Utah Crash Summary 2005



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Table of Contents

Introduction	7
Executive Summary	
2005 Utah Crash Clock	9
Section 1: Persons and Crashes 2005	
Persons and Crashes 2005 Fact Sheet	
Trends	
Injured Persons and Fatalities 1996-2005	
Crashes 1996-2005	17
Fatalities by Month 1996-2005	
Holiday Crashes 1996-2005	19
Counties	
Persons Involved in Crashes by County	
Crashes by County	
Occupant Characteristics (Including Driver)	
Injury Severity	24
Occupant Placement	24
Age of Crash Occupants	25
Gender of Crash Occupants	
Age and Gender of Fatalities	
Driver Characteristics	
Driver Age	27
Driver Gender	
Out-of-State Drivers	
Crash Characteristics	
Crash Severity	
Month of Year	
Day of Week	
Hour of Day	
Collision Description	
Urban/Rural Location	
Vehicle Type	
Violations	
Contributing Factors	
Section 2. Occupant Protection 2005	
Occupant Protection 2005 Eact Sheet	37-38
Tronde	
Occupant Protection 1006-2005	40
Coupting	
Southolt Use of Persons Killed by County	11
Occupant Characteristics (Including Driver)	
Injury Severity	12
Fiertion	42. /3
Age of Crash Occupants	
Gender of Crash Occupants	
Occupant Placement	
Air Bags	46
Children and Restraint Use	

Section 3: Alcohol and Other Drug-Related Crashes 2005	
Alcohol and Other Drugs 2005 Fact Sheet	51-52
Trends	
Fatalities and Fatal Crashes 1996-2005	54
Counties	
Alcohol and Other Drug-Related Fatalities by County	55
Alcohol and Other Drug-Related Crashes by County	56
Occupant Characteristics (Including Driver)	
Injury Severity	57
Driver Characteristics	
Impaired Driver Age and Gender	58
Previous DWI Convictions	
Impaired Driver Blood Alcohol Concentration	
Alcohol and Other Drug Involvement in Other Types of Crashes	
Crash Characteristics	
Crash Severity	60
Month of Year	60
Day of Week	61
Hour of Day	62
Section 4: Teenage-Driver Crashes 2005	
Teenage-Driver 2005 Fact Sheet	65-66
I rends	
Teenage-Driver Crashes 1996-2005	68
Counties	60
Cocupant Characteristics (Including Driver)	
Injury Severity	70
Seathelt Lise	70
Number of Occupants in Teenage-Driven Vehicles	
Driver Characteristics	
Driver Gender	72
Alcohol and Other Drug Involvement	72
Crash Characteristics	
Crash Severity	73
Month of Year	73
Day of Week	74
Hour of Day	75
Collision Description	
Violations	
Contributing Factors	
Section Fr. Speed Balated Crashes 2005	
Speed 2005 East Sheet	01
Trends	01
Speed-Related Crashes 1996-2005	84
Counties	
Speed-Related Crashes by County	85
Occupant Characteristics (Including Driver)	
Injury Severity	86

Driver Characteristics	
Driver Age and Gender	
Crash Characteristics	
Crash Severity	
Month of Year	
Day of Week	
Hour of Day	
Section 6: Motorcycles 2005	
Motorcycles 2005 Fact Sheet	93-94
Trends	
Motorcyclists Involved in Crashes 1996-2005	96
Motorcycle Crashes 1996-2005	
Counties	
Motoreveliete Involved in Crashes by County	08
Motorovelo Crochec by County	
Motorovoliet Characteristics (Driver and Descender)	
Motorcyclist Charactenstics (Driver and Passenger)	100
Age	
Gender	
Helmet Use	
Motorcycle Driver Characteristics	
Driver Age	
Driver Gender	
Alcohol and Other Drug Involvement	104
Crash Characteristics	
Crash Severity	
Month of Year	
Day of Week	
Hour of Day	
Crash Type	
Urban/Rural Location	
Violations	
Contributing Factors	
Section 7: Pedestrians 2005	
Pedestrians 2005 Fact Sheet	113-114
Trends	
Pedestrians Involved in Crashes 1996-2005	116
Pedestrian-Motor Vehicle Crashes 1996-2005	117
Counties	
Podestrians Involved in Crashes by County	118
Pedestrians Involved In Clashes by County	
Pedestrian-Wotor Vehicle Crashes by County	
	100
Age	
Gender	
Pedestrian Action Prior To Crash	
Driver Characteristics	
Driver Age	
Driver Gender	
Alcohol and Other Drug Involvement	

Crash Characteristics	
Crash Severity	125
Month of Year	125
Day of Week	126
Hour of Day	127
Locality	128
Urban/Rural Location	128
Vehicle Type	129
Violations	
Contributing Factors	130
Section 8: Bicyclists 2005	
Bicyclists 2005 Fact Sheet 13	33-134
Trends	
Bicyclists Involved in Crashes 1996-2005	136
Bicycle-Motor Vehicle Crashes 1996-2005	137
Counties	
Bicyclists Involved in Crashes by County	138
Bicycle-Motor Vehicle Crashes by County	139
Bicyclist Characteristics	
Injury Severity	140
Δαρ	1/1
Gender	1/2
Biovelist Action Prior To Crash	1/2
Holmot Lico	142
Driver Characteristics	142
	140
Driver Age	143
Driver Gender	144
	144
Crash Severity	145
Month of Year	145
Day of Week	146
Hour of Day	147
Locality	148
Urban/Rural Location	148
Vehicle Type	149
Violations	149
Contributing Factors	150
Appendix	
Historical Persons and Crashes	
Injured Persons and Fatalities 1976-2005	154
Crashes 1976-2005	155
Licensed Drivers	
Licensed Drivers by Age 2005	156
Population	
State Population 1996-2005	157
County Population 2005	158
Vehicle Miles Traveled	
Vehicle Miles Traveled 1976-2005	159
Vehicle Miles Traveled by County 2004	160
Glossary	163

Introduction

Purpose:	The Utah Crash Summary, produced annually, identifies and 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 crashes, and crash-related injuries and fatalities. This report is designed to heighten awareness about traffic safety by allowing safety program specialists, public health personnel, and other interested individuals to identify areas where programs may be focused in an effort to reduce traffic-related injuries and fatalities.
Crash Data:	The data for this summary is derived from Utah crash reports. These reports are completed by law enforcement officers throughout the state who collect data from crash scenes on public roadways. Information is collected when a crash involved injuries, fatalities, or at least \$1,000 property damage; when the jurisdiction in which the crash occurs requires it; or when the responding officer determines that a report is warranted.
	Crash reports are forwarded to the Utah Department of Transportation (UDOT) for central collection. UDOT reviews the crash report forms and enters the data into a database called the Crash Analysis Reporting System (CARS).
Private Property Crashes:	Beginning in 1997, all private property crashes were excluded from CARS. Since private property crashes accounted for approximately 10% of crashes in previous years, the decrease in crashes since 1997 is due in part to the exclusion of private property crashes.
Fatal Crashes:	Additional information is collected on fatal crashes and compiled into a separate database, the Fatality Analysis Reporting System (FARS). This database was used for the reporting of fatal crashes, and the resulting fatalities.
Fact Sheets:	In order to provide information at a glance, each section of the crash summary is accompanied by a Utah Crash Fact Sheet. The fact sheets provide an overview of the section, and are useful when presenting information to others.
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Available At:	Printed copies of the Utah Crash Summary are available at the Utah Highway Safety Office. The summary is also available on the internet at www.highwaysafety.utah.gov.

Executive Summary

Measurable progress has been made to reduce motor vehicle crashes in Utah, with a steady decline in the injury and fatal crash rates since 1971. These reductions can be attributed to a variety of factors, including:

- Statewide and local traffic safety programs that have increased awareness of traffic safety issues;
- Legislation mandating seatbelt use, graduated driver licensing, and enhanced penalties for impaired driving;
- Aggressive media and enforcement programs targeting driver behavior;
- Improved engineering of roadway infrastructure;
- Advanced engineering to provide safer motor vehicles and improve crash survivability.

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in the state of Utah, with special focus on reducing the tragedy of injury and death. In 2005, Utah made notable progress in the following areas when compared to 2004:

- Utah experienced a 6.7% decrease in the rate of motor vehicle crash fatalities, marking a new all-time low;
- The percentage of children (aged 0 to 8 years) involved in crashes that were restrained in child safety seats increased 5.1 percentage points overall;
- Alcohol and other drug-related crash fatalities decreased 43%;
- The rate of pedestrians involved in motor vehicle crashes reached a ten-year low.

As improvements are made and progress continues, traffic safety needs to remain a top priority in Utah. In Utah during 2005:

- Rural crashes were 5 times more likely to result in a fatality than crashes in urban areas;
- More than half (53%) of the persons killed in a crash were unbelted, and unbelted occupants were 33 times more likely to be killed in a crash than belted occupants;
- Approximately 1 in 4 motor vehicle crashes (26.8%) involved a teenage driver;
- Motorcycle crashes continued to follow an upward trend, and 78% of the motorcyclists killed in crashes were not wearing a helmet.

The 2005 Utah Crash Summary contains further details regarding motor vehicle crashes in Utah. In addition, each section of this Crash Summary begins with a colorful and informative Utah Crash Fact Sheet that quickly summarizes the detailed information in the section.

The Utah Department of Public Safety's Highway Safety Office invites users of this Crash Summary to help promote motor vehicle safety in our communities. As a partner in the highway safety community, your assistance will make Utah a safer place to drive, walk and bicycle.

Utah Crash Clock 2005

In Utah during 2005:

- A motor vehicle crash occurred every 10 minutes.
- A person was injured in a crash every 18 minutes.
- A person was killed in a crash every 31 hours.
- An unbelted crash occupant was killed every 3 days.
- An alcohol or other drug-related crash occurred every 4 hours.
- A person was killed in an alcohol or other drug-related crash every 8 days.
- A teenage-driver crash occurred every 36 minutes.
- A person was killed in a teenage-driver crash every 7 days.
- A speed-related crash occurred every 71 minutes.
- A person was killed in a speed-related crash every 4 1/2 days.
- A motorcycle crash occurred every 9 hours.
- A motorcyclist was killed in a crash every 16 days.
- A pedestrian-motor vehicle crash occurred every 15 hours.
- A pedestrian was killed in a crash every 18 days.
- A bicyclist-motor vehicle crash occurred every 13 hours.

Persons and Crashes 2005

PERSONS AND CRASHES

Motor vehicle crashes are the leading cause of death and disability for persons in the United States.

Did you know that in 2005 . . .

- 54,938 motor vehicle crashes occurred in Utah which resulted in 29,221 injured persons and 282 fatalities.
- Utah's injury crash rate decreased 1.4% from 2004, and the fatal crash rate decreased 11.3%.
- A motor vehicle crash occurred in Utah every 10 minutes, a person was injured in a crash every 18 minutes, and a person died in a crash every 31 hours.



• The majority (35%) of 2005 fatalities occurred during August, September and October.



In 2005, Halloween had the highest rate of fatalities (2.8), while Christmas had the lowest rate (0.8).



Drivers aged 20 to 24 years represented the largest percentage of drivers involved in crashes (17.2%).
The largest proportion of crash occupants were aged 15 to 19 years (17.8%).

Leading Collision Descriptions (Utah 2005)

All Crashes

1. Rear End (30.2%)

- 2. Broadside (20.7%)
- 3. Side Swipe (6.7%)
- 4. Single Vehicle Rollover (5.5%)
- 5. Pedestrian/Bicyclist (2.3%)
- Fatal Crashes
- 1. Single Vehicle Rollover (44.3%)
- 2. Broadside (17.9%)
- 3. Head-On (10.2%)
- Pedestrian/Bicyclist (9.8%)
 Rear End (7.2%)
- Head-on collisions were 16 times more likely, and single vehicle rollovers were 14 times more likely to result in a fatality than other collisions.

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 While out-of-state licensed drivers accounted for 8.6% of drivers involved in crashes, they represented 19.9% of drivers involved in fatal crashes.

Leading Violations (Utah 2005)

All Crashes

1. Following Too Close (18.2%)

to be fatal than urban crashes.

urban areas (73.0%), the majority of fatal

crashes occurred in rural areas (65.5%).

In fact, rural crashes were 5.4 times more likely

- 2. Failure to Yield Right-of-Way (17.7%)
- 3. Improper Lookout (14.9%)

Fatal Crashes

- 1. Vehicle Homicide (42.4%)
- 2. Speeding (18.2%)
- 3. Driving Under the Influence (12.1%)
- Officers at the scene cited 34.1% of drivers involved in a crash for a traffic violation.

Section 1: Persons and Crashes

Section 1: Persons and Crashes 2005

Irends	
Injured Persons and Fatalities 1996-2005	16
Crashes 1996-2005	17
Fatalities by Month 1996-2005	18
Holiday Crashes 1996-2005	19
Counties	
Persons Involved in Crashes by County	20-21
Crashes by County	22-23
Occupant Characteristics (Including Driver)	
Injury Severity	24
Occupant Placement	24
Age of Crash Occupants	25
Gender of Crash Occupants	26
Age and Gender of Fatalities	26
Driver Characteristics	
Driver Age	27
Driver Gender	28
Out-of-State Drivers	28
Crash Characteristics	
Crash Severity	29
Month of Year	29
Day of Week	
Hour of Day	31
Collision Description	32
Urban/Rural Location	32
Vehicle Type	33
Violations	33
Contributing Factors	34
-	

Injured Persons and Fatalities (Utah 1996-2005)

	Persons													
		In	jured	Killed										
		Persons	Rate per	Persons	Rate per									
	Vehicle Miles	Injured	100 Million	Killed	100 Million									
Year	Traveled (VMT)	#	VMT	#	VMT									
1996	19,433,341,748	30,711	158.0	321	1.65									
1997	20,407,590,239	31,238	153.1	366	1.79									
1998	21,236,980,216	30,232	142.4	350	1.65									
1999	21,867,355,694	29,959	137.0	360	1.65									
2000	22,517,131,427	30,086	133.6	373	1.66									
2001	23,398,734,621	29,375	125.5	291	1.24									
2002	24,438,992,554	30,433	124.5	328	1.34									
2003	23,963,242,376	28,352	118.3	309	1.29									
2004	24,624,791,795	29,638	120.4	296	1.20									
2005	25,129,538,952	29,221	116.3	282	1.12									
Total	227,017,699,622	299,245	131.8	3,276	1.44									

- During the last ten years, approximately 300,000 people have been injured and nearly 3,300 have been killed in motor vehicle crashes.
- In 2005, fewer people were injured in crashes. The 2005 injury rate was 116.3; a 3.4% decrease from 2004.
- Utah experienced a decrease in the number of crash fatalities in 2004. There were 296 fatalities in 2004, which dropped to 282 in 2005. The 2005 fatality rate of 1.12 decreased 6.7% from the 2004 fatality rate.



- Overall, there has been a decreasing trend in the rate of people injured in crashes from 1996 to 2005.
- There has been a 26.4% decrease in the rate of people injured in crashes since 1996.

Fatality Rates Per 100 Million Vehicle Miles Traveled (Utah 1996-2005)



- The rate of people killed in crashes has been decreasing over time. The 2005 fatality rate marks a new all-time low.
- There has been a 32.1% decrease in the rate of people killed in crashes since 1996.

	Crashes													
	Property Dama	age Only (PDO)	Ir	njury	F	atal	Total							
	PDO	Rate per	Injury	Rate per	Fatal	Rate per	All	Rate per						
	Crashes	100 Million	Crashes	100 Million	Crashes	100 Million	Crashes	100 Million						
Year	#	VMT	#	VMT	#	VMT	#	VMT						
1996	40,225	207.0	20,988	108.0	284	1.46	61,497	316.5						
1997	33,512	164.2	21,131	103.5	309	1.51	54,952	269.3						
1998	34,337	161.7	19,427	91.5	308	1.45	54,072	254.6						
1999	32,971	150.8	19,513	89.2	318	1.45	52,802	241.5						
2000	33,269	147.7	19,564	86.9	318	1.41	53,151	236.0						
2001	33,113	141.5	19,332	82.6	258	1.10	52,703	225.2						
2002	33,542	137.2	19,552	80.0	274	1.12	53,368	218.4						
2003	31,842	132.9	18,285	76.3	262	1.09	50,389	210.3						
2004	34,222	139.0	19,423	78.9	260	1.06	53,905	218.9						
2005	35,158	139.9	19,545	77.8	235	0.94	54,938	218.6						
Total	342,191	150.7	196,760	86.7	2,826	1.24	541,777	238.6						

Crashes (Utah 1996-2005)

NOTE: A crash may result in multiple injuries and/or fatalities.

- During the last ten years, approximately 542,000 motor vehicle crashes occurred in Utah. Approximately 197,000 of the crashes involved injuries and nearly 3,000 involved fatalities.
- In 2005, the total crash rate in Utah was 218.6; a very slight decrease from 2004. The injury crash rate was 77.8; a 1.4% decrease from 2004. The 2005 fatal crash rate was 0.94; an 11.3% decrease from 2004.



- Overall, there has been a decreasing trend in injury crash rates from 1996 to 2005.
- There has been a 28.0% decrease in the injury crash rate since 1996.

Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 1996-2005)



- The above graph reflects a decreasing trend in fatal crash rates from 1996 to 2005. The 2005 fatal crash rate remains at an all time low of 0.94.
- There has been a 35.6% decrease in the fatal crash rate since 1996.

	Fatalities														
	Month														
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total		
1996	24	8	31	21	23	34	27	42	29	26	29	27	321		
1997	19	34	23	20	31	37	38	37	37	31	26	33	366		
1998	27	23	18	24	26	29	44	36	42	34	30	17	350		
1999	19	16	25	34	37	35	46	29	32	39	25	23	360		
2000	30	23	21	27	29	38	50	36	30	33	23	33	373		
2001	22	19	12	14	30	24	40	33	21	29	27	20	291		
2002	22	17	18	20	28	19	44	36	36	38	27	23	328		
2003	22	15	16	22	20	39	38	39	31	25	17	25	309		
2004	9	15	28	20	25	31	28	40	31	26	25	18	296		
2005	16	22	14	18	18	25	25	37	31	30	25	21	282		
Total	210	192	206	220	267	311	380	365	320	311	254	240	3,276		

Fatalities by Month (Utah 1996-2005)



- Since 1996, approximately 3,300 people have been killed in motor vehicle crashes, and those fatalities have varied from month to month.
- A look at the ten-year trend shows that approximately one-third (32.5%) of the total fatalities occurred in July, August and September .
- In the last ten years, July has been the month with the highest number of motor vehicle crash fatalities (380), while February has had the fewest (192).
- In 2005, August (37) was the month with the highest number of fatalities, while March (14) had the fewest.

Utah Crash Summary 2005

Holiday Fatalities (Utah 1996-2005)

	Fatalities																										
	N	ew Ye	ars		Memorial Independence Pioneer Labor						r																
ſ	1 /	Day			Day	,		Day			Day	,		Day	,	H	allow	een	Tha	anksg	iving	C	hristn	nas	Total		
			Rate			Rate			Rate			Rate			Rate			Rate			Rate			Rate			Rate
			per			per			per			per			per			per			per			per			per
Year	#	Days	Day	#	Days	Day	#	Days	Day	#	Days	Day	#	Days	Day	#	Days	Day	#	Days	Day	#	Days	Day	#	Days	Day
1996	10	4	2.5	2	4	0.5	2	5	0.4	4	3	1.3	3	4	0.8	4	5	0.8	7	5	1.4	1	3	0.3	33	33	1.0
1997	3	3	1.0	6	4	1.5	7	4	1.8	11	5	2.2	6	4	1.5	5	4	1.3	6	5	1.2	5	5	1.0	49	34	1.4
1998	2	5	0.4	4	4	1.0	4	3	1.3	2	4	0.5	4	4	1.0	2	3	0.7	10	5	2.0	2	4	0.5	30	32	0.9
1999	1	4	0.3	11	4	2.8	10	3	3.3	5	3	1.7	4	4	1.0	6	3	2.0	8	5	1.6	1	3	0.3	46	29	1.6
2000	2	3	0.7	3	4	0.8	2	3	0.7	5	4	1.3	3	4	0.8	2	3	0.7	2	5	0.4	5	4	1.3	24	30	0.8
2001	3	4	0.8	5	4	1.3	2	3	0.7	8	3	2.7	4	4	1.0	1	3	0.3	7	5	1.4	3	3	1.0	33	29	1.1
2002	2	3	0.7	9	4	2.3	8	5	1.6	9	3	3.0	3	4	0.8	6	5	1.2	7	5	1.4	0	3	0.0	44	32	1.4
2003	3	3	1.0	2	4	0.5	4	4	1.0	7	5	1.4	7	4	1.8	4	4	1.0	2	5	0.4	8	5	1.6	37	34	1.1
2004	1	5	0.2	3	4	0.8	5	3	1.7	0	3	0.0	4	4	1.0	1	3	0.3	7	5	1.4	2	3	0.7	23	30	0.8
2005	5	3	1.7	7	4	1.8	9	4	2.3	4	3	1.3	3	4	0.8	11	4	2.8	4	5	0.8	2	3	0.7	45	30	1.5
Total	32	37	0.9	52	40	1.3	53	37	1.4	55	36	1.5	41	40	1.0	42	37	1.1	60	50	1.2	29	36	0.8	364	313	1.2

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

The above table shows the number of motor vehicle crash fatalities that occurred on holidays for the past ten years. The number of days included in a holiday varied per year. The following criteria was used to determine the number of days included:

- If a holiday occurred on Sunday, Tuesday, Wednesday or Saturday, it was considered a 3-day holiday (the day prior to the holiday, the holiday, and the day after the holiday.
- If a holiday occurred on Monday it was considered a 4-day holiday (the Friday, Saturday, Sunday prior to the holiday, and the Monday holiday).
- If a holiday occurred on Friday it was also considered a 4-day holiday (the Thursday prior to the holiday, the Friday holiday, and the Saturday, Sunday following the holiday).
- If a holiday occurred on Thursday it was considered a 5-day holiday (the Wednesday prior to the holiday, the Thursday holiday, and the Friday, Saturday, Sunday following the holiday).



Holiday Fatalities (Utah 1996-2005) (Rate Per Day)

- Holiday fatalities are a concern due to increased motor vehicle travel combined with other possible risk factors (e.g., alcohol and other drug impaired driving, fatigue, speeding).
- Over the past ten years, Pioneer Day (1.5) and Independence Day (1.4) had the highest rates of fatalities, while Christmas (0.8) had the lowest rates.
- In 2005, Halloween had the highest rate of fatalities (2.8), while Christmas had the lowest rate (0.7).
- The 2005 rate per day for holiday fatalities was 1.5 which was higher than the rate per day for all 2005 fatalities (0.8).

Persons Involved in Crashes by County (Utah 2005)

						Persons						
	1	Non-Inju	red		Injured	ł		Killed			Total	
	Non-	Rate	Rate		Rate	Rate		Rate	Rate		Rate	Rate
	Injured	per 100	per	Injured	per 100	per	Persons	per 100	per	All	per 100	per
	Persons	Million	10,000	Persons	Million	10,000	Killed	Million	10,000	Persons	Million	10,000
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population
Beaver	375	148.8	591.4	156	61.9	246.0	2	0.8	3.2	533	211.4	840.6
Box Elder	1,676	189.3	369.9	565	63.8	124.7	32	3.6	7.1	2,273	256.8	501.7
Cache	4,409	483.8	425.7	902	99.0	87.1	6	0.7	0.6	5,317	583.4	513.4
Carbon	738	255.4	381.6	164	56.7	84.8	3	1.0	1.6	905	313.1	468.0
Daggett	76	222.7	789.2	29	85.0	301.1	0	0.0	0.0	105	307.6	1,090.3
Davis	9,636	410.2	346.3	2,287	97.4	82.2	8	0.3	0.3	11,931	507.9	428.7
Duchesne	617	297.7	404.9	193	93.1	126.7	7	3.4	4.6	817	394.2	536.2
Emery	483	131.5	460.4	210	57.2	200.2	8	2.2	7.6	701	190.9	668.2
Garfield	239	200.7	508.2	68	57.1	144.6	5	4.2	10.6	312	262.0	663.4
Grand	264	99.4	299.1	135	50.8	153.0	8	3.0	9.1	407	153.3	461.1
Iron	1,812	284.6	437.7	586	92.0	141.6	8	1.3	1.9	2,406	377.9	581.2
Juab	464	117.0	517.0	202	50.9	225.1	10	2.5	11.1	676	170.4	753.3
Kane	448	338.8	721.3	121	91.5	194.8	1	0.8	1.6	570	431.1	917.7
Millard	577	128.9	438.1	246	55.0	186.8	16	3.6	12.1	839	187.5	637.0
Morgan	235	178.7	276.0	68	51.7	79.8	1	0.8	1.2	304	231.2	357.0
Piute	44	171.3	321.6	10	38.9	73.1	0	0.0	0.0	54	210.2	394.7
Rich	133	251.8	645.0	40	75.7	194.0	1	1.9	4.8	174	329.4	843.8
Salt Lake	51,711	635.2	528.6	12,685	155.8	129.7	63	0.8	0.6	64,459	791.8	658.9
San Juan	304	109.5	208.6	126	45.4	86.5	8	2.9	5.5	438	157.8	300.6
Sanpete	454	183.3	178.4	203	82.0	79.8	1	0.4	0.4	658	265.7	258.5
Sevier	675	160.4	343.5	301	71.5	153.2	7	1.7	3.6	983	233.6	500.3
Summit	1,889	268.9	520.6	359	51.1	98.9	4	0.6	1.1	2,252	320.5	620.7
Tooele	1,597	181.2	306.3	458	52.0	87.9	15	1.7	2.9	2,070	234.9	397.1
Uintah	1,138	344.1	423.3	266	80.4	98.9	4	1.2	1.5	1,408	425.7	523.8
Utah	19,146	527.7	419.8	4,654	128.3	102.0	21	0.6	0.5	23,821	656.5	522.3
Wasatch	967	348.3	483.5	225	81.0	112.5	7	2.5	3.5	1,199	431.8	599.5
Washington	5,828	512.2	458.4	1,390	122.2	109.3	14	1.2	1.1	7,232	635.5	568.9
Wayne	80	207.2	319.5	38	98.4	151.8	2	5.2	8.0	120	310.8	479.2
Weber	9,531	617.9	446.0	2,534	164.3	118.6	20	1.3	0.9	12,085	783.4	565.6
Statewide	115,546	459.8	453.6	29,221	116.3	114.7	282	1.1	1.1	145,049	577.2	569.4

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

- Rate per 100 million vehicle miles traveled:
 - Weber (164.3), Salt Lake (155.8) and Utah (128.3) had the highest rates of persons injured per 100 million vehicle miles traveled.
 - Wayne (5.2), Garfield (4.2) and Box Elder (3.6) had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Daggett (301.1), Beaver (246.0) and Juab (225.1) had the highest rates of persons injured per 10,000 population.
 - Millard (12.1), Juab (11.1) and Garfield (10.6) had the highest rates of persons killed per 10,000 population.



Persons Involved in Crashes by County (Utah 2005)

Utah Crash Summary 2005

Crashes by County (Utah 2005)

	Crashes													
	Property	Damage	Only (PDO)		Injury			Fatal			Total			
		Rate	Rate		Rate	Rate		Rate	Rate		Rate	Rate		
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	All	per 100	per		
	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000		
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population		
Beaver	151	59.9	238.1	97	38.5	153.0	2	0.8	3.2	250	99.2	394.3		
Box Elder	625	70.6	137.9	347	39.2	76.6	18	2.0	4.0	990	111.8	218.5		
Cache	1,357	148.9	131.0	609	66.8	58.8	6	0.7	0.6	1,972	216.4	190.4		
Carbon	301	104.1	155.7	113	39.1	58.4	3	1.0	1.6	417	144.3	215.6		
Daggett	36	105.5	373.8	26	76.2	270.0	0	0.0	0.0	62	181.6	643.8		
Davis	2,795	119.0	100.4	1,520	64.7	54.6	7	0.3	0.3	4,322	184.0	155.3		
Duchesne	272	131.2	178.5	116	56.0	76.1	6	2.9	3.9	394	190.1	258.6		
Emery	189	51.5	180.2	112	30.5	106.8	6	1.6	5.7	307	83.6	292.6		
Garfield	93	78.1	197.7	46	38.6	97.8	4	3.4	8.5	143	120.1	304.1		
Grand	106	39.9	120.1	84	31.6	95.2	7	2.6	7.9	197	74.2	223.2		
Iron	582	91.4	140.6	347	54.5	83.8	8	1.3	1.9	937	147.2	226.3		
Juab	176	44.4	196.1	117	29.5	130.4	7	1.8	7.8	300	75.6	334.3		
Kane	159	120.2	256.0	66	49.9	106.3	1	0.8	1.6	226	170.9	363.9		
Millard	229	51.2	173.9	155	34.6	117.7	14	3.1	10.6	398	88.9	302.2		
Morgan	114	86.7	133.9	48	36.5	56.4	1	0.8	1.2	163	124.0	191.4		
Piute	23	89.5	168.1	6	23.4	43.9	0	0.0	0.0	29	112.9	212.0		
Rich	53	100.3	257.0	25	47.3	121.2	1	1.9	4.8	79	149.5	383.1		
Salt Lake	15,086	185.3	154.2	8,747	107.4	89.4	54	0.7	0.6	23,887	293.4	244.2		
San Juan	168	60.5	115.3	74	26.7	50.8	5	1.8	3.4	247	89.0	169.5		
Sanpete	169	68.2	66.4	117	47.2	46.0	1	0.4	0.4	287	115.9	112.8		
Sevier	299	71.1	152.2	162	38.5	82.4	7	1.7	3.6	468	111.2	238.2		
Summit	776	110.5	213.9	244	34.7	67.2	4	0.6	1.1	1,024	145.7	282.2		
Tooele	553	62.8	106.1	295	33.5	56.6	15	1.7	2.9	863	97.9	165.5		
Uintah	406	122.8	151.0	177	53.5	65.8	4	1.2	1.5	587	177.5	218.4		
Utah	5,580	153.8	122.3	3,098	85.4	67.9	19	0.5	0.4	8,697	239.7	190.7		
Wasatch	393	141.5	196.5	135	48.6	67.5	4	1.4	2.0	532	191.6	266.0		
Washington	1,586	139.4	124.8	946	83.1	74.4	12	1.1	0.9	2,544	223.6	200.1		
Wayne	34	88.1	135.8	30	77.7	119.8	2	5.2	8.0	66	171.0	263.6		
Weber	2,847	184.6	133.2	1,686	109.3	78.9	17	1.1	0.8	4,550	295.0	212.9		
Statewide	35,158	139.9	138.0	19,545	77.8	76.7	235	0.9	0.9	54,938	218.6	215.7		

NOTE: A crash may result in multiple injuries and/or fatalities.

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
 - Rate per 100 million vehicle miles traveled:
 - Weber (109.3), Salt Lake (107.4) and Utah (85.4) had the highest rates of injury crashes per 100 million vehicle miles traveled.
 - Wayne (5.2), Garfield (3.4) and Millard (3.1) had the highest rates of fatal crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Daggett (270.0), Beaver (153.0) and Juab (130.4) had the highest rates of injury crashes per 10,000 population.
 - Millard (10.6), Garfield (8.5) and Wayne (8.0) had the highest rates of fatal crashes per 10,000 population.

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Crashes by County (Utah 2005)



Occupant Characteristics (Including Driver)



Injury Severity (Utah 2005)

- In the above graph, there were a total of 145,049 persons involved in crashes.
- Although many people were injured and killed in Utah's motor vehicle crashes, the majority (79.6%) of crash occupants did not sustain an injury.
- Even though 0.2% of crash occupants were killed, 0.4% of all crashes were fatal. This indicates that persons in the same crash event have different injury experiences. Many factors influence injury patterns including seatbelt use, seat position, and vehicle safety equipment.

		F	Persons					
	Non-Injured	Persons	Injured F	Persons	Persons	Killed	Total P	ersons
Occupant Placement	#	%	#	%	#	%	#	%
Driver	79,602	68.9%	19,140	65.5%	161	57.1%	98,903	68.2%
Front Seat Passenger	18,960	16.4%	5,447	18.6%	52	18.4%	24,459	16.9%
Back Seat Passenger	16,402	14.2%	3,107	10.6%	29	10.3%	19,538	13.5%
Bicyclist	61	0.1%	654	2.2%	3	1.1%	718	0.5%
Pedestrian	35	0.0%	626	2.1%	20	7.1%	681	0.5%
Cargo Area	297	0.3%	162	0.6%	5	1.8%	464	0.3%
Other	27	0.0%	17	0.1%	0	0.0%	44	0.0%
Unknown	162	0.1%	68	0.2%	12	4.3%	242	0.2%
Total	115,546	100.0%	29,221	100.0%	282	100.0%	145,049	100.0%

Occupant Placement (Utah 2005)

- The above table shows the injury levels by occupant placement in the crash.
- Pedestrians involved in a crash had the greatest risk of sustaining a fatal injury. In fact, pedestrians were 17 times more likely than other crash occupants to sustain a fatal injury.

Occupant Characteristics (Including Driver)

			Per	sons				
	Non-Injure	d Persons	Injured	Persons	Person	s Killed	Total P	ersons
Age	#	%	#	%	#	%	#	%
0-4	5,320	4.6%	676	2.3%	6	2.1%	6,002	4.1%
5-9	3,967	3.4%	928	3.2%	11	3.9%	4,906	3.4%
10-14	3,725	3.2%	1,058	3.6%	5	1.8%	4,788	3.3%
15-19	20,710	17.9%	5,078	17.4%	29	10.3%	25,817	17.8%
20-24	17,378	15.0%	4,520	15.5%	39	13.8%	21,937	15.1%
25-29	12,219	10.6%	3,302	11.3%	34	12.1%	15,555	10.7%
30-34	8,693	7.5%	2,321	7.9%	12	4.3%	11,026	7.6%
35-39	7,187	6.2%	1,915	6.6%	11	3.9%	9,113	6.3%
40-44	6,580	5.7%	1,874	6.4%	14	5.0%	8,468	5.8%
45-49	6,074	5.3%	1,664	5.7%	21	7.4%	7,759	5.3%
50-54	4,922	4.3%	1,448	5.0%	20	7.1%	6,390	4.4%
55-59	3,851	3.3%	1,129	3.9%	15	5.3%	4,995	3.4%
60-64	2,701	2.3%	760	2.6%	14	5.0%	3,475	2.4%
65-69	1,859	1.6%	523	1.8%	13	4.6%	2,395	1.7%
70-74	1,394	1.2%	372	1.3%	9	3.2%	1,775	1.2%
75-79	1,126	1.0%	337	1.2%	8	2.8%	1,471	1.0%
80-84	759	0.7%	212	0.7%	10	3.5%	981	0.7%
85+	429	0.4%	142	0.5%	4	1.4%	575	0.4%
Unknown	6,652	5.8%	962	3.3%	7	2.5%	7,621	5.3%
Total	115,546	100.0%	29,221	100.0%	282	100.0%	145,049	100.0%

Age of Crash Occupants (Utah 2005)



- Overall, the largest proportion of persons involved in crashes (17.8%) were aged 15 to 19 years. In addition, persons aged 15 to 19 years represented the highest proportion of persons injured (17.4%). The highest proportion of persons killed were aged 20 to 24 years (13.8%).
- While persons aged 65 years and older represented a small proportion of the persons involved in crashes (5.0%), individuals of this age group were 3.6 times more likely than all other age groups to sustain a fatal injury.

Occupant Characteristics (Including Driver)

	Persons										
	Non-Injure	d Persons	Injured	Persons	Person	s Killed	Total P	ersons			
Gender	#	%	#	%	#	%	#	%			
Female	48,602	42.1%	15,394	52.7%	89	31.6%	64,085	44.2%			
Male	63,670	55.1%	13,631	46.6%	193	68.4%	77,494	53.4%			
Unknown	3,274	2.8%	196	0.7%	0	0.0%	3,470	2.4%			
Total	115,546	100.0%	29,221	100.0%	282	100.0%	145,049	100.0%			

Gender of Crash Occupants (Utah 2005)

- The above table shows that males comprised over half (53.4%) of all persons involved in crashes.
- While males had a higher percentage of fatal injuries (68.4%) than females, female occupants had a slightly higher percentage of injuries (52.7%) than males.

