everyone who has never been licensed to drive a motor vehicle must complete an approved driver education course.

Night-time Restrictions

Anyone under the age of 17 years may not drive from midnight to 5:00 a.m. except in a limited number of situations. The majority of fatal teen crashes take place at night.

Passenger Restrictions

For the first six months of licensure, teen drivers can not drive with any passenger who is not an immediate family member with a few exceptions. Teen drivers are more likely to crash with passengers in the car, especially teen passengers. The more passengers, the greater the risk.

Seat Belt Restrictions

All occupants under the age of 19 years must be properly restrained in a motor vehicle. This is a primary law which means a person may be stopped by law enforcement solely for that offense.

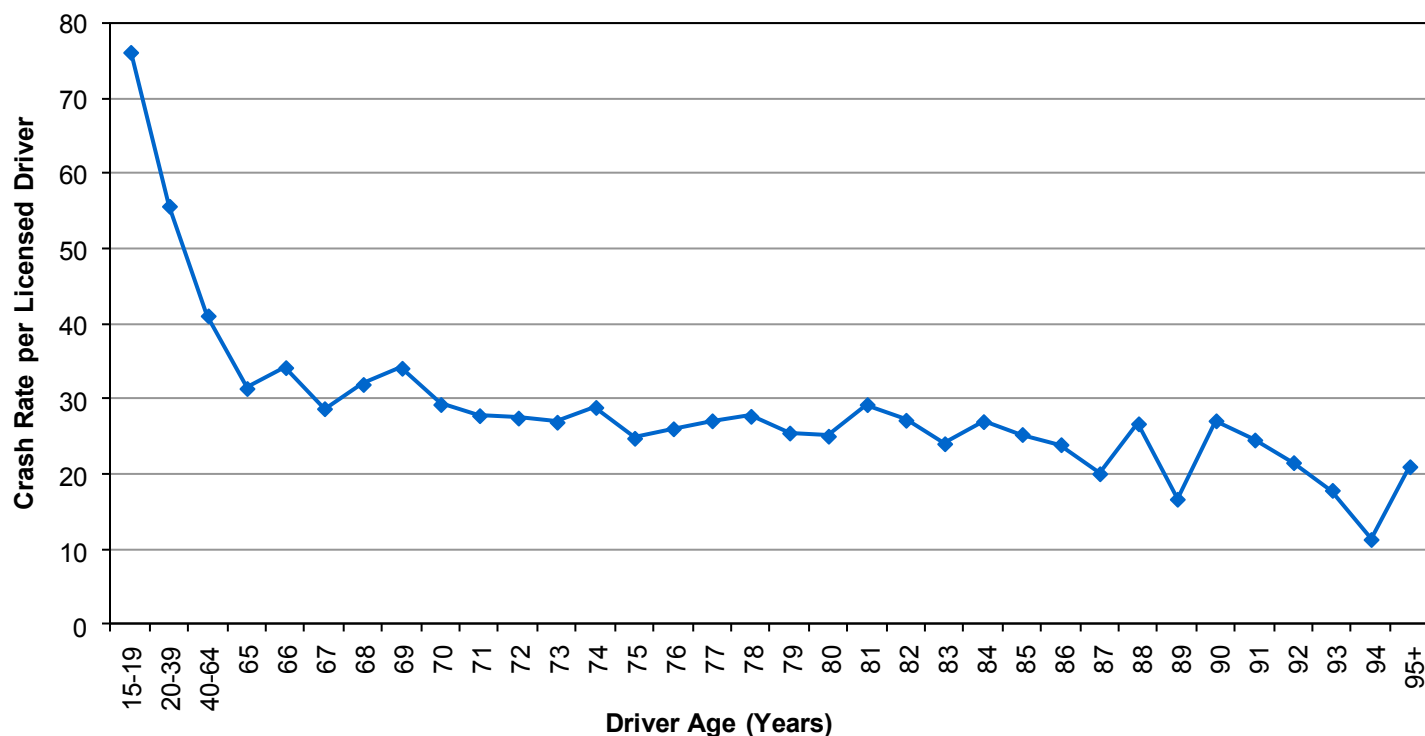
Did you know in 2013:

- Older drivers had the lowest crash rate per licensed driver.
- Older drivers were in 6,855 motor vehicle crashes which resulted in 3,271 injured persons and 54 deaths.
- Although older drivers have the lowest crash rates of any drivers, the percent of crashes involving an older driver has been increasing for over a decade.
- Seniors represented 7% of people in a crash and 21% of the deaths.

Older Drivers (Age 65+)



Crash Rates per Licensed Driver by Age (Utah 2013)



- The older the driver the less likely they were in a crash per licensed driver.

Leading Contributing Factors of Older Driver Crashes Compared to All Drivers (Utah 2013)

All Drivers in Crashes

1. Followed Too Closely (21%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (17%)
4. Failed to Keep in Proper Lane (13%)
5. Driver Distraction (9%)

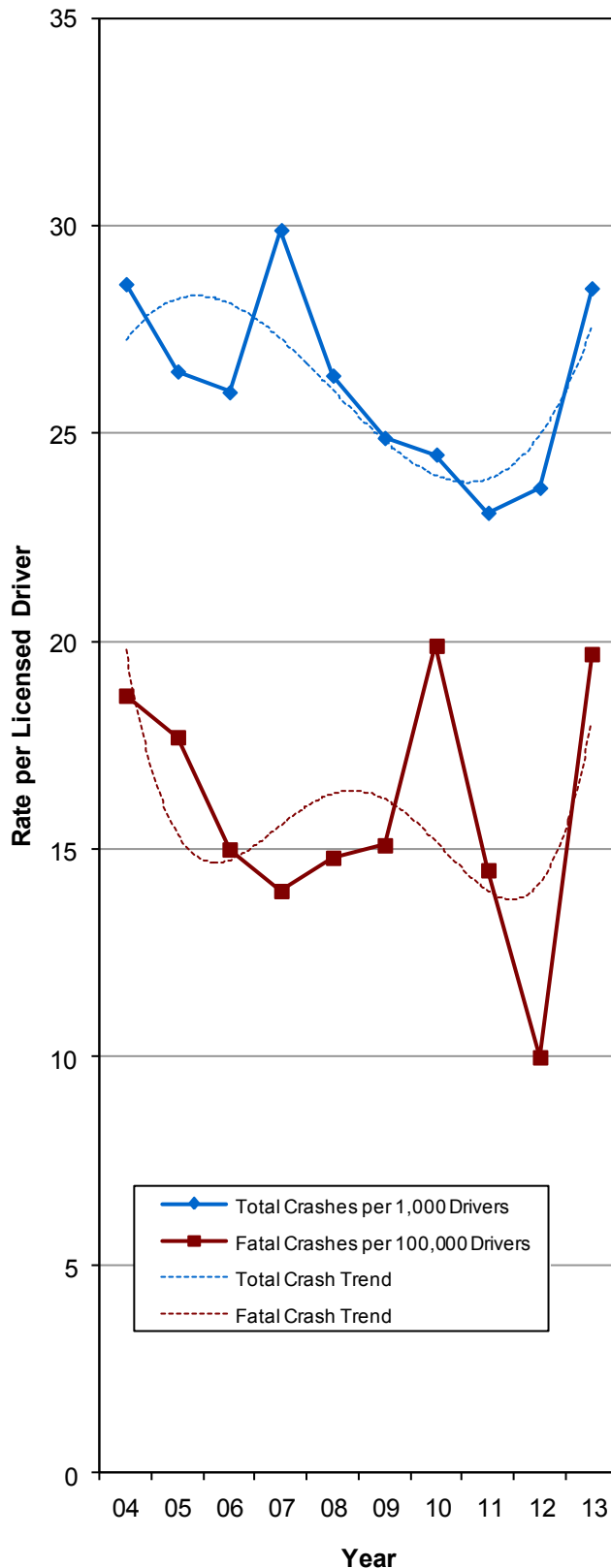
Older Driver Crashes

1. Failed to Yield Right of Way (17%)
2. Followed Too Closely (9%)
3. Failed to Keep in Proper Lane (7%)
4. Disregard Traffic Signal/Sign (5%)
5. Improper Turn (5%)

- Older drivers were less likely to have a contributing factor than other drivers in a crash.

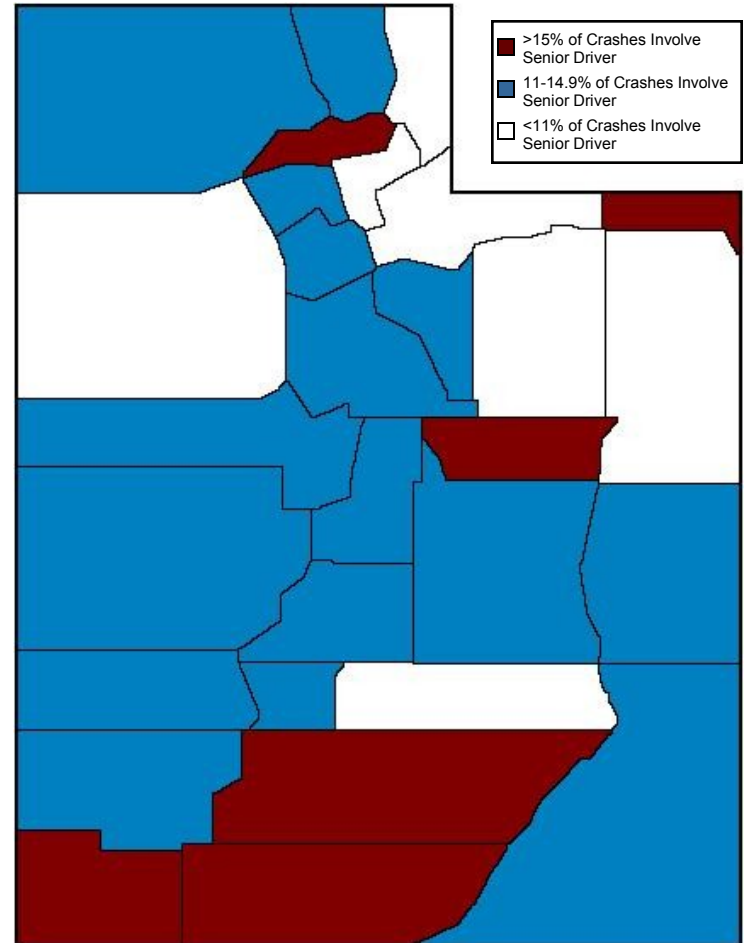
Older Driver Crash Trend (Utah 2004-2013)

Older Drivers (Age 65+)



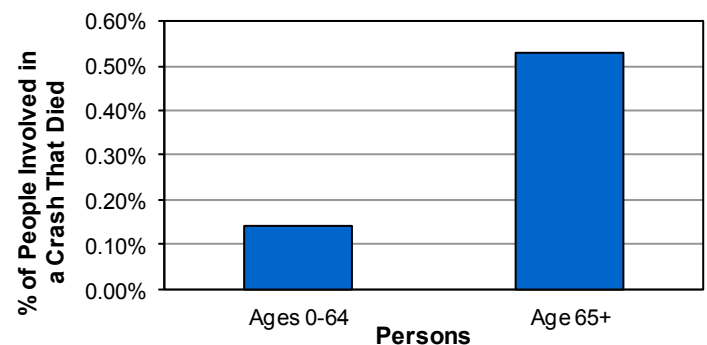
- The older driver crash rate per licensed driver increased 20% in 2013 from 2012.

Older Driver Crashes by County (Utah 2013)



- Daggett, Washington, and Kane counties had the highest percent of crashes that involved an older driver.

Injury Severity by Age (Utah 2013)



- People age 65+ were 3.7 times more likely to be killed in a crash than younger people.

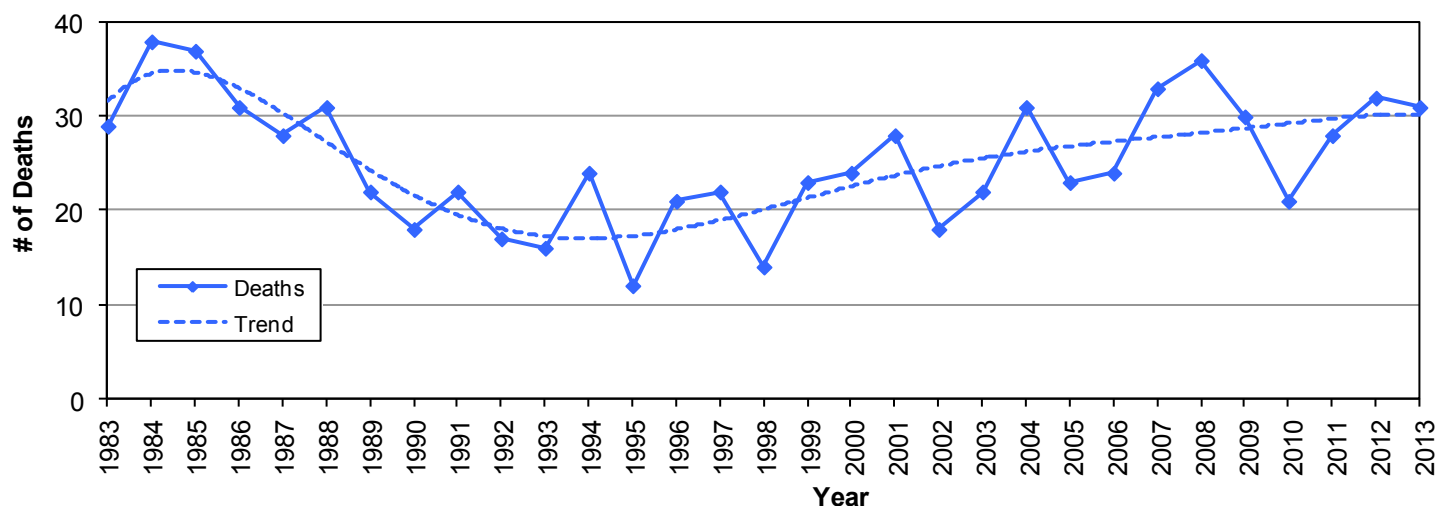
Did you know in 2013:

- There were 1,069 motorcycle crashes in Utah, resulting in 951 injured motorcyclists and 31 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 14% of deaths.
- Motorcycle crashes were 9.1 times more likely to result in a death than other crashes.

Motorcycles

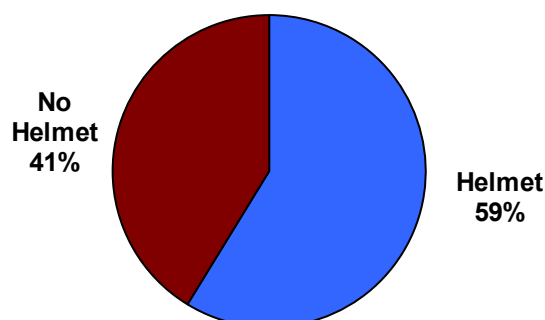


Motorcyclist Deaths (Utah 1983-2013)



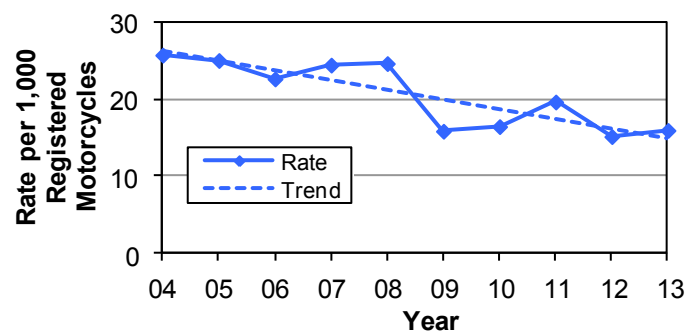
- Motorcyclist deaths have been on the rise since the 1990s.
- The 36 motorcyclist deaths in 2008 were the highest total since 1985.

Helmet Use of Motorcyclists in Crashes (Utah 2013)



- Only 59% of motorcyclists wore a helmet.
- Utah law requires anyone under the age of 18 years riding a motorcycle to wear a helmet.

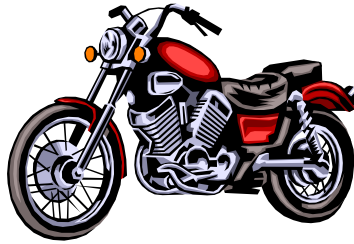
Motorcyclist Crash Rates per Registered Motorcycles (Utah 2004-2013)



- The rate of motorcyclists in crashes per registered motorcycles decreased 38% from 2004.

Leading Motorcyclist Contributing Factors in Crashes (Utah 2013)

1. Speed Too Fast (14%)
2. Followed Too Closely (9%)
3. Failed to Keep in Proper Lane (9%)
4. Swerved or Evasive Action (7%)
5. Ran Off Road (6%)



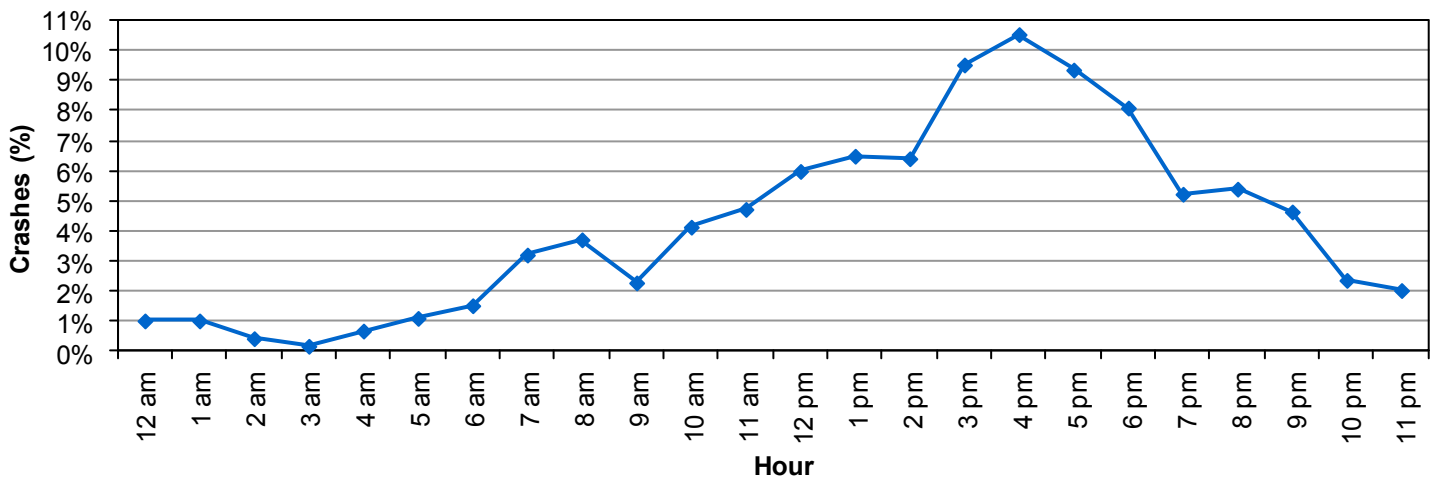
Motorcycles



Left Turns

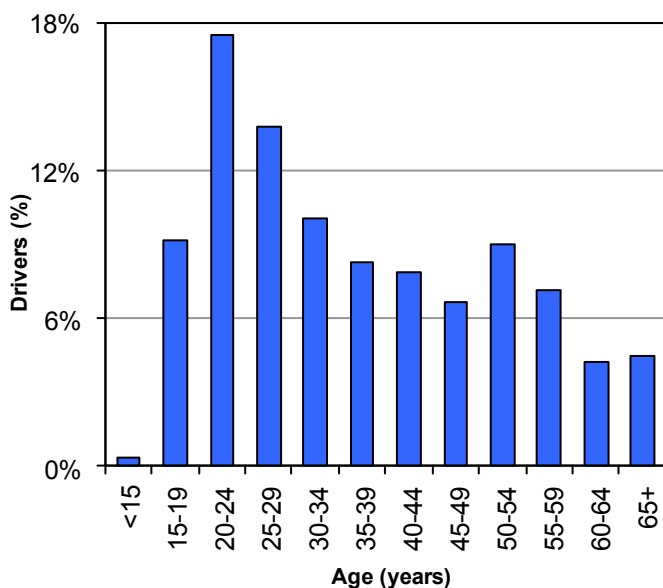
Nearly one-third (31%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Motorcyclists In Crashes by Hour of Day (Utah 2013)



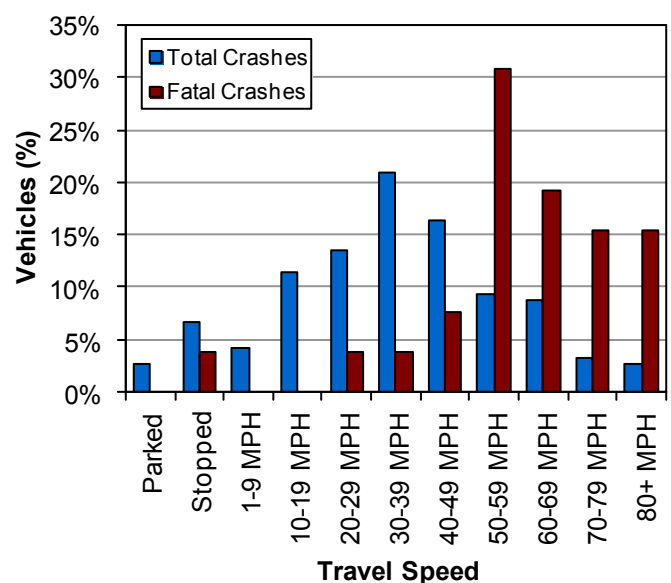
- Over one-half (56%) of motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

Age of Motorcycle Drivers in All Crashes (Utah 2013)



- Over one-half (51%) of motorcycle drivers in crashes were under the age of 35 years.

Travel Speed of Motorcycles in Crashes (Utah 2013)



- Most (81%) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

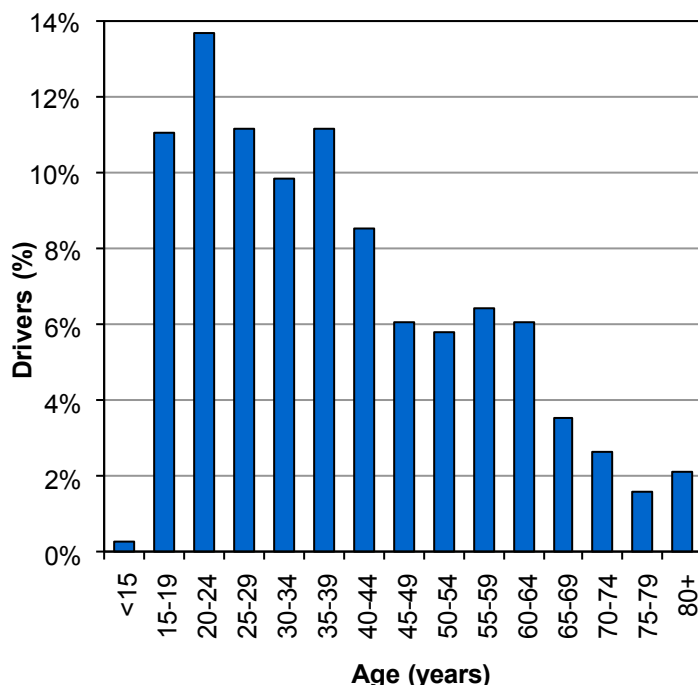
Did you know in 2013:

- 903 pedestrians were struck by motor vehicles; 783 were injured and 30 were killed.
- Pedestrians accounted for 1% of persons in crashes and 14% of deaths.
- Pedestrian crashes were 12.1 times more likely to result in a death than other crashes.

Pedestrians

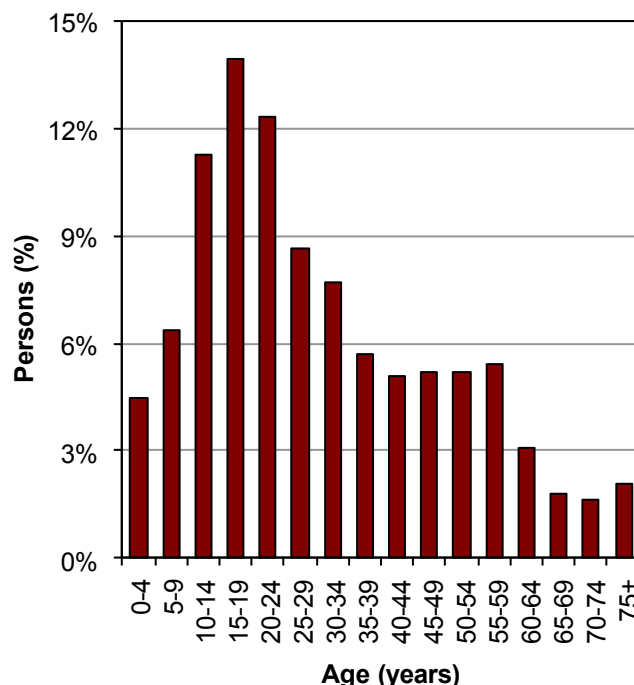


Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2013)



- Over one-half (57%) of drivers in pedestrian-motor vehicle crashes were under 40 years.

Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2013)



- One-half (49%) of the pedestrians in crashes were under 25 years of age.

Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2013)

1. Failed to Yield Right of Way (29%)
2. Hit and Run (13%)
3. Driver Distraction (8%)
4. Improper Backing (4%)
5. Speed Too Fast (4%)



Leading Contributing Factors of Pedestrians in Crashes (Utah 2013)

1. Improper Crossing (13%)
 2. Darting (9%)
 3. In Roadway Improperly (7%)
- 54% of pedestrians had no contributing factor in the crash.

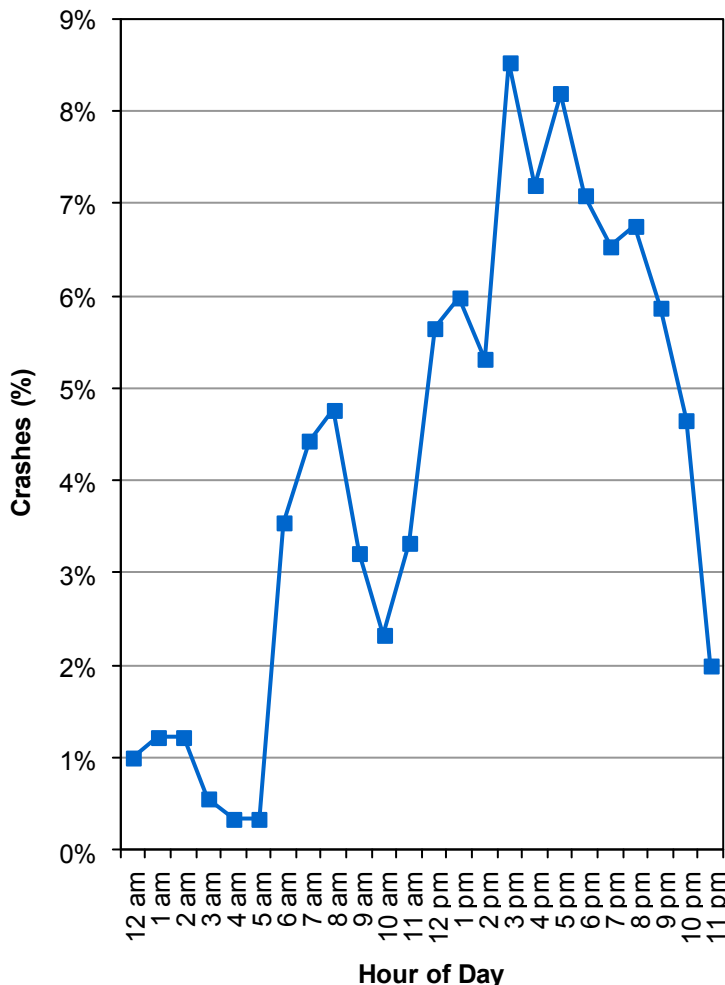


Pedestrians



Nearly one-third (28%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2013)

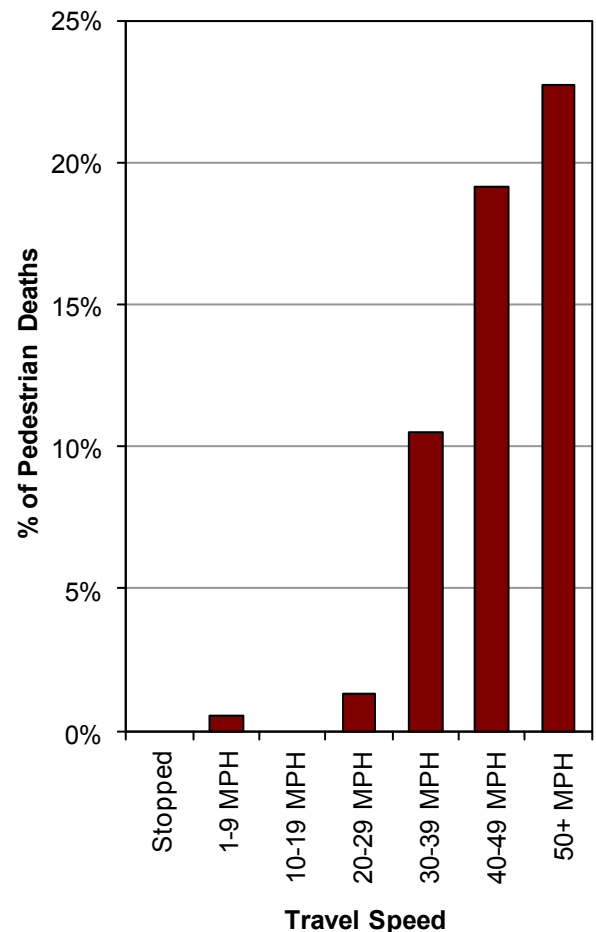


- Pedestrian-motor vehicle crashes occurred most often between 3:00 p.m.-8:59 p.m.

Location of Pedestrians in Crashes (Utah 2013)

1. Marked Crosswalk (40%)
2. In Roadway Not at Intersection/Crosswalk (28%)
3. Shoulder (8%)
4. Unmarked Crosswalk (6%)
5. Sidewalk (5%)

Percent of Pedestrian Deaths by Vehicle Travel Speed (Utah 2013)



- The higher the speed of the vehicle the more likely the pedestrian was injured or killed in a crash.
- Pedestrians hit by a vehicle traveling 40 MPH or higher were 14.5 times more likely to die.

Motor Vehicle Action Prior to Crash (Utah 2013)

1. Straight Ahead (49%)
2. Turning Right (15%)
3. Turning Left (12%)
4. Backing (8%)
5. Parking (6%)



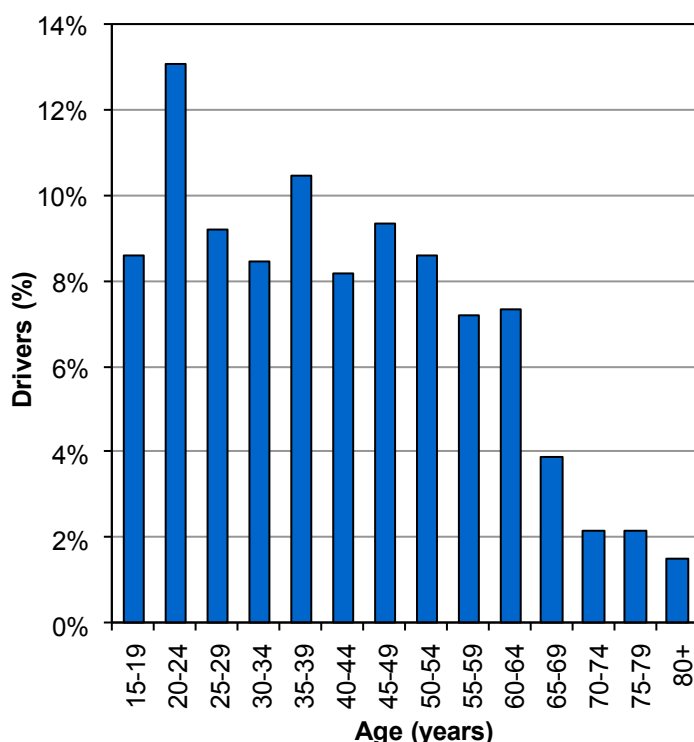
Did you know in 2013:

- 777 bicyclists were hit by motor vehicles; 688 were injured and 6 were killed.
- Utah's bicyclist crash rate per population decreased 15% from 2012.

Bicyclists

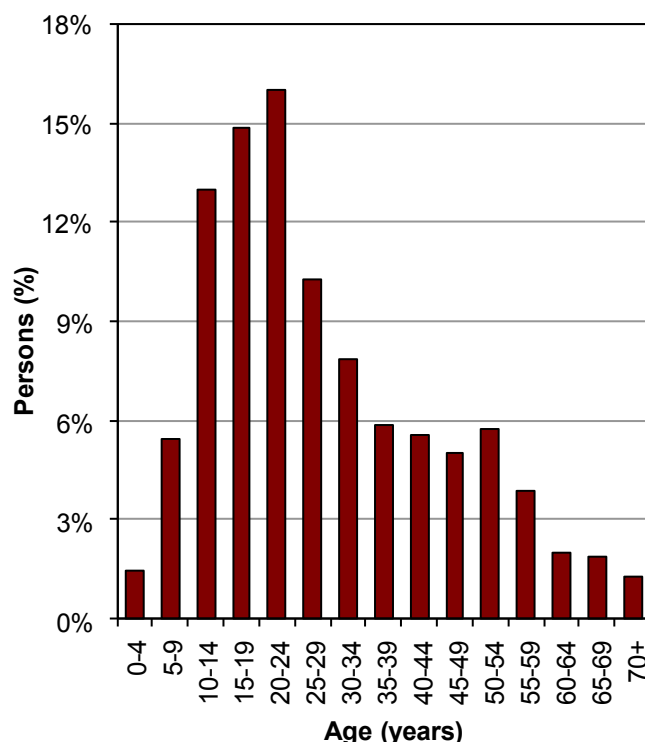


Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2013)



- One-half (50%) of drivers in bicycle-motor vehicle crashes were under 40 years.

Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2013)



- Nearly two-thirds (61%) of the bicyclists in crashes were under 30 years of age.

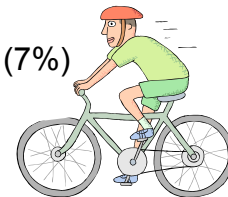
Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2013)

1. Fail to Yield Right of Way (39%)
2. Hit and Run (7%)
3. Driver Distraction (5%)
4. Improper Turn (4%)
5. Vision Obscured by Glare (4%)



Leading Contributing Factors of Bicyclists in Crashes (Utah 2013)

1. Wrong Side of Road (14%)
 2. Improper Crossing (7%)
 3. Disregard Traffic Sign/Signal (7%)
- 48% of bicyclists had no contributing factor in the crash.

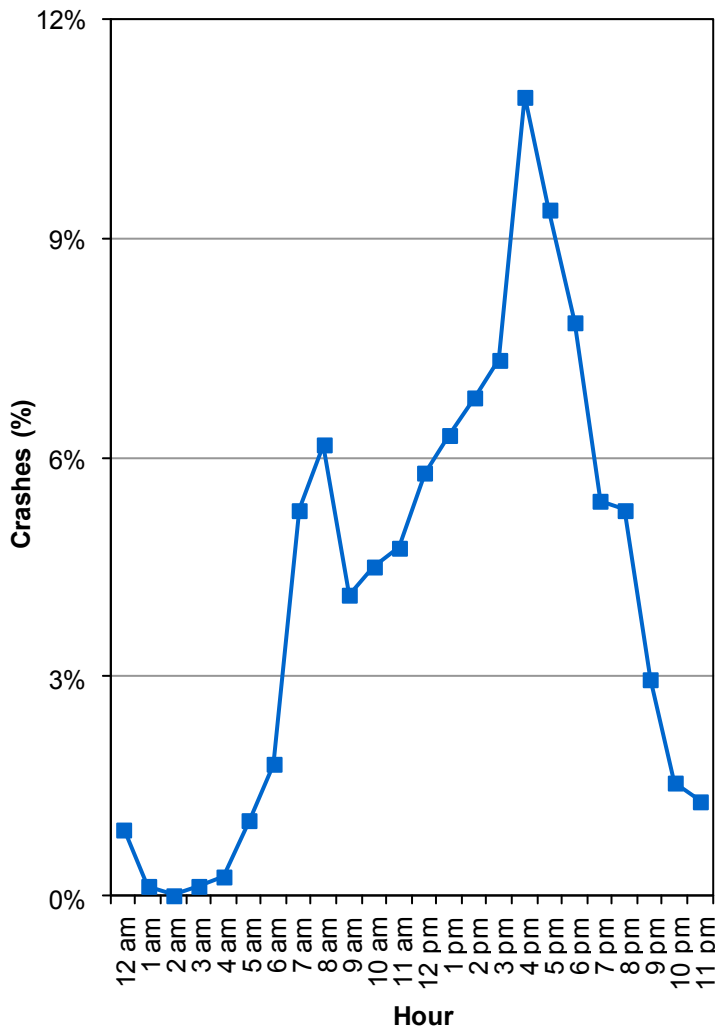


Over one-half (57%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicyclists

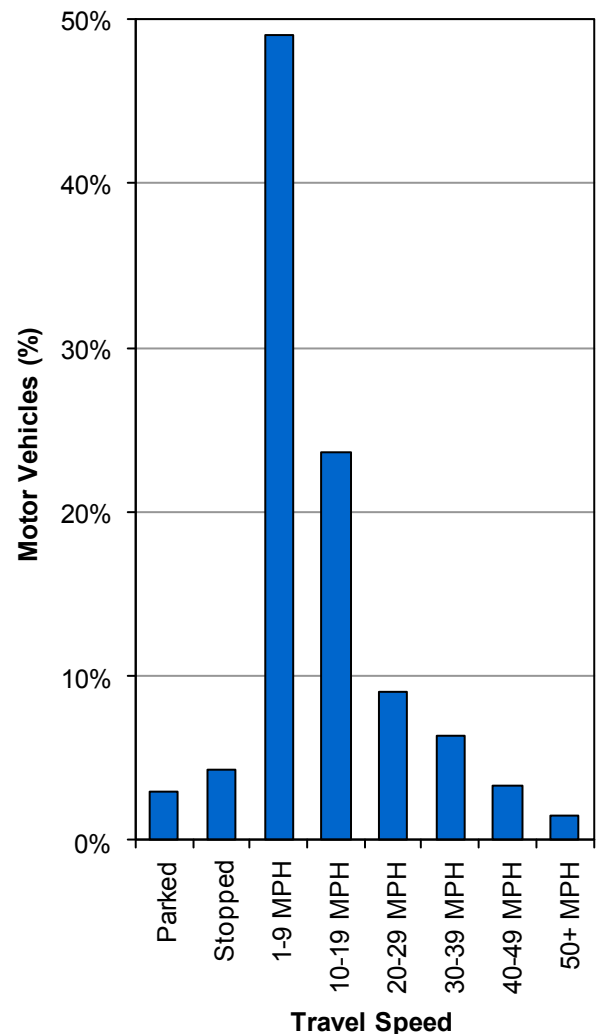


Bicycle-Motor Vehicle Crashes by Hour (Utah 2013)



- Bicycle-motor vehicle crashes occurred most often between 3:00 p.m.-6:59 p.m.

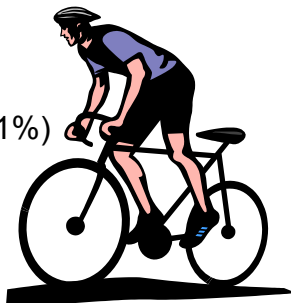
Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2013)



- Nearly three-fourths (73%) of crashes with bicyclists occurred when the motor vehicle was traveling 1-19 MPH.

Location of Bicyclists in Crashes (Utah 2013)

1. Marked Crosswalk (26%)
2. In Roadway (Not at Intersection) (21%)
3. Shoulder (18%)
4. Sidewalk (16%)
5. Unmarked Crosswalk (8%)



Motor Vehicle Action Prior to Crash (Utah 2013)

1. Turning Right (40%)
2. Straight Ahead (33%)
3. Turning Left (16%)
4. Entering/Leaving Traffic (3%)
5. Stopped/Slowing (2%)

Overview

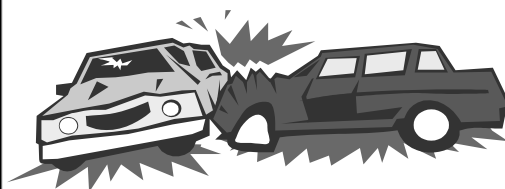
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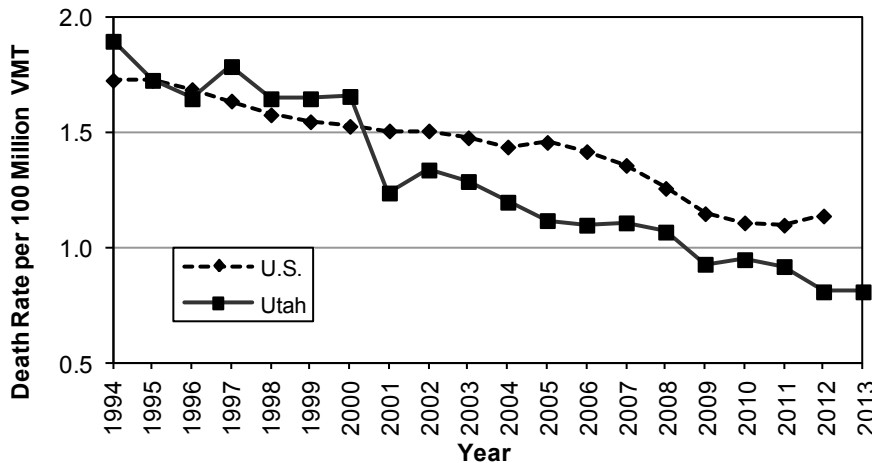
3

Trends

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1994-2013

Death Rate per Miles Traveled

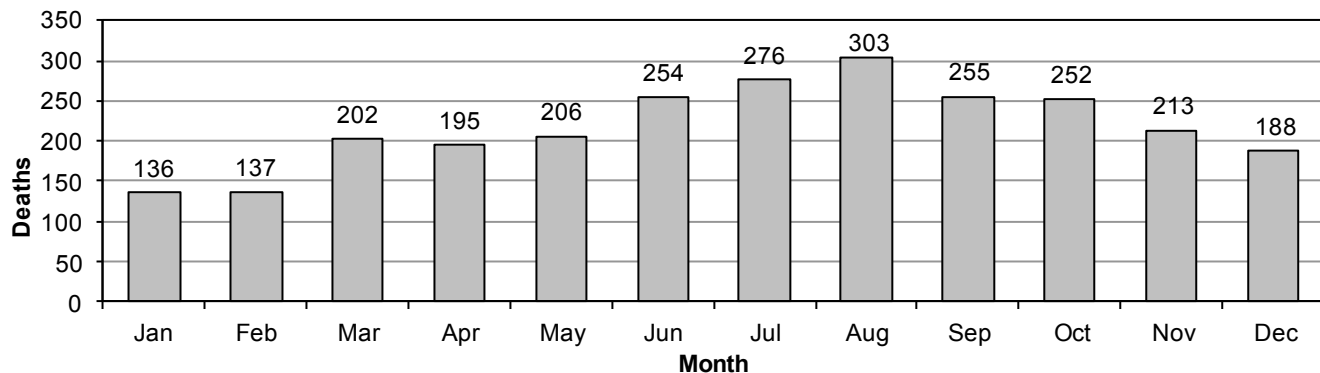
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
U.S.	1.73	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.51	1.48	1.44	1.46	1.42	1.36	1.26	1.15	1.11	1.10	1.14	
Utah	1.90	1.73	1.65	1.79	1.65	1.65	1.66	1.24	1.34	1.29	1.20	1.12	1.10	1.11	1.07	0.93	0.95	0.92	0.81	0.81



- In 2012, the Utah death rate per 100 million vehicle miles traveled was 0.81 which was lower than the U.S. rate of 1.14.
- The Utah death rate per 100 million vehicle miles traveled has been lower than the U.S. rate since 2001. This somewhat dispels the notion that drivers in Utah are worse than other drivers in the U.S.

U.S. SOURCE: National Highway Traffic Safety Administration

Deaths by Month (Utah 2004-2013)



Deaths													
Year	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2004	9	15	28	20	25	31	28	40	31	26	25	18	296
2005	16	22	14	18	18	25	25	37	31	30	25	21	282
2006	22	15	23	17	14	26	29	33	31	33	23	21	287
2007	16	13	24	35	24	31	35	26	30	26	21	18	299
2008	23	9	12	12	31	30	29	32	23	28	25	22	276
2009	15	17	27	24	21	20	25	32	19	18	13	13	244
2010	8	9	20	22	23	24	28	24	24	28	18	25	253
2011	16	9	21	14	12	28	22	30	30	21	17	23	243
2012	7	15	20	14	23	16	25	22	17	20	23	15	217
2013	4	13	13	19	15	23	30	27	19	22	23	12	220
Total	136	137	202	195	206	254	276	303	255	252	213	188	2,617

- In the last 10 years, August (303) and July (276) had the highest total number of motor vehicle crash deaths while January (136) and February (137) had the fewest.
- In 2013, July (30) and August (27) had the highest number of deaths while January (4) had the fewest.

Trends

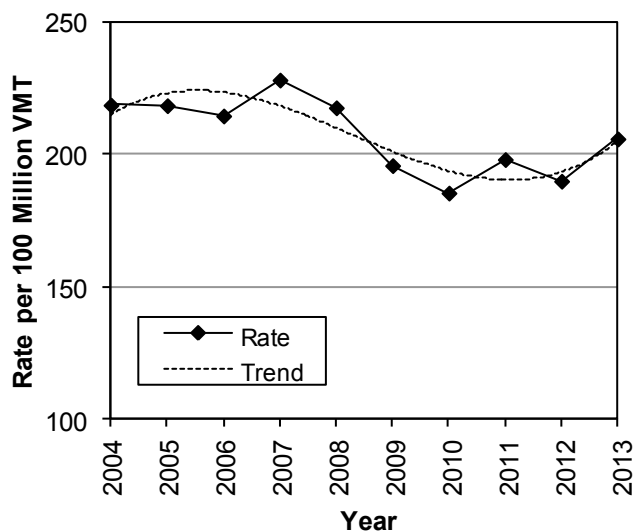
Crashes (Utah 2004-2013)

Year	Crashes							
	Property Damage Only		Injury		Fatal		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
2004	34,222	138.9	19,423	78.8	260	1.06	53,905	218.8
2005	35,158	139.9	19,545	77.8	235	0.94	54,938	218.6
2006	37,674	144.0	18,264	69.8	249	0.95	56,187	214.7
2007	42,368	157.9	18,619	69.4	258	0.96	61,245	228.3
2008	38,997	150.7	17,125	66.2	245	0.95	56,367	217.8
2009	35,398	135.0	15,752	60.1	217	0.83	51,367	195.9
2010	34,155	128.3	14,995	56.3	218	0.82	49,368	185.5
2011	36,418	138.1	15,645	59.3	224	0.85	52,287	198.2
2012	34,635	130.0	15,765	59.2	200	0.75	50,600	190.0
2013	39,301	145.5	16,134	59.7	202	0.75	55,637	206.0
Total	368,326	140.8	171,267	65.5	2,308	0.88	541,901	207.2

NOTE: A crash may result in multiple injuries and/or deaths. See next page for persons.

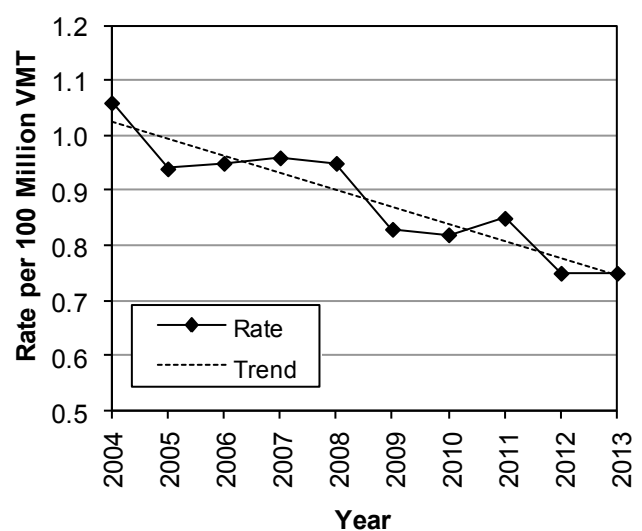
- During the last 10 years, 541,901 motor vehicle crashes occurred in Utah. On average, there are 54,200 crashes a year of which 17,100 involve injuries and 231 involve deaths.
- In 2013, total crashes increased 10% from 2012.
- The 2013 total crash rate per 100 million VMT in Utah was 206.0, a 8.4% increase from 2012.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2004-2013)



- The 2010 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 5.9% decrease in the total crash rate from 2004-2013.

Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2004-2013)



- The 2012 and 2013 fatal crash rates were the lowest on record.
- There was a 29.2% decrease in the fatal crash rate from 2004-2013.

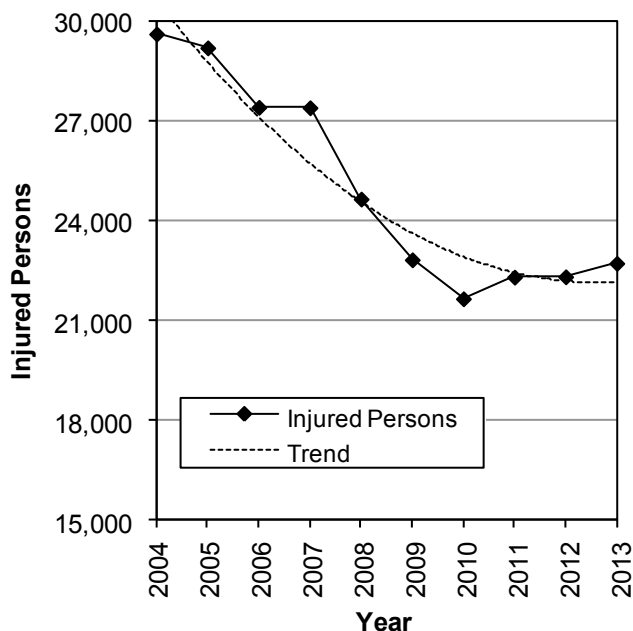
Trends

Persons Involved (Utah 2004-2013)

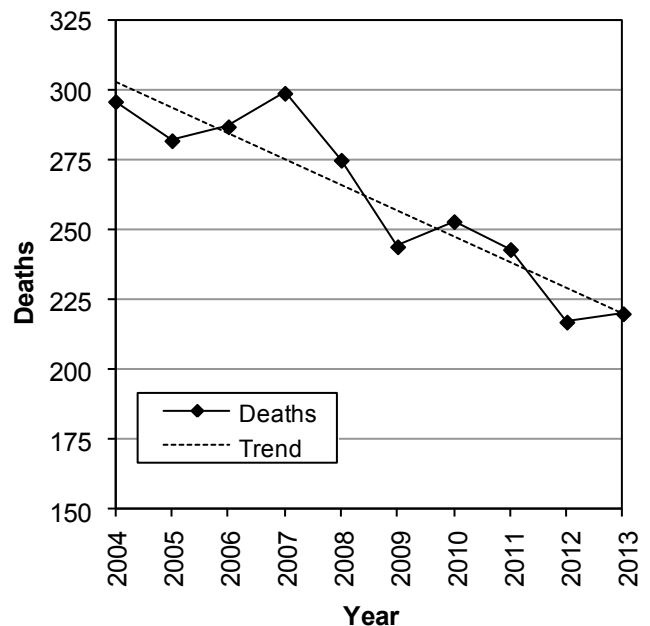
Persons								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
2004	111,225	451.4	29,638	120.3	296	1.20	141,159	572.8
2005	115,546	459.8	29,221	116.3	282	1.12	145,049	577.2
2006	116,187	444.0	27,433	104.8	287	1.10	143,907	550.0
2007	127,330	474.7	27,420	102.2	299	1.11	155,049	578.0
2008	113,744	439.4	24,673	95.3	276	1.07	138,693	535.8
2009	103,956	396.5	22,847	87.1	244	0.93	127,047	484.6
2010	101,966	383.1	21,675	81.4	253	0.95	123,894	465.5
2011	106,526	403.8	22,325	84.6	243	0.92	129,094	489.4
2012	103,156	387.3	22,336	83.9	217	0.81	125,709	471.9
2013	112,004	414.6	22,740	84.2	220	0.81	134,964	499.6
Total	1,111,640	425.1	250,308	95.7	2,617	1.00	1,364,565	521.8

- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 25,000 people are injured and 262 people are killed in motor vehicle crashes a year.
- The injury rate per vehicle miles traveled decreased 30% from 2004-2013.
- The death rate per vehicle miles traveled in 2012 and 2013 was the lowest in Utah on record.
- 9,255 more people were in a crash in Utah in 2013; a 7.4% increase from 2012.

