

Motorcycles



DRIVE AWARE. RIDE AWARE.



Section 8: Motorcycles

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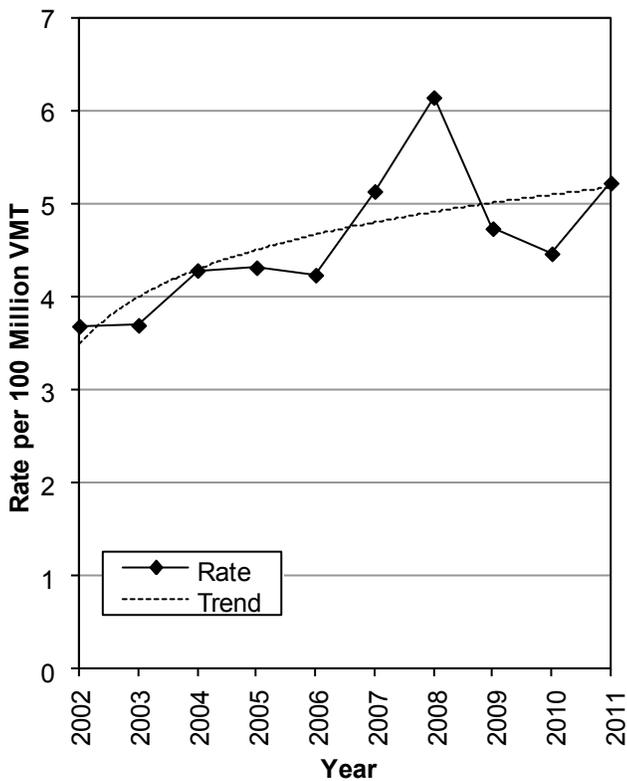
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Trends

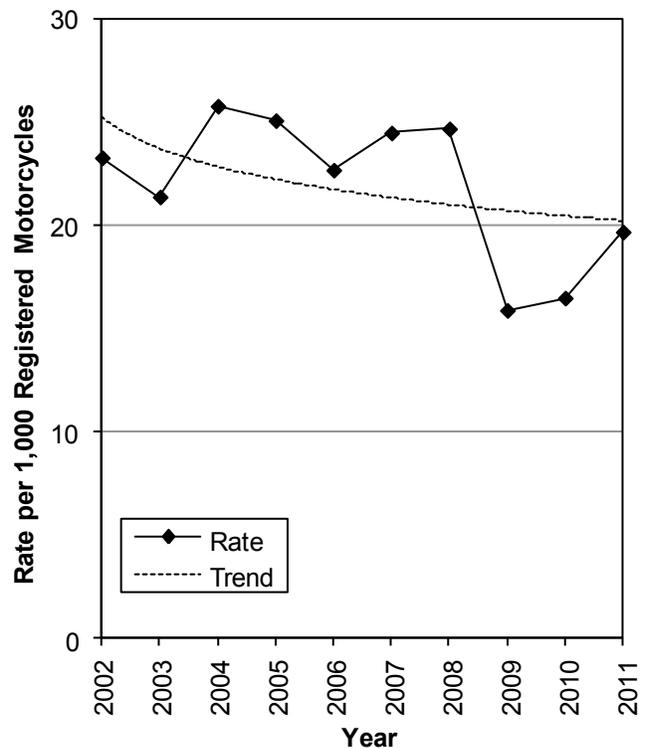
Motorcyclists in Crashes (Utah 2002-2011)

Year	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Registered Motorcycles
2002	130	0.5	3.4	755	3.1	19.5	18	0.07	0.46	903	3.69	23.3
2003	134	0.6	3.2	730	3.0	17.6	22	0.09	0.53	886	3.70	21.4
2004	149	0.6	3.6	877	3.6	21.4	31	0.13	0.76	1,057	4.29	25.8
2005	192	0.8	4.4	871	3.5	20.1	23	0.09	0.53	1,086	4.32	25.1
2006	186	0.7	3.8	899	3.4	18.4	24	0.09	0.49	1,109	4.24	22.7
2007	269	1.0	4.8	1,076	4.0	19.2	33	0.12	0.59	1,378	5.14	24.5
2008	255	1.0	4.0	1,301	5.0	20.2	36	0.14	0.56	1,592	6.15	24.7
2009	232	0.9	3.0	980	3.7	12.5	30	0.11	0.38	1,242	4.74	15.9
2010	190	0.7	2.6	979	3.7	13.6	21	0.08	0.29	1,190	4.47	16.5
2011	228	0.9	3.3	1,117	4.3	16.0	28	0.11	0.40	1,373	5.23	19.7
Total	1,965	0.8	3.5	9,585	3.7	17.3	266	0.10	0.48	11,816	4.61	21.3

Motorcyclist Crash Rates per VMT (Utah 2002-2011)