		Fat	aliti	es		
	Fe	emale	Γ	Male	1	「otal
Age	#	%	#	%	#	%
0-4	2	2.2%	4	2.1%	6	2.1%
5-9	4	4.5%	7	3.6%	11	3.9%
10-14	1	1.1%	4	2.1%	5	1.8%
15-19	9	10.1%	20	10.4%	29	10.3%
20-24	15	16.9%	24	12.4%	39	13.8%
25-29	9	10.1%	25	13.0%	34	12.1%
30-34	3	3.4%	9	4.7%	12	4.3%
35-39	4	4.5%	7	3.6%	11	3.9%
40-44	2	2.2%	12	6.2%	14	5.0%
45-49	7	7.9%	14	7.3%	21	7.4%
50-54	7	7.9%	13	6.7%	20	7.1%
55-59	6	6.7%	9	4.7%	15	5.3%
60-64	4	4.5%	10	5.2%	14	5.0%
65-69	4	4.5%	9	4.7%	13	4.6%
70-74	2	2.2%	7	3.6%	9	3.2%
75-79	1	1.1%	7	3.6%	8	2.8%
80-84	4	4.5%	6	3.1%	10	3.5%
85+	1	1.1%	3	1.6%	4	1.4%
Unknown	4	4.5%	3	1.6%	7	2.5%
Total	89	100.0%	193	100.0%	282	100.0%

Age and Gender of Fatalities (Utah 2005)

- Taking a closer look at the gender of crash fatalities shows that the highest percentage of fatalities involved males aged 25 to 29 years (13.0%) and 20 to 24 years (12.4%).
- For females, the highest percentage of fatalities occurred in the 20 to 24 year (16.9%) age group.

Driver Characteristics

Driver Age (Utah 2005)

	Drivers In	volved in	Drivers In	volved in	Drivers In	volved in	Total E	Drivers
	Property Damag	e Only Crashes	Injury C	crashes	Fatal C	rashes	Involved i	n Crashes
Age	#	%	#	%	#	%	#	%
<15	53	0.1%	55	0.2%	1	0.3%	109	0.1%
15-19	10,364	16.7%	6,015	16.5%	45	12.4%	16,424	16.6%
20-24	10,715	17.3%	6,237	17.1%	54	14.9%	17,006	17.2%
25-29	7,959	12.8%	4,786	13.1%	46	12.7%	12,791	12.9%
30-34	5,772	9.3%	3,568	9.8%	30	8.3%	9,370	9.5%
35-39	4,803	7.7%	2,921	8.0%	26	7.2%	7,750	7.8%
40-44	4,403	7.1%	2,772	7.6%	25	6.9%	7,200	7.3%
45-49	4,073	6.6%	2,521	6.9%	27	7.5%	6,621	6.7%
50-54	3,351	5.4%	2,053	5.6%	27	7.5%	5,431	5.5%
55-59	2,615	4.2%	1,564	4.3%	21	5.8%	4,200	4.2%
60-64	1,800	2.9%	1,045	2.9%	18	5.0%	2,863	2.9%
65-69	1,190	1.9%	739	2.0%	8	2.2%	1,937	2.0%
70-74	910	1.5%	476	1.3%	9	2.5%	1,395	1.4%
75-79	708	1.1%	450	1.2%	10	2.8%	1,168	1.2%
80-84	447	0.7%	291	0.8%	9	2.5%	747	0.8%
85+	244	0.4%	152	0.4%	2	0.6%	398	0.4%
Unknown	2,570	4.1%	906	2.5%	4	1.1%	3,480	3.5%
Total	61,977	100.0%	36,551	100.0%	362	100.0%	98,890	100.0%



- The age distribution of drivers involved in property damage only crashes and injury crashes were similar. Drivers aged 15 to 24 years represented 34.0% of the drivers involved in property damage only crashes. Drivers aged 15 to 24 years represented 33.6% of the drivers involved in injury crashes.
- Drivers aged 20 to 29 represented the largest percentage of drivers involved in fatal crashes (27.6%).

Driver Characteristics

					2003)						
	Drivers										
Drivers Involved in Drivers Involved in Drivers Involved in Total Dr											
	Property Damag	ge Only Crashes	Injury C	crashes	Fatal C	crashes	Involved in Crashes				
Gender	#	%	#	%	#	%	#	%			
Female	24,138	38.9%	16,105	44.1%	92	25.4%	40,335	40.8%			
Male	35,931	58.0%	19,869	54.4%	269	74.3%	56,069	56.7%			
Unknown	1,908	3.1%	577	1.6%	1	0.3%	2,486	2.5%			
Total	61,977	100.0%	36,551	100.0%	362	100.0%	98,890	100.0%			

Driver Conder (Iltah 2005)

The above table shows males represented 56.7% of all drivers involved in a crash, 74.3% of drivers involved • in fatal crashes, and 54.4% of drivers involved in injury crashes.

			Dr	Drivers											
	Driv	vers	Driv	vers	Dri	vers	Total								
	PDO C	rashes	Invoiv Injury (Crashes	Fatal (Ved in Crashes	Crashes								
	#	# %		%	#	%	#	%							
Out-Of-State	5,336	8.6%	3,095	8.5%	72	19.9%	8,503	8.6%							
Utah	56,497	91.2%	33,404	91.4%	288	79.6%	90,189	91.2%							
Missing	144	0.2%	52	0.1%	2	0.6%	198	0.2%							
Total	61,977	100.0%	36,551	100.0%	362	100.0%	98,890	100.0%							

Out-of-State Drivers (Utah 2005)

- Although out-of-state licensed drivers represented 8.6% of all drivers • involved in crashes, they represented 19.9% of drivers involved in fatal crashes. This may be due in part to fatigued driving on out-of-state trips.
- There were several counties that had a disproportionate amount of out-• of-state drivers involved in crashes. Most notably, in Kane (47.6%), San Juan (45.5%), and Grand (41.0%) almost half of the drivers involved in crashes in these counties were out-of-state drivers. These drivers may place an extra burden on the residents and medical services in these counties.

	Drivers	5	
	All	Out-o	f-State
	Drivers	Dri	vers
County	#	#	%
Beaver	328	100	30.5%
Box Elder	1,385	291	21.0%
Cache	3,619	353	9.8%
Carbon	608	60	9.9%
Daggett	67	22	32.8%
Davis	8,054	498	6.2%
Duchesne	493	33	6.7%
Emery	397	132	33.2%
Garfield	172	57	33.1%
Grand	266	109	41.0%
Iron	1,445	313	21.7%
Juab	389	81	20.8%
Kane	288	137	47.6%
Millard	468	133	28.4%
Morgan	204	43	21.1%
Piute	34	5	14.7%
Rich	97	23	23.7%
Salt Lake	45,227	2,283	5.0%
San Juan	288	131	45.5%
Sanpete	430	17	4.0%
Sevier	616	164	26.6%
Summit	1,539	347	22.5%
Tooele	1,331	145	10.9%
Uintah	913	69	7.6%
Utah	16,238	1,682	10.4%
Wasatch	745	71	9.5%
Washington	4,566	618	13.5%
Wayne	80	25	31.3%
Weber	8,603	561	6.5%
Total	98,890	8,503	8.6%



NOTE: A crash may result in multiple injuries and/or fatalities.

- In the above graph, there were a total of 54,938 crashes that occurred in Utah during 2005.
- Of those 54,938 crashes, 64.0% resulted in property damage only, 35.6% resulted in some level of non-fatal injury, and 0.4% involved a fatality.

			Crashe	S					
		Property Damag	e Only (PDO)	Injur	'y	Fata	I	Tota	ıl
	Days in	PDO	Rate	Injury	Rate	Fatal	Rate	All	Rate
	the Month	Crashes	per	Crashes	per	Crashes	per	Crashes	per
Month	#	#	Day	#	Day	#	Day	#	Day
January	31	3,183	102.7	1,426	46.0	13	0.42	4,622	149.1
February	28	2,676	95.6	1,350	48.2	16	0.57	4,042	144.4
March	31	2,926	94.4	1,619	52.2	13	0.42	4,558	147.0
April	30	2,631	87.7	1,560	52.0	17	0.57	4,208	140.3
May	31	2,957	95.4	1,793	57.8	18	0.58	4,768	153.8
June	30	2,610	87.0	1,707	56.9	20	0.67	4,337	144.6
July	31	2,572	83.0	1,652	53.3	22	0.71	4,246	137.0
August	31	2,899	93.5	1,838	59.3	35	1.13	4,772	153.9
September	30	2,876	95.9	1,692	56.4	20	0.67	4,588	152.9
October	31	2,856	92.1	1,709	55.1	25	0.81	4,590	148.1
November	30	3,097	103.2	1,557	51.9	21	0.70	4,675	155.8
December	31	3,875	125.0	1,642	53.0	15	0.48	5,532	178.5
Total	365	35,158	96.3	19,545	53.5	235	0.64	54,938	150.5

Month of Year (Utah 2005)

- The above table shows December had the highest rate of total crashes per day (178.5), while August (1.13) had the highest rates of fatal crashes per day.
- August had the highest rate of injury crashes per day (59.3) followed closely by May (57.8).

	Crashes											
	Property Damag	operty Damage Only Crashes Injury Crashes Fatal Crashes Tota										
Day of Week	#	%	#	%	#	%	#	%				
Monday	5,271	15.0%	2,899	14.8%	45	19.1%	8,215	15.0%				
Tuesday	5,566	15.8%	2,962	15.2%	24	10.2%	8,552	15.6%				
Wednesday	5,543	15.8%	2,957	15.1%	35	14.9%	8,535	15.5%				
Thursday	5,200	14.8%	2,980	15.2%	37	15.7%	8,217	15.0%				
Friday	6,157	17.5%	3,446	17.6%	35	14.9%	9,638	17.5%				
Saturday	4,827	13.7%	2,754	14.1%	37	15.7%	7,618	13.9%				
Sunday	2,594	7.4%	1,547	7.9%	22	9.4%	4,163	7.6%				
Total	35,158	100.0%	19,545	100.0%	235	100.0%	54,938	100.0%				

Day of Week (Utah 2005)

NOTE: A crash may result in multiple injuries and/or fatalities.



Crashes by Day of Week (Utah 2005)

• The above table and graph show that the highest percentage of total crashes (17.5%), property damage only crashes (17.5%) and injury crashes (17.6%) occurred on Friday. The highest percentage of fatal crashes occurred on Monday (19.1%).

Utah Crash Summary 2005

		C	rashes	Crashes										
	Property Damag	ge Only Crashes	Injury (Crashes	Fatal C	rashes	Total C	rashes						
Hour	#	%	#	%	#	%	#	%						
Midnight	519	1.5%	282	1.4%	2	0.9%	803	1.5%						
1:00 am	414	1.2%	234	1.2%	7	3.0%	655	1.2%						
2:00 am	296	0.8%	183	0.9%	5	2.1%	484	0.9%						
3:00 am	290	0.8%	121	0.6%	3	1.3%	414	0.8%						
4:00 am	260	0.7%	163	0.8%	4	1.7%	427	0.8%						
5:00 am	456	1.3%	235	1.2%	12	5.1%	703	1.3%						
6:00 am	909	2.6%	441	2.3%	7	3.0%	1,357	2.5%						
7:00 am	1,867	5.3%	882	4.5%	13	5.5%	2,762	5.0%						
8:00 am	1,883	5.4%	952	4.9%	11	4.7%	2,846	5.2%						
9:00 am	1,449	4.1%	724	3.7%	10	4.3%	2,183	4.0%						
10:00 am	1,327	3.8%	745	3.8%	8	3.4%	2,080	3.8%						
11:00 am	1,720	4.9%	942	4.8%	12	5.1%	2,674	4.9%						
Noon	2,099	6.0%	1,167	6.0%	12	5.1%	3,278	6.0%						
1:00 pm	1,992	5.7%	1,149	5.9%	16	6.8%	3,157	5.7%						
2:00 pm	2,453	7.0%	1,376	7.0%	9	3.8%	3,838	7.0%						
3:00 pm	2,707	7.7%	1,599	8.2%	21	8.9%	4,327	7.9%						
4:00 pm	2,788	7.9%	1,670	8.5%	10	4.3%	4,468	8.1%						
5:00 pm	3,409	9.7%	1,898	9.7%	11	4.7%	5,318	9.7%						
6:00 pm	2,465	7.0%	1,457	7.5%	12	5.1%	3,934	7.2%						
7:00 pm	1,693	4.8%	989	5.1%	11	4.7%	2,693	4.9%						
8:00 pm	1,237	3.5%	729	3.7%	12	5.1%	1,978	3.6%						
9:00 pm	1,294	3.7%	687	3.5%	9	3.8%	1,990	3.6%						
10:00 pm	955	2.7%	561	2.9%	8	3.4%	1,524	2.8%						
11:00 pm	676	1.9%	359	1.8%	9	3.8%	1,044	1.9%						
Unknown	0	0.0%	0	0.0%	1	0.4%	1	0.0%						
Total	35,158	100.0%	19,545	100.0%	235	100.0%	54,938	100.0%						

Hour of Day (Utah 2005)

NOTE: A crash may result in multiple injuries and/or fatalities.



- In 2005, total crashes and injury crashes were more likely to occur between 2:00 pm and 6:00 pm, with a peak at 5:00 pm (evening rush hour).
- Fatal crashes varied throughout the day, and peaked at 3:00 pm.

		-	-		-			
		Crashes						
	Property Damag	ge Only Crashes	Injury (Crashes	Fatal C	Crashes	Total C	Crashes
Collision Description	#	%	#	%	#	%	#	%
Rear End	10,404	29.6%	6,171	31.6%	17	7.2%	16,592	30.2%
Broadside	6,175	17.6%	5,174	26.5%	42	17.9%	11,391	20.7%
Side Swipe	2,853	8.1%	791	4.0%	10	4.3%	3,654	6.7%
Single Vehicle Rollover	968	2.8%	1,954	10.0%	104	44.3%	3,026	5.5%
Bicyclist/Pedestrian Crash	78	0.2%	1,189	6.1%	23	9.8%	1,290	2.3%
Head-On	165	0.5%	226	1.2%	24	10.2%	415	0.8%
Other	14,515	41.3%	4,040	20.7%	15	6.4%	18,570	33.8%
Total	35,158	100.0%	19,545	100.0%	235	100.0%	54,938	100.0%

Collision Description (Utah 2005)

NOTE: A crash may result in multiple injuries and/or fatalities.

• For all crashes, the leading collision types (excluding other) were rear end (30.2%), and broadside (20.7%).

• For fatal crashes, the leading collision types (excluding other) were single vehicle rollover (44.3%), and broadside (17.9%).

 Head-on collisions were 16 times more likely, and single vehicle rollovers were 14 times more likely to result in a fatality than other collisions.

Urban/Rural Location	(Utah 2005)
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Crashes										
	Property Damage		Injury		Fatal		Total			
	Only Crashes		Crashes		Crashes		Crashes			
Urban/Rural Location	#	%	#	%	#	%	#	%		
Rural Area - Up to 5,000	9,535	27.1%	4,630	23.7%	154	65.5%	14,319	26.1%		
Small Urban - 5,000 to 49,999	2,003	5.7%	1,047	5.4%	6	2.6%	3,056	5.6%		
Moderate Urban - 50,000 to 199,999	885	2.5%	436	2.2%	5	2.1%	1,326	2.4%		
Large Urban - 200,000 or More	22,390	63.7%	13,246	67.8%	69	29.4%	35,705	65.0%		
Missing	345	1.0%	186	1.0%	1	0.4%	532	1.0%		
Total	35,158	100.0%	19,545	100.0%	235	100.0%	54,938	100.0%		

NOTE: A crash may result in multiple injuries and/or fatalities.

- While the majority of all crashes (73.0%) as well as the majority of injury crashes (75.4%) occurred in small, moderate and large urban areas, the majority of fatal crashes occurred in rural areas (65.5%).
- In fact, crashes occurring in rural areas were 5.4 times more likely to result in a fatality than crashes in urban areas.

			<i>J</i> 1	•						
Vehicles										
	Vehicles lı	nvolved in	Vehicles Ir	nvolved in	Vehicles Ir	nvolved in	То	tal		
	PDO Crashes		Injury C	rashes	Fatal C	rashes	Vehicles			
Vehicle Type	#	%	#	%	#	%	#	%		
Passenger Car	34,766	53.9%	20,889	56.2%	146	40.2%	55,801	54.7%		
Light Truck, Van or SUV	25,466	39.5%	13,861	37.3%	158	43.5%	39,485	38.7%		
Large/Semi Truck	2,482	3.8%	960	2.6%	28	7.7%	3,470	3.4%		
Motorcycle	117	0.2%	829	2.2%	25	6.9%	971	1.0%		
School Bus	114	0.2%	29	0.1%	1	0.3%	144	0.1%		
Other	1,585	2.5%	590	1.6%	2	0.6%	2,177	2.1%		
Unknown	0	0.0%	0	0.0%	3	0.8%	3	0.0%		
Total	64,530	100.0%	37,158	100.0%	363	100.0%	102,051	100.0%		

Vehicle Type (Utah 2005)

• While motorcycles represented 1% of vehicles involved in crashes, crashes involving a motorcycle were 8 times more likely to be fatal than crashes involving other vehicles.

• Crashes involving a large/semi truck were 2.4 times more likely to be fatal than crashes involving other vehicles.

Violations (Utah 2005)	
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Violations									
Drivers Cited in Driv				Cited in	Drivers	Cited in	Tof	al	
	PDO C	rashes	Injury (Crashes	Fatal C	rashes	Drivers Cited		
Violations	#	%	#	%	#	%	#	%	
Following Too Close	3,924	19.2%	2,199	16.7%	0	0.0%	6,123	18.2%	
Failure to Yield Right-of-Way	3,325	16.3%	2,633	20.0%	3	9.1%	5,961	17.7%	
Improper Lookout	3,091	15.1%	1,921	14.6%	0	0.0%	5,012	14.9%	
All Other Moving Violations	1,440	7.0%	846	6.4%	1	3.0%	2,287	6.8%	
Other Non-Moving Violations	1,208	5.9%	939	7.1%	2	6.1%	2,149	6.4%	
Improper Lane Change	1,349	6.6%	570	4.3%	1	3.0%	1,920	5.7%	
Negligent Collision	1,205	5.9%	621	4.7%	0	0.0%	1,826	5.4%	
Speeding	1,154	5.6%	574	4.4%	6	18.2%	1,734	5.1%	
Failure to Stop at Red Light	768	3.8%	900	6.8%	0	0.0%	1,668	5.0%	
Driving Under the Influence	676	3.3%	817	6.2%	4	12.1%	1,497	4.4%	
Improper Turn (Failure to Signal)	703	3.4%	359	2.7%	1	3.0%	1,063	3.2%	
Failure to Stop at Stop Sign	262	1.3%	275	2.1%	0	0.0%	537	1.6%	
Hit and Run	346	1.7%	131	1.0%	0	0.0%	477	1.4%	
Improper Backing	348	1.7%	32	0.2%	0	0.0%	380	1.1%	
Reckless Driving	177	0.9%	144	1.1%	1	3.0%	322	1.0%	
Wrong Side of Road	122	0.6%	117	0.9%	0	0.0%	239	0.7%	
Improper Passing	178	0.9%	55	0.4%	0	0.0%	233	0.7%	
Improper Start or Stop	166	0.8%	51	0.4%	0	0.0%	217	0.6%	
Vehicle Homicide	0	0.0%	1	0.0%	14	42.4%	15	0.0%	
Wrong Way on One-Way Street	10	0.0%	2	0.0%	0	0.0%	12	0.0%	
Total	20,452	100.0%	13,187	100.0%	33	100.0%	33,672	100.0%	

• In 2005, there were 98,890 drivers involved in a crash. Officers at the scene of the crash cited 33,672 (34.1%) of those drivers for a traffic violation, and the most common violation was "following too close" (18.2%).

• The leading violations in fatal crashes were "vehicle homicide" (42.4%), "speeding" (18.2%) and "driving under the influence" (12.1%).

Contributing Factors (Utah 2005)

Contributing Factors									
Contributing Factors Coded for Vehicles Involved in:									
	Property	Damage	Inj	ury	F	atal	То	tal	
	Only Crashes		Crashes		Cr	ashes	Crashes		
Contributing Factors	#	%	#	%	#	%	#	%	
Improper Lookout	11,177	25.0%	6,295	23.7%	36	9.6%	17,508	24.4%	
Followed Too Closely	6,310	14.1%	3,499	13.2%	5	1.3%	9,814	13.7%	
Failed to Yield Right of Way	5,629	12.6%	4,068	15.3%	27	7.2%	9,724	13.6%	
Speed Too Fast	4,709	10.5%	2,680	10.1%	71	19.0%	7,460	10.4%	
Other Improper Driving	3,955	8.8%	2,339	8.8%	52	13.9%	6,346	8.9%	
Hit and Run	2,014	4.5%	641	2.4%	4	1.1%	2,659	3.7%	
Made Improper Turn	1,628	3.6%	751	2.8%	8	2.1%	2,387	3.3%	
Disregard Traffic Signal	995	2.2%	1,124	4.2%	10	2.7%	2,129	3.0%	
Driving Under the Influence	683	1.5%	817	3.1%	23	6.1%	1,523	2.1%	
Other Driver Distractions	594	1.3%	422	1.6%	7	1.9%	1,023	1.4%	
Improper Backing	938	2.1%	79	0.3%	0	0.0%	1,017	1.4%	
Improper Overtaking	707	1.6%	271	1.0%	4	1.1%	982	1.4%	
Asleep	448	1.0%	499	1.9%	19	5.1%	966	1.3%	
Drove Left of Center	490	1.1%	420	1.6%	23	6.1%	933	1.3%	
Object in Roadway	656	1.5%	215	0.8%	6	1.6%	877	1.2%	
Non-Contact Vehicle Involved	436	1.0%	201	0.8%	12	3.2%	649	0.9%	
Passed Stop Sign	290	0.6%	336	1.3%	6	1.6%	632	0.9%	
Fatigued	265	0.6%	325	1.2%	14	3.7%	604	0.8%	
Other Defective Condition of Vehicle	348	0.8%	125	0.5%	2	0.5%	475	0.7%	
Aggressive Driving	201	0.4%	146	0.6%	7	1.9%	354	0.5%	
Had Been Drinking	176	0.4%	170	0.6%	6	1.6%	352	0.5%	
Tires Defective	217	0.5%	112	0.4%	9	2.4%	338	0.5%	
Cargo Loss or Shifted	274	0.6%	48	0.2%	1	0.3%	323	0.5%	
Brakes Defective	154	0.3%	110	0.4%	2	0.5%	266	0.4%	
Sick or III	75	0.2%	173	0.7%	2	0.5%	250	0.3%	
Improper Parking	189	0.4%	59	0.2%	0	0.0%	248	0.3%	
Driver Using Cell Phone	122	0.3%	95	0.4%	1	0.3%	218	0.3%	
Wrong Side of Road	76	0.2%	84	0.3%	6	1.6%	166	0.2%	
Under the Influence of Drugs	69	0.2%	72	0.3%	4	1.1%	145	0.2%	
Failed to Signal	107	0.2%	33	0.1%	0	0.0%	140	0.2%	
Towed Vehicle	102	0.2%	29	0.1%	1	0.3%	132	0.2%	
Windshield Not Clear	71	0.2%	51	0.2%	0	0.0%	122	0.2%	
Downhill Runaway	69	0.2%	31	0.1%	2	0.5%	102	0.1%	
Vehicle Rolling in Traffic Lane	77	0.2%	15	0.1%	0	0.0%	92	0.1%	
Non-Collision (Fire)	92	0.2%	4	0.0%	0	0.0%	96	0.1%	
Jackknife	66	0.1%	20	0.1%	0	0.0%	86	0.1%	
Stolen	48	0.1%	36	0.1%	0	0.0%	84	0.1%	
Separation of Units	73	0.2%	9	0.0%	0	0.0%	82	0.1%	
Other Lights or Reflectors Defective	31	0.1%	24	0.1%	0	0.0%	55	0.1%	
Headlights Insufficient or Out	26	0.1%	27	0.1%	1	0.3%	54	0.1%	
Steering Mechanism Defective	31	0.1%	18	0.1%	0	0.0%	49	0.1%	
Immersion	24	0.1%	4	0.0%	1	0.3%	29	0.0%	
Other	112	0.3%	34	0.1%	2	0.5%	148	0.2%	
Total	44.754	100.0%	26.511	100.0%	374	100.0%	71.639	100.0%	

• Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.

• "Improper lookout" was the leading contributing factor for vehicles involved in property damage only crashes (25.0%) and injury crashes (23.7%).

• "Speed too fast" was the leading contributing factor for vehicles involved in fatal crashes (19.0%).

Utah Crash Summary 2005

Occupant Protection 2005
OCCUPANT PROTECTION

Failure to "buckle up" contributes to more fatalities than any other trafficsafety-related behavior.

Did you know that in 2005 . . .

- Unbelted crash occupants were 33 times more likely to die in a crash than belted crash occupants.
- An unbelted crash occupant was killed in Utah every 3 days.



 The highest percentage of unbelted crash occupants were aged 85+ years (5.1%), followed closely by occupants aged 15 to 19 years (4.6%)





 The above graph shows that 82.3% of crash occupants fully ejected from a motor vehicle were unbelted. Only 3.1% of crash occupants not ejected from a motor vehicle were unbelted.

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- While 88.1% of 0 to 1 year olds were reported as being in a child safety seat at the time of the crash, 73.9% of 2 to 4 year olds, and 18.8% of 5 to 8 year olds were reported as being in a child safety seat.
- The decrease in child safety seat use for children aged 2 to 8 years is concerning. The National Highway Traffic Safety Administration recommends that older children ride in belt-positioning booster seats until they are approximately 80 pounds or 4'9" tall and can use an adult-size lap and shoulder belt system. The percentages of child safety seat use in the above graph indicate that children are often moved to adult-sized seatbelts prematurely.

Child Safety Seat Recommendations:

- Infants should be placed in a rear-facing safety seat until they are at least 20 pounds AND one year of age.
- NEVER place a rear-facing child safety seat in the front seat of a vehicle with a passenger side air bag.
- Children over one year of age weighing 20-40 pounds should ride in forward facing child safety seats.
- Older children (approximately 4-8 years of age) should ride in belt-positioning booster seats until they are approximately 80 pounds or 4'9" tall and can use an adult-size lap and shoulder belt system.
- Avoid using secondhand child safety seats especially if it does not have the original instruction booklet, if it has been used in a crash, it is does not have the manufacturer's date and model number on it, or if it is more than six years old.
- If your car has lap/shoulder combination belts, it could be critical to use a locking clip to properly secure your safety seat to the car. Consult the vehicle owner's manual.
- The safest place for any child aged 12 and under is in the back seat of the vehicle.

Seatbelt 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 your arm or behind your back.
- Use belt-positioning booster seats for children who have outgrown their toddler safety seat (at about 4 years of age and 40 pounds). Booster seats help position an adult-size seatbelt for a safer fit on children.

Safety Restraint Laws (Effective July 1, 2000):

- Utah law requires all motor vehicle occupants to be wearing a seatbelt when traveling in a motor vehicle. This is a secondary enforcement law which means a person may be issued a citation and subject to a \$45 fine only when the police officer has stopped the vehicle for another reason.
 - The law is primarily enforced for drivers and passengers under age 19 years.
 - \Rightarrow Children age 4 years and under must ride in an approved child safety seat; and
 - \Rightarrow Children aged 5 to 19 years must ride in an approved child safety seat or safety belt.

This primary enforcement law means a person may be issued a citation and subject to a fine of not more than \$45 if a law enforcement officer notices children are not properly restrained.

Section 2: Occupant Protection

Section 2: Occupant Protection 2005

Trends	
Occupant Protection 1996-2005	40
Counties	
Seatbelt Use of Persons Killed by County	41
Occupant Characteristics (Including Driver)	
Injury Severity	
Ejection	43
Age of Crash Occupants	
Gender of Crash Occupants	45
Occupant Placement	
Air Bags	
Children and Restraint Use	

Trends



Seatbelt Use of Drivers and Front Seat Passengers In Crashes and Observational Studies (Utah 1996-2005)

- Historically, there have been differences between self-reported seatbelt use of people involved in crashes, and seatbelt use that is observed by researchers in observational studies.
- The difference between self-reported seatbelt use of people involved in crashes, and observed seatbelt use may be due to over-reporting by the people involved in crashes.
- The above graph compares the self-reported and observed percentage of seatbelt use by drivers and front-seat passengers.
- While there is some year-to-year variation, the ten-year trend shows an increase of seatbelt use by drivers and front-seat passengers in both crashes and observational studies.
- In 2005, the observational seatbelt use increased to 86.9% from 85.7% in 2004; an increase of 1.2 percentage points.
- The 2005 self-reported seatbelt use percentage of people involved in crashes was 96.8%; an increase of 0.3 percentage points from 2004.

Utah Crash Summary 2005

Counties

Seatbelt Use of Persons Killed by County (Utah 2005)

Persons									
		Fatalities	Usage						
County	Seatbelt Use	#	%						
Beaver	Belted	1	50.0%						
	Unbelted	1	50.0%						
Box Elder	Belted	9	47.4%						
	Unbelted	10	52.6%						
Cache	Belted	2	40.0%						
	Unbelted	3	60.0%						
Carbon	Belted	2	100.0%						
	Unbelted	0	0.0%						
Daggett	Belted	0	0.0%						
	Unbelted	0	0.0%						
Davis	Belted	3	42.9%						
	Unbelted	4	57.1%						
Duchesne	Belted	5	71.4%						
	Unbelted	2	28.6%						
Emery	Belted	2	50.0%						
	Unbelted	2	50.0%						
Garfield	Belted	4	80.0%						
	Unbelted	1	20.0%						
Grand	Belted	2	40.0%						
	Unbelted	3	60.0%						
Iron	Belted	3	37.5%						
	Unbelted	5	62.5%						
Juab	Belted	2	25.0%						
	Unbelted	6	75.0%						
Kane	Belted	0	0.0%						
	Unbelted	0	0.0%						
Millard	Belted	7	53.8%						
	Unbelted	6	46.2%						
Morgan	Belted	0	0.0%						
	Unbelted	1	100.0%						

	Person	S		
		Fatalities	Usage	
County	Seatbelt Use	#	%	
Piute	Belted	0	0.0%	
	Unbelted	0	0.0%	
Rich	Belted	1	100.0%	
	Unbelted	0	0.0%	
Salt Lake	Belted	19	44.2%	
	Unbelted	24	55.8%	
San Juan	Belted	1	16.7%	
	Unbelted	5	83.3%	
Sanpete	Belted	0	0.0%	
	Unbelted	1	100.0%	
Sevier	Belted	2	33.3%	
	Unbelted	4	66.7%	
Summit	Belted	0	0.0%	
	Unbelted	2	100.0%	
Tooele	Belted	9	60.0%	
	Unbelted	6	40.0%	
Uintah	Belted	1	33.3%	
	Unbelted	2	66.7%	
Utah	Belted	9	64.3%	
	Unbelted	5	35.7%	
Wasatch	Belted	2	28.6%	
	Unbelted	5	71.4%	
Washington	Belted	2	22.2%	
	Unbelted	7	77.8%	
Wayne	Belted	1	100.0%	
	Unbelted	0	0.0%	
Weber	Belted	9	64.3%	
	Unbelted	5	35.7%	
Statewide	Belted	98	47.1%	
	Unbelted	110	52.9%	

- The above table shows the seatbelt use by county of persons killed in motor vehicle crashes.
- Seatbelt use is reported for occupants in a passenger car, light truck, van or SUV. Occupants are considered "belted" if they were coded as using a shoulder/lap belt, lap belt or a child safety seat at the scene of the crash.
- While seatbelt use is self-reported by the crash occupant in the majority of crashes, the officer determines seatbelt use in the event of a fatal or severe injury crash.

U												
Persons												
	Non-Injured Persons Injured Pers					s Killed	Total Persons					
Seatbelt Use	#	%	#	%	#	%	#	%				
Belted	95,849	98.0%	21,836	91.4%	98	47.1%	117,783	96.7%				
Unbelted	1,915	2.0%	2,053	8.6%	110	52.9%	4,078	3.3%				
Total	97,764	100.0%	23,889	100.0%	208	100.0%	121,861	100.0%				

Seatbelt Use by Injury Severity (Utah 2005)

NOTE: Seatbelt use may be inflated due to over-reporting by the people involved in crashes.



Seatbelt Use by Injury Severity (Utah 2005)

- The majority of persons who survived a crash reported wearing a seatbelt; non-injured persons (98.0%), injured persons (91.4%).
- In contrast, less than half (47.1%) of the persons killed in a crash were belted.
- In fact, unbelted crash occupants were 33 times more likely to be killed than belted crash occupants.

Ejection and Seatbelt Use (Utah 2005)

Persons											
	Persons N	ot Ejected	Persons Part	tially Ejected	Persons Fu	Total Persons					
Seatbelt Use	#	%	#	%	#	%	#	%			
Belted	98,381	96.9%	59	62.1%	47	17.7%	98,487	96.7%			
Unbelted	3,108	3.1%	36	37.9%	218	82.3%	3,362	3.3%			
Total	101,489	100.0%	95	100.0%	265	100.0%	101,849	100.0%			

NOTE: Seatbelt use may be inflated due to over-reporting by the people involved in crashes.



Ejection and Seatbelt Use (Utah 2005)

- The above table and graph show an inverse relationship between ejection from a motor vehicle and seatbelt use.
- The majority of crash occupants fully ejected from a motor vehicle (82.3%) were reported as being unbelted, compared to only 3.1% of crash occupants not ejected from a motor vehicle.