Injured Persons by Year (Utah 2004-2013)



Deaths by Year (Utah 2004-2013)



- There was a 23.3% decrease in the number of people injured over the last 10 years.
- Deaths in 2012 were the lowest total in Utah since 1959.

Trends

Holiday Death Rate Per Day (Utah 2004-2013)



Holiday Deaths

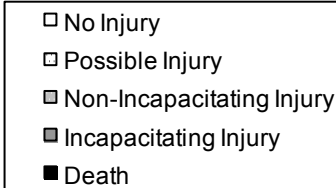
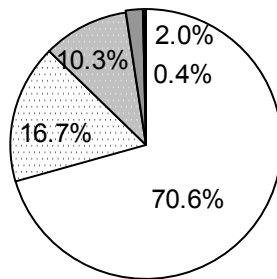
	New Years		Presi-dents		St Patricks		Easter		Mothers		Memorial Day		4th of July		Pioneer Day		Labor Day		Hallow- -een		Thanks- -giving		Christ- -mas		Total	
Year	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
2004	1	0.2	1	0.3	4	1.3	4	1.3	3	1.0	3	0.8	5	1.7	0	0.0	4	1.0	1	0.3	7	1.4	2	0.7	35	0.8
2005	5	1.7	7	1.8	2	0.4	2	0.7	1	0.3	7	1.8	9	2.3	4	1.3	3	0.8	11	2.8	4	0.8	2	0.7	57	1.3
2006	0	0.0	4	1.0	1	0.3	3	1.0	2	0.7	2	0.5	1	0.3	7	1.8	6	1.5	1	0.3	8	1.6	10	2.5	45	1.0
2007	0	0.0	1	0.3	3	1.0	2	0.7	1	0.3	2	0.5	3	1.0	4	1.3	6	1.5	5	1.7	6	1.2	1	0.3	34	0.9
2008	2	0.7	1	0.3	6	1.5	0	0.0	1	0.3	5	1.3	12	3.0	4	0.8	2	0.5	0	0.0	3	0.6	1	0.2	37	0.8
2009	1	0.2	3	0.8	2	0.7	4	1.3	2	0.7	4	1.0	1	0.3	1	0.3	2	0.5	1	0.3	0	0.0	0	0.0	21	0.5
2010	2	0.5	0	0.0	1	0.3	2	0.7	5	1.7	3	0.8	4	1.3	2	0.7	3	0.8	0	0.0	6	1.2	0	0.0	28	0.7
2011	3	1.0	0	0.0	0	0.0	1	0.3	0	0.0	1	0.3	3	0.8	1	0.3	3	0.8	5	1.3	0	0.0	1	0.3	18	0.4
2012	0	0.0	3	0.8	0	0.0	0	0.0	6	2.0	0	0.0	0	0.0	2	0.7	3	0.8	1	0.3	5	1.0	2	0.7	22	0.5
2013	0	0.0	3	0.8	0	0.0	5	1.7	2	0.7	5	1.3	10	2.0	1	0.3	3	0.8	0	0.0	4	0.8	0	0.0	33	0.8
Total	14	0.4	23	0.6	19	0.5	23	0.8	23	0.8	32	0.8	48	1.4	26	0.8	35	0.9	25	0.7	43	0.9	19	0.6	330	0.8

- Holiday deaths are a concern because of the increased death rate due to risk factors such as fatigue, impaired driving, long distance traveling, speeding, and traveling on unfamiliar roadways.
- Over the past 10 years, the 4th of July Holiday (1.4) had the highest rate of deaths while the New Years Holiday (0.4) and the St. Patrick's Day Holiday (0.5) had the lowest rates.
- In 2013, the 4th of July Holiday had the highest death rate per day (2.0) while the New Years, St. Patrick's, Halloween, and Christmas Holidays had the lowest rates (0.0).
- President's Day, Easter, Mother's Day, Memorial Day, 4th of July, Labor Day, and Thanksgiving Holidays had higher death rates per day than the rate per day for all 2013 days (0.6).

Note: Because of the differing lengths of holiday periods, the rate per day is provided and should be used for comparisons.

Crash Conditions

Crash Severity (Utah 2013)



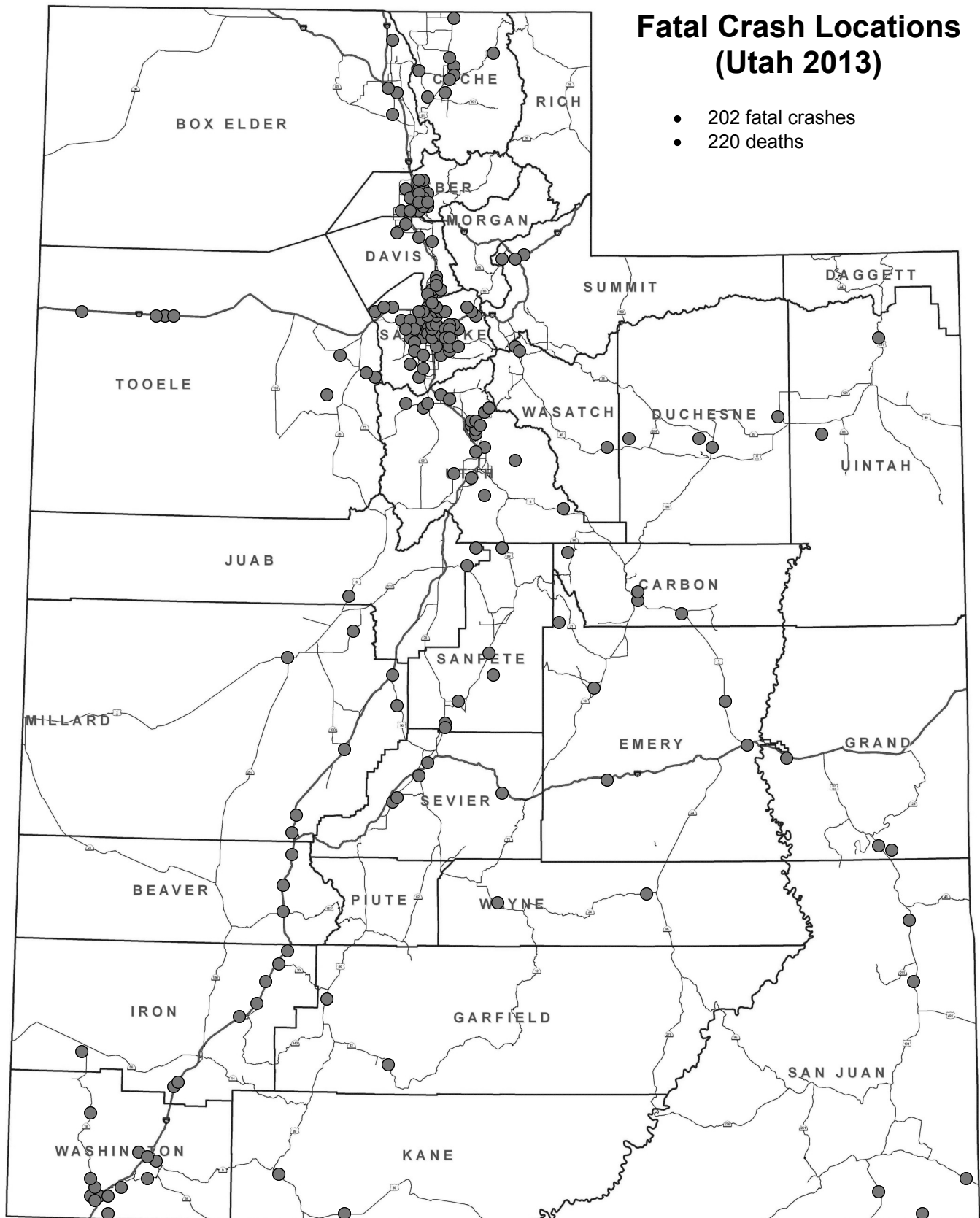
- For crashes that occurred in Utah during 2013, 70.6% resulted in property damage only, 29.0% resulted in some level of injury, and 0.4% involved a death.

Crashes by County (Utah 2013)

Crashes								
County	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Salt Lake	18,201	204.9	7,430	83.7	52	0.6	25,683	289.2
Weber	2,747	171.0	1,416	88.2	18	1.1	4,181	260.3
Cache	1,441	163.7	483	54.9	9	1.0	1,933	219.6
Davis	3,633	143.1	1,444	56.9	11	0.4	5,088	200.4
Utah	5,237	132.4	2,368	59.9	20	0.5	7,625	192.7
Wasatch	428	128.4	139	41.7	3	0.9	570	171.0
Duchesne	358	128.4	114	40.9	4	1.4	476	170.7
Uintah	511	121.8	163	38.9	2	0.5	676	161.2
Summit	927	124.3	216	29.0	3	0.4	1,146	153.7
Morgan	162	123.3	32	24.4	0	0.0	194	147.7
Washington	1,334	94.9	724	51.5	13	0.9	2,071	147.3
Rich	42	85.5	28	57.0	0	0.0	70	142.5
Sanpete	198	93.9	92	43.7	6	2.8	296	140.4
Tooele	772	94.3	272	33.2	8	1.0	1,052	128.5
Garfield	105	97.2	27	25.0	2	1.9	134	124.1
Box Elder	720	80.4	311	34.7	4	0.4	1,035	115.6
Iron	594	82.3	219	30.3	8	1.1	821	113.7
Daggett	26	83.9	9	29.1	0	0.0	35	113.0
Kane	143	88.7	36	22.3	2	1.2	181	112.3
Carbon	272	87.7	70	22.6	4	1.3	346	111.5
Wayne	43	90.4	7	14.7	2	4.2	52	109.4
Sevier	229	73.6	103	33.1	5	1.6	337	108.3
Beaver	185	70.0	62	23.5	3	1.1	250	94.6
San Juan	214	68.5	54	17.3	5	1.6	273	87.4
Piute	18	64.1	3	10.7	0	0.0	21	74.8
Millard	260	53.0	95	19.4	7	1.4	362	73.8
Juab	199	50.9	71	18.1	3	0.8	273	69.8
Emery	177	50.3	63	17.9	5	1.4	245	69.7
Grand	125	37.3	83	24.8	3	0.9	211	63.0
Statewide	39,301	145.5	16,134	59.7	202	0.7	55,637	206.0

- Salt Lake (289.2), Weber (260.3), and Cache (219.6) counties had the highest total crash rates per miles traveled.
- Grand (63.0), Emery (69.7), and Juab (69.8) counties had the lowest total crash rates per miles traveled.
- Wayne (4.2), Sanpete (2.8), and Garfield (1.9) counties had the highest fatal crash rates per miles traveled.
- Daggett, Morgan, Piute, and Rich counties had no fatal crashes.

Crash Conditions



Crash Conditions

County Crash Comparison (Utah 2013)

County Crash Comparison												
County	Fatal Crash Rate per VMT Rank	Overall Crash Rate per VMT Rank	Percent of Crash Occupants Unrestrained Rank	Drunk Driving Crash Rate per VMT Rank	Speed Crash Rate per VMT Rank	Distracted Driver Crash Rate per VMT Rank	Teen Driver Crash Rate per VMT Rank	Older Driver Crash Rate per VMT Rank	Motorcycle Crash Rate per Rgstrd Mtrcycl Rank	Pedestrian Crash Rate per Pop. Rank	Bicyclist Crash Rate per Pop. Rank	Total County Highway Safety Ranking
Weber	12	2	20	5	5	3	1	17	18	4	5	8.4
Salt Lake	20	1	25	4	2	2	3	25	17	3	1	9.4
Cache	14	3	28	13	9	1	2	4	21	7	2	9.5
Duchesne	6	7	11	2	6	14	11	21	10	18	9	10.5
Utah	21	5	27	20	4	4	5	2	13	10	6	10.6
Uintah	22	8	8	3	7	8	8	6	26	17	10	11.2
Washington	16	11	18	17	20	6	7	5	15	11	3	11.7
Wasatch	17	6	23	9	3	16	9	13	16	15	14	12.8
Sevier	4	22	2	10	17	22	16	10	23	9	7	12.9
Sanpete	2	13	3	15	18	7	6	28	20	18	20	13.6
Iron	13	17	10	16	15	17	13	22	11	13	8	14.1
Tooele	15	14	19	7	13	11	14	12	25	12	13	14.1
Davis	24	4	29	22	8	5	4	24	24	8	4	14.2
Beaver	11	23	7	24	10	18	19	1	7	18	20	14.4
Garfield	3	15	4	6	19	21	29	20	3	18	20	14.4
Morgan	26	10	14	11	1	20	10	19	9	18	20	14.4
Daggett	26	18	1	1	21	28	23	8	2	18	20	15.1
Wayne	1	21	6	28	22	19	17	15	1	18	20	15.3
Grand	18	29	13	14	26	10	28	11	5	1	15	15.5
Summit	25	9	24	8	11	15	15	26	22	6	12	15.7
Rich	26	12	26	21	14	9	20	7	6	18	20	16.3
Carbon	9	20	15	25	25	12	18	9	27	2	18	16.4
Box Elder	23	16	22	18	12	13	12	29	19	5	16	16.8
San Juan	5	24	5	12	28	25	26	18	12	16	19	17.3
Kane	10	19	21	19	27	23	25	16	4	18	11	17.5
Millard	7	26	17	23	16	24	24	23	8	14	20	18.4
Emery	8	28	12	26	24	29	27	14	14	18	20	20.0
Juab	19	27	16	27	23	26	22	3	28	18	17	20.5
Piute	26	25	9	28	29	27	21	27	29	18	20	23.5
Note:	Rank 1-19 Above State Avg.	Rank 1-3 Above State Avg.	Rank 1-22 Above State Avg.	Rank 1-7 Above State Avg.	Rank 1-4 Above State Avg.	Rank 1-4 Above State Avg.	Rank 1-5 Above State Avg.	Rank 1-6 Above State Avg.	Rank 1-17 Above State Avg.	Rank 1-5 Above State Avg.	Rank 1-2 Above State Avg.	Total Safety Ranking Average = 14.6

This is a comparison developed to evaluate the different counties using a County Highway Safety Ranking. Each County is ranked with 1 being the worst ranking and 29 being the best ranking on various categories. The bottom row shows what counties ranked above the state average for that category. Counties above the state average are marked in gray for that category. The average of all the categories was taken to arrive at an overall ranking.

- Weber, Salt Lake, and Cache Counties were the worst overall counties. Weber County was above the state average in seven of the eleven categories.
- Piute, Juab, and Emery Counties were the best overall counties. Piute County was below the state average in every category except one.
- In 2012, Weber was the worst county and Juab was the best. In 2011, Duchesne was the worst county and Millard was the best. In 2010, Duchesne was the worst county and Piute was the best.

Crash Conditions

Crashes by City (Utah 2013)

Total Crash Rate for Cities With Population 5,000+ or 50+ Crashes											
Rank by Rate	Rank by Total	City	Population	Total Crashes	Rate per 10,000 Pop.	Rank by Rate	Rank by Total	City	Population	Total Crashes	Rate per 10,000 Pop.
1	55	Marriot-Slaterville	1,701	154	905.3	50	9	Orem	88,328	1,394	157.8
2	72	Uintah	1,322	77	582.5	51	82	Morgan	3,687	58	157.3
3	66	Willard	1,772	92	519.2	52	25	Kearns	35,731	546	152.8
4	36	Park City	7,547	383	507.5	53	20	Bountiful	42,552	642	150.9
5	4	Murray	46,746	2,262	483.9	54	60	Tremonton	7,647	114	149.1
6	10	Midvale	27,964	1,294	462.7	55	70	Nephi	5,389	80	148.5
7	16	South Salt Lake	23,617	1,029	435.7	56	35	Magna	26,505	387	146.0
8	38	Riverdale	8,426	344	408.3	57	84	Hyde Park	3,833	55	143.5
9	47	West Bountiful	5,265	210	398.9	58	32	Tooele	31,605	438	138.6
10	6	Taylorsville	58,652	1,926	328.4	59	44	Brigham City	17,899	241	134.6
11	27	North Salt Lake	16,322	516	316.1	60	79	Stansbury Park	5,145	69	134.1
12	14	Draper	40,532	1,250	308.4	61	81	Moab	5,046	66	130.8
13	41	Lindon	10,070	283	281.0	62	43	Washington	18,761	245	130.6
14	52	Farr West	5,928	165	278.3	63	8	Provo	112,488	1,442	128.2
15	3	Sandy	87,461	2,421	276.8	64	28	Riverton	38,753	494	127.5
16	42	Vernal	9,089	249	274.0	65	57	Heber	11,362	141	124.1
17	33	Centerville	15,335	419	273.2	66	77	Harrisville	5,567	69	123.9
18	1	Salt Lake City	186,440	5,034	270.0	67	34	Pleasant Grove	33,509	394	117.6
19	30	Farmington	18,275	452	247.3	68	65	Pleasant View	7,979	92	115.3
20	2	West Valley City	129,480	3,109	240.1	69	78	South Weber	6,051	69	114.0
21	22	American Fork	26,263	621	236.5	70	69	Richfield	7,551	85	112.6
22	50	Bluffdale	7,598	175	230.3	71	40	Kaysville	27,300	299	109.5
23	15	Logan	48,174	1,084	225.0	72	49	Saratoga Springs	17,781	190	106.9
24	58	Roosevelt	6,046	135	223.3	73	56	Hurricane	13,748	143	104.0
25	74	Wellsville	3,432	76	221.4	74	71	Hyrum	7,609	77	101.2
26	37	South Ogden	16,532	362	219.0	75	46	Herriman	21,785	210	96.4
27	80	Beaver	3,112	68	218.5	76	68	Smithfield	9,495	88	92.7
28	45	West Haven	10,272	223	217.1	77	88	Nibley	5,438	47	86.4
29	64	Perry	4,512	96	212.8	78	73	Grantsville	8,893	76	85.5
30	48	Woods Cross	9,761	206	211.0	79	75	Santaquin	9,128	75	82.2
31	11	Millcreek	62,139	1,290	207.6	80	86	Ephraim	6,135	50	81.5
32	17	Lehi	47,407	956	201.7	81	76	West Point	9,511	75	78.9
33	83	Parowan	2,790	56	200.7	82	89	Plain City	5,476	43	78.5
34	54	North Logan	8,269	162	195.9	83	87	Salem	6,423	50	77.8
35	24	Springville	29,466	568	192.8	84	61	Highland	15,523	111	71.5
36	53	Price	8,715	165	189.3	85	51	Syracuse	24,331	171	70.3
37	5	West Jordan	103,712	1,939	187.0	86	59	North Ogden	17,357	120	69.1
38	13	Layton	67,311	1,254	186.3	87	85	Washington Terrace	9,067	54	59.6
39	7	Ogden	82,825	1,537	185.6	88	90	Providence	7,075	42	59.4
40	19	Roy	36,884	682	184.9	89	91	Hooper	7,218	39	54.0
41	21	Spanish Fork	34,691	630	181.6	90	62	Eagle Mountain	21,415	106	49.5
42	26	Clearfield	30,112	536	178.0	91	63	Clinton	20,426	100	49.0
43	67	Sunset	5,122	91	177.7	92	92	Mapleton	7,979	35	43.9
44	23	Cottonwood Heights	33,433	589	176.2	93	96	Enoch	5,803	20	34.5
45	18	South Jordan	50,418	882	174.9	94	95	Ivins	6,753	21	31.1
46	12	St. George	72,897	1,270	174.2	95	97	Santa Clara	6,003	18	30.0
47	39	Payson	18,294	308	168.4	96	93	Cedar Hills	9,796	29	29.6
48	29	Cedar City	28,857	484	167.7	97	94	Alpine	9,555	24	25.1
49	31	Holladay	26,472	441	166.6			Total	2,419,871	47,989	198.3

- The five cities with the highest rates of total crashes per population were Marriot-Slaterville, Uintah, Willard, Park City, and Murray. The five cities with the highest total number of crashes were Salt Lake City, West Valley City, Sandy, Murray, and West Jordan.
- West Jordan (+24) and Millcreek (+23) had the largest increase in rankings from 2012.
- Orem (-17), Provo (-16), Price (-14), and Holladay (-14) had the biggest decrease in rankings from 2012.

Crash Conditions

Urban/Rural Location (Utah 2013)

Crashes								
Location	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Urban	32,593	169.2	13,865	72.0	123	0.64	46,581	241.8
Rural	6,708	86.6	2,269	29.3	79	1.02	9,056	116.9
Total	39,301	145.5	16,134	59.7	202	0.75	55,637	206.0

- While urban areas had a higher rate of total crashes per vmt, rural areas had a higher fatal crash rate.
- Crashes occurring in rural areas were 3.3 times more likely to result in a death than crashes in urban areas.

Month (Utah 2013)

Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	4,762	153.6	1,412	45.5	3	0.10	6,177	199.3
February	3,155	112.7	1,161	41.5	11	0.39	4,327	154.5
March	2,508	80.9	1,167	37.6	13	0.42	3,688	119.0
April	2,437	81.2	1,188	39.6	19	0.63	3,644	121.5
May	2,722	87.8	1,339	43.2	14	0.45	4,075	131.5
June	2,714	90.5	1,309	43.6	18	0.60	4,041	134.7
July	2,948	95.1	1,341	43.3	28	0.90	4,317	139.3
August	2,995	96.6	1,396	45.0	25	0.81	4,416	142.5
September	3,013	100.4	1,403	46.8	18	0.60	4,434	147.8
October	3,307	106.7	1,468	47.4	21	0.68	4,796	154.7
November	3,238	107.9	1,283	42.8	22	0.73	4,543	151.4
December	5,502	177.5	1,667	53.8	10	0.32	7,179	231.6
Total	39,301	107.7	16,134	44.2	202	0.55	55,637	152.4

- Total crash rates per day were highest in December and January.
- The highest rates per day for fatal crashes occurred during July and August.

Day of Week (Utah 2013)

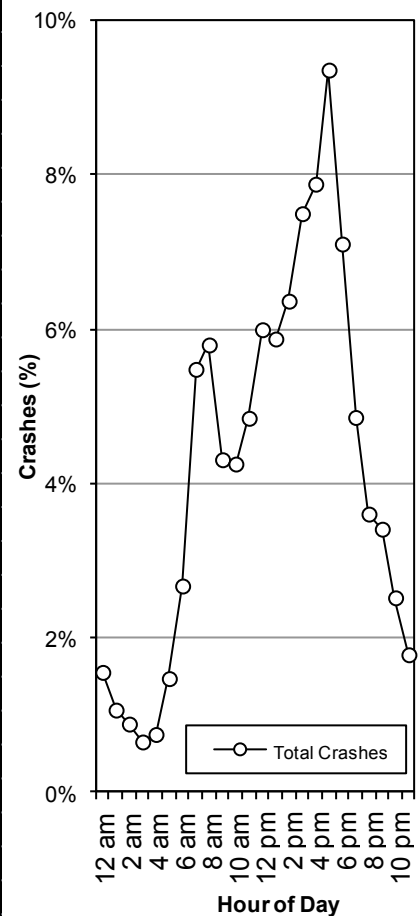
Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	3,149	8.0%	1,362	8.4%	28	13.9%	4,539	8.2%
Monday	5,637	14.3%	2,344	14.5%	35	17.3%	8,016	14.4%
Tuesday	6,359	16.2%	2,498	15.5%	18	8.9%	8,875	16.0%
Wednesday	5,511	14.0%	2,313	14.3%	24	11.9%	7,848	14.1%
Thursday	6,474	16.5%	2,601	16.1%	35	17.3%	9,110	16.4%
Friday	6,541	16.6%	2,718	16.8%	32	15.8%	9,291	16.7%
Saturday	5,630	14.3%	2,298	14.2%	30	14.9%	7,958	14.3%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

- The highest percentage of total crashes occurred on Friday and Thursday.
- The highest percentage of fatal crashes occurred on Monday and Thursday.
- Crashes on the weekend were 1.4 times more likely to be fatal than weekday crashes.

Crash Conditions

Hour (Utah 2013)

Hour	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	644	1.6%	216	1.3%	4	2.0%	864	1.6%
1 a.m.	417	1.1%	171	1.1%	4	2.0%	592	1.1%
2 a.m.	356	0.9%	132	0.8%	3	1.5%	491	0.9%
3 a.m.	266	0.7%	95	0.6%	1	0.5%	362	0.7%
4 a.m.	315	0.8%	99	0.6%	2	1.0%	416	0.7%
5 a.m.	604	1.5%	208	1.3%	7	3.5%	819	1.5%
6 a.m.	1,099	2.8%	382	2.4%	6	3.0%	1,487	2.7%
7 a.m.	2,174	5.5%	867	5.4%	9	4.5%	3,050	5.5%
8 a.m.	2,347	6.0%	871	5.4%	8	4.0%	3,226	5.8%
9 a.m.	1,725	4.4%	665	4.1%	8	4.0%	2,398	4.3%
10 a.m.	1,719	4.4%	639	4.0%	9	4.5%	2,367	4.3%
11 a.m.	1,923	4.9%	767	4.8%	7	3.5%	2,697	4.8%
Noon	2,366	6.0%	957	5.9%	13	6.4%	3,336	6.0%
1 p.m.	2,305	5.9%	946	5.9%	18	8.9%	3,269	5.9%
2 p.m.	2,481	6.3%	1,052	6.5%	9	4.5%	3,542	6.4%
3 p.m.	2,856	7.3%	1,306	8.1%	11	5.4%	4,173	7.5%
4 p.m.	3,043	7.7%	1,332	8.3%	11	5.4%	4,386	7.9%
5 p.m.	3,539	9.0%	1,655	10.3%	15	7.4%	5,209	9.4%
6 p.m.	2,767	7.0%	1,176	7.3%	11	5.4%	3,954	7.1%
7 p.m.	1,910	4.9%	781	4.8%	12	5.9%	2,703	4.9%
8 p.m.	1,371	3.5%	621	3.8%	14	6.9%	2,006	3.6%
9 p.m.	1,349	3.4%	539	3.3%	9	4.5%	1,897	3.4%
10 p.m.	1,028	2.6%	369	2.3%	5	2.5%	1,402	2.5%
11 p.m.	697	1.8%	288	1.8%	6	3.0%	991	1.8%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%



- Total crashes were more likely to occur between 2:00 p.m. and 6:59 p.m., with a peak at 5:00 p.m.
- Fatal crashes were highest during the 1:00 p.m. hour.

Light Condition (Utah 2013)

Light Condition	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Daylight	26,975	68.6%	11,515	71.4%	124	61.4%	38,614	69.4%
Dark	10,392	26.4%	3,842	23.8%	67	33.2%	14,301	25.7%
Dawn/Dusk	1,915	4.9%	776	4.8%	9	4.5%	2,700	4.9%
Unknown	19	0.0%	1	0.0%	2	1.0%	22	0.0%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

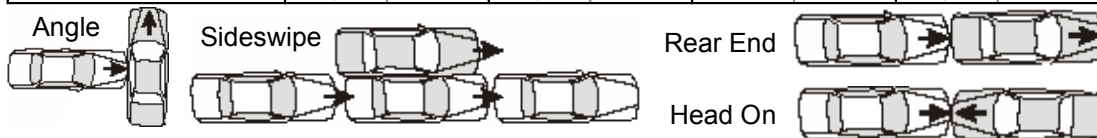
- The majority (69.4%) of crashes occurred during daylight.
- One-third (33.2%) of fatal crashes occurred during dark conditions.

Crash Conditions

Collision Description (Utah 2013)

Crashes								
Collision Description	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Single Vehicle	12,135	30.9%	5,135	31.8%	137	67.8%	17,407	31.3%
Rear End (front-to-rear)	10,435	26.6%	4,861	30.1%	13	6.4%	15,309	27.5%
Angle	7,989	20.3%	4,315	26.7%	28	13.9%	12,332	22.2%
Sideswipe	4,228	10.8%	781	4.8%	2	1.0%	5,011	9.0%
Parked Vehicle	2,770	7.0%	306	1.9%	4	2.0%	3,080	5.5%
Head On (front-to-front)	544	1.4%	532	3.3%	15	7.4%	1,091	2.0%
Rear to Side/Rear	547	1.4%	38	0.2%	1	0.5%	586	1.1%
Unknown	653	1.7%	166	1.0%	2	1.0%	821	1.5%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

- For all crashes, the leading collision types were single vehicle, rear end, and angle.
- The leading collision types in fatal crashes were single vehicle and angle.
- Head on collisions were 4.0 times more likely to result in a death than other collision types.



Number of Vehicles Involved (Utah 2013)

- While the majority (71.6%) of all crashes involved two or more motor vehicles, 60.4% of fatal crashes involved only one motor vehicle.

Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	11,028	28.1%	4,658	28.9%	122	60.4%	15,808	28.4%
2	25,954	66.0%	9,352	58.0%	60	29.7%	35,366	63.6%
3	1,925	4.9%	1,659	10.3%	15	7.4%	3,599	6.5%
4 or more	394	1.0%	465	2.9%	5	2.5%	864	1.6%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

Roadway Junction or Feature (Utah 2013)

Crashes								
Roadway Junction or Feature	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	25,529	65.0%	9,064	56.2%	147	72.8%	34,740	62.4%
4-Leg Intersection	5,802	14.8%	3,974	24.6%	26	12.9%	9,802	17.6%
T-Intersection	2,244	5.7%	1,184	7.3%	10	5.0%	3,438	6.2%
Business/Residential Drive	1,723	4.4%	528	3.3%	9	4.5%	2,260	4.1%
On-Ramp/Off-Ramp	1,224	3.1%	359	2.2%	3	1.5%	1,586	2.9%
Bridge (overpass/underpass)	784	2.0%	309	1.9%	6	3.0%	1,099	2.0%
On-Ramp Merge/Off-Ramp Diverge Area	646	1.6%	215	1.3%	0	0.0%	861	1.5%
Other Intersection (Y, 5-Leg, Bike Path, Ramp w/X-rd)	245	0.6%	161	1.0%	0	0.0%	406	0.7%
Roundabout	154	0.4%	53	0.3%	0	0.0%	207	0.4%
Other	710	1.8%	222	1.4%	1	0.5%	933	1.7%
Unknown	240	0.6%	65	0.4%	0	0.0%	305	0.5%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

- While the majority (62.4%) of all crashes occurred on a roadway with no junction or feature, 24.5% of crashes occurred at an intersection.

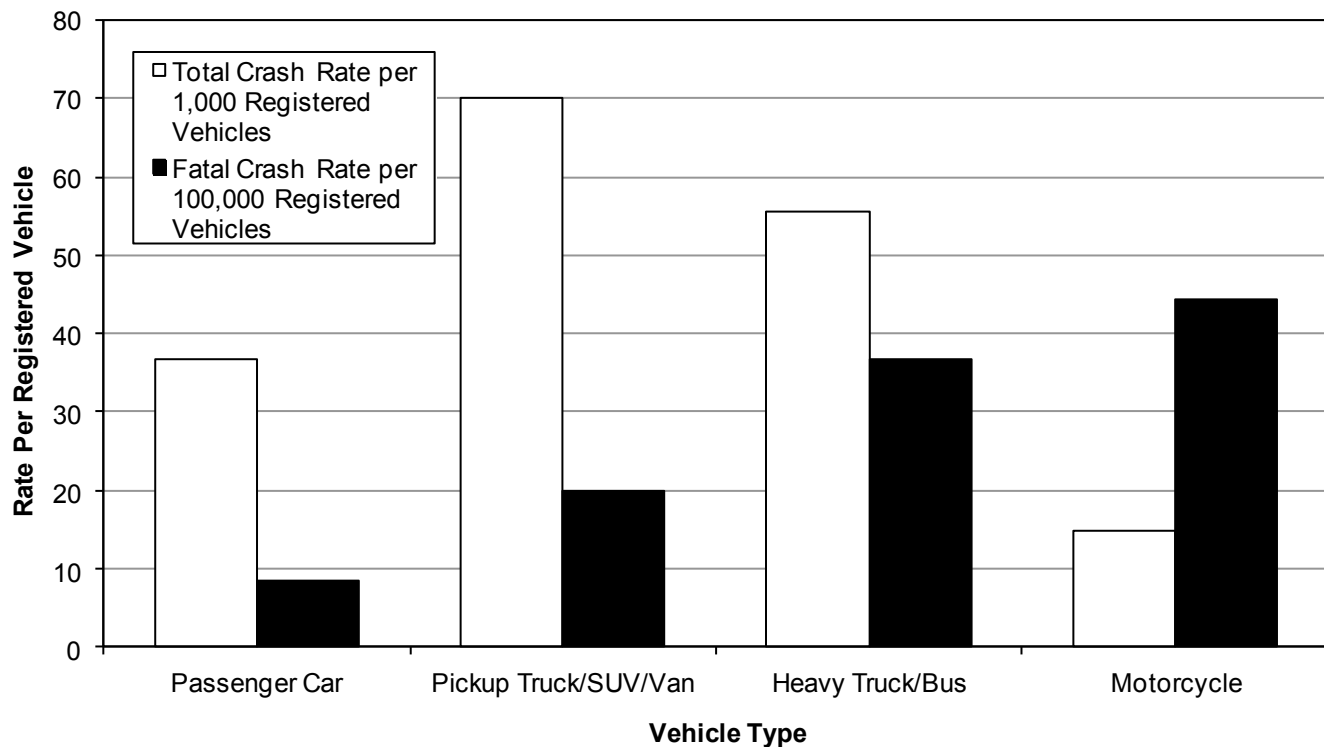
Crash Conditions

Vehicle Type (Utah 2013)



Vehicles								
Vehicle Type	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	35,586	50.6%	15,873	52.3%	119	38.6%	51,578	51.0%
SUV	14,168	20.1%	6,144	20.2%	44	14.3%	20,356	20.1%
Pickup Truck	11,321	16.1%	4,243	14.0%	62	20.1%	15,626	15.5%
Van	3,812	5.4%	1,747	5.8%	12	3.9%	5,571	5.5%
Heavy Truck	2,628	3.7%	717	2.4%	23	7.5%	3,368	3.3%
Motorcycle	146	0.2%	925	3.0%	34	11.0%	1,105	1.1%
Bus	323	0.5%	99	0.3%	2	0.6%	424	0.4%
Off Road Vehicle	14	0.0%	150	0.5%	3	1.0%	167	0.2%
Other	116	0.2%	43	0.1%	0	0.0%	159	0.2%
Unknown	2,251	3.2%	423	1.4%	9	2.9%	2,683	2.7%
Total	70,365	100.0%	30,364	100.0%	308	100.0%	101,037	100.0%

Crash Rates by Vehicle Type (Utah 2013)



- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, heavy truck may travel more miles per vehicle.
- Passenger car represented 65.6% of registered vehicles in Utah, pickup truck/SUV/van 27.7%, motorcycle 3.5%, and heavy truck/bus 3.2%.
- For total crashes, passenger car (51.0%) and SUV (20.1%) were the leading vehicle types.
- Pickup truck/SUV/van and heavy truck/bus had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (38.6%) and pickup truck (20.1%) were the leading vehicle types.
- Motorcycle and heavy truck/bus had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.1% of vehicles in total crashes, they represented 11.0% of vehicles in fatal crashes. Crashes involving a motorcycle were 12 times more likely to be fatal than crashes of other vehicles.

Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2013)

Vehicles								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	34,644	49.2%	16,681	54.9%	231	75.0%	51,556	51.0%
Stopped in Traffic Lane	7,101	10.1%	4,164	13.7%	9	2.9%	11,274	11.2%
Turning Left	6,135	8.7%	3,509	11.6%	15	4.9%	9,659	9.6%
Slowing in Traffic Lane	3,554	5.1%	1,571	5.2%	8	2.6%	5,133	5.1%
Parked	4,340	6.2%	608	2.0%	19	6.2%	4,967	4.9%
Turning Right	3,342	4.7%	1,156	3.8%	1	0.3%	4,499	4.5%
Changing Lanes	2,240	3.2%	573	1.9%	8	2.6%	2,821	2.8%
Backing	2,566	3.6%	185	0.6%	1	0.3%	2,752	2.7%
Making U-turn	579	0.8%	210	0.7%	2	0.6%	791	0.8%
Entering Traffic Lane	591	0.8%	173	0.6%	0	0.0%	764	0.8%
Parking Maneuvers	499	0.7%	27	0.1%	0	0.0%	526	0.5%
Overtaking/Passing	386	0.5%	129	0.4%	5	1.6%	520	0.5%
Leaving Traffic Lane	252	0.4%	110	0.4%	0	0.0%	362	0.4%
Other	504	0.7%	225	0.7%	3	1.0%	732	0.7%
Unknown	3,632	5.2%	1,043	3.4%	6	1.9%	4,681	4.6%
Total	70,365	100.0%	30,364	100.0%	308	100.0%	101,037	100.0%

- For total crashes, straight ahead (51.0%), stopped in traffic lane (11.2%), and turning left (9.6%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (75.0%) and parked (6.2%) were the leading vehicle maneuvers.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 3.1 times more likely to be fatal compared to other vehicle maneuvers.

Speed Limit (Utah 2013)

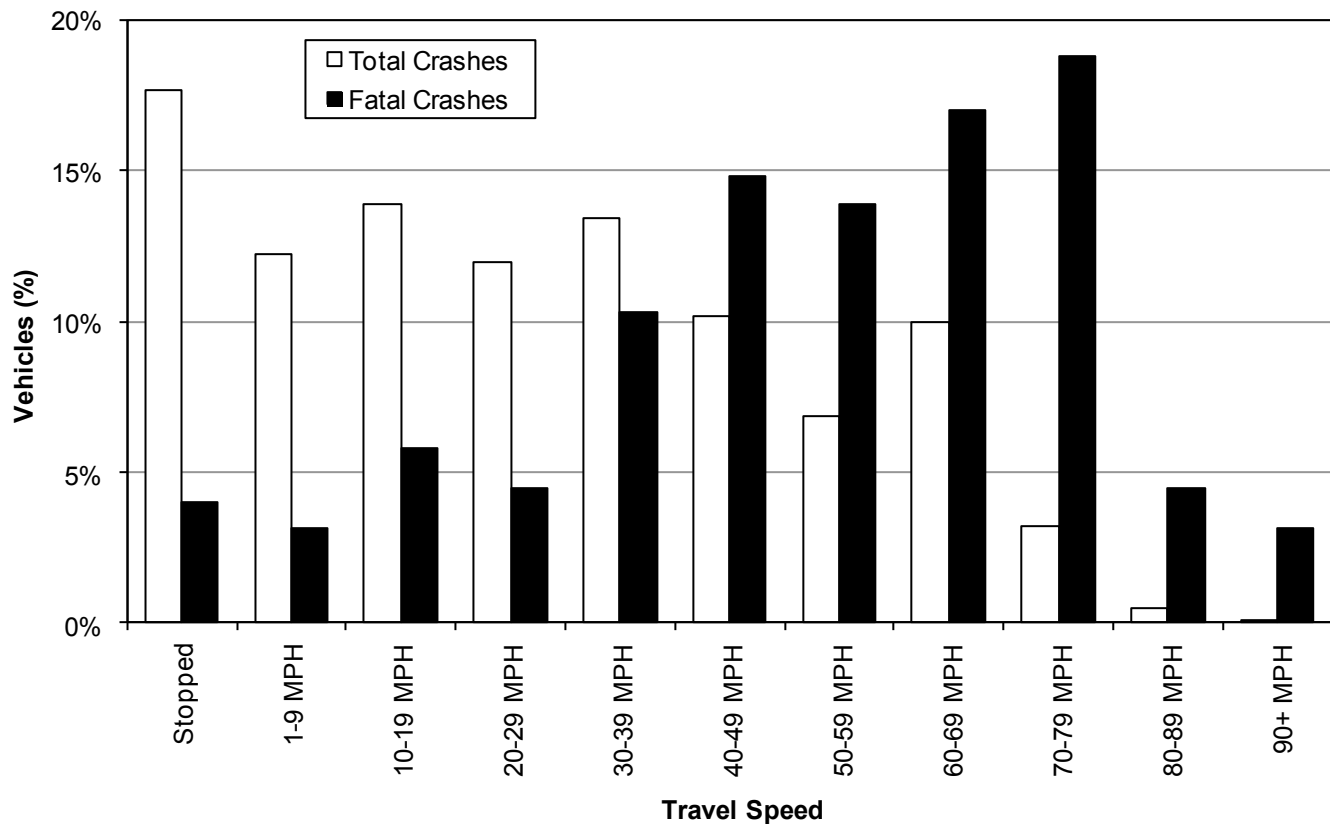
Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	1,249	1.8%	192	0.6%	1	0.3%	1,442	1.4%
20-25 MPH	6,966	9.9%	2,595	8.5%	20	6.5%	9,581	9.5%
30-35 MPH	12,171	17.3%	6,885	22.7%	35	11.4%	19,091	18.9%
40-45 MPH	13,153	18.7%	7,718	25.4%	65	21.1%	20,936	20.7%
50-55 MPH	3,670	5.2%	2,198	7.2%	37	12.0%	5,905	5.8%
60-65 MPH	13,551	19.3%	4,718	15.5%	75	24.4%	18,344	18.2%
70-75 MPH	1,477	2.1%	498	1.6%	25	8.1%	2,000	2.0%
80 MPH	461	0.7%	144	0.5%	13	4.2%	618	0.6%
Unknown/None	17,667	25.1%	5,416	17.8%	37	12.0%	23,120	22.9%
Total	70,365	100.0%	30,364	100.0%	308	100.0%	101,037	100.0%

- The speed limit on the roadway was 30-45 MPH for over half (51.4% of known) of the total vehicles in crashes.
- Fatal crashes were more likely to occur with higher speed limits. The speed limit was 50 MPH or higher for over one-half (55.4% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 50 MPH or higher were 2.0 times more likely to be fatal.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Crash Conditions

Travel Speed (Utah 2013)

Travel Speed	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	4,340	6.2%	608	2.0%	19	6.2%	4,967	4.9%
Stopped	7,921	11.3%	4,542	15.0%	9	2.9%	12,472	12.3%
1-9 MPH	6,462	9.2%	2,138	7.0%	7	2.3%	8,607	8.5%
10-19 MPH	6,928	9.8%	2,824	9.3%	13	4.2%	9,765	9.7%
20-29 MPH	5,931	8.4%	2,491	8.2%	10	3.2%	8,432	8.3%
30-39 MPH	6,033	8.6%	3,424	11.3%	23	7.5%	9,480	9.4%
40-49 MPH	4,579	6.5%	2,541	8.4%	33	10.7%	7,153	7.1%
50-59 MPH	3,322	4.7%	1,476	4.9%	31	10.1%	4,829	4.8%
60-69 MPH	5,213	7.4%	1,788	5.9%	38	12.3%	7,039	7.0%
70-79 MPH	1,562	2.2%	657	2.2%	42	13.6%	2,261	2.2%
80-89 MPH	219	0.3%	107	0.4%	10	3.2%	336	0.3%
90+ MPH	16	0.0%	45	0.1%	7	2.3%	68	0.1%
Unknown	17,839	25.4%	7,723	25.4%	66	21.4%	25,628	25.4%
Total	70,365	100.0%	30,364	100.0%	308	100.0%	101,037	100.0%



- Over half (51.5% where travel speed was known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. 57.4% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Crashes involving vehicles traveling 50 MPH or higher were 5.2 times more likely to be fatal.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.

Crash Conditions

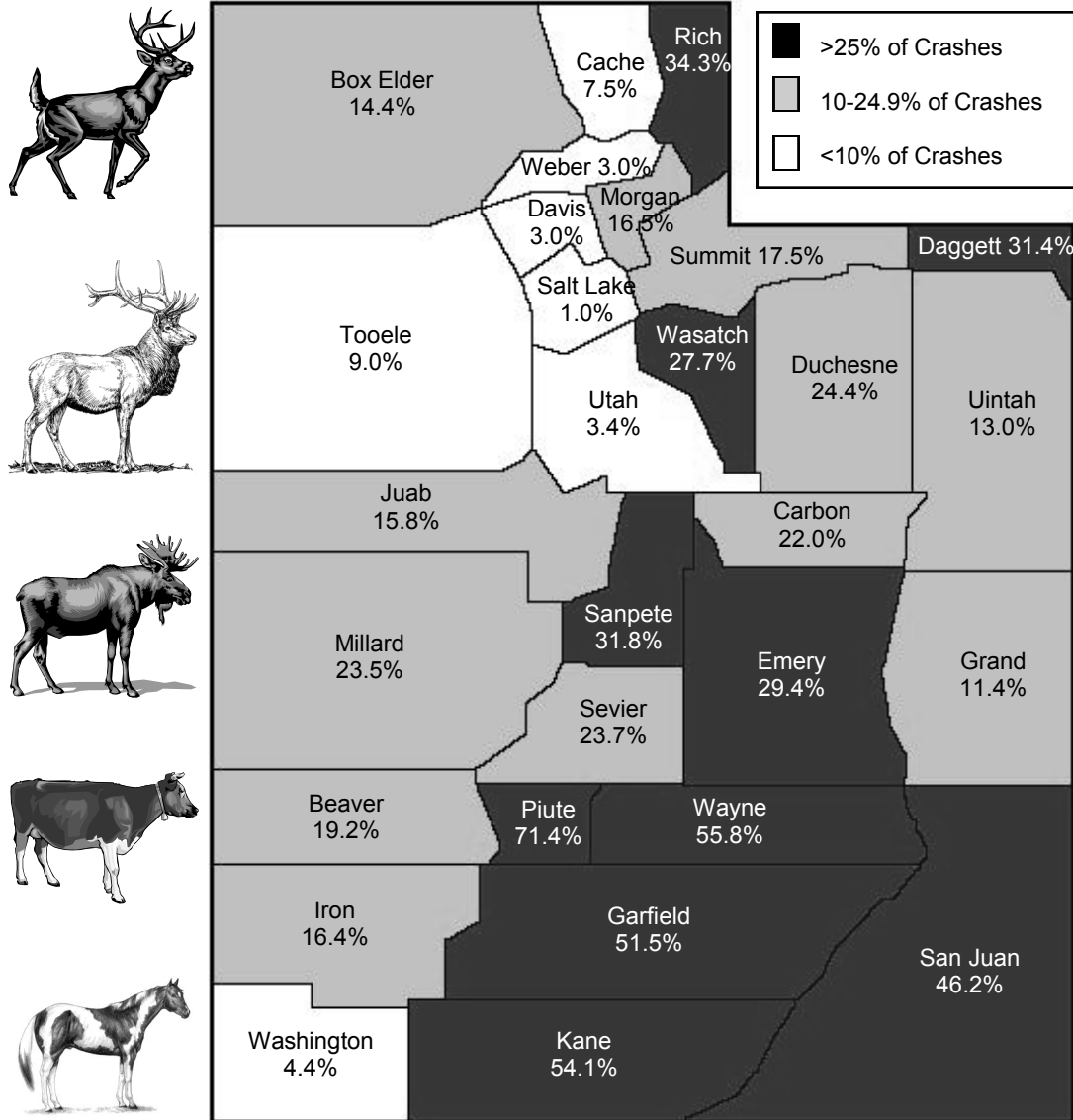
First Harmful Event (Utah 2013)

Crashes								
First Harmful Event	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Collision with Other Motor Vehicle	24,397	62.1%	10,694	66.3%	61	30.2%	35,152	63.2%
Collision with Parked Vehicle	2,770	7.0%	306	1.9%	4	2.0%	3,080	5.5%
Collision with Animal	2,580	6.6%	178	1.1%	1	0.5%	2,759	5.0%
Collision with Concrete Barrier	1,800	4.6%	657	4.1%	5	2.5%	2,462	4.4%
Collision with Post, Pole, or Support	1,348	3.4%	408	2.5%	14	6.9%	1,770	3.2%
Overturn/Rollover	526	1.3%	825	5.1%	41	20.3%	1,392	2.5%
Collision with Other Fixed Object	722	1.8%	212	1.3%	1	0.5%	935	1.7%
Collision with Fence	628	1.6%	161	1.0%	5	2.5%	794	1.4%
Collision with Other Non-Fixed Object	659	1.7%	126	0.8%	1	0.5%	786	1.4%
Collision with Bicyclist	74	0.2%	675	4.2%	6	3.0%	755	1.4%
Collision with Pedestrian	33	0.1%	670	4.2%	27	13.4%	730	1.3%
Collision with Tree/Shrubbery	326	0.8%	181	1.1%	3	1.5%	510	0.9%
Other Non-Collision	312	0.8%	129	0.8%	0	0.0%	441	0.8%
Collision with Embankment	254	0.6%	147	0.9%	8	4.0%	409	0.7%
Collision with Cable Barrier	354	0.9%	39	0.2%	4	2.0%	397	0.7%
Collision with Guardrail	278	0.7%	92	0.6%	3	1.5%	373	0.7%
Collision with Mailbox/Fire Hydrant	287	0.7%	60	0.4%	0	0.0%	347	0.6%
Collision with Ditch	199	0.5%	115	0.7%	2	1.0%	316	0.6%
Collision with Thrown or Fallen Object	232	0.6%	22	0.1%	0	0.0%	254	0.5%
Cargo/Equipment Loss or Shift	149	0.4%	28	0.2%	1	0.5%	178	0.3%
Fire/Explosion	146	0.4%	7	0.0%	0	0.0%	153	0.3%
Collision with Curb	67	0.2%	36	0.2%	5	2.5%	108	0.2%
Fell/Jumped from Vehicle	18	0.0%	85	0.5%	4	2.0%	107	0.2%
Collision with Snow Bank	80	0.2%	15	0.1%	0	0.0%	95	0.2%
Jackknife	80	0.2%	7	0.0%	0	0.0%	87	0.2%
Collision with Crash Cushion	43	0.1%	29	0.2%	1	0.5%	73	0.1%
Collision with Bridge	35	0.1%	13	0.1%	3	1.5%	51	0.1%
Collision with Culvert	32	0.1%	18	0.1%	1	0.5%	51	0.1%
Collision with Work Zone/Equipment	28	0.1%	13	0.1%	0	0.0%	41	0.1%
Collision with Train	24	0.1%	9	0.1%	1	0.5%	34	0.1%
Immersion	6	0.0%	1	0.0%	0	0.0%	7	0.0%
Unknown	814	2.1%	176	1.1%	0	0.0%	990	1.8%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

- For all crashes, the leading first harmful event was collision with other motor vehicle (63.2%).
- For total crashes, collision with parked vehicle (5.5%) and collision with animal (5.0%) were the next highest first harmful events. See next page for more information on collisions with animals.
- For fatal crashes, overturn/rollover (20.3%) and collision with pedestrian (13.4%) were the next highest first harmful events.
- Overturn/rollover was 10.0 times more likely to result in a death than other first harmful events.

