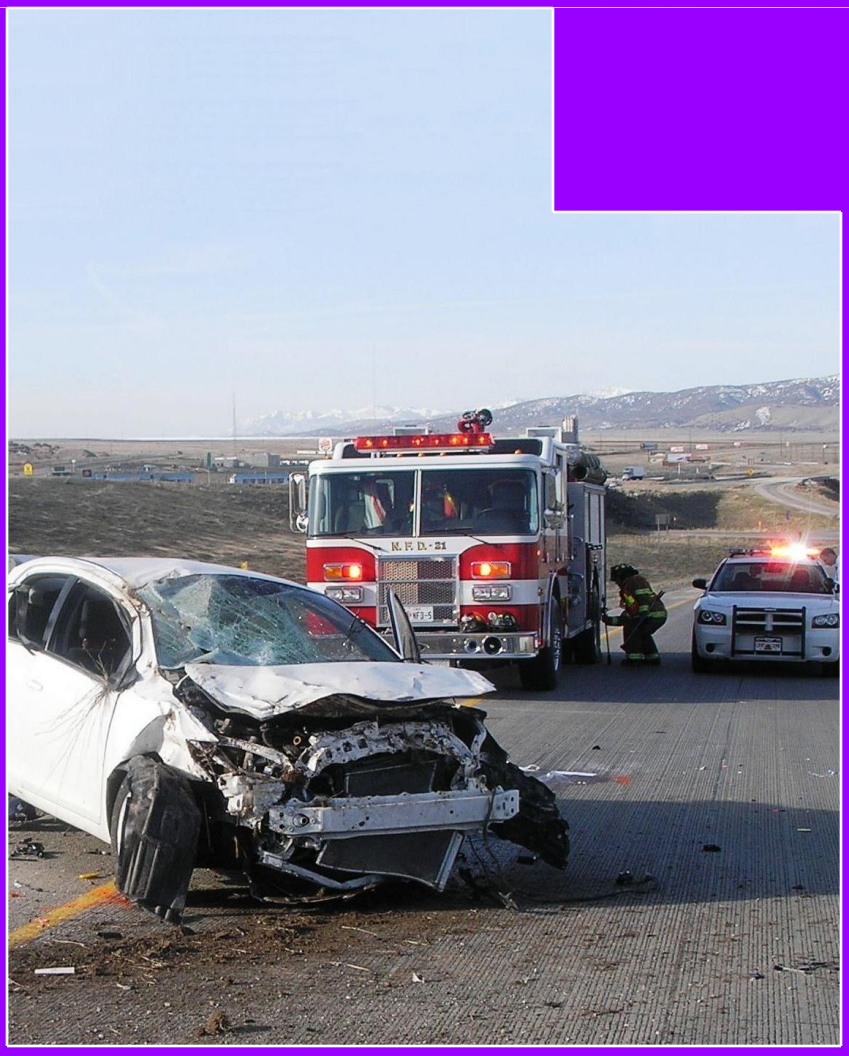
Utah Crash Summary 2011



State of Utah

Department of Public Safety

Utah Crash Summary 2011

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Introduction

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

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

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

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

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

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Executive Summary

Significant progress has been made to reduce motor vehicle crashes in Utah, with a rapid decline in the injury and fatal crash rates over the last 40 years. If Utah had the same fatal crash rate in 2011 as 1971 there would have been 1,109 additional deaths in 2011. These reductions can be attributed to a variety of factors, including:

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

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in the State of Utah. In 2011, there were 52,287 reported traffic crashes on public roadways in Utah. These crashes involved 129,094 people, with 22,325 injured and 243 people killed. Traffic deaths were the lowest total in Utah since 1974.

Utah made progress in the following areas in 2011 when compared to 2010:

- The Utah death rate per vehicle miles traveled is still below the overall U.S. rate;
- Traffic deaths decreased from 253 in 2010 to 243 in 2011;
- Child safety seat use among ages 0-8 years increased for the eighth straight year;
- The number of speed-related crashes decreased 10%;
- The number of unrestrained occupant deaths decreased 6%.

As improvements are made and progress continues, traffic safety needs to remain a top priority. Some areas of concern in Utah during 2011 include:

- Reported traffic crashes increased from 49,368 in 2010 to 52,287 in 2011;
- The crash rate per miles traveled increased 7% from 2010;
- Speed was a factor in 43% of fatal crashes;
- The number of deaths involving an alcohol-impaired driver increased 56%;
- The number of motorcyclists killed increased 33%;
- The number of crashes involving a distracted driver increased 12%;
- The number of crashes involving a senior driver increased 10%;
- The number of bicyclists in crashes increased 8%;
- The number of crashes involving a teenage driver increased 4%.

The *Utah Crash Summary 2011* contains further details regarding Utah motor vehicle crashes.

The Utah Department of Public Safety, Highway Safety Office invites users of this Crash Summary to help promote motor vehicle safety in Utah. The numbers in the Crash Summary represent lost lives, injured people, and lives changed. Utah has set a goal of zero fatalities because the loss of even one life is too many. This is a goal we can all live with.

2011 Utah Crash Synopsis

All Crashes

Category	#	% of Total*
Total Crashes	**52,287**	
Urban	39,375	75%
Property Damage Only	36,418	70%
Injury	15,645	30%
Rural	12,912	25%
Followed Too Closely	11,511	22%
Teenage Driver	10,525	20%
Inclement Weather	9,626	18%
Failed to Yield	9,254	18%
Speed	8,699	17%
Senior (Age 65+) Driver	6,060	12%
Distracted Driving	4,860	9%
Large Truck	3,635	7%
Animal-Related	2,829	5%
Disregard Traffic Signal/Sign	2,565	5%
Alcohol-Impaired Driver	1,662	3%
Motorcycle	1,226	2%
Drowsy Driving	956	2%
Pedestrian-Motor Vehicle	820	2%
Bicycle-Motor Vehicle	813	2%
Fatal	224	<1%
Total Persons in Crashes	**129,094**	
Drivers	92,001	71%
Followed Too Closely Crash	35,976	28%
Teenage Driver Crash	29,918	23%
Failed to Yield Crash	26,818	21%
Injured Persons	22,325	17%
Inclement Weather Crash	22,181	17%
Speed Crash	20,008	15%
Senior (Age 65+) Driver Crash	16,220	13%
Children (Ages 0-14 Years)	13,424	10%
Distracted Driving Crash	13,306	10%
Large Truck Crash	9,457	7%
Disregard Traffic Signal/Sign Crash	7,747	6%
Animal-Related Crash	4,283	3%
Alcohol-Impaired Driver Crash	3,355	3%
Unrestrained Occupants	2,951	2%
Drowsy Driving Crash	1,719	1%
Motorcyclists	1,373	1%
Pedestrians	886	1%
Bicyclists	837	1%
Deaths	243	<1%

Fatal Crashes

Category	#	% of Total*
Fatal Crashes	**224**	
Urban	115	51%
Rural	109	49%
Speed	90	41%
Senior (Age 65+) Driver	38	17%
Inclement Weather	34	15%
Alcohol-Impaired Driver	33	15%
Pedestrian-Motor Vehicle	32	14%
Teenage Driver	30	13%
Failed to Yield	27	12%
Motorcycle	27	12%
Large Truck	23	10%
Distracted Driving	20	9%
Red Light/Stop Sign Running	17	8%
Followed Too Closely	13	6%
Bicycle-Motor Vehicle	5	2%
Drowsy Driving	4	2%
Animal-Related	2	1%
Deaths	**243**	
Drivers	150	62%
Speed Crash	101	42%
Unrestrained Occupants	82	34%
Senior (Age 65+) Driver Crash	42	17%
Alcohol-Impaired Driver Crash	39	16%
Inclement Weather Crash	37	15%
Pedestrians	32	13%
Teenage Driver Crash	32	13%
Motorcyclists	28	12%
Failed to Yield Crash	27	11%
Large Truck Crash	26	11%
Children (Ages 0-14 Years)	22	9%
Distracted Driving Crash	21	9%
Red Light/Stop Sign Running Crash	18	7%
Followed Too Closely Crash	14	6%
Bicyclists	5	2%
Drowsy Driving Crash	5	2%
Animal-Related Crash	2	1%

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

2011 Utah Crash Facts

- In an average day in Utah, there were 143 motor vehicle crashes involving 353 people with 61 people injured and 1 person killed.

- First motor vehicle crash occurred January 1, 2011 at 12:14 a.m. and the last crash occurred December 31, 2011 at 11:02 p.m.
- First fatal motor vehicle crash occurred January 1, 2011 at 10:29 a.m. and the last fatal crash occurred December 31, 2011 at 11:37 a.m.
- Tuesday, January 25, 2011 had the most crashes with 374 crashes and both Sunday, February 6, 2011 and Sunday, June 12, 2011 had the fewest crashes with 59.

- 102 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration)
- It is estimated that 41 additional lives would have been saved if everyone had been wearing seat belts.

- A motor vehicle crash occurred every 10 minutes.
- A person was injured in a crash every 23 minutes.
- A teenage-driver crash occurred every 49 minutes.
- A speed-related crash occurred every 60 minutes.
- A driver age 65 years or older was in a crash every 86 minutes.
- A distracted driver crash occurred every 108 minutes.
- A semi/large truck was in a crash every 2 hours.
- An animal-motor vehicle crash occurred every 3 hours.
- An alcohol-impaired driver crash occurred every 5 hours.
- A motorcyclist was in a crash every 6 hours.
- A pedestrian was hit by a motor vehicle every 9 hours.
- A bicyclist was hit by a motor vehicle every 10 hours.
- A person died in a crash every 36 hours.

- The youngest person in a motor vehicle crash was two days-old and the oldest person was 104 years-old.
- The youngest person killed in a motor vehicle crash was 3 months-old and the oldest person killed was 92 years-old.

- The estimated statewide economic loss due to motor vehicle crashes in Utah was $1.46 billion. (National Highway Traffic Safety Administration)
- Hospital and emergency department charges for the treatment of Utah residents in motor vehicle crashes were $116 million. (Utah Department of Health)

- 4.7% of licensed drivers were in a crash.
- 4.6% of Utah residents were in a crash.
- 4.6% of registered vehicles were in a crash.
- 1.6% of deaths in Utah involved a motor vehicle crash.
- 0.2% of people in a crash died.
- A person was in a crash every 203,000 miles driven in Utah.

2011 Utah Crash Facts

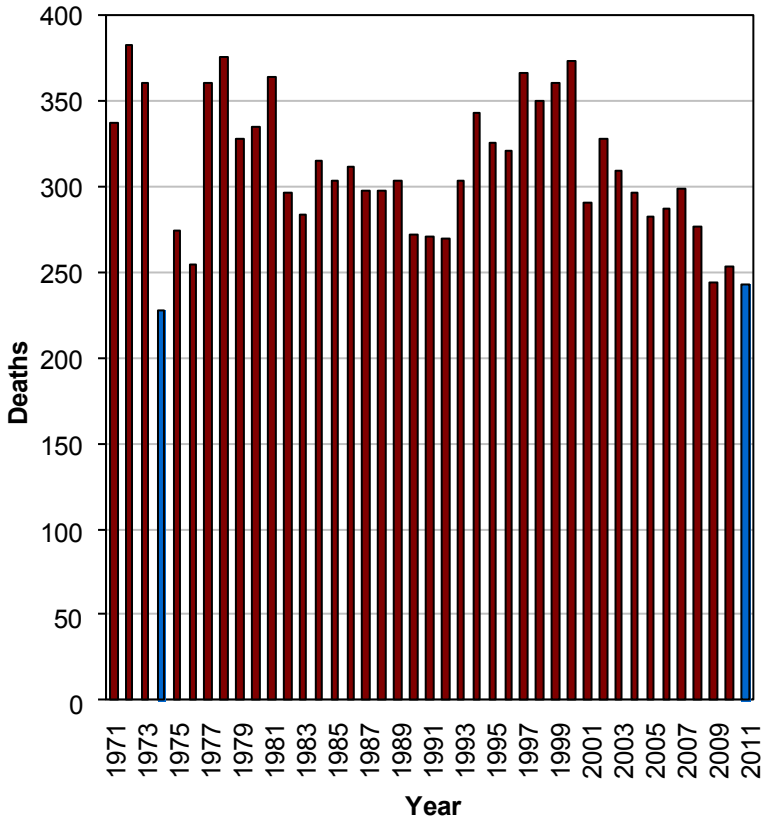
Utah Department of Public Safety
Highway Safety Office

Overview

Did you know in 2011:

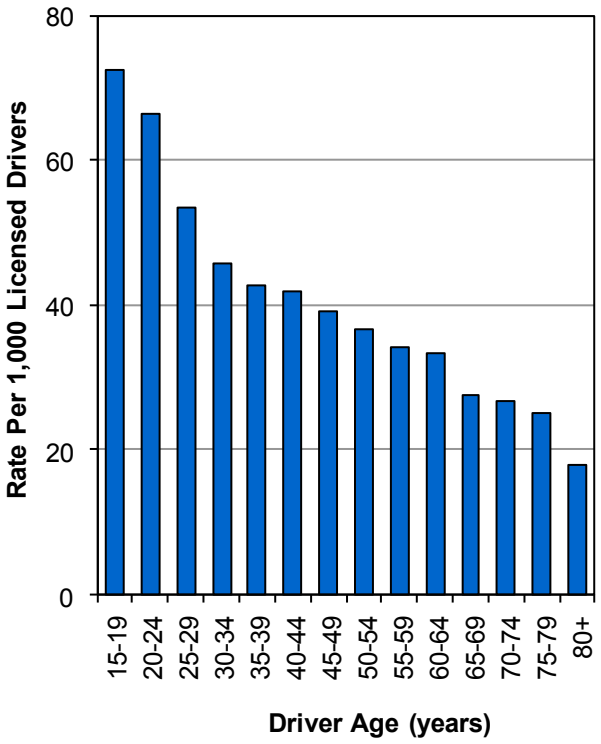
- 52,287 motor vehicle crashes occurred in Utah which resulted in 22,325 injured persons and 243 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 10 minutes, a person was injured in a crash every 23 minutes, and a person died in a crash every 36 hours.

Deaths by Year (Utah 1971-2011)



- 2011 had the lowest deaths in Utah since 1974.

Crash Rates per Licensed Drivers by Age (Utah 2011)



- Drivers aged 15-19 years had the highest crash rates per licensed driver.

Crash Summary (Utah 2011)

Leading Crash Types

1. Followed Too Closely Crashes (22%)
2. Teen Driver Crashes (20%)
3. Inclement Weather Crashes (18%)
4. Failed to Yield Crashes (18%)
5. Speed Crashes (17%)

Leading Causes of Death

1. Speed (42%)
2. Failed to Keep in Proper Lane (35%)
3. Unrestrained Occupants (34%)
4. Drunk Driving (16%)
5. Failed to Yield (11%)

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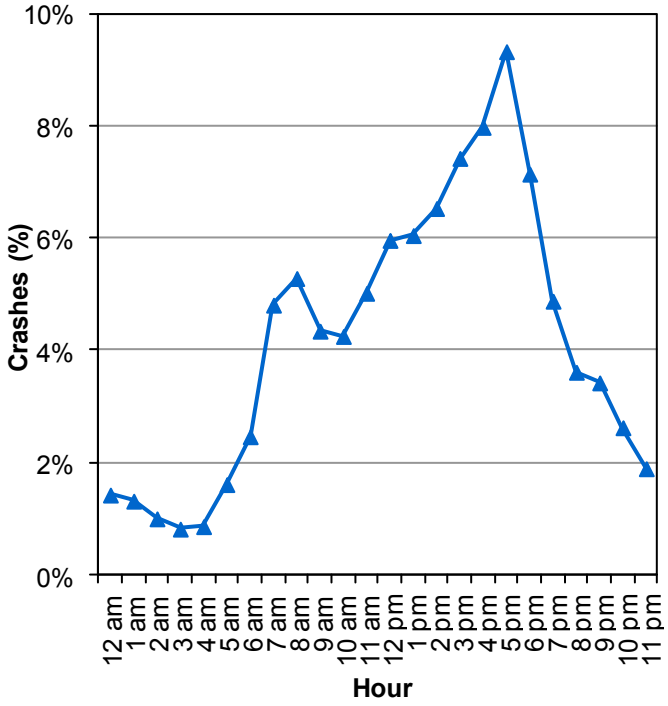
2011 Utah Crash Facts

Overview

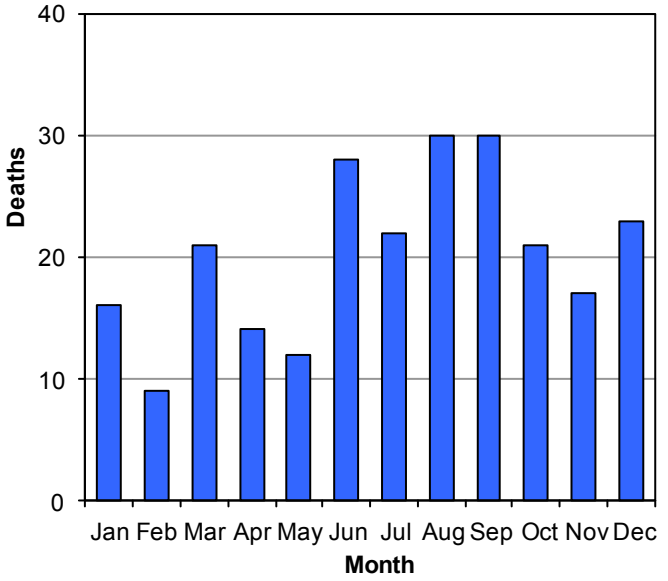
Motor Vehicle Crashes by Hour (Utah 2011)



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

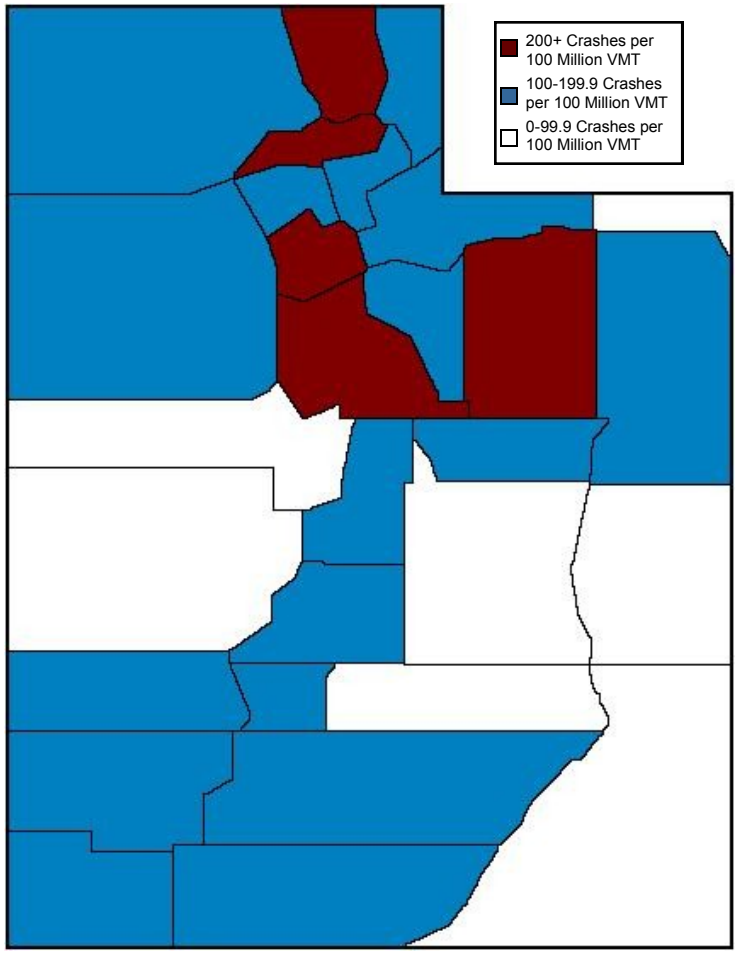
Vehicle rollovers were the most deadly event, being 5.7 times more likely to result in a death than other crashes.

Deaths by Month (Utah 2011)



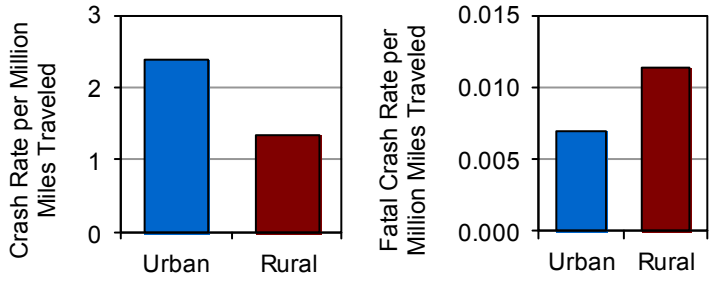
- August and September had the most deaths.

County Crash Rates by Miles Traveled (Utah 2011)



- Utah, Salt Lake, and Duchesne Counties had the highest crash rates per miles traveled.

Urban/Rural Location (Utah 2011)



- Urban areas had a higher rate of total crashes per vehicle mile traveled while rural areas had a higher fatal crash rate.
- Rural crashes were 2.9 times more likely to be fatal than urban crashes.

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2011 Utah Crash Facts

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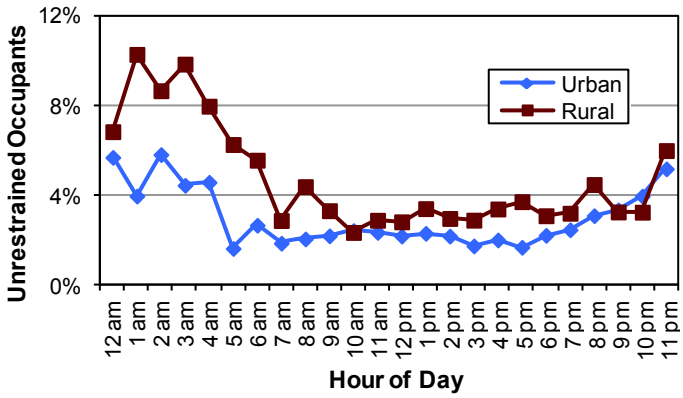
Wearing a seat belt is one of the best ways to decrease injuries and deaths in motor vehicle crashes.

Occupant Protection

Did you know in 2011:

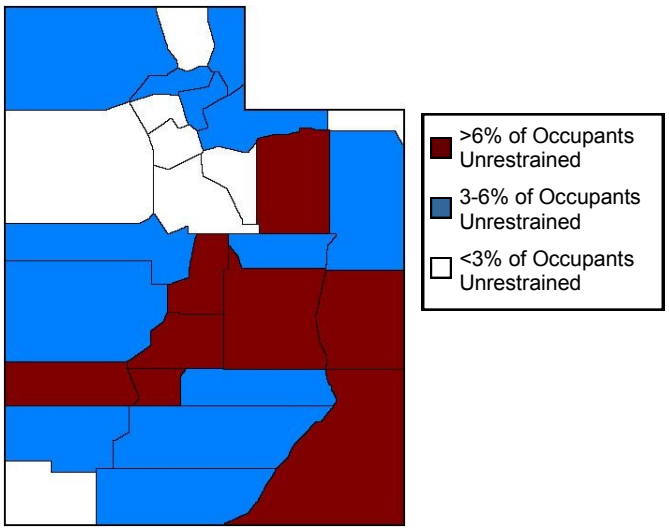
- Unrestrained crash occupants were 40 times more likely to die in a crash than restrained occupants.
- An estimated 102 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 41 additional lives would have been saved if everyone had been wearing seat belts.

Unrestrained Crash Occupants by Hour, Rural vs. Urban (Utah 2011)



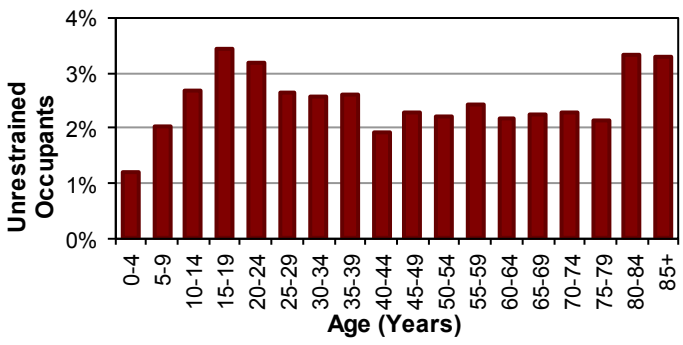
- 11:00 p.m. to 4:59 a.m. had the highest percentage of unrestrained crash occupants.
- Rural areas had lower restraint use for nearly every hour of the day than urban areas.

Unrestrained Crash Occupants by County (Utah 2011)



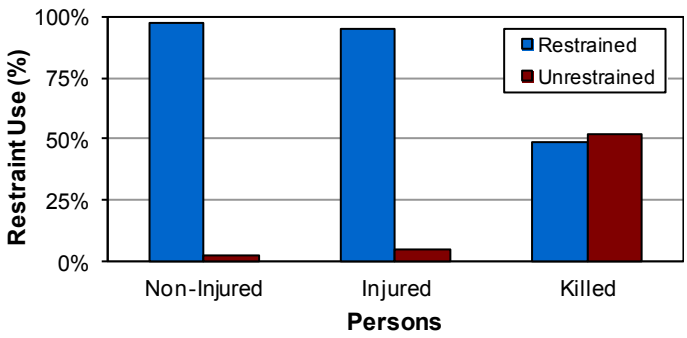
- Occupants in rural crashes were 1.6 times more likely to be unrestrained than urban occupants.

Unrestrained Crash Occupants by Age (Utah 2011)



- The highest percentage of unrestrained crash occupants were 15-19 years and 80+ years.

Restraint Use by Injury Severity (Utah 2011)



- Over 97% of persons who survived a crash were restrained compared to half (48%) of the persons killed.

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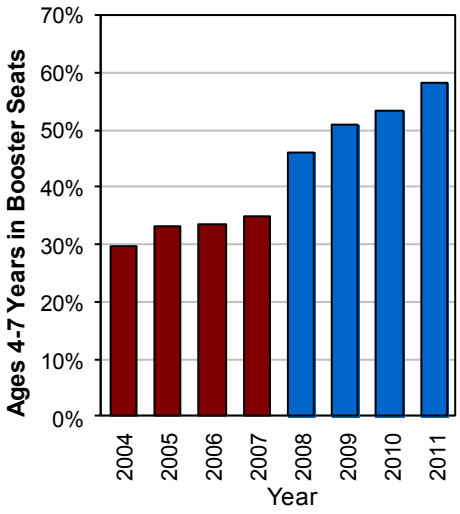
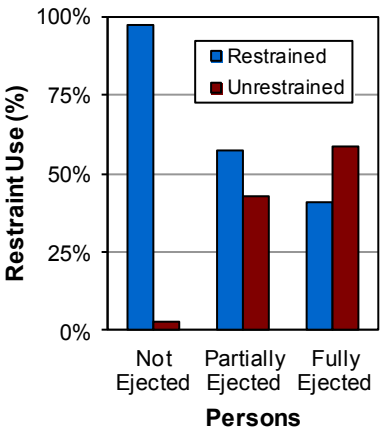
Occupant Protection

Effectiveness of Booster Seat Law (Utah 2004-2011)



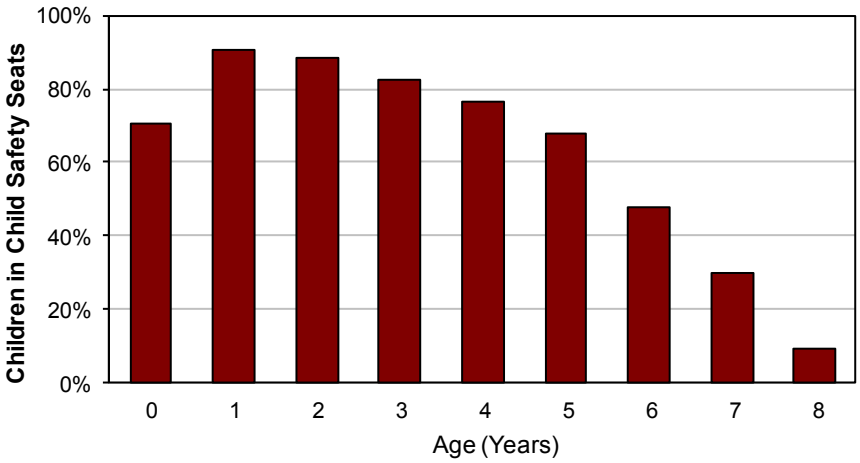
- In 2008, a law was passed increasing the age of child safety seat use from up to age 4 years to up to age 8 years.
- In 2011, booster seat use among ages 4-7 years in crashes increased to 58%.
- Booster seat use increased 66% since passage of the law.

Ejection and Restraint Use (Utah 2011)



- 59% of crash occupants fully ejected from a motor vehicle were unrestrained.
- Unrestrained occupants were 55 times more likely to be fully ejected than restrained occupants.

Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2011)



- The older the child the less likely they were using a child safety seat.
- While 91% of 1-year-olds in a crash were in a child safety seat, only 76% of 4-year-olds, 48% of 6-year-olds, and 9% of 8-year-olds were in a child safety seat.
- The decrease in child safety seat use for children aged 4-8 years is concerning and indicates that children are moving to adult-sized seat belts too early.

Child Safety Seat Recommendations:

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

Seat Belt Recommendations:

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

Safety Restraint Laws:

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

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

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2011 Utah Crash Facts

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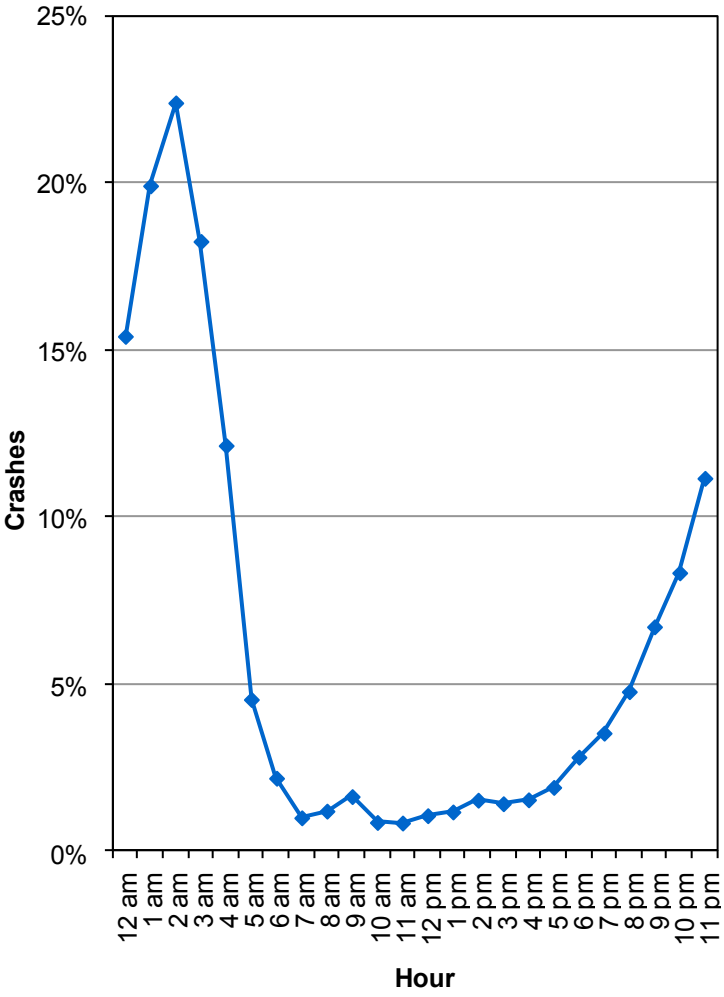
Alcohol-Impaired Drivers

Did you know in 2011:

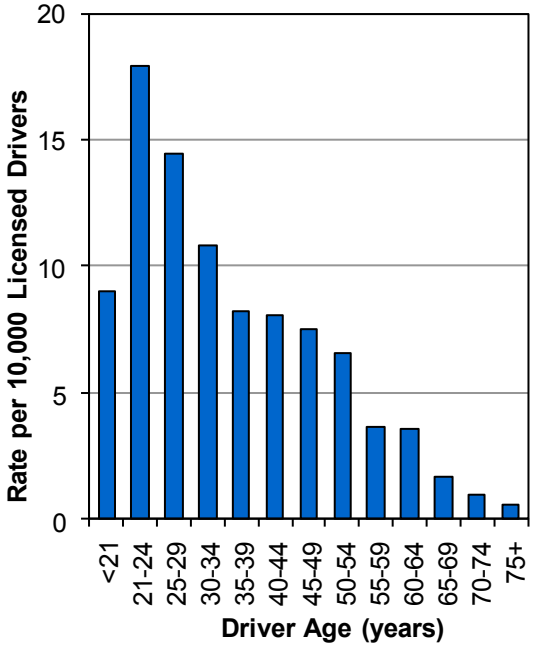
- 1,662 alcohol-impaired driver crashes occurred in Utah which resulted in 1,019 injured persons and 39 deaths.
- Alcohol-impaired driver crashes were 5.4 times more likely to be fatal than other crashes.
- The number of deaths involving an alcohol-impaired driver increased 56% in 2011 from 2010.

Percent of Total Crashes with an Alcohol-Impaired Driver by Hour (Utah 2011)



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

Rate of Alcohol-Impaired Drivers in Crashes per Licensed Driver (Utah 2011)



- Drivers aged 21 to 24 years had the highest rates of alcohol-impaired crashes.
- Of the impaired drivers, 178 (11%) were under the age of 21 years.

Previous DUI (Utah 2011)

- 15% of the alcohol-impaired drivers in fatal crashes were previously convicted of driving under the influence in the past three years.

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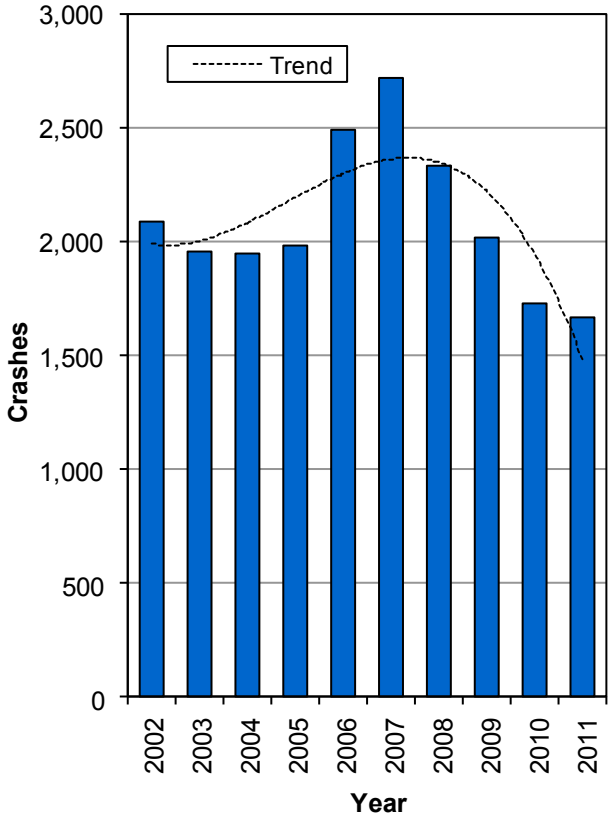
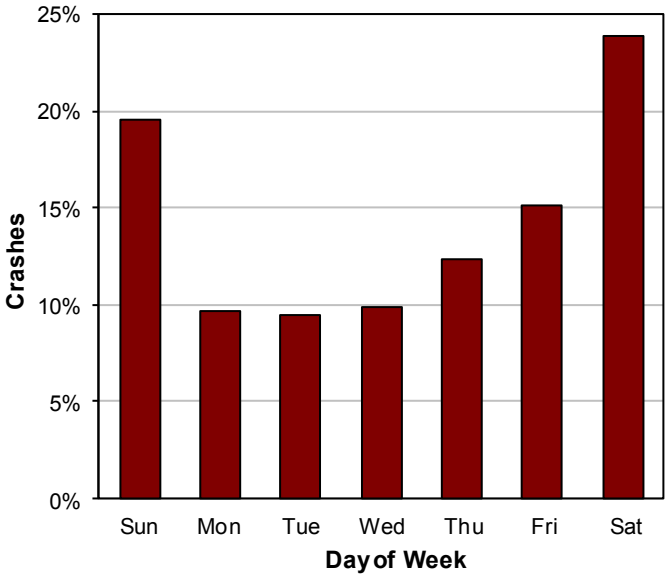
Alcohol-Impaired Drivers

Alcohol-Impaired Driver Crashes (Utah 2002-2011)



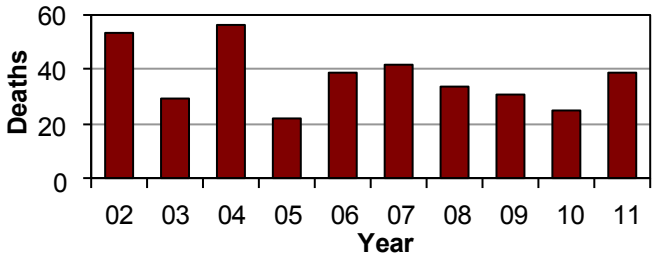
- The number of alcohol-impaired driver crashes has shown a decreasing trend over the last four years.

Alcohol-Impaired Driver Crashes by Day of the Week (Utah 2011)



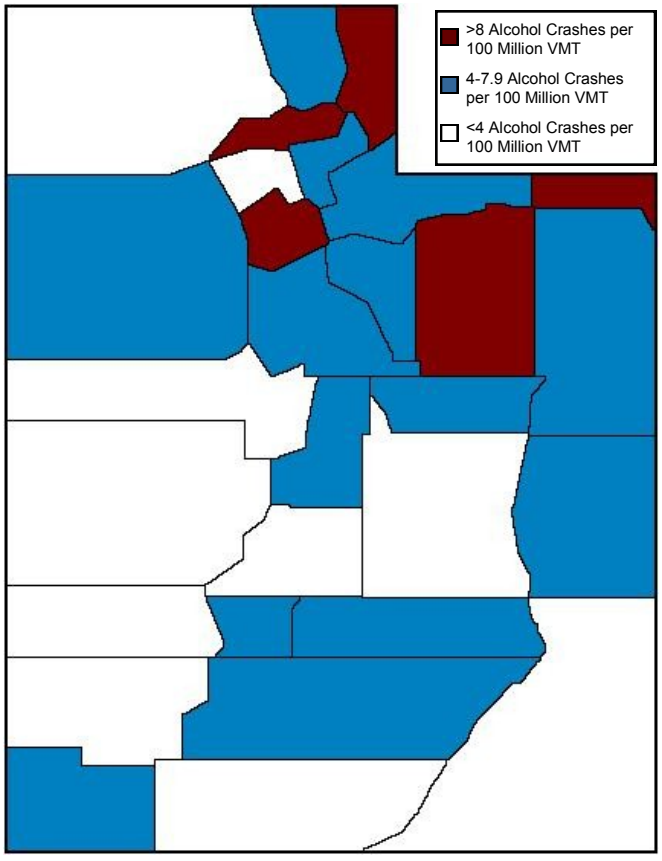
- The highest percentage of alcohol-impaired driver crashes occurred on weekends (44%).

Deaths from Alcohol-Impaired Drivers (Utah 2002-2011)



- The 39 deaths from alcohol-impaired drivers in 2011 was the highest amount since 2007.

Alcohol-Impaired Driver Crashes by County (Utah 2011)



- Daggett, Duchesne, and Salt Lake Counties had the highest rates of alcohol-impaired driver crashes per vehicle miles traveled (VMT).
- Juab, Sevier, and Millard Counties had the lowest rates of alcohol-impaired driver crashes per VMT.

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2011 Utah Crash Facts

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Highway Safety Office

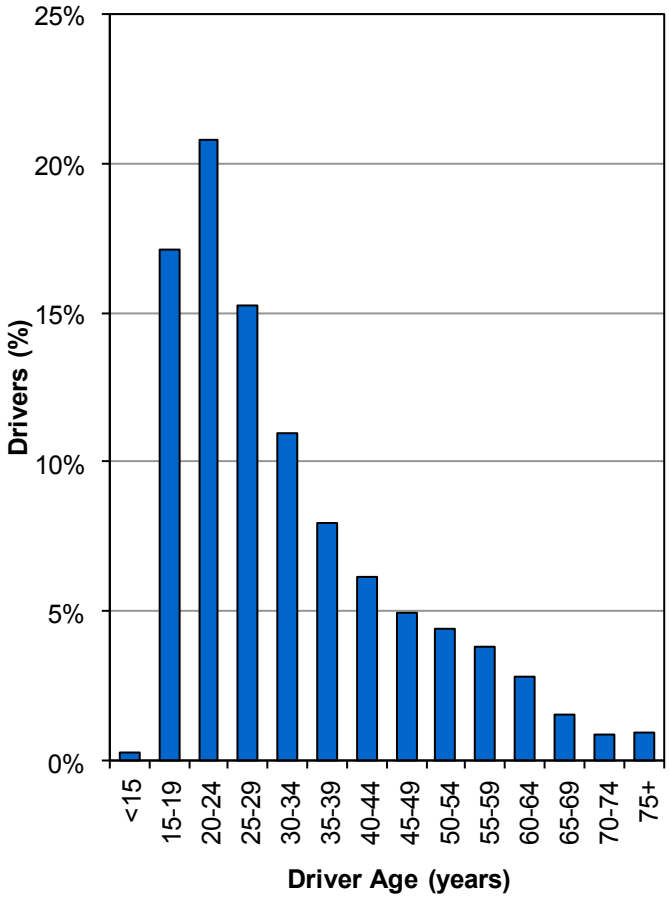
Speed is the leading unsafe driving behavior that contributes to deaths.

Speed

Did you know in 2011:

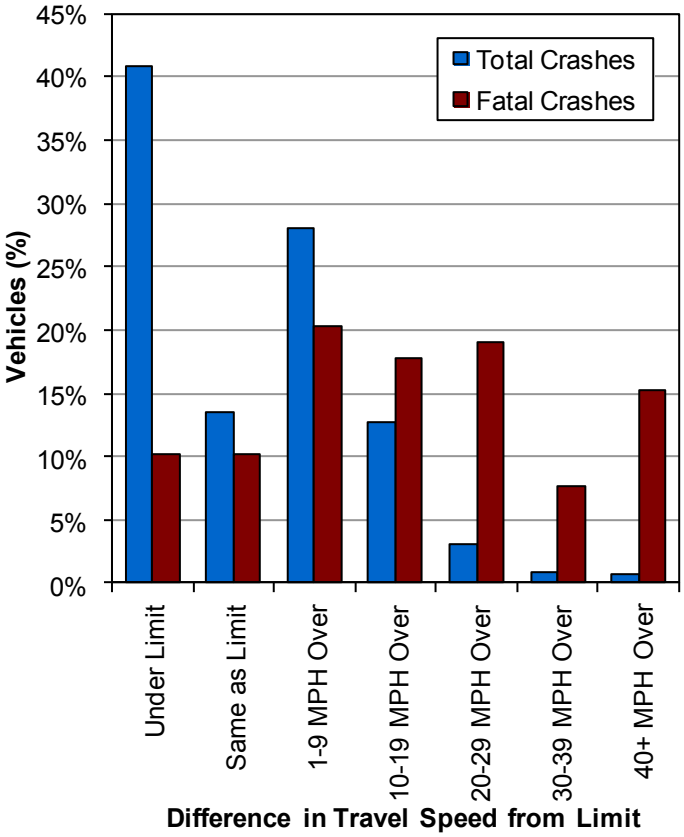
- 8,699 speed-related crashes occurred in Utah which resulted in 4,333 injured persons and 101 deaths.
- Speed was a factor in 43% of fatal crashes in 2011.
- Speed-related crashes were 3.4 times more likely to be fatal than other motor vehicle crashes.

Age of Drivers in Speed-Related Crashes (Utah 2011)



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

Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2011)



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

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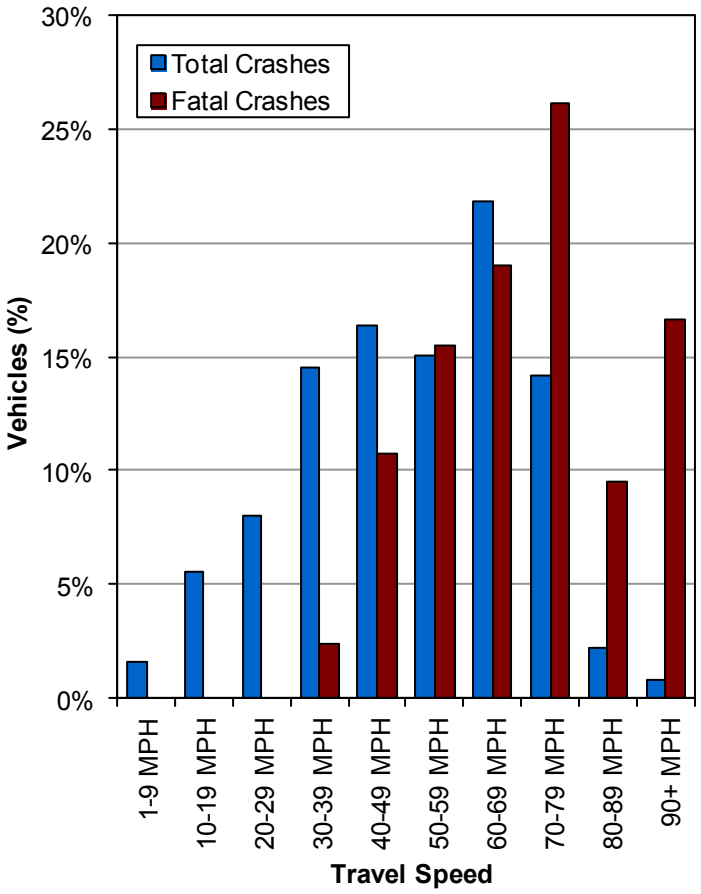
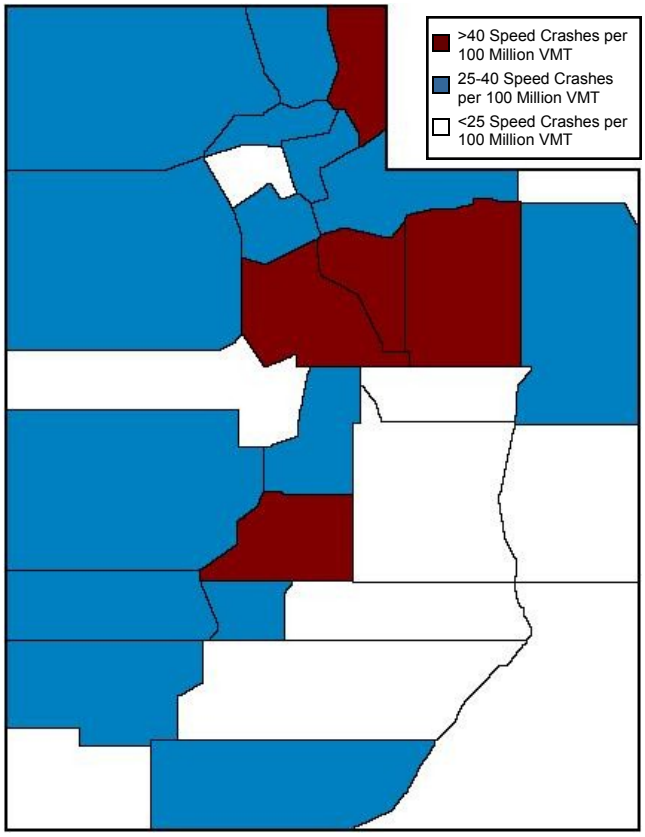
Speed

Speed-Related Crashes by Travel Speed (Utah 2011)



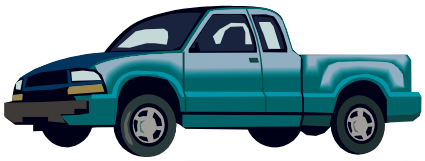
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

Speed-Related Crash Rates by County (Utah 2011)



- Wasatch, Utah, and Sevier Counties had the highest speed-related crash rates per miles traveled.

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



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

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

2011 Utah Crash Facts

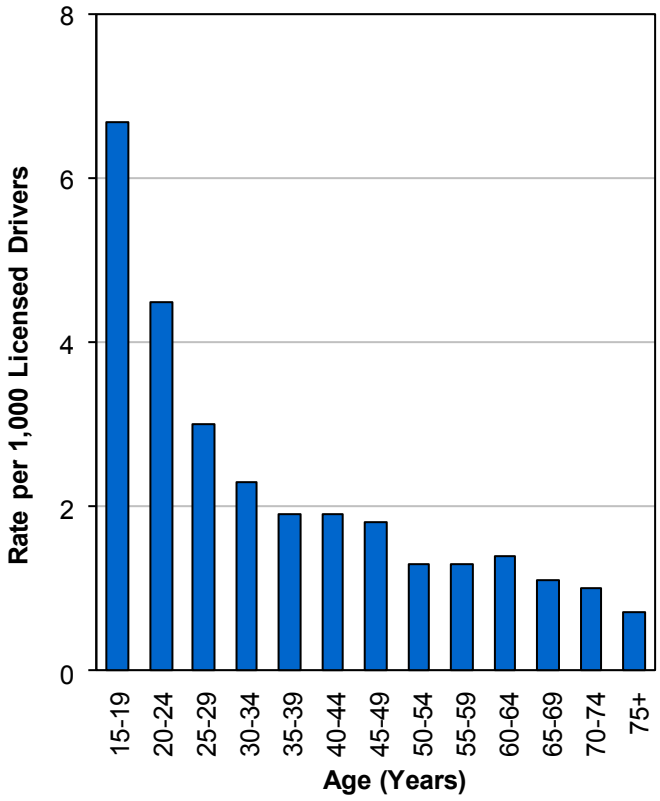
Utah Department of Public Safety
Highway Safety Office

Distracted Drivers

Did you know in 2011:

- 4,860 distracted driver crashes occurred in Utah which resulted in 2,777 injured persons and 21 deaths.
- Where driver distraction was known, 11% of all crashes in Utah involved a distracted driver.
- Nearly half (49%) of distracted driving crashes were rear end crashes.

Distracted Driver Crash Rates per Licensed Driver by Age (Utah 2011)



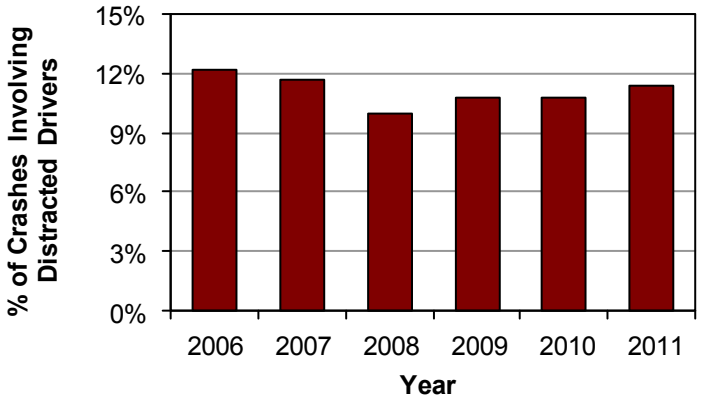
- Younger drivers had the highest rates of driver distraction crashes.

Distracted Driving Crashes by Distraction Type (Utah 2011)

1. Other Inside Distraction (15%)
2. Cell Phone (14%)
3. Passengers (13%)
4. Other External Distraction (10%)
5. Radio/CD/DVD etc. (8%)
6. Other Electronic Device (3%)
7. Texting (1%)

- Other (37%)

Percent of Crashes Involving Distracted Drivers by Year (Utah 2006-2011)



- The percent of crashes involving a distracted driver increased 6% from 2010.

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

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

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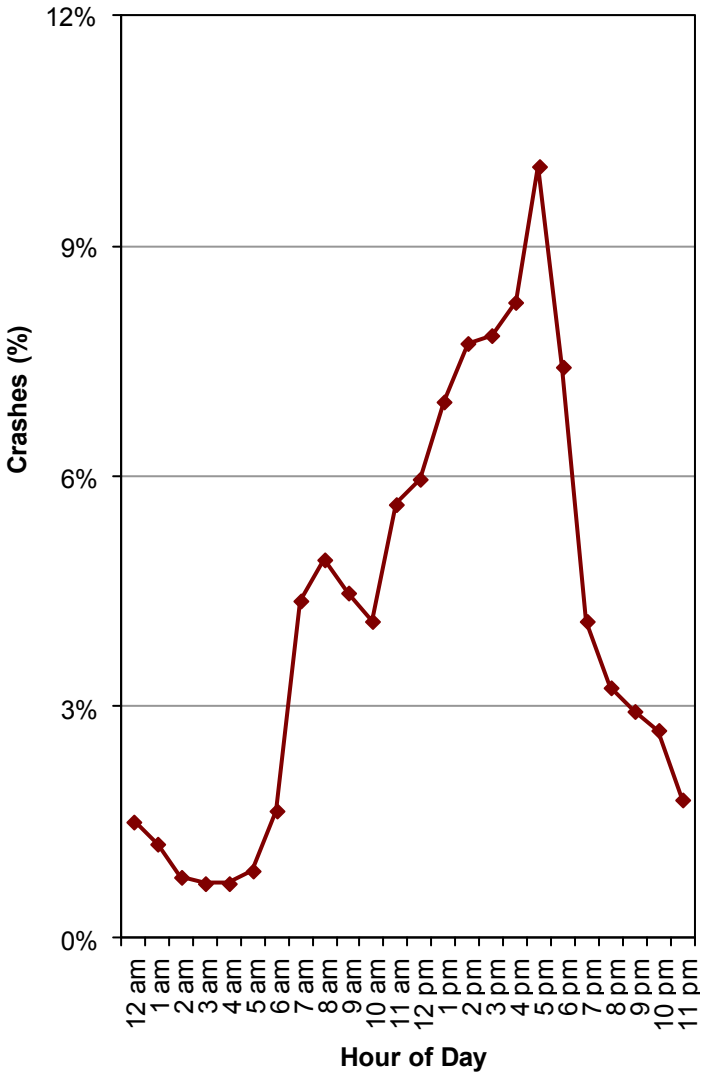
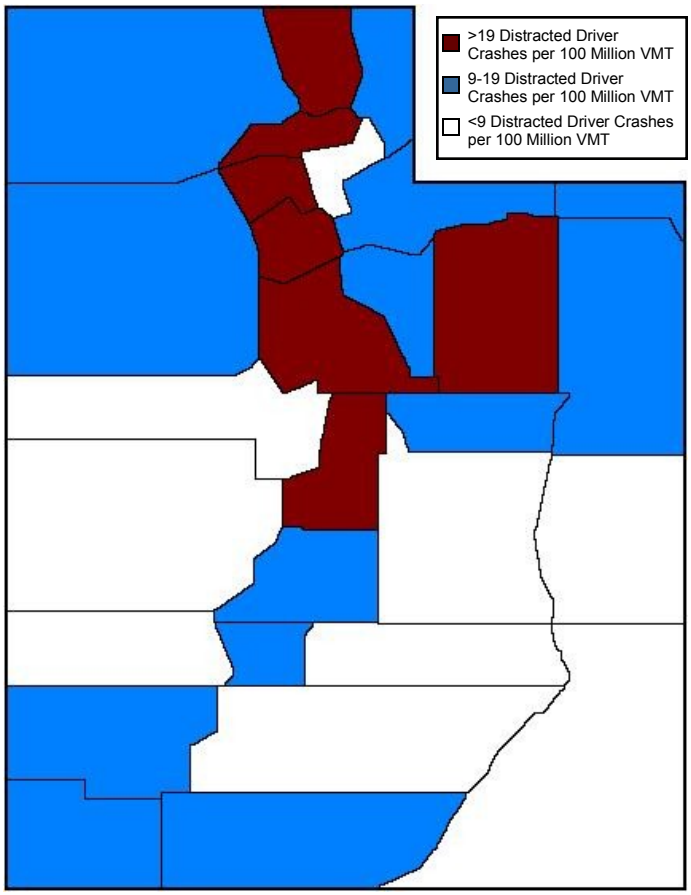
Distracted Drivers

Driver Distraction Crashes by Hour (Utah 2011)



- Driver distraction crashes peaked during the hours of 1:00 p.m.-6:59 p.m.

Distracted Driver Crash Rates by County (Utah 2011)



- Utah, Cache, and Salt Lake Counties had the highest distracted driver crash rates per vehicle miles traveled (VMT).

Distracted Driving Studies

Cell Phones

- The main effect of cell phone use while driving is the distraction of the mind.
- Talking on a cell phone while driving is as dangerous as driving drunk.
- Cell phone use increases drivers' crash risk four times.
- Crash risk does not differ from hand-held phones to hands-free phones.

Texting

- Texting and driving is more risky than most other distractions.
- Texting increases drivers' crash risk six times.

Teen Drivers

- Teen drivers are four times more likely to be involved in a distraction-related collision than any other age group.
- Younger drivers are less experienced at multitasking while driving and are therefore more easily distracted than older drivers.

2011 Utah Crash Facts

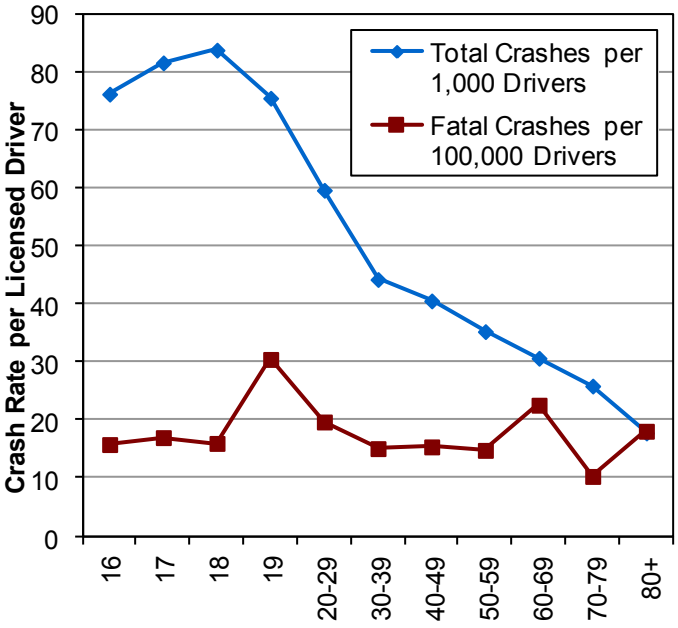
Utah Department of Public Safety
Highway Safety Office

Teenage Drivers (15-19 years)

Did you know in 2011:

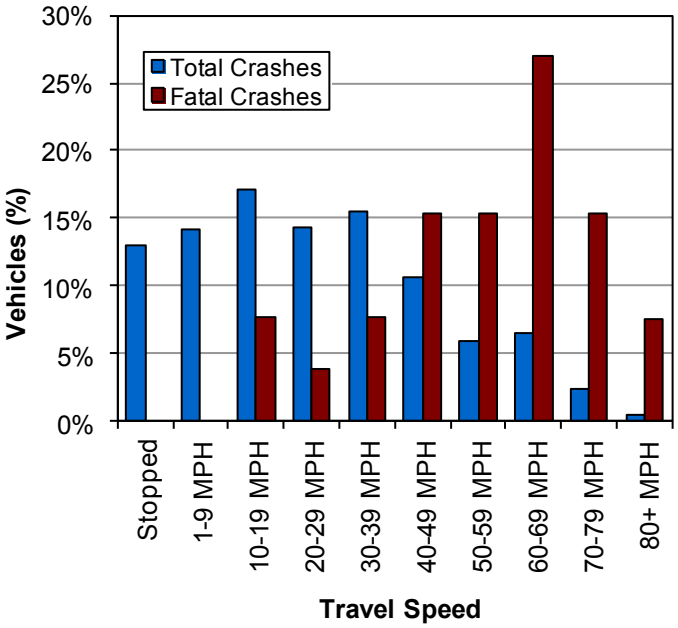
- Teenage drivers represented 8% of the licensed drivers in Utah, yet they were in 20% of all motor vehicle crashes.
- Teenage drivers were in 10,525 motor vehicle crashes which resulted in 4,952 injured persons and 32 deaths.
- Teenage drivers were 1.8 times more likely to be in a crash than drivers of other ages.
- Although teen drivers have the highest crash rates of any drivers, teen driver crashes have decreased the last ten years.

Crash Rates per Licensed Driver by Age (Utah 2011)



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

Teenage Driver Crashes by Travel Speed (Utah 2011)



- Crashes involving teenage driver vehicles traveling 50 MPH or higher were 10.7 times more likely to be fatal.

Leading Contributing Factors of Teenage Driver Crashes (Utah 2011)

All Teenage Driver Crashes

1. Followed Too Closely (21%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (11%)
4. Driver Distraction (10%)
5. Failed to Keep in Proper Lane (9%)

Fatal Teenage Driver Crashes

1. Ran Off Road (40%)
2. Speed Too Fast (23%)
3. Driving Under the Influence (20%)
3. Failed to Keep in Proper Lane (20%)
3. Swerved or Evasive Action (20%)

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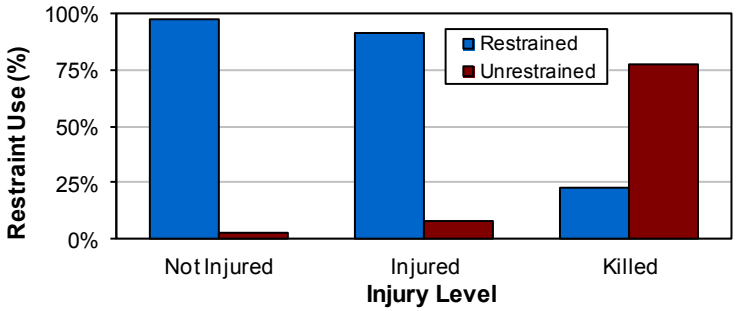
2011 Utah Crash Facts

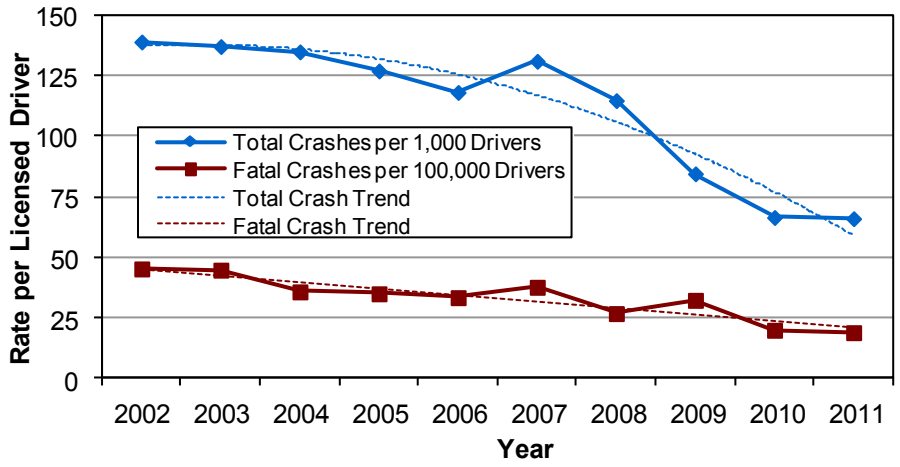
Teenage Drivers (15-19 years)

Restraint Use of Teen Drivers and Their Passengers (Utah 2011)



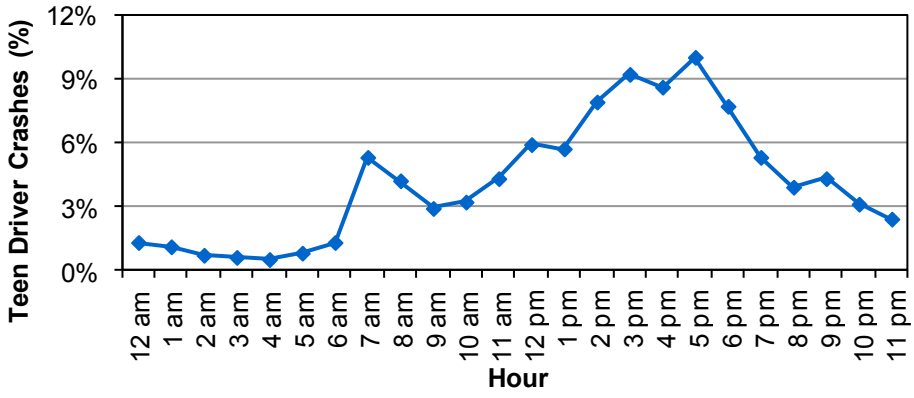
- 78% of teen drivers and their passengers killed in crashes were unrestrained.
- Unrestrained teen drivers and their passengers were 107 times more likely than restrained occupants to be killed in a crash.

Teenage Driver Crash Trend (Utah 2002-2011)



- The teenage driver crash rate per licensed driver decreased 53% from 2002 to 2011.

