Utah Crash Summary 2012

State of Utah

Department of Public Safety

Utah Crash Summary 2012

Keith D. Squires, Commissioner
Utah Department of Public Safety

David A. Beach, Director
Highway Safety Office
Utah Department of Public Safety

Gary D. Mower, Research Analyst
Highway Safety Office
Utah Department of Public Safety

Table of Contents

Introduction....3
Executive Summary....4
2012 Utah Crash Synopsis....5
2012 Utah Crash Facts....6
Fact Sheets....7
Section 1: Overview....27
Section 2: Occupant Protection....53
Section 3: Alcohol-Impaired Drivers....61
Section 4: Speed....69
Section 5: Distracted Drivers....79
Section 6: Teenage Drivers....85
Section 7: Older (Age 65+) Drivers....95
Section 8: Motorcycles....103
Section 9: Pedestrians....115
Section 10: Bicyclists....125
Appendix....135

Introduction

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

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

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

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

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

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

Suggested Citation: Utah Department of Public Safety, Highway Safety Office. *Utah Crash Summary 2012*. Salt Lake City, UT: Utah Department of Public Safety, 2013.

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 2012 as 1972 there would have been 1,243 additional deaths in 2012. These reductions can be attributed to a variety of factors, including:

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

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in the State of Utah. In 2012, there were 50,600 reported traffic crashes on public roadways in Utah. These crashes involved 125,709 people, with 22,336 injured and 217 people killed. Traffic deaths were the lowest total in Utah since 1959.

Utah made progress in the following areas in 2012 when compared to 2011:

- The Utah death rate per vehicle miles traveled is still below the overall U.S. rate;
- Traffic deaths decreased from 243 in 2011 to 217 in 2012;
- Reported traffic crashes decreased from 52,287 in 2011 to 50,600 in 2012;
- The teenage driver crash rate per licensed driver decreased for the fifth straight year;
- The number of deaths involving an alcohol-impaired driver decreased 49%;
- The crash rate per miles traveled decreased 4% from 2011;
- The number of unrestrained occupant deaths decreased 4%.

As improvements are made and progress continues, traffic safety needs to remain a top priority. Some areas of concern in Utah during 2012 include:

- 20-24 year-old drivers replaced 15-19 year-old drivers for having the highest crash rate per licensed driver;
- The number of deaths decreased in every category except motorcyclists and drowsy driving;
- Child safety seat use among ages 0-8 years decreased for the first time in ten years;
- The percent of crashes involving an older driver increased for the fifth straight year;
- Speed was a factor in 41% of fatal crashes;
- The number of motorcyclists killed increased 14%;
- The number of bicyclists and pedestrians in crashes increased 6%;
- The number of speed-related crashes increased 6%.

The *Utah Crash Summary 2012* 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.

2012 Utah Crash Synopsis

All Crashes

Category	#	% of Total*
Total Crashes	**50,600**	
Urban	41,527	82%
Property Damage Only	34,635	68%
Injury	15,765	31%
Followed Too Closely	11,353	22%
Teenage Driver	10,132	20%
Speed	9,187	18%
Failed to Yield	9,094	18%
Rural	9,073	18%
Inclement Weather	8,679	17%
Older (Age 65+) Driver	6,149	12%
Distracted Driving	4,806	9%
Heavy Truck	3,441	7%
Animal-Related	2,976	6%
Disregard Traffic Signal/Sign	2,582	5%
Alcohol-Impaired Driver	1,727	3%
Motorcycle	1,229	2%
Drowsy Driving	1,024	2%
Bicycle-Motor Vehicle	895	2%
Pedestrian-Motor Vehicle	853	2%
Fatal	200	<1%
Total Persons in Crashes	**125,709**	
Drivers	88,881	71%
Followed Too Closely Crash	35,559	28%
Teenage Driver Crash	28,792	23%
Failed to Yield Crash	26,357	21%
Injured Persons	22,336	18%
Speed Crash	21,629	17%
Inclement Weather Crash	19,486	16%
Older (Age 65+) Driver Crash	16,650	13%
Children (Ages 0-14 Years)	13,234	11%
Distracted Driving Crash	13,156	10%
Heavy Truck Crash	8,948	7%
Disregard Traffic Signal/Sign Crash	7,879	6%
Animal-Related Crash	4,434	4%
Alcohol-Impaired Driver Crash	3,465	3%
Unrestrained Occupants	3,437	3%
Drowsy Driving Crash	1,818	1%
Motorcyclists	1,368	1%
Pedestrians	922	1%
Bicyclists	903	1%
Deaths	217	<1%

Fatal Crashes

Category	#	% of Total*
Fatal Crashes	**200**	
Urban	119	60%
Speed	82	41%
Rural	81	40%
Motorcycle	30	15%
Pedestrian-Motor Vehicle	30	15%
Teenage Driver	27	14%
Older (Age 65+) Driver	26	13%
Failed to Yield	25	13%
Alcohol-Impaired Driver	19	10%
Distracted Driving	19	10%
Inclement Weather	18	9%
Heavy Truck	18	9%
Drowsy Driving	14	7%
Red Light/Stop Sign Running	14	7%
Followed Too Closely	10	5%
Bicycle-Motor Vehicle	3	2%
Animal-Related	1	1%
Deaths	**217**	
Drivers	133	61%
Speed Crash	91	42%
Unrestrained Occupants	79	36%
Motorcyclists	32	15%
Pedestrians	31	14%
Teenage Driver Crash	29	13%
Failed to Yield Crash	27	12%
Older (Age 65+) Driver Crash	27	12%
Alcohol-Impaired Driver Crash	20	9%
Distracted Driving Crash	20	9%
Inclement Weather Crash	20	9%
Heavy Truck Crash	20	9%
Drowsy Driving Crash	15	7%
Red Light/Stop Sign Running Crash	14	6%
Children (Ages 0-14 Years)	13	6%
Followed Too Closely Crash	11	5%
Bicyclists	3	1%
Animal-Related Crash	1	<1%

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

2012 Utah Crash Facts

- In an average day in Utah, there were 138 motor vehicle crashes involving 343 people with 61 people injured and 1 person killed.

- First motor vehicle crash occurred January 1, 2012 at 12:34 a.m. and the last crash occurred December 31, 2012 at 11:48 p.m.
- First fatal motor vehicle crash occurred January 5, 2012 at 4:58 p.m. and the last fatal crash occurred December 26, 2012 at 1:00 9.m.
- Wednesday, December 26, 2012 had the most crashes with 403 crashes and both Sunday, January 8, 2012 and Sunday, January 29, 2012 had the fewest crashes with 51.

- 102 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration, 2011)
- It is estimated that 46 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 52 minutes.
- A speed-related crash occurred every 57 minutes.
- A driver age 65 years or older was in a crash every 85 minutes.
- A distracted driver crash occurred every 109 minutes.
- A heavy truck was in a crash every 2 hours.
- An animal-motor vehicle crash occurred every 2 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 9 hours.
- A person died in a crash every 40 hours.

- The youngest person in a motor vehicle crash was four days-old and the oldest person was 103 years-old.
- The youngest person killed in a motor vehicle crash was 1 year-old and the oldest person killed was 92 years-old.

- The estimated statewide economic loss due to motor vehicle crashes in Utah was $1.44 billion. (National Highway Traffic Safety Administration)
- Hospital and emergency department charges for the treatment of Utah residents in motor vehicle crashes were $121 million. (Utah Department of Health, 2011)

- 4.4% of licensed drivers were in a crash.
- 4.4% of Utah residents were in a crash.
- 4.0% of registered vehicles were in a crash.
- 1.4% of deaths in Utah involved a motor vehicle crash.
- 0.2% of people in a crash died.
- A person was in a crash every 212,000 miles driven in Utah.

2012 Utah Crash Facts

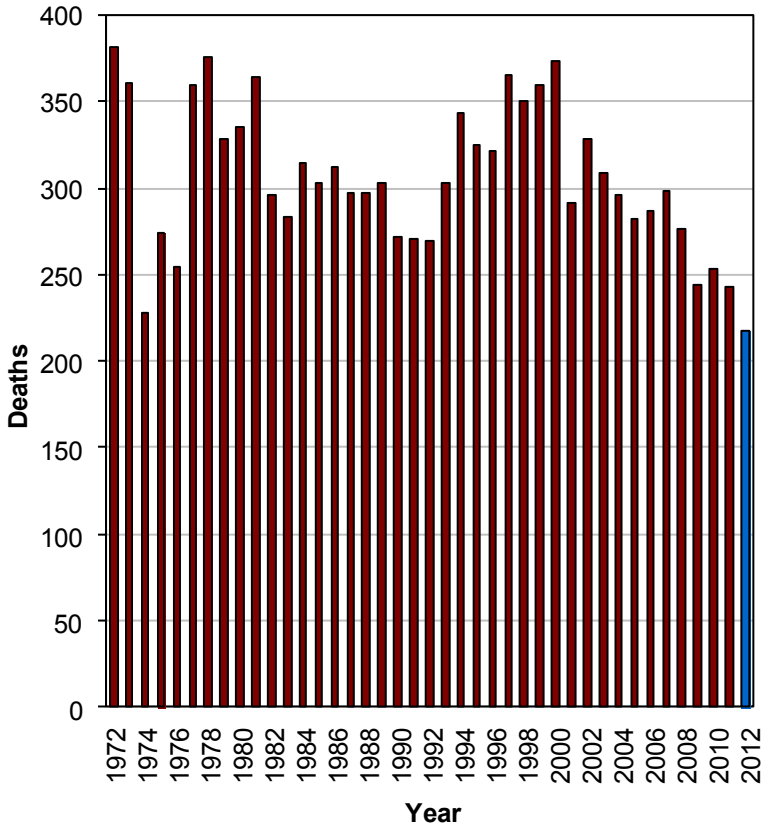
Utah Department of Public Safety
Highway Safety Office

Overview

Did you know in 2012:

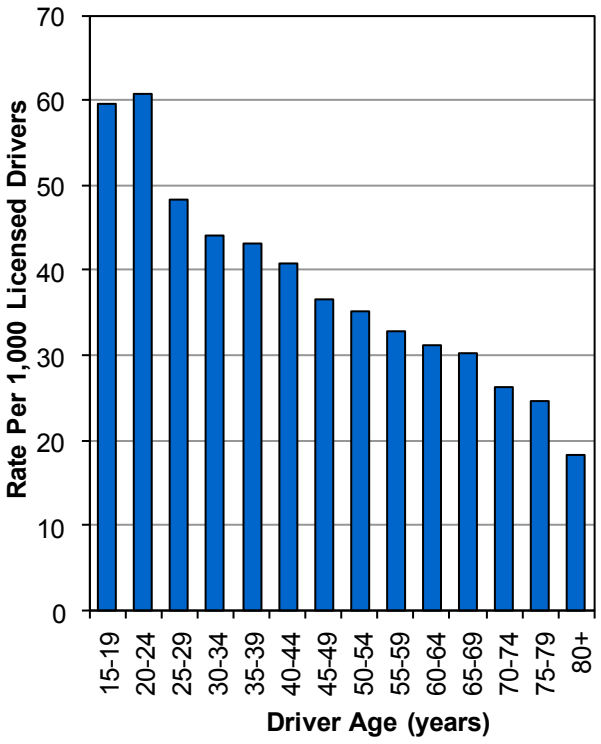
- 50,600 motor vehicle crashes occurred in Utah which resulted in 22,336 injured persons and 217 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 10 minutes, a person was injured in a crash every 23 minutes, and a person died in a crash every 40 hours.

Deaths by Year (Utah 1972-2012)



- 2012 had the lowest deaths in Utah since 1959.

Crash Rates per Licensed Drivers by Age (Utah 2012)



- Drivers aged 20-24 years had the highest crash rates per licensed driver.

Crash Summary (Utah 2012)

Leading Crash Types

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

Leading Causes of Death

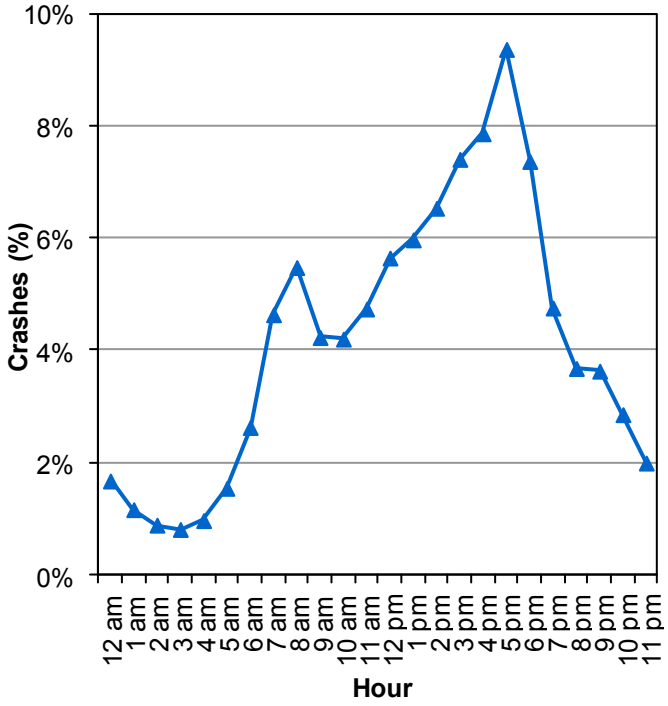
1. Speed (42%)
2. Failed to Keep in Proper Lane (39%)
3. Unrestrained Occupants (36%)
4. Failed to Yield (12%)
5. Distracted Driving & Drunk Driving (9%)

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

Overview

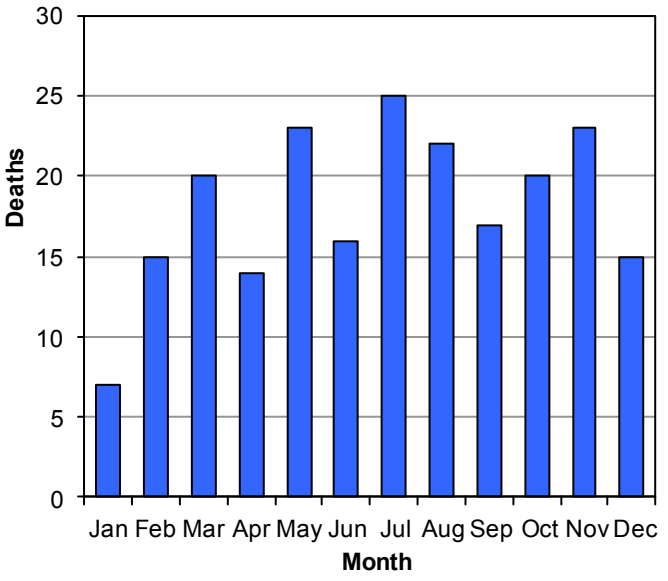
Motor Vehicle Crashes by Hour (Utah 2012)



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

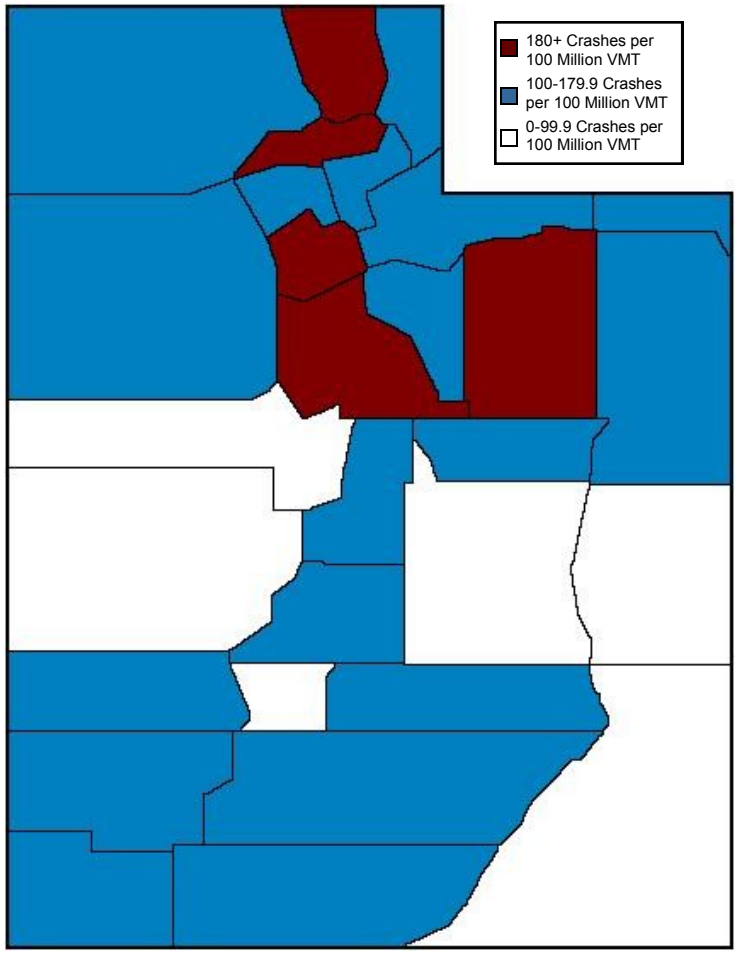
Vehicle rollovers were the most deadly event, being 6.7 times more likely to result in a death than other crashes.

Deaths by Month (Utah 2012)



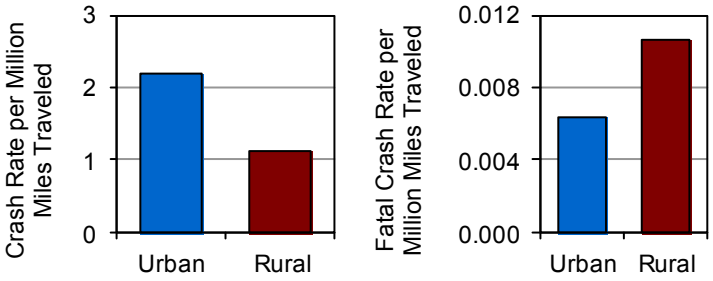
- July had the most deaths.

County Crash Rates by Miles Traveled (Utah 2012)



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

Urban/Rural Location (Utah 2012)



- Urban areas had a higher rate of total crashes per vehicle mile traveled while rural areas had a higher fatal crash rate.
- Rural crashes were 3.1 times more likely to be fatal than urban crashes.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

Utah Department of Public Safety
Highway Safety Office

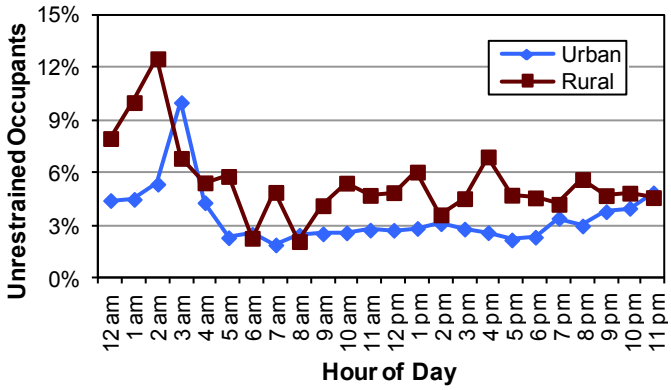
Wearing a seat belt is one of the best ways to decrease injuries and deaths in motor vehicle crashes.

Occupant Protection

Did you know in 2012:

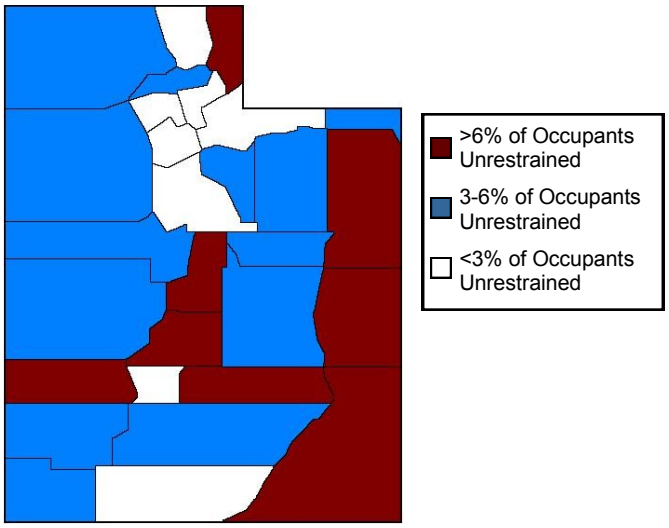
- Unrestrained crash occupants were 45 times more likely to die in a crash than restrained occupants.
- An estimated 102 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 46 additional lives would have been saved if everyone had been wearing seat belts.

Unrestrained Crash Occupants by Hour, Rural vs. Urban (Utah 2012)



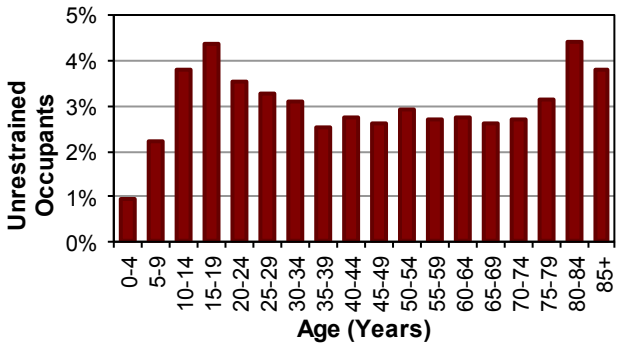
- 11:00 p.m. to 4:59 a.m. had the highest percentage of unrestrained crash occupants.
- Rural areas had lower restraint use for nearly every hour of the day than urban areas.

Unrestrained Crash Occupants by County (Utah 2012)



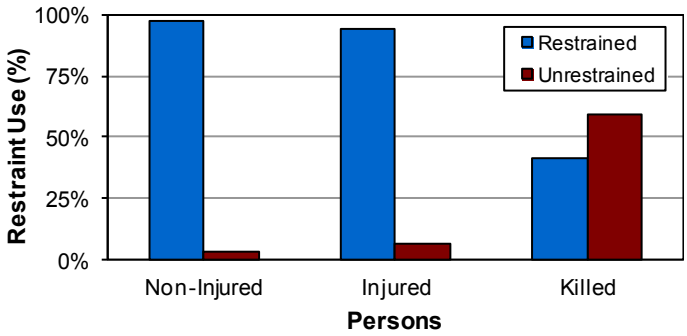
- Occupants in rural crashes were 1.8 times more likely to be unrestrained than urban occupants.

Unrestrained Crash Occupants by Age (Utah 2012)



- The highest percentage of unrestrained crash occupants were 10-19 years and 80+ years.

Restraint Use by Injury Severity (Utah 2012)

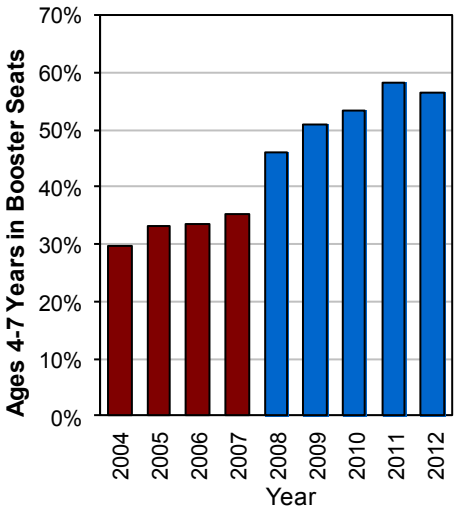


- 97% of persons who survived a crash were restrained compared to less than half (41%) of the persons killed.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

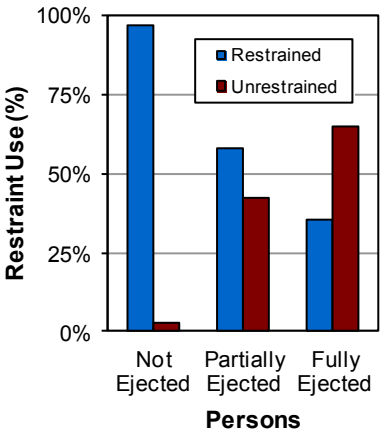
Occupant Protection

Effectiveness of Booster Seat Law (Utah 2004-2012)



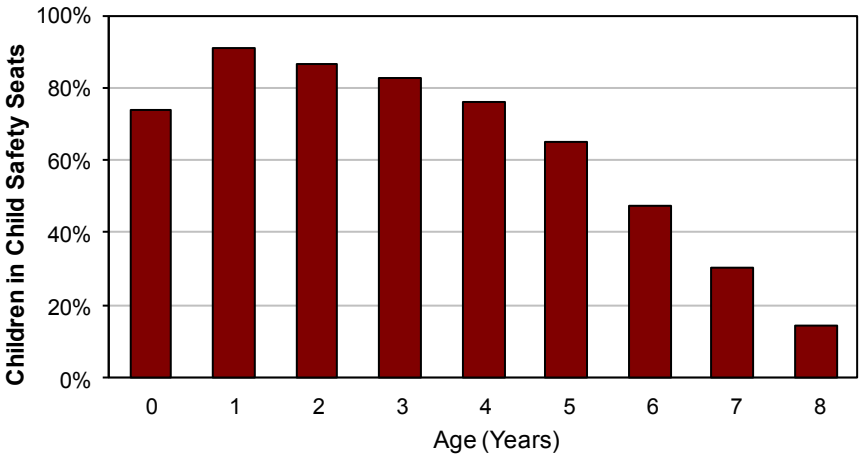
- In 2008, a law was passed increasing the age of child safety seat use from up to age 4 years to up to age 8 years.
- In 2012, booster seat use among ages 4-7 years was 56%.
- Booster seat use increased 61% since passage of the law.

Ejection and Restraint Use (Utah 2012)



- 65% of crash occupants fully ejected from a motor vehicle were unrestrained.
- Unrestrained occupants were 59 times more likely to be fully ejected than restrained occupants.

Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2012)



- 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, 47% of 6-year-olds, and 14% of 8-year-olds were in a child safety seat.
- The decrease in child safety seat use for children aged 4-8 years is concerning and indicates that children are moving to adult-sized seat belts too early.

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.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

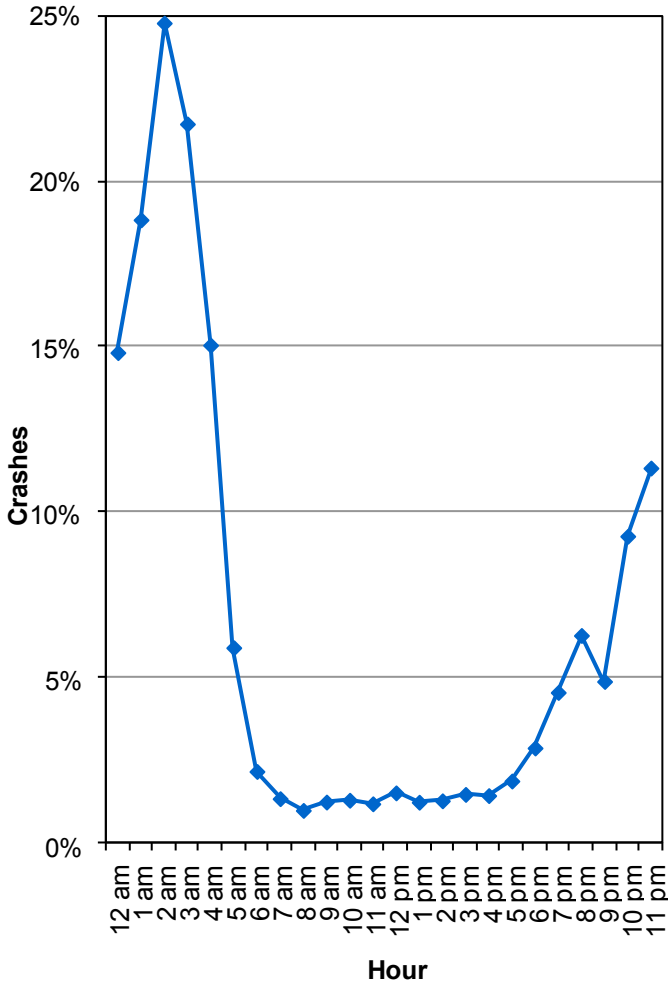
Utah Department of Public Safety
Highway Safety Office

Alcohol-Impaired Drivers

Did you know in 2012:

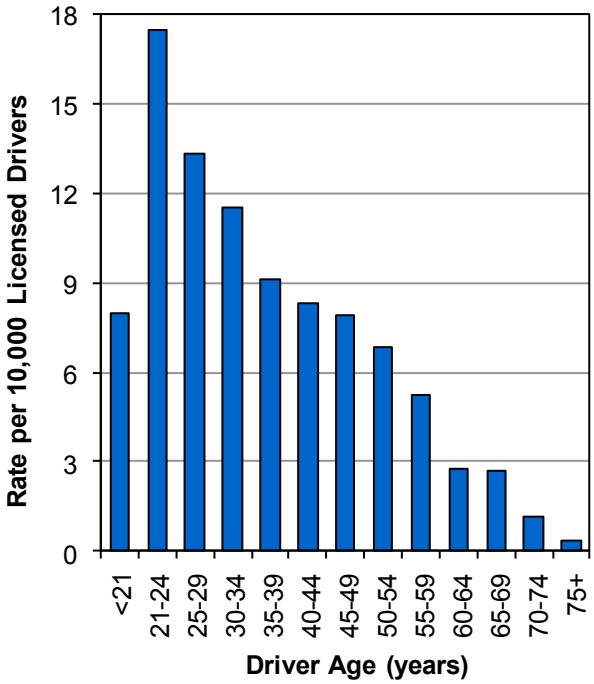
- 1,727 alcohol-impaired driver crashes occurred in Utah which resulted in 1,043 injured persons and 20 deaths.
- Alcohol-impaired driver crashes were 3.0 times more likely to be fatal than other crashes.
- The number of deaths involving an alcohol-impaired driver decreased 49% in 2012 from 2011.

Percent of Total Crashes with an Alcohol-Impaired Driver by Hour (Utah 2012)



- 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 2012)



- Drivers aged 21 to 24 years had the highest rates of alcohol-impaired crashes.
- Of the impaired drivers, 181 (10%) were under the age of 21 years.

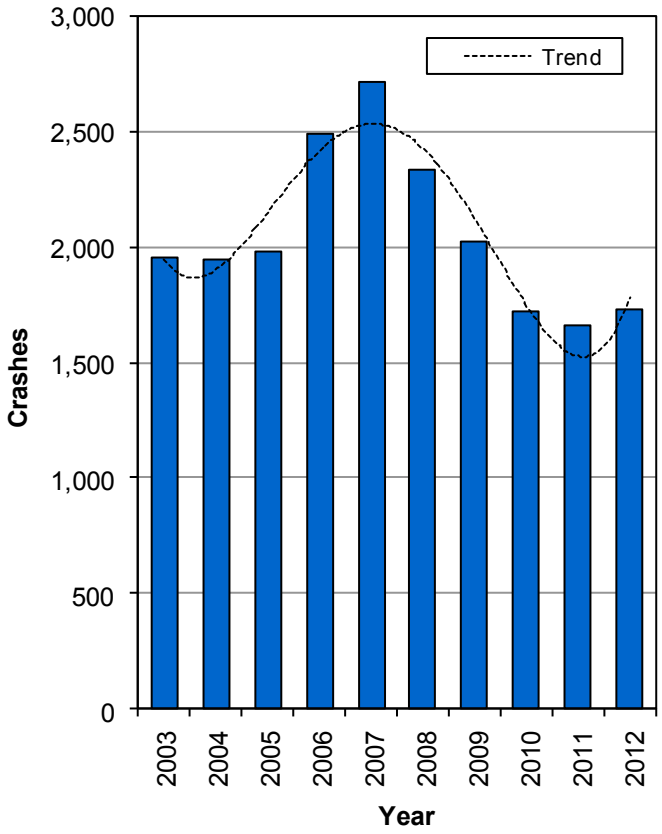
Previous DUI (Utah 2012)

- 26% of the alcohol-impaired drivers in fatal crashes were previously convicted of driving under the influence in the past three years.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

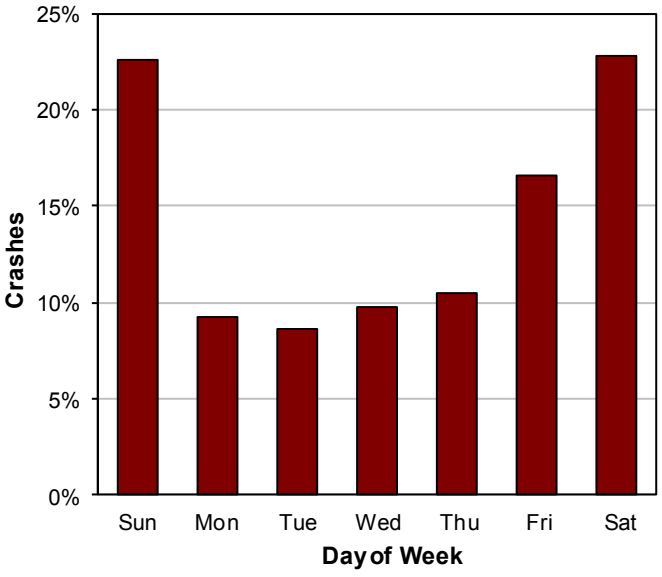
Alcohol-Impaired Drivers

Alcohol-Impaired Driver Crashes (Utah 2003-2012)



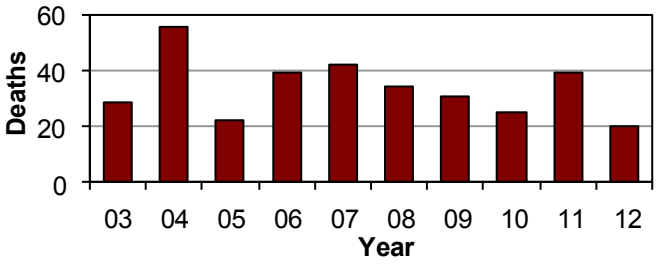
- After decreasing the previous four years, the number of alcohol-impaired driver crashes increased in 2012.

Alcohol-Impaired Driver Crashes by Day of the Week (Utah 2012)



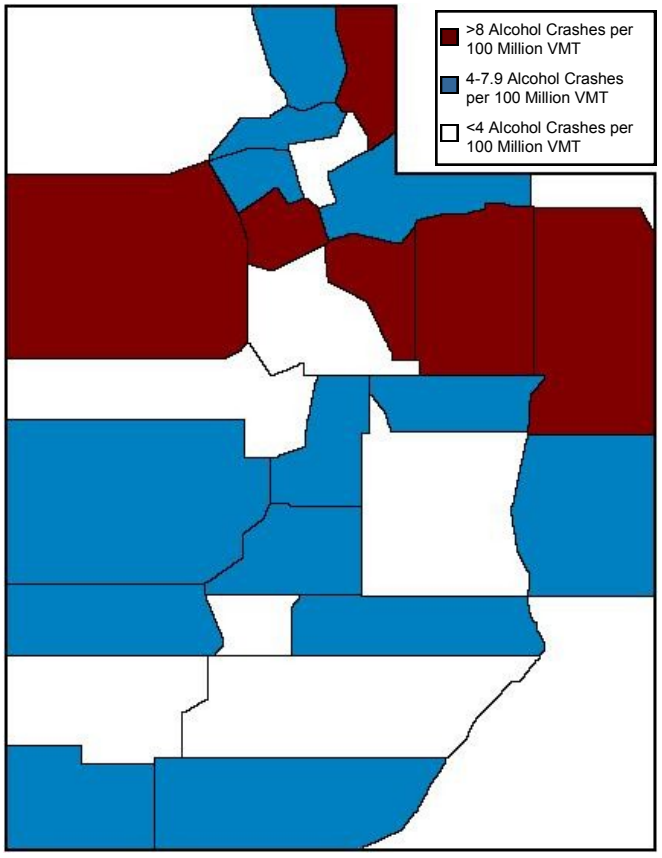
- The highest percentage of alcohol-impaired driver crashes occurred on weekends (45%).

Deaths from Alcohol-Impaired Drivers (Utah 2003-2012)



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

Alcohol-Impaired Driver Crashes by County (Utah 2012)



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

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

Utah Department of Public Safety
Highway Safety Office

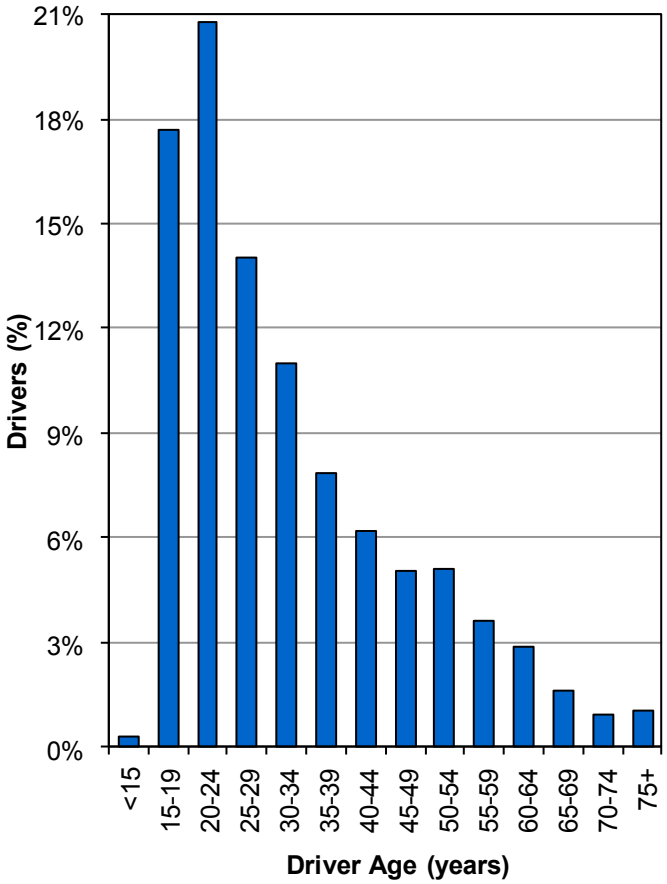
Speed is the leading unsafe driving behavior that contributes to deaths.

Speed

Did you know in 2012:

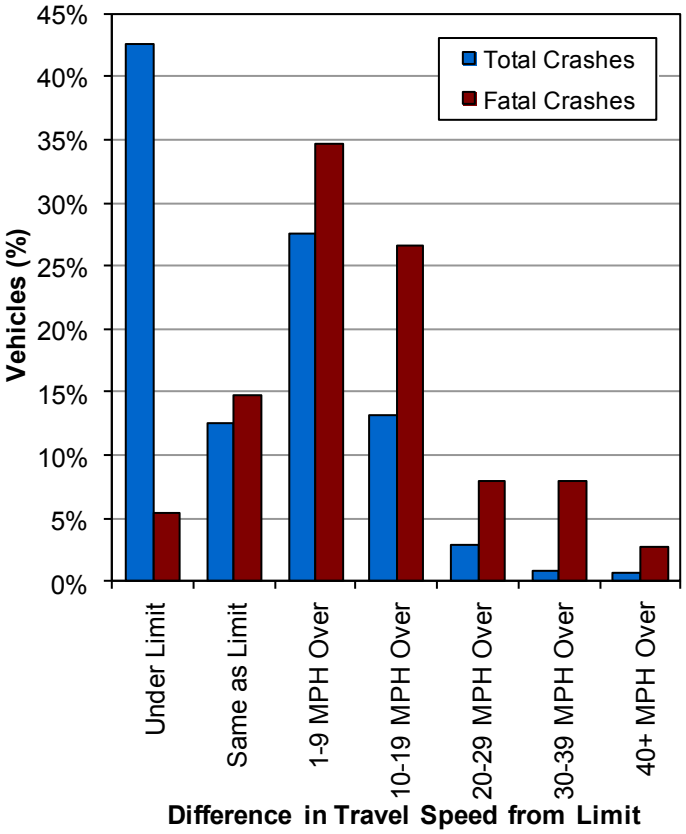
- 9,187 speed-related crashes occurred in Utah which resulted in 4,413 injured persons and 91 deaths.
- Speed was a factor in 41% of fatal crashes in 2012.
- Speed-related crashes were 3.2 times more likely to be fatal than other motor vehicle crashes.

Age of Drivers in Speed-Related Crashes (Utah 2012)



- 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 2012)

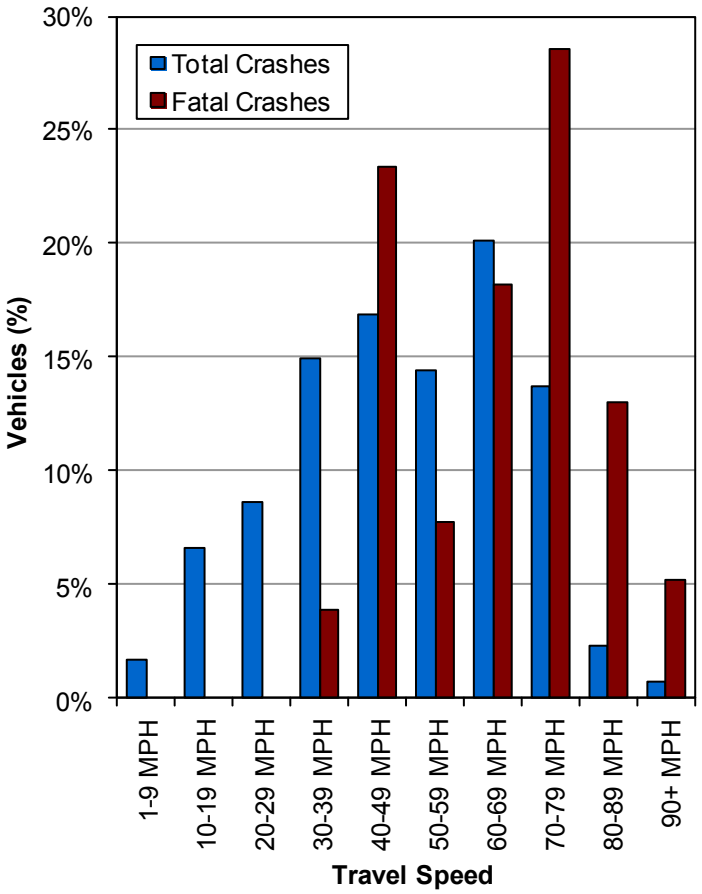


- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Drivers become increased risks to themselves and other people on the roadway due to higher speeds.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

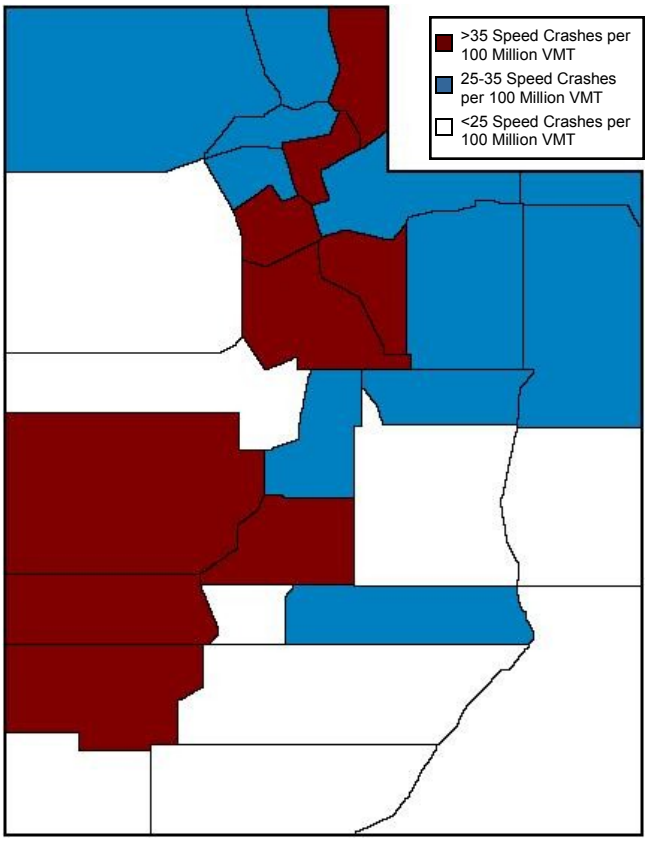
Speed

Speed-Related Crashes by Travel Speed (Utah 2012)



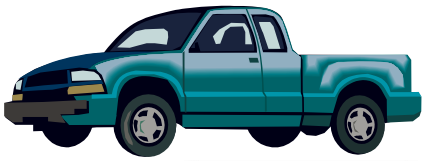
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

Speed-Related Crash Rates by County (Utah 2012)



- Rich, Utah, and Salt Lake 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.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

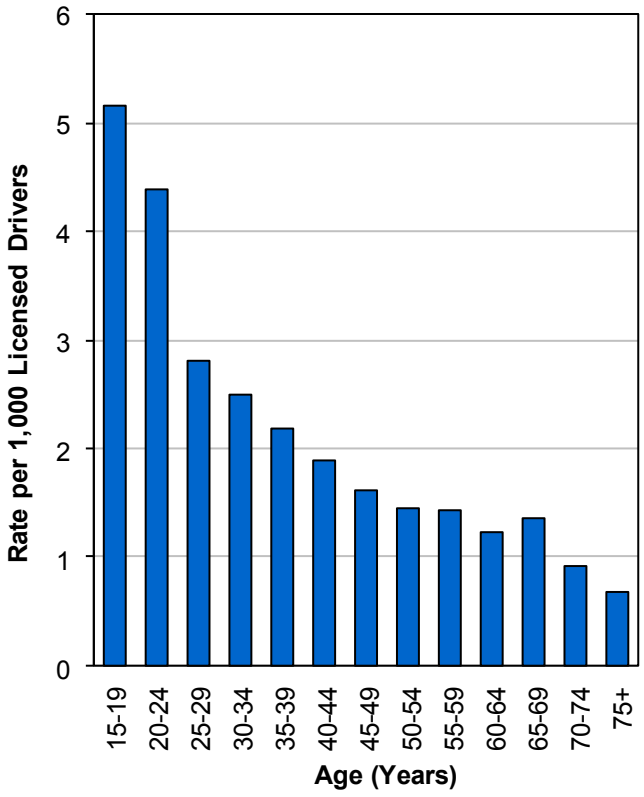
Utah Department of Public Safety
Highway Safety Office

Distracted Drivers

Did you know in 2012:

- 4,806 distracted driver crashes occurred in Utah which resulted in 2,839 injured persons and 20 deaths.
- Where driver distraction was known, 12% 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 2012)



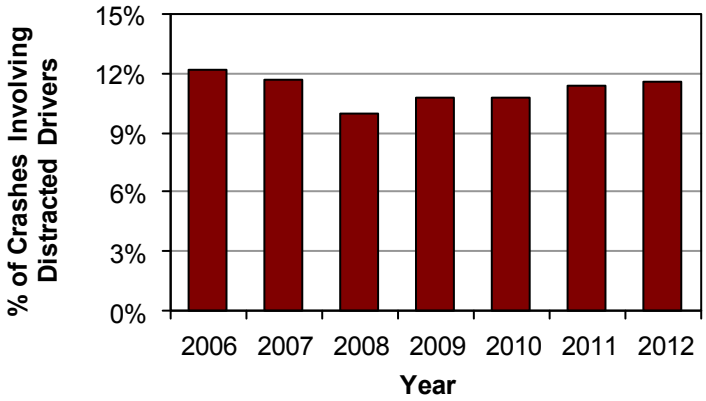
- Younger drivers had the highest rates of driver distraction crashes.

Distracted Driving Crashes by Distraction Type (Utah 2012)

1. Cell Phone (14%)
2. Other Inside Distraction (13%)
3. Passengers (12%)
4. Other External Distraction (9%)
5. Radio/CD/DVD etc. (7%)
6. Other Electronic Device (3%)
7. Texting (1%)

- Other (41%)

Percent of Crashes Involving Distracted Drivers by Year (Utah 2006-2012)



- The percent of crashes involving a distracted driver increased for the fourth straight year.

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.

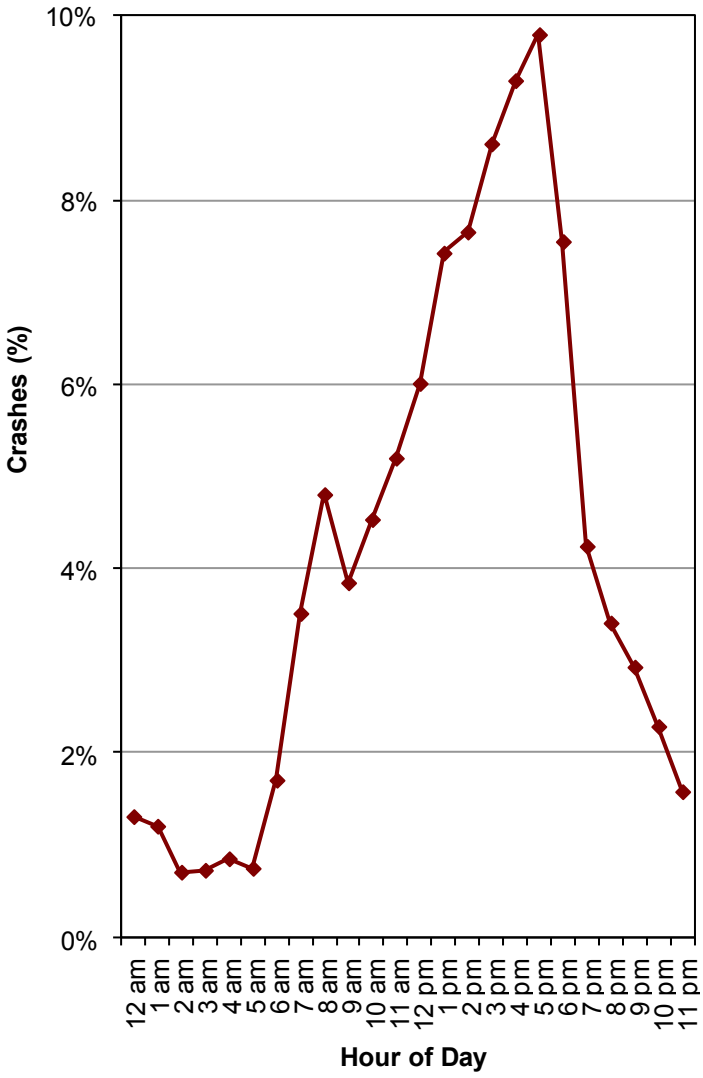
Driving is a multitask job and demands the full attention of the driver.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

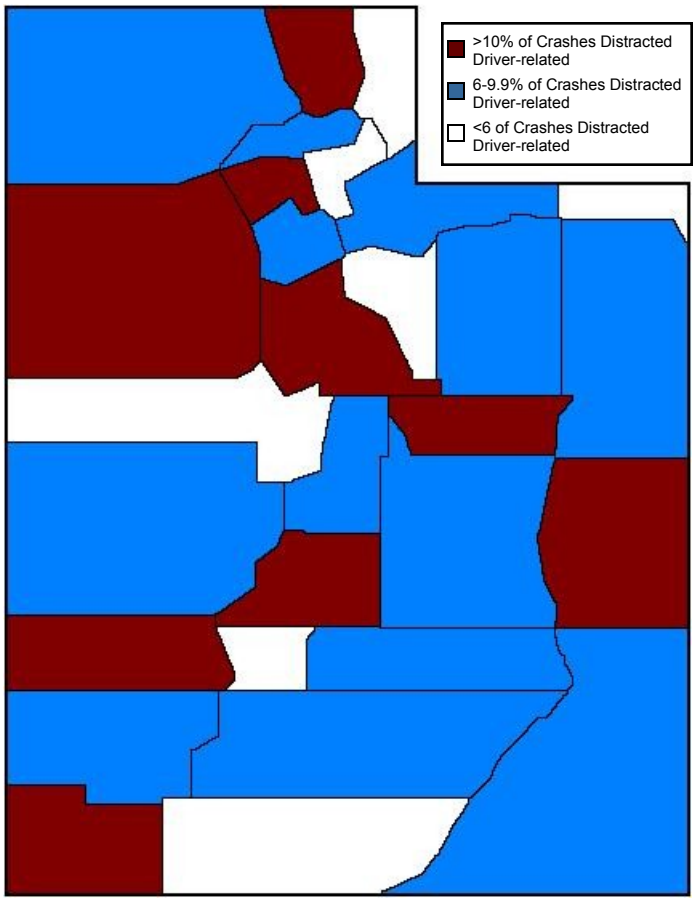
Distracted Drivers

Driver Distraction Crashes by Hour (Utah 2012)



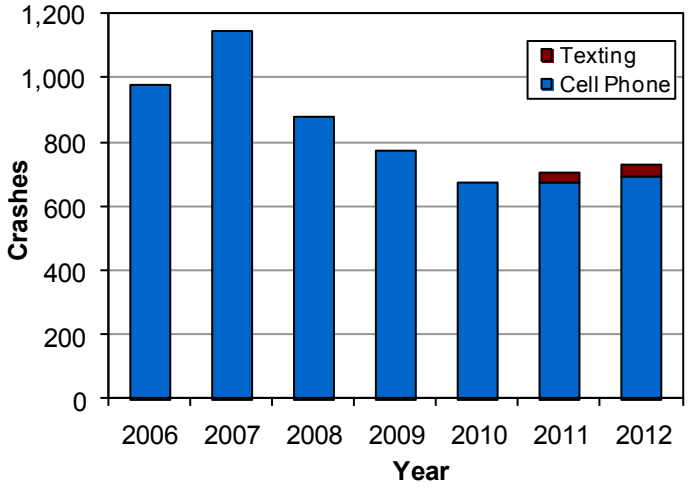
- Driver distraction crashes peaked during the hours of 1:00 p.m.-6:59 p.m.

Distracted Driver Crashes by County (Utah 2012)



- Sevier, Washington, and Cache Counties had the highest percent of crashes that involved a distracted driver.

Crashes Involving Drivers on Cell Phones and Texting (Utah 2006-2012)



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

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

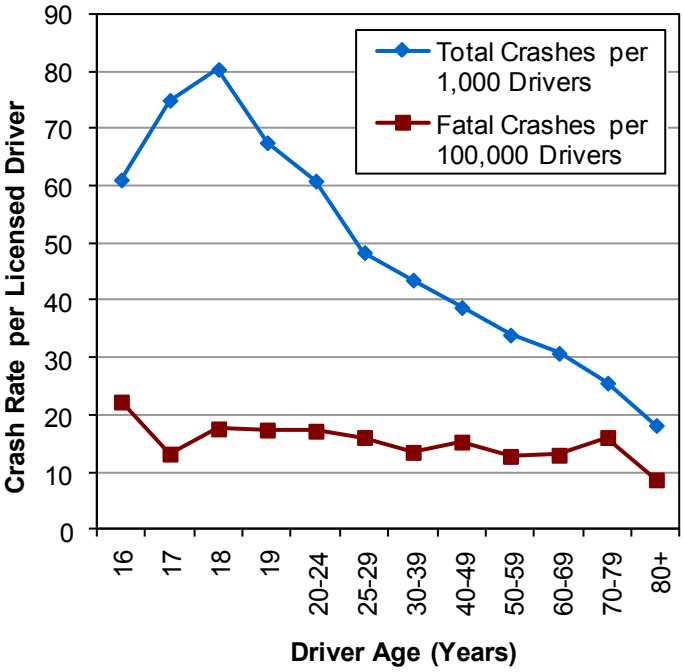
Utah Department of Public Safety
Highway Safety Office

Teenage Drivers (15-19 years)

Did you know in 2012:

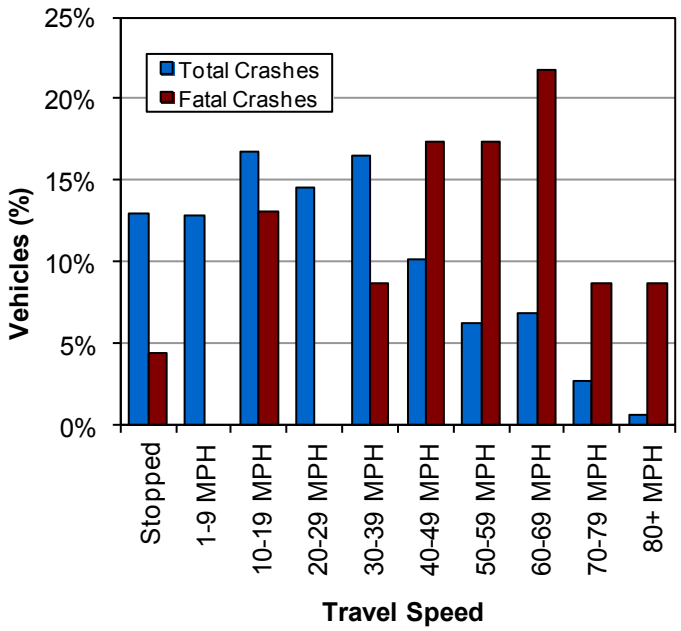
- Teenage drivers represented 9% of the licensed drivers in Utah, yet they were in 20% of all motor vehicle crashes.
- Teenage drivers were in 10,132 motor vehicle crashes which resulted in 4,930 injured persons and 29 deaths.
- Teenage drivers were 1.5 times more likely to be in a crash than drivers of other ages.
- Teen driver crashes have decreased the last ten years. 2012 was the first year that teen drivers did not have the highest crash rates as they were surpassed by 20-24 year-old drivers.

Crash Rates per Licensed Driver by Age (Utah 2012)



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

Teenage Driver Crashes by Travel Speed (Utah 2012)



- Crashes involving teenage driver vehicles traveling 40 MPH or higher were 7.9 times more likely to be fatal.