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



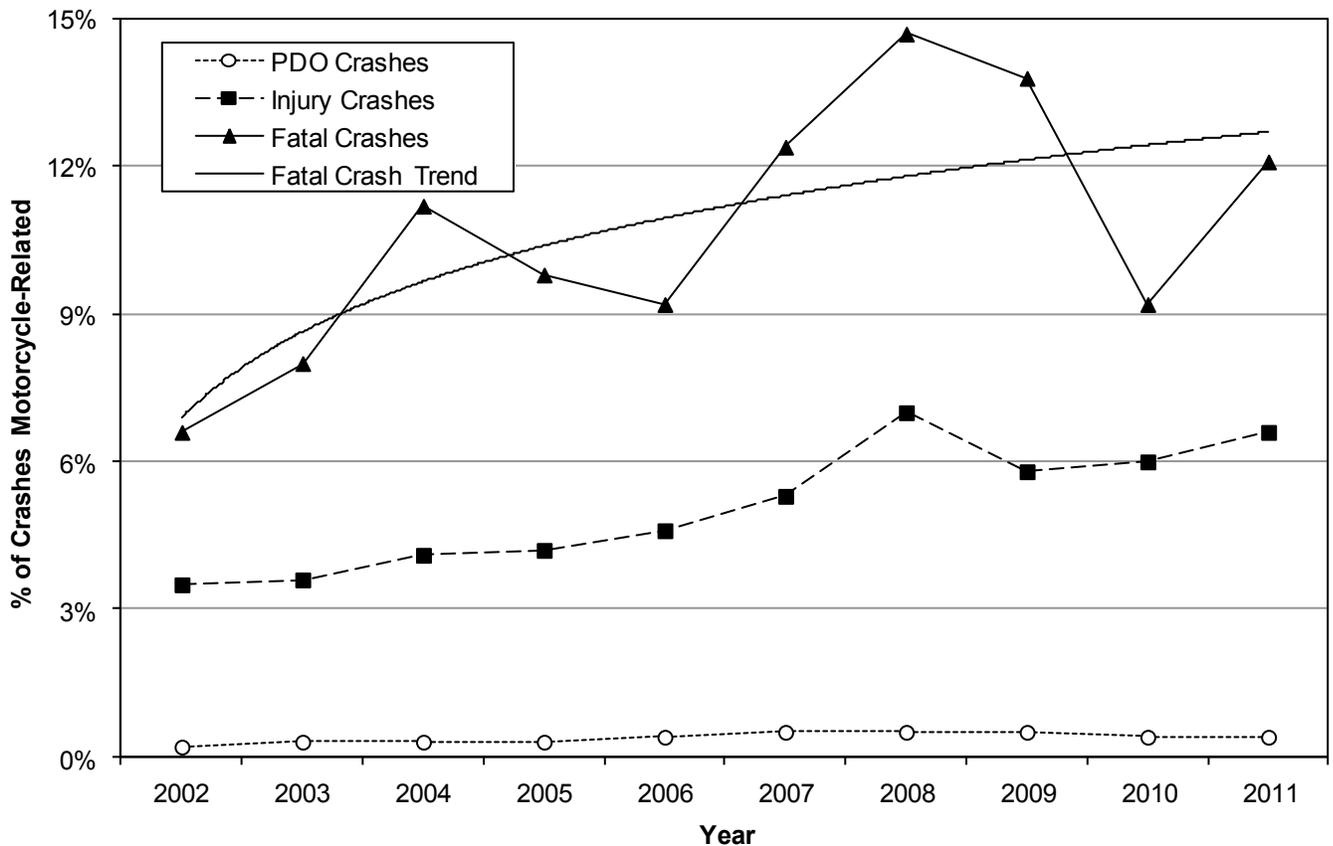
- The rate of motorcyclists in crashes per VMT has shown an increasing trend over the last 10 years.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.

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

Motorcycle Crashes (Utah 2002-2011)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Motorcycle	%	All	Motorcycle	%	All	Motorcycle	%	All	Motorcycle	%
	#	#	%	#	#	%	#	#	%	#	#	%
2002	33,542	81	0.2%	19,552	689	3.5%	274	18	6.6%	53,368	788	1.5%
2003	31,842	84	0.3%	18,285	661	3.6%	262	21	8.0%	50,389	766	1.5%
2004	34,222	104	0.3%	19,423	805	4.1%	260	29	11.2%	53,905	938	1.7%
2005	35,158	117	0.3%	19,545	829	4.2%	235	23	9.8%	54,938	969	1.8%
2006	37,749	135	0.4%	18,189	835	4.6%	249	23	9.2%	56,187	993	1.8%
2007	42,368	199	0.5%	18,619	984	5.3%	258	32	12.4%	61,245	1,215	2.0%
2008	38,997	177	0.5%	17,125	1,192	7.0%	245	36	14.7%	56,367	1,405	2.5%
2009	35,398	182	0.5%	15,752	914	5.8%	217	30	13.8%	51,367	1,126	2.2%
2010	34,155	137	0.4%	14,995	892	5.9%	218	20	9.2%	49,368	1,049	2.1%
2011	36,418	161	0.4%	15,645	1,038	6.6%	224	27	12.1%	52,287	1,226	2.3%
Total	359,849	1,377	0.4%	177,130	8,839	5.0%	2,442	259	10.6%	539,421	10,475	1.9%

Percent of Crashes Involving a Motorcycle (Utah 2002-2011)



- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.0% of injury crashes, and 10.6% of fatal crashes.
- Motorcycles are over-represented in fatal crashes accounting for 10.6% of fatal crashes compared to 1.9% of total crashes.
- During the last 10 years, the highest percent of total crashes involving motorcycles occurred in 2008 (2.5%).

Counties

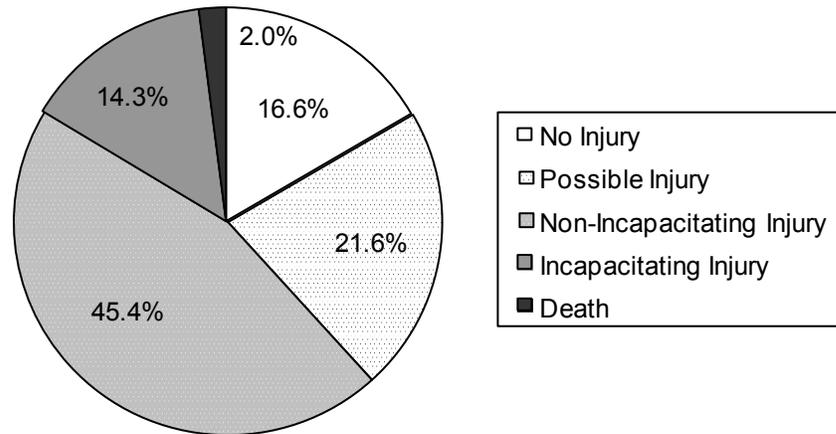
Motorcyclists in Crashes by County (Utah 2011)

Motorcyclists (Driver and Passenger)								
County	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
Rich	2	4.3	4	8.7	0	0.00	6	13.0
Wayne	0	0.0	6	13.0	0	0.00	6	13.0
Garfield	0	0.0	10	9.3	2	1.86	12	11.2
Morgan	1	0.8	12	9.4	1	0.78	14	10.9
Daggett	0	0.0	3	9.4	0	0.00	3	9.4
Duchesne	4	1.7	15	6.3	1	0.42	20	8.4
Weber	24	1.5	105	6.6	4	0.25	133	8.3
Wasatch	6	1.8	17	5.2	1	0.31	24	7.3
Washington	16	1.2	80	5.9	1	0.07	97	7.1
Utah	45	1.2	214	5.7	3	0.08	262	7.0
Cache	12	1.4	43	5.0	0	0.00	55	6.4
Uintah	2	0.5	23	5.8	0	0.00	25	6.3
Sevier	4	1.3	12	3.8	1	0.31	17	5.3
Salt Lake	80	0.9	374	4.3	5	0.06	459	5.3
Kane	1	0.7	4	2.9	1	0.73	6	4.4
Carbon	2	0.7	9	3.0	2	0.67	13	4.3
Tooele	6	0.7	27	3.3	2	0.25	35	4.3
Iron	2	0.3	24	3.5	1	0.15	27	3.9
San Juan	1	0.3	10	3.5	0	0.00	11	3.8
Piute	0	0.0	1	3.6	0	0.00	1	3.6
Davis	13	0.5	73	2.9	2	0.08	88	3.5
Emery	2	0.6	6	1.9	0	0.00	8	2.5
Grand	0	0.0	8	2.5	0	0.00	8	2.5
Summit	2	0.3	14	1.9	1	0.14	17	2.3
Sanpete	0	0.0	4	2.0	0	0.00	4	2.0
Juab	0	0.0	6	1.5	0	0.00	6	1.5
Millard	2	0.4	5	1.1	0	0.00	7	1.5
Box Elder	1	0.1	7	0.8	0	0.00	8	0.9
Beaver	0	0.0	1	0.4	0	0.00	1	0.4
Statewide	228	0.9	1,117	4.3	28	0.11	1,373	5.2

- Rich (13.0), Wayne (13.0), and Garfield (11.2) counties had the highest rates of motorcyclists in crashes per vehicle miles traveled (VMT).
- Garfield (1.86) and Morgan (0.78) counties had the highest rates of motorcyclists killed in crashes.

