

Motorcycles



DRIVE AWARE. RIDE AWARE.



Section 8: Motorcycles

Trends

Motorcyclists in Crashes 2004-2013.....	98
Motorcycle Crashes 2004-2013.....	99

Helmets

Helmet Use 2004-2013.....	100
Helmet Use 2013.....	100

Crash Conditions

Motorcyclists in Crashes by County.....	101
Occupant Placement.....	101
Age.....	102
Gender.....	102
Month.....	102
Hour.....	103
Day of Week.....	103
Driver License Status.....	103
Driver Age.....	104
Travel Speed.....	104
Maneuver of Other Vehicle Prior to Crash.....	105
Contributing Factors of Other Drivers.....	105
Contributing Factors of Motorcycle Drivers.....	106

2

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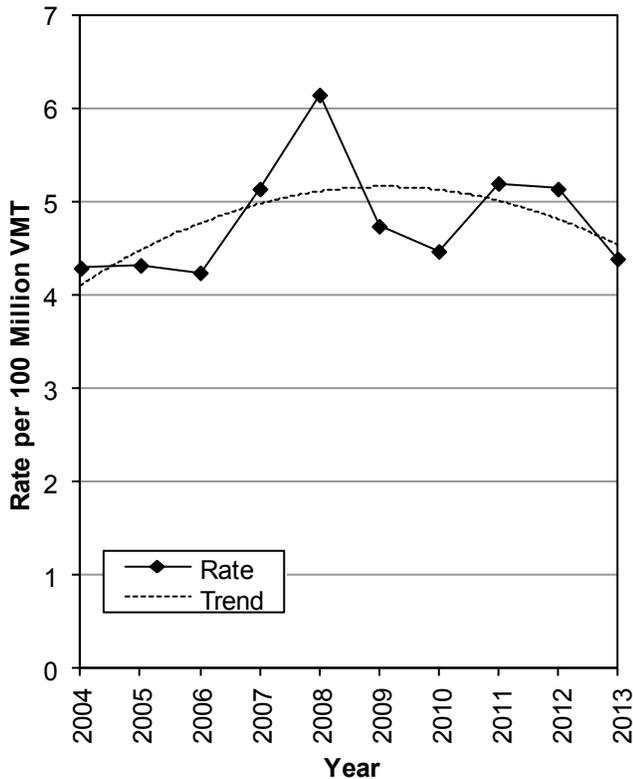
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Trends

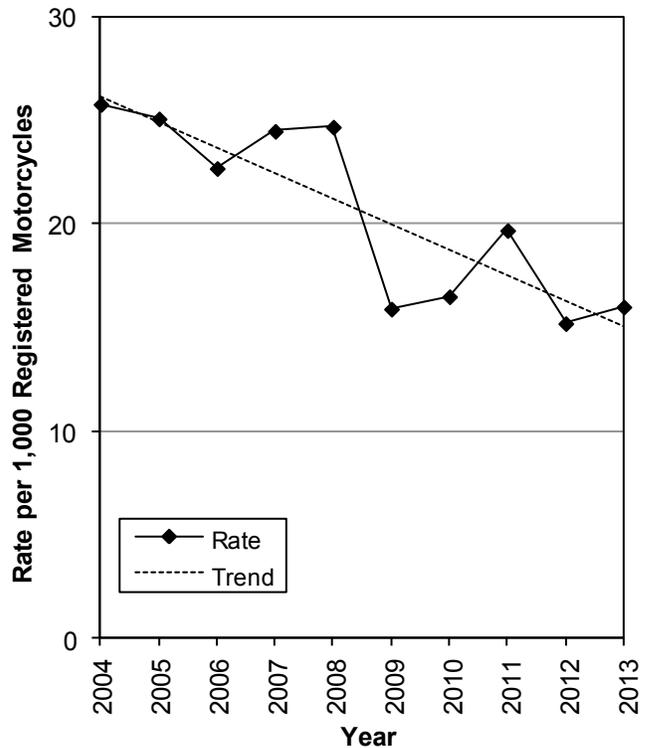
Motorcyclists in Crashes (Utah 2004-2013)

