

Overview

Section 1: Overview



Trends

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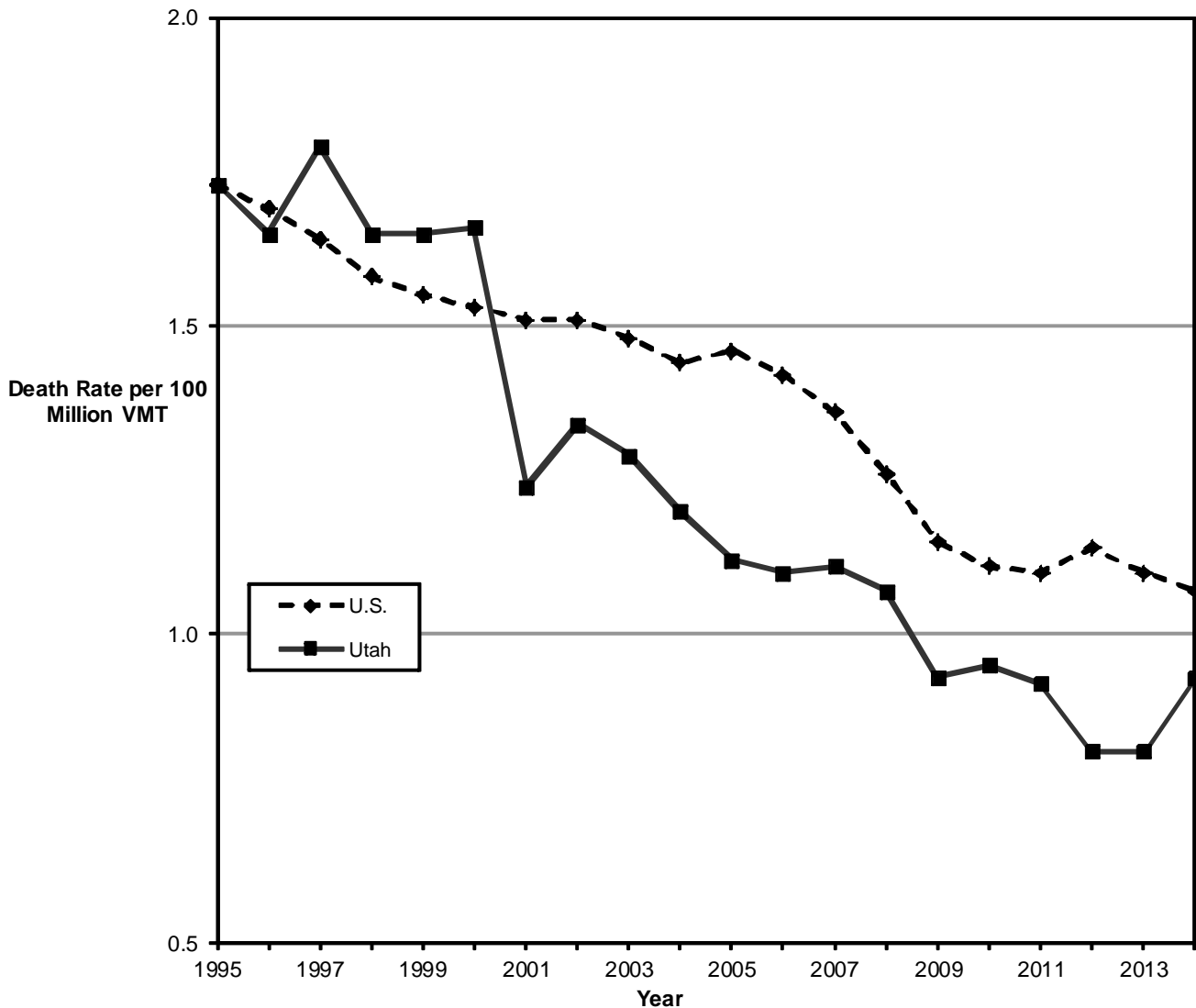
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Trends

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1995-2014

| Death Rate per Miles Traveled | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | |
| U.S. | 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 | 1.10 | 1.07 | |
| Utah | 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 | 0.81 | 0.93 | |



- In 2014, the Utah death rate per 100 million vehicle miles traveled was 0.93 which was lower than the U.S. rate of 1.07.
- 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

Trends

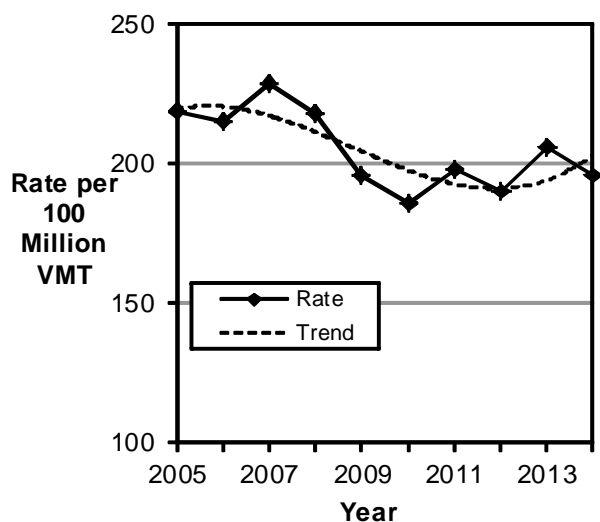
Crashes (Utah 2005-2014)

| 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 |
| 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 |
| 2013 | 39,301 | 145.5 | 16,134 | 59.7 | 202 | 0.75 | 55,637 | 206.0 |
| 2014 | 37,388 | 135.6 | 16,426 | 59.6 | 222 | 0.81 | 54,036 | 196.0 |
| Total | 371,492 | 140.5 | 168,270 | 63.6 | 2,270 | 0.86 | 542,032 | 205.0 |

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

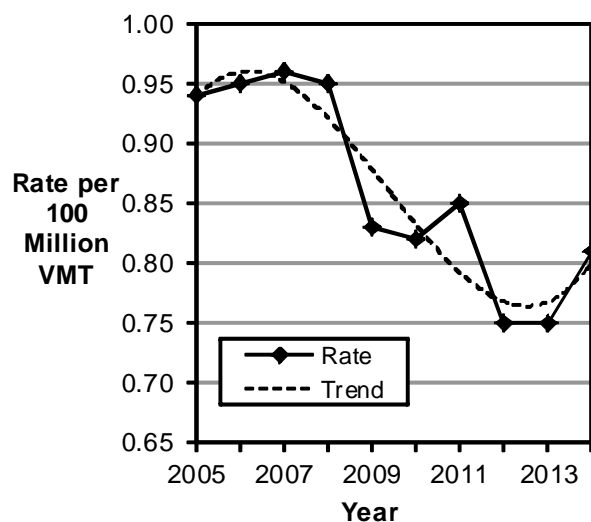
- During the last 10 years, 542,032 motor vehicle crashes occurred in Utah. On average, there are 54,200 crashes a year of which 16,800 involve injuries and 227 involve deaths.
- In 2014, total crashes decreased 2.9% from 2013.
- The 2014 total crash rate per 100 million VMT in Utah was 196.0, a 4.9% decrease from 2013.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2005-2014)



- The 2010 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 10.3% decrease in the total crash rate from 2005-2014.

Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2005-2014)



- The 2012 and 2013 fatal crash rates were the lowest on record.
- There was a 13.8% decrease in the fatal crash rate from 2005-2014.

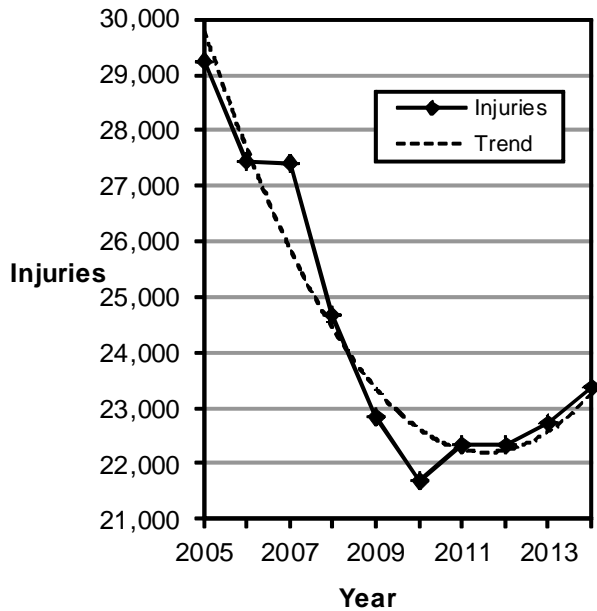
Trends

Persons Involved (Utah 2005-2014)

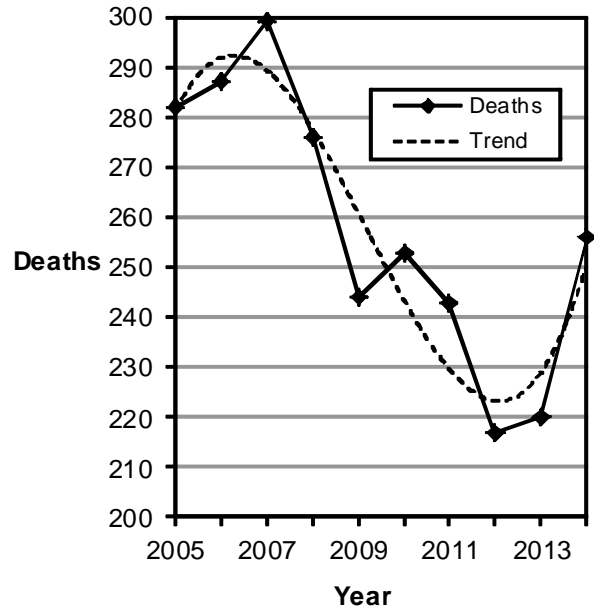
| Year | Persons | | | | | | | |
|--------------|------------------|--------------------------|----------------|--------------------------|--------------|--------------------------|------------------|--------------------------|
| | Non-Injured | | Injured | | Killed | | Total | |
| | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT |
| 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 |
| 2013 | 112,004 | 414.6 | 22,740 | 84.2 | 220 | 0.81 | 134,964 | 499.6 |
| 2014 | 110,562 | 401.0 | 23,364 | 84.7 | 256 | 0.93 | 134,182 | 486.6 |
| Total | 1,110,977 | 420.1 | 244,034 | 92.3 | 2,577 | 0.97 | 1,357,588 | 513.4 |

- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 24,400 people are injured and 258 people are killed in motor vehicle crashes a year.
- The injury rate per vehicle miles traveled decreased 27% from 2005-2014.
- The death rate per vehicle miles traveled in 2012 and 2013 was the lowest in Utah on record.
- 36 more people were killed in a crash in Utah in 2014; a 16.4% increase from 2013.

Injured Persons by Year (Utah 2005-2014)



Deaths by Year (Utah 2005-2014)

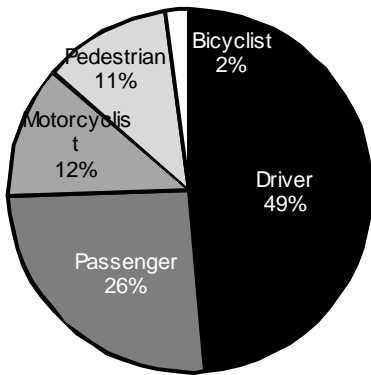


- The number of people injured in a crash increased for the 4th straight year.
- Deaths in 2014 were the highest total in Utah since 2008.

Trends

Traffic Deaths by Person Type (Utah 2005-2014)

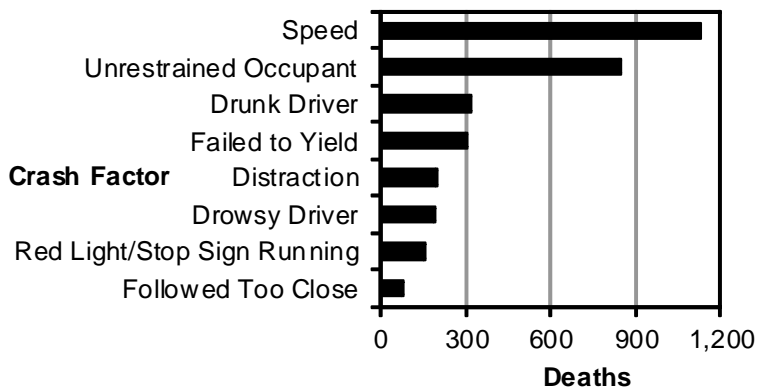
| Person Type | Year | | | | | | | | | | Total | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|---------------|
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | # | % |
| Driver | 139 | 147 | 139 | 133 | 119 | 129 | 123 | 106 | 106 | 115 | 1,256 | 48.7% |
| Passenger | 97 | 77 | 89 | 69 | 70 | 68 | 55 | 45 | 47 | 50 | 667 | 25.9% |
| Motorcyclist | 23 | 24 | 33 | 36 | 30 | 21 | 28 | 32 | 31 | 45 | 303 | 11.8% |
| Pedestrian | 20 | 29 | 32 | 34 | 20 | 28 | 32 | 31 | 30 | 37 | 293 | 11.4% |
| Bicyclist | 3 | 10 | 6 | 4 | 5 | 7 | 5 | 3 | 6 | 9 | 58 | 2.3% |
| Total | 282 | 287 | 299 | 276 | 244 | 253 | 243 | 217 | 220 | 256 | 2,577 | 100.0% |



- During the last 10 years, 2,577 people died in a crash; 48.7% were drivers, 25.9% were passengers, 11.8% were motorcyclists, 11.4% were pedestrians, and 2.3% were bicyclists.
- The number of drivers and passengers killed has shown a decreasing trend over the last 10 years while the number of motorcyclists and pedestrians killed has shown an increasing trend.
- The number of motorcyclists and pedestrians killed in 2014 was the highest amount in the last 10 years.

Traffic Deaths by Selected Contributing Factors (Utah 2005-2014)

| Crash Factor | Year | | | | | | | | | | Total | |
|-----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|-------|
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | # | % |
| Speed | 121 | 113 | 134 | 126 | 123 | 118 | 101 | 92 | 87 | 110 | 1,125 | 43.7% |
| Unrestrained Occupant | 127 | 88 | 82 | 78 | 91 | 86 | 82 | 79 | 59 | 72 | 844 | 32.8% |
| Drunk Driver | 22 | 39 | 42 | 34 | 31 | 25 | 39 | 20 | 23 | 45 | 320 | 12.4% |
| Failed to Yield | 29 | 30 | 32 | 38 | 34 | 34 | 27 | 27 | 23 | 30 | 304 | 11.8% |
| Distraction | 8 | 20 | 28 | 18 | 21 | 19 | 21 | 20 | 17 | 22 | 194 | 7.5% |
| Drowsy Driver | 25 | 10 | 46 | 29 | 23 | 13 | 7 | 14 | 14 | 6 | 187 | 7.3% |
| Red Light/Stop Sign Running | 8 | 5 | 15 | 19 | 26 | 18 | 18 | 14 | 16 | 18 | 157 | 6.1% |
| Followed Too Close | 3 | 0 | 4 | 9 | 12 | 7 | 14 | 11 | 9 | 9 | 78 | 3.0% |
| Total Deaths | 282 | 287 | 299 | 276 | 244 | 253 | 243 | 217 | 220 | 256 | 2,577 | |



- During the last 10 years, speed was the leading contributing factor accounting for 43.7% of deaths.
- Nearly one-third of the deaths were to unrestrained occupants. It is estimated that if everyone who died was restrained then 422 of these lives would have been saved.
- In 2014, deaths caused by drunk drivers were the highest in the last 10 years.
- In 2014, deaths involving drowsy drivers were the lowest in the last 10 years.

Trends

Traffic Deaths by County (Utah 2005-2014)

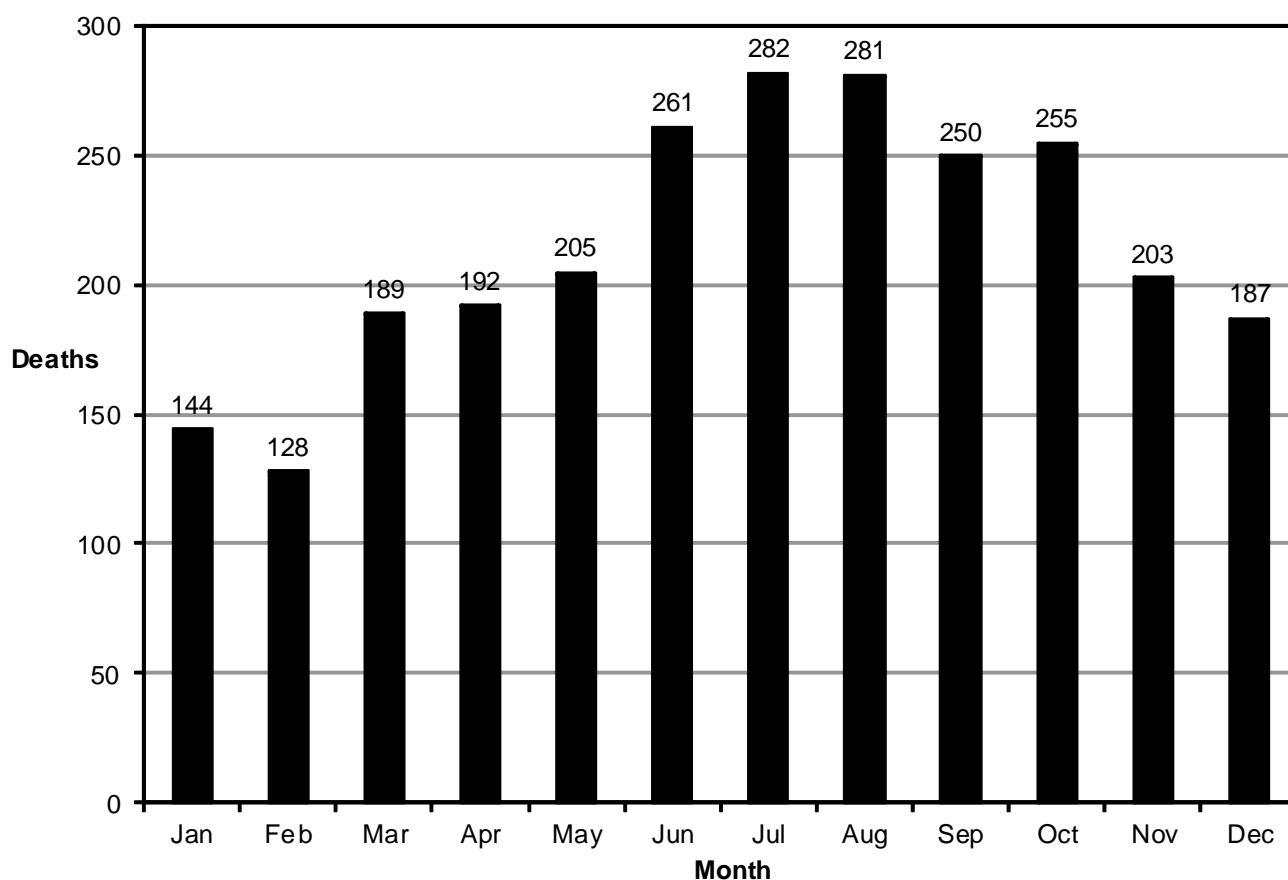
| County | Deaths | | | | | | | | | | Total | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|---------------|
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | # | % |
| Salt Lake | 63 | 69 | 54 | 64 | 46 | 61 | 66 | 64 | 53 | 66 | 606 | 23.5% |
| Utah | 21 | 30 | 24 | 42 | 21 | 32 | 19 | 20 | 21 | 24 | 254 | 9.9% |
| Weber | 20 | 14 | 25 | 15 | 23 | 21 | 21 | 13 | 18 | 16 | 186 | 7.2% |
| Washington | 14 | 22 | 22 | 18 | 10 | 17 | 9 | 11 | 14 | 18 | 155 | 6.0% |
| Tooele | 15 | 15 | 10 | 15 | 11 | 12 | 10 | 17 | 8 | 15 | 128 | 5.0% |
| Davis | 8 | 14 | 19 | 14 | 10 | 10 | 14 | 15 | 12 | 11 | 127 | 4.9% |
| Box Elder | 32 | 10 | 17 | 9 | 9 | 12 | 9 | 4 | 5 | 13 | 120 | 4.7% |
| San Juan | 8 | 8 | 16 | 15 | 7 | 2 | 7 | 8 | 7 | 8 | 86 | 3.3% |
| Millard | 16 | 7 | 15 | 7 | 5 | 7 | 3 | 10 | 7 | 4 | 81 | 3.1% |
| Cache | 6 | 14 | 6 | 5 | 10 | 6 | 4 | 6 | 10 | 12 | 79 | 3.1% |
| Summit | 4 | 8 | 6 | 12 | 10 | 5 | 9 | 8 | 4 | 6 | 72 | 2.8% |
| Iron | 8 | 9 | 8 | 3 | 12 | 8 | 10 | 0 | 8 | 3 | 69 | 2.7% |
| Uintah | 4 | 7 | 9 | 10 | 6 | 6 | 7 | 9 | 2 | 8 | 68 | 2.6% |
| Duchesne | 7 | 6 | 4 | 2 | 6 | 10 | 10 | 3 | 4 | 9 | 61 | 2.4% |
| Sevier | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 2 | 8 | 2 | 55 | 2.1% |
| Emery | 8 | 5 | 7 | 8 | 6 | 5 | 5 | 2 | 6 | 2 | 54 | 2.1% |
| Grand | 8 | 8 | 5 | 4 | 8 | 7 | 1 | 2 | 3 | 7 | 53 | 2.1% |
| Juab | 10 | 2 | 8 | 5 | 8 | 7 | 5 | 1 | 3 | 2 | 51 | 2.0% |
| Wasatch | 7 | 7 | 11 | 1 | 4 | 1 | 5 | 6 | 3 | 5 | 50 | 1.9% |
| Sanpete | 1 | 6 | 7 | 5 | 4 | 7 | 1 | 1 | 9 | 3 | 44 | 1.7% |
| Kane | 1 | 9 | 5 | 3 | 4 | 3 | 5 | 4 | 2 | 3 | 39 | 1.5% |
| Carbon | 3 | 4 | 5 | 2 | 3 | 2 | 9 | 2 | 4 | 4 | 38 | 1.5% |
| Garfield | 5 | 1 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 4 | 29 | 1.1% |
| Beaver | 2 | 2 | 3 | 2 | 6 | 1 | 1 | 1 | 4 | 2 | 24 | 0.9% |
| Morgan | 1 | 0 | 0 | 2 | 2 | 0 | 4 | 1 | 0 | 4 | 14 | 0.5% |
| Wayne | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 3 | 13 | 0.5% |
| Rich | 1 | 2 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 11 | 0.4% |
| Piute | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0.2% |
| Daggett | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 4 | 0.2% |
| Total | 282 | 287 | 299 | 276 | 244 | 253 | 243 | 217 | 220 | 256 | 2,577 | 100.0% |

- During the last 10 years, nearly one-fourth (23.5%) of the traffic deaths occurred in Salt Lake County.
- Salt Lake, Utah, Weber, Washington, Tooele, Davis, and Box Elder Counties all had over 100 deaths over the last 10 years.
- Urban Counties accounted for 54.6% of the deaths.
- Over the last 10 years, Salt Lake County in 2006 had the highest number of deaths (69).
- Daggett, Iron, Morgan, Piute, Rich, and Wayne Counties had at least one year with no deaths.
- In 2014, Morgan, Rich, and Wayne Counties had their highest total of deaths during the last 10 years.
- In 2014, Daggett, Emery, Piute, and Sevier Counties had their lowest total of deaths during the last 10 years.

