

Overview

Section 1: Overview

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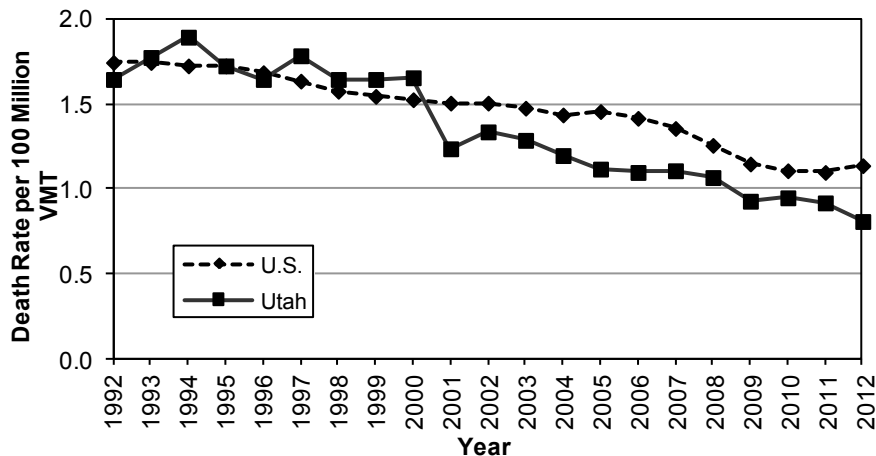
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Trends

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

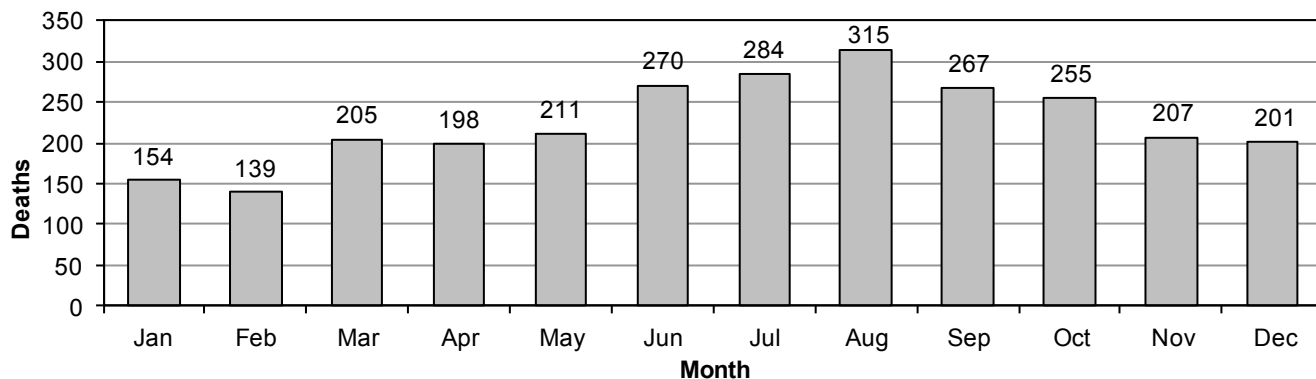
| Death Rate per Miles Traveled | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | Year | | | | | | | | | | | | | | | | | | | | |
| | 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)



| | | Month | | | | | | | | | | | |
|-------|--|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Year | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| 2003 | | 22 | 15 | 16 | 22 | 20 | 39 | 38 | 39 | 31 | 25 | 17 | 25 |
| 2004 | | 9 | 15 | 28 | 20 | 25 | 31 | 28 | 40 | 31 | 26 | 25 | 18 |
| 2005 | | 16 | 22 | 14 | 18 | 18 | 25 | 25 | 37 | 31 | 30 | 25 | 21 |
| 2006 | | 22 | 15 | 23 | 17 | 14 | 26 | 29 | 33 | 31 | 33 | 23 | 21 |
| 2007 | | 16 | 13 | 24 | 35 | 24 | 31 | 35 | 26 | 30 | 26 | 21 | 18 |
| 2008 | | 23 | 9 | 12 | 12 | 31 | 30 | 29 | 32 | 23 | 28 | 25 | 22 |
| 2009 | | 15 | 17 | 27 | 24 | 21 | 20 | 25 | 32 | 19 | 18 | 13 | 13 |
| 2010 | | 8 | 9 | 20 | 22 | 23 | 24 | 28 | 24 | 24 | 28 | 18 | 25 |
| 2011 | | 16 | 9 | 21 | 14 | 12 | 28 | 22 | 30 | 30 | 21 | 17 | 23 |
| 2012 | | 7 | 15 | 20 | 14 | 23 | 16 | 25 | 22 | 17 | 20 | 23 | 15 |
| Total | | 154 | 139 | 205 | 198 | 211 | 270 | 284 | 315 | 267 | 255 | 207 | 201 |

- 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.

Trends

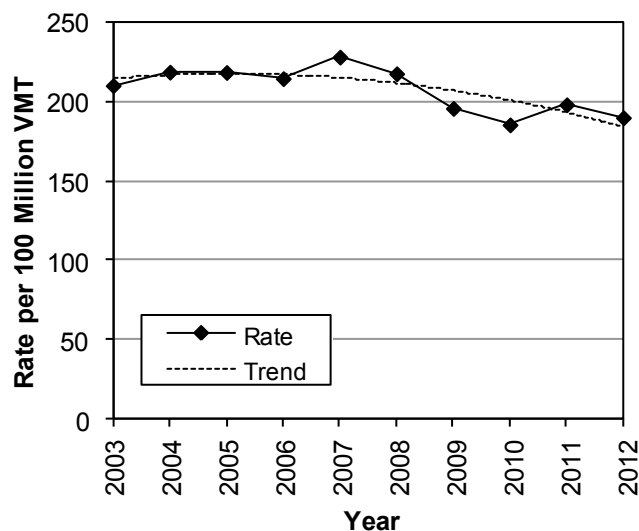
Crashes (Utah 2003-2012)

| Crashes | | | | | | | | |
|--------------|----------------------|--------------------------|----------------|--------------------------|--------------|--------------------------|----------------|--------------------------|
| Year | Property Damage Only | | Injury | | Fatal | | Total | |
| | # | 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.

