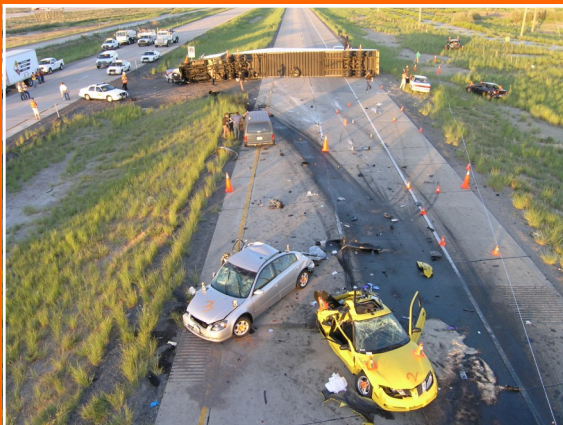
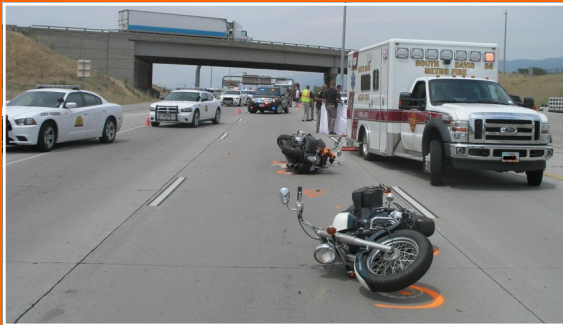


Utah Crash Summary



State of Utah
Department of Public Safety

Utah Crash Summary 2012



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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.



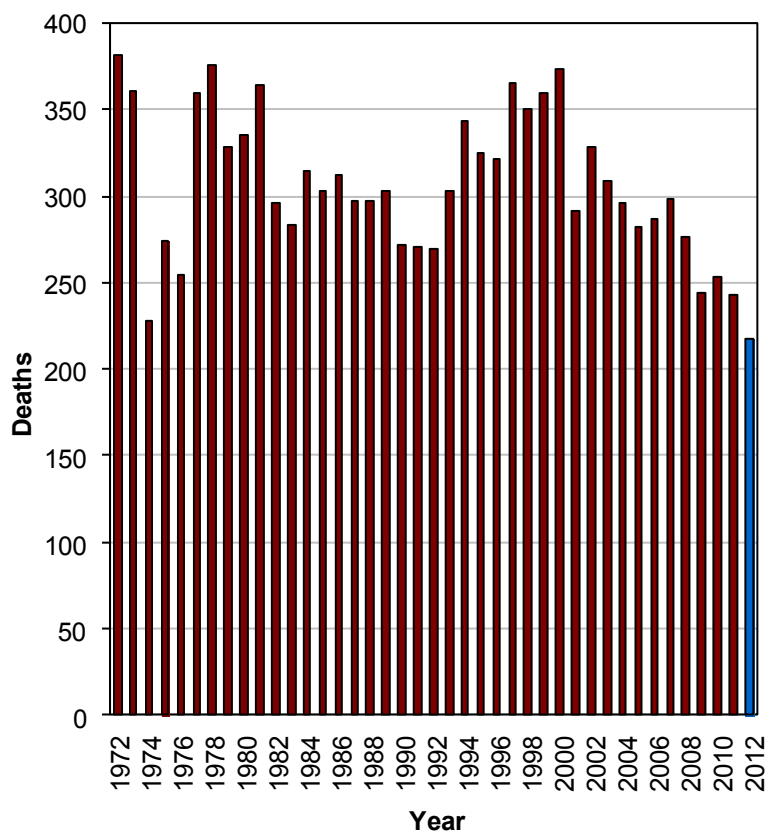
Did you know in 2012:

- 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.

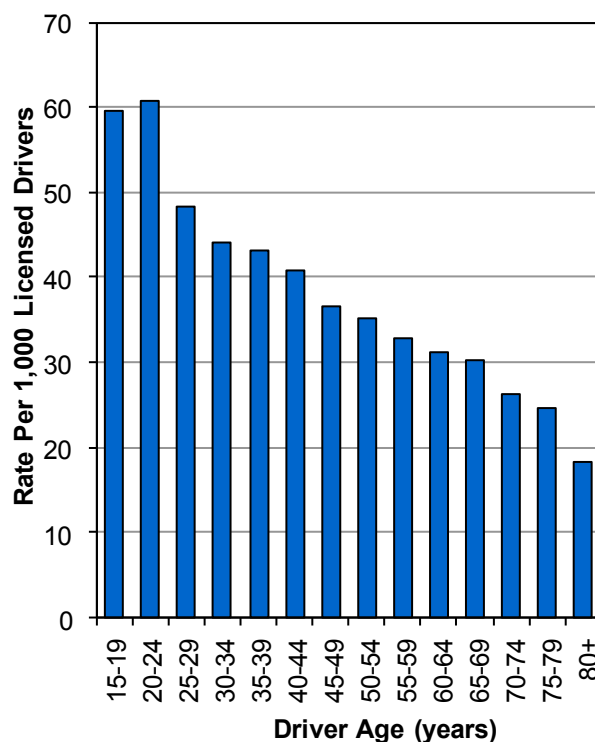
Overview



Deaths by Year (Utah 1972-2012)



Crash Rates per Licensed Drivers by Age (Utah 2012)



- 2012 had the lowest deaths in Utah since 1959.

- 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%)

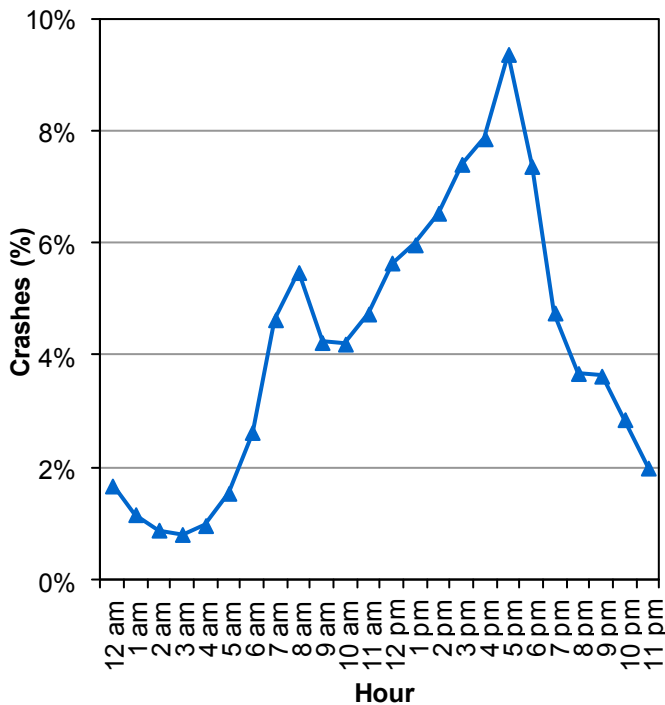
Leading Causes of Death

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%)

Overview



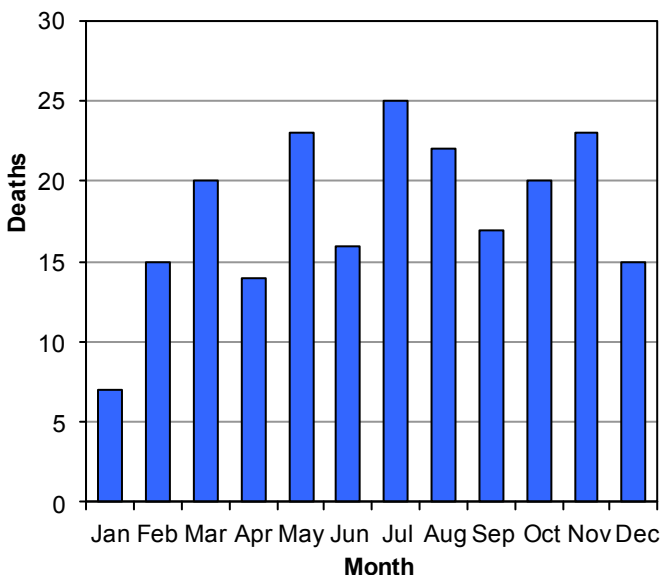
Motor Vehicle Crashes by Hour (Utah 2012)



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

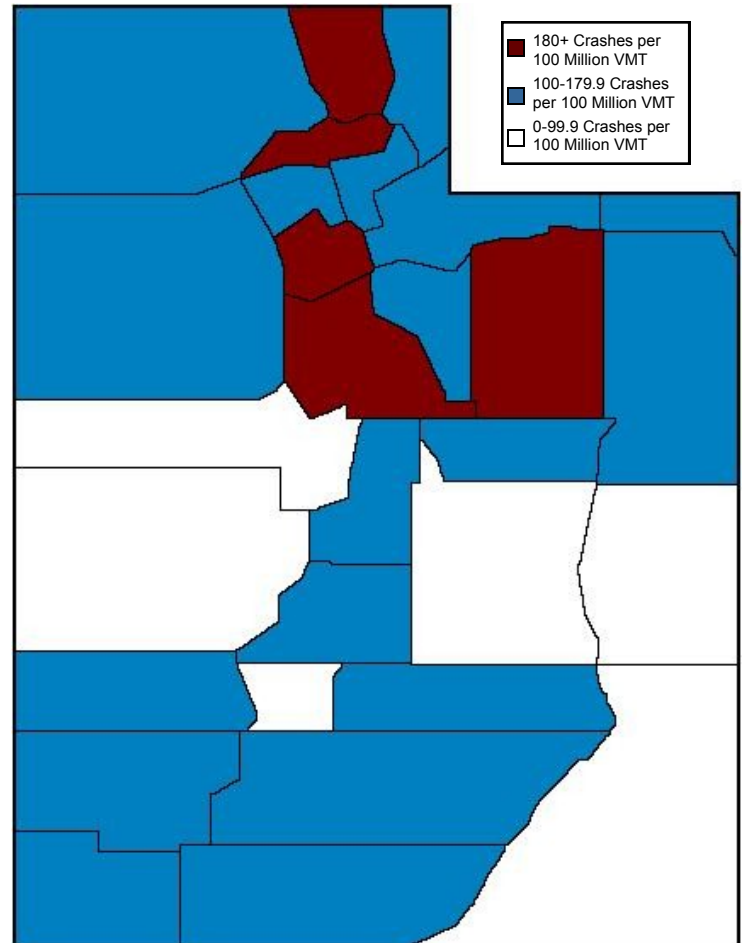
Vehicle rollovers were the most deadly event, being 6.7 times more likely to result in a death than other crashes.