Trends

Deaths by Month (Utah 2005-2014)

| Month | Year | | | | | | | | | | Total | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|---------------|
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | # | % |
| January | 16 | 22 | 16 | 23 | 15 | 8 | 16 | 7 | 4 | 17 | 144 | 5.6% |
| February | 22 | 15 | 13 | 9 | 17 | 9 | 9 | 15 | 13 | 6 | 128 | 5.0% |
| March | 14 | 23 | 24 | 12 | 27 | 20 | 21 | 20 | 13 | 15 | 189 | 7.3% |
| April | 18 | 17 | 35 | 12 | 24 | 22 | 14 | 14 | 19 | 17 | 192 | 7.5% |
| May | 18 | 14 | 24 | 31 | 21 | 23 | 12 | 23 | 15 | 24 | 205 | 8.0% |
| June | 25 | 26 | 31 | 30 | 20 | 24 | 28 | 16 | 23 | 38 | 261 | 10.1% |
| July | 25 | 29 | 35 | 29 | 25 | 28 | 22 | 25 | 30 | 34 | 282 | 10.9% |
| August | 37 | 33 | 26 | 32 | 32 | 24 | 30 | 22 | 27 | 18 | 281 | 10.9% |
| September | 31 | 31 | 30 | 23 | 19 | 24 | 30 | 17 | 19 | 26 | 250 | 9.7% |
| October | 30 | 33 | 26 | 28 | 18 | 28 | 21 | 20 | 22 | 29 | 255 | 9.9% |
| November | 25 | 23 | 21 | 25 | 13 | 18 | 17 | 23 | 23 | 15 | 203 | 7.9% |
| December | 21 | 21 | 18 | 22 | 13 | 25 | 23 | 15 | 12 | 17 | 187 | 7.3% |
| Total | 282 | 287 | 299 | 276 | 244 | 253 | 243 | 217 | 220 | 256 | 2,577 | 100.0% |

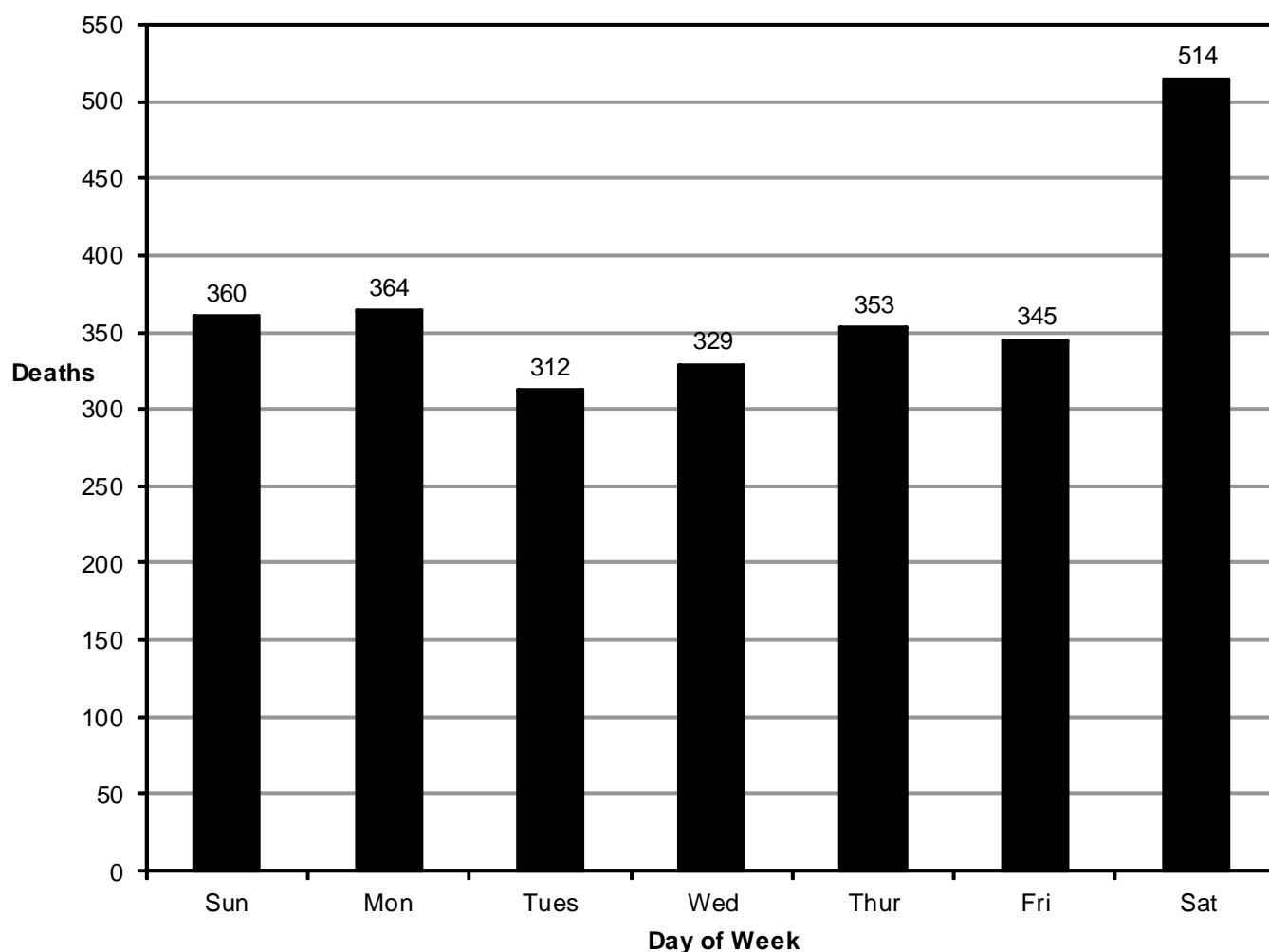


- In the last 10 years, July (282) and August (281) had the highest total number of motor vehicle crash deaths while February (128) and January (144) had the fewest.
- In the last 10 years, June 2014 had the highest number of deaths (38) while January 2013 had the fewest (4).
- In 2014, June (38) and July (34) had the highest number of deaths while February (6) had the fewest.

Trends

Deaths by Day of Week (Utah 2005-2014)

| Day of Week | Deaths | | | | | | | | | | Total | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|---------------|
| | Year | | | | | | | | | | # | % |
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | | |
| Sunday | 33 | 34 | 55 | 47 | 35 | 30 | 27 | 41 | 29 | 29 | 360 | 14.0% |
| Monday | 56 | 41 | 39 | 30 | 33 | 36 | 25 | 30 | 37 | 37 | 364 | 14.1% |
| Tuesday | 28 | 32 | 39 | 43 | 39 | 31 | 32 | 24 | 20 | 24 | 312 | 12.1% |
| Wednesday | 37 | 34 | 39 | 31 | 40 | 23 | 32 | 34 | 24 | 35 | 329 | 12.8% |
| Thursday | 42 | 40 | 37 | 31 | 27 | 50 | 33 | 21 | 38 | 34 | 353 | 13.7% |
| Friday | 37 | 33 | 30 | 42 | 32 | 26 | 40 | 29 | 36 | 40 | 345 | 13.4% |
| Saturday | 49 | 73 | 60 | 52 | 38 | 57 | 54 | 38 | 36 | 57 | 514 | 19.9% |
| Total | 282 | 287 | 299 | 276 | 244 | 253 | 243 | 217 | 220 | 256 | 2,577 | 100.0% |

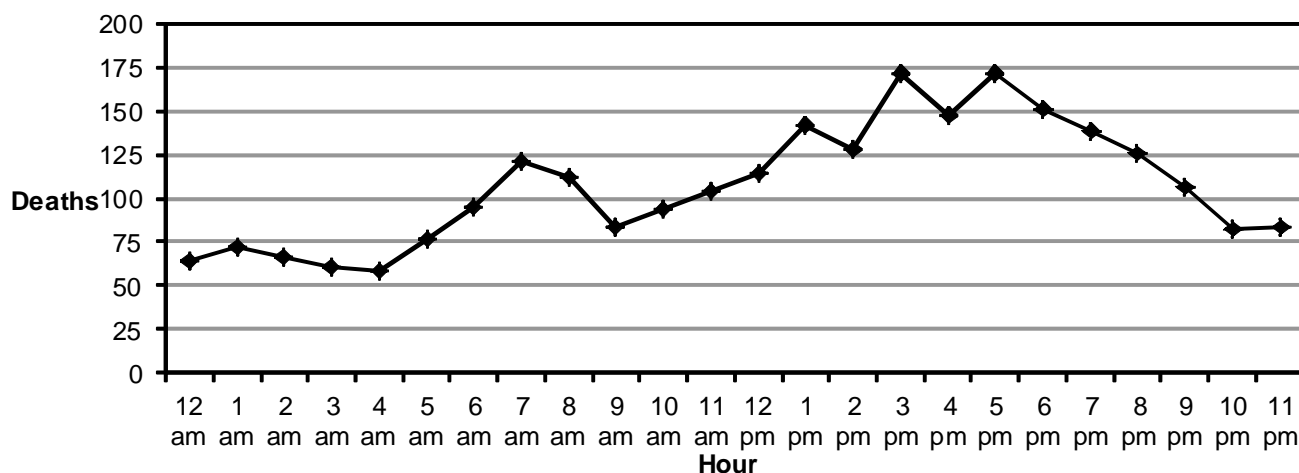


- In the last 10 years, Saturday (514) had the highest total number of motor vehicle crash deaths while Tuesday (312) had the fewest.
- In the last 10 years, Saturdays in 2006 had the highest number of deaths (73) while Tuesdays in 2013 had the fewest (20).
- In 2014, Saturday (57) had the highest number of deaths while Tuesday (24) had the fewest.

Trends

Deaths by Hour (Utah 2005-2014)

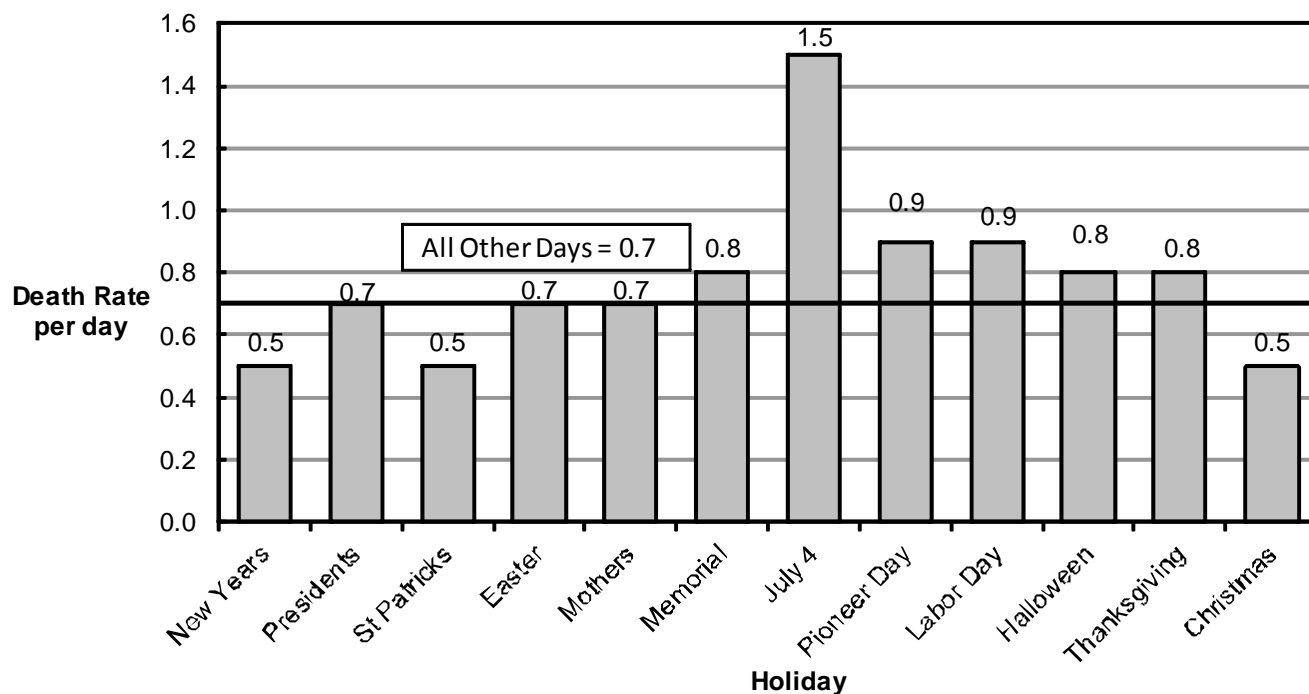
| Hour | Year | | | | | | | | | | Total | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|---------------|
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | # | % |
| Midnight | 3 | 5 | 12 | 5 | 16 | 5 | 4 | 6 | 5 | 3 | 64 | 2.5% |
| 1 a.m. | 8 | 11 | 9 | 12 | 5 | 4 | 6 | 5 | 4 | 8 | 72 | 2.8% |
| 2 a.m. | 7 | 9 | 11 | 7 | 4 | 8 | 7 | 7 | 3 | 3 | 66 | 2.6% |
| 3 a.m. | 3 | 6 | 18 | 3 | 3 | 5 | 10 | 6 | 1 | 6 | 61 | 2.4% |
| 4 a.m. | 5 | 7 | 3 | 5 | 12 | 3 | 5 | 3 | 5 | 10 | 58 | 2.3% |
| 5 a.m. | 14 | 6 | 9 | 8 | 5 | 8 | 10 | 5 | 8 | 4 | 77 | 3.0% |
| 6 a.m. | 8 | 13 | 9 | 10 | 8 | 11 | 6 | 7 | 7 | 16 | 95 | 3.7% |
| 7 a.m. | 14 | 13 | 12 | 20 | 13 | 17 | 8 | 8 | 9 | 7 | 121 | 4.7% |
| 8 a.m. | 14 | 20 | 15 | 8 | 7 | 11 | 7 | 5 | 10 | 15 | 112 | 4.4% |
| 9 a.m. | 10 | 14 | 7 | 11 | 6 | 11 | 9 | 3 | 8 | 5 | 84 | 3.3% |
| 10 a.m. | 9 | 8 | 7 | 8 | 13 | 9 | 13 | 10 | 9 | 8 | 94 | 3.7% |
| 11 a.m. | 15 | 9 | 10 | 16 | 14 | 12 | 6 | 6 | 7 | 9 | 104 | 4.0% |
| Noon | 16 | 8 | 12 | 14 | 7 | 13 | 10 | 8 | 14 | 12 | 114 | 4.4% |
| 1 p.m. | 19 | 10 | 15 | 8 | 13 | 14 | 17 | 8 | 19 | 19 | 142 | 5.5% |
| 2 p.m. | 9 | 12 | 15 | 9 | 7 | 20 | 14 | 19 | 9 | 14 | 128 | 5.0% |
| 3 p.m. | 33 | 18 | 21 | 13 | 22 | 13 | 12 | 10 | 14 | 15 | 171 | 6.7% |
| 4 p.m. | 10 | 18 | 14 | 14 | 13 | 12 | 13 | 24 | 14 | 15 | 147 | 5.7% |
| 5 p.m. | 15 | 21 | 24 | 18 | 19 | 12 | 13 | 20 | 15 | 15 | 172 | 6.7% |
| 6 p.m. | 12 | 18 | 15 | 19 | 10 | 16 | 20 | 11 | 12 | 18 | 151 | 5.9% |
| 7 p.m. | 15 | 18 | 16 | 21 | 11 | 15 | 12 | 8 | 12 | 10 | 138 | 5.4% |
| 8 p.m. | 13 | 6 | 14 | 16 | 14 | 10 | 14 | 15 | 14 | 10 | 126 | 4.9% |
| 9 p.m. | 11 | 13 | 5 | 20 | 13 | 9 | 11 | 6 | 9 | 9 | 106 | 4.1% |
| 10 p.m. | 9 | 13 | 10 | 4 | 7 | 4 | 7 | 11 | 5 | 12 | 82 | 3.2% |
| 11 p.m. | 9 | 10 | 15 | 6 | 1 | 10 | 9 | 6 | 7 | 11 | 84 | 3.3% |
| Total | 281 | 286 | 298 | 275 | 243 | 252 | 243 | 217 | 220 | 254 | 2,569 | 100.0% |



- In the last 10 years, 5 p.m. (172) and 3 p.m. (171) had the highest total number of motor vehicle crash deaths while 4 a.m. (58) and 3 a.m. (61) had the fewest.
- In the last 10 years, 3 p.m. in 2005 had the highest number of deaths (33) while 11 p.m. in 2009 and 3 a.m. in 2013 had the fewest (1).
- In 2014, 1 p.m. (19) had the highest number of deaths while midnight and 2 a.m. (3) had the fewest.

