

Utah Crash Summary 2014



State of Utah

Department of Public Safety

Utah Crash Summary 2014



Keith D. Squires, Commissioner
Utah Department of Public Safety

Kristy Rigby, Director
Highway Safety Office
Utah Department of Public Safety

Gary D. Mower, Traffic Records Program Manager
Highway Safety Office
Utah Department of Public Safety

Table of Contents

Introduction	3
Executive Summary	4
2014 Utah Crash Synopsis	5
2014 Utah Crash Facts	6
Fact Sheets.....	7
Section 1: Overview	31
Section 2: Occupant Protection	65
Section 3: Speed	79
Section 4: Alcohol	90
Section 5: Drugs	105
Section 6: Distraction.....	116
Section 7: Drowsy Drivers	124
Section 8: Teenage Drivers	135
Section 9: Older (Age 65+) Drivers.....	146
Section 10: Motorcycles.....	156
Section 11: Pedestrians.....	172
Section 12: Bicyclists	190
Appendix.....	207

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.

Prepared By: The Utah Department of Public Safety, Highway Safety Office prepared this report. For more information, please contact: Gary Mower, Traffic Records Program Manager • Utah Department of Public Safety, Highway Safety Office • 5500 W Amelia Earhart Dr Suite 155 • Salt Lake City, Utah 84116 • (801) 366-6040 • gmower@utah.gov.

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.

Suggested Citation: Utah Department of Public Safety, Highway Safety Office. *Utah Crash Summary 2014*. Salt Lake City, UT: Utah Department of Public Safety, 2015.

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 2014 as 1974 there would have been 587 additional deaths in 2014. 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 2014, there were 54,036 reported traffic crashes on public roadways in Utah. These crashes involved 134,182 people, with 23,364 injured and 256 people killed.

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;
- There were 1,600 fewer traffic crashes in 2014 compared to 2013;
- The number of deaths to unrestrained occupants has shown a decreasing trend;
- The number of speed-related crashes in 2014 decreased to the lowest total since 2005;
- The percent of crashes involving a teen driver has a decreasing trend for 18 years;
- Drowsy driving deaths were the lowest on record;
- The number of bicyclists in crashes in 2014 decreased for the second straight year.

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

- Traffic deaths were the highest total in Utah since 2008;
- The number of injured persons in crashes increased for the fourth straight year;
- Speed remains the leading contributing factor in deaths;
- Motorcyclist deaths in 2014 were the highest on record;
- Pedestrian deaths in 2014 were the highest since 1999;
- Deaths involving a drunk driver in 2014 were the highest since 2004;
- The percent of crashes involving an older driver increased for the seventh straight year;
- The percent of crashes in 2014 involving a distracted-driver increased to the highest percent on record;
- The number of crashes involving a drug-related driver in 2014 was the highest on record.

The *Utah Crash Summary 2014* 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.

2014 Utah Crash Synopsis

All Crashes

Category	#	% of Total*
Total Persons in Crashes	134,182	
Drivers	94,760	71%
Passengers	37,656	28%
Followed Too Closely Crash	35,322	26%
Teenage Driver Crash	30,610	23%
Failed to Yield Crash	28,000	21%
Injured Persons	23,364	17%
Speed Crash	21,198	16%
Older (Age 65+) Driver Crash	19,685	15%
Inclement Weather Crash	19,552	15%
Distracted Driving Crash	15,638	12%
Disregard Traffic Signal/Sign Crash	8,810	7%
Heavy Truck Crash	7,165	5%
Alcohol-Related Driver Crash	4,536	3%
Animal-Related Crash	4,416	3%
Unrestrained Occupants	2,772	2%
Drowsy Driving Crash	1,944	1%
Drug-Related Driver Crash	1,878	1%
Motorcyclists	1,294	1%
Pedestrians	1,003	1%
Bicyclists	763	1%
Deaths	256	<1%
Total Crashes	54,036	
Urban	45,021	83%
Property Damage Only	37,388	69%
Injury	16,426	30%
Followed Too Closely	11,181	21%
Teenage Driver	10,719	20%
Failed to Yield	9,664	18%
Rural	9,015	17%
Inclement Weather	8,483	16%
Speed	8,027	15%
Older (Age 65+) Driver	7,254	13%
Distracted Driving	5,698	11%
Heavy Truck	3,048	6%
Animal-Related	2,931	5%
Disregard Traffic Signal/Sign	2,858	5%
Alcohol-Related Driver	2,130	4%
Motorcycle	1,179	2%
Drowsy Driving	1,041	2%
Pedestrian-Motor Vehicle	945	2%
Drug-Related Driver	880	2%
Bicycle-Motor Vehicle	752	1%
Fatal	222	<1%

Fatal Crashes

Category	#	% of Total*
Deaths	256	
Drivers	157	61%
Speed Crash	110	43%
Unrestrained Occupants	72	28%
Passengers	53	21%
Drug Positive Driver Crash	48	19%
Older (Age 65+) Driver Crash	48	19%
Drunk Driver Crash	45	18%
Motorcyclists	45	18%
Pedestrians	37	14%
Teenage Driver Crash	33	13%
Failed to Yield Crash	30	12%
Inclement Weather Crash	25	10%
Distracted Driving Crash	22	9%
Heavy Truck Crash	20	8%
Red Light/Stop Sign Running Crash	18	7%
Bicyclists	9	4%
Followed Too Closely Crash	9	4%
Drowsy Driving Crash	6	2%
Animal-Related Crash	2	1%
Fatal Crashes	222	
Urban	132	59%
Speed	94	42%
Rural	90	41%
Motorcycle	45	20%
Older (Age 65+) Driver	44	20%
Drunk Driver	37	17%
Drug Positive Driver	36	16%
Pedestrian-Motor Vehicle	36	16%
Teenage Driver	30	14%
Failed to Yield	27	12%
Inclement Weather	22	10%
Heavy Truck	19	9%
Distracted Driving	17	8%
Red Light/Stop Sign Running	16	7%
Followed Too Closely	9	4%
Bicycle-Motor Vehicle	8	4%
Drowsy Driving	6	3%
Animal-Related	2	1%

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

2014 Utah Crash Facts

- In an average day in Utah, there were 148 motor vehicle crashes involving 370 people with 64 people injured.
- First motor vehicle crash occurred January 1, 2014 at 12:21 a.m. and the last crash occurred December 31, 2014 at 11:45 p.m.
- First fatal motor vehicle crash occurred January 1, 2014 at 2:04 a.m. and the last fatal crash occurred December 31, 2014 at 1:15 a.m.
- Wednesday, January 8, 2014 had the most crashes with 398 crashes and Sunday, March 9, 2014 had the fewest crashes with 56.
- 98 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration)
- It is estimated that 36 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 22 minutes.
- A teenage-driver crash occurred every 49 minutes.
- A speed-related crash occurred every 65 minutes.
- A driver age 65 years or older was in a crash every 72 minutes.
- A distracted driver crash occurred every 92 minutes.
- A heavy truck was in a crash every 3 hours.
- An animal-motor vehicle crash occurred every 3 hours.
- An alcohol-related driver crash occurred every 4 hours.
- A motorcyclist was in a crash every 6.5 hours.
- A drowsy driver crash occurred every 8 hours.
- A pedestrian was hit by a motor vehicle every 8.5 hours.
- A drug-related driver crash occurred every 9.5 hours.
- A bicyclist was hit by a motor vehicle every 11 hours.
- A person died in a crash every 34 hours.
- The youngest person in a motor vehicle crash was less than a week old and the oldest person was 100 years-old.
- The youngest person killed in a motor vehicle crash was 1 year-old and the oldest person killed was 93 years-old.
- The estimated statewide economic loss due to motor vehicle crashes in Utah was \$1.61 billion. (National Highway Traffic Safety Administration)
- Hospital and emergency department charges for the treatment of injuries in motor vehicle crashes were \$150 million. [Utah Department of Health (UDOH), 2013]
- 5.0% of licensed drivers were in a crash.
- 4.6% of Utah residents were in a crash.
- 4.5% of registered vehicles were in a crash.
- 1.5% of deaths in Utah involved a motor vehicle crash. (UDOH)
- 0.2% of people in a crash died.
- A person was in a crash every 205,000 miles driven in Utah.



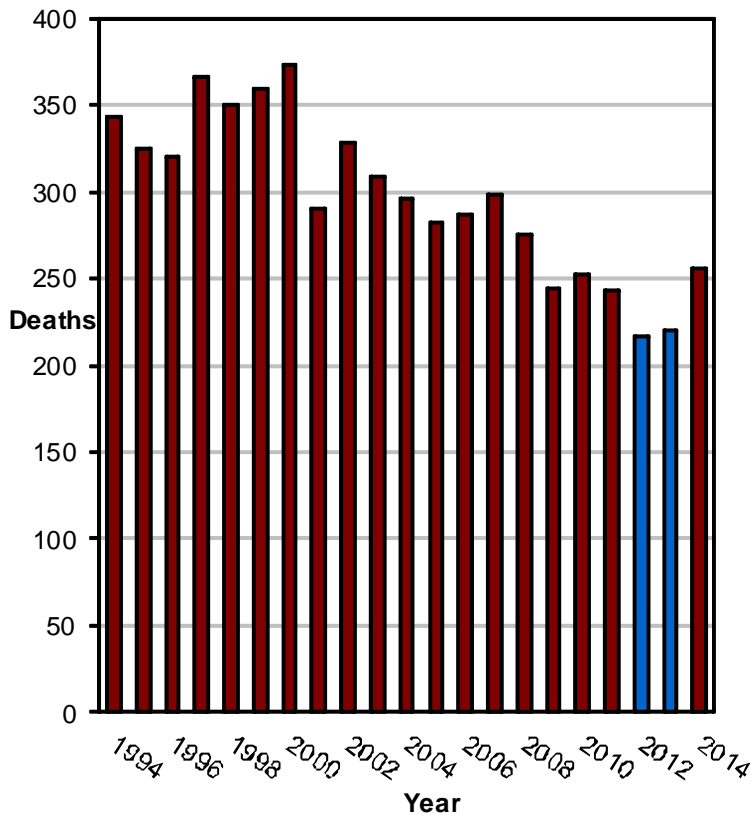
Overview



Did you know in 2014:

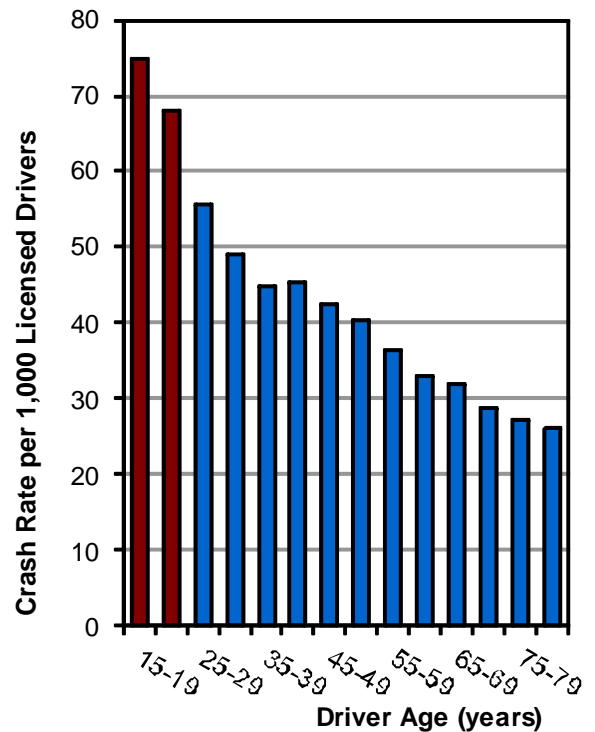
- 54,036 motor vehicle crashes occurred in Utah which resulted in 23,364 injured persons and 256 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 9 minutes, a person was injured in a crash every 22 minutes, and a person died in a crash every 34 hours.

Deaths by Year (Utah 1994-2014)



- 2012 had the lowest deaths in Utah since 1959.

Crash Rates per Licensed Drivers by Age (Utah 2014)



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

Crash Summary (Utah 2014)

Leading Causes of All Crashes

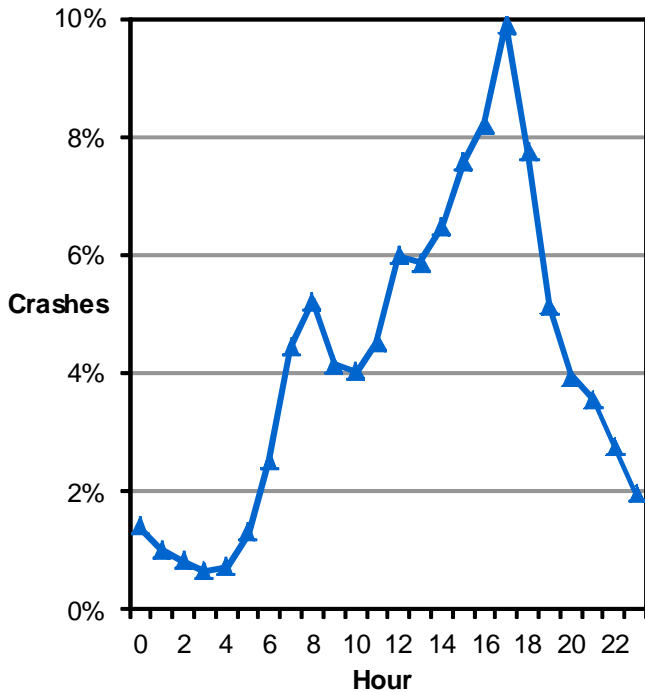
1. Followed Too Closely (21%)
2. Failed to Yield (18%)
3. Speed (15%)
4. Failed to Keep in Proper Lane (12%)
5. Distracted Driving (11%)

Leading Causes of Death

1. Speed (43%)
2. Unrestrained Occupants (28%)
3. Failed to Keep in Proper Lane (20%)
4. Drunk Driving (18%)
5. Failed to Yield (12%)



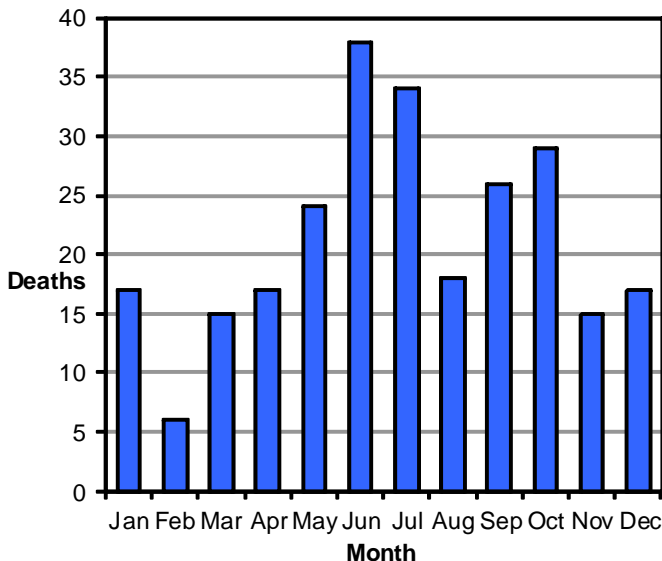
Motor Vehicle Crashes by Hour (Utah 2014)



- Crashes were highest between 3:00 p.m. and 6:59 p.m.

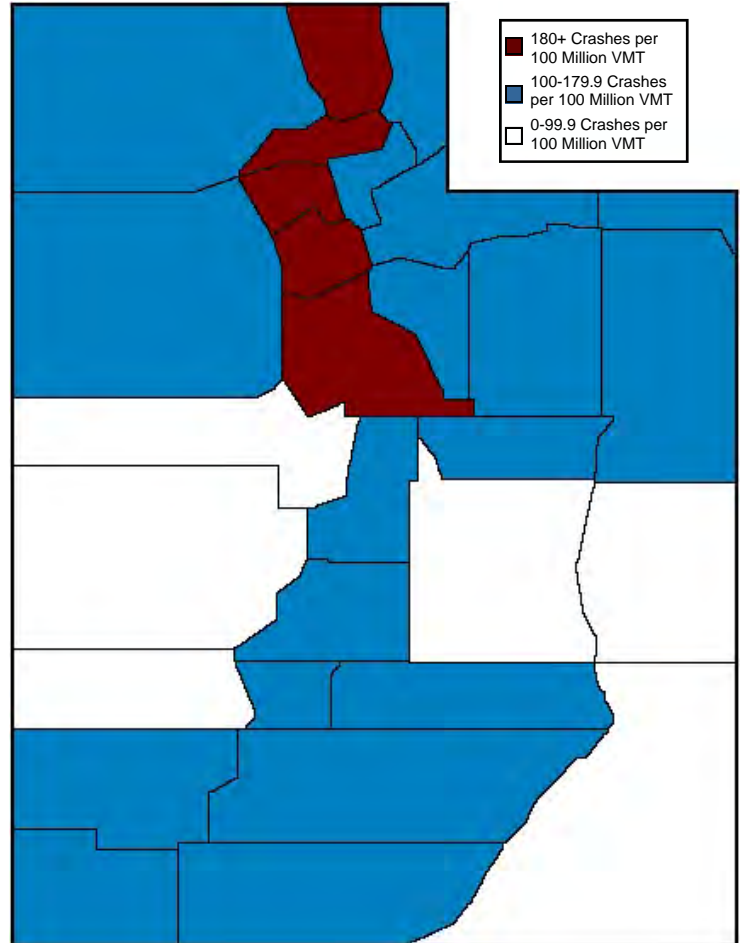
Motorcyclist deaths in 2014 were the highest on record. Pedestrian deaths in 2014 were the highest since 1999.

Deaths by Month (Utah 2014)



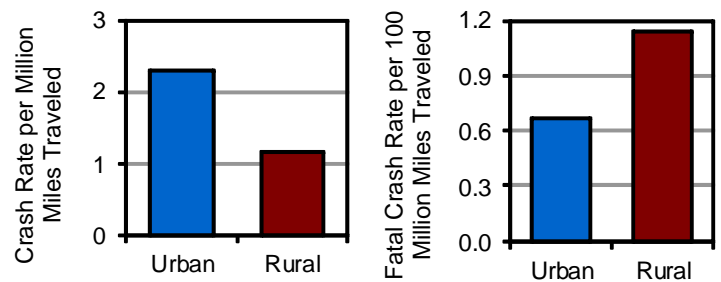
- June had the most deaths.

County Crash Rates by Miles Traveled (Utah 2014)



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

Urban/Rural Location (Utah 2014)



- 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 3.4 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.

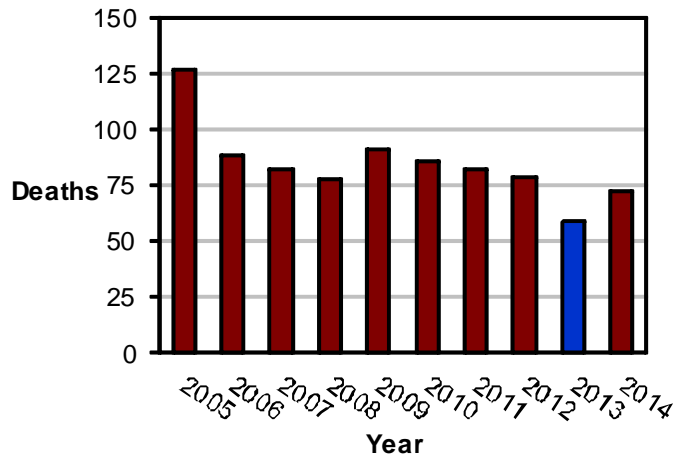
Occupant Protection



Did you know in 2014:

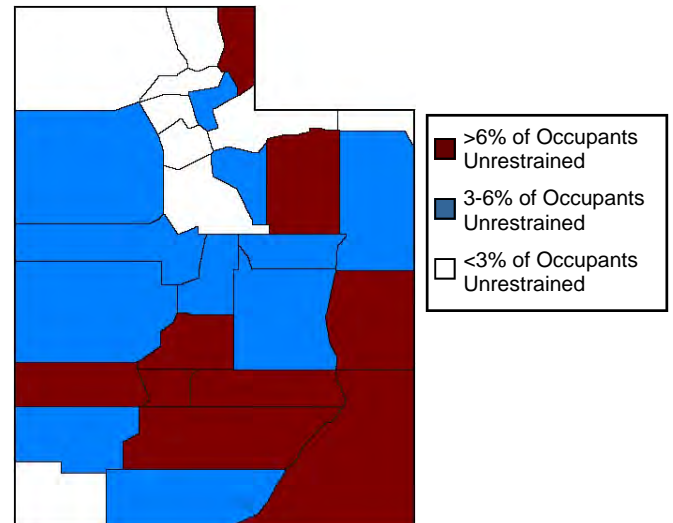
- Unrestrained crash occupants were 37 times more likely to die in a crash than restrained occupants.
- An estimated 98 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 36 additional lives would have been saved if everyone had been wearing seat belts.

Unrestrained Occupant Deaths by Year (Utah 2005-2014)



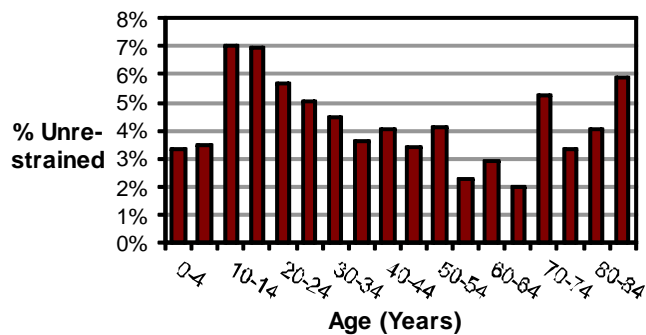
- 2013 had the lowest number of unrestrained occupant deaths over the last 10 years.

Unrestrained Crash Occupants by County (Utah 2014)



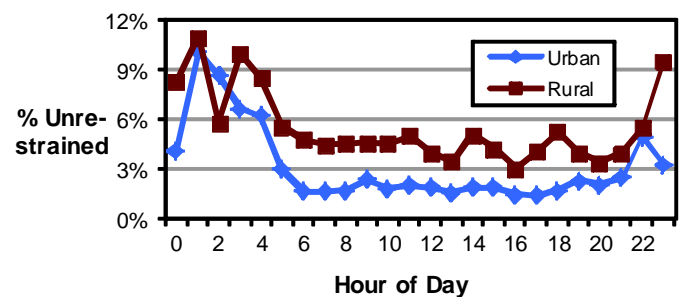
- Occupants in rural crashes were 2.5 times more likely to be unrestrained than urban occupants.

Unrestrained Injured Crash Occupants by Age (Utah 2014)



- The highest percentage of unrestrained injured crash occupants were 10-19 years.

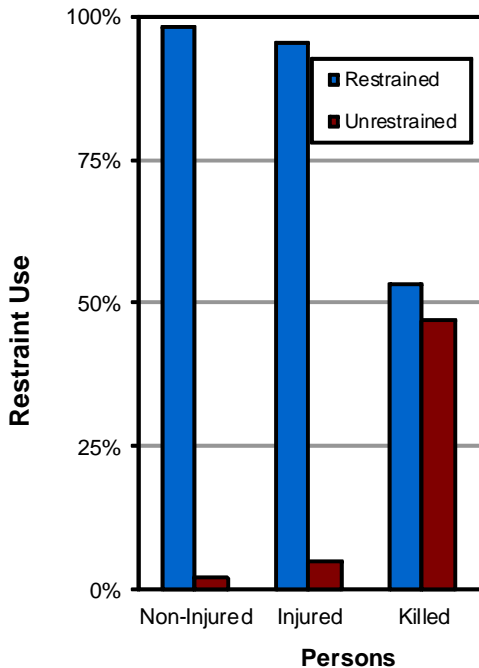
Unrestrained Crash Occupants by Hour, Rural vs. Urban (Utah 2014)



- Rural areas and the hours of 11:00 p.m. to 4:59 a.m. had the highest percentage of unrestrained crash occupants.

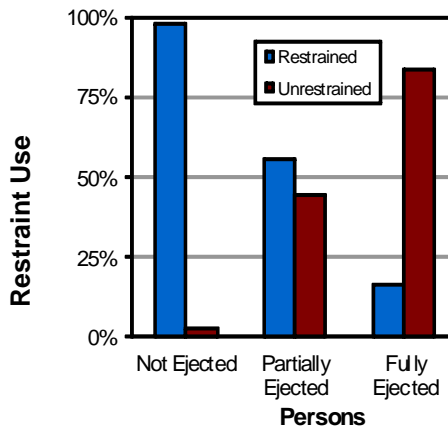


Restraint Use by Injury Severity (Utah 2014)



- 98% of persons who survived a crash were restrained compared to half (53%) of the persons killed.

Ejection and Restraint Use (Utah 2014)

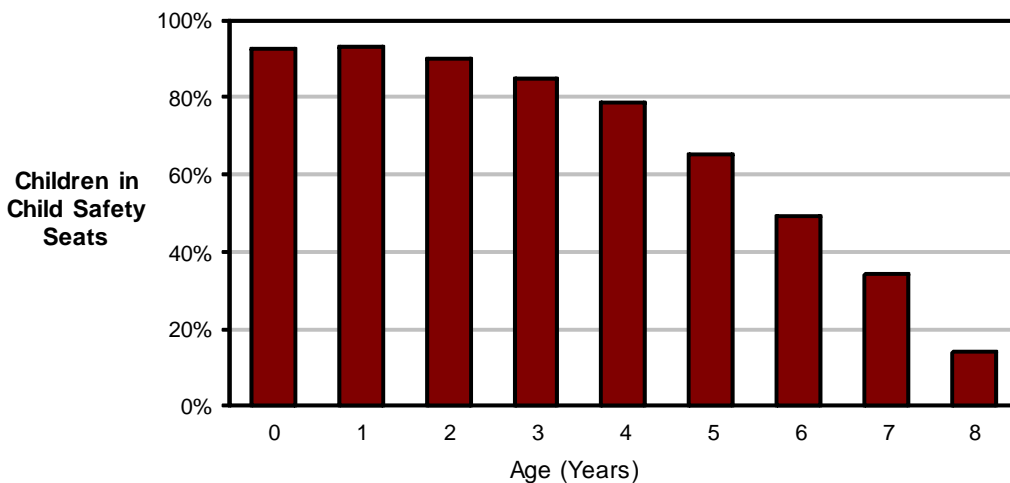


- 84% of crash occupants fully ejected from a motor vehicle were unrestrained.
- Unrestrained occupants were 239 times more likely to be fully ejected than restrained occupants.

Child Safety Seat Recommendations:

- Children should ride rear-facing until at least two years of age and 30 pounds.
- Children should ride forward-facing with a harness until at least four years of age and 40 pounds, or longer if the car seat allows.
- Children who are at least four years of age and 40 pounds can ride in a booster seat. Use the booster seat until the seat belt fits correctly and until the child is 4'9".
- Children under 13 years old should ride in the back seat.
- Never place a rear-facing child safety seat in the front seat of a vehicle with a passenger side air bag.

Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2014)



- The older the child the less likely they were using a child safety seat.
- While 93% of 1-year-olds in a crash were in a child safety seat, only 78% of 4-year-olds, 49% of 6-year-olds, and 14% 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.

Seat Belt Recommendations:

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.
- Always buckle up to stay safe and set a good example.

Safety Restraint Laws:

- Utah law requires all motor vehicle occupants to wear a seat belt.
- Children age 7 years and under must ride in an approved child safety seat.



2014 Utah Crash Facts

Speed

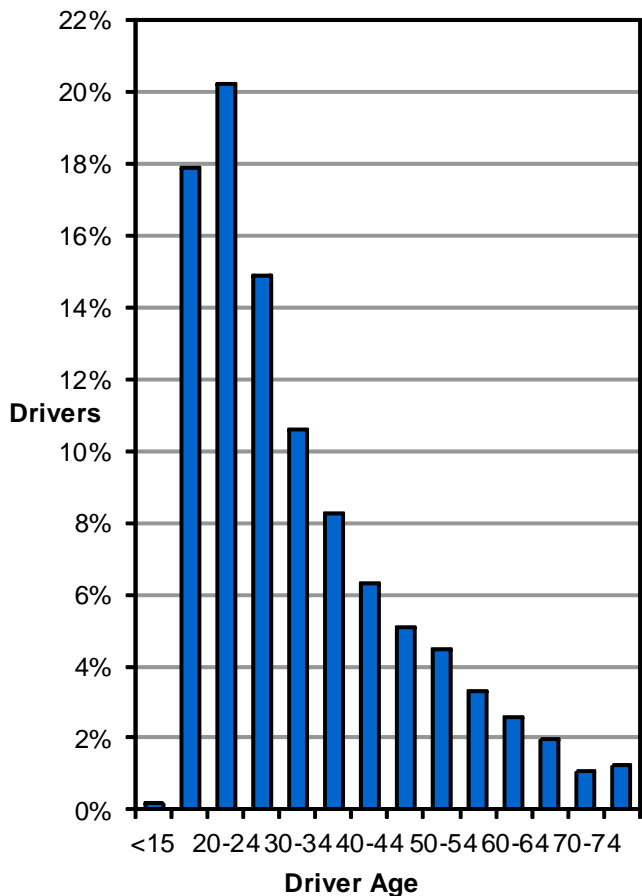


Speed is the leading unsafe driving behavior that contributes to deaths.

Did you know in 2014:

- 8,027 speed-related crashes occurred in Utah which resulted in 4,372 injured persons and 110 deaths.
- Speed was a factor in 42% of fatal crashes in 2014.
- Speed-related crashes were 4.2 times more likely to be fatal than other motor vehicle crashes.

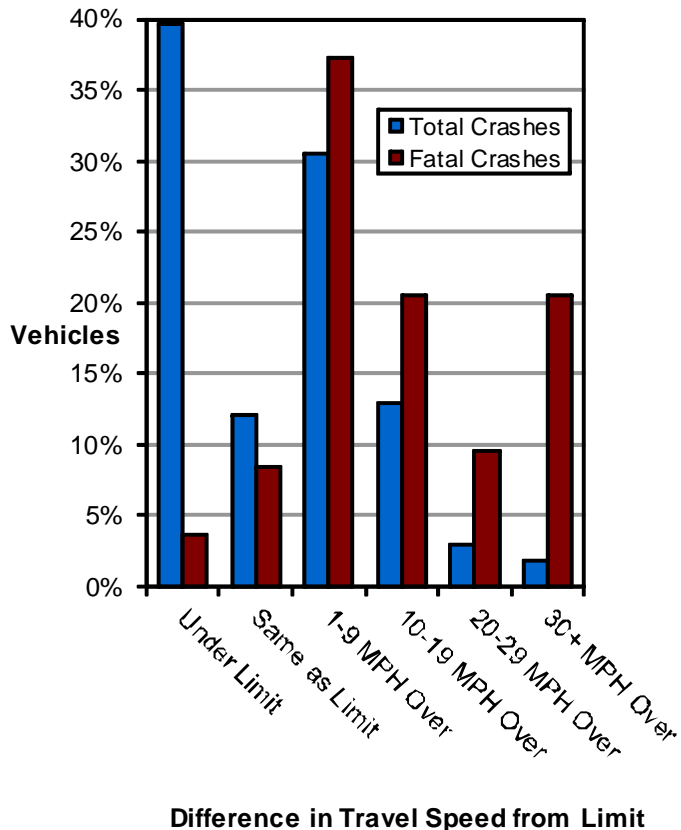
Age of Drivers in Speed-Related Crashes (Utah 2014)



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



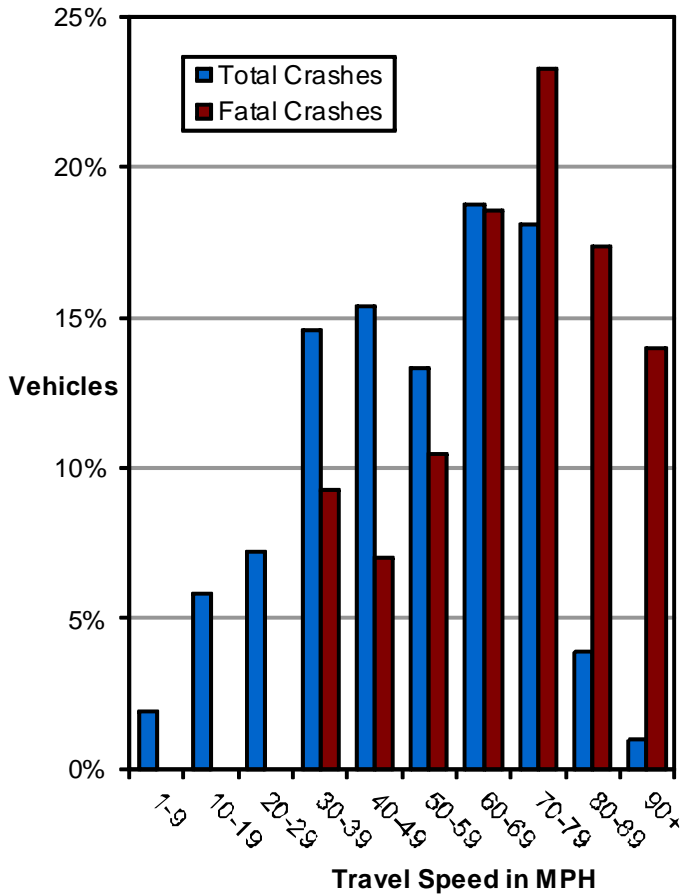
Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2014)



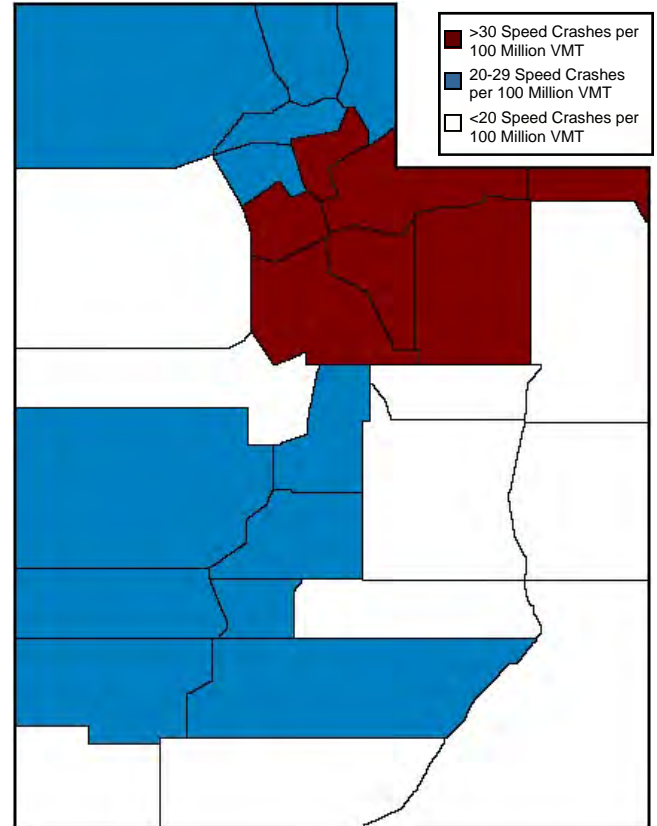
- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Drivers become increased risks to themselves and other people on the roadway due to higher speeds.

Speed-Related Crashes by Travel Speed (Utah 2014)

Speed



Speed-Related Crash Rates by County (Utah 2014)



- 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.

- Morgan, Daggett, Salt Lake, and Summit 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.

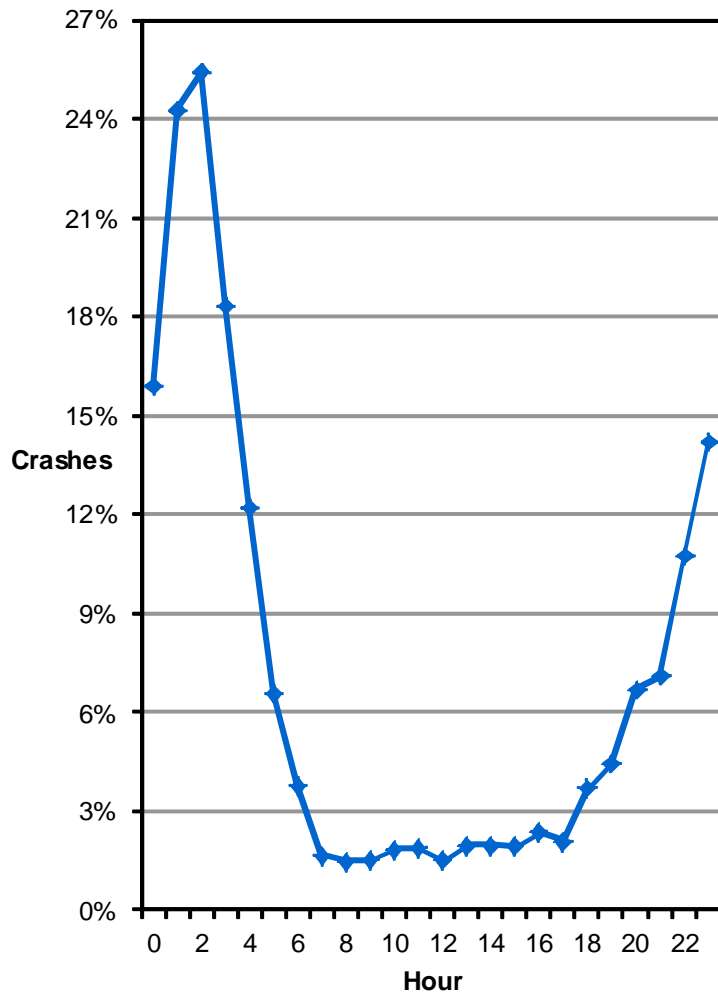
Did you know in 2014:

- 2,130 alcohol-related driver crashes occurred in Utah which resulted in 1,377 injured persons and 45 deaths.
- Alcohol-related driver crashes were 4.9 times more likely to be fatal than other crashes.
- The 45 deaths involving drunk drivers in 2014 was the highest since 2004.

Alcohol

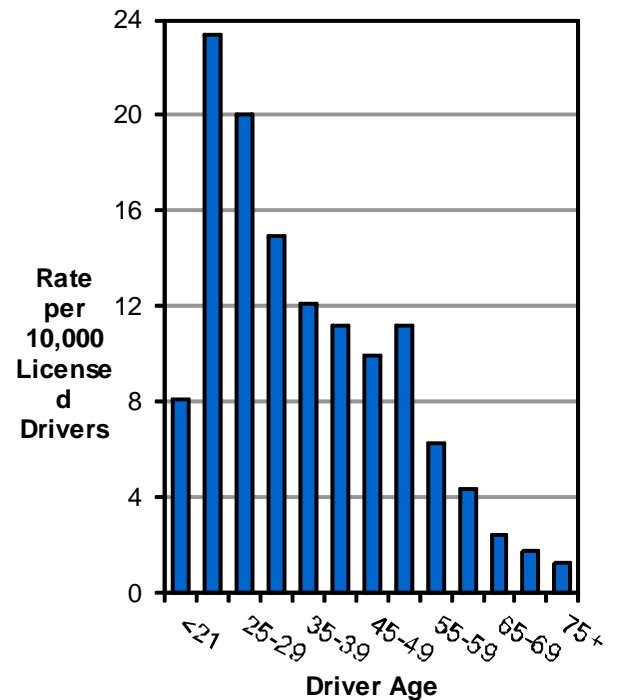


Percent of Total Crashes with an Alcohol-Related Driver by Hour (Utah 2014)



- While 4% of total crashes involved an alcohol-related driver, 16% of crashes occurring during the hours of 10:00 p.m.-4:59 a.m. involved an alcohol-related driver.

Rate of Alcohol-Related Drivers in Crashes per Licensed Driver (Utah 2014)



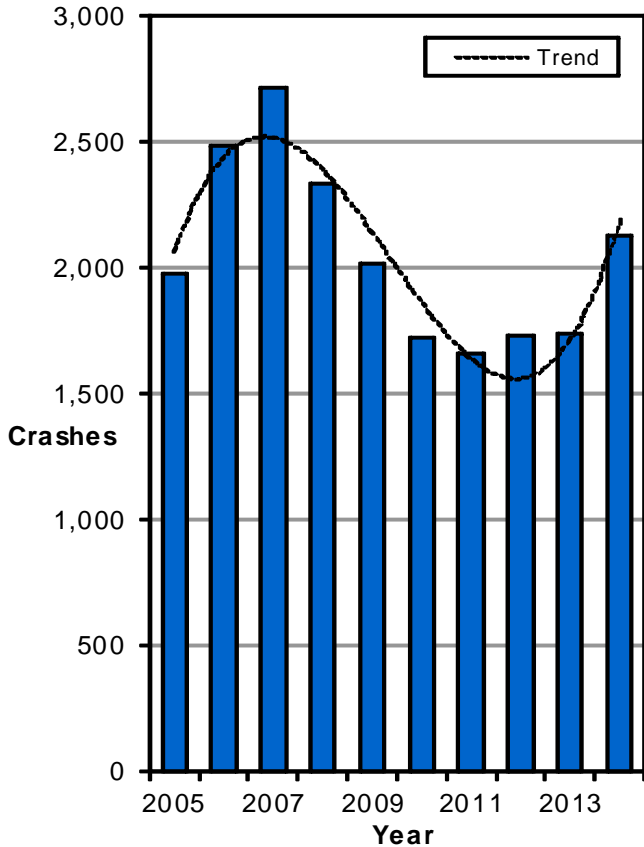
- Drivers aged 21 to 24 years had the highest rates of alcohol-related crashes.
- 158 (7%) of the drivers were under the age of 21 years.



Previous DUI (Utah 2014)

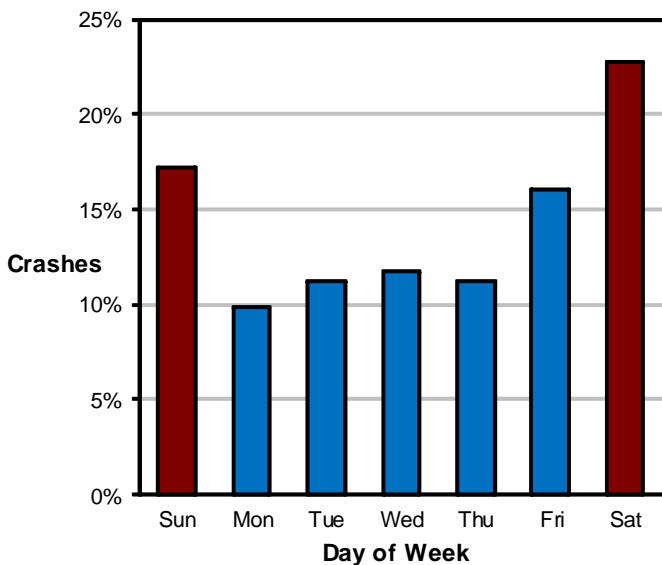
- 19% of the drunk drivers in fatal crashes were previously convicted of driving under the influence in the past three years.

Alcohol-Related Driver Crashes (Utah 2005-2014)



- The number of alcohol-related driver crashes in 2014 increased to the highest total since 2008.

Alcohol-Related Driver Crashes by Day of the Week (Utah 2014)

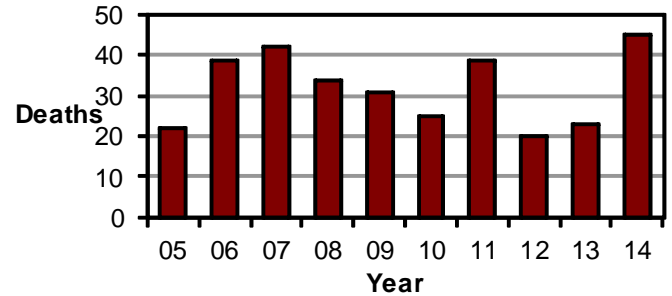


- The highest percentage of alcohol-related driver crashes occurred on weekends (40%).

Alcohol

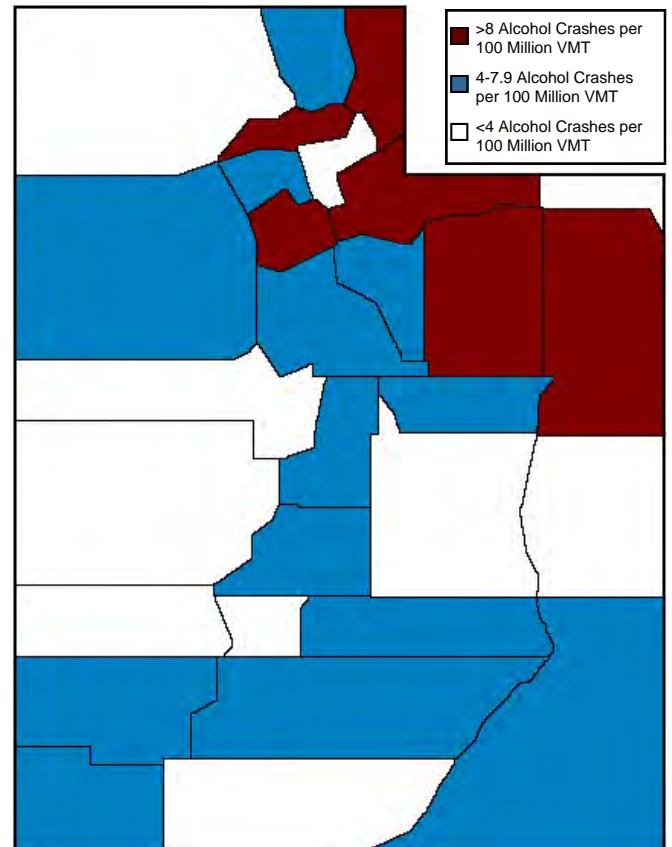


Deaths from Drunk Drivers (Utah 2005-2014)



- The 45 deaths in 2014 was the highest amount since 2004.

Alcohol-Related Driver Crashes by County (Utah 2014)



- Salt Lake, Duchesne, and Weber Counties had the highest rates of alcohol-related driver crashes per vehicle miles traveled (VMT).
- Morgan, Beaver, and Juab Counties had the lowest rates of alcohol-related driver crashes per VMT.

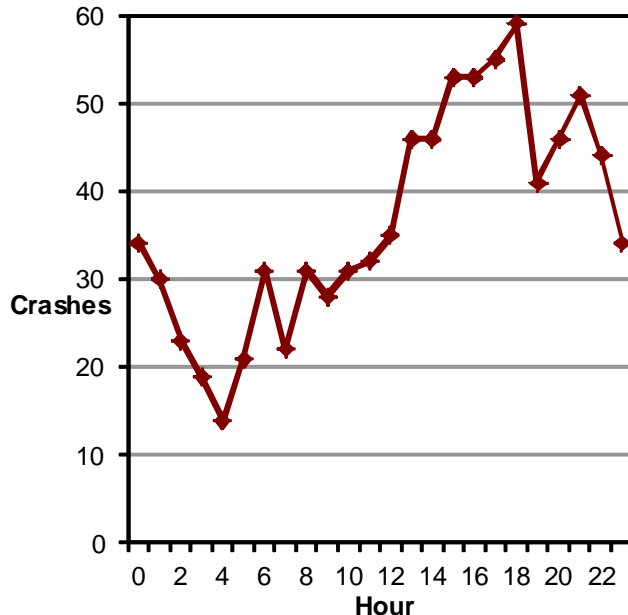
Did you know in 2014:

- 880 drug-related driver crashes occurred in Utah which resulted in 660 injured persons.
- There were 48 deaths involving a drug positive driver.*
- Drug-related driver crashes were 2.6 times more likely to result in an injury or death than other crashes.

Drugs

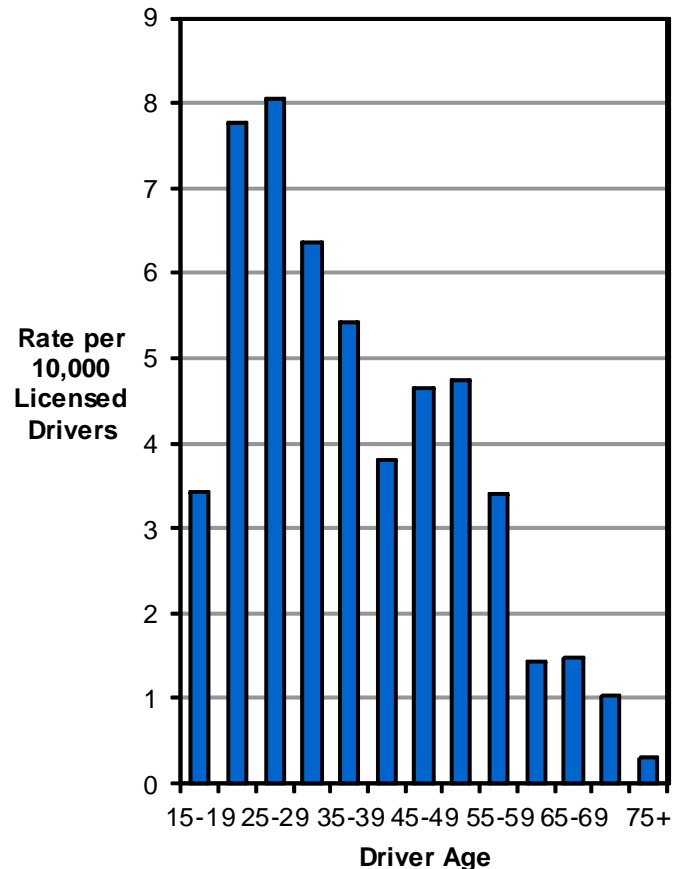


Drug-Related Driver Crashes by Hour (Utah 2014)



- Drug-related driver crashes were highest during the afternoon and evening hours (3:00 p.m.-6:59 p.m.).

Rate of Drug-Related Drivers in Crashes per Licensed Driver (Utah 2014)



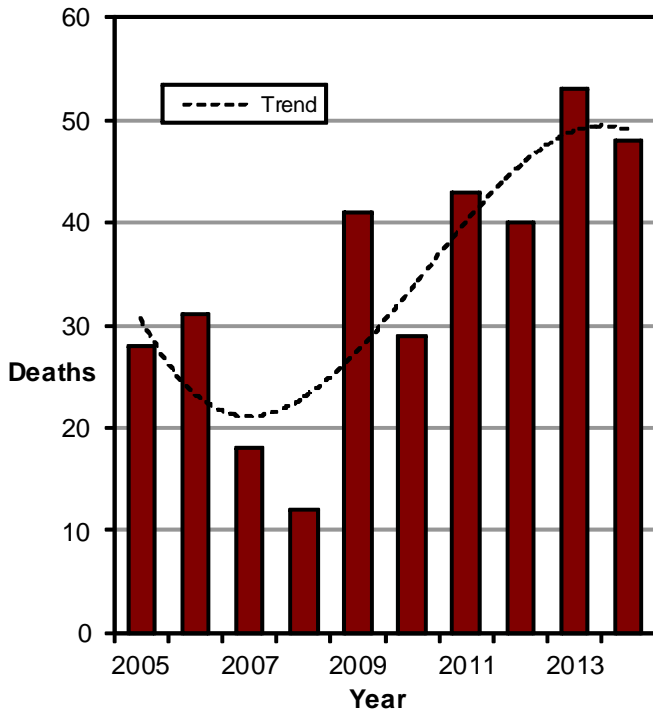
- Drivers aged 20 to 34 years had the highest rates of drug-related crashes.

* 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.



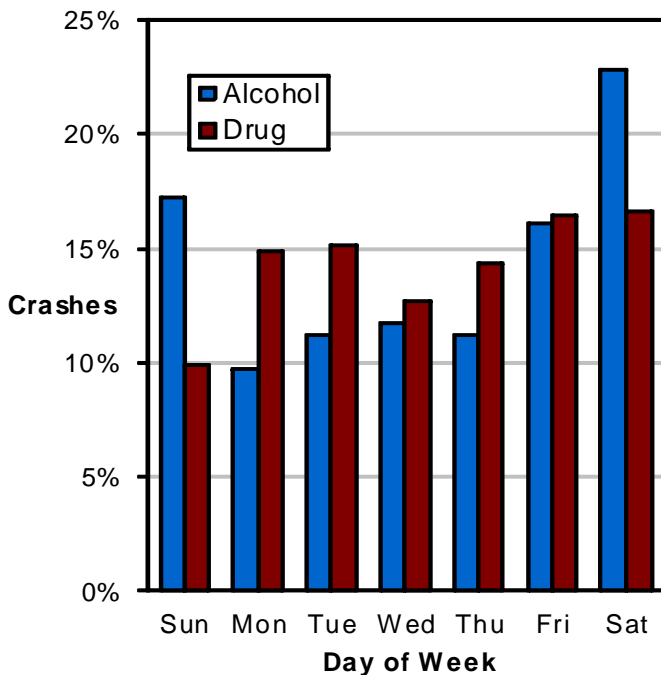
Drugs

Deaths Involving Drug Positive Drivers* (Utah 2005-2014)



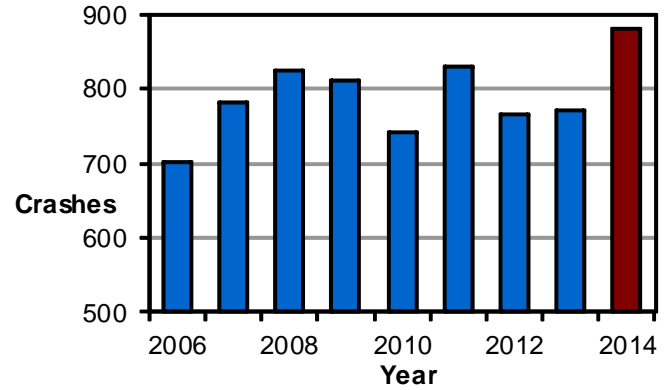
- Utah has averaged 43 deaths a year involving drug positive drivers* over the last five years.

Drug-Related vs. Alcohol-Related Driver Crashes by Day of the Week (Utah 2014)



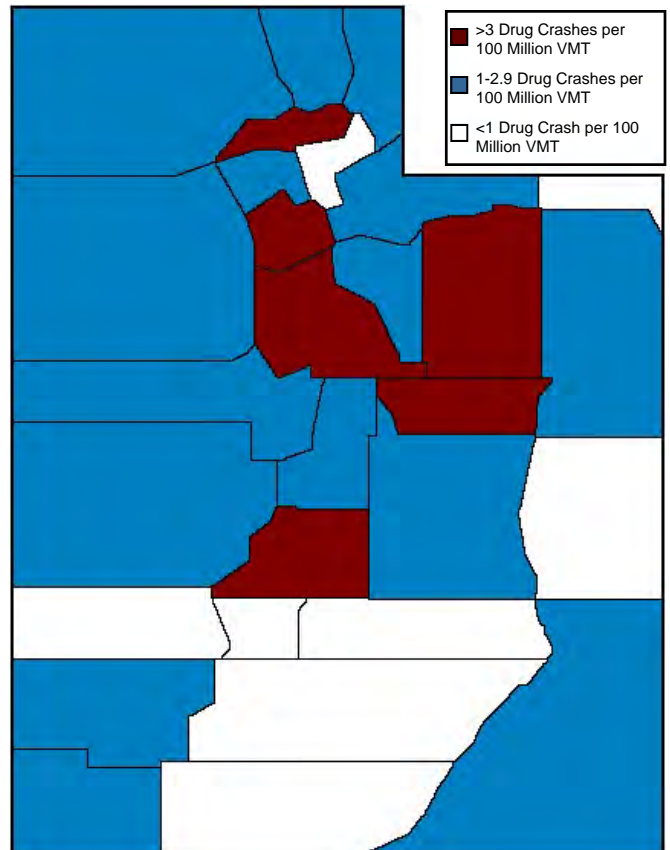
- While alcohol-related driver crashes occurred more on weekends, drug-related driver crashes were spread throughout the week.

Drug-Related Driver Crashes (Utah 2006-2014)



- The number of drug-related driver crashes in 2014 was the highest it has ever been.

Drug-Related Driver Crashes by County (Utah 2014)



- Duchesne, Salt Lake, and Weber Counties had the highest rates of drug-related driver crashes per vehicle mile traveled (VMT).

2014 Utah Crash Facts

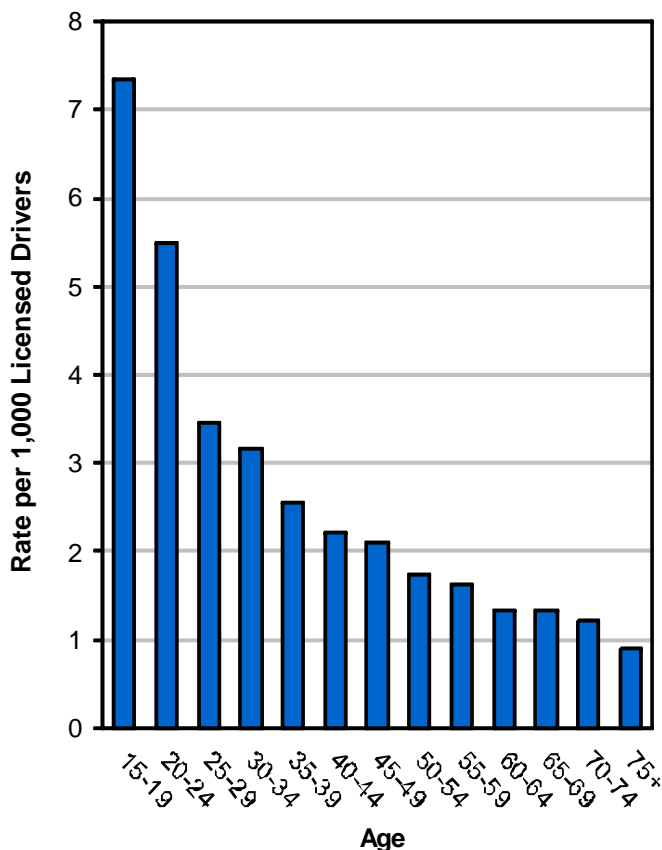
Did you know in 2014:

- 5,698 distracted driver crashes occurred in Utah which resulted in 3,268 injured persons and 22 deaths.
- 11% of all crashes in Utah involved a distracted driver.
- Nearly half (48%) of distracted driving crashes were rear end crashes.

Distraction



Distracted Driver Crash Rates per Licensed Driver by Age (Utah 2014)



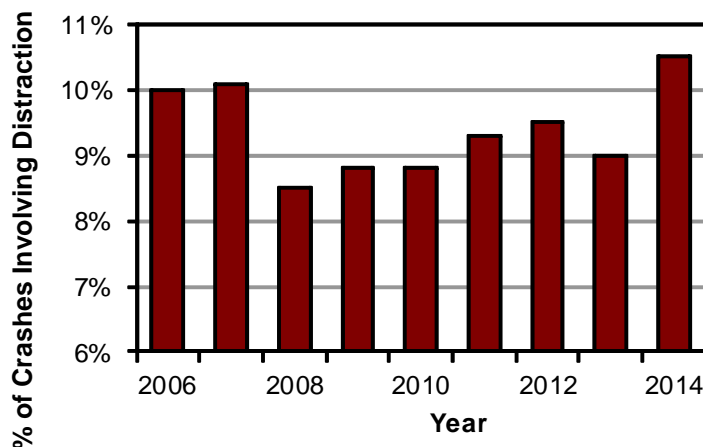
- Younger drivers had the highest rates of driver distraction crashes.

Distracted Driving Crashes by Distraction Type (Utah 2014)

1. Cell Phone (14%)
 2. Other External Distraction (12%)
 3. Other Inside Distraction (12%)
 4. Passengers (10%)
 5. Radio/CD/DVD etc. (8%)
 6. Other Electronic Device (2%)
 7. Texting (<1%)
- Other (42%)



Percent of Crashes Involving Distracted Drivers by Year (Utah 2006-2014)



- The percent of crashes involving a distracted driver has hovered around 9.4%.

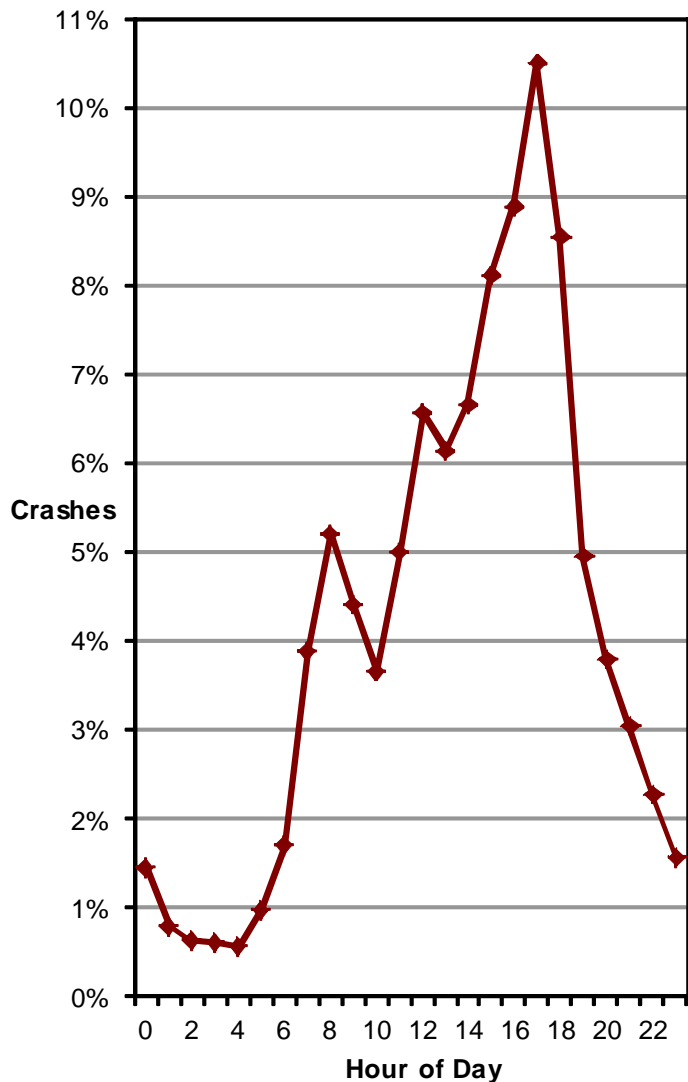
While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

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



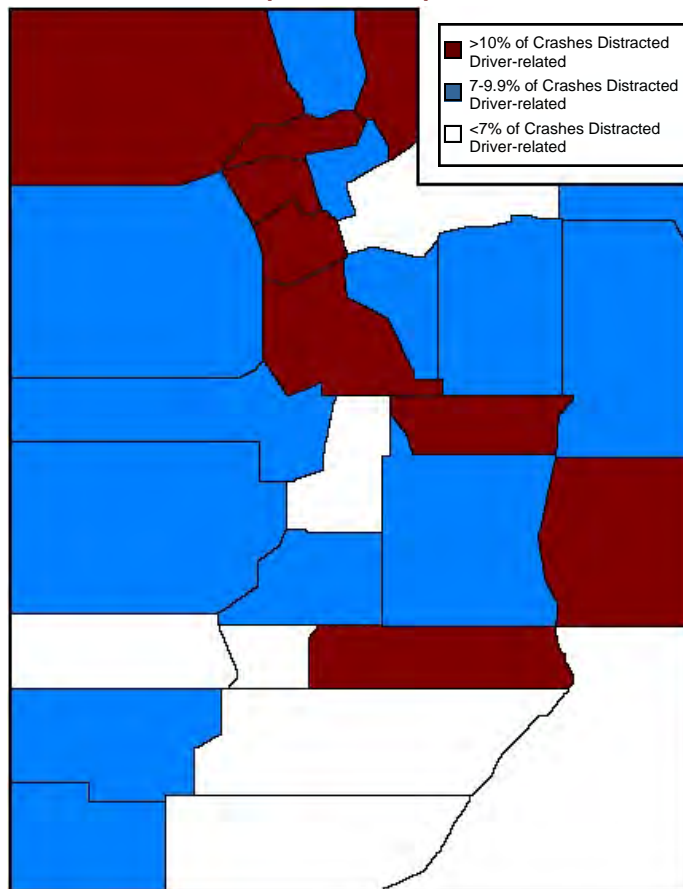
Distraction

Driver Distraction Crashes by Hour (Utah 2014)



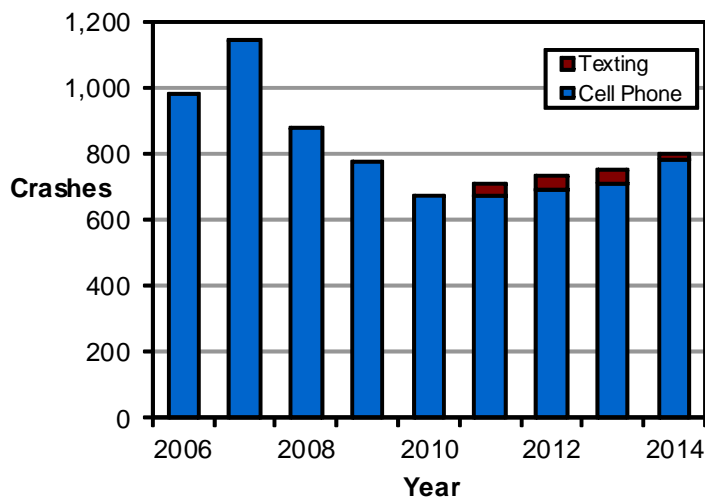
- Driver distraction crashes peaked during the hours of 3:00 p.m.-6:59 p.m.

Distracted Driver Crashes by County (Utah 2014)



- Weber, Carbon, Wayne, and Grand Counties had the highest percent of crashes that involved a distracted driver.

Crashes Involving Drivers on Cell Phones and Texting (Utah 2006-2014)



- In 2007, a law was passed prohibiting hand-held telephone use enforced if a moving traffic violation is committed.
- In 2009, a law was passed prohibiting texting while operating a moving motor vehicle.
- In 2011, texting was added to the distracted driving options on the police traffic crash report.
- Crashes involving drivers on cell phones decreased for three years after the 2007 law was passed.
- Crashes involving drivers on cell phones have increased the last four years.

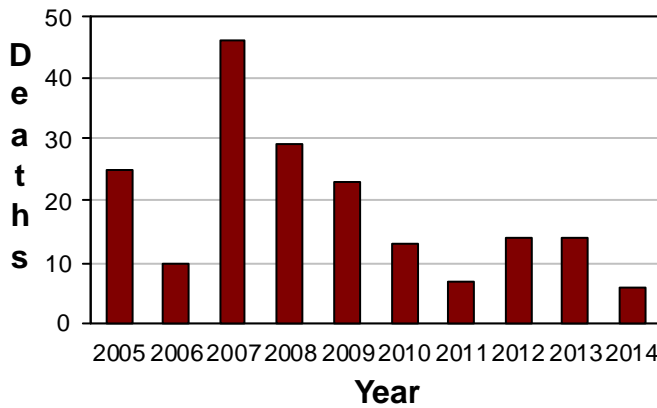
Did you know in 2014:

- 1,041 motor vehicle crashes occurred in Utah involving a drowsy driver.
- 187 people have died in Utah over the last ten years in drowsy driver crashes.
- 1.9% of the motor vehicle crashes in Utah involved a drowsy driver.

Drowsy Driving

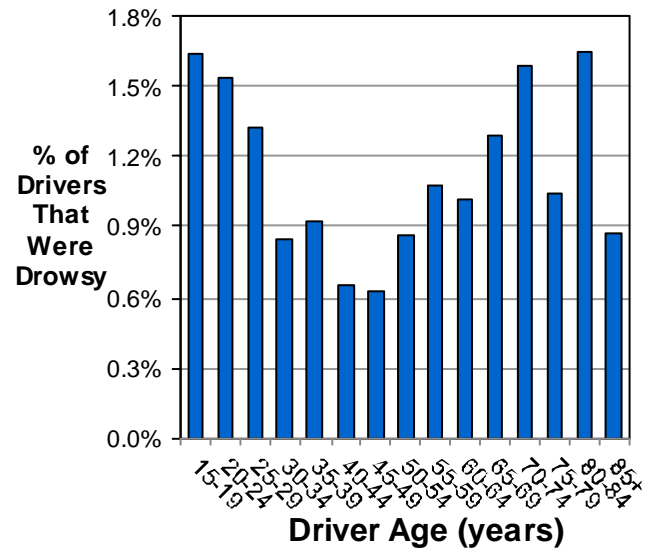


Drowsy Driver Deaths by Year (Utah 2005-2014)



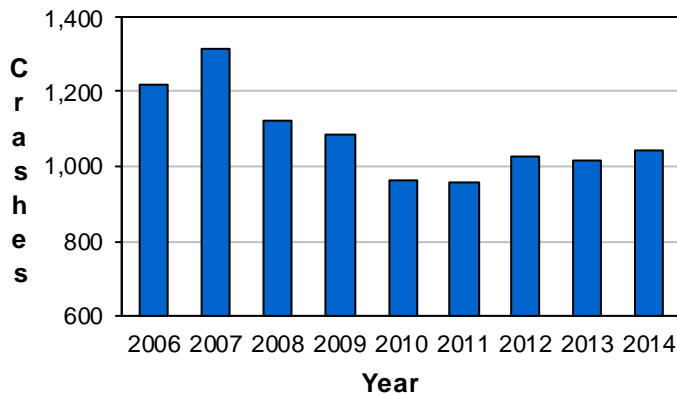
- Over the last ten years, an average of 19 people die each year from drowsy drivers.

Age of Drowsy Drivers in Crashes (Utah 2014)



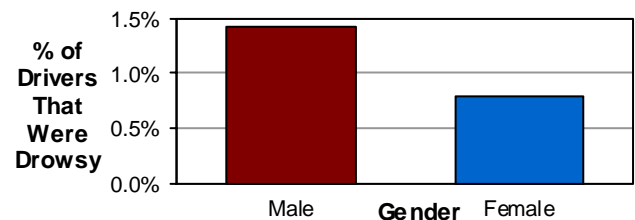
- Drivers aged 15-24, 70-74, and 80-84 had the highest percent of drivers in crashes that were drowsy.
- Drivers under age 30 years are involved in over half (52%) of drowsy driving crashes.

Drowsy Driver Crashes by Year (Utah 2006-2014)



- Over the last nine years, an average of 1,081 crashes occur each year involving a drowsy driver.

Gender of Drowsy Drivers in Crashes (Utah 2014)

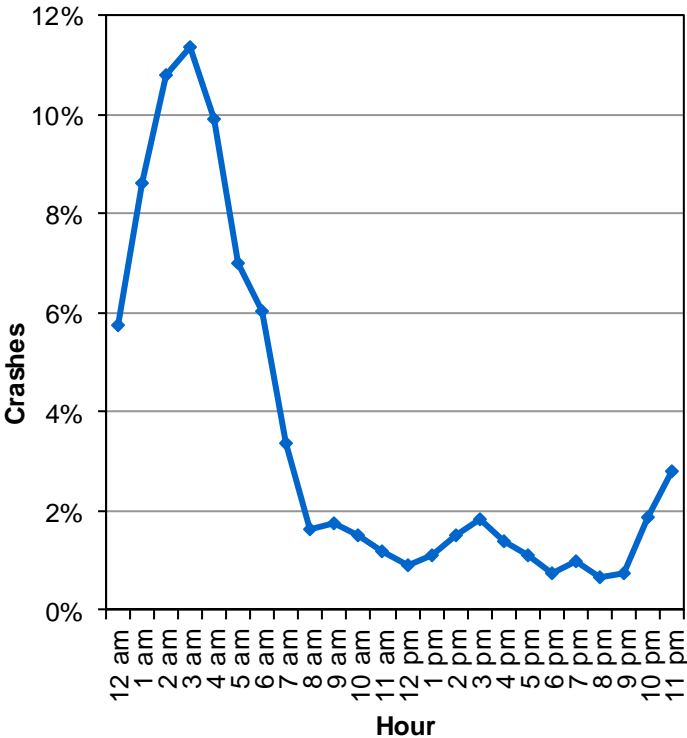


- Males were 1.8 times more likely to be in a drowsy driver crash than females.

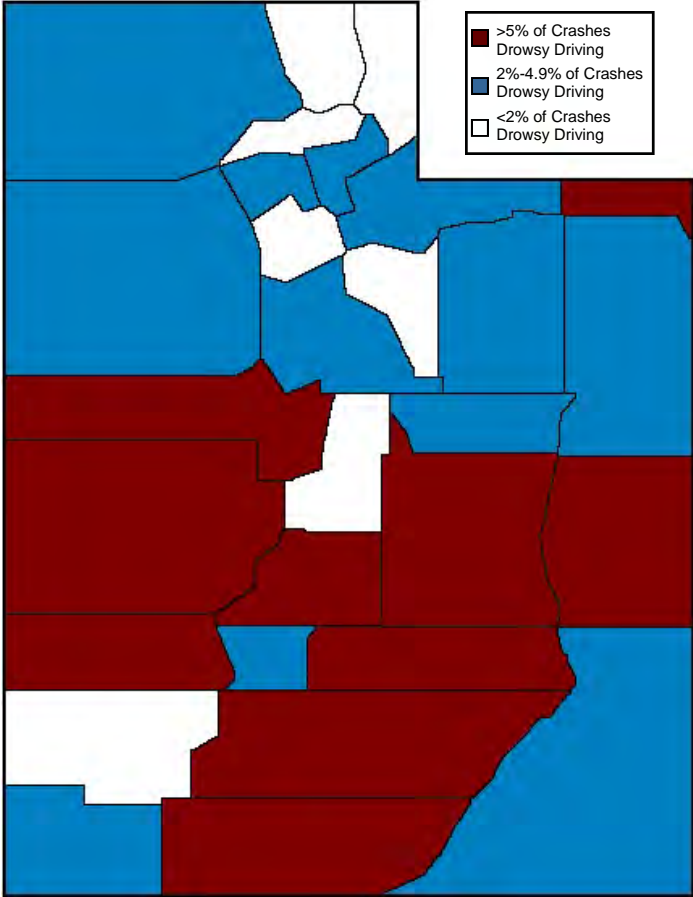
Drowsy Driving



Percent of Total Crashes with a Drowsy Driver by Hour (Utah 2014)



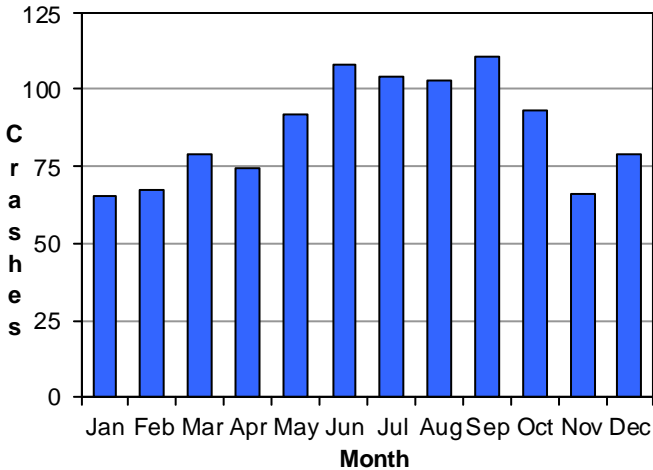
Percent of Total Crashes with a Drowsy Driver by County (Utah 2014)



- While 2% of total crashes involved a drowsy driver, 8% of crashes occurring during the hours of midnight-6:59 a.m. involved a drowsy driver.
- The highest number of drowsy driver crashes occurred during the hours of 6:00-7:59 a.m. and 3:00-5:59 p.m.

- Grand and Juab Counties had the highest percent of crashes involving drowsy drivers.
- Rural crashes were 2.6 times more likely to involve a drowsy driver than urban crashes.

Drowsy Driver Crashes by Month (Utah 2014)



- June through September had the most drowsy driver crashes.

Before driving:

- Get adequate sleep - most adults need 7-9 hours to maintain proper alertness during the day
- Schedule proper breaks - about every 100 miles or 2 hours during long trips
- Arrange for a travel companion - someone to talk with and share driving
- Avoid alcohol and sedating medications - check your labels or ask your doctor

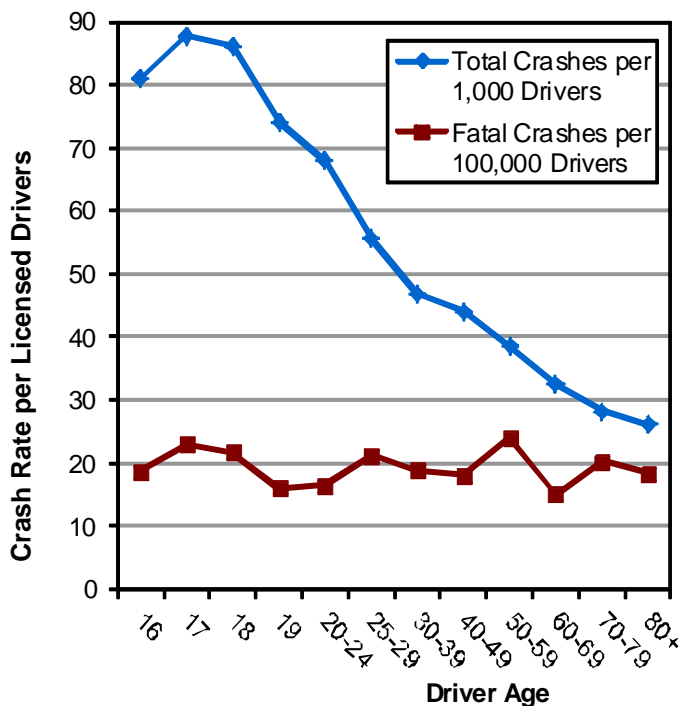
Did you know in 2014:

- Teenage drivers represented 8% of the licensed drivers in Utah, yet they were in 20% of all motor vehicle crashes.
- Teenage drivers were in 10,719 motor vehicle crashes which resulted in 5,198 injured persons and 33 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)

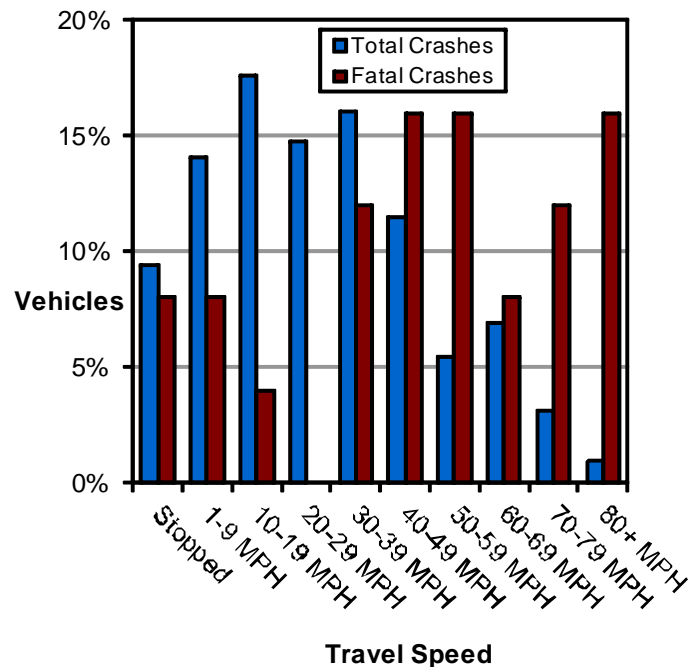


Crash Rates per Licensed Driver by Age (Utah 2014)



- Drivers aged 16-18 years had the highest total crash rate per licensed driver.

Teenage Driver Crashes by Travel Speed (Utah 2014)



- Crashes involving teenage driver vehicles traveling 40 MPH or higher were 5.5 times more likely to be fatal.

Leading Contributing Factors of Teenage Driver Crashes (Utah 2014)

All Teenage Driver Crashes

1. Followed Too Closely (21%)
2. Failed to Yield Right of Way (18%)
3. Driver Distraction (11%)
4. Speed Too Fast (11%)
5. Failed to Keep in Proper Lane (8%)

Fatal Teenage Driver Crashes

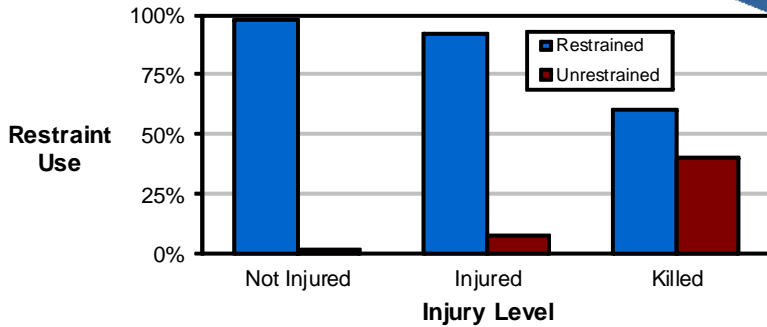
1. Speed Too Fast (33%)
2. Failed to Keep in Proper Lane (23%)
3. Disregard Traffic Signal/Sign (17%)
3. Overcorrected (17%)
5. Fail to Yield (13%)



Teenage Drivers (15-19 years)



Restraint Use of Teen Drivers and Their Passengers (Utah 2014)



- 40% of teen drivers and their passengers killed in crashes were unrestrained.
- Unrestrained teen drivers and their passengers were 26 times more likely than restrained occupants to be killed in a crash.

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.

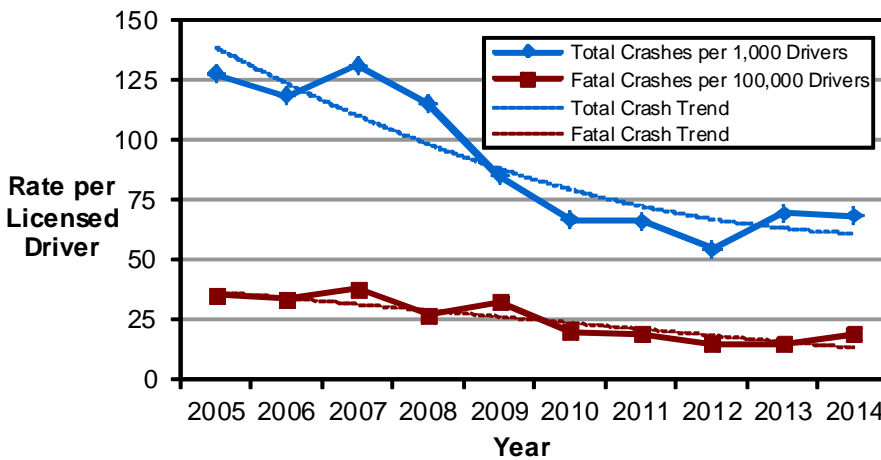
Passenger Restrictions

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

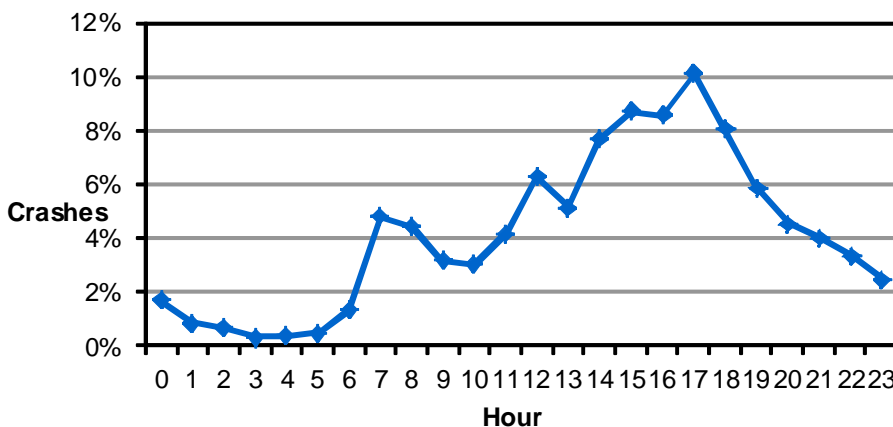
All occupants under the age of 19 years must be properly restrained in a motor vehicle. This is a primary law which means a person may be stopped by law enforcement solely for that offense.

Teenage Driver Crash Trend (Utah 2005-2014)



- The teenage driver crash rate per licensed driver decreased 47% from 2005 to 2014.

Teenage Driver Crashes by Hour (Utah 2014)



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

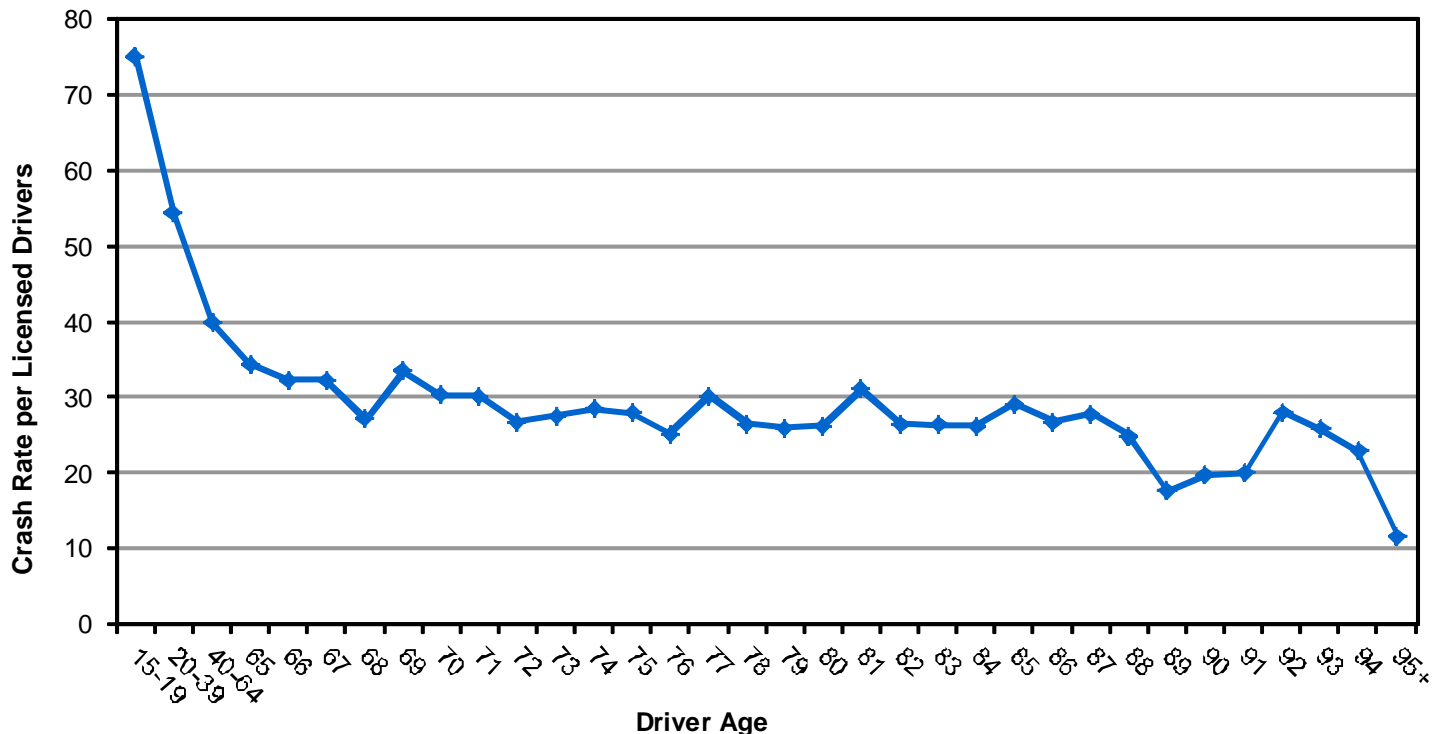
Did you know in 2014:

- Older drivers had the lowest crash rate per licensed driver.
- Older drivers were in 7,254 motor vehicle crashes which resulted in 3,557 injured persons and 48 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 8% of people in a crash and 15% of the deaths.

Older Drivers (Age 65+)



Crash Rates per Licensed Driver by Age (Utah 2014)



- 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 2014)

All Drivers in Crashes

1. Followed Too Closely (21%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (15%)
4. Failed to Keep in Proper Lane (12%)
5. Driver Distraction (11%)

Older Driver Crashes

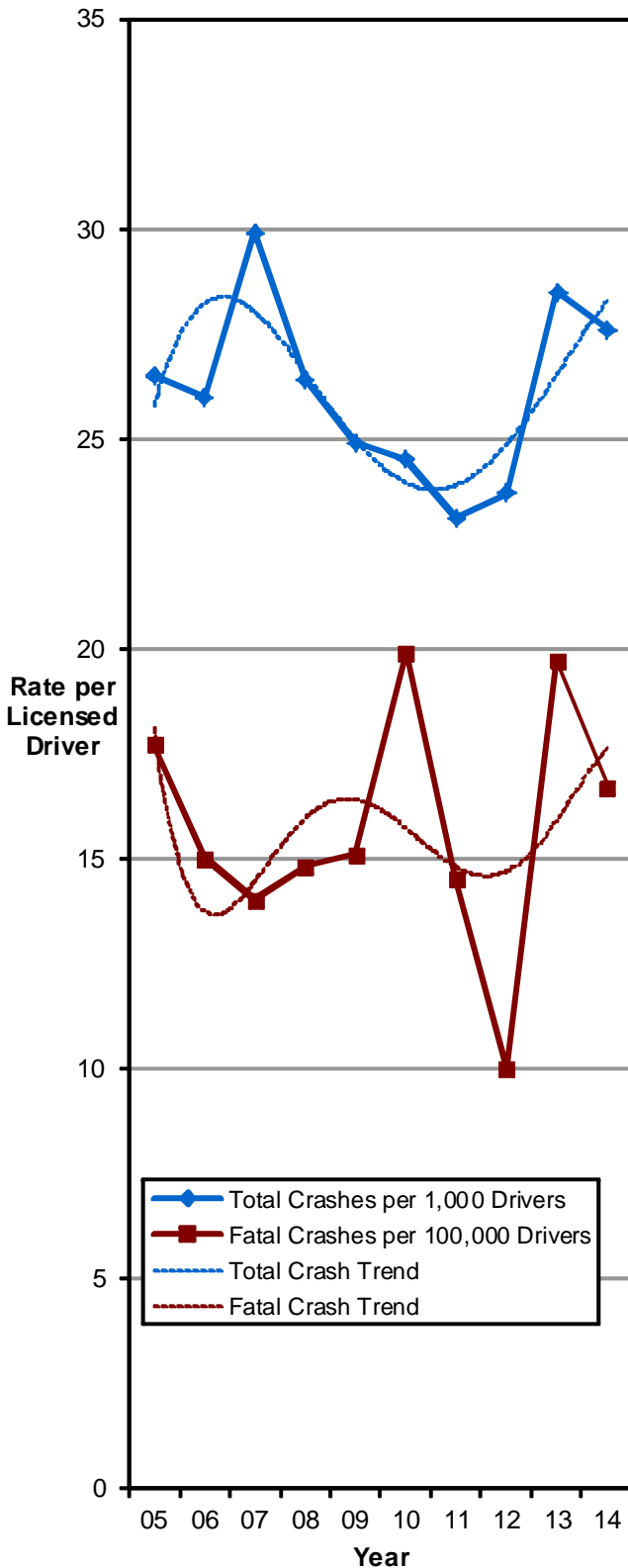
1. Failed to Yield Right of Way (18%)
2. Followed Too Closely (9%)
3. Failed to Keep in Proper Lane (7%)
4. Improper Turn (5%)
5. Disregard Traffic Signal/Sign (5%)

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

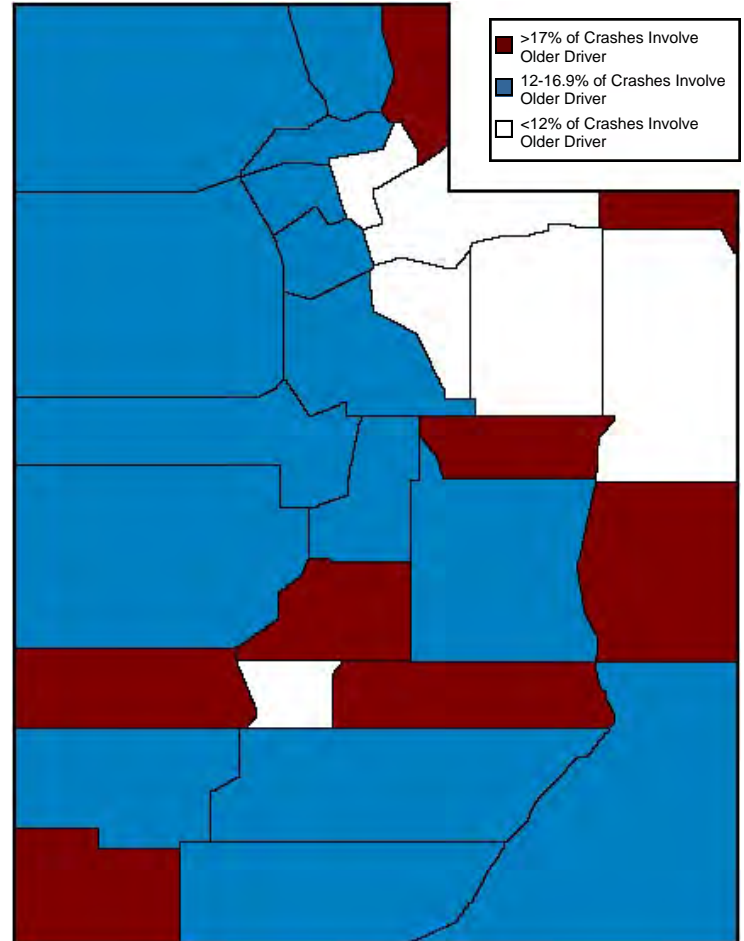
Older Drivers (Age 65+)



Older Driver Crash Trend (Utah 2005-2014)

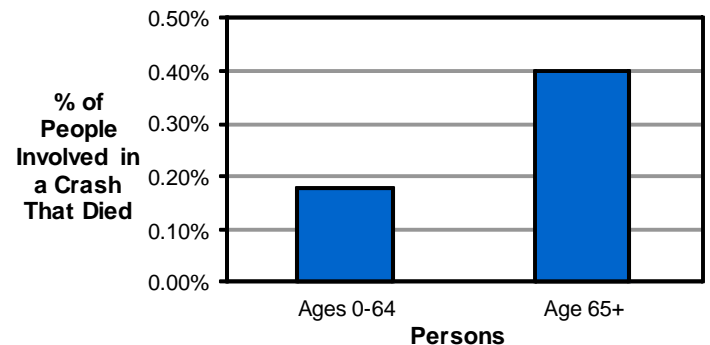


Older Driver Crashes by County (Utah 2014)



- Washington, Rich, Beaver, and Sevier counties had the highest percent of crashes that involved an older driver.

Injury Severity by Age (Utah 2014)



- People age 65+ were 2.2 times more likely to be killed in a crash than younger people.

- The older driver crash rate per licensed driver has shown an increasing trend the last few years.

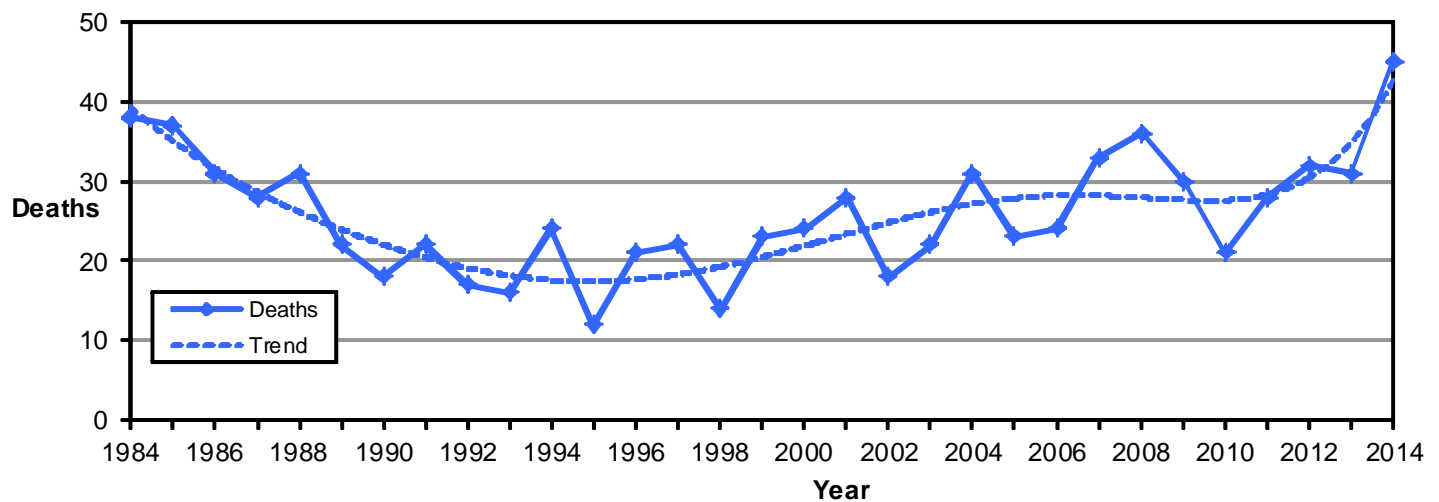
Motorcycles



Did you know in 2014:

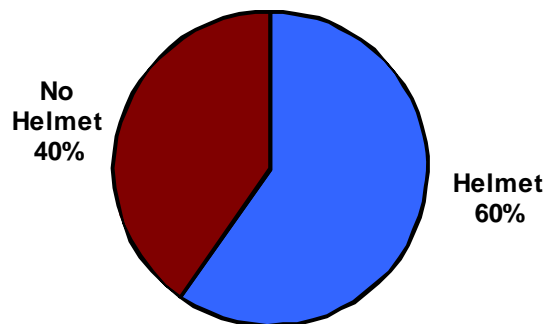
- There were 1,179 motorcycle crashes in Utah, resulting in 1,043 injured motorcyclists and 45 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 18% of deaths.
- Motorcycle crashes were 11.8 times more likely to result in a death than other crashes.

Motorcyclist Deaths (Utah 1984-2014)



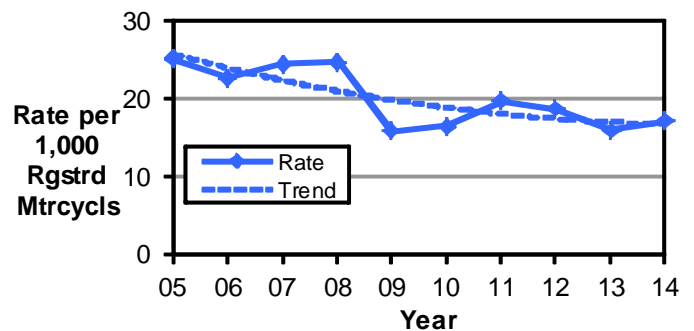
- Motorcyclist deaths have been on the rise since the 1990s.
- The 45 motorcyclist deaths in 2014 were the highest total on record in Utah.