Crash Conditions

Percent of Crashes Involving Animals by County (Utah 2013)



- There were 2,910 collisions involving animals, 2,439 (83.8%) involved hitting a wild animal, 354 (12.2%) involved hitting a domestic animal, and 117 (4.0%) involved an unharmed animal causing evasive action.
- Piute (71.4%), Wayne (55.8%), Kane (54.1%), and Garfield (51.5%) Counties had the highest percent of crashes involving an animal.
- While animal crashes comprised 5.2% of total crashes statewide, they accounted for nearly one-fourth (20.6%) of crashes in rural counties.

Roadway Contributing Circumstances (Utah 2013)

Roadway Contributing Circumstances	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	32,246	82.0%	14,000	86.8%	179	88.6%	46,425	83.4%
Road Surface Condition (Wet/Icy/Snow/Etc.)	5,277	13.4%	1,469	9.1%	11	5.4%	6,757	12.1%
Debris	474	1.2%	93	0.6%	1	0.5%	568	1.0%
Animal/Non-Contact Veh/Ped/Bike Caused Evasive Action	200	0.5%	85	0.5%	1	0.5%	286	0.5%
Work Zone	186	0.5%	76	0.5%	1	0.5%	263	0.5%
Hole/Bump/Worn Surface/Shoulder/Traffic Control Device	130	0.3%	112	0.7%	3	1.5%	245	0.4%
Other	208	0.5%	96	0.6%	2	1.0%	306	0.5%
Unknown	580	1.5%	203	1.3%	4	2.0%	787	1.4%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

- 15.0% of crashes had a roadway contributing circumstance.

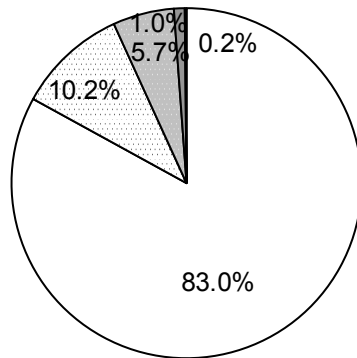
Crash Conditions

Road Surface Condition (Utah 2013)

Crashes								
Road Surface Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Dry	28,378	72.2%	12,825	79.5%	181	89.6%	41,384	74.4%
Snow/Slush	4,490	11.4%	1,007	6.2%	3	1.5%	5,500	9.9%
Wet	3,426	8.7%	1,421	8.8%	10	5.0%	4,857	8.7%
Ice	2,285	5.8%	585	3.6%	4	2.0%	2,874	5.2%
Other	206	0.5%	190	1.2%	0	0.0%	396	0.7%
Unknown	516	1.3%	106	0.7%	4	2.0%	626	1.1%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%

- Most (74.4%) crashes occurred when roads were dry.

Injury Severity (Utah 2013)



- ☐ No Injury
- ☐ Possible Injury
- ☐ Non-Incapacitating Injury
- ☐ Incapacitating Injury
- ☐ Death

- Although many people were injured and killed in motor vehicle crashes, the majority (83.0%) of persons in crashes did not sustain a known injury at the crash scene. See Glossary in the Appendix for injury definitions.
- Persons in the same crash sustain different levels of injury. Many factors influence injury patterns including seat belt use, seating position, and vehicle safety equipment.

Person Placement (Utah 2013)

- Pedestrians in a crash had the greatest risk of being killed. In fact, pedestrian crashes were 11.8 times more likely to be fatal than other crashes.

Persons								
Person Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	81,329	72.6%	15,159	66.7%	135	61.4%	96,623	71.6%
Passenger	30,502	27.2%	6,110	26.9%	49	22.3%	36,661	27.2%
Pedestrian	90	0.1%	783	3.4%	30	13.6%	903	0.7%
Bicyclist	83	0.1%	688	3.0%	6	2.7%	777	0.6%
Total	112,004	100.0%	22,740	100.0%	220	100.0%	134,964	100.0%

Gender of Persons in Crashes (Utah 2013)

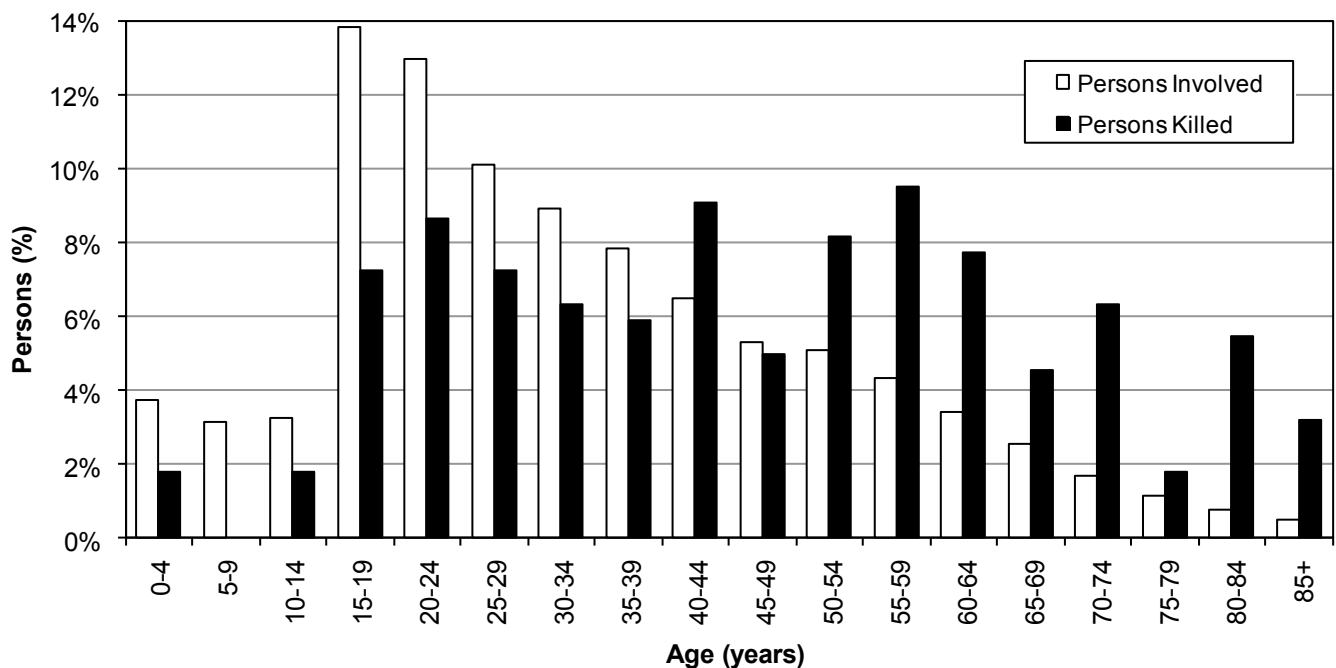
Persons								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	60,029	53.6%	10,491	46.1%	140	63.6%	70,660	52.4%
Female	47,778	42.7%	12,052	53.0%	80	36.4%	59,910	44.4%
Unknown	4,197	3.7%	197	0.9%	0	0.0%	4,394	3.3%
Total	112,004	100.0%	22,740	100.0%	220	100.0%	134,964	100.0%

- Males comprised over half of all persons in crashes and nearly two-thirds of deaths, while females sustained more injuries than males.
- Males were 1.5 times more likely to die than females in a crash.

Crash Conditions

Age of Persons in Crashes (Utah 2013)

Age	Persons							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	4,605	4.1%	446	2.0%	4	1.8%	5,055	3.7%
5-9	3,607	3.2%	666	2.9%	0	0.0%	4,273	3.2%
10-14	3,527	3.1%	883	3.9%	4	1.8%	4,414	3.3%
15-19	15,726	14.0%	2,951	13.0%	16	7.3%	18,693	13.9%
20-24	14,516	13.0%	2,973	13.1%	19	8.6%	17,508	13.0%
25-29	11,168	10.0%	2,444	10.7%	16	7.3%	13,628	10.1%
30-34	9,843	8.8%	2,218	9.8%	14	6.4%	12,075	8.9%
35-39	8,678	7.7%	1,875	8.2%	13	5.9%	10,566	7.8%
40-44	7,166	6.4%	1,581	7.0%	20	9.1%	8,767	6.5%
45-49	5,878	5.2%	1,264	5.6%	11	5.0%	7,153	5.3%
50-54	5,552	5.0%	1,287	5.7%	18	8.2%	6,857	5.1%
55-59	4,765	4.3%	1,093	4.8%	21	9.5%	5,879	4.4%
60-64	3,786	3.4%	801	3.5%	17	7.7%	4,604	3.4%
65-69	2,783	2.5%	674	3.0%	10	4.5%	3,467	2.6%
70-74	1,805	1.6%	431	1.9%	14	6.4%	2,250	1.7%
75-79	1,224	1.1%	295	1.3%	4	1.8%	1,523	1.1%
80-84	803	0.7%	199	0.9%	12	5.5%	1,014	0.8%
85+	539	0.5%	136	0.6%	7	3.2%	682	0.5%
Unknown	6,033	5.4%	523	2.3%	0	0.0%	6,556	4.9%
Total	112,004	100.0%	22,740	100.0%	220	100.0%	134,964	100.0%



- The largest proportion of persons in crashes were aged 15-29 years (36.9%).
- The age groups with the highest number of persons killed were 55-59, 40-44, and 20-24 years.
- The average age of a person in a crash was 33 years. The average age of a person killed was 47 years.
- While persons aged 65 years and older represented a small proportion of the persons in crashes (6.6%), they were 3.7 times more likely than all other age groups to die.

Crash Conditions

Persons in Crashes by County (Utah 2013)

County	Persons											
	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 10,000 Pop.	#	Rate per 100 Million VMT	Rate per 10,000 Pop.	#	Rate per 100 Million VMT	Rate per 10,000 Pop.	#	Rate per 100 Million VMT	Rate per 10,000 Pop.
Salt Lake	53,804	605.8	498.3	10,333	116.3	95.7	53	0.6	0.5	64,190	722.8	594.5
Weber	8,390	522.4	351.8	1,987	123.7	83.3	18	1.1	0.8	10,395	647.2	435.8
Cache	4,173	474.1	356.9	677	76.9	57.9	10	1.1	0.9	4,860	552.1	415.7
Davis	10,504	413.7	326.1	2,030	80.0	63.0	12	0.5	0.4	12,546	494.2	389.5
Utah	15,742	397.9	285.2	3,321	83.9	60.2	21	0.5	0.4	19,084	482.4	345.8
Washington	4,385	312.0	296.7	1,004	71.4	67.9	14	1.0	0.9	5,403	384.4	365.6
Wasatch	1,011	303.2	382.4	180	54.0	68.1	3	0.9	1.1	1,194	358.1	451.6
Uintah	1,200	286.1	337.5	234	55.8	65.8	2	0.5	0.6	1,436	342.4	403.9
Summit	1,994	267.4	518.1	290	38.9	75.4	4	0.5	1.0	2,288	306.9	594.5
Rich	107	217.9	467.7	39	79.4	170.5	0	0.0	0.0	146	297.3	638.1
Duchesne	655	234.9	322.5	146	52.4	71.9	4	1.4	2.0	805	288.7	396.4
Tooele	1,909	233.2	314.2	415	50.7	68.3	8	1.0	1.3	2,332	284.8	383.8
Iron	1,539	213.2	329.0	335	46.4	71.6	8	1.1	1.7	1,882	260.7	402.3
Box Elder	1,755	196.0	345.5	496	55.4	97.6	5	0.6	1.0	2,256	252.0	444.1
Sanpete	387	183.6	137.1	133	63.1	47.1	9	4.3	3.2	529	251.0	187.3
Morgan	277	210.9	272.3	44	33.5	43.3	0	0.0	0.0	321	244.4	315.5
Carbon	567	182.8	270.2	117	37.7	55.7	4	1.3	1.9	688	221.8	327.8
Sevier	501	161.0	240.3	157	50.4	75.3	8	2.6	3.8	666	214.0	319.4
Beaver	449	169.9	695.2	97	36.7	150.2	4	1.5	6.2	550	208.1	851.5
Garfield	167	154.6	328.5	40	37.0	78.7	2	1.9	3.9	209	193.5	411.2
Wayne	72	151.4	262.1	14	29.4	51.0	3	6.3	10.9	89	187.2	324.0
Kane	235	145.8	323.7	58	36.0	79.9	2	1.2	2.8	295	183.0	406.3
Daggett	35	113.0	310.6	17	54.9	150.8	0	0.0	0.0	52	167.8	461.4
San Juan	405	129.7	270.5	85	27.2	56.8	7	2.2	4.7	497	159.1	331.9
Millard	595	121.3	469.9	145	29.6	114.5	7	1.4	5.5	747	152.3	590.0
Juab	460	117.6	444.5	119	30.4	115.0	3	0.8	2.9	582	148.8	562.4
Emery	347	98.7	322.8	107	30.4	99.5	6	1.7	5.6	460	130.8	427.9
Piute	32	114.0	211.9	4	14.2	26.5	0	0.0	0.0	36	128.2	238.4
Grand	307	91.7	328.0	116	34.6	123.9	3	0.9	3.2	426	127.2	455.1
Statewide	112,004	414.6	386.1	22,740	84.2	78.4	220	0.8	0.8	134,964	499.6	465.3

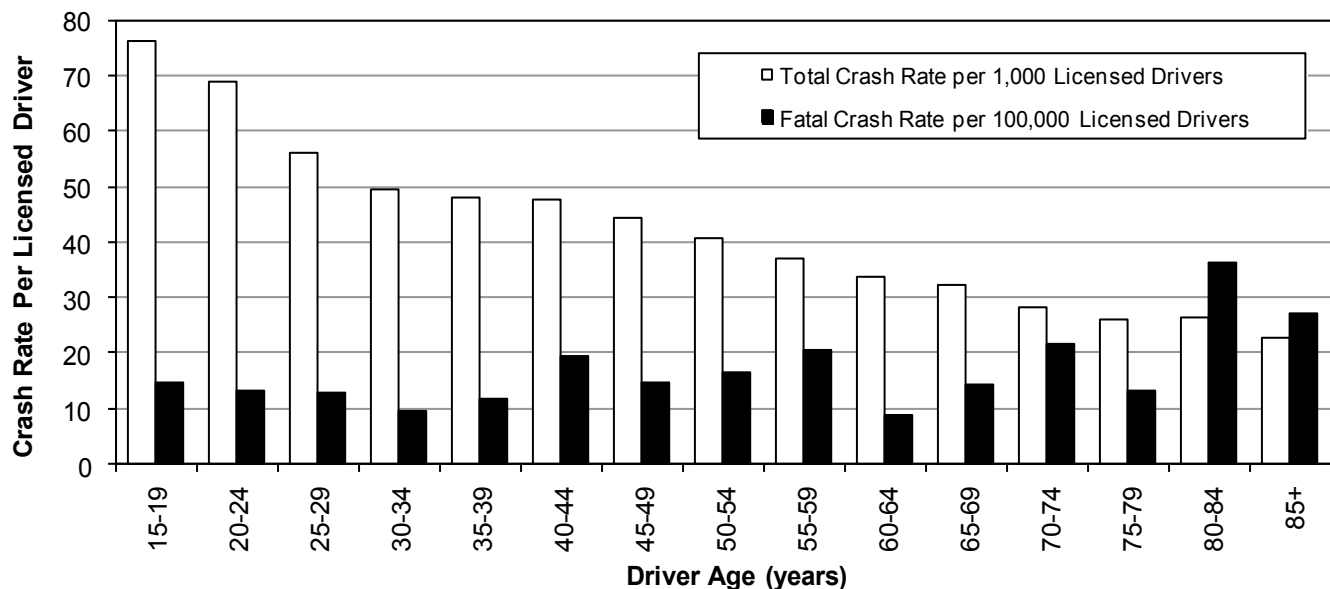
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
 - Salt Lake (722.8), Weber (647.2), and Cache (552.1) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
 - Wayne (6.3), Sanpete (4.3), and Sevier (2.6) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Beaver (851.5), Rich (638.1), Salt Lake (594.5) and Summit (594.5) counties had the highest rates of total persons in crashes per 10,000 population.
 - Wayne (10.9), Beaver (6.2) and Emery (5.6) counties had the highest rates of persons killed per 10,000 population.

Crash Conditions

Driver Age (Utah 2013)

Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
<15	32	0.0%	n/a	43	0.1%	n/a	1	0.3%	n/a	76	0.1%	n/a
15-19	8,346	12.6%	53.2	3,578	12.0%	22.8	23	8.0%	0.147	11,947	12.4%	76.2
20-24	9,458	14.2%	47.7	4,179	14.0%	21.1	26	9.1%	0.131	13,663	14.1%	68.9
25-29	7,707	11.6%	38.4	3,532	11.8%	17.6	26	9.1%	0.129	11,265	11.7%	56.1
30-34	6,940	10.4%	33.5	3,345	11.2%	16.1	20	7.0%	0.096	10,305	10.7%	49.7
35-39	6,100	9.2%	32.2	2,946	9.9%	15.6	22	7.7%	0.116	9,068	9.4%	47.9
40-44	5,088	7.7%	32.0	2,434	8.2%	15.3	31	10.8%	0.195	7,553	7.8%	47.6
45-49	4,183	6.3%	30.5	1,894	6.3%	13.8	20	7.0%	0.146	6,097	6.3%	44.4
50-54	3,971	6.0%	27.5	1,882	6.3%	13.0	24	8.4%	0.166	5,877	6.1%	40.7
55-59	3,475	5.2%	25.4	1,545	5.2%	11.3	28	9.8%	0.204	5,048	5.2%	36.9
60-64	2,644	4.0%	22.8	1,274	4.3%	11.0	10	3.5%	0.086	3,928	4.1%	33.9
65-69	1,939	2.9%	21.5	940	3.1%	10.4	13	4.5%	0.144	2,892	3.0%	32.1
70-74	1,238	1.9%	19.0	582	2.0%	8.9	14	4.9%	0.215	1,834	1.9%	28.1
75-79	793	1.2%	17.5	390	1.3%	8.6	6	2.1%	0.132	1,189	1.2%	26.2
80-84	541	0.8%	17.9	251	0.8%	8.3	11	3.8%	0.364	803	0.8%	26.5
85+	348	0.5%	15.6	155	0.5%	7.0	6	2.1%	0.270	509	0.5%	22.9
Unknown	3,694	5.6%	n/a	873	2.9%	n/a	6	2.1%	n/a	4,573	4.7%	n/a
Total	66,497	100.0%	35.0	29,843	100.0%	15.7	287	100.0%	0.151	96,627	100.0%	50.9

Crash Rate of Licensed Drivers by Age (Utah 2013)



- Drivers aged 15-24 years had the highest rates per licensed driver of total crashes, injury crashes, and property damage only crashes. Drivers aged 80-84 years had the highest rates per driver of fatal crashes.
- Drivers aged 85+ years had the lowest rate per licensed driver of total crashes. Drivers aged 60-64 years had the lowest rate per licensed driver of fatal crashes.
- The average age of a driver was 37 years. The average age of a driver in a fatal crash was 45 years.

Crash Conditions

Driver Gender (Utah 2013)

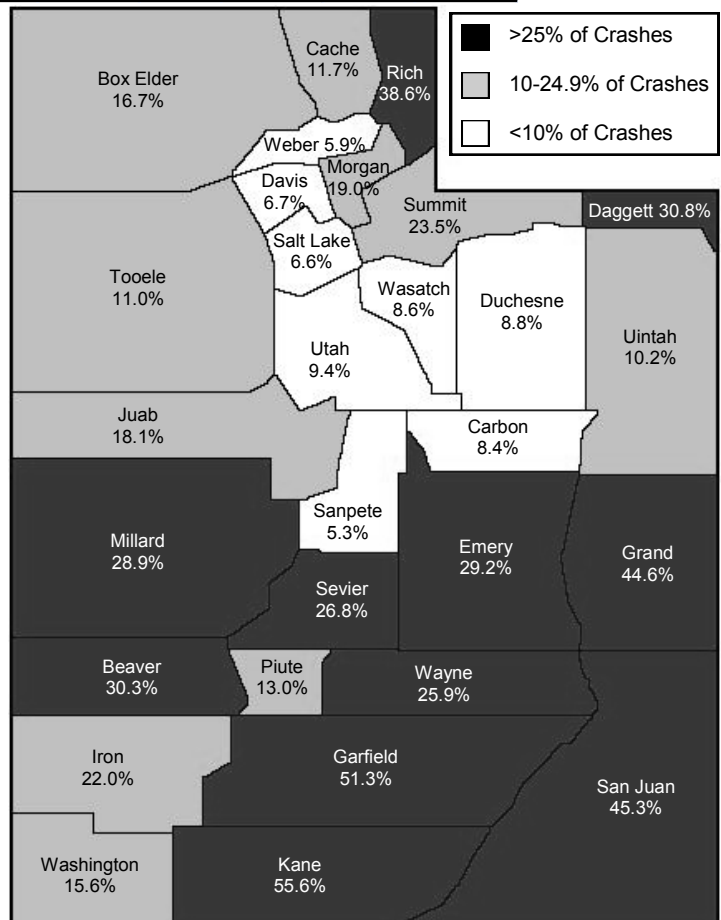
Drivers												
Gender	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
Male	36,934	55.5%	38.5	15,945	53.4%	16.6	209	72.8%	0.22	53,088	54.9%	55.4
Female	26,368	39.7%	28.0	13,266	44.5%	14.1	72	25.1%	0.08	39,706	41.1%	42.2
Unknown	3,195	4.8%	n/a	632	2.1%	n/a	6	2.1%	n/a	3,833	4.0%	n/a
Total	66,497	100.0%	35.0	29,843	100.0%	15.7	287	100.0%	0.15	96,627	100.0%	50.9

- Males represented 54.9% of all drivers in a crash and 72.8% of drivers in fatal crashes.
- Based off of licensed drivers, females are better drivers than males. Male drivers had higher rates of total crashes and fatal crashes. Male drivers were 2.2 times more likely to be in a fatal crash than female drivers.

Out-of-State Drivers (Utah 2013)

Drivers								
License State	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Utah	56,012	84.2%	25,969	87.0%	230	80.1%	82,211	85.1%
Out-Of-State	5,780	8.7%	2,454	8.2%	50	17.4%	8,284	8.6%
Unknown/None	4,705	7.1%	1,420	4.8%	7	2.4%	6,132	6.3%
Total	66,497	100.0%	29,843	100.0%	287	100.0%	96,627	100.0%

- Although out-of-state licensed drivers represented 8.6% of all drivers in crashes, they represented 17.4% of drivers in fatal crashes.
- There were several counties that had a disproportionate amount of out-of-state drivers in crashes. Most notably in Kane (55.6%), Garfield (51.3%), San Juan (45.3%), and Grand (44.6%) Counties where half of the drivers in crashes were out-of-state drivers. These drivers may place an extra burden on the residents and medical services in these counties.



Crash Conditions

Violations (Utah 2013)

Violations	Drivers							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Following Too Close	3,688	16.2%	1,909	15.8%	1	1.9%	5,598	16.0%
Improper Lane Change/Travel	3,368	14.8%	1,213	10.0%	2	3.8%	4,583	13.1%
Failure to Yield Right of Way	1,601	7.0%	1,189	9.8%	5	9.6%	2,795	8.0%
Improper Turn	1,574	6.9%	1,017	8.4%	0	0.0%	2,591	7.4%
Improper Lookout	1,692	7.4%	852	7.1%	0	0.0%	2,544	7.3%
Speed	1,900	8.3%	526	4.4%	0	0.0%	2,426	6.9%
Negligent Collision	1,505	6.6%	788	6.5%	0	0.0%	2,293	6.6%
Insurance Violation	1,533	6.7%	533	4.4%	1	1.9%	2,067	5.9%
License Violation	1,046	4.6%	899	7.4%	3	5.8%	1,948	5.6%
Failure to Stop at Red Light	601	2.6%	676	5.6%	1	1.9%	1,278	3.7%
Driving Under the Influence	665	2.9%	547	4.5%	4	7.7%	1,216	3.5%
Hit and Run	857	3.8%	221	1.8%	5	9.6%	1,083	3.1%
Unknown Violation	480	2.1%	365	3.0%	5	9.6%	850	2.4%
Improper Start	349	1.5%	148	1.2%	0	0.0%	497	1.4%
Failure to Obey Traffic Control Device	218	1.0%	226	1.9%	0	0.0%	444	1.3%
Equipment Violation	300	1.3%	79	0.7%	2	3.8%	381	1.1%
Failure to Stop at Stop Sign	177	0.8%	183	1.5%	1	1.9%	361	1.0%
Registration Violation	203	0.9%	150	1.2%	0	0.0%	353	1.0%
Improper Backing	301	1.3%	18	0.1%	0	0.0%	319	0.9%
Alcohol/Drug Violation, Other than DUI	150	0.7%	115	1.0%	2	3.8%	267	0.8%
Careless Driving	100	0.4%	76	0.6%	1	1.9%	177	0.5%
Wrong Side of Road/Wrong Way	95	0.4%	72	0.6%	1	1.9%	168	0.5%
Reckless Driving	80	0.4%	71	0.6%	3	5.8%	154	0.4%
Improper Passing	90	0.4%	39	0.3%	0	0.0%	129	0.4%
Other Non-Moving Violation	53	0.2%	35	0.3%	1	1.9%	89	0.3%
Seat Belt/Child Restraint/Helmet	21	0.1%	54	0.4%	1	1.9%	76	0.2%
Improper Signal	42	0.2%	16	0.1%	0	0.0%	58	0.2%
Other Moving Violation	20	0.1%	15	0.1%	2	3.8%	37	0.1%
Improper Stop	18	0.1%	16	0.1%	0	0.0%	34	0.1%
Improper Parking	24	0.1%	7	0.1%	0	0.0%	31	0.1%
Texting	17	0.1%	11	0.1%	0	0.0%	28	0.1%
Driving While Drowsy/Fatigue/Ill	16	0.1%	7	0.1%	0	0.0%	23	0.1%
Vehicle Homicide	0	0.0%	0	0.0%	11	21.2%	11	0.0%
Total	22,784	100.0%	12,073	100.0%	52	100.0%	34,909	100.0%

- There were 34,909 charges from citations issued at the scene of the crash. The most common violations were for following too close (16.0%), improper lane change/travel (13.1%), and failure to yield right of way (8.0%).
- The leading violations in fatal crashes were vehicle homicide (21.2%), failure to yield right of way (9.6%), and hit and run (9.6%).
- A citation was issued in 53.3% of the crashes.

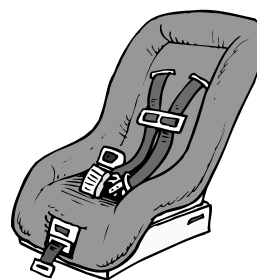
Crash Conditions

Contributing Factors (Utah 2013)

Contributing Factors	Drivers/Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	7,823	14.0%	3,872	14.6%	9	2.2%	11,704	14.2%
Failed to Yield Right of Way	6,058	10.9%	3,869	14.6%	23	5.6%	9,950	12.0%
Speed Too Fast	6,742	12.1%	2,388	9.0%	73	17.9%	9,203	11.1%
Failed to Keep in Proper Lane	5,231	9.4%	2,139	8.1%	71	17.4%	7,441	9.0%
Driver Distraction	3,093	5.6%	1,972	7.5%	17	4.2%	5,082	6.2%
Other Improper Driving	3,051	5.5%	1,519	5.7%	0	0.0%	4,570	5.5%
Vision Obscured by Weather Condition	3,209	5.8%	1,072	4.1%	3	0.7%	4,284	5.2%
Hit and Run	2,567	4.6%	551	2.1%	12	2.9%	3,130	3.8%
Disregard Traffic Signal/Sign	1,433	2.6%	1,515	5.7%	18	4.4%	2,966	3.6%
Improper Turn	1,910	3.4%	757	2.9%	4	1.0%	2,671	3.2%
Ran Off Road	1,357	2.4%	835	3.2%	33	8.1%	2,225	2.7%
Improper Lane Change	1,768	3.2%	446	1.7%	6	1.5%	2,220	2.7%
Improper Backing	2,062	3.7%	116	0.4%	0	0.0%	2,178	2.6%
Driving Under the Influence	965	1.7%	798	3.0%	25	6.1%	1,788	2.2%
Overcorrected	845	1.5%	577	2.2%	26	6.4%	1,448	1.8%
Swerved or Evasive Action	904	1.6%	517	2.0%	11	2.7%	1,432	1.7%
Improper Parking/Stopping	764	1.4%	289	1.1%	1	0.2%	1,054	1.3%
Driver Asleep/Fatigue	588	1.1%	417	1.6%	11	2.7%	1,016	1.2%
Vehicle Other Defective Condition	662	1.2%	268	1.0%	4	1.0%	934	1.1%
Vision Obscured by Moving Vehicle	527	0.9%	332	1.3%	2	0.5%	861	1.0%
Vehicle Tires	589	1.1%	163	0.6%	11	2.7%	763	0.9%
Reckless/Aggressive Driving	335	0.6%	228	0.9%	12	2.9%	575	0.7%
Vehicle Brakes	375	0.7%	182	0.7%	2	0.5%	559	0.7%
Other Driver Condition	331	0.6%	213	0.8%	0	0.0%	544	0.7%
Vision Obscured by Other	335	0.6%	183	0.7%	3	0.7%	521	0.6%
Vision Obscured by Glare	277	0.5%	194	0.7%	3	0.7%	474	0.6%
Driver Illness/Medical	176	0.3%	267	1.0%	5	1.2%	448	0.5%
Improper Passing	337	0.6%	92	0.3%	4	1.0%	433	0.5%
Vision Obscured by Parked Vehicle	315	0.6%	114	0.4%	0	0.0%	429	0.5%
Driver Emotional Prior to Crash	210	0.4%	175	0.7%	2	0.5%	387	0.5%
Wrong Side/Wrong Way	184	0.3%	135	0.5%	10	2.5%	329	0.4%
Vehicle Cargo	179	0.3%	25	0.1%	5	1.2%	209	0.3%
Vision Obscured by Physical Obstruction	122	0.2%	66	0.2%	0	0.0%	188	0.2%
Windshield or Other Window Obscured	118	0.2%	50	0.2%	1	0.2%	169	0.2%
Disregard Road Markings	113	0.2%	42	0.2%	0	0.0%	155	0.2%
Vision Obscured by Vegetation	79	0.1%	60	0.2%	0	0.0%	139	0.2%
Improper Signal	79	0.1%	30	0.1%	1	0.2%	110	0.1%
Total	55,713	100.0%	26,468	100.0%	408	100.0%	82,589	100.0%

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all crashes were followed too closely (14.2%), failed to yield right of way (12.0%), speed too fast (11.1%), and failed to keep in proper lane (9.0%).
- The leading contributing factors in fatal crashes were speed too fast (17.9%), failed to keep in proper lane (17.4%), and ran off road (8.1%).
- The contributing factors that contributed more to injury crashes than non-injury crashes were: failure to yield right of way, disregard traffic signal/sign, driver distraction, and driving under the influence.

Occupant Protection



Section 2: Occupant Protection

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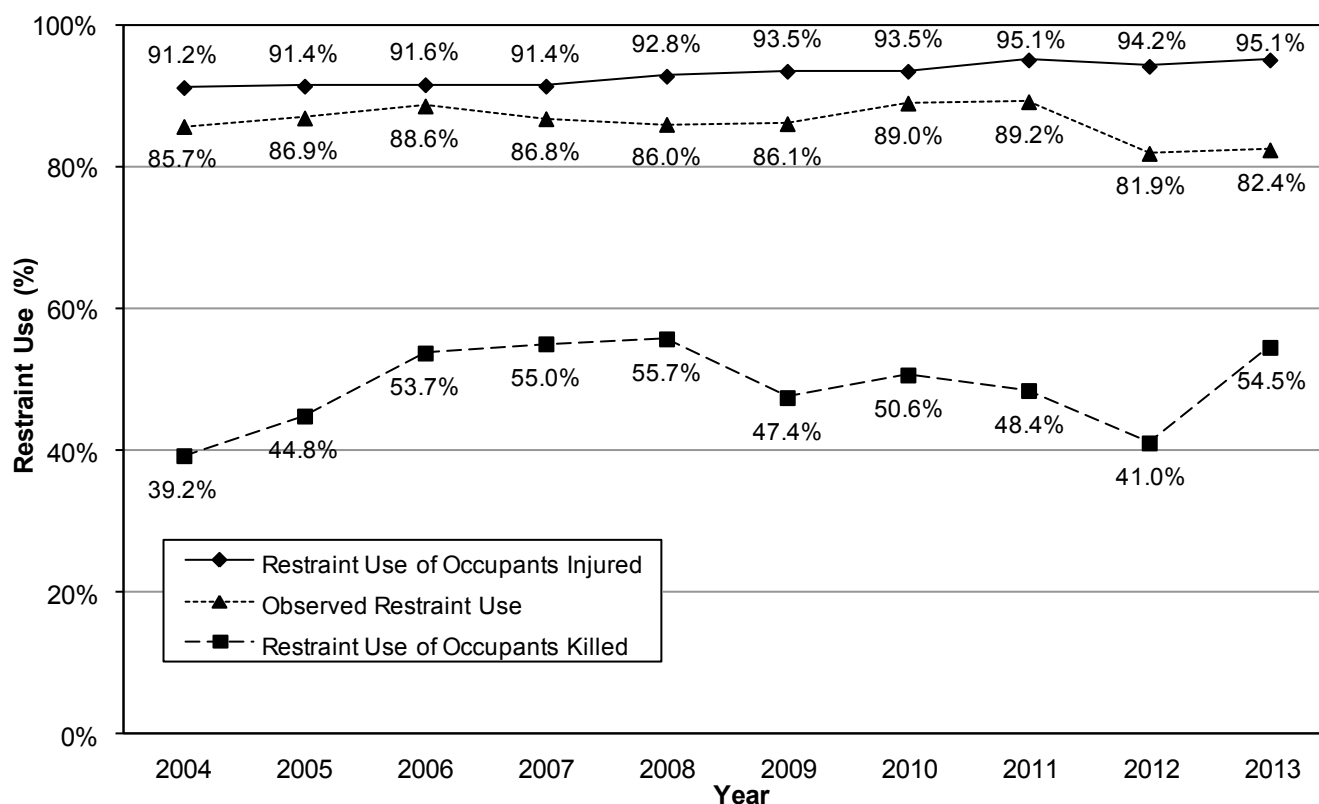
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Trends

Restraint Use of Occupants In Crashes (Utah 2004-2013)

Persons												
Year	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
2004	2,066	92,661	97.8%	2,111	21,954	91.2%	138	89	39.2%	4,315	114,704	96.4%
2005	1,915	95,849	98.0%	2,053	21,836	91.4%	128	104	44.8%	4,096	117,789	96.6%
2006	3,446	95,786	96.5%	1,830	19,993	91.6%	88	102	53.7%	5,364	115,881	95.6%
2007	3,602	109,096	96.8%	1,937	20,713	91.4%	85	104	55.0%	5,624	129,913	95.9%
2008	1,732	97,452	98.3%	1,410	18,257	92.8%	78	98	55.7%	3,220	115,807	97.3%
2009	2,569	90,970	97.3%	1,224	17,520	93.5%	91	82	47.4%	3,884	108,572	96.5%
2010	2,145	88,996	97.6%	1,144	16,506	93.5%	87	89	50.6%	3,376	105,591	96.9%
2011	1,976	91,618	97.9%	893	17,201	95.1%	82	77	48.4%	2,951	108,896	97.4%
2012	2,317	89,497	97.5%	1,041	16,944	94.2%	79	55	41.0%	3,437	106,496	96.9%
2013	1,810	93,444	98.1%	888	17,229	95.1%	61	73	54.5%	2,759	110,746	97.6%
Total	23,578	945,369	97.6%	14,531	188,153	92.8%	917	873	48.8%	39,026	1,134,395	96.7%

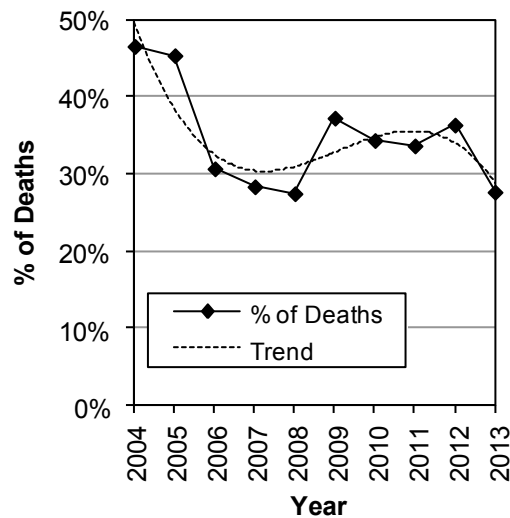


- Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or heavy truck. Occupants are considered "Restrained" if they were reported as using a shoulder/lap belt, lap belt, or a child safety seat at the scene of the crash.
- Restraint use is often self-reported by crash occupants. The officer determines restraint use in the event of a fatal or severe injury crash.
- The 2013 restraint use of people in crashes increased to 97.6% from 96.9% in 2012.
- Restraint use among occupants injured increased from 94.2% in 2012 to 95.1% in 2013.
- Restraint use among occupants killed increased from 41.0% in 2012 to 54.5% in 2013.

Trends, Vehicle Occupants

Unrestrained Occupant Deaths (Utah 2004-2013)

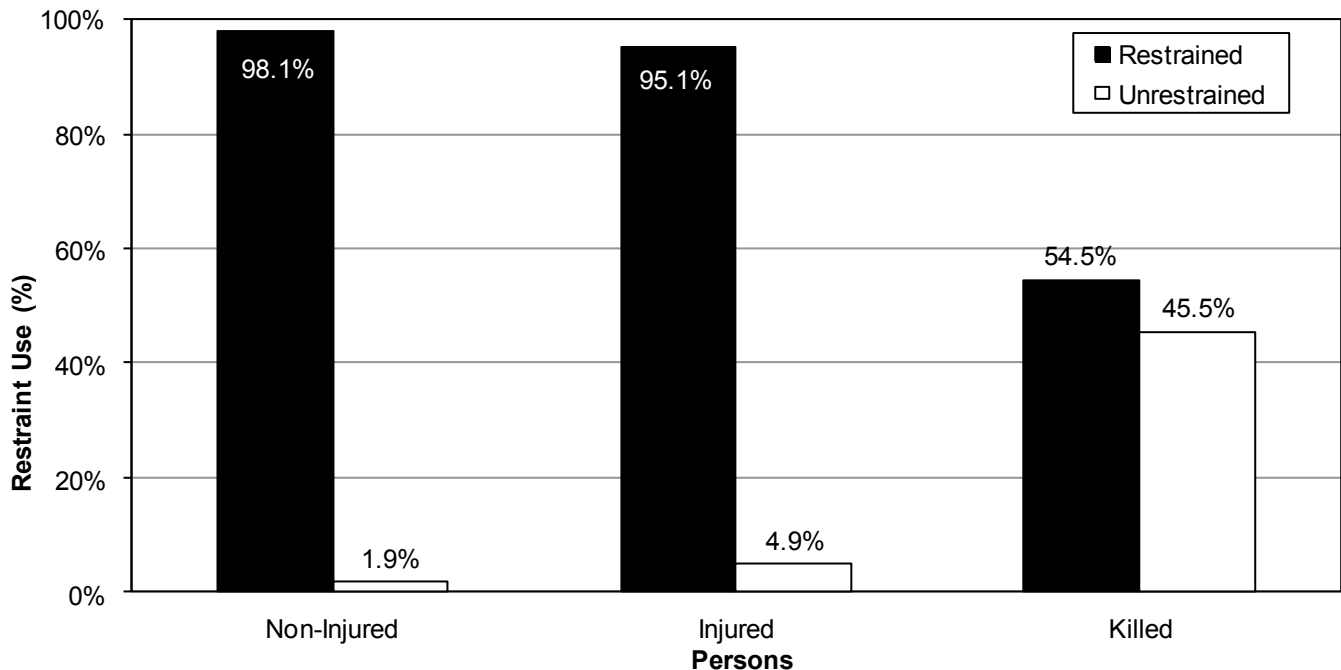
Unrestrained Occupant Deaths			
Year	Deaths		
	All #	Unrestrained Occupants #	%
2004	296	138	46.6%
2005	282	128	45.4%
2006	287	88	30.7%
2007	299	85	28.4%
2008	276	78	28.3%
2009	244	91	37.3%
2010	253	87	34.4%
2011	243	82	33.7%
2012	217	79	36.4%
2013	220	61	27.7%
Total	2,617	917	35.0%



- Over the past 10 years, 35.0% of deaths have been to unrestrained occupants.
- On average, 92 people die a year in Utah who are unrestrained.
- The percentage of deaths to unrestrained occupants decreased 8.7% in 2013 from 2012.

Restraint Use by Injury Severity (Utah 2013)

Restraint Use	Persons							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Restrained	93,444	98.1%	17,229	95.1%	73	54.5%	110,746	97.6%
Unrestrained	1,810	1.9%	888	4.9%	61	45.5%	2,759	2.4%
Total	95,254	100.0%	18,117	100.0%	134	100.0%	113,505	100.0%



- Over 97% of persons who survived a crash reported being restrained compared to half of the persons killed.
- Unrestrained crash occupants were 34 times more likely to be killed than restrained crash occupants.

Vehicle Occupants

Restraint Use by County (Utah 2013)

County	Persons											
	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Davis	100	9,065	98.9%	42	1,634	97.5%	5	2	28.6%	147	10,701	98.6%
Cache	39	3,690	99.0%	29	518	94.7%	2	6	75.0%	70	4,214	98.4%
Utah	177	13,514	98.7%	109	2,541	95.9%	2	9	81.8%	288	16,064	98.2%
Rich	0	78	100.0%	2	30	93.8%	0	0	n/a	2	108	98.2%
Salt Lake	802	43,510	98.2%	274	7,795	96.6%	7	16	69.6%	1,083	51,321	97.9%
Summit	28	1,628	98.3%	11	212	95.1%	0	3	100.0%	39	1,843	97.9%
Wasatch	12	800	98.5%	11	124	91.9%	0	3	100.0%	23	927	97.6%
Box Elder	21	1,532	98.6%	25	358	93.5%	3	1	25.0%	49	1,891	97.5%
Kane	1	207	99.5%	5	30	85.7%	1	0	0.0%	7	237	97.1%
Weber	229	7,281	97.0%	78	1,581	95.3%	1	5	83.3%	308	8,867	96.6%
Tooele	37	1,431	97.5%	21	318	93.8%	3	1	25.0%	61	1,750	96.6%
Washington	102	3,933	97.5%	69	748	91.6%	6	4	40.0%	177	4,685	96.4%
Millard	15	518	97.2%	9	113	92.6%	1	4	80.0%	25	635	96.2%
Juab	9	409	97.8%	11	95	89.6%	2	1	33.3%	22	505	95.8%
Carbon	15	496	97.1%	11	80	87.9%	2	1	33.3%	28	577	95.4%
Morgan	12	248	95.4%	2	35	94.6%	0	0	n/a	14	283	95.3%
Grand	9	260	96.7%	5	69	93.2%	3	0	0.0%	17	329	95.1%
Emery	12	290	96.0%	5	89	94.7%	3	1	25.0%	20	380	95.0%
Duchesne	19	553	96.7%	14	100	87.7%	2	1	33.3%	35	654	94.9%
Iron	49	1,340	96.5%	34	241	87.6%	3	4	57.1%	86	1,585	94.9%
Piute	2	27	93.1%	0	4	100.0%	0	0	n/a	2	31	93.9%
Uintah	35	976	96.5%	38	160	80.8%	1	0	0.0%	74	1,136	93.9%
Beaver	15	376	96.2%	17	76	81.7%	2	1	33.3%	34	453	93.0%
Wayne	2	61	96.8%	3	5	62.5%	0	0	n/a	5	66	93.0%
San Juan	15	344	95.8%	15	54	78.3%	2	4	66.7%	32	402	92.6%
Garfield	1	149	99.3%	12	18	60.0%	2	0	0.0%	15	167	91.8%
Sanpete	16	309	95.1%	16	85	84.2%	4	4	50.0%	36	398	91.7%
Sevier	33	389	92.2%	18	104	85.2%	4	2	33.3%	55	495	90.0%
Daggett	3	30	90.9%	2	12	85.7%	0	0	n/a	5	42	89.4%
Statewide	1,810	93,444	98.1%	888	17,229	95.1%	61	73	54.5%	2,759	110,746	97.6%

- Davis (98.6%), Cache (98.4%), Utah (98.2%), and Rich (92.2%) counties had the highest percentage of occupants that were restrained. Daggett (89.4%) and Sevier (90.0%) counties had the lowest percentage.

Restraint Use by Urban/Rural Location (Utah 2013)

Location	Persons											
	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Urban	1,449	80,993	98.2%	601	14,817	96.1%	23	42	64.6%	2,073	95,852	97.9%
Rural	361	12,451	97.2%	287	2,412	89.4%	38	31	44.9%	686	14,894	95.6%
Statewide	1,810	93,444	98.1%	888	17,229	95.1%	61	73	54.5%	2,759	110,746	97.6%

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 2.1 times more likely to be unrestrained than occupants in urban crashes.

Vehicle Occupants

Restraint Use by Ejection (Utah 2013)

Ejection Status	Persons											
	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Not Ejected	1,797	92,881	98.1%	794	16,989	95.5%	17	66	79.5%	2,608	109,936	97.7%
Partially Ejected	0	0	n/a	9	11	55.0%	5	5	50.0%	14	16	53.3%
Fully Ejected	1	0	0.0%	66	32	32.7%	39	2	4.9%	106	34	24.3%
Total	1,798	92,881	98.1%	869	17,032	95.1%	61	73	54.5%	2,728	109,986	97.6%

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (97.7%) of crash occupants not ejected from a motor vehicle were restrained compared to only 24.3% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 130 times more likely to be fully ejected from a motor vehicle compared to restrained occupants.
- Ejection from the vehicle is one of the most harmful events that can happen to a person in a crash. Seat belts are effective in preventing total ejections.

Restraint Use by Occupant Placement (Utah 2013)

Occupant Placement	Persons											
	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Driver	929	67,391	98.6%	490	12,214	96.1%	36	53	59.6%	1,455	79,658	98.2%
Front Seat	515	13,145	96.2%	216	3,175	93.6%	16	16	50.0%	747	16,336	95.6%
Back Seat(s)	240	12,394	98.1%	138	1,763	92.7%	9	4	30.8%	387	14,161	97.3%
Other/Unknown	126	514	80.3%	44	77	63.6%	0	0	n/a	170	591	77.7%
Total	1,810	93,444	98.1%	888	17,229	95.1%	61	73	54.5%	2,759	110,746	97.6%

- Among all occupants, drivers had the highest restraint use (98.2%).

Restraint Use by Vehicle Type (Utah 2013)

Vehicle Type	Persons											
	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Van	122	7,085	98.3%	43	1,180	96.5%	2	4	66.7%	167	8,269	98.0%
Passenger Car	797	46,968	98.3%	433	10,256	95.9%	25	39	60.9%	1,255	57,263	97.9%
SUV	385	21,970	98.3%	186	3,691	95.2%	11	11	50.0%	582	25,672	97.8%
Pickup Truck	374	14,449	97.5%	189	1,932	91.1%	22	14	38.9%	585	16,395	96.6%
Heavy Truck	132	2,972	95.7%	37	170	82.1%	1	5	83.3%	170	3,147	94.9%
Total	1,810	93,444	98.1%	888	17,229	95.1%	61	73	54.5%	2,759	110,746	97.6%

- Occupants in heavy truck (94.9%) and pickup truck (96.6%) were the least likely to be restrained.

Vehicle Occupants

Restraint Use by Gender of Crash Occupants (Utah 2013)

Persons												
Gender	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Female	729	41,734	98.3%	391	10,047	96.3%	36	28	43.8%	1,156	51,809	97.8%
Male	1,057	51,439	98.0%	492	7,148	93.6%	25	45	64.3%	1,574	58,632	97.4%
Unknown	24	271	91.9%	5	34	87.2%	0	0	n/a	29	305	91.3%
Total	1,810	93,444	98.1%	888	17,229	95.1%	61	73	54.5%	2,759	110,746	97.6%

- Overall, restraint use of female (97.8%) crash occupants was slightly higher than males (97.4%).
- For persons killed, female crash occupants had lower restraint use (43.8%) than males (64.3%). It is encouraging to see that more males are buckling up whereas they have usually lagged behind females in restraint use.

Restraint Use by Age of Crash Occupants (Utah 2013)

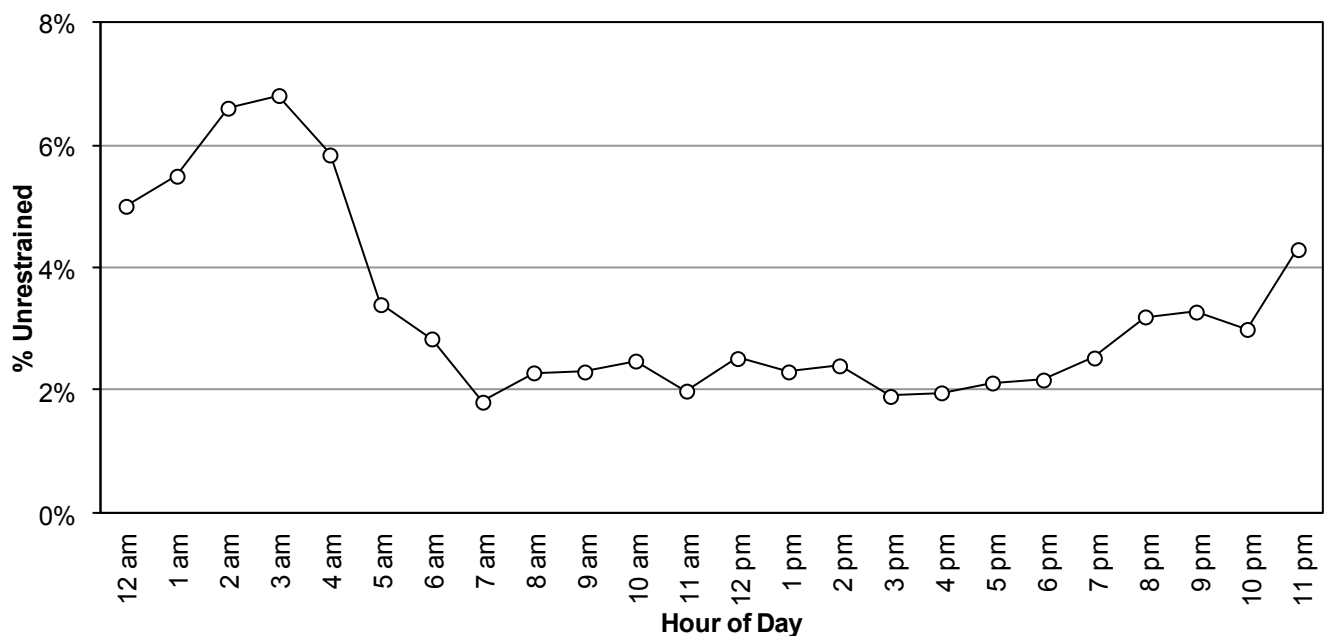
Persons												
Age	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
0-4	38	4,111	99.1%	18	368	95.3%	1	2	66.7%	57	4,481	98.7%
5-9	48	3,262	98.5%	34	471	93.3%	0	0	n/a	82	3,733	97.9%
10-14	51	3,009	98.3%	34	571	94.4%	1	0	0.0%	86	3,580	97.7%
15-19	309	13,469	97.8%	174	2,192	92.6%	8	3	27.3%	491	15,664	97.0%
20-24	284	12,606	97.8%	139	2,224	94.1%	12	4	25.0%	435	14,834	97.2%
25-29	189	9,757	98.1%	103	1,839	94.7%	4	4	50.0%	296	11,600	97.5%
30-34	178	8,581	98.0%	81	1,733	95.5%	4	6	60.0%	263	10,320	97.5%
35-39	138	7,576	98.2%	65	1,463	95.7%	2	5	71.4%	205	9,044	97.8%
40-44	108	6,252	98.3%	50	1,259	96.2%	5	5	50.0%	163	7,516	97.9%
45-49	92	5,107	98.2%	44	978	95.7%	2	2	50.0%	138	6,087	97.8%
50-54	83	4,758	98.3%	39	986	96.2%	5	6	54.5%	127	5,750	97.8%
55-59	70	4,106	98.3%	32	842	96.3%	4	9	69.2%	106	4,957	97.9%
60-64	50	3,257	98.5%	19	639	97.1%	4	4	50.0%	73	3,900	98.2%
65-69	33	2,426	98.7%	18	548	96.8%	0	6	100.0%	51	2,980	98.3%
70-74	31	1,561	98.1%	11	361	97.0%	3	7	70.0%	45	1,929	97.7%
75-79	26	1,053	97.6%	9	251	96.5%	1	1	50.0%	36	1,305	97.3%
80-84	15	695	97.9%	7	164	95.9%	3	6	66.7%	25	865	97.2%
85+	10	468	97.9%	1	115	99.1%	2	3	60.0%	13	586	97.8%
Unknown	57	1,390	96.1%	10	225	95.7%	0	0	n/a	67	1,615	96.0%
Total	1,810	93,444	98.1%	888	17,229	95.1%	61	73	54.5%	2,759	110,746	97.6%

- Overall, crash occupants aged 15-24 years and 75-84 years had the lowest percentages of being restrained.
- For persons killed, crash occupants aged 10-24 years had the lowest percentages of being restrained.