Trends

Holiday Death Rate Per Day (Utah 2005-2014)



Holiday Deaths

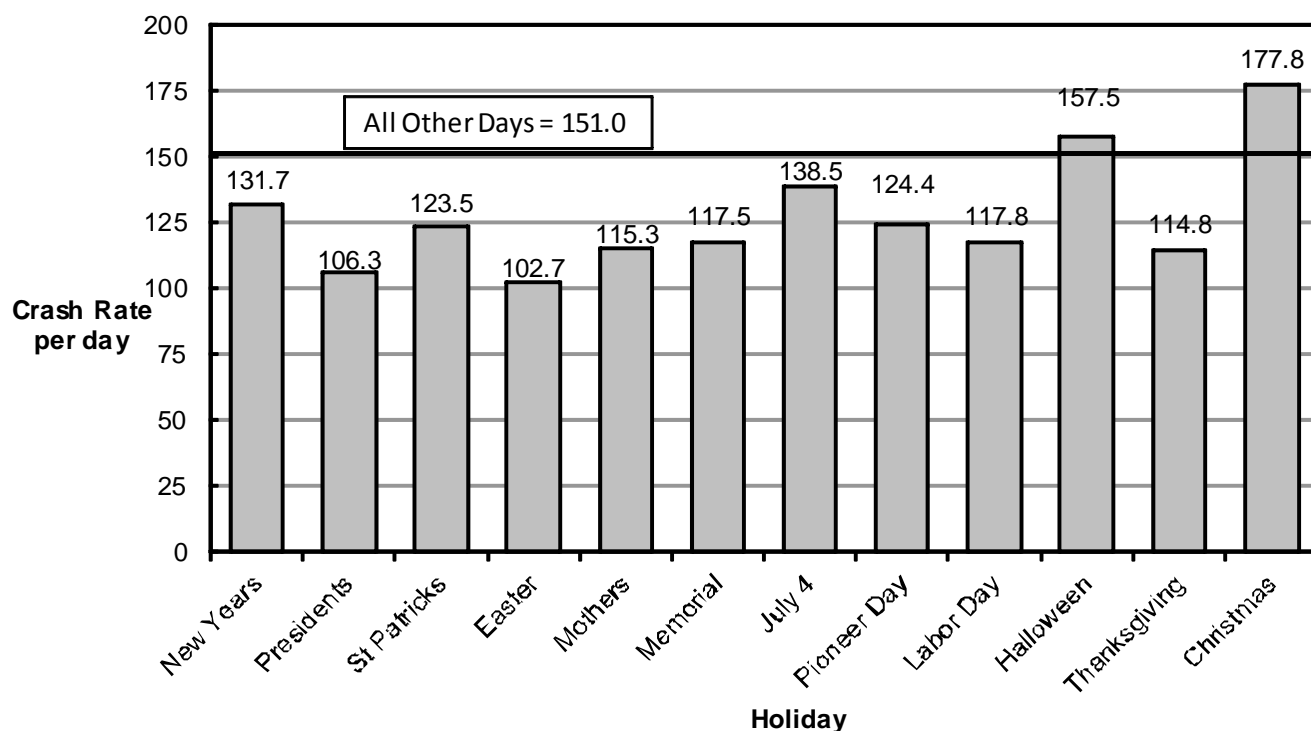
| Year | New Years | | Presidents | | St Patricks | | Easter | | Mothers | | Memorial Day | | 4th of July | | Pioneer Day | | Labor Day | | Halloween | | Thanksgiving | | Christmas | | Total | |
|--------------|-----------|--------------|------------|--------------|-------------|--------------|-----------|--------------|-----------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|-----------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|
| | # | 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 |
| 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 |
| 2013 | 0 | 0.0 | 3 | 0.8 | 0 | 0.0 | 5 | 1.7 | 2 | 0.7 | 5 | 1.3 | 10 | 2.0 | 1 | 0.3 | 3 | 0.8 | 0 | 0.0 | 4 | 0.8 | 0 | 0.0 | 33 | 0.8 |
| 2014 | 5 | 1.7 | 4 | 1.0 | 3 | 0.8 | 1 | 0.3 | 2 | 0.7 | 2 | 0.5 | 10 | 2.5 | 7 | 1.4 | 3 | 0.8 | 4 | 1.0 | 3 | 0.6 | 1 | 0.2 | 45 | 0.9 |
| Total | 18 | 0.5 | 26 | 0.7 | 18 | 0.5 | 20 | 0.7 | 22 | 0.7 | 31 | 0.8 | 53 | 1.5 | 33 | 0.9 | 34 | 0.9 | 28 | 0.8 | 39 | 0.8 | 18 | 0.5 | 340 | 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 (1.5) had the highest rate of deaths while the New Years Holiday (0.5), St. Patrick's Day Holiday (0.5), and Christmas Holiday (0.5) had the lowest rates.
- In 2014, the 4th of July Holiday had the highest death rate per day (2.5) while the Christmas Holiday had the lowest rate (0.2).
- New Years, President's Day, St. Patrick's Day, 4th of July, Pioneer Day, Labor Day, and Halloween Holidays had higher death rates per day than the rate per day for all 2014 days (0.7).

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

Holidays

Holiday Crash Rate Per Day (Utah 2014)



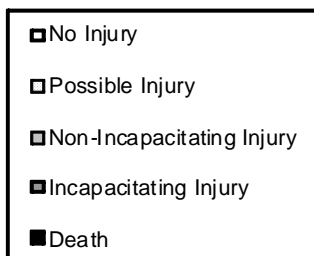
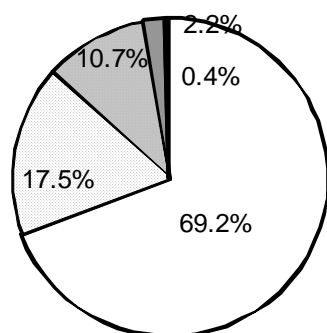
| Holiday Crashes | | | |
|-----------------------|---------------|------------|--------------|
| Holiday | # | Days | Rate Per Day |
| New Years | 395 | 3 | 131.7 |
| Presidents | 425 | 4 | 106.3 |
| St Patricks | 494 | 4 | 123.5 |
| Easter | 308 | 3 | 102.7 |
| Mothers | 346 | 3 | 115.3 |
| Memorial Day | 470 | 4 | 117.5 |
| 4th of July | 554 | 4 | 138.5 |
| Pioneer Day | 622 | 5 | 124.4 |
| Labor Day | 471 | 4 | 117.8 |
| Halloween | 630 | 4 | 157.5 |
| Thanksgiving | 574 | 5 | 114.8 |
| Christmas | 889 | 5 | 177.8 |
| Total | 6,178 | 48 | 128.7 |
| All Other Days | 47,858 | 317 | 151.0 |

- The total number of miles traveled decreases during holidays. Corresponding with this reduced travel crashes also were lower during holiday periods (128.7 per day compared to 151.0 per day)
- The Christmas Holiday had the highest crash rate per day (177.8) while the Easter Holiday had the lowest rate (102.7).
- Only the Christmas (177.8) and Halloween (157.5) Holidays had higher crash rates per day than the rate per day for all days (151.0).

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 2014)



- For crashes that occurred in Utah during 2014, 69.2% resulted in property damage only, 30.4% resulted in some level of injury, and 0.4% involved a death.

Month (Utah 2014)

| Month | Crashes | | | | | | | |
|--------------|---------------|--------------|----------------|--------------|---------------|--------------|---------------|--------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 3,424 | 110.5 | 1,150 | 37.1 | 17 | 0.55 | 4,591 | 148.1 |
| February | 2,718 | 97.1 | 1,036 | 37.0 | 4 | 0.14 | 3,758 | 134.2 |
| March | 2,729 | 88.0 | 1,293 | 41.7 | 14 | 0.45 | 4,036 | 130.2 |
| April | 2,862 | 95.4 | 1,298 | 43.3 | 16 | 0.53 | 4,176 | 139.2 |
| May | 2,936 | 94.7 | 1,515 | 48.9 | 19 | 0.61 | 4,470 | 144.2 |
| June | 2,655 | 88.5 | 1,380 | 46.0 | 33 | 1.10 | 4,068 | 135.6 |
| July | 2,975 | 96.0 | 1,459 | 47.1 | 25 | 0.81 | 4,459 | 143.8 |
| August | 3,028 | 97.7 | 1,439 | 46.4 | 16 | 0.52 | 4,483 | 144.6 |
| September | 3,209 | 107.0 | 1,480 | 49.3 | 25 | 0.83 | 4,714 | 157.1 |
| October | 3,281 | 105.8 | 1,524 | 49.2 | 27 | 0.87 | 4,832 | 155.9 |
| November | 3,475 | 115.8 | 1,330 | 44.3 | 13 | 0.43 | 4,818 | 160.6 |
| December | 4,096 | 132.1 | 1,522 | 49.1 | 13 | 0.42 | 5,631 | 181.6 |
| Total | 37,388 | 102.4 | 16,426 | 45.0 | 222 | 0.61 | 54,036 | 148.0 |

- Total crash rates per day were highest in December and November.
- Total crash rates per day were lowest in March and February.
- The highest rate per day for fatal crashes occurred during June and the lowest fatal rate occurred in February.

Day of Week (Utah 2014)

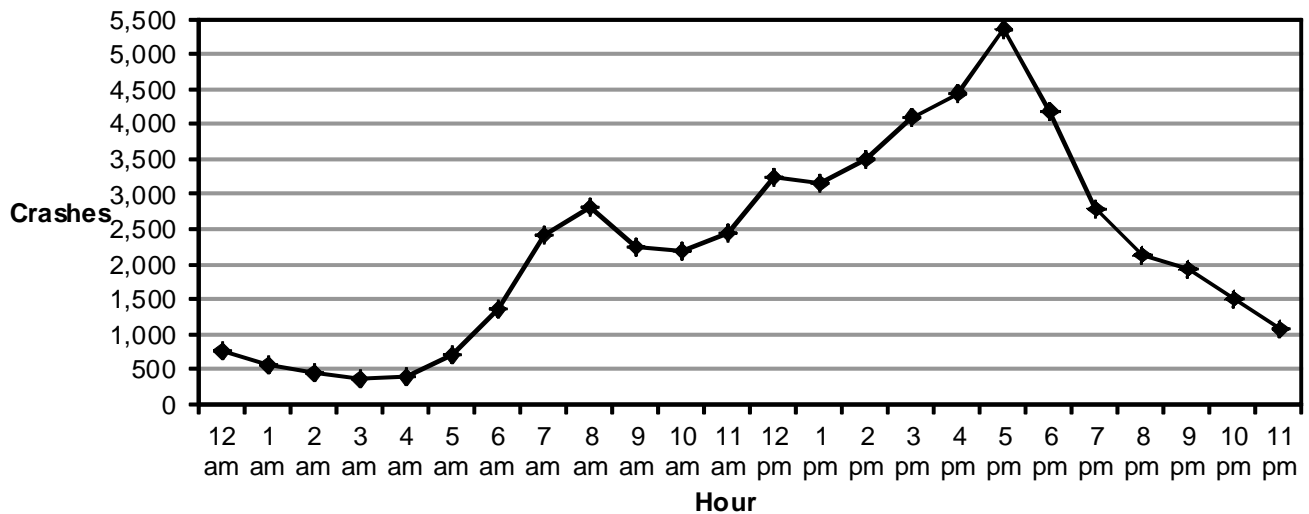
| Day of Week | Crashes | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 2,948 | 7.9% | 1,286 | 7.8% | 20 | 9.0% | 4,254 | 7.9% |
| Monday | 5,581 | 14.9% | 2,445 | 14.9% | 34 | 15.3% | 8,060 | 14.9% |
| Tuesday | 5,843 | 15.6% | 2,569 | 15.6% | 23 | 10.4% | 8,435 | 15.6% |
| Wednesday | 5,962 | 15.9% | 2,507 | 15.3% | 31 | 14.0% | 8,500 | 15.7% |
| Thursday | 5,959 | 15.9% | 2,572 | 15.7% | 32 | 14.4% | 8,563 | 15.8% |
| Friday | 6,217 | 16.6% | 2,817 | 17.1% | 33 | 14.9% | 9,067 | 16.8% |
| Saturday | 4,878 | 13.0% | 2,230 | 13.6% | 49 | 22.1% | 7,157 | 13.2% |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 100.0% |

- The highest percentage of total crashes occurred on Friday.
- The highest percentage of fatal crashes occurred on Saturday.
- Crashes on the weekend were 1.7 times more likely to be fatal than weekday crashes.

Crash Conditions

Hour (Utah 2014)

| Crashes | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Hour | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Midnight | 555 | 1.5% | 209 | 1.3% | 3 | 1.4% | 767 | 1.4% |
| 1 a.m. | 391 | 1.0% | 159 | 1.0% | 6 | 2.7% | 556 | 1.0% |
| 2 a.m. | 302 | 0.8% | 140 | 0.9% | 3 | 1.4% | 445 | 0.8% |
| 3 a.m. | 235 | 0.6% | 120 | 0.7% | 5 | 2.3% | 360 | 0.7% |
| 4 a.m. | 278 | 0.7% | 111 | 0.7% | 5 | 2.3% | 394 | 0.7% |
| 5 a.m. | 532 | 1.4% | 179 | 1.1% | 3 | 1.4% | 714 | 1.3% |
| 6 a.m. | 998 | 2.7% | 359 | 2.2% | 15 | 6.8% | 1,372 | 2.5% |
| 7 a.m. | 1,668 | 4.5% | 735 | 4.5% | 7 | 3.2% | 2,410 | 4.5% |
| 8 a.m. | 2,033 | 5.4% | 770 | 4.7% | 14 | 6.3% | 2,817 | 5.2% |
| 9 a.m. | 1,603 | 4.3% | 636 | 3.9% | 4 | 1.8% | 2,243 | 4.2% |
| 10 a.m. | 1,531 | 4.1% | 639 | 3.9% | 8 | 3.6% | 2,178 | 4.0% |
| 11 a.m. | 1,700 | 4.5% | 740 | 4.5% | 9 | 4.1% | 2,449 | 4.5% |
| Noon | 2,278 | 6.1% | 943 | 5.7% | 10 | 4.5% | 3,231 | 6.0% |
| 1 p.m. | 2,233 | 6.0% | 919 | 5.6% | 17 | 7.7% | 3,169 | 5.9% |
| 2 p.m. | 2,419 | 6.5% | 1,072 | 6.5% | 9 | 4.1% | 3,500 | 6.5% |
| 3 p.m. | 2,756 | 7.4% | 1,325 | 8.1% | 11 | 5.0% | 4,092 | 7.6% |
| 4 p.m. | 3,023 | 8.1% | 1,396 | 8.5% | 14 | 6.3% | 4,433 | 8.2% |
| 5 p.m. | 3,654 | 9.8% | 1,677 | 10.2% | 13 | 5.9% | 5,344 | 9.9% |
| 6 p.m. | 2,788 | 7.5% | 1,375 | 8.4% | 16 | 7.2% | 4,179 | 7.7% |
| 7 p.m. | 1,835 | 4.9% | 927 | 5.6% | 10 | 4.5% | 2,772 | 5.1% |
| 8 p.m. | 1,475 | 3.9% | 651 | 4.0% | 9 | 4.1% | 2,135 | 4.0% |
| 9 p.m. | 1,325 | 3.5% | 583 | 3.5% | 8 | 3.6% | 1,916 | 3.5% |
| 10 p.m. | 1,042 | 2.8% | 442 | 2.7% | 12 | 5.4% | 1,496 | 2.8% |
| 11 p.m. | 735 | 2.0% | 318 | 1.9% | 9 | 4.1% | 1,062 | 2.0% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 2 | 0.9% | 2 | 0.0% |
| Total | 37,389 | 100.0% | 16,425 | 100.0% | 222 | 100.0% | 54,036 | 100.0% |



- Total crashes were more likely to occur between 3:00 p.m. and 6:59 p.m., with a peak at 5:00 p.m.
- Fatal crashes were highest during the 1:00 p.m. and 6:00 p.m. hours.

Crash Conditions

County Crash Comparison (Utah 2014)

| County Crash Comparison | | | | | | | | | | | | | | | |
|-------------------------|-------------------------------|---------------------------------|--|-------------------------------|---|--------------------------------------|--|---------------------------------------|-------------------------------------|--------------------------------------|--|--------------------------------------|-------------------------------------|-------------------------------------|--|
| County | Fatal Crash Rate per VMT Rank | Overall Crash Rate per VMT Rank | Percent of Crash Occupants Unrestrained Rank | Speed Crash Rate per VMT Rank | Alcohol-Related Crash Rate per VMT Rank | Drug-Related Crash Rate per VMT Rank | Dis-tracted Driver Crash Rate per VMT Rank | Drowsy Driver Crash Rate per VMT Rank | Teen Driver Crash Rate per VMT Rank | Older Driver Crash Rate per VMT Rank | Motor-cycle Crash Rate per Rgstrd Mtrcycl Rank | Pedes-trian Crash Rate per Pop. Rank | Bicy-clist Crash Rate per Pop. Rank | Total County Highway Safety Ranking | |
| Salt Lake | 20 | 1 | 26 | 3 | 1 | 2 | 1 | 22 | 3 | 3 | 12 | 2 | 1 | 7.5 | |
| Weber | 17 | 2 | 24 | 12 | 3 | 3 | 2 | 15 | 1 | 1 | 18 | 4 | 3 | 8.1 | |
| Duchesne | 4 | 8 | 4 | 7 | 2 | 1 | 7 | 8 | 12 | 15 | 15 | 7 | 20 | 8.5 | |
| Cache | 11 | 3 | 25 | 9 | 10 | 8 | 5 | 21 | 2 | 4 | 24 | 14 | 4 | 10.8 | |
| Wayne | 1 | 13 | 9 | 25 | 19 | 27 | 6 | 1 | 8 | 6 | 2 | 6 | 20 | 11.0 | |
| Utah | 25 | 4 | 28 | 6 | 18 | 4 | 3 | 17 | 5 | 9 | 17 | 10 | 11 | 12.1 | |
| Rich | 2 | 17 | 1 | 11 | 4 | 13 | 10 | 29 | 18 | 5 | 3 | 25 | 20 | 12.2 | |
| Washington | 13 | 9 | 22 | 23 | 8 | 11 | 8 | 23 | 6 | 2 | 13 | 16 | 6 | 12.3 | |
| Garfield | 3 | 16 | 7 | 17 | 14 | 22 | 24 | 2 | 25 | 12 | 1 | 5 | 20 | 12.9 | |
| Summit | 18 | 7 | 23 | 4 | 5 | 12 | 16 | 18 | 13 | 16 | 27 | 3 | 7 | 13.0 | |
| Davis | 27 | 5 | 29 | 14 | 12 | 9 | 4 | 16 | 4 | 8 | 25 | 9 | 9 | 13.2 | |
| Sevier | 21 | 22 | 3 | 10 | 9 | 5 | 21 | 6 | 19 | 13 | 26 | 12 | 12 | 13.8 | |
| Tooele | 10 | 18 | 15 | 22 | 7 | 7 | 20 | 14 | 11 | 18 | 19 | 11 | 8 | 13.8 | |
| Kane | 7 | 11 | 14 | 21 | 21 | 24 | 17 | 4 | 21 | 7 | 6 | 20 | 13 | 14.3 | |
| Morgan | 5 | 15 | 17 | 1 | 29 | 23 | 14 | 13 | 16 | 28 | 10 | 1 | 15 | 14.4 | |
| Uintah | 6 | 14 | 19 | 20 | 6 | 10 | 11 | 19 | 10 | 19 | 21 | 17 | 18 | 14.6 | |
| Carbon | 16 | 19 | 12 | 27 | 11 | 6 | 9 | 24 | 15 | 11 | 23 | 8 | 10 | 14.7 | |
| Sanpete | 9 | 10 | 10 | 15 | 16 | 15 | 18 | 27 | 7 | 10 | 14 | 23 | 17 | 14.7 | |
| Wasatch | 8 | 6 | 20 | 5 | 13 | 14 | 12 | 25 | 9 | 20 | 16 | 25 | 19 | 14.8 | |
| Box Elder | 12 | 21 | 21 | 8 | 20 | 16 | 13 | 11 | 17 | 17 | 11 | 13 | 14 | 14.9 | |
| Grand | 14 | 28 | 5 | 29 | 24 | 26 | 22 | 5 | 29 | 25 | 8 | 15 | 2 | 17.8 | |
| Iron | 26 | 20 | 16 | 16 | 17 | 17 | 15 | 28 | 14 | 22 | 20 | 18 | 5 | 18.0 | |
| Daggett | 28 | 23 | 27 | 2 | 25 | 27 | 19 | 7 | 20 | 14 | 4 | 25 | 20 | 18.5 | |
| Beaver | 19 | 25 | 8 | 13 | 28 | 25 | 25 | 9 | 22 | 21 | 9 | 19 | 20 | 18.7 | |
| San Juan | 15 | 24 | 6 | 28 | 15 | 20 | 29 | 26 | 28 | 24 | 5 | 24 | 20 | 20.3 | |
| Emery | 23 | 29 | 18 | 24 | 26 | 18 | 23 | 12 | 26 | 29 | 7 | 25 | 16 | 21.2 | |
| Piute | 28 | 12 | 2 | 18 | 23 | 27 | 28 | 20 | 23 | 23 | 29 | 25 | 20 | 21.4 | |
| Juab | 24 | 26 | 11 | 26 | 27 | 19 | 26 | 3 | 27 | 27 | 22 | 21 | 20 | 21.5 | |
| Millard | 22 | 27 | 13 | 19 | 22 | 21 | 27 | 10 | 24 | 26 | 28 | 22 | 20 | 21.6 | |
| Note: | Rank 1-17 Above State Avg. | Rank 1-3 Above State Avg. | Rank 1-24 Above State Avg. | Rank 1-9 Above State Avg. | Rank 1-7 Above State Avg. | Rank 1-4 Above State Avg. | Rank 1-2 Above State Avg. | Rank 1-15 Above State Avg. | Rank 1-5 Above State Avg. | Rank 1-4 Above State Avg. | Rank 1-15 Above State Avg. | Rank 1-6 Above State Avg. | Rank 1-4 Above State Avg. | Total Safety Ranking Average = 14.8 | |

This is a comparison developed to evaluate the different counties using a County Highway Safety Ranking. Each County is ranked with 1 being the 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.

