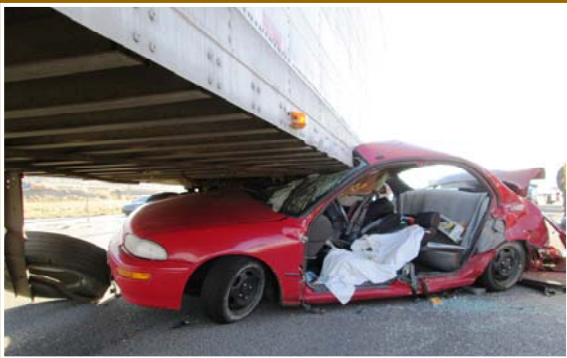


# Utah Crash Summary 2015



State of Utah

Department of Public Safety

# Utah Crash Summary 2015



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## Introduction

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

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

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

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

**Prepared By:** The Utah Department of Public Safety, Highway Safety Office prepared this report. For more information, please contact: Gary Mower, Traffic Records Program Manager • Utah Department of Public Safety, Highway Safety Office • 5500 W Amelia Earhart Dr Suite 155 • Salt Lake City, Utah 84116 • (801) 366-6040 • gmower@utah.gov.

**Available At:** The Utah Crash Summary and fact sheets are available at the Utah Highway Safety Office website at [highwaysafety.utah.gov](http://highwaysafety.utah.gov).

**Suggested Citation:** Utah Department of Public Safety, Highway Safety Office. *Utah Crash Summary 2015*. Salt Lake City, UT: Utah Department of Public Safety, 2016.

## Executive Summary

Significant progress has been made to reduce motor vehicle crashes in Utah, with a rapid decline in the injury and fatal crash rates over the last 40 years. If Utah had the same fatal crash rate in 2015 as 1975 there would have been 736 additional deaths in 2015. These reductions can be attributed to a variety of factors, including:

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

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in the State of Utah. In 2015, there were 60,012 reported traffic crashes on public roadways in Utah. These crashes involved 151,237 people, with 25,350 injured and 278 people killed.

Utah made progress in the following areas over the last few years:

- The Utah death rate per vehicle mile traveled has been below the U.S. rate since 2001;
- The percent of crashes involving a teen driver has a decreasing trend;
- The motorcyclist crash rate per registered motorcycle has shown a decreasing trend;
- The number of bicyclists in crashes in 2015 decreased for the third straight year.

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

- Traffic deaths were the highest total in Utah since 2007;
- The number of injured persons in crashes increased for the fifth straight year;
- There were 5,976 more traffic crashes in 2015 compared to 2014;
- Speed remains the leading contributing factor in deaths;
- Pedestrian deaths in 2015 were the highest since 1987;
- Drowsy driving crashes were the highest since 2007;
- The number of deaths in 2015 involving a distracted-driver was the highest since 2007;
- The number of deaths to unrestrained occupants was the highest total since 2009;
- Deaths involving a drunk driver have shown an increasing trend;
- The percent of crashes involving an older driver has shown an increasing trend;
- The number of crashes involving a drug-related driver in 2015 was the highest on record.

The *Utah Crash Summary 2015* contains further details regarding Utah motor vehicle crashes.

Users of this Crash Summary are invited to help promote motor vehicle safety in Utah. The numbers represent lost lives, injured people, and lives changed. Utah has set a goal of zero deaths because the loss of even one life is too many. This is a goal we can all live with.



## 2015 Utah Crash Synopsis

All Crashes				
Category	2015	% of Total*	3 Year Avg (2012-2014)	% Change
Total Persons in Crashes	151,237		131,618	14.9%
Drivers	108,312	71.6%	93,421	15.9%
Follow ed Too Closely Crash	42,043	27.8%	35,116	19.7%
Passengers	41,199	27.2%	36,440	13.1%
Teenage Driver Crash	35,224	23.3%	29,892	17.8%
Failed to Yield Crash	31,475	20.8%	27,484	14.5%
Speed Crash	25,845	17.1%	22,871	13.0%
Injured Persons	25,350	16.8%	22,813	11.1%
Inclement Weather Crash	24,368	16.1%	23,248	4.8%
Older (Age 65+) Driver Crash	21,362	14.1%	18,216	17.3%
Distracted Driving Crash	16,451	10.9%	14,110	16.6%
Disregard Traffic Signal/Sign	10,190	6.7%	8,463	20.4%
Heavy Truck Crash	9,857	6.5%	7,834	25.8%
Animal-Related Crash	5,074	3.4%	4,427	14.6%
Alcohol-Related Driver Crash	4,303	2.8%	3,832	12.3%
Unrestrained Occupants	2,728	1.8%	2,989	-8.7%
Drow sy Driving Crash	2,194	1.5%	1,871	17.2%
Drug-Related Driver Crash	2,088	1.4%	1,531	36.4%
Motorcyclists	1,217	0.8%	1,283	-5.1%
Pedestrians	1,040	0.7%	943	10.3%
Bicyclists	686	0.5%	814	-15.8%
Deaths	278	0.2%	231	20.3%
Total Crashes	60,012		53,424	12.3%
Urban	50,252	83.7%	44,376	13.2%
Property Damage Only	42,089	70.1%	37,108	13.4%
Injury	17,665	29.4%	16,108	9.7%
Follow ed Too Closely	13,382	22.3%	11,248	19.0%
Teenage Driver	12,395	20.7%	10,568	17.3%
Failed to Yield	10,914	18.2%	9,502	14.9%
Speed	10,507	17.5%	9,482	10.8%
Inclement Weather	10,436	17.4%	10,248	1.8%
Rural	9,760	16.3%	9,048	7.9%
Older (Age 65+) Driver	7,813	13.0%	6,753	15.7%
Distracted Driving	5,850	9.7%	5,172	13.1%
Heavy Truck	3,803	6.3%	3,228	17.8%
Animal-Related	3,381	5.6%	2,939	15.0%
Disregard Traffic Signal/Sign	3,308	5.5%	2,777	19.1%
Alcohol-Related Driver	2,021	3.4%	1,864	8.4%
Drow sy Driving	1,178	2.0%	1,027	14.7%
Motorcycle	1,116	1.9%	1,159	-3.7%
Drug-Related Driver Crash	986	1.6%	805	22.5%
Pedestrian-Motor Vehicle	965	1.6%	872	10.7%
Bicycle-Motor Vehicle	670	1.1%	804	-16.7%
Fatal	258	0.4%	208	24.0%

Fatal Crashes				
Category	2015	% of Total*	3 Year Avg (2012-2014)	% Change
Deaths	278		231	20.3%
Drivers	171	61.5%	142	20.7%
Speed Crash	104	37.4%	96	8.3%
Unrestrained Occupants	87	31.3%	71	23.1%
Drug Positive Driver Crash	85	30.6%	47	80.9%
Older (Age 65+) Driver Crash	59	21.2%	43	37.2%
Passengers	53	19.1%	51	4.6%
Pedestrians	49	17.6%	33	50.0%
Heavy Truck Crash	42	15.1%	21	103.2%
Drunk Driver Crash	37	13.3%	29	26.1%
Motorcyclists	36	12.9%	36	0.0%
Inclement Weather Crash	34	12.2%	22	54.5%
Teenage Driver Crash	30	10.8%	29	2.3%
Failed to Yield Crash	30	10.8%	27	12.5%
Distracted Driving Crash	28	10.1%	20	42.4%
Red Light/Stop Sign Running	18	6.5%	16	12.5%
Drow sy Driving Crash	15	5.4%	12	28.6%
Follow ed Too Closely Crash	10	3.6%	10	3.4%
Bicyclists	5	1.8%	6	-16.7%
Animal-Related Crash	1	0.4%	2	-50.0%
Fatal Crashes	258		208	24.0%
Urban	159	61.6%	125	27.5%
Rural	99	38.4%	83	18.8%
Speed	95	36.8%	86	10.9%
Drug Positive Driver	75	29.1%	41	82.9%
Older (Age 65+) Driver	57	22.1%	39	47.4%
Pedestrian-Motor Vehicle	49	19.0%	32	53.1%
Motorcycle	36	14.0%	35	2.9%
Heavy Truck	35	13.6%	19	84.2%
Inclement Weather	33	12.8%	19	70.7%
Drunk Driver	31	12.0%	26	17.7%
Teenage Driver	27	10.5%	27	1.3%
Failed to Yield	27	10.5%	25	8.0%
Distracted Driving	27	10.5%	18	52.8%
Red Light/Stop Sign Running	18	7.0%	15	17.4%
Drow sy Driving	14	5.4%	10	35.5%
Follow ed Too Closely	8	3.1%	9	-14.3%
Bicycle-Motor Vehicle	5	1.9%	6	-11.8%
Animal-Related	1	0.4%	2	-40.0%

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

## 2015 Utah Crash Facts

- In an average day in Utah, there were 164 motor vehicle crashes involving 415 people with 69 people injured and 0.8 person killed.
- First motor vehicle crash occurred January 1, 2015 at 12:23 a.m. and the last crash occurred December 31, 2015 at 11:44 p.m.
- First fatal motor vehicle crash occurred January 2, 2015 at 2:56 p.m. and the last fatal crash occurred December 30, 2015 at 5:27 p.m.
- Monday, December 14, 2015 had the most crashes with 639 crashes and Sunday, January 18, 2015 had the fewest crashes with 55.
- 107 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration)
- It is estimated that 53 additional lives would have been saved if everyone had been wearing seat belts.
- A motor vehicle crash occurred every 8 minutes.
- A person was injured in a crash every 20 minutes.
- A teenage-driver crash occurred every 42 minutes.
- A speed-related crash occurred every 50 minutes.
- A driver age 65 years or older was in a crash every 67 minutes.
- A distracted driver crash occurred every 89 minutes.
- A heavy truck was in a crash every 2 hours.
- An animal-motor vehicle crash occurred every 2.5 hours.
- An alcohol-related driver crash occurred every 4 hours.
- A motorcyclist was in a crash every 7 hours.
- A drowsy driver crash occurred every 7 hours.
- A pedestrian was hit by a motor vehicle every 8 hours.
- A drug-related driver crash occurred every 8.5 hours.
- A bicyclist was hit by a motor vehicle every 12.5 hours.
- A person died in a crash every 31.5 hours.
- The youngest person in a motor vehicle crash was less than a week old and the oldest person was 99 years-old.
- The youngest person killed in a motor vehicle crash was 1 year-old and the oldest person killed was 93 years-old.
- The estimated statewide economic loss due to motor vehicle crashes in Utah was \$2.1 billion. (National Highway Traffic Safety Administration)
- Hospital and emergency department charges for the treatment of injuries in motor vehicle crashes were \$157 million. [Utah Department of Health (UDOH), 2014]
- 5.5% of licensed drivers were in a crash.
- 5.0% of Utah residents were in a crash.
- 5.0% of registered vehicles were in a crash.
- 1.6% of deaths in Utah involved a motor vehicle crash. (UDOH)
- 0.2% of people in a crash died.
- A person was in a crash every 194,000 miles driven in Utah.



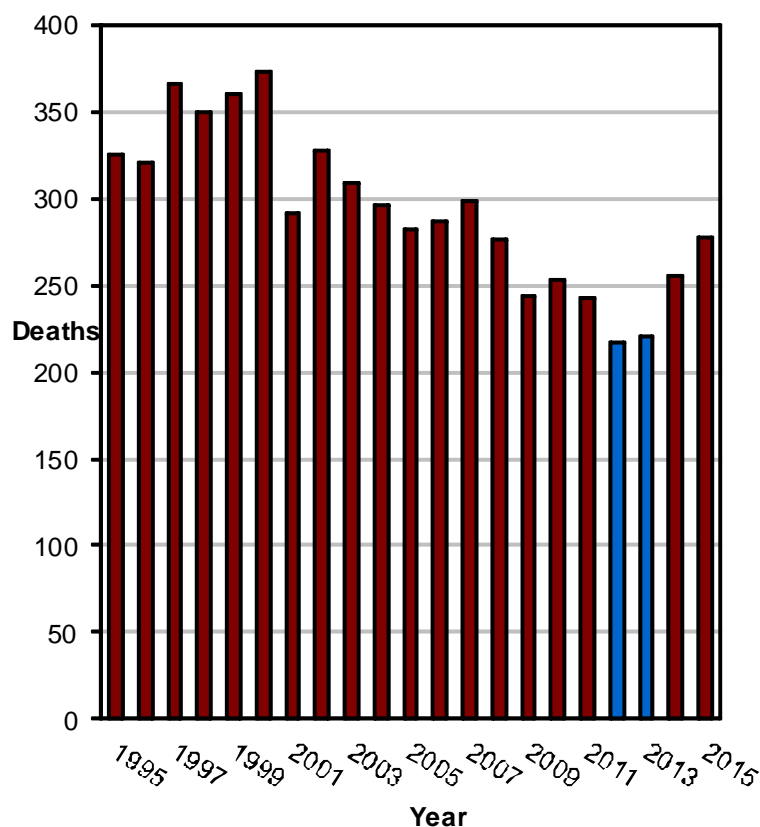
## Did you know in 2015:

- 60,012 motor vehicle crashes occurred in Utah which resulted in 25,350 injured persons and 278 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 8 minutes, a person was injured in a crash every 20 minutes, and a person died in a crash every 31 hours.

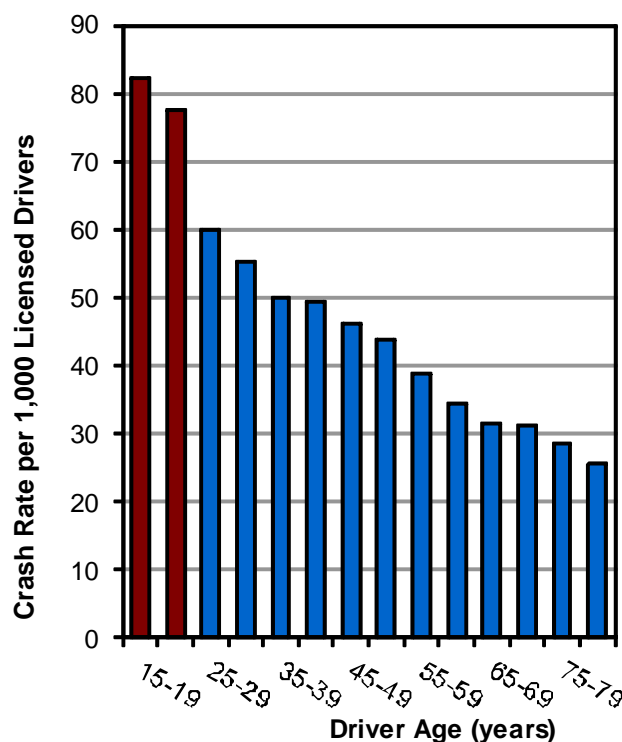
## Overview



### Deaths by Year (Utah 1995-2015)



### Crash Rates per Licensed Drivers by Age (Utah 2015)



- 2012 (217) had the lowest deaths in Utah since 1959 (205).

- Drivers aged 15-24 years had the highest crash rates per licensed driver.

## Crash Summary (Utah 2015)

### Leading Causes of All Crashes

1. Followed Too Closely (22%)
2. Failed to Yield (18%)
3. Speed (18%)
4. Failed to Keep in Proper Lane (12%)
5. Distracted Driving (10%)

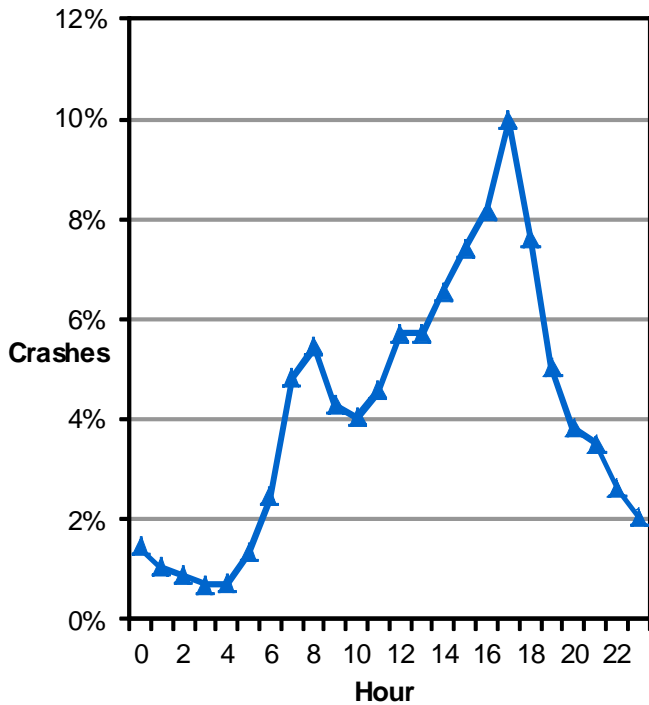
### Leading Causes of Death

1. Speed (37%)
2. Unrestrained Occupants (31%)
3. Drunk Driving (13%)
4. Failed to Yield (11%)
5. Failed to Keep in Proper Lane (11%)

## Overview



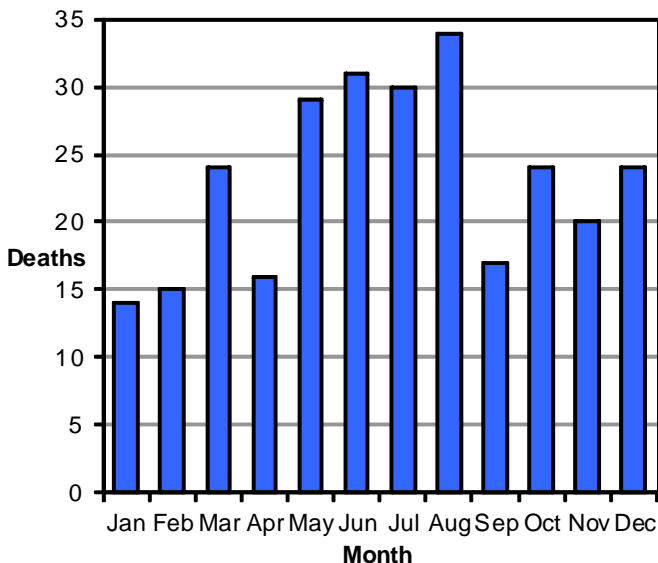
### Motor Vehicle Crashes by Hour (Utah 2015)



- Crashes were highest between 3:00 p.m. and 6:59 p.m.

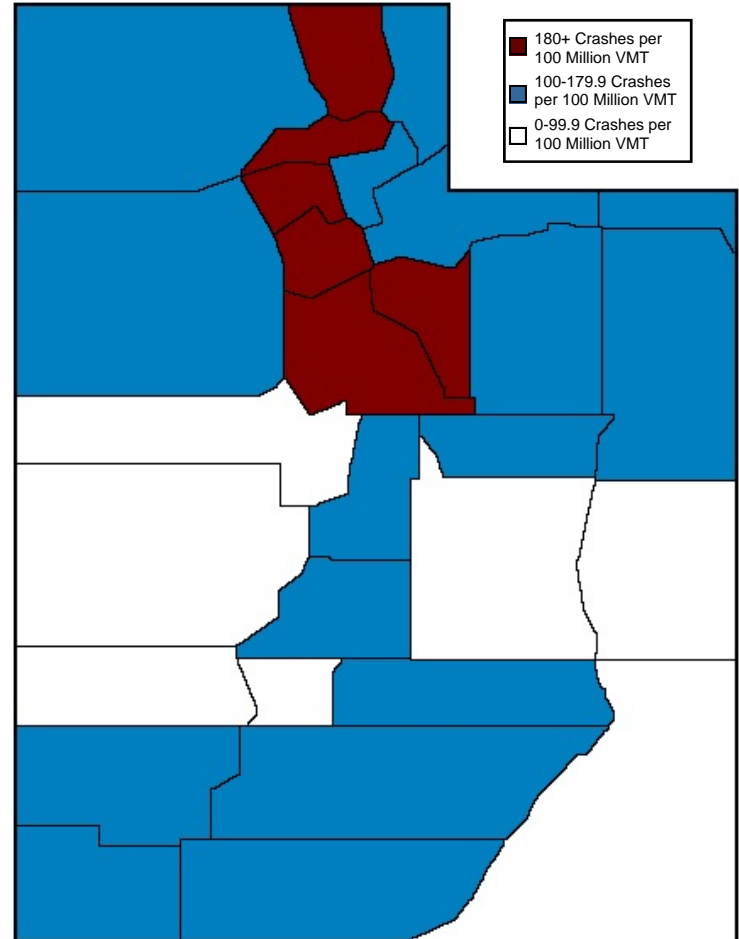
**Traffic deaths in 2015 were the highest since 2007. Pedestrian deaths in 2015 were the highest since 1987.**

### Deaths by Month (Utah 2015)



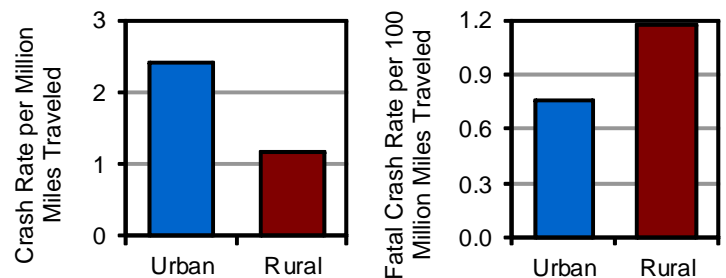
- August had the most deaths.

### County Crash Rates by Miles Traveled (Utah 2015)



- Salt Lake, Weber, and Cache Counties had the highest crash rates per miles traveled.

### Urban/Rural Location (Utah 2015)



- Urban areas had a higher rate of total crashes per vehicle mile traveled while rural areas had a higher fatal crash rate.
- Rural crashes were 3.2 times more likely to be fatal than urban crashes.



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

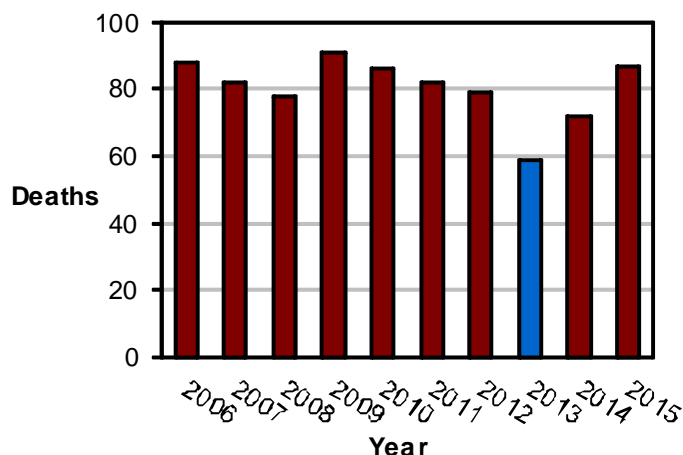
## Occupant Protection



### Did you know in 2015:

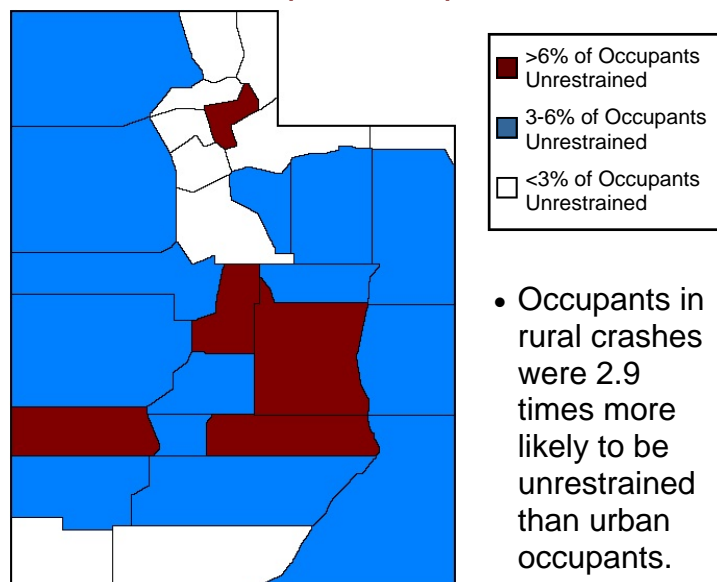
- Unrestrained crash occupants were 49 times more likely to die in a crash than restrained occupants.
- An estimated 107 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 53 additional lives would have been saved if everyone had been wearing seat belts.

**Unrestrained Occupant Deaths by Year  
(Utah 2006-2015)**



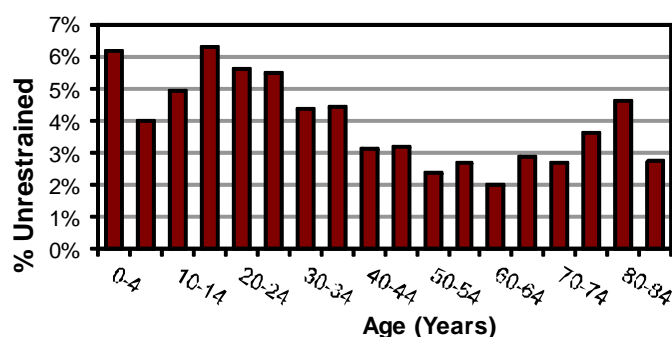
- 2013 had the lowest number of unrestrained occupant deaths over the last 10 years.

**Unrestrained Crash Occupants by County  
(Utah 2015)**



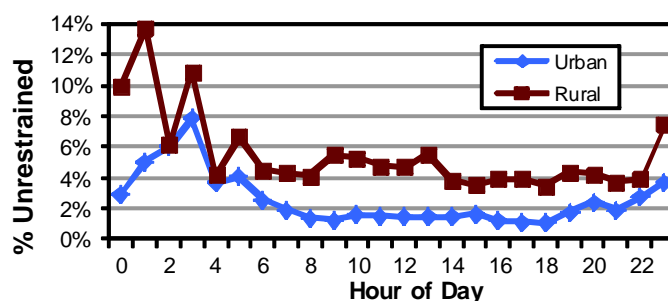
- Occupants in rural crashes were 2.9 times more likely to be unrestrained than urban occupants.

**Unrestrained Injured Crash Occupants  
by Age (Utah 2015)**



- The highest percentage of unrestrained injured crash occupants were 15-19 years.

**Unrestrained Crash Occupants by Hour,  
Rural vs. Urban (Utah 2015)**

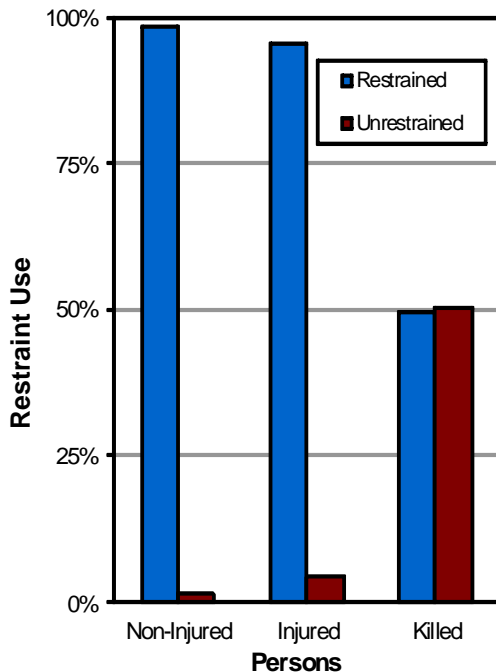


- Rural areas and the hours of 11:00 p.m. to 5:59 a.m. had the highest percentage of unrestrained crash occupants.

# Occupant Protection

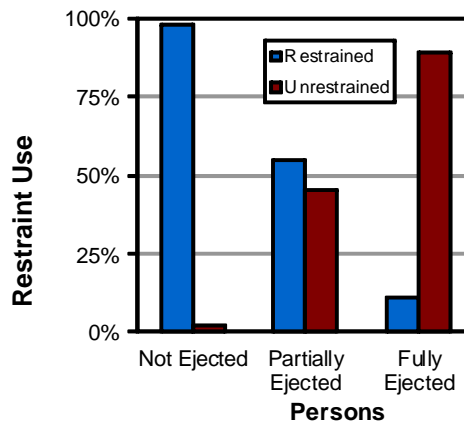


## Restraint Use by Injury Severity (Utah 2015)



- 98% of persons who survived a crash were restrained compared to half (49.7%) of the persons killed.

## Ejection and Restraint Use (Utah 2015)

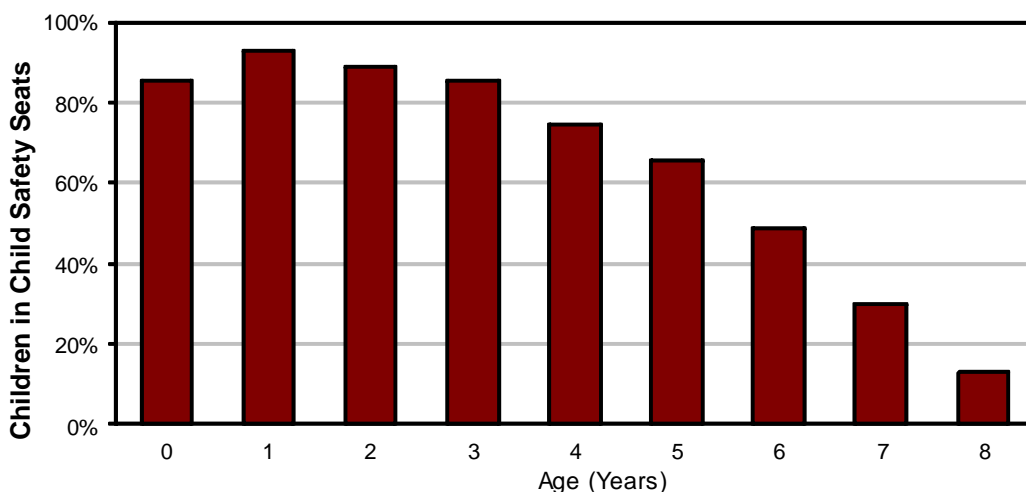


- 89% of crash occupants fully ejected from a motor vehicle were unrestrained.
- Unrestrained occupants were 413 times more likely to be fully ejected than restrained occupants.

## Child Safety Seat Recommendations:

- Children should ride rear-facing until at least two years of age and 30 pounds.
- Children should ride forward-facing with a harness until at least four years of age and 40 pounds, or longer if the car seat allows.
- Children who are at least four years of age and 40 pounds can ride in a booster seat. Use the booster seat until the seat belt fits correctly and until the child is 4'9".
- Children under 13 years old should ride in the back seat.
- Never place a rear-facing child safety seat in the front seat of a vehicle with a passenger side air bag.

## Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2015)



- The older the child the less likely they were using a child safety seat.
- While 93% of 1-year-olds in a crash were in a child safety seat, only 75% of 4-year-olds, 49% of 6-year-olds, and 13% of 8-year-olds were in a child safety seat.
- The decrease in child safety seat use for children aged 4-8 years is concerning and indicates that children are moving to adult-sized seat belts too early.

## Seat Belt

### Recommendations:

- Always use both the lap and shoulder belt. When worn properly, the shoulder belt should fit across the collar bone and the lap belt should fit low over the hips.
- Never place the shoulder strap under the arm or behind the back.
- Always buckle up to stay safe and set a good example.

### Safety Restraint Laws:

- Utah law requires all motor vehicle occupants to wear a seat belt.
- Children age 7 years and under must ride in an approved child safety seat.



# 2015 Utah Crash Facts

## Utah Department of Public Safety Highway Safety Office

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

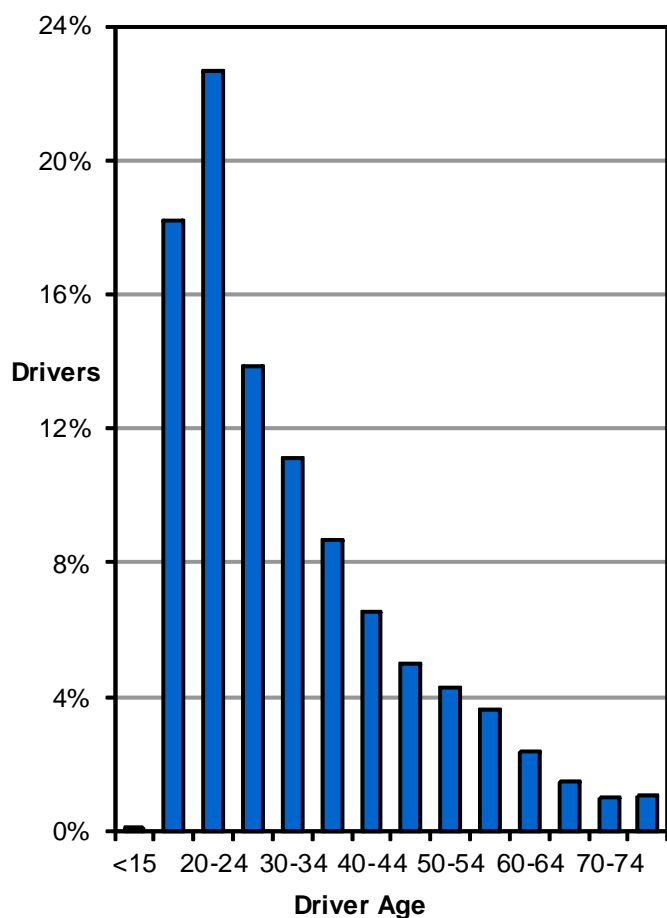
### Speed



#### Did you know in 2015:

- 10,507 speed-related crashes occurred in Utah which resulted in 5,032 injured persons and 104 deaths.
- Speed was a factor in 37% of fatal crashes in 2015.
- Speed-related crashes were 2.7 times more likely to be fatal than other motor vehicle crashes.

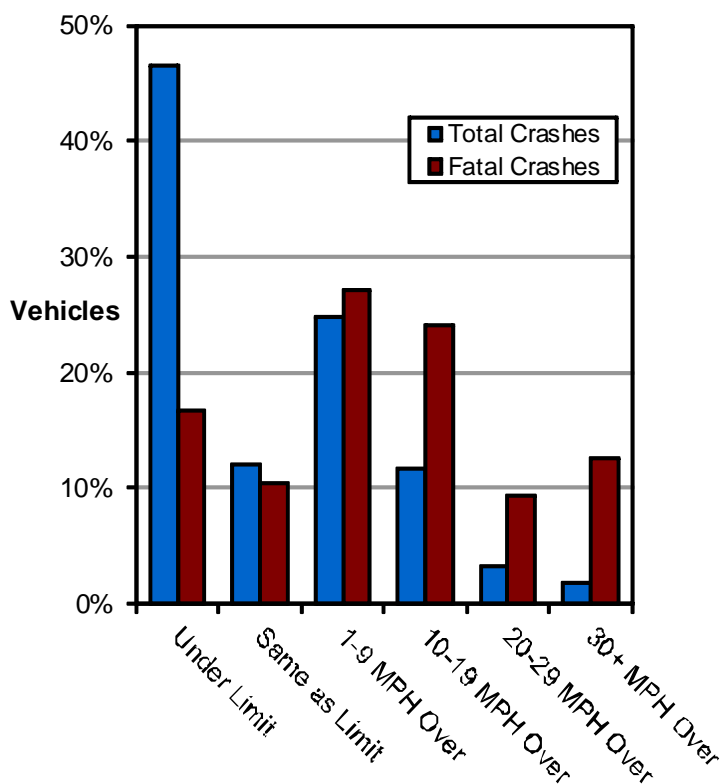
#### Age of Drivers in Speed-Related Crashes (Utah 2015)



- Drivers aged 15-24 years had the highest percentage of total speed-related crashes.



#### Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2015)



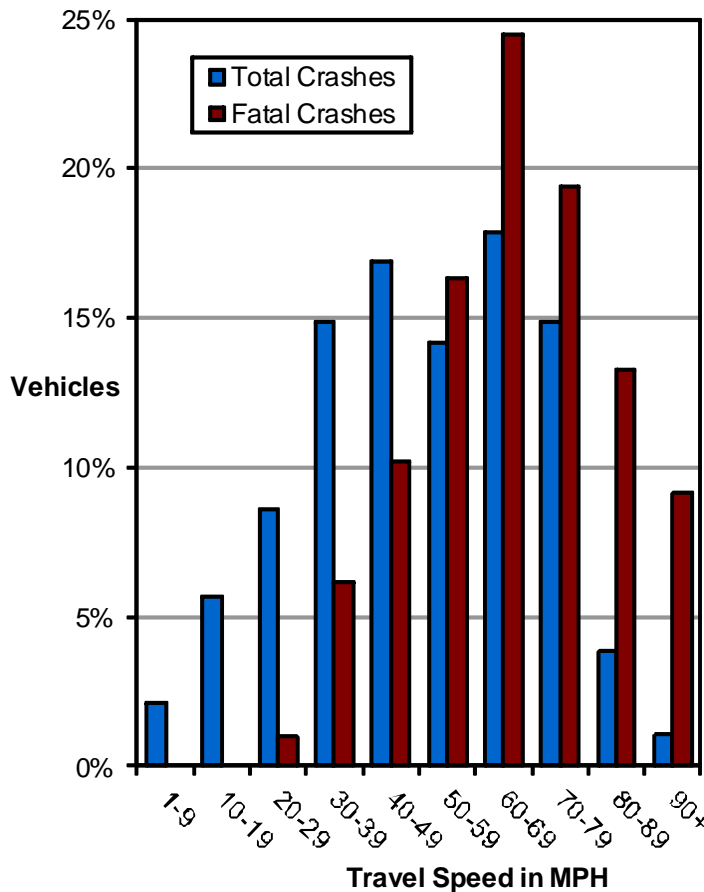
#### Difference in Travel Speed from Limit

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



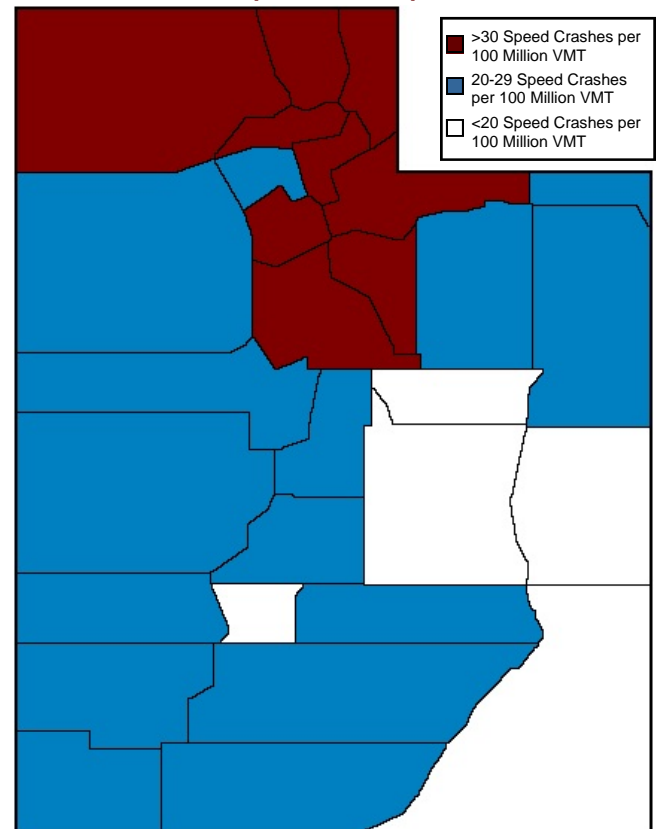
## Speed-Related Crashes by Travel Speed (Utah 2015)

# Speed



- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

## Speed-Related Crash Rates by County (Utah 2015)



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

Speeding is one of the leading factors contributing to traffic crashes. Speeding is dangerous because it:

- Magnifies drivers' errors;
- Extends the distance necessary to stop a vehicle;
- Increases the distance a vehicle travels while the driver reacts to a situation;
- Reduces a driver's ability to steer safely around curves or objects in the road;
- Decreases the effectiveness of vehicle design features, such as seat belts;
- Reduces the stability of the vehicle structure;
- Increases the number of crashes;
- Increases the severity of crashes. For every 10 MPH over 50 MPH, the risk of death in a crash is doubled.

Drivers need to remember there is a reason for speed limits. The roadways are a dangerous place and the speed limits are designed to protect everyone—drivers, passengers, bicyclists, and pedestrians. The posted speed limit is the law. Slow down and obey speed limits.



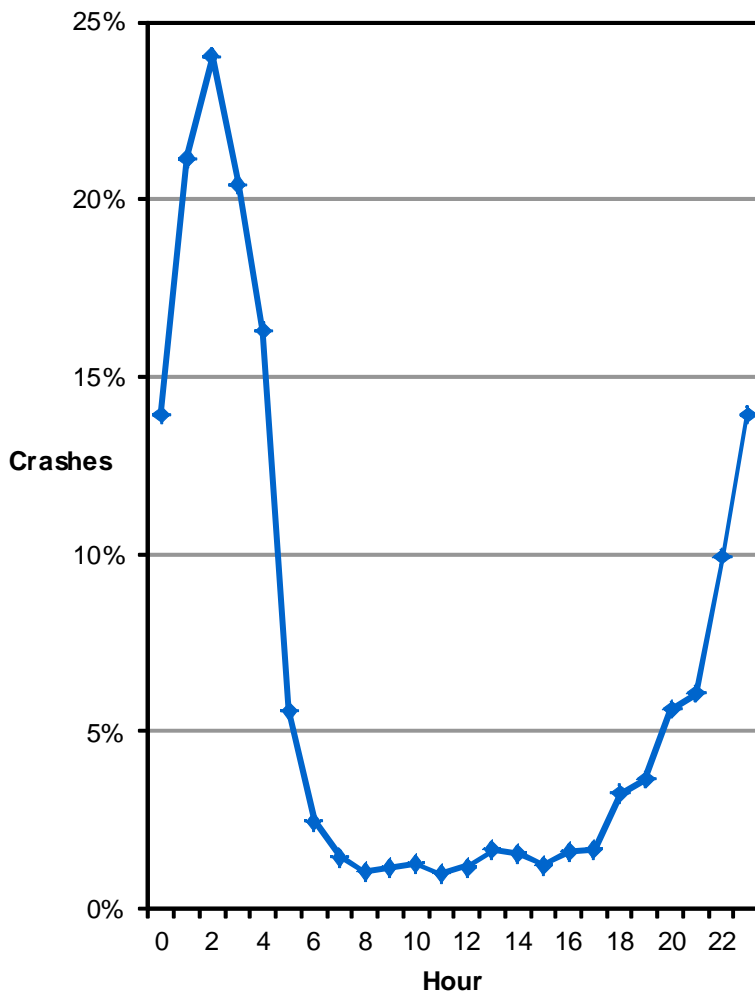
### Did you know in 2015:

- 2,021 alcohol-related driver crashes occurred in Utah which resulted in 1,207 injured persons and 37 deaths.
- Alcohol-related driver crashes were 3.9 times more likely to be fatal than other crashes.
- 3.4% of crashes involved an alcohol-related driver.

# Alcohol

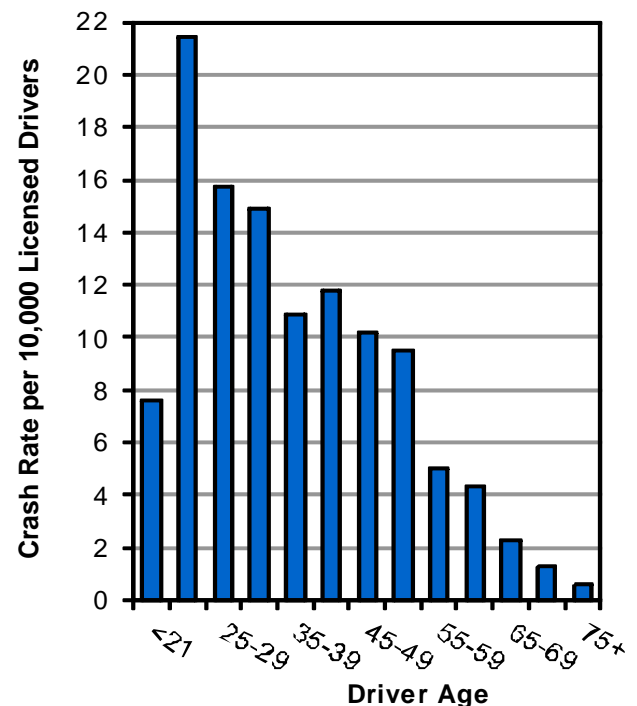


**Percent of Total Crashes with an Alcohol-Related Driver by Hour (Utah 2015)**



- While 3.4% of total crashes involved an alcohol-related driver, 17.3% of crashes occurring during the hours of 11:00 p.m.-4:59 a.m. involved an alcohol-related driver.

**Rate of Alcohol-Related Drivers in Crashes per Licensed Driver (Utah 2015)**



- Drivers aged 21 to 24 years had the highest rates of alcohol-related crashes.
- 158 (8%) of the drivers were under the age of 21 years.

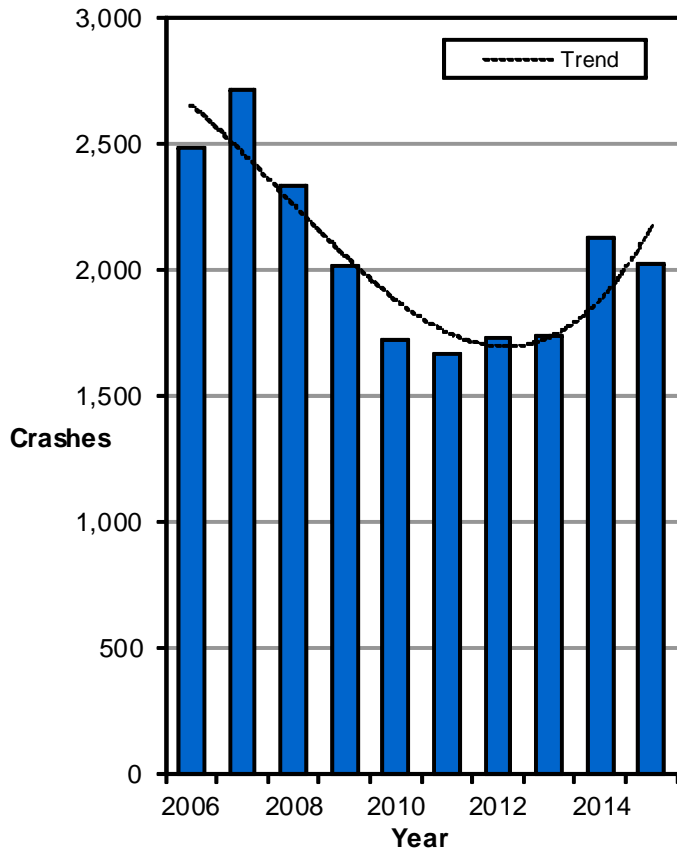


### Previous DUI (Utah 2015)

- 16% of the drunk drivers in fatal crashes were previously convicted of driving under the influence in the past five years.

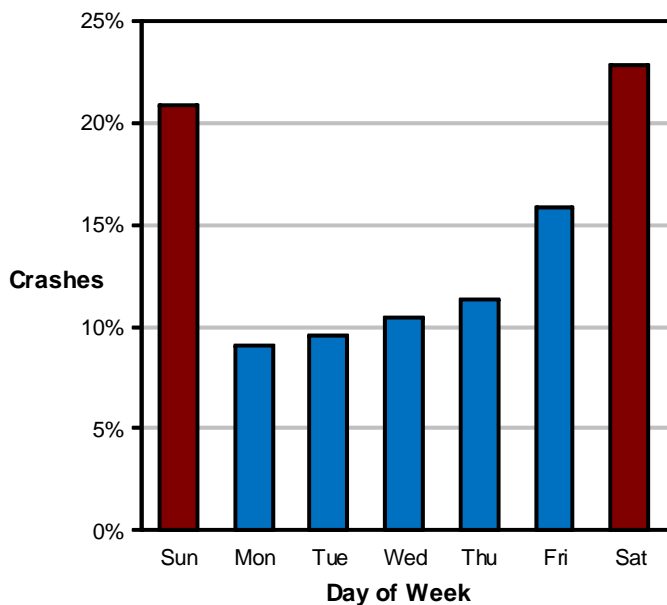


## Alcohol-Related Driver Crashes (Utah 2006-2015)



- The number of alcohol-related driver crashes is on an increasing trend the last few years.

## Alcohol-Related Driver Crashes by Day of the Week (Utah 2015)

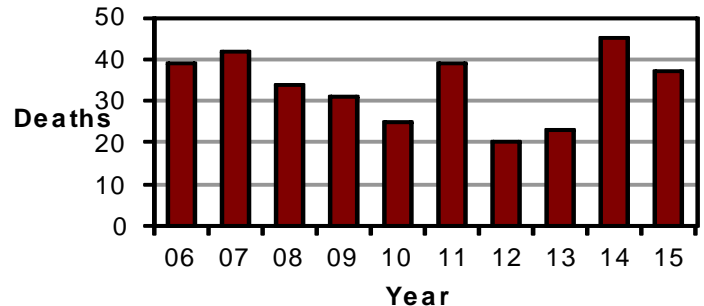


- The highest percentage of alcohol-related driver crashes occurred on weekends (44%).

# Alcohol

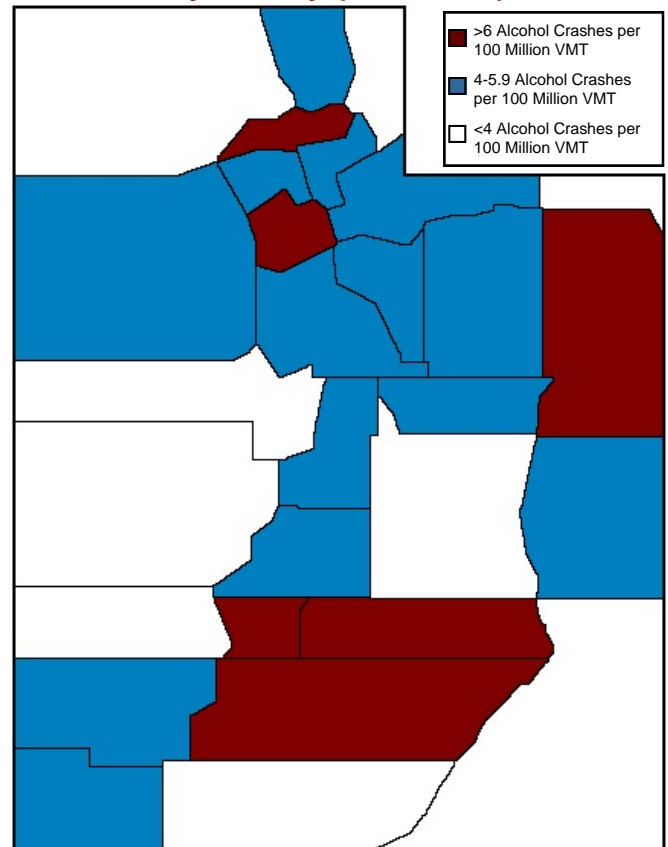


## Deaths from Drunk Drivers (Utah 2006-2015)



- The 45 deaths in 2014 was the highest amount since 56 deaths in 2004.