Motorcyclists

Injury Severity of Motorcyclists in Crashes (Utah 2011)



- The percentage of motorcyclists sustaining a non-fatal injury (81.4%) was much higher than that of all persons in motor vehicle crashes sustaining a non-fatal injury (17.3%).
- The percentage of motorcyclists killed in crashes (2.0%) was higher than for all persons killed in motor vehicle crashes (0.2%).
- Motorcycle crashes were 5.8 times more likely to result in a death than other motor vehicle crashes.

Occupant Placement of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
Occupant Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	204	89.5%	1,027	91.9%	27	96.4%	1,258	91.6%
Passenger	24	10.5%	90	8.1%	1	3.6%	115	8.4%
Total	228	100.0%	1,117	100.0%	28	100.0%	1,373	100.0%

- Drivers accounted for the majority of motorcyclists in a crash (91.6%) and motorcyclists killed (96.4%).

Gender of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	190	83.3%	939	84.1%	26	92.9%	1155	84.1%
Female	26	11.4%	172	15.4%	2	7.1%	200	14.6%
Unknown	12	5.3%	6	0.5%	0	0.0%	18	1.3%
Total	228	100.0%	1,117	100.0%	28	100.0%	1,373	100.0%

- The majority of all motorcyclists (84.1%) and motorcyclists killed (92.9%) in crashes were male.

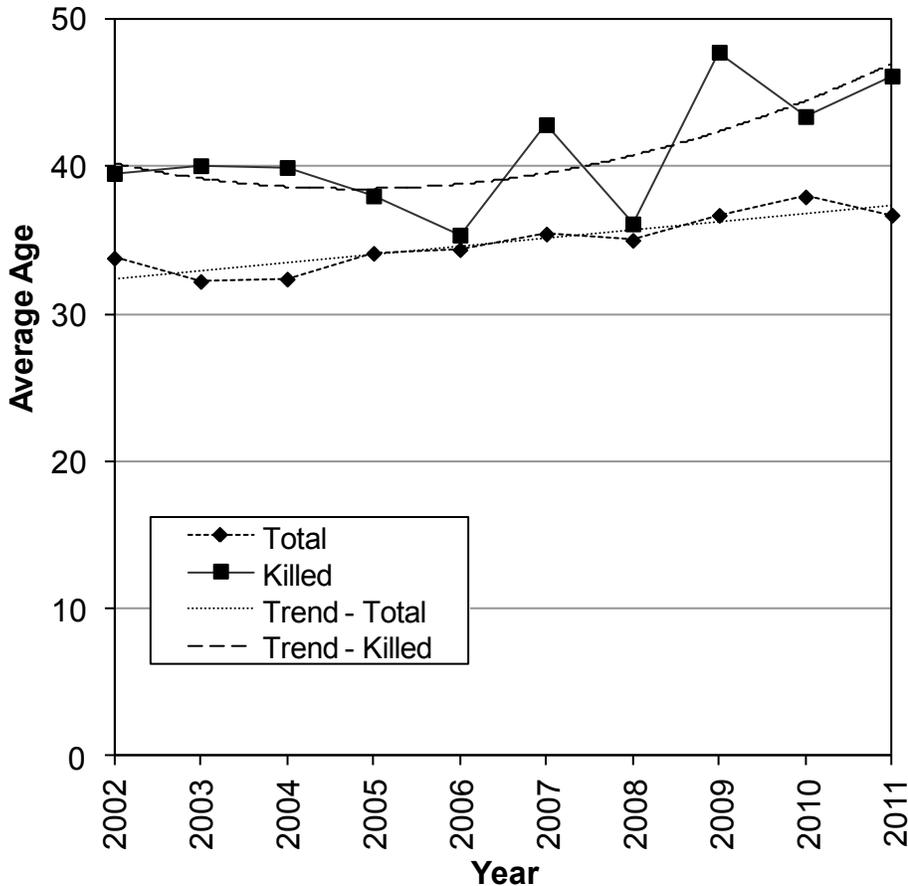
Motorcyclists

Age of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-9	2	0.9%	5	45.0%	0	0.0%	7	0.5%
10-14	1	0.4%	9	0.8%	0	0.0%	10	0.7%
15-19	15	6.6%	97	8.7%	0	0.0%	112	8.2%
20-24	35	15.4%	210	18.8%	1	3.6%	246	17.9%
25-29	29	12.7%	168	15.0%	3	10.7%	200	14.6%
30-34	25	11.0%	112	10.0%	4	14.3%	141	10.3%
35-39	15	6.6%	72	6.4%	2	7.1%	89	6.5%
40-44	19	8.3%	77	6.9%	1	3.6%	97	7.1%
45-49	18	7.9%	90	8.1%	4	14.3%	112	8.2%
50-54	18	7.9%	96	8.6%	3	10.7%	117	8.5%
55-59	15	6.6%	71	6.4%	5	17.9%	91	6.6%
60-64	11	4.8%	59	5.3%	4	14.3%	74	5.4%
65+	8	3.5%	39	3.5%	1	3.6%	48	3.5%
Unknown	17	7.5%	12	1.1%	0	0.0%	29	2.1%
Total	228	100.0%	1,117	144.6%	28	100.0%	1,373	100.0%

- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (32.5%).
- The highest percentages of motorcyclist deaths were aged 45-64 years (57.1%) and 25-34 years (25.0%).