Helmet Use of Motorcyclists in Crashes (Utah 2014)



- Only 60% 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 2005-2014)



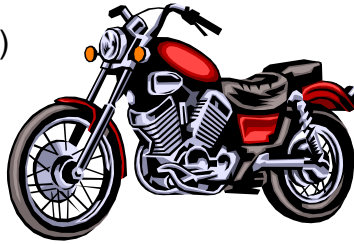
- The rate of motorcyclists in crashes per registered motorcycles decreased 32% from 2005.

Motorcycles



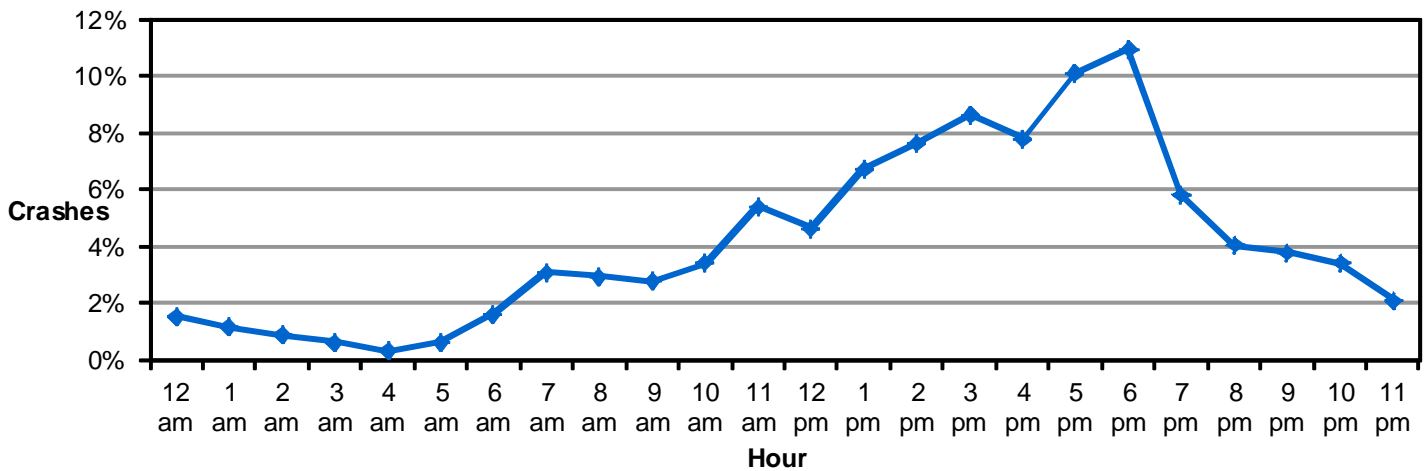
Leading Motorcyclist Contributing Factors in Crashes (Utah 2014)

1. Speed Too Fast (10%)
2. Failed to Keep in Proper Lane (10%)
3. Followed Too Closely (9%)
4. Swerved or Evasive Action (5%)
5. Ran Off Road (5%)



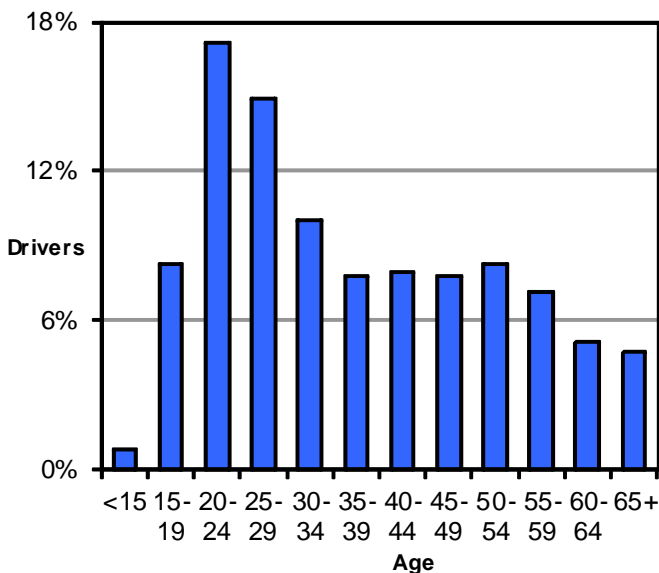
Left Turns
 Nearly one-third (29%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Motorcyclists In Crashes by Hour of Day (Utah 2014)

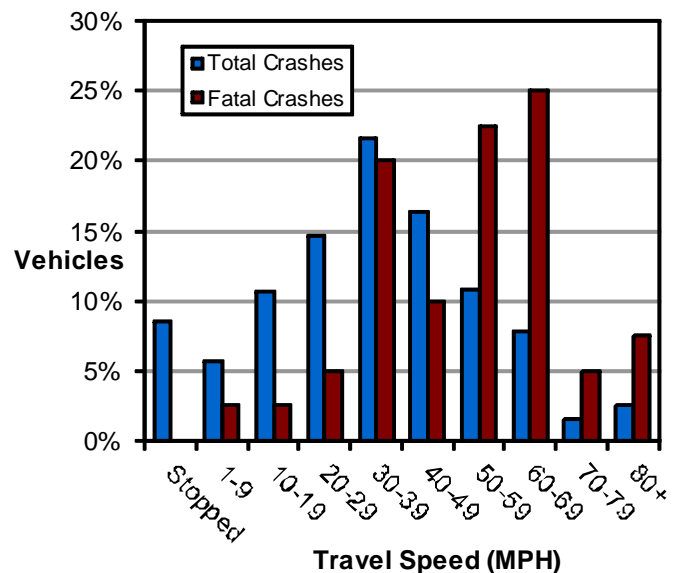


- Over one-half (52%) of motorcycle crashes occurred between 1:00 p.m. and 6:59 p.m.

Age of Motorcycle Drivers in All Crashes (Utah 2014)



Travel Speed of Motorcycles in Crashes (Utah 2014)



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

- 50 MPH or higher is when the travel speed of motorcycles becomes increasingly deadly.

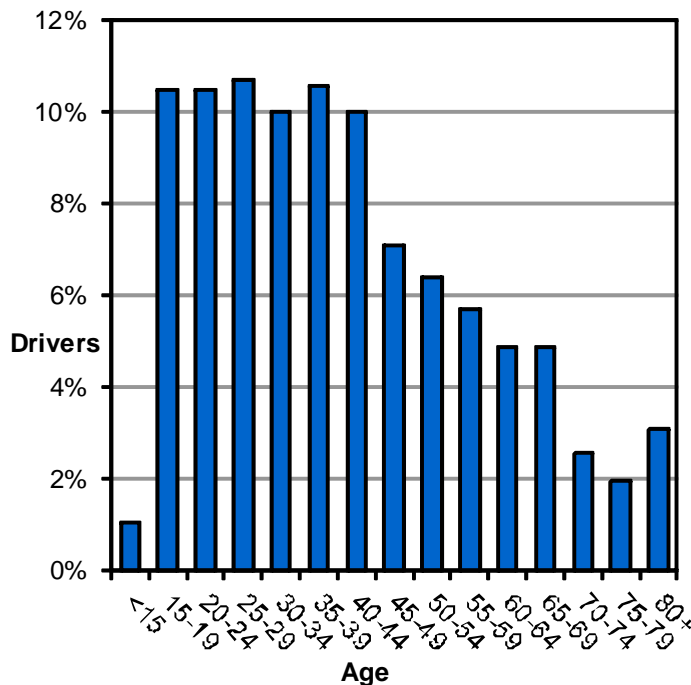
Did you know in 2014:

- 1,003 pedestrians were struck by motor vehicles; 872 were injured and 37 were killed.
- Pedestrians accounted for 1% of persons in crashes and 14% of deaths.
- Pedestrian crashes were 11 times more likely to result in a death than other crashes.

Pedestrians

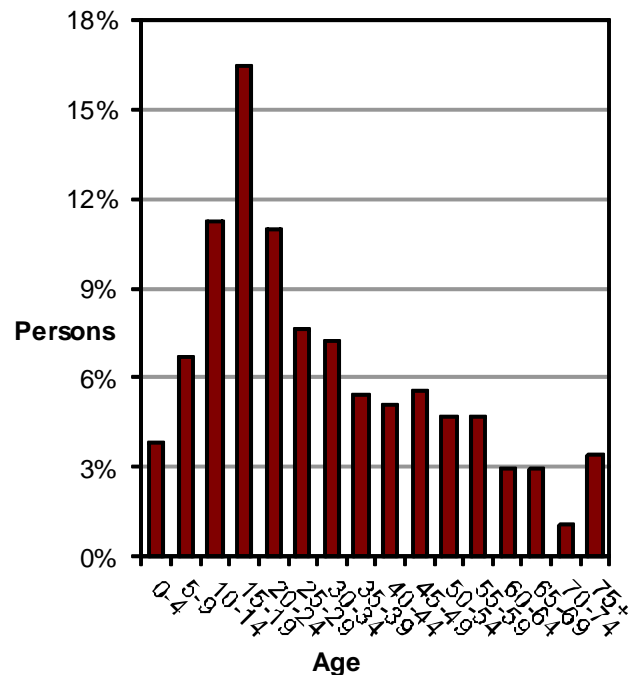


Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2014)



- Nearly two-thirds (63%) of drivers in pedestrian-motor vehicle crashes were under 45 years.

Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2014)



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

Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2014)

1. Failed to Yield Right of Way (31%)
2. Hit and Run (10%)
3. Driver Distraction (9%)
4. Improper Backing (4%)
5. Followed Too Closely (3%)



Leading Contributing Factors of Pedestrians in Crashes (Utah 2014)

1. Improper Crossing (12%)
 2. Darting (8%)
 3. Not Visible (7%)
- 52% of pedestrians had no contributing factor in the crash.

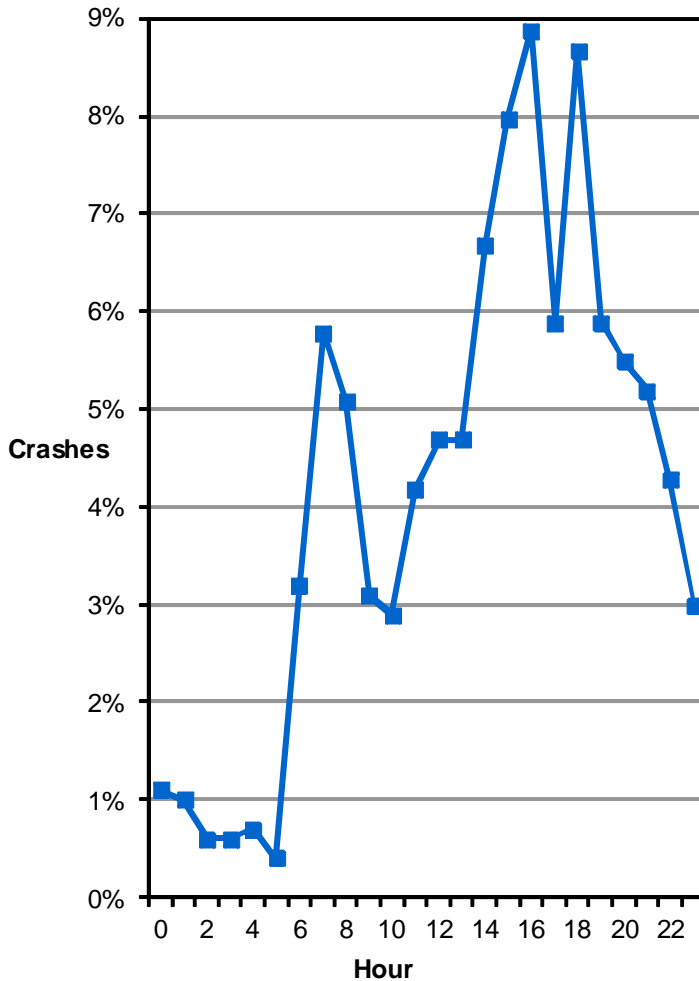


Pedestrians



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

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2014)

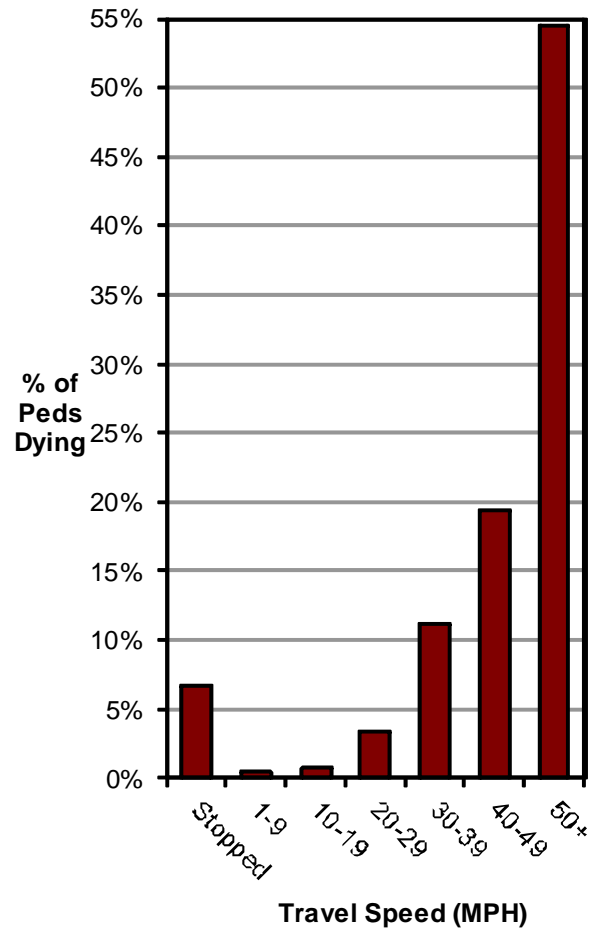


- Pedestrian-motor vehicle crashes occurred most often between 2:00 p.m.-6:59 p.m.

Location of Pedestrians in Crashes (Utah 2014)

1. Marked Crosswalk (43%)
2. In Roadway Not at Intersection/Crosswalk (22%)
3. Shoulder (7%)
4. Unmarked Crosswalk (7%)
5. Sidewalk (5%)

Percent of Pedestrians Dying by Vehicle Travel Speed (Utah 2014)



- 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 19 times more likely to die.

Motor Vehicle Action Prior to Crash (Utah 2014)

1. Straight Ahead (48%)
2. Turning Right (17%)
3. Turning Left (14%)
4. Backing (8%)
5. Parking (5%)



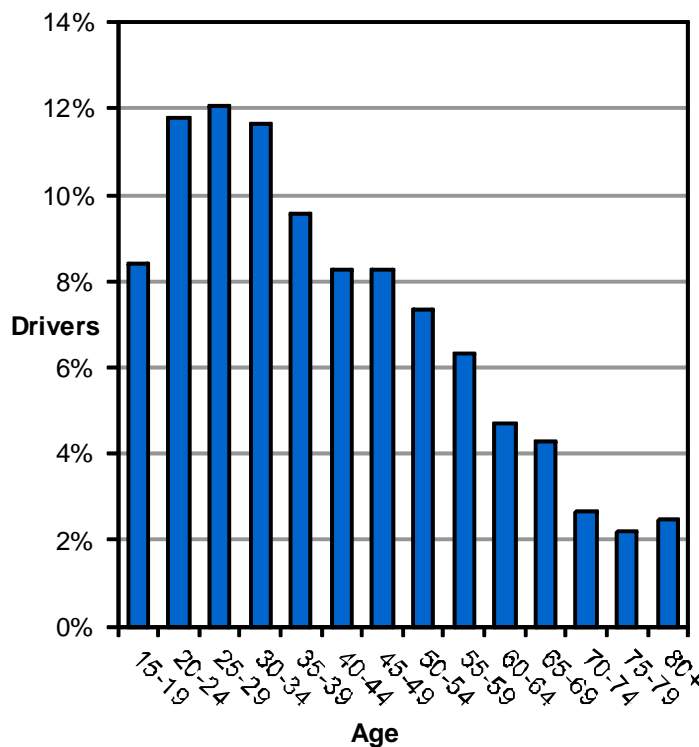
Bicyclists



Did you know in 2014:

- 763 bicyclists were hit by motor vehicles; 685 were injured and 9 were killed.
- Utah's bicyclist crash rate per population decreased for the second straight year.

Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2014)



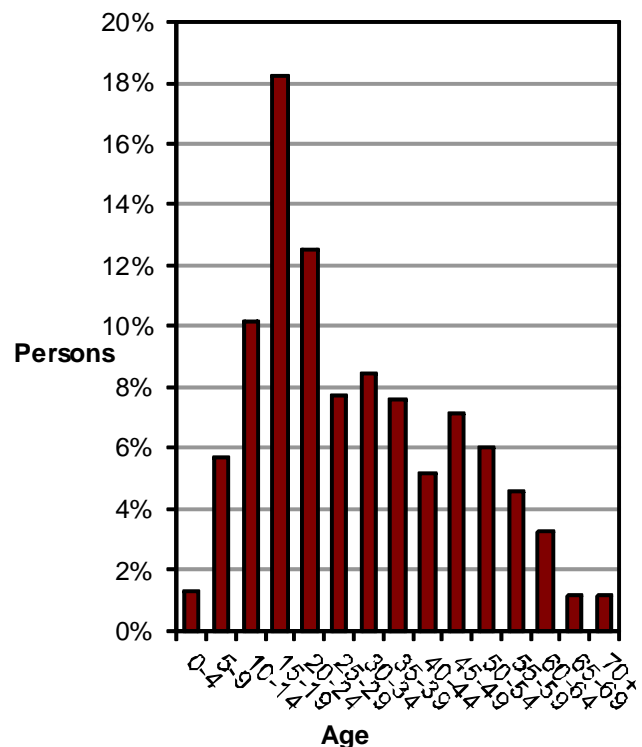
- Over one-half (54%) of drivers in bicycle-motor vehicle crashes were under 40 years.

Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2014)

1. Fail to Yield Right of Way (38%)
2. Driver Distraction (6%)
3. Improper Turn (5%)
4. Disregard Traffic Signal/Sign (3%)
5. Hit and Run (3%)



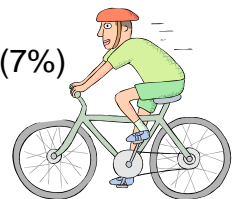
Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2014)



- Nearly two-thirds (64%) of the bicyclists in crashes were under 35 years of age.

Leading Contributing Factors of Bicyclists in Crashes (Utah 2014)

1. Wrong Side of Road (12%)
 2. Improper Crossing (9%)
 3. Disregard Traffic Sign/Signal (7%)
- 43% of bicyclists had no contributing factor in the crash.

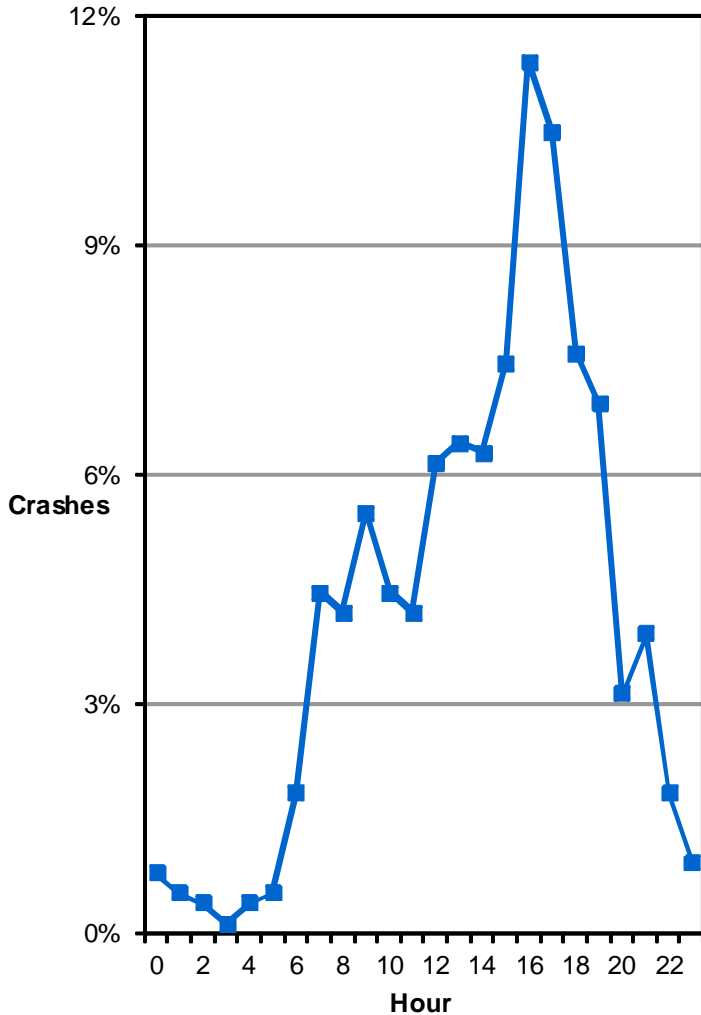


Bicyclists

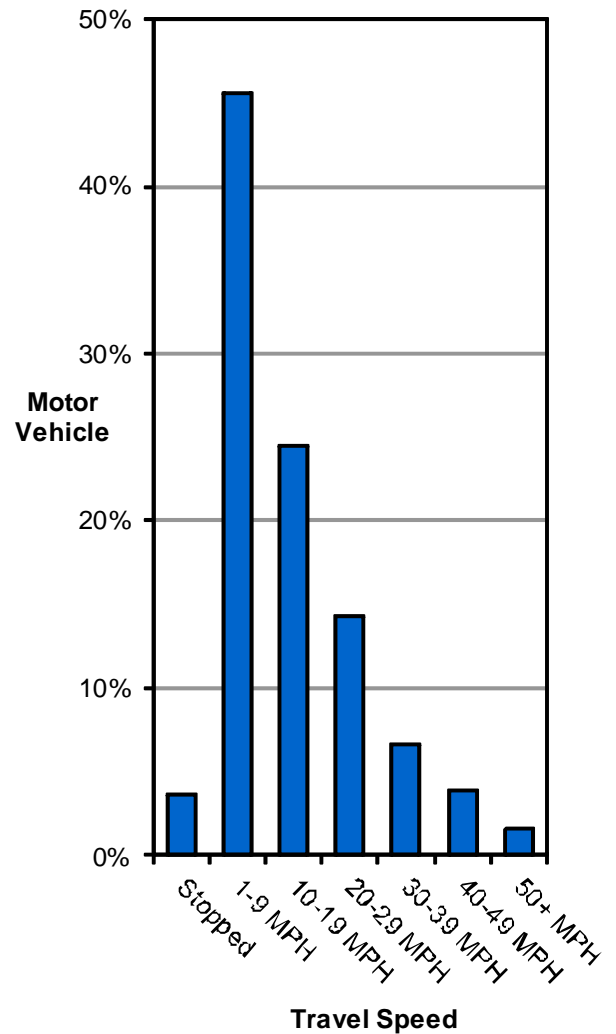


Over one-half (56%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2014)



Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2014)



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

- Nearly three-fourths (70%) of crashes with bicyclists occurred when the motor vehicle was traveling 1-19 MPH.

Bicyclist Action Prior to Crash (Utah 2014)

1. Cycling on Sidewalk (47%)
2. Entering or Crossing Road (22%)
3. Cycling Along Road with Traffic (18%)
4. Cycling Along Road Against Traffic (9%)

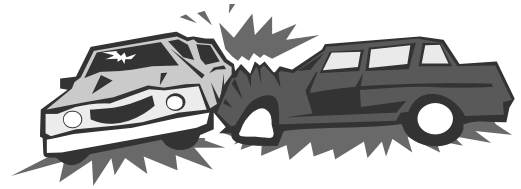


Motor Vehicle Action Prior to Crash (Utah 2014)

1. Turning Right (39%)
2. Straight Ahead (35%)
3. Turning Left (17%)
4. Entering/Leaving Traffic (3%)
5. Stopped/Slowing (2%)

Overview

Section 1: Overview



Trends

Utah vs. U.S. Death Rate per Miles Traveled	32
Crashes 2005-2014	33
Persons Involved 2005-2014	34
Deaths by Person Type 2005-2014	35
Deaths by Contributing Factors 2005-2014	35
Deaths by County	36
Deaths by Month.....	37
Deaths by Day of Week	38
Deaths by Hour.....	39
Holiday Deaths 2005-2014	40
<u>Crash Conditions</u>	
Holiday Crashes	41
Crash Severity	42
Month.....	42
Day of Week	42
Hour.....	43
County Crash Comparison	44
Crashes by County	45
Urban/Rural Location.....	45
Crashes by City	46
Light Condition.....	47
Number of Vehicles Involved	47
Collision Description	47
Vehicle Maneuver	48
Roadway Junction or Feature	48
Vehicle Type.....	49
Speed Limit.....	50
Travel Speed	51
Difference in Travel Speed and Speed Limit	52
First Harmful Event.....	53
Animal Crashes by Rural and Urban 2005-2014	54
Animal Crashes by County	55
Road Surface Condition.....	56
Roadway Contributing Circumstances.....	56
Injury Severity	57
Person Placement	57
Gender	57
Age	58
Persons in Crashes by County	59
Driver Age.....	60
Driver Gender	61
Out-of-State Drivers.....	61
Violations	62
Drivers with Contributing Factors.....	63
Contributing Factors	64

2

0

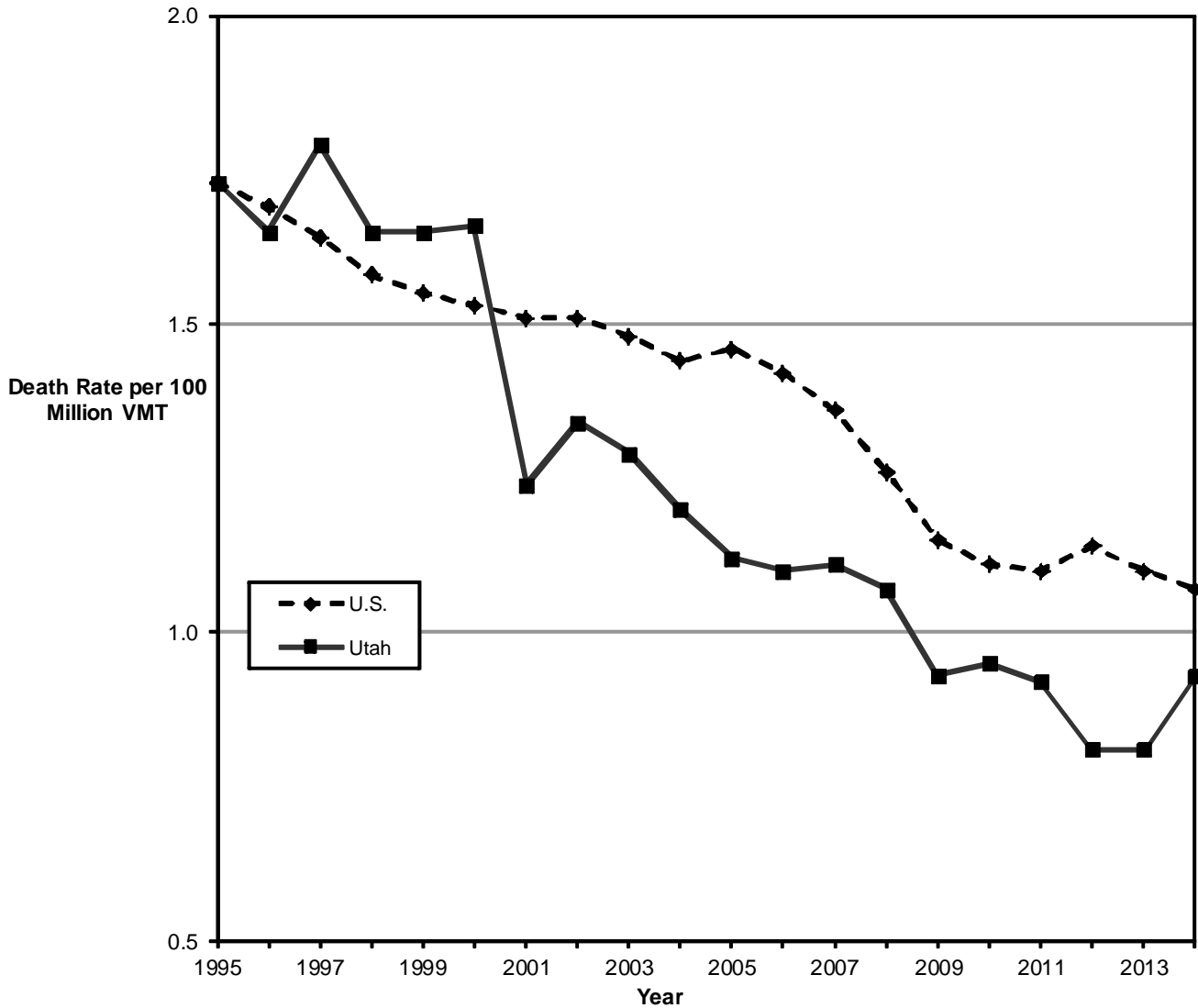
1

4

Trends

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1995-2014

Death Rate per Miles Traveled																					
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
U.S.	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	1.10	1.07	
Utah	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	0.93	



- In 2014, the Utah death rate per 100 million vehicle miles traveled was 0.93 which was lower than the U.S. rate of 1.07.
- 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

Trends

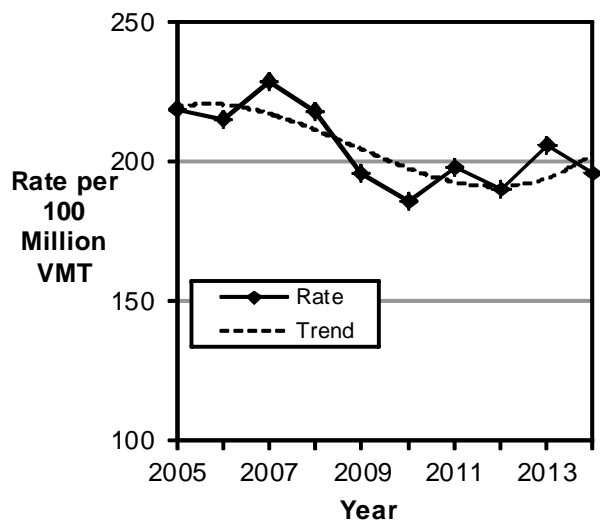
Crashes (Utah 2005-2014)

Crashes								
Year	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
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
2014	37,388	135.6	16,426	59.6	222	0.81	54,036	196.0
Total	371,492	140.5	168,270	63.6	2,270	0.86	542,032	205.0

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

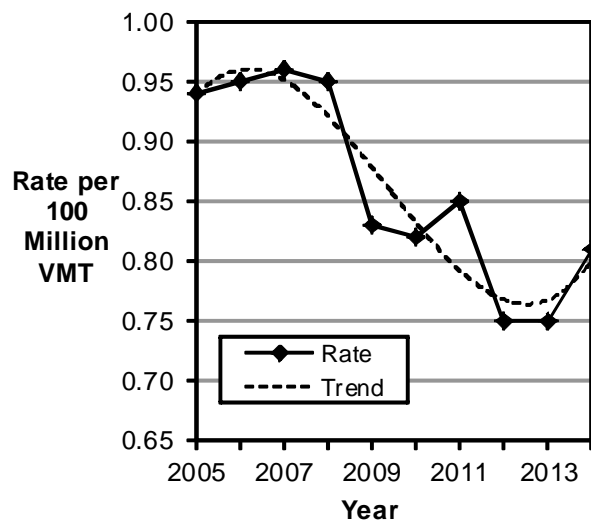
- During the last 10 years, 542,032 motor vehicle crashes occurred in Utah. On average, there are 54,200 crashes a year of which 16,800 involve injuries and 227 involve deaths.
- In 2014, total crashes decreased 2.9% from 2013.
- The 2014 total crash rate per 100 million VMT in Utah was 196.0, a 4.9% decrease from 2013.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2005-2014)



- The 2010 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 10.3% decrease in the total crash rate from 2005-2014.

Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2005-2014)



- The 2012 and 2013 fatal crash rates were the lowest on record.
- There was a 13.8% decrease in the fatal crash rate from 2005-2014.

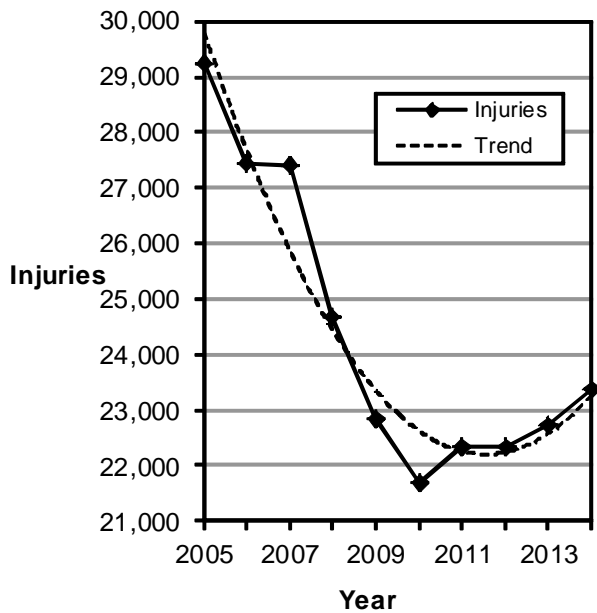
Trends

Persons Involved (Utah 2005-2014)

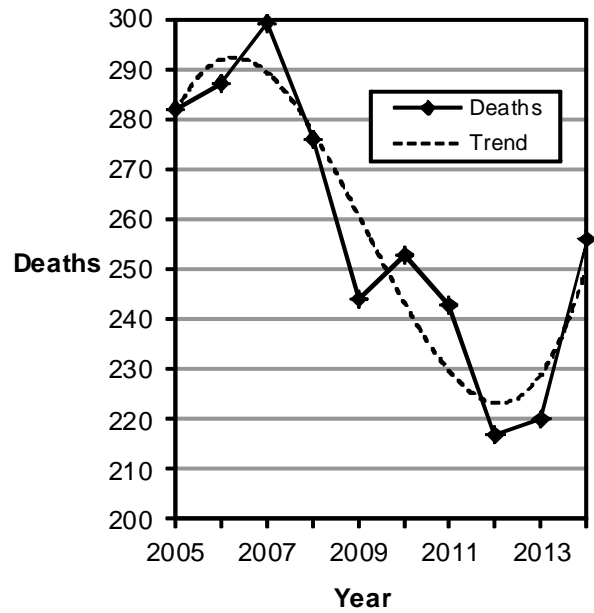
Year	Persons							
	Non-Injured		Injured		Killed		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
2005	115,546	459.8	29,221	116.3	282	1.12	145,049	577.2
2006	116,187	444.0	27,433	104.8	287	1.10	143,907	550.0
2007	127,330	474.7	27,420	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
2014	110,562	401.0	23,364	84.7	256	0.93	134,182	486.6
Total	1,110,977	420.1	244,034	92.3	2,577	0.97	1,357,588	513.4

- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 24,400 people are injured and 258 people are killed in motor vehicle crashes a year.
- The injury rate per vehicle miles traveled decreased 27% from 2005-2014.
- The death rate per vehicle miles traveled in 2012 and 2013 was the lowest in Utah on record.
- 36 more people were killed in a crash in Utah in 2014; a 16.4% increase from 2013.

Injured Persons by Year (Utah 2005-2014)



Deaths by Year (Utah 2005-2014)

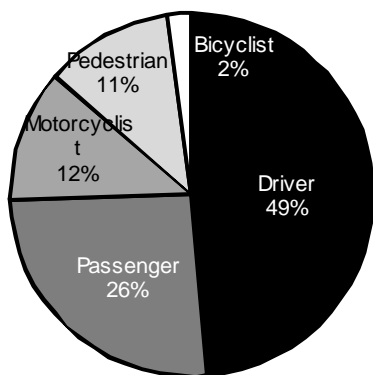


- The number of people injured in a crash increased for the 4th straight year.
- Deaths in 2014 were the highest total in Utah since 2008.

Trends

Traffic Deaths by Person Type (Utah 2005-2014)

Person Type	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Driver	139	147	139	133	119	129	123	106	106	115	1,256	48.7%
Passenger	97	77	89	69	70	68	55	45	47	50	667	25.9%
Motorcyclist	23	24	33	36	30	21	28	32	31	45	303	11.8%
Pedestrian	20	29	32	34	20	28	32	31	30	37	293	11.4%
Bicyclist	3	10	6	4	5	7	5	3	6	9	58	2.3%
Total	282	287	299	276	244	253	243	217	220	256	2,577	100.0%



- During the last 10 years, 2,577 people died in a crash; 48.7% were drivers, 25.9% were passengers, 11.8% were motorcyclists, 11.4% were pedestrians, and 2.3% were bicyclists.
- The number of drivers and passengers killed has shown a decreasing trend over the last 10 years while the number of motorcyclists and pedestrians killed has shown an increasing trend.
- The number of motorcyclists and pedestrians killed in 2014 was the highest amount in the last 10 years.

Traffic Deaths by Selected Contributing Factors (Utah 2005-2014)

Crash Factor	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Speed	121	113	134	126	123	118	101	92	87	110	1,125	43.7%
Unrestrained Occupant	127	88	82	78	91	86	82	79	59	72	844	32.8%
Drunk Driver	22	39	42	34	31	25	39	20	23	45	320	12.4%
Failed to Yield	29	30	32	38	34	34	27	27	23	30	304	11.8%
Distraction	8	20	28	18	21	19	21	20	17	22	194	7.5%
Drowsy Driver	25	10	46	29	23	13	7	14	14	6	187	7.3%
Red Light/Stop Sign Running	8	5	15	19	26	18	18	14	16	18	157	6.1%
Followed Too Close	3	0	4	9	12	7	14	11	9	9	78	3.0%
Total Deaths	282	287	299	276	244	253	243	217	220	256	2,577	



- During the last 10 years, speed was the leading contributing factor accounting for 43.7% of deaths.
- Nearly one-third of the deaths were to unrestrained occupants. It is estimated that if everyone who died was restrained then 422 of these lives would have been saved.
- In 2014, deaths caused by drunk drivers were the highest in the last 10 years.
- In 2014, deaths involving drowsy drivers were the lowest in the last 10 years.

Trends

Traffic Deaths by County (Utah 2005-2014)

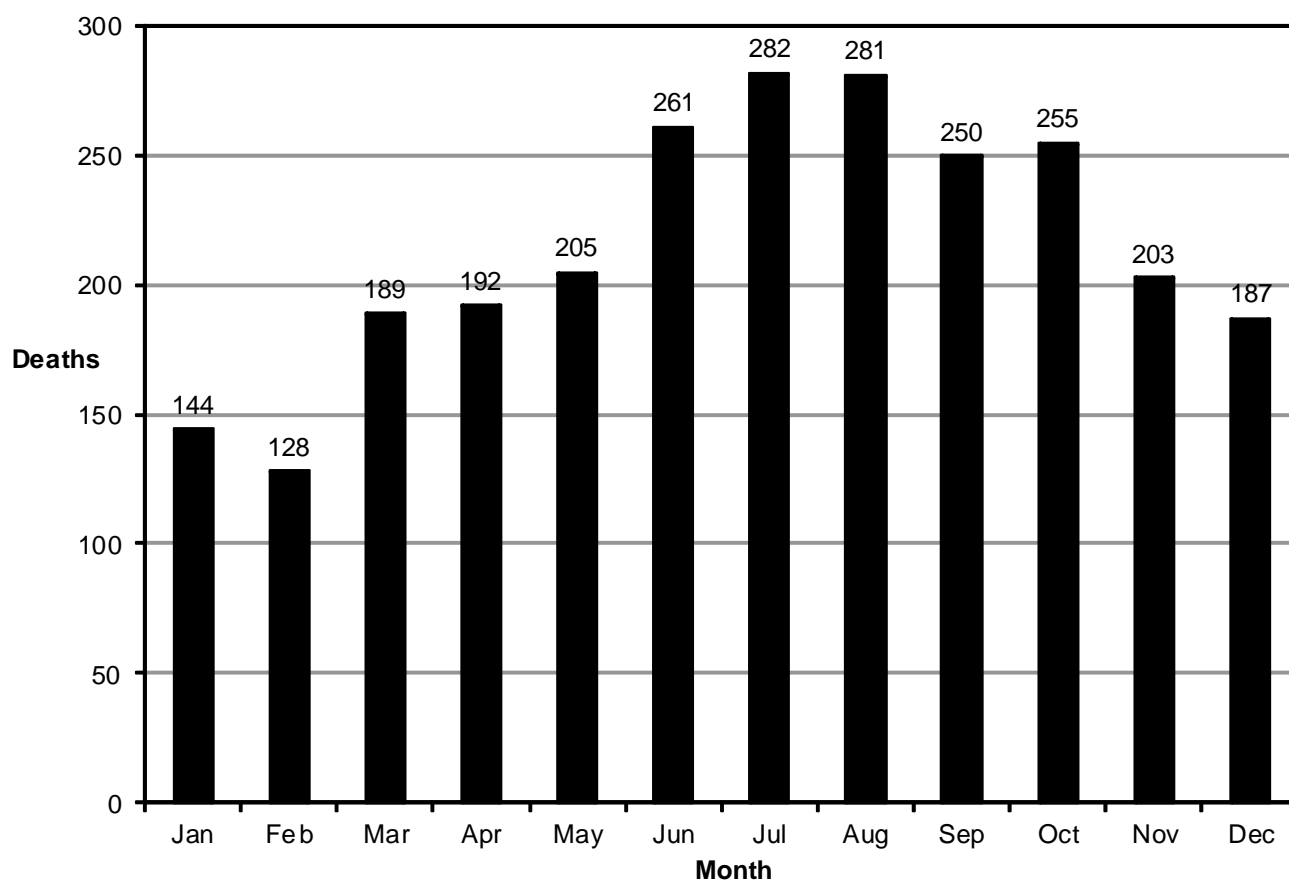
County	Deaths										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Salt Lake	63	69	54	64	46	61	66	64	53	66	606	23.5%
Utah	21	30	24	42	21	32	19	20	21	24	254	9.9%
Weber	20	14	25	15	23	21	21	13	18	16	186	7.2%
Washington	14	22	22	18	10	17	9	11	14	18	155	6.0%
Tooele	15	15	10	15	11	12	10	17	8	15	128	5.0%
Davis	8	14	19	14	10	10	14	15	12	11	127	4.9%
Box Elder	32	10	17	9	9	12	9	4	5	13	120	4.7%
San Juan	8	8	16	15	7	2	7	8	7	8	86	3.3%
Millard	16	7	15	7	5	7	3	10	7	4	81	3.1%
Cache	6	14	6	5	10	6	4	6	10	12	79	3.1%
Summit	4	8	6	12	10	5	9	8	4	6	72	2.8%
Iron	8	9	8	3	12	8	10	0	8	3	69	2.7%
Uintah	4	7	9	10	6	6	7	9	2	8	68	2.6%
Duchesne	7	6	4	2	6	10	10	3	4	9	61	2.4%
Sevier	7	7	7	7	5	5	5	2	8	2	55	2.1%
Emery	8	5	7	8	6	5	5	2	6	2	54	2.1%
Grand	8	8	5	4	8	7	1	2	3	7	53	2.1%
Juab	10	2	8	5	8	7	5	1	3	2	51	2.0%
Wasatch	7	7	11	1	4	1	5	6	3	5	50	1.9%
Sanpete	1	6	7	5	4	7	1	1	9	3	44	1.7%
Kane	1	9	5	3	4	3	5	4	2	3	39	1.5%
Carbon	3	4	5	2	3	2	9	2	4	4	38	1.5%
Garfield	5	1	3	2	3	3	3	3	2	4	29	1.1%
Beaver	2	2	3	2	6	1	1	1	4	2	24	0.9%
Morgan	1	0	0	2	2	0	4	1	0	4	14	0.5%
Wayne	2	0	0	1	3	0	0	1	3	3	13	0.5%
Rich	1	2	0	1	2	2	0	1	0	2	11	0.4%
Piute	0	1	2	2	0	0	1	0	0	0	6	0.2%
Daggett	0	0	1	0	0	1	0	2	0	0	4	0.2%
Total	282	287	299	276	244	253	243	217	220	256	2,577	100.0%

- During the last 10 years, nearly one-fourth (23.5%) of the traffic deaths occurred in Salt Lake County.
- Salt Lake, Utah, Weber, Washington, Tooele, Davis, and Box Elder Counties all had over 100 deaths over the last 10 years.
- Urban Counties accounted for 54.6% of the deaths.
- Over the last 10 years, Salt Lake County in 2006 had the highest number of deaths (69).
- Daggett, Iron, Morgan, Piute, Rich, and Wayne Counties had at least one year with no deaths.
- In 2014, Morgan, Rich, and Wayne Counties had their highest total of deaths during the last 10 years.
- In 2014, Daggett, Emery, Piute, and Sevier Counties had their lowest total of deaths during the last 10 years.

Trends

Deaths by Month (Utah 2005-2014)

Month	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
January	16	22	16	23	15	8	16	7	4	17	144	5.6%
February	22	15	13	9	17	9	9	15	13	6	128	5.0%
March	14	23	24	12	27	20	21	20	13	15	189	7.3%
April	18	17	35	12	24	22	14	14	19	17	192	7.5%
May	18	14	24	31	21	23	12	23	15	24	205	8.0%
June	25	26	31	30	20	24	28	16	23	38	261	10.1%
July	25	29	35	29	25	28	22	25	30	34	282	10.9%
August	37	33	26	32	32	24	30	22	27	18	281	10.9%
September	31	31	30	23	19	24	30	17	19	26	250	9.7%
October	30	33	26	28	18	28	21	20	22	29	255	9.9%
November	25	23	21	25	13	18	17	23	23	15	203	7.9%
December	21	21	18	22	13	25	23	15	12	17	187	7.3%
Total	282	287	299	276	244	253	243	217	220	256	2,577	100.0%

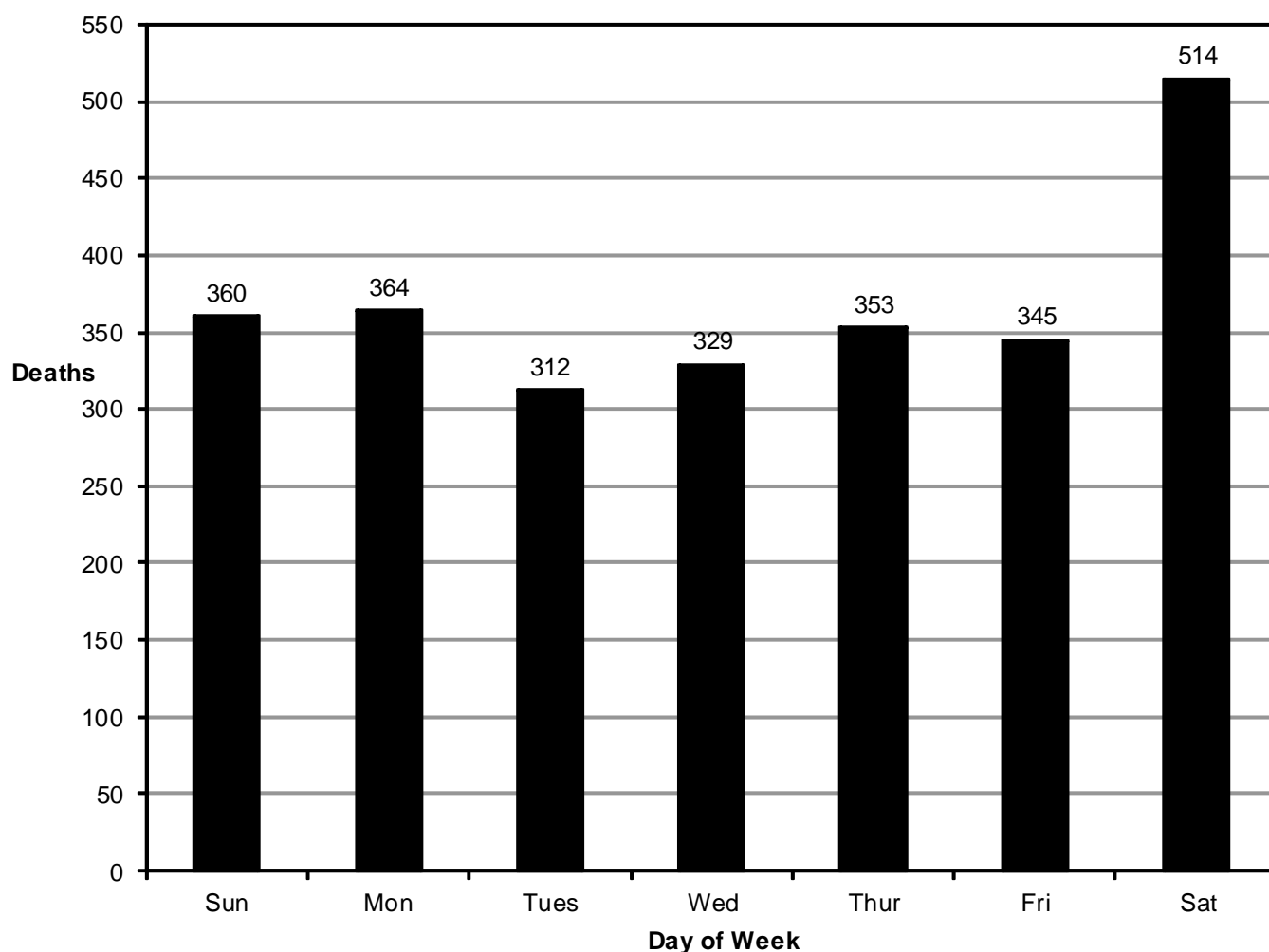


- In the last 10 years, July (282) and August (281) had the highest total number of motor vehicle crash deaths while February (128) and January (144) had the fewest.
- In the last 10 years, June 2014 had the highest number of deaths (38) while January 2013 had the fewest (4).
- In 2014, June (38) and July (34) had the highest number of deaths while February (6) had the fewest.

Trends

Deaths by Day of Week (Utah 2005-2014)

Day of Week	Deaths										Total	
	Year										#	%
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014		
Sunday	33	34	55	47	35	30	27	41	29	29	360	14.0%
Monday	56	41	39	30	33	36	25	30	37	37	364	14.1%
Tuesday	28	32	39	43	39	31	32	24	20	24	312	12.1%
Wednesday	37	34	39	31	40	23	32	34	24	35	329	12.8%
Thursday	42	40	37	31	27	50	33	21	38	34	353	13.7%
Friday	37	33	30	42	32	26	40	29	36	40	345	13.4%
Saturday	49	73	60	52	38	57	54	38	36	57	514	19.9%
Total	282	287	299	276	244	253	243	217	220	256	2,577	100.0%

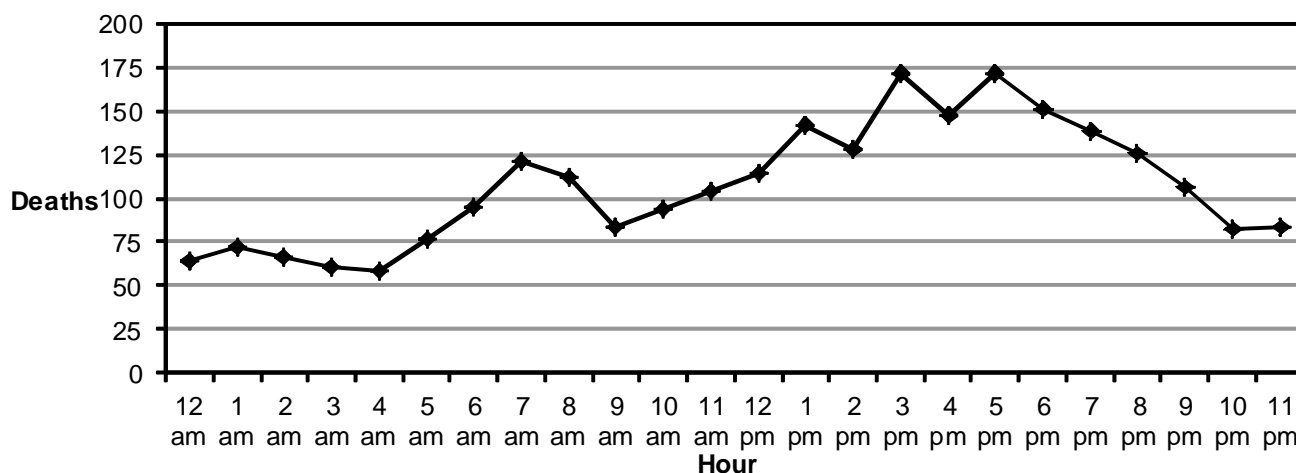


- In the last 10 years, Saturday (514) had the highest total number of motor vehicle crash deaths while Tuesday (312) had the fewest.
- In the last 10 years, Saturdays in 2006 had the highest number of deaths (73) while Tuesdays in 2013 had the fewest (20).
- In 2014, Saturday (57) had the highest number of deaths while Tuesday (24) had the fewest.

Trends

Deaths by Hour (Utah 2005-2014)

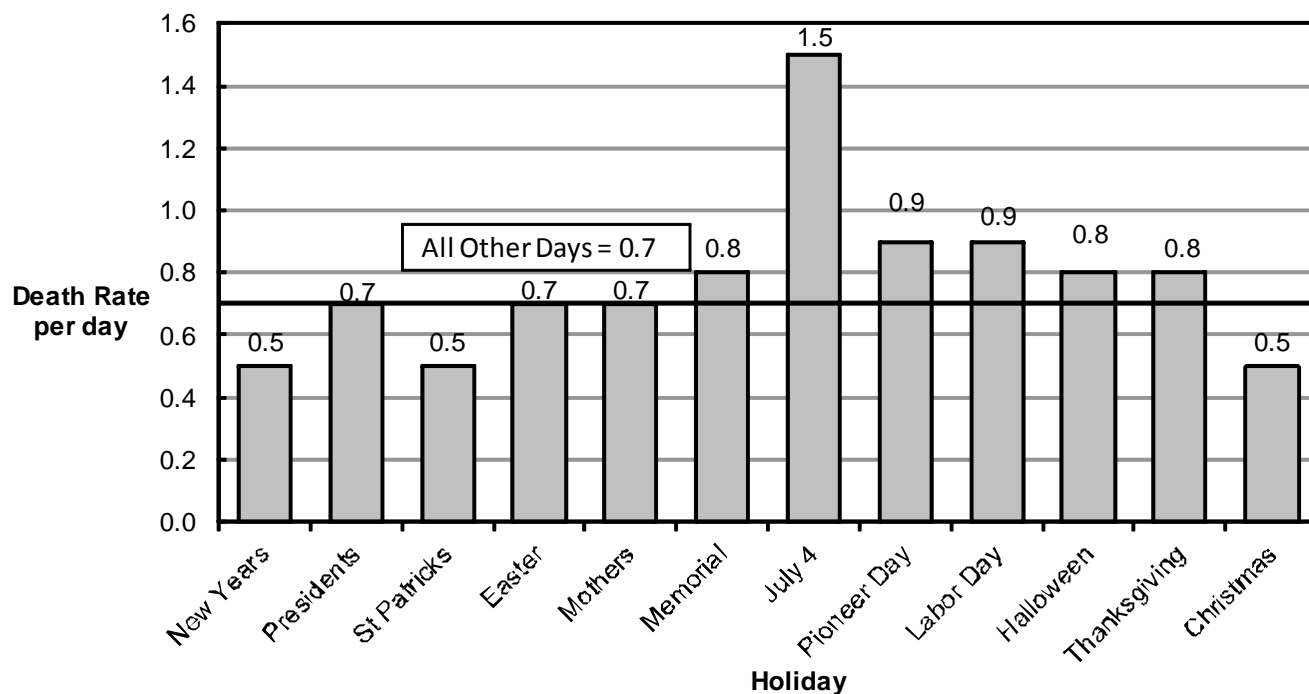
Hour	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Midnight	3	5	12	5	16	5	4	6	5	3	64	2.5%
1 a.m.	8	11	9	12	5	4	6	5	4	8	72	2.8%
2 a.m.	7	9	11	7	4	8	7	7	3	3	66	2.6%
3 a.m.	3	6	18	3	3	5	10	6	1	6	61	2.4%
4 a.m.	5	7	3	5	12	3	5	3	5	10	58	2.3%
5 a.m.	14	6	9	8	5	8	10	5	8	4	77	3.0%
6 a.m.	8	13	9	10	8	11	6	7	7	16	95	3.7%
7 a.m.	14	13	12	20	13	17	8	8	9	7	121	4.7%
8 a.m.	14	20	15	8	7	11	7	5	10	15	112	4.4%
9 a.m.	10	14	7	11	6	11	9	3	8	5	84	3.3%
10 a.m.	9	8	7	8	13	9	13	10	9	8	94	3.7%
11 a.m.	15	9	10	16	14	12	6	6	7	9	104	4.0%
Noon	16	8	12	14	7	13	10	8	14	12	114	4.4%
1 p.m.	19	10	15	8	13	14	17	8	19	19	142	5.5%
2 p.m.	9	12	15	9	7	20	14	19	9	14	128	5.0%
3 p.m.	33	18	21	13	22	13	12	10	14	15	171	6.7%
4 p.m.	10	18	14	14	13	12	13	24	14	15	147	5.7%
5 p.m.	15	21	24	18	19	12	13	20	15	15	172	6.7%
6 p.m.	12	18	15	19	10	16	20	11	12	18	151	5.9%
7 p.m.	15	18	16	21	11	15	12	8	12	10	138	5.4%
8 p.m.	13	6	14	16	14	10	14	15	14	10	126	4.9%
9 p.m.	11	13	5	20	13	9	11	6	9	9	106	4.1%
10 p.m.	9	13	10	4	7	4	7	11	5	12	82	3.2%
11 p.m.	9	10	15	6	1	10	9	6	7	11	84	3.3%
Total	281	286	298	275	243	252	243	217	220	254	2,569	100.0%



- In the last 10 years, 5 p.m. (172) and 3 p.m. (171) had the highest total number of motor vehicle crash deaths while 4 a.m. (58) and 3 a.m. (61) had the fewest.
- In the last 10 years, 3 p.m. in 2005 had the highest number of deaths (33) while 11 p.m. in 2009 and 3 a.m. in 2013 had the fewest (1).
- In 2014, 1 p.m. (19) had the highest number of deaths while midnight and 2 a.m. (3) had the fewest.

Trends

Holiday Death Rate Per Day (Utah 2005-2014)



Holiday Deaths

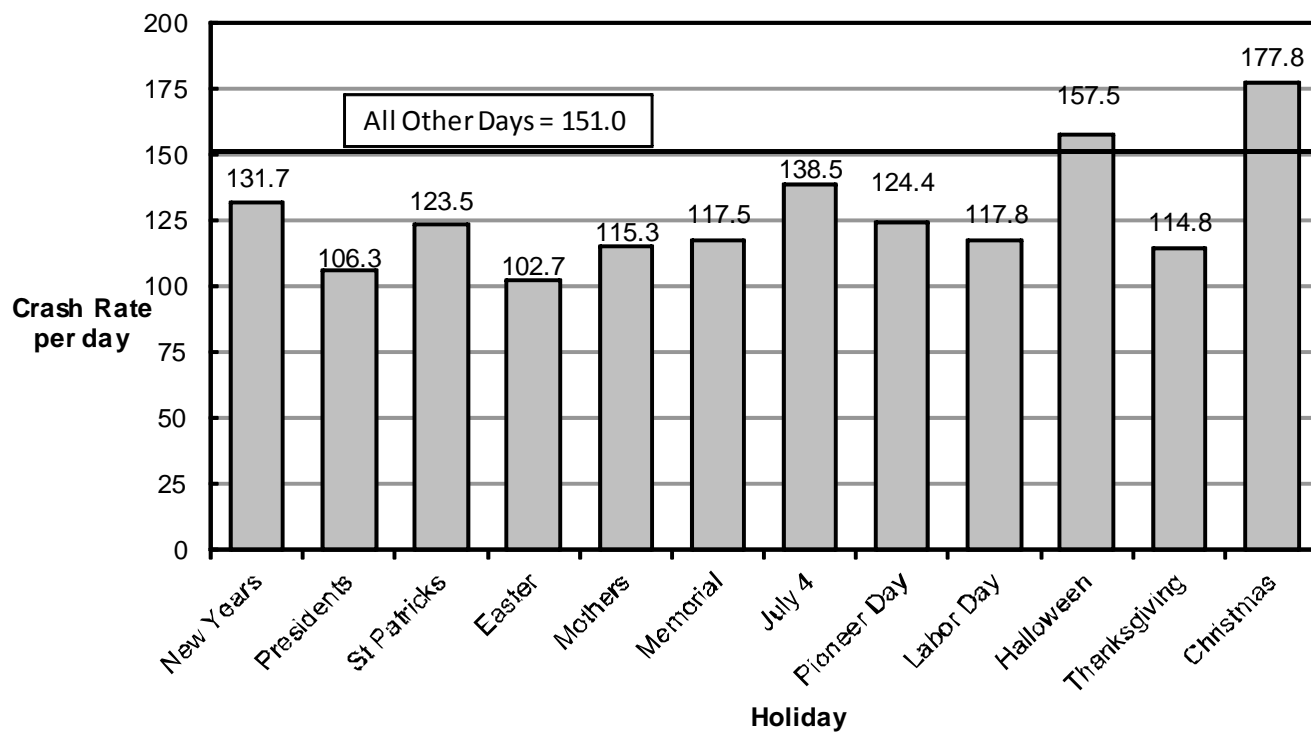
Year	New Years		Presidents		St Patricks		Easter		Mothers		Memorial Day		4th of July		Pioneer Day		Labor Day		Halloween		Thanksgiving		Christmas		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
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
2014	5	1.7	4	1.0	3	0.8	1	0.3	2	0.7	2	0.5	10	2.5	7	1.4	3	0.8	4	1.0	3	0.6	1	0.2	45	0.9
Total	18	0.5	26	0.7	18	0.5	20	0.7	22	0.7	31	0.8	53	1.5	33	0.9	34	0.9	28	0.8	39	0.8	18	0.5	340	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 (1.5) had the highest rate of deaths while the New Years Holiday (0.5), St. Patrick's Day Holiday (0.5), and Christmas Holiday (0.5) had the lowest rates.
- In 2014, the 4th of July Holiday had the highest death rate per day (2.5) while the Christmas Holiday had the lowest rate (0.2).
- New Years, President's Day, St. Patrick's Day, 4th of July, Pioneer Day, Labor Day, and Halloween Holidays had higher death rates per day than the rate per day for all 2014 days (0.7).

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

Holidays

Holiday Crash Rate Per Day (Utah 2014)



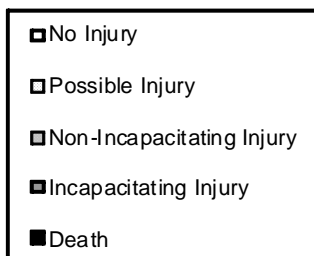
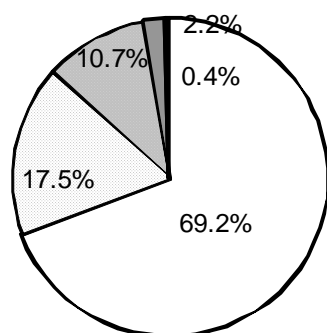
Holiday Crashes			
Holiday	#	Days	Rate Per Day
New Years	395	3	131.7
Presidents	425	4	106.3
St Patricks	494	4	123.5
Easter	308	3	102.7
Mothers	346	3	115.3
Memorial Day	470	4	117.5
4th of July	554	4	138.5
Pioneer Day	622	5	124.4
Labor Day	471	4	117.8
Halloween	630	4	157.5
Thanksgiving	574	5	114.8
Christmas	889	5	177.8
Total	6,178	48	128.7
All Other Days	47,858	317	151.0

- The total number of miles traveled decreases during holidays. Corresponding with this reduced travel crashes also were lower during holiday periods (128.7 per day compared to 151.0 per day)
- The Christmas Holiday had the highest crash rate per day (177.8) while the Easter Holiday had the lowest rate (102.7).
- Only the Christmas (177.8) and Halloween (157.5) Holidays had higher crash rates per day than the rate per day for all days (151.0).

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 2014)



- For crashes that occurred in Utah during 2014, 69.2% resulted in property damage only, 30.4% resulted in some level of injury, and 0.4% involved a death.

Month (Utah 2014)

Month	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3,424	110.5	1,150	37.1	17	0.55	4,591	148.1
February	2,718	97.1	1,036	37.0	4	0.14	3,758	134.2
March	2,729	88.0	1,293	41.7	14	0.45	4,036	130.2
April	2,862	95.4	1,298	43.3	16	0.53	4,176	139.2
May	2,936	94.7	1,515	48.9	19	0.61	4,470	144.2
June	2,655	88.5	1,380	46.0	33	1.10	4,068	135.6
July	2,975	96.0	1,459	47.1	25	0.81	4,459	143.8
August	3,028	97.7	1,439	46.4	16	0.52	4,483	144.6
September	3,209	107.0	1,480	49.3	25	0.83	4,714	157.1
October	3,281	105.8	1,524	49.2	27	0.87	4,832	155.9
November	3,475	115.8	1,330	44.3	13	0.43	4,818	160.6
December	4,096	132.1	1,522	49.1	13	0.42	5,631	181.6
Total	37,388	102.4	16,426	45.0	222	0.61	54,036	148.0

- Total crash rates per day were highest in December and November.
- Total crash rates per day were lowest in March and February.
- The highest rate per day for fatal crashes occurred during June and the lowest fatal rate occurred in February.

Day of Week (Utah 2014)

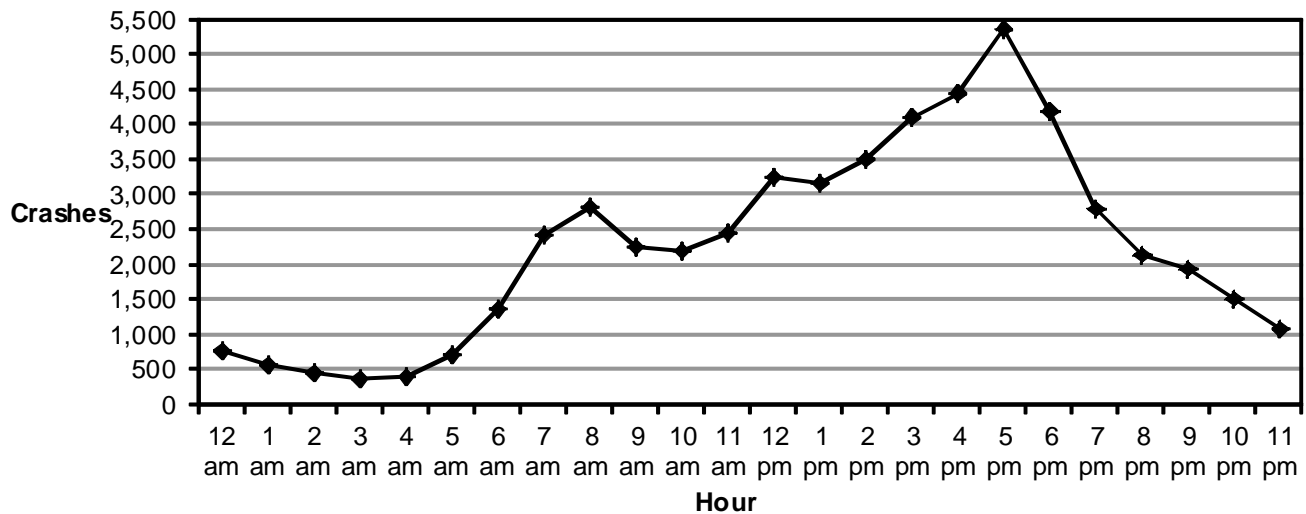
Day of Week	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	2,948	7.9%	1,286	7.8%	20	9.0%	4,254	7.9%
Monday	5,581	14.9%	2,445	14.9%	34	15.3%	8,060	14.9%
Tuesday	5,843	15.6%	2,569	15.6%	23	10.4%	8,435	15.6%
Wednesday	5,962	15.9%	2,507	15.3%	31	14.0%	8,500	15.7%
Thursday	5,959	15.9%	2,572	15.7%	32	14.4%	8,563	15.8%
Friday	6,217	16.6%	2,817	17.1%	33	14.9%	9,067	16.8%
Saturday	4,878	13.0%	2,230	13.6%	49	22.1%	7,157	13.2%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%

- The highest percentage of total crashes occurred on Friday.
- The highest percentage of fatal crashes occurred on Saturday.
- Crashes on the weekend were 1.7 times more likely to be fatal than weekday crashes.

Crash Conditions

Hour (Utah 2014)

Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	555	1.5%	209	1.3%	3	1.4%	767	1.4%
1 a.m.	391	1.0%	159	1.0%	6	2.7%	556	1.0%
2 a.m.	302	0.8%	140	0.9%	3	1.4%	445	0.8%
3 a.m.	235	0.6%	120	0.7%	5	2.3%	360	0.7%
4 a.m.	278	0.7%	111	0.7%	5	2.3%	394	0.7%
5 a.m.	532	1.4%	179	1.1%	3	1.4%	714	1.3%
6 a.m.	998	2.7%	359	2.2%	15	6.8%	1,372	2.5%
7 a.m.	1,668	4.5%	735	4.5%	7	3.2%	2,410	4.5%
8 a.m.	2,033	5.4%	770	4.7%	14	6.3%	2,817	5.2%
9 a.m.	1,603	4.3%	636	3.9%	4	1.8%	2,243	4.2%
10 a.m.	1,531	4.1%	639	3.9%	8	3.6%	2,178	4.0%
11 a.m.	1,700	4.5%	740	4.5%	9	4.1%	2,449	4.5%
Noon	2,278	6.1%	943	5.7%	10	4.5%	3,231	6.0%
1 p.m.	2,233	6.0%	919	5.6%	17	7.7%	3,169	5.9%
2 p.m.	2,419	6.5%	1,072	6.5%	9	4.1%	3,500	6.5%
3 p.m.	2,756	7.4%	1,325	8.1%	11	5.0%	4,092	7.6%
4 p.m.	3,023	8.1%	1,396	8.5%	14	6.3%	4,433	8.2%
5 p.m.	3,654	9.8%	1,677	10.2%	13	5.9%	5,344	9.9%
6 p.m.	2,788	7.5%	1,375	8.4%	16	7.2%	4,179	7.7%
7 p.m.	1,835	4.9%	927	5.6%	10	4.5%	2,772	5.1%
8 p.m.	1,475	3.9%	651	4.0%	9	4.1%	2,135	4.0%
9 p.m.	1,325	3.5%	583	3.5%	8	3.6%	1,916	3.5%
10 p.m.	1,042	2.8%	442	2.7%	12	5.4%	1,496	2.8%
11 p.m.	735	2.0%	318	1.9%	9	4.1%	1,062	2.0%
Unknown	0	0.0%	0	0.0%	2	0.9%	2	0.0%
Total	37,389	100.0%	16,425	100.0%	222	100.0%	54,036	100.0%



- Total crashes were more likely to occur between 3:00 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. and 6:00 p.m. hours.

Crash Conditions

County Crash Comparison (Utah 2014)

County Crash Comparison															
County	Fatal Crash Rate per VMT Rank	Overall Crash Rate per VMT Rank	Percent of Crash Occupants Unrestrained Rank	Speed Crash Rate per VMT Rank	Alcohol-Related Crash Rate per VMT Rank	Drug-Related Crash Rate per VMT Rank	Dis-tracted Driver Crash Rate per VMT Rank	Drowsy Driver Crash Rate per VMT Rank	Teen Driver Crash Rate per VMT Rank	Older Driver Crash Rate per VMT Rank	Motor-cycle Crash Rate per Rgstrd Mtrcycl Rank	Pedes-trian Crash Rate per Pop. Rank	Bicy-clist Crash Rate per Pop. Rank	Total County Highway Safety Ranking	
Salt Lake	20	1	26	3	1	2	1	22	3	3	12	2	1	7.5	
Weber	17	2	24	12	3	3	2	15	1	1	18	4	3	8.1	
Duchesne	4	8	4	7	2	1	7	8	12	15	15	7	20	8.5	
Cache	11	3	25	9	10	8	5	21	2	4	24	14	4	10.8	
Wayne	1	13	9	25	19	27	6	1	8	6	2	6	20	11.0	
Utah	25	4	28	6	18	4	3	17	5	9	17	10	11	12.1	
Rich	2	17	1	11	4	13	10	29	18	5	3	25	20	12.2	
Washington	13	9	22	23	8	11	8	23	6	2	13	16	6	12.3	
Garfield	3	16	7	17	14	22	24	2	25	12	1	5	20	12.9	
Summit	18	7	23	4	5	12	16	18	13	16	27	3	7	13.0	
Davis	27	5	29	14	12	9	4	16	4	8	25	9	9	13.2	
Sevier	21	22	3	10	9	5	21	6	19	13	26	12	12	13.8	
Tooele	10	18	15	22	7	7	20	14	11	18	19	11	8	13.8	
Kane	7	11	14	21	21	24	17	4	21	7	6	20	13	14.3	
Morgan	5	15	17	1	29	23	14	13	16	28	10	1	15	14.4	
Uintah	6	14	19	20	6	10	11	19	10	19	21	17	18	14.6	
Carbon	16	19	12	27	11	6	9	24	15	11	23	8	10	14.7	
Sanpete	9	10	10	15	16	15	18	27	7	10	14	23	17	14.7	
Wasatch	8	6	20	5	13	14	12	25	9	20	16	25	19	14.8	
Box Elder	12	21	21	8	20	16	13	11	17	17	11	13	14	14.9	
Grand	14	28	5	29	24	26	22	5	29	25	8	15	2	17.8	
Iron	26	20	16	16	17	17	15	28	14	22	20	18	5	18.0	
Daggett	28	23	27	2	25	27	19	7	20	14	4	25	20	18.5	
Beaver	19	25	8	13	28	25	25	9	22	21	9	19	20	18.7	
San Juan	15	24	6	28	15	20	29	26	28	24	5	24	20	20.3	
Emery	23	29	18	24	26	18	23	12	26	29	7	25	16	21.2	
Piute	28	12	2	18	23	27	28	20	23	23	29	25	20	21.4	
Juab	24	26	11	26	27	19	26	3	27	27	22	21	20	21.5	
Millard	22	27	13	19	22	21	27	10	24	26	28	22	20	21.6	
Note:	Rank 1-17 Above State Avg.	Rank 1-3 Above State Avg.	Rank 1-24 Above State Avg.	Rank 1-9 Above State Avg.	Rank 1-7 Above State Avg.	Rank 1-4 Above State Avg.	Rank 1-2 Above State Avg.	Rank 1-15 Above State Avg.	Rank 1-5 Above State Avg.	Rank 1-4 Above State Avg.	Rank 1-15 Above State Avg.	Rank 1-6 Above State Avg.	Rank 1-4 Above State Avg.	Total Safety Ranking Average = 14.8	

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.

- Salt Lake, Weber, and Duchesne Counties were the worst overall counties. Salt Lake County was above the state average in ten of the thirteen categories.
- Millard, Juab, and Piute Counties were the best overall counties. Millard County was below the state average in every category except two.
- In 2013, Weber was the worst county and Piute was the best. In 2012, Weber was the worst county and Juab was the best. In 2011, Duchesne was the worst county and Millard was the best.

Crash Conditions

Crashes by County (Utah 2014)

County	Crashes							
	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	17,274	190.3	7,501	82.6	58	0.64	24,833	273.5
Weber	2,559	155.4	1,464	88.9	14	0.85	4,037	245.1
Cache	1,321	146.9	475	52.8	12	1.33	1,808	201.1
Utah	4,976	121.8	2,448	59.9	20	0.49	7,444	182.2
Davis	3,135	121.0	1,544	59.6	10	0.39	4,689	181.0
Wasatch	449	127.1	130	36.8	5	1.42	584	165.3
Summit	1,029	134.8	223	29.2	6	0.79	1,258	164.8
Duchesne	326	115.1	128	45.2	9	3.18	463	163.4
Washington	1,468	103.4	724	51.0	18	1.27	2,210	155.6
Sanpete	243	112.2	72	33.2	3	1.39	318	146.8
Kane	151	112.6	42	31.3	2	1.49	195	145.4
Piute	28	96.6	12	41.4	0	0.00	40	137.9
Wayne	47	96.4	18	36.9	2	4.10	67	137.4
Uintah	449	105.0	125	29.2	7	1.64	581	135.8
Morgan	139	104.4	32	24.0	3	2.25	174	130.7
Garfield	105	91.8	39	34.1	4	3.50	148	129.4
Rich	41	81.5	19	37.7	2	3.97	62	123.2
Tooele	715	87.0	277	33.7	11	1.34	1,003	122.0
Carbon	275	84.6	106	32.6	3	0.92	384	118.1
Iron	594	78.8	246	32.7	3	0.40	843	111.9
Box Elder	715	78.5	290	31.8	12	1.32	1,017	111.6
Sevier	228	71.4	103	32.2	2	0.63	333	104.2
Daggett	26	80.4	7	21.6	0	0.00	33	102.1
San Juan	208	72.8	48	16.8	3	1.05	259	90.6
Beaver	164	60.4	57	21.0	2	0.74	223	82.2
Juab	192	52.1	62	16.8	2	0.54	256	69.5
Millard	237	47.2	94	18.7	3	0.60	334	66.5
Grand	140	39.8	76	21.6	4	1.14	220	62.5
Emery	154	43.3	64	18.0	2	0.56	220	61.8
Statewide	37,388	135.6	16,426	59.6	222	0.81	54,036	196.0

- Salt Lake (273.5), Weber (245.1), and Cache (201.1) counties had the highest total crash rates per miles traveled.
- Emery (61.8), Grand (62.5), and Millard (66.5) counties had the lowest total crash rates per miles traveled.
- Wayne (4.10), Rich (3.97), and Garfield (3.50) counties had the highest fatal crash rates per miles traveled.
- Daggett and Piute Counties had no fatal crashes.

Urban/Rural Location (Utah 2014)

- 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 3.4 times more likely to result in a death than crashes in urban areas.

Location	Crashes							
	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	30,733	155.8	14,156	71.8	132	0.669	45,021	228.3
Rural	6,655	84.7	2,270	28.9	90	1.146	9,015	114.8
Total	37,388	135.6	16,426	59.6	222	0.805	54,036	196.0

Crash Conditions

Crashes by City (Utah 2014)

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	50	Marriot-Slaterville	1,701	197	1,158.1	48	36	Holladay	26,472	388	146.6
2	31	Park City	7,547	437	579.0	49	53	West Haven	10,272	150	146.0
3	65	Willard	1,772	83	468.4	50	28	Tooele	31,605	461	145.9
4	15	South Salt Lake	23,617	1,076	455.6	51	20	Bountiful	42,552	604	141.9
5	4	Murray	46,746	2,109	451.2	52	71	Moab	5,046	71	140.7
6	77	Uintah	1,322	58	438.7	53	42	Washington	18,761	263	140.2
7	37	Riverdale	8,426	369	437.9	54	40	Herriman	21,785	300	137.7
8	12	Midvale	27,964	1,199	428.8	55	58	Woods Cross	9,761	130	133.2
9	46	West Bountiful	5,265	217	412.2	56	45	Saratoga Springs	17,781	235	132.2
10	11	Draper	40,532	1,228	303.0	57	73	Sunset	5,122	67	130.8
11	6	Taylorville	58,652	1,652	281.7	58	62	Tremonton	7,647	100	130.8
12	29	North Salt Lake	16,322	455	278.8	59	32	Pleasant Grove	33,509	434	129.5
13	3	Sandy	87,461	2,433	278.2	60	9	Provo	112,488	1,414	125.7
14	2	West Valley City	129,480	3,586	277.0	61	30	Riverton	38,753	455	117.4
15	35	Centerville	15,335	415	270.6	62	48	Brigham City	17,899	209	116.8
16	44	Vernal	9,089	243	267.4	63	39	Kaysville	27,300	304	111.4
17	47	North Logan	8,269	212	256.4	64	59	Heber	11,362	121	106.5
18	52	Roosevelt	6,046	155	256.4	65	80	Stansbury Park	5,145	54	105.0
19	43	Lindon	10,070	252	250.2	66	74	Ephraim	6,135	62	101.1
20	55	Farr West	5,928	144	242.9	67	57	Hurricane	13,748	135	98.2
21	33	Farmington	18,275	433	236.9	68	64	Santaquin	9,128	87	95.3
22	1	Salt Lake City	186,440	4,371	234.4	69	79	South Weber	6,051	57	94.2
23	49	Price	8,715	199	228.3	70	70	Pleasant View	7,979	73	91.5
24	61	Perry	4,512	103	228.3	71	82	Plain City	5,476	50	91.3
25	69	Wellsville	3,432	73	212.7	72	51	Clinton	20,426	171	83.7
26	17	Lehi	47,407	1,001	211.2	73	75	Richfield	7,551	62	82.1
27	16	Logan	48,174	1,013	210.3	74	84	Nephi	5,389	44	81.6
28	22	American Fork	26,263	533	202.9	75	68	Washington Terrace	9,067	74	81.6
29	7	St. George	72,897	1,449	198.8	76	81	Salem	6,423	51	79.4
30	13	Millcreek	62,139	1,195	192.3	77	78	Hyrum	7,609	58	76.2
31	19	Roy	36,884	702	190.3	78	72	Smithfield	9,495	71	74.8
32	56	Bluffdale	7,598	143	188.2	79	60	Highland	15,523	116	74.7
33	5	West Jordan	103,712	1,920	185.1	80	87	Nibley	5,438	40	73.6
34	38	South Ogden	16,532	305	184.5	81	76	Grantsville	8,893	59	66.3
35	18	South Jordan	50,418	881	174.7	82	85	Providence	7,075	44	62.2
36	8	Ogden	82,825	1,420	171.4	83	54	Syracuse	24,331	145	59.6
37	14	Layton	67,311	1,132	168.2	84	83	Mapleton	7,979	47	58.9
38	26	Cedar City	28,857	479	166.0	85	63	North Ogden	17,357	95	54.7
39	25	Springville	29,466	487	165.3	86	86	West Point	9,511	44	46.3
40	34	Magna	26,505	430	162.2	87	67	Eagle Mountain	21,415	78	36.4
41	41	Payson	18,294	293	160.2	88	89	Hooper	7,218	26	36.0
42	10	Orem	88,328	1,408	159.4	89	88	Alpine	9,555	32	33.5
43	21	Spanish Fork	34,691	542	156.2	90	91	Ivins	6,753	21	31.1
44	27	Clearfield	30,112	462	153.4	91	92	Enoch	5,803	16	27.6
45	24	Cottonwood Heights	33,433	500	149.6	92	93	Santa Clara	6,003	16	26.7
46	66	Harrisville	5,567	82	147.3	93	90	Cedar Hills	9,796	22	22.5
47	23	Kearns	35,731	525	146.9			Total	2,406,449	46,157	191.8

- The five cities with the highest rates of total crashes per population were Marriot-Slaterville, Park City, Willard, South Salt Lake, and Murray. The five cities with the highest total number of crashes were Salt Lake City, West Valley City, Sandy, Murray, and West Jordan.
- Herriman (+21), Harrisville (+20), and Clinton (+19) had the largest increase in rankings from 2013.
- Woods Cross (-25), West Haven (-21), and Nephi (-19) had the biggest decrease in rankings from 2013.

Crash Conditions

Light Condition (Utah 2014)

Light Condition	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Daylight	25,970	69.5%	11,813	71.9%	127	57.2%	37,910	70.2%
Dark	9,456	25.3%	3,950	24.0%	79	35.6%	13,485	25.0%
Dawn/Dusk	1,375	3.7%	595	3.6%	14	6.3%	1,984	3.7%
Unknown	587	1.6%	68	0.4%	2	0.9%	657	1.2%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%

- Nearly three-fourths (70.2%) of crashes occurred during daylight.
- Over one-third (35.6%) of fatal crashes occurred during dark conditions. Crashes occurring at dark were 1.7 times more likely to be fatal.

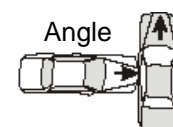
Number of Vehicles Involved (Utah 2014)

Vehicles Involved	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	9,298	24.9%	4,692	28.6%	126	56.8%	14,116	26.1%
2	25,826	69.1%	9,553	58.2%	70	31.5%	35,449	65.6%
3	1,902	5.1%	1,702	10.4%	15	6.8%	3,619	6.7%
4 or more	362	1.0%	479	2.9%	11	5.0%	852	1.6%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%

- While nearly three-fourths (73.9%) of all crashes involved two or more motor vehicles, 56.8% of fatal crashes involved only one motor vehicle.

Collision Description (Utah 2014)

Collision Description	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Single Vehicle	10,502	28.1%	5,148	31.3%	141	63.5%	15,791	29.2%
Rear End (front-to-rear)	10,439	27.9%	5,172	31.5%	8	3.6%	15,619	28.9%
Angle	7,200	19.3%	4,228	25.7%	41	18.5%	11,469	21.2%
Sideswipe	4,484	12.0%	822	5.0%	7	3.2%	5,313	9.8%
Parked Vehicle	2,926	7.8%	317	1.9%	4	1.8%	3,247	6.0%
Head On (front-to-front)	547	1.5%	558	3.4%	19	8.6%	1,124	2.1%
Rear to Side/Rear	678	1.8%	45	0.3%	1	0.5%	724	1.3%
Other	120	0.3%	71	0.4%	1	0.5%	192	0.4%
Unknown	492	1.3%	65	0.4%	0	0.0%	557	1.0%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%



Rear End



Head On



- 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 4.4 times more likely to result in a death than other collision types.

Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2014)

Vehicles								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	33,215	48.7%	17,116	55.2%	270	72.2%	50,601	50.8%
Stopped in Traffic Lane	7,187	10.5%	4,319	13.9%	29	7.8%	11,535	11.6%
Turning Left	5,564	8.2%	3,522	11.4%	28	7.5%	9,114	9.2%
Parked	4,783	7.0%	689	2.2%	14	3.7%	5,486	5.5%
Slowing in Traffic Lane	3,314	4.9%	1,674	5.4%	6	1.6%	4,994	5.0%
Turning Right	2,950	4.3%	1,124	3.6%	5	1.3%	4,079	4.1%
Backing	3,015	4.4%	244	0.8%	2	0.5%	3,261	3.3%
Changing Lanes	2,049	3.0%	550	1.8%	8	2.1%	2,607	2.6%
Entering Traffic Lane	641	0.9%	270	0.9%	0	0.0%	911	0.9%
Parking Maneuvers	861	1.3%	48	0.2%	0	0.0%	909	0.9%
Making U-turn	568	0.8%	216	0.7%	2	0.5%	786	0.8%
Overtaking/Passing	344	0.5%	110	0.4%	7	1.9%	461	0.5%
Leaving Traffic Lane	248	0.4%	124	0.4%	0	0.0%	372	0.4%
Other	474	0.7%	224	0.7%	1	0.3%	699	0.7%
Unknown	2,976	4.4%	767	2.5%	2	0.5%	3,745	3.8%
Total	68,189	100.0%	30,997	100.0%	374	100.0%	99,560	100.0%

- For total crashes, straight ahead (50.8%), stopped in traffic lane (11.6%), and turning left (9.2%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (72.2%) and stopped (7.8%) were the leading vehicle maneuvers.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 4.0 times more likely to be fatal compared to other vehicle maneuvers.

Roadway Junction or Feature (Utah 2014)

Crashes									
Roadway Junction or Feature	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	
None	25,604	68.5%	9,913	60.3%	145	65.3%	35,662	66.0%	
4-Leg Intersection	5,068	13.6%	3,670	22.3%	42	18.9%	8,780	16.2%	
T-Intersection	1,949	5.2%	1,110	6.8%	22	9.9%	3,081	5.7%	
Business/Residential Drive	1,290	3.5%	396	2.4%	6	2.7%	1,692	3.1%	
On-Ramp/Off-Ramp	1,002	2.7%	342	2.1%	5	2.3%	1,349	2.5%	
Bridge (overpass/underpass)	600	1.6%	267	1.6%	1	0.5%	868	1.6%	
On-Ramp Merge/Off-Ramp Diverge Area	533	1.4%	212	1.3%	0	0.0%	745	1.4%	
Other Intersection (Y, 5-Leg, Bike Path, Ramp w/X-rd)	226	0.6%	156	0.9%	1	0.5%	383	0.7%	
Roundabout	173	0.5%	47	0.3%	0	0.0%	220	0.4%	
Railroad Crossing	108	0.3%	62	0.4%	0	0.0%	170	0.3%	
Other	634	1.7%	191	1.2%	0	0.0%	825	1.5%	
Unknown	201	0.5%	60	0.4%	0	0.0%	261	0.5%	
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%	

- While the majority (66.0%) of all crashes occurred on a roadway with no junction or feature, 22.7% of crashes occurred at an intersection.

Crash Conditions

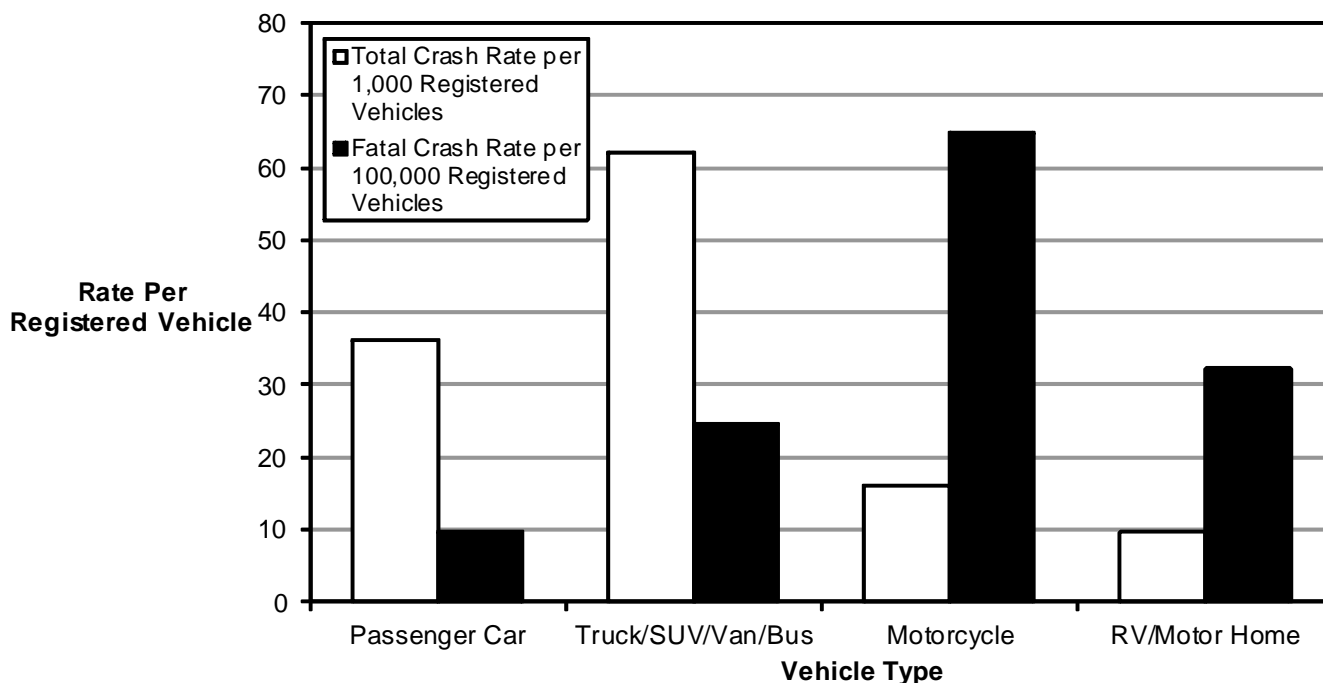
Vehicle Type (Utah 2014)



Vehicle Type	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	34,719	50.9%	16,353	52.8%	138	36.9%	51,210	51.4%
SUV	13,691	20.1%	6,356	20.5%	64	17.1%	20,111	20.2%
Pickup Truck	10,781	15.8%	4,112	13.3%	73	19.5%	14,966	15.0%
Van	3,504	5.1%	1,762	5.7%	13	3.5%	5,279	5.3%
Heavy Truck	2,569	3.8%	687	2.2%	22	5.9%	3,278	3.3%
Motorcycle	172	0.3%	986	3.2%	49	13.1%	1,207	1.2%
Bus	353	0.5%	91	0.3%	3	0.8%	447	0.4%
Off Road Vehicle	19	0.0%	181	0.6%	6	1.6%	206	0.2%
RV/Motor Home	96	0.1%	21	0.1%	4	1.1%	121	0.1%
Other	53	0.1%	27	0.1%	1	0.3%	81	0.1%
Unknown	2,232	3.3%	421	1.4%	1	0.3%	2,654	2.7%
Total	68,189	100.0%	30,997	100.0%	374	100.0%	99,560	100.0%



Crash Rates by Vehicle Type (Utah 2014)

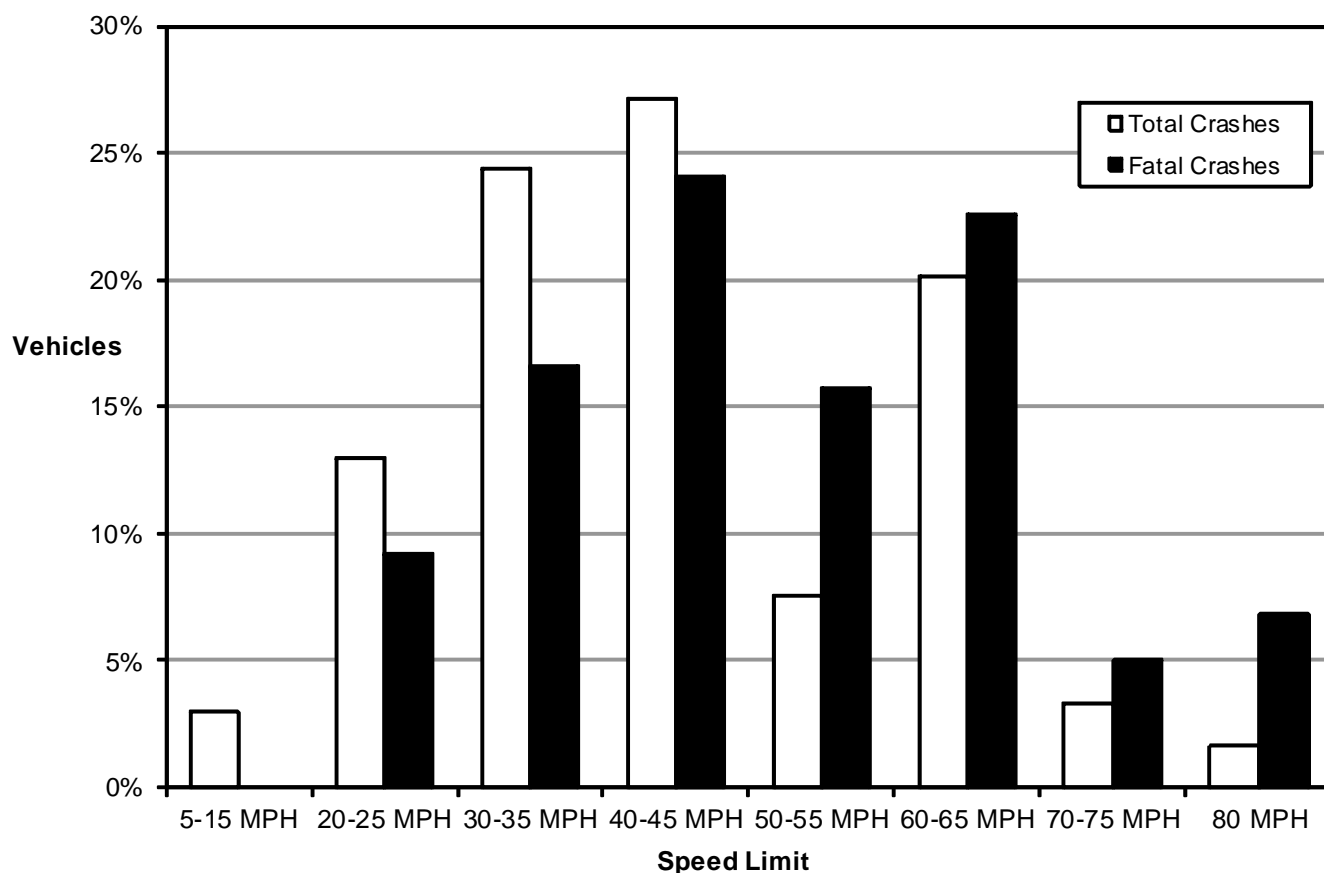


- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, heavy truck may travel more miles per vehicle.
- Passenger car represented 63.8% of registered vehicles in Utah, pickup truck/SUV/van/heavy truck/bus 32.2%, motorcycle 3.4%, and RV/motor home 0.6%.
- For total crashes, passenger car (51.4%) and SUV (20.2%) were the leading vehicle types.
- Pickup truck/SUV/van/heavy truck/bus had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (36.9%) and pickup truck (19.5%) were the leading vehicle types.
- Motorcycle and RV/motor home had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.2% of vehicles in total crashes, they represented 13.1% of vehicles in fatalities. Crashes involving a motorcycle were 12.7 times more likely to be fatal than crashes of other vehicles.