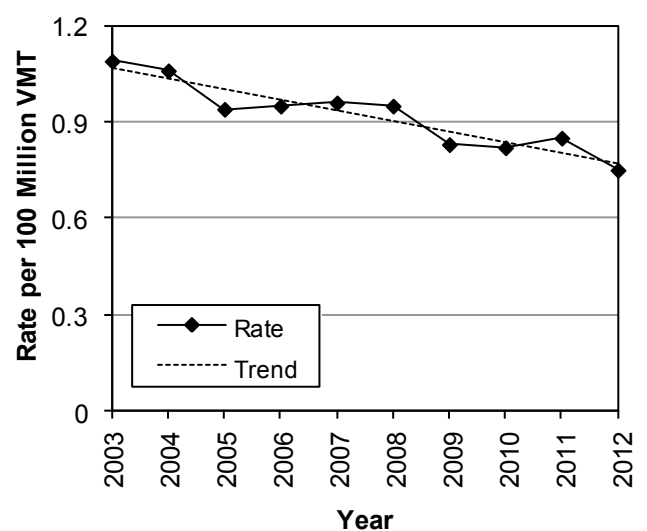
- During the last 10 years, 536,653 motor vehicle crashes occurred in Utah. On average, there are 53,700 crashes a year of which 17,300 involve injuries and 239 involve deaths.
- In 2012, total crashes decreased 3.2% from 2011.
- The 2012 total crash rate per 100 million VMT in Utah was 190.0, a 4.1%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

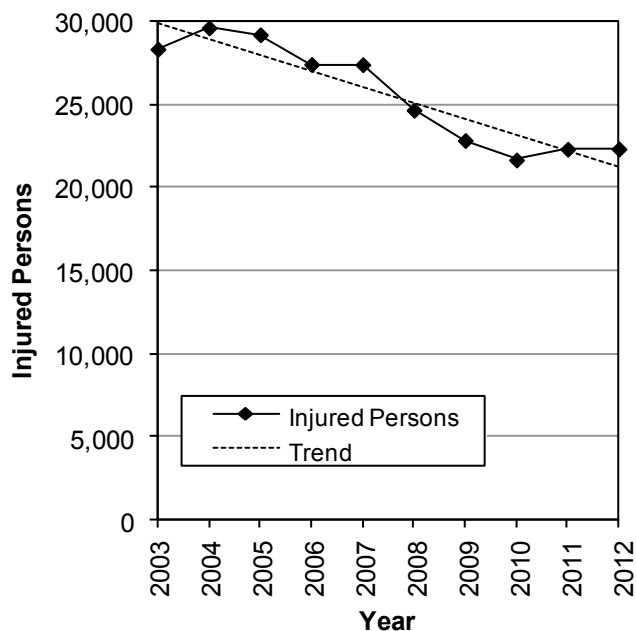
Trends

Persons Involved (Utah 2003-2012)

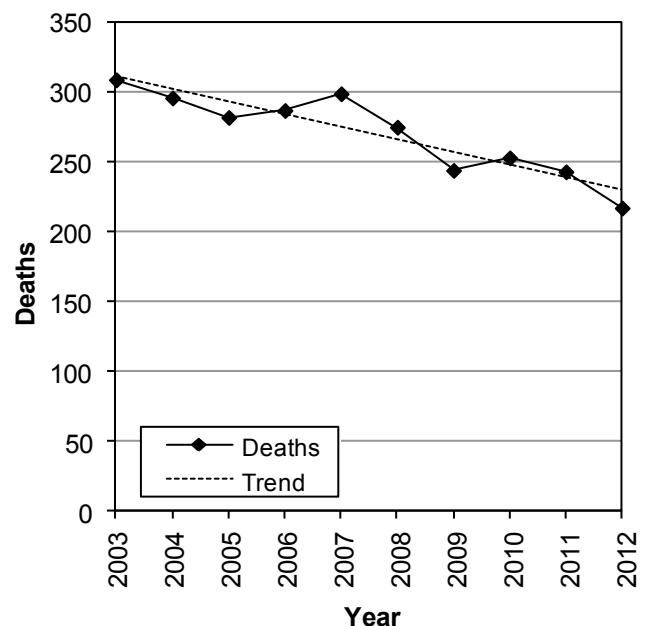
| Persons | | | | | | | | |
|--------------|------------------|--------------------------|----------------|--------------------------|--------------|--------------------------|------------------|--------------------------|
| Year | Non-Injured | | Injured | | Killed | | Total | |
| | # | Rate per 100 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)



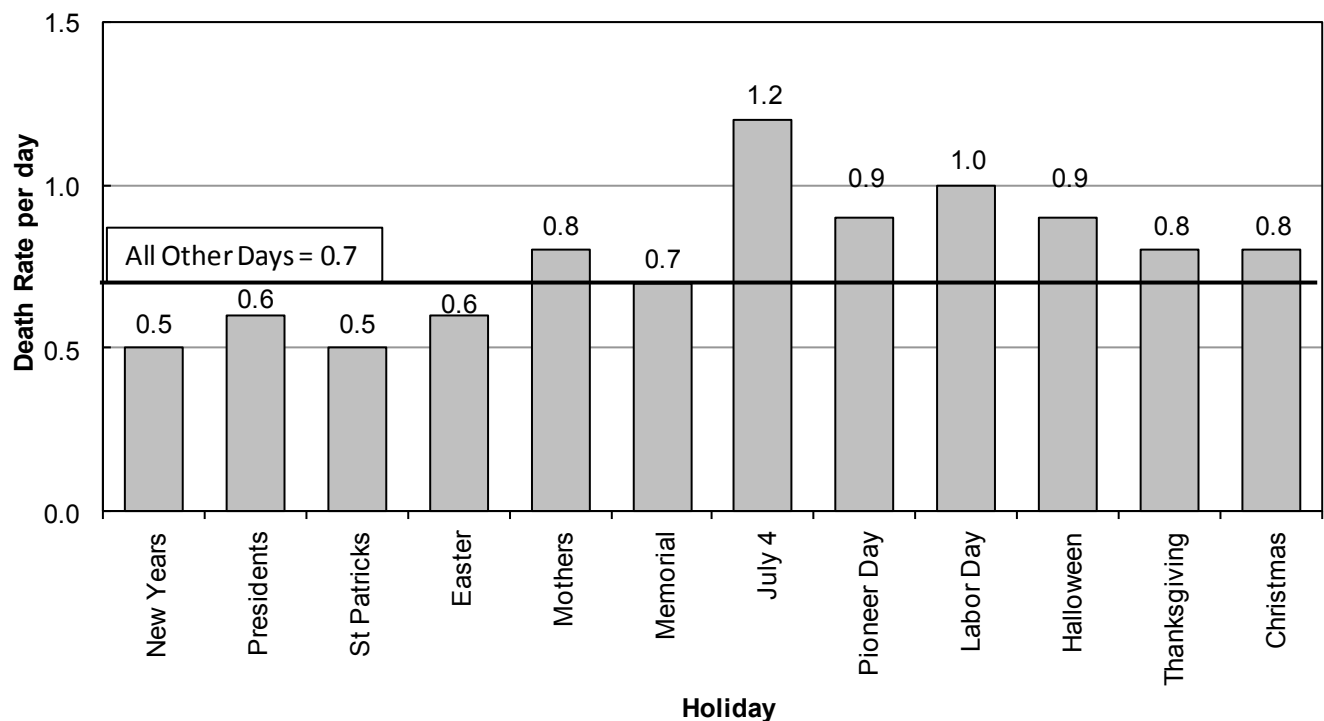
Deaths by Year (Utah 2003-2012)



- There was a 21.2% decrease in the number of people injured over the last 10 years.
- Deaths in 2012 were the lowest total in Utah since 1959.