## Alcohol-Related Driver Crashes by County (Utah 2015)



- Salt Lake, Wayne, and Weber Counties had the highest rates of alcohol-related driver crashes per vehicle miles traveled (VMT).
- Juab, Rich, Beaver, and Millard Counties had the lowest rates of alcohol-related driver crashes per VMT.

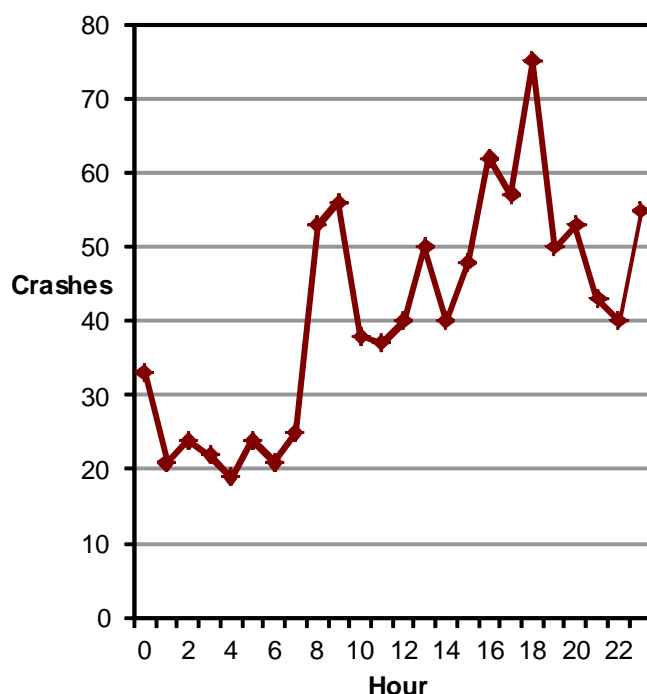
## Did you know in 2015:

- 986 drug-related driver crashes occurred in Utah which resulted in 638 injured persons.
- There were 85 deaths involving a drug positive driver.\*
- Drug-related driver crashes increased 12% in 2015 from 2014.

## Drugs



### Drug-Related Driver Crashes by Hour (Utah 2015)

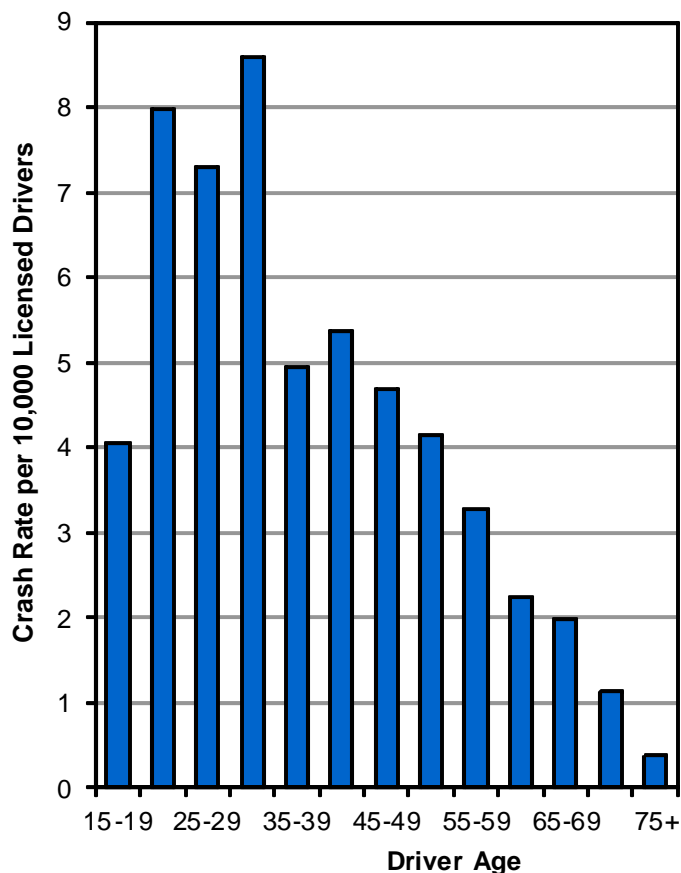


- Drug-related driver crashes were highest during the hours of 4 pm-6:59 pm and 9 am.

\*Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available to link concentrations of other drug types to driver performance.

Note: A non-fatal crash is considered drug-related when the driver was cited for driving under the influence of drugs, at least one driver had a positive drug test, or if the investigating officer suspected the driver used drugs. A drug-positive driver fatal crash is a crash resulting in one or more deaths involving at least one driver with a positive drug test.

### Rate of Drug-Related Drivers in Crashes per Licensed Driver (Utah 2015)



- Drivers aged 20 to 34 years had the highest rates of drug-related crashes.



# 2015 Utah Crash Facts

## Utah Department of Public Safety Highway Safety Office

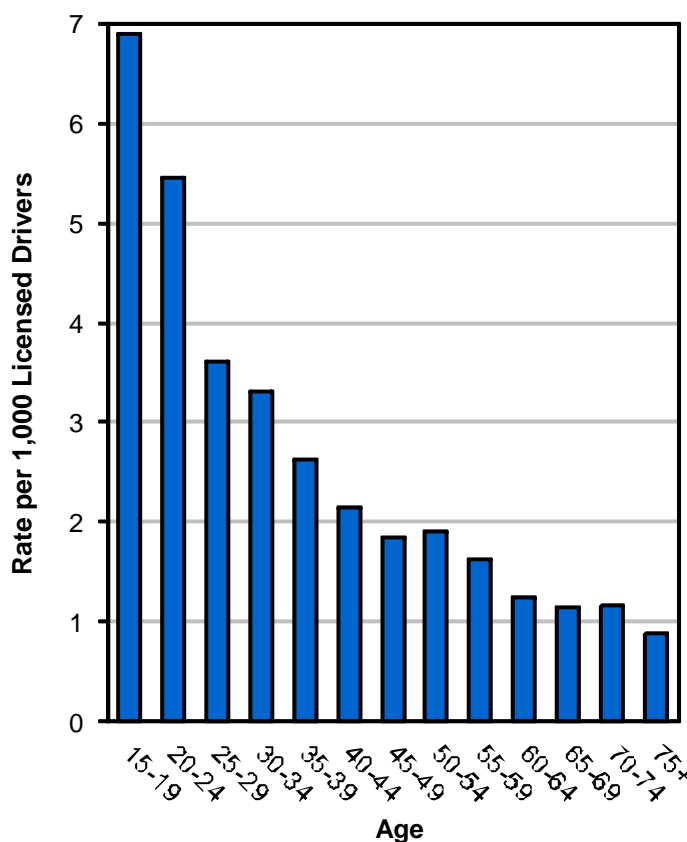
### Did you know in 2015:

- 5,850 distracted driver crashes occurred in Utah which resulted in 3,202 injured persons and 28 deaths.
- 10% of all crashes in Utah involved a distracted driver.
- Over half (51%) of distracted driving crashes were rear end crashes.

## Distraction



### Distracted Driver Crash Rates per Licensed Driver by Age (Utah 2015)



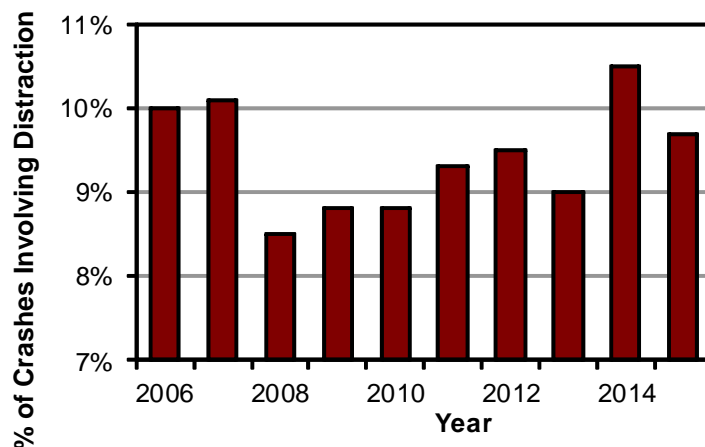
- Younger drivers had the highest rates of driver distraction crashes.

### Distracted Driving Crashes by Distraction Type (Utah 2015)

1. Other External Distraction (13%)
2. Cell Phone (13%)
3. Other Inside Distraction (12%)
4. Passengers (11%)
5. Radio/CD/DVD etc. (8%)
6. Other Electronic Device (3%)
7. Texting (1%)
- Other (40%)



### Percent of Crashes Involving Distracted Drivers by Year (Utah 2006-2015)



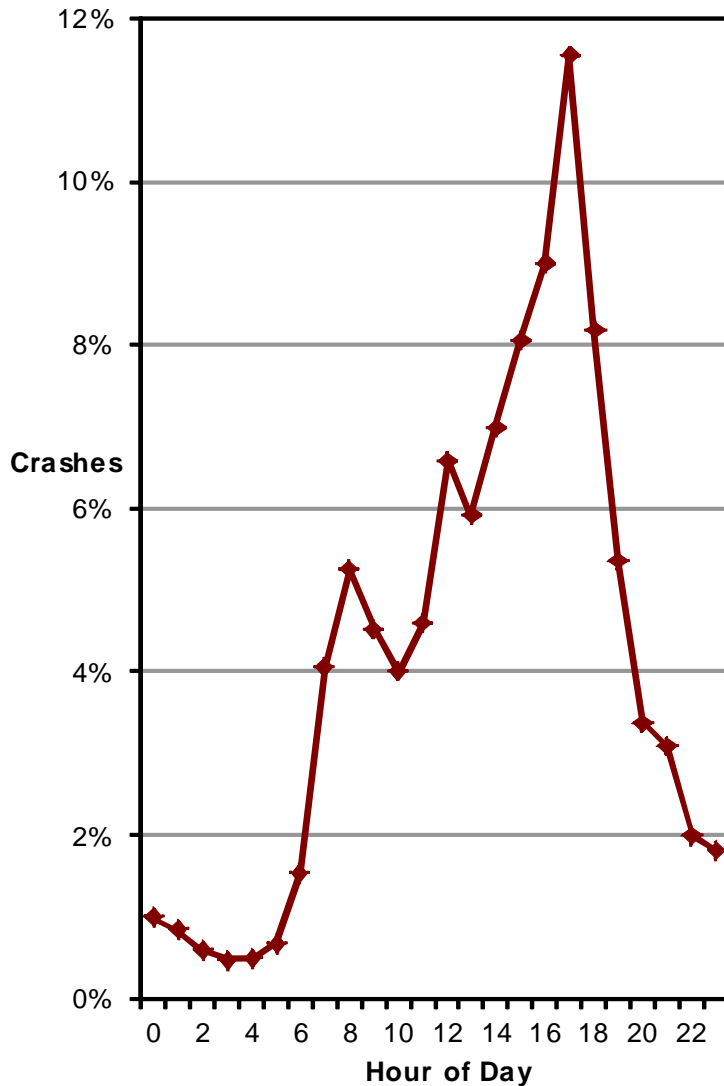
- The percent of crashes involving a distracted driver has hovered around 9.5%.

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

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



## Driver Distraction Crashes by Hour (Utah 2015)

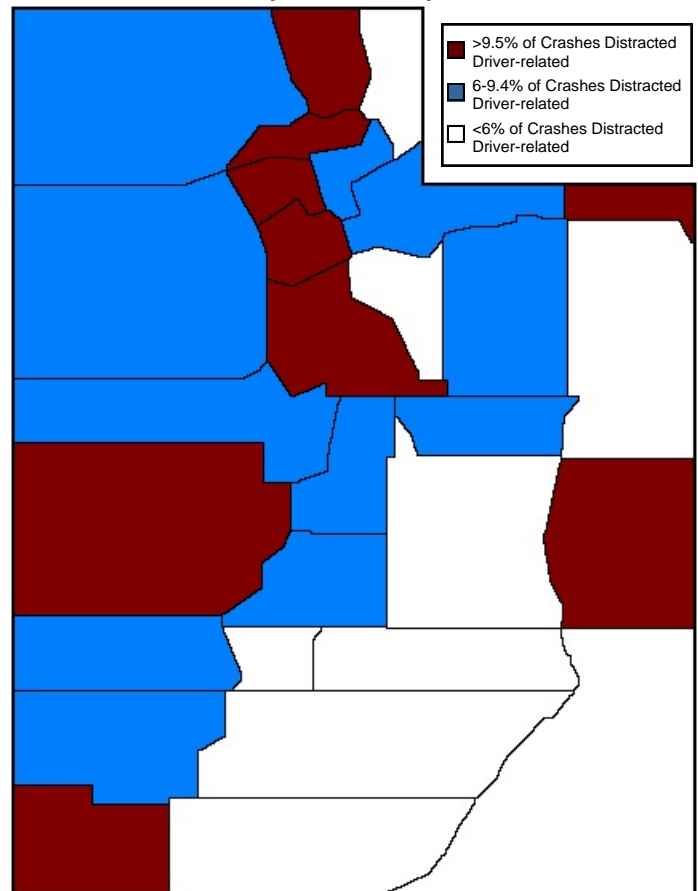


- Driver distraction crashes peaked during the hours of 12:00 p.m.-6:59 p.m.

# Distraction

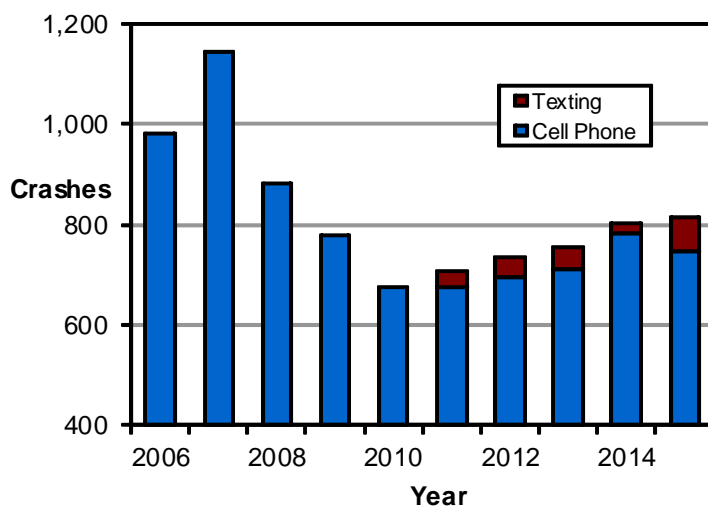


## Distracted Driver Crashes by County (Utah 2015)



- Utah, Daggett, Weber, and Cache Counties had the highest percent of crashes that involved a distracted driver.

## Crashes Involving Drivers on Cell Phones and Texting (Utah 2006-2015)



- In 2007, a law was passed prohibiting hand-held telephone use which could only be enforced if a moving traffic violation was committed.
- In 2009, a law was passed prohibiting texting while operating a moving motor vehicle.
- In 2011, texting was added to the distracted driving options on the police traffic crash report.
- Crashes involving drivers on cell phones decreased for three years after the 2007 law was passed.
- Crashes involving drivers on cell phones have increased the last five years.



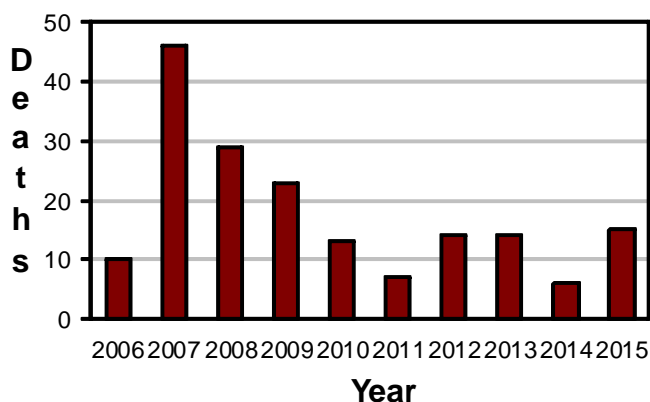
### Did you know in 2015:

- 1,178 motor vehicle crashes occurred in Utah involving a drowsy driver.
- 177 people have died in Utah over the last ten years in drowsy driver crashes.
- 2.0% of the motor vehicle crashes in Utah involved a drowsy driver.

## Drowsy Driving

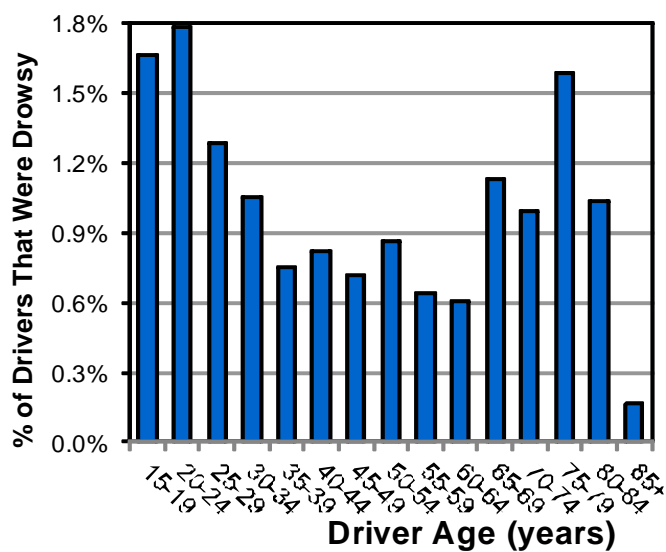


### Drowsy Driver Deaths by Year (Utah 2006-2015)



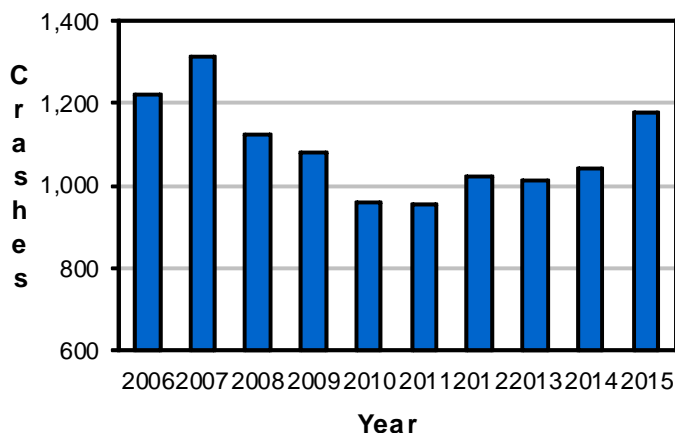
- Over the last ten years, an average of 18 people die each year from drowsy drivers.

### Age of Drowsy Drivers in Crashes (Utah 2015)



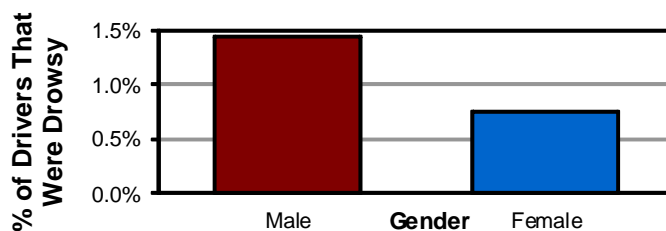
- Drivers aged 15-24 and 75-79 had the highest percent of drivers in crashes that were drowsy.
- Drivers under age 30 years are involved in over half (56%) of drowsy driving crashes.

### Drowsy Driver Crashes by Year (Utah 2006-2015)



- Over the last 10 years, an average of 1,091 drowsy driver crashes occur each year.

### Gender of Drowsy Drivers in Crashes (Utah 2015)

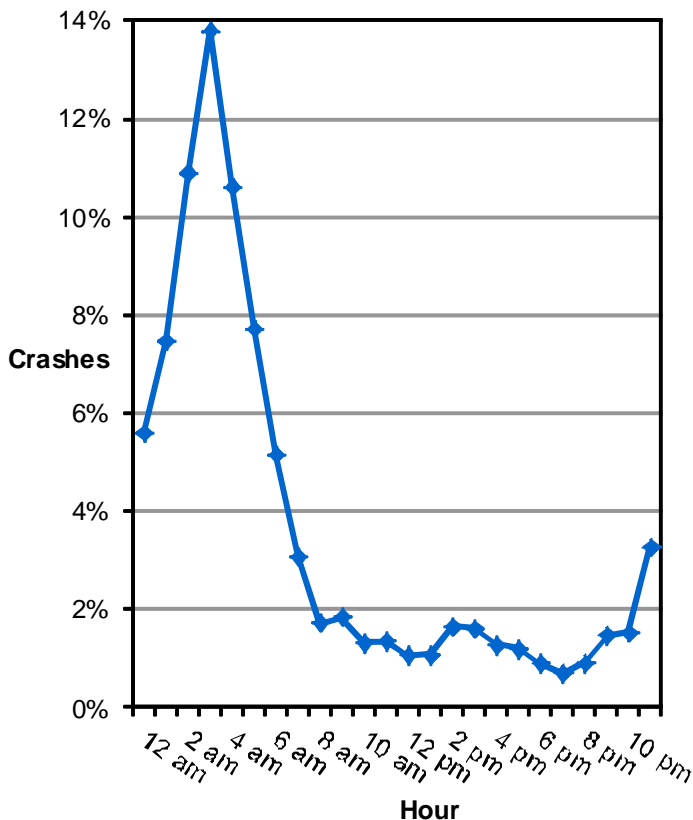


- Males were 1.9 times more likely to be in a drowsy driver crash than females.

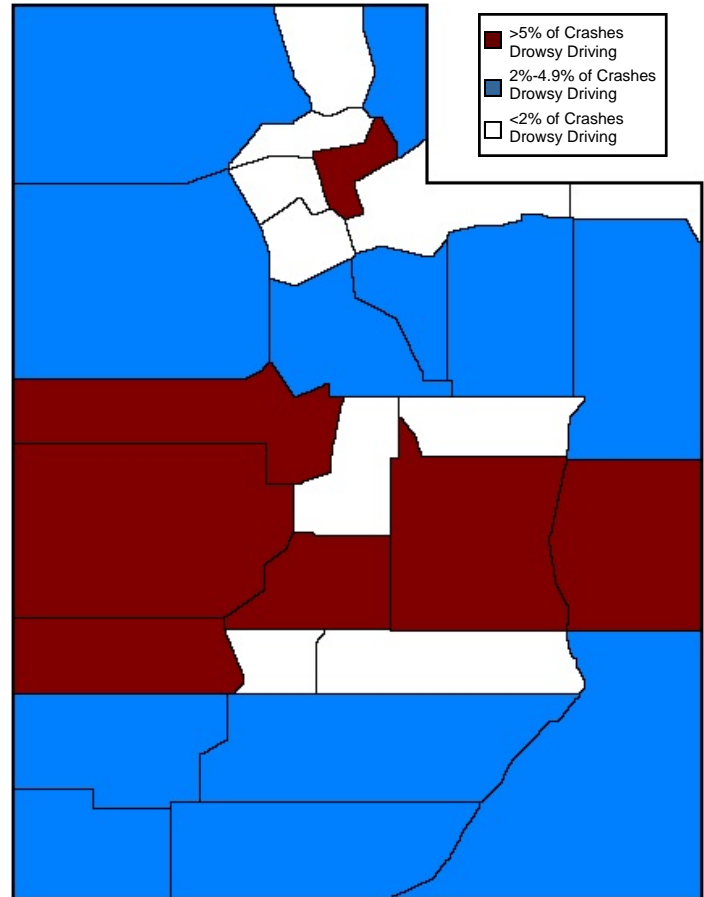
## Drowsy Driving



**Percent of Total Crashes with a Drowsy Driver by Hour (Utah 2015)**

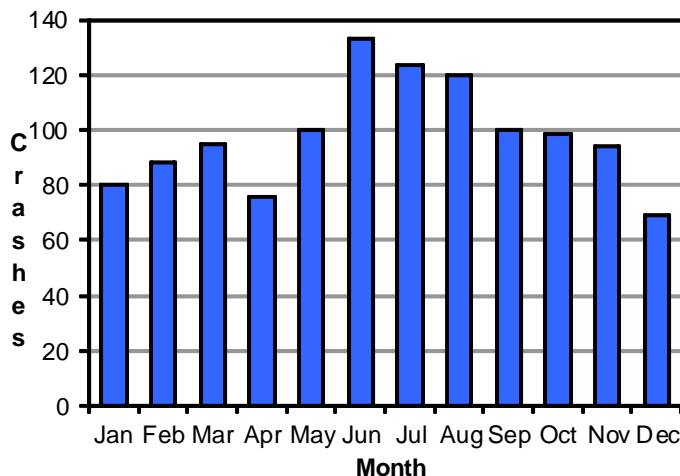


**Percent of Total Crashes with a Drowsy Driver by County (Utah 2015)**



- While 2% of total crashes involved a drowsy driver, 8% of crashes occurring during the hours of midnight-6:59 a.m. involved a drowsy driver.

**Drowsy Driver Crashes by Month (Utah 2015)**



- Millard and Grand Counties had the highest percent of crashes involving drowsy drivers.
- Rural crashes were 2.3 times more likely to involve a drowsy driver than urban crashes.

### Before driving:

- Get adequate sleep - most adults need 7-9 hours to maintain proper alertness during the day
- Schedule proper breaks - about every 100 miles or 2 hours during long trips
- Arrange for a travel companion - someone to talk with and share driving
- Avoid alcohol and sedating medications - check your labels or ask your doctor

- June through August had the most drowsy driver crashes.

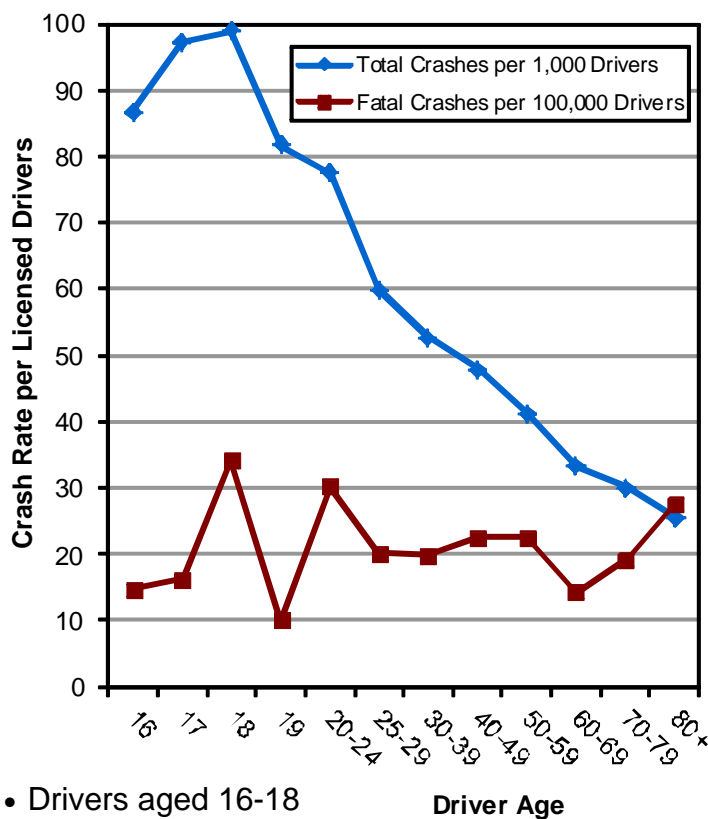
## Did you know in 2015:

- Teenage drivers represented 9% of the licensed drivers in Utah, yet they were in 21% of all motor vehicle crashes.
- Teenage drivers were in 12,395 motor vehicle crashes which resulted in 5,704 injured persons and 30 deaths.
- Teenage drivers were 1.7 times more likely to be in a crash than drivers of other ages.
- Teen driver crashes have shown a decreasing trend since 1996.

## Teenage Drivers (15-19 years)

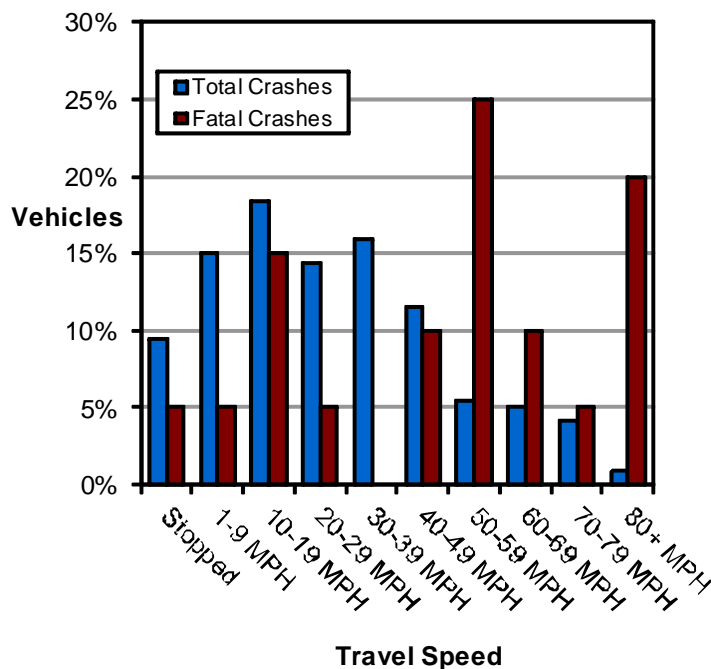


### Crash Rates per Licensed Driver by Age (Utah 2015)



- Drivers aged 16-18 years had the highest total crash rate per licensed driver.

### Teenage Driver Crashes by Travel Speed (Utah 2015)



- Crashes involving teenage driver vehicles traveling 50 MPH or higher were 8.3 times more likely to be fatal.

### Leading Contributing Factors of Teenage Driver Crashes (Utah 2015) All Teenage Driver Crashes

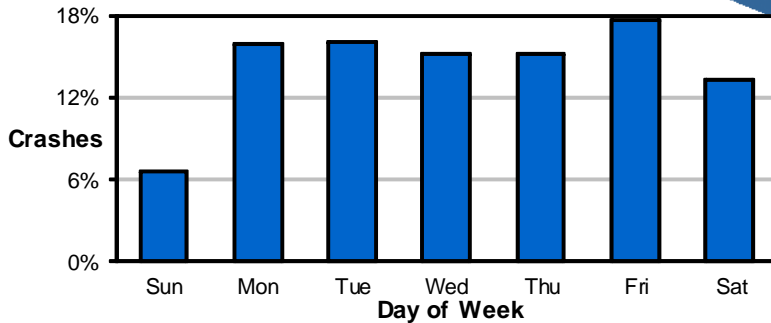
1. Followed Too Closely (21%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (12%)
4. Driver Distraction (9%)
5. Failed to Keep in Proper Lane (8%)



## Teenage Drivers (15-19 years)

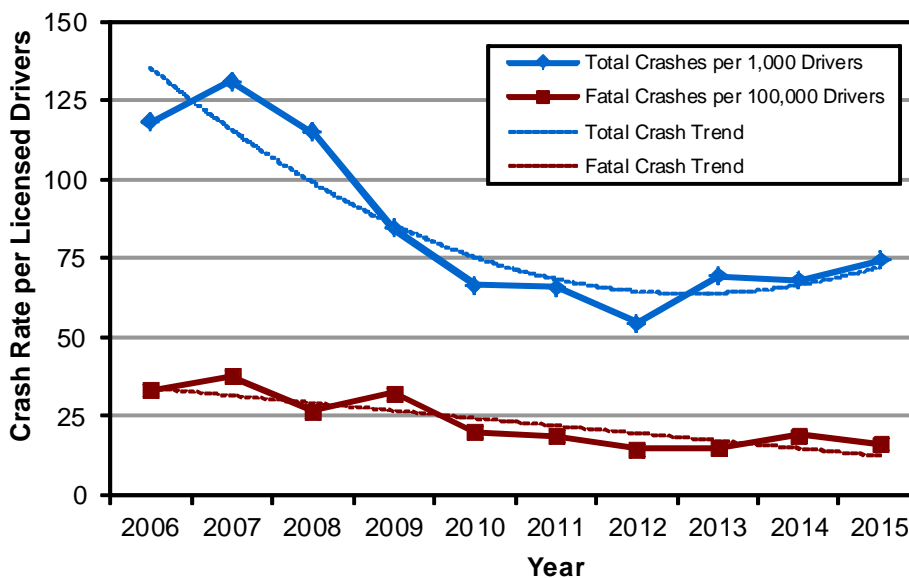


### Teenage Driver Crashes by Day of Week (Utah 2015)



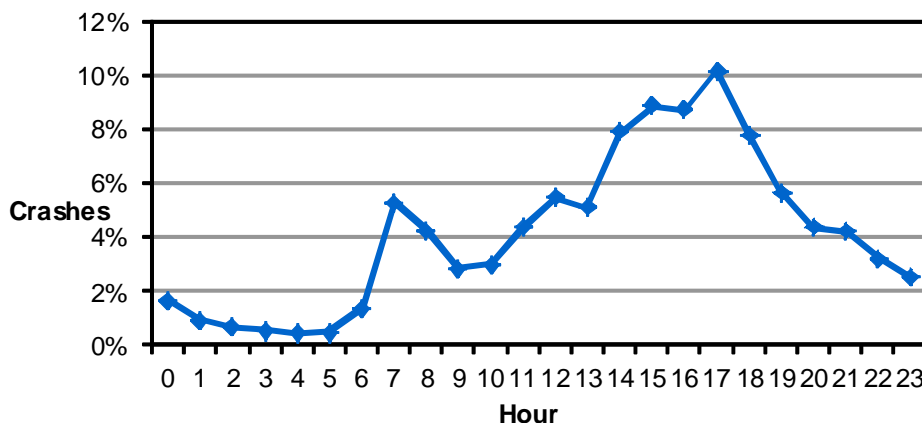
- Teen driver crashes occurred more often on weekdays.

### Teenage Driver Crash Trend (Utah 2006-2015)



- The teenage driver crash rate per licensed driver decreased 37% from 2006 to 2015.

### Teenage Driver Crashes by Hour (Utah 2015)



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

### Graduated Driver Licensing (GDL) Law in Utah

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

#### Learner Permit

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

#### Supervised Driving

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

#### Driver License

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

#### Night-time Restrictions

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

#### Passenger Restrictions

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

#### Seat Belt Restrictions

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



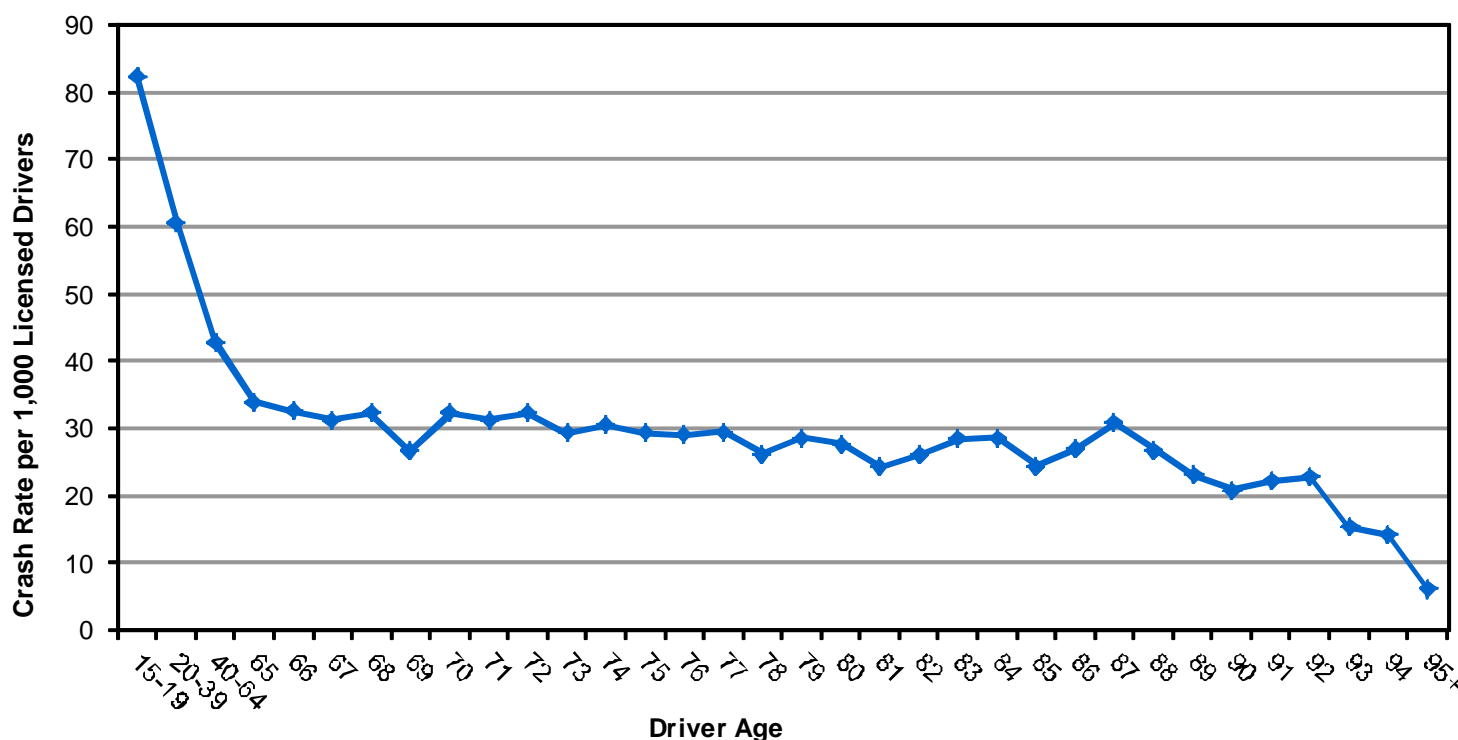
### Did you know in 2015:

- Older drivers had the lowest crash rate per licensed driver.
- Older drivers were in 7,813 motor vehicle crashes which resulted in 3,791 injured persons and 59 deaths.
- Although older drivers have the lowest crash rates of any drivers, the percent of crashes involving an older driver has been increasing for over a decade.
- Seniors represented 7% of people in a crash and 19% of the deaths.

## Older Drivers (Age 65+)



### Crash Rates per Licensed Driver by Age (Utah 2015)



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

### Leading Contributing Factors of Older Driver Crashes Compared to All Drivers (Utah 2015)

#### All Drivers in Crashes

1. Followed Too Closely (22%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (18%)
4. Failed to Keep in Proper Lane (12%)
5. Driver Distraction (10%)

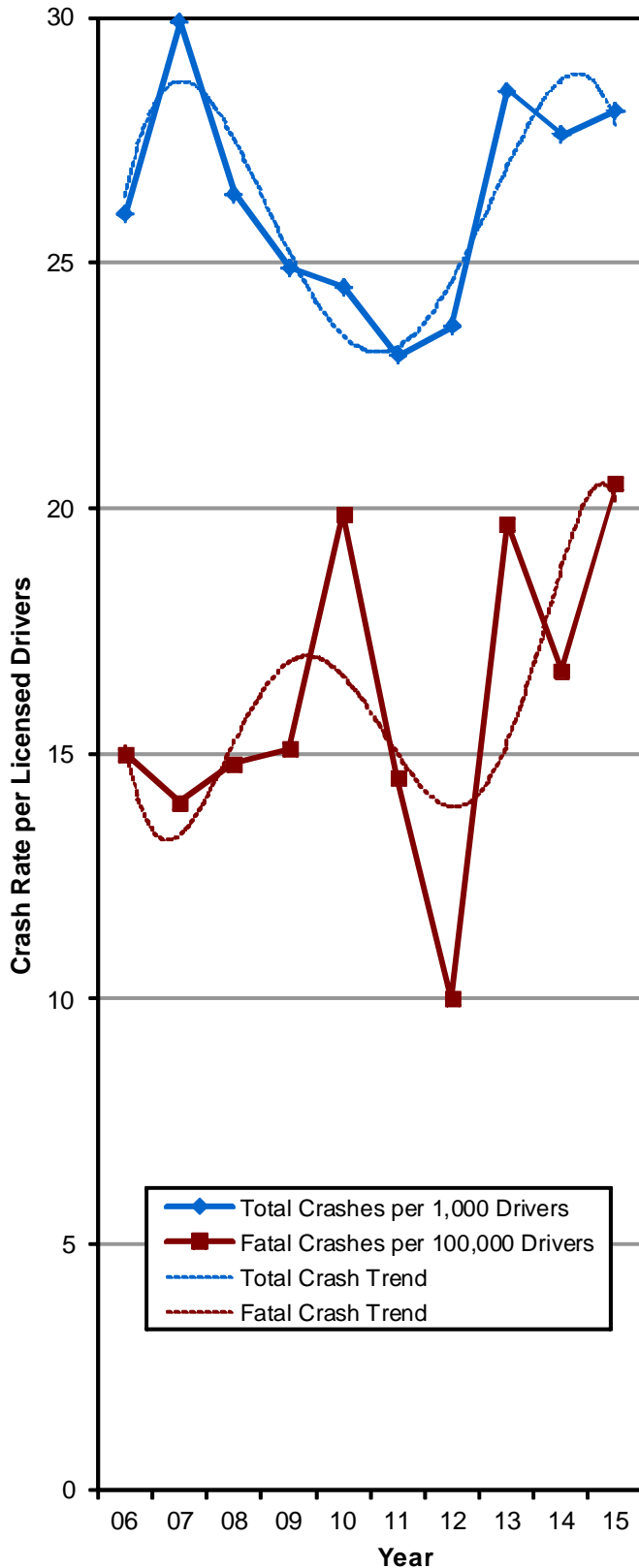
#### Older Driver Crashes

1. Failed to Yield Right of Way (17%)
2. Followed Too Closely (9%)
3. Failed to Keep in Proper Lane (6%)
4. Disregard Traffic Signal/Sign (5%)
5. Improper Turn (4%)

- The contributing factors for older drivers were different than other drivers in a crash.



## Older Driver Crash Trend (Utah 2006-2015)

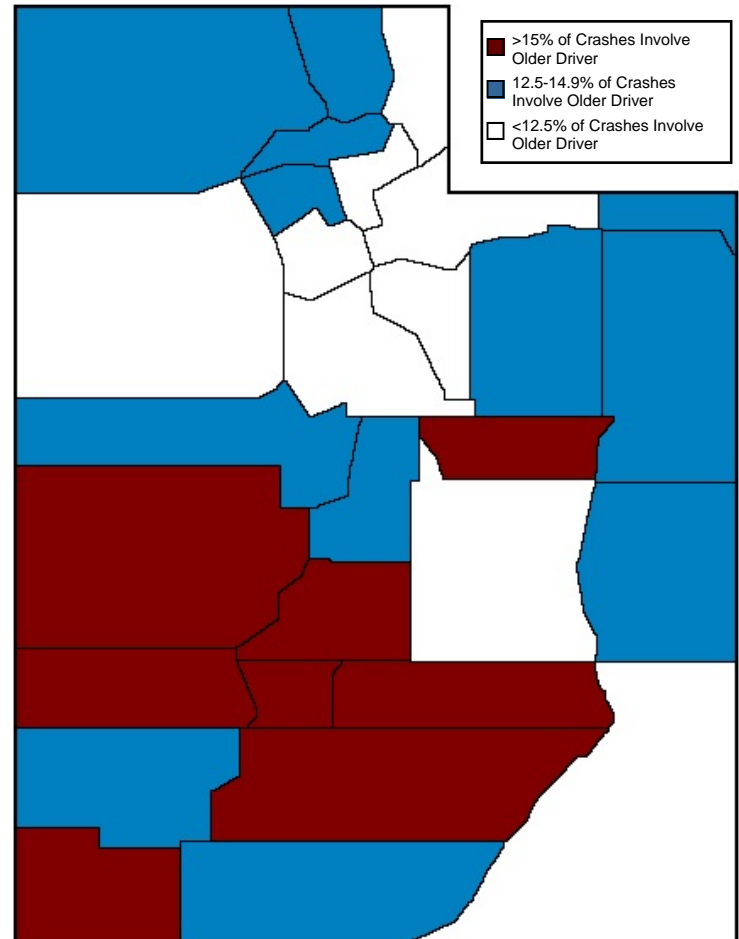


- The older driver crash rate per licensed driver has shown an increasing trend the last few years.

## Older Drivers (Age 65+)

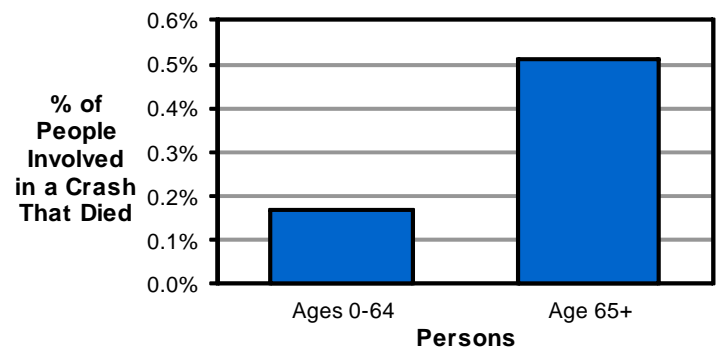


## Older Driver Crashes by County (Utah 2015)



- Washington, Piute, Wayne, and Garfield counties had the highest percent of crashes that involved an older driver.

## Injury Severity by Age (Utah 2015)



- People age 65+ were 3.0 times more likely to be killed in a crash than younger people.

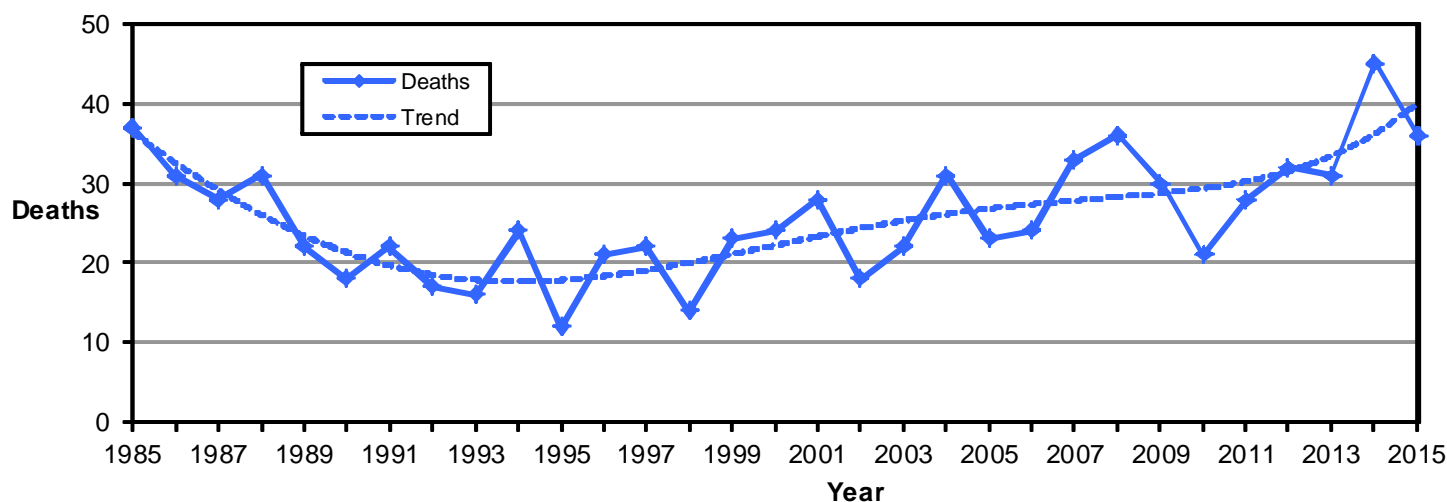
## Did you know in 2015:

- There were 1,116 motorcycle crashes in Utah, resulting in 979 injured motorcyclists and 36 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 13% of deaths.
- Motorcycle crashes were 8.8 times more likely to result in a death than other crashes.

## Motorcycles

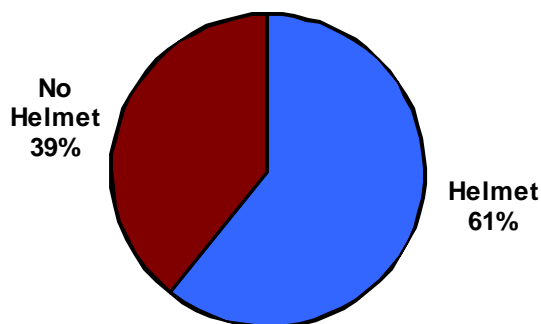


### Motorcyclist Deaths (Utah 1985-2015)



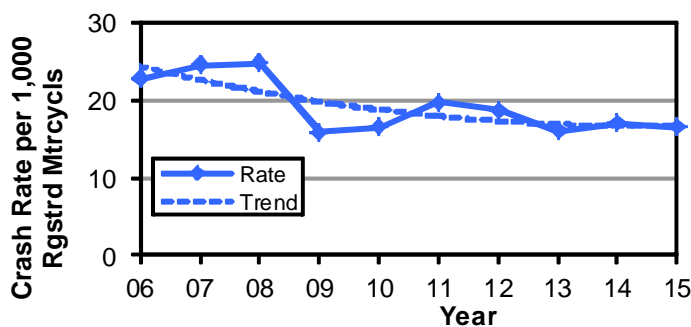
- Motorcyclist deaths have been on the rise since the 1990s.
- The 45 motorcyclist deaths in 2014 were the highest total on record in Utah.