Deaths by Month (Utah 2012)



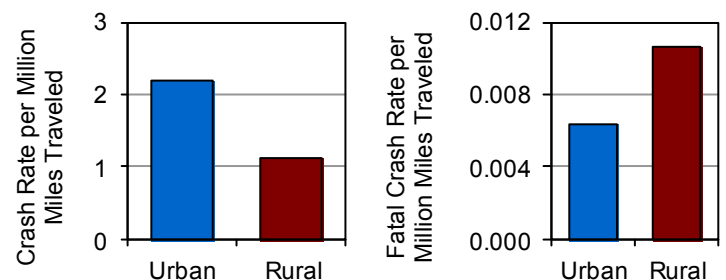
- July had the most deaths.

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)



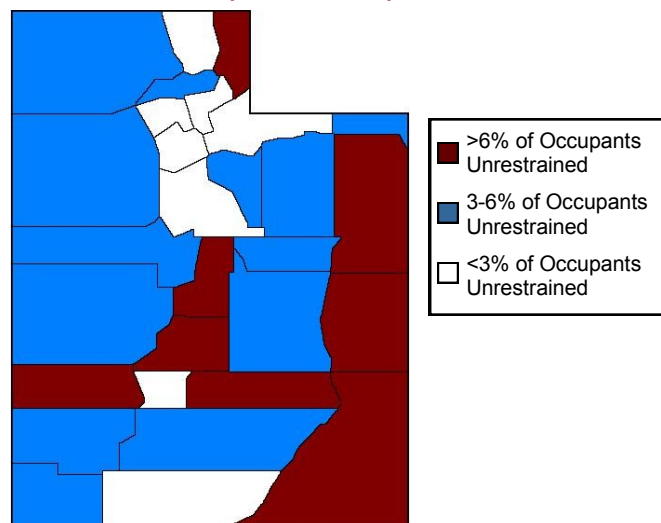
- Urban areas had a higher rate of total crashes per vehicle mile traveled while rural areas had a higher fatal crash rate.
- Rural crashes were 3.1 times more likely to be fatal than urban crashes.

Occupant Protection



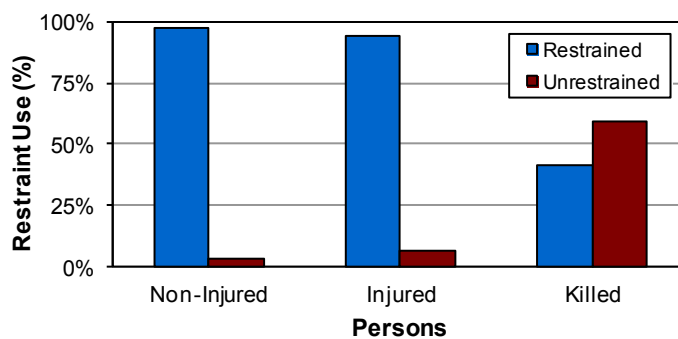
- Unrestrained crash occupants were 45 times more likely to die in a crash than restrained occupants.
- An estimated 102 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 46 additional lives would have been saved if everyone had been wearing seat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

Unrestrained Crash Occupants by County (Utah 2012)



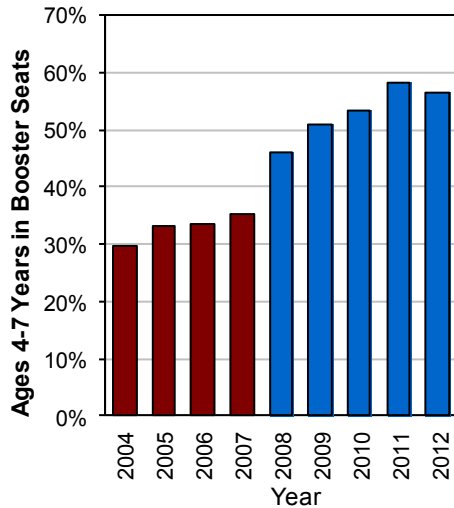
- Occupants in rural crashes were 1.8 times more likely to be unrestrained than urban occupants.

Restraint Use by Injury Severity (Utah 2012)



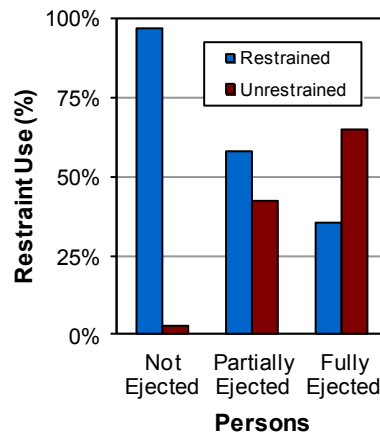
- 97% of persons who survived a crash were restrained compared to less than half (41%) of the persons killed.

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.

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.

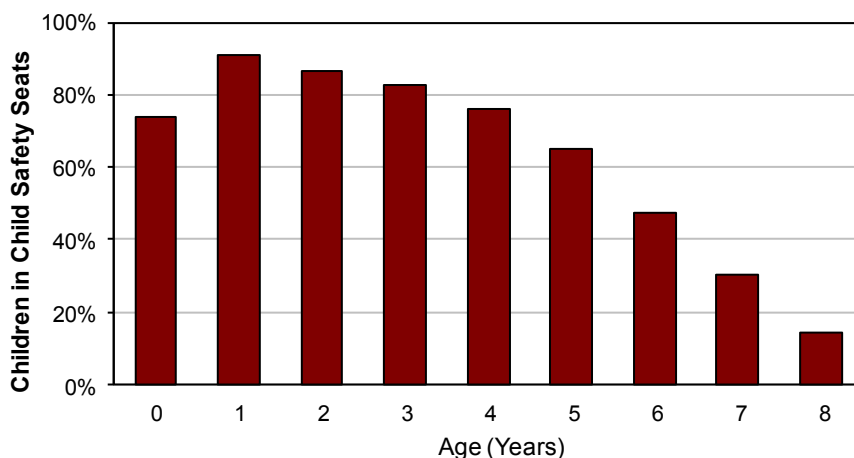
Safety Restraint Laws:

- 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 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.

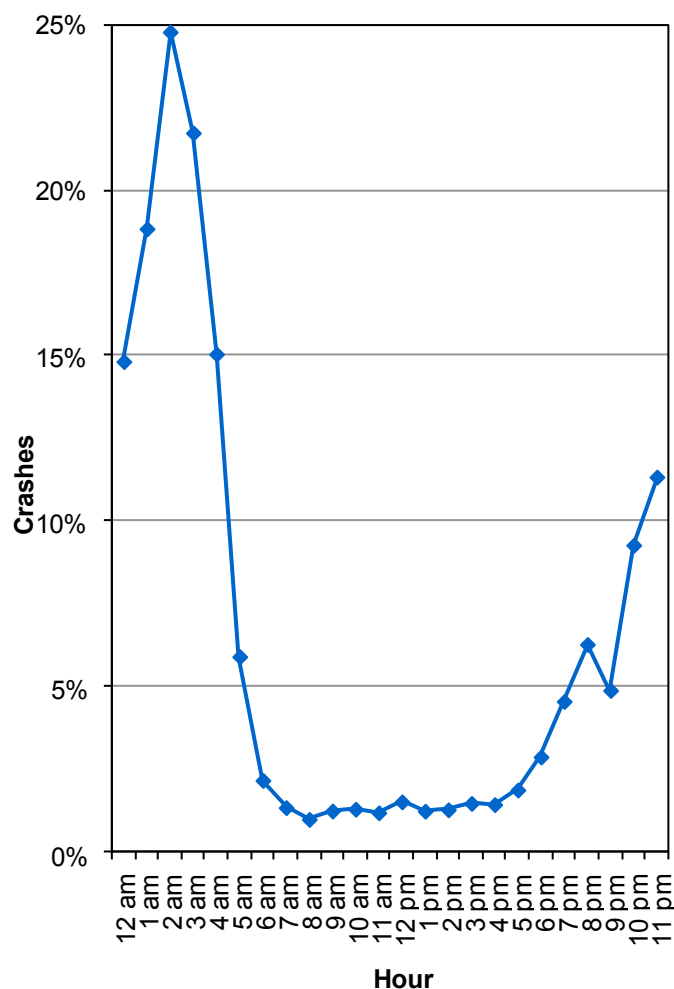
Did you know in 2012:

- 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.