Leading Contributing Factors of Teenage Driver Crashes (Utah 2012)

All Teenage Driver Crashes

1. Followed Too Closely (20%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (12%)
4. Driver Distraction (9%)
5. Failed to Keep in Proper Lane (9%)

Fatal Teenage Driver Crashes

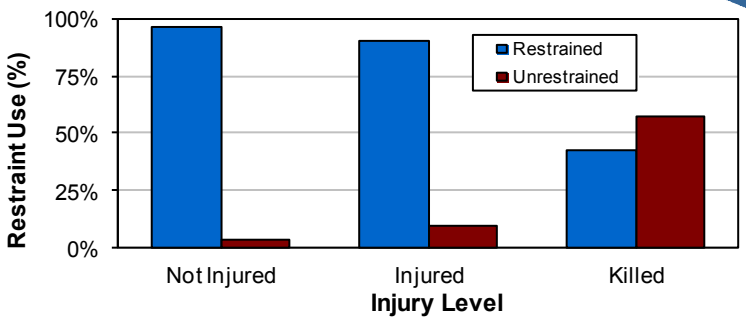
1. Ran Off Road (30%)
2. Speed Too Fast (22%)
3. Failed to Keep in Proper Lane (15%)
3. Overcorrected (15%)
5. Fail to Yield, Driver Distraction, Wrong Side (11%)

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

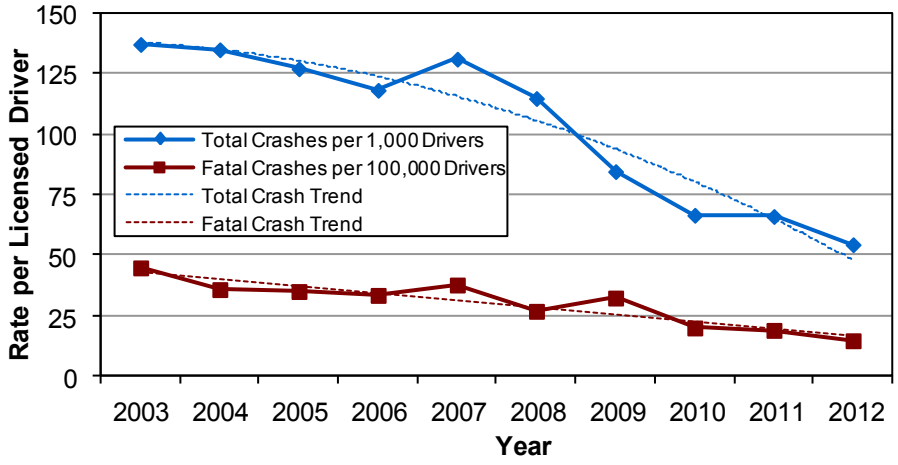
Teenage Drivers (15-19 years)

Restraint Use of Teen Drivers and Their Passengers (Utah 2012)



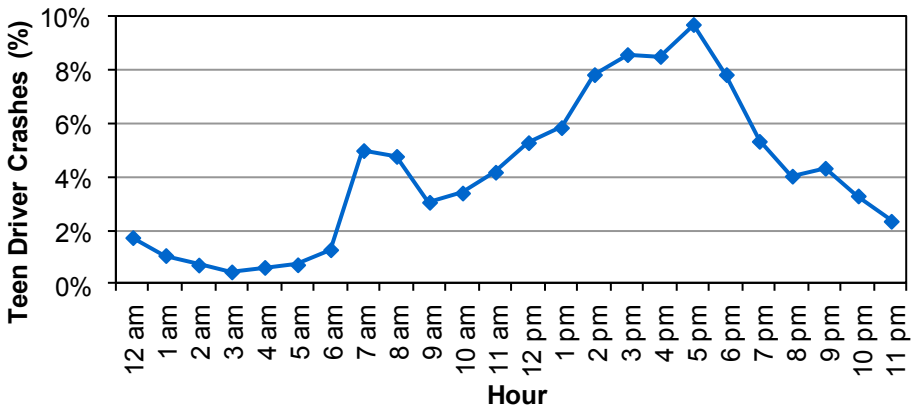
- 57% of teen drivers and their passengers killed in crashes were unrestrained.
- Unrestrained teen drivers and their passengers were 31 times more likely than restrained occupants to be killed in a crash.

Teenage Driver Crash Trend (Utah 2003-2012)



- The teenage driver crash rate per licensed driver decreased 60% from 2003 to 2012.

Teenage Driver Crashes by Hour (Utah 2012)



- 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.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

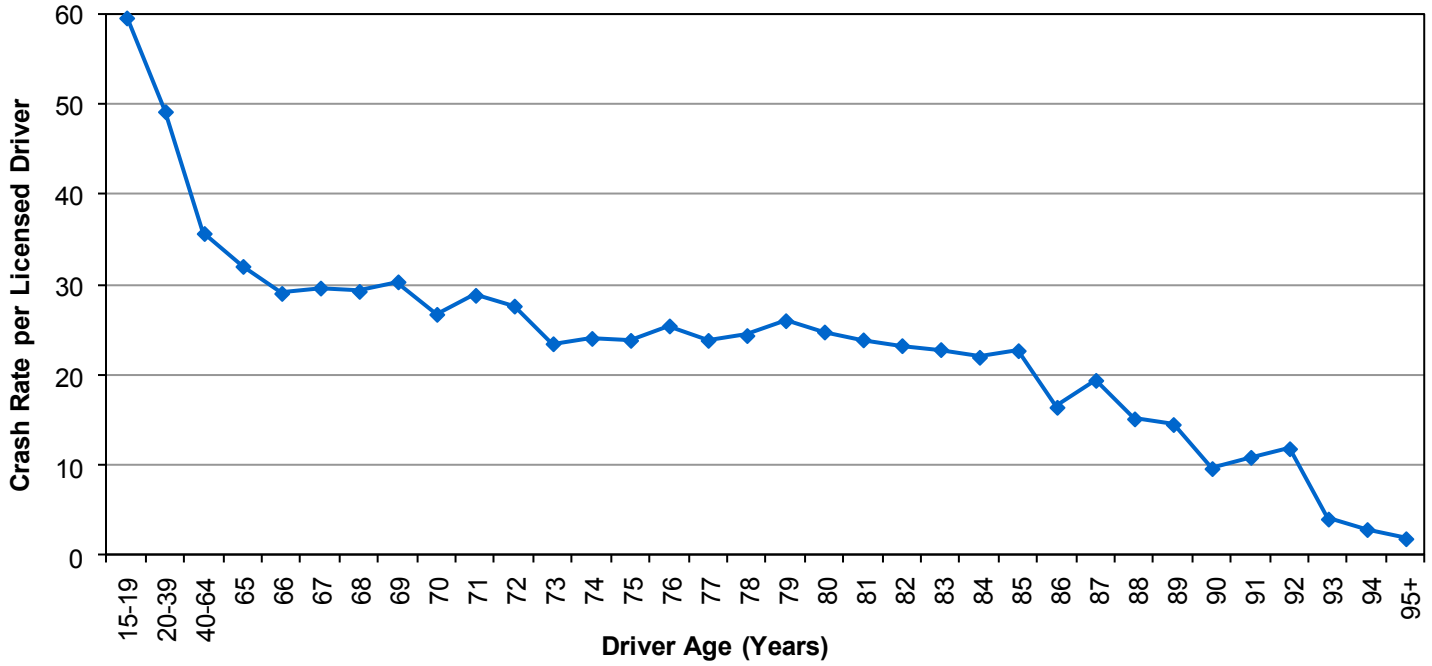
Utah Department of Public Safety
Highway Safety Office

Older Drivers (Age 65+)

Did you know in 2012:

- Older drivers had the lowest crash rate per licensed driver.
- Older drivers were in 6,149 motor vehicle crashes which resulted in 3,079 injured persons and 27 deaths.
- Seniors represented 7% of people in a crash and 11% of the deaths.
- Although older drivers have the lowest crash rates of any drivers, older drivers are a concern due to declining health and fragility.

Crash Rates per Licensed Driver by Age (Utah 2012)



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

Leading Contributing Factors of Older Driver Crashes Compared to All Drivers (Utah 2012)

All Drivers in Crashes

1. Followed Too Closely (23%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (14%)
4. Failed to Keep in Proper Lane (13%)
5. Driver Distraction (10%)

Older Driver Crashes

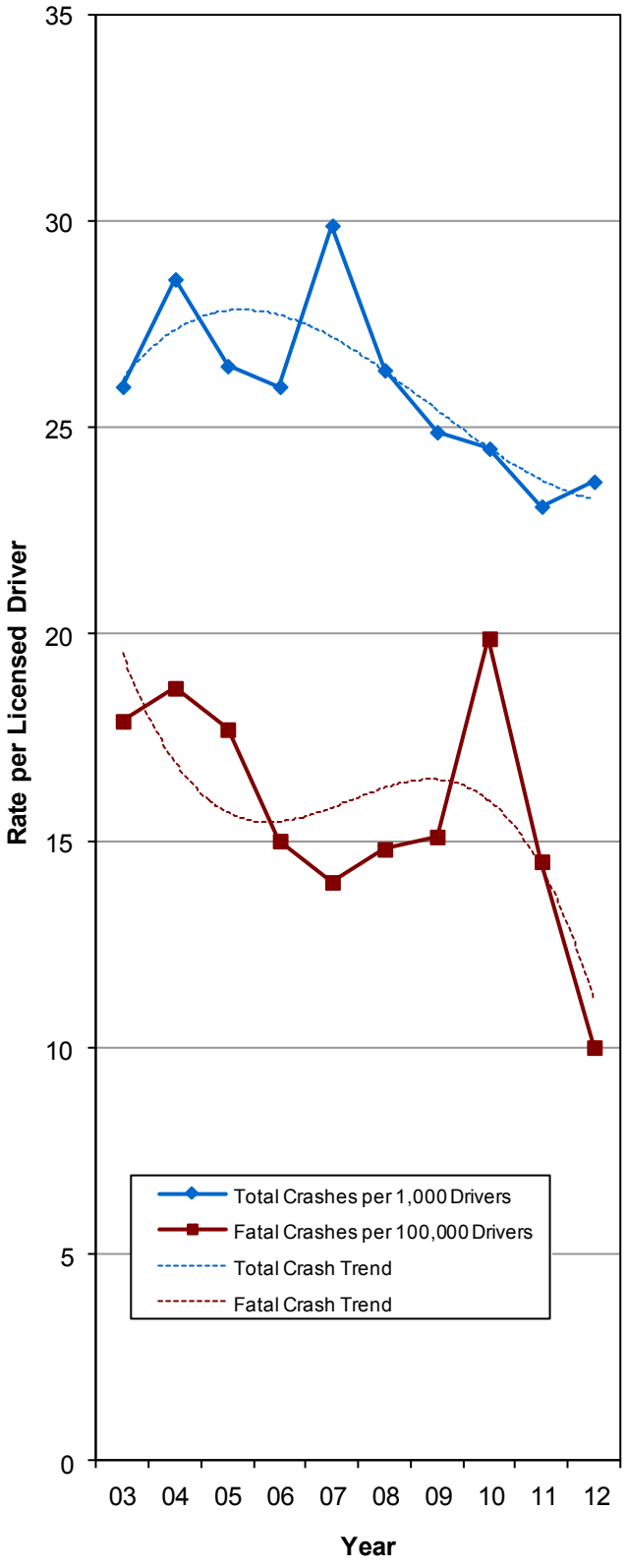
1. Failed to Yield Right of Way (18%)
2. Followed Too Closely (11%)
3. Failed to Keep in Proper Lane (7%)
4. Speed Too Fast (6%)
5. Disregard Traffic Signal/Sign (5%)

- Older drivers were less likely to have a contributing factor than other drivers in a crash.
- Compared to drivers of all ages, older drivers were more likely to have a contributing factor of failed to yield right of way, disregard traffic signal/sign, improper turn, and improper backing.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

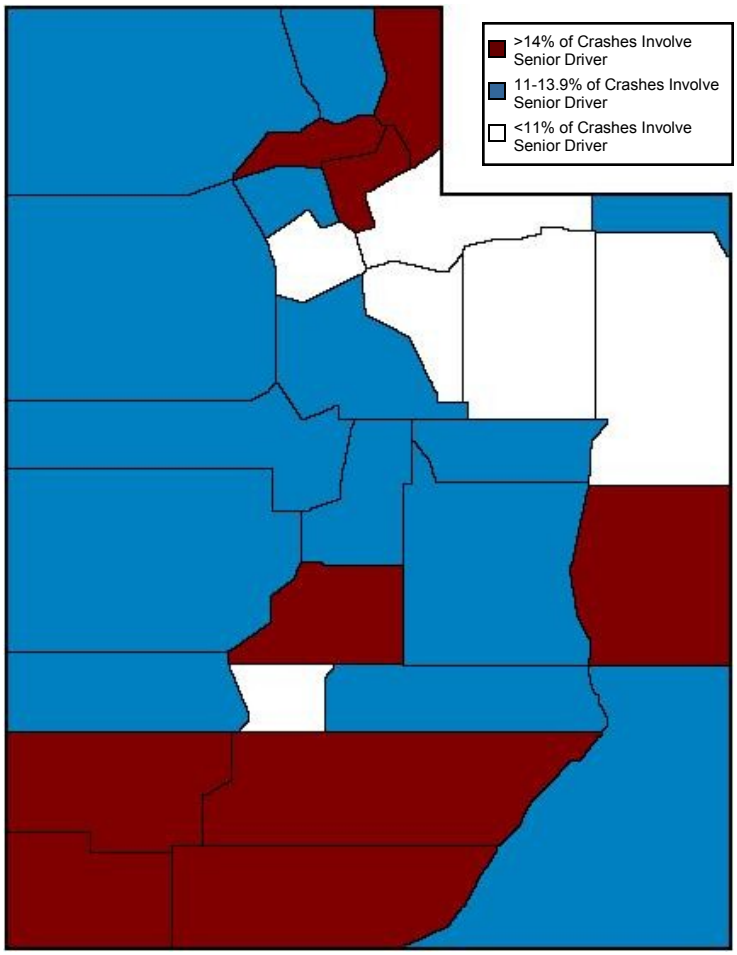
Older Drivers (Age 65+)

Older Driver Crash Trend (Utah 2003-2012)



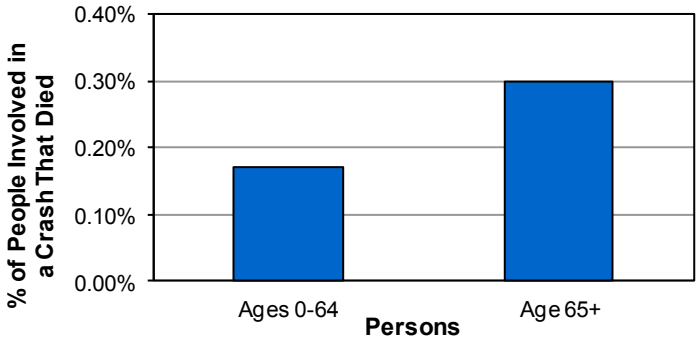
- The older driver crash rate per licensed driver increased in 2012 after four years of decreases.

Older Driver Crashes by County (Utah 2012)



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

Injury Severity by Age (Utah 2012)



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

2012 Utah Crash Facts

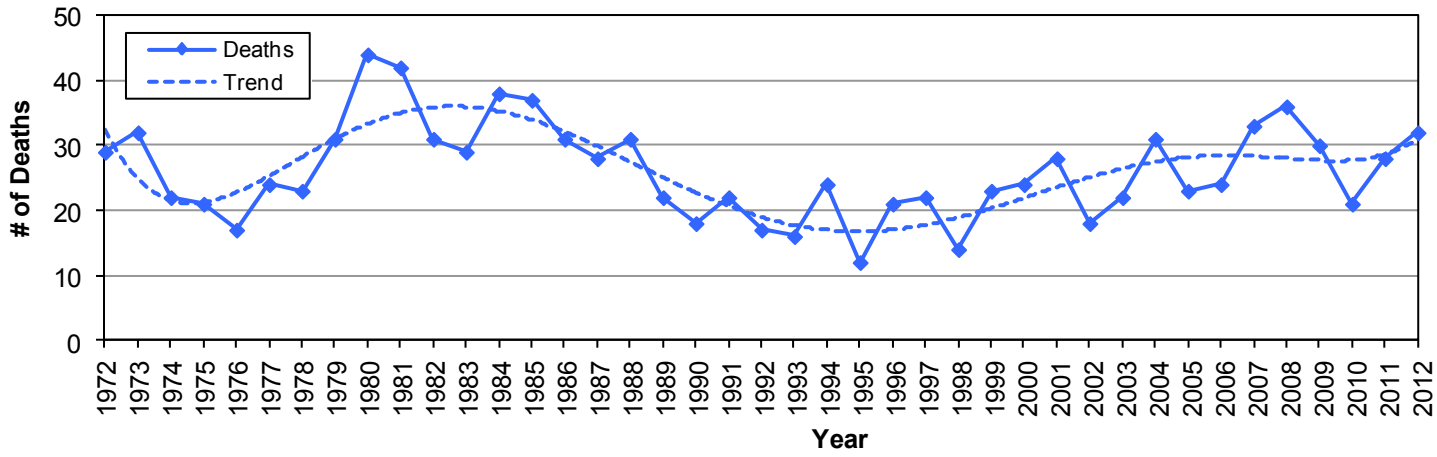
Utah Department of Public Safety
Highway Safety Office

Motorcycles

Did you know in 2012:

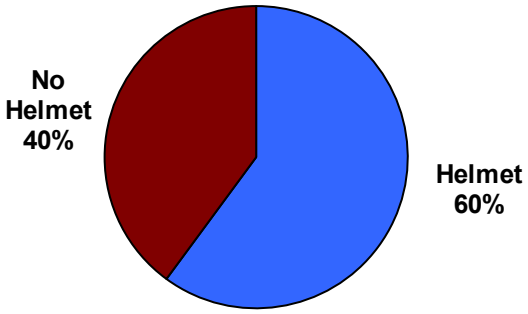
- There were 1,229 motorcycle crashes in Utah, resulting in 1,111 injured motorcyclists and 32 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 15% of deaths.
- Motorcyclists were one of the few crash types that saw an increase in deaths compared to 2011.
- Motorcycle crashes were 7.2 times more likely to result in a death than other crashes.

Motorcyclist Deaths (Utah 1972-2012)



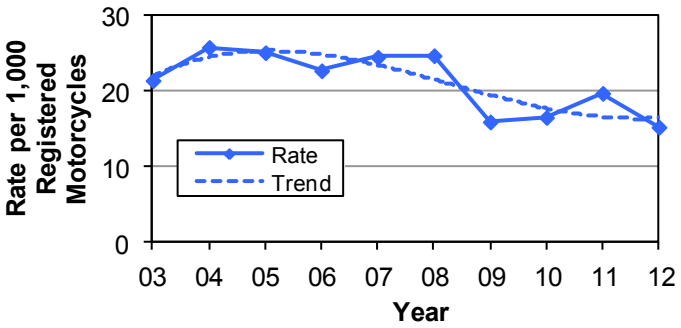
- Motorcyclist deaths increased in 2012 for the second straight year.
- The 36 motorcyclist deaths in 2008 were the highest total since 1985.

Helmet Use of Motorcyclists in Crashes (Utah 2012)



- Only 60% of motorcyclists wore a helmet.
- Utah law requires anyone under the age of 18 years riding a motorcycle to wear a helmet.

Motorcyclist Crash Rates per Registered Motorcycles (Utah 2003-2012)



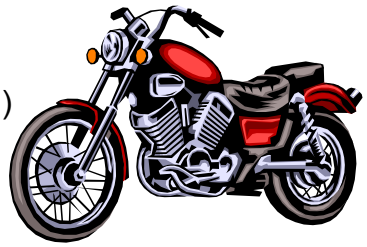
- The rate of motorcyclists in crashes per registered motorcycles decreased 23% from 2011.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

Motorcycles

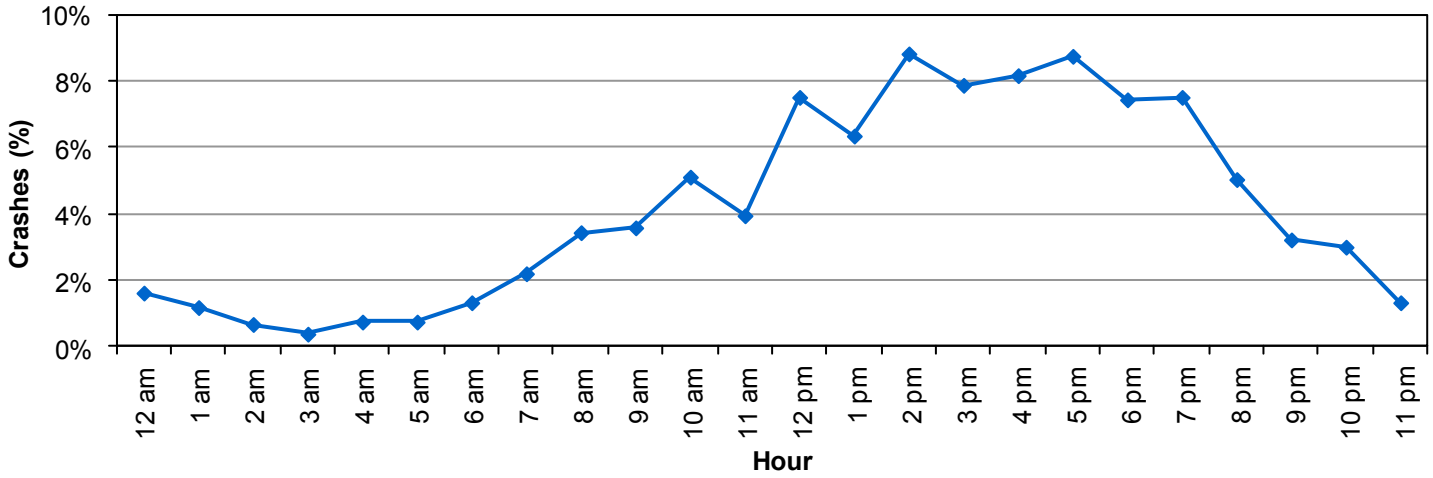
Leading Motorcyclist Contributing Factors in Crashes (Utah 2012)

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



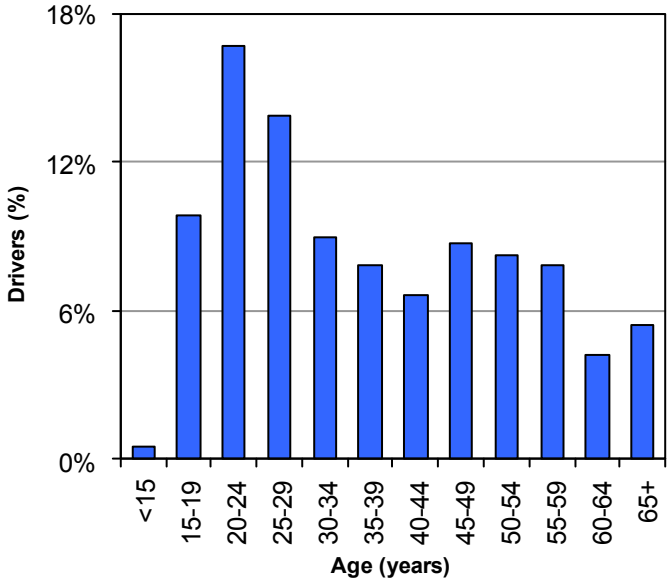
Left Turns
Over one-fourth (27%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Motorcyclists In Crashes by Hour of Day (Utah 2012)



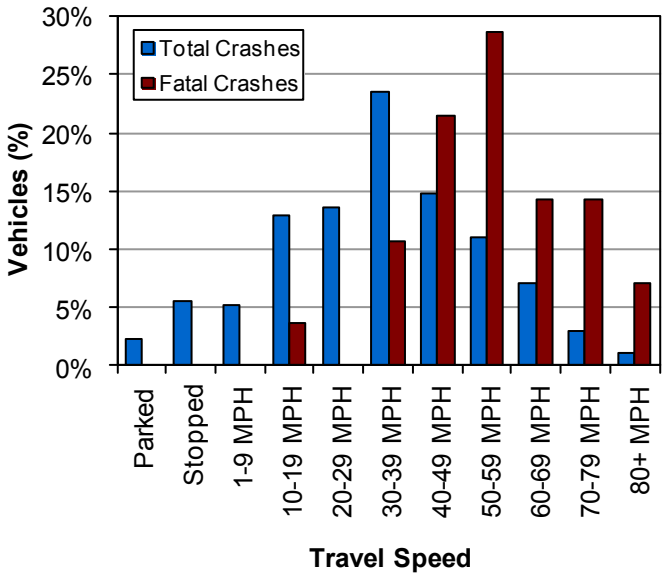
- Nearly two-thirds (63%) of motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

Age of Motorcycle Drivers in All Crashes (Utah 2012)



- One-half of motorcycle drivers in crashes were under the age of 35 years.

Travel Speed of Motorcycles in Crashes (Utah 2012)



- Most (86%) of the motorcycles in fatal crashes were traveling 40 MPH or higher.

2012 Utah Crash Facts

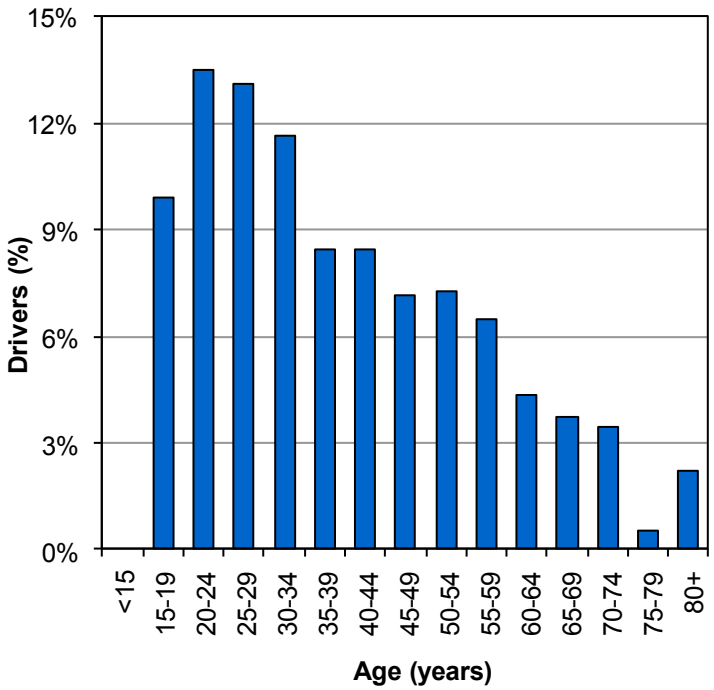
Utah Department of Public Safety
Highway Safety Office

Pedestrians

Did you know in 2012:

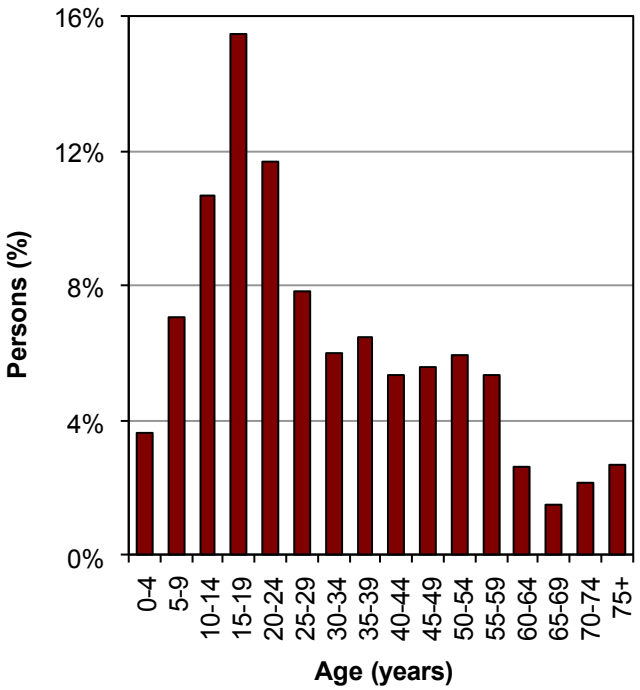
- 922 pedestrians were struck by motor vehicles; 813 were injured and 31 were killed.
- Pedestrians accounted for 1% of persons in crashes and 14% of deaths.
- Pedestrian crashes were 10.6 times more likely to result in a death than other crashes.

Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2012)



- One-half (48%) of drivers in pedestrian-motor vehicle crashes were under 35 years.

Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2012)



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

Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2012)

1. Failed to Yield Right of Way (32%)
2. Hit and Run (11%)
3. Driver Distraction (8%)
4. Improper Backing (4%)
5. Vision Obscured by Glare (4%)

Leading Contributing Factors of Pedestrians in Crashes (Utah 2012)

1. Improper Crossing (13%)
2. Darting (7%)
3. In Roadway Improperly (5%)

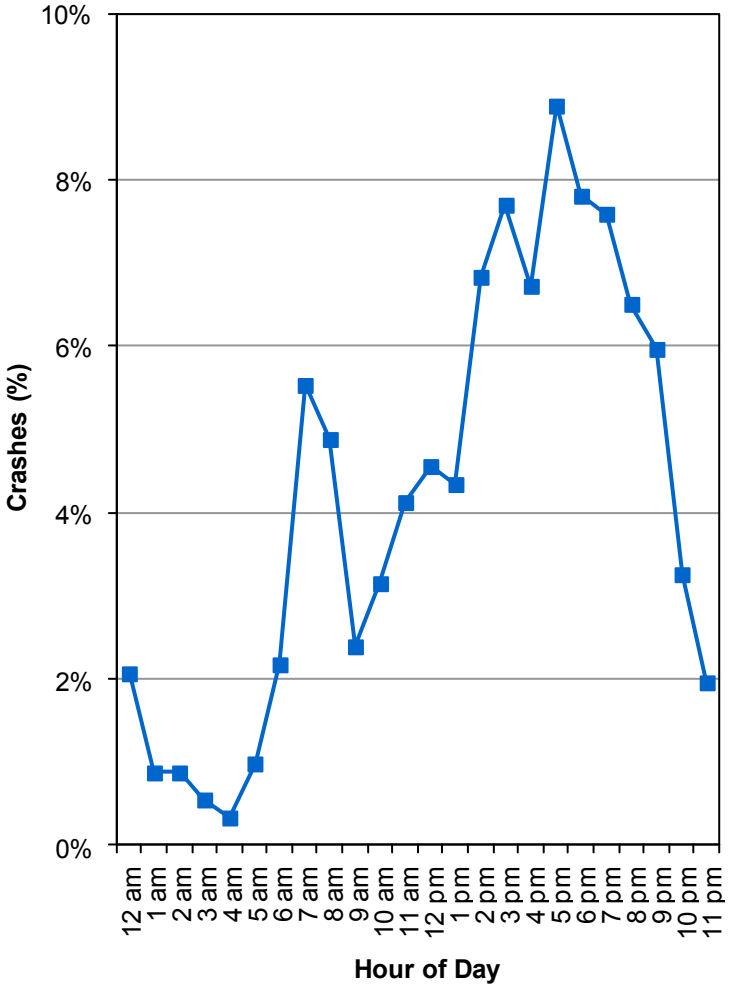
- 55% of pedestrians had no contributing factor in the crash.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

Pedestrians

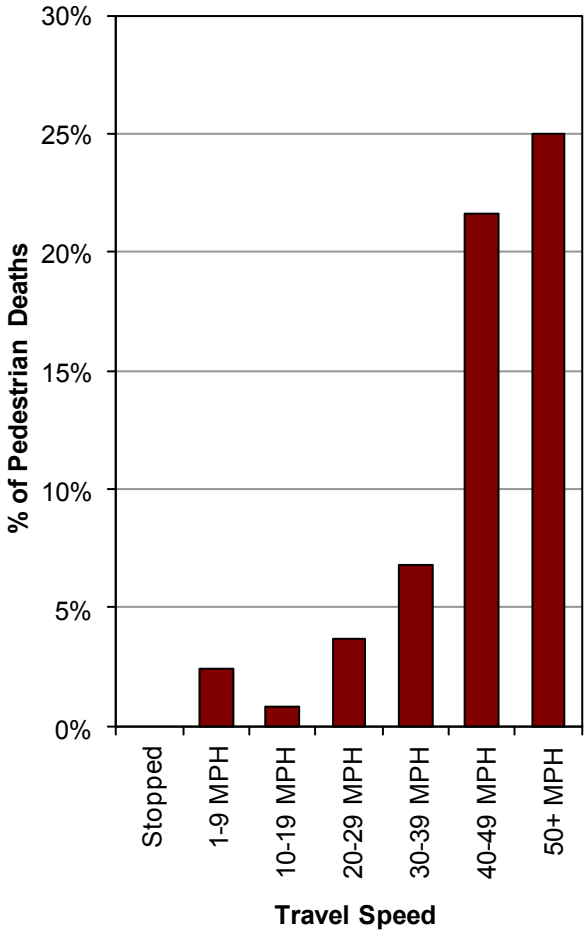
One-third (33%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2012)



- Pedestrian-motor vehicle crashes occurred most often between 2:00 p.m.-9:59 p.m.

Percent of Pedestrian Deaths by Vehicle Travel Speed (Utah 2012)



- 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 10.7 times more likely to die.

Location of Pedestrians in Crashes (Utah 2012)

1. Marked Crosswalk (41%)
2. In Roadway Not at Intersection/Crosswalk (28%)
3. Shoulder (8%)
4. Unmarked Crosswalk (7%)
5. Sidewalk (5%)

Motor Vehicle Action Prior to Crash (Utah 2012)

1. Straight Ahead (47%)
2. Turning Left (17%)
3. Turning Right (16%)
4. Backing (8%)
5. Parking (5%)

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

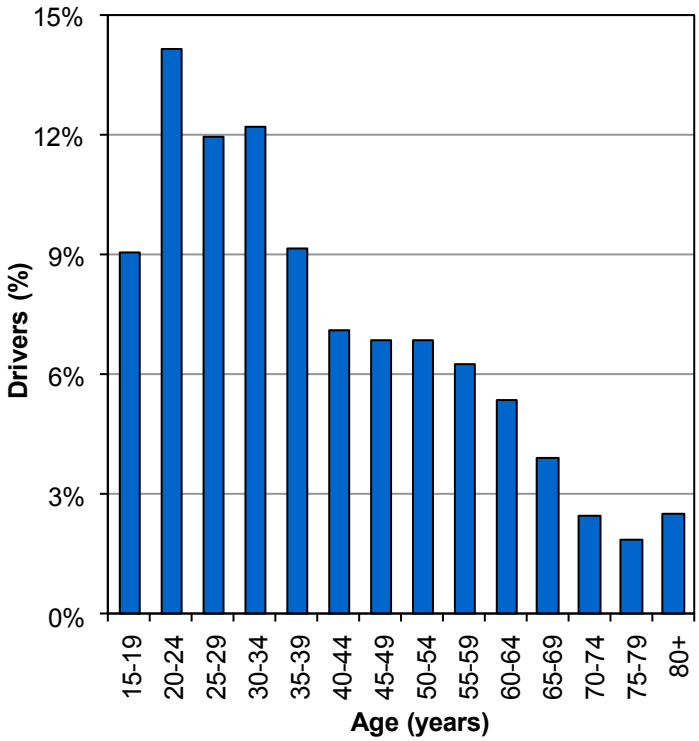
Utah Department of Public Safety
Highway Safety Office

Did you know in 2012:

- 903 bicyclists were hit by motor vehicles; 837 were injured and 3 were killed.
- Utah's bicyclist crash rate per population increased 7% from 2011.

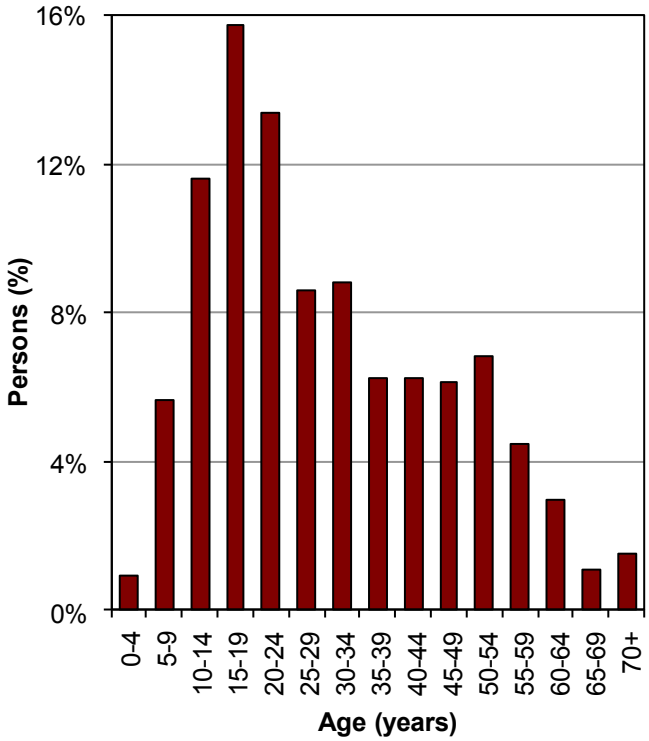
Bicyclists

Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2012)



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

Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2012)



- One-half (47%) of the bicyclists in crashes were under 25 years of age.

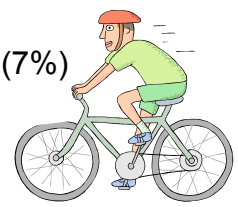
Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2012)

1. Fail to Yield Right of Way (39%)
2. Hit and Run (8%)
3. Improper Turn (5%)
4. Vision Obscured by Glare (4%)
5. Driver Distraction (4%)

Leading Contributing Factors of Bicyclists in Crashes (Utah 2012)

1. Wrong Side of Road (11%)
2. Improper Crossing (9%)
3. Disregard Traffic Sign/Signal (7%)

- 49% of bicyclists had no contributing factor in the crash.



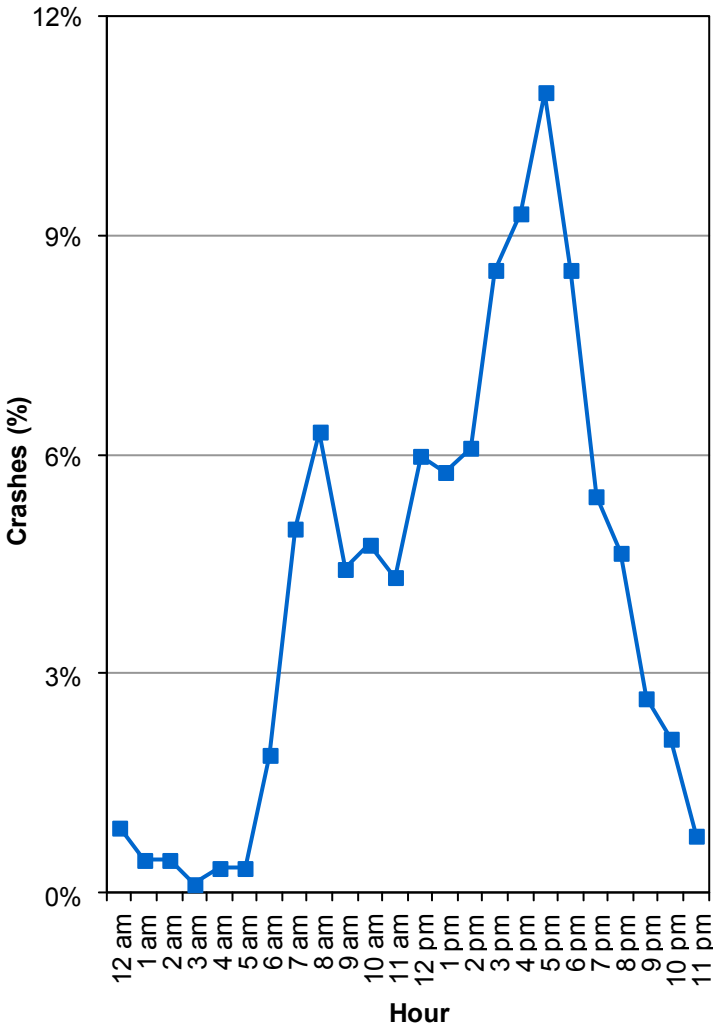
5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

2012 Utah Crash Facts

Bicyclists

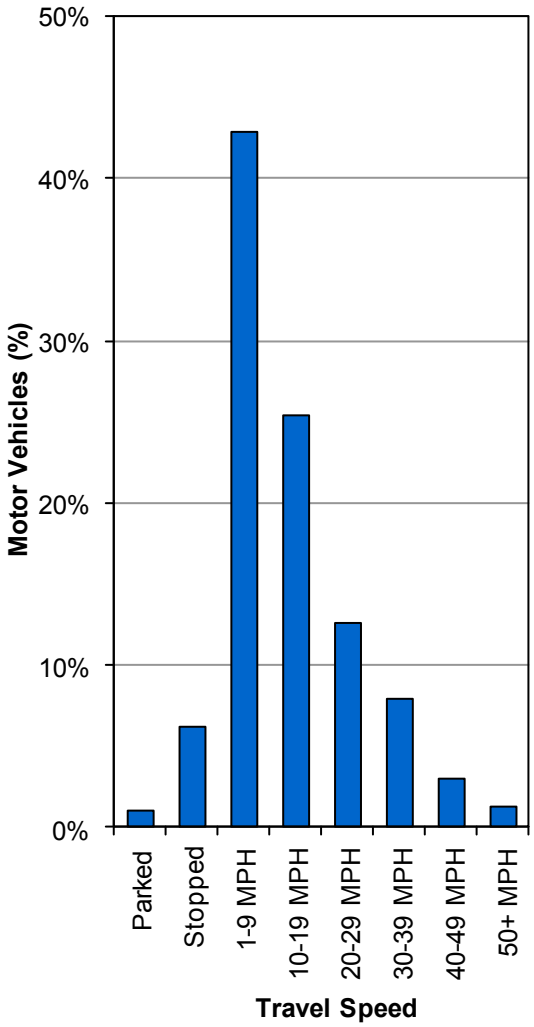
Over one-half (55%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2012)



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

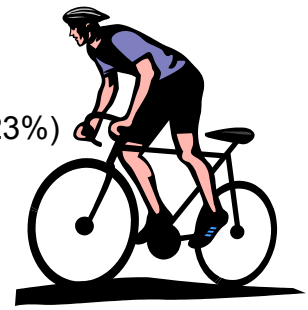
Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2012)



- Over two-thirds (68%) of crashes with bicyclists occurred when the motor vehicle was traveling 1-19 MPH.

Location of Bicyclists in Crashes (Utah 2012)

1. Marked Crosswalk (29%)
2. In Roadway (Not at Intersection) (23%)
3. Shoulder (17%)
4. Sidewalk (11%)
5. Unmarked Crosswalk (9%)



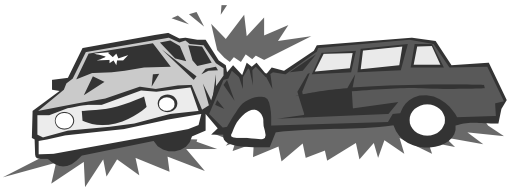
Motor Vehicle Action Prior to Crash (Utah 2012)

1. Straight Ahead (35%)
2. Turning Right (35%)
3. Turning Left (20%)
4. Stopped/Slowing (4%)
5. Entering/Leaving Traffic (1%)

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
www.highwaysafety.utah.gov

Overview

Section 1: Overview



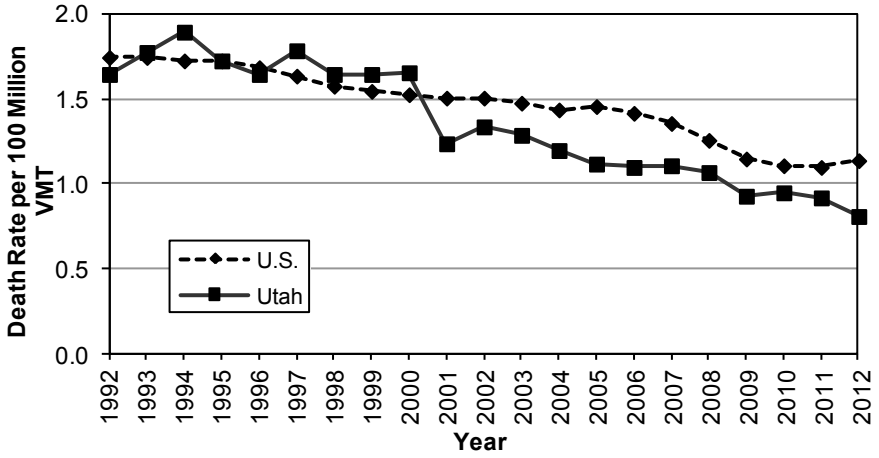
Trends
Utah vs. U.S. Death Rate per Miles Traveled 28
Deaths by Month 2003-2012.....28
Crashes 2003-2012 29
Persons Involved 2003-2012 30
Holiday Deaths 2003-2012 31
Crash Conditions
Crash Severity 32
Crashes by County 32
Fatal Crash Locations 33
County Crash Comparison.....34
Crashes by City.....35
Urban/Rural Location 36
Month.....36
Day of Week 36
Hour 37
Light Condition.....37
Collision Description 38
Number of Vehicles Involved 38
Roadway Junction or Feature 38
Vehicle Type 39
Vehicle Maneuver 40
Speed Limit.....40
Travel Speed 41
First Harmful Event 42
Animal Crashes by County 43
Roadway Contributing Circumstances 43
Road Surface Condition.....44
Injury Severity 44
Person Placement.....44
Gender 44
Age 45
Persons in Crashes by County 46
Driver Age.....47
Crash Rate of Licensed Drivers by Age 47
Driver Gender 48
Out-of-State Drivers.....48
Violations 49
Contributing Factors.....50

2012

Trends

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1993-2012

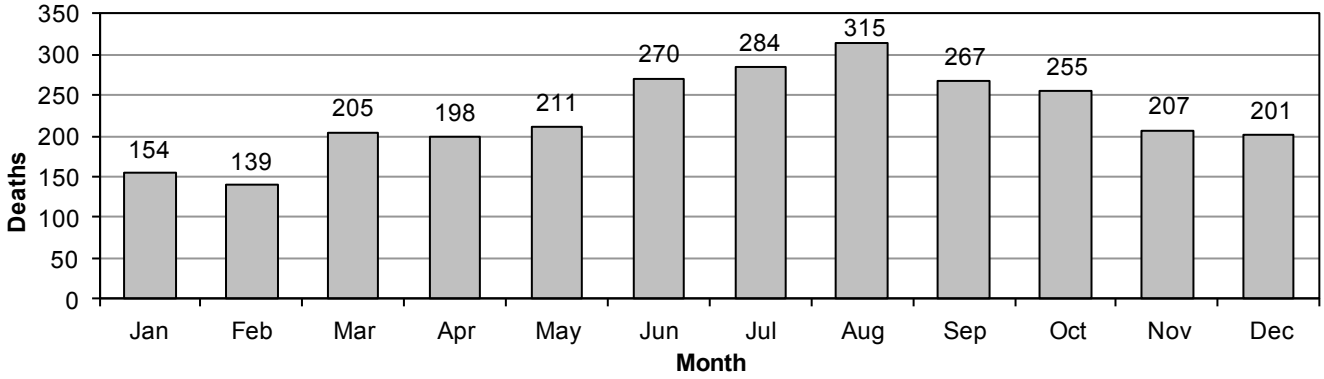
Death Rate per Miles Traveled																					
	Year																				
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
U.S.	1.75	1.73	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.51	1.48	1.44	1.46	1.42	1.36	1.26	1.15	1.11	1.10	1.14
Utah	1.78	1.90	1.73	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	0.92	0.81



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

U.S. SOURCE: National Highway Traffic Safety Administration

Deaths by Month (Utah 2003-2012)



Deaths													
	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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**
2012	7	15	20	14	23	16	25	22	17	20	23	15	**217**
Total	**154**	**139**	**205**	**198**	**211**	**270**	**284**	**315**	**267**	**255**	**207**	**201**	**2,706**

- In the last 10 years, August (315) and July (284) had the highest total number of motor vehicle crash deaths while February (139) had the fewest.
- In 2012, July (25), May (23), and November (23) had the highest number of deaths while January (7) had the fewest.

Utah Crash Summary 2012

Trends

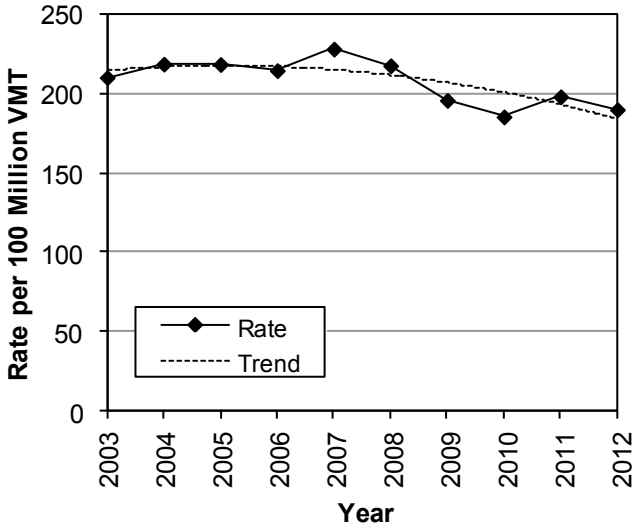
Crashes (Utah 2003-2012)

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
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	138.1	15,645	59.3	224	0.85	**52,287**	**198.2**
2012	34,635	130.0	15,765	59.2	200	0.75	**50,600**	**190.0**
Total	**360,867**	**139.6**	**173,418**	**67.1**	**2,368**	**0.92**	**536,653**	**207.6**

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

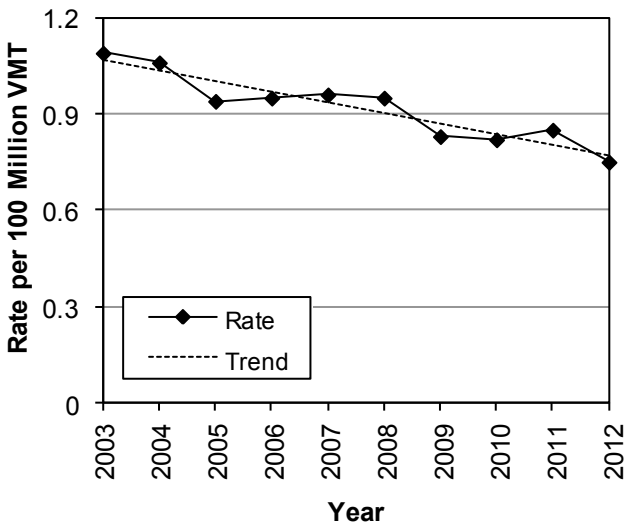
- During the last 10 years, 536,653 motor vehicle crashes occurred in Utah. On average, there are 53,700 crashes a year of which 17,300 involve injuries and 239 involve deaths.
- In 2012, total crashes decreased 3.2% from 2011.
- The 2012 total crash rate per 100 million VMT in Utah was 190.0, a 4.1% decrease from 2011.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2003-2012)



- The 2010 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 9.7% decrease in the total crash rate from 2003-2012.

Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2003-2012)



- There has been a decreasing trend in fatal crash rates over the last 10 years.
- There was a 31.2% decrease in the fatal crash rate from 2003-2012.

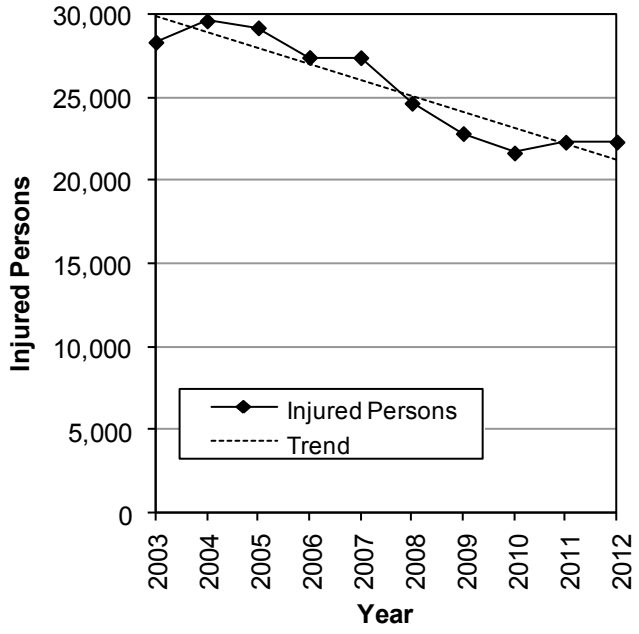
Trends

Persons Involved (Utah 2003-2012)

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
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	403.8	22,325	84.6	243	0.92	**129,094**	**489.4**
2012	103,156	387.3	22,336	83.9	217	0.81	**125,709**	**471.9**
Total	**1,104,296**	**427.3**	**255,920**	**99.0**	**2,706**	**1.05**	**1,362,922**	**527.3**

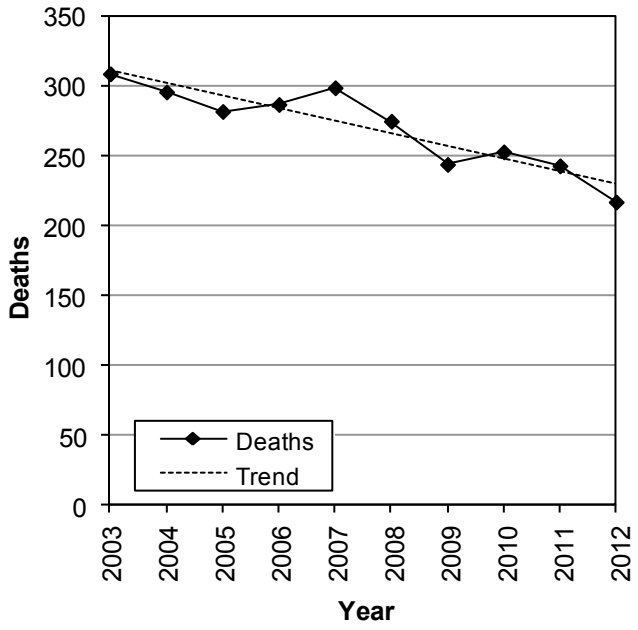
- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 25,600 people are injured and 271 people are killed in motor vehicle crashes a year.
- Utah experienced a 10.7% decrease in the number of crash deaths in 2012 from 2011.
- The death rate per vehicle miles traveled in 2012 was the lowest in Utah on record.
- 3,385 less people were in a crash in Utah in 2012; a 2.6% decrease from 2011.

Injured Persons by Year (Utah 2003-2012)



- There was a 21.2% decrease in the number of people injured over the last 10 years.

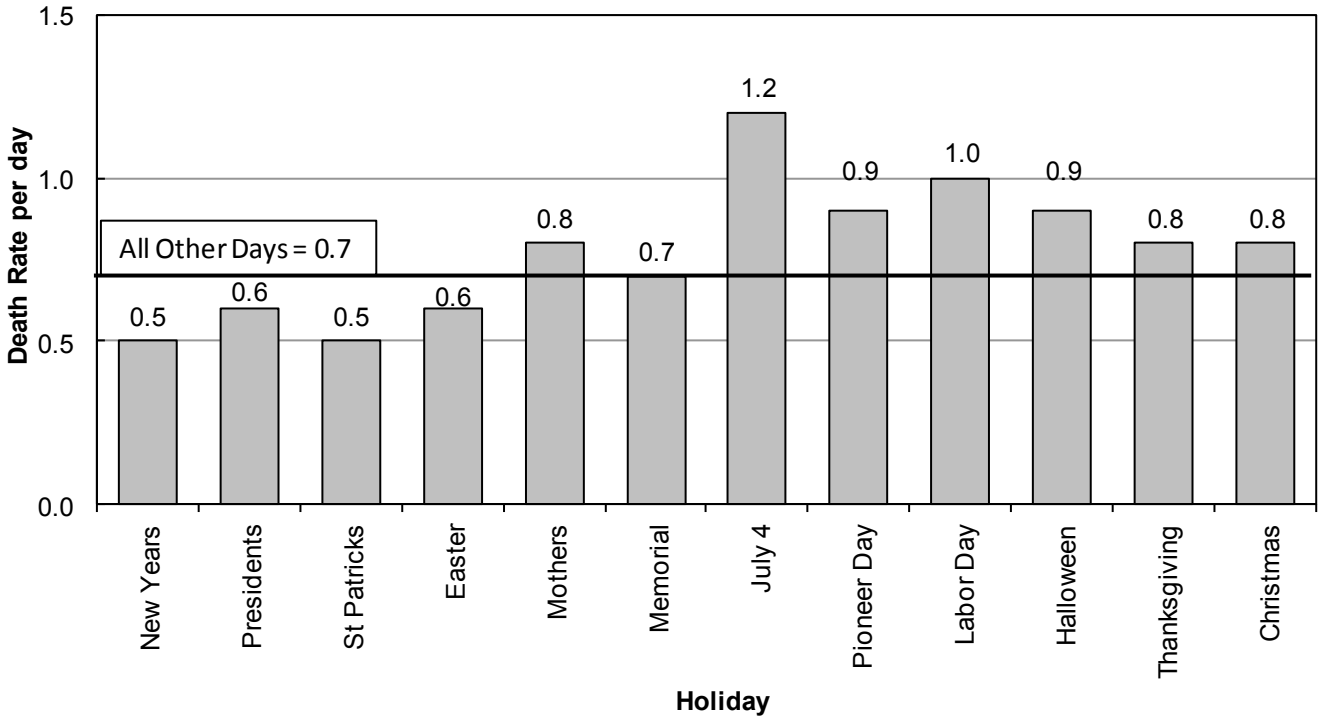
Deaths by Year (Utah 2003-2012)



- Deaths in 2012 were the lowest total in Utah since 1959.

Trends

Holiday Death Rate Per Day (Utah 2003-2012)



Holiday Deaths

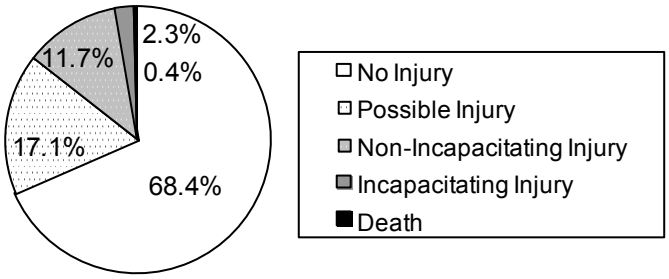
Year	New Years #	New Years Rate per Day	Presi-dents #	Presi-dents Rate per Day	St Patricks #	St Patricks Rate per Day	Easter #	Easter Rate per Day	Mothers #	Mothers Rate per Day	Memorial Day #	Memorial Day Rate per Day	4th of July #	4th of July Rate per Day	Pioneer Day #	Pioneer Day Rate per Day	Labor Day #	Labor Day Rate per Day	Hallow-een #	Hallow-een Rate per Day	Thanks-giving #	Thanks-giving Rate per Day	Christ-mas #	Christ-mas Rate per Day	Total #	Total Rate per Day
2003	3	1.0	4	1.0	0	0.0	1	0.3	2	0.7	2	0.5	4	1.0	7	1.4	7	1.8	4	1.0	2	0.4	8	1.6	**44**	**0.9**
2004	1	0.2	1	0.3	4	1.3	4	1.3	3	1.0	3	0.8	5	1.7	0	0.0	4	1.0	1	0.3	7	1.4	2	0.7	**35**	**0.8**
2005	5	1.7	7	1.8	2	0.4	2	0.7	1	0.3	7	1.8	9	2.3	4	1.3	3	0.8	11	2.8	4	0.8	2	0.7	**57**	**1.3**
2006	0	0.0	4	1.0	1	0.3	3	1.0	2	0.7	2	0.5	1	0.3	7	1.8	6	1.5	1	0.3	8	1.6	10	2.5	**45**	**1.0**
2007	0	0.0	1	0.3	3	1.0	2	0.7	1	0.3	2	0.5	3	1.0	4	1.3	6	1.5	5	1.7	6	1.2	1	0.3	**34**	**0.9**
2008	2	0.7	1	0.3	6	1.5	0	0.0	1	0.3	5	1.3	12	3.0	4	0.8	2	0.5	0	0.0	3	0.6	1	0.2	**37**	**0.8**
2009	1	0.2	3	0.8	2	0.7	4	1.3	2	0.7	4	1.0	1	0.3	1	0.3	2	0.5	1	0.3	0	0.0	0	0.0	**21**	**0.5**
2010	2	0.5	0	0.0	1	0.3	2	0.7	5	1.7	3	0.8	4	1.3	2	0.7	3	0.8	0	0.0	6	1.2	0	0.0	**28**	**0.7**
2011	3	1.0	0	0.0	0	0.0	1	0.3	0	0.0	1	0.3	3	0.8	1	0.3	3	0.8	5	1.3	0	0.0	1	0.3	**18**	**0.4**
2012	0	0.0	3	0.8	0	0.0	0	0.0	6	2.0	0	0.0	0	0.0	2	0.7	3	0.8	1	0.3	5	1.0	2	0.7	**22**	**0.5**
Total	**17**	**0.5**	**24**	**0.6**	**19**	**0.5**	**19**	**0.6**	**23**	**0.8**	**29**	**0.7**	**42**	**1.2**	**32**	**0.9**	**39**	**1.0**	**29**	**0.9**	**41**	**0.8**	**27**	**0.8**	**341**	**0.8**

- Holiday deaths are a concern because of the increased death rate due to risk factors such as fatigue, impaired driving, long distance traveling, speeding, and traveling on unfamiliar roadways.
- Over the past 10 years, the 4th of July Holiday (1.2) and the Labor Day Holiday (1.0) had the highest rates of deaths while the New Years Holiday (0.5) and the St. Patrick's Day Holiday (0.5) had the lowest rates.
- In 2012, the Mother's Day Holiday had the highest death rate per day (2.0) while the New Years, St. Patrick's, Easter, Memorial, and 4th of July Holidays had the lowest rates (0.0).
- Mother's Day, Thanksgiving, President's Day, Labor Day, Pioneer Day, and Christmas Holidays had higher death rates per day than the rate per day for all 2012 days (0.6).