Vehicle Occupants

Restraint Use by Hour (Utah 2013)

Persons						
Hour	Unrestrained		Restrained		Total	
	#	%	#	%	#	%
Midnight	62	5.0%	1,175	95.0%	1,237	100.0%
1 a.m.	43	5.5%	739	94.5%	782	100.0%
2 a.m.	40	6.6%	565	93.4%	605	100.0%
3 a.m.	27	6.8%	369	93.2%	396	100.0%
4 a.m.	29	5.8%	467	94.2%	496	100.0%
5 a.m.	40	3.4%	1,147	96.6%	1,187	100.0%
6 a.m.	67	2.8%	2,326	97.2%	2,393	100.0%
7 a.m.	108	1.8%	5,760	98.2%	5,868	100.0%
8 a.m.	144	2.3%	6,198	97.7%	6,342	100.0%
9 a.m.	105	2.3%	4,533	97.7%	4,638	100.0%
10 a.m.	119	2.5%	4,603	97.5%	4,722	100.0%
11 a.m.	110	2.0%	5,424	98.0%	5,534	100.0%
Noon	183	2.5%	7,081	97.5%	7,264	100.0%
1 p.m.	160	2.3%	6,792	97.7%	6,952	100.0%
2 p.m.	180	2.4%	7,473	97.6%	7,653	100.0%
3 p.m.	174	1.9%	9,183	98.1%	9,357	100.0%
4 p.m.	192	2.0%	9,608	98.0%	9,800	100.0%
5 p.m.	262	2.1%	12,050	97.9%	12,312	100.0%
6 p.m.	193	2.2%	8,705	97.8%	8,898	100.0%
7 p.m.	142	2.5%	5,475	97.5%	5,617	100.0%
8 p.m.	125	3.2%	3,836	96.8%	3,961	100.0%
9 p.m.	117	3.3%	3,451	96.7%	3,568	100.0%
10 p.m.	69	3.0%	2,267	97.0%	2,336	100.0%
11 p.m.	68	4.3%	1,519	95.7%	1,587	100.0%
Total	2,759	2.4%	110,746	97.6%	113,505	100.0%



- Vehicle occupants were least likely to be restrained at night (11:00 p.m. to 4:59 a.m.).

Children and Restraint Use

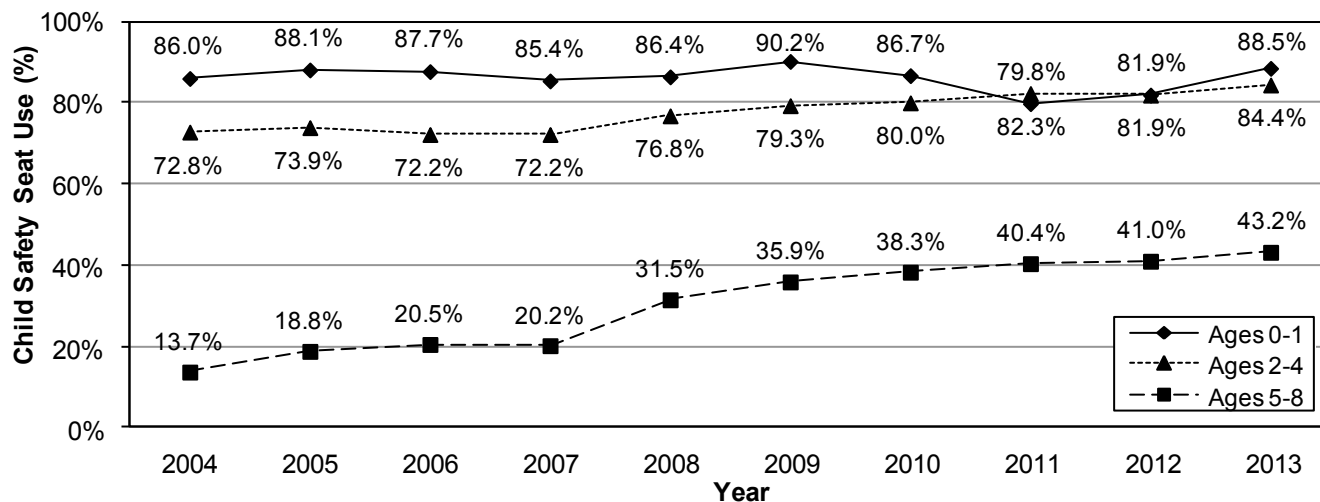
Restraint Use for Children Age 0 to 8 Years (Utah 2013)

Child Occupants								
Restraint Use	Ages 0-1		Ages 2-4		Ages 5-8		Total	
	#	%	#	%	#	%	#	%
Child Safety Seat	1,679	88.5%	2,229	84.4%	1,332	43.2%	5,240	68.8%
Seat Belt Only	201	10.6%	372	14.1%	1,679	54.5%	2,252	29.6%
Unrestrained	17	0.9%	40	1.5%	71	2.3%	128	1.7%
Total	1,897	100.0%	2,641	100.0%	3,082	100.0%	7,620	100.0%

- The older the child the less likely they were using a child safety seat.
- The drastic decrease in child safety seat use for children aged 5-8 years is concerning. This indicates that children are moving to adult-sized seat belts too early.

Child Safety Seat Use by Children Age 0 to 8 Years (Utah 2004-2013)

Child Occupants												
Year	Ages 0-1			Ages 2-4			Ages 5-8			Total		
	No CSS	Child Safety Seat		No CSS	Child Safety Seat		No CSS	Child Safety Seat		No CSS	Child Safety Seat	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	275	1,688	86.0%	952	2,542	72.8%	3,577	567	13.7%	4,804	4,797	50.0%
2005	227	1,681	88.1%	960	2,721	73.9%	2,969	688	18.8%	4,156	5,090	55.1%
2006	267	1,897	87.7%	881	2,288	72.2%	2,654	683	20.5%	3,802	4,868	56.1%
2007	367	2,151	85.4%	961	2,495	72.2%	2,864	727	20.2%	4,192	5,373	56.2%
2008	286	1,822	86.4%	694	2,301	76.8%	2,125	978	31.5%	3,105	5,101	62.2%
2009	194	1,791	90.2%	606	2,326	79.3%	2,006	1,122	35.9%	2,806	5,239	65.1%
2010	261	1,703	86.7%	598	2,389	80.0%	1,833	1,139	38.3%	2,692	5,231	66.0%
2011	425	1,682	79.8%	520	2,414	82.3%	1,753	1,188	40.4%	2,698	5,284	66.2%
2012	363	1,644	81.9%	486	2,206	81.9%	1,824	1,265	41.0%	2,673	5,115	65.7%
2013	218	1,679	88.5%	412	2,229	84.4%	1,750	1,332	43.2%	2,380	5,240	68.8%
Total	2,883	17,738	86.0%	7,070	23,911	77.2%	23,355	9,689	29.3%	33,308	51,338	60.7%



- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 13.7% in 2004 to 43.2% in 2013.

Alcohol-Impaired Drivers



2

Section 3: Alcohol-Impaired Drivers

0

Trends

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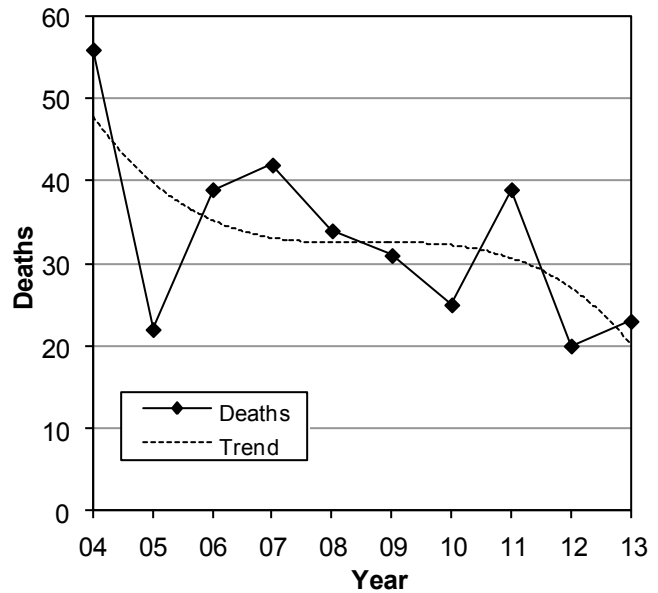
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3

Trends

Fatal Crashes Involving Alcohol-Impaired Drivers (Utah 2004-2013)

Alcohol-Impaired Driver Crashes						
Year	Deaths			Fatal Crashes		
	All #	Alcohol #	%	All #	Alcohol #	%
2004	296	56	18.9%	260	50	19.2%
2005	282	22	7.8%	235	21	8.9%
2006	287	39	13.6%	249	32	12.9%
2007	299	42	14.0%	260	37	14.2%
2008	276	34	12.3%	244	32	13.1%
2009	244	31	12.7%	217	28	12.9%
2010	253	25	9.9%	218	24	11.0%
2011	243	39	16.0%	224	33	14.7%
2012	217	20	9.2%	200	19	9.5%
2013	220	23	10.5%	202	23	11.4%
Total	2,617	331	12.6%	2,309	299	12.9%



- Over the past 10 years, the percentage of deaths and fatal crashes involving alcohol-impaired drivers has fluctuated around 13% of all deaths and fatal crashes.
- On average, 33 people die a year in Utah from alcohol-impaired driver crashes.

Deaths Involving Alcohol-Impaired Drivers (Utah 2004-2013)

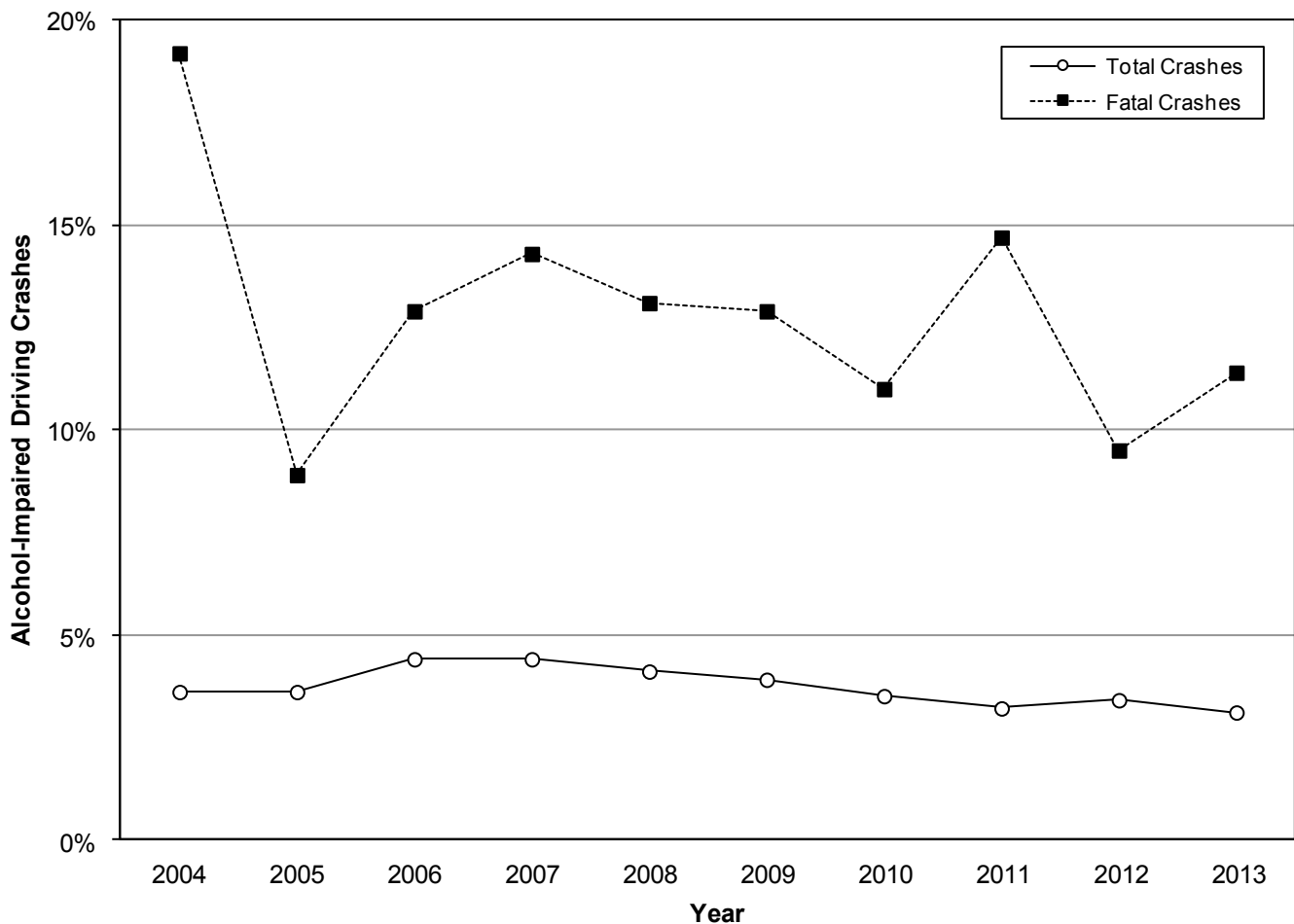
Deaths Involving Alcohol-Impaired Drivers by Person Type of Fatality														
	Drunk Driver		Passenger of Drunk Driver		Driver of Another Vehicle		Passenger of Another Vehicle		Pedestrian		Bicyclist		Total	
Year	#	%	#	%	#	%	#	%	#	%	#	%	#	%
2004	32	57.1%	12	21.4%	8	14.3%	3	5.4%	1	1.8%	0	0.0%	56	100.0%
2005	13	59.1%	6	27.3%	1	4.5%	0	0.0%	1	4.5%	1	4.5%	22	100.0%
2006	22	56.4%	7	17.9%	3	7.7%	6	15.4%	1	2.6%	0	0.0%	39	100.0%
2007	24	57.1%	9	21.4%	3	7.1%	4	9.5%	2	4.8%	0	0.0%	42	100.0%
2008	24	70.6%	8	23.5%	1	2.9%	1	2.9%	0	0.0%	0	0.0%	34	100.0%
2009	20	64.5%	6	19.4%	3	9.7%	1	3.2%	1	3.2%	0	0.0%	31	100.0%
2010	19	76.0%	3	12.0%	1	4.0%	0	0.0%	2	8.0%	0	0.0%	25	100.0%
2011	26	66.7%	7	17.9%	4	10.3%	1	2.6%	1	2.6%	0	0.0%	39	100.0%
2012	11	55.0%	3	15.0%	3	15.0%	3	15.0%	0	0.0%	0	0.0%	20	100.0%
2013	17	73.9%	4	17.4%	1	4.3%	0	0.0%	1	4.3%	0	0.0%	23	100.0%
Total	208	62.8%	65	19.6%	28	8.5%	19	5.7%	10	3.0%	1	0.3%	331	100.0%

- Of the 23 alcohol-impaired driver crash deaths in 2013, 17 (74%) were to the drunk driver and 4 (17%) deaths were to passengers of the drunk driver.
- Over the past 10 years, 63% of deaths involving alcohol-impaired drivers were to the drunk driver, 20% of deaths were to passengers of the drunk driver, 14% of deaths were to occupants of another vehicle in the crash, and 3% were to non-motorists.

Trends

Alcohol-Impaired Driver Crashes (Utah 2004-2013)

Alcohol-Impaired Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	34,222	878	2.6%	19,423	1,020	5.3%	260	50	19.2%	53,905	1,948	3.6%
2005	35,158	898	2.6%	19,545	1,058	5.4%	235	21	8.9%	54,938	1,977	3.6%
2006	37,674	1,261	3.3%	18,264	1,195	6.5%	249	32	12.9%	56,187	2,488	4.4%
2007	42,368	1,441	3.4%	18,619	1,240	6.7%	258	37	14.3%	61,245	2,718	4.4%
2008	38,997	1,217	3.1%	17,125	1,081	6.3%	245	32	13.1%	56,367	2,330	4.1%
2009	35,398	1,108	3.1%	15,752	883	5.6%	217	28	12.9%	51,367	2,019	3.9%
2010	34,155	897	2.6%	14,995	802	5.3%	218	24	11.0%	49,368	1,723	3.5%
2011	36,418	910	2.5%	15,645	719	4.6%	224	33	14.7%	52,287	1,662	3.2%
2012	34,635	970	2.8%	15,765	738	4.7%	200	19	9.5%	50,600	1,727	3.4%
2013	39,301	953	2.4%	16,134	760	4.7%	202	23	11.4%	55,637	1,736	3.1%
Total	368,326	10,533	2.9%	171,267	9,496	5.5%	2,308	299	13.0%	541,901	20,328	3.8%



- Over the past 10 years, 3.8% of total crashes involved alcohol-impaired drivers compared with 13.0% of fatal crashes.
- Over the past 10 years, alcohol-impaired driver crashes were 3.9 times more likely to be fatal than crashes not involving an alcohol-impaired driver.

Crash Conditions

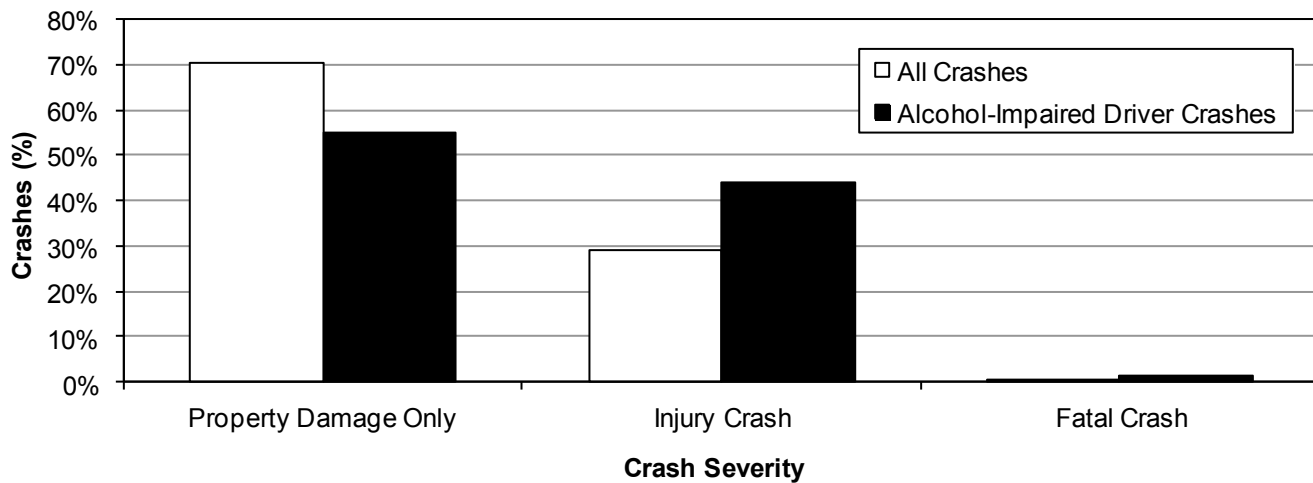
Alcohol-Impaired Driver Crashes by County (Utah 2013)

Alcohol-Impaired Driver Crashes								
County	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Daggett	2	6.5	2	6.5	0	0.00	4	12.9
Duchesne	12	4.3	12	4.3	3	1.08	27	9.7
Uintah	20	4.8	20	4.8	0	0.00	40	9.5
Salt Lake	517	5.8	312	3.5	3	0.03	832	9.4
Weber	68	4.2	65	4.0	1	0.06	134	8.3
Garfield	4	3.7	3	2.8	1	0.93	8	7.4
Tooele	27	3.3	30	3.7	1	0.12	58	7.1
Summit	26	3.5	20	2.7	0	0.00	46	6.2
Wasatch	7	2.1	12	3.6	0	0.00	19	5.7
Sevier	7	2.2	10	3.2	0	0.00	17	5.5
Morgan	5	3.8	2	1.5	0	0.00	7	5.3
San Juan	6	1.9	10	3.2	0	0.00	16	5.1
Cache	26	3.0	16	1.8	2	0.23	44	5.0
Grand	8	2.4	7	2.1	1	0.30	16	4.8
Sanpete	1	0.5	9	4.3	0	0.00	10	4.7
Iron	14	1.9	19	2.6	1	0.14	34	4.7
Washington	30	2.1	33	2.3	2	0.14	65	4.6
Box Elder	16	1.8	24	2.7	0	0.00	40	4.5
Kane	1	0.6	6	3.7	0	0.00	7	4.3
Utah	83	2.1	78	2.0	3	0.08	164	4.1
Rich	1	2.0	1	2.0	0	0.00	2	4.1
Davis	56	2.2	43	1.7	2	0.08	101	4.0
Millard	9	1.8	6	1.2	1	0.20	16	3.3
Beaver	4	1.5	4	1.5	0	0.00	8	3.0
Carbon	2	0.6	5	1.6	1	0.32	8	2.6
Emery	0	0.0	7	2.0	0	0.00	7	2.0
Juab	1	0.3	4	1.0	1	0.26	6	1.5
Piute	0	0.0	0	0.0	0	0.00	0	0.0
Wayne	0	0.0	0	0.0	0	0.00	0	0.0
Statewide	953	3.5	760	2.8	23	0.09	1,736	6.4

- Daggett (12.9), Duchesne (9.7), Uintah (9.5), and Salt Lake (9.4) counties had the highest rates of alcohol-impaired driver total crashes per 100 million vehicle miles traveled.
- Piute (0.0), Wayne (0.0), Juab (1.5), and Emery (2.0) counties had the lowest rates of alcohol-impaired driver total crashes per 100 million vehicle miles traveled.

Crash Conditions

Alcohol-Impaired Driver Crash Severity (Utah 2013)



- Alcohol-impaired driver crashes were more likely to have a death or injury than other crashes.
- A higher percentage of alcohol-impaired driver crashes (43.8%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (29.0%).
- In addition, a higher percentage of alcohol-impaired driver crashes were fatal (1.3%) compared to all motor vehicle crashes (0.4%).

Alcohol-Impaired Driver Crashes by Month (Utah 2013)

Alcohol-Impaired Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	75	2.4	48	1.5	0	0.00	123	4.0
February	67	2.4	43	1.5	2	0.07	112	4.0
March	63	2.0	79	2.5	1	0.03	143	4.6
April	78	2.6	49	1.6	4	0.13	131	4.4
May	68	2.2	64	2.1	1	0.03	133	4.3
June	80	2.7	65	2.2	2	0.07	147	4.9
July	84	2.7	72	2.3	4	0.13	160	5.2
August	99	3.2	82	2.6	2	0.06	183	5.9
September	83	2.8	60	2.0	2	0.07	145	4.8
October	84	2.7	62	2.0	3	0.10	149	4.8
November	65	2.2	69	2.3	2	0.07	136	4.5
December	107	3.5	67	2.2	0	0.00	174	5.6
Total	953	2.6	760	2.1	23	0.06	1,736	4.8

- Overall, the highest rates per day of alcohol-impaired driver crashes were in August (5.9), December (5.6), and July (5.2) with the lowest rate per day in January (4.0) and February (4.0).
- The highest rate per day of fatal alcohol-impaired driver crashes occurred in April and July.

Crash Conditions

Alcohol-Impaired Driver Crashes by Day of Week (Utah 2013)

Alcohol-Impaired Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	187	19.6%	143	18.8%	5	21.7%	335	19.3%
Monday	90	9.4%	79	10.4%	2	8.7%	171	9.9%
Tuesday	106	11.1%	96	12.6%	4	17.4%	206	11.9%
Wednesday	89	9.3%	65	8.6%	3	13.0%	157	9.0%
Thursday	105	11.0%	85	11.2%	3	13.0%	193	11.1%
Friday	132	13.9%	126	16.6%	3	13.0%	261	15.0%
Saturday	244	25.6%	166	21.8%	3	13.0%	413	23.8%
Total	953	100.0%	760	100.0%	23	100.0%	1,736	100.0%

- The highest percentage of alcohol-impaired driver total crashes occurred on Saturday and Sunday.
- The highest percentage of alcohol-impaired driver fatal crashes occurred on Sunday and Tuesday.

Alcohol-Impaired Driver Crashes by Hour (Utah 2013)

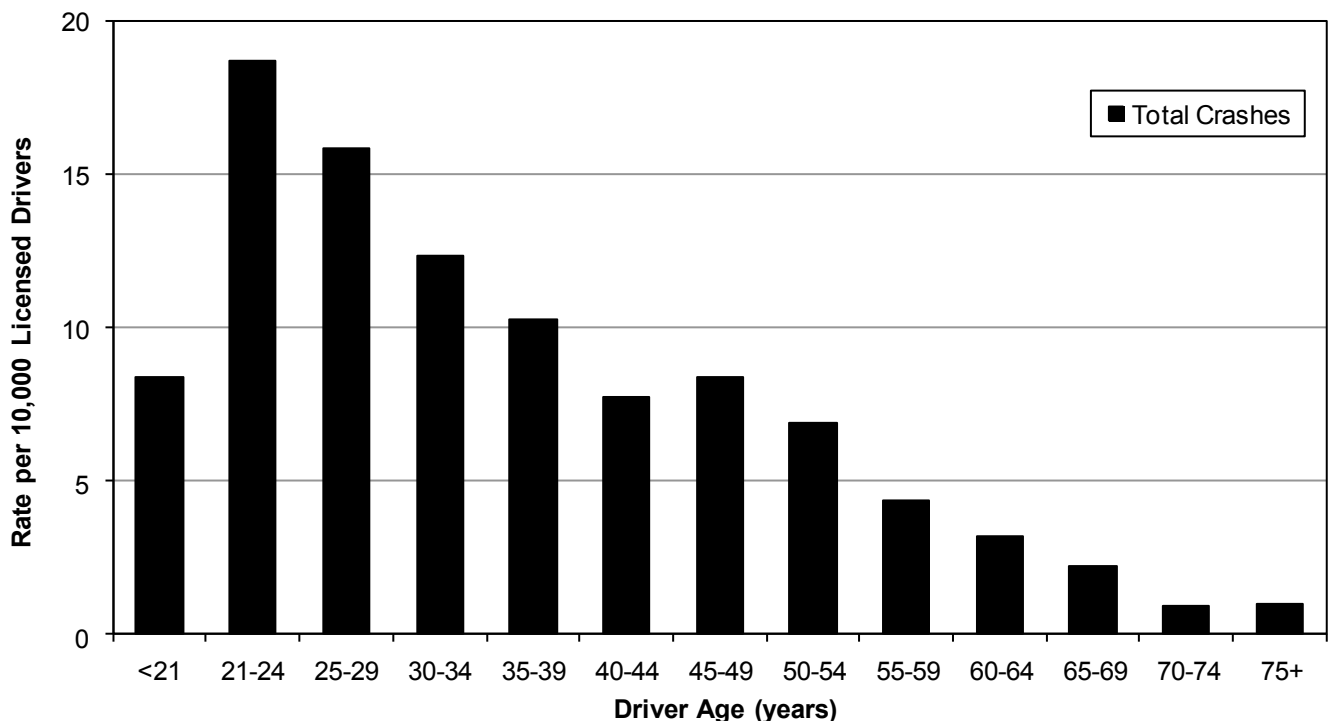
Alcohol-Impaired Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	69	7.2%	47	6.2%	0	0.0%	116	6.7%
1 a.m.	74	7.8%	50	6.6%	3	13.0%	127	7.3%
2 a.m.	68	7.1%	42	5.5%	2	8.7%	112	6.5%
3 a.m.	52	5.5%	25	3.3%	0	0.0%	77	4.4%
4 a.m.	30	3.1%	17	2.2%	0	0.0%	47	2.7%
5 a.m.	25	2.6%	20	2.6%	1	4.3%	46	2.6%
6 a.m.	24	2.5%	21	2.8%	0	0.0%	45	2.6%
7 a.m.	22	2.3%	23	3.0%	2	8.7%	47	2.7%
8 a.m.	14	1.5%	16	2.1%	1	4.3%	31	1.8%
9 a.m.	11	1.2%	13	1.7%	0	0.0%	24	1.4%
10 a.m.	17	1.8%	10	1.3%	0	0.0%	27	1.6%
11 a.m.	19	2.0%	13	1.7%	1	4.3%	33	1.9%
Noon	17	1.8%	10	1.3%	0	0.0%	27	1.6%
1 p.m.	29	3.0%	16	2.1%	1	4.3%	46	2.6%
2 p.m.	21	2.2%	19	2.5%	1	4.3%	41	2.4%
3 p.m.	40	4.2%	28	3.7%	0	0.0%	68	3.9%
4 p.m.	40	4.2%	29	3.8%	0	0.0%	69	4.0%
5 p.m.	51	5.4%	46	6.1%	1	4.3%	98	5.6%
6 p.m.	51	5.4%	63	8.3%	1	4.3%	115	6.6%
7 p.m.	55	5.8%	38	5.0%	1	4.3%	94	5.4%
8 p.m.	60	6.3%	54	7.1%	3	13.0%	117	6.7%
9 p.m.	46	4.8%	58	7.6%	1	4.3%	105	6.0%
10 p.m.	54	5.7%	42	5.5%	3	13.0%	99	5.7%
11 p.m.	64	6.7%	60	7.9%	1	4.3%	125	7.2%
Total	953	100.0%	760	100.0%	23	100.0%	1,736	100.0%

- Alcohol-impaired driver total crashes peaked in the evening and early morning hours (5:00 p.m. to 3:59 a.m.).
- Fatal alcohol-impaired driver crashes varied by hour.

Drivers

Age of Alcohol-Impaired Drivers in Crashes (Utah 2013)

Alcohol-Impaired Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers
<21	92	9.5%	4.7	70	9.1%	3.6	2	8.7%	0.10	164	9.3%	8.4
21-24	162	16.8%	10.1	136	17.6%	8.5	1	4.3%	0.06	299	17.0%	18.7
25-29	165	17.1%	8.2	150	19.5%	7.5	3	13.0%	0.15	318	18.1%	15.8
30-34	155	16.1%	7.5	97	12.6%	4.7	4	17.4%	0.19	256	14.6%	12.3
35-39	101	10.5%	5.3	93	12.1%	4.9	1	4.3%	0.05	195	11.1%	10.3
40-44	59	6.1%	3.7	60	7.8%	3.8	4	17.4%	0.25	123	7.0%	7.7
45-49	61	6.3%	4.4	52	6.7%	3.8	2	8.7%	0.15	115	6.5%	8.4
50-54	58	6.0%	4.0	41	5.3%	2.8	1	4.3%	0.07	100	5.7%	6.9
55-59	33	3.4%	2.4	25	3.2%	1.8	2	8.7%	0.15	60	3.4%	4.4
60-64	17	1.8%	1.5	18	2.3%	1.6	2	8.7%	0.17	37	2.1%	3.2
65-69	10	1.0%	1.1	10	1.3%	1.1	0	0.0%	0.00	20	1.1%	2.2
70-74	3	0.3%	0.5	3	0.4%	0.5	0	0.0%	0.00	6	0.3%	0.9
75+	6	0.6%	0.6	3	0.4%	0.3	1	4.3%	0.10	10	0.6%	1.0
Unknown	43	4.5%	n/a	13	1.7%	n/a	0	0.0%	n/a	56	3.2%	n/a
Total	965	100.0%	5.1	771	100.0%	4.1	23	100.0%	0.12	1,759	100.0%	9.3



- Drivers aged 21-24 years had the highest rate of total alcohol-impaired driver crashes (18.7).
- Drivers aged 40-44 (0.25) and 30-34 (0.19) years had the highest rate of alcohol-impaired driver fatal crashes.
- 164 (9.3%) of the impaired drivers in total crashes were under the age of 21 years.
- Two of the 23 (8.7%) impaired drivers in fatal crashes were under the age of 21 years.
- There is a rapid decline of impaired drivers as age increases with less than 10% of impaired drivers over the age of 55 years (7.6%).

Drivers

Gender of Alcohol-Impaired Drivers in Crashes (Utah 2013)

Alcohol-Impaired Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	671	69.5%	572	74.2%	17	73.9%	1,260	71.6%
Female	260	26.9%	188	24.4%	6	26.1%	454	25.8%
Unknown	34	3.5%	11	1.4%	0	0.0%	45	2.6%
Total	965	100.0%	771	100.0%	23	100.0%	1,759	100.0%

- Male drivers were much more likely to be an alcohol-impaired driver in a crash. Male drivers represented 71.6% of the impaired drivers in total crashes and 73.9% of impaired drivers in fatal crashes.

Drivers in Fatal Crashes by Blood Alcohol Concentration (Utah 2013)

All Drivers in Fatal Crashes		
BAC	Drivers	
	#	%
.00	124	43.2%
.01 - .07	3	1.0%
.08 - .15	7	2.4%
.16 - .23	9	3.1%
.24 - .31	5	1.7%
.32+	2	0.7%
Not Tested/Unknown	137	47.7%
Total	287	100.0%

- Of the 150 drivers in fatal crashes who were tested for alcohol, 124 (82.7%) had a blood alcohol concentration (BAC) of 0.00, 3 (2.0%) had a BAC of 0.01-0.07, and 23 (15.3%) were over the legal limit of 0.08.
- 16 out of the 23 (69.6%) drivers in fatal crashes who tested over the legal limit for alcohol had BAC levels at or above twice the legal limit of 0.08.

Previous Driving Under the Influence Convictions of Alcohol-Impaired Drivers in Fatal Crashes (Utah 2013)

- Of the 23 alcohol-impaired drivers in fatal crashes, three drivers (13.0%) had been previously convicted of driving under the influence in the past three years.

Drug-Impaired Drivers in Crashes (Utah 2013)

- There were an additional 570 drivers impaired by drugs only, 264 (46.3%) in property damage only crashes, 263 (46.1%) in injury crashes, and 43 (7.5%) in fatal crashes.
- Stimulants (methamphetamine, amphetamine), depressants (meprobamate, nordiazepam), narcotics (hydrocodone), and marijuana were the most common drugs for drug-impaired drivers in fatal crashes.
- Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available to link concentrations of other drug types to driver performance. For these reasons, no further analysis of drug-impaired drivers is included.

Speed



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Section 4: Speed

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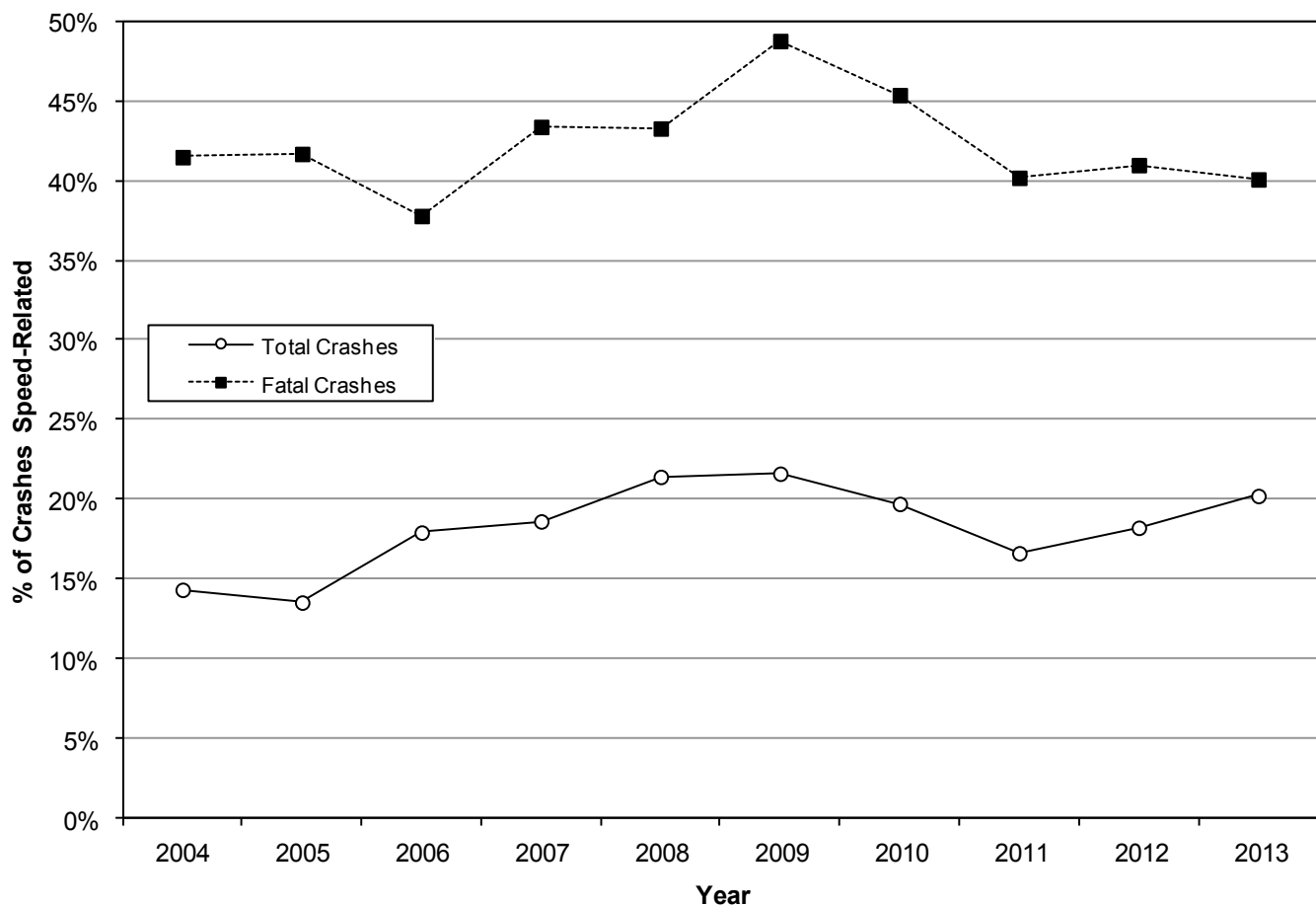
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Trends

Speed-Related Crashes (Utah 2004-2013)

Speed-Related Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Speed		All	Speed		All	Speed		All	Speed	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	34,222	4,836	14.1%	19,423	2,764	14.2%	260	108	41.5%	53,905	7,708	14.3%
2005	35,158	4,676	13.3%	19,545	2,653	13.6%	235	98	41.7%	54,938	7,427	13.5%
2006	37,674	6,450	17.1%	18,264	3,539	19.4%	249	94	37.8%	56,187	10,083	17.9%
2007	42,368	7,612	18.0%	18,619	3,687	19.8%	258	112	43.4%	61,245	11,411	18.6%
2008	38,997	8,311	21.3%	17,125	3,622	21.2%	245	106	43.3%	56,367	12,039	21.4%
2009	35,398	7,607	21.5%	15,752	3,379	21.5%	217	106	48.8%	51,367	11,092	21.6%
2010	34,155	6,591	19.3%	14,995	3,026	20.2%	218	99	45.4%	49,368	9,716	19.7%
2011	36,418	5,724	15.7%	15,645	2,885	18.4%	224	90	40.2%	52,287	8,699	16.6%
2012	34,635	6,135	17.7%	15,765	2,970	18.8%	200	83	41.5%	50,600	9,188	18.2%
2013	39,301	7,925	20.2%	16,134	3,225	20.0%	202	81	40.1%	55,637	11,231	20.2%
Total	368,326	65,867	17.9%	171,267	31,750	18.5%	2,308	977	42.3%	541,901	98,594	18.2%



- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 18.2% of total crashes and 42.3% of fatal crashes in Utah are speed-related.
- In 2013, a higher percentage of speed-related crashes were fatal (0.7%) compared to all motor vehicle crashes (0.4%).
- In 2013, speed-related crashes were 2.7 times more likely to be fatal than other motor vehicle crashes.

Crash Conditions

Speed-Related Crashes by County (Utah 2013)

Speed-Related Crashes								
County	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Morgan	81	61.7	12	9.1	0	0.00	93	70.8
Salt Lake	3,739	42.1	1,250	14.1	18	0.20	5,007	56.4
Wasatch	111	33.3	55	16.5	1	0.30	167	50.1
Utah	1,123	28.4	571	14.4	12	0.30	1,706	43.1
Weber	439	27.3	215	13.4	10	0.62	664	41.3
Duchesne	64	23.0	43	15.4	2	0.72	109	39.1
Uintah	113	26.9	44	10.5	1	0.24	158	37.7
Davis	689	27.1	256	10.1	7	0.28	952	37.5
Cache	234	26.6	92	10.5	4	0.45	330	37.5
Beaver	69	26.1	28	10.6	0	0.00	97	36.7
Summit	190	25.5	70	9.4	1	0.13	261	35.0
Box Elder	198	22.1	89	9.9	1	0.11	288	32.2
Tooele	171	20.9	86	10.5	4	0.49	261	31.9
Rich	5	10.2	10	20.4	0	0.00	15	30.5
Iron	145	20.1	70	9.7	3	0.42	218	30.2
Millard	102	20.8	35	7.1	3	0.61	140	28.5
Sevier	54	17.4	33	10.6	1	0.32	88	28.3
Sanpete	31	14.7	22	10.4	1	0.47	54	25.6
Garfield	15	13.9	12	11.1	0	0.00	27	25.0
Washington	180	12.8	136	9.7	5	0.36	321	22.8
Daggett	4	12.9	3	9.7	0	0.00	7	22.6
Wayne	9	18.9	1	2.1	0	0.00	10	21.0
Juab	55	14.1	17	4.3	1	0.26	73	18.7
Emery	25	7.1	21	6.0	2	0.57	48	13.6
Carbon	27	8.7	13	4.2	0	0.00	40	12.9
Grand	20	6.0	21	6.3	1	0.30	42	12.5
Kane	14	8.7	4	2.5	1	0.62	19	11.8
San Juan	17	5.4	16	5.1	2	0.64	35	11.2
Piute	1	3.6	0	0.0	0	0.00	1	3.6
Statewide	7,925	29.3	3,225	11.9	81	0.30	11,231	41.6

- Morgan (70.8), Salt Lake (56.4), Wasatch (50.1), and Utah (43.1) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Duchesne (0.72), San Juan (0.64), Weber (0.62), and Kane (0.62) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Piute (3.6), San Juan (11.2), and Kane (11.8) counties had the lowest rates of speed-related total crashes per 100 million vehicle miles traveled.

Speed-Related Crashes by Urban/Rural Location (Utah 2013)

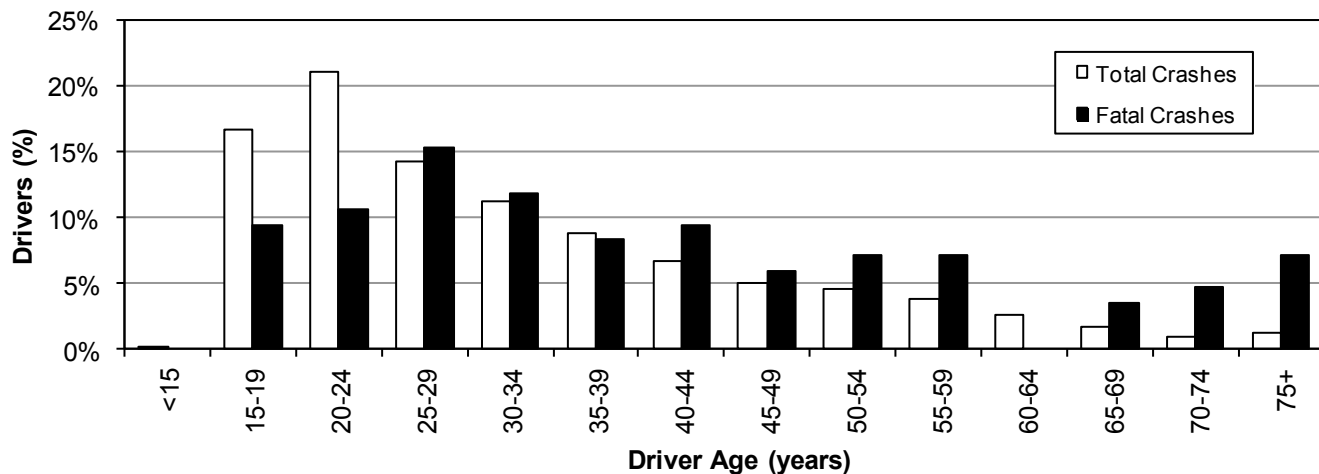
- While urban areas had a higher rate of total speed-related crashes per VMT, rural areas had a higher rate for fatal speed crashes.
- Speed-related crashes occurring in rural areas were 1.8 times more likely to result in a death than speed-related crashes in urban areas.

Speed-Related Crashes								
Location	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Urban	6,404	33.2	2,520	13.1	56	0.29	8,980	46.6
Rural	1,521	19.6	705	9.1	25	0.32	2,251	29.1
Total	7,925	29.3	3,225	11.9	81	0.30	11,231	41.6

Crash Conditions

Age of Drivers in Speed-Related Crashes (Utah 2013)

Speed-Related Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	5	0.1%	15	0.4%	0	0.0%	20	0.2%
15-19	1,435	17.2%	541	15.8%	8	9.4%	1,984	16.7%
20-24	1,797	21.5%	695	20.3%	9	10.6%	2,501	21.1%
25-29	1,189	14.2%	477	13.9%	13	15.3%	1,679	14.2%
30-34	922	11.0%	398	11.6%	10	11.8%	1,330	11.2%
35-39	725	8.7%	309	9.0%	7	8.2%	1,041	8.8%
40-44	522	6.3%	263	7.7%	8	9.4%	793	6.7%
45-49	420	5.0%	173	5.0%	5	5.9%	598	5.0%
50-54	369	4.4%	162	4.7%	6	7.1%	537	4.5%
55-59	304	3.6%	129	3.8%	6	7.1%	439	3.7%
60-64	210	2.5%	85	2.5%	0	0.0%	295	2.5%
65-69	130	1.6%	58	1.7%	3	3.5%	191	1.6%
70-74	63	0.8%	31	0.9%	4	4.7%	98	0.8%
75+	85	1.0%	42	1.2%	6	7.1%	133	1.1%
Unknown	176	2.1%	48	1.4%	0	0.0%	224	1.9%
Total	8,352	100.0%	3,426	100.0%	85	100.0%	11,863	100.0%



- Younger drivers had the highest percentage of total speed-related crashes and fatal crashes.

Gender of Drivers in Speed-Related Crashes (Utah 2013)

Speed-Related Drivers							
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total
	#	%	#	%	#	%	# %
Male	5,064	60.6%	2,048	59.8%	70	82.4%	7,182 60.5%
Female	3,104	37.2%	1,339	39.1%	15	17.6%	4,458 37.6%
Unknown	184	2.2%	39	1.1%	0	0.0%	223 1.9%
Total	8,352	100.0%	3,426	100.0%	85	100.0%	11,863 100.0%



- Male drivers represented 60.5% of the drivers in speed-related total crashes and 82.4% of the drivers in speed-related fatal crashes.

Crash Conditions

Speed-Related Crashes by Vehicle Type (Utah 2013)

- For total speed-related crashes, passenger car and SUV were the leading vehicle types.
- For fatal speed-related crashes, passenger car and motorcycle were the leading vehicle types.
- Motorcycle was overrepresented and van was underrepresented in speed-related crashes compared to other vehicle types in all crashes.

Speed-Related Vehicles								
Vehicle Type	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	4,820	57.7%	1,760	51.4%	38	44.7%	6,618	55.8%
SUV	1,612	19.3%	678	19.8%	12	14.1%	2,302	19.4%
Pickup Truck	1,315	15.7%	543	15.8%	15	17.6%	1,873	15.8%
Van	339	4.1%	149	4.3%	0	0.0%	488	4.1%
Heavy Truck	186	2.2%	55	1.6%	2	2.4%	243	2.0%
Motorcycle	17	0.2%	175	5.1%	17	20.0%	209	1.8%
Bus	14	0.2%	7	0.2%	0	0.0%	21	0.2%
Other	1	0.0%	55	1.6%	1	1.2%	57	0.5%
Unknown	48	0.6%	4	0.1%	0	0.0%	52	0.4%
Total	8,352	100.0%	3,426	100.0%	85	100.0%	11,863	100.0%

Speed-Related Crashes by Month (Utah 2013)

Speed-Related Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	1,856	59.9	499	16.1	3	0.10	2,358	76.1
February	921	32.9	348	12.4	4	0.14	1,273	45.5
March	430	13.9	201	6.5	5	0.16	636	20.5
April	354	11.8	189	6.3	9	0.30	552	18.4
May	296	9.5	216	7.0	8	0.26	520	16.8
June	282	9.4	176	5.9	9	0.30	467	15.6
July	318	10.3	210	6.8	6	0.19	534	17.2
August	300	9.7	209	6.7	11	0.35	520	16.8
September	341	11.4	222	7.4	5	0.17	568	18.9
October	355	11.5	212	6.8	8	0.26	575	18.5
November	487	16.2	200	6.7	11	0.37	698	23.3
December	1,985	64.0	543	17.5	2	0.06	2,530	81.6
Total	7,925	21.7	3,225	8.8	81	0.22	11,231	30.8

- Overall, December (81.6) and January (76.1) had the highest rates of speed-related crashes per day.
- November (0.37) and August (0.35) had the highest rates per day of fatal speed-related crashes.

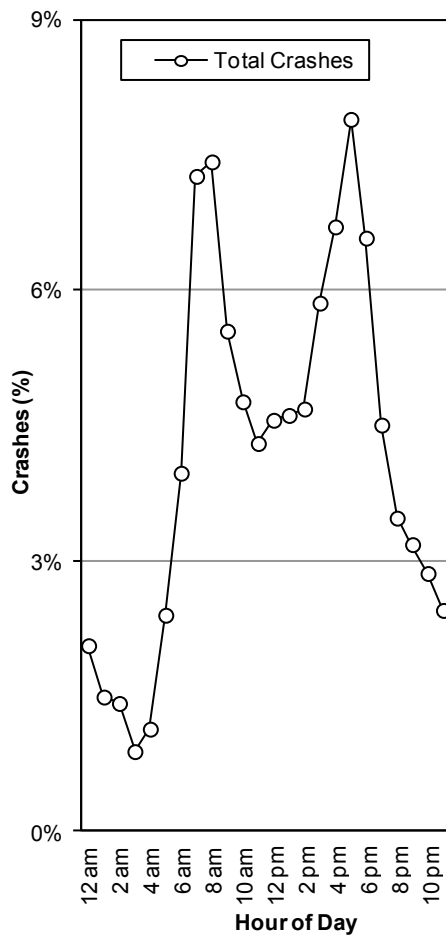
Speed-Related Crashes by Day of Week (Utah 2013)

- The highest percentage of speed-related total crashes occurred on Thursday while the highest percentage of fatal crashes occurred on Saturday.
- The lowest percentage of speed-related total crashes occurred on Sunday while the lowest percentage of fatal crashes occurred on Tuesday.