Seatbelt Use by Age of Crash Occupants (Utah 2005)

Persons											
		Non-Injure	d Persons	Injured	Persons	Persons	s Killed	Total Pe	ersons		
Age	Seatbelt Use	#	%	#	%	#	%	#	%		
0-4	Belted	4,960	99.1%	572	97.4%	2	50.0%	5,534	98.9%		
	Unbelted	45	0.9%	15	2.6%	2	50.0%	62	1.1%		
5-9	Belted	3,597	98.3%	666	89.2%	3	37.5%	4,266	96.7%		
	Unbelted	61	1.7%	81	10.8%	5	62.5%	147	3.3%		
10-14	Belted	3,299	97.4%	637	87.5%	3	75.0%	3,939	95.6%		
	Unbelted	89	2.6%	91	12.5%	1	25.0%	181	4.4%		
15-19	Belted	18,269	97.4%	3,768	86.9%	12	46.2%	22,049	95.4%		
	Unbelted	494	2.6%	566	13.1%	14	53.8%	1,074	4.6%		
20-24	Belted	15,127	97.6%	3,361	89.5%	9	42.9%	18,497	96.0%		
	Unbelted	368	2.4%	395	10.5%	12	57.1%	775	4.0%		
25-29	Belted	10,357	98.0%	2,500	91.3%	11	42.3%	12,868	96.6%		
	Unbelted	206	2.0%	238	8.7%	15	57.7%	459	3.4%		
30-34	Belted	7,342	98.3%	1,781	91.9%	2	33.3%	9,125	96.9%		
	Unbelted	127	1.7%	157	8.1%	4	66.7%	288	3.1%		
35-39	Belted	6,004	98.5%	1,463	93.3%	5	55.6%	7,472	97.4%		
	Unbelted	94	1.5%	105	6.7%	4	44.4%	203	2.6%		
40-44	Belted	5,482	98.5%	1,392	93.9%	4	40.0%	6,878	97.4%		
	Unbelted	83	1.5%	91	6.1%	6	60.0%	180	2.6%		
45-49	Belted	4,990	98.3%	1,271	94.5%	5	31.3%	6,266	97.4%		
	Unbelted	85	1.7%	74	5.5%	11	68.8%	170	2.6%		
50-54	Belted	4,037	98.6%	1,114	95.0%	5	33.3%	5,156	97.6%		
	Unbelted	59	1.4%	59	5.0%	10	66.7%	128	2.4%		
55-59	Belted	3,178	98.8%	883	95.7%	3	30.0%	4,064	98.0%		
	Unbelted	37	1.2%	40	4.3%	7	70.0%	84	2.0%		
60-64	Belted	2,234	98.9%	611	94.9%	7	58.3%	2,852	97.9%		
	Unbelted	24	1.1%	33	5.1%	5	41.7%	62	2.1%		
65-69	Belted	1,564	97.9%	431	95.8%	7	70.0%	2,002	97.3%		
	Unbelted	33	2.1%	19	4.2%	3	30.0%	55	2.7%		
70-74	Belted	1,242	98.8%	314	95.4%	4	66.7%	1,560	98.0%		
	Unbelted	15	1.2%	15	4.6%	2	33.3%	32	2.0%		
75-79	Belted	990	97.8%	272	94.1%	5	71.4%	1,267	96.9%		
	Unbelted	22	2.2%	17	5.9%	2	28.6%	41	3.1%		
80-84	Belted	670	98.1%	180	93.8%	6	66.7%	856	96.8%		
	Unbelted	13	1.9%	12	6.3%	3	33.3%	28	3.2%		
85+	Belted	378	95.7%	118	92.2%	2	100.0%	498	94.9%		
	Unbelted	17	4.3%	10	7.8%	0	0.0%	27	5.1%		
Unknown	Belted	2,129	98.0%	502	93.5%	3	42.9%	2,634	97.0%		
	Unbelted	43	2.0%	35	6.5%	4	57.1%	82	3.0%		
Total	Belted	95,849	98.0%	21,836	91.4%	98	47.1%	117,783	96.7%		
	Unbelted	1,915	2.0%	2,053	8.6%	110	52.9%	4,078	3.3%		

NOTE: Seatbelt use may be inflated due to over-reporting by the people involved in crashes.

• Overall, crash occupants aged 85+ years (5.1%), followed closely by occupants aged 15 to 19 years (4.6%), had the highest percentage of being unbelted.

• For injured crash occupants, persons aged 15 to 19 years were again the most likely to be unbelted (13.1%).

• For persons killed, crash occupants aged 55 to 59 years had the highest percentage of being unbelted (70.0%).

Utah Crash Summary 2005

Persons											
		Non-Injure	d Persons	Injured	Persons	Persons	s Killed	Total Persons			
Gender	Seatbelt Use	#	%	#	%	#	%	#	%		
F	Belted	43,408	98.3%	12,652	93.2%	35	47.9%	56,095	97.1%		
	Unbelted	741	1.7%	926	6.8%	38	52.1%	1,705	2.9%		
М	Belted	52,343	97.8%	9,165	89.1%	63	46.7%	61,571	96.3%		
	Unbelted	1,172	2.2%	1,126	10.9%	72	53.3%	2,370	3.7%		
Unknown	Belted	98	98.0%	19	95.0%	0	0.0%	117	97.5%		
	Unbelted	2	2.0%	1	5.0%	0	0.0%	3	2.5%		
Total	Belted	95,849	98.0%	21,836	91.4%	98	47.1%	117,783	96.7%		
	Unbelted	1,915	2.0%	2,053	8.6%	110	52.9%	4,078	3.3%		

Seatbelt Use by Gender of Crash Occupants (Utah 2005)

NOTE: Seatbelt use may be inflated due to over-reporting by the people involved in crashes.

- Overall, female (97.1%) crash occupants reported seatbelt use was slightly higher than males (96.3%).
- For injured crash occupants, reported seatbelt use was greater for females (93.2%) than for males (89.1%).
- For persons killed, female crash occupants had higher seatbelt use (47.9%) than male crash occupants (46.7%).
- In addition, the majority of crash occupants killed in crashes were unbelted, regardless of gender.

		,	•		•						
	Persons										
		Non-Injure	Non-Injured Persons Injured Persons Persons Killed				Total Pe	Persons			
Occupant Placement	Seatbelt Use	#	%	#	%	#	%	#	%		
Driver	Belted	65,048	98.2%	14,889	92.6%	65	50.8%	80,002	97.1%		
	Unbelted	1,172	1.8%	1,184	7.4%	63	49.2%	2,419	2.9%		
Front Seat Passenger	Belted	16,135	97.4%	4,491	89.8%	24	47.1%	20,650	95.5%		
	Unbelted	433	2.6%	512	10.2%	27	52.9%	972	4.5%		
Back Seat Passenger	Belted	14,666	97.9%	2,456	87.3%	9	31.0%	17,131	96.1%		
	Unbelted	310	2.1%	357	12.7%	20	69.0%	687	3.9%		
Total	Belted	95,849	98.0%	21,836	91.4%	98	47.1%	117,783	96.7%		
	Unbelted	1,915	2.0%	2,053	8.6%	110	52.9%	4,078	3.3%		

Seatbelt Use by Occupant Placement (Utah 2005)

NOTE: Seatbelt use may be inflated due to over-reporting by the people involved in crashes.

• Reported seatbelt use did not vary substantially by seating location. Among all occupants, drivers reported the highest seatbelt use (97.1%) compared to persons in other seating locations.

Air Bags and Seatbelt Use (Utah 2005)

	Persons (Whose Airbag Deployed)											
		Non-Injure	d Persons	Injured	Persons	Person	s Killed	Total P	ersons			
Age	Seatbelt Use	#	%	#	%	#	%	#	%			
0-4	Belted	10	90.9%	7	100.0%	0	0.0%	17	94.4%			
	Unbelted	1	9.1%	0	0.0%	0	0.0%	1	5.6%			
5-9	Belted	12	100.0%	14	93.3%	0	0.0%	26	92.9%			
	Unbelted	0	0.0%	1	6.7%	1	100.0%	2	7.1%			
10-14	Belted	22	91.7%	17	85.0%	0	0.0%	39	88.6%			
	Unbelted	2	8.3%	3	15.0%	0	0.0%	5	11.4%			
15-19	Belted	277	97.2%	331	89.2%	1	50.0%	609	92.6%			
	Unbelted	8	2.8%	40	10.8%	1	50.0%	49	7.4%			
20-24	Belted	255	97.3%	317	89.3%	1	33.3%	573	92.4%			
	Unbelted	7	2.7%	38	10.7%	2	66.7%	47	7.6%			
25-29	Belted	149	96.1%	215	91.1%	3	60.0%	367	92.7%			
	Unbelted	6	3.9%	21	8.9%	2	40.0%	29	7.3%			
30-34	Belted	97	98.0%	150	91.5%	1	100.0%	248	93.9%			
	Unbelted	2	2.0%	14	8.5%	0	0.0%	16	6.1%			
35-39	Belted	64	98.5%	114	87.0%	0	0.0%	178	90.8%			
	Unbelted	1	1.5%	17	13.0%	0	0.0%	18	9.2%			
40-44	Belted	60	96.8%	118	90.8%	0	0.0%	178	92.7%			
	Unbelted	2	3.2%	12	9.2%	0	0.0%	14	7.3%			
45-49	Belted	65	98.5%	81	95.3%	0	0.0%	146	96.1%			
	Unbelted	1	1.5%	4	4.7%	1	100.0%	6	3.9%			
50-54	Belted	36	94.7%	80	96.4%	2	100.0%	118	95.9%			
	Unbelted	2	5.3%	3	3.6%	0	0.0%	5	4.1%			
55-59	Belted	40	100.0%	62	93.9%	0	0.0%	102	96.2%			
	Unbelted	0	0.0%	4	6.1%	0	0.0%	4	3.8%			
60-64	Belted	33	94.3%	51	94.4%	1	100.0%	85	94.4%			
	Unbelted	2	5.7%	3	5.6%	0	0.0%	5	5.6%			
65-69	Belted	21	100.0%	45	95.7%	3	100.0%	69	97.2%			
	Unbelted	0	0.0%	2	4.3%	0	0.0%	2	2.8%			
70-74	Belted	20	100.0%	31	96.9%	0	0.0%	51	98.1%			
	Unbelted	0	0.0%	1	3.1%	0	0.0%	1	1.9%			
75-79	Belted	16	100.0%	27	93.1%	0	0.0%	43	95.6%			
	Unbelted	0	0.0%	2	6.9%	0	0.0%	2	4.4%			
80-84	Belted	14	100.0%	19	100.0%	2	100.0%	35	100.0%			
	Unbelted	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
85+	Belted	3	100.0%	7	100.0%	1	100.0%	11	100.0%			
	Unbelted	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
Unknown	Belted	20	90.9%	34	89.5%	0	0.0%	54	90.0%			
	Unbelted	2	9.1%	4	10.5%	0	0.0%	6	10.0%			
Total	Belted	1,214	97.1%	1,720	91.1%	15	68.2%	2,949	93.3%			
	Unbelted	36	2.9%	169	8.9%	7	31.8%	212	6.7%			

NOTE: Seatbelt use may be inflated due to over-reporting by the people involved in crashes.

• The above table shows the age of crash occupants whose air bag deployed and the percentage of belt use.

• A majority of the total (93.3%) and injured occupants (91.1%) whose air bag deployed were wearing a seatbelt. However, only 68.2% of the persons killed, whose air bag deployed, were wearing a seatbelt.

• Airbags are a supplemental safety device, and were designed to be used with a seatbelt. Therefore, airbags are most effective when used in conjunction with a seatbelt.

Children and Restraint Use

Restraint Use for Children Age 0 to 8 Years by Seating Location (Utah 2005)

Children											
		Children	Ages 0-1	Children Ages 2-4		Children	Ages 5-8	Total Children			
Seating Location	Restraint Use	#	%	#	%	#	%	#	%		
Front Middle Seat	Child Safety Seat	13	81.3%	11	28.2%	7	10.1%	31	25.0%		
	Other Belted	2	12.5%	21	53.8%	52	75.4%	75	60.5%		
	Unbelted	1	6.3%	7	17.9%	10	14.5%	18	14.5%		
Front Right Seat	Child Safety Seat	51	76.1%	100	50.3%	25	4.9%	176	22.7%		
	Other Belted	16	23.9%	93	46.7%	459	89.8%	568	73.1%		
	Unbelted	0	0.0%	6	3.0%	27	5.3%	33	4.2%		
Back Seat	Child Safety Seat	1,617	88.6%	2,610	75.8%	656	21.3%	4,883	58.5%		
	Other Belted	201	11.0%	793	23.0%	2,340	76.0%	3,334	40.0%		
	Unbelted	7	0.4%	40	1.2%	81	2.6%	128	1.5%		
Total	Child Safety Seat	1,681	88.1%	2,721	73.9%	688	18.8%	5,090	55.1%		
	Other Belted	219	11.5%	907	24.6%	2,851	78.0%	3,977	43.0%		
	Unbelted	8	0.4%	53	1.4%	118	3.2%	179	1.9%		

• The above table shows that as children's age increased, so did their likelihood to be unbelted. The unbelted percentage for children aged 0 to 1 years was 0.4%, while the unbelted percentage for children aged 5 to 8 years was 3.2%.

• The majority of children aged 0 to 1 years (88.1%) were in a child safety seat at the time of the crash, compared to 73.9% of 2 to 4 year olds, and 18.8% of 5 to 8 year olds.

• Children aged 0 to 1 years were 2.6 times more likely to be in a child safety seat, at the time of the crash, than children between the ages of 2 to 4 years.

The decrease in child safety seat use for children aged 2 to 4 years and 5 to 8 years is concerning. The
National Highway Traffic Safety Administration recommends that older children ride in belt-positioning booster
seats until they are approximately 80 pounds or 4'9" tall and can use an adult-size lap and shoulder belt
system. The percentages of child safety seat use in the above table indicate that children are often moved to
adult-sized seatbelts prematurely.

Alcohol and Other Drug-Related Crashes 2005

ALCOHOL AND OTHER DRUGS

Did you know that in 2005...

- There were 2,056 alcohol and other drug-related crashes in Utah that resulted in 1,143 injuries and 45 fatalities.
- The number of alcohol and other drug-related fatalities decreased 43% from 2004.
- Alcohol and other drug-related crashes were 6 times more likely to be fatal than other types of crashes.
- An alcohol and other drug-related crash occurred in Utah every 4 hours.



- Male drivers were involved in the majority (75%) of alcohol and other drug-related crashes.
- For male drivers, those aged 20 to 24 years had the highest percentage of alcohol and other drug-related crashes (25.7%).
- For female drivers, those aged 25 to 29 years had the highest percentage of alcohol and other drugrelated crashes (17.3%).
- Of the impaired drivers, 311 (15.3%) were under the age of 21 years.

Blood Alcohol Concentration (BAC) Levels of Impaired Drivers Involved in Fatal Alcohol-Related* Crashes (Utah 2005)

BAC level 0.08+ (95.7%)



*Note: This graph does not include information for 18 drivers impaired by drugs other than alcohol.

- 22 of the 23 impaired drivers involved in fatal alcohol-related crashes (95.7%) had blood alcohol concentration levels at or above the legal limit of 0.08.
 - The average BAC level of the impaired drivers involved in fatal alcohol-related crashes was 0.20.



- In Utah, during 2005, there were 37 motor vehicle occupants killed in alcohol and other drug-related crashes (excluding motorcycle drivers, pedestrians, bicyclists).
- Of the 37 people killed, 24 (64.9%) were unbelted.



- In Utah, during 2005, there were 41 impaired drivers involved in alcohol and other drug-related crashes.
- Of the 41 impaired drivers, 4 (9.8%) were previously convicted of driving while under the influence.

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ALCOHOL AND OTHER DRUGS

Alcohol and Other Drug Involvement in Different Types of Crashes

Pedestrian-Motor Vehicle Crashes

Of the 20 pedestrians killed in 2005, 2 pedestrians (10.0%) were impaired by alcohol or other drugs, and 2 pedestrians (10.0%) were killed by an impaired driver.

Bicyclist-Motor Vehicle Crashes

Of the 3 bicyclists killed in 2005, none were impaired by alcohol or other drugs, and 1 bicyclist (33.3%) was killed by an impaired driver.



Motorcycle Crashes

Of the 25 motorcycle drivers involved in fatal crashes in 2005, 2 were impaired by alcohol or other drugs (8.0%).

Teenage-Driver Crashes

Of the 45 teenage drivers (aged 15 to 19 years) involved in fatal crashes in 2005, 2 were impaired by alcohol or other drugs (4.4%).



• Alcohol and other drug-related crashes peaked in the evening and early morning hours (6:00 pm to 1:00 am). This is unlike most other types of motor vehicle crashes that tend to peak in the afternoon and early evening (2:00 pm to 6:00 pm).



Day of the Week Fatal Alcohol and Other Drug-Related Crashes Occurred (Utah 2005)



 In Utah, during 2005, the majority of fatal alcohol and other drug-related crashes occurred on Saturday (28.6%).

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Section 3: Alcohol and Other Drug-Related Crashes

Section 3: Alcohol and Other Drug-Related Crashes 2005	
Trends	
Fatalities and Fatal Crashes 1996-2005	54
Counties	
Alcohol and Other Drug-Related Fatalities by County	55
Alcohol and Other Drug-Related Crashes by County	56
Occupant Characteristics (Including Driver)	
Injury Severity	57
Occupant Placement	57
Seatbelt Use	57
Driver Characteristics	
Impaired Driver Age and Gender	
Previous DWI Convictions	
Impaired Driver Blood Alcohol Concentration	59
Alcohol and Other Drug Involvement in Other Types of Crashes	59
Crash Characteristics	
Crash Severity	60
Month of Year	60
Day of Week	61
Hour of Day	62
-	

Trends

Alcohol and Other Drug-Related Fatalities and Fatal Crashes 1996-2005

	Alcohol and Other Drugs											
		Fatalities			Fatal Crashes							
	Alcohol/Drug		Percentage	Alcohol/Drug		Percentage						
	Related	All	Alcohol/Drug	Related	All	Alcohol/Drug						
	Fatalities	Fatalities	Related	Fatal Crashes	Fatal Crashes	Related						
Year	#	#	%	#	#	%						
1996	86	321	26.8%	74	284	26.1%						
1997	88	366	24.0%	70	309	22.7%						
1998	49	350	14.0%	48	308	15.6%						
1999	72	360	20.0%	66	318	20.8%						
2000	90	373	24.1%	79	318	24.8%						
2001	67	291	23.0%	60	258	23.3%						
2002	74	328	22.6%	63	274	23.0%						
2003	45	309	14.6%	39	262	14.9%						
2004	79	296	26.7%	71	260	27.3%						
2005	45	282	16.0%	42	235	17.9%						
Total	695	3,276	21.2%	612	2,826	21.7%						

Over the past ten years, the percentage of alcohol and other drug-related fatalities and fatal crashes has remained fairly consistent at approximately one-quarter of all fatalities and fatal crashes.

Crashes (%)



Alcohol and Other Drug-Related

Alcohol and Other Drug-Related Fatal Crashes





- In 2005, there was a 43% decrease from 2004 in alcohol and other drug-related fatalities.
- At 16.0%, the 2005 percentage of alcohol and other drug-related fatalities nears the 1998 alltime low of 14.0%.
- In 2005, there was a 40.8% decrease from 2004 in alcohol and other drug-related fatal crashes.
- At 17.9%, the 2005 percentage of alcohol and other drug-related fatal crashes nears the 2003 all-time low of 14.9%.

Counties

Alcohol and Other Drug-Related Fatalities by County (Utah 2005)

Alcohol and Other Drug-Related Fatalities by County											
			F	Persons M	Killed						
				Rate	Rate						
				per 100	per						
	Vehicle Miles			Million	10,000						
County	Traveled (VMT)	Population	#	VMT	Population						
Beaver	252,089,706	6,341	0	0.00	0.00						
Box Elder	885,182,279	45,308	3	0.34	0.66						
Cache	911,409,421	103,564	3	0.33	0.29						
Carbon	289,010,272	19,338	0	0.00	0.00						
Daggett	34,133,343	963	0	0.00	0.00						
Davis	2,349,088,208	278,278	0	0.00	0.00						
Duchesne	207,241,389	15,237	1	0.48	0.66						
Emery	367,248,648	10,491	0	0.00	0.00						
Garfield	119,071,865	4,703	2	1.68	4.25						
Grand	265,529,445	8,826	0	0.00	0.00						
Iron	636,694,304	41,397	3	0.47	0.72						
Juab	396,673,188	8,974	0	0.00	0.00						
Kane	132,235,110	6,211	0	0.00	0.00						
Millard	447,570,776	13,171	4	0.89	3.04						
Morgan	131,490,365	8,516	1	0.76	1.17						
Piute	25,693,146	1,368	0	0.00	0.00						
Rich	52,827,203	2,062	0	0.00	0.00						
Salt Lake	8,140,561,971	978,285	14	0.17	0.14						
San Juan	277,577,582	14,571	0	0.00	0.00						
Sanpete	247,677,486	25,454	1	0.40	0.39						
Sevier	420,802,334	19,649	1	0.24	0.51						
Summit	702,576,638	36,283	0	0.00	0.00						
Tooele	881,187,905	52,133	5	0.57	0.96						
Uintah	330,713,786	26,883	1	0.30	0.37						
Utah	3,628,461,802	456,073	4	0.11	0.09						
Wasatch	277,663,781	19,999	1	0.36	0.50						
Washington	1,137,926,879	127,127	1	0.09	0.08						
Wayne	38,607,656	2,504	0	0.00	0.00						
Weber	1,542,592,467	213,684	0	0.00	0.00						
Statewide	25,129,538,952	2,547,389	45	0.18	0.18						

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
 - Garfield (1.68), Millard (0.89) and Morgan (0.76) had the highest rates of persons killed in alcohol and other drug-related crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Garfield (4.25), Millard (3.04) and Morgan (1.17) had the highest rates of persons killed in alcohol and other drug-related crashes per 10,000 population.

Counties

Alcohol and Other Drug-Related Crashes by County (Utah 2005)

Alcohol and Other Drug-Related Crashes												
	Property	Damage	Only (PDO)		Injury			Fatal			Total	
	Alc/Drug	Rate	Rate	Alc/Drug	Rate	Rate	Alc/Drug	Rate	Rate	All	Rate	Rate
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	Alc/Drug	per 100	per
	Crashes	Million	10,000									
County	#	VMT	Population									
Beaver	3	1.2	4.7	6	2.4	9.5	0	0.00	0.00	9	3.6	14.2
Box Elder	15	1.7	3.3	22	2.5	4.9	2	0.23	0.44	39	4.4	8.6
Cache	14	1.5	1.4	27	3.0	2.6	3	0.33	0.29	44	4.8	4.2
Carbon	4	1.4	2.1	11	3.8	5.7	0	0.00	0.00	15	5.2	7.8
Daggett	1	2.9	10.4	4	11.7	41.5	0	0.00	0.00	5	14.6	51.9
Davis	67	2.9	2.4	78	3.3	2.8	0	0.00	0.00	145	6.2	5.2
Duchesne	7	3.4	4.6	18	8.7	11.8	1	0.48	0.66	26	12.5	17.1
Emery	5	1.4	4.8	13	3.5	12.4	0	0.00	0.00	18	4.9	17.2
Garfield	5	4.2	10.6	2	1.7	4.3	2	1.68	4.25	9	7.6	19.1
Grand	8	3.0	9.1	7	2.6	7.9	0	0.00	0.00	15	5.6	17.0
Iron	14	2.2	3.4	19	3.0	4.6	3	0.47	0.72	36	5.7	8.7
Juab	7	1.8	7.8	9	2.3	10.0	0	0.00	0.00	16	4.0	17.8
Kane	3	2.3	4.8	7	5.3	11.3	0	0.00	0.00	10	7.6	16.1
Millard	2	0.4	1.5	13	2.9	9.9	4	0.89	3.04	19	4.2	14.4
Morgan	5	3.8	5.9	2	1.5	2.3	1	0.76	1.17	8	6.1	9.4
Piute	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Rich	0	0.0	0.0	2	3.8	9.7	0	0.00	0.00	2	3.8	9.7
Salt Lake	441	5.4	4.5	448	5.5	4.6	12	0.15	0.12	901	11.1	9.2
San Juan	6	2.2	4.1	11	4.0	7.5	0	0.00	0.00	17	6.1	11.7
Sanpete	2	0.8	0.8	9	3.6	3.5	1	0.40	0.39	12	4.8	4.7
Sevier	9	2.1	4.6	9	2.1	4.6	1	0.24	0.51	19	4.5	9.7
Summit	33	4.7	9.1	17	2.4	4.7	0	0.00	0.00	50	7.1	13.8
Tooele	25	2.8	4.8	32	3.6	6.1	5	0.57	0.96	62	7.0	11.9
Uintah	11	3.3	4.1	16	4.8	6.0	1	0.30	0.37	28	8.5	10.4
Utah	120	3.3	2.6	144	4.0	3.2	4	0.11	0.09	268	7.4	5.9
Wasatch	6	2.2	3.0	16	5.8	8.0	1	0.36	0.50	23	8.3	11.5
Washington	36	3.2	2.8	57	5.0	4.5	1	0.09	0.08	94	8.3	7.4
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Weber	79	5.1	3.7	87	5.6	4.1	0	0.00	0.00	166	10.8	7.8
Statewide	928	3.7	3.6	1,086	4.3	4.3	42	0.17	0.16	2,056	8.2	8.1

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

Rate per 100 million vehicle miles traveled:

 Daggett (11.7), Duchesne (8.7) and Wasatch (5.8) had the highest rates of alcohol and other drug-related injury crashes per 100 million vehicle miles traveled.

- Garfield (1.68), Millard (0.89) and Morgan (0.76) had the highest rates of fatal alcohol and other drugrelated crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Daggett (41.5), Emery (12.4) and Duchesne (11.8) had the highest rates of alcohol and other drugrelated injury crashes per 10,000 population.
 - Garfield (4.25), Millard (3.04) and Morgan (1.17) had the highest rates of fatal alcohol and other drugrelated crashes per 10,000 population.

Injury Severity of Occupants Involved in Alcohol and Other Drug-Related Crashes (Utah 2005)



- In the above graph, there were a total of 2,801 persons involved in alcohol and other drug-related crashes.
- Crash occupants involved in alcohol and other drug-related crashes sustained a higher percentage of nonfatal injury (40.8%) compared to crash occupants involved in all motor vehicle crashes (20.2%).
- In addition, a higher percentage of crash occupants involved in alcohol and other drug-related crashes died (1.6%) compared to crash occupants involved in all motor vehicle crashes (0.2%).

Persons Involved in Alcohol and Other Drug-Related Crashes													
	Non-Injured Persons Injured Persons Persons Killed Total Persons												
Occupant Placement	#	%	#	%	#	%	#	%					
Driver	1,187	73.6%	838	73.3%	29	64.4%	2,054	73.3%					
Passenger	422	26.2%	285	24.9%	11	24.4%	718	25.6%					
Pedestrian	1	0.1%	12	1.0%	4	8.9%	17	0.6%					
Bicyclist	1	0.1%	6	0.5%	1	2.2%	8	0.3%					
Other	2	0.1%	2	0.2%	0	0.0%	4	0.1%					
Total	1,613	100.0%	1,143	100.0%	45	100.0%	2,801	100.0%					

Occupant Placement of Persons Involved in Alcohol and Other Drug-Related Crashes (Utah 2005)

- The above table shows that drivers accounted for the majority of injured persons (73.3%), and persons killed (64.4%), in alcohol and other drug-related crashes.
- Of the 29 drivers killed in alcohol and other drug-related crashes, 25 (86.2%) were impaired drivers, and 4 (13.8%) were victims of an impaired driver.
- Of the 4 pedestrians killed in alcohol and other drug-related crashes, 2 (50.0%) were impaired pedestrians, and 2 (50.0%) were victims of an impaired driver.
- The one bicyclist killed in an alcohol and other drug-related crash was a victim of an impaired driver.

Seatbelt Use of Persons Killed in Alcohol and Other Drug-Related Crashes (Utah 2005)

- In Utah, during 2005, there were 37 motor vehicle occupants (excluding motorcycle drivers, pedestrians, bicyclists) killed in alcohol and other drug-related crashes.
- Of the 37 people killed in alcohol and other drug-related crashes, 24 (64.9%) were unbelted, and 13 (35.1%) were belted.

Driver Characteristics

	Impaired Drivers (Alcohol and Other Drugs)															
	D	rivers In	volv	ed in	D	rivers In	volv	ed in	D	rivers In	volv	ed in	Тс	tal Drive	ers Inv	olved
	Alc	/Drug Pl	DO C	rashes	Alc/	Drug Inj	ury (Crashes	Alc/	Drug Fa	tal (Crashes	i	n Alc/Dru	ug Cra	shes
	Fe	male	M	Male	Fe	emale	ľ	Male	Fe	male		Male	Fe	male	Μ	ale
	D	rivers	D	rivers	D	rivers	D	rivers	Di	rivers	D	rivers	D	Drivers Drivers		ivers
Age	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<15	0	0.0%	0	0.0%	0	0.0%	1	0.1%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
15-19	26	10.9%	68	10.0%	36	13.2%	99	12.3%	0	0.0%	2	6.3%	62	11.9%	169	11.1%
20-24	43	18.1%	187	27.6%	28	10.3%	201	24.9%	1	11.1%	2	6.3%	72	13.9%	390	25.7%
25-29	34	14.3%	110	16.2%	55	20.2%	139	17.2%	1	11.1%	4	12.5%	90	17.3%	253	16.7%
30-34	30	12.6%	88	13.0%	29	10.7%	94	11.6%	2	22.2%	7	21.9%	61	11.8%	189	12.5%
35-39	25	10.5%	58	8.6%	24	8.8%	80	9.9%	1	11.1%	2	6.3%	50	9.6%	140	9.2%
40-44	31	13.0%	50	7.4%	34	12.5%	58	7.2%	1	11.1%	6	18.8%	66	12.7%	114	7.5%
45-49	29	12.2%	42	6.2%	30	11.0%	59	7.3%	2	22.2%	3	9.4%	61	11.8%	104	6.9%
50-54	9	3.8%	28	4.1%	20	7.4%	33	4.1%	1	11.1%	2	6.3%	30	5.8%	63	4.2%
55-59	4	1.7%	17	2.5%	10	3.7%	16	2.0%	0	0.0%	2	6.3%	14	2.7%	35	2.3%
60-64	3	1.3%	11	1.6%	3	1.1%	12	1.5%	0	0.0%	2	6.3%	6	1.2%	25	1.6%
65-69	3	1.3%	5	0.7%	2	0.7%	6	0.7%	0	0.0%	0	0.0%	5	1.0%	11	0.7%
70-74	1	0.4%	1	0.1%	0	0.0%	1	0.1%	0	0.0%	0	0.0%	1	0.2%	2	0.1%
75-79	0	0.0%	0	0.0%	1	0.4%	4	0.5%	0	0.0%	0	0.0%	1	0.2%	4	0.3%
80+	0	0.0%	1	0.1%	0	0.0%	1	0.1%	0	0.0%	0	0.0%	0	0.0%	2	0.1%
Unknown	0	0.0%	12	1.8%	0	0.0%	4	0.5%	0	0.0%	0	0.0%	0	0.0%	16	1.1%
Total	238	100.0%	678	100.0%	272	100.0%	808	100.0%	9	100.0%	32	100.0%	519	100.0%	1,518	100.0%

Age and Gender of Impaired Drivers Involved in Alcohol and Other Drug-Related Crashes (Utah 2005)

NOTE: There were alcohol and other drug-related crashes that involved two impaired drivers. Gender was missing for 13 of the impaired drivers. In the event that an impaired pedestrian or bicyclist was involved in a crash, but the motor vehicle driver was not impaired, the driver information was not included in the above table.

- Overall, male drivers were much more likely to be involved in alcohol and other drug-related crashes. Male drivers represented 75% of the drivers involved in alcohol and other drug-related crashes.
- For male drivers, those aged 20 to 24 years had the highest percentage of total alcohol and other drug-related crashes (25.7%), as well as alcohol and other drug-related injury crashes (24.9%).
- Male drivers aged 30 to 34 years represented the highest percentage of male drivers involved in fatal alcohol and other drug-related crashes (21.9%).
- For female drivers, those aged 25 to 29 years had the highest percentage of total alcohol and other drug-related crashes (17.3%), as well as alcohol and other drug-related injury crashes (20.2%).
- Female drivers aged 30 to 34 years, as well as those aged 40 to 44 years, represented the highest percentage of female drivers involved in fatal alcohol and other drug-related crashes (22.2%).
- In addition, 311 of the impaired drivers (15.3%) were under the age of 21 years.

Previous DWI Convictions of Impaired Drivers Involved in Fatal Alcohol and Other Drug-Related Crashes (Utah 2005)

• Of the 41 impaired drivers involved in fatal alcohol and other drug-related crashes, 4 drivers had been previously convicted of driving while under the influence (9.8%).

Driver Characteristics

Blood Alcohol Concentration Levels of Impaired Drivers Involved in Fatal Alcohol-Related* Crashes (Utah 2005)



*Note: This graph does not include information for 18 drivers impaired by drugs other than alcohol.

- In the above graph, there were a total of 23 drivers involved in fatal alcohol-related* crashes.
- In 2005, 22 out of the 23 drivers involved in fatal alcohol-related crashes (95.7%) had blood alcohol concentration (BAC) levels at or above the legal limit of 0.08.
- The average BAC level of impaired drivers involved in fatal alcohol-related crashes was 0.20.

Alcohol and Other Drug Involvement in Different Types of Motor Vehicle Crashes (Utah 2005)

Pedestrian-Motor Vehicle Crashes

• Of the 20 pedestrians killed in 2005, 2 pedestrians (10.0%) were impaired by alcohol or other drugs, and 2 pedestrians (10.0%) were killed by an impaired driver.



Bicyclist-Motor Vehicle Crashes

• Of the 3 bicyclists killed in 2005, none were impaired by alcohol or other drugs, and 1 bicyclist (33.3%) was killed by an impaired driver.



Motorcycle Crashes

• Of the 25 motorcycle drivers involved in fatal crashes in 2005, 2 were impaired by alcohol or other drugs (8.0%).



Teenage-Driver Crashes

• Of the 45 teenage drivers (aged 15 to 19 years) involved in fatal crashes in 2005, 2 were impaired by alcohol or other drugs (4.4%).

Crash Characteristics



Alcohol and Other Drug-Related Crash Severity (Utah 2005)

- In the above table, there were a total of 2,056 alcohol and other drug-related crashes.
- A higher percentage of alcohol and other drug-related crashes (52.7%) resulted in a non-fatal injury compared to all motor vehicle crashes that resulted in a non-fatal injury (35.6%).
- In addition, a higher percentage of alcohol and other drug-related crashes were fatal (2.0%) compared to all fatal motor vehicle crashes (0.4%).
- In fact, alcohol and other drug-related crashes were 6 times more likely to be fatal than other types of crashes.

Alcohol and Other Drug-Related Crashes by Month of Year (Utah 2005)

Alcohol and Other Drug-Related Crashes													
		Property Damag	je Only (PDO)	Injury		Fatal		Total					
	Days in	Alc/Drug	Rate	Alc/Drug	Rate	Alc/Drug	Rate	All Alc/Drug	Rate				
	Month	PDO Crashes	per	Injury Crashes	per	Fatal Crashes	per	Crashes	per				
Month	#	#	Day	#	Day	#	Day	#	Day				
January	31	96	3.1	77	2.5	1	0.03	174	5.6				
February	28	64	2.3	70	2.5	2	0.07	136	4.9				
March	31	71	2.3	96	3.1	4	0.13	171	5.5				
April	30	71	2.4	103	3.4	5	0.17	179	6.0				
May	31	82	2.6	109	3.5	2	0.06	193	6.2				
June	30	71	2.4	84	2.8	2	0.07	157	5.2				
July	31	60	1.9	105	3.4	6	0.19	171	5.5				
August	31	59	1.9	108	3.5	10	0.32	177	5.7				
September	30	78	2.6	80	2.7	2	0.07	160	5.3				
October	31	103	3.3	93	3.0	6	0.19	202	6.5				
November	30	83	2.8	77	2.6	2	0.07	162	5.4				
December	31	90	2.9	84	2.7	0	0.00	174	5.6				
Total	365	928	2.5	1,086	3.0	42	0.12	2,056	5.6				

• The above table shows the number and rate per day of alcohol and other drug-related crashes for each month.

• Overall, the highest rate per day of alcohol and drug-related crashes was in October (6.5), while the lowest rate per day of alcohol and drug-related crashes was in February (4.9).

The highest rate per day of fatal alcohol and other drug-related crashes occurred in August (0.32).

Utah Crash Summary 2005

Crash Characteristics

Alcohol and Other Drug-Related Crashes by Day of Week (Utah 2005)

	Alcohol and Other Drug-Related Crashes												
	Property Damag	ge Only Crashes	Injury	Crashes	Fatal 0	Crashes	Total (Crashes					
Day of Week	#	%	#	%	#	%	#	%					
Monday	91	9.8%	98	9.0%	7	16.7%	196	9.5%					
Tuesday	98	10.6%	128	11.8%	5	11.9%	231	11.2%					
Wednesday	94	10.1%	107	9.9%	4	9.5%	205	10.0%					
Thursday	115	12.4%	138	12.7%	6	14.3%	259	12.6%					
Friday	138	14.9%	168	15.5%	4	9.5%	310	15.1%					
Saturday	218	23.5%	259	23.8%	12	28.6%	489	23.8%					
Sunday	174	18.8%	188	17.3%	4	9.5%	366	17.8%					
Total	928	100.0%	1,086	100.0%	42	100.0%	2,056	100.0%					





- The above table and graph show that the highest percentage of total alcohol and other drug-related crashes (23.8%), property damage only crashes (23.5%) and injury crashes (23.8%) occurred on Saturday.
- The highest percentage of fatal alcohol and other drug-related crashes also occurred on Saturday (28.6%).