Crash Conditions

Speed Limit (Utah 2014)

Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	2,096	3.1%	238	0.8%	0	0.0%	2,334	2.3%
20-25 MPH	7,367	10.8%	2,718	8.8%	31	8.3%	10,116	10.2%
30-35 MPH	11,942	17.5%	7,023	22.7%	56	15.0%	19,021	19.1%
40-45 MPH	13,040	19.1%	8,075	26.1%	81	21.7%	21,196	21.3%
50-55 MPH	3,660	5.4%	2,161	7.0%	53	14.2%	5,874	5.9%
60-65 MPH	11,241	16.5%	4,387	14.2%	76	20.3%	15,704	15.8%
70-75 MPH	1,848	2.7%	719	2.3%	17	4.5%	2,584	2.6%
80 MPH	890	1.3%	363	1.2%	23	6.1%	1,276	1.3%
Unknown/None	16,105	23.6%	5,313	17.1%	37	9.9%	21,455	21.5%
Total	68,189	100.0%	30,997	100.0%	374	100.0%	99,560	100.0%

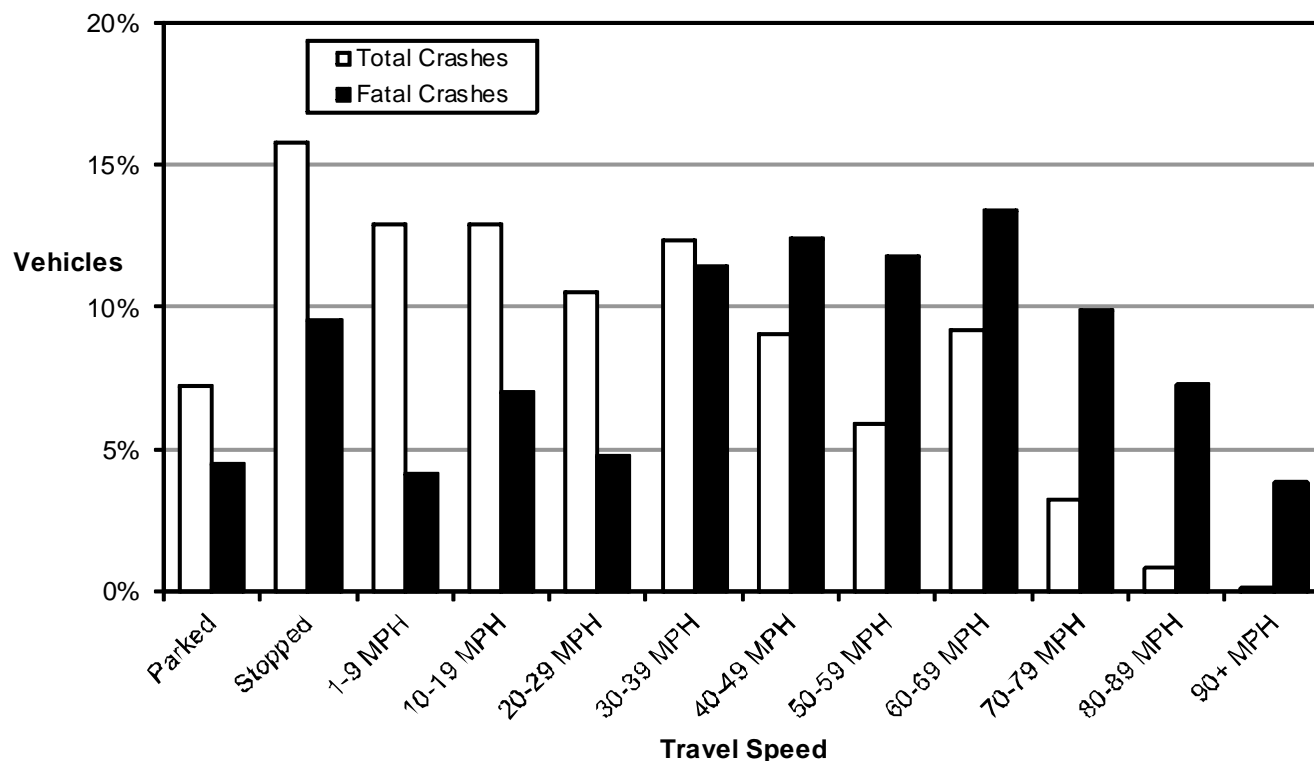


- The speed limit on the roadway was 30-45 MPH for over half (51.5% of known) of the total vehicles in crashes.
- Fatal crashes were more likely to occur with higher speed limits. The speed limit was 50 MPH or higher for over one-half (50.1% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 80 MPH were 4.5 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 2014)

Travel Speed	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	4,783	7.0%	689	2.2%	14	3.7%	5,486	5.5%
Stopped	7,499	11.0%	4,434	14.3%	30	8.0%	11,963	12.0%
1-9 MPH	7,286	10.7%	2,471	8.0%	13	3.5%	9,770	9.8%
10-19 MPH	6,832	10.0%	2,950	9.5%	22	5.9%	9,804	9.8%
20-29 MPH	5,450	8.0%	2,515	8.1%	15	4.0%	7,980	8.0%
30-39 MPH	5,838	8.6%	3,500	11.3%	36	9.6%	9,374	9.4%
40-49 MPH	4,146	6.1%	2,678	8.6%	39	10.4%	6,863	6.9%
50-59 MPH	3,042	4.5%	1,368	4.4%	37	9.9%	4,447	4.5%
60-69 MPH	5,034	7.4%	1,887	6.1%	42	11.2%	6,963	7.0%
70-79 MPH	1,638	2.4%	754	2.4%	31	8.3%	2,423	2.4%
80-89 MPH	366	0.5%	228	0.7%	23	6.1%	617	0.6%
90+ MPH	27	0.0%	43	0.1%	12	3.2%	82	0.1%
Unknown	16,248	23.8%	7,480	24.1%	60	16.0%	23,788	23.9%
Total	68,189	100.0%	30,997	100.0%	374	100.0%	99,560	100.0%

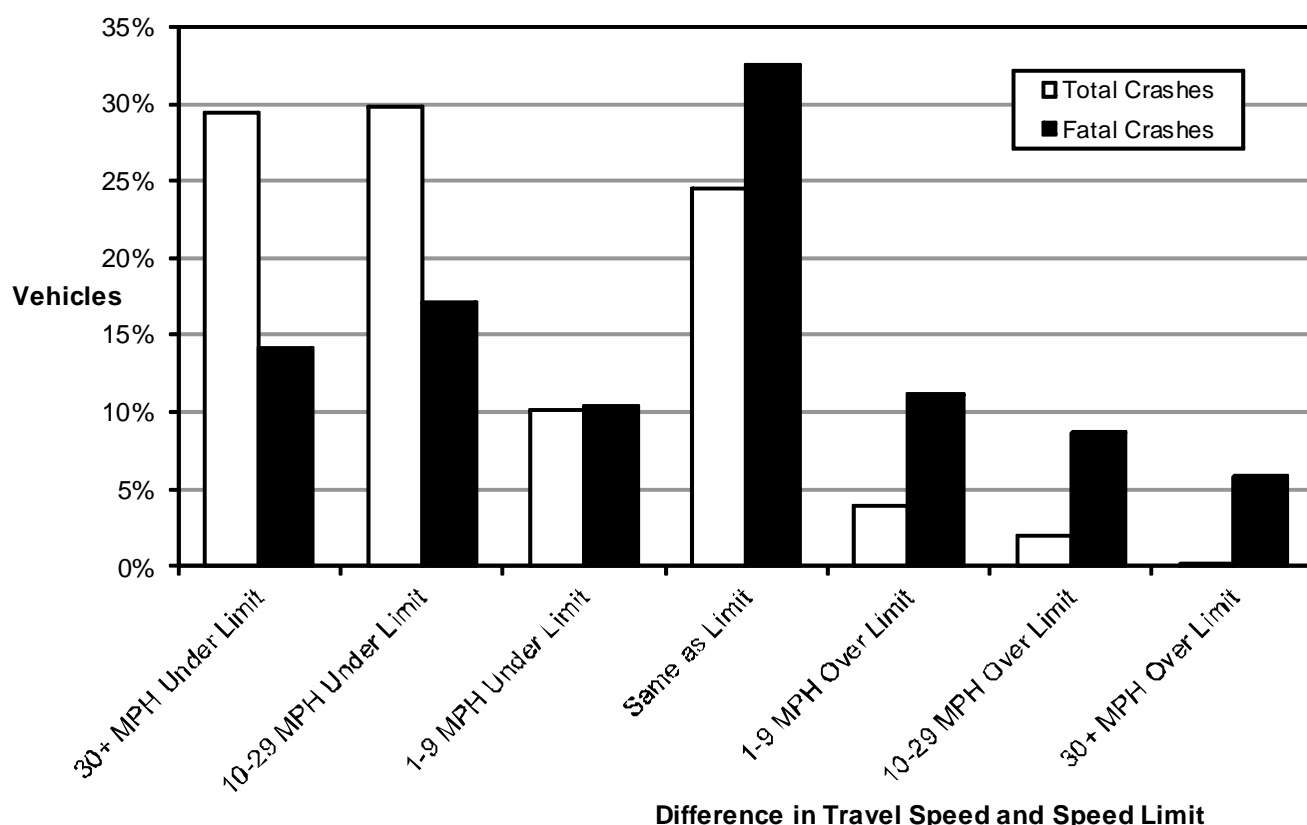


- Nearly half (48.7% where travel speed was known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. 46.2% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Crashes involving vehicles traveling 50 MPH or higher were 3.6 times more likely to be fatal. Crashes involving vehicles traveling 80 MPH or higher were 14.1 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

Difference in Travel Speed and Speed Limit (Utah 2014)

Travel Speed vs. Speed Limit	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
40+ MPH Under Speed Limit	6,480	9.5%	3,596	11.6%	20	5.3%	10,096	10.1%
30-39 MPH Under Speed Limit	5,989	8.8%	3,137	10.1%	21	5.6%	9,147	9.2%
20-29 MPH Under Speed Limit	6,830	10.0%	2,951	9.5%	18	4.8%	9,799	9.8%
10-19 MPH Under Speed Limit	6,897	10.1%	2,776	9.0%	31	8.3%	9,704	9.7%
1-9 MPH Under Speed Limit	4,585	6.7%	1,998	6.4%	30	8.0%	6,613	6.6%
Same as Limit	10,461	15.3%	5,503	17.8%	94	25.1%	16,058	16.1%
1-9 MPH Over Speed Limit	1,611	2.4%	902	2.9%	32	8.6%	2,545	2.6%
10-19 MPH Over Speed Limit	573	0.8%	484	1.6%	17	4.5%	1,074	1.1%
20-29 MPH Over Speed Limit	99	0.1%	138	0.4%	8	2.1%	245	0.2%
30-39 MPH Over Speed Limit	35	0.1%	44	0.1%	6	1.6%	85	0.1%
40+ MPH Over Speed Limit	20	0.0%	36	0.1%	11	2.9%	67	0.1%
Unknown	24,609	36.1%	9,432	30.4%	86	23.0%	34,127	34.3%
Total	68,189	100.0%	30,997	100.0%	374	100.0%	99,560	100.0%



- For total crashes, 69.3% (of known) of vehicles were traveling under the speed limit, 24.5% (of known) were traveling the same as the speed limit, and 6.1% (of known) were traveling over the speed limit.
- For fatal crashes, 41.7% (of known) of vehicles were traveling under the speed limit, 32.6% (of known) were traveling the same as the speed limit, and 25.7% (of known) were traveling over the speed limit.
- Vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Vehicles in crashes traveling over the posted speed limit were 5.3 times more likely to be in a fatal crash than vehicles traveling the speed limit or lower.

Crash Conditions

First Harmful Event (Utah 2014)

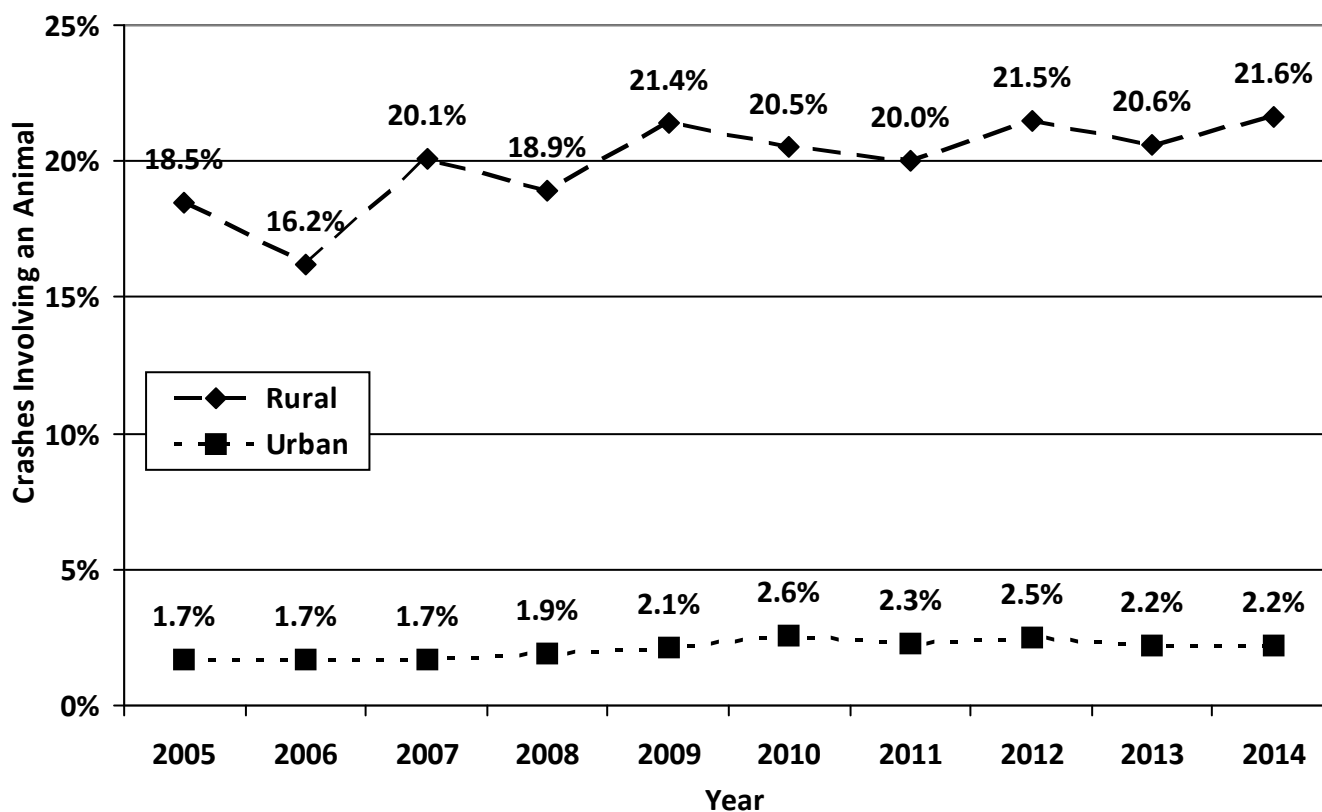
Crashes								
First Harmful Event	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Collision with Other Motor Vehicle	24,647	65.9%	11,032	67.2%	77	34.7%	35,756	66.2%
Collision with Animal	2,587	6.9%	190	1.2%	1	0.5%	2,778	5.1%
Collision with Parked Vehicle	2,401	6.4%	280	1.7%	4	1.8%	2,685	5.0%
Collision with Concrete Barrier	1,281	3.4%	509	3.1%	6	2.7%	1,796	3.3%
Collision with Post, Pole, or Support	1,136	3.0%	386	2.3%	14	6.3%	1,536	2.8%
Overturn/Rollover	498	1.3%	886	5.4%	39	17.6%	1,423	2.6%
Collision with Pedestrian	38	0.1%	777	4.7%	33	14.9%	848	1.6%
Collision with Other Fixed Object	626	1.7%	202	1.2%	1	0.5%	829	1.5%
Collision with Other Non-Fixed Object	582	1.6%	133	0.8%	2	0.9%	717	1.3%
Collision with Bicyclist	56	0.1%	642	3.9%	8	3.6%	706	1.3%
Collision with Fence	531	1.4%	145	0.9%	1	0.5%	677	1.3%
Other Non-Collision	308	0.8%	196	1.2%	0	0.0%	504	0.9%
Collision with Tree/Shrubbery	275	0.7%	186	1.1%	5	2.3%	466	0.9%
Collision with Embankment	265	0.7%	168	1.0%	11	5.0%	444	0.8%
Collision with Cable Barrier	280	0.7%	58	0.4%	3	1.4%	341	0.6%
Collision with Guardrail	223	0.6%	98	0.6%	1	0.5%	322	0.6%
Collision with Ditch	195	0.5%	106	0.6%	3	1.4%	304	0.6%
Collision with Thrown or Fallen Object	273	0.7%	23	0.1%	1	0.5%	297	0.5%
Collision with Mailbox/Fire Hydrant	229	0.6%	59	0.4%	1	0.5%	289	0.5%
Cargo/Equipment Loss or Shift	178	0.5%	20	0.1%	0	0.0%	198	0.4%
Fire/Explosion	164	0.4%	6	0.0%	0	0.0%	170	0.3%
Collision with Curb	110	0.3%	44	0.3%	5	2.3%	159	0.3%
Collision with Vehicle Cargo/Part or Object set in Motion	108	0.3%	34	0.2%	0	0.0%	142	0.3%
Fell/Jumped from Vehicle	10	0.0%	93	0.6%	4	1.8%	107	0.2%
Collision with Crash Cushion	39	0.1%	37	0.2%	0	0.0%	76	0.1%
Jackknife	65	0.2%	6	0.0%	0	0.0%	71	0.1%
Collision with Culvert	24	0.1%	17	0.1%	1	0.5%	42	0.1%
Collision with Bridge	22	0.1%	13	0.1%	1	0.5%	36	0.1%
Collision with Train	24	0.1%	10	0.1%	0	0.0%	34	0.1%
Collision with Work Zone/Equipment	26	0.1%	6	0.0%	0	0.0%	32	0.1%
Immersion	3	0.0%	3	0.0%	0	0.0%	6	0.0%
Unknown	184	0.5%	61	0.4%	0	0.0%	245	0.5%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%

- For all crashes, the leading first harmful event was collision with other motor vehicle (66.2%).
- For total crashes, collision with animal (5.1%) and collision with parked vehicle (5.0%) were the next highest first harmful events. See next page for more information on collisions with animals.
- For fatal crashes, overturn/rollover (17.6%) and collision with pedestrian (14.9%) were the next highest first harmful events.
- Overturn/rollover was 8.0 times more likely to result in a death than other first harmful events.

Animal-Related Crashes

Animal-Related Crashes by Rural and Urban (Utah 2005-2014)

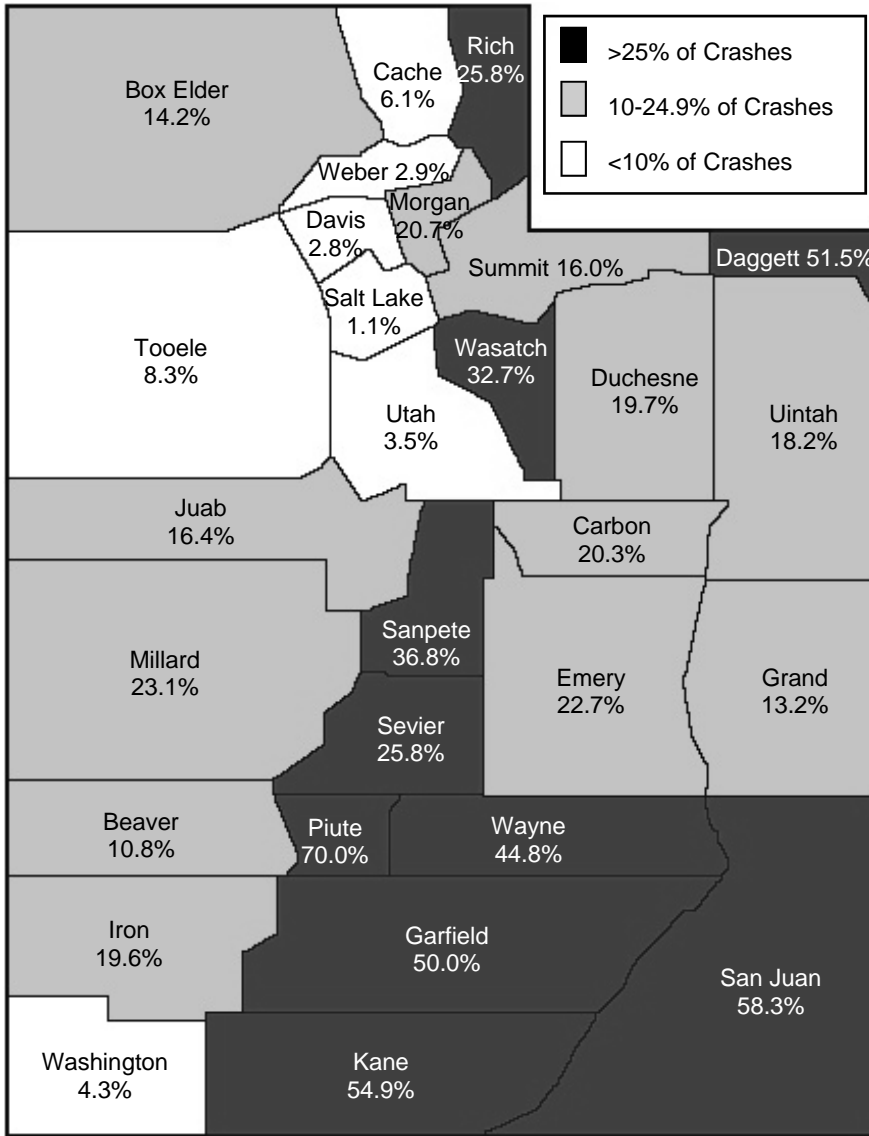
Animal-Related Crashes									
Year	Rural			Urban			Total		
	All #	Animal #	%	All #	Animal #	%	All #	Animal #	%
2005	8,967	1,662	18.5%	45,971	771	1.7%	54,938	2,433	4.4%
2006	9,549	1,544	16.2%	46,638	771	1.7%	56,187	2,315	4.1%
2007	9,898	1,994	20.1%	51,347	897	1.7%	61,245	2,891	4.7%
2008	9,824	1,856	18.9%	46,543	884	1.9%	56,367	2,740	4.9%
2009	9,050	1,933	21.4%	42,317	879	2.1%	51,367	2,812	5.5%
2010	8,800	1,805	20.5%	40,568	1,059	2.6%	49,368	2,864	5.8%
2011	9,185	1,838	20.0%	43,102	991	2.3%	52,287	2,829	5.4%
2012	9,073	1,952	21.5%	41,527	1,024	2.5%	50,600	2,976	5.9%
2013	9,056	1,868	20.6%	46,581	1,042	2.2%	55,637	2,910	5.2%
2014	9,015	1,943	21.6%	45,021	988	2.2%	54,036	2,931	5.4%
Total	92,417	18,395	19.9%	449,615	9,306	2.1%	542,032	27,701	5.1%



- Over the last 10 years, animal-related crashes accounted for 5.1% of all crashes in Utah. While animal crashes accounted for a minimal amount of crashes in Urban areas (2.1%), animal crashes accounted for nearly one-fifth (19.9%) of the crashes in Rural areas.
- Crashes in Rural areas were 11.8 times more likely to involve an animal than Urban area crashes.
- In 2014, animal-related crashes accounted for 5.4% of all crashes.
- While animal crashes comprised 5.4% of total crashes statewide in 2014, they accounted for nearly one-fourth (21.6%) of crashes in rural counties.

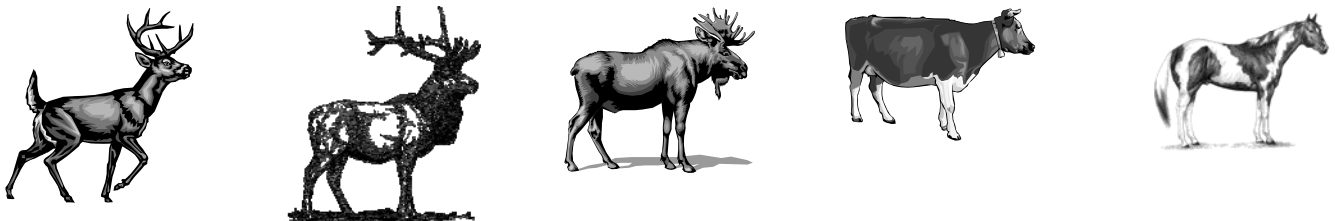
Animal-Related Crashes

Percent of Crashes Involving Animals by County (Utah 2014)



County	Total Crashes	Animal Crashes		
		#	Rate per 100 Million VMT	% With Animal
Piute	40	28	96.56	70.0%
San Juan	259	151	52.84	58.3%
Kane	195	107	79.81	54.9%
Daggett	33	17	52.58	51.5%
Garfield	148	74	64.70	50.0%
Wayne	67	30	61.52	44.8%
Sanpete	318	117	54.02	36.8%
Wasatch	584	191	54.07	32.7%
Sevier	333	86	26.91	25.8%
Rich	62	16	31.79	25.8%
Millard	334	77	15.32	23.1%
Emery	220	50	14.05	22.7%
Morgan	174	36	27.04	20.7%
Carbon	384	78	23.99	20.3%
Duchesne	463	91	32.12	19.7%
Iron	843	165	21.90	19.6%
Uintah	581	106	24.78	18.2%
Juab	256	42	11.40	16.4%
Summit	1,258	201	26.33	16.0%
Box Elder	1,017	144	15.80	14.2%
Grand	220	29	8.24	13.2%
Beaver	223	24	8.84	10.8%
Tooele	1,003	83	10.10	8.3%
Cache	1,808	110	12.24	6.1%
Washington	2,210	94	6.62	4.3%
Utah	7,444	259	6.34	3.5%
Weber	4,037	118	7.16	2.9%
Davis	4,689	131	5.06	2.8%
Salt Lake	24,833	276	3.04	1.1%
Statewide	54,036	2,931	10.63	5.4%

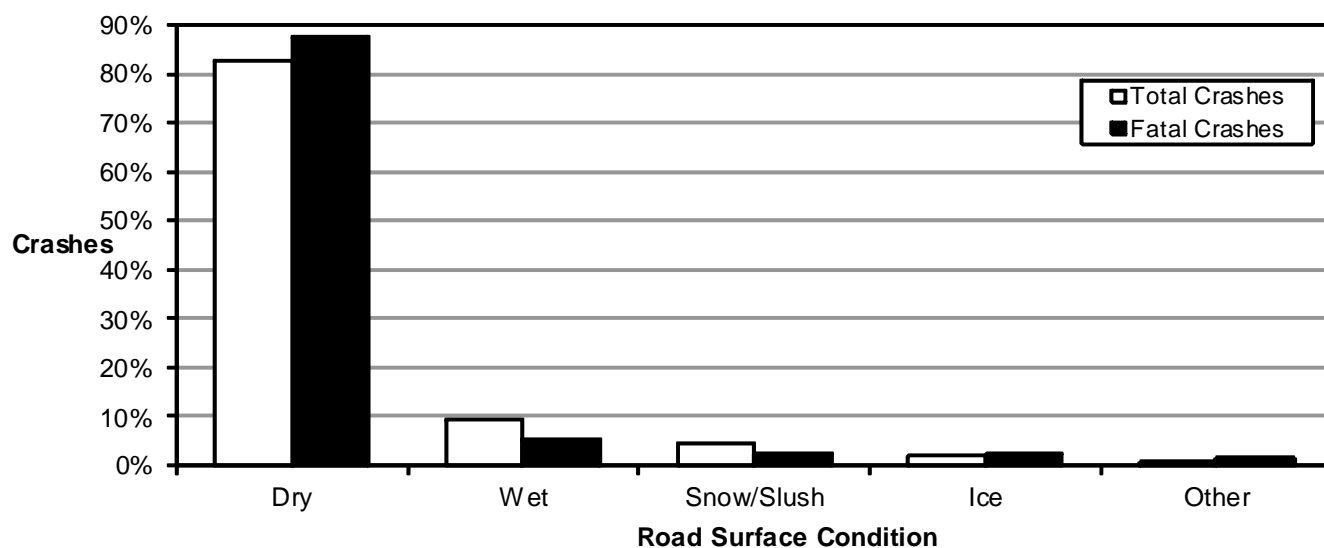
- There were 2,931 collisions involving animals, 2,473 (84.4%) involved hitting a wild animal, 305 (10.4%) involved hitting a domestic animal, and 153 (5.2%) involved an unharmed animal causing evasive action.
- Piute (70.0%), San Juan (58.3%), Kane (54.9%), Daggett (51.5%), and Garfield (50.0%) Counties had the highest percent of crashes involving an animal.
- Salt Lake, Utah, Summit, and Wasatch Counties had the highest amount of animal-related crashes.



Crash Conditions

Road Surface Condition (Utah 2014)

Crashes								
Road Surface Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Dry	30,409	81.3%	14,015	85.3%	194	87.4%	44,618	82.6%
Wet	3,480	9.3%	1,455	8.9%	12	5.4%	4,947	9.2%
Snow/Slush	1,890	5.1%	441	2.7%	5	2.3%	2,336	4.3%
Ice	780	2.1%	215	1.3%	5	2.3%	1,000	1.9%
Other	241	0.6%	204	1.2%	3	1.4%	448	0.8%
Unknown	588	1.6%	96	0.6%	3	1.4%	687	1.3%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%



- Most (82.6%) crashes occurred when roads were dry.
- Most (87.4%) fatal crashes occurred when roads were dry.

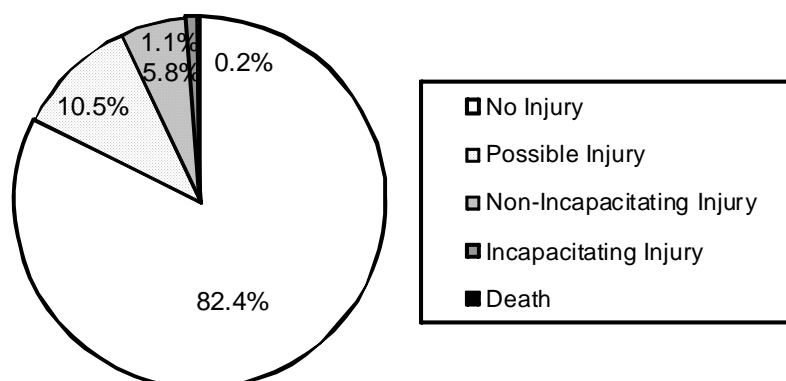
Roadway Contributing Circumstances (Utah 2014)

Crashes								
Roadway Contributing Circumstances	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	32,813	87.8%	14,760	89.9%	192	86.5%	47,765	88.4%
Road Surface Condition (Wet/Icy/Snow/Etc.)	2,666	7.1%	879	5.4%	17	7.7%	3,562	6.6%
Debris	479	1.3%	113	0.7%	1	0.5%	593	1.1%
Work Zone	258	0.7%	114	0.7%	3	1.4%	375	0.7%
Animal/Non-Contact Veh/Ped/Bike Caused Evasive Action	200	0.5%	90	0.5%	1	0.5%	291	0.5%
Hole/Bump/Worn Surface/Shoulder/Traffic Control Device	116	0.3%	136	0.8%	3	1.4%	255	0.5%
Other	186	0.5%	92	0.6%	1	0.5%	279	0.5%
Unknown	670	1.8%	242	1.5%	4	1.8%	916	1.7%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%

- 9.9% of crashes had a roadway contributing circumstance.

Crash Conditions

Injury Severity (Utah 2014)



- Although many people were injured and killed in motor vehicle crashes, the majority (82.4%) 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 2014)

Persons								
Person Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	79,133	71.6%	15,470	66.2%	157	61.3%	94,760	70.6%
Passenger	31,266	28.3%	6,337	27.1%	53	20.7%	37,656	28.1%
Pedestrian	94	0.1%	872	3.7%	37	14.5%	1,003	0.7%
Bicyclist	69	0.1%	685	2.9%	9	3.5%	763	0.6%
Total	110,562	100.0%	23,364	100.0%	256	100.0%	134,182	100.0%

- While 98.7% of all people in total crashes were drivers or passengers, 18.0% of deaths were to pedestrians and bicyclists.

Gender of Persons in Crashes (Utah 2014)

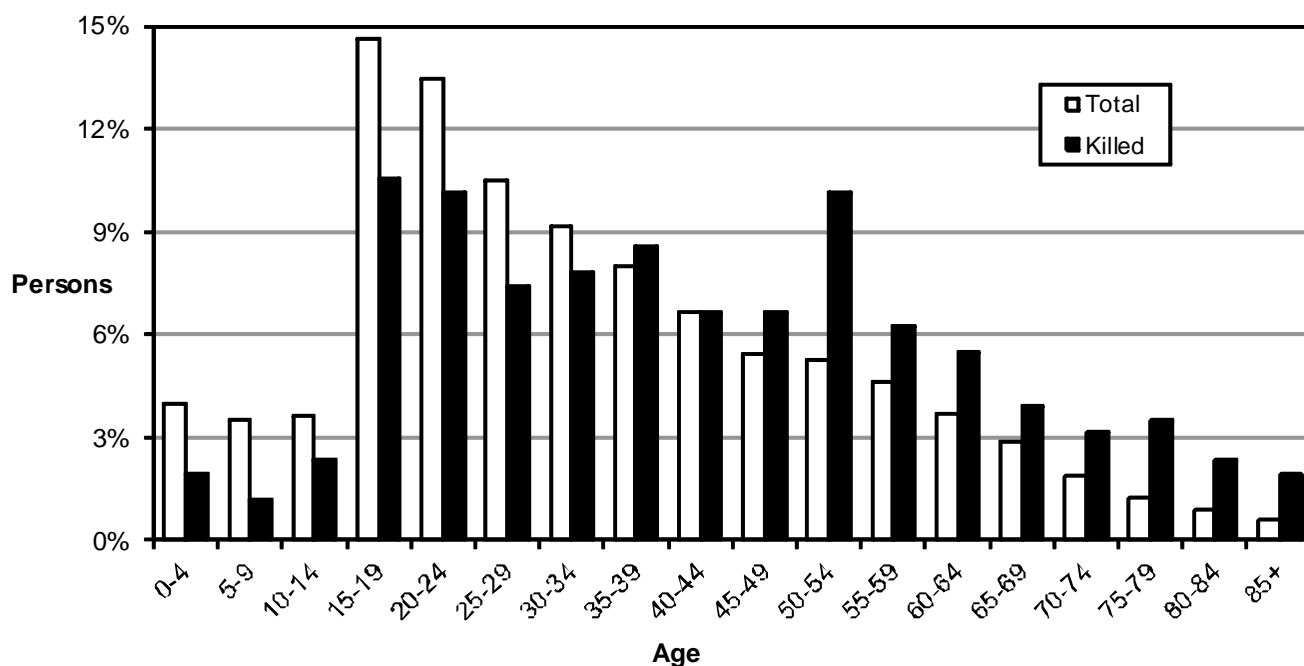
Persons								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	58,553	53.0%	10,893	46.0%	174	68.0%	69,620	51.8%
Female	47,361	42.8%	12,615	53.3%	82	32.0%	60,058	44.7%
Unknown	4,648	4.2%	156	0.7%	0	0.0%	4,804	3.6%
Total	110,562	100.0%	23,664	100.0%	256	100.0%	134,482	100.0%

- Males comprised over half of all persons in crashes and over two-thirds of deaths, while females sustained more injuries than males.
- Males were 1.8 times more likely to die than females in a crash.

Crash Conditions

Age of Persons in Crashes (Utah 2014)

Age	Persons							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	4,617	4.2%	452	1.9%	5	2.0%	5,074	3.8%
5-9	3,791	3.4%	707	3.0%	3	1.2%	4,501	3.4%
10-14	3,755	3.4%	883	3.8%	6	2.3%	4,644	3.5%
15-19	15,452	14.0%	3,221	13.8%	27	10.5%	18,700	13.9%
20-24	14,035	12.7%	3,090	13.2%	26	10.2%	17,151	12.8%
25-29	10,866	9.8%	2,473	10.6%	19	7.4%	13,358	10.0%
30-34	9,487	8.6%	2,150	9.2%	20	7.8%	11,657	8.7%
35-39	8,337	7.5%	1,870	8.0%	22	8.6%	10,229	7.6%
40-44	6,931	6.3%	1,572	6.7%	17	6.6%	8,520	6.3%
45-49	5,540	5.0%	1,365	5.8%	17	6.6%	6,922	5.2%
50-54	5,351	4.8%	1,308	5.6%	26	10.2%	6,685	5.0%
55-59	4,728	4.3%	1,174	5.0%	16	6.3%	5,918	4.4%
60-64	3,811	3.4%	869	3.7%	14	5.5%	4,694	3.5%
65-69	2,985	2.7%	690	3.0%	10	3.9%	3,685	2.7%
70-74	1,949	1.8%	446	1.9%	8	3.1%	2,403	1.8%
75-79	1,277	1.2%	310	1.3%	9	3.5%	1,596	1.2%
80-84	891	0.8%	219	0.9%	6	2.3%	1,116	0.8%
85+	620	0.6%	153	0.7%	5	2.0%	778	0.6%
Unknown	6,139	5.6%	412	1.8%	0	0.0%	6,551	4.9%
Total	110,562	100.0%	23,364	100.0%	256	100.0%	134,182	100.0%



- The largest proportion of persons in crashes were aged 15-29 years (36.7%).
- The age groups with the highest number of persons killed were 15-19, 20-24, and 50-54 years.
- The average age of a person in a crash was 33 years. The average age of a person killed was 41 years.
- While persons aged 65 years and older represented a small proportion of the persons in crashes (7.1%), they were 2.2 times more likely than all other age groups to die.

Crash Conditions

Persons in Crashes by County (Utah 2014)

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	53,097	584.8	486.4	10,609	116.9	97.2	66	0.7	0.6	63,772	702.4	584.1
Weber	8,592	521.6	357.3	2,155	130.8	89.6	16	1.0	0.7	10,763	653.4	447.6
Cache	3,713	413.0	313.7	681	75.7	57.5	12	1.3	1.0	4,406	490.1	372.3
Davis	9,984	385.5	302.8	2,142	82.7	65.0	11	0.4	0.3	12,137	468.6	368.1
Utah	15,320	375.0	273.1	3,474	85.0	61.9	24	0.6	0.4	18,818	460.7	335.5
Washington	4,627	325.8	304.5	1,000	70.4	65.8	18	1.3	1.2	5,645	397.4	371.5
Summit	2,261	296.2	578.2	293	38.4	74.9	6	0.8	1.5	2,560	335.4	654.6
Wasatch	985	278.9	355.4	172	48.7	62.1	5	1.4	1.8	1,162	329.0	419.3
Duchesne	667	235.4	327.3	173	61.1	84.9	9	3.2	4.4	849	299.7	416.6
Uintah	1,086	253.9	294.6	181	42.3	49.1	8	1.9	2.2	1,275	298.1	345.8
Iron	1,677	222.6	354.8	354	47.0	74.9	3	0.4	0.6	2,034	270.0	430.3
Sanpete	470	217.0	165.0	101	46.6	35.5	3	1.4	1.1	574	265.0	201.6
Box Elder	1,913	209.9	371.3	449	49.3	87.2	13	1.4	2.5	2,375	260.6	461.0
Tooele	1,718	209.0	278.9	406	49.4	65.9	15	1.8	2.4	2,139	260.2	347.3
Carbon	670	206.1	324.3	154	47.4	74.5	4	1.2	1.9	828	254.7	400.8
Wayne	89	182.5	326.8	27	55.4	99.2	3	6.2	11.0	119	244.0	437.0
Kane	256	190.9	352.9	58	43.3	80.0	3	2.2	4.1	317	236.4	437.0
Morgan	248	186.3	233.8	45	33.8	42.4	4	3.0	3.8	297	223.1	280.0
Rich	76	151.0	331.4	31	61.6	135.2	2	4.0	8.7	109	216.5	475.4
Piute	44	151.7	296.5	17	58.6	114.6	0	0.0	0.0	61	210.4	411.1
Garfield	176	153.9	350.3	54	47.2	107.5	4	3.5	8.0	234	204.6	465.8
Beaver	452	166.5	699.6	87	32.1	134.7	2	0.7	3.1	541	199.3	837.3
Sevier	470	147.1	226.3	147	46.0	70.8	2	0.6	1.0	619	193.7	298.0
Daggett	43	133.0	385.0	11	34.0	98.5	0	0.0	0.0	54	167.0	483.4
San Juan	337	117.9	221.0	72	25.2	47.2	8	2.8	5.2	417	145.9	273.4
Millard	552	109.9	437.9	147	29.3	116.6	4	0.8	3.2	703	139.9	557.7
Juab	404	109.6	385.3	101	27.4	96.3	2	0.5	1.9	507	137.6	483.5
Emery	333	93.6	313.2	105	29.5	98.8	2	0.6	1.9	440	123.6	413.9
Grand	302	85.8	320.3	118	33.5	125.1	7	2.0	7.4	427	121.4	452.9
Statewide	110,562	401.0	375.7	23,364	84.7	79.4	256	0.9	0.9	134,182	486.6	456.0

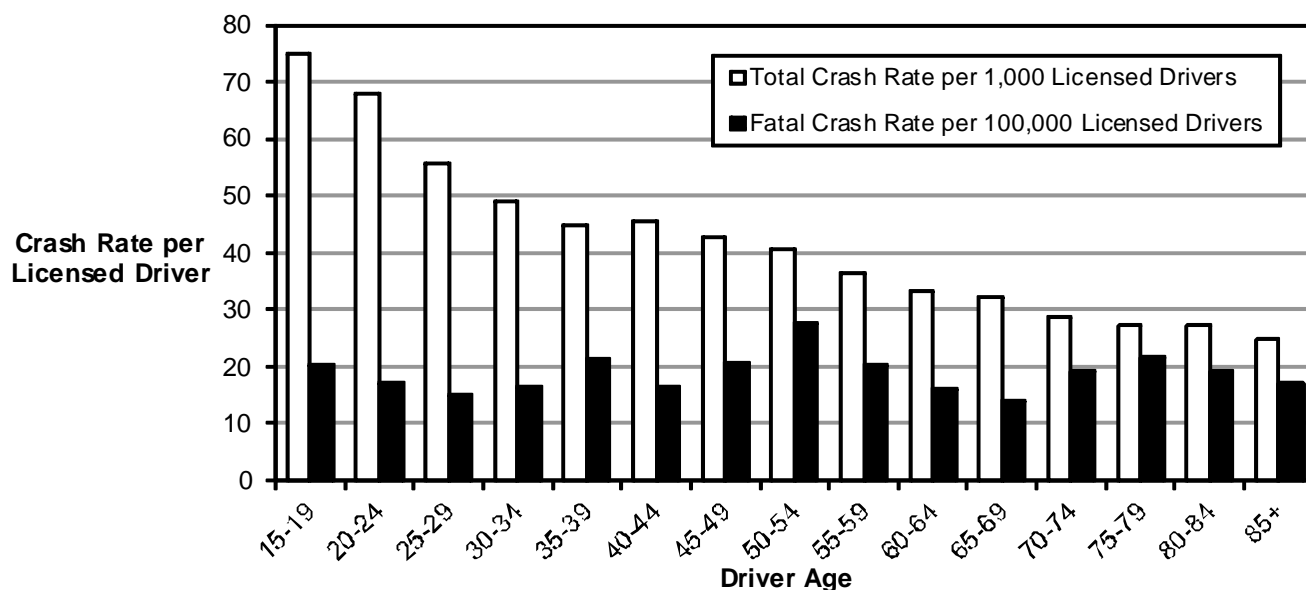
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
 - Salt Lake (702.4), Weber (653.4), and Cache (490.1) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
 - Wayne (6.2), Rich (4.0), and Garfield (3.5) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Beaver (837.3), Summit (654.6), Salt Lake (584.1) and Millard (557.7) counties had the highest rates of total persons in crashes per 10,000 population.
 - Wayne (11.0), Rich (8.7) and Garfield (8.0) counties had the highest rates of persons killed per 10,000 population.

Crash Conditions

Driver Age (Utah 2014)

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	36	0.1%	n/a	56	0.2%	n/a	0	0.0%	n/a	92	0.1%	n/a
15-19	8,068	12.6%	51.2	3,717	12.3%	23.6	32	9.0%	0.203	11,817	12.5%	75.0
20-24	8,988	14.0%	45.9	4,298	14.2%	22.0	33	9.3%	0.169	13,319	14.1%	68.0
25-29	7,251	11.3%	37.0	3,622	12.0%	18.5	29	8.1%	0.148	10,902	11.5%	55.6
30-34	6,581	10.3%	32.7	3,229	10.7%	16.1	33	9.3%	0.164	9,843	10.4%	49.0
35-39	5,821	9.1%	30.1	2,791	9.2%	14.4	41	11.5%	0.212	8,653	9.1%	44.8
40-44	4,811	7.5%	30.0	2,446	8.1%	15.3	26	7.3%	0.162	7,283	7.7%	45.4
45-49	3,896	6.1%	28.3	1,925	6.4%	14.0	28	7.9%	0.204	5,849	6.2%	42.5
50-54	3,754	5.9%	26.6	1,904	6.3%	13.5	39	11.0%	0.276	5,697	6.0%	40.4
55-59	3,303	5.2%	24.0	1,695	5.6%	12.3	28	7.9%	0.203	5,026	5.3%	36.5
60-64	2,662	4.2%	22.3	1,250	4.1%	10.5	19	5.3%	0.159	3,931	4.1%	33.0
65-69	2,020	3.2%	21.4	986	3.3%	10.4	13	3.7%	0.138	3,019	3.2%	32.0
70-74	1,306	2.0%	19.2	630	2.1%	9.3	13	3.7%	0.191	1,949	2.1%	28.7
75-79	833	1.3%	18.1	409	1.4%	8.9	10	2.8%	0.217	1,252	1.3%	27.1
80-84	544	0.8%	17.5	300	1.0%	9.6	6	1.7%	0.193	850	0.9%	27.3
85+	382	0.6%	16.3	190	0.6%	8.1	4	1.1%	0.171	576	0.6%	24.6
Unknown	3,867	6.0%	n/a	823	2.7%	n/a	2	0.6%	n/a	4,692	5.0%	n/a
Total	64,123	100.0%	33.7	30,271	100.0%	15.9	356	100.0%	0.187	94,750	100.0%	49.8

Crash Rate of Licensed Drivers by Age (Utah 2014)



- Drivers aged 15-24 years had the highest rates per licensed driver of total crashes, injury crashes, and property damage only crashes. Drivers aged 50-54 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 65-69 years had the lowest rate per licensed driver of fatal crashes.
- The average age of a driver was 38 years. The average age of a driver in a fatal crash was 43 years.

Crash Conditions

Driver Gender (Utah 2014)

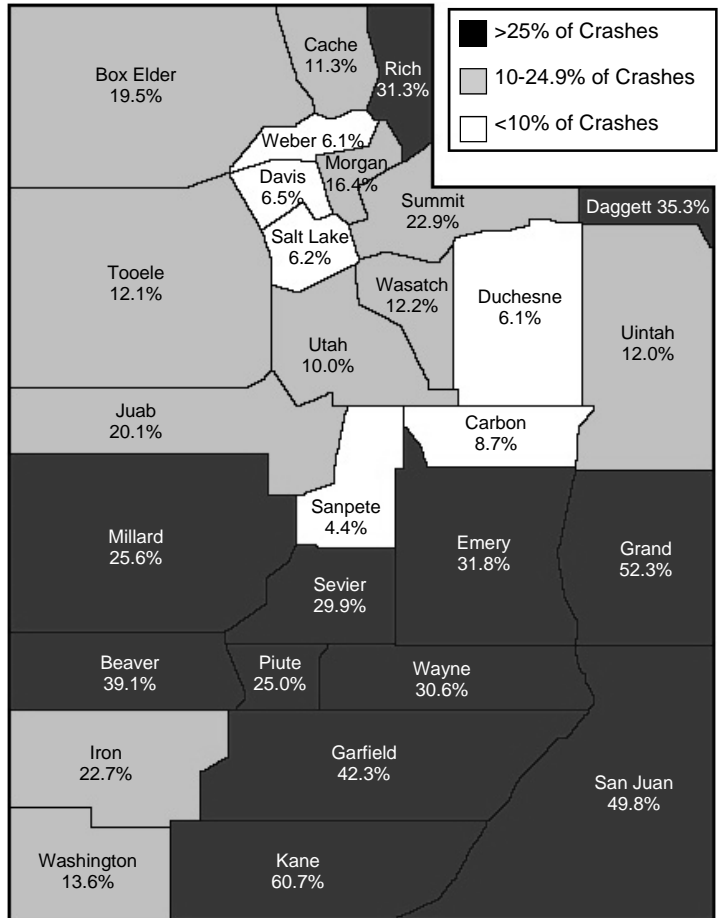
Drivers												
Gender	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
Male	35,080	54.7%	36.6	16,041	53.0%	16.7	264	74.2%	0.28	51,385	54.2%	53.6
Female	25,328	39.5%	26.8	13,513	44.6%	14.3	90	25.3%	0.10	38,931	41.1%	41.2
Unknown	3,715	5.8%	n/a	717	2.4%	n/a	2	0.6%	n/a	4,434	4.7%	n/a
Total	64,123	100.0%	33.7	30,271	100.0%	15.9	356	100.0%	0.19	94,750	100.0%	49.8

- Males represented 54.2% of all drivers in a crash and 74.2% 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 2014)

Drivers									
License State	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	
Utah	53,684	82.4%	26,435	87.3%	297	83.4%	80,416	84.0%	
Out-Of-State	6,680	10.3%	2,434	8.0%	56	15.7%	9,170	9.6%	
Unknown/None	4,759	7.3%	1,402	4.6%	3	0.8%	6,164	6.4%	
Total	65,123	100.0%	30,271	100.0%	356	100.0%	95,750	100.0%	

- Although out-of-state licensed drivers represented 9.6% of all drivers in crashes, they represented 15.7% 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 (60.7%), Grand (52.3%), San Juan (49.8%), and Garfield (42.3%) 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 2014)

Violations	Drivers							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Following Too Close	4,123	19.0%	2,163	17.2%	0	0.0%	6,286	18.3%
Improper Lane Change/Travel	2,610	12.1%	1,043	8.3%	4	7.4%	3,657	10.7%
Failure to Yield Right of Way	1,907	8.8%	1,444	11.5%	9	16.7%	3,360	9.8%
Negligent Collision	1,764	8.1%	997	7.9%	0	0.0%	2,761	8.0%
Improper Lookout	1,753	8.1%	958	7.6%	0	0.0%	2,711	7.9%
Improper Turn	1,577	7.3%	995	7.9%	0	0.0%	2,572	7.5%
License Violation	1,313	6.1%	995	7.9%	5	9.3%	2,313	6.7%
Speed	1,104	5.1%	394	3.1%	1	1.9%	1,499	4.4%
Driving Under the Influence	776	3.6%	691	5.5%	8	14.8%	1,475	4.3%
Insurance Violation	728	3.4%	517	4.1%	1	1.9%	1,246	3.6%
Failure to Stop at Red Light	558	2.6%	654	5.2%	0	0.0%	1,212	3.5%
Hit and Run	955	4.4%	225	1.8%	1	1.9%	1,181	3.4%
Failure to Obey Traffic Control Device	241	1.1%	245	1.9%	1	1.9%	487	1.4%
Unknown Violation	245	1.1%	171	1.4%	4	7.4%	420	1.2%
Registration Violation	257	1.2%	138	1.1%	0	0.0%	395	1.2%
Failure to Stop at Stop Sign	162	0.7%	175	1.4%	0	0.0%	337	1.0%
Improper Backing	286	1.3%	26	0.2%	0	0.0%	312	0.9%
Equipment Violation	234	1.1%	67	0.5%	0	0.0%	301	0.9%
Alcohol/Drug Violation, Other than DUI	144	0.7%	130	1.0%	3	5.6%	277	0.8%
Failure to Maintain Control	152	0.7%	94	0.7%	0	0.0%	246	0.7%
Careless Driving	104	0.5%	73	0.6%	0	0.0%	177	0.5%
Reckless Driving	91	0.4%	71	0.6%	1	1.9%	163	0.5%
Improper Start	113	0.5%	32	0.3%	0	0.0%	145	0.4%
Wrong Side of Road/Wrong Way	72	0.3%	65	0.5%	1	1.9%	138	0.4%
Improper Passing	100	0.5%	29	0.2%	1	1.9%	130	0.4%
Seat Belt/Child Restraint/Helmet	33	0.2%	66	0.5%	0	0.0%	99	0.3%
Other Non-Moving Violation	35	0.2%	31	0.2%	2	3.7%	68	0.2%
Improper Signal	37	0.2%	12	0.1%	0	0.0%	49	0.1%
Improper Stop	33	0.2%	14	0.1%	0	0.0%	47	0.1%
Other Moving Violation	21	0.1%	20	0.2%	0	0.0%	41	0.1%
Texting	21	0.1%	16	0.1%	0	0.0%	37	0.1%
Fleeing	17	0.1%	14	0.1%	2	3.7%	33	0.1%
Distracted Driving	24	0.1%	8	0.1%	0	0.0%	32	0.1%
Slow Down/Move Over Emergency Vehicle	18	0.1%	10	0.1%	0	0.0%	28	0.1%
Driving While Drowsy/Fatigue/Ill	11	0.1%	11	0.1%	0	0.0%	22	0.1%
Disregard Road Markings	17	0.1%	4	0.0%	0	0.0%	21	0.1%
Failure to Clear Intersection	9	0.0%	1	0.0%	0	0.0%	10	0.0%
Vehicle Homicide	0	0.0%	0	0.0%	10	18.5%	10	0.0%
Improper Parking	5	0.0%	2	0.0%	0	0.0%	7	0.0%
Total	21,650	100.0%	12,601	100.0%	54	100.0%	34,305	100.0%

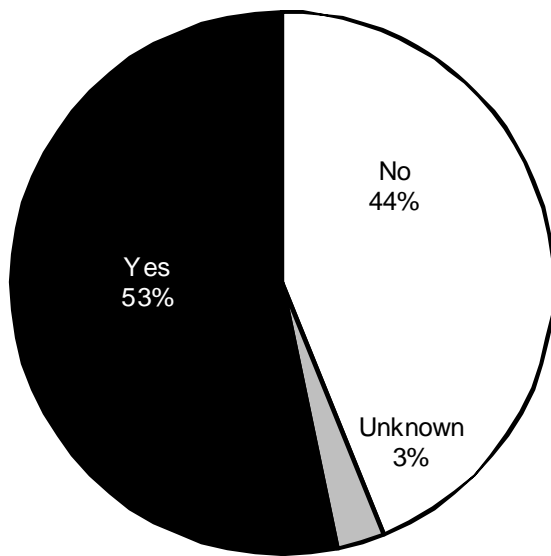
- There were 34,305 charges from citations issued at the scene of the crash. The most common violations were for following too close (18.3%), improper lane change/travel (10.7%), and failure to yield right of way (9.8%).
- The leading violations in fatal crashes were vehicle homicide (18.5%), failure to yield right of way (16.7%), and driving under the influence (14.8%).
- A citation was issued in 54.5% of the crashes.

Crash Conditions

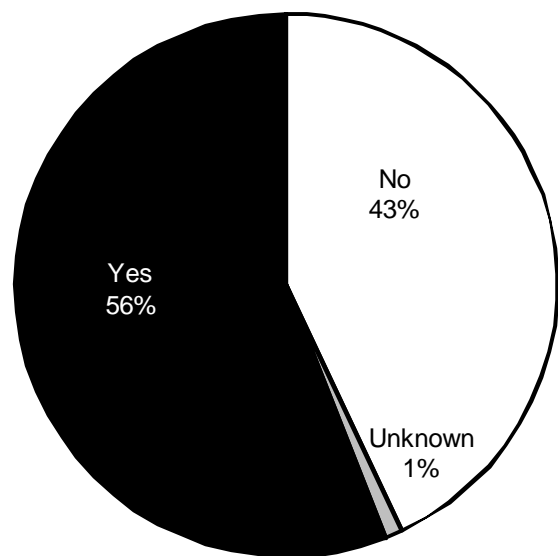
Drivers with Contributing Factors (Utah 2014)

Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	34,209	50.2%	16,492	53.2%	199	53.2%	50,900	51.1%
No	28,514	41.8%	13,234	42.7%	153	40.9%	41,901	42.1%
Not Applicable - No Driver	3,484	5.1%	553	1.8%	18	4.8%	4,055	4.1%
Unknown	1,982	2.9%	718	2.3%	4	1.1%	2,704	2.7%
Total	68,189	100.0%	30,997	100.0%	374	100.0%	99,560	100.0%

Total Crashes



Fatal Crashes



- Some form of poor driver performance is present in the majority of crashes.
- 53.3% of drivers had a contributing factor in total crashes.
- 55.9% of drivers had a contributing factor in fatal crashes.

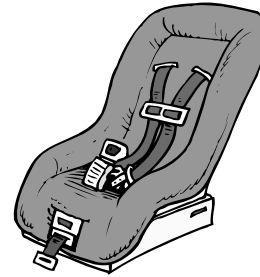
Crash Conditions

Contributing Factors (Utah 2014)

Contributing Factors	Drivers/Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	7,714	15.0%	4,062	15.2%	10	2.5%	11,786	15.0%
Failed to Yield Right of Way	5,899	11.5%	4,011	15.0%	27	6.7%	9,937	12.6%
Speed Too Fast	4,264	8.3%	2,006	7.5%	78	19.5%	6,348	8.1%
Failed to Keep in Proper Lane	4,189	8.1%	2,029	7.6%	48	12.0%	6,266	8.0%
Driver Distraction	3,570	6.9%	2,251	8.4%	17	4.2%	5,838	7.4%
Other Improper Driving	3,002	5.8%	1,569	5.9%	1	0.2%	4,572	5.8%
Disregard Traffic Signal/Sign	1,469	2.9%	1,484	5.6%	15	3.7%	2,968	3.8%
Improper Turn	2,032	3.9%	847	3.2%	1	0.2%	2,880	3.7%
Vision Obscured by Weather Condition	1,997	3.9%	801	3.0%	14	3.5%	2,812	3.6%
Improper Backing	2,288	4.4%	152	0.6%	1	0.2%	2,441	3.1%
Hit and Run	1,954	3.8%	383	1.4%	7	1.7%	2,344	3.0%
Improper Lane Change	1,613	3.1%	398	1.5%	5	1.2%	2,016	2.6%
Ran Off Road	1,152	2.2%	834	3.1%	18	4.5%	2,004	2.5%
Driving Under the Influence	1,045	2.0%	900	3.4%	32	8.0%	1,977	2.5%
Other Driver Condition	1,090	2.1%	372	1.4%	0	0.0%	1,462	1.9%
Overcorrected	729	1.4%	606	2.3%	29	7.2%	1,364	1.7%
Swerved or Evasive Action	821	1.6%	461	1.7%	20	5.0%	1,302	1.7%
Improper Parking/Stopping	914	1.8%	272	1.0%	0	0.0%	1,186	1.5%
Driver Asleep/Fatigue	584	1.1%	454	1.7%	6	1.5%	1,044	1.3%
Vision Obscured by Moving Vehicle	545	1.1%	380	1.4%	6	1.5%	931	1.2%
Vehicle Other Defective Condition	677	1.3%	250	0.9%	1	0.2%	928	1.2%
Vehicle Tires	498	1.0%	203	0.8%	9	2.2%	710	0.9%
Reckless/Aggressive Driving	365	0.7%	270	1.0%	16	4.0%	651	0.8%
Vehicle Brakes	412	0.8%	223	0.8%	0	0.0%	635	0.8%
Vision Obscured by Other	389	0.8%	211	0.8%	1	0.2%	601	0.8%
Vision Obscured by Parked Vehicle	448	0.9%	153	0.6%	0	0.0%	601	0.8%
Vision Obscured by Glare	318	0.6%	221	0.8%	5	1.2%	544	0.7%
Driver Illness/Medical	168	0.3%	281	1.1%	6	1.5%	455	0.6%
Improper Passing	338	0.7%	72	0.3%	3	0.7%	413	0.5%
Driver Emotional Prior to Crash	242	0.5%	142	0.5%	4	1.0%	388	0.5%
Wrong Side/Wrong Way	149	0.3%	149	0.6%	16	4.0%	314	0.4%
Vehicle Cargo	192	0.4%	13	0.0%	3	0.7%	208	0.3%
Disregard Road Markings	118	0.2%	47	0.2%	0	0.0%	165	0.2%
Vision Obscured by Physical Obstruction	85	0.2%	77	0.3%	0	0.0%	162	0.2%
Vision Obscured by Vegetation	82	0.2%	58	0.2%	0	0.0%	140	0.2%
Windshield or Other Window Obscured	85	0.2%	40	0.1%	1	0.2%	126	0.2%
Improper Signal	67	0.1%	23	0.1%	1	0.2%	91	0.1%
Total	51,504	100.0%	26,705	100.0%	401	100.0%	78,610	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 (15.0%), failed to yield right of way (12.6%), speed too fast (8.1%), and failed to keep in proper lane (8.0%).
- The leading contributing factors in fatal crashes were speed too fast (19.5%), failed to keep in proper lane (12.0%), and driving under the influence (8.0%).
- 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

2

Trends

Occupant Protection 2005-2014	66
Unrestrained Occupant Deaths 2005-2014.....	67
Gender of Fatals 2005-2014	67
Age of Fatals 2005-2014.....	68
Child Safety Seat Use by Children, 2005-2014.....	69
Urban/Rural Location of Fatals 2005-2014	70
Hour of Fatals	71

0

Vehicle Occupants

Injury Severity	72
Gender	72
Age	73
Restraint Use of Persons by County	74
Urban/Rural Location	74
Ejection	75
Occupant Placement.....	75
Vehicle Type	75
Month.....	76
Day of Week	76
Hour	77

1

Children and Restraint Use

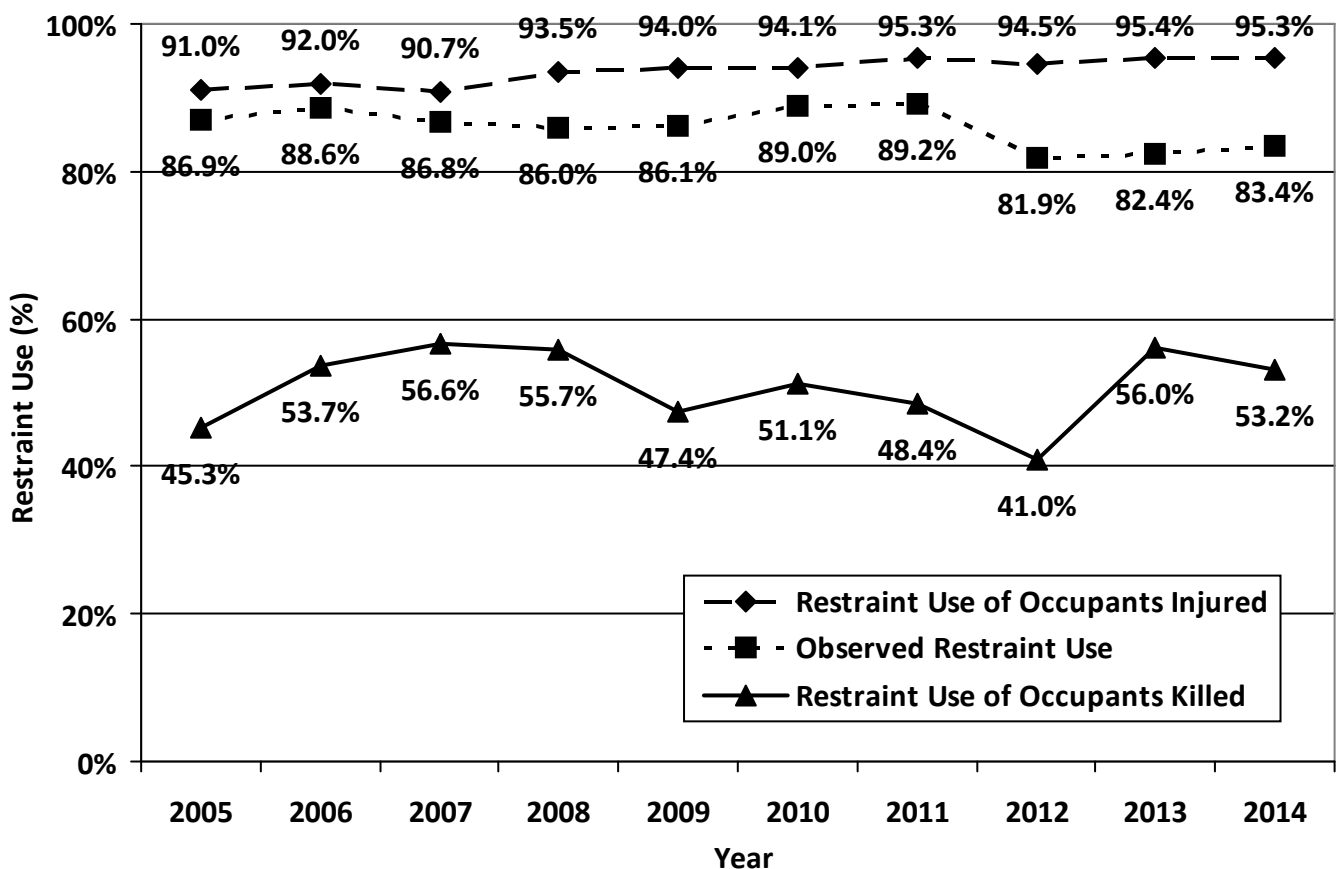
Restraint Use by Children	78
Child Safety Seat Use of Children by Age	78

4

Trends

Restraint Use of Occupants In Crashes (Utah 2005-2014)

Persons												
Year	Non-Injured			Injured			Killed			Total		
	Unres	Restrained	%	Unres	Restrained	%	Unres	Restrained	%	Unrestrained	Restrained	%
	#	#	%	#	#	%	#	#	%	#	#	%
2005	2,151	99,466	97.9%	2,203	22,231	91.0%	127	105	45.3%	4,481	121,802	96.5%
2006	2,913	96,554	97.1%	1,778	20,427	92.0%	88	102	53.7%	4,779	117,083	96.1%
2007	3,529	109,245	96.9%	2,116	20,541	90.7%	82	107	56.6%	5,727	129,893	95.8%
2008	1,369	97,907	98.6%	1,273	18,400	93.5%	78	98	55.7%	2,720	116,405	97.7%
2009	2,273	91,303	97.6%	1,120	17,627	94.0%	91	82	47.4%	3,484	109,012	96.9%
2010	1,896	89,245	97.9%	1,048	16,599	94.1%	86	90	51.1%	3,030	105,934	97.2%
2011	1,801	91,793	98.1%	845	17,249	95.3%	82	77	48.4%	2,728	109,119	97.6%
2012	2,115	89,699	97.7%	990	16,996	94.5%	79	55	41.0%	3,184	106,750	97.1%
2013	1,579	93,675	98.3%	827	17,290	95.4%	59	75	56.0%	2,465	111,040	97.8%
2014	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%
Total	21,432	954,369	97.8%	13,094	185,621	93.4%	844	873	50.8%	35,370	1,140,863	97.0%

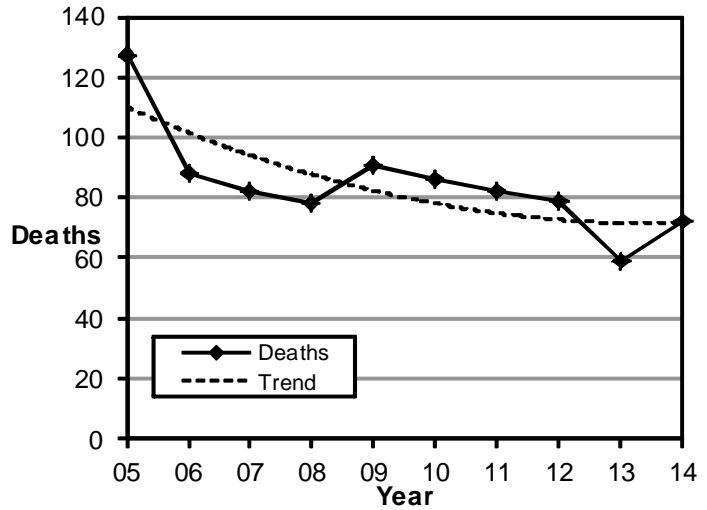


- Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or heavy truck. Occupants are considered “Restrained” if they were reported as using a shoulder/lap belt, lap belt, shoulder belt, or a child safety seat at the scene of the crash.
- The 2014 restraint use of people in crashes increased to 97.6% from 96.5% in 2005.
- Restraint use among occupants injured increased from 91.0% in 2005 to 95.3% in 2014.
- Restraint use among occupants killed increased from 45.3% in 2005 to 53.2% in 2014.

Trends

Unrestrained Occupant Deaths (Utah 2005-2014)

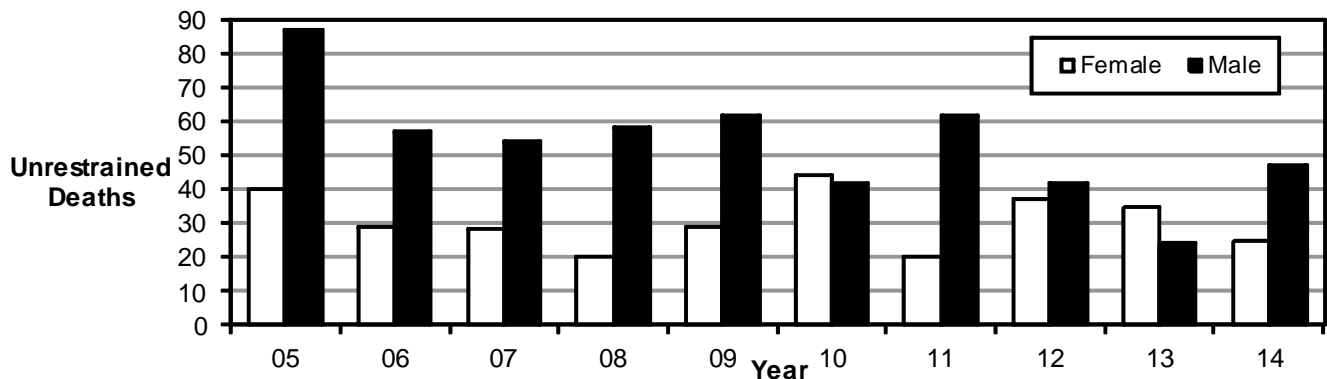
Unrestrained Occupant Deaths			
Year	Deaths		
	All #	Unrestrained Occupants #	%
2005	282	127	45.0%
2006	287	88	30.7%
2007	299	82	27.4%
2008	276	78	28.3%
2009	244	91	37.3%
2010	253	86	34.0%
2011	243	82	33.7%
2012	217	79	36.4%
2013	220	59	26.8%
2014	256	72	28.1%
Total	2,577	844	32.8%



- Over the past 10 years, 32.8% of deaths have been to unrestrained occupants.
- On average, 84 people die a year in Utah who are unrestrained.
- The percentage of deaths to unrestrained occupants decreased from 45.0% in 2005 to 28.1% in 2014.

Restraint Use by Gender of Crash Occupant Deaths (Utah 2005-2014)

Occupants Killed																								
Gender	Unrestrained										Total #	Total %	Restrained										Total #	Total %
	05	06	07	08	09	10	11	12	13	14			05	06	07	08	09	10	11	12	13	14		
Female	40	29	28	20	29	44	20	37	35	25	307	45.9%	38	41	42	42	35	40	32	26	29	37	362	54.1%
Male	87	57	54	58	62	42	62	42	24	47	535	51.1%	67	61	65	56	47	50	45	29	46	45	511	48.9%
Total	127	86	82	78	91	86	82	79	59	72	842	49.1%	105	102	107	98	82	90	77	55	75	82	873	50.9%

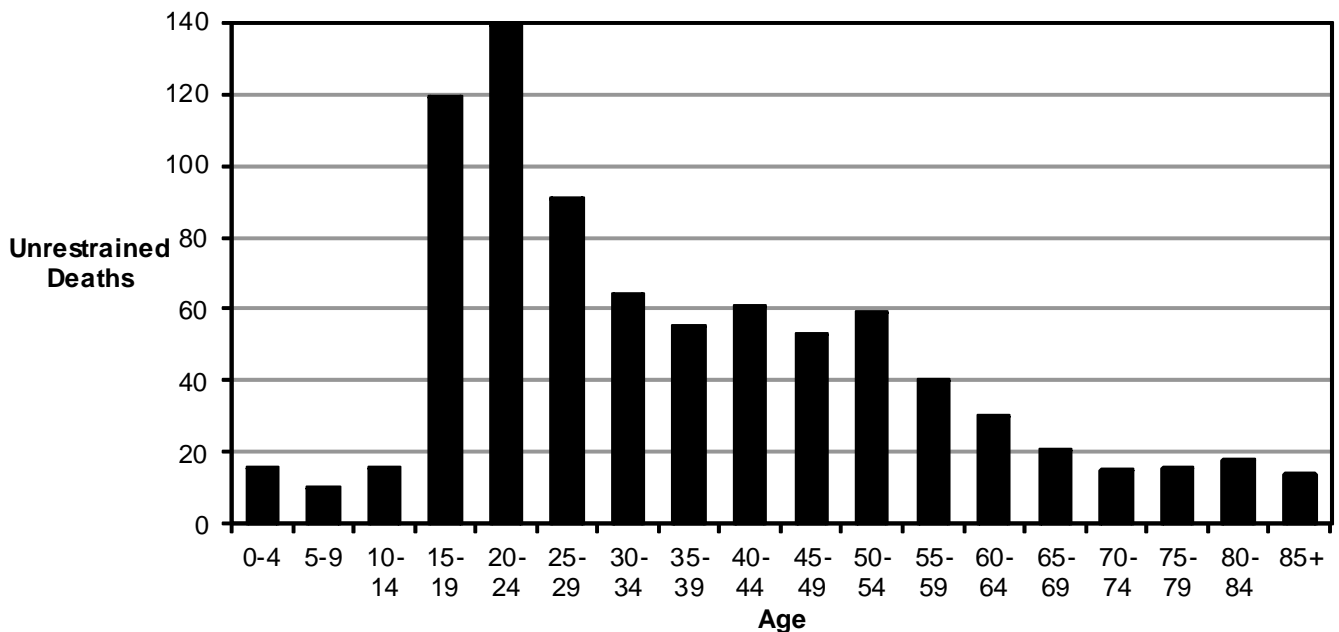


- Over the last 10 years, restraint use of female (54.1%) occupants killed was higher than males (48.9%).
- The number of female occupants killed who were unrestrained averages 31 deaths a year over the last 10 years with a high of 44 in 2010 and a low of 20 in 2008 and 2011.
- The number of male occupants killed who were unrestrained averages 54 deaths a year over the last 10 years with a high of 87 in 2005 and a low of 24 in 2013.

Trends

Fatal Restraint Use by Age (Utah 2005-2014)

Occupants Killed																								
Age	Unrestrained											Restrained												
	05	06	07	08	09	10	11	12	13	14	Total #	Total %	05	06	07	08	09	10	11	12	13	14	Total #	Total %
0-4	3	1	1	2	2	1	4	0	1	1	16	34.0%	2	3	5	1	2	4	7	3	2	2	31	66.0%
5-9	5	0	2	1	2	0	0	0	0	0	10	33.3%	3	2	4	4	2	2	0	2	0	1	20	66.7%
10-14	1	1	1	4	5	1	1	1	1	0	16	48.5%	3	2	3	1	2	3	0	0	0	3	17	51.5%
15-19	14	16	17	8	14	13	11	7	8	11	119	55.1%	12	14	14	13	12	6	4	7	3	12	97	44.9%
20-24	22	19	18	13	15	10	11	10	12	9	139	61.0%	10	15	10	10	12	9	6	6	4	7	89	39.0%
25-29	19	9	6	7	4	12	12	13	4	5	91	58.7%	11	7	9	11	3	5	6	4	4	4	64	41.3%
30-34	3	5	5	11	8	7	8	7	3	7	64	50.8%	4	5	10	7	5	4	7	4	7	9	62	49.2%
35-39	5	8	4	4	3	11	6	7	2	5	55	53.4%	5	6	7	8	4	4	3	1	5	5	48	46.6%
40-44	6	4	7	8	9	4	5	9	5	4	61	57.5%	6	3	5	3	6	4	4	4	5	5	45	42.5%
45-49	13	5	4	4	8	4	5	4	2	4	53	51.0%	7	12	4	8	5	4	2	4	2	3	51	49.0%
50-54	10	7	4	6	5	4	1	8	5	9	59	48.8%	5	9	8	8	5	8	6	3	6	4	62	51.2%
55-59	7	1	4	3	4	4	4	3	4	6	40	46.0%	3	5	5	4	5	5	4	1	9	6	47	54.0%
60-64	5	0	2	1	3	2	6	3	4	4	30	37.5%	7	2	7	3	5	3	7	8	4	4	50	62.5%
65-69	3	4	1	2	3	5	3	0	0	0	21	31.3%	7	5	3	5	3	5	7	1	6	4	46	68.7%
70-74	2	1	0	1	1	1	2	2	3	2	15	30.6%	4	3	3	4	1	7	3	1	7	1	34	69.4%
75-79	2	0	1	1	2	4	1	2	1	2	16	32.0%	5	2	1	2	4	9	2	3	1	5	34	68.0%
80-84	3	2	1	1	2	1	1	1	3	3	18	31.6%	6	4	4	5	5	3	2	1	6	3	39	68.4%
85+	0	3	3	1	1	2	1	2	1	0	14	29.2%	2	3	5	1	1	5	7	2	4	4	34	70.8%
Unknown	4	2	1	0	0	0	0	0	0	0	7	70.0%	3	0	0	0	0	0	0	0	0	0	3	30.0%
Total	127	88	82	78	91	86	82	79	59	72	844	49.2%	105	102	107	98	82	90	77	55	75	82	873	50.8%

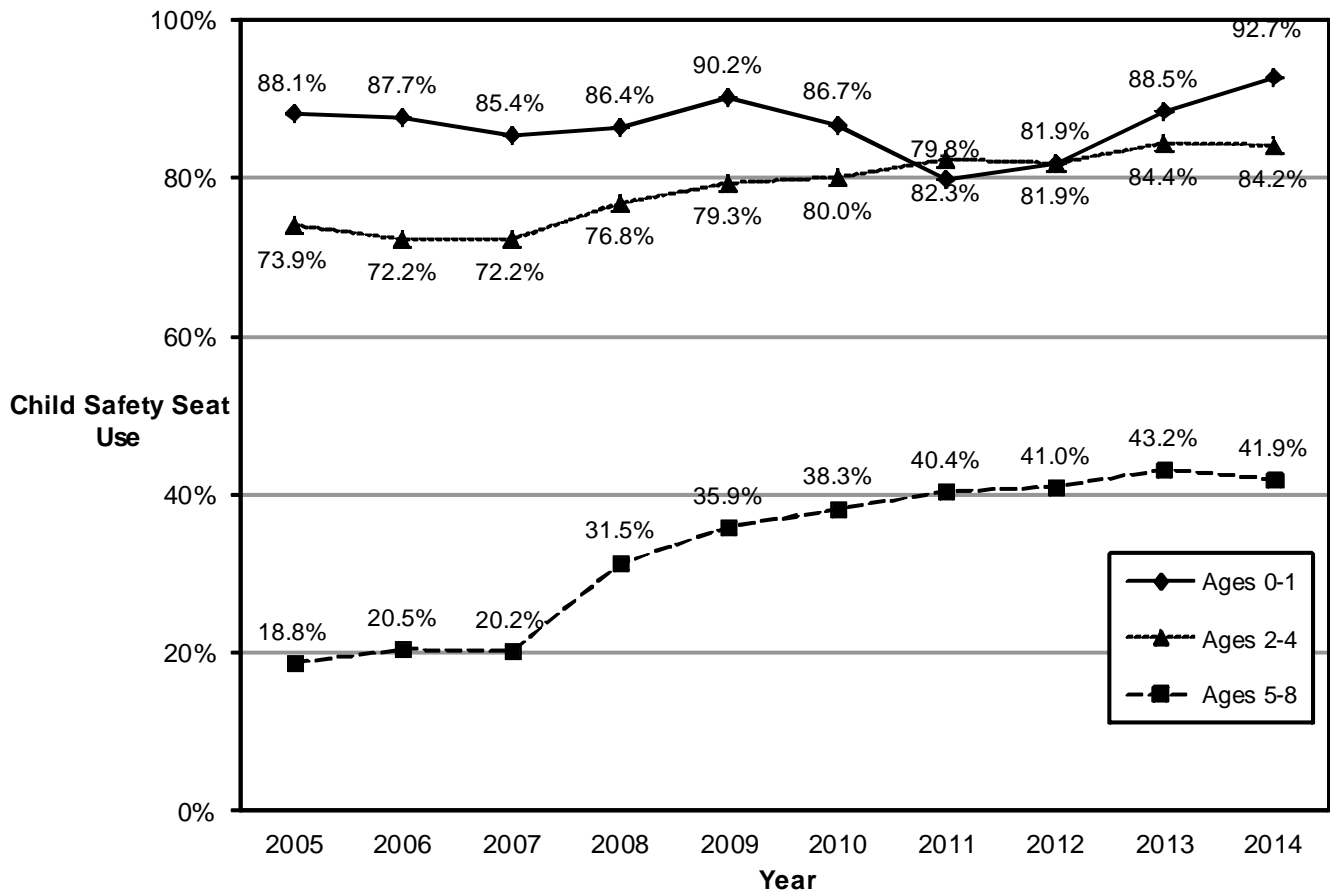


- Over the last 10 years, the highest number of unrestrained deaths occurred to the 20-24, 15-19, and 25-29 year age groups.
- The highest percent of restraint use among occupants killed occurred among the ages of 65+ and 0-9 years.
- The lowest percent of restraint use among occupants killed occurred among the ages of 15-29 and 40-44 years.

Trends

Child Safety Seat Use by Children Age 0 to 8 Years (Utah 2005-2014)

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	%
	#	#	%	#	#	%	#	#	%	#	#	%
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%
2014	149	1,885	92.7%	434	2,313	84.2%	1,917	1,384	41.9%	2,500	5,582	69.1%
Total	2,757	17,935	86.7%	6,552	23,682	78.3%	21,695	10,506	32.6%	31,004	52,123	62.7%

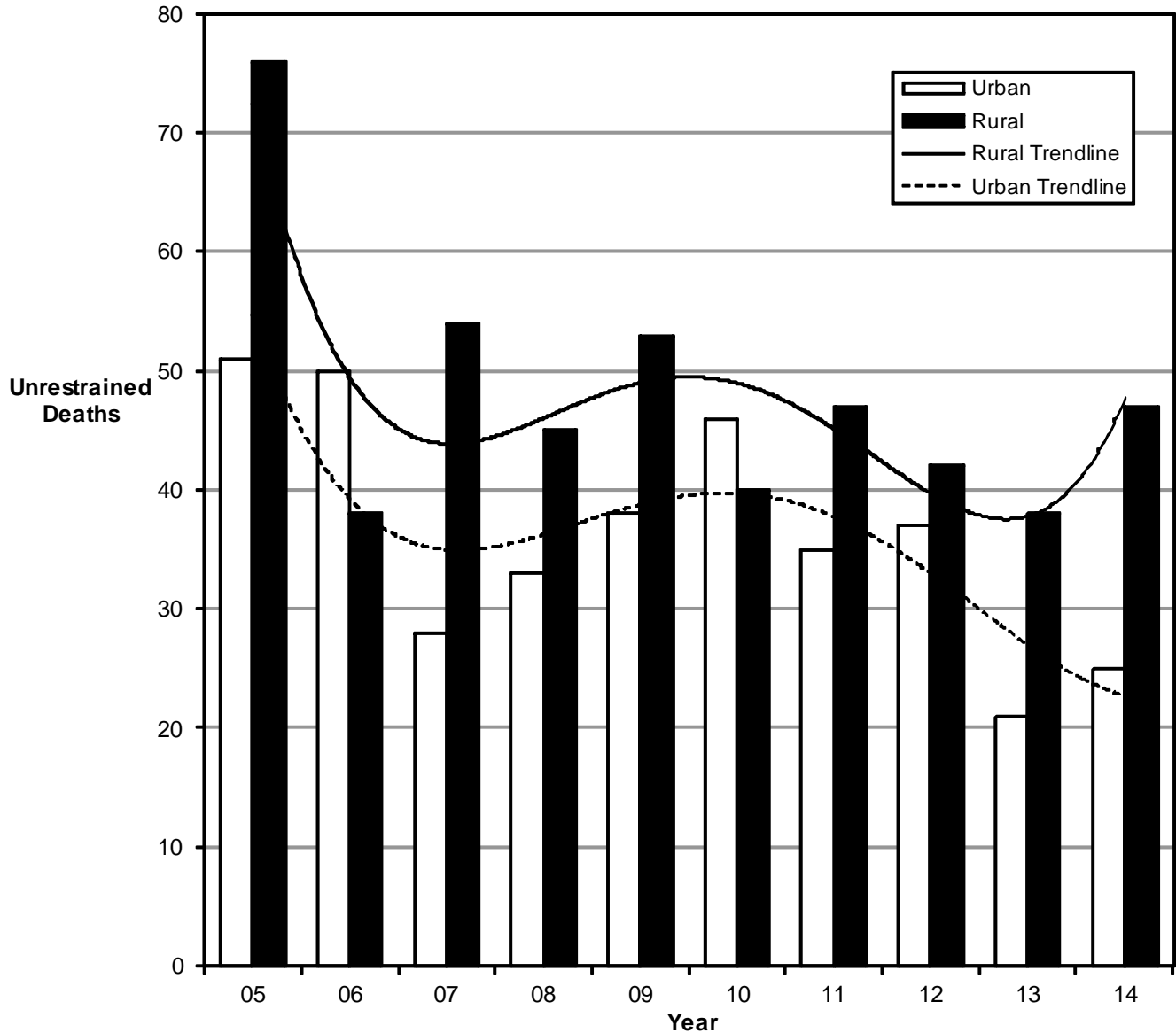


- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 18.8% in 2005 to 41.9% in 2014.

Trends

Fatal Restraint Use by Rural/Urban Location (Utah 2005-2014)

Occupants Killed																								
Location	Unrestrained											Restrained												
	05	06	07	08	09	10	11	12	13	14	Total #	Total %	05	06	07	08	09	10	11	12	13	14	Total #	Total %
Rural	76	38	54	45	53	40	47	42	38	47	480	53.6%	60	51	52	48	46	39	40	21	31	28	416	46.4%
Urban	51	50	28	33	38	46	35	37	21	25	364	44.3%	45	51	55	50	36	51	37	34	44	54	457	55.7%
Total	127	88	82	78	91	86	82	79	59	72	844	49.2%	105	102	107	98	82	90	77	55	75	82	873	50.8%

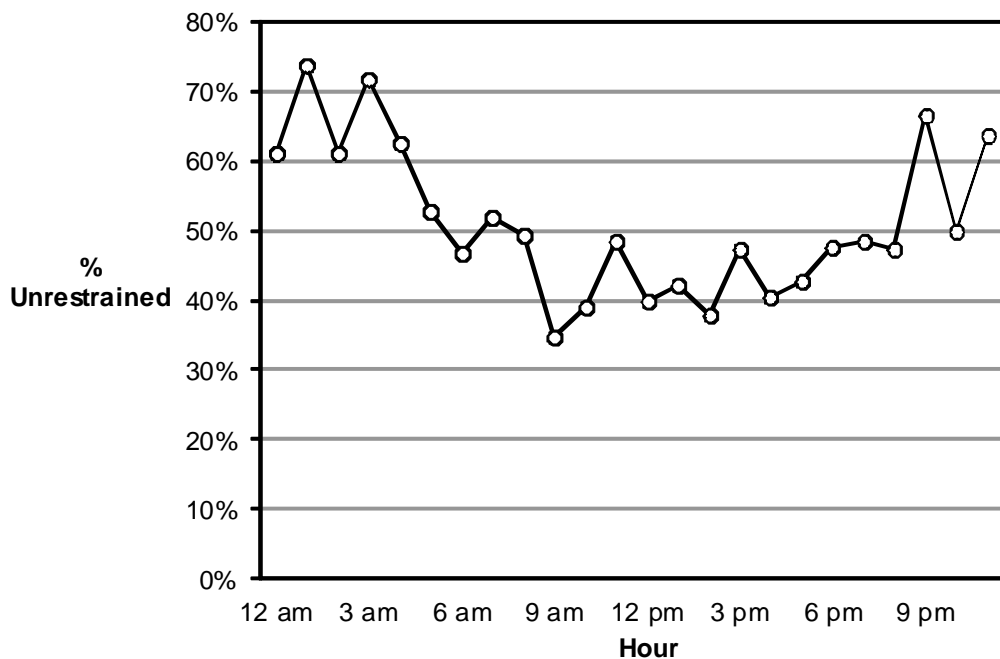


- Over the last 10 years, restraint use of urban (55.7%) occupants killed was higher than rural (46.4%).
- The number of rural occupants killed who were unrestrained averages 48 deaths a year over the last 10 years with a high of 76 in 2005 and a low of 38 in 2006 and 2013.
- The number of urban occupants killed who were unrestrained averages 36 deaths a year over the last 10 years with a high of 51 in 2005 and a low of 21 in 2013.

Trends

Fatal Restraint Use by Hour (Utah 2005-2014)

Occupants Killed																								
Hour	Unrestrained											Restrained												
	05	06	07	08	09	10	11	12	13	14	Total #	Total %	05	06	07	08	09	10	11	12	13	14	Total #	Total %
Midnight	0	3	3	2	10	2	4	2	2	2	30	61.2%	3	0	3	3	6	1	0	0	2	1	19	38.8%
1 a.m.	5	9	3	4	5	1	3	3	2	4	39	73.6%	2	1	4	5	0	1	0	0	0	1	14	26.4%
2 a.m.	6	1	4	6	3	2	2	4	0	2	30	61.2%	0	4	4	1	1	5	1	0	3	0	19	38.8%
3 a.m.	2	4	5	1	3	4	5	2	0	2	28	71.8%	1	2	4	0	0	0	2	1	0	1	11	28.2%
4 a.m.	3	4	1	1	8	2	1	1	4	5	30	62.5%	1	3	2	2	3	1	2	0	0	4	18	37.5%
5 a.m.	6	1	4	4	1	3	2	4	4	1	30	52.6%	6	1	2	2	3	2	5	1	3	2	27	47.4%
6 a.m.	3	3	2	6	2	2	2	3	3	2	28	46.7%	3	6	3	3	2	4	2	3	1	5	32	53.3%
7 a.m.	7	2	3	7	3	8	3	3	3	0	39	52.0%	4	3	6	7	7	4	2	0	0	3	36	48.0%
8 a.m.	8	7	4	1	4	4	3	3	2	5	41	49.4%	5	8	7	1	2	5	1	1	4	8	42	50.6%
9 a.m.	3	4	1	3	0	2	6	1	2	1	23	34.8%	2	8	6	7	4	7	1	2	3	3	43	65.2%
10 a.m.	1	3	2	0	4	2	5	3	5	2	27	39.1%	5	1	2	6	8	4	7	3	3	3	42	60.9%
11 a.m.	6	7	2	4	3	6	1	2	2	2	35	48.6%	6	0	3	9	5	2	3	2	3	4	37	51.4%
Noon	6	1	2	5	1	3	3	4	3	3	31	39.7%	10	5	6	4	3	7	4	3	2	3	47	60.3%
1 p.m.	10	2	7	2	4	9	7	1	2	1	45	42.1%	7	5	6	4	4	4	8	4	11	9	62	57.9%
2 p.m.	2	6	4	2	1	5	4	1	2	4	31	37.8%	6	3	3	4	3	5	7	10	5	5	51	62.2%
3 p.m.	19	3	1	3	9	6	3	7	6	2	59	47.2%	12	7	11	5	8	5	3	2	6	7	66	52.8%
4 p.m.	7	3	2	6	4	6	3	4	2	5	42	40.4%	2	12	7	5	4	5	8	7	7	5	62	59.6%
5 p.m.	6	2	6	4	7	1	4	11	4	2	47	42.7%	6	11	11	4	7	8	3	3	6	4	63	57.3%
6 p.m.	5	4	4	1	2	6	5	4	2	8	41	47.7%	4	6	3	8	3	6	7	2	3	3	45	52.3%
7 p.m.	6	2	7	2	3	4	3	3	1	2	33	48.5%	5	6	3	4	3	3	2	1	5	3	35	51.5%
8 p.m.	4	1	3	6	6	1	4	3	2	4	34	47.2%	6	4	4	4	1	5	4	5	4	1	38	52.8%
9 p.m.	4	6	4	6	6	3	5	1	1	2	38	66.7%	2	0	1	4	2	1	2	1	2	4	19	33.3%
10 p.m.	3	5	1	0	1	3	2	4	1	4	24	50.0%	4	4	4	2	3	0	1	3	1	2	24	50.0%
11 p.m.	4	5	6	1	1	1	2	5	4	6	35	63.6%	3	2	2	4	0	4	2	1	1	1	20	36.4%
Total	126	88	81	77	91	86	82	79	59	71	840	49.1%	105	102	107	98	82	89	77	55	75	82	872	50.9%

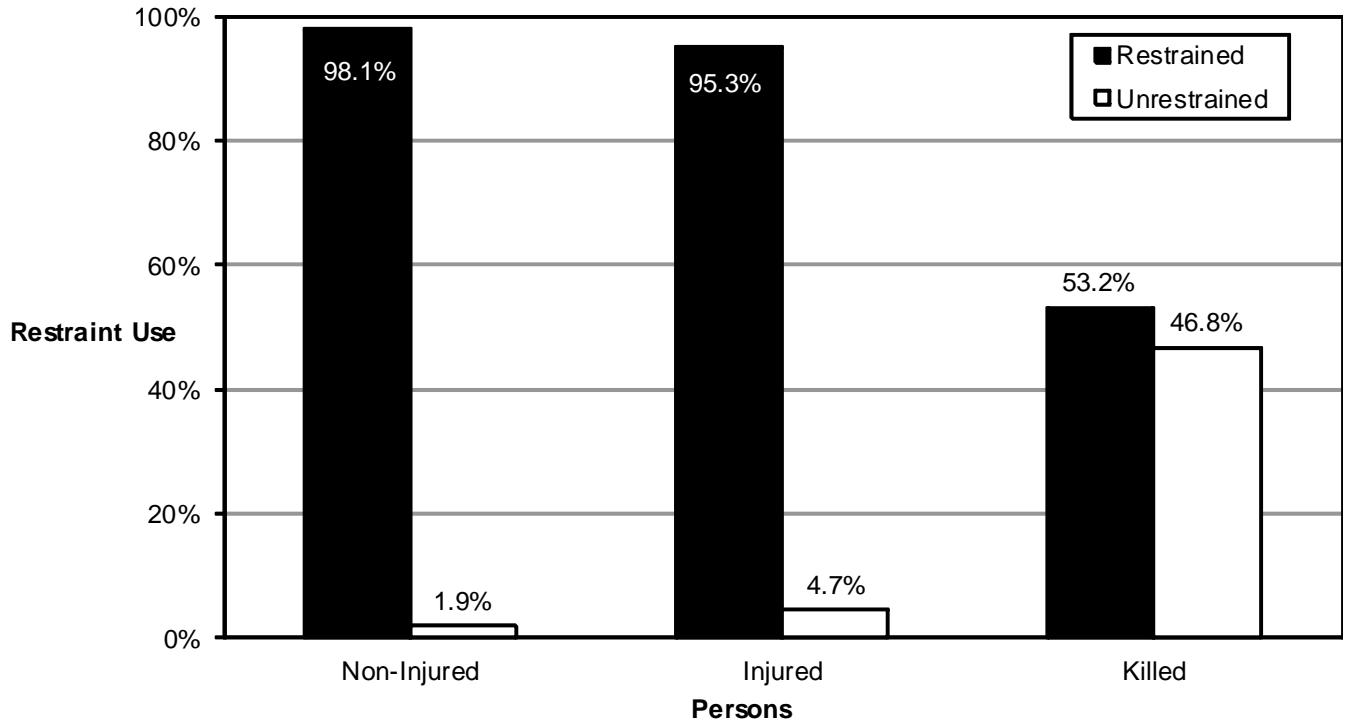


- Over the last 10 years, the highest number of unrestrained deaths occurred during the 3 p.m., 5 p.m., and 1 p.m. hours.
- The highest percent of restraint use among occupants killed occurred during the 9 a.m., 2 p.m., 10 a.m., and noon hours.
- The lowest percent of restraint use among occupants killed occurred during the 1 a.m., 3 a.m., 9 p.m., and 11 p.m. hours.

Vehicle Occupants

Restraint Use by Injury Severity (Utah 2014)

Persons								
Restraint Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Restrained	95,482	98.1%	18,261	95.3%	82	53.2%	113,825	97.6%
Unrestrained	1,806	1.9%	894	4.7%	72	46.8%	2,772	2.4%
Total	97,288	100.0%	19,155	100.0%	154	100.0%	116,597	100.0%



- Nearly 98% of persons who survived a crash reported being restrained compared to half of the persons killed.
- Unrestrained crash occupants were 37 times more likely to be killed than restrained crash occupants.

Restraint Use by Gender of Crash Occupants (Utah 2014)

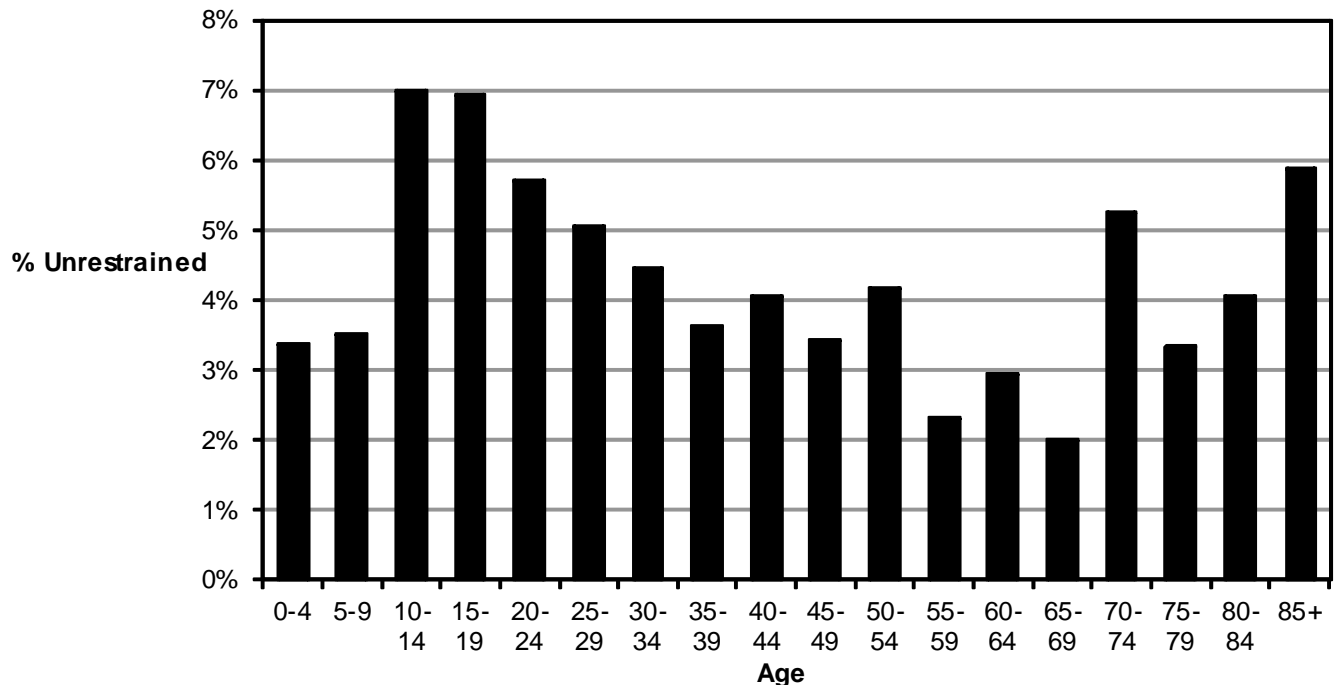
Persons												
Gender	Non-Injured			Injured			Killed			Total		
	Unres	Restrained	%	Unres	Restrained	%	Unres	Restrained	%	Unrestrained	Restrained	%
	#	#	%	#	#	%	#	#	%	#	#	%
Female	600	43,131	98.6%	428	10,541	96.1%	25	37	59.7%	1,053	53,709	98.1%
Male	924	52,082	98.3%	463	7,701	94.3%	47	45	48.9%	1,434	59,828	97.7%
Unknown	282	269	48.8%	3	19	86.4%	0	0	n/a	285	288	50.3%
Total	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%

- Overall, restraint use of female (98.1%) crash occupants was slightly higher than males (97.7%).
- For persons killed, female crash occupants had higher restraint use (59.7%) than males (48.9%).