- Salt Lake, Weber, and Duchesne Counties were the worst overall counties. Salt Lake County was above the state average in ten of the thirteen categories.
- Millard, Juab, and Piute Counties were the best overall counties. Millard County was below the state average in every category except two.
- In 2013, Weber was the worst county and Piute was the best. In 2012, Weber was the worst county and Juab was the best. In 2011, Duchesne was the worst county and Millard was the best.

Crash Conditions

Crashes by County (Utah 2014)

| County | Crashes | | | | | | | |
|------------------|---------------|--------------------------|----------------|--------------------------|---------------|--------------------------|---------------|--------------------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT |
| Salt Lake | 17,274 | 190.3 | 7,501 | 82.6 | 58 | 0.64 | 24,833 | 273.5 |
| Weber | 2,559 | 155.4 | 1,464 | 88.9 | 14 | 0.85 | 4,037 | 245.1 |
| Cache | 1,321 | 146.9 | 475 | 52.8 | 12 | 1.33 | 1,808 | 201.1 |
| Utah | 4,976 | 121.8 | 2,448 | 59.9 | 20 | 0.49 | 7,444 | 182.2 |
| Davis | 3,135 | 121.0 | 1,544 | 59.6 | 10 | 0.39 | 4,689 | 181.0 |
| Wasatch | 449 | 127.1 | 130 | 36.8 | 5 | 1.42 | 584 | 165.3 |
| Summit | 1,029 | 134.8 | 223 | 29.2 | 6 | 0.79 | 1,258 | 164.8 |
| Duchesne | 326 | 115.1 | 128 | 45.2 | 9 | 3.18 | 463 | 163.4 |
| Washington | 1,468 | 103.4 | 724 | 51.0 | 18 | 1.27 | 2,210 | 155.6 |
| Sanpete | 243 | 112.2 | 72 | 33.2 | 3 | 1.39 | 318 | 146.8 |
| Kane | 151 | 112.6 | 42 | 31.3 | 2 | 1.49 | 195 | 145.4 |
| Piute | 28 | 96.6 | 12 | 41.4 | 0 | 0.00 | 40 | 137.9 |
| Wayne | 47 | 96.4 | 18 | 36.9 | 2 | 4.10 | 67 | 137.4 |
| Uintah | 449 | 105.0 | 125 | 29.2 | 7 | 1.64 | 581 | 135.8 |
| Morgan | 139 | 104.4 | 32 | 24.0 | 3 | 2.25 | 174 | 130.7 |
| Garfield | 105 | 91.8 | 39 | 34.1 | 4 | 3.50 | 148 | 129.4 |
| Rich | 41 | 81.5 | 19 | 37.7 | 2 | 3.97 | 62 | 123.2 |
| Tooele | 715 | 87.0 | 277 | 33.7 | 11 | 1.34 | 1,003 | 122.0 |
| Carbon | 275 | 84.6 | 106 | 32.6 | 3 | 0.92 | 384 | 118.1 |
| Iron | 594 | 78.8 | 246 | 32.7 | 3 | 0.40 | 843 | 111.9 |
| Box Elder | 715 | 78.5 | 290 | 31.8 | 12 | 1.32 | 1,017 | 111.6 |
| Sevier | 228 | 71.4 | 103 | 32.2 | 2 | 0.63 | 333 | 104.2 |
| Daggett | 26 | 80.4 | 7 | 21.6 | 0 | 0.00 | 33 | 102.1 |
| San Juan | 208 | 72.8 | 48 | 16.8 | 3 | 1.05 | 259 | 90.6 |
| Beaver | 164 | 60.4 | 57 | 21.0 | 2 | 0.74 | 223 | 82.2 |
| Juab | 192 | 52.1 | 62 | 16.8 | 2 | 0.54 | 256 | 69.5 |
| Millard | 237 | 47.2 | 94 | 18.7 | 3 | 0.60 | 334 | 66.5 |
| Grand | 140 | 39.8 | 76 | 21.6 | 4 | 1.14 | 220 | 62.5 |
| Emery | 154 | 43.3 | 64 | 18.0 | 2 | 0.56 | 220 | 61.8 |
| Statewide | 37,388 | 135.6 | 16,426 | 59.6 | 222 | 0.81 | 54,036 | 196.0 |

- Salt Lake (273.5), Weber (245.1), and Cache (201.1) counties had the highest total crash rates per miles traveled.
- Emery (61.8), Grand (62.5), and Millard (66.5) counties had the lowest total crash rates per miles traveled.
- Wayne (4.10), Rich (3.97), and Garfield (3.50) counties had the highest fatal crash rates per miles traveled.
- Daggett and Piute Counties had no fatal crashes.

Urban/Rural Location (Utah 2014)

- 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 3.4 times more likely to result in a death than crashes in urban areas.

| Location | Crashes | | | | | | | |
|--------------|---------------|--------------------------|----------------|--------------------------|---------------|--------------------------|---------------|--------------------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT |
| Urban | 30,733 | 155.8 | 14,156 | 71.8 | 132 | 0.669 | 45,021 | 228.3 |
| Rural | 6,655 | 84.7 | 2,270 | 28.9 | 90 | 1.146 | 9,015 | 114.8 |
| Total | 37,388 | 135.6 | 16,426 | 59.6 | 222 | 0.805 | 54,036 | 196.0 |

Crash Conditions

Crashes by City (Utah 2014)

| 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 | 50 | Marriot-Slaterville | 1,701 | 197 | 1,158.1 | 48 | 36 | Holladay | 26,472 | 388 | 146.6 |
| 2 | 31 | Park City | 7,547 | 437 | 579.0 | 49 | 53 | West Haven | 10,272 | 150 | 146.0 |
| 3 | 65 | Willard | 1,772 | 83 | 468.4 | 50 | 28 | Tooele | 31,605 | 461 | 145.9 |
| 4 | 15 | South Salt Lake | 23,617 | 1,076 | 455.6 | 51 | 20 | Bountiful | 42,552 | 604 | 141.9 |
| 5 | 4 | Murray | 46,746 | 2,109 | 451.2 | 52 | 71 | Moab | 5,046 | 71 | 140.7 |
| 6 | 77 | Uintah | 1,322 | 58 | 438.7 | 53 | 42 | Washington | 18,761 | 263 | 140.2 |
| 7 | 37 | Riverdale | 8,426 | 369 | 437.9 | 54 | 40 | Herriman | 21,785 | 300 | 137.7 |
| 8 | 12 | Midvale | 27,964 | 1,199 | 428.8 | 55 | 58 | Woods Cross | 9,761 | 130 | 133.2 |
| 9 | 46 | West Bountiful | 5,265 | 217 | 412.2 | 56 | 45 | Saratoga Springs | 17,781 | 235 | 132.2 |
| 10 | 11 | Draper | 40,532 | 1,228 | 303.0 | 57 | 73 | Sunset | 5,122 | 67 | 130.8 |
| 11 | 6 | Taylorville | 58,652 | 1,652 | 281.7 | 58 | 62 | Tremonton | 7,647 | 100 | 130.8 |
| 12 | 29 | North Salt Lake | 16,322 | 455 | 278.8 | 59 | 32 | Pleasant Grove | 33,509 | 434 | 129.5 |
| 13 | 3 | Sandy | 87,461 | 2,433 | 278.2 | 60 | 9 | Provo | 112,488 | 1,414 | 125.7 |
| 14 | 2 | West Valley City | 129,480 | 3,586 | 277.0 | 61 | 30 | Riverton | 38,753 | 455 | 117.4 |
| 15 | 35 | Centerville | 15,335 | 415 | 270.6 | 62 | 48 | Brigham City | 17,899 | 209 | 116.8 |
| 16 | 44 | Vernal | 9,089 | 243 | 267.4 | 63 | 39 | Kaysville | 27,300 | 304 | 111.4 |
| 17 | 47 | North Logan | 8,269 | 212 | 256.4 | 64 | 59 | Heber | 11,362 | 121 | 106.5 |
| 18 | 52 | Roosevelt | 6,046 | 155 | 256.4 | 65 | 80 | Stansbury Park | 5,145 | 54 | 105.0 |
| 19 | 43 | Lindon | 10,070 | 252 | 250.2 | 66 | 74 | Ephraim | 6,135 | 62 | 101.1 |
| 20 | 55 | Farr West | 5,928 | 144 | 242.9 | 67 | 57 | Hurricane | 13,748 | 135 | 98.2 |
| 21 | 33 | Farmington | 18,275 | 433 | 236.9 | 68 | 64 | Santaquin | 9,128 | 87 | 95.3 |
| 22 | 1 | Salt Lake City | 186,440 | 4,371 | 234.4 | 69 | 79 | South Weber | 6,051 | 57 | 94.2 |
| 23 | 49 | Price | 8,715 | 199 | 228.3 | 70 | 70 | Pleasant View | 7,979 | 73 | 91.5 |
| 24 | 61 | Perry | 4,512 | 103 | 228.3 | 71 | 82 | Plain City | 5,476 | 50 | 91.3 |
| 25 | 69 | Wellsville | 3,432 | 73 | 212.7 | 72 | 51 | Clinton | 20,426 | 171 | 83.7 |
| 26 | 17 | Lehi | 47,407 | 1,001 | 211.2 | 73 | 75 | Richfield | 7,551 | 62 | 82.1 |
| 27 | 16 | Logan | 48,174 | 1,013 | 210.3 | 74 | 84 | Nephi | 5,389 | 44 | 81.6 |
| 28 | 22 | American Fork | 26,263 | 533 | 202.9 | 75 | 68 | Washington Terrace | 9,067 | 74 | 81.6 |
| 29 | 7 | St. George | 72,897 | 1,449 | 198.8 | 76 | 81 | Salem | 6,423 | 51 | 79.4 |
| 30 | 13 | Millcreek | 62,139 | 1,195 | 192.3 | 77 | 78 | Hyrum | 7,609 | 58 | 76.2 |
| 31 | 19 | Roy | 36,884 | 702 | 190.3 | 78 | 72 | Smithfield | 9,495 | 71 | 74.8 |
| 32 | 56 | Bluffdale | 7,598 | 143 | 188.2 | 79 | 60 | Highland | 15,523 | 116 | 74.7 |
| 33 | 5 | West Jordan | 103,712 | 1,920 | 185.1 | 80 | 87 | Nibley | 5,438 | 40 | 73.6 |
| 34 | 38 | South Ogden | 16,532 | 305 | 184.5 | 81 | 76 | Grantsville | 8,893 | 59 | 66.3 |
| 35 | 18 | South Jordan | 50,418 | 881 | 174.7 | 82 | 85 | Providence | 7,075 | 44 | 62.2 |
| 36 | 8 | Ogden | 82,825 | 1,420 | 171.4 | 83 | 54 | Syracuse | 24,331 | 145 | 59.6 |
| 37 | 14 | Layton | 67,311 | 1,132 | 168.2 | 84 | 83 | Mapleton | 7,979 | 47 | 58.9 |
| 38 | 26 | Cedar City | 28,857 | 479 | 166.0 | 85 | 63 | North Ogden | 17,357 | 95 | 54.7 |
| 39 | 25 | Springville | 29,466 | 487 | 165.3 | 86 | 86 | West Point | 9,511 | 44 | 46.3 |
| 40 | 34 | Magna | 26,505 | 430 | 162.2 | 87 | 67 | Eagle Mountain | 21,415 | 78 | 36.4 |
| 41 | 41 | Payson | 18,294 | 293 | 160.2 | 88 | 89 | Hooper | 7,218 | 26 | 36.0 |
| 42 | 10 | Orem | 88,328 | 1,408 | 159.4 | 89 | 88 | Alpine | 9,555 | 32 | 33.5 |
| 43 | 21 | Spanish Fork | 34,691 | 542 | 156.2 | 90 | 91 | Alvins | 6,753 | 21 | 31.1 |
| 44 | 27 | Clearfield | 30,112 | 462 | 153.4 | 91 | 92 | Enoch | 5,803 | 16 | 27.6 |
| 45 | 24 | Cottonwood Heights | 33,433 | 500 | 149.6 | 92 | 93 | Santa Clara | 6,003 | 16 | 26.7 |
| 46 | 66 | Harrisville | 5,567 | 82 | 147.3 | 93 | 90 | Cedar Hills | 9,796 | 22 | 22.5 |
| 47 | 23 | Kearns | 35,731 | 525 | 146.9 | | | Total | 2,406,449 | 46,157 | 191.8 |

- The five cities with the highest rates of total crashes per population were Marriot-Slaterville, Park City, Willard, South Salt Lake, and Murray. The five cities with the highest total number of crashes were Salt Lake City, West Valley City, Sandy, Murray, and West Jordan.
- Herriman (+21), Harrisville (+20), and Clinton (+19) had the largest increase in rankings from 2013.
- Woods Cross (-25), West Haven (-21), and Nephi (-19) had the biggest decrease in rankings from 2013.

Crash Conditions

Light Condition (Utah 2014)

| Light Condition | Crashes | | | | | | | |
|-----------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Daylight | 25,970 | 69.5% | 11,813 | 71.9% | 127 | 57.2% | 37,910 | 70.2% |
| Dark | 9,456 | 25.3% | 3,950 | 24.0% | 79 | 35.6% | 13,485 | 25.0% |
| Dawn/Dusk | 1,375 | 3.7% | 595 | 3.6% | 14 | 6.3% | 1,984 | 3.7% |
| Unknown | 587 | 1.6% | 68 | 0.4% | 2 | 0.9% | 657 | 1.2% |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 100.0% |

- Nearly three-fourths (70.2%) of crashes occurred during daylight.
- Over one-third (35.6%) of fatal crashes occurred during dark conditions. Crashes occurring at dark were 1.7 times more likely to be fatal.

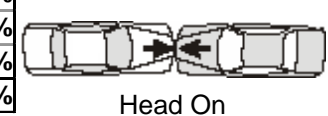
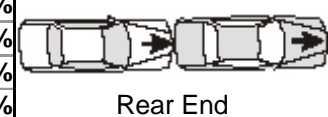
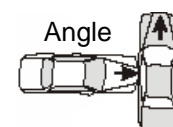
Number of Vehicles Involved (Utah 2014)

| Vehicles Involved | Crashes | | | | | | | |
|-------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 1 | 9,298 | 24.9% | 4,692 | 28.6% | 126 | 56.8% | 14,116 | 26.1% |
| 2 | 25,826 | 69.1% | 9,553 | 58.2% | 70 | 31.5% | 35,449 | 65.6% |
| 3 | 1,902 | 5.1% | 1,702 | 10.4% | 15 | 6.8% | 3,619 | 6.7% |
| 4 or more | 362 | 1.0% | 479 | 2.9% | 11 | 5.0% | 852 | 1.6% |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 100.0% |

- While nearly three-fourths (73.9%) of all crashes involved two or more motor vehicles, 56.8% of fatal crashes involved only one motor vehicle.

Collision Description (Utah 2014)

| Collision Description | Crashes | | | | | | | |
|--------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Single Vehicle | 10,502 | 28.1% | 5,148 | 31.3% | 141 | 63.5% | 15,791 | 29.2% |
| Rear End (front-to-rear) | 10,439 | 27.9% | 5,172 | 31.5% | 8 | 3.6% | 15,619 | 28.9% |
| Angle | 7,200 | 19.3% | 4,228 | 25.7% | 41 | 18.5% | 11,469 | 21.2% |
| Sideswipe | 4,484 | 12.0% | 822 | 5.0% | 7 | 3.2% | 5,313 | 9.8% |
| Parked Vehicle | 2,926 | 7.8% | 317 | 1.9% | 4 | 1.8% | 3,247 | 6.0% |
| Head On (front-to-front) | 547 | 1.5% | 558 | 3.4% | 19 | 8.6% | 1,124 | 2.1% |
| Rear to Side/Rear | 678 | 1.8% | 45 | 0.3% | 1 | 0.5% | 724 | 1.3% |
| Other | 120 | 0.3% | 71 | 0.4% | 1 | 0.5% | 192 | 0.4% |
| Unknown | 492 | 1.3% | 65 | 0.4% | 0 | 0.0% | 557 | 1.0% |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 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 4.4 times more likely to result in a death than other collision types.

Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2014)

| Vehicles | | | | | | | | |
|-------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Vehicle Maneuver | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Straight Ahead | 33,215 | 48.7% | 17,116 | 55.2% | 270 | 72.2% | 50,601 | 50.8% |
| Stopped in Traffic Lane | 7,187 | 10.5% | 4,319 | 13.9% | 29 | 7.8% | 11,535 | 11.6% |
| Turning Left | 5,564 | 8.2% | 3,522 | 11.4% | 28 | 7.5% | 9,114 | 9.2% |
| Parked | 4,783 | 7.0% | 689 | 2.2% | 14 | 3.7% | 5,486 | 5.5% |
| Slowing in Traffic Lane | 3,314 | 4.9% | 1,674 | 5.4% | 6 | 1.6% | 4,994 | 5.0% |
| Turning Right | 2,950 | 4.3% | 1,124 | 3.6% | 5 | 1.3% | 4,079 | 4.1% |
| Backing | 3,015 | 4.4% | 244 | 0.8% | 2 | 0.5% | 3,261 | 3.3% |
| Changing Lanes | 2,049 | 3.0% | 550 | 1.8% | 8 | 2.1% | 2,607 | 2.6% |
| Entering Traffic Lane | 641 | 0.9% | 270 | 0.9% | 0 | 0.0% | 911 | 0.9% |
| Parking Maneuvers | 861 | 1.3% | 48 | 0.2% | 0 | 0.0% | 909 | 0.9% |
| Making U-turn | 568 | 0.8% | 216 | 0.7% | 2 | 0.5% | 786 | 0.8% |
| Overtaking/Passing | 344 | 0.5% | 110 | 0.4% | 7 | 1.9% | 461 | 0.5% |
| Leaving Traffic Lane | 248 | 0.4% | 124 | 0.4% | 0 | 0.0% | 372 | 0.4% |
| Other | 474 | 0.7% | 224 | 0.7% | 1 | 0.3% | 699 | 0.7% |
| Unknown | 2,976 | 4.4% | 767 | 2.5% | 2 | 0.5% | 3,745 | 3.8% |
| Total | 68,189 | 100.0% | 30,997 | 100.0% | 374 | 100.0% | 99,560 | 100.0% |

- For total crashes, straight ahead (50.8%), stopped in traffic lane (11.6%), and turning left (9.2%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (72.2%) and stopped (7.8%) were the leading vehicle maneuvers.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 4.0 times more likely to be fatal compared to other vehicle maneuvers.

Roadway Junction or Feature (Utah 2014)

| Crashes | | | | | | | | | |
|---|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|--|
| Roadway Junction or Feature | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | | |
| | # | % | # | % | # | % | # | % | |
| None | 25,604 | 68.5% | 9,913 | 60.3% | 145 | 65.3% | 35,662 | 66.0% | |
| 4-Leg Intersection | 5,068 | 13.6% | 3,670 | 22.3% | 42 | 18.9% | 8,780 | 16.2% | |
| T-Intersection | 1,949 | 5.2% | 1,110 | 6.8% | 22 | 9.9% | 3,081 | 5.7% | |
| Business/Residential Drive | 1,290 | 3.5% | 396 | 2.4% | 6 | 2.7% | 1,692 | 3.1% | |
| On-Ramp/Off-Ramp | 1,002 | 2.7% | 342 | 2.1% | 5 | 2.3% | 1,349 | 2.5% | |
| Bridge (overpass/underpass) | 600 | 1.6% | 267 | 1.6% | 1 | 0.5% | 868 | 1.6% | |
| On-Ramp Merge/Off-Ramp Diverge Area | 533 | 1.4% | 212 | 1.3% | 0 | 0.0% | 745 | 1.4% | |
| Other Intersection (Y, 5-Leg, Bike Path, Ramp w/X-rd) | 226 | 0.6% | 156 | 0.9% | 1 | 0.5% | 383 | 0.7% | |
| Roundabout | 173 | 0.5% | 47 | 0.3% | 0 | 0.0% | 220 | 0.4% | |
| Railroad Crossing | 108 | 0.3% | 62 | 0.4% | 0 | 0.0% | 170 | 0.3% | |
| Other | 634 | 1.7% | 191 | 1.2% | 0 | 0.0% | 825 | 1.5% | |
| Unknown | 201 | 0.5% | 60 | 0.4% | 0 | 0.0% | 261 | 0.5% | |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 100.0% | |

- While the majority (66.0%) of all crashes occurred on a roadway with no junction or feature, 22.7% of crashes occurred at an intersection.