Alcohol-Impaired Drivers

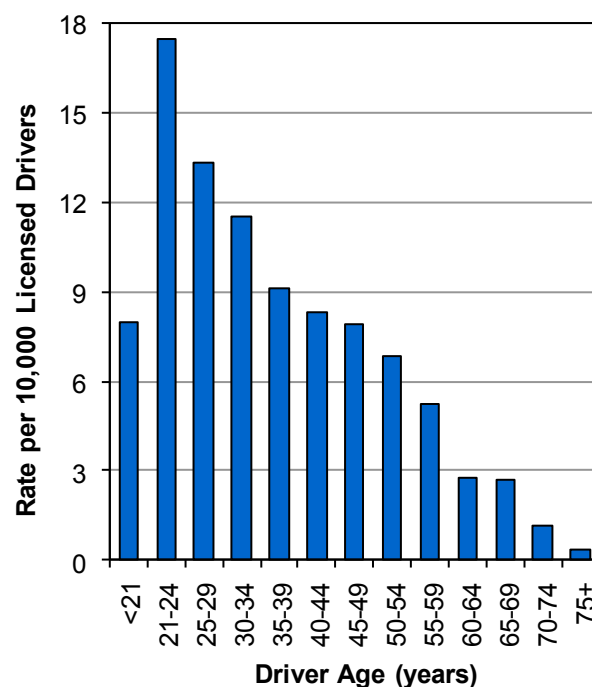


Percent of Total Crashes with an Alcohol-Impaired Driver by Hour (Utah 2012)



- 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)

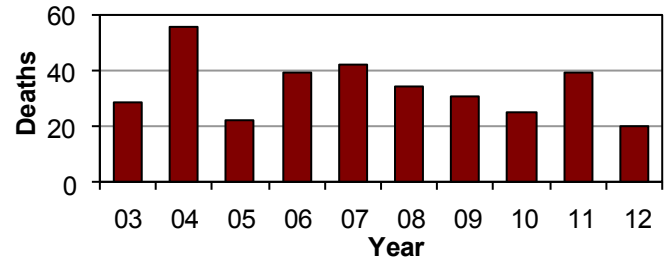
- 26% of the alcohol-impaired drivers in fatal crashes were previously convicted of driving under the influence in the past three years.

Alcohol-Impaired Driver Crashes (Utah 2003-2012)

Alcohol-Impaired Drivers

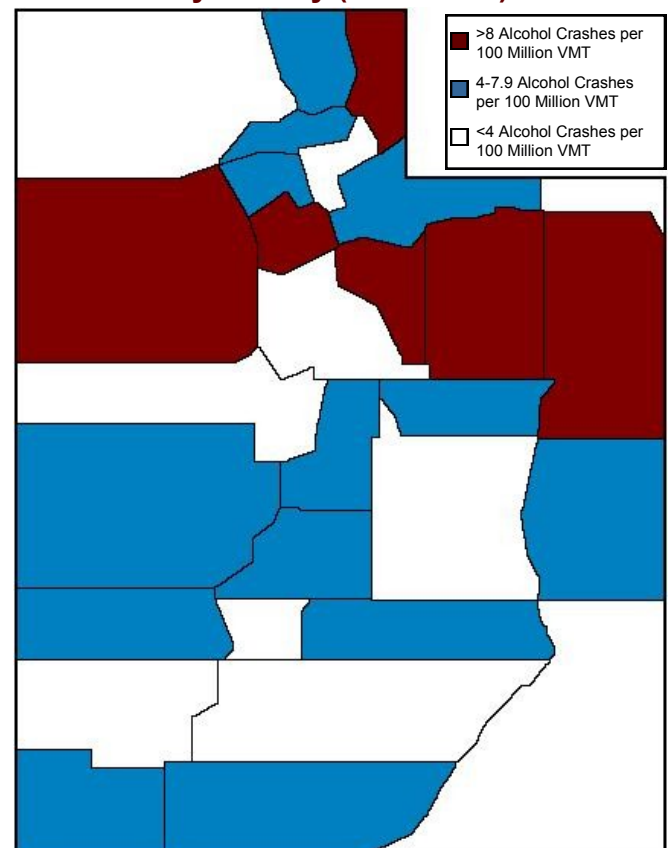


Deaths from Alcohol-Impaired Drivers (Utah 2003-2012)

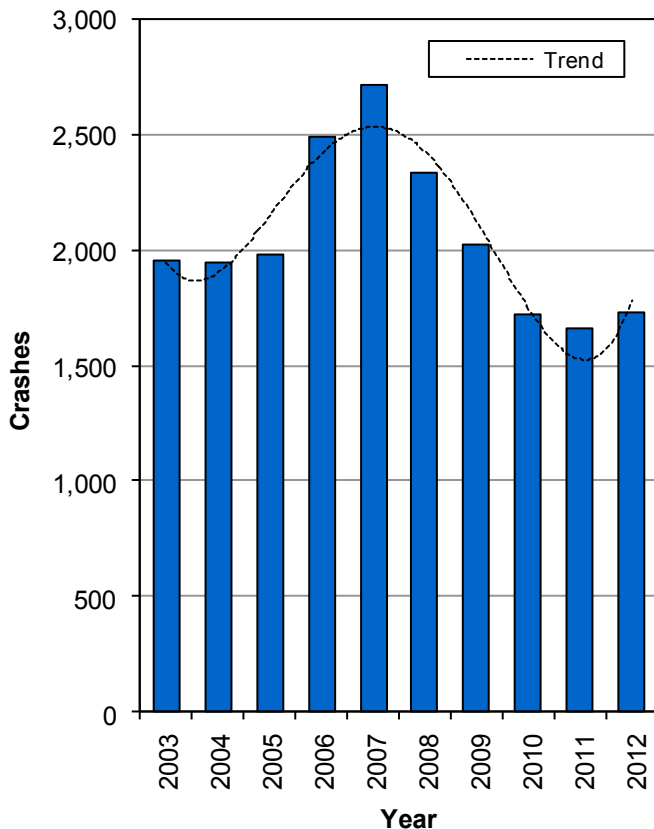


- The 20 deaths in 2012 was the lowest amount in over 20 years.

Alcohol-Impaired Driver Crashes by County (Utah 2012)

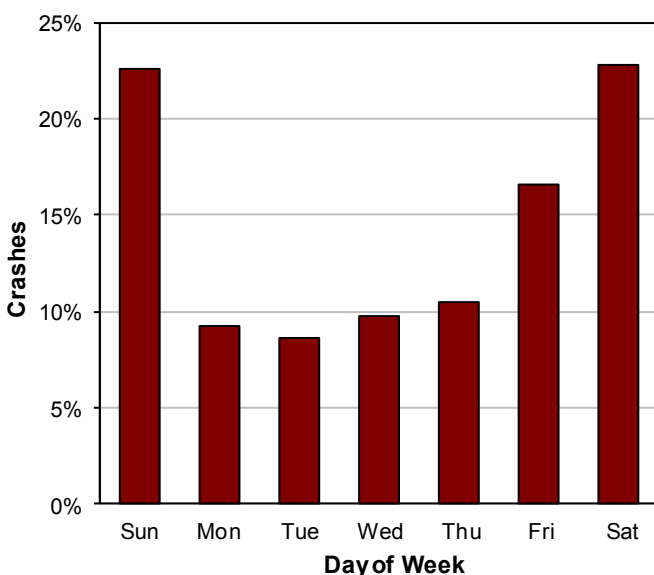


- Uintah, Duchesne, and Salt Lake Counties had the highest rates of alcohol-impaired driver crashes per vehicle miles traveled (VMT).
- Juab, Garfield, and Emery Counties had the lowest rates of alcohol-impaired driver crashes per VMT.



- 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%).

2012 Utah Crash Facts

Utah Department of Public Safety Highway Safety Office

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

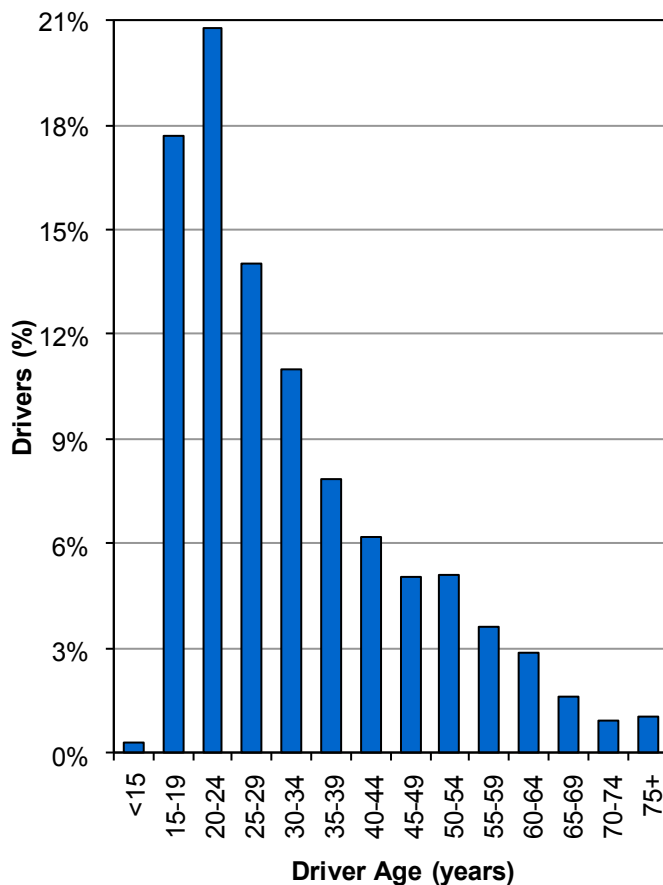
Speed



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.