Motorcyclists (Driver and Passenger)												
Year	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	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)



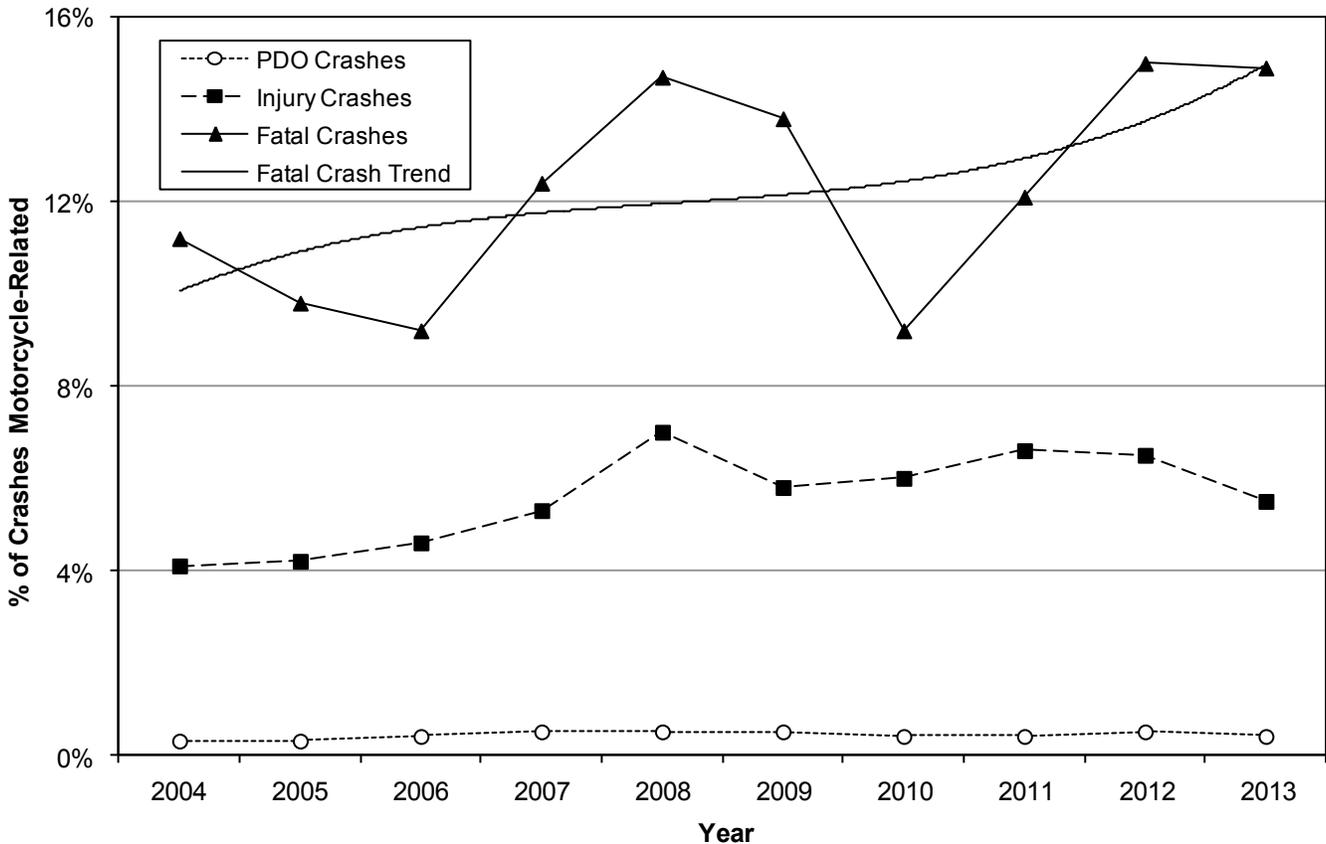
- The rate of motorcyclists in crashes per VMT decreased 14.6% from 2012 to 2013.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.
- The rate of total motorcyclists in crashes per registered motorcycles has shown a decreasing trend over the last 10 years.