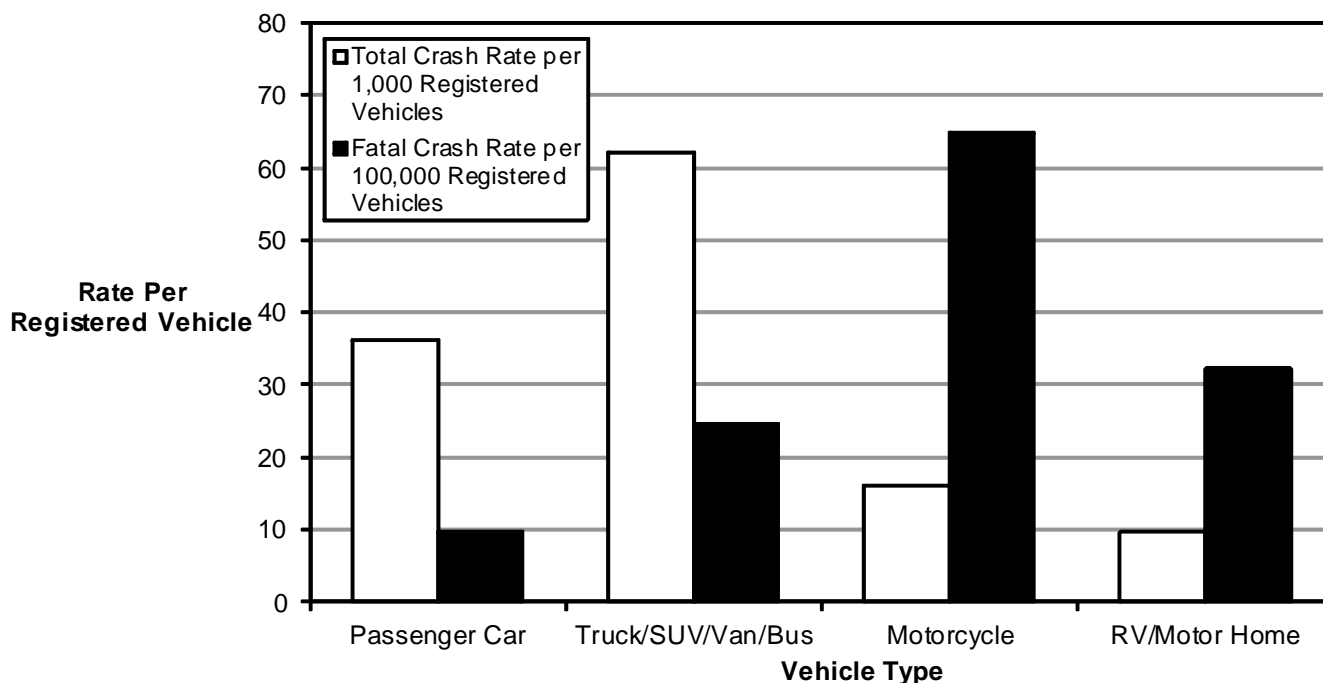
Crash Conditions

Vehicle Type (Utah 2014)



| Vehicle Type | Vehicles | | | | | | | |
|------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Passenger Car | 34,719 | 50.9% | 16,353 | 52.8% | 138 | 36.9% | 51,210 | 51.4% |
| SUV | 13,691 | 20.1% | 6,356 | 20.5% | 64 | 17.1% | 20,111 | 20.2% |
| Pickup Truck | 10,781 | 15.8% | 4,112 | 13.3% | 73 | 19.5% | 14,966 | 15.0% |
| Van | 3,504 | 5.1% | 1,762 | 5.7% | 13 | 3.5% | 5,279 | 5.3% |
| Heavy Truck | 2,569 | 3.8% | 687 | 2.2% | 22 | 5.9% | 3,278 | 3.3% |
| Motorcycle | 172 | 0.3% | 986 | 3.2% | 49 | 13.1% | 1,207 | 1.2% |
| Bus | 353 | 0.5% | 91 | 0.3% | 3 | 0.8% | 447 | 0.4% |
| Off Road Vehicle | 19 | 0.0% | 181 | 0.6% | 6 | 1.6% | 206 | 0.2% |
| RV/Motor Home | 96 | 0.1% | 21 | 0.1% | 4 | 1.1% | 121 | 0.1% |
| Other | 53 | 0.1% | 27 | 0.1% | 1 | 0.3% | 81 | 0.1% |
| Unknown | 2,232 | 3.3% | 421 | 1.4% | 1 | 0.3% | 2,654 | 2.7% |
| Total | 68,189 | 100.0% | 30,997 | 100.0% | 374 | 100.0% | 99,560 | 100.0% |

Crash Rates by Vehicle Type (Utah 2014)

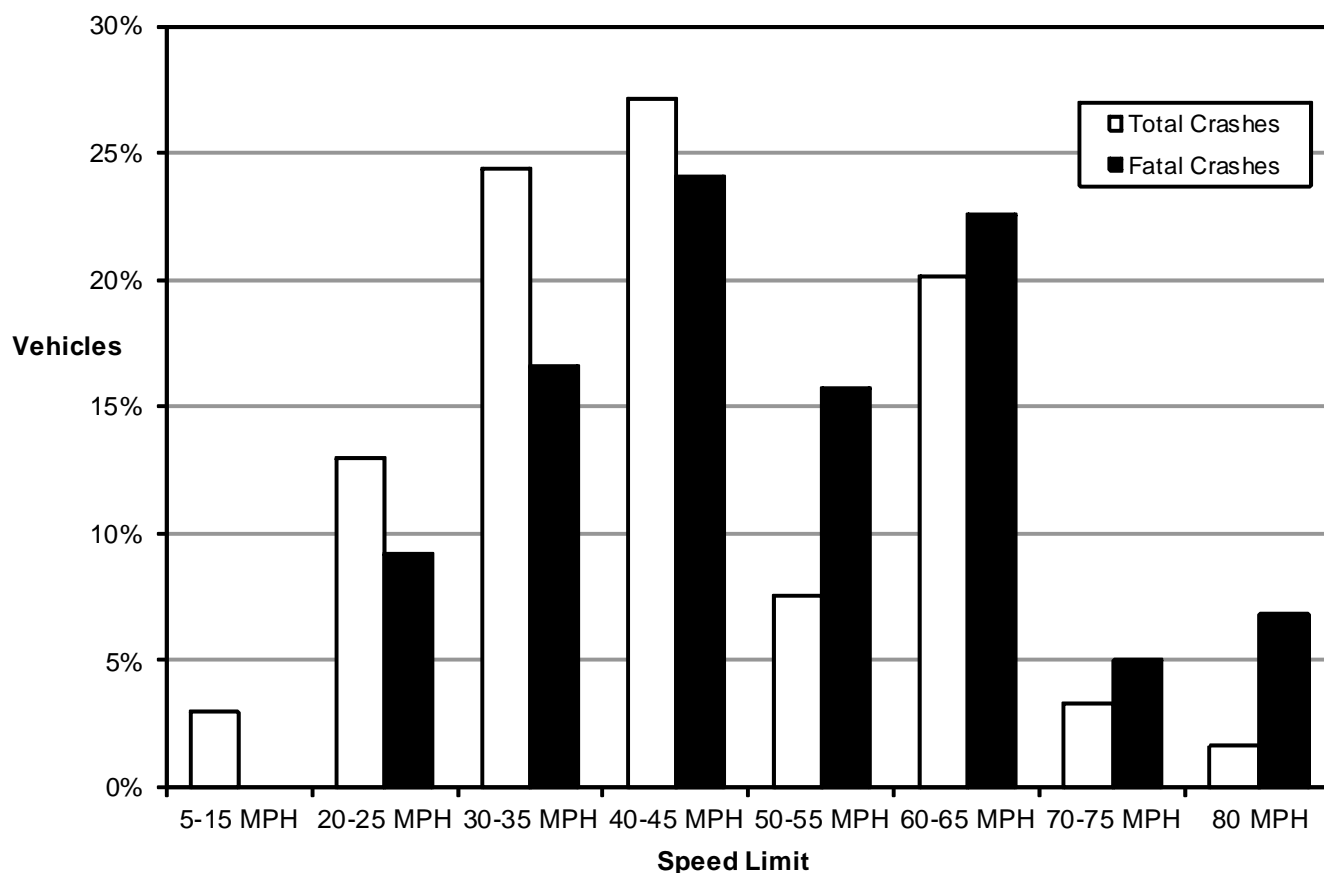


- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, heavy truck may travel more miles per vehicle.
- Passenger car represented 63.8% of registered vehicles in Utah, pickup truck/SUV/van/heavy truck/bus 32.2%, motorcycle 3.4%, and RV/motor home 0.6%.
- For total crashes, passenger car (51.4%) and SUV (20.2%) were the leading vehicle types.
- Pickup truck/SUV/van/heavy truck/bus had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (36.9%) and pickup truck (19.5%) were the leading vehicle types.
- Motorcycle and RV/motor home had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.2% of vehicles in total crashes, they represented 13.1% of vehicles in fatalities. Crashes involving a motorcycle were 12.7 times more likely to be fatal than crashes of other vehicles.

Crash Conditions

Speed Limit (Utah 2014)

| Speed Limit | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | # | % | # | % | # | % | # | % |
| 5-15 MPH | 2,096 | 3.1% | 238 | 0.8% | 0 | 0.0% | 2,334 | 2.3% |
| 20-25 MPH | 7,367 | 10.8% | 2,718 | 8.8% | 31 | 8.3% | 10,116 | 10.2% |
| 30-35 MPH | 11,942 | 17.5% | 7,023 | 22.7% | 56 | 15.0% | 19,021 | 19.1% |
| 40-45 MPH | 13,040 | 19.1% | 8,075 | 26.1% | 81 | 21.7% | 21,196 | 21.3% |
| 50-55 MPH | 3,660 | 5.4% | 2,161 | 7.0% | 53 | 14.2% | 5,874 | 5.9% |
| 60-65 MPH | 11,241 | 16.5% | 4,387 | 14.2% | 76 | 20.3% | 15,704 | 15.8% |
| 70-75 MPH | 1,848 | 2.7% | 719 | 2.3% | 17 | 4.5% | 2,584 | 2.6% |
| 80 MPH | 890 | 1.3% | 363 | 1.2% | 23 | 6.1% | 1,276 | 1.3% |
| Unknown/None | 16,105 | 23.6% | 5,313 | 17.1% | 37 | 9.9% | 21,455 | 21.5% |
| Total | 68,189 | 100.0% | 30,997 | 100.0% | 374 | 100.0% | 99,560 | 100.0% |

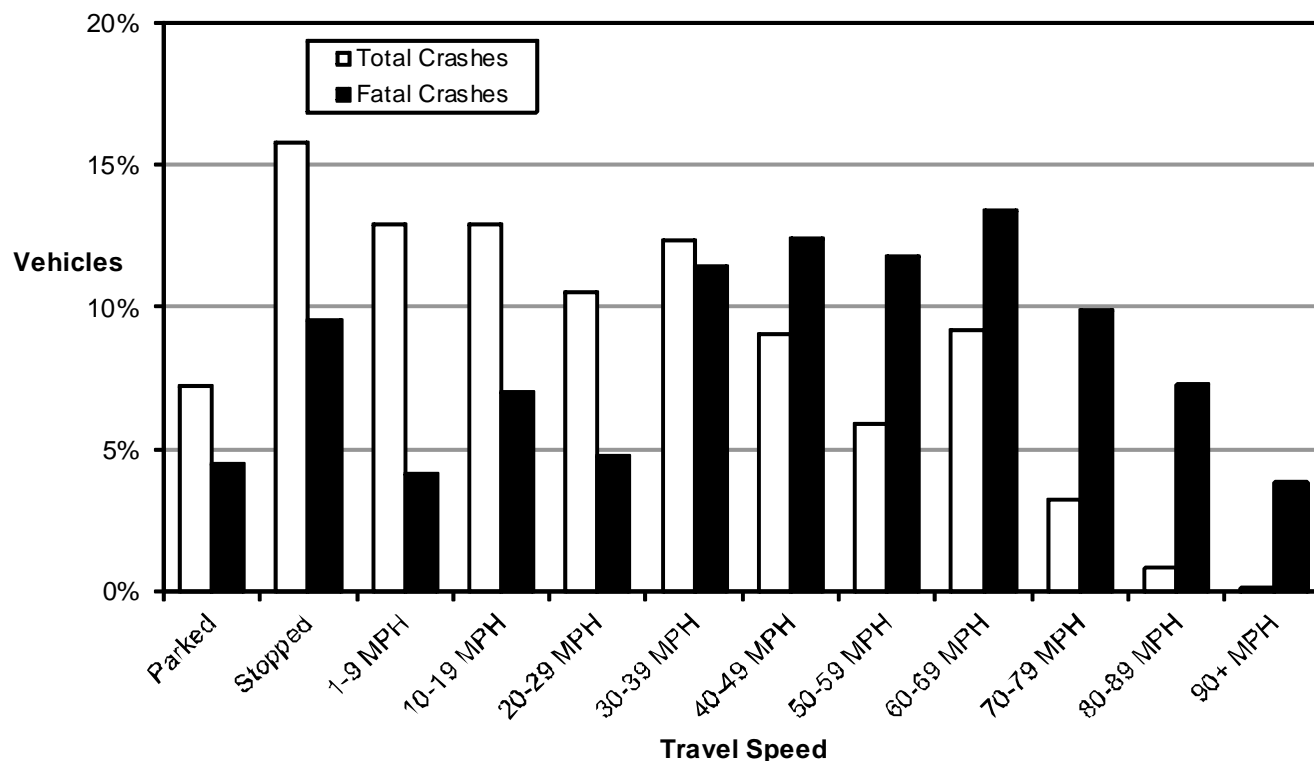


- The speed limit on the roadway was 30-45 MPH for over half (51.5% of known) of the total vehicles in crashes.
- Fatal crashes were more likely to occur with higher speed limits. The speed limit was 50 MPH or higher for over one-half (50.1% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 80 MPH were 4.5 times more likely to be fatal.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Crash Conditions

Travel Speed (Utah 2014)

| Travel Speed | Vehicles | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Parked | 4,783 | 7.0% | 689 | 2.2% | 14 | 3.7% | 5,486 | 5.5% |
| Stopped | 7,499 | 11.0% | 4,434 | 14.3% | 30 | 8.0% | 11,963 | 12.0% |
| 1-9 MPH | 7,286 | 10.7% | 2,471 | 8.0% | 13 | 3.5% | 9,770 | 9.8% |
| 10-19 MPH | 6,832 | 10.0% | 2,950 | 9.5% | 22 | 5.9% | 9,804 | 9.8% |
| 20-29 MPH | 5,450 | 8.0% | 2,515 | 8.1% | 15 | 4.0% | 7,980 | 8.0% |
| 30-39 MPH | 5,838 | 8.6% | 3,500 | 11.3% | 36 | 9.6% | 9,374 | 9.4% |
| 40-49 MPH | 4,146 | 6.1% | 2,678 | 8.6% | 39 | 10.4% | 6,863 | 6.9% |
| 50-59 MPH | 3,042 | 4.5% | 1,368 | 4.4% | 37 | 9.9% | 4,447 | 4.5% |
| 60-69 MPH | 5,034 | 7.4% | 1,887 | 6.1% | 42 | 11.2% | 6,963 | 7.0% |
| 70-79 MPH | 1,638 | 2.4% | 754 | 2.4% | 31 | 8.3% | 2,423 | 2.4% |
| 80-89 MPH | 366 | 0.5% | 228 | 0.7% | 23 | 6.1% | 617 | 0.6% |
| 90+ MPH | 27 | 0.0% | 43 | 0.1% | 12 | 3.2% | 82 | 0.1% |
| Unknown | 16,248 | 23.8% | 7,480 | 24.1% | 60 | 16.0% | 23,788 | 23.9% |
| Total | 68,189 | 100.0% | 30,997 | 100.0% | 374 | 100.0% | 99,560 | 100.0% |

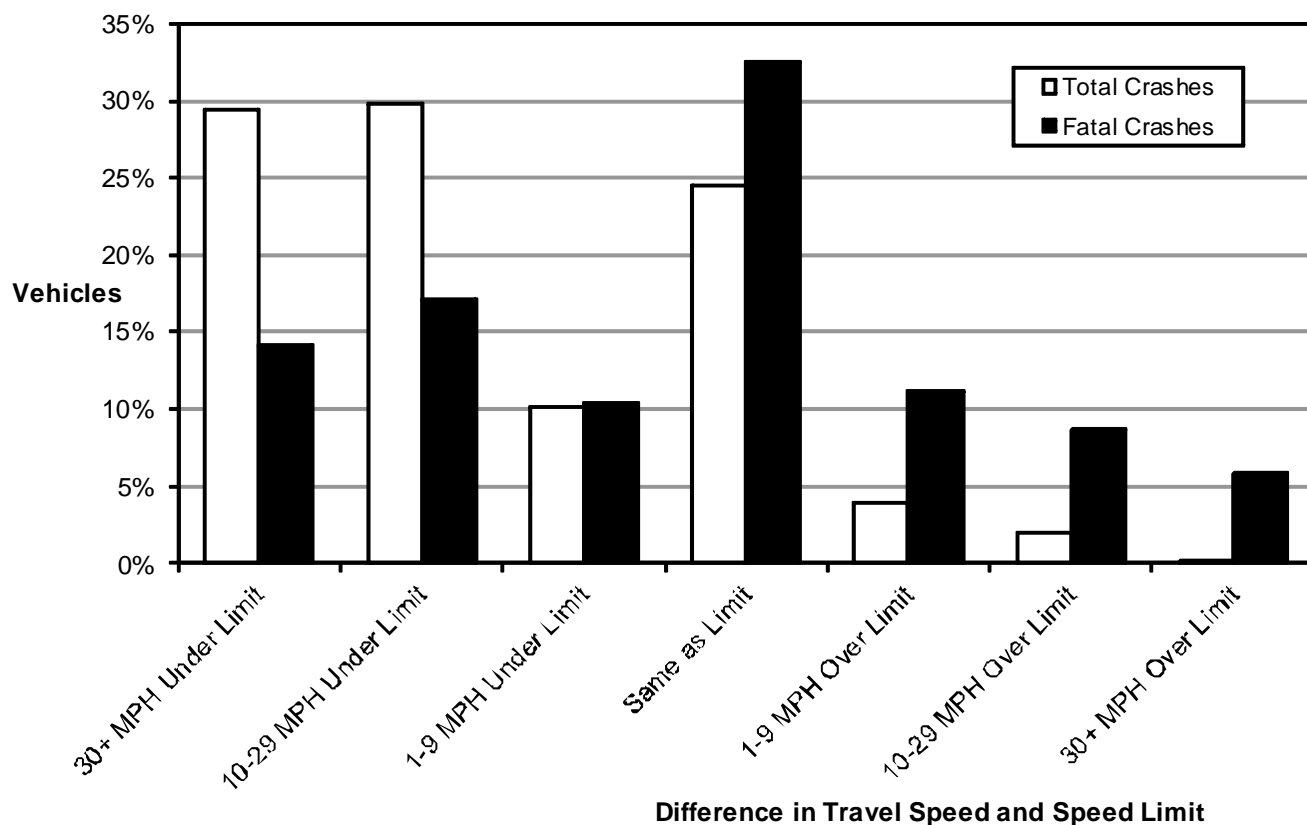


- Nearly half (48.7% where travel speed was known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. 46.2% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Crashes involving vehicles traveling 50 MPH or higher were 3.6 times more likely to be fatal. Crashes involving vehicles traveling 80 MPH or higher were 14.1 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

Difference in Travel Speed and Speed Limit (Utah 2014)

| Travel Speed vs. Speed Limit | Vehicles | | | | | | | |
|------------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 40+ MPH Under Speed Limit | 6,480 | 9.5% | 3,596 | 11.6% | 20 | 5.3% | 10,096 | 10.1% |
| 30-39 MPH Under Speed Limit | 5,989 | 8.8% | 3,137 | 10.1% | 21 | 5.6% | 9,147 | 9.2% |
| 20-29 MPH Under Speed Limit | 6,830 | 10.0% | 2,951 | 9.5% | 18 | 4.8% | 9,799 | 9.8% |
| 10-19 MPH Under Speed Limit | 6,897 | 10.1% | 2,776 | 9.0% | 31 | 8.3% | 9,704 | 9.7% |
| 1-9 MPH Under Speed Limit | 4,585 | 6.7% | 1,998 | 6.4% | 30 | 8.0% | 6,613 | 6.6% |
| Same as Limit | 10,461 | 15.3% | 5,503 | 17.8% | 94 | 25.1% | 16,058 | 16.1% |
| 1-9 MPH Over Speed Limit | 1,611 | 2.4% | 902 | 2.9% | 32 | 8.6% | 2,545 | 2.6% |
| 10-19 MPH Over Speed Limit | 573 | 0.8% | 484 | 1.6% | 17 | 4.5% | 1,074 | 1.1% |
| 20-29 MPH Over Speed Limit | 99 | 0.1% | 138 | 0.4% | 8 | 2.1% | 245 | 0.2% |
| 30-39 MPH Over Speed Limit | 35 | 0.1% | 44 | 0.1% | 6 | 1.6% | 85 | 0.1% |
| 40+ MPH Over Speed Limit | 20 | 0.0% | 36 | 0.1% | 11 | 2.9% | 67 | 0.1% |
| Unknown | 24,609 | 36.1% | 9,432 | 30.4% | 86 | 23.0% | 34,127 | 34.3% |
| Total | 68,189 | 100.0% | 30,997 | 100.0% | 374 | 100.0% | 99,560 | 100.0% |



- For total crashes, 69.3% (of known) of vehicles were traveling under the speed limit, 24.5% (of known) were traveling the same as the speed limit, and 6.1% (of known) were traveling over the speed limit.
- For fatal crashes, 41.7% (of known) of vehicles were traveling under the speed limit, 32.6% (of known) were traveling the same as the speed limit, and 25.7% (of known) were traveling over the speed limit.
- Vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Vehicles in crashes traveling over the posted speed limit were 5.3 times more likely to be in a fatal crash than vehicles traveling the speed limit or lower.