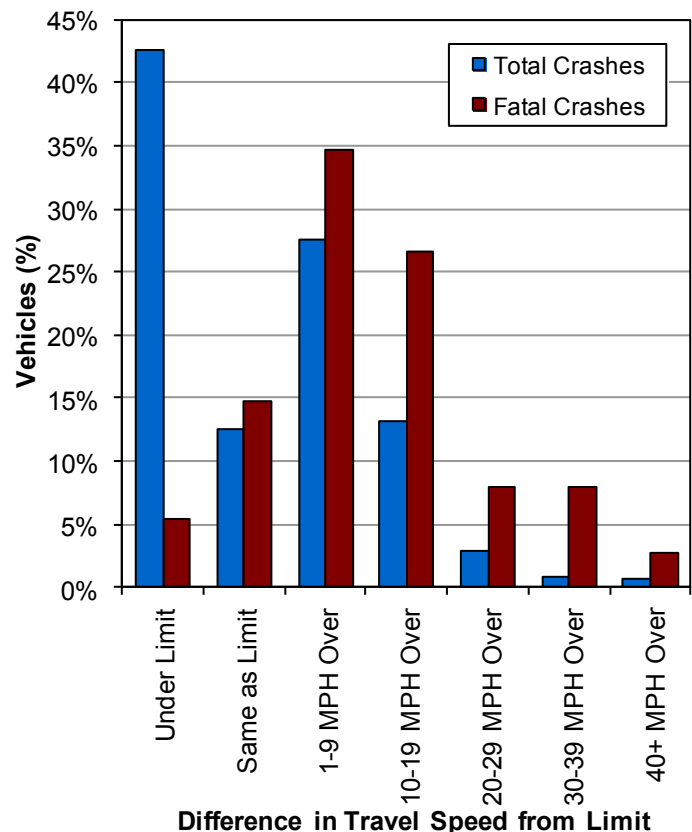
Age of Drivers in Speed-Related Crashes (Utah 2012)



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



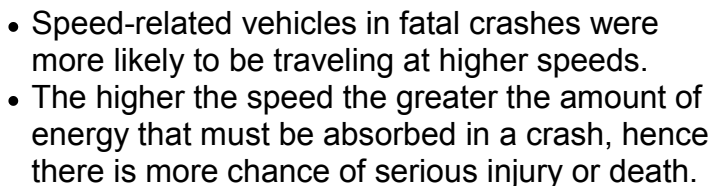
Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2012)



- 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.



Speed



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

A teal-colored pickup truck, likely a Toyota Hilux, shown from a side profile. It has a single cab and a short bed. 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.

5500 W Amelia Earhart Dr #155 Salt Lake City, UT 84116 • 801-366-6040
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2012 Utah Crash Facts

Utah Department of Public Safety Highway Safety Office

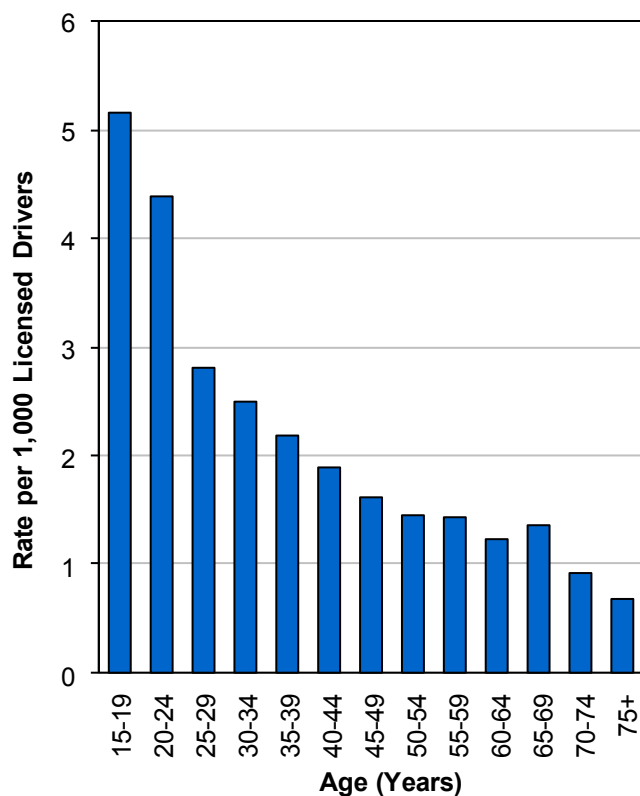
Did you know in 2012:

- 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 Drivers



Distracted Driver Crash Rates per Licensed Driver by Age (Utah 2012)



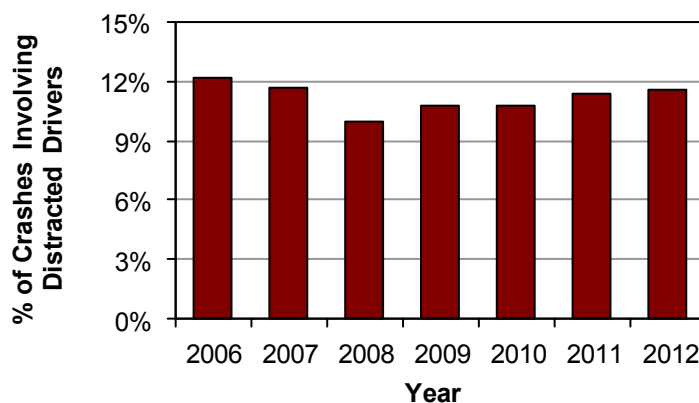
- Younger drivers had the highest rates of driver distraction crashes.

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.

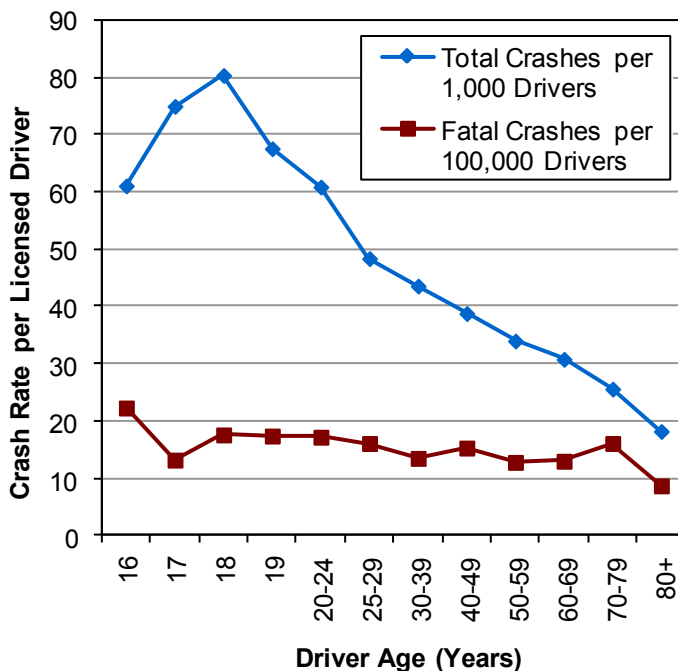
Did you know in 2012:

- 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.

Teenage Drivers (15-19 years)

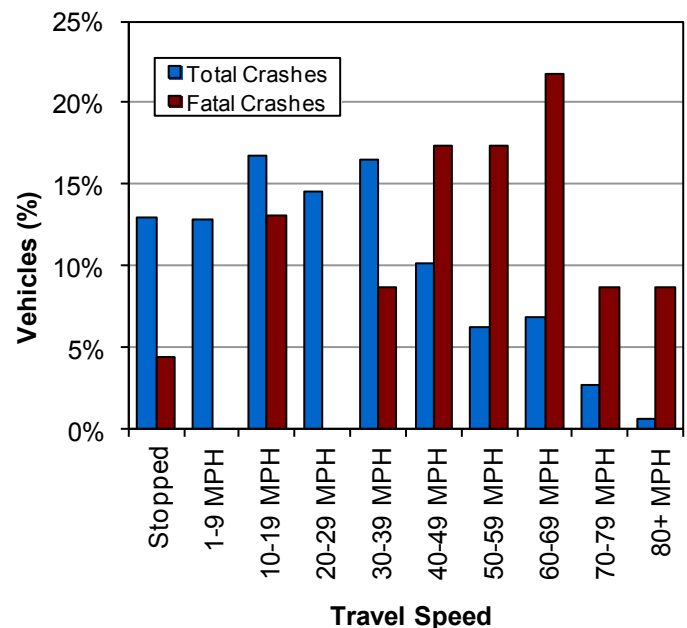


Crash Rates per Licensed Driver by Age (Utah 2012)



- 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%)

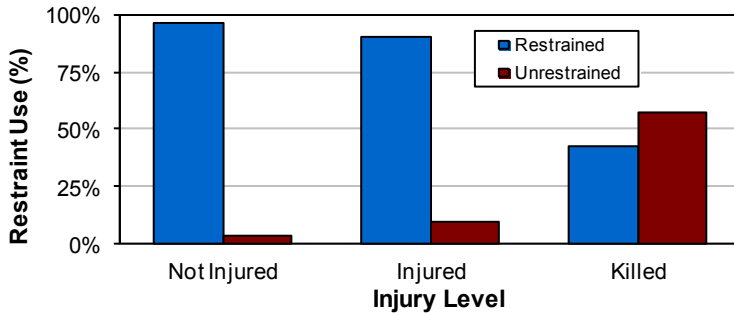
Fatal Teenage Driver Crashes

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%)



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

Teenage Drivers (15-19 years)



- 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.