Speed-Related Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	752	9.5%	333	10.3%	12	14.8%	1,097	9.8%
Monday	832	10.5%	369	11.4%	14	17.3%	1,215	10.8%
Tuesday	1,357	17.1%	503	15.6%	8	9.9%	1,868	16.6%
Wednesday	786	9.9%	358	11.1%	9	11.1%	1,153	10.3%
Thursday	1,581	19.9%	541	16.8%	12	14.8%	2,134	19.0%
Friday	1,175	14.8%	507	15.7%	10	12.3%	1,692	15.1%
Saturday	1,442	18.2%	614	19.0%	16	19.8%	2,072	18.4%
Total	7,925	100.0%	3,225	100.0%	81	100.0%	11,231	100.0%

Crash Conditions

Speed-Related Crashes by Hour (Utah 2013)



Speed-Related Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	161	2.0%	69	2.1%	1	1.2%	231	2.1%
1 a.m.	109	1.4%	56	1.7%	2	2.5%	167	1.5%
2 a.m.	106	1.3%	50	1.6%	3	3.7%	159	1.4%
3 a.m.	70	0.9%	29	0.9%	0	0.0%	99	0.9%
4 a.m.	96	1.2%	30	0.9%	1	1.2%	127	1.1%
5 a.m.	199	2.5%	67	2.1%	3	3.7%	269	2.4%
6 a.m.	329	4.2%	113	3.5%	4	4.9%	446	4.0%
7 a.m.	582	7.3%	232	7.2%	2	2.5%	816	7.3%
8 a.m.	628	7.9%	203	6.3%	3	3.7%	834	7.4%
9 a.m.	459	5.8%	162	5.0%	2	2.5%	623	5.5%
10 a.m.	402	5.1%	128	4.0%	5	6.2%	535	4.8%
11 a.m.	343	4.3%	137	4.2%	3	3.7%	483	4.3%
Noon	368	4.6%	140	4.3%	4	4.9%	512	4.6%
1 p.m.	368	4.6%	143	4.4%	7	8.6%	518	4.6%
2 p.m.	358	4.5%	166	5.1%	2	2.5%	526	4.7%
3 p.m.	430	5.4%	223	6.9%	5	6.2%	658	5.9%
4 p.m.	528	6.7%	222	6.9%	3	3.7%	753	6.7%
5 p.m.	618	7.8%	264	8.2%	5	6.2%	887	7.9%
6 p.m.	521	6.6%	214	6.6%	4	4.9%	739	6.6%
7 p.m.	344	4.3%	155	4.8%	7	8.6%	506	4.5%
8 p.m.	250	3.2%	134	4.2%	6	7.4%	390	3.5%
9 p.m.	245	3.1%	109	3.4%	3	3.7%	357	3.2%
10 p.m.	230	2.9%	88	2.7%	3	3.7%	321	2.9%
11 p.m.	181	2.3%	91	2.8%	3	3.7%	275	2.4%
Total	7,925	100.0%	3,225	100.0%	81	100.0%	11,231	100.0%

- Total speed-related crashes peaked in the morning (7:00 a.m. to 9:59 a.m.), with another peak in the late afternoon/evening (3:00 p.m. to 6:59 p.m.).
- Fatal speed-related crashes varied by hour and were highest during the 1:00 p.m. and 7:00 p.m. hours.

Speed-Related Crashes by Speed Limit (Utah 2013)

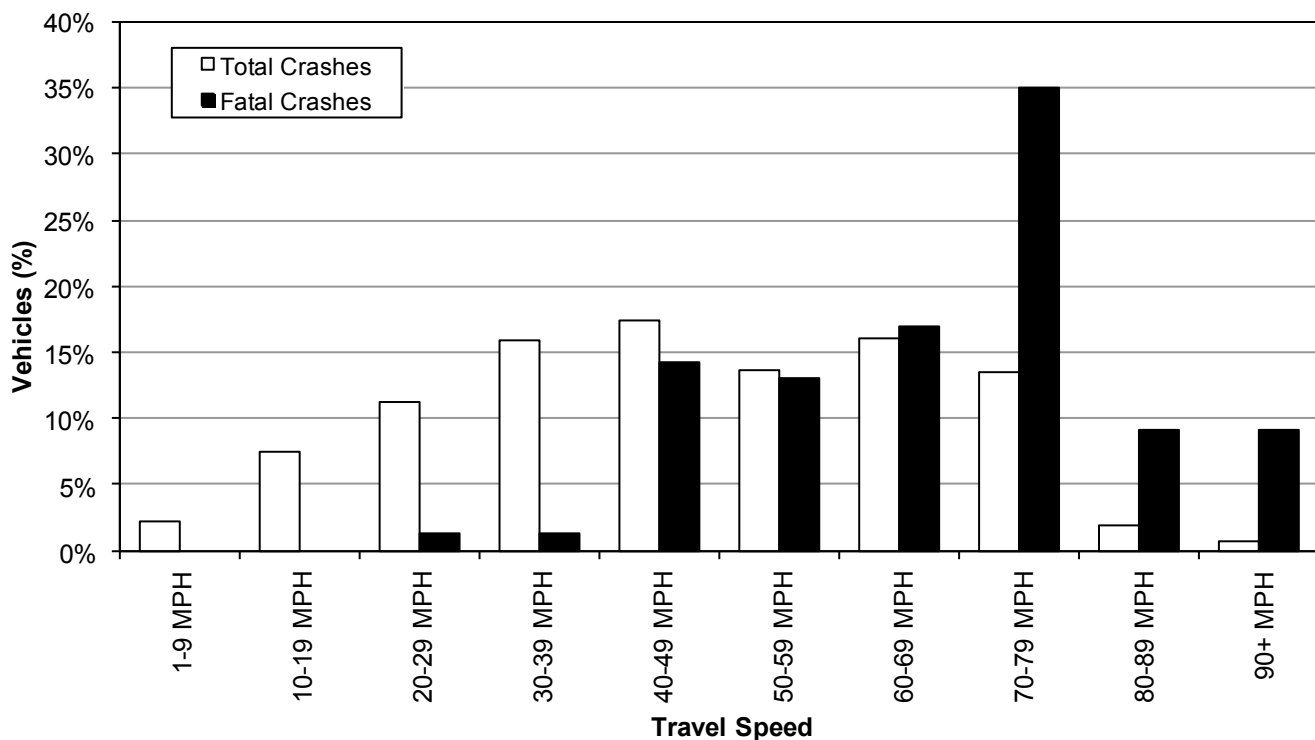
Speed-Related Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	127	1.5%	41	1.2%	0	0.0%	168	1.4%
20-25 MPH	898	10.8%	408	11.9%	11	12.9%	1,317	11.1%
30-35 MPH	917	11.0%	500	14.6%	11	12.9%	1,428	12.0%
40-45 MPH	949	11.4%	481	14.0%	15	17.6%	1,445	12.2%
50-55 MPH	562	6.7%	310	9.0%	11	12.9%	883	7.4%
60-65 MPH	3,664	43.9%	1,241	36.2%	26	30.6%	4,931	41.6%
70-75 MPH	465	5.6%	160	4.7%	8	9.4%	633	5.3%
80 MPH	169	2.0%	42	1.2%	1	1.2%	212	1.8%
Unknown	601	7.2%	243	7.1%	2	2.4%	846	7.1%
Total	8,352	100.0%	3,426	100.0%	85	100.0%	11,863	100.0%

- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- Over one-half (52.4% of known) of total speed-related crashes occurred where the speed limit was 60 MPH or higher.

Crash Conditions

Speed-Related Crashes by Travel Speed (Utah 2013)

Speed-Related Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1-9 MPH	191	2.3%	39	1.1%	0	0.0%	230	1.9%
10-19 MPH	636	7.6%	136	4.0%	0	0.0%	772	6.5%
20-29 MPH	927	11.1%	244	7.1%	1	1.2%	1,172	9.9%
30-39 MPH	1,150	13.8%	508	14.8%	1	1.2%	1,659	14.0%
40-49 MPH	1,206	14.4%	598	17.5%	11	12.9%	1,815	15.3%
50-59 MPH	944	11.3%	466	13.6%	10	11.8%	1,420	12.0%
60-69 MPH	1,185	14.2%	479	14.0%	13	15.3%	1,677	14.1%
70-79 MPH	920	11.0%	465	13.6%	27	31.8%	1,412	11.9%
80-89 MPH	120	1.4%	77	2.2%	7	8.2%	204	1.7%
90+ MPH	16	0.2%	45	1.3%	7	8.2%	68	0.6%
Unknown	1,057	12.7%	369	10.8%	8	9.4%	1,434	12.1%
Total	8,352	100.0%	3,426	100.0%	85	100.0%	11,863	100.0%

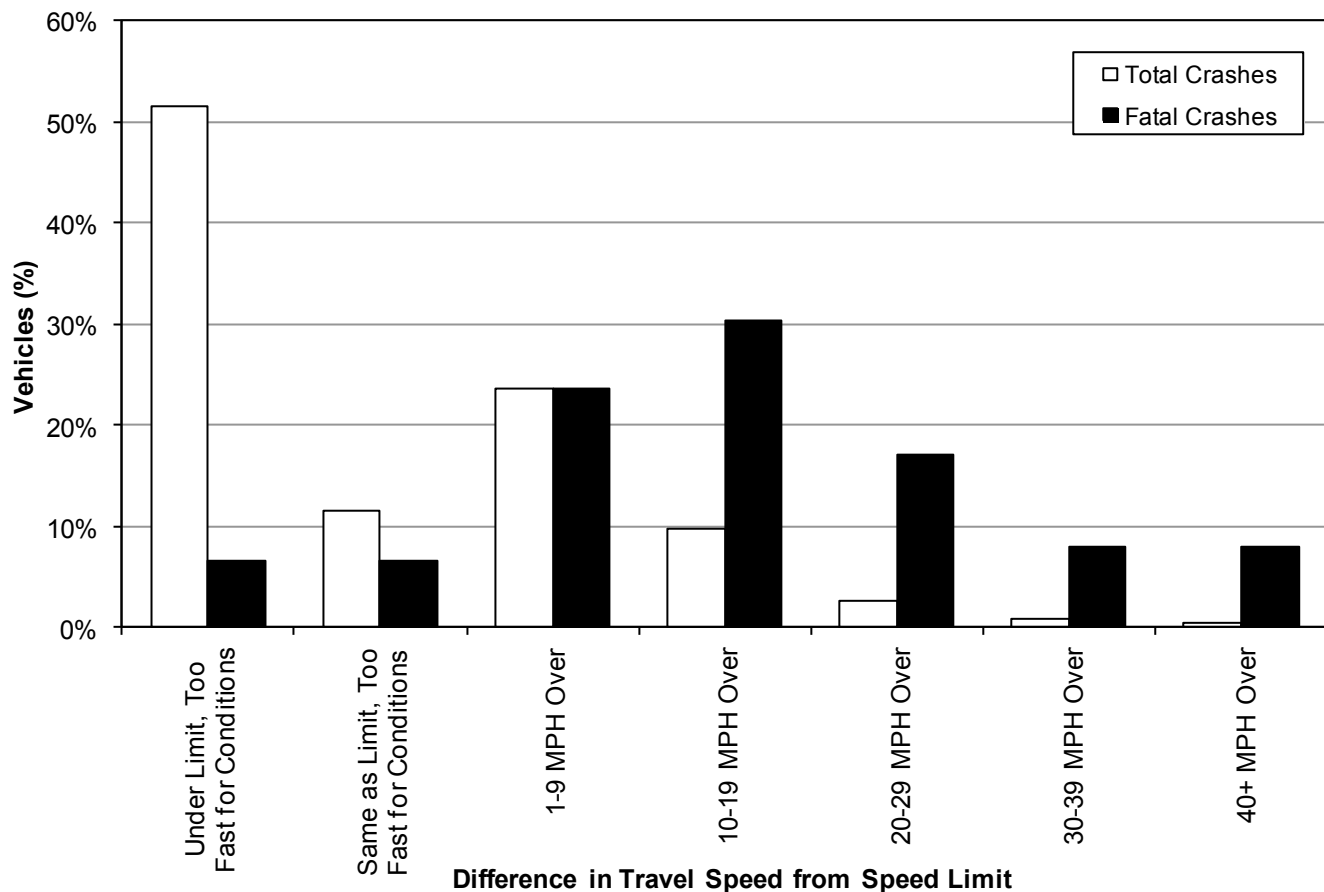


- 40-49 MPH (17.4% of known) and 60-69 MPH (16.1% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Over two-thirds (70.1% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.
- The risk of death and severe injury is a direct exponential function of speed.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Crash Conditions

Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2013)

Speed-Related Vehicles								
Travel Speed vs. Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Under Limit, Too Fast for Conditions	4,103	49.1%	1,156	33.7%	5	5.9%	5,264	44.4%
Same as Limit, Too Fast for Conditions	861	10.3%	307	9.0%	5	5.9%	1,173	9.9%
1-9 MPH Over Speed Limit	1,547	18.5%	842	24.6%	18	21.2%	2,407	20.3%
10-19 MPH Over Speed Limit	522	6.3%	452	13.2%	23	27.1%	997	8.4%
20-29 MPH Over Speed Limit	98	1.2%	145	4.2%	13	15.3%	256	2.2%
30-39 MPH Over Speed Limit	24	0.3%	42	1.2%	6	7.1%	72	0.6%
40+ MPH Over Speed Limit	12	0.1%	30	0.9%	6	7.1%	48	0.4%
Unknown	1,185	14.2%	452	13.2%	9	10.6%	1,646	13.9%
Total	8,352	100.0%	3,426	100.0%	85	100.0%	11,863	100.0%



- It is troubling to see that 3,780 vehicles in crashes were known to be traveling over the posted speed limit.
- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Speed-related vehicles in total crashes were more likely to be traveling too fast for conditions.
- Nearly nine out of every ten speed-related vehicles (86.8% where speed was known) in fatal crashes were traveling over the posted speed limit.
- Speed increases the crash energy by the square of the speeds. When impact speed increases from 40 to 60 MPH (a 50% increase), the energy that needs to be managed increases by 125%.

Distracted Drivers

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Section 5: Distracted Drivers

Trends

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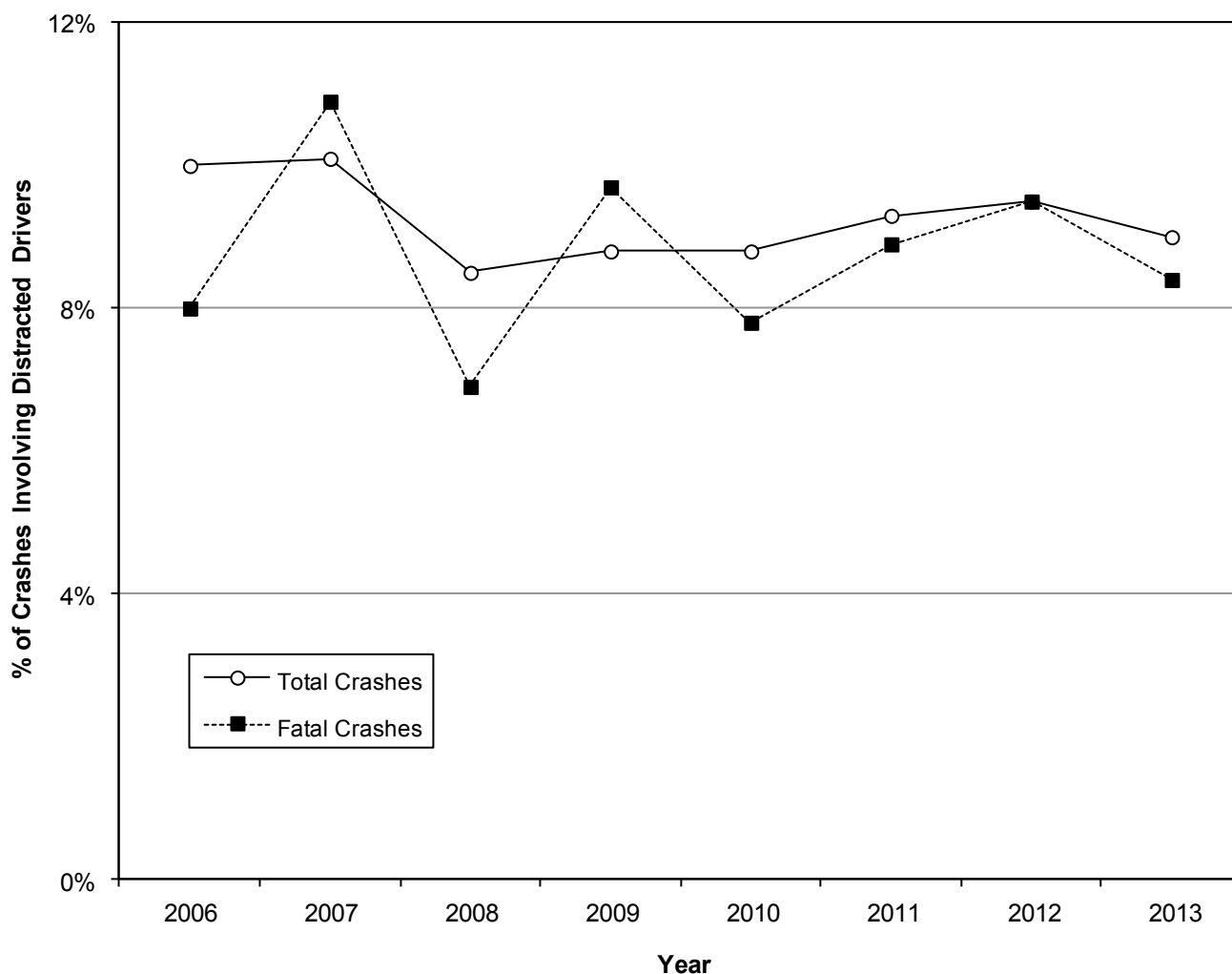
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Trends

Distracted Driver Crashes (Utah 2006-2013)

Distracted Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Distracted Driver #	%	All #	Distracted Driver #	%	All #	Distracted Driver #	%	All #	Distracted Driver #	%
2006	37,674	3,307	8.8%	18,264	2,275	12.5%	249	20	8.0%	56,187	5,602	10.0%
2007	42,368	3,778	8.9%	18,619	2,404	12.9%	258	28	10.9%	61,245	6,210	10.1%
2008	38,997	2,853	7.3%	17,125	1,940	11.3%	245	17	6.9%	56,367	4,810	8.5%
2009	35,398	2,753	7.8%	15,752	1,752	11.1%	217	21	9.7%	51,367	4,526	8.8%
2010	34,155	2,634	7.7%	14,995	1,704	11.4%	218	17	7.8%	49,368	4,355	8.8%
2011	36,418	2,998	8.2%	15,645	1,842	11.8%	224	20	8.9%	52,287	4,860	9.3%
2012	34,635	2,873	8.3%	15,765	1,914	12.1%	200	19	9.5%	50,600	4,806	9.5%
2013	39,301	3,052	7.8%	16,134	1,944	12.0%	202	17	8.4%	55,637	5,013	9.0%
Total	298,946	24,248	8.1%	132,299	15,775	11.9%	1,813	159	8.8%	433,058	40,182	9.3%



- The eight-year trend shows that 9.3% of all crashes in Utah involved a distracted driver.
- Fatal distracted driver crashes have fluctuated around the eight-year average of 8.8% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

Crash Conditions

Distracted Driver Crashes by County (Utah 2013)

Distracted Driver Crashes												
County	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Distracted Driver		All	Distracted Driver		All	Distracted Driver		All	Distracted Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
Grand	125	21	16.8%	83	18	21.7%	3	0	0.0%	211	39	18.5%
Cache	1,441	191	13.3%	483	67	13.9%	9	1	11.1%	1,933	259	13.4%
Sanpete	198	19	9.6%	92	16	17.4%	6	0	0.0%	296	35	11.8%
Washington	1,334	144	10.8%	724	94	13.0%	13	2	15.4%	2,071	240	11.6%
Utah	5,237	483	9.2%	2,368	290	12.2%	20	3	15.0%	7,625	776	10.2%
Carbon	272	27	9.9%	70	6	8.6%	4	1	25.0%	346	34	9.8%
Beaver	185	19	10.3%	62	4	6.5%	3	1	33.3%	250	24	9.6%
Box Elder	720	58	8.1%	311	40	12.9%	4	0	0.0%	1,035	98	9.5%
Davis	3,633	299	8.2%	1,444	163	11.3%	11	1	9.1%	5,088	463	9.1%
Weber	2,747	215	7.8%	1,416	149	10.5%	18	3	16.7%	4,181	367	8.8%
Uintah	511	39	7.6%	163	20	12.3%	2	0	0.0%	676	59	8.7%
Rich	42	3	7.1%	28	3	10.7%	0	0	n/a	70	6	8.6%
Tooele	772	51	6.6%	272	39	14.3%	8	0	0.0%	1,052	90	8.6%
Salt Lake	18,201	1,279	7.0%	7,430	902	12.1%	52	3	5.8%	25,683	2,184	8.5%
Millard	260	19	7.3%	95	11	11.6%	7	0	0.0%	362	30	8.3%
Iron	594	30	5.1%	219	35	16.0%	8	1	12.5%	821	66	8.0%
Wayne	43	3	7.0%	7	1	14.3%	2	0	0.0%	52	4	7.7%
Summit	927	53	5.7%	216	23	10.6%	3	1	33.3%	1,146	77	6.7%
Juab	199	13	6.5%	71	5	7.0%	3	0	0.0%	273	18	6.6%
Sevier	229	15	6.6%	103	7	6.8%	5	0	0.0%	337	22	6.5%
Duchesne	358	17	4.7%	114	13	11.4%	4	0	0.0%	476	30	6.3%
San Juan	214	11	5.1%	54	6	11.1%	5	0	0.0%	273	17	6.2%
Garfield	105	4	3.8%	27	4	14.8%	2	0	0.0%	134	8	6.0%
Wasatch	428	19	4.4%	139	15	10.8%	3	0	0.0%	570	34	6.0%
Morgan	162	9	5.6%	32	2	6.3%	0	0	n/a	194	11	5.7%
Kane	143	5	3.5%	36	5	13.9%	2	0	0.0%	181	10	5.5%
Piute	18	1	5.6%	3	0	0.0%	0	0	n/a	21	1	4.8%
Emery	177	4	2.3%	63	6	9.5%	5	0	0.0%	245	10	4.1%
Daggett	26	1	3.8%	9	0	0.0%	0	0	n/a	35	1	2.9%
Statewide	39,301	3,052	7.8%	16,134	1,944	12.0%	202	17	8.4%	55,637	5,013	9.0%

- Overall, Grand (18.5%), Cache (13.4%), Sanpete (11.8%), and Washington (11.6%) counties had the highest percentages of crashes involving a distracted driver.
- Overall, Daggett (2.9%), Emery (4.1%), and Piute (4.8%) counties had the lowest percentages of crashes involving a distracted driver.
- Statewide, distracted driver crashes represented 9.0% of all crashes and 8.4% of all fatal crashes.

Crash Conditions

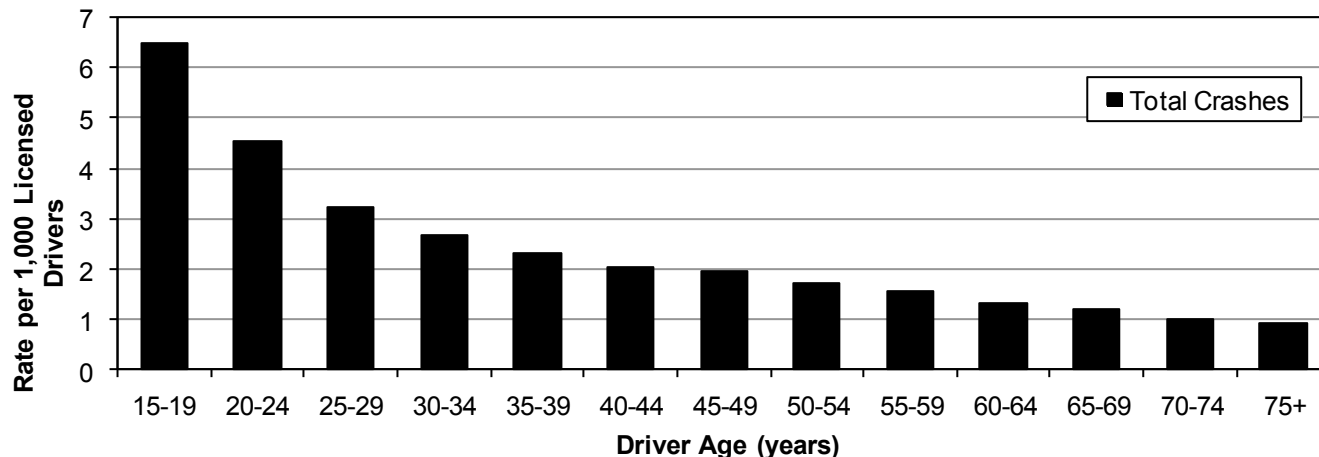
Gender of Distracted Drivers in Crashes (Utah 2013)

Distracted Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	1,736	56.1%	1,075	54.5%	11	64.7%	2,822	55.5%
Female	1,332	43.1%	887	45.0%	6	35.3%	2,225	43.8%
Unknown	25	0.8%	10	0.5%	0	0.0%	35	0.7%
Total	3,093	100.0%	1,972	100.0%	17	100.0%	5,082	100.0%

- The majority of distracted drivers in all motor vehicle crashes (55.5%) and fatal crashes (64.7%) were male.
- Although male distracted drivers were in more crashes, female drivers in crashes were more likely to be distracted than male drivers in crashes.

Age of Distracted Drivers in Crashes (Utah 2013)

Distracted Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
<15	2	0.1%	n/a	5	0.3%	n/a	0	0.0%	n/a	7	0.1%	n/a
15-19	633	20.5%	4.04	384	19.5%	2.45	2	11.8%	0.013	1,019	20.1%	6.50
20-24	565	18.3%	2.85	331	16.8%	1.67	0	0.0%	0.000	896	17.6%	4.52
25-29	383	12.4%	1.91	265	13.4%	1.32	1	5.9%	0.005	649	12.8%	3.23
30-34	340	11.0%	1.64	210	10.6%	1.01	1	5.9%	0.005	551	10.8%	2.66
35-39	264	8.5%	1.39	171	8.7%	0.90	3	17.6%	0.016	438	8.6%	2.31
40-44	194	6.3%	1.22	125	6.3%	0.79	0	0.0%	0.000	319	6.3%	2.01
45-49	164	5.3%	1.19	104	5.3%	0.76	1	5.9%	0.007	269	5.3%	1.96
50-54	129	4.2%	0.89	116	5.9%	0.80	4	23.5%	0.028	249	4.9%	1.73
55-59	137	4.4%	1.00	74	3.8%	0.54	3	17.6%	0.022	214	4.2%	1.56
60-64	85	2.7%	0.73	66	3.3%	0.57	0	0.0%	0.000	151	3.0%	1.30
65-69	64	2.1%	0.71	42	2.1%	0.47	1	5.9%	0.011	107	2.1%	1.19
70-74	45	1.5%	0.69	20	1.0%	0.31	0	0.0%	0.000	65	1.3%	1.00
75+	52	1.7%	0.53	37	1.9%	0.38	1	5.9%	0.010	90	1.8%	0.92
Unknown	36	1.2%	n/a	22	1.1%	n/a	0	0.0%	n/a	58	1.1%	n/a
Total	3,093	100.0%	1.63	1,972	100.0%	1.04	17	100.0%	0.009	5,082	100.0%	2.68

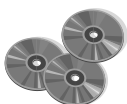


- The younger the driver the more likely they were to be distracted.

Crash Conditions

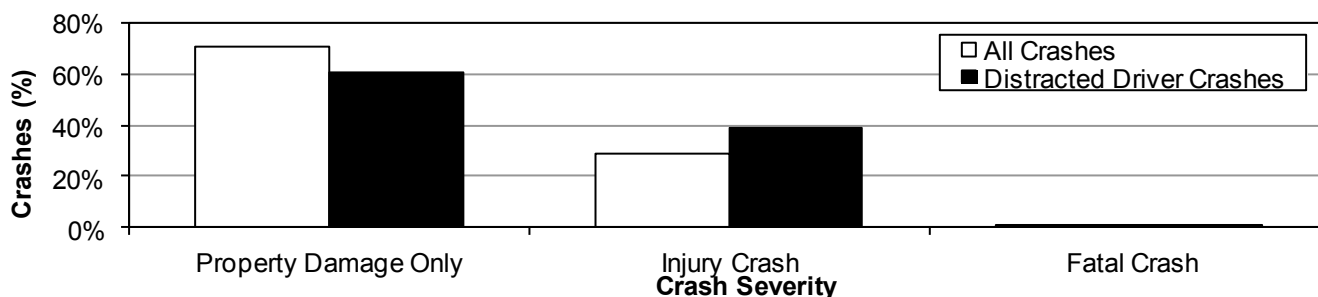
Driver Distraction (Utah 2013)

Driver Distraction	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	28,506	72.5%	10,804	67.0%	78	38.6%	39,388	70.8%
Cell Phone	426	1.1%	281	1.7%	5	2.5%	712	1.3%
Passengers	366	0.9%	237	1.5%	0	0.0%	603	1.1%
Other Inside	358	0.9%	232	1.4%	1	0.5%	591	1.1%
Other External	292	0.7%	169	1.0%	4	2.0%	465	0.8%
Radio/CD/DVD etc.	228	0.6%	154	1.0%	1	0.5%	383	0.7%
Other Electronic Device	83	0.2%	57	0.4%	0	0.0%	140	0.3%
Texting	22	0.1%	18	0.1%	3	1.5%	43	0.1%
TV/Monitor	1	0.0%	2	0.0%	0	0.0%	3	0.0%
Other	1,276	3.2%	794	4.9%	3	1.5%	2,073	3.7%
Unknown	7,743	19.7%	3,386	21.0%	107	53.0%	11,236	20.2%
Total	39,301	100.0%	16,134	100.0%	202	100.0%	55,637	100.0%



- For all crashes where driver distraction was known, 11.3% of crashes involved a distracted driver. Cell phone was the leading driver distraction (14.2% of distractions). Driving demands the full attention of the driver.

Distracted Driver Crash Severity (Utah 2013)



- Distracted driver crashes were more likely to result in injury compared to all motor vehicle crashes (38.8% to 29.0%).

Distracted Driver Crashes by Day of Week (Utah 2013)

Day of Week	Distracted Driver Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	222	7.3%	145	7.5%	2	11.8%	369	7.4%
Monday	475	15.6%	304	15.6%	6	35.3%	785	15.7%
Tuesday	468	15.3%	301	15.5%	1	5.9%	770	15.4%
Wednesday	479	15.7%	300	15.4%	0	0.0%	779	15.5%
Thursday	486	15.9%	310	15.9%	3	17.6%	799	15.9%
Friday	524	17.2%	319	16.4%	5	29.4%	848	16.9%
Saturday	398	13.0%	265	13.6%	0	0.0%	663	13.2%
Total	3,052	100.0%	1,944	100.0%	17	100.0%	5,013	100.0%

- Overall, the highest percentage of distracted driver crashes occurred on Friday (16.9%).
- The highest percentage of fatal distracted driver crashes occurred on Monday (35.3%).

Crash Conditions

Distracted Driver Crashes by Month (Utah 2013)

Distracted Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	220	7.1	136	4.4	0	0.00	356	11.5
February	194	6.9	124	4.4	1	0.04	319	11.4
March	223	7.2	140	4.5	1	0.03	364	11.7
April	259	8.6	166	5.5	0	0.00	425	14.2
May	228	7.4	179	5.8	1	0.03	408	13.2
June	258	8.6	180	6.0	0	0.00	438	14.6
July	225	7.3	161	5.2	4	0.13	390	12.6
August	260	8.4	181	5.8	1	0.03	442	14.3
September	273	9.1	183	6.1	2	0.07	458	15.3
October	306	9.9	178	5.7	2	0.06	486	15.7
November	299	10.0	155	5.2	3	0.10	457	15.2
December	307	9.9	161	5.2	2	0.06	470	15.2
Total	3,052	8.4	1,944	5.3	17	0.05	5,013	13.7

- Overall, October (15.7), September (15.3), November (15.2), and December (15.2) had the highest rates per day for distracted driver crashes.
- The highest rate per day of fatal distracted driver crashes occurred in July (0.13).

Distracted Driver Crashes by Hour (Utah 2013)

Distracted Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	37	1.2%	19	1.0%	0	0.0%	56	1.1%
1 a.m.	25	0.8%	16	0.8%	0	0.0%	41	0.8%
2 a.m.	20	0.7%	16	0.8%	0	0.0%	36	0.7%
3 a.m.	22	0.7%	5	0.3%	1	5.9%	28	0.6%
4 a.m.	19	0.6%	13	0.7%	0	0.0%	32	0.6%
5 a.m.	26	0.9%	17	0.9%	0	0.0%	43	0.9%
6 a.m.	50	1.6%	39	2.0%	0	0.0%	89	1.8%
7 a.m.	156	5.1%	84	4.3%	4	23.5%	244	4.9%
8 a.m.	182	6.0%	103	5.3%	0	0.0%	285	5.7%
9 a.m.	123	4.0%	78	4.0%	2	11.8%	203	4.0%
10 a.m.	147	4.8%	83	4.3%	0	0.0%	230	4.6%
11 a.m.	154	5.0%	98	5.0%	0	0.0%	252	5.0%
Noon	207	6.8%	125	6.4%	1	5.9%	333	6.6%
1 p.m.	204	6.7%	123	6.3%	2	11.8%	329	6.6%
2 p.m.	242	7.9%	145	7.5%	0	0.0%	387	7.7%
3 p.m.	263	8.6%	165	8.5%	0	0.0%	428	8.5%
4 p.m.	227	7.4%	172	8.8%	0	0.0%	399	8.0%
5 p.m.	317	10.4%	213	11.0%	4	23.5%	534	10.7%
6 p.m.	219	7.2%	143	7.4%	0	0.0%	362	7.2%
7 p.m.	132	4.3%	94	4.8%	1	5.9%	227	4.5%
8 p.m.	93	3.0%	67	3.4%	0	0.0%	160	3.2%
9 p.m.	83	2.7%	59	3.0%	0	0.0%	142	2.8%
10 p.m.	61	2.0%	33	1.7%	1	5.9%	95	1.9%
11 p.m.	43	1.4%	34	1.7%	1	5.9%	78	1.6%
Total	3,052	100.0%	1,944	100.0%	17	100.0%	5,013	100.0%

- Distracted driver total crashes were highest from 12:00 p.m. to 6:59 p.m.
- Fatal distracted driver crashes varied throughout the day and peaked during the 7:00 a.m. and 5:00 p.m. hours.

Teenage Drivers



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Section 6: Teenage Drivers

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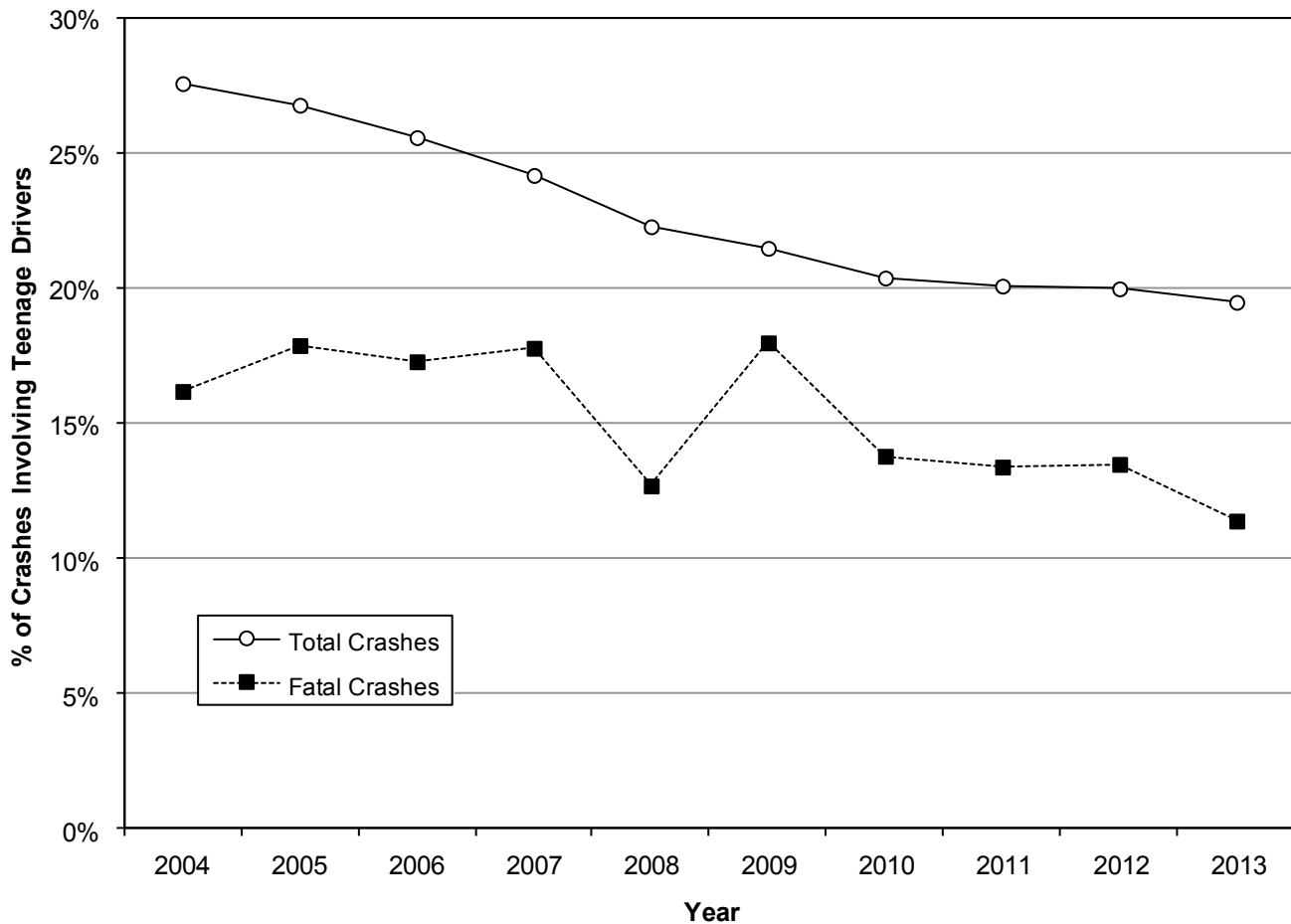
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Trends

Teenage Driver Crashes (Utah 2004-2013)

Teenage Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	34,222	9,397	27.5%	19,423	5,431	28.0%	260	42	16.2%	53,905	14,870	27.6%
2005	35,158	9,225	26.2%	19,545	5,434	27.8%	235	42	17.9%	54,938	14,701	26.8%
2006	37,674	9,427	25.0%	18,264	4,928	27.0%	249	43	17.3%	56,187	14,398	25.6%
2007	42,368	9,990	23.6%	18,619	4,808	25.8%	258	46	17.8%	61,245	14,844	24.2%
2008	38,997	8,512	21.8%	17,125	4,007	23.4%	245	31	12.7%	56,367	12,550	22.3%
2009	35,398	7,500	21.2%	15,752	3,495	22.2%	217	39	18.0%	51,367	11,034	21.5%
2010	34,155	6,886	20.2%	14,995	3,181	21.2%	218	30	13.8%	49,368	10,097	20.5%
2011	36,418	7,268	20.0%	15,645	3,227	20.6%	224	30	13.4%	52,287	10,525	20.1%
2012	34,635	6,889	19.9%	15,765	3,216	20.4%	200	27	13.5%	50,600	10,132	20.0%
2013	39,301	7,541	19.2%	16,134	3,288	20.4%	202	23	11.4%	55,637	10,852	19.5%
Total	368,326	82,635	22.4%	171,267	41,015	23.9%	2,308	353	15.3%	541,901	124,003	22.9%



- Teenage drivers (aged 15-19 years) are a special concern because of their high crash rates and lack of driving experience.
- The 10-year trend shows that 22.9% of all crashes in Utah involved a teenage driver with a decreasing trend over the last 10 years.
- Fatal teenage driver crashes have also shown a decreasing trend although less dramatic than total crashes.

Crash Conditions

Teenage Driver Crashes by County (Utah 2013)

County	Teenage Driver Crashes											
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All #	Teen Driver #	%	All #	Teen Driver #	%	All #	Teen Driver #	%	All #	Teen Driver #	%
Sanpete	198	45	22.7%	92	31	33.7%	6	1	16.7%	296	77	26.0%
Cache	1,441	358	24.8%	483	118	24.4%	9	3	33.3%	1,933	479	24.8%
Davis	3,633	830	22.8%	1,444	388	26.9%	11	1	9.1%	5,088	1,219	24.0%
Washington	1,334	299	22.4%	724	183	25.3%	13	1	7.7%	2,071	483	23.3%
Utah	5,237	1,205	23.0%	2,368	568	24.0%	20	4	20.0%	7,625	1,777	23.3%
Weber	2,747	596	21.7%	1,416	318	22.5%	18	0	0.0%	4,181	914	21.9%
Uintah	511	105	20.5%	163	29	17.8%	2	0	0.0%	676	134	19.8%
Iron	594	110	18.5%	219	46	21.0%	8	1	12.5%	821	157	19.1%
Piute	18	4	22.2%	3	0	0.0%	0	0	n/a	21	4	19.0%
Box Elder	720	130	18.1%	311	65	20.9%	4	1	25.0%	1,035	196	18.9%
Morgan	162	33	20.4%	32	3	9.4%	0	0	n/a	194	36	18.6%
Wasatch	428	68	15.9%	139	37	26.6%	3	0	0.0%	570	105	18.4%
Juab	199	34	17.1%	71	15	21.1%	3	1	33.3%	273	50	18.3%
Salt Lake	18,201	3,216	17.7%	7,430	1,304	17.6%	52	6	11.5%	25,683	4,526	17.6%
Tooele	772	130	16.8%	272	46	16.9%	8	0	0.0%	1,052	176	16.7%
Sevier	229	34	14.8%	103	22	21.4%	5	0	0.0%	337	56	16.6%
Beaver	185	28	15.1%	62	11	17.7%	3	0	0.0%	250	39	15.6%
Wayne	43	6	14.0%	7	1	14.3%	2	1	50.0%	52	8	15.4%
Duchesne	358	48	13.4%	114	21	18.4%	4	1	25.0%	476	70	14.7%
Carbon	272	40	14.7%	70	7	10.0%	4	0	0.0%	346	47	13.6%
Summit	927	110	11.9%	216	34	15.7%	3	0	0.0%	1,146	144	12.6%
Emery	177	24	13.6%	63	5	7.9%	5	1	20.0%	245	30	12.2%
Millard	260	32	12.3%	95	12	12.6%	7	0	0.0%	362	44	12.2%
Grand	125	17	13.6%	83	6	7.2%	3	0	0.0%	211	23	10.9%
Rich	42	1	2.4%	28	6	21.4%	0	0	n/a	70	7	10.0%
San Juan	214	21	9.8%	54	6	11.1%	5	0	0.0%	273	27	9.9%
Daggett	26	2	7.7%	9	1	11.1%	0	0	n/a	35	3	8.6%
Kane	143	11	7.7%	36	2	5.6%	2	1	50.0%	181	14	7.7%
Garfield	105	4	3.8%	27	3	11.1%	2	0	0.0%	134	7	5.2%
Statewide	39,301	7,541	19.2%	16,134	3,288	20.4%	202	23	11.4%	55,637	10,852	19.5%

- Overall, Sanpete (26.0%), Cache (24.8%), and Davis (24.0%) counties had the highest percentages of crashes involving a teenage driver.
- Wayne (50.0%), Kane (50%), Cache (33.3%) and Juab (33.3%) counties had the highest percentages of fatal crashes involving a teenage driver.
- Overall, Garfield (5.2%), Kane (7.7%), and Daggett (8.6%) counties had the lowest percentages of crashes involving a teenage driver.
- Statewide, teenage driver crashes represented 19.5% of all crashes and 11.4% of all fatal crashes.

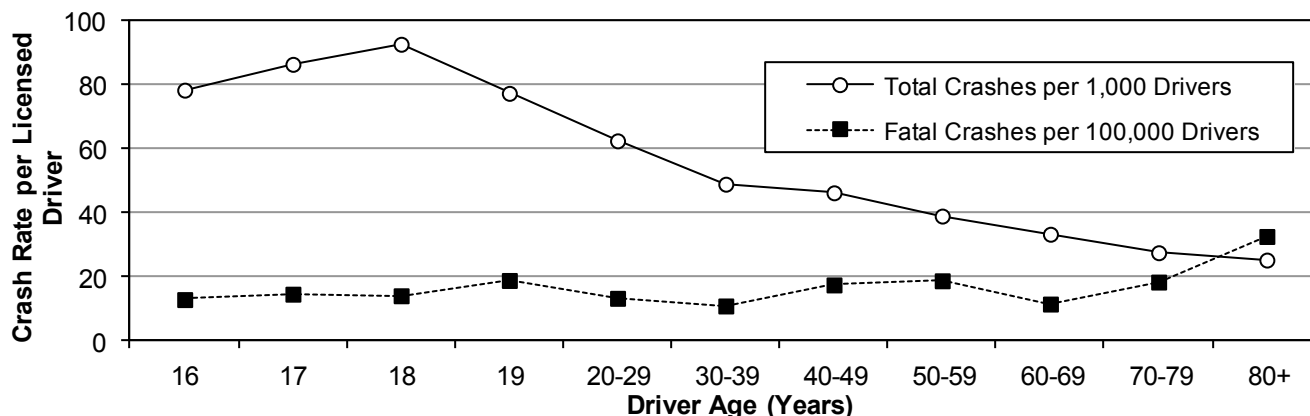


Crash Conditions

Age of Teenage Drivers in Crashes (Utah 2013)

Teenage Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
15	109	1.3%	6.6	76	2.1%	4.6	2	8.7%	0.122	187	1.6%	11.4
16	1,770	21.2%	55.9	705	19.7%	22.3	4	17.4%	0.126	2,479	20.8%	78.3
17	2,116	25.4%	60.6	897	25.1%	25.7	5	21.7%	0.143	3,018	25.3%	86.4
18	2,366	28.3%	65.3	987	27.6%	27.3	5	21.7%	0.138	3,358	28.1%	92.7
19	1,985	23.8%	52.8	912	25.5%	24.3	7	30.4%	0.186	2,904	24.3%	77.3
Total	8,346	100.0%	53.2	3,577	100.0%	22.8	23	100.0%	0.147	11,946	100.0%	76.2

Crash Rate of Licensed Drivers by Age (Utah 2013)



- Drivers aged 18 years had the highest total crash rate per licensed driver.
- Drivers aged 19 years had the highest fatal crash rate per licensed driver.

Gender of Teenage Drivers in Crashes (Utah 2013)

Teenage Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	4,318	51.7%	1,780	49.8%	15	65.2%	6,113	51.2%
Female	4,003	48.0%	1,789	50.0%	8	34.8%	5,800	48.6%
Unknown	25	0.3%	8	0.2%	0	0.0%	33	0.3%
Total	8,346	100.0%	3,577	100.0%	23	100.0%	11,946	100.0%

- The majority of teen drivers in all motor vehicle crashes (51.2%) and fatal crashes (65.2%) were male.
- Crashes involving male teen drivers were 1.8 times more likely to be fatal than female teen driver crashes.

Previous Driving Violations of Teens in Fatal Crashes (Utah 2013)

- Of the 23 teenage drivers in fatal crashes, 7 (30.4%) had been previously convicted of a moving traffic violation in the past three years. The highest number of violations by one teen driver was six in the past three years.

Alcohol Involvement of Teenage Drivers (Utah 2013)

- Of the 23 teenage drivers in fatal crashes, one (4.3%) was impaired by alcohol.

Friends
Don't Let
Friends
Drive Drunk.

Crash Conditions

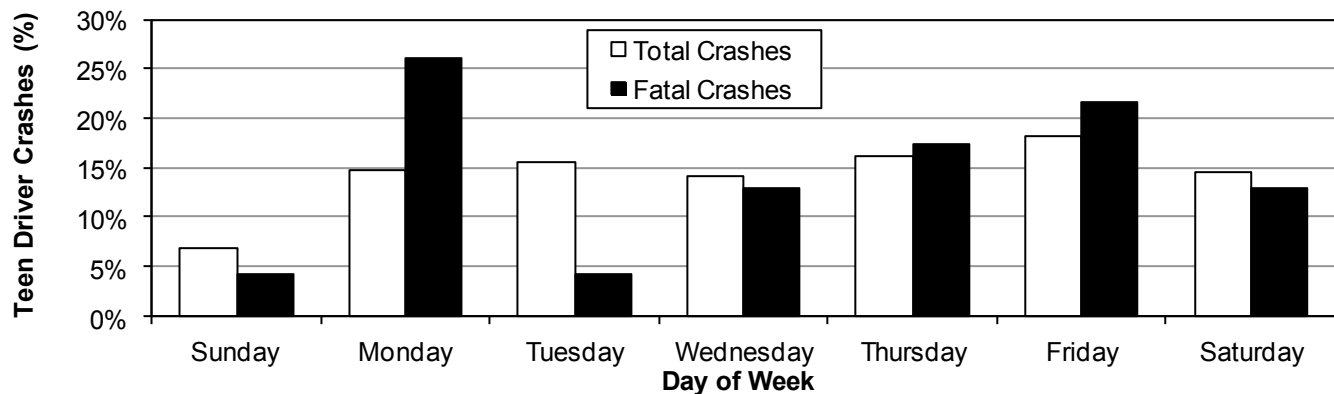
Teenage Driver Crashes by Month (Utah 2013)

Teenage Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	897	28.9	269	8.7	0	0.00	1,166	37.6
February	622	22.2	225	8.0	1	0.04	848	30.3
March	484	15.6	221	7.1	0	0.00	705	22.7
April	495	16.5	252	8.4	2	0.07	749	25.0
May	570	18.4	315	10.2	3	0.10	888	28.6
June	477	15.9	242	8.1	4	0.13	723	24.1
July	504	16.3	257	8.3	5	0.16	766	24.7
August	556	17.9	270	8.7	1	0.03	827	26.7
September	647	21.6	311	10.4	1	0.03	959	32.0
October	687	22.2	324	10.5	1	0.03	1,012	32.6
November	657	21.9	291	9.7	4	0.13	952	31.7
December	945	30.5	311	10.0	1	0.03	1,257	40.5
Total	7,541	20.7	3,288	9.0	23	0.06	10,852	29.7

- Overall, December (40.5) and January (37.6) had the highest rates per day for teenage driver crashes.
- The highest rate per day of fatal teenage driver crashes occurred in July (0.16).

Teenage Driver Crashes by Day of Week (Utah 2013)

Teenage Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	491	6.5%	241	7.3%	1	4.3%	733	6.8%
Monday	1,092	14.5%	494	15.0%	6	26.1%	1,592	14.7%
Tuesday	1,207	16.0%	484	14.7%	1	4.3%	1,692	15.6%
Wednesday	1,062	14.1%	472	14.4%	3	13.0%	1,537	14.2%
Thursday	1,243	16.5%	511	15.5%	4	17.4%	1,758	16.2%
Friday	1,355	18.0%	605	18.4%	5	21.7%	1,965	18.1%
Saturday	1,091	14.5%	481	14.6%	3	13.0%	1,575	14.5%
Total	7,541	100.0%	3,288	100.0%	23	100.0%	10,852	100.0%



- Overall, the highest percentage of teenage driver crashes occurred on Friday (18.1%).
- The highest percentage of fatal teenage driver crashes occurred on Monday (26.1%).