Crash Conditions

First Harmful Event (Utah 2014)

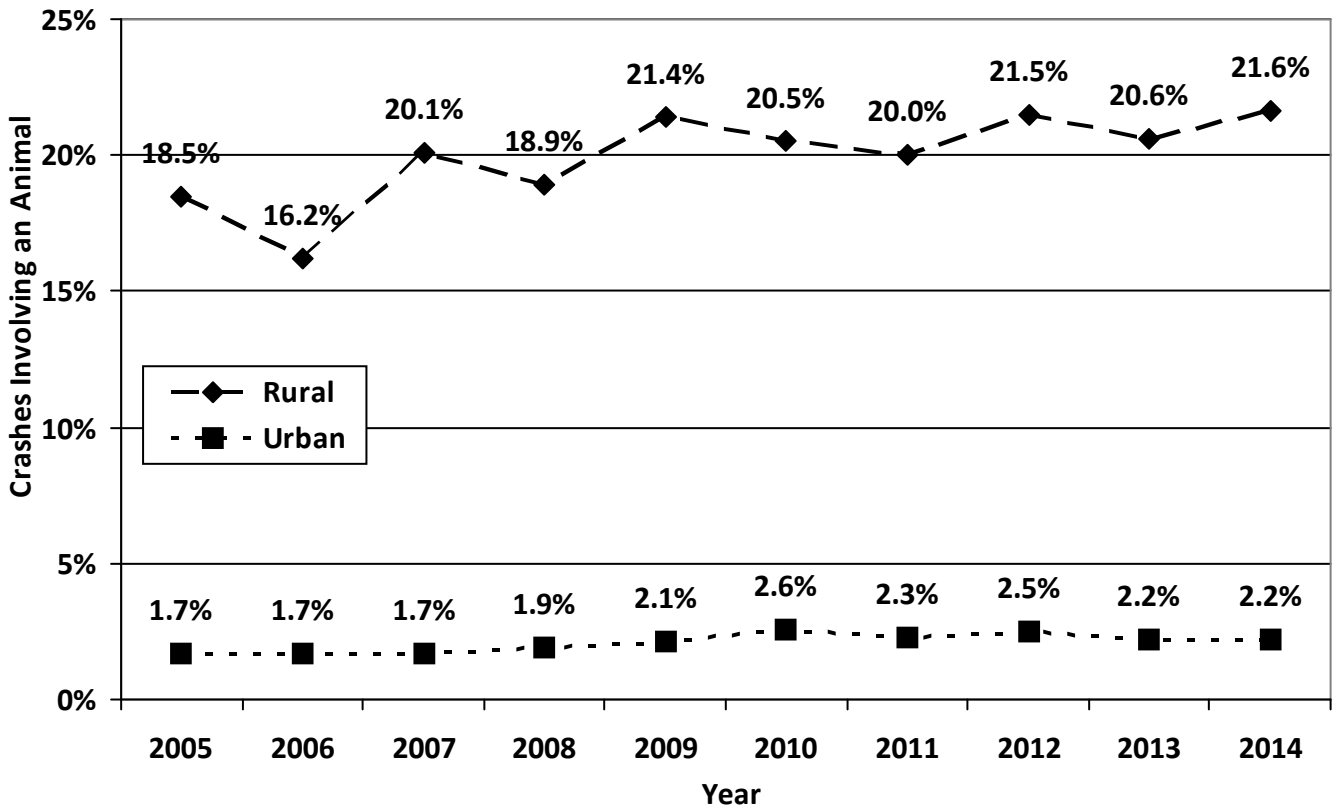
| Crashes | | | | | | | | |
|---|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| First Harmful Event | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Collision with Other Motor Vehicle | 24,647 | 65.9% | 11,032 | 67.2% | 77 | 34.7% | 35,756 | 66.2% |
| Collision with Animal | 2,587 | 6.9% | 190 | 1.2% | 1 | 0.5% | 2,778 | 5.1% |
| Collision with Parked Vehicle | 2,401 | 6.4% | 280 | 1.7% | 4 | 1.8% | 2,685 | 5.0% |
| Collision with Concrete Barrier | 1,281 | 3.4% | 509 | 3.1% | 6 | 2.7% | 1,796 | 3.3% |
| Collision with Post, Pole, or Support | 1,136 | 3.0% | 386 | 2.3% | 14 | 6.3% | 1,536 | 2.8% |
| Overturn/Rollover | 498 | 1.3% | 886 | 5.4% | 39 | 17.6% | 1,423 | 2.6% |
| Collision with Pedestrian | 38 | 0.1% | 777 | 4.7% | 33 | 14.9% | 848 | 1.6% |
| Collision with Other Fixed Object | 626 | 1.7% | 202 | 1.2% | 1 | 0.5% | 829 | 1.5% |
| Collision with Other Non-Fixed Object | 582 | 1.6% | 133 | 0.8% | 2 | 0.9% | 717 | 1.3% |
| Collision with Bicyclist | 56 | 0.1% | 642 | 3.9% | 8 | 3.6% | 706 | 1.3% |
| Collision with Fence | 531 | 1.4% | 145 | 0.9% | 1 | 0.5% | 677 | 1.3% |
| Other Non-Collision | 308 | 0.8% | 196 | 1.2% | 0 | 0.0% | 504 | 0.9% |
| Collision with Tree/Shrubbery | 275 | 0.7% | 186 | 1.1% | 5 | 2.3% | 466 | 0.9% |
| Collision with Embankment | 265 | 0.7% | 168 | 1.0% | 11 | 5.0% | 444 | 0.8% |
| Collision with Cable Barrier | 280 | 0.7% | 58 | 0.4% | 3 | 1.4% | 341 | 0.6% |
| Collision with Guardrail | 223 | 0.6% | 98 | 0.6% | 1 | 0.5% | 322 | 0.6% |
| Collision with Ditch | 195 | 0.5% | 106 | 0.6% | 3 | 1.4% | 304 | 0.6% |
| Collision with Thrown or Fallen Object | 273 | 0.7% | 23 | 0.1% | 1 | 0.5% | 297 | 0.5% |
| Collision with Mailbox/Fire Hydrant | 229 | 0.6% | 59 | 0.4% | 1 | 0.5% | 289 | 0.5% |
| Cargo/Equipment Loss or Shift | 178 | 0.5% | 20 | 0.1% | 0 | 0.0% | 198 | 0.4% |
| Fire/Explosion | 164 | 0.4% | 6 | 0.0% | 0 | 0.0% | 170 | 0.3% |
| Collision with Curb | 110 | 0.3% | 44 | 0.3% | 5 | 2.3% | 159 | 0.3% |
| Collision with Vehicle Cargo/Part or Object set in Motion | 108 | 0.3% | 34 | 0.2% | 0 | 0.0% | 142 | 0.3% |
| Fell/Jumped from Vehicle | 10 | 0.0% | 93 | 0.6% | 4 | 1.8% | 107 | 0.2% |
| Collision with Crash Cushion | 39 | 0.1% | 37 | 0.2% | 0 | 0.0% | 76 | 0.1% |
| Jackknife | 65 | 0.2% | 6 | 0.0% | 0 | 0.0% | 71 | 0.1% |
| Collision with Culvert | 24 | 0.1% | 17 | 0.1% | 1 | 0.5% | 42 | 0.1% |
| Collision with Bridge | 22 | 0.1% | 13 | 0.1% | 1 | 0.5% | 36 | 0.1% |
| Collision with Train | 24 | 0.1% | 10 | 0.1% | 0 | 0.0% | 34 | 0.1% |
| Collision with Work Zone/Equipment | 26 | 0.1% | 6 | 0.0% | 0 | 0.0% | 32 | 0.1% |
| Immersion | 3 | 0.0% | 3 | 0.0% | 0 | 0.0% | 6 | 0.0% |
| Unknown | 184 | 0.5% | 61 | 0.4% | 0 | 0.0% | 245 | 0.5% |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 100.0% |

- For all crashes, the leading first harmful event was collision with other motor vehicle (66.2%).
- For total crashes, collision with animal (5.1%) 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 (17.6%) and collision with pedestrian (14.9%) were the next highest first harmful events.
- Overturn/rollover was 8.0 times more likely to result in a death than other first harmful events.

Animal-Related Crashes

Animal-Related Crashes by Rural and Urban (Utah 2005-2014)

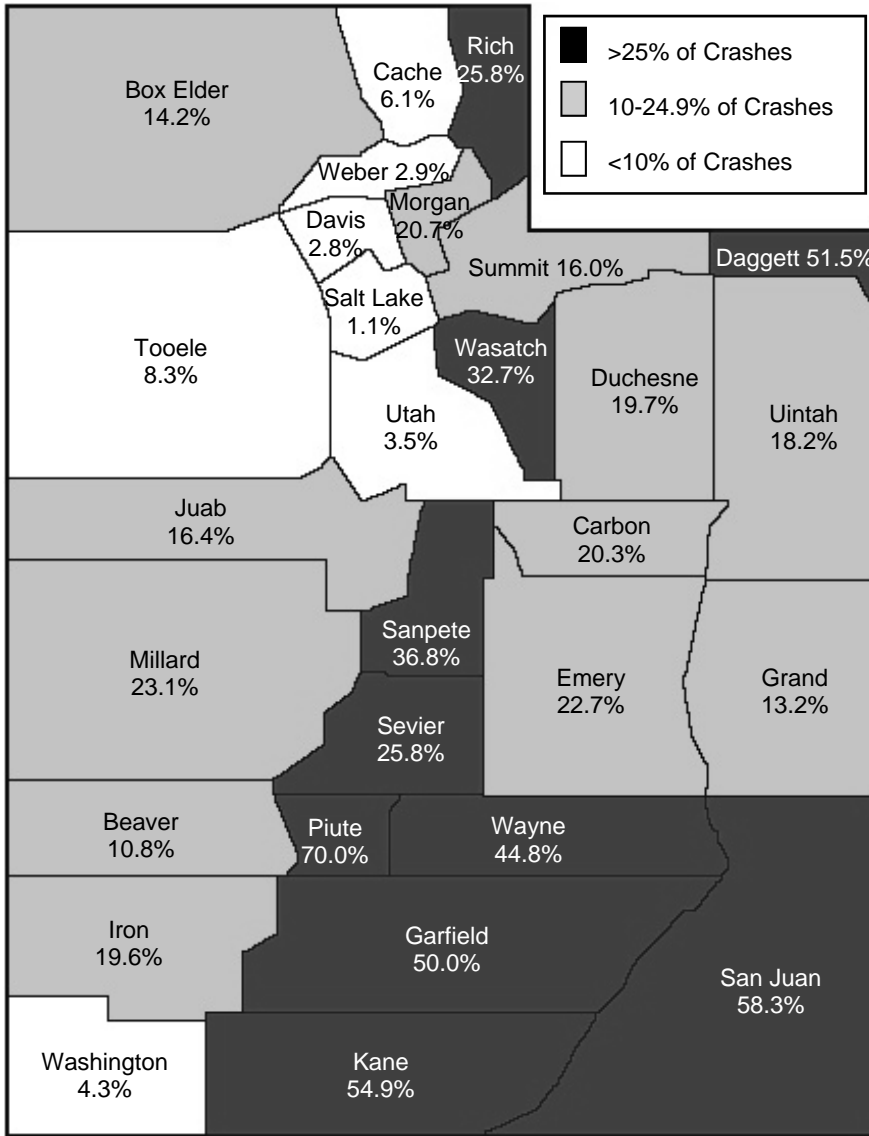
| Animal-Related Crashes | | | | | | | | | |
|------------------------|---------------|---------------|--------------|----------------|--------------|-------------|----------------|---------------|-------------|
| Year | Rural | | | Urban | | | Total | | |
| | All | Animal | % | All | Animal | % | All | Animal | % |
| | # | # | % | # | # | % | # | # | % |
| 2005 | 8,967 | 1,662 | 18.5% | 45,971 | 771 | 1.7% | 54,938 | 2,433 | 4.4% |
| 2006 | 9,549 | 1,544 | 16.2% | 46,638 | 771 | 1.7% | 56,187 | 2,315 | 4.1% |
| 2007 | 9,898 | 1,994 | 20.1% | 51,347 | 897 | 1.7% | 61,245 | 2,891 | 4.7% |
| 2008 | 9,824 | 1,856 | 18.9% | 46,543 | 884 | 1.9% | 56,367 | 2,740 | 4.9% |
| 2009 | 9,050 | 1,933 | 21.4% | 42,317 | 879 | 2.1% | 51,367 | 2,812 | 5.5% |
| 2010 | 8,800 | 1,805 | 20.5% | 40,568 | 1,059 | 2.6% | 49,368 | 2,864 | 5.8% |
| 2011 | 9,185 | 1,838 | 20.0% | 43,102 | 991 | 2.3% | 52,287 | 2,829 | 5.4% |
| 2012 | 9,073 | 1,952 | 21.5% | 41,527 | 1,024 | 2.5% | 50,600 | 2,976 | 5.9% |
| 2013 | 9,056 | 1,868 | 20.6% | 46,581 | 1,042 | 2.2% | 55,637 | 2,910 | 5.2% |
| 2014 | 9,015 | 1,943 | 21.6% | 45,021 | 988 | 2.2% | 54,036 | 2,931 | 5.4% |
| Total | 92,417 | 18,395 | 19.9% | 449,615 | 9,306 | 2.1% | 542,032 | 27,701 | 5.1% |



- Over the last 10 years, animal-related crashes accounted for 5.1% of all crashes in Utah. While animal crashes accounted for a minimal amount of crashes in Urban areas (2.1%), animal crashes accounted for nearly one-fifth (19.9%) of the crashes in Rural areas.
- Crashes in Rural areas were 11.8 times more likely to involve an animal than Urban area crashes.
- In 2014, animal-related crashes accounted for 5.4% of all crashes.
- While animal crashes comprised 5.4% of total crashes statewide in 2014, they accounted for nearly one-fourth (21.6%) of crashes in rural counties.

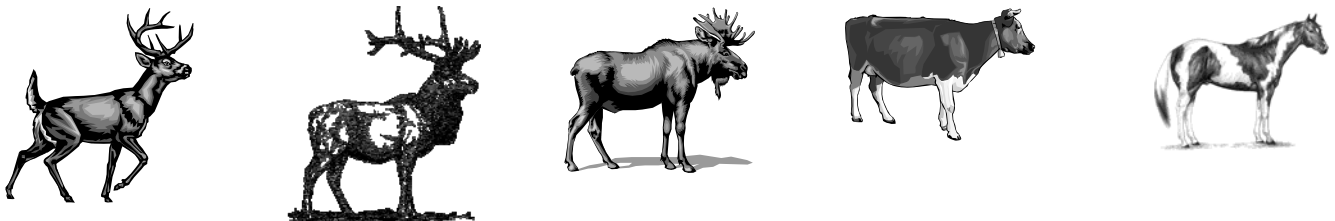
Animal-Related Crashes

Percent of Crashes Involving Animals by County (Utah 2014)



| County | Total Crashes | Animal Crashes | | |
|------------------|---------------|----------------|--------------------------|---------------|
| | | # | Rate per 100 Million VMT | % With Animal |
| Piute | 40 | 28 | 96.56 | 70.0% |
| San Juan | 259 | 151 | 52.84 | 58.3% |
| Kane | 195 | 107 | 79.81 | 54.9% |
| Daggett | 33 | 17 | 52.58 | 51.5% |
| Garfield | 148 | 74 | 64.70 | 50.0% |
| Wayne | 67 | 30 | 61.52 | 44.8% |
| Sanpete | 318 | 117 | 54.02 | 36.8% |
| Wasatch | 584 | 191 | 54.07 | 32.7% |
| Sevier | 333 | 86 | 26.91 | 25.8% |
| Rich | 62 | 16 | 31.79 | 25.8% |
| Millard | 334 | 77 | 15.32 | 23.1% |
| Emery | 220 | 50 | 14.05 | 22.7% |
| Morgan | 174 | 36 | 27.04 | 20.7% |
| Carbon | 384 | 78 | 23.99 | 20.3% |
| Duchesne | 463 | 91 | 32.12 | 19.7% |
| Iron | 843 | 165 | 21.90 | 19.6% |
| Uintah | 581 | 106 | 24.78 | 18.2% |
| Juab | 256 | 42 | 11.40 | 16.4% |
| Summit | 1,258 | 201 | 26.33 | 16.0% |
| Box Elder | 1,017 | 144 | 15.80 | 14.2% |
| Grand | 220 | 29 | 8.24 | 13.2% |
| Beaver | 223 | 24 | 8.84 | 10.8% |
| Tooele | 1,003 | 83 | 10.10 | 8.3% |
| Cache | 1,808 | 110 | 12.24 | 6.1% |
| Washington | 2,210 | 94 | 6.62 | 4.3% |
| Utah | 7,444 | 259 | 6.34 | 3.5% |
| Weber | 4,037 | 118 | 7.16 | 2.9% |
| Davis | 4,689 | 131 | 5.06 | 2.8% |
| Salt Lake | 24,833 | 276 | 3.04 | 1.1% |
| Statewide | 54,036 | 2,931 | 10.63 | 5.4% |

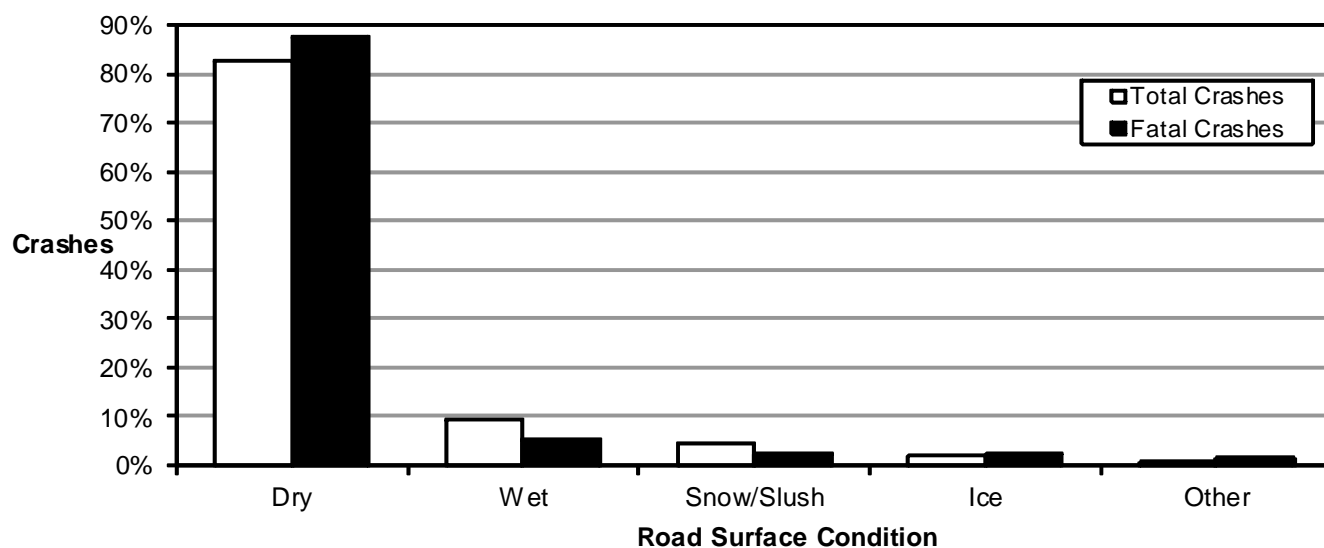
- There were 2,931 collisions involving animals, 2,473 (84.4%) involved hitting a wild animal, 305 (10.4%) involved hitting a domestic animal, and 153 (5.2%) involved an unharmed animal causing evasive action.
- Piute (70.0%), San Juan (58.3%), Kane (54.9%), Daggett (51.5%), and Garfield (50.0%) Counties had the highest percent of crashes involving an animal.
- Salt Lake, Utah, Summit, and Wasatch Counties had the highest amount of animal-related crashes.