Teenage Driver Crashes by Hour (Utah 2011)



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

Graduated Driver Licensing (GDL) Law in Utah

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

Learner Permit

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

Supervised Driving

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

Driver License

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

Night-time Restrictions

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

Passenger Restrictions

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

Seat Belt Restrictions

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

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2011 Utah Crash Facts

Utah Department of Public Safety
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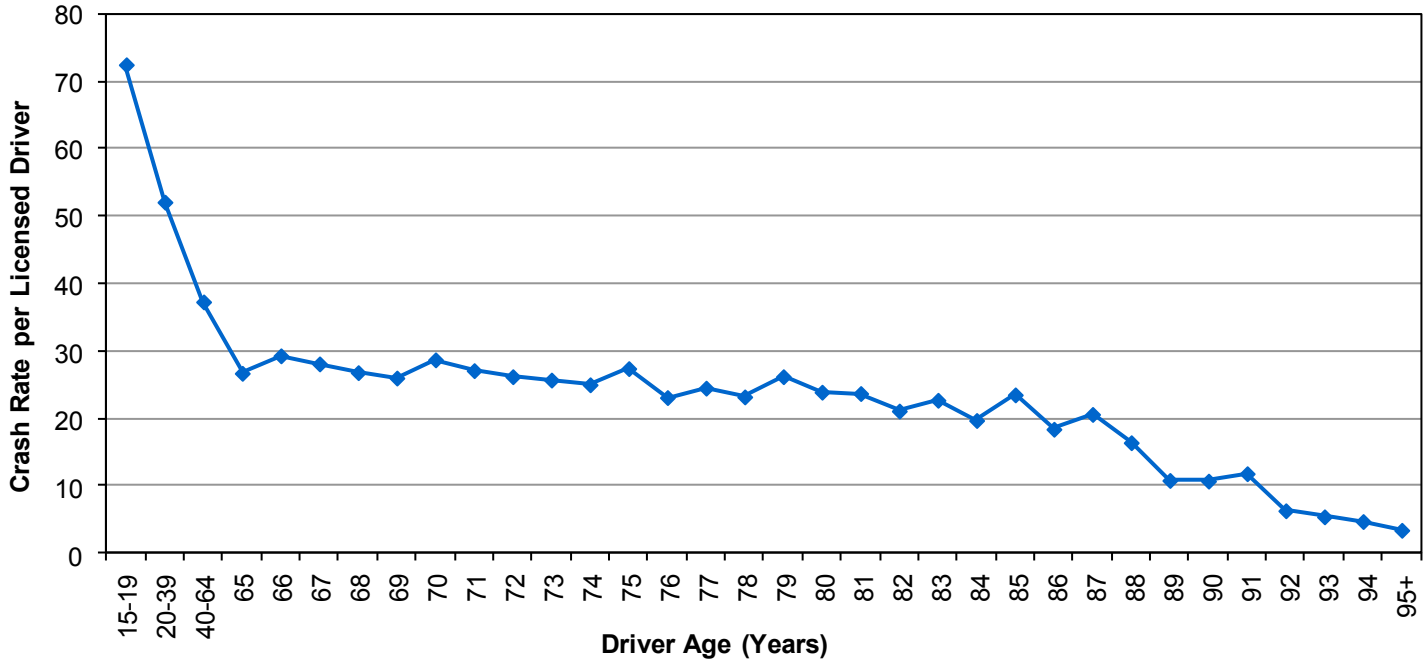
Senior Drivers (Age 65+)

Did you know in 2011:

- Senior drivers had the lowest crash rate per licensed driver.
- Senior drivers were in 6,060 motor vehicle crashes which resulted in 2,926 injured persons and 42 deaths.
- Seniors represented 6% of people in a crash and 15% of the deaths.
- Although senior drivers have the lowest crash rates of any drivers, senior drivers are a concern due to declining health and fragility.

Crash Rates per Licensed Driver by Age (Utah 2011)



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

Leading Contributing Factors of Senior Driver Crashes Compared to All Drivers (Utah 2011)

All Drivers in Crashes

1. Followed Too Closely (23%)
2. Failed to Yield Right of Way (18%)
3. Failed to Keep in Proper Lane (13%)
4. Speed Too Fast (12%)
5. Driver Distraction (9%)

Senior Driver Crashes

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

- Senior drivers were less likely to have a contributing factor than other drivers in a crash.
- Compared to drivers of all ages, senior drivers were more likely to have a contributing factor of improper turn and disregard traffic signal/sign.

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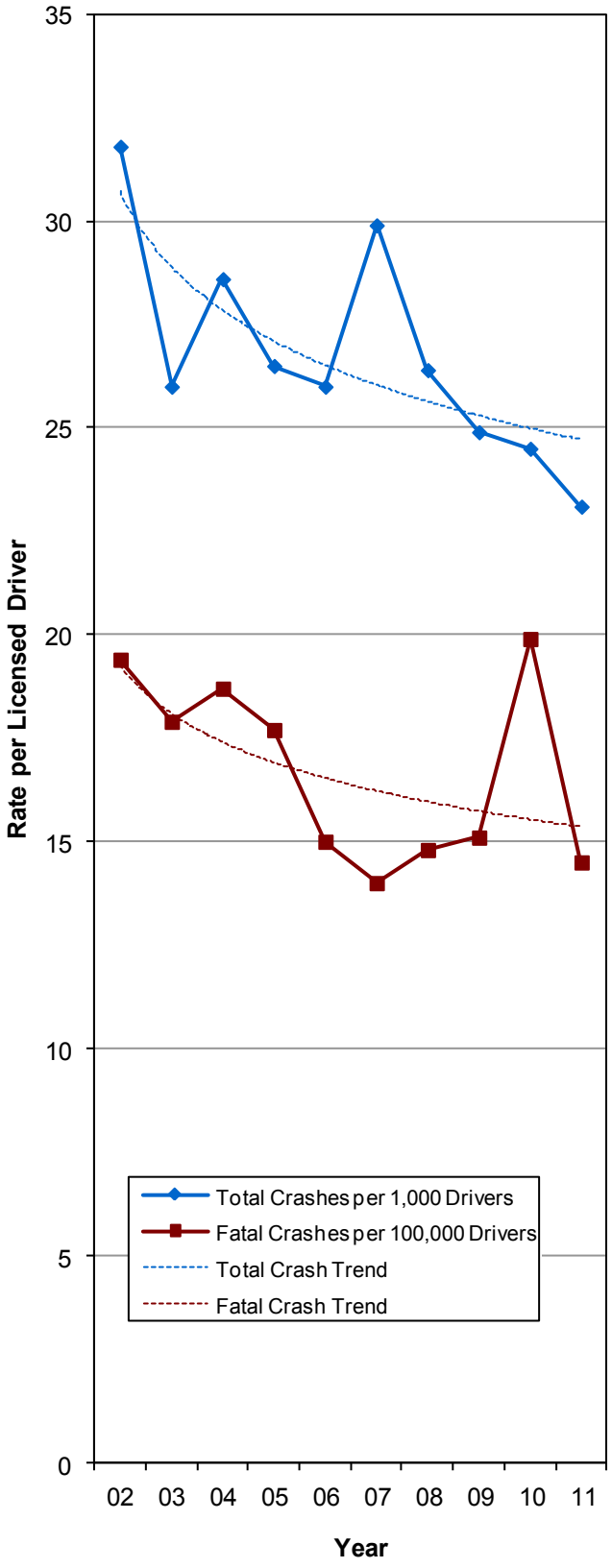
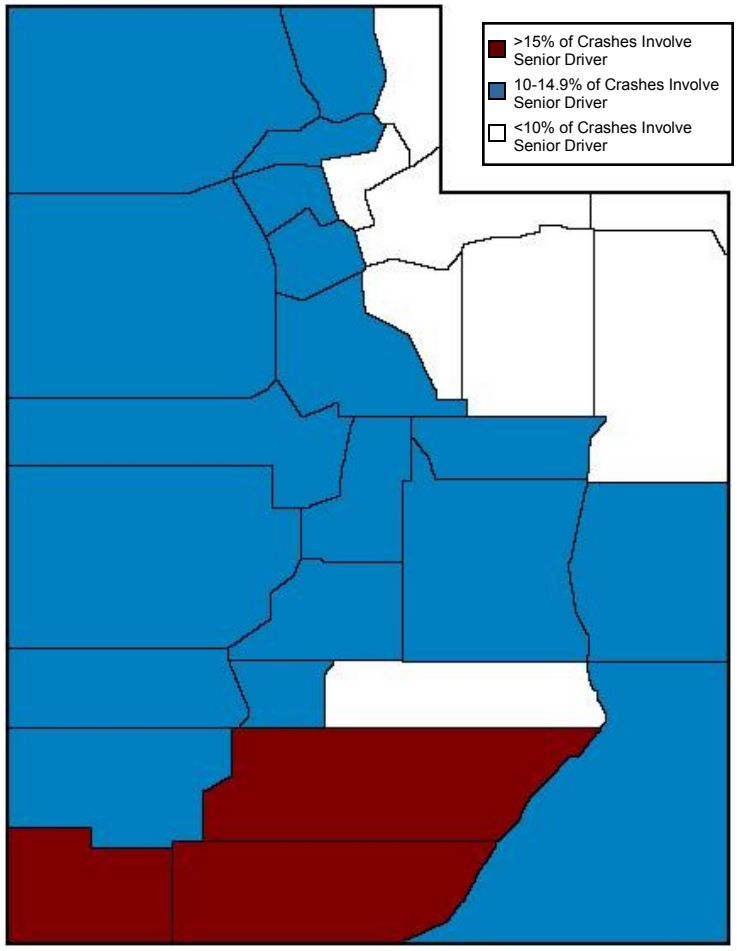
Senior Drivers (Age 65+)

Senior Driver Crash Trend (Utah 2002-2011)



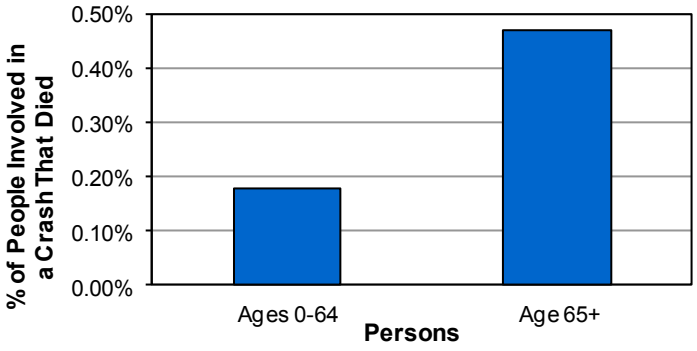
- The senior driver crash rate per licensed driver decreased 27% from 2002 to 2011.

Senior Driver Crashes by County (Utah 2011)



- Garfield, Washington, and Kane counties had the highest percent of crashes that involved a senior driver.

Injury Severity by Age (Utah 2011)



- People age 65+ were 2.6 times more likely to be killed in a crash than younger people.

2011 Utah Crash Facts

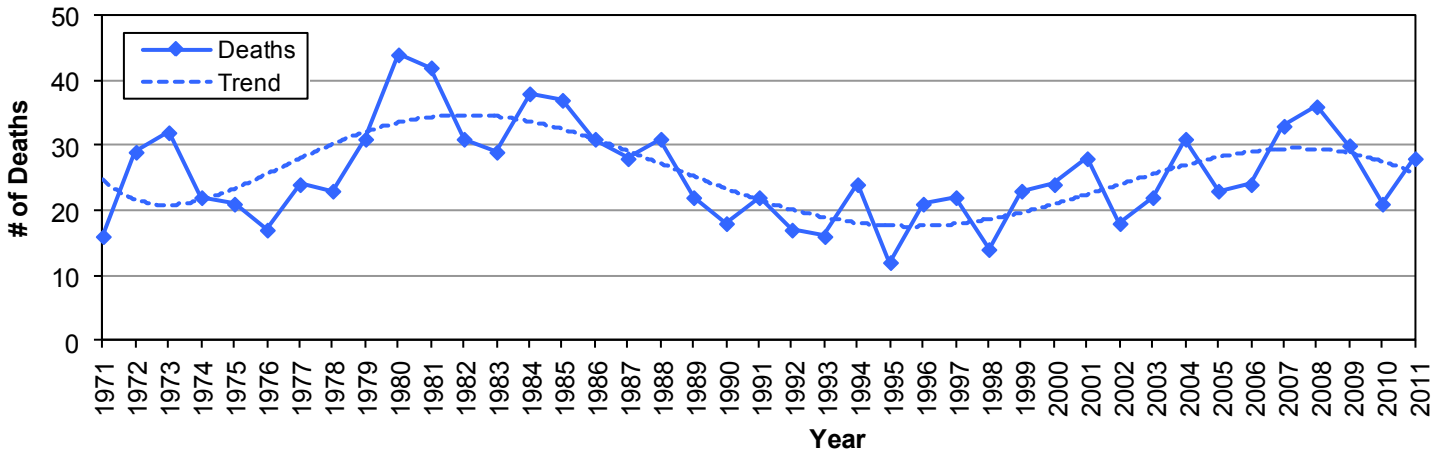
Utah Department of Public Safety
Highway Safety Office

Motorcycles

Did you know in 2011:

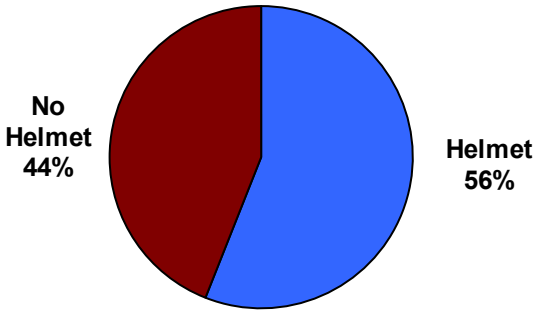
- There were 1,226 motorcycle crashes in Utah, resulting in 1,117 injured motorcyclists and 28 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 12% of deaths.
- Compared to 2010, there was a 15% increase in the number of motorcyclists in crashes.
- Motorcycle crashes were 5.8 times more likely to result in a death than other crashes.

Motorcyclist Deaths (Utah 1971-2011)



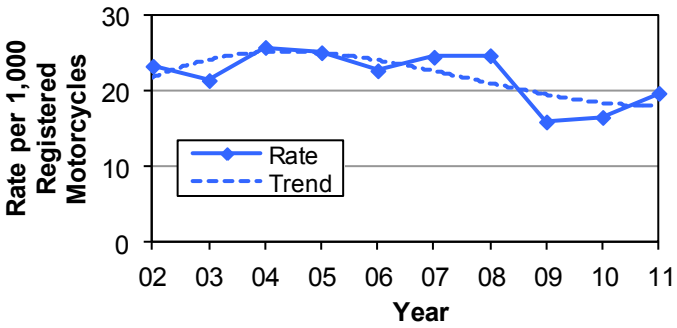
- Motorcyclist deaths increased in 2011 after declining the previous two years.
- The 36 motorcyclist deaths in 2008 were the highest total since 1985.

Helmet Use of Motorcyclists in Crashes (Utah 2011)



- Only 56% of motorcyclists wore a helmet.
- Utah law requires anyone under the age of 18 years riding a motorcycle to wear a helmet.

Motorcyclist Crash Rates per Registered Motorcycles (Utah 2002-2011)



- The rate of motorcyclists in crashes per registered motorcycles increased 19% from 2010.

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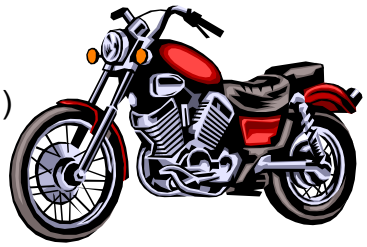
Motorcycles

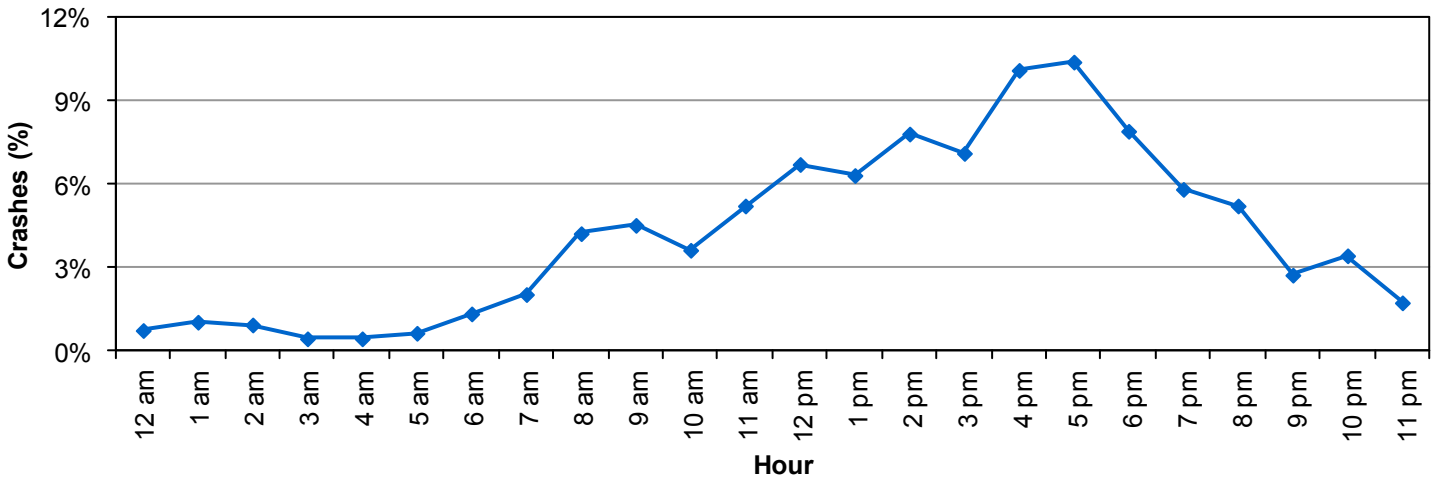
Leading Motorcyclist Contributing Factors in Crashes (Utah 2011)

1. Speed Too Fast (13%)
2. Followed Too Closely (11%)
3. Failed to Keep in Proper Lane (10%)
4. Swerved or Evasive Action (8%)
5. Ran Off Road (6%)



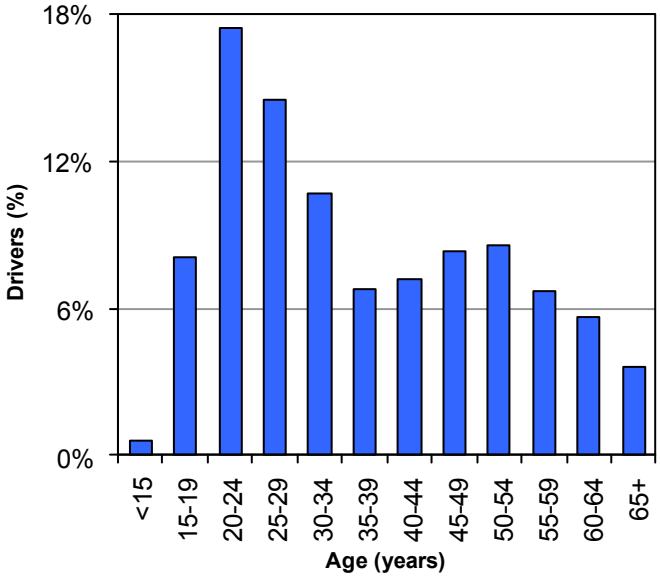
Left Turns
Over one-fourth (27%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Motorcyclists In Crashes by Hour of Day (Utah 2011)



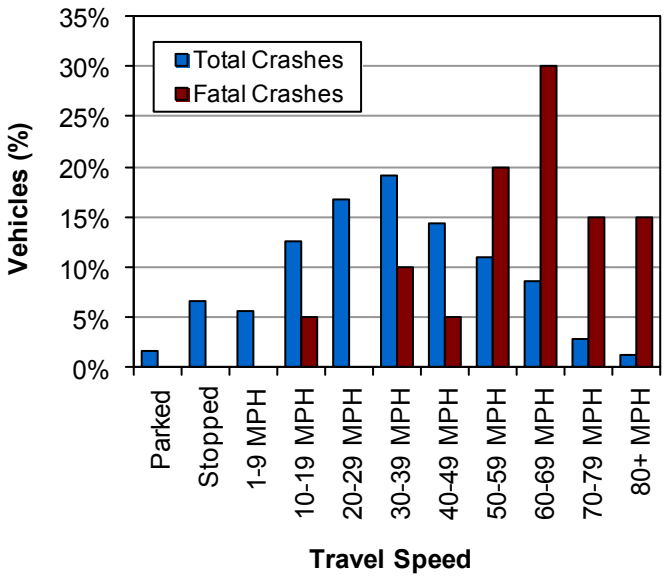
- Over one-half (56%) of motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

Age of Motorcycle Drivers in All Crashes (Utah 2011)



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

Travel Speed of Motorcycles in Crashes (Utah 2011)



- Most (80%) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

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2011 Utah Crash Facts

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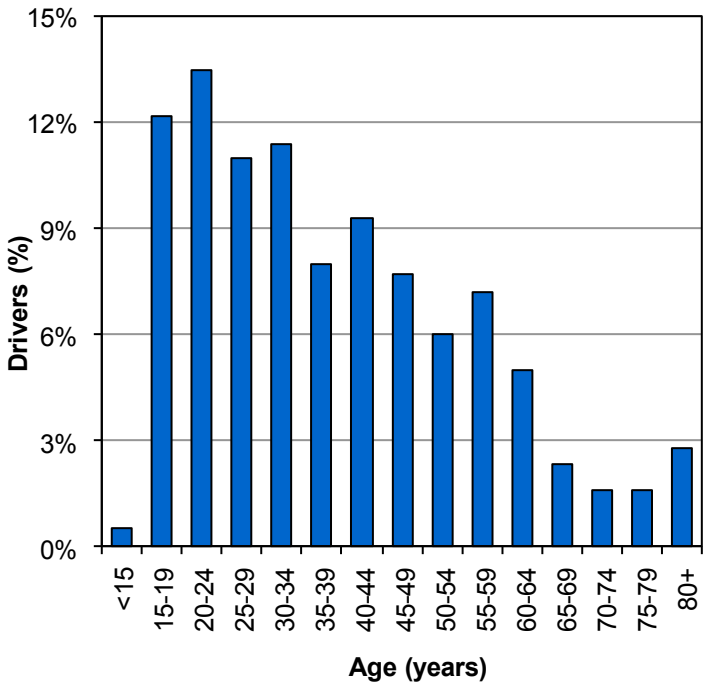
Highway Safety Office

Pedestrians

Did you know in 2011:

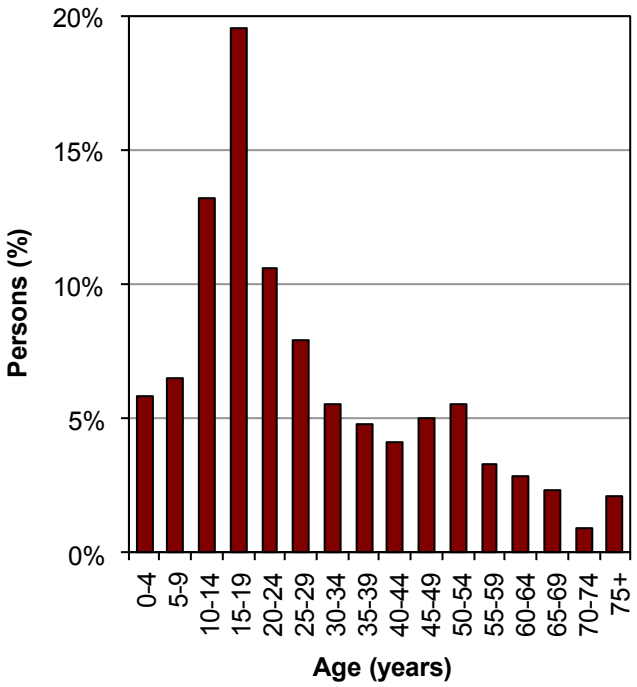
- 886 pedestrians were struck by motor vehicles; 770 were injured and 32 were killed.
- Pedestrians accounted for 1% of persons in crashes and 13% of deaths.
- Pedestrian crashes were 10.8 times more likely to result in a death than other crashes.

Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2011)



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

Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2011)



- Over half (56%) of the pedestrians in crashes were under 25 years of age.

Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2011)

1. Failed to Yield Right of Way (33%)
2. Hit and Run (14%)
3. Driver Distraction (8%)
4. Vision Obscured by Weather (4%)
4. Improper Backing (4%)

Leading Contributing Factors of Pedestrians in Crashes (Utah 2011)

1. Improper Crossing (14%)
2. Darting (8%)
3. In Roadway Improperly (7%)

- 50% of pedestrians had no contributing factor in the crash.

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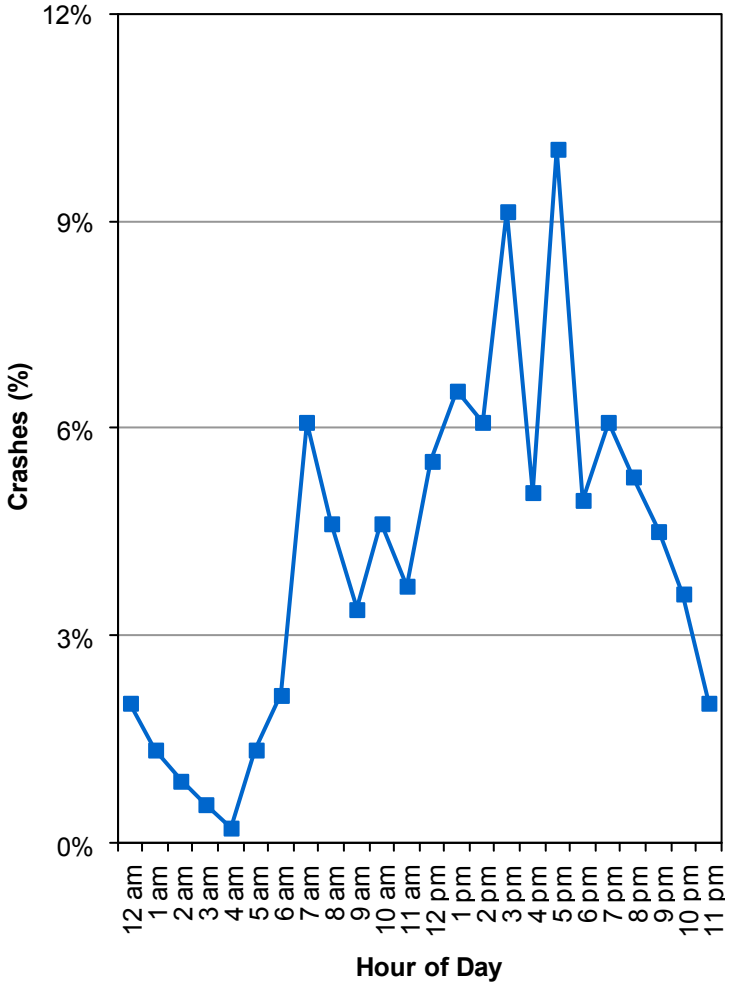
Pedestrians

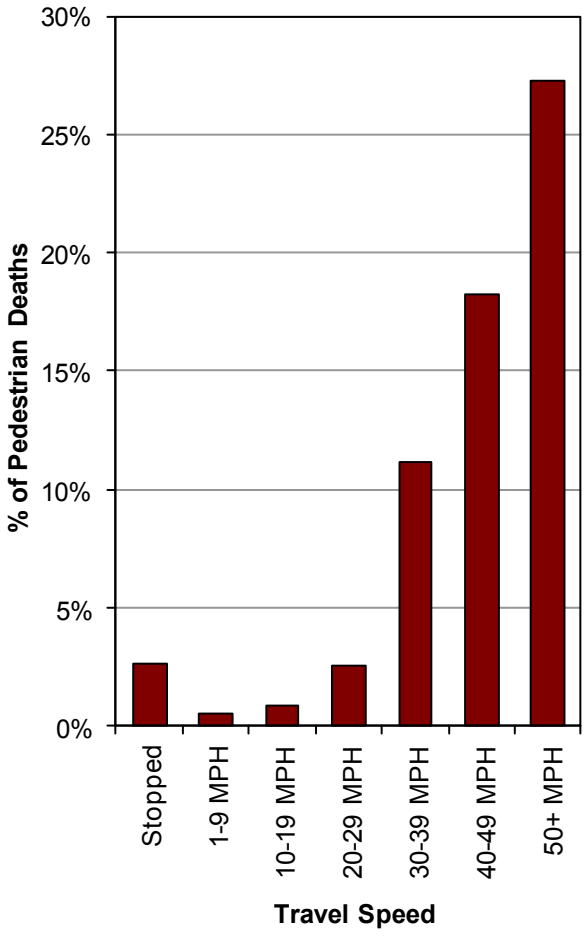
One-third (33%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2011)



- Pedestrian-motor vehicle crashes occurred most often between 12:00 p.m.-8:59 p.m.

Percent of Pedestrian Deaths by Vehicle Travel Speed (Utah 2011)



- The higher the speed of the vehicle the more likely the pedestrian was injured or killed in a crash.
- Pedestrians hit by a vehicle traveling 40 MPH or higher were 10.8 times more likely to die.

Location of Pedestrians in Crashes (Utah 2011)

1. Marked Crosswalk (34%)
2. In Roadway Not at Intersection/Crosswalk (23%)
3. Shoulder (8%)
4. Unmarked Crosswalk (6%)
5. Sidewalk (4%)

Motor Vehicle Action Prior to Crash (Utah 2011)

1. Straight Ahead (47%)
2. Turning Left (17%)
3. Turning Right (15%)
4. Backing (7%)
5. Parking (5%); Stopped/Slowing (5%)

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2011 Utah Crash Facts

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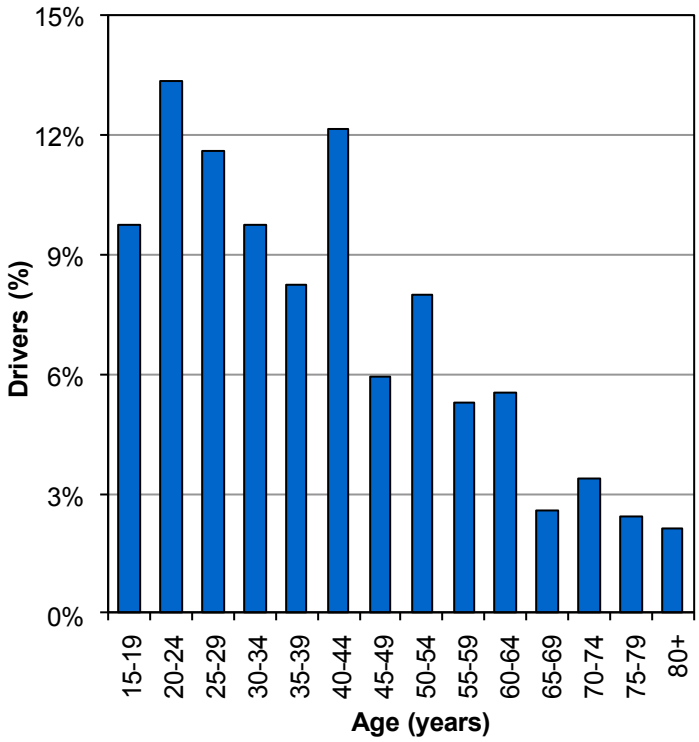
Highway Safety Office

Did you know in 2011:

- 837 bicyclists were hit by motor vehicles; 747 were injured and 5 were killed.
- Utah's bicyclist crash rate per population increased 6% from 2010.

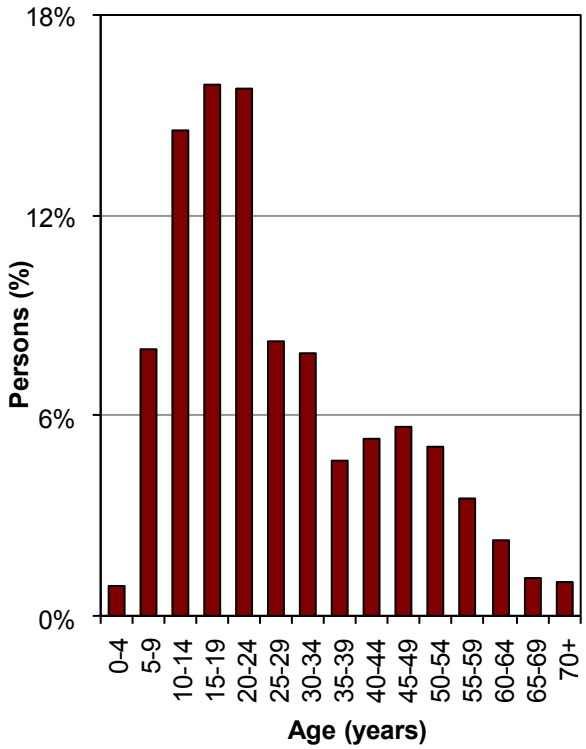
Bicyclists

Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2011)



- Over half (53%) of drivers in bicycle-motor vehicle crashes were under 40 years.

Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2011)



- Over half (55%) of the bicyclists in crashes were under 25 years of age.

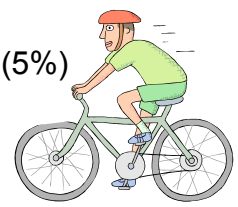
Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2011)

1. Fail to Yield Right of Way (40%)
2. Hit and Run (9%)
3. Improper Turn (6%)
4. Driver Distraction (4%)
5. Vision Obscured by Glare (3%)

Leading Contributing Factors of Bicyclists in Crashes (Utah 2011)

1. Improper Crossing (10%)
2. Wrong Side of Road (9%)
3. Disregard Traffic Sign/Signal (5%)

- 53% of bicyclists had no contributing factor in the crash.



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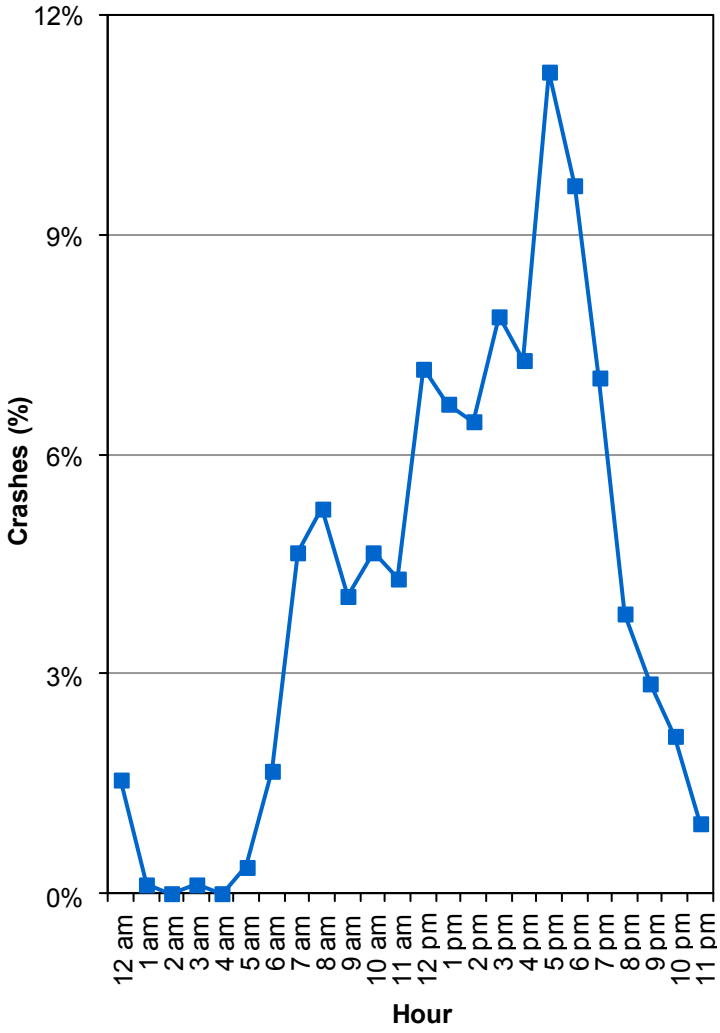
Bicyclists

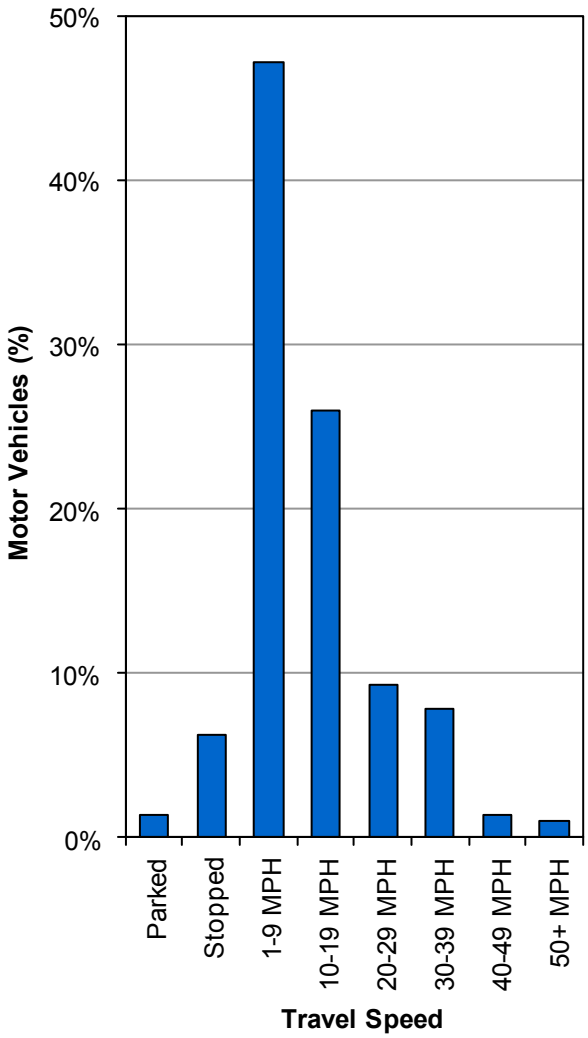
Over one-half (59%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2011)



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

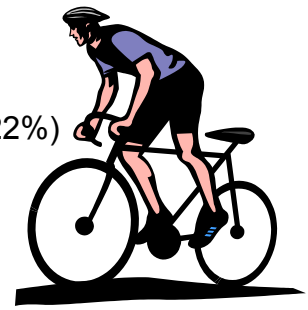
Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2011)



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

Location of Bicyclists in Crashes (Utah 2011)

1. Marked Crosswalk (32%)
2. In Roadway (Not at Intersection) (22%)
3. Shoulder (14%)
4. Sidewalk (13%)
5. Unmarked Crosswalk (10%)



Motor Vehicle Action Prior to Crash (Utah 2011)

1. Turning Right (36%)
2. Straight Ahead (36%)
3. Turning Left (17%)
4. Stopped/Slowing (4%)
5. Entering/Leaving Traffic (2%)

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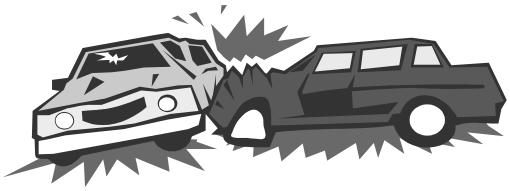
Overview

Section 1: Overview

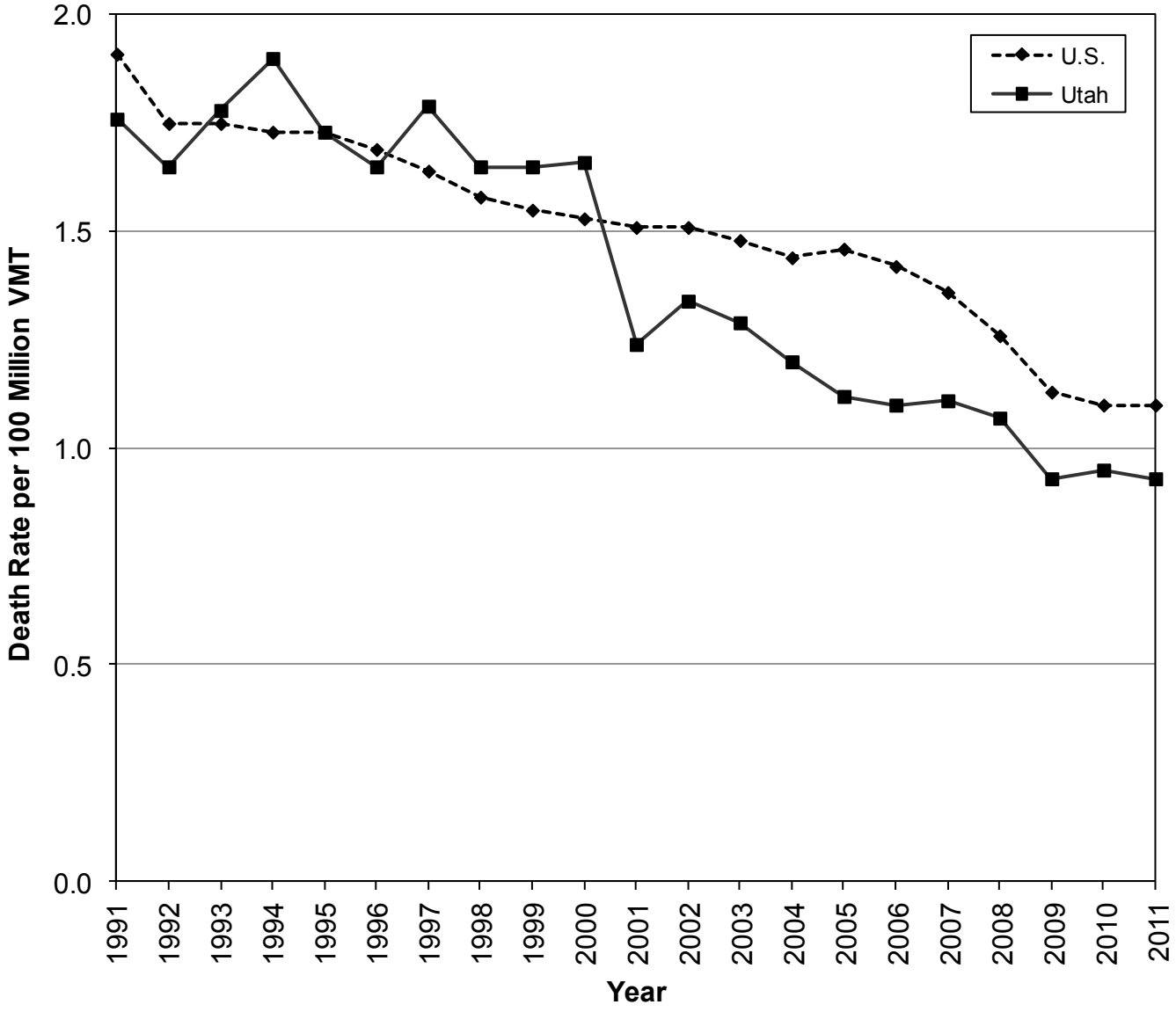


2011

Trends

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1991-2011

Death Rate per Miles Traveled																					
	1991	**1992**	**1993**	**1994**	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**
U.S.	1.91	1.75	1.75	1.73	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.51	1.48	1.44	1.46	1.42	1.36	1.26	1.15	1.11	1.10
Utah	1.76	1.65	1.78	1.90	1.73	1.65	1.79	1.65	1.65	1.66	1.24	1.34	1.29	1.20	1.12	1.10	1.11	1.07	0.93	0.95	0.93



U.S. SOURCE: National Highway Traffic Safety Administration

- In 2011, the Utah death rate per 100 million vehicle miles traveled was 0.93 which was lower than the U.S. rate of 1.10.
- The Utah death rate per 100 million vehicle miles traveled has been lower than the U.S. rate since 2001. This somewhat dispels the notion that drivers in Utah are worse than other drivers in the U.S.

Trends

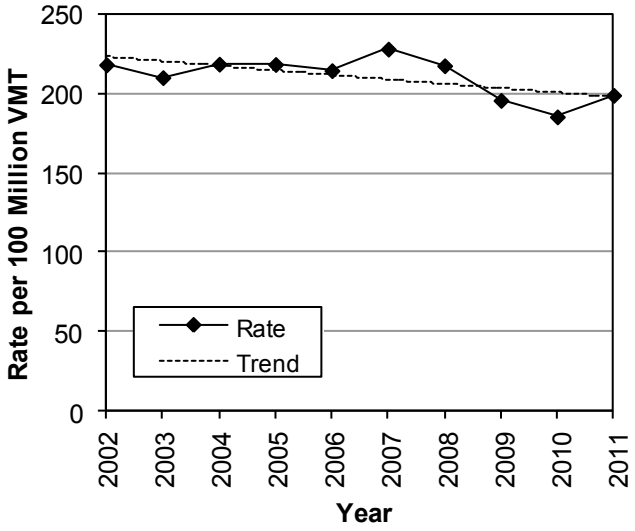
Crashes (Utah 2002-2011)

Crashes								
	Property Damage Only		Injury		Fatal		Total	
Year	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
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	138.9	19,423	78.8	260	1.06	**53,905**	**218.8**
2005	35,158	139.9	19,545	77.8	235	0.94	**54,938**	**218.6**
2006	37,674	144.0	18,264	69.8	249	0.95	**56,187**	**214.7**
2007	42,368	157.9	18,619	69.4	258	0.96	**61,245**	**228.3**
2008	38,997	150.7	17,125	66.2	245	0.95	**56,367**	**217.8**
2009	35,398	135.0	15,752	60.1	217	0.83	**51,367**	**195.9**
2010	34,155	128.3	14,995	56.3	218	0.82	**49,368**	**185.5**
2011	36,418	138.7	15,645	59.6	224	0.85	**52,287**	**199.1**
Total	**359,774**	**140.5**	**177,205**	**69.2**	**2,442**	**0.95**	539,421	**210.6**

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

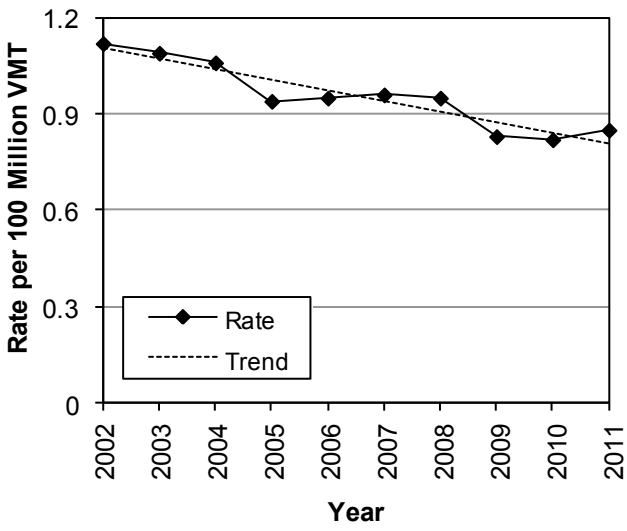
- During the last 10 years, 539,421 motor vehicle crashes occurred in Utah. On average, there are 54,000 crashes a year of which 17,700 involve injuries and 244 involve deaths.
- In 2011, total crashes increased 5.9% from 2010.
- The 2011 total crash rate per 100 million VMT in Utah was 199.1, a 7.3% increase from 2010.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2002-2011)



- The 2010 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 8.8% decrease in the total crash rate from 2002-2011.

Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2002-2011)



- There has been a decreasing trend in fatal crash rates over the last 10 years.
- There was a 24.1% decrease in the fatal crash rate from 2002-2011.

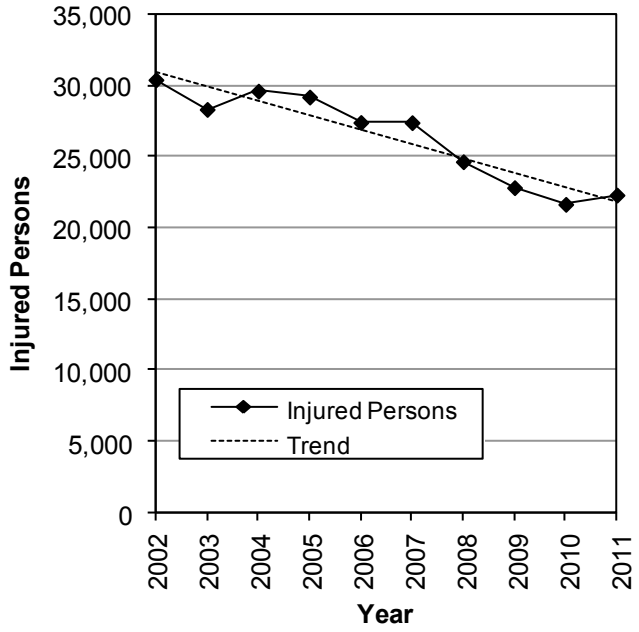
Trends

Persons Involved (Utah 2002-2011)

Persons								
	Non-Injured		Injured		Killed		Total	
Year	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
2002	109,878	449.6	30,433	124.5	328	1.34	**140,639**	**575.5**
2003	104,660	436.8	28,352	118.3	309	1.29	**133,321**	**556.4**
2004	111,225	451.4	29,638	120.3	296	1.20	**141,159**	**572.8**
2005	115,546	459.8	29,221	116.3	282	1.12	**145,049**	**577.2**
2006	116,187	444.0	27,433	104.8	287	1.10	**143,907**	**550.0**
2007	127,330	474.7	27,420	102.2	299	1.11	**155,049**	**578.0**
2008	113,744	439.4	24,673	95.3	276	1.07	**138,693**	**535.8**
2009	103,956	396.5	22,847	87.1	244	0.93	**127,047**	**484.6**
2010	101,966	383.1	21,675	81.4	253	0.95	**123,894**	**465.5**
2011	106,526	405.7	22,325	85.0	243	0.93	**129,094**	**491.7**
Total	**1,111,018**	**433.8**	**264,017**	**103.1**	**2,817**	**1.10**	**1,377,852**	**537.9**

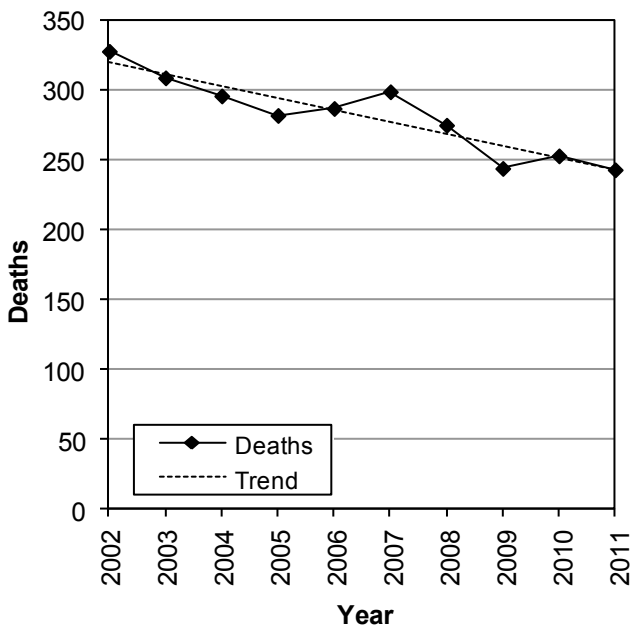
- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 26,400 people are injured and 282 people are killed in motor vehicle crashes a year.
- Utah experienced a 4.0% decrease in the number of crash deaths in 2011 from 2010.
- The injury rate per miles traveled increased for the first time since 2004.
- 5,200 more people were in a crash in Utah in 2010; a 4.2% increase from 2010.

Injured Persons by Year (Utah 2002-2011)



- There was a 26.6% decrease in the number of people injured over the last 10 years.

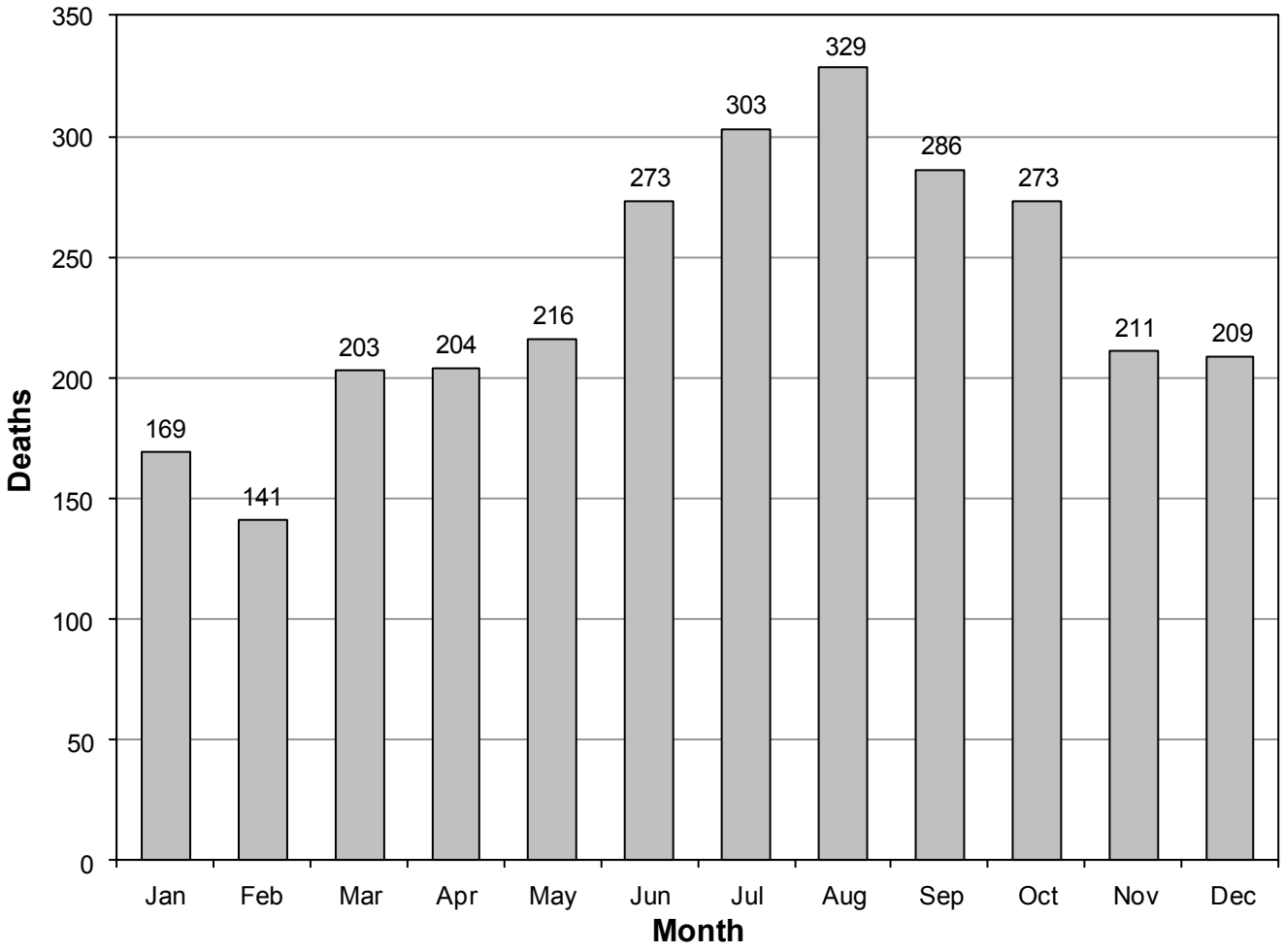
Deaths by Year (Utah 2002-2011)



- Deaths in 2011 were the lowest total in Utah since 1974.

Trends

Deaths by Month (Utah 2002-2011)

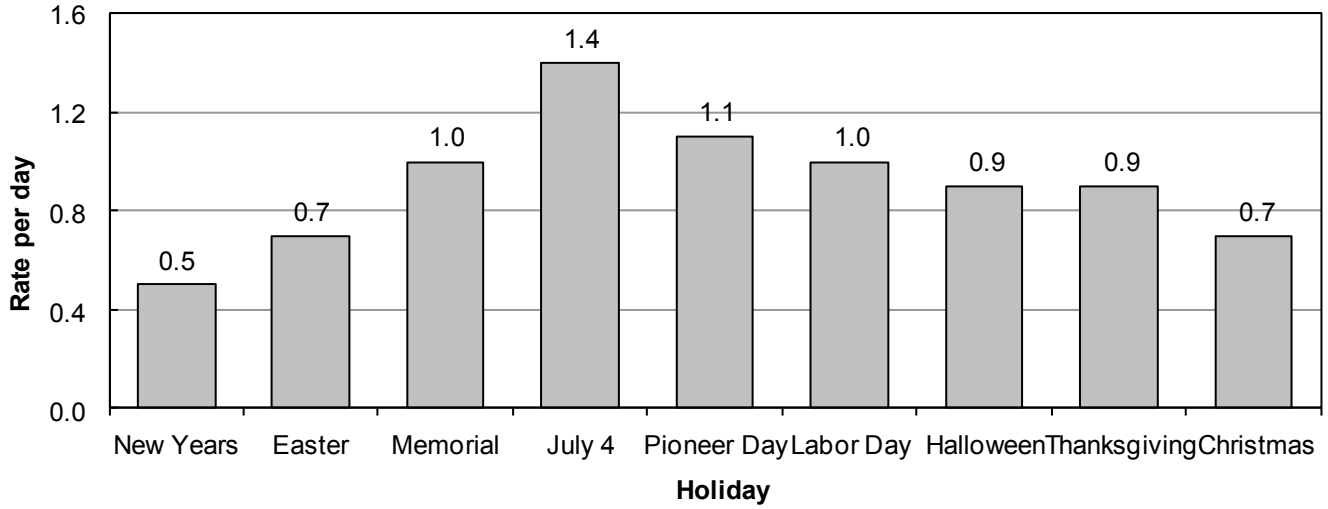


Deaths													
	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2002	22	17	18	20	28	19	44	36	36	38	27	23	**328**
2003	22	15	16	22	20	39	38	39	31	25	17	25	**309**
2004	9	15	28	20	25	31	28	40	31	26	25	18	**296**
2005	16	22	14	18	18	25	25	37	31	30	25	21	**282**
2006	22	15	23	17	14	26	29	33	31	33	23	21	**287**
2007	16	13	24	35	24	31	35	26	30	26	21	18	**299**
2008	23	9	12	12	31	30	29	32	23	28	25	22	**276**
2009	15	17	27	24	21	20	25	32	19	18	13	13	**244**
2010	8	9	20	22	23	24	28	24	24	28	18	25	**253**
2011	16	9	21	14	12	28	22	30	30	21	17	23	**243**
Total	**169**	**141**	**203**	**204**	**216**	**273**	**303**	**329**	**286**	**273**	**211**	**209**	**2,817**

- In the last 10 years, August (329) and July (303) had the highest total number of motor vehicle crash deaths while February (141) had the fewest.
- In 2011, July and August (30) and September (30) had the highest number of deaths while February (9) had the fewest.

Trends

Holiday Death Rate Per Day (Utah 2002-2011)



Holiday Deaths

	New Years		Easter		Memorial Day		4th of July		Pioneer Day		Labor Day		Hallow-een		Thanks-giving		Christmas		Total	
Year	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
2002	2	0.7	2	0.7	9	2.3	8	1.6	9	3.0	3	0.8	6	1.2	7	1.4	0	0.0	**46**	**1.3**
2003	3	1.0	1	0.3	2	0.5	4	1.0	7	1.4	7	1.8	4	1.0	2	0.4	8	1.6	**38**	**1.0**
2004	1	0.2	4	1.3	3	0.8	5	1.7	0	0.0	4	1.0	1	0.3	7	1.4	2	0.7	**27**	**0.8**
2005	5	1.7	2	0.7	7	1.8	9	2.3	4	1.3	3	0.8	11	2.8	4	0.8	2	0.7	**47**	**1.4**
2006	0	0.0	3	1.0	2	0.5	1	0.3	7	1.8	6	1.5	1	0.3	8	1.6	10	2.5	**38**	**1.1**
2007	0	0.0	2	0.7	2	0.5	3	1.0	4	1.3	6	1.5	5	1.7	6	1.2	1	0.3	**29**	**1.0**
2008	2	0.7	0	0.0	5	1.3	12	3.0	4	0.8	2	0.5	0	0.0	3	0.6	1	0.2	**29**	**0.8**
2009	1	0.2	4	1.3	4	1.0	1	0.3	1	0.3	2	0.5	1	0.3	0	0.0	0	0.0	**14**	**0.4**
2010	2	0.5	2	0.7	3	0.8	4	1.3	2	0.7	3	0.8	0	0.0	6	1.2	0	0.0	**22**	**0.7**
2011	3	1.0	1	0.3	1	0.3	3	0.8	1	0.3	3	0.8	5	1.3	0	0.0	1	0.3	**18**	**0.5**
Total	**19**	**0.5**	**21**	**0.7**	**38**	**1.0**	**50**	**1.4**	**39**	**1.1**	**39**	**1.0**	**34**	**0.9**	**43**	**0.9**	**25**	**0.7**	**308**	**0.9**

- Holiday deaths are a concern because of the increased death rate due to risk factors such as fatigue, impaired driving, long distance traveling, speeding, and traveling on unfamiliar roadways.
- Over the past 10 years, the 4th of July Holiday (1.4) and the Pioneer Day Holiday (1.1) had the highest rates of deaths while the New Years Holiday (0.5) had the lowest rate.
- In 2011, the Halloween Holiday had the highest death rate per day (1.3) while the Thanksgiving Holiday had the lowest rate (0.0).
- The 2011 holiday death rate per day was 0.5 which was lower than the rate per day for all 2011 days (0.7).

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

The following criteria was used to determine the number of days in the holiday period:

- If a holiday occurred on Sunday, Tuesday, Wednesday, or Saturday, then it was considered a three day holiday (the day prior to the holiday, the holiday, and the day after the holiday).
- If a holiday occurred on Monday, then it was considered a four day holiday (Friday through Monday).
- If a holiday occurred on Friday, then it was considered a four day holiday (Thursday through Sunday).
- If a holiday occurred on Thursday, then it was considered a five day holiday (Wednesday through Sunday).

Counties

Crashes by County (Utah 2011)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Utah	6,593	174.8	2,884	76.5	18	0.5	**9,495**	**251.8**
Salt Lake	15,003	172.1	6,665	76.5	62	0.7	**21,730**	**249.3**
Duchesne	459	192.7	116	48.7	9	3.8	**584**	**245.2**
Weber	2,557	159.4	1,271	79.3	21	1.3	**3,849**	**240.0**
Cache	1,488	173.6	467	54.5	4	0.5	**1,959**	**228.5**
Carbon	467	155.4	92	30.6	7	2.3	**566**	**188.3**
Wasatch	418	127.8	164	50.1	3	0.9	**585**	**178.8**
Davis	2,937	117.1	1,350	53.8	14	0.6	**4,301**	**171.5**
Rich	48	104.1	31	67.2	0	0.0	**79**	**171.3**
Sanpete	221	111.6	86	43.4	1	0.5	**308**	**155.6**
Kane	146	106.3	57	41.5	3	2.2	**206**	**149.9**
Summit	833	115.0	201	27.7	7	1.0	**1,041**	**143.7**
Uintah	418	106.1	140	35.5	6	1.5	**564**	**143.1**
Garfield	96	89.3	48	44.7	3	2.8	**147**	**136.8**
Sevier	308	96.3	107	33.5	5	1.6	**420**	**131.4**
Washington	1,095	80.0	664	48.5	9	0.7	**1,768**	**129.2**
Tooele	728	89.4	279	34.3	9	1.1	**1,016**	**124.8**
Morgan	108	84.1	43	33.5	3	2.3	**154**	**119.9**
Box Elder	787	89.3	260	29.5	9	1.0	**1,056**	**119.8**
Iron	469	68.1	243	35.3	10	1.5	**722**	**104.8**
Piute	20	71.3	8	28.5	1	3.6	**29**	**103.4**
Beaver	199	78.9	58	23.0	1	0.4	**258**	**102.3**
Wayne	32	69.3	14	30.3	0	0.0	**46**	**99.6**
Juab	244	62.8	92	23.7	5	1.3	**341**	**87.8**
Emery	195	62.1	57	18.2	4	1.3	**256**	**81.5**
San Juan	182	63.3	45	15.7	6	2.1	**233**	**81.1**
Grand	142	44.3	91	28.4	1	0.3	**234**	**73.0**
Millard	211	46.3	104	22.8	3	0.7	**318**	**69.8**
Daggett	14	43.9	8	25.1	0	0.0	**22**	**69.0**
Statewide	**36,418**	**138.7**	**15,645**	**59.6**	**224**	**0.9**	**52,287**	**199.1**

- Utah (251.8), Salt Lake (249.3), and Duchesne (245.2) counties had the highest total crash rates per miles traveled.
- Daggett (69.0), Millard (69.8), and Grand (73.0) counties had the lowest total crash rates per miles traveled.
- Duchesne (3.8), Piute (3.6), and Garfield (2.8) counties had the highest fatal crash rates per miles traveled.
- Daggett, Rich, and Wayne counties had no fatal crashes.