### Helmet Use of Motorcyclists in Crashes (Utah 2015)



- Only 61% 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 2006-2015)

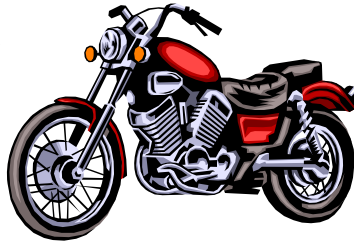


- The rate of motorcyclists in crashes per registered motorcycles decreased 27% from 2006.



## Leading Motorcyclist Contributing Factors in Crashes (Utah 2015)

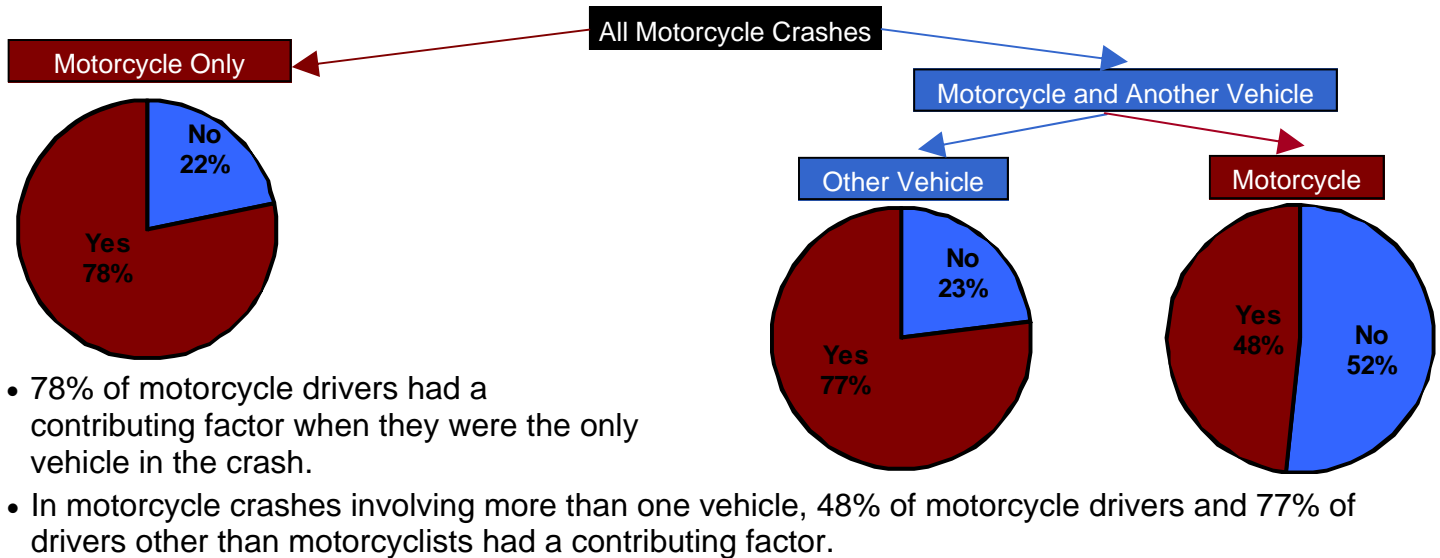
1. Speed Too Fast (14%)
2. Failed to Keep in Proper Lane (9%)
3. Followed Too Closely (9%)
4. Swerved or Evasive Action (7%)
5. Ran Off Road (5%)



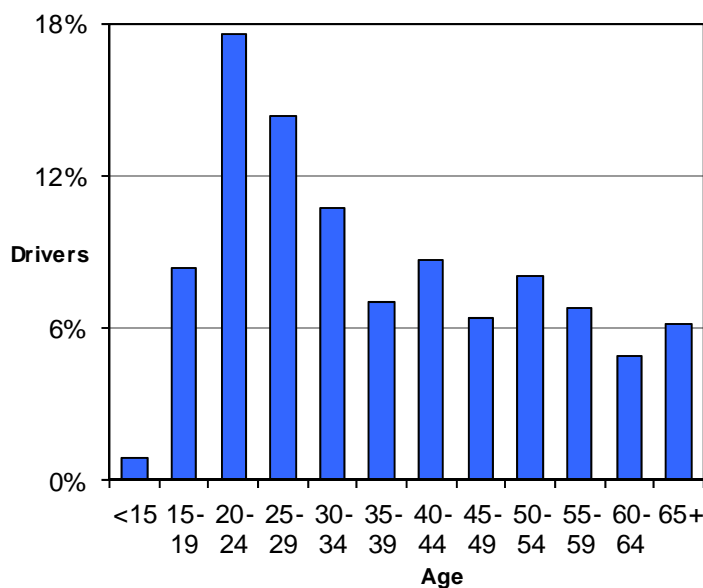
### Left Turns

Nearly one-third (29%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

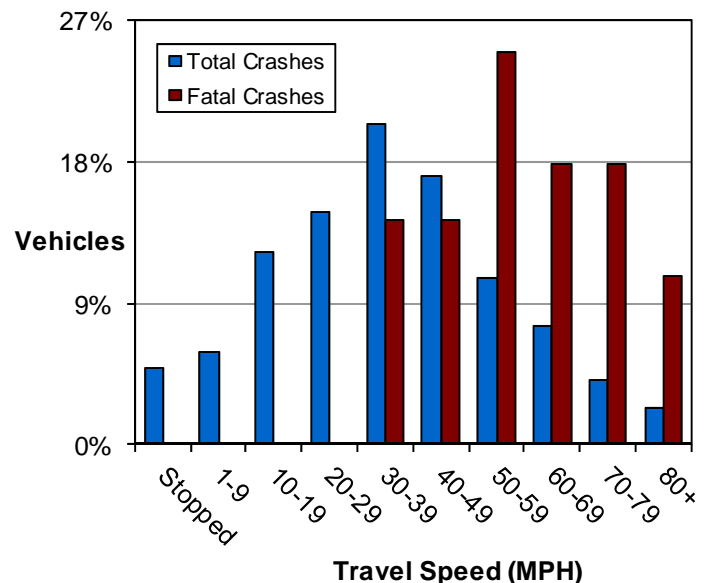
## Contributing Factor Summary in Motorcycle Crashes (Utah 2015)



## Age of Motorcycle Drivers in All Crashes (Utah 2015)



## Travel Speed of Motorcycles in Crashes (Utah 2015)



- Over one-half (52%) of motorcycle drivers in crashes were under the age of 35 years.

- 50 MPH or higher is when the travel speed of motorcycles becomes increasingly deadly.

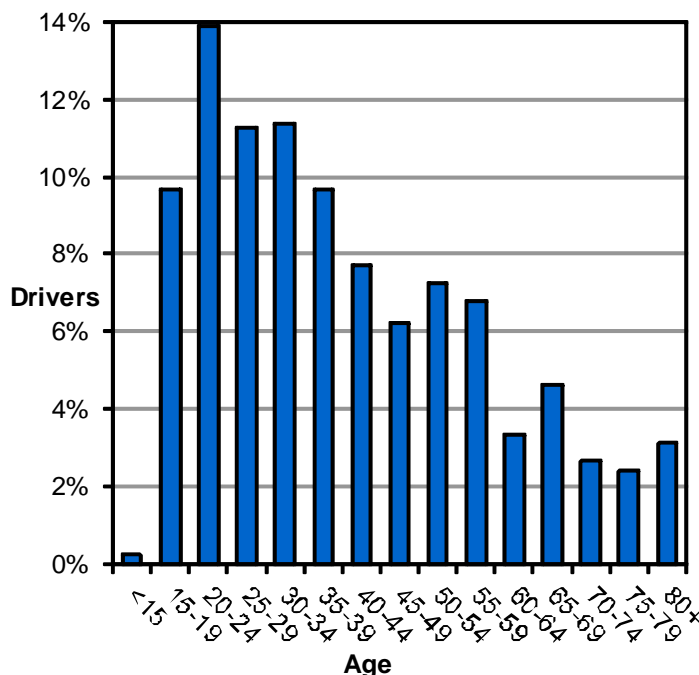
## Did you know in 2015:

- 1,040 pedestrians were struck by motor vehicles; 901 were injured and 49 were killed.
- Pedestrians accounted for 1% of persons in crashes and 18% of deaths.
- The 49 pedestrian deaths in 2015 were the highest in Utah since 1987.

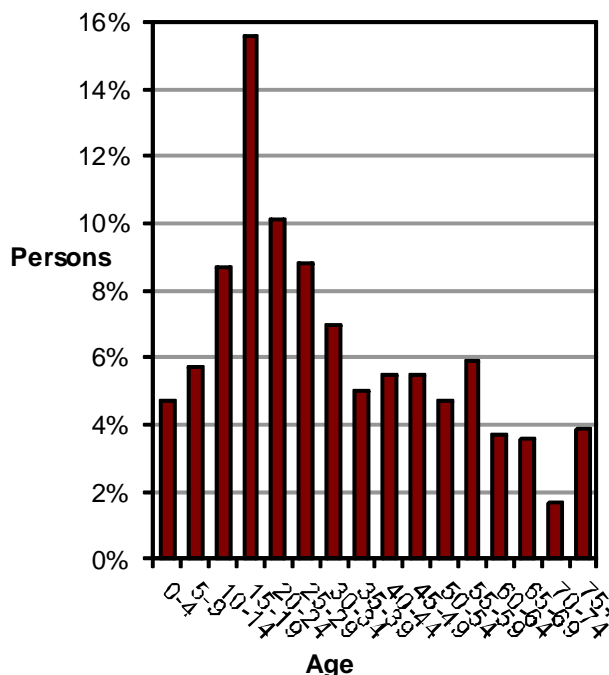
## Pedestrians



### Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2015)



### Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2015)



- Nearly two-thirds (64%) of drivers in pedestrian-motor vehicle crashes were under 45 years.

- One-half (54%) of the pedestrians in crashes were under 30 years of age.

### Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2015)

1. Failed to Yield Right of Way (30%)
2. Hit and Run (12%)
3. Driver Distraction (8%)
4. Improper Backing (4%)
5. Followed Too Closely (4%)



### Leading Contributing Factors of Pedestrians in Crashes (Utah 2015)

1. Improper Crossing (12%)
  2. Darting (8%)
  3. Not Visible (7%)
- 53% of pedestrians had no contributing factor in the crash.



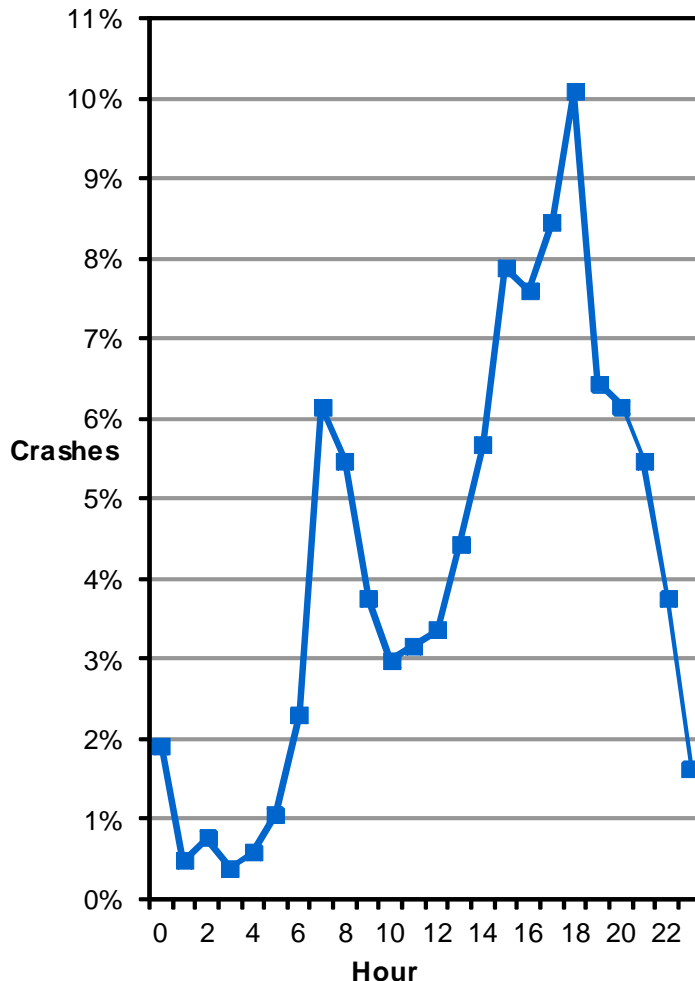


# Pedestrians



Nearly one-third (30%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

## Pedestrian-Motor Vehicle Crashes by Hour (Utah 2015)

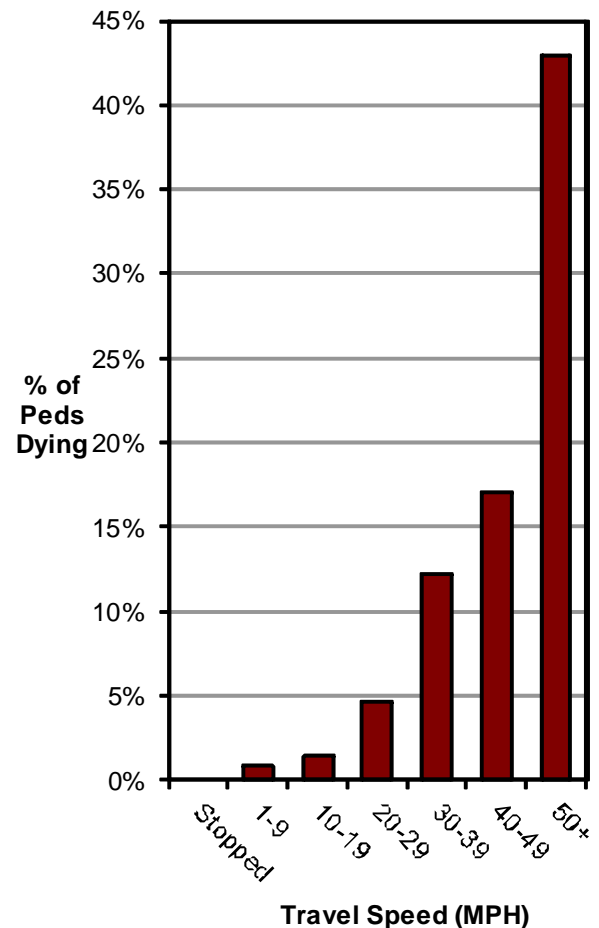


- Pedestrian-motor vehicle crashes occurred most often between 3:00 p.m.-6:59 p.m.

## Location of Pedestrians in Crashes (Utah 2015)

1. Marked Crosswalk (42%)
2. In Roadway Not at Intersection/Crosswalk (24%)
3. Shoulder (7%)
4. Unmarked Crosswalk (6%)
5. Sidewalk (5%)

## Percent of Pedestrians Dying by Vehicle Travel Speed (Utah 2015)



- The higher the speed of the vehicle the more likely the pedestrian was injured or killed in a crash.
- Pedestrians hit by a vehicle traveling 40 MPH or higher were 10 times more likely to die.

## Motor Vehicle Action Prior to Crash (Utah 2015)

1. Straight Ahead (47%)
2. Turning Left (16%)
3. Turning Right (14%)
4. Backing (8%)
5. Parking (6%)





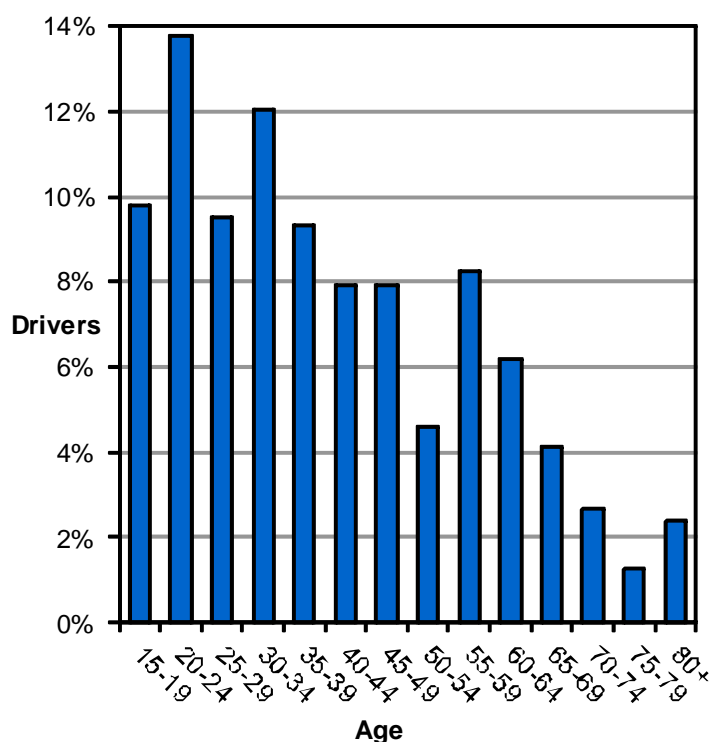
## Did you know in 2015:

- 686 bicyclists were hit by motor vehicles; 635 were injured and 5 were killed.
- Utah's bicyclist crash rate per population decreased for the third straight year.

## Bicyclists

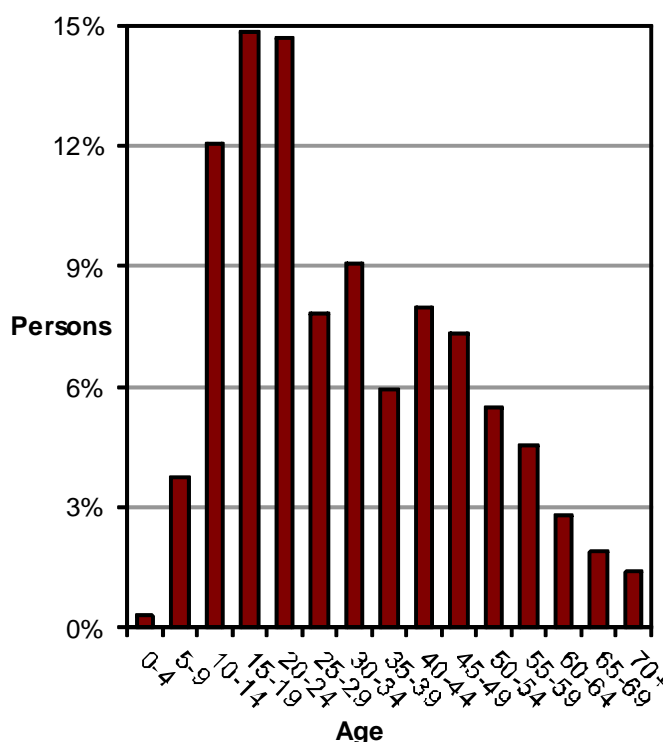


### Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2015)



- Over one-half (55%) of drivers in bicycle-motor vehicle crashes were under 40 years.

### Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2015)



- Nearly two-thirds (63%) of the bicyclists in crashes were under 35 years of age.

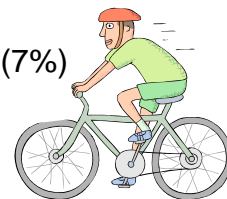
### Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2015)

1. Fail to Yield Right of Way (41%)
2. Hit and Run (8%)
3. Driver Distraction (5%)
4. Improper Turn (3%)
5. Disregard Traffic Signal/Sign (3%)



### Leading Contributing Factors of Bicyclists in Crashes (Utah 2015)

1. Wrong Side of Road (11%)
  2. Improper Crossing (9%)
  3. Disregard Traffic Sign/Signal (7%)
- 44% of bicyclists had no contributing factor in the crash.

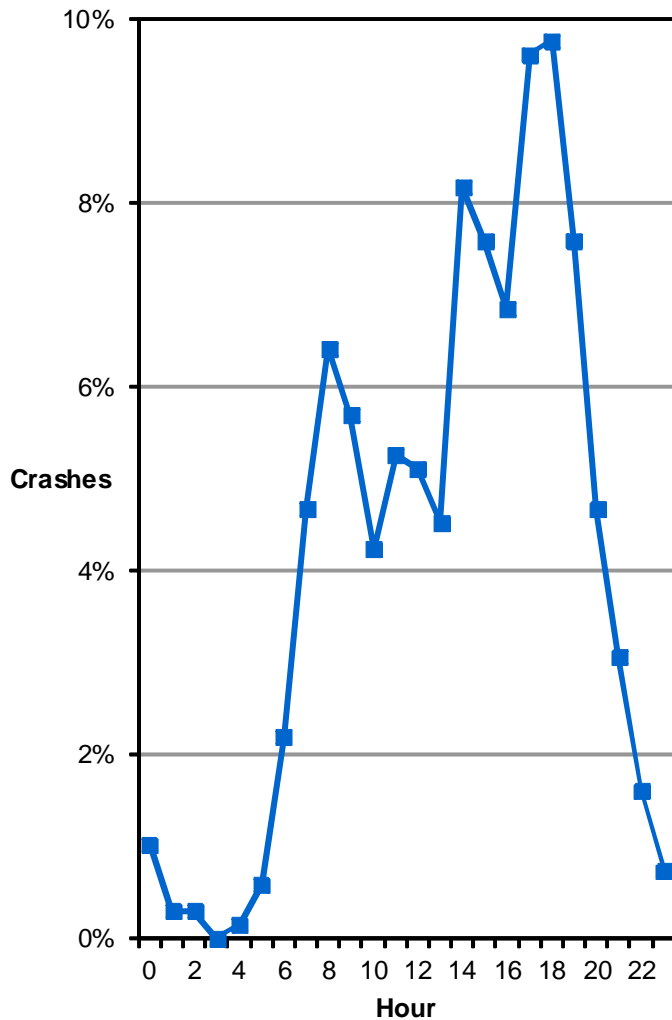


Over one-half (53%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

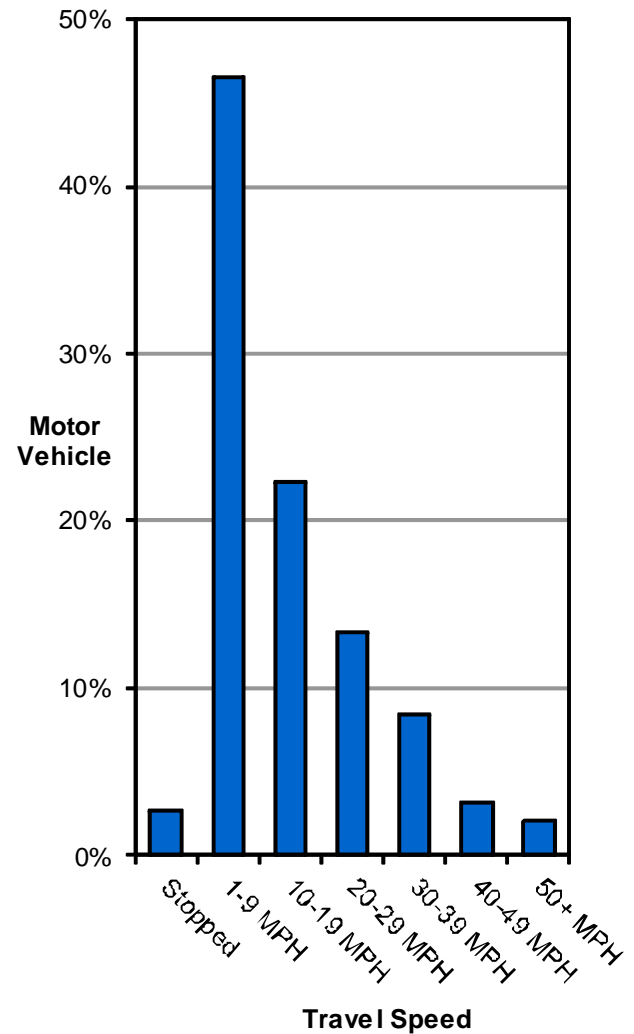
## Bicyclists



### Bicycle-Motor Vehicle Crashes by Hour (Utah 2015)



### Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2015)



- Bicycle-motor vehicle crashes occurred most often between 2:00 p.m.-7:59 p.m.

- 69% of crashes with bicyclists occurred when the motor vehicle was traveling 1-19 MPH.

### Bicyclist Action Prior to Crash (Utah 2015)

1. Cycling on Sidewalk (33%)
2. Cycling Along Road with Traffic (27%)
3. Entering or Crossing Road (24%)
4. Cycling Along Road Against Traffic (11%)



### Motor Vehicle Action Prior to Crash (Utah 2015)

1. Straight Ahead (37%)
2. Turning Right (35%)
3. Turning Left (17%)
4. Entering/Leaving Traffic (3%)
5. Stopped/Slowing (3%)

# Trends



## Trends

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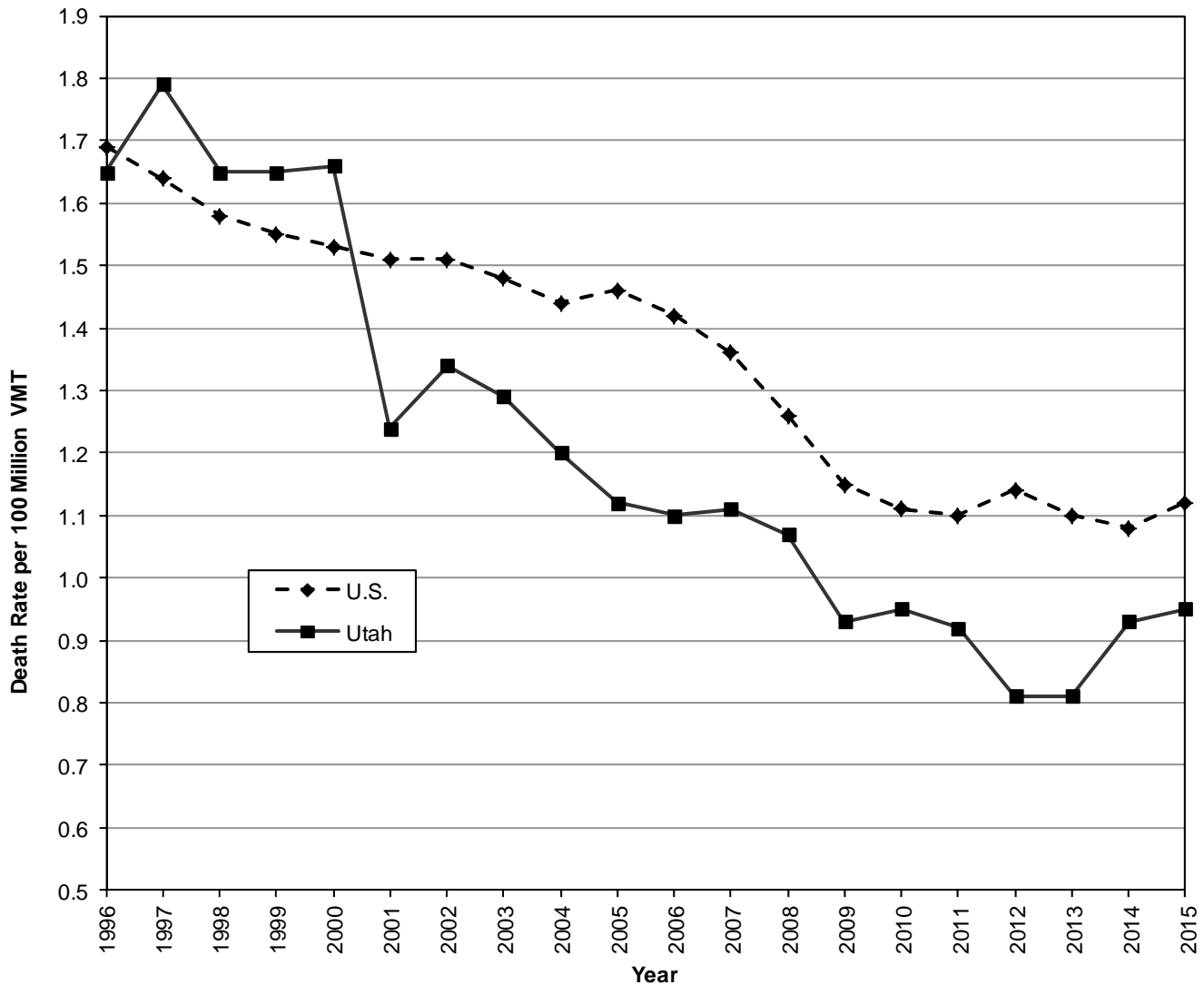
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## Deaths

### Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1996-2015

Death Rate per Miles Traveled																					
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
U.S.	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	1.08	1.12	
Utah	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	0.95	



- In 2015, the Utah death rate per 100 million vehicle miles traveled was 0.95 which was lower than the U.S. rate of 1.12.
- 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



# Crashes

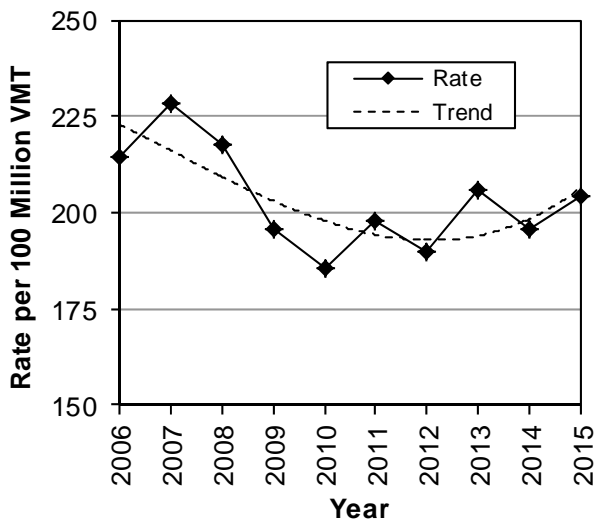
## Crashes (Utah 2006-2015)

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
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
2015	42,089	143.2	17,665	60.1	258	0.88	60,012	204.2
<b>Total</b>	<b>378,423</b>	<b>140.8</b>	<b>166,390</b>	<b>61.9</b>	<b>2,293</b>	<b>0.85</b>	<b>547,106</b>	<b>203.6</b>

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

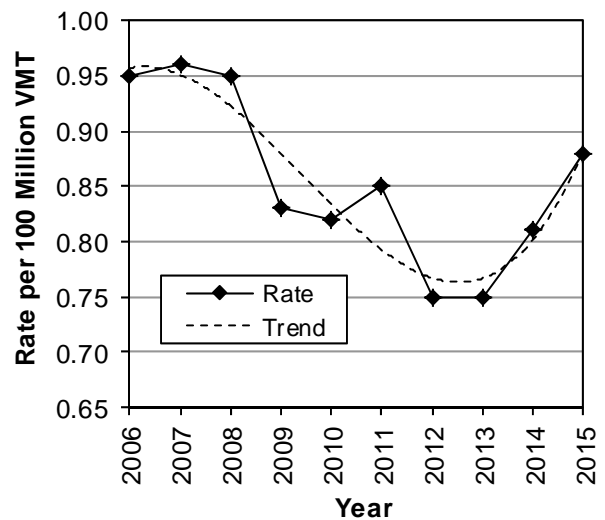
- During the last 10 years, 547,106 motor vehicle crashes occurred in Utah. On average, there are 54,700 crashes a year of which 16,600 involve injuries and 229 involve deaths.
- In 2015, total crashes increased 11.1% from 2014.
- The highest total crash rate per 100 million VMT in Utah occurred in 2007 while the lowest year was 2010.

## Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2006-2015)



- The 2010 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 4.9% decrease in the total crash rate from 2006-2015.

## Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2006-2015)



- The 2012 and 2013 fatal crash rates were the lowest on record.
- There was a 7.4% decrease in the fatal crash rate from 2006-2015.

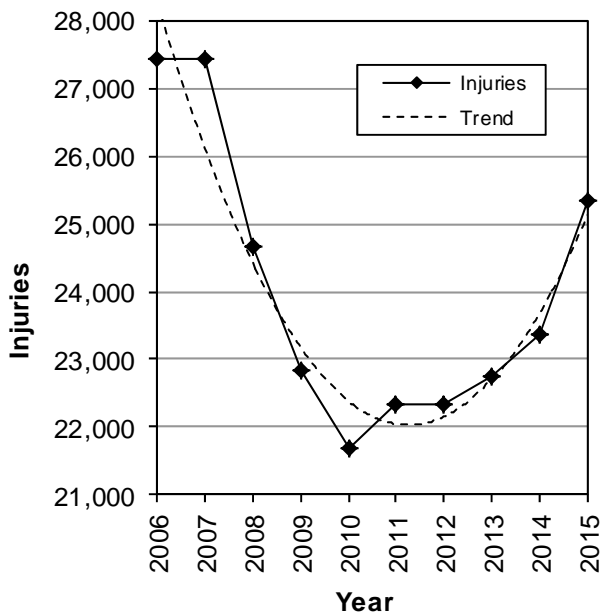
## Persons

### Persons Involved (Utah 2006-2015)

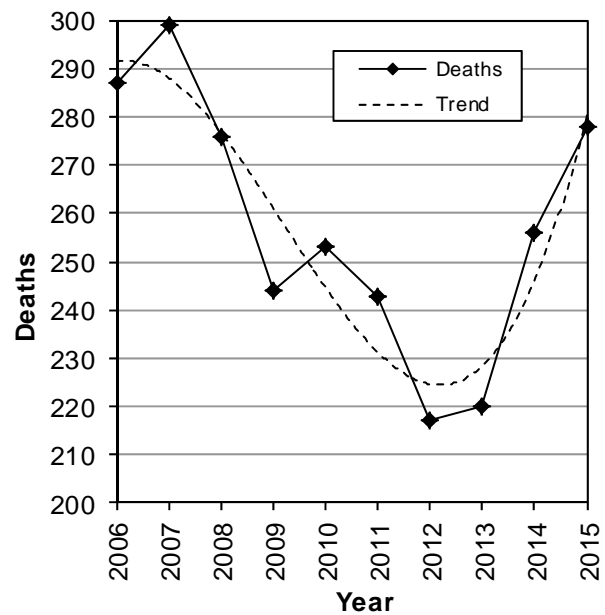
Persons								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
2006	116,187	444.0	27,433	104.8	287	1.10	143,907	550.0
2007	127,330	474.7	27,420	102.2	299	1.11	155,049	578.0
2008	113,744	439.4	24,673	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
2015	125,609	427.3	25,350	86.2	278	0.95	151,237	514.5
<b>Total</b>	<b>1,121,040</b>	<b>417.2</b>	<b>240,163</b>	<b>89.4</b>	<b>2,573</b>	<b>0.96</b>	<b>1,363,776</b>	<b>507.5</b>

- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 24,000 people are injured and 257 people are killed in motor vehicle crashes a year.
- The injury rate per vehicle miles traveled decreased 17.7% from 2006-2015.
- The death rate per vehicle miles traveled in 2012 and 2013 was the lowest in Utah on record.
- 22 more people were killed in a crash in Utah in 2015; a 8.6% increase from 2014.

### Injured Persons by Year (Utah 2006-2015)



### Deaths by Year (Utah 2006-2015)



- The number of people injured in a crash increased for the 5th straight year.
- Deaths in 2015 were the highest total in Utah since 2007.

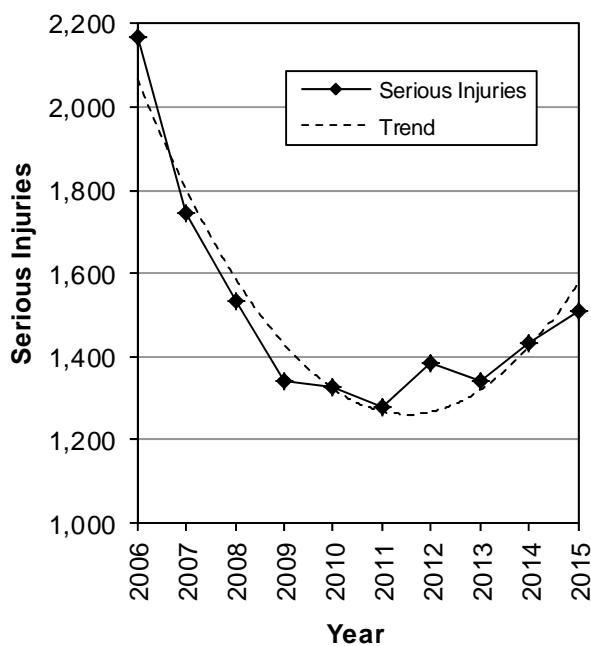
## Serious Injuries

### Serious Injuries (Utah 2006-2015)

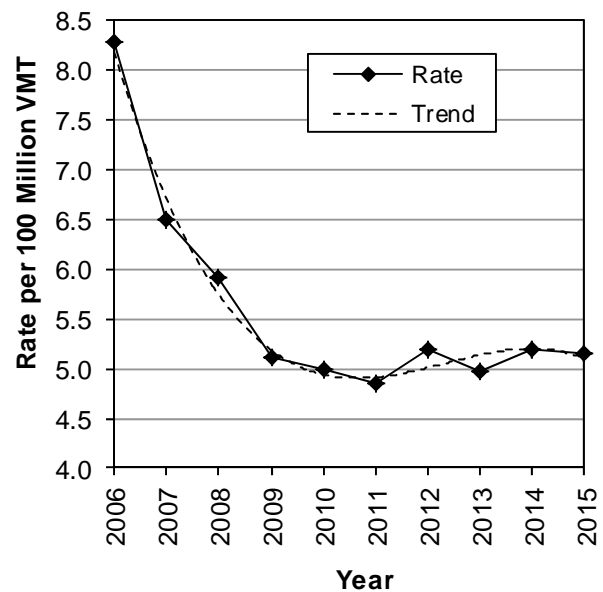
Persons						
Year	Serious Injuries		Deaths		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
2006	2,166	8.28	287	1.10	2,453	9.37
2007	1,743	6.50	299	1.11	2,042	7.61
2008	1,533	5.92	276	1.07	1,809	6.99
2009	1,340	5.11	244	0.93	1,584	6.04
2010	1,329	4.99	253	0.95	1,582	5.94
2011	1,278	4.84	243	0.92	1,521	5.77
2012	1,386	5.20	217	0.81	1,603	6.02
2013	1,343	4.97	220	0.81	1,563	5.79
2014	1,431	5.19	256	0.93	1,687	6.12
2015	1,512	5.14	278	0.95	1,790	6.09
<b>Total</b>	<b>15,061</b>	<b>5.60</b>	<b>2,573</b>	<b>0.96</b>	<b>17,634</b>	<b>6.56</b>

- During the last 10 years, 15,061 people have suffered a serious injury in a motor vehicle crash. On average over the past 10 years, approximately 1,500 people are seriously injured and 257 people are killed in motor vehicle crashes a year.
- The serious injury rate per vehicle miles traveled decreased 38% from 2006-2015.
- 2006 had the highest serious injury rate per vehicle miles traveled while 2011 had the lowest.

### Serious Injuries by Year (Utah 2006-2015)



### Serious Injury Rates Per 100 Million Vehicle Miles Traveled (Utah 2006-2015)

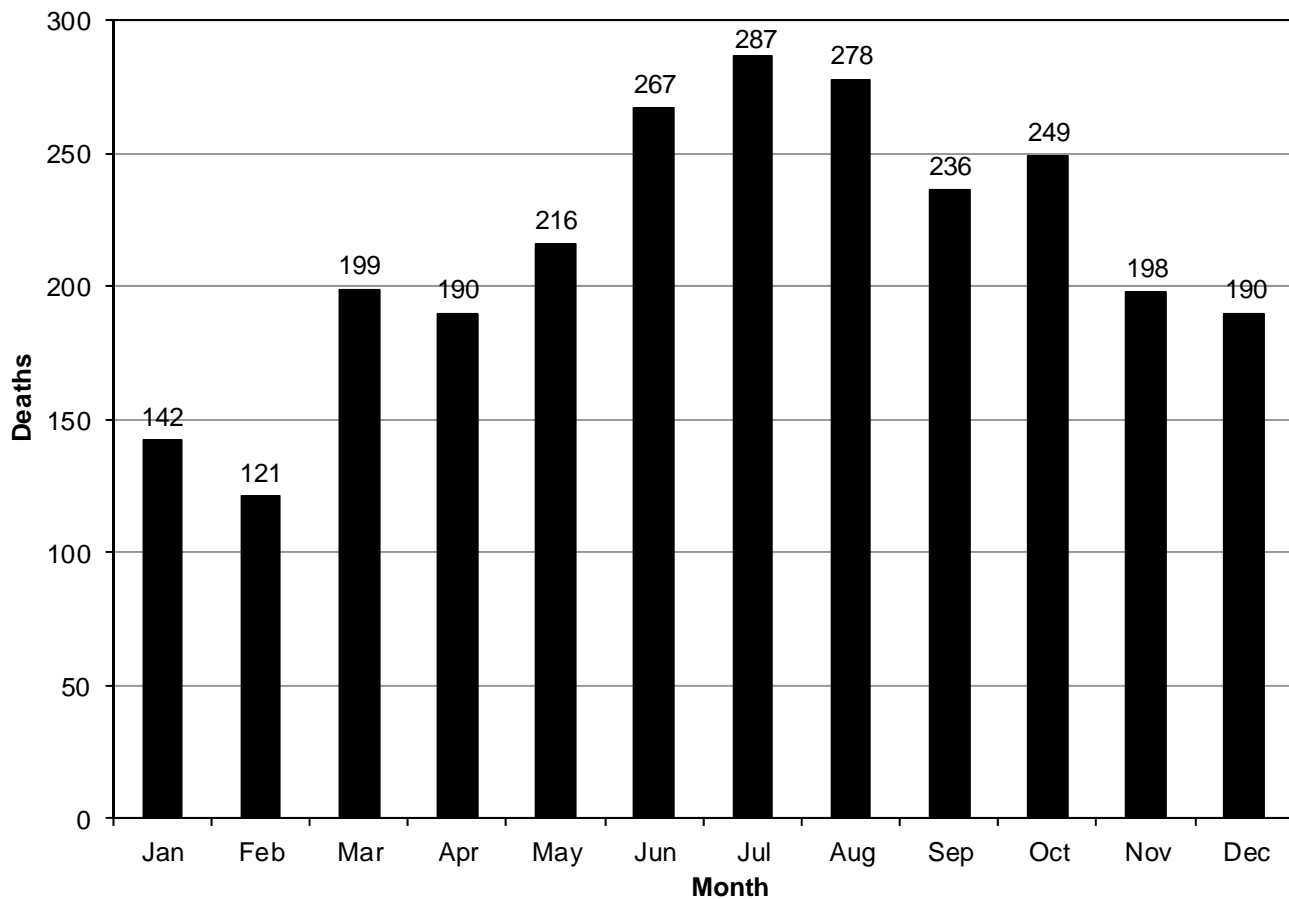


- The number of people seriously injured in a crash increased for the 2nd straight year.
- The serious injury rate per mile traveled has been fairly level the past seven years.

## Deaths

### Deaths by Month (Utah 2006-2015)

Deaths												
Month	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
January	22	16	23	15	8	16	7	4	17	14	142	5.5%
February	15	13	9	17	9	9	15	13	6	15	121	4.7%
March	23	24	12	27	20	21	20	13	15	24	199	7.7%
April	17	35	12	24	22	14	14	19	17	16	190	7.4%
May	14	24	31	21	23	12	23	15	24	29	216	8.4%
June	26	31	30	20	24	28	16	23	38	31	267	10.4%
July	29	35	29	25	28	22	25	30	34	30	287	11.2%
August	33	26	32	32	24	30	22	27	18	34	278	10.8%
September	31	30	23	19	24	30	17	19	26	17	236	9.2%
October	33	26	28	18	28	21	20	22	29	24	249	9.7%
November	23	21	25	13	18	17	23	23	15	20	198	7.7%
December	21	18	22	13	25	23	15	12	17	24	190	7.4%
<b>Total</b>	<b>287</b>	<b>299</b>	<b>276</b>	<b>244</b>	<b>253</b>	<b>243</b>	<b>217</b>	<b>220</b>	<b>256</b>	<b>278</b>	<b>2,573</b>	<b>100.0%</b>



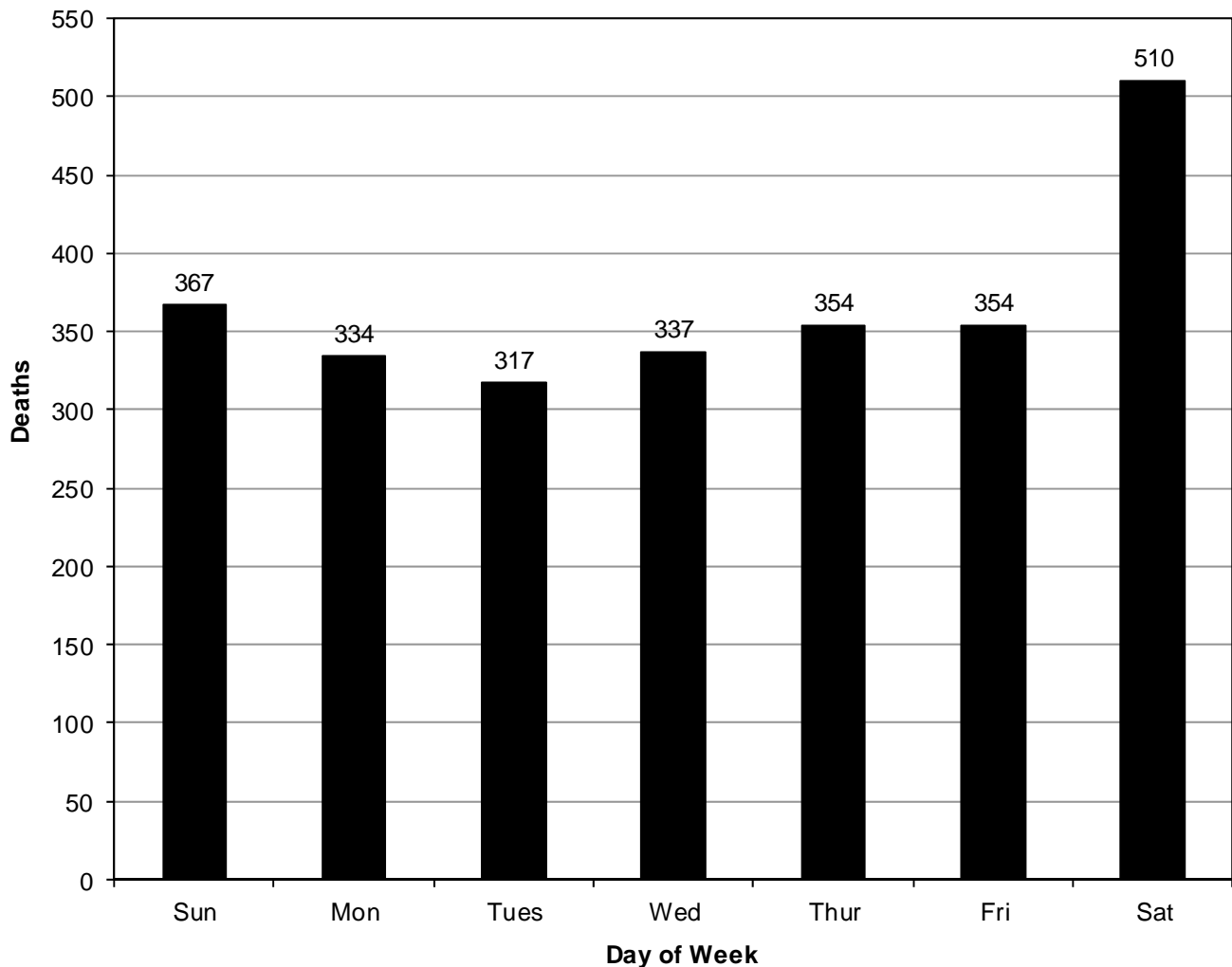
- In the last 10 years, July (287) and August (278) had the highest total number of motor vehicle crash deaths while February (121) and January (142) had the fewest.
- In the last 10 years, June 2014 had the highest number of deaths (38) while January 2013 had the fewest (4).
- In 2015, August (34) and June (31) had the highest number of deaths while January (14) had the fewest.



## Deaths

### Deaths by Day of Week (Utah 2006-2015)

Day of Week	Deaths										Total	
	Year											
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Sunday	34	55	47	35	30	27	41	29	29	40	367	14.3%
Monday	41	39	30	33	36	25	30	37	37	26	334	13.0%
Tuesday	32	39	43	39	31	32	24	20	24	33	317	12.3%
Wednesday	34	39	31	40	23	32	34	24	35	45	337	13.1%
Thursday	40	37	31	27	50	33	21	38	34	43	354	13.8%
Friday	33	30	42	32	26	40	29	36	40	46	354	13.8%
Saturday	73	60	52	38	57	54	38	36	57	45	510	19.8%
<b>Total</b>	<b>287</b>	<b>299</b>	<b>276</b>	<b>244</b>	<b>253</b>	<b>243</b>	<b>217</b>	<b>220</b>	<b>256</b>	<b>278</b>	<b>2,573</b>	<b>100.0%</b>

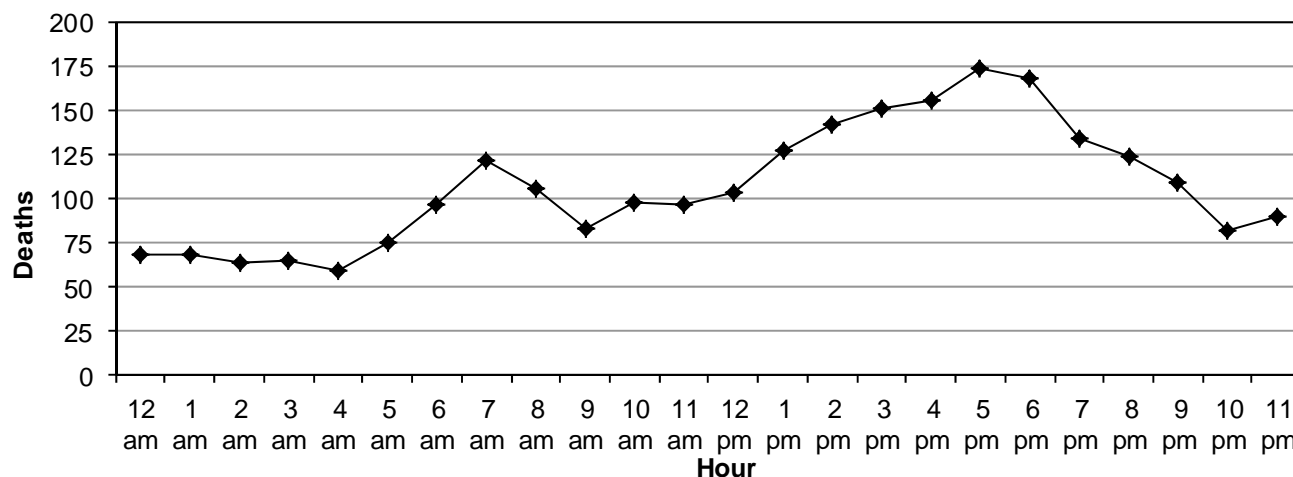


- In the last 10 years, Saturday (510) had the highest total number of motor vehicle crash deaths while Tuesday (317) had the fewest.
- In the last 10 years, Saturdays in 2006 had the highest number of deaths (73) while Tuesdays in 2013 had the fewest (20).
- In 2015, Friday (46) had the highest number of deaths while Monday (26) had the fewest.