Graduated Driver Licensing (GDL) Law in Utah

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

Learner Permit

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

Supervised Driving

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

Driver License

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

Night-time Restrictions

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

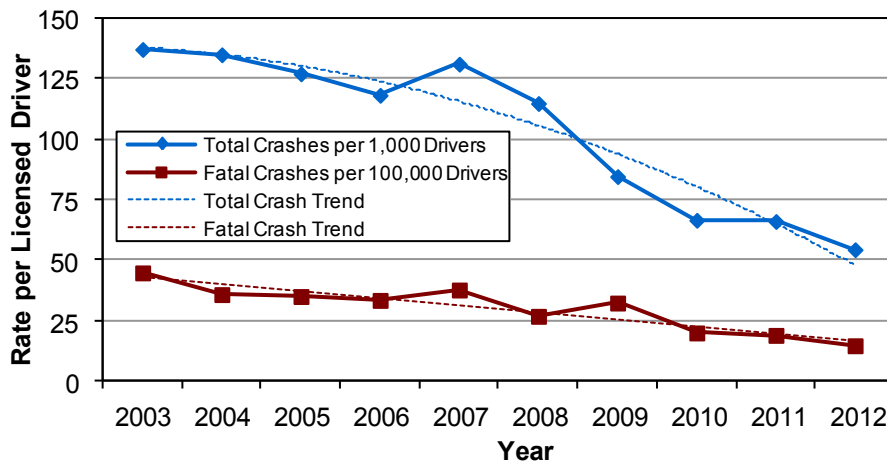
Passenger Restrictions

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

Seat Belt Restrictions

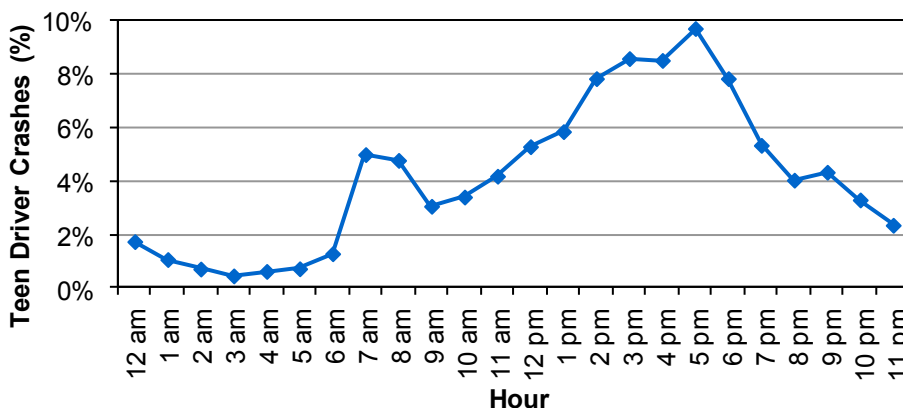
All occupants under the age of 19 years must be properly restrained in a motor vehicle. This is a primary law which means a person may be stopped by law enforcement solely for that offense.

Teenage Driver Crash Trend (Utah 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.).

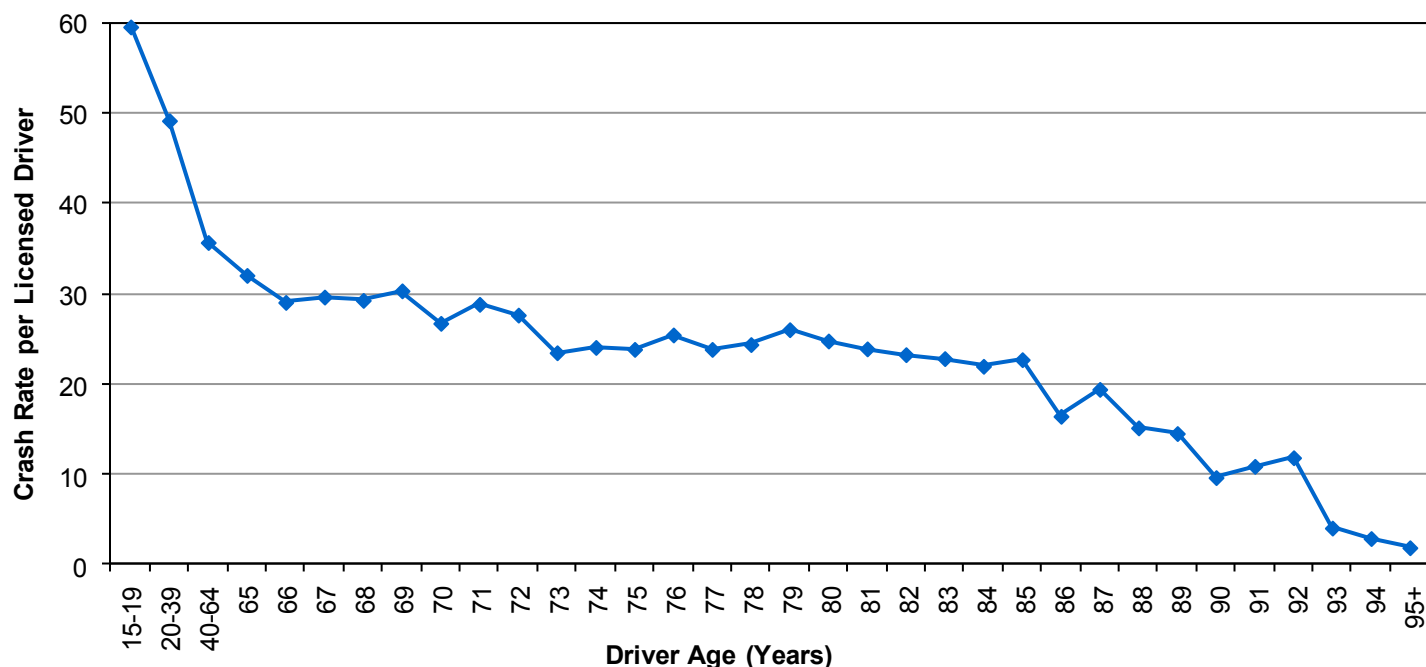
Did you know in 2012:

- 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.

Older Drivers (Age 65+)



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%)

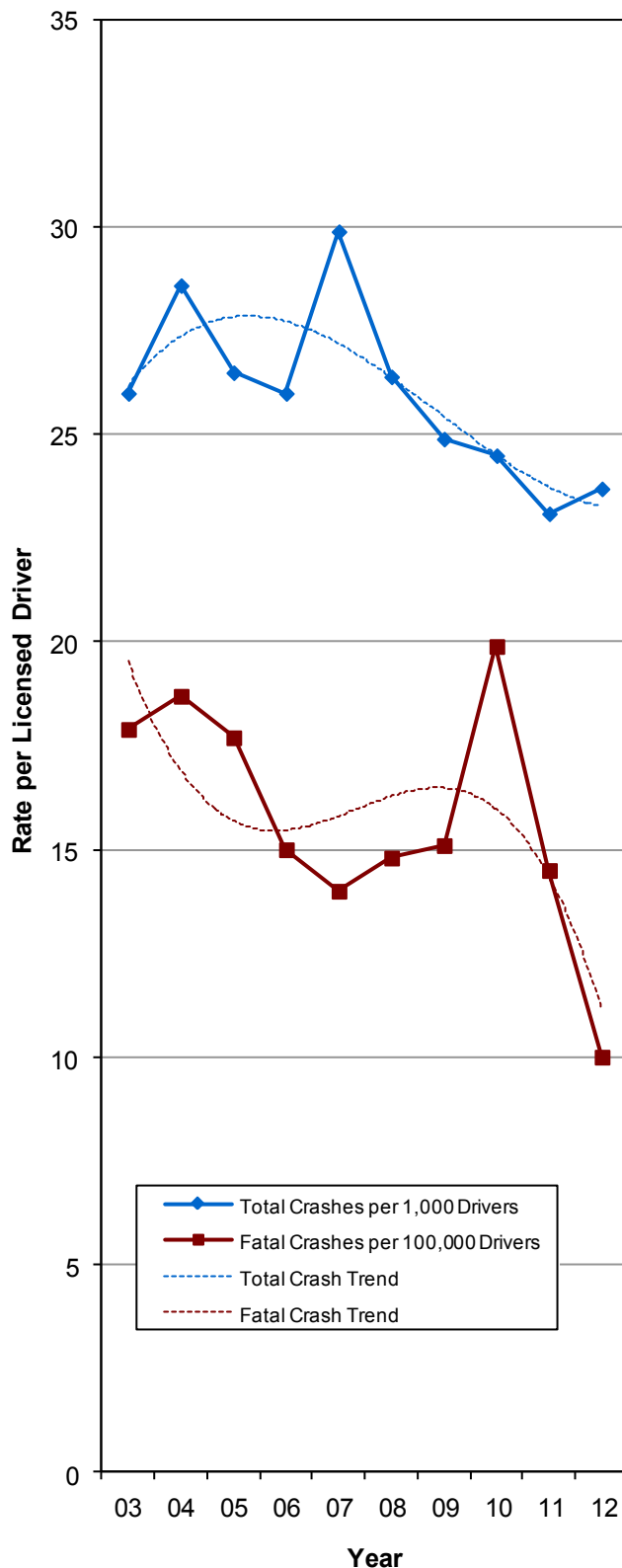
Older Driver Crashes

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.