Counties

Persons in Crashes by County (Utah 2011)

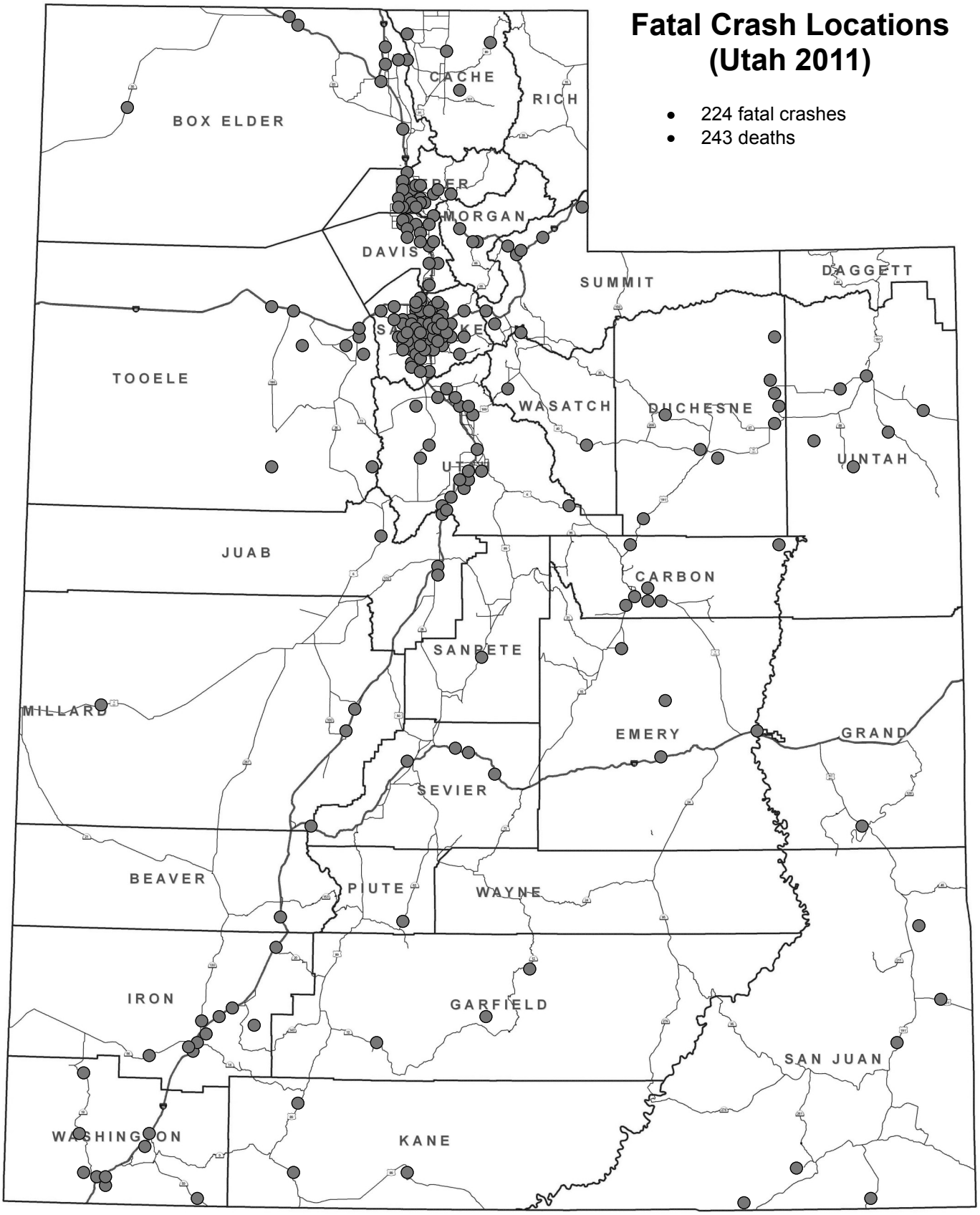
Persons												
	Non-Injured			Injured			Killed			Total		
County	#	Rate per 100 Million VMT	Rate per 10,000 Pop.	#	Rate per 100 Million VMT	Rate per 10,000 Pop.	#	Rate per 100 Million VMT	Rate per 10,000 Pop.	#	Rate per 100 Million VMT	Rate per 10,000 Pop.
Utah	20,155	534.5	379.7	4,218	111.8	79.5	19	0.5	0.4	**24,392**	**646.8**	**459.5**
Salt Lake	45,378	520.6	433.9	9,320	106.9	89.1	66	0.8	0.6	**54,764**	**628.3**	**523.6**
Weber	8,227	513.0	352.7	1,786	111.4	76.6	21	1.3	0.9	**10,034**	**625.7**	**430.2**
Cache	4,363	509.0	380.3	668	77.9	58.2	4	0.5	0.3	**5,035**	**587.4**	**438.9**
Duchesne	905	379.9	473.5	176	73.9	92.1	10	4.2	5.2	**1,091**	**458.0**	**570.9**
Davis	9,323	371.7	298.2	1,917	76.4	61.3	14	0.6	0.4	**11,254**	**448.7**	**360.0**
Washington	3,912	285.9	277.0	914	66.8	64.7	9	0.7	0.6	**4,835**	**353.4**	**342.4**
Wasatch	934	285.5	381.9	213	65.1	87.1	5	1.5	2.0	**1,152**	**352.1**	**471.1**
Carbon	898	298.7	418.0	120	39.9	55.9	9	3.0	4.2	**1,027**	**341.6**	**478.0**
Summit	1,918	264.8	515.5	286	39.5	76.9	9	1.2	2.4	**2,213**	**305.5**	**594.8**
Kane	318	231.5	441.2	94	68.4	130.4	5	3.6	6.9	**417**	**303.5**	**578.5**
Sanpete	467	235.9	165.8	127	64.2	45.1	1	0.5	0.4	**595**	**300.6**	**211.2**
Rich	96	208.2	421.8	39	84.6	171.4	0	0.0	0.0	**135**	**292.8**	**593.1**
Uintah	933	236.7	280.1	177	44.9	53.1	7	1.8	2.1	**1,117**	**283.4**	**335.3**
Garfield	221	205.6	429.2	63	58.6	122.4	3	2.8	5.8	**287**	**267.0**	**557.4**
Tooele	1,756	215.6	297.0	397	48.7	67.1	10	1.2	1.7	**2,163**	**265.6**	**365.8**
Sevier	667	208.6	319.1	173	54.1	82.8	5	1.6	2.4	**845**	**264.3**	**404.2**
Box Elder	1,895	215.0	375.5	399	45.3	79.1	9	1.0	1.8	**2,303**	**261.3**	**456.3**
Iron	1,313	190.5	280.8	387	56.2	82.8	10	1.5	2.1	**1,710**	**248.1**	**365.6**
Morgan	222	172.9	229.6	60	46.7	62.1	4	3.1	4.1	**286**	**222.7**	**295.8**
Beaver	456	180.8	689.3	103	40.8	155.7	1	0.4	1.5	**560**	**222.1**	**846.6**
Juab	539	138.7	522.1	175	45.0	169.5	5	1.3	4.8	**719**	**185.1**	**696.5**
Piute	31	110.5	200.8	15	53.5	97.2	1	3.6	6.5	**47**	**167.5**	**304.4**
Emery	413	131.5	375.6	87	27.7	79.1	5	1.6	4.5	**505**	**160.8**	**459.2**
Grand	342	106.7	366.9	135	42.1	144.8	1	0.3	1.1	**478**	**149.2**	**512.8**
Millard	470	103.2	373.3	166	36.4	131.8	3	0.7	2.4	**639**	**140.3**	**507.5**
Daggett	30	94.1	269.1	13	40.8	116.6	0	0.0	0.0	**43**	**134.9**	**385.7**
San Juan	302	105.1	202.0	77	26.8	51.5	7	2.4	4.7	**386**	**134.4**	**258.1**
Wayne	42	90.9	153.2	20	43.3	72.9	0	0.0	0.0	**62**	**134.2**	**226.1**
Statewide	**106,526**	**405.7**	**378.6**	**22,325**	**85.0**	**79.3**	**243**	**0.9**	**0.9**	**129,094**	**491.7**	**458.8**

- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
  - Utah (646.8), Salt Lake (628.3), and Weber (625.7) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
  - Duchesne (4.2), Kane (3.6), and Piute (3.6) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Beaver (846.6), Juab (696.5), and Summit (594.8) counties had the highest rates of total persons in crashes per 10,000 population.
  - Kane (6.9), Piute (6.5) and Garfield (5.8) counties had the highest rates of persons killed per 10,000 population.

Counties

Fatal Crash Locations (Utah 2011)

- 224 fatal crashes
- 243 deaths



Counties

County Crash Comparison (Utah 2011)

County Crash Comparison												
County	Fatal Crash Rate per VMT Rank	Overall Crash Rate per VMT Rank	Percent of Crash Occupants Unrestrained Rank	Drunk Driving Crash Rate per VMT Rank	Speed Crash Rate per VMT Rank	Distracted Driver Crash Rate per VMT Rank	Teen Driver Crash Rate per VMT Rank	Senior Driver Crash Rate per VMT Rank	Motorcycle Crash Rate per VMT Rank	Pedestrian Crash Rate per Pop. Rank	Bicyclist Crash Rate per Pop. Rank	Total County Highway Safety Ranking
Duchesne	1	3	7	2	5	6	7	10	6	8	21	**6.9**
Weber	11	4	17	5	14	4	3	1	7	6	8	**7.3**
Salt Lake	18	2	24	3	9	3	4	5	14	2	1	**7.7**
Utah	23	1	27	17	2	1	2	2	10	10	4	**9.0**
Carbon	5	6	12	13	22	10	9	4	16	1	5	**9.4**
Cache	24	5	28	14	11	2	1	7	11	12	2	**10.6**
Garfield	3	14	10	6	20	24	22	3	3	4	23	**12.0**
Wasatch	17	7	23	11	1	19	11	13	8	18	6	**12.2**
Uintah	9	13	9	7	15	12	12	17	12	20	13	**12.6**
Rich	27	9	21	4	4	8	10	21	1	22	23	**13.6**
Summit	16	12	20	8	6	14	17	18	24	5	14	**14.0**
Davis	21	8	25	20	21	5	6	9	21	13	7	**14.2**
Sanpete	22	10	3	16	18	7	5	11	25	22	19	**14.4**
Sevier	8	15	5	28	3	17	19	12	13	17	22	**14.5**
Tooele	14	17	22	12	19	11	13	15	17	9	10	**14.5**
Piute	2	21	1	9	10	15	14	23	20	22	23	**14.5**
Washington	20	16	26	15	26	9	8	6	9	16	9	**14.5**
Morgan	4	18	19	10	8	22	16	19	4	19	23	**14.7**
Kane	6	11	14	21	16	13	28	8	15	22	12	**15.1**
Iron	10	20	11	24	12	16	15	20	18	14	15	**15.9**
Box Elder	15	19	16	23	17	18	18	14	28	3	18	**17.2**
San Juan	7	26	2	22	28	21	25	22	19	21	20	**19.4**
Grand	26	27	6	19	29	23	27	26	23	7	3	**19.6**
Beaver	25	22	8	25	7	25	20	24	29	22	11	**19.8**
Emery	13	25	4	26	25	29	23	25	22	11	16	**19.9**
Wayne	27	23	13	18	24	27	26	27	2	22	23	**21.1**
Juab	12	24	18	29	23	28	21	16	26	15	23	**21.4**
Daggett	27	29	29	1	27	20	29	29	5	22	23	**21.9**
Millard	19	28	15	27	13	26	24	28	27	22	17	**22.4**
Note:	**Rank 1-17 Above State Avg.**	**Rank 1-5 Above State Avg.**	**Rank 1-23 Above State Avg.**	**Rank 1-12 Above State Avg.**	**Rank 1-10 Above State Avg.**	**Rank 1-7 Above State Avg.**	**Rank 1-7 Above State Avg.**	**Rank 1-8 Above State Avg.**	**Rank 1-14 Above State Avg.**	**Rank 1-7 Above State Avg.**	**Rank 1-4 Above State Avg.**	**Total Safety Ranking Average = 14.8**

This is a comparison developed to evaluate the different counties using a County Highway Safety Ranking. Each County is ranked with 1 being the lowest (or worst) ranking and 29 being the highest (or best) ranking on various categories. The bottom row shows what counties ranked above the state average for that category. Counties above the state average are marked in gray for that category. To arrive at an overall ranking, the rankings within the eleven different categories were added together and divided by eleven.

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

Cities

Crashes by City (Utah 2011)

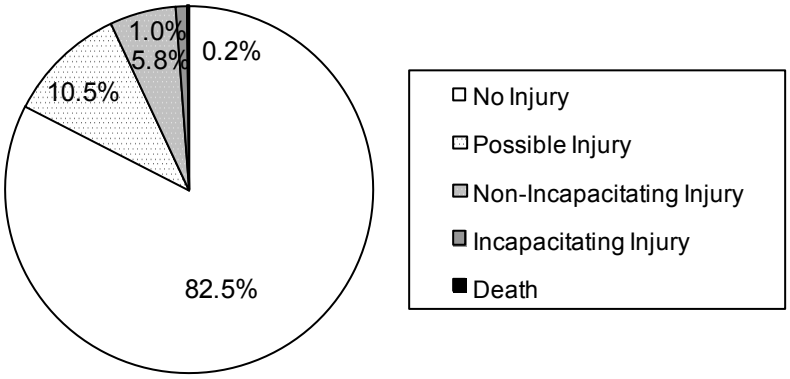
Total Crash Rate for Cities With Population 5,000+ or 50+ Crashes

Rank by Rate	Rank by Total	City	Popu-lation	Total Crashes	Rate per 10,000 Pop.	Rank by Rate	Rank by Total	City	Popu-lation	Total Crashes	Rate per 10,000 Pop.
1	53	Marriot-Slaterville	1,701	133	**781.9**	48	31	Magna	26,505	382	**144.1**
2	56	Willard	1,772	130	**733.6**	49	14	Layton	67,311	969	**144.0**
3	69	Uintah	1,322	77	**582.5**	50	18	South Jordan	50,418	720	**142.8**
4	34	Park City	7,547	369	**488.9**	51	71	Sunset	5,122	73	**142.5**
5	4	Murray	46,746	2,188	**468.1**	52	42	Payson	18,294	259	**141.6**
6	13	South Salt Lake	23,617	1,098	**464.9**	53	59	Tremonton	7,647	106	**138.6**
7	33	Riverdale	8,426	371	**440.3**	54	73	Moab	5,046	68	**134.8**
8	30	Lindon	10,070	400	**397.2**	55	68	Ephraim	6,135	82	**133.7**
9	40	Price	8,715	295	**338.5**	56	32	Cedar City	28,857	381	**132.0**
10	15	Midvale	27,964	917	**327.9**	57	43	Brigham City	17,899	235	**131.3**
11	2	Orem	88,328	2,893	**327.5**	58	62	Richfield	7,551	98	**129.8**
12	9	Draper	40,532	1,296	**319.7**	59	51	Heber	11,362	147	**129.4**
13	46	Roosevelt	6,046	193	**319.2**	60	10	West Jordan	103,712	1,285	**123.9**
14	7	Taylorsville	58,652	1,837	**313.2**	61	57	West Haven	10,272	123	**119.7**
15	52	West Bountiful	5,265	136	**258.3**	62	20	Millcreek	62,139	696	**112.0**
16	11	Logan	48,174	1,234	**256.2**	63	45	Washington	18,761	208	**110.9**
17	44	Vernal	9,089	224	**246.5**	64	29	Riverton	38,753	423	**109.2**
18	5	Sandy	87,461	2,123	**242.7**	65	35	Pleasant Grove	33,509	363	**108.3**
19	19	Springville	29,466	710	**241.0**	66	41	Kaysville	27,300	295	**108.1**
20	23	American Fork	26,263	594	**226.2**	67	77	South Weber	6,051	59	**97.5**
21	1	Salt Lake City	186,440	4,210	**225.8**	68	65	Santaquin	9,128	89	**97.5**
22	54	Farr West	5,928	132	**222.7**	69	47	Saratoga Springs	17,781	170	**95.6**
23	36	Centerville	15,335	341	**222.4**	70	74	Pleasant View	7,979	68	**85.2**
24	38	North Salt Lake	16,322	326	**199.7**	71	76	Hyrum	7,609	62	**81.5**
25	70	Morgan	3,687	73	**198.0**	72	72	Grantsville	8,893	70	**78.7**
26	21	Spanish Fork	34,691	683	**196.9**	73	48	Herriman	21,785	160	**73.4**
27	39	South Ogden	16,532	324	**196.0**	74	64	Hurricane	13,748	96	**69.8**
28	49	North Logan	8,269	155	**187.4**	75	60	Highland	15,523	102	**65.7**
29	3	West Valley City	129,480	2,402	**185.5**	76	83	Providence	7,075	41	**58.0**
30	8	Ogden	82,825	1,533	**185.1**	77	80	Smithfield	9,495	54	**56.9**
31	37	Farmington	18,275	338	**185.0**	78	87	Plain City	5,476	31	**56.6**
32	16	Bountiful	42,552	767	**180.3**	79	63	North Ogden	17,357	97	**55.9**
33	28	Holladay	26,472	466	**176.0**	80	88	Nibley	5,438	28	**51.5**
34	24	Clearfield	30,112	530	**176.0**	81	84	Salem	6,423	33	**51.4**
35	55	Bluffdale	7,598	131	**172.4**	82	61	Clinton	20,426	102	**49.9**
36	22	Roy	36,884	627	**170.0**	83	58	Syracuse	24,331	117	**48.1**
37	6	Provo	112,488	1,900	**168.9**	84	81	Washington Terrace	9,067	43	**47.4**
38	79	Wellsville	3,432	56	**163.2**	85	86	Hooper	7,218	32	**44.3**
39	26	Tooele	31,605	512	**162.0**	86	82	West Point	9,511	42	**44.2**
40	17	Lehi	47,407	731	**154.2**	87	90	Santa Clara	6,003	25	**41.6**
41	67	Nephi	5,389	82	**152.2**	88	85	Mapleton	7,979	33	**41.4**
42	50	Woods Cross	9,761	148	**151.6**	89	89	Alpine	9,555	28	**29.3**
43	12	St. George	72,897	1,099	**150.8**	90	91	Ivins	6,753	18	**26.7**
44	66	Harrisville	5,567	83	**149.1**	91	78	Eagle Mountain	21,415	57	**26.6**
45	27	Cottonwood Heights	33,433	497	**148.7**	92	92	Enoch	5,803	15	**25.8**
46	75	Perry	4,512	67	**148.5**	93	93	Cedar Hills	9,796	11	**11.2**
47	25	Kearns	35,731	515	**144.1**			**Total**	**2,404,991**	**44,542**	**185.2**

- The above table only includes cities with a population of 5,000+ or 50+ crashes.
- The ten cities with the highest rates of total crashes per population were Marriot-Slaterville, Willard, Uintah, Park City, Murray, South Salt Lake, Riverdale, Lindon, Price, and Midvale.
- The ten cities with the highest total number of crashes were Salt Lake City, Orem, West Valley City, Murray, Sandy, Provo, Taylorsville, Ogden, Draper, and West Jordan.
- Bountiful (+51), Ephraim (+40), Tooele (+30), and Orem (+28) had the highest increase in rankings from 2010.
- Sunset (-32) had the highest decrease in rankings from 2010.

Persons Involved

Injury Severity (Utah 2011)



- Although many people were injured and killed in motor vehicle crashes, the majority (82.5%) of persons in crashes did not sustain a known injury at the crash scene. See Glossary in the Appendix for injury definitions.
- Persons in the same crash sustain different levels of injury. Many factors influence injury patterns including seat belt use, seating position, and vehicle safety equipment.

Person Placement (Utah 2011)

Persons								
Person Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	77,123	72.4%	14,728	66.0%	150	61.7%	**92,001**	**71.3%**
Passenger	29,234	27.4%	6,080	27.2%	56	23.0%	**35,370**	**27.4%**
Pedestrian	84	0.1%	770	3.4%	32	13.2%	**886**	**0.7%**
Bicyclist	85	0.1%	747	3.3%	5	2.1%	**837**	**0.6%**
Total	**106,526**	**100.0%**	**22,325**	**100.0%**	**243**	**100.0%**	**129,094**	**100.0%**

- Pedestrians in a crash had the greatest risk of being killed. In fact, pedestrian crashes were 10.8 times more likely to be fatal than other crashes.

Gender of Persons in Crashes (Utah 2011)

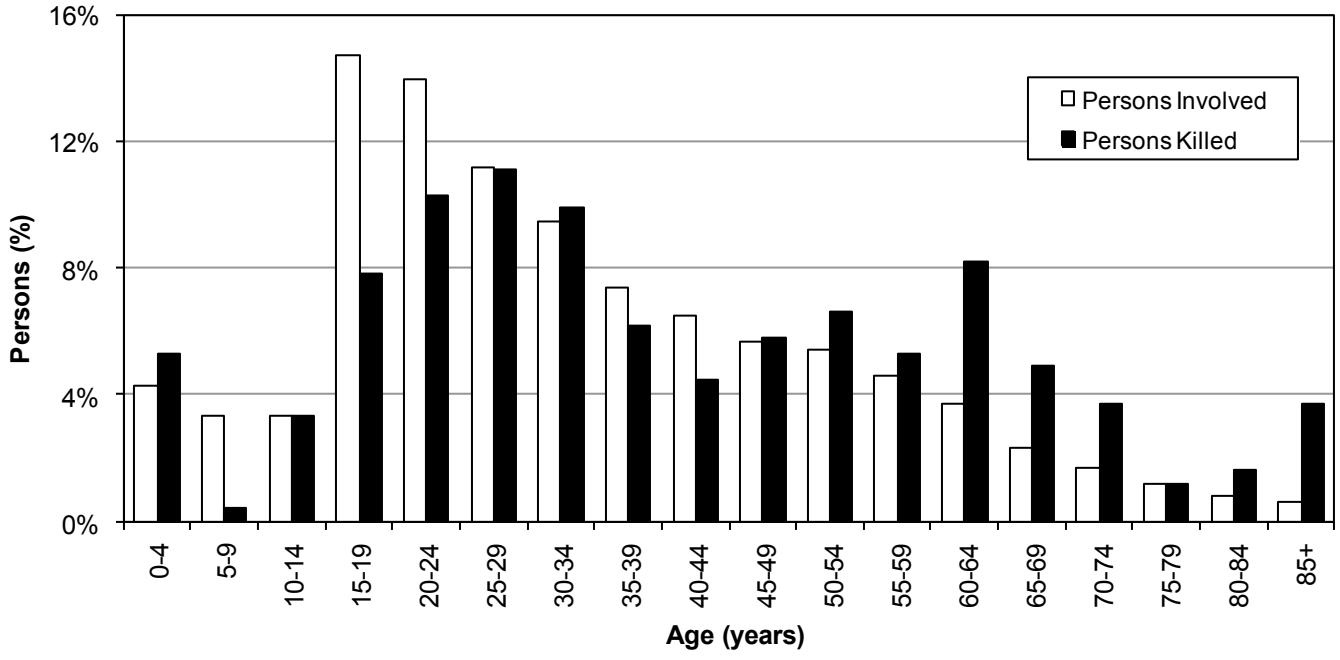
Persons								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	56,651	53.2%	10,473	46.9%	171	70.4%	**67,295**	**52.1%**
Female	45,893	43.1%	11,623	52.1%	72	29.6%	**57,588**	**44.6%**
Unknown	3,982	3.7%	229	1.0%	0	0.0%	**4,211**	**3.3%**
Total	**106,526**	**100.0%**	**22,325**	**100.0%**	**243**	**100.0%**	**129,094**	**100.0%**

- Males comprised over half (52.1%) of all persons in crashes and over two-thirds (70.4%) of deaths, while females sustained more injuries (52.1%) than males.
- Males were 2.0 times more likely to die than females in a crash.

Persons Involved

Age of Persons in Crashes (Utah 2011)

Persons								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	4,805	4.5%	521	2.3%	13	5.3%	**5,339**	**4.1%**
5-9	3,366	3.2%	653	2.9%	1	0.4%	**4,020**	**3.1%**
10-14	3,195	3.0%	862	3.9%	8	3.3%	**4,065**	**3.1%**
15-19	15,101	14.2%	2,946	13.2%	19	7.8%	**18,066**	**14.0%**
20-24	14,011	13.2%	3,130	14.0%	25	10.3%	**17,166**	**13.3%**
25-29	11,220	10.5%	2,467	11.1%	27	11.1%	**13,714**	**10.6%**
30-34	9,534	8.9%	2,135	9.6%	24	9.9%	**11,693**	**9.1%**
35-39	7,498	7.0%	1,630	7.3%	15	6.2%	**9,143**	**7.1%**
40-44	6,482	6.1%	1,489	6.7%	11	4.5%	**7,982**	**6.2%**
45-49	5,641	5.3%	1,311	5.9%	14	5.8%	**6,966**	**5.4%**
50-54	5,429	5.1%	1,228	5.5%	16	6.6%	**6,673**	**5.2%**
55-59	4,521	4.2%	1,082	4.8%	13	5.3%	**5,616**	**4.4%**
60-64	3,639	3.4%	835	3.7%	20	8.2%	**4,494**	**3.5%**
65-69	2,292	2.2%	516	2.3%	12	4.9%	**2,820**	**2.2%**
70-74	1,650	1.5%	369	1.7%	9	3.7%	**2,028**	**1.6%**
75-79	1,165	1.1%	246	1.1%	3	1.2%	**1,414**	**1.1%**
80-84	754	0.7%	195	0.9%	4	1.6%	**953**	**0.7%**
85+	521	0.5%	160	0.7%	9	3.7%	**690**	**0.5%**
Unknown	5,702	5.4%	550	2.5%	0	0.0%	**6,252**	**4.8%**
Total	**106,526**	**100.0%**	**22,325**	**100.0%**	**243**	**100.0%**	**129,094**	**100.0%**



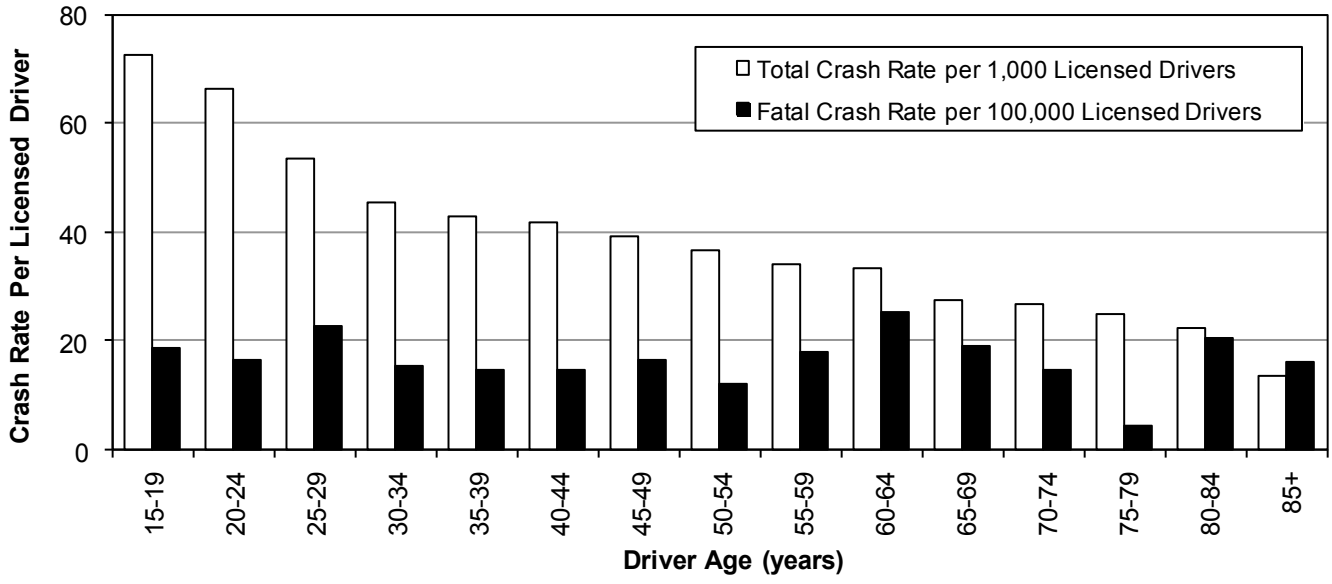
- The largest proportion of persons in crashes were aged 15-29 years (39.8% of known).
- The largest proportion of persons killed were aged 20-34 years (31.3%).
- The average age of a person in a crash was 33 years. The average age of a person killed was 40 years.
- While persons aged 65 years and older represented a small proportion of the persons in crashes (6.4% of known), they were 2.6 times more likely than all other age groups to die.

Drivers

Driver Age (Utah 2011)

Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
<15	26	0.0%	n/a	52	0.2%	n/a	1	0.3%	n/a	**79**	**0.1%**	**n/a**
15-19	8,030	12.8%	50.3	3,511	12.2%	22.0	30	8.7%	0.19	**11,571**	**12.6%**	**72.5**
20-24	9,095	14.5%	44.9	4,300	15.0%	21.2	33	9.6%	0.16	**13,428**	**14.6%**	**66.3**
25-29	7,797	12.4%	36.4	3,597	12.5%	16.8	49	14.3%	0.23	**11,443**	**12.4%**	**53.5**
30-34	6,768	10.8%	30.9	3,186	11.1%	14.5	34	9.9%	0.16	**9,988**	**10.9%**	**45.6**
35-39	5,350	8.5%	29.0	2,519	8.8%	13.7	27	7.9%	0.15	**7,896**	**8.6%**	**42.8**
40-44	4,587	7.3%	27.9	2,296	8.0%	13.9	24	7.0%	0.15	**6,907**	**7.5%**	**41.9**
45-49	4,029	6.4%	26.4	1,910	6.7%	12.5	25	7.3%	0.16	**5,964**	**6.5%**	**39.1**
50-54	3,901	6.2%	25.0	1,785	6.2%	11.4	19	5.5%	0.12	**5,705**	**6.2%**	**36.5**
55-59	3,233	5.1%	23.0	1,520	5.3%	10.8	25	7.3%	0.18	**4,778**	**5.2%**	**34.0**
60-64	2,605	4.1%	22.7	1,180	4.1%	10.3	29	8.5%	0.25	**3,814**	**4.1%**	**33.2**
65-69	1,586	2.5%	18.8	708	2.5%	8.4	16	4.7%	0.19	**2,310**	**2.5%**	**27.4**
70-74	1,101	1.7%	18.1	512	1.8%	8.4	9	2.6%	0.15	**1,622**	**1.8%**	**26.7**
75-79	774	1.2%	17.0	357	1.2%	7.8	2	0.6%	0.04	**1,133**	**1.2%**	**24.9**
80-84	496	0.8%	14.5	264	0.9%	7.7	7	2.0%	0.20	**767**	**0.8%**	**22.4**
85+	336	0.5%	9.0	172	0.6%	4.6	6	1.7%	0.16	**514**	**0.6%**	**13.7**
Unknown	3,227	5.1%	n/a	848	3.0%	n/a	7	2.0%	n/a	**4,082**	**4.4%**	**n/a**
Total	**62,941**	**100.0%**	**31.9**	**28,717**	**100.0%**	**14.6**	**343**	**100.0%**	**0.17**	**92,001**	**100.0%**	**46.7**

Crash Rate of Licensed Drivers by Age (Utah 2011)



- Drivers aged 15-19 years had the highest rates per licensed driver of total crashes, injury crashes, and property damage only crashes. Drivers aged 60-64 years had the highest rates per driver of fatal crashes.
- Drivers aged 85+ years had the lowest rate per licensed driver of total crashes (13.7).
- Drivers aged 75-79 years had the lowest rate per licensed driver of fatal crashes (0.04).
- The average age of a driver was 37 years. The average age of a driver in a fatal crash was 42 years.

Drivers

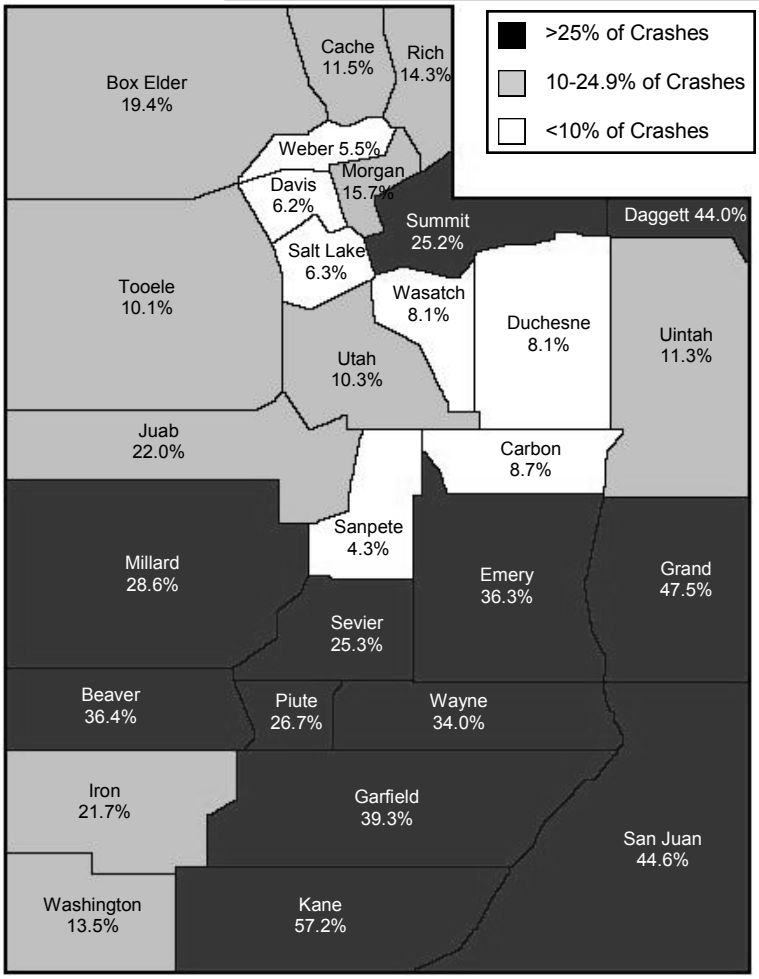
Driver Gender (Utah 2011)

Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Gender	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
Male	34,692	55.1%	34.2	15,305	53.3%	15.1	238	69.4%	0.23	**50,235**	**54.6%**	49.6
Female	25,469	40.5%	26.6	12,814	44.6%	13.4	99	28.9%	0.10	**38,382**	**41.7%**	40.1
Unknown	2,780	4.4%	n/a	598	2.1%	n/a	6	1.7%	n/a	**3,384**	**3.7%**	n/a
Total	**62,941**	**100.0%**	**31.9**	**28,717**	**100.0%**	**14.6**	**343**	**100.0%**	**0.17**	**92,001**	**100.0%**	**46.7**

- Males represented 55.4% of all drivers in a crash and 66.4% of drivers in fatal crashes.
- Based off of licensed drivers, females are better drivers than males. Male drivers had higher rates of total crashes and fatal crashes. Male drivers were 1.5 times more likely to be in a fatal crash than female drivers.

Out-of-State Drivers (Utah 2011)

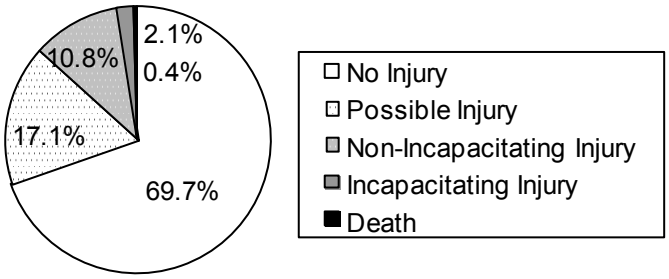
Drivers								
License State	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Utah	53,205	84.5%	25,047	87.2%	287	83.7%	**78,539**	**85.4%**
Out-Of-State	5,718	9.1%	2,321	8.1%	49	14.3%	**8,088**	**8.8%**
Unknown	4,018	6.4%	1,349	4.7%	7	2.0%	**5,374**	**5.8%**
Total	**62,941**	**100.0%**	**28,717**	**100.0%**	**343**	**100.0%**	**92,001**	**100.0%**



- Although out-of-state licensed drivers represented 8.8% of all drivers in crashes, they represented 14.3% of drivers in fatal crashes.
- There were several counties that had a disproportionate amount of out-of-state drivers in crashes. Most notably in Kane (57.2%), Grand (47.5%), San Juan (44.6%), and Daggett (44.0%) Counties where half of the drivers in crashes were out-of-state drivers. These drivers may place an extra burden on the residents and medical services in these counties.

Crash Conditions

Crash Severity (Utah 2011)



- For crashes that occurred in Utah during 2011, 69.7% resulted in property damage only, 29.9% resulted in some level of injury, and 0.4% involved a death.

Month (Utah 2011)

Crashes									
		PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	# of Days	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	31	3,378	109.0	1,243	40.1	15	0.48	**4,636**	**149.5**
February	28	2,888	103.1	992	35.4	8	0.29	**3,888**	**138.9**
March	31	2,875	92.7	1,212	39.1	19	0.61	**4,106**	**132.5**
April	30	2,738	91.3	1,226	40.9	14	0.47	**3,978**	**132.6**
May	31	2,838	91.5	1,277	41.2	11	0.35	**4,126**	**133.1**
June	30	2,679	89.3	1,271	42.4	25	0.83	**3,975**	**132.5**
July	31	2,825	91.1	1,359	43.8	21	0.68	**4,205**	**135.6**
August	31	2,940	94.8	1,476	47.6	28	0.90	**4,444**	**143.4**
September	30	3,034	101.1	1,530	51.0	28	0.93	**4,592**	**153.1**
October	31	3,245	104.7	1,441	46.5	19	0.61	**4,705**	**151.8**
November	30	3,209	107.0	1,265	42.2	15	0.50	**4,489**	**149.6**
December	31	3,769	121.6	1,353	43.6	21	0.68	**5,143**	**165.9**
Total	**365**	**36,418**	**99.8**	**15,645**	**42.9**	**224**	**0.61**	**52,287**	**143.3**

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

Day of Week (Utah 2011)

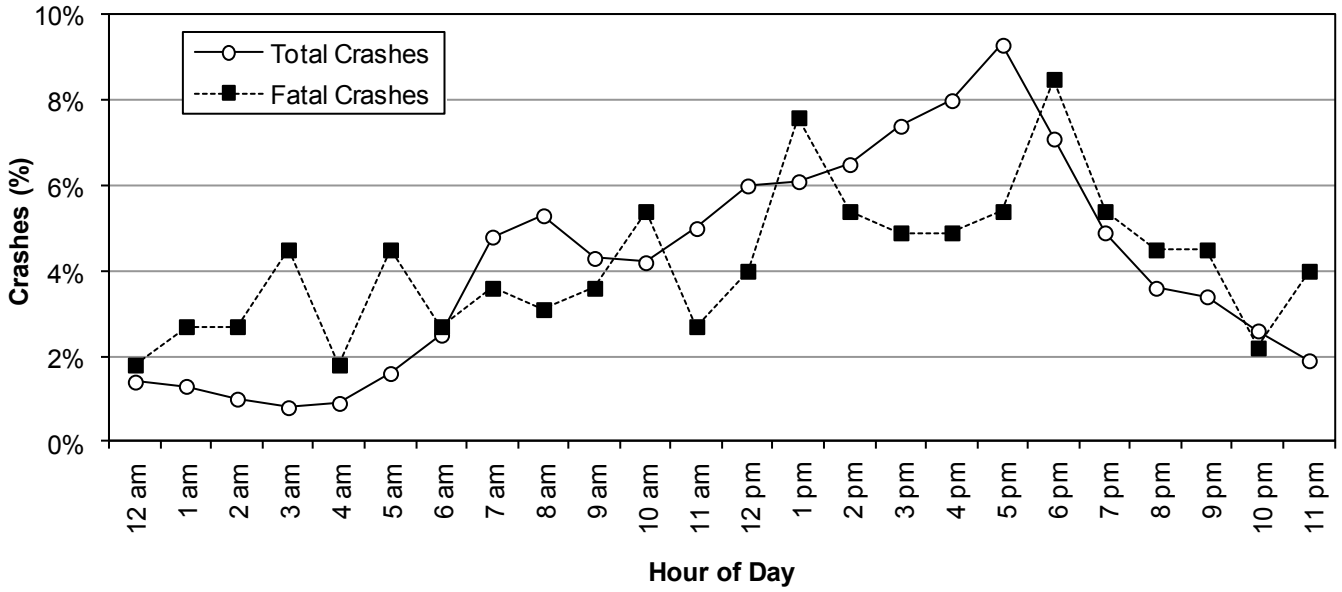
Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	3,112	8.5%	1,312	8.4%	24	10.7%	**4,448**	**8.5%**
Monday	5,374	14.8%	2,318	14.8%	24	10.7%	**7,716**	**14.8%**
Tuesday	5,882	16.2%	2,488	15.9%	31	13.8%	**8,401**	**16.1%**
Wednesday	5,395	14.8%	2,341	15.0%	31	13.8%	**7,767**	**14.9%**
Thursday	5,757	15.8%	2,408	15.4%	32	14.3%	**8,197**	**15.7%**
Friday	6,050	16.6%	2,556	16.3%	36	16.1%	**8,642**	**16.5%**
Saturday	4,848	13.3%	2,222	14.2%	46	20.5%	**7,116**	**13.6%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- The highest percentage of total crashes occurred on Friday (16.5%) and Tuesday (16.1%).
- The highest percentage of fatal crashes occurred on Saturday (20.5%) and Friday (16.1%).
- Crashes on the weekend were 1.6 times more likely to be fatal than weekday crashes.

Crash Conditions

Hour (Utah 2011)

Hour	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	533	1.5%	203	1.3%	4	1.8%	**740**	**1.4%**
1 a.m.	468	1.3%	209	1.3%	6	2.7%	**683**	**1.3%**
2 a.m.	356	1.0%	156	1.0%	6	2.7%	**518**	**1.0%**
3 a.m.	306	0.8%	106	0.7%	10	4.5%	**422**	**0.8%**
4 a.m.	328	0.9%	113	0.7%	4	1.8%	**445**	**0.9%**
5 a.m.	616	1.7%	212	1.4%	10	4.5%	**838**	**1.6%**
6 a.m.	935	2.6%	344	2.2%	6	2.7%	**1,285**	**2.5%**
7 a.m.	1,773	4.9%	733	4.7%	8	3.6%	**2,514**	**4.8%**
8 a.m.	1,953	5.4%	803	5.1%	7	3.1%	**2,763**	**5.3%**
9 a.m.	1,612	4.4%	651	4.2%	8	3.6%	**2,271**	**4.3%**
10 a.m.	1,531	4.2%	679	4.3%	12	5.4%	**2,222**	**4.2%**
11 a.m.	1,853	5.1%	766	4.9%	6	2.7%	**2,625**	**5.0%**
Noon	2,152	5.9%	958	6.1%	9	4.0%	**3,119**	**6.0%**
1 p.m.	2,202	6.0%	945	6.0%	17	7.6%	**3,164**	**6.1%**
2 p.m.	2,340	6.4%	1,065	6.8%	12	5.4%	**3,417**	**6.5%**
3 p.m.	2,681	7.4%	1,193	7.6%	11	4.9%	**3,885**	**7.4%**
4 p.m.	2,875	7.9%	1,289	8.2%	11	4.9%	**4,175**	**8.0%**
5 p.m.	3,296	9.1%	1,574	10.1%	12	5.4%	**4,882**	**9.3%**
6 p.m.	2,604	7.2%	1,115	7.1%	19	8.5%	**3,738**	**7.1%**
7 p.m.	1,729	4.7%	810	5.2%	12	5.4%	**2,551**	**4.9%**
8 p.m.	1,320	3.6%	557	3.6%	10	4.5%	**1,887**	**3.6%**
9 p.m.	1,285	3.5%	493	3.2%	10	4.5%	**1,788**	**3.4%**
10 p.m.	948	2.6%	416	2.7%	5	2.2%	**1,369**	**2.6%**
11 p.m.	722	2.0%	255	1.6%	9	4.0%	**986**	**1.9%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**



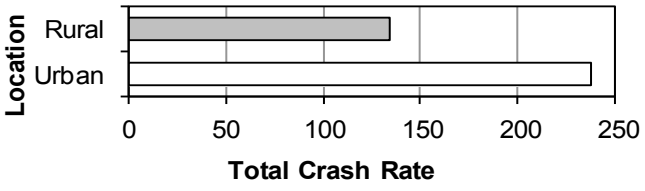
- Total crashes were more likely to occur between 2:00 p.m. and 6:59 p.m., with a peak at 5:00 p.m.
- Fatal crashes were highest during the 6:00 p.m. hour.

Crash Conditions

Urban/Rural Location (Utah 2011)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Location	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Urban	27,090	163.5	12,170	73.4	115	0.69	**39,375**	**237.6**
Rural	9,328	96.7	3,475	36.0	109	1.13	**12,912**	**133.8**
Total	**36,418**	**138.9**	**15,645**	**59.7**	**224**	**0.85**	**52,287**	**199.4**

Total Crash Rates (Utah 2011)



Fatal Crash Rates (Utah 2011)

- While urban areas had a higher rate of total crashes per vehicle mile traveled, rural areas had a higher rate of fatal crashes per vehicle mile traveled.
- Crashes occurring in rural areas were 2.9 times more likely to result in a death than crashes in urban areas.

Road Surface Condition (Utah 2011)

Crashes								
Road Surface Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Dry	28,559	78.4%	12,829	82.0%	191	85.3%	**41,579**	**79.5%**
Wet	3,683	10.1%	1,576	10.1%	19	8.5%	**5,278**	**10.1%**
Snow/Slush	2,034	5.6%	541	3.5%	5	2.2%	**2,580**	**4.9%**
Ice	1,108	3.0%	355	2.3%	3	1.3%	**1,466**	**2.8%**
Other	231	0.6%	237	1.5%	4	1.8%	**472**	**0.9%**
Unknown	803	2.2%	107	0.7%	2	0.9%	**912**	**1.7%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- Most (79.5%) crashes occurred when roads were dry.

Light Condition (Utah 2011)

Crashes								
Light Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Daylight	24,786	68.1%	11,176	71.4%	124	55.4%	**36,086**	**69.0%**
Dark	9,131	25.1%	3,630	23.2%	86	38.4%	**12,847**	**24.6%**
Dawn/Dusk	1,774	4.9%	759	4.9%	13	5.8%	**2,546**	**4.9%**
Unknown	727	2.0%	80	0.5%	1	0.4%	**808**	**1.5%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- The majority (69.0%) of crashes occurred during daylight.
- Over one-third (38.4%) of fatal crashes occurred during dark conditions.

Crash Conditions

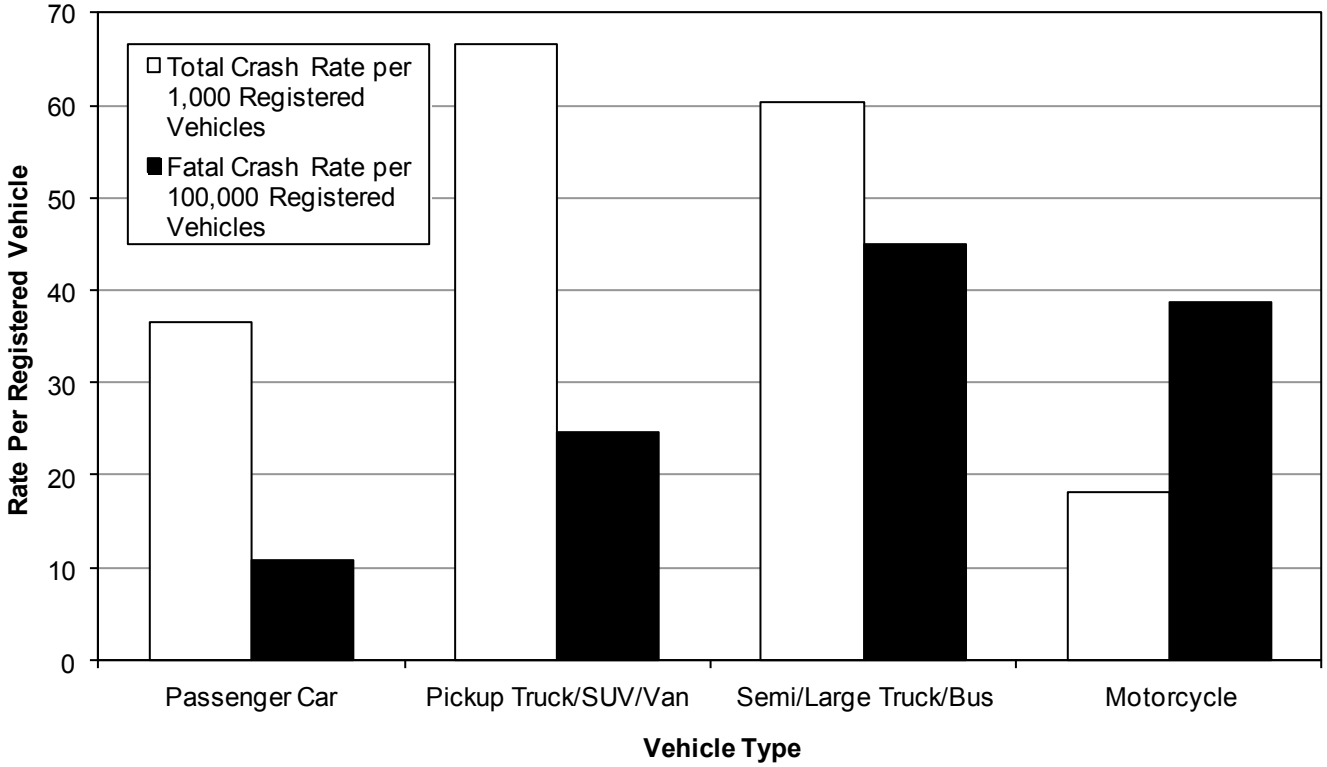
Vehicle Type (Utah 2011)



Vehicle Type	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	33,845	51.5%	15,344	52.6%	144	41.0%	**49,333**	**51.8%**
SUV	12,586	19.1%	5,604	19.2%	68	19.4%	**18,258**	**19.2%**
Pickup Truck	11,090	16.9%	4,102	14.1%	60	17.1%	**15,252**	**16.0%**
Van	3,715	5.6%	1,802	6.2%	16	4.6%	**5,533**	**5.8%**
Semi/Large Truck	2,716	4.1%	728	2.5%	26	7.4%	**3,470**	**3.6%**
Motorcycle	180	0.3%	1,066	3.7%	27	7.7%	**1,273**	**1.3%**
Bus	313	0.5%	92	0.3%	3	0.9%	**408**	**0.4%**
Other	90	0.1%	212	0.7%	4	1.1%	**306**	**0.3%**
Unknown	1,222	1.9%	214	0.7%	3	0.9%	**1,439**	**1.5%**
Total	**65,757**	**100.0%**	**29,164**	**100.0%**	**351**	**100.0%**	**95,272**	**100.0%**



Crash Rates by Vehicle Type (Utah 2011)



- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, semi/large truck may travel more miles per vehicle.
- Passenger car represented 65.2% of registered vehicles in Utah, pickup truck/SUV/van 28.3%, motorcycle 3.4%, and semi/large truck/bus 3.1%.
- For total crashes, passenger car (51.8%) and SUV (19.2%) were the leading vehicle types.
- Pickup truck/SUV/van and semi/large truck/bus had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (41.0%) and SUV (19.4%) were the leading vehicle types.
- Semi/large truck/bus and motorcycle had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.3% of vehicles in total crashes, they represented 7.7% of vehicles in fatal crashes. Crashes involving a motorcycle were 6.3 times more likely to be fatal than crashes of other vehicles.

Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2011)

Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	32,413	49.3%	15,776	54.1%	264	75.2%	**48,453**	**50.9%**
Stopped in Traffic Lane	7,489	11.4%	4,624	15.9%	19	5.4%	**12,132**	**12.7%**
Turning Left	5,317	8.1%	3,218	11.0%	26	7.4%	**8,561**	**9.0%**
Slowing in Traffic Lane	3,399	5.2%	1,803	6.2%	5	1.4%	**5,207**	**5.5%**
Parked	3,712	5.6%	563	1.9%	11	3.1%	**4,286**	**4.5%**
Turning Right	2,955	4.5%	1,123	3.9%	2	0.6%	**4,080**	**4.3%**
Backing	2,758	4.2%	158	0.5%	1	0.3%	**2,917**	**3.1%**
Changing Lanes	2,085	3.2%	568	1.9%	4	1.1%	**2,657**	**2.8%**
Making U-turn	628	1.0%	230	0.8%	1	0.3%	**859**	**0.9%**
Entering Traffic Lane	621	0.9%	193	0.7%	1	0.3%	**815**	**0.9%**
Overtaking/Passing	478	0.7%	137	0.5%	15	4.3%	**630**	**0.7%**
Parking Maneuvers	525	0.8%	33	0.1%	0	0.0%	**558**	**0.6%**
Leaving Traffic Lane	187	0.3%	88	0.3%	0	0.0%	**275**	**0.3%**
Other	552	0.8%	239	0.8%	1	0.3%	**792**	**0.8%**
Unknown	2,638	4.0%	411	1.4%	1	0.3%	**3,050**	**3.2%**
Total	**65,757**	**100.0%**	**29,164**	**100.0%**	**351**	**100.0%**	**95,272**	**100.0%**

- For total crashes, straight ahead (50.9%), stopped in traffic lane (12.7%), and turning left (9.0%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (75.2%), turning left (7.4%), and stopped in traffic lane (5.4%) were the leading vehicle maneuvers prior to the crash.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 6.6 times more likely to be fatal compared to other vehicle maneuvers.

Speed Limit (Utah 2011)

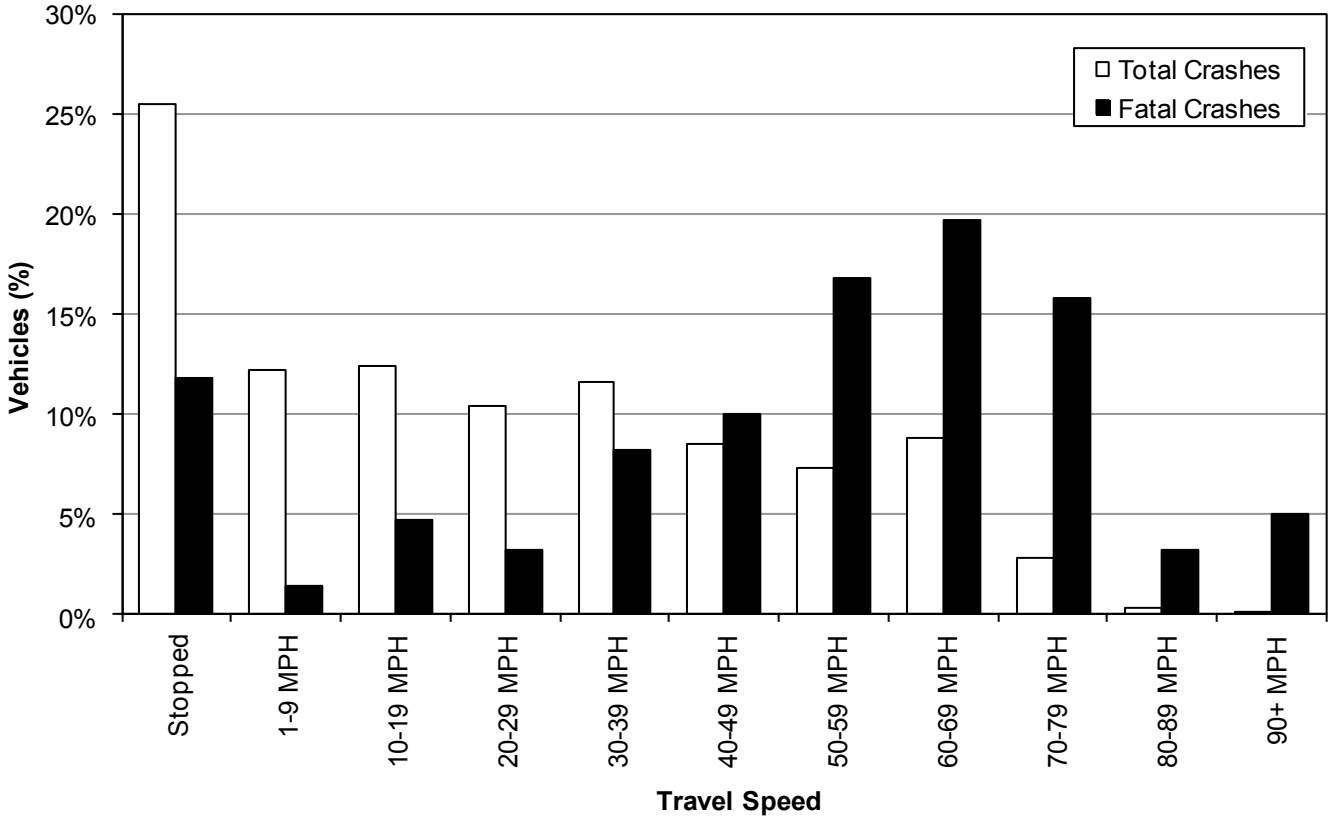
Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	#	%	#	%	#	%	#	%
5-15 MPH	1,806	2.7%	235	0.8%	0	0.0%	**2,041**	**2.1%**
20-25 MPH	6,831	10.4%	2,684	9.2%	12	3.4%	**9,527**	**10.0%**
30-35 MPH	12,005	18.3%	6,850	23.5%	40	11.4%	**18,895**	**19.8%**
40-45 MPH	12,159	18.5%	7,193	24.7%	90	25.6%	**19,442**	**20.4%**
50-55 MPH	5,935	9.0%	3,045	10.4%	53	15.1%	**9,033**	**9.5%**
60-65 MPH	9,937	15.1%	3,547	12.2%	71	20.2%	**13,555**	**14.2%**
70-75 MPH	1,777	2.7%	640	2.2%	50	14.2%	**2,467**	**2.6%**
80 MPH	152	0.2%	77	0.3%	4	1.1%	**233**	**0.2%**
Unknown/None	15,155	23.0%	4,893	16.8%	31	8.8%	**20,079**	**21.1%**
Total	**65,757**	**100.0%**	**29,164**	**100.0%**	**351**	**100.0%**	**95,272**	**100.0%**

- The speed limit on the roadway was 30-45 MPH for over half (51.0% of known) of the total vehicles in crashes.
- Fatal crashes were more likely to occur with higher speed limits. The speed limit was 50 MPH or higher for over one-half (55.6% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 50 MPH or higher were 2.5 times more likely to be fatal.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Crash Conditions

Travel Speed (Utah 2011)

Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	3,712	5.6%	563	1.9%	11	3.1%	**4,286**	**4.5%**
Stopped	9,519	14.5%	5,231	17.9%	22	6.3%	**14,772**	**15.5%**
1-9 MPH	6,999	10.6%	2,095	7.2%	4	1.1%	**9,098**	**9.5%**
10-19 MPH	6,490	9.9%	2,752	9.4%	13	3.7%	**9,255**	**9.7%**
20-29 MPH	5,244	8.0%	2,474	8.5%	9	2.6%	**7,727**	**8.1%**
30-39 MPH	5,463	8.3%	3,176	10.9%	23	6.6%	**8,662**	**9.1%**
40-49 MPH	3,957	6.0%	2,379	8.2%	28	8.0%	**6,364**	**6.7%**
50-59 MPH	3,781	5.7%	1,606	5.5%	47	13.4%	**5,434**	**5.7%**
60-69 MPH	4,797	7.3%	1,699	5.8%	55	15.7%	**6,551**	**6.9%**
70-79 MPH	1,431	2.2%	634	2.2%	44	12.5%	**2,109**	**2.2%**
80-89 MPH	115	0.2%	100	0.3%	9	2.6%	**224**	**0.2%**
90+ MPH	18	0.0%	29	0.1%	14	4.0%	**61**	**0.1%**
Unknown	14,231	21.6%	6,426	22.0%	72	20.5%	**20,729**	**21.8%**
Total	**65,757**	**100.0%**	**29,164**	**100.0%**	**351**	**100.0%**	**95,272**	**100.0%**



- Nearly half (46.6% where travel speed was known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. 60.6% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Crashes involving vehicles traveling 50 MPH or higher were 6.5 times more likely to be fatal.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.

Crash Conditions

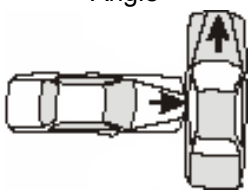
First Harmful Event (Utah 2011)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
First Harmful Event	#	%	#	%	#	%	#	%
Collision with Other Motor Vehicle	23,529	64.6%	10,159	64.9%	71	31.7%	**33,759**	**64.6%**
Collision with Animal	2,437	6.7%	185	1.2%	1	0.4%	**2,623**	**5.0%**
Collision with Parked Vehicle	2,060	5.7%	239	1.5%	3	1.3%	**2,302**	**4.4%**
Collision with Concrete/Cable Barrier	1,521	4.2%	542	3.5%	6	2.7%	**2,069**	**4.0%**
Overturn/Rollover	572	1.6%	951	6.1%	33	14.7%	**1,556**	**3.0%**
Collision with Post, Pole, or Support	1,159	3.2%	376	2.4%	13	5.8%	**1,548**	**3.0%**
Collision with Other Non-Fixed Object	1,054	2.9%	224	1.4%	3	1.3%	**1,281**	**2.4%**
Collision with Bicyclist	71	0.2%	730	4.7%	5	2.2%	**806**	**1.5%**
Collision with Pedestrian	35	0.1%	683	4.4%	31	13.8%	**749**	**1.4%**
Collision with Other Fixed Object	551	1.5%	196	1.3%	1	0.4%	**748**	**1.4%**
Collision with Fence	563	1.5%	154	1.0%	10	4.5%	**727**	**1.4%**
Collision with Embankment	311	0.9%	214	1.4%	15	6.7%	**540**	**1.0%**
Collision with Tree/Shrubbery	290	0.8%	184	1.2%	5	2.2%	**479**	**0.9%**
Other Non-Collision	262	0.7%	111	0.7%	0	0.0%	**373**	**0.7%**
Collision with Guardrail	270	0.7%	88	0.6%	4	1.8%	**362**	**0.7%**
Collision with Ditch	204	0.6%	136	0.9%	6	2.7%	**346**	**0.7%**
Collision with Mailbox/Fire Hydrant	247	0.7%	61	0.4%	2	0.9%	**310**	**0.6%**
Collision with Thrown or Fallen Object	234	0.6%	25	0.2%	0	0.0%	**259**	**0.5%**
Collision with Curb	105	0.3%	59	0.4%	5	2.2%	**169**	**0.3%**
Fire/Explosion	142	0.4%	2	0.0%	0	0.0%	**144**	**0.3%**
Fell/Jumped from Vehicle	10	0.0%	122	0.8%	7	3.1%	**139**	**0.3%**
Cargo/Equipment Loss or Shift	118	0.3%	13	0.1%	0	0.0%	**131**	**0.3%**
Collision with Crash Cushion	49	0.1%	36	0.2%	0	0.0%	**85**	**0.2%**
Jackknife	65	0.2%	12	0.1%	0	0.0%	**77**	**0.1%**
Collision with Work Zone/Equipment	50	0.1%	20	0.1%	0	0.0%	**70**	**0.1%**
Collision with Train	40	0.1%	9	0.1%	0	0.0%	**49**	**0.1%**
Collision with Culvert	24	0.1%	23	0.1%	1	0.4%	**48**	**0.1%**
Collision with Bridge	36	0.1%	9	0.1%	2	0.9%	**47**	**0.1%**
Immersion	10	0.0%	3	0.0%	0	0.0%	**13**	**0.0%**
Unknown	399	1.1%	79	0.5%	0	0.0%	**478**	**0.9%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- For all crashes, the leading first harmful event was collision with other motor vehicle (64.6%).
- For total crashes, collision with animal (5.0%) and collision with parked vehicle (4.4%) were the next highest first harmful events. See page 50 for more information on collisions with animals.
- For fatal crashes, overturn/rollover (14.7%) and collision with pedestrian (13.8%) were the next highest first harmful events.
- Overturn/rollover was 5.7 times more likely to result in a death than other first harmful events.

Collision Examples

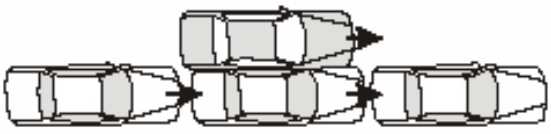
Angle



Head On

Rear End

Sideswipe



Crash Conditions

Collision Description (Utah 2011)

Collision Description	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Rear End (front-to-rear)	10,447	28.7%	5,097	32.6%	13	5.8%	**15,557**	**29.8%**
Single Vehicle	10,301	28.3%	5,040	32.2%	150	67.0%	**15,491**	**29.6%**
Angle	7,443	20.4%	3,977	25.4%	37	16.5%	**11,457**	**21.9%**
Sideswipe	4,289	11.8%	773	4.9%	7	3.1%	**5,069**	**9.7%**
Parked Vehicle	1,919	5.3%	214	1.4%	3	1.3%	**2,136**	**4.1%**
Head On (front-to-front)	429	1.2%	440	2.8%	14	6.3%	**883**	**1.7%**
Rear to Side/Rear	701	1.9%	37	0.2%	0	0.0%	**738**	**1.4%**
Unknown	889	2.4%	67	0.4%	0	0.0%	**956**	**1.8%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- For all crashes, the leading collision types were rear end (29.8%), single vehicle (29.6%), and angle (21.9%).
- The leading collision types in fatal crashes were single vehicle (67.0%) and angle (16.5%).
- Head on collisions were 3.9 times more likely to result in a death than other collision types.

Number of Vehicles Involved (Utah 2011)

Vehicles Involved	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	9,654	26.5%	4,812	30.8%	136	60.7%	**14,602**	**27.9%**
2	24,605	67.6%	8,739	55.9%	62	27.7%	**33,406**	**63.9%**
3	1,822	5.0%	1,643	10.5%	16	7.1%	**3,481**	**6.7%**
4	284	0.8%	357	2.3%	7	3.1%	**648**	**1.2%**
5 or more	53	0.1%	94	0.6%	3	1.3%	**150**	**0.3%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- While the majority (72.1%) of all crashes involved two or more motor vehicles, 60.7% of fatal crashes involved only one motor vehicle.

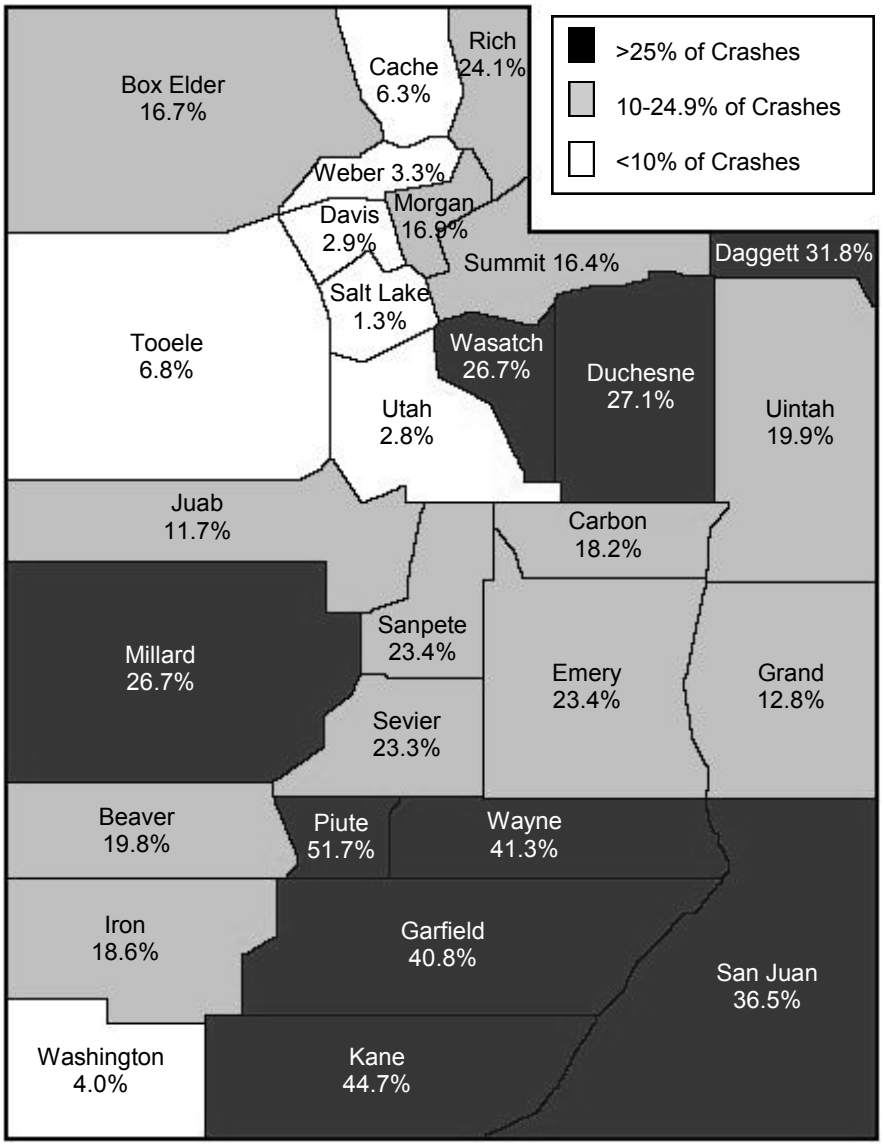
Roadway Junction or Feature (Utah 2011)

Roadway Junction or Feature	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	21,311	58.5%	7,726	49.4%	148	66.1%	**29,185**	**55.8%**
4-Leg Intersection	6,676	18.3%	4,557	29.1%	38	17.0%	**11,271**	**21.6%**
T-Intersection	2,342	6.4%	1,316	8.4%	12	5.4%	**3,670**	**7.0%**
Business/Residential Drive	2,194	6.0%	726	4.6%	6	2.7%	**2,926**	**5.6%**
On-Ramp/Off-Ramp	1,038	2.9%	364	2.3%	8	3.6%	**1,410**	**2.7%**
Bridge (overpass/underpass)	550	1.5%	262	1.7%	8	3.6%	**820**	**1.6%**
On-Ramp Merge/Off-Ramp Diverge Area	560	1.5%	190	1.2%	2	0.9%	**752**	**1.4%**
Other Intersection (Y, 5-Leg, Bike Path, Ramp w/ Crossroad)	249	0.7%	160	1.0%	2	0.9%	**411**	**0.8%**
Roundabout	120	0.3%	43	0.3%	0	0.0%	**163**	**0.3%**
Other	792	2.2%	216	1.4%	0	0.0%	**1,008**	**1.9%**
Unknown	586	1.6%	85	0.5%	0	0.0%	**671**	**1.3%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- While the majority (55.8%) of all crashes occurred on a roadway with no junction or feature, 29.7% of crashes occurred at an intersection.