## Deaths

### Deaths by Hour (Utah 2006-2015)

Deaths												
Hour	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Midnight	5	12	5	16	5	4	6	5	3	8	69	2.7%
1 a.m.	11	9	12	5	4	6	5	4	8	5	69	2.7%
2 a.m.	9	11	7	4	8	7	7	3	3	5	64	2.5%
3 a.m.	6	18	3	3	5	10	6	1	6	7	65	2.5%
4 a.m.	7	3	5	12	3	5	3	5	10	6	59	2.3%
5 a.m.	6	9	8	5	8	10	5	8	4	12	75	2.9%
6 a.m.	13	9	10	8	11	6	7	7	16	10	97	3.8%
7 a.m.	13	12	20	13	17	8	8	9	7	15	122	4.8%
8 a.m.	20	15	8	7	11	7	5	10	15	8	106	4.1%
9 a.m.	14	7	11	6	11	9	3	8	5	9	83	3.2%
10 a.m.	8	7	8	13	9	13	10	9	8	13	98	3.8%
11 a.m.	9	10	16	14	12	6	6	7	9	8	97	3.8%
Noon	8	12	14	7	13	10	8	14	12	6	104	4.1%
1 p.m.	10	15	8	13	14	17	8	19	19	5	128	5.0%
2 p.m.	12	15	9	7	20	14	19	9	14	23	142	5.5%
3 p.m.	18	21	13	22	13	12	10	14	15	13	151	5.9%
4 p.m.	18	14	14	13	12	13	24	14	15	19	156	6.1%
5 p.m.	21	24	18	19	12	13	20	15	15	17	174	6.8%
6 p.m.	18	15	19	10	16	20	11	12	18	29	168	6.5%
7 p.m.	18	16	21	11	15	12	8	12	10	11	134	5.2%
8 p.m.	6	14	16	14	10	14	15	14	10	11	124	4.8%
9 p.m.	13	5	20	13	9	11	6	9	9	14	109	4.2%
10 p.m.	13	10	4	7	4	7	11	5	12	9	82	3.2%
11 p.m.	10	15	6	1	10	9	6	7	11	15	90	3.5%
Total	286	298	275	243	252	243	217	220	254	278	2,566	100.0%



- In the last 10 years, 5 p.m. (174) and 6 p.m. (168) had the highest total number of motor vehicle crash deaths while 4 a.m. (59) and 2 a.m. (64) 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 2015, 6 p.m. (29) had the highest number of deaths while 1 a.m., 2 a.m., and 1 p.m. (5) had the fewest.

## Overview

### Deaths by Hour and Day of Week (Utah 2006-2015)

Deaths, 2006-2015								
Hour	Day of Week							Total #
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
Midnight	13	6	1	10	14	9	16	69
1 a.m.	20	3	5	7	2	12	20	69
2 a.m.	20	3	6	7	6	4	18	64
3 a.m.	13	17	4	3	6	9	13	65
4 a.m.	14	6	6	4	5	8	16	59
5 a.m.	12	9	8	7	6	16	17	75
6 a.m.	9	9	16	21	14	16	12	97
7 a.m.	15	18	19	17	21	17	15	122
8 a.m.	12	17	18	17	17	6	19	106
9 a.m.	6	20	15	5	9	10	18	83
10 a.m.	15	10	10	13	11	23	16	98
11 a.m.	9	15	9	12	10	16	26	97
Noon	12	10	13	25	15	13	16	104
1 p.m.	14	23	14	17	23	14	23	128
2 p.m.	31	11	16	22	23	9	30	142
3 p.m.	21	24	22	14	23	18	29	151
4 p.m.	21	25	17	17	22	22	32	156
5 p.m.	31	28	22	21	21	21	30	174
6 p.m.	9	23	26	21	23	29	37	168
7 p.m.	27	14	18	24	25	12	14	134
8 p.m.	19	13	21	13	10	26	22	124
9 p.m.	8	12	10	15	22	18	24	109
10 p.m.	5	9	8	14	12	11	23	82
11 p.m.	11	8	13	11	11	15	21	90
Total	367	333	317	337	351	354	507	2,566

High = 21+

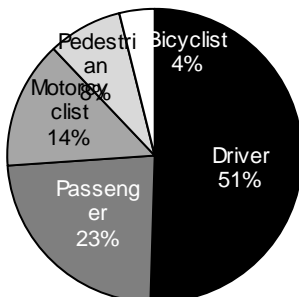
Medium = 11-20

Low = 0-10

- In the last 10 years, everyday 2 p.m. to 6:59 p.m. and Saturday from 8 p.m. to 11:59 p.m. had high numbers of motor vehicle crash deaths.
- In the last 10 years, weekdays 12 a.m. to 5:59 a.m. had low number of motor vehicle crash deaths.

### Serious Injuries by Person Type (Utah 2006-2015)

Person Type	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Driver	1,169	890	749	670	622	626	676	696	695	808	7,601	50.5%
Passenger	597	454	371	325	320	261	307	244	317	335	3,531	23.4%
Motorcyclist	225	214	229	195	203	197	196	224	230	203	2,116	14.0%
Pedestrian	119	132	137	103	123	127	122	115	134	118	1,230	8.2%
Bicyclist	56	53	47	47	61	67	85	64	55	48	583	3.9%
Total	2,166	1,743	1,533	1,340	1,329	1,278	1,386	1,343	1,431	1,512	15,061	100.0%

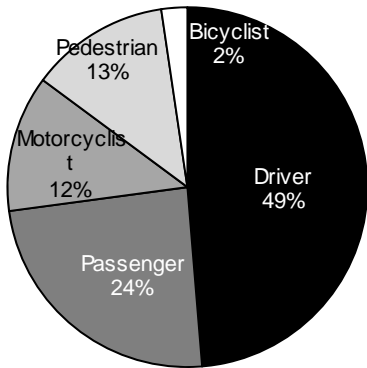


- During the last 10 years, 15,061 people had a serious injury in a crash; 50.5% were drivers, 23.4% were passengers, 14.0% were motorcyclists, 8.2% were pedestrians, and 3.9% were bicyclists.

## Deaths

### Traffic Deaths by Person Type (Utah 2006-2015)

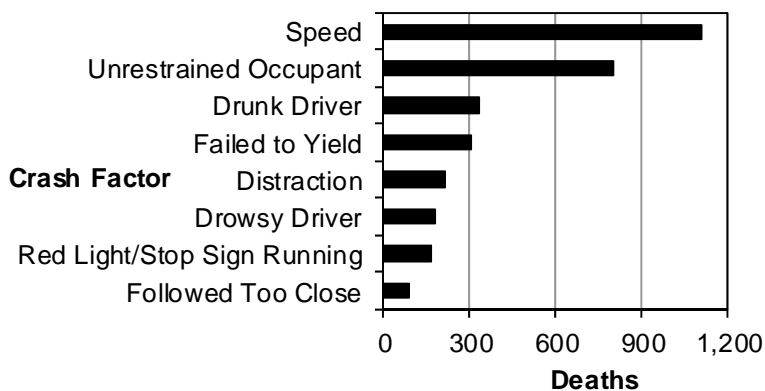
Person Type	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Driver	147	139	133	119	129	123	106	106	115	136	1,253	48.7%
Passenger	77	89	69	70	68	55	45	47	50	52	622	24.2%
Pedestrian	29	32	34	20	28	32	31	30	37	49	322	12.5%
Motorcyclist	24	33	36	30	21	28	32	31	45	36	316	12.3%
Bicyclist	10	6	4	5	7	5	3	6	9	5	60	2.3%
<b>Total</b>	<b>287</b>	<b>299</b>	<b>276</b>	<b>244</b>	<b>253</b>	<b>243</b>	<b>217</b>	<b>220</b>	<b>256</b>	<b>278</b>	<b>2,573</b>	<b>100.0%</b>



- During the last 10 years, 2,573 people died in a crash; 48.7% were drivers, 24.2% were passengers, 12.5% were pedestrians, 12.3% were motorcyclists, and 2.3% were bicyclists.
- The number of pedestrians killed in 2015 was the highest amount in the last 10 years.
- The number of drivers killed in 2015 was the highest amount since 2007.
- The number of motorcyclists killed in 2014 was the highest amount in the last 10 years.

### Traffic Deaths by Selected Contributing Factors (Utah 2006-2015)

Deaths (a death may occur in more than one category)												
Crash Factor	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Speed	113	134	126	123	118	101	92	87	110	104	1,108	44.1%
Unrestrained Occupant	88	82	78	91	86	82	79	59	72	87	804	32.0%
Drunk Driver	39	42	34	31	25	39	20	23	45	37	335	13.3%
Failed to Yield	30	32	38	34	34	27	27	23	30	31	306	12.2%
Distraction	20	28	18	21	19	21	20	17	22	28	214	8.5%
Drowsy Driver	10	46	29	23	13	7	14	14	6	15	177	7.0%
Red Light/Stop Sign Running	5	15	19	26	18	18	14	16	18	19	168	6.7%
Followed Too Close	0	4	9	12	7	14	11	9	9	10	85	3.4%
<b>Total Deaths</b>	<b>287</b>	<b>299</b>	<b>276</b>	<b>244</b>	<b>253</b>	<b>243</b>	<b>217</b>	<b>220</b>	<b>220</b>	<b>256</b>	<b>2,515</b>	



- During the last 10 years, speed was the leading contributing factor accounting for 44.1% of deaths.
- Nearly one-third of the deaths were to unrestrained occupants. It is estimated that if everyone who died was restrained then 402 of these lives would have been saved.
- In 2015, deaths involving distracted drivers were the highest (tied with 2007) in the last 10 years.



## Counties

### Traffic Deaths by County (Utah 2006-2015)

Deaths													
County	Year										Total		Rate per Year per 100
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%	Million VMT
Kane	9	5	3	4	3	5	4	2	3	5	43	1.7%	2.81
San Juan	8	16	15	7	2	7	8	7	8	5	83	3.2%	2.57
Wayne	0	0	1	3	0	0	1	3	3	1	12	0.5%	2.29
Sanpete	6	7	5	4	7	1	1	9	3	4	47	1.8%	1.97
Garfield	1	3	2	3	3	3	3	2	4	0	24	0.9%	1.95
Piute	1	2	2	0	0	1	0	0	0	0	6	0.2%	1.94
Rich	2	0	1	2	2	0	1	0	2	0	10	0.4%	1.90
Duchesne	6	4	2	6	10	10	3	4	9	2	56	2.2%	1.71
Uintah	7	9	10	6	6	7	9	2	8	5	69	2.7%	1.58
Daggett	0	1	0	0	1	0	2	0	0	1	5	0.2%	1.51
Tooele	15	10	15	11	12	10	17	8	15	14	127	4.9%	1.47
Sevier	7	7	7	5	5	5	2	8	2	3	51	2.0%	1.46
Millard	7	15	7	5	7	3	10	7	4	9	74	2.9%	1.39
Emery	5	7	8	6	5	5	2	6	2	6	52	2.0%	1.35
Wasatch	7	11	1	4	1	5	6	3	5	10	53	2.1%	1.35
Grand	8	5	4	8	7	1	2	3	7	6	51	2.0%	1.34
Carbon	4	5	2	3	2	9	2	4	4	8	43	1.7%	1.25
Weber	14	25	15	23	21	21	13	18	16	21	187	7.3%	1.07
Box Elder	10	17	9	9	12	9	4	5	13	16	104	4.0%	1.07
Morgan	0	0	2	2	0	4	1	0	4	2	15	0.6%	1.05
Washington	22	22	18	10	17	9	11	14	18	17	158	6.1%	1.01
Juab	2	8	5	8	7	5	1	3	2	0	41	1.6%	0.98
Beaver	2	3	2	6	1	1	1	4	2	5	27	1.0%	0.95
Summit	8	6	12	10	5	9	8	4	6	7	75	2.9%	0.92
Cache	14	6	5	10	6	4	6	10	12	4	77	3.0%	0.81
Iron	9	8	3	12	8	10	0	8	3	2	63	2.4%	0.79
Salt Lake	69	54	64	46	61	66	64	53	66	75	618	24.0%	0.65
Utah	30	24	42	21	32	19	20	21	24	39	272	10.6%	0.62
Davis	14	19	14	10	10	14	15	12	11	11	130	5.1%	0.46
Total	287	299	276	244	253	243	217	220	256	278	2,573	100.0%	0.88

- During the last 10 years, nearly one-fourth (24.0%) of the traffic deaths occurred in Salt Lake County.
- Salt Lake, Utah, Weber, Washington, Davis, Tooele, and Box Elder Counties all had over 100 deaths over the last 10 years.
- Urban Counties accounted for 56.0% of the deaths.
- Over the last 10 years, Salt Lake County in 2015 had the highest number of deaths (75).
- Daggett, Garfield, Iron, Juab, Morgan, Piute, Rich, and Wayne Counties had at least one year with no deaths.
- In 2015, only Salt Lake County had its highest total of deaths during the last 10 years.
- In 2015, Cache, Duchesne, Garfield, Juab, Piute, and Rich Counties had their lowest total of deaths during the last 10 years.
- Kane, San Juan, and Wayne Counties had the highest death rate per vehicle mile traveled over the last 10 years.
- Davis, Utah, and Salt Lake Counties had the lowest death rate per vehicle mile traveled over the last 10 years.

## Counties

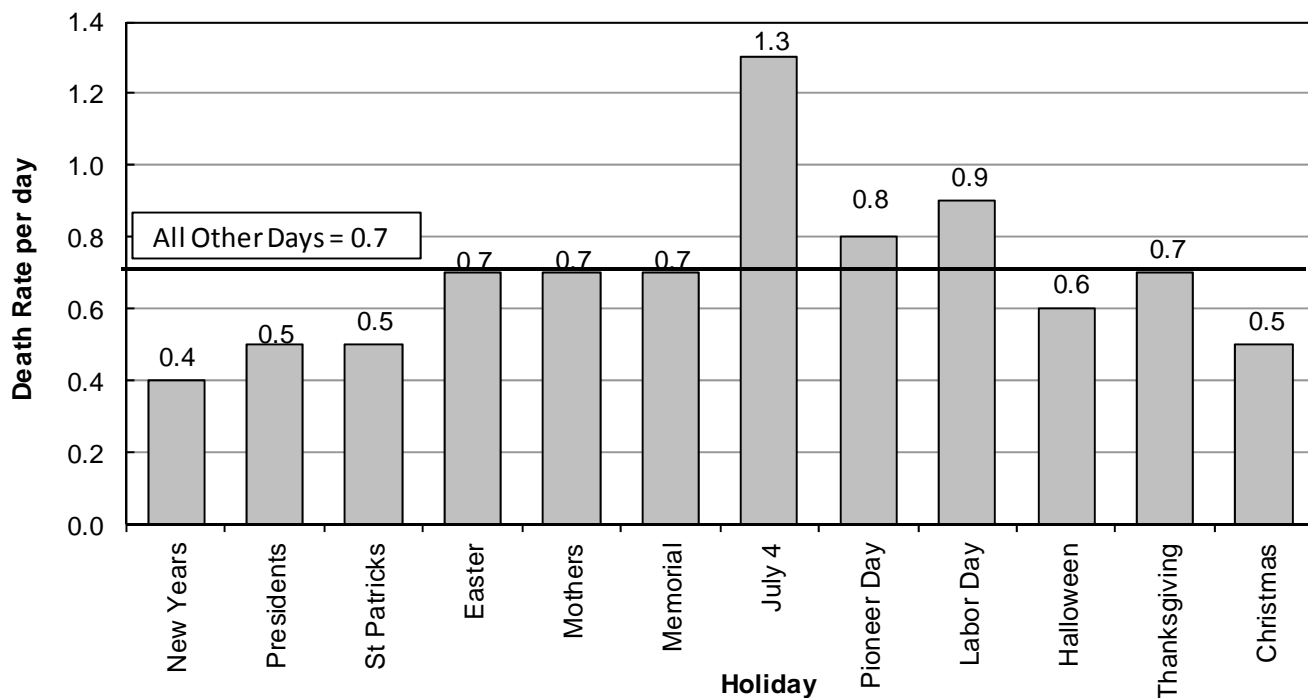
### Crashes by County (Utah 2006-2015)

County	Crashes										Rate per Year per 100 Million VMT	
	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Salt Lake	23,812	26,883	24,803	22,630	21,506	21,730	21,953	25,683	24,833	27,152	240,985	44.0%
Weber	4,924	4,870	4,333	4,082	3,872	3,849	3,910	4,181	4,037	4,314	42,372	7.7%
Cache	1,912	2,219	2,018	1,890	1,987	1,959	1,688	1,933	1,808	2,084	19,498	3.6%
Utah	7,865	9,530	8,431	7,558	7,589	9,495	7,789	7,625	7,444	8,805	82,131	15.0%
Davis	5,500	5,410	4,854	4,286	3,958	4,301	4,251	5,088	4,689	5,322	47,659	8.7%
Wasatch	660	724	637	524	554	585	592	570	584	760	6,190	1.1%
Uintah	714	861	816	681	542	564	673	676	581	564	6,672	1.2%
Rich	71	84	95	83	79	79	79	70	62	65	767	0.1%
Duchesne	424	501	564	343	446	584	520	476	463	439	4,760	0.9%
Kane	218	220	240	216	201	206	196	181	195	227	2,100	0.4%
Summit	1,158	1,084	1,165	1,031	986	1,041	1,076	1,146	1,258	1,182	11,127	2.0%
Washington	2,625	2,435	2,104	1,871	1,656	1,768	1,936	2,071	2,210	2,575	21,251	3.9%
Garfield	147	204	189	143	178	147	161	134	148	190	1,641	0.3%
Sanpete	376	393	300	244	228	308	302	296	318	364	3,129	0.6%
Carbon	480	458	494	505	414	566	406	346	384	397	4,450	0.8%
Sevier	515	536	483	548	430	420	386	337	333	397	4,385	0.8%
Wayne	62	58	104	77	56	46	54	52	67	76	652	0.1%
Morgan	149	171	214	129	173	154	147	194	174	173	1,678	0.3%
Daggett	51	50	55	36	27	22	34	35	33	35	378	0.1%
Iron	995	901	819	829	886	722	791	821	843	956	8,563	1.6%
Tooele	903	869	802	796	730	1,016	972	1,052	1,003	1,116	9,259	1.7%
Box Elder	810	918	1,066	1,117	1,040	1,056	1,006	1,035	1,017	1,043	10,108	1.8%
Piute	45	39	24	30	34	29	24	21	40	30	316	0.1%
Beaver	217	212	240	309	274	258	255	250	223	221	2,459	0.4%
San Juan	242	331	303	262	254	233	266	273	259	256	2,679	0.5%
Juab	369	368	337	393	352	341	274	273	256	307	3,270	0.6%
Millard	427	431	401	353	407	318	372	362	334	388	3,793	0.7%
Emery	305	257	251	216	281	256	246	245	220	289	2,566	0.5%
Grand	211	228	225	185	228	234	241	211	220	285	2,268	0.4%
<b>Total</b>	<b>56,187</b>	<b>61,245</b>	<b>56,367</b>	<b>51,367</b>	<b>49,368</b>	<b>52,287</b>	<b>50,600</b>	<b>55,637</b>	<b>54,036</b>	<b>60,012</b>	<b>547,106</b>	<b>100.0%</b>

- During the last 10 years, nearly one-half (44.0%) of the traffic crashes occurred in Salt Lake County.
- Salt Lake, Utah, Davis, Weber, and Washington Counties all had over 20,000 crashes over the last 10 years.
- Urban Counties accounted for 83.0% of the crashes.
- Over the last 10 years, Salt Lake County in 2015 had the highest number of crashes (27,152).
- In 2015, Grand, Salt Lake, Tooele, and Wasatch Counties had their highest total of crashes during the last 10 years.
- In 2015, no county had their lowest total of crashes during the last 10 years.
- Salt Lake, Weber, and Cache Counties had the highest crash rate per vehicle mile traveled over the last 10 years.
- Grand, Emery, and Millard Counties had the lowest crash rate per vehicle mile traveled over the last 10 years.

## Holidays

### Holiday Death Rate Per Day (Utah 2006-2015)



### Holiday Deaths

Year	New Years		Presi-dents		St Patricks		Easter		Mothers		Memorial Day		4th of July		Pioneer Day		Labor Day		Hallow- -een		Thanks- -giving		Christ- -mas		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
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
2015	1	0.2	1	0.3	2	0.7	2	0.7	1	0.3	3	0.8	1	0.3	1	0.3	4	1.0	3	1.0	2	0.4	1	0.3	22	0.5
<b>Total</b>	<b>14</b>	<b>0.4</b>	<b>20</b>	<b>0.5</b>	<b>18</b>	<b>0.5</b>	<b>20</b>	<b>0.7</b>	<b>22</b>	<b>0.7</b>	<b>27</b>	<b>0.7</b>	<b>45</b>	<b>1.3</b>	<b>30</b>	<b>0.8</b>	<b>35</b>	<b>0.9</b>	<b>20</b>	<b>0.6</b>	<b>37</b>	<b>0.7</b>	<b>17</b>	<b>0.5</b>	<b>305</b>	<b>0.7</b>

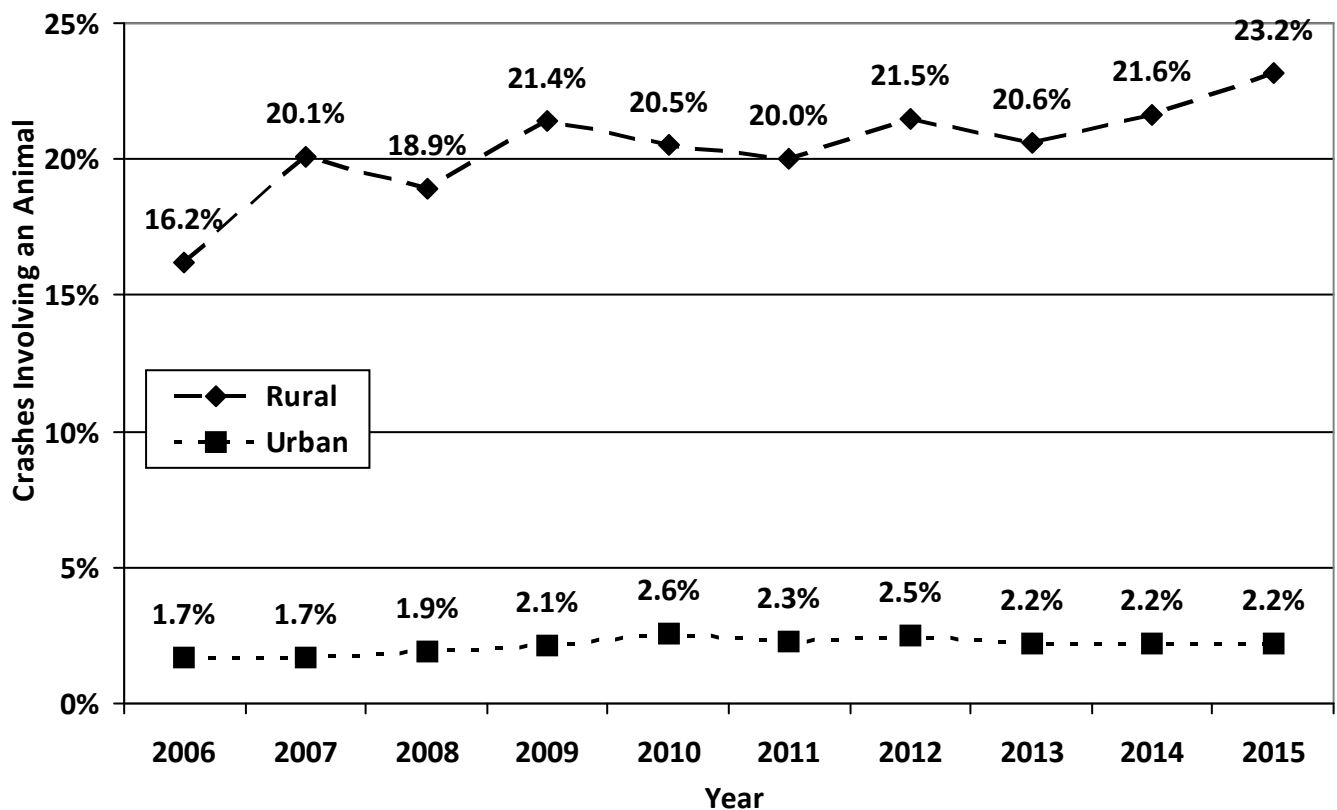
- Holiday deaths are a concern due to risk factors such as fatigue, impaired driving, long distance traveling, speeding, and traveling on unfamiliar roadways.
- Over the past 10 years, the 4th of July Holiday (1.3) had the highest rate of deaths while the New Years Holiday (0.4) Holiday had the lowest rates.
- In 2015, the Labor Day and Halloween Holidays had the highest death rate per day (1.0) while the New Years Holiday had the lowest rate (0.2).
- 4th of July 2008 (3.0), 4th of July 2014 (2.5), Christmas 2006 (2.5), Mother's Day 2012 (2.0), and 4th of July 2013 (2.0) had the highest death rates per day.

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

## Animal-Related Crashes

### Animal-Related Crashes by Rural and Urban (Utah 2006-2015)

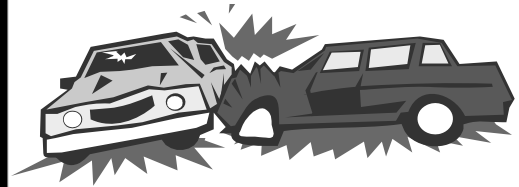
Animal-Related Crashes									
Year	Rural			Urban			Total		
	All #	Animal #	%	All #	Animal #	%	All #	Animal #	%
2006	9,549	1,544	16.2%	46,638	771	1.7%	56,187	2,315	4.1%
2007	9,898	1,994	20.1%	51,347	897	1.7%	61,245	2,891	4.7%
2008	9,824	1,856	18.9%	46,543	884	1.9%	56,367	2,740	4.9%
2009	9,050	1,933	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%
2015	9,760	2,267	23.2%	50,252	1,114	2.2%	60,012	3,381	5.6%
Total	93,210	19,000	20.4%	453,896	9,649	2.1%	547,106	28,649	5.2%



- Over the last 10 years, animal-related crashes accounted for 5.2% of all crashes in Utah. While animal crashes accounted for a minimal amount of crashes in Urban areas (2.1%), animal crashes accounted for over one-fifth (20.4%) of the crashes in Rural areas.
- Crashes in Rural areas involving an animal have shown an increasing trend while Urban area animal crashes have remained level.
- While animal crashes comprised 5.6% of total crashes statewide in 2015, they accounted for nearly one-fourth (23.2%) of crashes in rural counties.



# Overview



## Section 1: Overview

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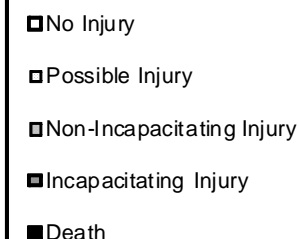
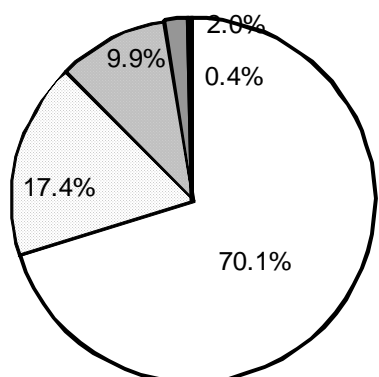


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## Crash Conditions

### Crash Severity (Utah 2015)



- For crashes that occurred in Utah during 2015, 70.1% resulted in property damage only, 29.4% resulted in some level of injury, and 0.4% involved a death.

### Month (Utah 2015)

Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3,151	101.6	1,200	38.7	14	0.45	4,365	140.8
February	2,791	99.7	1,154	41.2	15	0.54	3,960	141.4
March	3,381	109.1	1,448	46.7	22	0.71	4,851	156.5
April	3,149	105.0	1,433	47.8	16	0.53	4,598	153.3
May	3,385	109.2	1,526	49.2	26	0.84	4,937	159.3
June	3,266	108.9	1,491	49.7	31	1.03	4,788	159.6
July	3,322	107.2	1,492	48.1	27	0.87	4,841	156.2
August	3,478	112.2	1,605	51.8	27	0.87	5,110	164.8
September	3,350	111.7	1,593	53.1	16	0.53	4,959	165.3
October	3,676	118.6	1,641	52.9	23	0.74	5,340	172.3
November	4,146	138.2	1,460	48.7	18	0.60	5,624	187.5
December	4,994	161.1	1,622	52.3	23	0.74	6,639	214.2
<b>Total</b>	<b>42,089</b>	<b>115.3</b>	<b>17,665</b>	<b>48.4</b>	<b>258</b>	<b>0.71</b>	<b>60,012</b>	<b>164.4</b>

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

### Day of Week (Utah 2015)

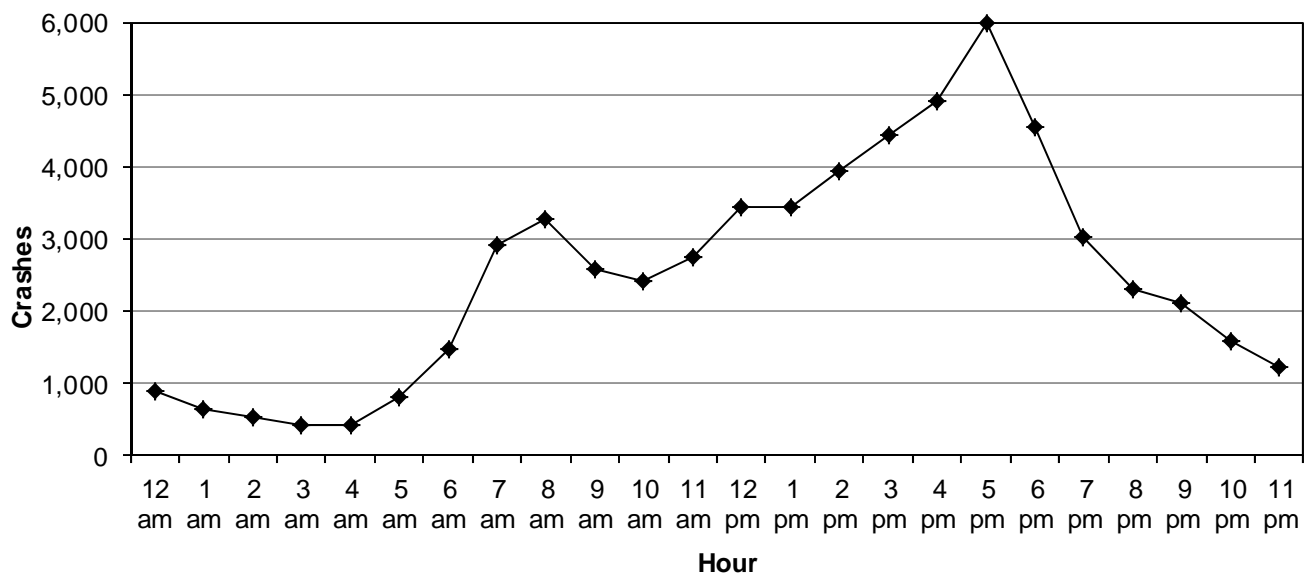
Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	3,124	7.4%	1,408	8.0%	38	14.7%	4,570	7.6%
Monday	6,772	16.1%	2,774	15.7%	26	10.1%	9,572	16.0%
Tuesday	6,733	16.0%	2,789	15.8%	29	11.2%	9,551	15.9%
Wednesday	6,547	15.6%	2,680	15.2%	38	14.7%	9,265	15.4%
Thursday	6,456	15.3%	2,791	15.8%	41	15.9%	9,288	15.5%
Friday	6,941	16.5%	2,872	16.3%	42	16.3%	9,855	16.4%
Saturday	5,516	13.1%	2,351	13.3%	44	17.1%	7,911	13.2%
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

- 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 2015)

Hour	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	613	1.5%	255	1.4%	7	2.7%	875	1.5%
1 a.m.	452	1.1%	172	1.0%	5	1.9%	629	1.0%
2 a.m.	373	0.9%	155	0.9%	5	1.9%	533	0.9%
3 a.m.	295	0.7%	119	0.7%	7	2.7%	421	0.7%
4 a.m.	303	0.7%	116	0.7%	5	1.9%	424	0.7%
5 a.m.	594	1.4%	199	1.1%	11	4.3%	804	1.3%
6 a.m.	1,103	2.6%	368	2.1%	10	3.9%	1,481	2.5%
7 a.m.	2,098	5.0%	793	4.5%	13	5.0%	2,904	4.8%
8 a.m.	2,380	5.7%	880	5.0%	8	3.1%	3,268	5.4%
9 a.m.	1,849	4.4%	715	4.0%	9	3.5%	2,573	4.3%
10 a.m.	1,723	4.1%	686	3.9%	13	5.0%	2,422	4.0%
11 a.m.	1,906	4.5%	835	4.7%	8	3.1%	2,749	4.6%
Noon	2,435	5.8%	993	5.6%	5	1.9%	3,433	5.7%
1 p.m.	2,374	5.6%	1,052	6.0%	5	1.9%	3,431	5.7%
2 p.m.	2,752	6.5%	1,157	6.5%	21	8.1%	3,930	6.5%
3 p.m.	3,040	7.2%	1,383	7.8%	13	5.0%	4,436	7.4%
4 p.m.	3,336	7.9%	1,550	8.8%	16	6.2%	4,902	8.2%
5 p.m.	4,181	9.9%	1,791	10.1%	15	5.8%	5,987	10.0%
6 p.m.	3,156	7.5%	1,381	7.8%	26	10.1%	4,563	7.6%
7 p.m.	2,059	4.9%	969	5.5%	11	4.3%	3,039	5.1%
8 p.m.	1,568	3.7%	720	4.1%	10	3.9%	2,298	3.8%
9 p.m.	1,518	3.6%	578	3.3%	14	5.4%	2,110	3.5%
10 p.m.	1,133	2.7%	437	2.5%	9	3.5%	1,579	2.6%
11 p.m.	848	2.0%	361	2.0%	12	4.7%	1,221	2.0%
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>



- 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 6:00 p.m. and 2:00 p.m. hours.

## Crash Conditions

### Crashes by Day of Week and Hour (Utah 2015)

Crashes								
Hour	Day of Week							Total #
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
Midnight	180	75	101	96	110	113	200	875
1 a.m.	173	55	57	55	80	76	133	629
2 a.m.	133	46	58	55	52	61	129	534
3 a.m.	102	55	40	49	43	43	87	419
4 a.m.	64	58	73	37	58	52	83	425
5 a.m.	83	151	130	133	141	85	80	803
6 a.m.	77	284	274	266	256	185	139	1,481
7 a.m.	100	575	571	551	496	405	207	2,905
8 a.m.	110	592	684	632	533	465	252	3,268
9 a.m.	136	458	469	441	406	382	280	2,572
10 a.m.	165	400	429	386	315	361	365	2,421
11 a.m.	182	442	431	414	390	465	427	2,751
Noon	230	512	536	489	559	572	535	3,433
1 p.m.	263	525	495	517	483	589	559	3,431
2 p.m.	303	657	589	591	532	691	567	3,930
3 p.m.	273	722	679	702	716	798	546	4,436
4 p.m.	303	802	790	798	769	865	575	4,902
5 p.m.	314	1,032	1,072	988	1,024	996	560	5,986
6 p.m.	332	736	679	698	798	808	512	4,563
7 p.m.	264	450	478	407	508	535	397	3,039
8 p.m.	239	338	315	337	337	386	346	2,298
9 p.m.	205	248	247	300	334	389	388	2,111
10 p.m.	166	220	199	183	215	289	307	1,579
11 p.m.	173	138	156	139	133	242	240	1,221
<b>Total</b>	<b>4,570</b>	<b>9,571</b>	<b>9,552</b>	<b>9,264</b>	<b>9,288</b>	<b>9,853</b>	<b>7,914</b>	<b>60,012</b>

High = 500+
Medium = 200-499
Low = 0-199

- Crashes were highest Monday through Saturday 12:00 p.m. to 6:59 p.m. and Monday through Thursday 7:00 a.m. to 8:59 a.m.
- Crashes were lowest everyday 11:00 p.m. to 5:59 a.m. and Sunday 6:00 a.m. to 11:59 a.m.

### Road Surface Condition (Utah 2015)

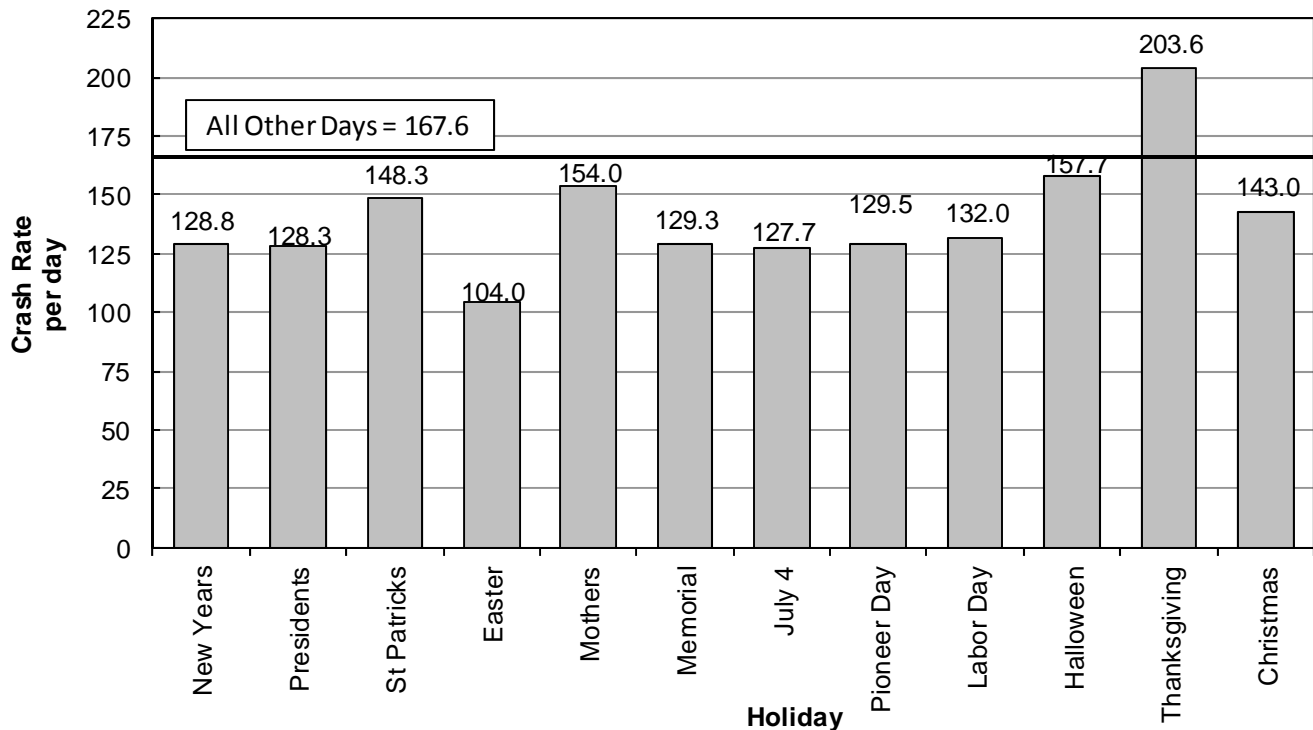
Crashes								
Road Surface Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Dry	33,786	80.3%	14,806	83.8%	213	82.6%	48,805	81.3%
Wet	4,403	10.5%	1,857	10.5%	23	8.9%	6,283	10.5%
Snow/Slush	2,396	5.7%	533	3.0%	4	1.6%	2,933	4.9%
Ice	774	1.8%	183	1.0%	6	2.3%	963	1.6%
Other	250	0.6%	210	1.2%	7	2.7%	467	0.8%
Unknown	480	1.1%	76	0.4%	5	1.9%	561	0.9%
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

- Most total crashes (81.3%) and fatal crashes (82.6%) occurred when roads were dry.



## Holidays

### Holiday Crash Rate Per Day (Utah 2015)



Holiday Crashes			
Holiday	#	Days	Rate Per Day
New Years	644	5	128.8
Presidents	513	4	128.3
St Patricks	445	3	148.3
Easter	312	3	104.0
Mothers	462	3	154.0
Memorial Day	517	4	129.3
4th of July	383	3	127.7
Pioneer Day	518	4	129.5
Labor Day	528	4	132.0
Halloween	473	3	157.7
Thanksgiving	1,018	5	203.6
Christmas	572	4	143.0
<b>Total</b>	<b>6,385</b>	<b>45</b>	<b>141.9</b>
<b>All Other Days</b>	<b>53,627</b>	<b>320</b>	<b>167.6</b>

- The total number of miles traveled decreases during holidays. Corresponding with this reduced travel, crashes also were lower during holiday periods (141.9 per day compared to 167.6 per day)
- The Thanksgiving Holiday had the highest crash rate per day (203.6) while the Easter Holiday had the lowest rate (104.0).
- Only the Thanksgiving (203.6) Holiday had a higher crash rate per day than the rate per day for all days (167.6).

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

## Crash Conditions

### County Crash Comparison (Utah 2015)

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	28	1	1	3	1	18	3	3	11	3	3	7.4
Weber	14	2	27	9	3	1	2	11	2	2	13	5	8	7.6
Wasatch	3	5	12	3	10	2	9	13	7	12	9	12	14	8.5
Utah	19	4	25	4	12	6	3	14	4	8	14	14	6	10.2
Cache	23	3	24	6	11	7	4	16	1	4	15	17	5	10.5
Washington	16	7	22	21	16	12	6	12	6	1	12	8	4	11.0
Morgan	9	17	3	2	9	14	10	3	16	24	3	25	20	11.9
Sanpete	6	9	1	11	7	5	12	27	8	9	18	23	19	11.9
Tooele	7	14	16	17	13	8	8	9	9	18	19	7	13	12.2
Davis	24	6	26	10	15	9	5	20	5	6	23	10	9	12.9
Garfield	26	8	18	13	4	26	20	2	20	5	1	16	20	13.8
Wayne	4	11	2	15	2	27	19	26	18	7	5	25	20	13.9
Sevier	18	20	13	14	19	10	13	1	19	14	17	21	10	14.5
Kane	2	10	21	20	23	4	18	15	25	10	20	6	20	14.9
Uintah	15	15	7	22	5	11	23	19	12	16	22	22	11	15.4
Carbon	5	19	10	27	18	19	11	25	13	13	25	18	2	15.8
Iron	25	18	17	12	20	21	16	21	11	17	16	4	7	15.8
Grand	17	27	11	29	14	23	21	5	23	26	7	2	1	15.8
Summit	21	12	20	7	8	18	14	24	14	22	21	11	17	16.1
Box Elder	8	21	14	8	25	15	15	10	17	21	26	15	18	16.4
Duchesne	22	13	8	16	17	13	17	22	10	15	24	20	20	16.7
Millard	11	29	6	19	26	22	22	4	22	25	10	13	16	17.3
Daggett	1	22	23	24	24	27	7	28	29	20	4	1	20	17.7
Emery	12	26	4	26	22	24	27	7	26	28	6	9	15	17.8
Rich	26	16	29	5	28	16	28	17	15	19	2	25	20	18.9
Beaver	10	25	5	18	27	25	25	6	21	23	28	25	20	19.8
San Juan	13	24	9	28	21	17	26	23	27	29	8	24	12	20.1
Piute	26	23	15	25	6	27	29	28	28	11	28	25	20	22.4
Juab	26	28	19	23	29	20	24	8	24	27	27	19	20	22.6
<b>Note:</b>	Rank 1-17 Above State Avg.	Rank 1-3 Above State Avg.	Rank 1-22 Above State Avg.	Rank 1-5 Above State Avg.	Rank 1-4 Above State Avg.	Rank 1-7 Above State Avg.	Rank 1-4 Above State Avg.	Rank 1-13 Above State Avg.	Rank 1-5 Above State Avg.	Rank 1-4 Above State Avg.	Rank 1-13 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 Wasatch Counties were the worst overall counties. Salt Lake County was above the state average in ten of the thirteen categories.
- Juab, Piute, and San Juan Counties were the best overall counties. Juab County was below the state average in every category except two.
- In 2014, Salt Lake was the worst county and Millard was the best. 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 2015)

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	19,231	203.2	7,849	82.9	72	0.76	27,152	286.8
Weber	2,764	158.5	1,530	87.7	20	1.15	4,314	247.3
Cache	1,545	161.8	535	56.0	4	0.42	2,084	218.2
Utah	5,997	136.2	2,773	63.0	35	0.79	8,805	199.9
Wasatch	569	144.5	181	46.0	10	2.54	760	193.0
Davis	3,586	128.0	1,725	61.6	11	0.39	5,322	189.9
Washington	1,704	108.8	854	54.5	17	1.09	2,575	164.5
Garfield	136	110.3	54	43.8	0	0.00	190	154.1
Sanpete	260	109.1	100	42.0	4	1.68	364	152.8
Kane	180	117.5	43	28.1	4	2.61	227	148.1
Wayne	56	107.0	19	36.3	1	1.91	76	145.2
Summit	953	116.7	223	27.3	6	0.73	1,182	144.7
Duchesne	348	106.1	89	27.1	2	0.61	439	133.9
Tooele	792	91.7	310	35.9	14	1.62	1,116	129.2
Uintah	429	98.3	130	29.8	5	1.15	564	129.2
Rich	49	93.0	16	30.4	0	0.00	65	123.4
Morgan	135	94.5	36	25.2	2	1.40	173	121.1
Iron	699	88.0	255	32.1	2	0.25	956	120.3
Carbon	302	87.6	89	25.8	6	1.74	397	115.1
Sevier	278	79.4	116	33.1	3	0.86	397	113.4
Box Elder	752	77.2	276	28.3	15	1.54	1,043	107.1
Daggett	28	84.5	6	18.1	1	3.02	35	105.6
Piute	23	74.2	7	22.6	0	0.00	30	96.8
San Juan	203	62.7	49	15.1	4	1.24	256	79.1
Beaver	165	57.8	52	18.2	4	1.40	221	77.4
Emery	196	50.9	88	22.8	5	1.30	289	75.0
Grand	191	50.1	90	23.6	4	1.05	285	74.8
Juab	233	55.6	74	17.7	0	0.00	307	73.3
Millard	285	53.4	96	18.0	7	1.31	388	72.7
<b>Statewide</b>	<b>42,089</b>	<b>143.2</b>	<b>17,665</b>	<b>60.1</b>	<b>258</b>	<b>0.88</b>	<b>60,012</b>	<b>204.2</b>

- Salt Lake (286.8), Weber (247.3), and Cache (218.2) Counties had the highest total crash rates per miles traveled.
- Millard (72.7), Juab (73.3), and Grand (74.8) Counties had the lowest total crash rates per miles traveled.
- Daggett (3.02), Kane (2.61), and Wasatch (2.54) Counties had the highest fatal crash rates per miles traveled.
- Garfield, Juab, Piute, and Rich Counties had no fatal crashes.
- 45.2% of crashes occurred in Salt Lake County.

