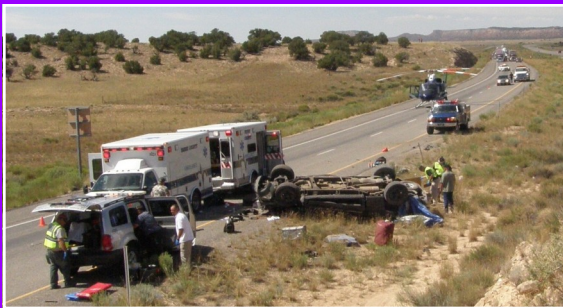


# Utah Crash Summary



State of Utah

Department of Public Safety

# Utah Crash Summary 2011



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## Introduction

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

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

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

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

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

**Suggested Citation:** Utah Department of Public Safety, Highway Safety Office. *Utah Crash Summary 2011*. 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 2011 as 1971 there would have been 1,109 additional deaths in 2011. These reductions can be attributed to a variety of factors, including:

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

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

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

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

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

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

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

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



# 2011 Utah Crash Synopsis

## All Crashes

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

## Fatal Crashes

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

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

## 2011 Utah Crash Facts

- In an average day in Utah, there were 143 motor vehicle crashes involving 353 people with 61 people injured and 1 person killed.
- First motor vehicle crash occurred January 1, 2011 at 12:14 a.m. and the last crash occurred December 31, 2011 at 11:02 p.m.
- First fatal motor vehicle crash occurred January 1, 2011 at 10:29 a.m. and the last fatal crash occurred December 31, 2011 at 11:37 a.m.
- Tuesday, January 25, 2011 had the most crashes with 374 crashes and both Sunday, February 6, 2011 and Sunday, June 12, 2011 had the fewest crashes with 59.
- 102 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration)
- It is estimated that 41 additional lives would have been saved if everyone had been wearing seat belts.
- A motor vehicle crash occurred every 10 minutes.
- A person was injured in a crash every 23 minutes.
- A teenage-driver crash occurred every 49 minutes.
- A speed-related crash occurred every 60 minutes.
- A driver age 65 years or older was in a crash every 86 minutes.
- A distracted driver crash occurred every 108 minutes.
- A semi/large truck was in a crash every 2 hours.
- An animal-motor vehicle crash occurred every 3 hours.
- An alcohol-impaired driver crash occurred every 5 hours.
- A motorcyclist was in a crash every 6 hours.
- A pedestrian was hit by a motor vehicle every 9 hours.
- A bicyclist was hit by a motor vehicle every 10 hours.
- A person died in a crash every 36 hours.
- The youngest person in a motor vehicle crash was two days-old and the oldest person was 104 years-old.
- The youngest person killed in a motor vehicle crash was 3 months-old and the oldest person killed was 92 years-old.
- The estimated statewide economic loss due to motor vehicle crashes in Utah was \$1.46 billion. (National Highway Traffic Safety Administration)
- Hospital and emergency department charges for the treatment of Utah residents in motor vehicle crashes were \$116 million. (Utah Department of Health)
- 4.7% of licensed drivers were in a crash.
- 4.6% of Utah residents were in a crash.
- 4.6% of registered vehicles were in a crash.
- 1.6% of deaths in Utah involved a motor vehicle crash.
- 0.2% of people in a crash died.
- A person was in a crash every 203,000 miles driven in Utah.



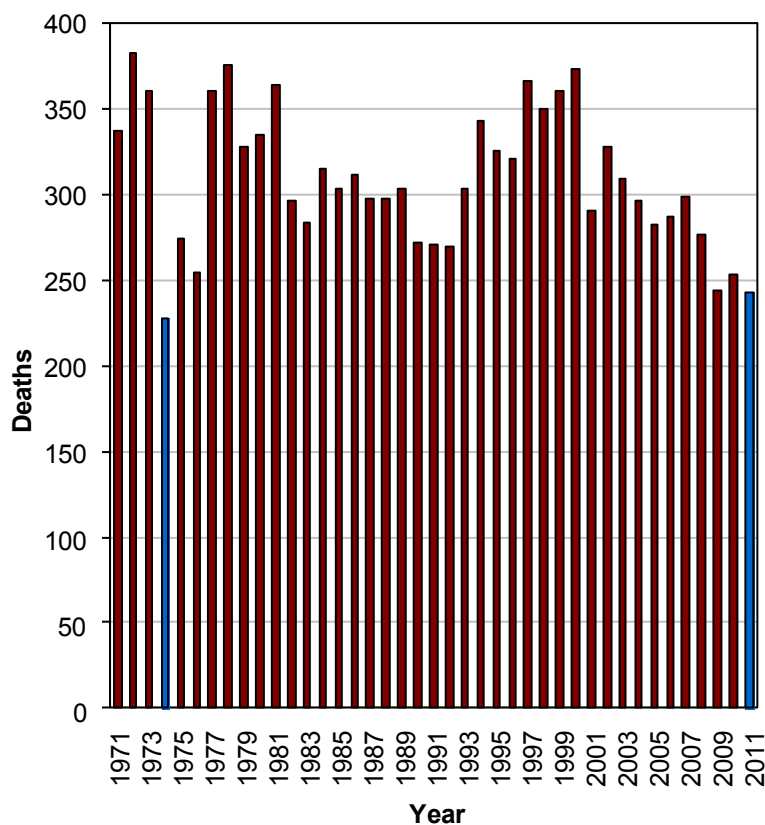
## Did you know in 2011:

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

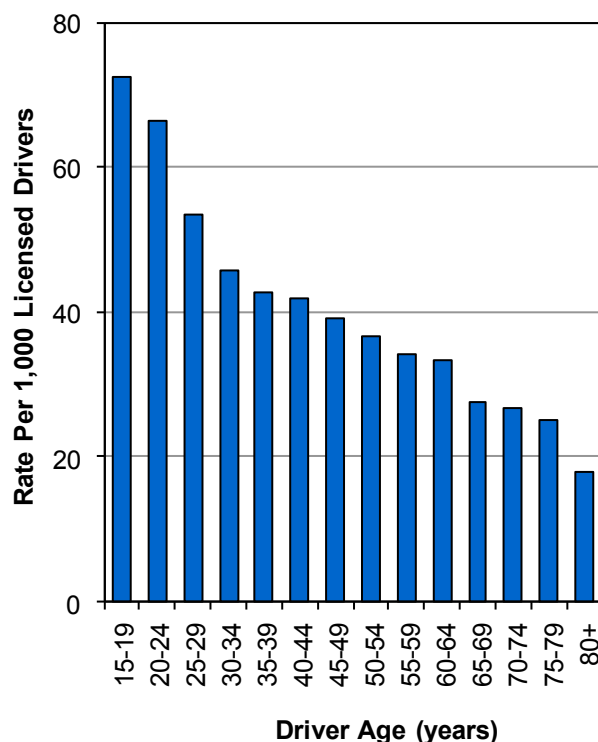
## Overview



### Deaths by Year (Utah 1971-2011)



### Crash Rates per Licensed Drivers by Age (Utah 2011)



- 2011 had the lowest deaths in Utah since 1974.

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

## Crash Summary (Utah 2011)

### Leading Crash Types

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

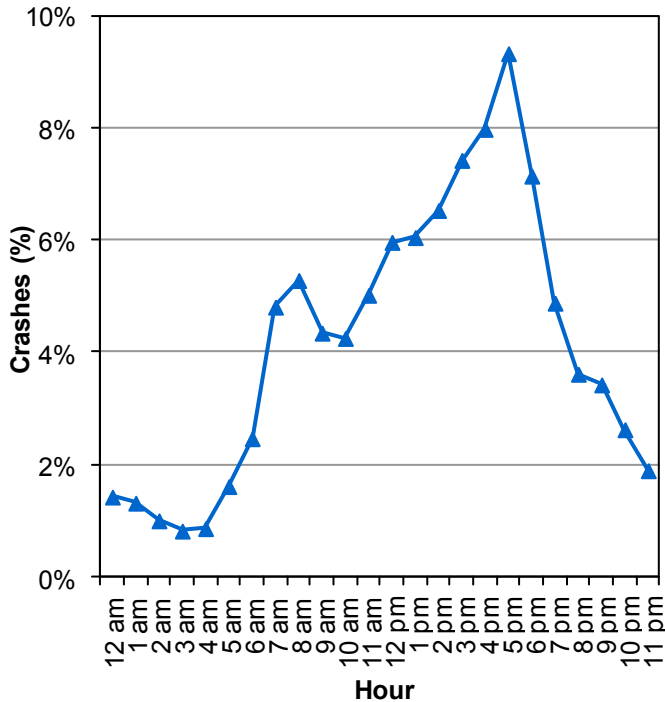
### Leading Causes of Death

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

## Overview



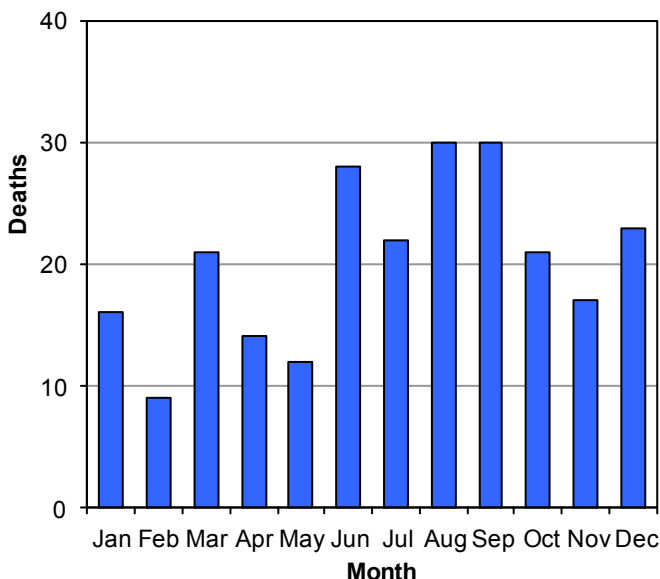
### Motor Vehicle Crashes by Hour (Utah 2011)