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

Crash Conditions

Crash Severity (Utah 2012)



- For crashes that occurred in Utah during 2012, 68.4% resulted in property damage only, 31.2% resulted in some level of injury, and 0.4% involved a death.

Crashes by County (Utah 2012)

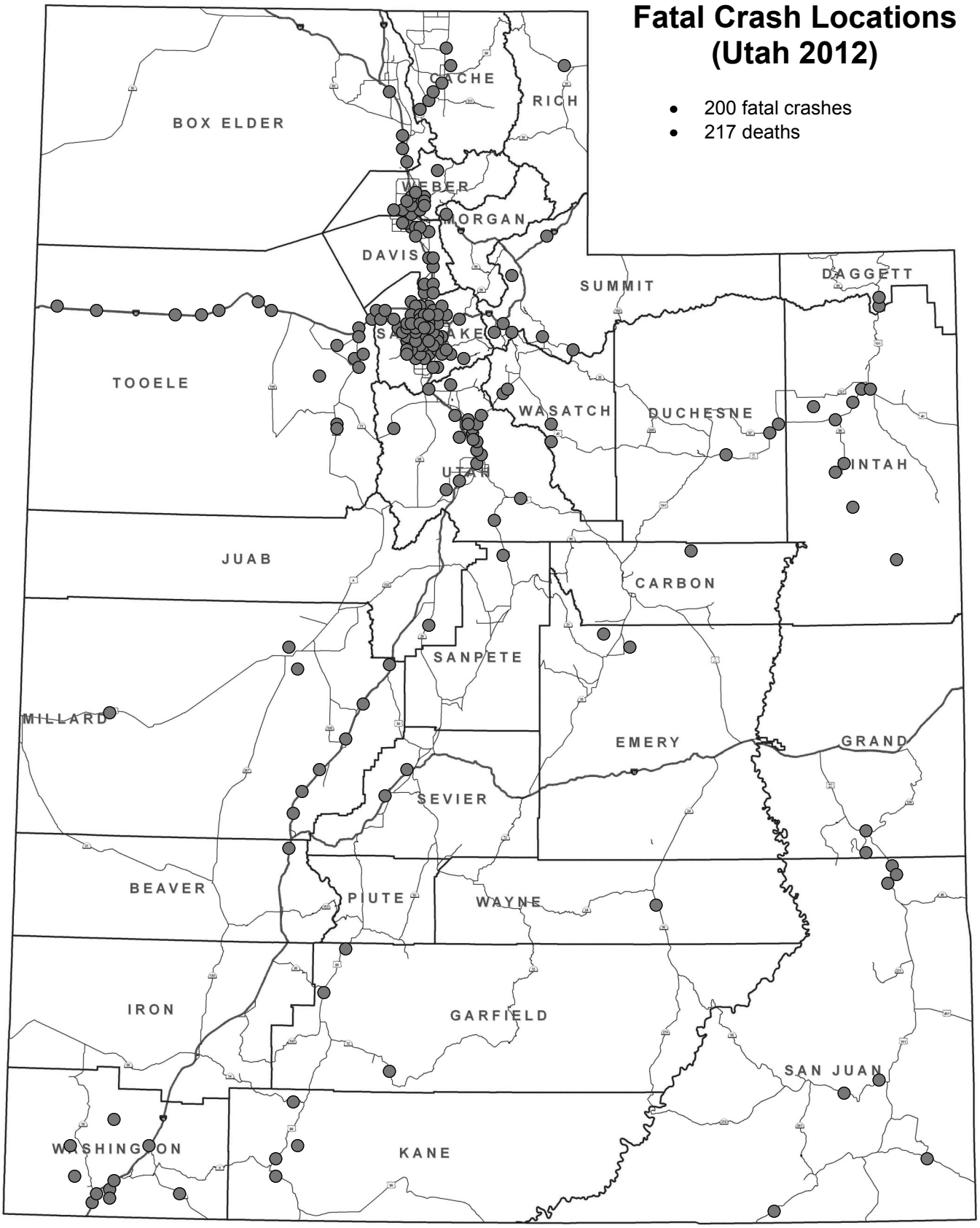
Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Salt Lake	15,081	172.4	6,815	77.9	57	0.7	**21,953**	**250.9**
Weber	2,545	157.8	1,352	83.9	13	0.8	**3,910**	**242.5**
Utah	5,070	132.3	2,700	70.5	19	0.5	**7,789**	**203.3**
Cache	1,237	141.2	445	50.8	6	0.7	**1,688**	**192.6**
Duchesne	402	145.8	115	41.7	3	1.1	**520**	**188.7**
Wasatch	414	123.7	174	52.0	4	1.2	**592**	**176.9**
Davis	2,899	114.5	1,338	52.8	14	0.6	**4,251**	**167.9**
Uintah	471	113.7	193	46.6	9	2.2	**673**	**162.4**
Rich	49	99.6	29	58.9	1	2.0	**79**	**160.6**
Summit	855	117.4	214	29.4	7	1.0	**1,076**	**147.7**
Sanpete	223	108.3	78	37.9	1	0.5	**302**	**146.7**
Garfield	124	111.9	34	30.7	3	2.7	**161**	**145.3**
Washington	1,179	85.5	747	54.2	10	0.7	**1,936**	**140.4**
Carbon	317	103.8	88	28.8	1	0.3	**406**	**132.9**
Sevier	274	85.6	110	34.4	2	0.6	**386**	**120.6**
Tooele	686	83.4	270	32.8	16	1.9	**972**	**118.1**
Box Elder	713	81.2	289	32.9	4	0.5	**1,006**	**114.6**
Kane	160	93.3	32	18.7	4	2.3	**196**	**114.3**
Wayne	36	76.0	17	35.9	1	2.1	**54**	**114.0**
Iron	547	78.1	244	34.8	0	0.0	**791**	**112.9**
Daggett	24	78.8	8	26.3	2	6.6	**34**	**111.7**
Morgan	107	80.5	39	29.3	1	0.8	**147**	**110.5**
Beaver	199	78.9	55	21.8	1	0.4	**255**	**101.1**
San Juan	207	67.4	52	16.9	7	2.3	**266**	**86.6**
Piute	18	63.3	6	21.1	0	0.0	**24**	**84.4**
Millard	262	57.5	101	22.2	9	2.0	**372**	**81.7**
Grand	158	49.3	81	25.3	2	0.6	**241**	**75.2**
Juab	204	53.1	69	17.9	1	0.3	**274**	**71.3**
Emery	174	45.6	70	18.4	2	0.5	**246**	**64.5**
Statewide	**34,635**	**130.0**	**15,765**	**59.2**	**200**	**0.8**	**50,600**	**190.0**

- Salt Lake (250.9), Weber (242.5), and Utah (203.3) counties had the highest total crash rates per miles traveled.
- Emery (64.5), Juab (71.3), and Grand (75.2) counties had the lowest total crash rates per miles traveled.
- Daggett (6.6), Garfield (2.7), Kane (2.3), and San Juan (2.3) counties had the highest fatal crash rates per miles traveled.
- Iron and Piute counties had no fatal crashes.

Crash Conditions

Fatal Crash Locations (Utah 2012)

- 200 fatal crashes
- 217 deaths



Crash Conditions

County Crash Comparison (Utah 2012)

County Crash Comparison												
County	Fatal Crash Rate per VMT Rank	Overall Crash Rate per VMT Rank	Percent of Crash Occupants Unrestrained Rank	Drunk Driving Crash Rate per VMT Rank	Speed Crash Rate per VMT Rank	Distracted Driver Crash Rate per VMT Rank	Teen Driver Crash Rate per VMT Rank	Older Driver Crash Rate per VMT Rank	Motorcycle Crash Rate per VMT Rank	Pedestrian Crash Rate per Pop. Rank	Bicyclist Crash Rate per Pop. Rank	Total County Highway Safety Ranking
Weber	13	2	14	7	12	4	1	1	7	5	3	**6.3**
Salt Lake	17	1	23	3	3	1	4	3	11	3	1	**6.4**
Duchesne	11	5	10	2	20	9	9	11	6	11	6	**9.1**
Cache	16	4	25	11	18	2	2	5	9	8	5	**9.5**
Uintah	5	8	6	1	10	10	6	19	17	23	7	**10.2**
Utah	22	3	29	22	2	3	3	6	10	9	4	**10.3**
Rich	7	9	8	6	1	21	18	4	1	25	20	**10.9**
Washington	15	13	20	9	24	6	7	2	8	10	11	**11.4**
Sanpete	23	11	4	10	16	8	8	9	14	15	13	**11.9**
Davis	20	7	28	15	14	5	5	7	21	6	8	**12.4**
Wasatch	10	6	17	4	5	17	10	10	20	24	17	**12.7**
Sevier	18	15	2	13	4	7	17	12	25	14	18	**13.2**
Tooele	9	16	13	5	22	12	14	22	16	2	16	**13.4**
Garfield	2	12	11	28	21	13	21	8	3	25	20	**14.9**
Summit	12	10	22	8	11	18	19	17	22	17	10	**15.1**
Wayne	6	19	7	18	15	19	13	20	4	25	20	**15.1**
Carbon	26	14	16	12	19	11	12	15	24	7	19	**15.9**
Grand	19	27	5	14	29	20	22	23	13	4	2	**16.2**
Iron	28	20	18	26	8	14	11	14	19	12	9	**16.3**
Beaver	25	23	1	17	6	16	20	24	28	13	12	**16.8**
Morgan	14	22	27	21	9	24	16	16	2	18	20	**17.2**
Daggett	1	21	9	24	13	29	29	21	5	25	20	**17.9**
Box Elder	24	17	21	20	17	15	15	18	15	22	15	**18.1**
Kane	3	18	26	19	26	28	25	13	12	25	14	**19.0**
Millard	8	26	15	16	7	23	24	26	23	21	20	**19.0**
San Juan	4	24	3	25	27	22	28	25	18	16	20	**19.3**
Piute	28	25	24	23	25	27	27	29	29	1	20	**23.5**
Emery	21	29	12	27	28	25	26	27	26	20	20	**23.7**
Juab	27	28	19	29	23	26	23	28	27	19	20	**24.5**
Note:	**Rank 1-14 Above State Avg.**	**Rank 1-4 Above State Avg.**	**Rank 1-19 Above State Avg.**	**Rank 1-8 Above State Avg.**	**Rank 1-9 Above State Avg.**	**Rank 1-5 Above State Avg.**	**Rank 1-5 Above State Avg.**	**Rank 1-7 Above State Avg.**	**Rank 1-12 Above State Avg.**	**Rank 1-5 Above State Avg.**	**Rank 1-3 Above State Avg.**	**Total Safety Ranking Average = 14.8**

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

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

Crashes by City (Utah 2012)

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	55	Marriot-Slaterville	1,701	126	**740.7**	49	27	Cottonwood Heights	33,433	472	**141.2**
2	66	Willard	1,772	86	**485.3**	50	80	Morgan	3,687	52	**141.0**
3	11	South Salt Lake	23,617	1,059	**448.4**	51	22	Bountiful	42,552	593	**139.4**
4	34	Riverdale	8,426	377	**447.4**	52	69	Nephi	5,389	75	**139.2**
5	77	Uintah	1,322	57	**431.2**	53	60	Tremonton	7,647	105	**137.3**
6	4	Murray	46,746	1,998	**427.4**	54	16	Millcreek	62,139	852	**137.1**
7	38	Park City	7,547	319	**422.7**	55	72	Moab	5,046	67	**132.8**
8	13	Midvale	27,964	1,014	**362.6**	56	36	Magna	26,505	345	**130.2**
9	39	Vernal	9,089	309	**340.0**	57	31	Tooele	31,605	398	**125.9**
10	37	Lindon	10,070	333	**330.7**	58	70	Harrisville	5,567	70	**125.7**
11	5	Taylorsville	58,652	1,736	**296.0**	59	26	Riverton	38,753	482	**124.4**
12	49	Roosevelt	6,046	175	**289.4**	60	33	Pleasant Grove	33,509	384	**114.6**
13	54	West Bountiful	5,265	142	**269.7**	61	10	West Jordan	103,712	1,188	**114.5**
14	32	Centerville	15,335	394	**256.9**	62	44	Brigham City	17,899	203	**113.4**
15	3	Sandy	87,461	2,240	**256.1**	63	43	Washington	18,761	210	**111.9**
16	53	Farr West	5,928	145	**244.6**	64	64	Pleasant View	7,979	89	**111.5**
17	30	North Salt Lake	16,322	398	**243.8**	65	67	Richfield	7,551	81	**107.3**
18	1	Salt Lake City	186,440	4,490	**240.8**	66	57	Heber	11,362	121	**106.5**
19	23	American Fork	26,263	584	**222.4**	67	62	Santaquin	9,128	96	**105.2**
20	15	Draper	40,532	896	**221.1**	68	46	Saratoga Springs	17,781	186	**104.6**
21	71	Beaver	3,112	67	**215.3**	69	41	Kaysville	27,300	285	**104.4**
22	47	Price	8,715	179	**205.4**	70	74	Ephraim	6,135	63	**102.7**
23	20	Springville	29,466	604	**205.0**	71	81	Stansbury Park	5,145	50	**97.2**
24	52	Bluffdale	7,598	155	**204.0**	72	45	Herriman	21,785	198	**90.9**
25	2	West Valley City	129,480	2,632	**203.3**	73	79	South Weber	6,051	54	**89.2**
26	50	North Logan	8,269	162	**195.9**	74	68	Grantsville	8,893	79	**88.8**
27	14	Logan	48,174	940	**195.1**	75	58	Hurricane	13,748	117	**85.1**
28	65	Perry	4,512	88	**195.0**	76	78	Hyrum	7,609	56	**73.6**
29	19	Spanish Fork	34,691	660	**190.3**	77	59	Highland	15,523	107	**68.9**
30	35	Farmington	18,275	347	**189.9**	78	85	Salem	6,423	40	**62.3**
31	8	Ogden	82,825	1,559	**188.2**	79	75	Smithfield	9,495	59	**62.1**
32	63	Sunset	5,122	96	**187.4**	80	84	Providence	7,075	43	**60.8**
33	7	Orem	88,328	1,598	**180.9**	81	61	North Ogden	17,357	103	**59.3**
34	40	South Ogden	16,532	296	**179.0**	82	88	Nibley	5,438	30	**55.2**
35	28	Holladay	26,472	463	**174.9**	83	82	Washington Terrace	9,067	48	**52.9**
36	48	West Haven	10,272	177	**172.3**	84	56	Syracuse	24,331	124	**51.0**
37	76	Wellsville	3,432	59	**171.9**	85	89	Plain City	5,476	27	**49.3**
38	9	St. George	72,897	1,236	**169.6**	86	87	Mapleton	7,979	36	**45.1**
39	25	Clearfield	30,112	498	**165.4**	87	86	West Point	9,511	39	**41.0**
40	21	Roy	36,884	598	**162.1**	88	90	Santa Clara	6,003	24	**40.0**
41	51	Woods Cross	9,761	156	**159.8**	89	73	Eagle Mountain	21,415	65	**30.4**
42	24	Kearns	35,731	568	**159.0**	90	92	Hooper	7,218	20	**27.7**
43	29	Cedar City	28,857	456	**158.0**	91	93	Ivins	6,753	18	**26.7**
44	17	Lehi	47,407	729	**153.8**	92	83	Clinton	20,426	47	**23.0**
45	12	Layton	67,311	1,023	**152.0**	93	91	Alpine	9,555	20	**20.9**
46	42	Payson	18,294	275	**150.3**	94	95	Enoch	5,803	11	**19.0**
47	6	Provo	112,488	1,634	**145.3**	95	94	Cedar Hills	9,796	13	**13.3**
48	18	South Jordan	50,418	727	**144.2**			**Total**	**2,413,248**	**42,705**	**177.0**

- The ten cities with the highest rates of total crashes per population were Marriot-Slaterville, Willard, South Salt Lake, Riverdale, Uintah, Murray, Park City, Midvale, Vernal, and Lindon.
- The ten cities with the highest total number of crashes were Salt Lake City, West Valley City, Sandy, Murray, Taylorsville, Provo, Orem, Ogden, St. George, and West Jordan.
- West Haven (+25), Sunset (+19), and Perry (+18) had the largest increase in rankings from 2011.
- Morgan (-25), Orem (-22), Bountiful (-19), and Tooele (-18) had the biggest decrease in rankings from 2011.

Crash Conditions

Urban/Rural Location (Utah 2012)

Location	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Urban	28,011	147.6	13,397	70.6	119	0.63	**41,527**	**218.8**
Rural	6,624	86.5	2,368	30.9	81	1.06	**9,073**	**118.5**
Total	**34,635**	**130.0**	**15,765**	**59.2**	**200**	**0.75**	**50,600**	**190.0**

- While urban areas had a higher rate of total crashes per vmt, rural areas had a higher fatal crash rate.
- Crashes occurring in rural areas were 3.1 times more likely to result in a death than crashes in urban areas.

Month (Utah 2012)

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

Month	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	2,899	93.5	1,114	35.9	6	0.19	**4,019**	**129.6**
February	2,500	86.2	1,086	37.4	14	0.48	**3,600**	**124.1**
March	2,836	91.5	1,302	42.0	18	0.58	**4,156**	**134.1**
April	2,363	78.8	1,211	40.4	14	0.47	**3,588**	**119.6**
May	2,572	83.0	1,405	45.3	18	0.58	**3,995**	**128.9**
June	2,772	92.4	1,371	45.7	15	0.50	**4,158**	**138.6**
July	2,687	86.7	1,308	42.2	20	0.65	**4,015**	**129.5**
August	2,856	92.1	1,457	47.0	22	0.71	**4,335**	**139.8**
September	2,673	89.1	1,371	45.7	17	0.57	**4,061**	**135.4**
October	3,039	98.0	1,479	47.7	20	0.65	**4,538**	**146.4**
November	3,211	107.0	1,281	42.7	21	0.70	**4,513**	**150.4**
December	4,227	136.4	1,380	44.5	15	0.48	**5,622**	**181.4**
Total	**34,635**	**94.6**	**15,765**	**43.1**	**200**	**0.55**	**50,600**	**138.3**

Day of Week (Utah 2012)

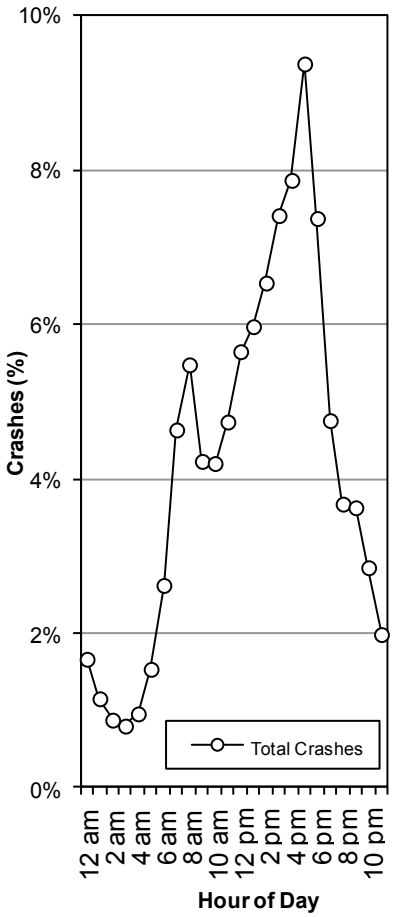
Day of Week	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	2,958	8.5%	1,415	9.0%	34	17.0%	**4,407**	**8.7%**
Monday	5,481	15.8%	2,375	15.1%	29	14.5%	**7,885**	**15.6%**
Tuesday	5,028	14.5%	2,284	14.5%	22	11.0%	**7,334**	**14.5%**
Wednesday	5,279	15.2%	2,410	15.3%	31	15.5%	**7,720**	**15.3%**
Thursday	5,456	15.8%	2,409	15.3%	21	10.5%	**7,886**	**15.6%**
Friday	5,756	16.6%	2,693	17.1%	28	14.0%	**8,477**	**16.8%**
Saturday	4,677	13.5%	2,179	13.8%	35	17.5%	**6,891**	**13.6%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

- The highest percentage of total crashes occurred on Friday and Thursday.
- The highest percentage of fatal crashes occurred on Saturday and Sunday.
- Crashes on the weekend were 1.8 times more likely to be fatal than weekday crashes.

Crash Conditions

Hour (Utah 2012)

Hour	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	616	1.8%	221	1.4%	6	3.0%	**843**	**1.7%**
1 a.m.	413	1.2%	166	1.1%	5	2.5%	**584**	**1.2%**
2 a.m.	304	0.9%	135	0.9%	5	2.5%	**444**	**0.9%**
3 a.m.	273	0.8%	127	0.8%	5	2.5%	**405**	**0.8%**
4 a.m.	348	1.0%	135	0.9%	2	1.0%	**485**	**1.0%**
5 a.m.	569	1.6%	203	1.3%	5	2.5%	**777**	**1.5%**
6 a.m.	989	2.9%	331	2.1%	7	3.5%	**1,327**	**2.6%**
7 a.m.	1,660	4.8%	678	4.3%	8	4.0%	**2,346**	**4.6%**
8 a.m.	1,938	5.6%	830	5.3%	5	2.5%	**2,773**	**5.5%**
9 a.m.	1,509	4.4%	628	4.0%	3	1.5%	**2,140**	**4.2%**
10 a.m.	1,446	4.2%	671	4.3%	9	4.5%	**2,126**	**4.2%**
11 a.m.	1,584	4.6%	808	5.1%	6	3.0%	**2,398**	**4.7%**
Noon	1,909	5.5%	943	6.0%	7	3.5%	**2,859**	**5.7%**
1 p.m.	2,016	5.8%	999	6.3%	8	4.0%	**3,023**	**6.0%**
2 p.m.	2,229	6.4%	1,064	6.7%	16	8.0%	**3,309**	**6.5%**
3 p.m.	2,460	7.1%	1,282	8.1%	9	4.5%	**3,751**	**7.4%**
4 p.m.	2,673	7.7%	1,287	8.2%	22	11.0%	**3,982**	**7.9%**
5 p.m.	3,233	9.3%	1,493	9.5%	19	9.5%	**4,745**	**9.4%**
6 p.m.	2,585	7.5%	1,137	7.2%	10	5.0%	**3,732**	**7.4%**
7 p.m.	1,624	4.7%	775	4.9%	8	4.0%	**2,407**	**4.8%**
8 p.m.	1,231	3.6%	615	3.9%	14	7.0%	**1,860**	**3.7%**
9 p.m.	1,302	3.8%	528	3.3%	6	3.0%	**1,836**	**3.6%**
10 p.m.	1,026	3.0%	408	2.6%	9	4.5%	**1,443**	**2.9%**
11 p.m.	698	2.0%	301	1.9%	6	3.0%	**1,005**	**2.0%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**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 4:00 p.m. hour.

Light Condition (Utah 2012)

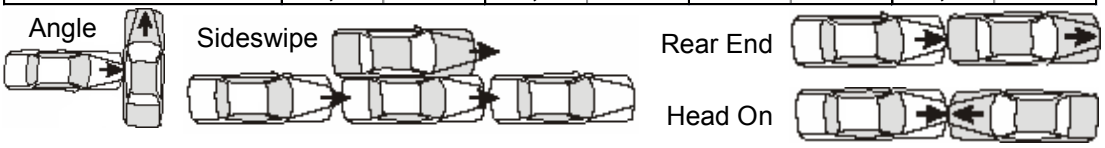
Light Condition	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Daylight	23,506	67.9%	11,321	71.8%	117	58.5%	**34,944**	**69.1%**
Dark	9,236	26.7%	3,650	23.2%	75	37.5%	**12,961**	**25.6%**
Dawn/Dusk	1,893	5.5%	794	5.0%	8	4.0%	**2,695**	**5.3%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

- The majority (69.1%) of crashes occurred during daylight.
- Over one-third (37.5%) of fatal crashes occurred during dark conditions.

Crash Conditions

Collision Description (Utah 2012)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Collision Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Single Vehicle	10,594	30.6%	5,339	33.9%	132	66.0%	**16,065**	**31.7%**
Rear End (front-to-rear)	9,704	28.0%	4,865	30.9%	16	8.0%	**14,585**	**28.8%**
Angle	7,026	20.3%	4,024	25.5%	28	14.0%	**11,078**	**21.9%**
Sideswipe	3,743	10.8%	650	4.1%	5	2.5%	**4,398**	**8.7%**
Parked Vehicle	2,293	6.6%	297	1.9%	5	2.5%	**2,595**	**5.1%**
Head On (front-to-front)	384	1.1%	461	2.9%	12	6.0%	**857**	**1.7%**
Rear to Side/Rear	441	1.3%	34	0.2%	0	0.0%	**475**	**0.9%**
Unknown	450	1.3%	95	0.6%	2	1.0%	**547**	**1.1%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**



- For all crashes, the leading collision types were single vehicle, rear end, and angle.
- The leading collision types in fatal crashes were single vehicle and angle.
- Head on collisions were 3.7 times more likely to result in a death than other collision types.

Number of Vehicles Involved (Utah 2012)

- While the majority (70.6%) of all crashes involved two or more motor vehicles, 59.0% of fatal crashes involved only one motor vehicle.

Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	**%**	**#**	**%**	**#**	**%**	**#**	**%**
1	9,749	28.1%	4,991	31.7%	118	59.0%	**14,858**	**29.4%**
2	22,696	65.5%	8,708	55.2%	67	33.5%	**31,471**	**62.2%**
3	1,865	5.4%	1,606	10.2%	13	6.5%	**3,484**	**6.9%**
4 or more	325	0.9%	460	2.9%	2	1.0%	**787**	**1.6%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

Roadway Junction or Feature (Utah 2012)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Roadway Junction or Feature	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
None	20,544	59.3%	7,782	49.4%	129	64.5%	**28,455**	**56.2%**
4-Leg Intersection	6,239	18.0%	4,563	28.9%	32	16.0%	**10,834**	**21.4%**
T-Intersection	2,334	6.7%	1,317	8.4%	15	7.5%	**3,666**	**7.2%**
Business/Residential Drive	2,165	6.3%	804	5.1%	8	4.0%	**2,977**	**5.9%**
On-Ramp/Off-Ramp	1,005	2.9%	323	2.0%	5	2.5%	**1,333**	**2.6%**
Bridge (overpass/underpass)	592	1.7%	269	1.7%	7	3.5%	**868**	**1.7%**
On-Ramp Merge/Off-Ramp Diverge Area	616	1.8%	208	1.3%	0	0.0%	**824**	**1.6%**
Other Intersection (Y, 5-Leg, Bike Path, Ramp w/ Crossro	230	0.7%	154	1.0%	1	0.5%	**385**	**0.8%**
Roundabout	139	0.4%	46	0.3%	0	0.0%	**185**	**0.4%**
Other	603	1.7%	196	1.2%	3	1.5%	**802**	**1.6%**
Unknown	168	0.5%	103	0.7%	0	0.0%	**271**	**0.5%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

- While the majority (56.2%) of all crashes occurred on a roadway with no junction or feature, 29.8% of crashes occurred at an intersection.

Crash Conditions

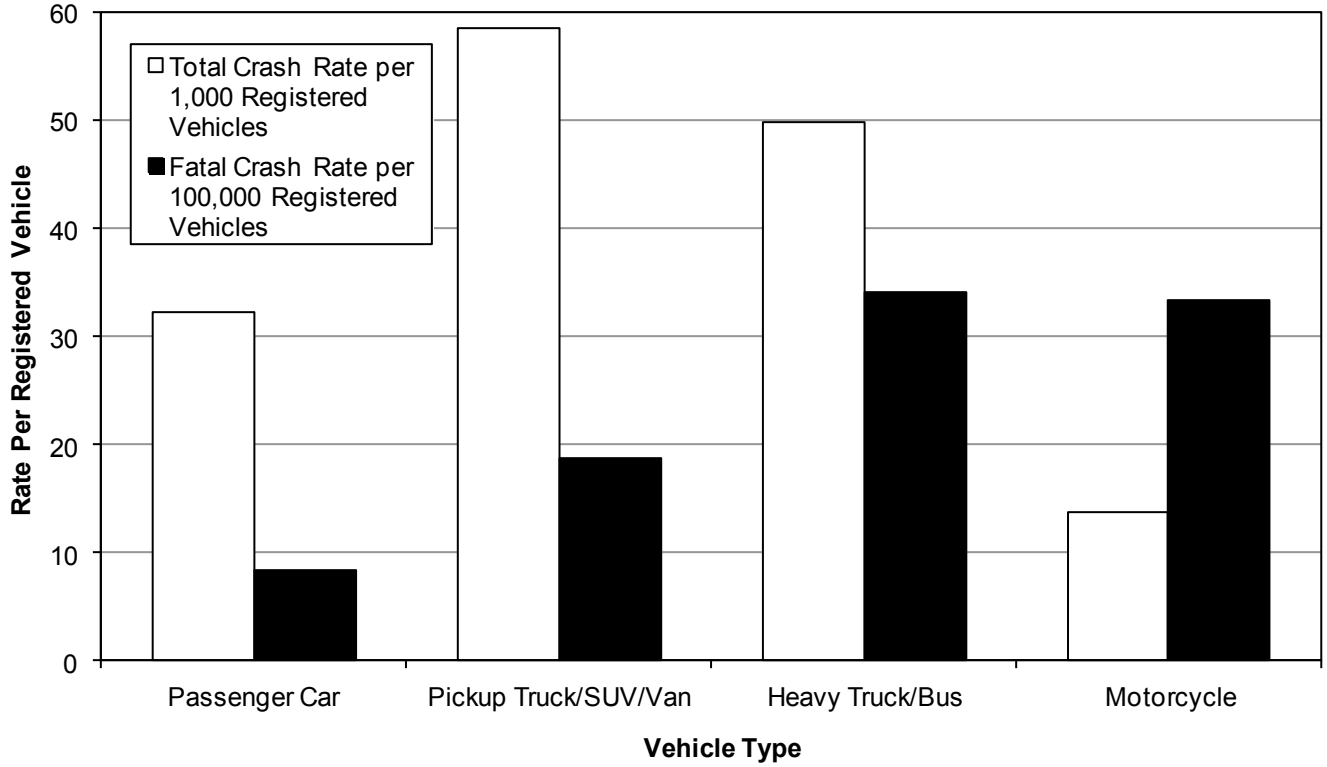
Vehicle Type (Utah 2012)



Vehicle Type	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	31,914	51.4%	15,122	51.8%	122	40.4%	**47,158**	**51.5%**
SUV	12,001	19.3%	5,863	20.1%	59	19.5%	**17,923**	**19.6%**
Pickup Truck	10,261	16.5%	4,116	14.1%	51	16.9%	**14,428**	**15.7%**
Van	3,485	5.6%	1,809	6.2%	10	3.3%	**5,304**	**5.8%**
Heavy Truck	2,576	4.1%	708	2.4%	23	7.6%	**3,307**	**3.6%**
Motorcycle	175	0.3%	1,042	3.6%	30	9.9%	**1,247**	**1.4%**
Bus	240	0.4%	99	0.3%	2	0.7%	**341**	**0.4%**
Other	43	0.1%	204	0.7%	5	1.7%	**252**	**0.3%**
Unknown	1,433	2.3%	252	0.9%	0	0.0%	**1,685**	**1.8%**
Total	**62,128**	**100.0%**	**29,215**	**100.0%**	**302**	**100.0%**	**91,645**	**100.0%**



Crash Rates by Vehicle Type (Utah 2012)



- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, heavy truck may travel more miles per vehicle.
- Passenger car represented 64.5% of registered vehicles in Utah, pickup truck/SUV/van 28.3%, motorcycle 4.0%, and heavy truck/bus 3.2%.
- For total crashes, passenger car (51.5%) and SUV (19.6%) were the leading vehicle types.
- Pickup truck/SUV/van and heavy truck/bus had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (41.0%) and SUV (19.4%) were the leading vehicle types.
- Heavy truck/bus and motorcycle had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.4% of vehicles in total crashes, they represented 9.9% of vehicles in fatal crashes. Crashes involving a motorcycle were 8.2 times more likely to be fatal than crashes of other vehicles.

Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2012)

Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	31,735	51.1%	16,128	55.2%	234	77.5%	**48,097**	**52.5%**
Stopped in Traffic Lane	6,855	11.0%	4,310	14.8%	9	3.0%	**11,174**	**12.2%**
Turning Left	5,268	8.5%	3,381	11.6%	19	6.3%	**8,668**	**9.5%**
Slowing in Traffic Lane	3,576	5.8%	1,751	6.0%	7	2.3%	**5,334**	**5.8%**
Turning Right	2,863	4.6%	1,105	3.8%	4	1.3%	**3,972**	**4.3%**
Parked	3,259	5.2%	586	2.0%	6	2.0%	**3,851**	**4.2%**
Changing Lanes	2,068	3.3%	487	1.7%	7	2.3%	**2,562**	**2.8%**
Backing	2,103	3.4%	167	0.6%	3	1.0%	**2,273**	**2.5%**
Entering Traffic Lane	569	0.9%	199	0.7%	1	0.3%	**769**	**0.8%**
Making U-turn	539	0.9%	224	0.8%	3	1.0%	**766**	**0.8%**
Overtaking/Passing	388	0.6%	112	0.4%	5	1.7%	**505**	**0.6%**
Parking Maneuvers	330	0.5%	31	0.1%	0	0.0%	**361**	**0.4%**
Leaving Traffic Lane	177	0.3%	103	0.4%	0	0.0%	**280**	**0.3%**
Other	470	0.8%	214	0.7%	1	0.3%	**685**	**0.7%**
Unknown	1,928	3.1%	417	1.4%	3	1.0%	**2,348**	**2.6%**
Total	**62,128**	**100.0%**	**29,215**	**100.0%**	**302**	**100.0%**	**91,645**	**100.0%**

- For total crashes, straight ahead (52.5%), stopped in traffic lane (12.2%), and turning left (9.5%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (77.5%) and turning left (6.3%) were the leading vehicle maneuvers.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 3.0 times more likely to be fatal compared to other vehicle maneuvers.

Speed Limit (Utah 2012)

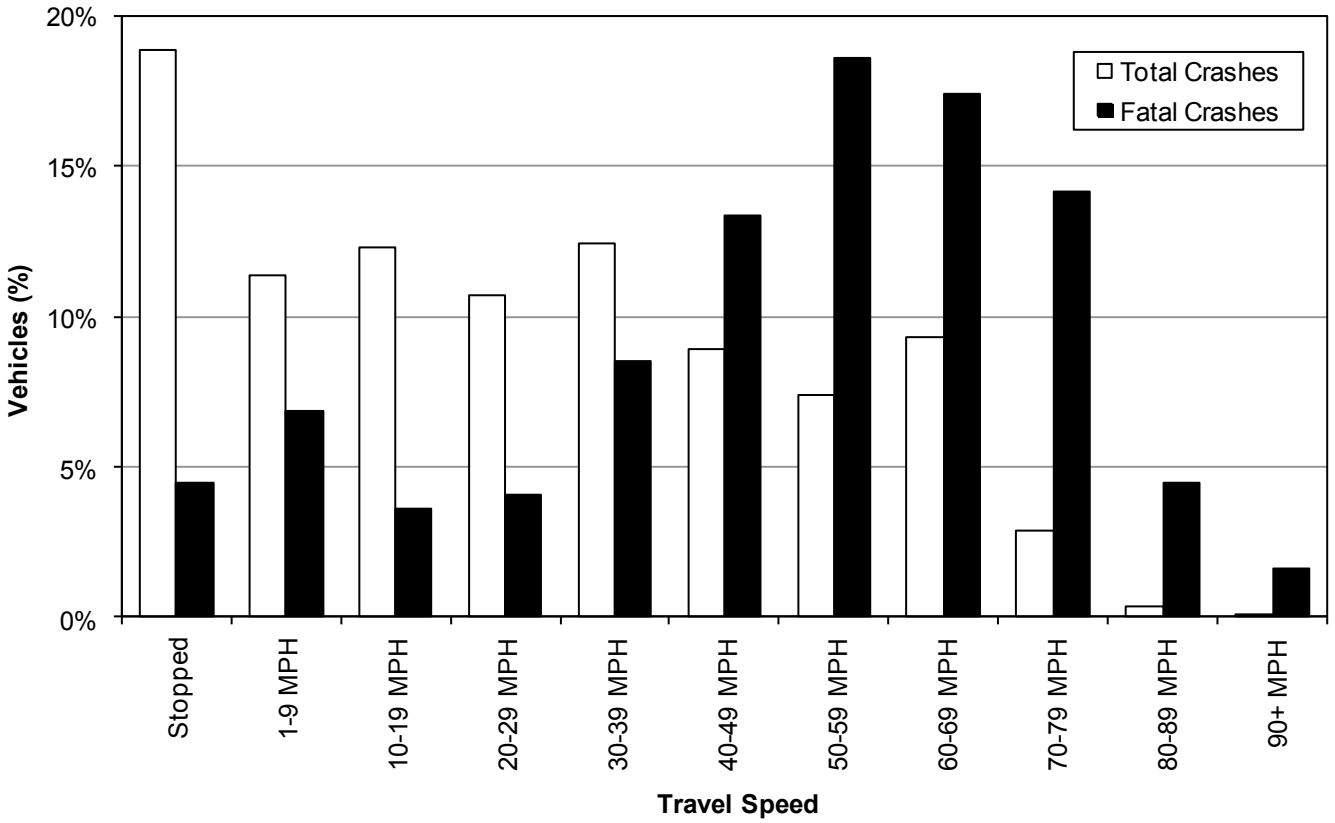
Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	#	%	#	%	#	%	#	%
5-15 MPH	1,395	2.2%	247	0.8%	1	0.3%	**1,643**	**1.8%**
20-25 MPH	6,437	10.4%	2,761	9.5%	16	5.3%	**9,214**	**10.1%**
30-35 MPH	11,425	18.4%	7,128	24.4%	42	13.9%	**18,595**	**20.3%**
40-45 MPH	11,396	18.3%	7,337	25.1%	43	14.2%	**18,776**	**20.5%**
50-55 MPH	5,051	8.1%	2,647	9.1%	73	24.2%	**7,771**	**8.5%**
60-65 MPH	11,119	17.9%	3,859	13.2%	72	23.8%	**15,050**	**16.4%**
70-75 MPH	1,721	2.8%	623	2.1%	31	10.3%	**2,375**	**2.6%**
80 MPH	176	0.3%	90	0.3%	4	1.3%	**270**	**0.3%**
Unknown/None	13,408	21.6%	4,523	15.5%	20	6.6%	**17,951**	**19.6%**
Total	**62,128**	**100.0%**	**29,215**	**100.0%**	**302**	**100.0%**	**91,645**	**100.0%**

- The speed limit on the roadway was 30-45 MPH for over half (50.7% 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 nearly two-thirds (63.8% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 50 MPH or higher were 3.2 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 2012)

Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	3,259	5.2%	586	2.0%	7	2.3%	**3,852**	**4.2%**
Stopped	8,412	13.5%	5,035	17.2%	11	3.6%	**13,458**	**14.7%**
1-9 MPH	5,935	9.6%	2,178	7.5%	17	5.6%	**8,130**	**8.9%**
10-19 MPH	6,019	9.7%	2,771	9.5%	9	3.0%	**8,799**	**9.6%**
20-29 MPH	5,127	8.3%	2,532	8.7%	10	3.3%	**7,669**	**8.4%**
30-39 MPH	5,426	8.7%	3,425	11.7%	21	7.0%	**8,872**	**9.7%**
40-49 MPH	3,950	6.4%	2,381	8.1%	33	10.9%	**6,364**	**6.9%**
50-59 MPH	3,734	6.0%	1,483	5.1%	46	15.2%	**5,263**	**5.7%**
60-69 MPH	4,861	7.8%	1,766	6.0%	43	14.2%	**6,670**	**7.3%**
70-79 MPH	1,428	2.3%	597	2.0%	35	11.6%	**2,060**	**2.2%**
80-89 MPH	114	0.2%	113	0.4%	11	3.6%	**238**	**0.3%**
90+ MPH	18	0.0%	42	0.1%	4	1.3%	**64**	**0.1%**
Unknown	13,845	22.3%	6,306	21.6%	55	18.2%	**20,206**	**22.0%**
Total	**62,128**	**100.0%**	**29,215**	**100.0%**	**302**	**100.0%**	**91,645**	**100.0%**



- Nearly half (46.9% 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. 56.3% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Crashes involving vehicles traveling 50 MPH or higher were 5.2 times more likely to be fatal.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.

Crash Conditions

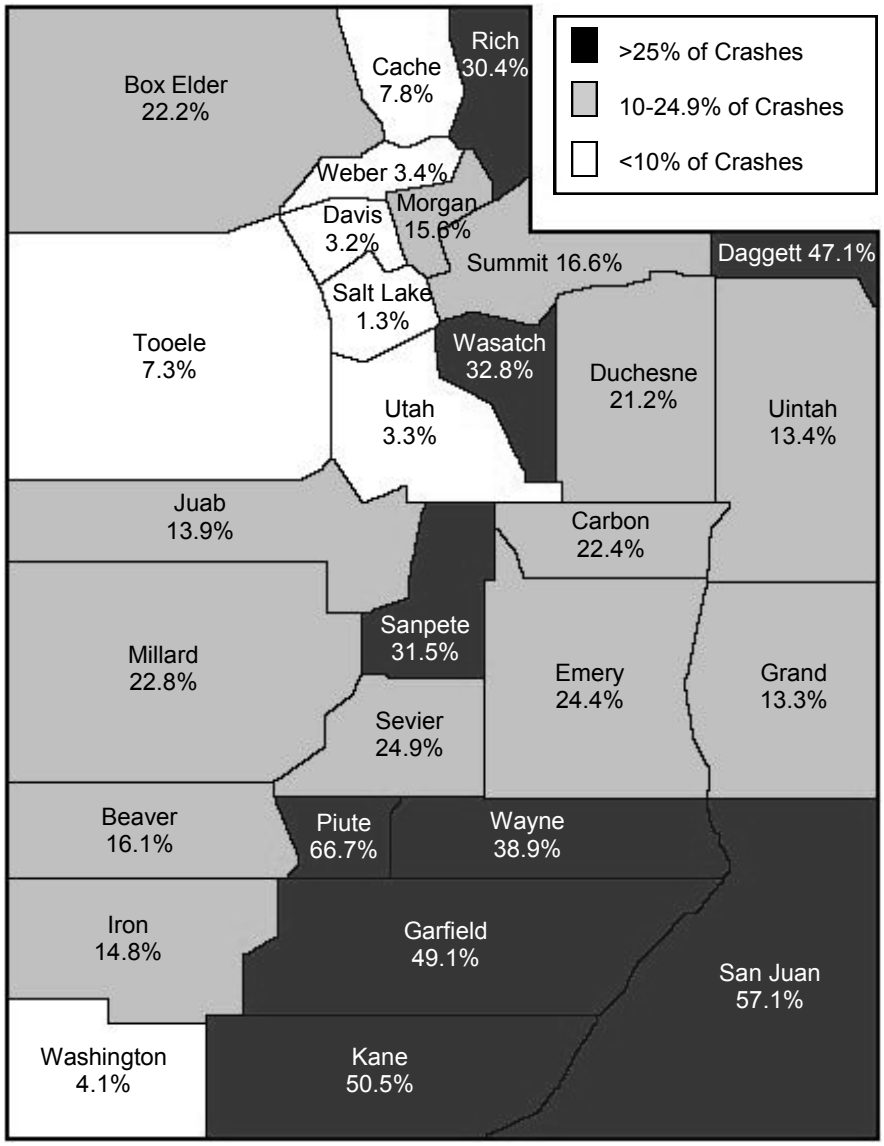
First Harmful Event (Utah 2012)

	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
First Harmful Event	#	%	#	%	#	%	#	%
Collision with Other Motor Vehicle	21,796	62.9%	10,138	64.3%	64	32.0%	**31,998**	**63.2%**
Collision with Animal	2,608	7.5%	188	1.2%	1	0.5%	**2,797**	**5.5%**
Collision with Parked Vehicle	2,219	6.4%	284	1.8%	5	2.5%	**2,508**	**5.0%**
Collision with Concrete/Cable Barrier	1,571	4.5%	534	3.4%	13	6.5%	**2,118**	**4.2%**
Overturn/Rollover	602	1.7%	1,050	6.7%	37	18.5%	**1,689**	**3.3%**
Collision with Post, Pole, or Support	1,188	3.4%	346	2.2%	16	8.0%	**1,550**	**3.1%**
Collision with Bicyclist	56	0.2%	822	5.2%	3	1.5%	**881**	**1.7%**
Collision with Pedestrian	34	0.1%	728	4.6%	29	14.5%	**791**	**1.6%**
Collision with Other Non-Fixed Object	640	1.8%	145	0.9%	1	0.5%	**786**	**1.6%**
Collision with Other Fixed Object	584	1.7%	184	1.2%	1	0.5%	**769**	**1.5%**
Collision with Fence	520	1.5%	189	1.2%	3	1.5%	**712**	**1.4%**
Collision with Tree/Shrubbery	337	1.0%	218	1.4%	6	3.0%	**561**	**1.1%**
Other Non-Collision	299	0.9%	147	0.9%	0	0.0%	**446**	**0.9%**
Collision with Embankment	267	0.8%	135	0.9%	6	3.0%	**408**	**0.8%**
Collision with Guardrail	247	0.7%	92	0.6%	3	1.5%	**342**	**0.7%**
Collision with Ditch	206	0.6%	130	0.8%	1	0.5%	**337**	**0.7%**
Collision with Mailbox/Fire Hydrant	272	0.8%	59	0.4%	0	0.0%	**331**	**0.7%**
Collision with Thrown or Fallen Object	232	0.7%	18	0.1%	0	0.0%	**250**	**0.5%**
Fire/Explosion	190	0.5%	5	0.0%	0	0.0%	**195**	**0.4%**
Collision with Curb	94	0.3%	49	0.3%	3	1.5%	**146**	**0.3%**
Cargo/Equipment Loss or Shift	120	0.3%	13	0.1%	0	0.0%	**133**	**0.3%**
Fell/Jumped from Vehicle	8	0.0%	100	0.6%	4	2.0%	**112**	**0.2%**
Collision with Crash Cushion	55	0.2%	41	0.3%	1	0.5%	**97**	**0.2%**
Jackknife	79	0.2%	10	0.1%	0	0.0%	**89**	**0.2%**
Collision with Culvert	23	0.1%	21	0.1%	1	0.5%	**45**	**0.1%**
Collision with Train	28	0.1%	13	0.1%	2	1.0%	**43**	**0.1%**
Collision with Bridge	33	0.1%	7	0.0%	0	0.0%	**40**	**0.1%**
Collision with Work Zone/Equipment	26	0.1%	7	0.0%	0	0.0%	**33**	**0.1%**
Immersion	9	0.0%	1	0.0%	0	0.0%	**10**	**0.0%**
Unknown	292	0.8%	91	0.6%	0	0.0%	**383**	**0.8%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

- For all crashes, the leading first harmful event was collision with other motor vehicle (63.2%).
- For total crashes, collision with animal (5.5%) and collision with parked vehicle (5.0%) were the next highest first harmful events. See next page for more information on collisions with animals.
- For fatal crashes, overturn/rollover (18.5%) and collision with pedestrian (14.5%) were the next highest first harmful events.
- Overturn/rollover was 6.7 times more likely to result in a death than other first harmful events.

Crash Conditions

Percent of Crashes Involving Animals by County (Utah 2012)



- There were 2,976 collisions involving animals, 2,463 (82.8%) involved hitting a wild animal, 358 (12.0%) involved hitting a domestic animal, and 155 (5.2%) involved an unharmed animal causing evasive action.
- Piute (66.7%), San Juan (57.1%), and Kane (50.5%) Counties had the highest percent of crashes involving an animal.
- While animal crashes comprised 5.9% of total crashes statewide, they accounted for nearly one-fourth (21.5%) of crashes in rural counties.

Roadway Contributing Circumstances (Utah 2012)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Roadway Contributing Circumstances	#	%	#	%	#	%	#	%
None	29,801	86.0%	14,043	89.1%	171	85.5%	**44,015**	**87.0%**
Road Surface Condition (Wet/Icy/Snow/Etc.)	3,135	9.1%	938	5.9%	4	2.0%	**4,077**	**8.1%**
Work Zone	332	1.0%	164	1.0%	5	2.5%	**501**	**1.0%**
Debris	424	1.2%	80	0.5%	6	3.0%	**510**	**1.0%**
Animal/Non-Contact Veh/Ped/Bike Caused Evasive Action	250	0.7%	157	1.0%	4	2.0%	**411**	**0.8%**
Hole/Bump/Worn Surface/Shoulder/Traffic Control Device	121	0.3%	113	0.7%	1	0.5%	**235**	**0.5%**
Other	143	0.4%	109	0.7%	5	2.5%	**257**	**0.5%**
Unknown	429	1.2%	161	1.0%	4	2.0%	**594**	**1.2%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

- 12.0% of crashes had a roadway contributing circumstance, where known.

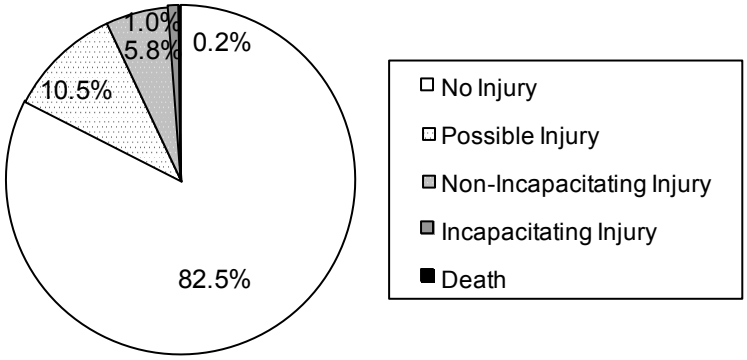
Crash Conditions

Road Surface Condition (Utah 2012)

Crashes								
Road Surface Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Dry	27,664	79.9%	13,339	84.6%	184	92.0%	**41,187**	**81.4%**
Wet	2,609	7.5%	1,174	7.4%	6	3.0%	**3,789**	**7.5%**
Snow/Slush	2,913	8.4%	671	4.3%	3	1.5%	**3,587**	**7.1%**
Ice	892	2.6%	295	1.9%	3	1.5%	**1,190**	**2.4%**
Other	153	0.4%	189	1.2%	0	0.0%	**342**	**0.7%**
Unknown	404	1.2%	97	0.6%	4	2.0%	**505**	**1.0%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

- Most (81.4%) crashes occurred when roads were dry.

Injury Severity (Utah 2012)



- 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 2012)

- Pedestrians in a crash had the greatest risk of being killed. In fact, pedestrian crashes were 10.6 times more likely to be fatal than other crashes.

Persons								
Person Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	74,140	71.9%	14,608	65.4%	133	61.3%	**88,881**	**70.7%**
Passenger	28,875	28.0%	6,078	27.2%	50	23.0%	**35,003**	**27.8%**
Pedestrian	78	0.1%	813	3.6%	31	14.3%	**922**	**0.7%**
Bicyclist	63	0.1%	837	3.7%	3	1.4%	**903**	**0.7%**
Total	**103,156**	**100.0%**	**22,336**	**100.0%**	**217**	**100.0%**	**125,709**	**100.0%**

Gender of Persons in Crashes (Utah 2012)

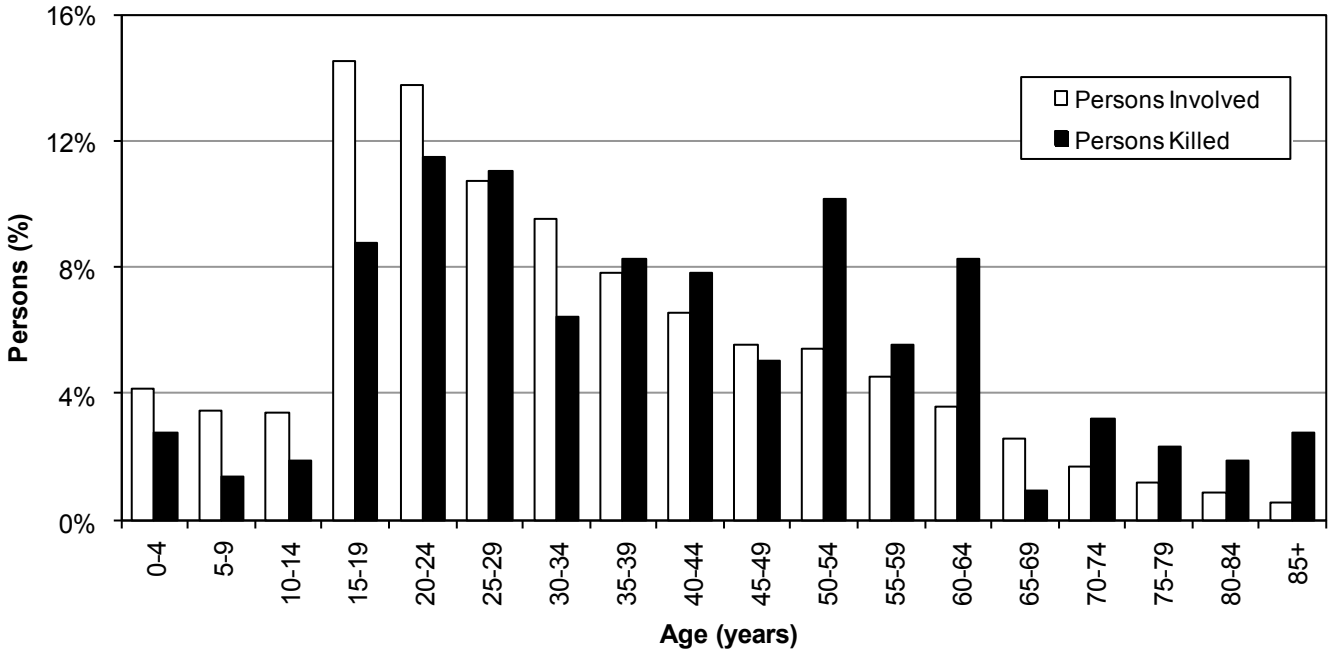
Persons								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	55,223	53.5%	10,431	46.7%	133	61.3%	**65,787**	**52.3%**
Female	44,115	42.8%	11,695	52.4%	84	38.7%	**55,894**	**44.5%**
Unknown	3,818	3.7%	210	0.9%	0	0.0%	**4,028**	**3.2%**
Total	**103,156**	**100.0%**	**22,336**	**100.0%**	**217**	**100.0%**	**125,709**	**100.0%**

- Males comprised over half of all persons in crashes and nearly two-thirds of deaths, while females sustained more injuries than males.
- Males were 1.4 times more likely to die than females in a crash.

Crash Conditions

Age of Persons in Crashes (Utah 2012)

Persons								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	4,495	4.4%	476	2.1%	6	2.8%	**4,977**	**4.0%**
5-9	3,501	3.4%	657	2.9%	3	1.4%	**4,161**	**3.3%**
10-14	3,225	3.1%	867	3.9%	4	1.8%	**4,096**	**3.3%**
15-19	14,470	14.0%	2,912	13.0%	19	8.8%	**17,401**	**13.8%**
20-24	13,442	13.0%	3,023	13.5%	25	11.5%	**16,490**	**13.1%**
25-29	10,397	10.1%	2,433	10.9%	24	11.1%	**12,854**	**10.2%**
30-34	9,345	9.1%	2,072	9.3%	14	6.5%	**11,431**	**9.1%**
35-39	7,638	7.4%	1,742	7.8%	18	8.3%	**9,398**	**7.5%**
40-44	6,379	6.2%	1,489	6.7%	17	7.8%	**7,885**	**6.3%**
45-49	5,345	5.2%	1,304	5.8%	11	5.1%	**6,660**	**5.3%**
50-54	5,097	4.9%	1,343	6.0%	22	10.1%	**6,462**	**5.1%**
55-59	4,342	4.2%	1,095	4.9%	12	5.5%	**5,449**	**4.3%**
60-64	3,403	3.3%	835	3.7%	18	8.3%	**4,256**	**3.4%**
65-69	2,446	2.4%	625	2.8%	2	0.9%	**3,073**	**2.4%**
70-74	1,627	1.6%	389	1.7%	7	3.2%	**2,023**	**1.6%**
75-79	1,145	1.1%	252	1.1%	5	2.3%	**1,402**	**1.1%**
80-84	795	0.8%	203	0.9%	4	1.8%	**1,002**	**0.8%**
85+	505	0.5%	147	0.7%	6	2.8%	**658**	**0.5%**
Unknown	5,559	5.4%	472	2.1%	0	0.0%	**6,031**	**4.8%**
Total	**103,156**	**100.0%**	**22,336**	**100.0%**	**217**	**100.0%**	**125,709**	**100.0%**



- The largest proportion of persons in crashes were aged 15-29 years (39.1% of known).
- The largest proportion of persons killed were aged 20-29 years (22.6%).
- 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 (6.8% of known), they were 1.7 times more likely than all other age groups to die.