Crash Conditions

Percent of Crashes Involving Animals by County (Utah 2011)



- There were 2,829 collisions involving animals, 2,311 (81.7%) involved hitting a wild animal, 337 (11.9%) involved hitting a domestic animal, and 181 (6.4%) involved an unharmed animal causing evasive action.
- Piute (51.7%) and Kane (44.7%) Counties had the highest percent of crashes involving an animal.

Roadway Contributing Circumstances (Utah 2011)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Roadway Contributing Circumstances	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
None	30,480	83.7%	13,519	86.4%	182	81.3%	**44,181**	**84.5%**
Road Surface Condition (Wet/Icy/Snow/Etc.)	2,726	7.5%	943	6.0%	14	6.3%	**3,683**	**7.0%**
Work Zone	492	1.4%	239	1.5%	2	0.9%	**733**	**1.4%**
Debris	489	1.3%	115	0.7%	1	0.4%	**605**	**1.2%**
Animal/Non-Contact Veh/Ped/Bike Caused Evasive Action	301	0.8%	224	1.4%	9	4.0%	**534**	**1.0%**
Hole/Bump/Worn Surface/Shoulder/Traffic Control Device	157	0.4%	128	0.8%	3	1.3%	**288**	**0.6%**
Other	192	0.5%	117	0.7%	4	1.8%	**313**	**0.6%**
Unknown	1,581	4.3%	360	2.3%	9	4.0%	**1,950**	**3.7%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- 12.2% of crashes had a roadway contributing circumstance, where known.

Crash Conditions

Violations (Utah 2011)

Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	#	%	#	%	#	%	#	%
Following Too Close	3,933	18.2%	1,957	16.3%	1	1.2%	**5,891**	**17.5%**
Improper Lane Change/Travel	2,819	13.0%	1,043	8.7%	2	2.4%	**3,864**	**11.5%**
Improper Lookout	1,808	8.4%	965	8.0%	0	0.0%	**2,773**	**8.2%**
Failure to Yield Right of Way	1,567	7.2%	1,132	9.4%	3	3.6%	**2,702**	**8.0%**
Negligent Collision	1,721	7.9%	864	7.2%	0	0.0%	**2,585**	**7.7%**
Improper Turn	1,554	7.2%	980	8.2%	1	1.2%	**2,535**	**7.5%**
License Violation	1,213	5.6%	876	7.3%	5	6.0%	**2,094**	**6.2%**
Insurance Violation	983	4.5%	667	5.6%	0	0.0%	**1,650**	**4.9%**
Speed	1,072	5.0%	474	3.9%	6	7.2%	**1,552**	**4.6%**
Driving Under the Influence	769	3.6%	595	5.0%	7	8.4%	**1,371**	**4.1%**
Unknown Violation	742	3.4%	537	4.5%	19	22.9%	**1,298**	**3.8%**
Failure to Stop at Red Light	616	2.8%	658	5.5%	3	3.6%	**1,277**	**3.8%**
Hit and Run	687	3.2%	192	1.6%	2	2.4%	**881**	**2.6%**
Registration Violation	237	1.1%	150	1.2%	1	1.2%	**388**	**1.1%**
Improper Backing	341	1.6%	27	0.2%	0	0.0%	**368**	**1.1%**
Equipment Violation	285	1.3%	72	0.6%	0	0.0%	**357**	**1.1%**
Failure to Stop at Stop Sign	183	0.8%	139	1.2%	0	0.0%	**322**	**1.0%**
Failure to Obey Traffic Control Device	178	0.8%	135	1.1%	0	0.0%	**313**	**0.9%**
Improper Start	195	0.9%	78	0.6%	0	0.0%	**273**	**0.8%**
Alcohol/Drug Violation, Other than DUI	104	0.5%	86	0.7%	9	10.8%	**199**	**0.6%**
Wrong Side of Road/Wrong Way	107	0.5%	68	0.6%	0	0.0%	**175**	**0.5%**
Reckless Driving	90	0.4%	63	0.5%	4	4.8%	**157**	**0.5%**
Improper Passing	126	0.6%	25	0.2%	0	0.0%	**151**	**0.4%**
Careless Driving	74	0.3%	59	0.5%	0	0.0%	**133**	**0.4%**
Seat Belt/Child Restraint/Helmet	27	0.1%	64	0.5%	3	3.6%	**94**	**0.3%**
Other Non-Moving Violation	50	0.2%	42	0.3%	1	1.2%	**93**	**0.3%**
Other Moving Violation	52	0.2%	29	0.2%	1	1.2%	**82**	**0.2%**
Improper Stop	53	0.2%	23	0.2%	0	0.0%	**76**	**0.2%**
Improper Signal	44	0.2%	10	0.1%	0	0.0%	**54**	**0.2%**
Texting	21	0.1%	2	0.0%	0	0.0%	**23**	**0.1%**
Vehicle Homicide	0	0.0%	0	0.0%	15	18.1%	**15**	**0.0%**
Total	**21,651**	**100.0%**	**12,012**	**100.0%**	**83**	**100.0%**	**33,746**	**100.0%**

- There were 33,746 citations issued at the scene of the crash. The most common violations were for following too close (17.5%), improper lane change/travel (11.5%), and improper lookout (8.2%).
- The leading violations in fatal crashes were vehicle homicide (18.1%) and alcohol/drug violations others than DUI (10.8%).

Crash Conditions

Contributing Factors (Utah 2011)

Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Followed Too Closely	8,017	15.7%	3,904	15.4%	13	2.3%	**11,934**	**15.5%**
Failed to Yield Right of Way	5,705	11.2%	3,643	14.4%	27	4.8%	**9,375**	**12.2%**
Failed to Keep in Proper Lane	4,438	8.7%	2,040	8.1%	79	14.1%	**6,557**	**8.5%**
Speed Too Fast	4,331	8.5%	2,050	8.1%	81	14.4%	**6,462**	**8.4%**
Other Improper Driving	3,454	6.8%	1,807	7.1%	2	0.4%	**5,263**	**6.8%**
Driver Distraction	3,047	6.0%	1,865	7.4%	20	3.6%	**4,932**	**6.4%**
Hit and Run	2,235	4.4%	596	2.4%	7	1.2%	**2,838**	**3.7%**
Improper Turn	1,924	3.8%	727	2.9%	2	0.4%	**2,653**	**3.5%**
Disregard Traffic Signal/Sign	1,330	2.6%	1,256	5.0%	17	3.0%	**2,603**	**3.4%**
Improper Backing	2,220	4.4%	117	0.5%	0	0.0%	**2,337**	**3.0%**
Vision Obscured by Weather Condition	1,677	3.3%	606	2.4%	6	1.1%	**2,289**	**3.0%**
Driving Under the Influence	1,193	2.3%	963	3.8%	62	11.1%	**2,218**	**2.9%**
Improper Lane Change	1,653	3.2%	404	1.6%	5	0.9%	**2,062**	**2.7%**
Ran Off Road	1,123	2.2%	772	3.1%	98	17.5%	**1,993**	**2.6%**
Swerved or Evasive Action	912	1.8%	561	2.2%	24	4.3%	**1,497**	**1.9%**
Overcorrected	856	1.7%	582	2.3%	39	7.0%	**1,477**	**1.9%**
Vehicle Other Defective Condition	781	1.5%	265	1.0%	4	0.7%	**1,050**	**1.4%**
Improper Parking/Stopping	768	1.5%	259	1.0%	1	0.2%	**1,028**	**1.3%**
Driver Asleep/Fatigue	546	1.1%	405	1.6%	5	0.9%	**956**	**1.2%**
Vision Obscured by Moving Vehicle	491	1.0%	295	1.2%	2	0.4%	**788**	**1.0%**
Vehicle Tires	471	0.9%	216	0.9%	9	1.6%	**696**	**0.9%**
Other Driver Condition	463	0.9%	212	0.8%	7	1.2%	**682**	**0.9%**
Reckless/Aggressive Driving	386	0.8%	236	0.9%	12	2.1%	**634**	**0.8%**
Vehicle Brakes	361	0.7%	176	0.7%	0	0.0%	**537**	**0.7%**
Vision Obscured by Parked Vehicle	367	0.7%	142	0.6%	1	0.2%	**510**	**0.7%**
Driver Emotional Prior to Crash	292	0.6%	212	0.8%	5	0.9%	**509**	**0.7%**
Vision Obscured by Other	340	0.7%	163	0.6%	1	0.2%	**504**	**0.7%**
Vision Obscured by Glare	276	0.5%	182	0.7%	2	0.4%	**460**	**0.6%**
Improper Passing	367	0.7%	69	0.3%	8	1.4%	**444**	**0.6%**
Driver Illness/Medical	154	0.3%	228	0.9%	6	1.1%	**388**	**0.5%**
Wrong Side/Wrong Way	166	0.3%	128	0.5%	13	2.3%	**307**	**0.4%**
Vehicle Cargo	190	0.4%	25	0.1%	1	0.2%	**216**	**0.3%**
Vision Obscured by Physical Obstruction	118	0.2%	58	0.2%	0	0.0%	**176**	**0.2%**
Disregard Road Markings	114	0.2%	44	0.2%	0	0.0%	**158**	**0.2%**
Windshield or Other Window Obscured	102	0.2%	35	0.1%	1	0.2%	**138**	**0.2%**
Vision Obscured by Vegetation	71	0.1%	43	0.2%	1	0.2%	**115**	**0.1%**
Improper Signal	64	0.1%	20	0.1%	0	0.0%	**84**	**0.1%**
Total	**51,003**	**100.0%**	**25,306**	**100.0%**	**561**	**100.0%**	**76,870**	**100.0%**

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all crashes were followed too closely (15.5%), failed to yield right of way (12.2%), failed to keep in proper lane (8.5%), and speed too fast (10.4%).
- The leading contributing factors in fatal crashes were ran off road (17.5%), speed too fast (14.4%), and failed to keep in proper lane (14.1%).

Occupant Protection

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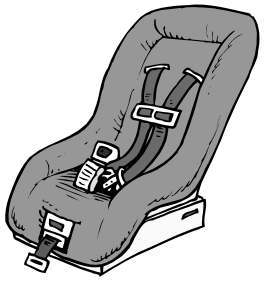
UTAH DEPARTMENT OF PUBLIC SAFETY



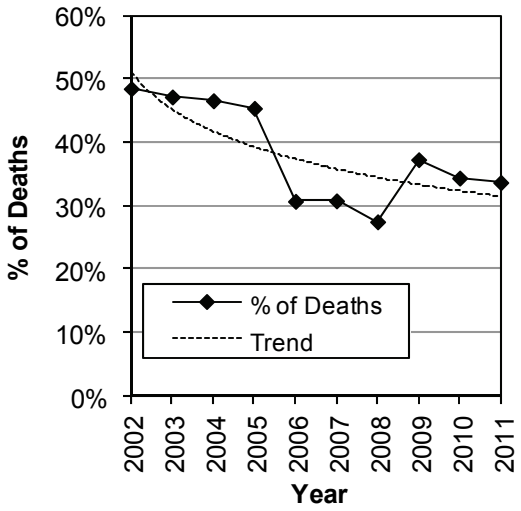
2011

Section 2: Occupant Protection

Trends

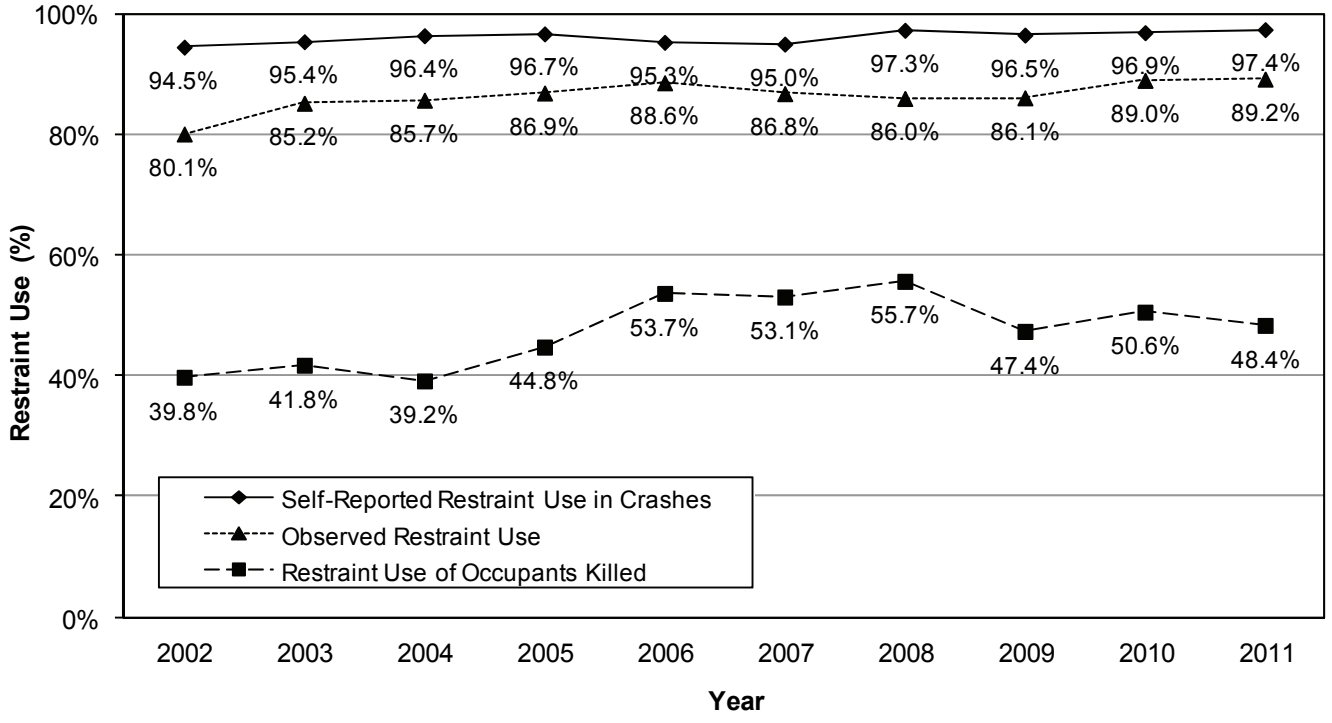
Unrestrained Occupant Deaths (Utah 2002-2011)

Unrestrained Occupant Deaths			
	Deaths		
	All	Unrestrained Occupants	
Year	#	#	%
2002	328	159	48.5%
2003	309	146	47.2%
2004	296	138	46.6%
2005	282	128	45.4%
2006	287	88	30.7%
2007	299	92	30.8%
2008	276	78	28.3%
2009	244	91	37.3%
2010	253	87	34.4%
2011	243	82	33.7%
Total	**2,817**	**1,089**	**38.7%**



- Over the past 10 years, 38.7% of deaths have been to unrestrained occupants.
- On average, 109 people die a year in Utah who are unrestrained.
- The percentage of deaths to unrestrained occupants has shown a decreasing trend over the last 10 years.

Restraint Use of Occupants In Crashes and Observational Studies (Utah 2002-2011)



- Historically, there have been differences between self-reported restraint use of people in crashes and seat belt use observed in observational studies. The difference may be due to over-reporting by the people in crashes.
- The 10-year trend shows an increase of restraint use in crashes, observational studies, and occupants killed.
- In 2011, the observational seat belt use increased to 89.2% from 89.0% in 2010, this was the highest observed seat belt use ever in Utah.
- The 2011 self-reported restraint use of people in crashes increased to 97.4% from 96.9% in 2010.
- Restraint use among occupants killed decreased from 50.6% in 2010 to 48.4% in 2011.

Counties

Restraint Use by County (Utah 2011)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
County	#	#	%	#	#	%	#	#	%	#	#	%
Daggett	0	28	100.0%	0	6	100.0%	0	0	n/a	**0**	**34**	**100.0%**
Cache	57	3,645	98.5%	22	506	95.8%	1	1	50.0%	**80**	**4,152**	**98.1%**
Utah	296	17,089	98.3%	127	3,323	96.3%	10	0	0.0%	**433**	**20,412**	**97.9%**
Washington	57	3,553	98.4%	34	701	95.4%	4	3	42.9%	**95**	**4,257**	**97.8%**
Davis	155	8,033	98.1%	56	1,544	96.5%	5	4	44.4%	**216**	**9,581**	**97.8%**
Salt Lake	759	39,463	98.1%	292	7,255	96.1%	14	28	66.7%	**1,065**	**46,746**	**97.8%**
Wasatch	10	766	98.7%	15	133	89.9%	1	3	75.0%	**26**	**902**	**97.2%**
Tooele	27	1,258	97.9%	18	287	94.1%	3	3	50.0%	**48**	**1,548**	**97.0%**
Rich	0	72	100.0%	3	19	86.4%	0	0	n/a	**3**	**91**	**96.8%**
Summit	40	1,592	97.5%	17	205	92.3%	3	4	57.1%	**60**	**1,801**	**96.8%**
Morgan	1	202	99.5%	5	35	87.5%	2	1	33.3%	**8**	**238**	**96.7%**
Juab	8	489	98.4%	14	144	91.1%	2	2	50.0%	**24**	**635**	**96.4%**
Weber	262	7,450	96.6%	70	1,459	95.4%	6	5	45.5%	**338**	**8,914**	**96.3%**
Box Elder	44	1,588	97.3%	23	292	92.7%	5	4	44.4%	**72**	**1,884**	**96.3%**
Millard	6	424	98.6%	14	138	90.8%	2	1	33.3%	**22**	**563**	**96.2%**
Kane	3	280	98.9%	11	63	85.1%	0	2	100.0%	**14**	**345**	**96.1%**
Wayne	1	38	97.4%	1	11	91.7%	0	0	n/a	**2**	**49**	**96.1%**
Carbon	25	761	96.8%	9	81	90.0%	2	2	50.0%	**36**	**844**	**95.9%**
Iron	42	1,145	96.5%	27	304	91.8%	1	5	83.3%	**70**	**1,454**	**95.4%**
Garfield	11	191	94.6%	1	42	97.7%	1	0	0.0%	**13**	**233**	**94.7%**
Uintah	27	745	96.5%	21	106	83.5%	3	2	40.0%	**51**	**853**	**94.4%**
Beaver	14	380	96.4%	18	78	81.3%	1	0	0.0%	**33**	**458**	**93.3%**
Duchesne	41	766	94.9%	20	108	84.4%	5	2	28.6%	**66**	**876**	**93.0%**
Grand	17	249	93.6%	6	68	91.9%	1	0	0.0%	**24**	**317**	**93.0%**
Sevier	26	510	95.1%	21	121	85.2%	1	2	66.7%	**48**	**633**	**93.0%**
Emery	14	328	95.9%	13	58	81.7%	3	0	0.0%	**30**	**386**	**92.8%**
Sanpete	18	310	94.5%	19	63	76.8%	1	0	0.0%	**38**	**373**	**90.8%**
San Juan	13	246	95.0%	14	44	75.9%	4	3	42.9%	**31**	**293**	**90.4%**
Piute	2	17	89.5%	2	7	77.8%	1	0	0.0%	**5**	**24**	**82.8%**
Statewide	**1,976**	**91,618**	**97.9%**	**893**	**17,201**	**95.1%**	**82**	**77**	**48.4%**	**2,951**	**108,896**	**97.4%**

- Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or large truck. Occupants are considered “Restrained” if they were reported as using a shoulder/lap belt, lap belt, or a child safety seat at the scene of the crash.
- Restraint use is self-reported by crash occupants in the majority of crashes and may be inflated due to over-reporting by the people in crashes.
- The officer determines restraint use in the event of a fatal or severe injury crash.
- The majority of persons in crashes reported being restrained (97.4%).
- Daggett (100.0%), Cache (98.1%), and Utah (97.9%) counties had the highest percentage of occupants that were restrained.
- Piute (82.8%), San Juan (90.4%), and Sanpete (90.8%) counties had the lowest percentage of occupants that were restrained.
- 48.4% of vehicle occupants killed in crashes in Utah were restrained.

Vehicle Occupants

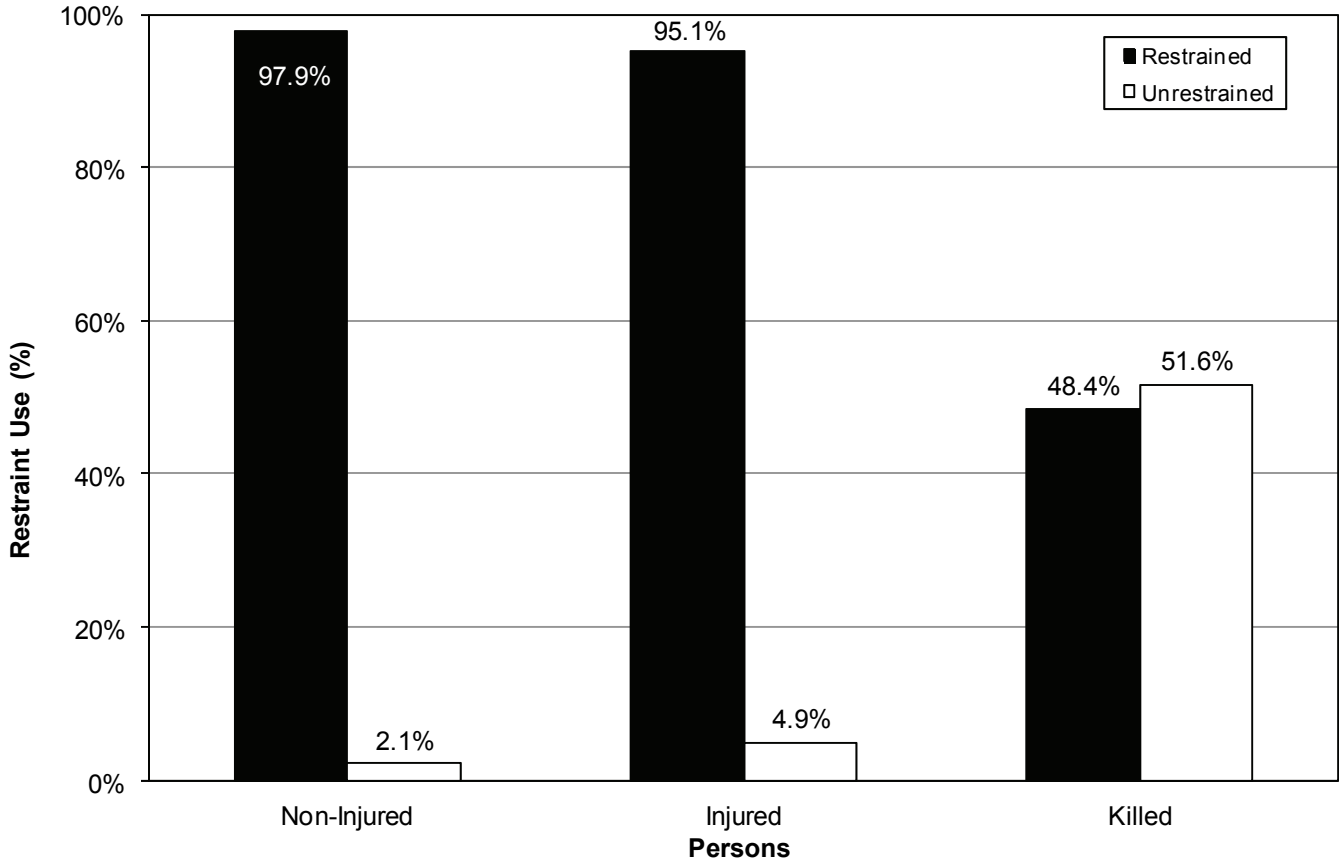
Restraint Use by Urban/Rural Location (Utah 2011)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Location	#	#	%	#	#	%	#	#	%	#	#	%
Urban	1,472	72,035	98.0%	545	13,581	96.1%	35	37	51.4%	**2,052**	**85,653**	**97.7%**
Rural	504	19,583	97.5%	348	3,620	91.2%	47	40	46.0%	**899**	**23,243**	**96.3%**
Statewide	**1,976**	**91,618**	**97.9%**	**893**	**17,201**	**95.1%**	**82**	**77**	**48.4%**	**2,951**	**108,896**	**97.4%**

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 1.6 times more likely to be unrestrained than occupants in urban crashes.

Restraint Use by Injury Severity (Utah 2011)

Persons								
	Non-Injured		Injured		Killed		Total	
Restraint Use	#	%	#	%	#	%	#	%
Restrained	91,618	97.9%	17,201	95.1%	77	48.4%	**108,896**	**97.4%**
Unrestrained	1,976	2.1%	893	4.9%	82	51.6%	**2,951**	**2.6%**
Total	**93,594**	**100.0%**	**18,094**	**100.0%**	**159**	**100.0%**	**111,847**	**100.0%**



- 97% of persons who survived a crash reported being restrained compared to only half of the persons killed.
- Unrestrained crash occupants were 40 times more likely to be killed than restrained crash occupants.

Vehicle Occupants

Restraint Use by Ejection (Utah 2011)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Ejection Status	#	#	%	#	#	%	#	#	%	#	#	%
Not Ejected	1,943	90,993	97.9%	810	17,049	95.5%	26	74	74.0%	**2,779**	**108,116**	**97.5%**
Partially Ejected	0	0	n/a	12	22	64.7%	6	2	25.0%	**18**	**24**	**57.1%**
Fully Ejected	0	0	n/a	66	80	54.8%	50	1	2.0%	**116**	**81**	**41.1%**
Total	**1,943**	**90,993**	**97.9%**	**888**	**17,151**	**95.1%**	**82**	**77**	**48.4%**	**2,913**	**108,221**	**97.4%**

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (97.5%) of crash occupants not ejected from a motor vehicle were restrained compared to only 41.1% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 55 times more likely to be fully ejected from a motor vehicle compared to restrained occupants.
- Ejection from the vehicle is one of the most harmful events that can happen to a person in a crash. Seat belts are effective in preventing total ejections.

Restraint Use by Occupant Placement (Utah 2011)

Persons												
	Non-Injured			Injured			Killed			Total		
Occupant	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Placement	#	#	%	#	#	%	#	#	%	#	#	%
Driver	985	66,203	98.5%	465	12,084	96.3%	51	55	51.9%	**1,501**	**78,342**	**98.1%**
Front Seat	592	12,655	95.5%	250	3,175	92.7%	15	12	44.4%	**857**	**15,842**	**94.9%**
Back Seat	350	12,314	97.2%	147	1,862	92.7%	13	10	43.5%	**510**	**14,186**	**96.5%**
Other/Unknown	49	446	90.1%	31	80	72.1%	3	0	0.0%	**83**	**526**	**86.4%**
Total	**1,976**	**91,618**	**97.9%**	**893**	**17,201**	**95.1%**	**82**	**77**	**48.4%**	**2,951**	**108,896**	**97.4%**

- Among all occupants, drivers reported the highest restraint use (98.1%).

Restraint Use by Vehicle Type (Utah 2011)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Vehicle Type	#	#	%	#	#	%	#	#	%	#	#	%
SUV	371	20,324	98.2%	159	3,523	95.7%	20	16	44.4%	**550**	**23,863**	**97.7%**
Van	137	7,302	98.2%	62	1,265	95.3%	2	8	80.0%	**201**	**8,575**	**97.7%**
Passenger Car	941	46,464	98.0%	446	10,328	95.9%	36	45	55.6%	**1,423**	**56,837**	**97.6%**
Pickup Truck	385	14,546	97.4%	191	1,895	90.8%	22	5	18.5%	**598**	**16,446**	**96.5%**
Semi/Large Truck	142	2,982	95.5%	35	190	84.4%	2	3	60.0%	**179**	**3,175**	**94.7%**
Total	**1,976**	**91,618**	**97.9%**	**893**	**17,201**	**95.1%**	**82**	**77**	**48.4%**	**2,951**	**108,896**	**97.4%**

- Occupants in semi/large truck (94.7%) and pickup truck (96.5%) were the least likely to be restrained.

Vehicle Occupants

Restraint Use by Gender of Crash Occupants (Utah 2011)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Gender	#	#	%	#	#	%	#	#	%	#	#	%
Female	857	41,435	98.0%	439	9,864	95.7%	20	32	61.5%	**1,316**	**51,331**	**97.5%**
Male	1,083	49,961	97.9%	454	7,307	94.2%	62	45	42.1%	**1,599**	**57,313**	**97.3%**
Unknown	36	222	86.0%	0	30	100.0%	0	0	n/a	**36**	**252**	**87.5%**
Total	**1,976**	**91,618**	**97.9%**	**893**	**17,201**	**95.1%**	**82**	**77**	**48.4%**	**2,951**	**108,896**	**97.4%**

- Overall, restraint use of female (97.5%) crash occupants was slightly higher than males (97.3%).
- For persons killed, female crash occupants had higher restraint use (61.5%) than males (42.1%).

Restraint Use by Age of Crash Occupants (Utah 2011)

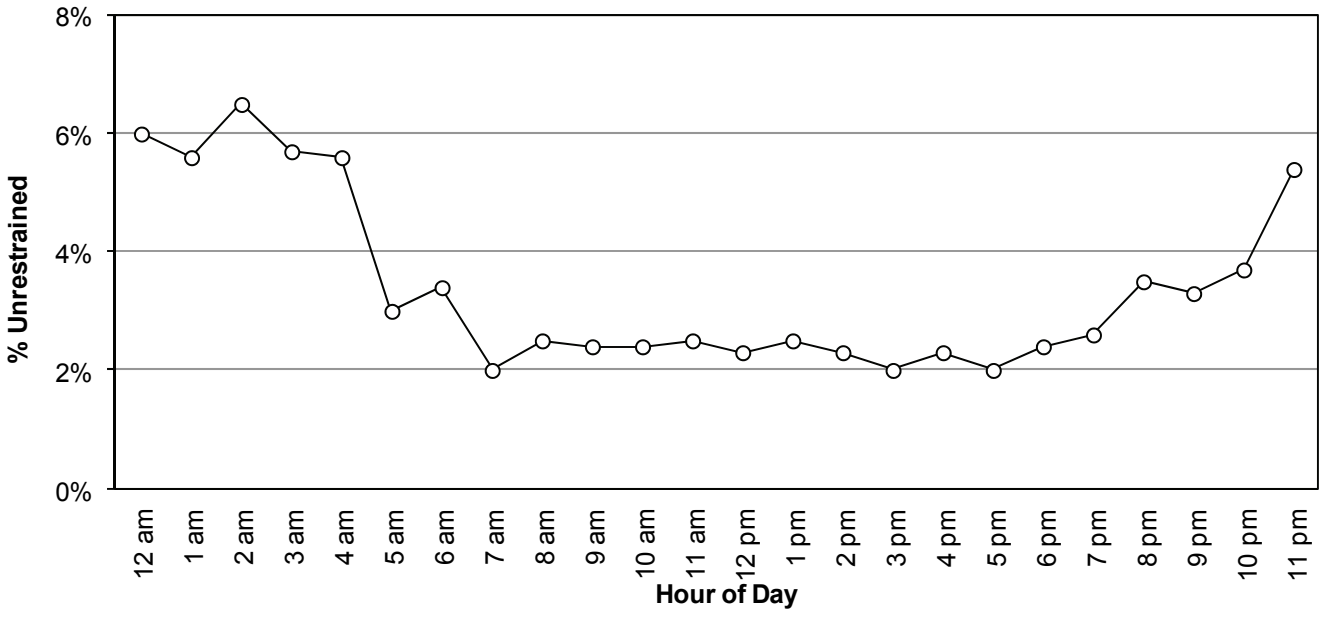
Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Age	#	#	%	#	#	%	#	#	%	#	#	%
0-4	41	4,542	99.1%	15	432	96.6%	4	7	63.6%	**60**	**4,981**	**98.8%**
5-9	46	3,085	98.5%	28	476	94.4%	0	0	n/a	**74**	**3,561**	**98.0%**
10-14	53	2,853	98.2%	40	541	93.1%	1	0	0.0%	**94**	**3,394**	**97.3%**
15-19	343	13,428	97.5%	201	2,184	91.6%	11	4	26.7%	**555**	**15,616**	**96.6%**
20-24	324	12,535	97.5%	154	2,353	93.9%	11	6	35.3%	**489**	**14,894**	**96.8%**
25-29	219	10,022	97.9%	93	1,929	95.4%	12	6	33.3%	**324**	**11,957**	**97.4%**
30-34	193	8,565	97.8%	70	1,713	96.1%	8	7	46.7%	**271**	**10,285**	**97.4%**
35-39	147	6,724	97.9%	63	1,332	95.5%	6	3	33.3%	**216**	**8,059**	**97.4%**
40-44	89	5,812	98.5%	45	1,220	96.4%	5	4	44.4%	**139**	**7,036**	**98.1%**
45-49	96	5,028	98.1%	40	1,026	96.2%	5	2	28.6%	**141**	**6,056**	**97.7%**
50-54	91	4,815	98.1%	38	949	96.1%	1	6	85.7%	**130**	**5,770**	**97.8%**
55-59	85	4,037	97.9%	34	856	96.2%	4	4	50.0%	**123**	**4,897**	**97.5%**
60-64	62	3,230	98.1%	19	673	97.3%	6	7	53.8%	**87**	**3,910**	**97.8%**
65-69	41	2,034	98.0%	13	432	97.1%	3	7	70.0%	**57**	**2,473**	**97.7%**
70-74	29	1,468	98.1%	11	316	96.6%	2	3	60.0%	**42**	**1,787**	**97.7%**
75-79	24	1,046	97.8%	3	227	98.7%	1	2	66.7%	**28**	**1,275**	**97.9%**
80-84	18	675	97.4%	10	165	94.3%	1	2	66.7%	**29**	**842**	**96.7%**
85+	14	463	97.1%	6	143	96.0%	1	7	87.5%	**21**	**613**	**96.7%**
Unknown	61	1,256	95.4%	10	234	95.9%	0	0	n/a	**71**	**1,490**	**95.5%**
Total	**1,976**	**91,618**	**97.9%**	**893**	**17,201**	**95.1%**	**82**	**77**	**48.4%**	**2,951**	**108,896**	**97.4%**

- Overall, crash occupants aged 80+ years and 15-24 years had the lowest percentages of being restrained.
- For persons killed, crash occupants aged 10-19 years and 45-49 years had the lowest percentages of being restrained.

Vehicle Occupants

Restraint Use by Hour (Utah 2011)

Persons						
	Restrained		Unrestrained		Total	
Hour	#	%	#	%	#	%
Midnight	1,098	94.0%	70	6.0%	**1,168**	**100.0%**
1 a.m.	971	94.4%	58	5.6%	**1,029**	**100.0%**
2 a.m.	660	93.5%	46	6.5%	**706**	**100.0%**
3 a.m.	558	94.3%	34	5.7%	**592**	**100.0%**
4 a.m.	590	94.4%	35	5.6%	**625**	**100.0%**
5 a.m.	1,194	97.0%	37	3.0%	**1,231**	**100.0%**
6 a.m.	2,084	96.6%	73	3.4%	**2,157**	**100.0%**
7 a.m.	4,933	98.0%	103	2.0%	**5,036**	**100.0%**
8 a.m.	5,452	97.5%	140	2.5%	**5,592**	**100.0%**
9 a.m.	4,473	97.6%	111	2.4%	**4,584**	**100.0%**
10 a.m.	4,467	97.6%	110	2.4%	**4,577**	**100.0%**
11 a.m.	5,707	97.5%	144	2.5%	**5,851**	**100.0%**
Noon	6,987	97.7%	165	2.3%	**7,152**	**100.0%**
1 p.m.	6,990	97.5%	182	2.5%	**7,172**	**100.0%**
2 p.m.	7,683	97.7%	184	2.3%	**7,867**	**100.0%**
3 p.m.	8,906	98.0%	180	2.0%	**9,086**	**100.0%**
4 p.m.	9,469	97.7%	220	2.3%	**9,689**	**100.0%**
5 p.m.	11,533	98.0%	236	2.0%	**11,769**	**100.0%**
6 p.m.	8,516	97.6%	208	2.4%	**8,724**	**100.0%**
7 p.m.	5,335	97.4%	145	2.6%	**5,480**	**100.0%**
8 p.m.	3,777	96.5%	136	3.5%	**3,913**	**100.0%**
9 p.m.	3,435	96.7%	118	3.3%	**3,553**	**100.0%**
10 p.m.	2,492	96.3%	97	3.7%	**2,589**	**100.0%**
11 p.m.	1,611	94.6%	92	5.4%	**1,703**	**100.0%**
Total	**108,921**	**97.4%**	**2,924**	**2.6%**	**111,845**	**100.0%**



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

Children and Restraint Use

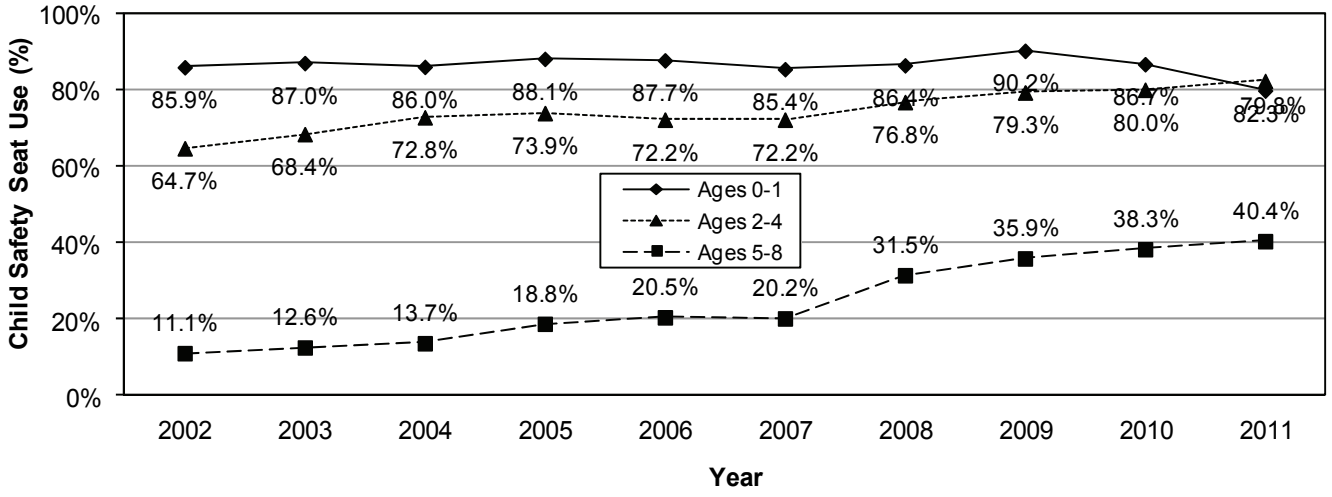
Restraint Use for Children Age 0 to 8 Years (Utah 2011)

Child Occupants								
	Ages 0-1		Ages 2-4		Ages 5-8		Total	
Restraint Use	#	%	#	%	#	%	#	%
Child Safety Seat	1,682	79.8%	2,414	82.3%	1,188	40.4%	**5,284**	**66.2%**
Seat Belt Only	403	19.1%	484	16.5%	1,692	57.5%	**2,579**	**32.3%**
Unrestrained	22	1.0%	36	1.2%	61	2.1%	**119**	**1.5%**
Total	**2,107**	**100.0%**	**2,934**	**100.0%**	**2,941**	**100.0%**	**7,982**	**100.0%**

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

Child Safety Seat Use by Children Age 0 to 8 Years (Utah 2002-2011)

Child Occupants												
	Ages 0-1			Ages 2-4			Ages 5-8			Total		
	No CSS	Child Safety Seat		No CSS	Child Safety Seat		No CSS	Child Safety Seat		No CSS	Child Safety Seat	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	279	1,696	85.9%	1,229	2,249	64.7%	2,953	368	11.1%	**4,461**	**4,313**	**49.2%**
2003	247	1,652	87.0%	1,070	2,320	68.4%	3,371	484	12.6%	**4,688**	**4,456**	**48.7%**
2004	275	1,688	86.0%	952	2,542	72.8%	3,577	567	13.7%	**4,804**	**4,797**	**50.0%**
2005	227	1,681	88.1%	960	2,721	73.9%	2,969	688	18.8%	**4,156**	**5,090**	**55.1%**
2006	267	1,897	87.7%	881	2,288	72.2%	2,654	683	20.5%	**3,802**	**4,868**	**56.1%**
2007	367	2,151	85.4%	961	2,495	72.2%	2,864	727	20.2%	**4,192**	**5,373**	**56.2%**
2008	286	1,822	86.4%	694	2,301	76.8%	2,125	978	31.5%	**3,105**	**5,101**	**62.2%**
2009	194	1,791	90.2%	606	2,326	79.3%	2,006	1,122	35.9%	**2,806**	**5,239**	**65.1%**
2010	261	1,703	86.7%	598	2,389	80.0%	1,833	1,139	38.3%	**2,692**	**5,231**	**66.0%**
2011	425	1,682	79.8%	520	2,414	82.3%	1,753	1,188	40.4%	**2,698**	**5,284**	**66.2%**
Total	**2,828**	**17,763**	**86.3%**	**8,471**	**24,045**	**73.9%**	**26,105**	**7,944**	**23.3%**	**37,404**	**49,752**	**57.1%**



- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 11.1% in 2002 to 40.4% in 2011.

Alcohol-Impaired Drivers

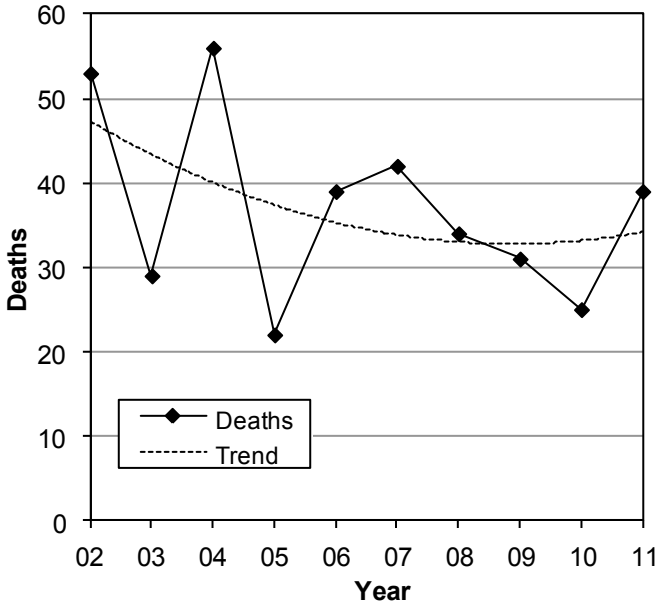
2011

Section 3: Alcohol-Impaired Drivers

Trends

Fatal Crashes Involving Alcohol-Impaired Drivers (Utah 2002-2011)

Alcohol-Impaired Driver Crashes						
	Deaths			Fatal Crashes		
	All	Alcohol		All	Alcohol	
Year	#	#	%	#	#	%
2002	328	53	16.2%	274	47	17.2%
2003	309	29	9.4%	262	24	9.2%
2004	296	56	18.9%	260	50	19.2%
2005	282	22	7.8%	235	21	8.9%
2006	287	39	13.6%	249	32	12.9%
2007	299	42	14.0%	260	37	14.2%
2008	276	34	12.3%	244	32	13.1%
2009	244	31	12.7%	217	28	12.9%
2010	253	25	9.9%	218	24	11.0%
2011	243	39	16.0%	224	33	14.7%
Total	**2,817**	**370**	**13.1%**	**2,443**	**328**	**13.4%**



- Over the past 10 years, the percentage of deaths and fatal crashes involving alcohol-impaired drivers has fluctuated around 13% of all deaths and fatal crashes.
- On average, 37 people die a year in Utah from alcohol-impaired driver crashes.

Deaths Involving Alcohol-Impaired Drivers (Utah 2002-2011)

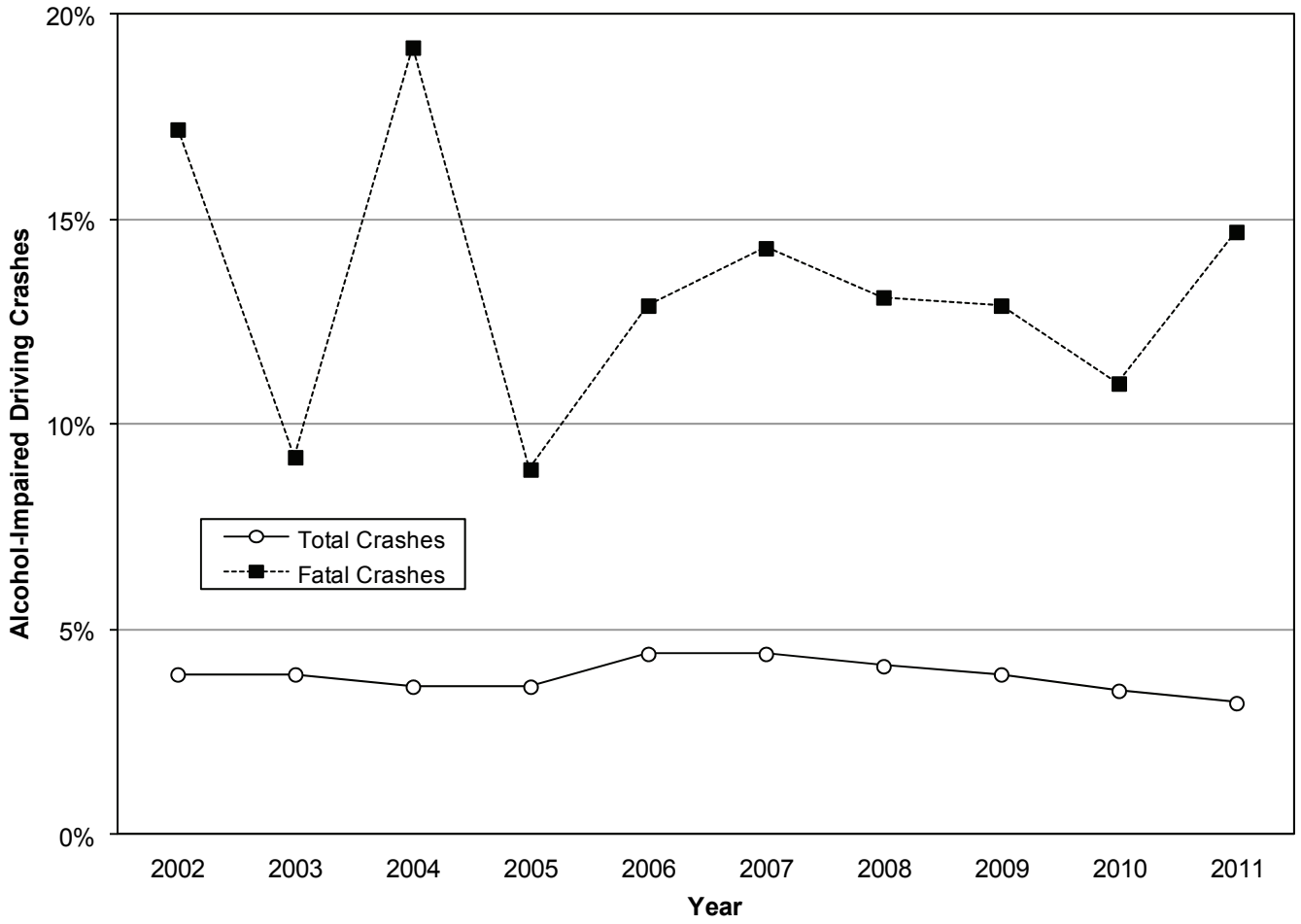
Deaths Involving Alcohol-Impaired Drivers by Person Type of Fatality														
	Drunk Driver		Passenger of Drunk Driver		Driver of Another Vehicle		Passenger of Another Vehicle		Pedestrian		Bicyclist		Total	
Year	#	%	#	%	#	%	#	%	#	%	#	%	#	%
2002	26	49.1%	14	26.4%	5	9.4%	7	13.2%	1	1.9%	0	0.0%	**53**	**100.0%**
2003	16	55.2%	7	24.1%	2	6.9%	1	3.4%	3	10.3%	0	0.0%	**29**	**100.0%**
2004	32	57.1%	12	21.4%	8	14.3%	3	5.4%	1	1.8%	0	0.0%	**56**	**100.0%**
2005	13	59.1%	6	27.3%	1	4.5%	0	0.0%	1	4.5%	1	4.5%	**22**	**100.0%**
2006	22	56.4%	7	17.9%	3	7.7%	6	15.4%	1	2.6%	0	0.0%	**39**	**100.0%**
2007	24	57.1%	9	21.4%	3	7.1%	4	9.5%	2	4.8%	0	0.0%	**42**	**100.0%**
2008	24	70.6%	8	23.5%	1	2.9%	1	2.9%	0	0.0%	0	0.0%	**34**	**100.0%**
2009	20	64.5%	6	19.4%	3	9.7%	1	3.2%	1	3.2%	0	0.0%	**31**	**100.0%**
2010	19	76.0%	3	12.0%	1	4.0%	0	0.0%	2	8.0%	0	0.0%	**25**	**100.0%**
2011	26	66.7%	7	17.9%	4	10.3%	1	2.6%	1	2.6%	0	0.0%	**39**	**100.0%**
Total	**222**	**60.0%**	**79**	**21.4%**	**31**	**8.4%**	**24**	**6.5%**	**13**	**3.5%**	**1**	**0.3%**	**370**	**100.0%**

- Of the 39 alcohol-impaired driver crash deaths in 2011, 26 (67%) were to the drunk driver, 7 (18%) deaths were to passengers of the drunk driver, 5 (13%) deaths were to occupants of another vehicle in the crash, and 1 (3%) death was a pedestrian.
- Over the past 10 years, 60% of deaths involving alcohol-impaired drivers were to the drunk driver.

Trends

Alcohol-Impaired Driver Crashes (Utah 2002-2011)

Alcohol-Impaired Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	924	2.8%	19,552	1,117	5.7%	274	47	17.2%	**53,368**	**2,088**	**3.9%**
2003	31,842	904	2.8%	18,285	1,024	5.6%	262	24	9.2%	**50,389**	**1,952**	**3.9%**
2004	34,222	878	2.6%	19,423	1,020	5.3%	260	50	19.2%	**53,905**	**1,948**	**3.6%**
2005	35,158	898	2.6%	19,545	1,058	5.4%	235	21	8.9%	**54,938**	**1,977**	**3.6%**
2006	37,674	1,261	3.3%	18,264	1,195	6.5%	249	32	12.9%	**56,187**	**2,488**	**4.4%**
2007	42,368	1,441	3.4%	18,619	1,240	6.7%	258	37	14.3%	**61,245**	**2,718**	**4.4%**
2008	38,997	1,217	3.1%	17,125	1,081	6.3%	245	32	13.1%	**56,367**	**2,330**	**4.1%**
2009	35,398	1,108	3.1%	15,752	883	5.6%	217	28	12.9%	**51,367**	**2,019**	**3.9%**
2010	34,155	897	2.6%	14,995	802	5.3%	218	24	11.0%	**49,368**	**1,723**	**3.5%**
2011	36,418	910	2.5%	15,645	719	4.6%	224	33	14.7%	**52,287**	**1,662**	**3.2%**
Total	**359,774**	**10,438**	**2.9%**	**177,205**	**10,139**	**5.7%**	**2,442**	**328**	**13.4%**	**539,421**	**20,905**	**3.9%**



- Over the past 10 years, 3.9% of total crashes involved alcohol-impaired drivers compared with 13.4% of fatal crashes.
- Over the past 10 years, alcohol-impaired driver crashes were 3.9 times more likely to be fatal than crashes not involving an alcohol-impaired driver.

Counties

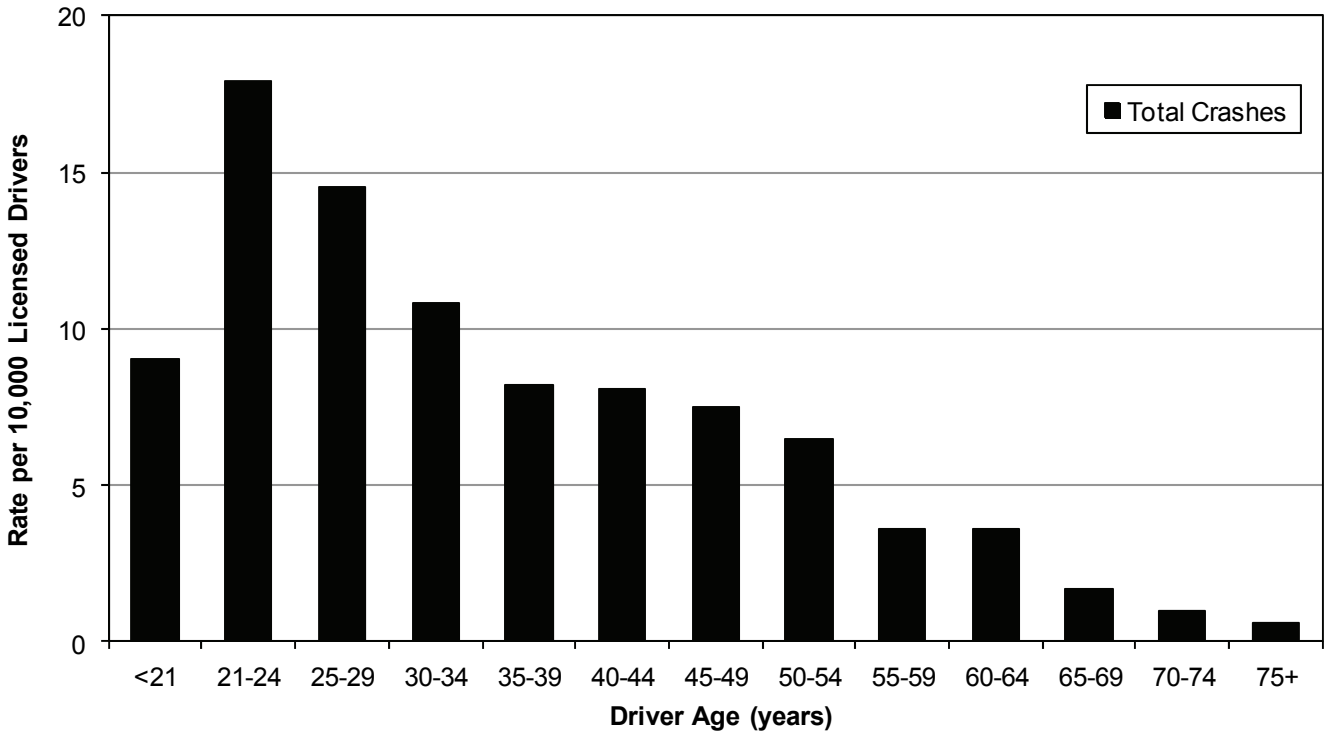
Alcohol-Impaired Driver Crashes by County (Utah 2011)

Alcohol-Impaired Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Daggett	2	6.3	3	9.4	0	0.00	**5**	**15.7**
Duchesne	7	2.9	15	6.3	3	1.26	**25**	**10.5**
Salt Lake	466	5.3	312	3.6	8	0.09	**786**	**9.0**
Rich	1	2.2	3	6.5	0	0.00	**4**	**8.7**
Weber	68	4.2	65	4.1	1	0.06	**134**	**8.4**
Garfield	2	1.9	5	4.7	1	0.93	**8**	**7.4**
Uintah	12	3.0	16	4.1	1	0.25	**29**	**7.4**
Summit	29	4.0	23	3.2	1	0.14	**53**	**7.3**
Piute	0	0.0	1	3.6	1	3.56	**2**	**7.1**
Morgan	4	3.1	3	2.3	2	1.56	**9**	**7.0**
Wasatch	15	4.6	6	1.8	1	0.31	**22**	**6.7**
Tooele	22	2.7	30	3.7	0	0.00	**52**	**6.4**
Carbon	7	2.3	9	3.0	3	1.00	**19**	**6.3**
Cache	31	3.6	14	1.6	2	0.23	**47**	**5.5**
Washington	39	2.9	36	2.6	0	0.00	**75**	**5.5**
Sanpete	5	2.5	5	2.5	0	0.00	**10**	**5.1**
Utah	99	2.6	74	2.0	1	0.03	**174**	**4.6**
Wayne	0	0.0	2	4.3	0	0.00	**2**	**4.3**
Grand	5	1.6	7	2.2	1	0.31	**13**	**4.1**
Davis	53	2.1	42	1.7	2	0.08	**97**	**3.9**
Kane	0	0.0	5	3.6	0	0.00	**5**	**3.6**
San Juan	6	2.1	2	0.7	1	0.35	**9**	**3.1**
Box Elder	14	1.6	13	1.5	0	0.00	**27**	**3.1**
Iron	9	1.3	8	1.2	2	0.29	**19**	**2.8**
Beaver	3	1.2	3	1.2	0	0.00	**6**	**2.4**
Emery	2	0.6	4	1.3	1	0.32	**7**	**2.2**
Millard	4	0.9	6	1.3	0	0.00	**10**	**2.2**
Sevier	4	1.3	3	0.9	0	0.00	**7**	**2.2**
Juab	1	0.3	4	1.0	1	0.26	**6**	**1.5**
Statewide	**910**	**3.5**	**719**	**2.7**	**33**	**0.13**	**1,662**	**6.3**

- Daggett (15.7), Duchesne (10.5), Salt Lake (9.0), and Rich (8.7) counties had the highest rates of alcohol-impaired driver total crashes per 100 million vehicle miles traveled.
- Juab (1.5), Sevier (2.2), Millard (2.2), and Emery (2.2) counties had the lowest rates of alcohol-impaired driver total crashes per 100 million vehicle miles traveled.

Age of Alcohol-Impaired Drivers in Crashes (Utah 2011)

Alcohol-Impaired Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers
<21	110	12.0%	5.6	64	8.8%	3.2	4	12.1%	0.20	**178**	**10.6%**	**9.0**
21-24	167	18.2%	10.2	121	16.7%	7.4	6	18.2%	0.37	**294**	**17.5%**	**17.9**
25-29	175	19.0%	8.2	128	17.7%	6.0	7	21.2%	0.33	**310**	**18.5%**	**14.5**
30-34	131	14.3%	6.0	101	14.0%	4.6	5	15.2%	0.23	**237**	**14.1%**	**10.8**
35-39	73	7.9%	4.0	76	10.5%	4.1	3	9.1%	0.16	**152**	**9.1%**	**8.2**
40-44	68	7.4%	4.1	65	9.0%	3.9	0	0.0%	0.00	**133**	**7.9%**	**8.1**
45-49	59	6.4%	3.9	52	7.2%	3.4	4	12.1%	0.26	**115**	**6.9%**	**7.5**
50-54	53	5.8%	3.4	47	6.5%	3.0	2	6.1%	0.13	**102**	**6.1%**	**6.5**
55-59	23	2.5%	1.6	28	3.9%	2.0	0	0.0%	0.00	**51**	**3.0%**	**3.6**
60-64	26	2.8%	2.3	14	1.9%	1.2	1	3.0%	0.09	**41**	**2.4%**	**3.6**
65-69	7	0.8%	0.8	6	0.8%	0.7	1	3.0%	0.12	**14**	**0.8%**	**1.7**
70-74	4	0.4%	0.7	2	0.3%	0.3	0	0.0%	0.00	**6**	**0.4%**	**1.0**
75+	2	0.2%	0.2	5	0.7%	0.4	0	0.0%	0.00	**7**	**0.4%**	**0.6**
Unknown	21	2.3%	n/a	15	2.1%	n/a	0	0.0%	n/a	**36**	**2.1%**	**n/a**
Total	**919**	**100.0%**	**4.7**	**724**	**100.0%**	**3.7**	**33**	**100.0%**	**0.17**	**1,676**	**100.0%**	**8.5**



- Drivers aged 21-24 years had the highest rate of total alcohol-impaired driver crashes (17.9).
- Drivers aged 21-24 (0.37) and 25-29 (0.33) years had the highest rate of alcohol-impaired driver fatal crashes.
- 178 (10.6%) of the impaired drivers in total crashes were under the age of 21 years.
- Four of the 33 (12.1%) impaired drivers in fatal crashes were under the age of 21 years.
- There is a rapid decline of impaired drivers as age increases with less than 10% of impaired drivers over the age of 55 years (7.1%).

Drivers

Gender of Alcohol-Impaired Drivers in Crashes (Utah 2011)

Alcohol-Impaired Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	625	68.0%	524	72.4%	29	87.9%	**1,178**	**70.3%**
Female	275	29.9%	193	26.7%	4	12.1%	**472**	**28.2%**
Unknown	19	2.1%	7	1.0%	0	0.0%	**26**	**1.6%**
Total	**919**	**100.0%**	**724**	**100.0%**	**33**	**100.0%**	1,676	**100.0%**

- Male drivers were much more likely to be an alcohol-impaired driver in a crash. Male drivers represented 70.3% of the impaired drivers in total crashes and 87.9% of impaired drivers in fatal crashes.

Drivers in Fatal Crashes by Blood Alcohol Concentration (Utah 2011)

All Drivers in Fatal Crashes		
	Drivers	
BAC	#	%
.00	120	35.3%
.01 - .07	6	1.8%
.08 - .15	13	3.8%
.16 - .23	15	4.4%
.24 - .31	5	1.5%
.32+	0	0.0%
Not Tested/Unknown	181	53.2%
Total	**340**	**100.0%**

- Of the 159 drivers in fatal crashes who were tested for alcohol, 120 (75.5%) had a blood alcohol concentration (BAC) of 0.00, 6 (3.8%) had a BAC of 0.01-0.07, and 33 (20.8%) were over the legal limit of 0.08.
- 20 out of the 33 (60.6%) drivers in fatal crashes who tested over the legal limit for alcohol had BAC levels at or above twice the legal limit of 0.08.

Previous Driving Under the Influence Convictions of Alcohol-Impaired Drivers in Fatal Crashes (Utah 2011)

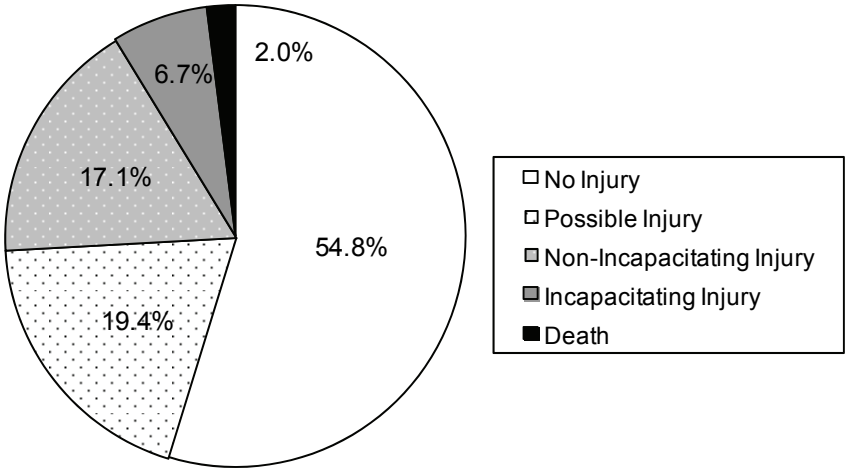
- Of the 33 alcohol-impaired drivers in fatal crashes, five drivers (15.2%) had been previously convicted of driving under the influence in the past three years.

Drug-Impaired Drivers in Crashes (Utah 2011)

- There were an additional 605 drivers impaired by drugs only, 306 (50.6%) in property damage only crashes, 269 (44.5%) in injury crashes, and 30 (5.0%) in fatal crashes.
- Cannabinoids (marijuana), stimulants (methamphetamine, cocaine), depressants (diazepam), and narcotics (oxycodone) were the most common drugs for drug-impaired drivers in fatal crashes.
- Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available to link concentrations of other drug types to driver performance. For these reasons, no further analysis of drug-impaired drivers is included.

Crash Conditions

Alcohol-Impaired Driver Crash Severity (Utah 2011)



- Alcohol-impaired driver crashes were more likely to have a death or injury than other crashes.
- A higher percentage of alcohol-impaired driver crashes (43.3%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (29.9%).
- In addition, a higher percentage of alcohol-impaired driver crashes were fatal (2.0%) compared to all motor vehicle crashes (0.4%).