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

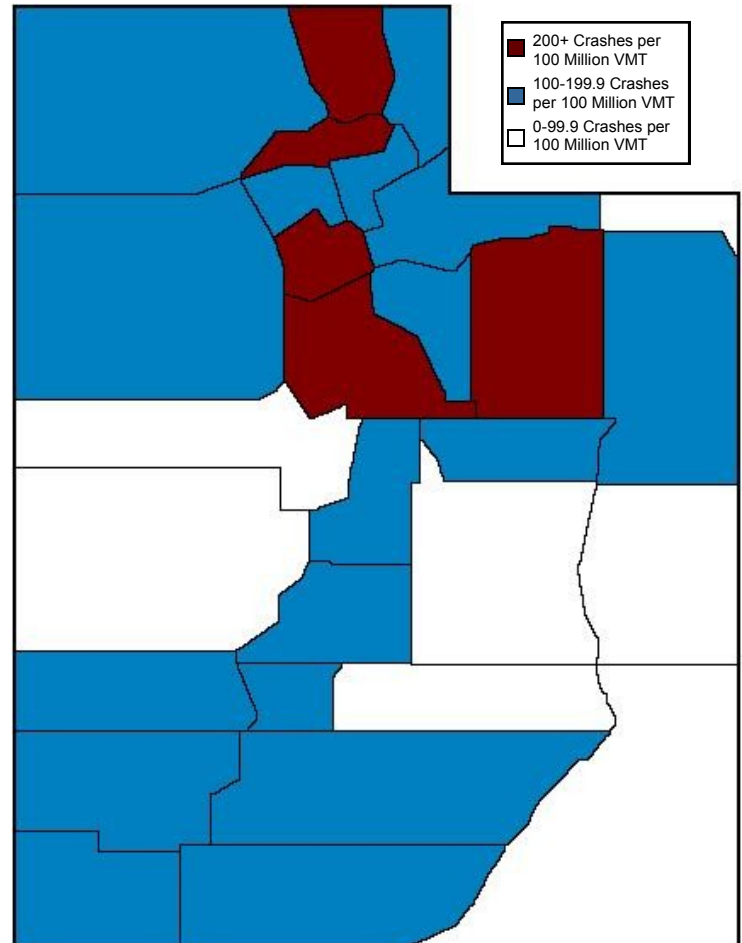
**Vehicle rollovers were the most deadly event, being 5.7 times more likely to result in a death than other crashes.**

### Deaths by Month (Utah 2011)



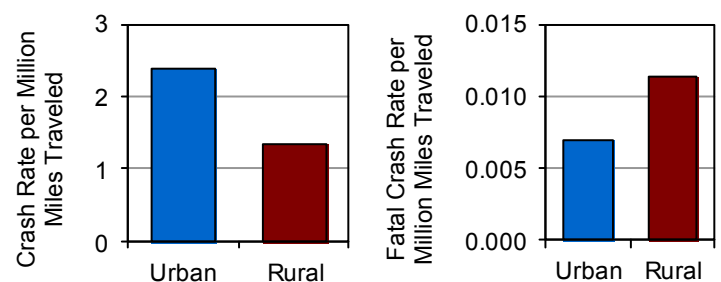
- August and September had the most deaths.

### County Crash Rates by Miles Traveled (Utah 2011)



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

### Urban/Rural Location (Utah 2011)



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



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

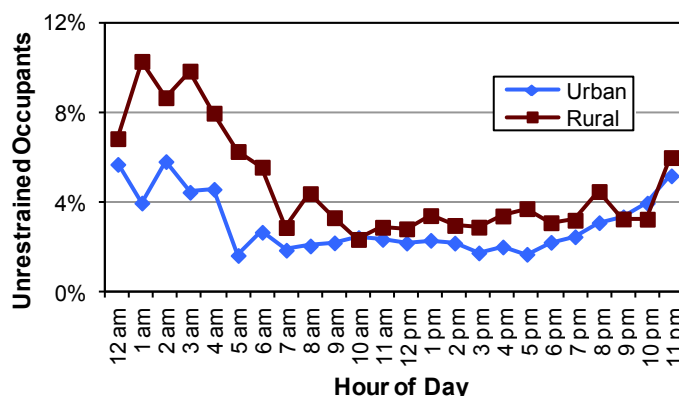
## Occupant Protection



### Did you know in 2011:

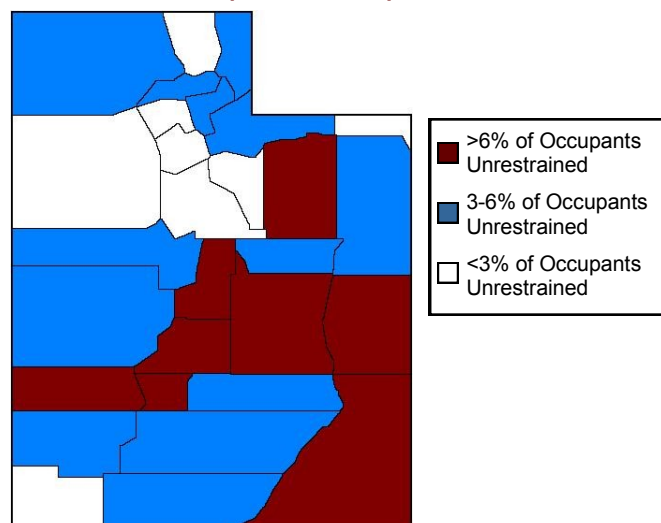
- Unrestrained crash occupants were 40 times more likely to die in a crash than restrained occupants.
- An estimated 102 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 41 additional lives would have been saved if everyone had been wearing seat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

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



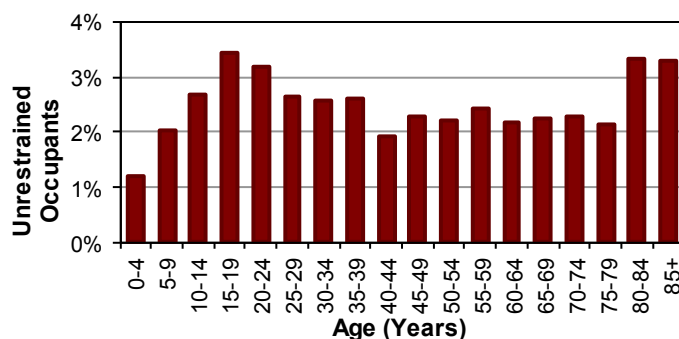
- 11:00 p.m. to 4:59 a.m. had the highest percentage of unrestrained crash occupants.
- Rural areas had lower restraint use for nearly every hour of the day than urban areas.

### Unrestrained Crash Occupants by County (Utah 2011)



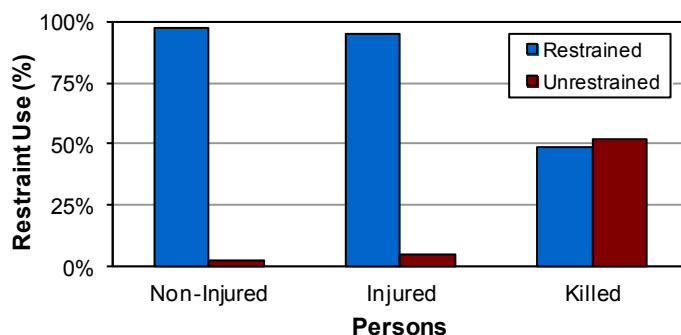
- Occupants in rural crashes were 1.6 times more likely to be unrestrained than urban occupants.

### Unrestrained Crash Occupants by Age (Utah 2011)



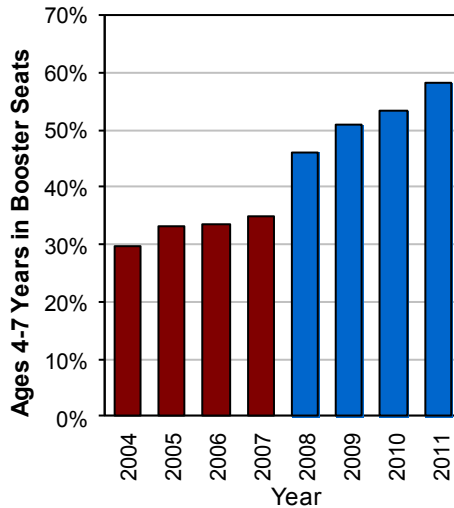
- The highest percentage of unrestrained crash occupants were 15-19 years and 80+ years.

### Restraint Use by Injury Severity (Utah 2011)



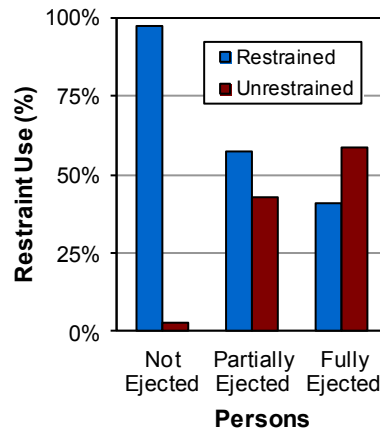
- Over 97% of persons who survived a crash were restrained compared to half (48%) of the persons killed.

## Effectiveness of Booster Seat Law (Utah 2004-2011)



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

## Ejection and Restraint Use (Utah 2011)



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

## Occupant Protection



### 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.

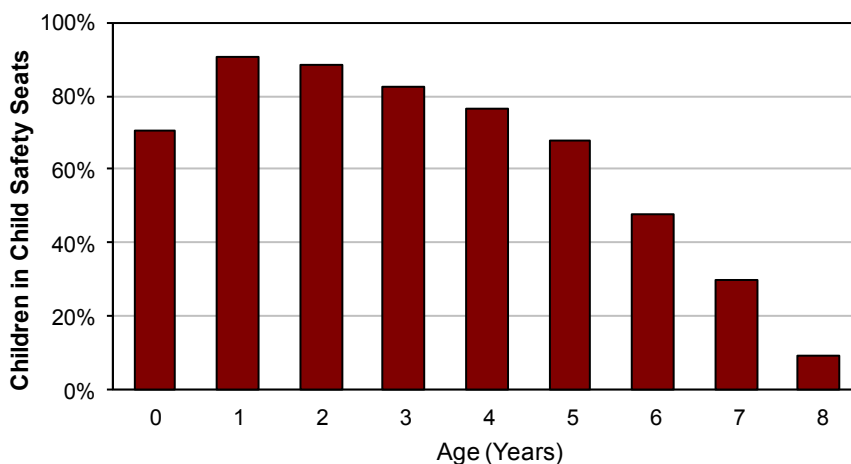
### Safety Restraint Laws:

- 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.