Vehicle Occupants

Restraint Use by Age of Crash Occupants (Utah 2014)

Persons												
Age	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
0-4	29	4,333	99.3%	14	402	96.6%	1	2	66.7%	44	4,737	99.1%
5-9	38	3,455	98.9%	20	551	96.5%	0	1	100.0%	58	4,007	98.6%
10-14	52	3,307	98.5%	45	599	93.0%	0	3	100.0%	97	3,909	97.6%
15-19	211	13,914	98.5%	182	2,449	93.1%	11	12	52.2%	404	16,375	97.6%
20-24	212	12,686	98.4%	144	2,381	94.3%	9	7	43.8%	365	15,074	97.6%
25-29	175	9,782	98.2%	103	1,933	94.9%	5	4	44.4%	283	11,719	97.6%
30-34	153	8,490	98.2%	79	1,692	95.5%	7	9	56.3%	239	10,191	97.7%
35-39	139	7,508	98.2%	57	1,518	96.4%	5	5	50.0%	201	9,031	97.8%
40-44	119	6,180	98.1%	53	1,254	95.9%	4	5	55.6%	176	7,439	97.7%
45-49	82	4,964	98.4%	38	1,074	96.6%	4	3	42.9%	124	6,041	98.0%
50-54	95	4,766	98.0%	45	1,040	95.9%	9	4	30.8%	149	5,810	97.5%
55-59	65	4,220	98.5%	22	935	97.7%	6	6	50.0%	93	5,161	98.2%
60-64	49	3,419	98.6%	21	696	97.1%	4	4	50.0%	74	4,119	98.2%
65-69	38	2,683	98.6%	12	589	98.0%	0	4	100.0%	50	3,276	98.5%
70-74	15	1,765	99.2%	21	379	94.8%	2	1	33.3%	38	2,145	98.3%
75-79	10	1,172	99.2%	9	262	96.7%	2	5	71.4%	21	1,439	98.6%
80-84	8	802	99.0%	8	190	96.0%	3	3	50.0%	19	995	98.1%
85+	10	559	98.2%	8	128	94.1%	0	4	100.0%	18	691	97.5%
Unknown	306	1,477	82.8%	13	189	93.6%	0	0	n/a	319	1,666	83.9%
Total	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%



- Overall, crash occupants aged 10-54 years and 85+ years had the lowest percentages of being restrained.
- Crash occupants aged 15-24 and 50-54 years had the highest amount of unrestrained occupant deaths.

Vehicle Occupants

Restraint Use by County (Utah 2014)

Persons												
County	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Davis	122	8,939	98.7%	50	1,759	97.2%	2	5	71.4%	174	10,703	98.4%
Utah	189	13,363	98.6%	114	2,732	96.0%	6	9	60.0%	309	16,104	98.1%
Daggett	1	42	97.7%	0	9	100.0%	0	0	n/a	1	51	98.1%
Salt Lake	804	45,561	98.3%	251	8,492	97.1%	10	24	70.6%	1,065	54,077	98.1%
Cache	53	3,268	98.4%	36	508	93.4%	3	5	62.5%	92	3,781	97.6%
Weber	157	7,215	97.9%	70	1,715	96.1%	0	6	100.0%	227	8,936	97.5%
Summit	43	1,909	97.8%	14	223	94.1%	1	1	50.0%	58	2,133	97.4%
Washington	70	4,285	98.4%	71	736	91.2%	4	5	55.6%	145	5,026	97.2%
Box Elder	34	1,692	98.0%	20	360	94.7%	8	5	38.5%	62	2,057	97.1%
Wasatch	21	868	97.6%	9	114	92.7%	2	0	0.0%	32	982	96.8%
Uintah	21	943	97.8%	20	130	86.7%	2	2	50.0%	43	1,075	96.2%
Emery	9	289	97.0%	6	84	93.3%	0	1	100.0%	15	374	96.1%
Morgan	3	235	98.7%	5	21	80.8%	3	0	0.0%	11	256	95.9%
Iron	56	1,421	96.2%	23	268	92.1%	2	1	33.3%	81	1,690	95.4%
Tooele	46	1,222	96.4%	27	261	90.6%	4	6	60.0%	77	1,489	95.1%
Kane	7	222	96.9%	6	38	86.4%	1	1	50.0%	14	261	94.9%
Millard	10	478	98.0%	20	117	85.4%	3	1	25.0%	33	596	94.8%
Carbon	16	559	97.2%	19	105	84.7%	3	0	0.0%	38	664	94.6%
Juab	5	368	98.7%	20	71	78.0%	1	1	50.0%	26	440	94.4%
Sanpete	12	376	96.9%	13	56	81.2%	1	1	50.0%	26	433	94.3%
Wayne	1	78	98.7%	3	14	82.4%	2	0	0.0%	6	92	93.9%
Beaver	22	412	94.9%	9	70	88.6%	1	1	50.0%	32	483	93.8%
Garfield	9	153	94.4%	4	31	88.6%	0	0	n/a	13	184	93.4%
San Juan	21	270	92.8%	8	47	85.5%	0	4	100.0%	29	321	91.7%
Grand	12	269	95.7%	13	77	85.6%	7	0	0.0%	32	346	91.5%
Duchesne	35	563	94.1%	26	102	79.7%	4	2	33.3%	65	667	91.1%
Sevier	18	384	95.5%	30	91	75.2%	0	1	100.0%	48	476	90.8%
Piute	2	41	95.3%	5	10	66.7%	0	0	n/a	7	51	87.9%
Rich	7	57	89.1%	2	20	90.9%	2	0	0.0%	11	77	87.5%
Statewide	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%

- Davis (98.4%), Utah (98.1%), Daggett (98.1%), and Salt Lake (98.1%) counties had the highest percentage of occupants that were restrained. Rich (87.5%) and Piute (87.9%) counties had the lowest percentage.

Restraint Use by Urban/Rural Location (Utah 2014)

Persons												
Location	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Urban	1,395	82,631	98.3%	592	15,942	96.4%	25	54	68.4%	2,012	98,627	98.0%
Rural	411	12,851	96.9%	302	2,319	88.5%	47	28	37.3%	760	15,198	95.2%
Statewide	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 2.5 times more likely to be unrestrained than occupants in urban crashes.

Vehicle Occupants

Restraint Use by Ejection (Utah 2014)

Persons												
Ejection Status	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Not Ejected	1,669	94,888	98.3%	752	18,103	96.0%	28	72	72.0%	2,449	113,063	97.9%
Partially Ejected	0	0	n/a	11	16	59.3%	8	8	50.0%	19	24	55.8%
Fully Ejected	0	0	n/a	121	28	18.8%	36	2	5.3%	157	30	16.0%
Total	1,669	94,888	98.3%	884	18,147	95.4%	72	82	53.2%	2,625	113,117	97.7%

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (97.9%) of crash occupants not ejected from a motor vehicle were restrained compared to only 16.0% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 240 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 2014)

Persons												
Occupant Placement	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Driver	1,349	67,364	98.0%	509	12,824	96.2%	51	55	51.9%	1,909	80,243	97.7%
Front Seat	170	14,185	98.8%	195	3,441	94.6%	11	18	62.1%	376	17,644	97.9%
Back Seat(s)	140	13,486	99.0%	152	1,944	92.7%	6	9	60.0%	298	15,439	98.1%
Other/Unknown	147	22	13.0%	38	3	7.3%	4	0	0.0%	189	25	11.7%
Total	1,806	95,057	98.1%	894	18,212	95.3%	72	82	53.2%	2,772	113,351	97.6%

- Among all occupants injured, drivers had the highest restraint use (96.2%).
- Among all occupants killed, front seat passengers had the highest restraint use (62.1%)

Restraint Use by Vehicle Type (Utah 2014)

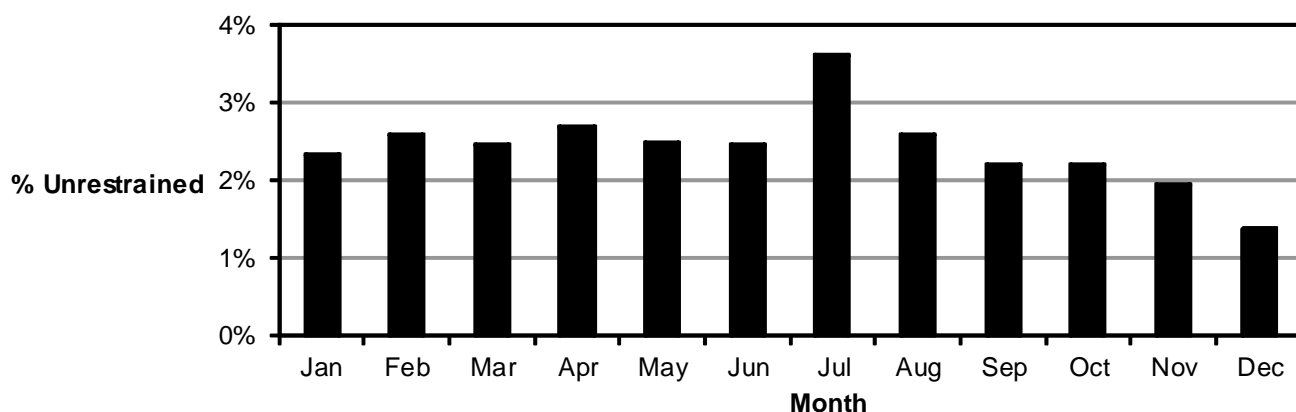
Persons												
Vehicle Type	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Van	97	7,022	98.6%	58	1,256	95.6%	5	6	54.5%	160	8,284	98.1%
SUV	328	22,655	98.6%	176	4,018	95.8%	12	16	57.1%	516	26,689	98.1%
Passenger Car	837	48,579	98.3%	432	10,897	96.2%	34	52	60.5%	1,303	59,528	97.9%
Pickup Truck	354	14,270	97.6%	186	1,889	91.0%	20	6	23.1%	560	16,165	96.7%
Heavy Truck	176	2,844	94.2%	39	196	83.4%	1	2	66.7%	216	3,042	93.4%
RV/Motorhome	14	112	88.9%	3	5	62.5%	0	0	n/a	17	117	87.3%
Total	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%

- Occupants in RV/motorhome, heavy truck, and pickup truck were the least likely to be restrained.

Vehicle Occupants

Restraint Use by Month (Utah 2014)

Persons										
Month	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
January	156	54	4	214	2.3%	7,662	1,318	8	8,988	97.7%
February	144	61	1	206	2.6%	6,543	1,194	5	7,742	97.4%
March	135	72	3	210	2.5%	6,855	1,464	2	8,321	97.5%
April	153	82	3	238	2.7%	7,182	1,429	5	8,616	97.3%
May	136	95	6	237	2.5%	7,644	1,613	10	9,267	97.5%
June	142	62	8	212	2.5%	6,905	1,488	14	8,407	97.5%
July	231	108	12	351	3.6%	7,880	1,448	9	9,337	96.4%
August	178	74	5	257	2.6%	8,027	1,586	8	9,621	97.4%
September	139	80	10	229	2.2%	8,599	1,601	3	10,203	97.8%
October	145	83	10	238	2.2%	8,841	1,661	4	10,506	97.8%
November	128	67	7	202	1.9%	8,638	1,578	4	10,220	98.1%
December	119	56	3	178	1.4%	10,706	1,881	10	12,597	98.6%
Total	1,806	894	72	2,772	2.4%	95,482	18,261	82	113,825	97.6%



- July was the worst month for restraint use. July had the highest amount of unrestrained deaths and injuries. July also had the lowest overall restraint use.

Restraint Use by Day of Week (Utah 2014)

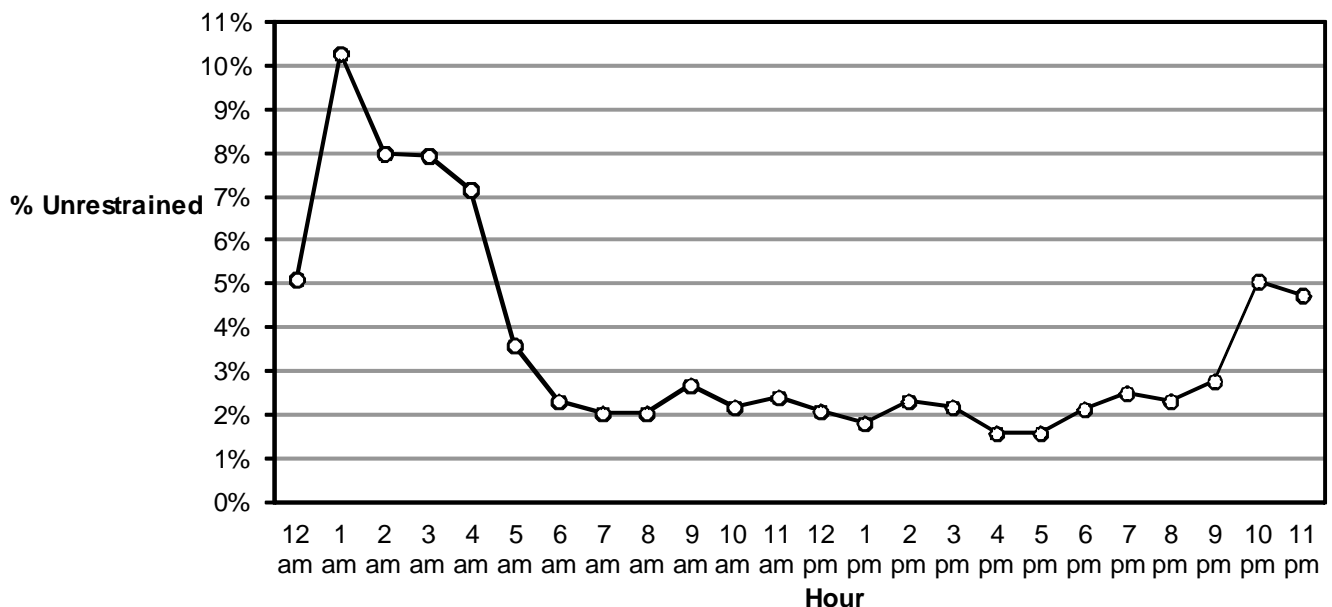
Persons										
Day of Week	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
Sunday	196	102	6	304	3.6%	6,646	1,458	16	8,120	96.4%
Monday	263	124	9	396	2.3%	14,037	2,667	11	16,715	97.7%
Tuesday	241	115	7	363	2.0%	14,638	2,776	11	17,425	98.0%
Wednesday	280	112	13	405	2.2%	15,045	2,824	12	17,881	97.8%
Thursday	265	139	9	413	2.3%	15,144	2,787	8	17,939	97.7%
Friday	310	150	15	475	2.3%	16,939	3,232	6	20,177	97.7%
Saturday	251	152	13	416	2.6%	13,033	2,517	18	15,568	97.4%
Total	1,806	894	72	2,772	2.4%	95,482	18,261	82	113,825	97.6%

- Weekends had the lowest restraint use.

Vehicle Occupants

Restraint Use by Hour (Utah 2014)

Hour	Persons									
	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
Midnight	38	20	2	60	5.1%	891	222	1	1,114	94.9%
1 a.m.	50	21	4	75	10.3%	515	138	1	654	89.7%
2 a.m.	30	13	2	45	8.0%	391	127	0	518	92.0%
3 a.m.	20	12	2	34	7.9%	293	100	1	394	92.1%
4 a.m.	21	7	5	33	7.2%	338	85	4	427	92.8%
5 a.m.	21	14	1	36	3.6%	787	175	2	964	96.4%
6 a.m.	21	28	2	51	2.3%	1,766	362	5	2,133	97.7%
7 a.m.	63	34	0	97	2.0%	3,892	768	3	4,663	98.0%
8 a.m.	71	43	5	119	2.0%	4,891	842	8	5,741	98.0%
9 a.m.	77	41	1	119	2.7%	3,571	713	3	4,287	97.3%
10 a.m.	55	40	2	97	2.2%	3,650	671	3	4,324	97.8%
11 a.m.	89	40	2	131	2.4%	4,455	815	4	5,274	97.6%
Noon	96	52	3	151	2.1%	6,002	1,062	3	7,067	97.9%
1 p.m.	88	40	1	129	1.8%	6,002	1,032	9	7,043	98.2%
2 p.m.	120	61	4	185	2.3%	6,629	1,200	5	7,834	97.7%
3 p.m.	151	57	2	210	2.2%	7,874	1,535	7	9,416	97.8%
4 p.m.	117	47	5	169	1.6%	8,762	1,584	5	10,351	98.4%
5 p.m.	150	60	2	212	1.6%	10,929	1,991	4	12,924	98.4%
6 p.m.	134	75	8	217	2.1%	8,290	1,603	3	9,896	97.9%
7 p.m.	97	61	2	160	2.5%	5,129	1,044	3	6,176	97.5%
8 p.m.	73	28	4	105	2.3%	3,669	757	1	4,427	97.7%
9 p.m.	82	23	2	107	2.8%	3,120	646	4	3,770	97.2%
10 p.m.	87	51	4	142	5.0%	2,213	460	2	2,675	95.0%
11 p.m.	55	26	6	87	4.7%	1,423	329	1	1,753	95.3%
Total	1,806	894	71	2,771	2.4%	95,482	18,261	82	113,825	97.6%



- Vehicle occupants were least likely to be restrained at night (10:00 p.m. to 5:59 a.m.).

Children and Restraint Use

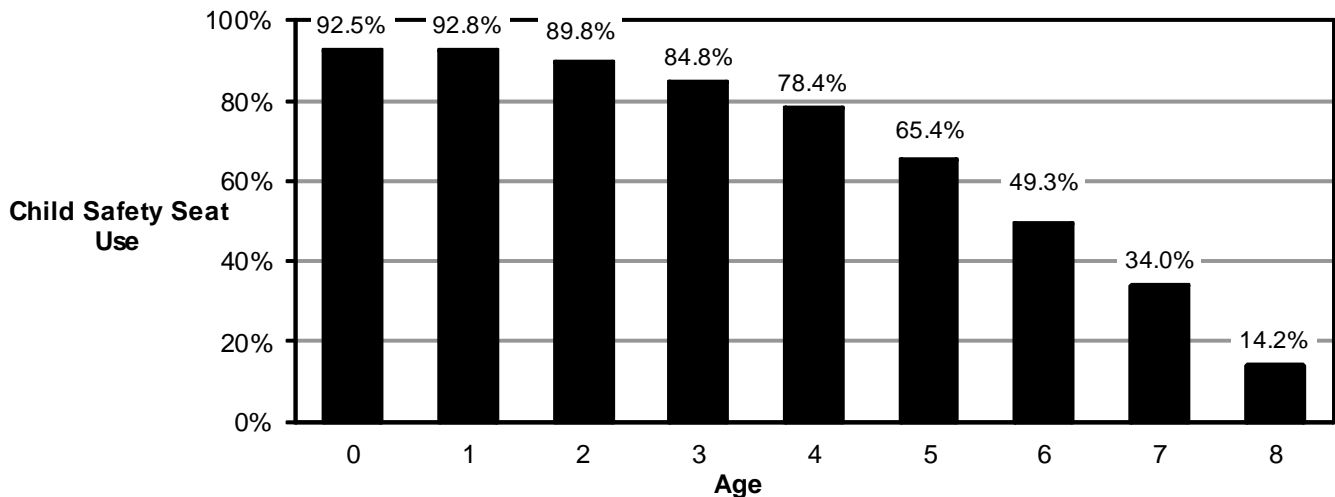
Restraint Use for Children Age 0 to 8 Years (Utah 2014)

Child Occupants								
Restraint Use	Ages 0-1		Ages 2-4		Ages 5-8		Total	
	#	%	#	%	#	%	#	%
Child Safety Seat	1,885	92.7%	2,313	84.2%	1,384	41.9%	5,582	69.1%
Seat Belt Only	136	6.7%	404	14.7%	1,868	56.6%	2,408	29.8%
Unrestrained	13	0.6%	30	1.1%	49	1.5%	92	1.1%
Total	2,034	100.0%	2,747	100.0%	3,301	100.0%	8,082	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 of Children (0 to 8 Years) by Age (Utah 2014)

Persons						
Age	Child Safety Seat Used		Child Safety Seat Not Used		Total	
	#	%	#	%	#	%
0	912	92.5%	74	7.5%	986	100.0%
1	973	92.8%	75	7.2%	1,048	100.0%
2	783	89.8%	89	10.2%	872	100.0%
3	793	84.8%	142	15.2%	935	100.0%
4	737	78.4%	203	21.6%	940	100.0%
5	594	65.4%	314	34.6%	908	100.0%
6	418	49.3%	430	50.7%	848	100.0%
7	262	34.0%	508	66.0%	770	100.0%
8	110	14.2%	665	85.8%	775	100.0%
Total	5,582	69.1%	2,500	30.9%	8,082	100.0%



- While over 92% of children ages 0 and 1 years were in a child safety seat, only 78% of 4-year-olds, 49% of 6-year-olds, and 14% of 8-year-olds were in a child safety seat.

Speed



2

0

Section 3: Speed

Trends

Speed-Related Crashes 2005-2014..... 80

Speed-Related Deaths 2005-2014..... 81

Crash Conditions

County 82

Urban/Rural Location 82

Percent of Crashes Speed-Related by County 83

Driver Age 84

Driver Gender 85

Vehicle Type 85

Month 86

Day of Week 86

Hour 87

Speed Limit 87

Travel Speed..... 88

Difference in Travel Speed From Speed Limit 89

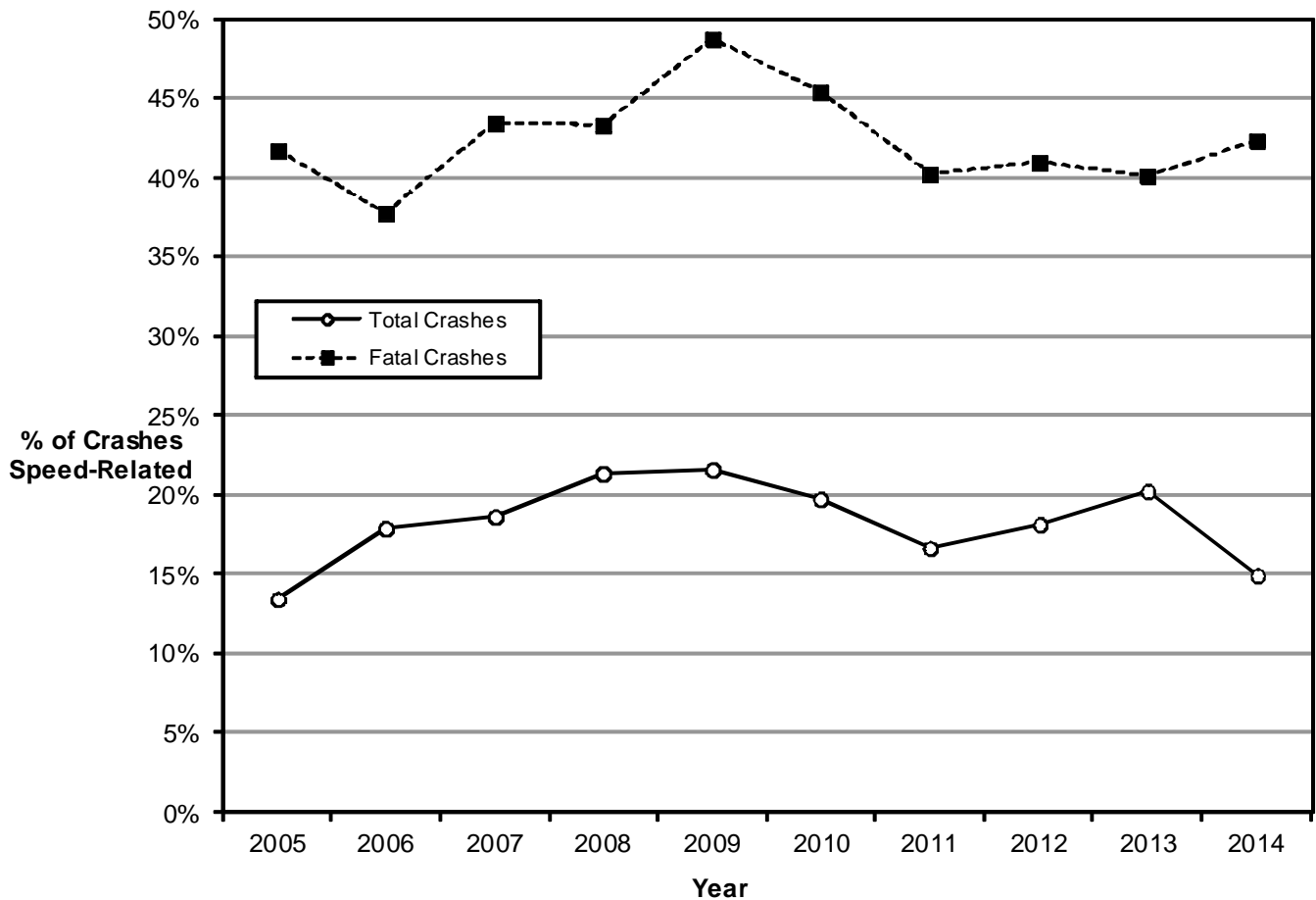
1

4

Trends

Speed-Related Crashes (Utah 2005-2014)

Speed-Related Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Speed		All	Speed		All	Speed		All	Speed	
	#	#	%	#	#	%	#	#	%	#	#	%
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%
2014	37,388	5,302	14.2%	16,426	2,631	16.0%	222	94	42.3%	54,036	8,027	14.9%
Total	371,492	66,333	17.9%	168,270	31,617	18.8%	2,270	963	42.4%	542,032	98,913	18.2%

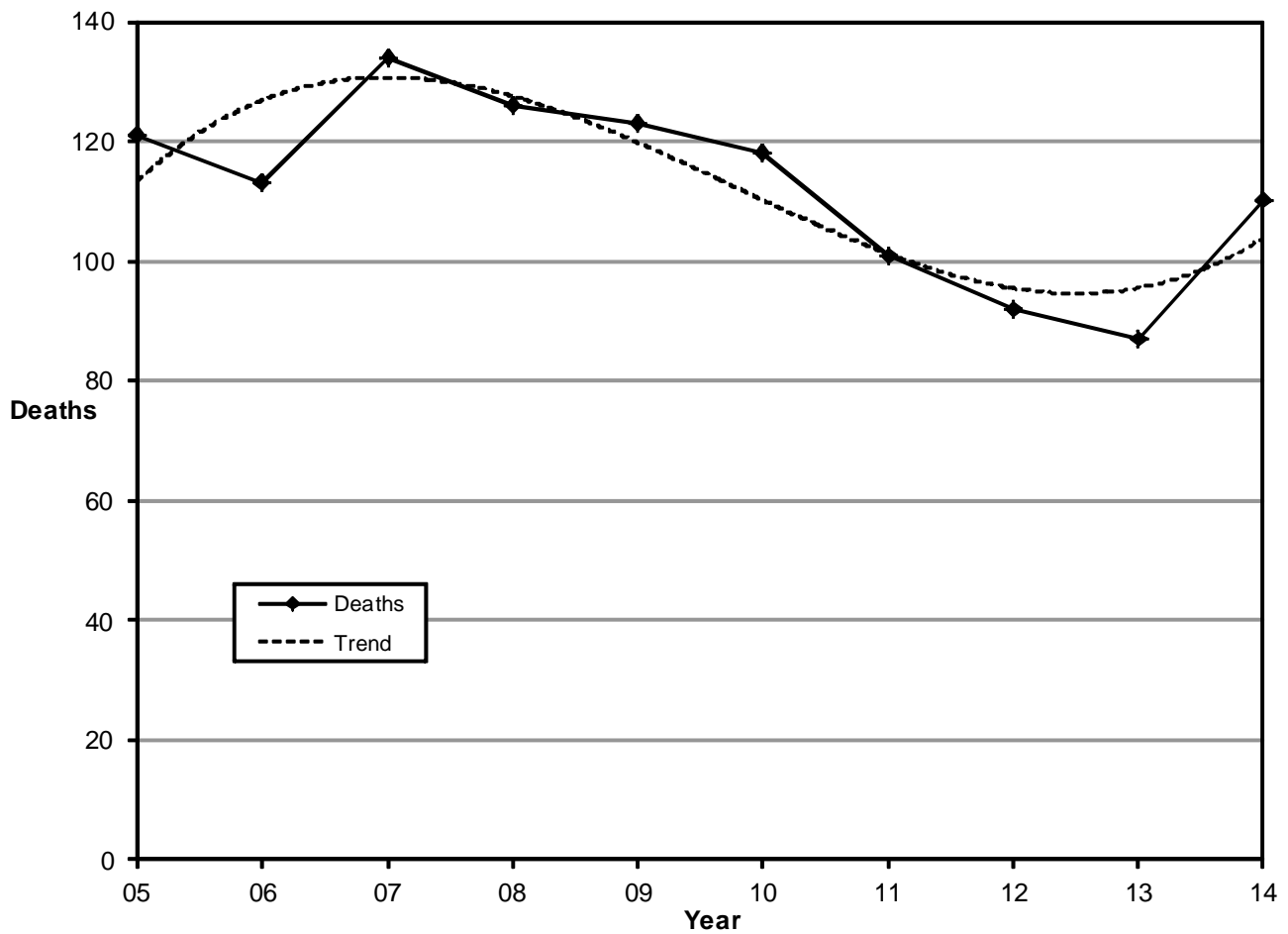


- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 18.2% of total crashes and 42.4% of fatal crashes in Utah are speed-related.
- 2008 had the highest number of crashes that were speed-related while 2009 had the highest percent.
- The number of speed-related fatal crashes in 2014 increased 16.0% from 2013.
- In 2014, speed-related crashes were 4.3 times more likely to be fatal than other motor vehicle crashes.

Trends

Speed-Related Deaths (Utah 2005-2014)

Year	Speed Crashes					
	Deaths			Fatal Crashes		
	All #	Speed #	%	All #	Speed #	%
2005	282	121	42.9%	235	98	41.7%
2006	287	113	39.4%	249	94	37.8%
2007	299	134	44.8%	260	112	43.1%
2008	276	126	45.7%	244	106	43.4%
2009	244	123	50.4%	217	106	48.8%
2010	253	118	46.6%	218	99	45.4%
2011	243	101	41.6%	224	90	40.2%
2012	217	92	42.4%	200	83	41.5%
2013	220	87	39.5%	202	81	40.1%
2014	256	110	43.0%	222	94	42.3%
Total	2,577	1,125	43.7%	2,271	963	42.4%



- Over the past 10 years, the percentage of deaths and fatal crashes that were speed-related has fluctuated around 43.7% of all deaths and 42.4% of fatal crashes.
- On average, 113 people die a year in Utah from speed-related crashes.

Crash Conditions

Speed-Related Crashes by County (Utah 2014)

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	59	44.3	19	14.3	2	1.50	80	60.1
Daggett	9	27.8	3	9.3	0	0.00	12	37.1
Salt Lake	2,245	24.7	990	10.9	26	0.29	3,261	35.9
Summit	208	27.2	63	8.3	2	0.26	273	35.8
Wasatch	84	23.8	34	9.6	2	0.57	120	34.0
Utah	858	21.0	474	11.6	12	0.29	1,344	32.9
Duchesne	56	19.8	31	10.9	3	1.06	90	31.8
Box Elder	177	19.4	90	9.9	3	0.33	270	29.6
Cache	173	19.2	84	9.3	5	0.56	262	29.1
Sevier	57	17.8	32	10.0	0	0.00	89	27.9
Rich	10	19.9	3	6.0	1	1.99	14	27.8
Weber	285	17.3	158	9.6	5	0.30	448	27.2
Beaver	46	16.9	23	8.5	1	0.37	70	25.8
Davis	408	15.8	250	9.7	5	0.19	663	25.6
Sanpete	30	13.9	18	8.3	0	0.00	48	22.2
Iron	99	13.1	60	8.0	2	0.27	161	21.4
Garfield	12	10.5	10	8.7	2	1.75	24	21.0
Piute	4	13.8	2	6.9	0	0.00	6	20.7
Millard	64	12.7	37	7.4	0	0.00	101	20.1
Uintah	52	12.2	24	5.6	5	1.17	81	18.9
Kane	14	10.4	11	8.2	0	0.00	25	18.6
Tooele	98	11.9	48	5.8	4	0.49	150	18.2
Washington	119	8.4	98	6.9	6	0.42	223	15.7
Emery	34	9.6	19	5.3	2	0.56	55	15.5
Wayne	3	6.2	3	6.2	1	2.05	7	14.4
Juab	33	9.0	14	3.8	0	0.00	47	12.8
Carbon	26	8.0	13	4.0	2	0.62	41	12.6
San Juan	23	8.0	8	2.8	2	0.70	33	11.5
Grand	16	4.5	12	3.4	1	0.28	29	8.2
Statewide	5,302	19.2	2,631	9.5	94	0.34	8,027	29.1

- Morgan (60.1), Daggett (37.1), Salt Lake (35.9), and Summit (35.8) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Wayne (2.05), Rich (1.99), Garfield (1.75), and Morgan (1.50) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (8.2), San Juan (11.5), and Carbon (12.6) counties had the lowest rates of speed-related total crashes per 100 million vehicle miles traveled.

Speed-Related Crashes by Urban/Rural Location (Utah 2014)

- Rural areas had a higher rate of total speed-related crashes per VMT and higher rate for fatal speed crashes.
- Speed-related crashes occurring in rural areas were 1.2 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
Rural	2,054	26.2	577	7.3	35	0.45	2,666	33.9
Urban	4,088	20.7	1,214	6.2	59	0.30	5,361	27.2
Total	6,142	22.3	1,791	6.5	94	0.34	8,027	29.1

Crash Conditions

Percent of Crashes Speed-Related by County (Utah 2014)

Speed-Related Crashes			
County	Total Crashes	Total Speed	
	#	#	%
Morgan	174	80	46.0%
Daggett	33	12	36.4%
Beaver	223	70	31.4%
Millard	334	101	30.2%
Sevier	333	89	26.7%
Box Elder	1,017	270	26.5%
Emery	220	55	25.0%
Rich	62	14	22.6%
Summit	1,258	273	21.7%
Wasatch	584	120	20.5%
Duchesne	463	90	19.4%
Iron	843	161	19.1%
Juab	256	47	18.4%
Utah	7,444	1,344	18.1%
Garfield	148	24	16.2%
Sanpete	318	48	15.1%
Piute	40	6	15.0%
Tooele	1,003	150	15.0%
Cache	1,808	262	14.5%
Davis	4,689	663	14.1%
Uintah	581	81	13.9%
Grand	220	29	13.2%
Salt Lake	24,833	3,261	13.1%
Kane	195	25	12.8%
San Juan	259	33	12.7%
Weber	4,037	448	11.1%
Carbon	384	41	10.7%
Wayne	67	7	10.4%
Washington	2,210	223	10.1%
Statewide	54,036	8,027	14.9%

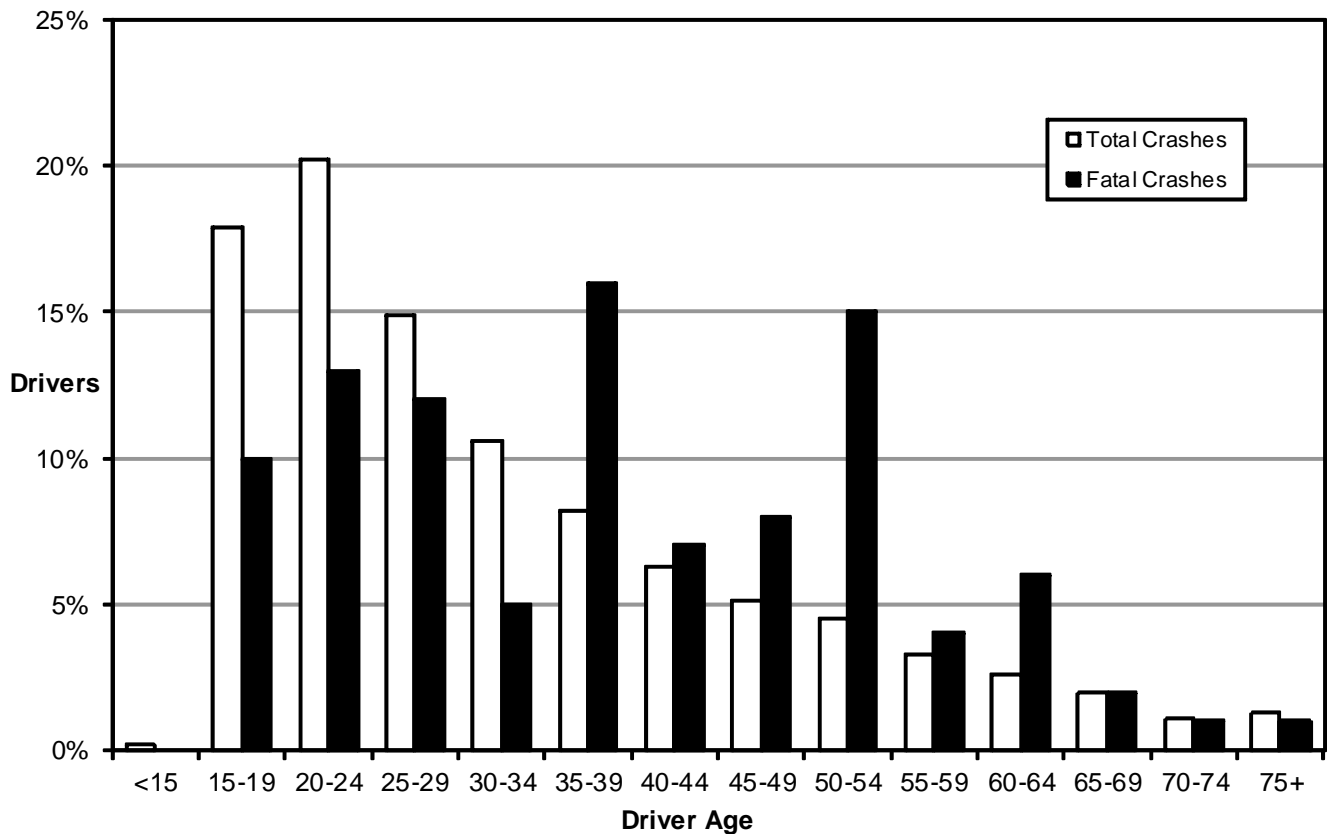


- Morgan (46.0%), Daggett (36.4%), Beaver (31.4%), and Millard (30.2%) counties had the highest percent of crashes that were speed-related.
- Washington (10.1%), Wayne (10.4%), Carbon (10.7%), and Weber (11.1%) counties had the lowest percent of crashes that were speed-related.

Crash Conditions

Age of Drivers in Speed-Related Crashes (Utah 2014)

Speed-Related Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	4	0.1%	14	0.4%	0	0.0%	18	0.2%
15-19	1,077	17.8%	569	18.3%	10	10.0%	1,656	17.9%
20-24	1,255	20.8%	603	19.4%	13	13.0%	1,871	20.2%
25-29	902	14.9%	462	14.8%	12	12.0%	1,376	14.9%
30-34	624	10.3%	350	11.2%	5	5.0%	979	10.6%
35-39	508	8.4%	239	7.7%	16	16.0%	763	8.2%
40-44	366	6.1%	212	6.8%	7	7.0%	585	6.3%
45-49	302	5.0%	159	5.1%	8	8.0%	469	5.1%
50-54	263	4.4%	136	4.4%	15	15.0%	414	4.5%
55-59	196	3.2%	107	3.4%	4	4.0%	307	3.3%
60-64	161	2.7%	73	2.3%	6	6.0%	240	2.6%
65-69	117	1.9%	62	2.0%	2	2.0%	181	2.0%
70-74	62	1.0%	38	1.2%	1	1.0%	101	1.1%
75+	65	1.1%	50	1.6%	1	1.0%	116	1.3%
Unknown	134	2.2%	40	1.3%	0	0.0%	174	1.9%
Total	6,036	100.0%	3,114	100.0%	100	100.0%	9,250	100.0%



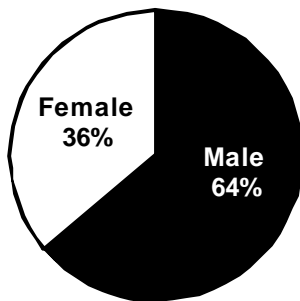
- Younger drivers (15-34 years) had the highest percentage of total speed-related crashes.
- Drivers aged 35-39, 50-54, 20-24, and 25-29 years had the highest percentage of fatal speed-related crashes.

Crash Conditions

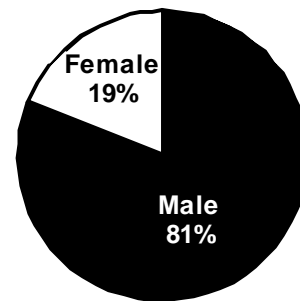
Gender of Drivers in Speed-Related Crashes (Utah 2014)

Speed-Related Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	3,764	62.4%	1,927	61.9%	81	81.0%	5,772	62.4%
Female	2,108	34.9%	1,142	36.7%	19	19.0%	3,269	35.3%
Unknown	164	2.7%	45	1.4%	0	0.0%	209	2.3%
Total	6,036	100.0%	3,114	100.0%	100	100.0%	9,250	100.0%

Total Speed-Related Crashes



Fatal Speed-Related Crashes



- Male drivers represented 63.8% (of known) of the drivers in speed-related total crashes and 81.0% of the drivers in speed-related fatal crashes.



Speed-Related Crashes by Vehicle Type (Utah 2014)

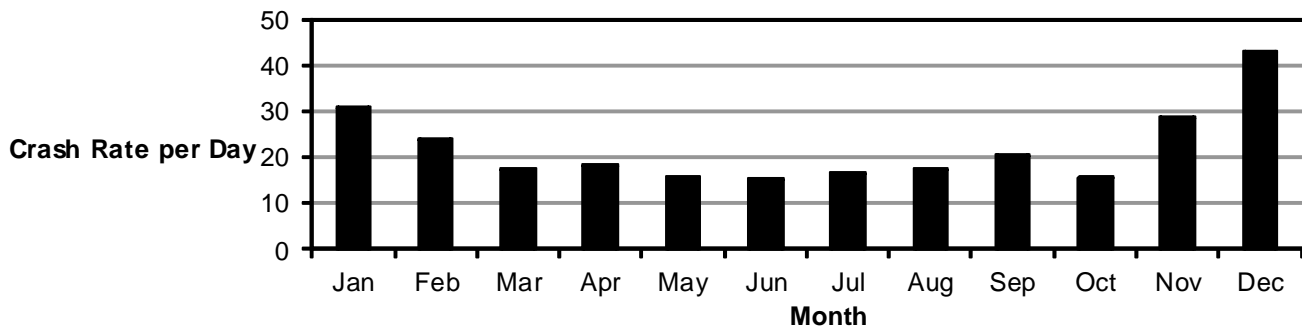
Speed-Related Vehicles								
Vehicle Type	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	3,580	59.2%	1,636	52.4%	35	35.0%	5,251	56.6%
SUV	1,140	18.8%	572	18.3%	17	17.0%	1,729	18.6%
Pickup Truck	927	15.3%	463	14.8%	16	16.0%	1,406	15.2%
Van	214	3.5%	141	4.5%	4	4.0%	359	3.9%
Heavy Truck	133	2.2%	79	2.5%	5	5.0%	217	2.3%
Motorcycle	6	0.1%	157	5.0%	19	19.0%	182	2.0%
Off Road Vehicle	0	0.0%	61	2.0%	4	4.0%	65	0.7%
Bus	8	0.1%	3	0.1%	0	0.0%	11	0.1%
Other	2	0.0%	0	0.0%	0	0.0%	2	0.0%
Unknown	41	0.7%	8	0.3%	0	0.0%	49	0.5%
Total	6,051	100.0%	3,120	100.0%	100	100.0%	9,271	100.0%

- 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 in fatal speed-related crashes compared to total speed-related crashes.

Crash Conditions

Speed-Related Crashes by Month (Utah 2014)

Speed-Related Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	739	23.8	217	7.0	5	0.16	961	31.0
February	489	17.5	182	6.5	1	0.04	672	24.0
March	339	10.9	195	6.3	8	0.26	542	17.5
April	346	11.5	199	6.6	9	0.30	554	18.5
May	261	8.4	220	7.1	7	0.23	488	15.7
June	248	8.3	210	7.0	7	0.23	465	15.5
July	287	9.3	217	7.0	14	0.45	518	16.7
August	323	10.4	205	6.6	7	0.23	535	17.3
September	401	13.4	209	7.0	10	0.33	620	20.7
October	303	9.8	169	5.5	14	0.45	486	15.7
November	594	19.8	256	8.5	7	0.23	857	28.6
December	972	31.4	352	11.4	5	0.16	1,329	42.9
Total	5,302	14.5	2,631	7.2	94	0.26	8,027	22.0



- Overall, December (42.9) and January (31.0) had the highest rates of speed-related crashes per day.
- July (0.45) and October (0.45) had the highest rates per day of fatal speed-related crashes.

Speed-Related Crashes by Day of Week (Utah 2014)

Speed-Related Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	510	9.6%	311	11.8%	6	6.4%	827	10.3%
Monday	724	13.7%	349	13.3%	15	16.0%	1,088	13.6%
Tuesday	773	14.6%	364	13.8%	7	7.4%	1,144	14.3%
Wednesday	827	15.6%	359	13.6%	12	12.8%	1,198	14.9%
Thursday	1,011	19.1%	443	16.8%	20	21.3%	1,474	18.4%
Friday	706	13.3%	380	14.4%	10	10.6%	1,096	13.7%
Saturday	751	14.2%	425	16.2%	24	25.5%	1,200	14.9%
Total	5,302	100.0%	2,631	100.0%	94	100.0%	8,027	100.0%

- 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 and fatal crashes occurred on Sunday.

Crash Conditions

Speed-Related Crashes by Hour (Utah 2014)

Speed-Related Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	96	1.8%	54	2.1%	2	2.1%	152	1.9%
1 a.m.	95	1.8%	53	2.0%	3	3.2%	151	1.9%
2 a.m.	69	1.3%	41	1.6%	1	1.1%	111	1.4%
3 a.m.	55	1.0%	43	1.6%	1	1.1%	99	1.2%
4 a.m.	75	1.4%	37	1.4%	2	2.1%	114	1.4%
5 a.m.	150	2.8%	50	1.9%	0	0.0%	200	2.5%
6 a.m.	265	5.0%	101	3.8%	5	5.3%	371	4.6%
7 a.m.	334	6.3%	122	4.6%	4	4.3%	460	5.7%
8 a.m.	377	7.1%	148	5.6%	7	7.4%	532	6.6%
9 a.m.	268	5.1%	111	4.2%	3	3.2%	382	4.8%
10 a.m.	191	3.6%	100	3.8%	1	1.1%	292	3.6%
11 a.m.	217	4.1%	83	3.2%	1	1.1%	301	3.7%
Noon	226	4.3%	121	4.6%	1	1.1%	348	4.3%
1 p.m.	242	4.6%	122	4.6%	7	7.4%	371	4.6%
2 p.m.	263	5.0%	133	5.1%	5	5.3%	401	5.0%
3 p.m.	306	5.8%	176	6.7%	6	6.4%	488	6.1%
4 p.m.	367	6.9%	203	7.7%	5	5.3%	575	7.2%
5 p.m.	482	9.1%	230	8.7%	4	4.3%	716	8.9%
6 p.m.	331	6.2%	197	7.5%	6	6.4%	534	6.7%
7 p.m.	228	4.3%	130	4.9%	6	6.4%	364	4.5%
8 p.m.	176	3.3%	101	3.8%	5	5.3%	282	3.5%
9 p.m.	189	3.6%	94	3.6%	5	5.3%	288	3.6%
10 p.m.	157	3.0%	102	3.9%	10	10.6%	269	3.4%
11 p.m.	143	2.7%	79	3.0%	4	4.3%	226	2.8%
Total	5,302	100.0%	2,631	100.0%	94	100.0%	8,027	100.0%

- Total speed-related crashes peaked in the morning (7:00 a.m. to 8:59 a.m.), with another peak in the late afternoon/evening (3:00 p.m. to 6:59 p.m.).
- Fatal speed-related crashes were highest during the 10:00 p.m., 8:00 a.m., and 1:00 p.m. hours.

Speed-Related Crashes by Speed Limit (Utah 2014)

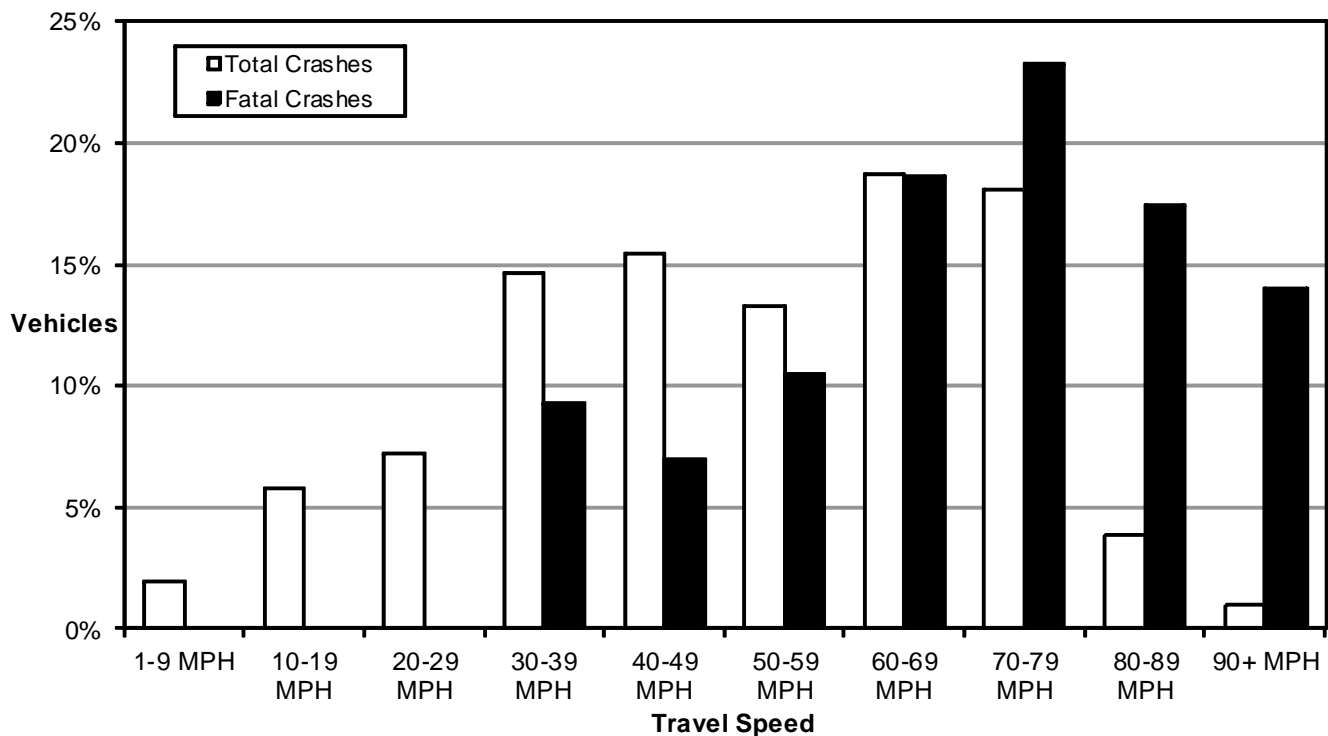
Speed-Related Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	135	2.2%	36	1.2%	0	0.0%	171	1.8%
20-25 MPH	607	10.0%	377	12.1%	9	9.0%	993	10.7%
30-35 MPH	618	10.2%	444	14.2%	12	12.0%	1,074	11.6%
40-45 MPH	578	9.6%	416	13.3%	12	12.0%	1,006	10.9%
50-55 MPH	460	7.6%	258	8.3%	15	15.0%	733	7.9%
60-65 MPH	2,491	41.2%	1,038	33.3%	30	30.0%	3,559	38.4%
70-75 MPH	621	10.3%	241	7.7%	4	4.0%	866	9.3%
80 MPH	223	3.7%	111	3.6%	9	9.0%	343	3.7%
Unknown	318	5.3%	199	6.4%	9	9.0%	526	5.7%
Total	6,051	100.0%	3,120	100.0%	100	100.0%	9,271	100.0%

- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- Over one-half (54.5% of known) of total speed-related crashes occurred where the speed limit was 60 MPH or higher.
- Speed-related crashes with an 80 MPH speed limit were 2.7 times more likely to be fatal.

Crash Conditions

Speed-Related Crashes by Travel Speed (Utah 2014)

Speed-Related Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1-9 MPH	129	2.1%	35	1.1%	0	0.0%	164	1.8%
10-19 MPH	417	6.9%	78	2.5%	0	0.0%	495	5.3%
20-29 MPH	454	7.5%	163	5.2%	0	0.0%	617	6.7%
30-39 MPH	783	12.9%	454	14.6%	8	8.0%	1,245	13.4%
40-49 MPH	793	13.1%	515	16.5%	6	6.0%	1,314	14.2%
50-59 MPH	731	12.1%	390	12.5%	9	9.0%	1,130	12.2%
60-69 MPH	1,063	17.6%	517	16.6%	16	16.0%	1,596	17.2%
70-79 MPH	993	16.4%	526	16.9%	20	20.0%	1,539	16.6%
80-89 MPH	178	2.9%	136	4.4%	15	15.0%	329	3.5%
90+ MPH	27	0.4%	43	1.4%	12	12.0%	82	0.9%
Unknown	483	8.0%	263	8.4%	14	14.0%	760	8.2%
Total	6,051	100.0%	3,120	100.0%	100	100.0%	9,271	100.0%

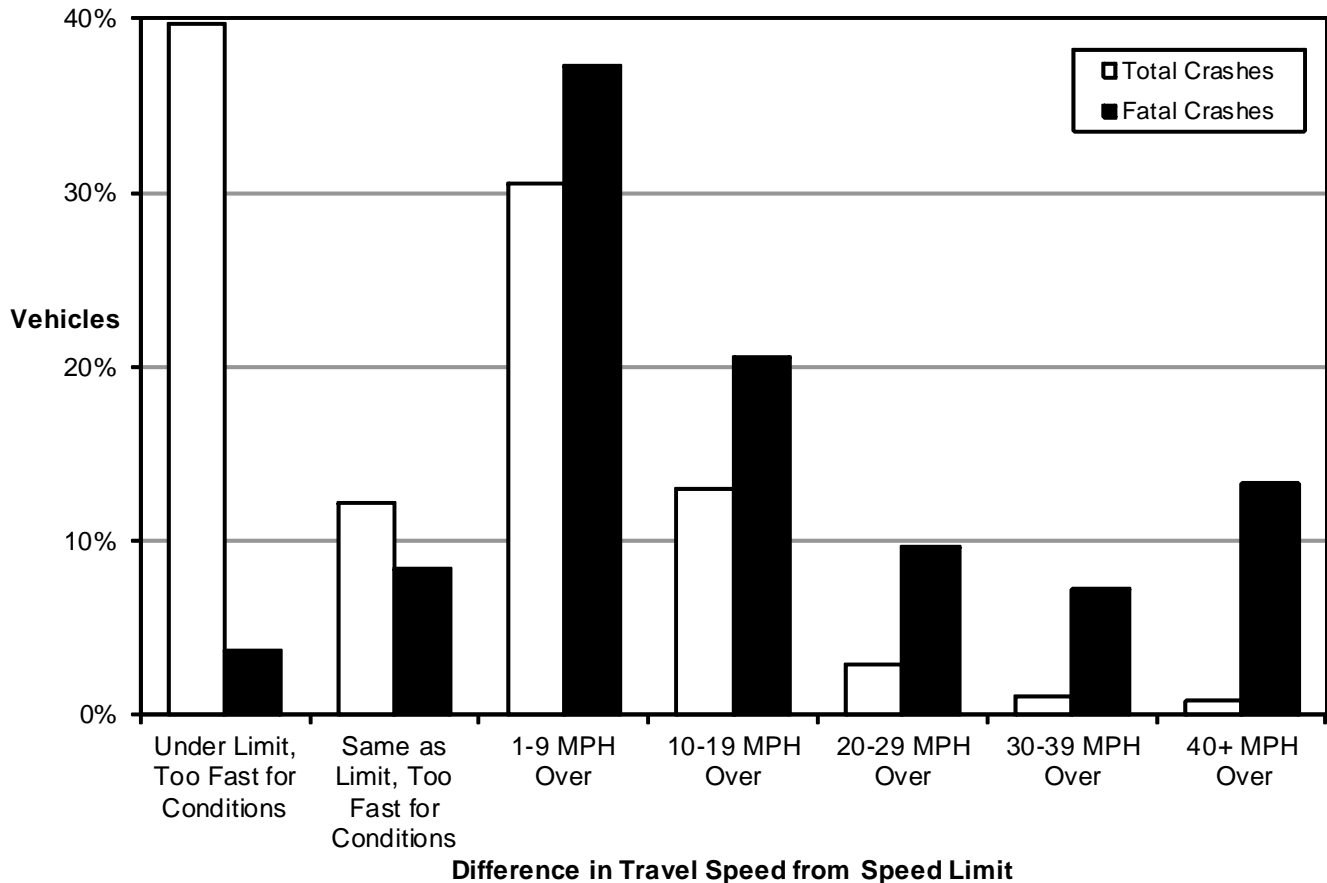


- 60-69 MPH (18.8% of known) and 70-79 MPH (18.1% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Nearly three-fourths (73.3% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. Speed-related vehicles in crashes traveling 80+ MPH were 9.6 times more likely to be in a fatal crash.
- 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. The risk of death and severe injury is a direct exponential function of speed. Drivers become increased risks to themselves and other people on the highway due to higher speeds.
- 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 2014)

Speed-Related Vehicles								
Travel Speed vs. Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Under Limit, Too Fast for Conditions	2,470	40.8%	834	26.7%	3	3.0%	3,307	35.7%
Same as Limit, Too Fast for Conditions	665	11.0%	334	10.7%	7	7.0%	1,006	10.9%
1-9 MPH Over Speed Limit	1,611	26.6%	902	28.9%	31	31.0%	2,544	27.4%
10-19 MPH Over Speed Limit	573	9.5%	484	15.5%	17	17.0%	1,074	11.6%
20-29 MPH Over Speed Limit	99	1.6%	138	4.4%	8	8.0%	245	2.6%
30-39 MPH Over Speed Limit	35	0.6%	44	1.4%	6	6.0%	85	0.9%
40+ MPH Over Speed Limit	20	0.3%	36	1.2%	11	11.0%	67	0.7%
Unknown	578	9.6%	348	11.2%	17	17.0%	943	10.2%
Total	6,051	100.0%	3,120	100.0%	100	100.0%	9,271	100.0%



- 4,015 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 (88.0% of 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%.

Alcohol



Section 4: Alcohol

2

Trends

Deaths and Fatal Crashes 2005-2014.....	91
Deaths Involving Drunk Drivers 2005-2014	91
Crashes 2005-2014	92
Crash Rates 2005-2014.....	93
Fatal Crashes by County 2005-2014	94
Fatal Crashes by Month 2005-2014	95
Fatal Crashes by Day of Week 2005-2014	95
Fatal Crashes by Hour 2005-2014.....	96
Drunk Drivers in Fatal Crashes by Age 2005-2014	97

Crash Conditions

County	98
Crash Severity	99
Month.....	99
Day of Week	100
Hour.....	100
% of Crashes Alcohol-Related by Hour	101
Vehicle Type.....	102
Persons Involved	102

Drivers

Driver Age.....	103
Driver Gender	104
Driver BAC in Fatal Crashes.....	104
Previous DUI Convictions of Drunk Drivers	104

0

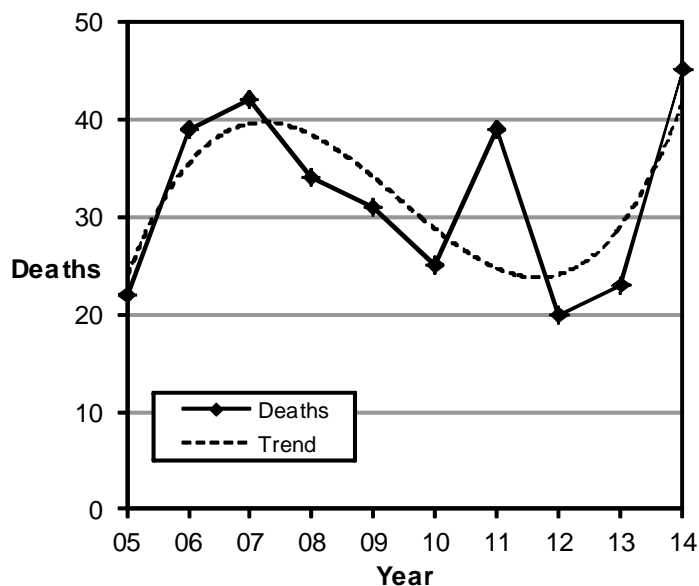
1

4

Trends

Fatal Crashes Involving Drunk Drivers (Utah 2005-2014)

Drunk Driver Crashes						
Year	Deaths			Fatal Crashes		
	All #	Alcohol #	%	All #	Alcohol #	%
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%
2014	256	45	17.6%	222	37	16.7%
Total	2,577	320	12.4%	2,271	286	12.6%



- Over the past 10 years, the percentage of deaths and fatal crashes involving drunk drivers has fluctuated around 13% of all deaths and fatal crashes.
- The 45 deaths involving drunk drivers in 2014 was the highest since 2004.
- On average, 32 people die a year in Utah from drunk driver crashes.

Deaths Involving Drunk Drivers (Utah 2005-2014)

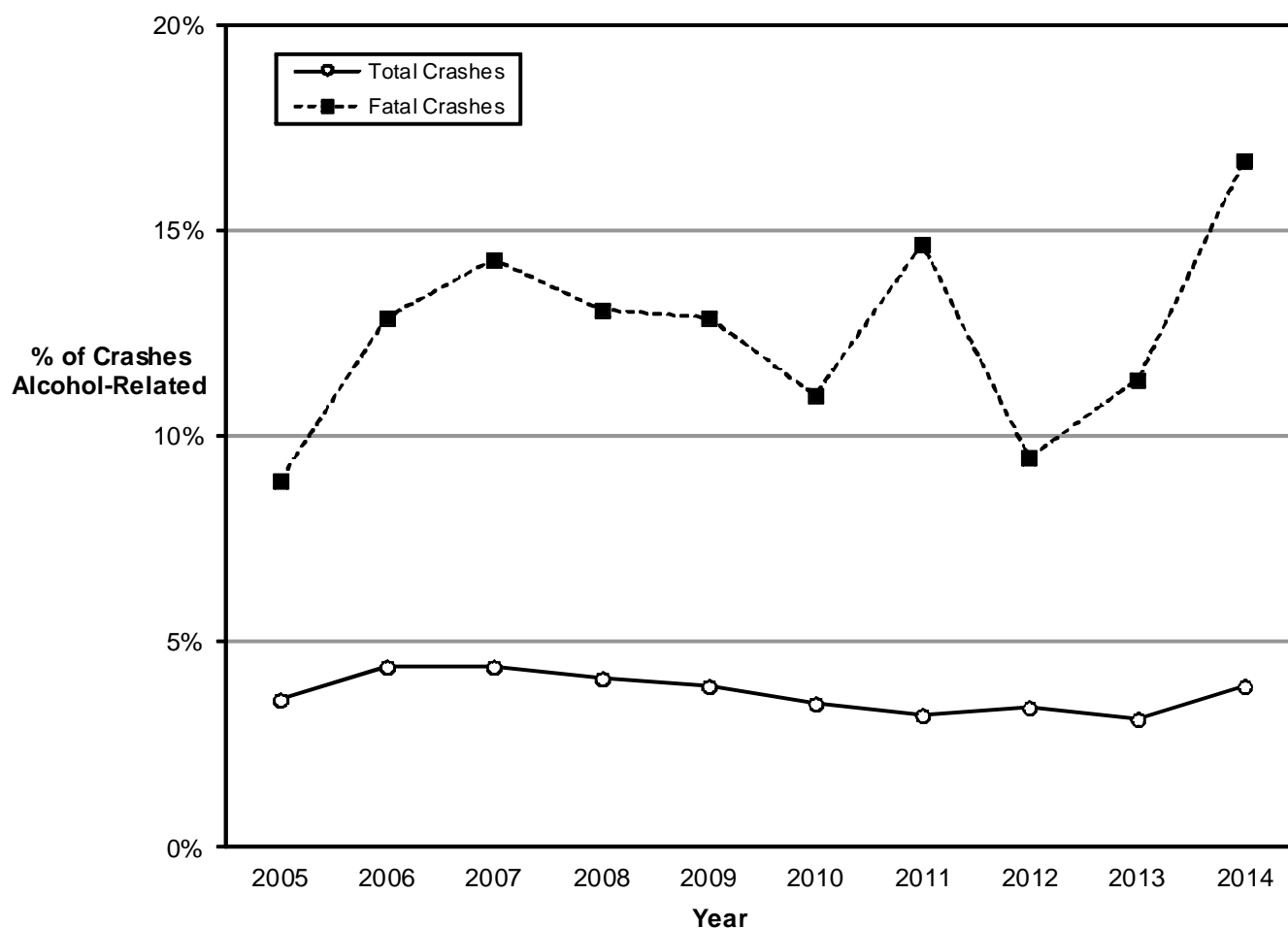
Deaths Involving Drunk Drivers by Person Type of Fatality														
Year	Drunk Driver		Passenger of Drunk Driver		Driver of Another Vehicle		Passenger of Another Vehicle		Pedestrian		Bicyclist		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
2005	13	59.1%	6	27.3%	1	4.5%	0	0.0%	1	4.5%	1	4.5%	22	100.0%
2006	22	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%
2014	22	48.9%	8	17.8%	4	8.9%	5	11.1%	5	11.1%	1	2.2%	45	100.0%
Total	198	61.9%	61	19.1%	24	7.5%	21	6.6%	14	4.4%	2	0.6%	320	100.0%

- Of the 45 drunk driver crash deaths in 2014, 22 (49%) were to the drunk driver, 8 (18%) deaths were to passengers of the drunk driver, 9 (20%) were occupants of other vehicles, and 6 (13%) were non-motorists.
- Over the past 10 years, 62% of deaths involving drunk drivers were to the drunk driver, 19% of deaths were to passengers of the drunk driver, 14% of deaths were to occupants of another vehicle in the crash, and 5% were to non-motorists.

Trends

Alcohol-Related Driver Crashes (Utah 2005-2014)

Year	Alcohol-Related Driver Crashes											
	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
#	#	%	#	#	%	#	#	%	#	#	%	
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%
2014	37,388	1,155	3.1%	16,426	938	5.7%	222	37	16.7%	54,036	2,130	3.9%
Total	371,492	10,810	2.9%	168,270	9,414	5.6%	2,270	286	12.6%	542,032	20,510	3.8%

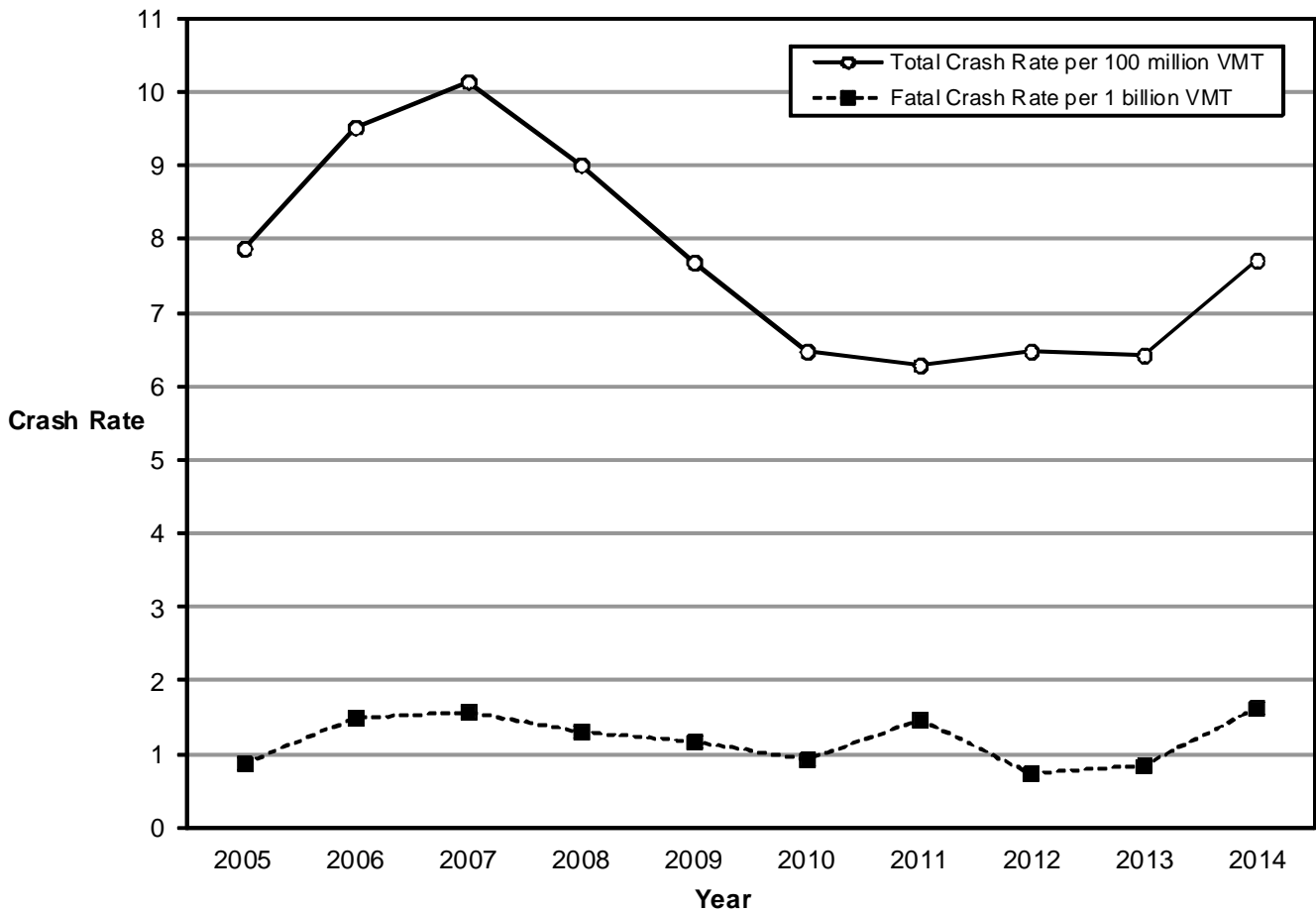


- Over the past 10 years, 3.8% of total crashes involved alcohol-related drivers compared with 12.6% of fatal crashes.
- Over the past 10 years, alcohol-related driver crashes were 3.7 times more likely to be fatal than crashes not involving an alcohol-related driver.

Trends

Alcohol-Related Driver Crash Rates (Utah 2005-2014)

Alcohol-Related Driver Crashes				
Year	Alcohol Crashes		Alcohol Deaths	
	#	Rate per 100 million vehicle miles traveled	#	Rate per 100 million vehicle miles traveled
2005	1,977	7.87	22	0.088
2006	2,488	9.51	39	0.149
2007	2,718	10.13	42	0.157
2008	2,330	9.00	34	0.131
2009	2,019	7.70	31	0.118
2010	1,723	6.47	25	0.094
2011	1,662	6.30	39	0.148
2012	1,727	6.48	20	0.075
2013	1,736	6.43	23	0.085
2014	2,130	7.72	45	0.163
Total	20,510	7.76	320	0.121



- Over the past 10 years, the year 2007 had the highest rate (10.13) of alcohol crashes per 100 million vehicle miles traveled while the year 2011 had the lowest rate (6.30).
- Over the past 10 years, the year 2014 had the highest rate (0.163) of deaths involving a drunk driver per 100 million vehicle miles traveled while the year 2012 had the lowest rate (0.075).

Trends

Fatal Crashes Involving Drunk Drivers by County (Utah 2005-2014)

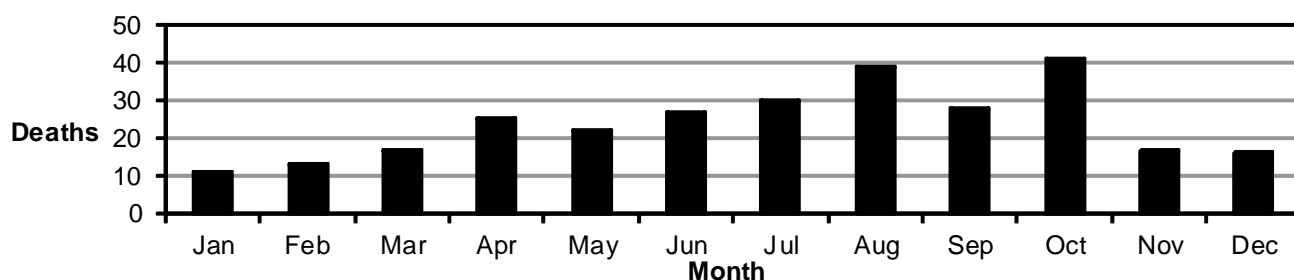
Fatal Crashes Involving Drunk Drivers												
County	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Salt Lake	5	10	8	6	5	3	8	5	3	17	70	24.5%
Utah	1	0	4	5	0	2	1	1	3	2	19	6.6%
Tooele	2	2	3	3	1	1	0	3	1	1	17	5.9%
Davis	0	3	1	2	1	3	2	0	2	2	16	5.6%
Washington	1	3	0	5	1	0	0	1	2	1	14	4.9%
Weber	0	3	4	0	3	1	1	0	1	1	14	4.9%
Duchesne	1	0	0	0	2	2	3	0	3	2	13	4.5%
Summit	0	1	1	4	2	1	1	3	0	0	13	4.5%
Uintah	1	2	1	1	0	2	1	1	0	4	13	4.5%
San Juan	0	1	2	2	1	1	1	1	0	1	10	3.5%
Cache	1	1	0	0	1	0	2	0	2	2	9	3.1%
Iron	2	1	2	0	0	1	2	0	1	0	9	3.1%
Millard	3	0	0	0	2	0	0	2	1	1	9	3.1%
Grand	0	0	0	0	3	2	1	1	1	0	8	2.8%
Box Elder	0	2	2	0	1	1	0	0	0	1	7	2.4%
Carbon	0	0	2	0	0	0	3	0	1	1	7	2.4%
Juab	0	0	3	0	0	2	1	0	1	0	7	2.4%
Emery	0	0	1	1	1	1	1	0	0	0	5	1.7%
Garfield	2	0	0	0	0	0	1	0	1	0	4	1.4%
Morgan	0	0	0	2	0	0	2	0	0	0	4	1.4%
Wasatch	1	0	0	0	1	1	1	0	0	0	4	1.4%
Kane	0	1	0	1	1	0	0	0	0	0	3	1.0%
Piute	0	1	1	0	0	0	1	0	0	0	3	1.0%
Rich	0	1	0	0	1	0	0	0	0	1	3	1.0%
Sanpete	1	0	2	0	0	0	0	0	0	0	3	1.0%
Beaver	0	0	0	0	1	0	0	1	0	0	2	0.7%
Daggett	0	0	0	0	0	0	0	0	0	0	0	0.0%
Sevier	0	0	0	0	0	0	0	0	0	0	0	0.0%
Wayne	0	0	0	0	0	0	0	0	0	0	0	0.0%
Total	21	32	37	32	28	24	33	19	23	37	286	100.0%

- Over the past 10 years, Salt Lake County accounted for nearly one-fourth (24.5%) of the fatal crashes involving drunk drivers.
- Salt Lake, Utah, Tooele, and Davis counties had the highest number of fatal crashes involving drunk drivers over the past 10 years.
- Daggett, Sevier, and Wayne counties had no fatal crashes involving drunk drivers over the past 10 years.

Trends

Fatal Crashes Involving Drunk Drivers by Month (Utah 2005-2014)

Fatal Crashes Involving Drunk Drivers												
Month	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
January	1	3	1	1	0	1	1	0	0	3	11	3.8%
February	1	4	1	3	0	0	1	1	2	0	13	4.5%
March	2	1	2	3	0	2	4	2	1	0	17	5.9%
April	0	1	4	2	3	2	3	2	4	4	25	8.7%
May	0	1	3	1	7	0	2	1	1	6	22	7.7%
June	1	3	4	3	3	3	4	2	2	2	27	9.4%
July	4	1	5	3	2	2	3	1	4	5	30	10.5%
August	6	4	3	5	5	5	4	2	2	3	39	13.6%
September	2	3	6	2	2	1	5	1	2	4	28	9.8%
October	3	7	5	2	4	5	4	3	3	5	41	14.3%
November	1	2	3	4	0	2	0	1	2	2	17	5.9%
December	0	2	0	3	2	1	2	3	0	3	16	5.6%
Total	21	32	37	32	28	24	33	19	23	37	286	100.0%



- Over the past 10 years, October, August, and July were the months with the highest number of fatal crashes involving a drunk driver.
- Over the past 10 years, January and February had the lowest number of fatal crashes involving a drunk driver.

Fatal Crashes Involving Drunk Drivers by Day of Week (Utah 2005-2014)

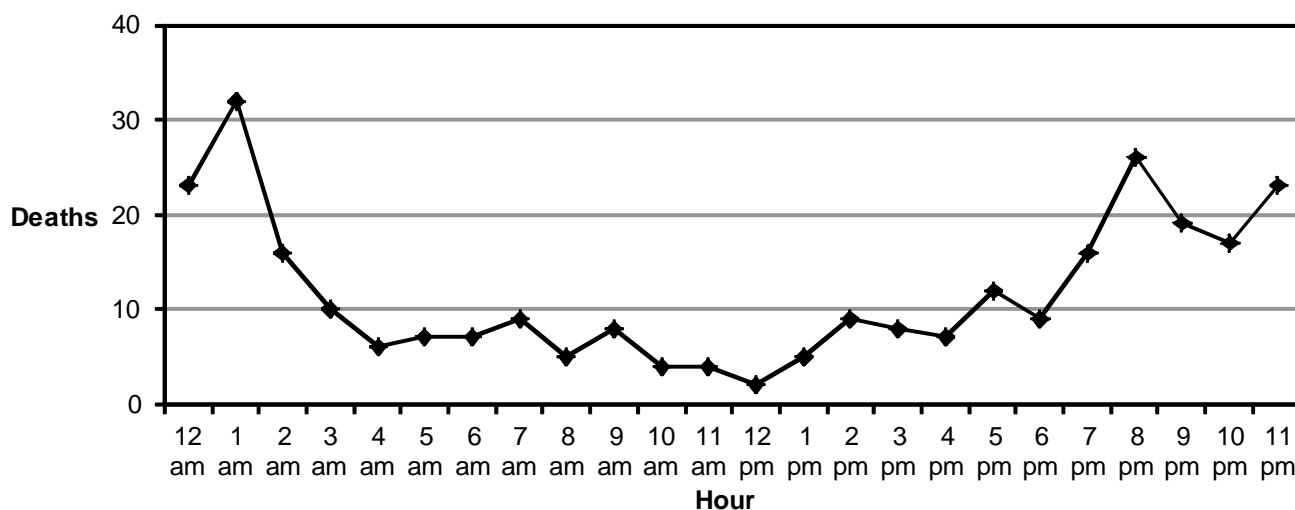
Fatal Crashes Involving Drunk Drivers												
Day of Week	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Sunday	3	7	8	4	5	2	7	4	5	2	47	16.4%
Monday	1	1	2	2	6	6	1	0	2	4	25	8.7%
Tuesday	2	3	2	2	1	2	3	1	4	3	23	8.0%
Wednesday	3	3	4	3	4	2	3	2	3	2	29	10.1%
Thursday	3	4	3	7	3	3	8	0	3	7	41	14.3%
Friday	2	4	4	5	3	2	5	3	3	5	36	12.6%
Saturday	7	10	14	9	6	7	6	9	3	14	85	29.7%
Total	21	32	37	32	28	24	33	19	23	37	286	100.0%

- Over the past 10 years, Saturday and Sunday had the highest number of fatal crashes involving a drunk driver.
- Over the past 10 years, Tuesday and Monday had the lowest number of fatal crashes involving a drunk driver.

Trends

Fatal Crashes Involving Drunk Drivers by Hour (Utah 2005-2014)

Hour	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Midnight	0	2	5	2	6	1	3	2	0	2	23	8.1%
1 a.m.	2	8	4	3	3	1	3	1	3	4	32	11.3%
2 a.m.	0	4	1	4	0	1	2	0	2	2	16	5.6%
3 a.m.	0	1	3	0	1	1	2	1	0	1	10	3.5%
4 a.m.	2	0	0	0	1	1	0	0	0	2	6	2.1%
5 a.m.	0	0	2	1	0	0	1	1	1	1	7	2.5%
6 a.m.	0	2	0	1	0	2	1	0	0	1	7	2.5%
7 a.m.	2	1	0	2	0	1	0	1	2	0	9	3.2%
8 a.m.	2	0	0	0	2	0	0	0	1	0	5	1.8%
9 a.m.	1	2	0	0	1	2	1	0	0	1	8	2.8%
10 a.m.	0	0	0	1	2	0	1	0	0	0	4	1.4%
11 a.m.	0	0	2	1	0	0	0	0	1	0	4	1.4%
Noon	0	0	0	2	0	0	0	0	0	0	2	0.7%
1 p.m.	0	0	0	0	2	0	0	0	1	2	5	1.8%
2 p.m.	1	1	1	0	0	2	0	1	1	2	9	3.2%
3 p.m.	2	0	1	1	1	1	1	1	0	0	8	2.8%
4 p.m.	1	0	0	0	1	0	3	1	0	1	7	2.5%
5 p.m.	2	2	0	0	1	1	2	2	1	1	12	4.2%
6 p.m.	1	0	1	0	1	0	1	0	1	4	9	3.2%
7 p.m.	2	1	2	2	0	2	3	1	1	2	16	5.6%
8 p.m.	1	1	4	3	4	2	2	2	3	4	26	9.2%
9 p.m.	0	3	4	4	1	1	3	0	1	2	19	6.7%
10 p.m.	0	1	3	2	1	1	2	2	3	2	17	6.0%
11 p.m.	2	3	3	2	0	4	2	3	1	3	23	8.1%
Total	21	32	36	31	28	24	33	19	23	37	284	100.0%

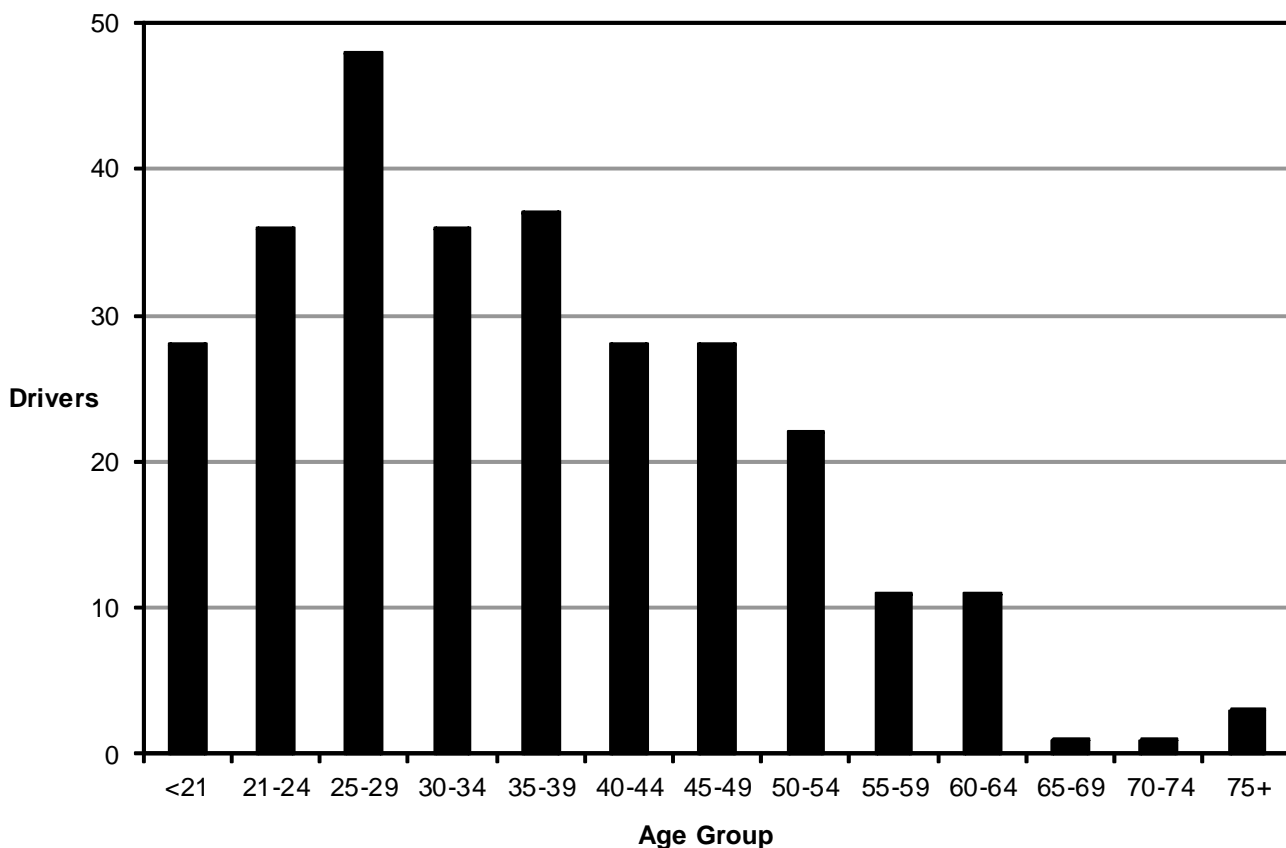


- Over the past 10 years, nighttime (7:00 p.m. –2:59 a.m.) had the highest number of fatal crashes involving a drunk driver.
- Over the past 10 years, mid-day (10:00 a.m.—1:59 p.m.) had the lowest number of fatal crashes involving a drunk driver.

Trends

Drunk Drivers in Fatal Crashes by Age (Utah 2005-2014)

Drunk Drivers in Fatal Crashes												
Age	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
<21	0	6	7	2	2	3	4	0	2	2	28	9.7%
21-24	2	5	5	4	3	3	6	2	1	5	36	12.4%
25-29	2	9	4	5	2	5	7	4	3	7	48	16.6%
30-34	4	3	2	6	3	5	5	2	4	2	36	12.4%
35-39	2	2	7	6	3	1	3	4	1	8	37	12.8%
40-44	2	2	3	3	6	3	0	1	4	4	28	9.7%
45-49	4	3	4	1	6	2	4	1	2	1	28	9.7%
50-54	2	1	3	3	1	2	2	2	1	5	22	7.6%
55-59	2	1	2	0	1	1	0	1	2	1	11	3.8%
60-64	2	0	0	1	1	0	1	2	2	2	11	3.8%
65-69	0	0	0	0	0	0	1	0	0	0	1	0.3%
70-74	0	0	0	1	0	0	0	0	0	0	1	0.3%
75+	0	1	0	1	0	0	0	0	1	0	3	1.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0%
Total	22	33	37	33	28	25	33	19	23	37	290	100.0%



- Over the past 10 years, drivers aged 21-39 years had the highest number of drunk drivers in fatal crashes.
- Over the past 10 years, drivers aged 55+ years had the lowest number of drunk drivers in fatal crashes.

Crash Conditions

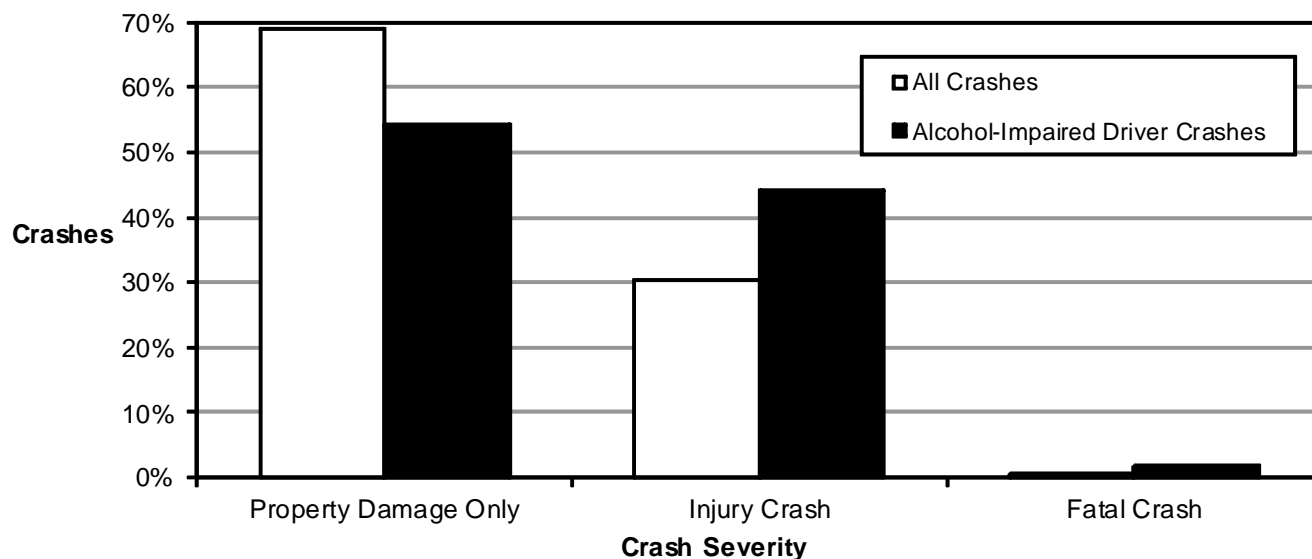
Alcohol-Related Driver Crashes by County (Utah 2014)

Alcohol-Related 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
Salt Lake	603	6.6	415	4.6	17	0.19	1,035	11.4
Duchesne	15	5.3	15	5.3	2	0.71	32	11.3
Weber	84	5.1	92	5.6	1	0.06	177	10.7
Rich	3	6.0	1	2.0	1	1.99	5	9.9
Summit	51	6.7	22	2.9	0	0.00	73	9.6
Uintah	18	4.2	16	3.7	4	0.94	38	8.9
Tooele	33	4.0	29	3.5	1	0.12	63	7.7
Washington	40	2.8	56	3.9	1	0.07	97	6.8
Sevier	6	1.9	15	4.7	0	0.00	21	6.6
Cache	28	3.1	29	3.2	2	0.22	59	6.6
Carbon	12	3.7	8	2.5	1	0.31	21	6.5
Davis	82	3.2	59	2.3	2	0.08	143	5.5
Wasatch	12	3.4	7	2.0	0	0.00	19	5.4
Garfield	1	0.9	5	4.4	0	0.00	6	5.2
San Juan	3	1.0	10	3.5	1	0.35	14	4.9
Sanpete	5	2.3	5	2.3	0	0.00	10	4.6
Iron	21	2.8	13	1.7	0	0.00	34	4.5
Utah	88	2.2	90	2.2	2	0.05	180	4.4
Wayne	1	2.1	1	2.1	0	0.00	2	4.1
Box Elder	17	1.9	17	1.9	1	0.11	35	3.8
Kane	3	2.2	2	1.5	0	0.00	5	3.7
Millard	8	1.6	9	1.8	1	0.20	18	3.6
Piute	0	0.0	1	3.4	0	0.00	1	3.4
Grand	6	1.7	6	1.7	0	0.00	12	3.4
Daggett	0	0.0	1	3.1	0	0.00	1	3.1
Emery	7	2.0	4	1.1	0	0.00	11	3.1
Juab	5	1.4	5	1.4	0	0.00	10	2.7
Beaver	2	0.7	4	1.5	0	0.00	6	2.2
Morgan	1	0.8	1	0.8	0	0.00	2	1.5
Statewide	1,155	4.2	938	3.4	37	0.13	2,130	7.7

- Salt Lake (11.4), Duchesne (11.3), and Weber (10.7) counties had the highest rates of alcohol-related driver total crashes per 100 million vehicle miles traveled.
- Morgan (1.5), Beaver (2.2), and Juab (2.7) counties had the lowest rates of alcohol-related driver total crashes per 100 million vehicle miles traveled.
- Salt Lake County had nearly one-half (45.9%) of the fatal drunk driver crashes.

Crash Conditions

Alcohol-Related Driver Crash Severity (Utah 2014)



- Alcohol-related driver crashes were more likely to have a death or injury than other crashes.
- A higher percentage of alcohol-related driver crashes (44.0%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (30.4%).
- In addition, a higher percentage of alcohol-related driver crashes were fatal (1.7%) compared to all motor vehicle crashes (0.4%).

Alcohol-Related Driver Crashes by Month (Utah 2014)

Alcohol-Related Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	89	2.9	59	1.9	3	0.10	151	4.9
February	96	3.4	65	2.3	0	0.00	161	5.8
March	81	2.6	80	2.6	0	0.00	161	5.2
April	72	2.4	65	2.2	4	0.13	141	4.7
May	92	3.0	88	2.8	6	0.19	186	6.0
June	93	3.1	80	2.7	2	0.07	175	5.8
July	101	3.3	94	3.0	5	0.16	200	6.5
August	116	3.7	103	3.3	3	0.10	222	7.2
September	100	3.3	70	2.3	4	0.13	174	5.8
October	117	3.8	71	2.3	5	0.16	193	6.2
November	99	3.3	92	3.1	2	0.07	193	6.4
December	99	3.2	71	2.3	3	0.10	173	5.6
Total	1,155	3.2	938	2.6	37	0.10	2,130	5.8

- Overall, the highest rates per day of alcohol-related driver crashes were in August (7.2), July (6.5), and November (6.4) with the lowest rate per day in April (4.7) and January (4.9).
- The highest rate per day of fatal drunk driver crashes occurred in May, July, and October.

Crash Conditions

Alcohol-Related Driver Crashes by Day of Week (Utah 2014)

Alcohol-Related Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	213	18.4%	152	16.2%	2	5.4%	367	17.2%
Monday	111	9.6%	93	9.9%	4	10.8%	208	9.8%
Tuesday	130	11.3%	105	11.2%	3	8.1%	238	11.2%
Wednesday	138	11.9%	110	11.7%	2	5.4%	250	11.7%
Thursday	124	10.7%	107	11.4%	7	18.9%	238	11.2%
Friday	185	16.0%	153	16.3%	5	13.5%	343	16.1%
Saturday	254	22.0%	218	23.2%	14	37.8%	486	22.8%
Total	1,155	100.0%	938	100.0%	37	100.0%	2,130	100.0%

- The highest amount of alcohol-related driver total crashes occurred on Saturday and Sunday.
- The highest amount of drunk driver fatal crashes occurred on Saturday.