Average Age of Motorcyclists in Crashes (Utah 2002-2011)



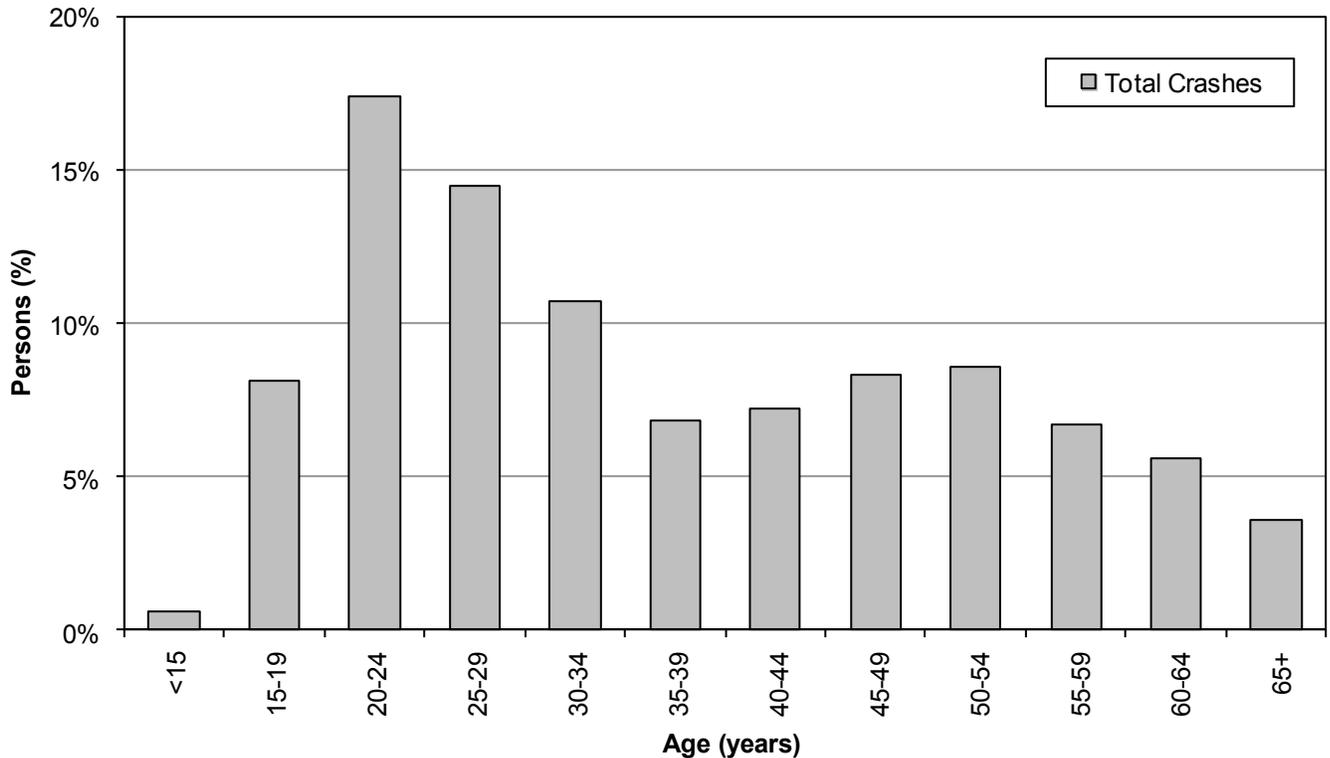
Motorcyclists (Driver and Passenger)		
Year	Total	Killed
	Mean Age	Mean Age
2002	33.81	39.56
2003	32.23	40.09
2004	32.39	39.97
2005	34.14	38.04
2006	34.39	35.38
2007	35.45	42.88
2008	35.02	36.14
2009	36.72	47.80
2010	37.97	43.43
2011	36.73	46.18
Average	34.89	40.95

- The average age for both motorcyclists in crashes and motorcyclists killed has shown an increasing trend over the past 10 years.
- The average age of motorcyclists who die is higher than total motorcyclists in crashes.
- The average age of a motorcyclist in a crash in 2011 was 37 years.

Motorcyclists

Motorcycle Driver Age (Utah 2011)

Motorcycle Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	8	0.8%	0	0.0%	8	0.6%
15-19	13	7.8%	89	8.4%	0	0.0%	102	8.1%
20-24	26	15.6%	192	18.0%	1	3.7%	219	17.4%
25-29	23	13.8%	158	14.8%	2	7.4%	183	14.5%
30-34	22	13.2%	109	10.2%	4	14.8%	135	10.7%
35-39	12	7.2%	71	6.7%	2	7.4%	85	6.8%
40-44	15	9.0%	74	7.0%	1	3.7%	90	7.2%
45-49	12	7.2%	88	8.3%	4	14.8%	104	8.3%
50-54	12	7.2%	93	8.7%	3	11.1%	108	8.6%
55-59	12	7.2%	67	6.3%	5	18.5%	84	6.7%
60-64	8	4.8%	59	5.5%	4	14.8%	71	5.6%
65+	3	1.8%	41	3.9%	1	3.7%	45	3.6%
Unknown	9	5.4%	15	1.4%	0	0.0%	24	1.9%
Total	167	100.0%	1,064	100.0%	27	100.0%	1,258	100.0%



- Over one-half (51.4%) of the motorcycle drivers in crashes were under the age of 35 years.

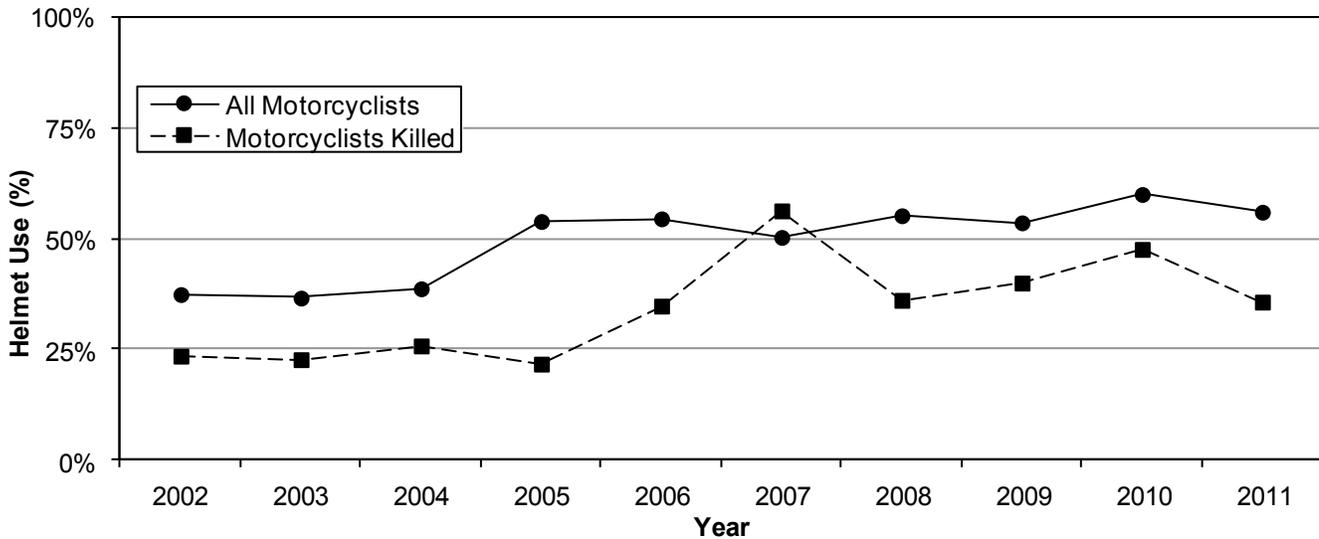
Motorcycle Driver License Status (Utah 2011)

- Of the 27 motorcycle drivers in fatal crashes, 20 (74.1%) had a valid motorcycle license.