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



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

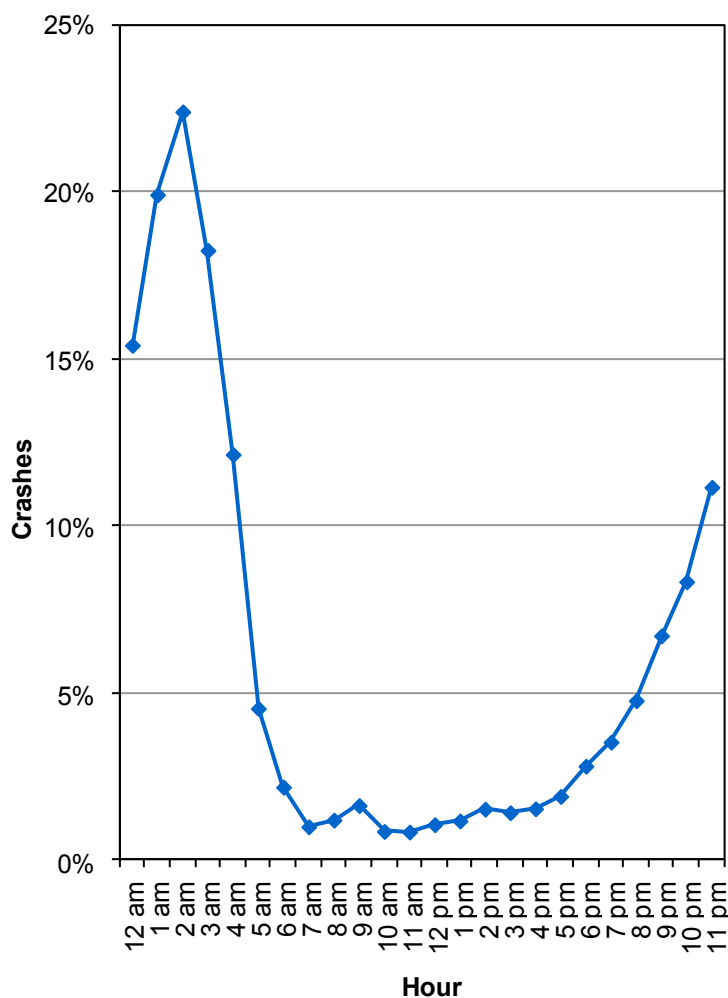
## Did you know in 2011:

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

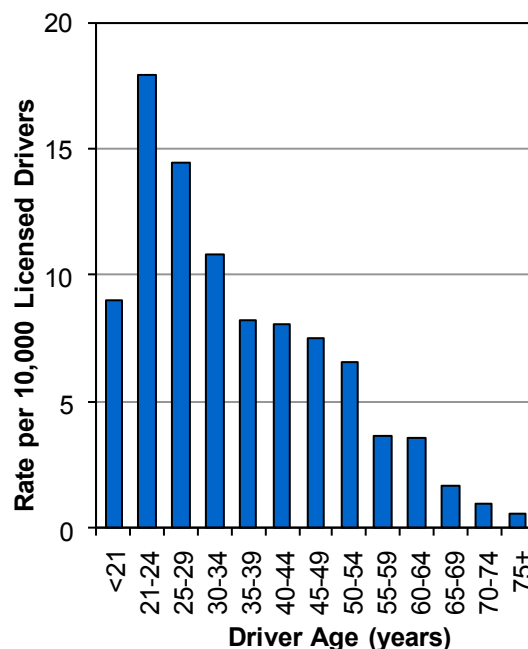
## Alcohol-Impaired Drivers



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



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



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

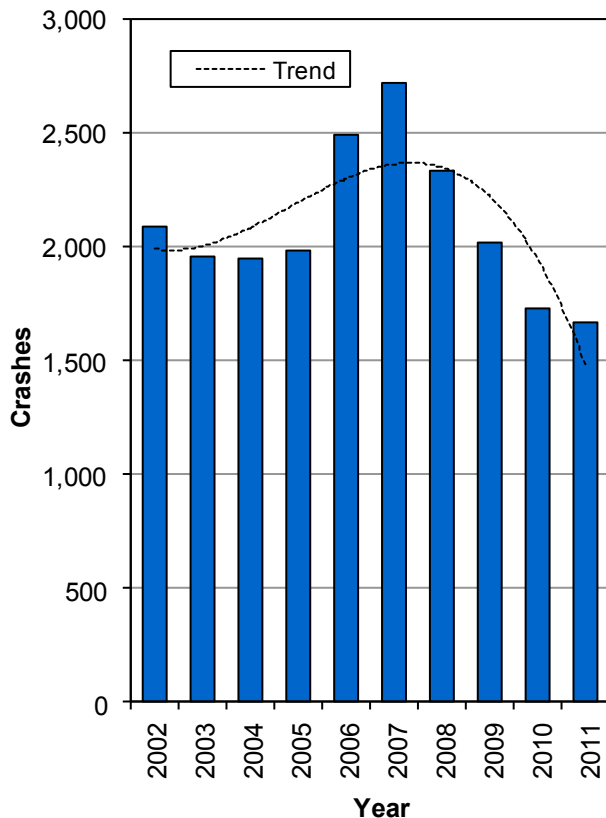
- While 3% of total crashes involved an alcohol-impaired driver, 16% of crashes occurring during the hours of 11:00 p.m.-4:59 a.m. involved an alcohol-impaired driver.



## Previous DUI (Utah 2011)

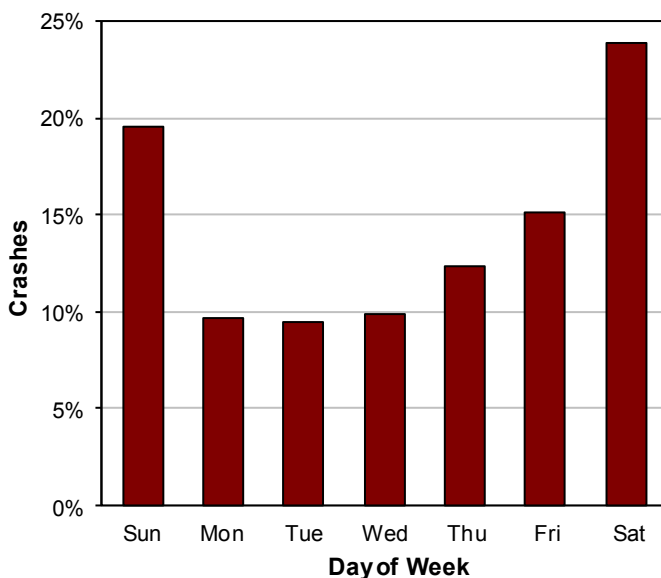
- 15% of the alcohol-impaired drivers in fatal crashes were previously convicted of driving under the influence in the past three years.

## Alcohol-Impaired Driver Crashes (Utah 2002-2011)



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

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

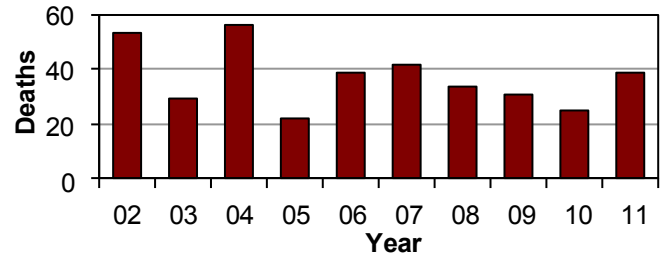


- The highest percentage of alcohol-impaired driver crashes occurred on weekends (44%).