Crash Conditions

Persons in Crashes by County (Utah 2012)

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.
Salt Lake	46,627	533.0	440.2	9,451	108.0	89.2	64	0.7	0.6	**56,142**	**641.7**	**530.1**
Weber	8,042	498.8	341.5	1,925	119.4	81.7	13	0.8	0.6	**9,980**	**619.0**	**423.7**
Utah	16,356	426.9	302.1	3,970	103.6	73.3	20	0.5	0.4	**20,346**	**531.1**	**375.8**
Cache	3,545	404.5	306.0	639	72.9	55.2	6	0.7	0.5	**4,190**	**478.1**	**361.7**
Davis	9,069	358.2	285.9	1,865	73.7	58.8	15	0.6	0.5	**10,949**	**432.4**	**345.1**
Washington	4,176	302.8	291.3	1,064	77.1	74.2	11	0.8	0.8	**5,251**	**380.7**	**366.3**
Duchesne	869	315.3	444.0	154	55.9	78.7	3	1.1	1.5	**1,026**	**372.2**	**524.2**
Wasatch	980	292.9	386.5	228	68.1	89.9	6	1.8	2.4	**1,214**	**362.8**	**478.8**
Uintah	1,144	276.1	332.2	273	65.9	79.3	9	2.2	2.6	**1,426**	**344.2**	**414.1**
Summit	2,070	284.2	549.0	289	39.7	76.6	8	1.1	2.1	**2,367**	**325.0**	**627.8**
Iron	1,587	226.5	338.5	340	48.5	72.5	0	0.0	0.0	**1,927**	**275.0**	**411.0**
Sanpete	456	221.5	162.5	102	49.5	36.3	1	0.5	0.4	**559**	**271.5**	**199.2**
Rich	86	174.8	381.4	46	93.5	204.0	1	2.0	4.4	**133**	**270.3**	**589.8**
Tooele	1,696	206.1	282.7	413	50.2	68.9	17	2.1	2.8	**2,126**	**258.3**	**354.4**
Garfield	219	197.6	427.3	62	55.9	121.0	3	2.7	5.9	**284**	**256.3**	**554.1**
Box Elder	1,793	204.2	353.6	443	50.5	87.4	4	0.5	0.8	**2,240**	**255.1**	**441.8**
Carbon	640	209.5	298.6	120	39.3	56.0	2	0.7	0.9	**762**	**249.4**	**355.6**
Sevier	576	180.0	275.4	153	47.8	73.2	2	0.6	1.0	**731**	**228.5**	**349.5**
Wayne	86	181.6	315.6	20	42.2	73.4	1	2.1	3.7	**107**	**225.9**	**392.7**
Beaver	464	184.0	704.2	99	39.3	150.3	1	0.4	1.5	**564**	**223.7**	**856.0**
Daggett	56	184.0	505.9	9	29.6	81.3	2	6.6	18.1	**67**	**220.1**	**605.2**
Morgan	200	150.4	201.8	49	36.8	49.4	1	0.8	1.0	**250**	**188.0**	**252.2**
Millard	643	141.1	509.3	153	33.6	121.2	10	2.2	7.9	**806**	**176.9**	**638.4**
Kane	242	141.2	332.3	51	29.8	70.0	4	2.3	5.5	**297**	**173.3**	**407.9**
Juab	478	124.3	458.5	113	29.4	108.4	1	0.3	1.0	**592**	**154.0**	**567.8**
Piute	34	119.6	221.2	9	31.7	58.6	0	0.0	0.0	**43**	**151.3**	**279.8**
Grand	355	110.7	376.9	115	35.9	122.1	2	0.6	2.1	**472**	**147.2**	**501.1**
San Juan	341	111.1	223.9	81	26.4	53.2	8	2.6	5.3	**430**	**140.1**	**282.3**
Emery	326	85.5	300.6	100	26.2	92.2	2	0.5	1.8	**428**	**112.3**	**394.6**
Statewide	**103,156**	**387.3**	**361.6**	**22,336**	**83.9**	**78.3**	**217**	**0.8**	**0.8**	**125,709**	**471.9**	**440.7**

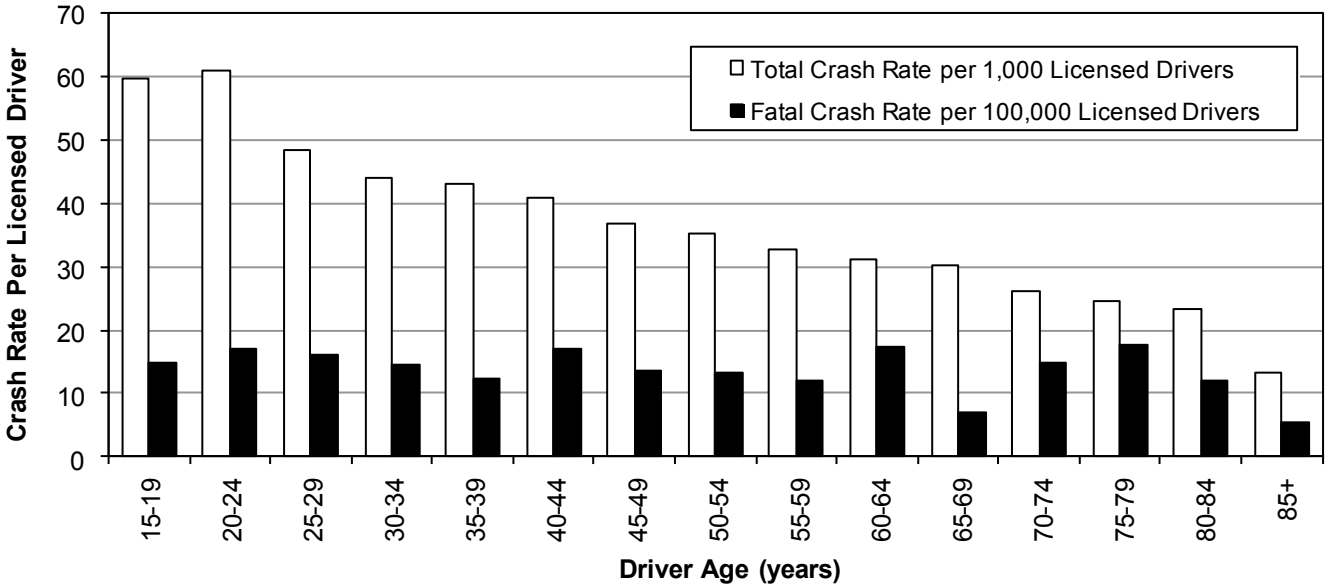
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
  - Salt Lake (641.7), Weber (619.0), and Utah (531.1) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
  - Daggett (6.6), Garfield (2.7), and San Juan (2.6) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Beaver (856.0), Millard (638.4), and Summit (627.8) counties had the highest rates of total persons in crashes per 10,000 population.
  - Daggett (18.1), Millard (7.9) and Garfield (5.9) counties had the highest rates of persons killed per 10,000 population.

Crash Conditions

Driver Age (Utah 2012)

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	35	0.1%	n/a	52	0.2%	n/a	1	0.3%	n/a	**88**	**0.1%**	**n/a**
15-19	7,600	12.7%	40.7	3,487	12.1%	18.7	28	9.5%	0.15	**11,115**	**12.5%**	**59.6**
20-24	8,544	14.3%	40.8	4,165	14.5%	19.9	36	12.2%	0.17	**12,745**	**14.3%**	**60.9**
25-29	6,944	11.6%	32.0	3,512	12.2%	16.2	35	11.9%	0.16	**10,491**	**11.8%**	**48.4**
30-34	6,538	10.9%	29.5	3,171	11.0%	14.3	32	10.8%	0.14	**9,741**	**11.0%**	**44.0**
35-39	5,327	8.9%	28.6	2,672	9.3%	14.4	23	7.8%	0.12	**8,022**	**9.0%**	**43.1**
40-44	4,473	7.5%	27.0	2,256	7.8%	13.6	28	9.5%	0.17	**6,757**	**7.6%**	**40.8**
45-49	3,769	6.3%	24.5	1,846	6.4%	12.0	21	7.1%	0.14	**5,636**	**6.3%**	**36.7**
50-54	3,643	6.1%	23.2	1,839	6.4%	11.7	21	7.1%	0.13	**5,503**	**6.2%**	**35.1**
55-59	3,047	5.1%	21.6	1,571	5.5%	11.1	17	5.8%	0.12	**4,635**	**5.2%**	**32.9**
60-64	2,426	4.1%	21.1	1,158	4.0%	10.0	20	6.8%	0.17	**3,604**	**4.1%**	**31.3**
65-69	1,662	2.8%	19.7	881	3.1%	10.4	6	2.0%	0.07	**2,549**	**2.9%**	**30.2**
70-74	1,052	1.8%	17.4	530	1.8%	8.8	9	3.1%	0.15	**1,591**	**1.8%**	**26.3**
75-79	766	1.3%	17.0	337	1.2%	7.5	8	2.7%	0.18	**1,111**	**1.3%**	**24.7**
80-84	506	0.8%	15.1	275	1.0%	8.2	4	1.4%	0.12	**785**	**0.9%**	**23.5**
85+	287	0.5%	8.1	184	0.6%	5.2	2	0.7%	0.06	**473**	**0.5%**	**13.3**
Unknown	3,218	5.4%	n/a	812	2.8%	n/a	4	1.4%	n/a	**4,034**	**4.5%**	**n/a**
Total	**59,837**	**100.0%**	**29.7**	**28,748**	**100.0%**	**14.3**	**295**	**100.0%**	**0.15**	**88,880**	**100.0%**	**44.2**

Crash Rate of Licensed Drivers by Age (Utah 2012)



- Drivers aged 20-24 years had the highest rates per licensed driver of total crashes, injury crashes, and property damage only crashes. This is the first time that drivers aged 15-19 years did not have the highest crash rates per licensed driver. Drivers aged 75-79 years had the highest rates per driver of fatal crashes.
- Drivers aged 85+ years had the lowest rate per licensed driver of total crashes and fatal crashes.
- The average age of a driver was 37 years. The average age of a driver in a fatal crash was 44 years.

Crash Conditions

Driver Gender (Utah 2012)

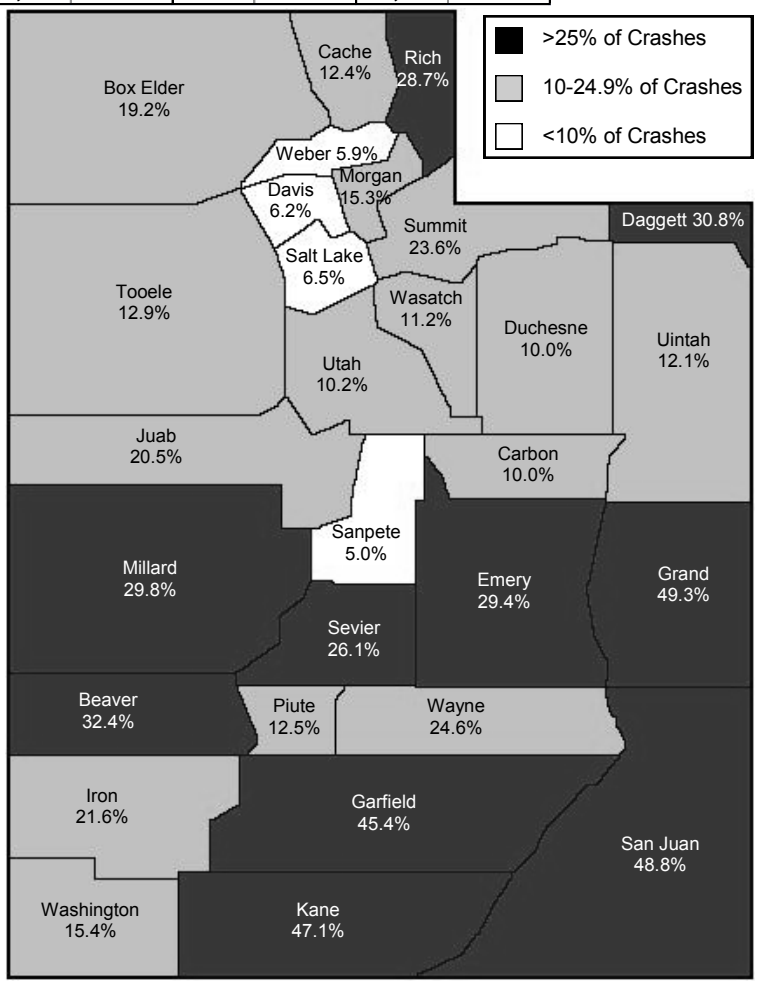
Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Gender	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
Male	33,212	55.5%	32.1	15,367	53.5%	14.9	198	67.1%	0.19	**48,777**	**54.9%**	47.2
Female	23,804	39.8%	24.3	12,796	44.5%	13.1	94	31.9%	0.10	**36,694**	**41.3%**	37.5
Unknown	2,821	4.7%	n/a	585	2.0%	n/a	3	1.0%	n/a	**3,409**	**3.8%**	n/a
Total	**59,837**	**100.0%**	**29.7**	**28,748**	**100.0%**	**14.3**	**295**	**100.0%**	**0.15**	88,880	**100.0%**	**44.2**

- Males represented 54.9% of all drivers in a crash and 67.1% 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 1.6 times more likely to be in a fatal crash than female drivers.

Out-of-State Drivers (Utah 2012)

Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
License State	#	%	#	%	#	%	#	%
Utah	50,329	84.1%	24,916	86.7%	236	80.0%	**75,481**	**84.9%**
Out-Of-State	5,475	9.1%	2,479	8.6%	54	18.3%	**8,008**	**9.0%**
Unknown/None	4,033	6.7%	1,353	4.7%	5	1.7%	**5,391**	**6.1%**
Total	**59,837**	**100.0%**	**28,748**	**100.0%**	**295**	**100.0%**	88,880	**100.0%**

- Although out-of-state licensed drivers represented 9.0% of all drivers in crashes, they represented 18.3% of drivers in fatal crashes.
- There were several counties that had a disproportionate amount of out-of-state drivers in crashes. Most notably in Grand (49.3%), San Juan (48.8%), Kane (47.1%), and Garfield (45.4%) Counties where half of the drivers in crashes were out-of-state drivers. These drivers may place an extra burden on the residents and medical services in these counties.



Crash Conditions

Violations (Utah 2012)

Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	#	%	#	%	#	%	#	%
Following Too Close	3,994	18.5%	2,031	16.5%	1	1.4%	**6,026**	**17.7%**
Improper Lane Change/Travel	2,997	13.9%	1,108	9.0%	5	6.9%	**4,110**	**12.1%**
Failure to Yield Right of Way	1,583	7.3%	1,130	9.2%	6	8.3%	**2,719**	**8.0%**
Improper Lookout	1,668	7.7%	933	7.6%	0	0.0%	**2,601**	**7.7%**
Improper Turn	1,530	7.1%	1,053	8.6%	1	1.4%	**2,584**	**7.6%**
License Violation	1,305	6.0%	927	7.5%	2	2.8%	**2,234**	**6.6%**
Negligent Collision	1,419	6.6%	803	6.5%	0	0.0%	**2,222**	**6.5%**
Speed	1,349	6.2%	492	4.0%	0	0.0%	**1,841**	**5.4%**
Insurance Violation	990	4.6%	651	5.3%	1	1.4%	**1,642**	**4.8%**
Driving Under the Influence	765	3.5%	620	5.0%	6	8.3%	**1,391**	**4.1%**
Failure to Stop at Red Light	555	2.6%	639	5.2%	1	1.4%	**1,195**	**3.5%**
Unknown Violation	678	3.1%	486	4.0%	16	22.2%	**1,180**	**3.5%**
Hit and Run	736	3.4%	211	1.7%	1	1.4%	**948**	**2.8%**
Failure to Obey Traffic Control Device	205	0.9%	183	1.5%	1	1.4%	**389**	**1.1%**
Registration Violation	210	1.0%	142	1.2%	0	0.0%	**352**	**1.0%**
Equipment Violation	256	1.2%	80	0.7%	3	4.2%	**339**	**1.0%**
Failure to Stop at Stop Sign	176	0.8%	159	1.3%	0	0.0%	**335**	**1.0%**
Improper Start	240	1.1%	94	0.8%	0	0.0%	**334**	**1.0%**
Improper Backing	250	1.2%	19	0.2%	0	0.0%	**269**	**0.8%**
Alcohol/Drug Violation, Other than DUI	90	0.4%	78	0.6%	7	9.7%	**175**	**0.5%**
Reckless Driving	84	0.4%	71	0.6%	2	2.8%	**157**	**0.5%**
Wrong Side of Road/Wrong Way	74	0.3%	65	0.5%	0	0.0%	**139**	**0.4%**
Improper Passing	99	0.5%	36	0.3%	0	0.0%	**135**	**0.4%**
Careless Driving	78	0.4%	55	0.4%	0	0.0%	**133**	**0.4%**
Seat Belt/Child Restraint/Helmet	26	0.1%	72	0.6%	0	0.0%	**98**	**0.3%**
Improper Parking	62	0.3%	21	0.2%	0	0.0%	**83**	**0.2%**
Improper Stop	52	0.2%	31	0.3%	0	0.0%	**83**	**0.2%**
Other Non-Moving Violation	47	0.2%	27	0.2%	4	5.6%	**78**	**0.2%**
Other Moving Violation	30	0.1%	32	0.3%	2	2.8%	**64**	**0.2%**
Driving While Drowsy/Fatigue/Ill	20	0.1%	17	0.1%	0	0.0%	**37**	**0.1%**
Improper Signal	21	0.1%	10	0.1%	0	0.0%	**31**	**0.1%**
Texting	16	0.1%	10	0.1%	0	0.0%	**26**	**0.1%**
Vehicle Homicide	0	0.0%	0	0.0%	13	18.1%	**13**	**0.0%**
Total	**21,605**	**100.0%**	**12,286**	**100.0%**	**72**	**100.0%**	**33,963**	**100.0%**

- There were 33,963 charges from citations issued at the scene of the crash. The most common violations were for following too close (17.7%), improper lane change/travel (12.1%), and failure to yield right of way (8.0%).
- The leading violations in fatal crashes were vehicle homicide (18.1%) and alcohol/drug violations others than DUI (9.7%).
- A citation was issued in 56.7% of the crashes.

Crash Conditions

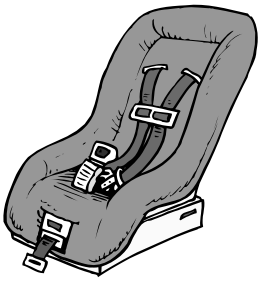
Contributing Factors (Utah 2012)

Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Followed Too Closely	7,799	15.9%	3,953	15.5%	10	2.3%	**11,762**	**15.7%**
Failed to Yield Right of Way	5,520	11.3%	3,657	14.4%	25	5.7%	**9,202**	**12.3%**
Speed Too Fast	4,712	9.6%	2,104	8.3%	84	19.2%	**6,900**	**9.2%**
Failed to Keep in Proper Lane	4,517	9.2%	2,028	8.0%	83	19.0%	**6,628**	**8.8%**
Driver Distraction	2,922	6.0%	1,946	7.6%	19	4.3%	**4,887**	**6.5%**
Other Improper Driving	3,055	6.2%	1,638	6.4%	5	1.1%	**4,698**	**6.3%**
Hit and Run	2,159	4.4%	534	2.1%	7	1.6%	**2,700**	**3.6%**
Vision Obscured by Weather Condition	1,911	3.9%	726	2.9%	4	0.9%	**2,641**	**3.5%**
Disregard Traffic Signal/Sign	1,298	2.6%	1,303	5.1%	14	3.2%	**2,615**	**3.5%**
Improper Turn	1,691	3.4%	761	3.0%	2	0.5%	**2,454**	**3.3%**
Ran Off Road	1,208	2.5%	784	3.1%	29	6.6%	**2,021**	**2.7%**
Driving Under the Influence	1,043	2.1%	875	3.4%	49	11.2%	**1,967**	**2.6%**
Improper Lane Change	1,573	3.2%	378	1.5%	4	0.9%	**1,955**	**2.6%**
Improper Backing	1,718	3.5%	96	0.4%	3	0.7%	**1,817**	**2.4%**
Overcorrected	817	1.7%	632	2.5%	30	6.9%	**1,479**	**2.0%**
Swerved or Evasive Action	853	1.7%	534	2.1%	8	1.8%	**1,395**	**1.9%**
Driver Asleep/Fatigue	599	1.2%	414	1.6%	10	2.3%	**1,023**	**1.4%**
Improper Parking/Stopping	697	1.4%	289	1.1%	1	0.2%	**987**	**1.3%**
Vehicle Other Defective Condition	611	1.2%	263	1.0%	4	0.9%	**878**	**1.2%**
Vehicle Tires	494	1.0%	219	0.9%	2	0.5%	**715**	**1.0%**
Vision Obscured by Moving Vehicle	424	0.9%	268	1.1%	8	1.8%	**700**	**0.9%**
Other Driver Condition	417	0.8%	227	0.9%	0	0.0%	**644**	**0.9%**
Reckless/Aggressive Driving	332	0.7%	270	1.1%	7	1.6%	**609**	**0.8%**
Vision Obscured by Other	374	0.8%	176	0.7%	2	0.5%	**552**	**0.7%**
Vision Obscured by Glare	287	0.6%	219	0.9%	1	0.2%	**507**	**0.7%**
Vehicle Brakes	278	0.6%	203	0.8%	2	0.5%	**483**	**0.6%**
Driver Emotional Prior to Crash	249	0.5%	187	0.7%	3	0.7%	**439**	**0.6%**
Vision Obscured by Parked Vehicle	291	0.6%	130	0.5%	0	0.0%	**421**	**0.6%**
Driver Illness/Medical	167	0.3%	211	0.8%	5	1.1%	**383**	**0.5%**
Improper Passing	299	0.6%	75	0.3%	4	0.9%	**378**	**0.5%**
Wrong Side/Wrong Way	122	0.2%	133	0.5%	11	2.5%	**266**	**0.4%**
Vehicle Cargo	225	0.5%	33	0.1%	1	0.2%	**259**	**0.3%**
Disregard Road Markings	106	0.2%	47	0.2%	0	0.0%	**153**	**0.2%**
Vision Obscured by Vegetation	87	0.2%	48	0.2%	0	0.0%	**135**	**0.2%**
Vision Obscured by Physical Obstruction	76	0.2%	53	0.2%	0	0.0%	**129**	**0.2%**
Windshield or Other Window Obscured	73	0.1%	41	0.2%	0	0.0%	**114**	**0.2%**
Improper Signal	56	0.1%	18	0.1%	0	0.0%	**74**	**0.1%**
Total	**49,060**	**100.0%**	**25,473**	**100.0%**	**437**	**100.0%**	**74,970**	**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 (15.7%), failed to yield right of way (12.3%), speed too fast (9.2%), and failed to keep in proper lane (8.8%).
- The leading contributing factors in fatal crashes were speed too fast (19.2%), failed to keep in proper lane (19.0%), and driving under the influence (11.2%).

Occupant Protection

CLICK IT OR TICKET
UTAH DEPARTMENT OF PUBLIC SAFETY



2012

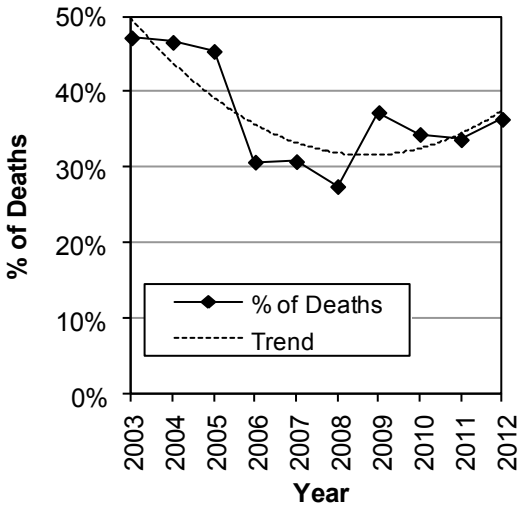
Section 2: Occupant Protection

Trends
Unrestrained Occupant Deaths 2003-2012 52
Occupant Protection 2003-2012 52
Vehicle Occupants
Restraint Use of Persons by County 53
Urban/Rural Location 54
Injury Severity 54
Ejection 55
Occupant Placement 55
Vehicle Type 55
Gender 56
Age 56
Hour 57
Children and Restraint Use
Restraint Use by Children 58
Child Safety Seat Use by Children, 2003-2012 58

Trends

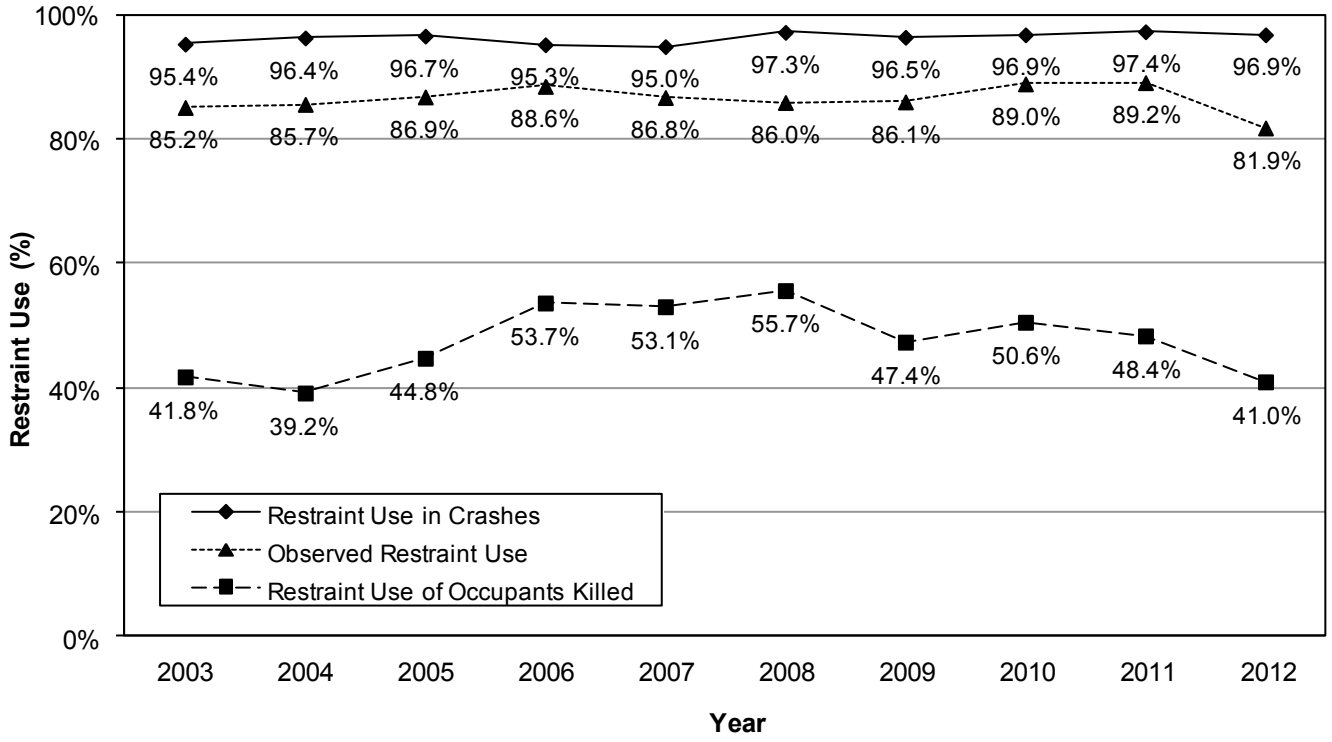
Unrestrained Occupant Deaths (Utah 2003-2012)

Unrestrained Occupant Deaths			
	Deaths		
	All	Unrestrained Occupants	
Year	#	#	%
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%
2012	217	79	36.4%
Total	**2,706**	**1,009**	**37.3%**



- Over the past 10 years, 37.3% of deaths have been to unrestrained occupants.
- On average, 101 people die a year in Utah who are unrestrained.
- The percentage of deaths to unrestrained occupants increased 2.7% in 2012 from 2011.

Restraint Use of Occupants In Crashes and Observational Studies (Utah 2003-2012)



- Historically, there have been differences between restraint use of people in crashes (often self-reported) and seat belt use observed in observational studies. The difference may be due to over-reporting by the people in crashes.
- In 2012, the observational seat belt use decreased to 81.9% from 89.2% in 2011.
- The 2012 restraint use of people in crashes decreased to 96.9% from 97.4% in 2011.
- Restraint use among occupants killed decreased from 48.4% in 2011 to 41.0% in 2012.

Vehicle Occupants

Restraint Use by County (Utah 2012)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
County	#	#	%	#	#	%	#	#	%	#	#	%
Utah	217	14,493	98.5%	150	3,120	95.4%	7	1	12.5%	**374**	**17,614**	**97.9%**
Davis	144	7,795	98.2%	52	1,487	96.6%	5	3	37.5%	**201**	**9,285**	**97.9%**
Morgan	4	188	97.9%	1	28	96.6%	0	0	n/a	**5**	**216**	**97.7%**
Kane	4	214	98.2%	1	32	97.0%	1	3	75.0%	**6**	**249**	**97.6%**
Cache	58	3,015	98.1%	25	445	94.7%	1	5	83.3%	**84**	**3,465**	**97.6%**
Piute	0	34	100.0%	1	4	80.0%	0	0	n/a	**1**	**38**	**97.4%**
Salt Lake	997	40,264	97.6%	356	7,202	95.3%	16	16	50.0%	**1,369**	**47,482**	**97.2%**
Summit	34	1,683	98.0%	18	212	92.2%	3	0	0.0%	**55**	**1,895**	**97.2%**
Box Elder	31	1,588	98.1%	28	325	92.1%	0	1	100.0%	**59**	**1,914**	**97.0%**
Washington	66	3,853	98.3%	76	787	91.2%	2	5	71.4%	**144**	**4,645**	**97.0%**
Juab	9	418	97.9%	7	95	93.1%	1	0	0.0%	**17**	**513**	**96.8%**
Iron	33	1,421	97.7%	30	249	89.2%	0	0	n/a	**63**	**1,670**	**96.4%**
Wasatch	18	817	97.8%	17	130	88.4%	1	4	80.0%	**36**	**951**	**96.4%**
Carbon	19	547	96.6%	6	91	93.8%	2	0	0.0%	**27**	**638**	**95.9%**
Millard	17	572	97.1%	11	119	91.5%	5	1	16.7%	**33**	**692**	**95.4%**
Weber	357	7,307	95.3%	105	1,511	93.5%	6	4	40.0%	**468**	**8,822**	**95.0%**
Tooele	57	1,218	95.5%	15	305	95.3%	11	4	26.7%	**83**	**1,527**	**94.8%**
Emery	10	267	96.4%	7	81	92.0%	2	0	0.0%	**19**	**348**	**94.8%**
Garfield	9	189	95.5%	2	47	95.9%	2	0	0.0%	**13**	**236**	**94.8%**
Duchesne	43	753	94.6%	7	111	94.1%	1	1	50.0%	**51**	**865**	**94.4%**
Daggett	2	45	95.7%	0	5	100.0%	1	0	0.0%	**3**	**50**	**94.3%**
Rich	0	70	100.0%	6	22	78.6%	0	0	n/a	**6**	**92**	**93.9%**
Wayne	3	80	96.4%	4	9	69.2%	0	1	100.0%	**7**	**90**	**92.8%**
Uintah	46	945	95.4%	40	181	81.9%	5	2	28.6%	**91**	**1,128**	**92.5%**
Grand	19	266	93.3%	9	71	88.8%	2	0	0.0%	**30**	**337**	**91.8%**
Sanpete	24	318	93.0%	9	46	83.6%	1	0	0.0%	**34**	**364**	**91.5%**
San Juan	20	289	93.5%	10	59	85.5%	3	2	40.0%	**33**	**350**	**91.4%**
Sevier	33	487	93.7%	25	107	81.1%	0	2	100.0%	**58**	**596**	**91.1%**
Beaver	43	361	89.4%	23	63	73.3%	1	0	0.0%	**67**	**424**	**86.4%**
Statewide	**2,317**	**89,497**	**97.5%**	**1,041**	**16,944**	**94.2%**	**79**	**55**	**41.0%**	**3,437**	**106,496**	**96.9%**

- Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or heavy truck. Occupants are considered “Restrained” if they were reported as using a shoulder/lap belt, lap belt, or a child safety seat at the scene of the crash.
- Restraint use is often self-reported by crash occupants 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 (96.9%).
- Utah (97.9%), Davis (97.9%), and Morgan (97.7%) counties had the highest percentage of occupants that were restrained.
- Beaver (86.4%), Sevier (91.1%), and San Juan (91.4%) counties had the lowest percentage of occupants that were restrained.
- 41.0% of vehicle occupants killed in crashes in Utah were restrained.

Vehicle Occupants

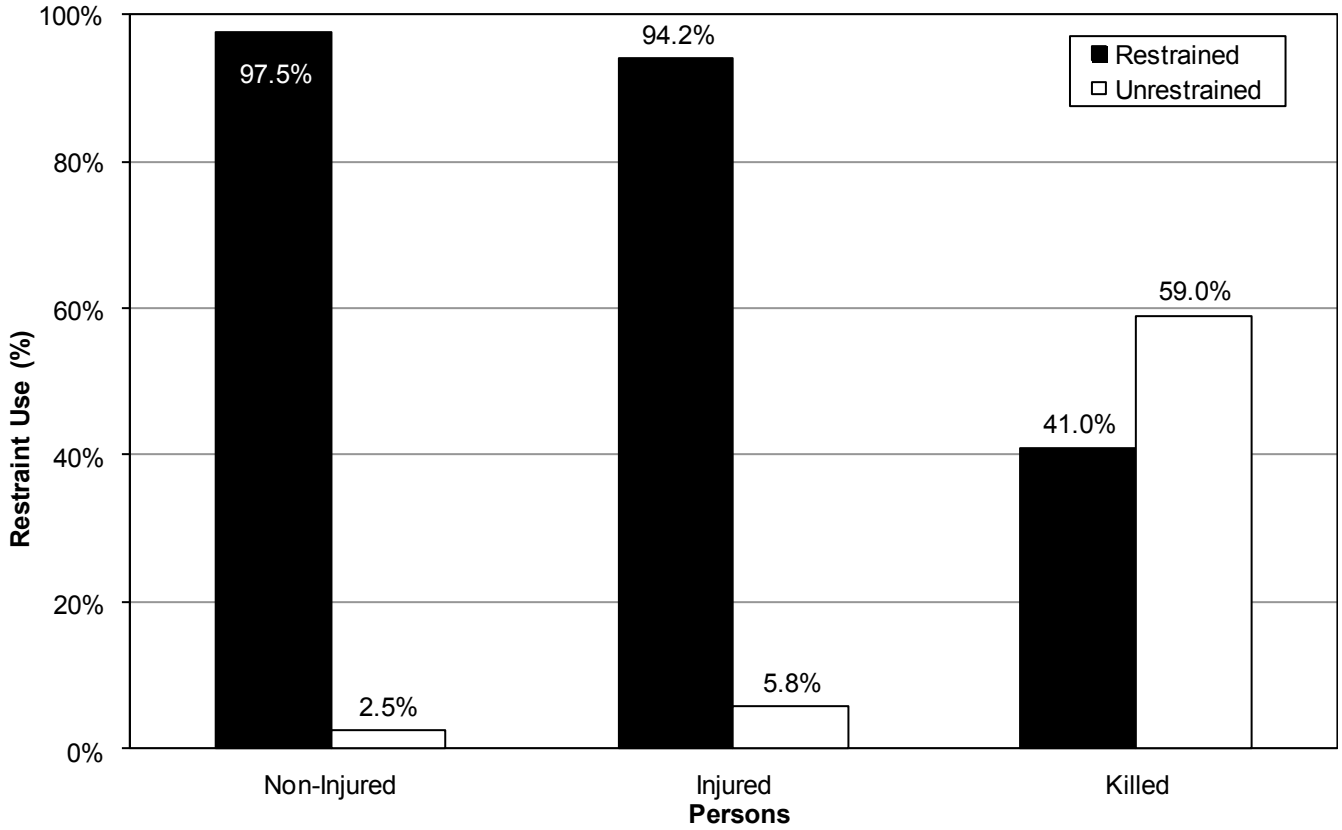
Restraint Use by Urban/Rural Location (Utah 2012)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Location	#	#	%	#	#	%	#	#	%	#	#	%
Urban	1,839	76,727	97.7%	764	14,552	95.0%	37	34	47.9%	**2,640**	**91,313**	**97.2%**
Rural	478	12,770	96.4%	277	2,392	89.6%	42	21	33.3%	**797**	**15,183**	**95.0%**
Statewide	**2,317**	**89,497**	**97.5%**	**1,041**	**16,944**	**94.2%**	**79**	**55**	**41.0%**	**3,437**	**106,496**	**96.9%**

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 1.8 times more likely to be unrestrained than occupants in urban crashes.

Restraint Use by Injury Severity (Utah 2012)

Persons								
	Non-Injured		Injured		Killed		Total	
Restraint Use	#	%	#	%	#	%	#	%
Restrained	89,497	97.5%	16,944	94.2%	55	41.0%	**106,496**	**96.9%**
Unrestrained	2,317	2.5%	1,041	5.8%	79	59.0%	**3,437**	**3.1%**
Total	**91,814**	**100.0%**	**17,985**	**100.0%**	**134**	**100.0%**	**109,933**	**100.0%**



- 97% of persons who survived a crash reported being restrained compared to less than half of the persons killed.
- Unrestrained crash occupants were 45 times more likely to be killed than restrained crash occupants.

Vehicle Occupants

Restraint Use by Ejection (Utah 2012)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Ejection Status	#	#	%	#	#	%	#	#	%	#	#	%
Not Ejected	2,298	88,990	97.5%	946	16,819	94.7%	34	53	60.9%	**3,278**	**105,862**	**97.0%**
Partially Ejected	0	1	100.0%	8	13	61.9%	3	1	25.0%	**11**	**15**	**57.7%**
Fully Ejected	0	1	100.0%	78	63	44.7%	42	1	2.3%	**120**	**65**	**35.1%**
Total	**2,298**	**88,992**	**97.5%**	**1,032**	**16,895**	**94.2%**	**79**	**55**	**41.0%**	**3,409**	**105,942**	**96.9%**

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (97.0%) of crash occupants not ejected from a motor vehicle were restrained compared to only 35.1% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 59 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 2012)

Persons												
	Non-Injured			Injured			Killed			Total		
Occupant	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Placement	#	#	%	#	#	%	#	#	%	#	#	%
Driver	818	64,411	98.7%	529	11,879	95.7%	57	37	39.4%	**1,404**	**76,327**	**98.2%**
Front Seat	843	12,364	93.6%	292	3,182	91.6%	16	13	44.8%	**1,151**	**15,559**	**93.1%**
Back Seat(s)	352	12,262	97.2%	151	1,793	92.2%	5	5	50.0%	**508**	**14,060**	**96.5%**
Other/Unknown	304	460	60.2%	69	90	56.6%	1	0	0.0%	**374**	**550**	**59.5%**
Total	**2,317**	**89,497**	**97.5%**	**1,041**	**16,944**	**94.2%**	**79**	**55**	**41.0%**	**3,437**	**106,496**	**96.9%**

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

Restraint Use by Vehicle Type (Utah 2012)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Vehicle Type	#	#	%	#	#	%	#	#	%	#	#	%
Van	128	7,067	98.2%	60	1,262	95.5%	2	1	33.3%	**190**	**8,330**	**97.8%**
SUV	443	20,089	97.8%	236	3,617	93.9%	22	14	38.9%	**701**	**23,720**	**97.1%**
Passenger Car	1,161	45,483	97.5%	506	9,995	95.2%	37	35	48.6%	**1,704**	**55,513**	**97.0%**
Pickup Truck	427	13,955	97.0%	195	1,880	90.6%	16	5	23.8%	**638**	**15,840**	**96.1%**
Heavy Truck	158	2,903	94.8%	44	190	81.2%	2	0	0.0%	**204**	**3,093**	**93.8%**
Total	**2,317**	**89,497**	**97.5%**	**1,041**	**16,944**	**94.2%**	**79**	**55**	**41.0%**	**3,437**	**106,496**	**96.9%**

- Occupants in heavy truck (93.8%) and pickup truck (96.1%) were the least likely to be restrained.

Vehicle Occupants

Restraint Use by Gender of Crash Occupants (Utah 2012)

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Gender	#	#	%	#	#	%	#	#	%	#	#	%
Female	1,032	40,056	97.5%	516	9,839	95.0%	37	26	41.3%	**1,585**	**49,921**	**96.9%**
Male	1,267	49,223	97.5%	524	7,073	93.1%	42	29	40.8%	**1,833**	**56,325**	**96.8%**
Unknown	18	218	92.4%	1	32	97.0%	0	0	n/a	**19**	**250**	**92.9%**
Total	**2,317**	**89,497**	**97.5%**	**1,041**	**16,944**	**94.2%**	**79**	**55**	**41.0%**	**3,437**	**106,496**	**96.9%**

- Overall, restraint use of female (96.9%) crash occupants was slightly higher than males (96.8%).
- For persons killed, female crash occupants had higher restraint use (41.3%) than males (40.8%).

Restraint Use by Age of Crash Occupants (Utah 2012)

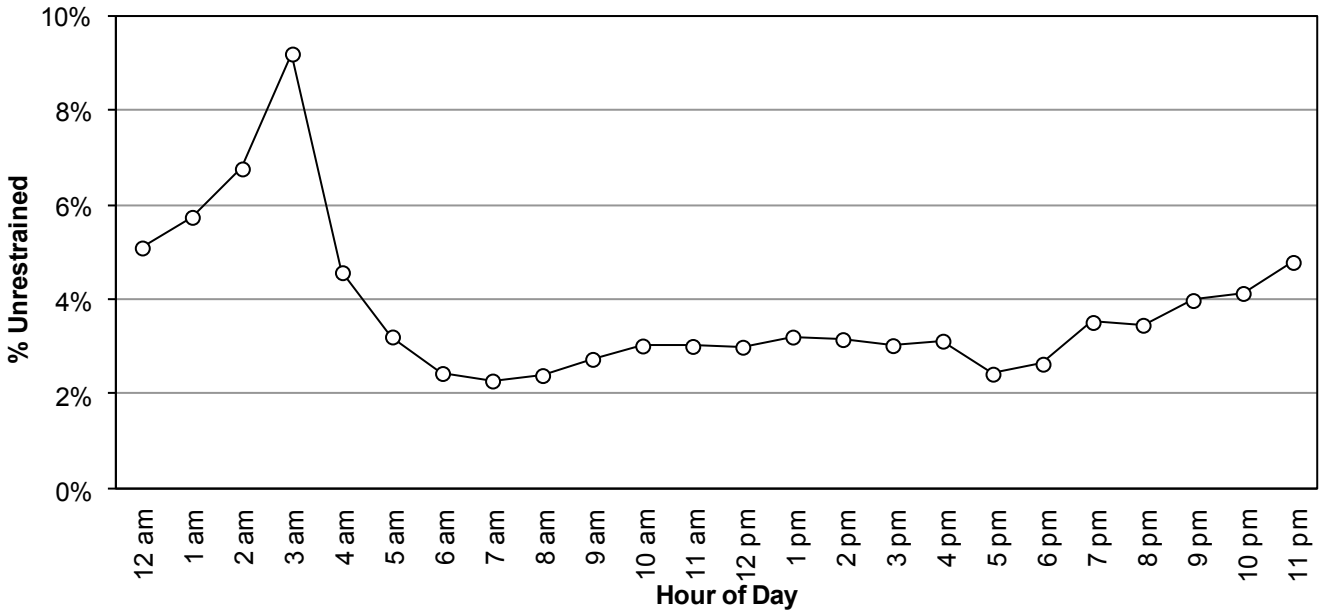
Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Age	#	#	%	#	#	%	#	#	%	#	#	%
0-4	37	4,241	99.1%	8	410	98.1%	0	3	100.0%	**45**	**4,654**	**99.0%**
5-9	50	3,243	98.5%	35	478	93.2%	0	2	100.0%	**85**	**3,723**	**97.8%**
10-14	85	2,909	97.2%	51	551	91.5%	1	0	0.0%	**137**	**3,460**	**96.2%**
15-19	463	12,924	96.5%	218	2,157	90.8%	7	7	50.0%	**688**	**15,088**	**95.6%**
20-24	346	12,187	97.2%	175	2,273	92.9%	10	6	37.5%	**531**	**14,466**	**96.5%**
25-29	244	9,412	97.5%	128	1,862	93.6%	13	4	23.5%	**385**	**11,278**	**96.7%**
30-34	218	8,439	97.5%	98	1,612	94.3%	7	4	36.4%	**323**	**10,055**	**96.9%**
35-39	155	6,944	97.8%	55	1,385	96.2%	7	1	12.5%	**217**	**8,330**	**97.5%**
40-44	141	5,748	97.6%	45	1,180	96.3%	9	4	30.8%	**195**	**6,932**	**97.3%**
45-49	105	4,849	97.9%	49	976	95.2%	4	4	50.0%	**158**	**5,829**	**97.4%**
50-54	116	4,538	97.5%	45	1,024	95.8%	8	3	27.3%	**169**	**5,565**	**97.1%**
55-59	96	3,897	97.6%	33	851	96.3%	3	1	25.0%	**132**	**4,749**	**97.3%**
60-64	75	3,042	97.6%	28	673	96.0%	3	8	72.7%	**106**	**3,723**	**97.2%**
65-69	49	2,203	97.8%	24	524	95.6%	0	1	100.0%	**73**	**2,728**	**97.4%**
70-74	35	1,454	97.6%	12	308	96.3%	2	1	33.3%	**49**	**1,763**	**97.3%**
75-79	29	1,024	97.2%	9	207	95.8%	2	3	60.0%	**40**	**1,234**	**96.9%**
80-84	28	713	96.2%	12	175	93.6%	1	1	50.0%	**41**	**889**	**95.6%**
85+	15	458	96.8%	6	120	95.2%	2	2	50.0%	**23**	**580**	**96.2%**
Unknown	30	1,272	97.7%	10	178	94.7%	0	0	#DIV/0!	**40**	**1,450**	**97.3%**
Total	**2,317**	**89,497**	**97.5%**	**1,041**	**16,944**	**94.2%**	**79**	**55**	**41.0%**	**3,437**	**106,496**	**96.9%**

- Overall, crash occupants aged 80+ years and 10-19 years had the lowest percentages of being restrained.
- For persons killed, crash occupants aged 10-14 years and 35-39 years had the lowest percentages of being restrained.

Vehicle Occupants

Restraint Use by Hour (Utah 2012)

	Persons					
	Restrained		Unrestrained		Total	
Hour	#	%	#	%	#	%
Midnight	1,173	94.9%	63	5.1%	**1,236**	**100.0%**
1 a.m.	738	94.3%	45	5.7%	**783**	**100.0%**
2 a.m.	523	93.2%	38	6.8%	**561**	**100.0%**
3 a.m.	483	90.8%	49	9.2%	**532**	**100.0%**
4 a.m.	626	95.4%	30	4.6%	**656**	**100.0%**
5 a.m.	1,146	96.8%	38	3.2%	**1,184**	**100.0%**
6 a.m.	2,084	97.6%	52	2.4%	**2,136**	**100.0%**
7 a.m.	4,553	97.7%	106	2.3%	**4,659**	**100.0%**
8 a.m.	5,512	97.6%	135	2.4%	**5,647**	**100.0%**
9 a.m.	4,268	97.3%	120	2.7%	**4,388**	**100.0%**
10 a.m.	4,306	97.0%	134	3.0%	**4,440**	**100.0%**
11 a.m.	5,319	97.0%	165	3.0%	**5,484**	**100.0%**
Noon	6,355	97.0%	196	3.0%	**6,551**	**100.0%**
1 p.m.	6,791	96.8%	225	3.2%	**7,016**	**100.0%**
2 p.m.	7,647	96.8%	249	3.2%	**7,896**	**100.0%**
3 p.m.	8,589	97.0%	268	3.0%	**8,857**	**100.0%**
4 p.m.	9,283	96.9%	299	3.1%	**9,582**	**100.0%**
5 p.m.	11,571	97.6%	287	2.4%	**11,858**	**100.0%**
6 p.m.	8,619	97.4%	233	2.6%	**8,852**	**100.0%**
7 p.m.	5,158	96.5%	188	3.5%	**5,346**	**100.0%**
8 p.m.	3,574	96.5%	128	3.5%	**3,702**	**100.0%**
9 p.m.	3,786	96.0%	157	4.0%	**3,943**	**100.0%**
10 p.m.	2,691	95.9%	116	4.1%	**2,807**	**100.0%**
11 p.m.	1,729	95.2%	87	4.8%	**1,816**	**100.0%**
Total	**106,524**	**96.9%**	**3,408**	**3.1%**	**109,932**	**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

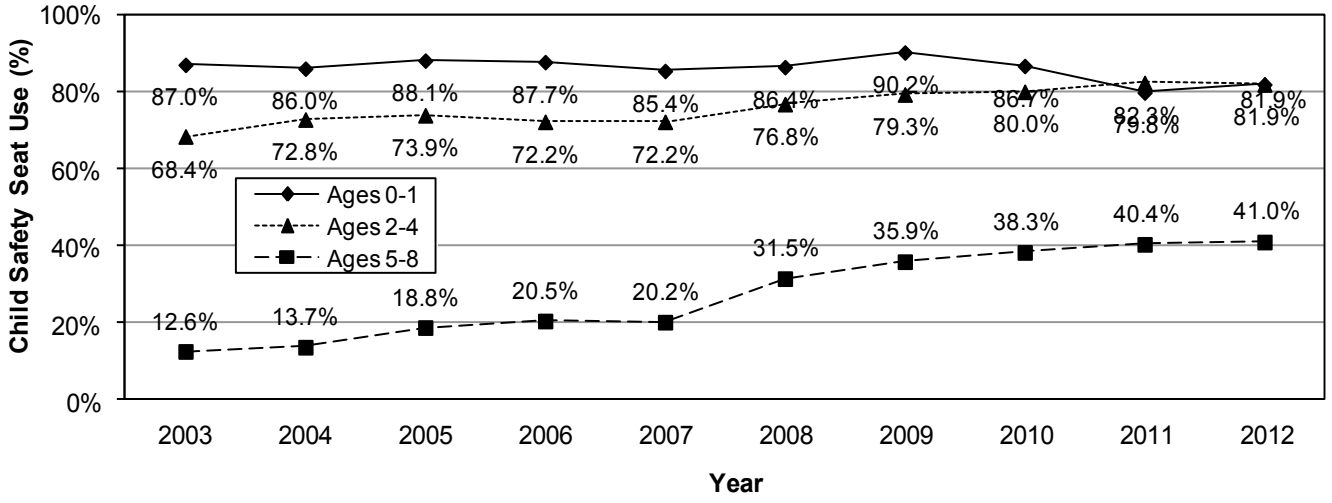
Restraint Use for Children Age 0 to 8 Years (Utah 2012)

Child Occupants								
	Ages 0-1		Ages 2-4		Ages 5-8		Total	
Restraint Use	#	%	#	%	#	%	#	%
Child Safety Seat	1,644	81.9%	2,206	81.9%	1,265	41.0%	**5,115**	**65.7%**
Seat Belt Only	347	17.3%	457	17.0%	1,758	56.9%	**2,562**	**32.9%**
Unrestrained	16	0.8%	29	1.1%	66	2.1%	**111**	**1.4%**
Total	**2,007**	**100.0%**	**2,692**	**100.0%**	**3,089**	**100.0%**	**7,788**	**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 2003-2012)

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	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	363	1,644	81.9%	486	2,206	81.9%	1,824	1,265	41.0%	**2,673**	**5,115**	**65.7%**
Total	**2,912**	**17,711**	**85.9%**	**7,728**	**24,002**	**75.6%**	**24,976**	**8,841**	**26.1%**	**35,616**	**50,554**	**58.7%**



- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 12.6% in 2003 to 41.0% in 2012.

Alcohol-Impaired Drivers

2012

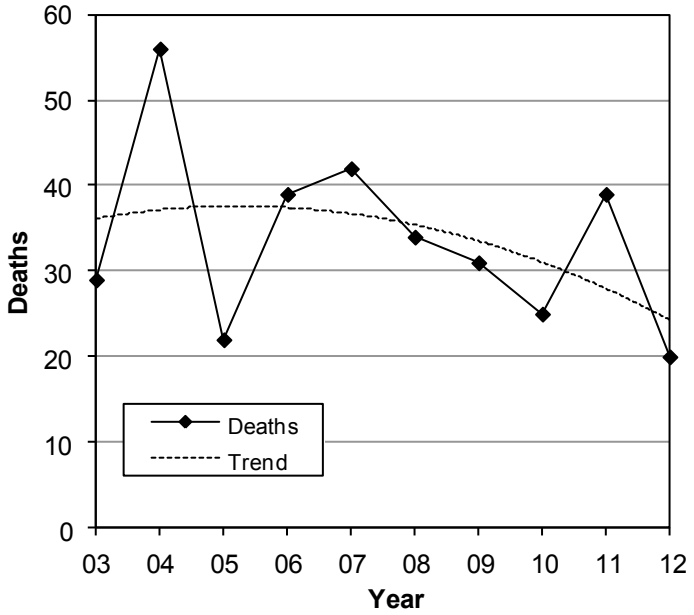
Section 3: Alcohol-Impaired Drivers

Trends
Deaths and Fatal Crashes 2003-2012.....60
Deaths Involving Alcohol-Impaired Drivers.....60
Crashes 2003-2012.....61
Crash Conditions
Impaired Driving Crashes by County.....62
Crash Severity.....63
Month.....63
Day of Week.....64
Hour.....64
Drivers
Impaired Driver Age.....65
Impaired Driver Gender.....66
Impaired Driver BAC in Fatal Crashes.....66
Previous DUI Convictions of Impaired Drivers.....66
Drug-Impaired Drivers.....66

Trends

Fatal Crashes Involving Alcohol-Impaired Drivers (Utah 2003-2012)

Alcohol-Impaired Driver Crashes						
	Deaths			Fatal Crashes		
	All	Alcohol		All	Alcohol	
Year	#	#	%	#	#	%
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%
2012	217	20	9.2%	200	19	9.5%
Total	**2,706**	**337**	**12.5%**	**2,369**	**300**	**12.7%**



- 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, 34 people die a year in Utah from alcohol-impaired driver crashes.

Deaths Involving Alcohol-Impaired Drivers (Utah 2003-2012)

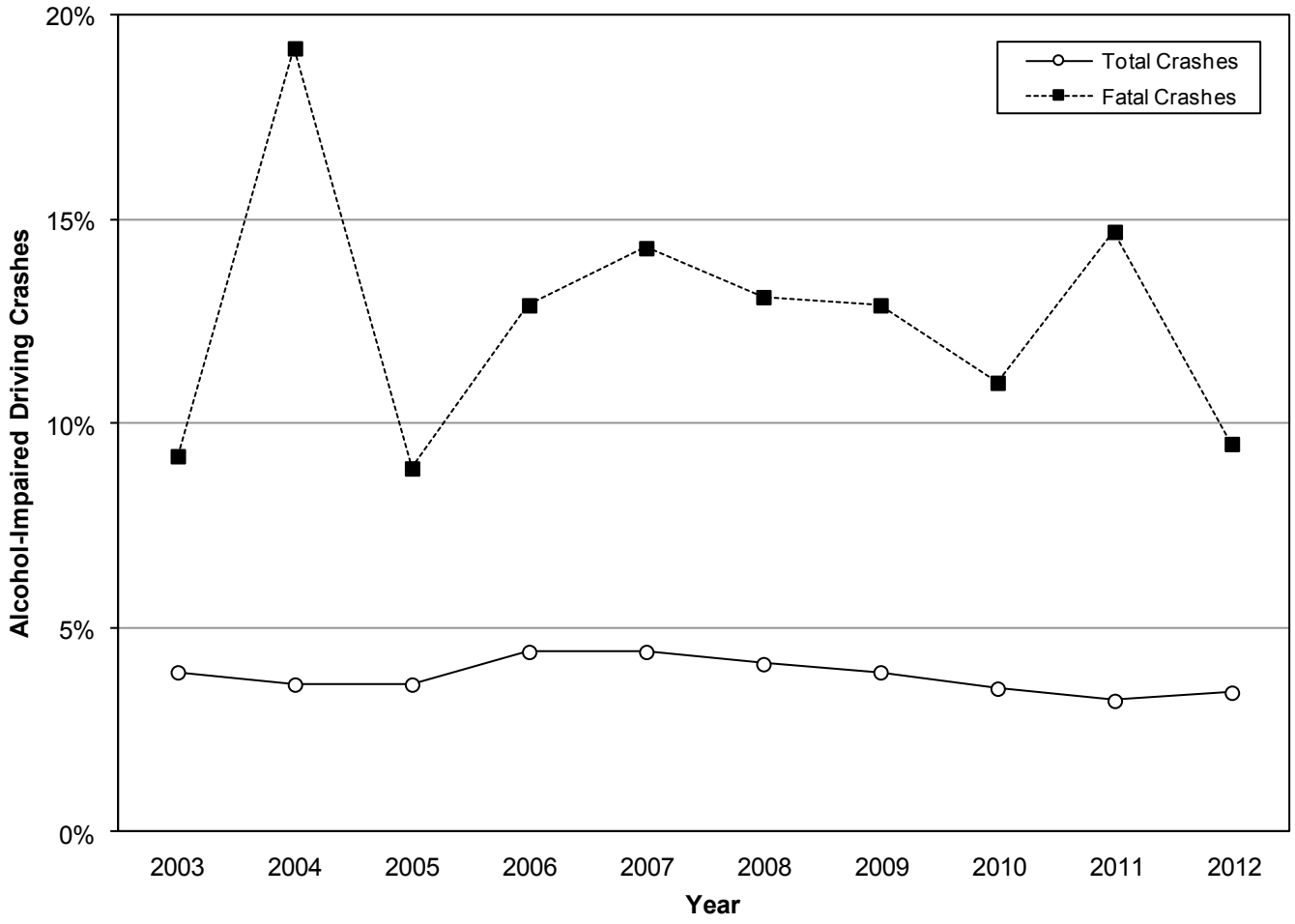
Deaths Involving Alcohol-Impaired Drivers by Person Type of Fatality														
	Drunk Driver		Passenger of Drunk Driver		Driver of Another Vehicle		Passenger of Another Vehicle		Pedestrian		Bicyclist		Total	
Year	#	%	#	%	#	%	#	%	#	%	#	%	#	%
2003	16	55.2%	7	24.1%	2	6.9%	1	3.4%	3	10.3%	0	0.0%	**29**	**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%**
2012	11	55.0%	3	15.0%	3	15.0%	3	15.0%	0	0.0%	0	0.0%	**20**	**100.0%**
Total	**207**	**61.4%**	**68**	**20.2%**	**29**	**8.6%**	**20**	**5.9%**	**12**	**3.6%**	**1**	**0.3%**	**337**	**100.0%**

- Of the 20 alcohol-impaired driver crash deaths in 2012, 11 (55%) were to the drunk driver, 3 (15%) deaths were to passengers of the drunk driver, and 6 (30%) deaths were to occupants of another vehicle in the crash.
- Over the past 10 years, 61% of deaths involving alcohol-impaired drivers were to the drunk driver, 20% of deaths were to passengers of the drunk driver, 15% of deaths were to occupants of another vehicle in the crash, and 4% were to non-motorists.