Crash Conditions

Road Surface Condition (Utah 2014)

| Crashes | | | | | | | | |
|------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Road Surface Condition | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Dry | 30,409 | 81.3% | 14,015 | 85.3% | 194 | 87.4% | 44,618 | 82.6% |
| Wet | 3,480 | 9.3% | 1,455 | 8.9% | 12 | 5.4% | 4,947 | 9.2% |
| Snow/Slush | 1,890 | 5.1% | 441 | 2.7% | 5 | 2.3% | 2,336 | 4.3% |
| Ice | 780 | 2.1% | 215 | 1.3% | 5 | 2.3% | 1,000 | 1.9% |
| Other | 241 | 0.6% | 204 | 1.2% | 3 | 1.4% | 448 | 0.8% |
| Unknown | 588 | 1.6% | 96 | 0.6% | 3 | 1.4% | 687 | 1.3% |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 100.0% |



- Most (82.6%) crashes occurred when roads were dry.
- Most (87.4%) fatal crashes occurred when roads were dry.

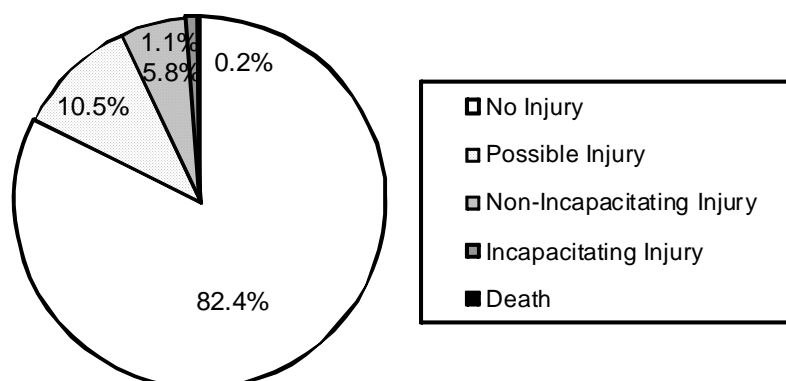
Roadway Contributing Circumstances (Utah 2014)

| Crashes | | | | | | | | |
|--|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| Roadway Contributing Circumstances | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| None | 32,813 | 87.8% | 14,760 | 89.9% | 192 | 86.5% | 47,765 | 88.4% |
| Road Surface Condition (Wet/Icy/Snow/Etc.) | 2,666 | 7.1% | 879 | 5.4% | 17 | 7.7% | 3,562 | 6.6% |
| Debris | 479 | 1.3% | 113 | 0.7% | 1 | 0.5% | 593 | 1.1% |
| Work Zone | 258 | 0.7% | 114 | 0.7% | 3 | 1.4% | 375 | 0.7% |
| Animal/Non-Contact Veh/Ped/Bike Caused Evasive Action | 200 | 0.5% | 90 | 0.5% | 1 | 0.5% | 291 | 0.5% |
| Hole/Bump/Worn Surface/Shoulder/Traffic Control Device | 116 | 0.3% | 136 | 0.8% | 3 | 1.4% | 255 | 0.5% |
| Other | 186 | 0.5% | 92 | 0.6% | 1 | 0.5% | 279 | 0.5% |
| Unknown | 670 | 1.8% | 242 | 1.5% | 4 | 1.8% | 916 | 1.7% |
| Total | 37,388 | 100.0% | 16,426 | 100.0% | 222 | 100.0% | 54,036 | 100.0% |

- 9.9% of crashes had a roadway contributing circumstance.

Crash Conditions

Injury Severity (Utah 2014)



- Although many people were injured and killed in motor vehicle crashes, the majority (82.4%) 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 2014)

| Persons | | | | | | | | |
|------------------|----------------|---------------|---------------|---------------|------------|---------------|----------------|---------------|
| Person Placement | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| Driver | 79,133 | 71.6% | 15,470 | 66.2% | 157 | 61.3% | 94,760 | 70.6% |
| Passenger | 31,266 | 28.3% | 6,337 | 27.1% | 53 | 20.7% | 37,656 | 28.1% |
| Pedestrian | 94 | 0.1% | 872 | 3.7% | 37 | 14.5% | 1,003 | 0.7% |
| Bicyclist | 69 | 0.1% | 685 | 2.9% | 9 | 3.5% | 763 | 0.6% |
| Total | 110,562 | 100.0% | 23,364 | 100.0% | 256 | 100.0% | 134,182 | 100.0% |

- While 98.7% of all people in total crashes were drivers or passengers, 18.0% of deaths were to pedestrians and bicyclists.

Gender of Persons in Crashes (Utah 2014)

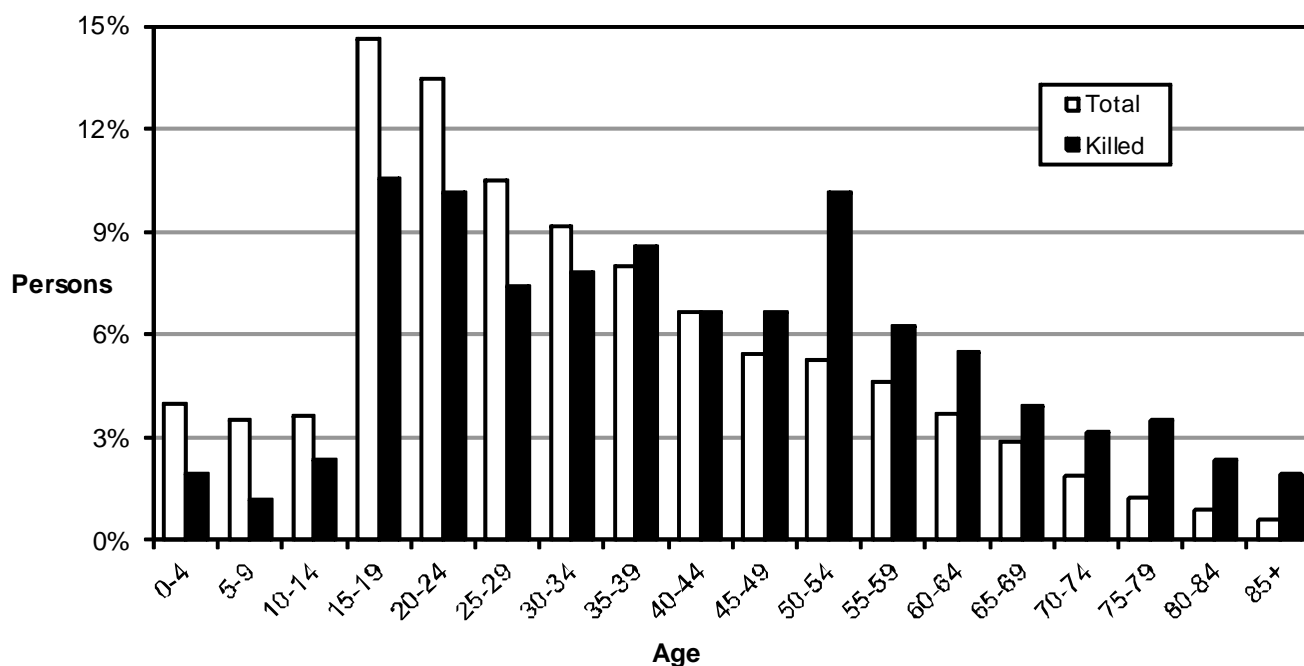
| Persons | | | | | | | | |
|--------------|----------------|---------------|---------------|---------------|------------|---------------|----------------|---------------|
| Gender | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| Male | 58,553 | 53.0% | 10,893 | 46.0% | 174 | 68.0% | 69,620 | 51.8% |
| Female | 47,361 | 42.8% | 12,615 | 53.3% | 82 | 32.0% | 60,058 | 44.7% |
| Unknown | 4,648 | 4.2% | 156 | 0.7% | 0 | 0.0% | 4,804 | 3.6% |
| Total | 110,562 | 100.0% | 23,664 | 100.0% | 256 | 100.0% | 134,482 | 100.0% |

- Males comprised over half of all persons in crashes and over two-thirds of deaths, while females sustained more injuries than males.
- Males were 1.8 times more likely to die than females in a crash.

Crash Conditions

Age of Persons in Crashes (Utah 2014)

| Age | Persons | | | | | | | |
|--------------|----------------|---------------|---------------|---------------|------------|---------------|----------------|---------------|
| | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| 0-4 | 4,617 | 4.2% | 452 | 1.9% | 5 | 2.0% | 5,074 | 3.8% |
| 5-9 | 3,791 | 3.4% | 707 | 3.0% | 3 | 1.2% | 4,501 | 3.4% |
| 10-14 | 3,755 | 3.4% | 883 | 3.8% | 6 | 2.3% | 4,644 | 3.5% |
| 15-19 | 15,452 | 14.0% | 3,221 | 13.8% | 27 | 10.5% | 18,700 | 13.9% |
| 20-24 | 14,035 | 12.7% | 3,090 | 13.2% | 26 | 10.2% | 17,151 | 12.8% |
| 25-29 | 10,866 | 9.8% | 2,473 | 10.6% | 19 | 7.4% | 13,358 | 10.0% |
| 30-34 | 9,487 | 8.6% | 2,150 | 9.2% | 20 | 7.8% | 11,657 | 8.7% |
| 35-39 | 8,337 | 7.5% | 1,870 | 8.0% | 22 | 8.6% | 10,229 | 7.6% |
| 40-44 | 6,931 | 6.3% | 1,572 | 6.7% | 17 | 6.6% | 8,520 | 6.3% |
| 45-49 | 5,540 | 5.0% | 1,365 | 5.8% | 17 | 6.6% | 6,922 | 5.2% |
| 50-54 | 5,351 | 4.8% | 1,308 | 5.6% | 26 | 10.2% | 6,685 | 5.0% |
| 55-59 | 4,728 | 4.3% | 1,174 | 5.0% | 16 | 6.3% | 5,918 | 4.4% |
| 60-64 | 3,811 | 3.4% | 869 | 3.7% | 14 | 5.5% | 4,694 | 3.5% |
| 65-69 | 2,985 | 2.7% | 690 | 3.0% | 10 | 3.9% | 3,685 | 2.7% |
| 70-74 | 1,949 | 1.8% | 446 | 1.9% | 8 | 3.1% | 2,403 | 1.8% |
| 75-79 | 1,277 | 1.2% | 310 | 1.3% | 9 | 3.5% | 1,596 | 1.2% |
| 80-84 | 891 | 0.8% | 219 | 0.9% | 6 | 2.3% | 1,116 | 0.8% |
| 85+ | 620 | 0.6% | 153 | 0.7% | 5 | 2.0% | 778 | 0.6% |
| Unknown | 6,139 | 5.6% | 412 | 1.8% | 0 | 0.0% | 6,551 | 4.9% |
| Total | 110,562 | 100.0% | 23,364 | 100.0% | 256 | 100.0% | 134,182 | 100.0% |



- The largest proportion of persons in crashes were aged 15-29 years (36.7%).
- The age groups with the highest number of persons killed were 15-19, 20-24, and 50-54 years.
- The average age of a person in a crash was 33 years. The average age of a person killed was 41 years.
- While persons aged 65 years and older represented a small proportion of the persons in crashes (7.1%), they were 2.2 times more likely than all other age groups to die.

Crash Conditions

Persons in Crashes by County (Utah 2014)

| County | Persons | | | | | | | | | | | |
|------------------|----------------|--------------------------|----------------------|---------------|--------------------------|----------------------|------------|--------------------------|----------------------|----------------|--------------------------|----------------------|
| | 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 | 53,097 | 584.8 | 486.4 | 10,609 | 116.9 | 97.2 | 66 | 0.7 | 0.6 | 63,772 | 702.4 | 584.1 |
| Weber | 8,592 | 521.6 | 357.3 | 2,155 | 130.8 | 89.6 | 16 | 1.0 | 0.7 | 10,763 | 653.4 | 447.6 |
| Cache | 3,713 | 413.0 | 313.7 | 681 | 75.7 | 57.5 | 12 | 1.3 | 1.0 | 4,406 | 490.1 | 372.3 |
| Davis | 9,984 | 385.5 | 302.8 | 2,142 | 82.7 | 65.0 | 11 | 0.4 | 0.3 | 12,137 | 468.6 | 368.1 |
| Utah | 15,320 | 375.0 | 273.1 | 3,474 | 85.0 | 61.9 | 24 | 0.6 | 0.4 | 18,818 | 460.7 | 335.5 |
| Washington | 4,627 | 325.8 | 304.5 | 1,000 | 70.4 | 65.8 | 18 | 1.3 | 1.2 | 5,645 | 397.4 | 371.5 |
| Summit | 2,261 | 296.2 | 578.2 | 293 | 38.4 | 74.9 | 6 | 0.8 | 1.5 | 2,560 | 335.4 | 654.6 |
| Wasatch | 985 | 278.9 | 355.4 | 172 | 48.7 | 62.1 | 5 | 1.4 | 1.8 | 1,162 | 329.0 | 419.3 |
| Duchesne | 667 | 235.4 | 327.3 | 173 | 61.1 | 84.9 | 9 | 3.2 | 4.4 | 849 | 299.7 | 416.6 |
| Uintah | 1,086 | 253.9 | 294.6 | 181 | 42.3 | 49.1 | 8 | 1.9 | 2.2 | 1,275 | 298.1 | 345.8 |
| Iron | 1,677 | 222.6 | 354.8 | 354 | 47.0 | 74.9 | 3 | 0.4 | 0.6 | 2,034 | 270.0 | 430.3 |
| Sanpete | 470 | 217.0 | 165.0 | 101 | 46.6 | 35.5 | 3 | 1.4 | 1.1 | 574 | 265.0 | 201.6 |
| Box Elder | 1,913 | 209.9 | 371.3 | 449 | 49.3 | 87.2 | 13 | 1.4 | 2.5 | 2,375 | 260.6 | 461.0 |
| Tooele | 1,718 | 209.0 | 278.9 | 406 | 49.4 | 65.9 | 15 | 1.8 | 2.4 | 2,139 | 260.2 | 347.3 |
| Carbon | 670 | 206.1 | 324.3 | 154 | 47.4 | 74.5 | 4 | 1.2 | 1.9 | 828 | 254.7 | 400.8 |
| Wayne | 89 | 182.5 | 326.8 | 27 | 55.4 | 99.2 | 3 | 6.2 | 11.0 | 119 | 244.0 | 437.0 |
| Kane | 256 | 190.9 | 352.9 | 58 | 43.3 | 80.0 | 3 | 2.2 | 4.1 | 317 | 236.4 | 437.0 |
| Morgan | 248 | 186.3 | 233.8 | 45 | 33.8 | 42.4 | 4 | 3.0 | 3.8 | 297 | 223.1 | 280.0 |
| Rich | 76 | 151.0 | 331.4 | 31 | 61.6 | 135.2 | 2 | 4.0 | 8.7 | 109 | 216.5 | 475.4 |
| Piute | 44 | 151.7 | 296.5 | 17 | 58.6 | 114.6 | 0 | 0.0 | 0.0 | 61 | 210.4 | 411.1 |
| Garfield | 176 | 153.9 | 350.3 | 54 | 47.2 | 107.5 | 4 | 3.5 | 8.0 | 234 | 204.6 | 465.8 |
| Beaver | 452 | 166.5 | 699.6 | 87 | 32.1 | 134.7 | 2 | 0.7 | 3.1 | 541 | 199.3 | 837.3 |
| Sevier | 470 | 147.1 | 226.3 | 147 | 46.0 | 70.8 | 2 | 0.6 | 1.0 | 619 | 193.7 | 298.0 |
| Daggett | 43 | 133.0 | 385.0 | 11 | 34.0 | 98.5 | 0 | 0.0 | 0.0 | 54 | 167.0 | 483.4 |
| San Juan | 337 | 117.9 | 221.0 | 72 | 25.2 | 47.2 | 8 | 2.8 | 5.2 | 417 | 145.9 | 273.4 |
| Millard | 552 | 109.9 | 437.9 | 147 | 29.3 | 116.6 | 4 | 0.8 | 3.2 | 703 | 139.9 | 557.7 |
| Juab | 404 | 109.6 | 385.3 | 101 | 27.4 | 96.3 | 2 | 0.5 | 1.9 | 507 | 137.6 | 483.5 |
| Emery | 333 | 93.6 | 313.2 | 105 | 29.5 | 98.8 | 2 | 0.6 | 1.9 | 440 | 123.6 | 413.9 |
| Grand | 302 | 85.8 | 320.3 | 118 | 33.5 | 125.1 | 7 | 2.0 | 7.4 | 427 | 121.4 | 452.9 |
| Statewide | 110,562 | 401.0 | 375.7 | 23,364 | 84.7 | 79.4 | 256 | 0.9 | 0.9 | 134,182 | 486.6 | 456.0 |

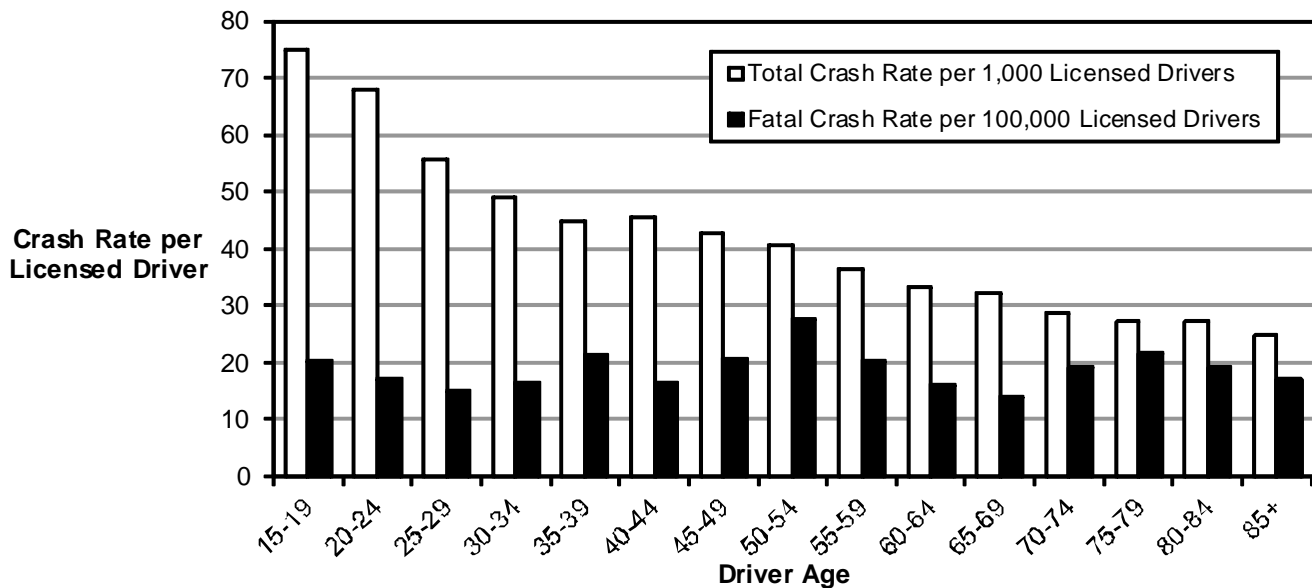
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
 - Salt Lake (702.4), Weber (653.4), and Cache (490.1) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
 - Wayne (6.2), Rich (4.0), and Garfield (3.5) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Beaver (837.3), Summit (654.6), Salt Lake (584.1) and Millard (557.7) counties had the highest rates of total persons in crashes per 10,000 population.
 - Wayne (11.0), Rich (8.7) and Garfield (8.0) counties had the highest rates of persons killed per 10,000 population.