Alcohol-Related Driver Crashes by Hour (Utah 2014)

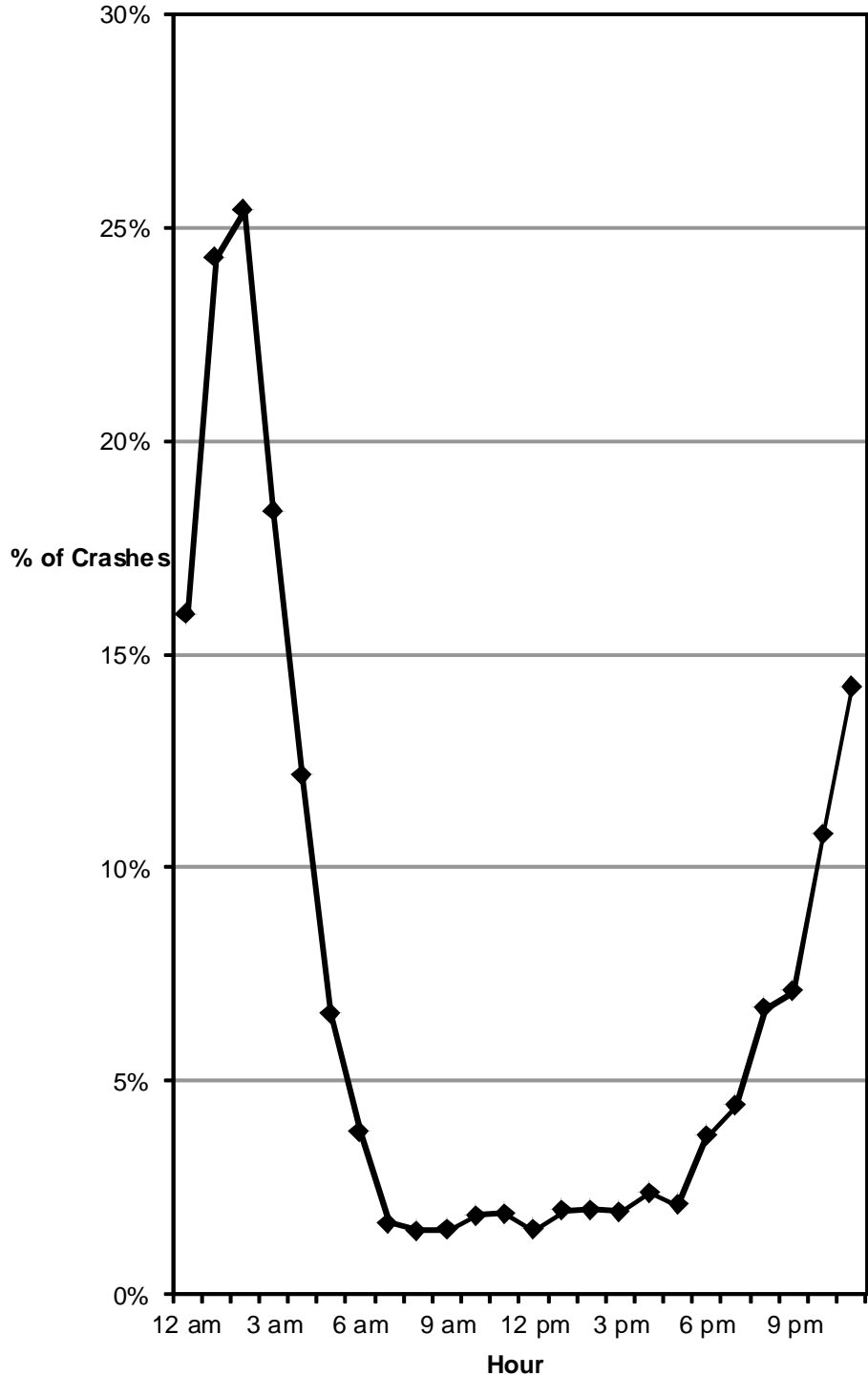
Alcohol-Related Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	76	6.6%	44	4.7%	2	5.4%	122	5.7%
1 a.m.	74	6.4%	57	6.1%	4	10.8%	135	6.3%
2 a.m.	64	5.5%	47	5.0%	2	5.4%	113	5.3%
3 a.m.	33	2.9%	32	3.4%	1	2.7%	66	3.1%
4 a.m.	26	2.3%	20	2.1%	2	5.4%	48	2.3%
5 a.m.	25	2.2%	21	2.2%	1	2.7%	47	2.2%
6 a.m.	33	2.9%	18	1.9%	1	2.7%	52	2.4%
7 a.m.	19	1.6%	21	2.2%	0	0.0%	40	1.9%
8 a.m.	28	2.4%	14	1.5%	0	0.0%	42	2.0%
9 a.m.	20	1.7%	13	1.4%	1	2.7%	34	1.6%
10 a.m.	19	1.6%	21	2.2%	0	0.0%	40	1.9%
11 a.m.	25	2.2%	21	2.2%	0	0.0%	46	2.2%
Noon	22	1.9%	27	2.9%	0	0.0%	49	2.3%
1 p.m.	32	2.8%	28	3.0%	2	5.4%	62	2.9%
2 p.m.	30	2.6%	37	3.9%	2	5.4%	69	3.2%
3 p.m.	39	3.4%	40	4.3%	0	0.0%	79	3.7%
4 p.m.	58	5.0%	46	4.9%	1	2.7%	105	4.9%
5 p.m.	63	5.5%	48	5.1%	1	2.7%	112	5.3%
6 p.m.	95	8.2%	56	6.0%	4	10.8%	155	7.3%
7 p.m.	62	5.4%	59	6.3%	2	5.4%	123	5.8%
8 p.m.	71	6.1%	68	7.2%	4	10.8%	143	6.7%
9 p.m.	73	6.3%	61	6.5%	2	5.4%	136	6.4%
10 p.m.	86	7.4%	73	7.8%	2	5.4%	161	7.6%
11 p.m.	82	7.1%	66	7.0%	3	8.1%	151	7.1%
Total	1,155	100.0%	938	100.0%	37	100.0%	2,130	100.0%

- Alcohol-related driver total crashes peaked in the evening and early morning hours (4:00 p.m. to 2:59 a.m.).
- Fatal drunk driver crashes were highest during the 1 a.m., 6 p.m., and 8 p.m. hours.

Crash Conditions

Percent of Total Crashes with an Alcohol-Related Driver by Hour (Utah 2014)

Alcohol-Related Driver Crashes			
Hour	Total Crashes		
	All #	Alcohol #	%
Midnight	767	122	15.9%
1 a.m.	556	135	24.3%
2 a.m.	445	113	25.4%
3 a.m.	360	66	18.3%
4 a.m.	394	48	12.2%
5 a.m.	714	47	6.6%
6 a.m.	1,372	52	3.8%
7 a.m.	2,410	40	1.7%
8 a.m.	2,817	42	1.5%
9 a.m.	2,243	34	1.5%
10 a.m.	2,178	40	1.8%
11 a.m.	2,449	46	1.9%
Noon	3,231	49	1.5%
1 p.m.	3,169	62	2.0%
2 p.m.	3,500	69	2.0%
3 p.m.	4,092	79	1.9%
4 p.m.	4,433	105	2.4%
5 p.m.	5,344	112	2.1%
6 p.m.	4,179	155	3.7%
7 p.m.	2,772	123	4.4%
8 p.m.	2,135	143	6.7%
9 p.m.	1,916	136	7.1%
10 p.m.	1,496	161	10.8%
11 p.m.	1,062	151	14.2%
Total	54,034	2,130	3.9%



- While 4% of total crashes were alcohol-related, 18% of the crashes occurring during the hours of 11:00 p.m.-4:59 a.m. were alcohol-related.

Crash Conditions

Alcohol-Related Crashes by Vehicle Type (Utah 2014)

Vehicle Type	Alcohol-Related Vehicles											
	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
#	#	%	#	#	%	#	#	%	#	#	%	
Off Road Vehicle	19	0	0.0%	181	18	9.9%	6	2	33.3%	206	20	9.7%
Motorcycle	172	2	1.2%	986	50	5.1%	49	6	12.2%	1,207	58	4.8%
Pickup Truck	10,781	231	2.1%	4,112	183	4.5%	73	10	13.7%	14,966	424	2.8%
Passenger Car	34,719	639	1.8%	16,353	504	3.1%	138	16	11.6%	51,210	1,159	2.3%
SUV	13,692	239	1.7%	6,355	162	2.5%	64	3	4.7%	20,111	404	2.0%
Van	3,504	36	1.0%	1,762	27	1.5%	13	0	0.0%	5,279	63	1.2%
RV/Motorhome	96	1	1.0%	21	0	0.0%	4	0	0.0%	121	1	0.8%
Heavy Truck	2,569	10	0.4%	687	3	0.4%	22	0	0.0%	3,278	13	0.4%
Bus	353	0	0.0%	91	0	0.0%	3	0	0.0%	447	0	0.0%
Other	53	0	0.0%	27	1	3.7%	1	0	0.0%	81	1	1.2%
Unknown	2,232	2	0.1%	421	1	0.2%	1	0	0.0%	2,654	3	0.1%
Total	68,190	1,160	1.7%	30,996	949	3.1%	374	37	9.9%	99,560	2,146	2.2%

- Off Road Vehicle (9.7%), motorcycle (4.8%), and pickup truck (2.8%) had the highest percent of vehicles in a crash that were driven by an alcohol-related driver.
- Bus (0.0%), heavy truck (0.4%), and RV/motorhome (0.8%) had the lowest percent of vehicles in a crash that were driven by an alcohol-related driver.

Persons in Alcohol-Related Driver Crashes (Utah 2014)

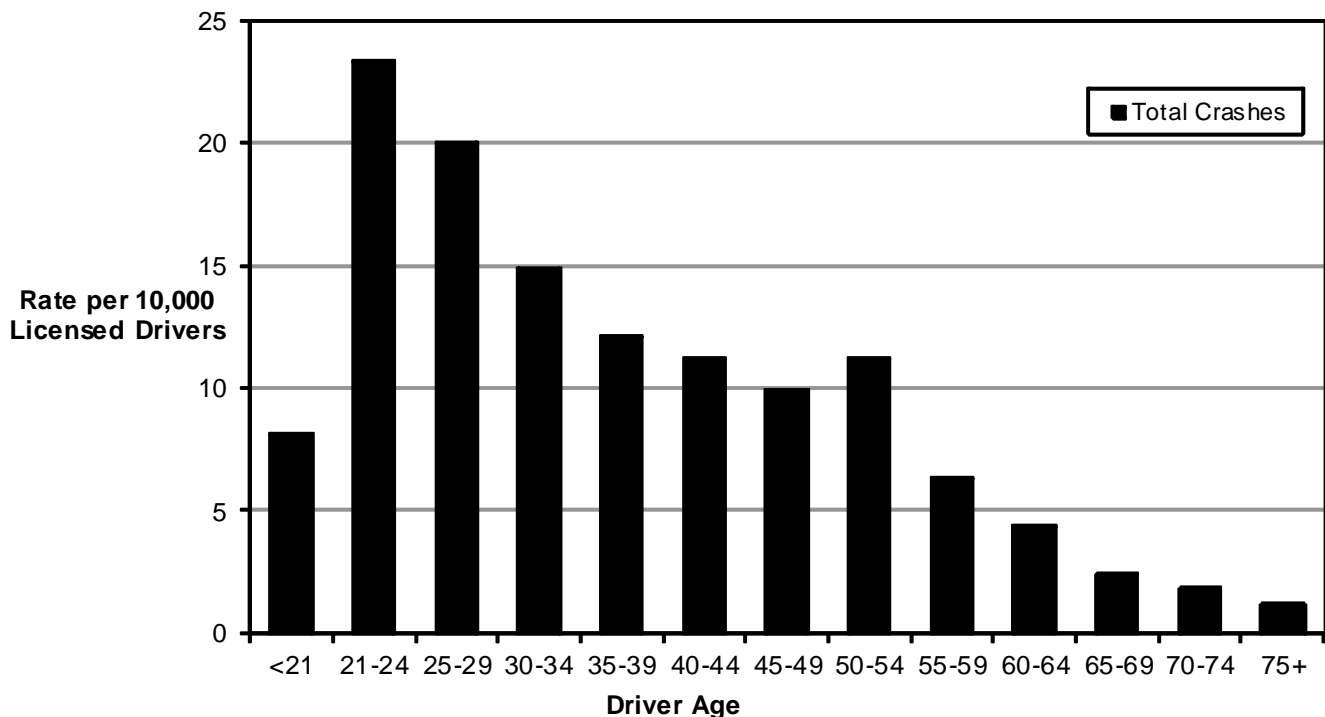
Person Type	Persons (Alcohol-Related Driver Crashes)							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	2,318	74.4%	975	70.8%	26	57.8%	3,319	73.2%
Passenger	792	25.4%	378	27.5%	13	28.9%	1,183	26.1%
Pedestrian	4	0.1%	18	1.3%	5	11.1%	27	0.6%
Bicyclist	0	0.0%	6	0.4%	1	2.2%	7	0.2%
Total	3,114	100.0%	1,377	100.0%	45	100.0%	4,536	100.0%

- Of the 4,536 people in alcohol-related driver crashes, 73.2% were drivers, 26.1% were passengers, and 0.8% were non-motorists.

Drivers

Age of Alcohol-Related Drivers in Crashes (Utah 2014)

Age	Alcohol-Related Drivers											
	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	82	7.1%	4.2	74	7.8%	3.8	2	5.4%	0.10	158	7.4%	8.1
21-24	188	16.2%	12.0	175	18.4%	11.1	5	13.5%	0.32	368	17.1%	23.4
25-29	208	17.9%	10.6	177	18.7%	9.0	7	18.9%	0.36	392	18.3%	20.0
30-34	161	13.9%	8.0	137	14.4%	6.8	2	5.4%	0.10	300	14.0%	14.9
35-39	137	11.8%	7.1	88	9.3%	4.6	8	21.6%	0.41	233	10.9%	12.1
40-44	98	8.4%	6.1	77	8.1%	4.8	4	10.8%	0.25	179	8.3%	11.2
45-49	71	6.1%	5.2	64	6.7%	4.7	1	2.7%	0.07	136	6.3%	9.9
50-54	81	7.0%	5.7	72	7.6%	5.1	5	13.5%	0.35	158	7.4%	11.2
55-59	52	4.5%	3.8	33	3.5%	2.4	1	2.7%	0.07	86	4.0%	6.3
60-64	28	2.4%	2.4	22	2.3%	1.8	2	5.4%	0.17	52	2.4%	4.4
65-69	15	1.3%	1.6	8	0.8%	0.8	0	0.0%	0.00	23	1.1%	2.4
70-74	8	0.7%	1.2	4	0.4%	0.6	0	0.0%	0.00	12	0.6%	1.8
75+	6	0.5%	0.6	6	0.6%	0.6	0	0.0%	0.00	12	0.6%	1.2
Unknown	25	2.2%	n/a	12	1.3%	n/a	0	0.0%	n/a	37	1.7%	n/a
Total	1,160	100.0%	6.1	949	100.0%	5.0	37	100.0%	0.19	2,146	100.0%	11.3



- Drivers aged 21-29 years had the highest rate of total alcohol-related driver crashes.
- Drivers aged 35-39 (0.41) and 25-29 (0.36) years had the highest rate of drunk driver fatal crashes.
- 158 (7.4%) of the alcohol-related drivers in total crashes were under the age of 21 years.
- Two of the 37 (5.4%) drunk drivers in fatal crashes were under the age of 21 years.
- There is a rapid decline of alcohol-related drivers as age increases with less than 10% of alcohol-related drivers over the age of 55 years (8.7%).

Drivers

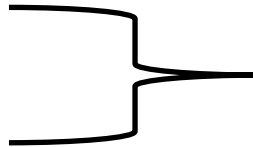
Gender of Alcohol-Related Drivers in Crashes (Utah 2014)

Alcohol-Related Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	821	70.8%	689	72.6%	32	86.5%	1,542	71.9%
Female	313	27.0%	249	26.2%	5	13.5%	567	26.4%
Unknown	26	2.2%	11	1.2%	0	0.0%	37	1.7%
Total	1,160	100.0%	949	100.0%	37	100.0%	2,146	100.0%

- Male drivers were much more likely to be an alcohol-related driver in a crash. Male drivers represented 71.9% of the alcohol-related drivers in total crashes and 86.5% of drunk drivers in fatal crashes.

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) (Utah 2014)

All Drivers in Fatal Crashes		
BAC	Drivers	
	#	%
.00	155	43.5%
.01 - .07	4	1.1%
.08 - .15	10	2.8%
.16 - .23	19	5.3%
.24 - .31	7	2.0%
.32+	1	0.3%
Not Tested/Unknown	160	44.9%
Total	356	100.0%



Drunk Drivers in Fatal Crashes		
BAC	Drivers	
	#	%
.08 - .15	10	27.0%
.16 - .23	19	51.4%
.24 - .31	7	18.9%
.32+	1	2.7%
Total	37	100.0%

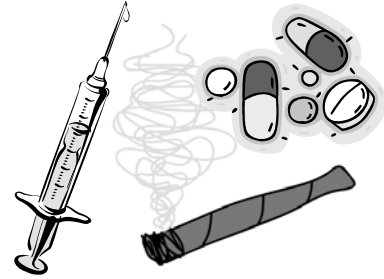
- Of the 196 drivers in fatal crashes who were tested for alcohol, 155 (79.1%) had a BAC of 0.00, 4 (2.0%) had a BAC of 0.01-0.07, and 37 (18.9%) were over the legal limit of 0.08.
- 27 out of the 37 (73.0%) drivers in fatal crashes who tested over the legal limit for alcohol had BAC levels at or above twice the legal limit of 0.08.

Previous Driving Under the Influence Convictions of Drunk Drivers in Fatal Crashes (Utah 2014)

- Of the 37 drunk drivers in fatal crashes, seven drivers (18.9%) had been previously convicted of driving under the influence in the past three years.

Drugs

buzzed
driving is
drunk
driving
designate a sober driver



2

Section 5: Drugs

0

Trends

Deaths and Fatal Crashes 2005-2014.....	106
Crashes 2006-2014.....	107
Drug Positive Test Results in Fataals 2005-2014..	108
Fatal Crashes by County 2005-2014.....	109

Crash Conditions

County	110
Crash Severity.....	111
Month	111
Day of Week.....	112
Hour	112
% of Total Crashes Drug-Related by Hour	113
Persons Involved.....	113

Drivers

Driver Age	114
Driver Gender.....	115
Drug Test Results For Drivers in Fatal Crashes..	115
Test Results For Drug Positive Drivers in Fataals .	115

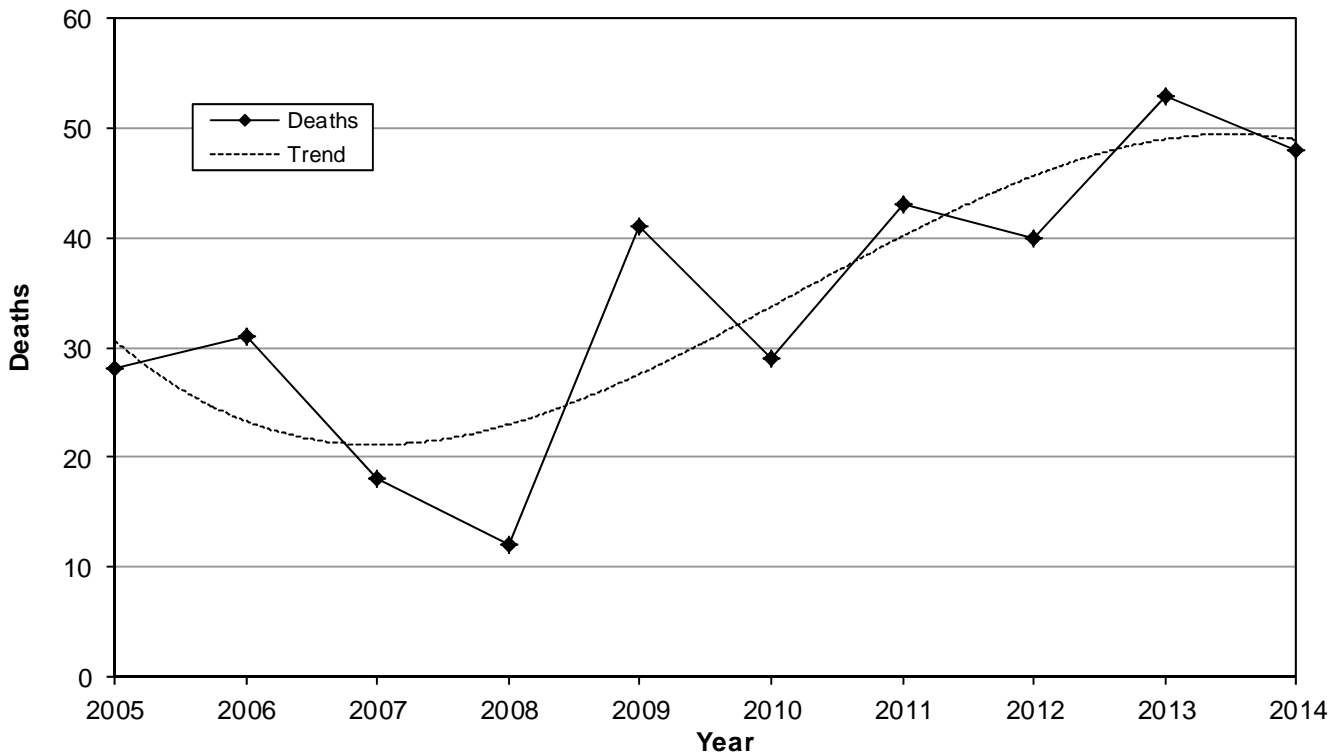
1

4

Trends

Fatal Crashes Involving Drug Positive Drivers (Utah 2005-2014)

Drug Positive Driver Fatal Crashes						
Year	Deaths			Fatal Crashes		
	All #	Drug # %		All #	Drug # %	
2005	282	28	9.9%	235	25	10.6%
2006	287	31	10.8%	249	28	11.2%
2007	299	18	6.0%	260	17	6.5%
2008	276	12	4.3%	244	9	3.7%
2009	244	41	16.8%	217	28	12.9%
2010	253	29	11.5%	218	22	10.1%
2011	243	43	17.7%	224	37	16.5%
2012	217	40	18.4%	200	36	18.0%
2013	220	53	24.1%	202	51	25.2%
2014	256	48	18.8%	222	36	16.2%
Total	2,577	343	13.3%	2,271	289	12.7%



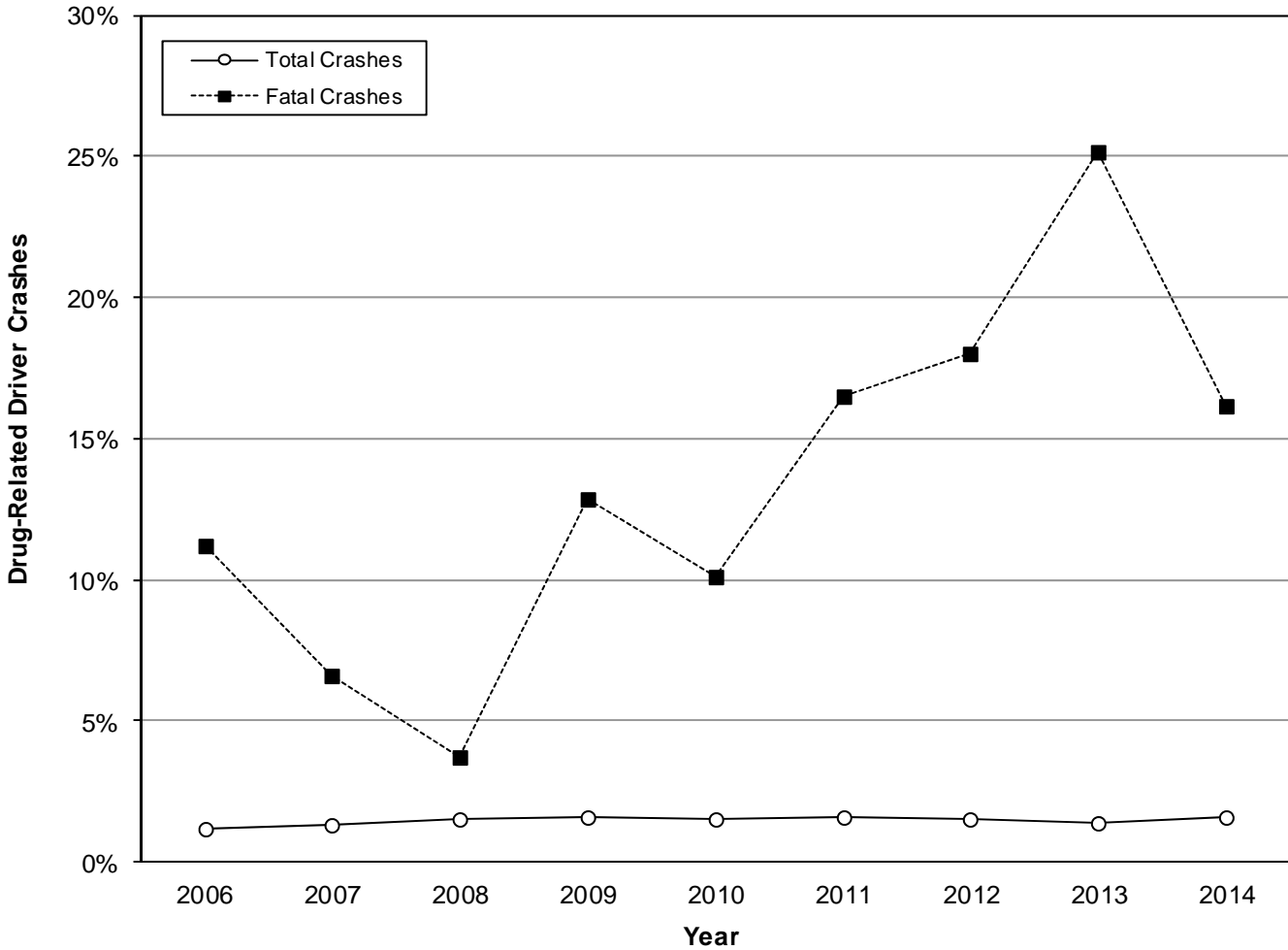
- A drug-positive driver was involved in nearly one-fifth (18.8%) of the traffic deaths in 2014.
- Deaths and fatal crashes involving drug positive drivers have increased over the last six years.
- On average, 34 people die a year in Utah from drug positive driver crashes.

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.

Trends

Drug-Related Driver Crashes (Utah 2006-2014)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Drug		All	Drug		All	Drug		All	Drug	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	306	0.8%	18,264	367	2.0%	249	28	11.2%	56,187	701	1.2%
2007	42,368	379	0.9%	18,619	387	2.1%	258	17	6.6%	61,245	783	1.3%
2008	38,997	383	1.0%	17,125	433	2.5%	245	9	3.7%	56,367	825	1.5%
2009	35,398	394	1.1%	15,752	390	2.5%	217	28	12.9%	51,367	812	1.6%
2010	34,155	361	1.1%	14,995	360	2.4%	218	22	10.1%	49,368	743	1.5%
2011	36,418	416	1.1%	15,645	378	2.4%	224	37	16.5%	52,287	831	1.6%
2012	34,635	352	1.0%	15,765	377	2.4%	200	36	18.0%	50,600	765	1.5%
2013	39,301	356	0.9%	16,134	363	2.2%	202	51	25.2%	55,637	770	1.4%
2014	37,388	409	1.1%	16,426	435	2.6%	222	36	16.2%	54,036	880	1.6%
Total	336,334	3,356	1.0%	148,725	3,490	2.3%	2,035	264	13.0%	487,094	7,110	1.5%



- Over the past nine years, 1.5% of total crashes involved drug-related drivers compared with 13.0% of fatal crashes.
- Over the past nine years, drug-related driver crashes were 10.4 times more likely to be fatal than crashes not involving a drug-related driver.

Trends

Drug Positive Driver Test Results in Fatal Crashes (Utah 2005-2014)

Drug Positive Driver Test Results in Fatal Crashes (presence of a drug does not equal impairment)											
Drug Type	Year										Total
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
THC/Marijuana	6	11	5	4	6	7	15	11	10	21	96
Methamphetamine	8	4	3	1	5	4	10	13	13	5	66
Amphetamine	3	2	1	0	0	0	2	5	9	0	22
Oxycodone	1	0	1	0	4	1	4	3	2	4	20
Morphine	2	5	0	0	3	1	1	0	3	2	17
Cocaine	2	3	2	0	0	1	2	1	1	2	14
Diazepam	0	0	1	1	3	0	2	3	2	1	13
Hydrocodone	0	0	1	0	0	0	0	3	5	4	13
Nordiazepam	1	0	0	0	2	1	1	3	3	1	12
Alprazolam	0	3	0	0	1	0	0	1	1	2	8
Meprobamate	1	0	1	0	1	1	1	0	3	0	8
Benzoylcegonine	1	0	1	0	1	0	0	1	3	0	7
Zolpidem	0	1	0	1	1	0	0	1	2	1	7
Depressant, Type Unknown	0	0	0	0	1	3	0	0	0	0	4
Methadone	0	1	2	0	0	0	0	0	1	0	4
Cannabinoid, Type Unknown	0	2	0	0	0	0	0	0	0	0	2
Phenobarbital	0	0	0	0	0	0	1	0	0	1	2
Temazepam	0	0	0	0	1	0	0	1	0	0	2
Carisoprodol	0	0	0	0	0	0	0	0	1	0	1
Chlorphentermine	0	1	0	0	0	0	0	0	0	0	1
Codeine	0	0	1	0	0	0	0	0	0	0	1
Cyprenorphine	0	0	0	0	0	0	0	0	0	1	1
Dextroamphetamine	1	0	0	0	0	0	0	0	0	0	1
Diethyltryptamine (DET)	0	0	0	0	0	0	0	1	0	0	1
Fentanyl	0	0	0	0	0	0	0	0	1	0	1
Heroin	0	0	0	0	0	0	1	0	0	0	1
Ketamine	0	0	0	0	0	1	0	0	0	0	1
Lorazepam	0	0	0	0	0	0	1	0	0	0	1
Morpheridine	0	0	0	0	0	0	0	1	0	0	1
Narcotics, Type Unknown	0	0	0	0	0	1	0	0	0	0	1
Oxmorphone	0	0	0	0	0	0	0	0	0	1	1
Propoxyphene	0	0	0	0	1	0	0	0	0	0	1
Zolazepam (Telazol)	0	0	0	0	0	0	1	0	0	0	1
Other Drug	4	2	4	1	1	1	2	4	23	7	49
Unknown Type	5	4	1	1	1	3	4	5	2	1	27
Total	35	39	24	9	32	25	48	57	85	54	408

- Over the past 10 years, THC/Marijuana had the highest amount of positive test results of all drugs. Methamphetamine, Amphetamine, and Oxycodone were the next highest drug positive test results in fatalities.
- In 2014, THC/Marijuana saw a dramatic increase in positive test results in fatal crashes to the highest amount recorded in Utah. The 21 positive test results in 2014 were double the amount found in 2013.

Trends

Fatal Crashes Involving Drug Positive Drivers by County (Utah 2005-2014)

Fatal Crashes Involving Drug Positive Drivers (presence of a drug does not equal impairment)												
County	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Salt Lake	8	8	4	1	8	8	13	11	15	11	87	30.1%
Utah	3	5	1	2	3	6	2	4	5	2	33	11.4%
Washington	1	4	1	2	3	0	1	3	4	3	22	7.6%
Tooele	3	1	1	0	1	1	2	2	7	1	19	6.6%
Weber	0	1	2	1	1	0	5	2	6	1	19	6.6%
Davis	1	3	1	1	2	2	1	3	2	2	18	6.2%
Duchesne	0	0	0	0	3	0	2	0	3	3	11	3.8%
Box Elder	2	1	2	0	1	0	0	0	1	3	10	3.5%
Uintah	0	0	0	0	1	0	2	4	1	2	10	3.5%
Iron	1	2	1	0	0	2	0	0	1	2	9	3.1%
Cache	2	0	0	0	1	0	0	2	1	1	7	2.4%
Carbon	0	0	0	0	1	0	3	0	1	1	6	2.1%
Summit	0	1	0	0	0	0	1	2	0	2	6	2.1%
Juab	0	0	2	0	0	1	1	0	0	0	4	1.4%
Millard	1	0	0	1	0	0	1	0	1	0	4	1.4%
Emery	0	0	1	0	0	1	0	1	0	0	3	1.0%
Garfield	1	0	0	0	0	0	1	0	1	0	3	1.0%
San Juan	0	0	0	1	1	0	0	0	0	1	3	1.0%
Sevier	1	0	0	0	0	0	0	1	1	0	3	1.0%
Grand	0	0	0	0	1	1	0	0	0	0	2	0.7%
Sanpete	0	0	0	0	0	0	1	0	0	1	2	0.7%
Wasatch	0	0	1	0	0	0	1	0	0	0	2	0.7%
Beaver	0	0	0	0	1	0	0	0	0	0	1	0.3%
Daggett	0	0	0	0	0	0	0	1	0	0	1	0.3%
Kane	0	1	0	0	0	0	0	0	0	0	1	0.3%
Morgan	1	0	0	0	0	0	0	0	0	0	1	0.3%
Piute	0	1	0	0	0	0	0	0	0	0	1	0.3%
Wayne	0	0	0	0	0	0	0	0	1	0	1	0.3%
Rich	0	0	0	0	0	0	0	0	0	0	0	0.0%
Total	25	28	17	9	28	22	37	36	51	36	289	100.0%

- Over the past 10 years, nearly one-third (30.14%) of fatal crashes involving a drug positive driver occurred in Salt Lake County.
- Salt Lake, Utah, and Washington counties had the highest number of fatal crashes involving drug positive drivers over the past 10 years.
- Rich County had no fatal crashes involving drug positive drivers over the past 10 years.

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.

Crash Conditions

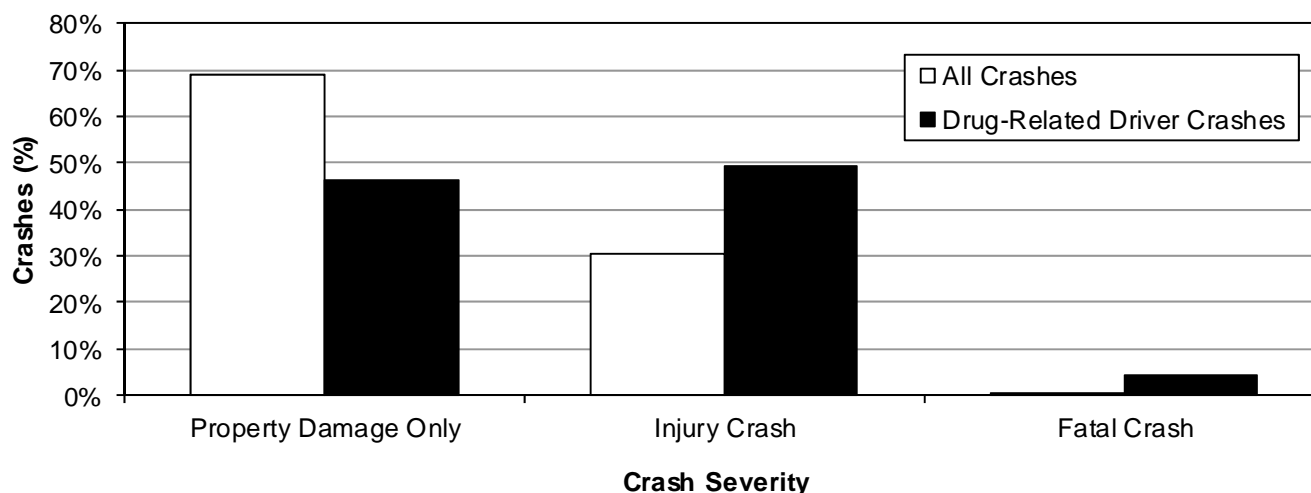
Drug-Related Driver Crashes by County (Utah 2014)

Drug-Related 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
Duchesne	3	1.1	8	2.8	3	1.06	14	4.9
Salt Lake	203	2.2	176	1.9	11	0.12	390	4.3
Weber	28	1.7	41	2.5	1	0.06	70	4.2
Utah	47	1.2	86	2.1	2	0.05	135	3.3
Sevier	2	0.6	8	2.5	0	0.00	10	3.1
Carbon	3	0.9	6	1.8	1	0.31	10	3.1
Tooele	10	1.2	12	1.5	1	0.12	23	2.8
Cache	11	1.2	13	1.4	1	0.11	25	2.8
Davis	39	1.5	30	1.2	2	0.08	71	2.7
Uintah	3	0.7	6	1.4	2	0.47	11	2.6
Washington	16	1.1	15	1.1	3	0.21	34	2.4
Summit	11	1.4	4	0.5	2	0.26	17	2.2
Rich	0	0.0	1	2.0	0	0.00	1	2.0
Wasatch	2	0.6	5	1.4	0	0.00	7	2.0
Sanpete	2	0.9	1	0.5	1	0.46	4	1.8
Box Elder	8	0.9	5	0.5	3	0.33	16	1.8
Iron	8	1.1	3	0.4	2	0.27	13	1.7
Emery	4	1.1	2	0.6	0	0.00	6	1.7
Juab	2	0.5	4	1.1	0	0.00	6	1.6
San Juan	2	0.7	1	0.3	1	0.35	4	1.4
Millard	2	0.4	4	0.8	0	0.00	6	1.2
Garfield	0	0.0	1	0.9	0	0.00	1	0.9
Morgan	1	0.8	0	0.0	0	0.00	1	0.8
Kane	1	0.7	0	0.0	0	0.00	1	0.7
Beaver	1	0.4	1	0.4	0	0.00	2	0.7
Grand	0	0.0	2	0.6	0	0.00	2	0.6
Daggett	0	0.0	0	0.0	0	0.00	0	0.0
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	409	1.5	435	1.6	36	0.13	880	3.2

- Duchesne (4.9), Salt Lake (4.3), and Weber (4.2) counties had the highest rates of drug-related driver total crashes per 100 million vehicle miles traveled.
- Daggett, Piute, and Wayne counties had no drug-related driver crashes.
- Over one-third (44.3%) of the crashes involving drug-related drivers occurred in Salt Lake County.

Crash Conditions

Drug-Related Driver Crash Severity (Utah 2014)



- Drug-related driver crashes were 2.6 times more likely to have a death or injury than other crashes.
- A higher percentage of drug-related driver crashes (49.4%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (30.4%).
- In addition, a higher percentage of drug-related driver crashes were fatal (4.1%) compared to all motor vehicle crashes (0.4%).

Drug-Related Driver Crashes by Month (Utah 2014)

Drug-Related Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	24	0.8	32	1.0	1	0.03	57	1.8
February	34	1.2	39	1.4	1	0.04	74	2.6
March	37	1.2	32	1.0	1	0.03	70	2.3
April	49	1.6	33	1.1	3	0.10	85	2.8
May	37	1.2	39	1.3	1	0.03	77	2.5
June	32	1.1	29	1.0	6	0.20	67	2.2
July	36	1.2	48	1.5	6	0.19	90	2.9
August	35	1.1	43	1.4	4	0.13	82	2.6
September	30	1.0	37	1.2	5	0.17	72	2.4
October	32	1.0	26	0.8	3	0.10	61	2.0
November	33	1.1	43	1.4	2	0.07	78	2.6
December	30	1.0	34	1.1	3	0.10	67	2.2
Total	409	1.1	435	1.2	36	0.10	880	2.4

- Overall, the highest rates per day of drug-related driver crashes were in July (2.9) and April (2.8) with the lowest rates per day in January (1.8) and October (2.0).
- The highest rates per day of fatal drug positive driver crashes occurred in June and July.

Crash Conditions

Drug-Related Driver Crashes by Day of Week (Utah 2014)

Drug-Related Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	48	11.7%	37	8.5%	2	5.6%	87	9.9%
Monday	53	13.0%	72	16.6%	6	16.7%	131	14.9%
Tuesday	63	15.4%	65	14.9%	5	13.9%	133	15.1%
Wednesday	58	14.2%	50	11.5%	4	11.1%	112	12.7%
Thursday	56	13.7%	64	14.7%	6	16.7%	126	14.3%
Friday	71	17.4%	72	16.6%	2	5.6%	145	16.5%
Saturday	60	14.7%	75	17.2%	11	30.6%	146	16.6%
Total	409	100.0%	435	100.0%	36	100.0%	880	100.0%

- The highest amount of drug-related driver total crashes occurred on Saturday and Friday.
- The highest amount of drug positive driver fatal crashes occurred on Saturday.

Drug-Related Driver Crashes by Hour (Utah 2014)

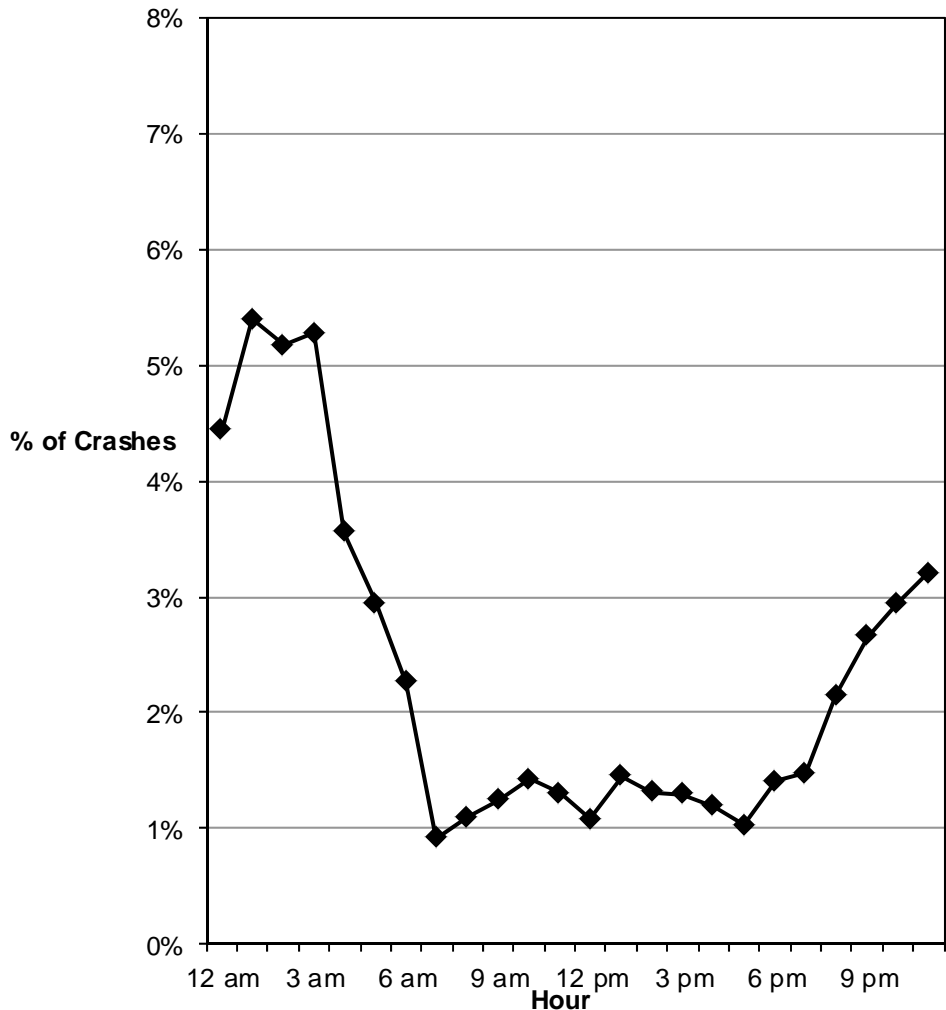
Drug-Related Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	17	4.2%	16	3.7%	1	2.8%	34	3.9%
1 a.m.	15	3.7%	14	3.2%	1	2.8%	30	3.4%
2 a.m.	16	3.9%	7	1.6%	0	0.0%	23	2.6%
3 a.m.	9	2.2%	8	1.8%	2	5.6%	19	2.2%
4 a.m.	4	1.0%	8	1.8%	2	5.6%	14	1.6%
5 a.m.	7	1.7%	13	3.0%	1	2.8%	21	2.4%
6 a.m.	14	3.4%	15	3.4%	2	5.6%	31	3.5%
7 a.m.	7	1.7%	15	3.4%	0	0.0%	22	2.5%
8 a.m.	19	4.6%	11	2.5%	1	2.8%	31	3.5%
9 a.m.	13	3.2%	14	3.2%	1	2.8%	28	3.2%
10 a.m.	11	2.7%	18	4.1%	2	5.6%	31	3.5%
11 a.m.	18	4.4%	13	3.0%	1	2.8%	32	3.6%
Noon	15	3.7%	20	4.6%	0	0.0%	35	4.0%
1 p.m.	24	5.9%	22	5.1%	0	0.0%	46	5.2%
2 p.m.	16	3.9%	27	6.2%	3	8.3%	46	5.2%
3 p.m.	21	5.1%	30	6.9%	2	5.6%	53	6.0%
4 p.m.	26	6.4%	25	5.7%	2	5.6%	53	6.0%
5 p.m.	26	6.4%	27	6.2%	2	5.6%	55	6.3%
6 p.m.	31	7.6%	26	6.0%	2	5.6%	59	6.7%
7 p.m.	20	4.9%	20	4.6%	1	2.8%	41	4.7%
8 p.m.	19	4.6%	24	5.5%	3	8.3%	46	5.2%
9 p.m.	25	6.1%	24	5.5%	2	5.6%	51	5.8%
10 p.m.	20	4.9%	21	4.8%	3	8.3%	44	5.0%
11 p.m.	16	3.9%	17	3.9%	1	2.8%	34	3.9%
unknown	0	0.0%	0	0.0%	1	2.8%	1	0.1%
Total	409	100.0%	435	100.0%	36	100.0%	880	100.0%

- Drug-related driver total crashes peaked in the afternoon and evening hours (1:00 p.m. to 10:59 p.m.).

Crash Conditions

Percent of Total Crashes with a Drug-Related Driver by Hour (Utah 2014)

Drug-Related Driver Crashes			
Hour	Total Crashes		
	All #	Drug #	%
Midnight	767	34	4.4%
1 a.m.	556	30	5.4%
2 a.m.	445	23	5.2%
3 a.m.	360	19	5.3%
4 a.m.	394	14	3.6%
5 a.m.	714	21	2.9%
6 a.m.	1,372	31	2.3%
7 a.m.	2,410	22	0.9%
8 a.m.	2,817	31	1.1%
9 a.m.	2,243	28	1.2%
10 a.m.	2,178	31	1.4%
11 a.m.	2,449	32	1.3%
Noon	3,231	35	1.1%
1 p.m.	3,169	46	1.5%
2 p.m.	3,500	46	1.3%
3 p.m.	4,092	53	1.3%
4 p.m.	4,433	53	1.2%
5 p.m.	5,344	55	1.0%
6 p.m.	4,179	59	1.4%
7 p.m.	2,772	41	1.5%
8 p.m.	2,135	46	2.2%
9 p.m.	1,916	51	2.7%
10 p.m.	1,496	44	2.9%
11 p.m.	1,062	34	3.2%
Total	54,034	879	1.6%



- While 1.6% of total crashes were drug-related, 4.3% of the crashes occurring during the hours of 11:00 p.m.-4:59 a.m. were drug-related.

Persons in Drug-Related Driver Crashes (Utah 2014)

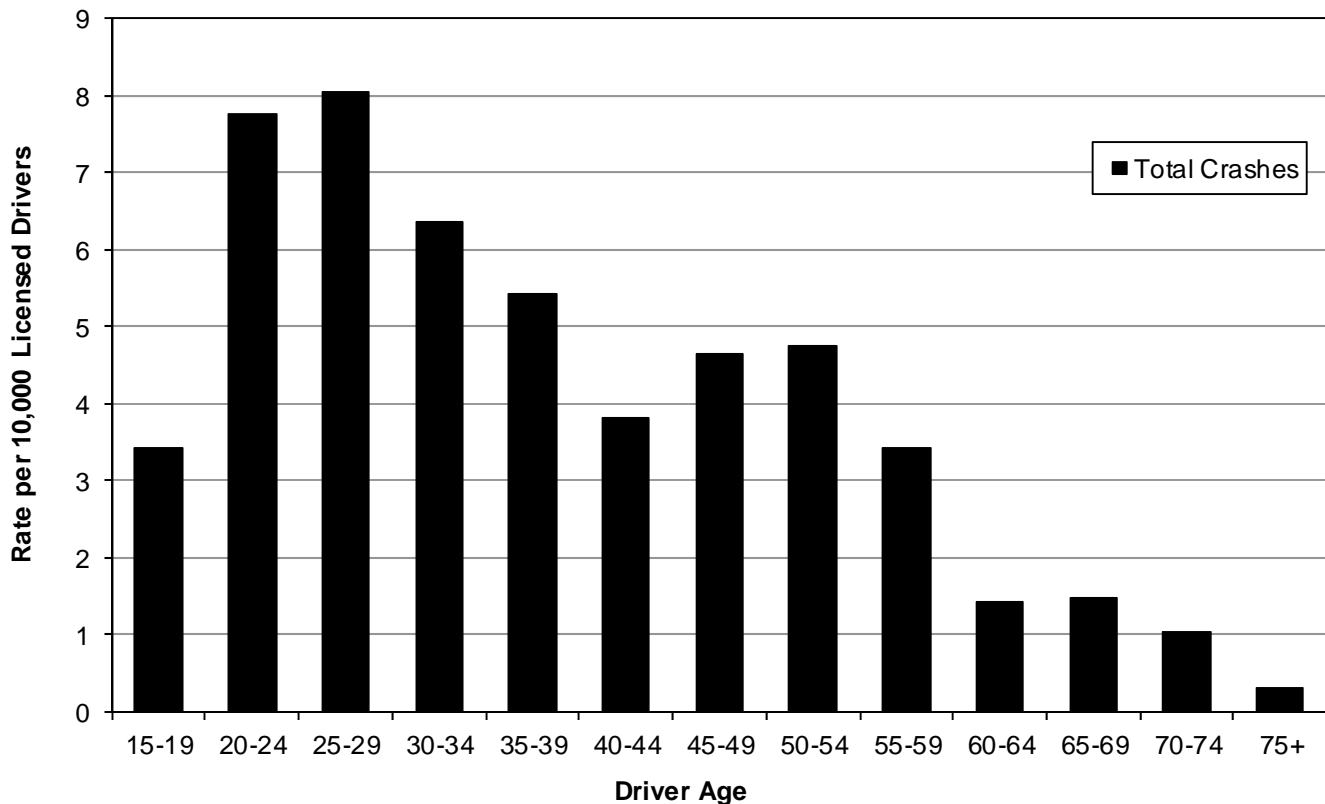
Persons Involved (Drug-Related Driver Crashes)								
Person Type	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	888	75.9%	481	72.9%	35	72.9%	1,404	74.8%
Passenger	282	24.1%	166	25.2%	10	20.8%	458	24.4%
Pedestrian	0	0.0%	11	1.7%	1	2.1%	12	0.6%
Bicyclist	0	0.0%	2	0.3%	2	4.2%	4	0.2%
Total	1,170	100.0%	660	100.0%	48	100.0%	1,878	100.0%

- Of the 1,878 people in drug-related driver crashes, 74.8% were drivers (63% of these were the drug-related driver), 24.4% were passengers, and 0.8% were non-motorists.

Drivers

Age of Drug-Related Drivers in Crashes (Utah 2014)

Drug-Related 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
<15	0	0.0%	n/a	0	0.0%	n/a	0	0.0%	n/a	0	0.0%	n/a
15-19	24	5.9%	1.5	28	6.4%	1.8	2	5.3%	0.13	54	6.1%	3.4
20-24	70	17.1%	3.6	75	17.1%	3.8	7	18.4%	0.36	152	17.2%	7.8
25-29	73	17.8%	3.7	81	18.5%	4.1	4	10.5%	0.20	158	17.8%	8.1
30-34	47	11.5%	2.3	80	18.2%	4.0	1	2.6%	0.05	128	14.4%	6.4
35-39	57	13.9%	3.0	42	9.6%	2.2	6	15.8%	0.31	105	11.9%	5.4
40-44	25	6.1%	1.6	33	7.5%	2.1	3	7.9%	0.19	61	6.9%	3.8
45-49	29	7.1%	2.1	33	7.5%	2.4	2	5.3%	0.15	64	7.2%	4.7
50-54	33	8.1%	2.3	29	6.6%	2.1	5	13.2%	0.35	67	7.6%	4.7
55-59	27	6.6%	2.0	16	3.6%	1.2	4	10.5%	0.29	47	5.3%	3.4
60-64	6	1.5%	0.5	9	2.1%	0.8	2	5.3%	0.17	17	1.9%	1.4
65-69	7	1.7%	0.7	6	1.4%	0.6	1	2.6%	0.11	14	1.6%	1.5
70-74	2	0.5%	0.3	4	0.9%	0.6	1	2.6%	0.15	7	0.8%	1.0
75+	2	0.5%	0.2	1	0.2%	0.1	0	0.0%	0.00	3	0.3%	0.3
Unknown	7	1.7%	n/a	2	0.5%	n/a	0	0.0%	n/a	9	1.0%	n/a
Total	409	100.0%	2.2	439	100.0%	2.3	38	100.0%	0.20	886	100.0%	4.7



- Drivers aged 20-29 years had the highest rate of total drug-related driver crashes.
- Drivers aged 20-24 and 50-54 years had the highest rates of drug positive driver fatal crashes.

Drivers

Gender of Drug-Related Drivers in Crashes (Utah 2014)

Drug-Related Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	275	67.2%	286	65.1%	25	65.8%	586	66.1%
Female	129	31.5%	150	34.2%	13	34.2%	292	33.0%
Unknown	5	1.2%	3	0.7%	0	0.0%	8	0.9%
Total	409	100.0%	439	100.0%	38	100.0%	886	100.0%

- Male drivers were much more likely to be a drug-related driver in a crash. Male drivers represented 66.1% of the drug-related drivers in total crashes and 65.8% of the drug positive drivers in fatal crashes.

Drivers in Fatal Crashes by Drug Test (Utah 2014)

All Drivers in Fatal Crashes		
Drug Test Results	Drivers	
	#	%
Negative	153	43.0%
Positive For 1 Drug	24	6.7%
Positive For More Than 1 Drug	14	3.9%
Not Tested/Unknown	165	46.3%
Total	356	100.0%

- Of the 191 drivers in fatal crashes who were tested for drugs, 153 (80.1%) tested negative, 27 (12.6%) tested positive for one drug, and 24 (7.3%) tested positive for more than one drug.

Drug Positive Drivers in Fatal Crashes by Test Results (Utah 2014)

- These two tables show the same information. One table is by drug category and the other is by specific drugs.
- 38 drivers in fatal crashes tested positive for drugs. 14 of these drivers tested positive for more than one drug.
- Cannabinoids [THC (marijuana)] and narcotics (hydrocodone, oxycodone, morphine) were the most common drug types.

Drug Positive Drivers in Fatal Crashes		
Drug Type	Drivers	
	#	%
Cannabinoid	21	38.9%
Narcotic	12	22.2%
Stimulant	7	13.0%
Depressant	6	11.1%
Other Drug	7	13.0%
Unknown Type	1	1.9%
Total	54	100.0%

Drug Positive Drivers in Fatal Crashes		
Drug Type	Drivers	
	#	%
THC	21	38.9%
Methamphetamine	5	9.3%
Hydrocodone	4	7.4%
Oxycodone	4	7.4%
Alprazolam	2	3.7%
Cocaine	2	3.7%
Morphine	2	3.7%
Cyprenorphine	1	1.9%
Diazepam	1	1.9%
Nordiazepam	1	1.9%
Oxymorphone	1	1.9%
Phenobarbital	1	1.9%
Zolpidem	1	1.9%
Other Drug	7	13.0%
Unknown Type	1	1.9%
Total	54	100.0%

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.

Distraction

D!STRACTION.GOV



2

0

Section 6: Distraction

Trends

Distracted Driver Crashes 2006-2014	117
Fatal Crashes 2005-2014	118
Fatal Crashes by Driver Age 2010-2014	118

Crash Conditions

County	119
Driver Gender	120
Driver Age	120
Distraction Type	121
Crash Severity	122
Month	122
Day of Week	122
Hour	123
Manner of Collision	123

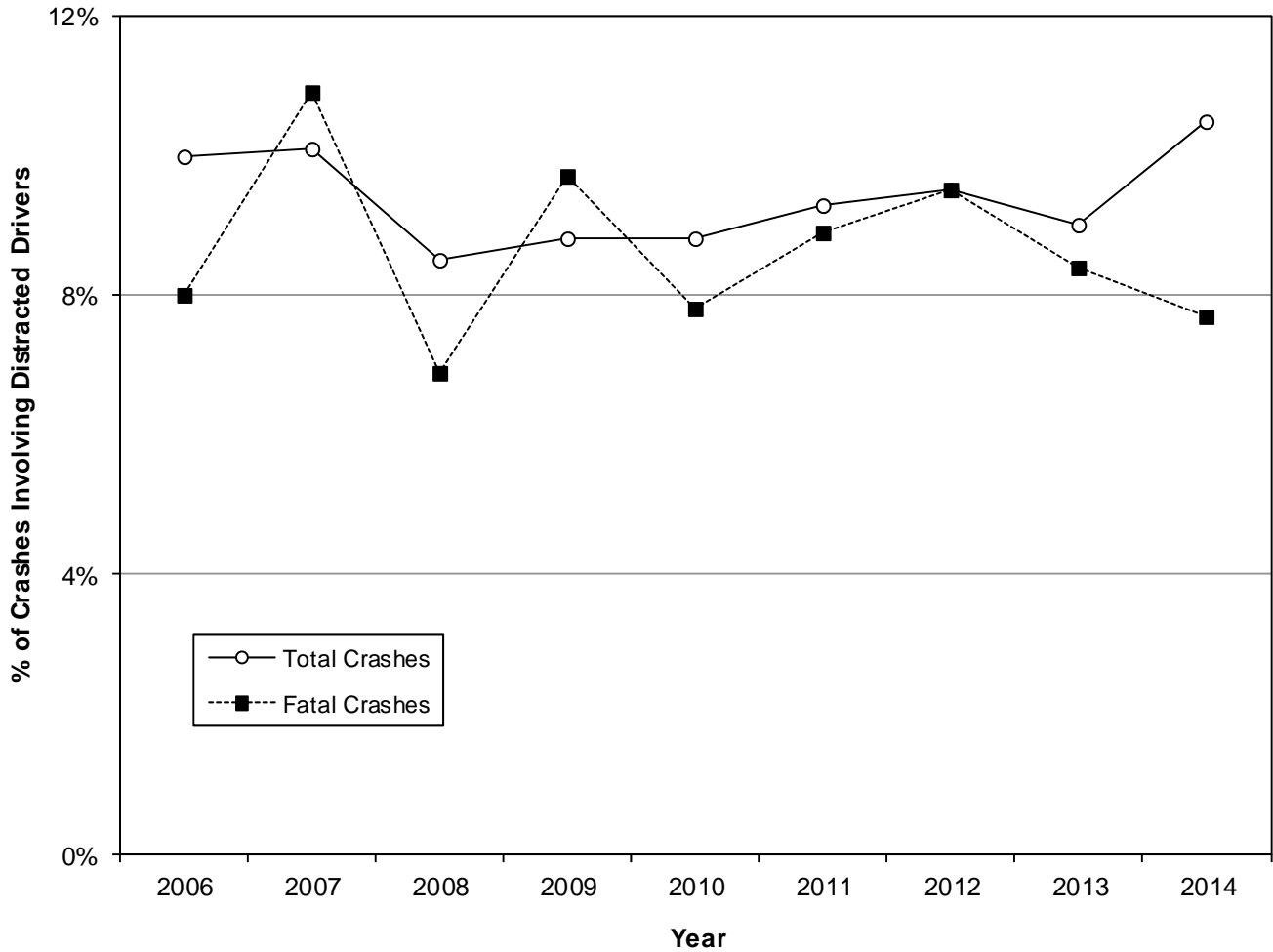
1

4

Trends

Distracted Driver Crashes (Utah 2006-2014)

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	23	8.9%	61,245	6,205	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%
2014	37,388	3,479	9.3%	16,426	2,202	13.4%	222	17	7.7%	54,036	5,698	10.5%
Total	336,334	27,727	8.2%	148,725	17,977	12.1%	2,035	171	8.4%	487,094	45,875	9.4%

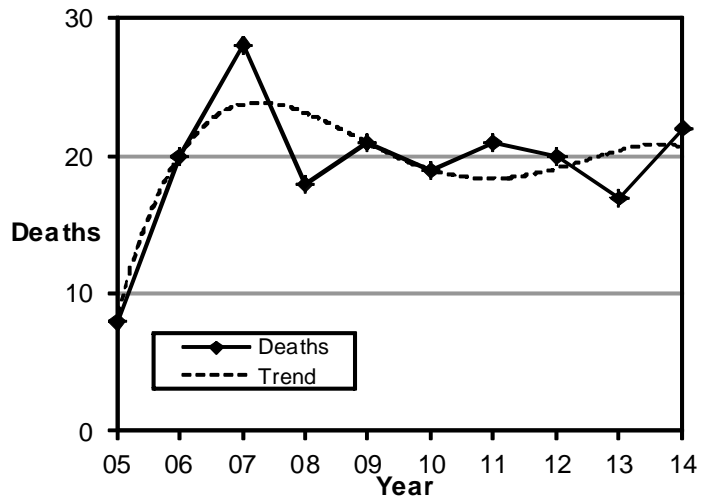


- The nine-year trend shows that 9.4% of all crashes in Utah involved a distracted driver.
- Fatal distracted driver crashes have fluctuated around the nine-year average of 8.4% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

Trends

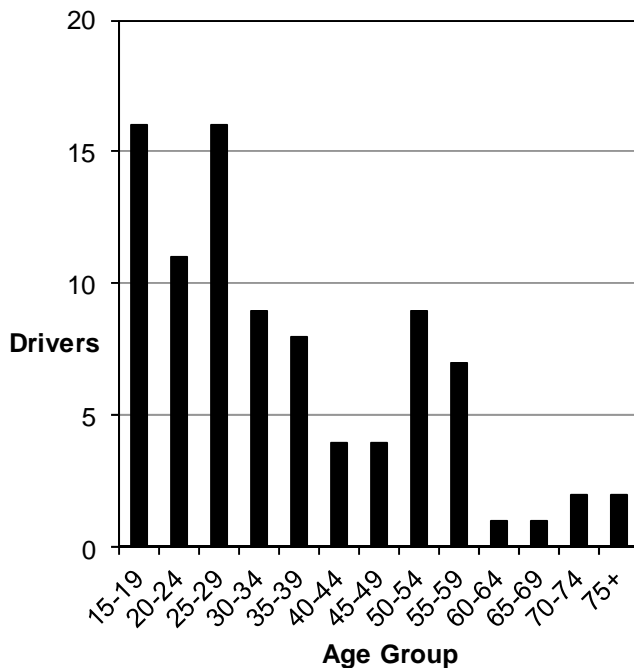
Fatal Crashes Involving Distracted Drivers (Utah 2005-2014)

Distracted Driver Crashes						
Year	Deaths			Fatal Crashes		
	All	Distracted	%	All	Distracted	%
	#	#	%	#	#	%
2005	282	8	2.8%	235	8	3.4%
2006	287	20	7.0%	249	20	8.0%
2007	299	28	9.4%	260	23	8.8%
2008	276	18	6.5%	244	17	7.0%
2009	244	21	8.6%	217	21	9.7%
2010	253	19	7.5%	218	17	7.8%
2011	243	21	8.6%	224	20	8.9%
2012	217	20	9.2%	200	19	9.5%
2013	220	17	7.7%	202	17	8.4%
2014	256	22	8.6%	222	17	7.7%
Total	2,577	194	7.5%	2,271	179	7.9%



- Over the past 10 years, the percentage of deaths and fatal crashes involving distracted drivers has fluctuated around 8% of all deaths and fatal crashes.
- On average, 19 people die a year in Utah from distracted driver crashes.

Distracted Drivers in Fatal Crashes by Age (Utah 2010-2014)



Distracted Drivers in Fatal Crashes							
Age	Year					Total	
	2010	2011	2012	2013	2014	#	%
<15	0	0	0	0	0	0	0.0%
15-19	6	3	3	2	2	16	17.8%
20-24	3	3	0	0	5	11	12.2%
25-29	2	5	5	1	3	16	17.8%
30-34	1	3	3	1	1	9	10.0%
35-39	0	1	3	3	1	8	8.9%
40-44	0	1	2	0	1	4	4.4%
45-49	1	0	1	1	1	4	4.4%
50-54	3	1	0	4	1	9	10.0%
55-59	0	2	1	3	1	7	7.8%
60-64	0	1	0	0	0	1	1.1%
65-69	0	0	0	1	0	1	1.1%
70-74	1	0	1	0	0	2	2.2%
75+	0	0	0	1	1	2	2.2%
Unknown	0	0	0	0	0	0	0.0%
Total	17	20	19	17	17	90	100.0%

- Over the past five years, drivers aged 15-29 years had the highest number of distracted drivers in fatal crashes.

Crash Conditions

Distracted Driver Crashes by County (Utah 2014)

Distracted Driver Crashes												
County	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Distraction		All	Distraction		All	Distraction		All	Distraction	
	#	#	%	#	#	%	#	#	%	#	#	%
Weber	2,559	282	11.0%	1,464	209	14.3%	14	1	7.1%	4,037	492	12.2%
Carbon	275	25	9.1%	106	20	18.9%	3	1	33.3%	384	46	12.0%
Wayne	47	4	8.5%	18	4	22.2%	2	0	0.0%	67	8	11.9%
Grand	140	13	9.3%	76	12	15.8%	4	0	0.0%	220	25	11.4%
Rich	41	6	14.6%	19	1	5.3%	2	0	0.0%	62	7	11.3%
Utah	4,976	505	10.1%	2,448	329	13.4%	20	3	15.0%	7,444	837	11.2%
Davis	3,135	299	9.5%	1,544	218	14.1%	10	1	10.0%	4,689	518	11.0%
Salt Lake	17,274	1,707	9.9%	7,501	1,027	13.7%	58	5	8.6%	24,833	2,739	11.0%
Box Elder	715	58	8.1%	290	44	15.2%	12	2	16.7%	1,017	104	10.2%
Duchesne	326	31	9.5%	128	14	10.9%	9	0	0.0%	463	45	9.7%
Washington	1,468	119	8.1%	724	93	12.8%	18	2	11.1%	2,210	214	9.7%
Iron	594	48	8.1%	246	30	12.2%	3	0	0.0%	843	78	9.3%
Cache	1,321	109	8.3%	475	57	12.0%	12	0	0.0%	1,808	166	9.2%
Uintah	449	34	7.6%	125	19	15.2%	7	0	0.0%	581	53	9.1%
Daggett	26	3	11.5%	7	0	0.0%	0	0	n/a	33	3	9.1%
Emery	154	12	7.8%	64	8	12.5%	2	0	0.0%	220	20	9.1%
Sevier	228	19	8.3%	103	9	8.7%	2	0	0.0%	333	28	8.4%
Morgan	139	7	5.0%	32	7	21.9%	3	0	0.0%	174	14	8.0%
Tooele	715	46	6.4%	277	30	10.8%	11	0	0.0%	1,003	76	7.6%
Millard	237	16	6.8%	94	9	9.6%	3	0	0.0%	334	25	7.5%
Juab	192	13	6.8%	62	6	9.7%	2	0	0.0%	256	19	7.4%
Wasatch	449	26	5.8%	130	15	11.5%	5	1	20.0%	584	42	7.2%
Kane	151	7	4.6%	42	6	14.3%	2	0	0.0%	195	13	6.7%
Sanpete	243	12	4.9%	72	9	12.5%	3	0	0.0%	318	21	6.6%
Beaver	164	13	7.9%	57	0	0.0%	2	1	50.0%	223	14	6.3%
Summit	1,029	55	5.3%	223	20	9.0%	6	0	0.0%	1,258	75	6.0%
Garfield	105	2	1.9%	39	4	10.3%	4	0	0.0%	148	6	4.1%
San Juan	208	7	3.4%	48	2	4.2%	3	0	0.0%	259	9	3.5%
Piute	28	1	3.6%	12	0	0.0%	0	0	n/a	40	1	2.5%
Statewide	37,388	3,479	9.3%	16,426	2,202	13.4%	222	17	7.7%	54,036	5,698	10.5%

- Overall, Weber (12.2%), Carbon (12.0%), and Wayne (11.9%) counties had the highest percentages of crashes involving a distracted driver.
- Overall, Piute (2.5%), San Juan (3.5%), and Garfield (4.1%) counties had the lowest percentages of crashes involving a distracted driver.
- Salt Lake County had the most distracted driver crashes accounting for 48.1% of the distracted driver crashes in the state.
- Statewide, distracted driver crashes represented 10.5% of all crashes and 7.7% of all fatal crashes.

Crash Conditions

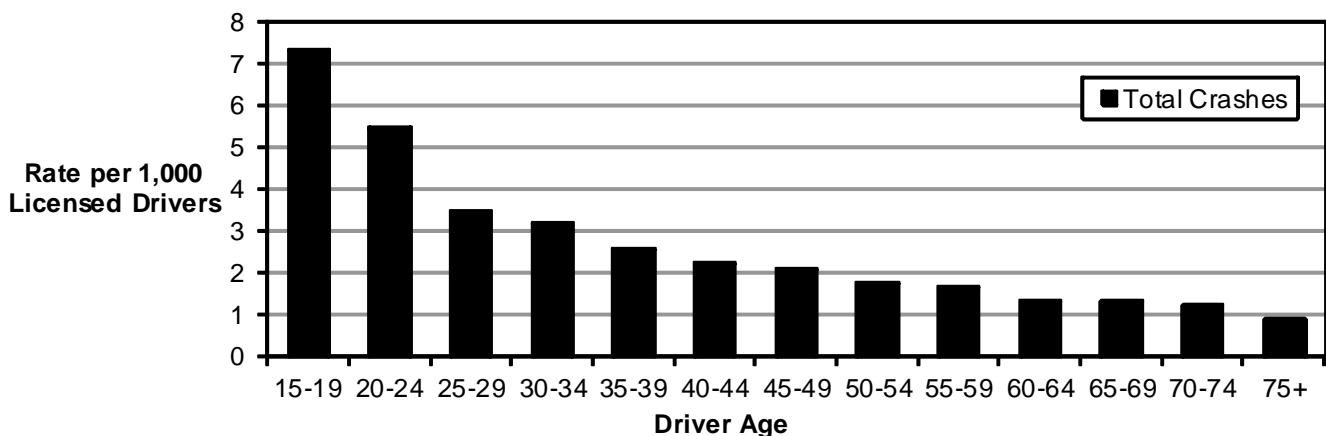
Gender of Distracted Drivers in Crashes (Utah 2014)

Distracted Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	2,657	56.4%	550	50.9%	12	70.6%	3,219	55.4%
Female	1,875	39.8%	530	49.1%	5	29.4%	2,410	41.5%
Unknown	178	3.8%	0	0.0%	0	0.0%	178	3.1%
Total	4,710	100.0%	1,080	100.0%	17	100.0%	5,807	100.0%

- The majority of distracted drivers in all motor vehicle crashes (55.4%) and fatal crashes (70.6%) were male.

Age of Distracted Drivers in Crashes (Utah 2014)

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	6	0.1%	n/a	3	0.3%	n/a	0	0.0%	n/a	9	0.2%	n/a
15-19	935	19.9%	5.93	220	20.4%	1.40	2	11.8%	0.013	1,157	19.9%	7.34
20-24	835	17.7%	4.27	234	21.7%	1.20	5	29.4%	0.026	1,074	18.5%	5.49
25-29	536	11.4%	2.73	138	12.8%	0.70	3	17.6%	0.015	677	11.7%	3.45
30-34	527	11.2%	2.62	109	10.1%	0.54	1	5.9%	0.005	637	11.0%	3.17
35-39	411	8.7%	2.13	81	7.5%	0.42	1	5.9%	0.005	493	8.5%	2.55
40-44	299	6.3%	1.87	56	5.2%	0.35	1	5.9%	0.006	356	6.1%	2.22
45-49	237	5.0%	1.72	51	4.7%	0.37	1	5.9%	0.007	289	5.0%	2.10
50-54	197	4.2%	1.40	47	4.4%	0.33	1	5.9%	0.007	245	4.2%	1.74
55-59	174	3.7%	1.26	49	4.5%	0.36	1	5.9%	0.007	224	3.9%	1.63
60-64	129	2.7%	1.08	30	2.8%	0.25	0	0.0%	0.000	159	2.7%	1.33
65-69	100	2.1%	1.06	26	2.4%	0.28	0	0.0%	0.000	126	2.2%	1.33
70-74	69	1.5%	1.02	14	1.3%	0.21	0	0.0%	0.000	83	1.4%	1.22
75+	69	1.5%	0.69	20	1.9%	0.20	1	5.9%	0.010	90	1.5%	0.89
Unknown	186	3.9%	n/a	2	0.2%	n/a	0	0.0%	n/a	188	3.2%	n/a
Total	4,710	100.0%	2.48	1,080	100.0%	0.57	17	100.0%	0.009	5,807	100.0%	3.05



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

Crash Conditions

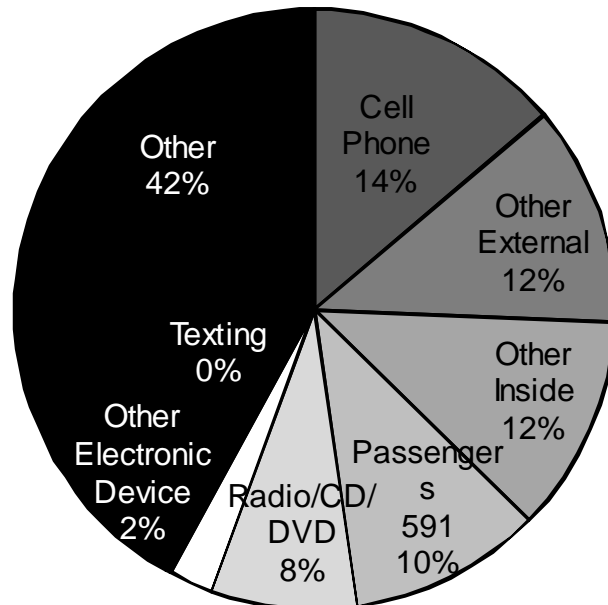
Driver Distraction (Utah 2014)

Driver Distraction	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	26,039	69.6%	10,420	63.4%	86	38.7%	36,545	67.6%
Cell Phone	469	1.3%	312	1.9%	3	1.4%	784	1.5%
Other External	415	1.1%	264	1.6%	3	1.4%	682	1.3%
Other Inside	382	1.0%	278	1.7%	4	1.8%	664	1.2%
Passengers	326	0.9%	261	1.6%	4	1.8%	591	1.1%
Radio/CD/DVD etc.	280	0.7%	166	1.0%	1	0.5%	447	0.8%
Other Electronic Device	90	0.2%	46	0.3%	0	0.0%	136	0.3%
Texting	8	0.0%	9	0.1%	0	0.0%	17	0.0%
TV/Monitor	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	1,509	4.0%	866	5.3%	2	0.9%	2,377	4.4%
Unknown	7,870	21.0%	3,804	23.2%	119	53.6%	11,793	21.8%
Total	37,388	100.0%	16,426	100.0%	222	100.0%	54,036	100.0%



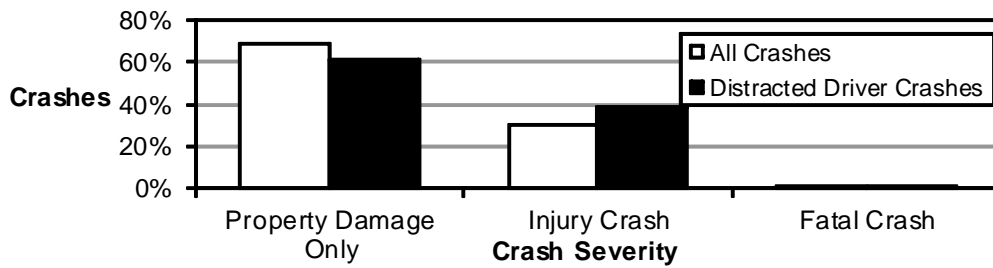
Driver Distraction	Distracted Driver Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Cell Phone	469	13.5%	312	14.2%	3	17.6%	784	13.8%
Other External	415	11.9%	264	12.0%	3	17.6%	682	12.0%
Other Inside	382	11.0%	278	12.6%	4	23.5%	664	11.7%
Passengers	326	9.4%	261	11.9%	4	23.5%	591	10.4%
Radio/CD/DVD etc.	280	8.0%	166	7.5%	1	5.9%	447	7.8%
Other Electronic Device	90	2.6%	46	2.1%	0	0.0%	136	2.4%
Texting	8	0.2%	9	0.4%	0	0.0%	17	0.3%
TV/Monitor	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	1,509	43.4%	866	39.3%	2	11.8%	2,377	41.7%
Total	3,479	100.0%	2,202	100.0%	17	100.0%	5,698	100.0%

- The bottom chart is the same as the top except none and unknown are removed.
- For all crashes where driver distraction was known, 13.5% of crashes involved a distracted driver.
- Cell phone was the leading driver distraction (13.8% of distractions).
- Nearly half (41.7%) of distractions listed were "other."
- Driving demands the full attention of the driver.



Crash Conditions

Distracted Driver Crash Severity (Utah 2014)



- Distracted driver crashes were more likely to result in injury compared to all motor vehicle crashes (38.6% to 30.4%).

Distracted Driver Crashes by Month (Utah 2014)

Distracted Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	314	10.1	144	4.6	1	0.03	459	14.8
February	249	8.9	143	5.1	0	0.00	392	14.0
March	276	8.9	186	6.0	1	0.03	463	14.9
April	285	9.5	200	6.7	1	0.03	486	16.2
May	270	8.7	217	7.0	3	0.10	490	15.8
June	252	8.4	159	5.3	3	0.10	414	13.8
July	310	10.0	180	5.8	0	0.00	490	15.8
August	305	9.8	184	5.9	0	0.00	489	15.8
September	280	9.3	194	6.5	1	0.03	475	15.8
October	329	10.6	215	6.9	5	0.16	549	17.7
November	258	8.6	173	5.8	2	0.07	433	14.4
December	351	11.3	207	6.7	0	0.00	558	18.0
Total	3,479	9.5	2,202	6.0	17	0.05	5,698	15.6

- Overall, December (18.0) and October (17.7) had the highest rates per day for distracted driver crashes.
- The highest rate per day of fatal distracted driver crashes occurred in October (0.16).

Distracted Driver Crashes by Day of Week (Utah 2014)

Distracted Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	266	7.6%	162	7.4%	0	0.0%	428	7.5%
Monday	521	15.0%	360	16.3%	4	23.5%	885	15.5%
Tuesday	555	16.0%	320	14.5%	2	11.8%	877	15.4%
Wednesday	569	16.4%	349	15.8%	3	17.6%	921	16.2%
Thursday	507	14.6%	335	15.2%	0	0.0%	842	14.8%
Friday	629	18.1%	408	18.5%	2	11.8%	1,039	18.2%
Saturday	432	12.4%	268	12.2%	6	35.3%	706	12.4%
Total	3,479	100.0%	2,202	100.0%	17	100.0%	5,698	100.0%

- Overall, the highest percentage of distracted driver crashes occurred on Friday (18.2%).
- The highest percentage of fatal distracted driver crashes occurred on Saturday (35.3%).

Crash Conditions

Distracted Driver Crashes by Hour (Utah 2014)

Distracted Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	51	1.5%	32	1.5%	0	0.0%	83	1.5%
1 a.m.	30	0.9%	15	0.7%	1	5.9%	46	0.8%
2 a.m.	20	0.6%	16	0.7%	0	0.0%	36	0.6%
3 a.m.	22	0.6%	13	0.6%	0	0.0%	35	0.6%
4 a.m.	21	0.6%	10	0.5%	1	5.9%	32	0.6%
5 a.m.	35	1.0%	20	0.9%	1	5.9%	56	1.0%
6 a.m.	55	1.6%	41	1.9%	1	5.9%	97	1.7%
7 a.m.	137	3.9%	82	3.7%	2	11.8%	221	3.9%
8 a.m.	183	5.3%	114	5.2%	0	0.0%	297	5.2%
9 a.m.	172	4.9%	79	3.6%	0	0.0%	251	4.4%
10 a.m.	128	3.7%	81	3.7%	0	0.0%	209	3.7%
11 a.m.	171	4.9%	112	5.1%	2	11.8%	285	5.0%
Noon	231	6.6%	142	6.4%	1	5.9%	374	6.6%
1 p.m.	220	6.3%	130	5.9%	0	0.0%	350	6.1%
2 p.m.	225	6.5%	152	6.9%	3	17.6%	380	6.7%
3 p.m.	267	7.7%	194	8.8%	1	5.9%	462	8.1%
4 p.m.	321	9.2%	186	8.4%	0	0.0%	507	8.9%
5 p.m.	360	10.3%	237	10.8%	1	5.9%	598	10.5%
6 p.m.	295	8.5%	191	8.7%	1	5.9%	487	8.5%
7 p.m.	160	4.6%	122	5.5%	0	0.0%	282	4.9%
8 p.m.	121	3.5%	96	4.4%	0	0.0%	217	3.8%
9 p.m.	110	3.2%	63	2.9%	1	5.9%	174	3.1%
10 p.m.	84	2.4%	44	2.0%	1	5.9%	129	2.3%
11 p.m.	60	1.7%	30	1.4%	0	0.0%	90	1.6%
Total	3,479	100.0%	2,202	100.0%	17	100.0%	5,698	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 2:00 p.m. hour.

Distracted Driver Crashes by Manner of Collision (Utah 2014)

Crashes								
Collision Description	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Rear End (front-to-rear)	1,608	46.2%	1,144	52.0%	3	17.6%	2,755	48.4%
Single Vehicle	696	20.0%	518	23.5%	9	52.9%	1,223	21.5%
Angle	429	12.3%	348	15.8%	3	17.6%	780	13.7%
Parked Vehicle	320	9.2%	79	3.6%	0	0.0%	399	7.0%
Sideswipe	308	8.9%	55	2.5%	2	11.8%	365	6.4%
Head On (front-to-front)	51	1.5%	50	2.3%	0	0.0%	101	1.8%
Rear to Side/Rear	31	0.9%	1	0.0%	0	0.0%	32	0.6%
Other	7	0.2%	6	0.3%	0	0.0%	13	0.2%
Unknown	29	0.8%	1	0.0%	0	0.0%	30	0.5%
Total	3,479	100.0%	2,202	100.0%	17	100.0%	5,698	100.0%

- Nearly half of distracted driver crashes were rear end collisions. In comparison, 28.9% of all crashes were rear end collisions. Distracted driver crashes were 2.6 times more likely to be rear end collisions than other crashes.

Drowsy Drivers

**SLEEP SMART.
DRIVE SMART.**

DROWSY DRIVING KILLS



2

0

Section 7: Drowsy Drivers

Trends

Crashes 2006-2014..... 125

Fatal Crashes 2005-2014..... 126

Fatal Crashes by Hour 2005-2014 127

Crash Conditions

County..... 128

Rural/Urban..... 129

Crash Severity..... 129

Vehicle Type 130

Driver Gender..... 130

% of Drivers in Crashes Drowsy by Gender 130

Driver Age 131

% of Drivers in Crashes Drowsy by Age..... 132

Month 133

Day of Week..... 133

Hour 134

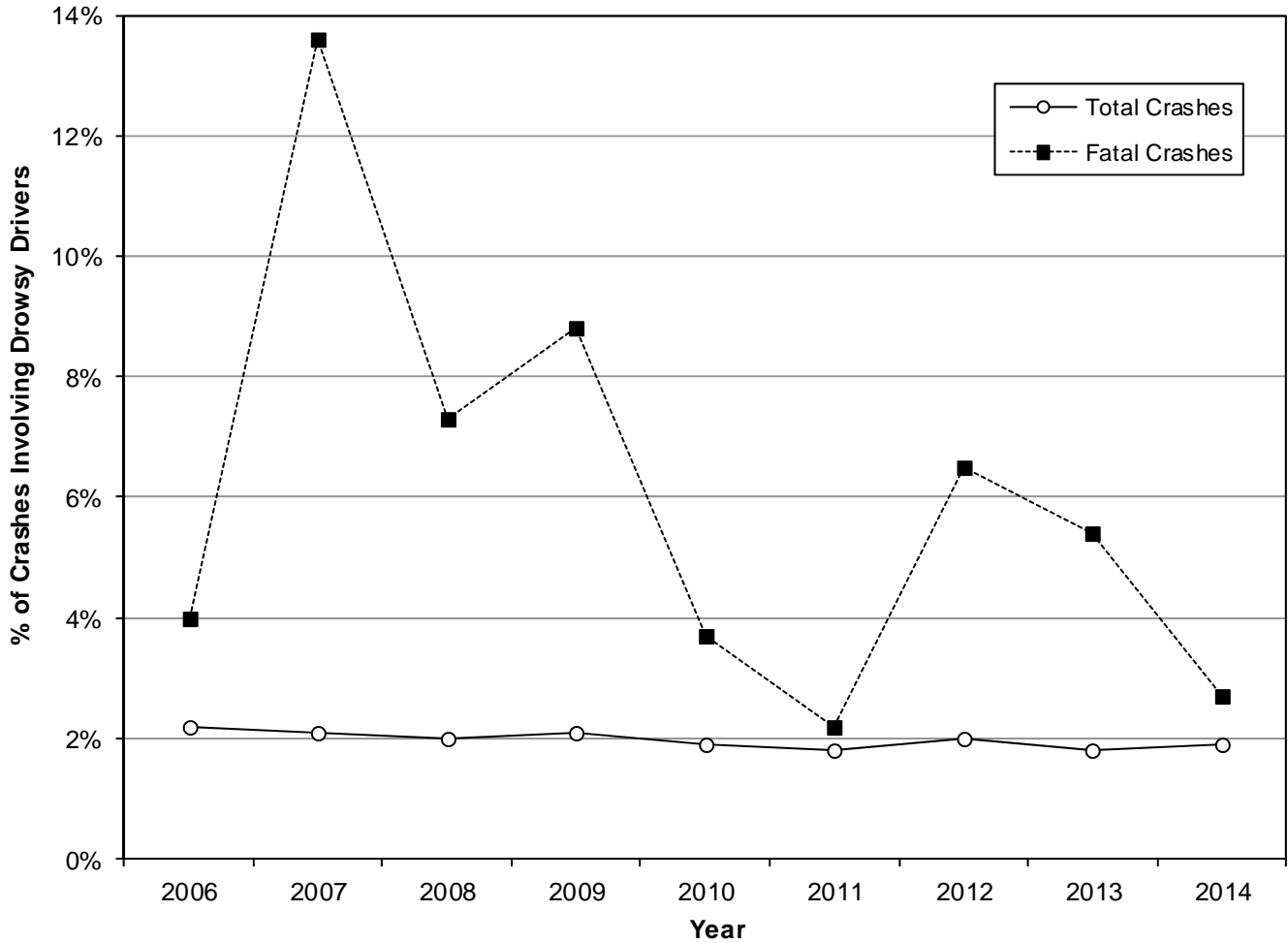
1

4

Trends

Drowsy Driver Crashes (Utah 2006-2014)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	636	1.7%	18,264	573	3.1%	249	10	4.0%	56,187	1,219	2.2%
2007	42,368	694	1.6%	18,619	584	3.1%	258	35	13.6%	61,245	1,313	2.1%
2008	38,997	594	1.5%	17,125	510	3.0%	245	18	7.3%	56,367	1,122	2.0%
2009	35,398	616	1.7%	15,752	448	2.8%	217	19	8.8%	51,367	1,083	2.1%
2010	34,155	524	1.5%	14,995	429	2.9%	218	8	3.7%	49,368	961	1.9%
2011	36,418	546	1.5%	15,645	404	2.6%	224	5	2.2%	52,287	955	1.8%
2012	34,635	597	1.7%	15,765	414	2.6%	200	13	6.5%	50,600	1,024	2.0%
2013	39,301	587	1.5%	16,134	417	2.6%	202	11	5.4%	55,637	1,015	1.8%
2014	37,388	583	1.6%	16,426	452	2.8%	222	6	2.7%	54,036	1,041	1.9%
Total	336,334	5,377	1.6%	148,725	4,231	2.8%	2,035	125	6.1%	487,094	9,733	2.0%

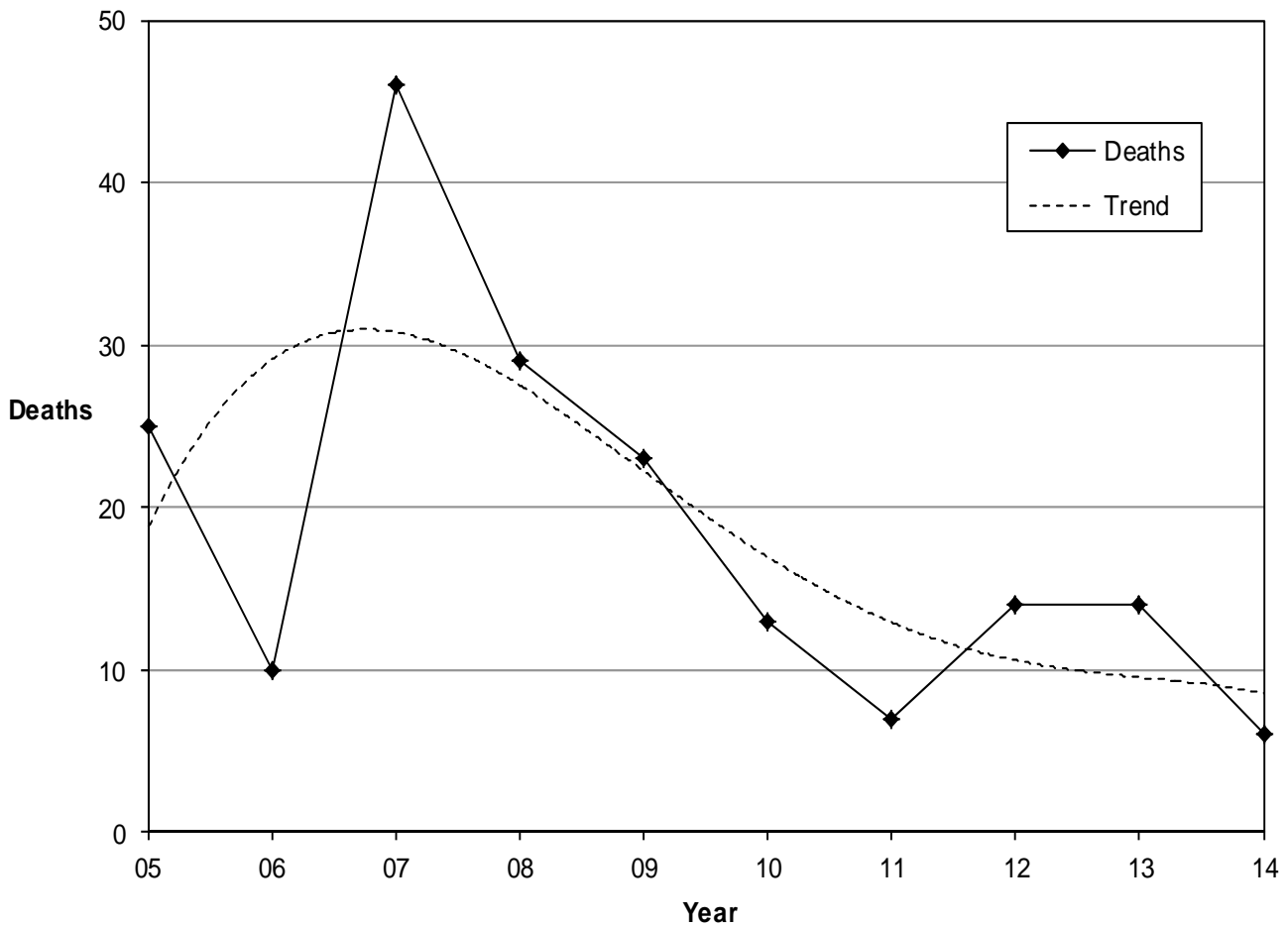


- The nine-year trend shows that 2.0% of all crashes in Utah involved a drowsy driver.
- Fatal drowsy driver crashes have fluctuated around the nine-year average of 6.1% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of drowsiness or fatigue and its role in the crash by law enforcement can be very difficult.

Trends

Fatal Crashes Involving Drowsy Drivers (Utah 2005-2014)

Year	Drowsy Driver Crashes					
	Deaths			Fatal Crashes		
	All #	Drowsy #	%	All #	Drowsy #	%
2005	282	25	8.9%	235	19	8.1%
2006	287	10	3.5%	249	10	4.0%
2007	299	46	15.4%	260	35	13.5%
2008	276	29	10.5%	244	18	7.4%
2009	244	23	9.4%	217	19	8.8%
2010	253	13	5.1%	218	8	3.7%
2011	243	7	2.9%	224	5	2.2%
2012	217	14	6.5%	200	13	6.5%
2013	220	14	6.4%	202	11	5.4%
2014	256	6	2.3%	222	6	2.7%
Total	2,577	187	7.3%	2,271	144	6.3%

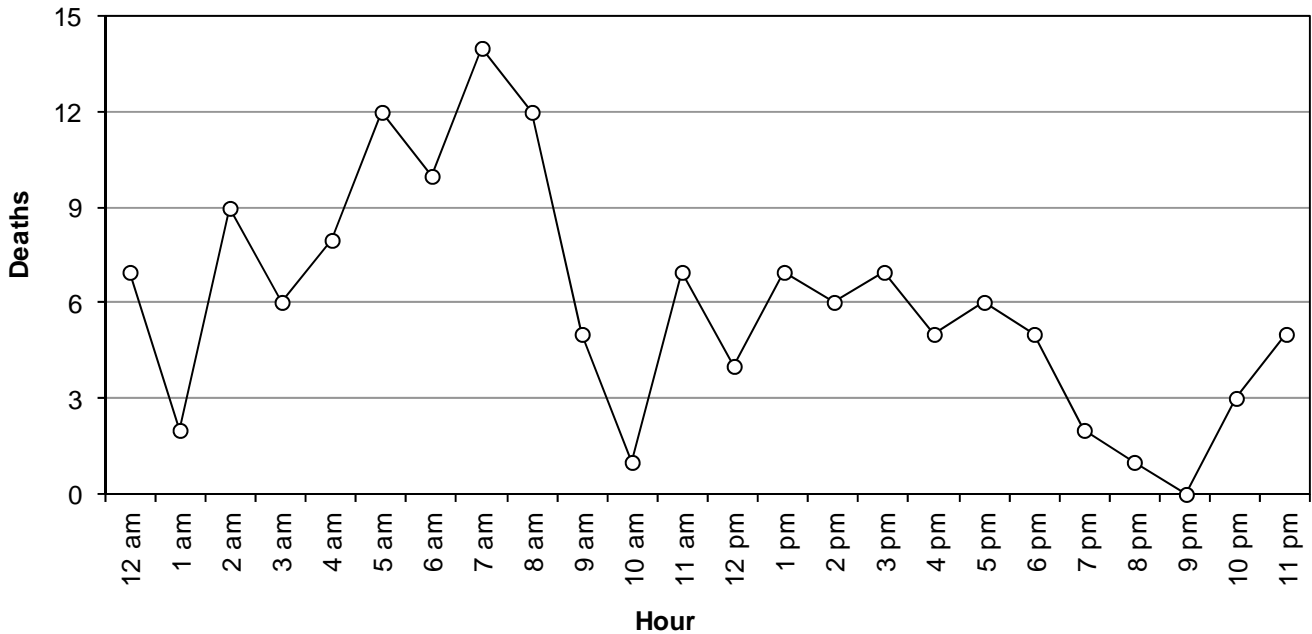


- Over the past 10 years, the percentage of deaths and fatal crashes involving drowsy drivers has fluctuated around 7% of all deaths and 6% of fatal crashes.
- On average, 19 people die a year in Utah from drowsy driver crashes.

Trends

Fatal Crashes Involving Drowsy Drivers by Hour (Utah 2005-2014)

Fatal Drowsy Driver Crashes												
Hour	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total	%
Midnight	1	0	1	1	2	0	0	0	1	1	7	4.9%
1 a.m.	2	0	0	0	0	0	0	0	0	0	2	1.4%
2 a.m.	0	0	2	2	3	0	1	0	0	1	9	6.3%
3 a.m.	0	0	5	0	1	0	0	0	0	0	6	4.2%
4 a.m.	0	0	2	0	4	0	1	0	1	0	8	5.6%
5 a.m.	2	1	3	2	1	1	0	1	1	0	12	8.3%
6 a.m.	3	0	2	2	0	0	0	2	0	1	10	6.9%
7 a.m.	2	1	3	3	2	1	0	0	2	0	14	9.7%
8 a.m.	1	0	5	0	0	2	0	1	2	1	12	8.3%
9 a.m.	1	0	0	0	1	0	1	2	0	0	5	3.5%
10 a.m.	0	1	0	0	0	0	0	0	0	0	1	0.7%
11 a.m.	1	0	1	2	0	0	0	2	1	0	7	4.9%
Noon	0	0	2	0	0	0	1	1	0	0	4	2.8%
1 p.m.	3	1	0	2	1	0	0	0	0	0	7	4.9%
2 p.m.	0	0	2	0	0	0	0	2	1	1	6	4.2%
3 p.m.	1	1	1	0	1	1	1	0	1	0	7	4.9%
4 p.m.	0	1	1	1	0	0	0	2	0	0	5	3.5%
5 p.m.	1	1	1	0	1	1	0	0	0	1	6	4.2%
6 p.m.	0	2	0	1	0	1	0	0	1	0	5	3.5%
7 p.m.	0	0	0	1	1	0	0	0	0	0	2	1.4%
8 p.m.	1	0	0	0	0	0	0	0	0	0	1	0.7%
9 p.m.	0	0	0	0	0	0	0	0	0	0	0	0.0%
10 p.m.	0	0	2	1	0	0	0	0	0	0	3	2.1%
11 p.m.	0	1	2	0	1	1	0	0	0	0	5	3.5%
Total	19	10	35	18	19	8	5	13	11	6	144	100.0%



- Over the past 10 years, fatal drowsy driver crashes were highest during the hours of 5:00-8:59 a.m.