Crash Characteristics

Alcohol and Other Drug-Related Crashes by Hour of Day (Utah 2005)

Alcohol and Other Drug-Related Crashes												
	Property Damag	ge Only Crashes	Injury (Crashes	Fatal C	Crashes	Total C	Crashes				
Hour	#	%	#	%	#	%	#	%				
Midnight	72	7.8%	75	6.9%	0	0.0%	147	7.1%				
1:00 am	83	8.9%	72	6.6%	2	4.8%	157	7.6%				
2:00 am	56	6.0%	50	4.6%	2	4.8%	108	5.3%				
3:00 am	47	5.1%	36	3.3%	1	2.4%	84	4.1%				
4:00 am	21	2.3%	31	2.9%	2	4.8%	54	2.6%				
5:00 am	19	2.0%	25	2.3%	1	2.4%	45	2.2%				
6:00 am	9	1.0%	25	2.3%	1	2.4%	35	1.7%				
7:00 am	16	1.7%	21	1.9%	2	4.8%	39	1.9%				
8:00 am	19	2.0%	17	1.6%	2	4.8%	38	1.8%				
9:00 am	15	1.6%	21	1.9%	2	4.8%	38	1.8%				
10:00 am	11	1.2%	20	1.8%	2	4.8%	33	1.6%				
11:00 am	10	1.1%	26	2.4%	0	0.0%	36	1.8%				
Noon	23	2.5%	18	1.7%	0	0.0%	41	2.0%				
1:00 pm	18	1.9%	31	2.9%	3	7.1%	52	2.5%				
2:00 pm	36	3.9%	29	2.7%	1	2.4%	66	3.2%				
3:00 pm	38	4.1%	42	3.9%	3	7.1%	83	4.0%				
4:00 pm	37	4.0%	50	4.6%	1	2.4%	88	4.3%				
5:00 pm	49	5.3%	55	5.1%	3	7.1%	107	5.2%				
6:00 pm	53	5.7%	75	6.9%	4	9.5%	132	6.4%				
7:00 pm	53	5.7%	70	6.4%	2	4.8%	125	6.1%				
8:00 pm	53	5.7%	85	7.8%	2	4.8%	140	6.8%				
9:00 pm	68	7.3%	70	6.4%	0	0.0%	138	6.7%				
10:00 pm	72	7.8%	90	8.3%	3	7.1%	165	8.0%				
11:00 pm	50	5.4%	52	4.8%	3	7.1%	105	5.1%				
Total	928	100.0%	1,086	100.0%	42	100.0%	2,056	100.0%				





- The above table and graph show that alcohol and other drug-related injury crashes peaked in the evening and early morning hours (6:00 pm to 1:00 am).
- Fatal alcohol and other drug-related crashes varied by hour, and peaked at 6:00 pm.

Teenage-Driver Crashes 2005

TEENAGE DRIVERS (15-19 YEARS)

Did you know that in 2005 . . .

- Teenage drivers represented 7.4% of the licensed drivers in Utah, yet they were involved in over one-quarter (26.8%) of all motor vehicle crashes.
- Teenage drivers (aged 15-19 years) were involved in 14,701 motor vehicle crashes which resulted in 9,711 injured persons, and 53 fatalities.
- Approximately 1 out of 6 (17.9%) fatal crashes in Utah involved a teenage driver.
- A teenage-driver crash occurred in Utah every 36 minutes.



- 3 out of 5 teen drivers and their passengers, (61.1%) killed in crashes, were unbelted.
- Teen drivers and their passengers, that didn't buckle up, were 36 times more likely than belted occupants to be killed in a crash.





 Crashes where the teenage-driven vehicle contained four or more occupants were 5 times more likely to be fatal than crashes involving teenage-driven vehicles with fewer occupants.

Leading Collision Descriptions of Teenage-Driver Crashes (Utah 2005)

All Teenage Driver Crashes

- 1. Rear End (34.5%)
- 2. Broadside (26.8%)
- 3. Side Swipe (5.9%)

Fatal Teenage Driver Crashes

- 1. Single Vehicle Rollover (28.6%)
- 2. Head-On (19.0%)
- 3. Broadside (19.0%)
- Overall, most teenage-driver crashes were rear-end (34.5%) or broadside (26.8%) collisions.
 For fatal teenage-driver crashes, single vehicle rollovers (28.6%), head-on (19.0%), and broadside (19.0%) were the leading collision types.
- Head-on collisions involving teenage drivers were 29 times more likely, and single vehicle rollovers involving teenage drivers were 10 times more likely to be fatal than other collision types.

Top 5 Driving Factors that Contributed to Teenage-Driver Crashes (Utah 2005)

All Teenage Driver Crashes

- 1. Improper Lookout (26.1%)
- 2. Failed to Yield Right-of-Way (15.5%)
- 3. Followed Too Closely (15.2%)
- 4. Speed Too Fast (11.4%)
- 5. Other Improper Driving (8.3%)

Fatal Teenage Driver Crashes

- 1. Speed Too Fast (23.6%)
- 2. Other Improper Driving (16.4%)
- 3. Drove Left of Center (12.7%)
- 4. Fatigued or Asleep (9.1%)
- 5. Improper Lookout (9.1%)
- Overall, "improper lookout" was the leading contributing factor for all teenage-driver crashes (26.1%). "Speed too fast" accounted for approximately one-quarter (23.6%) of the fatal teenage-driver crashes.
- Drowsy driving was also a significant contributing factor of fatal teenage-driver crashes. "Fatigued" or "asleep" accounted for 9.1% of fatal teenage-driver crashes.



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Γ-D Crashes (%) 6

EENAGE DRIVERS (15-19 YEARS)

Time of Day Teenage-Driver Crashes Occurred (Utah 2005)

Teenage-driver crashes peaked during after-school hours (2:00 pm to 6:00 pm).

0.00 AM WF 00.6

11×00.2

WF 00:0

Another small peak occurred when teenage drivers were most likely going to school (7:00 am).

10.00 AM 11:00-11

Counties with the Highest Percentage of Teenage-Driver Crashes (Utah 2005)

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Mg 00:,

4004

NY 00.2

My 00.8

Ng 00:6

No OO:r

Ng 00:9

County	All Crashes	Teen Driver Crashes	% Involving Teen Drivers	County	All Crashes	Teen Driver Crashes	% Involving Teen Drivers
Sanpete	287	99	34.5%	Utah	8,697	2,582	29.7%
Davis	4,322	1,401	32.4%	Washington	2,544	750	29.5%
Cache	1,972	628	31.8%	Morgan	163	45	27.6%
Weber	4,550	1,369	30.1%	Statewide	54,938	14,701	26.8%

Graduated Driver Licensing Law

MF 00.5 5:00 AM

3:00 AN

A graduated driver licensing law was enacted to address the concern of teenage driving and crashes. Graduated licensing regulations are in place for new drivers under the age of 18 years and not previously licensed in another state. First-time teenage drivers who apply for a drivers license in Utah must complete the following three steps to obtain a license:

Step 1. Obtain an instruction permit, which allows driving with a certified driving instructor, complete a driver education course and pass a written exam.

Step 2. After reaching age 15 years 9 months, obtain a practice permit which requires driving with a parent, guardian, or licensed over 21-year-old, and complete 40 hours of behind-the-wheel driving (at least 10 hours after dark).

Step 3. Complete a driving test (or tests) and obtain a provisional (under 21 years) "D" (passenger vehicle), or "M" (passenger vehicle plus motorcycle) license. The provisional license shows "under 21," has a distinctive color, and allows a lower threshold of points/citations before sanctioning compared to regular licenses.

Night-time Restrictions

Anyone under the age of 17 years may not drive from midnight to 5:00 am except: 1) with an over-21-year-old licensed driver; 2) for employment, or going to or from employment; 3) going to or from a religious or a school activity; 4) in a supervised agricultural operation; or 5) in an emergency.

Passenger Restrictions

For the first six months of licensure, teenage drivers can only drive other teens if there is an over-21-year-old driver in the front passenger seat of the vehicle. Teenage drivers can drive themselves or family members without this restriction.

Exceptions: Teenage drivers can drive teenage occupants to or from school, school activities, church activities, or agricultural work if he/she has a signed note from his/her parent or guardian.

Seatbelt 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 a law enforcement officer solely for that offense.

Section 4: Teenage-Driver Crashes

Section 4: Teenage-Driver Crashes 2005

Tienas	
Teenage-Driver Crashes 1996-2005	68
Counties	
Teenage-Driver Crashes by County	
Occupant Characteristics (Including Driver)	
Injury Severity	70
Seatbelt Use	70
Number of Occupants in Teenage-Driven Vehicles	71
Driver Characteristics	
Gender	72
Alcohol and Other Drug Involvement	72
Crash Characteristics	
Crash Severity	73
Month of Year	73
Day of Week	74
Hour of Day	75
Collision Description	76
Violations	76
Contributing Factors	77
-	

Trends

	Teenage-Driver Crashes													
	Prope	ery Damag	e Only		Injury			Fatal			Total			
		Teenage	Percent		Teenage	Percent		Teenage	Percent		All	Percent		
	All	Driver	Involving	All	Driver	Involving	All	Driver	Involving		Teenage	Involving		
	PDO	PDO	Teenage	Injury	Injury	Teenage	Fatal	Fatal	Teenage	All	Driver	Teenage		
	Crashes	Crashes	Drivers	Crashes	Crashes	Drivers	Crashes	Crashes	Drivers	Crashes	Crashes	Drivers		
Year	#	#	%	#	#	%	#	#	%	#	#	%		
1996	40,225	11,267	28.0%	20,988	6,764	32.2%	284	69	24.3%	61,497	18,100	29.4%		
1997	33,512	11,018	32.9%	21,131	6,851	32.4%	309	72	23.3%	54,952	17,941	32.6%		
1998	34,337	10,916	31.8%	19,427	6,377	32.8%	308	69	22.4%	54,072	17,362	32.1%		
1999	32,971	10,406	31.6%	19,513	6,281	32.2%	318	72	22.6%	52,802	16,759	31.7%		
2000	33,269	10,252	30.8%	19,564	6,263	32.0%	318	63	19.8%	53,151	16,578	31.2%		
2001	33,113	9,686	29.3%	19,332	6,006	31.1%	258	51	19.8%	52,703	15,743	29.9%		
2002	33,542	9,478	28.3%	19,552	5,776	29.5%	274	56	20.4%	53,368	15,310	28.7%		
2003	31,842	8,807	27.7%	18,285	5,321	29.1%	262	50	19.1%	50,389	14,178	28.1%		
2004	34,222	9,397	27.5%	19,423	5,431	28.0%	260	42	16.2%	53,905	14,870	27.6%		
2005	35,158	9,225	26.2%	19,545	5,434	27.8%	235	42	17.9%	54,938	14,701	26.8%		
Total	342,191	100,452	29.4%	196,760	60,504	30.8%	2,826	586	20.7%	541,777	161,542	29.8%		

Teenage-Driver Crashes 1996-2005



- Teenage drivers (aged 15 to 19 years) are a special concern because of their high crash rates and lack of driving experience.
- The ten-year trend shows that, historically, 29.8% of all crashes in Utah have involved a teenage driver, with a declining trend since 1997.
- The percentage of injury crashes involving a teenage driver has generally decreased since 1996, and continues the trend in 2005 by dropping to 27.8%.
- Fatal teenage driver crashes have also shown a decreasing trend. In 1996 the percentage of fatal teenage driver crashes was 24.3%, and reached an all-time low in 2004 of 16.2%.

Utah Crash Summary 2005

Counties

Teenage-Driver Crashes by County (Utah 2005)

Teenage-Driver Crashes												
	Proper	ty Damag	ge Only		Injury			Fatal			Total	
		Teenage	Percent		Teenage	Percent		Teenage	Percent		All	Percent
	All	Driver	Involving	All	Driver	Involving	All	Driver	Involving		Teenage	Involving
	PDO	PDO	Teenage	Injury	Injury	Teenage	Fatal	Fatal	Teenage	All	Driver	Teenage
	Crashes	Crashes	Drivers	Crashes	Crashes	Drivers	Crashes	Crashes	Drivers	Crashes	Crashes	Drivers
County	#	#	%	#	#	%	#	#	%	#	#	%
Beaver	151	24	15.9%	97	22	22.7%	2	0	0.0%	250	46	18.4%
Box Elder	625	113	18.1%	347	78	22.5%	18	1	5.6%	990	192	19.4%
Cache	1,357	413	30.4%	609	214	35.1%	6	1	16.7%	1,972	628	31.8%
Carbon	301	66	21.9%	113	38	33.6%	3	0	0.0%	417	104	24.9%
Daggett	36	0	0.0%	26	1	3.8%	0	0	0.0%	62	1	1.6%
Davis	2,795	861	30.8%	1,520	539	35.5%	7	1	14.3%	4,322	1,401	32.4%
Duchesne	272	43	15.8%	116	32	27.6%	6	3	50.0%	394	78	19.8%
Emery	189	32	16.9%	112	18	16.1%	6	2	33.3%	307	52	16.9%
Garfield	93	8	8.6%	46	8	17.4%	4	1	25.0%	143	17	11.9%
Grand	106	18	17.0%	84	14	16.7%	7	1	14.3%	197	33	16.8%
Iron	582	137	23.5%	347	97	28.0%	8	1	12.5%	937	235	25.1%
Juab	176	25	14.2%	117	18	15.4%	7	1	14.3%	300	44	14.7%
Kane	159	23	14.5%	66	9	13.6%	1	0	0.0%	226	32	14.2%
Millard	229	48	21.0%	155	35	22.6%	14	3	21.4%	398	86	21.6%
Morgan	114	27	23.7%	48	17	35.4%	1	1	100.0%	163	45	27.6%
Piute	23	2	8.7%	6	0	0.0%	0	0	0.0%	29	2	6.9%
Rich	53	10	18.9%	25	4	16.0%	1	0	0.0%	79	14	17.7%
Salt Lake	15,086	3,851	25.5%	8,747	2,287	26.1%	54	9	16.7%	23,887	6,147	25.7%
San Juan	168	13	7.7%	74	6	8.1%	5	1	20.0%	247	20	8.1%
Sanpete	169	55	32.5%	117	44	37.6%	1	0	0.0%	287	99	34.5%
Sevier	299	53	17.7%	162	41	25.3%	7	1	14.3%	468	95	20.3%
Summit	776	123	15.9%	244	44	18.0%	4	1	25.0%	1,024	168	16.4%
Tooele	553	129	23.3%	295	57	19.3%	15	1	6.7%	863	187	21.7%
Uintah	406	114	28.1%	177	46	26.0%	4	2	50.0%	587	162	27.6%
Utah	5,580	1,620	29.0%	3,098	958	30.9%	19	4	21.1%	8,697	2,582	29.7%
Wasatch	393	66	16.8%	135	36	26.7%	4	0	0.0%	532	102	19.2%
Washington	1,586	470	29.6%	946	277	29.3%	12	3	25.0%	2,544	750	29.5%
Wayne	34	5	14.7%	30	5	16.7%	2	0	0.0%	66	10	15.2%
Weber	2,847	876	30.8%	1,686	489	29.0%	17	4	23.5%	4,550	1,369	30.1%
Statewide	35,158	9,225	26.2%	19,545	5,434	27.8%	235	42	17.9%	54,938	14,701	26.8%

- The number of crashes, the number of teenage-driver crashes and the percent of crashes that involved a teenage driver are shown in the above table.
- Overall, Sanpete (34.5%), Davis (32.4%) and Cache (31.8%) had the highest percentage of crashes involving a teenage driver.
- Sanpete (37.6%), Davis (35.5%) and Morgan (35.4%) had the highest percentage of injury crashes involving a teenage driver.
- Morgan (100.0%), Duchesne (50.0%) and Uintah (50.0%) had the highest percentage of fatal crashes involving a teenage driver.
- Statewide, teenage-driver crashes represented 26.8% of all crashes, and 17.9% of all fatal crashes.

Injury Severity of All Persons Involved in Teenage-Driver Crashes (Utah 2005)



- In the above graph, there were a total of 50,071 persons involved in teenage-driver crashes.
- The percentage of persons who sustained a non-fatal injury in a teenage-driver crash (19.4%) was similar to the percentage of persons who sustained a non-fatal injury in all motor vehicle crashes (20.2%).
- The fatality percentage of occupants involved in teenage-driver crashes (0.1%) was also similar to the fatality percentage of occupants involved in all motor vehicle crashes (0.2%).

Persons in Teenage-Driven Vehicles (Teen Driver and Passengers)													
	Non-Injured Persons Injured Persons Persons Killed Total Persons												
Seatbelt Use	#	%	#	%	#	%	#	%					
Belted	18,199	97.6%	3,747	88.3%	14	38.9%	21,960	95.7%					
Unbelted	455	2.4%	498	11.7%	22	61.1%	975	4.3%					
Total	18,654	100.0%	4,245	100.0%	36	100.0%	22,935	100.0%					

Seatbelt Use of Teen Drivers and Their Passengers (Utah 2005)

NOTE: Seatbelt use was not reported for 2,512 occupants because the teenage driver was either riding a motorcycle or seatbelt use of the occupant was unknown.

- Overall, most teen drivers and their passengers reported wearing a seatbelt (95.7%).
- A high percentage of non-injured occupants (97.6%) and injured occupants (88.3%) of teenage-driven vehicles reported wearing a seatbelt.
- Only 38.9% of occupants killed in teenage-driven vehicles were reported as wearing a seatbelt.
- In fact, teen drivers and their passengers, that were unbelted, were 36 times more likely than belted occupants to be killed in a crash.

Number of Occupants in Teenage-Driven Vehicles (Utah 2005)

Teenage-Driven Vehicles												
	Teenage-Driven		Teenage-Driven		Teenage-Driven		Teenage-Driven					
	Vehicles I	Vehicles Involved in		Vehicles Involved in		Vehicles Involved in						
Number of	Property Damag	Injury Crashes		Fatal Crashes		All Crashes						
Occupants	#	%	#	%	#	%	#	%				
1	6,986	67.4%	3,481	57.9%	17	37.8%	10,484	63.8%				
2	2,243	21.6%	1,583	26.3%	9	20.0%	3,835	23.3%				
3	731	7.1%	564	9.4%	10	22.2%	1,305	7.9%				
4 or more	385	3.7%	376	6.3%	9	20.0%	770	4.7%				
Missing	19	0.2%	11	0.2%	0	0.0%	30	0.2%				
Total	10,364	100.0%	6,015	100.0%	45	100.0%	16,424	100.0%				



Number of Occupants in Teenage-Driven Vehicles (Utah 2005)

- The above table shows how many occupants were in the teenage-driven vehicle at the time of the crash.
- Approximately two-thirds of teenage-driven vehicles (63.8%) involved in crashes contained only the teenage driver.
- Crashes where the teenage-driven vehicle contained four or more occupants were 5 times more likely to be fatal than crashes involving teenage-driven vehicles with fewer occupants.

Driver Characteristics

Gender of Teenage Drivers Involved in Crashes (Utah 2005)

Teenage Drivers													
	Teenage Drivers		Teenage Drivers		Teenage Drivers		Total Teenage						
	Involved in Property		Involved in		Involved in		Drivers Involved						
	Damage Only Crashes		Injury Crashes		Fatal Crashes		in Crashes						
Driver Gender	#	%	#	%	#	%	#	%					
Female	4,744	45.8%	2,964	49.3%	10	22.2%	7,718	47.0%					
Male	5,615	54.2%	3,051	50.7%	35	77.8%	8,701	53.0%					
Missing	5	0.0%	0	0.0%	0	0.0%	5	0.0%					
Total	10,364	100.0%	6,015	100.0%	45	100.0%	16,424	100.0%					

Gender of Teenage Drivers Involved in Crashes (Utah 2005)



- The above table shows that the majority of teenage drivers involved in all motor vehicle crashes (53.0%), injury crashes (50.7%) and fatal crashes (77.8%) were male.
- In fact, male teenage drivers were three times more likely than female teenage drivers to be involved in a fatal crash.

Alcohol and Other Drug Involvement of Teenage Drivers (Utah 2005)



Of the 45 teenage drivers (aged 15 to 19 years) involved in fatal crashes in 2005, 2 were impaired by alcohol or other drugs (4.4%).


Teenage-Driver Crash Severity (Utah 2005)

- In the above graph, there were a total of 14,701 teenage-driver crashes.
- Similar to all motor vehicle crashes, over one-third (36.9%) of teenage-driver crashes resulted in some level of non-fatal injury.
- The percentage of fatal teenage-driver crashes (0.3%) was similar to all fatal motor vehicle crashes (0.4%).

	Teenage-Driver Crashes													
		Property Damag	e Only (PDO)	Injury		Fatal		Total						
	Days in	Teenage Driver	Rate	Teenage Driver	Rate	Teenage Driver	Rate	All Teenage	Rate					
	Month	PDO Crashes	per	Injury Crashes per		Fatal Crashes	per	Driver Crashes	per					
Month	#	#	Day	#	Day	#	Day	#	Day					
January	31	782	25.2	419	13.5	2	0.06	1,203	38.8					
February	28	706	25.2	388	13.9	3	0.11	1,097	39.2					
March	31	750	24.2	452	14.6	0	0.00	1,202	38.8					
April	30	724	24.1	441	14.7	3	0.10	1,168	38.9					
May	31	769	24.8	519	16.7	5	0.16	1,293	41.7					
June	30	670	22.3	453	15.1	3	0.10	1,126	37.5					
July	31	661	21.3	415	13.4	5	0.16	1,081	34.9					
August	31	793	25.6	507	16.4	7	0.23	1,307	42.2					
September	30	754	25.1	467	15.6	4	0.13	1,225	40.8					
October	31	827	26.7	480	15.5	5	0.16	1,312	42.3					
November	30	799	26.6	451	15.0	2	0.07	1,252	41.7					
December	31	990	31.9	442	14.3	3	0.10	1,435	46.3					
Total	365	9,225	25.3	5,434	14.9	42	0.12	14,701	40.3					

Teenage-Driver Crashes by Month of Year (Utah 2005)

• Overall, December (46.3), October (42.3) and August (42.2) were the leading months for teenage-driver crashes.

• May (16.7), August (16.4) and September (15.6) had the highest rates of teenage-driver injury crashes.

• The highest rates per day of fatal teenage-driver crashes occurred in August (0.23).

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		Teenage-Dr	iver C	rashes				
	Property Damag	ge Only Crashes	Injury	Crashes	Fatal 0	Crashes	Total 0	Crashes
Day of Week	#	%	#	%	#	%	#	%
Nonday	1,376	14.9%	808	14.9%	12	28.6%	2,196	14.9%
Fuesday	1,486	16.1%	809	14.9%	6	14.3%	2,301	15.7%
Vednesday	1,430	15.5%	805	14.8%	7	16.7%	2,242	15.3%
Thursday	1,318	14.3%	828	15.2%	5	11.9%	2,151	14.6%
Friday	1,685	18.3%	1,009	18.6%	6	14.3%	2,700	18.4%
Saturday	1,329	14.4%	788	14.5%	3	7.1%	2,120	14.4%
Sunday	601	6.5%	387	7.1%	3	7.1%	991	6.7%
Total	9,225	100.0%	5,434	100.0%	42	100.0%	14,701	100.0%

Teenage-Driver Crashes by Day of Week (Utah 2005)





- Overall, the highest percentage of teenage-driver crashes occurred on Friday (18.4%).
- The highest percentage of teenage-driver injury crashes also occurred on Friday (18.6%).
- The highest percentage of fatal teenage-driver crashes occurred on Monday (28.6%).
- In fact, teenage-driver crashes that occurred on Monday were twice as likely to be fatal than on other days of the week.

Utah Crash Summary 2005

	Teenage-Driver Crashes												
	Property Damag	ge Only Crashes	Injury (Crashes	Fatal C	rashes	Total C	crashes					
Hour	#	%	#	%	#	%	#	%					
Midnight	148	1.6%	92	1.7%	0	0.0%	240	1.6%					
1:00 am	92	1.0%	51	0.9%	1	2.4%	144	1.0%					
2:00 am	51	0.6%	38	0.7%	0	0.0%	89	0.6%					
3:00 am	44	0.5%	30	0.6%	0	0.0%	74	0.5%					
4:00 am	30	0.3%	30	0.6%	0	0.0%	60	0.4%					
5:00 am	58	0.6%	28	0.5%	2	4.8%	88	0.6%					
6:00 am	125	1.4%	68	1.3%	4	9.5%	197	1.3%					
7:00 am	539	5.8%	236	4.3%	3	7.1%	778	5.3%					
8:00 am	360	3.9%	212	3.9%	1	2.4%	573	3.9%					
9:00 am	268 2.9%		126	2.3%	0	0.0%	394	2.7%					
10:00 am	264	2.9%	137	2.5%	0	0.0%	401	2.7%					
11:00 am	418	4.5%	226	4.2%	1	2.4%	645	4.4%					
Noon	554	6.0%	301	5.5%	1	2.4%	856	5.8%					
1:00 pm	474	5.1%	275	5.1%	4	9.5%	753	5.1%					
2:00 pm	786	8.5%	455	8.4%	2	4.8%	1,243	8.5%					
3:00 pm	842	9.1%	514	9.5%	2	4.8%	1,358	9.2%					
4:00 pm	761	8.2%	482	8.9%	5	11.9%	1,248	8.5%					
5:00 pm	929	10.1%	526	9.7%	1	2.4%	1,456	9.9%					
6:00 pm	681	7.4%	441	8.1%	3	7.1%	1,125	7.7%					
7:00 pm	473	5.1%	333	6.1%	4	9.5%	810	5.5%					
8:00 pm	372	4.0%	228	4.2%	4	9.5%	604	4.1%					
9:00 pm	412	4.5%	267	4.9%	1	2.4%	680	4.6%					
10:00 pm	337	3.7%	214	3.9%	2	4.8%	553	3.8%					
11:00 pm	207	207 2.2%		2.3%	1	2.4%	332	2.3%					
Total	9,225	100.0%	5,434	100.0%	42	100.0%	14,701	100.0%					

Teenage-Driver Crashes by Hour of Day (Utah 2005)

Teenage-Driver Crashes by Hour of Day (Utah 2005)



- The above table and graph show that teenage-driver injury crashes were highest from 2:00 pm to 6:00 pm (after-school hours), and had a slight peak at 7:00 am, and Noon.
- Fatal teenage-driver crashes varied throughout the day, but peaked during the 4:00 pm hour.

Collision Description of Teenage-Driver Crashes (Utah 2005)

Teenage-Driver Crashes													
	Property Damag	e Only Crashes	Injury (Crashes	Fatal C	crashes	Total Crashes						
Collision Description	#	%	#	%	#	%	#	%					
Rear End	3,212	34.8%	1,856	34.2%	3	7.1%	5,071	34.5%					
Broadside	2,118	23.0%	1,812	33.3%	8	19.0%	3,938	26.8%					
Side Swipe	682	7.4%	184	3.4%	3	7.1%	869	5.9%					
Single Vehicle Rollover	180	2.0%	385	7.1%	12	28.6%	577	3.9%					
Pedestrian/Bicyclist Crash	9	0.1%	158	2.9%	2	4.8%	169	1.1%					
Head-On	54	0.6%	66	1.2%	8	19.0%	128	0.9%					
Other	2,970	32.2%	973	17.9%	6	14.3%	3,949	26.9%					
Total	9,225	100.0%	5,434	100.0%	42	100.0%	14,701	100.0%					

• Overall, most teenage-driver crashes were rear-end (34.5%) or broadside (26.8%) collisions.

- For fatal teenage-driver crashes, single vehicle rollovers (28.6%), head-on (19.0%) and broadside collisions (19.0%) were the leading collision types.
- Head-on collisions involving teenage drivers were 29 times more likely, and single vehicle rollovers involving teenage drivers were 10 times more likely to be fatal than other collision types.

Violations (Teenage Drivers)													
	Teenage	e Drivers	Teenage	e Drivers	Teenage	e Drivers	То	tal					
	Cite	d in	Cite	d in	Cite	ed in	Teenage	Drivers					
	PDO C	rashes	Injury (Crashes	Fatal C	Crashes	Cited						
Violations	#	%	#	%	#	%	#	%					
Failure to Yield Right-Of-Way	842	18.3%	649	23.1%	2	50.0%	1,493	20.1%					
Following Too Close	977	21.2%	501	17.8%	0	0.0%	1,478	19.9%					
Improper Lookout	800	17.3%	462	16.4%	0	0.0%	1,262	17.0%					
All Other Moving Violations	361	7.8%	201	7.2%	0	0.0%	562	7.6%					
Negligent Collision	365	7.9%	193	6.9%	0	0.0%	558	7.5%					
Speeding	282	6.1%	147	5.2%	0	0.0%	429	5.8%					
Improper Lane Change	235	5.1%	109	3.9%	0	0.0%	344	4.6%					
Failure to Stop at Red Light	158	3.4%	151	5.4%	0	0.0%	309	4.2%					
Improper Turn	179	3.9%	97	3.5%	0	0.0%	276	3.7%					
Failure to Stop at Stop Sign	61	1.3%	79	2.8%	0	0.0%	140	1.9%					
Driving Under the Influence	58	1.3%	84	3.0%	0	0.0%	142	1.9%					
Reckless Driving	69	1.5%	55	2.0%	1	25.0%	125	1.7%					
Hit and Run	80	1.7%	26	0.9%	0	0.0%	106	1.4%					
Improper Backing	53	1.1%	7	0.2%	0	0.0%	60	0.8%					
Wrong Side of Road	34	0.7%	29	1.0%	0	0.0%	63	0.8%					
Improper Start and Stop	29	0.6%	13	0.5%	0	0.0%	42	0.6%					
Improper Passing	27	0.6%	8	0.3%	0	0.0%	35	0.5%					
Vehicle Homicide	0	0.0%	0	0.0%	1	25.0%	1	0.0%					
Wrong Way on One-Way Street	1	0.0%	0	0.0%	0	0.0%	1	0.0%					
Total	4,611	100.0%	2,811	100.0%	4	100.0%	7,426	100.0%					

Teenage-Driver Crash Violations (Utah 2005)

In 2005, 16,424 teenage drivers were involved in crashes. Officers at the scene of the crash cited 7,426 (45.2%) of those drivers for a traffic violation. The leading violation was "failure to yield right-of-way" (20.1%).

Contributing Factors of Teenage-Driver Crashes (Utah 2005)

Contributing Factors												
	(Contribut	ting Facto	ors Code	d for Veh	nicles Inv	olved In	:				
	Teenage	e Driver	Teenage	e Driver	Teenage	e Driver	Total To	enage				
	PDO C	rashes	Injury C	rashes	Fatal C	rashes	Driver (Crashes				
Contributing Factors	#	%	#	%	#	%	#	%				
Improper Lookout	2,494	26.9%	1,413	24.8%	5	9.1%	3,912	26.1%				
Failed to Yield Right of Way	1,321	14.3%	995	17.5%	5	9.1%	2,321	15.5%				
Followed Too Closely	1,496	16.2%	787	13.8%	0	0.0%	2,283	15.2%				
Speed Too Fast	1,087	11.7%	614	10.8%	13	23.6%	1,714	11.4%				
Other Improper Driving	750	8.1%	493	8.7%	9	16.4%	1,252	8.3%				
Made Improper Turn	354	3.8%	202	3.5%	1	1.8%	557	3.7%				
Disregard Traffic Signal	181	2.0%	191	3.4%	0	0.0%	372	2.5%				
Other Driver Distractions	178	1.9%	112	2.0%	1	1.8%	291	1.9%				
Asleep	106	1.1%	122	2.1%	3	5.5%	231	1.5%				
Drove Left of Center	121	1.3%	88	1.5%	7	12.7%	216	1.4%				
Hit and Run	151	1.6%	58	1.0%	1	1.8%	210	1.4%				
Improper Backing	157	1.7%	9	0.2%	0	0.0%	166	1.1%				
Improper Overtaking	109	1.2%	49	0.9%	1	1.8%	159	1.1%				
Passed Stop Sign	66	0.7%	82	1.4%	1	1.8%	149	1.0%				
Driving Under the Influence	61	0.7%	88	1.5%	0	0.0%	149	1.0%				
Fatigued	55	0.6%	65	1.1%	2	3.6%	122	0.8%				
Object in Roadway	80	0.9%	35	0.6%	0	0.0%	115	0.8%				
Aggressive Driving	55	0.6%	36	0.6%	1	1.8%	92	0.6%				
Non-Contact Vehicle Involved	57	0.6%	28	0.5%	1	1.8%	86	0.6%				
Other Defective Condition of Vehicle	50	0.5%	25	0.4%	0	0.0%	75	0.5%				
Tires Defective	45	0.5%	24	0.4%	1	1.8%	70	0.5%				
Driving Using Cell Phone	36	0.4%	22	0.4%	0	0.0%	58	0.4%				
Brakes Defective	29	0.3%	25	0.4%	1	1.8%	55	0.4%				
Had Been Drinking	26	0.3%	25	0.4%	1	1.8%	52	0.3%				
Windshield Not Clear	27	0.3%	23	0.4%	0	0.0%	50	0.3%				
Wrong Side of Road	17	0.2%	14	0.2%	0	0.0%	31	0.2%				
Improper Parking	17	0.2%	8	0.1%	0	0.0%	25	0.2%				
Failed to Signal	19	0.2%	4	0.1%	0	0.0%	23	0.2%				
Under the Influence of Drugs	7	0.1%	15	0.3%	1	1.8%	23	0.2%				
	6	0.1%	16	0.3%	0	0.0%	22	0.1%				
Headlight Insufficient or Out	9	0.1%	5	0.1%	0	0.0%	14	0.1%				
Stolen	5	0.1%	8	0.1%	0	0.0%	13	0.1%				
Cargo Loss or Shifted	11	0.1%	1	0.0%	0	0.0%	12	0.1%				
Other Lights or Reflectors Defective	6	0.1%	5	0.1%	0	0.0%	11	0.1%				
Steering Mechanism Defective	9	0.1%	1	0.0%	0	0.0%	10	0.1%				
Wrong Way on One-Way Street	2	0.0%	4	0.1%	0	0.0%	6	0.0%				
Other	55	0.6%	6	0.1%	0	0.0%	61	0.4%				
Total	9,255	100.0%	5,698	100.0%	55	100.0%	15,008	100.0%				

• Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factors or up to two different contributing factors.

• "Improper lookout" was the leading contributing factor for total teenage-driver crashes (26.1%) and teenage-driver injury crashes (24.8%).

• "Speed too fast" was the leading contributing factor for fatal teenage-driver crashes (23.6%).

Speed-Related Crashes 2005

SPEED

Did you know that in 2005 . . .

- 7,401 speed-related crashes occurred in Utah which resulted in 2,990 injuries and 80 fatalities.
- Speed-related crashes were 3 times more likely to be fatal than other motor vehicle crashes.
- A speed-related crash occurred in Utah every 71 minutes.





- While male drivers accounted for 56.7% of all drivers involved in a crash, they were involved in twothirds (66.4%) of speed-related crashes.
- Teenage drivers between the ages of 15 to 19 years accounted for 16.6% of all drivers involved in a crash, yet they represented 23.4% of drivers involved in a speed-related crash.