### Rural/Urban Location (Utah 2015)

- 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 3.2 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	34,827	166.3	15,266	72.9	159	0.759	50,252	240.0
Rural	7,262	85.9	2,399	28.4	99	1.171	9,760	115.4
<b>Total</b>	<b>42,089</b>	<b>143.2</b>	<b>17,665</b>	<b>60.1</b>	<b>258</b>	<b>0.878</b>	<b>60,012</b>	<b>204.2</b>

## Crash Conditions

### Crashes by City (Utah 2015)

Total Crash Rate for Cities With Population 5,000+ or 50+ Crashes											
Rank by Rate	Rank by Total	City	Population	Total Crashes	Rate per 10,000 Pop.	Rank by Rate	Rank by Total	City	Population	Total Crashes	Rate per 10,000 Pop.
1	55	Marriot-Slaterville	1,701	162	952.4	49	50	Heber	11,362	190	167.2
2	37	Park City	7,547	405	536.6	50	71	Moab	5,046	83	164.5
3	77	Uintah	1,322	70	529.5	51	34	Magna	26,505	435	164.1
4	13	South Salt Lake	23,617	1,239	524.6	52	12	Ogden	82,825	1,359	164.1
5	4	Murray	46,746	2,439	521.8	53	30	Tooele	31,605	516	163.3
6	35	Riverdale	8,426	422	500.8	54	70	Stansbury Park	5,145	84	163.3
7	11	Midvale	27,964	1,397	499.6	55	40	Washington	18,761	303	161.5
8	47	West Bountiful	5,265	222	421.7	56	29	Spanish Fork	34,691	559	161.1
9	78	Willard	1,772	70	395.0	57	20	Bountiful	42,552	647	152.0
10	10	Draper	40,532	1,567	386.6	58	8	Provo	112,488	1,693	150.5
11	24	North Salt Lake	16,322	598	366.4	59	26	Riverton	38,753	572	147.6
12	6	Taylorsville	58,652	1,850	315.4	60	86	Hyde Park	3,833	56	146.1
13	28	Farmington	18,275	569	311.4	61	31	Kearns	35,731	489	136.9
14	2	West Valley City	129,480	3,906	301.7	62	43	Herriman	21,785	295	135.4
15	45	North Logan	8,269	248	299.9	63	33	Pleasant Grove	33,509	441	131.6
16	42	Lindon	10,070	298	295.9	64	52	Hurricane	13,748	179	130.2
17	3	Sandy	87,461	2,575	294.4	65	85	Perry	4,512	58	128.5
18	36	Centerville	15,335	410	267.4	66	75	Ephraim	6,135	75	122.2
19	56	Farr West	5,928	158	266.5	67	82	Nephi	5,389	64	118.8
20	68	Wellsville	3,432	90	262.2	68	64	Santaquin	9,128	105	115.0
21	46	Vernal	9,089	231	254.2	69	84	Plain City	5,476	59	107.7
22	15	Lehi	47,407	1,170	246.8	70	81	South Weber	6,051	65	107.4
23	21	American Fork	26,263	641	244.1	71	72	Hyrum	7,609	81	106.5
24	1	Salt Lake City	186,440	4,470	239.8	72	69	Pleasant View	7,979	84	105.3
25	62	Sunset	5,122	121	236.2	73	65	Woods Cross	9,761	101	103.5
26	17	Logan	48,174	1,119	232.3	74	44	Kaysville	27,300	281	102.9
27	9	St. George	72,897	1,644	225.5	75	49	Clinton	20,426	204	99.9
28	59	Roosevelt	6,046	132	218.3	76	76	Richfield	7,551	74	98.0
29	19	Roy	36,884	805	218.3	77	67	Smithfield	9,495	90	94.8
30	51	Price	8,715	189	216.9	78	80	Providence	7,075	67	94.7
31	18	South Jordan	50,418	1,091	216.4	79	83	Salem	6,423	60	93.4
32	38	South Ogden	16,532	355	214.7	80	53	Brigham City	17,899	165	92.2
33	54	Bluffdale	7,598	163	214.5	81	74	Washington Terrace	9,067	80	88.2
34	22	Springville	29,466	627	212.8	82	73	West Point	9,511	81	85.2
35	48	West Haven	10,272	211	205.4	83	61	Highland	15,523	128	82.5
36	23	Clearfield	30,112	617	204.9	84	79	Grantsville	8,893	67	75.3
37	27	Cedar City	28,857	570	197.5	85	60	North Ogden	17,357	129	74.3
38	5	West Jordan	103,712	2,045	197.2	86	89	Nibley	5,438	40	73.6
39	7	Orem	88,328	1,723	195.1	87	57	Syracuse	24,331	158	64.9
40	58	Tremonton	7,647	148	193.5	88	88	Mapleton	7,979	47	58.9
41	16	Millcreek	62,139	1,145	184.3	89	63	Eagle Mountain	21,415	113	52.8
42	87	Beaver	3,112	55	176.7	90	91	Hooper	7,218	37	51.3
43	39	Payson	18,294	322	176.0	91	90	Alpine	9,555	39	40.8
44	14	Layton	67,311	1,178	175.0	92	92	Ivins	6,753	27	40.0
45	25	Cottonwood Heights	33,433	582	174.1	93	94	Santa Clara	6,003	21	35.0
46	66	Harrisville	5,567	95	170.6	94	93	Cedar Hills	9,796	25	25.5
47	32	Holladay	26,472	448	169.2	95	95	Enoch	5,803	11	19.0
48	41	Saratoga Springs	17,781	299	168.2			<b>Total</b>	<b>2,413,394</b>	<b>51,428</b>	<b>213.1</b>

- The five cities with the highest rates of total crashes per population were Marriot-Slaterville, Park City, Uintah, 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.
- Sunset (+32), Tremonton (+18), and Heber (+15) had the largest increase in rankings from 2014.
- Perry (-41), Brigham City (-18), and Woods Cross (-18) had the biggest decrease in rankings from 2014.

## Crash Conditions

### Light Condition (Utah 2015)

Light Condition	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Daylight	29,442	70.0%	12,758	72.2%	136	52.7%	<b>42,336</b>	<b>70.5%</b>
Dark	10,719	25.5%	4,207	23.8%	108	41.9%	<b>15,034</b>	<b>25.1%</b>
Dawn/Dusk	1,425	3.4%	642	3.6%	9	3.5%	<b>2,076</b>	<b>3.5%</b>
Unknown	503	1.2%	58	0.3%	5	1.9%	<b>566</b>	<b>0.9%</b>
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

- Nearly three-fourths (70.5%) of crashes occurred during daylight.
- Nearly one-half (41.9%) of fatal crashes occurred during dark conditions. Crashes occurring at dark were 2.1 times more likely to be fatal.

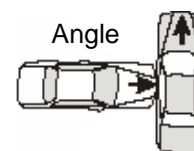
### Number of Vehicles Involved (Utah 2015)

Vehicles Involved	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	10,432	24.8%	4,846	27.4%	139	53.9%	<b>15,417</b>	<b>25.7%</b>
2	28,977	68.8%	10,256	58.1%	89	34.5%	<b>39,322</b>	<b>65.5%</b>
3	2,278	5.4%	1,991	11.3%	21	8.1%	<b>4,290</b>	<b>7.1%</b>
4 or more	402	1.0%	572	3.2%	9	3.5%	<b>983</b>	<b>1.6%</b>
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

- While nearly three-fourths (74.3%) of all crashes involved two or more motor vehicles, 53.9% of fatal crashes involved only one motor vehicle.

### Collision Description (Utah 2015)

Collision Description	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Rear End (front-to-rear)	12,382	29.4%	5,764	32.6%	23	8.9%	<b>18,169</b>	<b>30.3%</b>
Single Vehicle	11,260	26.8%	5,154	29.2%	155	60.1%	<b>16,569</b>	<b>27.6%</b>
Angle	8,252	19.6%	4,617	26.1%	39	15.1%	<b>12,908</b>	<b>21.5%</b>
Sideswipe	4,984	11.8%	863	4.9%	11	4.3%	<b>5,858</b>	<b>9.8%</b>
Parked Vehicle	3,034	7.2%	333	1.9%	4	1.6%	<b>3,371</b>	<b>5.6%</b>
Head On (front-to-front)	646	1.5%	628	3.6%	25	9.7%	<b>1,299</b>	<b>2.2%</b>
Rear to Side/Rear	763	1.8%	39	0.2%	1	0.4%	<b>803</b>	<b>1.3%</b>
Other	256	0.6%	168	1.0%	0	0.0%	<b>424</b>	<b>0.7%</b>
Unknown	512	1.2%	99	0.6%	0	0.0%	<b>611</b>	<b>1.0%</b>
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

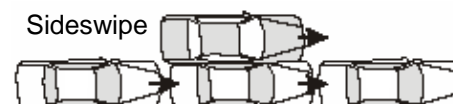


Rear End



Head On

- For all crashes, the leading collision types were rear end, single vehicle, and angle.
- The leading collision types in fatal crashes were single vehicle and angle.
- Head on collisions were 4.8 times more likely to result in a death than other collision types.





## Crash Conditions

### Vehicle Maneuver Prior to Crash (Utah 2015)

Vehicle Maneuver	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	38,915	50.6%	18,810	55.7%	327	75.7%	58,052	52.2%
Stopped in Traffic Lane	8,699	11.3%	5,155	15.3%	31	7.2%	13,885	12.5%
Turning Left	6,331	8.2%	3,779	11.2%	25	5.8%	10,135	9.1%
Slowing in Traffic Lane	4,081	5.3%	1,967	5.8%	2	0.5%	6,050	5.4%
Parked	4,962	6.4%	737	2.2%	13	3.0%	5,712	5.1%
Turning Right	3,032	3.9%	1,033	3.1%	9	2.1%	4,074	3.7%
Backing	3,131	4.1%	252	0.7%	1	0.2%	3,384	3.0%
Changing Lanes	2,392	3.1%	596	1.8%	8	1.9%	2,996	2.7%
Entering Traffic Lane	714	0.9%	235	0.7%	0	0.0%	949	0.9%
Making U-turn	644	0.8%	232	0.7%	1	0.2%	877	0.8%
Parking Maneuvers	812	1.1%	58	0.2%	1	0.2%	871	0.8%
Overtaking/Passing	375	0.5%	133	0.4%	10	2.3%	518	0.5%
Leaving Traffic Lane	315	0.4%	176	0.5%	0	0.0%	491	0.4%
Other	619	0.8%	250	0.7%	3	0.7%	872	0.8%
Unknown	1,920	2.5%	344	1.0%	1	0.2%	2,265	2.0%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>

- For total crashes, straight ahead (52.2%), stopped in traffic lane (12.5%), and turning left (9.1%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (75.7%) and stopped (7.2%) were the leading vehicle maneuvers.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 5.0 times more likely to be fatal compared to other vehicle maneuvers.

### Roadway Junction or Feature (Utah 2015)

Roadway Junction or Feature	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	28,396	67.5%	10,464	59.2%	183	70.9%	39,043	65.1%
4-Leg Intersection	6,150	14.6%	4,118	23.3%	35	13.6%	10,303	17.2%
T-Intersection	2,421	5.8%	1,237	7.0%	16	6.2%	3,674	6.1%
Business/Residential Drive	1,386	3.3%	434	2.5%	2	0.8%	1,822	3.0%
On-Ramp/Off-Ramp	1,062	2.5%	397	2.2%	3	1.2%	1,462	2.4%
Bridge (overpass/underpass)	680	1.6%	297	1.7%	7	2.7%	984	1.6%
On-Ramp Merge/Off-Ramp Diverge Area	614	1.5%	211	1.2%	0	0.0%	825	1.4%
Other Intersection (Y, 5-Leg, Bike Path, Ramp w/X-rd)	279	0.7%	175	1.0%	3	1.2%	457	0.8%
Roundabout	241	0.6%	45	0.3%	0	0.0%	286	0.5%
Railroad Crossing	93	0.2%	39	0.2%	4	1.6%	136	0.2%
Other	665	1.6%	214	1.2%	4	1.6%	883	1.5%
Unknown	102	0.2%	34	0.2%	1	0.4%	137	0.2%
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

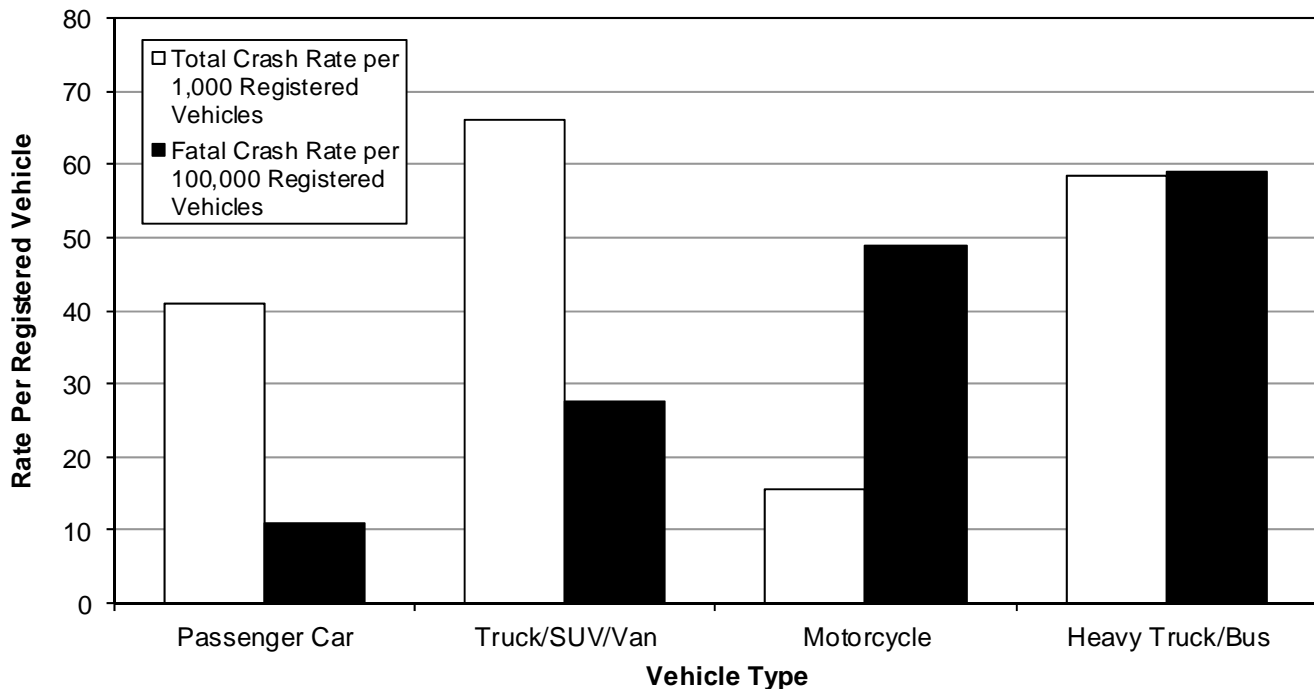
- While the majority (65.1%) of all crashes occurred on a roadway with no junction or feature, 24.1% of crashes occurred at an intersection.

## Crash Conditions

### Vehicle Type (Utah 2015)

Vehicle Type	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	39,421	51.2%	17,700	52.4%	152	35.2%	57,273	51.5%
SUV	15,933	20.7%	7,281	21.6%	73	16.9%	23,287	21.0%
Pickup Truck	12,492	16.2%	4,632	13.7%	98	22.7%	17,222	15.5%
Van	3,924	5.1%	1,951	5.8%	23	5.3%	5,898	5.3%
Heavy Truck	2,843	3.7%	765	2.3%	38	8.8%	3,646	3.3%
Motorcycle	170	0.2%	935	2.8%	36	8.3%	1,141	1.0%
Bus	330	0.4%	82	0.2%	1	0.2%	413	0.4%
Off Road Vehicle	32	0.0%	158	0.5%	4	0.9%	194	0.2%
RV/Motor Home	109	0.1%	22	0.1%	2	0.5%	133	0.1%
Other	58	0.1%	25	0.1%	2	0.5%	85	0.1%
Unknown	1,630	2.1%	206	0.6%	3	0.7%	1,839	1.7%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>

### Crash Rates by Vehicle Type (Utah 2015)

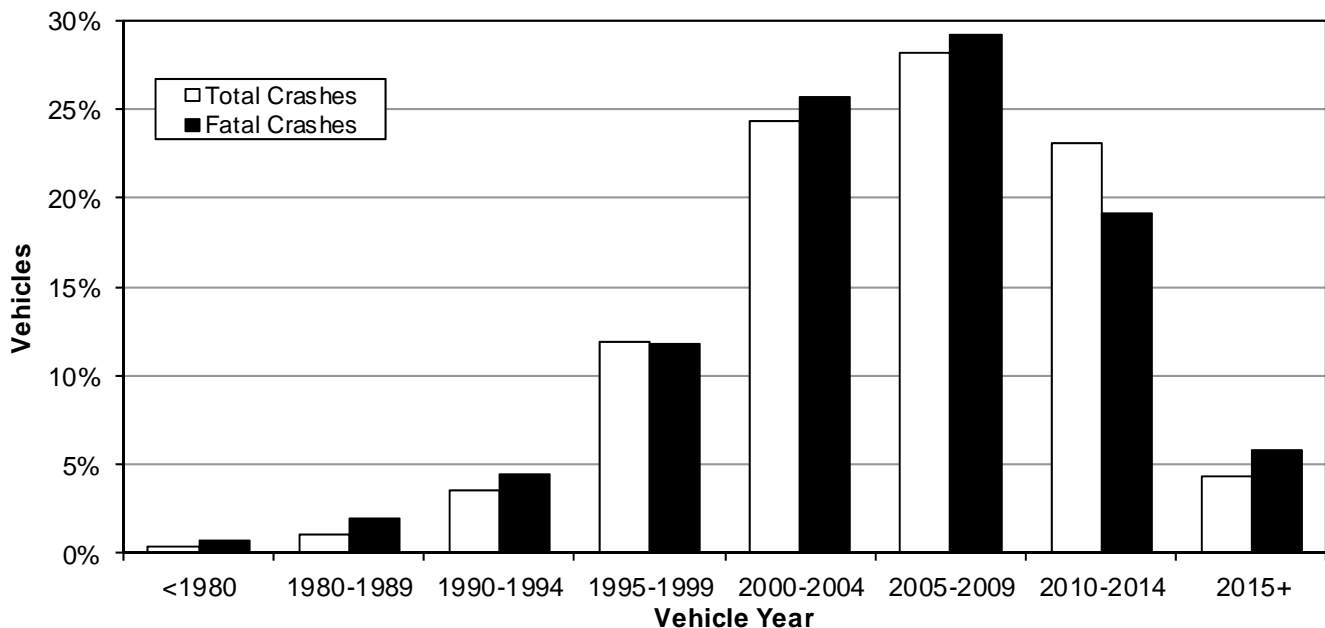


- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, heavy truck may travel more miles per vehicle.
- Passenger car represented 62.2% of registered vehicles in Utah, pickup truck/SUV/van 31.4%, motorcycle 3.3%, and heavy truck/bus 3.1%.
- For total crashes, passenger car (51.5%) and SUV (21.0%) were the leading vehicle types.
- Pickup truck/SUV/van had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (35.2%) and pickup truck (22.7%) were the leading vehicle types.
- Heavy truck/bus and motorcycle had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.0% of vehicles in total crashes, they represented 8.3% of vehicles in fatalities. Crashes involving a motorcycle were 9.0 times more likely to be fatal than crashes of other vehicles.

## Crash Conditions

### Vehicle Year (Utah 2015)

Vehicle Year	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<1950	10	0.0%	2	0.0%	0	0.0%	12	0.0%
1950-1959	7	0.0%	4	0.0%	0	0.0%	11	0.0%
1960-1969	44	0.1%	17	0.1%	1	0.2%	62	0.1%
1970-1979	135	0.2%	83	0.2%	2	0.5%	220	0.2%
1980-1989	699	0.9%	375	1.1%	8	1.9%	1,082	1.0%
1990-1994	2,621	3.4%	1,265	3.7%	19	4.4%	3,905	3.5%
1995-1999	8,799	11.4%	4,410	13.1%	51	11.8%	13,260	11.9%
2000-2004	18,277	23.8%	8,637	25.6%	111	25.7%	27,025	24.3%
2005	4,745	6.2%	2,142	6.3%	30	6.9%	6,917	6.2%
2006	4,957	6.4%	2,144	6.4%	25	5.8%	7,126	6.4%
2007	4,976	6.5%	2,183	6.5%	24	5.6%	7,183	6.5%
2008	4,291	5.6%	1,815	5.4%	30	6.9%	6,136	5.5%
2009	2,775	3.6%	1,223	3.6%	17	3.9%	4,015	3.6%
2010	3,052	4.0%	1,308	3.9%	19	4.4%	4,379	3.9%
2011	3,070	4.0%	1,244	3.7%	12	2.8%	4,326	3.9%
2012	3,825	5.0%	1,594	4.7%	15	3.5%	5,434	4.9%
2013	4,117	5.4%	1,763	5.2%	18	4.2%	5,898	5.3%
2014	4,016	5.2%	1,622	4.8%	19	4.4%	5,657	5.1%
2015 or newer	3,427	4.5%	1,312	3.9%	25	5.8%	4,764	4.3%
Unknown	3,099	4.0%	614	1.8%	6	1.4%	3,719	3.3%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>



- Over one-half (52.6%) of vehicles in crashes were 6-15 years old. The vehicle years 2007 and 2006 had the highest number of vehicles in total crashes.
- Vehicles older than five years were in slightly more fatal crashes than newer vehicles.
- With the trend toward autonomous vehicles, it is good to remember that in the past new vehicle technologies normally require three to five decades to be implemented in 90% of operating vehicles.

## Crash Conditions

### Vehicle Make (Utah 2015)



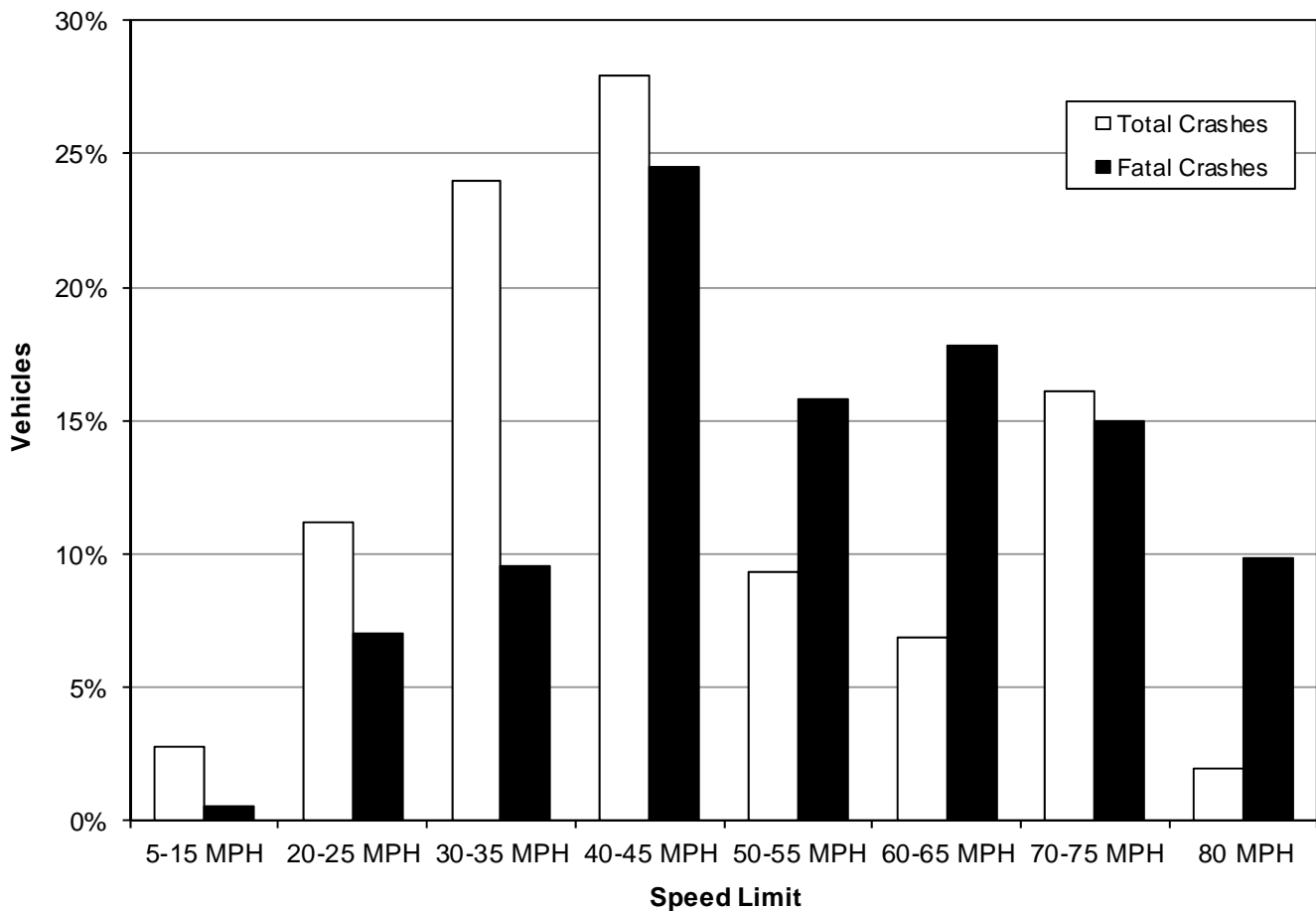
Vehicle Make	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Ford	9,726	12.6%	4,126	12.2%	67	15.5%	13,919	12.5%
Chevrolet	8,867	11.5%	3,990	11.8%	40	9.3%	12,897	11.6%
Toyota	8,888	11.6%	3,963	11.7%	29	6.7%	12,880	11.6%
Honda	6,442	8.4%	3,153	9.3%	30	6.9%	9,625	8.7%
Dodge	5,564	7.2%	2,257	6.7%	33	7.6%	7,854	7.1%
Nissan	4,830	6.3%	2,176	6.4%	27	6.3%	7,033	6.3%
Hyundai	2,826	3.7%	1,262	3.7%	7	1.6%	4,095	3.7%
Subaru	2,580	3.4%	1,057	3.1%	9	2.1%	3,646	3.3%
Jeep	2,283	3.0%	994	2.9%	15	3.5%	3,292	3.0%
Mazda	2,168	2.8%	924	2.7%	7	1.6%	3,099	2.8%
GMC	2,049	2.7%	822	2.4%	19	4.4%	2,890	2.6%
Volkswagen	1,680	2.2%	750	2.2%	4	0.9%	2,434	2.2%
Chrysler	1,448	1.9%	712	2.1%	4	0.9%	2,164	1.9%
Kia	1,227	1.6%	584	1.7%	5	1.2%	1,816	1.6%
Pontiac	1,192	1.5%	543	1.6%	8	1.9%	1,743	1.6%
Mitsubishi	870	1.1%	419	1.2%	3	0.7%	1,292	1.2%
Buick	849	1.1%	410	1.2%	7	1.6%	1,266	1.1%
Acura	835	1.1%	372	1.1%	5	1.2%	1,212	1.1%
Lexus	794	1.0%	384	1.1%	3	0.7%	1,181	1.1%
Saturn	764	1.0%	362	1.1%	2	0.5%	1,128	1.0%
BMW	644	0.8%	299	0.9%	5	1.2%	948	0.9%
Freightliner	594	0.8%	182	0.5%	12	2.8%	788	0.7%
Cadillac	569	0.7%	212	0.6%	4	0.9%	785	0.7%
Audi	535	0.7%	198	0.6%	4	0.9%	737	0.7%
Mercedes-Benz	479	0.6%	181	0.5%	4	0.9%	664	0.6%
Suzuki	372	0.5%	278	0.8%	5	1.2%	655	0.6%
Mercury	426	0.6%	205	0.6%	3	0.7%	634	0.6%
Infiniti	438	0.6%	191	0.6%	1	0.2%	630	0.6%
Oldsmobile	382	0.5%	188	0.6%	0	0.0%	570	0.5%
Volvo	401	0.5%	130	0.4%	2	0.5%	533	0.5%
Kenworth	391	0.5%	127	0.4%	9	2.1%	527	0.5%
Peterbilt	414	0.5%	92	0.3%	11	2.5%	517	0.5%
Other	2,518	3.3%	1,671	5.0%	43	10.0%	4,232	3.8%
Unknown	2,897	3.8%	543	1.6%	5	1.2%	3,445	3.1%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>

- Over one-third (35.7%) of vehicles in crashes had the vehicle make of Ford, Chevrolet, or Toyota.
- The top 10 vehicle makes (Ford, Chevrolet, Toyota, Honda, Dodge, Nissan, Hyundai, Subaru, Jeep, and Mazda) made up nearly three-fourths (70.5%) of the vehicle makes in crashes.
- Ford (+3.0%), Freightliner (+2.1%), Peterbilt (+2.0%), GMC (+1.8%), and Kenworth (+1.6%) had the biggest positive difference in percent of vehicle make in fatal crashes compared to all crashes.
- Toyota (-4.9%), Chevrolet (-2.3%), Hyundai (-2.1%), and Honda (-1.8%) had the biggest negative difference in percent of vehicle make in fatal crashes compared to all crashes.

## Crash Conditions

### Speed Limit (Utah 2015)

Speed Limit	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	2,126	2.8%	271	0.8%	2	0.5%	2,399	2.2%
20-25 MPH	7,090	9.2%	2,690	8.0%	27	6.3%	9,807	8.8%
30-35 MPH	13,545	17.6%	7,393	21.9%	37	8.6%	20,975	18.9%
40-45 MPH	15,406	20.0%	8,966	26.6%	95	22.0%	24,467	22.0%
50-55 MPH	5,309	6.9%	2,778	8.2%	61	14.1%	8,148	7.3%
60-65 MPH	4,254	5.5%	1,691	5.0%	69	16.0%	6,014	5.4%
70-75 MPH	10,022	13.0%	4,016	11.9%	58	13.4%	14,096	12.7%
80 MPH	1,157	1.5%	464	1.4%	38	8.8%	1,659	1.5%
Unknown/None	18,033	23.4%	5,488	16.3%	45	10.4%	23,566	21.2%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>



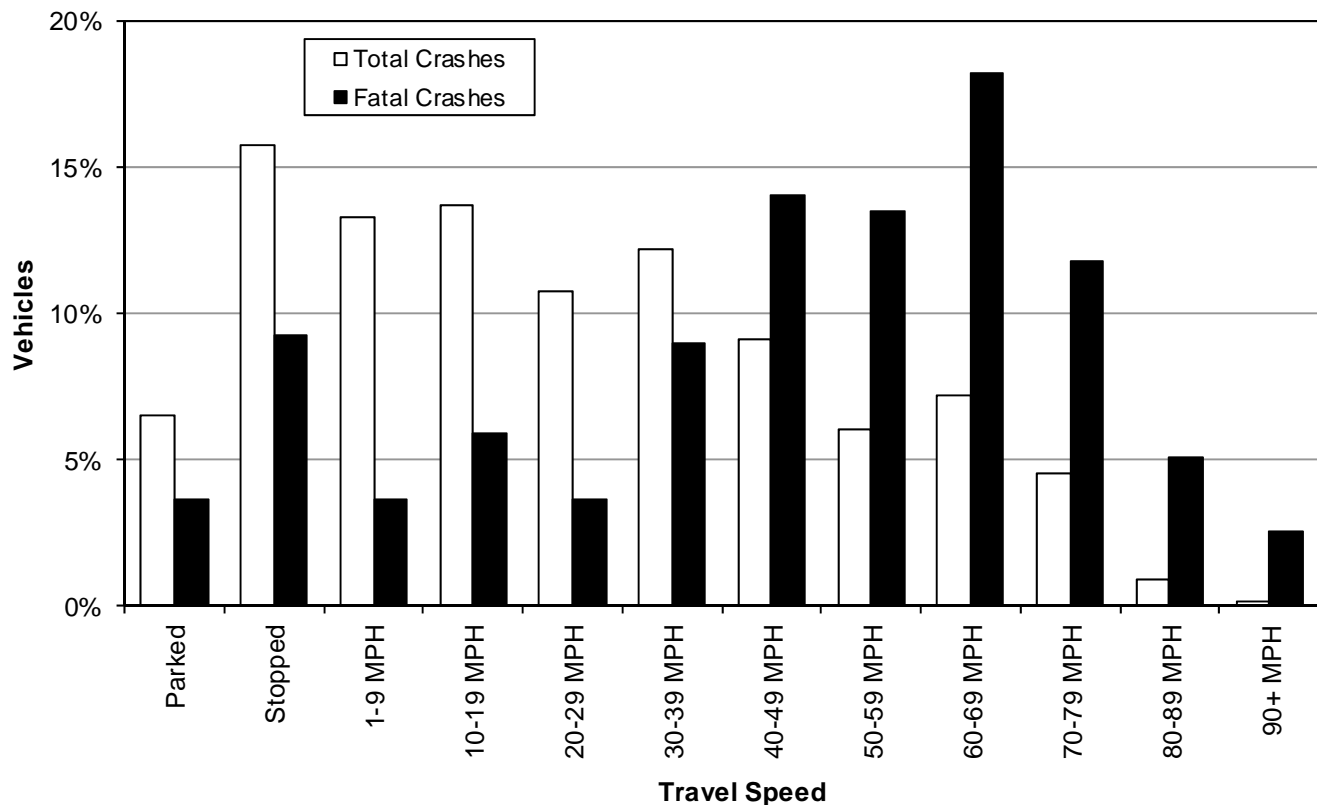
- The speed limit was 30-45 MPH for over half (51.9% of known) of the total vehicles in crashes.
- Fatal crashes were more likely to occur with higher speed limits. The speed limit was 50 MPH or higher for over one-half (58.4% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 80 MPH were 5.7 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 2015)

Travel Speed	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	4,962	6.4%	737	2.2%	13	3.0%	5,712	5.1%
Stopped	8,718	11.3%	5,163	15.3%	33	7.6%	13,914	12.5%
1-9 MPH	8,946	11.6%	2,768	8.2%	13	3.0%	11,727	10.6%
10-19 MPH	8,548	11.1%	3,510	10.4%	21	4.9%	12,079	10.9%
20-29 MPH	6,556	8.5%	2,919	8.6%	13	3.0%	9,488	8.5%
30-39 MPH	6,838	8.9%	3,860	11.4%	32	7.4%	10,730	9.7%
40-49 MPH	4,912	6.4%	3,087	9.1%	50	11.6%	8,049	7.2%
50-59 MPH	3,659	4.8%	1,631	4.8%	48	11.1%	5,338	4.8%
60-69 MPH	4,520	5.9%	1,773	5.3%	65	15.0%	6,358	5.7%
70-79 MPH	2,843	3.7%	1,121	3.3%	42	9.7%	4,006	3.6%
80-89 MPH	484	0.6%	267	0.8%	18	4.2%	769	0.7%
90+ MPH	45	0.1%	57	0.2%	9	2.1%	111	0.1%
Unknown	15,911	20.7%	6,864	20.3%	75	17.4%	22,850	20.6%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>

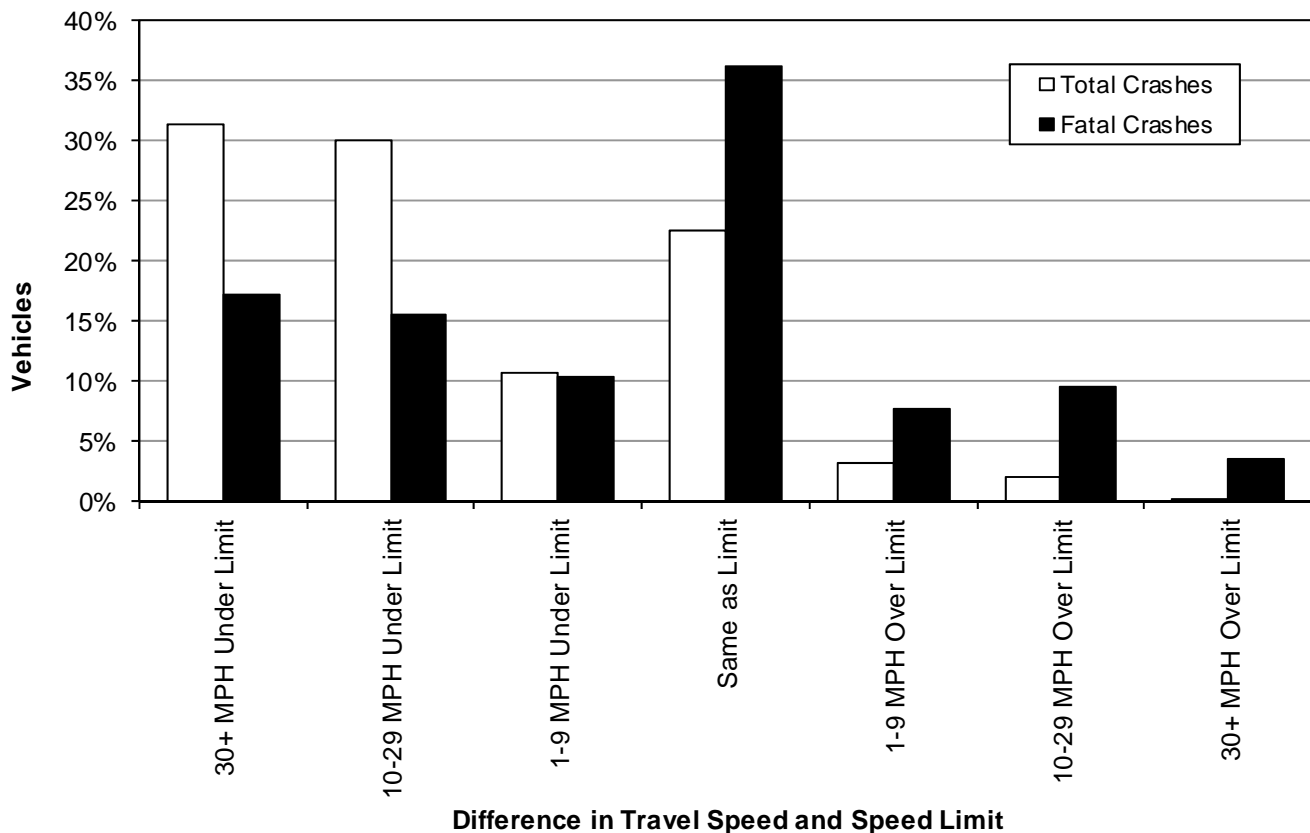


- Nearly half (49.9% where travel speed was known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. 51.0% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Vehicles traveling 50 MPH or higher were 4.5 times more likely to be in a fatal crash. Vehicles traveling 80 MPH or higher were 8.3 times more likely to be in a fatal crash. 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 2015)

Travel Speed vs. Speed Limit	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
40+ MPH Under Speed Limit	8,392	10.9%	4,584	13.6%	46	10.6%	13,022	11.7%
30-39 MPH Under Speed Limit	7,469	9.7%	3,718	11.0%	12	2.8%	11,199	10.1%
20-29 MPH Under Speed Limit	8,254	10.7%	3,405	10.1%	23	5.3%	11,682	10.5%
10-19 MPH Under Speed Limit	8,185	10.6%	3,394	10.1%	29	6.7%	11,608	10.4%
1-9 MPH Under Speed Limit	5,754	7.5%	2,483	7.4%	35	8.1%	8,272	7.4%
Same as Limit	11,577	15.0%	5,766	17.1%	122	28.2%	17,465	15.7%
1-9 MPH Over Speed Limit	1,581	2.1%	870	2.6%	26	6.0%	2,477	2.2%
10-19 MPH Over Speed Limit	633	0.8%	514	1.5%	23	5.3%	1,170	1.1%
20-29 MPH Over Speed Limit	139	0.2%	178	0.5%	9	2.1%	326	0.3%
30-39 MPH Over Speed Limit	48	0.1%	46	0.1%	5	1.2%	99	0.1%
40+ MPH Over Speed Limit	24	0.0%	48	0.1%	7	1.6%	79	0.1%
Unknown	24,886	32.3%	8,751	25.9%	95	22.0%	33,732	30.4%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>



- For total crashes, 72.1% (of known) of vehicles were traveling under the speed limit, 22.6% (of known) were traveling the same as the speed limit, and 5.4% (of known) were traveling over the speed limit.
- For fatal crashes, 43.0% (of known) of vehicles were traveling under the speed limit, 36.2% (of known) were traveling the same as the speed limit, and 20.8% (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 4.7 times more likely to be in a fatal crash than vehicles traveling the speed limit or lower.

## Crash Conditions

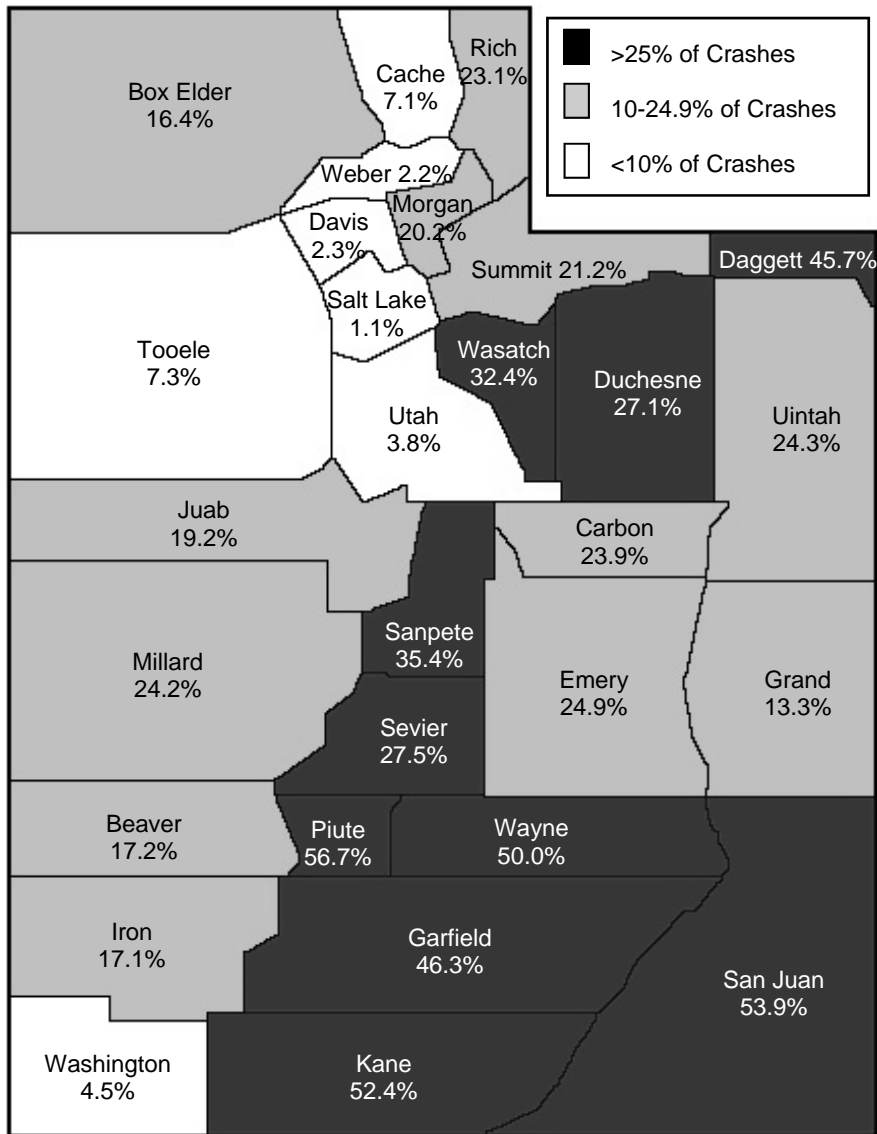
### First Harmful Event (Utah 2015)

Crashes								
First Harmful Event	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Collision with Other Motor Vehicle	27,523	65.4%	12,056	68.2%	99	38.4%	39,678	66.1%
Collision with Parked Vehicle	3,030	7.2%	333	1.9%	4	1.6%	3,367	5.6%
Collision with Animal	3,005	7.1%	223	1.3%	1	0.4%	3,229	5.4%
Collision with Concrete Barrier	1,420	3.4%	560	3.2%	7	2.7%	1,987	3.3%
Collision with Post, Pole, or Support	1,258	3.0%	422	2.4%	14	5.4%	1,694	2.8%
Overturn/Rollover	551	1.3%	932	5.3%	31	12.0%	1,514	2.5%
Collision with Other Fixed Object	795	1.9%	213	1.2%	1	0.4%	1,009	1.7%
Collision with Pedestrian	12	0.0%	814	4.6%	47	18.2%	873	1.5%
Collision with Other Non-Fixed Object	626	1.5%	127	0.7%	1	0.4%	754	1.3%
Collision with Fence	599	1.4%	131	0.7%	8	3.1%	738	1.2%
Collision with Bicyclist	24	0.1%	605	3.4%	5	1.9%	634	1.1%
Other Non-Collision	415	1.0%	205	1.2%	0	0.0%	620	1.0%
Collision with Tree/Shrubbery	309	0.7%	194	1.1%	2	0.8%	505	0.8%
Collision with Embankment	289	0.7%	205	1.2%	6	2.3%	500	0.8%
Collision with Cable Barrier	329	0.8%	62	0.4%	0	0.0%	391	0.7%
Collision with Guardrail	284	0.7%	90	0.5%	9	3.5%	383	0.6%
Collision with Ditch	226	0.5%	116	0.7%	2	0.8%	344	0.6%
Collision with Mailbox/Fire Hydrant	275	0.7%	44	0.2%	2	0.8%	321	0.5%
Collision with Vehicle Cargo/Part/Object set in Motion	209	0.5%	62	0.4%	0	0.0%	271	0.5%
Collision with Thrown or Fallen Object	234	0.6%	11	0.1%	0	0.0%	245	0.4%
Cargo/Equipment Loss or Shift	169	0.4%	17	0.1%	0	0.0%	186	0.3%
Fire/Explosion	157	0.4%	3	0.0%	0	0.0%	160	0.3%
Collision with Curb	101	0.2%	32	0.2%	4	1.6%	137	0.2%
Fell/Jumped from Vehicle	9	0.0%	113	0.6%	4	1.6%	126	0.2%
Collision with Crash Cushion	53	0.1%	36	0.2%	2	0.8%	91	0.2%
Jackknife	67	0.2%	11	0.1%	0	0.0%	78	0.1%
Collision with Culvert	33	0.1%	18	0.1%	2	0.8%	53	0.1%
Collision with Work Zone/Maintenance Equipment	36	0.1%	9	0.1%	0	0.0%	45	0.1%
Collision with Bridge	30	0.1%	12	0.1%	2	0.8%	44	0.1%
Collision with Train	17	0.0%	9	0.1%	4	1.6%	30	0.0%
Immersion	4	0.0%	0	0.0%	1	0.4%	5	0.0%
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

- For all crashes, the leading first harmful event was collision with other motor vehicle (66.1%).
- For total crashes, collision with parked vehicle (5.6%) and collision with animal (5.4%) were the next highest first harmful events.
- For fatal crashes, collision with pedestrian (18.2%) and overturn/rollover (12.0%) were the next highest first harmful events.
- Overturn/rollover was 5.3 times more likely to result in a death than other first harmful events.

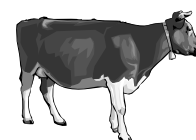
## Animal-Related Crashes

### Percent of Crashes Involving Animals by County (Utah 2015)



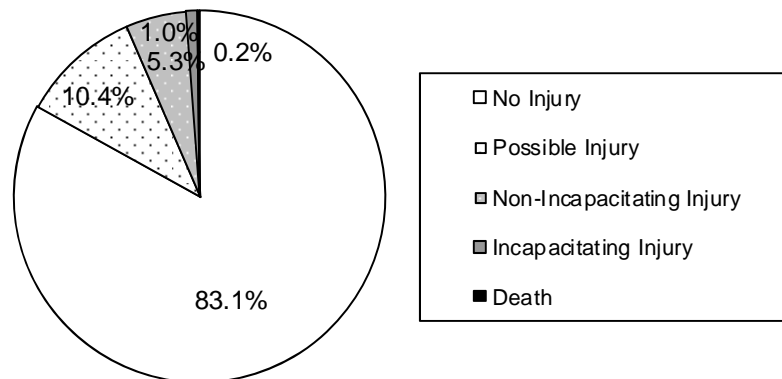
Animal Crashes			
County	#	Total	
		Rate per 100 Million VMT	% With Animal
Piute	17	54.84	56.7%
San Juan	138	42.65	53.9%
Kane	119	77.65	52.4%
Wayne	38	72.61	50.0%
Garfield	88	71.40	46.3%
Daggett	16	48.29	45.7%
Sanpete	129	54.15	35.4%
Wasatch	246	62.47	32.4%
Sevier	109	31.14	27.5%
Duchesne	119	36.30	27.1%
Emery	72	18.69	24.9%
Uintah	137	31.39	24.3%
Millard	94	17.62	24.2%
Carbon	95	27.54	23.9%
Rich	15	28.48	23.1%
Summit	250	30.61	21.2%
Morgan	35	24.51	20.2%
Juab	59	14.09	19.2%
Beaver	38	13.30	17.2%
Iron	163	20.51	17.1%
Box Elder	171	17.56	16.4%
Grand	38	9.98	13.3%
Tooele	81	9.38	7.3%
Cache	149	15.60	7.1%
Washington	117	7.47	4.5%
Utah	332	7.54	3.8%
Davis	124	4.43	2.3%
Weber	95	5.45	2.2%
Salt Lake	297	3.14	1.1%
<b>Statewide</b>	<b>3,381</b>	<b>11.50</b>	<b>5.6%</b>

- There were 3,381 collisions involving animals, 2,927 (86.6%) involved hitting a wild animal, 302 (8.9%) involved hitting a domestic animal, and 152 (4.5%) involved an unharmed animal causing evasive action.
- Piute (56.7%), San Juan (53.9%), Kane (52.4%), Wayne (50.0%), Garfield (46.3%), and Daggett (45.7%) Counties had the highest percent of crashes involving an animal.
- Utah, Salt Lake, Summit, and Wasatch Counties had the highest amount of animal-related crashes.



## Crash Conditions

### Injury Severity (Utah 2015)



- Although many people were injured and killed in motor vehicle crashes, the majority (83.1%) 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 2015)

Persons								
Person Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	91,052	72.5%	17,089	67.4%	171	61.5%	108,312	71.6%
Passenger	34,421	27.4%	6,725	26.5%	53	19.1%	41,199	27.2%
Pedestrian	90	0.1%	901	3.6%	49	17.6%	1,040	0.7%
Bicyclist	46	0.0%	635	2.5%	5	1.8%	686	0.5%
<b>Total</b>	<b>125,609</b>	<b>100.0%</b>	<b>25,350</b>	<b>100.0%</b>	<b>278</b>	<b>100.0%</b>	<b>151,237</b>	<b>100.0%</b>

- While 98.8% of all people in total crashes were drivers or passengers, 19.4% of deaths were to pedestrians and bicyclists.