## Alcohol-Impaired Drivers

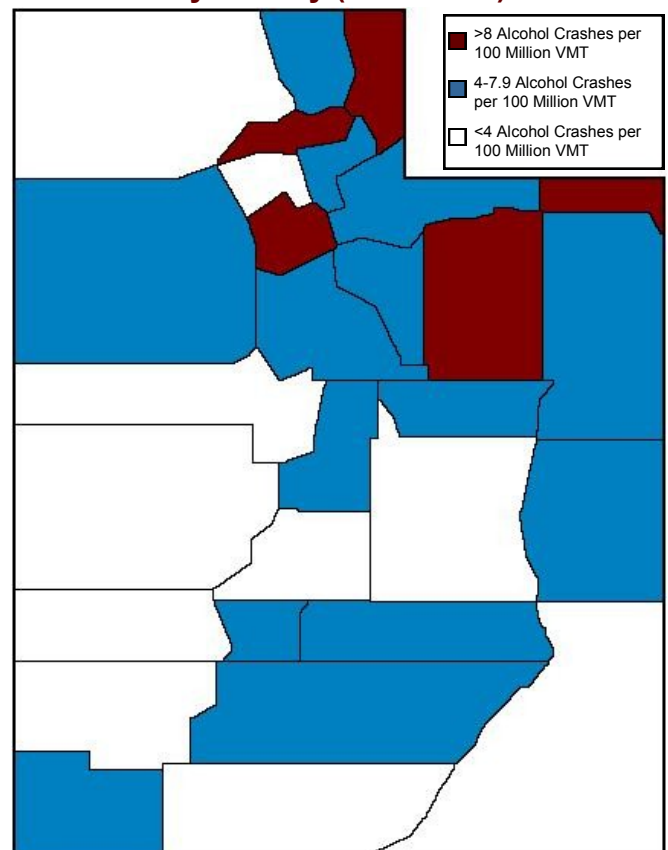


## Deaths from Alcohol-Impaired Drivers (Utah 2002-2011)



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

## Alcohol-Impaired Driver Crashes by County (Utah 2011)



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

# 2011 Utah Crash Facts

## Utah Department of Public Safety Highway Safety Office

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

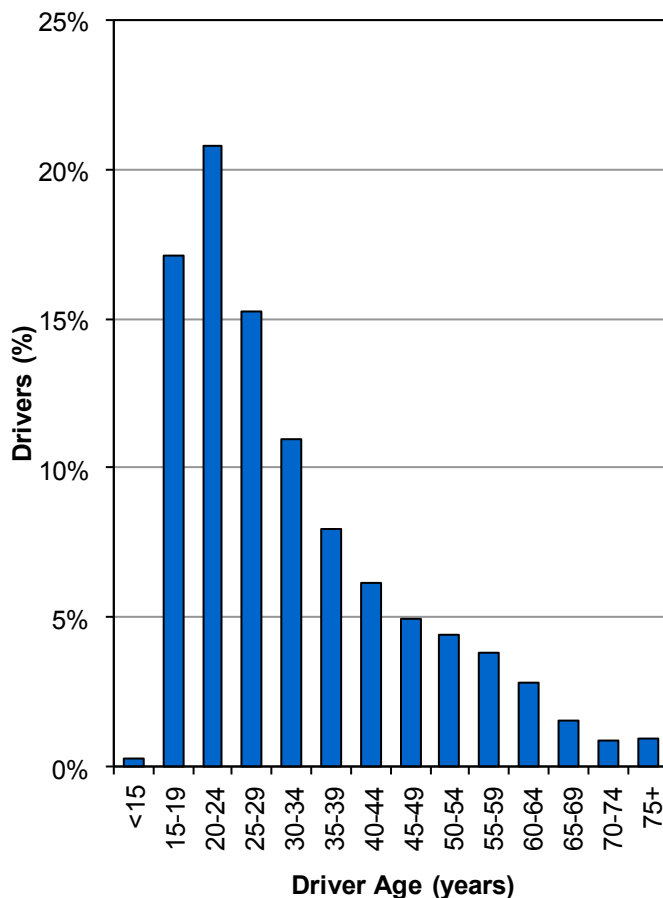
### Speed



#### Did you know in 2011:

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

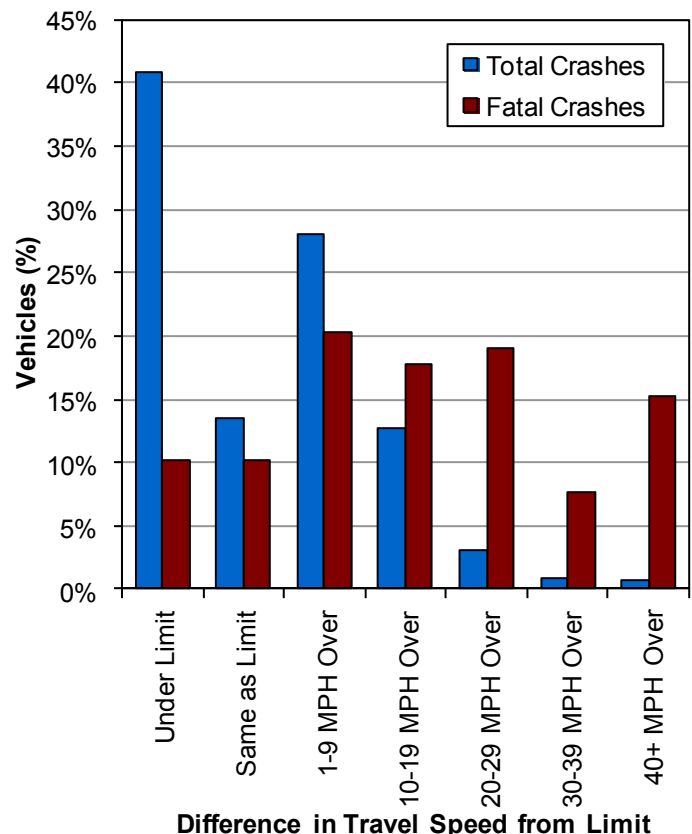
#### Age of Drivers in Speed-Related Crashes (Utah 2011)



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



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

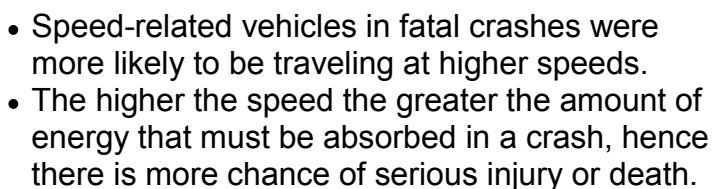


- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Drivers become increased risks to themselves and other people on the roadway due to higher speeds.





# Speed



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

A side-view illustration of a teal-colored pickup truck. The truck has a dark teal cab and a lighter teal bed. It features black wheels with silver hubcaps, a black bumper, and a black side mirror. The truck is facing left.

- 
- A speed limit sign with a black border and the word "SPEED" at the top. A yellow banner with red borders is diagonally placed across the sign, containing the text "Obey The Sign or Pay The Fine" in black. The sign is mounted on a grey pole.

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www.highwaysafety.utah.gov

# 2011 Utah Crash Facts

## Utah Department of Public Safety Highway Safety Office

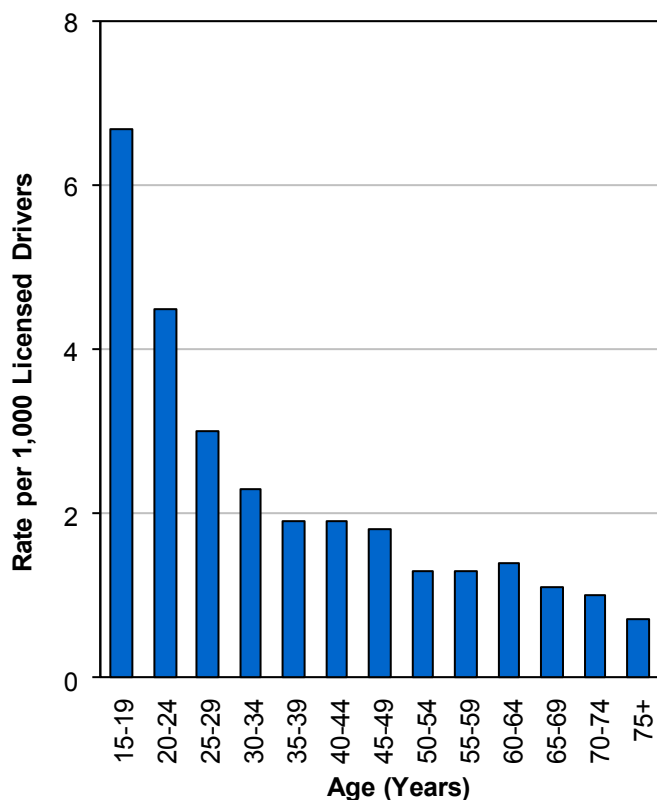
### Did you know in 2011:

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

## Distracted Drivers



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



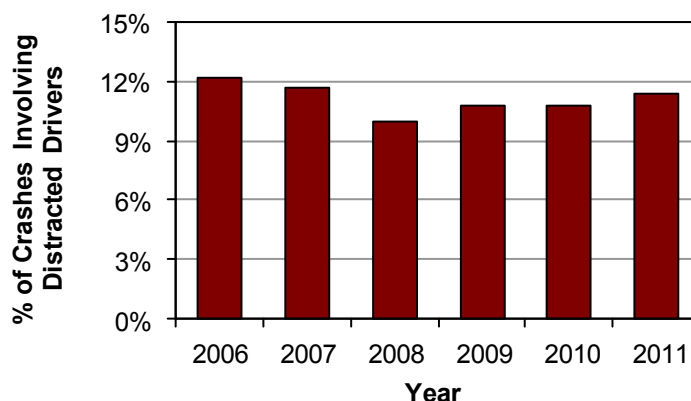
- Younger drivers had the highest rates of driver distraction crashes.

### Distracted Driving Crashes by Distraction Type (Utah 2011)

1. Other Inside Distraction (15%)
2. Cell Phone (14%)
3. Passengers (13%)
4. Other External Distraction (10%)
5. Radio/CD/DVD etc. (8%)
6. Other Electronic Device (3%)
7. Texting (1%)
- Other (37%)



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

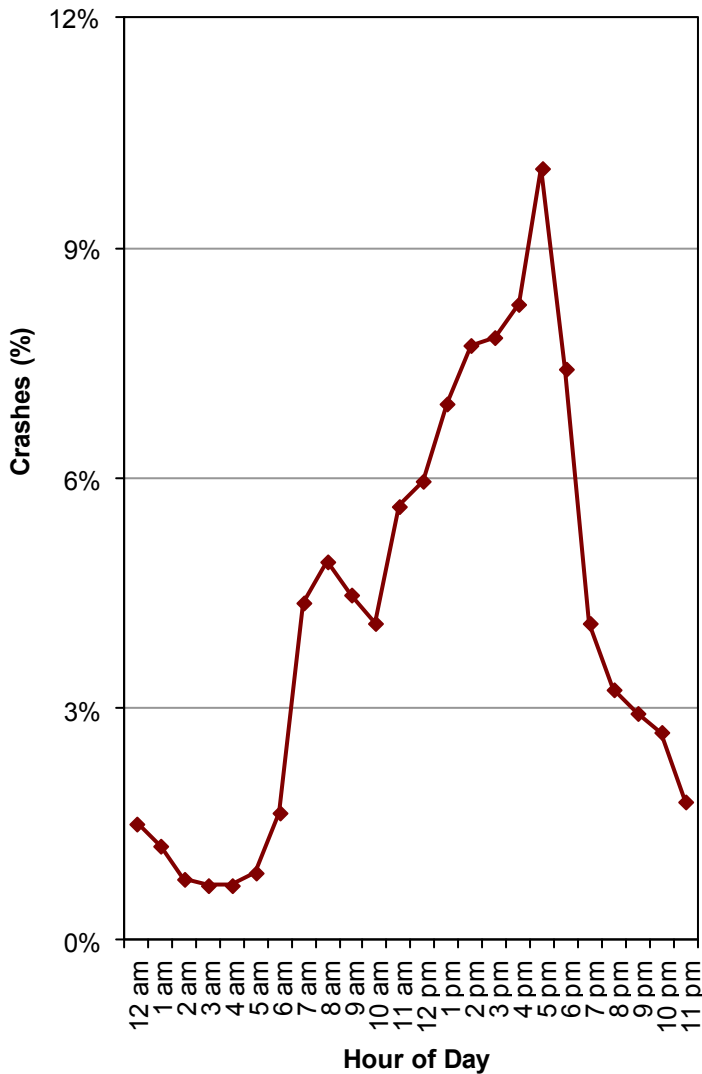


- The percent of crashes involving a distracted driver increased 6% from 2010.

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

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

## Driver Distraction Crashes by Hour (Utah 2011)

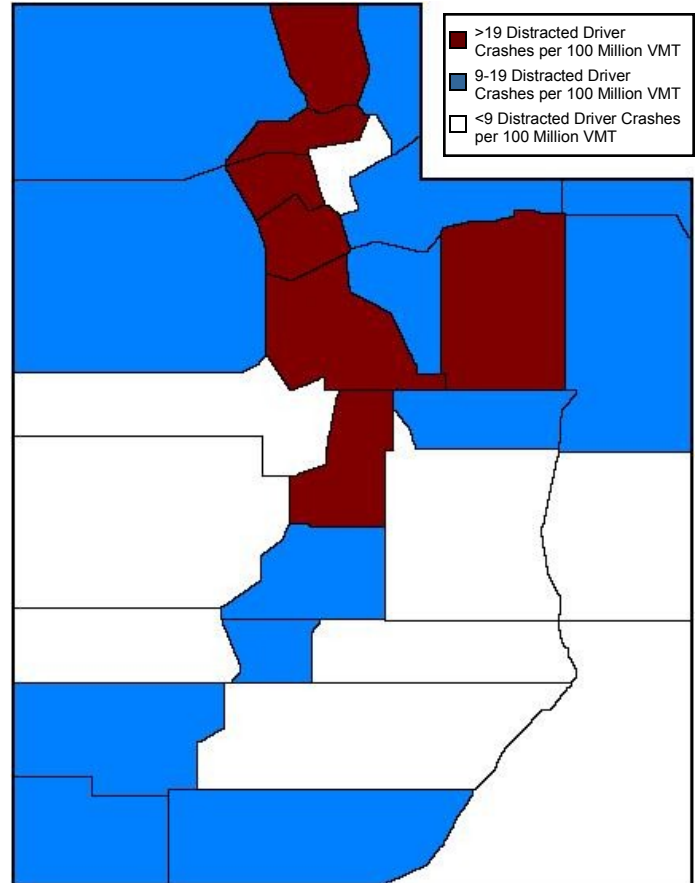


- Driver distraction crashes peaked during the hours of 1:00 p.m.-6:59 p.m.