Crash Conditions

Drowsy Driver Crashes by County (Utah 2014)

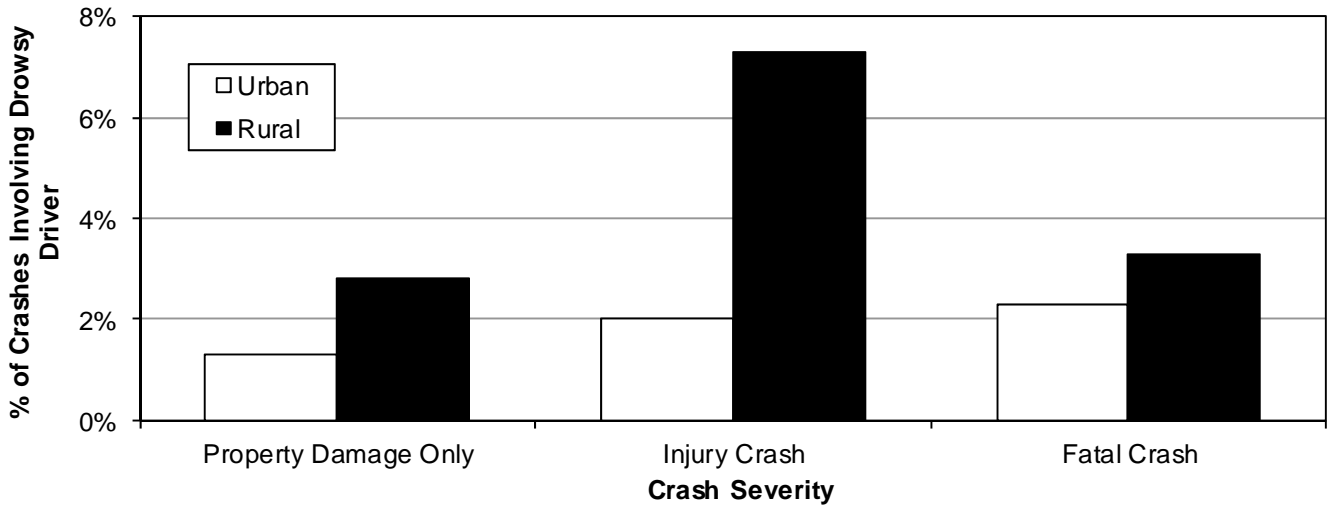
County	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
Grand	140	8	5.7%	76	16	21.1%	4	1	25.0%	220	25	11.4%
Juab	192	18	9.4%	62	11	17.7%	2	0	0.0%	256	29	11.3%
Millard	237	13	5.5%	94	13	13.8%	3	0	0.0%	334	26	7.8%
Emery	154	5	3.2%	64	12	18.8%	2	0	0.0%	220	17	7.7%
Beaver	164	10	6.1%	57	6	10.5%	2	0	0.0%	223	16	7.2%
Garfield	105	5	4.8%	39	4	10.3%	4	0	0.0%	148	9	6.1%
Daggett	26	1	3.8%	7	1	14.3%	0	0	n/a	33	2	6.1%
Sevier	228	9	3.9%	103	11	10.7%	2	0	0.0%	333	20	6.0%
Wayne	47	2	4.3%	18	2	11.1%	2	0	0.0%	67	4	6.0%
Kane	151	3	2.0%	42	7	16.7%	2	0	0.0%	195	10	5.1%
Box Elder	715	26	3.6%	290	20	6.9%	12	1	8.3%	1,017	47	4.6%
Tooele	715	21	2.9%	277	16	5.8%	11	0	0.0%	1,003	37	3.7%
Duchesne	326	12	3.7%	128	5	3.9%	9	0	0.0%	463	17	3.7%
Morgan	139	4	2.9%	32	2	6.3%	3	0	0.0%	174	6	3.4%
San Juan	208	3	1.4%	48	4	8.3%	3	0	0.0%	259	7	2.7%
Uintah	449	8	1.8%	125	7	5.6%	7	0	0.0%	581	15	2.6%
Piute	28	0	0.0%	12	1	8.3%	0	0	n/a	40	1	2.5%
Carbon	275	3	1.1%	106	6	5.7%	3	0	0.0%	384	9	2.3%
Summit	1,029	14	1.4%	223	13	5.8%	6	0	0.0%	1,258	27	2.1%
Washington	1,468	30	2.0%	724	16	2.2%	18	0	0.0%	2,210	46	2.1%
Davis	3,135	53	1.7%	1,544	43	2.8%	10	0	0.0%	4,689	96	2.0%
Utah	4,976	90	1.8%	2,448	57	2.3%	20	1	5.0%	7,444	148	2.0%
Iron	594	10	1.7%	246	4	1.6%	3	1	33.3%	843	15	1.8%
Cache	1,321	12	0.9%	475	17	3.6%	12	2	16.7%	1,808	31	1.7%
Weber	2,559	29	1.1%	1,464	36	2.5%	14	0	0.0%	4,037	65	1.6%
Sanpete	243	2	0.8%	72	3	4.2%	3	0	0.0%	318	5	1.6%
Wasatch	449	7	1.6%	130	2	1.5%	5	0	0.0%	584	9	1.5%
Salt Lake	17,274	185	1.1%	7,501	117	1.6%	58	0	0.0%	24,833	302	1.2%
Rich	41	0	0.0%	19	0	0.0%	2	0	0.0%	62	0	0.0%
Statewide	37,388	583	1.6%	16,426	452	2.8%	222	6	2.7%	54,036	1,041	1.9%

- Overall, Grand (11.4%) and Juab (11.3%) counties had the highest percentages of crashes involving a drowsy driver.
- Overall, Rich (0.0%), Salt Lake (1.2%), Wasatch (1.5%), Sanpete (1.5%), and Weber (1.6%) counties had the lowest percentages of crashes involving a drowsy driver.
- Statewide, drowsy driver crashes represented 1.9% of all crashes and 2.7% of all fatal crashes.
- Although only 1.2% of crashes in Salt Lake County involved a drowsy driver, Salt Lake was still the highest county for number of drowsy driver crashes accounting for 29.0% of the drowsy driver crashes in the state.

Crash Conditions

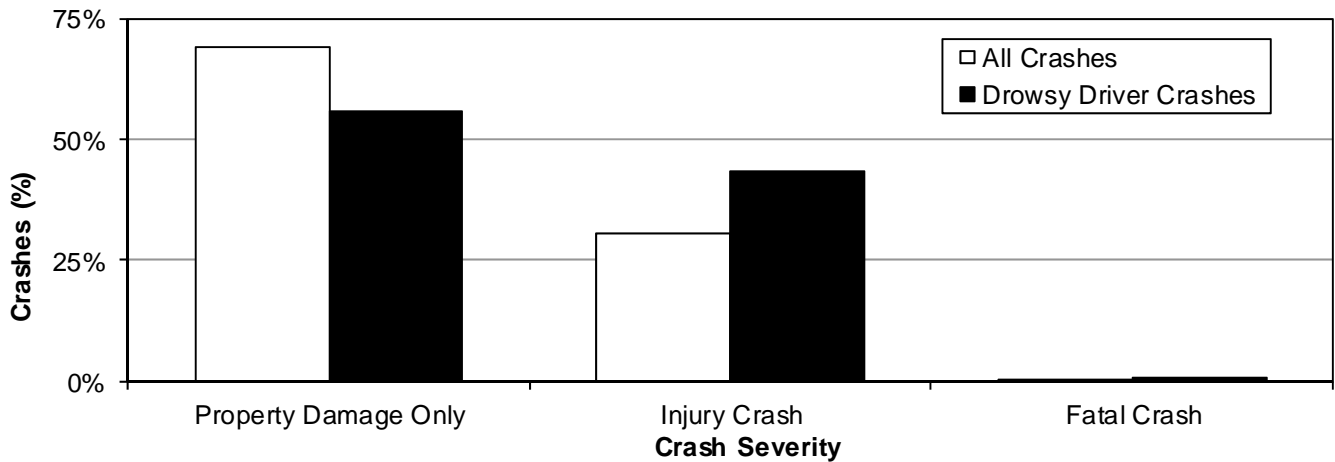
Drowsy Driver Crashes by Rural/Urban (Utah 2014)

Location	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
Rural	6,655	184	2.8%	2,270	166	7.3%	90	3	3.3%	9,015	353	3.9%
Urban	30,734	399	1.3%	14,155	286	2.0%	132	3	2.3%	45,021	688	1.5%
Statewide	37,389	583	1.6%	16,425	452	2.8%	222	6	2.7%	54,036	1,041	1.9%



- Overall, 3.9% of rural crashes involved a drowsy driver compared to 1.5% of urban crashes.
- Rural crashes were 2.6 times more likely to involve a drowsy driver than urban crashes.

Drowsy Driver Crash Severity (Utah 2014)



- Drowsy driver crashes were more likely to result in injury compared to all motor vehicle crashes (43.4% to 30.4%).

Crash Conditions

Drowsy Driver Crashes by Vehicle Type (Utah 2014)

Drowsy Driver Vehicles												
Vehicle Type	Property Damage Only			Injury			Fatal			Total		
	All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
Van	3,504	29	0.8%	1,762	32	1.8%	13	1	7.7%	5,279	62	1.2%
Heavy Truck	2,569	19	0.7%	687	19	2.8%	22	0	0.0%	3,278	38	1.2%
Passenger Car	34,719	338	1.0%	16,353	243	1.5%	138	3	2.2%	51,210	584	1.1%
Pickup Truck	10,781	89	0.8%	4,112	74	1.8%	73	0	0.0%	14,966	163	1.1%
SUV	13,692	109	0.8%	6,355	81	1.3%	64	2	3.1%	20,111	192	1.0%
Motorcycle	172	0	0.0%	986	4	0.4%	49	0	0.0%	1,207	4	0.3%
Bus	353	0	0.0%	91	1	1.1%	3	0	0.0%	447	1	0.2%
Off Road Vehicle	19	0	0.0%	181	0	0.0%	6	0	0.0%	206	0	0.0%
RV/Motor Home	96	0	0.0%	21	0	0.0%	4	0	0.0%	121	0	0.0%
Other	53	0	0.0%	27	0	0.0%	1	0	0.0%	81	0	0.0%
Unknown	2,232	0	0.0%	421	0	0.0%	1	0	0.0%	2,654	0	0.0%
Total	68,190	584	0.9%	30,996	454	1.5%	374	6	1.6%	99,560	1,044	1.0%

- Overall, van (1.2%) and heavy truck (1.2%) had the highest percentages of drowsy driver vehicles in crashes.
- Overall, passenger car, SUV, and pickup truck had the highest number of drowsy driver vehicles in crashes.

Gender of Drowsy Drivers in Crashes (Utah 2014)

Drowsy Drivers									
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	
Male	423	72.8%	308	67.8%	4	66.7%	735	70.6%	
Female	156	26.9%	146	32.2%	2	33.3%	304	29.2%	
Unknown	2	0.3%	0	0.0%	0	0.0%	2	0.2%	
Total	581	100.0%	454	100.0%	6	100.0%	1,041	100.0%	

- The majority of drowsy drivers in all motor vehicle crashes (70.6%) were male.
- Male drivers were 1.8 times more likely to be drowsy in a crash than female drivers.

Percent of Drivers in Crashes Drowsy by Gender (Utah 2014)

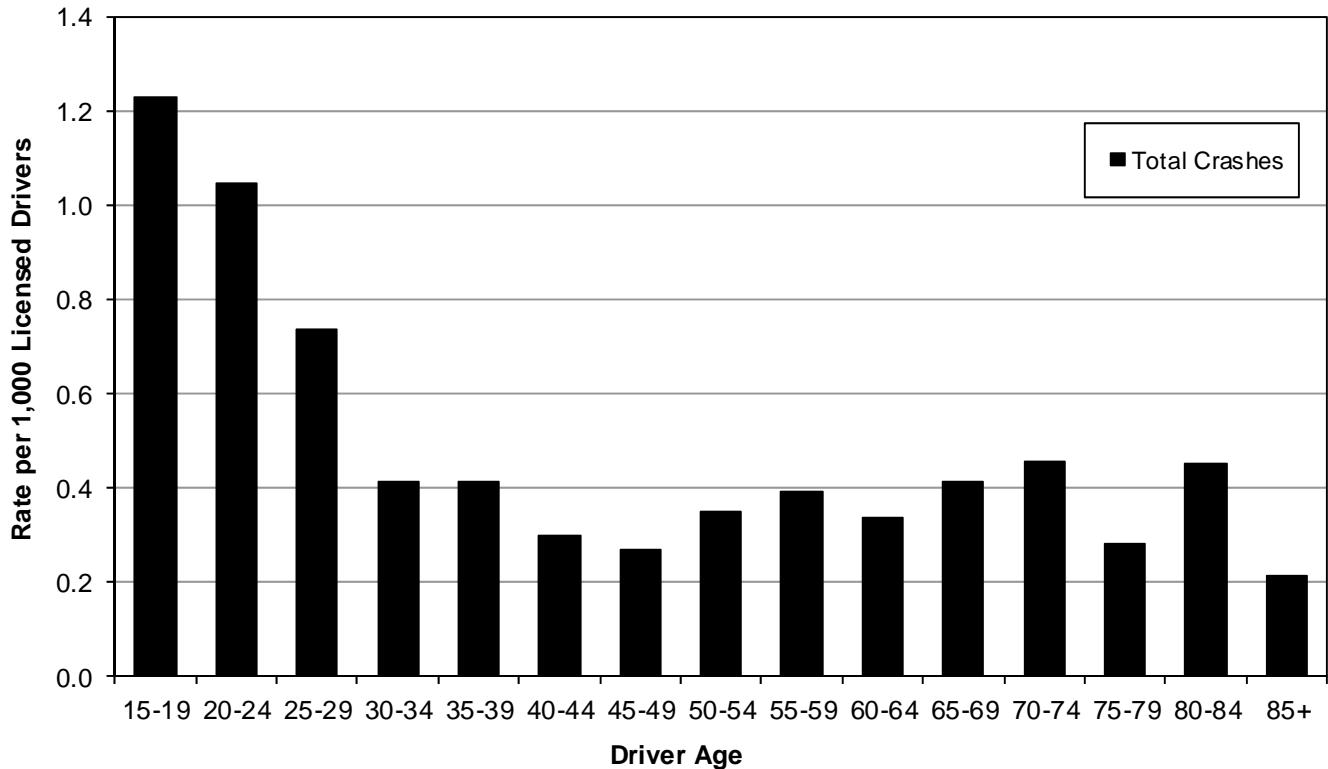
Drowsy Drivers												
Driver Age	Property Damage Only			Injury			Fatal			Total		
	All	Drowsy		All	Drowsy		All	Drowsy		All	Drowsy	
	#	#	%	#	#	%	#	#	%	#	#	%
Male	35,080	423	1.2%	16,041	308	1.9%	264	4	1.5%	51,385	735	1.4%
Female	25,328	156	0.6%	13,513	146	1.1%	90	2	2.2%	38,931	304	0.8%
Unknown	3,715	2	0.1%	717	0	0.0%	2	0	0.0%	4,434	2	0.0%
Total	64,123	581	0.9%	30,271	454	1.5%	356	6	1.7%	94,750	1,041	1.1%

- Overall, 1.4% of male drivers in crashes were drowsy compared to 0.8% of female drivers in crashes.

Crash Conditions

Age of Drowsy Drivers in Crashes (Utah 2014)

Drowsy 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	0	0.0%	n/a	0	0.0%	n/a	0	0.0%	n/a	0	0.0%	n/a
15-19	119	20.5%	0.76	73	16.1%	0.46	2	33.3%	0.013	194	18.6%	1.23
20-24	114	19.6%	0.58	89	19.6%	0.45	2	33.3%	0.010	205	19.7%	1.05
25-29	88	15.1%	0.45	55	12.1%	0.28	1	16.7%	0.005	144	13.8%	0.73
30-34	49	8.4%	0.24	34	7.5%	0.17	0	0.0%	0.000	83	8.0%	0.41
35-39	38	6.5%	0.20	42	9.3%	0.22	0	0.0%	0.000	80	7.7%	0.41
40-44	28	4.8%	0.17	20	4.4%	0.12	0	0.0%	0.000	48	4.6%	0.30
45-49	17	2.9%	0.12	20	4.4%	0.15	0	0.0%	0.000	37	3.6%	0.27
50-54	26	4.5%	0.18	22	4.8%	0.16	1	16.7%	0.007	49	4.7%	0.35
55-59	29	5.0%	0.21	25	5.5%	0.18	0	0.0%	0.000	54	5.2%	0.39
60-64	18	3.1%	0.15	22	4.8%	0.18	0	0.0%	0.000	40	3.8%	0.34
65-69	22	3.8%	0.23	17	3.7%	0.18	0	0.0%	0.000	39	3.7%	0.41
70-74	12	2.1%	0.18	19	4.2%	0.28	0	0.0%	0.000	31	3.0%	0.46
75-79	7	1.2%	0.15	6	1.3%	0.13	0	0.0%	0.000	13	1.2%	0.28
80-84	5	0.9%	0.16	9	2.0%	0.29	0	0.0%	0.000	14	1.3%	0.45
85+	4	0.7%	0.17	1	0.2%	0.04	0	0.0%	0.000	5	0.5%	0.21
Unknown	5	0.9%	n/a	0	0.0%	n/a	0	0.0%	n/a	5	0.5%	n/a
Total	581	100.0%	0.31	454	100.0%	0.24	6	100.0%	0.003	1,041	100.0%	0.55

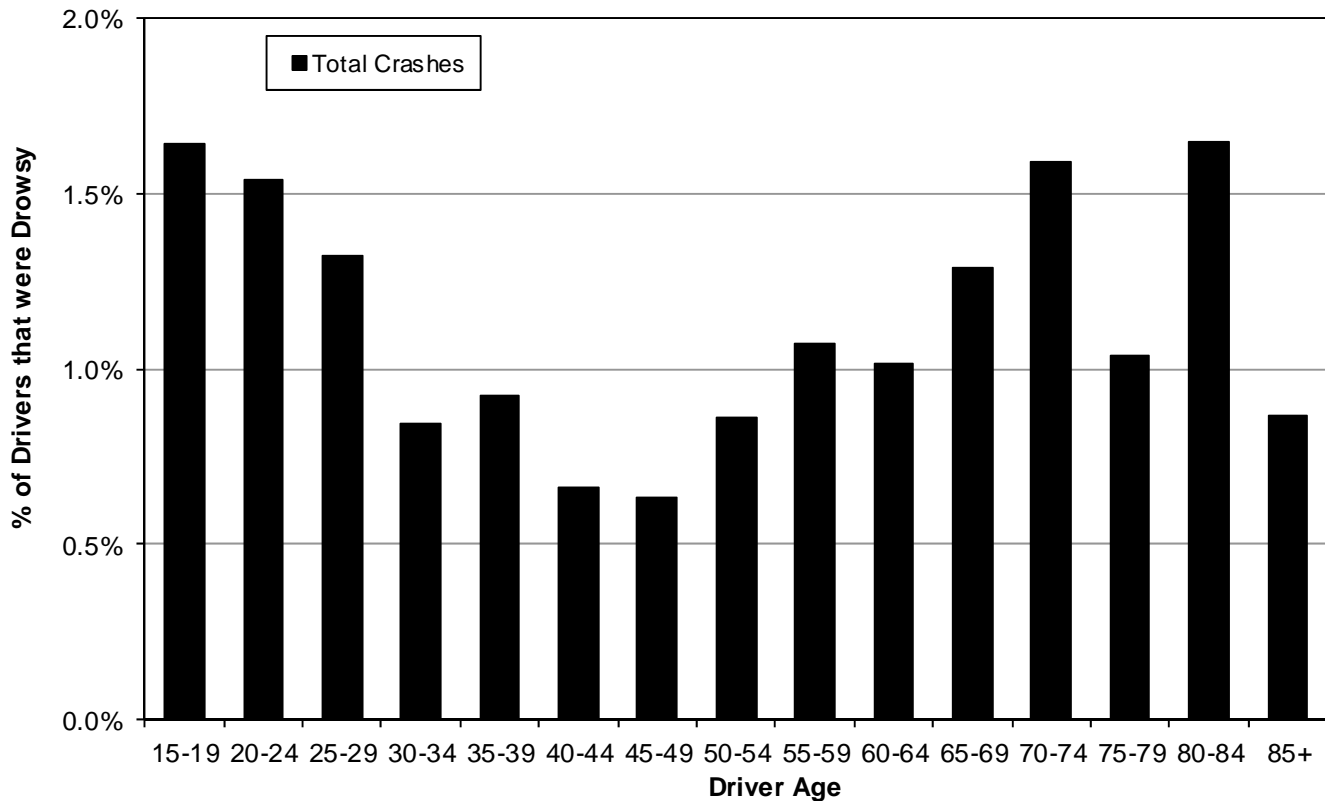


- Drivers aged 15-24 years had the highest drowsy driving crash rates per licensed drivers.

Crash Conditions

Percent of Drivers in Crashes Drowsy by Age (Utah 2014)

Driver Age	Drowsy Drivers											
	Property Damage Only			Injury			Fatal			Total		
	All #	Drowsy #	%	All #	Drowsy #	%	All #	Drowsy #	%	All #	Drowsy #	%
<15	36	0	0.0%	56	0	0.0%	0	0	n/a	92	0	0.0%
15-19	8,068	119	1.5%	3,717	73	2.0%	32	2	6.3%	11,817	194	1.6%
20-24	8,988	114	1.3%	4,298	89	2.1%	33	2	6.1%	13,319	205	1.5%
25-29	7,251	88	1.2%	3,622	55	1.5%	29	1	3.4%	10,902	144	1.3%
30-34	6,581	49	0.7%	3,229	34	1.1%	33	0	0.0%	9,843	83	0.8%
35-39	5,821	38	0.7%	2,791	42	1.5%	41	0	0.0%	8,653	80	0.9%
40-44	4,811	28	0.6%	2,446	20	0.8%	26	0	0.0%	7,283	48	0.7%
45-49	3,896	17	0.4%	1,925	20	1.0%	28	0	0.0%	5,849	37	0.6%
50-54	3,754	26	0.7%	1,904	22	1.2%	39	1	2.6%	5,697	49	0.9%
55-59	3,303	29	0.9%	1,695	25	1.5%	28	0	0.0%	5,026	54	1.1%
60-64	2,662	18	0.7%	1,250	22	1.8%	19	0	0.0%	3,931	40	1.0%
65-69	2,020	22	1.1%	986	17	1.7%	13	0	0.0%	3,019	39	1.3%
70-74	1,306	12	0.9%	630	19	3.0%	13	0	0.0%	1,949	31	1.6%
75-79	833	7	0.8%	409	6	1.5%	10	0	0.0%	1,252	13	1.0%
80-84	544	5	0.9%	300	9	3.0%	6	0	0.0%	850	14	1.6%
85+	382	4	1.0%	190	1	0.5%	4	0	0.0%	576	5	0.9%
Unknown	3,867	5	0.1%	823	0	0.0%	2	0	0.0%	4,692	5	0.1%
Total	64,123	581	0.9%	30,271	454	1.5%	356	6	1.7%	94,750	1,041	1.1%



- Drivers aged 15-29 years and 65+ had the highest percent of drivers in crashes that were drowsy.

Crash Conditions

Drowsy Driver Crashes by Month (Utah 2014)

Drowsy Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	40	1.3	25	0.8	0	0.00	65	2.1
February	38	1.4	29	1.0	0	0.00	67	2.4
March	44	1.4	35	1.1	0	0.00	79	2.5
April	38	1.3	35	1.2	1	0.03	74	2.5
May	53	1.7	39	1.3	0	0.00	92	3.0
June	51	1.7	56	1.9	1	0.03	108	3.6
July	64	2.1	40	1.3	0	0.00	104	3.4
August	51	1.6	51	1.6	1	0.03	103	3.3
September	67	2.2	43	1.4	1	0.03	111	3.7
October	52	1.7	40	1.3	1	0.03	93	3.0
November	35	1.2	30	1.0	1	0.03	66	2.2
December	50	1.6	29	0.9	0	0.00	79	2.5
Total	583	1.6	452	1.2	6	0.02	1,041	2.9

- Overall, the highest rate per day of drowsy driver crashes occurred in September (3.7) and June (3.6).
- Overall, the lowest rate per day of drowsy driver crashes occurred in January (2.1) and November (2.2).

Drowsy Driver Crashes by Day of Week (Utah 2014)

Drowsy Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	87	14.9%	71	15.7%	1	16.7%	159	15.3%
Monday	73	12.5%	50	11.1%	0	0.0%	123	11.8%
Tuesday	87	14.9%	60	13.3%	2	33.3%	149	14.3%
Wednesday	73	12.5%	68	15.0%	0	0.0%	141	13.5%
Thursday	82	14.1%	65	14.4%	1	16.7%	148	14.2%
Friday	81	13.9%	74	16.4%	0	0.0%	155	14.9%
Saturday	100	17.2%	64	14.2%	2	33.3%	166	15.9%
Total	583	100.0%	452	100.0%	6	100.0%	1,041	100.0%

- Overall, the highest percentage of drowsy driver crashes occurred on Saturday (15.9%) and Sunday (15.3%).
- Overall, the lowest percentage of drowsy driver crashes occurred on Monday (11.8%).

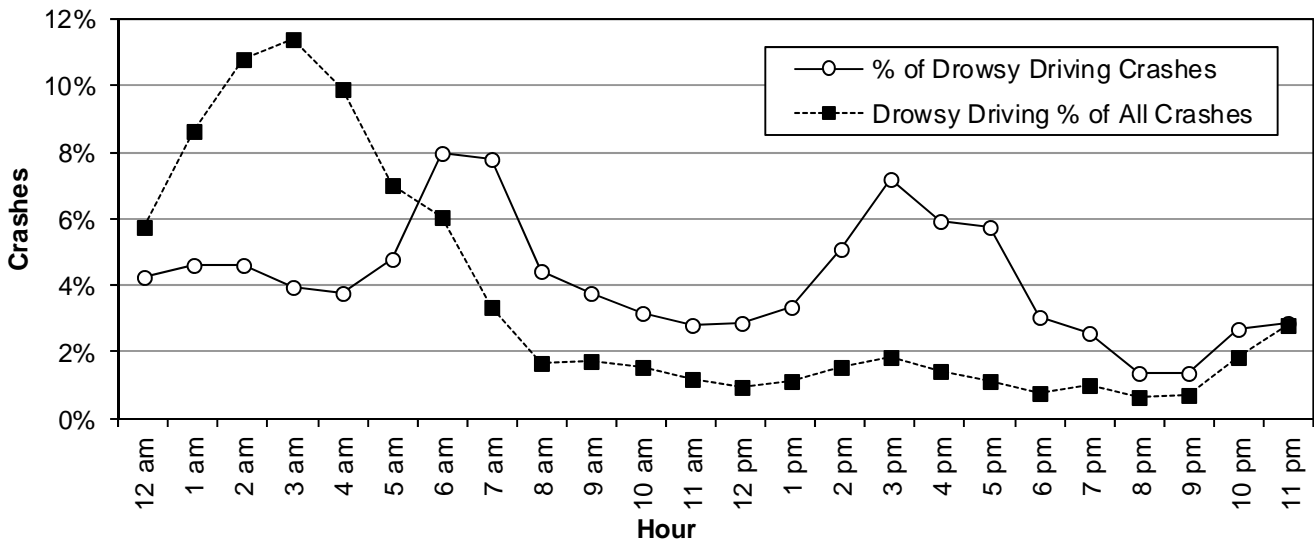

You Snooze You Lose
Don't Drive Drowsy

Crash Conditions

Drowsy Driver Crashes by Hour (Utah 2014)

Drowsy Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	23	3.9%	20	4.4%	1	16.7%	44	4.2%
1 a.m.	29	5.0%	19	4.2%	0	0.0%	48	4.6%
2 a.m.	30	5.1%	17	3.8%	1	16.7%	48	4.6%
3 a.m.	17	2.9%	24	5.3%	0	0.0%	41	3.9%
4 a.m.	27	4.6%	12	2.7%	0	0.0%	39	3.7%
5 a.m.	23	3.9%	27	6.0%	0	0.0%	50	4.8%
6 a.m.	51	8.7%	31	6.9%	1	16.7%	83	8.0%
7 a.m.	43	7.4%	38	8.4%	0	0.0%	81	7.8%
8 a.m.	29	5.0%	16	3.5%	1	16.7%	46	4.4%
9 a.m.	23	3.9%	16	3.5%	0	0.0%	39	3.7%
10 a.m.	18	3.1%	15	3.3%	0	0.0%	33	3.2%
11 a.m.	12	2.1%	17	3.8%	0	0.0%	29	2.8%
Noon	18	3.1%	12	2.7%	0	0.0%	30	2.9%
1 p.m.	23	3.9%	12	2.7%	0	0.0%	35	3.4%
2 p.m.	23	3.9%	29	6.4%	1	16.7%	53	5.1%
3 p.m.	33	5.7%	42	9.3%	0	0.0%	75	7.2%
4 p.m.	42	7.2%	20	4.4%	0	0.0%	62	6.0%
5 p.m.	34	5.8%	25	5.5%	1	16.7%	60	5.8%
6 p.m.	18	3.1%	14	3.1%	0	0.0%	32	3.1%
7 p.m.	18	3.1%	9	2.0%	0	0.0%	27	2.6%
8 p.m.	9	1.5%	5	1.1%	0	0.0%	14	1.3%
9 p.m.	10	1.7%	4	0.9%	0	0.0%	14	1.3%
10 p.m.	14	2.4%	14	3.1%	0	0.0%	28	2.7%
11 p.m.	16	2.7%	14	3.1%	0	0.0%	30	2.9%
Total	583	100.0%	452	100.0%	6	100.0%	1,041	100.0%

Drowsy Driver Crashes			
Hour	Total Crashes		
	All	Drowsy	%
Midnight	767	44	5.7%
1 a.m.	556	48	8.6%
2 a.m.	445	48	10.8%
3 a.m.	360	41	11.4%
4 a.m.	394	39	9.9%
5 a.m.	714	50	7.0%
6 a.m.	1,372	83	6.0%
7 a.m.	2,410	81	3.4%
8 a.m.	2,817	46	1.6%
9 a.m.	2,243	39	1.7%
10 a.m.	2,178	33	1.5%
11 a.m.	2,449	29	1.2%
Noon	3,231	30	0.9%
1 p.m.	3,169	35	1.1%
2 p.m.	3,500	53	1.5%
3 p.m.	4,092	75	1.8%
4 p.m.	4,433	62	1.4%
5 p.m.	5,344	60	1.1%
6 p.m.	4,179	32	0.8%
7 p.m.	2,772	27	1.0%
8 p.m.	2,135	14	0.7%
9 p.m.	1,916	14	0.7%
10 p.m.	1,496	28	1.9%
11 p.m.	1,062	30	2.8%
Total	54,034	1,041	1.9%



- Drowsy driver total crashes were highest during the hours of 6:00-7:59 a.m. and 2:00-5:59 p.m.
- The percent of crashes involving drowsy drivers was highest during the hours of 1:00-5:59 a.m.

Teenage Drivers



2

Section 8: Teenage Drivers

0

Trends

Teenage Driver Crashes 2005-2014 136

Teenage Driver Fatal Crashes 2005-2014 137

Crash Conditions

County 138

Driver Age 139

Driver Gender 140

Previous Driving Violations 140

Alcohol Involvement of Drivers 140

Number of Occupants in Teen Driven Vehicles 140

Restraint Use 140

Month 141

Day of Week 141

Hour 142

Speed Limit 143

Travel Speed 143

Crash Severity 144

Drivers with Contributing Factors 144

Contributing Factors 145

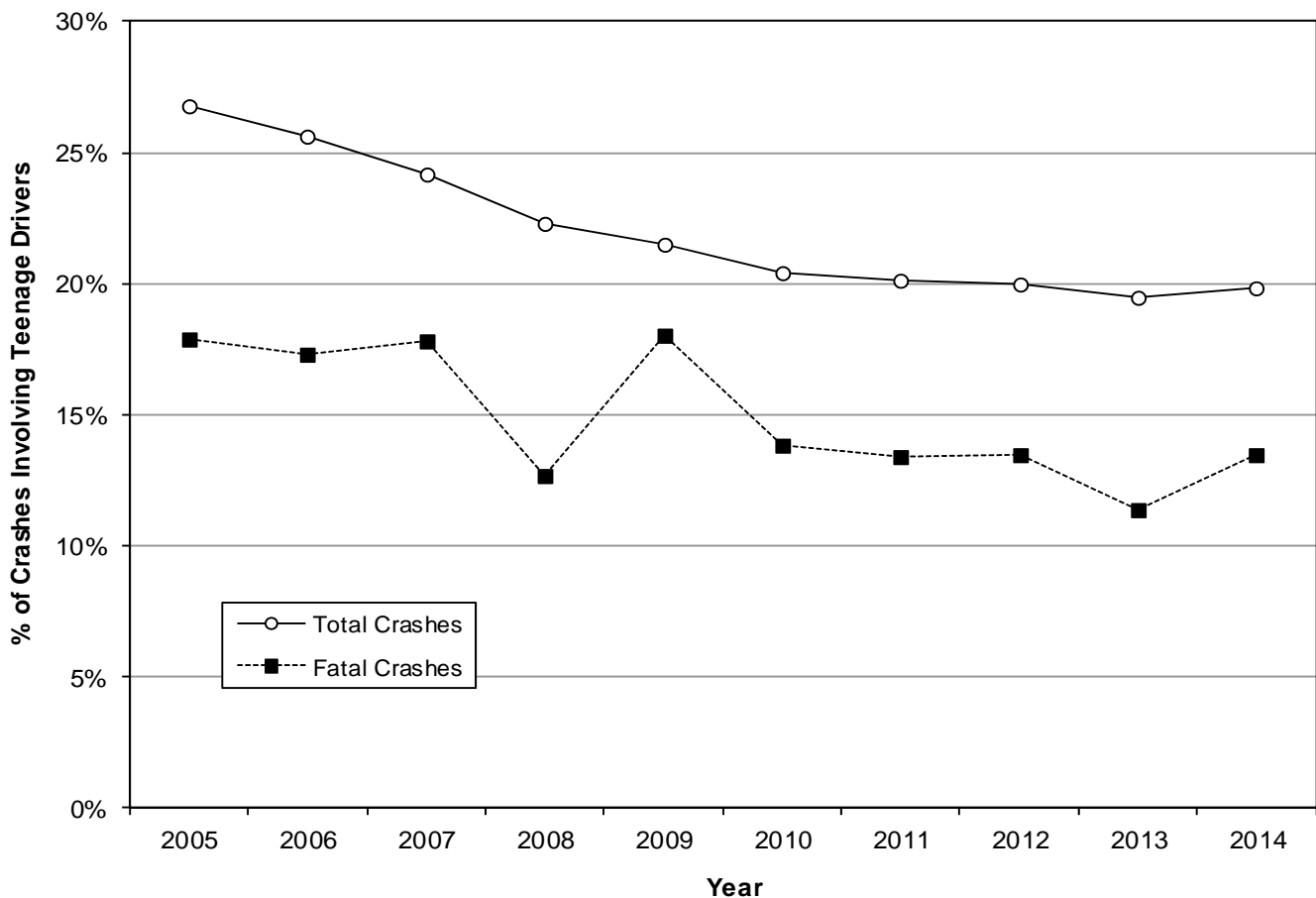
1

4

Trends

Teenage Driver Crashes (Utah 2005-2014)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
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%
2014	37,388	7,288	19.5%	16,426	3,401	20.7%	222	30	13.5%	54,036	10,719	19.8%
Total	371,492	80,526	21.7%	168,270	38,985	23.2%	2,270	341	15.0%	542,032	119,852	22.1%

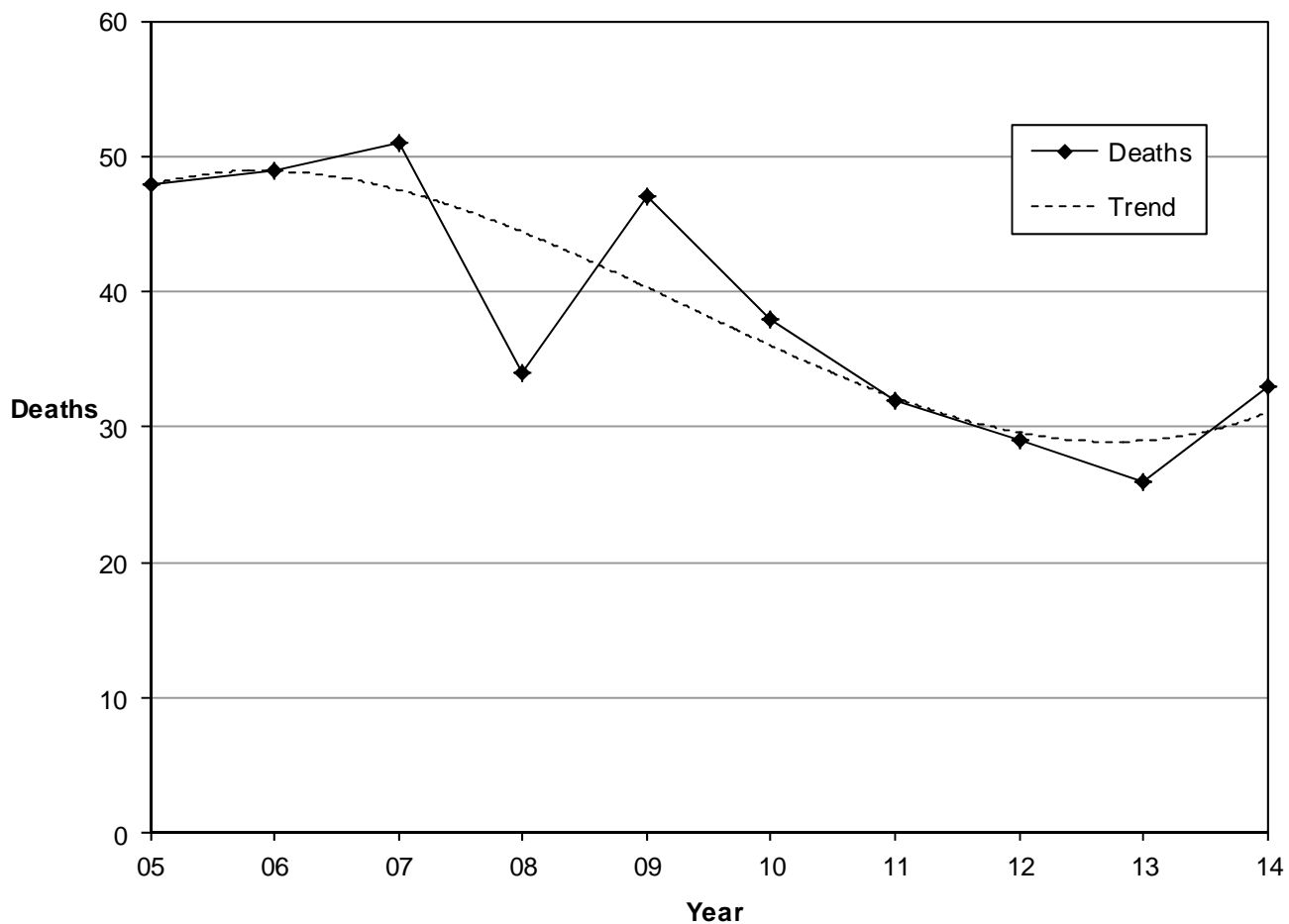


- Teenage drivers (aged 15-19 years) are a special concern because of their high crash rates and lack of driving experience.
- The 10-year trend shows that 22.1% of all crashes in Utah involved a teenage driver with a decreasing trend over the last 10 years.
- Fatal teenage driver crashes have also shown a decreasing trend although less dramatic than total crashes.

Trends

Fatal Crashes Involving Teenage Drivers (Utah 2005-2014)

Teen Driver Crashes						
Year	Deaths			Fatal Crashes		
	All	Teen Driver	%	All	Teen Driver	%
	#	#	%	#	#	%
2005	282	48	17.0%	235	42	17.9%
2006	287	49	17.1%	249	43	17.3%
2007	299	51	17.1%	260	46	17.7%
2008	276	34	12.3%	244	31	12.7%
2009	244	47	19.3%	217	39	18.0%
2010	253	38	15.0%	218	30	13.8%
2011	243	32	13.2%	224	30	13.4%
2012	217	29	13.4%	200	27	13.5%
2013	220	26	11.8%	202	23	11.4%
2014	256	33	12.9%	222	30	13.5%
Total	2,577	387	15.0%	2,271	341	15.0%



- Over the past 10 years, the percentage of deaths and fatal crashes involving teenage drivers has fluctuated around 15% of all deaths and fatal crashes.
- On average, 39 people die a year in Utah from crashes involving a teenage driver.

Crash Conditions

Teenage Driver Crashes by County (Utah 2014)

County	Teenage Driver Crashes											
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Teen Driver	%	All	Teen Driver	%	All	Teen Driver	%	All	Teen Driver	%
#	#	%	#	#	%	#	#	%	#	#	%	
Cache	1,321	321	24.3%	475	135	28.4%	12	3	25.0%	1,808	459	25.4%
Washington	1,468	367	25.0%	724	176	24.3%	18	5	27.8%	2,210	548	24.8%
Davis	3,135	750	23.9%	1,544	369	23.9%	10	1	10.0%	4,689	1,120	23.9%
Utah	4,976	1,155	23.2%	2,448	590	24.1%	20	4	20.0%	7,444	1,749	23.5%
Sanpete	243	58	23.9%	72	16	22.2%	3	0	0.0%	318	74	23.3%
Weber	2,559	582	22.7%	1,464	282	19.3%	14	1	7.1%	4,037	865	21.4%
Wayne	47	7	14.9%	18	7	38.9%	2	0	0.0%	67	14	20.9%
Tooele	715	126	17.6%	277	67	24.2%	11	1	9.1%	1,003	194	19.3%
Iron	594	109	18.4%	246	50	20.3%	3	0	0.0%	843	159	18.9%
Uintah	449	83	18.5%	125	26	20.8%	7	0	0.0%	581	109	18.8%
Salt Lake	17,274	3,143	18.2%	7,501	1,435	19.1%	58	5	8.6%	24,833	4,583	18.5%
Box Elder	715	117	16.4%	290	55	19.0%	12	3	25.0%	1,017	175	17.2%
Carbon	275	45	16.4%	106	20	18.9%	3	1	33.3%	384	66	17.2%
Wasatch	449	71	15.8%	130	23	17.7%	5	1	20.0%	584	95	16.3%
Millard	237	30	12.7%	94	20	21.3%	3	0	0.0%	334	50	15.0%
Morgan	139	22	15.8%	32	3	9.4%	3	1	33.3%	174	26	14.9%
Duchesne	326	43	13.2%	128	22	17.2%	9	1	11.1%	463	66	14.3%
Beaver	164	22	13.4%	57	9	15.8%	2	0	0.0%	223	31	13.9%
Summit	1,029	128	12.4%	223	35	15.7%	6	1	16.7%	1,258	164	13.0%
Rich	41	5	12.2%	19	3	15.8%	2	0	0.0%	62	8	12.9%
Sevier	228	26	11.4%	103	15	14.6%	2	0	0.0%	333	41	12.3%
Emery	154	17	11.0%	64	10	15.6%	2	0	0.0%	220	27	12.3%
Daggett	26	3	11.5%	7	1	14.3%	0	0	n/a	33	4	12.1%
Juab	192	14	7.3%	62	11	17.7%	2	0	0.0%	256	25	9.8%
Grand	140	12	8.6%	76	5	6.6%	4	2	50.0%	220	19	8.6%
Kane	151	11	7.3%	42	5	11.9%	2	0	0.0%	195	16	8.2%
Piute	28	1	3.6%	12	2	16.7%	0	0	n/a	40	3	7.5%
San Juan	208	15	7.2%	48	4	8.3%	3	0	0.0%	259	19	7.3%
Garfield	105	5	4.8%	39	5	12.8%	4	0	0.0%	148	10	6.8%
Statewide	37,388	7,288	19.5%	16,426	3,401	20.7%	222	30	13.5%	54,036	10,719	19.8%

- Overall, Cache (25.4%), Washington (24.8%), and Davis (23.9%) counties had the highest percentages of crashes involving a teenage driver.
- Salt Lake and Washington counties had the highest amount of fatal crashes involving a teenage driver.
- Overall, Garfield (6.8%), San Juan (7.3%), and Piute (7.5%) counties had the lowest percentages of crashes involving a teenage driver.
- Statewide, teenage driver crashes represented 19.8% of all crashes and 13.5% of all fatal crashes.

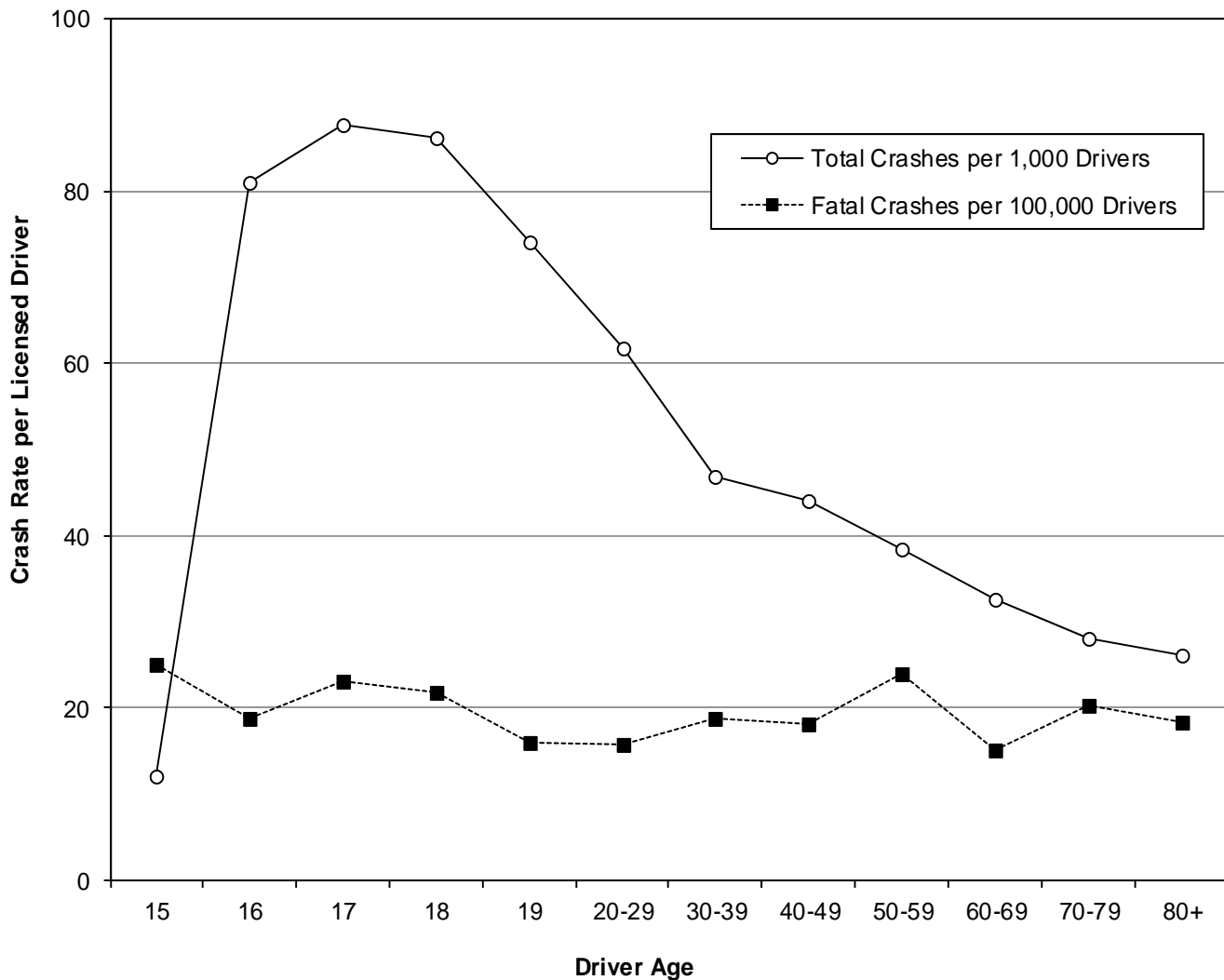


Crash Conditions

Age of Teenage Drivers in Crashes (Utah 2014)

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	122	1.5%	7.6	69	1.9%	4.3	4	12.5%	0.249	195	1.7%	12.1
16	1,782	22.1%	55.5	811	21.8%	25.3	6	18.8%	0.187	2,599	22.0%	81.0
17	2,101	26.0%	60.5	936	25.2%	26.9	8	25.0%	0.230	3,045	25.8%	87.7
18	2,169	26.9%	58.7	1,001	26.9%	27.1	8	25.0%	0.217	3,178	26.9%	86.1
19	1,894	23.5%	50.1	900	24.2%	23.8	6	18.8%	0.159	2,800	23.7%	74.1
Total	8,068	100.0%	51.2	3,717	100.0%	23.6	32	100.0%	0.203	11,817	100.0%	75.0

Crash Rate of Licensed Drivers by Age (Utah 2014)



- Drivers aged 17 years had the highest total crash rate per licensed driver.
- Drivers aged 15 years had the highest fatal crash rate per licensed driver.

Crash Conditions

Gender of Teenage Drivers in Crashes (Utah 2014)

Teenage Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	4,107	50.9%	1,792	48.2%	12	37.5%	5,911	50.0%
Female	3,934	48.8%	1,915	51.5%	20	62.5%	5,869	49.7%
Unknown	27	0.3%	10	0.3%	0	0.0%	37	0.3%
Total	8,068	100.0%	3,717	100.0%	32	100.0%	11,817	100.0%

- The majority of teen drivers in all motor vehicle crashes (50.0%) were male.
- The majority of teen drivers in injury crashes (51.5%) and fatal crashes (62.5%) were female.
- Crashes involving female teen drivers were 1.7 times more likely to be fatal than male teen driver crashes.

Previous Driving Violations of Teens in Fatal Crashes (Utah 2014)

- Of the 32 teenage drivers in fatal crashes, 9 (28.1%) had been previously convicted of a moving traffic violation in the past three years. The highest number of violations by one teen driver was two in the past three years.

Alcohol Involvement of Teenage Drivers (Utah 2014)

- Of the 32 teenage drivers in fatal crashes, one (3.1%) was impaired by alcohol.

Friends
Don't Let
Friends
Drive Drunk.

Number of Occupants in Teenage Driven Vehicles (Utah 2014)

Teenage Driven Vehicles								
Number of Occupants	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	5,814	72.1%	2,302	61.9%	13	40.6%	8,129	68.8%
2	1,549	19.2%	903	24.3%	14	43.8%	2,466	20.9%
3	432	5.4%	292	7.9%	2	6.3%	726	6.1%
4 or more	273	3.4%	220	5.9%	3	9.4%	496	4.2%
Total	8,068	100.0%	3,717	100.0%	32	100.0%	11,817	100.0%

- Over two-thirds of teenage driven vehicles (68.8%) in crashes contained only the teenage driver.
- Only 40.6% of the teenage driven vehicles in fatal crashes contained only the driver.
- Teenage driver vehicles with passengers in crashes were 3.2 times more likely to be fatal than crashes with only the teenage driver.

Restraint Use of Teen Drivers and Their Passengers (Utah 2014)

Persons (Teen Driver and Passengers)								
Restraint Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Restrained	13,198	98.4%	2,304	92.5%	12	60.0%	15,514	97.4%
Unrestrained	210	1.6%	188	7.5%	8	40.0%	406	2.6%
Total	13,408	100.0%	2,492	100.0%	20	100.0%	15,920	100.0%

- Overall, most teen drivers and their passengers were restrained (97.4%).
- Only 60.0% of occupants killed in teenage driven vehicles were restrained.

Crash Conditions

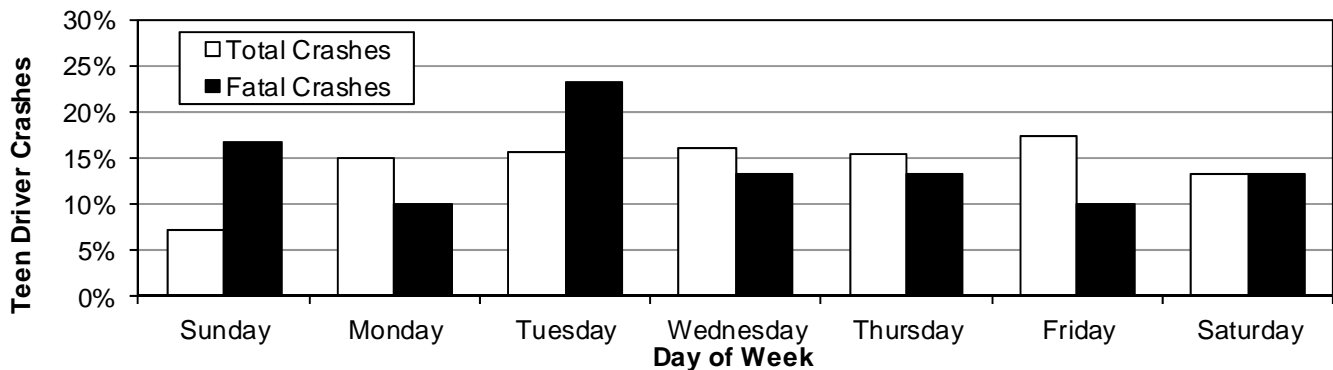
Teenage Driver Crashes by Month (Utah 2014)

Teenage Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	615	19.8	217	7.0	0	0.00	832	26.8
February	539	19.3	219	7.8	0	0.00	758	27.1
March	530	17.1	266	8.6	0	0.00	796	25.7
April	585	19.5	293	9.8	4	0.13	882	29.4
May	559	18.0	334	10.8	3	0.10	896	28.9
June	449	15.0	273	9.1	5	0.17	727	24.2
July	556	17.9	287	9.3	2	0.06	845	27.3
August	620	20.0	284	9.2	3	0.10	907	29.3
September	685	22.8	323	10.8	4	0.13	1,012	33.7
October	696	22.5	318	10.3	4	0.13	1,018	32.8
November	624	20.8	257	8.6	5	0.17	886	29.5
December	830	26.8	330	10.6	0	0.00	1,160	37.4
Total	7,288	20.0	3,401	9.3	30	0.08	10,719	29.4

- Overall, December (37.4) and September (33.7) had the highest rates per day for teenage driver crashes.
- The highest rate per day of fatal teenage driver crashes occurred in June and November (0.17).

Teenage Driver Crashes by Day of Week (Utah 2014)

Teenage Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	502	6.9%	259	7.6%	5	16.7%	766	7.1%
Monday	1,103	15.1%	504	14.8%	3	10.0%	1,610	15.0%
Tuesday	1,132	15.5%	536	15.8%	7	23.3%	1,675	15.6%
Wednesday	1,187	16.3%	520	15.3%	4	13.3%	1,711	16.0%
Thursday	1,147	15.7%	515	15.1%	4	13.3%	1,666	15.5%
Friday	1,254	17.2%	605	17.8%	3	10.0%	1,862	17.4%
Saturday	963	13.2%	462	13.6%	4	13.3%	1,429	13.3%
Total	7,288	100.0%	3,401	100.0%	30	100.0%	10,719	100.0%

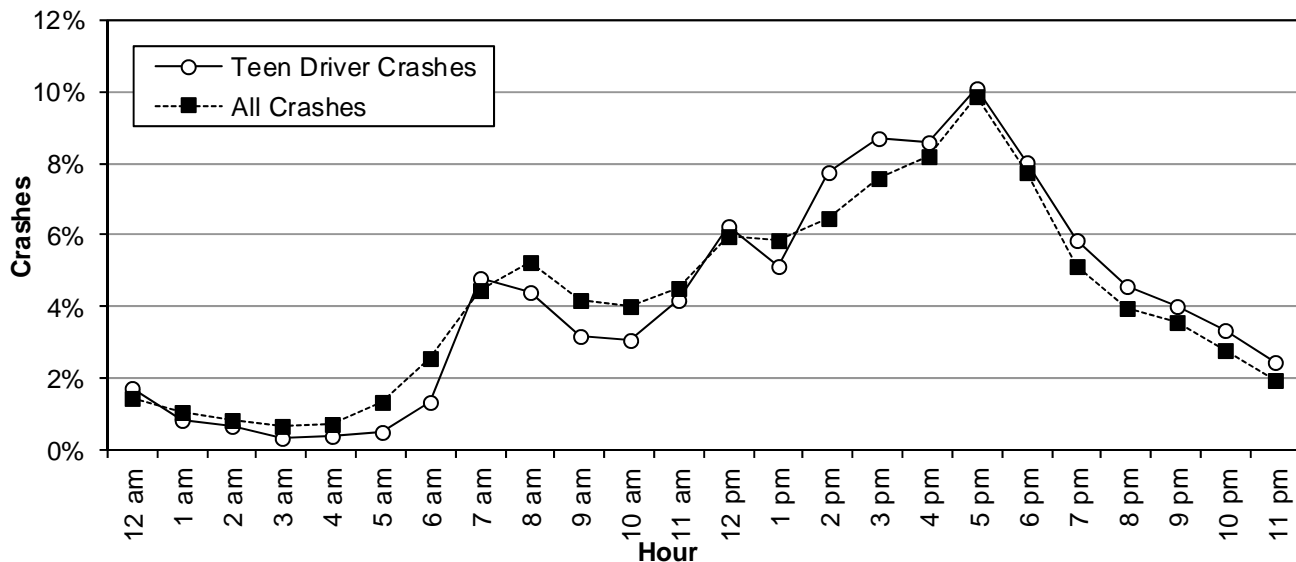


- Overall, the highest percentage of teenage driver crashes occurred on Friday (17.4%).
- The highest percentage of fatal teenage driver crashes occurred on Tuesday (23.3%).

Crash Conditions

Teenage Driver Crashes by Hour (Utah 2014)

Teenage Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	118	1.6%	63	1.9%	1	3.3%	182	1.7%
1 a.m.	62	0.9%	28	0.8%	0	0.0%	90	0.8%
2 a.m.	45	0.6%	26	0.8%	0	0.0%	71	0.7%
3 a.m.	20	0.3%	16	0.5%	1	3.3%	37	0.3%
4 a.m.	27	0.4%	12	0.4%	0	0.0%	39	0.4%
5 a.m.	29	0.4%	21	0.6%	0	0.0%	50	0.5%
6 a.m.	101	1.4%	42	1.2%	1	3.3%	144	1.3%
7 a.m.	353	4.8%	162	4.8%	0	0.0%	515	4.8%
8 a.m.	346	4.7%	126	3.7%	2	6.7%	474	4.4%
9 a.m.	253	3.5%	85	2.5%	0	0.0%	338	3.2%
10 a.m.	222	3.0%	102	3.0%	1	3.3%	325	3.0%
11 a.m.	314	4.3%	127	3.7%	4	13.3%	445	4.2%
Noon	455	6.2%	215	6.3%	1	3.3%	671	6.3%
1 p.m.	381	5.2%	164	4.8%	3	10.0%	548	5.1%
2 p.m.	592	8.1%	234	6.9%	2	6.7%	828	7.7%
3 p.m.	644	8.8%	287	8.4%	1	3.3%	932	8.7%
4 p.m.	612	8.4%	304	8.9%	2	6.7%	918	8.6%
5 p.m.	738	10.1%	344	10.1%	2	6.7%	1,084	10.1%
6 p.m.	535	7.3%	327	9.6%	1	3.3%	863	8.1%
7 p.m.	399	5.5%	225	6.6%	3	10.0%	627	5.8%
8 p.m.	320	4.4%	166	4.9%	1	3.3%	487	4.5%
9 p.m.	284	3.9%	145	4.3%	1	3.3%	430	4.0%
10 p.m.	250	3.4%	105	3.1%	3	10.0%	358	3.3%
11 p.m.	188	2.6%	75	2.2%	0	0.0%	263	2.5%
Total	7,288	100.0%	3,401	100.0%	30	100.0%	10,719	100.0%



- Teenage driver total crashes were highest from 2:00 p.m. to 6:59 p.m. (after-school hours).
- Teenage driver crashes were more likely to occur in the afternoon and evening than other crashes.

Crash Conditions

Speed Limit of Teenage Driver Crashes (Utah 2014)

Teenage Driver Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	252	3.1%	30	0.8%	0	0.0%	282	2.4%
20-25 MPH	1,127	14.0%	421	11.3%	4	12.5%	1,552	13.1%
30-35 MPH	1,824	22.6%	921	24.8%	6	18.8%	2,751	23.3%
40-45 MPH	1,835	22.7%	1,054	28.4%	5	15.6%	2,894	24.5%
50-55 MPH	434	5.4%	271	7.3%	6	18.8%	711	6.0%
60-65 MPH	920	11.4%	388	10.4%	3	9.4%	1,311	11.1%
70+ MPH	197	2.4%	87	2.3%	6	18.8%	290	2.5%
Unknown	1,479	18.3%	545	14.7%	2	6.3%	2,026	17.1%
Total	8,068	100.0%	3,717	100.0%	32	100.0%	11,817	100.0%

- Over half (57.7% 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 3.3 times more likely to be fatal.

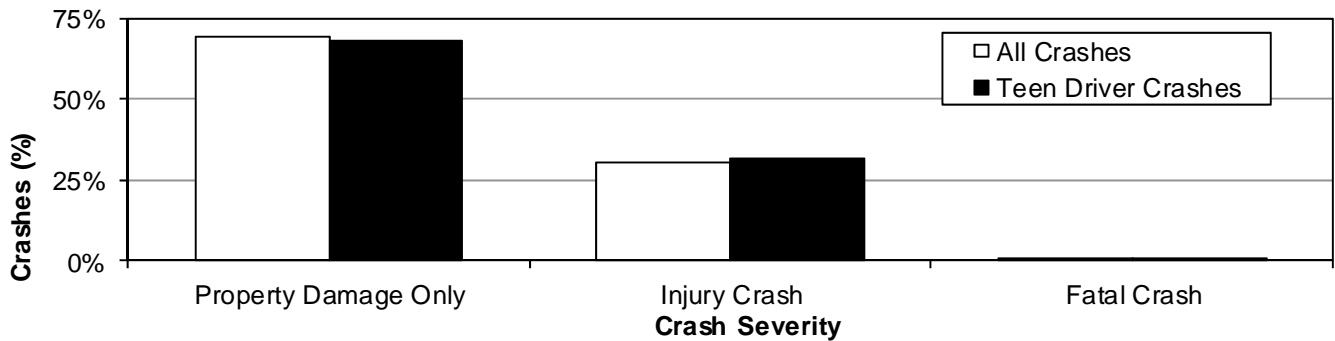
Travel Speed of Teenage Driver Vehicles in Crashes (Utah 2014)

Teenage Driver Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Stopped	589	7.3%	259	7.0%	2	6.3%	850	7.2%
1-9 MPH	960	11.9%	315	8.5%	2	6.3%	1,277	10.8%
10-19 MPH	1,129	14.0%	460	12.4%	1	3.1%	1,590	13.5%
20-29 MPH	941	11.7%	398	10.7%	0	0.0%	1,339	11.3%
30-39 MPH	927	11.5%	523	14.1%	3	9.4%	1,453	12.3%
40-49 MPH	610	7.6%	424	11.4%	4	12.5%	1,038	8.8%
50-59 MPH	312	3.9%	176	4.7%	4	12.5%	492	4.2%
60-69 MPH	431	5.3%	194	5.2%	2	6.3%	627	5.3%
70-79 MPH	178	2.2%	97	2.6%	3	9.4%	278	2.4%
80-89 MPH	41	0.5%	30	0.8%	4	12.5%	75	0.6%
90+ MPH	4	0.0%	8	0.2%	0	0.0%	12	0.1%
Unknown	1,946	24.1%	833	22.4%	7	21.9%	2,786	23.6%
Total	8,068	100.0%	3,717	100.0%	32	100.0%	11,817	100.0%

- Nearly half (48.5% 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 (68.0% 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 5.5 times more likely to be fatal.

Crash Conditions

Teenage Driver Crash Severity (Utah 2014)

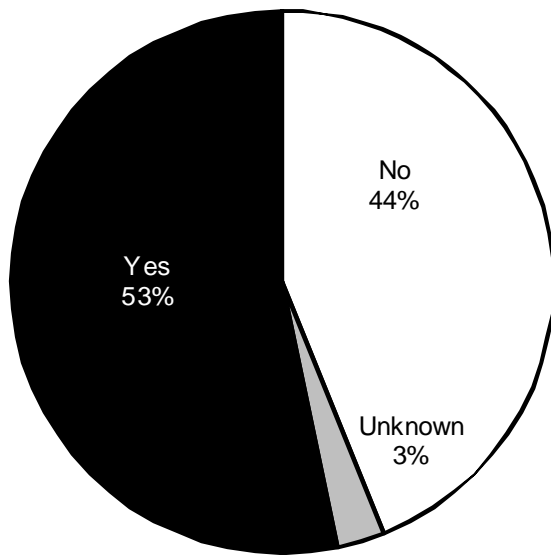


- Teenage driver crash severity was similar to all motor vehicle crashes.

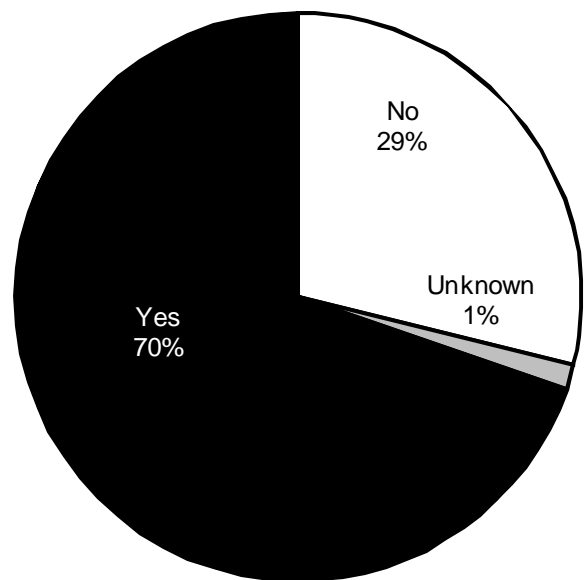
Teenage Drivers with Contributing Factors in Crashes (Utah 2014)

Teenage Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	5,563	69.0%	2,655	71.4%	22	68.8%	8,240	69.7%
No	2,381	29.5%	1,017	27.4%	10	31.3%	3,408	28.8%
Unknown	124	1.5%	45	1.2%	0	0.0%	169	1.4%
Total	8,068	100.0%	3,717	100.0%	32	100.0%	11,817	100.0%

All Drivers



Teenage Drivers



- Some form of poor driver performance is present in the majority of crashes.
- 69.7% of teenage drivers had a contributing factor in total crashes.
- Teenage drivers were 2.2 more likely to have a contributing factor in a crash than all drivers.

Crash Conditions

Contributing Factors of Teenage Driver Crashes (Utah 2014)

Teenage Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	1,506	17.9%	696	16.5%	0	0.0%	2,202	17.4%
Failed to Yield Right of Way	1,203	14.3%	737	17.4%	4	7.7%	1,944	15.3%
Driver Distraction	708	8.4%	445	10.5%	2	3.8%	1,155	9.1%
Speed Too Fast	759	9.0%	368	8.7%	10	19.2%	1,137	9.0%
Failed to Keep in Proper Lane	589	7.0%	273	6.5%	7	13.5%	869	6.9%
Other Improper Driving	461	5.5%	229	5.4%	0	0.0%	690	5.4%
Improper Turn	357	4.3%	157	3.7%	0	0.0%	514	4.1%
Disregard Traffic Signal/Sign	240	2.9%	245	5.8%	5	9.6%	490	3.9%
Vision Obscured by Weather Condition	278	3.3%	86	2.0%	2	3.8%	366	2.9%
Improper Backing	337	4.0%	14	0.3%	0	0.0%	351	2.8%
Ran Off Road	211	2.5%	133	3.1%	0	0.0%	344	2.7%
Improper Lane Change	220	2.6%	38	0.9%	1	1.9%	259	2.0%
Overcorrected	132	1.6%	104	2.5%	5	9.6%	241	1.9%
Swerved or Evasive Action	146	1.7%	70	1.7%	3	5.8%	219	1.7%
Driver Asleep/Fatigue	119	1.4%	73	1.7%	2	3.8%	194	1.5%
Improper Parking/Stopping	148	1.8%	44	1.0%	0	0.0%	192	1.5%
Hit and Run	134	1.6%	21	0.5%	0	0.0%	155	1.2%
Vehicle Other Defective Condition	98	1.2%	51	1.2%	0	0.0%	149	1.2%
Vision Obscured by Moving Vehicle	96	1.1%	50	1.2%	2	3.8%	148	1.2%
Vehicle Brakes	83	1.0%	53	1.3%	0	0.0%	136	1.1%
Reckless/Aggressive Driving	75	0.9%	51	1.2%	2	3.8%	128	1.0%
Driving Under the Influence	50	0.6%	56	1.3%	1	1.9%	107	0.8%
Other Driver Condition	63	0.8%	30	0.7%	0	0.0%	93	0.7%
Vehicle Tires	63	0.8%	28	0.7%	2	3.8%	93	0.7%
Vision Obscured by Parked Vehicle	53	0.6%	25	0.6%	0	0.0%	78	0.6%
Vision Obscured by Glare	43	0.5%	32	0.8%	1	1.9%	76	0.6%
Vision Obscured by Other	39	0.5%	34	0.8%	0	0.0%	73	0.6%
Driver Emotional Prior to Crash	37	0.4%	25	0.6%	0	0.0%	62	0.5%
Improper Passing	45	0.5%	8	0.2%	0	0.0%	53	0.4%
Windshield or Other Window Obscured	30	0.4%	5	0.1%	0	0.0%	35	0.3%
Wrong Side/Wrong Way	20	0.2%	9	0.2%	1	1.9%	30	0.2%
Vision Obscured by Vegetation	13	0.2%	10	0.2%	0	0.0%	23	0.2%
Driver Illness/Medical	7	0.1%	13	0.3%	2	3.8%	22	0.2%
Vision Obscured by Building, Sign, etc.	11	0.1%	10	0.2%	0	0.0%	21	0.2%
Disregard Road Markings	15	0.2%	3	0.1%	0	0.0%	18	0.1%
Improper Signal	9	0.1%	4	0.1%	0	0.0%	13	0.1%
Total	8,398	100.0%	4,230	100.0%	52	100.0%	12,680	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 (17.4%), failed to yield right of way (15.3%), driver distraction (9.1%), and speed too fast (9.0%).
- The leading contributing factors in fatal teenage driver crashes were speed too fast (19.2%) and failed to keep in proper lane (13.5%).
- 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



2

0

Section 9: Older (Age 65+) Drivers

Trends

Older Driver Crashes 2005-2014	147
Older Driver Fatal Crashes 2005-2014	148

Crash Conditions

County	149
Driver Gender	150
Driver Age	150
Crash Rate of Licensed Drivers by Age	151
Crash Severity	151
Month	152
Day of Week	152
Hour	153
Drivers with Contributing Factors	154
Contributing Factors	155

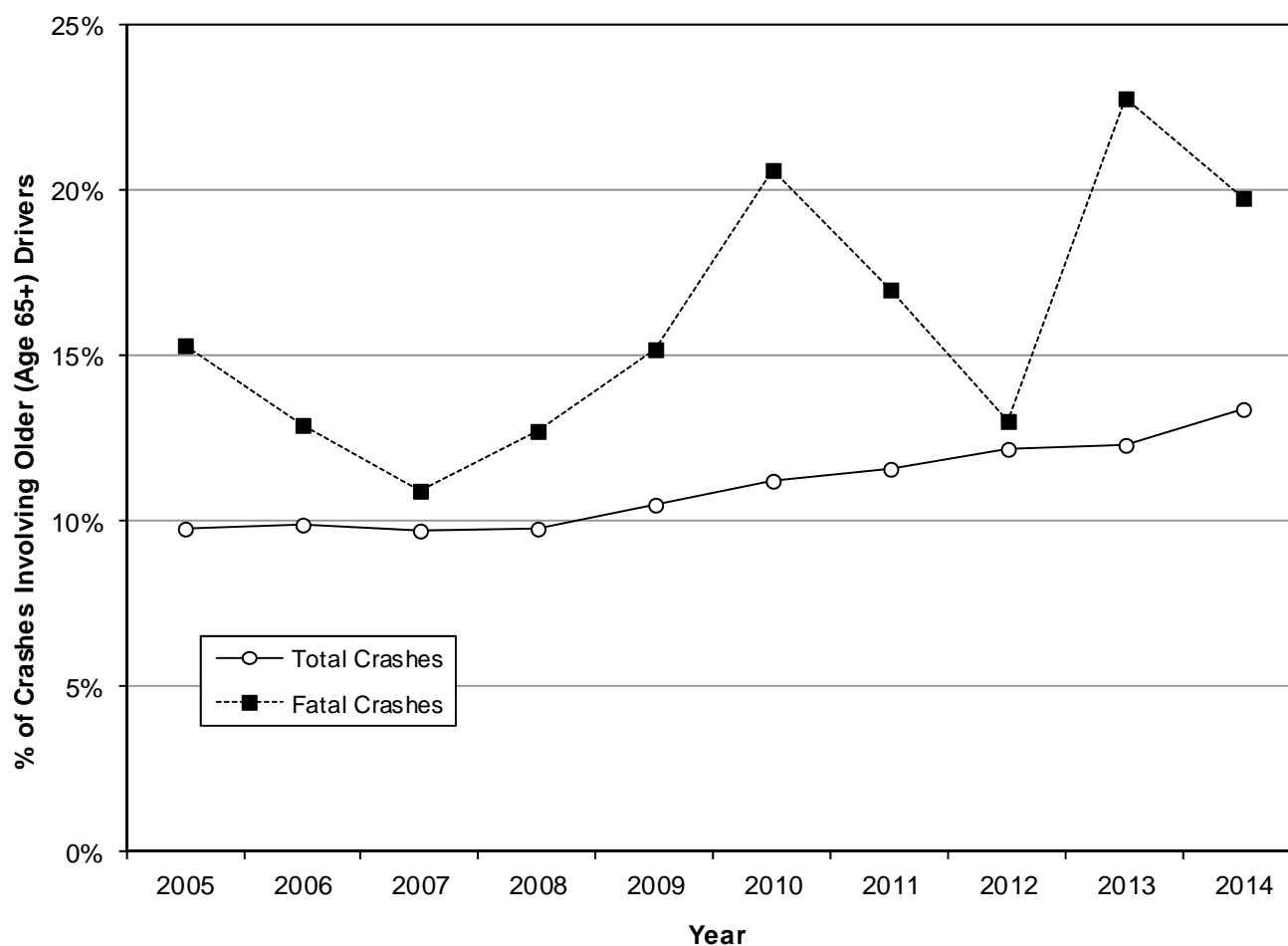
1

4

Trends

Older Driver Crashes (Utah 2005-2014)

Older (Age 65+) Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
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%
2014	37,388	4,838	12.9%	16,426	2,372	14.4%	222	44	19.8%	54,036	7,254	13.4%
Total	371,492	39,235	10.6%	168,270	20,109	12.0%	2,270	359	15.8%	542,032	59,703	11.0%

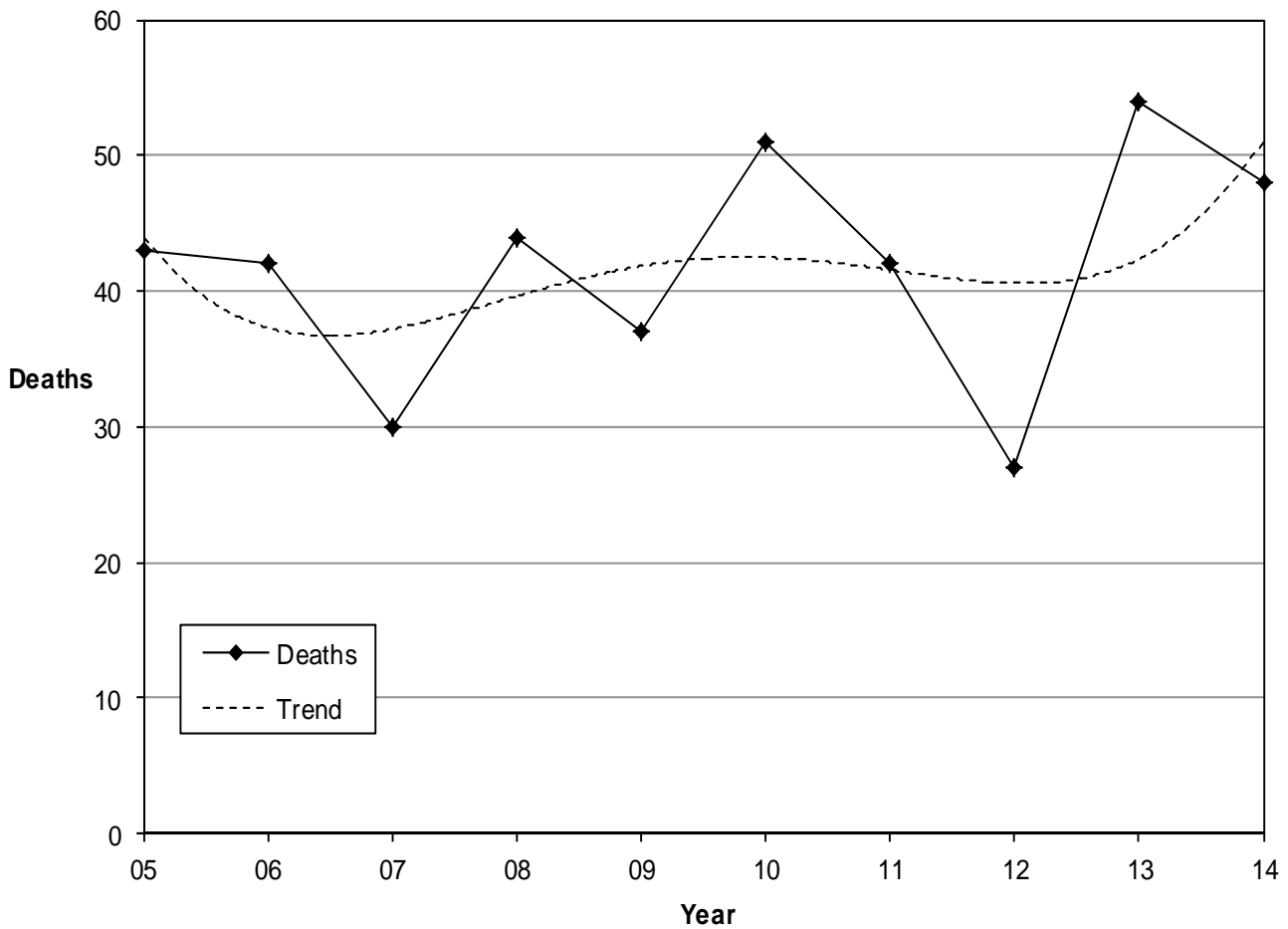


- Older drivers (aged 65+ years) are a special concern because of their declining health and fragility.
- The 10-year trend shows that 11.0% of all crashes in Utah involved an older driver with an increasing trend over the last six years. Fatal older driver crashes have fluctuated around the 10-year average of 15.8% of fatal crashes. In 2014, older drivers were in nearly one-fifth (19.8%) of the fatal crashes.

Trends

Fatal Crashes Involving Older Drivers (Utah 2005-2014)

Year	Deaths			Fatal Crashes		
	All	Older Driver	%	All	Older Driver	%
	#	#	%	#	#	%
2005	282	43	15.2%	235	36	15.3%
2006	287	42	14.6%	249	32	12.9%
2007	299	30	10.0%	260	28	10.8%
2008	276	44	15.9%	244	31	12.7%
2009	244	37	15.2%	217	33	15.2%
2010	253	51	20.2%	218	45	20.6%
2011	243	42	17.3%	224	38	17.0%
2012	217	27	12.4%	200	26	13.0%
2013	220	54	24.5%	202	46	22.8%
2014	256	48	18.8%	222	44	19.8%
Total	2,577	418	16.2%	2,271	359	15.8%



- Over the past 10 years, the percentage of deaths and fatal crashes involving older drivers has fluctuated around 16% of all deaths and fatal crashes.
- On average, 42 people die a year in Utah from crashes involving an older driver.

Crash Conditions

Older Driver Crashes by County (Utah 2014)

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	
	#	#	%	#	#	%	#	#	%	#	#	%
Washington	1,468	356	24.3%	724	155	21.4%	18	8	44.4%	2,210	519	23.5%
Rich	41	10	24.4%	19	3	15.8%	2	0	0.0%	62	13	21.0%
Beaver	164	33	20.1%	57	9	15.8%	2	1	50.0%	223	43	19.3%
Sevier	228	43	18.9%	103	20	19.4%	2	1	50.0%	333	64	19.2%
Daggett	26	5	19.2%	7	1	14.3%	0	0	n/a	33	6	18.2%
Grand	140	23	16.4%	76	17	22.4%	4	0	0.0%	220	40	18.2%
Wayne	47	8	17.0%	18	3	16.7%	2	1	50.0%	67	12	17.9%
Carbon	275	50	18.2%	106	17	16.0%	3	0	0.0%	384	67	17.4%
Kane	151	26	17.2%	42	5	11.9%	2	1	50.0%	195	32	16.4%
Weber	2,559	386	15.1%	1,464	261	17.8%	14	6	42.9%	4,037	653	16.2%
Millard	237	41	17.3%	94	12	12.8%	3	1	33.3%	334	54	16.2%
Garfield	105	13	12.4%	39	8	20.5%	4	2	50.0%	148	23	15.5%
San Juan	208	29	13.9%	48	9	18.8%	3	0	0.0%	259	38	14.7%
Box Elder	715	103	14.4%	290	43	14.8%	12	2	16.7%	1,017	148	14.6%
Sanpete	243	32	13.2%	72	13	18.1%	3	1	33.3%	318	46	14.5%
Cache	1,321	179	13.6%	475	70	14.7%	12	4	33.3%	1,808	253	14.0%
Iron	594	77	13.0%	246	38	15.4%	3	0	0.0%	843	115	13.6%
Juab	192	23	12.0%	62	11	17.7%	2	0	0.0%	256	34	13.3%
Tooele	715	97	13.6%	277	35	12.6%	11	1	9.1%	1,003	133	13.3%
Davis	3,135	410	13.1%	1,544	204	13.2%	10	3	30.0%	4,689	617	13.2%
Salt Lake	17,274	2,075	12.0%	7,501	1,011	13.5%	58	8	13.8%	24,833	3,094	12.5%
Emery	154	15	9.7%	64	11	17.2%	2	1	50.0%	220	27	12.3%
Utah	4,976	554	11.1%	2,448	343	14.0%	20	1	5.0%	7,444	898	12.1%
Uintah	449	50	11.1%	125	19	15.2%	7	0	0.0%	581	69	11.9%
Duchesne	326	34	10.4%	128	16	12.5%	9	1	11.1%	463	51	11.0%
Summit	1,029	113	11.0%	223	20	9.0%	6	0	0.0%	1,258	133	10.6%
Piute	28	2	7.1%	12	2	16.7%	0	0	n/a	40	4	10.0%
Wasatch	449	42	9.4%	130	13	10.0%	5	1	20.0%	584	56	9.6%
Morgan	139	9	6.5%	32	3	9.4%	3	0	0.0%	174	12	6.9%
Statewide	37,388	4,838	12.9%	16,426	2,372	14.4%	222	44	19.8%	54,036	7,254	13.4%

- Overall, Washington (23.5%), Rich (21.0%), and Beaver (19.3%) counties had the highest percentages of crashes involving an older driver.
- Salt Lake and Washington counties had the highest amount of fatal crashes involving an older driver.
- Overall, Morgan (6.9%), Wasatch (9.6%), and Piute (10.0%) counties had the lowest percentages of crashes involving an older driver.
- Statewide, older driver crashes represented 13.4% of all crashes and 19.8% of all fatal crashes.

Crash Conditions

Gender of Older Drivers in Crashes (Utah 2014)

Older (Age 65+) Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	3,073	60.4%	1,465	58.3%	37	80.4%	4,575	59.8%
Female	1,998	39.3%	1,047	41.6%	9	19.6%	3,054	39.9%
Unknown	14	0.3%	3	0.1%	0	0.0%	17	0.2%
Total	5,085	100.0%	2,515	100.0%	46	100.0%	7,646	100.0%

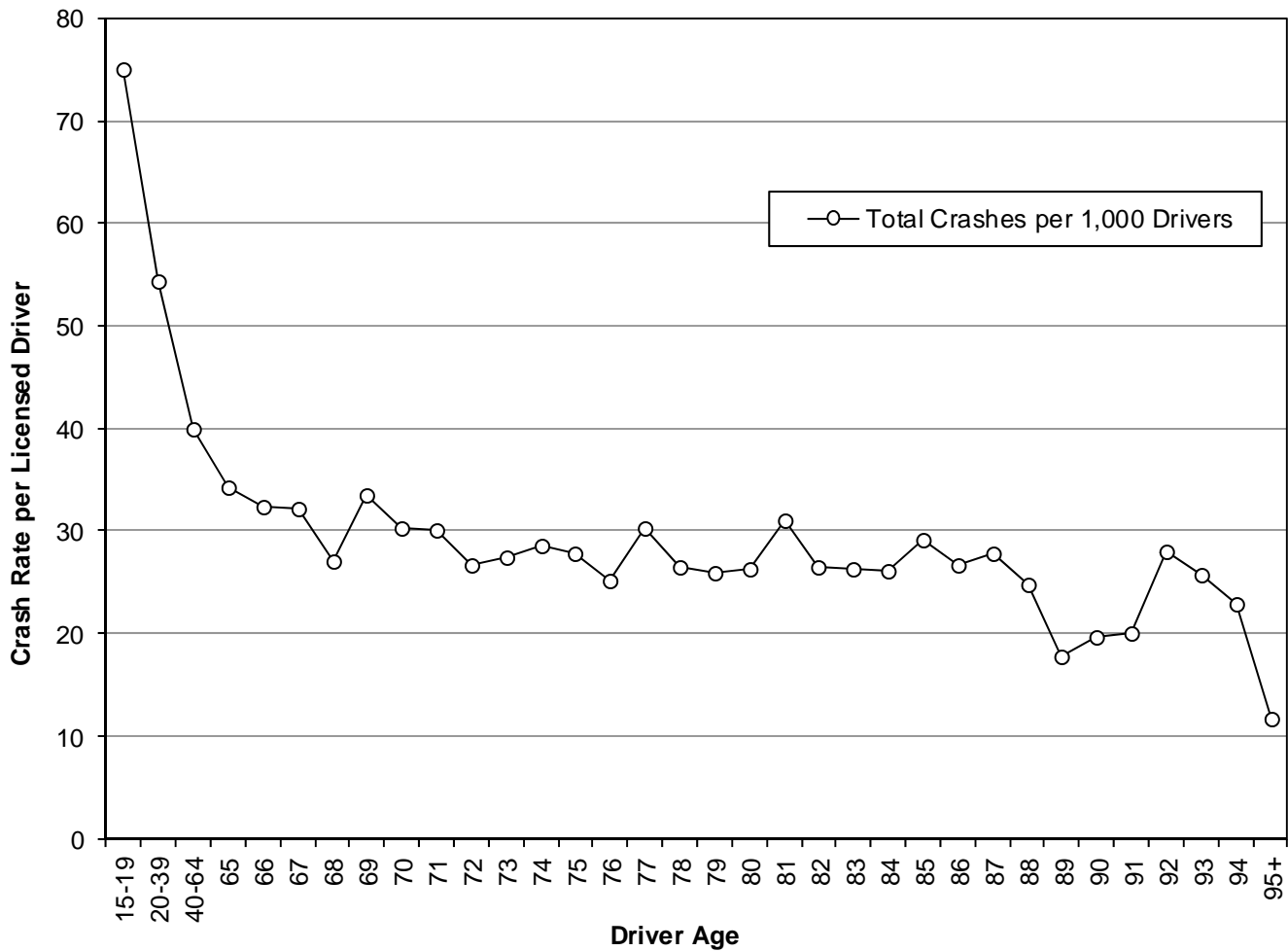
- The majority of older drivers in all motor vehicle crashes (59.8%) and fatal crashes (80.4%) were male.

Age of Older Drivers in Crashes (Utah 2014)

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	501	9.9%	24.0	212	8.4%	10.2	3	6.5%	0.144	716	9.4%	34.3
66	456	9.0%	22.3	204	8.1%	10.0	1	2.2%	0.049	661	8.6%	32.3
67	431	8.5%	20.7	232	9.2%	11.2	7	15.2%	0.337	670	8.8%	32.2
68	305	6.0%	17.4	171	6.8%	9.7	1	2.2%	0.057	477	6.2%	27.1
69	327	6.4%	22.2	167	6.6%	11.3	1	2.2%	0.068	495	6.5%	33.5
70	309	6.1%	20.9	137	5.4%	9.3	1	2.2%	0.068	447	5.8%	30.2
71	316	6.2%	20.5	144	5.7%	9.3	5	10.9%	0.324	465	6.1%	30.2
72	245	4.8%	17.4	130	5.2%	9.2	2	4.3%	0.142	377	4.9%	26.7
73	232	4.6%	19.0	101	4.0%	8.3	3	6.5%	0.245	336	4.4%	27.5
74	204	4.0%	17.9	118	4.7%	10.4	2	4.3%	0.176	324	4.2%	28.5
75	195	3.8%	18.9	89	3.5%	8.6	4	8.7%	0.387	288	3.8%	27.9
76	174	3.4%	17.4	74	2.9%	7.4	3	6.5%	0.300	251	3.3%	25.1
77	169	3.3%	18.4	108	4.3%	11.8	0	0.0%	0.000	277	3.6%	30.2
78	152	3.0%	17.6	75	3.0%	8.7	1	2.2%	0.116	228	3.0%	26.4
79	143	2.8%	17.8	63	2.5%	7.9	2	4.3%	0.249	208	2.7%	25.9
80	125	2.5%	16.6	72	2.9%	9.6	0	0.0%	0.000	197	2.6%	26.2
81	135	2.7%	20.8	66	2.6%	10.2	1	2.2%	0.154	202	2.6%	31.1
82	100	2.0%	16.4	59	2.3%	9.7	3	6.5%	0.491	162	2.1%	26.5
83	96	1.9%	16.7	54	2.1%	9.4	1	2.2%	0.174	151	2.0%	26.3
84	88	1.7%	16.7	49	1.9%	9.3	1	2.2%	0.189	138	1.8%	26.1
85	93	1.8%	21.2	34	1.4%	7.7	1	2.2%	0.228	128	1.7%	29.1
86	69	1.4%	17.4	37	1.5%	9.3	0	0.0%	0.000	106	1.4%	26.7
87	58	1.1%	17.1	35	1.4%	10.3	1	2.2%	0.296	94	1.2%	27.8
88	50	1.0%	18.0	19	0.8%	6.8	0	0.0%	0.000	69	0.9%	24.8
89	24	0.5%	10.6	16	0.6%	7.1	0	0.0%	0.000	40	0.5%	17.7
90	21	0.4%	11.5	15	0.6%	8.2	0	0.0%	0.000	36	0.5%	19.7
91	18	0.4%	12.4	10	0.4%	6.9	1	2.2%	0.691	29	0.4%	20.0
92	15	0.3%	14.5	14	0.6%	13.5	0	0.0%	0.000	29	0.4%	28.0
93	14	0.3%	17.2	6	0.2%	7.4	1	2.2%	1.227	21	0.3%	25.8
94	10	0.2%	17.6	3	0.1%	5.3	0	0.0%	0.000	13	0.2%	22.8
95+	10	0.2%	10.6	1	0.0%	1.1	0	0.0%	0.000	11	0.1%	11.7
Total	5,085	100.0%	19.3	2,515	100.0%	9.6	46	100.0%	0.175	7,646	100.0%	29.1

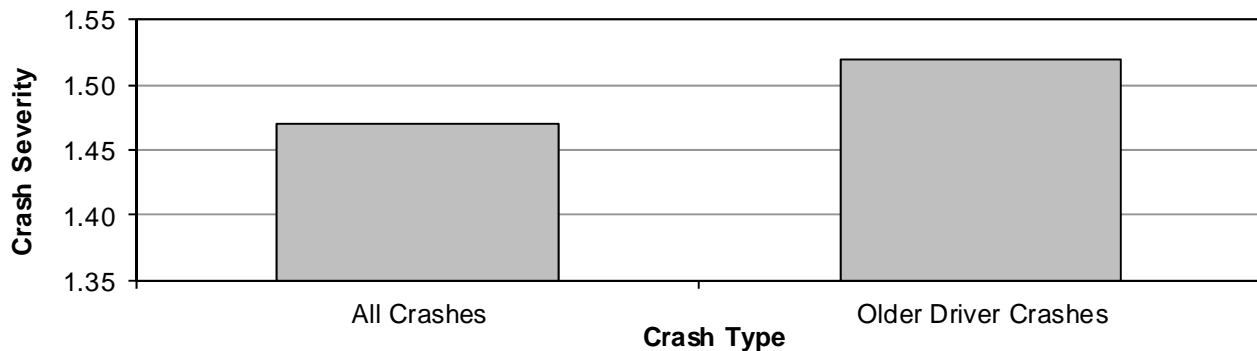
Crash Conditions

Crash Rate of Licensed Drivers by Age (Utah 2014)



- 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 2014)



- Older driver crashes were 14% more likely to result in injury or death compared to all other crashes.

Crash Conditions

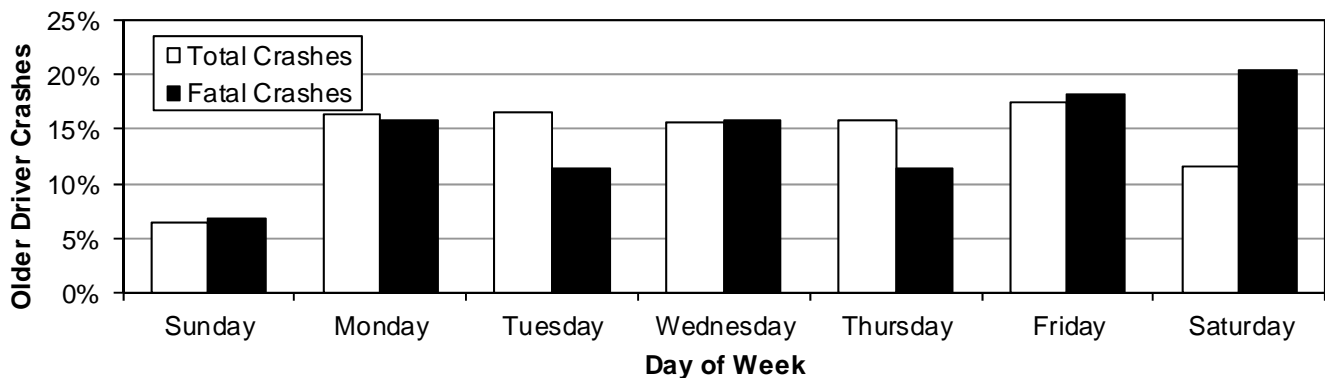
Older Driver Crashes by Month (Utah 2014)

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	398	12.8	142	4.6	1	0.03	541	17.5
February	324	11.6	134	4.8	1	0.04	459	16.4
March	370	11.9	178	5.7	2	0.06	550	17.7
April	391	13.0	166	5.5	3	0.10	560	18.7
May	405	13.1	222	7.2	8	0.26	635	20.5
June	382	12.7	216	7.2	8	0.27	606	20.2
July	358	11.5	216	7.0	6	0.19	580	18.7
August	391	12.6	229	7.4	2	0.06	622	20.1
September	425	14.2	244	8.1	7	0.23	676	22.5
October	475	15.3	221	7.1	5	0.16	701	22.6
November	443	14.8	167	5.6	0	0.00	610	20.3
December	476	15.4	237	7.6	1	0.03	714	23.0
Total	4,838	13.3	2,372	6.5	44	0.12	7,254	19.9

- Overall, December (23.0) and October (22.6) had the highest rates per day for older driver crashes.
- The highest rate per day of fatal older driver crashes occurred in June and May.

Older Driver Crashes by Day of Week (Utah 2014)

Older (Age 65+) Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	311	6.4%	147	6.2%	3	6.8%	461	6.4%
Monday	811	16.8%	370	15.6%	7	15.9%	1,188	16.4%
Tuesday	783	16.2%	415	17.5%	5	11.4%	1,203	16.6%
Wednesday	772	16.0%	363	15.3%	7	15.9%	1,142	15.7%
Thursday	757	15.6%	387	16.3%	5	11.4%	1,149	15.8%
Friday	847	17.5%	411	17.3%	8	18.2%	1,266	17.5%
Saturday	557	11.5%	279	11.8%	9	20.5%	845	11.6%
Total	4,838	100.0%	2,372	100.0%	44	100.0%	7,254	100.0%

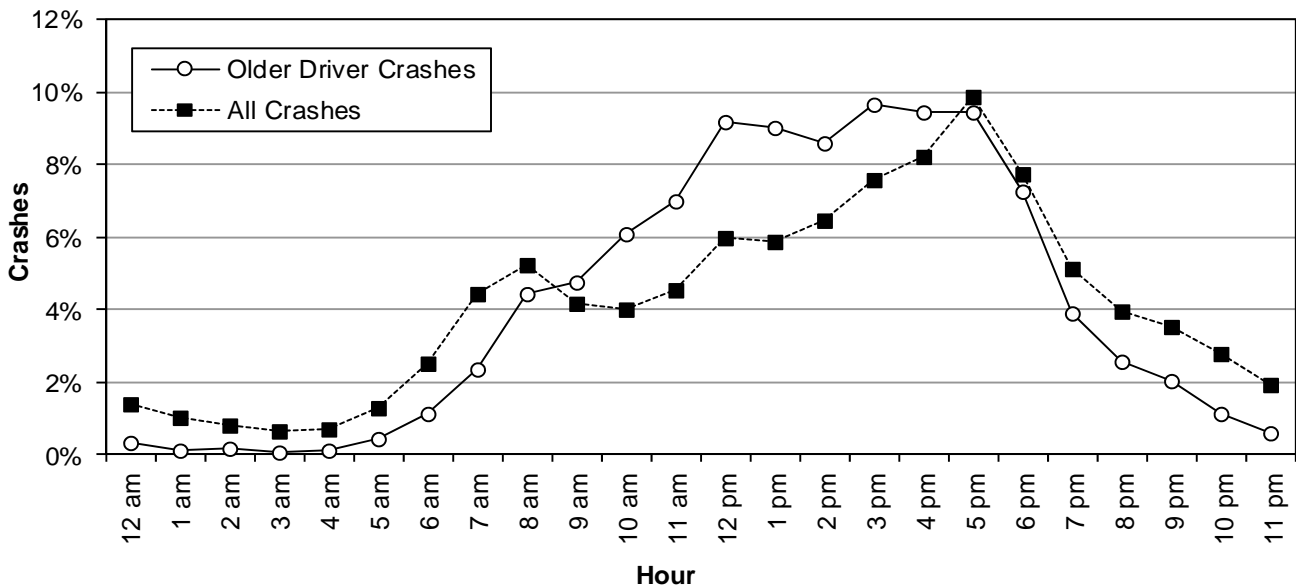


- Overall, the highest percentage of older driver crashes occurred on Friday (17.5%).
- The highest percentage of fatal older driver crashes occurred on Saturday (20.5%).