### Gender of Persons in Crashes (Utah 2015)

Persons								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	66,675	53.1%	11,586	45.7%	190	68.3%	78,451	51.9%
Female	53,164	42.3%	13,547	53.4%	88	31.7%	66,799	44.2%
Unknown	5,770	4.6%	217	0.9%	0	0.0%	5,987	4.0%
<b>Total</b>	<b>125,609</b>	<b>100.0%</b>	<b>25,350</b>	<b>100.0%</b>	<b>278</b>	<b>100.0%</b>	<b>151,237</b>	<b>100.0%</b>

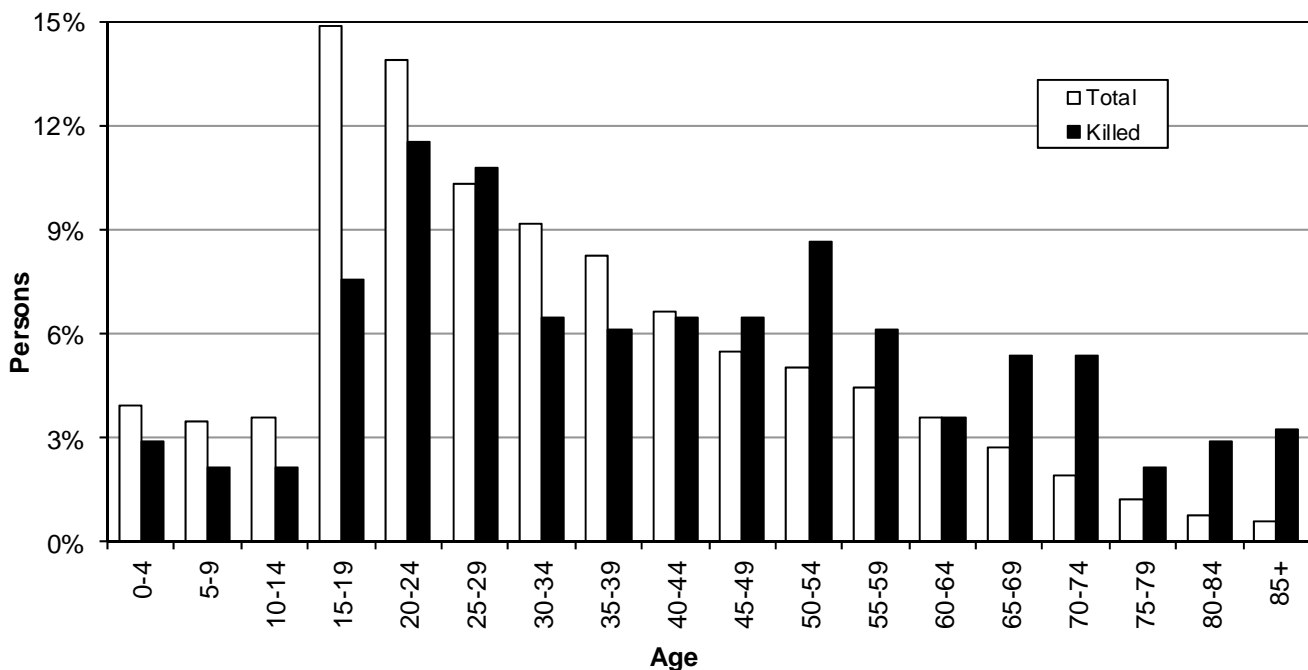
- Males comprised over half of all persons in crashes and over two-thirds of deaths, while females sustained more injuries than males.
- Males were 1.8 times more likely to die than females in a crash.



## Crash Conditions

### Age of Persons in Crashes (Utah 2015)

Age	Persons							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	5,098	4.3%	503	2.0%	8	2.9%	5,609	3.9%
5-9	4,287	3.6%	728	2.9%	6	2.2%	5,021	3.5%
10-14	4,212	3.6%	911	3.7%	6	2.2%	5,129	3.6%
15-19	17,848	15.1%	3,456	13.9%	21	7.6%	21,325	14.9%
20-24	16,428	13.9%	3,438	13.8%	32	11.5%	19,898	13.9%
25-29	12,173	10.3%	2,617	10.5%	30	10.8%	14,820	10.3%
30-34	10,786	9.1%	2,367	9.5%	18	6.5%	13,171	9.2%
35-39	9,712	8.2%	2,062	8.3%	17	6.1%	11,791	8.2%
40-44	7,792	6.6%	1,691	6.8%	18	6.5%	9,501	6.6%
45-49	6,314	5.3%	1,519	6.1%	18	6.5%	7,851	5.5%
50-54	5,771	4.9%	1,392	5.6%	24	8.6%	7,187	5.0%
55-59	5,159	4.4%	1,220	4.9%	17	6.1%	6,396	4.5%
60-64	4,192	3.5%	961	3.9%	10	3.6%	5,163	3.6%
65-69	3,127	2.6%	750	3.0%	15	5.4%	3,892	2.7%
70-74	2,236	1.9%	501	2.0%	15	5.4%	2,752	1.9%
75-79	1,421	1.2%	348	1.4%	6	2.2%	1,775	1.2%
80-84	888	0.8%	235	0.9%	8	2.9%	1,131	0.8%
85+	657	0.6%	167	0.7%	9	3.2%	833	0.6%
Unknown		0.0%		0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>118,101</b>	<b>100.0%</b>	<b>24,866</b>	<b>100.0%</b>	<b>278</b>	<b>100.0%</b>	<b>143,245</b>	<b>100.0%</b>



- The largest proportion of persons in crashes were aged 15-29 years (39.1% of known).
- The age groups with the highest number of persons killed were 20-24, 25-29, and 50-54 years.
- The average age of a person in a crash was 33.2 years. The average age of a person killed was 41.9 years.
- While persons aged 65 years and older represented a small proportion of the persons in crashes (7.2% of known), they were 3.0 times more likely than all other age groups to die.

## Crash Conditions

### Persons in Crashes by County (Utah 2015)

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	59,489	628.4	537.2	11,134	117.6	100.5	75	0.8	0.7	70,698	746.8	638.5
Weber	9,311	533.8	382.2	2,193	125.7	90.0	21	1.2	0.9	11,525	660.7	473.0
Cache	4,465	467.6	369.7	791	82.8	65.5	4	0.4	0.3	5,260	550.8	435.5
Utah	18,330	416.2	318.7	4,066	92.3	70.7	39	0.9	0.7	22,435	509.4	390.0
Davis	11,759	419.7	349.9	2,459	87.8	73.2	11	0.4	0.3	14,229	507.8	423.4
Washington	5,716	365.1	367.3	1,202	76.8	77.2	17	1.1	1.1	6,935	443.0	445.7
Wasatch	1,233	313.1	422.8	263	66.8	90.2	10	2.5	3.4	1,506	382.4	516.4
Summit	2,101	257.3	530.1	310	38.0	78.2	7	0.9	1.8	2,418	296.1	610.1
Tooele	2,023	234.2	321.4	479	55.5	76.1	14	1.6	2.2	2,516	291.3	399.7
Sanpete	549	230.4	190.8	141	59.2	49.0	4	1.7	1.4	694	291.3	241.2
Iron	1,816	228.5	375.5	365	45.9	75.5	2	0.3	0.4	2,183	274.7	451.3
Uintah	1,018	233.2	268.4	173	39.6	45.6	5	1.1	1.3	1,196	274.0	315.3
Garfield	243	197.1	485.1	85	69.0	169.7	0	0.0	0.0	328	266.1	654.8
Kane	319	208.2	447.3	79	51.6	110.8	5	3.3	7.0	403	263.0	565.1
Duchesne	711	216.9	340.8	106	32.3	50.8	2	0.6	1.0	819	249.8	392.6
Box Elder	1,950	200.3	374.3	435	44.7	83.5	16	1.6	3.1	2,401	246.6	460.9
Wayne	97	185.3	360.3	27	51.6	100.3	1	1.9	3.7	125	238.9	464.3
Carbon	694	201.2	338.9	114	33.0	55.7	8	2.3	3.9	816	236.6	398.5
Sevier	559	159.7	266.4	186	53.1	88.6	3	0.9	1.4	748	213.7	356.5
Rich	84	159.5	363.5	21	39.9	90.9	0	0.0	0.0	105	199.4	454.3
Beaver	430	150.5	676.7	78	27.3	122.8	5	1.8	7.9	513	179.6	807.4
Morgan	209	146.4	188.9	44	30.8	39.8	2	1.4	1.8	255	178.6	230.5
Juab	586	139.9	553.1	110	26.3	103.8	0	0.0	0.0	696	166.2	657.0
Daggett	47	141.9	423.8	6	18.1	54.1	1	3.0	9.0	54	163.0	486.9
Millard	681	127.7	538.6	142	26.6	112.3	9	1.7	7.1	832	156.0	658.0
Piute	40	129.0	263.7	8	25.8	52.7	0	0.0	0.0	48	154.8	316.4
Grand	440	115.5	462.4	135	35.4	141.9	6	1.6	6.3	581	152.5	610.6
Emery	385	99.9	371.3	134	34.8	129.2	6	1.6	5.8	525	136.3	506.3
San Juan	324	100.1	205.4	64	19.8	40.6	5	1.5	3.2	393	121.5	249.2
<b>Statewide</b>	<b>125,609</b>	<b>427.3</b>	<b>419.3</b>	<b>25,350</b>	<b>86.2</b>	<b>84.6</b>	<b>278</b>	<b>0.9</b>	<b>0.9</b>	<b>151,237</b>	<b>514.5</b>	<b>504.8</b>

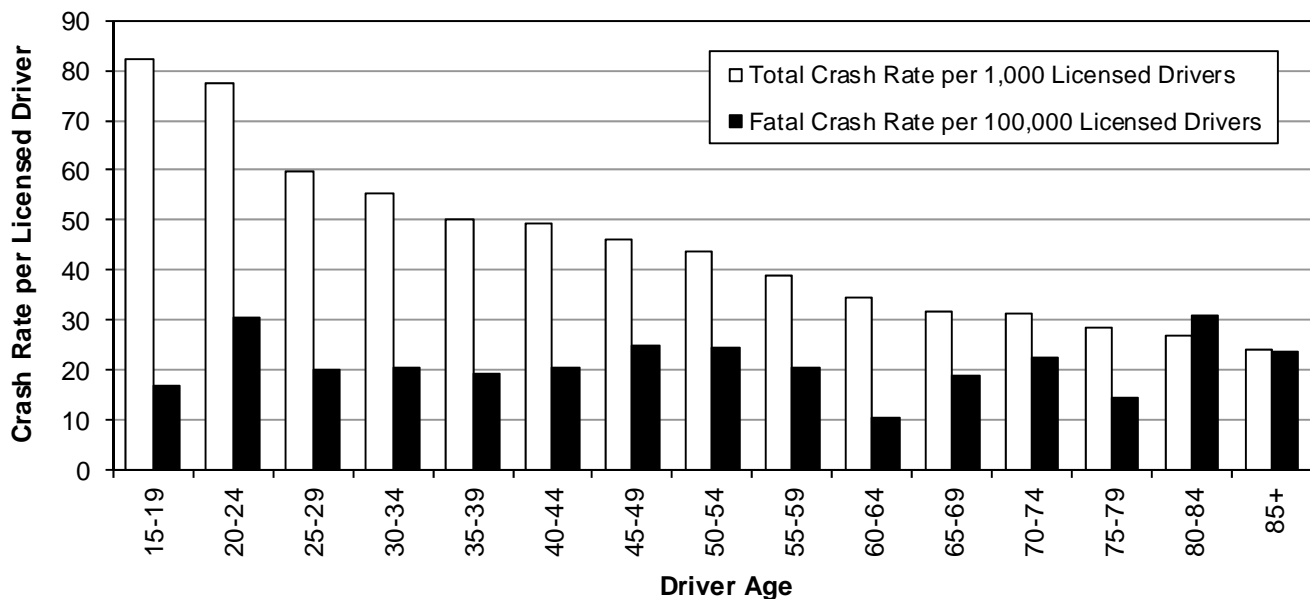
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
  - Salt Lake (746.8), Weber (660.7), and Cache (550.8) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
  - Kane (3.3), Daggett (3.0), and Wasatch (2.5) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Beaver (807.4), Millard (658.0), Juab (657.0) and Garfield (654.8) counties had the highest rates of total persons in crashes per 10,000 population.
  - Daggett (9.0), Beaver (7.9), Millard (7.1), and Kane (7.0) counties had the highest rates of persons killed per 10,000 population.

## Crash Conditions

### Driver Age (Utah 2015)

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	41	0.1%	n/a	38	0.1%	n/a	2	0.5%	n/a	81	0.1%	n/a
15-19	9,631	12.9%	57.6	4,103	12.3%	24.5	28	6.7%	0.167	13,762	12.7%	82.2
20-24	10,657	14.3%	52.9	4,905	14.7%	24.3	61	14.6%	0.303	15,623	14.4%	77.5
25-29	8,187	11.0%	40.4	3,903	11.7%	19.3	41	9.8%	0.202	12,131	11.2%	59.9
30-34	7,518	10.1%	37.2	3,645	10.9%	18.0	41	9.8%	0.203	11,204	10.3%	55.4
35-39	6,841	9.2%	33.9	3,238	9.7%	16.0	39	9.3%	0.193	10,118	9.3%	50.1
40-44	5,551	7.4%	33.4	2,609	7.8%	15.7	34	8.1%	0.205	8,194	7.6%	49.4
45-49	4,453	6.0%	30.7	2,187	6.6%	15.1	36	8.6%	0.248	6,676	6.2%	46.1
50-54	4,117	5.5%	29.4	1,980	5.9%	14.1	34	8.1%	0.243	6,131	5.7%	43.8
55-59	3,675	4.9%	26.2	1,736	5.2%	12.4	29	6.9%	0.206	5,440	5.0%	38.7
60-64	2,946	4.0%	23.6	1,353	4.1%	10.8	13	3.1%	0.104	4,312	4.0%	34.5
65-69	2,154	2.9%	21.3	1,011	3.0%	10.0	19	4.5%	0.188	3,184	2.9%	31.5
70-74	1,514	2.0%	21.4	678	2.0%	9.6	16	3.8%	0.226	2,208	2.0%	31.2
75-79	930	1.2%	19.2	446	1.3%	9.2	7	1.7%	0.145	1,383	1.3%	28.6
80-84	569	0.8%	17.6	291	0.9%	9.0	10	2.4%	0.309	870	0.8%	26.9
85+	412	0.6%	16.1	196	0.6%	7.7	6	1.4%	0.235	614	0.6%	24.1
Unknown	5,331	7.2%	n/a	1,041	3.1%	n/a	3	0.7%	n/a	6,375	5.9%	n/a
<b>Total</b>	<b>74,527</b>	<b>100.0%</b>	<b>37.8</b>	<b>33,360</b>	<b>100.0%</b>	<b>16.9</b>	<b>419</b>	<b>100.0%</b>	<b>0.213</b>	<b>108,306</b>	<b>100.0%</b>	<b>55.0</b>

### Crash Rate of Licensed Drivers by Age (Utah 2015)



- Drivers aged 15-24 years had the highest rates per licensed driver of total crashes.
- Drivers aged 80-84 and 20-24 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 60-64 years had the lowest rate per licensed driver of fatal crashes.
- The average age of a driver was 37.3 years. The average age of a driver in a fatal crash was 41.7 years.

## Crash Conditions

### Driver Gender (Utah 2015)

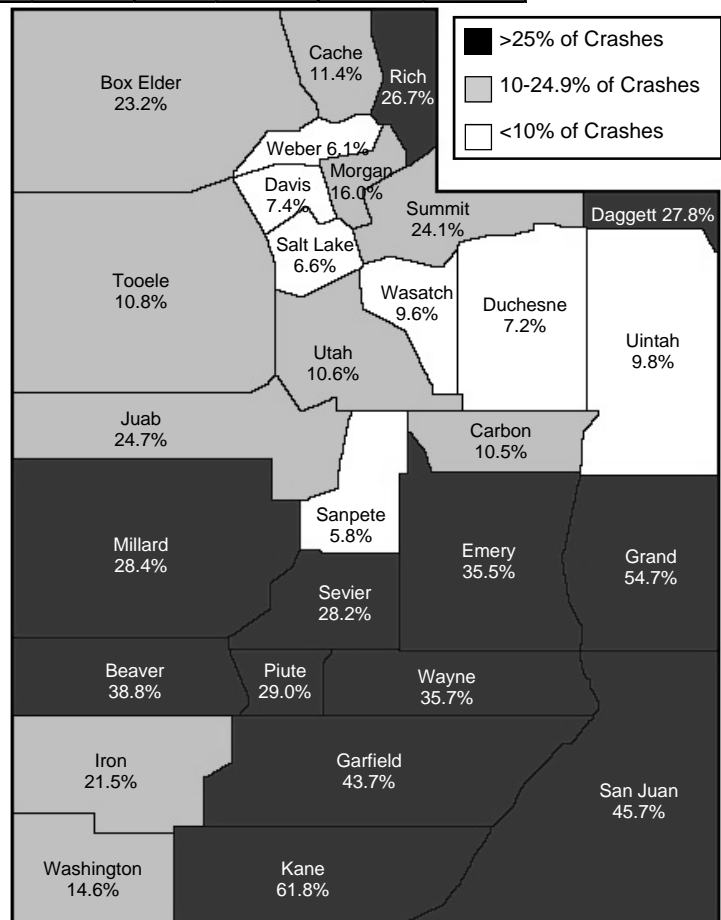
Drivers												
Gender	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
Male	40,655	54.6%	41.0	17,751	53.2%	17.9	291	69.5%	0.29	58,697	54.2%	59.1
Female	28,994	38.9%	29.7	14,740	44.2%	15.1	125	29.8%	0.13	43,859	40.5%	44.9
Unknown	4,878	6.5%	n/a	869	2.6%	n/a	3	0.7%	n/a	5,750	5.3%	n/a
<b>Total</b>	<b>74,527</b>	<b>100.0%</b>	<b>37.8</b>	<b>33,360</b>	<b>100.0%</b>	<b>16.9</b>	<b>419</b>	<b>100.0%</b>	<b>0.21</b>	<b>108,306</b>	<b>100.0%</b>	<b>55.0</b>

- Males represented 54.2% of all drivers in a crash and 69.5% of drivers in fatal crashes.
- Based off of licensed drivers, females are better drivers than males. Male drivers had higher rates of total crashes and fatal crashes. Male drivers were 1.7 times more likely to be in a fatal crash than female drivers.

### Out-of-State Drivers (Utah 2015)

Drivers									
License State	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	
Utah	61,136	82.0%	28,726	86.1%	342	81.6%	90,204	83.3%	
Out-Of-State	6,745	9.1%	2,902	8.7%	66	15.8%	9,713	9.0%	
Unknown/None	6,646	8.9%	1,732	5.2%	11	2.6%	8,389	7.7%	
<b>Total</b>	<b>74,527</b>	<b>100.0%</b>	<b>33,360</b>	<b>100.0%</b>	<b>419</b>	<b>100.0%</b>	<b>108,306</b>	<b>100.0%</b>	

- Although out-of-state licensed drivers represented 9.0% of all drivers in crashes, they represented 15.8% 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 (61.8%), Grand (54.7%), San Juan (45.7%), and Garfield (43.7%) 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 2015)

Violations	Drivers							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Following Too Close	4,923	19.7%	2,490	18.3%	0	0.0%	7,413	19.2%
Improper Lane Change/Travel	2,960	11.9%	1,124	8.3%	2	6.3%	4,086	10.6%
Failure to Yield Right of Way	2,319	9.3%	1,591	11.7%	2	6.3%	3,912	10.1%
Negligent Collision	2,050	8.2%	970	7.1%	0	0.0%	3,020	7.8%
Improper Lookout	1,993	8.0%	976	7.2%	0	0.0%	2,969	7.7%
Improper Turn	1,728	6.9%	1,111	8.2%	1	3.1%	2,840	7.4%
License Violation	1,565	6.3%	992	7.3%	1	3.1%	2,558	6.6%
Speed	1,346	5.4%	584	4.3%	2	6.3%	1,932	5.0%
Driving Under the Influence	938	3.8%	695	5.1%	4	12.5%	1,637	4.2%
Failure to Stop at Red Light	693	2.8%	807	5.9%	4	12.5%	1,504	3.9%
Hit and Run	1,018	4.1%	265	1.9%	1	3.1%	1,284	3.3%
Insurance Violation	698	2.8%	442	3.3%	1	3.1%	1,141	3.0%
Registration Violation	268	1.1%	143	1.1%	0	0.0%	411	1.1%
Equipment Violation	285	1.1%	75	0.6%	0	0.0%	360	0.9%
Unknown Violation	190	0.8%	168	1.2%	0	0.0%	358	0.9%
Alcohol/Drug Violation, Other than DUI	183	0.7%	161	1.2%	1	3.1%	345	0.9%
Failure to Obey Traffic Control Device	211	0.8%	133	1.0%	1	3.1%	345	0.9%
Failure to Stop at Stop Sign	152	0.6%	163	1.2%	0	0.0%	315	0.8%
Improper Backing	276	1.1%	23	0.2%	0	0.0%	299	0.8%
Failure to Maintain Control	162	0.6%	101	0.7%	0	0.0%	263	0.7%
Improper Start	147	0.6%	62	0.5%	0	0.0%	209	0.5%
Reckless Driving	101	0.4%	98	0.7%	1	3.1%	200	0.5%
Careless Driving	123	0.5%	75	0.6%	0	0.0%	198	0.5%
Improper Passing	116	0.5%	40	0.3%	0	0.0%	156	0.4%
Wrong Side of Road/Wrong Way	81	0.3%	48	0.4%	2	6.3%	131	0.3%
Improper Parking	103	0.4%	23	0.2%	0	0.0%	126	0.3%
Other Non-Moving Violation	69	0.3%	32	0.2%	0	0.0%	101	0.3%
Seat Belt/Child Restraint/Helmet	21	0.1%	63	0.5%	0	0.0%	84	0.2%
Slow Down/Move Over Emergency Vehicle	42	0.2%	18	0.1%	0	0.0%	60	0.2%
Texting	35	0.1%	20	0.1%	0	0.0%	55	0.1%
Improper Signal	37	0.1%	16	0.1%	0	0.0%	53	0.1%
Improper Stop	31	0.1%	17	0.1%	0	0.0%	48	0.1%
Driving While Drowsy/Fatigue/Ill	22	0.1%	14	0.1%	0	0.0%	36	0.1%
Fleeing	18	0.1%	12	0.1%	0	0.0%	30	0.1%
Failure to Clear Intersection	5	0.0%	19	0.1%	0	0.0%	24	0.1%
Other Moving Violation	7	0.0%	15	0.1%	0	0.0%	22	0.1%
Distracted Driving	13	0.1%	5	0.0%	0	0.0%	18	0.0%
Disregard Road Markings	7	0.0%	4	0.0%	0	0.0%	11	0.0%
Vehicle Homicide	0	0.0%	0	0.0%	9	28.1%	9	0.0%
<b>Total</b>	<b>24,936</b>	<b>100.0%</b>	<b>13,595</b>	<b>100.0%</b>	<b>32</b>	<b>100.0%</b>	<b>38,563</b>	<b>100.0%</b>

- There were 38,563 charges from citations issued at the scene of the crash. The most common violations were for following too close (19.2%), improper lane change/travel (10.6%), and failure to yield right of way (10.1%).
- The leading violations in fatal crashes were vehicle homicide (28.1%), failure to stop at red light (12.5%), and driving under the influence (12.5%).
- A citation was issued in 55.4% of the crashes.

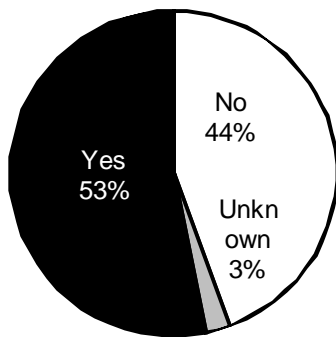


## Crash Conditions

### Drivers with Contributing Factors (Utah 2015)

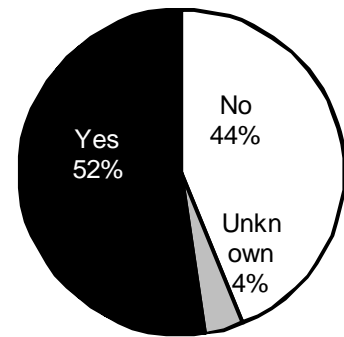
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	39,538	51.4%	17,928	53.1%	219	50.7%	57,685	51.9%
No	32,981	42.9%	14,850	44.0%	184	42.6%	48,015	43.2%
Not Applicable - No Driver	2,415	3.1%	397	1.2%	13	3.0%	2,825	2.5%
Unknown	2,008	2.6%	582	1.7%	16	3.7%	2,606	2.3%
<b>Total</b>	<b>76,942</b>	<b>100.0%</b>	<b>33,757</b>	<b>100.0%</b>	<b>432</b>	<b>100.0%</b>	<b>111,131</b>	<b>100.0%</b>

#### Total Crashes



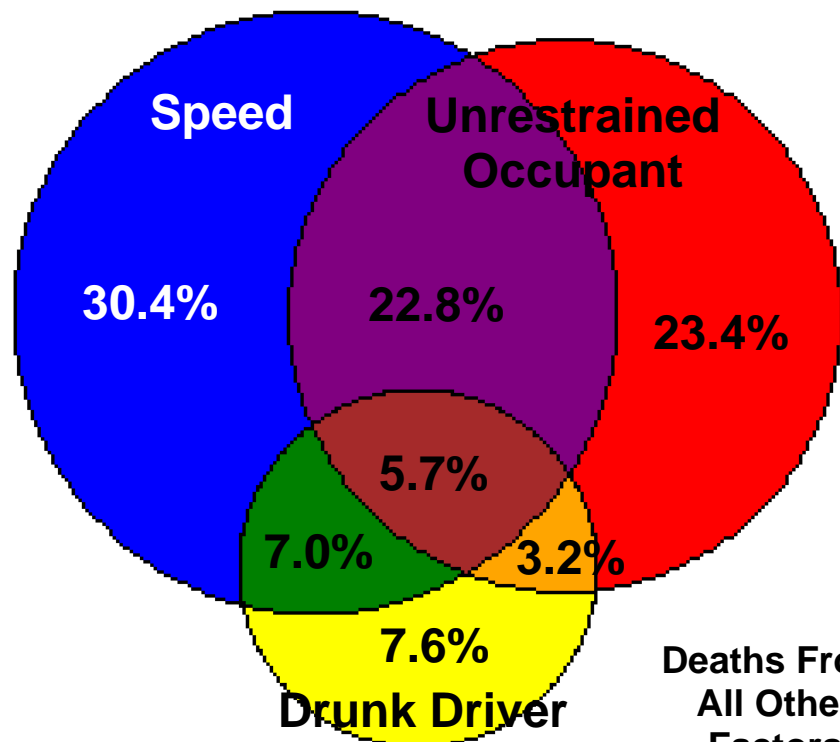
- Some form of poor driver performance is present in the majority of crashes.
- 53.3% of drivers had a contributing factor in total crashes.
- 52.3% of drivers had a contributing factor in fatal crashes.

#### Fatal Crashes



### Overlap of Selected Contributing Factors in Deaths (Utah 2015)

- This Venn Diagram shows the overlap of just three causes of death — speed, unrestrained occupant, and drunk driver. Many other factors also contribute to deaths and crashes.
- 158 of the 278 (56.8%) deaths had a contributing factor of speed, unrestrained occupant, or drunk driver.
- Of these deaths, 30.4% only had the contributing factor of speed, 23.4% only had the contributing factor of unrestrained occupant, and 7.6% only had the contributing factor of drunk driver.
- Among the deaths that had two of these factors, 22.8% had the factors of speed and unrestrained occupant, 7.0% had the factors of speed and drunk driver, and 3.2% had the factors of unrestrained occupant and drunk driver.
- 5.7% of these deaths had all three contributing factors.



**Deaths From  
All Other  
Factors  
- 43.2%**

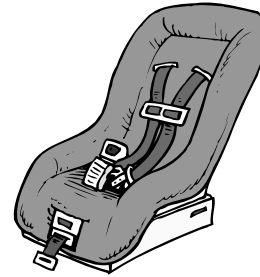
## Crash Conditions

### Contributing Factors (Utah 2015)

Contributing Factors	Drivers/Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	9,424	15.4%	4,609	15.8%	8	1.9%	14,041	15.5%
Failed to Yield Right of Way	6,903	11.3%	4,271	14.6%	28	6.7%	11,202	12.3%
Speed Too Fast	5,683	9.3%	2,520	8.6%	72	17.2%	8,275	9.1%
Failed to Keep in Proper Lane	4,984	8.2%	2,213	7.6%	28	6.7%	7,225	8.0%
Driver Distraction	3,737	6.1%	2,210	7.6%	27	6.4%	5,974	6.6%
Other Improper Driving	3,198	5.2%	1,504	5.1%	3	0.7%	4,705	5.2%
Vision Obscured by Weather Condition	2,928	4.8%	1,070	3.7%	35	8.4%	4,033	4.4%
Hit and Run	2,956	4.8%	614	2.1%	8	1.9%	3,578	3.9%
Disregard Traffic Signal/Sign	1,742	2.8%	1,676	5.7%	26	6.2%	3,444	3.8%
Improper Turn	2,180	3.6%	833	2.8%	3	0.7%	3,016	3.3%
Improper Backing	2,408	3.9%	148	0.5%	1	0.2%	2,557	2.8%
Improper Lane Change	2,023	3.3%	425	1.5%	6	1.4%	2,454	2.7%
Ran Off Road	1,420	2.3%	857	2.9%	26	6.2%	2,303	2.5%
Driving Under the Influence	1,188	1.9%	921	3.1%	26	6.2%	2,135	2.4%
Overcorrected	873	1.4%	655	2.2%	27	6.4%	1,555	1.7%
Swerved or Evasive Action	937	1.5%	542	1.9%	3	0.7%	1,482	1.6%
Other Driver Condition	951	1.6%	333	1.1%	0	0.0%	1,284	1.4%
Improper Parking/Stopping	987	1.6%	290	1.0%	1	0.2%	1,278	1.4%
Driver Asleep/Fatigue	664	1.1%	504	1.7%	13	3.1%	1,181	1.3%
Vision Obscured by Moving Vehicle	682	1.1%	374	1.3%	1	0.2%	1,057	1.2%
Vehicle Other Defective Condition	685	1.1%	251	0.9%	6	1.4%	942	1.0%
Reckless/Aggressive Driving	439	0.7%	354	1.2%	14	3.3%	807	0.9%
Vision Obscured by Parked Vehicle	547	0.9%	188	0.6%	2	0.5%	737	0.8%
Vehicle Tires	522	0.9%	194	0.7%	9	2.1%	725	0.8%
Vehicle Brakes	432	0.7%	223	0.8%	4	1.0%	659	0.7%
Vision Obscured by Glare	369	0.6%	236	0.8%	3	0.7%	608	0.7%
Vision Obscured by Other	404	0.7%	180	0.6%	9	2.1%	593	0.7%
Driver Illness/Medical	213	0.3%	335	1.1%	5	1.2%	553	0.6%
Driver Emotional Prior to Crash	277	0.5%	201	0.7%	5	1.2%	483	0.5%
Improper Passing	376	0.6%	101	0.3%	2	0.5%	479	0.5%
Wrong Side/Wrong Way	191	0.3%	132	0.5%	16	3.8%	339	0.4%
Vehicle Cargo	244	0.4%	40	0.1%	0	0.0%	284	0.3%
Disregard Road Markings	136	0.2%	57	0.2%	0	0.0%	193	0.2%
Vision Obscured by Physical Obstruction	131	0.2%	57	0.2%	0	0.0%	188	0.2%
Vision Obscured by Vegetation	109	0.2%	57	0.2%	1	0.2%	167	0.2%
Windshield or Other Window Obscured	99	0.2%	49	0.2%	1	0.2%	149	0.2%
Improper Signal	82	0.1%	29	0.1%	0	0.0%	111	0.1%
<b>Total</b>	<b>61,124</b>	<b>100.0%</b>	<b>29,253</b>	<b>100.0%</b>	<b>419</b>	<b>100.0%</b>	<b>90,796</b>	<b>100.0%</b>

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all crashes were followed too closely (15.5%), failed to yield right of way (12.3%), speed too fast (9.1%), and failed to keep in proper lane (8.0%).
- The leading contributing factors in fatal crashes were speed too fast (17.2%), vision obscured by weather condition (8.4%), failed to keep in proper lane (6.7%), and failed to yield (6.7%).
- 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.

# Occupant Protection



## Section 2: Occupant Protection

2

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### Children and Restraint Use

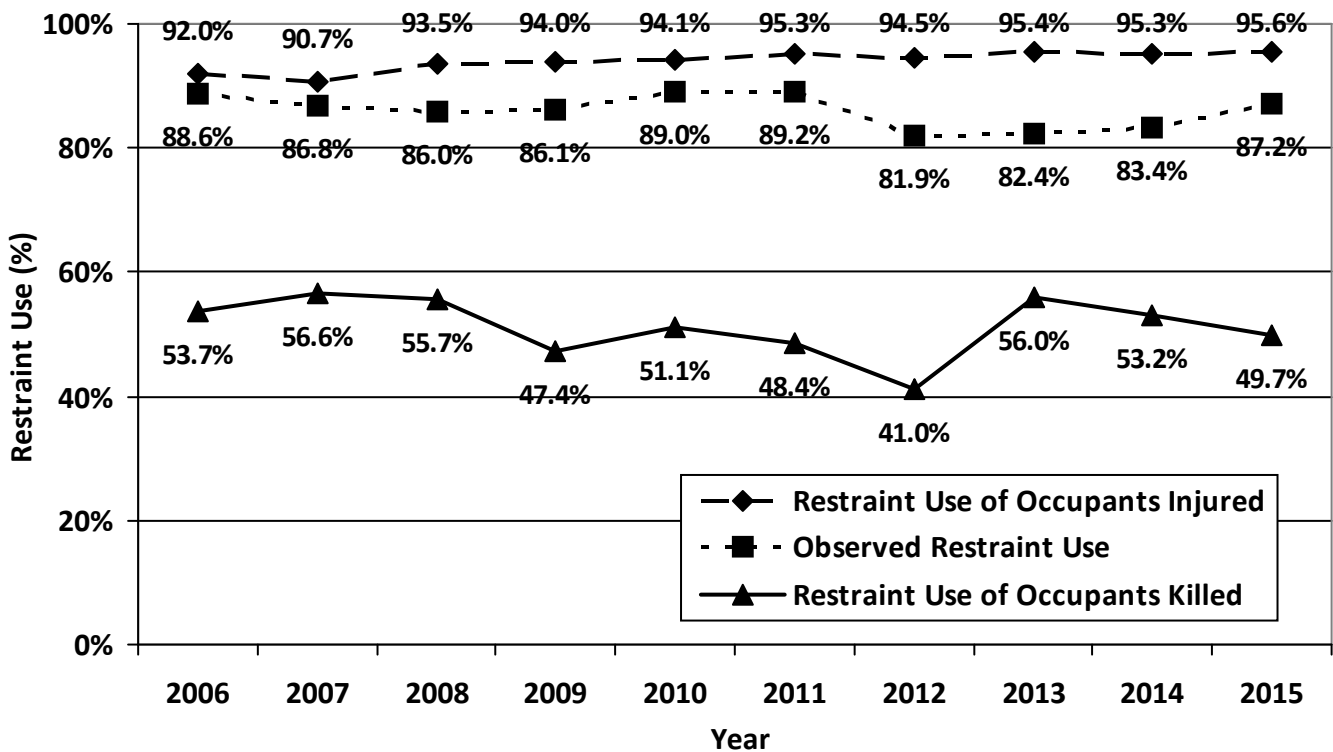
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## Trends

### Restraint Use of Occupants In Crashes (Utah 2006-2015)

Persons												
Year	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	2,913	96,554	97.1%	1,778	20,427	92.0%	88	102	53.7%	4,779	117,083	96.1%
2007	3,529	109,245	96.9%	2,116	20,541	90.7%	82	107	56.6%	5,727	129,893	95.8%
2008	1,369	97,907	98.6%	1,273	18,400	93.5%	78	98	55.7%	2,720	116,405	97.7%
2009	2,273	91,303	97.6%	1,120	17,627	94.0%	91	82	47.4%	3,484	109,012	96.9%
2010	1,896	89,245	97.9%	1,048	16,599	94.1%	86	90	51.1%	3,030	105,934	97.2%
2011	1,801	91,793	98.1%	845	17,249	95.3%	82	77	48.4%	2,728	109,119	97.6%
2012	2,115	89,699	97.7%	990	16,996	94.5%	79	55	41.0%	3,184	106,750	97.1%
2013	1,579	93,675	98.3%	827	17,290	95.4%	59	75	56.0%	2,465	111,040	97.8%
2014	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%
2015	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%
Total	20,986	964,263	97.9%	11,827	183,503	93.9%	804	854	51.5%	33,617	1,148,620	97.2%



- The 2015 restraint use of people in crashes increased to 97.9% from 96.1% in 2006.
- Restraint use among occupants injured increased from 92.0% in 2006 to 95.6% in 2015.
- Restraint use among occupants killed decreased from 53.7% in 2006 to 49.7% in 2015.

Note: Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or heavy truck. Occupants are considered "Restrained" if they were reported as using a shoulder/lap belt, lap belt, shoulder belt, or a child safety seat at the scene of the crash. It is estimated that seat belts can reduce the risk of death and serious injury by about 50%.

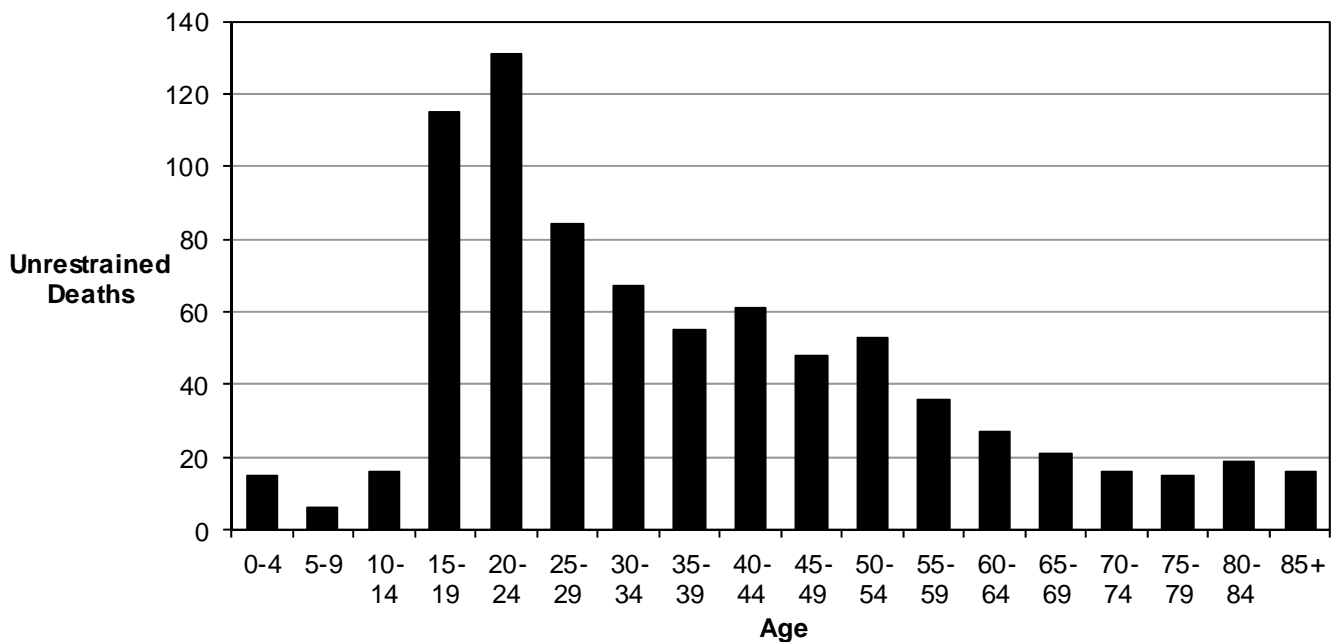




## Trends

### Fatal Restraint Use by Age (Utah 2006-2015)

Occupants Killed																								
Age	Unrestrained												Restrained											
	06	07	08	09	10	11	12	13	14	15	Total #	Total %	06	07	08	09	10	11	12	13	14	15	Total #	Total %
0-4	1	1	2	2	1	4	0	1	1	2	15	34.1%	3	5	1	2	4	7	3	2	2	0	29	65.9%
5-9	0	2	1	2	0	0	0	0	0	1	6	24.0%	2	4	4	2	2	0	2	0	1	2	19	76.0%
10-14	1	1	4	5	1	1	1	1	0	1	16	51.6%	2	3	1	2	3	0	0	0	3	1	15	48.4%
15-19	16	17	8	14	13	11	7	8	11	10	115	55.8%	14	14	13	12	6	4	7	3	12	6	91	44.2%
20-24	19	18	13	15	10	11	10	12	9	14	131	59.8%	15	10	10	12	9	6	6	4	7	9	88	40.2%
25-29	9	6	7	4	12	12	13	4	5	12	84	58.7%	7	9	11	3	5	6	4	4	4	6	59	41.3%
30-34	5	5	11	8	7	8	7	3	7	6	67	50.8%	5	10	7	5	4	7	4	7	9	7	65	49.2%
35-39	8	4	4	3	11	6	7	2	5	5	55	52.4%	6	7	8	4	4	3	1	5	5	7	50	47.6%
40-44	4	7	8	9	4	5	9	5	4	6	61	59.2%	3	5	3	6	4	4	4	5	5	3	42	40.8%
45-49	5	4	4	8	4	5	4	2	4	8	48	49.5%	12	4	8	5	4	2	4	2	3	5	49	50.5%
50-54	7	4	6	5	4	1	8	5	9	4	53	45.3%	9	8	8	5	8	6	3	6	4	7	64	54.7%
55-59	1	4	3	4	4	4	3	4	6	3	36	41.9%	5	5	4	5	5	4	1	9	6	6	50	58.1%
60-64	0	2	1	3	2	6	3	4	4	2	27	36.5%	2	7	3	5	3	7	8	4	4	4	47	63.5%
65-69	4	1	2	3	5	3	0	0	0	3	21	32.3%	5	3	5	3	5	7	1	6	4	5	44	67.7%
70-74	1	0	1	1	1	2	2	3	2	3	16	30.2%	3	3	4	1	7	3	1	7	1	7	37	69.8%
75-79	0	1	1	2	4	1	2	1	2	1	15	31.3%	2	1	2	4	9	2	3	1	5	4	33	68.8%
80-84	2	1	1	2	1	1	1	3	3	4	19	34.5%	4	4	5	5	3	2	1	6	3	3	36	65.5%
85+	3	3	1	1	2	1	2	1	0	2	16	30.8%	3	5	1	1	5	7	2	4	4	4	36	69.2%
Unknown	2	1	0	0	0	0	0	0	0	0	3	100.0%	0	0	0	0	0	0	0	0	0	0	0	0.0%
Total	88	82	78	91	86	82	79	59	72	87	804	48.5%	102	107	98	82	90	77	55	75	82	86	854	51.5%

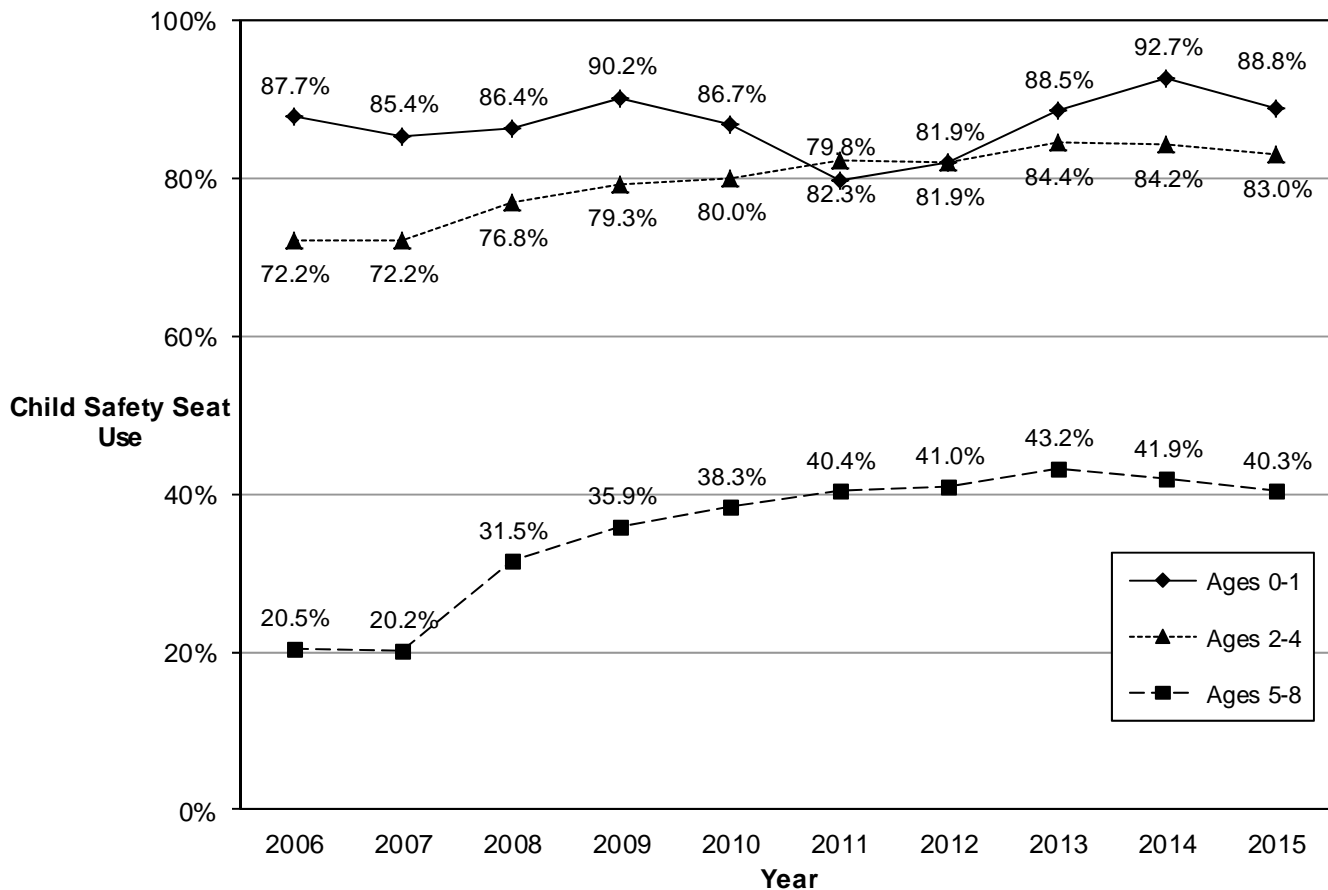


- Over the last 10 years, the highest number of unrestrained deaths occurred to the 20-24, 15-19, and 25-29 year age groups.
- The highest percent of restraint use among occupants killed occurred among the ages of 65+ and 0-9 years.
- The lowest percent of restraint use among occupants killed occurred among the ages of 15-29 and 40-44 years.

## Trends

### Child Safety Seat Use by Children Age 0 to 8 Years (Utah 2006-2015)

Child Occupants												
Year	Ages 0-1			Ages 2-4			Ages 5-8			Total		
	No CSS	Child Safety Seat		No CSS	Child Safety Seat		No CSS	Child Safety Seat		No CSS	Child Safety Seat	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	267	1,897	87.7%	881	2,288	72.2%	2,654	683	20.5%	3,802	4,868	56.1%
2007	367	2,151	85.4%	961	2,495	72.2%	2,864	727	20.2%	4,192	5,373	56.2%
2008	286	1,822	86.4%	694	2,301	76.8%	2,125	978	31.5%	3,105	5,101	62.2%
2009	194	1,791	90.2%	606	2,326	79.3%	2,006	1,122	35.9%	2,806	5,239	65.1%
2010	261	1,703	86.7%	598	2,389	80.0%	1,833	1,139	38.3%	2,692	5,231	66.0%
2011	425	1,682	79.8%	520	2,414	82.3%	1,753	1,188	40.4%	2,698	5,284	66.2%
2012	363	1,644	81.9%	486	2,206	81.9%	1,824	1,265	41.0%	2,673	5,115	65.7%
2013	218	1,679	88.5%	412	2,229	84.4%	1,750	1,332	43.2%	2,380	5,240	68.8%
2014	149	1,885	92.7%	434	2,313	84.2%	1,917	1,384	41.9%	2,500	5,582	69.1%
2015	250	1,984	88.8%	524	2,565	83.0%	2,244	1,517	40.3%	3,018	6,066	66.8%
Total	2,780	18,238	86.8%	6,116	23,526	79.4%	20,970	11,335	35.1%	29,866	53,099	64.0%

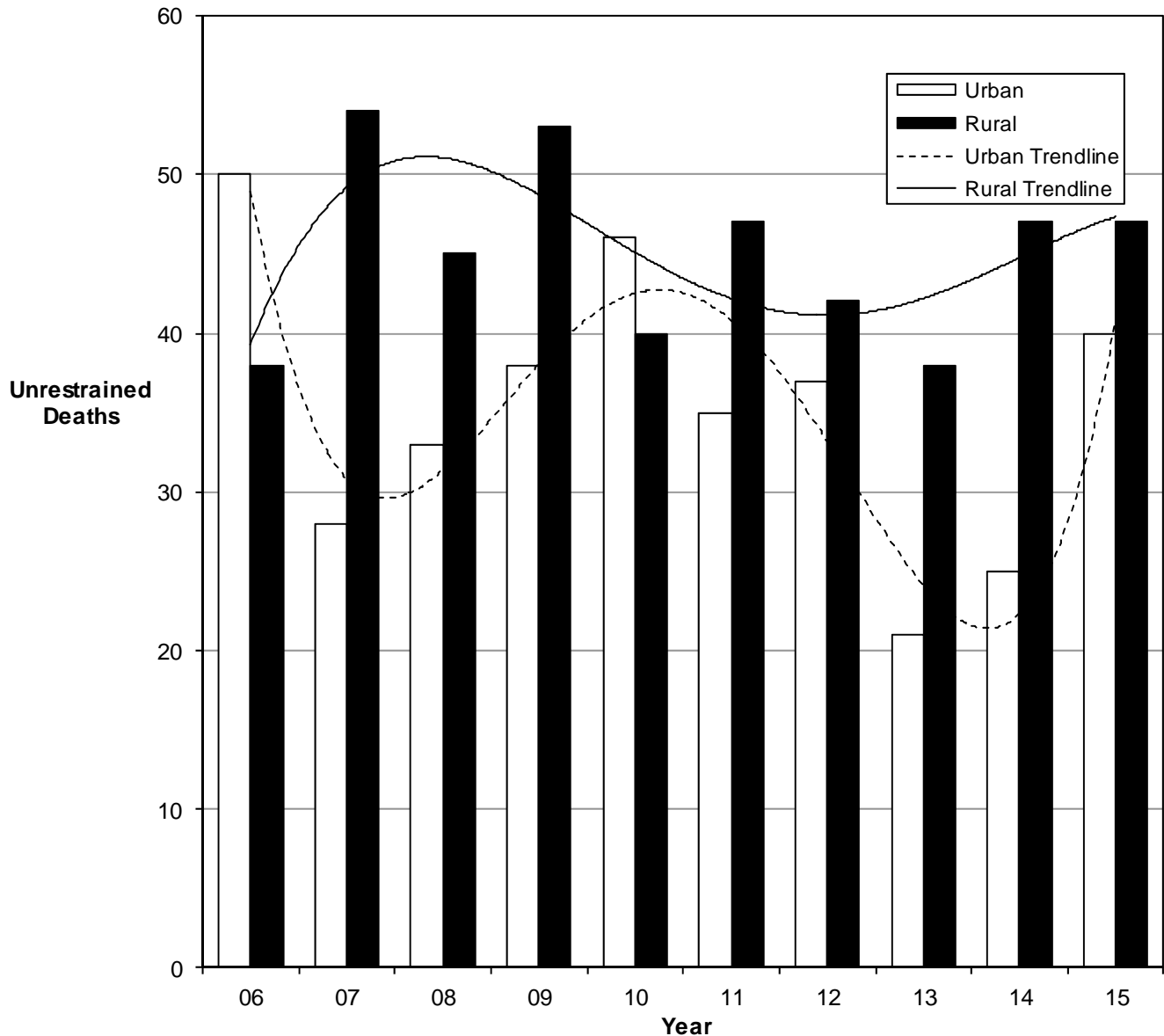


- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 20.5% in 2006 to 40.3% in 2015.