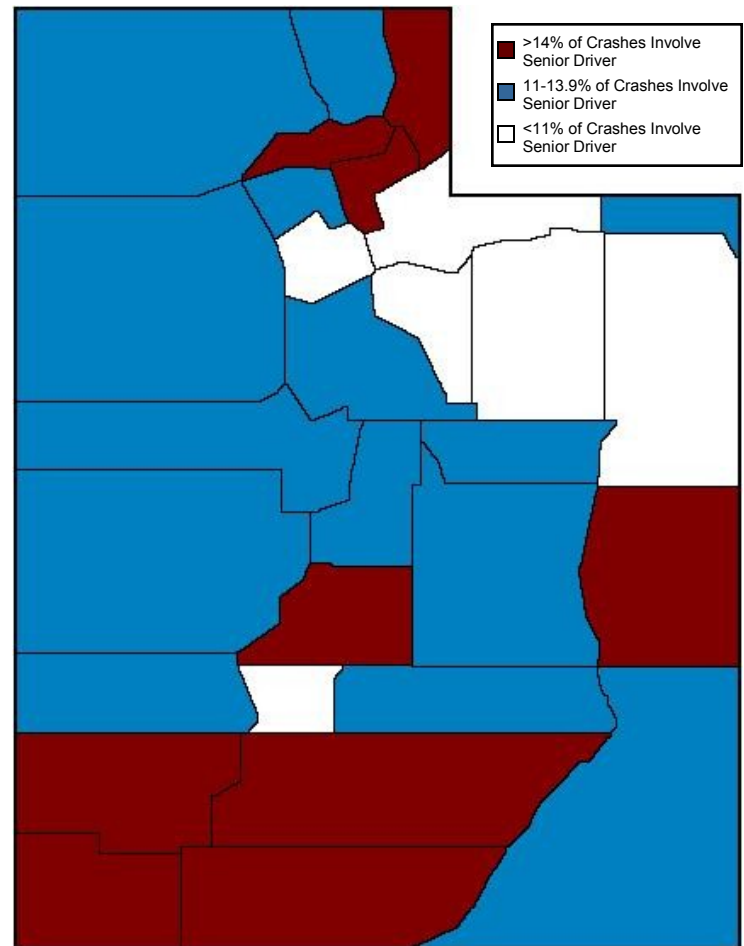
Older Driver Crash Trend (Utah 2003-2012)

Older Drivers (Age 65+)



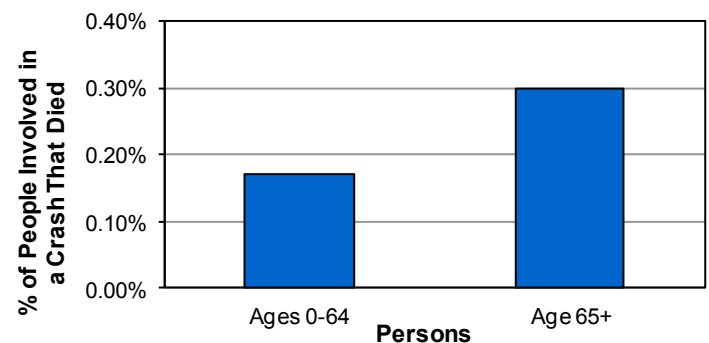
- The older driver crash rate per licensed driver increased in 2012 after four years of decreases.

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.

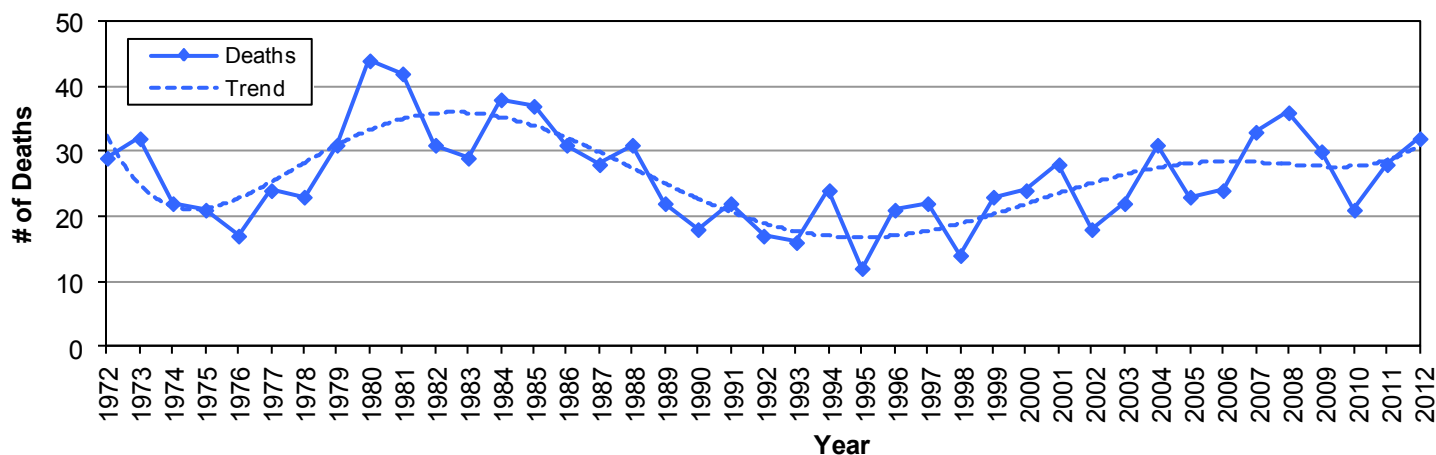
Did you know in 2012:

- 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.

Motorcycles

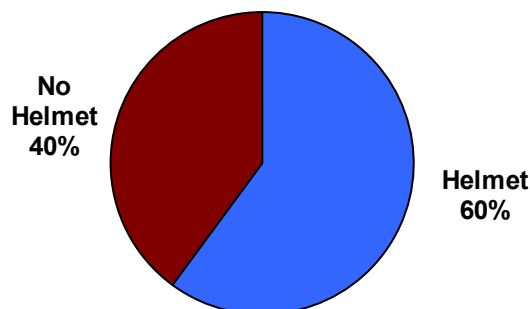


Motorcyclist Deaths (Utah 1972-2012)



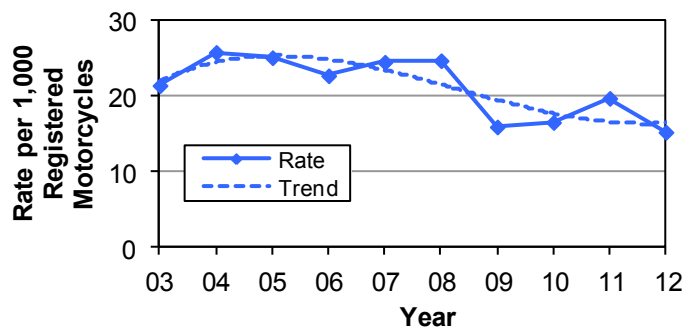
- Motorcyclist deaths increased in 2012 for the second straight year.
- The 36 motorcyclist deaths in 2008 were the highest total since 1985.

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.

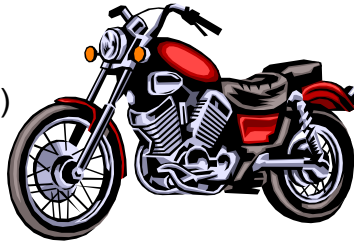
Motorcyclist Crash Rates per Registered Motorcycles (Utah 2003-2012)



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

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%)