Alcohol-Impaired Driver Crashes by Month (Utah 2011)

Alcohol-Impaired Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	78	2.5	52	1.7	1	0.03	**131**	**4.2**
February	64	2.3	53	1.9	1	0.04	**118**	**4.2**
March	88	2.8	64	2.1	4	0.13	**156**	**5.0**
April	78	2.6	56	1.9	3	0.10	**137**	**4.6**
May	73	2.4	63	2.0	2	0.06	**138**	**4.5**
June	79	2.6	61	2.0	4	0.13	**144**	**4.8**
July	82	2.6	77	2.5	3	0.10	**162**	**5.2**
August	74	2.4	68	2.2	4	0.13	**146**	**4.7**
September	54	1.8	60	2.0	5	0.17	**119**	**4.0**
October	76	2.5	74	2.4	4	0.13	**154**	**5.0**
November	76	2.5	48	1.6	0	0.00	**124**	**4.1**
December	88	2.8	43	1.4	2	0.06	**133**	**4.3**
Total	**910**	**2.5**	**719**	**2.0**	**33**	**0.09**	**1,662**	**4.6**

- Overall, the highest rates per day of alcohol-impaired driver crashes were in July (5.2), March (5.0), and October (5.0) with the lowest rate per day in September (4.0).
- The highest rate per day of fatal alcohol-impaired driver crashes occurred in September.

Crash Conditions

Alcohol-Impaired Driver Crashes by Day of Week (Utah 2011)

Alcohol-Impaired Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	180	19.8%	139	19.3%	7	21.2%	**326**	**19.6%**
Monday	89	9.8%	71	9.9%	1	3.0%	**161**	**9.7%**
Tuesday	87	9.6%	68	9.5%	3	9.1%	**158**	**9.5%**
Wednesday	90	9.9%	71	9.9%	3	9.1%	**164**	**9.9%**
Thursday	94	10.3%	102	14.2%	8	24.2%	**204**	**12.3%**
Friday	145	15.9%	101	14.0%	5	15.2%	**251**	**15.1%**
Saturday	225	24.7%	167	23.2%	6	18.2%	**398**	**23.9%**
Total	**910**	**100.0%**	**719**	**100.0%**	**33**	**100.0%**	**1,662**	**100.0%**

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

Alcohol-Impaired Driver Crashes by Hour (Utah 2011)

Alcohol-Impaired Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	65	7.1%	46	6.4%	3	9.1%	**114**	**6.9%**
1 a.m.	81	8.9%	52	7.2%	3	9.1%	**136**	**8.2%**
2 a.m.	68	7.5%	46	6.4%	2	6.1%	**116**	**7.0%**
3 a.m.	47	5.2%	28	3.9%	2	6.1%	**77**	**4.6%**
4 a.m.	36	4.0%	18	2.5%	0	0.0%	**54**	**3.2%**
5 a.m.	19	2.1%	18	2.5%	1	3.0%	**38**	**2.3%**
6 a.m.	19	2.1%	8	1.1%	1	3.0%	**28**	**1.7%**
7 a.m.	17	1.9%	8	1.1%	0	0.0%	**25**	**1.5%**
8 a.m.	16	1.8%	17	2.4%	0	0.0%	**33**	**2.0%**
9 a.m.	17	1.9%	19	2.6%	1	3.0%	**37**	**2.2%**
10 a.m.	10	1.1%	8	1.1%	1	3.0%	**19**	**1.1%**
11 a.m.	7	0.8%	15	2.1%	0	0.0%	**22**	**1.3%**
Noon	20	2.2%	13	1.8%	0	0.0%	**33**	**2.0%**
1 p.m.	20	2.2%	17	2.4%	0	0.0%	**37**	**2.2%**
2 p.m.	28	3.1%	24	3.3%	0	0.0%	**52**	**3.1%**
3 p.m.	25	2.7%	29	4.0%	1	3.0%	**55**	**3.3%**
4 p.m.	34	3.7%	27	3.8%	3	9.1%	**64**	**3.9%**
5 p.m.	50	5.5%	41	5.7%	2	6.1%	**93**	**5.6%**
6 p.m.	51	5.6%	53	7.4%	1	3.0%	**105**	**6.3%**
7 p.m.	47	5.2%	40	5.6%	3	9.1%	**90**	**5.4%**
8 p.m.	48	5.3%	40	5.6%	2	6.1%	**90**	**5.4%**
9 p.m.	62	6.8%	55	7.6%	3	9.1%	**120**	**7.2%**
10 p.m.	57	6.3%	55	7.6%	2	6.1%	**114**	**6.9%**
11 p.m.	66	7.3%	42	5.8%	2	6.1%	**110**	**6.6%**
Total	**910**	**100.0%**	**719**	**100.0%**	**33**	**100.0%**	**1,662**	**100.0%**

- Alcohol-impaired driver total crashes peaked in the evening and early morning hours (5:00 p.m. to 2:59 a.m.).
- Fatal alcohol-impaired driver crashes varied by hour.

Speed

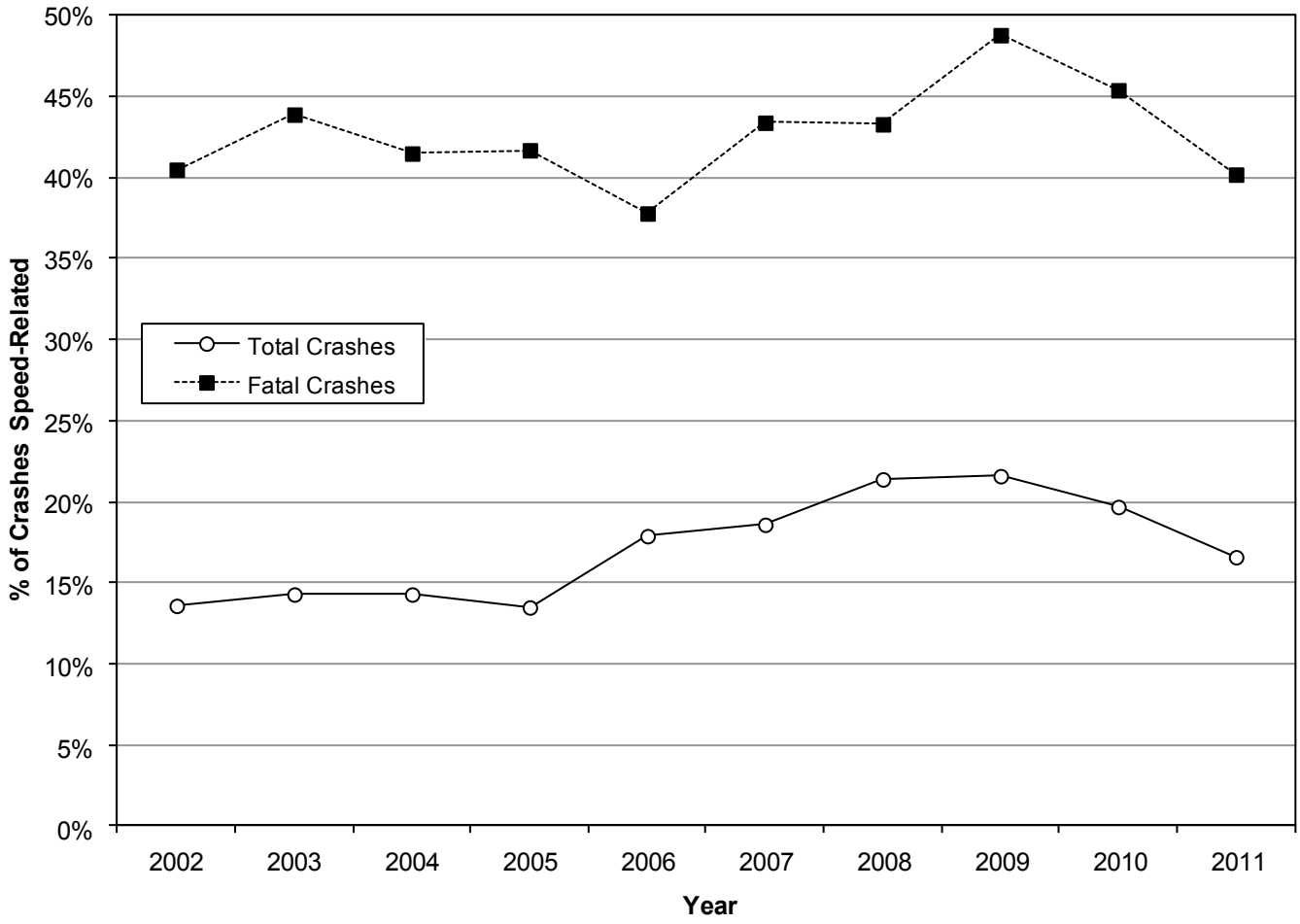
2011

Section 4: Speed

Trends

Speed-Related Crashes (Utah 2002-2011)

Speed-Related Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Speed		All	Speed		All	Speed		All	Speed	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	4,379	13.1%	19,552	2,770	14.2%	274	111	40.5%	**53,368**	**7,260**	**13.6%**
2003	31,842	4,498	14.1%	18,285	2,604	14.2%	262	115	43.9%	**50,389**	**7,217**	**14.3%**
2004	34,222	4,836	14.1%	19,423	2,764	14.2%	260	108	41.5%	**53,905**	**7,708**	**14.3%**
2005	35,158	4,676	13.3%	19,545	2,653	13.6%	235	98	41.7%	**54,938**	**7,427**	**13.5%**
2006	37,674	6,450	17.1%	18,264	3,539	19.4%	249	94	37.8%	**56,187**	**10,083**	**17.9%**
2007	42,368	7,612	18.0%	18,619	3,687	19.8%	258	112	43.4%	**61,245**	**11,411**	**18.6%**
2008	38,997	8,311	21.3%	17,125	3,622	21.2%	245	106	43.3%	**56,367**	**12,039**	**21.4%**
2009	35,398	7,607	21.5%	15,752	3,379	21.5%	217	106	48.8%	**51,367**	**11,092**	**21.6%**
2010	34,155	6,591	19.3%	14,995	3,026	20.2%	218	99	45.4%	**49,368**	**9,716**	**19.7%**
2011	36,418	5,724	15.7%	15,645	2,885	18.4%	224	90	40.2%	**52,287**	**8,699**	**16.6%**
Total	**359,774**	**60,684**	**16.9%**	**177,205**	**30,929**	**17.5%**	**2,442**	**1,039**	**42.5%**	**539,421**	**92,652**	**17.2%**



- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 17.2% of total crashes and 42.5% of fatal crashes in Utah are speed-related.
- The percent of crashes that were speed-related has decreased two straight years.
- Speed was a factor in 43.9% of fatal crashes in 2011 where speed was known.

Counties

Speed-Related Crashes by County (Utah 2011)

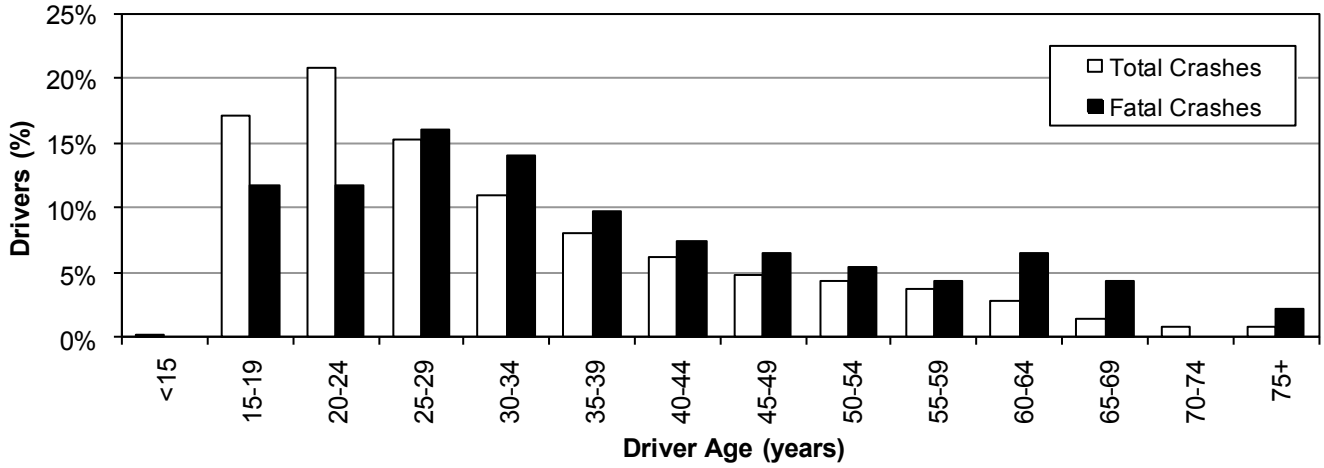
Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Wasatch	117	35.8	69	21.1	1	0.31	**187**	**57.2**
Utah	995	26.4	572	15.2	5	0.13	**1,572**	**41.7**
Sevier	90	28.1	41	12.8	2	0.63	**133**	**41.6**
Rich	7	15.2	12	26.0	0	0.00	**19**	**41.2**
Duchesne	67	28.1	26	10.9	3	1.26	**96**	**40.3**
Summit	215	29.7	61	8.4	4	0.55	**280**	**38.7**
Beaver	65	25.8	31	12.3	1	0.40	**97**	**38.5**
Morgan	31	24.1	16	12.5	2	1.56	**49**	**38.2**
Salt Lake	2,279	26.1	991	11.4	23	0.26	**3,293**	**37.8**
Piute	7	25.0	3	10.7	0	0.00	**10**	**35.6**
Cache	183	21.3	92	10.7	3	0.35	**278**	**32.4**
Iron	130	18.9	86	12.5	4	0.58	**220**	**31.9**
Millard	81	17.8	55	12.1	3	0.66	**139**	**30.5**
Weber	302	18.8	168	10.5	8	0.50	**478**	**29.8**
Uintah	74	18.8	36	9.1	2	0.51	**112**	**28.4**
Kane	18	13.1	20	14.6	1	0.73	**39**	**28.4**
Box Elder	168	19.1	79	9.0	2	0.23	**249**	**28.2**
Sanpete	31	15.7	21	10.6	0	0.00	**52**	**26.3**
Tooele	113	13.9	88	10.8	5	0.61	**206**	**25.3**
Garfield	13	12.1	12	11.2	1	0.93	**26**	**24.2**
Davis	403	16.1	193	7.7	6	0.24	**602**	**24.0**
Carbon	45	15.0	22	7.3	5	1.66	**72**	**24.0**
Juab	56	14.4	30	7.7	1	0.26	**87**	**22.4**
Wayne	6	13.0	4	8.7	0	0.00	**10**	**21.7**
Emery	40	12.7	22	7.0	1	0.32	**63**	**20.1**
Washington	133	9.7	101	7.4	3	0.22	**237**	**17.3**
Daggett	3	9.4	2	6.3	0	0.00	**5**	**15.7**
San Juan	24	8.4	17	5.9	3	1.04	**44**	**15.3**
Grand	28	8.7	15	4.7	1	0.31	**44**	**13.7**
Statewide	**5,724**	**21.8**	**2,885**	**11.0**	**90**	**0.34**	**8,699**	**33.1**

- Wasatch (57.2), Utah (41.7), Sevier (41.6), and Rich (41.2) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Carbon (1.66), Morgan (1.56), and Duchesne (1.26) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (13.7), San Juan (15.3), and Daggett (15.7) counties had the lowest rates of speed-related total crashes per 100 million vehicle miles traveled.

Drivers

Age of Drivers in Speed-Related Crashes (Utah 2011)

	Speed-Related Drivers							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	6	0.1%	14	0.5%	0	0.0%	**20**	**0.2%**
15-19	1,063	17.6%	502	16.2%	11	11.8%	**1,576**	**17.1%**
20-24	1,261	20.9%	646	20.9%	11	11.8%	**1,918**	**20.8%**
25-29	934	15.5%	457	14.8%	15	16.1%	**1,406**	**15.3%**
30-34	670	11.1%	329	10.6%	13	14.0%	**1,012**	**11.0%**
35-39	485	8.0%	239	7.7%	9	9.7%	**733**	**8.0%**
40-44	343	5.7%	217	7.0%	7	7.5%	**567**	**6.2%**
45-49	306	5.1%	141	4.6%	6	6.5%	**453**	**4.9%**
50-54	265	4.4%	135	4.4%	5	5.4%	**405**	**4.4%**
55-59	217	3.6%	126	4.1%	4	4.3%	**347**	**3.8%**
60-64	160	2.7%	89	2.9%	6	6.5%	**255**	**2.8%**
65-69	85	1.4%	53	1.7%	4	4.3%	**142**	**1.5%**
70-74	43	0.7%	36	1.2%	0	0.0%	**79**	**0.9%**
75+	46	0.8%	38	1.2%	2	2.2%	**86**	**0.9%**
Unknown	142	2.4%	69	2.2%	0	0.0%	**211**	**2.3%**
Total	**6,026**	**100.0%**	**3,091**	**100.0%**	**93**	**100.0%**	**9,210**	**100.0%**



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

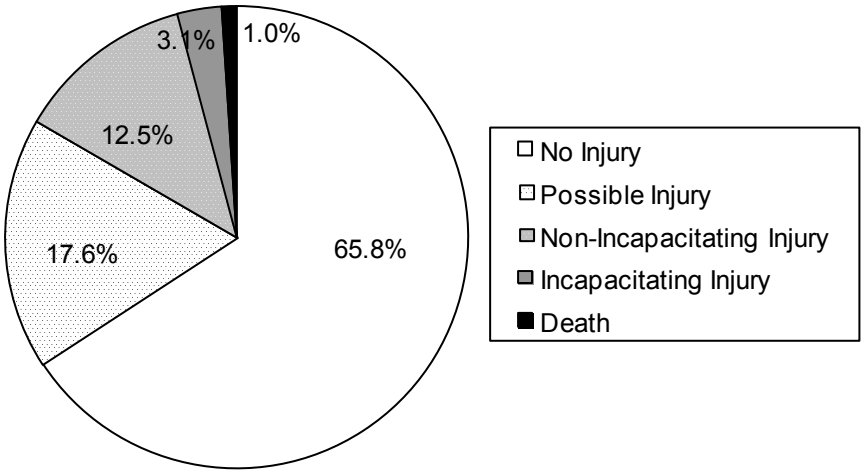
Gender of Drivers in Speed-Related Crashes (Utah 2011)

	Speed-Related Drivers							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	3,723	61.8%	1,870	60.5%	75	80.6%	**5,668**	**61.5%**
Female	2,166	35.9%	1,172	37.9%	18	19.4%	**3,356**	**36.4%**
Unknown	137	2.3%	49	1.6%	0	0.0%	**186**	**2.0%**
Total	**6,026**	**100.0%**	**3,091**	**100.0%**	**93**	**100.0%**	**9,210**	**100.0%**

- Male drivers represented 61.5% of the drivers in speed-related total crashes and 80.6% of the drivers in speed-related fatal crashes.

Crash Conditions

Speed-Related Crash Severity (Utah 2011)



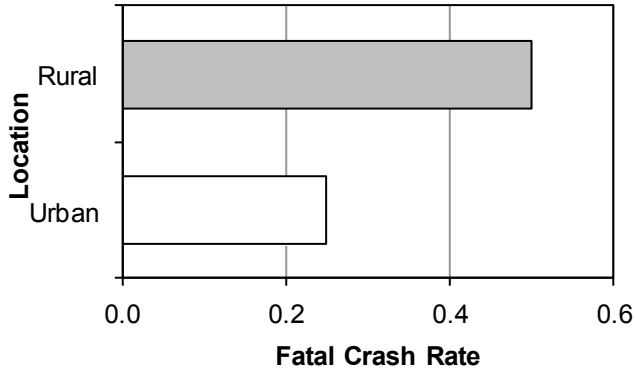
- A higher percentage of speed-related crashes were fatal (1.0%) compared to all motor vehicle crashes (0.4%).
- Speed-related crashes were 3.4 times more likely to be fatal than other motor vehicle crashes.
- The risk of death and severe injury is a direct exponential function of speed.

Speed-Related Crashes by Urban/Rural Location (Utah 2011)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Location	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Urban	3,979	24.0	1,924	11.6	42	0.25	**5,945**	**35.8**
Rural	1,745	18.1	961	10.0	48	0.50	**2,754**	**28.5**
Total	**5,724**	**21.8**	**2,885**	**11.0**	**90**	**0.34**	**8,699**	**33.1**

Total Crash Rates (Utah 2011)

Fatal Crash Rates (Utah 2011)



- While urban areas had a higher rate of total speed-related crashes per vehicle mile traveled, rural areas had a higher rate of fatal speed-related crashes per vehicle mile traveled.
- Speed-related crashes occurring in rural areas were 2.5 times more likely to result in a death than speed-related crashes in urban areas.

Crash Conditions

Speed-Related Crashes by Month (Utah 2011)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	827	26.7	308	9.9	7	0.23	**1,142**	**36.8**
February	716	25.6	249	8.9	1	0.04	**966**	**34.5**
March	492	15.9	261	8.4	9	0.29	**762**	**24.6**
April	512	17.1	266	8.9	4	0.13	**782**	**26.1**
May	382	12.3	242	7.8	4	0.13	**628**	**20.3**
June	250	8.3	172	5.7	6	0.20	**428**	**14.3**
July	267	8.6	213	6.9	13	0.42	**493**	**15.9**
August	303	9.8	219	7.1	17	0.55	**539**	**17.4**
September	323	10.8	202	6.7	12	0.40	**537**	**17.9**
October	397	12.8	207	6.7	4	0.13	**608**	**19.6**
November	473	15.8	215	7.2	5	0.17	**693**	**23.1**
December	782	25.2	331	10.7	8	0.26	**1,121**	**36.2**
Total	**5,724**	**15.7**	**2,885**	**7.9**	**90**	**0.25**	**8,699**	**23.8**

- Overall, January (36.8), December (36.2), and February (34.5) had the highest rates of speed-related crashes per day.
- August (0.55) and July (0.42) had the highest rates per day of fatal speed-related crashes.

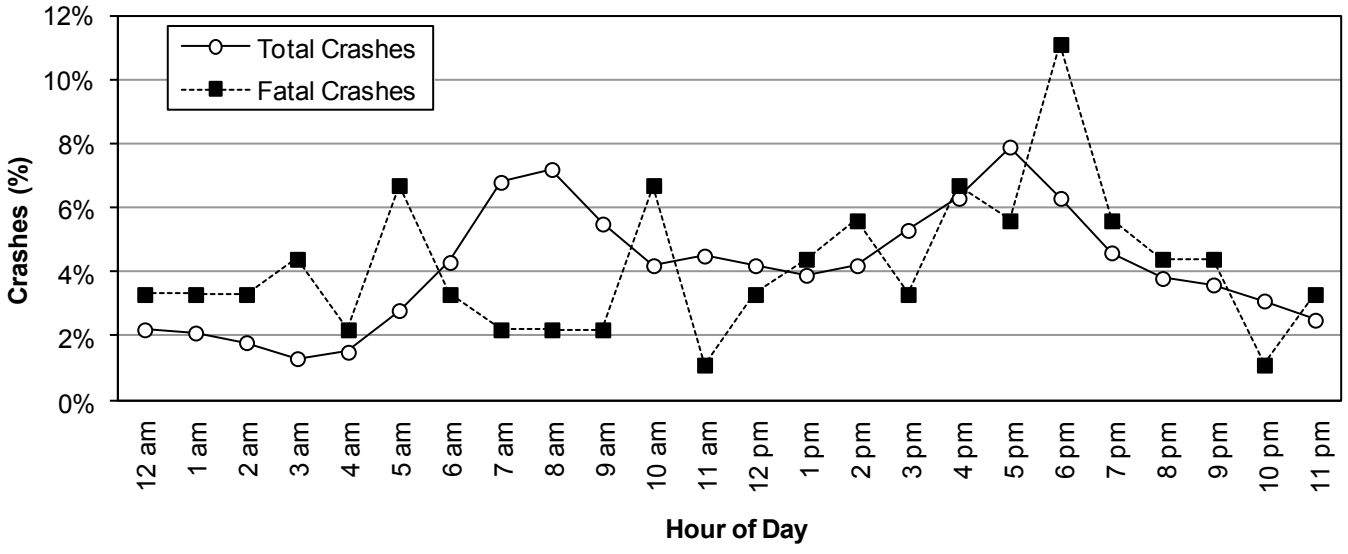
Speed-Related Crashes by Day of Week (Utah 2011)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Day of Week	#	%	#	%	#	%	#	%
Sunday	692	12.1%	310	10.7%	14	15.6%	**1,016**	**11.7%**
Monday	800	14.0%	417	14.5%	8	8.9%	**1,225**	**14.1%**
Tuesday	1,016	17.7%	471	16.3%	12	13.3%	**1,499**	**17.2%**
Wednesday	677	11.8%	357	12.4%	14	15.6%	**1,048**	**12.0%**
Thursday	777	13.6%	411	14.2%	9	10.0%	**1,197**	**13.8%**
Friday	835	14.6%	407	14.1%	16	17.8%	**1,258**	**14.5%**
Saturday	927	16.2%	512	17.7%	17	18.9%	**1,456**	**16.7%**
Total	**5,724**	**100.0%**	**2,885**	**100.0%**	**90**	**100.0%**	**8,699**	**100.0%**

- The highest percentage of speed-related total crashes occurred on Tuesday (17.2%) while the highest percentage of fatal crashes occurred on Saturday (18.9%).
- The lowest percentage of speed-related total crashes occurred on Sunday (11.7%) while the lowest percentage of fatal crashes occurred on Monday (8.9%).

Speed-Related Crashes by Hour (Utah 2011)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	141	2.5%	51	1.8%	3	3.3%	**195**	**2.2%**
1 a.m.	114	2.0%	64	2.2%	3	3.3%	**181**	**2.1%**
2 a.m.	107	1.9%	49	1.7%	3	3.3%	**159**	**1.8%**
3 a.m.	72	1.3%	35	1.2%	4	4.4%	**111**	**1.3%**
4 a.m.	87	1.5%	41	1.4%	2	2.2%	**130**	**1.5%**
5 a.m.	176	3.1%	64	2.2%	6	6.7%	**246**	**2.8%**
6 a.m.	273	4.8%	101	3.5%	3	3.3%	**377**	**4.3%**
7 a.m.	429	7.5%	163	5.6%	2	2.2%	**594**	**6.8%**
8 a.m.	435	7.6%	192	6.7%	2	2.2%	**629**	**7.2%**
9 a.m.	339	5.9%	139	4.8%	2	2.2%	**480**	**5.5%**
10 a.m.	244	4.3%	112	3.9%	6	6.7%	**362**	**4.2%**
11 a.m.	261	4.6%	128	4.4%	1	1.1%	**390**	**4.5%**
Noon	230	4.0%	133	4.6%	3	3.3%	**366**	**4.2%**
1 p.m.	212	3.7%	121	4.2%	4	4.4%	**337**	**3.9%**
2 p.m.	211	3.7%	149	5.2%	5	5.6%	**365**	**4.2%**
3 p.m.	277	4.8%	177	6.1%	3	3.3%	**457**	**5.3%**
4 p.m.	344	6.0%	197	6.8%	6	6.7%	**547**	**6.3%**
5 p.m.	434	7.6%	252	8.7%	5	5.6%	**691**	**7.9%**
6 p.m.	362	6.3%	176	6.1%	10	11.1%	**548**	**6.3%**
7 p.m.	246	4.3%	147	5.1%	5	5.6%	**398**	**4.6%**
8 p.m.	200	3.5%	123	4.3%	4	4.4%	**327**	**3.8%**
9 p.m.	215	3.8%	98	3.4%	4	4.4%	**317**	**3.6%**
10 p.m.	171	3.0%	102	3.5%	1	1.1%	**274**	**3.1%**
11 p.m.	144	2.5%	71	2.5%	3	3.3%	**218**	**2.5%**
Total	**5,724**	**100.0%**	**2,885**	**100.0%**	**90**	**100.0%**	**8,699**	**100.0%**



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

Crash Conditions

Speed-Related Crashes by Vehicle Type (Utah 2011)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	3,478	57.7%	1,620	52.4%	33	35.5%	**5,131**	**55.7%**
SUV	1,050	17.4%	551	17.8%	16	17.2%	**1,617**	**17.6%**
Pickup Truck	1,014	16.8%	454	14.7%	22	23.7%	**1,490**	**16.2%**
Van	265	4.4%	112	3.6%	4	4.3%	**381**	**4.1%**
Semi/Large Truck	172	2.9%	93	3.0%	6	6.5%	**271**	**2.9%**
Motorcycle	12	0.2%	201	6.5%	12	12.9%	**225**	**2.4%**
Bus	2	0.0%	2	0.1%	0	0.0%	**4**	**0.0%**
Other	3	0.0%	51	1.6%	0	0.0%	**54**	**0.6%**
Unknown	30	0.5%	7	0.2%	0	0.0%	**37**	**0.4%**
Total	**6,026**	**100.0%**	**3,091**	**100.0%**	**93**	**100.0%**	**9,210**	**100.0%**

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

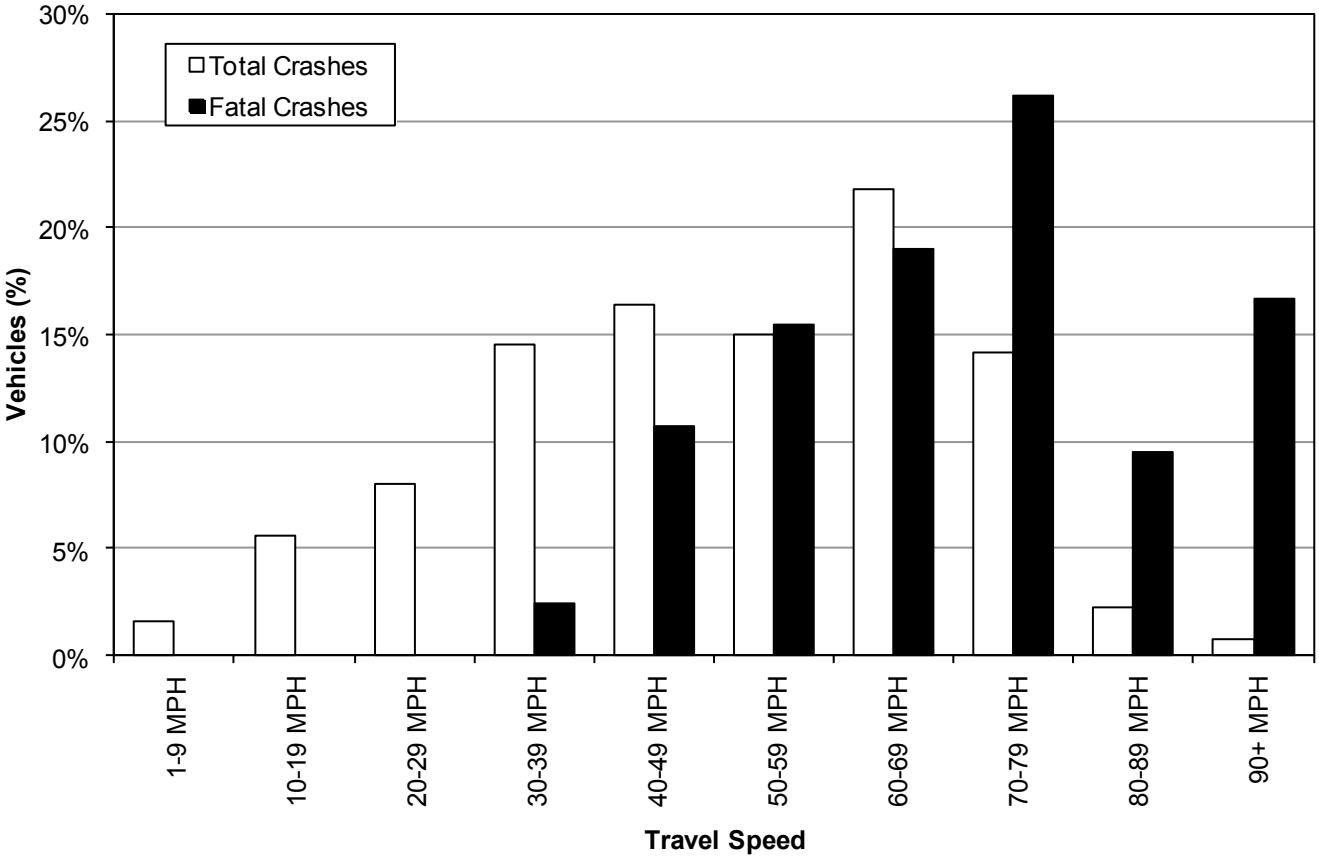
Speed-Related Crashes by Speed Limit (Utah 2011)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	#	%	#	%	#	%	#	%
5-15 MPH	141	2.3%	41	1.3%	0	0.0%	**182**	**2.0%**
20-25 MPH	647	10.7%	363	11.7%	5	5.4%	**1,015**	**11.0%**
30-35 MPH	619	10.3%	406	13.1%	16	17.2%	**1,041**	**11.3%**
40-45 MPH	571	9.5%	387	12.5%	19	20.4%	**977**	**10.6%**
50-55 MPH	935	15.5%	478	15.5%	14	15.1%	**1,427**	**15.5%**
60-65 MPH	2,215	36.8%	938	30.3%	19	20.4%	**3,172**	**34.4%**
70-75 MPH	526	8.7%	249	8.1%	14	15.1%	**789**	**8.6%**
80 MPH	46	0.8%	33	1.1%	2	2.2%	**81**	**0.9%**
Unknown	326	5.4%	196	6.3%	4	4.3%	**526**	**5.7%**
Total	**6,026**	**100.0%**	**3,091**	**100.0%**	**93**	**100.0%**	**9,210**	**100.0%**

- Nearly one-half (46.5% of known) of total speed-related crashes occurred where the speed limit was 60 MPH or higher.
- Fatal speed-related crashes were more likely to occur where there were higher speed limits. Over one-half (55.1% of known) of fatal speed-related crashes occurred where the speed limit was 50 MPH or higher.
- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Speed-Related Crashes by Travel Speed (Utah 2011)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed	#	%	#	%	#	%	#	%
1-9 MPH	106	1.8%	27	0.9%	0	0.0%	**133**	**1.4%**
10-19 MPH	371	6.2%	97	3.1%	0	0.0%	**468**	**5.1%**
20-29 MPH	497	8.2%	175	5.7%	0	0.0%	**672**	**7.3%**
30-39 MPH	785	13.0%	438	14.2%	2	2.2%	**1,225**	**13.3%**
40-49 MPH	837	13.9%	535	17.3%	9	9.7%	**1,381**	**15.0%**
50-59 MPH	832	13.8%	422	13.7%	13	14.0%	**1,267**	**13.8%**
60-69 MPH	1,217	20.2%	605	19.6%	16	17.2%	**1,838**	**20.0%**
70-79 MPH	766	12.7%	407	13.2%	22	23.7%	**1,195**	**13.0%**
80-89 MPH	91	1.5%	88	2.8%	8	8.6%	**187**	**2.0%**
90+ MPH	18	0.3%	29	0.9%	14	15.1%	**61**	**0.7%**
Unknown	506	8.4%	268	8.7%	9	9.7%	**783**	**8.5%**
Total	**6,026**	**100.0%**	**3,091**	**100.0%**	**93**	**100.0%**	**9,210**	**100.0%**

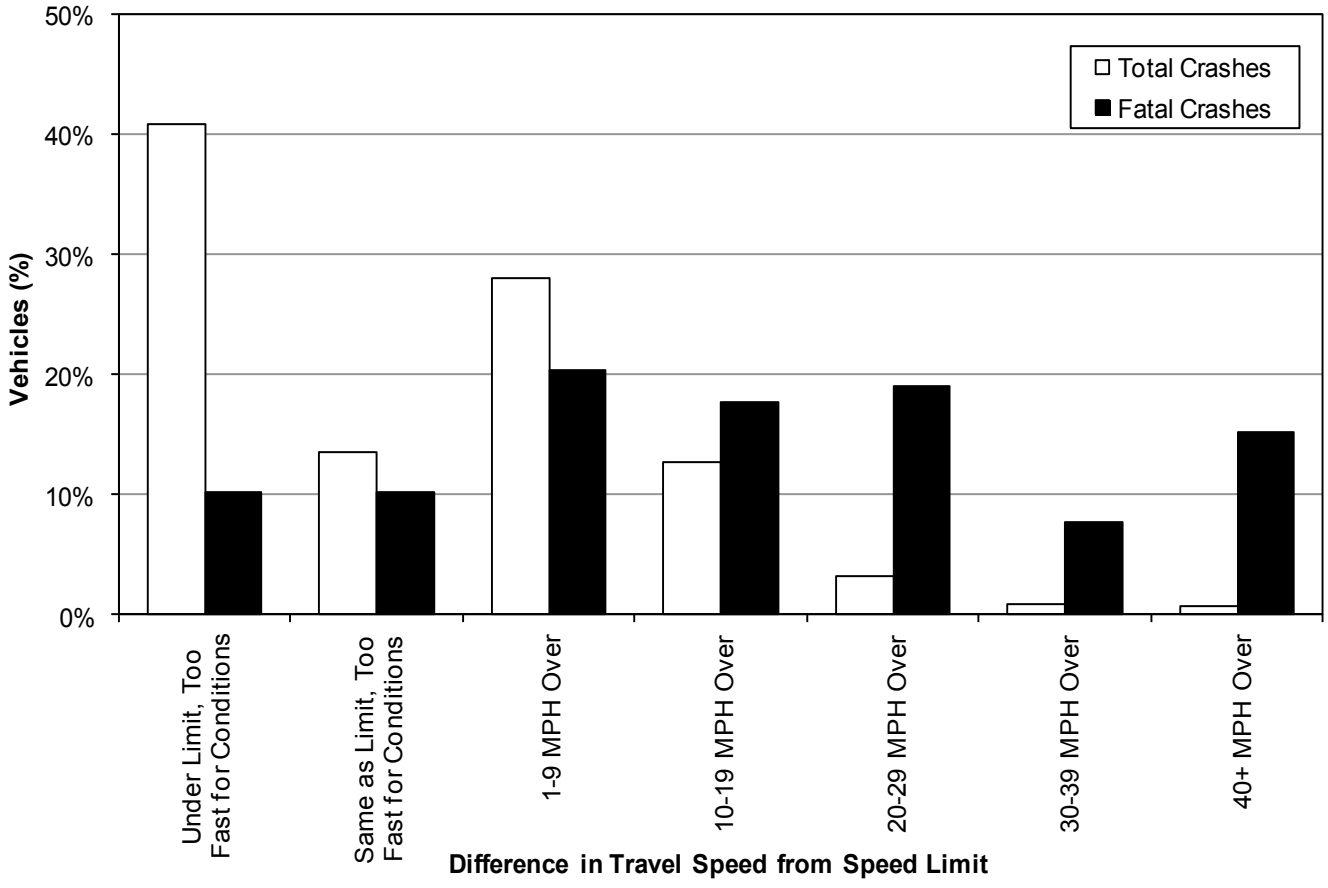


- 60-69 MPH (21.8% of known) and 40-49 MPH (16.4% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Nearly three-fourths (71.4% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.

Crash Conditions

Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2011)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed vs. Speed Limit	#	%	#	%	#	%	#	%
Under Limit, Too Fast for Conditions	2,480	41.2%	894	28.9%	8	8.6%	**3,382**	**36.7%**
Same as Limit, Too Fast for Conditions	739	12.3%	366	11.8%	8	8.6%	**1,113**	**12.1%**
1-9 MPH Over Speed Limit	1,447	24.0%	862	27.9%	16	17.2%	**2,325**	**25.2%**
10-19 MPH Over Speed Limit	612	10.2%	425	13.7%	14	15.1%	**1,051**	**11.4%**
20-29 MPH Over Speed Limit	112	1.9%	134	4.3%	15	16.1%	**261**	**2.8%**
30-39 MPH Over Speed Limit	23	0.4%	46	1.5%	6	6.5%	**75**	**0.8%**
40+ MPH Over Speed Limit	24	0.4%	22	0.7%	12	12.9%	**58**	**0.6%**
Unknown	589	9.8%	342	11.1%	14	15.1%	**945**	**10.3%**
Total	**6,026**	**100.0%**	**3,091**	**100.0%**	**93**	**100.0%**	**9,210**	**100.0%**



- It is troubling to see that 3,770 vehicles in crashes were known to be traveling over the posted speed limit.
- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Speed-related vehicles in total crashes were more likely to be traveling too fast for conditions.
- Three out of every four speed-related vehicles (79.7% where speed was known) in fatal crashes were traveling over the posted speed limit.
- Speed increases the crash energy by the square of the speeds. When impact speed increases from 40 to 60 MPH (a 50% increase), the energy that needs to be manages increases by 125%.

Distracted Drivers

DISTRACTION.GOV

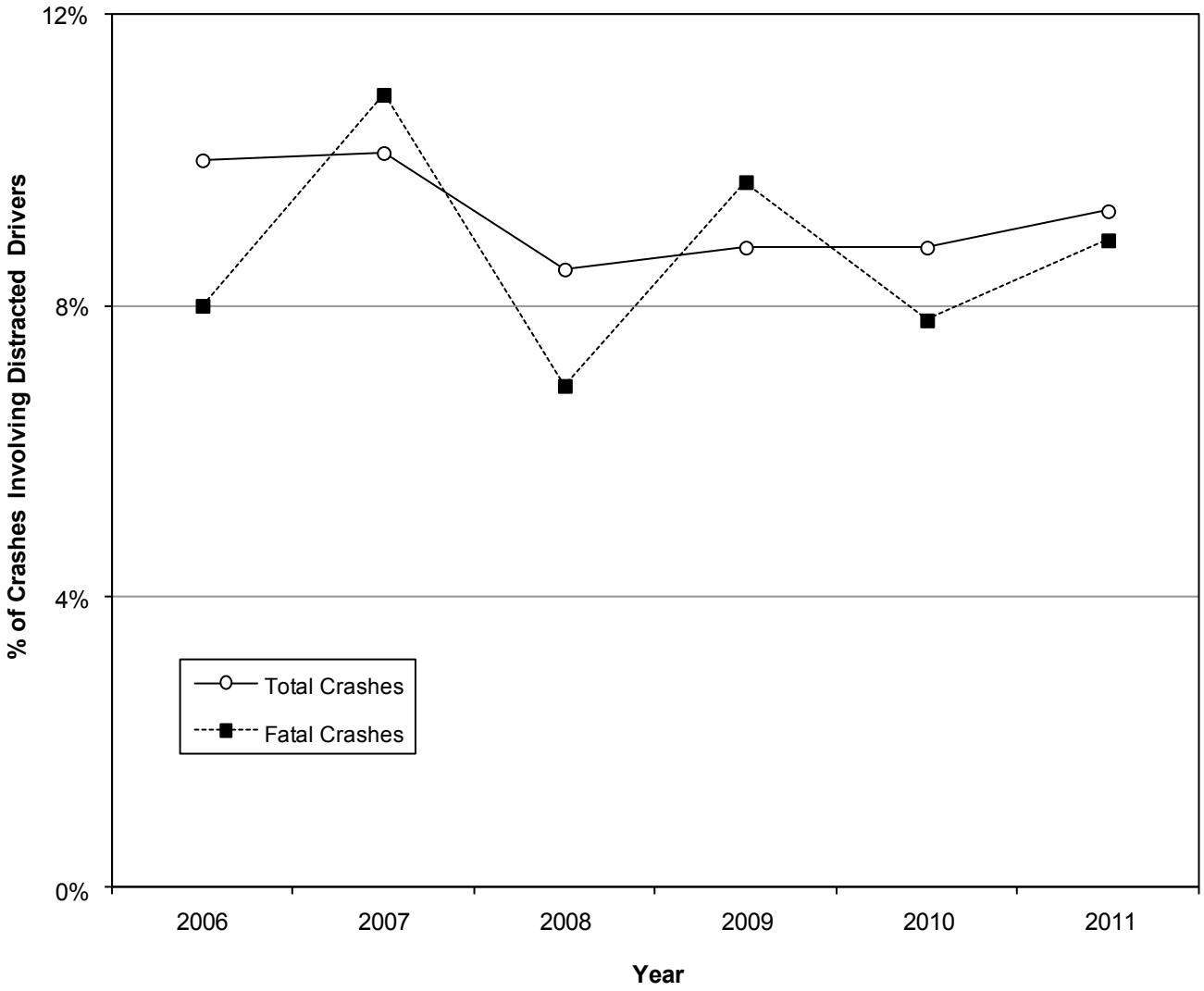
2011

Section 5: Distracted Drivers

Trends

Distracted Driver Crashes (Utah 2006-2011)

Distracted Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Distracted Driver		All	Distracted Driver		All	Distracted Driver		All	Distracted Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	3,307	8.8%	18,264	2,275	12.5%	249	20	8.0%	**56,187**	**5,602**	**10.0%**
2007	42,368	3,778	8.9%	18,619	2,404	12.9%	258	28	10.9%	**61,245**	**6,210**	**10.1%**
2008	38,997	2,853	7.3%	17,125	1,940	11.3%	245	17	6.9%	**56,367**	**4,810**	**8.5%**
2009	35,398	2,753	7.8%	15,752	1,752	11.1%	217	21	9.7%	**51,367**	**4,526**	**8.8%**
2010	34,155	2,634	7.7%	14,995	1,704	11.4%	218	17	7.8%	**49,368**	**4,355**	**8.8%**
2011	36,418	2,998	8.2%	15,645	1,842	11.8%	224	20	8.9%	**52,287**	**4,860**	**9.3%**
Total	**225,010**	**18,323**	**8.1%**	**100,400**	**11,917**	**11.9%**	**1,411**	**123**	**8.7%**	**326,821**	**30,363**	**9.3%**



- The six-year trend shows that 9.3% of all crashes in Utah involved a distracted driver.
- Fatal distracted driver crashes have fluctuated around the six-year average of 8.7% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

Counties

Distracted Driver Crashes by County (Utah 2011)

Distracted Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Distracted Driver		All	Distracted Driver		All	Distracted Driver		All	Distracted Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
Daggett	14	2	14.3%	8	1	12.5%	0	0	n/a	**22**	**3**	**13.6%**
Washington	1,095	122	11.1%	664	103	15.5%	9	1	11.1%	**1,768**	**226**	**12.8%**
Sanpete	221	23	10.4%	86	15	17.4%	1	0	0.0%	**308**	**38**	**12.3%**
Davis	2,937	318	10.8%	1,350	171	12.7%	14	0	0.0%	**4,301**	**489**	**11.4%**
Tooele	728	76	10.4%	279	34	12.2%	9	1	11.1%	**1,016**	**111**	**10.9%**
Cache	1,488	152	10.2%	467	53	11.3%	4	0	0.0%	**1,959**	**205**	**10.5%**
Piute	20	2	10.0%	8	1	12.5%	1	0	0.0%	**29**	**3**	**10.3%**
Rich	48	5	10.4%	31	3	9.7%	0	0	n/a	**79**	**8**	**10.1%**
San Juan	182	13	7.1%	45	9	20.0%	6	1	16.7%	**233**	**23**	**9.9%**
Iron	469	38	8.1%	243	31	12.8%	10	1	10.0%	**722**	**70**	**9.7%**
Utah	6,593	546	8.3%	2,884	362	12.6%	18	2	11.1%	**9,495**	**910**	**9.6%**
Salt Lake	15,003	1,202	8.0%	6,665	762	11.4%	62	8	12.9%	**21,730**	**1,972**	**9.1%**
Grand	142	10	7.0%	91	11	12.1%	1	0	0.0%	**234**	**21**	**9.0%**
Uintah	418	33	7.9%	140	14	10.0%	6	0	0.0%	**564**	**47**	**8.3%**
Box Elder	787	56	7.1%	260	32	12.3%	9	0	0.0%	**1,056**	**88**	**8.3%**
Weber	2,557	200	7.8%	1,271	117	9.2%	21	3	14.3%	**3,849**	**320**	**8.3%**
Duchesne	459	30	6.5%	116	15	12.9%	9	1	11.1%	**584**	**46**	**7.9%**
Sevier	308	19	6.2%	107	13	12.1%	5	0	0.0%	**420**	**32**	**7.6%**
Summit	833	50	6.0%	201	29	14.4%	7	0	0.0%	**1,041**	**79**	**7.6%**
Millard	211	15	7.1%	104	9	8.7%	3	0	0.0%	**318**	**24**	**7.5%**
Carbon	467	27	5.8%	92	14	15.2%	7	1	14.3%	**566**	**42**	**7.4%**
Kane	146	5	3.4%	57	10	17.5%	3	0	0.0%	**206**	**15**	**7.3%**
Morgan	108	6	5.6%	43	4	9.3%	3	0	0.0%	**154**	**10**	**6.5%**
Wasatch	418	21	5.0%	164	11	6.7%	3	0	0.0%	**585**	**32**	**5.5%**
Beaver	199	8	4.0%	58	6	10.3%	1	0	0.0%	**258**	**14**	**5.4%**
Wayne	32	2	6.3%	14	0	0.0%	0	0	n/a	**46**	**2**	**4.3%**
Juab	244	9	3.7%	92	5	5.4%	5	0	0.0%	**341**	**14**	**4.1%**
Garfield	96	3	3.1%	48	2	4.2%	3	1	33.3%	**147**	**6**	**4.1%**
Emery	195	5	2.6%	57	5	8.8%	4	0	0.0%	**256**	**10**	**3.9%**
Statewide	**36,418**	**2,998**	**8.2%**	**15,645**	**1,842**	**11.8%**	**224**	**20**	**8.9%**	**52,287**	**4,860**	**9.3%**

- Overall, Daggett (13.6%), Washington (12.8%), and Sanpete (12.3%) counties had the highest percentages of crashes involving a distracted driver.
- Overall, Emery (3.9%), Garfield (4.1%), and Juab (4.1%) counties had the lowest percentages of crashes involving a distracted driver.
- Statewide, distracted driver crashes represented 9.3% of all crashes and 8.9% of all fatal crashes.

Drivers

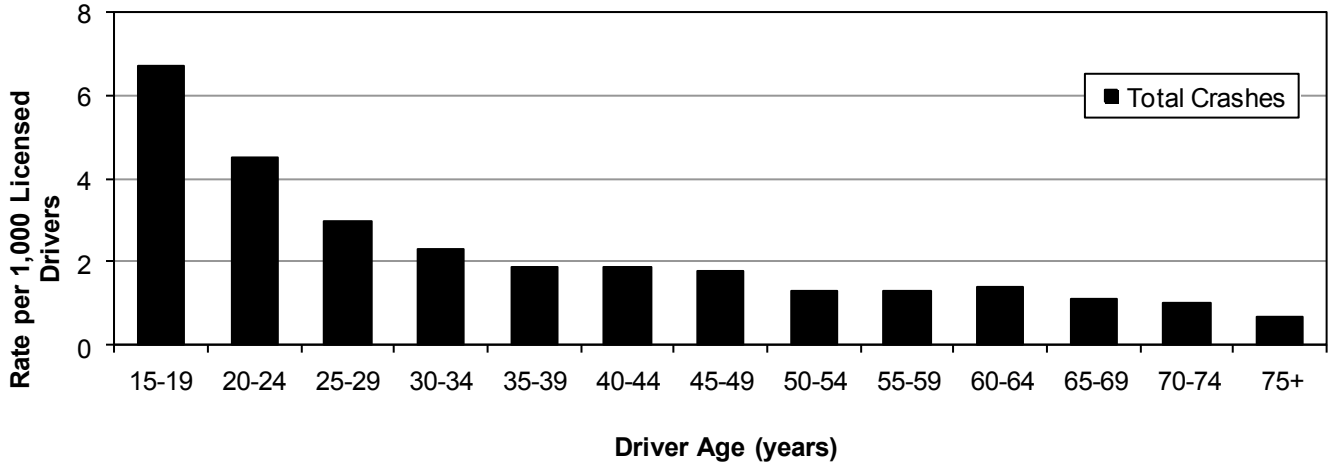
Gender of Distracted Drivers in Crashes (Utah 2011)

Distracted Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	1,683	55.5%	1,009	54.2%	13	65.0%	**2,705**	**55.1%**
Female	1,315	43.4%	850	45.6%	7	35.0%	**2,172**	**44.2%**
Unknown	32	1.1%	4	0.2%	0	0.0%	**36**	**0.7%**
Total	**3,030**	**100.0%**	**1,863**	**100.0%**	**20**	**100.0%**	**4,913**	**100.0%**

- The majority of distracted drivers in all motor vehicle crashes (55.1%) and fatal crashes (65.0%) were male.
- Although male distracted drivers were in more crashes, female drivers in crashes were more likely to be distracted than male drivers in crashes.

Age of Distracted Drivers in Crashes (Utah 2011)

Distracted Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
<15	4	0.1%	n/a	5	0.3%	n/a	0	0.0%	n/a	**9**	**0.2%**	**n/a**
15-19	663	21.9%	4.2	409	22.0%	2.6	3	15.0%	0.019	**1,075**	**21.9%**	**6.7**
20-24	545	18.0%	2.7	358	19.2%	1.8	3	15.0%	0.015	**906**	**18.4%**	**4.5**
25-29	379	12.5%	1.8	251	13.5%	1.2	5	25.0%	0.023	**635**	**12.9%**	**3.0**
30-34	302	10.0%	1.4	196	10.5%	0.9	3	15.0%	0.014	**501**	**10.2%**	**2.3**
35-39	223	7.4%	1.2	135	7.2%	0.7	1	5.0%	0.005	**359**	**7.3%**	**1.9**
40-44	197	6.5%	1.2	112	6.0%	0.7	1	5.0%	0.006	**310**	**6.3%**	**1.9**
45-49	184	6.1%	1.2	84	4.5%	0.6	0	0.0%	0.000	**268**	**5.5%**	**1.8**
50-54	139	4.6%	0.9	69	3.7%	0.4	1	5.0%	0.006	**209**	**4.3%**	**1.3**
55-59	106	3.5%	0.8	71	3.8%	0.5	2	10.0%	0.014	**179**	**3.6%**	**1.3**
60-64	101	3.3%	0.9	57	3.1%	0.5	1	5.0%	0.009	**159**	**3.2%**	**1.4**
65-69	57	1.9%	0.7	39	2.1%	0.5	0	0.0%	0.000	**96**	**2.0%**	**1.1**
70-74	34	1.1%	0.6	25	1.3%	0.4	0	0.0%	0.000	**59**	**1.2%**	**1.0**
75+	47	1.6%	0.4	35	1.9%	0.3	0	0.0%	0.000	**82**	**1.7%**	**0.7**
Unknown	49	1.6%	n/a	17	0.9%	n/a	0	0.0%	n/a	**66**	**1.3%**	**n/a**
Total	**3,030**	**100.0%**	**1.5**	**1,863**	**100.0%**	**0.9**	**20**	**100.0%**	**0.010**	**4,913**	**100.0%**	**2.5**



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

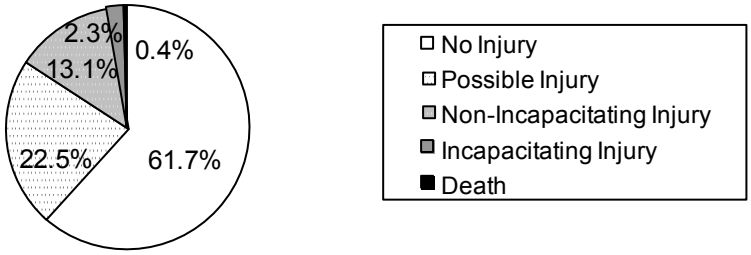
Crash Conditions

Driver Distraction (Utah 2011)

Driver Distraction	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	27,107	74.4%	10,666	68.2%	96	42.9%	**37,869**	**72.4%**
Other Inside	439	1.2%	283	1.8%	2	0.9%	**724**	**1.4%**
Cell Phone	411	1.1%	258	1.6%	5	2.2%	**674**	**1.3%**
Passengers	376	1.0%	247	1.6%	6	2.7%	**629**	**1.2%**
Other External	300	0.8%	189	1.2%	2	0.9%	**491**	**0.9%**
Radio/CD/DVD etc.	216	0.6%	152	1.0%	2	0.9%	**370**	**0.7%**
Other Electronic Device	90	0.2%	43	0.3%	0	0.0%	**133**	**0.3%**
Texting	26	0.1%	8	0.1%	0	0.0%	**34**	**0.1%**
TV/Monitor	0	0.0%	1	0.0%	0	0.0%	**1**	**0.0%**
Other	1,140	3.1%	661	4.2%	3	1.3%	**1,804**	**3.5%**
Unknown	6,313	17.3%	3,137	20.1%	108	48.2%	**9,558**	**18.3%**
Total	**36,418**	**100.0%**	**15,645**	**100.0%**	**224**	**100.0%**	**52,287**	**100.0%**

- For all crashes where driver distraction was known, 11.4% of crashes involved a distracted driver. Other inside distraction was the leading driver distraction (14.9% of distractions). Driving demands the full attention of the driver.

Distracted Driver Crash Severity (Utah 2011)



- Distracted driver crashes were more likely to result in injury compared to all motor vehicle crashes (37.9% to 29.9%).

Distracted Driver Crashes by Day of Week (Utah 2011)

Day of Week	Distracted Driver Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	272	9.1%	141	7.7%	2	10.0%	**415**	**8.5%**
Monday	416	13.9%	290	15.7%	0	0.0%	**706**	**14.5%**
Tuesday	509	17.0%	324	17.6%	2	10.0%	**835**	**17.2%**
Wednesday	432	14.4%	265	14.4%	3	15.0%	**700**	**14.4%**
Thursday	476	15.9%	280	15.2%	5	25.0%	**761**	**15.7%**
Friday	532	17.7%	292	15.9%	4	20.0%	**828**	**17.0%**
Saturday	361	12.0%	250	13.6%	4	20.0%	**615**	**12.7%**
Total	**2,998**	**100.0%**	**1,842**	**100.0%**	**20**	**100.0%**	**4,860**	**100.0%**

- Overall, the highest percentage of distracted driver crashes occurred on Tuesday (17.2%).
- The highest percentage of fatal distracted driver crashes occurred on Thursday (25.0%).

Crash Conditions

Distracted Driver Crashes by Month (Utah 2011)

Distracted Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	203	6.5	117	3.8	2	0.06	**322**	**10.4**
February	178	6.4	89	3.2	0	0.00	**267**	**9.5**
March	238	7.7	126	4.1	0	0.00	**364**	**11.7**
April	204	6.8	138	4.6	2	0.07	**344**	**11.5**
May	256	8.3	172	5.5	0	0.00	**428**	**13.8**
June	258	8.6	147	4.9	3	0.10	**408**	**13.6**
July	276	8.9	162	5.2	0	0.00	**438**	**14.1**
August	279	9.0	205	6.6	3	0.10	**487**	**15.7**
September	274	9.1	202	6.7	4	0.13	**480**	**16.0**
October	307	9.9	163	5.3	2	0.06	**472**	**15.2**
November	234	7.8	153	5.1	1	0.03	**388**	**12.9**
December	291	9.4	168	5.4	3	0.10	**462**	**14.9**
Total	**2,998**	**8.2**	**1,842**	**5.0**	**20**	**0.05**	**4,860**	**13.3**

- Overall, September (16.0) and August (15.7) had the highest rates per day for distracted driver crashes.
- The highest rate per day of fatal distracted driver crashes occurred in September (0.13).

Distracted Driver Crashes by Hour (Utah 2011)

Distracted Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	53	1.8%	20	1.1%	0	0.0%	**73**	**1.5%**
1 a.m.	37	1.2%	21	1.1%	1	5.0%	**59**	**1.2%**
2 a.m.	22	0.7%	16	0.9%	0	0.0%	**38**	**0.8%**
3 a.m.	23	0.8%	10	0.5%	1	5.0%	**34**	**0.7%**
4 a.m.	20	0.7%	14	0.8%	0	0.0%	**34**	**0.7%**
5 a.m.	28	0.9%	14	0.8%	0	0.0%	**42**	**0.9%**
6 a.m.	54	1.8%	24	1.3%	2	10.0%	**80**	**1.6%**
7 a.m.	137	4.6%	76	4.1%	0	0.0%	**213**	**4.4%**
8 a.m.	140	4.7%	98	5.3%	1	5.0%	**239**	**4.9%**
9 a.m.	129	4.3%	89	4.8%	0	0.0%	**218**	**4.5%**
10 a.m.	115	3.8%	85	4.6%	0	0.0%	**200**	**4.1%**
11 a.m.	180	6.0%	94	5.1%	0	0.0%	**274**	**5.6%**
Noon	185	6.2%	104	5.6%	1	5.0%	**290**	**6.0%**
1 p.m.	208	6.9%	128	6.9%	3	15.0%	**339**	**7.0%**
2 p.m.	228	7.6%	148	8.0%	0	0.0%	**376**	**7.7%**
3 p.m.	239	8.0%	142	7.7%	0	0.0%	**381**	**7.8%**
4 p.m.	238	7.9%	163	8.8%	1	5.0%	**402**	**8.3%**
5 p.m.	301	10.0%	185	10.0%	2	10.0%	**488**	**10.0%**
6 p.m.	218	7.3%	137	7.4%	6	30.0%	**361**	**7.4%**
7 p.m.	119	4.0%	81	4.4%	0	0.0%	**200**	**4.1%**
8 p.m.	104	3.5%	53	2.9%	1	5.0%	**158**	**3.3%**
9 p.m.	83	2.8%	60	3.3%	0	0.0%	**143**	**2.9%**
10 p.m.	86	2.9%	45	2.4%	0	0.0%	**131**	**2.7%**
11 p.m.	51	1.7%	35	1.9%	1	5.0%	**87**	**1.8%**
Total	**2,998**	**100.0%**	**1,842**	**100.0%**	**20**	**100.0%**	**4,860**	**100.0%**

- Distracted driver total crashes were highest from 1:00 p.m. to 6:59 p.m.
- Fatal distracted driver crashes varied throughout the day and peaked during the 6:00 p.m. hour.

Teenage Drivers

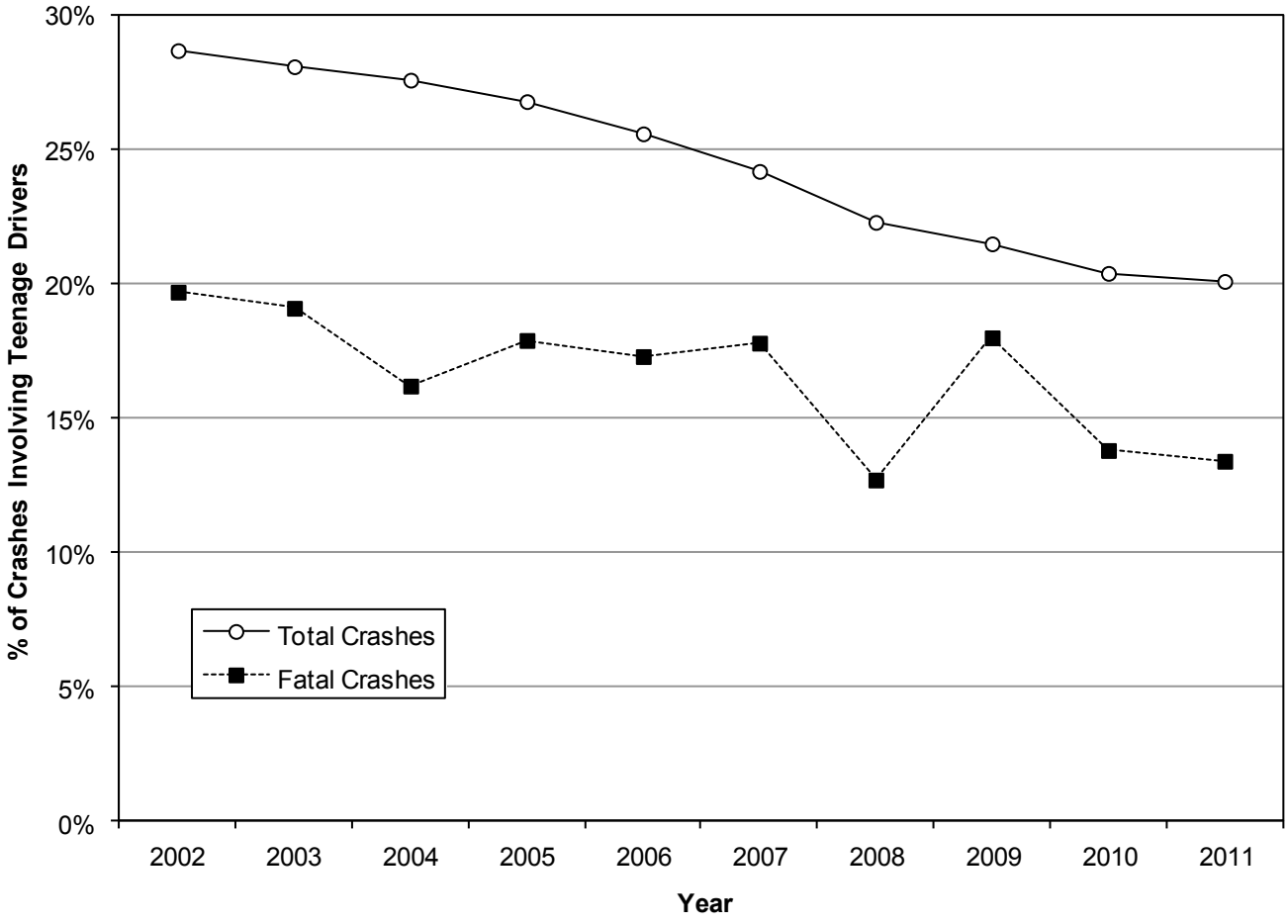
2011

Section 6: Teenage Drivers

Trends

Teenage Driver Crashes (Utah 2002-2011)

Teenage Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	9,478	28.3%	19,552	5,776	29.5%	274	54	19.7%	**53,368**	**15,308**	**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%**
2006	37,674	9,427	25.0%	18,264	4,928	27.0%	249	43	17.3%	**56,187**	**14,398**	**25.6%**
2007	42,368	9,990	23.6%	18,619	4,808	25.8%	258	46	17.8%	**61,245**	**14,844**	**24.2%**
2008	38,997	8,512	21.8%	17,125	4,007	23.4%	245	31	12.7%	**56,367**	**12,550**	**22.3%**
2009	35,398	7,500	21.2%	15,752	3,495	22.2%	217	39	18.0%	**51,367**	**11,034**	**21.5%**
2010	34,155	6,886	20.2%	14,995	3,181	21.2%	218	30	13.8%	**49,368**	**10,097**	**20.5%**
2011	36,418	7,268	20.0%	15,645	3,227	20.6%	224	30	13.4%	**52,287**	**10,525**	**20.1%**
Total	**359,774**	**86,490**	**24.0%**	**177,205**	**45,608**	**25.7%**	**2,442**	**407**	**16.7%**	**539,421**	**132,505**	**24.6%**



- Teenage drivers (aged 15-19 years) are a special concern because of their high crash rates and lack of driving experience.
- The 10-year trend shows that 24.6% of all crashes in Utah involved a teenage driver with a decreasing trend over the last 10 years.
- Fatal teenage driver crashes have fluctuated around the 10-year average of 16.7% of fatal crashes.