Trends

Holiday Death Rate Per Day (Utah 2003-2012)



Holiday Deaths

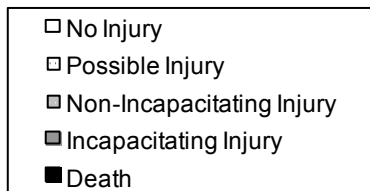
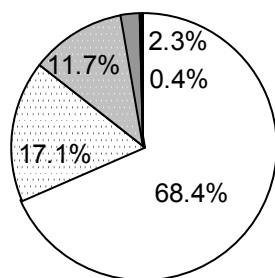
| Year | New Years | | Presidents | | St Patricks | | Easter | | Mothers | | Memorial Day | | 4th of July | | Pioneer Day | | Labor Day | | Halloween | | Thanksgiving | | Christmas | | Total | |
|--------------|-----------|--------------|------------|--------------|-------------|--------------|-----------|--------------|-----------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|-----------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|
| | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | 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)



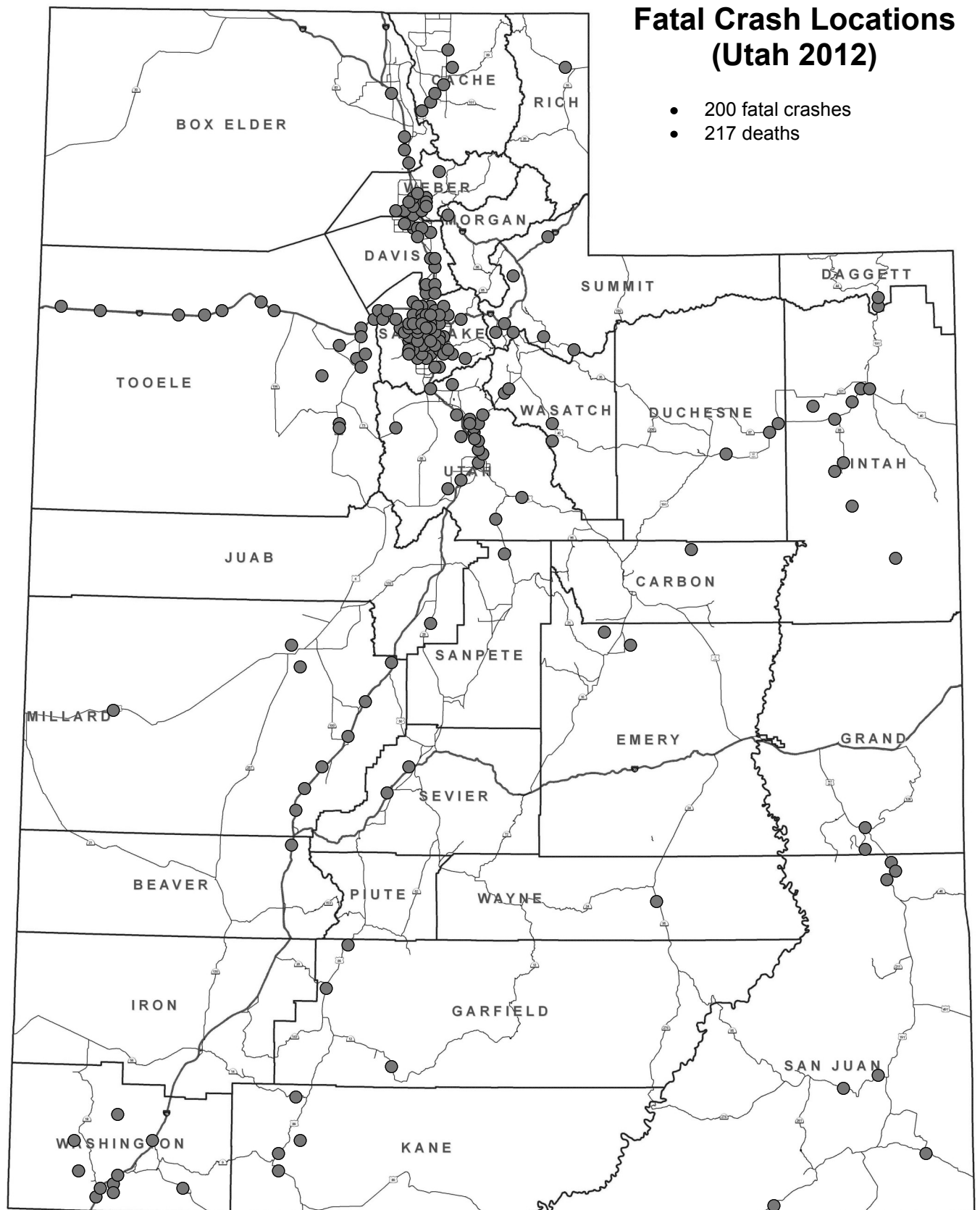
- For crashes that occurred in Utah during 2012, 68.4% resulted in property damage only, 31.2% resulted in some level of injury, and 0.4% involved a death.

Crashes by County (Utah 2012)

| Crashes | | | | | | | | |
|------------------|---------------|--------------------------|----------------|--------------------------|---------------|--------------------------|---------------|--------------------------|
| County | 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 |
| 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



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.