## Distracted Drivers



## Distracted Driver Crash Rates by County (Utah 2011)



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

## Distracted Driving Studies

### Cell Phones

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

### Texting

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

### Teen Drivers

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

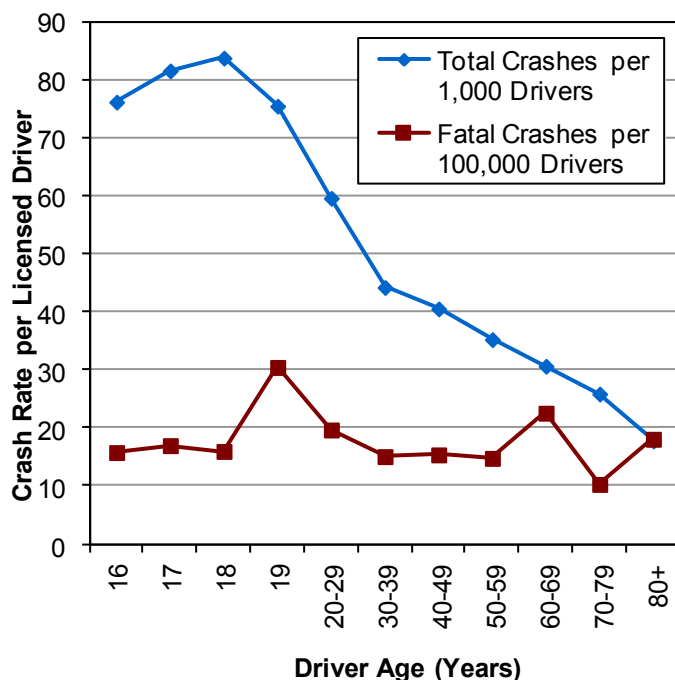
## Did you know in 2011:

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

## Teenage Drivers (15-19 years)

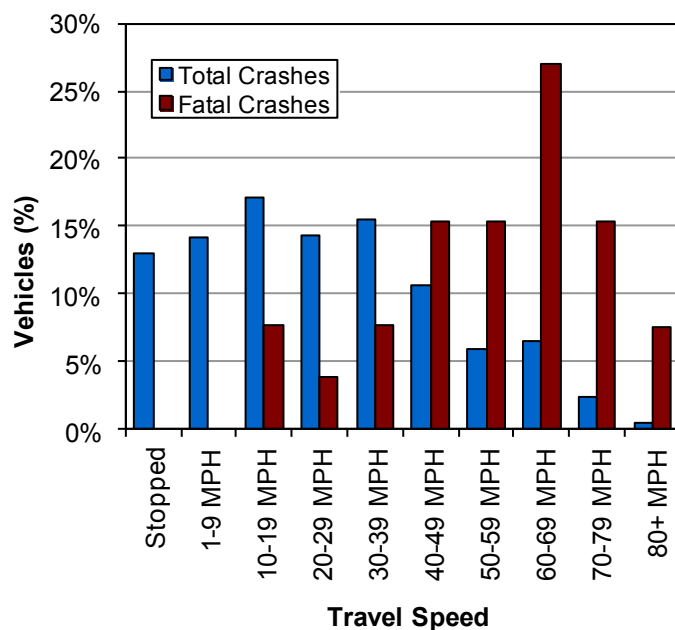


### Crash Rates per Licensed Driver by Age (Utah 2011)



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

### Teenage Driver Crashes by Travel Speed (Utah 2011)



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

### Leading Contributing Factors of Teenage Driver Crashes (Utah 2011)

#### All Teenage Driver Crashes

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

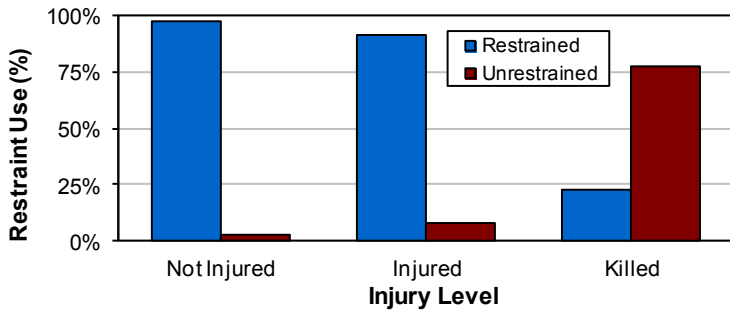
#### Fatal Teenage Driver Crashes

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



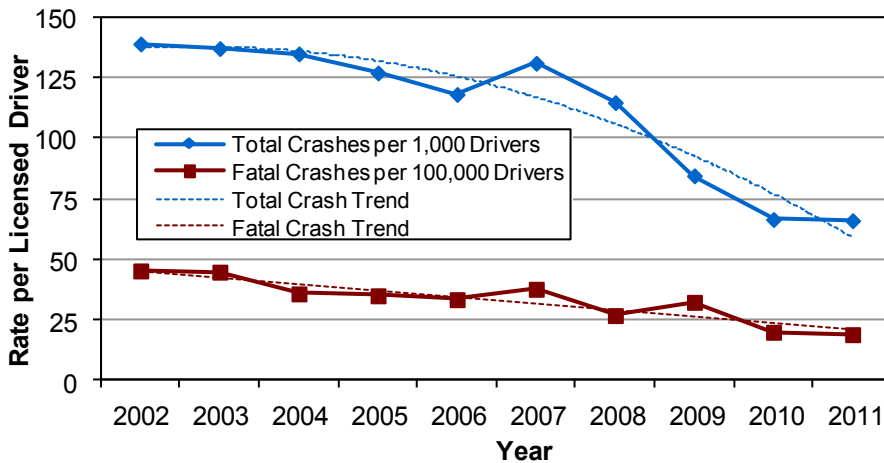
## Restraint Use of Teen Drivers and Their Passengers (Utah 2011)

## Teenage Drivers (15-19 years)



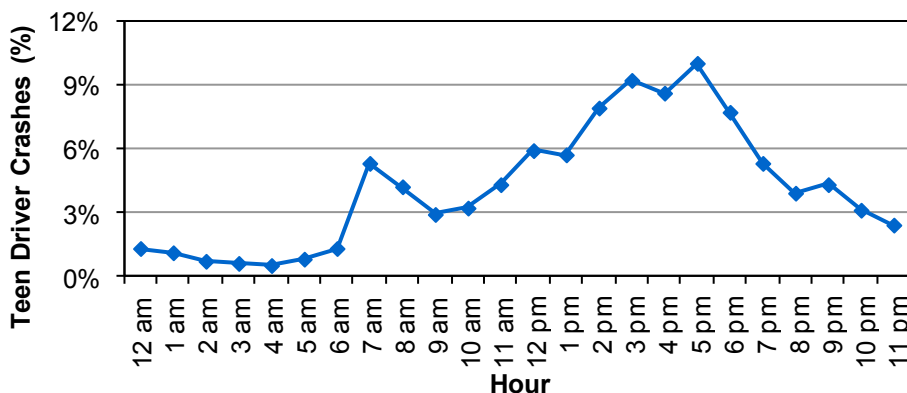
- 78% of teen drivers and their passengers killed in crashes were unrestrained.
- Unrestrained teen drivers and their passengers were 107 times more likely than restrained occupants to be killed in a crash.

## Teenage Driver Crash Trend (Utah 2002-2011)



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

## Teenage Driver Crashes by Hour (Utah 2011)



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

## Graduated Driver Licensing (GDL) Law in Utah

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

### Learner Permit

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

### Supervised Driving

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

### Driver License

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

### Night-time Restrictions

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

### Passenger Restrictions

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

### Seat Belt Restrictions

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



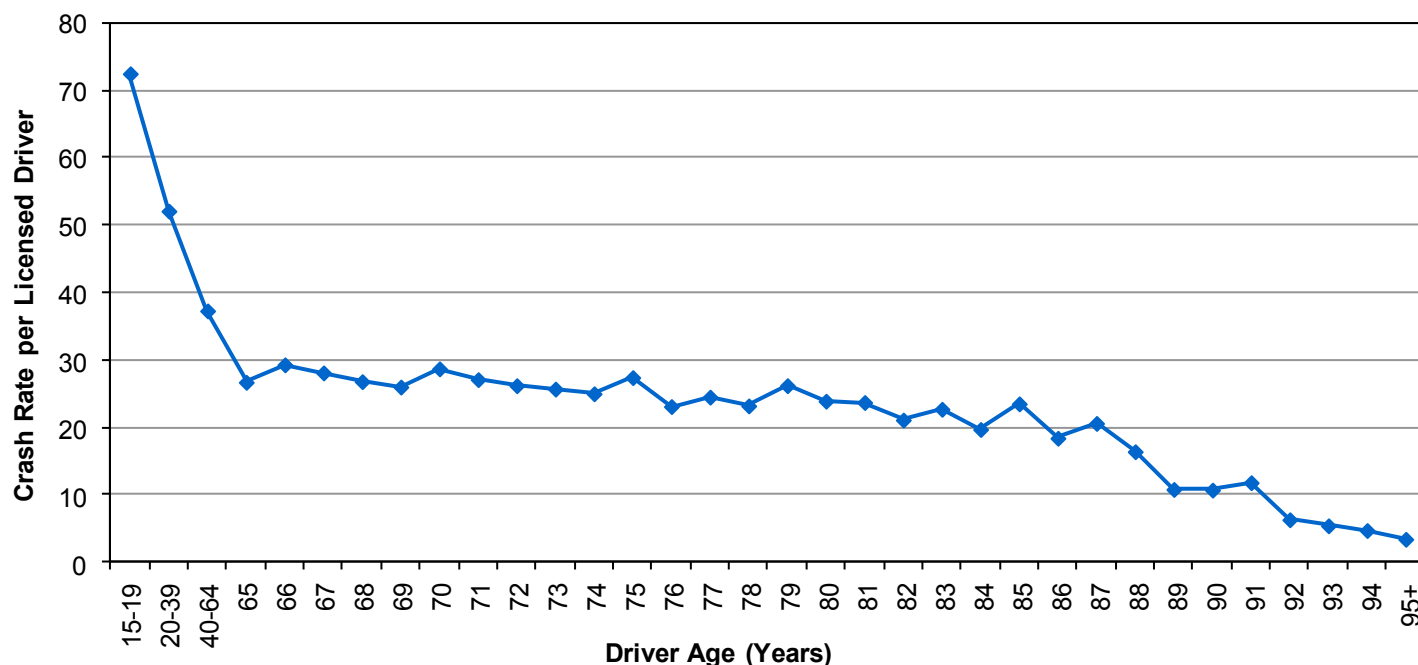
### Did you know in 2011:

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

## Senior Drivers (Age 65+)



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



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

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

#### All Drivers in Crashes

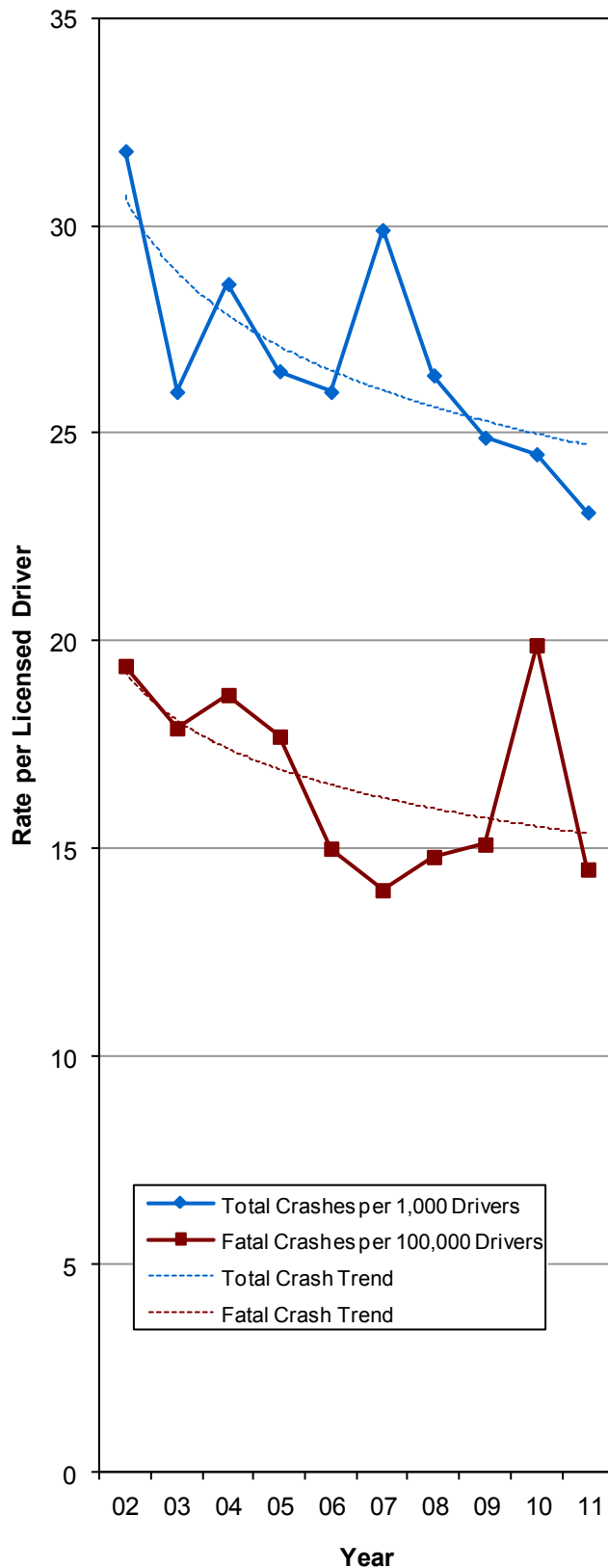
1. Followed Too Closely (23%)
2. Failed to Yield Right of Way (18%)
3. Failed to Keep in Proper Lane (13%)
4. Speed Too Fast (12%)
5. Driver Distraction (9%)

#### Senior Driver Crashes

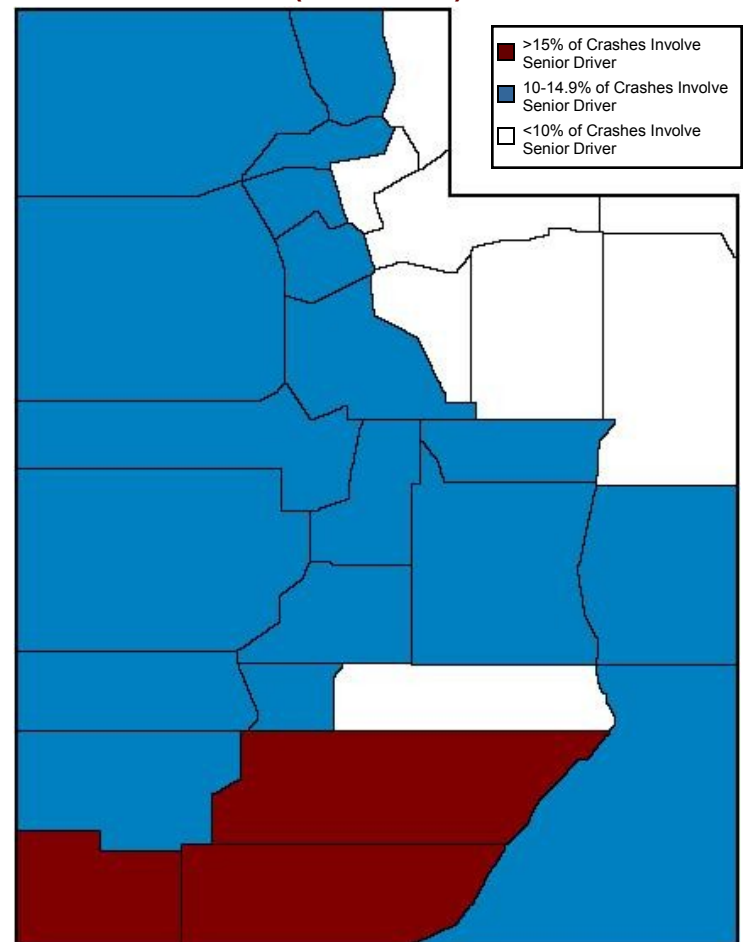
1. Failed to Yield Right of Way (17%)
2. Followed Too Closely (9%)
3. Failed to Keep in Proper Lane (7%)
4. Improper Turn (5%)
5. Disregard Traffic Signal/Sign (5%)

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

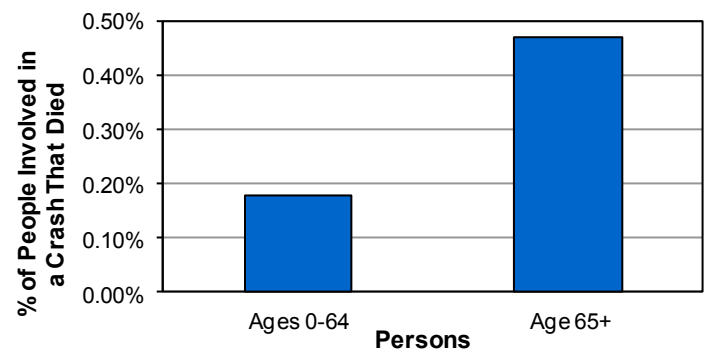
## Senior Driver Crash Trend (Utah 2002-2011)



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



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



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

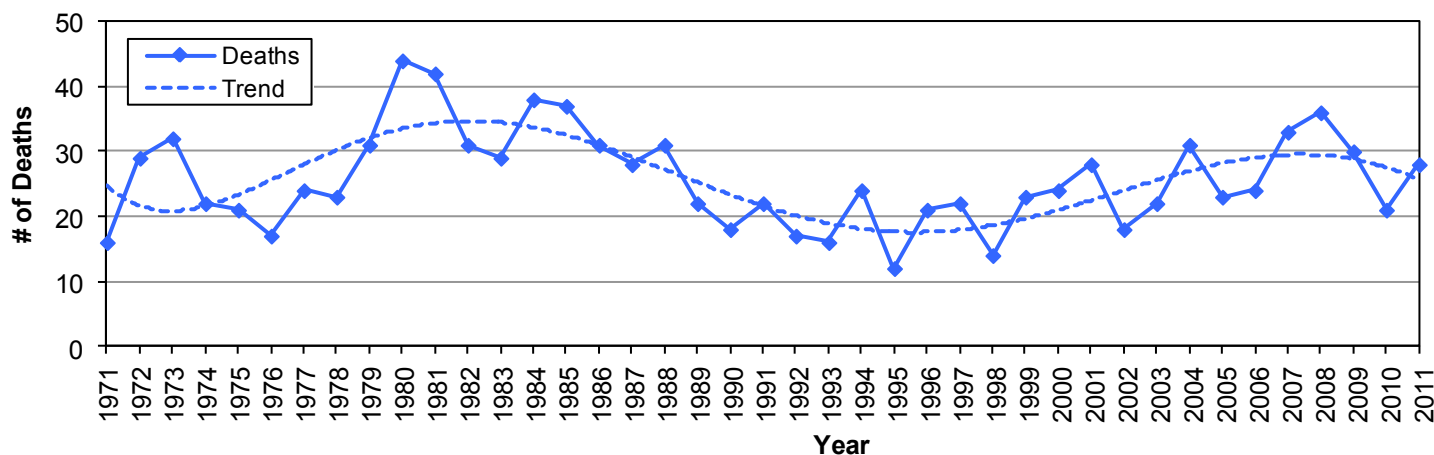
## Did you know in 2011:

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

## Motorcycles

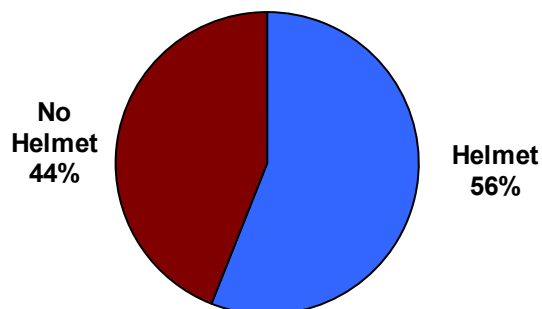


### Motorcyclist Deaths (Utah 1971-2011)



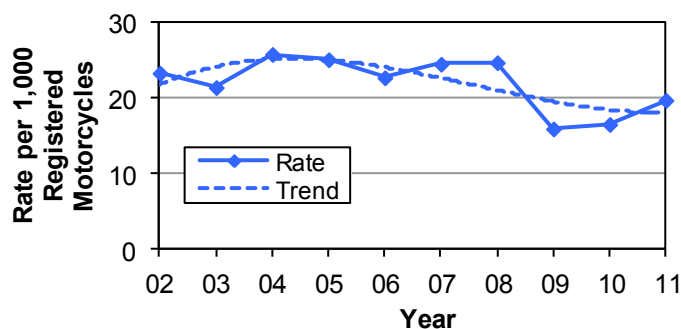
- Motorcyclist deaths increased in 2011 after declining the previous two years.
- The 36 motorcyclist deaths in 2008 were the highest total since 1985.