Counties

Teenage Driver Crashes by County (Utah 2011)

Teenage Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
Sanpete	221	64	29.0%	86	25	29.1%	1	0	0.0%	**308**	**89**	**28.9%**
Cache	1,488	378	25.4%	467	134	28.7%	4	0	0.0%	**1,959**	**512**	**26.1%**
Davis	2,937	770	26.2%	1,350	336	24.9%	14	3	21.4%	**4,301**	**1,109**	**25.8%**
Weber	2,557	630	24.6%	1,271	264	20.8%	21	4	19.0%	**3,849**	**898**	**23.3%**
Washington	1,095	244	22.3%	664	157	23.6%	9	0	0.0%	**1,768**	**401**	**22.7%**
Utah	6,593	1,471	22.3%	2,884	675	23.4%	18	5	27.8%	**9,495**	**2,151**	**22.7%**
Piute	20	4	20.0%	8	2	25.0%	1	0	0.0%	**29**	**6**	**20.7%**
Iron	469	92	19.6%	243	49	20.2%	10	1	10.0%	**722**	**142**	**19.7%**
Uintah	418	81	19.4%	140	27	19.3%	6	0	0.0%	**564**	**108**	**19.1%**
Salt Lake	15,003	2,758	18.4%	6,665	1,259	18.9%	62	12	19.4%	**21,730**	**4,029**	**18.5%**
Tooele	728	133	18.3%	279	46	16.5%	9	1	11.1%	**1,016**	**180**	**17.7%**
Duchesne	459	77	16.8%	116	24	20.7%	9	1	11.1%	**584**	**102**	**17.5%**
Rich	48	4	8.3%	31	9	29.0%	0	0	n/a	**79**	**13**	**16.5%**
Morgan	108	21	19.4%	43	4	9.3%	3	0	0.0%	**154**	**25**	**16.2%**
Wasatch	418	69	16.5%	164	22	13.4%	3	0	0.0%	**585**	**91**	**15.6%**
Box Elder	787	114	14.5%	260	48	18.5%	9	1	11.1%	**1,056**	**163**	**15.4%**
Carbon	467	68	14.6%	92	19	20.7%	7	0	0.0%	**566**	**87**	**15.4%**
Juab	244	30	12.3%	92	16	17.4%	5	1	20.0%	**341**	**47**	**13.8%**
Sevier	308	36	11.7%	107	21	19.6%	5	0	0.0%	**420**	**57**	**13.6%**
Millard	211	21	10.0%	104	21	20.2%	3	0	0.0%	**318**	**42**	**13.2%**
Summit	833	101	12.1%	201	33	16.4%	7	1	14.3%	**1,041**	**135**	**13.0%**
Beaver	199	24	12.1%	58	7	12.1%	1	0	0.0%	**258**	**31**	**12.0%**
Grand	142	21	14.8%	91	6	6.6%	1	0	0.0%	**234**	**27**	**11.5%**
Emery	195	21	10.8%	57	8	14.0%	4	0	0.0%	**256**	**29**	**11.3%**
San Juan	182	22	12.1%	45	3	6.7%	6	0	0.0%	**233**	**25**	**10.7%**
Daggett	14	1	7.1%	8	1	12.5%	0	0	n/a	**22**	**2**	**9.1%**
Wayne	32	3	9.4%	14	1	7.1%	0	0	n/a	**46**	**4**	**8.7%**
Garfield	96	6	6.3%	48	5	10.4%	3	0	0.0%	**147**	**11**	**7.5%**
Kane	146	4	2.7%	57	5	8.8%	3	0	0.0%	**206**	**9**	**4.4%**
Statewide	**36,418**	**7,268**	**20.0%**	**15,645**	**3,227**	**20.6%**	**224**	**30**	**13.4%**	**52,287**	**10,525**	**20.1%**

- Overall, Sanpete (28.9%), Cache (26.1%), and Davis (25.8%) counties had the highest percentages of crashes involving a teenage driver.
- Utah (27.8%), Davis (21.4%), and Juab (20.0%) counties had the highest percentages of fatal crashes involving a teenage driver.
- Overall, Kane (4.4%), Garfield (7.5%), and Wayne (8.7%) counties had the lowest percentages of crashes involving a teenage driver.
- Statewide, teenage driver crashes represented 20.1% of all crashes and 13.4% of all fatal crashes.

Persons Involved

Restraint Use of Teen Drivers and Their Passengers (Utah 2011)

Persons (Teen Driver and Passengers)								
	Non-Injured		Injured		Killed		Total	
Restraint Use	#	%	#	%	#	%	#	%
Restrained	12,842	97.7%	2,073	91.9%	4	22.2%	**14,919**	**96.7%**
Unrestrained	307	2.3%	182	8.1%	14	77.8%	**503**	**3.3%**
Total	**13,149**	**100.0%**	**2,255**	**100.0%**	**18**	**100.0%**	**15,422**	**100.0%**

- Overall, most teen drivers and their passengers were restrained (96.7%).
- Only 22.2% of occupants killed in teenage driven vehicles were restrained.

Number of Occupants in Teenage Driven Vehicles (Utah 2011)

Teenage Driven Vehicles								
Number of	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Occupants	#	%	#	%	#	%	#	%
1	5,972	74.4%	2,203	62.7%	14	46.7%	**8,189**	**70.8%**
2	1,372	17.1%	816	23.2%	5	16.7%	**2,193**	**19.0%**
3	415	5.2%	289	8.2%	6	20.0%	**710**	**6.1%**
4 or more	271	3.4%	203	5.8%	5	16.7%	**479**	**4.1%**
Total	**8,030**	**100.0%**	**3,511**	**100.0%**	**30**	**100.0%**	**11,571**	**100.0%**

- Over two-thirds of teenage driven vehicles (70.8%) in crashes contained only the teenage driver.
- In comparison, one-half (46.7%) of the teenage driven vehicles in fatal crashes contained only the driver.
- The more occupants in the car the more likely a crash involved injury or death. Crashes where the teenage driven vehicle contained four or more occupants were 4.7 times more likely to be fatal than crashes involving teenage driven vehicles with fewer occupants.

Drivers

Gender of Teenage Drivers in Crashes (Utah 2011)

Teenage Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	4,084	50.9%	1,765	50.3%	18	60.0%	**5,867**	**50.7%**
Female	3,929	48.9%	1,741	49.6%	12	40.0%	**5,682**	**49.1%**
Unknown	17	0.2%	5	0.1%	0	0.0%	**22**	**0.2%**
Total	**8,030**	**100.0%**	**3,511**	**100.0%**	**30**	**100.0%**	**11,571**	**100.0%**

- The majority of teen drivers in all motor vehicle crashes (50.7%) and fatal crashes (60.0%) were male.
- Crashes involving male teen drivers were 1.5 times more likely to be fatal than female teen driver crashes.

Previous Driving Violations of Teens in Fatal Crashes (Utah 2011)

- Of the 30 teenage drivers in fatal crashes, 12 (40.0%) had been previously convicted of a moving traffic violation in the past three years.

Alcohol Involvement of Teenage Drivers (Utah 2011)

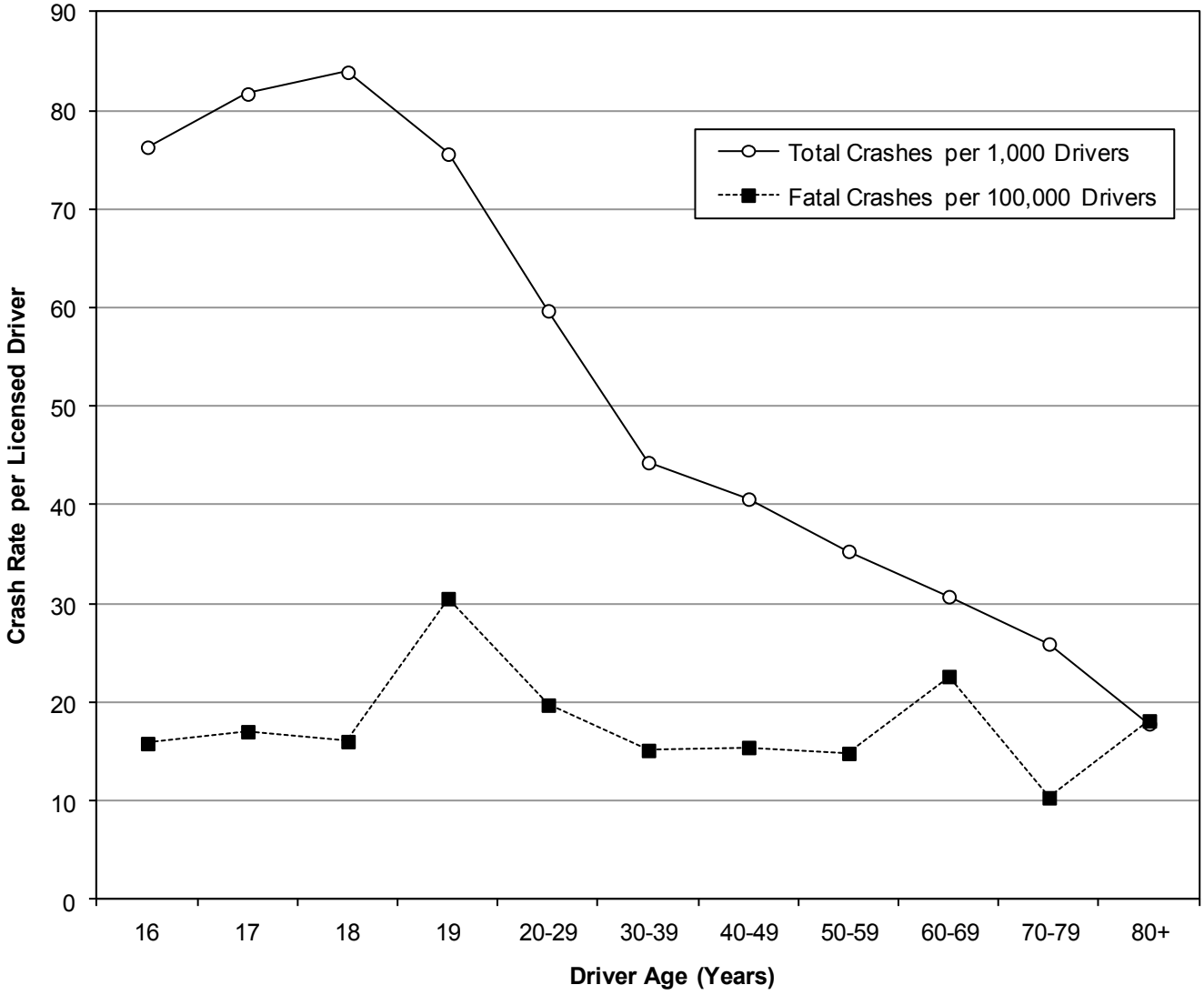
- Of the 30 teenage drivers in fatal crashes, three (10.0%) were impaired by alcohol.

Drivers

Age of Teenage Drivers in Crashes (Utah 2011)

Teenage Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
15	106	1.3%	n/a	58	1.7%	n/a	1	3.3%	n/a	**165**	**1.4%**	**n/a**
16	1,726	21.5%	54.6	679	19.3%	21.5	5	16.7%	0.16	**2,410**	**20.8%**	**76.3**
17	2,005	25.0%	56.9	867	24.7%	24.6	6	20.0%	0.17	**2,878**	**24.9%**	**81.7**
18	2,135	26.6%	57.0	1,002	28.5%	26.7	6	20.0%	0.16	**3,143**	**27.2%**	**83.9**
19	2,058	25.6%	52.3	905	25.8%	23.0	12	40.0%	0.31	**2,975**	**25.7%**	**75.6**
Total	**8,030**	**100.0%**	**50.3**	**3,511**	**100.0%**	**22.0**	**30**	**100.0%**	**0.19**	**11,571**	**100.0%**	**72.5**

Crash Rate of Licensed Drivers by Age (Utah 2011)



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

Crash Conditions

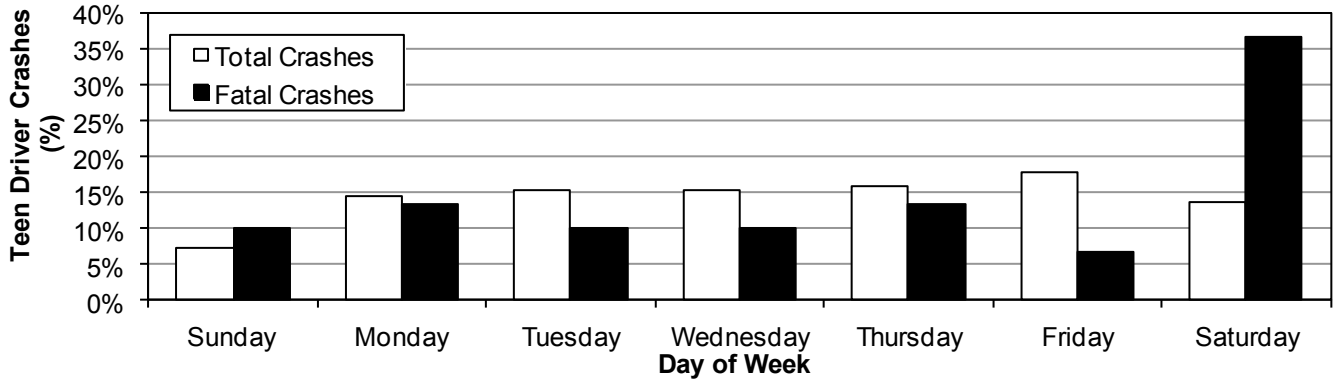
Teenage Driver Crashes by Month (Utah 2011)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	649	20.9	275	8.9	5	0.16	**929**	**30.0**
February	562	20.1	198	7.1	0	0.00	**760**	**27.1**
March	568	18.3	225	7.3	2	0.06	**795**	**25.6**
April	547	18.2	242	8.1	4	0.13	**793**	**26.4**
May	630	20.3	277	8.9	3	0.10	**910**	**29.4**
June	529	17.6	255	8.5	1	0.03	**785**	**26.2**
July	487	15.7	245	7.9	2	0.06	**734**	**23.7**
August	579	18.7	305	9.8	2	0.06	**886**	**28.6**
September	643	21.4	329	11.0	2	0.07	**974**	**32.5**
October	701	22.6	312	10.1	2	0.06	**1,015**	**32.7**
November	629	21.0	291	9.7	2	0.07	**922**	**30.7**
December	744	24.0	273	8.8	5	0.16	**1,022**	**33.0**
Total	**7,268**	**19.9**	**3,227**	**8.8**	**30**	**0.08**	**10,525**	**28.8**

- Overall, December (33.0) and October (32.7) had the highest rates per day for teenage driver crashes.
- The highest rate per day of fatal teenage driver crashes occurred in January and December (0.16).

Teenage Driver Crashes by Day of Week (Utah 2011)

Teenage Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	514	7.1%	244	7.6%	3	10.0%	**761**	**7.2%**
Monday	1,049	14.4%	478	14.8%	4	13.3%	**1,531**	**14.5%**
Tuesday	1,131	15.6%	486	15.1%	3	10.0%	**1,620**	**15.4%**
Wednesday	1,111	15.3%	492	15.2%	3	10.0%	**1,606**	**15.3%**
Thursday	1,153	15.9%	525	16.3%	4	13.3%	**1,682**	**16.0%**
Friday	1,330	18.3%	545	16.9%	2	6.7%	**1,877**	**17.8%**
Saturday	980	13.5%	457	14.2%	11	36.7%	**1,448**	**13.8%**
Total	**7,268**	**100.0%**	**3,227**	**100.0%**	**30**	**100.0%**	**10,525**	**100.0%**

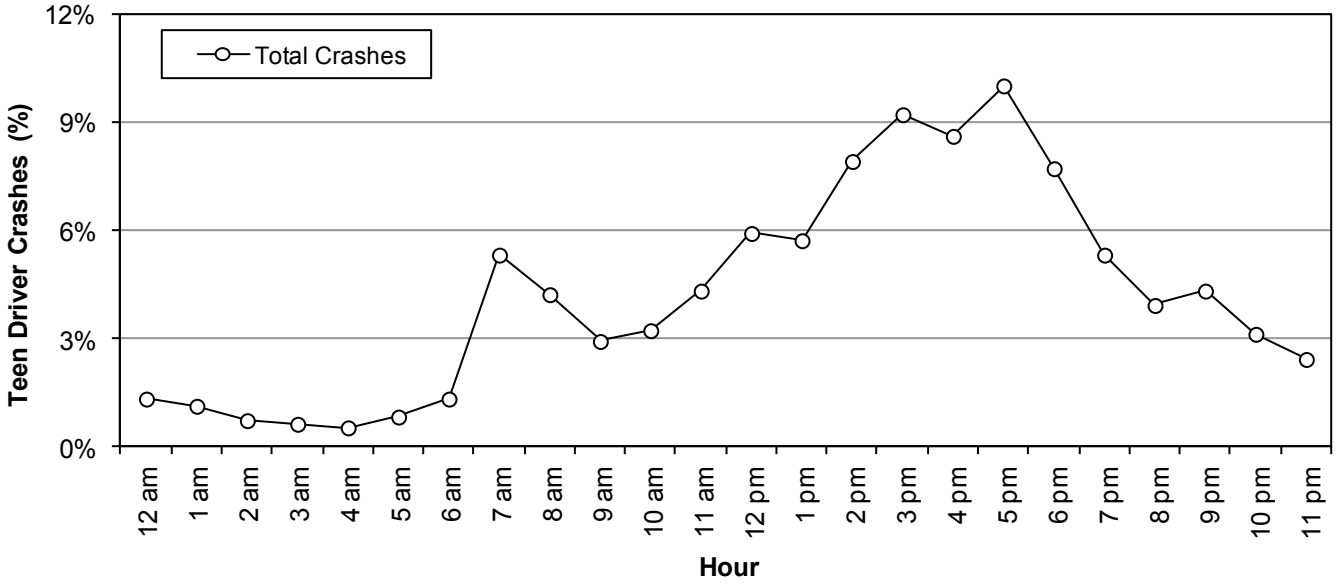


- Overall, the highest percentage of teenage driver crashes occurred on Friday (17.8%).
- The highest percentage of fatal teenage driver crashes occurred on Saturday (36.7%).

Crash Conditions

Teenage Driver Crashes by Hour (Utah 2011)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	108	1.5%	32	1.0%	1	3.3%	**141**	**1.3%**
1 a.m.	80	1.1%	36	1.1%	0	0.0%	**116**	**1.1%**
2 a.m.	52	0.7%	23	0.7%	0	0.0%	**75**	**0.7%**
3 a.m.	45	0.6%	18	0.6%	1	3.3%	**64**	**0.6%**
4 a.m.	38	0.5%	14	0.4%	1	3.3%	**53**	**0.5%**
5 a.m.	62	0.9%	17	0.5%	2	6.7%	**81**	**0.8%**
6 a.m.	88	1.2%	45	1.4%	2	6.7%	**135**	**1.3%**
7 a.m.	391	5.4%	162	5.0%	1	3.3%	**554**	**5.3%**
8 a.m.	310	4.3%	128	4.0%	2	6.7%	**440**	**4.2%**
9 a.m.	206	2.8%	97	3.0%	2	6.7%	**305**	**2.9%**
10 a.m.	236	3.2%	98	3.0%	1	3.3%	**335**	**3.2%**
11 a.m.	331	4.6%	125	3.9%	1	3.3%	**457**	**4.3%**
Noon	425	5.8%	193	6.0%	1	3.3%	**619**	**5.9%**
1 p.m.	434	6.0%	166	5.1%	2	6.7%	**602**	**5.7%**
2 p.m.	573	7.9%	257	8.0%	0	0.0%	**830**	**7.9%**
3 p.m.	672	9.2%	292	9.0%	1	3.3%	**965**	**9.2%**
4 p.m.	634	8.7%	267	8.3%	1	3.3%	**902**	**8.6%**
5 p.m.	684	9.4%	365	11.3%	4	13.3%	**1,053**	**10.0%**
6 p.m.	562	7.7%	240	7.4%	5	16.7%	**807**	**7.7%**
7 p.m.	365	5.0%	191	5.9%	1	3.3%	**557**	**5.3%**
8 p.m.	281	3.9%	126	3.9%	1	3.3%	**408**	**3.9%**
9 p.m.	312	4.3%	136	4.2%	0	0.0%	**448**	**4.3%**
10 p.m.	207	2.8%	119	3.7%	0	0.0%	**326**	**3.1%**
11 p.m.	172	2.4%	80	2.5%	0	0.0%	**252**	**2.4%**
Total	**7,268**	**100.0%**	**3,227**	**100.0%**	**30**	**100.0%**	**10,525**	**100.0%**



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

Crash Conditions

Speed Limit of Teenage Driver Crashes (Utah 2011)

Teenage Driver Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	278	3.5%	31	0.9%	0	0.0%	**309**	**2.7%**
20-25 MPH	1,194	14.9%	442	12.6%	2	6.7%	**1,638**	**14.2%**
30-35 MPH	1,901	23.7%	914	26.0%	8	26.7%	**2,823**	**24.4%**
40-45 MPH	1,667	20.8%	967	27.5%	6	20.0%	**2,640**	**22.8%**
50-55 MPH	635	7.9%	321	9.1%	5	16.7%	**961**	**8.3%**
60-65 MPH	787	9.8%	282	8.0%	3	10.0%	**1,072**	**9.3%**
70+ MPH	121	1.5%	61	1.7%	5	16.7%	**187**	**1.6%**
Unknown	1,447	18.0%	493	14.0%	1	3.3%	**1,941**	**16.8%**
Total	**8,030**	**100.0%**	**3,511**	**100.0%**	**30**	**100.0%**	**11,571**	**100.0%**

- Over half (56.7% of known) of total teenage driver crashes occurred where the speed limit was 30-45 MPH.
- The higher the speed limit the more likely the teenage driver crash was to be fatal. Teenage driver crashes where the speed limit was 50 MPH or higher were 2.7 times more likely to be fatal.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

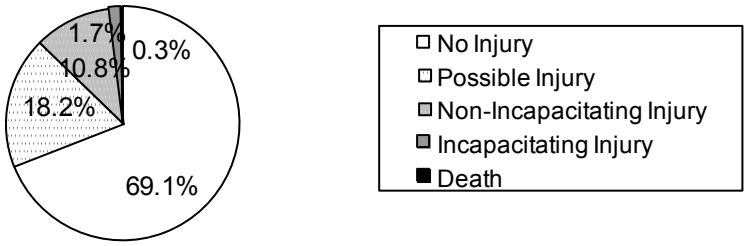
Travel Speed of Teenage Driver Vehicles in Crashes (Utah 2011)

Teenage Driver Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Stopped	811	10.1%	350	10.0%	0	0.0%	**1,161**	**10.0%**
1-9 MPH	975	12.1%	288	8.2%	0	0.0%	**1,263**	**10.9%**
10-19 MPH	1,076	13.4%	448	12.8%	2	6.7%	**1,526**	**13.2%**
20-29 MPH	899	11.2%	373	10.6%	1	3.3%	**1,273**	**11.0%**
30-39 MPH	907	11.3%	465	13.2%	2	6.7%	**1,374**	**11.9%**
40-49 MPH	555	6.9%	382	10.9%	4	13.3%	**941**	**8.1%**
50-59 MPH	357	4.4%	162	4.6%	4	13.3%	**523**	**4.5%**
60-69 MPH	404	5.0%	167	4.8%	7	23.3%	**578**	**5.0%**
70-79 MPH	134	1.7%	74	2.1%	4	13.3%	**212**	**1.8%**
80-89 MPH	11	0.1%	18	0.5%	1	3.3%	**30**	**0.3%**
90+ MPH	0	0.0%	6	0.2%	1	3.3%	**7**	**0.1%**
Unknown	1,901	23.7%	778	22.2%	4	13.3%	**2,683**	**23.2%**
Total	**8,030**	**100.0%**	**3,511**	**100.0%**	**30**	**100.0%**	**11,571**	**100.0%**

- Nearly half (47.0% of known) of teen driver vehicles in total crashes were traveling 10-39 MPH.
- Teenage driver vehicles in fatal crashes were more likely to be traveling at higher speeds. The majority (80.8% of known) of teenage driver vehicles in fatal crashes were traveling 40 MPH or higher.
- Crashes involving teenage driver vehicles traveling 40 MPH or higher were 12.2 times more likely to be fatal.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury.

Crash Conditions

Teenage Driver Crash Severity (Utah 2011)



- Similar to all motor vehicle crashes, nearly one-third (30.7%) of teenage driver crashes resulted in some level of non-fatal injury.

Teenage Driver Crash Violations (Utah 2011)

Teenage Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	#	%	#	%	#	%	#	%
Following Too Close	787	20.0%	358	17.6%	0	0.0%	**1,145**	**19.2%**
Improper Lane Change/Travel	468	11.9%	160	7.9%	0	0.0%	**628**	**10.5%**
Improper Turn	343	8.7%	236	11.6%	0	0.0%	**579**	**9.7%**
Negligent Collision	381	9.7%	185	9.1%	0	0.0%	**566**	**9.5%**
Failure to Yield Right of Way	346	8.8%	209	10.3%	1	14.3%	**556**	**9.3%**
Improper Lookout	375	9.5%	175	8.6%	0	0.0%	**550**	**9.2%**
License Violation	168	4.3%	131	6.5%	0	0.0%	**299**	**5.0%**
Speed	192	4.9%	63	3.1%	1	14.3%	**256**	**4.3%**
Insurance Violation	153	3.9%	84	4.1%	0	0.0%	**237**	**4.0%**
Unknown Violation	134	3.4%	80	3.9%	0	0.0%	**214**	**3.6%**
Failure to Stop at Red Light	98	2.5%	78	3.8%	0	0.0%	**176**	**2.9%**
Hit and Run	112	2.8%	30	1.5%	0	0.0%	**142**	**2.4%**
Driving Under the Influence	36	0.9%	37	1.8%	1	14.3%	**74**	**1.2%**
Failure to Stop at Stop Sign	36	0.9%	31	1.5%	0	0.0%	**67**	**1.1%**
Failure to Obey Traffic Control Device	37	0.9%	26	1.3%	0	0.0%	**63**	**1.1%**
Improper Backing	57	1.4%	1	0.0%	0	0.0%	**58**	**1.0%**
Reckless Driving	24	0.6%	22	1.1%	0	0.0%	**46**	**0.8%**
Improper Start or Stop	30	0.8%	15	0.7%	0	0.0%	**45**	**0.8%**
Alcohol/Drug Violation, Other than DUI	23	0.6%	16	0.8%	1	14.3%	**40**	**0.7%**
Registration Violation	18	0.5%	16	0.8%	0	0.0%	**34**	**0.6%**
Improper Passing	28	0.7%	3	0.1%	0	0.0%	**31**	**0.5%**
Wrong Side of Road	15	0.4%	16	0.8%	0	0.0%	**31**	**0.5%**
Equipment Violation	19	0.5%	10	0.5%	0	0.0%	**29**	**0.5%**
Careless Driving	15	0.4%	13	0.6%	0	0.0%	**28**	**0.5%**
Other Non-Moving Violation	13	0.3%	15	0.7%	0	0.0%	**28**	**0.5%**
Other Moving Violation	11	0.3%	6	0.3%	2	28.6%	**19**	**0.3%**
Seat Belt/Child Restraint/Helmet	5	0.1%	11	0.5%	0	0.0%	**16**	**0.3%**
Improper Signal	8	0.2%	2	0.1%	0	0.0%	**10**	**0.2%**
Texting	6	0.2%	0	0.0%	0	0.0%	**6**	**0.1%**
Vehicle Homicide	0	0.0%	0	0.0%	1	14.3%	**1**	**0.0%**
Total	**3,938**	**100.0%**	**2,029**	**100.0%**	**7**	**100.0%**	**5,974**	**100.0%**

- There were 5,974 citations issued to teenage drivers at the scene of the crash. The most common violations were for following too close (19.2%), improper lane change/travel (10.5%), and improper turn (9.7%).

Crash Conditions

Contributing Factors of Teenage Driver Crashes (Utah 2011)

Teenage Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Followed Too Closely	1,521	18.3%	701	17.1%	0	0.0%	**2,222**	**17.8%**
Failed to Yield Right of Way	1,167	14.1%	705	17.2%	3	4.8%	**1,875**	**15.0%**
Speed Too Fast	779	9.4%	326	8.0%	7	11.3%	**1,112**	**8.9%**
Driver Distraction	663	8.0%	409	10.0%	3	4.8%	**1,075**	**8.6%**
Failed to Keep in Proper Lane	655	7.9%	243	5.9%	6	9.7%	**904**	**7.3%**
Other Improper Driving	471	5.7%	291	7.1%	0	0.0%	**762**	**6.1%**
Improper Turn	343	4.1%	142	3.5%	1	1.6%	**486**	**3.9%**
Disregard Traffic Signal/Sign	200	2.4%	175	4.3%	1	1.6%	**376**	**3.0%**
Ran Off Road	226	2.7%	118	2.9%	12	19.4%	**356**	**2.9%**
Improper Backing	316	3.8%	9	0.2%	0	0.0%	**325**	**2.6%**
Improper Lane Change	241	2.9%	65	1.6%	2	3.2%	**308**	**2.5%**
Vision Obscured by Weather Condition	221	2.7%	77	1.9%	0	0.0%	**298**	**2.4%**
Overcorrected	177	2.1%	109	2.7%	5	8.1%	**291**	**2.3%**
Swerved or Evasive Action	115	1.4%	71	1.7%	6	9.7%	**192**	**1.5%**
Driver Asleep/Fatigue	101	1.2%	81	2.0%	1	1.6%	**183**	**1.5%**
Hit and Run	144	1.7%	32	0.8%	0	0.0%	**176**	**1.4%**
Improper Parking/Stopping	131	1.6%	43	1.0%	0	0.0%	**174**	**1.4%**
Driving Under the Influence	86	1.0%	62	1.5%	6	9.7%	**154**	**1.2%**
Vision Obscured by Moving Vehicle	67	0.8%	55	1.3%	1	1.6%	**123**	**1.0%**
Vehicle Other Defective Condition	88	1.1%	34	0.8%	0	0.0%	**122**	**1.0%**
Reckless/Aggressive Driving	61	0.7%	54	1.3%	2	3.2%	**117**	**0.9%**
Vehicle Brakes	68	0.8%	38	0.9%	0	0.0%	**106**	**0.9%**
Driver Emotional Prior to Crash	55	0.7%	44	1.1%	0	0.0%	**99**	**0.8%**
Vehicle Tires	62	0.7%	33	0.8%	0	0.0%	**95**	**0.8%**
Other Driver Condition	53	0.6%	31	0.8%	2	3.2%	**86**	**0.7%**
Vision Obscured by Parked Vehicle	56	0.7%	26	0.6%	0	0.0%	**82**	**0.7%**
Vision Obscured by Glare	39	0.5%	26	0.6%	0	0.0%	**65**	**0.5%**
Vision Obscured by Other	41	0.5%	20	0.5%	1	1.6%	**62**	**0.5%**
Improper Passing	42	0.5%	8	0.2%	1	1.6%	**51**	**0.4%**
Wrong Side/Wrong Way	25	0.3%	21	0.5%	2	3.2%	**48**	**0.4%**
Windshield or Other Window Obscured	29	0.3%	8	0.2%	0	0.0%	**37**	**0.3%**
Vision Obscured by Vegetation	10	0.1%	17	0.4%	0	0.0%	**27**	**0.2%**
Vision Obscured by Building, Sign, etc.	16	0.2%	7	0.2%	0	0.0%	**23**	**0.2%**
Driver Illness/Medical	11	0.1%	11	0.3%	0	0.0%	**22**	**0.2%**
Improper Signal	13	0.2%	3	0.1%	0	0.0%	**16**	**0.1%**
Disregard Road Markings	10	0.1%	3	0.1%	0	0.0%	**13**	**0.1%**
Total	**8,303**	**100.0%**	**4,098**	**100.0%**	**62**	**100.0%**	**12,463**	**100.0%**

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all teenage driver crashes were followed too closely (17.8%), failed to yield right of way (15.0%), and speed too fast (8.9%).
- The leading contributing factors in fatal teenage driver crashes were ran off road (19.4%), speed too fast (11.3%), failed to keep in proper lane (9.7%), swerved (9.7%), and driving under the influence (9.7%).
- Compared to drivers of all ages, teenage drivers were more likely to have a contributing factor of failure to yield right of way, driver distraction, and speed too fast.

Senior (Age 65+) Drivers

DRIVEWELL
Promoting Older Driver Safety and Mobility in Your Community

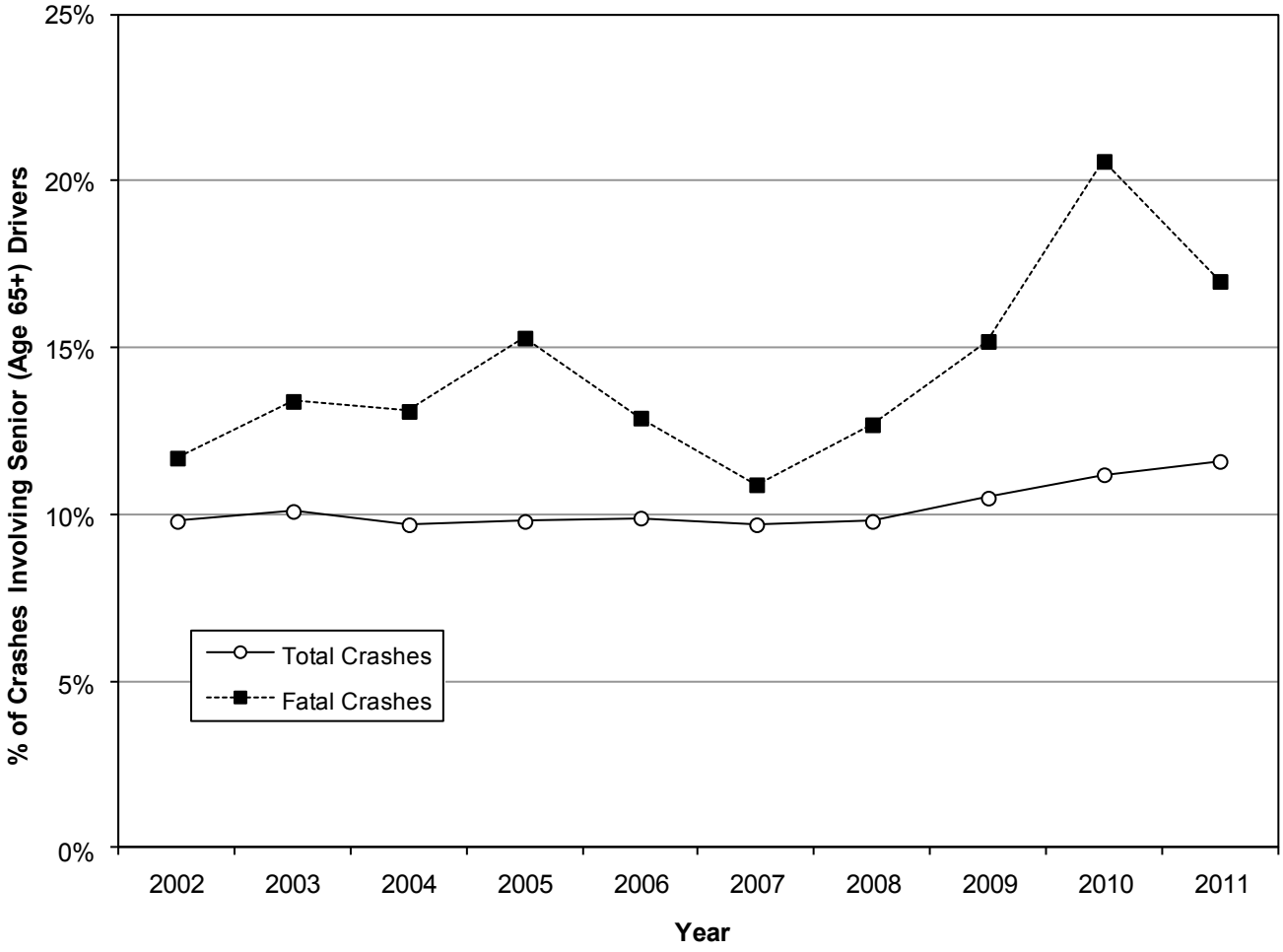
2011

Section 7: Senior (Age 65+) Drivers

Trends

Senior Driver Crashes (Utah 2002-2011)

Senior (Age 65+) Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Senior Driver		All	Senior Driver		All	Senior Driver		All	Senior Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	3,126	9.3%	19,552	2,082	10.6%	274	32	11.7%	**53,368**	**5,240**	**9.8%**
2003	31,842	3,073	9.7%	18,285	1,982	10.8%	262	35	13.4%	**50,389**	**5,090**	**10.1%**
2004	34,222	3,170	9.3%	19,423	2,011	10.4%	260	34	13.1%	**53,905**	**5,215**	**9.7%**
2005	35,158	3,344	9.5%	19,545	2,024	10.4%	235	36	15.3%	**54,938**	**5,404**	**9.8%**
2006	37,674	3,508	9.3%	18,264	2,010	11.0%	249	32	12.9%	**56,187**	**5,550**	**9.9%**
2007	42,368	3,937	9.3%	18,619	1,991	10.7%	258	28	10.9%	**61,245**	**5,956**	**9.7%**
2008	38,997	3,620	9.3%	17,125	1,872	10.9%	245	31	12.7%	**56,367**	**5,523**	**9.8%**
2009	35,398	3,552	10.0%	15,752	1,834	11.6%	217	33	15.2%	**51,367**	**5,419**	**10.5%**
2010	34,155	3,658	10.7%	14,995	1,830	12.2%	218	45	20.6%	**49,368**	**5,533**	**11.2%**
2011	36,418	4,108	11.3%	15,645	1,914	12.2%	224	38	17.0%	**52,287**	**6,060**	**11.6%**
Total	**359,774**	**35,096**	**9.8%**	**177,205**	**19,550**	**11.0%**	**2,442**	**344**	**14.1%**	**539,421**	**54,990**	**10.2%**



- Senior drivers (aged 65+ years) are a special concern because of their declining health and fragility.
- The 10-year trend shows that 10.2% of all crashes in Utah involved a senior driver with an increasing trend over the last 10 years.
- Fatal senior driver crashes have fluctuated around the 10-year average of 14.1% of fatal crashes.

Counties

Senior Driver Crashes by County (Utah 2011)

Senior (Age 65+) Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Senior Driver		All	Senior Driver		All	Senior Driver		All	Senior Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
Garfield	96	17	17.7%	48	13	27.1%	3	0	0.0%	**147**	**30**	**20.4%**
Washington	1,095	230	21.0%	664	122	18.4%	9	2	22.2%	**1,768**	**354**	**20.0%**
Kane	146	21	14.4%	57	13	22.8%	3	1	33.3%	**206**	**35**	**17.0%**
Carbon	467	69	14.8%	92	13	14.1%	7	0	0.0%	**566**	**82**	**14.5%**
Weber	2,557	341	13.3%	1,271	208	16.4%	21	5	23.8%	**3,849**	**554**	**14.4%**
Juab	244	31	12.7%	92	15	16.3%	5	1	20.0%	**341**	**47**	**13.8%**
San Juan	182	23	12.6%	45	6	13.3%	6	2	33.3%	**233**	**31**	**13.3%**
Sevier	308	38	12.3%	107	15	14.0%	5	1	20.0%	**420**	**54**	**12.9%**
Davis	2,937	389	13.2%	1,350	155	11.5%	14	3	21.4%	**4,301**	**547**	**12.7%**
Emery	195	21	10.8%	57	10	17.5%	4	1	25.0%	**256**	**32**	**12.5%**
Grand	142	18	12.7%	91	11	12.1%	1	0	0.0%	**234**	**29**	**12.4%**
Utah	6,593	773	11.7%	2,884	350	12.1%	18	3	16.7%	**9,495**	**1,126**	**11.9%**
Box Elder	787	92	11.7%	260	27	10.4%	9	2	22.2%	**1,056**	**121**	**11.5%**
Sanpete	221	25	11.3%	86	10	11.6%	1	0	0.0%	**308**	**35**	**11.4%**
Cache	1,488	167	11.2%	467	54	11.6%	4	0	0.0%	**1,959**	**221**	**11.3%**
Salt Lake	15,003	1,494	10.0%	6,665	764	11.5%	62	11	17.7%	**21,730**	**2,269**	**10.4%**
Iron	469	46	9.8%	243	27	11.1%	10	2	20.0%	**722**	**75**	**10.4%**
Millard	211	21	10.0%	104	12	11.5%	3	0	0.0%	**318**	**33**	**10.4%**
Piute	20	2	10.0%	8	1	12.5%	1	0	0.0%	**29**	**3**	**10.3%**
Beaver	199	21	10.6%	58	4	6.9%	1	1	100.0%	**258**	**26**	**10.1%**
Tooele	728	75	10.3%	279	26	9.3%	9	1	11.1%	**1,016**	**102**	**10.0%**
Daggett	14	1	7.1%	8	1	12.5%	0	0	n/a	**22**	**2**	**9.1%**
Morgan	108	10	9.3%	43	4	9.3%	3	0	0.0%	**154**	**14**	**9.1%**
Wayne	32	4	12.5%	14	0	0.0%	0	0	n/a	**46**	**4**	**8.7%**
Wasatch	418	36	8.6%	164	14	8.5%	3	0	0.0%	**585**	**50**	**8.5%**
Uintah	418	33	7.9%	140	14	10.0%	6	0	0.0%	**564**	**47**	**8.3%**
Summit	833	63	7.6%	201	22	10.9%	7	1	14.3%	**1,041**	**86**	**8.3%**
Duchesne	459	44	9.6%	116	1	0.9%	9	1	11.1%	**584**	**46**	**7.9%**
Rich	48	3	6.3%	31	2	6.5%	0	0	n/a	**79**	**5**	**6.3%**
Statewide	**36,418**	**4,108**	**11.3%**	**15,645**	**1,914**	**12.2%**	**224**	**38**	**17.0%**	**52,287**	**6,060**	**11.6%**

- Overall, Garfield (20.4%), Washington (20.0%), and Kane (17.0%) counties had the highest percentages of crashes involving a senior driver.
- Beaver (100.0%), San Juan (33.3%), and Kane (33.3%) counties had the highest percentages of fatal crashes involving a senior driver.
- Overall, Rich (6.3%), Duchesne (7.9%), and Summit (8.3%) counties had the lowest percentages of crashes involving a senior driver.
- Statewide, senior driver crashes represented 11.6% of all crashes and 17.0% of all fatal crashes.

Drivers

Gender of Senior Drivers in Crashes (Utah 2011)

Senior (Age 65+) Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	2,604	60.7%	1,184	58.8%	30	75.0%	**3,818**	**60.2%**
Female	1,684	39.2%	828	41.1%	10	25.0%	**2,522**	**39.7%**
Unknown	5	0.1%	1	0.0%	0	0.0%	**6**	**0.1%**
Total	**4,293**	**100.0%**	**2,013**	**100.0%**	**40**	**100.0%**	**6,346**	**100.0%**

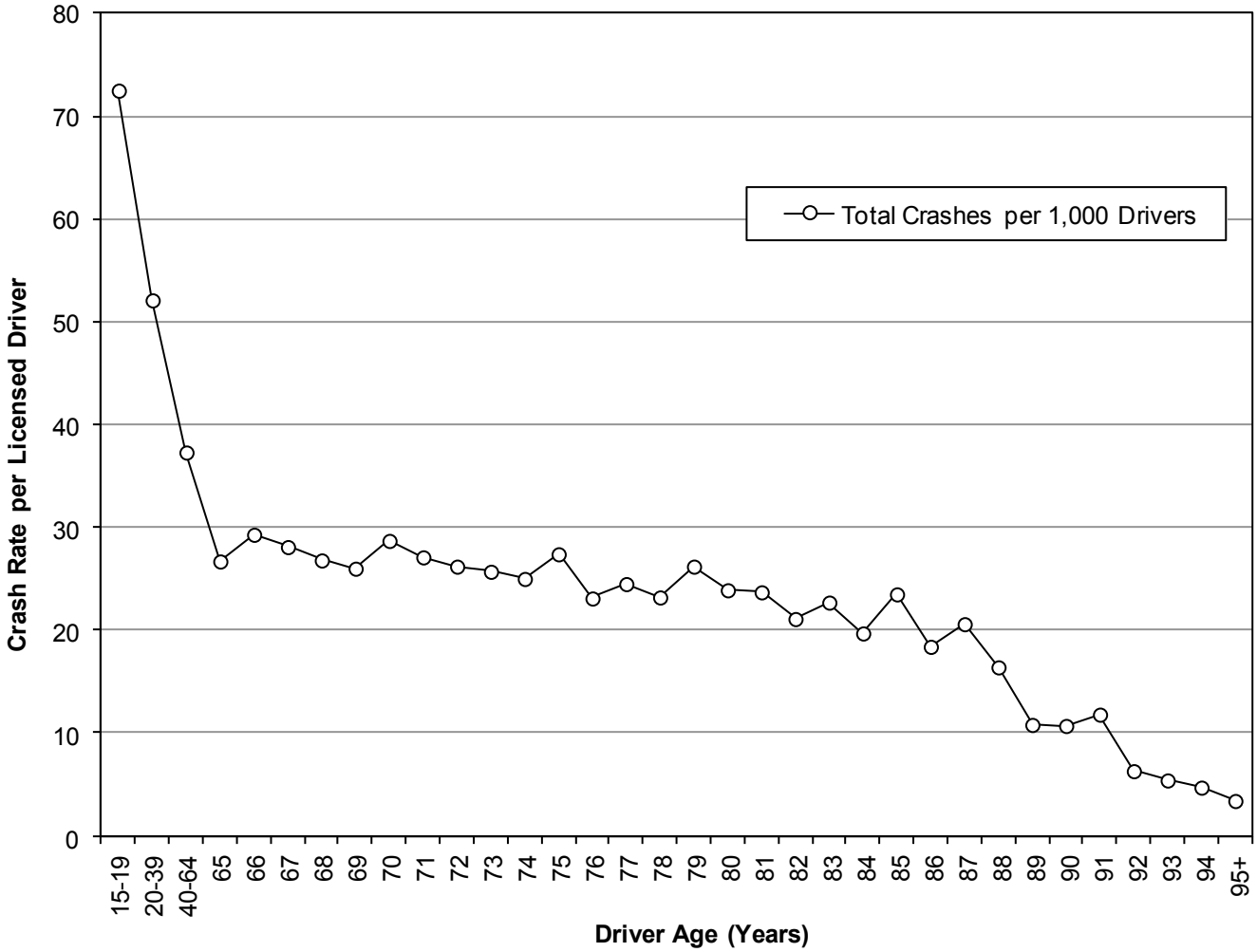
- The majority of senior drivers in all motor vehicle crashes (60.2%) and fatal crashes (75.0%) were male.

Age of Senior Drivers in Crashes (Utah 2011)

Senior (Age 65+) Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
65	378	8.8%	19.3	142	7.1%	7.2	4	10.0%	0.20	**524**	**8.3%**	**26.7**
66	319	7.4%	19.9	147	7.3%	9.2	3	7.5%	0.19	**469**	**7.4%**	**29.3**
67	297	6.9%	18.3	159	7.9%	9.8	1	2.5%	0.06	**457**	**7.2%**	**28.1**
68	313	7.3%	18.5	137	6.8%	8.1	4	10.0%	0.24	**454**	**7.2%**	**26.8**
69	279	6.5%	17.8	123	6.1%	7.9	4	10.0%	0.26	**406**	**6.4%**	**26.0**
70	277	6.5%	20.1	117	5.8%	8.5	2	5.0%	0.14	**396**	**6.2%**	**28.7**
71	249	5.8%	19.4	95	4.7%	7.4	4	10.0%	0.31	**348**	**5.5%**	**27.1**
72	213	5.0%	18.0	96	4.8%	8.1	1	2.5%	0.08	**310**	**4.9%**	**26.2**
73	187	4.4%	16.1	109	5.4%	9.4	2	5.0%	0.17	**298**	**4.7%**	**25.7**
74	175	4.1%	16.2	95	4.7%	8.8	0	0.0%	0.00	**270**	**4.3%**	**25.0**
75	182	4.2%	18.0	95	4.7%	9.4	0	0.0%	0.00	**277**	**4.4%**	**27.4**
76	153	3.6%	15.6	73	3.6%	7.4	1	2.5%	0.10	**227**	**3.6%**	**23.1**
77	152	3.5%	16.2	76	3.8%	8.1	1	2.5%	0.11	**229**	**3.6%**	**24.5**
78	130	3.0%	15.7	62	3.1%	7.5	0	0.0%	0.00	**192**	**3.0%**	**23.2**
79	157	3.7%	19.8	51	2.5%	6.4	0	0.0%	0.00	**208**	**3.3%**	**26.2**
80	122	2.8%	15.6	64	3.2%	8.2	1	2.5%	0.13	**187**	**2.9%**	**23.9**
81	121	2.8%	16.2	56	2.8%	7.5	0	0.0%	0.00	**177**	**2.8%**	**23.7**
82	84	2.0%	12.5	57	2.8%	8.5	1	2.5%	0.15	**142**	**2.2%**	**21.1**
83	100	2.3%	15.6	44	2.2%	6.9	2	5.0%	0.31	**146**	**2.3%**	**22.7**
84	69	1.6%	11.8	43	2.1%	7.4	3	7.5%	0.52	**115**	**1.8%**	**19.7**
85	86	2.0%	16.3	38	1.9%	7.2	0	0.0%	0.00	**124**	**2.0%**	**23.5**
86	57	1.3%	11.6	33	1.6%	6.7	1	2.5%	0.20	**91**	**1.4%**	**18.4**
87	55	1.3%	12.8	30	1.5%	7.0	4	10.0%	0.93	**89**	**1.4%**	**20.6**
88	46	1.1%	11.8	17	0.8%	4.4	1	2.5%	0.26	**64**	**1.0%**	**16.4**
89	25	0.6%	7.3	12	0.6%	3.5	0	0.0%	0.00	**37**	**0.6%**	**10.8**
90	18	0.4%	5.9	15	0.7%	4.9	0	0.0%	0.00	**33**	**0.5%**	**10.7**
91	17	0.4%	6.7	13	0.6%	5.1	0	0.0%	0.00	**30**	**0.5%**	**11.8**
92	11	0.3%	5.3	2	0.1%	1.0	0	0.0%	0.00	**13**	**0.2%**	**6.3**
93	4	0.1%	2.2	6	0.3%	3.3	0	0.0%	0.00	**10**	**0.2%**	**5.4**
94	4	0.1%	2.7	3	0.1%	2.0	0	0.0%	0.00	**7**	**0.1%**	**4.7**
95+	13	0.3%	2.8	3	0.1%	0.6	0	0.0%	0.00	**16**	**0.3%**	**3.4**
Total	**4,293**	**100.0%**	**16.4**	**2,013**	**100.0%**	**7.7**	**40**	**100.0%**	**0.15**	**6,346**	**100.0%**	**24.2**

Drivers

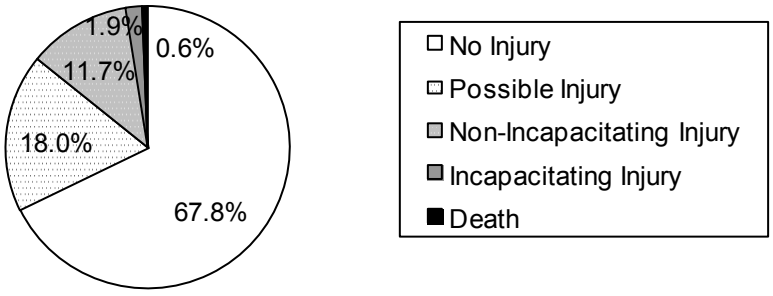
Crash Rate of Licensed Drivers by Age (Utah 2011)



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

Crash Conditions

Senior Driver Crash Severity (Utah 2011)



- Senior driver crashes were more likely to result in injury or death compared to all crashes (32.2% to 30.3%).

Crash Conditions

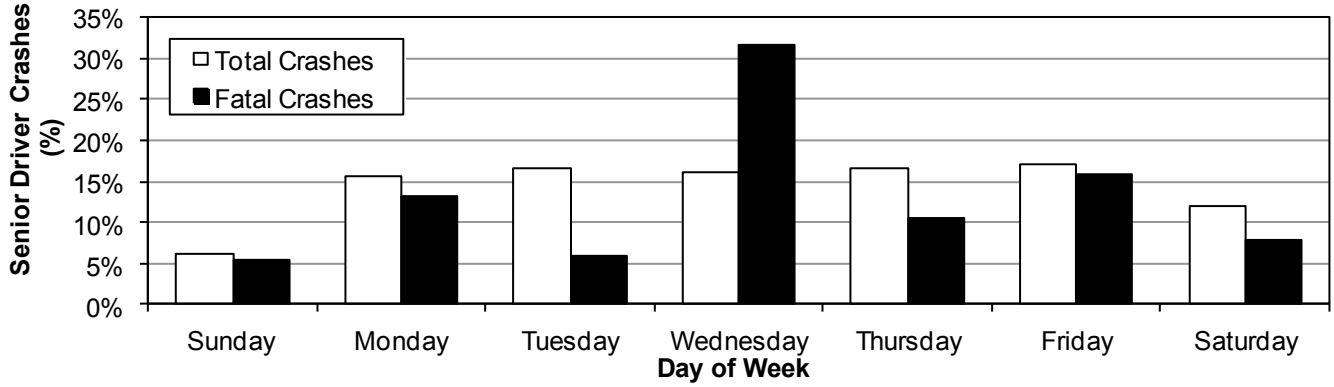
Senior Driver Crashes by Month (Utah 2011)

Senior (Age 65+) Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	329	10.6	121	3.9	1	0.03	**451**	**14.5**
February	288	10.3	108	3.9	1	0.04	**397**	**14.2**
March	331	10.7	142	4.6	2	0.06	**475**	**15.3**
April	283	9.4	139	4.6	2	0.07	**424**	**14.1**
May	306	9.9	154	5.0	1	0.03	**461**	**14.9**
June	314	10.5	157	5.2	4	0.13	**475**	**15.8**
July	343	11.1	175	5.6	6	0.19	**524**	**16.9**
August	381	12.3	195	6.3	7	0.23	**583**	**18.8**
September	349	11.6	192	6.4	3	0.10	**544**	**18.1**
October	390	12.6	195	6.3	5	0.16	**590**	**19.0**
November	358	11.9	152	5.1	1	0.03	**511**	**17.0**
December	436	14.1	184	5.9	5	0.16	**625**	**20.2**
Total	**4,108**	**11.3**	**1,914**	**5.2**	**38**	**0.10**	**6,060**	**16.6**

- Overall, December (20.2) and October (19.0) had the highest rates per day for senior driver crashes.
- The highest rate per day of fatal senior driver crashes occurred in August (0.23).

Senior Driver Crashes by Day of Week (Utah 2011)

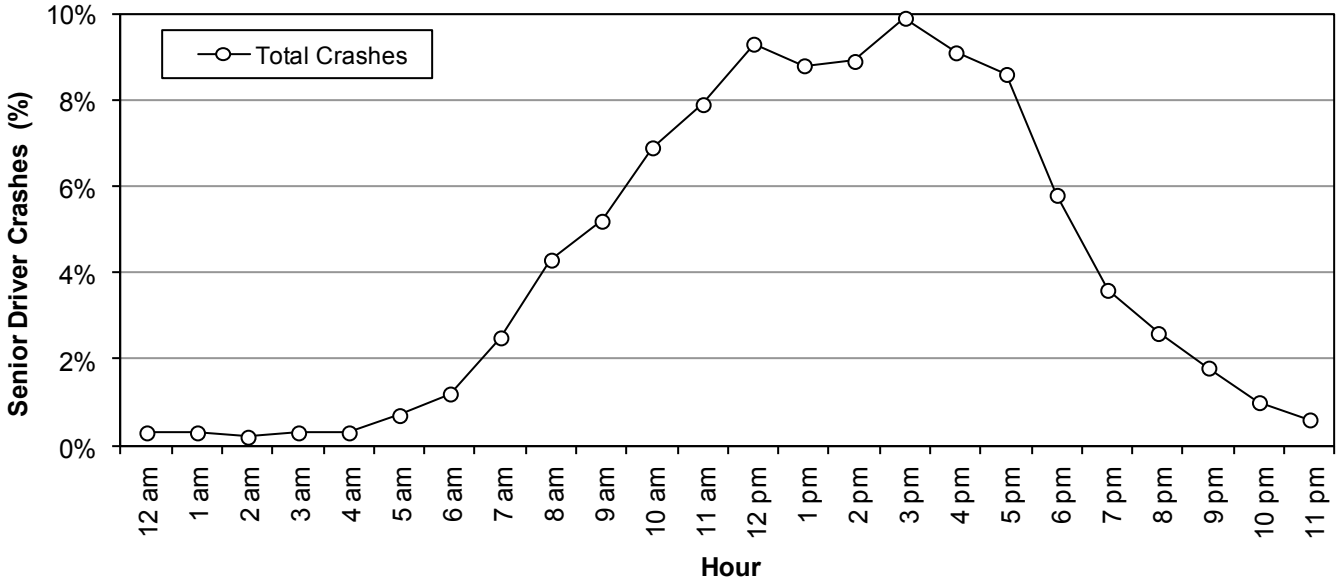
Senior (Age 65+) Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	234	5.7%	142	7.4%	2	5.3%	**378**	**6.2%**
Monday	647	15.7%	299	15.6%	5	13.2%	**951**	**15.7%**
Tuesday	671	16.3%	320	16.7%	6	15.8%	**997**	**16.5%**
Wednesday	661	16.1%	295	15.4%	12	31.6%	**968**	**16.0%**
Thursday	686	16.7%	309	16.1%	4	10.5%	**999**	**16.5%**
Friday	722	17.6%	303	15.8%	6	15.8%	**1,031**	**17.0%**
Saturday	487	11.9%	246	12.9%	3	7.9%	**736**	**12.1%**
Total	**4,108**	**100.0%**	**1,914**	**100.0%**	**38**	**100.0%**	**6,060**	**100.0%**



- Overall, the highest percentage of senior driver crashes occurred on Friday (17.0%).
- The highest percentage of fatal senior driver crashes occurred on Wednesday (31.6%).

Senior Driver Crashes by Hour (Utah 2011)

Senior (Age 65+) Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	9	0.2%	7	0.4%	0	0.0%	**16**	**0.3%**
1 a.m.	12	0.3%	6	0.3%	0	0.0%	**18**	**0.3%**
2 a.m.	11	0.3%	3	0.2%	0	0.0%	**14**	**0.2%**
3 a.m.	12	0.3%	5	0.3%	0	0.0%	**17**	**0.3%**
4 a.m.	12	0.3%	4	0.2%	0	0.0%	**16**	**0.3%**
5 a.m.	27	0.7%	14	0.7%	1	2.6%	**42**	**0.7%**
6 a.m.	49	1.2%	23	1.2%	0	0.0%	**72**	**1.2%**
7 a.m.	105	2.6%	48	2.5%	0	0.0%	**153**	**2.5%**
8 a.m.	167	4.1%	93	4.9%	0	0.0%	**260**	**4.3%**
9 a.m.	218	5.3%	98	5.1%	0	0.0%	**316**	**5.2%**
10 a.m.	276	6.7%	137	7.2%	5	13.2%	**418**	**6.9%**
11 a.m.	319	7.8%	159	8.3%	1	2.6%	**479**	**7.9%**
Noon	380	9.3%	180	9.4%	1	2.6%	**561**	**9.3%**
1 p.m.	360	8.8%	162	8.5%	12	31.6%	**534**	**8.8%**
2 p.m.	380	9.3%	156	8.2%	3	7.9%	**539**	**8.9%**
3 p.m.	412	10.0%	184	9.6%	3	7.9%	**599**	**9.9%**
4 p.m.	381	9.3%	170	8.9%	2	5.3%	**553**	**9.1%**
5 p.m.	356	8.7%	166	8.7%	0	0.0%	**522**	**8.6%**
6 p.m.	236	5.7%	112	5.9%	4	10.5%	**352**	**5.8%**
7 p.m.	141	3.4%	73	3.8%	2	5.3%	**216**	**3.6%**
8 p.m.	112	2.7%	46	2.4%	1	2.6%	**159**	**2.6%**
9 p.m.	66	1.6%	39	2.0%	2	5.3%	**107**	**1.8%**
10 p.m.	39	0.9%	24	1.3%	0	0.0%	**63**	**1.0%**
11 p.m.	28	0.7%	5	0.3%	1	2.6%	**34**	**0.6%**
Total	**4,108**	**100.0%**	**1,914**	**100.0%**	**38**	**100.0%**	**6,060**	**100.0%**



- Senior driver total crashes were highest from 12:00 p.m. to 5:59 p.m.
- Fatal senior driver crashes varied throughout the day and peaked during the 1:00 p.m. hour.

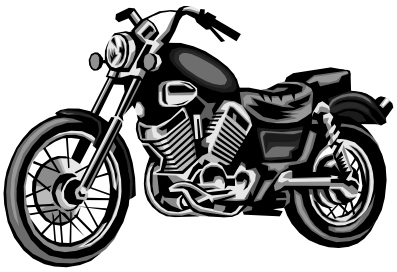
Crash Conditions

Contributing Factors of Senior Driver Crashes (Utah 2011)

Senior (Age 65+) Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	624	19.0%	396	22.8%	7	12.3%	**1,027**	**20.2%**
Followed Too Closely	350	10.7%	206	11.8%	2	3.5%	**558**	**11.0%**
Failed to Keep in Proper Lane	270	8.2%	145	8.3%	10	17.5%	**425**	**8.4%**
Other Improper Driving	243	7.4%	108	6.2%	0	0.0%	**351**	**6.9%**
Improper Turn	205	6.2%	73	4.2%	1	1.8%	**279**	**5.5%**
Disregard Traffic Signal/Sign	124	3.8%	145	8.3%	4	7.0%	**273**	**5.4%**
Improper Backing	234	7.1%	11	0.6%	0	0.0%	**245**	**4.8%**
Driver Distraction	138	4.2%	99	5.7%	0	0.0%	**237**	**4.7%**
Speed Too Fast	125	3.8%	93	5.3%	4	7.0%	**222**	**4.4%**
Improper Lane Change	174	5.3%	21	1.2%	2	3.5%	**197**	**3.9%**
Ran Off Road	62	1.9%	49	2.8%	12	21.1%	**123**	**2.4%**
Improper Parking/Stopping	85	2.6%	24	1.4%	1	1.8%	**110**	**2.2%**
Vision Obscured by Weather Condition	68	2.1%	31	1.8%	1	1.8%	**100**	**2.0%**
Overcorrected	40	1.2%	44	2.5%	3	5.3%	**87**	**1.7%**
Driver Asleep/Fatigue	43	1.3%	39	2.2%	0	0.0%	**82**	**1.6%**
Driver Illness/Medical	30	0.9%	43	2.5%	1	1.8%	**74**	**1.5%**
Vehicle Other Defective Condition	51	1.6%	23	1.3%	0	0.0%	**74**	**1.5%**
Swerved or Evasive Action	41	1.2%	25	1.4%	1	1.8%	**67**	**1.3%**
Other Driver Condition	43	1.3%	15	0.9%	2	3.5%	**60**	**1.2%**
Hit and Run	51	1.6%	8	0.5%	0	0.0%	**59**	**1.2%**
Vision Obscured by Moving Vehicle	38	1.2%	17	1.0%	0	0.0%	**55**	**1.1%**
Vision Obscured by Glare	27	0.8%	25	1.4%	0	0.0%	**52**	**1.0%**
Driving Under the Influence	17	0.5%	20	1.1%	2	3.5%	**39**	**0.8%**
Vision Obscured by Parked Vehicle	28	0.9%	9	0.5%	0	0.0%	**37**	**0.7%**
Improper Passing	32	1.0%	3	0.2%	1	1.8%	**36**	**0.7%**
Wrong Side/Wrong Way	18	0.5%	16	0.9%	1	1.8%	**35**	**0.7%**
Vision Obscured by Other	23	0.7%	11	0.6%	0	0.0%	**34**	**0.7%**
Vehicle Cargo	24	0.7%	1	0.1%	0	0.0%	**25**	**0.5%**
Disregard Road Markings	18	0.5%	6	0.3%	0	0.0%	**24**	**0.5%**
Driver Emotional Prior to Crash	14	0.4%	8	0.5%	0	0.0%	**22**	**0.4%**
Vehicle Brakes	15	0.5%	3	0.2%	0	0.0%	**18**	**0.4%**
Vehicle Tires	8	0.2%	7	0.4%	1	1.8%	**16**	**0.3%**
Reckless/Aggressive Driving	6	0.2%	5	0.3%	0	0.0%	**11**	**0.2%**
Vision Obscured by Vegetation	5	0.2%	5	0.3%	1	1.8%	**11**	**0.2%**
Vision Obscured by Building, Sign, etc.	4	0.1%	2	0.1%	0	0.0%	**6**	**0.1%**
Windshield or Other Window Obscured	3	0.1%	3	0.2%	0	0.0%	**6**	**0.1%**
Improper Signal	3	0.1%	1	0.1%	0	0.0%	**4**	**0.1%**
Total	**3,284**	**100.0%**	**1,740**	**100.0%**	**57**	**100.0%**	**5,081**	**100.0%**

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all senior driver crashes were failed to yield right of way (20.2%), followed too closely (11.0%), and failed to keep in proper lane (8.4%).
- The leading contributing factors in fatal senior driver crashes were ran off road (13.0%), failed to keep in proper lane (17.5%), and failed to yield right of way (12.3%).
- Compared to drivers of all ages, senior drivers were more likely to have a contributing factor of failure to yield right of way, improper turn, disregard traffic signal/sign, and improper backing.