Crash Conditions

Crashes by City (Utah 2012)

| Total Crash Rate for Cities With Population 5,000+ or 50+ Crashes | | | | | | | | | | | |
|---|---------------|---------------------|------------|---------------|----------------------|--------------|---------------|--------------------|------------------|---------------|----------------------|
| Rank by Rate | Rank by Total | City | Population | Total Crashes | Rate per 10,000 Pop. | Rank by Rate | Rank by Total | City | Population | 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)

| Crashes | | | | | | | | |
|--------------|---------------|--------------------------|----------------|--------------------------|---------------|--------------------------|---------------|--------------------------|
| Location | 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)

| Crashes | | | | | | | | |
|--------------|---------------|--------------|----------------|--------------|---------------|--------------|---------------|--------------|
| Month | 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 |

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

Day of Week (Utah 2012)

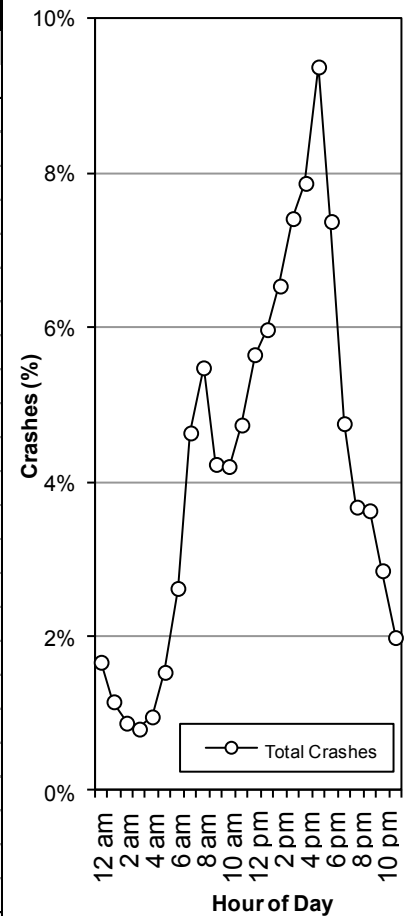
| Crashes | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 2,958 | 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)

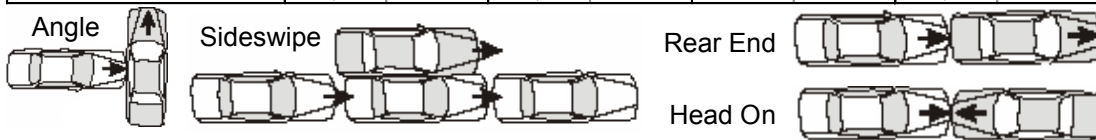
| Light Condition | Crashes | | | | | | | |
|-----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Daylight | 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)

| Collision Description | Crashes | | | | | | | |
|--------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 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.

| Vehicles Involved | Crashes | | | | | | | |
|-------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | 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)

| Roadway Junction or Feature | Crashes | | | | | | | |
|--|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 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% |

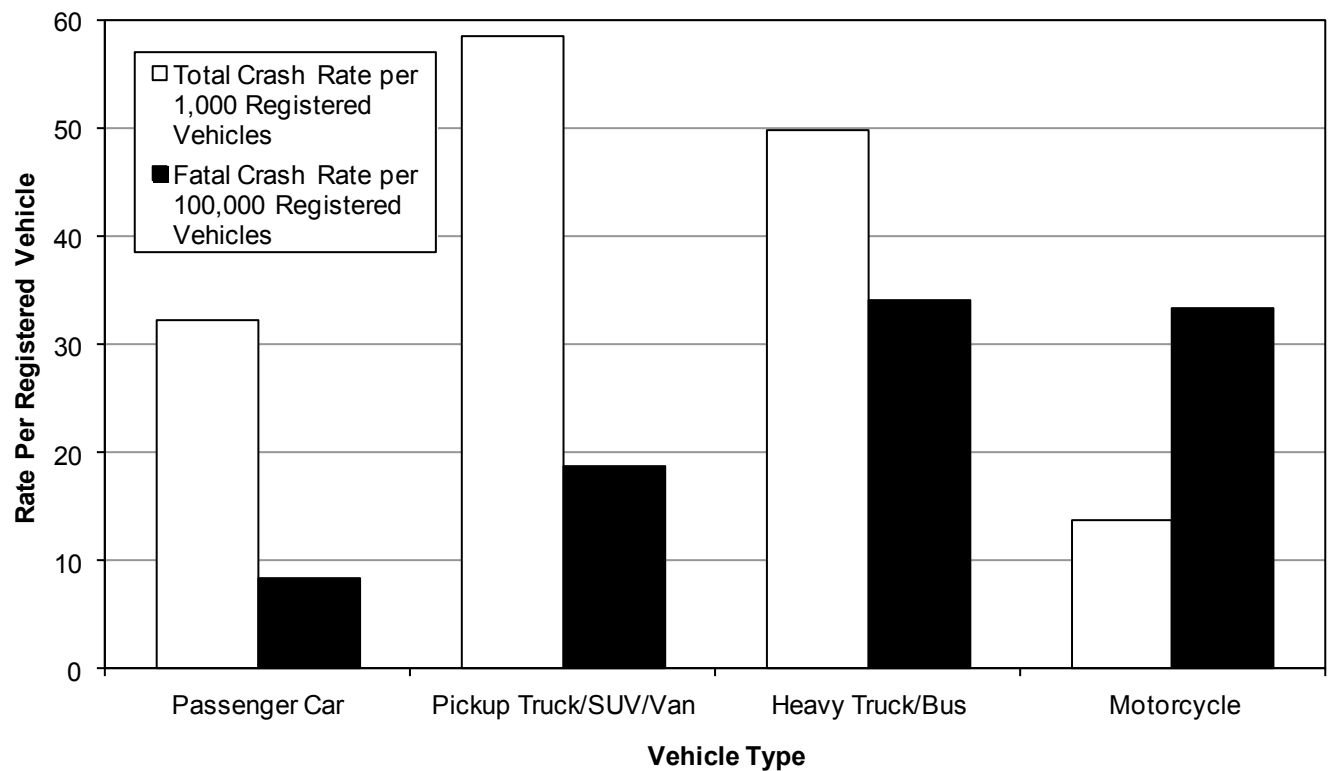
- While the majority (56.2%) of all crashes occurred on a roadway with no junction or feature, 29.8% of crashes occurred at an intersection.

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 | | | | | | | | |
|-------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Vehicle Maneuver | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 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)