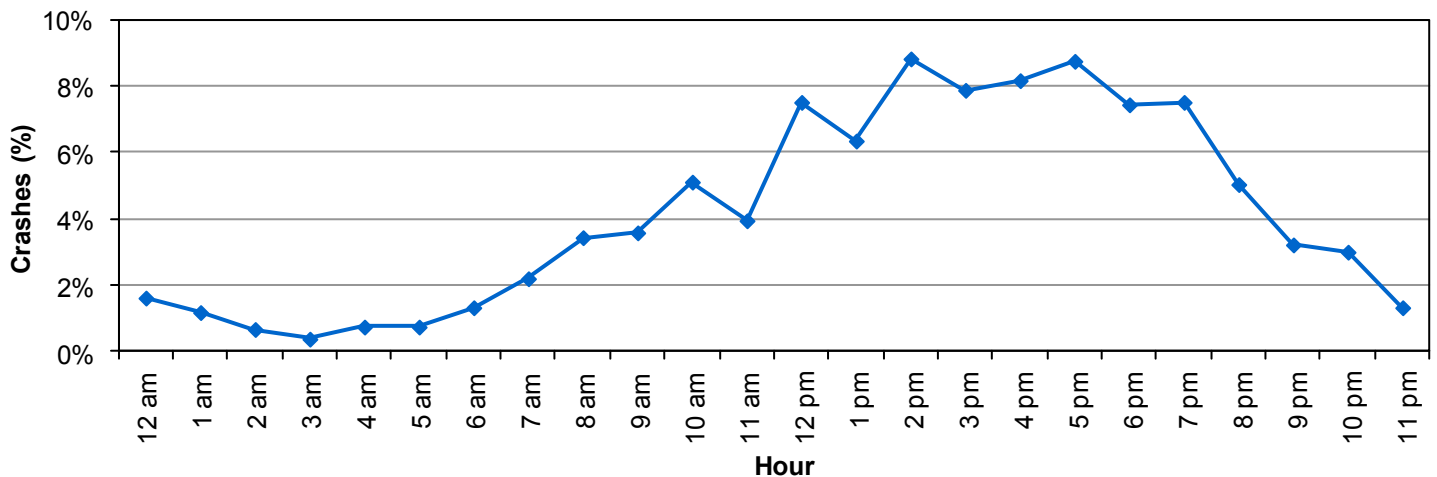
Motorcycles



Left Turns

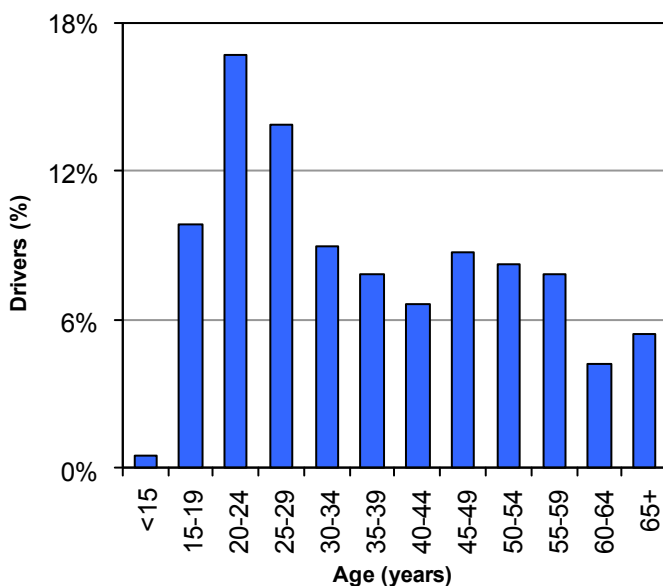
Over one-fourth (27%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Motorcyclists In Crashes by Hour of Day (Utah 2012)



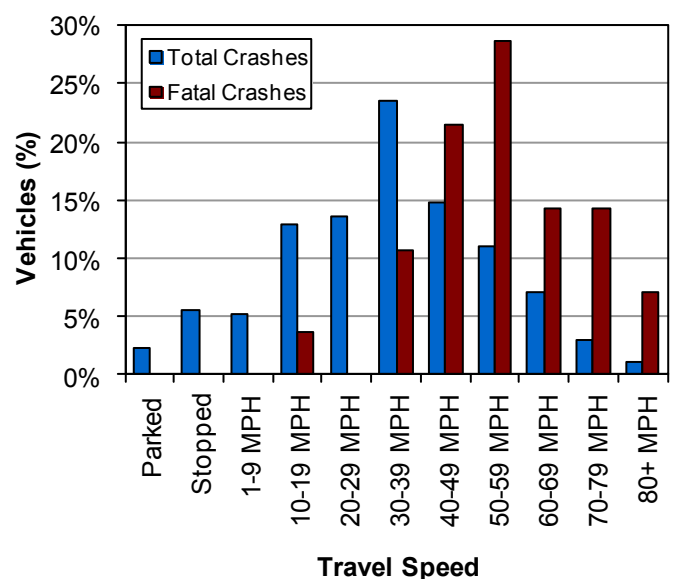
- Nearly two-thirds (63%) of motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

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.

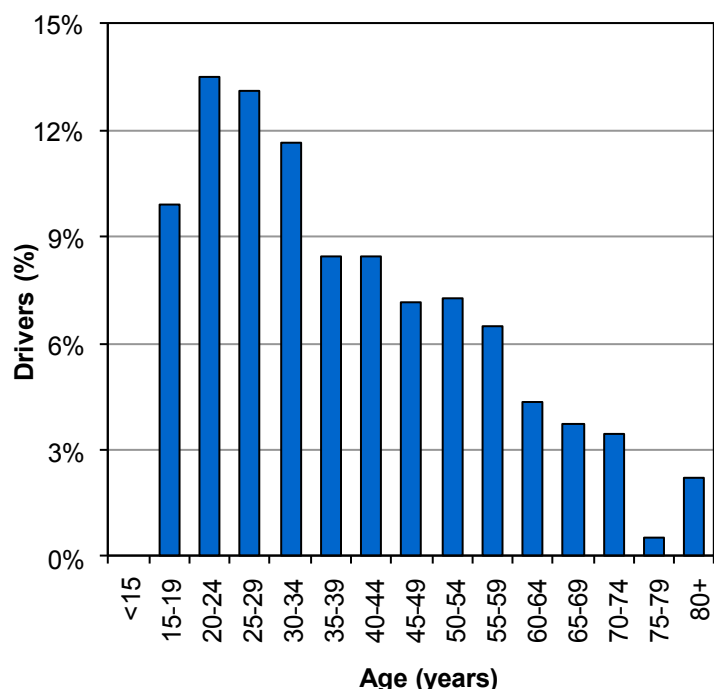
Did you know in 2012:

- 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.

Pedestrians

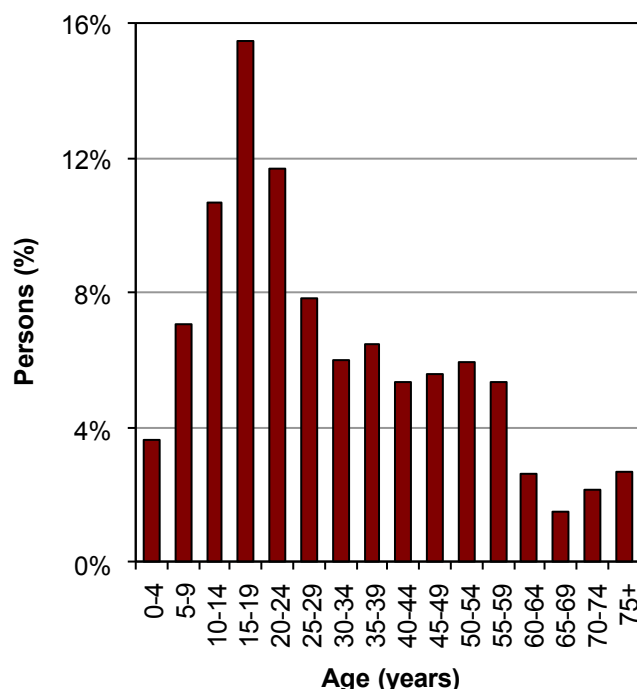


Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2012)



- 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.

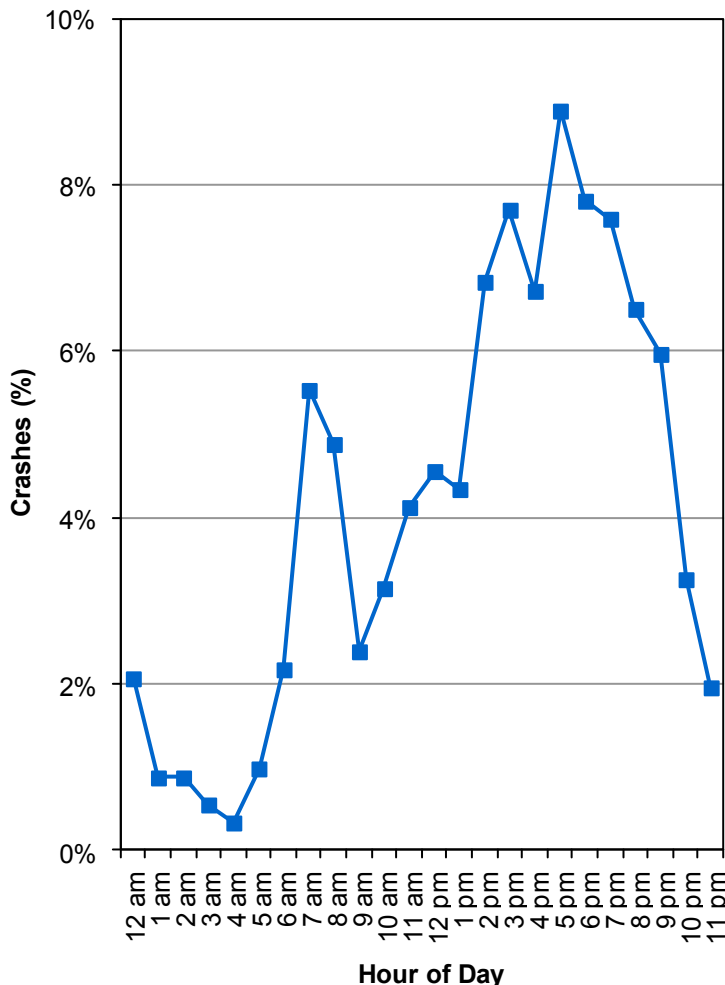


One-third (33%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

Pedestrians



Pedestrian-Motor Vehicle Crashes by Hour (Utah 2012)

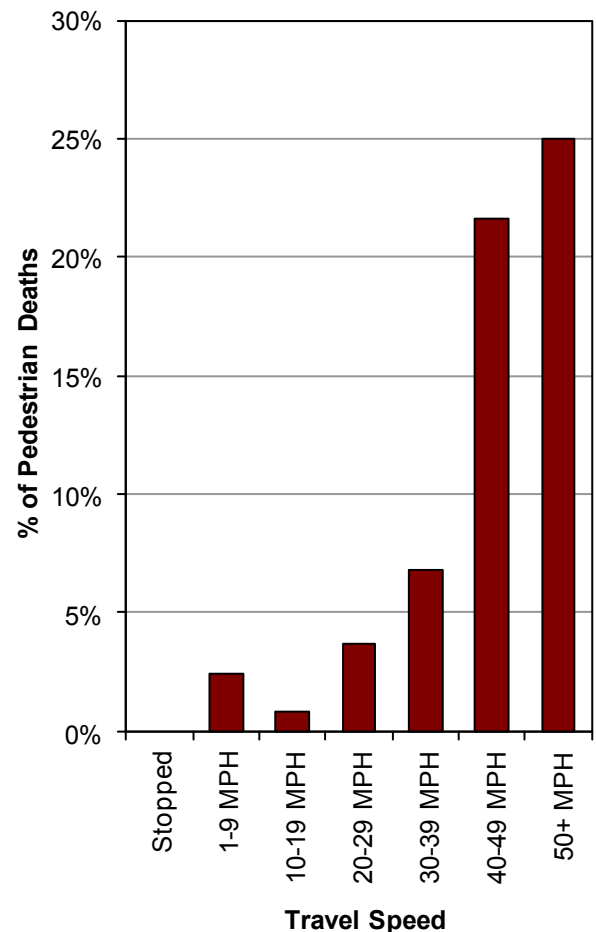


- Pedestrian-motor vehicle crashes occurred most often between 2:00 p.m.-9:59 p.m.