Trends

Alcohol-Impaired Driver Crashes (Utah 2003-2012)

Alcohol-Impaired Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	34,635	970	2.8%	15,765	738	4.7%	200	19	9.5%	**50,600**	**1,727**	**3.4%**
Total	**360,867**	**10,484**	**2.9%**	**173,418**	**9,760**	**5.6%**	**2,368**	**300**	**12.7%**	**536,653**	**20,544**	**3.8%**



- Over the past 10 years, 3.8% of total crashes involved alcohol-impaired drivers compared with 12.7% of fatal crashes.
- Over the past 10 years, alcohol-impaired driver crashes were 3.7 times more likely to be fatal than crashes not involving an alcohol-impaired driver.

Crash Conditions

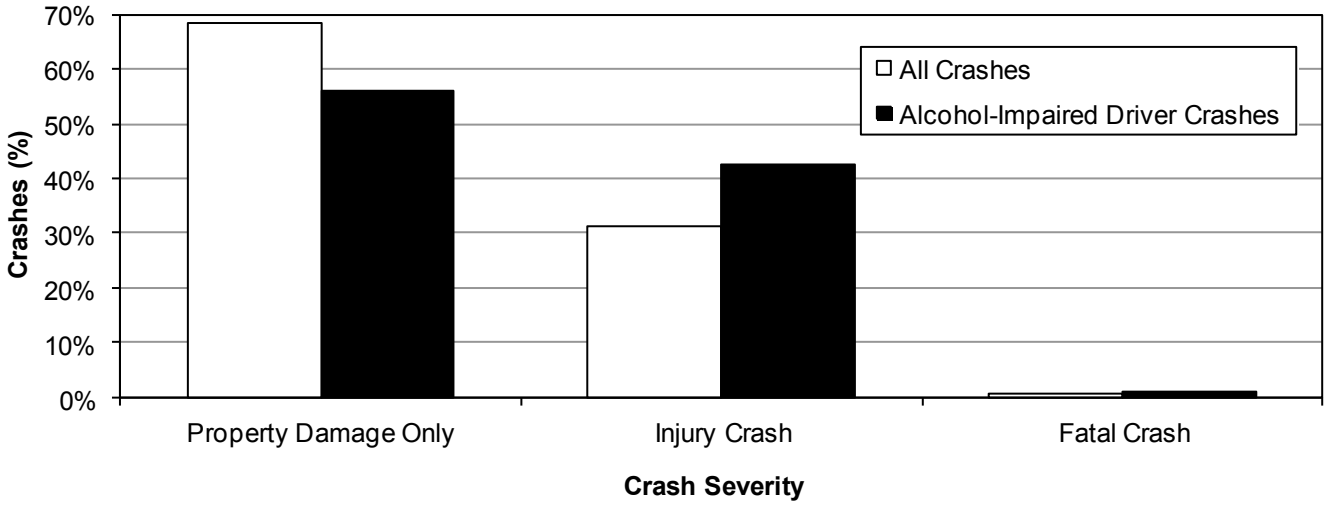
Alcohol-Impaired Driver Crashes by County (Utah 2012)

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
Uintah	24	5.8	24	5.8	1	0.24	**49**	**11.8**
Duchesne	15	5.4	16	5.8	0	0.00	**31**	**11.2**
Salt Lake	503	5.7	288	3.3	5	0.06	**796**	**9.1**
Wasatch	10	3.0	19	5.7	0	0.00	**29**	**8.7**
Tooele	34	4.1	32	3.9	3	0.36	**69**	**8.4**
Rich	3	6.1	1	2.0	0	0.00	**4**	**8.1**
Weber	74	4.6	48	3.0	0	0.00	**122**	**7.6**
Summit	29	4.0	22	3.0	3	0.41	**54**	**7.4**
Washington	25	1.8	49	3.6	1	0.07	**75**	**5.4**
Sanpete	7	3.4	4	1.9	0	0.00	**11**	**5.3**
Cache	20	2.3	24	2.7	0	0.00	**44**	**5.0**
Carbon	6	2.0	9	2.9	0	0.00	**15**	**4.9**
Sevier	6	1.9	9	2.8	0	0.00	**15**	**4.7**
Grand	8	2.5	6	1.9	1	0.31	**15**	**4.7**
Davis	64	2.5	53	2.1	0	0.00	**117**	**4.6**
Millard	8	1.8	11	2.4	2	0.44	**21**	**4.6**
Beaver	4	1.6	6	2.4	1	0.40	**11**	**4.4**
Wayne	1	2.1	1	2.1	0	0.00	**2**	**4.2**
Kane	5	2.9	2	1.2	0	0.00	**7**	**4.1**
Box Elder	14	1.6	20	2.3	0	0.00	**34**	**3.9**
Morgan	4	3.0	1	0.8	0	0.00	**5**	**3.8**
Utah	85	2.2	58	1.5	1	0.03	**144**	**3.8**
Piute	0	0.0	1	3.5	0	0.00	**1**	**3.5**
Daggett	0	0.0	1	3.3	0	0.00	**1**	**3.3**
San Juan	2	0.7	7	2.3	1	0.33	**10**	**3.3**
Iron	7	1.0	14	2.0	0	0.00	**21**	**3.0**
Emery	5	1.3	6	1.6	0	0.00	**11**	**2.9**
Garfield	1	0.9	2	1.8	0	0.00	**3**	**2.7**
Juab	6	1.6	4	1.0	0	0.00	**10**	**2.6**
Statewide	**970**	**3.6**	**738**	**2.8**	**19**	**0.07**	**1,727**	**6.5**

- Uintah (11.8), Duchesne (11.2), Salt Lake (9.1), and Wasatch (8.7) counties had the highest rates of alcohol-impaired driver total crashes per 100 million vehicle miles traveled.
- Juab (2.6), Garfield (2.7), Emery (2.9), and Iron (3.0) counties had the lowest rates of alcohol-impaired driver total crashes per 100 million vehicle miles traveled.

Crash Conditions

Alcohol-Impaired Driver Crash Severity (Utah 2012)



- Alcohol-impaired driver crashes were more likely to have a death or injury than other crashes.
- A higher percentage of alcohol-impaired driver crashes (42.7%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (31.2%).
- In addition, a higher percentage of alcohol-impaired driver crashes were fatal (1.1%) compared to all motor vehicle crashes (0.4%).

Alcohol-Impaired Driver Crashes by Month (Utah 2012)

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	50	1.6	0	0.00	**128**	**4.1**
February	84	2.9	49	1.7	1	0.03	**134**	**4.6**
March	62	2.0	61	2.0	2	0.06	**125**	**4.0**
April	77	2.6	50	1.7	2	0.07	**129**	**4.3**
May	74	2.4	61	2.0	1	0.03	**136**	**4.4**
June	96	3.2	66	2.2	2	0.07	**164**	**5.5**
July	75	2.4	65	2.1	1	0.03	**141**	**4.5**
August	86	2.8	76	2.5	2	0.06	**164**	**5.3**
September	78	2.6	71	2.4	1	0.03	**150**	**5.0**
October	83	2.7	63	2.0	3	0.10	**149**	**4.8**
November	82	2.7	73	2.4	1	0.03	**156**	**5.2**
December	95	3.1	53	1.7	3	0.10	**151**	**4.9**
Total	**970**	**2.7**	**738**	**2.0**	**19**	**0.05**	**1,727**	**4.7**

- Overall, the highest rates per day of alcohol-impaired driver crashes were in June (5.5), August (5.3), and November (5.2) with the lowest rate per day in March (4.0).
- The highest rate per day of fatal alcohol-impaired driver crashes occurred in October and December.

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	205	21.1%	181	24.5%	4	21.1%	**390**	**22.6%**
Monday	94	9.7%	66	8.9%	0	0.0%	**160**	**9.3%**
Tuesday	91	9.4%	56	7.6%	1	5.3%	**148**	**8.6%**
Wednesday	92	9.5%	74	10.0%	2	10.5%	**168**	**9.7%**
Thursday	106	10.9%	75	10.2%	0	0.0%	**181**	**10.5%**
Friday	154	15.9%	129	17.5%	3	15.8%	**286**	**16.6%**
Saturday	228	23.5%	157	21.3%	9	47.4%	**394**	**22.8%**
Total	**970**	**100.0%**	**738**	**100.0%**	**19**	**100.0%**	**1,727**	**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 Saturday and Sunday.

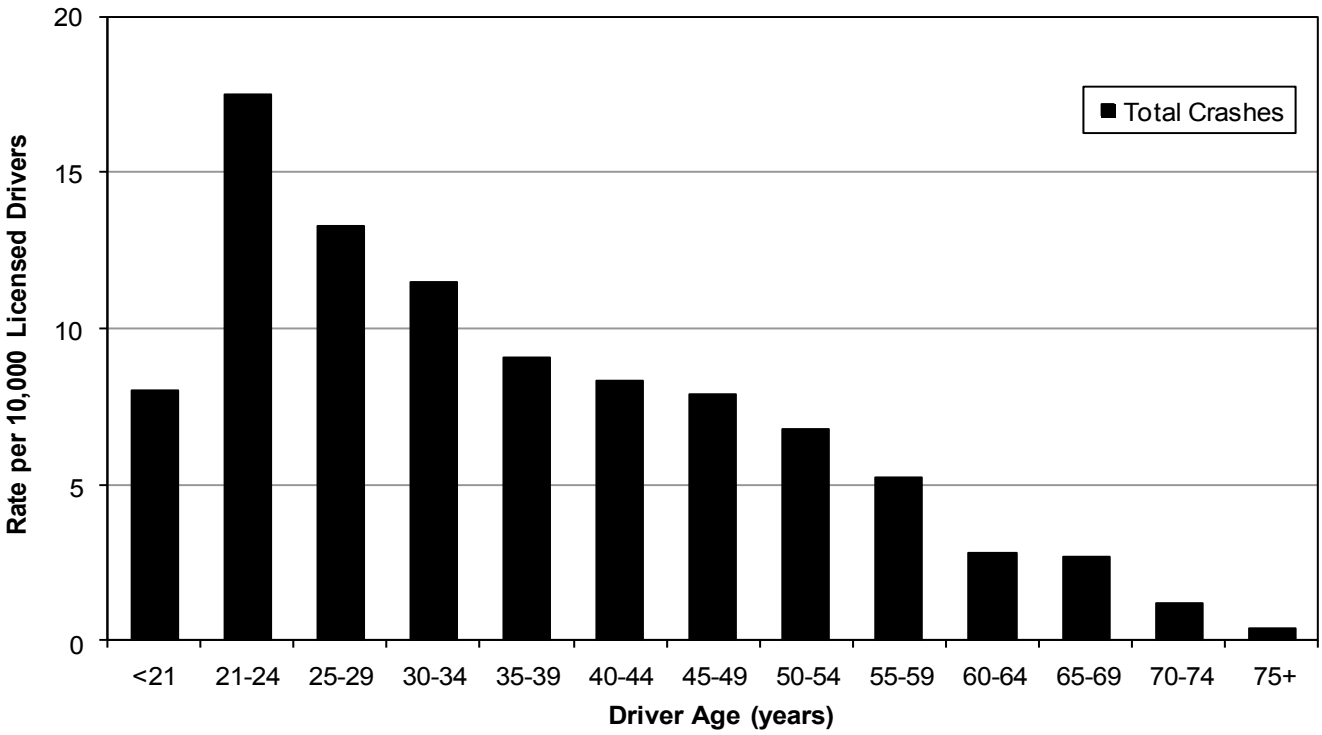
Alcohol-Impaired Driver Crashes by Hour (Utah 2011)

Alcohol-Impaired Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	86	8.9%	37	5.0%	2	10.5%	**125**	**7.2%**
1 a.m.	62	6.4%	47	6.4%	1	5.3%	**110**	**6.4%**
2 a.m.	60	6.2%	50	6.8%	0	0.0%	**110**	**6.4%**
3 a.m.	52	5.4%	35	4.7%	1	5.3%	**88**	**5.1%**
4 a.m.	44	4.5%	29	3.9%	0	0.0%	**73**	**4.2%**
5 a.m.	27	2.8%	18	2.4%	1	5.3%	**46**	**2.7%**
6 a.m.	16	1.6%	13	1.8%	0	0.0%	**29**	**1.7%**
7 a.m.	20	2.1%	11	1.5%	1	5.3%	**32**	**1.9%**
8 a.m.	15	1.5%	13	1.8%	0	0.0%	**28**	**1.6%**
9 a.m.	14	1.4%	13	1.8%	0	0.0%	**27**	**1.6%**
10 a.m.	14	1.4%	14	1.9%	0	0.0%	**28**	**1.6%**
11 a.m.	14	1.4%	15	2.0%	0	0.0%	**29**	**1.7%**
Noon	22	2.3%	22	3.0%	0	0.0%	**44**	**2.5%**
1 p.m.	22	2.3%	16	2.2%	0	0.0%	**38**	**2.2%**
2 p.m.	20	2.1%	22	3.0%	1	5.3%	**43**	**2.5%**
3 p.m.	30	3.1%	25	3.4%	1	5.3%	**56**	**3.2%**
4 p.m.	25	2.6%	32	4.3%	1	5.3%	**58**	**3.4%**
5 p.m.	49	5.1%	39	5.3%	2	10.5%	**90**	**5.2%**
6 p.m.	62	6.4%	46	6.2%	0	0.0%	**108**	**6.3%**
7 p.m.	59	6.1%	50	6.8%	1	5.3%	**110**	**6.4%**
8 p.m.	64	6.6%	51	6.9%	2	10.5%	**117**	**6.8%**
9 p.m.	50	5.2%	40	5.4%	0	0.0%	**90**	**5.2%**
10 p.m.	79	8.1%	53	7.2%	2	10.5%	**134**	**7.8%**
11 p.m.	64	6.6%	47	6.4%	3	15.8%	**114**	**6.6%**
Total	**970**	**100.0%**	**738**	**100.0%**	**19**	**100.0%**	**1,727**	**100.0%**

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

Age of Alcohol-Impaired Drivers in Crashes (Utah 2012)

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	107	11.0%	4.7	74	10.0%	3.3	0	0.0%	0.00	**181**	**10.4%**	**8.0**
21-24	174	17.8%	10.3	119	16.0%	7.0	2	10.5%	0.12	**295**	**17.0%**	**17.5**
25-29	158	16.2%	7.3	127	17.1%	5.9	4	21.1%	0.18	**289**	**16.6%**	**13.3**
30-34	137	14.0%	6.2	116	15.6%	5.2	2	10.5%	0.09	**255**	**14.7%**	**11.5**
35-39	102	10.5%	5.5	63	8.5%	3.4	4	21.1%	0.22	**169**	**9.7%**	**9.1**
40-44	73	7.5%	4.4	64	8.6%	3.9	1	5.3%	0.06	**138**	**7.9%**	**8.3**
45-49	57	5.8%	3.7	63	8.5%	4.1	1	5.3%	0.07	**121**	**7.0%**	**7.9**
50-54	58	5.9%	3.7	47	6.3%	3.0	2	10.5%	0.13	**107**	**6.2%**	**6.8**
55-59	43	4.4%	3.0	30	4.0%	2.1	1	5.3%	0.07	**74**	**4.3%**	**5.2**
60-64	19	1.9%	1.6	11	1.5%	1.0	2	10.5%	0.17	**32**	**1.8%**	**2.8**
65-69	15	1.5%	1.8	8	1.1%	0.9	0	0.0%	0.00	**23**	**1.3%**	**2.7**
70-74	1	0.1%	0.2	6	0.8%	1.0	0	0.0%	0.00	**7**	**0.4%**	**1.2**
75+	1	0.1%	0.1	3	0.4%	0.3	0	0.0%	0.00	**4**	**0.2%**	**0.4**
Unknown	31	3.2%	n/a	12	1.6%	n/a	0	0.0%	n/a	**43**	**2.5%**	**n/a**
Total	**976**	**100.0%**	**4.9**	**743**	**100.0%**	**3.7**	**19**	**100.0%**	**0.09**	**1,738**	**100.0%**	**8.6**



- Drivers aged 21-24 years had the highest rate of total alcohol-impaired driver crashes (17.5).
- Drivers aged 35-39 (0.22) and 25-29 (0.18) years had the highest rate of alcohol-impaired driver fatal crashes.
- 181 (10.4%) of the impaired drivers in total crashes were under the age of 21 years.
- Zero of the 19 (0.0%) 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 2012)

Alcohol-Impaired Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	677	69.4%	564	75.9%	15	78.9%	**1,256**	**72.3%**
Female	277	28.4%	172	23.1%	4	21.1%	**453**	**26.1%**
Unknown	22	2.3%	7	0.9%	0	0.0%	**29**	**1.7%**
Total	**976**	**100.0%**	**743**	**100.0%**	**19**	**100.0%**	1,738	**100.0%**

- Male drivers were much more likely to be an alcohol-impaired driver in a crash. Male drivers represented 72.3% of the impaired drivers in total crashes and 78.9% of impaired drivers in fatal crashes.

Drivers in Fatal Crashes by Blood Alcohol Concentration (Utah 2012)

All Drivers in Fatal Crashes		
	Drivers	
BAC	#	%
.00	133	45.1%
.01 - .07	7	2.4%
.08 - .15	4	1.4%
.16 - .23	9	3.1%
.24 - .31	5	1.7%
.32+	1	0.3%
Not Tested/Unknown	136	46.1%
Total	**295**	**100.0%**

- Of the 159 drivers in fatal crashes who were tested for alcohol, 133 (83.6%) had a blood alcohol concentration (BAC) of 0.00, 7 (4.4%) had a BAC of 0.01-0.07, and 19 (11.9%) were over the legal limit of 0.08.
- 14 out of the 19 (78.9%) 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 2012)

- Of the 19 alcohol-impaired drivers in fatal crashes, five drivers (26.3%) had been previously convicted of driving under the influence in the past three years.

Drug-Impaired Drivers in Crashes (Utah 2012)

- There were an additional 551 drivers impaired by drugs only, 248 (45.0%) in property damage only crashes, 270 (49.0%) in injury crashes, and 33 (6.0%) in fatal crashes.
- Stimulants (methamphetamine, amphetamine), cannabinoids (marijuana), and depressants (diazepam, nordiazepam) were the most common drugs for drug-impaired drivers in fatal crashes.
- Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available to link concentrations of other drug types to driver performance. For these reasons, no further analysis of drug-impaired drivers is included.

Speed

2012

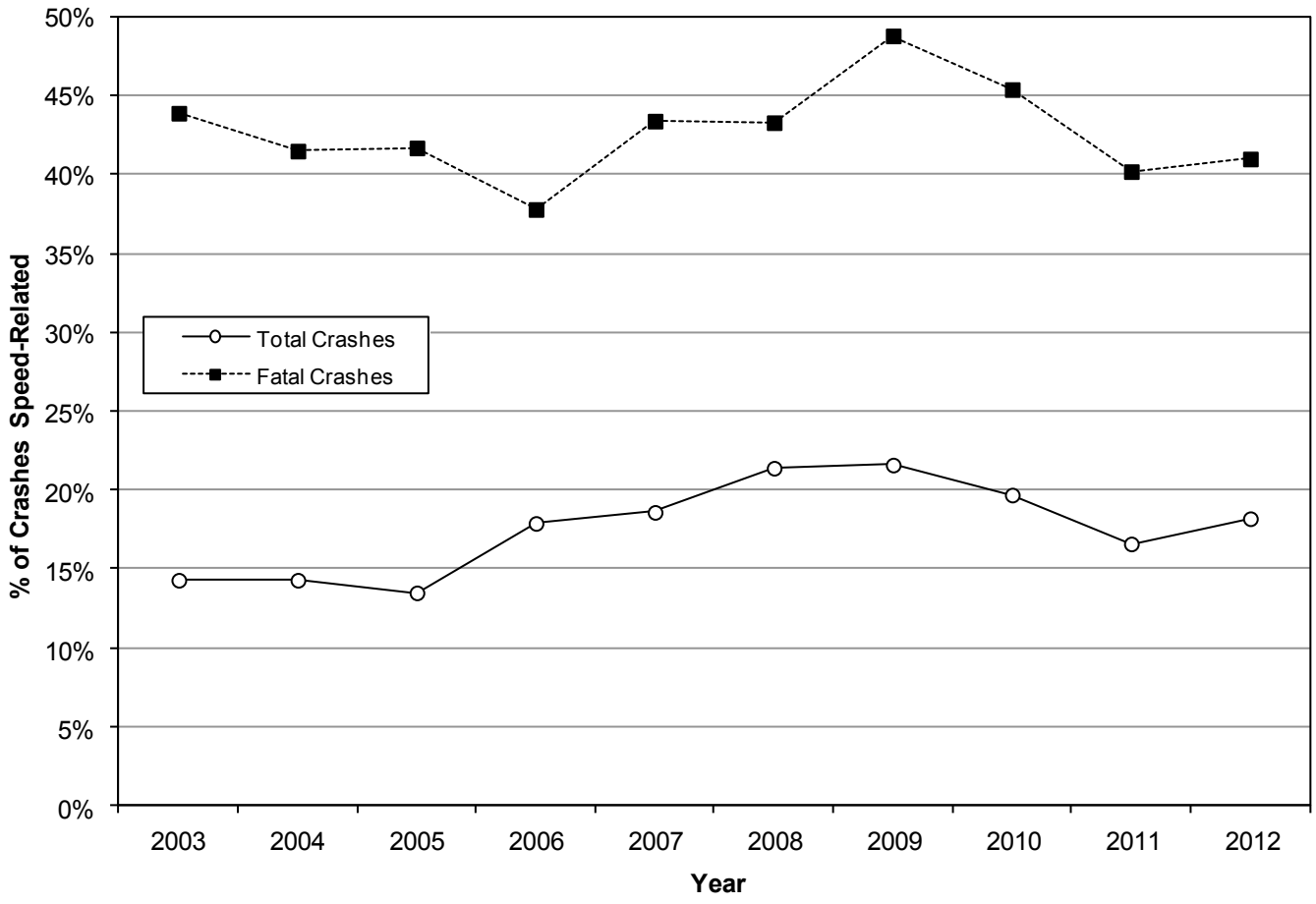
Section 4: Speed

Trends
Speed-Related Crashes 2003-2012 68
Crash Conditions
Speed-Related Crashes by County 69
Urban/Rural Location 69
Driver Age 70
Driver Gender 70
Vehicle Type 71
Month 71
Day of Week 71
Hour 72
Speed Limit 72
Travel Speed 73
Difference in Travel Speed From Speed Limit 74

Trends

Speed-Related Crashes (Utah 2003-2012)

Speed-Related Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Speed		All	Speed		All	Speed		All	Speed	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	34,635	6,135	17.7%	15,765	2,970	18.8%	200	82	41.0%	**50,600**	**9,187**	**18.2%**
Total	**360,867**	**62,440**	**17.3%**	**173,418**	**31,129**	**18.0%**	**2,368**	**1,010**	**42.7%**	**536,653**	**94,579**	**17.6%**



- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 17.6% of total crashes and 42.7% of fatal crashes in Utah are speed-related.
- In 2012, a higher percentage of speed-related crashes were fatal (0.9%) compared to all motor vehicle crashes (0.4%).
- In 2012, speed-related crashes were 3.2 times more likely to be fatal than other motor vehicle crashes.

Crash Conditions

Speed-Related Crashes by County (Utah 2012)

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
Rich	20	40.7	11	22.4	1	2.03	**32**	**65.0**
Utah	1,004	26.2	572	14.9	6	0.16	**1,582**	**41.3**
Salt Lake	2,500	28.6	1,047	12.0	24	0.27	**3,571**	**40.8**
Sevier	88	27.5	38	11.9	2	0.63	**128**	**40.0**
Wasatch	76	22.7	54	16.1	2	0.60	**132**	**39.4**
Beaver	74	29.4	22	8.7	1	0.40	**97**	**38.5**
Millard	117	25.7	49	10.8	6	1.32	**172**	**37.8**
Iron	157	22.4	97	13.8	0	0.00	**254**	**36.2**
Morgan	36	27.1	12	9.0	0	0.00	**48**	**36.1**
Uintah	84	20.3	50	12.1	5	1.21	**139**	**33.6**
Summit	179	24.6	59	8.1	5	0.69	**243**	**33.4**
Weber	359	22.3	173	10.7	2	0.12	**534**	**33.1**
Daggett	6	19.7	3	9.9	1	3.29	**10**	**32.9**
Davis	513	20.3	237	9.4	6	0.24	**756**	**29.9**
Wayne	10	21.1	3	6.3	1	2.11	**14**	**29.6**
Sanpete	42	20.4	17	8.3	0	0.00	**59**	**28.7**
Box Elder	169	19.2	80	9.1	2	0.23	**251**	**28.6**
Cache	164	18.7	83	9.5	3	0.34	**250**	**28.5**
Carbon	54	17.7	29	9.5	0	0.00	**83**	**27.2**
Duchesne	42	15.2	32	11.6	0	0.00	**74**	**26.8**
Garfield	18	16.2	9	8.1	0	0.00	**27**	**24.4**
Tooele	122	14.8	69	8.4	6	0.73	**197**	**23.9**
Juab	63	16.4	23	6.0	0	0.00	**86**	**22.4**
Washington	145	10.5	142	10.3	3	0.22	**290**	**21.0**
Piute	3	10.6	2	7.0	0	0.00	**5**	**17.6**
Kane	16	9.3	9	5.3	2	1.17	**27**	**15.8**
San Juan	24	7.8	14	4.6	3	0.98	**41**	**13.4**
Emery	32	8.4	15	3.9	0	0.00	**47**	**12.3**
Grand	18	5.6	19	5.9	1	0.31	**38**	**11.9**
Statewide	**6,135**	**23.0**	**2,970**	**11.1**	**82**	**0.31**	9,187	**34.5**

- Rich (65.0), Utah (41.3), Salt Lake (40.8), and Sevier (40.0) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Daggett (3.29), Wayne (2.11), and Rich (2.03) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (11.9), Emery (12.3), and San Juan (13.4) counties had the lowest rates of speed -related total crashes per 100 million vehicle miles traveled.

Speed-Related Crashes by Urban/Rural Location (Utah 2012)

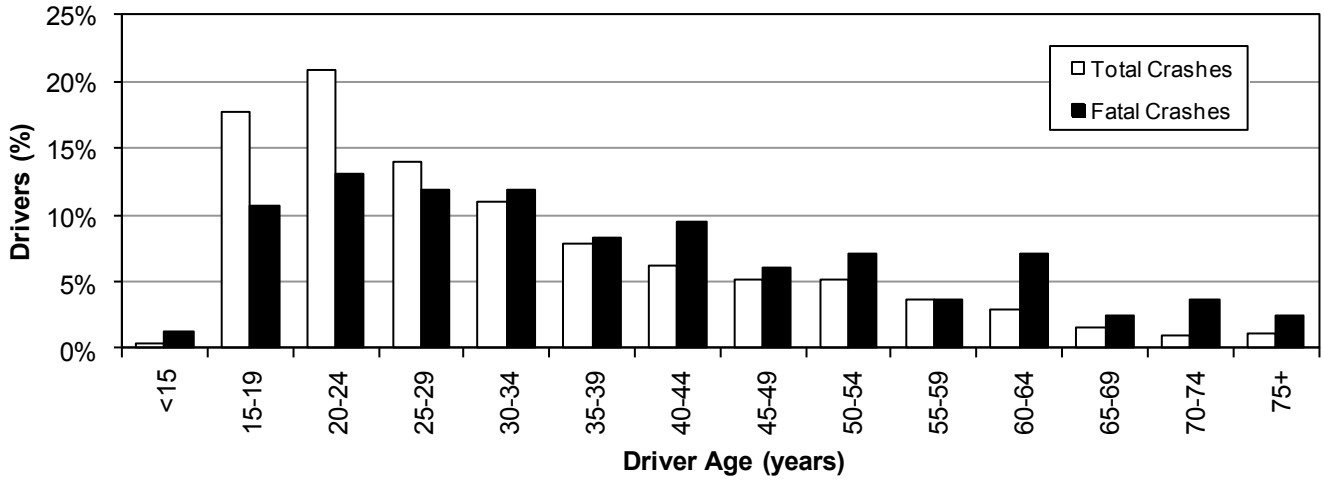
- While urban areas had a higher rate of total speed-related crashes per vmt, rural areas had a higher rate for fatal speed crashes.
- Speed-related crashes occurring in rural areas were 2.8 times more likely to result in a death than speed-related crashes in urban areas.

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	4,685	24.7	2,254	11.9	44	0.23	**6,983**	**36.8**
Rural	1,450	18.9	716	9.4	38	0.50	**2,204**	**28.8**
Total	**6,135**	**23.0**	**2,970**	**11.1**	**82**	**0.31**	9,187	**34.5**

Crash Conditions

Age of Drivers in Speed-Related Crashes (Utah 2012)

Speed-Related Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	7	0.1%	18	0.6%	1	1.2%	**26**	**0.3%**
15-19	1,173	18.1%	532	17.0%	9	10.7%	**1,714**	**17.7%**
20-24	1,394	21.6%	606	19.4%	11	13.1%	**2,011**	**20.8%**
25-29	892	13.8%	457	14.6%	10	11.9%	**1,359**	**14.0%**
30-34	733	11.3%	324	10.4%	10	11.9%	**1,067**	**11.0%**
35-39	491	7.6%	263	8.4%	7	8.3%	**761**	**7.9%**
40-44	384	5.9%	209	6.7%	8	9.5%	**601**	**6.2%**
45-49	326	5.0%	159	5.1%	5	6.0%	**490**	**5.1%**
50-54	328	5.1%	159	5.1%	6	7.1%	**493**	**5.1%**
55-59	216	3.3%	128	4.1%	3	3.6%	**347**	**3.6%**
60-64	192	3.0%	80	2.6%	6	7.1%	**278**	**2.9%**
65-69	93	1.4%	58	1.9%	2	2.4%	**153**	**1.6%**
70-74	51	0.8%	33	1.1%	3	3.6%	**87**	**0.9%**
75+	54	0.8%	47	1.5%	2	2.4%	**103**	**1.1%**
Unknown	133	2.1%	56	1.8%	1	1.2%	**190**	**2.0%**
Total	**6,467**	**100.0%**	**3,129**	**100.0%**	**84**	**100.0%**	**9,680**	**100.0%**



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

Gender of Drivers in Speed-Related Crashes (Utah 2012)

Speed-Related Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	4,035	62.4%	1,919	61.3%	58	69.0%	**6,012**	**62.1%**
Female	2,309	35.7%	1,169	37.4%	26	31.0%	**3,504**	**36.2%**
Unknown	123	1.9%	41	1.3%	0	0.0%	**164**	**1.7%**
Total	**6,467**	**100.0%**	**3,129**	**100.0%**	**84**	**100.0%**	**9,680**	**100.0%**

- Male drivers represented 62.1% of the drivers in speed-related total crashes and 69.0% of the drivers in speed-related fatal crashes.

Crash Conditions

Speed-Related Crashes by Vehicle Type (Utah 2012)

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

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	3,662	56.6%	1,576	50.4%	34	40.5%	**5,272**	**54.4%**
SUV	1,225	18.9%	625	20.0%	18	21.4%	**1,868**	**19.3%**
Pickup Truck	1,095	16.9%	491	15.7%	12	14.3%	**1,598**	**16.5%**
Van	244	3.8%	128	4.1%	1	1.2%	**373**	**3.9%**
Heavy Truck	185	2.9%	86	2.7%	2	2.4%	**273**	**2.8%**
Motorcycle	19	0.3%	156	5.0%	14	16.7%	**189**	**2.0%**
Bus	2	0.0%	3	0.1%	0	0.0%	**5**	**0.1%**
Other	3	0.0%	59	1.9%	3	3.6%	**65**	**0.7%**
Unknown	36	0.6%	5	0.2%	0	0.0%	**41**	**0.4%**
Total	**6,471**	**100.0%**	**3,129**	**100.0%**	**84**	**100.0%**	**9,684**	**100.0%**

Speed-Related Crashes by Month (Utah 2012)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	735	23.7	253	8.2	3	0.10	**991**	**32.0**
February	493	17.0	240	8.3	5	0.17	**738**	**25.4**
March	566	18.3	260	8.4	10	0.32	**836**	**27.0**
April	314	10.5	187	6.2	3	0.10	**504**	**16.8**
May	272	8.8	195	6.3	10	0.32	**477**	**15.4**
June	322	10.7	201	6.7	8	0.27	**531**	**17.7**
July	324	10.5	222	7.2	7	0.23	**553**	**17.8**
August	311	10.0	251	8.1	8	0.26	**570**	**18.4**
September	335	11.2	218	7.3	4	0.13	**557**	**18.6**
October	415	13.4	222	7.2	11	0.35	**648**	**20.9**
November	599	20.0	237	7.9	9	0.30	**845**	**28.2**
December	1,449	46.7	484	15.6	4	0.13	**1,937**	**62.5**
Total	**6,135**	**16.8**	**2,970**	**8.1**	**82**	**0.22**	**9,187**	**25.1**

- Overall, December (62.5), January (32.0), and November (28.2) had the highest rates of speed-related crashes per day.
- October (0.35), March (0.32), and May (0.32) had the highest rates per day of fatal speed-related crashes.

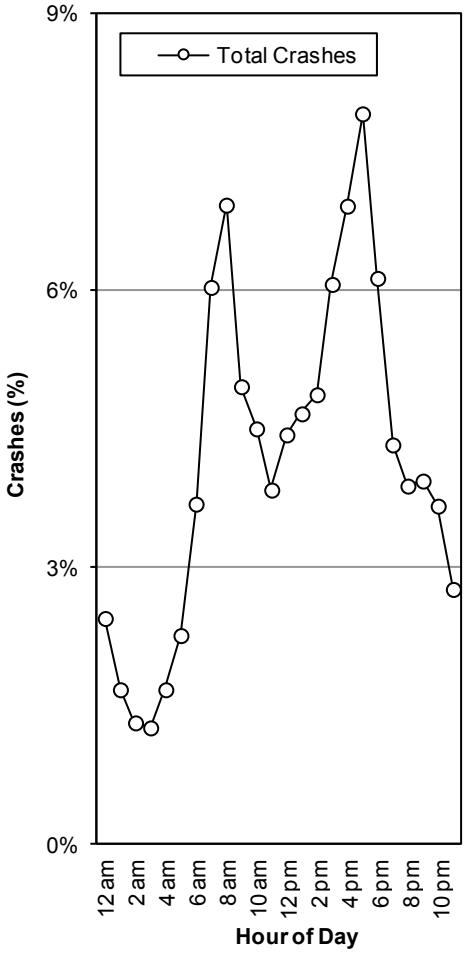
Speed-Related Crashes by Day of Week (Utah 2012)

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

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Day of Week	#	%	#	%	#	%	#	%
Sunday	653	10.6%	370	12.5%	14	17.1%	**1,037**	**11.3%**
Monday	1,101	17.9%	475	16.0%	8	9.8%	**1,584**	**17.2%**
Tuesday	735	12.0%	360	12.1%	10	12.2%	**1,105**	**12.0%**
Wednesday	860	14.0%	414	13.9%	12	14.6%	**1,286**	**14.0%**
Thursday	894	14.6%	396	13.3%	8	9.8%	**1,298**	**14.1%**
Friday	900	14.7%	483	16.3%	11	13.4%	**1,394**	**15.2%**
Saturday	992	16.2%	472	15.9%	19	23.2%	**1,483**	**16.1%**
Total	**6,135**	**100.0%**	**2,970**	**100.0%**	**82**	**100.0%**	**9,187**	**100.0%**

Crash Conditions

Speed-Related Crashes by Hour (Utah 2012)



Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	151	2.5%	72	2.4%	1	1.2%	**224**	**2.4%**
1 a.m.	100	1.6%	50	1.7%	3	3.7%	**153**	**1.7%**
2 a.m.	72	1.2%	47	1.6%	1	1.2%	**120**	**1.3%**
3 a.m.	63	1.0%	49	1.6%	3	3.7%	**115**	**1.3%**
4 a.m.	107	1.7%	45	1.5%	1	1.2%	**153**	**1.7%**
5 a.m.	146	2.4%	60	2.0%	1	1.2%	**207**	**2.3%**
6 a.m.	240	3.9%	96	3.2%	2	2.4%	**338**	**3.7%**
7 a.m.	407	6.6%	145	4.9%	2	2.4%	**554**	**6.0%**
8 a.m.	467	7.6%	166	5.6%	3	3.7%	**636**	**6.9%**
9 a.m.	319	5.2%	134	4.5%	2	2.4%	**455**	**5.0%**
10 a.m.	272	4.4%	137	4.6%	4	4.9%	**413**	**4.5%**
11 a.m.	229	3.7%	122	4.1%	1	1.2%	**352**	**3.8%**
Noon	259	4.2%	143	4.8%	5	6.1%	**407**	**4.4%**
1 p.m.	269	4.4%	155	5.2%	4	4.9%	**428**	**4.7%**
2 p.m.	304	5.0%	137	4.6%	6	7.3%	**447**	**4.9%**
3 p.m.	336	5.5%	216	7.3%	5	6.1%	**557**	**6.1%**
4 p.m.	427	7.0%	201	6.8%	7	8.5%	**635**	**6.9%**
5 p.m.	480	7.8%	240	8.1%	7	8.5%	**727**	**7.9%**
6 p.m.	372	6.1%	189	6.4%	2	2.4%	**563**	**6.1%**
7 p.m.	256	4.2%	138	4.6%	3	3.7%	**397**	**4.3%**
8 p.m.	219	3.6%	126	4.2%	11	13.4%	**356**	**3.9%**
9 p.m.	236	3.8%	124	4.2%	1	1.2%	**361**	**3.9%**
10 p.m.	242	3.9%	89	3.0%	5	6.1%	**336**	**3.7%**
11 p.m.	162	2.6%	89	3.0%	2	2.4%	**253**	**2.8%**
Total	**6,135**	**100.0%**	**2,970**	**100.0%**	**82**	**100.0%**	**9,187**	**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 8:00 p.m. hour.

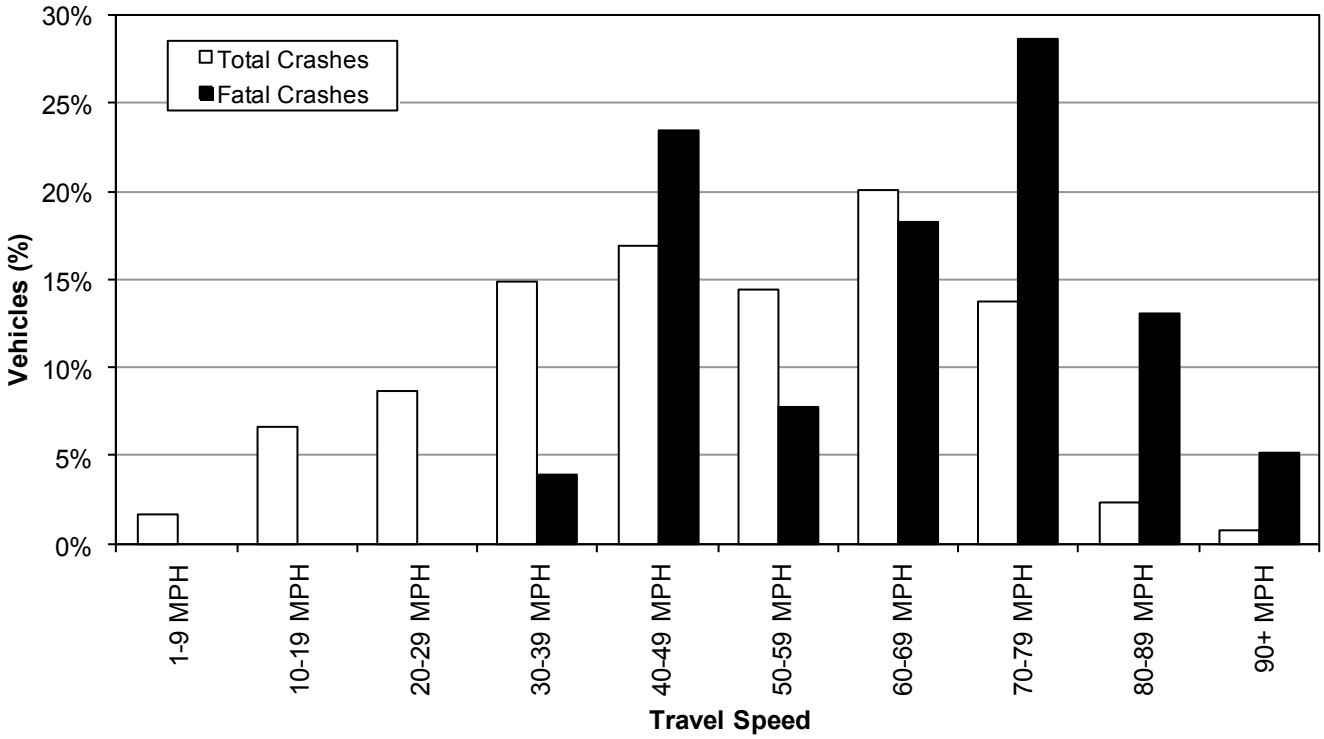
Speed-Related Crashes by Speed Limit (Utah 2012)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	#	%	#	%	#	%	#	%
5-15 MPH	150	2.3%	52	1.7%	1	1.2%	**203**	**2.1%**
20-25 MPH	727	11.2%	399	12.8%	9	10.7%	**1,135**	**11.7%**
30-35 MPH	662	10.2%	508	16.2%	11	13.1%	**1,181**	**12.2%**
40-45 MPH	611	9.4%	393	12.6%	11	13.1%	**1,015**	**10.5%**
50-55 MPH	786	12.1%	415	13.3%	16	19.0%	**1,217**	**12.6%**
60-65 MPH	2,597	40.1%	939	30.0%	20	23.8%	**3,556**	**36.7%**
70-75 MPH	506	7.8%	188	6.0%	10	11.9%	**704**	**7.3%**
80 MPH	67	1.0%	32	1.0%	3	3.6%	**102**	**1.1%**
Unknown	365	5.6%	203	6.5%	3	3.6%	**571**	**5.9%**
Total	**6,471**	**100.0%**	**3,129**	**100.0%**	**84**	**100.0%**	**9,684**	**100.0%**

- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- Nearly one-half (47.9% of known) of total speed-related crashes occurred where the speed limit was 60 MPH or higher.

Speed-Related Crashes by Travel Speed (Utah 2012)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed	#	%	#	%	#	%	#	%
1-9 MPH	121	1.9%	31	1.0%	0	0.0%	**152**	**1.6%**
10-19 MPH	472	7.3%	110	3.5%	0	0.0%	**582**	**6.0%**
20-29 MPH	566	8.7%	194	6.2%	0	0.0%	**760**	**7.8%**
30-39 MPH	848	13.1%	461	14.7%	3	3.6%	**1,312**	**13.5%**
40-49 MPH	904	14.0%	563	18.0%	18	21.4%	**1,485**	**15.3%**
50-59 MPH	847	13.1%	415	13.3%	6	7.1%	**1,268**	**13.1%**
60-69 MPH	1,206	18.6%	547	17.5%	14	16.7%	**1,767**	**18.2%**
70-79 MPH	817	12.6%	367	11.7%	22	26.2%	**1,206**	**12.5%**
80-89 MPH	94	1.5%	97	3.1%	10	11.9%	**201**	**2.1%**
90+ MPH	18	0.3%	42	1.3%	4	4.8%	**64**	**0.7%**
Unknown	578	8.9%	302	9.7%	7	8.3%	**887**	**9.2%**
Total	**6,471**	**100.0%**	**3,129**	**100.0%**	**84**	**100.0%**	**9,684**	**100.0%**

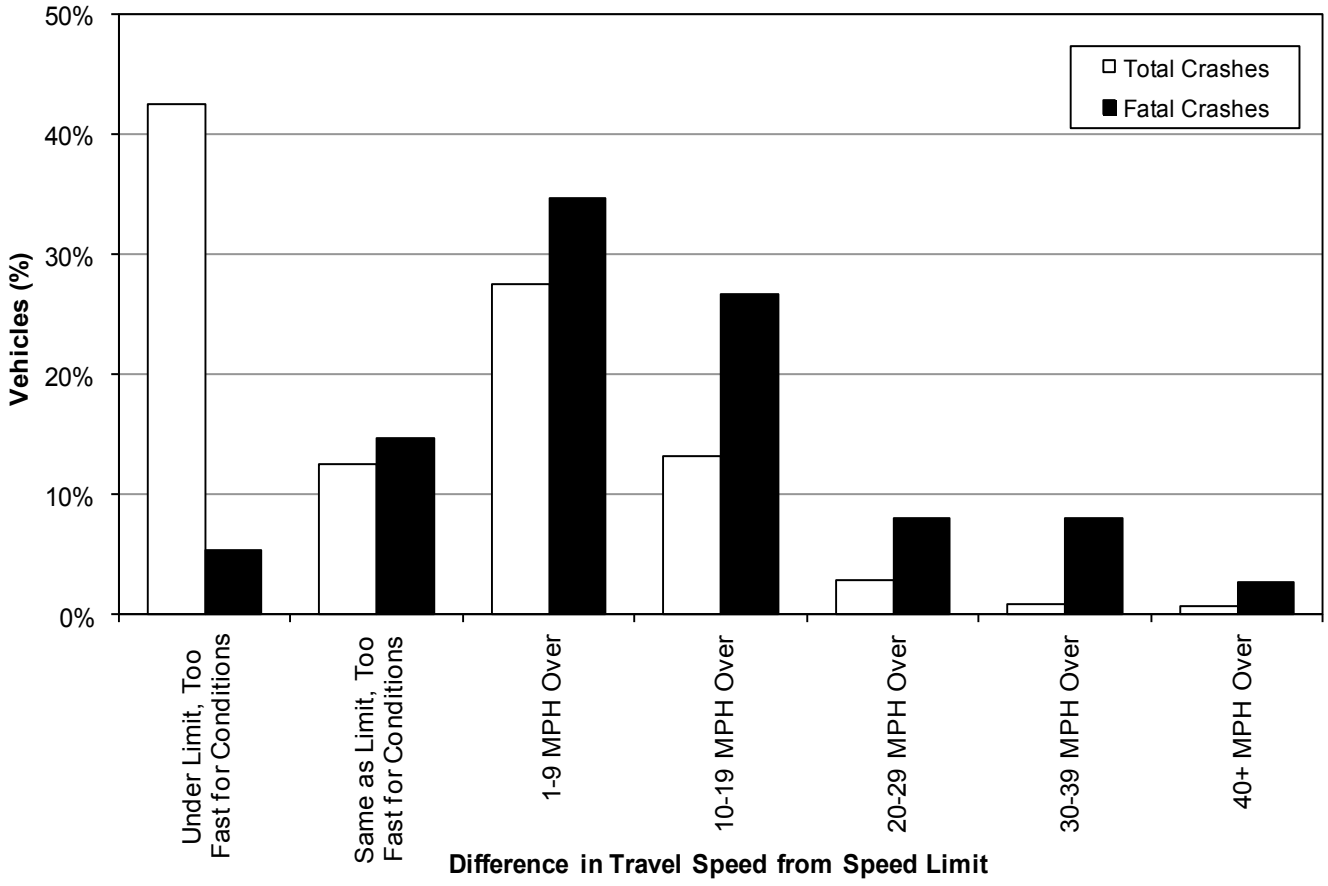


- 60-69 MPH (20.1% of known) and 40-49 MPH (16.9% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Nearly two-thirds (64.9% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.
- The risk of death and severe injury is a direct exponential function of speed.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Crash Conditions

Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2012)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed vs. Speed Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Under Limit, Too Fast for Conditions	2,775	42.9%	895	28.6%	4	4.8%	**3,674**	**37.9%**
Same as Limit, Too Fast for Conditions	732	11.3%	336	10.7%	11	13.1%	**1,079**	**11.1%**
1-9 MPH Over Speed Limit	1,518	23.5%	840	26.8%	26	31.0%	**2,384**	**24.6%**
10-19 MPH Over Speed Limit	605	9.3%	506	16.2%	20	23.8%	**1,131**	**11.7%**
20-29 MPH Over Speed Limit	122	1.9%	124	4.0%	6	7.1%	**252**	**2.6%**
30-39 MPH Over Speed Limit	22	0.3%	39	1.2%	6	7.1%	**67**	**0.7%**
40+ MPH Over Speed Limit	13	0.2%	38	1.2%	2	2.4%	**53**	**0.5%**
Unknown	684	10.6%	351	11.2%	9	10.7%	**1,044**	**10.8%**
Total	**6,471**	**100.0%**	**3,129**	**100.0%**	**84**	**100.0%**	**9,684**	**100.0%**



- It is troubling to see that 3,887 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.
- Four out of every five speed-related vehicles (80.0% 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

2012

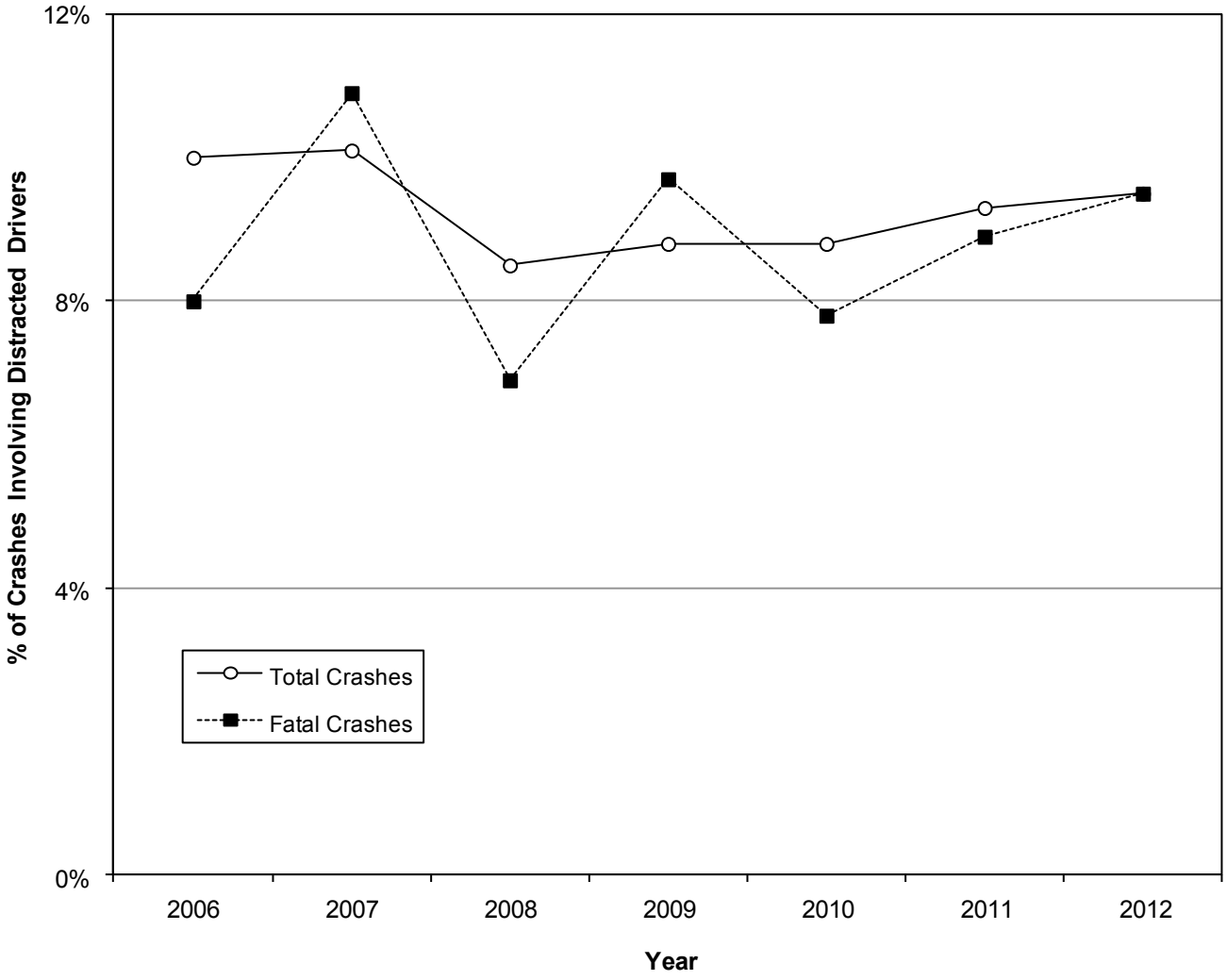
Section 5: Distracted Drivers

Trends
Distracted Driver Crashes 2006-2012 76
Crash Conditions
Distracted Driver Crashes by County 77
Driver Gender 78
Driver Age 78
Distraction Type 79
Crash Severity 79
Day of Week 79
Month 80
Hour 80

Trends

Distracted Driver Crashes (Utah 2006-2012)

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%**
2012	34,635	2,873	8.3%	15,765	1,914	12.1%	200	19	9.5%	**50,600**	**4,806**	**9.5%**
Total	**259,645**	**21,196**	**8.2%**	**116,165**	**13,831**	**11.9%**	**1,611**	**142**	**8.8%**	**377,421**	**35,169**	**9.3%**



- The seven-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 8.8% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

Crash Conditions

Distracted Driver Crashes by County (Utah 2012)

Distracted Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Distracted Driver		All	Distracted Driver		All	Distracted Driver		All	Distracted Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
Sevier	274	32	11.7%	110	18	16.4%	2	0	0.0%	**386**	**50**	**13.0%**
Washington	1,179	130	11.0%	747	116	15.5%	10	0	0.0%	**1,936**	**246**	**12.7%**
Cache	1,237	136	11.0%	445	59	13.3%	6	0	0.0%	**1,688**	**195**	**11.6%**
Grand	158	12	7.6%	81	15	18.5%	2	0	0.0%	**241**	**27**	**11.2%**
Davis	2,899	275	9.5%	1,338	185	13.8%	14	2	14.3%	**4,251**	**462**	**10.9%**
Utah	5,070	464	9.2%	2,700	355	13.1%	19	2	10.5%	**7,789**	**821**	**10.5%**
Tooele	686	59	8.6%	270	38	14.1%	16	3	18.8%	**972**	**100**	**10.3%**
Beaver	199	22	11.1%	55	4	7.3%	1	0	0.0%	**255**	**26**	**10.2%**
Carbon	317	23	7.3%	88	18	20.5%	1	0	0.0%	**406**	**41**	**10.1%**
Sanpete	223	20	9.0%	78	10	12.8%	1	0	0.0%	**302**	**30**	**9.9%**
Iron	547	46	8.4%	244	31	12.7%	0	0	n/a	**791**	**77**	**9.7%**
Box Elder	713	63	8.8%	289	30	10.4%	4	1	25.0%	**1,006**	**94**	**9.3%**
Salt Lake	15,081	1,201	8.0%	6,815	783	11.5%	57	5	8.8%	**21,953**	**1,989**	**9.1%**
Uintah	471	39	8.3%	193	18	9.3%	9	1	11.1%	**673**	**58**	**8.6%**
Weber	2,545	207	8.1%	1,352	128	9.5%	13	1	7.7%	**3,910**	**336**	**8.6%**
Garfield	124	9	7.3%	34	4	11.8%	3	0	0.0%	**161**	**13**	**8.1%**
Millard	262	10	3.8%	101	19	18.8%	9	0	0.0%	**372**	**29**	**7.8%**
Duchesne	402	26	6.5%	115	13	11.3%	3	1	33.3%	**520**	**40**	**7.7%**
San Juan	207	7	3.4%	52	11	21.2%	7	2	28.6%	**266**	**20**	**7.5%**
Wayne	36	2	5.6%	17	2	11.8%	1	0	0.0%	**54**	**4**	**7.4%**
Emery	174	10	5.7%	70	6	8.6%	2	0	0.0%	**246**	**16**	**6.5%**
Summit	855	41	4.8%	214	25	11.7%	7	0	0.0%	**1,076**	**66**	**6.1%**
Wasatch	414	19	4.6%	174	14	8.0%	4	1	25.0%	**592**	**34**	**5.7%**
Juab	204	9	4.4%	69	5	7.2%	1	0	0.0%	**274**	**14**	**5.1%**
Rich	49	1	2.0%	29	3	10.3%	1	0	0.0%	**79**	**4**	**5.1%**
Piute	18	1	5.6%	6	0	0.0%	0	0	n/a	**24**	**1**	**4.2%**
Morgan	107	3	2.8%	39	3	7.7%	1	0	0.0%	**147**	**6**	**4.1%**
Kane	160	5	3.1%	32	1	3.1%	4	0	0.0%	**196**	**6**	**3.1%**
Daggett	24	1	4.2%	8	0	0.0%	2	0	0.0%	**34**	**1**	**2.9%**
Statewide	**34,635**	**2,873**	**8.3%**	**15,765**	**1,914**	**12.1%**	**200**	**19**	**9.5%**	**50,600**	**4,806**	**9.5%**

- Overall, Sevier (13.0%), Washington (12.7%), and Cache (11.6%) counties had the highest percentages of crashes involving a distracted driver.
- Overall, Daggett (2.9%), Kane (3.1%), and Morgan (4.1%) counties had the lowest percentages of crashes involving a distracted driver.
- Statewide, distracted driver crashes represented 9.5% of all crashes and 9.5% of all fatal crashes.