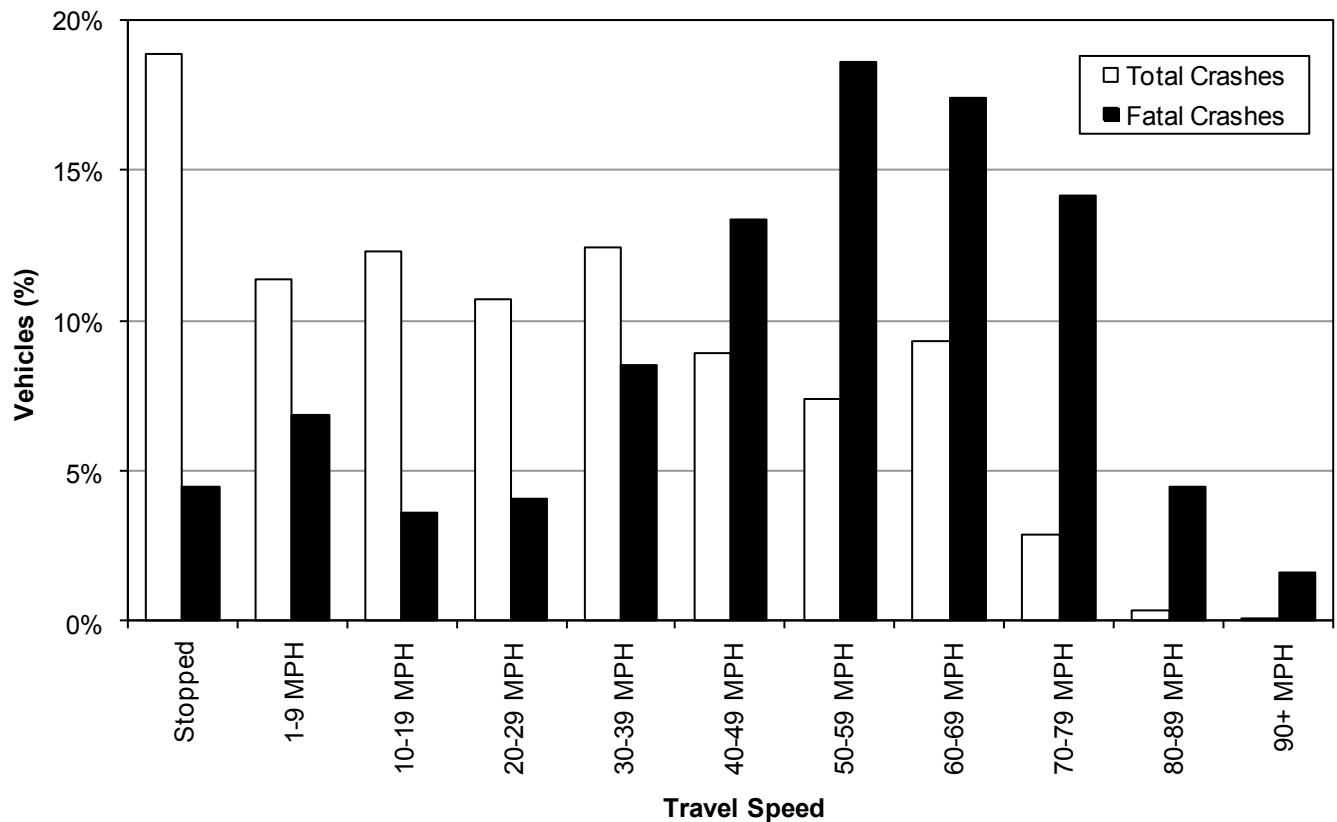
| Vehicles | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Speed Limit | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 5-15 MPH | 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)

| Travel Speed | Vehicles | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | 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

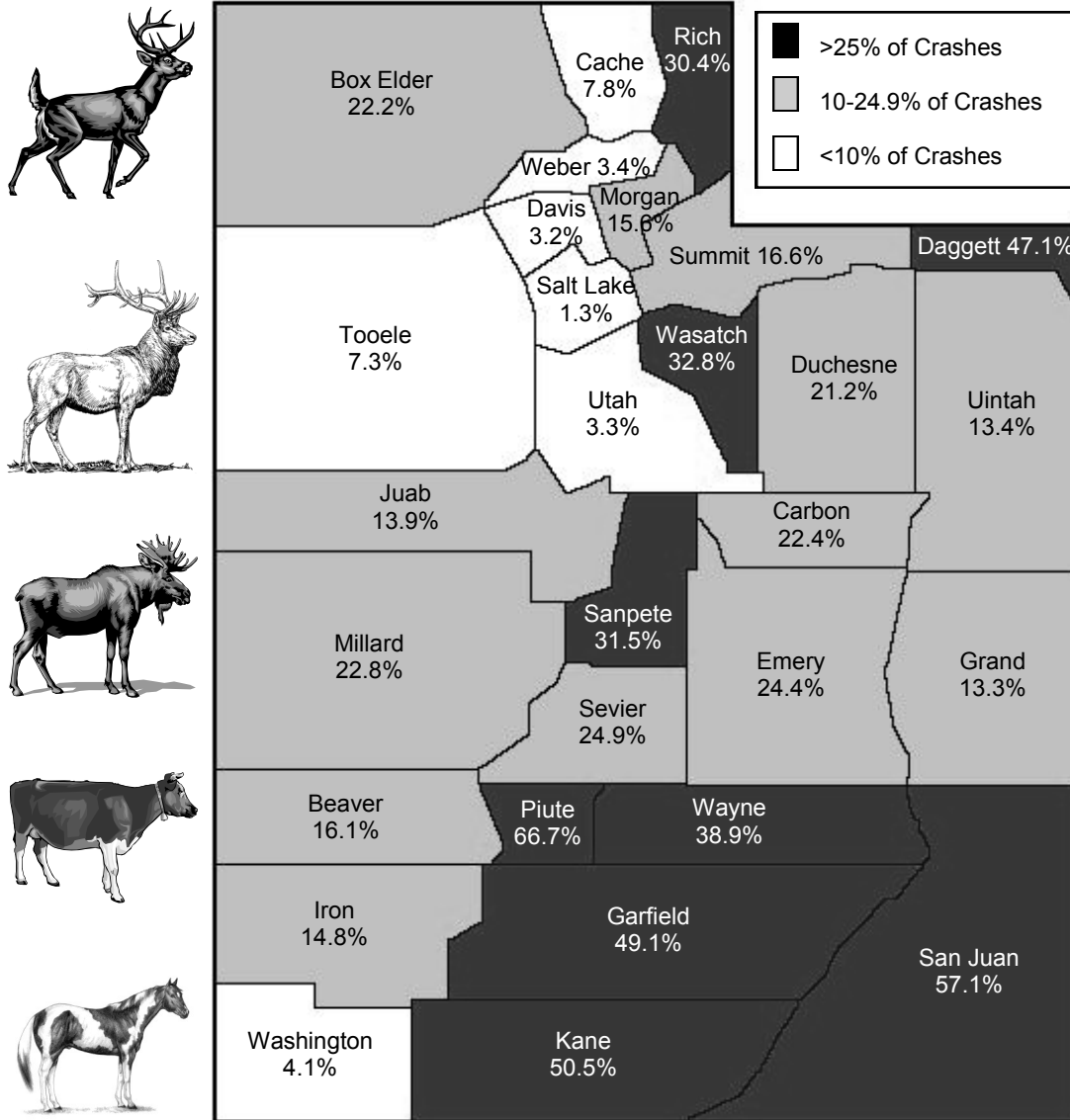
First Harmful Event (Utah 2012)

| First Harmful Event | Crashes | | | | | | | |
|--|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 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)

| Roadway Contributing Circumstances | Crashes | | | | | | | |
|--|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 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.