### Helmet Use of Motorcyclists in Crashes (Utah 2011)



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

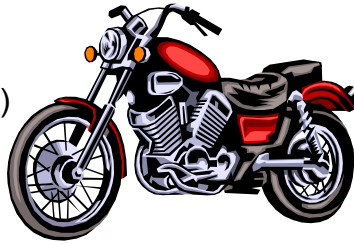
### Motorcyclist Crash Rates per Registered Motorcycles (Utah 2002-2011)



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

## Leading Motorcyclist Contributing Factors in Crashes (Utah 2011)

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



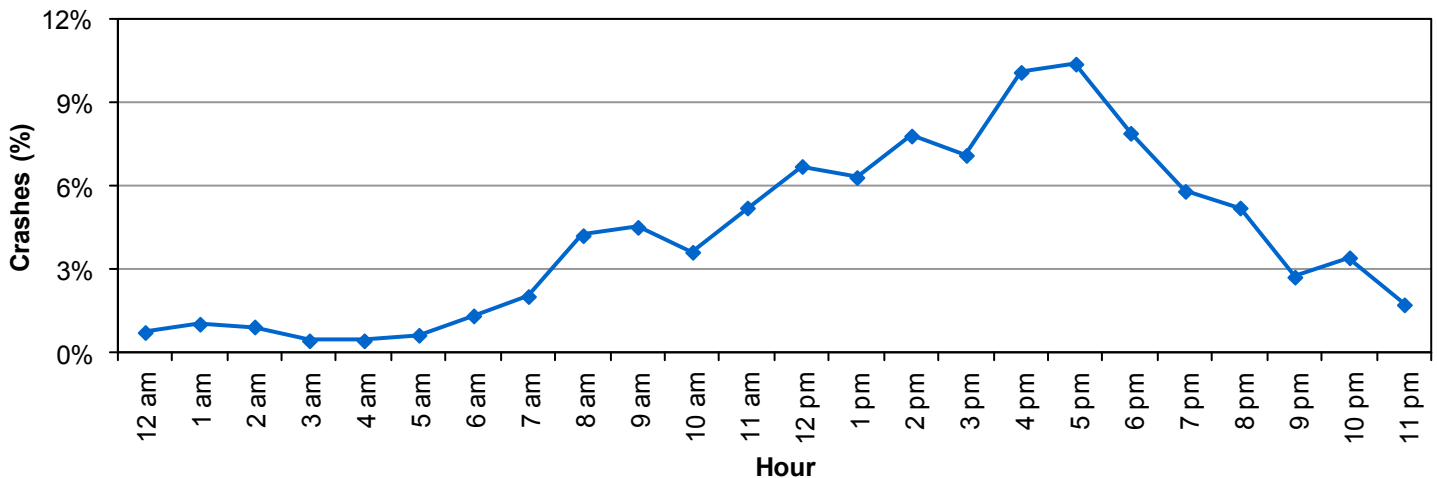
# Motorcycles



### Left Turns

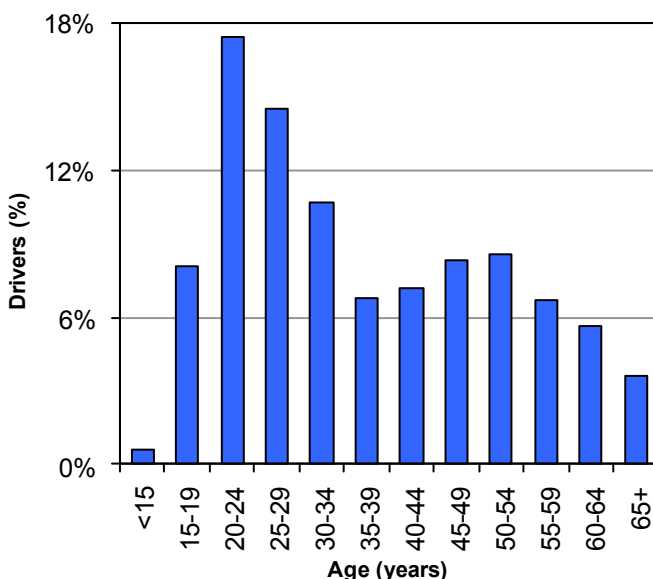
Over one-fourth (27%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

## Motorcyclists In Crashes by Hour of Day (Utah 2011)



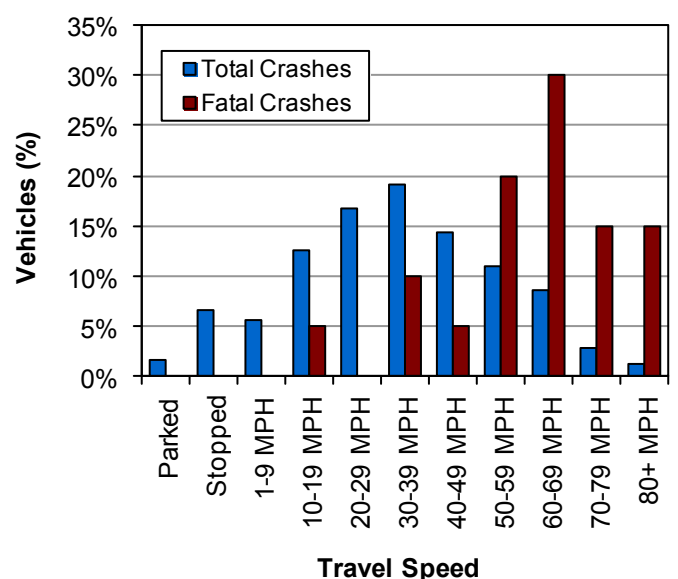
- Over one-half (56%) of motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

## Age of Motorcycle Drivers in All Crashes (Utah 2011)



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

## Travel Speed of Motorcycles in Crashes (Utah 2011)



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

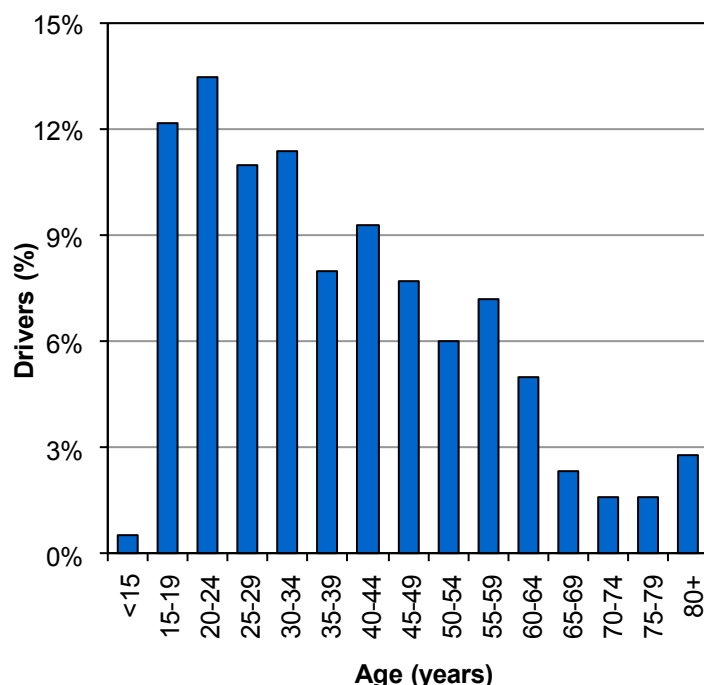
## Did you know in 2011:

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

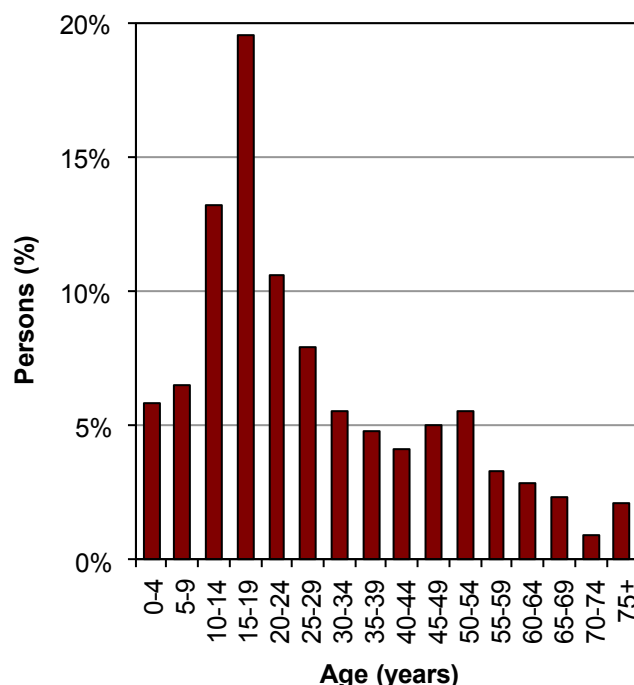
## Pedestrians



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



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



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

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

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

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



### Leading Contributing Factors of Pedestrians in Crashes (Utah 2011)

1. Improper Crossing (14%)
  2. Darting (8%)
  3. In Roadway Improperly (7%)
- 50% of pedestrians had no contributing factor in the crash.