Crash Conditions

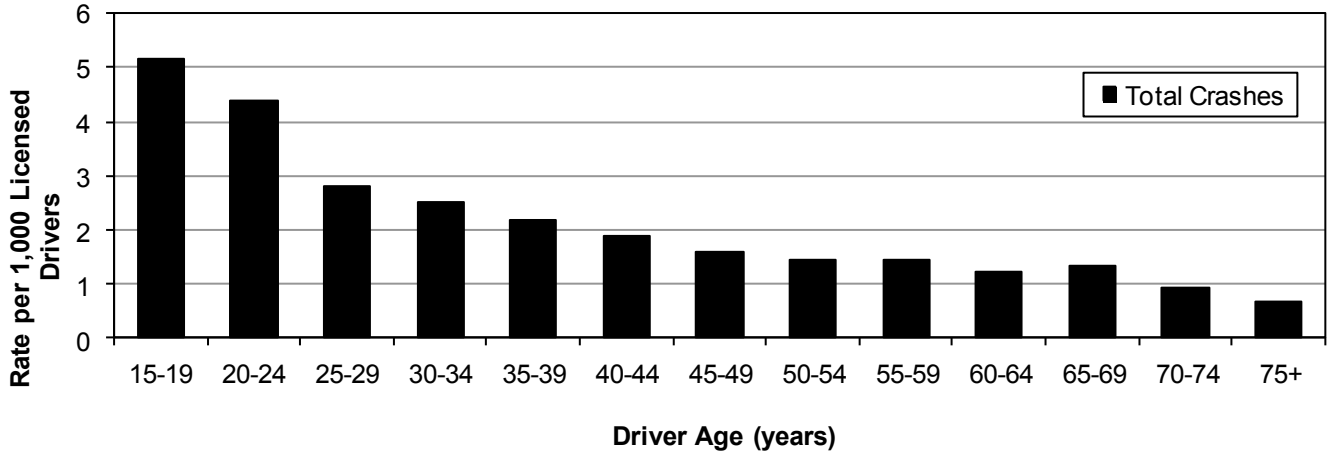
Gender of Distracted Drivers in Crashes (Utah 2012)

Distracted Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	1,659	56.8%	1,006	51.7%	16	84.2%	**2,681**	**54.9%**
Female	1,234	42.2%	934	48.0%	3	15.8%	**2,171**	**44.4%**
Unknown	29	1.0%	6	0.3%	0	0.0%	**35**	**0.7%**
Total	**2,922**	**100.0%**	**1,946**	**100.0%**	**19**	**100.0%**	**4,887**	**100.0%**

- The majority of distracted drivers in all motor vehicle crashes (54.9%) and fatal crashes (84.2%) 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 2012)

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	6	0.2%	n/a	5	0.3%	n/a	0	0.0%	n/a	**11**	**0.2%**	**n/a**
15-19	605	20.7%	3.24	353	18.1%	1.89	3	15.8%	0.016	**961**	**19.7%**	**5.15**
20-24	546	18.7%	2.61	374	19.2%	1.79	0	0.0%	0.000	**920**	**18.8%**	**4.39**
25-29	349	11.9%	1.61	257	13.2%	1.18	5	26.3%	0.023	**611**	**12.5%**	**2.82**
30-34	313	10.7%	1.41	237	12.2%	1.07	3	15.8%	0.014	**553**	**11.3%**	**2.50**
35-39	250	8.6%	1.34	152	7.8%	0.82	3	15.8%	0.016	**405**	**8.3%**	**2.18**
40-44	172	5.9%	1.04	140	7.2%	0.85	2	10.5%	0.012	**314**	**6.4%**	**1.90**
45-49	148	5.1%	0.96	99	5.1%	0.64	1	5.3%	0.007	**248**	**5.1%**	**1.61**
50-54	137	4.7%	0.87	89	4.6%	0.57	0	0.0%	0.000	**226**	**4.6%**	**1.44**
55-59	123	4.2%	0.87	79	4.1%	0.56	1	5.3%	0.007	**203**	**4.2%**	**1.44**
60-64	80	2.7%	0.69	62	3.2%	0.54	0	0.0%	0.000	**142**	**2.9%**	**1.23**
65-69	75	2.6%	0.89	39	2.0%	0.46	0	0.0%	0.000	**114**	**2.3%**	**1.35**
70-74	32	1.1%	0.53	23	1.2%	0.38	1	5.3%	0.017	**56**	**1.1%**	**0.92**
75+	54	1.8%	0.47	23	1.2%	0.20	0	0.0%	0.000	**77**	**1.6%**	**0.68**
Unknown	32	1.1%	n/a	14	0.7%	n/a	0	0.0%	n/a	**46**	**0.9%**	**n/a**
Total	**2,922**	**100.0%**	**1.45**	**1,946**	**100.0%**	**0.97**	**19**	**100.0%**	**0.009**	**4,887**	**100.0%**	**2.43**



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

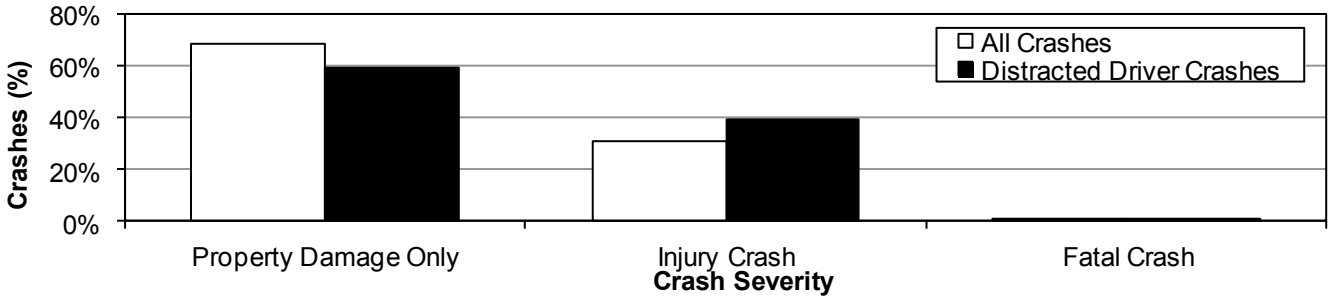
Crash Conditions

Driver Distraction (Utah 2012)

Driver Distraction	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	25,835	74.6%	10,790	68.4%	76	38.0%	**36,701**	**72.5%**
Cell Phone	416	1.2%	275	1.7%	3	1.5%	**694**	**1.4%**
Other Inside	350	1.0%	254	1.6%	5	2.5%	**609**	**1.2%**
Passengers	327	0.9%	260	1.6%	4	2.0%	**591**	**1.2%**
Other External	279	0.8%	172	1.1%	1	0.5%	**452**	**0.9%**
Radio/CD/DVD etc.	202	0.6%	121	0.8%	1	0.5%	**324**	**0.6%**
Other Electronic Device	85	0.2%	49	0.3%	0	0.0%	**134**	**0.3%**
Texting	23	0.1%	14	0.1%	2	1.0%	**39**	**0.1%**
TV/Monitor	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Other	1,191	3.4%	769	4.9%	3	1.5%	**1,963**	**3.9%**
Unknown	5,927	17.1%	3,061	19.4%	105	52.5%	**9,093**	**18.0%**
Total	**34,635**	**100.0%**	**15,765**	**100.0%**	**200**	**100.0%**	**50,600**	**100.0%**

- For all crashes where driver distraction was known, 11.6% of crashes involved a distracted driver. Cell phone was the leading driver distraction (14.4% of distractions). Driving demands the full attention of the driver.

Distracted Driver Crash Severity (Utah 2012)



- Distracted driver crashes were more likely to result in injury compared to all motor vehicle crashes (39.8% to 31.2%).

Distracted Driver Crashes by Day of Week (Utah 2012)

Day of Week	Distracted Driver Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	219	7.6%	175	9.1%	3	15.8%	**397**	**8.3%**
Monday	446	15.5%	284	14.8%	2	10.5%	**732**	**15.2%**
Tuesday	469	16.3%	289	15.1%	4	21.1%	**762**	**15.9%**
Wednesday	454	15.8%	308	16.1%	0	0.0%	**762**	**15.9%**
Thursday	462	16.1%	296	15.5%	2	10.5%	**760**	**15.8%**
Friday	478	16.6%	295	15.4%	5	26.3%	**778**	**16.2%**
Saturday	345	12.0%	267	13.9%	3	15.8%	**615**	**12.8%**
Total	**2,873**	**100.0%**	**1,914**	**100.0%**	**19**	**100.0%**	**4,806**	**100.0%**

- Overall, the highest percentage of distracted driver crashes occurred on Friday (16.2%).
- The highest percentage of fatal distracted driver crashes occurred on Friday (26.3%).

Crash Conditions

Distracted Driver Crashes by Month (Utah 2012)

Distracted Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	219	7.1	157	5.1	1	0.03	**377**	**12.2**
February	197	6.8	147	5.1	1	0.03	**345**	**11.9**
March	223	7.2	154	5.0	1	0.03	**378**	**12.2**
April	222	7.4	149	5.0	1	0.03	**372**	**12.4**
May	253	8.2	183	5.9	0	0.00	**436**	**14.1**
June	258	8.6	165	5.5	0	0.00	**423**	**14.1**
July	260	8.4	175	5.6	4	0.13	**439**	**14.2**
August	291	9.4	186	6.0	5	0.16	**482**	**15.5**
September	232	7.7	154	5.1	3	0.10	**389**	**13.0**
October	260	8.4	193	6.2	0	0.00	**453**	**14.6**
November	225	7.5	135	4.5	1	0.03	**361**	**12.0**
December	233	7.5	116	3.7	2	0.06	**351**	**11.3**
Total	**2,873**	**7.8**	**1,914**	**5.2**	**19**	**0.05**	**4,806**	**13.1**

- Overall, August (15.5) and October (14.6) had the highest rates per day for distracted driver crashes.
- The highest rate per day of fatal distracted driver crashes occurred in August (0.16).

Distracted Driver Crashes by Hour (Utah 2012)

- 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 8:00 p.m. hour.

Distracted Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	39	1.4%	22	1.1%	2	10.5%	**63**	**1.3%**
1 a.m.	36	1.3%	21	1.1%	1	5.3%	**58**	**1.2%**
2 a.m.	19	0.7%	15	0.8%	0	0.0%	**34**	**0.7%**
3 a.m.	25	0.9%	10	0.5%	0	0.0%	**35**	**0.7%**
4 a.m.	25	0.9%	16	0.8%	0	0.0%	**41**	**0.9%**
5 a.m.	22	0.8%	14	0.7%	0	0.0%	**36**	**0.7%**
6 a.m.	54	1.9%	28	1.5%	0	0.0%	**82**	**1.7%**
7 a.m.	107	3.7%	62	3.2%	0	0.0%	**169**	**3.5%**
8 a.m.	136	4.7%	95	5.0%	0	0.0%	**231**	**4.8%**
9 a.m.	119	4.1%	66	3.4%	0	0.0%	**185**	**3.8%**
10 a.m.	138	4.8%	78	4.1%	2	10.5%	**218**	**4.5%**
11 a.m.	136	4.7%	114	6.0%	0	0.0%	**250**	**5.2%**
Noon	167	5.8%	122	6.4%	0	0.0%	**289**	**6.0%**
1 p.m.	225	7.8%	131	6.8%	1	5.3%	**357**	**7.4%**
2 p.m.	212	7.4%	154	8.0%	2	10.5%	**368**	**7.7%**
3 p.m.	253	8.8%	161	8.4%	0	0.0%	**414**	**8.6%**
4 p.m.	254	8.8%	191	10.0%	2	10.5%	**447**	**9.3%**
5 p.m.	302	10.5%	168	8.8%	1	5.3%	**471**	**9.8%**
6 p.m.	218	7.6%	145	7.6%	0	0.0%	**363**	**7.6%**
7 p.m.	130	4.5%	74	3.9%	0	0.0%	**204**	**4.2%**
8 p.m.	78	2.7%	82	4.3%	4	21.1%	**164**	**3.4%**
9 p.m.	77	2.7%	62	3.2%	2	10.5%	**141**	**2.9%**
10 p.m.	62	2.2%	47	2.5%	1	5.3%	**110**	**2.3%**
11 p.m.	39	1.4%	36	1.9%	1	5.3%	**76**	**1.6%**
Total	**2,873**	**100.0%**	**1,914**	**100.0%**	**19**	**100.0%**	**4,806**	**100.0%**

Teenage Drivers

2012

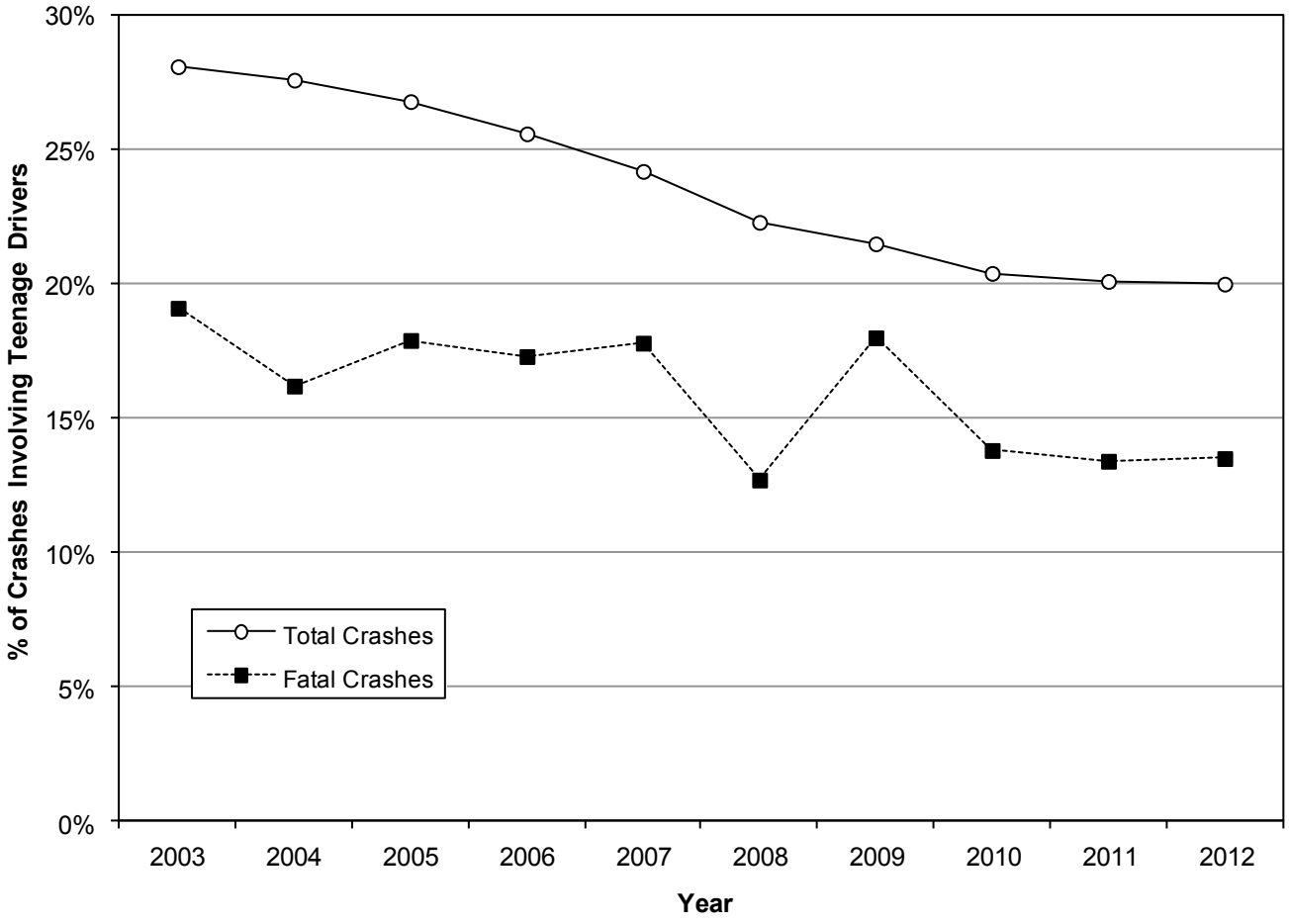
Section 6: Teenage Drivers

Trends
Teenage Driver Crashes 2003-2012 82
Crash Conditions
Teenage Driver Crashes by County 83
Driver Age 84
Driver Gender 84
Previous Driving Violations 84
Alcohol Involvement of Drivers 84
Month 85
Day of Week 85
Hour 86
Number of Occupants in Teen Driven Vehicles 86
Speed Limit 87
Travel Speed 87
Restraint Use 87
Contributing Factors 88

Trends

Teenage Driver Crashes (Utah 2003-2012)

Teenage Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	34,635	6,889	19.9%	15,765	3,216	20.4%	200	27	13.5%	**50,600**	**10,132**	**20.0%**
Total	**360,867**	**83,901**	**23.2%**	**173,418**	**43,048**	**24.8%**	**2,368**	**380**	**16.0%**	**536,653**	**127,329**	**23.7%**



- 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 23.7% of all crashes in Utah involved a teenage driver with a decreasing trend over the last 10 years.
- Fatal teenage driver crashes have also shown a decreasing trend although less dramatic than total crashes.

Crash Conditions

Teenage Driver Crashes by County (Utah 2012)

Teenage Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
Cache	1,237	324	26.2%	445	121	27.2%	6	2	33.3%	**1,688**	**447**	**26.5%**
Washington	1,179	274	23.2%	747	192	25.7%	10	1	10.0%	**1,936**	**467**	**24.1%**
Utah	5,070	1,229	24.2%	2,700	626	23.2%	19	2	10.5%	**7,789**	**1,857**	**23.8%**
Davis	2,899	667	23.0%	1,338	322	24.1%	14	4	28.6%	**4,251**	**993**	**23.4%**
Sanpete	223	51	22.9%	78	17	21.8%	1	0	0.0%	**302**	**68**	**22.5%**
Weber	2,545	577	22.7%	1,352	282	20.9%	13	0	0.0%	**3,910**	**859**	**22.0%**
Uintah	471	100	21.2%	193	41	21.2%	9	1	11.1%	**673**	**142**	**21.1%**
Iron	547	108	19.7%	244	55	22.5%	0	0	n/a	**791**	**163**	**20.6%**
Salt Lake	15,081	2,825	18.7%	6,815	1,251	18.4%	57	9	15.8%	**21,953**	**4,085**	**18.6%**
Wayne	36	8	22.2%	17	2	11.8%	1	0	0.0%	**54**	**10**	**18.5%**
Box Elder	713	117	16.4%	289	58	20.1%	4	0	0.0%	**1,006**	**175**	**17.4%**
Carbon	317	52	16.4%	88	18	20.5%	1	0	0.0%	**406**	**70**	**17.2%**
Tooele	686	116	16.9%	270	48	17.8%	16	2	12.5%	**972**	**166**	**17.1%**
Morgan	107	19	17.8%	39	6	15.4%	1	0	0.0%	**147**	**25**	**17.0%**
Duchesne	402	65	16.2%	115	18	15.7%	3	2	66.7%	**520**	**85**	**16.3%**
Grand	158	23	14.6%	81	14	17.3%	2	0	0.0%	**241**	**37**	**15.4%**
Sevier	274	34	12.4%	110	24	21.8%	2	1	50.0%	**386**	**59**	**15.3%**
Wasatch	414	60	14.5%	174	30	17.2%	4	0	0.0%	**592**	**90**	**15.2%**
Beaver	199	23	11.6%	55	14	25.5%	1	0	0.0%	**255**	**37**	**14.5%**
Juab	204	29	14.2%	69	10	14.5%	1	0	0.0%	**274**	**39**	**14.2%**
Emery	174	24	13.8%	70	8	11.4%	2	0	0.0%	**246**	**32**	**13.0%**
Summit	855	98	11.5%	214	33	15.4%	7	1	14.3%	**1,076**	**132**	**12.3%**
Rich	49	6	12.2%	29	3	10.3%	1	0	0.0%	**79**	**9**	**11.4%**
Millard	262	30	11.5%	101	11	10.9%	9	1	11.1%	**372**	**42**	**11.3%**
Garfield	124	9	7.3%	34	4	11.8%	3	1	33.3%	**161**	**14**	**8.7%**
Piute	18	2	11.1%	6	0	0.0%	0	0	n/a	**24**	**2**	**8.3%**
Kane	160	10	6.3%	32	5	15.6%	4	0	0.0%	**196**	**15**	**7.7%**
San Juan	207	8	3.9%	52	3	5.8%	7	0	0.0%	**266**	**11**	**4.1%**
Daggett	24	1	4.2%	8	0	0.0%	2	0	0.0%	**34**	**1**	**2.9%**
Statewide	**34,635**	**6,889**	**19.9%**	**15,765**	**3,216**	**20.4%**	**200**	**27**	**13.5%**	**50,600**	**10,132**	**20.0%**

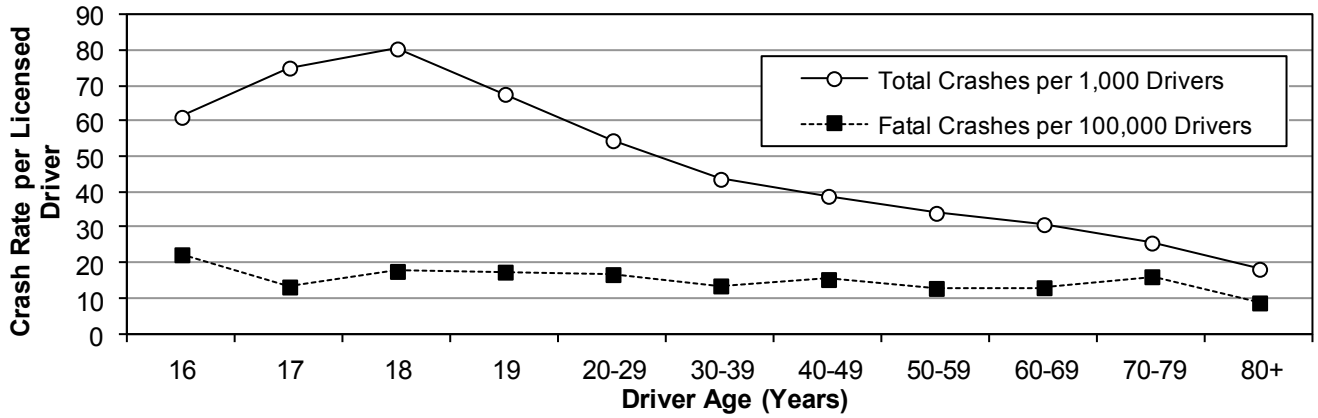
- Overall, Cache (26.5%), Washington (24.1%), Utah (25.8%), and Davis (23.4%) counties had the highest percentages of crashes involving a teenage driver.
- Duchesne (66.7%) and Sevier (50.0%) counties had the highest percentages of fatal crashes involving a teenage driver.
- Overall, Daggett (2.9%), San Juan (4.1%), and Kane (7.7%) counties had the lowest percentages of crashes involving a teenage driver.
- Statewide, teenage driver crashes represented 20.0% of all crashes and 13.5% of all fatal crashes.

Crash Conditions

Age of Teenage Drivers in Crashes (Utah 2012)

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	90	1.2%	2.8	65	1.9%	2.0	1	3.6%	0.03	**156**	**1.4%**	**4.8**
16	1,520	20.0%	42.4	661	19.0%	18.5	8	28.6%	0.22	**2,189**	**19.7%**	**61.1**
17	1,953	25.7%	51.4	891	25.6%	23.5	5	17.9%	0.13	**2,849**	**25.6%**	**75.0**
18	2,186	28.8%	55.0	1,002	28.7%	25.2	7	25.0%	0.18	**3,195**	**28.7%**	**80.4**
19	1,851	24.4%	45.9	868	24.9%	21.5	7	25.0%	0.17	**2,726**	**24.5%**	**67.6**
Total	**7,600**	**100.0%**	**40.7**	**3,487**	**100.0%**	**18.7**	**28**	**100.0%**	**0.15**	**11,115**	**100.0%**	**59.6**

Crash Rate of Licensed Drivers by Age (Utah 2012)



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

Gender of Teenage Drivers in Crashes (Utah 2012)

Teenage Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	3,982	52.4%	1,742	50.0%	18	64.3%	**5,742**	**51.7%**
Female	3,605	47.4%	1,742	50.0%	10	35.7%	**5,357**	**48.2%**
Unknown	13	0.2%	3	0.1%	0	0.0%	**16**	**0.1%**
Total	**7,600**	**100.0%**	**3,487**	**100.0%**	**28**	**100.0%**	**11,115**	**100.0%**

- The majority of teen drivers in all motor vehicle crashes (51.7%) and fatal crashes (64.3%) were male.
- Crashes involving male teen drivers were 1.7 times more likely to be fatal than female teen driver crashes.

Previous Driving Violations of Teens in Fatal Crashes (Utah 2012)

- Of the 28 teenage drivers in fatal crashes, 12 (42.9%) had been previously convicted of a moving traffic violation in the past three years.

Alcohol Involvement of Teenage Drivers (Utah 2012)

- Of the 28 teenage drivers in fatal crashes, one (3.6%) was impaired by alcohol.

Crash Conditions

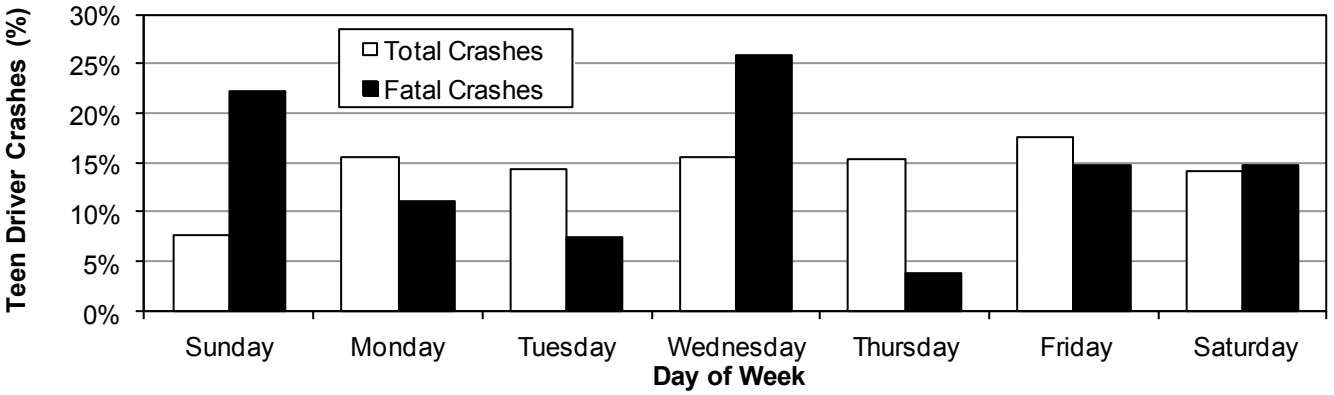
Teenage Driver Crashes by Month (Utah 2012)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	583	18.8	208	6.7	3	0.10	**794**	**25.6**
February	505	17.4	243	8.4	3	0.10	**751**	**25.9**
March	632	20.4	261	8.4	1	0.03	**894**	**28.8**
April	464	15.5	264	8.8	1	0.03	**729**	**24.3**
May	523	16.9	311	10.0	5	0.16	**839**	**27.1**
June	502	16.7	266	8.9	2	0.07	**770**	**25.7**
July	504	16.3	260	8.4	0	0.00	**764**	**24.6**
August	554	17.9	275	8.9	6	0.19	**835**	**26.9**
September	573	19.1	275	9.2	3	0.10	**851**	**28.4**
October	656	21.2	329	10.6	1	0.03	**986**	**31.8**
November	614	20.5	246	8.2	2	0.07	**862**	**28.7**
December	779	25.1	278	9.0	0	0.00	**1,057**	**34.1**
Total	**6,889**	**18.8**	**3,216**	**8.8**	**27**	**0.07**	**10,132**	**27.7**

- Overall, December (34.1) and October (31.8) had the highest rates per day for teenage driver crashes.
- The highest rate per day of fatal teenage driver crashes occurred in August (0.19) and May (0.16).

Teenage Driver Crashes by Day of Week (Utah 2012)

Teenage Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	506	7.3%	253	7.9%	6	22.2%	**765**	**7.6%**
Monday	1,081	15.7%	488	15.2%	3	11.1%	**1,572**	**15.5%**
Tuesday	978	14.2%	466	14.5%	2	7.4%	**1,446**	**14.3%**
Wednesday	1,091	15.8%	477	14.8%	7	25.9%	**1,575**	**15.5%**
Thursday	1,051	15.3%	499	15.5%	1	3.7%	**1,551**	**15.3%**
Friday	1,236	17.9%	544	16.9%	4	14.8%	**1,784**	**17.6%**
Saturday	946	13.7%	489	15.2%	4	14.8%	**1,439**	**14.2%**
Total	**6,889**	**100.0%**	**3,216**	**100.0%**	**27**	**100.0%**	**10,132**	**100.0%**



- Overall, the highest percentage of teenage driver crashes occurred on Friday (17.6%).
- The highest percentage of fatal teenage driver crashes occurred on Wednesday (25.9%).

Crash Conditions

Teenage Driver Crashes by Hour (Utah 2012)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	128	1.9%	47	1.5%	1	3.7%	**176**	**1.7%**
1 a.m.	76	1.1%	32	1.0%	0	0.0%	**108**	**1.1%**
2 a.m.	44	0.6%	28	0.9%	0	0.0%	**72**	**0.7%**
3 a.m.	30	0.4%	14	0.4%	2	7.4%	**46**	**0.5%**
4 a.m.	49	0.7%	14	0.4%	0	0.0%	**63**	**0.6%**
5 a.m.	57	0.8%	16	0.5%	0	0.0%	**73**	**0.7%**
6 a.m.	93	1.3%	36	1.1%	1	3.7%	**130**	**1.3%**
7 a.m.	368	5.3%	136	4.2%	2	7.4%	**506**	**5.0%**
8 a.m.	359	5.2%	125	3.9%	0	0.0%	**484**	**4.8%**
9 a.m.	205	3.0%	105	3.3%	0	0.0%	**310**	**3.1%**
10 a.m.	238	3.5%	107	3.3%	0	0.0%	**345**	**3.4%**
11 a.m.	270	3.9%	153	4.8%	1	3.7%	**424**	**4.2%**
Noon	363	5.3%	171	5.3%	2	7.4%	**536**	**5.3%**
1 p.m.	390	5.7%	202	6.3%	1	3.7%	**593**	**5.9%**
2 p.m.	550	8.0%	243	7.6%	1	3.7%	**794**	**7.8%**
3 p.m.	566	8.2%	302	9.4%	2	7.4%	**870**	**8.6%**
4 p.m.	583	8.5%	277	8.6%	3	11.1%	**863**	**8.5%**
5 p.m.	690	10.0%	289	9.0%	5	18.5%	**984**	**9.7%**
6 p.m.	544	7.9%	250	7.8%	0	0.0%	**794**	**7.8%**
7 p.m.	370	5.4%	170	5.3%	1	3.7%	**541**	**5.3%**
8 p.m.	253	3.7%	155	4.8%	1	3.7%	**409**	**4.0%**
9 p.m.	286	4.2%	153	4.8%	0	0.0%	**439**	**4.3%**
10 p.m.	226	3.3%	105	3.3%	3	11.1%	**334**	**3.3%**
11 p.m.	151	2.2%	86	2.7%	1	3.7%	**238**	**2.3%**
Total	**6,889**	**100.0%**	**3,216**	**100.0%**	**27**	**100.0%**	**10,132**	**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 5:00 p.m. hour.

Number of Occupants in Teenage Driven Vehicles (Utah 2012)

Teenage Driven Vehicles								
Number of	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Occupants	#	%	#	%	#	%	#	%
1	5,583	73.5%	2,216	63.6%	15	53.6%	**7,814**	**70.3%**
2	1,313	17.3%	782	22.4%	8	28.6%	**2,103**	**18.9%**
3	453	6.0%	278	8.0%	2	7.1%	**733**	**6.6%**
4 or more	251	3.3%	211	6.1%	3	10.7%	**465**	**4.2%**
Total	**7,600**	**100.0%**	**3,487**	**100.0%**	**28**	**100.0%**	**11,115**	**100.0%**

- Over two-thirds of teenage driven vehicles (70.3%) in crashes contained only the teenage driver.
- In comparison, one-half (53.6%) 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 2.8 times more likely to be fatal than crashes involving teenage driven vehicles with fewer occupants.

Crash Conditions

Speed Limit of Teenage Driver Crashes (Utah 2012)

Teenage Driver Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	235	3.1%	43	1.2%	0	0.0%	**278**	**2.5%**
20-25 MPH	1,217	16.0%	469	13.4%	1	3.6%	**1,687**	**15.2%**
30-35 MPH	1,761	23.2%	942	27.0%	3	10.7%	**2,706**	**24.3%**
40-45 MPH	1,554	20.4%	870	24.9%	10	35.7%	**2,434**	**21.9%**
50-55 MPH	536	7.1%	316	9.1%	8	28.6%	**860**	**7.7%**
60-65 MPH	925	12.2%	304	8.7%	4	14.3%	**1,233**	**11.1%**
70+ MPH	155	2.0%	61	1.7%	2	7.1%	**218**	**2.0%**
Unknown	1,217	16.0%	482	13.8%	0	0.0%	**1,699**	**15.3%**
Total	**7,600**	**100.0%**	**3,487**	**100.0%**	**28**	**100.0%**	**11,115**	**100.0%**

- Over half (54.6% of known) of total teenage driver crashes occurred where the speed limit was 30-45 MPH.
- The higher the speed limit the more likely the teenage driver crash was to be fatal. Teenage driver crashes where the speed limit was 50 MPH or higher were 3.1 times more likely to be fatal.

Travel Speed of Teenage Driver Vehicles in Crashes (Utah 2012)

Teenage Driver Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Stopped	774	13.2%	335	12.6%	1	4.3%	**1,110**	**13.0%**
1-9 MPH	838	14.3%	259	9.7%	0	0.0%	**1,097**	**12.8%**
10-19 MPH	998	17.0%	427	16.0%	3	13.0%	**1,428**	**16.7%**
20-29 MPH	866	14.8%	377	14.1%	0	0.0%	**1,243**	**14.5%**
30-39 MPH	888	15.2%	517	19.4%	2	8.7%	**1,407**	**16.5%**
40-49 MPH	534	9.1%	331	12.4%	4	17.4%	**869**	**10.2%**
50-59 MPH	354	6.0%	167	6.3%	4	17.4%	**525**	**6.1%**
60-69 MPH	415	7.1%	164	6.1%	5	21.7%	**584**	**6.8%**
70-79 MPH	161	2.8%	68	2.5%	2	8.7%	**231**	**2.7%**
80-89 MPH	20	0.3%	14	0.5%	0	0.0%	**34**	**0.4%**
90+ MPH	6	0.1%	9	0.3%	2	8.7%	**17**	**0.2%**
Unknown		0.0%		0.0%		0.0%	**0**	**0.0%**
Total	**5,854**	**100.0%**	**2,668**	**100.0%**	**23**	**100.0%**	**8,545**	**100.0%**

- Nearly half (47.7% 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 (73.9% 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 7.9 times more likely to be fatal.

Restraint Use of Teen Drivers and Their Passengers (Utah 2012)

Persons (Teen Driver and Passengers)								
Restraint Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Restrained	12,389	96.7%	2,039	90.9%	6	42.9%	**14,434**	**95.8%**
Unrestrained	420	3.3%	203	9.1%	8	57.1%	**631**	**4.2%**
Total	**12,809**	**100.0%**	**2,242**	**100.0%**	**14**	**100.0%**	**15,065**	**100.0%**

- Overall, most teen drivers and their passengers were restrained (95.8%).
- Only 42.9% of occupants killed in teenage driven vehicles were restrained.

Crash Conditions

Contributing Factors of Teenage Driver Crashes (Utah 2012)

Teenage Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Followed Too Closely	1,406	17.4%	639	16.0%	2	4.0%	**2,047**	**16.9%**
Failed to Yield Right of Way	1,139	14.1%	676	17.0%	3	6.0%	**1,818**	**15.0%**
Speed Too Fast	852	10.5%	373	9.4%	6	12.0%	**1,231**	**10.2%**
Driver Distraction	605	7.5%	353	8.9%	3	6.0%	**961**	**7.9%**
Failed to Keep in Proper Lane	634	7.8%	263	6.6%	4	8.0%	**901**	**7.4%**
Other Improper Driving	448	5.5%	229	5.7%	0	0.0%	**677**	**5.6%**
Improper Turn	312	3.9%	130	3.3%	0	0.0%	**442**	**3.6%**
Disregard Traffic Signal/Sign	186	2.3%	193	4.8%	2	4.0%	**381**	**3.1%**
Ran Off Road	246	3.0%	127	3.2%	8	16.0%	**381**	**3.1%**
Vision Obscured by Weather Condition	263	3.3%	95	2.4%	1	2.0%	**359**	**3.0%**
Overcorrected	181	2.2%	114	2.9%	4	8.0%	**299**	**2.5%**
Improper Backing	270	3.3%	12	0.3%	0	0.0%	**282**	**2.3%**
Improper Lane Change	209	2.6%	44	1.1%	2	4.0%	**255**	**2.1%**
Driver Asleep/Fatigue	141	1.7%	94	2.4%	1	2.0%	**236**	**1.9%**
Swerved or Evasive Action	133	1.6%	78	2.0%	1	2.0%	**212**	**1.7%**
Hit and Run	149	1.8%	32	0.8%	1	2.0%	**182**	**1.5%**
Improper Parking/Stopping	115	1.4%	47	1.2%	0	0.0%	**162**	**1.3%**
Driving Under the Influence	70	0.9%	59	1.5%	2	4.0%	**131**	**1.1%**
Reckless/Aggressive Driving	61	0.8%	65	1.6%	2	4.0%	**128**	**1.1%**
Vehicle Other Defective Condition	85	1.1%	40	1.0%	1	2.0%	**126**	**1.0%**
Vision Obscured by Moving Vehicle	81	1.0%	43	1.1%	1	2.0%	**125**	**1.0%**
Vehicle Brakes	55	0.7%	49	1.2%	0	0.0%	**104**	**0.9%**
Vehicle Tires	66	0.8%	27	0.7%	0	0.0%	**93**	**0.8%**
Vision Obscured by Parked Vehicle	55	0.7%	30	0.8%	0	0.0%	**85**	**0.7%**
Vision Obscured by Glare	50	0.6%	30	0.8%	0	0.0%	**80**	**0.7%**
Vision Obscured by Other	53	0.7%	26	0.7%	0	0.0%	**79**	**0.7%**
Driver Emotional Prior to Crash	42	0.5%	31	0.8%	2	4.0%	**75**	**0.6%**
Other Driver Condition	39	0.5%	24	0.6%	0	0.0%	**63**	**0.5%**
Improper Passing	35	0.4%	12	0.3%	0	0.0%	**47**	**0.4%**
Wrong Side/Wrong Way	28	0.3%	15	0.4%	3	6.0%	**46**	**0.4%**
Windshield or Other Window Obscured	26	0.3%	10	0.3%	0	0.0%	**36**	**0.3%**
Vision Obscured by Building, Sign, etc.	13	0.2%	8	0.2%	0	0.0%	**21**	**0.2%**
Vision Obscured by Vegetation	14	0.2%	5	0.1%	0	0.0%	**19**	**0.2%**
Driver Illness/Medical	9	0.1%	6	0.2%	1	2.0%	**16**	**0.1%**
Improper Signal	6	0.1%	3	0.1%	0	0.0%	**9**	**0.1%**
Disregard Road Markings	6	0.1%	2	0.1%	0	0.0%	**8**	**0.1%**
Total	**8,083**	**100.0%**	**3,984**	**100.0%**	**50**	**100.0%**	**12,117**	**100.0%**

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all teenage driver crashes were followed too closely (16.9%), failed to yield right of way (15.0%), and speed too fast (10.2%).
- The leading contributing factors in fatal teenage driver crashes were ran off road (16.0%) and speed too fast (12.0%).
- 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, followed too closely, and speed too fast.

Older (Age 65+) Drivers

DRIVEWELL
Promoting Older Driver Safety and Mobility in Your Community

2012

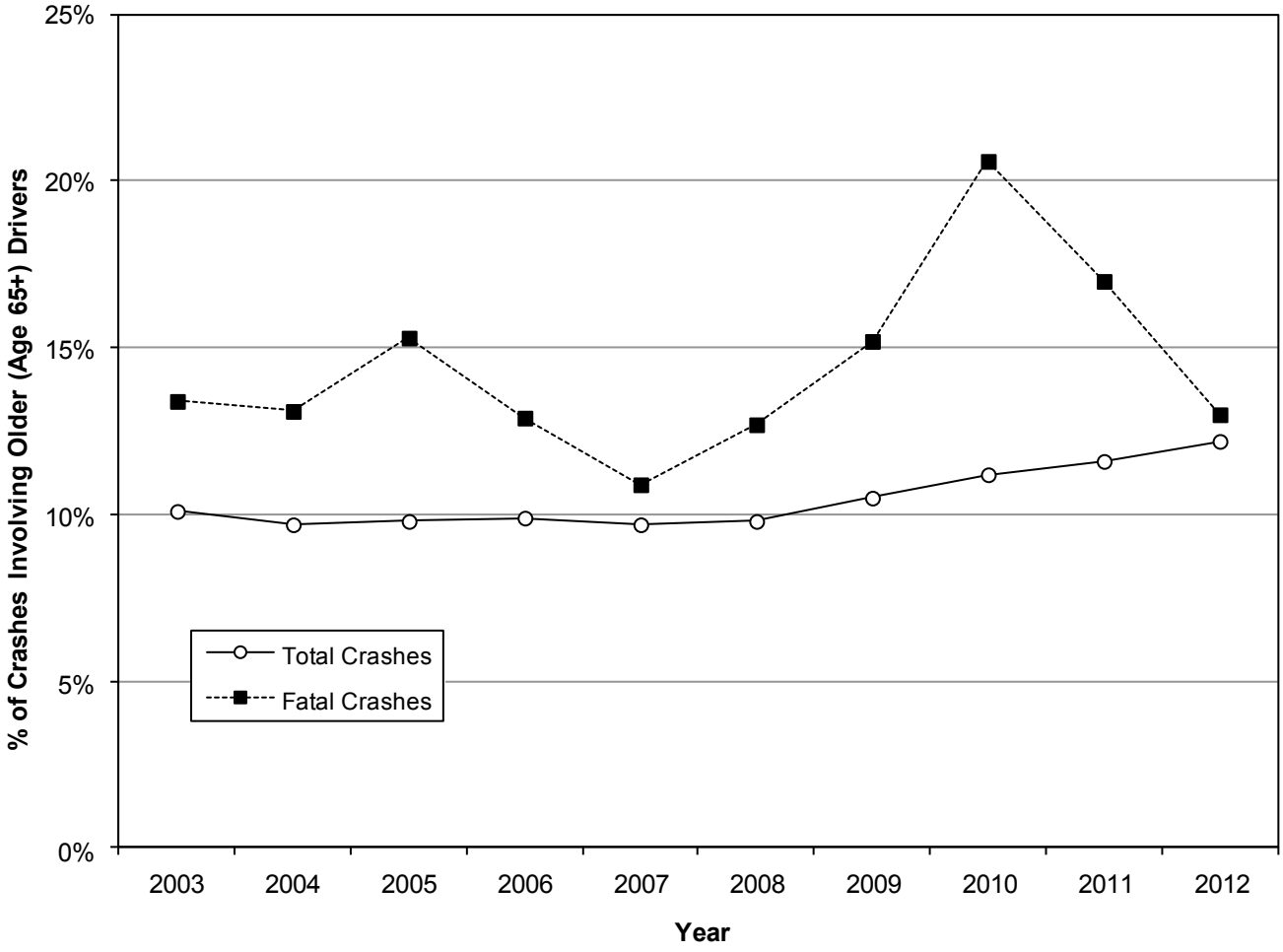
Section 7: Older (Age 65+) Drivers

Trends
Older Driver Crashes 2003-2012 90
Crash Conditions
Older Driver Crashes by County 91
Driver Gender 92
Driver Age 92
Crash Rate of Licensed Drivers by Age 93
Crash Severity 93
Month 94
Day of Week 94
Hour 95
Contributing Factors 96

Trends

Older Driver Crashes (Utah 2003-2012)

Older (Age 65+) Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	34,635	4,043	11.7%	15,765	2,080	13.2%	200	26	13.0%	**50,600**	**6,149**	**12.2%**
Total	**360,867**	**36,013**	**10.0%**	**173,418**	**19,548**	**11.3%**	**2,368**	**338**	**14.3%**	**536,653**	**55,899**	**10.4%**



- Older drivers (aged 65+ years) are a special concern because of their declining health and fragility.
- The 10-year trend shows that 10.4% of all crashes in Utah involved an older driver with an increasing trend over the last 5 years.
- Fatal older driver crashes have fluctuated around the 10-year average of 14.3% of fatal crashes.

Older Driver Crashes by County (Utah 2012)

Older (Age 65+) Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
Washington	1,179	255	21.6%	747	143	19.1%	10	1	10.0%	**1,936**	**399**	**20.6%**
Grand	158	30	19.0%	81	11	13.6%	2	0	0.0%	**241**	**41**	**17.0%**
Rich	49	8	16.3%	29	5	17.2%	1	0	0.0%	**79**	**13**	**16.5%**
Garfield	124	20	16.1%	34	5	14.7%	3	0	0.0%	**161**	**25**	**15.5%**
Kane	160	25	15.6%	32	4	12.5%	4	0	0.0%	**196**	**29**	**14.8%**
Iron	547	75	13.7%	244	41	16.8%	0	0	n/a	**791**	**116**	**14.7%**
Sevier	274	36	13.1%	110	19	17.3%	2	1	50.0%	**386**	**56**	**14.5%**
Weber	2,545	341	13.4%	1,352	221	16.3%	13	5	38.5%	**3,910**	**567**	**14.5%**
Morgan	107	16	15.0%	39	5	12.8%	1	0	0.0%	**147**	**21**	**14.3%**
San Juan	207	28	13.5%	52	8	15.4%	7	1	14.3%	**266**	**37**	**13.9%**
Davis	2,899	385	13.3%	1,338	204	15.2%	14	0	0.0%	**4,251**	**589**	**13.9%**
Emery	174	22	12.6%	70	12	17.1%	2	0	0.0%	**246**	**34**	**13.8%**
Box Elder	713	84	11.8%	289	47	16.3%	4	1	25.0%	**1,006**	**132**	**13.1%**
Wayne	36	6	16.7%	17	1	5.9%	1	0	0.0%	**54**	**7**	**13.0%**
Sanpete	223	24	10.8%	78	15	19.2%	1	0	0.0%	**302**	**39**	**12.9%**
Cache	1,237	145	11.7%	445	61	13.7%	6	3	50.0%	**1,688**	**209**	**12.4%**
Millard	262	27	10.3%	101	17	16.8%	9	2	22.2%	**372**	**46**	**12.4%**
Beaver	199	22	11.1%	55	9	16.4%	1	0	0.0%	**255**	**31**	**12.2%**
Carbon	317	41	12.9%	88	8	9.1%	1	0	0.0%	**406**	**49**	**12.1%**
Daggett	24	1	4.2%	8	3	37.5%	2	0	0.0%	**34**	**4**	**11.8%**
Utah	5,070	567	11.2%	2,700	334	12.4%	19	5	26.3%	**7,789**	**906**	**11.6%**
Juab	204	20	9.8%	69	11	15.9%	1	0	0.0%	**274**	**31**	**11.3%**
Tooele	686	76	11.1%	270	29	10.7%	16	2	12.5%	**972**	**107**	**11.0%**
Salt Lake	15,081	1,569	10.4%	6,815	802	11.8%	57	4	7.0%	**21,953**	**2,375**	**10.8%**
Wasatch	414	44	10.6%	174	18	10.3%	4	0	0.0%	**592**	**62**	**10.5%**
Summit	855	91	10.6%	214	20	9.3%	7	0	0.0%	**1,076**	**111**	**10.3%**
Duchesne	402	39	9.7%	115	9	7.8%	3	1	33.3%	**520**	**49**	**9.4%**
Uintah	471	45	9.6%	193	17	8.8%	9	0	0.0%	**673**	**62**	**9.2%**
Piute	18	1	5.6%	6	1	16.7%	0	0	n/a	**24**	**2**	**8.3%**
Statewide	**34,635**	**4,043**	**11.7%**	**15,765**	**2,080**	**13.2%**	**200**	**26**	**13.0%**	**50,600**	**6,149**	**12.2%**

- Overall, Washington (20.6%), Grand (17.0%), and Rich (16.5%) counties had the highest percentages of crashes involving an older driver.
- Sevier (50.0%), Cache (50.0%), and Weber (38.5%) counties had the highest percentages of fatal crashes involving an older driver.
- Overall, Piute (8.3%), Uintah (9.2%), and Duchesne (9.4%) counties had the lowest percentages of crashes involving an older driver.
- Statewide, older driver crashes represented 12.2% of all crashes and 13.0% of all fatal crashes.

Crash Conditions

Gender of Older Drivers in Crashes (Utah 2012)

Older (Age 65+) Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	2,584	60.5%	1,306	59.2%	18	62.1%	**3,908**	**60.0%**
Female	1,673	39.2%	898	40.7%	11	37.9%	**2,582**	**39.7%**
Unknown	16	0.4%	3	0.1%	0	0.0%	**19**	**0.3%**
Total	**4,273**	**100.0%**	**2,207**	**100.0%**	**29**	**100.0%**	**6,509**	**100.0%**

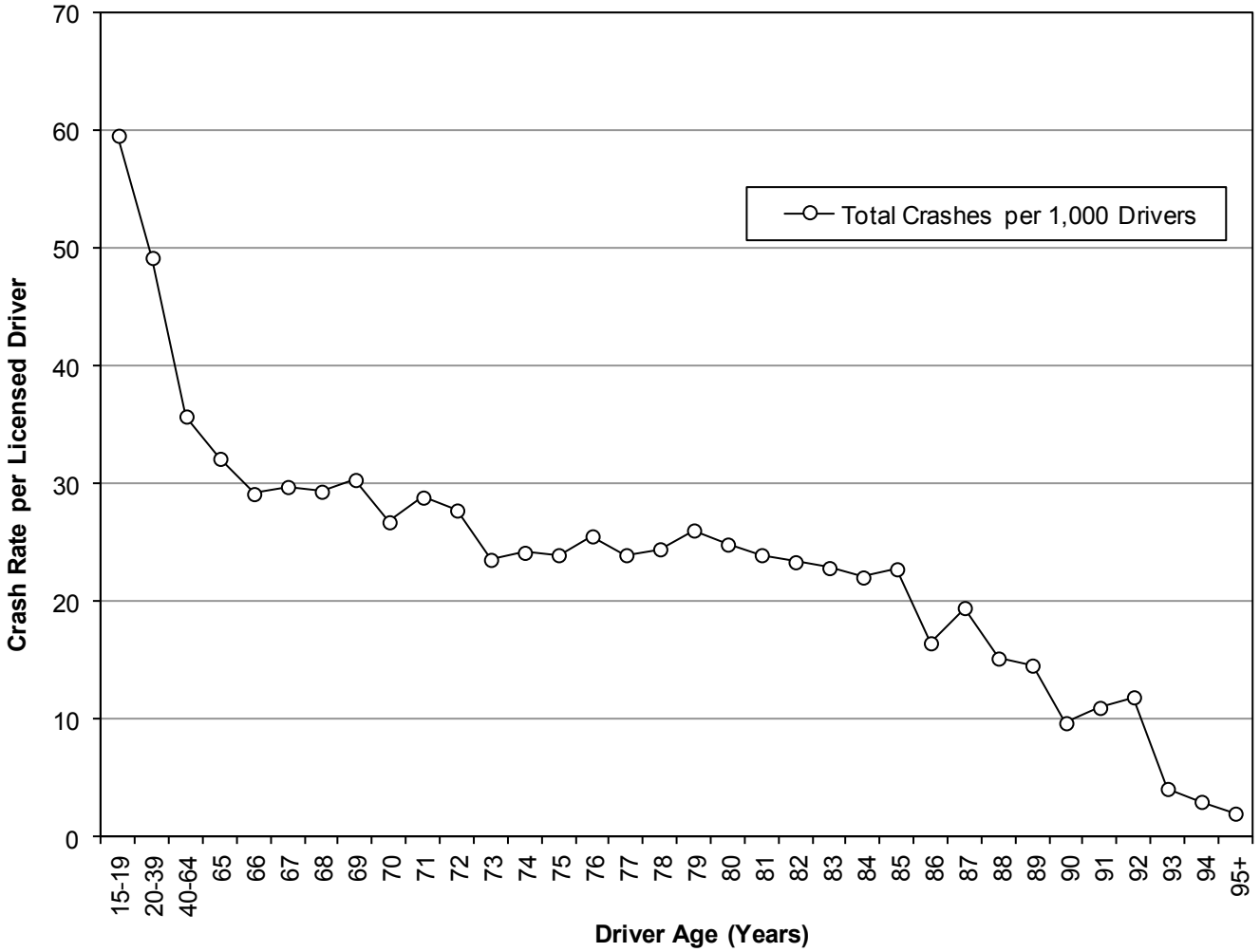
- The majority of older drivers in all motor vehicle crashes (60.0%) and fatal crashes (62.1%) were male.

Age of Older Drivers in Crashes (Utah 2012)

Older (Age 65+) Drivers													
		PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	Licensed Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
65	19,687	412	9.6%	20.9	218	9.9%	11.1	1	3.4%	0.05	**631**	**9.7%**	**32.1**
66	16,036	317	7.4%	19.8	148	6.7%	9.2	1	3.4%	0.06	**466**	**7.2%**	**29.1**
67	16,255	305	7.1%	18.8	174	7.9%	10.7	3	10.3%	0.18	**482**	**7.4%**	**29.7**
68	16,904	329	7.7%	19.5	166	7.5%	9.8	0	0.0%	0.00	**495**	**7.6%**	**29.3**
69	15,656	299	7.0%	19.1	175	7.9%	11.2	1	3.4%	0.06	**475**	**7.3%**	**30.3**
70	13,801	242	5.7%	17.5	123	5.6%	8.9	4	13.8%	0.29	**369**	**5.7%**	**26.7**
71	12,792	245	5.7%	19.2	123	5.6%	9.6	1	3.4%	0.08	**369**	**5.7%**	**28.8**
72	11,753	222	5.2%	18.9	100	4.5%	8.5	3	10.3%	0.26	**325**	**5.0%**	**27.7**
73	11,500	173	4.0%	15.0	97	4.4%	8.4	0	0.0%	0.00	**270**	**4.1%**	**23.5**
74	10,720	170	4.0%	15.9	87	3.9%	8.1	1	3.4%	0.09	**258**	**4.0%**	**24.1**
75	10,020	159	3.7%	15.9	79	3.6%	7.9	1	3.4%	0.10	**239**	**3.7%**	**23.9**
76	9,705	177	4.1%	18.2	69	3.1%	7.1	1	3.4%	0.10	**247**	**3.8%**	**25.5**
77	9,266	153	3.6%	16.5	65	2.9%	7.0	3	10.3%	0.32	**221**	**3.4%**	**23.9**
78	8,202	143	3.3%	17.4	55	2.5%	6.7	2	6.9%	0.24	**200**	**3.1%**	**24.4**
79	7,836	134	3.1%	17.1	69	3.1%	8.8	1	3.4%	0.13	**204**	**3.1%**	**26.0**
80	7,708	115	2.7%	14.9	74	3.4%	9.6	2	6.9%	0.26	**191**	**2.9%**	**24.8**
81	7,320	122	2.9%	16.7	53	2.4%	7.2	0	0.0%	0.00	**175**	**2.7%**	**23.9**
82	6,576	102	2.4%	15.5	50	2.3%	7.6	1	3.4%	0.15	**153**	**2.4%**	**23.3**
83	6,220	95	2.2%	15.3	47	2.1%	7.6	0	0.0%	0.00	**142**	**2.2%**	**22.8**
84	5,642	72	1.7%	12.8	51	2.3%	9.0	1	3.4%	0.18	**124**	**1.9%**	**22.0**
85	5,108	79	1.8%	15.5	36	1.6%	7.0	1	3.4%	0.20	**116**	**1.8%**	**22.7**
86	4,747	45	1.1%	9.5	33	1.5%	7.0	0	0.0%	0.00	**78**	**1.2%**	**16.4**
87	4,120	51	1.2%	12.4	28	1.3%	6.8	1	3.4%	0.24	**80**	**1.2%**	**19.4**
88	3,697	30	0.7%	8.1	26	1.2%	7.0	0	0.0%	0.00	**56**	**0.9%**	**15.1**
89	3,237	21	0.5%	6.5	26	1.2%	8.0	0	0.0%	0.00	**47**	**0.7%**	**14.5**
90	2,906	13	0.3%	4.5	15	0.7%	5.2	0	0.0%	0.00	**28**	**0.4%**	**9.6**
91	2,389	18	0.4%	7.5	8	0.4%	3.3	0	0.0%	0.00	**26**	**0.4%**	**10.9**
92	1,943	15	0.4%	7.7	8	0.4%	4.1	0	0.0%	0.00	**23**	**0.4%**	**11.8**
93	1,733	4	0.1%	2.3	3	0.1%	1.7	0	0.0%	0.00	**7**	**0.1%**	**4.0**
94	1,390	3	0.1%	2.2	1	0.0%	0.7	0	0.0%	0.00	**4**	**0.1%**	**2.9**
95+	4,302	8	0.2%	1.9	0	0.0%	0.0	0	0.0%	0.00	**8**	**0.1%**	**1.9**
Total	**259,171**	**4,273**	**100.0%**	**16.5**	**2,207**	**100.0%**	**8.5**	**29**	**100.0%**	**0.11**	**6,509**	**100.0%**	**25.1**

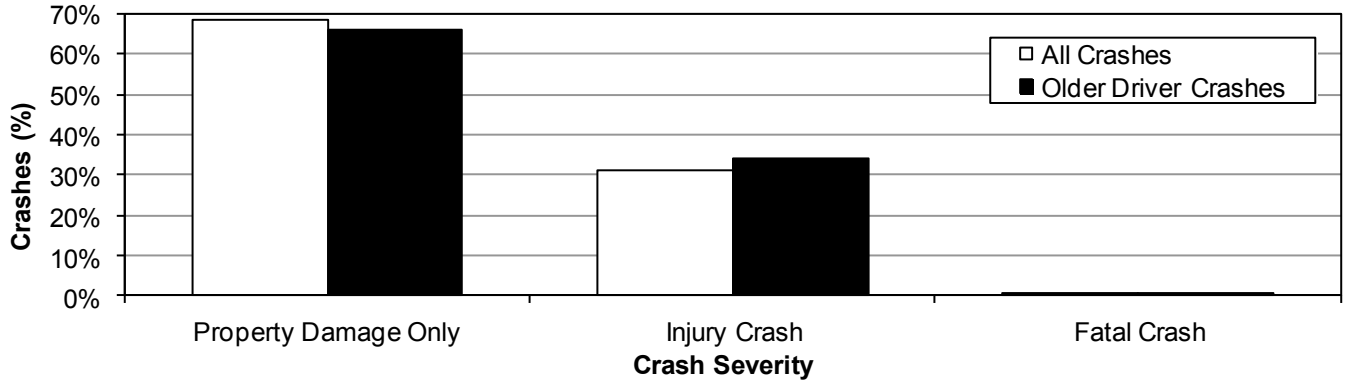
Crash Conditions

Crash Rate of Licensed Drivers by Age (Utah 2012)



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

Older Driver Crash Severity (Utah 2012)



- Older driver crashes were 15% more likely to result in injury or death compared to all other crashes.