Crash Conditions

Teenage Driver Crashes by Hour (Utah 2013)

Teenage Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	125	1.7%	50	1.5%	0	0.0%	175	1.6%
1 a.m.	62	0.8%	31	0.9%	0	0.0%	93	0.9%
2 a.m.	39	0.5%	21	0.6%	0	0.0%	60	0.6%
3 a.m.	24	0.3%	16	0.5%	0	0.0%	40	0.4%
4 a.m.	20	0.3%	8	0.2%	0	0.0%	28	0.3%
5 a.m.	53	0.7%	14	0.4%	1	4.3%	68	0.6%
6 a.m.	101	1.3%	43	1.3%	2	8.7%	146	1.3%
7 a.m.	506	6.7%	183	5.6%	0	0.0%	689	6.3%
8 a.m.	371	4.9%	134	4.1%	2	8.7%	507	4.7%
9 a.m.	229	3.0%	84	2.6%	1	4.3%	314	2.9%
10 a.m.	277	3.7%	81	2.5%	1	4.3%	359	3.3%
11 a.m.	330	4.4%	126	3.8%	0	0.0%	456	4.2%
Noon	447	5.9%	200	6.1%	0	0.0%	647	6.0%
1 p.m.	402	5.3%	167	5.1%	4	17.4%	573	5.3%
2 p.m.	600	8.0%	243	7.4%	1	4.3%	844	7.8%
3 p.m.	671	8.9%	302	9.2%	0	0.0%	973	9.0%
4 p.m.	635	8.4%	291	8.9%	1	4.3%	927	8.5%
5 p.m.	747	9.9%	370	11.3%	1	4.3%	1,118	10.3%
6 p.m.	623	8.3%	242	7.4%	2	8.7%	867	8.0%
7 p.m.	369	4.9%	191	5.8%	1	4.3%	561	5.2%
8 p.m.	278	3.7%	149	4.5%	3	13.0%	430	4.0%
9 p.m.	283	3.8%	145	4.4%	1	4.3%	429	4.0%
10 p.m.	220	2.9%	109	3.3%	1	4.3%	330	3.0%
11 p.m.	129	1.7%	88	2.7%	1	4.3%	218	2.0%
Total	7,541	100.0%	3,288	100.0%	23	100.0%	10,852	100.0%

- Teenage driver total crashes were highest from 2:00 p.m. to 6:59 p.m. (after-school hours).
- Fatal teenage driver crashes varied throughout the day and peaked during the 1:00 p.m. hour.

Number of Occupants in Teenage Driven Vehicles (Utah 2013)

Teenage Driven Vehicles								
Number of Occupants	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	6,075	72.8%	2,282	63.8%	16	69.6%	8,373	70.1%
2	1,532	18.4%	804	22.5%	5	21.7%	2,341	19.6%
3	461	5.5%	292	8.2%	1	4.3%	754	6.3%
4 or more	278	3.3%	199	5.6%	1	4.3%	478	4.0%
Total	8,346	100.0%	3,577	100.0%	23	100.0%	11,946	100.0%

- Over two-thirds of teenage driven vehicles (70.1%) in crashes contained only the teenage driver.
- Over two-thirds (69.6%) of the teenage driven vehicles in fatal crashes contained only the driver.

Crash Conditions

Speed Limit of Teenage Driver Crashes (Utah 2013)

Teenage Driver Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	205	2.5%	34	1.0%	0	0.0%	239	2.0%
20-25 MPH	1,285	15.4%	435	12.2%	3	13.0%	1,723	14.4%
30-35 MPH	1,813	21.7%	887	24.8%	3	13.0%	2,703	22.6%
40-45 MPH	1,833	22.0%	983	27.5%	5	21.7%	2,821	23.6%
50-55 MPH	432	5.2%	296	8.3%	4	17.4%	732	6.1%
60-65 MPH	1,112	13.3%	362	10.1%	5	21.7%	1,479	12.4%
70+ MPH	130	1.6%	51	1.4%	2	8.7%	183	1.5%
Unknown	1,536	18.4%	529	14.8%	1	4.3%	2,066	17.3%
Total	8,346	100.0%	3,577	100.0%	23	100.0%	11,946	100.0%

- Over half (55.9% of known) of total teenage driver crashes occurred where the speed limit was 30-45 MPH.
- The higher the speed limit the more likely the teenage driver crash was to be fatal. Teenage driver crashes where the speed limit was 50 MPH or higher were 3.1 times more likely to be fatal.

Travel Speed of Teenage Driver Vehicles in Crashes (Utah 2013)

Teenage Driver Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Stopped	635	7.6%	301	8.4%	1	4.3%	937	7.8%
1-9 MPH	882	10.6%	304	8.5%	1	4.3%	1,187	9.9%
10-19 MPH	1,108	13.3%	431	12.0%	0	0.0%	1,539	12.9%
20-29 MPH	1,035	12.4%	363	10.1%	1	4.3%	1,399	11.7%
30-39 MPH	971	11.6%	485	13.6%	1	4.3%	1,457	12.2%
40-49 MPH	588	7.0%	334	9.3%	4	17.4%	926	7.8%
50-59 MPH	350	4.2%	171	4.8%	2	8.7%	523	4.4%
60-69 MPH	429	5.1%	171	4.8%	3	13.0%	603	5.0%
70-79 MPH	162	1.9%	93	2.6%	1	4.3%	256	2.1%
80-89 MPH	30	0.4%	17	0.5%	1	4.3%	48	0.4%
90+ MPH	0	0.0%	6	0.2%	1	4.3%	7	0.1%
Unknown	2,156	25.8%	901	25.2%	7	30.4%	3,064	25.6%
Total	8,346	100.0%	3,577	100.0%	23	100.0%	11,946	100.0%

- Nearly half (49.5% of known) of teen driver vehicles in total crashes were traveling 10-39 MPH.
- Teenage driver vehicles in fatal crashes were more likely to be traveling at higher speeds. The majority (75.0% of known) of teenage driver vehicles in fatal crashes were traveling 40 MPH or higher.
- Crashes involving teenage driver vehicles traveling 40 MPH or higher were 8.3 times more likely to be fatal.

Restraint Use of Teen Drivers and Their Passengers (Utah 2013)

Persons (Teen Driver and Passengers)								
Restraint Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Restrained	12,862	97.7%	2,063	92.4%	2	20.0%	14,927	96.9%
Unrestrained	303	2.3%	169	7.6%	8	80.0%	480	3.1%
Total	13,165	100.0%	2,232	100.0%	10	100.0%	15,407	100.0%

- Overall, most teen drivers and their passengers were restrained (96.9%).
- Only 20.0% of occupants killed in teenage driven vehicles were restrained.

Crash Conditions

Contributing Factors of Teenage Driver Crashes (Utah 2013)

Teenage Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	1,455	16.4%	674	16.2%	0	0.0%	2,129	16.3%
Failed to Yield Right of Way	1,196	13.4%	780	18.7%	2	6.3%	1,978	15.1%
Speed Too Fast	1,187	13.3%	351	8.4%	7	21.9%	1,545	11.8%
Driver Distraction	633	7.1%	384	9.2%	2	6.3%	1,019	7.8%
Failed to Keep in Proper Lane	703	7.9%	274	6.6%	7	21.9%	984	7.5%
Other Improper Driving	430	4.8%	242	5.8%	0	0.0%	672	5.1%
Vision Obscured by Weather Condition	413	4.6%	118	2.8%	0	0.0%	531	4.1%
Improper Turn	329	3.7%	146	3.5%	0	0.0%	475	3.6%
Disregard Traffic Signal/Sign	211	2.4%	198	4.8%	0	0.0%	409	3.1%
Ran Off Road	254	2.9%	125	3.0%	5	15.6%	384	2.9%
Improper Backing	278	3.1%	15	0.4%	0	0.0%	293	2.2%
Overcorrected	178	2.0%	97	2.3%	5	15.6%	280	2.1%
Improper Lane Change	225	2.5%	53	1.3%	0	0.0%	278	2.1%
Swerved or Evasive Action	153	1.7%	68	1.6%	0	0.0%	221	1.7%
Driver Asleep/Fatigue	113	1.3%	74	1.8%	0	0.0%	187	1.4%
Hit and Run	153	1.7%	30	0.7%	1	3.1%	184	1.4%
Improper Parking/Stopping	127	1.4%	38	0.9%	0	0.0%	165	1.3%
Vehicle Other Defective Condition	101	1.1%	43	1.0%	0	0.0%	144	1.1%
Vision Obscured by Moving Vehicle	72	0.8%	56	1.3%	0	0.0%	128	1.0%
Reckless/Aggressive Driving	63	0.7%	51	1.2%	0	0.0%	114	0.9%
Driving Under the Influence	56	0.6%	55	1.3%	1	3.1%	112	0.9%
Vehicle Tires	83	0.9%	25	0.6%	0	0.0%	108	0.8%
Vehicle Brakes	72	0.8%	35	0.8%	0	0.0%	107	0.8%
Vision Obscured by Parked Vehicle	64	0.7%	21	0.5%	0	0.0%	85	0.6%
Driver Emotional Prior to Crash	44	0.5%	29	0.7%	1	3.1%	74	0.6%
Vision Obscured by Other	41	0.5%	29	0.7%	0	0.0%	70	0.5%
Improper Passing	53	0.6%	14	0.3%	1	3.1%	68	0.5%
Vision Obscured by Glare	34	0.4%	30	0.7%	0	0.0%	64	0.5%
Other Driver Condition	37	0.4%	26	0.6%	0	0.0%	63	0.5%
Windshield or Other Window Obscured	39	0.4%	18	0.4%	0	0.0%	57	0.4%
Vision Obscured by Building, Sign, etc.	25	0.3%	16	0.4%	0	0.0%	41	0.3%
Wrong Side/Wrong Way	20	0.2%	18	0.4%	0	0.0%	38	0.3%
Driver Illness/Medical	11	0.1%	15	0.4%	0	0.0%	26	0.2%
Vision Obscured by Vegetation	15	0.2%	6	0.1%	0	0.0%	21	0.2%
Improper Signal	12	0.1%	8	0.2%	0	0.0%	20	0.2%
Disregard Road Markings	13	0.1%	3	0.1%	0	0.0%	16	0.1%
Total	8,893	100.0%	4,165	100.0%	32	100.0%	13,090	100.0%

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all teenage driver crashes were followed too closely (16.3%), failed to yield right of way (15.1%), and speed too fast (11.8%).
- The leading contributing factors in fatal teenage driver crashes were speed too fast (21.9%) and failed to keep in proper lane (21.9%).
- Compared to drivers of all ages, teenage drivers were more likely to have a contributing factor of failure to yield right of way, followed too closely, and driver distraction.
- The contributing factors that contributed more to injury crashes than non-injury crashes were: failure to yield right of way, disregard traffic signal/sign, and driver distraction.

Older (Age 65+) Drivers



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Section 7: Older (Age 65+) Drivers

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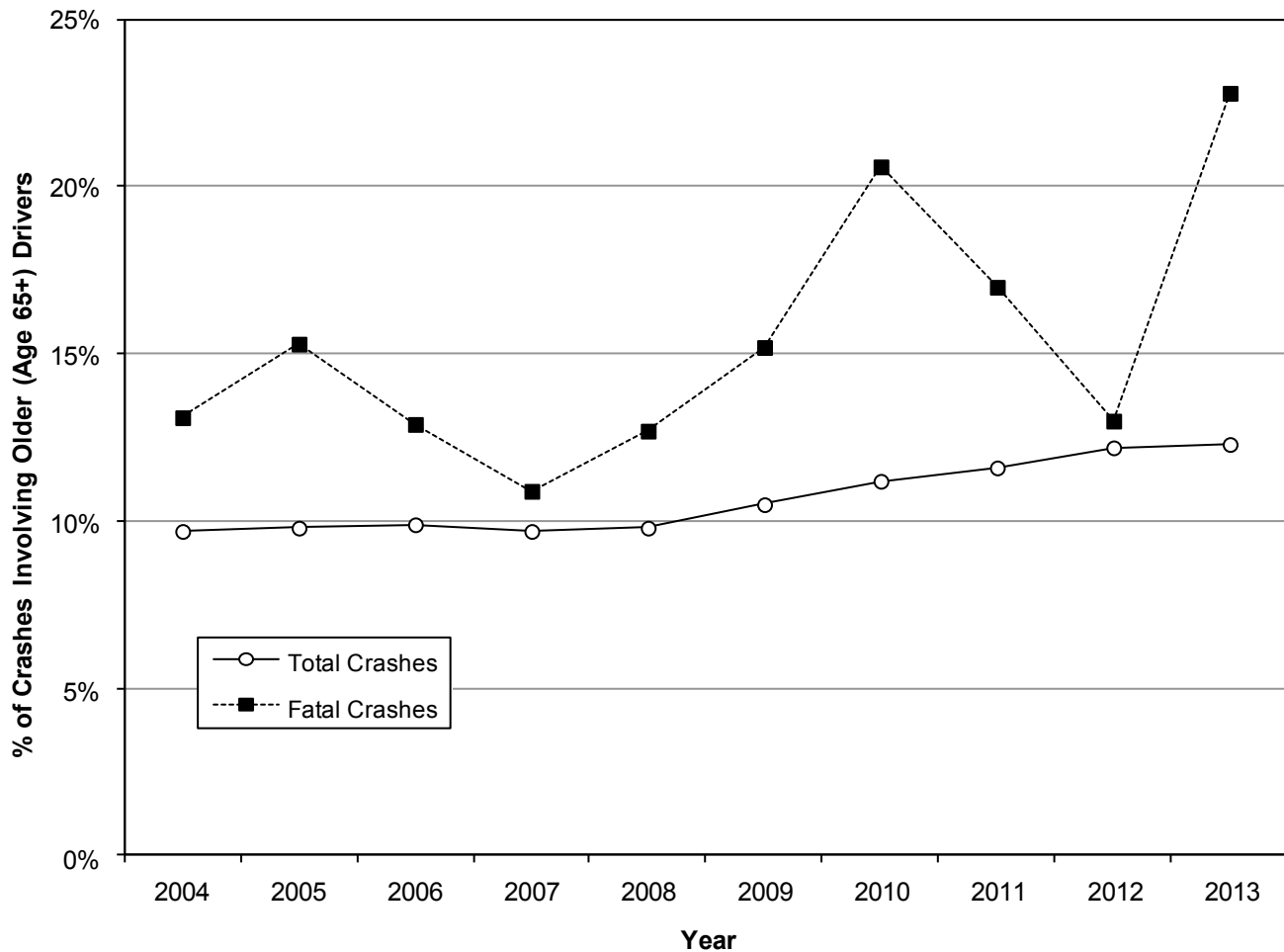
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Trends

Older Driver Crashes (Utah 2004-2013)

Older (Age 65+) Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Older Driver #	%	All #	Older Driver #	%	All #	Older Driver #	%	All #	Older Driver #	%
2004	34,222	3,170	9.3%	19,423	2,011	10.4%	260	34	13.1%	53,905	5,215	9.7%
2005	35,158	3,344	9.5%	19,545	2,024	10.4%	235	36	15.3%	54,938	5,404	9.8%
2006	37,674	3,508	9.3%	18,264	2,010	11.0%	249	32	12.9%	56,187	5,550	9.9%
2007	42,368	3,937	9.3%	18,619	1,991	10.7%	258	28	10.9%	61,245	5,956	9.7%
2008	38,997	3,620	9.3%	17,125	1,872	10.9%	245	31	12.7%	56,367	5,523	9.8%
2009	35,398	3,552	10.0%	15,752	1,834	11.6%	217	33	15.2%	51,367	5,419	10.5%
2010	34,155	3,658	10.7%	14,995	1,830	12.2%	218	45	20.6%	49,368	5,533	11.2%
2011	36,418	4,108	11.3%	15,645	1,914	12.2%	224	38	17.0%	52,287	6,060	11.6%
2012	34,635	4,043	11.7%	15,765	2,080	13.2%	200	26	13.0%	50,600	6,149	12.2%
2013	39,301	4,627	11.8%	16,134	2,182	13.5%	202	46	22.8%	55,637	6,855	12.3%
Total	368,326	37,567	10.2%	171,267	19,748	11.5%	2,308	349	15.1%	541,901	57,664	10.6%



- Older drivers (aged 65+ years) are a special concern because of their declining health and fragility.
- The 10-year trend shows that 10.6% of all crashes in Utah involved an older driver with an increasing trend over the last 5 years. Fatal older driver crashes have fluctuated around the 10-year average of 15.1% of fatal crashes. In 2013, older drivers were in nearly one-fourth (22.8%) of the fatal crashes.

Crash Conditions

Older Driver Crashes by County (Utah 2013)

Older (Age 65+) Driver Crashes												
County	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
Daggett	26	9	34.6%	9	3	33.3%	0	0	n/a	35	12	34.3%
Washington	1,334	285	21.4%	724	155	21.4%	13	4	30.8%	2,071	444	21.4%
Kane	143	28	19.6%	36	7	19.4%	2	1	50.0%	181	36	19.9%
Carbon	272	42	15.4%	70	12	17.1%	4	1	25.0%	346	55	15.9%
Garfield	105	17	16.2%	27	4	14.8%	2	0	0.0%	134	21	15.7%
Weber	2,747	399	14.5%	1,416	238	16.8%	18	1	5.6%	4,181	638	15.3%
Beaver	185	26	14.1%	62	10	16.1%	3	1	33.3%	250	37	14.8%
Piute	18	2	11.1%	3	1	33.3%	0	0	n/a	21	3	14.3%
Juab	199	32	16.1%	71	7	9.9%	3	0	0.0%	273	39	14.3%
Emery	177	23	13.0%	63	10	15.9%	5	2	40.0%	245	35	14.3%
Cache	1,441	189	13.1%	483	71	14.7%	9	4	44.4%	1,933	264	13.7%
Grand	125	18	14.4%	83	9	10.8%	3	1	33.3%	211	28	13.3%
Millard	260	28	10.8%	95	18	18.9%	7	2	28.6%	362	48	13.3%
Davis	3,633	444	12.2%	1,444	210	14.5%	11	2	18.2%	5,088	656	12.9%
Sanpete	198	20	10.1%	92	15	16.3%	6	3	50.0%	296	38	12.8%
San Juan	214	28	13.1%	54	5	9.3%	5	2	40.0%	273	35	12.8%
Sevier	229	26	11.4%	103	14	13.6%	5	2	40.0%	337	42	12.5%
Box Elder	720	79	11.0%	311	47	15.1%	4	2	50.0%	1,035	128	12.4%
Iron	594	73	12.3%	219	26	11.9%	8	0	0.0%	821	99	12.1%
Wasatch	428	50	11.7%	139	15	10.8%	3	2	66.7%	570	67	11.8%
Salt Lake	18,201	2,004	11.0%	7,430	927	12.5%	52	10	19.2%	25,683	2,941	11.5%
Utah	5,237	551	10.5%	2,368	284	12.0%	20	3	15.0%	7,625	838	11.0%
Summit	927	91	9.8%	216	29	13.4%	3	2	66.7%	1,146	122	10.6%
Duchesne	358	34	9.5%	114	16	14.0%	4	0	0.0%	476	50	10.5%
Tooele	772	77	10.0%	272	30	11.0%	8	1	12.5%	1,052	108	10.3%
Rich	42	4	9.5%	28	3	10.7%	0	0	n/a	70	7	10.0%
Morgan	162	14	8.6%	32	4	12.5%	0	0	n/a	194	18	9.3%
Uintah	511	31	6.1%	163	12	7.4%	2	0	0.0%	676	43	6.4%
Wayne	43	3	7.0%	7	0	0.0%	2	0	0.0%	52	3	5.8%
Statewide	39,301	4,627	11.8%	16,134	2,182	13.5%	202	46	22.8%	55,637	6,855	12.3%

- Overall, Daggett (34.3%), Washington (21.4%), and Kane (19.9%) counties had the highest percentages of crashes involving an older driver.
- Summit (66.7%), Wasatch (66.7%), Sanpete (50.0%), Box Elder (50.0%), and Kane (50.0%) counties had the highest percentages of fatal crashes involving an older driver.
- Overall, Wayne (5.8%), Uintah (6.4%), and Morgan (9.3%) counties had the lowest percentages of crashes involving an older driver.
- Statewide, older driver crashes represented 12.3% of all crashes and 22.8% of all fatal crashes.

Crash Conditions

Gender of Older Drivers in Crashes (Utah 2013)

Older (Age 65+) Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	2,975	61.2%	1,301	56.1%	35	70.0%	4,311	59.7%
Female	1,872	38.5%	1,012	43.7%	15	30.0%	2,899	40.1%
Unknown	12	0.2%	5	0.2%	0	0.0%	17	0.2%
Total	4,859	100.0%	2,318	100.0%	50	100.0%	7,227	100.0%

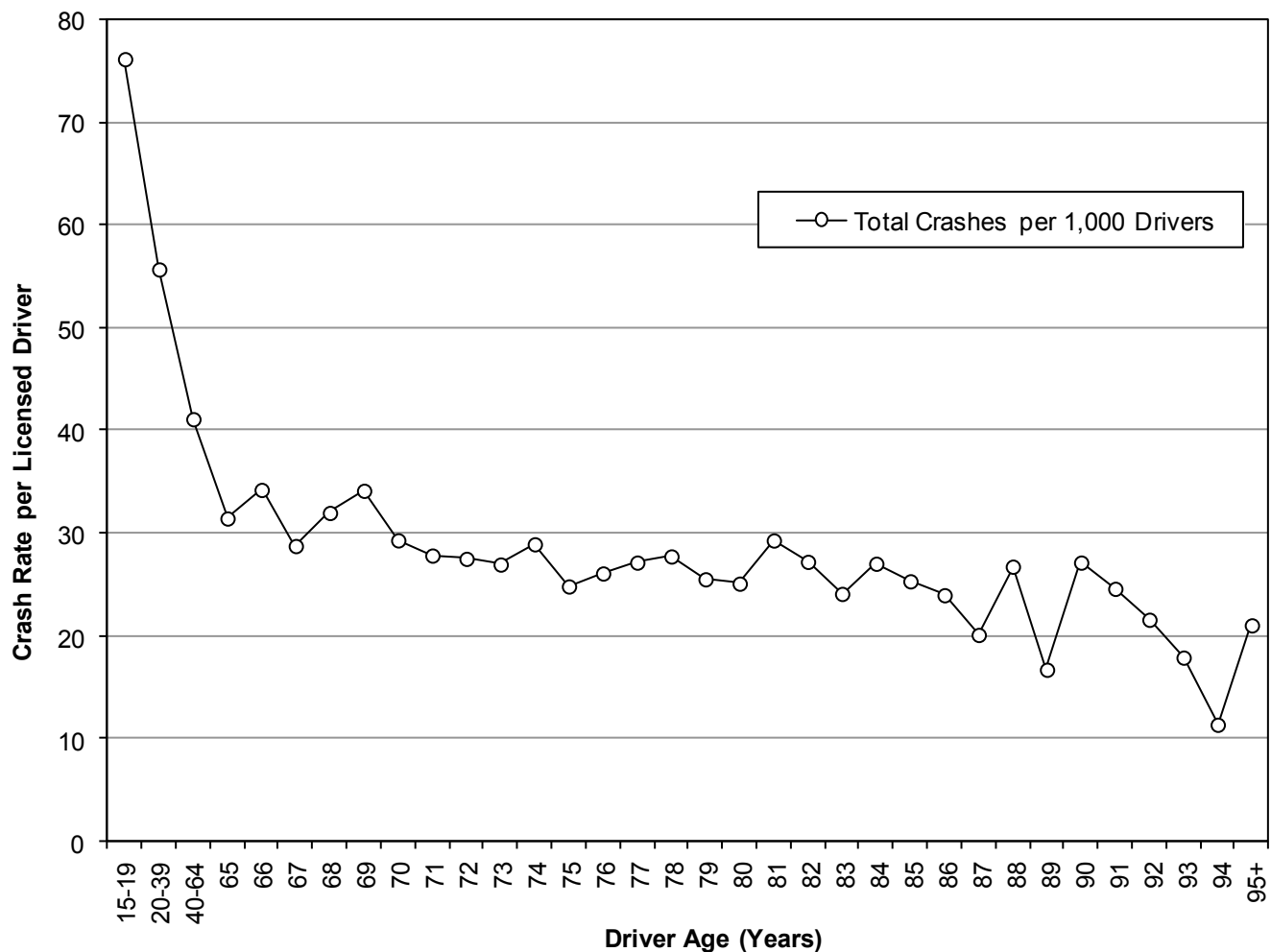
- The majority of older drivers in all motor vehicle crashes (59.7%) and fatal crashes (70.0%) were male.

Age of Older Drivers in Crashes (Utah 2013)

Older (Age 65+) Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
65	461	9.5%	22.2	189	8.2%	9.1	2	4.0%	0.096	652	9.0%	31.4
66	468	9.6%	22.1	253	10.9%	12.0	2	4.0%	0.095	723	10.0%	34.2
67	347	7.1%	19.2	167	7.2%	9.3	4	8.0%	0.222	518	7.2%	28.7
68	317	6.5%	21.1	162	7.0%	10.8	2	4.0%	0.133	481	6.7%	32.0
69	346	7.1%	22.8	169	7.3%	11.1	3	6.0%	0.198	518	7.2%	34.1
70	308	6.3%	19.6	149	6.4%	9.5	4	8.0%	0.254	461	6.4%	29.3
71	266	5.5%	18.4	132	5.7%	9.2	3	6.0%	0.208	401	5.5%	27.8
72	229	4.7%	18.2	114	4.9%	9.1	3	6.0%	0.238	346	4.8%	27.5
73	220	4.5%	18.8	94	4.1%	8.0	2	4.0%	0.170	316	4.4%	26.9
74	215	4.4%	20.0	93	4.0%	8.7	2	4.0%	0.186	310	4.3%	28.9
75	173	3.6%	16.6	83	3.6%	8.0	2	4.0%	0.192	258	3.6%	24.8
76	164	3.4%	17.2	85	3.7%	8.9	0	0.0%	0.000	249	3.4%	26.1
77	154	3.2%	17.1	87	3.8%	9.7	3	6.0%	0.333	244	3.4%	27.1
78	161	3.3%	19.0	73	3.1%	8.6	1	2.0%	0.118	235	3.3%	27.7
79	141	2.9%	17.7	62	2.7%	7.8	0	0.0%	0.000	203	2.8%	25.5
80	124	2.6%	18.0	45	1.9%	6.5	4	8.0%	0.580	173	2.4%	25.1
81	133	2.7%	20.3	58	2.5%	8.8	1	2.0%	0.152	192	2.7%	29.3
82	123	2.5%	19.9	45	1.9%	7.3	0	0.0%	0.000	168	2.3%	27.2
83	75	1.5%	13.1	59	2.5%	10.3	4	8.0%	0.698	138	1.9%	24.1
84	86	1.8%	17.6	44	1.9%	9.0	2	4.0%	0.409	132	1.8%	27.0
85	72	1.5%	16.4	38	1.6%	8.7	1	2.0%	0.228	111	1.5%	25.3
86	61	1.3%	16.0	30	1.3%	7.9	0	0.0%	0.000	91	1.3%	23.9
87	41	0.8%	12.9	22	0.9%	6.9	1	2.0%	0.314	64	0.9%	20.1
88	55	1.1%	20.7	15	0.6%	5.6	1	2.0%	0.376	71	1.0%	26.7
89	24	0.5%	11.1	11	0.5%	5.1	1	2.0%	0.463	36	0.5%	16.7
90	32	0.7%	18.5	14	0.6%	8.1	1	2.0%	0.577	47	0.7%	27.1
91	18	0.4%	14.3	13	0.6%	10.3	0	0.0%	0.000	31	0.4%	24.6
92	16	0.3%	15.7	5	0.2%	4.9	1	2.0%	0.979	22	0.3%	21.5
93	11	0.2%	15.1	2	0.1%	2.7	0	0.0%	0.000	13	0.2%	17.9
94	5	0.1%	11.3	0	0.0%	0.0	0	0.0%	0.000	5	0.1%	11.3
95+	13	0.3%	15.2	5	0.2%	5.8	0	0.0%	0.000	18	0.2%	21.0
Total	4,859	100.0%	19.2	2,318	100.0%	9.2	50	100.0%	0.197	7,227	100.0%	28.5

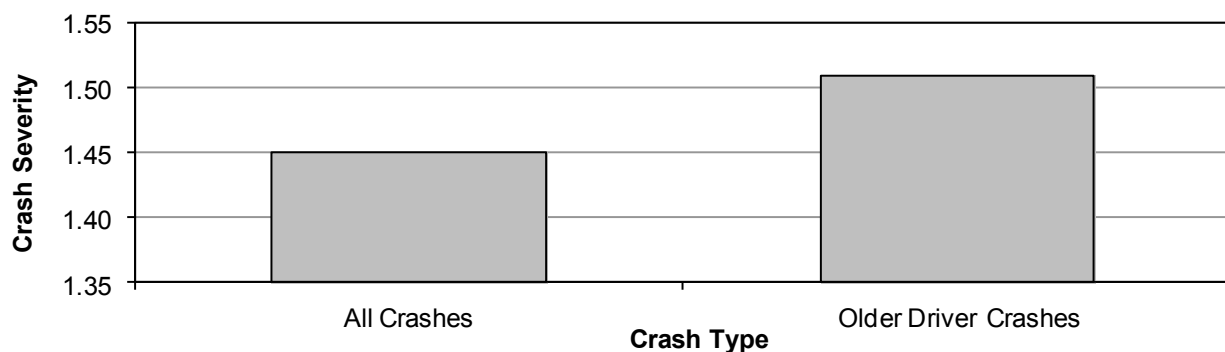
Crash Conditions

Crash Rate of Licensed Drivers by Age (Utah 2013)



- The older the driver the less likely they were to be in a crash per licensed driver.
- Older drivers had the lowest crash rate per licensed driver.

Older Driver Crash Severity (Utah 2013)



- Older driver crashes were 18% more likely to result in injury or death compared to all other crashes.

Crash Conditions

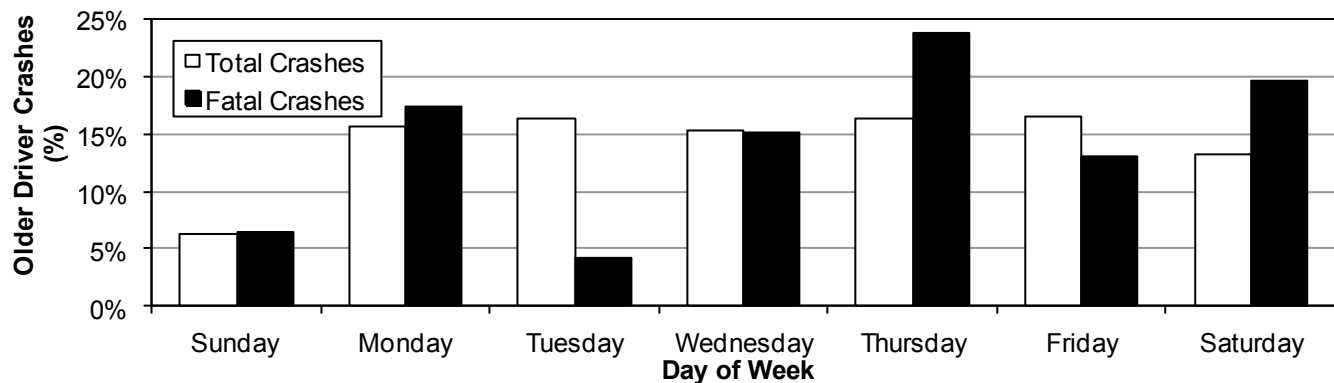
Older Driver Crashes by Month (Utah 2013)

Older (Age 65+) Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	439	14.2	156	5.0	1	0.03	596	19.2
February	313	11.2	137	4.9	3	0.11	453	16.2
March	264	8.5	143	4.6	4	0.13	411	13.3
April	313	10.4	150	5.0	4	0.13	467	15.6
May	344	11.1	187	6.0	2	0.06	533	17.2
June	326	10.9	205	6.8	3	0.10	534	17.8
July	414	13.4	176	5.7	7	0.23	597	19.3
August	385	12.4	209	6.7	8	0.26	602	19.4
September	411	13.7	189	6.3	4	0.13	604	20.1
October	451	14.5	228	7.4	3	0.10	682	22.0
November	421	14.0	189	6.3	5	0.17	615	20.5
December	546	17.6	213	6.9	2	0.06	761	24.5
Total	4,627	12.7	2,182	6.0	46	0.13	6,855	18.8

- Overall, December (24.5) and October (22.0) had the highest rates per day for older driver crashes.
- The highest rate per day of fatal older driver crashes occurred in August and July.

Older Driver Crashes by Day of Week (Utah 2013)

Older (Age 65+) Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	275	5.9%	154	7.1%	3	6.5%	432	6.3%
Monday	736	15.9%	331	15.2%	8	17.4%	1,075	15.7%
Tuesday	779	16.8%	346	15.9%	2	4.3%	1,127	16.4%
Wednesday	705	15.2%	334	15.3%	7	15.2%	1,046	15.3%
Thursday	739	16.0%	376	17.2%	11	23.9%	1,126	16.4%
Friday	787	17.0%	345	15.8%	6	13.0%	1,138	16.6%
Saturday	606	13.1%	296	13.6%	9	19.6%	911	13.3%
Total	4,627	100.0%	2,182	100.0%	46	100.0%	6,855	100.0%

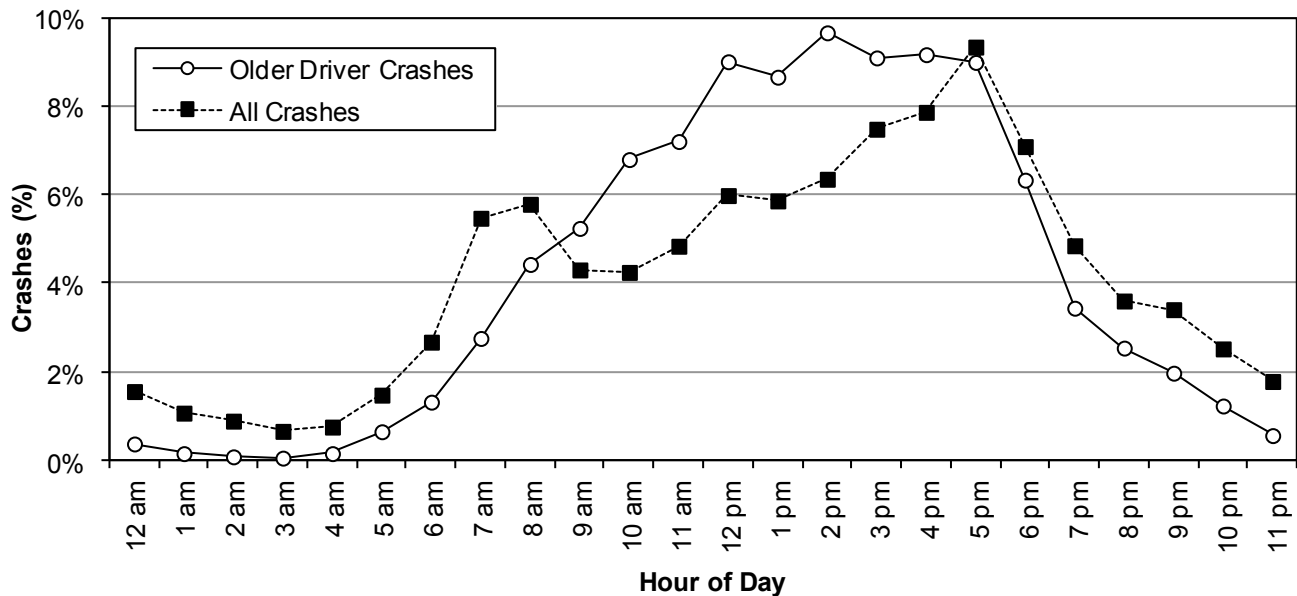


- Overall, the highest percentage of older driver crashes occurred on Friday (16.6%).
- The highest percentage of fatal older driver crashes occurred on Thursday (23.9%).

Crash Conditions

Older Driver Crashes by Hour (Utah 2013)

Older (Age 65+) Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	19	0.4%	5	0.2%	1	2.2%	25	0.4%
1 a.m.	8	0.2%	2	0.1%	0	0.0%	10	0.1%
2 a.m.	2	0.0%	3	0.1%	0	0.0%	5	0.1%
3 a.m.	2	0.0%	1	0.0%	0	0.0%	3	0.0%
4 a.m.	6	0.1%	4	0.2%	0	0.0%	10	0.1%
5 a.m.	28	0.6%	16	0.7%	0	0.0%	44	0.6%
6 a.m.	67	1.4%	22	1.0%	1	2.2%	90	1.3%
7 a.m.	131	2.8%	57	2.6%	1	2.2%	189	2.8%
8 a.m.	201	4.3%	101	4.6%	2	4.3%	304	4.4%
9 a.m.	251	5.4%	105	4.8%	4	8.7%	360	5.3%
10 a.m.	309	6.7%	153	7.0%	5	10.9%	467	6.8%
11 a.m.	316	6.8%	175	8.0%	4	8.7%	495	7.2%
Noon	427	9.2%	187	8.6%	5	10.9%	619	9.0%
1 p.m.	396	8.6%	192	8.8%	7	15.2%	595	8.7%
2 p.m.	463	10.0%	199	9.1%	2	4.3%	664	9.7%
3 p.m.	406	8.8%	215	9.9%	4	8.7%	625	9.1%
4 p.m.	415	9.0%	210	9.6%	5	10.9%	630	9.2%
5 p.m.	415	9.0%	202	9.3%	1	2.2%	618	9.0%
6 p.m.	281	6.1%	152	7.0%	2	4.3%	435	6.3%
7 p.m.	173	3.7%	62	2.8%	1	2.2%	236	3.4%
8 p.m.	125	2.7%	48	2.2%	1	2.2%	174	2.5%
9 p.m.	103	2.2%	32	1.5%	0	0.0%	135	2.0%
10 p.m.	54	1.2%	30	1.4%	0	0.0%	84	1.2%
11 p.m.	29	0.6%	9	0.4%	0	0.0%	38	0.6%
Total	4,627	100.0%	2,182	100.0%	46	100.0%	6,855	100.0%



- Older driver total crashes were highest from 12:00 p.m. to 5:59 p.m.
- Compared to all crashes, older driver crashes occurred more often in the afternoon and less often at night.

Crash Conditions

Contributing Factors of Older Driver Crashes (Utah 2013)

Older (Age 65+) Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	704	18.7%	437	23.5%	7	13.2%	1,148	20.2%
Followed Too Closely	385	10.2%	218	11.7%	0	0.0%	603	10.6%
Failed to Keep in Proper Lane	315	8.4%	142	7.6%	15	28.3%	472	8.3%
Other Improper Driving	242	6.4%	96	5.2%	0	0.0%	338	6.0%
Disregard Traffic Signal/Sign	150	4.0%	166	8.9%	4	7.5%	320	5.6%
Improper Turn	238	6.3%	78	4.2%	2	3.8%	318	5.6%
Speed Too Fast	206	5.5%	86	4.6%	12	22.6%	304	5.4%
Improper Backing	250	6.6%	13	0.7%	0	0.0%	263	4.6%
Driver Distraction	161	4.3%	99	5.3%	2	3.8%	262	4.6%
Improper Lane Change	201	5.3%	47	2.5%	0	0.0%	248	4.4%
Vision Obscured by Weather Condition	144	3.8%	58	3.1%	1	1.9%	203	3.6%
Ran Off Road	75	2.0%	77	4.1%	3	5.7%	155	2.7%
Improper Parking/Stopping	68	1.8%	24	1.3%	0	0.0%	92	1.6%
Driver Illness/Medical	33	0.9%	49	2.6%	1	1.9%	83	1.5%
Driver Asleep/Fatigue	42	1.1%	39	2.1%	1	1.9%	82	1.4%
Overcorrected	41	1.1%	36	1.9%	2	3.8%	79	1.4%
Hit and Run	71	1.9%	7	0.4%	0	0.0%	78	1.4%
Vehicle Other Defective Condition	43	1.1%	21	1.1%	0	0.0%	64	1.1%
Vision Obscured by Moving Vehicle	39	1.0%	25	1.3%	0	0.0%	64	1.1%
Swerved or Evasive Action	41	1.1%	20	1.1%	0	0.0%	61	1.1%
Other Driver Condition	40	1.1%	18	1.0%	0	0.0%	58	1.0%
Vision Obscured by Glare	37	1.0%	18	1.0%	0	0.0%	55	1.0%
Vision Obscured by Parked Vehicle	29	0.8%	11	0.6%	0	0.0%	40	0.7%
Vision Obscured by Other	29	0.8%	10	0.5%	0	0.0%	39	0.7%
Driving Under the Influence	22	0.6%	15	0.8%	0	0.0%	37	0.7%
Improper Passing	31	0.8%	5	0.3%	0	0.0%	36	0.6%
Wrong Side/Wrong Way	19	0.5%	11	0.6%	2	3.8%	32	0.6%
Vehicle Brakes	19	0.5%	9	0.5%	0	0.0%	28	0.5%
Vehicle Tires	18	0.5%	6	0.3%	0	0.0%	24	0.4%
Disregard Road Markings	15	0.4%	3	0.2%	0	0.0%	18	0.3%
Vision Obscured by Building, Sign, etc.	6	0.2%	8	0.4%	0	0.0%	14	0.2%
Vision Obscured by Vegetation	8	0.2%	4	0.2%	0	0.0%	12	0.2%
Windshield or Other Window Obscured	12	0.3%	0	0.0%	0	0.0%	12	0.2%
Vehicle Cargo	10	0.3%	0	0.0%	1	1.9%	11	0.2%
Driver Emotional Prior to Crash	6	0.2%	4	0.2%	0	0.0%	10	0.2%
Reckless/Aggressive Driving	5	0.1%	2	0.1%	0	0.0%	7	0.1%
Improper Signal	6	0.2%	0	0.0%	0	0.0%	6	0.1%
Total	3,761	100.0%	1,862	100.0%	53	100.0%	5,676	100.0%

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all older driver crashes were failed to yield right of way (20.2%), followed too closely (10.6%), and failed to keep in proper lane (8.3%).
- The leading contributing factors in fatal older driver crashes were failed to keep in proper lane (28.3%), and speed too fast (22.6%).
- Compared to drivers of all ages, older drivers were more likely to have a contributing factor of failure to yield right of way, improper turn, disregard traffic signal/sign, and improper backing.

Motorcycles



DRIVE AWARE. RIDE AWARE.



2

Section 8: Motorcycles

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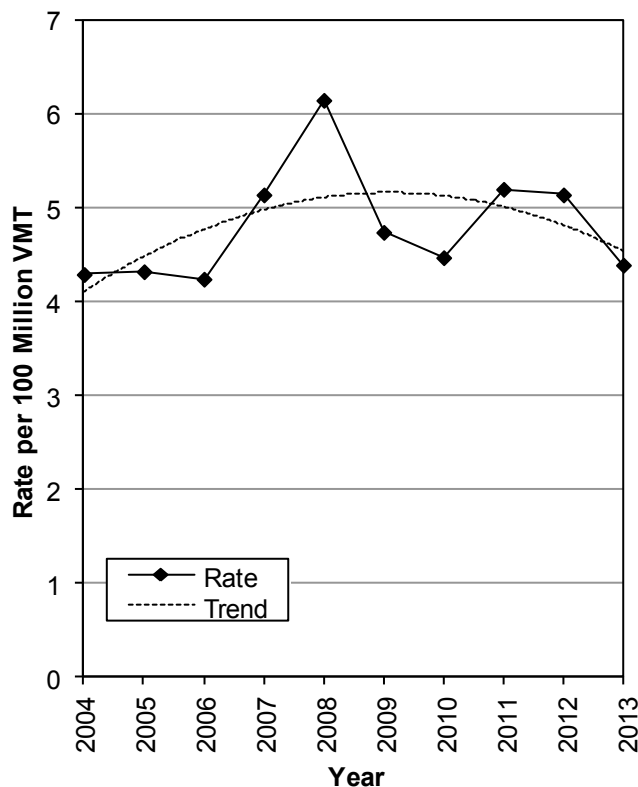
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Trends

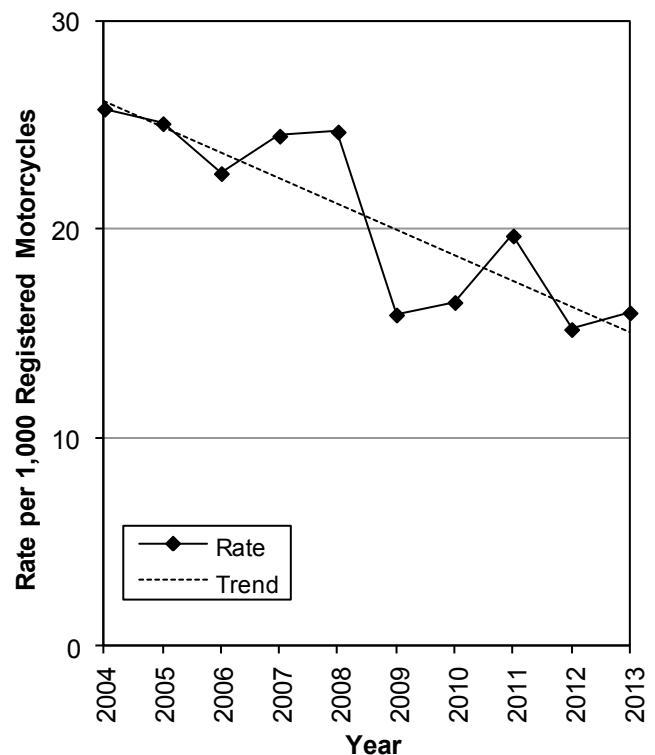
Motorcyclists in Crashes (Utah 2004-2013)

Motorcyclists (Driver and Passenger)												
Year	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Registered Motorcycles
2004	149	0.6	3.6	877	3.6	21.4	31	0.13	0.76	1,057	4.29	25.8
2005	192	0.8	4.4	871	3.5	20.1	23	0.09	0.53	1,086	4.32	25.1
2006	186	0.7	3.8	899	3.4	18.4	24	0.09	0.49	1,109	4.24	22.7
2007	269	1.0	4.8	1,076	4.0	19.2	33	0.12	0.59	1,378	5.14	24.5
2008	255	1.0	4.0	1,301	5.0	20.2	36	0.14	0.56	1,592	6.15	24.7
2009	232	0.9	3.0	980	3.7	12.5	30	0.11	0.38	1,242	4.74	15.9
2010	190	0.7	2.6	979	3.7	13.6	21	0.08	0.29	1,190	4.47	16.5
2011	228	0.9	3.3	1,117	4.2	16.0	28	0.11	0.40	1,373	5.20	19.7
2012	225	0.8	2.5	1,111	4.2	12.3	32	0.12	0.36	1,368	5.14	15.2
2013	204	0.8	2.7	951	3.5	12.8	31	0.11	0.42	1,186	4.39	16.0
Total	2,130	0.8	3.3	10,162	3.9	15.9	289	0.11	0.45	12,581	4.81	19.7

Motorcyclist Crash Rates per VMT (Utah 2004-2013)



Motorcyclist Crash Rates per Registered Motorcycles (Utah 2004-2013)



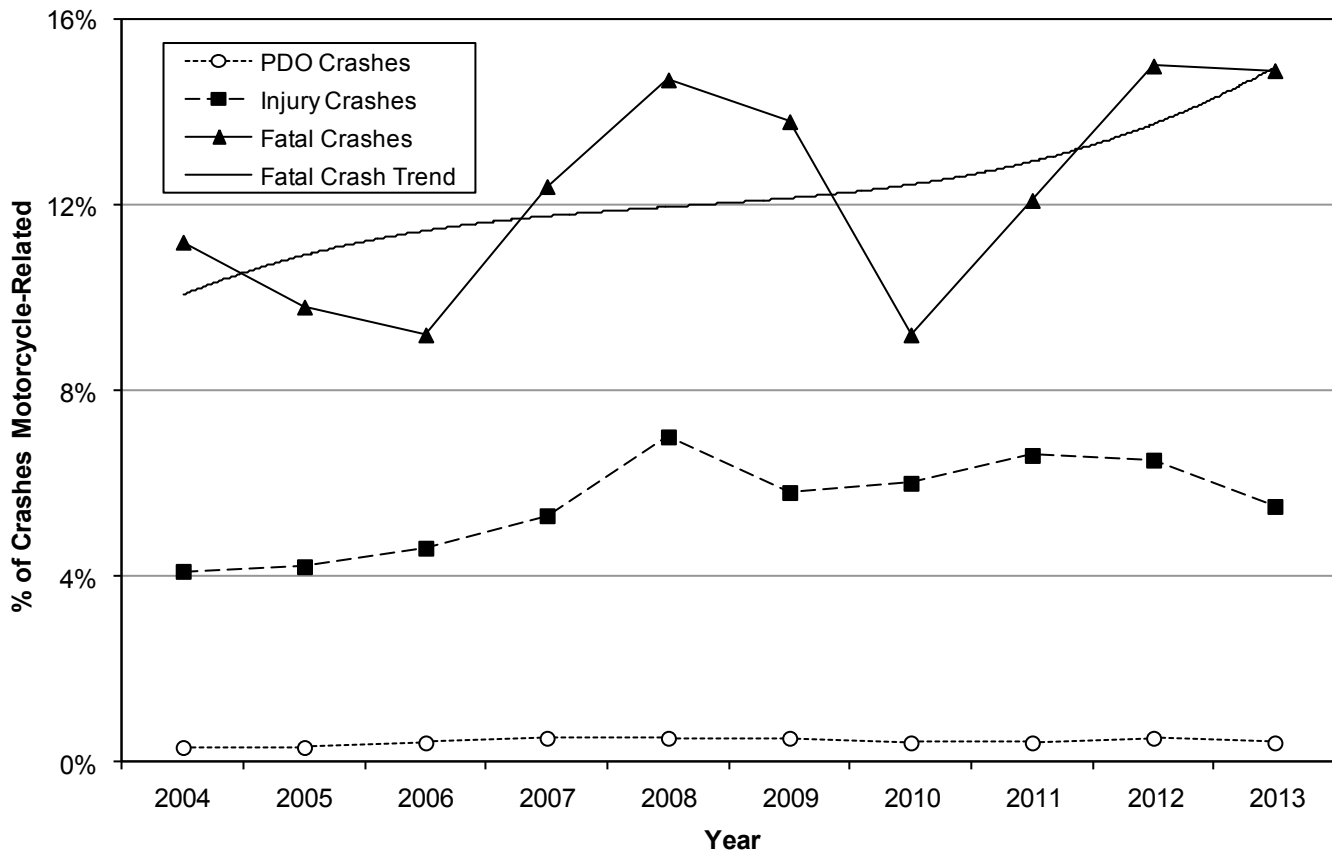
- The rate of motorcyclists in crashes per VMT decreased 14.6% from 2012 to 2013.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.
- The rate of total motorcyclists in crashes per registered motorcycles has shown a decreasing trend over the last 10 years.