Motorcycles



DRIVE AWARE. RIDE AWARE.

2011

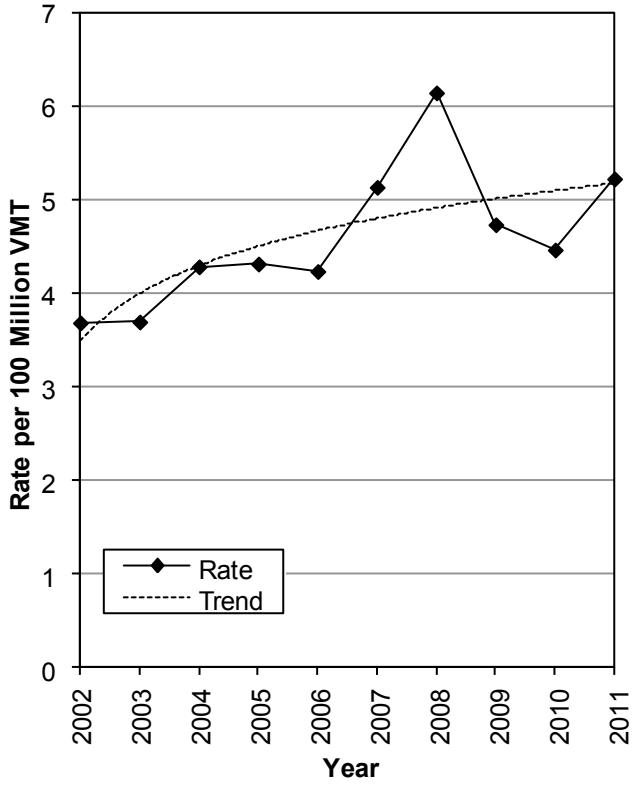
Section 8: Motorcycles

Trends

Motorcyclists in Crashes (Utah 2002-2011)

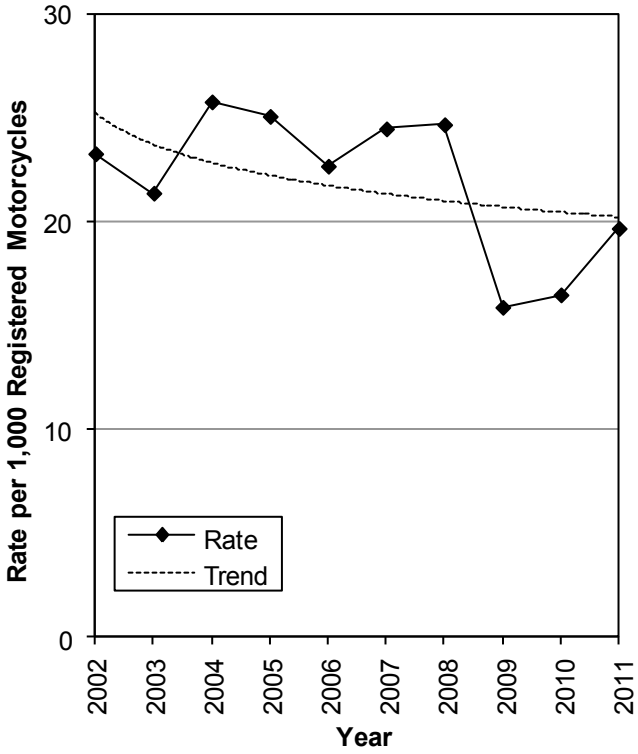
Motorcyclists (Driver and Passenger)												
	Non-Injured			Injured			Killed			Total		
Year	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Registered Motorcycles
2002	130	0.5	3.4	755	3.1	19.5	18	0.07	0.46	**903**	**3.69**	**23.3**
2003	134	0.6	3.2	730	3.0	17.6	22	0.09	0.53	**886**	**3.70**	**21.4**
2004	149	0.6	3.6	877	3.6	21.4	31	0.13	0.76	**1,057**	**4.29**	**25.8**
2005	192	0.8	4.4	871	3.5	20.1	23	0.09	0.53	**1,086**	**4.32**	**25.1**
2006	186	0.7	3.8	899	3.4	18.4	24	0.09	0.49	**1,109**	**4.24**	**22.7**
2007	269	1.0	4.8	1,076	4.0	19.2	33	0.12	0.59	**1,378**	**5.14**	**24.5**
2008	255	1.0	4.0	1,301	5.0	20.2	36	0.14	0.56	**1,592**	**6.15**	**24.7**
2009	232	0.9	3.0	980	3.7	12.5	30	0.11	0.38	**1,242**	**4.74**	**15.9**
2010	190	0.7	2.6	979	3.7	13.6	21	0.08	0.29	**1,190**	**4.47**	**16.5**
2011	228	0.9	3.3	1,117	4.3	16.0	28	0.11	0.40	**1,373**	**5.23**	**19.7**
Total	**1,965**	**0.8**	**3.5**	**9,585**	**3.7**	**17.3**	**266**	**0.10**	**0.48**	**11,816**	**4.61**	**21.3**

Motorcyclist Crash Rates per VMT (Utah 2002-2011)



- The rate of motorcyclists in crashes per VMT has shown an increasing trend over the last 10 years.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.

Motorcyclist Crash Rates per Registered Motorcycles (Utah 2002-2011)



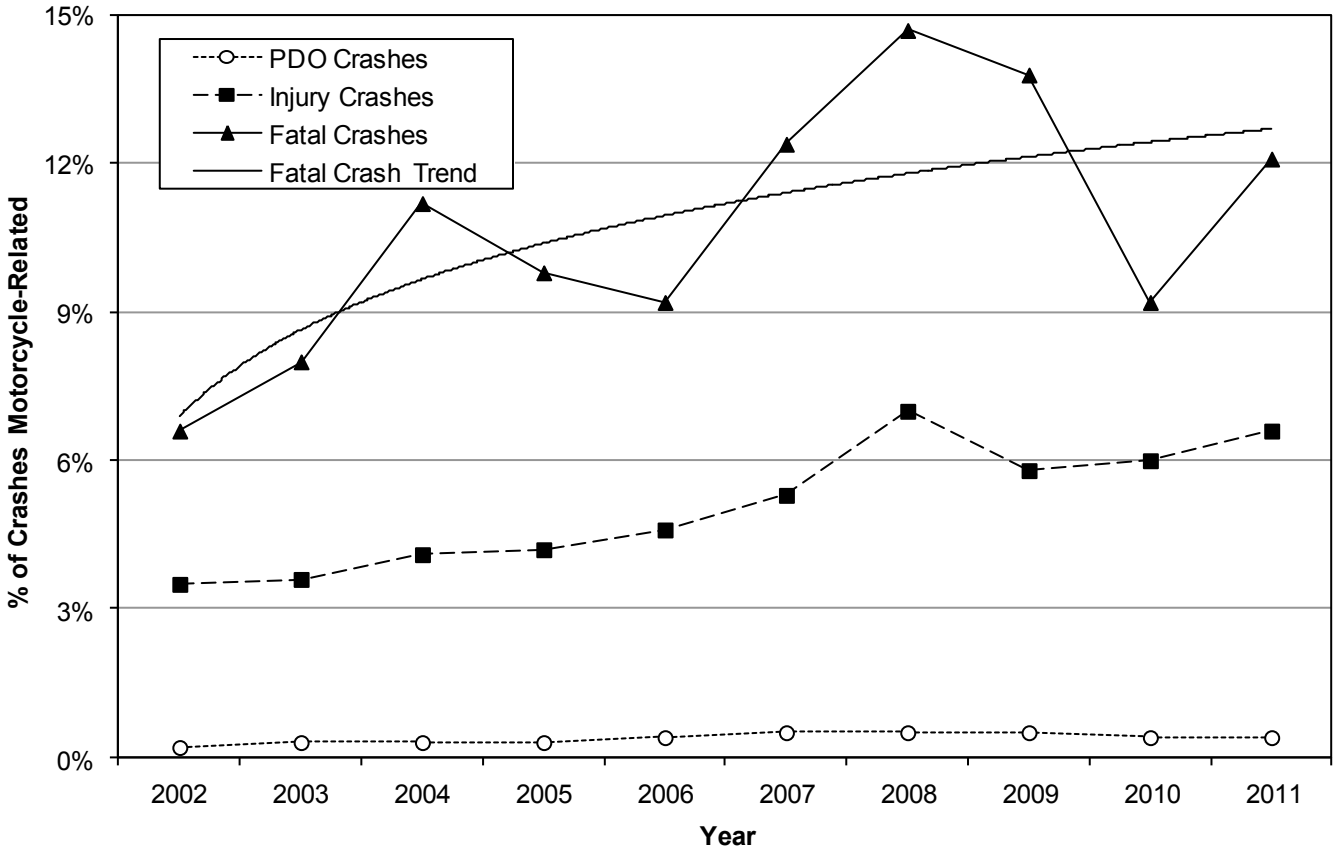
- The rate of total motorcyclists in crashes per registered motorcycles has shown a decreasing trend over the last 10 years.

Trends

Motorcycle Crashes (Utah 2002-2011)

Motorcycle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Motorcycle		All	Motorcycle		All	Motorcycle		All	Motorcycle	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	81	0.2%	19,552	689	3.5%	274	18	6.6%	**53,368**	**788**	**1.5%**
2003	31,842	84	0.3%	18,285	661	3.6%	262	21	8.0%	**50,389**	**766**	**1.5%**
2004	34,222	104	0.3%	19,423	805	4.1%	260	29	11.2%	**53,905**	**938**	**1.7%**
2005	35,158	117	0.3%	19,545	829	4.2%	235	23	9.8%	**54,938**	**969**	**1.8%**
2006	37,749	135	0.4%	18,189	835	4.6%	249	23	9.2%	**56,187**	**993**	**1.8%**
2007	42,368	199	0.5%	18,619	984	5.3%	258	32	12.4%	**61,245**	**1,215**	**2.0%**
2008	38,997	177	0.5%	17,125	1,192	7.0%	245	36	14.7%	**56,367**	**1,405**	**2.5%**
2009	35,398	182	0.5%	15,752	914	5.8%	217	30	13.8%	**51,367**	**1,126**	**2.2%**
2010	34,155	137	0.4%	14,995	892	5.9%	218	20	9.2%	**49,368**	**1,049**	**2.1%**
2011	36,418	161	0.4%	15,645	1,038	6.6%	224	27	12.1%	**52,287**	**1,226**	**2.3%**
Total	**359,849**	**1,377**	**0.4%**	**177,130**	**8,839**	**5.0%**	**2,442**	**259**	**10.6%**	**539,421**	**10,475**	**1.9%**

Percent of Crashes Involving a Motorcycle (Utah 2002-2011)



- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.0% of injury crashes, and 10.6% of fatal crashes.
- Motorcycles are over-represented in fatal crashes accounting for 10.6% of fatal crashes compared to 1.9% of total crashes.
- During the last 10 years, the highest percent of total crashes involving motorcycles occurred in 2008 (2.5%).

Counties

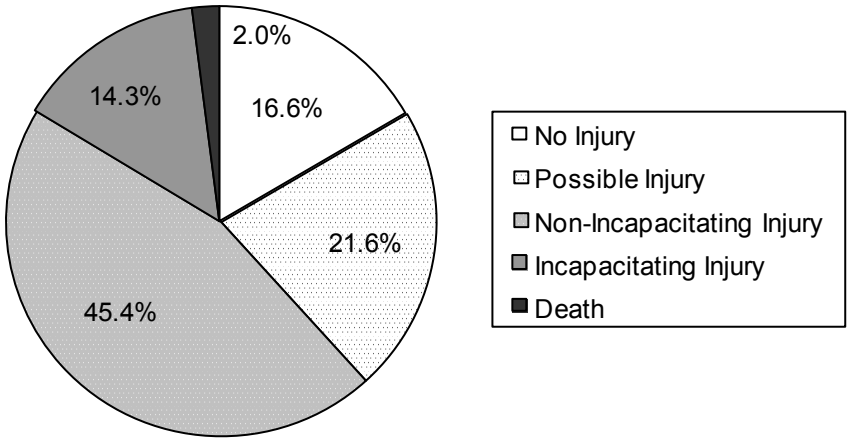
Motorcyclists in Crashes by County (Utah 2011)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
County	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Rich	2	4.3	4	8.7	0	0.00	**6**	**13.0**
Wayne	0	0.0	6	13.0	0	0.00	**6**	**13.0**
Garfield	0	0.0	10	9.3	2	1.86	**12**	**11.2**
Morgan	1	0.8	12	9.4	1	0.78	**14**	**10.9**
Daggett	0	0.0	3	9.4	0	0.00	**3**	**9.4**
Duchesne	4	1.7	15	6.3	1	0.42	**20**	**8.4**
Weber	24	1.5	105	6.6	4	0.25	**133**	**8.3**
Wasatch	6	1.8	17	5.2	1	0.31	**24**	**7.3**
Washington	16	1.2	80	5.9	1	0.07	**97**	**7.1**
Utah	45	1.2	214	5.7	3	0.08	**262**	**7.0**
Cache	12	1.4	43	5.0	0	0.00	**55**	**6.4**
Uintah	2	0.5	23	5.8	0	0.00	**25**	**6.3**
Sevier	4	1.3	12	3.8	1	0.31	**17**	**5.3**
Salt Lake	80	0.9	374	4.3	5	0.06	**459**	**5.3**
Kane	1	0.7	4	2.9	1	0.73	**6**	**4.4**
Carbon	2	0.7	9	3.0	2	0.67	**13**	**4.3**
Tooele	6	0.7	27	3.3	2	0.25	**35**	**4.3**
Iron	2	0.3	24	3.5	1	0.15	**27**	**3.9**
San Juan	1	0.3	10	3.5	0	0.00	**11**	**3.8**
Piute	0	0.0	1	3.6	0	0.00	**1**	**3.6**
Davis	13	0.5	73	2.9	2	0.08	**88**	**3.5**
Emery	2	0.6	6	1.9	0	0.00	**8**	**2.5**
Grand	0	0.0	8	2.5	0	0.00	**8**	**2.5**
Summit	2	0.3	14	1.9	1	0.14	**17**	**2.3**
Sanpete	0	0.0	4	2.0	0	0.00	**4**	**2.0**
Juab	0	0.0	6	1.5	0	0.00	**6**	**1.5**
Millard	2	0.4	5	1.1	0	0.00	**7**	**1.5**
Box Elder	1	0.1	7	0.8	0	0.00	**8**	**0.9**
Beaver	0	0.0	1	0.4	0	0.00	**1**	**0.4**
Statewide	**228**	**0.9**	**1,117**	**4.3**	**28**	**0.11**	**1,373**	**5.2**

- Rich (13.0), Wayne (13.0), and Garfield (11.2) counties had the highest rates of motorcyclists in crashes per vehicle miles traveled (VMT).
- Garfield (1.86) and Morgan (0.78) counties had the highest rates of motorcyclists killed in crashes.

Motorcyclists

Injury Severity of Motorcyclists in Crashes (Utah 2011)



- The percentage of motorcyclists sustaining a non-fatal injury (81.4%) was much higher than that of all persons in motor vehicle crashes sustaining a non-fatal injury (17.3%).
- The percentage of motorcyclists killed in crashes (2.0%) was higher than for all persons killed in motor vehicle crashes (0.2%).
- Motorcycle crashes were 5.8 times more likely to result in a death than other motor vehicle crashes.

Occupant Placement of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
Occupant	Non-Injured		Injured		Killed		Total	
Placement	#	%	#	%	#	%	#	%
Driver	204	89.5%	1,027	91.9%	27	96.4%	**1,258**	**91.6%**
Passenger	24	10.5%	90	8.1%	1	3.6%	**115**	**8.4%**
Total	**228**	**100.0%**	**1,117**	**100.0%**	**28**	**100.0%**	**1,373**	**100.0%**

- Drivers accounted for the majority of motorcyclists in a crash (91.6%) and motorcyclists killed (96.4%).

Gender of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	190	83.3%	939	84.1%	26	92.9%	**1155**	**84.1%**
Female	26	11.4%	172	15.4%	2	7.1%	**200**	**14.6%**
Unknown	12	5.3%	6	0.5%	0	0.0%	**18**	**1.3%**
Total	**228**	**100.0%**	**1,117**	**100.0%**	**28**	**100.0%**	**1,373**	**100.0%**

- The majority of all motorcyclists (84.1%) and motorcyclists killed (92.9%) in crashes were male.

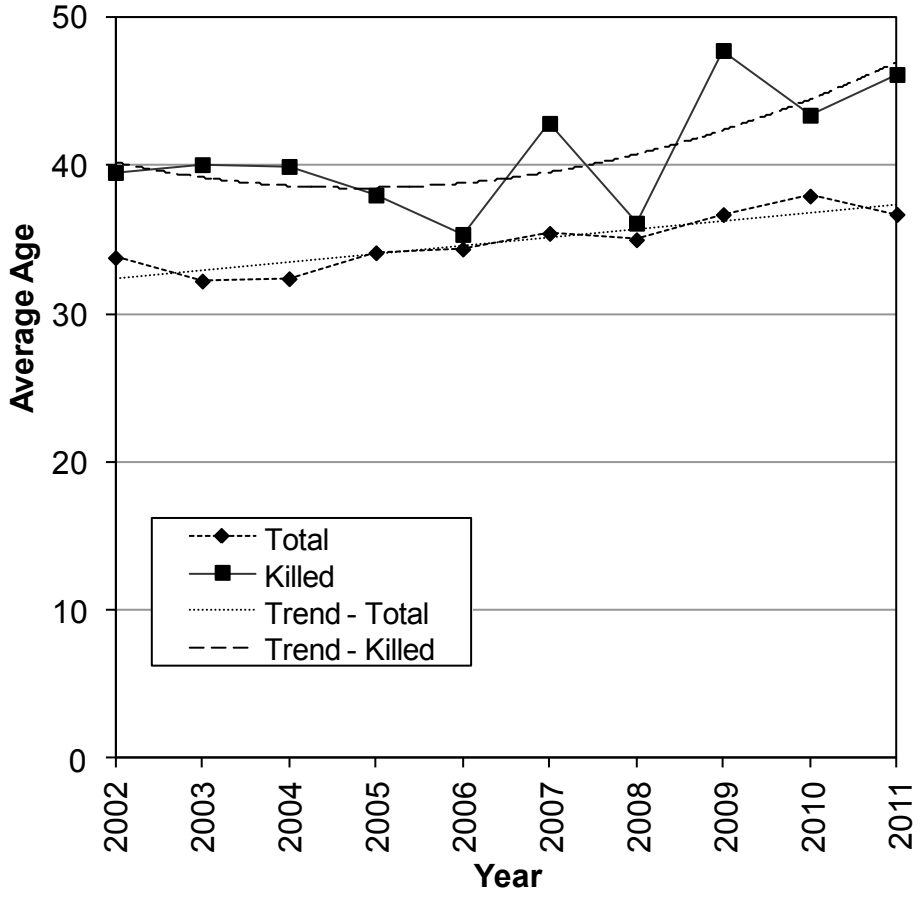
Motorcyclists

Age of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-9	2	0.9%	5	45.0%	0	0.0%	**7**	**0.5%**
10-14	1	0.4%	9	0.8%	0	0.0%	**10**	**0.7%**
15-19	15	6.6%	97	8.7%	0	0.0%	**112**	**8.2%**
20-24	35	15.4%	210	18.8%	1	3.6%	**246**	**17.9%**
25-29	29	12.7%	168	15.0%	3	10.7%	**200**	**14.6%**
30-34	25	11.0%	112	10.0%	4	14.3%	**141**	**10.3%**
35-39	15	6.6%	72	6.4%	2	7.1%	**89**	**6.5%**
40-44	19	8.3%	77	6.9%	1	3.6%	**97**	**7.1%**
45-49	18	7.9%	90	8.1%	4	14.3%	**112**	**8.2%**
50-54	18	7.9%	96	8.6%	3	10.7%	**117**	**8.5%**
55-59	15	6.6%	71	6.4%	5	17.9%	**91**	**6.6%**
60-64	11	4.8%	59	5.3%	4	14.3%	**74**	**5.4%**
65+	8	3.5%	39	3.5%	1	3.6%	**48**	**3.5%**
Unknown	17	7.5%	12	1.1%	0	0.0%	**29**	**2.1%**
Total	**228**	**100.0%**	**1,117**	**144.6%**	**28**	**100.0%**	**1,373**	**100.0%**

- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (32.5%).
- The highest percentages of motorcyclist deaths were aged 45-64 years (57.1%) and 25-34 years (25.0%).

Average Age of Motorcyclists in Crashes (Utah 2002-2011)



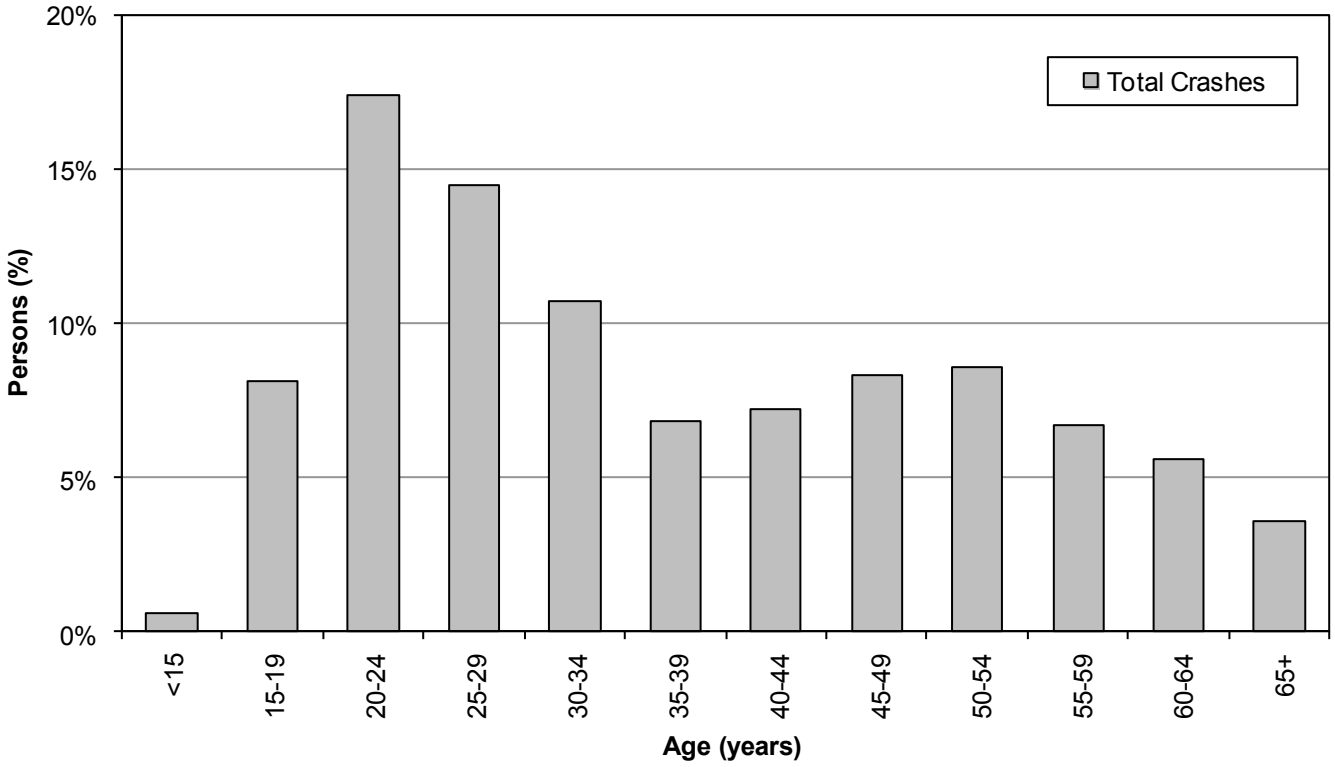
Motorcyclists (Driver and Passenger)		
	Total	Killed
Year	Mean Age	Mean Age
2002	33.81	39.56
2003	32.23	40.09
2004	32.39	39.97
2005	34.14	38.04
2006	34.39	35.38
2007	35.45	42.88
2008	35.02	36.14
2009	36.72	47.80
2010	37.97	43.43
2011	36.73	46.18
Average	**34.89**	**40.95**

- The average age for both motorcyclists in crashes and motorcyclists killed has shown an increasing trend over the past 10 years.
- The average age of motorcyclists who die is higher than total motorcyclists in crashes.
- The average age of a motorcyclist in a crash in 2011 was 37 years.

Motorcyclists

Motorcycle Driver Age (Utah 2011)

Motorcycle Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	0	0.0%	8	0.8%	0	0.0%	**8**	**0.6%**
15-19	13	7.8%	89	8.4%	0	0.0%	**102**	**8.1%**
20-24	26	15.6%	192	18.0%	1	3.7%	**219**	**17.4%**
25-29	23	13.8%	158	14.8%	2	7.4%	**183**	**14.5%**
30-34	22	13.2%	109	10.2%	4	14.8%	**135**	**10.7%**
35-39	12	7.2%	71	6.7%	2	7.4%	**85**	**6.8%**
40-44	15	9.0%	74	7.0%	1	3.7%	**90**	**7.2%**
45-49	12	7.2%	88	8.3%	4	14.8%	**104**	**8.3%**
50-54	12	7.2%	93	8.7%	3	11.1%	**108**	**8.6%**
55-59	12	7.2%	67	6.3%	5	18.5%	**84**	**6.7%**
60-64	8	4.8%	59	5.5%	4	14.8%	**71**	**5.6%**
65+	3	1.8%	41	3.9%	1	3.7%	**45**	**3.6%**
Unknown	9	5.4%	15	1.4%	0	0.0%	**24**	**1.9%**
Total	**167**	**100.0%**	**1,064**	**100.0%**	**27**	**100.0%**	**1,258**	**100.0%**



- Over one-half (51.4%) of the motorcycle drivers in crashes were under the age of 35 years.

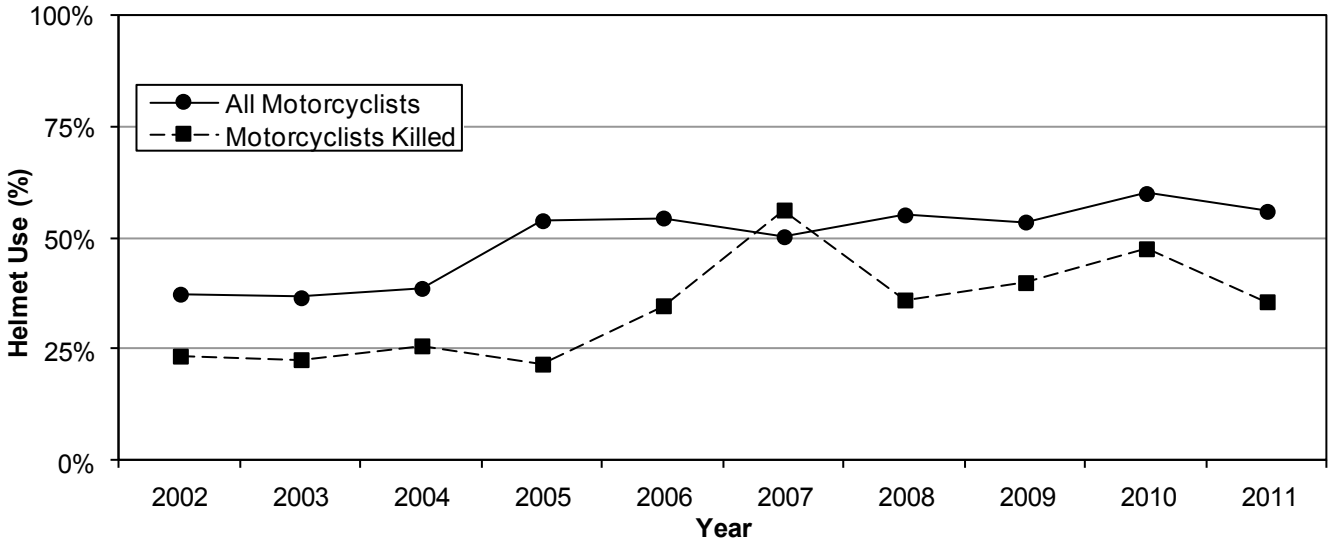
Motorcycle Driver License Status (Utah 2011)

- Of the 27 motorcycle drivers in fatal crashes, 20 (74.1%) had a valid motorcycle license.

Motorcyclists

Helmet Use of Motorcyclists in Crashes (Utah 2002-2011)

Motorcyclists (Driver and Passenger)												
	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet		No Helmet	Helmet	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	90	40	30.8%	462	293	38.8%	13	4	23.5%	**565**	**337**	**37.4%**
2003	91	35	27.8%	428	270	38.7%	17	5	22.7%	**536**	**310**	**36.6%**
2004	99	40	28.8%	492	339	40.8%	23	8	25.8%	**614**	**387**	**38.7%**
2005	107	53	33.1%	234	361	60.7%	18	5	21.7%	**359**	**419**	**53.9%**
2006	54	59	52.2%	359	446	55.4%	15	8	34.8%	**428**	**513**	**54.5%**
2007	70	90	56.3%	513	497	49.2%	14	18	56.3%	**597**	**605**	**50.3%**
2008	56	156	73.6%	569	629	52.5%	23	13	36.1%	**648**	**798**	**55.2%**
2009	51	95	65.1%	436	476	52.2%	18	12	40.0%	**505**	**583**	**53.6%**
2010	48	84	63.6%	359	534	59.8%	11	10	47.6%	**418**	**628**	**60.0%**
2011	78	91	53.8%	444	586	56.9%	18	10	35.7%	**540**	**687**	**56.0%**
Total	**744**	**743**	**50.0%**	**4,296**	**4,431**	**50.8%**	**170**	**93**	**35.4%**	**5,210**	**5,267**	**50.3%**



- Overall helmet use by motorcyclists in crashes increased from 37.4% in 2002 to 56.0% in 2011.
- Helmet use among motorcyclists killed has shown an increasing trend.

Helmet Use of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Helmet Use	#	%	#	%	#	%	#	%
Helmet Worn	91	39.9%	586	52.5%	10	35.7%	**687**	**50.0%**
Helmet Not Worn	78	34.2%	444	39.7%	18	64.3%	**540**	**39.3%**
Unknown	59	25.9%	87	7.8%	0	0.0%	**146**	**10.6%**
Total	**228**	**100.0%**	**1,117**	**100.0%**	**28**	**100.0%**	**1,373**	**100.0%**

- Only 56.0% (of known) of the motorcyclists in crashes wore a helmet.
- Only 10 of the 28 motorcyclists killed in crashes (35.7%) were wearing a helmet.

Motorcycle Crash Conditions

Motorcyclists in Crashes by Month (Utah 2011)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	4	0.1	16	0.5	0	0.00	**20**	**0.6**
February	5	0.2	16	0.6	1	0.04	**22**	**0.8**
March	11	0.4	43	1.4	0	0.00	**54**	**1.7**
April	14	0.5	53	1.8	0	0.00	**67**	**2.2**
May	26	0.8	106	3.4	2	0.06	**134**	**4.3**
June	41	1.4	157	5.2	7	0.23	**205**	**6.8**
July	34	1.1	185	6.0	7	0.23	**226**	**7.3**
August	32	1.0	196	6.3	7	0.23	**235**	**7.6**
September	32	1.1	183	6.1	3	0.10	**218**	**7.3**
October	18	0.6	110	3.5	0	0.00	**128**	**4.1**
November	7	0.2	29	1.0	0	0.00	**36**	**1.2**
December	4	0.1	23	0.7	1	0.03	**28**	**0.9**
Total	**228**	**0.6**	**1,117**	**3.1**	**28**	**0.08**	**1,373**	**3.8**

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

Motorcyclists in Crashes by Hour (Utah 2011)

- Over one-half (56.4%) of total motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	3	1.3%	7	0.6%	0	0.0%	**10**	**0.7%**
1 a.m.	3	1.3%	11	1.0%	0	0.0%	**14**	**1.0%**
2 a.m.	0	0.0%	10	0.9%	3	10.7%	**13**	**0.9%**
3 a.m.	1	0.4%	3	0.3%	1	3.6%	**5**	**0.4%**
4 a.m.	1	0.4%	4	0.4%	0	0.0%	**5**	**0.4%**
5 a.m.	2	0.9%	6	0.5%	0	0.0%	**8**	**0.6%**
6 a.m.	2	0.9%	15	1.3%	1	3.6%	**18**	**1.3%**
7 a.m.	3	1.3%	24	2.1%	1	3.6%	**28**	**2.0%**
8 a.m.	7	3.1%	50	4.5%	0	0.0%	**57**	**4.2%**
9 a.m.	8	3.5%	53	4.7%	1	3.6%	**62**	**4.5%**
10 a.m.	6	2.6%	43	3.8%	1	3.6%	**50**	**3.6%**
11 a.m.	11	4.8%	59	5.3%	1	3.6%	**71**	**5.2%**
Noon	7	3.1%	85	7.6%	0	0.0%	**92**	**6.7%**
1 p.m.	16	7.0%	70	6.3%	1	3.6%	**87**	**6.3%**
2 p.m.	21	9.2%	83	7.4%	3	10.7%	**107**	**7.8%**
3 p.m.	15	6.6%	81	7.3%	1	3.6%	**97**	**7.1%**
4 p.m.	21	9.2%	117	10.5%	1	3.6%	**139**	**10.1%**
5 p.m.	23	10.1%	117	10.5%	3	10.7%	**143**	**10.4%**
6 p.m.	32	14.0%	76	6.8%	1	3.6%	**109**	**7.9%**
7 p.m.	14	6.1%	63	5.6%	3	10.7%	**80**	**5.8%**
8 p.m.	14	6.1%	56	5.0%	2	7.1%	**72**	**5.2%**
9 p.m.	5	2.2%	30	2.7%	2	7.1%	**37**	**2.7%**
10 p.m.	10	4.4%	36	3.2%	0	0.0%	**46**	**3.4%**
11 p.m.	3	1.3%	18	1.6%	2	7.1%	**23**	**1.7%**
Total	**228**	**100.0%**	**1,117**	**100.0%**	**28**	**100.0%**	**1,373**	**100.0%**

Motorcycle Crash Conditions

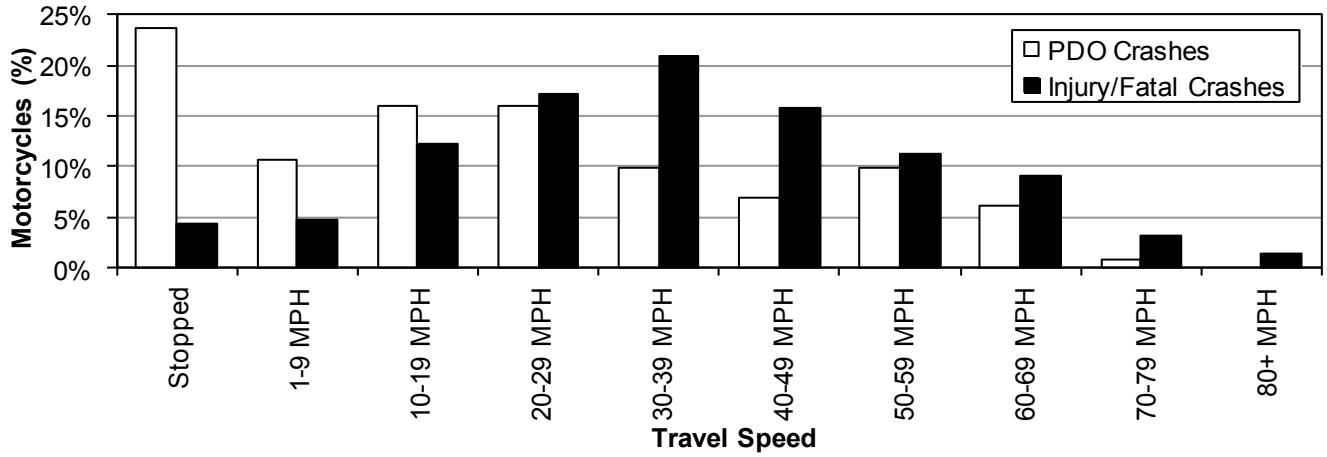
Motorcyclists in Crashes by Day of Week (Utah 2011)

Motorcyclists (Driver and Passenger)								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	25	11.0%	136	12.2%	4	14.3%	**165**	**12.0%**
Monday	26	11.4%	151	13.5%	3	10.7%	**180**	**13.1%**
Tuesday	27	11.8%	134	12.0%	2	7.1%	**163**	**11.9%**
Wednesday	35	15.4%	138	12.4%	5	17.9%	**178**	**13.0%**
Thursday	28	12.3%	138	12.4%	5	17.9%	**171**	**12.5%**
Friday	38	16.7%	216	19.3%	6	21.4%	**260**	**18.9%**
Saturday	49	21.5%	204	18.3%	3	10.7%	**256**	**18.6%**
Total	**228**	**100.0%**	**1,117**	**100.0%**	**28**	**100.0%**	**1,373**	**100.0%**

- Over one-third (37.6%) of total motorcycle crashes occurred on Friday and Saturday.
- Fatal motorcycle crashes occurred most frequently on Friday (21.4%).

Travel Speed (Utah 2011)

Motorcycles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	12	6.7%	3	0.3%	0	0.0%	**15**	**1.2%**
Stopped	31	17.2%	32	3.0%	0	0.0%	**63**	**4.9%**
1-9 MPH	14	7.8%	39	3.7%	0	0.0%	**53**	**4.2%**
10-19 MPH	21	11.7%	99	9.3%	1	3.7%	**121**	**9.5%**
20-29 MPH	21	11.7%	141	13.2%	0	0.0%	**162**	**12.7%**
30-39 MPH	13	7.2%	170	15.9%	2	7.4%	**185**	**14.5%**
40-49 MPH	9	5.0%	128	12.0%	1	3.7%	**138**	**10.8%**
50-59 MPH	13	7.2%	89	8.3%	4	14.8%	**106**	**8.3%**
60-69 MPH	8	4.4%	69	6.5%	6	22.2%	**83**	**6.5%**
70-79 MPH	1	0.6%	23	2.2%	3	11.1%	**27**	**2.1%**
80+ MPH	0	0.0%	9	0.8%	3	11.1%	**12**	**0.9%**
Unknown	37	20.6%	264	24.8%	7	25.9%	**308**	**24.2%**
Total	**180**	**100.0%**	**1,066**	**100.0%**	**27**	**100.0%**	**1,273**	**100.0%**



- Over one-half (50.3% of known) of motorcycles in total crashes were traveling 20-49 MPH.
- Most (80.0% of known) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

Motorcycle Crash Conditions

Maneuver of Other Vehicle Prior to Motorcycle Crash (Utah 2011)

Vehicles Other than Motorcycles (Motorcycle Crash)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	52	38.5%	134	26.2%	4	28.6%	**190**	**28.7%**
Turning Left	20	14.8%	151	29.5%	8	57.1%	**179**	**27.1%**
Stopped in Traffic Lane	25	18.5%	76	14.8%	1	7.1%	**102**	**15.4%**
Slowing in Traffic Lane	6	4.4%	32	6.3%	1	7.1%	**39**	**5.9%**
Turning Right	7	5.2%	27	5.3%	0	0.0%	**34**	**5.1%**
Changing Lanes	3	2.2%	27	5.3%	0	0.0%	**30**	**4.5%**
Parked/Parking	4	3.0%	17	3.3%	0	0.0%	**21**	**3.2%**
Making U-turn	1	0.7%	16	3.1%	0	0.0%	**17**	**2.6%**
Entering/Leaving Traffic Lane	1	0.7%	15	2.9%	0	0.0%	**16**	**2.4%**
Backing	7	5.2%	5	1.0%	0	0.0%	**12**	**1.8%**
Overtaking/Passing	0	0.0%	2	0.4%	0	0.0%	**2**	**0.3%**
Unknown/Other	9	6.7%	10	2.0%	0	0.0%	**19**	**2.9%**
Total	**135**	**100.0%**	**512**	**100.0%**	**14**	**100.0%**	**661**	**100.0%**

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (28.7%) and turning left (27.1%).

Contributing Factors of Drivers Other than Motorcyclists in Motorcycle Crashes (Utah 2011)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	19	17.0%	155	36.9%	7	70.0%	**181**	**33.4%**
Followed Too Closely	27	24.1%	30	7.1%	0	0.0%	**57**	**10.5%**
Improper Turn	7	6.3%	40	9.5%	1	10.0%	**48**	**8.9%**
Other Improper Driving	5	4.5%	26	6.2%	0	0.0%	**31**	**5.7%**
Improper Lane Change	3	2.7%	26	6.2%	0	0.0%	**29**	**5.4%**
Driver Distraction	6	5.4%	19	4.5%	0	0.0%	**25**	**4.6%**
Vision Obscured by Moving Vehicle	3	2.7%	20	4.8%	0	0.0%	**23**	**4.2%**
Disregard Traffic Signal/Sign	4	3.6%	16	3.8%	0	0.0%	**20**	**3.7%**
Hit and Run	6	5.4%	12	2.9%	0	0.0%	**18**	**3.3%**
Failed to Keep in Proper Lane	3	2.7%	11	2.6%	0	0.0%	**14**	**2.6%**
Improper Backing	7	6.3%	6	1.4%	0	0.0%	**13**	**2.4%**
Vehicle Defective Condition	3	2.7%	7	1.7%	0	0.0%	**10**	**1.8%**
Vision Obscured by Other	1	0.9%	9	2.1%	0	0.0%	**10**	**1.8%**
Driving Under the Influence	5	4.5%	4	1.0%	0	0.0%	**9**	**1.7%**
Swerved or Evasive Action	0	0.0%	8	1.9%	0	0.0%	**8**	**1.5%**
Vision Obscured by Glare	3	2.7%	3	0.7%	1	10.0%	**7**	**1.3%**
Improper Parking/Stopping	2	1.8%	4	1.0%	0	0.0%	**6**	**1.1%**
Other Driver Condition	1	0.9%	5	1.2%	0	0.0%	**6**	**1.1%**
Reckless/Aggressive Driving	2	1.8%	3	0.7%	0	0.0%	**5**	**0.9%**
Vision Obscured by Parked Vehicle	1	0.9%	4	1.0%	0	0.0%	**5**	**0.9%**
Improper Signal	0	0.0%	4	1.0%	0	0.0%	**4**	**0.7%**
Speed Too Fast	3	2.7%	1	0.2%	0	0.0%	**4**	**0.7%**
Wrong Side/Wrong Way	1	0.9%	3	0.7%	0	0.0%	**4**	**0.7%**
Vision Obscured by Vegetation	0	0.0%	2	0.5%	1	10.0%	**3**	**0.6%**
Overcorrected/Oversteering	0	0.0%	2	0.5%	0	0.0%	**2**	**0.4%**
Total	**112**	**100.0%**	**420**	**100.0%**	**10**	**100.0%**	**542**	**100.0%**

- Failed to yield right of way (33.4%), followed too closely (10.5%), and improper turn (8.9%) were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.

Motorcycle Crash Conditions

Contributing Factors of Motorcycle Drivers in Crashes (Utah 2011)

Motorcycle Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Speed Too Fast	7	6.5%	135	14.4%	12	21.1%	**154**	**13.9%**
Followed Too Closely	22	20.6%	113	12.0%	1	1.8%	**136**	**12.3%**
Failed to Keep in Proper Lane	12	11.2%	99	10.5%	9	15.8%	**120**	**10.9%**
Swerved or Evasive Action	6	5.6%	89	9.5%	1	1.8%	**96**	**8.7%**
Other Improper Driving	15	14.0%	78	8.3%	0	0.0%	**93**	**8.4%**
Ran Off Road	1	0.9%	61	6.5%	13	22.8%	**75**	**6.8%**
Driving Under the Influence	4	3.7%	55	5.9%	8	14.0%	**67**	**6.1%**
Driver Distraction	4	3.7%	41	4.4%	1	1.8%	**46**	**4.2%**
Failed to Yield Right of Way	7	6.5%	28	3.0%	1	1.8%	**36**	**3.3%**
Overcorrected	2	1.9%	33	3.5%	1	1.8%	**36**	**3.3%**
Improper Lane Change	2	1.9%	22	2.3%	1	1.8%	**25**	**2.3%**
Reckless/Aggressive Driving	2	1.9%	21	2.2%	2	3.5%	**25**	**2.3%**
Vehicle Other Defective Condition	5	4.7%	17	1.8%	1	1.8%	**23**	**2.1%**
Vehicle Tires	0	0.0%	21	2.2%	0	0.0%	**21**	**1.9%**
Vision Obscured by Moving Vehicle	2	1.9%	18	1.9%	0	0.0%	**20**	**1.8%**
Disregard Traffic Signal/Sign	2	1.9%	17	1.8%	0	0.0%	**19**	**1.7%**
Improper Passing	2	1.9%	14	1.5%	3	5.3%	**19**	**1.7%**
Improper Turn	2	1.9%	14	1.5%	0	0.0%	**16**	**1.4%**
Vehicle Brakes	1	0.9%	12	1.3%	0	0.0%	**13**	**1.2%**
Vision Obscured by Other	1	0.9%	11	1.2%	0	0.0%	**12**	**1.1%**
Improper Parking/Stopping	1	0.9%	10	1.1%	0	0.0%	**11**	**1.0%**
Hit and Run	1	0.9%	7	0.7%	0	0.0%	**8**	**0.7%**
Vision Obscured by Weather Condition	2	1.9%	4	0.4%	1	1.8%	**7**	**0.6%**
Other Driver Condition	1	0.9%	4	0.4%	0	0.0%	**5**	**0.5%**
Vision Obscured by Parked Vehicle	1	0.9%	4	0.4%	0	0.0%	**5**	**0.5%**
Vision Obscured by Glare	1	0.9%	3	0.3%	0	0.0%	**4**	**0.4%**
Driver Emotional Prior to Crash	1	0.9%	2	0.2%	0	0.0%	**3**	**0.3%**
Driver Illness/Medical	0	0.0%	1	0.1%	2	3.5%	**3**	**0.3%**
Disregard Road Markings	0	0.0%	2	0.2%	0	0.0%	**2**	**0.2%**
Wrong Side/Wrong Way	0	0.0%	2	0.2%	0	0.0%	**2**	**0.2%**
Driver Asleep/Fatigue	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Improper Backing	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Total	**107**	**100.0%**	**940**	**100.0%**	**57**	**100.0%**	**1,104**	**100.0%**

- Speed too fast (13.9%), followed too closely (12.3%), and failed to keep in proper lane (10.9%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were ran off road (22.8%) and speed too fast (21.1%)

Pedestrians

2011

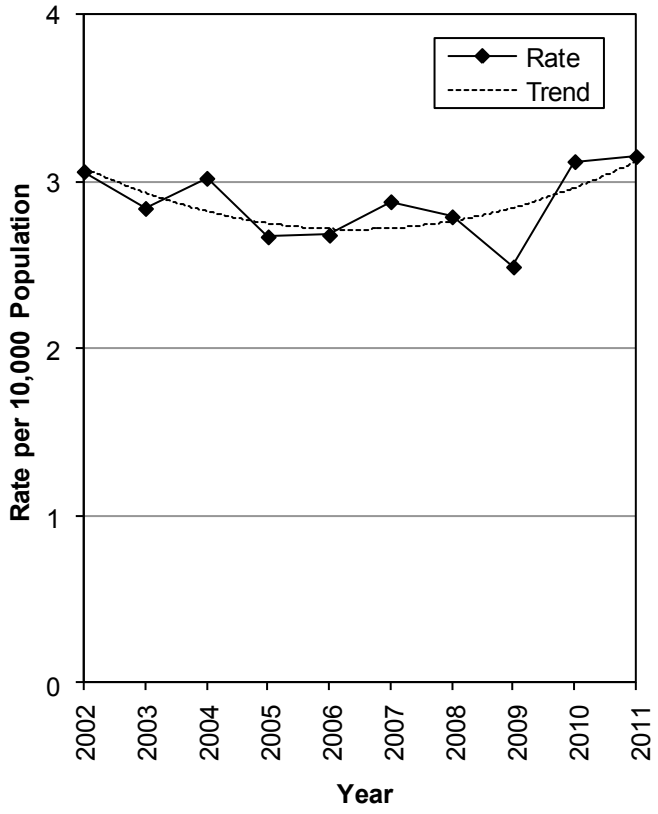
Section 9: Pedestrians

Trends

Pedestrians in Crashes (Utah 2002-2011)

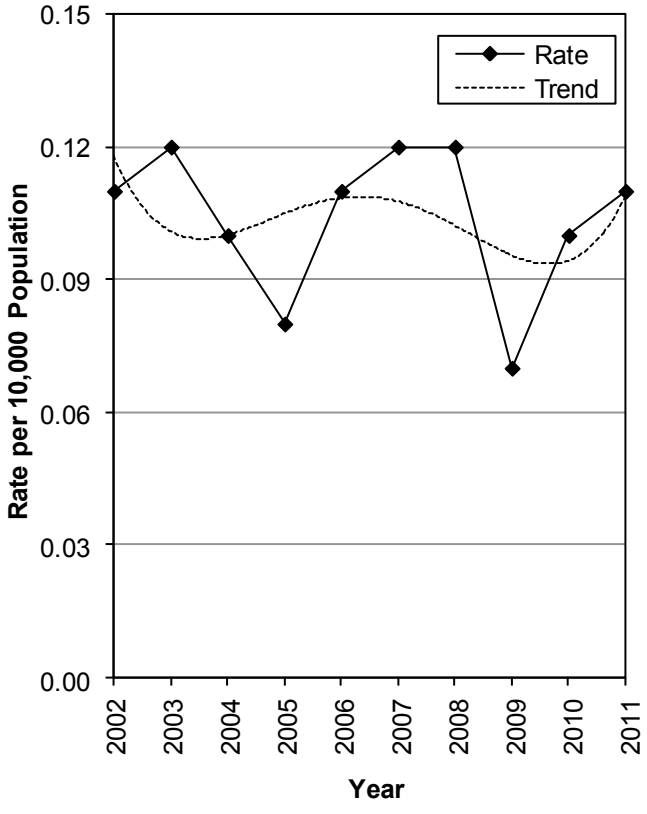
Pedestrians								
	Non-Injured		Injured		Killed		Total	
Year	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2002	32	0.14	664	2.85	25	0.11	**721**	**3.09**
2003	42	0.18	616	2.60	28	0.12	**686**	**2.89**
2004	45	0.19	675	2.78	25	0.10	**745**	**3.07**
2005	35	0.14	626	2.50	20	0.08	**681**	**2.72**
2006	55	0.21	617	2.39	29	0.11	**701**	**2.72**
2007	65	0.25	681	2.58	32	0.12	**778**	**2.95**
2008	97	0.36	638	2.37	34	0.13	**769**	**2.86**
2009	65	0.24	613	2.24	20	0.07	**698**	**2.56**
2010	76	0.27	759	2.74	28	0.10	**863**	**3.11**
2011	84	0.30	770	2.74	32	0.11	**886**	**3.15**
Total	**596**	**0.23**	**6,659**	**2.57**	**273**	**0.11**	**7,528**	**2.91**

Pedestrian Crash Rates Per Population (Utah 2002-2011)



- In 2011, the total rate per population of pedestrians in crashes increased slightly from 2010. This was the highest rate since 2002.
- 2009 had the lowest rate per population of total pedestrians in crashes.

Pedestrian Death Rates Per Population (Utah 2002-2011)



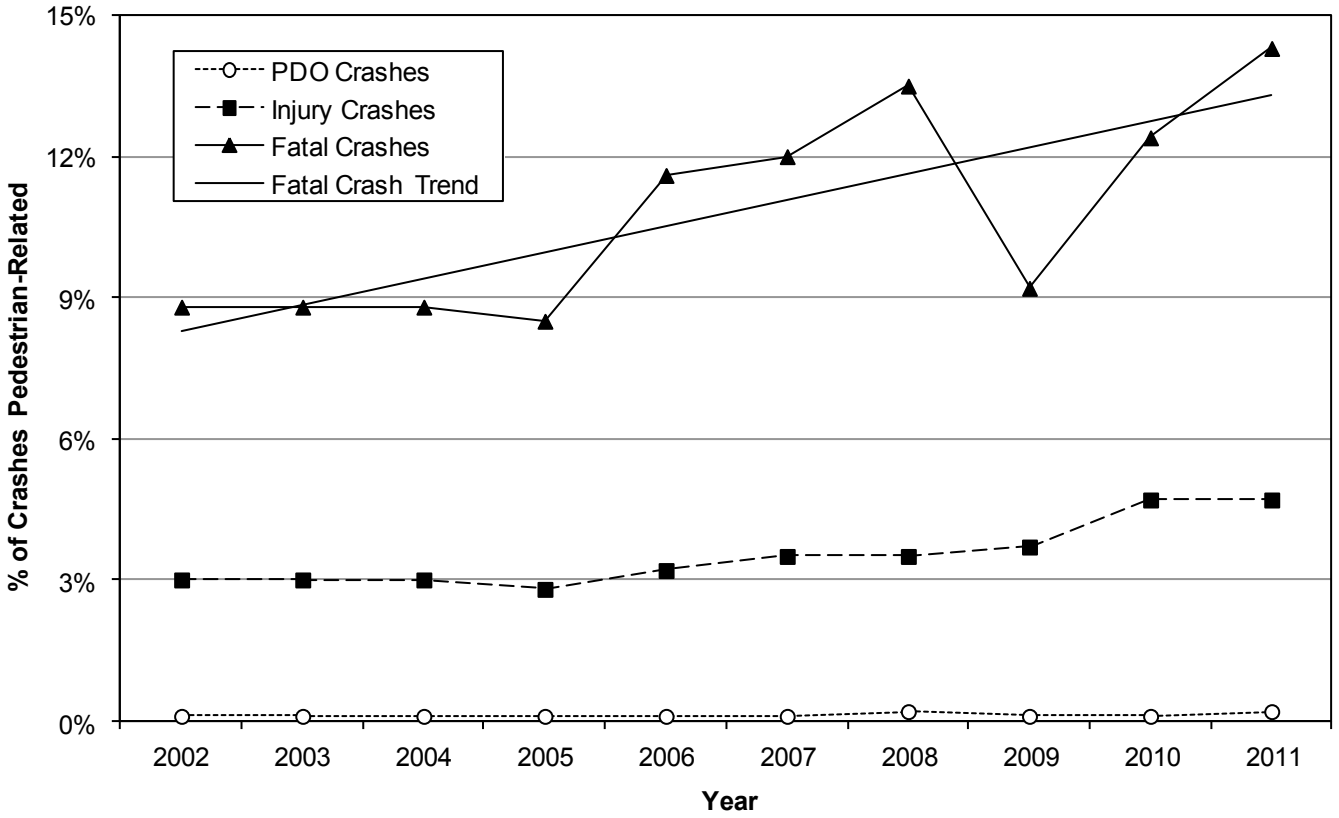
- The pedestrian death rate per population increased in 2011 for the second straight year.
- 2008 had the highest rate per population of pedestrians killed in crashes (0.13), while 2009 had the lowest rate (0.07).

Trends

Pedestrian-Motor Vehicle Crashes (Utah 2002-2011)

Pedestrian-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Pedestrian		All	Pedestrian		All	Pedestrian		All	Pedestrian	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	28	0.1%	19,552	584	3.0%	274	24	8.8%	**53,368**	**636**	**1.2%**
2003	31,842	36	0.1%	18,285	540	3.0%	262	23	8.8%	**50,389**	**599**	**1.2%**
2004	34,222	37	0.1%	19,423	583	3.0%	260	23	8.8%	**53,905**	**643**	**1.2%**
2005	35,158	28	0.1%	19,545	552	2.8%	235	20	8.5%	**54,938**	**600**	**1.1%**
2006	37,749	33	0.1%	18,189	580	3.2%	249	29	11.6%	**56,187**	**642**	**1.1%**
2007	42,368	40	0.1%	18,619	653	3.5%	258	31	12.0%	**61,245**	**724**	**1.2%**
2008	38,997	63	0.2%	17,125	605	3.5%	245	33	13.5%	**56,367**	**701**	**1.2%**
2009	35,398	43	0.1%	15,752	588	3.7%	217	20	9.2%	**51,367**	**651**	**1.3%**
2010	34,155	47	0.1%	14,995	707	4.7%	218	27	12.4%	**49,368**	**781**	**1.6%**
2011	36,418	56	0.2%	15,645	732	4.7%	224	32	14.3%	**52,287**	**820**	**1.6%**
Total	**359,849**	**411**	**0.1%**	**177,130**	**6,124**	**3.5%**	**2,442**	**262**	**10.7%**	**539,421**	**6,797**	**1.3%**

Percent of Crashes Pedestrian-Related (Utah 2002-2011)



- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 3.5% of injury crashes, and 10.7% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 10.7% of fatal crashes compared to 1.3% of total crashes.
- From 2010 to 2011, the percent of fatal crashes that involved a pedestrian increased 15%.
- During the last 10 years, the highest percent of fatal crashes involving pedestrians occurred in 2011 (14.3%).

Counties

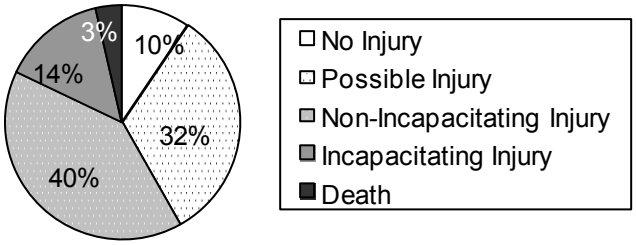
Pedestrians in Crashes by County (Utah 2011)

	Pedestrians							
	Non-Injured		Injured		Killed		Total	
County	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Carbon	0	0.00	7	3.26	2	0.93	**9**	**4.19**
Salt Lake	41	0.39	376	3.60	14	0.13	**431**	**4.12**
Box Elder	1	0.20	19	3.76	0	0.00	**20**	**3.96**
Garfield	0	0.00	2	3.88	0	0.00	**2**	**3.88**
Summit	1	0.27	12	3.23	1	0.27	**14**	**3.76**
Weber	3	0.13	68	2.92	5	0.21	**76**	**3.26**
Grand	0	0.00	3	3.22	0	0.00	**3**	**3.22**
Duchesne	0	0.00	6	3.14	0	0.00	**6**	**3.14**
Tooele	1	0.17	15	2.54	1	0.17	**17**	**2.87**
Utah	17	0.32	126	2.37	3	0.06	**146**	**2.75**
Emery	0	0.00	2	1.82	1	0.91	**3**	**2.73**
Cache	8	0.70	21	1.83	1	0.09	**30**	**2.62**
Davis	8	0.26	71	2.27	2	0.06	**81**	**2.59**
Iron	0	0.00	11	2.35	1	0.21	**12**	**2.57**
Juab	0	0.00	1	0.97	1	0.97	**2**	**1.94**
Washington	2	0.14	21	1.49	0	0.00	**23**	**1.63**
Sevier	0	0.00	3	1.44	0	0.00	**3**	**1.44**
Wasatch	1	0.41	2	0.82	0	0.00	**3**	**1.23**
Morgan	1	1.03	0	0.00	0	0.00	**1**	**1.03**
Uintah	0	0.00	3	0.90	0	0.00	**3**	**0.90**
San Juan	0	0.00	1	0.67	0	0.00	**1**	**0.67**
Beaver	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Daggett	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Kane	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Millard	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Piute	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Rich	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Sanpete	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Wayne	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Statewide	**84**	**0.30**	**770**	**2.74**	**32**	**0.11**	**886**	**3.15**

- Carbon (4.19), Salt Lake (4.12), and Box Elder (3.96) counties had the highest rates of pedestrians in crashes per 10,000 population.
- Beaver, Daggett, Kane, Millard, Piute, Rich, Sanpete, and Wayne counties had no pedestrians in crashes.

Pedestrians

Injury Severity of Pedestrians in Crashes (Utah 2011)



- 86.9% of pedestrians in crashes sustained an injury compared to 17.3% of all persons in crashes.
- The percentage of pedestrians killed in crashes (3.6%) was much higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- Pedestrian crashes were 10.8 times more likely to result in a death than other motor vehicle crashes.

Age of Pedestrians in Crashes (Utah 2010)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	10	11.9%	39	5.1%	1	3.1%	**50**	**5.6%**
5-9	3	3.6%	53	6.9%	0	0.0%	**56**	**6.3%**
10-14	4	4.8%	104	13.5%	5	15.6%	**113**	**12.8%**
15-19	12	14.3%	154	20.0%	2	6.3%	**168**	**19.0%**
20-24	6	7.1%	80	10.4%	5	15.6%	**91**	**10.3%**
25-29	5	6.0%	60	7.8%	3	9.4%	**68**	**7.7%**
30-34	5	6.0%	39	5.1%	3	9.4%	**47**	**5.3%**
35-39	4	4.8%	36	4.7%	1	3.1%	**41**	**4.6%**
40-44	6	7.1%	29	3.8%	0	0.0%	**35**	**4.0%**
45-49	4	4.8%	37	4.8%	2	6.3%	**43**	**4.9%**
50-54	4	4.8%	37	4.8%	6	18.8%	**47**	**5.3%**
55-59	1	1.2%	27	3.5%	0	0.0%	**28**	**3.2%**
60-64	2	2.4%	21	2.7%	1	3.1%	**24**	**2.7%**
65-69	3	3.6%	16	2.1%	1	3.1%	**20**	**2.3%**
70-74	0	0.0%	7	0.9%	1	3.1%	**8**	**0.9%**
75-79	0	0.0%	4	0.5%	0	0.0%	**4**	**0.5%**
80-84	1	1.2%	7	0.9%	0	0.0%	**8**	**0.9%**
85+	1	1.2%	4	0.5%	1	3.1%	**6**	**0.7%**
Unknown	13	15.5%	16	2.1%	0	0.0%	**29**	**3.3%**
Total	**84**	**100.0%**	**770**	**100.0%**	**32**	**100.0%**	**886**	**100.0%**

- Overall, the largest percentages of pedestrians in crashes were aged 10-24 years (43.4% of known).
- The highest percentage of pedestrian deaths occurred in the 50-54 year age group (18.8%).
- The average age of a pedestrian in a crash was 28 years. The average age of a pedestrian killed was 35 years.

Gender of Pedestrians in Crashes (Utah 2011)

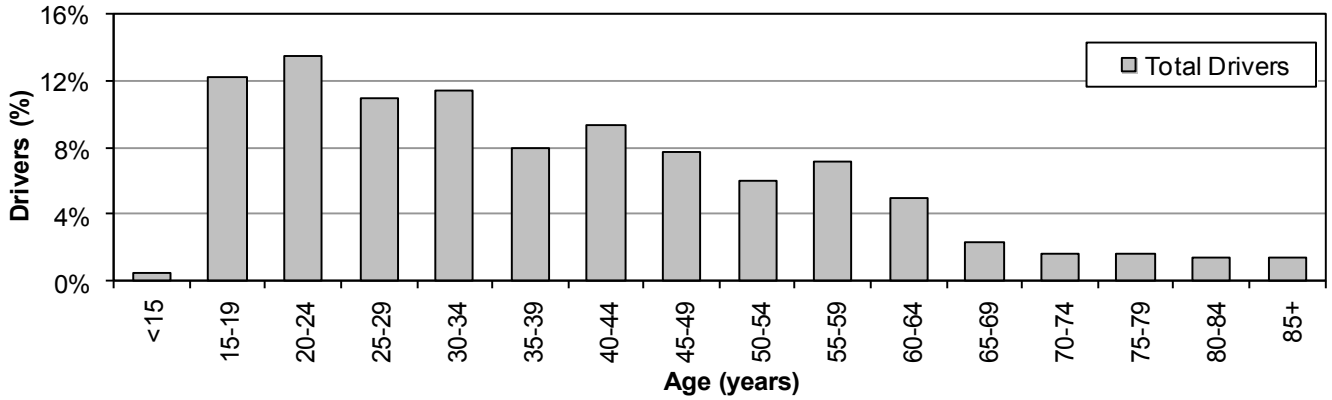
Pedestrians								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	57	67.9%	437	56.8%	23	71.9%	**517**	**58.4%**
Female	18	21.4%	327	42.5%	9	28.1%	**354**	**40.0%**
Unknown	9	10.7%	6	0.8%	0	0.0%	**15**	**1.7%**
Total	**84**	**100.0%**	**770**	**100.0%**	**32**	**100.0%**	**886**	**100.0%**

- The majority of all pedestrians hit (58.4%) and pedestrians killed (71.9%) in crashes were male.

Drivers

Driver Age (Utah 2011)

Drivers (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	1	1.4%	3	0.4%	0	0.0%	**4**	**0.5%**
15-19	9	12.2%	77	10.1%	4	10.5%	**90**	**10.3%**
20-24	13	17.6%	84	11.0%	3	7.9%	**100**	**11.4%**
25-29	4	5.4%	70	9.2%	7	18.4%	**81**	**9.3%**
30-34	5	6.8%	76	10.0%	3	7.9%	**84**	**9.6%**
35-39	7	9.5%	52	6.8%	0	0.0%	**59**	**6.8%**
40-44	5	6.8%	59	7.7%	5	13.2%	**69**	**7.9%**
45-49	2	2.7%	52	6.8%	3	7.9%	**57**	**6.5%**
50-54	3	4.1%	41	5.4%	0	0.0%	**44**	**5.0%**
55-59	6	8.1%	44	5.8%	3	7.9%	**53**	**6.1%**
60-64	2	2.7%	30	3.9%	5	13.2%	**37**	**4.2%**
65-69	0	0.0%	16	2.1%	1	2.6%	**17**	**1.9%**
70-74	0	0.0%	11	1.4%	1	2.6%	**12**	**1.4%**
75-79	2	2.7%	10	1.3%	0	0.0%	**12**	**1.4%**
80-84	4	5.4%	6	0.8%	0	0.0%	**10**	**1.1%**
85+	1	1.4%	9	1.2%	0	0.0%	**10**	**1.1%**
Unknown	10	13.5%	122	16.0%	3	7.9%	**135**	**15.4%**
Total	**74**	**100.0%**	**762**	**100.0%**	**38**	**100.0%**	**874**	**100.0%**



- Nearly half (48.6% of known) of drivers in total pedestrian-motor vehicle crashes were under 35 years.
- The percentage of drivers in fatal pedestrian-motor vehicle crashes was highest for those aged 25-29 years.
- The average age of a driver was 39 years. The average age of a driver in a fatal crash was 40 years.