Crash Conditions

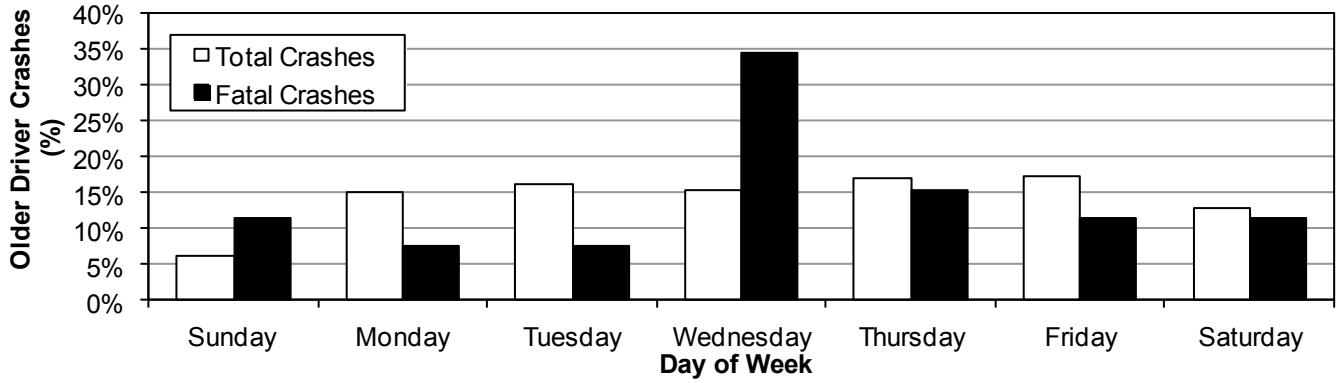
Older Driver Crashes by Month (Utah 2012)

Older (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	317	10.2	125	4.0	0	0.00	**442**	**14.3**
February	271	9.3	114	3.9	0	0.00	**385**	**13.3**
March	299	9.6	173	5.6	2	0.06	**474**	**15.3**
April	300	10.0	175	5.8	1	0.03	**476**	**15.9**
May	303	9.8	174	5.6	4	0.13	**481**	**15.5**
June	367	12.2	196	6.5	2	0.07	**565**	**18.8**
July	311	10.0	187	6.0	2	0.06	**500**	**16.1**
August	359	11.6	193	6.2	4	0.13	**556**	**17.9**
September	355	11.8	184	6.1	2	0.07	**541**	**18.0**
October	355	11.5	199	6.4	1	0.03	**555**	**17.9**
November	370	12.3	164	5.5	4	0.13	**538**	**17.9**
December	436	14.1	196	6.3	4	0.13	**636**	**20.5**
Total	**4,043**	**11.0**	**2,080**	**5.7**	**26**	**0.07**	**6,149**	**16.8**

- Overall, December (20.5) and June (18.8) had the highest rates per day for older driver crashes.
- The highest rate per day of fatal older driver crashes occurred in May, August, November, and December.

Older Driver Crashes by Day of Week (Utah 2012)

Older (Age 65+) Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	236	5.8%	151	7.3%	3	11.5%	**390**	**6.3%**
Monday	634	15.7%	291	14.0%	2	7.7%	**927**	**15.1%**
Tuesday	653	16.2%	333	16.0%	2	7.7%	**988**	**16.1%**
Wednesday	618	15.3%	318	15.3%	9	34.6%	**945**	**15.4%**
Thursday	689	17.0%	348	16.7%	4	15.4%	**1,041**	**16.9%**
Friday	697	17.2%	366	17.6%	3	11.5%	**1,066**	**17.3%**
Saturday	516	12.8%	273	13.1%	3	11.5%	**792**	**12.9%**
Total	**4,043**	**100.0%**	**2,080**	**100.0%**	**26**	**100.0%**	**6,149**	**100.0%**

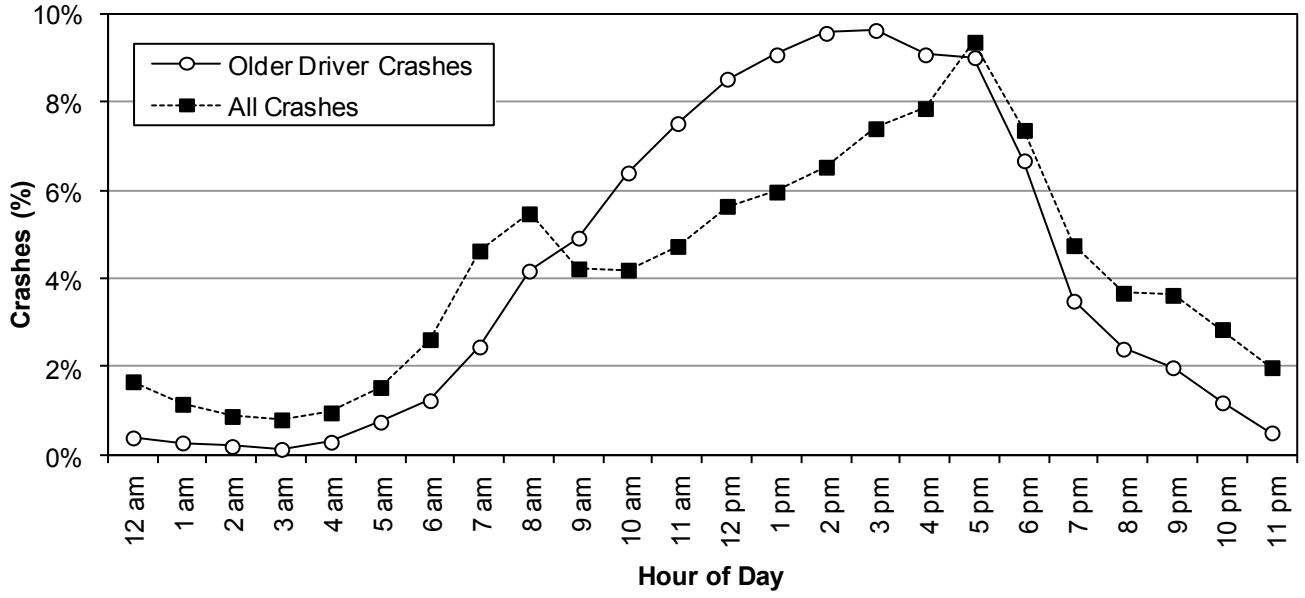


- Overall, the highest percentage of older driver crashes occurred on Friday (17.3%).
- The highest percentage of fatal older driver crashes occurred on Wednesday (34.6%).

Crash Conditions

Older Driver Crashes by Hour (Utah 2012)

Older (Age 65+) Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	13	0.3%	11	0.5%	0	0.0%	**24**	**0.4%**
1 a.m.	12	0.3%	5	0.2%	0	0.0%	**17**	**0.3%**
2 a.m.	5	0.1%	7	0.3%	0	0.0%	**12**	**0.2%**
3 a.m.	5	0.1%	3	0.1%	0	0.0%	**8**	**0.1%**
4 a.m.	10	0.2%	8	0.4%	0	0.0%	**18**	**0.3%**
5 a.m.	34	0.8%	12	0.6%	0	0.0%	**46**	**0.7%**
6 a.m.	61	1.5%	15	0.7%	0	0.0%	**76**	**1.2%**
7 a.m.	96	2.4%	54	2.6%	1	3.8%	**151**	**2.5%**
8 a.m.	158	3.9%	99	4.8%	0	0.0%	**257**	**4.2%**
9 a.m.	197	4.9%	105	5.0%	1	3.8%	**303**	**4.9%**
10 a.m.	246	6.1%	145	7.0%	3	11.5%	**394**	**6.4%**
11 a.m.	305	7.5%	157	7.5%	1	3.8%	**463**	**7.5%**
Noon	353	8.7%	171	8.2%	1	3.8%	**525**	**8.5%**
1 p.m.	347	8.6%	209	10.0%	3	11.5%	**559**	**9.1%**
2 p.m.	398	9.8%	187	9.0%	4	15.4%	**589**	**9.6%**
3 p.m.	395	9.8%	197	9.5%	1	3.8%	**593**	**9.6%**
4 p.m.	357	8.8%	198	9.5%	4	15.4%	**559**	**9.1%**
5 p.m.	375	9.3%	177	8.5%	3	11.5%	**555**	**9.0%**
6 p.m.	279	6.9%	131	6.3%	1	3.8%	**411**	**6.7%**
7 p.m.	147	3.6%	67	3.2%	1	3.8%	**215**	**3.5%**
8 p.m.	90	2.2%	56	2.7%	2	7.7%	**148**	**2.4%**
9 p.m.	84	2.1%	38	1.8%	0	0.0%	**122**	**2.0%**
10 p.m.	53	1.3%	20	1.0%	0	0.0%	**73**	**1.2%**
11 p.m.	23	0.6%	8	0.4%	0	0.0%	**31**	**0.5%**
Total	**4,043**	**100.0%**	**2,080**	**100.0%**	**26**	**100.0%**	**6,149**	**100.0%**



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

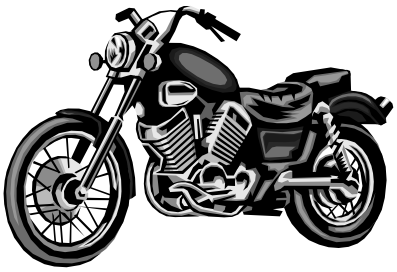
Crash Conditions

Contributing Factors of Older Driver Crashes (Utah 2012)

Older (Age 65+) Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	693	20.4%	432	21.8%	3	6.4%	**1,128**	**20.8%**
Followed Too Closely	389	11.5%	259	13.1%	0	0.0%	**648**	**12.0%**
Failed to Keep in Proper Lane	268	7.9%	124	6.3%	9	19.1%	**401**	**7.4%**
Speed Too Fast	144	4.2%	202	10.2%	7	14.9%	**353**	**6.5%**
Other Improper Driving	224	6.6%	119	6.0%	1	2.1%	**344**	**6.4%**
Disregard Traffic Signal/Sign	157	4.6%	152	7.7%	5	10.6%	**314**	**5.8%**
Improper Turn	212	6.3%	96	4.9%	1	2.1%	**309**	**5.7%**
Driver Distraction	161	4.7%	85	4.3%	1	2.1%	**247**	**4.6%**
Improper Backing	198	5.8%	9	0.5%	1	2.1%	**208**	**3.8%**
Improper Lane Change	172	5.1%	32	1.6%	0	0.0%	**204**	**3.8%**
Vision Obscured by Weather Condition	89	2.6%	59	3.0%	1	2.1%	**149**	**2.8%**
Ran Off Road	67	2.0%	53	2.7%	5	10.6%	**125**	**2.3%**
Driver Asleep/Fatigue	50	1.5%	36	1.8%	5	10.6%	**91**	**1.7%**
Improper Parking/Stopping	67	2.0%	22	1.1%	0	0.0%	**89**	**1.6%**
Driver Illness/Medical	33	1.0%	39	2.0%	2	4.3%	**74**	**1.4%**
Vision Obscured by Glare	34	1.0%	36	1.8%	0	0.0%	**70**	**1.3%**
Other Driver Condition	41	1.2%	25	1.3%	1	2.1%	**67**	**1.2%**
Overcorrected	35	1.0%	29	1.5%	3	6.4%	**67**	**1.2%**
Swerved or Evasive Action	41	1.2%	25	1.3%	1	2.1%	**67**	**1.2%**
Hit and Run	56	1.7%	7	0.4%	0	0.0%	**63**	**1.2%**
Vision Obscured by Moving Vehicle	38	1.1%	20	1.0%	0	0.0%	**58**	**1.1%**
Vision Obscured by Other	29	0.9%	18	0.9%	0	0.0%	**47**	**0.9%**
Vehicle Other Defective Condition	29	0.9%	17	0.9%	0	0.0%	**46**	**0.8%**
Driving Under the Influence	19	0.6%	15	0.8%	0	0.0%	**34**	**0.6%**
Vision Obscured by Parked Vehicle	21	0.6%	9	0.5%	0	0.0%	**30**	**0.6%**
Vehicle Tires	19	0.6%	7	0.4%	0	0.0%	**26**	**0.5%**
Wrong Side/Wrong Way	11	0.3%	13	0.7%	0	0.0%	**24**	**0.4%**
Disregard Road Markings	16	0.5%	6	0.3%	0	0.0%	**22**	**0.4%**
Vehicle Brakes	16	0.5%	6	0.3%	0	0.0%	**22**	**0.4%**
Vehicle Cargo	16	0.5%	4	0.2%	0	0.0%	**20**	**0.4%**
Improper Passing	12	0.4%	7	0.4%	0	0.0%	**19**	**0.4%**
Vision Obscured by Vegetation	8	0.2%	3	0.2%	0	0.0%	**11**	**0.2%**
Driver Emotional Prior to Crash	6	0.2%	4	0.2%	0	0.0%	**10**	**0.2%**
Improper Signal	8	0.2%	2	0.1%	0	0.0%	**10**	**0.2%**
Vision Obscured by Building, Sign, etc.	6	0.2%	2	0.1%	0	0.0%	**8**	**0.1%**
Reckless/Aggressive Driving	3	0.1%	2	0.1%	1	2.1%	**6**	**0.1%**
Windshield or Other Window Obscured	3	0.1%	3	0.2%	0	0.0%	**6**	**0.1%**
Total	**3,391**	**100.0%**	**1,979**	**100.0%**	**47**	**100.0%**	**5,417**	**100.0%**

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all older driver crashes were failed to yield right of way (20.8%), followed too closely (12.0%), and failed to keep in proper lane (7.4%).
- The leading contributing factors in fatal older driver crashes were failed to keep in proper lane (19.1%), and speed too fast (14.9%).
- Compared to drivers of all ages, older drivers were more likely to have a contributing factor of failure to yield right of way, disregard traffic signal/sign, improper turn, improper backing, and improper lane change.

Motorcycles



DRIVE AWARE. RIDE AWARE.

2012

Section 8: Motorcycles

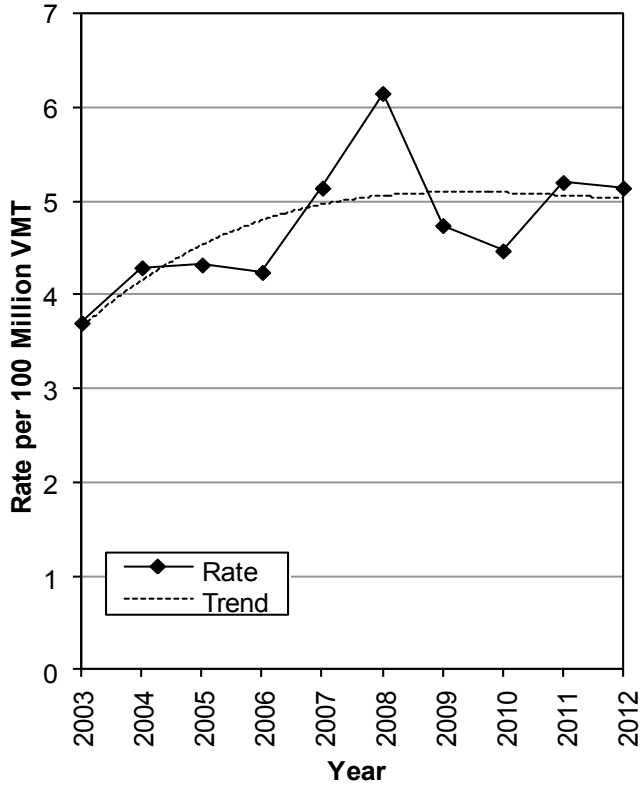
Trends
Motorcyclists in Crashes 2003-2012 98
Motorcycle Crashes 2003-2012 99
Helmets
Helmet Use 2003-2012 100
Helmet Use 2012 100
Crash Conditions
Motorcyclists in Crashes by County 101
Occupant Placement 101
Age 102
Gender 102
Month 102
Hour 103
Day of Week 103
Driver License Status 103
Driver Age 104
Travel Speed 104
Maneuver of Other Vehicle Prior to Crash 105
Contributing Factors of Other Drivers 105
Contributing Factors of Motorcycle Drivers 106

Trends

Motorcyclists in Crashes (Utah 2003-2012)

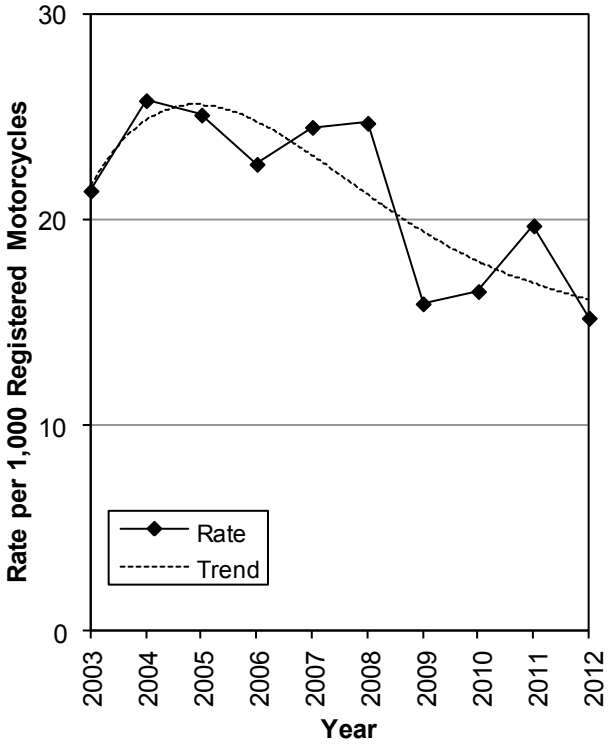
Motorcyclists (Driver and Passenger)												
	Non-Injured			Injured			Killed			Total		
Year	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Registered Motorcycles
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	4.2	16.0	28	0.11	0.40	**1,373**	**5.20**	**19.7**
2012	225	0.8	2.5	1,111	4.2	12.3	32	0.12	0.36	**1,368**	**5.14**	**15.2**
Total	**2,060**	**0.8**	**3.4**	**9,941**	**3.8**	**16.4**	**280**	**0.11**	**0.46**	**12,281**	**4.75**	**20.3**

Motorcyclist Crash Rates per VMT (Utah 2003-2012)



- 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 2003-2012)



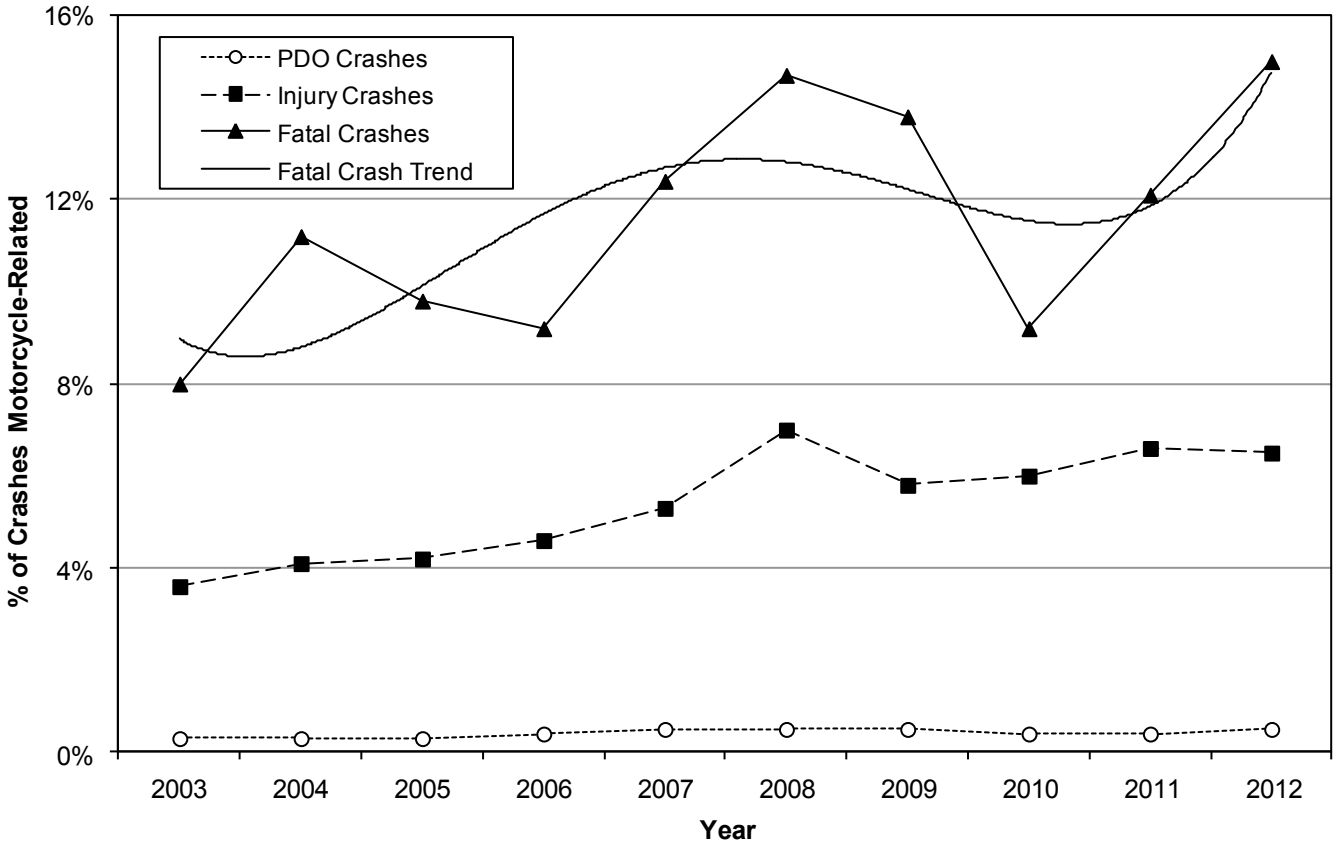
- The rate of total motorcyclists in crashes per registered motorcycles has shown a decreasing trend over the last 10 years.

Trends

Motorcycle Crashes (Utah 2003-2012)

Motorcycle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Motorcycle		All	Motorcycle		All	Motorcycle		All	Motorcycle	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	34,635	175	0.5%	15,765	1,024	6.5%	200	30	15.0%	**50,600**	**1,229**	**2.4%**
Total	**360,942**	**1,471**	**0.4%**	**173,343**	**9,174**	**5.3%**	**2,368**	**271**	**11.4%**	**536,653**	**10,916**	**2.0%**

Percent of Crashes Involving a Motorcycle (Utah 2003-2012)

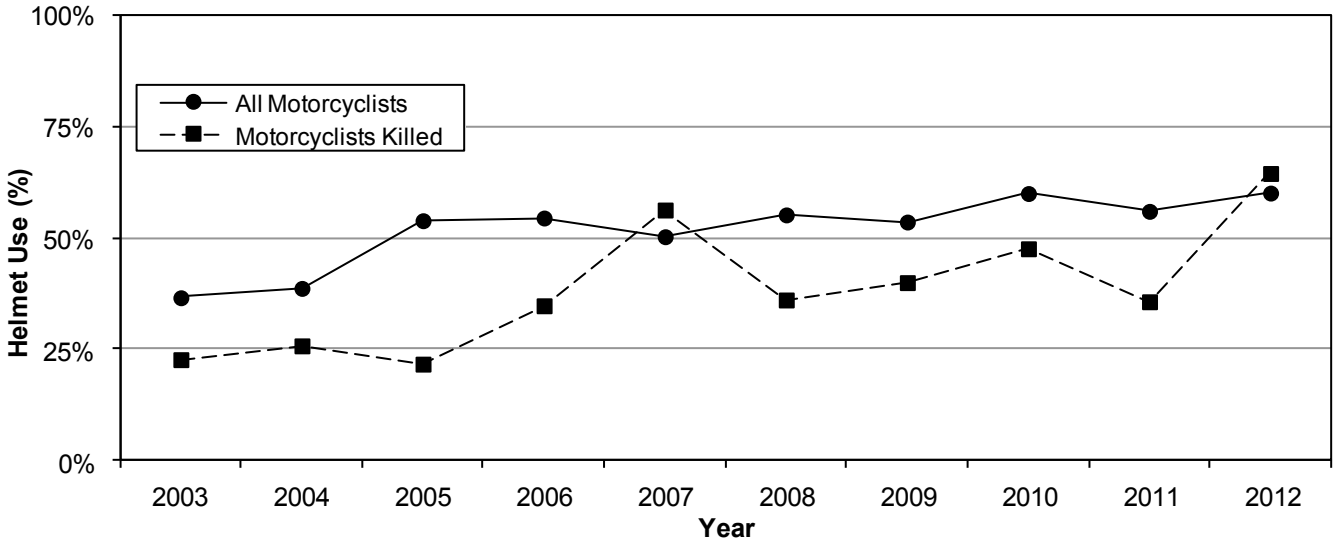


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.3% of injury crashes, and 11.4% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 11.4% of fatal crashes and 5.3% of injury crashes compared to 2.0% of total crashes.
- During the last 10 years, the highest percent of total crashes involving motorcycles occurred in 2008 (2.5%).

Helmets

Helmet Use of Motorcyclists in Crashes (Utah 2003-2012)

Motorcyclists (Driver and Passenger)												
	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet		No Helmet	Helmet	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	57	113	66.5%	417	597	58.9%	11	20	64.5%	**485**	**730**	**60.1%**
Total	**711**	**816**	**53.4%**	**4,251**	**4,735**	**52.7%**	**168**	**109**	**39.4%**	**5,130**	**5,660**	**52.5%**



- Overall helmet use by motorcyclists in crashes increased from 36.6% in 2003 to 60.1% in 2012.
- Helmet use among motorcyclists killed has shown an increasing trend.

Helmet Use of Motorcyclists in Crashes (Utah 2012)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Helmet Use	#	%	#	%	#	%	#	%
Helmet Worn	113	50.2%	597	53.7%	20	62.5%	**730**	**53.4%**
Helmet Not Worn	57	25.3%	417	37.5%	11	34.4%	**485**	**35.5%**
Unknown	55	24.4%	97	8.7%	1	3.1%	**153**	**11.2%**
Total	**225**	**100.0%**	**1,111**	**100.0%**	**32**	**100.0%**	**1,368**	**100.0%**

- Only 60.1% (of known) of the motorcyclists in crashes wore a helmet.
- Only 20 of the 32 motorcyclists killed in crashes (62.5%) were wearing a helmet.

Motorcycle Crash Conditions

Motorcyclists in Crashes by County (Utah 2012)

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	3	6.1	9	18.3	1	2.03	**13**	**26.4**
Morgan	3	2.3	19	14.3	1	0.75	**23**	**17.3**
Garfield	4	3.6	9	8.1	1	0.90	**14**	**12.6**
Wayne	0	0.0	5	10.6	0	0.00	**5**	**10.6**
Daggett	0	0.0	2	6.6	1	3.29	**3**	**9.9**
Duchesne	2	0.7	19	6.9	1	0.36	**22**	**8.0**
Weber	18	1.1	97	6.0	1	0.06	**116**	**7.2**
Washington	12	0.9	83	6.0	3	0.22	**98**	**7.1**
Cache	14	1.6	43	4.9	0	0.00	**57**	**6.5**
Utah	25	0.7	203	5.3	8	0.21	**236**	**6.2**
Salt Lake	100	1.1	385	4.4	5	0.06	**490**	**5.6**
Kane	3	1.8	6	3.5	0	0.00	**9**	**5.3**
Grand	5	1.6	11	3.4	0	0.00	**16**	**5.0**
Sanpete	0	0.0	8	3.9	0	0.00	**8**	**3.9**
Box Elder	1	0.1	30	3.4	2	0.23	**33**	**3.8**
Tooele	11	1.3	19	2.3	0	0.00	**30**	**3.6**
Uintah	1	0.2	14	3.4	0	0.00	**15**	**3.6**
San Juan	2	0.7	8	2.6	1	0.33	**11**	**3.6**
Iron	3	0.4	21	3.0	0	0.00	**24**	**3.4**
Wasatch	1	0.3	10	3.0	0	0.00	**11**	**3.3**
Davis	9	0.4	70	2.8	3	0.12	**82**	**3.2**
Summit	3	0.4	16	2.2	3	0.41	**22**	**3.0**
Millard	0	0.0	8	1.8	1	0.22	**9**	**2.0**
Carbon	2	0.7	4	1.3	0	0.00	**6**	**2.0**
Sevier	1	0.3	4	1.3	0	0.00	**5**	**1.6**
Emery	0	0.0	4	1.0	0	0.00	**4**	**1.0**
Juab	2	0.5	2	0.5	0	0.00	**4**	**1.0**
Beaver	0	0.0	2	0.8	0	0.00	**2**	**0.8**
Piute	0	0.0	0	0.0	0	0.00	**0**	**0.0**
Statewide	**225**	**0.8**	**1,111**	**4.2**	**32**	**0.12**	**1,368**	**5.1**

- Rich (26.4), Morgan (17.3), and Garfield (12.6) counties had the highest rates of motorcyclists in crashes per vehicle miles traveled (VMT).
- Daggett (3.29) and Rich (2.03) counties had the highest rates of motorcyclists killed in crashes.

Occupant Placement of Motorcyclists in Crashes (Utah 2012)

- Drivers accounted for the majority of motorcyclists in a crash (90.2%) and motorcyclists killed (84.4%).

Motorcyclists (Driver and Passenger)								
Occupant Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	194	86.2%	1,013	91.2%	27	84.4%	**1,234**	**90.2%**
Passenger	31	13.8%	98	8.8%	5	15.6%	**134**	**9.8%**
Total	**225**	**100.0%**	**1,111**	**100.0%**	**32**	**100.0%**	**1,368**	**100.0%**

Motorcycle Crash Conditions

Age of Motorcyclists in Crashes (Utah 2012)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-9	1	0.4%	2	45.0%	1	3.1%	**4**	**0.3%**
10-14	3	1.3%	13	1.2%	0	0.0%	**16**	**1.2%**
15-19	19	8.4%	119	10.7%	1	3.1%	**139**	**10.2%**
20-24	33	14.7%	186	16.7%	6	18.8%	**225**	**16.4%**
25-29	24	10.7%	158	14.2%	2	6.3%	**184**	**13.5%**
30-34	21	9.3%	96	8.6%	3	9.4%	**120**	**8.8%**
35-39	14	6.2%	85	7.7%	2	6.3%	**101**	**7.4%**
40-44	11	4.9%	76	6.8%	2	6.3%	**89**	**6.5%**
45-49	26	11.6%	91	8.2%	2	6.3%	**119**	**8.7%**
50-54	22	9.8%	90	8.1%	2	6.3%	**114**	**8.3%**
55-59	12	5.3%	93	8.4%	6	18.8%	**111**	**8.1%**
60-64	11	4.9%	44	4.0%	4	12.5%	**59**	**4.3%**
65+	17	7.6%	52	4.7%	1	3.1%	**70**	**5.1%**
Unknown	11	4.9%	6	0.5%	0	0.0%	**17**	**1.2%**
Total	**225**	**100.0%**	**1,111**	**144.8%**	**32**	**100.0%**	**1,368**	**100.0%**

- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (29.9%).
- The highest number of motorcyclist deaths were aged 20-24 years and 55-59 years.
- The average age of a motorcyclist in a crash was 37 years.
- The average age of a motorcyclist killed in a crash was 41 years.

Gender of Motorcyclists in Crashes (Utah 2012)

- The majority of all motorcyclists (82.7%) and motorcyclists killed (87.5%) in crashes were male.

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	178	79.1%	926	83.3%	28	87.5%	**1132**	**82.7%**
Female	39	17.3%	183	16.5%	4	12.5%	**226**	**16.5%**
Unknown	8	3.6%	2	0.2%	0	0.0%	**10**	**0.7%**
Total	**225**	**100.0%**	**1,111**	**100.0%**	**32**	**100.0%**	**1,368**	**100.0%**

Motorcyclists in Crashes by Month (Utah 2012)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	1	0.0	18	0.6	0	0.00	**19**	**0.6**
February	4	0.1	12	0.4	0	0.00	**16**	**0.6**
March	16	0.5	73	2.4	2	0.06	**91**	**2.9**
April	21	0.7	91	3.0	3	0.10	**115**	**3.8**
May	34	1.1	132	4.3	3	0.10	**169**	**5.5**
June	34	1.1	172	5.7	5	0.17	**211**	**7.0**
July	21	0.7	153	4.9	4	0.13	**178**	**5.7**
August	31	1.0	175	5.6	7	0.23	**213**	**6.9**
September	28	0.9	136	4.5	4	0.13	**168**	**5.6**
October	22	0.7	90	2.9	1	0.03	**113**	**3.6**
November	9	0.3	45	1.5	3	0.10	**57**	**1.9**
December	4	0.1	14	0.5	0	0.00	**18**	**0.6**
Total	**225**	**0.6**	**1,111**	**3.0**	**32**	**0.09**	**1,368**	**3.7**

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

Motorcycle Crash Conditions

Motorcyclists in Crashes by Hour (Utah 2012)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	0	0.0%	21	1.9%	1	3.1%	**22**	**1.6%**
1 a.m.	3	1.3%	11	1.0%	2	6.3%	**16**	**1.2%**
2 a.m.	0	0.0%	9	0.8%	0	0.0%	**9**	**0.7%**
3 a.m.	0	0.0%	5	0.5%	0	0.0%	**5**	**0.4%**
4 a.m.	1	0.4%	7	0.6%	2	6.3%	**10**	**0.7%**
5 a.m.	2	0.9%	8	0.7%	0	0.0%	**10**	**0.7%**
6 a.m.	4	1.8%	14	1.3%	0	0.0%	**18**	**1.3%**
7 a.m.	4	1.8%	25	2.3%	1	3.1%	**30**	**2.2%**
8 a.m.	15	6.7%	32	2.9%	0	0.0%	**47**	**3.4%**
9 a.m.	10	4.4%	39	3.5%	0	0.0%	**49**	**3.6%**
10 a.m.	9	4.0%	59	5.3%	2	6.3%	**70**	**5.1%**
11 a.m.	6	2.7%	47	4.2%	1	3.1%	**54**	**3.9%**
Noon	18	8.0%	84	7.6%	1	3.1%	**103**	**7.5%**
1 p.m.	9	4.0%	76	6.8%	2	6.3%	**87**	**6.4%**
2 p.m.	25	11.1%	89	8.0%	7	21.9%	**121**	**8.8%**
3 p.m.	16	7.1%	92	8.3%	0	0.0%	**108**	**7.9%**
4 p.m.	23	10.2%	84	7.6%	5	15.6%	**112**	**8.2%**
5 p.m.	19	8.4%	99	8.9%	2	6.3%	**120**	**8.8%**
6 p.m.	20	8.9%	81	7.3%	1	3.1%	**102**	**7.5%**
7 p.m.	14	6.2%	87	7.8%	2	6.3%	**103**	**7.5%**
8 p.m.	6	2.7%	62	5.6%	1	3.1%	**69**	**5.0%**
9 p.m.	9	4.0%	35	3.2%	0	0.0%	**44**	**3.2%**
10 p.m.	11	4.9%	28	2.5%	2	6.3%	**41**	**3.0%**
11 p.m.	1	0.4%	17	1.5%	0	0.0%	**18**	**1.3%**
Total	**225**	**100.0%**	**1,111**	**100.0%**	**32**	**100.0%**	**1,368**	**100.0%**

- Nearly two-thirds (62.6%) of total motorcycle crashes occurred between 12:00 p.m. and 7:59 p.m.

Motorcyclists in Crashes by Day of Week (Utah 2012)

- Over one-third (33.6%) of total motorcycle crashes occurred on Friday and Saturday.
- Fatal motorcycle crashes occurred most frequently on Sunday (25.0%).

Motorcyclists (Driver and Passenger)								
Day of	Non-Injured		Injured		Killed		Total	
Week	#	%	#	%	#	%	#	%
Sunday	24	10.7%	156	14.0%	8	25.0%	**188**	**13.7%**
Monday	27	12.0%	144	13.0%	3	9.4%	**174**	**12.7%**
Tuesday	36	16.0%	138	12.4%	3	9.4%	**177**	**12.9%**
Wednesday	29	12.9%	155	14.0%	2	6.3%	**186**	**13.6%**
Thursday	38	16.9%	142	12.8%	4	12.5%	**184**	**13.5%**
Friday	33	14.7%	178	16.0%	5	15.6%	**216**	**15.8%**
Saturday	38	16.9%	198	17.8%	7	21.9%	**243**	**17.8%**
Total	**225**	**100.0%**	**1,111**	**100.0%**	**32**	**100.0%**	**1,368**	**100.0%**

Motorcycle Driver License Status (Utah 2012)

- Of the 30 motorcycle drivers in fatal crashes, 19 (63.3%) had a valid motorcycle license.

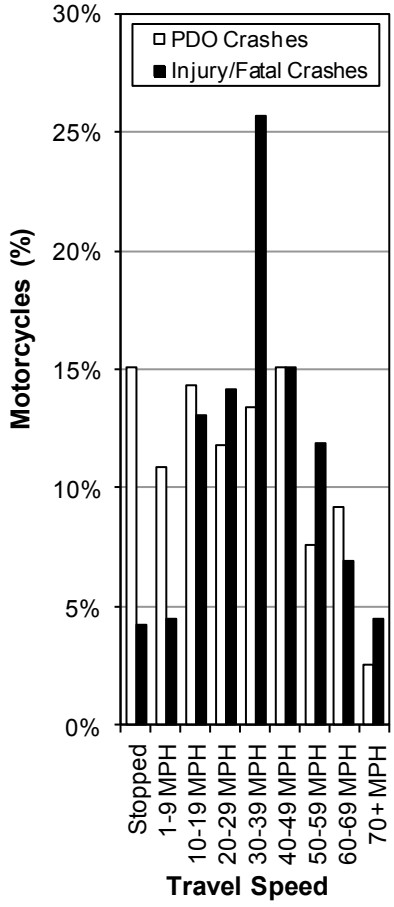
Motorcycle Crash Conditions

Motorcycle Driver Age (Utah 2012)

Motorcycle Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	1	0.6%	5	0.5%	0	0.0%	**6**	**0.5%**
15-19	9	5.5%	113	10.9%	0	0.0%	**122**	**9.9%**
20-24	28	17.2%	171	16.4%	7	23.3%	**206**	**16.7%**
25-29	19	11.7%	150	14.4%	2	6.7%	**171**	**13.9%**
30-34	16	9.8%	93	8.9%	2	6.7%	**111**	**9.0%**
35-39	13	8.0%	82	7.9%	2	6.7%	**97**	**7.9%**
40-44	7	4.3%	73	7.0%	2	6.7%	**82**	**6.6%**
45-49	18	11.0%	87	8.4%	3	10.0%	**108**	**8.8%**
50-54	15	9.2%	85	8.2%	2	6.7%	**102**	**8.3%**
55-59	8	4.9%	83	8.0%	6	20.0%	**97**	**7.9%**
60-64	8	4.9%	41	3.9%	3	10.0%	**52**	**4.2%**
65+	15	9.2%	51	4.9%	1	3.3%	**67**	**5.4%**
Unknown	6	3.7%	7	0.7%	0	0.0%	**13**	**1.1%**
Total	**163**	**100.0%**	**1,041**	**100.0%**	**30**	**100.0%**	**1,234**	**100.0%**

- One-half (49.9%) of the motorcycle drivers in crashes were under the age of 35 years.

Travel Speed (Utah 2012)



Motorcycles								
Travel	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed	#	%	#	%	#	%	#	%
Parked	19	10.9%	3	0.3%	0	0.0%	**22**	**1.8%**
Stopped	18	10.3%	35	3.4%	0	0.0%	**53**	**4.3%**
1-9 MPH	13	7.4%	37	3.6%	0	0.0%	**50**	**4.0%**
10-19 MPH	17	9.7%	107	10.3%	1	3.3%	**125**	**10.0%**
20-29 MPH	14	8.0%	117	11.2%	0	0.0%	**131**	**10.5%**
30-39 MPH	16	9.1%	209	20.1%	3	10.0%	**228**	**18.3%**
40-49 MPH	18	10.3%	119	11.4%	6	20.0%	**143**	**11.5%**
50-59 MPH	9	5.1%	90	8.6%	8	26.7%	**107**	**8.6%**
60-69 MPH	11	6.3%	53	5.1%	4	13.3%	**68**	**5.5%**
70-79 MPH	2	1.1%	23	2.2%	4	13.3%	**29**	**2.3%**
80+ MPH	1	0.6%	8	0.8%	2	6.7%	**11**	**0.9%**
Unknown	37	21.1%	241	23.1%	2	6.7%	**280**	**22.5%**
Total	**175**	**100.0%**	**1,042**	**100.0%**	**30**	**100.0%**	**1,247**	**100.0%**

- Nearly two-thirds (64.8% of known) of motorcycles in total crashes were traveling 10-49 MPH.
- Most (85.7% of known) of the motorcycles in fatal crashes were traveling 40 MPH or higher.

Motorcycle Crash Conditions

Maneuver of Other Vehicle Prior to Motorcycle Crash (Utah 2012)

Vehicles Other than Motorcycles (Motorcycle Crash)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	45	30.6%	162	30.5%	10	52.6%	**217**	**31.1%**
Turning Left	25	17.0%	157	29.6%	6	31.6%	**188**	**27.0%**
Stopped in Traffic Lane	22	15.0%	60	11.3%	0	0.0%	**82**	**11.8%**
Slowing in Traffic Lane	5	3.4%	36	6.8%	1	5.3%	**42**	**6.0%**
Changing Lanes	3	2.0%	29	5.5%	1	5.3%	**33**	**4.7%**
Turning Right	10	6.8%	21	4.0%	0	0.0%	**31**	**4.4%**
Making U-turn	3	2.0%	25	4.7%	1	5.3%	**29**	**4.2%**
Backing	15	10.2%	6	1.1%	0	0.0%	**21**	**3.0%**
Parked/Parking	8	5.4%	8	1.5%	0	0.0%	**16**	**2.3%**
Entering/Leaving Traffic Lane	1	0.7%	9	1.7%	0	0.0%	**10**	**1.4%**
Overtaking/Passing	0	0.0%	3	0.6%	0	0.0%	**3**	**0.4%**
Unknown/Other	10	6.8%	15	2.8%	0	0.0%	**25**	**3.6%**
Total	**147**	**100.0%**	**531**	**100.0%**	**19**	**100.0%**	**697**	**100.0%**

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (31.1%) and turning left (27.0%).

Contributing Factors of Drivers Other than Motorcyclists in Motorcycle Crashes (Utah 2012)

- Failed to yield right of way (31.6%), improper turn (10.0%), vision obscured (8.9%), and followed too closely (7.3%), and were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	19	19.4%	171	34.4%	5	21.7%	**195**	**31.6%**
Improper Turn	11	11.2%	51	10.3%	0	0.0%	**62**	**10.0%**
Vision Obscured	4	4.1%	49	9.9%	2	8.7%	**55**	**8.9%**
Followed Too Closely	12	12.2%	32	6.4%	1	4.3%	**45**	**7.3%**
Other Improper Driving	8	8.2%	32	6.4%	1	4.3%	**41**	**6.6%**
Driver Distraction	4	4.1%	30	6.0%	2	8.7%	**36**	**5.8%**
Improper Lane Change	2	2.0%	29	5.8%	1	4.3%	**32**	**5.2%**
Hit and Run	12	12.2%	12	2.4%	1	4.3%	**25**	**4.0%**
Disregard Traffic Signal/Sign	0	0.0%	18	3.6%	0	0.0%	**18**	**2.9%**
Failed to Keep in Proper Lane	4	4.1%	13	2.6%	0	0.0%	**17**	**2.8%**
Improper Backing	12	12.2%	5	1.0%	0	0.0%	**17**	**2.8%**
Speed Too Fast	1	1.0%	11	2.2%	4	17.4%	**16**	**2.6%**
Vehicle Defective Condition	3	3.1%	5	1.0%	1	4.3%	**9**	**1.5%**
Driving Under the Influence	1	1.0%	5	1.0%	2	8.7%	**8**	**1.3%**
Reckless/Aggressive Driving	0	0.0%	7	1.4%	0	0.0%	**7**	**1.1%**
Driver Emotional Prior to Crash	1	1.0%	5	1.0%	0	0.0%	**6**	**1.0%**
Swerved or Evasive Action	1	1.0%	4	0.8%	1	4.3%	**6**	**1.0%**
Wrong Side/Wrong Way	0	0.0%	5	1.0%	0	0.0%	**5**	**0.8%**
Driver Illness/Medical	0	0.0%	4	0.8%	0	0.0%	**4**	**0.6%**
Other Driver Condition	1	1.0%	2	0.4%	1	4.3%	**4**	**0.6%**
Overcorrected	2	2.0%	1	0.2%	1	4.3%	**4**	**0.6%**
Driver Asleep/Fatigue	0	0.0%	3	0.6%	0	0.0%	**3**	**0.5%**
Improper Parking/Stopping	0	0.0%	3	0.6%	0	0.0%	**3**	**0.5%**
Total	**98**	**100.0%**	**497**	**100.0%**	**23**	**100.0%**	**618**	**100.0%**

Motorcycle Crash Conditions

Contributing Factors of Motorcycle Drivers in Crashes (Utah 2012)

Motorcycle Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Followed Too Closely	24	19.7%	107	11.7%	2	4.7%	**133**	**12.4%**
Speed Too Fast	15	12.3%	103	11.3%	14	32.6%	**132**	**12.3%**
Failed to Keep in Proper Lane	7	5.7%	104	11.4%	11	25.6%	**122**	**11.3%**
Swerved or Evasive Action	11	9.0%	106	11.6%	1	2.3%	**118**	**11.0%**
Other Improper Driving	9	7.4%	60	6.6%	0	0.0%	**69**	**6.4%**
Ran Off Road	7	5.7%	58	6.4%	3	7.0%	**68**	**6.3%**
Driving Under the Influence	1	0.8%	51	5.6%	1	2.3%	**53**	**4.9%**
Overcorrected	0	0.0%	49	5.4%	1	2.3%	**50**	**4.6%**
Driver Distraction	6	4.9%	34	3.7%	1	2.3%	**41**	**3.8%**
Failed to Yield Right of Way	10	8.2%	25	2.7%	1	2.3%	**36**	**3.3%**
Reckless/Aggressive Driving	3	2.5%	27	3.0%	1	2.3%	**31**	**2.9%**
Vehicle Other Defective Condition	1	0.8%	23	2.5%	0	0.0%	**24**	**2.2%**
Vehicle Tires	2	1.6%	21	2.3%	0	0.0%	**23**	**2.1%**
Disregard Traffic Signal/Sign	1	0.8%	15	1.6%	2	4.7%	**18**	**1.7%**
Improper Lane Change	2	1.6%	14	1.5%	0	0.0%	**16**	**1.5%**
Improper Turn	2	1.6%	14	1.5%	0	0.0%	**16**	**1.5%**
Improper Parking/Stopping	4	3.3%	11	1.2%	0	0.0%	**15**	**1.4%**
Improper Passing	3	2.5%	11	1.2%	1	2.3%	**15**	**1.4%**
Vehicle Brakes	0	0.0%	14	1.5%	0	0.0%	**14**	**1.3%**
Vision Obscured by Moving Vehicle	2	1.6%	9	1.0%	2	4.7%	**13**	**1.2%**
Other Driver Condition	3	2.5%	8	0.9%	0	0.0%	**11**	**1.0%**
Vision Obscured by Weather Condition	2	1.6%	9	1.0%	0	0.0%	**11**	**1.0%**
Vision Obscured by Other	0	0.0%	8	0.9%	1	2.3%	**9**	**0.8%**
Hit and Run	3	2.5%	5	0.5%	0	0.0%	**8**	**0.7%**
Vision Obscured by Parked Vehicle	1	0.8%	5	0.5%	0	0.0%	**6**	**0.6%**
Driver Asleep/Fatigue	1	0.8%	3	0.3%	0	0.0%	**4**	**0.4%**
Driver Illness/Medical	0	0.0%	4	0.4%	0	0.0%	**4**	**0.4%**
Vision Obscured by Glare	1	0.8%	3	0.3%	0	0.0%	**4**	**0.4%**
Wrong Side/Wrong Way	1	0.8%	2	0.2%	1	2.3%	**4**	**0.4%**
Driver Emotional Prior to Crash	0	0.0%	3	0.3%	0	0.0%	**3**	**0.3%**
Vision Obscured by Vegetation	0	0.0%	3	0.3%	0	0.0%	**3**	**0.3%**
Improper Backing	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Improper Signal	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Total	**122**	**100.0%**	**911**	**100.0%**	**43**	**100.0%**	**1,076**	**100.0%**

- Followed too closely (12.4%), speed too fast (12.3%), failed to keep in proper lane (11.3%), and swerved/ evasive action (11.0%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (32.6%) and failed to keep in proper lane (25.6%).

Pedestrians

2012

Section 9: Pedestrians

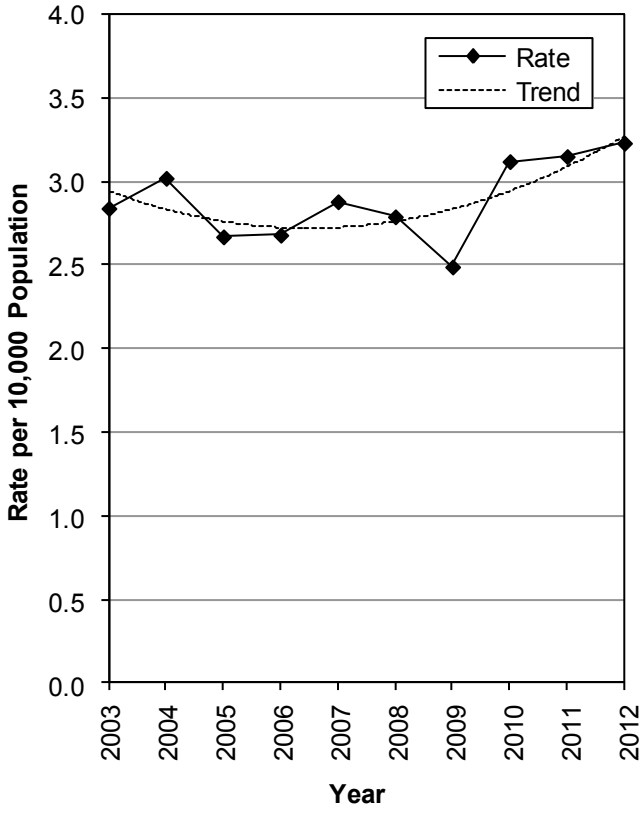
Trends
Pedestrians in Crashes 2003-2012 108
Pedestrian-Motor Vehicle Crashes 2003-2012 109
Crash Conditions
Pedestrians in Crashes by County 110
Injury Severity 110
Pedestrian Age 111
Driver Age 111
Pedestrian Gender 112
Driver Gender 112
Month 112
Day of Week 112
Hour 113
Pedestrian Contributing Factors 113
Vehicle Maneuver 114
Speed Limit 114
Travel Speed 114
Contributing Factors 115

Trends

Pedestrians in Crashes (Utah 2003-2012)

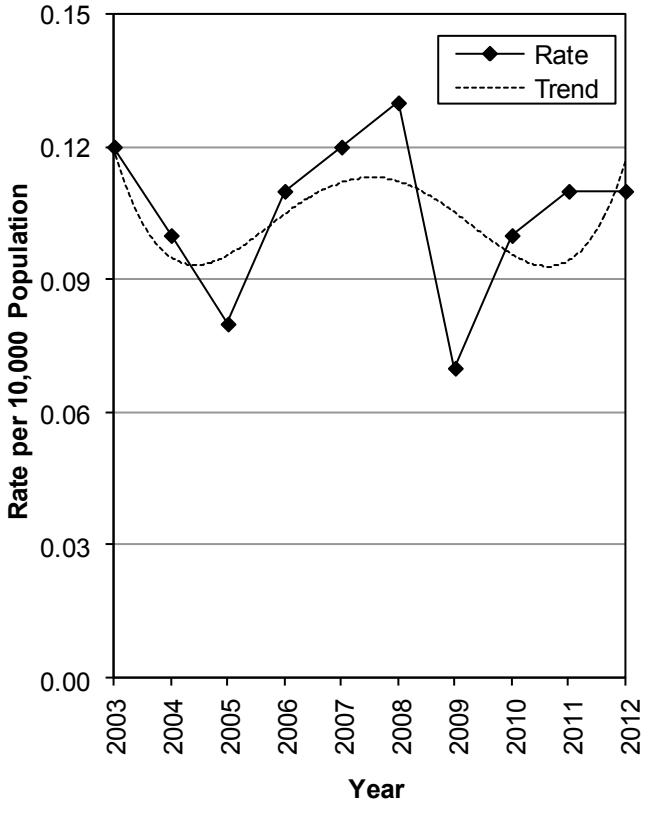
Pedestrians								
	Non-Injured		Injured		Killed		Total	
Year	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2003	42	0.18	616	2.60	28	0.12	**686**	**2.89**
2004	45	0.19	675	2.78	25	0.10	**745**	**3.07**
2005	35	0.14	626	2.50	20	0.08	**681**	**2.72**
2006	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**
2012	78	0.27	813	2.85	31	0.11	**922**	**3.23**
Total	**642**	**0.24**	**6,808**	**2.58**	**279**	**0.11**	**7,729**	**2.93**

Pedestrian Crash Rates Per Population (Utah 2003-2012)



- In 2012, the total rate per population of pedestrians in crashes increased 3% from 2011. This was the highest rate in the last 10 years.
- 2009 had the lowest rate per population of total pedestrians in crashes.

Pedestrian Death Rates Per Population (Utah 2003-2012)



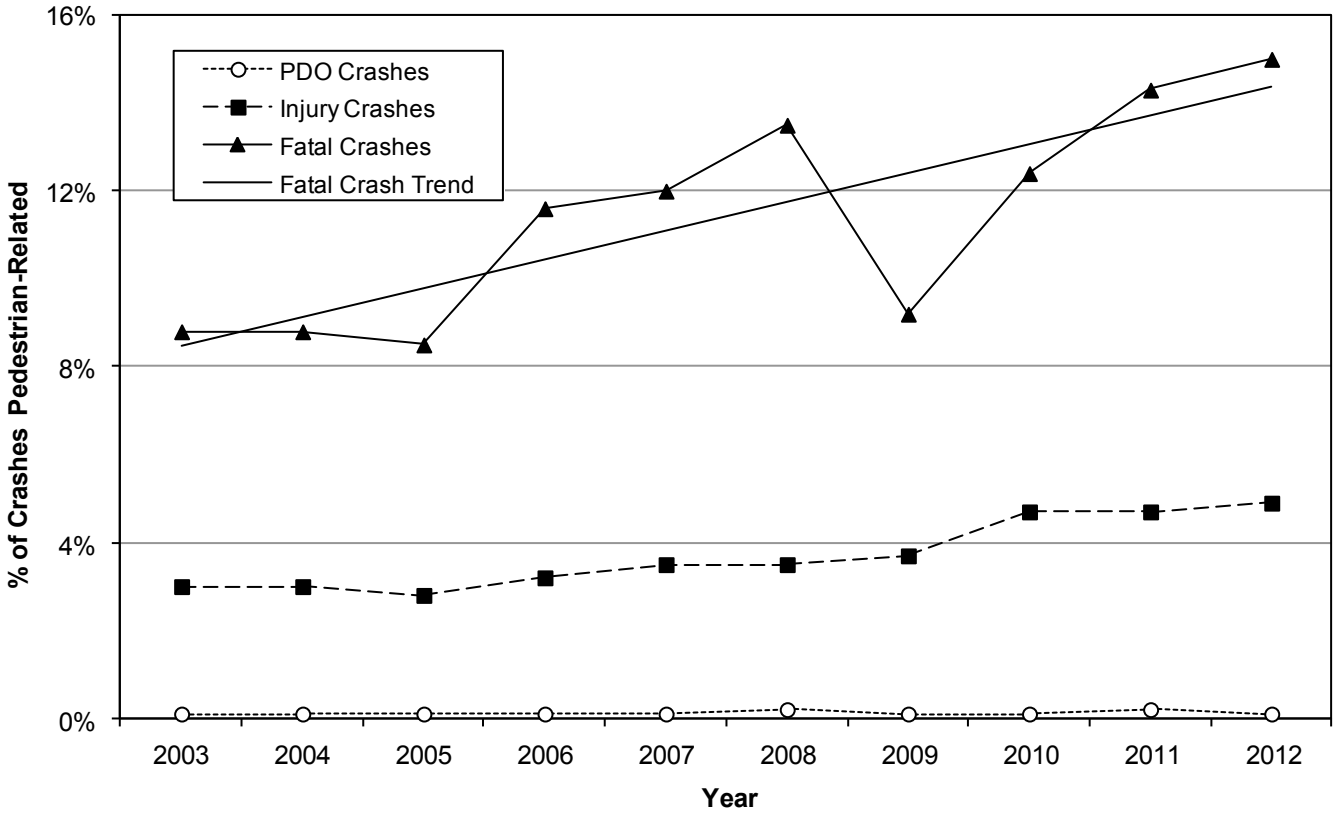
- The pedestrian death rate per population decreased slightly in 2012 from 2011.
- 2008 had the highest rate per population of pedestrians killed in crashes (0.13), while 2009 had the lowest rate (0.07).

Trends

Pedestrian-Motor Vehicle Crashes (Utah 2003-2012)

Pedestrian-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Pedestrian		All	Pedestrian		All	Pedestrian		All	Pedestrian	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	34,635	44	0.1%	15,765	779	4.9%	200	30	15.0%	**50,600**	**853**	**1.7%**
Total	**360,942**	**427**	**0.1%**	**173,343**	**6,319**	**3.6%**	**2,368**	**268**	**11.3%**	**536,653**	**7,014**	**1.3%**

Percent of Crashes Pedestrian-Related (Utah 2003-2012)



- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 3.6% of injury crashes, and 11.3% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 11.3% of fatal crashes compared to 1.3% of total crashes.
- The percent of injury crashes that involved a pedestrian increased for the seventh year in a row.
- During the last 10 years, the highest percent of fatal crashes involving pedestrians occurred in 2012 (15.0%).