Trends

Motorcycle Crashes (Utah 2004-2013)

Motorcycle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Motorcycle		All	Motorcycle		All	Motorcycle		All	Motorcycle	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	34,222	104	0.3%	19,423	805	4.1%	260	29	11.2%	53,905	938	1.7%
2005	35,158	117	0.3%	19,545	829	4.2%	235	23	9.8%	54,938	969	1.8%
2006	37,749	135	0.4%	18,189	835	4.6%	249	23	9.2%	56,187	993	1.8%
2007	42,368	199	0.5%	18,619	984	5.3%	258	32	12.4%	61,245	1,215	2.0%
2008	38,997	177	0.5%	17,125	1,192	7.0%	245	36	14.7%	56,367	1,405	2.5%
2009	35,398	182	0.5%	15,752	914	5.8%	217	30	13.8%	51,367	1,126	2.2%
2010	34,155	137	0.4%	14,995	892	5.9%	218	20	9.2%	49,368	1,049	2.1%
2011	36,418	161	0.4%	15,645	1,038	6.6%	224	27	12.1%	52,287	1,226	2.3%
2012	34,635	175	0.5%	15,765	1,024	6.5%	200	30	15.0%	50,600	1,229	2.4%
2013	39,301	145	0.4%	16,134	894	5.5%	202	30	14.9%	55,637	1,069	1.9%
Total	368,401	1,532	0.4%	171,192	9,407	5.5%	2,308	280	12.1%	541,901	11,219	2.1%

Percent of Crashes Involving a Motorcycle (Utah 2004-2013)

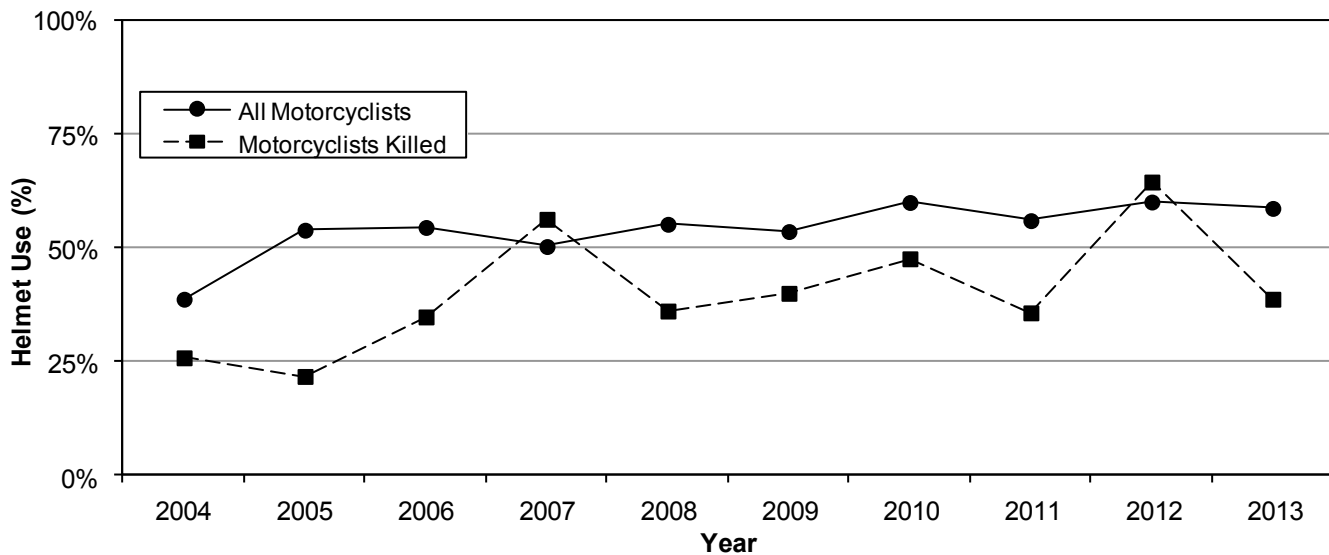


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.5% of injury crashes, and 12.1% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 12.1% of fatal crashes and 5.5% of injury crashes compared to 2.1% of total crashes.
- During the last 10 years, the highest percent of total crashes involving motorcycles occurred in 2008 (2.5%).

Helmet

Helmet Use of Motorcyclists in Crashes (Utah 2004-2013)

Motorcyclists (Driver and Passenger)												
Year	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	99	40	28.8%	492	339	40.8%	23	8	25.8%	614	387	38.7%
2005	107	53	33.1%	234	361	60.7%	18	5	21.7%	359	419	53.9%
2006	54	59	52.2%	359	446	55.4%	15	8	34.8%	428	513	54.5%
2007	70	90	56.3%	513	497	49.2%	14	18	56.3%	597	605	50.3%
2008	56	156	73.6%	569	629	52.5%	23	13	36.1%	648	798	55.2%
2009	51	95	65.1%	436	476	52.2%	18	12	40.0%	505	583	53.6%
2010	48	84	63.6%	359	534	59.8%	11	10	47.6%	418	628	60.0%
2011	78	91	53.8%	444	586	56.9%	18	10	35.7%	540	687	56.0%
2012	57	113	66.5%	417	597	58.9%	11	20	64.5%	485	730	60.1%
2013	49	92	65.2%	350	491	58.4%	19	12	38.7%	418	595	58.7%
Total	669	873	56.6%	4,173	4,956	54.3%	170	116	40.6%	5,012	5,945	54.3%



- Overall helmet use by motorcyclists in crashes increased from 38.7% in 2004 to 58.7% in 2013.
- Helmet use among motorcyclists killed has shown an increasing trend.

Helmet Use of Motorcyclists in Crashes (Utah 2013)

Motorcyclists (Driver and Passenger)								
Helmet Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	92	45.1%	491	51.6%	12	38.7%	595	50.2%
Helmet Not Worn	49	24.0%	350	36.8%	19	61.3%	418	35.2%
Unknown	63	30.9%	110	11.6%	0	0.0%	173	14.6%
Total	204	100.0%	951	100.0%	31	100.0%	1,186	100.0%



- Only 58.7% (of known) of the motorcyclists in crashes wore a helmet.
- Only 12 of the 31 motorcyclists killed in crashes (38.7%) were wearing a helmet.

Motorcycle Crash Conditions

Motorcyclists in Crashes by County (Utah 2013)

Motorcyclists (Driver and Passenger)												
County	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl
Wayne	1	2.1	11.1	5	10.5	55.6	3	6.31	33.33	9	18.9	100.0
Daggett	0	0.0	0.0	2	6.5	90.9	0	0.00	0.00	2	6.5	90.9
Garfield	1	0.9	7.9	9	8.3	70.9	0	0.00	0.00	10	9.3	78.7
Kane	3	1.9	12.1	7	4.3	28.2	1	0.62	4.03	11	6.8	44.4
Grand	1	0.3	2.0	17	5.1	33.4	0	0.00	0.00	18	5.4	35.4
Rich	0	0.0	0.0	2	4.1	35.1	0	0.00	0.00	2	4.1	35.1
Beaver	0	0.0	0.0	3	1.1	24.8	1	0.38	8.26	4	1.5	33.1
Millard	1	0.2	3.3	5	1.0	16.3	2	0.41	6.51	8	1.6	26.1
Morgan	0	0.0	0.0	7	5.3	21.8	0	0.00	0.00	7	5.3	21.8
Duchesne	1	0.4	1.6	12	4.3	19.5	0	0.00	0.00	13	4.7	21.2
Iron	1	0.1	0.9	22	3.0	20.2	0	0.00	0.00	23	3.2	21.1
San Juan	1	0.3	4.1	4	1.3	16.6	0	0.00	0.00	5	1.6	20.7
Utah	34	0.9	2.8	176	4.4	14.6	4	0.10	0.33	214	5.4	17.8
Emery	0	0.0	0.0	4	1.1	17.8	0	0.00	0.00	4	1.1	17.8
Washington	11	0.8	2.4	69	4.9	14.9	1	0.07	0.22	81	5.8	17.5
Wasatch	5	1.5	5.8	10	3.0	11.6	0	0.00	0.00	15	4.5	17.4
Salt Lake	100	1.1	3.9	324	3.6	12.5	8	0.09	0.31	432	4.9	16.7
Weber	12	0.7	1.8	91	5.7	13.6	3	0.19	0.45	106	6.6	15.8
Box Elder	2	0.2	1.3	22	2.5	14.2	0	0.00	0.00	24	2.7	15.5
Sanpete	2	0.9	4.3	4	1.9	8.5	0	0.00	0.00	6	2.8	12.8
Cache	8	0.9	2.3	36	4.1	10.4	0	0.00	0.00	44	5.0	12.7
Summit	3	0.4	1.9	14	1.9	8.9	1	0.13	0.63	18	2.4	11.4
Sevier	0	0.0	0.0	5	1.6	10.9	0	0.00	0.00	5	1.6	10.9
Davis	15	0.6	1.7	73	2.9	8.4	3	0.12	0.35	91	3.6	10.5
Tooele	1	0.1	0.5	15	1.8	8.2	3	0.37	1.63	19	2.3	10.3
Uintah	0	0.0	0.0	8	1.9	6.5	1	0.24	0.82	9	2.1	7.3
Carbon	1	0.3	1.4	4	1.3	5.6	0	0.00	0.00	5	1.6	7.1
Juab	0	0.0	0.0	1	0.3	4.0	0	0.00	0.00	1	0.3	4.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Statewide	204	0.8	2.7	951	3.5	12.8	31	0.11	0.42	1,186	4.4	16.0

- Wayne (100.0), Daggett (90.9), and Garfield (78.7) counties had the highest rates of motorcyclists in crashes per registered motorcycle.
- Wayne (18.9), Garfield (9.3), and Kane (6.8) counties had the highest rates of motorcyclists in crashes per vehicle miles traveled (VMT).

Occupant Placement of Motorcyclists in Crashes (Utah 2013)

- Drivers accounted for the majority of motorcyclists in a crash (91.4%) and motorcyclists killed (93.5%).

Motorcyclists (Driver and Passenger)								
Occupant Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	181	88.7%	874	91.9%	29	93.5%	1,084	91.4%
Passenger	23	11.3%	77	8.1%	2	6.5%	102	8.6%
Total	204	100.0%	951	100.0%	31	100.0%	1,186	100.0%

Motorcycle Crash Conditions

Age of Motorcyclists in Crashes (Utah 2013)

Motorcyclists (Driver and Passenger)								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-9	1	0.5%	7	45.0%	0	0.0%	8	0.7%
10-14	1	0.5%	7	0.7%	0	0.0%	8	0.7%
15-19	16	7.8%	94	9.9%	1	3.2%	111	9.4%
20-24	34	16.7%	167	17.6%	1	3.2%	202	17.0%
25-29	30	14.7%	124	13.0%	3	9.7%	157	13.2%
30-34	22	10.8%	98	10.3%	1	3.2%	121	10.2%
35-39	12	5.9%	85	8.9%	3	9.7%	100	8.4%
40-44	14	6.9%	70	7.4%	8	25.8%	92	7.8%
45-49	15	7.4%	58	6.1%	3	9.7%	76	6.4%
50-54	21	10.3%	82	8.6%	2	6.5%	105	8.9%
55-59	12	5.9%	68	7.2%	3	9.7%	83	7.0%
60-64	9	4.4%	38	4.0%	2	6.5%	49	4.1%
65+	4	2.0%	46	4.8%	4	12.9%	54	4.6%
Unknown	13	6.4%	7	0.7%	0	0.0%	20	1.7%
Total	204	100.0%	951	144.3%	31	100.0%	1,186	100.0%

- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (30.2%).
- The highest number of motorcyclist deaths were aged 40-44 years.
- The average age of a motorcyclist in a crash was 36.6 years.
- The average age of a motorcyclist killed in a crash was 46.5 years.

Gender of Motorcyclists in Crashes (Utah 2013)

- The majority of all motorcyclists (86.7%) and motorcyclists killed (93.5%) in crashes were male.

Motorcyclists (Driver and Passenger)								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	168	82.4%	831	87.4%	29	93.5%	1,028	86.7%
Female	30	14.7%	119	12.5%	2	6.5%	151	12.7%
Unknown	6	2.9%	1	0.1%	0	0.0%	7	0.6%
Total	204	100.0%	951	100.0%	31	100.0%	1,186	100.0%

Motorcyclists in Crashes by Month (Utah 2013)

Motorcyclists (Driver and Passenger)								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	1	0.0	6	0.2	0	0.00	7	0.2
February	1	0.0	14	0.5	0	0.00	15	0.5
March	16	0.5	74	2.4	2	0.06	92	3.0
April	12	0.4	84	2.8	2	0.07	98	3.3
May	22	0.7	109	3.5	5	0.16	136	4.4
June	25	0.8	151	5.0	5	0.17	181	6.0
July	28	0.9	153	4.9	4	0.13	185	6.0
August	36	1.2	122	3.9	4	0.13	162	5.2
September	28	0.9	122	4.1	5	0.17	155	5.2
October	18	0.6	69	2.2	1	0.03	88	2.8
November	10	0.3	38	1.3	3	0.10	51	1.7
December	7	0.2	9	0.3	0	0.00	16	0.5
Total	204	0.6	951	2.6	31	0.08	1,186	3.2

- May through September had the highest rates per day of total motorcycle crashes.
- Very few motorcycle crashes occurred in the winter months, likely due to the decrease in motorcycle riding in the winter.

Motorcycle Crash Conditions

Motorcyclists in Crashes by Hour (Utah 2013)

Motorcyclists (Driver and Passenger)								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	2	1.0%	9	0.9%	1	3.2%	12	1.0%
1 a.m.	1	0.5%	10	1.1%	1	3.2%	12	1.0%
2 a.m.	1	0.5%	4	0.4%	0	0.0%	5	0.4%
3 a.m.	0	0.0%	2	0.2%	0	0.0%	2	0.2%
4 a.m.	2	1.0%	6	0.6%	0	0.0%	8	0.7%
5 a.m.	2	1.0%	11	1.2%	0	0.0%	13	1.1%
6 a.m.	3	1.5%	15	1.6%	0	0.0%	18	1.5%
7 a.m.	7	3.4%	28	2.9%	3	9.7%	38	3.2%
8 a.m.	11	5.4%	31	3.3%	2	6.5%	44	3.7%
9 a.m.	5	2.5%	22	2.3%	0	0.0%	27	2.3%
10 a.m.	9	4.4%	39	4.1%	1	3.2%	49	4.1%
11 a.m.	7	3.4%	49	5.2%	0	0.0%	56	4.7%
Noon	15	7.4%	52	5.5%	4	12.9%	71	6.0%
1 p.m.	14	6.9%	60	6.3%	3	9.7%	77	6.5%
2 p.m.	14	6.9%	61	6.4%	1	3.2%	76	6.4%
3 p.m.	23	11.3%	89	9.4%	1	3.2%	113	9.5%
4 p.m.	20	9.8%	102	10.7%	3	9.7%	125	10.5%
5 p.m.	18	8.8%	92	9.7%	1	3.2%	111	9.4%
6 p.m.	11	5.4%	83	8.7%	2	6.5%	96	8.1%
7 p.m.	8	3.9%	52	5.5%	2	6.5%	62	5.2%
8 p.m.	11	5.4%	48	5.0%	5	16.1%	64	5.4%
9 p.m.	7	3.4%	47	4.9%	1	3.2%	55	4.6%
10 p.m.	0	0.0%	28	2.9%	0	0.0%	28	2.4%
11 p.m.	13	6.4%	11	1.2%	0	0.0%	24	2.0%
Total	204	100.0%	951	100.0%	31	100.0%	1,186	100.0%

- Over one-half (56.4%) of total motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.
- The 8:00 p.m. and noon hours had the highest number of fatalities.

Motorcyclists in Crashes by Day of Week (Utah 2013)

- Over one-third (35.9%) of total motorcycle crashes occurred on Friday and Saturday.
- Fatal motorcycle crashes occurred most frequently on Saturday (29.0%).

Motorcyclists (Driver and Passenger)								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	25	12.3%	120	12.6%	3	9.7%	148	12.5%
Monday	25	12.3%	108	11.4%	3	9.7%	136	11.5%
Tuesday	22	10.8%	113	11.9%	3	9.7%	138	11.6%
Wednesday	29	14.2%	141	14.8%	4	12.9%	174	14.7%
Thursday	26	12.7%	133	14.0%	5	16.1%	164	13.8%
Friday	46	22.5%	153	16.1%	4	12.9%	203	17.1%
Saturday	31	15.2%	183	19.2%	9	29.0%	223	18.8%
Total	204	100.0%	951	100.0%	31	100.0%	1,186	100.0%

Motorcycle Driver License Status (Utah 2013)

- Of the 34 motorcycle drivers in fatal crashes, 23 (67.6%) had a valid motorcycle license.

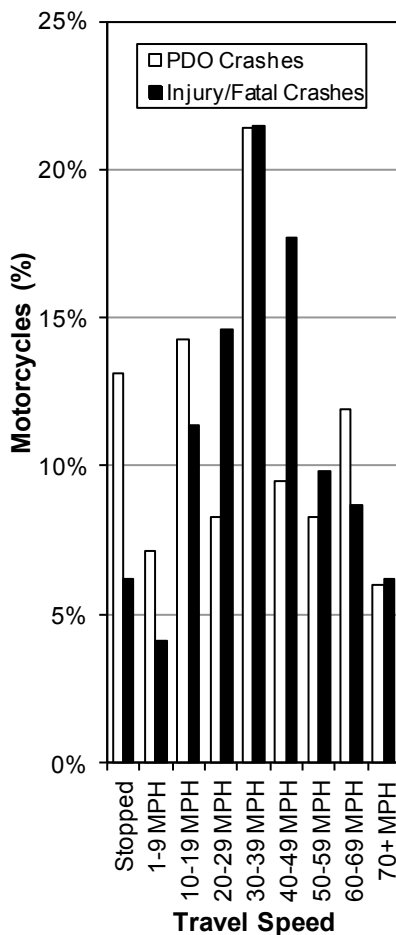
Motorcycle Crash Conditions

Motorcycle Driver Age (Utah 2013)

Motorcycle Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	4	0.4%	0	0.0%	4	0.4%
15-19	10	7.6%	88	9.6%	1	2.9%	99	9.1%
20-24	24	18.3%	165	18.0%	1	2.9%	190	17.5%
25-29	23	17.6%	124	13.5%	2	5.9%	149	13.7%
30-34	11	8.4%	96	10.4%	2	5.9%	109	10.1%
35-39	6	4.6%	79	8.6%	5	14.7%	90	8.3%
40-44	9	6.9%	68	7.4%	8	23.5%	85	7.8%
45-49	8	6.1%	60	6.5%	4	11.8%	72	6.6%
50-54	16	12.2%	79	8.6%	3	8.8%	98	9.0%
55-59	9	6.9%	65	7.1%	3	8.8%	77	7.1%
60-64	7	5.3%	38	4.1%	1	2.9%	46	4.2%
65+	3	2.3%	41	4.5%	4	11.8%	48	4.4%
Unknown	5	3.8%	12	1.3%	0	0.0%	17	1.6%
Total	131	100.0%	919	100.0%	34	100.0%	1,084	100.0%

- One-half (50.8%) of the motorcycle drivers in crashes were under the age of 35 years.

Travel Speed (Utah 2013)



Motorcycles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	17	11.6%	5	0.5%	0	0.0%	22	2.0%
Stopped	11	7.5%	43	4.6%	1	2.9%	55	5.0%
1-9 MPH	6	4.1%	29	3.1%	0	0.0%	35	3.2%
10-19 MPH	12	8.2%	81	8.8%	0	0.0%	93	8.4%
20-29 MPH	7	4.8%	103	11.1%	1	2.9%	111	10.0%
30-39 MPH	18	12.3%	152	16.4%	1	2.9%	171	15.5%
40-49 MPH	8	5.5%	124	13.4%	2	5.9%	134	12.1%
50-59 MPH	7	4.8%	62	6.7%	8	23.5%	77	7.0%
60-69 MPH	10	6.8%	57	6.2%	5	14.7%	72	6.5%
70-79 MPH	3	2.1%	20	2.2%	4	11.8%	27	2.4%
80+ MPH	2	1.4%	16	1.7%	4	11.8%	22	2.0%
Unknown	45	30.8%	233	25.2%	8	23.5%	286	25.9%
Total	146	100.0%	925	100.0%	34	100.0%	1,105	100.0%

- Nearly two-thirds (62.1% of known) of motorcycles in total crashes were traveling 10-49 MPH.
- Most (80.8% of known) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

Motorcycle Crash Conditions

Maneuver of Other Vehicle Prior to Motorcycle Crash (Utah 2013)

Vehicles Other than Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	41	38.0%	160	30.5%	3	18.8%	204	31.4%
Turning Left	20	18.5%	178	33.9%	4	25.0%	202	31.1%
Stopped in Traffic Lane	7	6.5%	56	10.7%	0	0.0%	63	9.7%
Slowing in Traffic Lane	8	7.4%	24	4.6%	1	6.3%	33	5.1%
Changing Lanes	4	3.7%	27	5.1%	1	6.3%	32	4.9%
Parked/Parking	9	8.3%	20	3.8%	2	12.5%	31	4.8%
Turning Right	7	6.5%	24	4.6%	0	0.0%	31	4.8%
Making U-turn	1	0.9%	18	3.4%	1	6.3%	20	3.1%
Entering/Leaving Traffic Lane	2	1.9%	13	2.5%	0	0.0%	15	2.3%
Backing	7	6.5%	3	0.6%	0	0.0%	10	1.5%
Overtaking/Passing	1	0.9%	0	0.0%	0	0.0%	1	0.2%
Unknown/Other	1	0.9%	2	0.4%	4	25.0%	7	1.1%
Total	108	100.0%	525	100.0%	16	100.0%	649	100.0%

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (31.4%) and turning left (31.1%).

Contributing Factors of Drivers Other than Motorcyclists in Motorcycle Crashes (Utah 2013)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	24	29.6%	196	38.9%	5	33.3%	225	37.5%
Followed Too Closely	14	17.3%	37	7.3%	0	0.0%	51	8.5%
Improper Turn	1	1.2%	45	8.9%	2	13.3%	48	8.0%
Vision Obscured	2	2.5%	43	8.5%	0	0.0%	45	7.5%
Other Improper Driving	11	13.6%	32	6.3%	0	0.0%	43	7.2%
Driver Distraction	5	6.2%	27	5.4%	1	6.7%	33	5.5%
Improper Lane Change	2	2.5%	25	5.0%	0	0.0%	27	4.5%
Hit and Run	8	9.9%	8	1.6%	3	20.0%	19	3.2%
Disregard Traffic Signal/Sign	0	0.0%	17	3.4%	0	0.0%	17	2.8%
Failed to Keep in Proper Lane	1	1.2%	15	3.0%	1	6.7%	17	2.8%
Reckless/Aggressive Driving	3	3.7%	7	1.4%	1	6.7%	11	1.8%
Vehicle Defective Condition	1	1.2%	10	2.0%	0	0.0%	11	1.8%
Improper Parking/Stopping	2	2.5%	7	1.4%	0	0.0%	9	1.5%
Improper Backing	5	6.2%	2	0.4%	0	0.0%	7	1.2%
Speed Too Fast	0	0.0%	6	1.2%	1	6.7%	7	1.2%
Improper Signal	2	2.5%	4	0.8%	0	0.0%	6	1.0%
Swerved or Evasive Action	0	0.0%	5	1.0%	0	0.0%	5	0.8%
Driver Emotional Prior to Crash	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Driving Under the Influence	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Overcorrected	0	0.0%	3	0.6%	1	6.7%	4	0.7%
Driver Illness/Medical	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Other Driver Condition	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Wrong Side/Wrong Way	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Driver Asleep/Fatigue	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Total	81	100.0%	504	100.0%	15	100.0%	600	100.0%

- Failed to yield right of way (37.5%), followed too closely (8.5%), improper turn (8.0%), and vision obscured (7.5%) were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.

Motorcycle Crash Conditions

Contributing Factors of Motorcycle Drivers in Crashes (Utah 2013)

Motorcycle Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Speed Too Fast	10	9.6%	127	16.1%	15	33.3%	152	16.2%
Followed Too Closely	16	15.4%	81	10.2%	2	4.4%	99	10.5%
Failed to Keep in Proper Lane	11	10.6%	76	9.6%	5	11.1%	92	9.8%
Swerved or Evasive Action	5	4.8%	68	8.6%	1	2.2%	74	7.9%
Other Improper Driving	6	5.8%	64	8.1%	0	0.0%	70	7.4%
Ran Off Road	3	2.9%	52	6.6%	4	8.9%	59	6.3%
Failed to Yield Right of Way	10	9.6%	31	3.9%	0	0.0%	41	4.4%
Overcorrected	5	4.8%	34	4.3%	0	0.0%	39	4.1%
Driver Distraction	2	1.9%	32	4.0%	1	2.2%	35	3.7%
Driving Under the Influence	2	1.9%	27	3.4%	2	4.4%	31	3.3%
Vehicle Other Defective Condition	4	3.8%	25	3.2%	0	0.0%	29	3.1%
Reckless/Aggressive Driving	1	1.0%	22	2.8%	3	6.7%	26	2.8%
Vision Obscured by Moving Vehicle	3	2.9%	18	2.3%	0	0.0%	21	2.2%
Vehicle Tires	3	2.9%	14	1.8%	3	6.7%	20	2.1%
Hit and Run	8	7.7%	11	1.4%	0	0.0%	19	2.0%
Improper Lane Change	2	1.9%	12	1.5%	3	6.7%	17	1.8%
Disregard Traffic Signal/Sign	2	1.9%	10	1.3%	2	4.4%	14	1.5%
Other Driver Condition	2	1.9%	12	1.5%	0	0.0%	14	1.5%
Improper Turn	3	2.9%	10	1.3%	0	0.0%	13	1.4%
Vehicle Brakes	1	1.0%	12	1.5%	0	0.0%	13	1.4%
Improper Passing	1	1.0%	10	1.3%	1	2.2%	12	1.3%
Vision Obscured by Other	0	0.0%	10	1.3%	0	0.0%	10	1.1%
Improper Parking/Stopping	0	0.0%	8	1.0%	0	0.0%	8	0.9%
Vision Obscured by Weather Condition	1	1.0%	6	0.8%	1	2.2%	8	0.9%
Vision Obscured by Glare	1	1.0%	3	0.4%	1	2.2%	5	0.5%
Vision Obscured by Parked Vehicle	0	0.0%	5	0.6%	0	0.0%	5	0.5%
Wrong Side/Wrong Way	0	0.0%	3	0.4%	0	0.0%	3	0.3%
Driver Asleep/Fatigue	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Driver Emotional Prior to Crash	1	1.0%	1	0.1%	0	0.0%	2	0.2%
Driver Illness/Medical	0	0.0%	1	0.1%	1	2.2%	2	0.2%
Improper Signal	1	1.0%	1	0.1%	0	0.0%	2	0.2%
Vision Obscured by Vegetation	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Disregard Road Markings	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	104	100.0%	791	100.0%	45	100.0%	940	100.0%

- Speed too fast (16.2%), followed too closely (10.5%), failed to keep in proper lane (9.8%), and swerved/evasive action (7.9%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (33.3%) and failed to keep in proper lane (11.1%).

Pedestrians



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Section 9: Pedestrians

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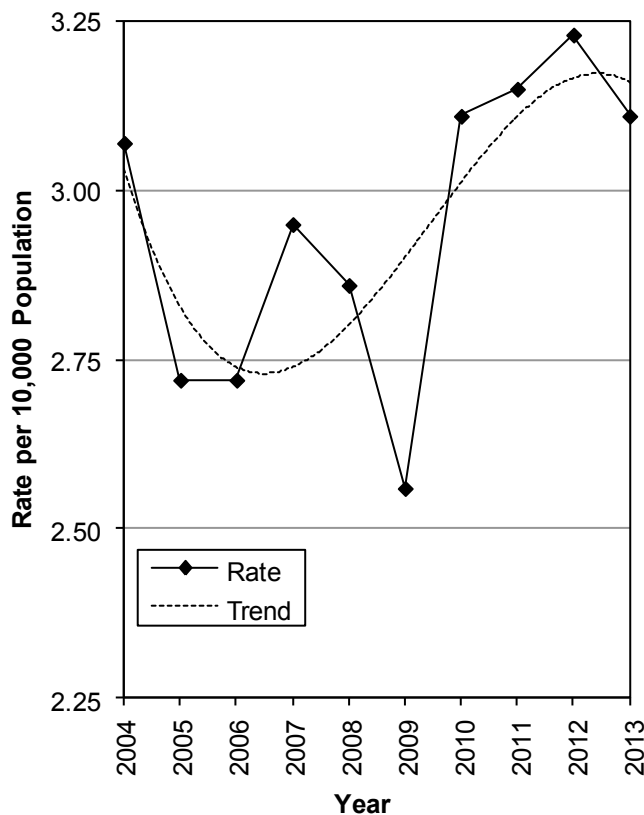
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Trends

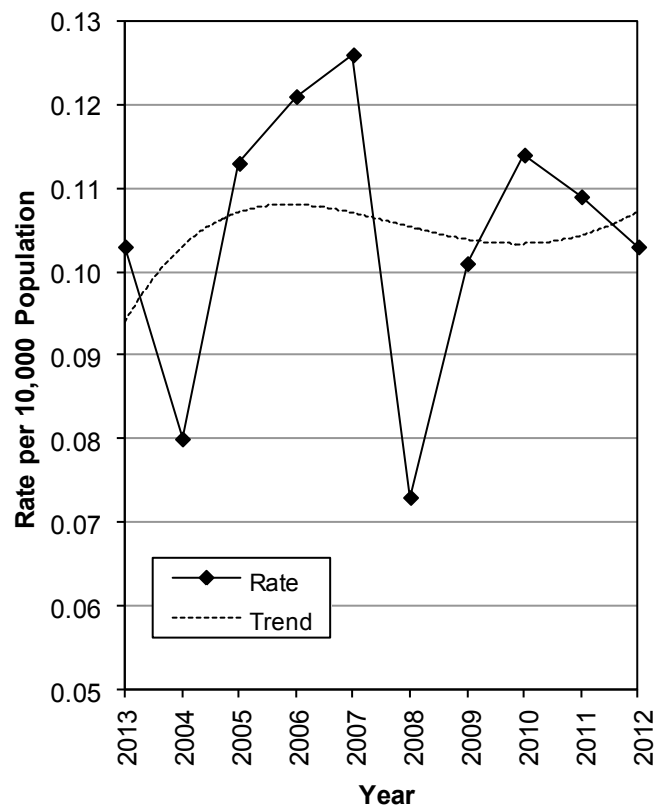
Pedestrians in Crashes (Utah 2004-2013)

Pedestrians								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2004	45	0.19	675	2.78	25	0.103	745	3.07
2005	35	0.14	626	2.50	20	0.080	681	2.72
2006	55	0.21	617	2.39	29	0.113	701	2.72
2007	65	0.25	681	2.58	32	0.121	778	2.95
2008	97	0.36	638	2.37	34	0.126	769	2.86
2009	65	0.24	613	2.24	20	0.073	698	2.56
2010	76	0.27	759	2.74	28	0.101	863	3.11
2011	84	0.30	770	2.74	32	0.114	886	3.15
2012	78	0.27	813	2.85	31	0.109	922	3.23
2013	90	0.31	783	2.70	30	0.103	903	3.11
Total	690	0.26	6,975	2.59	281	0.104	7,946	2.95

Pedestrian Crash Rates Per Population (Utah 2004-2013)



Pedestrian Death Rates Per Population (Utah 2004-2013)



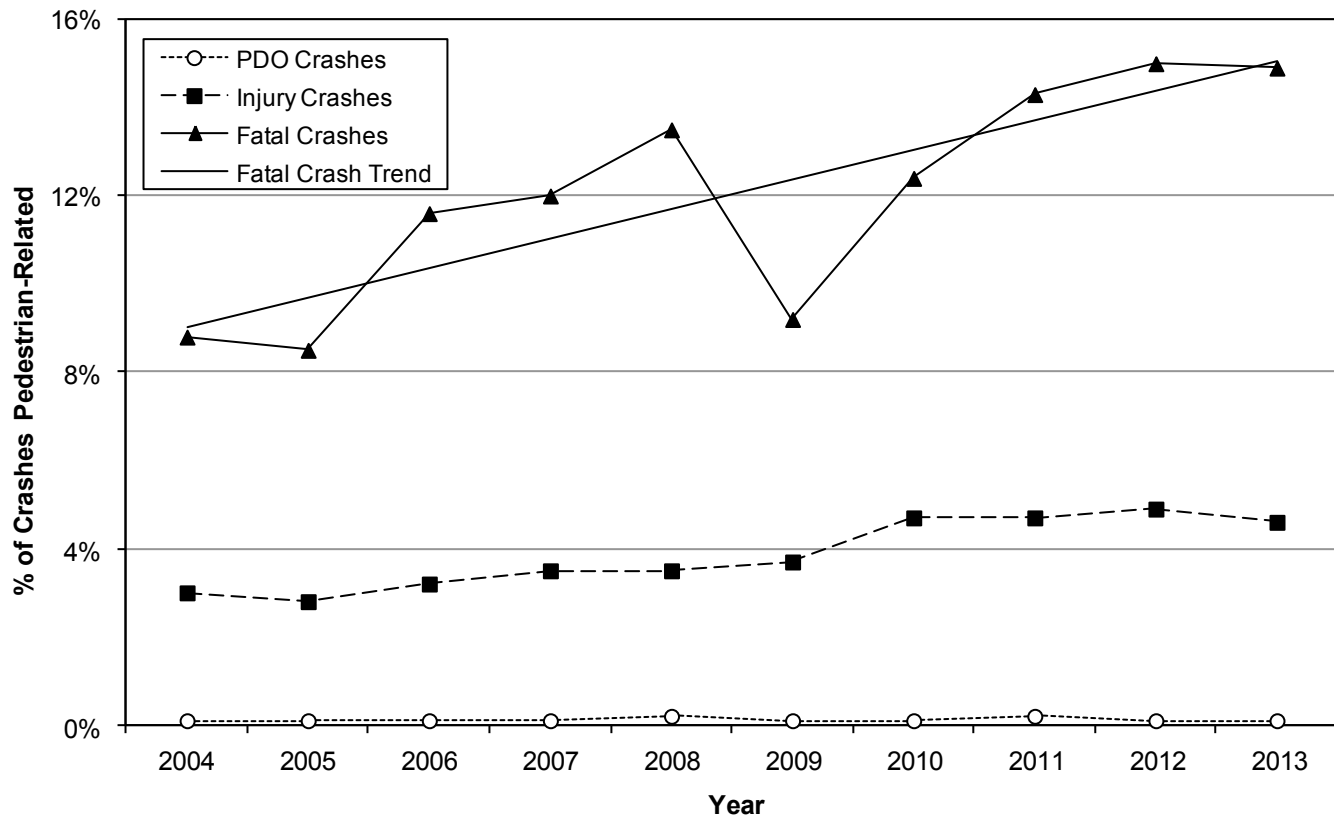
- In 2013, the total rate per population of pedestrians in crashes decreased 4% from 2012.
- 2012 had the highest rate per population of total pedestrians in crashes in the last 10 years. 2009 had the lowest rate.
- The pedestrian death rate per population decreased 5.5% in 2013 from 2012.
- 2008 had the highest rate per population of pedestrians killed in crashes (0.126), while 2009 had the lowest rate (0.073).

Trends

Pedestrian-Motor Vehicle Crashes (Utah 2004-2013)

Pedestrian-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Pedestrian		All	Pedestrian		All	Pedestrian		All	Pedestrian	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	34,222	37	0.1%	19,423	583	3.0%	260	23	8.8%	53,905	643	1.2%
2005	35,158	28	0.1%	19,545	552	2.8%	235	20	8.5%	54,938	600	1.1%
2006	37,749	33	0.1%	18,189	580	3.2%	249	29	11.6%	56,187	642	1.1%
2007	42,368	40	0.1%	18,619	653	3.5%	258	31	12.0%	61,245	724	1.2%
2008	38,997	63	0.2%	17,125	605	3.5%	245	33	13.5%	56,367	701	1.2%
2009	35,398	43	0.1%	15,752	588	3.7%	217	20	9.2%	51,367	651	1.3%
2010	34,155	47	0.1%	14,995	707	4.7%	218	27	12.4%	49,368	781	1.6%
2011	36,418	56	0.2%	15,645	732	4.7%	224	32	14.3%	52,287	820	1.6%
2012	34,635	44	0.1%	15,765	779	4.9%	200	30	15.0%	50,600	853	1.7%
2013	39,301	50	0.1%	16,134	737	4.6%	202	30	14.9%	55,637	817	1.5%
Total	368,401	441	0.1%	171,192	6,516	3.8%	2,308	275	11.9%	541,901	7,232	1.3%

Percent of Crashes Pedestrian-Related (Utah 2004-2013)



- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 3.8% of injury crashes, and 11.9% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 11.9% of fatal crashes compared to 1.3% of total crashes.
- The percent of injury crashes that involved a pedestrian decreased for the first time in seven years.
- During the last 10 years, the highest percent of fatal crashes involving pedestrians occurred in 2012 (15.0%).

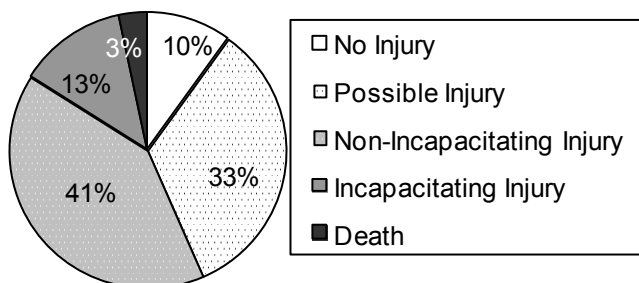
Pedestrian-Motor Vehicle Crash Conditions

Pedestrians in Crashes by County (Utah 2013)

County	Pedestrians							
	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Grand	2	2.14	3	3.21	0	0.00	5	5.34
Carbon	1	0.48	8	3.81	1	0.48	10	4.76
Salt Lake	60	0.56	407	3.77	12	0.11	479	4.44
Weber	3	0.13	76	3.19	8	0.34	87	3.65
Box Elder	0	0.00	17	3.35	1	0.20	18	3.54
Summit	0	0.00	10	2.60	0	0.00	10	2.60
Cache	1	0.09	28	2.40	1	0.09	30	2.57
Davis	5	0.16	76	2.36	0	0.00	81	2.51
Sevier	0	0.00	5	2.40	0	0.00	5	2.40
Utah	12	0.22	108	1.96	5	0.09	125	2.26
Washington	2	0.14	23	1.56	2	0.14	27	1.83
Tooele	1	0.16	10	1.65	0	0.00	11	1.81
Iron	1	0.21	7	1.50	0	0.00	8	1.71
Millard	1	0.79	1	0.79	0	0.00	2	1.58
Wasatch	1	0.38	2	0.76	0	0.00	3	1.13
San Juan	0	0.00	1	0.67	0	0.00	1	0.67
Uintah	0	0.00	1	0.28	0	0.00	1	0.28
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Duchesne	0	0.00	0	0.00	0	0.00	0	0.00
Emery	0	0.00	0	0.00	0	0.00	0	0.00
Garfield	0	0.00	0	0.00	0	0.00	0	0.00
Juab	0	0.00	0	0.00	0	0.00	0	0.00
Kane	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
Sanpete	0	0.00	0	0.00	0	0.00	0	0.00
Wayne	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	90	0.31	783	2.70	30	0.10	903	3.11

- Urban areas (3.37) had a much higher total pedestrian-motor vehicle crash rate per 10,000 population than rural areas (1.67).
- Grand (5.34), Carbon (4.76), and Salt Lake (4.44) counties had the highest rates of pedestrians in crashes per 10,000 population.
- Salt Lake County accounted for 53% of the pedestrians in crashes and 40% of the pedestrian deaths.
- Beaver, Daggett, Duchesne, Emery, Garfield, Juab, Kane, Morgan, Piute, Rich, Sanpete, and Wayne counties had no pedestrians in crashes.

Injury Severity of Pedestrians in Crashes (Utah 2013)



- 86.7% of pedestrians in crashes sustained an injury compared to 16.8% of all persons in crashes.
- The percentage of pedestrians killed in crashes (3.3%) was much higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- Pedestrian crashes were 12.1 times more likely to result in a death than other motor vehicle crashes.

Pedestrian-Motor Vehicle Crash Conditions

Age of Pedestrians in Crashes (Utah 2013)

- Overall, the largest percentages of pedestrians in crashes were aged 10-24 years (37.6% of known).
- The highest percentage of pedestrian deaths occurred in the 50-64 year age group (33.3%).
- The average age of a pedestrian in a crash was 30 years. The average age of a pedestrian killed was 44 years.

Pedestrians								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	10	11.1%	27	3.4%	1	3.3%	38	4.2%
5-9	7	7.8%	47	6.0%	0	0.0%	54	6.0%
10-14	7	7.8%	86	11.0%	2	6.7%	95	10.5%
15-19	4	4.4%	112	14.3%	2	6.7%	118	13.1%
20-24	8	8.9%	94	12.0%	2	6.7%	104	11.5%
25-29	8	8.9%	62	7.9%	3	10.0%	73	8.1%
30-34	5	5.6%	59	7.5%	1	3.3%	65	7.2%
35-39	3	3.3%	43	5.5%	2	6.7%	48	5.3%
40-44	7	7.8%	35	4.5%	1	3.3%	43	4.8%
45-49	1	1.1%	42	5.4%	1	3.3%	44	4.9%
50-54	2	2.2%	39	5.0%	3	10.0%	44	4.9%
55-59	6	6.7%	37	4.7%	3	10.0%	46	5.1%
60-64	1	1.1%	21	2.7%	4	13.3%	26	2.9%
65-69	1	1.1%	13	1.7%	1	3.3%	15	1.7%
70-74	0	0.0%	12	1.5%	2	6.7%	14	1.6%
75-79	1	1.1%	2	0.3%	1	3.3%	4	0.4%
80-84	0	0.0%	9	1.1%	1	3.3%	10	1.1%
85+	0	0.0%	3	0.4%	0	0.0%	3	0.3%
Unknown	19	21.1%	40	5.1%	0	0.0%	59	6.5%
Total	90	100.0%	783	100.0%	30	100.0%	903	100.0%

Driver Age (Utah 2013)

Drivers (Pedestrian-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	2	0.2%	0	0.0%	2	0.2%
15-19	7	10.6%	73	9.0%	4	12.1%	84	9.3%
20-24	8	12.1%	92	11.4%	4	12.1%	104	11.5%
25-29	4	6.1%	78	9.7%	3	9.1%	85	9.4%
30-34	6	9.1%	66	8.2%	3	9.1%	75	8.3%
35-39	8	12.1%	71	8.8%	6	18.2%	85	9.4%
40-44	4	6.1%	61	7.5%	0	0.0%	65	7.2%
45-49	4	6.1%	42	5.2%	0	0.0%	46	5.1%
50-54	4	6.1%	37	4.6%	3	9.1%	44	4.9%
55-59	5	7.6%	41	5.1%	3	9.1%	49	5.4%
60-64	2	3.0%	43	5.3%	1	3.0%	46	5.1%
65-69	3	4.5%	22	2.7%	2	6.1%	27	3.0%
70-74	1	1.5%	19	2.4%	0	0.0%	20	2.2%
75-79	0	0.0%	12	1.5%	0	0.0%	12	1.3%
80-84	0	0.0%	10	1.2%	0	0.0%	10	1.1%
85+	0	0.0%	5	0.6%	1	3.0%	6	0.7%
Unknown	10	15.2%	134	16.6%	3	9.1%	147	16.2%
Total	66	100.0%	808	100.0%	33	100.0%	907	100.0%

- Over half (57.0% of known) of drivers in total pedestrian-motor vehicle crashes were under 40 years.
- The percentage of drivers in fatal pedestrian-motor vehicle crashes was highest for those aged 15-39 years.
- The average age of a driver was 39.5 years.

Pedestrian-Motor Vehicle Crash Conditions

Gender of Pedestrians in Crashes (Utah 2013)

Pedestrians								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	48	53.3%	454	58.0%	18	60.0%	520	57.6%
Female	28	31.1%	307	39.2%	12	40.0%	347	38.4%
Unknown	14	15.6%	22	2.8%	0	0.0%	36	4.0%
Total	90	100.0%	783	100.0%	30	100.0%	903	100.0%

- The majority of all pedestrians hit (57.6%) and pedestrians killed (60.0%) in crashes were male.

Driver Gender (Utah 2013)

Drivers (Pedestrian-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	38	57.6%	427	52.8%	17	51.5%	482	53.1%
Female	22	33.3%	284	35.1%	13	39.4%	319	35.2%
Unknown	6	9.1%	97	12.0%	3	9.1%	106	11.7%
Total	66	100.0%	808	100.0%	33	100.0%	907	100.0%

- The majority of drivers in total pedestrian crashes (60.2% of known) and fatal crashes (56.7%) were male.

Pedestrian-Motor Vehicle Crashes by Month (Utah 2013)

Pedestrians								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3	0.10	48	1.55	0	0.00	51	1.65
February	3	0.11	49	1.75	1	0.04	53	1.89
March	2	0.06	71	2.29	5	0.16	78	2.52
April	5	0.17	65	2.17	3	0.10	73	2.43
May	1	0.03	64	2.06	0	0.00	65	2.10
June	10	0.33	48	1.60	1	0.03	59	1.97
July	8	0.26	61	1.97	4	0.13	73	2.35
August	11	0.35	75	2.42	2	0.06	88	2.84
September	10	0.33	72	2.40	0	0.00	82	2.73
October	15	0.48	95	3.06	4	0.13	114	3.68
November	11	0.37	67	2.23	7	0.23	85	2.83
December	11	0.35	68	2.19	3	0.10	82	2.65
Total	90	0.25	783	2.15	30	0.08	903	2.47

- October, August, and November had the highest rates per day of total pedestrian-motor vehicle crashes.
- November and March had the highest rates per day of pedestrian deaths.

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2013)

Pedestrians								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	8	8.9%	63	8.0%	3	10.0%	74	8.2%
Monday	15	16.7%	127	16.2%	7	23.3%	149	16.5%
Tuesday	8	8.9%	126	16.1%	3	10.0%	137	15.2%
Wednesday	14	15.6%	115	14.7%	2	6.7%	131	14.5%
Thursday	11	12.2%	139	17.8%	5	16.7%	155	17.2%
Friday	16	17.8%	123	15.7%	4	13.3%	143	15.8%
Saturday	18	20.0%	90	11.5%	6	20.0%	114	12.6%
Total	90	100.0%	783	100.0%	30	100.0%	903	100.0%

- The highest percentage of total pedestrian-motor vehicle crashes (17.2%) occurred on Thursday.
- Monday had the highest number of pedestrian deaths.

Pedestrian-Motor Vehicle Crash Conditions

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2013)

Pedestrians								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	2	2.2%	7	0.9%	0	0.0%	9	1.0%
1 a.m.	2	2.2%	8	1.0%	1	3.3%	11	1.2%
2 a.m.	1	1.1%	10	1.3%	0	0.0%	11	1.2%
3 a.m.	1	1.1%	3	0.4%	1	3.3%	5	0.6%
4 a.m.	0	0.0%	3	0.4%	0	0.0%	3	0.3%
5 a.m.	0	0.0%	2	0.3%	1	3.3%	3	0.3%
6 a.m.	1	1.1%	30	3.8%	1	3.3%	32	3.5%
7 a.m.	2	2.2%	38	4.9%	0	0.0%	40	4.4%
8 a.m.	4	4.4%	38	4.9%	1	3.3%	43	4.8%
9 a.m.	2	2.2%	26	3.3%	1	3.3%	29	3.2%
10 a.m.	3	3.3%	18	2.3%	0	0.0%	21	2.3%
11 a.m.	0	0.0%	30	3.8%	0	0.0%	30	3.3%
Noon	9	10.0%	41	5.2%	1	3.3%	51	5.6%
1 p.m.	8	8.9%	45	5.7%	1	3.3%	54	6.0%
2 p.m.	1	1.1%	46	5.9%	1	3.3%	48	5.3%
3 p.m.	11	12.2%	66	8.4%	0	0.0%	77	8.5%
4 p.m.	5	5.6%	59	7.5%	1	3.3%	65	7.2%
5 p.m.	8	8.9%	63	8.0%	3	10.0%	74	8.2%
6 p.m.	4	4.4%	55	7.0%	5	16.7%	64	7.1%
7 p.m.	4	4.4%	52	6.6%	3	10.0%	59	6.5%
8 p.m.	8	8.9%	52	6.6%	1	3.3%	61	6.8%
9 p.m.	5	5.6%	43	5.5%	5	16.7%	53	5.9%
10 p.m.	9	10.0%	32	4.1%	1	3.3%	42	4.7%
11 p.m.	0	0.0%	16	2.0%	2	6.7%	18	2.0%
Total	90	100.0%	783	100.0%	30	100.0%	903	100.0%

- Total pedestrian-motor vehicle crashes were highest between 3:00 p.m. and 6:59 p.m.
- Fatal pedestrian-motor vehicle crashes were highest during the 6:00 p.m. and 9:00 p.m. hours.

Contributing Factors of Pedestrians in Crashes (Utah 2013)

Pedestrians								
Contributing Factors	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	28	31.1%	347	44.3%	11	36.7%	386	42.7%
Improper Crossing	14	15.6%	74	9.5%	5	16.7%	93	10.3%
Darting	3	3.3%	54	6.9%	3	10.0%	60	6.6%
In Roadway (standing, kneeling, lying)	4	4.4%	43	5.5%	2	6.7%	49	5.4%
Not Visible	1	1.1%	31	4.0%	0	0.0%	32	3.5%
Inattentive	3	3.3%	23	2.9%	1	3.3%	27	3.0%
Failure to Obey Traffic Signs/Signals	0	0.0%	19	2.4%	1	3.3%	20	2.2%
Failure to Yield Right of Way	1	1.1%	5	0.6%	5	16.7%	11	1.2%
Other	1	1.1%	31	4.0%	0	0.0%	32	3.5%
Unknown	35	38.9%	156	19.9%	2	6.7%	193	21.4%
Total	90	100.0%	783	100.0%	30	100.0%	903	100.0%

- Improper crossing, darting, and in roadway were the leading contributing factors for peds in total crashes.
- Failure to yield was the leading factors for peds killed.
- No contributing factors were listed for 39.3% of the peds killed and 54.4% (of known) of total pedestrians.

- Other contributing factors to consider are drivers, roadways (such as high speeds, traffic volumes, number of lanes to cross, inadequate pedestrian crossings), and vehicles (such as vehicle size).

Pedestrian-Motor Vehicle Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2013)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	23	32.4%	365	43.0%	28	80.0%	416	43.6%
Turning Right	9	12.7%	119	14.0%	0	0.0%	128	13.4%
Turning Left	8	11.3%	92	10.8%	2	5.7%	102	10.7%
Backing	4	5.6%	65	7.7%	1	2.9%	70	7.3%
Parked/Parking	7	9.9%	47	5.5%	0	0.0%	54	5.7%
Stopped/Slowing in Traffic Lane	10	14.1%	30	3.5%	0	0.0%	40	4.2%
Entering Traffic Lane	1	1.4%	8	0.9%	0	0.0%	9	0.9%
Changing Lanes	1	1.4%	1	0.1%	2	5.7%	4	0.4%
Making U-Turn	0	0.0%	3	0.4%	0	0.0%	3	0.3%
Other	0	0.0%	18	2.1%	2	5.7%	20	2.1%
Unknown	8	11.3%	100	11.8%	0	0.0%	108	11.3%
Total	71	100.0%	848	100.0%	35	100.0%	954	100.0%

- The leading vehicle maneuvers prior to the crash were straight ahead (43.6%), turning right (13.4%), and turning left (10.7%).

Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2013)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	1	1.4%	38	4.5%	0	0.0%	39	4.1%
20-25 MPH	11	15.5%	129	15.2%	4	11.4%	144	15.1%
30-35 MPH	20	28.2%	163	19.2%	8	22.9%	191	20.0%
40-45 MPH	12	16.9%	124	14.6%	12	34.3%	148	15.5%
50-55 MPH	0	0.0%	10	1.2%	5	14.3%	15	1.6%
60-65 MPH	3	4.2%	27	3.2%	3	8.6%	33	3.5%
70+ MPH	0	0.0%	9	1.1%	0	0.0%	9	0.9%
Unknown	24	33.8%	348	41.0%	3	8.6%	375	39.3%
Total	71	100.0%	848	100.0%	35	100.0%	954	100.0%

- The majority (83.4% of known) of total pedestrian crashes occurred where the speed limit was 20-45 MPH.