Driver Gender (Utah 2011)

Drivers (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	36	48.6%	385	50.5%	21	55.3%	**442**	**50.6%**
Female	28	37.8%	297	39.0%	15	39.5%	**340**	**38.9%**
Unknown	10	13.5%	80	10.5%	2	5.3%	**92**	**10.5%**
Total	**74**	**100.0%**	**762**	**100.0%**	**38**	**100.0%**	**874**	**100.0%**

- The majority of drivers in total pedestrian crashes (56.5% of known) and fatal crashes (58.3%) were male.

Pedestrian-Motor Vehicle Crash Conditions

Contributing Factors of Pedestrians in Crashes (Utah 2011)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
None	38	45.2%	313	40.6%	11	34.4%	**362**	**40.9%**
Improper Crossing	5	6.0%	87	11.3%	5	15.6%	**97**	**10.9%**
Darting	1	1.2%	57	7.4%	2	6.3%	**60**	**6.8%**
In Roadway (standing, kneeling, lying)	7	8.3%	38	4.9%	7	21.9%	**52**	**5.9%**
Not Visible	2	2.4%	46	6.0%	1	3.1%	**49**	**5.5%**
Failure to Obey Traffic Signs/Signals	0	0.0%	24	3.1%	4	12.5%	**28**	**3.2%**
Inattentive	0	0.0%	19	2.5%	1	3.1%	**20**	**2.3%**
Failure to Yield Right of Way	1	1.2%	10	1.3%	0	0.0%	**11**	**1.2%**
Other	6	7.1%	35	4.5%	0	0.0%	**41**	**4.6%**
Unknown	24	28.6%	141	18.3%	1	3.1%	**166**	**18.7%**
Total	**84**	**100.0%**	**770**	**100.0%**	**32**	**100.0%**	**886**	**100.0%**

- Improper crossing (13.5% of known), darting (8.3% of known), and in roadway (7.2% of known) were the leading contributing factors for pedestrians in total crashes.
- In roadway (21.9%) and improper crossing (15.6%) were the leading contributing factors for pedestrians killed.
- No contributing factors were listed for 34.4% of the pedestrians killed and 50.3% (of known) of total pedestrians.
- Other contributing factors to consider are drivers (see page 124), roadways (such as high speeds, traffic volumes, number of lanes to cross, inadequate pedestrian crossings), and vehicles (such as vehicle size).

Pedestrian-Motor Vehicle Crashes by Month (Utah 2011)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	6	0.19	48	1.55	3	0.10	**57**	**1.84**
February	10	0.36	60	2.14	0	0.00	**70**	**2.50**
March	8	0.26	62	2.00	2	0.06	**72**	**2.32**
April	6	0.20	66	2.20	1	0.03	**73**	**2.43**
May	4	0.13	56	1.81	0	0.00	**60**	**1.94**
June	9	0.30	51	1.70	3	0.10	**63**	**2.10**
July	7	0.23	52	1.68	1	0.03	**60**	**1.94**
August	8	0.26	62	2.00	3	0.10	**73**	**2.35**
September	2	0.07	75	2.50	3	0.10	**80**	**2.67**
October	9	0.29	75	2.42	5	0.16	**89**	**2.87**
November	4	0.13	88	2.93	5	0.17	**97**	**3.23**
December	11	0.35	75	2.42	6	0.19	**92**	**2.97**
Total	**84**	**0.23**	**770**	**2.11**	**32**	**0.09**	**886**	**2.43**

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

Pedestrian-Motor Vehicle Crash Conditions

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2011)

	Pedestrians							
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	1	1.2%	17	2.2%	0	0.0%	**18**	**2.0%**
1 a.m.	1	1.2%	8	1.0%	3	9.4%	**12**	**1.4%**
2 a.m.	2	2.4%	6	0.8%	0	0.0%	**8**	**0.9%**
3 a.m.	0	0.0%	4	0.5%	1	3.1%	**5**	**0.6%**
4 a.m.	0	0.0%	1	0.1%	1	3.1%	**2**	**0.2%**
5 a.m.	0	0.0%	10	1.3%	2	6.3%	**12**	**1.4%**
6 a.m.	1	1.2%	17	2.2%	1	3.1%	**19**	**2.1%**
7 a.m.	0	0.0%	52	6.8%	2	6.3%	**54**	**6.1%**
8 a.m.	6	7.1%	32	4.2%	3	9.4%	**41**	**4.6%**
9 a.m.	3	3.6%	27	3.5%	0	0.0%	**30**	**3.4%**
10 a.m.	4	4.8%	37	4.8%	0	0.0%	**41**	**4.6%**
11 a.m.	3	3.6%	30	3.9%	0	0.0%	**33**	**3.7%**
Noon	6	7.1%	41	5.3%	2	6.3%	**49**	**5.5%**
1 p.m.	11	13.1%	47	6.1%	0	0.0%	**58**	**6.5%**
2 p.m.	5	6.0%	49	6.4%	0	0.0%	**54**	**6.1%**
3 p.m.	7	8.3%	73	9.5%	1	3.1%	**81**	**9.1%**
4 p.m.	3	3.6%	42	5.5%	0	0.0%	**45**	**5.1%**
5 p.m.	10	11.9%	76	9.9%	3	9.4%	**89**	**10.0%**
6 p.m.	2	2.4%	38	4.9%	4	12.5%	**44**	**5.0%**
7 p.m.	3	3.6%	48	6.2%	3	9.4%	**54**	**6.1%**
8 p.m.	5	6.0%	40	5.2%	2	6.3%	**47**	**5.3%**
9 p.m.	3	3.6%	35	4.5%	2	6.3%	**40**	**4.5%**
10 p.m.	3	3.6%	29	3.8%	0	0.0%	**32**	**3.6%**
11 p.m.	5	6.0%	11	1.4%	2	6.3%	**18**	**2.0%**
Total	**84**	**100.0%**	**770**	**100.0%**	**32**	**100.0%**	**886**	**100.0%**

- Total pedestrian-motor vehicle crashes were more likely to occur between 3:00 p.m. and 5:59 p.m.
- Fatal pedestrian-motor vehicle crashes were highest during the 6:00 p.m. hour.

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2011)

	Pedestrians							
Day of	Non-Injured		Injured		Killed		Total	
Week	#	%	#	%	#	%	#	%
Sunday	7	8.3%	53	6.9%	1	3.1%	**61**	**6.9%**
Monday	6	7.1%	101	13.1%	6	18.8%	**113**	**12.8%**
Tuesday	11	13.1%	138	17.9%	6	18.8%	**155**	**17.5%**
Wednesday	19	22.6%	125	16.2%	3	9.4%	**147**	**16.6%**
Thursday	15	17.9%	128	16.6%	5	15.6%	**148**	**16.7%**
Friday	8	9.5%	123	16.0%	4	12.5%	**135**	**15.2%**
Saturday	18	21.4%	102	13.2%	7	21.9%	**127**	**14.3%**
Total	**84**	**100.0%**	**770**	**100.0%**	**32**	**100.0%**	**886**	**100.0%**

- The highest percentage of total pedestrian-motor vehicle crashes (17.5%) occurred on Tuesday.

Pedestrian-Motor Vehicle Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2011)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	20	25.3%	364	45.3%	31	81.6%	**415**	**45.1%**
Turning Left	9	11.4%	142	17.7%	2	5.3%	**153**	**16.6%**
Turning Right	13	16.5%	119	14.8%	0	0.0%	**132**	**14.3%**
Backing	7	8.9%	49	6.1%	1	2.6%	**57**	**6.2%**
Parked/Parking	5	6.3%	35	4.4%	0	0.0%	**40**	**4.3%**
Stopped/Slowing in Traffic Lane	16	20.3%	23	2.9%	1	2.6%	**40**	**4.3%**
Entering Traffic Lane	0	0.0%	8	1.0%	1	2.6%	**9**	**1.0%**
Changing Lanes	0	0.0%	2	0.2%	1	2.6%	**3**	**0.3%**
Making U-Turn	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Other	3	3.8%	26	3.2%	0	0.0%	**29**	**3.2%**
Unknown	6	7.6%	34	4.2%	1	2.6%	**41**	**4.5%**
Total	**79**	**100.0%**	**803**	**100.0%**	**38**	**100.0%**	**920**	**100.0%**

- The leading vehicle maneuvers prior to the crash were straight ahead (45.1%), turning left (16.6%), and turning right (14.3%).

Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2011)

- The majority (84.4% of known) of total pedestrian crashes occurred where the speed limit was 20-45 MPH.

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Limit	#	%	#	%	#	%	#	%
5-15 MPH	3	3.8%	36	4.5%	0	0.0%	**39**	**4.2%**
20-25 MPH	10	12.7%	170	21.2%	1	2.6%	**181**	**19.7%**
30-35 MPH	21	26.6%	209	26.0%	8	21.1%	**238**	**25.9%**
40-45 MPH	8	10.1%	95	11.8%	17	44.7%	**120**	**13.0%**
50-55 MPH	3	3.8%	23	2.9%	3	7.9%	**29**	**3.2%**
60-65 MPH	4	5.1%	17	2.1%	4	10.5%	**25**	**2.7%**
70+ MPH	3	3.8%	2	0.2%	2	5.3%	**7**	**0.8%**
Unknown	27	34.2%	251	31.3%	3	7.9%	**281**	**30.5%**
Total	**79**	**100.0%**	**803**	**100.0%**	**38**	**100.0%**	**920**	**100.0%**

Travel Speed of Vehicles in Pedestrian Crashes (Utah 2011)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Travel	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed	#	%	#	%	#	%	#	%
Parked	3	3.8%	34	4.2%	0	0.0%	**37**	**4.0%**
Stopped	11	13.9%	27	3.4%	1	2.6%	**39**	**4.2%**
1-9 MPH	16	20.3%	181	22.5%	1	2.6%	**198**	**21.5%**
10-19 MPH	7	8.9%	120	14.9%	1	2.6%	**128**	**13.9%**
20-29 MPH	6	7.6%	73	9.1%	2	5.3%	**81**	**8.8%**
30-39 MPH	7	8.9%	65	8.1%	9	23.7%	**81**	**8.8%**
40-49 MPH	0	0.0%	27	3.4%	6	15.8%	**33**	**3.6%**
50-59 MPH	4	5.1%	8	1.0%	5	13.2%	**17**	**1.8%**
60-69 MPH	2	2.5%	8	1.0%	3	7.9%	**13**	**1.4%**
70+ MPH	0	0.0%	2	0.2%	1	2.6%	**3**	**0.3%**
Unknown	23	29.1%	258	32.1%	9	23.7%	**290**	**31.5%**
Total	**79**	**100.0%**	**803**	**100.0%**	**38**	**100.0%**	**920**	**100.0%**

- The higher the speed of the vehicle the more likely the pedestrian was injured or killed in a crash.
- Pedestrians hit by a vehicle traveling 30 MPH or higher were 17.2 times more likely to die.

Pedestrian-Motor Vehicle Crash Conditions

Contributing Factors in Pedestrian Crashes (Utah 2011)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	15	19.7%	251	30.0%	8	21.6%	**274**	**28.8%**
Hit and Run	4	5.3%	105	12.5%	4	10.8%	**113**	**11.9%**
Other Improper Driving	8	10.5%	72	8.6%	0	0.0%	**80**	**8.4%**
Driver Distraction	5	6.6%	56	6.7%	5	13.5%	**66**	**6.9%**
Improper Backing	5	6.6%	29	3.5%	1	2.7%	**35**	**3.7%**
Vision Obscured by Glare	1	1.3%	33	3.9%	1	2.7%	**35**	**3.7%**
Failed to Keep in Proper Lane	0	0.0%	29	3.5%	1	2.7%	**30**	**3.2%**
Speed Too Fast	2	2.6%	26	3.1%	2	5.4%	**30**	**3.2%**
Vision Obscured by Weather Condition	1	1.3%	28	3.3%	1	2.7%	**30**	**3.2%**
Vision Obscured by Other	1	1.3%	22	2.6%	1	2.7%	**24**	**2.5%**
Vision Obscured by Moving Vehicle	1	1.3%	19	2.3%	1	2.7%	**21**	**2.2%**
Driving Under the Influence	3	3.9%	15	1.8%	2	5.4%	**20**	**2.1%**
Reckless/Aggressive Driving	2	2.6%	15	1.8%	0	0.0%	**17**	**1.8%**
Vehicle Other Defective Condition	0	0.0%	17	2.0%	0	0.0%	**17**	**1.8%**
Followed Too Closely	10	13.2%	5	0.6%	1	2.7%	**16**	**1.7%**
Disregard Traffic Signal/Sign	0	0.0%	14	1.7%	1	2.7%	**15**	**1.6%**
Improper Turn	1	1.3%	13	1.6%	0	0.0%	**14**	**1.5%**
Swerved or Evasive Action	3	3.9%	7	0.8%	4	10.8%	**14**	**1.5%**
Ran Off Road	0	0.0%	11	1.3%	2	5.4%	**13**	**1.4%**
Vision Obscured by Parked Vehicle	2	2.6%	10	1.2%	1	2.7%	**13**	**1.4%**
Driver Emotional Prior to Crash	2	2.6%	10	1.2%	0	0.0%	**12**	**1.3%**
Other Driver Condition	2	2.6%	9	1.1%	0	0.0%	**11**	**1.2%**
Improper Parking/Stopping	3	3.9%	4	0.5%	0	0.0%	**7**	**0.7%**
Vehicle Tires	0	0.0%	6	0.7%	0	0.0%	**6**	**0.6%**
Vision Obscured by Building, Sign	0	0.0%	6	0.7%	0	0.0%	**6**	**0.6%**
Windshield or Other Window Obscured	1	1.3%	5	0.6%	0	0.0%	**6**	**0.6%**
Disregard Road Markings	1	1.3%	4	0.5%	0	0.0%	**5**	**0.5%**
Driver Asleep/Fatigue	0	0.0%	4	0.5%	0	0.0%	**4**	**0.4%**
Vehicle Brakes	0	0.0%	4	0.5%	0	0.0%	**4**	**0.4%**
Driver Illness/Medical	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
Overcorrected	2	2.6%	1	0.1%	0	0.0%	**3**	**0.3%**
Improper Lane Change	0	0.0%	1	0.1%	1	2.7%	**2**	**0.2%**
Improper Passing	1	1.3%	1	0.1%	0	0.0%	**2**	**0.2%**
Vision Obscured by Vegetation	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Wrong Side/Wrong Way	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Total	**76**	**100.0%**	**837**	**100.0%**	**37**	**100.0%**	**950**	**100.0%**

- Failed to yield right of way (28.8%), hit and run (11.9%), and driver distraction (6.9%) were the leading contributing factors in total pedestrian-motor vehicle crashes.
- Failed to yield right of way (21.6%) and driver distraction (13.5%) were the leading contributing factors in fatal pedestrian-motor vehicle crashes.

Bicyclists

2011

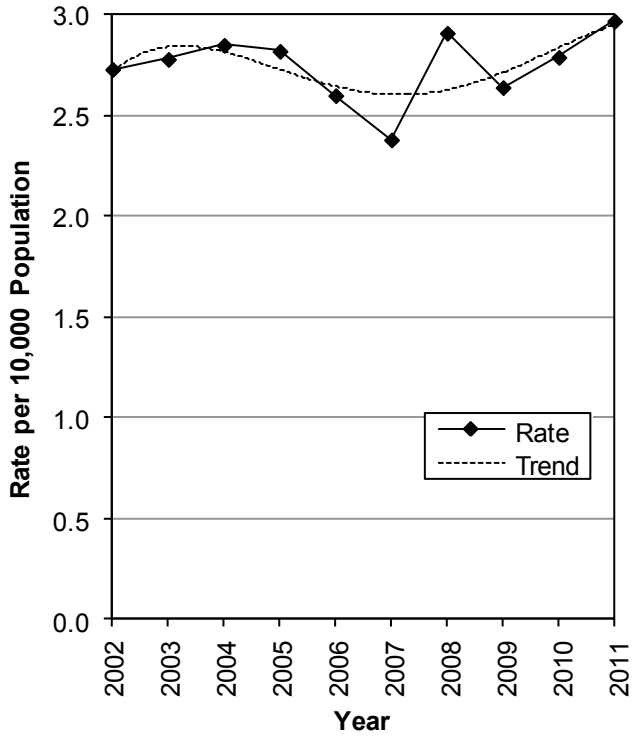
Section 10: Bicyclists

Trends

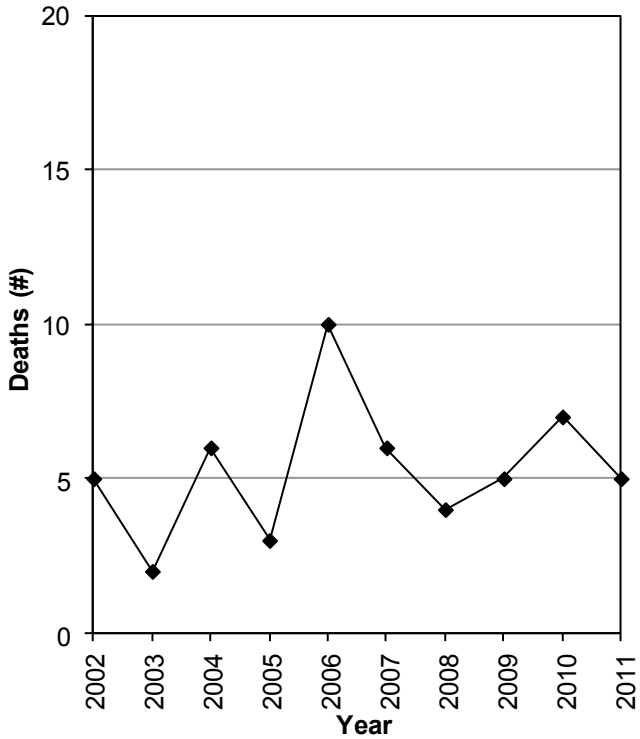
Bicyclists in Crashes (Utah 2002-2011)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Year	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2002	50	0.21	590	2.53	5	0.021	**645**	**2.77**
2003	48	0.20	621	2.62	2	0.008	**671**	**2.83**
2004	49	0.20	648	2.67	6	0.025	**703**	**2.89**
2005	61	0.24	654	2.61	3	0.012	**718**	**2.87**
2006	79	0.31	592	2.30	10	0.039	**681**	**2.64**
2007	53	0.20	584	2.22	6	0.023	**643**	**2.44**
2008	90	0.33	708	2.63	4	0.015	**802**	**2.98**
2009	83	0.30	651	2.38	5	0.018	**739**	**2.71**
2010	86	0.31	680	2.45	7	0.025	**773**	**2.79**
2011	85	0.30	747	2.65	5	0.018	**837**	**2.97**
Total	**684**	**0.26**	**6,475**	**2.50**	**53**	**0.020**	**7,212**	**2.79**

Bicyclist Crash Rates Per Population (Utah 2002-2011)



Bicyclist Deaths (Utah 2002-2011)



- In 2011, the total rate per population of bicyclists in crashes increased 6% from the 2010 rate.
- 2007 had the lowest bicyclist crash rate per population (2.44).
- 2008 had the highest bicyclist crash rate per population (2.98).

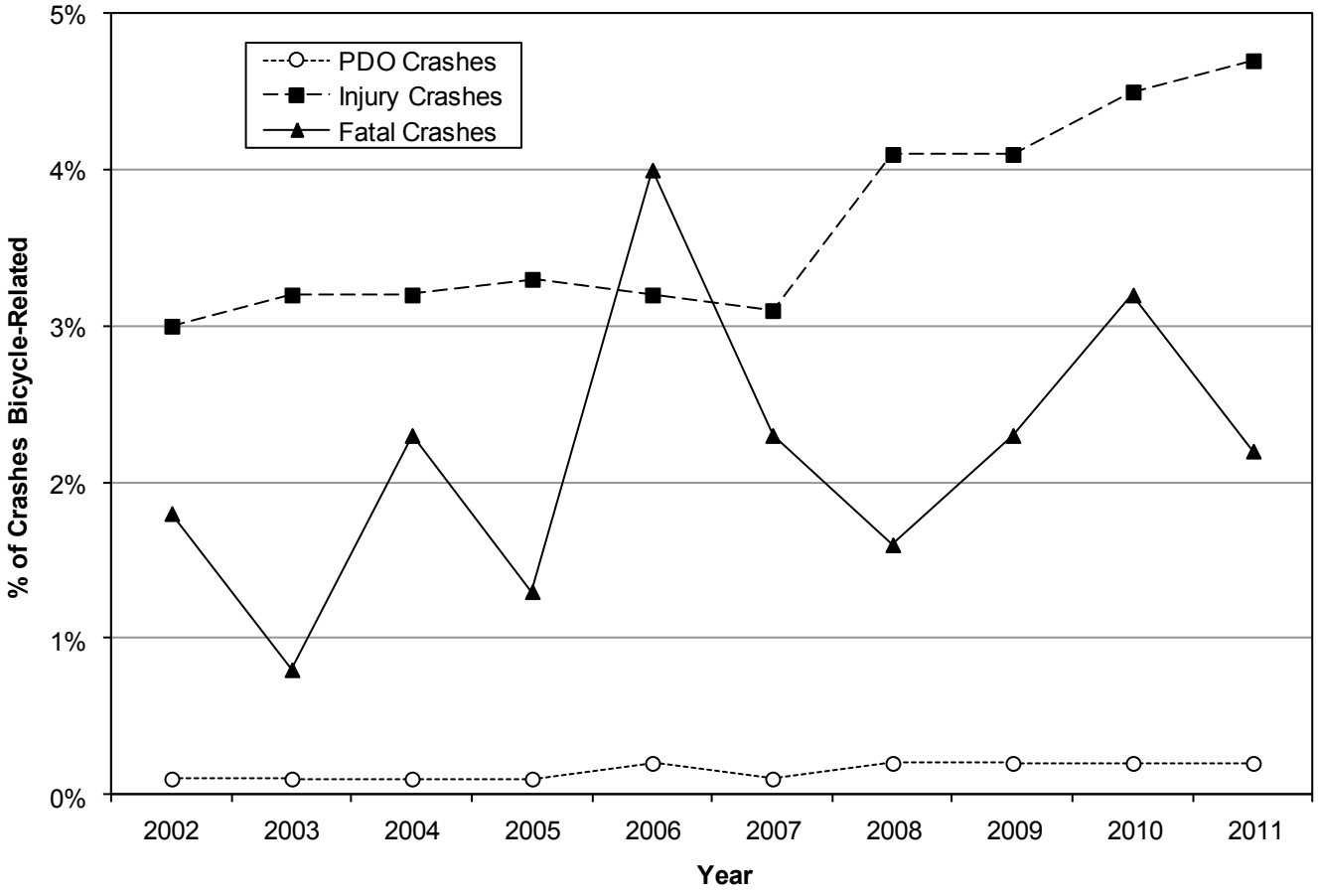
- On average, five bicyclists are killed in crashes every year.
- In 2011, there were 5 bicyclists killed in crashes.
- Because of the small number of bicyclist deaths, use caution when comparing years due to small number instability.

Trends

Bicycle-Motor Vehicle Crashes (Utah 2002-2011)

Bicycle-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Bicycle		All	Bicycle		All	Bicycle		All	Bicycle	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	44	0.1%	19,552	585	3.0%	274	5	1.8%	**53,368**	**634**	**1.2%**
2003	31,842	39	0.1%	18,285	589	3.2%	262	2	0.8%	**50,389**	**630**	**1.3%**
2004	34,222	45	0.1%	19,423	626	3.2%	260	6	2.3%	**53,905**	**677**	**1.3%**
2005	35,158	50	0.1%	19,545	637	3.3%	235	3	1.3%	**54,938**	**690**	**1.3%**
2006	37,749	71	0.2%	18,189	589	3.2%	249	10	4.0%	**56,187**	**670**	**1.2%**
2007	42,368	46	0.1%	18,619	579	3.1%	258	6	2.3%	**61,245**	**631**	**1.0%**
2008	38,997	83	0.2%	17,125	697	4.1%	245	4	1.6%	**56,367**	**784**	**1.4%**
2009	35,398	83	0.2%	15,752	651	4.1%	217	5	2.3%	**51,367**	**739**	**1.4%**
2010	34,155	78	0.2%	14,995	669	4.5%	218	7	3.2%	**49,368**	**754**	**1.5%**
2011	36,418	73	0.2%	15,645	735	4.7%	224	5	2.2%	**52,287**	**813**	**1.6%**
Total	**359,849**	**612**	**0.2%**	**177,130**	**6,357**	**3.6%**	**2,442**	**53**	**2.2%**	**539,421**	**7,022**	**1.3%**

Percent of Crashes Involving a Bicyclist (Utah 2002-2011)



- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 3.6% of injury crashes, and 2.2% of fatal crashes.
- During the last 10 years, 7,022 crashes involved a bicyclist. There are approximately 635 injury crashes and five fatal crashes involving bicyclists a year.

Counties

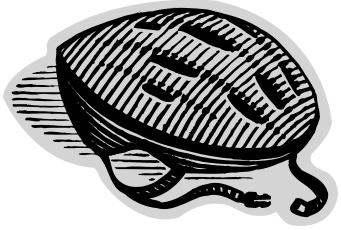
Bicyclists in Crashes by County (Utah 2011)

	Bicyclists							
	Non-Injured		Injured		Killed		Total	
County	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Salt Lake	43	0.41	391	3.74	1	0.01	**435**	**4.16**
Cache	11	0.96	28	2.44	0	0.00	**39**	**3.40**
Grand	1	1.07	2	2.15	0	0.00	**3**	**3.22**
Utah	11	0.21	157	2.96	0	0.00	**168**	**3.17**
Carbon	1	0.47	5	2.33	0	0.00	**6**	**2.79**
Wasatch	1	0.41	5	2.04	0	0.00	**6**	**2.45**
Davis	7	0.22	61	1.95	1	0.03	**69**	**2.21**
Weber	6	0.26	44	1.89	0	0.00	**50**	**2.14**
Washington	0	0.00	25	1.77	1	0.07	**26**	**1.84**
Tooele	2	0.34	7	1.18	0	0.00	**9**	**1.52**
Beaver	0	0.00	1	1.51	0	0.00	**1**	**1.51**
Kane	0	0.00	1	1.39	0	0.00	**1**	**1.39**
Uintah	0	0.00	4	1.20	0	0.00	**4**	**1.20**
Summit	0	0.00	4	1.08	0	0.00	**4**	**1.08**
Iron	0	0.00	5	1.07	0	0.00	**5**	**1.07**
Emery	0	0.00	0	0.00	1	0.91	**1**	**0.91**
Millard	0	0.00	1	0.79	0	0.00	**1**	**0.79**
Box Elder	2	0.40	2	0.40	0	0.00	**4**	**0.79**
Sanpete	0	0.00	2	0.71	0	0.00	**2**	**0.71**
San Juan	0	0.00	1	0.67	0	0.00	**1**	**0.67**
Duchesne	0	0.00	0	0.00	1	0.52	**1**	**0.52**
Sevier	0	0.00	1	0.48	0	0.00	**1**	**0.48**
Daggett	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Garfield	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Juab	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Morgan	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Piute	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Rich	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Wayne	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Statewide	**85**	**0.30**	**747**	**2.65**	**5**	**0.02**	**837**	**2.97**

- Urban areas (3.40) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.66).
- Salt Lake (4.16), Cache (3.40), and Grand (3.22) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Daggett, Garfield, Juab, Morgan, Piute, Rich, and Wayne counties had no bicyclists in crashes.

Bicyclists

Bicyclists and Helmet Use

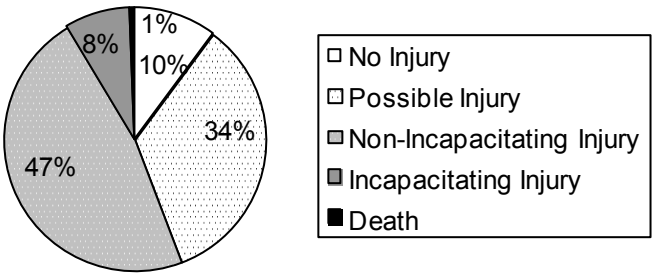


	Bicyclists							
	Non-Injured		Injured		Killed		Total	
Helmet Use	#	%	#	%	#	%	#	%
Helmet Worn	5	5.9%	78	10.4%	2	40.0%	**85**	**10.2%**
Helmet Not Worn	34	40.0%	180	24.1%	3	60.0%	**217**	**25.9%**
Unknown	46	54.1%	489	65.5%	0	0.0%	**535**	**63.9%**
Total	**85**	**100.0%**	**747**	**100.0%**	**5**	**100.0%**	**837**	**100.0%**

- Where helmet use is known for bicyclists, 28.1% of bicyclists were wearing a helmet.

Bicyclists

Injury Severity of Bicyclists in Crashes (Utah 2011)



- 89.2% of bicyclists in crashes sustained an injury compared to 17.3% of all persons in motor vehicle crashes.

Age of Bicyclists in Crashes (Utah 2011)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	0	0.0%	6	0.8%	1	20.0%	**7**	**0.8%**
5-9	8	9.4%	54	7.2%	1	20.0%	**63**	**7.5%**
10-14	16	18.8%	98	13.1%	1	20.0%	**115**	**13.7%**
15-19	9	10.6%	117	15.7%	0	0.0%	**126**	**15.1%**
20-24	8	9.4%	116	15.5%	1	20.0%	**125**	**14.9%**
25-29	4	4.7%	61	8.2%	0	0.0%	**65**	**7.8%**
30-34	3	3.5%	59	7.9%	0	0.0%	**62**	**7.4%**
35-39	6	7.1%	31	4.1%	0	0.0%	**37**	**4.4%**
40-44	2	2.4%	40	5.4%	0	0.0%	**42**	**5.0%**
45-49	3	3.5%	42	5.6%	0	0.0%	**45**	**5.4%**
50-54	5	5.9%	35	4.7%	0	0.0%	**40**	**4.8%**
55-59	3	3.5%	25	3.3%	0	0.0%	**28**	**3.3%**
60-64	1	1.2%	17	2.3%	0	0.0%	**18**	**2.2%**
65-69	1	1.2%	8	1.1%	0	0.0%	**9**	**1.1%**
70+	3	3.5%	4	0.5%	1	20.0%	**8**	**1.0%**
Unknown	13	15.3%	34	4.6%	0	0.0%	**47**	**5.6%**
Total	**85**	**100.0%**	**747**	**100.0%**	**5**	**100.0%**	**837**	**100.0%**

- Over half (52.1%) of the bicyclists in crashes were under 25 years.
- The average age of a bicyclist in a crash was 28 years.

Gender of Bicyclists in Crashes (Utah 2011)

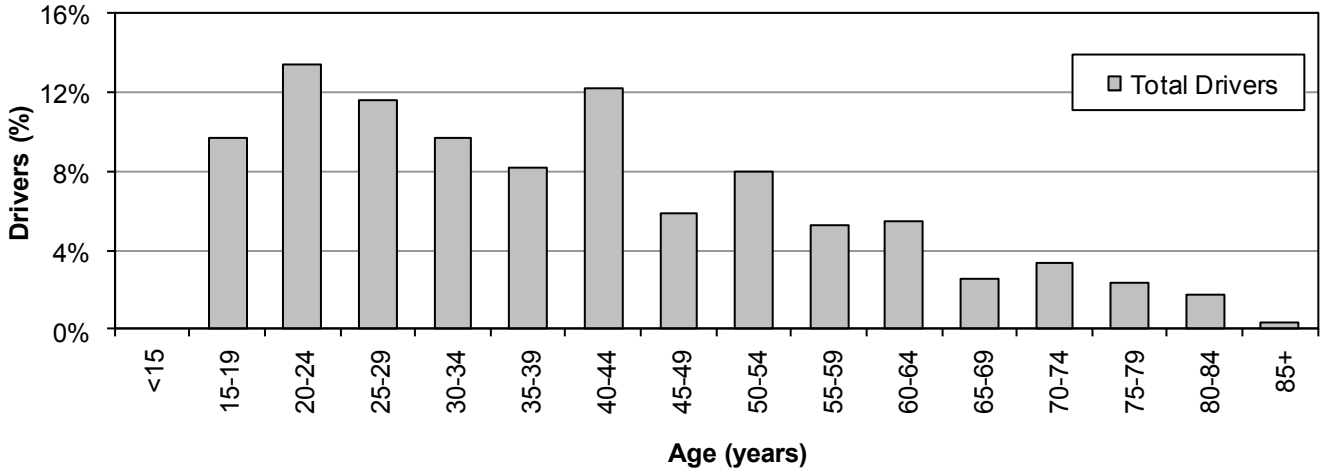
Bicyclists								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	62	72.9%	547	73.2%	3	60.0%	**612**	**73.1%**
Female	12	14.1%	186	24.9%	2	40.0%	**200**	**23.9%**
Unknown	11	12.9%	14	1.9%	0	0.0%	**25**	**3.0%**
Total	**85**	**100.0%**	**747**	**100.0%**	**5**	**100.0%**	**837**	**100.0%**

- The majority of all bicyclists (73.1%) in crashes were male.

Motor Vehicle Drivers

Driver Age (Utah 2011)

Drivers (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
15-19	11	13.9%	61	8.1%	0	0.0%	**72**	**8.6%**
20-24	10	12.7%	89	11.9%	0	0.0%	**99**	**11.9%**
25-29	6	7.6%	79	10.5%	1	20.0%	**86**	**10.3%**
30-34	7	8.9%	65	8.7%	0	0.0%	**72**	**8.6%**
35-39	7	8.9%	53	7.1%	1	20.0%	**61**	**7.3%**
40-44	2	2.5%	88	11.7%	0	0.0%	**90**	**10.8%**
45-49	9	11.4%	35	4.7%	0	0.0%	**44**	**5.3%**
50-54	2	2.5%	57	7.6%	0	0.0%	**59**	**7.1%**
55-59	6	7.6%	33	4.4%	0	0.0%	**39**	**4.7%**
60-64	7	8.9%	34	4.5%	0	0.0%	**41**	**4.9%**
65-69	1	1.3%	17	2.3%	1	20.0%	**19**	**2.3%**
70-74	1	1.3%	23	3.1%	1	20.0%	**25**	**3.0%**
75-79	2	2.5%	16	2.1%	0	0.0%	**18**	**2.2%**
80-84	0	0.0%	13	1.7%	0	0.0%	**13**	**1.6%**
85+	2	2.5%	0	0.0%	0	0.0%	**2**	**0.2%**
Unknown	6	7.6%	88	11.7%	1	20.0%	**95**	**11.4%**
Total	**79**	**100.0%**	**751**	**100.0%**	**5**	**100.0%**	**835**	**100.0%**



- Over half (52.7% of known) of drivers in total bicycle-motor vehicle crashes were under age 40 years.

Driver Gender (Utah 2011)

Drivers (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	35	44.3%	358	47.7%	2	40.0%	**395**	**47.3%**
Female	38	48.1%	328	43.7%	2	40.0%	**368**	**44.1%**
Unknown	6	7.6%	65	8.7%	1	20.0%	**72**	**8.6%**
Total	**79**	**100.0%**	**751**	**100.0%**	**5**	**100.0%**	**835**	**100.0%**

- The majority of drivers in total bicycle-motor vehicle crashes (51.8% of known) were male.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Month (Utah 2011)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3	0.1	15	0.5	0	0.00	**18**	**0.6**
February	1	0.0	14	0.5	0	0.00	**15**	**0.5**
March	4	0.1	49	1.6	0	0.00	**53**	**1.7**
April	6	0.2	32	1.1	0	0.00	**38**	**1.3**
May	8	0.3	66	2.1	0	0.00	**74**	**2.4**
June	11	0.4	110	3.7	3	0.10	**124**	**4.1**
July	13	0.4	104	3.4	0	0.00	**117**	**3.8**
August	12	0.4	111	3.6	1	0.03	**124**	**4.0**
September	9	0.3	109	3.6	1	0.03	**119**	**4.0**
October	8	0.3	82	2.6	0	0.00	**90**	**2.9**
November	3	0.1	30	1.0	0	0.00	**33**	**1.1**
December	7	0.2	25	0.8	0	0.00	**32**	**1.0**
Total	**85**	**0.2**	**747**	**2.0**	**5**	**0.01**	**837**	**2.3**

- June (4.1), August (4.0), and September (4.0) had the highest rates per day of total bicycle-motor vehicle crashes.

Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2011)

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

Bicyclists								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	8	9.4%	43	5.8%	1	20.0%	**52**	**6.2%**
Monday	12	14.1%	128	17.1%	0	0.0%	**140**	**16.7%**
Tuesday	16	18.8%	143	19.1%	1	20.0%	**160**	**19.1%**
Wednesday	12	14.1%	116	15.5%	1	20.0%	**129**	**15.4%**
Thursday	16	18.8%	126	16.9%	0	0.0%	**142**	**17.0%**
Friday	11	12.9%	116	15.5%	0	0.0%	**127**	**15.2%**
Saturday	10	11.8%	75	10.0%	2	40.0%	**87**	**10.4%**
Total	**85**	**100.0%**	**747**	**100.0%**	**5**	**100.0%**	**837**	**100.0%**

Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2011)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Bicyclist Location	#	%	#	%	#	%	#	%
Marked Crosswalk	28	32.9%	195	26.1%	0	0.0%	**223**	**26.6%**
In Roadway (not at intersection)	11	12.9%	135	18.1%	4	80.0%	**150**	**17.9%**
Shoulder	8	9.4%	88	11.8%	0	0.0%	**96**	**11.5%**
Sidewalk	11	12.9%	80	10.7%	0	0.0%	**91**	**10.9%**
Unmarked Crosswalk	8	9.4%	65	8.7%	0	0.0%	**73**	**8.7%**
Bike Path/Lane	3	3.5%	27	3.6%	0	0.0%	**30**	**3.6%**
Outside Right of Way	0	0.0%	5	0.7%	0	0.0%	**5**	**0.6%**
Shared Use Path/Trail	0	0.0%	4	0.5%	0	0.0%	**4**	**0.5%**
Other	3	3.5%	24	3.2%	0	0.0%	**27**	**3.2%**
Unknown	13	15.3%	124	16.6%	1	20.0%	**138**	**16.5%**
Total	**85**	**100.0%**	**747**	**100.0%**	**5**	**100.0%**	**837**	**100.0%**

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (31.9% of known), in roadway, (21.5% of known), and shoulder (13.7% of known).
- Bicycles are considered vehicles and have a legal right to the road.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Hour (Utah 2011)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	3	3.5%	10	1.3%	0	0.0%	**13**	**1.6%**
1 a.m.	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
2 a.m.	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
3 a.m.	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
4 a.m.	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
5 a.m.	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
6 a.m.	0	0.0%	14	1.9%	0	0.0%	**14**	**1.7%**
7 a.m.	1	1.2%	38	5.1%	0	0.0%	**39**	**4.7%**
8 a.m.	5	5.9%	39	5.2%	0	0.0%	**44**	**5.3%**
9 a.m.	2	2.4%	31	4.1%	1	20.0%	**34**	**4.1%**
10 a.m.	5	5.9%	34	4.6%	0	0.0%	**39**	**4.7%**
11 a.m.	3	3.5%	33	4.4%	0	0.0%	**36**	**4.3%**
Noon	7	8.2%	53	7.1%	0	0.0%	**60**	**7.2%**
1 p.m.	7	8.2%	48	6.4%	1	20.0%	**56**	**6.7%**
2 p.m.	9	10.6%	45	6.0%	0	0.0%	**54**	**6.5%**
3 p.m.	9	10.6%	56	7.5%	1	20.0%	**66**	**7.9%**
4 p.m.	6	7.1%	55	7.4%	0	0.0%	**61**	**7.3%**
5 p.m.	7	8.2%	87	11.6%	0	0.0%	**94**	**11.2%**
6 p.m.	7	8.2%	73	9.8%	1	20.0%	**81**	**9.7%**
7 p.m.	6	7.1%	53	7.1%	0	0.0%	**59**	**7.0%**
8 p.m.	2	2.4%	30	4.0%	0	0.0%	**32**	**3.8%**
9 p.m.	3	3.5%	21	2.8%	0	0.0%	**24**	**2.9%**
10 p.m.	2	2.4%	15	2.0%	1	20.0%	**18**	**2.2%**
11 p.m.	1	1.2%	7	0.9%	0	0.0%	**8**	**1.0%**
Total	**85**	**100.0%**	**747**	**100.0%**	**5**	**100.0%**	**837**	**100.0%**

- Total bicycle-motor vehicle crashes were highest between 12:00 p.m. and 7:59 p.m.

Motor Vehicle Maneuver Prior to Crash (Utah 2011)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Turning Right	34	43.0%	282	37.5%	0	0.0%	**316**	**37.8%**
Straight Ahead	26	32.9%	216	28.7%	4	80.0%	**246**	**29.4%**
Turning Left	8	10.1%	140	18.6%	0	0.0%	**148**	**17.7%**
Stopped/Slowing in Traffic Lane	4	5.1%	24	3.2%	0	0.0%	**28**	**3.3%**
Entering/Leaving Traffic Lane	0	0.0%	16	2.1%	0	0.0%	**16**	**1.9%**
Backing	1	1.3%	9	1.2%	0	0.0%	**10**	**1.2%**
Making U-turn	0	0.0%	8	1.1%	0	0.0%	**8**	**1.0%**
Parked/Parking	0	0.0%	8	1.1%	0	0.0%	**8**	**1.0%**
Overtaking/Passing	0	0.0%	5	0.7%	1	20.0%	**6**	**0.7%**
Other	0	0.0%	10	1.3%	0	0.0%	**10**	**1.2%**
Unknown	6	7.6%	34	4.5%	0	0.0%	**40**	**4.8%**
Total	**79**	**100.0%**	**752**	**100.0%**	**5**	**100.0%**	**836**	**100.0%**

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were turning right (37.8%), straight ahead (29.4%), and turning left (17.7%).

Bicycle-Motor Vehicle Crash Conditions

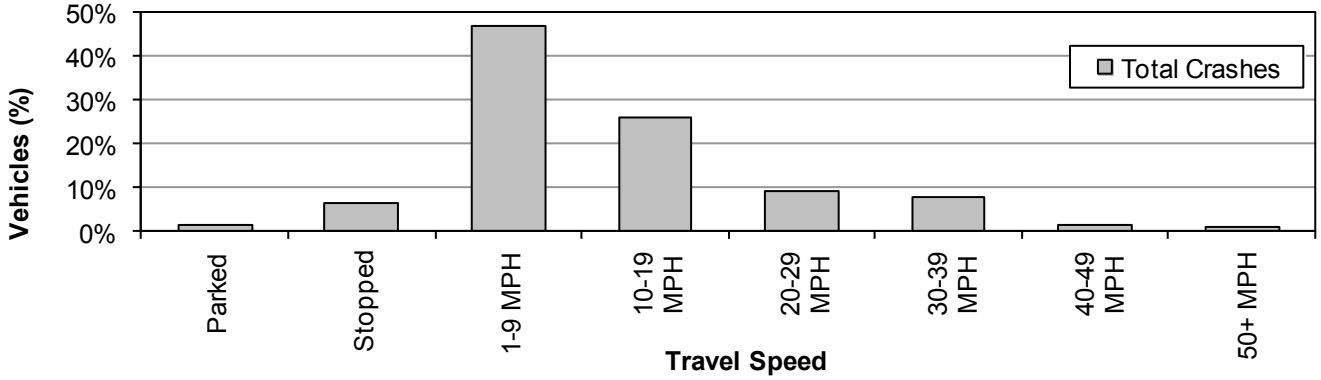
Contributing Factors of Bicyclists in Crashes (Utah 2011)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
None	36	42.4%	321	43.0%	1	20.0%	**358**	**42.8%**
Improper Crossing	7	8.2%	63	8.4%	0	0.0%	**70**	**8.4%**
Wrong Side of Road	11	12.9%	52	7.0%	1	20.0%	**64**	**7.6%**
Failure to Obey Traffic Signs/Signals	6	7.1%	29	3.9%	0	0.0%	**35**	**4.2%**
Not Visible	2	2.4%	32	4.3%	1	20.0%	**35**	**4.2%**
Failure to Yield Right of Way	3	3.5%	24	3.2%	1	20.0%	**28**	**3.3%**
Darting	2	2.4%	21	2.8%	0	0.0%	**23**	**2.7%**
Inattentive	1	1.2%	22	2.9%	0	0.0%	**23**	**2.7%**
In Roadway (standing/kneeling/lying)	0	0.0%	10	1.3%	0	0.0%	**10**	**1.2%**
Other	6	7.1%	29	3.9%	0	0.0%	**35**	**4.2%**
Unknown	11	12.9%	144	19.3%	1	20.0%	**156**	**18.6%**
Total	**85**	**100.0%**	**747**	**100.0%**	**5**	**100.0%**	**837**	**100.0%**

- Improper crossing (10.3% of known), wrong side of road (9.4% of known), and failure to obey traffic signs/ signals (5.1% of known) were the leading contributing factors for bicyclists in total crashes.
- No bicyclist contributing factors were listed for 52.6% (of known) of the total bicyclists in crashes.
- Other contributing factors to consider are driver factors (see page 134), roadway factors (such as high speeds, inadequate on-road bicycle facilities), and vehicle factors (such as vehicle design, vehicle size).

Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2011)

Motor Vehicles (Bicycle-Motor Vehicle Crash)								
Travel	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed	#	%	#	%	#	%	#	%
Parked	0	0.0%	7	0.9%	0	0.0%	**7**	**0.8%**
Stopped	6	7.6%	26	3.5%	0	0.0%	**32**	**3.8%**
1-9 MPH	25	31.6%	218	29.0%	1	20.0%	**244**	**29.2%**
10-19 MPH	6	7.6%	128	17.0%	0	0.0%	**134**	**16.0%**
20-29 MPH	2	2.5%	46	6.1%	0	0.0%	**48**	**5.7%**
30-39 MPH	1	1.3%	38	5.1%	1	20.0%	**40**	**4.8%**
40-49 MPH	0	0.0%	7	0.9%	0	0.0%	**7**	**0.8%**
50+ MPH	0	0.0%	3	0.4%	2	40.0%	**5**	**0.6%**
Unknown	39	49.4%	279	37.1%	1	20.0%	**319**	**38.2%**
Total	**79**	**100.0%**	**752**	**100.0%**	**5**	**100.0%**	**836**	**100.0%**



- Over two-thirds (73.1% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Speed Limit (Utah 2011)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	1	1.3%	20	2.7%	0	0.0%	**21**	**2.5%**
20-25 MPH	13	16.5%	196	26.1%	1	20.0%	**210**	**25.1%**
30-35 MPH	22	27.8%	202	26.9%	1	20.0%	**225**	**26.9%**
40-45 MPH	11	13.9%	98	13.0%	1	20.0%	**110**	**13.2%**
50-55 MPH	0	0.0%	6	0.8%	2	40.0%	**8**	**1.0%**
60+ MPH	1	1.3%	4	0.5%	0	0.0%	**5**	**0.6%**
Unknown	31	39.2%	226	30.1%	0	0.0%	**257**	**30.7%**
Total	**79**	**100.0%**	**752**	**100.0%**	**5**	**100.0%**	**836**	**100.0%**

- Almost all (94.1% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

Contributing Factors in Bicycle Crashes (Utah 2011)

- Failed to yield right of way (42.1%) was the leading contributing factor in total bicycle-motor vehicle crashes.

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	23	40.4%	301	42.6%	0	0.0%	**324**	**42.1%**
Other Improper Driving	6	10.5%	70	9.9%	0	0.0%	**76**	**9.9%**
Hit and Run	6	10.5%	63	8.9%	1	16.7%	**70**	**9.1%**
Improper Turn	3	5.3%	43	6.1%	0	0.0%	**46**	**6.0%**
Driver Distraction	0	0.0%	32	4.5%	0	0.0%	**32**	**4.2%**
Vision Obscured by Glare	2	3.5%	24	3.4%	0	0.0%	**26**	**3.4%**
Disregard Traffic Signal/Sign	2	3.5%	17	2.4%	0	0.0%	**19**	**2.5%**
Failed to Keep in Proper Lane	0	0.0%	19	2.7%	0	0.0%	**19**	**2.5%**
Vision Obscured by Vegetation	4	7.0%	14	2.0%	0	0.0%	**18**	**2.3%**
Vision Obscured by Moving Vehicle	0	0.0%	14	2.0%	0	0.0%	**14**	**1.8%**
Vision Obscured by Other	1	1.8%	13	1.8%	0	0.0%	**14**	**1.8%**
Vision Obscured by Building, Sign	0	0.0%	13	1.8%	0	0.0%	**13**	**1.7%**
Driving Under the Influence	1	1.8%	10	1.4%	1	16.7%	**12**	**1.6%**
Vehicle Defective Condition	1	1.8%	10	1.4%	0	0.0%	**11**	**1.4%**
Vision Obscured by Parked Vehicle	2	3.5%	9	1.3%	0	0.0%	**11**	**1.4%**
Driver Emotional Prior to Crash	0	0.0%	9	1.3%	0	0.0%	**9**	**1.2%**
Improper Backing	1	1.8%	6	0.8%	0	0.0%	**7**	**0.9%**
Followed Too Closely	2	3.5%	4	0.6%	0	0.0%	**6**	**0.8%**
Improper Parking/Stopping	1	1.8%	4	0.6%	1	16.7%	**6**	**0.8%**
Other Driver Condition	0	0.0%	5	0.7%	1	16.7%	**6**	**0.8%**
Vision Obscured by Weather	1	1.8%	5	0.7%	0	0.0%	**6**	**0.8%**
Improper Lane Change	0	0.0%	4	0.6%	0	0.0%	**4**	**0.5%**
Improper Passing	0	0.0%	3	0.4%	1	16.7%	**4**	**0.5%**
Disregard Road Markings	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
Ran Off Road	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
Reckless/Aggressive Driving	0	0.0%	2	0.3%	1	16.7%	**3**	**0.4%**
Speed Too Fast	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
Swerved or Evasive Action	0	0.0%	2	0.3%	0	0.0%	**2**	**0.3%**
Improper Signal	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Wrong Side/Wrong Way	1	1.8%	0	0.0%	0	0.0%	**1**	**0.1%**
Total	**57**	**100.0%**	**706**	**100.0%**	**6**	**100.0%**	**769**	**100.0%**

Appendix

2011

Appendix

Population, Vehicle Miles Traveled, Injuries, and Deaths (Utah 1947-2011)

Persons						
			Injuries		Deaths	
Year	Population	Vehicle Miles Traveled (VMT)	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1947	636,000	2,132,000,000	3,747	175.8	186	8.72
1948	653,000	2,351,000,000	3,982	169.4	220	9.36
1949	670,800	2,475,000,000	3,808	153.9	174	7.03
1950	695,900	2,839,000,000	4,459	157.1	188	6.62
1951	706,100	3,015,000,000	5,132	170.2	207	6.87
1952	724,000	3,050,000,000	5,140	168.5	246	8.07
1953	739,100	3,232,000,000	4,945	153.0	209	6.47
1954	750,500	3,336,000,000	4,495	134.7	209	6.26
1955	782,800	3,075,000,000	5,036	163.8	203	6.60
1956	808,800	3,310,000,000	4,812	145.4	215	6.50
1957	826,300	3,366,000,000	5,022	149.2	222	6.60
1958	845,200	3,531,000,000	5,658	160.2	193	5.47
1959	869,900	3,784,000,000	5,992	158.4	205	5.42
1960	900,000	3,852,000,000	9,128	237.0	256	6.65
1961	936,000	3,997,000,000	10,412	260.5	236	5.90
1962	958,000	4,240,000,000	11,133	262.6	233	5.50
1963	974,000	4,549,000,000	12,603	277.0	263	5.78
1964	978,000	4,790,000,000	14,096	294.3	295	6.16
1965	991,000	4,997,000,000	14,361	287.4	281	5.62
1966	1,009,000	5,079,000,000	14,994	295.2	331	6.52
1967	1,019,000	5,257,000,000	14,401	273.9	275	5.23
1968	1,029,000	5,539,000,000	15,539	280.5	289	5.22
1969	1,047,000	5,802,000,000	15,977	275.4	308	5.31
1970	1,066,000	6,108,000,000	17,076	279.6	335	5.48
1971	1,101,150	6,544,000,000	18,073	276.2	337	5.15
1972	1,135,100	6,969,000,000	18,261	262.0	382	5.48
1973	1,168,950	7,274,000,000	18,415	253.2	361	4.96
1974	1,196,950	7,457,000,000	16,268	218.2	228	3.06
1975	1,233,900	7,942,000,000	17,762	223.6	274	3.45
1976	1,272,050	8,420,000,000	18,315	217.5	254	3.02
1977	1,315,950	9,054,000,000	19,728	217.9	360	3.98
1978	1,363,750	9,826,000,000	21,029	214.0	376	3.83
1979	1,415,950	9,811,000,000	20,798	212.0	328	3.34
1980	1,474,000	10,645,000,000	17,828	167.5	335	3.15
1981	1,515,000	10,733,000,000	18,090	168.5	364	3.39
1982	1,558,000	10,947,000,000	17,538	160.2	296	2.70
1983	1,595,000	11,228,000,000	18,910	168.4	283	2.52
1984	1,622,000	11,642,000,000	20,487	176.0	315	2.71
1985	1,643,000	12,035,000,000	21,346	177.4	303	2.52
1986	1,663,000	12,253,000,000	21,350	174.2	312	2.55
1987	1,678,000	12,679,000,000	19,237	151.7	297	2.34
1988	1,690,000	13,229,853,875	19,066	144.1	297	2.24
1989	1,706,000	13,933,977,565	19,843	142.4	303	2.17
1990	1,729,227	14,649,064,030	20,608	140.7	272	1.86
1991	1,780,870	15,390,400,930	19,540	127.0	271	1.76

Population, Vehicle Miles Traveled, Injuries, and Deaths (Utah 1947-2011)

Persons (continued)						
			Injuries		Deaths	
Year	Population	Vehicle Miles Traveled (VMT)	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1992	1,838,149	16,263,289,670	22,490	138.3	269	1.65
1993	1,889,393	17,055,044,750	25,763	151.1	303	1.78
1994	1,946,721	18,091,944,321	28,436	157.2	343	1.90
1995	1,995,228	18,798,488,669	28,343	150.8	325	1.73
1996	2,042,893	19,433,341,748	30,711	158.0	321	1.65
1997	2,099,409	20,407,590,239	31,238	153.1	366	1.79
1998	2,141,632	21,236,980,216	30,232	142.4	350	1.65
1999	2,193,014	21,867,355,694	29,959	137.0	360	1.65
2000	2,246,467	22,517,131,427	30,086	133.6	373	1.66
2001	2,290,632	23,398,734,621	29,375	125.5	291	1.24
2002	2,331,826	24,438,992,554	30,433	124.5	328	1.34
2003	2,372,457	23,963,242,376	28,352	118.3	309	1.29
2004	2,430,224	24,641,658,091	29,638	120.3	296	1.20
2005	2,505,844	25,129,538,952	29,221	116.3	282	1.12
2006	2,576,228	26,166,885,473	27,433	104.8	287	1.10
2007	2,636,077	26,824,244,333	27,420	102.2	299	1.11
2008	2,691,122	25,883,467,343	24,672	95.3	276	1.07
2009	2,731,558	26,217,108,843	22,847	87.1	244	0.93
2010	2,774,663	26,617,169,711	21,675	81.4	253	0.95
2011	2,813,923	26,255,855,358	22,325	85.0	243	0.93
Total	**98,020,707**	**771,576,360,789**	**1,165,089**	**151.0**	**18,445**	**2.39**

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

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

Crashes (Utah 1947-2011)

Crashes								
	Property Damage Only		Injury		Fatal		Total	
Year	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1947	6,123	287.2	2,603	122.1	159	7.46	**8,885**	**416.7**
1948	7,117	302.7	2,675	113.8	169	7.19	**9,961**	**423.7**
1949	8,327	336.4	2,614	105.6	151	6.10	**11,092**	**448.2**
1950	9,532	335.8	3,004	105.8	169	5.95	**12,705**	**447.5**
1951	12,806	424.7	3,495	115.9	174	5.77	**16,475**	**546.4**
1952	14,052	460.7	3,474	113.9	184	6.03	**17,710**	**580.7**
1953	12,883	398.6	3,305	102.3	185	5.72	**16,373**	**506.6**
1954	11,911	357.0	3,016	90.4	176	5.28	**15,103**	**452.7**
1955	14,504	471.7	3,390	110.2	166	5.40	**18,060**	**587.3**
1956	14,045	424.3	3,310	100.0	176	5.32	**17,531**	**529.6**
1957	15,476	459.8	3,397	100.9	181	5.38	**19,054**	**566.1**
1958	18,287	517.9	3,762	106.5	171	4.84	**22,220**	**629.3**
1959	19,389	512.4	3,946	104.3	171	4.52	**23,506**	**621.2**
1960	20,702	537.4	5,576	144.8	200	5.19	**26,478**	**687.4**
1961	19,278	482.3	6,257	156.5	197	4.93	**25,732**	**643.8**
1962	19,459	458.9	6,968	164.3	186	4.39	**26,613**	**627.7**
1963	19,344	425.2	7,798	171.4	198	4.35	**27,340**	**601.0**
1964	20,570	429.4	8,636	180.3	246	5.14	**29,452**	**614.9**
1965	20,427	408.8	8,856	177.2	242	4.84	**29,525**	**590.9**
1966	20,616	405.9	9,076	178.7	265	5.22	**29,957**	**589.8**
1967	21,873	416.1	8,888	169.1	231	4.39	**30,992**	**589.5**
1968	24,724	446.4	9,550	172.4	258	4.66	**34,532**	**623.4**
1969	24,665	425.1	9,850	169.8	251	4.33	**34,766**	**599.2**
1970	24,168	395.7	10,722	175.5	276	4.52	**35,166**	**575.7**
1971	27,429	419.1	11,399	174.2	280	4.28	**39,108**	**597.6**
1972	27,914	400.5	11,630	166.9	312	4.48	**39,856**	**571.9**
1973	26,220	360.5	11,710	161.0	304	4.18	**38,234**	**525.6**
1974	20,637	276.7	10,560	141.6	204	2.74	**31,401**	**421.1**
1975	24,740	311.5	11,441	144.1	245	3.08	**36,426**	**458.7**
1976	22,435	266.4	11,685	138.8	225	2.67	**34,345**	**407.9**
1977	25,562	282.3	12,652	139.7	310	3.42	**38,524**	**425.5**
1978	28,946	294.6	13,423	136.6	315	3.21	**42,684**	**434.4**
1979	26,732	272.5	13,449	137.1	287	2.93	**40,468**	**412.5**
1980	21,589	202.8	11,701	109.9	292	2.74	**33,582**	**315.5**
1981	23,844	222.2	11,824	110.2	321	2.99	**35,989**	**335.3**
1982	26,425	241.4	11,504	105.1	263	2.40	**38,192**	**348.9**
1983	28,419	253.1	12,317	109.7	253	2.25	**40,989**	**365.1**
1984	33,738	289.8	13,477	115.8	274	2.35	**47,489**	**407.9**
1985	33,684	279.9	13,917	115.6	270	2.24	**47,871**	**397.8**
1986	32,426	264.6	13,988	114.2	276	2.25	**46,690**	**381.0**
1987	33,386	263.3	13,599	107.3	271	2.14	**47,256**	**372.7**
1988	35,614	269.2	13,377	101.1	258	1.95	**49,249**	**372.3**
1989	37,110	266.3	13,941	100.1	269	1.93	**51,320**	**368.3**
1990	37,823	258.2	14,632	99.9	236	1.61	**52,691**	**359.7**
1991	33,443	217.3	13,763	89.4	229	1.49	**47,435**	**308.2**
1992	34,760	213.7	15,665	96.3	235	1.44	**50,660**	**311.5**

Crashes (Utah 1947-2011)

Crashes (continued)								
	Property Damage Only		Injury		Fatal		Total	
Year	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1993	38,357	224.9	17,088	100.2	259	1.52	**55,704**	**326.6**
1994	40,243	222.4	18,726	103.5	303	1.67	**59,272**	**327.6**
1995	37,532	199.7	19,828	105.5	284	1.51	**57,644**	**306.6**
1996	40,225	207.0	20,988	108.0	292	1.50	**61,505**	**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	138.9	19,423	78.8	260	1.06	**53,905**	**218.8**
2005	35,158	139.9	19,545	77.8	235	0.94	**54,938**	**218.6**
2006	37,674	144.0	18,264	69.8	249	0.95	**56,187**	**214.7**
2007	42,368	157.9	18,619	69.4	258	0.96	**61,245**	**228.3**
2008	38,997	150.7	17,125	66.2	245	0.95	**56,367**	**217.8**
2009	35,398	135.0	15,752	60.1	217	0.83	**51,367**	**195.9**
2010	34,155	128.3	14,995	56.3	218	0.82	**49,368**	**185.5**
2011	36,418	138.7	15,645	59.6	224	0.85	**52,287**	**199.1**
Total	**1,726,487**	**223.8**	**768,624**	**99.6**	**15,802**	**2.05**	**2,510,913**	**325.4**

County Population and Vehicle Miles Traveled (Utah 2011)

County		
County	**Vehicle Miles Traveled**	**Population**
Beaver	252,162,196	6,615
Box Elder	881,507,315	50,466
Cache	857,144,144	114,721
Carbon	300,610,441	21,485
Daggett	31,887,051	1,115
Davis	2,508,091,113	312,603
Duchesne	238,202,928	19,111
Emery	314,035,948	10,997
Garfield	107,495,348	5,149
Grand	320,436,665	9,322
Iron	689,181,094	46,767
Juab	388,512,725	10,323
Kane	137,387,116	7,208
Millard	455,431,728	12,591
Morgan	128,403,866	9,668
Piute	28,054,862	1,544
Rich	46,108,398	2,276
Salt Lake	8,716,714,254	1,045,829
San Juan	287,307,053	14,954
Sanpete	197,955,041	28,173
Sevier	319,734,721	20,903
Summit	724,391,773	37,208
Tooele	814,397,298	59,133
Uintah	394,126,554	33,315
Utah	3,771,153,581	530,789
Wasatch	327,198,993	24,456
Washington	1,368,330,931	141,219
Wayne	46,186,106	2,742
Weber	1,603,706,116	233,241
Statewide	**26,255,855,358**	**2,813,923**

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

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

Number of Licensed Drivers by Age (Utah 2011)

Licensed Drivers		
Age	**#**	**%**
15-19	159,528	8.1%
20-24	202,540	10.3%
25-29	214,077	10.9%
30-34	219,198	11.1%
35-39	184,528	9.4%
40-44	164,651	8.4%
45-49	152,624	7.7%
50-54	156,175	7.9%
55-59	140,494	7.1%
60-64	114,834	5.8%
65-69	84,423	4.3%
70-74	60,836	3.1%
75-79	45,521	2.3%
80-84	34,264	1.7%
85+	37,520	1.9%
Total	**1,971,213**	**100.0%**

Number of Licensed Drivers by Gender (Utah 2011)

Licensed Drivers		
Gender	**#**	**%**
Female	958,076	48.6%
Male	1,013,137	51.4%
Total	**1,971,213**	**100.0%**

SOURCE: Utah Department of Public Safety, Driver License Division

Number of Registered Vehicles by Vehicle Type (Utah 2005-2011)

Vehicles					
Year	**Heavy Truck**	**Light Truck**	**Motorcycle**	**Passenger Car**	**Total**
2005	58,645	552,931	43,271	1,205,430	**1,860,277**
2006	60,765	564,280	48,949	1,243,041	**1,917,035**
2007	62,860	585,413	56,146	1,297,242	**2,001,661**
2008	66,578	601,655	64,376	1,334,906	**2,067,515**
2009	67,124	598,513	78,302	1,349,596	**2,093,535**
2010	63,927	588,733	71,957	1,340,300	**2,064,917**
2011	64,288	585,689	69,774	1,346,803	**2,066,554**
Total	**444,187**	**4,077,214**	**432,775**	**9,117,318**	**14,071,494**

SOURCE: Utah State Tax Commission, Economic and Statistical Unit

Notable Changes in Utah Motor Vehicle Laws

1915 Driving age established at 16 years and older.

1926 Stop sign law implemented.

1935 Alcohol drinking age set at 21 years and older.

1967 Illegal to operate a motor vehicle at or above .08 BAC.

1969 Motorcycle helmet required for all ages on roads with speed limits 35 mph or higher.

1973 Maximum speed limit lowered to 55 mph.

1977 Motorcycle helmet law changed, helmets required only for riders under 18 years on all roads.

1985 First child restraint law.

1986 First seat belt law.

1987 Maximum speed limit raised to 65 mph.

1992 Illegal for drivers under age 21 years to drive with any detectable amount of alcohol.

1996 Maximum speed limit raised to 75 mph.

1997 Increased age that children need to be restrained from up to eight years to up to ten years.

1999 First Graduated Driver License law implemented.

2000 Secondary seat belt law for drivers and all passengers of motor vehicles.

2000 Increased age for use of child restraints up to age five years.

2007 Hand-held telephone use prohibited, enforced if a moving traffic violation is committed.

2008 Increased age for use of child restraints up to age eight years.

2008 Maximum speed limit raised to 80 mph on selected parts of rural I-15.

2009 All drivers convicted of DUI required to use ignition interlock system.

2009 Text messaging prohibited while operating a moving motor vehicle.

Changes in Crash Reporting

1991 Amount of property damage required for reportable crashes increased from $400 to $750.

1996 Amount of property damage required for reportable crashes increased to $1,000.

1997 Non-traffic crashes excluded. Non-traffic crashes accounted for approximately 10% of crashes in previous years.

2006 State of Utah Investigating Officer's Report of Traffic Crash DI-9 Form updated.

2009 Amount of property damage required for reportable crashes increased to $1,500.

Glossary

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

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

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

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

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

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

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

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

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

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

Motorcycle Crash: A crash involving a motorcycle or moped.

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

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

Possible Injury: Complaint of pain without visible injury.

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

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

Rural: Counties with 0-100 persons per square mile. Rural counties in Utah are Beaver, Box Elder, Cache, Carbon, Daggett, Duchesne, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Wasatch, Washington, and Wayne.

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

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

Urban: Counties with more than 100 persons per square mile. Urban counties in Utah are Davis, Salt Lake, Utah, and Weber.

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

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