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%)

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.

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%)



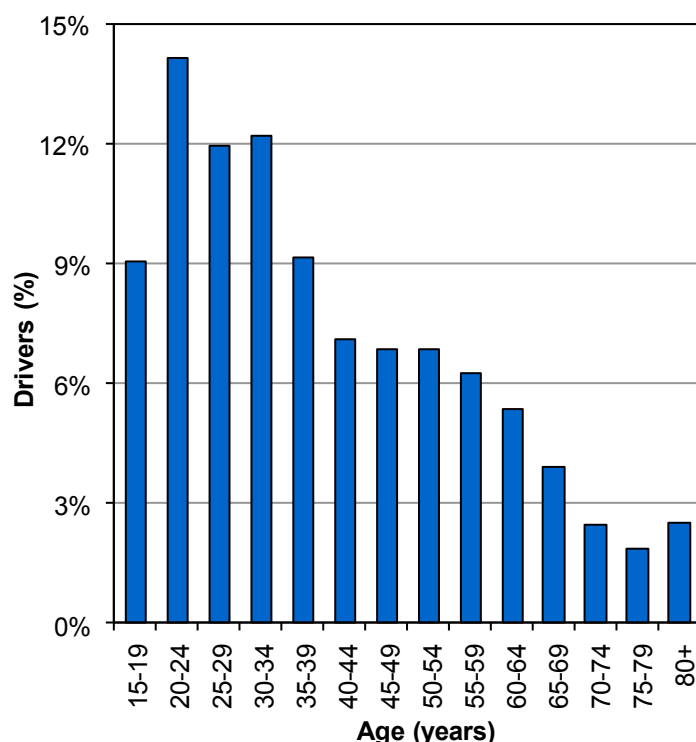
Did you know in 2012:

- 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

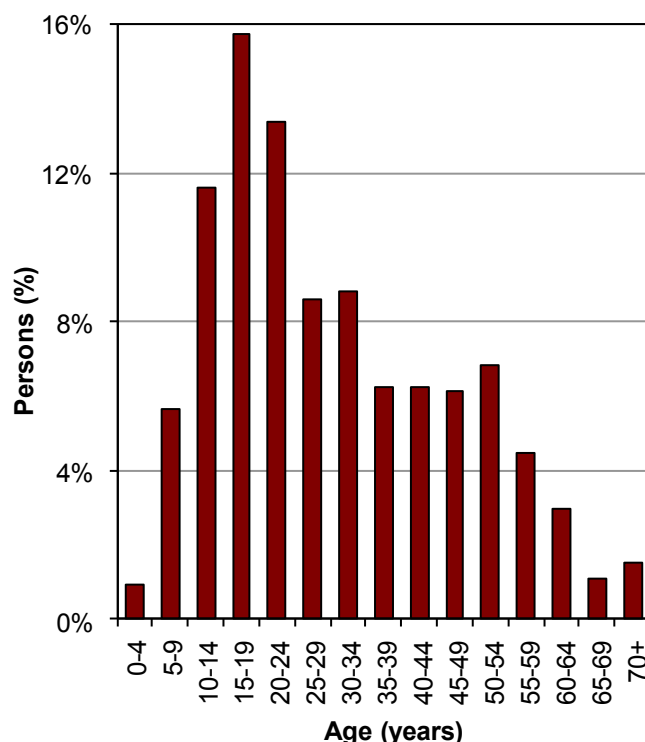


Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2012)



- 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.

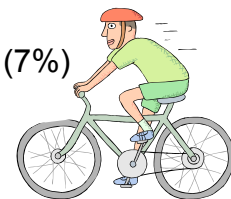
Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2012)

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.

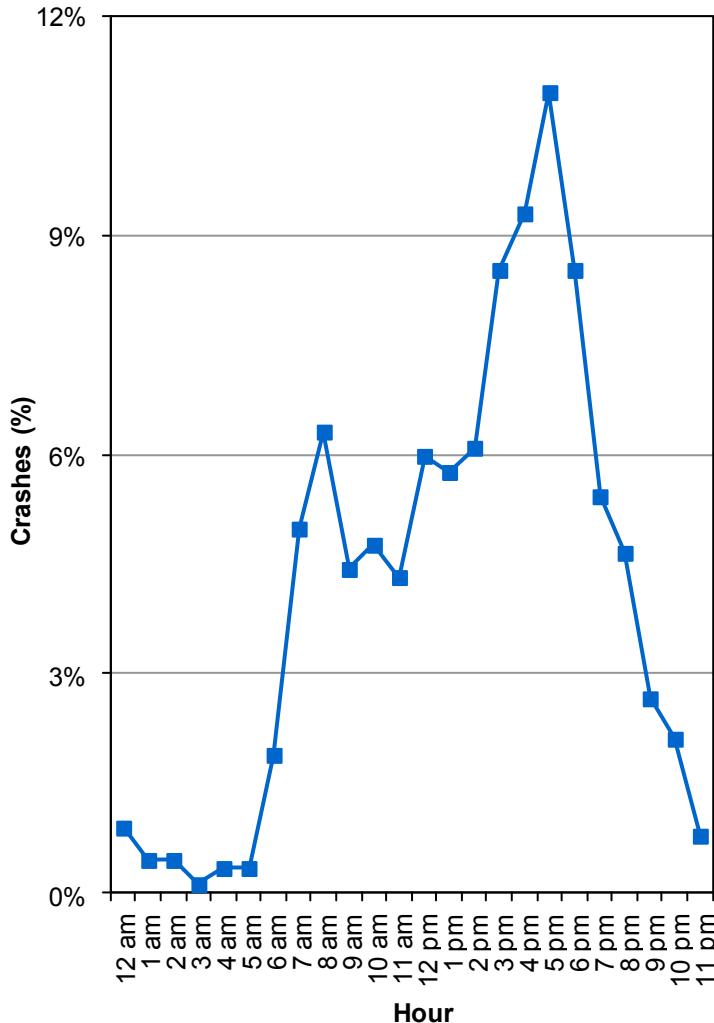


Bicyclists



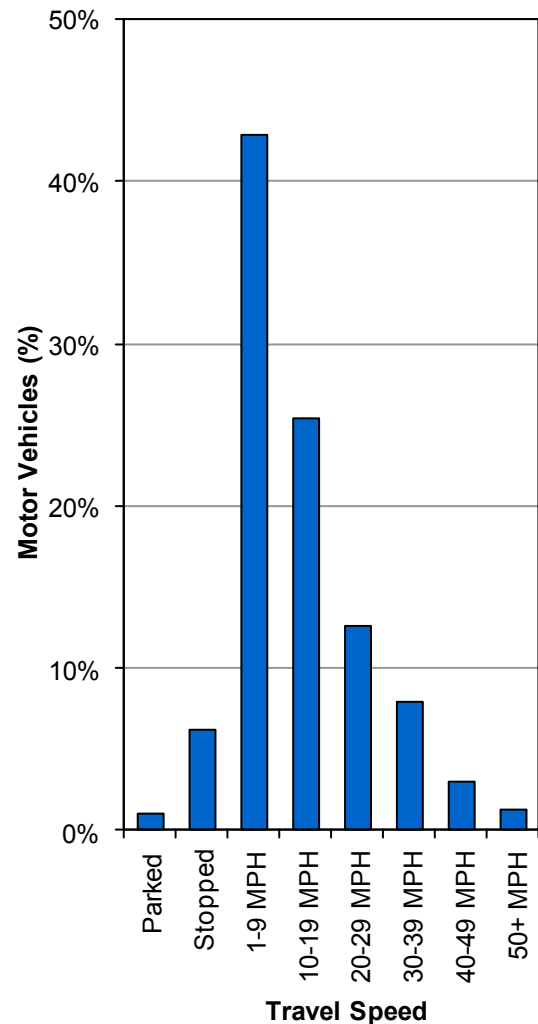
Over one-half (55%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2012)



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

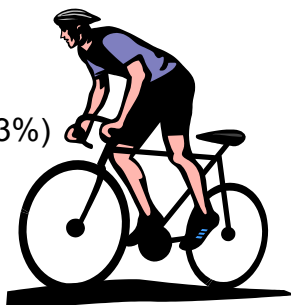
Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2012)



- 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%)