Crash Conditions

Older Driver Crashes by Hour (Utah 2014)

Older (Age 65+) Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	15	0.3%	10	0.4%	0	0.0%	25	0.3%
1 a.m.	7	0.1%	3	0.1%	0	0.0%	10	0.1%
2 a.m.	6	0.1%	6	0.3%	1	2.3%	13	0.2%
3 a.m.	3	0.1%	4	0.2%	0	0.0%	7	0.1%
4 a.m.	10	0.2%	1	0.0%	0	0.0%	11	0.2%
5 a.m.	25	0.5%	7	0.3%	0	0.0%	32	0.4%
6 a.m.	58	1.2%	23	1.0%	0	0.0%	81	1.1%
7 a.m.	110	2.3%	58	2.4%	2	4.5%	170	2.3%
8 a.m.	230	4.8%	88	3.7%	3	6.8%	321	4.4%
9 a.m.	235	4.9%	109	4.6%	0	0.0%	344	4.7%
10 a.m.	311	6.4%	129	5.4%	2	4.5%	442	6.1%
11 a.m.	311	6.4%	193	8.1%	4	9.1%	508	7.0%
Noon	467	9.7%	195	8.2%	4	9.1%	666	9.2%
1 p.m.	450	9.3%	200	8.4%	5	11.4%	655	9.0%
2 p.m.	424	8.8%	200	8.4%	1	2.3%	625	8.6%
3 p.m.	451	9.3%	248	10.5%	2	4.5%	701	9.7%
4 p.m.	433	8.9%	247	10.4%	4	9.1%	684	9.4%
5 p.m.	467	9.7%	216	9.1%	3	6.8%	686	9.5%
6 p.m.	354	7.3%	169	7.1%	4	9.1%	527	7.3%
7 p.m.	180	3.7%	102	4.3%	3	6.8%	285	3.9%
8 p.m.	117	2.4%	70	3.0%	1	2.3%	188	2.6%
9 p.m.	93	1.9%	50	2.1%	4	9.1%	147	2.0%
10 p.m.	59	1.2%	22	0.9%	1	2.3%	82	1.1%
11 p.m.	22	0.5%	22	0.9%	0	0.0%	44	0.6%
Total	4,838	100.0%	2,372	100.0%	44	100.0%	7,254	100.0%



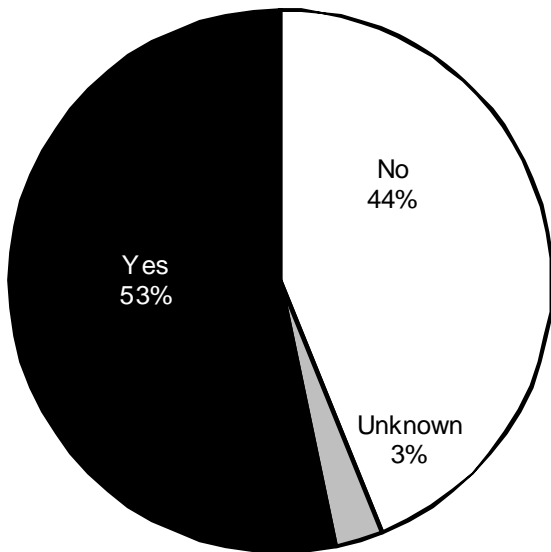
- Older driver total crashes were highest from 12:00 p.m. to 5:59 p.m.
- Compared to all crashes, older driver crashes occurred more often in the daytime (10:00 a.m.-4:59 p.m.).

Crash Conditions

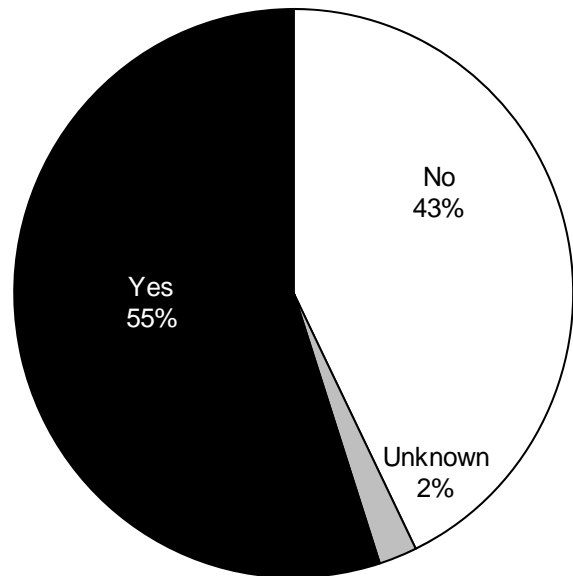
Older Drivers with Contributing Factors in Crashes (Utah 2014)

Older (Age 65+) Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	2,774	54.6%	1,406	55.9%	24	52.2%	4,204	55.0%
No	2,188	43.0%	1,064	42.3%	21	45.7%	3,273	42.8%
Unknown	123	2.4%	45	1.8%	1	2.2%	169	2.2%
Total	5,085	100.0%	2,515	100.0%	46	100.0%	7,646	100.0%

All Drivers



Older Drivers



- Some form of poor driver performance is present in the majority of crashes.
- 55.0% of older drivers had a contributing factor in total crashes.
- Older drivers had a contributing factor in a crash about the same as all drivers.

Crash Conditions

Contributing Factors of Older Driver Crashes (Utah 2014)

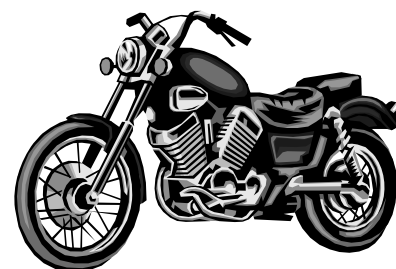
Older (Age 65+) Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Disregard Road Markings	10	0.3%	2	0.1%	0	0.0%	12	0.2%
Disregard Traffic Signal/Sign	166	4.2%	172	8.1%	1	2.6%	339	5.6%
Driver Asleep/Fatigue	50	1.3%	52	2.4%	0	0.0%	102	1.7%
Driver Distraction	186	4.8%	111	5.2%	1	2.6%	298	4.9%
Driver Emotional Prior to Crash	25	0.6%	3	0.1%	0	0.0%	28	0.5%
Driver Illness/Medical	33	0.8%	58	2.7%	3	7.7%	94	1.5%
Driving Under the Influence	25	0.6%	16	0.7%	1	2.6%	42	0.7%
Failed to Keep in Proper Lane	337	8.6%	165	7.7%	10	25.6%	512	8.4%
Failed to Yield Right of Way	787	20.1%	514	24.1%	8	20.5%	1,309	21.5%
Followed Too Closely	380	9.7%	244	11.4%	0	0.0%	624	10.3%
Hit and Run	62	1.6%	19	0.9%	0	0.0%	81	1.3%
Improper Backing	264	6.8%	19	0.9%	0	0.0%	283	4.7%
Improper Lane Change	204	5.2%	43	2.0%	1	2.6%	248	4.1%
Improper Parking/Stopping	101	2.6%	25	1.2%	0	0.0%	126	2.1%
Improper Passing	22	0.6%	6	0.3%	0	0.0%	28	0.5%
Improper Signal	10	0.3%	2	0.1%	0	0.0%	12	0.2%
Improper Turn	268	6.9%	99	4.6%	0	0.0%	367	6.0%
Other Driver Condition	46	1.2%	23	1.1%	0	0.0%	69	1.1%
Other Improper Driving	241	6.2%	123	5.8%	0	0.0%	364	6.0%
Overcorrected	44	1.1%	40	1.9%	4	10.3%	88	1.4%
Ran Off Road	75	1.9%	52	2.4%	0	0.0%	127	2.1%
Reckless/Aggressive Driving	2	0.1%	7	0.3%	0	0.0%	9	0.1%
Speed Too Fast	173	4.4%	97	4.5%	3	7.7%	273	4.5%
Swerved or Evasive Action	35	0.9%	27	1.3%	2	5.1%	64	1.1%
Vehicle Brakes	27	0.7%	16	0.7%	0	0.0%	43	0.7%
Vehicle Cargo	17	0.4%	0	0.0%	0	0.0%	17	0.3%
Vehicle Other Defective Condition	42	1.1%	14	0.7%	0	0.0%	56	0.9%
Vehicle Tires	13	0.3%	5	0.2%	0	0.0%	18	0.3%
Vision Obscured by Building, Sign, etc.	8	0.2%	8	0.4%	0	0.0%	16	0.3%
Vision Obscured by Glare	40	1.0%	26	1.2%	2	5.1%	68	1.1%
Vision Obscured by Moving Vehicle	30	0.8%	27	1.3%	1	2.6%	58	1.0%
Vision Obscured by Other	28	0.7%	22	1.0%	1	2.6%	51	0.8%
Vision Obscured by Parked Vehicle	31	0.8%	9	0.4%	0	0.0%	40	0.7%
Vision Obscured by Vegetation	6	0.2%	10	0.5%	0	0.0%	16	0.3%
Vision Obscured by Weather Condition	105	2.7%	54	2.5%	0	0.0%	159	2.6%
Windshield or Other Window Obscured	7	0.2%	1	0.0%	0	0.0%	8	0.1%
Wrong Side/Wrong Way	9	0.2%	23	1.1%	1	2.6%	33	0.5%
Total	3,909	100.0%	2,134	100.0%	39	100.0%	6,082	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 (21.5%), followed too closely (10.3%), and failed to keep in proper lane (8.4%).
- The leading contributing factors in fatal older driver crashes were failed to keep in proper lane (25.6%) and failed too yield right of way (20.5%).
- 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, improper lane change, and improper backing.

Motorcycles



DRIVE AWARE. RIDE AWARE.



Section 10: Motorcycles

Trends

Motorcyclists in Crashes 2005-2014.....	157
Motorcycle Crashes 2005-2014.....	158
Motorcyclists Killed by Age 2005-2014.....	159
Motorcyclists in Crashes by Age 2005-2014.....	160

Helmets

Helmet Use 2005-2014.....	161
Helmet Use 2014.....	161

Crash Conditions

County.....	162
Occupant Placement.....	162
Age.....	163
Gender.....	163
Month.....	164
Day of Week.....	164
Hour.....	165
Driver Age.....	166
Driver License Status.....	166
Crash Severity.....	166
Travel Speed.....	167
Maneuver of Other Vehicle Prior to Crash.....	168
Maneuver of Motorcycle.....	168
Vehicles Involved.....	169
Contributing Factors of Other Drivers.....	169
Contributing Factors of Motorcycle Drivers.....	170
Drivers with Contributing Factors.....	171
Contributing Factor Summary.....	171

2

0

1

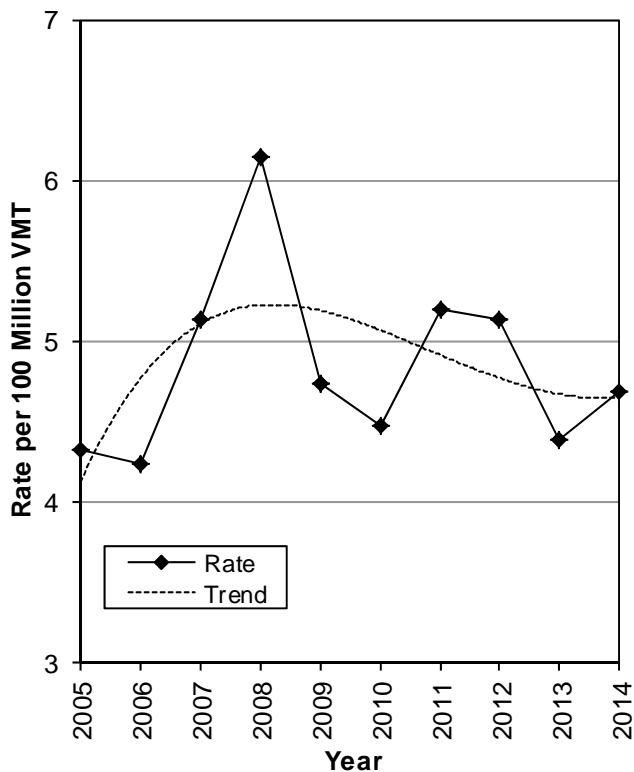
4

Trends

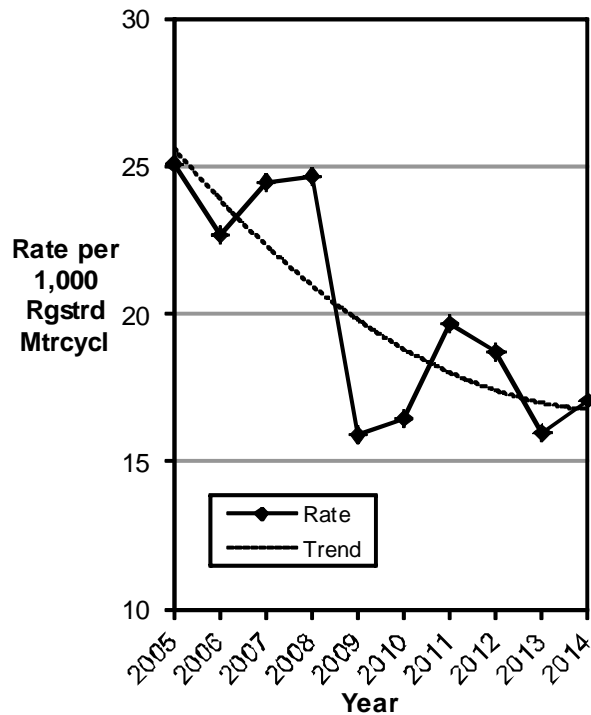
Motorcyclists in Crashes (Utah 2005-2014)

Year	Motorcyclists (Driver and Passenger)											
	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
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	3.1	1,111	4.2	15.2	32	0.12	0.44	1,368	5.14	18.7
2013	204	0.8	2.7	951	3.5	12.8	31	0.11	0.42	1,186	4.39	16.0
2014	206	0.7	2.7	1,043	3.8	13.8	45	0.16	0.60	1,294	4.69	17.1
Total	2,187	0.8	3.3	10,328	3.9	15.7	303	0.11	0.46	12,818	4.85	19.5

Motorcyclist Crash Rates per VMT (Utah 2005-2014)



Motorcyclist Crash Rates per Registered Motorcycles (Utah 2005-2014)



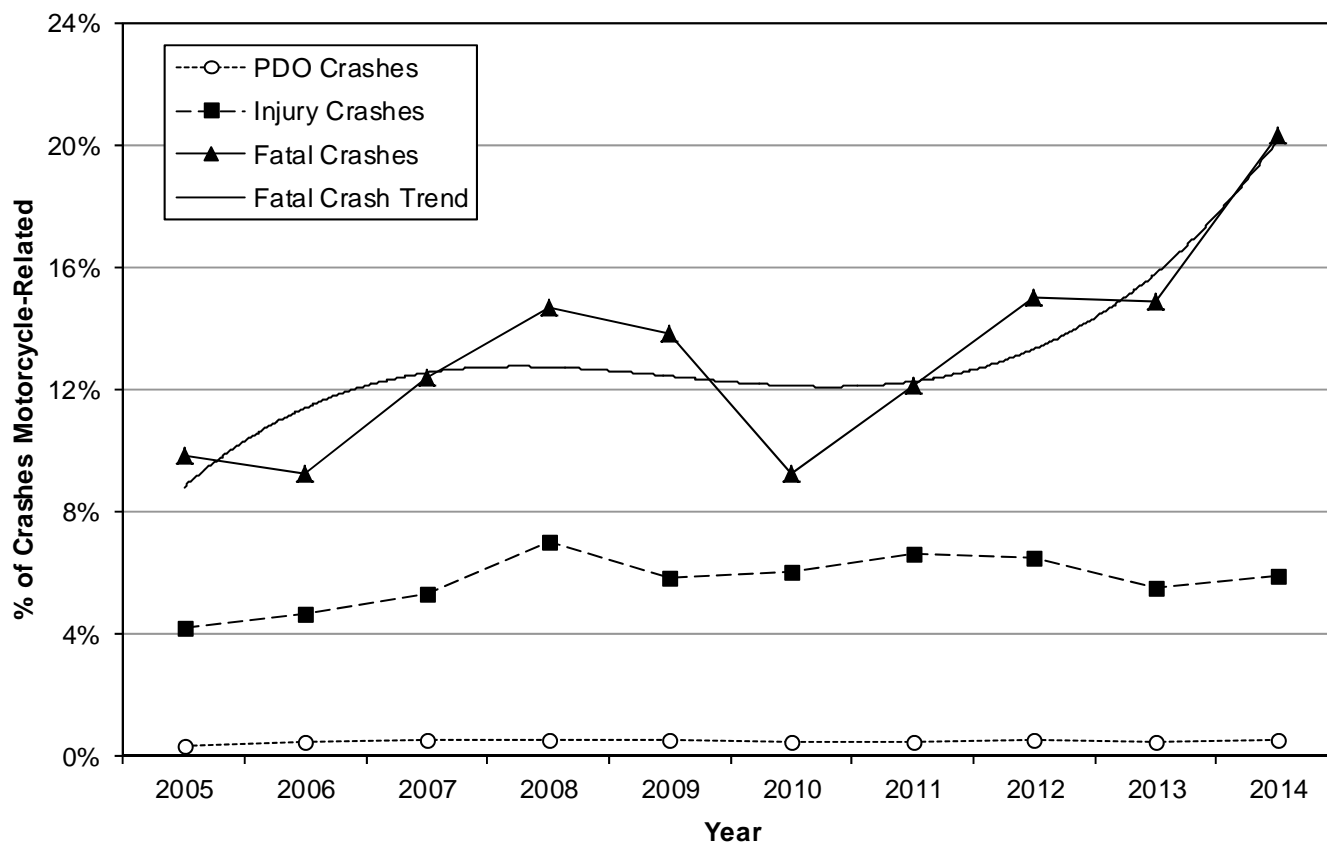
- The rate of motorcyclists in crashes per VMT increased 8.6% from 2005 to 2014.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.
- The rate of motorcyclists in crashes per registered motorcycle decreased 31.9% from 2005 to 2014.
- 2005 had the highest (25.1) rate of total motorcyclists in crashes per registered motorcycle.

Trends

Motorcycle Crashes (Utah 2005-2014)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Motorcycle	%	All	Motorcycle	%	All	Motorcycle	%	All	Motorcycle	%
	#	#	%	#	#	%	#	#	%	#	#	%
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%
2014	37,388	172	0.5%	16,426	962	5.9%	222	45	20.3%	54,036	1,179	2.2%
Total	371,567	1,600	0.4%	168,195	9,564	5.7%	2,270	296	13.0%	542,032	11,460	2.1%

Percent of Crashes Involving a Motorcycle (Utah 2005-2014)

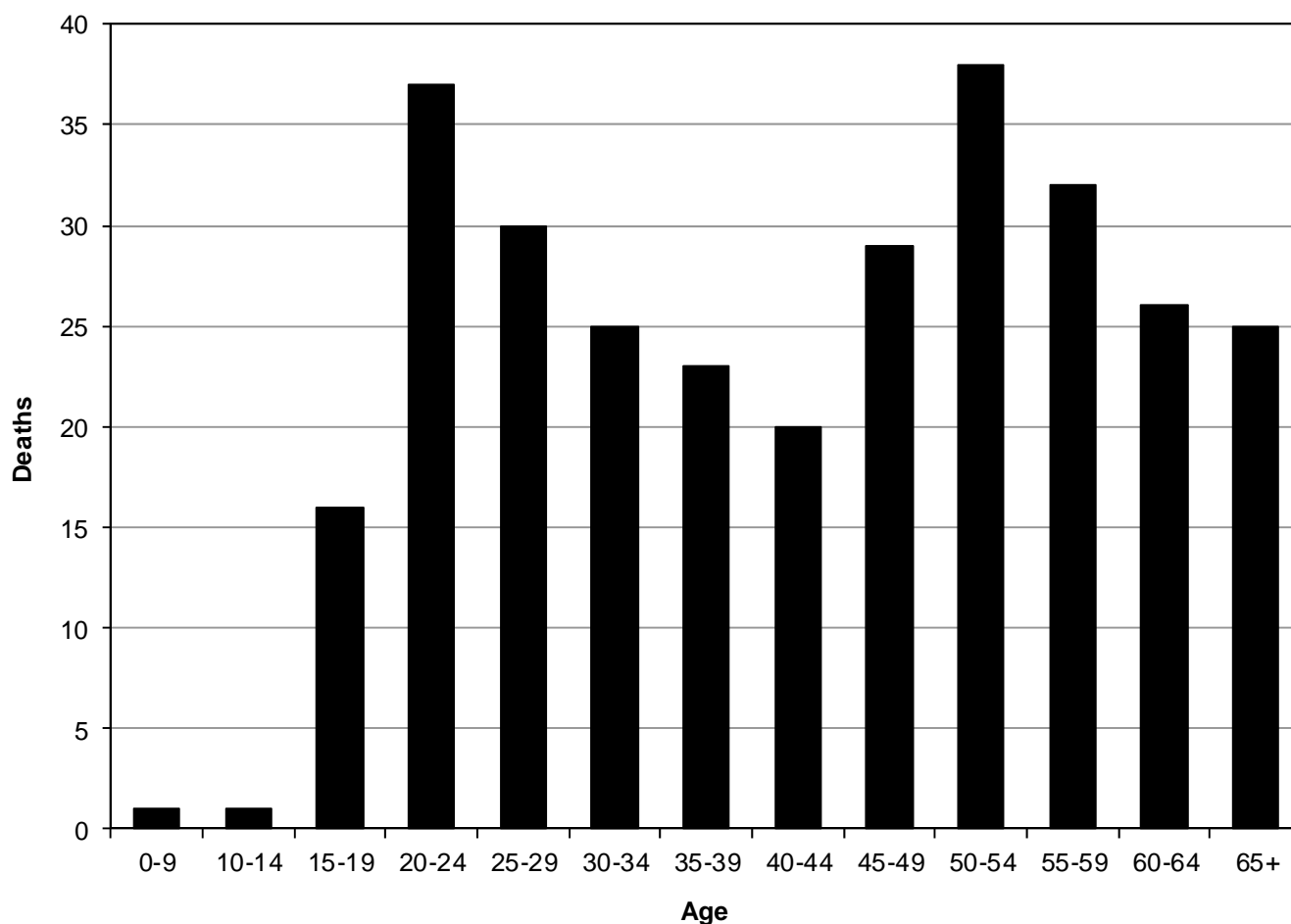


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.7% of injury crashes, and 13.0% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 13.0% of fatal crashes and 5.7% of injury crashes compared to 2.1% of total crashes.
- During the last 10 years, the highest percent of total crashes involving motorcycles occurred in 2008 (2.5%).

Trends

Motorcyclists Killed by Age (Utah 2005-2014)

Age	Motorcyclists Killed										Total	
	Year										#	%
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014		
0-9	0	0	0	0	0	0	0	1	0	0	1	0.3%
10-14	0	0	0	1	0	0	0	0	0	0	1	0.3%
15-19	2	4	4	1	1	0	0	1	1	2	16	5.3%
20-24	5	5	7	6	0	2	1	6	1	4	37	12.2%
25-29	2	2	1	7	3	3	3	2	3	4	30	9.9%
30-34	4	1	1	3	2	4	4	3	1	2	25	8.3%
35-39	1	3	0	5	1	1	2	2	3	5	23	7.6%
40-44	0	1	2	2	2	1	1	2	8	1	20	6.6%
45-49	1	1	4	3	6	1	4	2	3	4	29	9.6%
50-54	2	4	4	5	5	1	3	2	2	10	38	12.5%
55-59	3	2	2	0	4	5	5	6	3	2	32	10.6%
60-64	2	1	2	2	4	0	4	4	2	5	26	8.6%
65+	1	0	6	1	2	3	1	1	4	6	25	8.3%
Total	23	24	33	36	30	21	28	32	31	45	303	100.0%

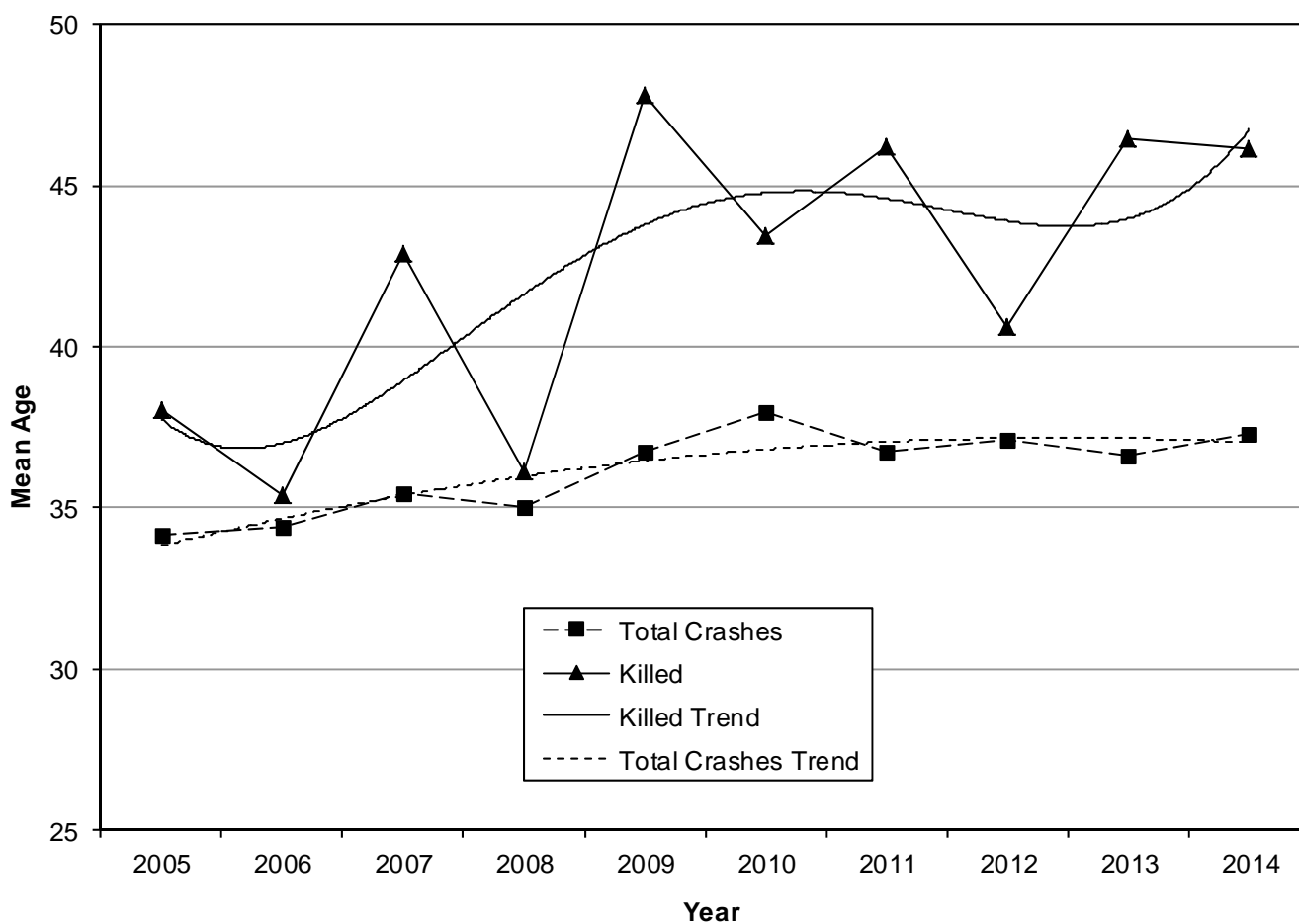


- The 10-year totals show that motorcyclist deaths were highest among the 50-54 and 20-24 year age groups.

Trends

Motorcyclists in Crashes by Age (Utah 2005-2014)

Motorcyclists (Driver and Passenger)		
Year	Total Mean Age	Killed Mean Age
2005	34.14	38.04
2006	34.39	35.38
2007	35.45	42.88
2008	35.02	36.14
2009	36.72	47.80
2010	37.97	43.43
2011	36.73	46.18
2012	37.11	40.63
2013	36.64	46.45
2014	37.29	46.11
Average	36.15	42.30

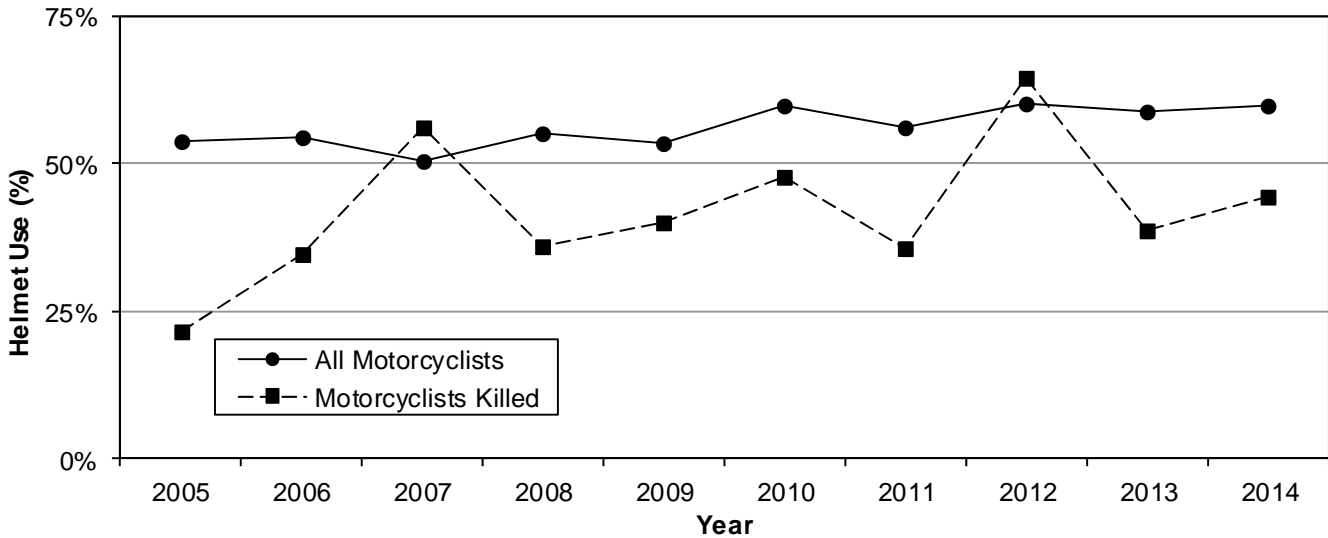


- The 10-year trend shows that the age of motorcyclists in crashes is steadily increasing. Increasing from 34.14 in 2005 to 37.29 in 2014.
- The 10-year trend shows that the age of motorcyclists killed in crashes is steadily increasing. Increasing from 38.04 in 2005 to 46.11 in 2014.

Helmets

Helmet Use of Motorcyclists in Crashes (Utah 2005-2014)

Year	Motorcyclists (Driver and Passenger)											
	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Helmet	Helmet	%
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%
2014	54	111	67.3%	411	596	59.2%	25	20	44.4%	490	727	59.7%
Total	624	944	60.2%	4,092	5,213	56.0%	172	128	42.7%	4,888	6,285	56.3%



- Overall helmet use by motorcyclists in crashes increased from 53.9% in 2005 to 59.7% in 2014.
- Helmet use among motorcyclists killed has shown an increasing trend.

Helmet Use of Motorcyclists in Crashes (Utah 2014)

Helmet Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	111	53.9%	596	57.1%	20	44.4%	727	56.2%
Helmet Not Worn	54	26.2%	411	39.4%	25	55.6%	490	37.9%
Unknown	41	19.9%	36	3.5%	0	0.0%	77	6.0%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%



- Only 59.7% (of known) of the motorcyclists in crashes wore a helmet.
- Only 20 of the 45 motorcyclists killed in crashes (44.4%) were wearing a helmet.

Motorcycle Crash Conditions

Motorcyclists in Crashes by County (Utah 2014)

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
Garfield	5	4.4	45.0	18	15.7	162.2	4	3.50	36.04	27	23.6	243.2
Wayne	2	4.1	22.2	8	16.4	88.9	0	0.00	0.00	10	20.5	111.1
Rich	2	4.0	29.4	5	9.9	73.5	0	0.00	0.00	7	13.9	102.9
Daggett	0	0.0	0.0	1	3.1	45.5	0	0.00	0.00	1	3.1	45.5
San Juan	2	0.7	7.6	8	2.8	30.5	1	0.35	3.82	11	3.8	42.0
Kane	3	2.2	11.7	6	4.5	23.4	1	0.75	3.91	10	7.5	39.1
Emery	3	0.8	12.7	5	1.4	21.1	0	0.00	0.00	8	2.2	33.8
Grand	3	0.9	5.7	13	3.7	24.5	0	0.00	0.00	16	4.5	30.2
Beaver	0	0.0	0.0	3	1.1	26.3	0	0.00	0.00	3	1.1	26.3
Morgan	0	0.0	0.0	7	5.3	20.8	0	0.00	0.00	7	5.3	20.8
Box Elder	6	0.7	3.9	24	2.6	15.6	0	0.00	0.00	30	3.3	19.5
Salt Lake	98	1.1	3.7	401	4.4	15.2	12	0.13	0.46	511	5.6	19.4
Washington	15	1.1	3.1	69	4.9	14.3	5	0.35	1.04	89	6.3	18.4
Sanpete	1	0.5	2.1	7	3.2	15.0	0	0.00	0.00	8	3.7	17.2
Duchesne	1	0.4	1.6	9	3.2	14.0	1	0.35	1.55	11	3.9	17.1
Wasatch	2	0.6	2.0	13	3.7	13.0	2	0.57	2.00	17	4.8	17.0
Utah	19	0.5	1.5	190	4.7	15.4	1	0.02	0.08	210	5.1	17.0
Weber	19	1.2	2.8	88	5.3	12.9	6	0.36	0.88	113	6.9	16.6
Tooele	3	0.4	1.7	25	3.0	14.3	1	0.12	0.57	29	3.5	16.6
Iron	4	0.5	3.7	13	1.7	12.1	0	0.00	0.00	17	2.3	15.8
Uintah	3	0.7	2.3	12	2.8	9.2	3	0.70	2.31	18	4.2	13.9
Juab	0	0.0	0.0	3	0.8	12.3	0	0.00	0.00	3	0.8	12.3
Carbon	0	0.0	0.0	7	2.2	10.8	1	0.31	1.54	8	2.5	12.3
Cache	3	0.3	0.9	34	3.8	10.1	4	0.44	1.18	41	4.6	12.1
Davis	11	0.4	1.3	65	2.5	7.4	0	0.00	0.00	76	2.9	8.7
Sevier	0	0.0	0.0	2	0.6	4.2	1	0.31	2.11	3	0.9	6.3
Summit	1	0.1	0.6	6	0.8	3.7	2	0.26	1.22	9	1.2	5.5
Millard	0	0.0	0.0	1	0.2	3.5	0	0.00	0.00	1	0.2	3.5
Piute	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Statewide	206	0.7	2.7	1,043	3.8	13.8	45	0.16	0.60	1,294	4.7	17.1

- Garfield, Wayne, and Rich counties had the highest rates of motorcyclists in crashes per registered motorcycle and the highest rates of motorcyclists in crashes per vehicle miles traveled (VMT).

Occupant Placement of Motorcyclists in Crashes (Utah 2014)

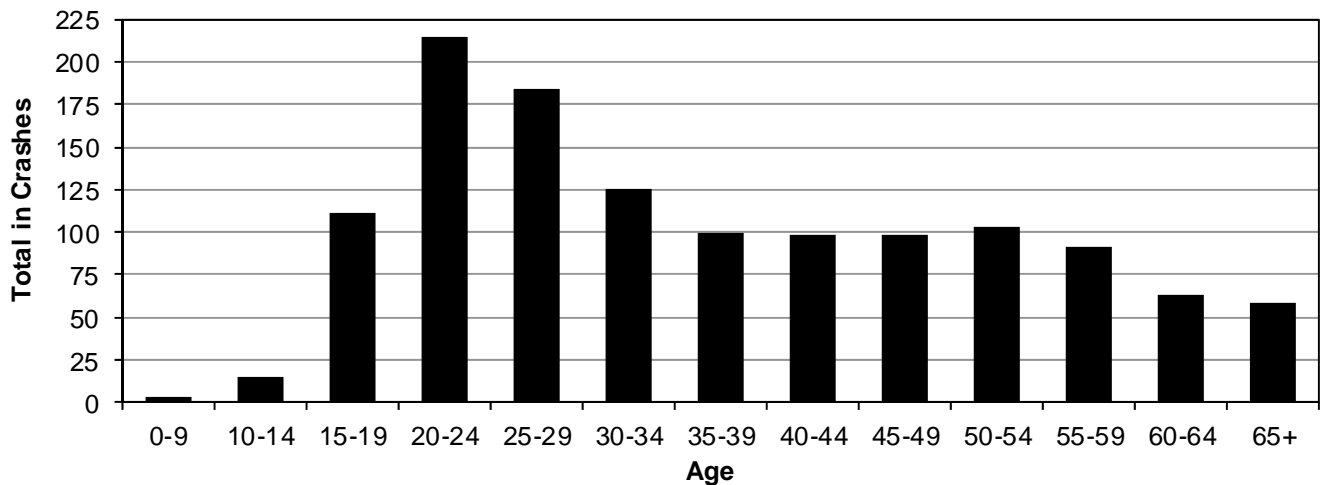
- Drivers accounted for the majority of motorcyclists in a crash (91.7%) and motorcyclists killed (93.3%).

Motorcyclists (Driver and Passenger)									
Occupant Placement	Non-Injured		Injured		Killed		Total		
	#	%	#	%	#	%	#	%	
Driver	187	90.8%	958	91.9%	42	93.3%	1,187	91.7%	
Passenger	19	9.2%	85	8.1%	3	6.7%	107	8.3%	
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%	

Motorcycle Crash Conditions

Age of Motorcyclists in Crashes (Utah 2014)

Motorcyclists (Driver and Passenger)								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-9	1	0.5%	2	45.0%	0	0.0%	3	0.2%
10-14	3	1.5%	12	1.2%	0	0.0%	15	1.2%
15-19	13	6.3%	96	9.2%	2	4.4%	111	8.6%
20-24	33	16.0%	178	17.1%	4	8.9%	215	16.6%
25-29	23	11.2%	157	15.1%	4	8.9%	184	14.2%
30-34	17	8.3%	106	10.2%	2	4.4%	125	9.7%
35-39	17	8.3%	78	7.5%	5	11.1%	100	7.7%
40-44	18	8.7%	80	7.7%	1	2.2%	99	7.7%
45-49	15	7.3%	79	7.6%	4	8.9%	98	7.6%
50-54	18	8.7%	75	7.2%	10	22.2%	103	8.0%
55-59	11	5.3%	79	7.6%	2	4.4%	92	7.1%
60-64	8	3.9%	50	4.8%	5	11.1%	63	4.9%
65+	10	4.9%	42	4.0%	6	13.3%	58	4.5%
Unknown	19	9.2%	9	0.9%	0	0.0%	28	2.2%
Total	206	100.0%	1,043	144.8%	45	100.0%	1,294	100.0%



- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (30.8%).
- The highest number of motorcyclist deaths were aged 50-54 years.

Gender of Motorcyclists in Crashes (Utah 2014)

Motorcyclists (Driver and Passenger)								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	160	77.7%	892	85.5%	41	91.1%	1,093	84.5%
Female	28	13.6%	147	14.1%	4	8.9%	179	13.8%
Unknown	18	8.7%	4	0.4%	0	0.0%	22	1.7%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%

- The majority of all motorcyclists (84.5%) and motorcyclists killed (91.1%) in crashes were male.

Motorcycle Crash Conditions

Motorcyclists in Crashes by Month (Utah 2014)

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	12	0.4	0	0.00	13	0.4
February	5	0.2	20	0.7	0	0.00	25	0.9
March	11	0.4	50	1.6	2	0.06	63	2.0
April	23	0.8	86	2.9	1	0.03	110	3.7
May	32	1.0	151	4.9	4	0.13	187	6.0
June	23	0.8	158	5.3	12	0.40	193	6.4
July	32	1.0	175	5.6	6	0.19	213	6.9
August	25	0.8	131	4.2	5	0.16	161	5.2
September	19	0.6	114	3.8	8	0.27	141	4.7
October	17	0.5	100	3.2	5	0.16	122	3.9
November	9	0.3	24	0.8	1	0.03	34	1.1
December	9	0.3	22	0.7	1	0.03	32	1.0
Total	206	0.6	1,043	2.9	45	0.12	1,294	3.5

- May through July 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.

Motorcyclists in Crashes by Day of Week (Utah 2014)

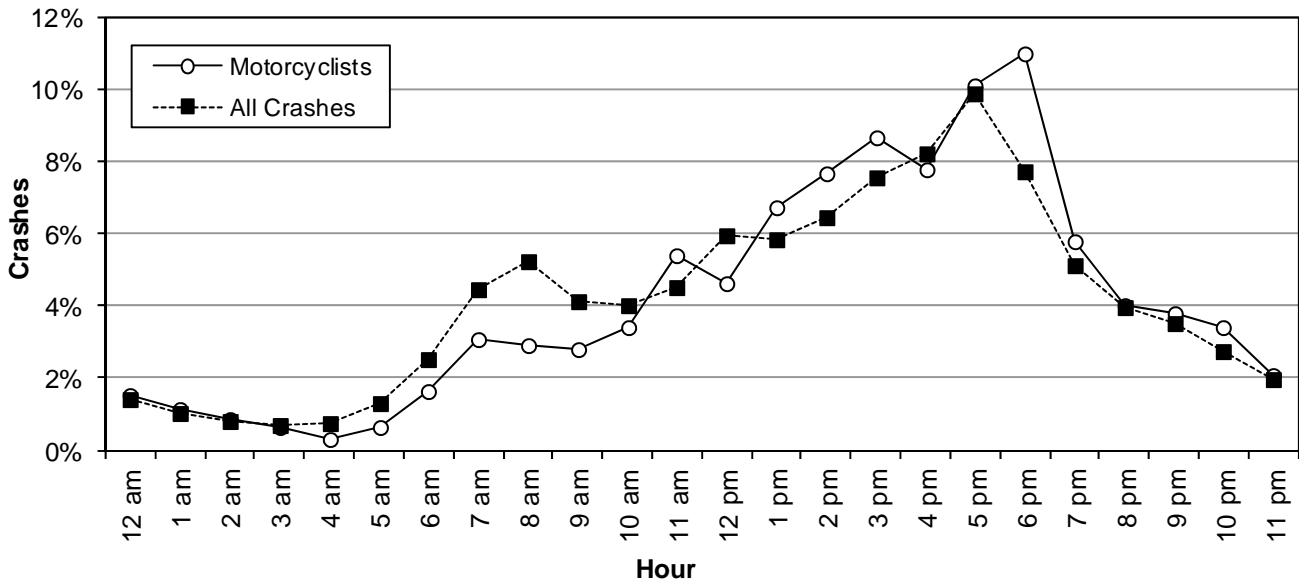
Motorcyclists (Driver and Passenger)								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	23	11.2%	107	10.3%	2	4.4%	132	10.2%
Monday	33	16.0%	136	13.0%	7	15.6%	176	13.6%
Tuesday	28	13.6%	126	12.1%	1	2.2%	155	12.0%
Wednesday	30	14.6%	142	13.6%	3	6.7%	175	13.5%
Thursday	31	15.0%	155	14.9%	10	22.2%	196	15.1%
Friday	35	17.0%	170	16.3%	9	20.0%	214	16.5%
Saturday	26	12.6%	207	19.8%	13	28.9%	246	19.0%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%

- Over one-third (35.5%) of total motorcycle crashes occurred on Friday and Saturday.
- Fatal motorcycle crashes occurred most frequently on Saturday (28.9%).

Motorcycle Crash Conditions

Motorcyclists in Crashes by Hour (Utah 2014)

Motorcyclists (Driver and Passenger)								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	5	2.4%	15	1.4%	0	0.0%	20	1.5%
1 a.m.	1	0.5%	12	1.2%	2	4.4%	15	1.2%
2 a.m.	0	0.0%	11	1.1%	0	0.0%	11	0.9%
3 a.m.	0	0.0%	8	0.8%	0	0.0%	8	0.6%
4 a.m.	0	0.0%	4	0.4%	0	0.0%	4	0.3%
5 a.m.	2	1.0%	6	0.6%	0	0.0%	8	0.6%
6 a.m.	3	1.5%	16	1.5%	2	4.4%	21	1.6%
7 a.m.	3	1.5%	36	3.5%	1	2.2%	40	3.1%
8 a.m.	4	1.9%	33	3.2%	1	2.2%	38	2.9%
9 a.m.	4	1.9%	31	3.0%	1	2.2%	36	2.8%
10 a.m.	6	2.9%	37	3.5%	1	2.2%	44	3.4%
11 a.m.	11	5.3%	57	5.5%	2	4.4%	70	5.4%
Noon	9	4.4%	47	4.5%	4	8.9%	60	4.6%
1 p.m.	18	8.7%	64	6.1%	5	11.1%	87	6.7%
2 p.m.	13	6.3%	83	8.0%	3	6.7%	99	7.7%
3 p.m.	18	8.7%	89	8.5%	5	11.1%	112	8.7%
4 p.m.	20	9.7%	78	7.5%	3	6.7%	101	7.8%
5 p.m.	24	11.7%	101	9.7%	6	13.3%	131	10.1%
6 p.m.	34	16.5%	105	10.1%	3	6.7%	142	11.0%
7 p.m.	8	3.9%	65	6.2%	2	4.4%	75	5.8%
8 p.m.	5	2.4%	45	4.3%	2	4.4%	52	4.0%
9 p.m.	7	3.4%	42	4.0%	0	0.0%	49	3.8%
10 p.m.	9	4.4%	33	3.2%	2	4.4%	44	3.4%
11 p.m.	2	1.0%	25	2.4%	0	0.0%	27	2.1%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%



- Over one-half (51.9%) of total motorcycle crashes occurred between 1:00 p.m. and 6:59 p.m.
- Motorcycle crashes were more likely to occur in the afternoon and evening than other crashes.

Motorcycle Crash Conditions

Motorcycle Driver Age (Utah 2014)

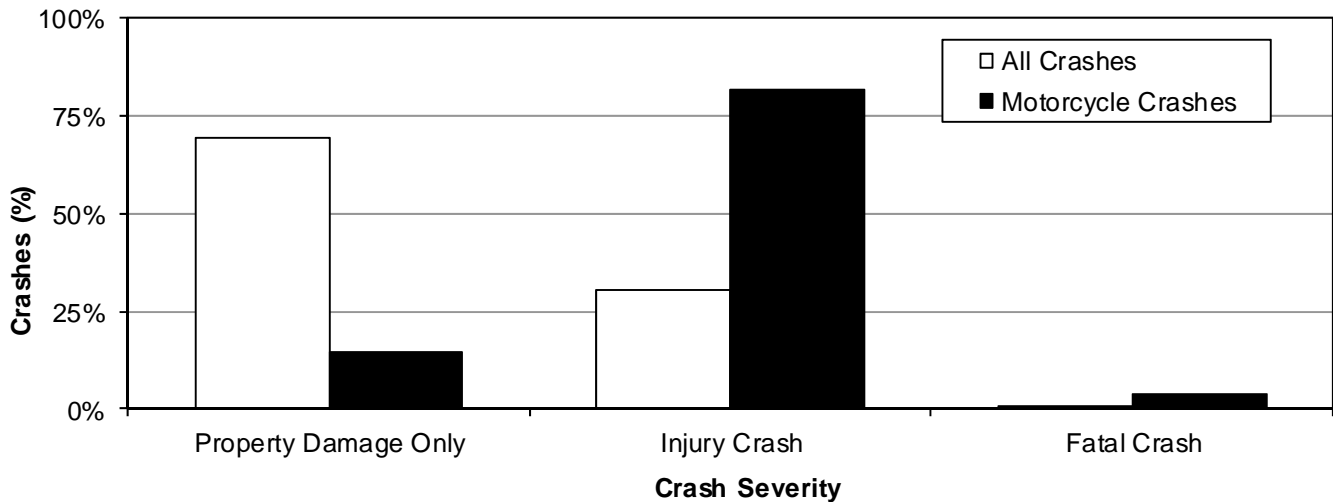
Motorcycle Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	9	0.9%	0	0.0%	9	0.8%
15-19	11	7.3%	83	8.4%	2	4.0%	96	8.1%
20-24	23	15.2%	172	17.5%	4	8.0%	199	16.8%
25-29	21	13.9%	148	15.0%	4	8.0%	173	14.6%
30-34	10	6.6%	103	10.5%	3	6.0%	116	9.8%
35-39	11	7.3%	74	7.5%	5	10.0%	90	7.6%
40-44	15	9.9%	76	7.7%	1	2.0%	92	7.8%
45-49	9	6.0%	76	7.7%	5	10.0%	90	7.6%
50-54	14	9.3%	72	7.3%	10	20.0%	96	8.1%
55-59	10	6.6%	70	7.1%	3	6.0%	83	7.0%
60-64	4	2.6%	49	5.0%	6	12.0%	59	5.0%
65+	8	5.3%	40	4.1%	7	14.0%	55	4.6%
Unknown	15	9.9%	13	1.3%	0	0.0%	28	2.4%
Total	151	100.0%	985	100.0%	50	100.0%	1,186	100.0%

- One-half (50.0%) of the motorcycle drivers in crashes were under the age of 35 years.
- The 50-54 year age group had the highest number of drivers in fatal crashes.

Motorcycle Driver License Status (Utah 2014)

- Of the 50 motorcycle drivers in fatal crashes, 42 (84.0%) had a valid motorcycle license.

Motorcycle Crash Severity (Utah 2014)

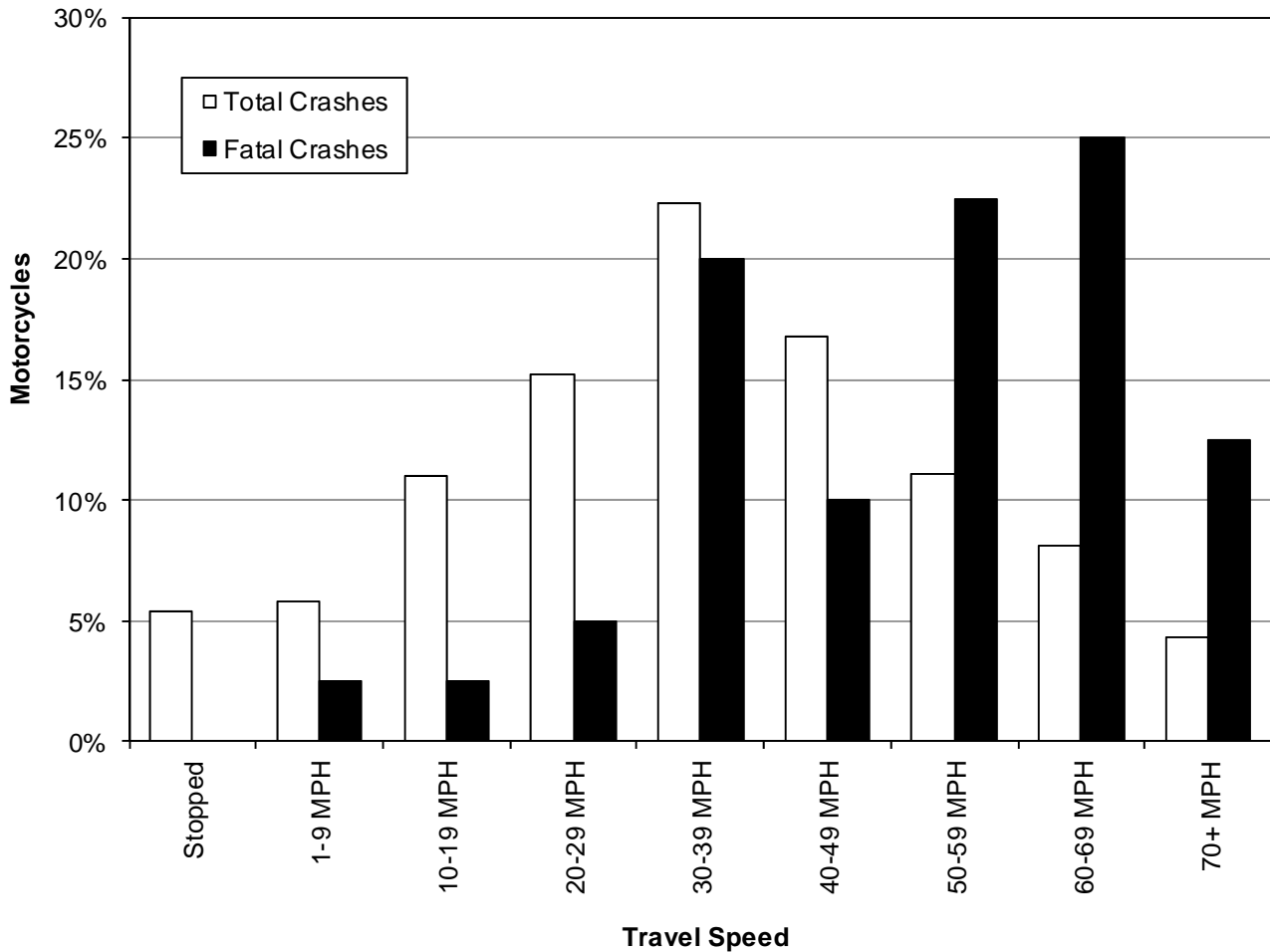


- Motorcycle crashes were more likely to result in injury (81.6% to 30.4%) or death (3.8% to 0.4%) compared to all motor vehicle crashes.

Motorcycle Crash Conditions

Travel Speed (Utah 2014)

Motorcycles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	29	16.9%	1	0.1%	0	0.0%	30	2.5%
Stopped	13	7.6%	35	3.5%	0	0.0%	48	4.0%
1-9 MPH	13	7.6%	38	3.9%	1	2.0%	52	4.3%
10-19 MPH	18	10.5%	79	8.0%	1	2.0%	98	8.1%
20-29 MPH	16	9.3%	117	11.9%	2	4.0%	135	11.2%
30-39 MPH	16	9.3%	175	17.7%	8	16.0%	199	16.5%
40-49 MPH	9	5.2%	137	13.9%	4	8.0%	150	12.4%
50-59 MPH	12	7.0%	78	7.9%	9	18.0%	99	8.2%
60-69 MPH	6	3.5%	56	5.7%	10	20.0%	72	6.0%
70-79 MPH	0	0.0%	13	1.3%	2	4.0%	15	1.2%
80+ MPH	0	0.0%	20	2.0%	3	6.0%	23	1.9%
Unknown	40	23.3%	237	24.0%	10	20.0%	287	23.8%
Total	172	100.0%	986	100.0%	50	100.0%	1,208	100.0%



- Over one-half (54.3% of known) of motorcycles in total crashes were traveling 20-49 MPH.
- The majority (60.0% 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 2014)

Vehicles Other than Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	50	34.2%	179	31.0%	15	46.9%	244	32.3%
Turning Left	22	15.1%	187	32.4%	9	28.1%	218	28.8%
Stopped in Traffic Lane	12	8.2%	63	10.9%	3	9.4%	78	10.3%
Slowing in Traffic Lane	7	4.8%	29	5.0%	3	9.4%	39	5.2%
Changing Lanes	4	2.7%	28	4.8%	1	3.1%	33	4.4%
Parked/Parking	17	11.6%	14	2.4%	0	0.0%	31	4.1%
Making U-turn	5	3.4%	19	3.3%	1	3.1%	25	3.3%
Turning Right	0	0.0%	22	3.8%	0	0.0%	22	2.9%
Backing	16	11.0%	3	0.5%	0	0.0%	19	2.5%
Entering/Leaving Traffic Lane	3	2.1%	15	2.6%	0	0.0%	18	2.4%
Overtaking/Passing	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Unknown/Other	10	6.8%	16	2.8%	0	0.0%	26	3.4%
Total	146	100.0%	578	100.0%	32	100.0%	756	100.0%

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (32.3%) and turning left (28.8%).

Motorcycle Maneuver Prior to Motorcycle Crash (Utah 2014)

Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	90	52.3%	724	73.4%	44	88.0%	858	71.0%
Turning Left	8	4.7%	71	7.2%	1	2.0%	80	6.6%
Slowing in Traffic Lane	8	4.7%	41	4.2%	0	0.0%	49	4.1%
Stopped in Traffic Lane	13	7.6%	33	3.3%	0	0.0%	46	3.8%
Parked/Parking	32	18.6%	2	0.2%	0	0.0%	34	2.8%
Turning Right	2	1.2%	30	3.0%	0	0.0%	32	2.6%
Changing Lanes	3	1.7%	18	1.8%	3	6.0%	24	2.0%
Overtaking/Passing	1	0.6%	12	1.2%	1	2.0%	14	1.2%
Entering/Leaving Traffic Lane	3	1.7%	10	1.0%	0	0.0%	13	1.1%
Making U-turn	1	0.6%	3	0.3%	1	2.0%	5	0.4%
Backing	1	0.6%	0	0.0%	0	0.0%	1	0.1%
Other	4	2.3%	24	2.4%	0	0.0%	28	2.3%
Unknown	6	3.5%	18	1.8%	0	0.0%	24	2.0%
Total	172	100.0%	986	100.0%	50	100.0%	1,208	100.0%

- For all motorcycle crashes, the leading maneuver of motorcycles prior to the crash was straight ahead

Motorcycle Crash Conditions

Number of Vehicles Involved in Motorcycle Crashes (Utah 2014)

Motorcycle Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Motorcycle Only	41	23.8%	415	43.1%	19	42.2%	475	40.3%
Motorcycle and 1 or More Other Vehicles	131	76.2%	547	56.9%	26	57.8%	704	59.7%
Total	172	100.0%	962	100.0%	45	100.0%	1,179	100.0%

- In 59.7% of all motorcycle crashes there was the motorcycle and one or more other vehicles involved.

Contributing Factors of Drivers Other than Motorcyclists in Motorcycle Crashes (Utah 2014)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	17	15.5%	206	40.2%	9	39.1%	232	35.9%
Followed Too Closely	12	10.9%	45	8.8%	1	4.3%	58	9.0%
Improper Turn	6	5.5%	50	9.7%	1	4.3%	57	8.8%
Vision Obscured	7	6.4%	48	9.4%	2	8.7%	57	8.8%
Other Improper Driving	6	5.5%	35	6.8%	0	0.0%	41	6.3%
Driver Distraction	11	10.0%	23	4.5%	2	8.7%	36	5.6%
Improper Lane Change	2	1.8%	23	4.5%	1	4.3%	26	4.0%
Failed to Keep in Proper Lane	7	6.4%	15	2.9%	2	8.7%	24	3.7%
Hit and Run	11	10.0%	5	1.0%	0	0.0%	16	2.5%
Improper Backing	12	10.9%	2	0.4%	0	0.0%	14	2.2%
Disregard Traffic Signal/Sign	0	0.0%	11	2.1%	1	4.3%	12	1.9%
Vehicle Defective Condition	6	5.5%	6	1.2%	0	0.0%	12	1.9%
Driving Under the Influence	2	1.8%	7	1.4%	2	8.7%	11	1.7%
Speed Too Fast	2	1.8%	8	1.6%	1	4.3%	11	1.7%
Improper Parking/Stopping	3	2.7%	7	1.4%	0	0.0%	10	1.5%
Other Driver Condition	1	0.9%	7	1.4%	0	0.0%	8	1.2%
Swerved or Evasive Action	1	0.9%	4	0.8%	0	0.0%	5	0.8%
Driver Emotional Prior to Crash	2	1.8%	2	0.4%	0	0.0%	4	0.6%
Overcorrected	1	0.9%	2	0.4%	1	4.3%	4	0.6%
Reckless/Aggressive Driving	1	0.9%	3	0.6%	0	0.0%	4	0.6%
Improper Signal	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%
Wrong Side/Wrong Way	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Driver Illness/Medical	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	110	100.0%	513	100.0%	23	100.0%	646	100.0%

- Failed to yield right of way (35.9%), followed too closely (9.0%), improper turn (8.8%), and vision obscured (8.8%) were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.
- The leading contributing factor for fatal crashes was failed to yield right of way (39.1%).

Motorcycle Crash Conditions

Contributing Factors of Motorcycle Drivers in Crashes (Utah 2014)

Motorcycle Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Speed Too Fast	3	3.1%	102	11.8%	16	32.7%	121	12.0%
Failed to Keep in Proper Lane	8	8.3%	96	11.1%	9	18.4%	113	11.2%
Followed Too Closely	16	16.7%	91	10.5%	5	10.2%	112	11.1%
Other Improper Driving	8	8.3%	76	8.8%	0	0.0%	84	8.3%
Swerved or Evasive Action	5	5.2%	53	6.1%	1	2.0%	59	5.8%
Ran Off Road	2	2.1%	54	6.3%	0	0.0%	56	5.6%
Driver Distraction	7	7.3%	46	5.3%	0	0.0%	53	5.3%
Driving Under the Influence	2	2.1%	43	5.0%	5	10.2%	50	5.0%
Failed to Yield Right of Way	8	8.3%	41	4.7%	1	2.0%	50	5.0%
Overcorrected	1	1.0%	43	5.0%	0	0.0%	44	4.4%
Reckless/Aggressive Driving	1	1.0%	32	3.7%	4	8.2%	37	3.7%
Vehicle Other Defective Condition	4	4.2%	18	2.1%	1	2.0%	23	2.3%
Improper Turn	1	1.0%	20	2.3%	0	0.0%	21	2.1%
Disregard Traffic Signal/Sign	1	1.0%	16	1.9%	1	2.0%	18	1.8%
Vision Obscured by Other	4	4.2%	13	1.5%	0	0.0%	17	1.7%
Other Driver Condition	6	6.3%	10	1.2%	0	0.0%	16	1.6%
Improper Lane Change	2	2.1%	12	1.4%	1	2.0%	15	1.5%
Vehicle Tires	0	0.0%	14	1.6%	1	2.0%	15	1.5%
Vehicle Brakes	0	0.0%	13	1.5%	0	0.0%	13	1.3%
Improper Parking/Stopping	1	1.0%	11	1.3%	0	0.0%	12	1.2%
Vision Obscured by Weather Condition	2	2.1%	10	1.2%	0	0.0%	12	1.2%
Hit and Run	7	7.3%	4	0.5%	0	0.0%	11	1.1%
Vision Obscured by Moving Vehicle	1	1.0%	10	1.2%	0	0.0%	11	1.1%
Improper Passing	1	1.0%	7	0.8%	1	2.0%	9	0.9%
Wrong Side/Wrong Way	1	1.0%	6	0.7%	1	2.0%	8	0.8%
Driver Illness/Medical	0	0.0%	5	0.6%	1	2.0%	6	0.6%
Vision Obscured by Parked Vehicle	1	1.0%	4	0.5%	0	0.0%	5	0.5%
Disregard Road Markings	0	0.0%	4	0.5%	0	0.0%	4	0.4%
Driver Asleep/Fatigue	0	0.0%	4	0.5%	0	0.0%	4	0.4%
Vision Obscured by Glare	2	2.1%	1	0.1%	1	2.0%	4	0.4%
Improper Signal	1	1.0%	2	0.2%	0	0.0%	3	0.3%
Driver Emotional Prior to Crash	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Vision Obscured by Vegetation	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	96	100.0%	864	100.0%	49	100.0%	1,009	100.0%

- Speed too fast (12.0%), failed to keep in proper lane (11.2%), and followed too closely (11.1%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (32.7%) and failed to keep in proper lane (18.4%).

Motorcycle Crash Conditions

Drivers Other than Motorcyclists in Motorcycle Crashes with Contributing Factors (Utah 2014)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	73	50.0%	370	64.0%	15	46.9%	458	60.6%
No	52	35.6%	185	32.0%	17	53.1%	254	33.6%
Not Applicable - No Driver	18	12.3%	8	1.4%	0	0.0%	26	3.4%
Unknown	3	2.1%	15	2.6%	0	0.0%	18	2.4%
Total	146	100.0%	578	100.0%	32	100.0%	756	100.0%

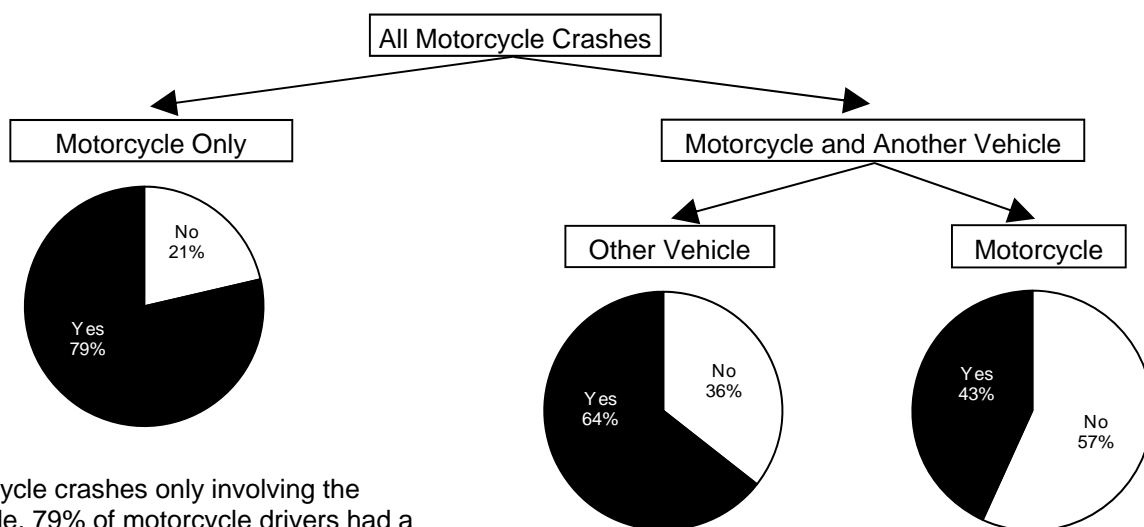
- 60.6% of drivers other than motorcyclists in motorcycle crashes had a contributing factor in total crashes.

Motorcycle Drivers in Crashes with Contributing Factors (Utah 2014)

Motorcycle Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	69	40.1%	558	56.6%	32	64.0%	659	54.6%
No	79	45.9%	398	40.4%	18	36.0%	495	41.0%
Not Applicable - No Driver	21	12.2%	1	0.1%	0	0.0%	22	1.8%
Unknown	3	1.7%	29	2.9%	0	0.0%	32	2.6%
Total	172	100.0%	986	100.0%	50	100.0%	1,208	100.0%

- 54.6% of motorcycle drivers had a contributing factor in total crashes.

Contributing Factor Summary in Motorcycle Crashes (Utah 2014)



- In motorcycle crashes only involving the motorcycle, 79% of motorcycle drivers had a contributing factor.
- In motorcycle crashes involving more than one vehicle, 43% of motorcycle drivers and 64% of drivers other than motorcyclists had a contributing factor.

Pedestrians



Section 11: Pedestrians

Trends

Pedestrians in Crashes 2005-2014.....	173
Pedestrian-Motor Vehicle Crashes 2005-2014	174
Pedestrian Deaths by Month 2005-2014.....	175
Pedestrian Deaths by Day of Week 2005-2014	176
Pedestrian Deaths by Hour 2005-2014.....	177
Age of Pedestrians Killed 2005-2014.....	178

Crash Conditions

County	179
Rural/Urban.....	179
Injury Severity	180
Alcohol Test Results of Pedestrians Killed.....	180
Pedestrian Gender.....	180
Pedestrian Age	181
Driver Age.....	182
Driver Gender	183
Month.....	183
Day of Week	183
Hour	184
Pedestrian Contributing Factors.....	185
Pedestrian Location	185
Pedestrian Action.....	186
Vehicle Maneuver	186
Travel Speed.....	187
Speed Limit.....	188
Drivers with Contributing Factors.....	188
Contributing Factors.....	189

2

0

1

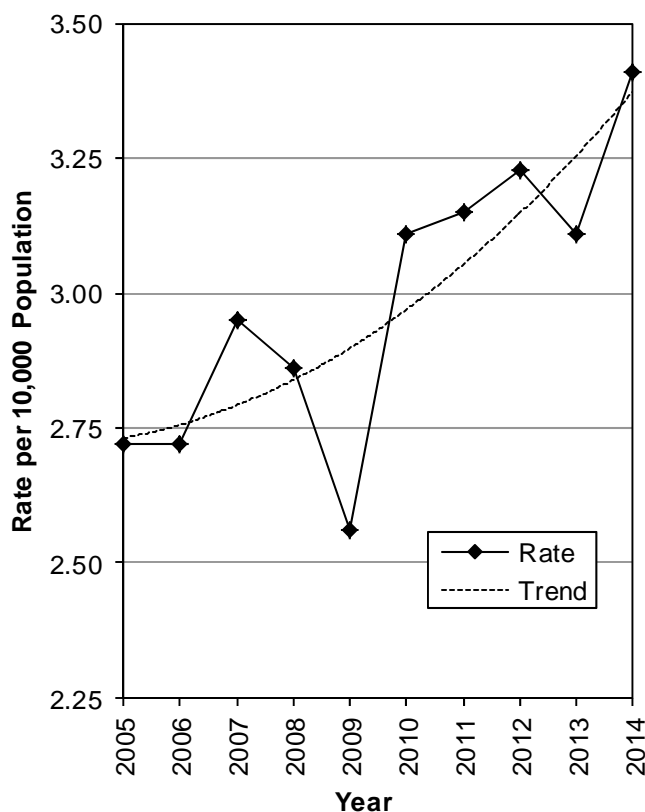
4

Trends

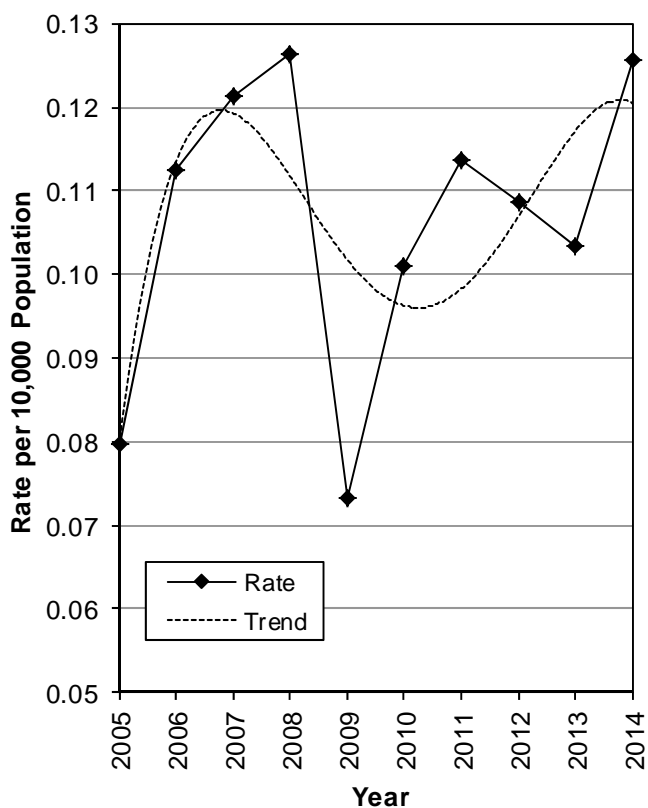
Pedestrians in Crashes (Utah 2005-2014)

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.
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
2014	94	0.32	872	2.96	37	0.126	1,003	3.41
Total	739	0.27	7,172	2.61	293	0.107	8,204	2.99

Pedestrian Crash Rates Per Population (Utah 2005-2014)



Pedestrian Death Rates Per Population (Utah 2005-2014)



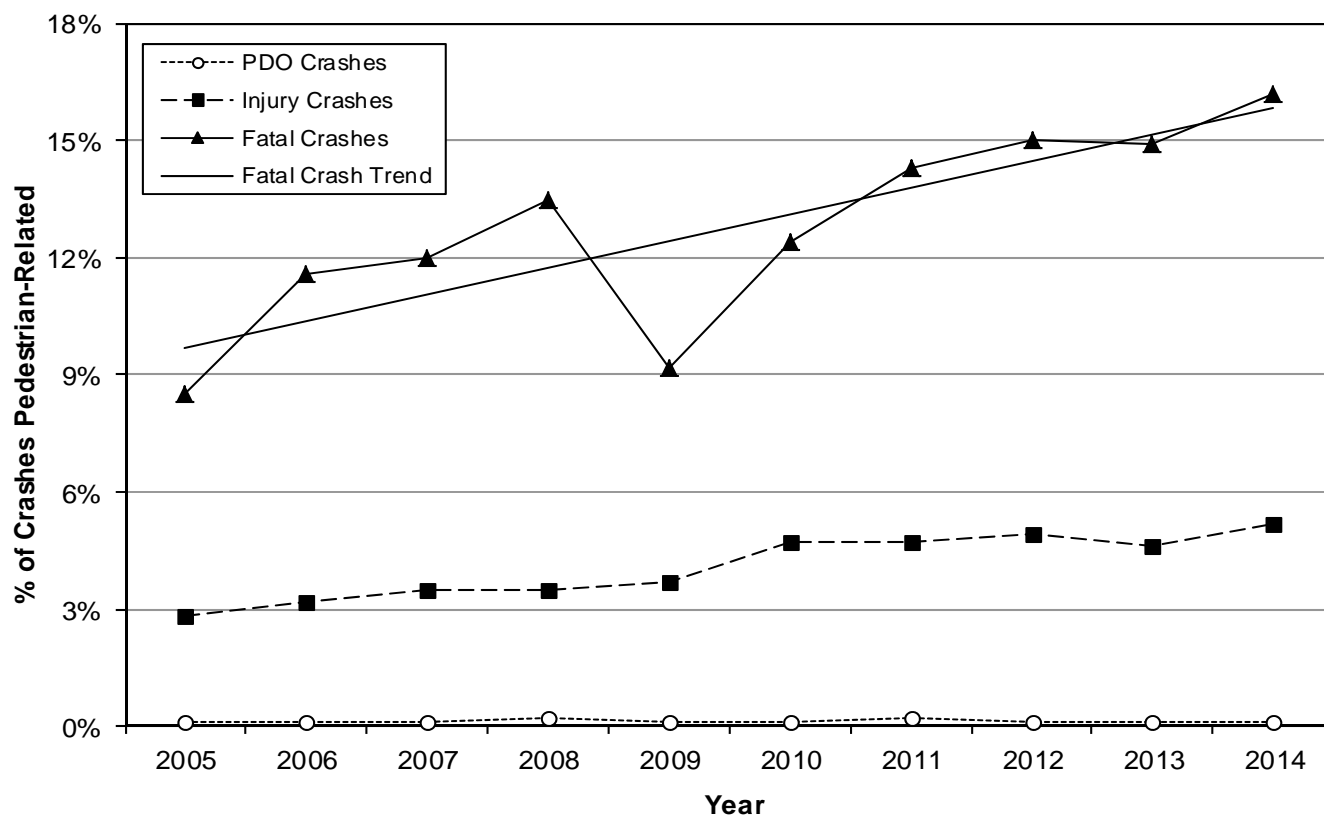
- The total rate per population of pedestrians in crashes increased 25% from 2005 to 2014.
- 2014 had the highest rate per population of total pedestrians in crashes in the last 10 years. 2009 had the lowest rate.
- The pedestrian death rate per population increased 58% from 2005 to 2014.
- 2008 had 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 2005-2014)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Pedestrian		All	Pedestrian		All	Pedestrian		All	Pedestrian	
	#	#	%	#	#	%	#	#	%	#	#	%
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%
2014	37,388	54	0.1%	16,426	855	5.2%	222	36	16.2%	54,036	945	1.7%
Total	371,567	458	0.1%	168,195	6,788	4.0%	2,270	288	12.7%	542,032	7,534	1.4%

Percent of Crashes Pedestrian-Related (Utah 2005-2014)

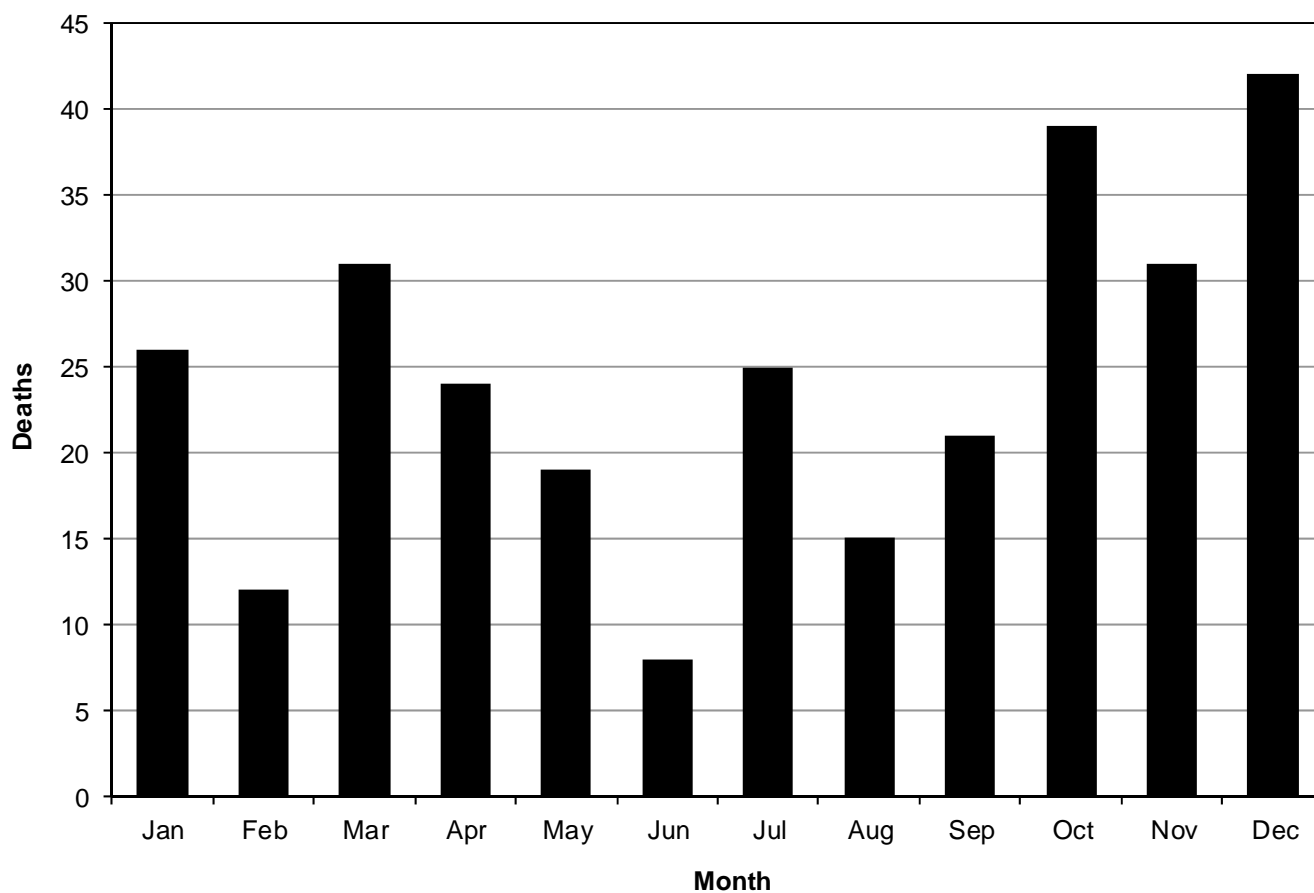


- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 4.0% of injury crashes, and 12.7% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 12.7% of fatal crashes compared to 1.4% of total crashes.
- The percent of injury crashes with a pedestrian increased in 2014 to the highest amount in the past 10 years.
- During the last 10 years, the highest percent of fatal crashes involving pedestrians occurred in 2014 (16.2%).

Trends

Pedestrian Deaths by Month (Utah 2005-2014)

Deaths												
Month	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
January	1	4	5	5	1	2	3	0	0	5	26	8.9%
February	4	1	1	0	2	1	0	2	1	0	12	4.1%
March	1	5	2	2	2	1	2	5	5	6	31	10.6%
April	0	2	4	1	2	3	1	3	3	5	24	8.2%
May	1	0	2	2	4	4	0	2	0	4	19	6.5%
June	0	1	1	0	0	1	3	0	1	1	8	2.7%
July	2	2	3	5	0	2	1	2	4	4	25	8.5%
August	2	1	0	5	1	0	3	1	2	0	15	5.1%
September	2	3	2	0	1	3	3	4	0	3	21	7.2%
October	3	4	3	3	3	3	5	6	4	5	39	13.3%
November	1	3	1	5	2	3	5	3	7	1	31	10.6%
December	3	3	8	6	2	5	6	3	3	3	42	14.3%
Total	20	29	32	34	20	28	32	31	30	37	293	100.0%

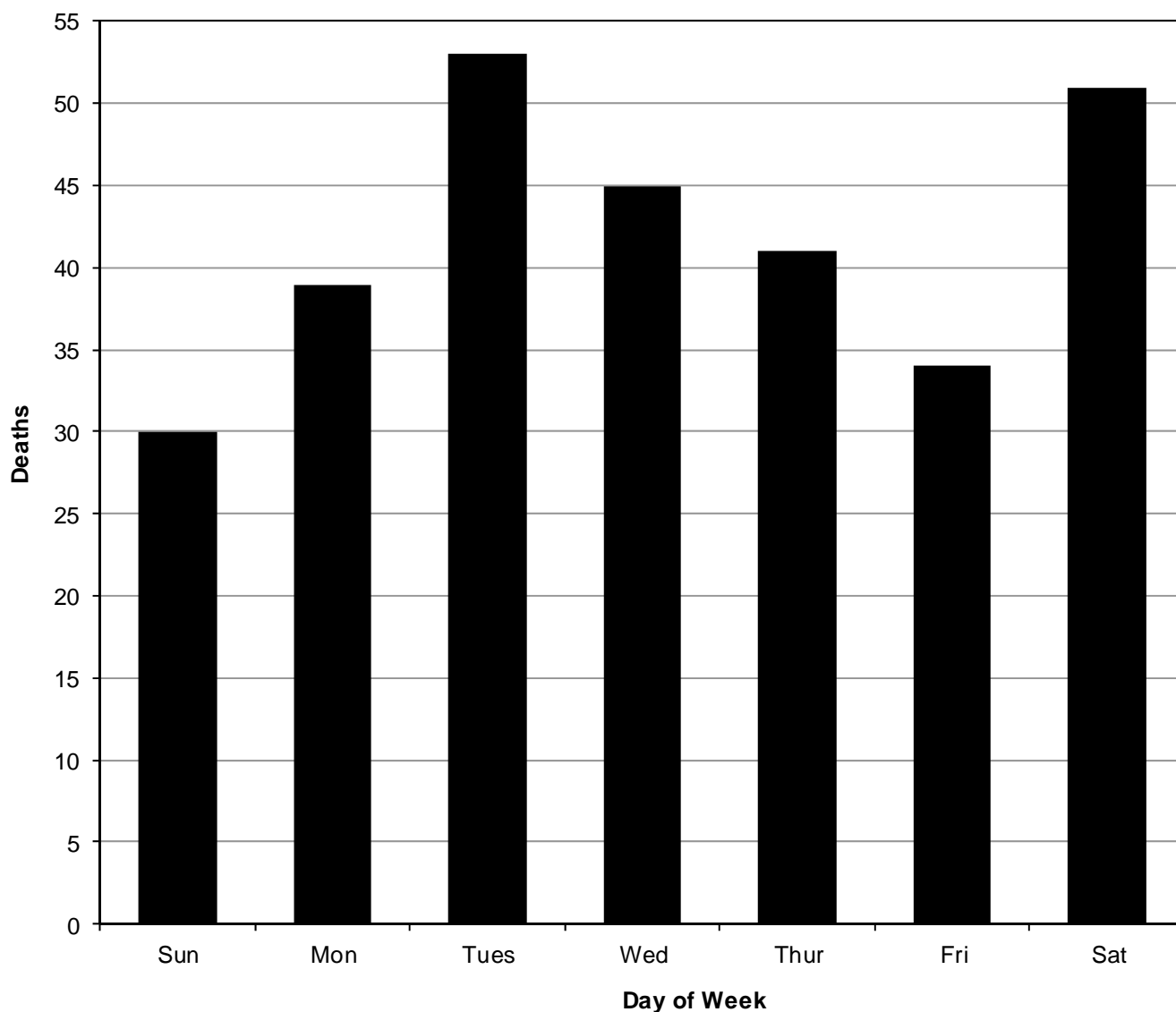


- Pedestrian-motor vehicle crash deaths were highest during the months of December and October over the past 10 years.
- Pedestrian-motor vehicle crash deaths were lowest during the months of June and February over the past 10 years.

Trends

Pedestrian Deaths by Day of Week (Utah 2005-2014)

Deaths												
Day of Week	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Sunday	0	1	5	2	4	7	1	4	3	3	30	10.2%
Monday	3	5	3	2	3	0	6	4	7	6	39	13.3%
Tuesday	2	7	6	12	4	4	6	6	3	3	53	18.1%
Wednesday	4	6	8	4	5	2	3	7	2	4	45	15.4%
Thursday	4	3	3	3	2	8	5	3	5	5	41	14.0%
Friday	4	4	1	5	1	3	4	1	4	7	34	11.6%
Saturday	3	3	6	6	1	4	7	6	6	9	51	17.4%
Total	20	29	32	34	20	28	32	31	30	37	293	100.0%

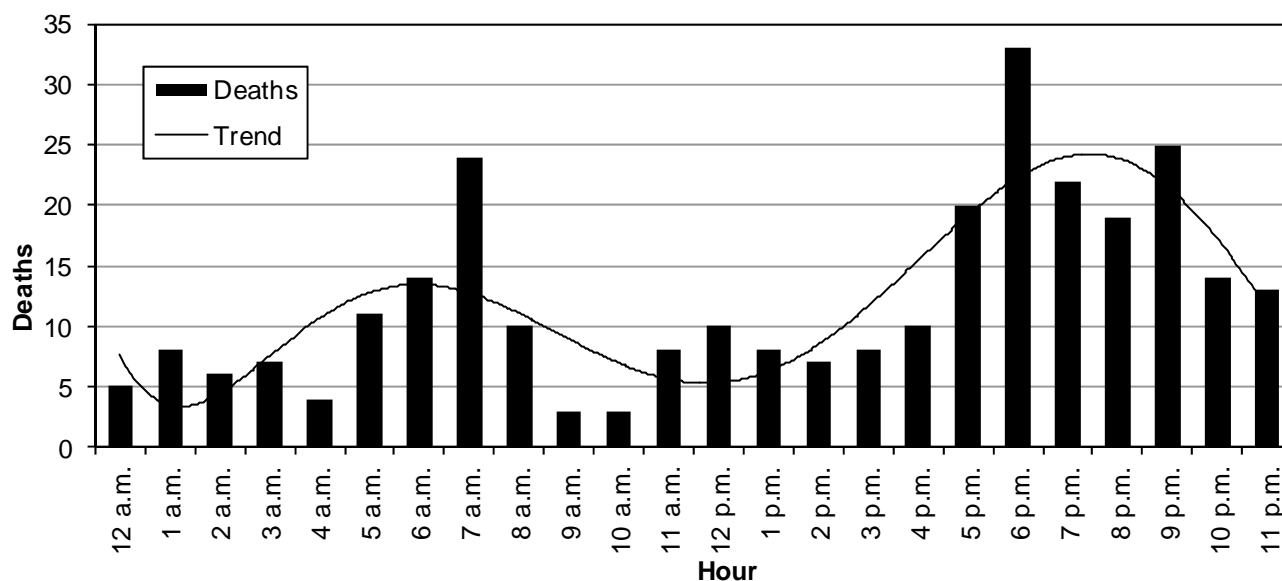


- Pedestrian-motor vehicle crash deaths were highest on Tuesday and Saturday over the past 10 years.
- Pedestrian-motor vehicle crash deaths were lowest on Sunday and Friday over the past 10 years.

Trends

Pedestrian Deaths by Hour (Utah 2005-2014)

Hour	Deaths										Total	
	Year										#	%
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014		
Midnight	0	0	2	0	0	1	0	2	0	0	5	1.7%
1 a.m.	0	1	1	0	0	1	3	0	1	1	8	2.7%
2 a.m.	1	1	1	0	0	0	0	2	0	1	6	2.1%
3 a.m.	0	0	0	1	0	1	1	0	1	3	7	2.4%
4 a.m.	1	0	0	1	1	0	1	0	0	0	4	1.4%
5 a.m.	2	1	1	1	1	2	2	0	1	0	11	3.8%
6 a.m.	1	2	2	0	1	1	1	1	1	4	14	4.8%
7 a.m.	2	3	2	3	1	4	2	4	0	3	24	8.2%
8 a.m.	1	0	1	2	1	0	3	0	1	1	10	3.4%
9 a.m.	1	0	0	0	1	0	0	0	1	0	3	1.0%
10 a.m.	0	0	1	1	0	0	0	1	0	0	3	1.0%
11 a.m.	0	1	1	3	3	0	0	0	0	0	8	2.7%
Noon	0	1	3	0	1	2	2	0	1	0	10	3.4%
1 p.m.	0	2	0	2	0	0	0	1	1	2	8	2.7%
2 p.m.	0	0	1	1	1	3	0	0	1	0	7	2.4%
3 p.m.	0	2	0	1	2	0	1	1	0	1	8	2.7%
4 p.m.	0	1	1	0	2	0	0	3	1	2	10	3.4%
5 p.m.	2	1	3	3	0	1	3	2	3	2	20	6.8%
6 p.m.	1	5	2	6	1	3	4	3	5	3	33	11.3%
7 p.m.	3	5	2	0	2	3	3	0	3	1	22	7.5%
8 p.m.	1	0	2	2	1	3	2	5	1	2	19	6.5%
9 p.m.	2	1	0	6	0	2	2	4	5	3	25	8.6%
10 p.m.	1	1	2	1	1	1	0	2	1	4	14	4.8%
11 p.m.	1	1	4	0	0	0	2	0	2	3	13	4.5%
Total	20	29	32	34	20	28	32	31	30	36	292	100.0%

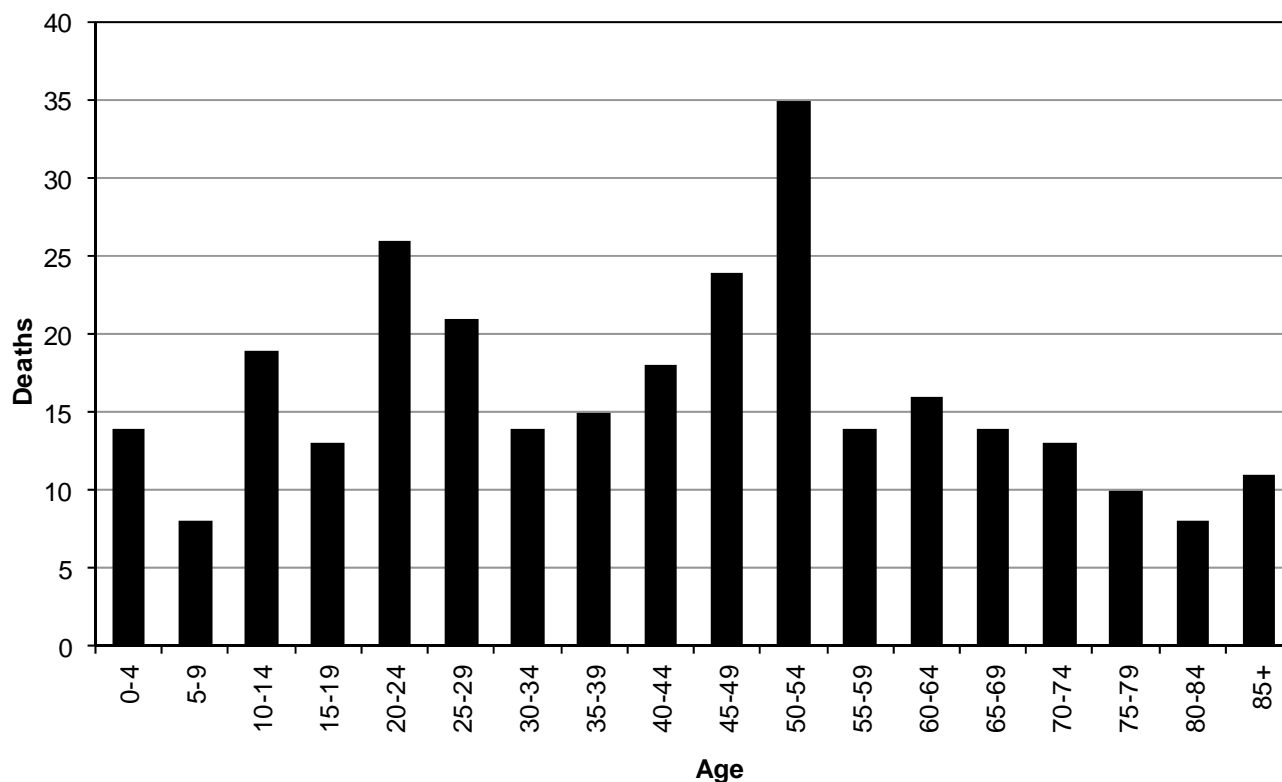


- Pedestrian-motor vehicle crash deaths were highest during the hours of 6 p.m., 9 p.m., and 7 a.m.
- Pedestrian-motor vehicle crash deaths were lowest during the hours of 9 a.m., 10 a.m., and 4 a.m.

Trends

Age of Pedestrians Killed (Utah 2005-2014)

Pedestrians Killed												
Age	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
0-4	1	2	2	2	0	2	1	2	1	1	14	4.8%
5-9	2	1	1	2	0	1	0	1	0	0	8	2.7%
10-14	0	2	0	3	0	3	5	1	2	3	19	6.5%
15-19	0	2	2	0	0	0	2	3	2	2	13	4.4%
20-24	2	1	4	2	3	2	5	1	2	4	26	8.9%
25-29	1	4	2	0	0	2	3	2	3	4	21	7.2%
30-34	1	3	2	1	1	1	3	0	1	1	14	4.8%
35-39	0	1	1	1	0	2	1	4	2	3	15	5.1%
40-44	2	2	3	1	1	2	0	0	1	6	18	6.1%
45-49	0	1	3	7	2	2	2	1	1	5	24	8.2%
50-54	2	2	5	5	3	1	6	8	3	0	35	11.9%
55-59	1	3	1	0	3	0	0	2	3	1	14	4.8%
60-64	0	0	2	0	2	4	1	2	4	1	16	5.5%
65-69	1	0	0	4	1	3	1	0	1	3	14	4.8%
70-74	3	2	1	2	0	1	1	0	2	1	13	4.4%
75-79	1	1	0	3	2	1	0	0	1	1	10	3.4%
80-84	1	1	0	1	1	1	0	2	1	0	8	2.7%
85+	2	1	3	0	1	0	1	2	0	1	11	3.8%
Total	20	29	32	34	20	28	32	31	30	37	293	100.0%



- Pedestrian deaths were highest among the age groups of 50-54, 20-24, and 45-49 years.
- Pedestrian deaths were lowest among the age groups of 5-9, 80-84, and 75-79 years.

Pedestrian-Motor Vehicle Crash Conditions

Pedestrians in Crashes by County (Utah 2014)

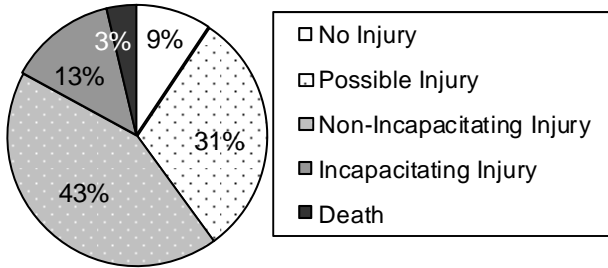
Pedestrians								
County	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Morgan	1	0.98	4	3.93	1	0.98	6	5.90
Salt Lake	31	0.29	452	4.19	16	0.15	499	4.62
Summit	5	1.30	11	2.86	1	0.26	17	4.42
Weber	6	0.25	92	3.86	4	0.17	102	4.28
Garfield	2	3.93	0	0.00	0	0.00	2	3.93
Wayne	0	0.00	0	0.00	1	3.64	1	3.64
Duchesne	1	0.49	5	2.46	1	0.49	7	3.45
Carbon	2	0.95	5	2.38	0	0.00	7	3.34
Davis	8	0.25	81	2.51	4	0.12	93	2.89
Utah	25	0.45	129	2.34	4	0.07	158	2.86
Tooele	1	0.16	13	2.14	2	0.33	16	2.63
Sevier	1	0.48	4	1.92	0	0.00	5	2.40
Box Elder	2	0.39	9	1.77	0	0.00	11	2.17
Cache	2	0.17	23	1.97	0	0.00	25	2.14
Grand	0	0.00	2	2.14	0	0.00	2	2.14
Washington	4	0.27	24	1.62	2	0.14	30	2.03
Uintah	2	0.56	5	1.41	0	0.00	7	1.97
Iron	1	0.21	7	1.50	0	0.00	8	1.71
Beaver	0	0.00	1	1.55	0	0.00	1	1.55
Kane	0	0.00	1	1.38	0	0.00	1	1.38
Juab	0	0.00	1	0.97	0	0.00	1	0.97
Millard	0	0.00	1	0.79	0	0.00	1	0.79
Sanpete	0	0.00	2	0.71	0	0.00	2	0.71
San Juan	0	0.00	0	0.00	1	0.67	1	0.67
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
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
Wasatch	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	94	0.32	872	3.01	37	0.13	1,003	3.46

- Urban areas (3.69) had a much higher total pedestrian-motor vehicle crash rate per 10,000 population than rural areas (2.16).
- Morgan (5.90), Salt Lake (4.62), and Summit (4.42) counties had the highest rates of pedestrians in crashes per 10,000 population.
- Salt Lake County accounted for 50% of the pedestrians in crashes and 43% of the pedestrian deaths.
- Daggett, Emery, Piute, Rich, and Wasatch counties had no pedestrians in crashes.

Pedestrians								
Location	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000	#	Rate per 10,000	#	Rate per 10,000	#	Rate per 10,000
Urban	76	0.31	801	3.26	30	0.12	907	3.69
Rural	18	0.41	71	1.60	7	0.16	96	2.16
Total	94	0.32	872	3.01	37	0.13	1,003	3.46

Pedestrian-Motor Vehicle Crash Conditions

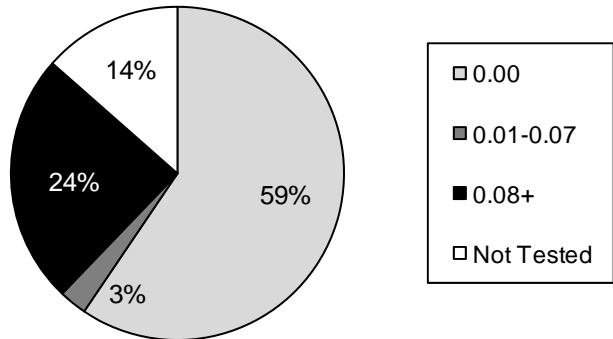
Injury Severity of Pedestrians in Crashes (Utah 2014)



- 87% of pedestrians in crashes sustained an injury compared to 17% of all persons in crashes.
- The percentage of pedestrians killed in crashes (3.7%) was much higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- Pedestrian crashes were 11.3 times more likely to result in a death than other motor vehicle crashes.