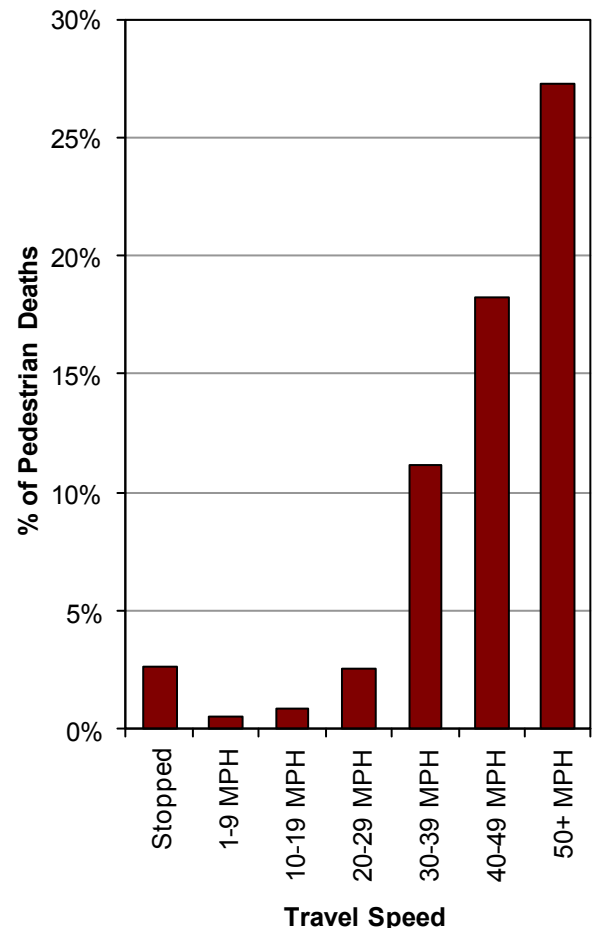


One-third (33%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

# Pedestrians

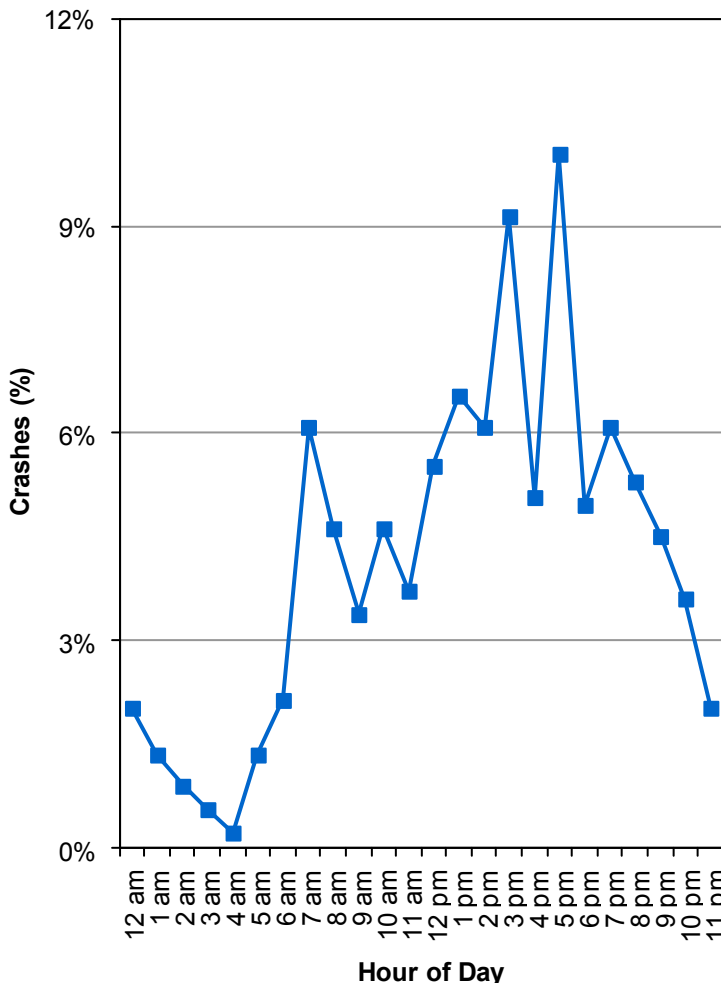


## Percent of Pedestrian Deaths by Vehicle Travel Speed (Utah 2011)



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

## Pedestrian-Motor Vehicle Crashes by Hour (Utah 2011)



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

## Location of Pedestrians in Crashes (Utah 2011)

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

## Motor Vehicle Action Prior to Crash (Utah 2011)

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



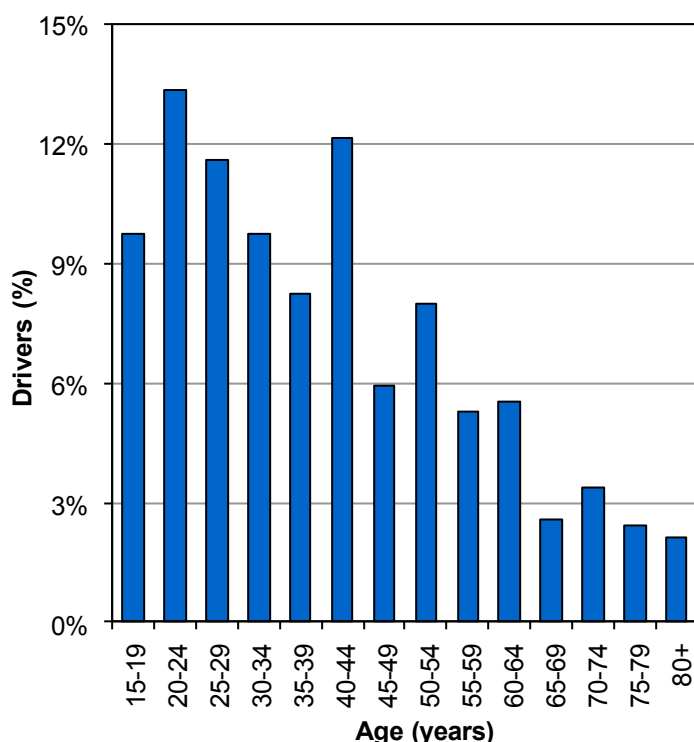
## Did you know in 2011:

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

## Bicyclists

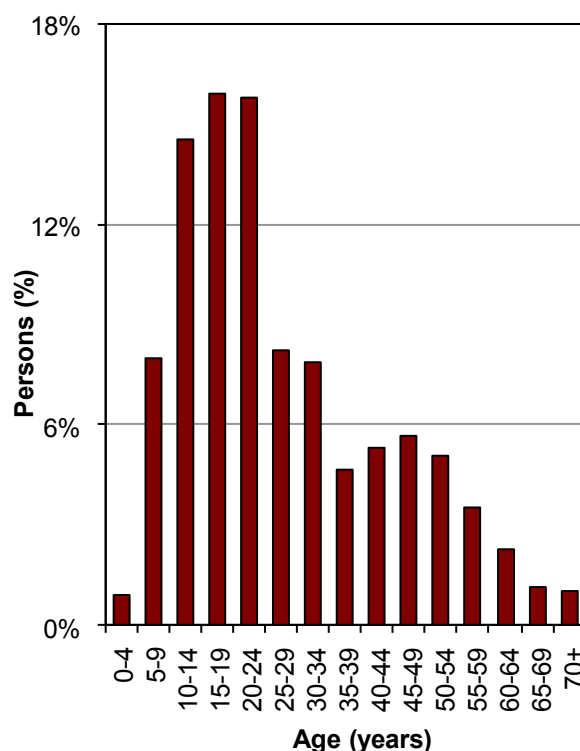


### Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2011)



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

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



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

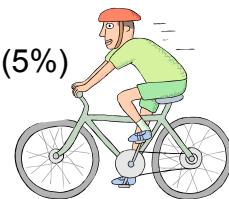
### Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2011)

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



### Leading Contributing Factors of Bicyclists in Crashes (Utah 2011)

1. Improper Crossing (10%)
  2. Wrong Side of Road (9%)
  3. Disregard Traffic Sign/Signal (5%)
- 53% of bicyclists had no contributing factor in the crash.

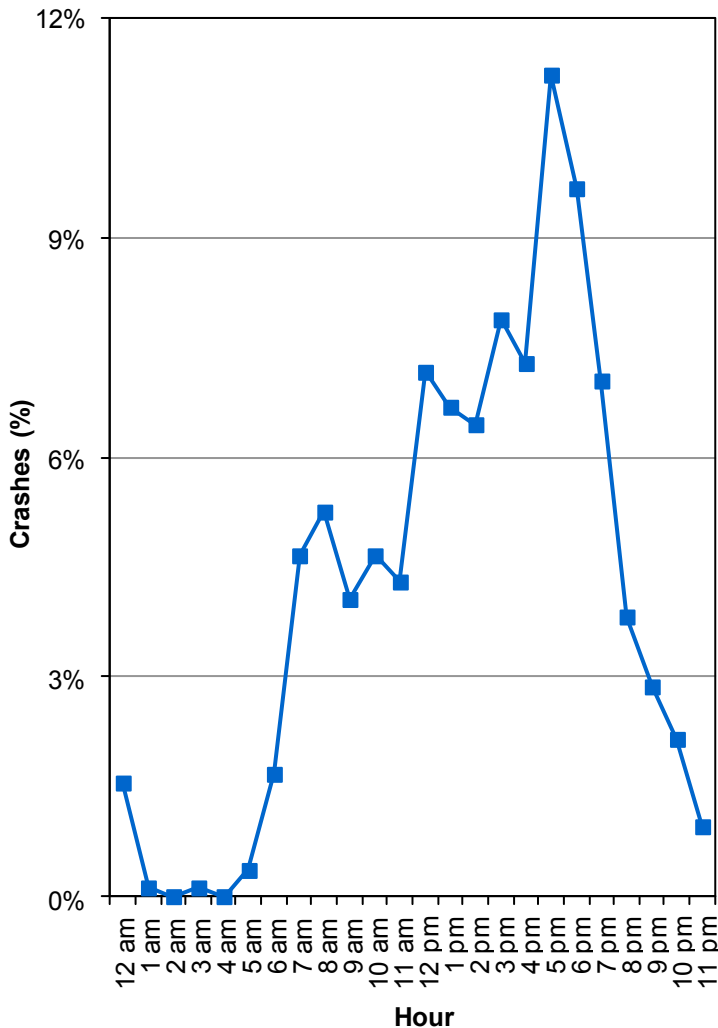


## Bicyclists



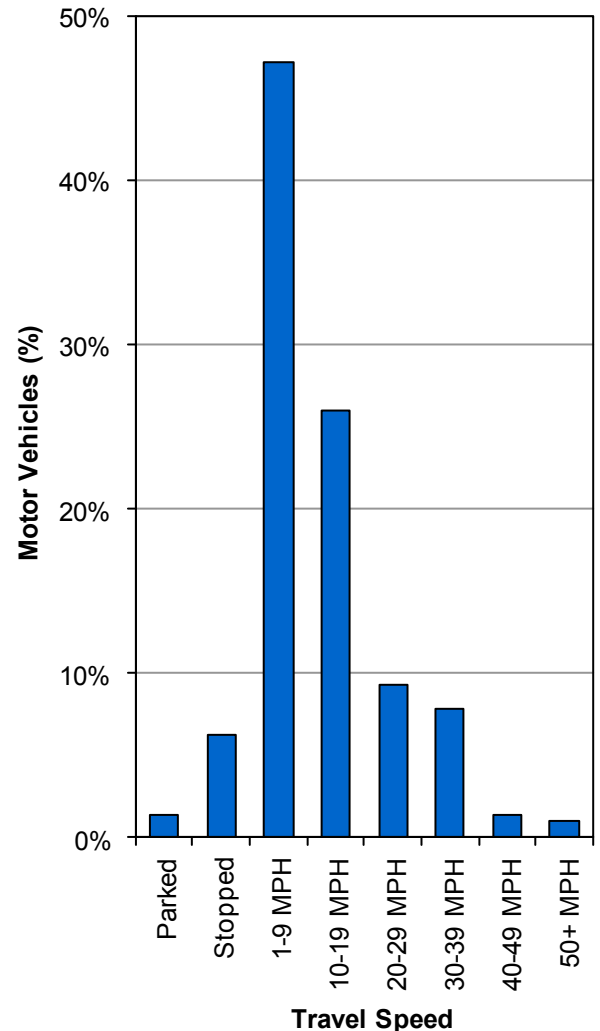
Over one-half (59%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

### Bicycle-Motor Vehicle Crashes by Hour (Utah 2011)



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

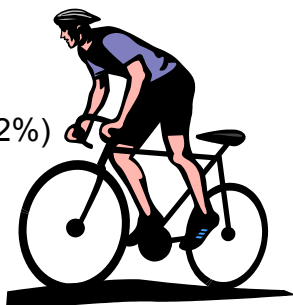
### Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2011)



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

### Location of Bicyclists in Crashes (Utah 2011)

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



### Motor Vehicle Action Prior to Crash (Utah 2011)

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