## Trends

### Fatal Restraint Use by Rural/Urban Location (Utah 2006-2015)

Occupants Killed																								
Location	Unrestrained												Restrained											
	06	07	08	09	10	11	12	13	14	15	Total #	Total %	06	07	08	09	10	11	12	13	14	15	Total #	Total %
Rural	38	54	45	53	40	47	42	38	47	47	451	53.5%	51	52	48	46	39	40	21	31	28	36	392	46.5%
Urban	50	28	33	38	46	35	37	21	25	40	353	43.3%	51	55	50	36	51	37	34	44	54	50	462	56.7%
Total	88	82	78	91	86	82	79	59	72	87	804	48.5%	102	107	98	82	90	77	55	75	82	86	854	51.5%

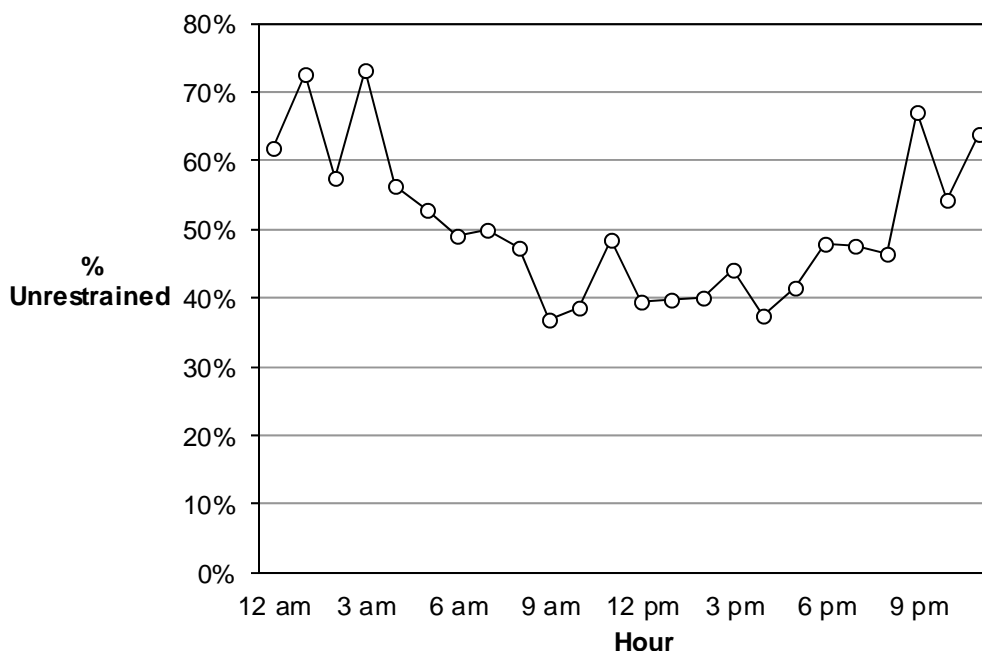


- Over the last 10 years, restraint use of urban (56.7%) occupants killed was higher than rural (46.5%).
- The number of rural occupants killed who were unrestrained averages 45 deaths a year over the last 10 years with a high of 54 in 2007 and a low of 38 in 2006 and 2013.
- The number of urban occupants killed who were unrestrained averages 35 deaths a year over the last 10 years with a high of 50 in 2006 and a low of 21 in 2013.

## Trends

### Fatal Restraint Use by Hour (Utah 2006-2015)

Hour	Unrestrained												Restrained											
	06	07	08	09	10	11	12	13	14	15	Total #	Total %	06	07	08	09	10	11	12	13	14	15	Total #	Total %
Midnight	3	3	2	10	2	4	2	2	2	1	31	62.0%	0	3	3	6	1	0	0	2	1	3	19	38.0%
1 a.m.	9	3	4	5	1	3	3	2	4	3	37	72.5%	1	4	5	0	1	0	0	0	1	2	14	27.5%
2 a.m.	1	4	6	3	2	2	4	0	2	3	27	57.4%	4	4	1	1	5	1	0	3	0	1	20	42.6%
3 a.m.	4	5	1	3	4	5	2	0	2	4	30	73.2%	2	4	0	0	0	2	1	0	1	1	11	26.8%
4 a.m.	4	1	1	8	2	1	1	4	5	0	27	56.3%	3	2	2	3	1	2	0	0	4	4	21	43.8%
5 a.m.	1	4	4	1	3	2	4	4	1	5	29	52.7%	1	2	2	3	2	5	1	3	2	5	26	47.3%
6 a.m.	3	2	6	2	2	2	3	3	2	4	29	49.2%	6	3	3	2	4	2	3	1	5	1	30	50.8%
7 a.m.	2	3	7	3	8	3	3	3	0	5	37	50.0%	3	6	7	7	4	2	0	0	3	5	37	50.0%
8 a.m.	7	4	1	4	4	3	3	2	5	2	35	47.3%	8	7	1	2	5	1	1	4	8	2	39	52.7%
9 a.m.	4	1	3	0	2	6	1	2	1	4	24	36.9%	8	6	7	4	7	1	2	3	3	0	41	63.1%
10 a.m.	3	2	0	4	2	5	3	5	2	1	27	38.6%	1	2	6	8	4	7	3	3	3	6	43	61.4%
11 a.m.	7	2	4	3	6	1	2	2	2	3	32	48.5%	0	3	9	5	2	3	2	3	4	3	34	51.5%
Noon	1	2	5	1	3	3	4	3	3	1	26	39.4%	5	6	4	3	7	4	3	2	3	3	40	60.6%
1 p.m.	2	7	2	4	9	7	1	2	1	2	37	39.8%	5	6	4	4	4	8	4	11	9	1	56	60.2%
2 p.m.	6	4	2	1	5	4	1	2	4	7	36	40.0%	3	3	4	3	5	7	10	5	5	9	54	60.0%
3 p.m.	3	1	3	9	6	3	7	6	2	6	46	44.2%	7	11	5	8	5	3	2	6	7	4	58	55.8%
4 p.m.	3	2	6	4	6	3	4	2	5	5	40	37.4%	12	7	5	4	5	8	7	7	5	7	67	62.6%
5 p.m.	2	6	4	7	1	4	11	4	2	5	46	41.4%	11	11	4	7	8	3	3	6	4	8	65	58.6%
6 p.m.	4	4	1	2	6	5	4	2	8	9	45	47.9%	6	3	8	3	6	7	2	3	3	8	49	52.1%
7 p.m.	2	7	2	3	4	3	3	1	2	2	29	47.5%	6	3	4	3	3	2	1	5	3	2	32	52.5%
8 p.m.	1	3	6	6	1	4	3	2	4	2	32	46.4%	4	4	4	1	5	4	5	4	1	5	37	53.6%
9 p.m.	6	4	6	6	3	5	1	1	2	3	37	67.3%	0	1	4	2	1	2	1	2	4	1	18	32.7%
10 p.m.	5	1	0	1	3	2	4	1	4	4	25	54.3%	4	4	2	3	0	1	3	1	2	1	21	45.7%
11 p.m.	5	6	1	1	1	2	5	4	6	6	37	63.8%	2	2	4	0	4	2	1	1	1	4	21	36.2%
<b>Total</b>	<b>88</b>	<b>81</b>	<b>77</b>	<b>91</b>	<b>86</b>	<b>82</b>	<b>79</b>	<b>59</b>	<b>71</b>	<b>87</b>	<b>801</b>	<b>48.4%</b>	<b>102</b>	<b>107</b>	<b>98</b>	<b>82</b>	<b>89</b>	<b>77</b>	<b>55</b>	<b>75</b>	<b>82</b>	<b>86</b>	<b>853</b>	<b>51.6%</b>

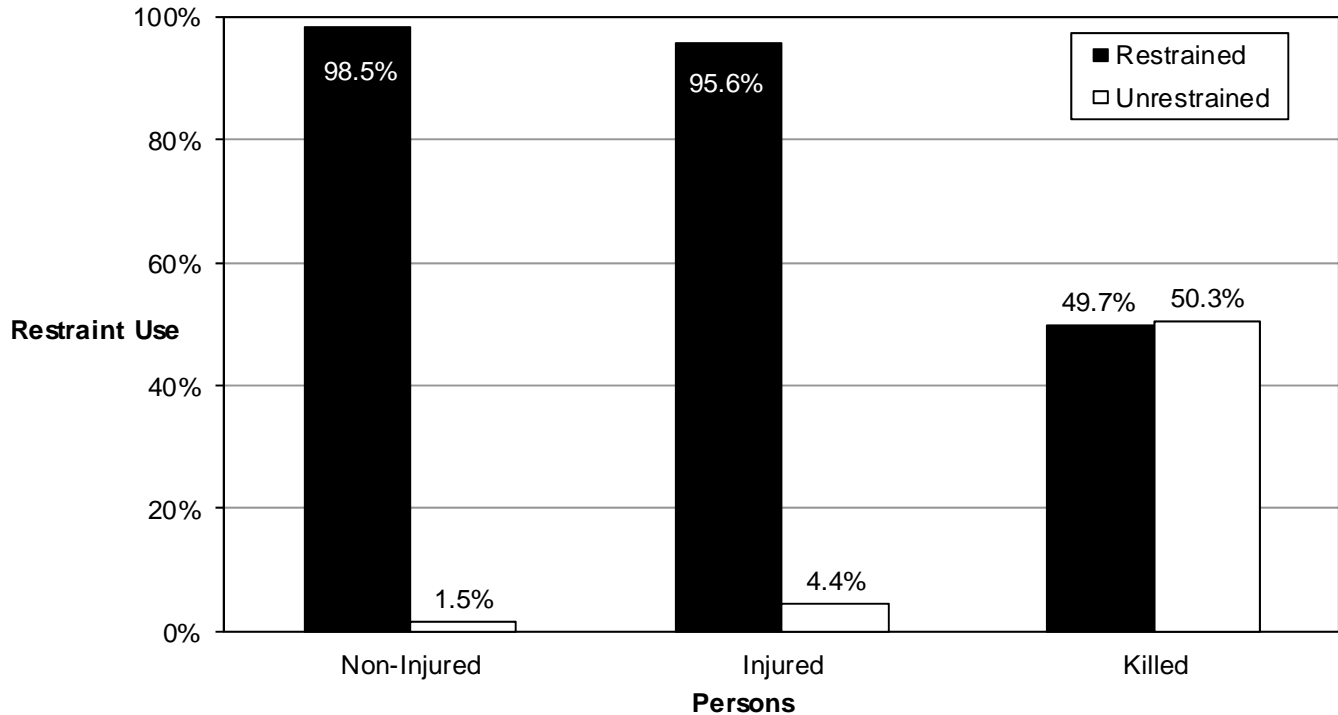


- Over the last 10 years, the highest number of unrestrained deaths occurred during the 3:00-6:59 p.m. hours.
- The highest percent of restraint use among occupants killed occurred during the 9 a.m. to 5:59 p.m. hours.
- The lowest percent of restraint use among occupants killed occurred during the 1 a.m., 3 a.m., 9 p.m., and 11 p.m. hours.

## Vehicle Occupants

### Restraint Use by Injury Severity (Utah 2015)

Persons								
Restraint Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Restrained	109,360	98.5%	20,113	95.6%	86	49.7%	129,559	97.9%
Unrestrained	1,705	1.5%	936	4.4%	87	50.3%	2,728	2.1%
<b>Total</b>	<b>111,065</b>	<b>100.0%</b>	<b>21,049</b>	<b>100.0%</b>	<b>173</b>	<b>100.0%</b>	<b>132,287</b>	<b>100.0%</b>



- 98% of persons who survived a crash reported being restrained compared to half of the persons killed.
- Unrestrained crash occupants were 49 times more likely to be killed than restrained crash occupants.

### Restraint Use by Gender of Crash Occupants (Utah 2015)

Persons												
Gender	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Female	602	48,826	98.8%	417	11,695	96.6%	29	30	50.8%	1,048	60,551	98.3%
Male	1,019	60,153	98.3%	515	8,402	94.2%	58	56	49.1%	1,592	68,611	97.7%
Unknown	84	381	81.9%	4	16	80.0%	0	0	n/a	88	397	81.9%
<b>Total</b>	<b>1,705</b>	<b>109,360</b>	<b>98.5%</b>	<b>936</b>	<b>20,113</b>	<b>95.6%</b>	<b>87</b>	<b>86</b>	<b>49.7%</b>	<b>2,728</b>	<b>129,559</b>	<b>97.9%</b>

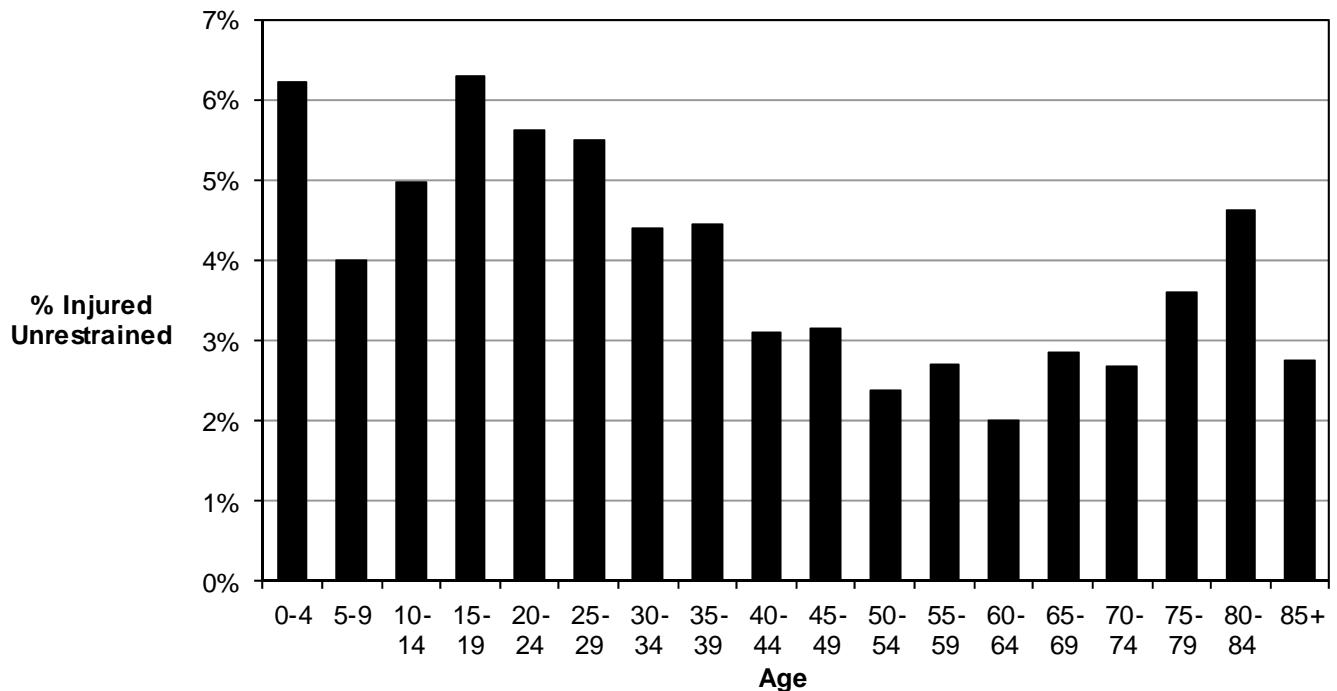
- Overall, restraint use of female (98.3%) crash occupants was slightly higher than males (97.7%).
- For persons killed, female crash occupants had higher restraint use (50.8%) than males (49.1%).



## Vehicle Occupants

### Restraint Use by Age of Crash Occupants (Utah 2015)

Persons												
Age	Non-Injured			Injured			Killed			Total		
	Unres	Restrained	%	Unres	Restrained	%	Unres	Restrained	%	Unrestrained	Restrained	%
	#	#	%	#	#	%	#	#	%	#	#	%
0-4	26	4,844	99.5%	28	423	93.8%	2	0	0.0%	56	5,267	98.9%
5-9	47	3,966	98.8%	25	601	96.0%	1	2	66.7%	73	4,569	98.4%
10-14	46	3,804	98.8%	33	632	95.0%	1	1	50.0%	80	4,437	98.2%
15-19	223	16,156	98.6%	182	2,707	93.7%	10	6	37.5%	415	18,869	97.8%
20-24	215	15,131	98.6%	162	2,724	94.4%	14	9	39.1%	391	17,864	97.9%
25-29	167	11,135	98.5%	119	2,047	94.5%	12	6	33.3%	298	13,188	97.8%
30-34	183	9,800	98.2%	87	1,897	95.6%	6	7	53.8%	276	11,704	97.7%
35-39	150	8,856	98.3%	79	1,702	95.6%	5	7	58.3%	234	10,565	97.8%
40-44	125	7,070	98.3%	44	1,370	96.9%	6	3	33.3%	175	8,443	98.0%
45-49	86	5,745	98.5%	40	1,226	96.8%	8	5	38.5%	134	6,976	98.1%
50-54	95	5,203	98.2%	28	1,154	97.6%	4	7	63.6%	127	6,364	98.0%
55-59	76	4,658	98.4%	27	974	97.3%	3	6	66.7%	106	5,638	98.2%
60-64	44	3,806	98.9%	16	780	98.0%	2	4	66.7%	62	4,590	98.7%
65-69	46	2,814	98.4%	18	611	97.1%	3	5	62.5%	67	3,430	98.1%
70-74	29	2,023	98.6%	12	437	97.3%	3	7	70.0%	44	2,467	98.2%
75-79	19	1,301	98.6%	11	295	96.4%	1	4	80.0%	31	1,600	98.1%
80-84	9	813	98.9%	10	206	95.4%	4	3	42.9%	23	1,022	97.8%
85+	3	617	99.5%	4	141	97.2%	2	4	66.7%	9	762	98.8%
Unknown	116	1,618	93.3%	11	186	94.4%	0	0	n/a	127	1,804	93.4%
<b>Total</b>	<b>1,705</b>	<b>109,360</b>	<b>98.5%</b>	<b>936</b>	<b>20,113</b>	<b>95.6%</b>	<b>87</b>	<b>86</b>	<b>49.7%</b>	<b>2,728</b>	<b>129,559</b>	<b>97.9%</b>



- Overall, crash occupants aged 15-39 years had the lowest percentage of being restrained.
- Crash occupants aged 15-29 years had the highest amount of unrestrained occupant deaths.

## Vehicle Occupants

### Restraint Use by County (Utah 2015)

Persons												
County	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Rich	0	80	100.0%	0	10	100.0%	0	0	n/a	0	90	100.0%
Salt Lake	625	51,334	98.8%	258	9,017	97.2%	14	21	60.0%	897	60,372	98.5%
Weber	96	8,220	98.8%	78	1,791	95.8%	5	5	50.0%	179	10,016	98.2%
Davis	163	10,376	98.5%	57	2,039	97.3%	3	3	50.0%	223	12,418	98.2%
Utah	228	16,025	98.6%	122	3,257	96.4%	9	15	62.5%	359	19,297	98.2%
Cache	50	3,982	98.8%	38	585	93.9%	2	1	33.3%	90	4,568	98.1%
Daggett	1	46	97.9%	0	4	100.0%	0	0	n/a	1	50	98.0%
Washington	79	5,238	98.5%	67	902	93.1%	7	5	41.7%	153	6,145	97.6%
Kane	4	290	98.6%	5	65	92.9%	1	3	75.0%	10	358	97.3%
Summit	49	1,772	97.3%	9	245	96.5%	3	2	40.0%	61	2,019	97.1%
Juab	11	540	98.0%	10	94	90.4%	0	0	n/a	21	634	96.8%
Garfield	8	212	96.4%	3	56	94.9%	0	0	n/a	11	268	96.1%
Iron	32	1,617	98.1%	44	250	85.0%	1	1	50.0%	77	1,868	96.0%
Tooele	54	1,546	96.6%	23	353	93.9%	6	4	40.0%	83	1,903	95.8%
Piute	2	38	95.0%	0	7	100.0%	0	0	n/a	2	45	95.7%
Box Elder	53	1,697	97.0%	33	346	91.3%	7	7	50.0%	93	2,050	95.7%
Sevier	10	492	98.0%	18	146	89.0%	3	0	0.0%	31	638	95.4%
Wasatch	38	1,021	96.4%	20	161	89.0%	3	3	50.0%	61	1,185	95.1%
Grand	14	390	96.5%	9	88	90.7%	2	3	60.0%	25	481	95.1%
Carbon	17	614	97.3%	20	77	79.4%	3	4	57.1%	40	695	94.6%
San Juan	13	286	95.7%	4	42	91.3%	2	2	50.0%	19	330	94.6%
Duchesne	24	608	96.2%	15	77	83.7%	1	0	0.0%	40	685	94.5%
Uintah	33	887	96.4%	25	106	80.9%	2	0	0.0%	60	993	94.3%
Millard	20	625	96.9%	20	105	84.0%	5	2	28.6%	45	732	94.2%
Beaver	21	369	94.6%	10	64	86.5%	2	3	60.0%	33	436	93.0%
Emery	17	341	95.3%	14	103	88.0%	3	2	40.0%	34	446	92.9%
Morgan	11	181	94.3%	6	23	79.3%	0	0	n/a	17	204	92.3%
Wayne	1	94	98.9%	7	12	63.2%	1	0	0.0%	9	106	92.2%
Sanpete	31	439	93.4%	21	88	80.7%	2	0	0.0%	54	527	90.7%
<b>Statewide</b>	<b>1,705</b>	<b>109,360</b>	<b>98.5%</b>	<b>936</b>	<b>20,113</b>	<b>95.6%</b>	<b>87</b>	<b>86</b>	<b>49.7%</b>	<b>2,728</b>	<b>129,559</b>	<b>97.9%</b>

- Rich, Salt Lake, Weber, Davis, and Utah counties had the highest percentage of occupants that were restrained. Sanpete, Wayne, and Morgan counties had the lowest percentage.

### Restraint Use by Urban/Rural Location (Utah 2015)

Persons												
Location	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Urban	1,241	95,175	98.7%	620	17,591	96.6%	40	50	55.6%	1,901	112,816	98.3%
Rural	464	14,185	96.8%	316	2,522	88.9%	47	36	43.4%	827	16,743	95.3%
<b>Statewide</b>	<b>1,705</b>	<b>109,360</b>	<b>98.5%</b>	<b>936</b>	<b>20,113</b>	<b>95.6%</b>	<b>87</b>	<b>86</b>	<b>49.7%</b>	<b>2,728</b>	<b>129,559</b>	<b>97.9%</b>

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 2.9 times more likely to be unrestrained than occupants in urban crashes.

## Vehicle Occupants

### Restraint Use by Ejection (Utah 2015)

Persons												
Ejection Status	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Not Ejected	1,703	109,358	98.5%	804	20,063	96.1%	39	78	66.7%	2,546	129,499	98.1%
Partially Ejected	0	0	n/a	16	25	61.0%	8	4	33.3%	24	29	54.7%
Fully Ejected	1	0	0.0%	115	15	11.5%	40	4	9.1%	156	19	10.9%
Total	1,704	109,358	98.5%	935	20,103	95.6%	87	86	49.7%	2,726	129,547	97.9%

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (98.1%) of crash occupants not ejected from a motor vehicle were restrained compared to only 10.9% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 190 times more likely to be ejected from a motor vehicle compared to restrained occupants.
- Ejection from the vehicle is one of the most harmful events that can happen to a person in a crash. Seat belts are effective in preventing total ejections.

### Restraint Use by Occupant Placement (Utah 2015)

Persons												
Occupant Placement	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Driver	1,278	78,013	98.4%	558	14,289	96.2%	58	66	53.2%	1,894	92,368	98.0%
Front Seat	139	15,773	99.1%	170	3,621	95.5%	14	14	50.0%	323	19,408	98.4%
Back Seat(s)	158	15,123	99.0%	162	2,154	93.0%	13	6	31.6%	333	17,283	98.1%
Other/Unknown	130	451	77.6%	46	49	51.6%	2	0	0.0%	178	500	73.7%
Total	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%

- Among all occupants injured, drivers had the highest restraint use (96.2%).
- Among all occupants killed, drivers had the highest restraint use (53.2%)

### Restraint Use by Vehicle Type (Utah 2015)

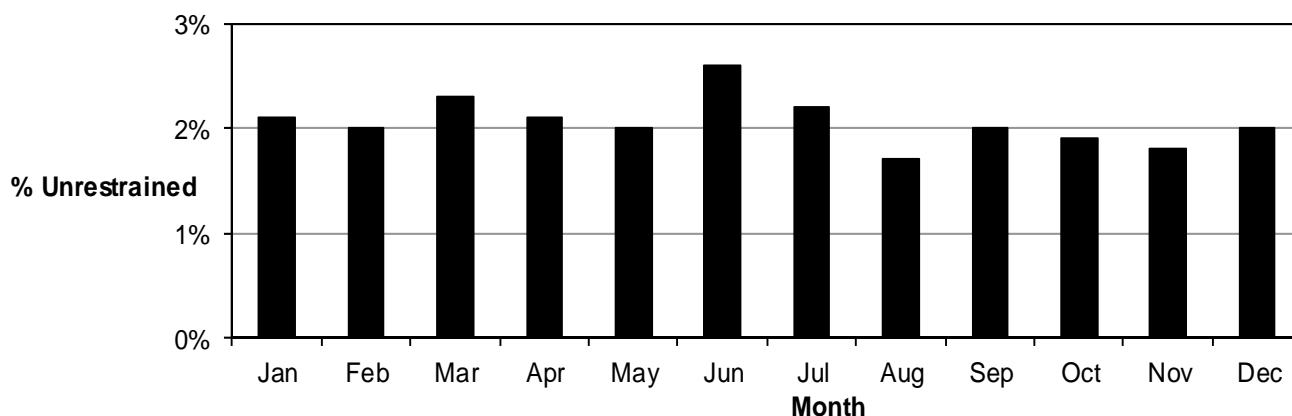
Persons												
Vehicle Type	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Van	97	7,957	98.8%	51	1,372	96.4%	2	8	80.0%	150	9,337	98.4%
SUV	305	26,245	98.9%	222	4,603	95.4%	19	11	36.7%	546	30,859	98.3%
Passenger Car	785	54,887	98.6%	439	11,791	96.4%	35	55	61.1%	1,259	66,733	98.1%
Pickup Truck	319	16,945	98.2%	187	2,118	91.9%	26	11	29.7%	532	19,074	97.3%
Heavy Truck	148	3,200	95.6%	36	225	86.2%	5	1	16.7%	189	3,426	94.8%
RV/Motorhome	51	126	71.2%	1	4	80.0%	0	0	n/a	52	130	71.4%
Total	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%

- Occupants in RV/motorhome, heavy truck, and pickup truck were the least likely to be restrained.

## Vehicle Occupants

### Restraint Use by Month (Utah 2015)

Persons										
Month	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
January	136	58	2	196	2.1%	7,627	1,362	4	8,993	97.9%
February	101	69	6	176	2.0%	7,239	1,337	4	8,580	98.0%
March	133	106	10	249	2.3%	8,894	1,605	9	10,508	97.7%
April	118	88	6	212	2.1%	8,377	1,639	4	10,020	97.9%
May	132	79	6	217	2.0%	9,037	1,674	13	10,724	98.0%
June	167	102	11	280	2.6%	8,686	1,677	4	10,367	97.4%
July	153	79	9	241	2.2%	8,893	1,735	9	10,637	97.8%
August	138	54	11	203	1.7%	9,662	1,758	12	11,432	98.3%
September	125	82	3	210	2.0%	8,767	1,702	6	10,475	98.0%
October	154	75	7	236	1.9%	9,970	1,894	3	11,867	98.1%
November	139	74	6	219	1.8%	10,202	1,764	11	11,977	98.2%
December	209	70	10	289	2.0%	12,006	1,966	7	13,979	98.0%
<b>Total</b>	<b>1,705</b>	<b>936</b>	<b>87</b>	<b>2,728</b>	<b>2.1%</b>	<b>109,360</b>	<b>20,113</b>	<b>86</b>	<b>129,559</b>	<b>97.9%</b>



- June was the worst month for restraint use. June had the highest amount of unrestrained deaths (tied with August) and 2nd highest number of unrestrained injuries. June had the lowest overall restraint use.

### Restraint Use by Day of Week (Utah 2015)

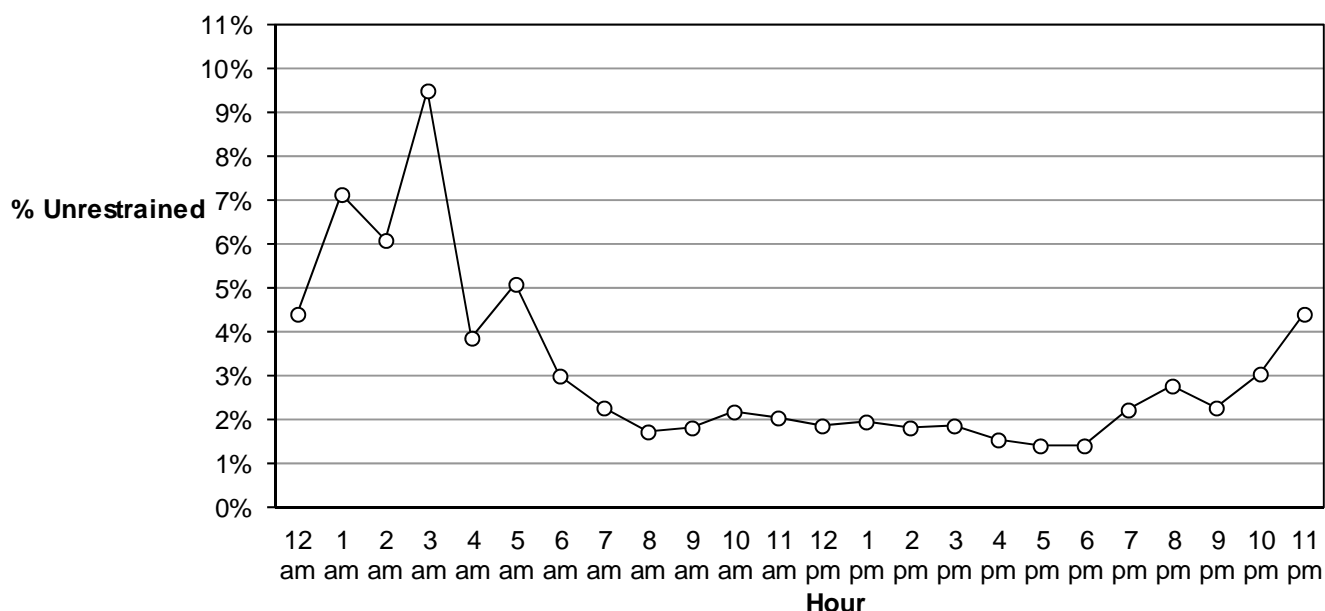
Persons										
Day of Week	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
Sunday	171	100	14	285	3.1%	7,527	1,461	9	8,997	96.9%
Monday	262	130	7	399	1.9%	17,103	3,161	6	20,270	98.1%
Tuesday	243	160	8	411	2.0%	17,115	3,112	16	20,243	98.0%
Wednesday	225	136	16	377	1.9%	16,344	2,998	19	19,361	98.1%
Thursday	268	138	12	418	2.0%	16,898	3,227	12	20,137	98.0%
Friday	274	135	15	424	1.8%	19,274	3,378	15	22,667	98.2%
Saturday	262	137	15	414	2.3%	15,099	2,776	9	17,884	97.7%
<b>Total</b>	<b>1,705</b>	<b>936</b>	<b>87</b>	<b>2,728</b>	<b>2.1%</b>	<b>109,360</b>	<b>20,113</b>	<b>86</b>	<b>129,559</b>	<b>97.9%</b>

- Weekends had the lowest restraint use.

## Vehicle Occupants

### Restraint Use by Hour (Utah 2015)

Hour	Persons									
	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
Midnight	32	26	1	59	4.4%	1,056	229	3	1,288	95.6%
1 a.m.	45	14	3	62	7.1%	645	161	2	808	92.9%
2 a.m.	19	19	3	41	6.1%	498	136	1	635	93.9%
3 a.m.	29	16	4	49	9.5%	363	103	1	467	90.5%
4 a.m.	15	6	0	21	3.9%	395	123	4	522	96.1%
5 a.m.	24	30	5	59	5.1%	906	194	5	1,105	94.9%
6 a.m.	43	27	4	74	3.0%	2,018	375	1	2,394	97.0%
7 a.m.	80	47	5	132	2.2%	4,891	840	5	5,736	97.8%
8 a.m.	78	36	2	116	1.7%	5,664	985	2	6,651	98.3%
9 a.m.	59	29	4	92	1.8%	4,238	775	0	5,013	98.2%
10 a.m.	73	35	1	109	2.2%	4,175	753	6	4,934	97.8%
11 a.m.	85	38	3	126	2.0%	5,146	990	3	6,139	98.0%
Noon	104	44	1	149	1.8%	6,718	1,200	3	7,921	98.2%
1 p.m.	99	55	2	156	1.9%	6,663	1,230	1	7,894	98.1%
2 p.m.	110	49	7	166	1.8%	7,755	1,310	9	9,074	98.2%
3 p.m.	134	61	6	201	1.9%	8,968	1,644	4	10,616	98.1%
4 p.m.	106	73	5	184	1.5%	10,092	1,928	7	12,027	98.5%
5 p.m.	131	69	5	205	1.4%	12,552	2,130	8	14,690	98.6%
6 p.m.	99	43	9	151	1.4%	9,182	1,599	8	10,789	98.6%
7 p.m.	102	47	2	151	2.2%	5,622	1,073	2	6,697	97.8%
8 p.m.	85	48	2	135	2.7%	3,921	852	5	4,778	97.3%
9 p.m.	60	36	3	99	2.3%	3,642	618	1	4,261	97.7%
10 p.m.	55	35	4	94	3.0%	2,515	484	1	3,000	97.0%
11 p.m.	38	53	6	97	4.4%	1,735	381	4	2,120	95.6%
<b>Total</b>	<b>1,705</b>	<b>936</b>	<b>87</b>	<b>2,728</b>	<b>2.1%</b>	<b>109,360</b>	<b>20,113</b>	<b>86</b>	<b>129,559</b>	<b>97.9%</b>



- Vehicle occupants were least likely to be restrained at night (11:00 p.m. to 5:59 a.m.).

## Children and Restraint Use

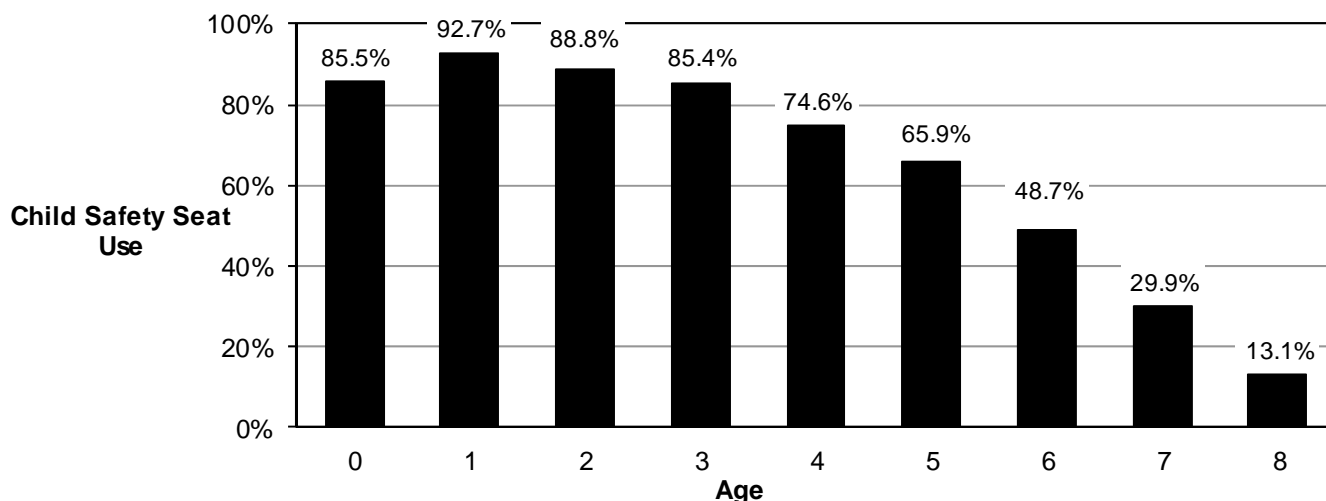
### Restraint Use for Children Age 0 to 8 Years (Utah 2015)

Child Occupants								
Restraint Use	Ages 0-1		Ages 2-4		Ages 5-8		Total	
	#	%	#	%	#	%	#	%
Child Safety Seat	1,984	88.8%	2,565	83.0%	1,517	40.3%	6,066	66.8%
Seat Belt Only	235	10.5%	484	15.7%	2,181	58.0%	2,900	31.9%
Unrestrained	15	0.7%	40	1.3%	63	1.7%	118	1.3%
<b>Total</b>	<b>2,234</b>	<b>100.0%</b>	<b>3,089</b>	<b>100.0%</b>	<b>3,761</b>	<b>100.0%</b>	<b>9,084</b>	<b>100.0%</b>

- The older the child the less likely they were using a child safety seat.
- The drastic decrease in child safety seat use for children aged 5-8 years is concerning. This indicates that children are moving to adult-sized seat belts too early.

### Child Safety Seat Use of Children (0 to 8 Years) by Age (Utah 2015)

Persons						
Age	Child Safety Seat Used		Child Safety Seat Not Used		Total	
	#	%	#	%	#	%
0	1,024	85.5%	174	14.5%	1,198	100.0%
1	960	92.7%	76	7.3%	1,036	100.0%
2	937	88.8%	118	11.2%	1,055	100.0%
3	872	85.4%	149	14.6%	1,021	100.0%
4	756	74.6%	257	25.4%	1,013	100.0%
5	684	65.9%	354	34.1%	1,038	100.0%
6	455	48.7%	480	51.3%	935	100.0%
7	255	29.9%	597	70.1%	852	100.0%
8	123	13.1%	813	86.9%	936	100.0%
<b>Total</b>	<b>6,066</b>	<b>66.8%</b>	<b>3,018</b>	<b>33.2%</b>	<b>9,084</b>	<b>100.0%</b>



- While over 88% of children ages 0 and 1 years were in a child safety seat, only 75% of 4-year-olds, 49% of 6-year-olds, and 13% of 8-year-olds were in a child safety seat.



# Speed



2



## Section 3: Speed

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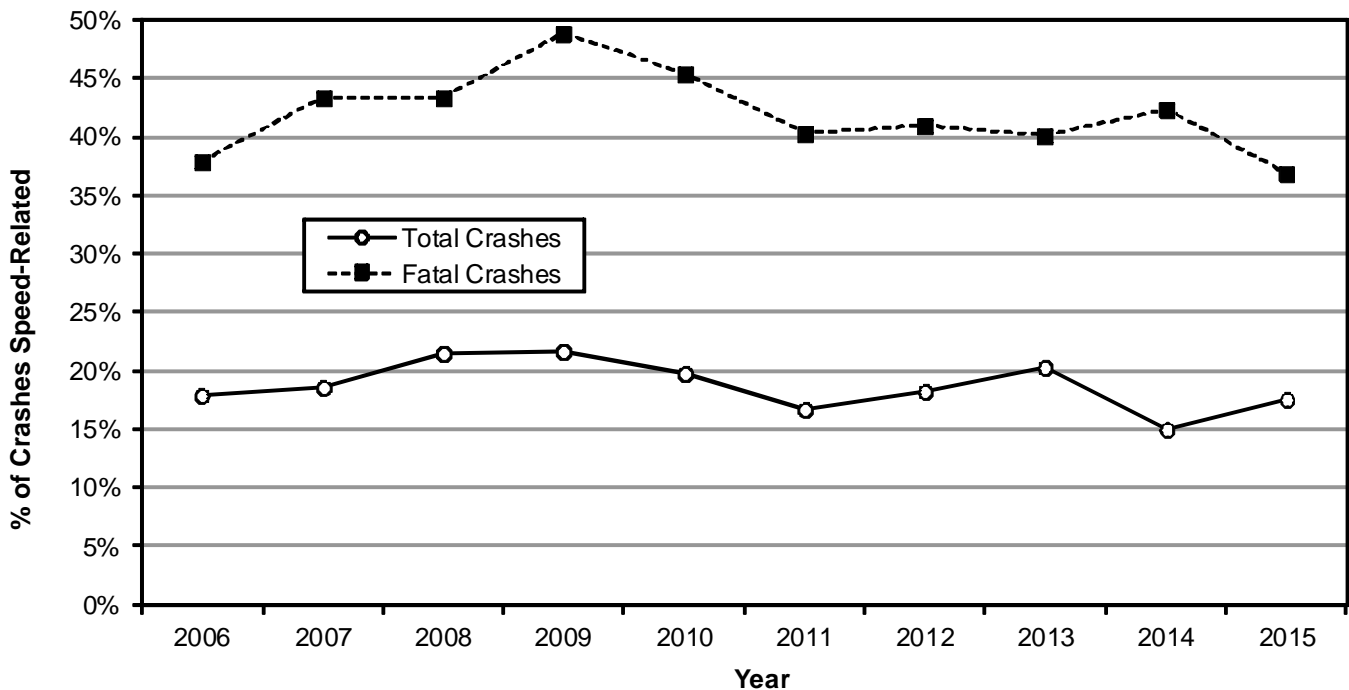
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## Trends

### Speed-Related Crashes (Utah 2006-2015)

Speed-Related Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Speed		All	Speed		All	Speed		All	Speed	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	6,450	17.1%	18,264	3,539	19.4%	249	94	37.8%	56,187	10,083	17.9%
2007	42,368	7,612	18.0%	18,619	3,687	19.8%	258	112	43.4%	61,245	11,411	18.6%
2008	38,997	8,311	21.3%	17,125	3,622	21.2%	245	106	43.3%	56,367	12,039	21.4%
2009	35,398	7,607	21.5%	15,752	3,379	21.5%	217	106	48.8%	51,367	11,092	21.6%
2010	34,155	6,591	19.3%	14,995	3,026	20.2%	218	99	45.4%	49,368	9,716	19.7%
2011	36,418	5,724	15.7%	15,645	2,885	18.4%	224	90	40.2%	52,287	8,699	16.6%
2012	34,635	6,135	17.7%	15,765	2,970	18.8%	200	83	41.5%	50,600	9,188	18.2%
2013	39,301	7,925	20.2%	16,134	3,225	20.0%	202	81	40.1%	55,637	11,231	20.2%
2014	37,388	5,302	14.2%	16,426	2,631	16.0%	222	94	42.3%	54,036	8,027	14.9%
2015	42,089	7,050	16.8%	17,665	3,362	19.0%	258	95	36.8%	60,012	10,507	17.5%
Total	378,423	68,707	18.2%	166,390	32,326	19.4%	2,293	960	41.9%	547,106	101,993	18.6%



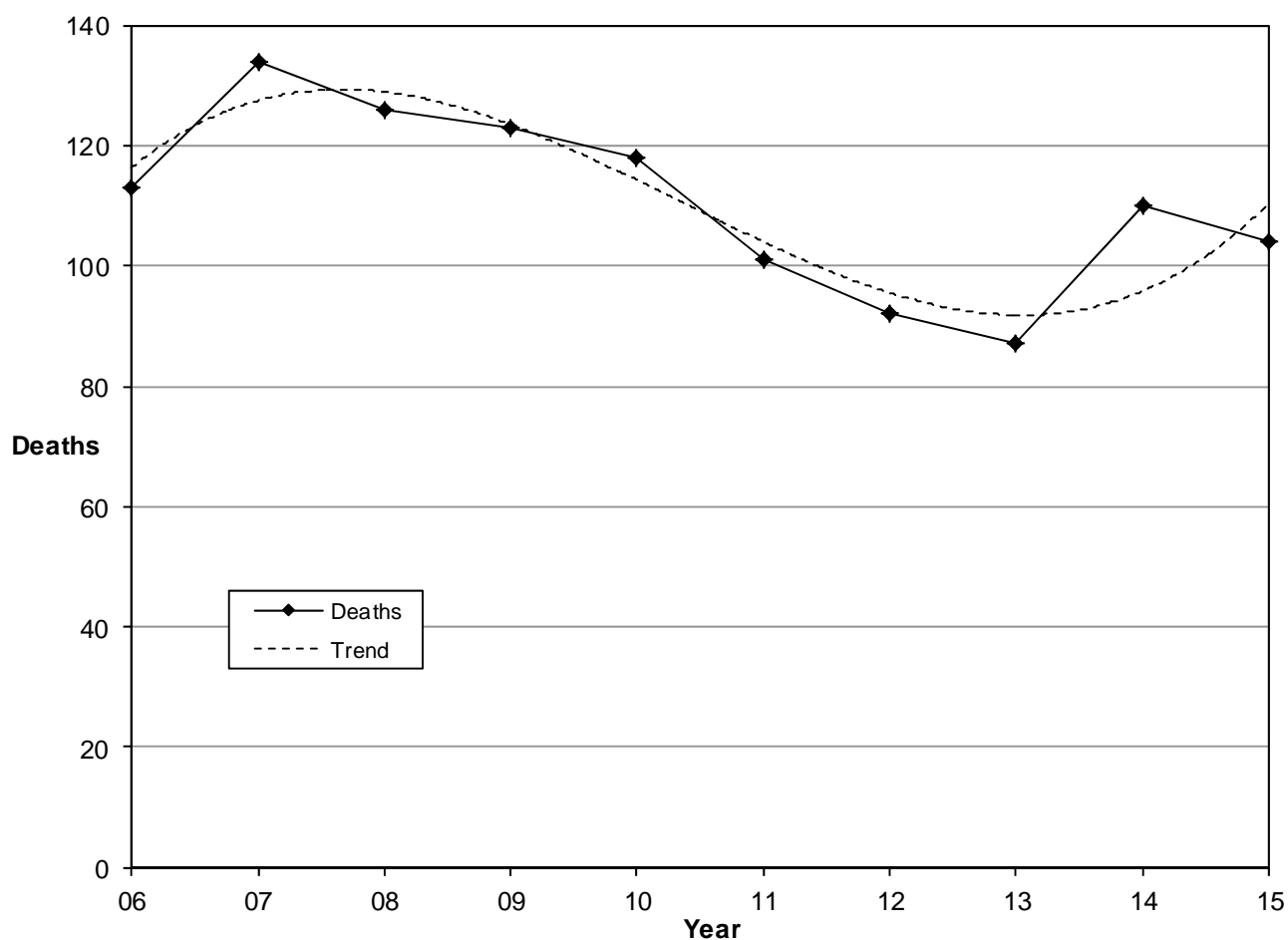
- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 18.6% of total crashes and 41.9% of fatal crashes in Utah are speed-related.
- 2008 had the highest number of crashes that were speed-related while 2009 had the highest percent.
- 2007 had the highest number of fatal crashes that were speed-related while 2009 had the highest percent.
- Over the last 10 years, speed-related crashes were 3.2 times more likely to be fatal than other crashes.

Note: A crash is considered speed-related when a driver exceeded posted speed limits or was driving too fast for conditions. "Driving too fast for conditions" is more likely to result in less severe crashes. "Exceeding posted speed limits" is more likely to result in more severe crashes as 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.