Motorcyclists

Helmet Use of Motorcyclists in Crashes (Utah 2002-2011)

Motorcyclists (Driver and Passenger)												
Year	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Helmet	Helmet	%
	#	#	%	#	#	%	#	#	%	#	#	%
2002	90	40	30.8%	462	293	38.8%	13	4	23.5%	565	337	37.4%
2003	91	35	27.8%	428	270	38.7%	17	5	22.7%	536	310	36.6%
2004	99	40	28.8%	492	339	40.8%	23	8	25.8%	614	387	38.7%
2005	107	53	33.1%	234	361	60.7%	18	5	21.7%	359	419	53.9%
2006	54	59	52.2%	359	446	55.4%	15	8	34.8%	428	513	54.5%
2007	70	90	56.3%	513	497	49.2%	14	18	56.3%	597	605	50.3%
2008	56	156	73.6%	569	629	52.5%	23	13	36.1%	648	798	55.2%
2009	51	95	65.1%	436	476	52.2%	18	12	40.0%	505	583	53.6%
2010	48	84	63.6%	359	534	59.8%	11	10	47.6%	418	628	60.0%
2011	78	91	53.8%	444	586	56.9%	18	10	35.7%	540	687	56.0%
Total	744	743	50.0%	4,296	4,431	50.8%	170	93	35.4%	5,210	5,267	50.3%



- Overall helmet use by motorcyclists in crashes increased from 37.4% in 2002 to 56.0% in 2011.
- Helmet use among motorcyclists killed has shown an increasing trend.

Helmet Use of Motorcyclists in Crashes (Utah 2011)

Motorcyclists (Driver and Passenger)								
Helmet Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	91	39.9%	586	52.5%	10	35.7%	687	50.0%
Helmet Not Worn	78	34.2%	444	39.7%	18	64.3%	540	39.3%
Unknown	59	25.9%	87	7.8%	0	0.0%	146	10.6%
Total	228	100.0%	1,117	100.0%	28	100.0%	1,373	100.0%



- Only 56.0% (of known) of the motorcyclists in crashes wore a helmet.
- Only 10 of the 28 motorcyclists killed in crashes (35.7%) were wearing a helmet.

Motorcycle Crash Conditions

Motorcyclists in Crashes by Month (Utah 2011)

Motorcyclists (Driver and Passenger)								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	4	0.1	16	0.5	0	0.00	20	0.6
February	5	0.2	16	0.6	1	0.04	22	0.8
March	11	0.4	43	1.4	0	0.00	54	1.7
April	14	0.5	53	1.8	0	0.00	67	2.2
May	26	0.8	106	3.4	2	0.06	134	4.3
June	41	1.4	157	5.2	7	0.23	205	6.8
July	34	1.1	185	6.0	7	0.23	226	7.3
August	32	1.0	196	6.3	7	0.23	235	7.6
September	32	1.1	183	6.1	3	0.10	218	7.3
October	18	0.6	110	3.5	0	0.00	128	4.1
November	7	0.2	29	1.0	0	0.00	36	1.2
December	4	0.1	23	0.7	1	0.03	28	0.9
Total	228	0.6	1,117	3.1	28	0.08	1,373	3.8

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

Motorcyclists in Crashes by Hour (Utah 2011)

Motorcyclists (Driver and Passenger)								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	3	1.3%	7	0.6%	0	0.0%	10	0.7%
1 a.m.	3	1.3%	11	1.0%	0	0.0%	14	1.0%
2 a.m.	0	0.0%	10	0.9%	3	10.7%	13	0.9%
3 a.m.	1	0.4%	3	0.3%	1	3.6%	5	0.4%
4 a.m.	1	0.4%	4	0.4%	0	0.0%	5	0.4%
5 a.m.	2	0.9%	6	0.5%	0	0.0%	8	0.6%
6 a.m.	2	0.9%	15	1.3%	1	3.6%	18	1.3%
7 a.m.	3	1.3%	24	2.1%	1	3.6%	28	2.0%
8 a.m.	7	3.1%	50	4.5%	0	0.0%	57	4.2%
9 a.m.	8	3.5%	53	4.7%	1	3.6%	62	4.5%
10 a.m.	6	2.6%	43	3.8%	1	3.6%	50	3.6%
11 a.m.	11	4.8%	59	5.3%	1	3.6%	71	5.2%
Noon	7	3.1%	85	7.6%	0	0.0%	92	6.7%
1 p.m.	16	7.0%	70	6.3%	1	3.6%	87	6.3%
2 p.m.	21	9.2%	83	7.4%	3	10.7%	107	7.8%
3 p.m.	15	6.6%	81	7.3%	1	3.6%	97	7.1%
4 p.m.	21	9.2%	117	10.5%	1	3.6%	139	10.1%
5 p.m.	23	10.1%	117	10.5%	3	10.7%	143	10.4%
6 p.m.	32	14.0%	76	6.8%	1	3.6%	109	7.9%
7 p.m.	14	6.1%	63	5.6%	3	10.7%	80	5.8%
8 p.m.	14	6.1%	56	5.0%	2	7.1%	72	5.2%
9 p.m.	5	2.2%	30	2.7%	2	7.1%	37	2.7%
10 p.m.	10	4.4%	36	3.2%	0	0.0%	46	3.4%
11 p.m.	3	1.3%	18	1.6%	2	7.1%	23	1.7%
Total	228	100.0%	1,117	100.0%	28	100.0%	1,373	100.0%

- Over one-half (56.4%) of total motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