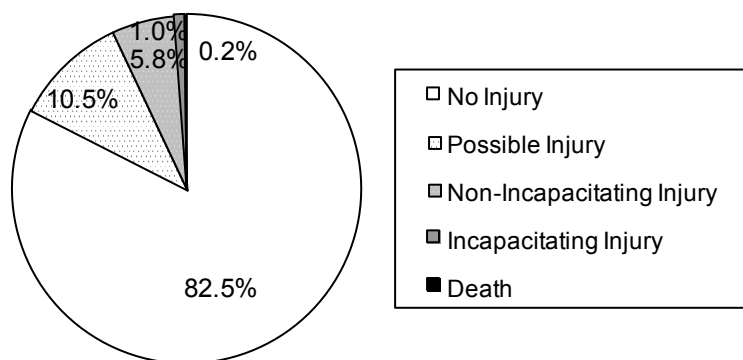
Crash Conditions

Road Surface Condition (Utah 2012)

| Road Surface Condition | Crashes | | | | | | | |
|------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | 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.

| Person Placement | Persons | | | | | | | |
|------------------|----------------|---------------|---------------|---------------|------------|---------------|----------------|---------------|
| | 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)

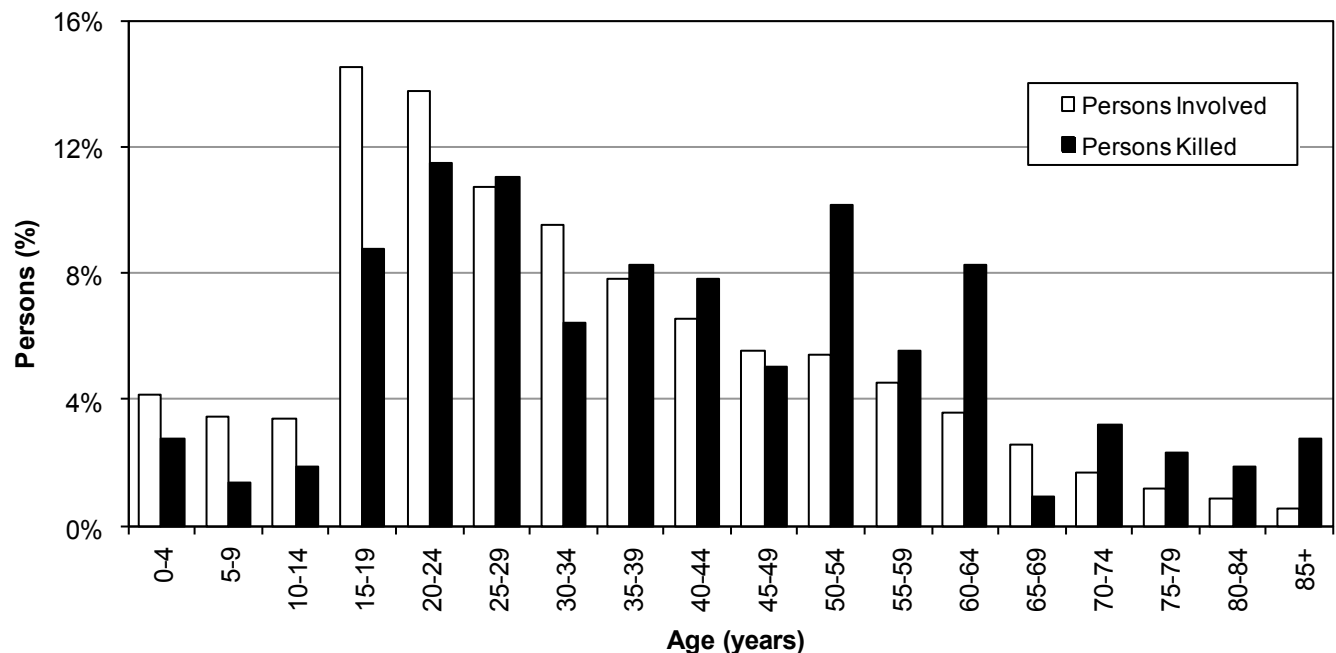
| Gender | Persons | | | | | | | |
|--------------|----------------|---------------|---------------|---------------|------------|---------------|----------------|---------------|
| | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| Male | 55,223 | 53.5% | 10,431 | 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)

| Age | Persons | | | | | | | |
|--------------|----------------|---------------|---------------|---------------|------------|---------------|----------------|---------------|
| | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| 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 | | | | | | | | | | | | |
|------------|-------------|-----------------------------------|-------------------------------|---------|-----------------------------------|-------------------------------|--------|-----------------------------------|-------------------------------|---------|-----------------------------------|-------------------------------|
| County | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | # | 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 |

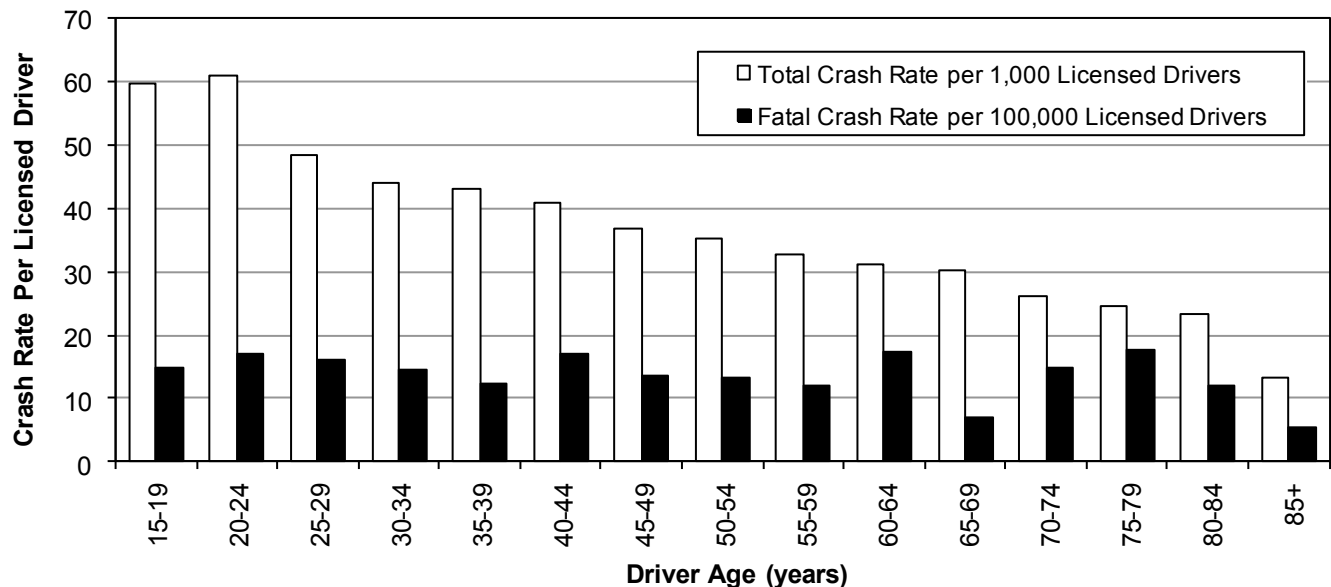
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
 - Salt Lake (641.7), Weber (619.0), and Utah (531.1) counties had the highest rates of total persons 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 | | | | | | | | | | | | |
|--------------|---------------|---------------|------------------------|----------------|---------------|------------------------|---------------|---------------|------------------------|---------------|---------------|------------------------|
| Age | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| | # | % | 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)