Alcohol Test Results of Pedestrians Killed (Utah 2014)

Pedestrian Deaths			
Alcohol Test Results	#	%	% of tested
0.00	22	59.5%	68.8%
0.01-0.07	1	2.7%	3.1%
0.08+	9	24.3%	28.1%
Not Tested	5	13.5%	n/a
Total	37	100.0%	100.0%



- 86.5% of pedestrians killed in crashes were tested for alcohol. Of these 68.8% had a blood alcohol concentration (BAC) of 0.00, 3.1% had a BAC of 0.01-0.07, and 28.1% had a BAC of 0.08+.

Gender of Pedestrians in Crashes (Utah 2014)

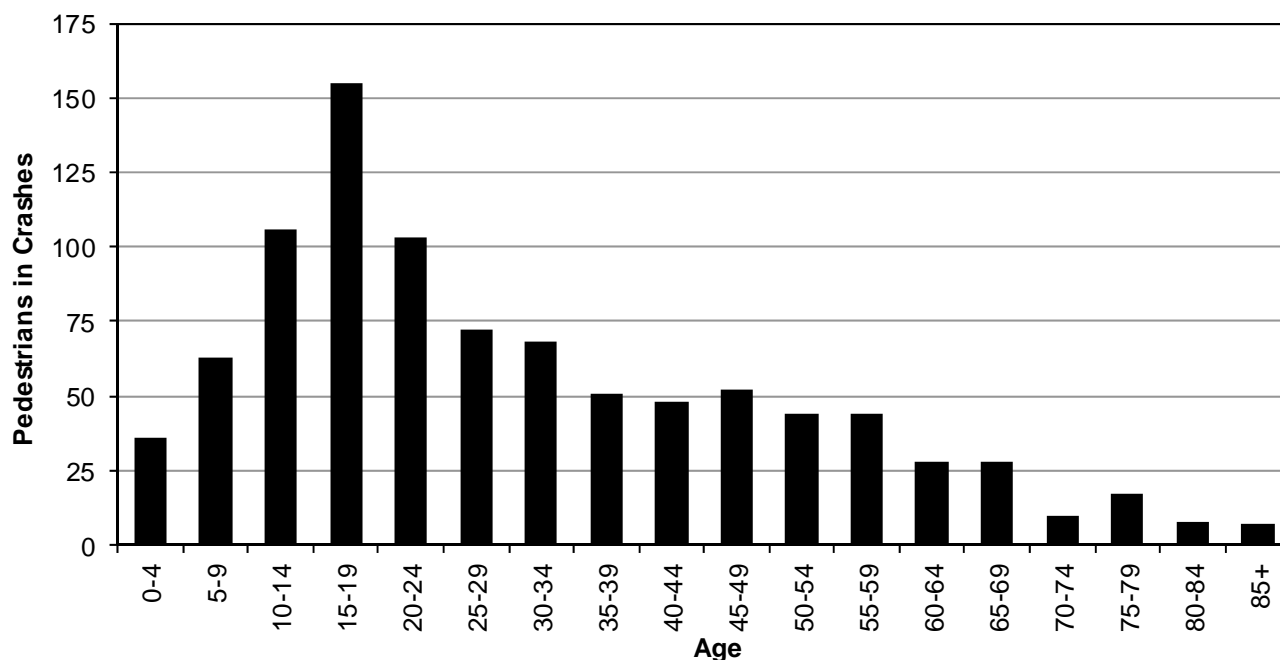
Pedestrians								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	42	44.7%	485	55.6%	24	64.9%	551	54.9%
Female	26	27.7%	362	41.5%	13	35.1%	401	40.0%
Unknown	26	27.7%	25	2.9%	0	0.0%	51	5.1%
Total	94	100.0%	872	100.0%	37	100.0%	1,003	100.0%

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

Pedestrian-Motor Vehicle Crash Conditions

Age of Pedestrians in Crashes (Utah 2014)

Pedestrians								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	13	13.8%	22	2.5%	1	2.7%	36	3.6%
5-9	3	3.2%	60	6.9%	0	0.0%	63	6.3%
10-14	8	8.5%	95	10.9%	3	8.1%	106	10.6%
15-19	13	13.8%	140	16.1%	2	5.4%	155	15.5%
20-24	10	10.6%	89	10.2%	4	10.8%	103	10.3%
25-29	3	3.2%	65	7.5%	4	10.8%	72	7.2%
30-34	5	5.3%	62	7.1%	1	2.7%	68	6.8%
35-39	2	2.1%	46	5.3%	3	8.1%	51	5.1%
40-44	2	2.1%	40	4.6%	6	16.2%	48	4.8%
45-49	2	2.1%	45	5.2%	5	13.5%	52	5.2%
50-54	3	3.2%	41	4.7%	0	0.0%	44	4.4%
55-59	2	2.1%	41	4.7%	1	2.7%	44	4.4%
60-64	1	1.1%	26	3.0%	1	2.7%	28	2.8%
65-69	2	2.1%	23	2.6%	3	8.1%	28	2.8%
70-74	0	0.0%	9	1.0%	1	2.7%	10	1.0%
75-79	0	0.0%	16	1.8%	1	2.7%	17	1.7%
80-84	0	0.0%	8	0.9%	0	0.0%	8	0.8%
85+	0	0.0%	6	0.7%	1	2.7%	7	0.7%
Unknown	25	26.6%	38	4.4%	0	0.0%	63	6.3%
Total	94	100.0%	872	100.0%	37	100.0%	1,003	100.0%

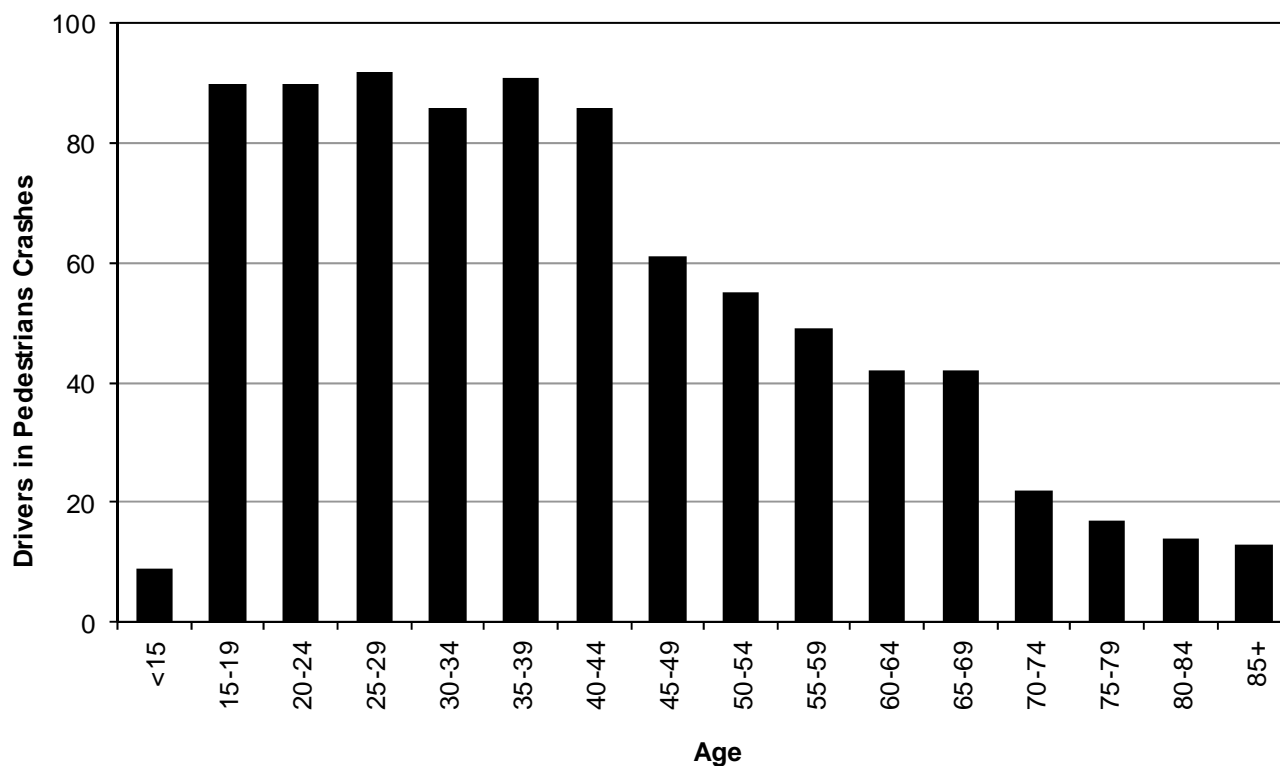


- Overall, the largest percentages of pedestrians in crashes were aged 10-24 years (38.7% of known).
- The highest percentage of pedestrian deaths occurred in the 40-49 year age group (29.7%).
- The average age of a pedestrian in a crash was 31 years. The average age of a pedestrian killed was 39 years.

Pedestrian-Motor Vehicle Crash Conditions

Driver Age (Utah 2014)

Drivers (Pedestrian-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	9	1.1%	0	0.0%	9	0.9%
15-19	10	13.9%	79	9.3%	1	2.1%	90	9.3%
20-24	8	11.1%	78	9.2%	4	8.3%	90	9.3%
25-29	3	4.2%	83	9.8%	6	12.5%	92	9.5%
30-34	6	8.3%	74	8.7%	6	12.5%	86	8.9%
35-39	10	13.9%	73	8.6%	8	16.7%	91	9.4%
40-44	5	6.9%	77	9.1%	4	8.3%	86	8.9%
45-49	6	8.3%	52	6.1%	3	6.3%	61	6.3%
50-54	6	8.3%	46	5.4%	3	6.3%	55	5.7%
55-59	4	5.6%	44	5.2%	1	2.1%	49	5.1%
60-64	2	2.8%	36	4.3%	4	8.3%	42	4.3%
65-69	4	5.6%	36	4.3%	2	4.2%	42	4.3%
70-74	2	2.8%	18	2.1%	2	4.2%	22	2.3%
75-79	1	1.4%	16	1.9%	0	0.0%	17	1.8%
80-84	1	1.4%	12	1.4%	1	2.1%	14	1.4%
85+	1	1.4%	11	1.3%	1	2.1%	13	1.3%
Unknown	3	4.2%	103	12.2%	2	4.2%	108	11.2%
Total	72	100.0%	847	100.0%	48	100.0%	967	100.0%



- Nearly two-thirds (63.3% of known) of drivers in total pedestrian-motor vehicle crashes were under 45 years.
- The percentage of drivers in fatal pedestrian-motor vehicle crashes was highest for those aged 25-39 years.
- The average age of a driver was 40.7 years.

Pedestrian-Motor Vehicle Crash Conditions

Driver Gender (Utah 2014)

Drivers (Pedestrian-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	38	52.8%	432	51.0%	34	70.8%	504	52.1%
Female	31	43.1%	312	36.8%	12	25.0%	355	36.7%
Unknown	3	4.2%	103	12.2%	2	4.2%	108	11.2%
Total	72	100.0%	847	100.0%	48	100.0%	967	100.0%

- The majority of drivers in total pedestrian crashes (58.7% of known) and fatal crashes (70.8%) were male.

Pedestrian-Motor Vehicle Crashes by Month (Utah 2014)

Pedestrians								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	12	0.39	90	2.90	5	0.16	107	3.45
February	7	0.25	67	2.39	0	0.00	74	2.64
March	10	0.32	78	2.52	6	0.19	94	3.03
April	8	0.27	63	2.10	5	0.17	76	2.53
May	10	0.32	82	2.65	4	0.13	96	3.10
June	7	0.23	64	2.13	1	0.03	72	2.40
July	7	0.23	73	2.35	4	0.13	84	2.71
August	8	0.26	53	1.71	0	0.00	61	1.97
September	9	0.30	65	2.17	3	0.10	77	2.57
October	7	0.23	83	2.68	5	0.16	95	3.06
November	2	0.07	68	2.27	1	0.03	71	2.37
December	7	0.23	86	2.77	3	0.10	96	3.10
Total	94	0.26	872	2.39	37	0.10	1,003	2.75

- January, May, and December had the highest rates per day of total pedestrian-motor vehicle crashes.
- March and April had the highest rates per day of pedestrian deaths.

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2014)

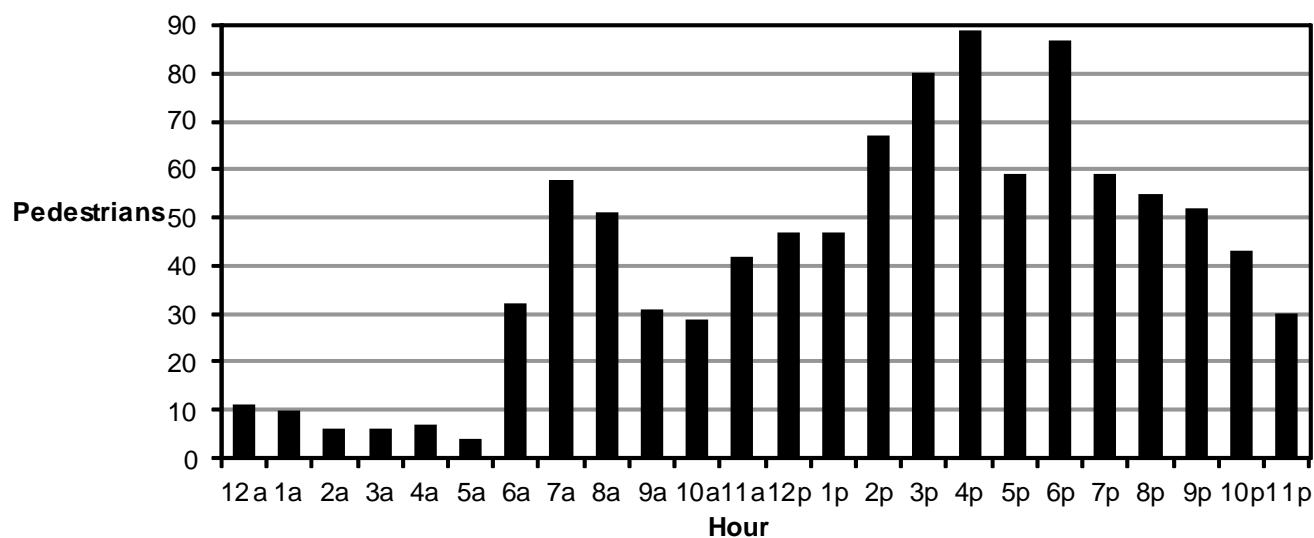
Pedestrians								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	12	12.8%	54	6.2%	3	8.1%	69	6.9%
Monday	8	8.5%	151	17.3%	6	16.2%	165	16.5%
Tuesday	7	7.4%	148	17.0%	3	8.1%	158	15.8%
Wednesday	16	17.0%	124	14.2%	4	10.8%	144	14.4%
Thursday	18	19.1%	132	15.1%	5	13.5%	155	15.5%
Friday	19	20.2%	146	16.7%	7	18.9%	172	17.1%
Saturday	14	14.9%	117	13.4%	9	24.3%	140	14.0%
Total	94	100.0%	872	100.0%	37	100.0%	1,003	100.0%

- The highest percentage of total pedestrian-motor vehicle crashes (17.1%) occurred on Friday.
- Saturday had the highest number of pedestrian deaths.

Pedestrian-Motor Vehicle Crash Conditions

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2014)

Pedestrians								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	0	0.0%	11	1.3%	0	0.0%	11	1.1%
1 a.m.	0	0.0%	9	1.0%	1	2.7%	10	1.0%
2 a.m.	1	1.1%	4	0.5%	1	2.7%	6	0.6%
3 a.m.	0	0.0%	3	0.3%	3	8.1%	6	0.6%
4 a.m.	0	0.0%	7	0.8%	0	0.0%	7	0.7%
5 a.m.	1	1.1%	3	0.3%	0	0.0%	4	0.4%
6 a.m.	2	2.1%	26	3.0%	4	10.8%	32	3.2%
7 a.m.	5	5.3%	50	5.7%	3	8.1%	58	5.8%
8 a.m.	6	6.4%	44	5.0%	1	2.7%	51	5.1%
9 a.m.	2	2.1%	29	3.3%	0	0.0%	31	3.1%
10 a.m.	0	0.0%	29	3.3%	0	0.0%	29	2.9%
11 a.m.	6	6.4%	36	4.1%	0	0.0%	42	4.2%
Noon	8	8.5%	39	4.5%	0	0.0%	47	4.7%
1 p.m.	5	5.3%	40	4.6%	2	5.4%	47	4.7%
2 p.m.	8	8.5%	59	6.8%	0	0.0%	67	6.7%
3 p.m.	9	9.6%	70	8.0%	1	2.7%	80	8.0%
4 p.m.	9	9.6%	78	8.9%	2	5.4%	89	8.9%
5 p.m.	7	7.4%	50	5.7%	2	5.4%	59	5.9%
6 p.m.	9	9.6%	75	8.6%	3	8.1%	87	8.7%
7 p.m.	2	2.1%	56	6.4%	1	2.7%	59	5.9%
8 p.m.	5	5.3%	48	5.5%	2	5.4%	55	5.5%
9 p.m.	4	4.3%	45	5.2%	3	8.1%	52	5.2%
10 p.m.	5	5.3%	34	3.9%	4	10.8%	43	4.3%
11 p.m.	0	0.0%	27	3.1%	3	8.1%	30	3.0%
Unknown	0	0.0%	0	0.0%	1	2.7%	1	0.1%
Total	94	100.0%	872	100.0%	37	100.0%	1,003	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 a.m. and 10:00 p.m. hours.

Pedestrian-Motor Vehicle Crash Conditions

Contributing Factors of Pedestrians in Crashes (Utah 2014)

Contributing Factors	Pedestrians							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	43	45.7%	397	45.5%	9	24.3%	449	44.8%
Improper Crossing	16	17.0%	83	9.5%	4	10.8%	103	10.3%
Darting	3	3.2%	60	6.9%	4	10.8%	67	6.7%
Not Visible	5	5.3%	51	5.8%	6	16.2%	62	6.2%
Inattentive	3	3.2%	43	4.9%	0	0.0%	46	4.6%
Failure to Obey Traffic Signs/Signals	4	4.3%	30	3.4%	5	13.5%	39	3.9%
In Roadway Improperly	1	1.1%	25	2.9%	3	8.1%	29	2.9%
Failure to Yield Right of Way	0	0.0%	14	1.6%	3	8.1%	17	1.7%
Other	5	5.3%	44	5.0%	0	0.0%	49	4.9%
Unknown	14	14.9%	125	14.3%	3	8.1%	142	14.2%
Total	94	100.0%	872	100.0%	37	100.0%	1,003	100.0%

- Improper crossing, darting, and not visible were the leading contributing factors for pedestrians in total crashes.
- Not visible and failure to obey traffic signs/signals were the leading factors for pedestrians killed.
- No contributing factors were listed for 26.5% (of known) of the pedestrians killed and 52.1% (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).

Location of Pedestrians in Crashes (Utah 2014)

Pedestrian Location	Pedestrians							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Marked Crosswalk at Intersection	30	31.9%	320	36.7%	7	18.9%	357	35.6%
In Roadway (not at intersection/crosswalk)	13	13.8%	170	19.5%	20	54.1%	203	20.2%
Shoulder	8	8.5%	54	6.2%	4	10.8%	66	6.6%
Unmarked Crosswalk	6	6.4%	54	6.2%	5	13.5%	65	6.5%
Sidewalk	4	4.3%	43	4.9%	0	0.0%	47	4.7%
Mid-Block Crosswalk	3	3.2%	30	3.4%	0	0.0%	33	3.3%
Outside Right of Way	1	1.1%	11	1.3%	0	0.0%	12	1.2%
Path/Trail (bike or shared use)	1	1.1%	5	0.6%	0	0.0%	6	0.6%
Median/Island	3	3.2%	1	0.1%	0	0.0%	4	0.4%
Other	7	7.4%	105	12.0%	0	0.0%	112	11.2%
Unknown	18	19.1%	79	9.1%	1	2.7%	98	9.8%
Total	94	100.0%	872	100.0%	37	100.0%	1,003	100.0%

- Marked crosswalk at intersection and in roadway were the leading pedestrian locations in total crashes.
- In roadway accounted for over half (54.1%) of the locations for pedestrians killed.
- Over half (50.3% of known) of pedestrians struck by motor vehicles were in a crosswalk.

Pedestrian-Motor Vehicle Crash Conditions

Action of Pedestrians in Crashes (Utah 2014)

Pedestrian Action	Pedestrians							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Entering or Crossing Road	56	59.6%	496	56.9%	19	51.4%	571	56.9%
Walking Along Roadway with Traffic	4	4.3%	72	8.3%	6	16.2%	82	8.2%
In Roadway Other	6	6.4%	31	3.6%	2	5.4%	39	3.9%
Walking Along Roadway Against Traffic	1	1.1%	23	2.6%	2	5.4%	26	2.6%
Walking on Sidewalk	1	1.1%	25	2.9%	0	0.0%	26	2.6%
Walking/Running/Jogging/Playing/etc.	0	0.0%	26	3.0%	0	0.0%	26	2.6%
Waiting to Cross Roadway	0	0.0%	20	2.3%	1	2.7%	21	2.1%
Adjacent to Roadway	1	1.1%	11	1.3%	0	0.0%	12	1.2%
Working in Trafficway	0	0.0%	10	1.1%	0	0.0%	10	1.0%
Going to/from School	1	1.1%	8	0.9%	1	2.7%	10	1.0%
Standing/Lying/Sitting	2	2.1%	7	0.8%	0	0.0%	9	0.9%
Approaching/Leaving Motor Vehicle	0	0.0%	6	0.7%	0	0.0%	6	0.6%
Working on Vehicle	0	0.0%	4	0.5%	0	0.0%	4	0.4%
Pushing Motor Vehicle	0	0.0%	3	0.3%	0	0.0%	3	0.3%
Other	9	9.6%	75	8.6%	4	10.8%	88	8.8%
Unknown	13	13.8%	55	6.3%	2	5.4%	70	7.0%
Total	94	100.0%	872	100.0%	37	100.0%	1,003	100.0%

- The leading actions of pedestrians in total crashes were entering/crossing road and walking along roadway with traffic.
- The leading actions of pedestrians killed were entering/crossing road and walking along roadway with traffic.

Vehicle Maneuver Prior to Crash (Utah 2014)

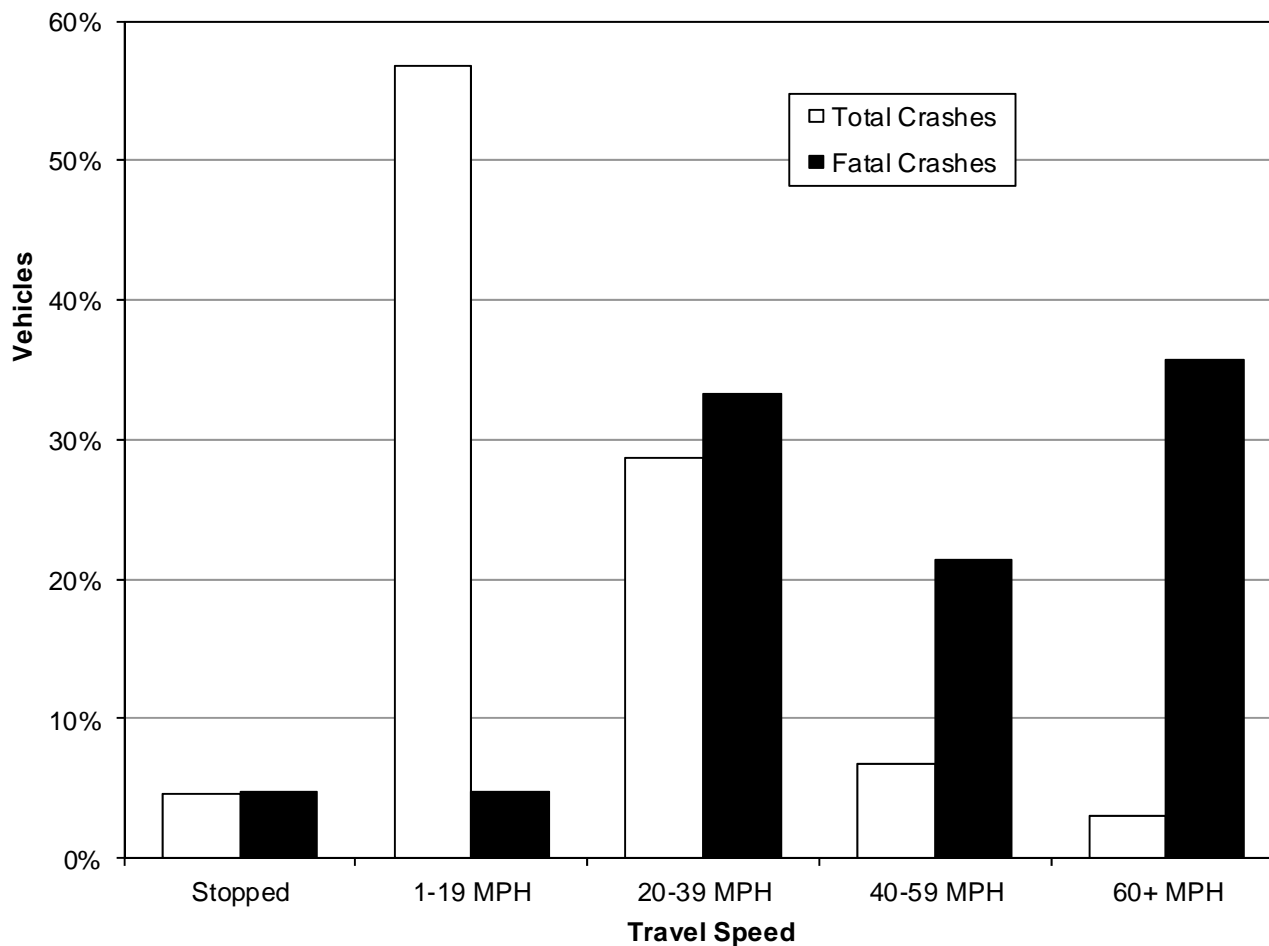
Vehicle Maneuver	Vehicles (Pedestrian-Motor Vehicle Crashes)							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	32	41.0%	385	40.7%	39	81.3%	456	42.5%
Turning Right	7	9.0%	151	15.9%	1	2.1%	159	14.8%
Turning Left	8	10.3%	125	13.2%	2	4.2%	135	12.6%
Backing	2	2.6%	78	8.2%	0	0.0%	80	7.5%
Parked/Parking	4	5.1%	41	4.3%	0	0.0%	45	4.2%
Stopped/Slowing in Traffic Lane	11	14.1%	26	2.7%	2	4.2%	39	3.6%
Entering/Leaving Traffic Lane	1	1.3%	15	1.6%	0	0.0%	16	1.5%
Overtaking/Passing	3	3.8%	1	0.1%	0	0.0%	4	0.4%
Changing Lanes	1	1.3%	2	0.2%	1	2.1%	4	0.4%
Making U-Turn	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Other	0	0.0%	16	1.7%	1	2.1%	17	1.6%
Unknown	9	11.5%	105	11.1%	2	4.2%	116	10.8%
Total	78	100.0%	947	100.0%	48	100.0%	1,073	100.0%

- The leading vehicle maneuvers prior to the crash were straight ahead (47.6% of known), turning right (16.6% of known), and turning left (14.1% of known).

Pedestrian-Motor Vehicle Crash Conditions

Travel Speed of Vehicles in Pedestrian Crashes (Utah 2014)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	1	1.3%	31	3.3%	0	0.0%	32	3.0%
Stopped	10	12.8%	18	1.9%	2	4.2%	30	2.8%
1-9 MPH	15	19.2%	221	23.3%	1	2.1%	237	22.1%
10-19 MPH	5	6.4%	126	13.3%	1	2.1%	132	12.3%
20-29 MPH	6	7.7%	79	8.3%	3	6.3%	88	8.2%
30-39 MPH	14	17.9%	73	7.7%	11	22.9%	98	9.1%
40-49 MPH	5	6.4%	20	2.1%	6	12.5%	31	2.9%
50-59 MPH	1	1.3%	9	1.0%	3	6.3%	13	1.2%
60-69 MPH	0	0.0%	4	0.4%	9	18.8%	13	1.2%
70+ MPH	0	0.0%	1	0.1%	6	12.5%	7	0.7%
Unknown	21	26.9%	365	38.5%	6	12.5%	392	36.5%
Total	78	100.0%	947	100.0%	48	100.0%	1,073	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 19 times more likely to die.
- While 0.5% of pedestrians hit by a vehicle traveling 1-19 MPH died, 20.5% of pedestrians struck by a vehicle traveling 40-59 MPH died, and 75.0% of pedestrians died who were struck by a vehicle traveling 60+ MPH.

Pedestrian-Motor Vehicle Crash Conditions

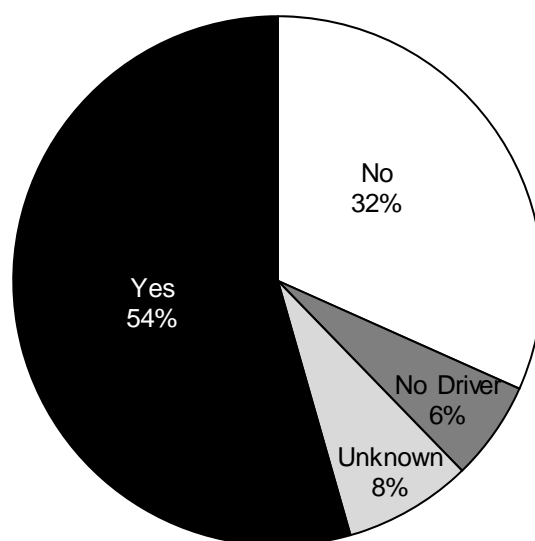
Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2014)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	0	0.0%	41	4.3%	0	0.0%	41	3.8%
20-25 MPH	11	14.1%	180	19.0%	4	8.3%	195	18.2%
30-35 MPH	28	35.9%	197	20.8%	7	14.6%	232	21.6%
40-45 MPH	16	20.5%	118	12.5%	13	27.1%	147	13.7%
50-55 MPH	0	0.0%	18	1.9%	4	8.3%	22	2.1%
60-65 MPH	0	0.0%	8	0.8%	12	25.0%	20	1.9%
70+ MPH	0	0.0%	7	0.7%	5	10.4%	12	1.1%
Unknown	23	29.5%	378	39.9%	3	6.3%	404	37.7%
Total	78	100.0%	947	100.0%	48	100.0%	1,073	100.0%

- The majority (85.8% of known) of total pedestrian crashes occurred where the speed limit was 20-45 MPH.
- In contrast to total crashes, pedestrian fatal crashes were highest where the speed limit was 40-45 MPH and 60-65 MPH.

Drivers in Pedestrian Crashes with Contributing Factors (Utah 2014)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	42	53.8%	524	55.3%	18	37.5%	584	54.4%
No	28	35.9%	284	30.0%	28	58.3%	340	31.7%
Not Applicable - No Driver	4	5.1%	61	6.4%	0	0.0%	65	6.1%
Unknown	4	5.1%	78	8.2%	2	4.2%	84	7.8%
Total	78	100.0%	947	100.0%	48	100.0%	1,073	100.0%



- 54.4% of drivers in total pedestrian crashes had a contributing factor.
- 37.5% of drivers in fatal pedestrian crashes had a contributing factor.

Pedestrian-Motor Vehicle Crash Conditions

Driver Contributing Factors in Pedestrian Crashes (Utah 2014)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	8	11.0%	279	30.5%	2	5.6%	289	28.3%
Hit and Run	5	6.8%	82	9.0%	5	13.9%	92	9.0%
Other Improper Driving	3	4.1%	87	9.5%	0	0.0%	90	8.8%
Driver Distraction	9	12.3%	72	7.9%	2	5.6%	83	8.1%
Other Driver Condition	4	5.5%	43	4.7%	0	0.0%	47	4.6%
Vision Obscured by Glare	3	4.1%	37	4.0%	2	5.6%	42	4.1%
Improper Backing	2	2.7%	39	4.3%	0	0.0%	41	4.0%
Vision Obscured by Weather Condition	0	0.0%	28	3.1%	2	5.6%	30	2.9%
Vision Obscured by Other	2	2.7%	23	2.5%	1	2.8%	26	2.5%
Followed Too Closely	14	19.2%	11	1.2%	0	0.0%	25	2.4%
Vision Obscured by Parked Vehicle	1	1.4%	24	2.6%	0	0.0%	25	2.4%
Driving Under the Influence	3	4.1%	17	1.9%	3	8.3%	23	2.2%
Speed Too Fast	3	4.1%	14	1.5%	5	13.9%	22	2.2%
Disregard Traffic Signal/Sign	2	2.7%	18	2.0%	1	2.8%	21	2.1%
Vision Obscured by Moving Vehicle	1	1.4%	18	2.0%	2	5.6%	21	2.1%
Vehicle Other Defective Condition	1	1.4%	19	2.1%	0	0.0%	20	2.0%
Failed to Keep in Proper Lane	0	0.0%	18	2.0%	1	2.8%	19	1.9%
Reckless/Aggressive Driving	2	2.7%	14	1.5%	1	2.8%	17	1.7%
Improper Turn	0	0.0%	15	1.6%	0	0.0%	15	1.5%
Driver Emotional Prior to Crash	0	0.0%	12	1.3%	2	5.6%	14	1.4%
Swerved or Evasive Action	1	1.4%	5	0.5%	3	8.3%	9	0.9%
Vision Obscured by Building, Sign	1	1.4%	7	0.8%	0	0.0%	8	0.8%
Vehicle Brakes	1	1.4%	6	0.7%	0	0.0%	7	0.7%
Improper Parking/Stopping	2	2.7%	4	0.4%	0	0.0%	6	0.6%
Vision Obscured by Vegetation	1	1.4%	5	0.5%	0	0.0%	6	0.6%
Overcorrected	1	1.4%	2	0.2%	2	5.6%	5	0.5%
Ran Off Road	2	2.7%	2	0.2%	0	0.0%	4	0.4%
Windshield or Other Window Obscured	0	0.0%	4	0.4%	0	0.0%	4	0.4%
Improper Lane Change	1	1.4%	2	0.2%	0	0.0%	3	0.3%
Wrong Side/Wrong Way	0	0.0%	3	0.3%	0	0.0%	3	0.3%
Driver Asleep/Fatigue	0	0.0%	1	0.1%	1	2.8%	2	0.2%
Driver Illness/Medical	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Improper Passing	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Improper Signal	0	0.0%	0	0.0%	1	2.8%	1	0.1%
Disregard Road Markings	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	73	100.0%	914	100.0%	36	100.0%	1,023	100.0%

- Failed to yield right of way (28.3%), hit and run (9.0%), and driver distraction (8.1%) were the leading contributing factors in total pedestrian-motor vehicle crashes.
- Speed too fast (13.9%) and hit and run (13.9%) were the leading contributing factors in fatal pedestrian-motor vehicle crashes.

Bicyclists



Section 12: Bicyclists

Trends

Bicyclists in Crashes 2005-2014	191
Bicycle-Motor Vehicle Crashes 2005-2014	192
Bicyclists in Crashes by Month 2005-2014	193
Bicyclists in Crashes by Day of Week 2005-2014..	194
Bicyclists in Crashes by Hour 2005-2014	195
Bicyclists in Crashes by Age 2005-2014	196
Bicyclists in Crashes by Average Age 2005-2014..	197

Crash Conditions

Helmet Use	198
Bicyclists in Crashes by County	199
Bicyclist Age.....	200
Driver Age	200
Bicyclist Gender	201
Driver Gender	201
Month.....	201
Day of Week	202
Hour	202
Bicyclist Contributing Factors.....	203
Bicyclist Location	203
Bicyclist Action	204
Motor Vehicle Maneuver Prior to Crash	204
Speed Limit.....	205
Travel Speed of Motor Vehicles	205
Drivers with Contributing Factors	205
Driver Contributing Factors	206

2

0

1

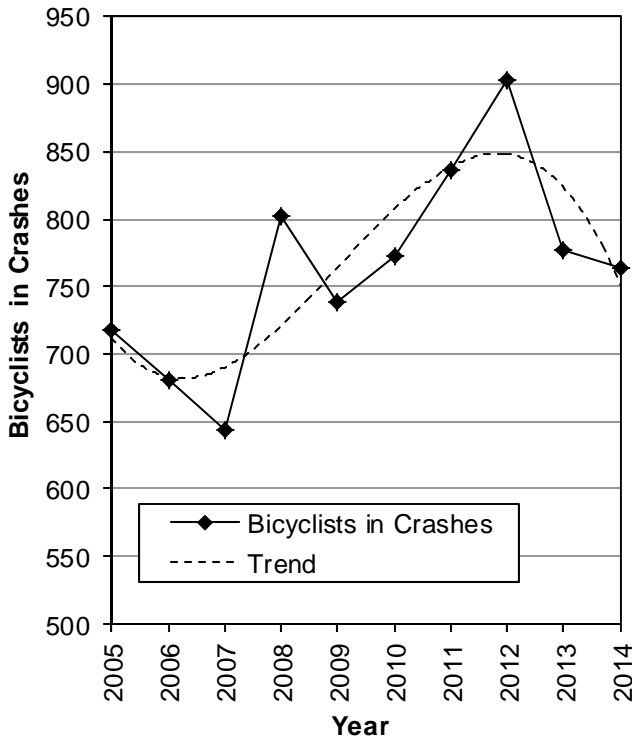
4

Trends

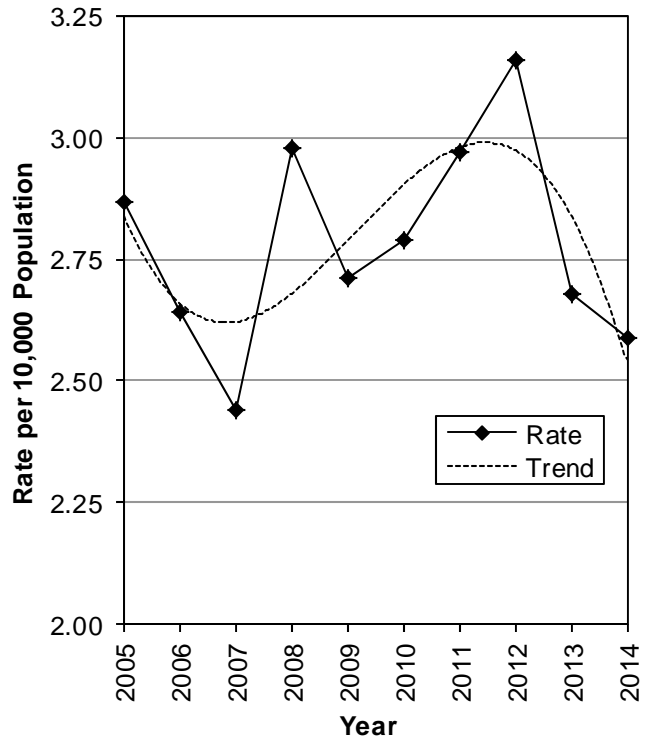
Bicyclists in Crashes (Utah 2005-2014)

Bicyclists								
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.
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
2014	69	0.23	685	2.33	9	0.031	763	2.59
Total	752	0.27	6,826	2.49	58	0.021	7,636	2.78

Bicyclists in Crashes (Utah 2005-2014)



Bicyclist Crash Rates Per Population (Utah 2005-2014)



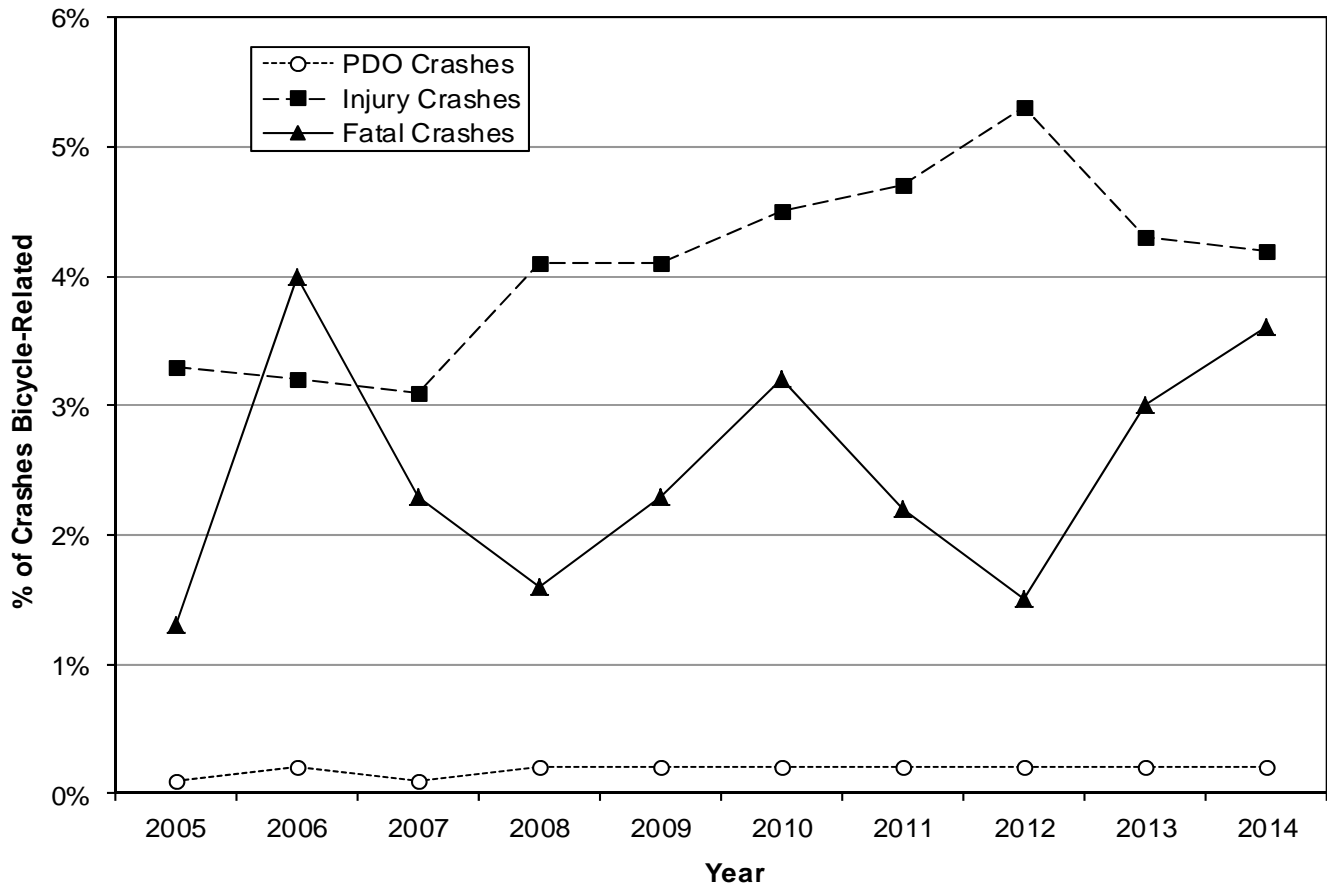
- On average, 764 bicyclists are in crashes every year.
- The total number of bicyclists in crashes increased 6.3% over the last 10 years.
- 2012 had the highest number of bicyclists in crashes (903).
- The total rate per population of bicyclists in crashes decreased 9.8% over the last 10 years.
- 2007 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 2005-2014)

Bicycle-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Bicycle #	%	All #	Bicycle #	%	All #	Bicycle #	%	All #	Bicycle #	%
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%
2014	37,388	60	0.2%	16,426	684	4.2%	222	8	3.6%	54,036	752	1.4%
Total	371,567	677	0.2%	168,195	6,760	4.0%	2,270	57	2.5%	542,032	7,494	1.4%

Percent of Crashes Involving a Bicyclist (Utah 2005-2014)

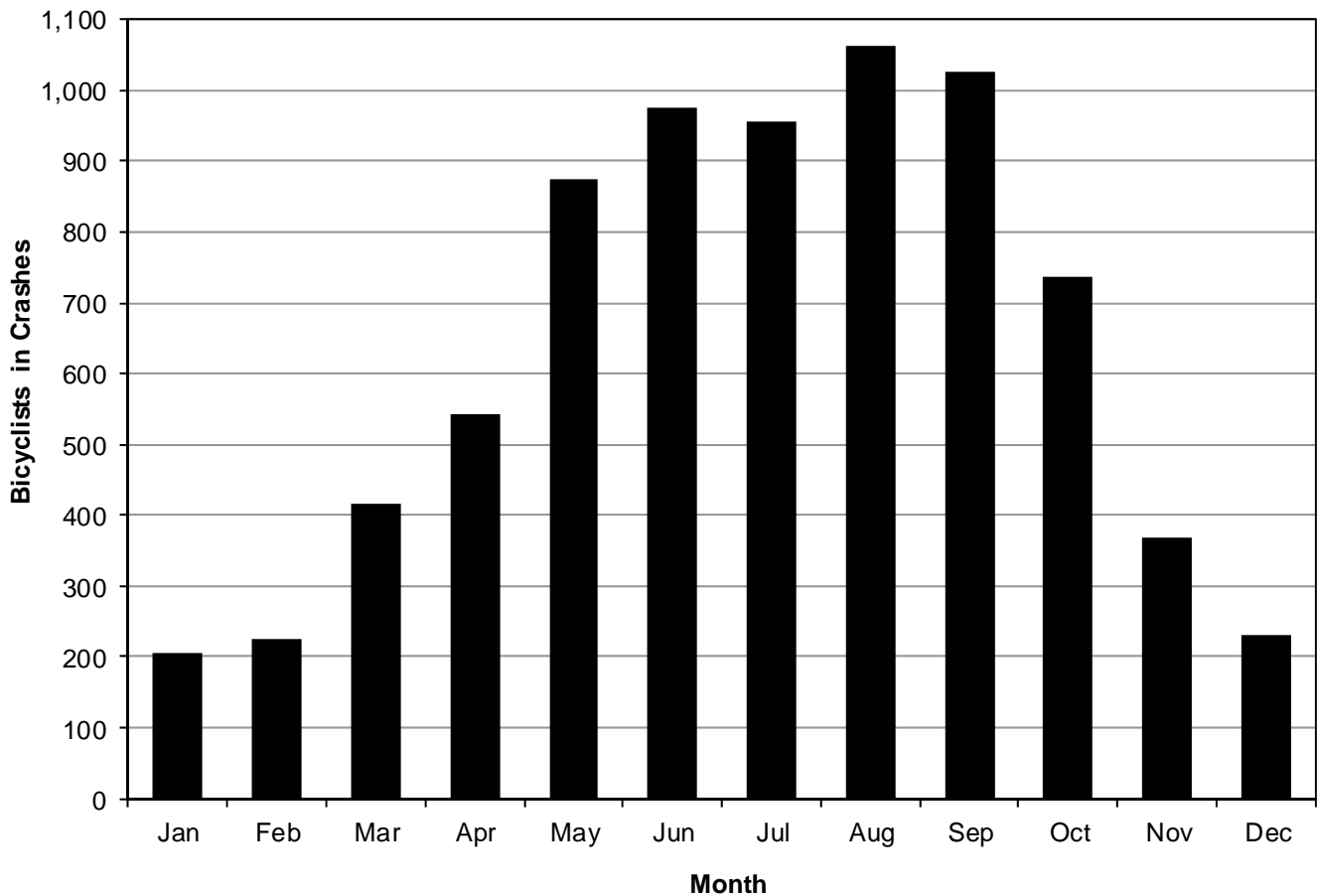


- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 4.0% of injury crashes, and 2.5% of fatal crashes.
- During the last 10 years, 7,494 crashes involved a bicyclist. There are approximately 680 injury crashes and six fatal crashes involving bicyclists a year.

Trends

Bicyclists in Crashes by Month (Utah 2005-2014)

Month	Bicyclists										Total	
	Year										#	%
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014		
January	23	30	14	14	13	25	18	30	11	27	205	2.7%
February	31	31	13	11	29	23	15	33	16	23	225	3.0%
March	38	38	43	30	35	38	53	54	36	51	416	5.5%
April	58	49	59	49	57	47	38	73	56	57	543	7.1%
May	78	95	73	90	101	76	74	112	100	75	874	11.5%
June	79	77	86	103	88	104	124	108	106	102	977	12.8%
July	92	68	75	106	86	113	117	86	111	101	955	12.5%
August	108	100	86	123	114	99	124	112	121	76	1,063	14.0%
September	88	79	78	137	115	114	119	110	87	100	1,027	13.5%
October	61	60	70	75	46	71	90	100	73	90	736	9.7%
November	29	32	32	37	36	43	33	51	43	33	369	4.8%
December	17	22	14	27	19	20	32	34	17	28	230	3.0%
Total	702	681	643	802	739	773	837	903	777	763	7,620	100.0%

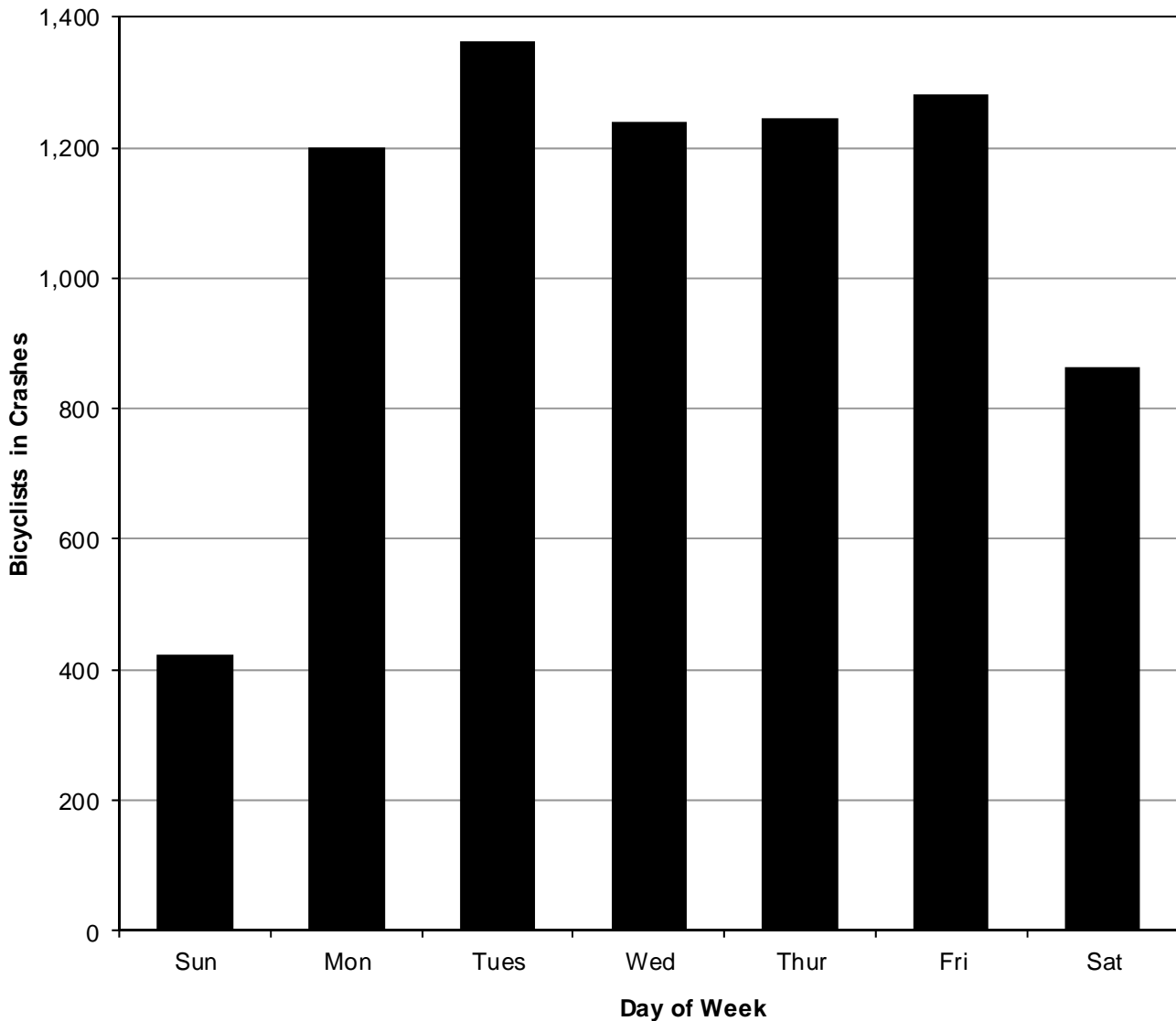


- Bicycle-motor vehicle crashes were highest during the months of June through September over the past 10 years.
- Bicycle-motor vehicle crashes were lowest during the months of December through February over the past 10 years.

Trends

Bicyclists in Crashes by Day of Week (Utah 2005-2014)

Bicyclists												
Day of Week	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
Sunday	39	28	35	41	38	51	52	60	46	34	424	5.6%
Monday	116	105	114	124	102	143	140	108	123	126	1,201	15.8%
Tuesday	115	131	106	139	151	133	160	163	136	130	1,364	17.9%
Wednesday	114	128	95	136	133	122	129	151	117	116	1,241	16.3%
Thursday	106	101	105	129	105	139	142	169	120	128	1,244	16.3%
Friday	127	102	116	132	120	102	127	158	151	146	1,281	16.8%
Saturday	85	86	72	101	90	83	87	94	84	83	865	11.4%
Total	702	681	643	802	739	773	837	903	777	763	7,620	100.0%

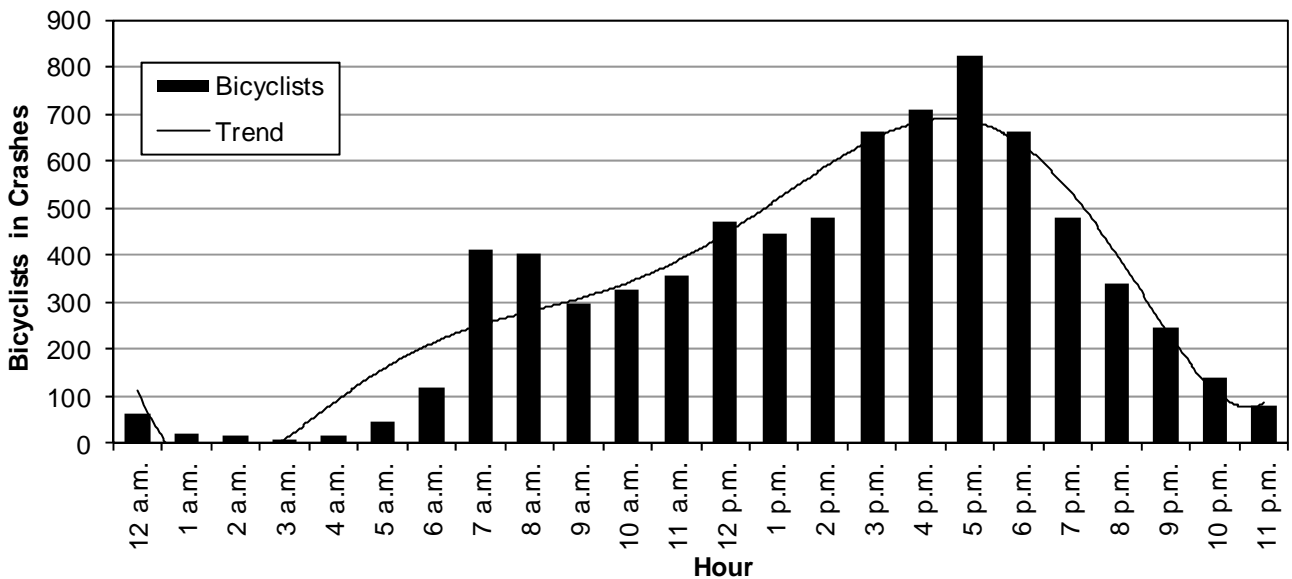


- Bicycle-motor vehicle crashes were highest Monday through Friday over the past 10 years.
- Bicycle-motor vehicle crashes were lowest on Sunday over the past 10 years.

Trends

Bicyclists in Crashes by Hour (Utah 2005-2014)

Hour	Bicyclists										Total	
	Year										#	%
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014		
Midnight	3	4	5	7	5	4	13	8	7	6	62	0.8%
1 a.m.	1	2	1	0	6	2	1	4	1	4	22	0.3%
2 a.m.	0	0	0	5	0	5	0	4	0	3	17	0.2%
3 a.m.	1	0	0	3	1	0	1	1	1	1	9	0.1%
4 a.m.	0	1	1	3	1	3	0	3	2	3	17	0.2%
5 a.m.	3	4	4	8	3	7	3	3	8	4	47	0.6%
6 a.m.	13	11	11	8	7	9	14	17	14	14	118	1.5%
7 a.m.	37	47	41	39	43	44	39	45	41	34	410	5.4%
8 a.m.	37	32	40	42	40	29	44	57	48	32	401	5.3%
9 a.m.	14	20	22	38	22	31	34	40	32	42	295	3.9%
10 a.m.	24	32	26	29	31	35	39	43	35	34	328	4.3%
11 a.m.	40	38	31	47	29	27	36	39	37	32	356	4.7%
Noon	45	27	39	40	53	60	60	54	45	47	470	6.2%
1 p.m.	42	37	37	37	46	42	56	52	49	49	447	5.9%
2 p.m.	48	33	31	52	51	54	54	55	53	48	479	6.3%
3 p.m.	79	74	49	79	70	54	66	77	57	57	662	8.7%
4 p.m.	63	61	62	66	66	73	61	84	85	87	708	9.3%
5 p.m.	65	80	73	86	77	96	94	99	73	80	823	10.8%
6 p.m.	62	68	60	64	61	69	81	77	61	58	661	8.7%
7 p.m.	41	45	44	57	40	50	59	49	42	53	480	6.3%
8 p.m.	31	33	34	32	39	33	32	42	41	24	341	4.5%
9 p.m.	30	16	17	35	20	28	24	24	23	30	247	3.2%
10 p.m.	14	10	11	12	16	13	18	19	12	14	139	1.8%
11 p.m.	9	6	4	13	12	5	8	7	10	7	81	1.1%
Total	702	681	643	802	739	773	837	903	777	763	7,620	100.0%

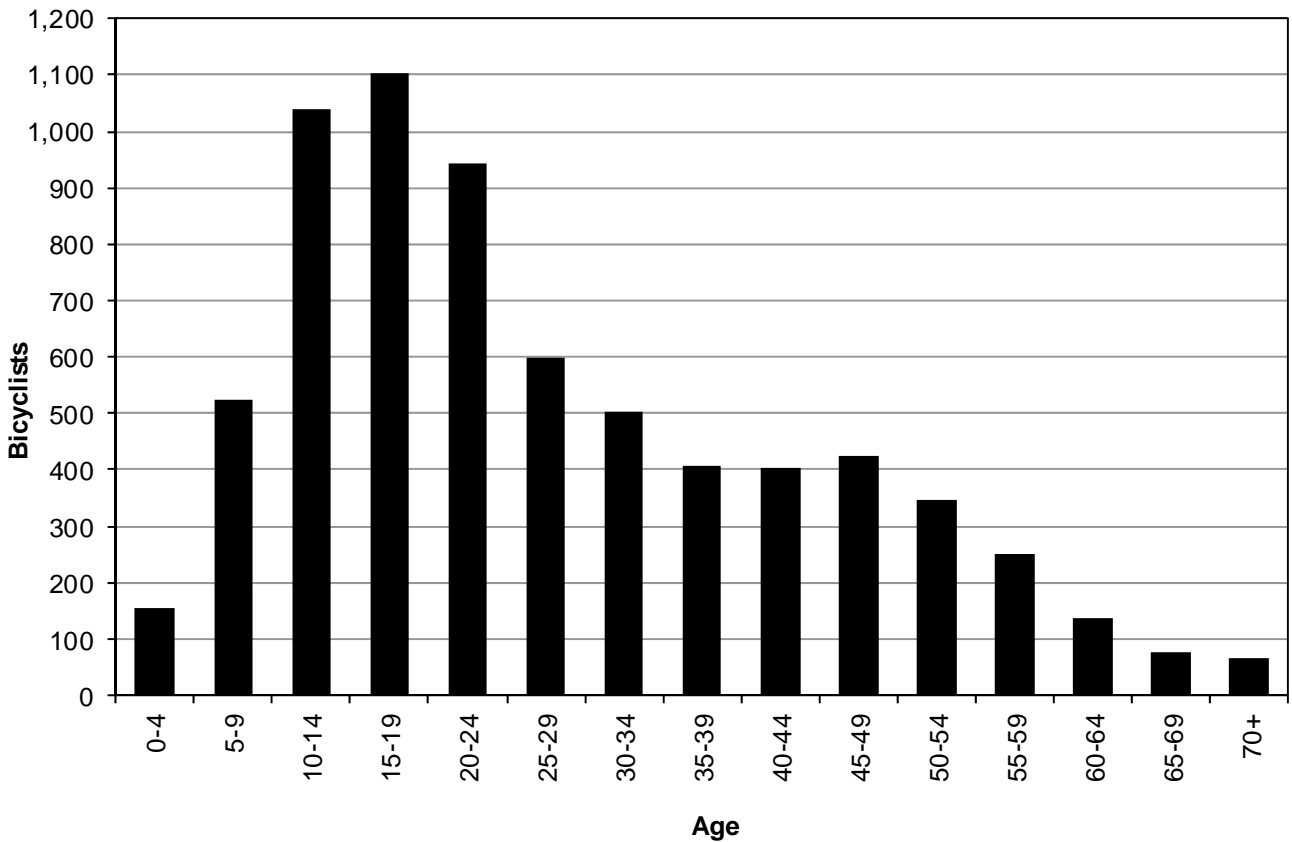


- Bicycle-motor vehicle crashes were highest during the hours of 3:00-6:59 p.m.
- Bicycle-motor vehicle crashes were lowest during the hours of 1:00-4:59 a.m.

Trends

Bicyclists in Crashes by Age (Utah 2005-2014)

Bicyclists												
Age	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
0-4	35	9	38	24	7	8	7	8	10	9	155	2.0%
5-9	74	67	49	50	52	44	63	48	38	40	525	6.9%
10-14	121	113	99	122	94	114	115	99	91	71	1,039	13.6%
15-19	103	85	85	116	97	124	126	134	104	128	1,102	14.4%
20-24	75	73	70	95	90	103	125	114	112	88	945	12.4%
25-29	56	43	41	67	67	62	65	73	72	54	600	7.9%
30-34	35	29	40	40	47	59	62	75	55	59	501	6.6%
35-39	49	45	36	29	27	37	37	53	41	53	407	5.3%
40-44	44	35	32	42	38	43	42	53	39	36	404	5.3%
45-49	33	34	36	44	52	42	45	52	35	50	423	5.5%
50-54	19	32	29	21	32	33	40	58	40	42	346	4.5%
55-59	23	19	24	23	17	21	28	38	27	32	252	3.3%
60-64	13	6	9	8	12	9	18	25	14	23	137	1.8%
65-69	5	3	6	8	9	7	9	9	13	8	77	1.0%
70+	2	4	7	6	4	4	8	13	9	8	65	0.9%
Unknown	31	84	42	107	94	63	47	51	77	62	658	8.6%
Total	718	681	643	802	739	773	837	903	777	763	7,636	100.0%

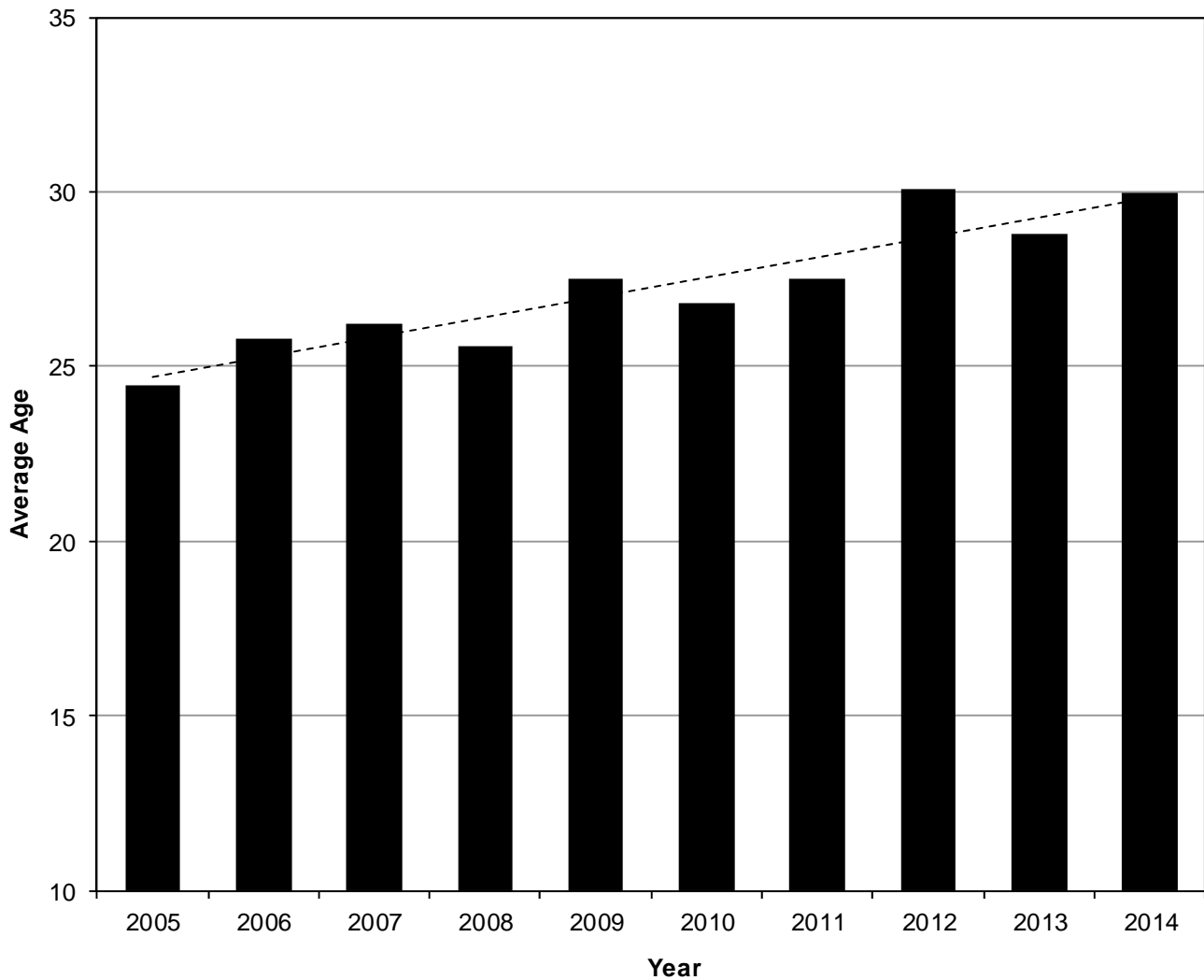


- Bicycle-motor vehicle crashes were highest among ages 10-24 years.
- Bicycle-motor vehicle crashes were lowest among ages 60+ years.

Trends

Bicyclists in Crashes by Average Age (Utah 2005-2014)

Bicyclists	
Year	Total Mean Age
2005	24.47
2006	25.80
2007	26.20
2008	25.60
2009	27.50
2010	26.80
2011	27.50
2012	30.10
2013	28.80
2014	29.95
Average	27.27

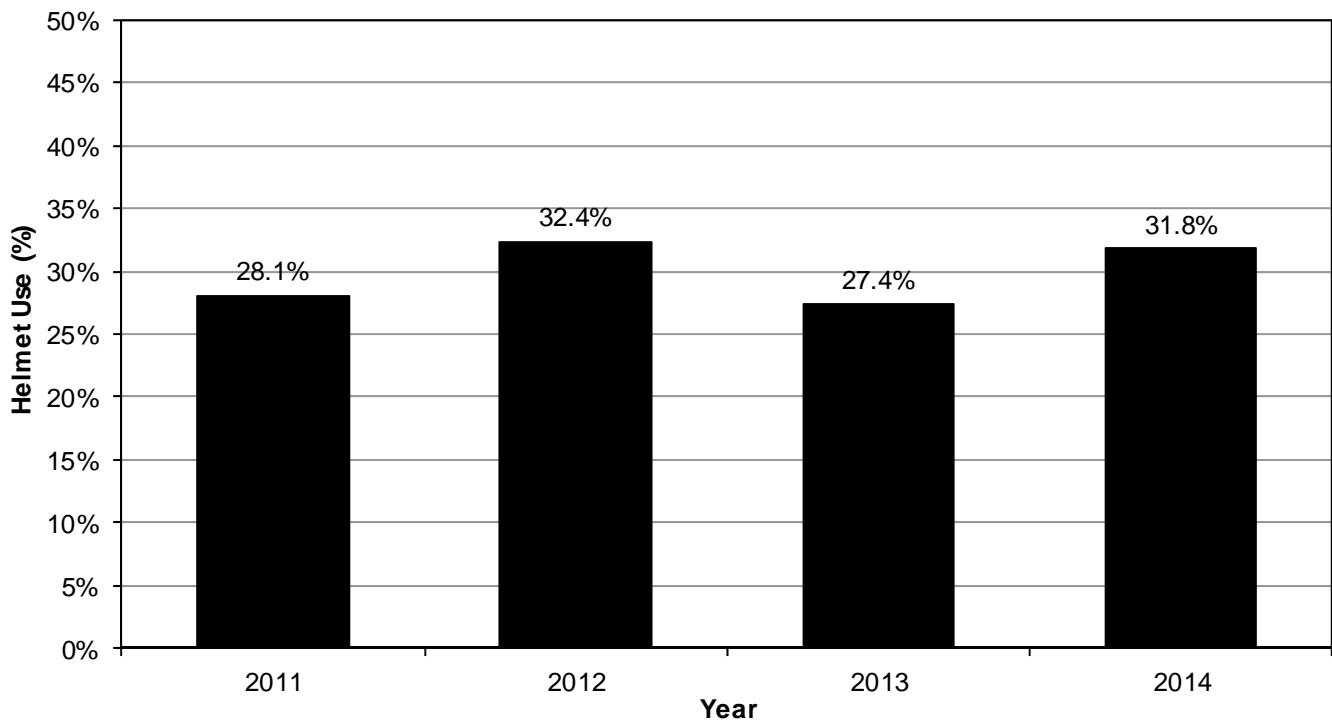


- The average age of bicyclists in crashes has shown an increasing trend over the last 10 years.

Helmets

Helmet Use of Bicyclists in Crashes (Utah 2011-2014)

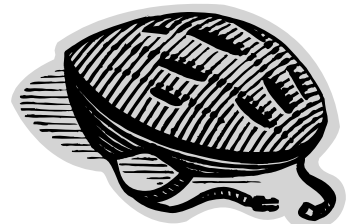
Year	Bicyclists											
	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Helmet	Helmet	%
2011	34	5	12.8%	180	78	30.2%	3	2	40.0%	217	85	28.1%
2012	18	5	21.7%	190	96	33.6%	3	0	0.0%	211	101	32.4%
2013	24	10	29.4%	289	106	26.8%	3	3	50.0%	316	119	27.4%
2014	36	9	20.0%	402	193	32.4%	4	4	50.0%	442	206	31.8%
Total	112	29	20.6%	1,061	473	30.8%	13	9	40.9%	1,186	511	30.1%



- Overall helmet use by bicyclists in crashes has remained around the four year average of 30.1%.
- 2012 had the highest percent of helmet use by bicyclists in crashes while 2013 had the lowest percent.

Helmet Use of Bicyclists in Crashes (Utah 2014)

Helmet Use	Bicyclists									
	Non-Injured		Injured		Killed		Total			
	#	%	#	%	#	%	#	%		
Helmet Not Worn	36	52.2%	402	58.7%	4	44.4%	442	57.9%		
Helmet Worn	9	13.0%	193	28.2%	4	44.4%	206	27.0%		
Unknown	24	34.8%	90	13.1%	1	11.1%	115	15.1%		
Total	69	100.0%	685	100.0%	9	100.0%	763	100.0%		



- Where helmet use is known for bicyclists, 31.8% of bicyclists were wearing a helmet.

Bicycle-Motor Vehicle Crash Conditions

Bicyclists in Crashes by County (Utah 2014)

Bicyclists								
County	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	38	0.35	353	3.23	1	0.01	392	3.59
Grand	1	1.06	2	2.12	0	0.00	3	3.18
Weber	6	0.25	65	2.70	0	0.00	71	2.95
Cache	0	0.00	33	2.79	0	0.00	33	2.79
Iron	1	0.21	11	2.33	0	0.00	12	2.54
Washington	2	0.13	34	2.24	2	0.13	38	2.50
Summit	2	0.51	7	1.79	0	0.00	9	2.30
Tooele	2	0.32	10	1.62	1	0.16	13	2.11
Davis	8	0.24	61	1.85	0	0.00	69	2.09
Carbon	0	0.00	4	1.94	0	0.00	4	1.94
Utah	8	0.14	92	1.64	3	0.05	103	1.84
Sevier	0	0.00	3	1.44	0	0.00	3	1.44
Kane	0	0.00	1	1.38	0	0.00	1	1.38
Box Elder	1	0.19	4	0.78	0	0.00	5	0.97
Morgan	0	0.00	1	0.94	0	0.00	1	0.94
Emery	0	0.00	1	0.94	0	0.00	1	0.94
Sanpete	0	0.00	1	0.35	1	0.35	2	0.70
Uintah	0	0.00	2	0.54	0	0.00	2	0.54
Wasatch	0	0.00	0	0.00	1	0.36	1	0.36
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
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
Millard	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
San Juan	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	69	0.23	685	2.33	9	0.03	763	2.59

- Urban areas (2.83) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.27).
- Salt Lake (3.59), Grand (3.18), Weber (2.95), and Cache (2.79) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Salt Lake County accounted for 51% of the bicyclists in crashes.
- Beaver, Daggett, Duchesne, Garfield, Juab, Millard, Piute, Rich, San Juan, and Wayne counties had no bicyclists in crashes.

Bicyclists								
Location	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.
Urban	62	0.25	638	2.56	6	0.02	706	2.83
Rural	7	0.16	47	1.05	3	0.07	57	1.27
Total	69	0.23	685	2.33	9	0.03	763	2.59

Bicycle-Motor Vehicle Crash Conditions

Age of Bicyclists in Crashes (Utah 2014)

Bicyclists								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	3	4.3%	5	0.7%	1	11.1%	9	1.2%
5-9	5	7.2%	34	5.0%	1	11.1%	40	5.2%
10-14	4	5.8%	67	9.8%	0	0.0%	71	9.3%
15-19	10	14.5%	118	17.2%	0	0.0%	128	16.8%
20-24	4	5.8%	84	12.3%	0	0.0%	88	11.5%
25-29	2	2.9%	52	7.6%	0	0.0%	54	7.1%
30-34	5	7.2%	53	7.7%	1	11.1%	59	7.7%
35-39	6	8.7%	44	6.4%	3	33.3%	53	6.9%
40-44	4	5.8%	32	4.7%	0	0.0%	36	4.7%
45-49	6	8.7%	44	6.4%	0	0.0%	50	6.6%
50-54	2	2.9%	39	5.7%	1	11.1%	42	5.5%
55-59	2	2.9%	29	4.2%	1	11.1%	32	4.2%
60-64	3	4.3%	20	2.9%	0	0.0%	23	3.0%
65-69	0	0.0%	7	1.0%	1	11.1%	8	1.0%
70+	1	1.4%	7	1.0%	0	0.0%	8	1.0%
Unknown	12	17.4%	50	7.3%	0	0.0%	62	8.1%
Total	69	100.0%	685	100.0%	9	100.0%	763	100.0%

- Nearly one-half (40.9% of known) of the bicyclists in crashes were 10-24 years.
- The average age of a bicyclist in a crash was 30 years.

Driver Age (Utah 2014)

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	3	5.2%	54	8.2%	0	0.0%	57	7.8%
20-24	9	15.5%	71	10.7%	0	0.0%	80	11.0%
25-29	5	8.6%	76	11.5%	1	12.5%	82	11.3%
30-34	9	15.5%	67	10.1%	3	37.5%	79	10.9%
35-39	7	12.1%	57	8.6%	1	12.5%	65	8.9%
40-44	2	3.4%	53	8.0%	1	12.5%	56	7.7%
45-49	5	8.6%	50	7.6%	1	12.5%	56	7.7%
50-54	3	5.2%	47	7.1%	0	0.0%	50	6.9%
55-59	5	8.6%	37	5.6%	1	12.5%	43	5.9%
60-64	1	1.7%	31	4.7%	0	0.0%	32	4.4%
65-69	2	3.4%	27	4.1%	0	0.0%	29	4.0%
70-74	3	5.2%	15	2.3%	0	0.0%	18	2.5%
75-79	1	1.7%	14	2.1%	0	0.0%	15	2.1%
80-84	1	1.7%	11	1.7%	0	0.0%	12	1.6%
85+	1	1.7%	4	0.6%	0	0.0%	5	0.7%
Unknown	1	1.7%	48	7.3%	0	0.0%	49	6.7%
Total	58	100.0%	662	100.0%	8	100.0%	728	100.0%

- Over half (53.5% 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 2014)

Bicyclists								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	53	76.8%	512	74.7%	8	88.9%	573	75.1%
Female	4	5.8%	146	21.3%	1	11.1%	151	19.8%
Unknown	12	17.4%	27	3.9%	0	0.0%	39	5.1%
Total	69	100.0%	685	100.0%	9	100.0%	763	100.0%

- Most bicyclists (79.1% of known) in crashes were male.

Driver Gender (Utah 2014)

Drivers (Bicycle-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	28	48.3%	327	49.4%	7	87.5%	362	49.7%
Female	30	51.7%	299	45.2%	1	12.5%	330	45.3%
Unknown	0	0.0%	36	5.4%	0	0.0%	36	4.9%
Total	58	100.0%	662	100.0%	8	100.0%	728	100.0%

- The majority of drivers in total bicycle-motor vehicle crashes (52.3% of known) were male.

Bicycle-Motor Vehicle Crashes by Month (Utah 2014)

Bicyclists								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	4	0.1	23	0.7	0	0.00	27	0.9
February	3	0.1	20	0.7	0	0.00	23	0.8
March	6	0.2	43	1.4	2	0.06	51	1.6
April	10	0.3	46	1.5	1	0.03	57	1.9
May	7	0.2	68	2.2	0	0.00	75	2.4
June	11	0.4	89	3.0	2	0.07	102	3.4
July	12	0.4	89	2.9	0	0.00	101	3.3
August	7	0.2	69	2.2	0	0.00	76	2.5
September	5	0.2	94	3.1	1	0.03	100	3.3
October	4	0.1	83	2.7	3	0.10	90	2.9
November	0	0.0	33	1.1	0	0.00	33	1.1
December	0	0.0	28	0.9	0	0.00	28	0.9
Total	69	0.2	685	1.9	9	0.02	763	2.1

- June (3.4), July (3.3), and September (3.3) had the highest rates per day of total bicycle-motor vehicle crashes.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2014)

Bicyclists								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	3	4.3%	31	4.5%	0	0.0%	34	4.5%
Monday	10	14.5%	115	16.8%	1	11.1%	126	16.5%
Tuesday	11	15.9%	117	17.1%	2	22.2%	130	17.0%
Wednesday	12	17.4%	101	14.7%	3	33.3%	116	15.2%
Thursday	12	17.4%	115	16.8%	1	11.1%	128	16.8%
Friday	13	18.8%	132	19.3%	1	11.1%	146	19.1%
Saturday	8	11.6%	74	10.8%	1	11.1%	83	10.9%
Total	69	100.0%	685	100.0%	9	100.0%	763	100.0%

- The highest percentage of total bicycle-motor vehicle crashes occurred on Friday (19.1%).

Bicycle-Motor Vehicle Crashes by Hour (Utah 2014)

Bicyclists								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	0	0.0%	6	0.9%	0	0.0%	6	0.8%
1 a.m.	0	0.0%	4	0.6%	0	0.0%	4	0.5%
2 a.m.	0	0.0%	3	0.4%	0	0.0%	3	0.4%
3 a.m.	0	0.0%	1	0.1%	0	0.0%	1	0.1%
4 a.m.	0	0.0%	3	0.4%	0	0.0%	3	0.4%
5 a.m.	0	0.0%	3	0.4%	1	11.1%	4	0.5%
6 a.m.	0	0.0%	11	1.6%	3	33.3%	14	1.8%
7 a.m.	3	4.3%	31	4.5%	0	0.0%	34	4.5%
8 a.m.	4	5.8%	28	4.1%	0	0.0%	32	4.2%
9 a.m.	3	4.3%	39	5.7%	0	0.0%	42	5.5%
10 a.m.	2	2.9%	31	4.5%	1	11.1%	34	4.5%
11 a.m.	4	5.8%	28	4.1%	0	0.0%	32	4.2%
Noon	5	7.2%	41	6.0%	1	11.1%	47	6.2%
1 p.m.	6	8.7%	43	6.3%	0	0.0%	49	6.4%
2 p.m.	2	2.9%	46	6.7%	0	0.0%	48	6.3%
3 p.m.	6	8.7%	51	7.4%	0	0.0%	57	7.5%
4 p.m.	7	10.1%	80	11.7%	0	0.0%	87	11.4%
5 p.m.	11	15.9%	68	9.9%	1	11.1%	80	10.5%
6 p.m.	5	7.2%	53	7.7%	0	0.0%	58	7.6%
7 p.m.	3	4.3%	49	7.2%	1	11.1%	53	6.9%
8 p.m.	3	4.3%	21	3.1%	0	0.0%	24	3.1%
9 p.m.	4	5.8%	26	3.8%	0	0.0%	30	3.9%
10 p.m.	1	1.4%	13	1.9%	0	0.0%	14	1.8%
11 p.m.	0	0.0%	6	0.9%	1	11.1%	7	0.9%
Total	69	100.0%	685	100.0%	9	100.0%	763	100.0%

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

Bicycle-Motor Vehicle Crash Conditions

Contributing Factors of Bicyclists in Crashes (Utah 2014)

Bicyclists								
Contributing Factors	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	18	26.1%	255	37.2%	2	22.2%	275	36.0%
Wrong Side of Road	8	11.6%	72	10.5%	0	0.0%	80	10.5%
Improper Crossing	7	10.1%	51	7.4%	0	0.0%	58	7.6%
Failure to Obey Traffic Signs/Signals	7	10.1%	39	5.7%	2	22.2%	48	6.3%
Failure to Yield Right of Way	4	5.8%	32	4.7%	0	0.0%	36	4.7%
Not Visible	7	10.1%	28	4.1%	1	11.1%	36	4.7%
Inattentive	1	1.4%	31	4.5%	0	0.0%	32	4.2%
Darting	1	1.4%	25	3.6%	0	0.0%	26	3.4%
Improper Turn/Merge	0	0.0%	10	1.5%	0	0.0%	10	1.3%
Improper Passing	0	0.0%	5	0.7%	0	0.0%	5	0.7%
In Roadway Improperly	1	1.4%	1	0.1%	0	0.0%	2	0.3%
Other	7	10.1%	29	4.2%	2	22.2%	38	5.0%
Unknown	8	11.6%	107	15.6%	2	22.2%	117	15.3%
Total	69	100.0%	685	100.0%	9	100.0%	763	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 42.6% (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).

Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2014)

Bicyclists								
Bicyclist Location	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Marked Crosswalk at Intersection	21	30.4%	196	28.6%	0	0.0%	217	28.4%
In Roadway (not at intersection)	11	15.9%	124	18.1%	5	55.6%	140	18.3%
Shoulder	10	14.5%	92	13.4%	0	0.0%	102	13.4%
Sidewalk	9	13.0%	89	13.0%	1	11.1%	99	13.0%
Unmarked Crosswalk	2	2.9%	48	7.0%	1	11.1%	51	6.7%
Bike Path/Lane	4	5.8%	30	4.4%	0	0.0%	34	4.5%
Mid-Block Crosswalk	0	0.0%	12	1.8%	0	0.0%	12	1.6%
Outside Right of Way	1	1.4%	2	0.3%	0	0.0%	3	0.4%
Shared Use Path/Trail	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	4	5.8%	29	4.2%	2	22.2%	35	4.6%
Unknown	7	10.1%	63	9.2%	0	0.0%	70	9.2%
Total	69	100.0%	685	100.0%	9	100.0%	763	100.0%

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (33.0% of known), in roadway (20.2% of known), shoulder (14.7% of known), and sidewalk (14.3% of known).
- Bicycles are considered vehicles and have a legal right to the road.

Bicycle-Motor Vehicle Crash Conditions

Bicyclist Action in Bicycle-Motor Vehicle Crashes (Utah 2014)

Bicyclists								
Bicyclist Action	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Cycling on Sidewalk	29	42.0%	294	42.9%	0	0.0%	323	42.3%
Entering or Crossing Road	9	13.0%	144	21.0%	0	0.0%	153	20.1%
Cycling Along Roadway with Traffic	9	13.0%	109	15.9%	4	44.4%	122	16.0%
Cycling Along Roadway Against Traffic	6	8.7%	53	7.7%	3	33.3%	62	8.1%
In Roadway Other	1	1.4%	4	0.6%	0	0.0%	5	0.7%
Adjacent to Roadway	1	1.4%	2	0.3%	0	0.0%	3	0.4%
Waiting to Cross Roadway	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Going to/from School	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Other	1	1.4%	11	1.6%	0	0.0%	12	1.6%
Unknown	13	18.8%	66	9.6%	2	22.2%	81	10.6%
Total	69	100.0%	685	100.0%	9	100.0%	763	100.0%

- For total crashes, the largest percentages of bicyclist action prior to the crash were cycling on sidewalk (47.4% of known), entering or crossing road (22.4% of known), and cycling along roadway with traffic (17.9% of known), and cycling along roadway against traffic (9.1% of known).

Motor Vehicle Maneuver Prior to Crash (Utah 2014)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Turning Right	26	40.0%	252	33.9%	1	12.5%	279	34.2%
Straight Ahead	18	27.7%	226	30.4%	6	75.0%	250	30.6%
Turning Left	6	9.2%	116	15.6%	0	0.0%	122	15.0%
Entering/Leaving Traffic Lane	2	3.1%	19	2.6%	0	0.0%	21	2.6%
Stopped/Slowing in Traffic Lane	4	6.2%	11	1.5%	0	0.0%	15	1.8%
Parked/Parking	0	0.0%	9	1.2%	0	0.0%	9	1.1%
Backing	1	1.5%	6	0.8%	1	12.5%	8	1.0%
Making U-turn	0	0.0%	6	0.8%	0	0.0%	6	0.7%
Changing Lanes	0	0.0%	4	0.5%	0	0.0%	4	0.5%
Overtaking/Passing	1	1.5%	1	0.1%	0	0.0%	2	0.2%
Other	0	0.0%	7	0.9%	0	0.0%	7	0.9%
Unknown	7	10.8%	86	11.6%	0	0.0%	93	11.4%
Total	65	100.0%	743	100.0%	8	100.0%	816	100.0%

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were turning right (34.2%), straight ahead (30.6%), and turning left (15.0%).

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Speed Limit (Utah 2014)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	1	1.5%	20	2.7%	0	0.0%	21	2.6%
20-25 MPH	14	21.5%	172	23.1%	3	37.5%	189	23.2%
30-35 MPH	18	27.7%	179	24.1%	0	0.0%	197	24.1%
40-45 MPH	9	13.8%	94	12.7%	2	25.0%	105	12.9%
50-55 MPH	1	1.5%	17	2.3%	2	25.0%	20	2.5%
60+ MPH	3	4.6%	4	0.5%	0	0.0%	7	0.9%
Unknown	19	29.2%	257	34.6%	1	12.5%	277	33.9%
Total	65	100.0%	743	100.0%	8	100.0%	816	100.0%

- Nearly all (91.1% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2014)

Motor Vehicles (Bicycle-Motor Vehicle Crash)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	0	0.0%	7	0.9%	0	0.0%	7	0.9%
Stopped	4	6.2%	7	0.9%	0	0.0%	11	1.3%
1-9 MPH	17	26.2%	211	28.4%	1	12.5%	229	28.1%
10-19 MPH	8	12.3%	113	15.2%	2	25.0%	123	15.1%
20-29 MPH	6	9.2%	66	8.9%	0	0.0%	72	8.8%
30-39 MPH	2	3.1%	31	4.2%	0	0.0%	33	4.0%
40-49 MPH	1	1.5%	15	2.0%	3	37.5%	19	2.3%
50+ MPH	1	1.5%	6	0.8%	1	12.5%	8	1.0%
Unknown	26	40.0%	287	38.6%	1	12.5%	314	38.5%
Total	65	100.0%	743	100.0%	8	100.0%	816	100.0%

- Nearly three-fourths (70.1% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

Drivers in Bicycle Crashes with Contributing Factors (Utah 2014)

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)									
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	
Yes	25	38.5%	389	52.4%	4	50.0%	418	51.2%	
No	32	49.2%	242	32.6%	4	50.0%	278	34.1%	
Not Applicable - No Driver	2	3.1%	30	4.0%	0	0.0%	32	3.9%	
Unknown	6	9.2%	82	11.0%	0	0.0%	88	10.8%	
Total	65	100.0%	743	100.0%	8	100.0%	816	100.0%	

- 51.2% (57.4% of known) of drivers in total bicycle crashes had a contributing factor.

Bicycle-Motor Vehicle Crash Conditions

Contributing Factors in Bicycle Crashes (Utah 2014)

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	16	38.1%	271	45.8%	0	0.0%	287	44.8%
Other Improper Driving	4	9.5%	42	7.1%	0	0.0%	46	7.2%
Driver Distraction	3	7.1%	39	6.6%	1	16.7%	43	6.7%
Improper Turn	3	7.1%	33	5.6%	0	0.0%	36	5.6%
Disregard Traffic Signal/Sign	1	2.4%	24	4.1%	0	0.0%	25	3.9%
Hit and Run	1	2.4%	21	3.5%	2	33.3%	24	3.8%
Vision Obscured by Building, Sign	2	4.8%	21	3.5%	0	0.0%	23	3.6%
Vision Obscured by Glare	1	2.4%	21	3.5%	0	0.0%	22	3.4%
Vision Obscured by Weather	0	0.0%	13	2.2%	0	0.0%	13	2.0%
Vision Obscured by Other	1	2.4%	11	1.9%	0	0.0%	12	1.9%
Vision Obscured by Vegetation	0	0.0%	12	2.0%	0	0.0%	12	1.9%
Failed to Keep in Proper Lane	0	0.0%	10	1.7%	0	0.0%	10	1.6%
Vision Obscured by Moving Vehicle	3	7.1%	7	1.2%	0	0.0%	10	1.6%
Vision Obscured by Parked Vehicle	1	2.4%	9	1.5%	0	0.0%	10	1.6%
Speed Too Fast	0	0.0%	8	1.4%	0	0.0%	8	1.3%
Driving Under the Influence	0	0.0%	6	1.0%	1	16.7%	7	1.1%
Ran Off Road	0	0.0%	7	1.2%	0	0.0%	7	1.1%
Vehicle Defective Condition	1	2.4%	6	1.0%	0	0.0%	7	1.1%
Wrong Side/Wrong Way	0	0.0%	7	1.2%	0	0.0%	7	1.1%
Followed Too Closely	2	4.8%	3	0.5%	1	16.7%	6	0.9%
Driver Emotional Prior to Crash	1	2.4%	3	0.5%	0	0.0%	4	0.6%
Improper Backing	1	2.4%	2	0.3%	1	16.7%	4	0.6%
Improper Passing	0	0.0%	3	0.5%	0	0.0%	3	0.5%
Disregard Road Markings	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Improper Signal	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other Driver Condition	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Windshield/Window Obscured	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Driver Asleep/Fatigue	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Driver Illness/Medical	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Lane Change	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Parking/Stopping	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Reckless/Aggressive Driving	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Swerved or Evasive Action	1	2.4%	0	0.0%	0	0.0%	1	0.2%
Total	42	100.0%	592	100.0%	6	100.0%	640	100.0%

- Failed to yield right of way (44.8%), driver distraction (6.7%), and improper turn (5.6%) were the leading contributing factors in total bicycle-motor vehicle crashes.

Appendix

2

0

1

Appendix

Historical Information 1947-2014	208-209
County Population and Vehicle Miles Traveled.....	210
Licensed Drivers by Age 2009-2014	211
Licensed Drivers by Gender 2009-2014	211
Registered Vehicles by Vehicle Type 2005-2014....	211
Notable Dates in Utah Highway Safety History	212
Glossary	213

4

Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2014)

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
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

Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2014)

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
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	2,774,346	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	2,815,324	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	2,855,194	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	2,902,787	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
2014	2,942,902	27,574,227,734	23,364	84.7	256	0.93	37,388	135.6	16,426	59.6	222	0.81	54,036	196.0
Total	106,722,674	852,926,792,777	1,233,529	144.6	19,138	2.24	1,837,811	215.5	816,949	95.8	16,426	1.93	2,671,186	313.2

POPULATION SOURCE: US Census Bureau, Population Division, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2014

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

County Population and Vehicle Miles Traveled (Utah 2014)

County		
County	Vehicle Miles Traveled	Population
Beaver	271,441,615	6,461
Box Elder	911,258,124	51,518
Cache	899,034,530	118,343
Carbon	325,114,810	20,660
Daggett	32,333,132	1,117
Davis	2,590,155,574	329,692
Duchesne	283,292,481	20,380
Emery	355,911,485	10,631
Garfield	114,369,392	5,024
Grand	351,843,888	9,429
Iron	753,358,572	47,269
Juab	368,529,836	10,486
Kane	134,067,109	7,254
Millard	502,461,730	12,606
Morgan	133,124,873	10,608
Piute	28,998,248	1,484
Rich	50,335,948	2,293
Salt Lake	9,079,005,254	1,091,742
San Juan	285,774,882	15,251
Sanpete	216,577,317	28,477
Sevier	319,525,913	20,773
Summit	763,364,577	39,105
Tooele	822,143,266	61,598
Uintah	427,770,171	36,867
Utah	4,084,949,059	560,974
Wasatch	353,223,181	27,714
Washington	1,420,310,654	151,948
Wayne	48,768,211	2,723
Weber	1,647,183,902	240,475
Statewide	27,574,227,734	2,942,902

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

POPULATION SOURCE: US Census Bureau, Population Division, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2014

Number of Licensed Drivers by Age (Utah 2009-2014)

Licensed Drivers									
Age	Year						Total	% All Years	2014 %
	2009	2010	2011	2012	2013	2014			
15-19	130,394	151,877	159,528	186,586	156,822	157,613	942,820	8.2%	8.3%
20-24	199,848	199,131	202,540	209,423	198,238	195,747	1,204,927	10.5%	10.3%
25-29	220,246	215,641	214,077	216,925	200,937	196,010	1,263,836	11.0%	10.3%
30-34	206,880	211,685	219,198	221,267	207,415	201,024	1,267,469	11.1%	10.6%
35-39	170,303	172,556	184,528	185,990	189,387	193,197	1,095,961	9.6%	10.2%
40-44	144,860	149,958	164,651	165,667	158,792	160,269	944,197	8.3%	8.4%
45-49	147,736	144,354	152,624	153,639	137,357	137,492	873,202	7.6%	7.2%
50-54	143,732	144,894	156,175	156,797	144,279	141,071	886,948	7.8%	7.4%
55-59	124,887	129,436	140,494	141,052	136,965	137,600	810,434	7.1%	7.2%
60-64	99,755	105,705	114,834	115,238	115,900	119,146	670,578	5.9%	6.3%
65-69	73,896	76,323	84,423	84,538	90,147	94,449	503,776	4.4%	5.0%
70-74	53,778	55,776	60,836	60,566	65,207	67,905	364,068	3.2%	3.6%
75-79	41,061	42,093	45,521	45,029	45,398	46,134	265,236	2.3%	2.4%
80-84	28,809	29,836	34,264	33,466	30,258	31,128	187,761	1.6%	1.6%
85+	20,523	21,789	37,520	35,572	22,237	23,429	161,070	1.4%	1.2%
Total	1,806,708	1,851,054	1,971,213	2,011,755	1,899,339	1,902,214	11,442,283	100.0%	100.0%

Number of Licensed Drivers by Gender (Utah 2009-2014)

Licensed Drivers									
Gender	Year						Total	% All Years	2014 %
	2009	2010	2011	2012	2013	2014			
Female	889,822	914,222	958,076	977,728	940,572	944,012	5,624,432	49.2%	49.6%
Male	916,886	936,832	1,013,137	1,034,027	958,767	958,202	5,817,851	50.8%	50.4%
Total	1,806,708	1,851,054	1,971,213	2,011,755	1,899,339	1,902,214	11,442,283	100.0%	100.0%

SOURCE: Utah Department of Public Safety, Driver License Division

Number of Registered Vehicles by Vehicle Type (Utah 2005-2014)

Vehicles							
Year	Heavy Truck	Light Truck	Truck	Motorhome	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	66,052	590,451			73,112	1,375,020	2,104,635
2013	68,188	593,301			74,324	1,405,155	2,140,968
2014			711,273	12,416	75,593	1,411,539	2,210,821
Total	578,427	5,260,966	711,273	12,416	655,804	13,309,032	20,527,918
% All Years	2.8%	25.6%	3.5%	0.1%	3.2%	64.8%	100.0%
2014 %	0.0%	0.0%	32.2%	0.6%	3.4%	63.8%	100.0%

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** The world's first electric traffic light 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.
- 1984** 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.
- 2014** Maximum speed limit raised to 70 mph on urban freeways.

Glossary

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.

Alcohol-Related Driver Crash: A crash in which the driver was cited for driving under the influence, at least one driver had a blood alcohol concentration of .08 grams per deciliter or above, or if the investigating officer suspected the driver used alcohol.

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.

Distracted Driver Crash: A crash in which the investigating officer suspected a driver to be engaging in an activity that had the potential to divert the driver's attention from the task of driving.

Drowsy Driver Crash: A crash in which a driver condition was listed as fatigue/asleep.

Drug Driver Fatal Crash: A crash resulting in one or more deaths involving at least one driver with a positive drug test.

Drug-Related Driver Crash: A crash in which the driver was cited for driving under the influence of drugs, at least one driver had a positive drug test, or if the investigating officer suspected the driver used drugs.

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, shoulder belt, or a child safety seat at the scene of the crash.

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.

UTAH DEPARTMENT OF PUBLIC SAFETY
publicsafety.utah.gov

UTAH HIGHWAY SAFETY
highwaysafety.utah.gov

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
www.nhtsa.dot.gov