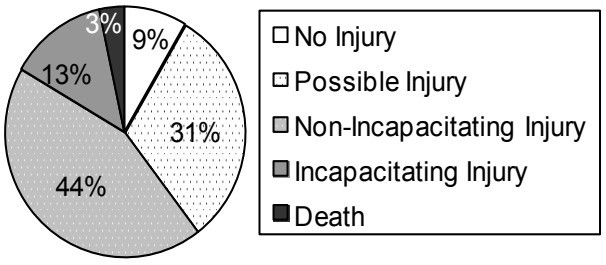
Pedestrian-Motor Vehicle Crash Conditions

Pedestrians in Crashes by County (Utah 2012)

	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.
Piute	0	0.00	2	13.01	0	0.00	**2**	**13.01**
Tooele	2	0.33	24	4.00	1	0.17	**27**	**4.50**
Salt Lake	33	0.31	424	4.00	19	0.18	**476**	**4.49**
Grand	1	1.06	3	3.18	0	0.00	**4**	**4.25**
Weber	7	0.30	72	3.06	2	0.08	**81**	**3.44**
Davis	12	0.38	86	2.71	4	0.13	**102**	**3.22**
Carbon	1	0.47	5	2.33	0	0.00	**6**	**2.80**
Cache	5	0.43	23	1.99	0	0.00	**28**	**2.42**
Utah	12	0.22	111	2.05	3	0.06	**126**	**2.33**
Washington	1	0.07	32	2.23	0	0.00	**33**	**2.30**
Duchesne	2	1.02	2	1.02	0	0.00	**4**	**2.04**
Iron	1	0.21	7	1.49	0	0.00	**8**	**1.71**
Beaver	0	0.00	1	1.52	0	0.00	**1**	**1.52**
Sevier	0	0.00	3	1.43	0	0.00	**3**	**1.43**
Sanpete	0	0.00	4	1.43	0	0.00	**4**	**1.43**
San Juan	0	0.00	1	0.66	1	0.66	**2**	**1.31**
Summit	0	0.00	4	1.06	0	0.00	**4**	**1.06**
Morgan	0	0.00	1	1.01	0	0.00	**1**	**1.01**
Juab	0	0.00	1	0.96	0	0.00	**1**	**0.96**
Emery	0	0.00	1	0.92	0	0.00	**1**	**0.92**
Millard	0	0.00	1	0.79	0	0.00	**1**	**0.79**
Box Elder	0	0.00	4	0.79	0	0.00	**4**	**0.79**
Uintah	0	0.00	1	0.29	1	0.29	**2**	**0.58**
Wasatch	1	0.39	0	0.00	0	0.00	**1**	**0.39**
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**
Kane	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	**78**	**0.27**	**813**	**2.85**	**31**	**0.11**	**922**	**3.23**

- Urban areas (3.51) had a much higher total pedestrian-motor vehicle crash rate per 10,000 population than rural areas (1.73).
- Piute (13.01), Tooele (4.50), and Salt Lake (4.49) counties had the highest rates of pedestrians in crashes per 10,000 population.
- Daggett, Garfield, Kane, Rich, and Wayne counties had no pedestrians in crashes.

Injury Severity of Pedestrians in Crashes (Utah 2012)



- 88.2% of pedestrians in crashes sustained an injury compared to 17.8% of all persons in crashes.
- The percentage of pedestrians killed in crashes (3.4%) was much higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- Pedestrian crashes were 10.6 times more likely to result in a death than other motor vehicle crashes.

Pedestrian-Motor Vehicle Crash Conditions

Age of Pedestrians in Crashes (Utah 2012)

- Overall, the largest percentages of pedestrians in crashes were aged 10-24 years (37.8% of known).
- The highest percentage of pedestrian deaths occurred in the 50-54 year age group (25.8%).
- The average age of a pedestrian in a crash was 31 years. The average age of a pedestrian killed was 43 years.

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	6	9.7%	24	3.0%	2	6.5%	**32**	**3.6%**
5-9	5	8.1%	56	7.1%	1	3.2%	**62**	**7.0%**
10-14	6	9.7%	87	11.1%	1	3.2%	**94**	**10.7%**
15-19	14	22.6%	119	15.1%	3	9.7%	**136**	**15.5%**
20-24	6	9.7%	96	12.2%	1	3.2%	**103**	**11.7%**
25-29	3	4.8%	64	8.1%	2	6.5%	**69**	**7.8%**
30-34	1	1.6%	52	6.6%	0	0.0%	**53**	**6.0%**
35-39	3	4.8%	50	6.4%	4	12.9%	**57**	**6.5%**
40-44	7	11.3%	40	5.1%	0	0.0%	**47**	**5.3%**
45-49	3	4.8%	45	5.7%	1	3.2%	**49**	**5.6%**
50-54	3	4.8%	41	5.2%	8	25.8%	**52**	**5.9%**
55-59	2	3.2%	43	5.5%	2	6.5%	**47**	**5.3%**
60-64	1	1.6%	20	2.5%	2	6.5%	**23**	**2.6%**
65-69	1	1.6%	12	1.5%	0	0.0%	**13**	**1.5%**
70-74	1	1.6%	18	2.3%	0	0.0%	**19**	**2.2%**
75-79	0	0.0%	10	1.3%	0	0.0%	**10**	**1.1%**
80-84	0	0.0%	4	0.5%	2	6.5%	**6**	**0.7%**
85+	0	0.0%	6	0.8%	2	6.5%	**8**	**0.9%**
Unknown		0.0%		0.0%	0	0.0%	**0**	**0.0%**
Total	**62**	**100.0%**	**787**	**100.0%**	**31**	**100.0%**	**880**	**100.0%**

Driver Age (Utah 2012)

Drivers (Pedestrian-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	0	0.0%	72	8.9%	3	9.1%	**75**	**8.4%**
20-24	6	10.9%	92	11.4%	4	12.1%	**102**	**11.4%**
25-29	6	10.9%	89	11.0%	4	12.1%	**99**	**11.1%**
30-34	4	7.3%	81	10.0%	3	9.1%	**88**	**9.8%**
35-39	7	12.7%	53	6.6%	4	12.1%	**64**	**7.2%**
40-44	6	10.9%	56	6.9%	2	6.1%	**64**	**7.2%**
45-49	5	9.1%	45	5.6%	4	12.1%	**54**	**6.0%**
50-54	3	5.5%	51	6.3%	1	3.0%	**55**	**6.1%**
55-59	4	7.3%	43	5.3%	2	6.1%	**49**	**5.5%**
60-64	2	3.6%	30	3.7%	1	3.0%	**33**	**3.7%**
65-69	0	0.0%	27	3.3%	1	3.0%	**28**	**3.1%**
70-74	1	1.8%	23	2.9%	2	6.1%	**26**	**2.9%**
75-79	0	0.0%	4	0.5%	0	0.0%	**4**	**0.4%**
80-84	2	3.6%	8	1.0%	1	3.0%	**11**	**1.2%**
85+	0	0.0%	5	0.6%	0	0.0%	**5**	**0.6%**
Unknown	9	16.4%	128	15.9%	1	3.0%	**138**	**15.4%**
Total	**55**	**100.0%**	**807**	**100.0%**	**33**	**100.0%**	**895**	**100.0%**

- Nearly half (48.1% 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 20-49 years.
- The average age of a driver was 39 years. The average age of a driver in a fatal crash was 40 years.

Pedestrian-Motor Vehicle Crash Conditions

Gender of Pedestrians in Crashes (Utah 2012)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	38	48.7%	474	58.3%	19	61.3%	**531**	**57.6%**
Female	24	30.8%	324	39.9%	12	38.7%	**360**	**39.0%**
Unknown	16	20.5%	15	1.8%	0	0.0%	**31**	**3.4%**
Total	**78**	**100.0%**	**813**	**100.0%**	**31**	**100.0%**	**922**	**100.0%**

- The majority of all pedestrians hit (57.6%) and pedestrians killed (61.3%) in crashes were male.

Driver Gender (Utah 2012)

- The majority of drivers in total pedestrian crashes (56.1% of known) and fatal crashes (65.6%) were male.

Drivers (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	22	40.0%	410	50.8%	21	63.6%	**453**	**50.6%**
Female	29	52.7%	314	38.9%	11	33.3%	**354**	**39.6%**
Unknown	4	7.3%	83	10.3%	1	3.0%	**88**	**9.8%**
Total	**55**	**100.0%**	**807**	**100.0%**	**33**	**100.0%**	**895**	**100.0%**

Pedestrian-Motor Vehicle Crashes by Month (Utah 2012)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	7	0.23	74	2.39	0	0.00	**81**	**2.61**
February	2	0.07	68	2.34	2	0.07	**72**	**2.48**
March	13	0.42	64	2.06	5	0.16	**82**	**2.65**
April	9	0.30	61	2.03	3	0.10	**73**	**2.43**
May	5	0.16	62	2.00	2	0.06	**69**	**2.23**
June	9	0.30	70	2.33	0	0.00	**79**	**2.63**
July	2	0.06	41	1.32	2	0.06	**45**	**1.45**
August	3	0.10	55	1.77	1	0.03	**59**	**1.90**
September	9	0.30	82	2.73	4	0.13	**95**	**3.17**
October	4	0.13	73	2.35	6	0.19	**83**	**2.68**
November	7	0.23	83	2.77	3	0.10	**93**	**3.10**
December	8	0.26	80	2.58	3	0.10	**91**	**2.94**
Total	**78**	**0.21**	**813**	**2.22**	**31**	**0.08**	**922**	**2.52**

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

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2012)

- The highest percentage of total pedestrian-motor vehicle crashes (17.9%) occurred on Wednesday.

Pedestrians								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	9	11.5%	60	7.4%	4	12.9%	**73**	**7.9%**
Monday	14	17.9%	105	12.9%	4	12.9%	**123**	**13.3%**
Tuesday	8	10.3%	122	15.0%	6	19.4%	**136**	**14.8%**
Wednesday	14	17.9%	144	17.7%	7	22.6%	**165**	**17.9%**
Thursday	15	19.2%	131	16.1%	3	9.7%	**149**	**16.2%**
Friday	11	14.1%	140	17.2%	1	3.2%	**152**	**16.5%**
Saturday	7	9.0%	111	13.7%	6	19.4%	**124**	**13.4%**
Total	**78**	**100.0%**	**813**	**100.0%**	**31**	**100.0%**	**922**	**100.0%**

Pedestrian-Motor Vehicle Crash Conditions

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2012)

- Total pedestrian-motor vehicle crashes were highest between 2:00 p.m. and 8:59 p.m.
- Fatal pedestrian-motor vehicle crashes were highest during the 8:00 p.m. hour.

	Pedestrians							
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	2	2.6%	15	1.8%	2	6.5%	**19**	**2.1%**
1 a.m.	0	0.0%	8	1.0%	0	0.0%	**8**	**0.9%**
2 a.m.	0	0.0%	6	0.7%	2	6.5%	**8**	**0.9%**
3 a.m.	1	1.3%	4	0.5%	0	0.0%	**5**	**0.5%**
4 a.m.	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
5 a.m.	0	0.0%	9	1.1%	0	0.0%	**9**	**1.0%**
6 a.m.	0	0.0%	19	2.3%	1	3.2%	**20**	**2.2%**
7 a.m.	0	0.0%	47	5.8%	4	12.9%	**51**	**5.5%**
8 a.m.	2	2.6%	43	5.3%	0	0.0%	**45**	**4.9%**
9 a.m.	1	1.3%	21	2.6%	0	0.0%	**22**	**2.4%**
10 a.m.	2	2.6%	26	3.2%	1	3.2%	**29**	**3.1%**
11 a.m.	5	6.4%	33	4.1%	0	0.0%	**38**	**4.1%**
Noon	4	5.1%	38	4.7%	0	0.0%	**42**	**4.6%**
1 p.m.	6	7.7%	33	4.1%	1	3.2%	**40**	**4.3%**
2 p.m.	7	9.0%	56	6.9%	0	0.0%	**63**	**6.8%**
3 p.m.	7	9.0%	63	7.7%	1	3.2%	**71**	**7.7%**
4 p.m.	7	9.0%	52	6.4%	3	9.7%	**62**	**6.7%**
5 p.m.	4	5.1%	76	9.3%	2	6.5%	**82**	**8.9%**
6 p.m.	7	9.0%	62	7.6%	3	9.7%	**72**	**7.8%**
7 p.m.	9	11.5%	61	7.5%	0	0.0%	**70**	**7.6%**
8 p.m.	5	6.4%	50	6.2%	5	16.1%	**60**	**6.5%**
9 p.m.	2	2.6%	49	6.0%	4	12.9%	**55**	**6.0%**
10 p.m.	5	6.4%	23	2.8%	2	6.5%	**30**	**3.3%**
11 p.m.	2	2.6%	16	2.0%	0	0.0%	**18**	**2.0%**
Total	**78**	**100.0%**	**813**	**100.0%**	**31**	**100.0%**	**922**	**100.0%**

Contributing Factors of Pedestrians in Crashes (Utah 2012)

	Pedestrians							
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
None	39	50.0%	389	47.8%	11	35.5%	**439**	**47.6%**
Improper Crossing	10	12.8%	91	11.2%	3	9.7%	**104**	**11.3%**
Darting	3	3.8%	47	5.8%	4	12.9%	**54**	**5.9%**
In Roadway (standing, kneeling, lying)	3	3.8%	33	4.1%	2	6.5%	**38**	**4.1%**
Not Visible	2	2.6%	35	4.3%	0	0.0%	**37**	**4.0%**
Inattentive	3	3.8%	26	3.2%	1	3.2%	**30**	**3.3%**
Failure to Obey Traffic Signs/Signals	1	1.3%	27	3.3%	1	3.2%	**29**	**3.1%**
Failure to Yield Right of Way	2	2.6%	10	1.2%	7	22.6%	**19**	**2.1%**
Other	2	2.6%	48	5.9%	0	0.0%	**50**	**5.4%**
Unknown	13	16.7%	107	13.2%	2	6.5%	**122**	**13.2%**
Total	**78**	**100.0%**	**813**	**100.0%**	**31**	**100.0%**	**922**	**100.0%**

- Improper crossing, darting, and in roadway were the leading contributing factors for peds in total crashes.
- Failure to yield and darting were the leading factors for peds killed.
- No contributing factors were listed for 37.9% of the peds killed and 54.9% (of known) of total pedestrians.

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

Pedestrian-Motor Vehicle Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2012)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	24	42.1%	354	41.7%	27	81.8%	**405**	**43.1%**
Turning Left	8	14.0%	137	16.1%	2	6.1%	**147**	**15.7%**
Turning Right	4	7.0%	130	15.3%	1	3.0%	**135**	**14.4%**
Backing	7	12.3%	58	6.8%	3	9.1%	**68**	**7.2%**
Parked/Parking	2	3.5%	44	5.2%	0	0.0%	**46**	**4.9%**
Stopped/Slowing in Traffic Lane	3	5.3%	26	3.1%	0	0.0%	**29**	**3.1%**
Entering Traffic Lane	1	1.8%	6	0.7%	0	0.0%	**7**	**0.7%**
Changing Lanes	0	0.0%	6	0.7%	0	0.0%	**6**	**0.6%**
Making U-Turn	0	0.0%	4	0.5%	0	0.0%	**4**	**0.4%**
Other	0	0.0%	21	2.5%	0	0.0%	**21**	**2.2%**
Unknown	8	14.0%	63	7.4%	0	0.0%	**71**	**7.6%**
Total	**57**	**100.0%**	**849**	**100.0%**	**33**	**100.0%**	**939**	**100.0%**

- The leading vehicle maneuvers prior to the crash were straight ahead (43.1%), turning left (15.7%), and turning right (14.4%).

Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2012)

- The majority (87.7% 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	4	7.0%	40	4.7%	0	0.0%	**44**	**4.7%**
20-25 MPH	10	17.5%	192	22.6%	4	12.1%	**206**	**21.9%**
30-35 MPH	10	17.5%	224	26.4%	14	42.4%	**248**	**26.4%**
40-45 MPH	10	17.5%	105	12.4%	9	27.3%	**124**	**13.2%**
50-55 MPH	2	3.5%	18	2.1%	1	3.0%	**21**	**2.2%**
60-65 MPH	1	1.8%	10	1.2%	3	9.1%	**14**	**1.5%**
70+ MPH	0	0.0%	2	0.2%	0	0.0%	**2**	**0.2%**
Unknown	20	35.1%	258	30.4%	2	6.1%	**280**	**29.8%**
Total	**57**	**100.0%**	**849**	**100.0%**	**33**	**100.0%**	**939**	**100.0%**

Travel Speed of Vehicles in Pedestrian Crashes (Utah 2012)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Travel	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed	#	%	#	%	#	%	#	%
Parked	2	3.5%	36	4.2%	0	0.0%	**38**	**4.0%**
Stopped	4	7.0%	28	3.3%	0	0.0%	**32**	**3.4%**
1-9 MPH	12	21.1%	190	22.4%	5	15.2%	**207**	**22.0%**
10-19 MPH	7	12.3%	125	14.7%	1	3.0%	**133**	**14.2%**
20-29 MPH	3	5.3%	75	8.8%	3	9.1%	**81**	**8.6%**
30-39 MPH	2	3.5%	67	7.9%	5	15.2%	**74**	**7.9%**
40-49 MPH	0	0.0%	29	3.4%	8	24.2%	**37**	**3.9%**
50-59 MPH	1	1.8%	7	0.8%	2	6.1%	**10**	**1.1%**
60-69 MPH	0	0.0%	3	0.4%	2	6.1%	**5**	**0.5%**
70+ MPH	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Unknown	26	45.6%	288	33.9%	7	21.2%	**321**	**34.2%**
Total	**57**	**100.0%**	**849**	**100.0%**	**33**	**100.0%**	**939**	**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 7.6 times more likely to die.

Pedestrian-Motor Vehicle Crash Conditions

Contributing Factors in Pedestrian Crashes (Utah 2012)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	12	27.9%	255	31.9%	7	21.2%	**274**	**31.3%**
Hit and Run	5	11.6%	88	11.0%	2	6.1%	**95**	**10.9%**
Other Improper Driving	1	2.3%	75	9.4%	0	0.0%	**76**	**8.7%**
Driver Distraction	3	7.0%	58	7.3%	3	9.1%	**64**	**7.3%**
Improper Backing	4	9.3%	31	3.9%	3	9.1%	**38**	**4.3%**
Vision Obscured by Glare	1	2.3%	35	4.4%	1	3.0%	**37**	**4.2%**
Failed to Keep in Proper Lane	0	0.0%	23	2.9%	2	6.1%	**25**	**2.9%**
Vision Obscured by Weather Condition	0	0.0%	23	2.9%	1	3.0%	**24**	**2.7%**
Speed Too Fast	3	7.0%	14	1.8%	6	18.2%	**23**	**2.6%**
Vision Obscured by Other	0	0.0%	20	2.5%	0	0.0%	**20**	**2.3%**
Improper Turn	1	2.3%	17	2.1%	0	0.0%	**18**	**2.1%**
Followed Too Closely	5	11.6%	12	1.5%	0	0.0%	**17**	**1.9%**
Vehicle Other Defective Condition	1	2.3%	16	2.0%	0	0.0%	**17**	**1.9%**
Vision Obscured by Parked Vehicle	0	0.0%	16	2.0%	0	0.0%	**16**	**1.8%**
Driving Under the Influence	0	0.0%	12	1.5%	3	9.1%	**15**	**1.7%**
Reckless/Aggressive Driving	2	4.7%	11	1.4%	1	3.0%	**14**	**1.6%**
Vision Obscured by Moving Vehicle	0	0.0%	14	1.8%	0	0.0%	**14**	**1.6%**
Disregard Traffic Signal/Sign	0	0.0%	11	1.4%	1	3.0%	**12**	**1.4%**
Driver Emotional Prior to Crash	1	2.3%	9	1.1%	0	0.0%	**10**	**1.1%**
Improper Parking/Stopping	0	0.0%	9	1.1%	0	0.0%	**9**	**1.0%**
Other Driver Condition	1	2.3%	8	1.0%	0	0.0%	**9**	**1.0%**
Ran Off Road	1	2.3%	4	0.5%	2	6.1%	**7**	**0.8%**
Windshield or Other Window Obscured	0	0.0%	7	0.9%	0	0.0%	**7**	**0.8%**
Driver Asleep/Fatigue	0	0.0%	5	0.6%	0	0.0%	**5**	**0.6%**
Vehicle Windows/Windshield	1	2.3%	4	0.5%	0	0.0%	**5**	**0.6%**
Vehicle Brakes	0	0.0%	3	0.4%	1	3.0%	**4**	**0.5%**
Vision Obscured by Building, Sign	0	0.0%	4	0.5%	0	0.0%	**4**	**0.5%**
Improper Passing	1	2.3%	2	0.3%	0	0.0%	**3**	**0.3%**
Swerved or Evasive Action	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
Wrong Side/Wrong Way	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
Disregard Road Markings	0	0.0%	2	0.3%	0	0.0%	**2**	**0.2%**
Driver Illness/Medical	0	0.0%	2	0.3%	0	0.0%	**2**	**0.2%**
Vision Obscured by Vegetation	0	0.0%	2	0.3%	0	0.0%	**2**	**0.2%**
Overcorrected	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Total	**43**	**100.0%**	**799**	**100.0%**	**33**	**100.0%**	**875**	**100.0%**

- Failed to yield right of way (31.3%), hit and run (10.9%), and driver distraction (7.3%) were the leading contributing factors in total pedestrian-motor vehicle crashes.
- Failed to yield right of way (21.2%) and speed too fast (18.2%) were the leading contributing factors in fatal pedestrian-motor vehicle crashes.

Bicyclists

Section 10: Bicyclists

Trends
Bicyclists in Crashes 2003-2012 117
Bicycle-Motor Vehicle Crashes 2003-2012 118
Crash Conditions
Bicyclists in Crashes by County 119
Helmet Use 119
Bicyclist Age 120
Driver Age 120
Bicyclist Gender 121
Driver Gender 121
Month 121
Day of Week 121
Hour 122
Bicyclist Contributing Factors 122
Bicyclist Location 123
Motor Vehicle Maneuver Prior to Crash 123
Travel Speed of Motor Vehicles 123
Speed Limit 124
Motor Vehicle Driver Contributing Factors 124

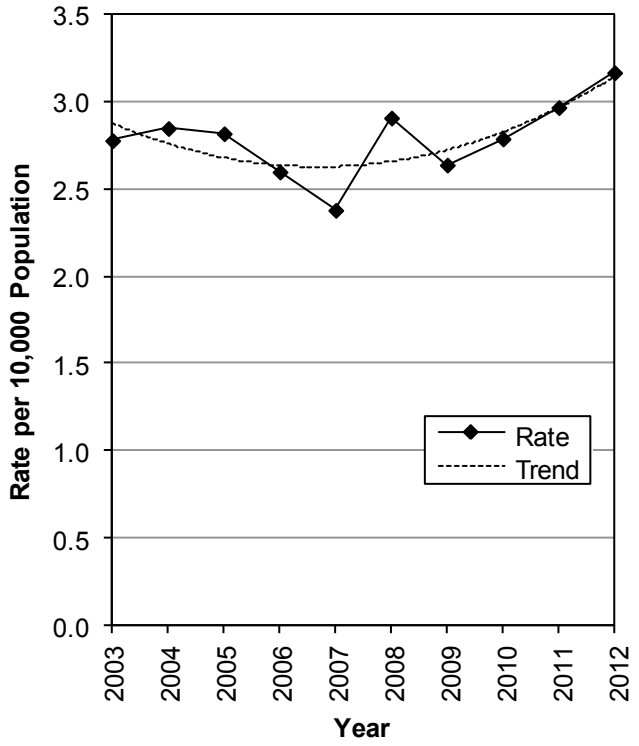
2012

Trends

Bicyclists in Crashes (Utah 2003-2012)

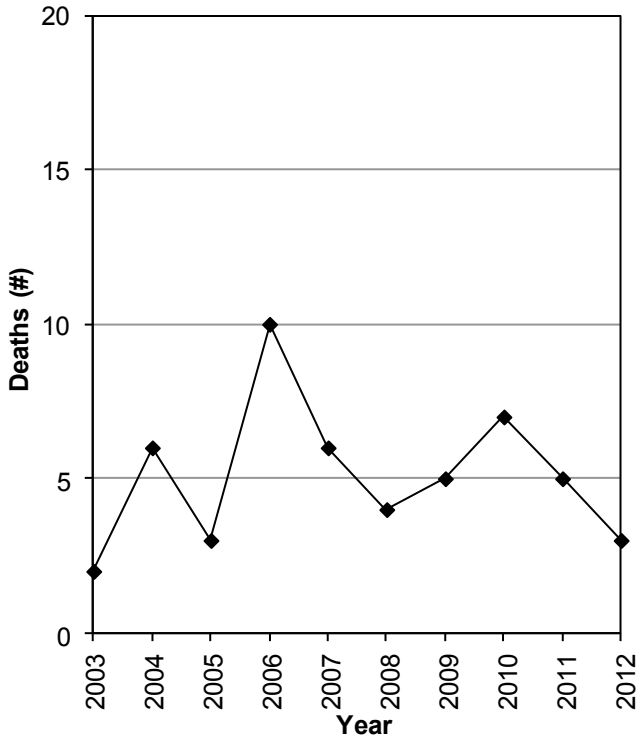
Bicyclists								
	Non-Injured		Injured		Killed		Total	
Year	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2003	48	0.20	621	2.62	2	0.008	**671**	**2.83**
2004	49	0.20	648	2.67	6	0.025	**703**	**2.89**
2005	61	0.24	654	2.61	3	0.012	**718**	**2.87**
2006	79	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**
2012	63	0.22	837	2.93	3	0.011	**903**	**3.17**
Total	**697**	**0.26**	**6,722**	**2.55**	**51**	**0.019**	**7,470**	**2.83**

Bicyclist Crash Rates Per Population (Utah 2003-2012)



- In 2012, the total rate per population of bicyclists in crashes increased 7% from the 2011 rate.
- 2007 had the lowest bicyclist crash rate per population (2.44).
- 2012 had the highest bicyclist crash rate per population (3.17).

Bicyclist Deaths (Utah 2003-2012)



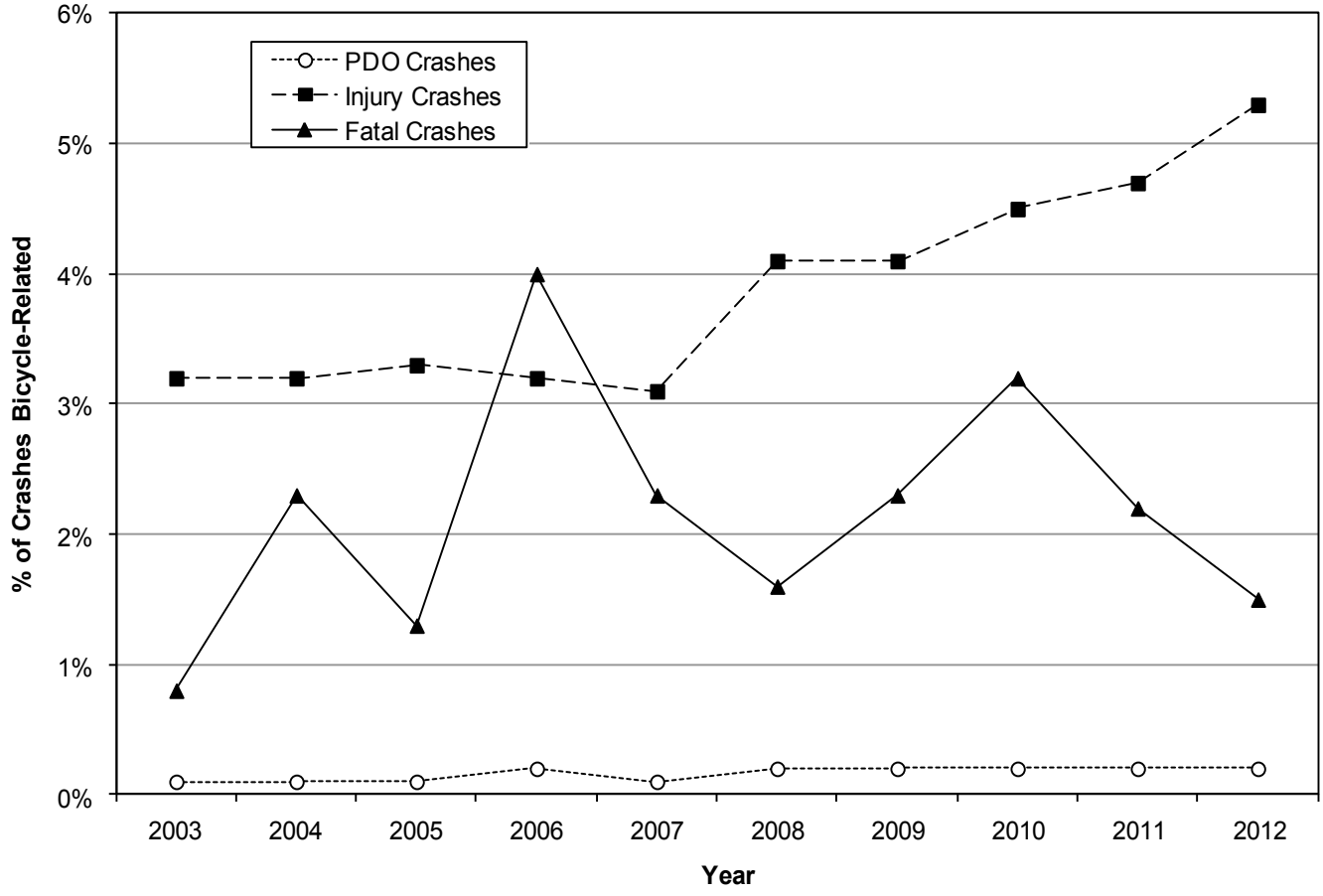
- On average, five bicyclists are killed in crashes every year.
- In 2012, there were 3 bicyclists killed in crashes.
- Because of the small number of bicyclist deaths, use caution when comparing years due to small number instability.

Trends

Bicycle-Motor Vehicle Crashes (Utah 2003-2012)

Bicycle-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Bicycle		All	Bicycle		All	Bicycle		All	Bicycle	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
2012	34,635	59	0.2%	15,765	833	5.3%	200	3	1.5%	**50,600**	**895**	**1.8%**
Total	**360,942**	**627**	**0.2%**	**173,343**	**6,605**	**3.8%**	**2,368**	**51**	**2.2%**	**536,653**	**7,283**	**1.4%**

Percent of Crashes Involving a Bicyclist (Utah 2003-2012)



- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 3.8% of injury crashes, and 2.2% of fatal crashes.
- During the last 10 years, 7,283 crashes involved a bicyclist. There are approximately 660 injury crashes and five fatal crashes involving bicyclists a year.

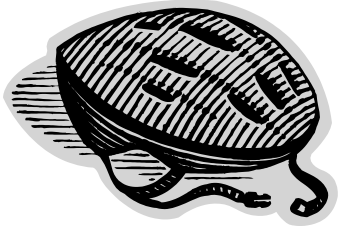
Bicycle-Motor Vehicle Crash Conditions

Bicyclists in Crashes by County (Utah 2012)

	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	37	0.35	445	4.20	2	0.02	**484**	**4.57**
Grand	0	0.00	4	4.25	0	0.00	**4**	**4.25**
Weber	2	0.08	81	3.44	0	0.00	**83**	**3.52**
Utah	10	0.18	154	2.84	0	0.00	**164**	**3.03**
Cache	4	0.35	26	2.24	0	0.00	**30**	**2.59**
Duchesne	1	0.51	3	1.53	0	0.00	**4**	**2.04**
Uintah	1	0.29	6	1.74	0	0.00	**7**	**2.03**
Davis	4	0.13	60	1.89	0	0.00	**64**	**2.02**
Iron	1	0.21	8	1.71	0	0.00	**9**	**1.92**
Summit	1	0.27	6	1.59	0	0.00	**7**	**1.86**
Washington	1	0.07	25	1.74	0	0.00	**26**	**1.81**
Beaver	0	0.00	1	1.52	0	0.00	**1**	**1.52**
Sanpete	1	0.36	3	1.07	0	0.00	**4**	**1.43**
Kane	0	0.00	1	1.37	0	0.00	**1**	**1.37**
Box Elder	0	0.00	6	1.18	0	0.00	**6**	**1.18**
Tooele	0	0.00	4	0.67	1	0.17	**5**	**0.83**
Wasatch	0	0.00	2	0.79	0	0.00	**2**	**0.79**
Sevier	0	0.00	1	0.48	0	0.00	**1**	**0.48**
Carbon	0	0.00	1	0.47	0	0.00	**1**	**0.47**
Daggett	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Emery	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Garfield	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Juab	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Millard	0	0.00	0	0.00	0	0.00	**0**	**0.00**
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**
San Juan	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Wayne	0	0.00	0	0.00	0	0.00	**0**	**0.00**
Statewide	**63**	**0.22**	**837**	**2.93**	**3**	**0.01**	**903**	**3.17**

- Urban areas (3.53) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.18).
- Salt Lake (4.57), Grand (4.25), and Weber (3.52) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Daggett, Emery, Garfield, Juab, Millard, Piute, Rich, San Juan, and Wayne counties had no bicyclists in crashes.

Bicyclists and Helmet Use (Utah 2012)



	Bicyclists							
	Non-Injured		Injured		Killed		Total	
Helmet Use	#	%	#	%	#	%	#	%
Helmet Worn	5	7.9%	96	11.5%	0	0.0%	**101**	**11.2%**
Helmet Not Worn	18	28.6%	190	22.7%	3	100.0%	**211**	**23.4%**
Unknown	40	63.5%	551	65.8%	0	0.0%	**591**	**65.4%**
Total	**63**	**100.0%**	**837**	**100.0%**	**3**	**100.0%**	**903**	**100.0%**

- Where helmet use is known for bicyclists, 32.4% of bicyclists were wearing a helmet.

Bicycle-Motor Vehicle Crash Conditions

Age of Bicyclists in Crashes (Utah 2012)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	0	0.0%	8	1.0%	0	0.0%	**8**	**0.9%**
5-9	3	7.0%	45	5.6%	0	0.0%	**48**	**5.6%**
10-14	2	4.7%	97	12.0%	0	0.0%	**99**	**11.6%**
15-19	8	18.6%	126	15.6%	0	0.0%	**134**	**15.7%**
20-24	8	18.6%	105	13.0%	1	33.3%	**114**	**13.4%**
25-29	4	9.3%	68	8.4%	1	33.3%	**73**	**8.6%**
30-34	6	14.0%	69	8.6%	0	0.0%	**75**	**8.8%**
35-39	1	2.3%	52	6.5%	0	0.0%	**53**	**6.2%**
40-44	2	4.7%	51	6.3%	0	0.0%	**53**	**6.2%**
45-49	4	9.3%	48	6.0%	0	0.0%	**52**	**6.1%**
50-54	1	2.3%	56	6.9%	1	33.3%	**58**	**6.8%**
55-59	1	2.3%	37	4.6%	0	0.0%	**38**	**4.5%**
60-64	2	4.7%	23	2.9%	0	0.0%	**25**	**2.9%**
65-69	1	2.3%	8	1.0%	0	0.0%	**9**	**1.1%**
70+	0	0.0%	13	1.6%	0	0.0%	**13**	**1.5%**
Unknown		0.0%		0.0%	0	0.0%	**0**	**0.0%**
Total	**43**	**100.0%**	**806**	**100.0%**	**3**	**100.0%**	**852**	**100.0%**

- Nearly half (47.3% of known) of the bicyclists in crashes were under 25 years.
- The average age of a bicyclist in a crash was 30 years.

Driver Age (Utah 2012)

Drivers (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
15-19	6	9.5%	68	8.0%	0	0.0%	**74**	**8.1%**
20-24	9	14.3%	107	12.6%	0	0.0%	**116**	**12.7%**
25-29	5	7.9%	92	10.8%	1	33.3%	**98**	**10.7%**
30-34	6	9.5%	94	11.1%	0	0.0%	**100**	**10.9%**
35-39	3	4.8%	72	8.5%	0	0.0%	**75**	**8.2%**
40-44	4	6.3%	54	6.4%	0	0.0%	**58**	**6.3%**
45-49	3	4.8%	53	6.2%	0	0.0%	**56**	**6.1%**
50-54	6	9.5%	50	5.9%	0	0.0%	**56**	**6.1%**
55-59	6	9.5%	45	5.3%	0	0.0%	**51**	**5.6%**
60-64	2	3.2%	42	4.9%	0	0.0%	**44**	**4.8%**
65-69	1	1.6%	31	3.7%	0	0.0%	**32**	**3.5%**
70-74	1	1.6%	18	2.1%	1	33.3%	**20**	**2.2%**
75-79	2	3.2%	13	1.5%	0	0.0%	**15**	**1.6%**
80-84	0	0.0%	12	1.4%	0	0.0%	**12**	**1.3%**
85+	0	0.0%	8	0.9%	0	0.0%	**8**	**0.9%**
Unknown	9	14.3%	87	10.2%	1	33.3%	**97**	**10.6%**
Total	**63**	**100.0%**	**849**	**100.0%**	**3**	**100.0%**	**915**	**100.0%**

- Over half (57.0% of known) of drivers in total bicycle-motor vehicle crashes were under age 40 years.
- The average age of a driver that hit a bicyclist was 40 years.

Bicycle-Motor Vehicle Crash Conditions

Gender of Bicyclists in Crashes (Utah 2012)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	40	63.5%	640	76.5%	3	100.0%	**683**	**75.6%**
Female	11	17.5%	180	21.5%	0	0.0%	**191**	**21.2%**
Unknown	12	19.0%	17	2.0%	0	0.0%	**29**	**3.2%**
Total	**63**	**100.0%**	**837**	**100.0%**	**3**	**100.0%**	**903**	**100.0%**

- The majority of all bicyclists (75.6%) in crashes were male.

Driver Gender (Utah 2012)

- The majority of drivers in total bicycle-motor vehicle crashes (52.2% of known) were male.

Drivers (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Male	27	42.9%	417	49.1%	0	0.0%	**444**	**48.5%**
Female	33	52.4%	371	43.7%	2	66.7%	**406**	**44.4%**
Unknown	3	4.8%	61	7.2%	1	33.3%	**65**	**7.1%**
Total	**63**	**100.0%**	**849**	**100.0%**	**3**	**100.0%**	**915**	**100.0%**

Bicycle-Motor Vehicle Crashes by Month (Utah 2012)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3	0.1	27	0.9	0	0.00	**30**	**1.0**
February	2	0.1	31	1.1	0	0.00	**33**	**1.1**
March	3	0.1	51	1.6	0	0.00	**54**	**1.7**
April	8	0.3	65	2.2	0	0.00	**73**	**2.4**
May	12	0.4	100	3.2	0	0.00	**112**	**3.6**
June	8	0.3	100	3.3	0	0.00	**108**	**3.6**
July	7	0.2	79	2.5	0	0.00	**86**	**2.8**
August	5	0.2	106	3.4	1	0.03	**112**	**3.6**
September	5	0.2	105	3.5	0	0.00	**110**	**3.7**
October	6	0.2	94	3.0	0	0.00	**100**	**3.2**
November	4	0.1	47	1.6	0	0.00	**51**	**1.7**
December	0	0.0	32	1.0	2	0.06	**34**	**1.1**
Total	**63**	**0.2**	**837**	**2.3**	**3**	**0.01**	**903**	**2.5**

- September (3.7), May (3.6), June (3.6), and August (3.6), and had the highest rates per day of total bicycle-motor vehicle crashes.

Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2012)

- The highest percentage of total bicycle-motor vehicle crashes occurred on Thursday (18.7%).

Bicyclists								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	3	4.8%	55	6.6%	2	66.7%	**60**	**6.6%**
Monday	11	17.5%	97	11.6%	0	0.0%	**108**	**12.0%**
Tuesday	16	25.4%	147	17.6%	0	0.0%	**163**	**18.1%**
Wednesday	9	14.3%	142	17.0%	0	0.0%	**151**	**16.7%**
Thursday	12	19.0%	156	18.6%	1	33.3%	**169**	**18.7%**
Friday	6	9.5%	152	18.2%	0	0.0%	**158**	**17.5%**
Saturday	6	9.5%	88	10.5%	0	0.0%	**94**	**10.4%**
Total	**63**	**100.0%**	**837**	**100.0%**	**3**	**100.0%**	**903**	**100.0%**

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Hour (Utah 2012)

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

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	1	1.6%	7	0.8%	0	0.0%	**8**	**0.9%**
1 a.m.	0	0.0%	4	0.5%	0	0.0%	**4**	**0.4%**
2 a.m.	0	0.0%	3	0.4%	1	33.3%	**4**	**0.4%**
3 a.m.	1	1.6%	0	0.0%	0	0.0%	**1**	**0.1%**
4 a.m.	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
5 a.m.	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
6 a.m.	0	0.0%	17	2.0%	0	0.0%	**17**	**1.9%**
7 a.m.	3	4.8%	42	5.0%	0	0.0%	**45**	**5.0%**
8 a.m.	4	6.3%	53	6.3%	0	0.0%	**57**	**6.3%**
9 a.m.	2	3.2%	38	4.5%	0	0.0%	**40**	**4.4%**
10 a.m.	3	4.8%	40	4.8%	0	0.0%	**43**	**4.8%**
11 a.m.	3	4.8%	36	4.3%	0	0.0%	**39**	**4.3%**
Noon	0	0.0%	54	6.5%	0	0.0%	**54**	**6.0%**
1 p.m.	5	7.9%	47	5.6%	0	0.0%	**52**	**5.8%**
2 p.m.	4	6.3%	51	6.1%	0	0.0%	**55**	**6.1%**
3 p.m.	4	6.3%	73	8.7%	0	0.0%	**77**	**8.5%**
4 p.m.	5	7.9%	79	9.4%	0	0.0%	**84**	**9.3%**
5 p.m.	9	14.3%	90	10.8%	0	0.0%	**99**	**11.0%**
6 p.m.	7	11.1%	69	8.2%	1	33.3%	**77**	**8.5%**
7 p.m.	4	6.3%	44	5.3%	1	33.3%	**49**	**5.4%**
8 p.m.	2	3.2%	40	4.8%	0	0.0%	**42**	**4.7%**
9 p.m.	3	4.8%	21	2.5%	0	0.0%	**24**	**2.7%**
10 p.m.	1	1.6%	18	2.2%	0	0.0%	**19**	**2.1%**
11 p.m.	2	3.2%	5	0.6%	0	0.0%	**7**	**0.8%**
Total	**63**	**100.0%**	**837**	**100.0%**	**3**	**100.0%**	**903**	**100.0%**

Contributing Factors of Bicyclists in Crashes (Utah 2012)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
None	30	47.6%	353	42.2%	1	33.3%	**384**	**42.5%**
Wrong Side of Road	2	3.2%	82	9.8%	0	0.0%	**84**	**9.3%**
Improper Crossing	4	6.3%	67	8.0%	0	0.0%	**71**	**7.9%**
Failure to Obey Traffic Signs/Signals	4	6.3%	51	6.1%	0	0.0%	**55**	**6.1%**
Failure to Yield Right of Way	1	1.6%	38	4.5%	0	0.0%	**39**	**4.3%**
Inattentive	3	4.8%	32	3.8%	0	0.0%	**35**	**3.9%**
Not Visible	2	3.2%	29	3.5%	1	33.3%	**32**	**3.5%**
Darting	1	1.6%	25	3.0%	0	0.0%	**26**	**2.9%**
In Roadway (standing/kneeling/lying)	2	3.2%	14	1.7%	0	0.0%	**16**	**1.8%**
Other	3	4.8%	36	4.3%	0	0.0%	**39**	**4.3%**
Unknown	11	17.5%	110	13.1%	1	33.3%	**122**	**13.5%**
Total	**63**	**100.0%**	**837**	**100.0%**	**3**	**100.0%**	**903**	**100.0%**

- Wrong side of road, improper crossing, and failure to obey traffic signs/signals were the leading contributing factors for bicyclists in total crashes.
- No bicyclist contributing factors were listed for 49.2% (of known) of the total bicyclists in crashes.

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

Bicycle-Motor Vehicle Crash Conditions

Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2012)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Bicyclist Location	#	%	#	%	#	%	#	%
Marked Crosswalk	13	20.6%	206	24.6%	0	0.0%	**219**	**24.3%**
In Roadway (not at intersection)	12	19.0%	162	19.4%	1	33.3%	**175**	**19.4%**
Shoulder	11	17.5%	118	14.1%	0	0.0%	**129**	**14.3%**
Sidewalk	9	14.3%	73	8.7%	0	0.0%	**82**	**9.1%**
Unmarked Crosswalk	2	3.2%	64	7.6%	2	66.7%	**68**	**7.5%**
Bike Path/Lane	1	1.6%	44	5.3%	0	0.0%	**45**	**5.0%**
Outside Right of Way	0	0.0%	3	0.4%	0	0.0%	**3**	**0.3%**
Shared Use Path/Trail	0	0.0%	5	0.6%	0	0.0%	**5**	**0.6%**
Other	3	4.8%	29	3.5%	0	0.0%	**32**	**3.5%**
Unknown	12	19.0%	133	15.9%	0	0.0%	**145**	**16.1%**
Total	**63**	**100.0%**	**837**	**100.0%**	**3**	**100.0%**	**903**	**100.0%**

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (28.9% of known), in roadway, (23.1% of known), and shoulder (17.0% of known).
- Bicycles are considered vehicles and have a legal right to the road.

Motor Vehicle Maneuver Prior to Crash (Utah 2012)

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were straight ahead (34.1%), turning right (33.2%), and turning left (19.1%).

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	19	30.2%	292	34.4%	1	33.3%	**312**	**34.1%**
Turning Right	20	31.7%	283	33.3%	1	33.3%	**304**	**33.2%**
Turning Left	9	14.3%	166	19.5%	0	0.0%	**175**	**19.1%**
Stopped/Slowing in Traffic Lane	5	7.9%	28	3.3%	0	0.0%	**33**	**3.6%**
Entering/Leaving Traffic Lane	0	0.0%	24	2.8%	0	0.0%	**24**	**2.6%**
Parked/Parking	3	4.8%	9	1.1%	0	0.0%	**12**	**1.3%**
Making U-turn	1	1.6%	7	0.8%	0	0.0%	**8**	**0.9%**
Backing	0	0.0%	5	0.6%	0	0.0%	**5**	**0.5%**
Changing Lanes	1	1.6%	1	0.1%	0	0.0%	**2**	**0.2%**
Other	0	0.0%	6	0.7%	0	0.0%	**6**	**0.7%**
Unknown	5	7.9%	29	3.4%	1	33.3%	**35**	**3.8%**
Total	**63**	**100.0%**	**850**	**100.0%**	**3**	**100.0%**	**916**	**100.0%**

Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2012)

Motor Vehicles (Bicycle-Motor Vehicle Crash)								
Travel	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed	#	%	#	%	#	%	#	%
Parked	1	1.6%	5	0.6%	0	0.0%	**6**	**0.7%**
Stopped	4	6.3%	32	3.8%	0	0.0%	**36**	**3.9%**
1-9 MPH	4	6.3%	246	28.9%	0	0.0%	**250**	**27.3%**
10-19 MPH	20	31.7%	128	15.1%	0	0.0%	**148**	**16.2%**
20-29 MPH	1	1.6%	71	8.4%	1	33.3%	**73**	**8.0%**
30-39 MPH	3	4.8%	43	5.1%	0	0.0%	**46**	**5.0%**
40-49 MPH	3	4.8%	14	1.6%	0	0.0%	**17**	**1.9%**
50+ MPH	1	1.6%	6	0.7%	0	0.0%	**7**	**0.8%**
Unknown	26	41.3%	305	35.9%	2	66.7%	**333**	**36.4%**
Total	**63**	**100.0%**	**850**	**100.0%**	**3**	**100.0%**	**916**	**100.0%**

- Over two-thirds (68.3% 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 2012)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	1	1.6%	15	1.8%	0	0.0%	**16**	**1.7%**
20-25 MPH	11	17.5%	197	23.2%	1	33.3%	**209**	**22.8%**
30-35 MPH	9	14.3%	265	31.2%	0	0.0%	**274**	**29.9%**
40-45 MPH	14	22.2%	129	15.2%	0	0.0%	**143**	**15.6%**
50-55 MPH	1	1.6%	15	1.8%	1	33.3%	**17**	**1.9%**
60+ MPH	1	1.6%	2	0.2%	0	0.0%	**3**	**0.3%**
Unknown	26	41.3%	227	26.7%	1	33.3%	**254**	**27.7%**
Total	**63**	**100.0%**	**850**	**100.0%**	**3**	**100.0%**	**916**	**100.0%**

- Nearly all (94.6% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

Contributing Factors in Bicycle Crashes (Utah 2012)

- Failed to yield right of way (44.4%), hit and run (9.3%), and improper turn (5.4%) were the leading contributing factors 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	19	43.2%	327	44.4%	2	66.7%	**348**	**44.4%**
Hit and Run	6	13.6%	66	9.0%	1	33.3%	**73**	**9.3%**
Other Improper Driving	5	11.4%	60	8.1%	0	0.0%	**65**	**8.3%**
Improper Turn	2	4.5%	40	5.4%	0	0.0%	**42**	**5.4%**
Vision Obscured by Glare	1	2.3%	38	5.2%	0	0.0%	**39**	**5.0%**
Driver Distraction	3	6.8%	33	4.5%	0	0.0%	**36**	**4.6%**
Vision Obscured by Moving Vehicle	2	4.5%	22	3.0%	0	0.0%	**24**	**3.1%**
Disregard Traffic Signal/Sign	0	0.0%	21	2.8%	0	0.0%	**21**	**2.7%**
Vision Obscured by Building, Sign	1	2.3%	17	2.3%	0	0.0%	**18**	**2.3%**
Vision Obscured by Other	0	0.0%	18	2.4%	0	0.0%	**18**	**2.3%**
Failed to Keep in Proper Lane	0	0.0%	14	1.9%	0	0.0%	**14**	**1.8%**
Vision Obscured by Vegetation	0	0.0%	12	1.6%	0	0.0%	**12**	**1.5%**
Vision Obscured by Parked Vehicle	0	0.0%	10	1.4%	0	0.0%	**10**	**1.3%**
Followed Too Closely	2	4.5%	7	0.9%	0	0.0%	**9**	**1.1%**
Vehicle Defective Condition	1	2.3%	8	1.1%	0	0.0%	**9**	**1.1%**
Vision Obscured by Weather	1	2.3%	8	1.1%	0	0.0%	**9**	**1.1%**
Improper Parking/Stopping	1	2.3%	5	0.7%	0	0.0%	**6**	**0.8%**
Speed Too Fast	0	0.0%	5	0.7%	0	0.0%	**5**	**0.6%**
Disregard Road Markings	0	0.0%	4	0.5%	0	0.0%	**4**	**0.5%**
Swerved or Evasive Action	0	0.0%	4	0.5%	0	0.0%	**4**	**0.5%**
Driver Emotional Prior to Crash	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
Driving Under the Influence	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
Improper Lane Change	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
Improper Signal	0	0.0%	3	0.4%	0	0.0%	**3**	**0.4%**
Driver Asleep/Fatigue	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Driver Illness/Medical	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%**
Improper Passing	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Other Driver Condition	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Reckless/Aggressive Driving	0	0.0%	1	0.1%	0	0.0%	**1**	**0.1%**
Total	**44**	**100.0%**	**737**	**100.0%**	**3**	**100.0%**	**784**	**100.0%**

Appendix

2012

Appendix

Historical Information 1947-2012 126-127
County Population and Vehicle Miles Traveled..... 128
Licensed Drivers by Age 129
Licensed Drivers by Gender 129
Registered Vehicles by Vehicle Type..... 129
Notable Dates in Utah Highway Safety History..... 130
Glossary..... 131

Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2012)

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

Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2012)

Historical Information (Continued)														
			Injured Persons		Deaths		Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Year	Population	Vehicle Miles Traveled (VMT)	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1993	1,889,393	17,055,044,750	25,763	151.1	303	1.78	38,357	224.9	17,088	100.2	259	1.52	**55,704**	**326.6**
1994	1,946,721	18,091,944,321	28,436	157.2	343	1.90	40,243	222.4	18,726	103.5	303	1.67	**59,272**	**327.6**
1995	1,995,228	18,798,488,669	28,343	150.8	325	1.73	37,532	199.7	19,828	105.5	284	1.51	**57,644**	**306.6**
1996	2,042,893	19,433,341,748	30,711	158.0	321	1.65	40,225	207.0	20,988	108.0	292	1.50	**61,505**	**316.5**
1997	2,099,409	20,407,590,239	31,238	153.1	366	1.79	33,512	164.2	21,131	103.5	309	1.51	**54,952**	**269.3**
1998	2,141,632	21,236,980,216	30,232	142.4	350	1.65	34,337	161.7	19,427	91.5	308	1.45	**54,072**	**254.6**
1999	2,193,014	21,867,355,694	29,959	137.0	360	1.65	32,971	150.8	19,513	89.2	318	1.45	**52,802**	**241.5**
2000	2,246,467	22,517,131,427	30,086	133.6	373	1.66	33,269	147.7	19,564	86.9	318	1.41	**53,151**	**236.0**
2001	2,290,632	23,398,734,621	29,375	125.5	291	1.24	33,113	141.5	19,332	82.6	258	1.10	**52,703**	**225.2**
2002	2,331,826	24,438,992,554	30,433	124.5	328	1.34	33,542	137.2	19,552	80.0	274	1.12	**53,368**	**218.4**
2003	2,372,457	23,963,242,376	28,352	118.3	309	1.29	31,842	132.9	18,285	76.3	262	1.09	**50,389**	**210.3**
2004	2,430,224	24,641,658,091	29,638	120.3	296	1.20	34,222	138.9	19,423	78.8	260	1.06	**53,905**	**218.8**
2005	2,505,844	25,129,538,952	29,221	116.3	282	1.12	35,158	139.9	19,545	77.8	235	0.94	**54,938**	**218.6**
2006	2,576,228	26,166,885,473	27,433	104.8	287	1.10	37,674	144.0	18,264	69.8	249	0.95	**56,187**	**214.7**
2007	2,636,077	26,824,244,333	27,420	102.2	299	1.11	42,368	157.9	18,619	69.4	258	0.96	**61,245**	**228.3**
2008	2,691,122	25,883,467,343	24,672	95.3	276	1.07	38,997	150.7	17,125	66.2	245	0.95	**56,367**	**217.8**
2009	2,731,558	26,217,108,843	22,847	87.1	244	0.93	35,398	135.0	15,752	60.1	217	0.83	**51,367**	**195.9**
2010	2,774,663	26,617,169,711	21,675	81.4	253	0.95	34,155	128.3	14,995	56.3	218	0.82	**49,368**	**185.5**
2011	2,813,923	26,379,900,505	22,325	84.6	243	0.92	36,418	138.1	15,645	59.3	224	0.85	**52,287**	**198.2**
2012	2,852,589	26,637,413,207	22,336	83.9	217	0.81	34,635	130.0	15,765	59.2	200	0.75	**50,600**	**190.0**
Total	**100,873,296**	**798,337,819,143**	**1,187,425**	**148.7**	**18,662**	**2.34**	**1,761,122**	**220.6**	**784,389**	**98.3**	**16,002**	**2.00**	**2,561,513**	**320.9**

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

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

County Population and Vehicle Miles Traveled (Utah 2012)

County		
County	**Vehicle Miles Traveled**	**Population**
Beaver	252,117,515	6,589
Box Elder	877,987,924	50,705
Cache	876,333,868	115,851
Carbon	305,487,505	21,431
Daggett	30,438,948	1,107
Davis	2,531,978,716	317,248
Duchesne	275,632,039	19,572
Emery	381,235,825	10,846
Garfield	110,821,951	5,125
Grand	320,551,102	9,420
Iron	700,741,148	46,883
Juab	384,471,346	10,426
Kane	171,426,081	7,282
Millard	455,557,644	12,625
Morgan	132,992,730	9,913
Piute	28,419,196	1,537
Rich	49,199,382	2,255
Salt Lake	8,748,849,791	1,059,112
San Juan	307,019,232	15,232
Sanpete	205,894,610	28,067
Sevier	319,951,941	20,914
Summit	728,385,245	37,704
Tooele	823,015,404	59,984
Uintah	414,298,005	34,435
Utah	3,830,963,768	541,378
Wasatch	334,601,920	25,354
Washington	1,379,312,655	143,352
Wayne	47,366,479	2,725
Weber	1,612,361,237	235,517
Statewide	**26,637,413,207**	**2,852,589**

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 2012)

Licensed Drivers		
Age	**#**	**%**
15-19	186,586	9.3%
20-24	209,423	10.4%
25-29	216,925	10.8%
30-34	221,267	11.0%
35-39	185,990	9.2%
40-44	165,667	8.2%
45-49	153,639	7.6%
50-54	156,797	7.8%
55-59	141,052	7.0%
60-64	115,238	5.7%
65-69	84,538	4.2%
70-74	60,566	3.0%
75-79	45,029	2.2%
80-84	33,466	1.7%
85+	35,572	1.8%
Total	**2,011,755**	**100.0%**

Number of Licensed Drivers by Gender (Utah 2012)

Licensed Drivers		
Gender	**#**	**%**
Female	977,728	48.6%
Male	1,034,027	51.4%
Total	**2,011,755**	**100.0%**

SOURCE: Utah Department of Public Safety, Driver License Division

Number of Registered Vehicles by Vehicle Type (Utah 2005-2012)

Vehicles					
Year	**Heavy Truck**	**Light Truck**	**Motorcycle**	**Passenger Car**	**Total**
2005	58,645	552,931	43,271	1,205,430	**1,860,277**
2006	60,765	564,280	48,949	1,243,041	**1,917,035**
2007	62,860	585,413	56,146	1,297,242	**2,001,661**
2008	66,578	601,655	64,376	1,334,906	**2,067,515**
2009	67,124	598,513	78,302	1,349,596	**2,093,535**
2010	63,927	588,733	71,957	1,340,300	**2,064,917**
2011	64,288	585,689	69,774	1,346,803	**2,066,554**
2012	73,047	642,921	90,095	1,466,245	**2,272,308**
Total	**517,234**	**4,720,135**	**522,870**	**10,583,563**	**16,343,802**

SOURCE: Utah State Tax Commission, Economic and Statistical Unit

Notable Dates in Utah Highway Safety History

1906 First motor vehicle traffic crash death in Utah.

1912 First electric traffic signal installed in Salt Lake City.

1915 Driving age established at 16 years and older.

1926 Stop sign law implemented.

1935 Alcohol drinking age set at 21 years and older.

1935 Utah Highway Patrol granted statewide police authority.

1960 First sections of interstate opened in Utah.

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

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

1972 Highest number of deaths recorded in one year in Utah (382).

1973 Maximum speed limit lowered to 55 mph.

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

1985 First child restraint law.

1986 First seat belt law.

1987 Maximum speed limit raised to 65 mph.

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

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

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

1996 Maximum speed limit raised to 75 mph.

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

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

1999 First Graduated Driver License law implemented.

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

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

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

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

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

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

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

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

2009 Text messaging prohibited while operating a moving motor vehicle.

Glossary

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

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

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

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

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

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

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

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

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

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

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

Motorcycle Crash: A crash involving a motorcycle or moped.

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

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

Possible Injury: Complaint of pain without visible injury.

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

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

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

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

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

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

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

UTAH DEPARTMENT OF PUBLIC SAFETY
www.publicsafety.utah.gov

UTAH HIGHWAY SAFETY
www.highwaysafety.utah.gov

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