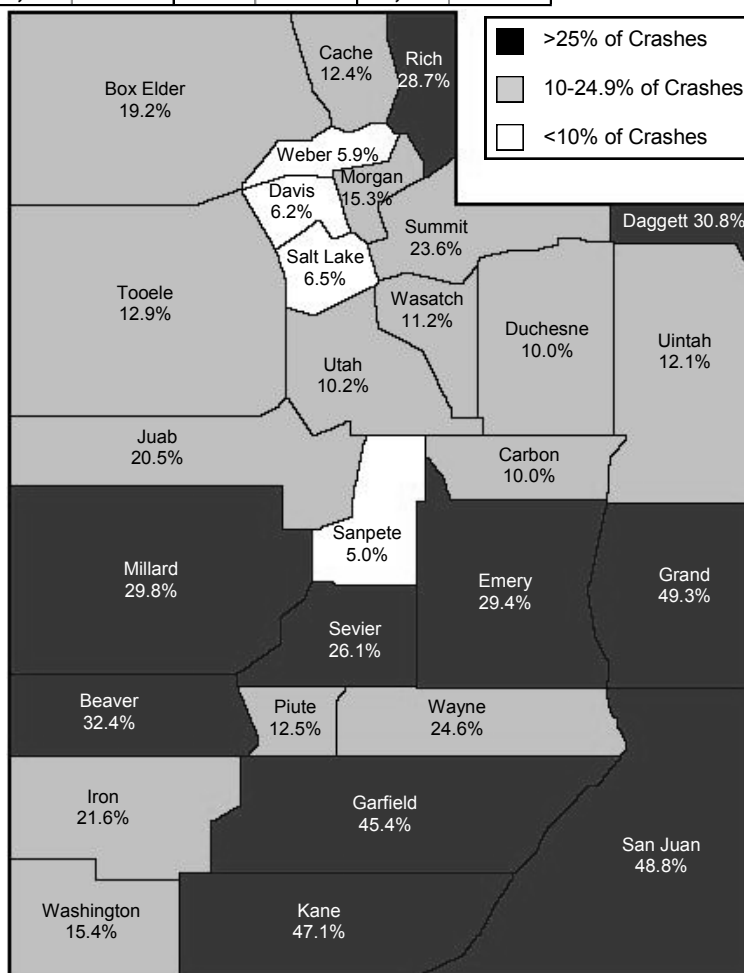
| Drivers | | | | | | | | | | | | |
|--------------|---------------|---------------|------------------------|----------------|---------------|------------------------|---------------|---------------|------------------------|---------------|---------------|------------------------|
| Gender | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| | # | % | 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 | | | | | | | | | |
|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|--|
| License State | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | | |
| | # | % | # | % | # | % | # | % | |
| 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)

| Violations | Drivers | | | | | | | |
|--|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 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/III | 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)

| Contributing Factors | Drivers/Vehicles | | | | | | | |
|---|------------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 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%).

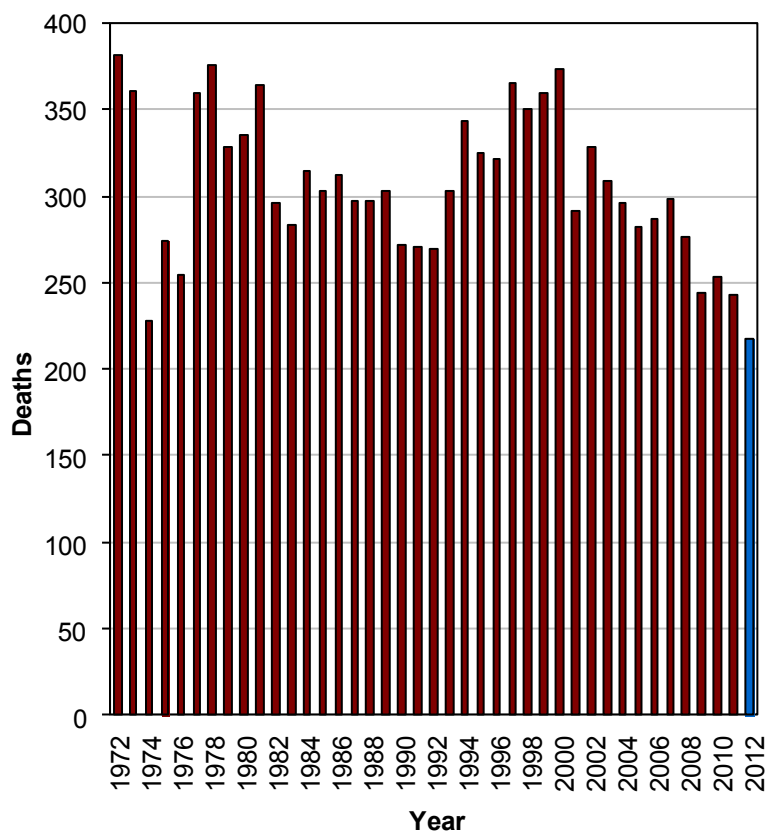
Did you know in 2012:

- 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.