Counties with the Highest Rates of Speed-Related Crashes (Utah 2005)

County	# of Speed-Related Crashes	Rate per 100 Million Vehicle Miles Traveled	County	# of Speed-Related Crashes	Rate per 100 Million Vehicle Miles Traveled
Daggett	17	49.8	Iron	224	35.2
Wasatch	122	43.9	Duchesne	71	34.3
Morgan	55	41.8	Box Elder	299	33.8
Summit	292	41.6	Kane	44	33.3
Millard	160	35.7	Statewide	7,401	29.5

Section 5: Speed-Related Crashes

Section 5: Speed-Related Crashes 2005

	Irenas	
	Speed-Related Crashes 1996-2005	84
(Counties	
	Speed-Related Crashes by County	85
(Occupant Characteristics (Including Driver)	
	Injury Severity	86
I	Driver Characteristics	
	Driver Age and Gender	87
(Crash Characteristics	
	Crash Severity	88
	Month of Year	88
	Day of Week	89
	Hour of Day	90

Trends

	Speed-Related Crashes													
		Property Damag	ge Only (PDO)	Ir	njury	F	atal	Т	otal					
		Speed		Speed		Speed		All						
		PDO	Rate per	Injury	Rate per	Fatal	Rate per	Speed	Rate per					
	Vehicle Miles	Crashes	100 Million	Crashes	100 Million	Crashes 100 Millio		Crashes	100 Million					
Year	Traveled (VMT)	#	VMT	#	VMT	#	VMT	#	VMT					
1996	19,433,341,748	5,565	28.6	3,322	17.1	87	0.45	8,974	46.2					
1997	20,407,590,239	4,823	23.6	3,151	15.4	105	0.51	8,079	39.6					
1998	21,236,980,216	4,717	22.2	2,981	14.0	90	0.42	7,788	36.7					
1999	21,867,355,694	3,836	17.5	2,652	12.1	92	0.42	6,580	30.1					
2000	22,517,131,427	4,687	20.8	2,934	13.0	104	0.46	7,725	34.3					
2001	23,398,734,621	5,037	21.5	3,003	12.8	80	0.34	8,120	34.7					
2002	24,438,992,554	4,379	17.9	2,770	11.3	86	0.35	7,235	29.6					
2003	23,963,242,376	4,498	18.8	2,604	10.9	79	0.33	7,181	30.0					
2004	24,624,791,795	4,836	19.6	2,764	11.2	73	0.30	7,673	31.2					
2005	25,129,538,952	4,676	18.6	2,653	10.6	72	0.29	7,401	29.5					
Total	227,017,699,622	47,054	20.7	28,834	12.7	868	0.38	76,756	33.8					



- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- Since 1996, despite yearly fluctuations, there has been a downward trend in the rate of speed-related crashes.
- In 2005, speed-related property damage only crash rates decreased 5.1% from 2004, and the total speed-related crash rate decreased 5.4%.
- In 2005, speed-related injury crash rates decreased 5.4% from 2004; however, the speed-related fatal crash rates remained the same.

Counties

Speed-Related Crashes by County (Utah 2005)

	Speed-Related Crashes													
	Property	Damage (Only (PDO)		Injury			Fatal			Total			
	Speed	Rate	Rate	Speed	Rate	Rate	Speed	Rate	Rate	All	Rate	Rate		
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	Speed	per 100	per		
	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000		
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population		
Beaver	37	14.7	58.4	34	13.5	53.6	0	0.0	0.0	71	28.2	112.0		
Box Elder	173	19.5	38.2	118	13.3	26.0	8	0.9	1.8	299	33.8	66.0		
Cache	199	21.8	19.2	79	8.7	7.6	2	0.2	0.2	280	30.7	27.0		
Carbon	36	12.5	18.6	29	10.0	15.0	1	0.3	0.5	66	22.8	34.1		
Daggett	5	14.6	51.9	12	35.2	124.6	0	0.0	0.0	17	49.8	176.5		
Davis	348	14.8	12.5	195	8.3	7.0	2	0.1	0.1	545	23.2	19.6		
Duchesne	32	15.4	21.0	36	17.4	23.6	3	1.4	2.0	71	34.3	46.6		
Emery	29	7.9	27.6	18	4.9	17.2	1	0.3	1.0	48	13.1	45.8		
Garfield	15	12.6	31.9	12	10.1	25.5	0	0.0	0.0	27	22.7	57.4		
Grand	16	6.0	18.1	12	4.5	13.6	1	0.4	1.1	29	10.9	32.9		
Iron	118	18.5	28.5	103	16.2	24.9	3	0.5	0.7	224	35.2	54.1		
Juab	46	11.6	51.3	36	9.1	40.1	5	1.3	5.6	87	21.9	96.9		
Kane	24	18.1	38.6	20	15.1	32.2	0	0.0	0.0	44	33.3	70.8		
Millard	83	18.5	63.0	71	15.9	53.9	6	1.3	4.6	160	35.7	121.5		
Morgan	39	29.7	45.8	16	12.2	18.8	0	0.0	0.0	55	41.8	64.6		
Piute	1	3.9	7.3	1	3.9	7.3	0	0.0	0.0	2	7.8	14.6		
Rich	10	18.9	48.5	6	11.4	29.1	1	1.9	4.8	17	32.2	82.4		
Salt Lake	1,800	22.1	18.4	850	10.4	8.7	15	0.2	0.2	2,665	32.7	27.2		
San Juan	22	7.9	15.1	19	6.8	13.0	0	0.0	0.0	41	14.8	28.1		
Sanpete	25	10.1	9.8	24	9.7	9.4	0	0.0	0.0	49	19.8	19.3		
Sevier	59	14.0	30.0	40	9.5	20.4	0	0.0	0.0	99	23.5	50.4		
Summit	209	29.7	57.6	81	11.5	22.3	2	0.3	0.6	292	41.6	80.5		
Tooele	90	10.2	17.3	65	7.4	12.5	5	0.6	1.0	160	18.2	30.7		
Uintah	48	14.5	17.9	52	15.7	19.3	3	0.9	1.1	103	31.1	38.3		
Utah	726	20.0	15.9	415	11.4	9.1	7	0.2	0.2	1,148	31.6	25.2		
Wasatch	80	28.8	40.0	42	15.1	21.0	0	0.0	0.0	122	43.9	61.0		
Washington	97	8.5	7.6	112	9.8	8.8	4	0.4	0.3	213	18.7	16.8		
Wayne	4	10.4	16.0	6	15.5	24.0	0	0.0	0.0	10	25.9	39.9		
Weber	305	19.8	14.3	149	9.7	7.0	3	0.2	0.1	457	29.6	21.4		
Statewide	4,676	18.6	18.4	2,653	10.6	10.4	72	0.3	0.3	7,401	29.5	29.1		

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

• Rate per 100 million vehicle miles traveled:

- Daggett (35.2), Duchesne (17.4) and Iron (16.2) had the highest rates of speed-related injury crashes per 100 million vehicle miles traveled.
- Rich (1.9) and Duchesne (1.4) had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Daggett (124.6), Millard (53.9) and Beaver (53.6) had the highest rates of speed-related injury crashes per 10,000 population.
 - Juab (5.6), Rich (4.8) and Millard (4.6) had the highest rates of speed-related crashes per 10,000 population.

Occupant Characteristics (Including Driver)

Injury Severity of Occupants Involved in Speed-Related Crashes (Utah 2005)



- In the above graph, there were a total of 11,639 persons involved in speed-related crashes.
- Approximately one-quarter (25.7%) of the occupants involved in speed-related crashes sustained a non-fatal injury. This compares to 20.2% of occupants who sustained a non-fatal injury in all motor vehicle crashes.
- The fatality percentage of occupants involved in speed-related crashes (0.7%) was higher than the fatality percentage of occupants involved in all motor vehicle crashes (0.2%).

Driver Characteristics

Age and Gender of Drivers Involved in Speed-Related Crashes (Utah 2005)

	Drivers (Speed-Related)																
	D	rivers In	volve	d in	D	rivers In	volve	d in	D	rivers In	vol	ved in		Total I	Drivers	5	
	Spe	ed-Relat	ted Pro	operty		Speed-	Relate	d		Speed-Related				Involved in			
	Dar	nage Oi	nly Cra	ashes	Injury Crashes				Fatal Crashes				Speed-Related Crashes				
	Fe	male	M	lale	Female Male		lale	Female		Male		Female		Male			
	Drivers Drive		ivers	Dr	ivers	Dri	ivers	D	rivers	D	rivers	Drivers		Drivers			
Age	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	
<15	5	0.3%	4	0.1%	4	0.4%	7	0.4%	0	0.0%	0	0.0%	9	0.4%	11	0.2%	
15-19	388	24.9%	710	22.9%	215	23.5%	407	23.0%	2	13.3%	11	19.3%	605	24.3%	1,128	22.9%	
20-24	365	23.4%	701	22.6%	195	21.3%	396	22.4%	5	33.3%	13	22.8%	565	22.7%	1,110	22.6%	
25-29	209	13.4%	474	15.3%	124	13.5%	253	14.3%	0	0.0%	13	22.8%	333	13.4%	740	15.0%	
30-34	126	8.1%	281	9.1%	72	7.9%	153	8.7%	0	0.0%	4	7.0%	198	7.9%	438	8.9%	
35-39	117	7.5%	210	6.8%	73	8.0%	112	6.3%	3	20.0%	1	1.8%	193	7.7%	323	6.6%	
40-44	96	6.1%	171	5.5%	62	6.8%	110	6.2%	0	0.0%	5	8.8%	158	6.3%	286	5.8%	
45-49	87	5.6%	158	5.1%	54	5.9%	83	4.7%	1	6.7%	4	7.0%	142	5.7%	245	5.0%	
50-54	73	4.7%	129	4.2%	41	4.5%	66	3.7%	1	6.7%	2	3.5%	115	4.6%	197	4.0%	
55-59	31	2.0%	81	2.6%	25	2.7%	72	4.1%	1	6.7%	2	3.5%	57	2.3%	155	3.2%	
60-64	16	1.0%	58	1.9%	17	1.9%	32	1.8%	1	6.7%	0	0.0%	34	1.4%	90	1.8%	
65-69	13	0.8%	32	1.0%	13	1.4%	18	1.0%	0	0.0%	1	1.8%	26	1.0%	51	1.0%	
70-74	12	0.8%	29	0.9%	9	1.0%	8	0.5%	1	6.7%	1	1.8%	22	0.9%	38	0.8%	
75-79	7	0.4%	15	0.5%	3	0.3%	9	0.5%	0	0.0%	0	0.0%	10	0.4%	24	0.5%	
80-84	4	0.3%	8	0.3%	2	0.2%	13	0.7%	0	0.0%	0	0.0%	6	0.2%	21	0.4%	
85+	0	0.0%	3	0.1%	1	0.1%	3	0.2%	0	0.0%	0	0.0%	1	0.0%	6	0.1%	
Unknown	12	0.8%	31	1.0%	6	0.7%	25	1.4%	0	0.0%	0	0.0%	18	0.7%	56	1.1%	
Total	1,561	100.0%	3,095	100.0%	916	100.0%	1,767	100.0%	15	100.0%	57	100.0%	2,492	100.0%	4,919	100.0%	

NOTE: Gender was not reported for 140 drivers involved in speed-related crashes.

- Overall, male drivers represented 66.4% of the drivers involved in speed-related crashes.
- For male drivers, those aged 15 to 19 years had the highest percentage of total speed-related crashes (22.9%) and speed-related injury crashes (23.0%). Male drivers aged 20 to 24 (22.8%) and 25 to 29 (22.8%) had the highest percentage of fatal crashes.
- For female drivers, those aged 15 to 19 years had the highest percentage of total speed-related crashes (24.3%) as well as speed-related injury crashes (23.5%). Female drivers aged 20 to 24 years had the highest percentage of fatal speed-related crashes (33.3%).



- In the above graph, there were a total of 7,401 speed-related crashes.
- The percentage of speed-related crashes that resulted in a non-fatal injury (35.8%) was the same as the percentage of all motor vehicle crashes that resulted in a non-fatal injury (35.6%).
- In addition, a higher percentage of speed-related crashes were fatal (1.0%) compared to all fatal motor vehicle crashes (0.4%).
- In fact, speed-related crashes were 3 times more likely to be fatal than other motor vehicle crashes.

Speed-Related Crashes by Month of Year (Utah 2005)

			Spee	ed-Related Cr	ashe	s			
		Property Damag	e Only (PDO)	Injury		Fatal		Total	
	Days in	Speed-Related	Rate	Speed-Related	Rate	Speed-Related	Rate	All Speed-	Rate
	Month	PDO Crashes	per	Injury Crashes	per	Fatal Crashes	per	Related Crashes	per
Month	#	#	Day	#	Day	#	Day	#	Day
January	31	743	24.0	303	9.8	4	0.1	1,050	33.9
February	28	517	18.5	293	10.5	1	0.0	811	29.0
March	31	439	14.2	263	8.5	6	0.2	708	22.8
April	30	253	8.4	181	6.0	4	0.1	438	14.6
May	31	254	8.2	202	6.5	7	0.2	463	14.9
June	30	215	7.2	184	6.1	7	0.2	406	13.5
July	31	148	4.8	171	5.5	11	0.4	330	10.6
August	31	200	6.5	176	5.7	11	0.4	387	12.5
September	30	202	6.7	153	5.1	3	0.1	358	11.9
October	31	253	8.2	165	5.3	7	0.2	425	13.7
November	30	502	16.7	214	7.1	7	0.2	723	24.1
December	31	950	30.6	348	11.2	4	0.1	1,302	42.0
Total	365	4,676	12.8	2,653	7.3	72	0.2	7,401	20.3

- The above table shows the number and rate per day of speed-related crashes for each month.
- Overall, December (42.0), January (33.9) and February (29.0) had the highest rates of speed-related crashes per day.
- July (0.4) and August (0.4) had the highest rate per day of fatal speed-related crashes.

Utah Crash Summary 2005

Speed-Related Crashes												
	Property Damag	ge Only Crashes	Injury	Crashes	Fatal 0	Crashes	Total Crashes					
Day of Week	#	%	#	%	#	%	#	%				
Monday	657	14.1%	356	13.4%	16	22.2%	1,029	13.9%				
Tuesday	785	16.8%	403	15.2%	6	8.3%	1,194	16.1%				
Wednesday	746	16.0%	372	14.0%	8	11.1%	1,126	15.2%				
Thursday	528	11.3%	339	12.8%	13	18.1%	880	11.9%				
Friday	624	13.3%	397	15.0%	10	13.9%	1,031	13.9%				
Saturday	801	17.1%	484	18.2%	10	13.9%	1,295	17.5%				
Sunday	535	11.4%	302	11.4%	9	12.5%	846	11.4%				
Total	4,676	100.0%	2,653	100.0%	72	100.0%	7,401	100.0%				

Speed-Related Crashes by Day of Week (Utah 2005)

Speed-Related Crashes by Day of Week (Utah 2005)



- The above table and graph show that the highest percentage of speed-related total crashes (17.5%), property damage only crashes (17.1%) and injury crashes (18.2%) occurred on Saturday.
- The highest percentage of fatal speed-related crashes occurred on Monday (22.2%).

Speed-Related Crashes											
	Property Damag	ge Only Crashes	Injury (Crashes	Fatal C	rashes	Total C	rashes			
Hour	#	%	#	%	#	%	#	%			
Midnight	123	2.6%	67	2.5%	1	1.4%	191	2.6%			
1:00 am	77	1.6%	54	2.0%	4	5.6%	135	1.8%			
2:00 am	60	1.3%	45	1.7%	1	1.4%	106	1.4%			
3:00 am	73	1.6%	23	0.9%	2	2.8%	98	1.3%			
4:00 am	69	1.5%	42	1.6%	1	1.4%	112	1.5%			
5:00 am	117	2.5%	69	2.6%	4	5.6%	190	2.6%			
6:00 am	215	4.6%	111	4.2%	1	1.4%	327	4.4%			
7:00 am	361	7.7%	182	6.9%	4	5.6%	547	7.4%			
8:00 am	364	7.8%	172	6.5%	5	6.9%	541	7.3%			
9:00 am	287	6.1%	130	4.9%	2	2.8%	419	5.7%			
10:00 am	182	3.9%	95	3.6%	1	1.4%	278	3.8%			
11:00 am	208	4.4%	115	4.3%	1	1.4%	324	4.4%			
Noon	167	3.6%	126	4.7%	5	6.9%	298	4.0%			
1:00 pm	190	4.1%	124	4.7%	6	8.3%	320	4.3%			
2:00 pm	227	4.9%	134	5.1%	2	2.8%	363	4.9%			
3:00 pm	274	5.9%	166	6.3%	6	8.3%	446	6.0%			
4:00 pm	279	6.0%	177	6.7%	5	6.9%	461	6.2%			
5:00 pm	321	6.9%	160	6.0%	4	5.6%	485	6.6%			
6:00 pm	253	5.4%	168	6.3%	3	4.2%	424	5.7%			
7:00 pm	206	4.4%	118	4.4%	3	4.2%	327	4.4%			
8:00 pm	139	3.0%	106	4.0%	5	6.9%	250	3.4%			
9:00 pm	196	4.2%	105	4.0%	2	2.8%	303	4.1%			
10:00 pm	157	3.4%	91	3.4%	3	4.2%	251	3.4%			
11:00 pm	131	2.8%	73	2.8%	1	1.4%	205	2.8%			
Total	4,676	100.0%	2,653	100.0%	72	100.0%	7,401	100.0%			

Speed-Related Crashes by Hour of Day (Utah 2005)

Speed-Related Crashes by Hour of Day (Utah 2005)



- The above table and graph show that speed-related injury crashes peaked in the morning (7:00 am to 9:00 am), with another peak in the afternoon (3:00 pm to 6:00 pm).
- Fatal speed-related crashes varied by hour, and peaked during the 1:00 pm and 3:00 pm hours.

Utah Crash Summary 2005

Motorcycles 2005

MOTORCYCLES

Did you know that in 2005...

- There were 969 total motorcycle crashes in Utah, resulting in 871 injured motorcyclists and 23 motorcyclist fatalities.
- Compared to 2004, there was a 31% decrease in the rate of motorcyclists killed in crashes, and a 3% decrease in the rate of motorcyclists injured in crashes.
- Nearly all of the motorcycle crashes resulted in an injury or death (87.9%) compared to 36.0% of all motor vehicle crashes.
- Motorcyclists were 12 times more likely to be killed in a crash than other crash occupants.



Approximately one-half (46.1%) of the motorcyclists involved in crashes were under the age of 30 years.

Motorcyclists aged 20 to 24 years were involved in the highest percentage of crashes (21.4%).



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Alcohol and Other Drug Involvement

Of the 25 motorcycle drivers involved in fatal crashes in 2005, 2 were impaired by alcohol or other drugs (8.0%).

This compares to 16.7% of

motorcycle drivers involved

in fatal crashes in 2004 that were impaired.

Motorcycle Crash Clock (Utah 2005)

every 9 hours.

A motorcycle crash occurred

Section 6: Motorcycles

Section 6: Motorcycles 2005 Trends

Tienus	
Motorcyclists Involved in Crashes 1996-2005	
Motorcycle Crashes 1996-2005	
Counties	
Motorcyclists Involved in Crashes by County	
Motorcycle Crashes by County	
Motorcyclist Characteristics (Driver and Passenger)	
Injury Severity	
Occupant Placement	
Age	
Gender	
Helmet Use	
Motorcycle Driver Characteristics	
Driver Age	
Driver Gender	104
Alcohol and Other Drug Involvement	
Crash Characteristics	
Crash Severity	
Month of Year	
Day of Week	
Hour of Day	
Crash Type	
Urban/Rural Location	
Violations	
Contributing Factors	

Trends

Motorcyclists Involved in Crashes 1996-2005

	Motorcyclists (Driver and Passenger)												
		Non-Injured	Persons	Injured P	ersons	Persons	Killed	Total Persons					
		Non-Injured Rate per		Injured	Rate per	Motorcyclists	Rate per	All	Rate per				
	Vehicle Miles	Motorcyclists	100 Million	Motorcyclists	100 Million	Killed	100 Million	Motorcyclists	100 Million				
Year	Traveled (VMT	#	VMT	#	VMT	#	VMT	#	VMT				
1996	19,433,341,748	112	0.6	698	3.6	21	0.11	831	4.3				
1997	20,407,590,239	120	0.6	652	3.2	22	0.11	794	3.9				
1998	21,236,980,216	93	0.4	584	2.7	14	0.07	691	3.3				
1999	21,867,355,694	76	0.3	671	3.1	23	0.11	770	3.5				
2000	22,517,131,427	124	0.6	694	3.1	24	0.11	842	3.7				
2001	23,398,734,621	124	0.5	733	3.1	28	0.12	885	3.8				
2002	24,438,992,554	130	0.5	755	3.1	18	0.07	903	3.7				
2003	23,963,242,376	134	0.6	730	3.0	22	0.09	886	3.7				
2004	24,624,791,795	149	0.6	877	3.6	31	0.13	1,057	4.3				
2005	25,129,538,952	192	0.8	871	3.5	23	0.09	1,086	4.3				
Total	227,017,699,622	1,254	0.6	7,265	3.2	226	0.10	8,745	3.9				





- The above table and graph show the trends in motorcyclists (driver and passenger) involved in crashes from 1996 to 2005.
- Overall, the rate of motorcyclists involved in crashes decreased from 1996 to 1998, with the lowest rate of motorcyclists involved in crashes occurring in 1998 (3.3). This has been followed by an upward trend.
- In fact, in 2005 the rate of total motorcyclists involved in crashes remains at an all-time high (4.3).
- While the number of motorcyclists killed in crashes varies from year to year, the small number of fatalities
 makes it difficult to compare yearly increases and decreases.

Utah Crash Summary 2005

Trends

Motorcycle Crashes 1996-2005

	Motorcycle Crashes												
		Property Dama	ige Only (PDO)	Inju	ıry	Fat	tal	Total					
		Motorcycle Rate		Motorcycle	Rate	Motorcycle	Rate	All	Rate				
		PDO	per	Injury	per	Fatal	per	Motorcycle	per				
	Vehicle Miles	Crashes	100 Million	Crashes	100 Million	Crashes	100 Million	Crashes	100 Million				
Year	Traveled (VMT)	#	VMT	#	VMT	#	VMT	#	VMT				
1996	19,433,341,748	66	0.34	626	3.2	21	0.11	713	3.7				
1997	20,407,590,239	80	0.39	594	2.9	23	0.11	697	3.4				
1998	21,236,980,216	66	0.31	509	2.4	14	0.07	589	2.8				
1999	21,867,355,694	52	0.24	602	2.8	24	0.11	678	3.1				
2000	22,517,131,427	88	0.39	624	2.8	22	0.10	734	3.3				
2001	23,398,734,621	82	0.35	648	2.8	28	0.12	758	3.2				
2002	24,438,992,554	81	0.33	689	2.8	18	0.07	788	3.2				
2003	23,963,242,376	84	0.35	661	2.8	21	0.09	766	3.2				
2004	24,624,791,795	104	0.42	805	3.3	29	0.12	938	3.8				
2005	25,129,538,952	117	0.47	829	3.3	23	0.09	969	3.9				
Total	227,017,699,622	820	0.36	6,587	2.9	223	0.10	7,630	3.4				

NOTE: A crash may result in multiple injuries and/or fatalities.



- The above table and graph show the trends in motorcycle crashes from 1996 to 2005.
- Overall, the rate of motorcycle crashes decreased from 1996 to 1998, with the lowest rate of motorcycle crashes occurring in 1998 (2.8). This has been followed by an upward trend.
- In fact, in 2005 the rate of total motorcycle crashes hit a new all-time high (3.9).
- While fatal motorcycle crashes vary from year to year, the small number of fatal crashes makes it difficult to compare yearly increases and decreases.

Counties

Motorcyclists Involved in Crashes by County (Utah 2005)

	Motorcyclists (Driver and Passenger)												
	Non-In	jured Pe	rsons	In	jured Per	sons	Р	ersons K	ülled	Т	otal Pers	ons	
	Non-Injured	Rate	Rate	Injured	Rate	Rate	Motor-	Rate	Rate	All	Rate	Rate	
	Motor-	per 100	per	Motor-	per 100	per	cyclists	per 100	per	Motor-	per 100	per	
	cyclists	Million	10,000	cyclists	Million	10,000	Killed	Million	10,000	cyclists	Million	10,000	
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population	
Beaver	0	0.0	0.0	5	2.0	7.9	0	0.0	0.0	5	2.0	7.9	
Box Elder	1	0.1	0.2	10	1.1	2.2	0	0.0	0.0	11	1.2	2.4	
Cache	9	1.0	0.9	22	2.4	2.1	0	0.0	0.0	31	3.4	3.0	
Carbon	5	1.7	2.6	7	2.4	3.6	1	0.3	0.5	13	4.5	6.7	
Daggett	0	0.0	0.0	6	17.6	62.3	0	0.0	0.0	6	17.6	62.3	
Davis	15	0.6	0.5	58	2.5	2.1	0	0.0	0.0	73	3.1	2.6	
Duchesne	0	0.0	0.0	9	4.3	5.9	0	0.0	0.0	9	4.3	5.9	
Emery	2	0.5	1.9	7	1.9	6.7	1	0.3	1.0	10	2.7	9.5	
Garfield	1	0.8	2.1	10	8.4	21.3	0	0.0	0.0	11	9.2	23.4	
Grand	2	0.8	2.3	12	4.5	13.6	0	0.0	0.0	14	5.3	15.9	
Iron	5	0.8	1.2	15	2.4	3.6	0	0.0	0.0	20	3.1	4.8	
Juab	0	0.0	0.0	1	0.3	1.1	2	0.5	2.2	3	0.8	3.3	
Kane	1	0.8	1.6	11	8.3	17.7	0	0.0	0.0	12	9.1	19.3	
Millard	1	0.2	0.8	5	1.1	3.8	1	0.2	0.8	7	1.6	5.3	
Morgan	1	0.8	1.2	6	4.6	7.0	0	0.0	0.0	7	5.3	8.2	
Piute	0	0.0	0.0	1	3.9	7.3	0	0.0	0.0	1	3.9	7.3	
Rich	0	0.0	0.0	6	11.4	29.1	0	0.0	0.0	6	11.4	29.1	
Salt Lake	68	0.8	0.7	324	4.0	3.3	7	0.1	0.1	399	4.9	4.1	
San Juan	0	0.0	0.0	9	3.2	6.2	0	0.0	0.0	9	3.2	6.2	
Sanpete	0	0.0	0.0	3	1.2	1.2	0	0.0	0.0	3	1.2	1.2	
Sevier	0	0.0	0.0	2	0.5	1.0	1	0.2	0.5	3	0.7	1.5	
Summit	6	0.9	1.7	12	1.7	3.3	2	0.3	0.6	20	2.8	5.5	
Tooele	7	0.8	1.3	13	1.5	2.5	0	0.0	0.0	20	2.3	3.8	
Uintah	7	2.1	2.6	10	3.0	3.7	0	0.0	0.0	17	5.1	6.3	
Utah	29	0.8	0.6	136	3.7	3.0	4	0.1	0.1	169	4.7	3.7	
Wasatch	0	0.0	0.0	4	1.4	2.0	0	0.0	0.0	4	1.4	2.0	
Washington	10	0.9	0.8	80	7.0	6.3	1	0.1	0.1	91	8.0	7.2	
Wayne	0	0.0	0.0	12	31.1	47.9	1	2.6	4.0	13	33.7	51.9	
Weber	22	1.4	1.0	75	4.9	3.5	2	0.1	0.1	99	6.4	4.6	
Statewide	192	0.8	0.8	871	3.5	3.4	23	0.1	0.1	1,086	4.3	4.3	

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

• Rate per 100 million vehicle miles traveled:

- Wayne (31.1), Daggett (17.6) and Rich (11.4) had the highest rates of motorcyclists injured in crashes per 100 million vehicle miles traveled.
- Wayne (2.6) and Juab (0.5) had the highest rates of motorcyclists killed in crashes per 100 million vehicle miles traveled.

• Rate per 10,000 population:

- Daggett (62.3), Wayne (47.9) and Rich (29.1) had the highest rates of motorcyclists injured in crashes per 10,000 population.
- Wayne (4.0), Juab (2.2) and Emery (1.0) had the highest rates of motorcyclists killed in crashes per 10,000 population.

Counties

Motorcycle Crashes by County (Utah 2005)

Motorcycle Crashes												
	Property D	Damage C	Only (PDO)		Injury			Fatal			Total	
	Motorcycle	Rate	Rate	Motorcycle	Rate	Rate	Motorcycle	Rate	Rate	All	Rate	Rate
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	Motorcycle	per 100	per
	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population
Beaver	0	0.0	0.0	5	2.0	7.9	0	0.0	0.0	5	2.0	7.9
Box Elder	1	0.1	0.2	10	1.1	2.2	0	0.0	0.0	11	1.2	2.4
Cache	7	0.8	0.7	20	2.2	1.9	0	0.0	0.0	27	3.0	2.6
Carbon	3	1.0	1.6	6	2.1	3.1	1	0.3	0.5	10	3.5	5.2
Daggett	0	0.0	0.0	6	17.6	62.3	0	0.0	0.0	6	17.6	62.3
Davis	7	0.3	0.3	53	2.3	1.9	0	0.0	0.0	60	2.6	2.2
Duchesne	0	0.0	0.0	7	3.4	4.6	0	0.0	0.0	7	3.4	4.6
Emery	1	0.3	1.0	7	1.9	6.7	1	0.3	1.0	9	2.5	8.6
Garfield	0	0.0	0.0	9	7.6	19.1	0	0.0	0.0	9	7.6	19.1
Grand	2	0.8	2.3	11	4.1	12.5	0	0.0	0.0	13	4.9	14.7
Iron	3	0.5	0.7	14	2.2	3.4	0	0.0	0.0	17	2.7	4.1
Juab	0	0.0	0.0	1	0.3	1.1	1	0.3	1.1	2	0.5	2.2
Kane	0	0.0	0.0	9	6.8	14.5	0	0.0	0.0	9	6.8	14.5
Millard	1	0.2	0.8	5	1.1	3.8	1	0.2	0.8	7	1.6	5.3
Morgan	1	0.8	1.2	6	4.6	7.0	0	0.0	0.0	7	5.3	8.2
Piute	0	0.0	0.0	1	3.9	7.3	0	0.0	0.0	1	3.9	7.3
Rich	0	0.0	0.0	5	9.5	24.2	0	0.0	0.0	5	9.5	24.2
Salt Lake	48	0.6	0.5	317	3.9	3.2	8	0.1	0.1	373	4.6	3.8
San Juan	0	0.0	0.0	9	3.2	6.2	0	0.0	0.0	9	3.2	6.2
Sanpete	0	0.0	0.0	2	0.8	0.8	0	0.0	0.0	2	0.8	0.8
Sevier	0	0.0	0.0	2	0.5	1.0	1	0.2	0.5	3	0.7	1.5
Summit	4	0.6	1.1	11	1.6	3.0	2	0.3	0.6	17	2.4	4.7
Tooele	4	0.5	0.8	14	1.6	2.7	0	0.0	0.0	18	2.0	3.5
Uintah	3	0.9	1.1	9	2.7	3.3	0	0.0	0.0	12	3.6	4.5
Utah	14	0.4	0.3	130	3.6	2.9	4	0.1	0.1	148	4.1	3.2
Wasatch	0	0.0	0.0	4	1.4	2.0	0	0.0	0.0	4	1.4	2.0
Washington	7	0.6	0.6	75	6.6	5.9	1	0.1	0.1	83	7.3	6.5
Wayne	0	0.0	0.0	11	28.5	43.9	1	2.6	4.0	12	31.1	47.9
Weber	11	0.7	0.5	70	4.5	3.3	2	0.1	0.1	83	5.4	3.9
Statewide	117	0.5	0.5	829	3.3	3.3	23	0.1	0.1	969	3.9	3.8

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

• Rate per 100 million vehicle miles traveled:

 Wayne (28.5), Daggett (17.6) and Rich (9.5) had the highest rates of motorcycle injury crashes per 100 million vehicle miles traveled.

• Wayne (2.6) had the highest rates of fatal motorcycle crashes per 100 million vehicle miles traveled.

• Rate per 10,000 population:

 Daggett (62.3), Wayne (43.9) and Rich (24.2) had the highest rates of motorcycle injury crashes per 10,000 population.

Wayne (4.0), Juab (1.1) and Emery (1.0) had the highest rates of fatal motorcycle crashes per 10,000 population.

Motorcyclist Characteristics (Driver and Passenger)

Injury Severity of Motorcyclists Involved in Crashes (Utah 2005)



- In the above graph, there were a total of 1,086 motorcyclists involved in crashes.
- The above graph shows that the percentage of motorcyclists sustaining a non-fatal injury (80.2%) was much higher than the percentage of all motor vehicle crash occupants sustaining a non-fatal injury (20.2%).
- A fatal injury was sustained by 2.1% of motorcyclists compared to 0.2% of all motor vehicle crash occupants.
- In fact, motorcyclists were 12 times more likely to be killed in a crash than other motor vehicle crash occupants.

Motorcyclists (Driver and Passenger)										
	Non-l	njured	Inju	ured	Motor	cyclists	Total			
	Motore	cyclists	Motor	cyclists	Kil	led	Motorcyclists			
Occupant Placement	#	%	#	%	#	%	#	%		
Driver	153	79.7%	787	90.4%	22	95.7%	962	88.6%		
Passenger	39	20.3%	84	9.6%	1	4.3%	124	11.4%		
Total	192	100.0%	871	100.0%	23	100.0%	1,086	100.0%		

Occupant Placement of Motorcyclists Involved in Crashes (Utah 2005)

- The above table shows that drivers accounted for the majority of injured motorcyclists (90.4%) and 95.7% of the motorcyclist fatalities.
- In addition, there were 4 pedestrians and 3 bicyclists involved in motorcycle crashes. All of the pedestrians and bicyclists sustained non-fatal injuries.

Motorcyclist Characteristics (Driver and Passenger)

Age of Motorcyclists Involved in Crashes (Utah 2005)

Motorcyclists (Driver and Passenger)													
	Non-l	njured	Inju	ured	Motore	cyclists	Тс	otal					
	Motore	cyclists	Motor	cyclists	Kil	led	Motorcyclists						
Age	#	%	#	%	#	%	#	%					
0-4	3	1.6%	1	0.1%	0	0.0%	4	0.4%					
5-9	0	0.0%	2	0.2%	0	0.0%	2	0.2%					
10-14	10	5.2%	10	1.1%	0	0.0%	20	1.8%					
15-19	21	10.9%	87	10.0%	2	8.7%	110	10.1%					
20-24	35	18.2%	192	22.0%	5	21.7%	232	21.4%					
25-29	21	10.9%	110	12.6%	2	8.7%	133	12.2%					
30-34	11	5.7%	70	8.0%	4	17.4%	85	7.8%					
35-39	15	7.8%	64	7.3%	1	4.3%	80	7.4%					
40-44	16	8.3%	80	9.2%	0	0.0%	96	8.8%					
45-49	12	6.3%	80	9.2%	1	4.3%	93	8.6%					
50-54	13	6.8%	71	8.2%	2	8.7%	86	7.9%					
55-59	11	5.7%	48	5.5%	3	13.0%	62	5.7%					
60-64	0	0.0%	23	2.6%	2	8.7%	25	2.3%					
65-69	2	1.0%	11	1.3%	1	4.3%	14	1.3%					
70-74	0	0.0%	6	0.7%	0	0.0%	6	0.6%					
75-79	1	0.5%	4	0.5%	0	0.0%	5	0.5%					
80+	0	0.0%	1	0.1%	0	0.0%	1	0.1%					
Missing	21	10.9%	11	1.3%	0	0.0%	32	2.9%					
Total	192	100.0%	871	100.0%	23	100.0%	1,086	100.0%					



- Overall, the largest percentage of motorcyclists involved in crashes were aged 20 to 24 years (21.4%). This age group also represented the largest percentage of motorcyclists injured in crashes (22.0%).
- The highest percentage of motorcyclist fatalities also occurred in the 20 to 24 year age group (21.7%) and the 30 to 34 year age group (17.4%).