Travel Speed of Vehicles in Pedestrian Crashes (Utah 2013)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	7	9.9%	38	4.5%	0	0.0%	45	4.7%
Stopped	6	8.5%	21	2.5%	0	0.0%	27	2.8%
1-9 MPH	11	15.5%	175	20.6%	1	2.9%	187	19.6%
10-19 MPH	5	7.0%	113	13.3%	0	0.0%	118	12.4%
20-29 MPH	8	11.3%	67	7.9%	1	2.9%	76	8.0%
30-39 MPH	4	5.6%	47	5.5%	6	17.1%	57	6.0%
40-49 MPH	3	4.2%	35	4.1%	9	25.7%	47	4.9%
50-59 MPH	0	0.0%	12	1.4%	4	11.4%	16	1.7%
60-69 MPH	1	1.4%	3	0.4%	1	2.9%	5	0.5%
70+ MPH	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Unknown	26	36.6%	336	39.6%	13	37.1%	375	39.3%
Total	71	100.0%	848	100.0%	35	100.0%	954	100.0%

- The higher the speed of the vehicle the more likely the pedestrian was injured or killed in a crash.
- Pedestrians hit by a vehicle traveling 30 MPH or higher were 38 times more likely to die.

Pedestrian-Motor Vehicle Crash Conditions

Contributing Factors in Pedestrian Crashes (Utah 2013)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	11	20.0%	216	28.1%	9	23.7%	236	27.3%
Hit and Run	8	14.5%	94	12.2%	8	21.1%	110	12.7%
Driver Distraction	2	3.6%	60	7.8%	5	13.2%	67	7.8%
Other Improper Driving	2	3.6%	61	7.9%	0	0.0%	63	7.3%
Improper Backing	3	5.5%	33	4.3%	0	0.0%	36	4.2%
Speed Too Fast	0	0.0%	26	3.4%	4	10.5%	30	3.5%
Failed to Keep in Proper Lane	5	9.1%	21	2.7%	2	5.3%	28	3.2%
Followed Too Closely	8	14.5%	16	2.1%	1	2.6%	25	2.9%
Vision Obscured by Weather Condition	1	1.8%	24	3.1%	0	0.0%	25	2.9%
Vision Obscured by Glare	1	1.8%	20	2.6%	0	0.0%	21	2.4%
Disregard Traffic Signal/Sign	2	3.6%	17	2.2%	0	0.0%	19	2.2%
Vision Obscured by Other	0	0.0%	17	2.2%	2	5.3%	19	2.2%
Driving Under the Influence	3	5.5%	10	1.3%	4	10.5%	17	2.0%
Vehicle Other Defective Condition	0	0.0%	16	2.1%	0	0.0%	16	1.9%
Vision Obscured by Parked Vehicle	2	3.6%	14	1.8%	0	0.0%	16	1.9%
Reckless/Aggressive Driving	2	3.6%	13	1.7%	0	0.0%	15	1.7%
Vision Obscured by Moving Vehicle	0	0.0%	14	1.8%	1	2.6%	15	1.7%
Driver Emotional Prior to Crash	0	0.0%	13	1.7%	1	2.6%	14	1.6%
Improper Parking/Stopping	2	3.6%	12	1.6%	0	0.0%	14	1.6%
Improper Turn	0	0.0%	13	1.7%	0	0.0%	13	1.5%
Vision Obscured by Building, Sign	0	0.0%	13	1.7%	0	0.0%	13	1.5%
Ran Off Road	0	0.0%	9	1.2%	0	0.0%	9	1.0%
Other Driver Condition	1	1.8%	7	0.9%	0	0.0%	8	0.9%
Vehicle Brakes	1	1.8%	5	0.6%	0	0.0%	6	0.7%
Swerved or Evasive Action	0	0.0%	5	0.6%	0	0.0%	5	0.6%
Windshield or Other Window Obscured	0	0.0%	5	0.6%	0	0.0%	5	0.6%
Improper Passing	0	0.0%	4	0.5%	0	0.0%	4	0.5%
Wrong Side/Wrong Way	1	1.8%	2	0.3%	0	0.0%	3	0.3%
Disregard Road Markings	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Driver Asleep/Fatigue	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Driver Illness/Medical	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Overcorrected	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Improper Lane Change	0	0.0%	0	0.0%	1	2.6%	1	0.1%
Improper Signal	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Vision Obscured by Vegetation	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	55	100.0%	770	100.0%	38	100.0%	863	100.0%

- Failed to yield right of way (27.3%), hit and run (12.7%), and driver distraction (7.8%) were the leading contributing factors in total pedestrian-motor vehicle crashes.
- Failed to yield right of way (23.7%) and hit and run (21.1%) were the leading contributing factors in fatal pedestrian-motor vehicle crashes.

Bicyclists



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Section 10: Bicyclists

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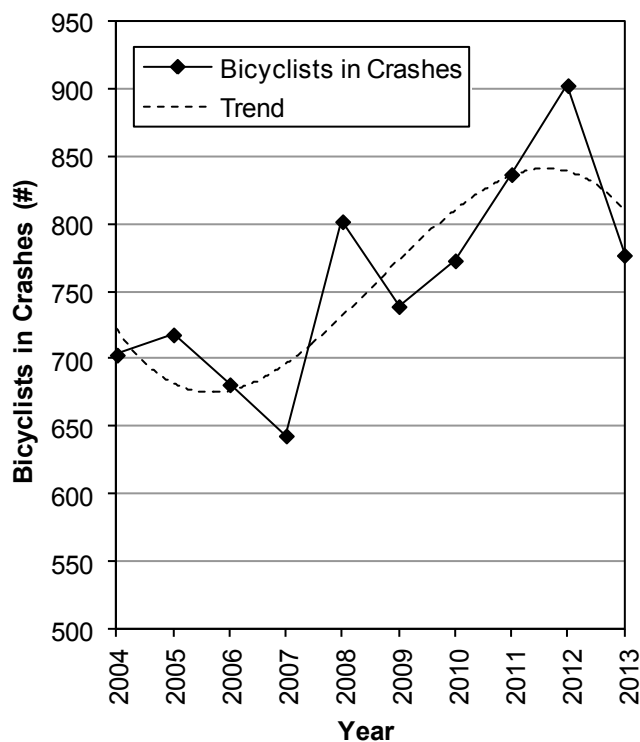
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Trends

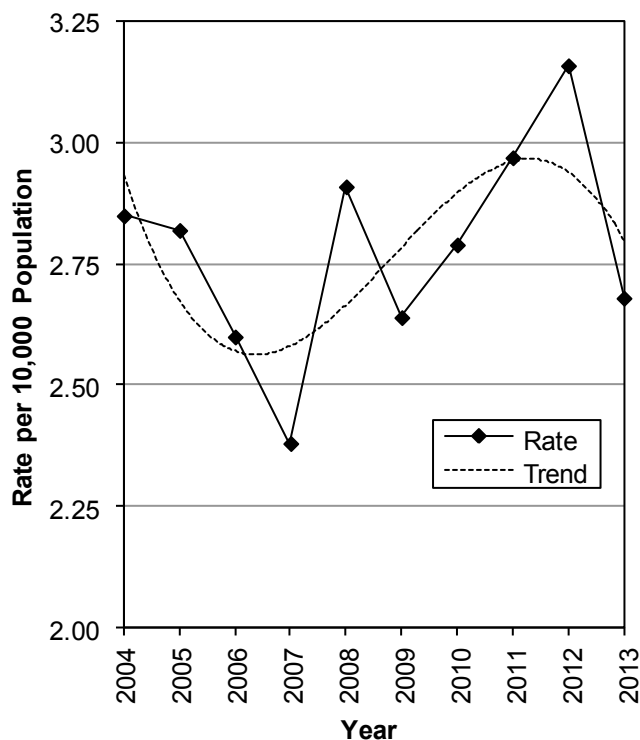
Bicyclists in Crashes (Utah 2004-2013)

Year	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2004	49	0.20	648	2.67	6	0.025	703	2.89
2005	61	0.24	654	2.61	3	0.012	718	2.87
2006	79	0.31	592	2.30	10	0.039	681	2.64
2007	53	0.20	584	2.22	6	0.023	643	2.44
2008	90	0.33	708	2.63	4	0.015	802	2.98
2009	83	0.30	651	2.38	5	0.018	739	2.71
2010	86	0.31	680	2.45	7	0.025	773	2.79
2011	85	0.30	747	2.65	5	0.018	837	2.97
2012	63	0.22	837	2.93	3	0.011	903	3.16
2013	83	0.29	688	2.37	6	0.021	777	2.68
Total	732	0.27	6,789	2.52	55	0.020	7,576	2.81

Bicyclists in Crashes (Utah 2004-2013)



Bicyclist Crash Rates Per Population (Utah 2004-2013)



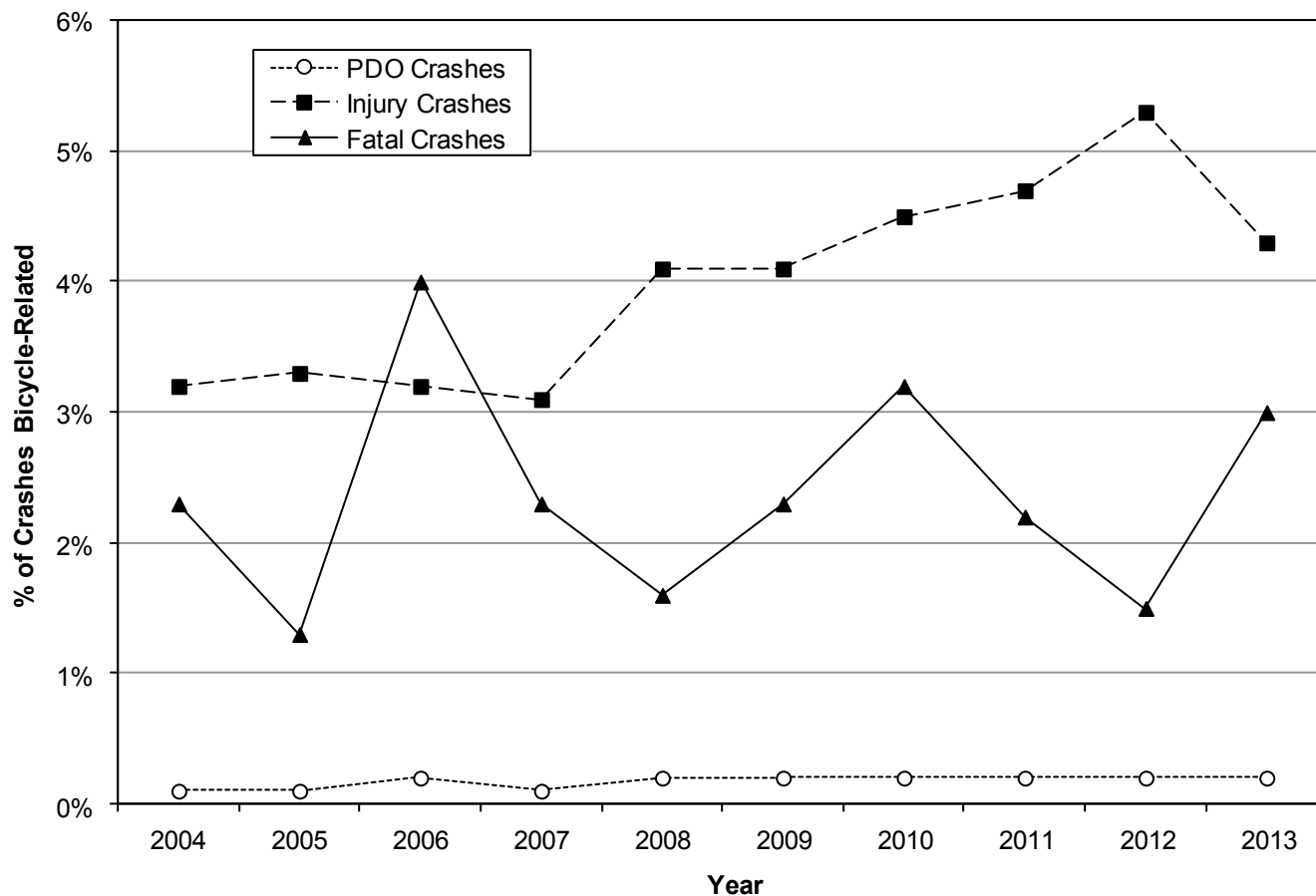
- On average, 758 bicyclists are in crashes every year.
- In 2013, the total number of bicyclists in crashes decreased 14% from 2012.
- 2012 had the highest number of bicyclists in crashes (903).
- In 2013, the total rate per population of bicyclists in crashes decreased 15% from the 2012 rate.
- 2007 had the lowest bicyclist crash rate per population (2.44).
- 2012 had the highest bicyclist crash rate per population (3.16).

Trends

Bicycle-Motor Vehicle Crashes (Utah 2004-2013)

Bicycle-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Bicycle #	%	All #	Bicycle #	%	All #	Bicycle #	%	All #	Bicycle #	%
2004	34,222	45	0.1%	19,423	626	3.2%	260	6	2.3%	53,905	677	1.3%
2005	35,158	50	0.1%	19,545	637	3.3%	235	3	1.3%	54,938	690	1.3%
2006	37,749	71	0.2%	18,189	589	3.2%	249	10	4.0%	56,187	670	1.2%
2007	42,368	46	0.1%	18,619	579	3.1%	258	6	2.3%	61,245	631	1.0%
2008	38,997	83	0.2%	17,125	697	4.1%	245	4	1.6%	56,367	784	1.4%
2009	35,398	83	0.2%	15,752	651	4.1%	217	5	2.3%	51,367	739	1.4%
2010	34,155	78	0.2%	14,995	669	4.5%	218	7	3.2%	49,368	754	1.5%
2011	36,418	73	0.2%	15,645	735	4.7%	224	5	2.2%	52,287	813	1.6%
2012	34,635	59	0.2%	15,765	833	5.3%	200	3	1.5%	50,600	895	1.8%
2013	39,301	74	0.2%	16,134	686	4.3%	202	6	3.0%	55,637	766	1.4%
Total	368,401	662	0.2%	171,192	6,702	3.9%	2,308	55	2.4%	541,901	7,419	1.4%

Percent of Crashes Involving a Bicyclist (Utah 2004-2013)



- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 3.9% of injury crashes, and 2.4% of fatal crashes.
- During the last 10 years, 7,419 crashes involved a bicyclist. There are approximately 670 injury crashes and six fatal crashes involving bicyclists a year.

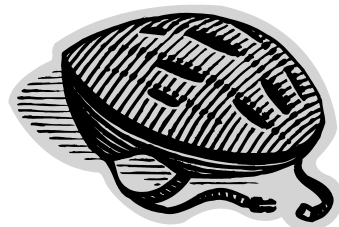
Bicycle-Motor Vehicle Crash Conditions

Bicyclists in Crashes by County (Utah 2013)

County	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Salt Lake	35	0.32	380	3.52	2	0.02	417	3.86
Cache	5	0.43	27	2.31	0	0.00	32	2.74
Washington	2	0.14	31	2.10	1	0.07	34	2.30
Davis	9	0.28	65	2.02	0	0.00	74	2.30
Weber	4	0.17	48	2.01	1	0.04	53	2.22
Utah	21	0.38	100	1.81	1	0.02	122	2.21
Sevier	1	0.48	3	1.44	0	0.00	4	1.92
Iron	1	0.21	6	1.28	0	0.00	7	1.50
Duchesne	0	0.00	2	0.98	1	0.49	3	1.48
Uintah	3	0.84	2	0.56	0	0.00	5	1.41
Kane	0	0.00	1	1.38	0	0.00	1	1.38
Summit	0	0.00	5	1.30	0	0.00	5	1.30
Tooele	1	0.16	6	0.99	0	0.00	7	1.15
Wasatch	1	0.38	2	0.76	0	0.00	3	1.13
Grand	0	0.00	1	1.07	0	0.00	1	1.07
Box Elder	0	0.00	5	0.98	0	0.00	5	0.98
Juab	0	0.00	1	0.97	0	0.00	1	0.97
Carbon	0	0.00	2	0.95	0	0.00	2	0.95
San Juan	0	0.00	1	0.67	0	0.00	1	0.67
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Emery	0	0.00	0	0.00	0	0.00	0	0.00
Garfield	0	0.00	0	0.00	0	0.00	0	0.00
Millard	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
Sanpete	0	0.00	0	0.00	0	0.00	0	0.00
Wayne	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	83	0.29	688	2.37	6	0.02	777	2.68

- Urban areas (2.98) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.01).
- Salt Lake (3.86), Cache (2.74), Washington (2.30), and Davis (2.30) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Salt Lake County accounted for 54% of the bicyclists in crashes.
- Beaver, Daggett, Emery, Garfield, Millard, Morgan, Piute, Rich, Sanpete, and Wayne counties had no bicyclists in crashes.

Bicyclists and Helmet Use (Utah 2013)



Helmet Use	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	10	12.0%	106	15.4%	3	50.0%	119	15.3%
Helmet Not Worn	24	28.9%	289	42.0%	3	50.0%	316	40.7%
Unknown	49	59.0%	293	42.6%	0	0.0%	342	44.0%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Where helmet use is known for bicyclists, 27.4% of bicyclists were wearing a helmet.

Bicycle-Motor Vehicle Crash Conditions

Age of Bicyclists in Crashes (Utah 2013)

Bicyclists								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	1	1.2%	9	1.3%	0	0.0%	10	1.3%
5-9	0	0.0%	38	5.5%	0	0.0%	38	4.9%
10-14	12	14.5%	78	11.3%	1	16.7%	91	11.7%
15-19	7	8.4%	96	14.0%	1	16.7%	104	13.4%
20-24	5	6.0%	107	15.6%	0	0.0%	112	14.4%
25-29	1	1.2%	71	10.3%	0	0.0%	72	9.3%
30-34	4	4.8%	51	7.4%	0	0.0%	55	7.1%
35-39	4	4.8%	36	5.2%	1	16.7%	41	5.3%
40-44	4	4.8%	35	5.1%	0	0.0%	39	5.0%
45-49	2	2.4%	33	4.8%	0	0.0%	35	4.5%
50-54	0	0.0%	40	5.8%	0	0.0%	40	5.1%
55-59	2	2.4%	24	3.5%	1	16.7%	27	3.5%
60-64	1	1.2%	12	1.7%	1	16.7%	14	1.8%
65-69	2	2.4%	10	1.5%	1	16.7%	13	1.7%
70+	0	0.0%	9	1.3%	0	0.0%	9	1.2%
Unknown	38	45.8%	39	5.7%	0	0.0%	77	9.9%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Nearly two-thirds (61.0% of known) of the bicyclists in crashes were under 30 years.
- The average age of a bicyclist in a crash was 29 years.

Driver Age (Utah 2013)

Drivers (Bicycle-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	6	7.1%	54	7.5%	0	0.0%	60	7.4%
20-24	16	18.8%	75	10.4%	0	0.0%	91	11.2%
25-29	9	10.6%	55	7.6%	0	0.0%	64	7.9%
30-34	7	8.2%	52	7.2%	0	0.0%	59	7.3%
35-39	2	2.4%	69	9.6%	2	33.3%	73	9.0%
40-44	6	7.1%	51	7.1%	0	0.0%	57	7.0%
45-49	5	5.9%	58	8.1%	2	33.3%	65	8.0%
50-54	1	1.2%	59	8.2%	0	0.0%	60	7.4%
55-59	5	5.9%	44	6.1%	1	16.7%	50	6.2%
60-64	4	4.7%	47	6.5%	0	0.0%	51	6.3%
65-69	2	2.4%	25	3.5%	0	0.0%	27	3.3%
70-74	1	1.2%	14	1.9%	0	0.0%	15	1.9%
75-79	1	1.2%	13	1.8%	1	16.7%	15	1.9%
80-84	2	2.4%	4	0.6%	0	0.0%	6	0.7%
85+	2	2.4%	2	0.3%	0	0.0%	4	0.5%
Unknown	16	18.8%	97	13.5%	0	0.0%	113	14.0%
Total	85	100.0%	719	100.0%	6	100.0%	810	100.0%

- Nearly half (49.8% of known) of drivers in total bicycle-motor vehicle crashes were under age 40 years.
- The average age of a driver that hit a bicyclist was 41 years.

Bicycle-Motor Vehicle Crash Conditions

Gender of Bicyclists in Crashes (Utah 2013)

Bicyclists								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	44	53.0%	520	75.6%	6	100.0%	570	73.4%
Female	4	4.8%	150	21.8%	0	0.0%	154	19.8%
Unknown	35	42.2%	18	2.6%	0	0.0%	53	6.8%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- The majority of all bicyclists (78.7% of known) in crashes were male.

Driver Gender (Utah 2013)

Drivers (Bicycle-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	39	45.9%	357	49.7%	4	66.7%	400	49.4%
Female	36	42.4%	277	38.5%	2	33.3%	315	38.9%
Unknown	10	11.8%	85	11.8%	0	0.0%	95	11.7%
Total	85	100.0%	719	100.0%	6	100.0%	810	100.0%

- The majority of drivers in total bicycle-motor vehicle crashes (55.9% of known) were male.

Bicycle-Motor Vehicle Crashes by Month (Utah 2013)

Bicyclists								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	0	0.0	11	0.4	0	0.00	11	0.4
February	1	0.0	14	0.5	1	0.04	16	0.6
March	3	0.1	32	1.0	1	0.03	36	1.2
April	2	0.1	54	1.8	0	0.00	56	1.9
May	8	0.3	92	3.0	0	0.00	100	3.2
June	8	0.3	98	3.3	0	0.00	106	3.5
July	13	0.4	97	3.1	1	0.03	111	3.6
August	15	0.5	106	3.4	0	0.00	121	3.9
September	8	0.3	77	2.6	2	0.07	87	2.9
October	16	0.5	56	1.8	1	0.03	73	2.4
November	6	0.2	37	1.2	0	0.00	43	1.4
December	3	0.1	14	0.5	0	0.00	17	0.5
Total	83	0.2	688	1.9	6	0.02	777	2.1

- August (3.9), July (3.6), and June (3.5) had the highest rates per day of total bicycle-motor vehicle crashes.

Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2013)

Bicyclists								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	4	4.8%	41	6.0%	1	16.7%	46	5.9%
Monday	15	18.1%	107	15.6%	1	16.7%	123	15.8%
Tuesday	17	20.5%	118	17.2%	1	16.7%	136	17.5%
Wednesday	14	16.9%	102	14.8%	1	16.7%	117	15.1%
Thursday	9	10.8%	110	16.0%	1	16.7%	120	15.4%
Friday	10	12.0%	140	20.3%	1	16.7%	151	19.4%
Saturday	14	16.9%	70	10.2%	0	0.0%	84	10.8%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- The highest percentage of total bicycle-motor vehicle crashes occurred on Friday (19.4%).

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Hour (Utah 2013)

Hour	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	1	1.2%	6	0.9%	0	0.0%	7	0.9%
1 a.m.	0	0.0%	1	0.1%	0	0.0%	1	0.1%
2 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3 a.m.	0	0.0%	1	0.1%	0	0.0%	1	0.1%
4 a.m.	1	1.2%	1	0.1%	0	0.0%	2	0.3%
5 a.m.	1	1.2%	7	1.0%	0	0.0%	8	1.0%
6 a.m.	0	0.0%	14	2.0%	0	0.0%	14	1.8%
7 a.m.	4	4.8%	34	4.9%	3	50.0%	41	5.3%
8 a.m.	1	1.2%	47	6.8%	0	0.0%	48	6.2%
9 a.m.	4	4.8%	28	4.1%	0	0.0%	32	4.1%
10 a.m.	1	1.2%	34	4.9%	0	0.0%	35	4.5%
11 a.m.	5	6.0%	32	4.7%	0	0.0%	37	4.8%
Noon	6	7.2%	39	5.7%	0	0.0%	45	5.8%
1 p.m.	6	7.2%	42	6.1%	1	16.7%	49	6.3%
2 p.m.	6	7.2%	47	6.8%	0	0.0%	53	6.8%
3 p.m.	6	7.2%	51	7.4%	0	0.0%	57	7.3%
4 p.m.	12	14.5%	73	10.6%	0	0.0%	85	10.9%
5 p.m.	6	7.2%	67	9.7%	0	0.0%	73	9.4%
6 p.m.	4	4.8%	57	8.3%	0	0.0%	61	7.9%
7 p.m.	8	9.6%	33	4.8%	1	16.7%	42	5.4%
8 p.m.	6	7.2%	34	4.9%	1	16.7%	41	5.3%
9 p.m.	3	3.6%	20	2.9%	0	0.0%	23	3.0%
10 p.m.	0	0.0%	12	1.7%	0	0.0%	12	1.5%
11 p.m.	2	2.4%	8	1.2%	0	0.0%	10	1.3%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Total bicycle-motor vehicle crashes were highest between 3:00 p.m. and 6:59 p.m.

Contributing Factors of Bicyclists in Crashes (Utah 2013)

Contributing Factors	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	31	37.3%	252	36.6%	5	83.3%	288	37.1%
Wrong Side of Road	11	13.3%	72	10.5%	0	0.0%	83	10.7%
Improper Crossing	6	7.2%	39	5.7%	0	0.0%	45	5.8%
Failure to Obey Traffic Signs/Signals	1	1.2%	41	6.0%	0	0.0%	42	5.4%
Not Visible	6	7.2%	30	4.4%	0	0.0%	36	4.6%
Darting	1	1.2%	27	3.9%	1	16.7%	29	3.7%
Failure to Yield Right of Way	0	0.0%	29	4.2%	0	0.0%	29	3.7%
Inattentive	4	4.8%	23	3.3%	0	0.0%	27	3.5%
In Roadway (standing/kneeling/lying)	1	1.2%	8	1.2%	0	0.0%	9	1.2%
Other	0	0.0%	17	2.5%	0	0.0%	17	2.2%
Unknown	22	26.5%	150	21.8%	0	0.0%	172	22.1%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Wrong side of road, improper crossing, and failure to obey traffic signs/signals were the leading contributing factors for bicyclists in total crashes.
- No bicyclist contributing factors were listed for 47.6% (of known) of the total bicyclists in crashes.

- Other contributing factors to consider are driver factors, roadway factors (such as high speeds, inadequate on-road bicycle facilities), and vehicle factors (such as vehicle design, vehicle size).

Bicycle-Motor Vehicle Crash Conditions

Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2013)

Bicyclists								
Bicyclist Location	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Marked Crosswalk	19	22.9%	142	20.6%	1	16.7%	162	20.8%
In Roadway (not at intersection)	10	12.0%	118	17.2%	2	33.3%	130	16.7%
Shoulder	17	20.5%	92	13.4%	1	16.7%	110	14.2%
Sidewalk	14	16.9%	87	12.6%	0	0.0%	101	13.0%
Unmarked Crosswalk	2	2.4%	47	6.8%	2	33.3%	51	6.6%
Bike Path/Lane	2	2.4%	32	4.7%	0	0.0%	34	4.4%
Outside Right of Way	1	1.2%	5	0.7%	0	0.0%	6	0.8%
Shared Use Path/Trail	0	0.0%	6	0.9%	0	0.0%	6	0.8%
Other	2	2.4%	13	1.9%	0	0.0%	15	1.9%
Unknown	16	19.3%	146	21.2%	0	0.0%	162	20.8%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (26.3% of known), in roadway, (21.1% of known), and shoulder (17.9% of known).
- Bicycles are considered vehicles and have a legal right to the road.

Motor Vehicle Maneuver Prior to Crash (Utah 2013)

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were turning right (35.5%), straight ahead (29.3%), and turning left (13.8%).

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Turning Right	32	37.6%	258	35.5%	0	0.0%	290	35.5%
Straight Ahead	22	25.9%	214	29.4%	4	66.7%	240	29.3%
Turning Left	9	10.6%	102	14.0%	2	33.3%	113	13.8%
Entering/Leaving Traffic Lane	1	1.2%	17	2.3%	0	0.0%	18	2.2%
Stopped/Slowing in Traffic Lane	0	0.0%	17	2.3%	0	0.0%	17	2.1%
Parked/Parking	1	1.2%	13	1.8%	0	0.0%	14	1.7%
Backing	3	3.5%	8	1.1%	0	0.0%	11	1.3%
Making U-turn	1	1.2%	6	0.8%	0	0.0%	7	0.9%
Overtaking/Passing	0	0.0%	5	0.7%	0	0.0%	5	0.6%
Changing Lanes	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Other	0	0.0%	6	0.8%	0	0.0%	6	0.7%
Unknown	16	18.8%	79	10.9%	0	0.0%	95	11.6%
Total	85	100.0%	727	100.0%	6	100.0%	818	100.0%

Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2013)

Motor Vehicles (Bicycle-Motor Vehicle Crash)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	1	1.2%	13	1.8%	0	0.0%	14	1.7%
Stopped	2	2.4%	19	2.6%	0	0.0%	21	2.6%
1-9 MPH	33	38.8%	206	28.3%	0	0.0%	239	29.2%
10-19 MPH	9	10.6%	104	14.3%	2	33.3%	115	14.1%
20-29 MPH	2	2.4%	42	5.8%	0	0.0%	44	5.4%
30-39 MPH	3	3.5%	27	3.7%	1	16.7%	31	3.8%
40-49 MPH	2	2.4%	13	1.8%	1	16.7%	16	2.0%
50+ MPH	1	1.2%	4	0.6%	2	33.3%	7	0.9%
Unknown	32	37.6%	299	41.1%	0	0.0%	331	40.5%
Total	85	100.0%	727	100.0%	6	100.0%	818	100.0%

- Nearly three-fourths (72.7% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Speed Limit (Utah 2013)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	2	2.4%	13	1.8%	0	0.0%	15	1.8%
20-25 MPH	11	12.9%	168	23.1%	1	16.7%	180	22.0%
30-35 MPH	24	28.2%	167	23.0%	1	16.7%	192	23.5%
40-45 MPH	15	17.6%	98	13.5%	1	16.7%	114	13.9%
50-55 MPH	2	2.4%	10	1.4%	1	16.7%	13	1.6%
60+ MPH	1	1.2%	4	0.6%	2	33.3%	7	0.9%
Unknown	30	35.3%	267	36.7%	0	0.0%	297	36.3%
Total	85	100.0%	727	100.0%	6	100.0%	818	100.0%

- Nearly all (93.3% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

Contributing Factors in Bicycle Crashes (Utah 2013)

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	32	45.1%	266	43.3%	1	7.1%	299	42.8%
Other Improper Driving	8	11.3%	55	9.0%	0	0.0%	63	9.0%
Hit and Run	7	9.9%	44	7.2%	0	0.0%	51	7.3%
Driver Distraction	1	1.4%	32	5.2%	3	21.4%	36	5.2%
Improper Turn	3	4.2%	28	4.6%	0	0.0%	31	4.4%
Vision Obscured by Glare	3	4.2%	24	3.9%	1	7.1%	28	4.0%
Disregard Traffic Signal/Sign	0	0.0%	24	3.9%	2	14.3%	26	3.7%
Vision Obscured by Other	3	4.2%	18	2.9%	0	0.0%	21	3.0%
Vision Obscured by Building, Sign	2	2.8%	16	2.6%	0	0.0%	18	2.6%
Vision Obscured by Vegetation	1	1.4%	14	2.3%	0	0.0%	15	2.1%
Failed to Keep in Proper Lane	0	0.0%	14	2.3%	0	0.0%	14	2.0%
Vision Obscured by Moving Vehicle	1	1.4%	10	1.6%	0	0.0%	11	1.6%
Vision Obscured by Weather	2	2.8%	9	1.5%	0	0.0%	11	1.6%
Improper Parking/Stopping	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Speed Too Fast	1	1.4%	8	1.3%	0	0.0%	9	1.3%
Vehicle Defective Condition	0	0.0%	8	1.3%	0	0.0%	8	1.1%
Improper Backing	2	2.8%	4	0.7%	0	0.0%	6	0.9%
Driver Illness/Medical	0	0.0%	3	0.5%	1	7.1%	4	0.6%
Followed Too Closely	1	1.4%	2	0.3%	1	7.1%	4	0.6%
Ran Off Road	1	1.4%	2	0.3%	1	7.1%	4	0.6%
Vision Obscured by Parked Vehicle	0	0.0%	4	0.7%	0	0.0%	4	0.6%
Wrong Side/Wrong Way	0	0.0%	3	0.5%	1	7.1%	4	0.6%
Driving Under the Influence	1	1.4%	2	0.3%	0	0.0%	3	0.4%
Improper Lane Change	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Improper Passing	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Reckless/Aggressive Driving	0	0.0%	2	0.3%	1	7.1%	3	0.4%
Windshield/Window Obscured	0	0.0%	2	0.3%	1	7.1%	3	0.4%
Driver Asleep/Fatigue	0	0.0%	1	0.2%	1	7.1%	2	0.3%
Driver Emotional Prior to Crash	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other Driver Condition	1	1.4%	1	0.2%	0	0.0%	2	0.3%
Swerved or Evasive Action	1	1.4%	1	0.2%	0	0.0%	2	0.3%
Total	71	100.0%	614	100.0%	14	100.0%	699	100.0%

- Failed to yield right of way (42.8%), hit and run (7.3%), and driver distraction (5.2%) were the leading contributing factors in total bicycle-motor vehicle crashes.

Appendix

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Appendix

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Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2013)

Historical Information														
Year	Population	Vehicle Miles Traveled (VMT)	Injured Persons		Deaths		Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
			#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1947	636,000	2,132,000,000	3,747	175.8	186	8.72	6,123	287.2	2,603	122.1	159	7.46	8,885	416.7
1948	653,000	2,351,000,000	3,982	169.4	220	9.36	7,117	302.7	2,675	113.8	169	7.19	9,961	423.7
1949	670,800	2,475,000,000	3,808	153.9	174	7.03	8,327	336.4	2,614	105.6	151	6.10	11,092	448.2
1950	695,900	2,839,000,000	4,459	157.1	188	6.62	9,532	335.8	3,004	105.8	169	5.95	12,705	447.5
1951	706,100	3,015,000,000	5,132	170.2	207	6.87	12,806	424.7	3,495	115.9	174	5.77	16,475	546.4
1952	724,000	3,050,000,000	5,140	168.5	246	8.07	14,052	460.7	3,474	113.9	184	6.03	17,710	580.7
1953	739,100	3,232,000,000	4,945	153.0	209	6.47	12,883	398.6	3,305	102.3	185	5.72	16,373	506.6
1954	750,500	3,336,000,000	4,495	134.7	209	6.26	11,911	357.0	3,016	90.4	176	5.28	15,103	452.7
1955	782,800	3,075,000,000	5,036	163.8	203	6.60	14,504	471.7	3,390	110.2	166	5.40	18,060	587.3
1956	808,800	3,310,000,000	4,812	145.4	215	6.50	14,045	424.3	3,310	100.0	176	5.32	17,531	529.6
1957	826,300	3,366,000,000	5,022	149.2	222	6.60	15,476	459.8	3,397	100.9	181	5.38	19,054	566.1
1958	845,200	3,531,000,000	5,658	160.2	193	5.47	18,287	517.9	3,762	106.5	171	4.84	22,220	629.3
1959	869,900	3,784,000,000	5,992	158.4	205	5.42	19,389	512.4	3,946	104.3	171	4.52	23,506	621.2
1960	900,000	3,852,000,000	9,128	237.0	256	6.65	20,702	537.4	5,576	144.8	200	5.19	26,478	687.4
1961	936,000	3,997,000,000	10,412	260.5	236	5.90	19,278	482.3	6,257	156.5	197	4.93	25,732	643.8
1962	958,000	4,240,000,000	11,133	262.6	233	5.50	19,459	458.9	6,968	164.3	186	4.39	26,613	627.7
1963	974,000	4,549,000,000	12,603	277.0	263	5.78	19,344	425.2	7,798	171.4	198	4.35	27,340	601.0
1964	978,000	4,790,000,000	14,096	294.3	295	6.16	20,570	429.4	8,636	180.3	246	5.14	29,452	614.9
1965	991,000	4,997,000,000	14,361	287.4	281	5.62	20,427	408.8	8,856	177.2	242	4.84	29,525	590.9
1966	1,009,000	5,079,000,000	14,994	295.2	331	6.52	20,616	405.9	9,076	178.7	265	5.22	29,957	589.8
1967	1,019,000	5,257,000,000	14,401	273.9	275	5.23	21,873	416.1	8,888	169.1	231	4.39	30,992	589.5
1968	1,029,000	5,539,000,000	15,539	280.5	289	5.22	24,724	446.4	9,550	172.4	258	4.66	34,532	623.4
1969	1,047,000	5,802,000,000	15,977	275.4	308	5.31	24,665	425.1	9,850	169.8	251	4.33	34,766	599.2
1970	1,066,000	6,108,000,000	17,076	279.6	335	5.48	24,168	395.7	10,722	175.5	276	4.52	35,166	575.7
1971	1,101,150	6,544,000,000	18,073	276.2	337	5.15	27,429	419.1	11,399	174.2	280	4.28	39,108	597.6
1972	1,135,100	6,969,000,000	18,261	262.0	382	5.48	27,914	400.5	11,630	166.9	312	4.48	39,856	571.9
1973	1,168,950	7,274,000,000	18,415	253.2	361	4.96	26,220	360.5	11,710	161.0	304	4.18	38,234	525.6
1974	1,196,950	7,457,000,000	16,268	218.2	228	3.06	20,637	276.7	10,560	141.6	204	2.74	31,401	421.1
1975	1,233,900	7,942,000,000	17,762	223.6	274	3.45	24,740	311.5	11,441	144.1	245	3.08	36,426	458.7
1976	1,272,050	8,420,000,000	18,315	217.5	254	3.02	22,435	266.4	11,685	138.8	225	2.67	34,345	407.9
1977	1,315,950	9,054,000,000	19,728	217.9	360	3.98	25,562	282.3	12,652	139.7	310	3.42	38,524	425.5
1978	1,363,750	9,826,000,000	21,029	214.0	376	3.83	28,946	294.6	13,423	136.6	315	3.21	42,684	434.4
1979	1,415,950	9,811,000,000	20,798	212.0	328	3.34	26,732	272.5	13,449	137.1	287	2.93	40,468	412.5
1980	1,474,000	10,645,000,000	17,828	167.5	335	3.15	21,589	202.8	11,701	109.9	292	2.74	33,582	315.5
1981	1,515,000	10,733,000,000	18,090	168.5	364	3.39	23,844	222.2	11,824	110.2	321	2.99	35,989	335.3
1982	1,558,000	10,947,000,000	17,538	160.2	296	2.70	26,425	241.4	11,504	105.1	263	2.40	38,192	348.9
1983	1,595,000	11,228,000,000	18,910	168.4	283	2.52	28,419	253.1	12,317	109.7	253	2.25	40,989	365.1
1984	1,622,000	11,642,000,000	20,487	176.0	315	2.71	33,738	289.8	13,477	115.8	274	2.35	47,489	407.9
1985	1,643,000	12,035,000,000	21,346	177.4	303	2.52	33,684	279.9	13,917	115.6	270	2.24	47,871	397.8
1986	1,663,000	12,253,000,000	21,350	174.2	312	2.55	32,426	264.6	13,988	114.2	276	2.25	46,690	381.0
1987	1,678,000	12,679,000,000	19,237	151.7	297	2.34	33,386	263.3	13,599	107.3	271	2.14	47,256	372.7
1988	1,690,000	13,229,853,875	19,066	144.1	297	2.24	35,614	269.2	13,377	101.1	258	1.95	49,249	372.3
1989	1,706,000	13,933,977,565	19,843	142.4	303	2.17	37,110	266.3	13,941	100.1	269	1.93	51,320	368.3
1990	1,729,227	14,649,064,030	20,608	140.7	272	1.86	37,823	258.2	14,632	99.9	236	1.61	52,691	359.7
1991	1,780,870	15,390,400,930	19,540	127.0	271	1.76	33,443	217.3	13,763	89.4	229	1.49	47,435	308.2
1992	1,838,149	16,263,289,670	22,490	138.3	269	1.65	34,760	213.7	15,665	96.3	235	1.44	50,660	311.5

Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2013)

Historical Information (Continued)														
Year	Population	Vehicle Miles Traveled (VMT)	Injured Persons		Deaths		Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
			#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1993	1,889,393	17,055,044,750	25,763	151.1	303	1.78	38,357	224.9	17,088	100.2	259	1.52	55,704	326.6
1994	1,946,721	18,091,944,321	28,436	157.2	343	1.90	40,243	222.4	18,726	103.5	303	1.67	59,272	327.6
1995	1,995,228	18,798,488,669	28,343	150.8	325	1.73	37,532	199.7	19,828	105.5	284	1.51	57,644	306.6
1996	2,042,893	19,433,341,748	30,711	158.0	321	1.65	40,225	207.0	20,988	108.0	292	1.50	61,505	316.5
1997	2,099,409	20,407,590,239	31,238	153.1	366	1.79	33,512	164.2	21,131	103.5	309	1.51	54,952	269.3
1998	2,141,632	21,236,980,216	30,232	142.4	350	1.65	34,337	161.7	19,427	91.5	308	1.45	54,072	254.6
1999	2,193,014	21,867,355,694	29,959	137.0	360	1.65	32,971	150.8	19,513	89.2	318	1.45	52,802	241.5
2000	2,246,467	22,517,131,427	30,086	133.6	373	1.66	33,269	147.7	19,564	86.9	318	1.41	53,151	236.0
2001	2,290,632	23,398,734,621	29,375	125.5	291	1.24	33,113	141.5	19,332	82.6	258	1.10	52,703	225.2
2002	2,331,826	24,438,992,554	30,433	124.5	328	1.34	33,542	137.2	19,552	80.0	274	1.12	53,368	218.4
2003	2,372,457	23,963,242,376	28,352	118.3	309	1.29	31,842	132.9	18,285	76.3	262	1.09	50,389	210.3
2004	2,430,224	24,641,658,091	29,638	120.3	296	1.20	34,222	138.9	19,423	78.8	260	1.06	53,905	218.8
2005	2,505,844	25,129,538,952	29,221	116.3	282	1.12	35,158	139.9	19,545	77.8	235	0.94	54,938	218.6
2006	2,576,228	26,166,885,473	27,433	104.8	287	1.10	37,674	144.0	18,264	69.8	249	0.95	56,187	214.7
2007	2,636,077	26,824,244,333	27,420	102.2	299	1.11	42,368	157.9	18,619	69.4	258	0.96	61,245	228.3
2008	2,691,122	25,883,467,343	24,672	95.3	276	1.07	38,997	150.7	17,125	66.2	245	0.95	56,367	217.8
2009	2,731,558	26,217,108,843	22,847	87.1	244	0.93	35,398	135.0	15,752	60.1	217	0.83	51,367	195.9
2010	2,774,424	26,617,169,711	21,675	81.4	253	0.95	34,155	128.3	14,995	56.3	218	0.82	49,368	185.5
2011	2,814,784	26,379,900,505	22,325	84.6	243	0.92	36,418	138.1	15,645	59.3	224	0.85	52,287	198.2
2012	2,854,871	26,637,413,207	22,336	83.9	217	0.81	34,635	130.0	15,765	59.2	200	0.75	50,600	190.0
2013	2,900,872	27,014,745,900	22,740	84.2	220	0.81	39,301	145.5	16,134	59.7	202	0.75	55,637	206.0
Total	103,777,072	825,352,565,043	1,210,165	146.6	18,882	2.29	1,800,423	218.1	800,523	97.0	16,204	1.96	2,617,150	317.1

POPULATION SOURCE: State of Utah Population Estimates, Demographic and Economic Analysis, www.governor.utah.gov/dea

VEHICLE MILES TRAVELED SOURCE: Utah Department of Transportation, Utah Highway Performance Monitoring System, www.udot.utah.gov

County Population and Vehicle Miles Traveled (Utah 2013)

County		
County	Vehicle Miles Traveled	Population
Beaver	264,273,530	6,459
Box Elder	895,366,745	50,794
Cache	880,249,558	116,909
Carbon	310,210,602	20,988
Daggett	30,980,594	1,127
Davis	2,538,778,040	322,094
Duchesne	278,837,297	20,308
Emery	351,741,796	10,749
Garfield	108,004,544	5,083
Grand	334,853,328	9,360
Iron	721,883,152	46,780
Juab	391,200,663	10,348
Kane	161,183,477	7,260
Millard	490,465,889	12,662
Morgan	131,337,257	10,173
Piute	28,071,707	1,510
Rich	49,105,907	2,288
Salt Lake	8,881,223,683	1,079,721
San Juan	312,364,995	14,973
Sanpete	210,754,236	28,237
Sevier	311,210,506	20,852
Summit	745,619,650	38,486
Tooele	818,748,872	60,762
Uintah	419,416,805	35,555
Utah	3,956,113,485	551,891
Wasatch	333,402,298	26,437
Washington	1,405,655,035	147,800
Wayne	47,544,289	2,747
Weber	1,606,147,960	238,519
Statewide	27,014,745,900	2,900,872

VEHICLE MILES TRAVELED SOURCE: Utah Department of Transportation, Utah Highway Performance Monitoring System, www.udot.utah.gov

POPULATION SOURCE: State of Utah Population Estimates, Demographic and Economic Analysis, www.governor.utah.gov/dea

Number of Licensed Drivers by Age (Utah 2013)

Licensed Drivers		
Age	#	%
15-19	156,822	8.3%
20-24	198,238	10.4%
25-29	200,937	10.6%
30-34	207,415	10.9%
35-39	189,387	10.0%
40-44	158,792	8.4%
45-49	137,357	7.2%
50-54	144,279	7.6%
55-59	136,965	7.2%
60-64	115,900	6.1%
65-69	90,147	4.7%
70-74	65,207	3.4%
75-79	45,398	2.4%
80-84	30,258	1.6%
85+	22,237	1.2%
Total	1,899,339	100.0%

Number of Licensed Drivers by Gender (Utah 2013)

Licensed Drivers		
Gender	#	%
Female	940,572	49.5%
Male	958,767	50.5%
Total	1,899,339	100.0%

SOURCE: Utah Department of Public Safety, Driver License Division

Number of Registered Vehicles by Vehicle Type (Utah 2005-2013)

Vehicles					
Year	Heavy Truck	Light Truck	Motorcycle	Passenger Car	Total
2005	58,645	552,931	43,271	1,205,430	1,860,277
2006	60,765	564,280	48,949	1,243,041	1,917,035
2007	62,860	585,413	56,146	1,297,242	2,001,661
2008	66,578	601,655	64,376	1,334,906	2,067,515
2009	67,124	598,513	78,302	1,349,596	2,093,535
2010	63,927	588,733	71,957	1,340,300	2,064,917
2011	64,288	585,689	69,774	1,346,803	2,066,554
2012	73,047	642,921	90,095	1,466,245	2,272,308
2013	68,188	593,301	74,324	1,405,155	2,140,968
Total	585,422	5,313,436	597,194	11,988,718	18,484,770

SOURCE: Utah State Tax Commission, Economic and Statistical Unit

Notable Dates in Utah Highway Safety History

- 1906** First motor vehicle traffic crash death in Utah.
- 1912** First electric traffic signal installed in Salt Lake City.
- 1915** Driving age established at 16 years and older.
- 1926** Stop sign law implemented.
- 1935** Alcohol drinking age set at 21 years and older.
- 1935** Utah Highway Patrol granted statewide police authority.
- 1960** First sections of interstate opened in Utah.
- 1967** Illegal to operate a motor vehicle at or above .08 BAC.
- 1969** Motorcycle helmet required for all ages on roads with speed limits 35 mph or higher.
- 1972** Highest number of deaths recorded in one year in Utah (382).
- 1973** Maximum speed limit lowered to 55 mph.
- 1977** Motorcycle helmet law changed, helmets required only for riders under 18 years on all roads.
- 1985** First child restraint law.
- 1986** First seat belt law.
- 1987** Maximum speed limit raised to 65 mph.
- 1991** Amount of property damage required for reportable crashes increased from \$400 to \$750.
- 1992** Illegal for drivers under age 21 years to drive with any detectable amount of alcohol.
- 1996** Amount of property damage required for reportable crashes increased to \$1,000.
- 1996** Maximum speed limit raised to 75 mph.
- 1997** Increased age that children need to be restrained from up to eight years to up to ten years.
- 1997** Non-traffic crashes excluded. Non-traffic crashes accounted for approximately 10% of crashes in previous years.
- 1999** First Graduated Driver License law implemented.
- 2000** Secondary seat belt law for drivers and all passengers of motor vehicles.
- 2000** Increased age for use of child restraints up to age five years.
- 2006** State of Utah Investigating Officer's Report of Traffic Crash DI-9 Form updated.
- 2007** Hand-held telephone use prohibited, enforced if a moving traffic violation is committed.
- 2008** Increased age for use of child restraints up to age eight years.
- 2008** Maximum speed limit raised to 80 mph on selected parts of rural I-15.
- 2009** Amount of property damage required for reportable crashes increased to \$1,500.
- 2009** All drivers convicted of DUI required to use ignition interlock system.
- 2009** Text messaging prohibited while operating a moving motor vehicle.

Glossary

Alcohol-Impaired Driver Crash: A crash in which the driver was cited for driving under the influence, the alcohol test was positive, or if the investigating officer suspected alcohol use.

Alcohol-Impaired Driver Fatal Crash: A crash resulting in one or more deaths involving at least one driver with a blood alcohol concentration of .08 grams per deciliter or above.

Contributing Factor: The circumstances reported by the investigating officer surrounding a crash that contributed to the crash or the crash severity.

Crash Rate: Crashes per 100 million vehicle miles traveled unless otherwise specified.

Death Rate: Traffic deaths per 100 million vehicle miles traveled unless otherwise specified.

Fatal Crash: A crash involving a motor vehicle traveling on a trafficway resulting in the death of at least one person within 30 days of the crash.

Fatality Analysis Reporting System (FARS): National data system containing data on all fatal traffic crashes in the U.S.

Holiday Crash: The following criteria was used to determine the number of days in the holiday period: 1) If a holiday occurred on Sunday, Tuesday, Wednesday, or Saturday, then it was considered a three day holiday (the day prior to the holiday, the holiday, and the day after the holiday); 2) If a holiday occurred on Monday, then it was considered a four day holiday (Friday through Monday); 3) If a holiday occurred on Friday, then it was considered a four day holiday (Thursday through Sunday); 4) If a holiday occurred on Thursday, then it was considered a five day holiday (Wednesday through Sunday).

Incapacitating Injury: Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as needing help from the scene.

Injury Crash: A crash in which one or more persons sustained a possible injury, non-incapacitating injury, or an incapacitating injury.

Miles per Hour (MPH): A unit of speed expressing the distance traveled (in miles) to the time spent traveling (in hours).

Motorcycle Crash: A crash involving a motorcycle or moped.

Non-Incapacitating Injury: Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Examples: bruise, cut, bloody nose.

Out-of-State Driver: A driver licensed from a state/country other than Utah who is in a crash. Some of these drivers may reside in Utah and have not yet applied for a Utah driver license.

Possible Injury: Complaint of pain without visible injury.

Property Damage Only (PDO) Crash: A crash which results in damage to the motor vehicle or other property but without injury or death to any person.

Restraint Use: Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or large truck. Occupants are coded as restrained if they reported using a shoulder/lap belt, lap belt, or a child safety seat at the scene of the crash. Occupants using only a shoulder strap were reported as being unrestrained. In the majority of cases, restraint use is self-reported by the crash occupant. In the case of fatal or severe injury crashes, the officer determines restraint use.

Rural: Counties with population less than 100,000 people. Rural counties in Utah are Beaver, Box Elder, Carbon, Daggett, Duchesne, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Wasatch, and Wayne.

Speed Crash: A crash where a driver exceeded posted speed limits or was driving too fast for conditions.

Teenage Driver Crash: A crash involving a driver aged 15 to 19 years.

Urban: Counties with population 100,000 people and above. Urban counties in Utah are Cache, Davis, Salt Lake, Utah, Washington, and Weber.

Vehicle Miles Traveled (VMT): The number of miles traveled in a year for a given area calculated by the Utah Department of Transportation.

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