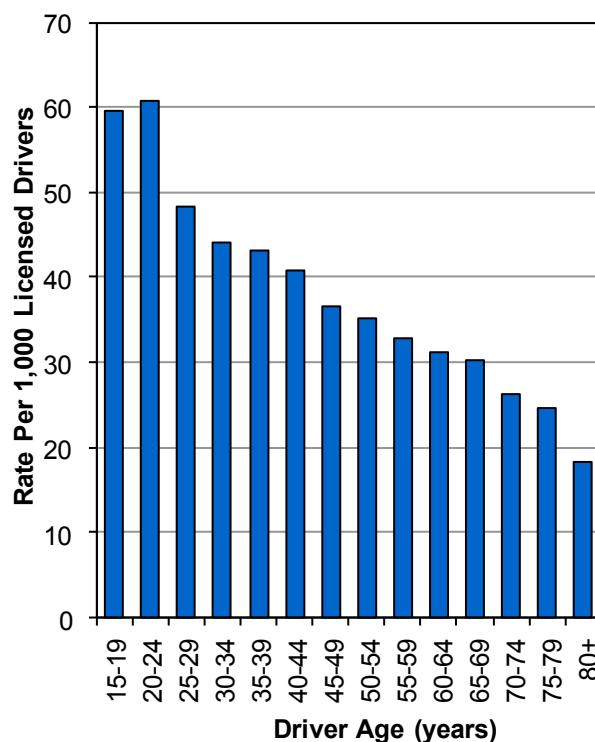
Overview



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%)

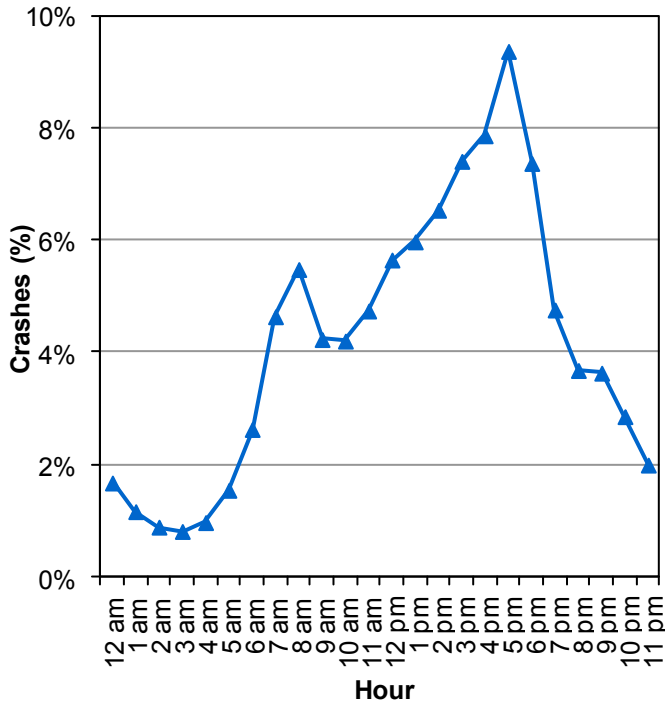
Leading Causes of Death

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



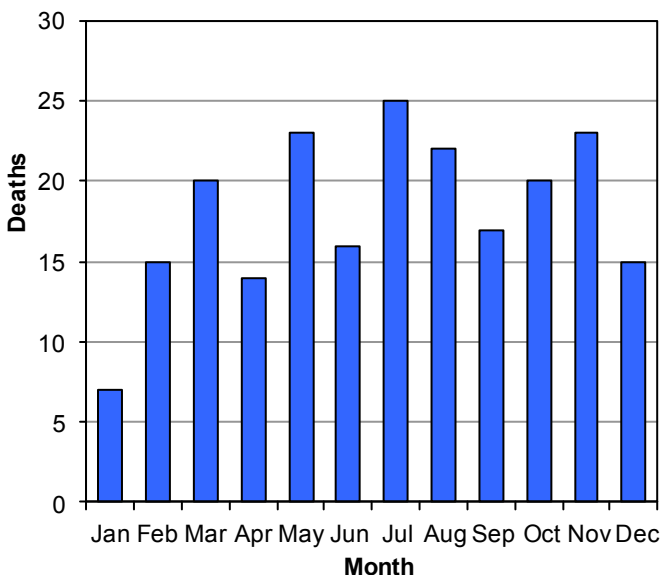
Motor Vehicle Crashes by Hour (Utah 2012)



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

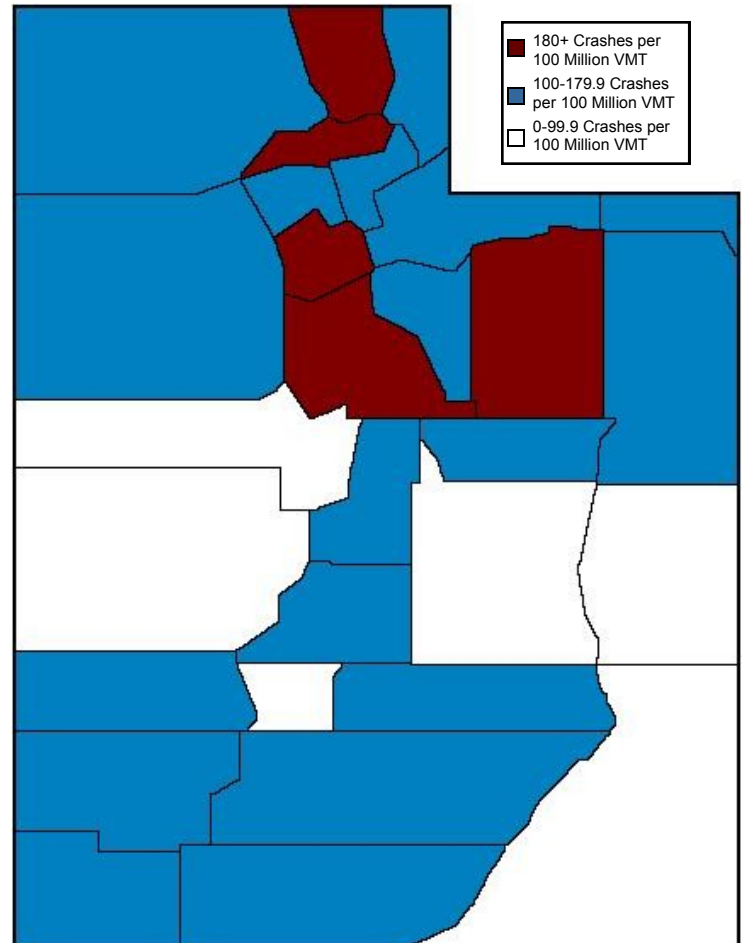
Vehicle rollovers were the most deadly event, being 6.7 times more likely to result in a death than other crashes.

Deaths by Month (Utah 2012)



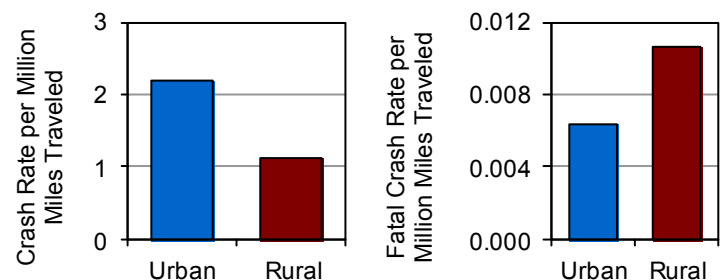
- July had the most deaths.

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.