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)

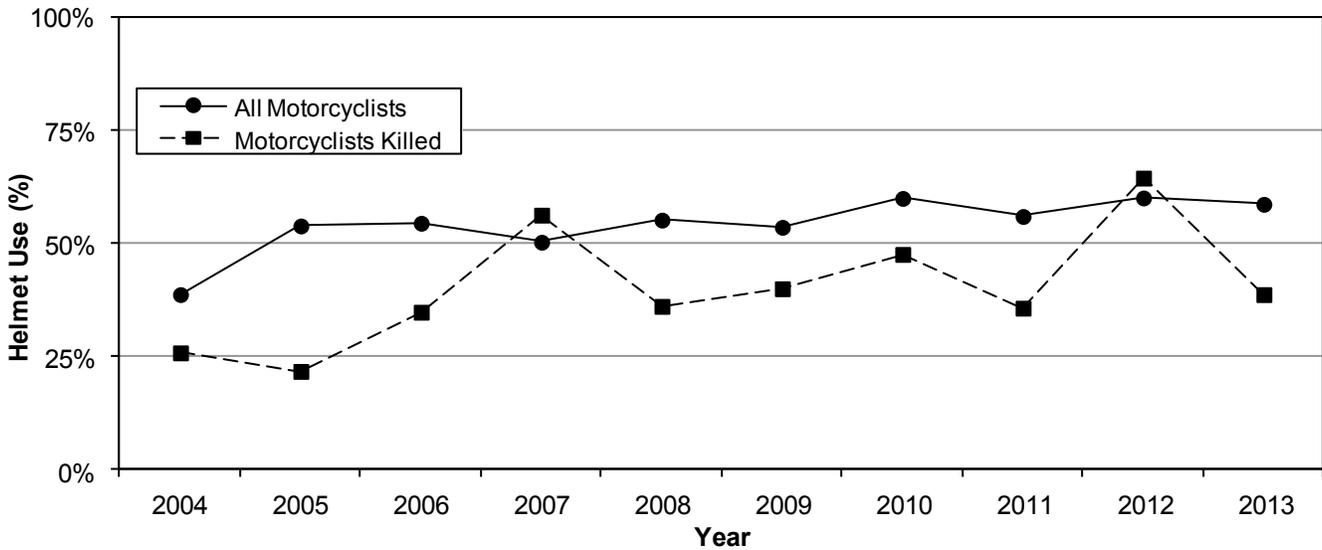


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.5% of injury crashes, and 12.1% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 12.1% of fatal crashes and 5.5% of injury crashes compared to 2.1%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

Helmets

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 Helmet	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.

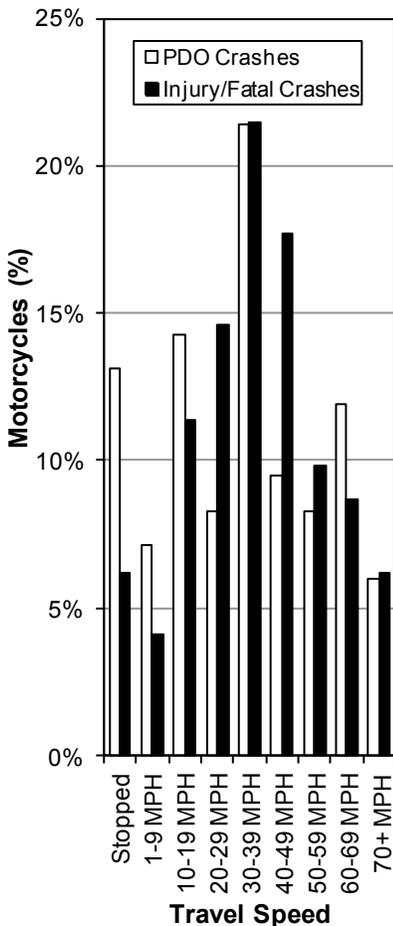
Motorcycle Crash Conditions

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%).