Motorcyclist Characteristics (Driver and Passenger)

Gender of Motorcyclists Involved in Crashes (Utah 2005)

	Motorcyclists (Driver and Passenger)												
	Non-I	njured	Inju	ured	Motor	cyclists	Total						
	Motor	cyclists	Motor	cyclists	Kil	led	Motorcyclists						
Gender	#	%	# %		#	%	#	%					
Female	34	17.7%	126	14.5%	4	17.4%	164	15.1%					
Male	144	75.0%	743	85.3%	19	82.6%	906	83.4%					
Missing	14	7.3%	2	0.2%	0	0.0%	16	1.5%					
Total	192	100.0%	871	100.0%	23	100.0%	1,086	100.0%					

 The majority of all motorcyclists (83.4%), injured motorcyclists (85.3%) and motorcyclists killed (82.6%) in crashes were male.

Motorcyclists (Driver and Passenger)											
	Non-I	njured	Inju	ıred	Motoro	cyclists	Total				
	Motore	cyclists	Motor	cyclists	Kil	led	Motorcyclists				
Helmet Use	#	%	#	%	#	%	#	%			
Helmet Worn	53	27.6%	361	41.4%	5	21.7%	419	38.6%			
Helmet Not Worn	107	55.7%	234	26.9%	18	78.3%	359	33.1%			
Unknown	32	16.7%	276	31.7%	0	0.0%	308	28.4%			
Total	192	100.0%	871	100.0%	23	100.0%	1,086	100.0%			

Helmet Use of Motorcyclists Involved in Crashes (Utah 2005)

NOTE: Nearly one-third of helmet use for injured motorcyclists (31.7%) was reported as "unknown". Thus, interpretations of this information should be made with caution.

- Only 38.6% of motorcycle drivers and passengers involved in crashes wore a helmet.
- Utah law states that anyone under the age of 18 years riding a motorcycle, either as the driver or as the passenger, must wear a helmet approved by the Department of Public Safety.
- 18 out of the 23 motorcyclists killed in crashes (78.3%) were not wearing a helmet.

Motorcycle Driver Characteristics

Motorcycle Drivers										
	Motorcycl	e Drivers	Motorcycl	e Drivers	Total Motorcycle					
	Involved in Property		Involved in		Involv	ved in	Drivers Involved			
	Damage Or	nly Crashes	Injury Crashes		Fatal C	rashes	in Crashes			
Driver Age	#	%	#	%	#	%	#	%		
<15	1	0.9%	13	1.6%	0	0.0%	14	1.5%		
15-19	12	10.6%	79	9.6%	2	8.0%	93	9.7%		
20-24	20	17.7%	188	22.8%	7	28.0%	215	22.3%		
25-29	19	16.8%	104	12.6%	2	8.0%	125	13.0%		
30-34	8	7.1%	67	8.1%	5	20.0%	80	8.3%		
35-39	11	9.7%	60	7.3%	1	4.0%	72	7.5%		
40-44	11	9.7%	76	9.2%	0	0.0%	87	9.0%		
45-49	11	9.7%	69	8.4%	1	4.0%	81	8.4%		
50-54	9	8.0%	66	8.0%	2	8.0%	77	8.0%		
55-59	5	4.4%	47	5.7%	3	12.0%	55	5.7%		
60-64	0	0.0%	22	2.7%	1	4.0%	23	2.4%		
65-69	1	0.9%	11	1.3%	1	4.0%	13	1.4%		
70-74	0	0.0%	6	0.7%	0	0.0%	6	0.6%		
75-79	0	0.0%	5	0.6%	0	0.0%	5	0.5%		
80+	0	0.0%	1	0.1%	0	0.0%	1	0.1%		
Missing	5	4.4%	10	1.2%	0	0.0%	15	1.6%		
Total	113	100.0%	824	100.0%	25	100.0%	962	100.0%		

Motorcycle Driver Age (Utah 2005)



Age of Motorcycle Drivers Involved in Crashes (Utah 2005)

- The above table and graph show that approximately one-half (46.5%) of the motorcycle drivers involved in • crashes were under the age of 30 years.
- The percentage of drivers involved in injury crashes was highest for those aged 20 to 24 years (22.8%). •
- The percentage of drivers involved in fatal crashes was highest for those aged 20 to 24 years (28.0%) and 30 to 34 years (20.0%).

Motorcycle Driver Characteristics

word cycle briver denuer (drail 2003)											
Motorcycle Drivers											
	Motorcycle Drivers		Motorcyc	e Drivers	Motorcyc	e Drivers	Total Motorcycle				
	Involved in Property		Involv	/ed in	Involv	/ed in	Drivers Involved				
	Damage Only Crashes		Injury C	crashes	Fatal C	rashes	in Crashes				
Driver Gender	#	%	#	%	#	%	#	%			
Female	8	7.1%	60	7.3%	3	12.0%	71	7.4%			
Male	102	90.3%	761	92.4%	22	88.0%	885	92.0%			
Missing	3	2.7%	3	0.4%	0	0.0%	6	0.6%			
Total	113	100.0%	824	100.0%	25	100.0%	962	100.0%			

Motorcycla Driver Conder (11tab 2005)

• The majority of motorcycle drivers involved in total crashes (92.0%), injury crashes (92.4%) and fatal crashes (88.0%) were male. This does not necessarily indicate that male motorcycle drivers are at greater risk for a crash, but may reflect a higher proportion of male motorcycle drivers in Utah.

Alcohol and Other Drug Involvement of Motorcycle Drivers (Utah 2005)



Of the 25 motorcycle drivers involved in fatal crashes in 2005, 2 were impaired by alcohol or other drugs (8.0%).



Motorcycle Crash Severity (Utah 2005)

- In the above graph, there were a total of 969 motorcycle crashes.
- Most motorcycle crashes resulted in a non-fatal injury (85.5%) compared to 35.6% of all motor vehicle crashes.
- The percentage of fatal motorcycle crashes was 2.4%, compared to 0.4% of all motor vehicle crashes.
- In fact, motorcycle crashes were 6 times more likely to be fatal than other motor vehicle crashes.

Motorcycle Crashes by Month of Year (Utah 2005)

Motorcycle Crashes											
	Property Damage On		age Only (PDO)	Injury		Fatal		Total			
	Days in	Motorcycle	Rate	Motorcycle	Rate	Motorcycle	Rate	All Motorcycle	Rate		
	Month	PDO Crashes	per	Injury Crashes	per	Fatal Crashes	per	Crashes	per		
Month	#	#	Day	#	Day	#	Day	#	Day		
January	31	7	0.2	12	0.4	1	0.0	20	0.6		
February	28	2	0.1	18	0.6	0	0.0	20	0.7		
March	31	8	0.3	27	0.9	1	0.0	36	1.2		
April	30	6	0.2	69	2.3	0	0.0	75	2.5		
May	31	13	0.4	108	3.5	3	0.1	124	4.0		
June	30	9	0.3	106	3.5	4	0.1	119	4.0		
July	31	17	0.5	139	4.5	3	0.1	159	5.1		
August	31	21	0.7	130	4.2	8	0.3	159	5.1		
September	30	12	0.4	113	3.8	1	0.0	126	4.2		
October	31	14	0.5	68	2.2	0	0.0	82	2.6		
November	30	6	0.2	26	0.9	2	0.1	34	1.1		
December	31	2	0.1	13	0.4	0	0.0	15	0.5		
Total	365	117	0.3	829	2.3	23	0.1	969	2.7		

• The above table shows May through September had the highest rates per day of total motorcycle crashes and injury crashes. Very few motorcycle crashes occurred in the winter months, this is likely due to the decrease of individuals riding motorcycles in the winter.

Motorcycle Crashes by Day of Week (Utah 2005)

Motorcycle Crashes										
	Property Damag	ge Only Crashes	Injury	Crashes	Fatal 0	Crashes	Total (Crashes		
Day of Week	#	%	#	%	#	%	#	%		
Monday	16	13.7%	98	11.8%	4	17.4%	118	12.2%		
Tuesday	10	8.5%	110	13.3%	3	13.0%	123	12.7%		
Wednesday	30	25.6%	101	12.2%	3	13.0%	134	13.8%		
Thursday	13	11.1%	96	11.6%	4	17.4%	113	11.7%		
Friday	17	14.5%	145	17.5%	7	30.4%	169	17.4%		
Saturday	15	12.8%	153	18.5%	1	4.3%	169	17.4%		
Sunday	16	13.7%	126	15.2%	1	4.3%	143	14.8%		
Total	117	100.0%	829	100.0%	23	100.0%	969	100.0%		



Motorcycle Crashes by Day of Week (Utah 2005)

- The above table and graph show that the highest percentage of total motorcycle crashes (17.4%) and motorcycle injury crashes (18.5%) occurred on Saturday.
- Fatal motorcycle crashes occurred most frequently on Friday (30.4%).

Motorcycle Crashes									
	Property Damag	ge Only Crashes	Injury (Crashes	Fatal C	Crashes	Total C	Crashes	
Hour	#	%	#	%	#	%	#	%	
Midnight	1	0.9%	16	1.9%	0	0.0%	17	1.8%	
1:00 am	2	1.7%	4	0.5%	1	4.3%	7	0.7%	
2:00 am	0	0.0%	5	0.6%	0	0.0%	5	0.5%	
3:00 am	2	1.7%	4	0.5%	0	0.0%	6	0.6%	
4:00 am	1	0.9%	5	0.6%	0	0.0%	6	0.6%	
5:00 am	1	0.9%	4	0.5%	0	0.0%	5	0.5%	
6:00 am	2	1.7%	7	0.8%	0	0.0%	9	0.9%	
7:00 am	4	3.4%	22	2.7%	1	4.3%	27	2.8%	
8:00 am	4	3.4%	24	2.9%	0	0.0%	28	2.9%	
9:00 am	2	1.7%	25	3.0%	3	13.0%	30	3.1%	
10:00 am	5	4.3%	39	4.7%	2	8.7%	46	4.7%	
11:00 am	10	8.5%	38	4.6%	2	8.7%	50	5.2%	
Noon	8	6.8%	59	7.1%	0	0.0%	67	6.9%	
1:00 pm	8	6.8%	54	6.5%	2	8.7%	64	6.6%	
2:00 pm	5	4.3%	61	7.4%	1	4.3%	67	6.9%	
3:00 pm	10	8.5%	64	7.7%	1	4.3%	75	7.7%	
4:00 pm	8	6.8%	76	9.2%	1	4.3%	85	8.8%	
5:00 pm	18	15.4%	84	10.1%	2	8.7%	104	10.7%	
6:00 pm	6	5.1%	54	6.5%	2	8.7%	62	6.4%	
7:00 pm	7	6.0%	54	6.5%	0	0.0%	61	6.3%	
8:00 pm	3	2.6%	46	5.5%	2	8.7%	51	5.3%	
9:00 pm	5	4.3%	33	4.0%	2	8.7%	40	4.1%	
10:00 pm	4	3.4%	29	3.5%	1	4.3%	34	3.5%	
11:00 pm	1	0.9%	22	2.7%	0	0.0%	23	2.4%	
Total	117	100.0%	829	100.0%	23	100.0%	969	100.0%	

Motorcycle Crashes by Hour of Day (Utah 2005)

Motorcycle Crashes by Hour of Day (Utah 2005)



- In 2005, total motorcycle crashes and injury motorcycle crashes followed a similar time pattern, peaking between Noon and 5:00 pm.
- Fatal motorcycle crashes occurred during various times of the day.

Types of Crashes Involving Motorcycles (Utah 2005)

Motorcycle Crashes											
	Property Damage		Injury		Fatal		Total				
	Only Crashes Crashes		Crashes		Crashes						
Crash Type	#	%	#	%	#	%	#	%			
Two Motor Vehicles	86	73.5%	395	47.6%	11	47.8%	492	50.8%			
Overturned in Roadway	5	4.3%	115	13.9%	1	4.3%	121	12.5%			
Ran Off Roadway - To the Right	9	7.7%	110	13.3%	0	0.0%	119	12.3%			
Other Non-Collision	4	3.4%	63	7.6%	6	26.1%	73	7.5%			
Motor Vehicle and Fixed Object	1	0.9%	43	5.2%	4	17.4%	48	5.0%			
Ran Off Roadway - To the Left	3	2.6%	41	4.9%	0	0.0%	44	4.5%			
Motor Vehicle and Wild Animal	3	2.6%	27	3.3%	1	4.3%	31	3.2%			
Motor Vehicle and Other Object	5	4.3%	15	1.8%	0	0.0%	20	2.1%			
Ran Off Roadway - Through Median	0	0.0%	6	0.7%	0	0.0%	6	0.6%			
Motor Vehicle and Domestic Animal	0	0.0%	5	0.6%	0	0.0%	5	0.5%			
Motor Vehicle and Bicycle	0	0.0%	4	0.5%	0	0.0%	4	0.4%			
Motor Vehicle and Skates, Scooters, Skateboards	1	0.9%	2	0.2%	0	0.0%	3	0.3%			
Motor Vehicle and Pedestrian	0	0.0%	2	0.2%	0	0.0%	2	0.2%			
Motor Vehicle and Train	0	0.0%	1	0.1%	0	0.0%	1	0.1%			
Total	117	100.0%	829	100.0%	23	100.0%	969	100.0%			

- The majority of motorcycle property damage only crashes (73.5%), injury crashes (47.6%) and fatal crashes (47.8%) involved another motor vehicle.
- "Ran off the roadway" (to the right, to the left, or through the median) accounted for another 17.4% of the motorcycle crashes.

Motorcycle Crashes											
	Property Damage		Injury		Fatal		Total				
	Only C	rashes	Crashes		Crashes		Crashes				
Urban/Rural Location	#	%	#	%	#	%	#	%			
Rural Area - Up to 5,000	33	28.2%	279	33.7%	14	60.9%	326	33.6%			
Small Urban - 5,000 to 49,999	10	8.5%	65	7.8%	0	0.0%	75	7.7%			
Moderate Urban - 50,000 to 199,999	4	3.4%	10	1.2%	0	0.0%	14	1.4%			
Large Urban - 200,000 or More	68	58.1%	445	53.7%	9	39.1%	522	53.9%			
Missing	2	1.7%	30	3.6%	0	0.0%	32	3.3%			
Total	117	100.0%	829	100.0%	23	100.0%	969	100.0%			

Urban/Rural Location of Motorcycle Crashes (Utah 2005)

- While the majority of total motorcycle crashes (63.0%) as well as the majority of motorcycle injury crashes (62.7%) occurred in small, moderate and large urban areas, the majority of fatal motorcycle crashes occurred in rural areas (60.9%).
- In fact, motorcycle crashes occurring in rural areas were 3 times more likely to result in a fatality than motorcycle crashes in urban areas.
Motorcycle Crash Characteristics

Violations (Motorcycle Drivers)												
	Motor	cycle	Motor	cycle	Motor	cycle	Tot	al				
	Drivers	Cited in	Drivers	Cited in	Drivers (Cited in	Motorcycle					
	PDO C	rashes	Injury (Crashes	Fatal C	rashes	Drivers Cited					
Violations	#	%	#	%	#	%	#	%				
Other Non-Moving Violations	8	24.2%	60	29.0%	0	0.0%	68	28.2%				
All Other Moving Violations	4	12.1%	31	15.0%	0	0.0%	35	14.5%				
Following Too Close	5	15.2%	18	8.7%	0	0.0%	23	9.5%				
Driving Under the Influence	1	3.0%	19	9.2%	0	0.0%	20	8.3%				
Improper Lookout	4	12.1%	11	5.3%	0	0.0%	15	6.2%				
Speeding	2	6.1%	13	6.3%	0	0.0%	15	6.2%				
Reckless Driving	2	6.1%	12	5.8%	1	0.0%	15	6.2%				
Failure to Yield Right-of-Way	1	3.0%	10	4.8%	0	0.0%	11	4.6%				
Improper Lane Change	1	3.0%	9	4.3%	0	0.0%	10	4.1%				
Negligent Collision	3	9.1%	5	2.4%	0	0.0%	8	3.3%				
Improper Turn (Failure to Signal)	1	3.0%	5	2.4%	0	0.0%	6	2.5%				
Improper Passing	0	0.0%	5	2.4%	0	0.0%	5	2.1%				
Hit and Run	0	0.0%	4	1.9%	0	0.0%	4	1.7%				
Wrong Side of Road	0	0.0%	3	1.4%	0	0.0%	3	1.2%				
Failure to Stop at Red Light	1	3.0%	1	0.5%	0	0.0%	2	0.8%				
Improper Start and Stop	0	0.0%	1	0.5%	0	0.0%	1	0.4%				
Total	33	100.0%	207	100.0%	1	0.0%	241	100.0%				

Motorcycle Crash Violations (Utah 2005)

In 2005, there were 962 motorcycle drivers involved in crashes. Officers at the scene of the crash cited 241 (25.1%) of those drivers for a traffic violation.

• Excluding "other non-moving" and "other moving" violations, motorcycle drivers were cited most often for "following too close" (9.5%) and "driving under the influence" (8.3%).

Motorcycle Crash Characteristics

Contributing Factors of Motorcycle Crashes (Utah 2005)

Contributing Factors (Vehicles Involved in Motorcycle Crashes)											
	Cont	ributing F	actors (Coded fo	or Ve	hicles In	volved	in:			
	Motor	cycle	Moto	rcycle	Mot	orcycle	То	tal			
	Property	Damage	Inj	ury	F	atal	Moto	rcycle			
	Only C	rashes	Crashes		Cr	ashes	Cra	shes			
Contributing Factors	#	%	#	%	#	%	#	%			
Speed Too Fast	12	15.2%	157	22.7%	13	40.6%	182	22.7%			
Other Improper Driving	9	11.4%	139	20.1%	4	12.5%	152	19.0%			
Improper Lookout	17	21.5%	95	13.7%	1	3.1%	113	14.1%			
Followed Too Closely	10	12.7%	55	8.0%	0	0.0%	65	8.1%			
Object in Roadway	2	2.5%	29	4.2%	1	3.1%	32	4.0%			
Failed to Yield Right of Way	4	5.1%	24	3.5%	0	0.0%	28	3.5%			
Improper Overtaking	2	2.5%	20	2.9%	1	3.1%	23	2.9%			
Drove Left of Center	3	3.8%	16	2.3%	2	6.3%	21	2.6%			
Driving Under the Influence	0	0.0%	18	2.6%	0	0.0%	18	2.2%			
Made Improper Turn	2	2.5%	15	2.2%	1	3.1%	18	2.2%			
Non-Contact Vehicle Involved	1	1.3%	16	2.3%	0	0.0%	17	2.1%			
Other Driver Distractions	2	2.5%	12	1.7%	1	3.1%	15	1.9%			
Aggressive Driving	2	2.5%	11	1.6%	1	3.1%	14	1.7%			
Had Been Drinking	1	1.3%	11	1.6%	1	3.1%	13	1.6%			
Hit and Run	6	7.6%	7	1.0%	0	0.0%	13	1.6%			
Other Defective Condition of Vehicle	1	1.3%	11	1.6%	0	0.0%	12	1.5%			
Tires Defective	0	0.0%	11	1.6%	1	3.1%	12	1.5%			
Disregard Traffic Signal	2	2.5%	6	0.9%	1	3.1%	9	1.1%			
Wrong Side of Road	0	0.0%	7	1.0%	1	3.1%	8	1.0%			
Fatigued	0	0.0%	7	1.0%	1	3.1%	8	1.0%			
Passed Stop Sign	0	0.0%	5	0.7%	1	3.1%	6	0.7%			
Asleep	0	0.0%	4	0.6%	1	3.1%	5	0.6%			
Headlights Insufficient or Out	0	0.0%	5	0.7%	0	0.0%	5	0.6%			
Brakes Defective	0	0.0%	3	0.4%	0	0.0%	3	0.4%			
Sick or III	1	1.3%	1	0.1%	0	0.0%	2	0.2%			
Stolen	1	1.3%	1	0.1%	0	0.0%	2	0.2%			
Improper Backing	0	0.0%	1	0.1%	0	0.0%	1	0.1%			
Failed to Signal	0	0.0%	1	0.1%	0	0.0%	1	0.1%			
Other Lights or Reflectors Defective	0	0.0%	1	0.1%	0	0.0%	1	0.1%			
Downhill Runaway	0	0.0%	1	0.1%	0	0.0%	1	0.1%			
Explosion or Fire	1	1.3%	0	0.0%	0	0.0%	1	0.1%			
Vehicle Rolling in Traffic Lane	0	0.0%	1	0.1%	0	0.0%	1	0.1%			
Total	79	100.0%	691	100.0%	32	100.0%	802	100.0%			

- Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.
- "Speed too fast" was the leading contributing factor for total motorcycle crashes (22.7%), motorcycle injury crashes (22.7%) and fatal motorcycle crashes (40.6%).
- The combined contributing factors of "driving under the influence," "had been drinking" and "under the influence of drugs" accounted for 3.8% of total motorcycle crashes, 4.2% of motorcycle injury crashes, and 3.1% of fatal motorcycle crashes.

Pedestrians 2005

PEDESTRIANS

Did you know that in 2005...

- 681 pedestrians were involved in motor vehicle crashes; 626 were injured, and 20 were killed.
- Pedestrians were 17 times more likely to be killed in a crash than other crash occupants.

Age of Persons Involved in Pedestrian-Motor Vehicle Crashes (Utah 2005)



- The highest percentage of pedestrians involved in crashes were aged 10 to 14 years (14.1%).
- Almost half (40.1%) of the pedestrians involved in crashes were under 20 years old.
- The highest percentage of drivers involved in pedestrian crashes were aged 15 to 24 years (29.6%).



Pedestrians

Time of Day Pedestrian-Motor Vehicle Crashes Occurred (Utah 2005)



 Pedestrian-motor vehicle crashes occurred most often between 2:00 pm to 7:00 pm. There was also a small peak at 7:00 am.



December (2.2) and October (2.1) had the highest rates per day of pedestrian-motor vehicle crashes.

Actions of Pedestrians Prior to Crashes (Utah 2005)

- 1. Crossing Intersection with Signal (23.2%)
- 2. Crossing Not at Intersection (15.9%)
- 3. Crossing Intersection with No Signal (11.9%)
- 4. Crossing Intersection Against Signal (7.0%)
- 5. Other Standing in Roadway (5.1%)



"Crossing Intersection (with signal, no signal, against signal, diagonally)" comprised 42.7% of pedestrian actions prior to crashes.

Alcohol and Other Drug Involvement



Of the 20 pedestrians killed in Utah during 2005, 2 pedestrians (10.0%) were impaired by alcohol or other drugs, and 2 pedestrians (10.0%) were killed by an impaired driver.

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Section 7: Pedestrians

Section 7: Pedestrians 2005 Trends

Trends	
Pedestrians Involved in Crashes 1996-2005	116
Pedestrian-Motor Vehicle Crashes 1996-2005	117
Counties	
Pedestrians Involved in Crashes by County	118
Pedestrian-Motor Vehicle Crashes by County	119
Pedestrian Characteristics	
Injury Severity	120
Age	121
Gender	122
Pedestrian Action Prior to Crash	122
Driver Characteristics	
Driver Age	123
Driver Gender	
Alcohol and Other Drug Involvement	124
Crash Characteristics	
Crash Severity	125
Month of Year	125
Day of Week	126
Hour of Day	127
Locality	128
Urban/Rural Location	128
Vehicle Type	129
Violations	129
Contributing Factors	130

Trends

Pedestrians Involved in Crashes 1996-2005

	Pedestrians											
		Non-Injured	Pedestrians	Injured Pe	destrians	Pedestriar	ns Killed	Total Ped	estrians			
		Non-Injured	Rate per	Injured	Rate per	Pedestrians	Rate per	All	Rate per			
		Pedestrians	10,000	Pedestrians	10,000	Killed	10,000	Pedestrians	10,000			
Year	Population	#	Population	#	Population	#	Population	#	Population			
1996	2,042,893	49	0.24	966	4.7	33	0.16	1,048	5.1			
1997	2,099,409	41	0.20	889	4.2	39	0.19	969	4.6			
1998	2,141,632	33	0.15	774	3.6	43	0.20	850	4.0			
1999	2,193,014	32	0.15	748	3.4	38	0.17	818	3.7			
2000	2,246,553	44	0.20	708	3.2	33	0.15	785	3.5			
2001	2,295,971	39	0.17	682	3.0	33	0.14	754	3.3			
2002	2,338,761	32	0.14	664	2.8	25	0.11	721	3.1			
2003	2,385,358	42	0.18	616	2.6	28	0.12	686	2.9			
2004	2,469,230	45	0.18	675	2.7	25	0.10	745	3.0			
2005	2,547,389	35	0.14	626	2.5	20	0.08	681	2.7			
Total	22,760,210	392	0.17	7,348	3.2	317	0.14	8,057	3.5			

In 2005, the rate of pedestrians injured in crashes was 2.5; a 7% decrease from 2004.

• In 2005, the rate of pedestrians killed in Utah crashes was 0.08, a new ten-year low.



- Over the last ten years, total pedestrians involved in crashes and pedestrians injured in crashes have followed a similar trend.
- The highest rate of total pedestrians involved in crashes (5.1) and the highest rate of pedestrians injured in crashes (4.7) occurred in 1996, and have been followed by a decreasing trend.

Pedestrians Killed in Crashes (Utah 1996-2005)



- Over the last ten years, the highest rate of pedestrians killed in crashes occurred in 1998 (0.20).
- Since 1998, the rate of pedestrians killed in crashes has varied slightly from year to year, but has followed a decreasing trend; reaching a new ten-year low in 2005.

NOTE: Part of the decrease in reported pedestrians involved in crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, pedestrians that were involved in crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

Trends

Pedestrian-Motor Vehicle Crashes 1996-2005

Pedestrian-Motor Vehicle Crashes											
		Property Dama	age Only (PDO)	Inj	ury	Fa	ital	То	tal		
		Ped-MV	Rate	Ped-MV	Rate	Ped-MV	Rate	All	Rate		
		PDO	per	Injury	per	Fatal	per	Ped-MV	per		
		Crashes	10,000	Crashes	10,000	Crashes	10,000	Crashes	10,000		
Year	Population	#	Population	#	Population	#	Population	#	Population		
1996	2,042,893	44	0.2	1,060	5.2	33	0.16	1,137	5.6		
1997	2,099,409	77	0.4	773	3.7	34	0.16	884	4.2		
1998	2,141,632	28	0.1	679	3.2	41	0.19	748	3.5		
1999	2,193,014	24	0.1	661	3.0	35	0.16	720	3.3		
2000	2,246,553	31	0.1	626	2.8	30	0.13	687	3.1		
2001	2,295,971	30	0.1	597	2.6	28	0.12	655	2.9		
2002	2,338,761	28	0.1	584	2.5	24	0.10	636	2.7		
2003	2,385,358	36	0.2	540	2.3	23	0.10	599	2.5		
2004	2,469,230	37	0.1	583	2.4	23	0.09	643	2.6		
2005	2,547,389	28	0.1	552	2.2	20	0.08	600	2.4		
Total	22,760,210	363	0.2	6,655	2.9	291	0.13	7,309	3.2		

• In 2005, the rate of pedestrian-motor vehicle injury crashes was 2.4; an 8% decrease from 2004.

• In 2005, the rate of fatal pedestrian-motor vehicle crashes reached a new ten-year low (0.08 per 10,000 pop.).



Pedestrian-Motor Vehicle Injury Crashes (Utah 1996-2005)

• Over the last ten years, total pedestrian-motor vehicle crashes and pedestrian-motor vehicle injury crashes have followed a similar trend.

• The highest rate of total pedestrian-motor vehicle crashes (5.6) and the highest rate of pedestrianmotor vehicle injury crashes (5.2) occurred in 1996, and have been followed by a decreasing trend.

Fatal Pedestrian-Motor Vehicle Crashes (Utah 1996-2005)



- During the last ten years, the highest rate of fatal pedestrian-motor vehicle crashes occurred in 1998 (0.19).
- Since 1998, the rate of fatal pedestrian-motor vehicle crashes has varied slightly from year to year, but has followed a decreasing trend; decreasing once again in 2005.

NOTE: Part of the decrease in reported pedestrian-motor vehicle crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, pedestrian-motor vehicle crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

Counties

Pedestrians Involved in Crashes by County (Utah 2005)

Pedestrians												
	Non-Ir	njured Pe	destrians	Inju	red Pede	strians	Pe	edestrian	s Killed	Т	otal Pede	strians
	Non-	Rate	Rate		Rate	Rate		Rate	Rate		Rate	Rate
	Injured	per 100	per	Injured	per 100	per	Ped.	per 100	per	All	per 100	per
	Ped.	Million	10,000	Ped.	Million	10,000	Killed	Million	10,000	Ped.	Million	10,000
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Box Elder	0	0.0	0.0	6	0.7	1.3	0	0.0	0.0	6	0.7	1.3
Cache	2	0.2	0.2	16	1.8	1.5	1	0.1	0.1	19	2.1	1.8
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	5	0.2	0.2	47	2.0	1.7	1	0.0	0.0	53	2.3	1.9
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3
Emery	0	0.0	0.0	3	0.8	2.9	0	0.0	0.0	3	0.8	2.9
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	2	0.8	2.3	0	0.0	0.0	2	0.8	2.3
Iron	0	0.0	0.0	5	0.8	1.2	0	0.0	0.0	5	0.8	1.2
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Kane	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Millard	0	0.0	0.0	2	0.4	1.5	2	0.4	1.5	4	0.9	3.0
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	22	0.3	0.2	340	4.2	3.5	10	0.1	0.1	372	4.6	3.8
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4
Sevier	0	0.0	0.0	2	0.5	1.0	0	0.0	0.0	2	0.5	1.0
Summit	1	0.1	0.3	5	0.7	1.4	0	0.0	0.0	6	0.9	1.7
Tooele	0	0.0	0.0	5	0.6	1.0	0	0.0	0.0	5	0.6	1.0
Uintah	0	0.0	0.0	1	0.3	0.4	0	0.0	0.0	1	0.3	0.4
Utah	2	0.1	0.0	101	2.8	2.2	2	0.1	0.0	105	2.9	2.3
Wasatch	0	0.0	0.0	2	0.7	1.0	0	0.0	0.0	2	0.7	1.0
Washington	0	0.0	0.0	28	2.5	2.2	2	0.2	0.2	30	2.6	2.4
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	3	0.2	0.1	55	3.6	2.6	2	0.1	0.1	60	3.9	2.8
Statewide	35	0.1	0.1	626	2.5	2.5	20	0.1	0.1	681	2.7	2.7

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

• Rate per 100 million vehicle miles traveled:

- Salt Lake (4.2), Weber (3.6) and Utah (2.8) had the highest rates of pedestrians injured in crashes per 100 million vehicle miles traveled.
- Millard (0.4) and Washington (0.2) had the highest rate of pedestrians killed in crashes per 100 million vehicle miles traveled.

• Rate per 10,000 population:

- Salt Lake (3.5), Emery (2.9) and Weber (2.6) had the highest rates of pedestrians injured in crashes per 10,000 population.
- Millard (1.5) and Washington (0.2) had the highest rates of pedestrians killed in crashes per 10,000 population.

Counties

Pedestrian-Motor Vehicle Crashes by County (Utah 2005)

Pedestrian-Motor Vehicle Crashes												
	Property	Damage	Only (PDO)		Injury			Fatal			Total	
	Ped-MV	Rate	Rate	Ped-MV	Rate	Rate	Ped-MV	Rate	Rate	All	Rate	Rate
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	Ped-MV	per 100	per
	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Box Elder	0	0.0	0.0	5	0.6	1.1	0	0.0	0.0	5	0.6	1.1
Cache	0	0.0	0.0	15	1.6	1.4	1	0.1	0.1	16	1.8	1.5
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	3	0.1	0.1	37	1.6	1.3	1	0.0	0.0	41	1.7	1.5
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3
Emery	1	0.3	1.0	3	0.8	2.9	0	0.0	0.0	4	1.1	3.8
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	2	0.8	2.3	0	0.0	0.0	2	0.8	2.3
Iron	0	0.0	0.0	5	0.8	1.2	0	0.0	0.0	5	0.8	1.2
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Kane	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Millard	0	0.0	0.0	1	0.2	0.8	2	0.4	1.5	3	0.7	2.3
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	17	0.2	0.2	305	3.7	3.1	10	0.1	0.1	332	4.1	3.4
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4
Sevier	0	0.0	0.0	2	0.5	1.0	0	0.0	0.0	2	0.5	1.0
Summit	1	0.1	0.3	3	0.4	0.8	0	0.0	0.0	4	0.6	1.1
Tooele	0	0.0	0.0	4	0.5	0.8	0	0.0	0.0	4	0.5	0.8
Uintah	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Utah	4	0.1	0.1	96	2.6	2.1	2	0.1	0.0	102	2.8	2.2
Wasatch	0	0.0	0.0	3	1.1	1.5	0	0.0	0.0	3	1.1	1.5
Washington	0	0.0	0.0	24	2.1	1.9	2	0.2	0.2	26	2.3	2.0
Wayne	1	2.6	4.0	0	0.0	0.0	0	0.0	0.0	1	2.6	4.0
Weber	1	0.1	0.0	41	2.7	1.9	2	0.1	0.1	44	2.9	2.1
Statewide	28	0.1	0.1	552	2.2	2.2	20	0.1	0.1	600	2.4	2.4

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

• Rate per 100 million vehicle miles traveled:

- Salt Lake (3.7), Weber (2.7) and Utah (2.6) had the highest rates of pedestrian-motor vehicle injury crashes per 100 million vehicle miles traveled.
- Millard (0.4) and Washington (0.2) had the highest rate of fatal pedestrian-motor vehicle crashes per 100 million vehicle miles traveled.

• Rate per 10,000 population:

- Salt Lake (3.1), Emery (2.9) and Grand (2.3) had the highest rates of pedestrian-motor vehicle injury crashes per 10,000 population.
- Millard (1.5) and Washington (0.2) had the highest rates of fatal pedestrian-motor vehicle crashes per 10,000 population.

Pedestrian Characteristics



Injury Severity of Pedestrians Involved in Crashes (Utah 2005)

- In the above table, there were a total of 681 pedestrians involved in crashes.
- The above graph shows that 92.0% of pedestrians involved in crashes sustained a non-fatal injury compared to 20.2% of all motor vehicle crash occupants.
- The percentage of pedestrians killed in crashes (2.9%) was much higher than the percentage for all motor vehicle crash occupants (0.2%).
- In fact, pedestrians were 17 times more likely to be killed in a crash than other motor vehicle crash occupants.

Pedestrian Characteristics

Pedestrians											
	Non-I	njured	Inju	ired	Pede	strians	Тс	tal			
	Pedea	strians	Pede	strians	Kil	led	Pede	strians			
Age	#	%	#	%	#	%	#	%			
0-4	2	5.7%	29	4.6%	1	5.0%	32	4.7%			
5-9	3	8.6%	51	8.1%	2	10.0%	56	8.2%			
10-14	4	11.4%	92	14.7%	0	0.0%	96	14.1%			
15-19	6	17.1%	83	13.3%	0	0.0%	89	13.1%			
20-24	4	11.4%	52	8.3%	2	10.0%	58	8.5%			
25-29	4	11.4%	38	6.1%	1	5.0%	43	6.3%			
30-34	1	2.9%	32	5.1%	1	5.0%	34	5.0%			
35-39	0	0.0%	35	5.6%	0	0.0%	35	5.1%			
40-44	0	0.0%	37	5.9%	2	10.0%	39	5.7%			
45-49	1	2.9%	32	5.1%	0	0.0%	33	4.8%			
50-54	2	5.7%	28	4.5%	2	10.0%	32	4.7%			
55-59	2	5.7%	27	4.3%	1	5.0%	30	4.4%			
60-64	0	0.0%	16	2.6%	0	0.0%	16	2.3%			
65-69	0	0.0%	11	1.8%	1	5.0%	12	1.8%			
70-74	0	0.0%	12	1.9%	3	15.0%	15	2.2%			
75-79	0	0.0%	10	1.6%	1	5.0%	11	1.6%			
80-84	0	0.0%	4	0.6%	1	5.0%	5	0.7%			
85+	2	5.7%	2	0.3%	2	10.0%	6	0.9%			
Missing	4	11.4%	35	5.6%	0	0.0%	39	5.7%			
Total	35	100.0%	626	100.0%	20	100.0%	681	100.0%			

Age of Pedestrians Involved in Crashes (Utah 2005)



• Overall, the largest percentage of pedestrians involved in crashes were aged 10 to 14 years (14.1%). This age group also represented the largest percentage of pedestrians injured in crashes (14.7%).