Motorcycle Crash Conditions

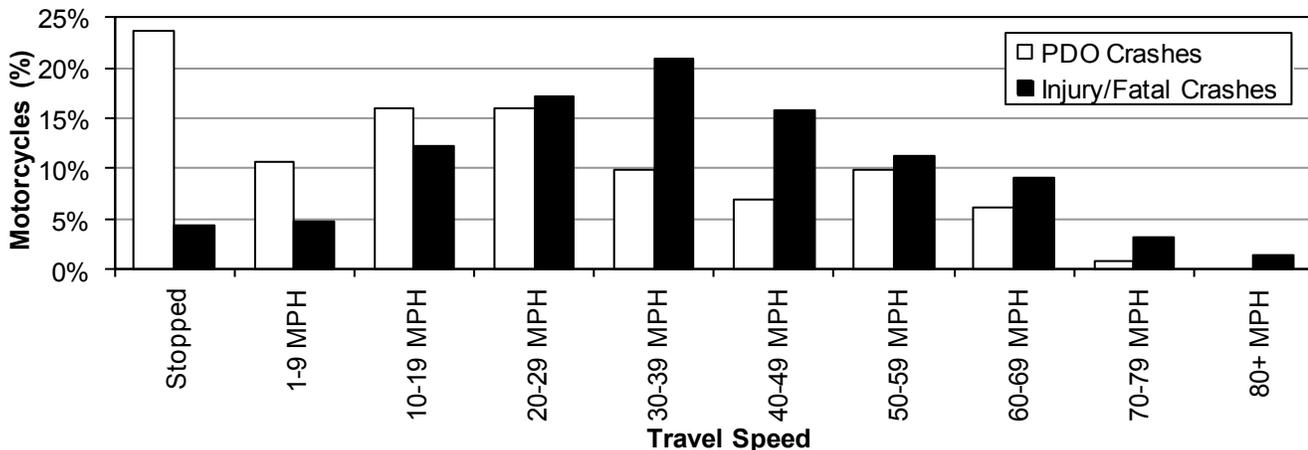
Motorcyclists in Crashes by Day of Week (Utah 2011)

Motorcyclists (Driver and Passenger)								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	25	11.0%	136	12.2%	4	14.3%	165	12.0%
Monday	26	11.4%	151	13.5%	3	10.7%	180	13.1%
Tuesday	27	11.8%	134	12.0%	2	7.1%	163	11.9%
Wednesday	35	15.4%	138	12.4%	5	17.9%	178	13.0%
Thursday	28	12.3%	138	12.4%	5	17.9%	171	12.5%
Friday	38	16.7%	216	19.3%	6	21.4%	260	18.9%
Saturday	49	21.5%	204	18.3%	3	10.7%	256	18.6%
Total	228	100.0%	1,117	100.0%	28	100.0%	1,373	100.0%

- Over one-third (37.6%) of total motorcycle crashes occurred on Friday and Saturday.
- Fatal motorcycle crashes occurred most frequently on Friday (21.4%).

Travel Speed (Utah 2011)

Motorcycles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	12	6.7%	3	0.3%	0	0.0%	15	1.2%
Stopped	31	17.2%	32	3.0%	0	0.0%	63	4.9%
1-9 MPH	14	7.8%	39	3.7%	0	0.0%	53	4.2%
10-19 MPH	21	11.7%	99	9.3%	1	3.7%	121	9.5%
20-29 MPH	21	11.7%	141	13.2%	0	0.0%	162	12.7%
30-39 MPH	13	7.2%	170	15.9%	2	7.4%	185	14.5%
40-49 MPH	9	5.0%	128	12.0%	1	3.7%	138	10.8%
50-59 MPH	13	7.2%	89	8.3%	4	14.8%	106	8.3%
60-69 MPH	8	4.4%	69	6.5%	6	22.2%	83	6.5%
70-79 MPH	1	0.6%	23	2.2%	3	11.1%	27	2.1%
80+ MPH	0	0.0%	9	0.8%	3	11.1%	12	0.9%
Unknown	37	20.6%	264	24.8%	7	25.9%	308	24.2%
Total	180	100.0%	1,066	100.0%	27	100.0%	1,273	100.0%



- Over one-half (50.3% of known) of motorcycles in total crashes were traveling 20-49 MPH.
- Most (80.0% of known) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

Motorcycle Crash Conditions

Maneuver of Other Vehicle Prior to Motorcycle Crash (Utah 2011)

Vehicles Other than Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	52	38.5%	134	26.2%	4	28.6%	190	28.7%
Turning Left	20	14.8%	151	29.5%	8	57.1%	179	27.1%
Stopped in Traffic Lane	25	18.5%	76	14.8%	1	7.1%	102	15.4%
Slowing in Traffic Lane	6	4.4%	32	6.3%	1	7.1%	39	5.9%
Turning Right	7	5.2%	27	5.3%	0	0.0%	34	5.1%
Changing Lanes	3	2.2%	27	5.3%	0	0.0%	30	4.5%
Parked/Parking	4	3.0%	17	3.3%	0	0.0%	21	3.2%
Making U-turn	1	0.7%	16	3.1%	0	0.0%	17	2.6%
Entering/Leaving Traffic Lane	1	0.7%	15	2.9%	0	0.0%	16	2.4%
Backing	7	5.2%	5	1.0%	0	0.0%	12	1.8%
Overtaking/Passing	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Unknown/Other	9	6.7%	10	2.0%	0	0.0%	19	2.9%
Total	135	100.0%	512	100.0%	14	100.0%	661	100.0%

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (28.7%) and turning left (27.1%).

Contributing Factors of Drivers Other than Motorcyclists in Motorcycle Crashes (Utah 2011)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	19	17.0%	155	36.9%	7	70.0%	181	33.4%
Followed Too Closely	27	24.1%	30	7.1%	0	0.0%	57	10.5%
Improper Turn	7	6.3%	40	9.5%	1	10.0%	48	8.9%
Other Improper Driving	5	4.5%	26	6.2%	0	0.0%	31	5.7%
Improper Lane Change	3	2.7%	26	6.2%	0	0.0%	29	5.4%
Driver Distraction	6	5.4%	19	4.5%	0	0.0%	25	4.6%
Vision Obscured by Moving Vehicle	3	2.7%	20	4.8%	0	0.0%	23	4.2%
Disregard Traffic Signal/Sign	4	3.6%	16	3.8%	0	0.0%	20	3.7%
Hit and Run	6	5.4%	12	2.9%	0	0.0%	18	3.3%
Failed to Keep in Proper Lane	3	2.7%	11	2.6%	0	0.0%	14	2.6%
Improper Backing	7	6.3%	6	1.4%	0	0.0%	13	2.4%
Vehicle Defective Condition	3	2.7%	7	1.7%	0	0.0%	10	1.8%
Vision Obscured by Other	1	0.9%	9	2.1%	0	0.0%	10	1.8%
Driving Under the Influence	5	4.5%	4	1.0%	0	0.0%	9	1.7%
Swerved or Evasive Action	0	0.0%	8	1.9%	0	0.0%	8	1.5%
Vision Obscured by Glare	3	2.7%	3	0.7%	1	10.0%	7	1.3%
Improper Parking/Stopping	2	1.8%	4	1.0%	0	0.0%	6	1.1%
Other Driver Condition	1	0.9%	5	1.2%	0	0.0%	6	1.1%
Reckless/Aggressive Driving	2	1.8%	3	0.7%	0	0.0%	5	0.9%
Vision Obscured by Parked Vehicle	1	0.9%	4	1.0%	0	0.0%	5	0.9%
Improper Signal	0	0.0%	4	1.0%	0	0.0%	4	0.7%
Speed Too Fast	3	2.7%	1	0.2%	0	0.0%	4	0.7%
Wrong Side/Wrong Way	1	0.9%	3	0.7%	0	0.0%	4	0.7%
Vision Obscured by Vegetation	0	0.0%	2	0.5%	1	10.0%	3	0.6%
Overcorrected/Oversteering	0	0.0%	2	0.5%	0	0.0%	2	0.4%
Total	112	100.0%	420	100.0%	10	100.0%	542	100.0%