Crash Conditions

Driver Age (Utah 2014)

| 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 | 36 | 0.1% | n/a | 56 | 0.2% | n/a | 0 | 0.0% | n/a | 92 | 0.1% | n/a |
| 15-19 | 8,068 | 12.6% | 51.2 | 3,717 | 12.3% | 23.6 | 32 | 9.0% | 0.203 | 11,817 | 12.5% | 75.0 |
| 20-24 | 8,988 | 14.0% | 45.9 | 4,298 | 14.2% | 22.0 | 33 | 9.3% | 0.169 | 13,319 | 14.1% | 68.0 |
| 25-29 | 7,251 | 11.3% | 37.0 | 3,622 | 12.0% | 18.5 | 29 | 8.1% | 0.148 | 10,902 | 11.5% | 55.6 |
| 30-34 | 6,581 | 10.3% | 32.7 | 3,229 | 10.7% | 16.1 | 33 | 9.3% | 0.164 | 9,843 | 10.4% | 49.0 |
| 35-39 | 5,821 | 9.1% | 30.1 | 2,791 | 9.2% | 14.4 | 41 | 11.5% | 0.212 | 8,653 | 9.1% | 44.8 |
| 40-44 | 4,811 | 7.5% | 30.0 | 2,446 | 8.1% | 15.3 | 26 | 7.3% | 0.162 | 7,283 | 7.7% | 45.4 |
| 45-49 | 3,896 | 6.1% | 28.3 | 1,925 | 6.4% | 14.0 | 28 | 7.9% | 0.204 | 5,849 | 6.2% | 42.5 |
| 50-54 | 3,754 | 5.9% | 26.6 | 1,904 | 6.3% | 13.5 | 39 | 11.0% | 0.276 | 5,697 | 6.0% | 40.4 |
| 55-59 | 3,303 | 5.2% | 24.0 | 1,695 | 5.6% | 12.3 | 28 | 7.9% | 0.203 | 5,026 | 5.3% | 36.5 |
| 60-64 | 2,662 | 4.2% | 22.3 | 1,250 | 4.1% | 10.5 | 19 | 5.3% | 0.159 | 3,931 | 4.1% | 33.0 |
| 65-69 | 2,020 | 3.2% | 21.4 | 986 | 3.3% | 10.4 | 13 | 3.7% | 0.138 | 3,019 | 3.2% | 32.0 |
| 70-74 | 1,306 | 2.0% | 19.2 | 630 | 2.1% | 9.3 | 13 | 3.7% | 0.191 | 1,949 | 2.1% | 28.7 |
| 75-79 | 833 | 1.3% | 18.1 | 409 | 1.4% | 8.9 | 10 | 2.8% | 0.217 | 1,252 | 1.3% | 27.1 |
| 80-84 | 544 | 0.8% | 17.5 | 300 | 1.0% | 9.6 | 6 | 1.7% | 0.193 | 850 | 0.9% | 27.3 |
| 85+ | 382 | 0.6% | 16.3 | 190 | 0.6% | 8.1 | 4 | 1.1% | 0.171 | 576 | 0.6% | 24.6 |
| Unknown | 3,867 | 6.0% | n/a | 823 | 2.7% | n/a | 2 | 0.6% | n/a | 4,692 | 5.0% | n/a |
| Total | 64,123 | 100.0% | 33.7 | 30,271 | 100.0% | 15.9 | 356 | 100.0% | 0.187 | 94,750 | 100.0% | 49.8 |

Crash Rate of Licensed Drivers by Age (Utah 2014)



- Drivers aged 15-24 years had the highest rates per licensed driver of total crashes, injury crashes, and property damage only crashes. Drivers aged 50-54 years had the highest rates per driver of fatal crashes.
- Drivers aged 85+ years had the lowest rate per licensed driver of total crashes. Drivers aged 65-69 years had the lowest rate per licensed driver of fatal crashes.
- The average age of a driver was 38 years. The average age of a driver in a fatal crash was 43 years.

Crash Conditions

Driver Gender (Utah 2014)

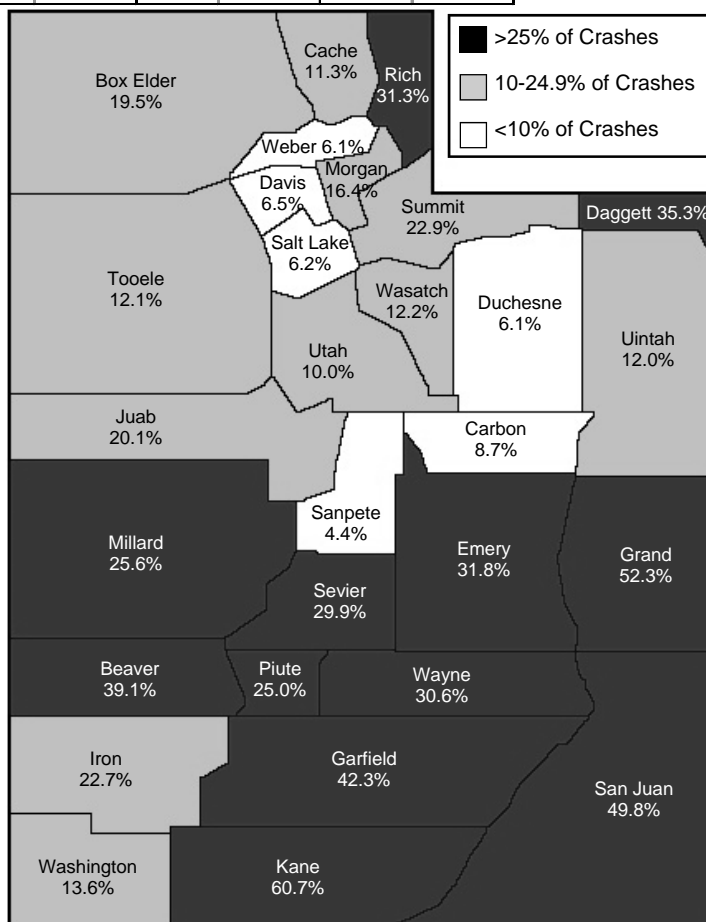
| Drivers | | | | | | | | | | | | |
|--------------|---------------|---------------|------------------------|----------------|---------------|------------------------|---------------|---------------|------------------------|---------------|---------------|------------------------|
| Gender | PDO Crashes | | | 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 | 35,080 | 54.7% | 36.6 | 16,041 | 53.0% | 16.7 | 264 | 74.2% | 0.28 | 51,385 | 54.2% | 53.6 |
| Female | 25,328 | 39.5% | 26.8 | 13,513 | 44.6% | 14.3 | 90 | 25.3% | 0.10 | 38,931 | 41.1% | 41.2 |
| Unknown | 3,715 | 5.8% | n/a | 717 | 2.4% | n/a | 2 | 0.6% | n/a | 4,434 | 4.7% | n/a |
| Total | 64,123 | 100.0% | 33.7 | 30,271 | 100.0% | 15.9 | 356 | 100.0% | 0.19 | 94,750 | 100.0% | 49.8 |

- Males represented 54.2% of all drivers in a crash and 74.2% 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 2.2 times more likely to be in a fatal crash than female drivers.

Out-of-State Drivers (Utah 2014)

| Drivers | | | | | | | | | |
|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|--|
| License State | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | | |
| | # | % | # | % | # | % | # | % | |
| Utah | 53,684 | 82.4% | 26,435 | 87.3% | 297 | 83.4% | 80,416 | 84.0% | |
| Out-Of-State | 6,680 | 10.3% | 2,434 | 8.0% | 56 | 15.7% | 9,170 | 9.6% | |
| Unknown/None | 4,759 | 7.3% | 1,402 | 4.6% | 3 | 0.8% | 6,164 | 6.4% | |
| Total | 65,123 | 100.0% | 30,271 | 100.0% | 356 | 100.0% | 95,750 | 100.0% | |

- Although out-of-state licensed drivers represented 9.6% of all drivers in crashes, they represented 15.7% of drivers in fatal crashes.
- There were several counties that had a disproportionate amount of out-of-state drivers in crashes. Most notably in Kane (60.7%), Grand (52.3%), San Juan (49.8%), and Garfield (42.3%) 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 2014)

| Violations | Drivers | | | | | | | |
|--|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Following Too Close | 4,123 | 19.0% | 2,163 | 17.2% | 0 | 0.0% | 6,286 | 18.3% |
| Improper Lane Change/Travel | 2,610 | 12.1% | 1,043 | 8.3% | 4 | 7.4% | 3,657 | 10.7% |
| Failure to Yield Right of Way | 1,907 | 8.8% | 1,444 | 11.5% | 9 | 16.7% | 3,360 | 9.8% |
| Negligent Collision | 1,764 | 8.1% | 997 | 7.9% | 0 | 0.0% | 2,761 | 8.0% |
| Improper Lookout | 1,753 | 8.1% | 958 | 7.6% | 0 | 0.0% | 2,711 | 7.9% |
| Improper Turn | 1,577 | 7.3% | 995 | 7.9% | 0 | 0.0% | 2,572 | 7.5% |
| License Violation | 1,313 | 6.1% | 995 | 7.9% | 5 | 9.3% | 2,313 | 6.7% |
| Speed | 1,104 | 5.1% | 394 | 3.1% | 1 | 1.9% | 1,499 | 4.4% |
| Driving Under the Influence | 776 | 3.6% | 691 | 5.5% | 8 | 14.8% | 1,475 | 4.3% |
| Insurance Violation | 728 | 3.4% | 517 | 4.1% | 1 | 1.9% | 1,246 | 3.6% |
| Failure to Stop at Red Light | 558 | 2.6% | 654 | 5.2% | 0 | 0.0% | 1,212 | 3.5% |
| Hit and Run | 955 | 4.4% | 225 | 1.8% | 1 | 1.9% | 1,181 | 3.4% |
| Failure to Obey Traffic Control Device | 241 | 1.1% | 245 | 1.9% | 1 | 1.9% | 487 | 1.4% |
| Unknown Violation | 245 | 1.1% | 171 | 1.4% | 4 | 7.4% | 420 | 1.2% |
| Registration Violation | 257 | 1.2% | 138 | 1.1% | 0 | 0.0% | 395 | 1.2% |
| Failure to Stop at Stop Sign | 162 | 0.7% | 175 | 1.4% | 0 | 0.0% | 337 | 1.0% |
| Improper Backing | 286 | 1.3% | 26 | 0.2% | 0 | 0.0% | 312 | 0.9% |
| Equipment Violation | 234 | 1.1% | 67 | 0.5% | 0 | 0.0% | 301 | 0.9% |
| Alcohol/Drug Violation, Other than DUI | 144 | 0.7% | 130 | 1.0% | 3 | 5.6% | 277 | 0.8% |
| Failure to Maintain Control | 152 | 0.7% | 94 | 0.7% | 0 | 0.0% | 246 | 0.7% |
| Careless Driving | 104 | 0.5% | 73 | 0.6% | 0 | 0.0% | 177 | 0.5% |
| Reckless Driving | 91 | 0.4% | 71 | 0.6% | 1 | 1.9% | 163 | 0.5% |
| Improper Start | 113 | 0.5% | 32 | 0.3% | 0 | 0.0% | 145 | 0.4% |
| Wrong Side of Road/Wrong Way | 72 | 0.3% | 65 | 0.5% | 1 | 1.9% | 138 | 0.4% |
| Improper Passing | 100 | 0.5% | 29 | 0.2% | 1 | 1.9% | 130 | 0.4% |
| Seat Belt/Child Restraint/Helmet | 33 | 0.2% | 66 | 0.5% | 0 | 0.0% | 99 | 0.3% |
| Other Non-Moving Violation | 35 | 0.2% | 31 | 0.2% | 2 | 3.7% | 68 | 0.2% |
| Improper Signal | 37 | 0.2% | 12 | 0.1% | 0 | 0.0% | 49 | 0.1% |
| Improper Stop | 33 | 0.2% | 14 | 0.1% | 0 | 0.0% | 47 | 0.1% |
| Other Moving Violation | 21 | 0.1% | 20 | 0.2% | 0 | 0.0% | 41 | 0.1% |
| Texting | 21 | 0.1% | 16 | 0.1% | 0 | 0.0% | 37 | 0.1% |
| Fleeing | 17 | 0.1% | 14 | 0.1% | 2 | 3.7% | 33 | 0.1% |
| Distracted Driving | 24 | 0.1% | 8 | 0.1% | 0 | 0.0% | 32 | 0.1% |
| Slow Down/Move Over Emergency Vehicle | 18 | 0.1% | 10 | 0.1% | 0 | 0.0% | 28 | 0.1% |
| Driving While Drowsy/Fatigue/Ill | 11 | 0.1% | 11 | 0.1% | 0 | 0.0% | 22 | 0.1% |
| Disregard Road Markings | 17 | 0.1% | 4 | 0.0% | 0 | 0.0% | 21 | 0.1% |
| Failure to Clear Intersection | 9 | 0.0% | 1 | 0.0% | 0 | 0.0% | 10 | 0.0% |
| Vehicle Homicide | 0 | 0.0% | 0 | 0.0% | 10 | 18.5% | 10 | 0.0% |
| Improper Parking | 5 | 0.0% | 2 | 0.0% | 0 | 0.0% | 7 | 0.0% |
| Total | 21,650 | 100.0% | 12,601 | 100.0% | 54 | 100.0% | 34,305 | 100.0% |

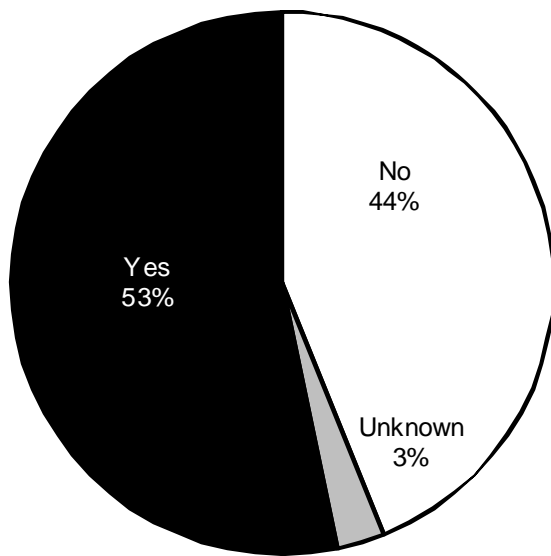
- There were 34,305 charges from citations issued at the scene of the crash. The most common violations were for following too close (18.3%), improper lane change/travel (10.7%), and failure to yield right of way (9.8%).
- The leading violations in fatal crashes were vehicle homicide (18.5%), failure to yield right of way (16.7%), and driving under the influence (14.8%).
- A citation was issued in 54.5% of the crashes.

Crash Conditions

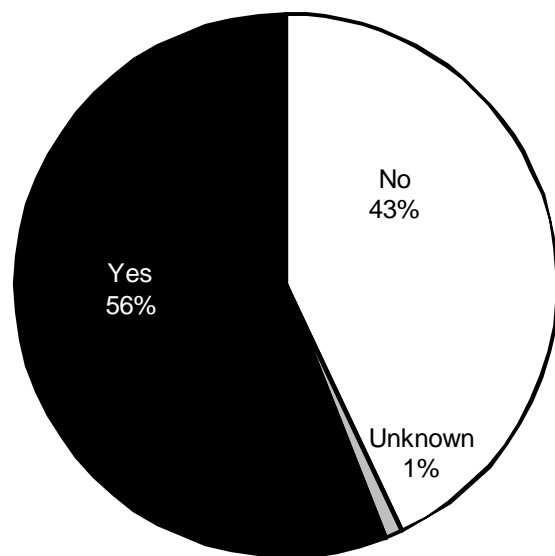
Drivers with Contributing Factors (Utah 2014)

| Driver/Vehicle with a Contributing Factor(s) | Drivers/Vehicles | | | | | | | |
|--|------------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Yes | 34,209 | 50.2% | 16,492 | 53.2% | 199 | 53.2% | 50,900 | 51.1% |
| No | 28,514 | 41.8% | 13,234 | 42.7% | 153 | 40.9% | 41,901 | 42.1% |
| Not Applicable - No Driver | 3,484 | 5.1% | 553 | 1.8% | 18 | 4.8% | 4,055 | 4.1% |
| Unknown | 1,982 | 2.9% | 718 | 2.3% | 4 | 1.1% | 2,704 | 2.7% |
| Total | 68,189 | 100.0% | 30,997 | 100.0% | 374 | 100.0% | 99,560 | 100.0% |

Total Crashes



Fatal Crashes



- Some form of poor driver performance is present in the majority of crashes.
- 53.3% of drivers had a contributing factor in total crashes.
- 55.9% of drivers had a contributing factor in fatal crashes.

Crash Conditions

Contributing Factors (Utah 2014)

| Contributing Factors | Drivers/Vehicles | | | | | | | |
|---|------------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Followed Too Closely | 7,714 | 15.0% | 4,062 | 15.2% | 10 | 2.5% | 11,786 | 15.0% |
| Failed to Yield Right of Way | 5,899 | 11.5% | 4,011 | 15.0% | 27 | 6.7% | 9,937 | 12.6% |
| Speed Too Fast | 4,264 | 8.3% | 2,006 | 7.5% | 78 | 19.5% | 6,348 | 8.1% |
| Failed to Keep in Proper Lane | 4,189 | 8.1% | 2,029 | 7.6% | 48 | 12.0% | 6,266 | 8.0% |
| Driver Distraction | 3,570 | 6.9% | 2,251 | 8.4% | 17 | 4.2% | 5,838 | 7.4% |
| Other Improper Driving | 3,002 | 5.8% | 1,569 | 5.9% | 1 | 0.2% | 4,572 | 5.8% |
| Disregard Traffic Signal/Sign | 1,469 | 2.9% | 1,484 | 5.6% | 15 | 3.7% | 2,968 | 3.8% |
| Improper Turn | 2,032 | 3.9% | 847 | 3.2% | 1 | 0.2% | 2,880 | 3.7% |
| Vision Obscured by Weather Condition | 1,997 | 3.9% | 801 | 3.0% | 14 | 3.5% | 2,812 | 3.6% |
| Improper Backing | 2,288 | 4.4% | 152 | 0.6% | 1 | 0.2% | 2,441 | 3.1% |
| Hit and Run | 1,954 | 3.8% | 383 | 1.4% | 7 | 1.7% | 2,344 | 3.0% |
| Improper Lane Change | 1,613 | 3.1% | 398 | 1.5% | 5 | 1.2% | 2,016 | 2.6% |
| Ran Off Road | 1,152 | 2.2% | 834 | 3.1% | 18 | 4.5% | 2,004 | 2.5% |
| Driving Under the Influence | 1,045 | 2.0% | 900 | 3.4% | 32 | 8.0% | 1,977 | 2.5% |
| Other Driver Condition | 1,090 | 2.1% | 372 | 1.4% | 0 | 0.0% | 1,462 | 1.9% |
| Overcorrected | 729 | 1.4% | 606 | 2.3% | 29 | 7.2% | 1,364 | 1.7% |
| Swerved or Evasive Action | 821 | 1.6% | 461 | 1.7% | 20 | 5.0% | 1,302 | 1.7% |
| Improper Parking/Stopping | 914 | 1.8% | 272 | 1.0% | 0 | 0.0% | 1,186 | 1.5% |
| Driver Asleep/Fatigue | 584 | 1.1% | 454 | 1.7% | 6 | 1.5% | 1,044 | 1.3% |
| Vision Obscured by Moving Vehicle | 545 | 1.1% | 380 | 1.4% | 6 | 1.5% | 931 | 1.2% |
| Vehicle Other Defective Condition | 677 | 1.3% | 250 | 0.9% | 1 | 0.2% | 928 | 1.2% |
| Vehicle Tires | 498 | 1.0% | 203 | 0.8% | 9 | 2.2% | 710 | 0.9% |
| Reckless/Aggressive Driving | 365 | 0.7% | 270 | 1.0% | 16 | 4.0% | 651 | 0.8% |
| Vehicle Brakes | 412 | 0.8% | 223 | 0.8% | 0 | 0.0% | 635 | 0.8% |
| Vision Obscured by Other | 389 | 0.8% | 211 | 0.8% | 1 | 0.2% | 601 | 0.8% |
| Vision Obscured by Parked Vehicle | 448 | 0.9% | 153 | 0.6% | 0 | 0.0% | 601 | 0.8% |
| Vision Obscured by Glare | 318 | 0.6% | 221 | 0.8% | 5 | 1.2% | 544 | 0.7% |
| Driver Illness/Medical | 168 | 0.3% | 281 | 1.1% | 6 | 1.5% | 455 | 0.6% |
| Improper Passing | 338 | 0.7% | 72 | 0.3% | 3 | 0.7% | 413 | 0.5% |
| Driver Emotional Prior to Crash | 242 | 0.5% | 142 | 0.5% | 4 | 1.0% | 388 | 0.5% |
| Wrong Side/Wrong Way | 149 | 0.3% | 149 | 0.6% | 16 | 4.0% | 314 | 0.4% |
| Vehicle Cargo | 192 | 0.4% | 13 | 0.0% | 3 | 0.7% | 208 | 0.3% |
| Disregard Road Markings | 118 | 0.2% | 47 | 0.2% | 0 | 0.0% | 165 | 0.2% |
| Vision Obscured by Physical Obstruction | 85 | 0.2% | 77 | 0.3% | 0 | 0.0% | 162 | 0.2% |
| Vision Obscured by Vegetation | 82 | 0.2% | 58 | 0.2% | 0 | 0.0% | 140 | 0.2% |
| Windshield or Other Window Obscured | 85 | 0.2% | 40 | 0.1% | 1 | 0.2% | 126 | 0.2% |
| Improper Signal | 67 | 0.1% | 23 | 0.1% | 1 | 0.2% | 91 | 0.1% |
| Total | 51,504 | 100.0% | 26,705 | 100.0% | 401 | 100.0% | 78,610 | 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 (15.0%), failed to yield right of way (12.6%), speed too fast (8.1%), and failed to keep in proper lane (8.0%).
- The leading contributing factors in fatal crashes were speed too fast (19.5%), failed to keep in proper lane (12.0%), and driving under the influence (8.0%).
- The contributing factors that contributed more to injury crashes than non-injury crashes were: failure to yield right of way, disregard traffic signal/sign, driver distraction, and driving under the influence.