• The highest percentage of pedestrian fatalities occurred in the 70 to 74 year age group (15.0%).

Pedestrian Characteristics

Gender of Pedestrians Involved in Crashes (Utah 2005)

Pedestrians											
	Non-I	njured	Inju	ured	Pede	strians	Total				
	Pede	strians	Pede	strians	Kil	led	Pedestrians				
Gender	#	%	# %		#	%	#	%			
Female	12	34.3%	269	43.0%	6	30.0%	287	42.1%			
Male	22	62.9%	345	55.1%	14	70.0%	381	55.9%			
Missing	1	2.9%	12	1.9%	0	0.0%	13	1.9%			
Total	35	100.0%	626	100.0%	20	100.0%	681	100.0%			

• The majority of all pedestrians (55.9%), injured pedestrians (55.1%) and pedestrians killed (70.0%) in crashes were male.

Actions of Pedestrians Prior to Crashes (Utah 2005)

Pedestrians										
	Non-	Injured	Inj	jured	Pede	estrians	Т	otal		
	Pede	estrians	Pede	estrians	K	illed	Pede	estrians		
Pedestrian Action Prior to Crash	#	%	#	%	#	%	#	%		
Crossing Intersection with Signal	6	17.1%	151	24.1%	1	5.0%	158	23.2%		
Crossing Not at Intersection	6	17.1%	97	15.5%	5	25.0%	108	15.9%		
Crossing Intersection with No Signal	5	14.3%	73	11.7%	3	15.0%	81	11.9%		
Crossing Intersection Against Signal	6	17.1%	40	6.4%	2	10.0%	48	7.0%		
Other Standing in Roadway	1	2.9%	33	5.3%	1	5.0%	35	5.1%		
Other in Roadway	0	0.0%	24	3.8%	2	10.0%	26	3.8%		
Coming From Behind Parked Cars	0	0.0%	24	3.8%	0	0.0%	24	3.5%		
Crosswalk Not at Intersection	1	2.9%	22	3.5%	1	5.0%	24	3.5%		
Walking in Roadway with Traffic	0	0.0%	19	3.0%	1	5.0%	20	2.9%		
Not in Roadway	0	0.0%	16	2.6%	0	0.0%	16	2.3%		
Playing in Roadway	1	2.9%	14	2.2%	0	0.0%	15	2.2%		
Walking on Sidewalk	1	2.9%	12	1.9%	0	0.0%	13	1.9%		
Riding in Roadway Against Traffic	0	0.0%	10	1.6%	0	0.0%	10	1.5%		
Other Working in Roadway	3	8.6%	5	0.8%	1	5.0%	9	1.3%		
Riding on Sidewalk	1	2.9%	7	1.1%	0	0.0%	8	1.2%		
Getting On or Off Other Vehicle	0	0.0%	6	1.0%	1	5.0%	7	1.0%		
Riding in Roadway with Traffic	0	0.0%	7	1.1%	0	0.0%	7	1.0%		
Walking To or From School	0	0.0%	6	1.0%	0	0.0%	6	0.9%		
Walking in Roadway Against Traffic	0	0.0%	4	0.6%	1	5.0%	5	0.7%		
Hitching on Vehicle	0	0.0%	5	0.8%	0	0.0%	5	0.7%		
Crossing Intersection Diagonally	0	0.0%	4	0.6%	0	0.0%	4	0.6%		
Standing on Median Island in Crosswalk	0	0.0%	2	0.3%	0	0.0%	2	0.3%		
Lying in Roadway	0	0.0%	2	0.3%	0	0.0%	2	0.3%		
Pushing or Working on Vehicle in Roadway	0	0.0%	1	0.2%	0	0.0%	1	0.1%		
Missing	4	11.4%	42	6.7%	1	5.0%	47	6.9%		
Total	35	100.0%	626	100.0%	20	100.0%	681	100.0%		

• Leading pedestrian actions prior to crashes were "crossing intersection (with signal, no signal, against signal, diagonally)" (42.7%).

Driver Characteristics

Driver Age (Utah 2005)

Drivers											
	Drivers In	volved in	Drivers In	volved in	Drivers In	volved in	Total Drivers Involved				
	Pedestrian-M	IV Property	Pedestr	ian-MV	Pedestr	ian-MV	in Pedestrian-MV				
	Damage Or	nly Crashes	Injury C	Crashes	Fatal C	rashes	Crashes				
Driver Age	#	%	#	%	#	%	#	%			
<15	0	0.0%	2	0.4%	0	0.0%	2	0.3%			
15-19	6	18.2%	80	14.6%	3	14.3%	89	14.8%			
20-24	5	15.2%	82	14.9%	2	9.5%	89	14.8%			
25-29	3	9.1%	63	11.5%	4	19.0%	70	11.6%			
30-34	4	12.1%	50	9.1%	2	9.5%	56	9.3%			
35-39	3	9.1%	44	8.0%	2	9.5%	49	8.1%			
40-44	2	6.1%	28	5.1%	3	14.3%	33	5.5%			
45-49	2	6.1%	35	6.4%	0	0.0%	37	6.1%			
50-54	1	3.0%	29	5.3%	2	9.5%	32	5.3%			
55-59	2	6.1%	29	5.3%	1	4.8%	32	5.3%			
60-64	0	0.0%	15	2.7%	1	4.8%	16	2.7%			
65-69	1	3.0%	7	1.3%	0	0.0%	8	1.3%			
70-74	0	0.0%	5	0.9%	0	0.0%	5	0.8%			
75-79	1	3.0%	4	0.7%	0	0.0%	5	0.8%			
80-84	0	0.0%	5	0.9%	0	0.0%	5	0.8%			
85+	0	0.0%	4	0.7%	0	0.0%	4	0.7%			
Unknown	3	9.1%	67	12.2%	1	4.8%	71	11.8%			
Total	33	100.0%	549	100.0%	21	100.0%	603	100.0%			

NOTE: More than one driver may be involved in a pedestrian-motor vehicle crash and driver information may be missing (e.g., hit and run).



Age of Drivers Involved in Pedestrian-Motor Vehicle Crashes (Utah 2005)

• The above table and graph show that drivers between the ages of 20 to 24 years represented the greatest percentage of drivers involved in total pedestrian-motor vehicle crashes (14.8%) and pedestrian-motor vehicle injury crashes (14.9%).

• The percentage of drivers involved in fatal pedestrian-motor vehicle crashes was highest for those aged 25 to 29 years (19.0%).

Driver Characteristics

Driver Gender (Utah 2005)

Drivers											
	Drivers In	volved in	Drivers In	volved in	Drivers In	volved in	Total Drivers Involved				
	Pedestrian-l	MV Property	Pedestr	ian-MV	Pedestr	rian-MV	in Pedestrian-MV				
	Damage O	nly Crashes	Injury C	Crashes	Fatal C	rashes	Crashes				
Driver Gender	#	%	#	%	#	%	#	%			
Female	10	30.3%	227	41.3%	6	28.6%	243	40.3%			
Male	21	63.6%	276	50.3%	14	66.7%	311	51.6%			
Unknown	2	6.1%	46	8.4%	1	4.8%	49	8.1%			
Total	33	100.0%	549	100.0%	21	100.0%	603	100.0%			

NOTE: More than one driver may be involved in a pedestrian-motor vehicle crash and driver information may be missing (e.g., hit and run).

Alcohol and Other Drug Involvement of Pedestrians and Motor Vehicle Drivers (Utah 2005)



Of the 20 pedestrians killed in 2005, 2 pedestrians (10.0%) were impaired by alcohol or other drugs, and 2 pedestrians (10.0%) were killed by an impaired driver.

[•] The majority of drivers involved in total pedestrian-motor vehicle crashes (51.6%), pedestrian-motor vehicle injury crashes (50.3%), and fatal pedestrian-motor vehicle crashes (66.7%) were male.



Pedestrian-Motor Vehicle Crash Severity (Utah 2005)

- In the above table, there were a total of 600 pedestrian-motor vehicle crashes.
- The above graph shows that 92.0% of pedestrian-motor vehicle crashes resulted in some level of non-fatal injury compared to 35.6% of all motor vehicle crashes.
- Moreover, 3.3% of pedestrian-motor vehicle crashes resulted in a fatality, compared to 0.4% of all motor vehicle crashes.

	Pedestrian-Motor Vehicle Crashes												
		Property Dama	ge Only (PDO)	Injury		Fatal		Total					
	Days in	Pedestrian-MV	Rate	Pedestrian-MV	Rate	Pedestrian-MV	Rate	All Pedestrian-MV	Rate				
	Month	PDO Crashes	per	Injury Crashes	per	Fatal Crashes	per	Crashes	per				
Month	#	#	Day	#	Day	#	Day	#	Day				
January	31	4	0.1	43	1.4	1	0.03	48	1.5				
February	28	2	0.1	43	1.5	4	0.14	49	1.8				
March	31	1	0.0	47	1.5	1	0.03	49	1.6				
April	30	4	0.1	44	1.5	0	0.00	48	1.6				
May	31	5	0.2	52	1.7	1	0.03	58	1.9				
June	30	2	0.1	39	1.3	0	0.00	41	1.4				
July	31	2	0.1	40	1.3	2	0.06	44	1.4				
August	31	0	0.0	42	1.4	2	0.06	44	1.4				
September	30	0	0.0	50	1.7	2	0.07	52	1.7				
October	31	3	0.1	59	1.9	3	0.10	65	2.1				
November	30	1	0.0	32	1.1	1	0.03	34	1.1				
December	31	4	0.1	61	2.0	3	0.10	68	2.2				
Total	365	28	0.1	552	1.5	20	0.05	600	1.6				

Pedestrian-Motor Vehicle Crashes by Month of Year (Utah 2005)

• The above table shows that December (2.2), October (2.1) and May (1.9) had the highest rates per day of total pedestrian-motor vehicle crashes.

• December (2.0) and October (1.9) had the highest rate per day of pedestrian-motor vehicle injury crashes.

• February (0.14) had the highest rates per day of fatal pedestrian-motor vehicle crashes.

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2005)

	Pedestrian-Motor Vehicle Crashes											
	Property Dama	Crashes	Total Crashes									
Day of Week	#	%	#	%	#	%	#	%				
Monday	3	10.7%	102	18.5%	3	15.0%	108	18.0%				
Tuesday	3	10.7%	63	11.4%	2	10.0%	68	11.3%				
Wednesday	3	10.7%	94	17.0%	4	20.0%	101	16.8%				
Thursday	5	17.9%	99	17.9%	4	20.0%	108	18.0%				
Friday	6	21.4%	100	18.1%	4	20.0%	110	18.3%				
Saturday	7	25.0%	62	11.2%	3	15.0%	72	12.0%				
Sunday	1	3.6%	32	5.8%	0	0.0%	33	5.5%				
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%				

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2005)



• The above table and graph show that the highest percentage of total pedestrian-motor vehicle crashes (18.3%) occurred on Friday, while the highest percentage of pedestrian-motor vehicle injury crashes (18.5%) occurred on Monday.

Pedestrian-Motor Vehicle Crashes by Hour of Day (Utah 2005)

	Pedestrian-Motor Vehicle Crashes												
	Property Damag	ge Only Crashes	Injury	Crashes	Fatal C	Crashes	Total C	Crashes					
Hour	#	%	#	%	#	%	#	%					
Midnight	0	0.0%	5	0.9%	0	0.0%	5	0.8%					
1:00 am	1	3.6%	5	0.9%	0	0.0%	6	1.0%					
2:00 am	0	0.0%	3	0.5%	1	5.0%	4	0.7%					
3:00 am	0	0.0%	2	0.4%	0	0.0%	2	0.3%					
4:00 am	0	0.0%	3	0.5%	1	5.0%	4	0.7%					
5:00 am	0	0.0%	8	1.4%	2	10.0%	10	1.7%					
6:00 am	0	0.0%	12	2.2%	1	5.0%	13	2.2%					
7:00 am	4	14.3%	38	6.9%	2	10.0%	44	7.3%					
8:00 am	3	10.7%	27	4.9%	1	5.0%	31	5.2%					
9:00 am	1	3.6%	14	2.5%	1	5.0%	16	2.7%					
10:00 am	0	0.0%	15	2.7%	0	0.0%	15	2.5%					
11:00 am	2	7.1%	16	2.9%	0	0.0%	18	3.0%					
Noon	1	3.6%	22	4.0%	0	0.0%	23	3.8%					
1:00 pm	2	7.1%	17	3.1%	0	0.0%	19	3.2%					
2:00 pm	1	3.6%	39	7.1%	0	0.0%	40	6.7%					
3:00 pm	0	0.0%	40	7.2%	0	0.0%	40	6.7%					
4:00 pm	0	0.0%	38	6.9%	0	0.0%	38	6.3%					
5:00 pm	3	10.7%	50	9.1%	2	10.0%	55	9.2%					
6:00 pm	4	14.3%	49	8.9%	1	5.0%	54	9.0%					
7:00 pm	1	3.6%	51	9.2%	3	15.0%	55	9.2%					
8:00 pm	0	0.0%	36	6.5%	1	5.0%	37	6.2%					
9:00 pm	4	14.3%	29	5.3%	2	10.0%	35	5.8%					
10:00 pm	1	3.6%	21	3.8%	1	5.0%	23	3.8%					
11:00 pm	0	0.0%	12	2.2%	1	5.0%	13	2.2%					
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%					

Pedestrian-Motor Vehicle Crashes by Hour of Day (Utah 2005)



- In 2005, total pedestrian-motor vehicle crashes and pedestrian-motor vehicle injury crashes followed a similar time pattern, peaking between 2:00 pm and 7:00 pm. There was another peak during the 7:00 am hour.
- Fatal pedestrian-motor vehicle crashes occurred most often during the 7:00 pm hour.

Locality of Pedestrian-Motor Vehicle Crashes (Utah 2005)

Pedestrian-Motor Vehicle Crashes													
	Property Damag	e Only Crashes	Injury C	crashes	Fatal C	rashes	Total Crashes						
Locality	#	%	#	%	#	%	#	%					
Shopping/Business	13	46.4%	260	47.1%	6	30.0%	279	46.5%					
Residential	7	25.0%	220	39.9%	5	25.0%	232	38.7%					
School	3	10.7%	31	5.6%	1	5.0%	35	5.8%					
Open Country	1	3.6%	10	1.8%	3	15.0%	14	2.3%					
Manufacturing/Industrial	2	7.1%	8	1.4%	1	5.0%	11	1.8%					
Farms and Fields	2	7.1%	7	1.3%	1	5.0%	10	1.7%					
Playground	0	0.0%	5	0.9%	0	0.0%	5	0.8%					
Church	0	0.0%	4	0.7%	0	0.0%	4	0.7%					
Railroad Tracks	0	0.0%	2	0.4%	0	0.0%	2	0.3%					
Unknown	0	0.0%	5	0.9%	3	15.0%	8	1.3%					
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%					

• The above table shows the majority of total pedestrian-motor vehicle crashes (46.5%), pedestrian-motor vehicle injury crashes (47.1%), and fatal pedestrian-motor vehicle crashes (30.0%) occurred in shopping/ business areas.

Urban/Rural Location of Pedestrian-Motor Vehicle Crashes (Utah 2005)

Pedestrian-Motor Vehicle Crashes												
	Property	Damage	Injury		Fatal		То	otal				
	Only C	rashes	Cra	shes	Cr	ashes	Crashes					
Urban/Rural Location	#	%	#	%	#	%	#	%				
Rural Area - Up to 5,000	6	21.4%	86	15.6%	3	15.0%	95	15.8%				
Small Urban - 5,000 to 49,999	0	0.0%	29	5.3%	2	10.0%	31	5.2%				
Moderate Urban - 50,000 to 199,999	0	0.0%	9	1.6%	1	5.0%	10	1.7%				
Large Urban - 200,000 or More	22	78.6%	425	77.0%	11	55.0%	458	76.3%				
Unknown	0	0.0%	3	0.5%	3	15.0%	6	1.0%				
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%				

• Urban areas accounted for 83.2% of total pedestrian-motor vehicle crashes, 83.9% of pedestrian-motor vehicle injury crashes and 70.0% of fatal pedestrian-motor vehicle crashes.

Type of Vehicles Involved in Pedestrian-Motor Vehicle Crashes (Utah 2005)

			Vehi	cles					
	Vehicles I	nvolved in	Vehicles I	nvolved in	Vehicles I	nvolved in	Total V	ehicles	
	Pedestr	Pedestrian-MV		Pedestrian-MV		ian-MV	Involved in		
	PDO C	rashes	Injury C	Crashes	Fatal C	rashes	Pedestrian-	MV Crashes	
Vehicle Type	#	%	#	%	#	%	#	%	
Passenger Car	20	57.1%	338	60.0%	8	38.1%	366	59.1%	
Light Truck, Van or SUV	14	40.0%	201	35.7%	10	47.6%	225	36.3%	
Hit and Run Vehicle	0	0.0%	12	2.1%	0	0.0%	12	1.9%	
Large/Semi Truck	0	0.0%	4	0.7%	2	9.5%	6	1.0%	
Motorcycle	0	0.0%	2	0.4%	0	0.0%	2	0.3%	
School Bus	0	0.0%	1	0.2%	0	0.0%	1	0.2%	
Other	1	2.9%	5	0.9%	1	4.8%	7	1.1%	
Total	35	100.0%	563	100.0%	21	100.0%	619	100.0%	

• The above table shows that the largest percentage of vehicles involved in total pedestrian-motor vehicle crashes (59.1%), and pedestrian-motor vehicle injury crashes (60.0%), were passenger cars.

• Light trucks, vans or SUV's represented the highest percentage of vehicles involved in fatal pedestrian-motor vehicle crashes (47.6%).

Violations (Drivers)												
	Drivers	Cited in	Drivers	Cited in	Drivers	Cited in	Total Driv	ers Cited				
	Pedestrian-MV		Pedest	Pedestrian-MV		Pedestrian-MV		trian-MV				
	PDO C	rashes	Injury (Injury Crashes		crashes	Crashes					
Violations	#	%	#	%	#	%	#	%				
Failure to Yield Right-of-Way	2	28.6%	89	52.7%	1	25.0%	92	51.1%				
Improper Lookout	3	42.9%	31	18.3%	0	0.0%	34	18.9%				
Other Non-Moving Violations	0	0.0%	21	12.4%	0	0.0%	21	11.7%				
All Other Moving Violations	1	14.3%	9	5.3%	0	0.0%	10	5.6%				
Hit and Run	1	14.3%	4	2.4%	0	0.0%	5	2.8%				
Driving Under the Influence	0	0.0%	4	2.4%	0	0.0%	4	2.2%				
Negligent Collision	0	0.0%	3	1.8%	0	0.0%	3	1.7%				
Vehicle Homicide	0	0.0%	0	0.0%	3	75.0%	3	1.7%				
Reckless Driving	0	0.0%	2	1.2%	0	0.0%	2	1.1%				
Improper Turn (Failure to Signal)	0	0.0%	2	1.2%	0	0.0%	2	1.1%				
Failure to Stop at a Stop Sign	0	0.0%	2	1.2%	0	0.0%	2	1.1%				
Improper Passing	0	0.0%	1	0.6%	0	0.0%	1	0.6%				
Wrong Side of Road	0	0.0%	1	0.6%	0	0.0%	1	0.6%				
Total	7	100.0%	169	100.0%	4	100.0%	180	100.0%				

Pedestrian-Motor Vehicle Crash Violations (Utah 2005)

• In 2005, there were 603 drivers involved in pedestrian-motor vehicle crashes. Officers at the scene of the crash cited 180 (29.9%) of those drivers for a traffic violation.

• "Failure to yield the right-of-way" was the leading violation for total pedestrian-motor vehicle crashes (51.1%), and pedestrian-motor vehicle injury crashes (52.7%).

• Only 4 of the 21 drivers involved in fatal pedestrian-motor vehicle crashes received a citation. The drivers were cited for "vehicle homicide" (75.0%) and "failure to yield the right-of-way" (25.0%).

Contributing Factors of Pedestrian-Motor Vehicle Crashes (Utah 2005)

Contributing Factors (Pedestrian-Motor Vehicle Crashes)												
	Со	ntributing	Factors	s Coded	for Veh	icles Inv	olved i	า:				
	Pedest	rian-MV	Pedest	rian-MV	Pedest	rian-MV	Тс	otal				
	Property	Damage	Injury		Fatal		Pedestrian-MV					
	Only C	rashes	Cra	shes	Cra	shes	Cra	Crashes				
Contributing Factors	#	%	#	%	#	%	#	%				
Improper Lookout	6	26.1%	178	38.4%	3	23.1%	187	37.5%				
Failed to Yield Right of Way	5	21.7%	130	28.1%	3	23.1%	138	27.7%				
Hit and Run	2	8.7%	54	11.7%	2	15.4%	58	11.6%				
Other Improper Driving	1	4.3%	18	3.9%	0	0.0%	19	3.8%				
Disregard Traffic Signal	4	17.4%	5	1.1%	0	0.0%	9	1.8%				
Windshield Not Clear	0	0.0%	8	1.7%	0	0.0%	8	1.6%				
Speed Too Fast	1	4.3%	7	1.5%	0	0.0%	8	1.6%				
Object in Roadway	0	0.0%	6	1.3%	2	15.4%	8	1.6%				
Other Driver Distractions	2	8.7%	5	1.1%	0	0.0%	7	1.4%				
Passed Stop Sign	1	4.3%	6	1.3%	0	0.0%	7	1.4%				
Aggressive Driving	0	0.0%	6	1.3%	0	0.0%	6	1.2%				
Made Improper Turn	0	0.0%	5	1.1%	0	0.0%	5	1.0%				
Driving Under the Influence	0	0.0%	5	1.1%	0	0.0%	5	1.0%				
Improper Backing	0	0.0%	5	1.1%	0	0.0%	5	1.0%				
Improper Parking	0	0.0%	4	0.9%	0	0.0%	4	0.8%				
Non-Contact Vehicle Involved	0	0.0%	2	0.4%	1	7.7%	3	0.6%				
Other Defective Condition of Vehicle	0	0.0%	2	0.4%	1	7.7%	3	0.6%				
Other Lights or Reflectors Defective	0	0.0%	3	0.6%	0	0.0%	3	0.6%				
Vehicle Rolling in Traffic Lane	1	4.3%	1	0.2%	0	0.0%	2	0.4%				
Driver Using Cell Phone	0	0.0%	2	0.4%	0	0.0%	2	0.4%				
Improper Overtaking	0	0.0%	2	0.4%	0	0.0%	2	0.4%				
Asleep	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Had Been Drinking	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Brakes Defective	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Downhill Runaway	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Under the Influence of Drugs	0	0.0%	0	0.0%	1	7.7%	1	0.2%				
Fatigued	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Drove Left of Center	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Stolen	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Cargo Loss or Shifted	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Followed Too Closely	0	0.0%	1	0.2%	0	0.0%	1	0.2%				
Total	23	100.0%	463	100.0%	13	100.0%	499	100.0%				

• Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.

• "Improper lookout" was the leading contributing factor in total pedestrian-motor vehicle crashes (37.5%), pedestrian-motor vehicle injury crashes (38.4%), and fatal pedestrian-motor vehicle crashes (23.1%).

 "Failure to yield the right-of-way" and "hit and run" were also leading contributing factors in pedestrian-motor vehicle crashes.

Bicyclists 2005

BICYCLISTS

Did you know that in 2005 . . .

- 718 bicyclists were involved in motor vehicle crashes; 654 were injured, and 3 were killed.
- Bicyclists were 2 times more likely to be killed in a crash than other crash occupants.



• The highest percentage of bicyclists involved in crashes were aged 10 to 14 years (17.5%).

• The highest percentage of drivers involved in bicyclist crashes were aged 20 to 24 years (15.7%).





 Bicyclist-motor vehicle crashes occurred most often between 2:00 pm to 6:00 pm. There was also a small peak during the 7:00 am and 8:00 am hours.



August (3.3) had the highest rate per day of bicyclist-motor vehicle crashes.

Actions of Bicyclists Prior to Crashes (Utah 2005)

- 1. Riding in Roadway with Traffic (25.2%)
- 2. Riding in Roadway Against Traffic (17.1%)
- 3. Crossing Intersection with Signal (12.1%)
- 4. Riding on Sidewalk (11.7%)
- 5. Crossing Intersection with No Signal (9.7%)





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Section 8: Bicyclists

Section 8: Bicyclists 2005

Trends	
Bicyclists Involved in Crashes 1996-2005	
Bicyclist-Motor Vehicle Crashes 1996-2005	
Counties	
Bicyclists Involved in Crashes by County	
Bicyclist-Motor Vehicle Crashes by County	
Bicvclist Characteristics	
Iniury Severity	
Age	
Gender	
Bicvclist Action Prior to Crash	
Helmet Use	
Driver Characteristics	
Driver Age	
Driver Gender	
Alcohol and Other Drug Involvement	
Crash Characteristics	
Crash Severity	
Month of Year	
Day of Week	
Hour of Day	
Locality	
Urban/Rural Location	
Vehicle Type	149
Violations	149
Contributing Factors	150

Trends

Bicyclists	Involved in Crashes 1996-2005
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	Bicyclists												
		Non-Injured	Bicyclists	Injured B	icyclists	Bicyclist	s Killed	Total Bicyclists					
		Non-Injured	Rate per	Injured	Rate per	Bicyclists	Rate per	All	Rate per				
		Bicyclists	10,000	Bicyclists	10,000	Killed	10,000	Bicyclists	10,000				
Year	Population	#	Population	#	Population	#	Population	#	Population				
1996	2,042,893	62	0.30	766	3.7	9	0.04	837	4.1				
1997	2,099,409	79	0.38	797	3.8	3	0.01	879	4.2				
1998	2,141,632	72	0.34	758	3.5	9	0.04	839	3.9				
1999	2,193,014	72	0.33	777	3.5	7	0.03	856	3.9				
2000	2,246,553	62	0.28	635	2.8	9	0.04	706	3.1				
2001	2,295,971	48	0.21	625	2.7	3	0.01	676	2.9				
2002	2,338,761	50	0.21	590	2.5	5	0.02	645	2.8				
2003	2,385,358	48	0.20	621	2.6	2	0.01	671	2.8				
2004	2,469,230	49	0.20	648	2.6	6	0.02	703	2.8				
2005	2,547,389	61	0.24	654	2.6	3	0.01	718	2.8				
Total	22,760,210	603	0.26	6,871	3.0	56	0.02	7,530	3.3				

In 2005, the total rate of bicyclists involved in crashes (2.8), and the rate of bicyclists injured in crashes (2.6), remained the same as the 2004 rates.

In 2005, there were 3 bicyclists killed in crashes; a rate of 0.01. Because of the small number of bicyclist
fatalities, it is difficult to compare increases and decreases from year to year.



 Over the last ten years, the rates of total bicyclists and bicyclists injured in crashes have followed a similar overall decreasing trend.

Bicyclists Killed in Crashes (Utah 1996-2005)



- The rate of bicyclists killed in crashes has varied over time.
- The 2005 rate of bicyclists killed in crashes (0.01) is one of the lowest in the last ten years.

NOTE: Part of the decrease in reported bicyclists involved in crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclists that were involved in crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

Trends

Bicyclist-Motor Vehicle Crashes 1996-2005

	Bicyclist-Motor Vehicle Crashes												
		Property Dama	age Only (PDO)	Inj	ury	Fa	tal	То	tal				
		Bic-MV	Rate	Bic-MV	Rate	Bic-MV	Rate	All	Rate				
		PDO	per	Injury	per	Fatal	per	Bic-MV	per				
		Crashes	10,000	Crashes	10,000	Crashes	10,000	Crashes	10,000				
Year	Population	#	Population	#	Population	#	Population	#	Population				
1996	2,042,893	61	0.3	858	4.2	9	0.04	928	4.5				
1997	2,099,409	74	0.4	778	3.7	3	0.01	855	4.1				
1998	2,141,632	67	0.3	728	3.4	9	0.04	804	3.8				
1999	2,193,014	66	0.3	732	3.3	7	0.03	805	3.7				
2000	2,246,553	58	0.3	625	2.8	8	0.04	691	3.1				
2001	2,295,971	42	0.2	609	2.7	3	0.01	654	2.8				
2002	2,338,761	44	0.2	585	2.5	5	0.02	634	2.7				
2003	2,385,358	39	0.2	589	2.5	2	0.01	630	2.6				
2004	2,469,230	45	0.2	626	2.5	5	0.02	676	2.7				
2005	2,547,389	50	0.2	637	2.5	3	0.01	690	2.7				
Total	22,760,210	546	0.2	6,767	3.0	54	0.02	7,367	3.2				

• In 2005, the rate of total bicyclist-motor vehicle crashes (2.7), and the rate of bicyclist-motor vehicle injury crashes (2.5) remained the same as 2004.

• In 2005, there were 3 fatal bicyclist-motor vehicle crashes; a rate of 0.01. Because of the small number of fatal bicyclist-motor vehicle crashes, it is difficult to compare increases and decreases from year to year.



Bicyclist-Motor Vehicle Injury Crashes (Utah 1996-2005)

 Over the last ten years, the rates of total bicyclistmotor vehicle crashes and bicyclist-motor vehicle injury crashes have followed a similar overall decreasing trend.

Fatal Bicyclist-Motor Vehicle Crashes (Utah 1996-2005)



- The rate of fatal bicyclist-motor vehicle crashes has varied over time.
- In the last ten years, the highest rate of bicyclist-motor vehicle crashes occurred in 1996 and 1998 (0.04).

NOTE: Part of the decrease in reported bicyclist-motor vehicle crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclist-motor vehicle crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

Counties

Bicyclists Involved in Crashes by County (Utah 2005)

Bicyclists													
	Non-	Injured B	Bicyclists	Inj	ured Bicy	clists	E	Bicyclists	Killed	Total Bicyclists			
	Non-	Rate	Rate		Rate	Rate		Rate	Rate		Rate	Rate	
	Injured	per 100	per	Injured	per 100	per	Bic.	per 100	per	All	per 100	per	
	Bic.	Million	10,000	Bic.	Million	10,000	Killed	Million	10,000	Bic.	Million	10,000	
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population	
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Box Elder	0	0.0	0.0	4	0.5	0.9	0	0.0	0.0	4	0.5	0.9	
Cache	1	0.1	0.1	29	3.2	2.8	0	0.0	0.0	30	3.3	2.9	
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6	
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Davis	1	0.0	0.0	28	1.2	1.0	0	0.0	0.0	29	1.2	1.0	
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3	
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Grand	0	0.0	0.0	1	0.4	1.1	0	0.0	0.0	1	0.4	1.1	
Iron	0	0.0	0.0	8	1.3	1.9	0	0.0	0.0	8	1.3	1.9	
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Kane	0	0.0	0.0	1	0.8	1.6	1	0.8	1.6	2	1.5	3.2	
Millard	0	0.0	0.0	1	0.2	0.8	0	0.0	0.0	1	0.2	0.8	
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Salt Lake	51	0.6	0.5	348	4.3	3.6	1	0.0	0.0	400	4.9	4.1	
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4	
Sevier	0	0.0	0.0	1	0.2	0.5	0	0.0	0.0	1	0.2	0.5	
Summit	1	0.1	0.3	6	0.9	1.7	0	0.0	0.0	7	1.0	1.9	
Tooele	0	0.0	0.0	4	0.5	0.8	0	0.0	0.0	4	0.5	0.8	
Uintah	1	0.3	0.4	5	1.5	1.9	0	0.0	0.0	6	1.8	2.2	
Utah	5	0.1	0.1	108	3.0	2.4	0	0.0	0.0	113	3.1	2.5	
Wasatch	0	0.0	0.0	3	1.1	1.5	0	0.0	0.0	3	1.1	1.5	
Washington	1	0.1	0.1	38	3.3	3.0	1	0.1	0.1	40	3.5	3.1	
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Weber	0	0.0	0.0	63	4.1	2.9	0	0.0	0.0	63	4.1	2.9	
Statewide	61	0.2	0.2	654	2.6	2.6	3	0.0	0.0	718	2.9	2.8	

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

• Rate per 100 million vehicle miles traveled:

- Salt Lake (4.9), Weber (4.1) and Washington (3.5) had the highest rates of total bicyclists involved in crashes per 100 million vehicle miles traveled.
- Salt Lake (4.3), Weber (4.1) and Washington (3.3) had the highest rates of bicyclists injured in crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Salt Lake (4.1), Kane (3.2) and Washington (3.1) had the highest rates of total bicyclists involved in crashes per 10,000 population.
 - Salt Lake (3.6), Washington (3.0) and Weber (2.9) had the highest rates of bicyclists injured in crashes per 10,000 population.

Counties

Bicyclist-Motor Vehicle Crashes by County (Utah 2005)

Bicyclist-Motor Vehicle Crashes													
	Property	Damage	Only (PDO)		Injury			Fatal			Total		
	Bic-MV	Rate	Rate	Bic-MV	Rate	Rate	Bic-MV	Rate	Rate	All	Rate	Rate	
	PDO	per 100	per	Injury	per 100	per	Fatal	per 100	per	Bic-MV	per 100	per	
	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	Crashes	Million	10,000	
County	#	VMT	Population	#	VMT	Population	#	VMT	Population	#	VMT	Population	
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Box Elder	0	0.0	0.0	5	0.6	1.1	0	0.0	0.0	5	0.6	1.1	
Cache	1	0.1	0.1	24	2.6	2.3	0	0.0	0.0	25	2.7	2.4	
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6	
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Davis	1	0.0	0.0	25	1.1	0.9	0	0.0	0.0	26	1.1	0.9	
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3	
Emery	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Grand	0	0.0	0.0	1	0.4	1.1	0	0.0	0.0	1	0.4	1.1	
Iron	1	0.2	0.2	7	1.1	1.7	0	0.0	0.0	8	1.3	1.9	
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Kane	0	0.0	0.0	1	0.8	1.6	1	0.8	1.6	2	1.5	3.2	
Millard	0	0.0	0.0	1	0.2	0.8	0	0.0	0.0	1	0.2	0.8	
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Salt Lake	40	0.5	0.4	344	4.2	3.5	1	0.0	0.0	385	4.7	3.9	
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4	
Sevier	0	0.0	0.0	1	0.2	0.5	0	0.0	0.0	1	0.2	0.5	
Summit	0	0.0	0.0	7	1.0	1.9	0	0.0	0.0	7	1.0	1.9	
Tooele	0	0.0	0.0	4	0.5	0.8	0	0.0	0.0	4	0.5	0.8	
Uintah	1	0.3	0.4	5	1.5	1.9	0	0.0	0.0	6	1.8	2.2	
Utah	5	0.1	0.1	107	2.9	2.3	0	0.0	0.0	112	3.1	2.5	
Wasatch	0	0.0	0.0	3	1.1	1.5	0	0.0	0.0	3	1.1	1.5	
Washington	1	0.1	0.1	34	3.0	2.7	1	0.1	0.1	36	3.2	2.8	
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	
Weber	0	0.0	0.0	62	4.0	2.9	0	0.0	0.0	62	4.0	2.9	
Statewide	50	0.2	0.2	637	2.5	2.5	3	0.0	0.0	690	2.7	2.7	

• Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.

• Rate per 100 million vehicle miles traveled:

- Salt Lake (4.7), Weber (4.0) and Washington (3.2) had the highest rates of total bicyclist-motor vehicle crashes per 100 million vehicle miles traveled.
- Salt Lake (4.2), Weber (4.0) and Washington (3.0) had the highest rate of bicyclist-motor vehicle injury crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Salt Lake (3.9), Kane (3.2) and Weber (2.9) had the highest rates of total bicyclist-motor vehicle crashes per 10,000 population.
 - Salt Lake (3.5), Weber (2.9) and Washington (2.7) had the highest rates of bicyclist-motor vehicle injury crashes per 10,000 population.