- Failed to yield right of way (33.4%), followed too closely (10.5%), and improper turn (8.9%) were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.

Motorcycle Crash Conditions

Contributing Factors of Motorcycle Drivers in Crashes (Utah 2011)

Motorcycle Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Speed Too Fast	7	6.5%	135	14.4%	12	21.1%	154	13.9%
Followed Too Closely	22	20.6%	113	12.0%	1	1.8%	136	12.3%
Failed to Keep in Proper Lane	12	11.2%	99	10.5%	9	15.8%	120	10.9%
Swerved or Evasive Action	6	5.6%	89	9.5%	1	1.8%	96	8.7%
Other Improper Driving	15	14.0%	78	8.3%	0	0.0%	93	8.4%
Ran Off Road	1	0.9%	61	6.5%	13	22.8%	75	6.8%
Driving Under the Influence	4	3.7%	55	5.9%	8	14.0%	67	6.1%
Driver Distraction	4	3.7%	41	4.4%	1	1.8%	46	4.2%
Failed to Yield Right of Way	7	6.5%	28	3.0%	1	1.8%	36	3.3%
Overcorrected	2	1.9%	33	3.5%	1	1.8%	36	3.3%
Improper Lane Change	2	1.9%	22	2.3%	1	1.8%	25	2.3%
Reckless/Aggressive Driving	2	1.9%	21	2.2%	2	3.5%	25	2.3%
Vehicle Other Defective Condition	5	4.7%	17	1.8%	1	1.8%	23	2.1%
Vehicle Tires	0	0.0%	21	2.2%	0	0.0%	21	1.9%
Vision Obscured by Moving Vehicle	2	1.9%	18	1.9%	0	0.0%	20	1.8%
Disregard Traffic Signal/Sign	2	1.9%	17	1.8%	0	0.0%	19	1.7%
Improper Passing	2	1.9%	14	1.5%	3	5.3%	19	1.7%
Improper Turn	2	1.9%	14	1.5%	0	0.0%	16	1.4%
Vehicle Brakes	1	0.9%	12	1.3%	0	0.0%	13	1.2%
Vision Obscured by Other	1	0.9%	11	1.2%	0	0.0%	12	1.1%
Improper Parking/Stopping	1	0.9%	10	1.1%	0	0.0%	11	1.0%
Hit and Run	1	0.9%	7	0.7%	0	0.0%	8	0.7%
Vision Obscured by Weather Condition	2	1.9%	4	0.4%	1	1.8%	7	0.6%
Other Driver Condition	1	0.9%	4	0.4%	0	0.0%	5	0.5%
Vision Obscured by Parked Vehicle	1	0.9%	4	0.4%	0	0.0%	5	0.5%
Vision Obscured by Glare	1	0.9%	3	0.3%	0	0.0%	4	0.4%
Driver Emotional Prior to Crash	1	0.9%	2	0.2%	0	0.0%	3	0.3%
Driver Illness/Medical	0	0.0%	1	0.1%	2	3.5%	3	0.3%
Disregard Road Markings	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Wrong Side/Wrong Way	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Driver Asleep/Fatigue	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Improper Backing	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	107	100.0%	940	100.0%	57	100.0%	1,104	100.0%

- Speed too fast (13.9%), followed too closely (12.3%), and failed to keep in proper lane (10.9%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were ran off road (22.8%) and speed too fast (21.1%)

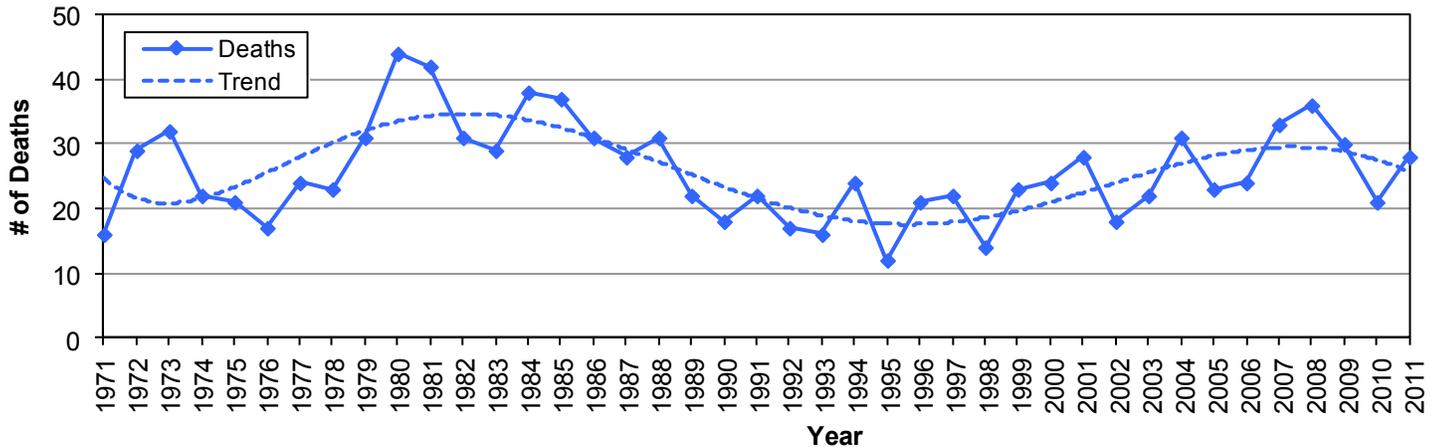
Did you know in 2011:

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

Motorcycles

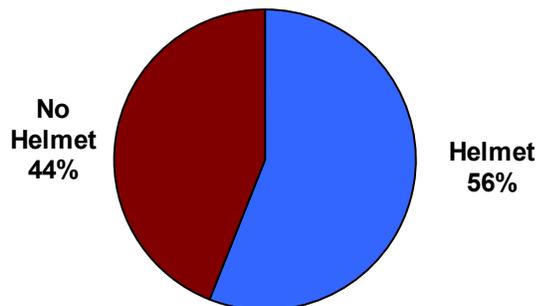


Motorcyclist Deaths (Utah 1971-2011)



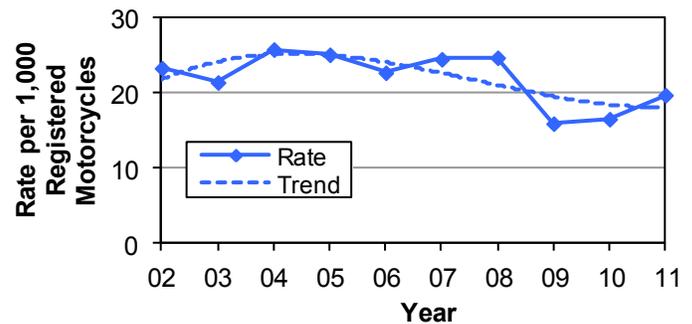
- Motorcyclist deaths increased in 2011 after declining the previous two years.
- The 36 motorcyclist deaths in 2008 were the highest total since 1985.

Helmet Use of Motorcyclists in Crashes (Utah 2011)



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

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



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

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

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



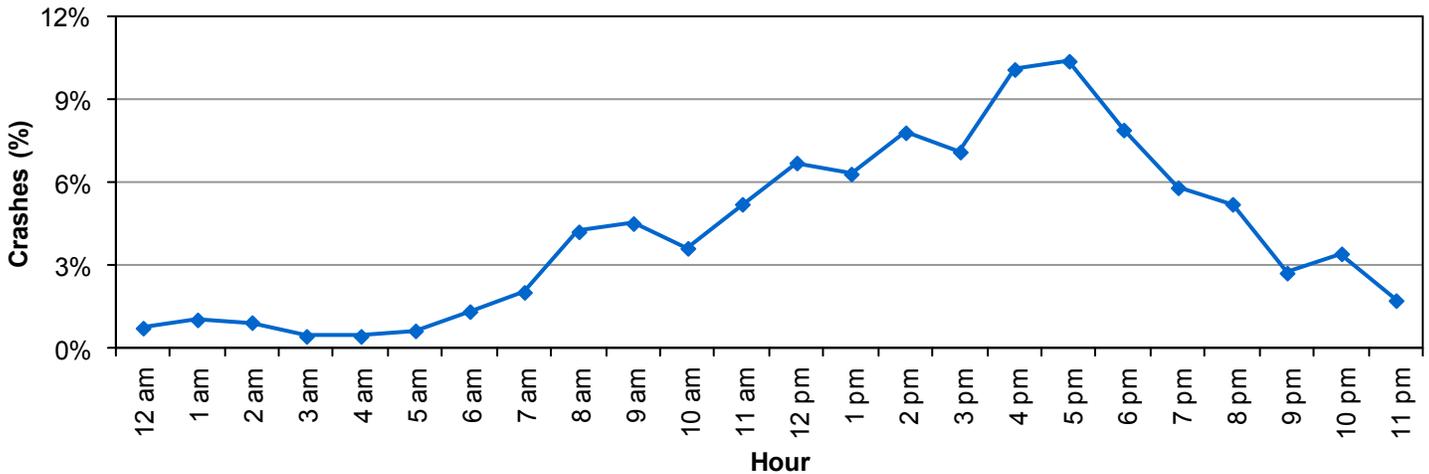
Motorcycles



Left Turns

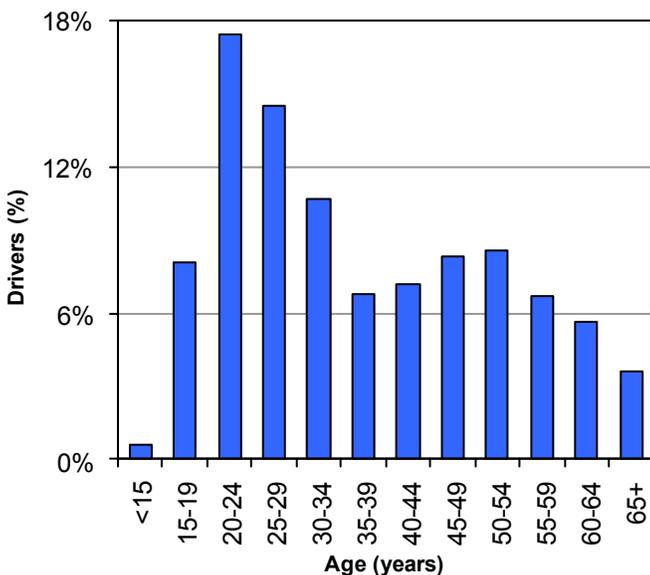
Over one-fourth (27%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Motorcyclists In Crashes by Hour of Day (Utah 2011)



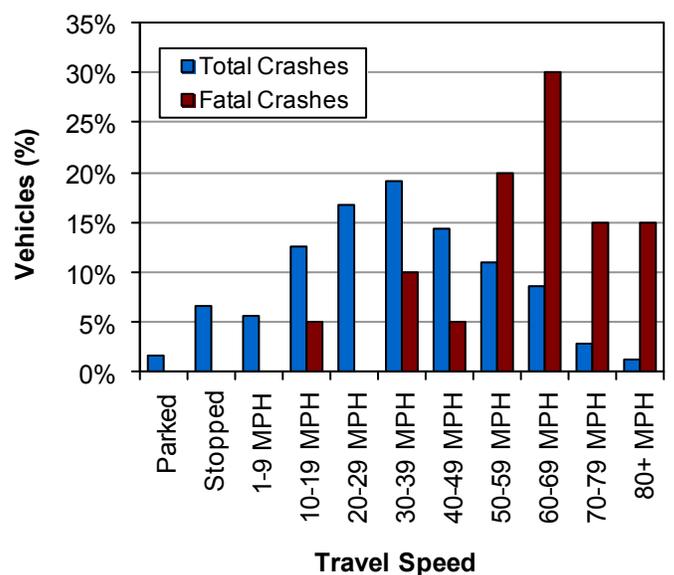
- Over one-half (56%) of motorcycle crashes occurred between 12:00 p.m. and 6:59 p.m.

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



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

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



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