Bicyclist Characteristics



Injury Severity of Bicyclists Involved in Crashes (Utah 2005)

- In the above graph, there were a total of 718 bicyclists involved in crashes.
- The above graph shows that 91.1% of bicyclists involved in crashes sustained a non-fatal injury compared to 20.2% of all motor vehicle crash occupants.
- The percentage of bicyclists killed in crashes (0.4%) was higher than the percentage for all motor vehicle crash occupants killed in crashes (0.2%).
- In fact, bicyclists were 2 times more likely to be killed in a crash than other motor vehicle crash occupants.

Bicyclist Characteristics

Bicyclists												
	Non-l	njured	Inju	ured	Bicy	clists	Тс	otal				
	Bicy	clists	Bicy	clists	Kil	led	Bicyclists					
Age	#	%	#	%	#	%	#	%				
0-4	0	0.0%	15	2.3%	0	0.0%	15	2.1%				
5-9	8	13.1%	69	10.6%	0	0.0%	77	10.7%				
10-14	6	9.8%	120	18.3%	0	0.0%	126	17.5%				
15-19	13	21.3%	90	13.8%	0	0.0%	103	14.3%				
20-24	12	19.7%	64	9.8%	0	0.0%	76	10.6%				
25-29	3	4.9%	55	8.4%	0	0.0%	58	8.1%				
30-34	2	3.3%	34	5.2%	0	0.0%	36	5.0%				
35-39	4	6.6%	47	7.2%	0	0.0%	51	7.1%				
40-44	2	3.3%	42	6.4%	0	0.0%	44	6.1%				
45-49	1	1.6%	29	4.4%	0	0.0%	30	4.2%				
50-54	3	4.9%	15	2.3%	1	33.3%	19	2.6%				
55-59	1	1.6%	20	3.1%	1	33.3%	22	3.1%				
60-64	1	1.6%	12	1.8%	0	0.0%	13	1.8%				
65-69	0	0.0%	5	0.8%	1	33.3%	6	0.8%				
70-74	0	0.0%	2	0.3%	0	0.0%	2	0.3%				
75-79	0	0.0%	1	0.2%	0	0.0%	1	0.1%				
80-84	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
85+	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
Missing	5	8.2%	34	5.2%	0	0.0%	39	5.4%				
Total	61	100.0%	654	100.0%	3	100.0%	718	100.0%				

Age of Bicyclists Involved in Crashes (Utah 2005)





- Overall, the largest percentage of bicyclists involved in crashes were aged 10 to 14 years (17.5%). This age group also represented the largest percentage of bicyclists injured in crashes (18.3%).
- All of the bicyclists killed in a crash were over the age of 50 years.

Bicyclist Characteristics

Gender of Bicyclists Involved in Crashes (Utah 2005)

Bicyclists												
	Non-l Bicy	njured clists	Injured Bicyclists		Bicyclists Killed		Total Bicyclists					
Gender	#	%	#	%	#	%	#	%				
Female	7	11.5%	136	20.8%	0	0.0%	143	19.9%				
Male	53	86.9%	503	76.9%	3	100.0%	559	77.9%				
Unknown	1	1.6%	15	2.3%	0	0.0%	16	2.2%				
Total	61	100.0%	654	100.0%	3	100.0%	718	100.0%				

The majority of all bicyclists (77.9%), bicyclists injured (76.9%) and bicyclists killed (100.0%) in crashes were
male.

Bicyclists												
	Non	Injured	Inj	ured	Bic	yclists	Т	otal				
	Bic	yclists	Bic	yclists	K	illed	Bicyclists					
Bicyclist Action Prior to Crash	#	%	#	%	#	%	#	%				
Riding in Roadway with Traffic	11	18.0%	167	25.5%	3	100.0%	181	25.2%				
Riding in Roadway Against Traffic	12	19.7%	111	17.0%	0	0.0%	123	17.1%				
Crossing Intersection with Signal	12	19.7%	75	11.5%	0	0.0%	87	12.1%				
Riding on Sidewalk	6	9.8%	78	11.9%	0	0.0%	84	11.7%				
Crossing Intersection with No Signal	4	6.6%	66	10.1%	0	0.0%	70	9.7%				
Crossing Intersection Against Signal	6	9.8%	41	6.3%	0	0.0%	47	6.5%				
Crossing Not at Intersection	2	3.3%	35	5.4%	0	0.0%	37	5.2%				
Other in Roadway	2	3.3%	11	1.7%	0	0.0%	13	1.8%				
Playing in Roadway	1	1.6%	9	1.4%	0	0.0%	10	1.4%				
Coming From Behind Parked Cars	0	0.0%	6	0.9%	0	0.0%	6	0.8%				
Crosswalk Not at Intersection	1	1.6%	5	0.8%	0	0.0%	6	0.8%				
Walking on Sidewalk	0	0.0%	4	0.6%	0	0.0%	4	0.6%				
Crossing Intersection Diagonally	0	0.0%	3	0.5%	0	0.0%	3	0.4%				
Not in Roadway	0	0.0%	3	0.5%	0	0.0%	3	0.4%				
Walking in Roadway Against Traffic	0	0.0%	2	0.3%	0	0.0%	2	0.3%				
Other Standing in Roadway	0	0.0%	2	0.3%	0	0.0%	2	0.3%				
Walking To or From School	0	0.0%	1	0.2%	0	0.0%	1	0.1%				
Missing	4	6.6%	35	5.4%	0	0.0%	39	5.4%				
Total	61	100.0%	654	100.0%	3	100.0%	718	100.0%				

Actions of Bicyclists Prior to Crashes (Utah 2005)

 Leading bicyclist actions prior to crashes were "riding in roadway (with traffic, against traffic)" (42.3%), and "crossing at intersection (with signal, against signal, no signal and diagonally" (28.7%).

Bicyclists and Helmet Use (Utah 2005)

 Helmet use for bicyclists involved in crashes was not coded consistently at the scene of the crash and cannot be reported with accuracy. As a result, it is not included in this summary.

Driver Characteristics

Driver Age (Utah 2005)

Drivers												
	Drivers In	volved in	Drivers In	volved in	Drivers In	volved in	Total Drivers Involved					
	Bicyclist-M	V Property	Bicycl	ist-MV	Bicycl	ist-MV	in Bicyclist-MV					
	Damage Or	nly Crashes	Injury C	Crashes	Fatal C	rashes	Crashes					
Driver Age	#	%	#	%	#	%	#	%				
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
15-19	4	8.0%	78	12.2%	0	0.0%	82	11.9%				
20-24	4	8.0%	103	16.2%	1	33.3%	108	15.7%				
25-29	7	14.0%	89	14.0%	1	33.3%	97	14.1%				
30-34	4	8.0%	51	8.0%	0	0.0%	55	8.0%				
35-39	5	10.0%	39	6.1%	0	0.0%	44	6.4%				
40-44	0	0.0%	43	6.8%	0	0.0%	43	6.2%				
45-49	3	6.0%	46	7.2%	0	0.0%	49	7.1%				
50-54	3	6.0%	34	5.3%	0	0.0%	37	5.4%				
55-59	1	2.0%	33	5.2%	0	0.0%	34	4.9%				
60-64	2	4.0%	23	3.6%	0	0.0%	25	3.6%				
65-69	2	4.0%	11	1.7%	0	0.0%	13	1.9%				
70-74	1	2.0%	14	2.2%	0	0.0%	15	2.2%				
75-79	2	4.0%	15	2.4%	1	33.3%	18	2.6%				
80-84	0	0.0%	4	0.6%	0	0.0%	4	0.6%				
85+	1	2.0%	3	0.5%	0	0.0%	4	0.6%				
Missing	11	22.0%	51	8.0%	0	0.0%	62	9.0%				
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%				

NOTE: More than one driver may be involved in a bicyclist-motor vehicle crash and driver information may be missing (e.g., hit and run).



Age of Drivers Involved in Bicyclist-Motor Vehicle Crashes (Utah 2005)

- The above table and graph show that drivers between the ages of 20 to 24 years represented the greatest percentage of drivers involved in total bicyclist-motor vehicle crashes (15.7%). Drivers aged 20 to 24 years also represented the greatest percentage of drivers involved in bicyclist-motor vehicle injury crashes (16.2%).
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, two were aged 20 to 29 years, and another was aged 75 to 79 years.

Driver Characteristics

Driver Gender (Utah 2005)

Drivers											
	Drivers In	volved in	Drivers In	volved in	Drivers In	volved in	Total Drivers Involved				
	Bicyclist-M	V Property	Bicycl	ist-MV	Bicycl	ist-MV	in Bicyclist-MV				
	Damage Oi	nly Crashes	Injury C	Crashes	Fatal C	crashes	Crashes				
Driver Gender	#	%	#	%	#	%	#	%			
Female	20	40.0%	293	46.0%	0	0.0%	313	45.4%			
Male	23	46.0%	315	49.5%	3	100.0%	341	49.4%			
Unknown	7	14.0%	29	4.6%	0	0.0%	36	5.2%			
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%			

NOTE: More than one driver may be involved in a bicyclist-motor vehicle crash and driver information may be missing (e.g., hit and run).

Alcohol and Other Drug Involvement of Bicyclists and Motor Vehicle Drivers (Utah 2005)



Of the 3 bicyclists killed in 2005, none were impaired by alcohol and other drugs, and 1 bicyclist (33.3%) was killed by an impaired driver.

[•] The majority of drivers involved in total bicyclist-motor vehicle crashes (49.4%), bicyclist-motor vehicle injury crashes (49.5%), and fatal bicyclist-motor vehicle crashes (100.0%) were male.
Bruises & Abrasions (52.2%)

Bicyclist-Motor Vehicle Crash Severity (Utah 2005)

- In the above graph, there were a total of 690 bicyclist-motor vehicle crashes.
- The above graph shows that 92.3% of bicyclist-motor vehicle crashes resulted in some level of non-fatal injury compared to 35.6% of all motor vehicle crashes.

	Bicyclist-Motor Vehicle Crashes											
		Property Dama	age Only (PDO)	Injury	Fatal			Total				
	Days in	Bicyclist-MV	Rate	Bicyclist-MV	Rate	Bicyclist-MV	Rate	All Bicyclist-MV	Rate			
	Month	PDO Crashes	per	Injury Crashes	per	Fatal Crashes	per	Crashes	per			
Month	#	#	Day	#	Day	#	Day	#	Day			
January	31	2	0.1	21	0.7	0	0.0	23	0.7			
February	28	3	0.1	27	1.0	0	0.0	30	1.1			
March	31	2	0.1	34	1.1	0	0.0	36	1.2			
April	30	2	0.1	56	1.9	0	0.0	58	1.9			
May	31	7	0.2	68	2.2	0	0.0	75	2.4			
June	30	4	0.1	72	2.4	0	0.0	76	2.5			
July	31	6	0.2	85	2.7	0	0.0	91	2.9			
August	31	9	0.3	94	3.0	0	0.0	103	3.3			
September	30	5	0.2	83	2.8	1	0.0	89	3.0			
October	31	8	0.3	52	1.7	2	0.1	62	2.0			
November	30	1	0.0	29	1.0	0	0.0	30	1.0			
December	31	1	0.0	16	0.5	0	0.0	17	0.5			
Total	365	50	0.1	637	1.7	3	0.0	690	1.9			

Bicyclist-Motor Vehicle Crashes by Month of Year (Utah 2005)

• August (3.3), September (3.0) and July (2.9) had the highest rates per day of total bicyclist-motor vehicle crashes.

• August (3.0) had the highest rate per day of bicyclist-motor vehicle injury crashes.

• Fatal bicyclist-motor vehicle crashes occurred in September and October.

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2005)

	Bicyclist-Motor Vehicle Crashes											
	Property Damag	ge Only Crashes	Injury	Crashes	Fatal 0	Crashes	Total (Crashes				
Day of Week	#	%	#	%	#	%	#	%				
Monday	10	20.0%	106	16.6%	0	0.0%	116	16.8%				
Tuesday	9	18.0%	104	16.3%	0	0.0%	113	16.4%				
Wednesday	6	12.0%	105	16.5%	0	0.0%	111	16.1%				
Thursday	5	10.0%	99	15.5%	1	33.3%	105	15.2%				
Friday	10	20.0%	115	18.1%	1	33.3%	126	18.3%				
Saturday	5	10.0%	74	11.6%	0	0.0%	79	11.4%				
Sunday	5	10.0%	34	5.3%	1	33.3%	40	5.8%				
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%				

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2005)



• The above table and graph show that the highest percentage of total bicyclist-motor vehicle crashes (18.3%) and bicyclist-motor vehicle injury crashes (18.1%) occurred on Friday.

Utah Crash Summary 2005

		Bicyclist-Mot	or Vehi	icle Cra	shes			
	Property Damag	ge Only Crashes	Injury	Crashes	Fatal C	Crashes	Total C	Crashes
Hour	#	%	#	%	#	%	#	%
Midnight	1	2.0%	2	0.3%	0	0.0%	3	0.4%
1:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.1%
2:00 am	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.1%
4:00 am	0	0.0%	0	0.0%	0	0.0%	0	0.0%
5:00 am	0	0.0%	3	0.5%	0	0.0%	3	0.4%
6:00 am	1	2.0%	11	1.7%	1	33.3%	13	1.9%
7:00 am	3	6.0%	31	4.9%	0	0.0%	34	4.9%
8:00 am	1	2.0%	35	5.5%	0	0.0%	36	5.2%
9:00 am	2	4.0%	11	1.7%	0	0.0%	13	1.9%
10:00 am	0	0.0%	24	3.8%	1	33.3%	25	3.6%
11:00 am	5	10.0%	34	5.3%	0	0.0%	39	5.7%
Noon	1	2.0%	42	6.6%	0	0.0%	43	6.2%
1:00 pm	4	8.0%	38	6.0%	0	0.0%	42	6.1%
2:00 pm	2	4.0%	45	7.1%	0	0.0%	47	6.8%
3:00 pm	6	12.0%	71	11.1%	0	0.0%	77	11.2%
4:00 pm	3	6.0%	61	9.6%	0	0.0%	64	9.3%
5:00 pm	4	8.0%	59	9.3%	0	0.0%	63	9.1%
6:00 pm	5	10.0%	58	9.1%	0	0.0%	63	9.1%
7:00 pm	5	10.0%	34	5.3%	0	0.0%	39	5.7%
8:00 pm	2	4.0%	28	4.4%	0	0.0%	30	4.3%
9:00 pm	4	8.0%	27	4.2%	0	0.0%	31	4.5%
10:00 pm	1	2.0%	13	2.0%	0	0.0%	14	2.0%
11:00 pm	0	0.0%	8	1.3%	1	33.3%	9	1.3%
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2005)



- In 2005, total bicyclist-motor vehicle crashes and bicyclist-motor vehicle injury crashes followed a similar time pattern, peaking between 2:00 pm and 6:00 pm.
- Fatal bicyclist-motor vehicle crashes occurred during the morning (6:00 am, 10:00 am) and late evening (11:00 pm).

Locality of Bicyclist-Motor Vehicle Crashes (Utah 2005)

Bicyclist-Motor Vehicle Crashes											
	Property Damag	e Only Crashes	Injury C	rashes	Fatal C	rashes	Total Crashes				
Locality	#	%	#	%	#	%	#	%			
Shopping/Business	27	54.0%	297	46.6%	0	0.0%	324	47.0%			
Residential	17	34.0%	279	43.8%	0	0.0%	296	42.9%			
School	2	4.0%	22	3.5%	1	33.3%	25	3.6%			
Manufacturing/Industrial	0	0.0%	14	2.2%	1	33.3%	15	2.2%			
Open Country	2	4.0%	11	1.7%	1	33.3%	14	2.0%			
Farms and Fields	1	2.0%	9	1.4%	0	0.0%	10	1.4%			
Playground	1	2.0%	0	0.0%	0	0.0%	1	0.1%			
Church	0	0.0%	3	0.5%	0	0.0%	3	0.4%			
Missing	0	0.0%	2	0.3%	0	0.0%	2	0.3%			
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%			

• The above table shows the majority of total bicyclist-motor vehicle crashes (47.0%) and bicyclist-motor vehicle injury crashes (46.6%) occurred in shopping/business areas.

• The fatal bicyclist-motor vehicle crashes occurred in school, manufacturing/industrial, and open country areas.

Bicyclist-Motor Vehicle Crashes										
	Property Damage		Injury		Fatal		Total			
	Only Crashes		Crashes		Crashes		Crashes			
Urban/Rural Location	#	%	#	%	#	%	#	%		
Rural Area - Up to 5,000	6	12.0%	104	16.3%	1	33.3%	111	16.1%		
Small Urban - 5,000 to 49,999	2	4.0%	38	6.0%	1	33.3%	41	5.9%		
Moderate Urban - 50,000 to 199,999	1	2.0%	22	3.5%	0	0.0%	23	3.3%		
Large Urban - 200,000 or More	41	82.0%	467	73.3%	1	33.3%	509	73.8%		
Missing	0	0.0%	6	0.9%	0	0.0%	6	0.9%		
Total	50	100.0%	637	100.0%	3	100.0%	690	100.0%		

Urban/Rural Location of Bicyclist-Motor Vehicle Crashes (Utah 2005)

• Urban areas accounted for 83.0% of total bicyclist-motor vehicle crashes, 82.8% of bicyclist-motor vehicle injury crashes, and 66.6% of fatal bicyclist-motor vehicle crashes.

Type of Vehicles Involved in Bicyclist-Motor Vehicle Crashes (Utah 2005)

Vehicles											
	Vehicles I	nvolved in	Vehicles I	nvolved in	Vehicles I	nvolved in	Total Vehicles				
	Bicyclist-MV		Bicycl	Bicyclist-MV		ist-MV	Involved in				
	PDO C	rashes	Injury C	Crashes	Fatal C	crashes	Bicyclist-MV Crashes				
Vehicle Type	#	%	#	%	#	%	#	%			
Passenger Car	23	45.1%	376	58.5%	1	33.3%	400	57.4%			
Light Truck, Van or SUV	28	54.9%	238	37.0%	2	66.7%	268	38.5%			
Hit and Run Vehicle	0	0.0%	12	1.9%	0	0.0%	12	1.7%			
Large/Semi Truck	0	0.0%	6	0.9%	0	0.0%	6	0.9%			
Motorcycle	0	0.0%	4	0.6%	0	0.0%	4	0.6%			
School Bus	0	0.0%	2	0.3%	0	0.0%	2	0.3%			
Other	0	0.0%	5	0.8%	0	0.0%	5	0.7%			
Total	51	100.0%	643	100.0%	3	100.0%	697	100.0%			

• The above table shows that the largest percentage of vehicles involved in total bicyclist-motor vehicle crashes (57.4%) and bicyclist-motor vehicle injury crashes (58.5%) were passenger cars.

• The majority of vehicles involved in the fatal bicyclist-motor vehicle crashes were light trucks, vans or SUV's (66.7%).

	Violations (Drivers)											
	Drivers	Cited in	Drivers	Cited in	Drivers	Cited in	Total Driv	ers Cited				
	Bicycl	ist-MV	Bicycl	ist-MV	Bicycl	ist-MV	in Bicyclist-MV					
	PDO Crashes		Injury Crashes		Fatal C	rashes	Crashes					
Violations	#	%	#	%	#	%	#	%				
Failure to Yield Right-of-Way	4	33.3%	92	43.6%	0	0.0%	96	42.9%				
Improper Lookout	1	8.3%	51	24.2%	0	0.0%	52	23.2%				
Other Non-Moving Violations	0	0.0%	28	13.3%	0	0.0%	28	12.5%				
Failure to Stop at Red Light	0	0.0%	7	3.3%	0	0.0%	7	3.1%				
Hit and Run	2	16.7%	5	2.4%	0	0.0%	7	3.1%				
Failure to Stop at Stop Sign	1	8.3%	5	2.4%	0	0.0%	6	2.7%				
All Other Moving Violations	2	16.7%	3	1.4%	0	0.0%	5	2.2%				
Improper Turn (Failure to Signal)	0	0.0%	5	2.4%	0	0.0%	5	2.2%				
Driving Under the Influence	1	8.3%	3	1.4%	0	0.0%	4	1.8%				
Improper Backing	0	0.0%	3	1.4%	0	0.0%	3	1.3%				
Negligent Collision	0	0.0%	3	1.4%	0	0.0%	3	1.3%				
Wrong Side of Road	0	0.0%	3	1.4%	0	0.0%	3	1.3%				
Speeding	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
Following Too Close	0	0.0%	1	0.5%	0	0.0%	1	0.4%				
Improper Passing	0	0.0%	1	0.5%	0	0.0%	1	0.4%				
Improper Lane Change	1	8.3%	0	0.0%	0	0.0%	1	0.4%				
Vehicle Homicide	0	0.0%	0	0.0%	1	100.0%	1	0.4%				
Reckless Driving	0	0.0%	1	0.5%	0	0.0%	1	0.4%				
Total	12	100.0%	211	100.0%	1	100.0%	224	100.0%				

Bicyclist-Motor Vehicle Crash Violations (Utah 2005)

• In 2005, there were 690 drivers involved in bicyclist-motor vehicle crashes. Officers at the scene of the crash cited 224 (32.5%) of those drivers for a traffic violation.

• "Failure to yield right-of-way" was the leading violation for total bicyclist-motor vehicle crashes (42.9%).

Contributing Factors of Bicyclist-Motor Vehicle Crashes (Utah 2005)

Contributing F	actors (E	Bicyclist	-Moto	r Vehic	le Cras	shes)		
	Cor	ntributing	Factors	s Coded	for Vehi	cles Inv	olved i	า:
	Bicycl	ist-MV	Bicyc	list-MV	Bicyclist-MV		Тс	otal
	Property	Damage	Inj	ury	Fatal		Bicyclist-MV	
	Only C	rashes	Cra	shes	Crashes		Crashes	
Contributing Factors	# %		#	%	#	%	#	%
Improper Lookout	18	41.9%	232	45.0%	1	0.0%	251	44.5%
Failed to Yield Right of Way	9	20.9%	158	30.6%	0	0.0%	167	29.6%
Hit and Run	9	20.9%	42	8.1%	1	0.0%	52	9.2%
Other Improper Driving	3	7.0%	17	3.3%	0	0.0%	20	3.5%
Passed Stop Sign	0	0.0%	9	1.7%	0	0.0%	9	1.6%
Made Improper Turn	1	2.3%	8	1.6%	0	0.0%	9	1.6%
Disregard Traffic Signal	0	0.0%	7	1.4%	0	0.0%	7	1.2%
Other Driver Distractions	1	2.3%	4	0.8%	1	0.0%	6	1.1%
Improper Backing	0	0.0%	6	1.2%	0	0.0%	6	1.1%
Speed Too Fast	0	0.0%	5	1.0%	0	0.0%	5	0.9%
Driving Under the Influence	1	2.3%	3	0.6%	1	0.0%	5	0.9%
Drove Left of Center	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Driver Using Cell Phone	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Improper Overtaking	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Non-Contact Vehicle Involved	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Windshield Not Clear	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Followed Too Closely	0	0.0%	1	0.2%	1	0.0%	2	0.4%
Wrong Side of Road	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Asleep	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Fatigued	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Had Been Drinking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Object in Roadway	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Brakes Defective	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Aggressive Driving	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Parking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Cargo Loss or Shifted	1	2.3%	0	0.0%	0	0.0%	1	0.2%
Total	43	100.0%	516	100.0%	5	0.0%	564	100.0%

• Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.

• "Improper lookout" was the leading contributing factor for total bicyclist-motor vehicle crashes (44.5%), and bicyclist-motor vehicle injury crashes (45.0%).

• The combined contributing factors of "driving under the influence" and "had been drinking" accounted for 1.1% of total bicyclist-motor vehicle crashes, and 0.8% of bicyclist-motor vehicle injury crashes.

Appendix 2005

Appendix

Historical Persons and Crashes	154
Crashes 1976-2005	
Licensed Drivers	
Licensed Drivers by Age 2005	
Population State Population 1996-2005	157
County Population 2005	
Vehicle Miles Traveled Vehicle Miles Traveled 1976-2005	
Vehicle Miles Traveled by County 2005	

Historical Persons and Crashes

Injured Persons and Fatalities (Utah 1976-2005)

	Persons											
		Inj	juries	Fat	alities							
		Persons	Rate Per	Persons	Rate Per							
	Vehicle Miles	Injured	100 Million	Killed	100 Million							
Year	Traveled (VMT)	#	VMT	#	VMT							
1976	8,420,000,000	18,315	217.5	254	3.0							
1977	9,054,000,000	19,728	217.9	360	4.0							
1978	9,826,000,000	21,029	214.0	376	3.8							
1979	9,811,000,000	20,798	212.0	328	3.3							
1980	10,645,000,000	17,828	167.5	335	3.1							
1981	10,733,000,000	18,090	168.5	364	3.4							
1982	10,947,000,000	17,538	160.2	296	2.7							
1983	11,228,000,000	18,910	168.4	283	2.5							
1984	11,642,000,000	20,487	176.0	315	2.7							
1985	12,035,000,000	21,346	177.4	303	2.5							
1986	12,253,000,000	21,350	174.2	312	2.5							
1987	12,679,000,000	19,237	151.7	297	2.3							
1988	13,263,000,000	19,066	143.8	297	2.2							
1989	13,915,000,000	19,843	142.6	303	2.2							
1990	14,646,000,000	20,608	140.7	272	1.9							
1991	15,390,000,000	19,540	127.0	271	1.8							
1992	16,263,000,000	22,490	138.3	269	1.7							
1993	17,055,000,000	25,763	151.1	303	1.8							
1994	18,091,944,321	28,436	157.2	343	1.9							
1995	18,798,488,669	28,343	150.8	325	1.7							
1996	19,433,341,748	30,711	158.0	321	1.7							
1997	20,407,590,239	31,238	153.1	366	1.8							
1998	21,236,980,216	30,232	142.4	350	1.6							
1999	21,867,355,694	29,959	137.0	360	1.6							
2000	22,517,131,427	30,086	133.6	373	1.7							
2001	23,398,734,621	29,375	125.5	291	1.2							
2002	24,438,992,554	30,433	124.5	328	1.3							
2003	23,963,242,376	28,352	118.3	309	1.3							
2004	24,624,791,795	29,638	120.4	296	1.2							
2005	25,129,538,952	29,221	116.3	282	1.1							
Total	483,713,132,612	717,990	148.4	9,482	2.0							

Historical Persons and Crashes

Crashes (Utah 1976-2005)

	Crashes											
	Property Da	amage Only	Ir	njury	F	atal	T	otal				
	PDO	Rate Per	Injury	Rate Per	Fatal	Rate Per	All	Rate Per				
	Crashes	100 Million	Crashes	100 Million	Crashes	100 Million	Crashes	100 Million				
Year	#	VMT	#	VMT	#	VMT	#	VMT				
1976	22,435	266.4	11,685	138.8	225	2.7	34,345	407.9				
1977	25,562	282.3	12,652	139.7	310	3.4	38,524	425.5				
1978	28,946	294.6	13,423	136.6	315	3.2	42,684	434.4				
1979	26,732	272.5	13,449	137.1	287	2.9	40,468	412.5				
1980	21,589	202.8	11,701	109.9	292	2.7	33,582	315.5				
1981	23,844	222.2	11,824	110.2	321	3.0	35,989	335.3				
1982	26,425	241.4	11,504	105.1	263	2.4	38,192	348.9				
1983	28,419	253.1	12,317	109.7	253	2.3	40,989	365.1				
1984	33,738	289.8	13,477	115.8	274	2.4	47,489	407.9				
1985	33,684	279.9	13,917	115.6	270	2.2	47,871	397.8				
1986	32,426	264.6	13,988	114.2	276	2.3	46,690	381.0				
1987	33,386	263.3	13,599	107.3	271	2.1	47,256	372.7				
1988	35,614	268.5	13,377	100.9	258	1.9	49,249	371.3				
1989	37,110	266.7	13,941	100.2	269	1.9	51,320	368.8				
1990	37,823	258.2	14,632	99.9	236	1.6	52,691	359.8				
1991	33,443	217.3	13,763	89.4	229	1.5	47,435	308.2				
1992	34,760	213.7	15,665	96.3	235	1.4	50,660	311.5				
1993	38,357	224.9	17,088	100.2	259	1.5	55,704	326.6				
1994	40,243	222.4	18,726	103.5	302	1.7	59,271	327.6				
1995	37,532	199.7	19,828	105.5	285	1.5	57,645	306.6				
1996	40,225	207.0	20,988	108.0	284	1.5	61,497	316.5				
1997	33,512	164.2	21,131	103.5	309	1.5	54,952	269.3				
1998	34,337	161.7	19,427	91.5	308	1.5	54,072	254.6				
1999	32,971	150.8	19,513	89.2	318	1.5	52,802	241.5				
2000	33,269	147.7	19,564	86.9	318	1.4	53,151	236.0				
2001	33,113	141.5	19,332	82.6	258	1.1	52,703	225.2				
2002	33,542	137.2	19,552	80.0	274	1.1	53,368	218.4				
2003	31,842	132.9	18,285	76.3	262	1.1	50,389	210.3				
2004	34,222	139.0	19,423	78.9	260	1.1	53,905	218.9				
2005	35,158	139.9	19,545	77.8	235	0.9	54,938	218.6				
Total	974,259	201.4	477,316	98.7	8,256	1.7	1,459,831	301.8				

Licensed Drivers

Number of Licensed Drivers by Age (Utah 2005)

Licensed	Drivers
Driver Age	#
15-19	129,072
20-24	213,321
25-29	228,516
30-34	183,698
35-39	156,553
40-44	149,750
45-49	149,438
50-54	133,646
55-59	109,408
60-64	79,971
65-69	61,115
70-74	49,636
75-79	40,899
80-84	29,762
85+	22,486
Total	1,737,271

SOURCE: State of Utah Department of Public Safety Driver License Division

Utah Crash Summary 2005

Population

State Population (Utah 1996-2005)

Utah Population		
Year	#	
1996	2,042,893	
1997	2,099,409	
1998	2,141,632	
1999	2,193,014	
2000	2,246,553	
2001	2,295,971	
2002	2,338,761	
2003	2,385,358	
2004	2,469,230	
2005	2,547,389	
Total	22,760,210	

SOURCE: State of Utah Population Estimates Demographic & Economic Analysis http://www.governor.utah.gov/dea

Population

County Population (Utah 2005)

County Population		
County	#	
Beaver	6,341	
Box Elder	45,304	
Cache	103,564	
Carbon	19,338	
Daggett	963	
Davis	278,278	
Duchesne	15,237	
Emery	10,491	
Garfield	4,703	
Grand	8,826	
Iron	41,397	
Juab	8,974	
Kane	6,211	
Millard	13,171	
Morgan	8,516	
Piute	1,368	
Rich	2,062	
Salt Lake	978,285	
San Juan	14,571	
Sanpete	25,454	
Sevier	19,649	
Summit	36,283	
Tooele	52,133	
Uintah	26,883	
Utah	456,073	
Wasatch	19,999	
Washington	127,127	
Wayne	2,504	
Weber	213,684	
Statewide	2,547,389	

SOURCE: State of Utah Population Estimates Demographic & Economic Analysis http://www.governor.utah.gov/dea

Vehicle Miles Traveled

Vehicle Miles Traveled (Utah 1976-2005)

Vehicle Miles Traveled		
Year	#	
1976	8,420,000,000	
1977	9,054,000,000	
1978	9,826,000,000	
1979	9,811,000,000	
1980	10,645,000,000	
1981	10,733,000,000	
1982	10,947,000,000	
1983	11,228,000,000	
1984	11,642,000,000	
1985	12,035,000,000	
1986	12,253,000,000	
1987	12,679,000,000	
1988	13,263,000,000	
1989	13,915,000,000	
1990	14,646,000,000	
1991	15,390,000,000	
1992	16,263,000,000	
1993	17,055,000,000	
1994	18,091,944,321	
1995	18,798,488,669	
1996	19,433,341,748	
1997	20,407,590,239	
1998	21,236,980,216	
1999	21,867,355,694	
2000	22,517,131,427	
2001	23,398,734,621	
2002	24,438,992,554	
2003	23,963,242,376	
2004	24,624,791,795	
2005	25,129,538,952	
Total	483,713,132,612	

SOURCE: Utah Highway Performance Monitoring System Prepared By: Data Analysis Section Using Annual Average Daily Traffic http://www.udot.utah.gov

Vehicle Miles Traveled

Vehicle Miles Traveled by County (Utah 2005)

Vehicle Mil	es Traveled
County	#
Beaver	252,089,706
Box Elder	885,182,279
Cache	911,409,421
Carbon	289,010,272
Daggett	34,133,343
Davis	2,349,088,208
Duchesne	207,241,389
Emery	367,248,648
Garfield	119,071,865
Grand	265,529,445
Iron	636,694,304
Juab	396,673,188
Kane	132,235,110
Millard	447,570,776
Morgan	131,490,365
Piute	25,693,146
Rich	52,827,203
Salt Lake	8,140,561,971
San Juan	277,577,582
Sanpete	247,677,486
Sevier	420,802,334
Summit	702,576,638
Tooele	881,187,905
Uintah	330,713,786
Utah	3,628,461,802
Wasatch	277,663,781
Washington	1,137,926,879
Wayne	38,607,656
Weber	1,542,592,467
Statewide	25,129,538,955

NOTE: Statewide total may not add to the official 2005 Vehicle Miles of Travel (VMT) Estimate due to rounding.

SOURCE: Utah Highway Performance Monitoring System Prepared By: Data Analysis Section Using Annual Average Daily Traffic http://www.udot.utah.gov

Glossary 2005

Glossary

Alcohol and Other Drug-Related Crash: A crash in which the investigating officer cited a driver for "driving under the influence," or coded a contributing factor of "driving under the influence," "had been drinking," or "under the influence of drugs." Since breath test or blood test results may not always be used to determine a person's alcohol and other drug content, these crashes may be underestimated.

Alcohol and Other Drug-Related Fatal Crash: A crash resulting in one or more deaths and in which the drug/alcohol test was positive (blood or breath test) for any driver, pedestrian, or bicyclist involved in the crash. Alcohol and other drug-related fatal crash information is obtained from the Fatal Analysis Reporting System (FARS) database.

Crash Occupant: A person who is involved in a crash, including motor vehicle occupants, motorcyclists, pedestrians and bicyclists.

Contributing Factor: The circumstances reported by the investigating officer surrounding a crash that contributed to the crash or the crash severity. Examples are "speed too fast," "fatigue," and "had been drinking." A contributing factor is coded for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.

Fatal Crash: A motor vehicle crash on public roadways resulting in one or more deaths. The death must occur within 30 days of the crash.

Injury Crash: A crash in which one or more persons sustained a possible injury, probable injury or an incapacitating injury as recorded by the investigating officer.

Motorcycle Crash: A crash involving one or more motorcycles or mopeds.

Out-of-State Driver: A driver licensed from a state other than Utah who is involved in a crash. Some of these drivers may reside in the state of Utah, but have not yet applied for a Utah driver's license.

Property Damage Only Crash: A crash in which no injury was recorded for any person involved in the crash by the investigating officer.

Seatbelt Use: Seatbelt use is reported for occupants in a passenger car, light truck, van or SUV. Occupants are coded as wearing a seatbelt if they reported using a shoulder/lap belt, lap belt or a child safety seat at the scene of the crash (for the purpose of this report, occupants using only a shoulder strap were reported as being unbelted). In the majority of cases, seatbelt use is self-reported by the crash occupant. It is possible that crash occupants may report using a seatbelt, when they did not use one, in order to avoid a citation or fine. Thus, the seatbelt use rate may be inflated. In the case of fatal or severe injury crashes, the officer will determine the seatbelt use.

Speed-Related Crash: A crash where the investigating officer cites one or more drivers for "speeding," or codes a contributing factor of "speed too fast."

Teenage Driver: A driver aged 15 to 19 years.

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

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