## Trends

### Speed-Related Deaths (Utah 2006-2015)

Year	Speed Crashes					
	Deaths			Fatal Crashes		
	All	Speed		All	Speed	
	#	#	%	#	#	%
2006	287	113	39.4%	249	94	37.8%
2007	299	134	44.8%	260	112	43.1%
2008	276	126	45.7%	244	106	43.4%
2009	244	123	50.4%	217	106	48.8%
2010	253	118	46.6%	218	99	45.4%
2011	243	101	41.6%	224	90	40.2%
2012	217	92	42.4%	200	83	41.5%
2013	220	87	39.5%	202	81	40.1%
2014	256	110	43.0%	222	94	42.3%
2015	278	104	37.4%	258	95	36.8%
<b>Total</b>	<b>2,573</b>	<b>1,108</b>	<b>43.1%</b>	<b>2,294</b>	<b>960</b>	<b>41.8%</b>

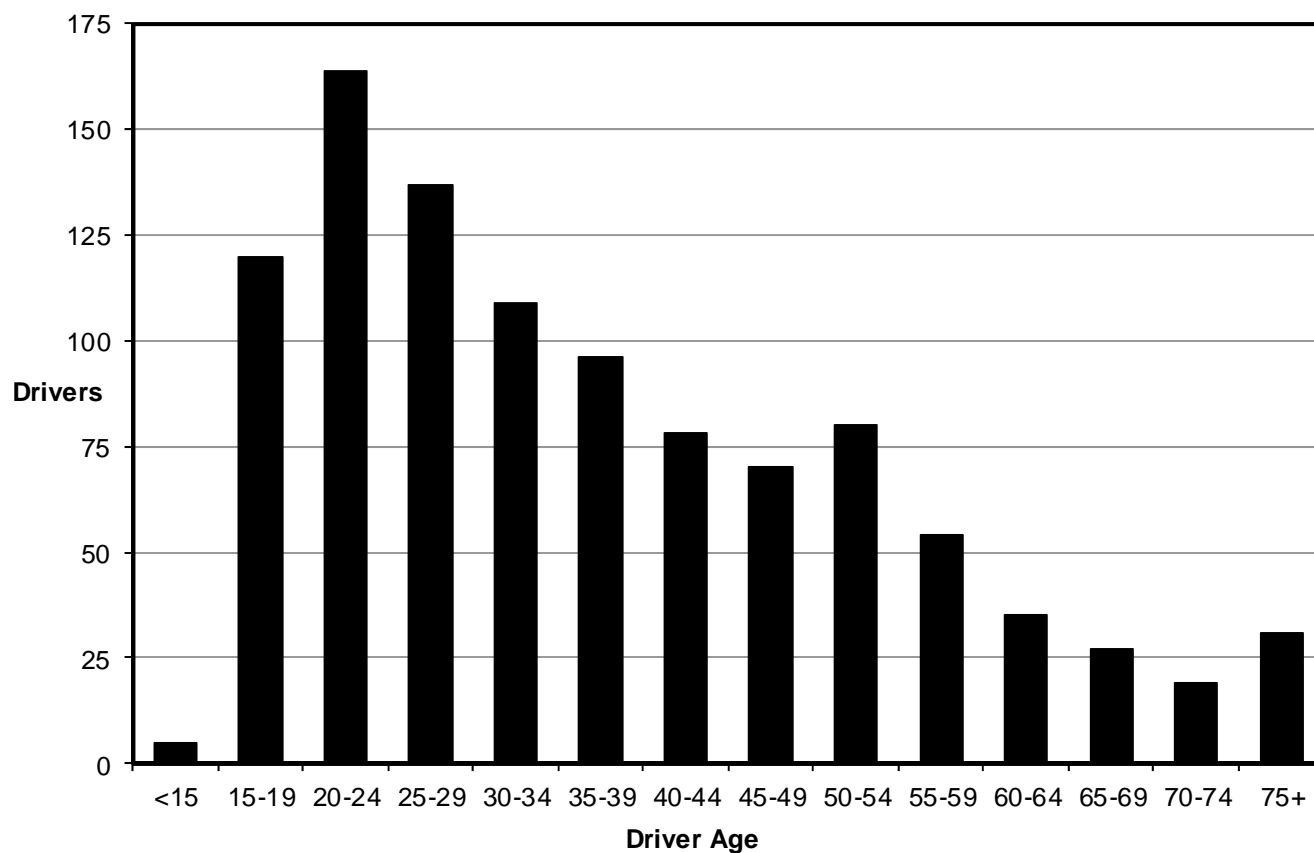


- Over the past 10 years, the percentage of deaths and fatal crashes that were speed-related has fluctuated around 43.1% of all deaths and 41.8% of fatal crashes.
- On average, 111 people die a year in Utah from speed-related crashes.

## Trends

### Speed-Related Drivers in Fatal Crashes (Utah 2006-2015)

Speed-Related Drivers in Fatal Crashes												
Age	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
<15	0	0	1	1	0	0	1	0	0	2	5	0.5%
15-19	16	22	14	12	12	11	9	8	10	6	120	11.7%
20-24	20	23	20	20	14	11	11	9	13	23	164	16.0%
25-29	12	14	19	12	17	15	10	13	12	13	137	13.4%
30-34	11	11	14	9	14	13	10	10	5	12	109	10.6%
35-39	10	8	11	11	12	9	7	7	16	5	96	9.4%
40-44	6	11	6	16	5	7	8	8	7	4	78	7.6%
45-49	5	11	4	13	7	6	5	5	8	6	70	6.8%
50-54	5	6	9	7	8	5	6	6	15	13	80	7.8%
55-59	6	3	6	9	6	4	3	6	4	7	54	5.3%
60-64	4	4	1	3	0	6	6	0	6	5	35	3.4%
65-69	1	2	1	5	3	4	2	3	2	4	27	2.6%
70-74	3	1	1	1	2	0	3	4	1	3	19	1.9%
75+	2	2	2	4	5	2	2	6	1	5	31	3.0%
<b>Total</b>	<b>101</b>	<b>118</b>	<b>109</b>	<b>123</b>	<b>105</b>	<b>93</b>	<b>83</b>	<b>85</b>	<b>100</b>	<b>108</b>	<b>1,025</b>	<b>100.0%</b>



- Over the past 10 years, over one-half (51.7%) of the speed-related drivers in fatal crashes were aged 15-29 years.
- Drivers over age 60 years had the lowest number of speed-related drivers in fatal crashes.

## Crash Conditions

### Speed-Related Crashes by County (Utah 2015)

Speed-Related Crashes								
County	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Salt Lake	3,196	33.8	1,376	14.5	20	0.21	4,592	48.5
Morgan	50	35.0	17	11.9	2	1.40	69	48.3
Wasatch	114	28.9	57	14.5	3	0.76	174	44.2
Utah	1,067	24.2	588	13.4	11	0.25	1,666	37.8
Rich	15	28.5	4	7.6	0	0.00	19	36.1
Cache	209	21.9	103	10.8	0	0.00	312	32.7
Summit	196	24.0	68	8.3	1	0.12	265	32.4
Box Elder	216	22.2	80	8.2	8	0.82	304	31.2
Weber	339	19.4	182	10.4	4	0.23	525	30.1
Davis	557	19.9	273	9.7	3	0.11	833	29.7
Sanpete	43	18.0	21	8.8	3	1.26	67	28.1
Iron	148	18.6	73	9.2	2	0.25	223	28.1
Garfield	22	17.8	12	9.7	0	0.00	34	27.6
Sevier	56	16.0	38	10.9	0	0.00	94	26.9
Wayne	9	17.2	4	7.6	1	1.91	14	26.8
Duchesne	54	16.5	31	9.5	1	0.31	86	26.2
Tooele	135	15.6	75	8.7	8	0.93	218	25.2
Beaver	54	18.9	17	6.0	1	0.35	72	25.2
Millard	95	17.8	26	4.9	4	0.75	125	23.4
Kane	19	12.4	15	9.8	1	0.65	35	22.8
Washington	181	11.6	150	9.6	10	0.64	341	21.8
Uintah	64	14.7	29	6.6	2	0.46	95	21.8
Juab	62	14.8	27	6.4	0	0.00	89	21.3
Daggett	6	18.1	1	3.0	0	0.00	7	21.1
Piute	3	9.7	3	9.7	0	0.00	6	19.4
Emery	40	10.4	29	7.5	2	0.52	71	18.4
Carbon	34	9.9	21	6.1	5	1.45	60	17.4
San Juan	32	9.9	19	5.9	2	0.62	53	16.4
Grand	34	8.9	23	6.0	1	0.26	58	15.2
<b>Statewide</b>	<b>7,050</b>	<b>24.0</b>	<b>3,362</b>	<b>11.4</b>	<b>95</b>	<b>0.32</b>	<b>10,507</b>	<b>35.7</b>

- Salt Lake (48.5), Morgan (48.3), Wasatch (44.2), and Utah (37.8) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Wayne (1.91), Carbon (1.45), Morgan (1.40), and Sanpete (1.26) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (15.2), San Juan (16.4), and Carbon (17.4) counties had the lowest rates of speed-related total crashes per 100 million vehicle miles traveled.

### Speed-Related Crashes by Urban/Rural Location (Utah 2015)

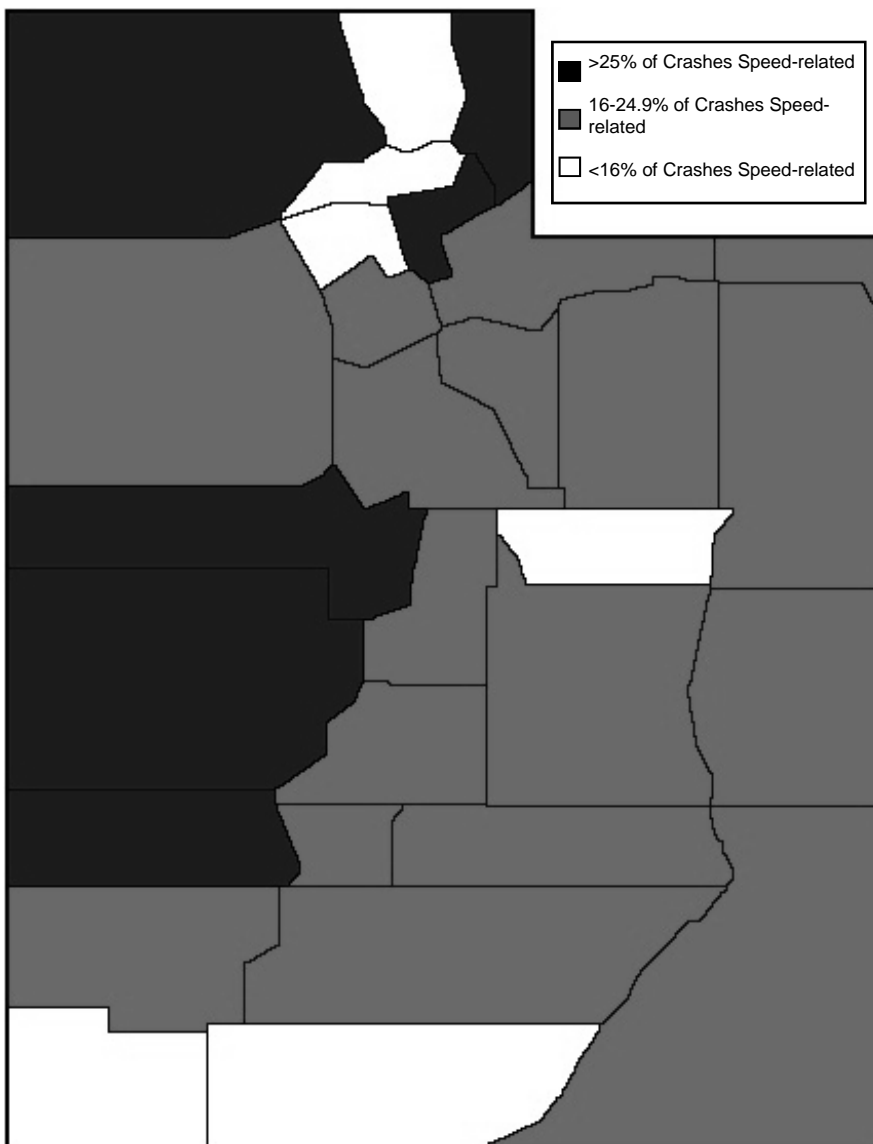
- Urban areas had a higher rate of total speed-related crashes per VMT while Rural areas had a higher rate for fatal speed crashes.
- Speed-related crashes occurring in rural areas were 3.7 times more likely to result in a death than speed-related crashes in urban areas.

Speed-Related Crashes								
Location	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million	#	Rate per 100 Million	#	Rate per 100 Million	#	Rate per 100 Million
Urban	5,549	26.5	2,672	12.8	48	0.23	8,269	39.5
Rural	1,501	17.8	690	8.2	47	0.56	2,238	26.5
<b>Total</b>	<b>7,050</b>	<b>24.0</b>	<b>3,362</b>	<b>11.4</b>	<b>95</b>	<b>0.32</b>	<b>10,507</b>	<b>35.7</b>

## Crash Conditions

### Percent of Crashes Speed-Related by County (Utah 2015)

Speed-Related Crashes			
County	Total Crashes	Total Speed	
	#	#	%
Morgan	173	69	39.9%
Beaver	221	72	32.6%
Millard	388	125	32.2%
Rich	65	19	29.2%
Box Elder	1,043	304	29.1%
Juab	307	89	29.0%
Emery	289	71	24.6%
Sevier	397	94	23.7%
Iron	956	223	23.3%
Wasatch	760	174	22.9%
Summit	1,182	265	22.4%
San Juan	256	53	20.7%
Grand	285	58	20.4%
Daggett	35	7	20.0%
Piute	30	6	20.0%
Duchesne	439	86	19.6%
Tooele	1,116	218	19.5%
Utah	8,805	1,666	18.9%
Wayne	76	14	18.4%
Sanpete	364	67	18.4%
Garfield	190	34	17.9%
Salt Lake	27,152	4,592	16.9%
Uintah	564	95	16.8%
Davis	5,322	833	15.7%
Kane	227	35	15.4%
Carbon	397	60	15.1%
Cache	2,084	312	15.0%
Washington	2,575	341	13.2%
Weber	4,314	525	12.2%
<b>Statewide</b>	<b>60,012</b>	<b>10,507</b>	<b>17.5%</b>



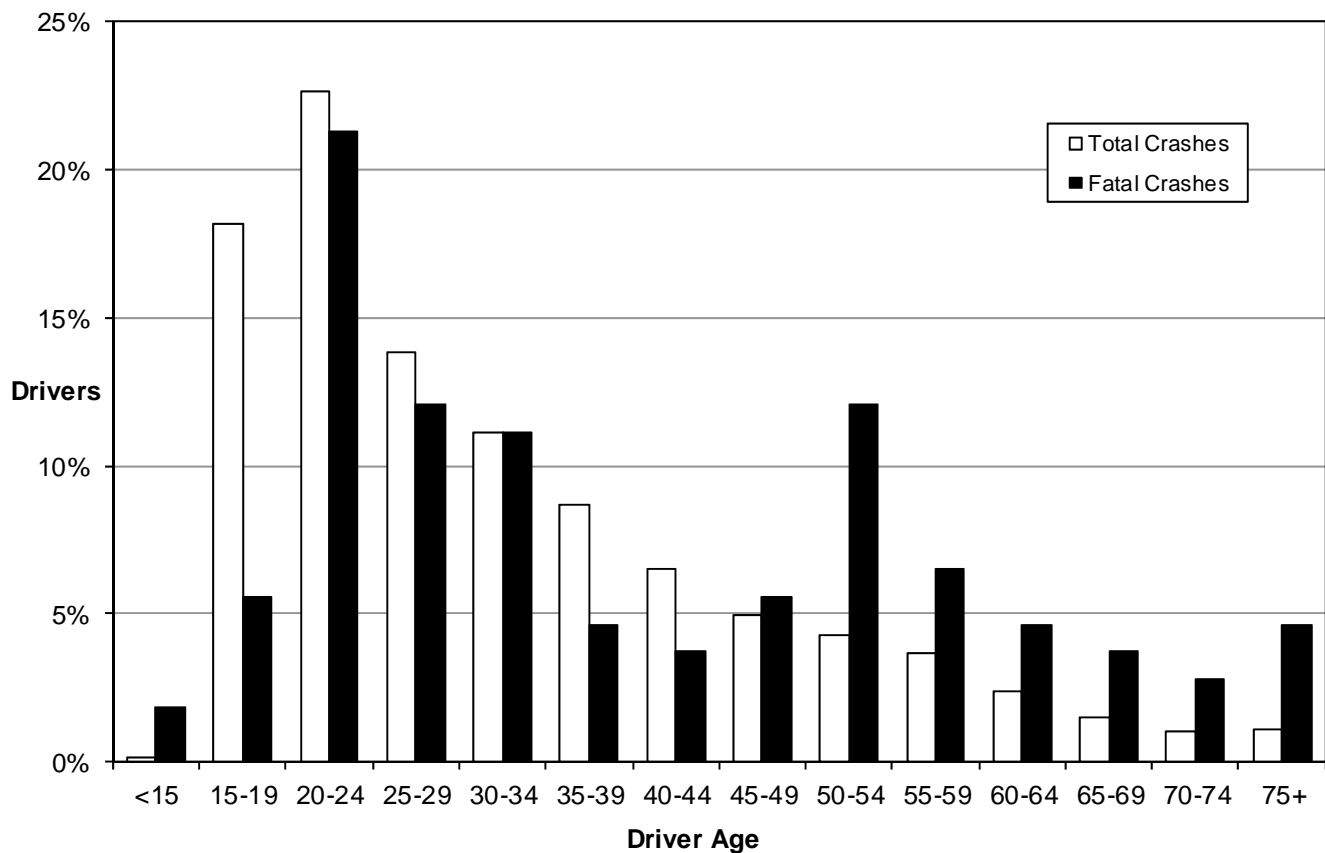
- Morgan (39.9%), Beaver (32.6%), and Millard (32.2%) counties had the highest percent of crashes that were speed-related.
- Weber (12.2%), Washington (13.2%), Cache (15.0%), and Carbon (15.1%) counties had the lowest percent of crashes that were speed-related.



## Crash Conditions

### Age of Drivers in Speed-Related Crashes (Utah 2015)

Speed-Related Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	4	0.1%	6	0.2%	2	1.9%	12	0.1%
15-19	1,320	17.8%	637	17.9%	6	5.6%	1,963	17.7%
20-24	1,668	22.5%	758	21.3%	23	21.3%	2,449	22.1%
25-29	1,007	13.6%	474	13.3%	13	12.0%	1,494	13.5%
30-34	796	10.7%	393	11.0%	12	11.1%	1,201	10.8%
35-39	621	8.4%	309	8.7%	5	4.6%	935	8.4%
40-44	458	6.2%	243	6.8%	4	3.7%	705	6.4%
45-49	364	4.9%	167	4.7%	6	5.6%	537	4.8%
50-54	284	3.8%	166	4.7%	13	12.0%	463	4.2%
55-59	270	3.6%	117	3.3%	7	6.5%	394	3.6%
60-64	168	2.3%	84	2.4%	5	4.6%	257	2.3%
65-69	95	1.3%	63	1.8%	4	3.7%	162	1.5%
70-74	67	0.9%	37	1.0%	3	2.8%	107	1.0%
75+	67	0.9%	44	1.2%	5	4.6%	116	1.0%
Unknown	218	2.9%	67	1.9%	0	0.0%	285	2.6%
<b>Total</b>	<b>7,407</b>	<b>100.0%</b>	<b>3,565</b>	<b>100.0%</b>	<b>108</b>	<b>100.0%</b>	<b>11,080</b>	<b>100.0%</b>



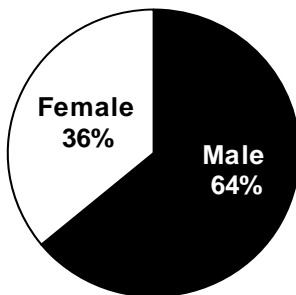
- Younger drivers (15-34 years) had the highest percentage of total speed-related crashes.
- Drivers aged 20-34 and 50-54 years had the highest percentage of fatal speed-related crashes.

## Crash Conditions

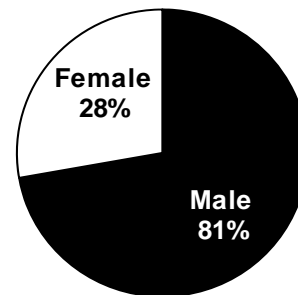
### Gender of Drivers in Speed-Related Crashes (Utah 2015)

Speed-Related Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	4,617	62.3%	2,204	61.8%	78	72.2%	6,899	62.3%
Female	2,560	34.6%	1,294	36.3%	30	27.8%	3,884	35.1%
Unknown	230	3.1%	67	1.9%	0	0.0%	297	2.7%
<b>Total</b>	<b>7,407</b>	<b>100.0%</b>	<b>3,565</b>	<b>100.0%</b>	<b>108</b>	<b>100.0%</b>	<b>11,080</b>	<b>100.0%</b>

#### Total Speed-Related Crashes



#### Fatal Speed-Related Crashes



- Male drivers represented 64.0% (of known) of the drivers in speed-related total crashes and 72.2% of the drivers in speed-related fatal crashes.



### Speed-Related Crashes by Vehicle Type (Utah 2015)

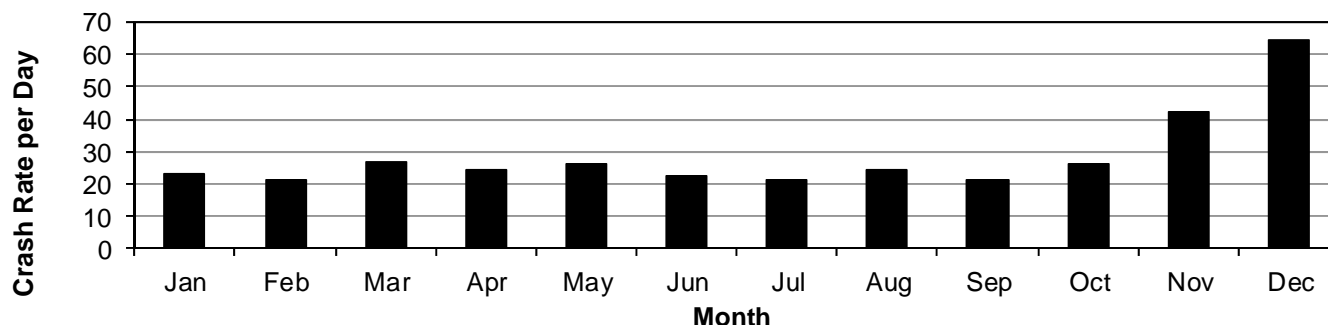
Speed-Related Vehicles								
Vehicle Type	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	4,318	58.2%	1,923	53.9%	44	40.7%	6,285	56.7%
SUV	1,387	18.7%	659	18.5%	20	18.5%	2,066	18.6%
Pickup Truck	1,176	15.9%	519	14.5%	20	18.5%	1,715	15.5%
Van	276	3.7%	142	4.0%	1	0.9%	419	3.8%
Heavy Truck	177	2.4%	79	2.2%	7	6.5%	263	2.4%
Motorcycle	19	0.3%	180	5.0%	14	13.0%	213	1.9%
Off Road Vehicle	7	0.1%	48	1.3%	2	1.9%	57	0.5%
Bus	5	0.1%	3	0.1%	0	0.0%	8	0.1%
Other	0	0.0%	1	0.0%	0	0.0%	1	0.0%
Unknown	50	0.7%	14	0.4%	0	0.0%	64	0.6%
<b>Total</b>	<b>7,415</b>	<b>100.0%</b>	<b>3,568</b>	<b>100.0%</b>	<b>108</b>	<b>100.0%</b>	<b>11,091</b>	<b>100.0%</b>

- For total speed-related crashes, passenger car and SUV were the leading vehicle types.
- For fatal speed-related crashes, passenger car, SUV, and pickup truck were the leading vehicle types.
- Motorcycle was overrepresented in fatal speed-related crashes compared to total speed-related crashes (13% to 2%).

## Crash Conditions

### Speed-Related Crashes by Month (Utah 2015)

Speed-Related Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	505	16.3	209	6.7	1	0.03	715	23.1
February	391	14.0	198	7.1	8	0.29	597	21.3
March	561	18.1	267	8.6	11	0.35	839	27.1
April	474	15.8	254	8.5	8	0.27	736	24.5
May	511	16.5	290	9.4	8	0.26	809	26.1
June	418	13.9	236	7.9	15	0.50	669	22.3
July	399	12.9	251	8.1	10	0.32	660	21.3
August	455	14.7	290	9.4	7	0.23	752	24.3
September	384	12.8	250	8.3	6	0.20	640	21.3
October	505	16.3	304	9.8	8	0.26	817	26.4
November	935	31.2	332	11.1	7	0.23	1,274	42.5
December	1,512	48.8	481	15.5	6	0.19	1,999	64.5
<b>Total</b>	<b>7,050</b>	<b>19.3</b>	<b>3,362</b>	<b>9.2</b>	<b>95</b>	<b>0.26</b>	<b>10,507</b>	<b>28.8</b>



- Overall, December (64.5) and November (42.5) had the highest rates of speed-related crashes per day.
- June (0.50) and March (0.35) had the highest rates per day of fatal speed-related crashes.

### Speed-Related Crashes by Day of Week (Utah 2015)

Speed-Related Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	491	7.0%	318	9.5%	16	16.8%	825	7.9%
Monday	1,310	18.6%	538	16.0%	10	10.5%	1,858	17.7%
Tuesday	1,233	17.5%	490	14.6%	9	9.5%	1,732	16.5%
Wednesday	1,085	15.4%	504	15.0%	12	12.6%	1,601	15.2%
Thursday	920	13.0%	455	13.5%	14	14.7%	1,389	13.2%
Friday	1,035	14.7%	520	15.5%	16	16.8%	1,571	15.0%
Saturday	976	13.8%	537	16.0%	18	18.9%	1,531	14.6%
<b>Total</b>	<b>7,050</b>	<b>100.0%</b>	<b>3,362</b>	<b>100.0%</b>	<b>95</b>	<b>100.0%</b>	<b>10,507</b>	<b>100.0%</b>

- The highest percentage of speed-related total crashes occurred on Monday while the highest percentage of fatal crashes occurred on Saturday.
- Speed-related total crashes were lowest on Sunday and fatal crashes were lowest on Tuesday.

## Crash Conditions

### Speed-Related Crashes by Hour (Utah 2015)

Speed-Related Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	145	2.1%	85	2.5%	2	2.1%	232	2.2%
1 a.m.	104	1.5%	56	1.7%	1	1.1%	161	1.5%
2 a.m.	89	1.3%	48	1.4%	3	3.2%	140	1.3%
3 a.m.	74	1.0%	46	1.4%	4	4.2%	124	1.2%
4 a.m.	79	1.1%	49	1.5%	2	2.1%	130	1.2%
5 a.m.	150	2.1%	52	1.5%	4	4.2%	206	2.0%
6 a.m.	262	3.7%	99	2.9%	2	2.1%	363	3.5%
7 a.m.	476	6.8%	170	5.1%	5	5.3%	651	6.2%
8 a.m.	597	8.5%	206	6.1%	5	5.3%	808	7.7%
9 a.m.	397	5.6%	152	4.5%	2	2.1%	551	5.2%
10 a.m.	317	4.5%	135	4.0%	6	6.3%	458	4.4%
11 a.m.	259	3.7%	132	3.9%	4	4.2%	395	3.8%
Noon	313	4.4%	165	4.9%	2	2.1%	480	4.6%
1 p.m.	264	3.7%	152	4.5%	2	2.1%	418	4.0%
2 p.m.	374	5.3%	165	4.9%	9	9.5%	548	5.2%
3 p.m.	401	5.7%	204	6.1%	7	7.4%	612	5.8%
4 p.m.	522	7.4%	275	8.2%	5	5.3%	802	7.6%
5 p.m.	648	9.2%	304	9.0%	3	3.2%	955	9.1%
6 p.m.	452	6.4%	234	7.0%	7	7.4%	693	6.6%
7 p.m.	284	4.0%	174	5.2%	4	4.2%	462	4.4%
8 p.m.	228	3.2%	143	4.3%	2	2.1%	373	3.6%
9 p.m.	237	3.4%	108	3.2%	5	5.3%	350	3.3%
10 p.m.	192	2.7%	103	3.1%	5	5.3%	300	2.9%
11 p.m.	186	2.6%	105	3.1%	4	4.2%	295	2.8%
<b>Total</b>	<b>7,050</b>	<b>100.0%</b>	<b>3,362</b>	<b>100.0%</b>	<b>95</b>	<b>100.0%</b>	<b>10,507</b>	<b>100.0%</b>

- Total speed-related crashes peaked in the morning (7:00 a.m. to 8:59 a.m.), with another peak in the late afternoon/evening (4:00 p.m. to 6:59 p.m.).
- Fatal speed-related crashes were highest during the 2:00 p.m., 3:00 p.m., and 6:00 p.m. hours.

### Speed-Related Crashes by Speed Limit (Utah 2015)

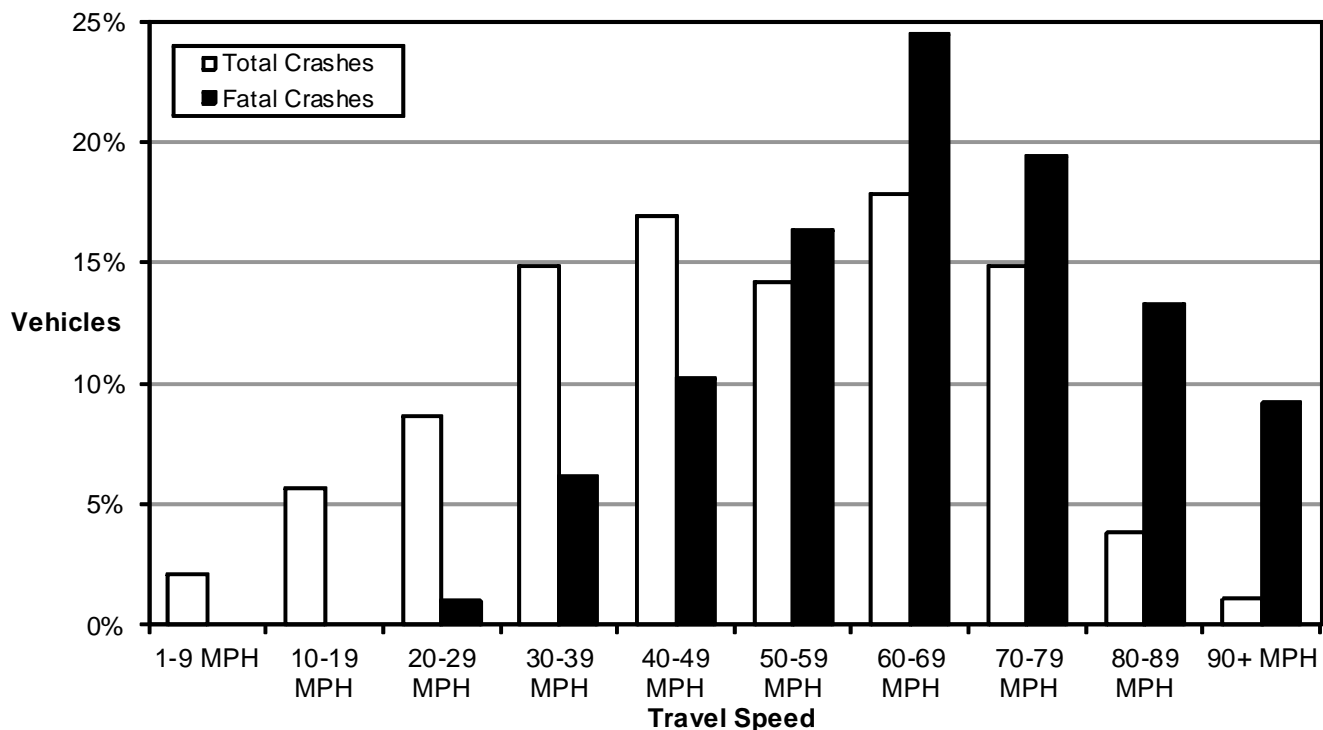
Speed-Related Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	142	1.9%	42	1.2%	0	0.0%	184	1.7%
20-25 MPH	720	9.7%	374	10.5%	7	6.5%	1,101	9.9%
30-35 MPH	710	9.6%	537	15.1%	12	11.1%	1,259	11.4%
40-45 MPH	799	10.8%	499	14.0%	19	17.6%	1,317	11.9%
50-55 MPH	859	11.6%	408	11.4%	10	9.3%	1,277	11.5%
60-65 MPH	900	12.1%	393	11.0%	23	21.3%	1,316	11.9%
70-75 MPH	2,554	34.4%	1,014	28.4%	15	13.9%	3,583	32.3%
80 MPH	347	4.7%	115	3.2%	17	15.7%	479	4.3%
Unknown	384	5.2%	186	5.2%	5	4.6%	575	5.2%
<b>Total</b>	<b>7,415</b>	<b>100.0%</b>	<b>3,568</b>	<b>100.0%</b>	<b>108</b>	<b>100.0%</b>	<b>11,091</b>	<b>100.0%</b>

- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- Over one-third (38.6% of known) of total speed-related crashes occurred where the speed limit was 70 MPH or higher.
- Speed-related crashes with an 80 MPH speed limit were 4.3 times more likely to be fatal.

## Crash Conditions

### Speed-Related Crashes by Travel Speed (Utah 2015)

Speed-Related Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1-9 MPH	160	2.2%	53	1.5%	0	0.0%	213	1.9%
10-19 MPH	466	6.3%	112	3.1%	0	0.0%	578	5.2%
20-29 MPH	674	9.1%	204	5.7%	1	0.9%	879	7.9%
30-39 MPH	1,009	13.6%	500	14.0%	6	5.6%	1,515	13.7%
40-49 MPH	1,034	13.9%	680	19.1%	10	9.3%	1,724	15.5%
50-59 MPH	949	12.8%	483	13.5%	16	14.8%	1,448	13.1%
60-69 MPH	1,202	16.2%	596	16.7%	24	22.2%	1,822	16.4%
70-79 MPH	1,020	13.8%	474	13.3%	19	17.6%	1,513	13.6%
80-89 MPH	222	3.0%	158	4.4%	13	12.0%	393	3.5%
90+ MPH	45	0.6%	57	1.6%	9	8.3%	111	1.0%
Unknown	634	8.6%	251	7.0%	10	9.3%	895	8.1%
<b>Total</b>	<b>7,415</b>	<b>100.0%</b>	<b>3,568</b>	<b>100.0%</b>	<b>108</b>	<b>100.0%</b>	<b>11,091</b>	<b>100.0%</b>

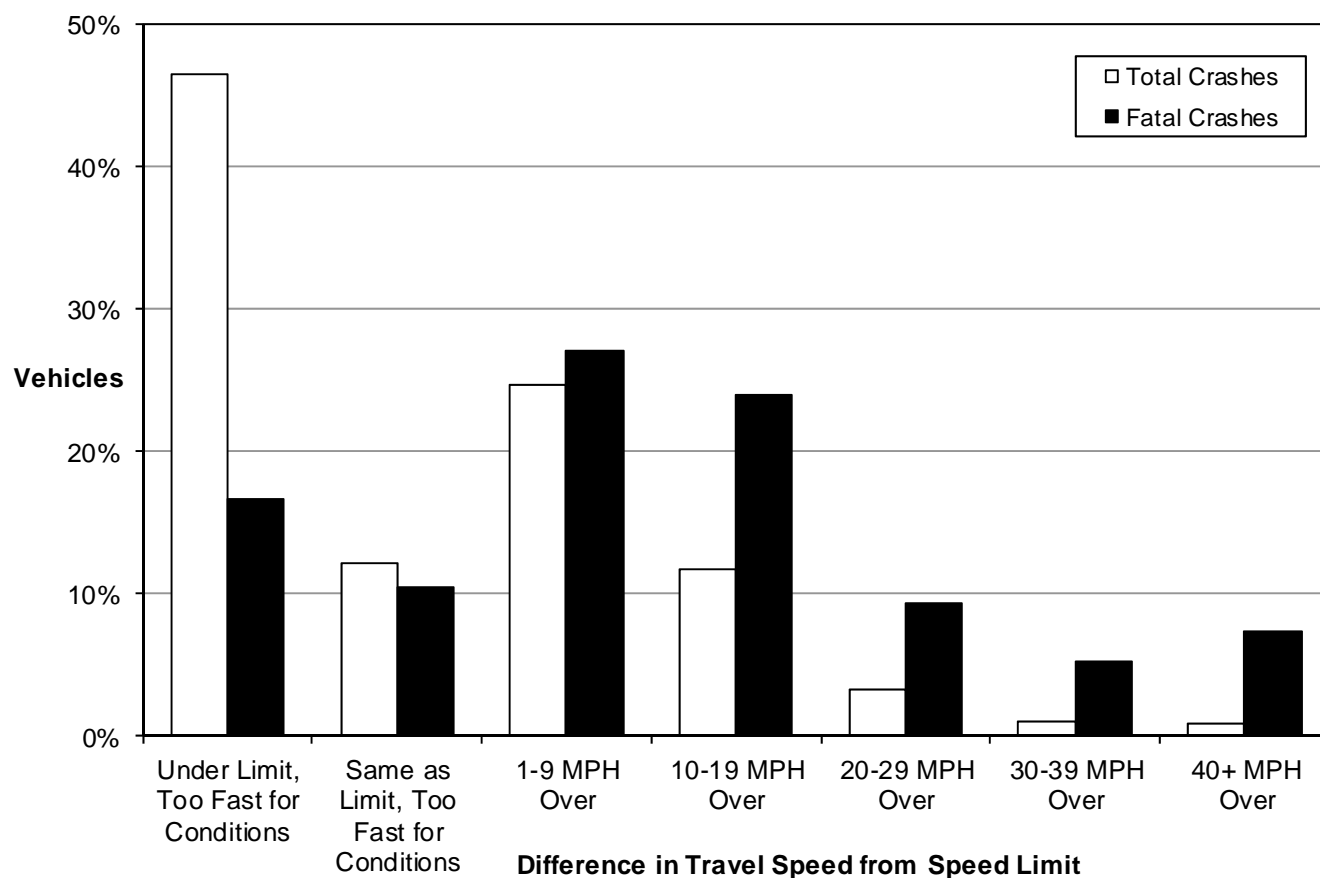


- 60-69 MPH (17.9% of known) and 40-49 MPH (16.9% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Nearly two-thirds (66.3% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. Speed-related vehicles in crashes traveling 80+ MPH were 5.8 times more likely to be in a fatal crash.
- 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. The risk of death and severe injury is a direct exponential function of speed. Drivers become increased risks to themselves and other people on the highway due to higher speeds.
- 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

### Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2015)

Speed-Related Vehicles								
Travel Speed vs. Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Under Limit, Too Fast for Conditions	3,422	46.1%	1,214	34.0%	16	14.8%	<b>4,652</b>	<b>41.9%</b>
Same as Limit, Too Fast for Conditions	823	11.1%	376	10.5%	10	9.3%	<b>1,209</b>	<b>10.9%</b>
1-9 MPH Over Speed Limit	1,581	21.3%	870	24.4%	26	24.1%	<b>2,477</b>	<b>22.3%</b>
10-19 MPH Over Speed Limit	633	8.5%	514	14.4%	23	21.3%	<b>1,170</b>	<b>10.5%</b>
20-29 MPH Over Speed Limit	139	1.9%	178	5.0%	9	8.3%	<b>326</b>	<b>2.9%</b>
30-39 MPH Over Speed Limit	48	0.6%	46	1.3%	5	4.6%	<b>99</b>	<b>0.9%</b>
40+ MPH Over Speed Limit	24	0.3%	48	1.3%	7	6.5%	<b>79</b>	<b>0.7%</b>
Unknown	745	10.0%	322	9.0%	12	11.1%	<b>1,079</b>	<b>9.7%</b>
<b>Total</b>	<b>7,415</b>	<b>100.0%</b>	<b>3,568</b>	<b>100.0%</b>	<b>108</b>	<b>100.0%</b>	<b>11,091</b>	<b>100.0%</b>



- 4,151 vehicles in crashes were known to be traveling over the posted speed limit.
- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Speed-related vehicles in total crashes were more likely to be traveling too fast for conditions.
- Nearly three-fourths of speed-related vehicles (72.9% of known) in fatal crashes were traveling over the posted speed limit.
- Speed increases the crash energy by the square of the speeds. When impact speed increases from 40 to 60 MPH (a 50% increase), the energy that needs to be managed increases by 125%.



# Alcohol



## Section 4: Alcohol

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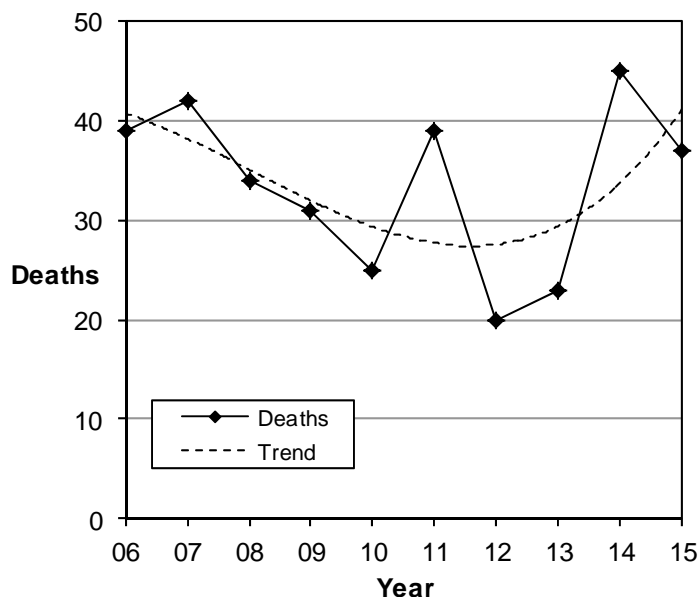
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## Trends

### Fatal Crashes Involving Drunk Drivers (Utah 2006-2015)

Drunk Driver Crashes						
Year	Deaths			Fatal Crashes		
	All #	Alcohol #	%	All #	Alcohol #	%
2006	287	39	13.6%	249	32	12.9%
2007	299	42	14.0%	260	37	14.2%
2008	276	34	12.3%	244	32	13.1%
2009	244	31	12.7%	217	28	12.9%
2010	253	25	9.9%	218	24	11.0%
2011	243	39	16.0%	224	33	14.7%
2012	217	20	9.2%	200	19	9.5%
2013	220	23	10.5%	202	23	11.4%
2014	256	45	17.6%	222	37	16.7%
2015	278	37	13.3%	258	31	12.0%
<b>Total</b>	<b>2,573</b>	<b>335</b>	<b>13.0%</b>	<b>2,294</b>	<b>296</b>	<b>12.9%</b>



- Over the past 10 years, the percentage of deaths and fatal crashes involving drunk drivers has fluctuated around 13% of all deaths and fatal crashes.
- The 45 deaths involving drunk drivers in 2014 was the highest since 2004.
- On average, 34 people die a year in Utah from drunk driver crashes.

### Deaths Involving Drunk Drivers (Utah 2006-2015)

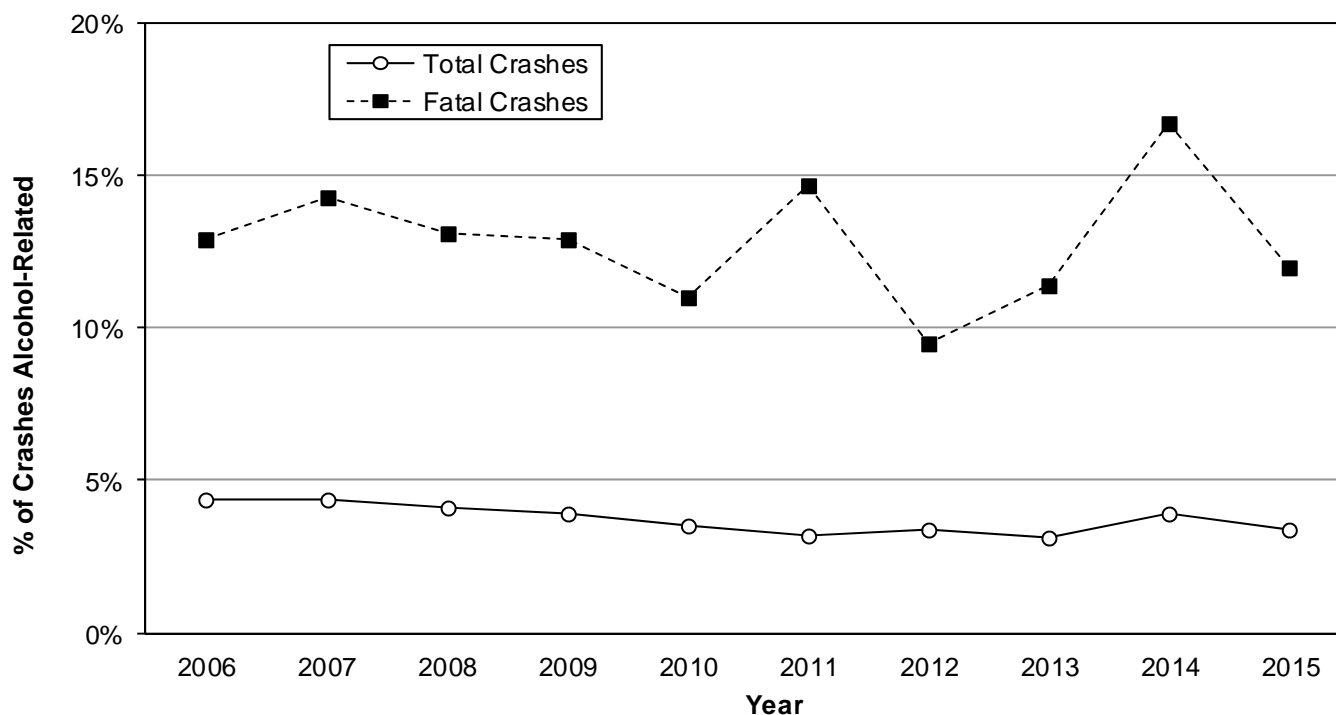
Deaths Involving Drunk Drivers by Person Type of Fatality														
	Drunk Driver		Passenger of Drunk Driver		Driver of Another Vehicle		Passenger of Another Vehicle		Pedestrian		Bicyclist		Total	
Year	#	%	#	%	#	%	#	%	#	%	#	%	#	%
2006	22	56.4%	7	17.9%	3	7.7%	6	15.4%	1	2.6%	0	0.0%	39	100.0%
2007	24	57.1%	9	21.4%	3	7.1%	4	9.5%	2	4.8%	0	0.0%	42	100.0%
2008	24	70.6%	8	23.5%	1	2.9%	1	2.9%	0	0.0%	0	0.0%	34	100.0%
2009	20	64.5%	6	19.4%	3	9.7%	1	3.2%	1	3.2%	0	0.0%	31	100.0%
2010	19	76.0%	3	12.0%	1	4.0%	0	0.0%	2	8.0%	0	0.0%	25	100.0%
2011	26	66.7%	7	17.9%	4	10.3%	1	2.6%	1	2.6%	0	0.0%	39	100.0%
2012	11	55.0%	3	15.0%	3	15.0%	3	15.0%	0	0.0%	0	0.0%	20	100.0%
2013	17	73.9%	4	17.4%	1	4.3%	0	0.0%	1	4.3%	0	0.0%	23	100.0%
2014	22	48.9%	8	17.8%	4	8.9%	5	11.1%	5	11.1%	1	2.2%	45	100.0%
2015	25	67.6%	6	16.2%	3	8.1%	1	2.7%	1	2.7%	1	2.7%	37	100.0%
Total	210	62.7%	61	18.2%	26	7.8%	22	6.6%	14	4.2%	2	0.6%	335	100.0%

- Of the 37 drunk driver crash deaths in 2015, 25 (68%) were to the drunk driver, 6 (16%) deaths were to passengers of the drunk driver, 4 (11%) were occupants of other vehicles, and 2 (5%) were non-motorists.
- Over the past 10 years, 63% of deaths involving drunk drivers were to the drunk driver, 18% of deaths were to passengers of the drunk driver, 14% of deaths were to occupants of another vehicle in the crash, and 5% were to non-motorists.

## Trends

### Alcohol-Related Driver Crashes (Utah 2006-2015)

Alcohol-Related Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	1,261	3.3%	18,264	1,195	6.5%	249	32	12.9%	56,187	2,488	4.4%
2007	42,368	1,441	3.4%	18,619	1,240	6.7%	258	37	14.3%	61,245	2,718	4.4%
2008	38,997	1,217	3.1%	17,125	1,081	6.3%	245	32	13.1%	56,367	2,330	4.1%
2009	35,398	1,108	3.1%	15,752	883	5.6%	217	28	12.9%	51,367	2,019	3.9%
2010	34,155	897	2.6%	14,995	802	5.3%	218	24	11.0%	49,368	1,723	3.5%
2011	36,418	910	2.5%	15,645	719	4.6%	224	33	14.7%	52,287	1,662	3.2%
2012	34,635	970	2.8%	15,765	738	4.7%	200	19	9.5%	50,600	1,727	3.4%
2013	39,301	953	2.4%	16,134	760	4.7%	202	23	11.4%	55,637	1,736	3.1%
2014	37,388	1,155	3.1%	16,426	938	5.7%	222	37	16.7%	54,036	2,130	3.9%
2015	42,089	1,160	2.8%	17,665	830	4.7%	258	31	12.0%	60,012	2,021	3.4%
<b>Total</b>	<b>378,423</b>	<b>11,072</b>	<b>2.9%</b>	<b>166,390</b>	<b>9,186</b>	<b>5.5%</b>	<b>2,293</b>	<b>296</b>	<b>12.9%</b>	<b>547,106</b>	<b>20,554</b>	<b>3.8%</b>



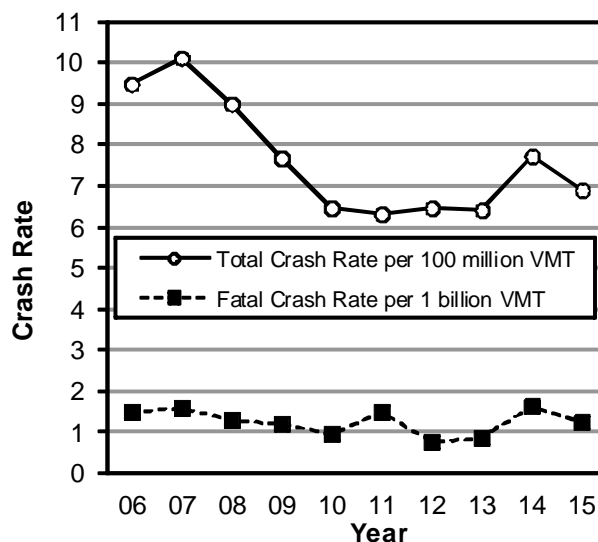
- Over the past 10 years, 3.8% of total crashes involved alcohol-related drivers compared with 12.9% of fatal crashes.
- Over the past 10 years, alcohol-related driver crashes were 3.8 times more likely to be fatal than crashes not involving an alcohol-related driver.

Note: A non-fatal crash is considered alcohol-related when the driver was cited for driving under the influence, at least one driver had a blood alcohol concentration of .08 grams per deciliter or above, or if the investigating officer suspected the driver used alcohol. An alcohol-impaired driver fatal crash is a crash resulting in one or more deaths involving at least one driver with a blood alcohol concentration of .08 grams per deciliter or above.

## Trends

### Alcohol-Related Driver Crash Rates (Utah 2006-2015)

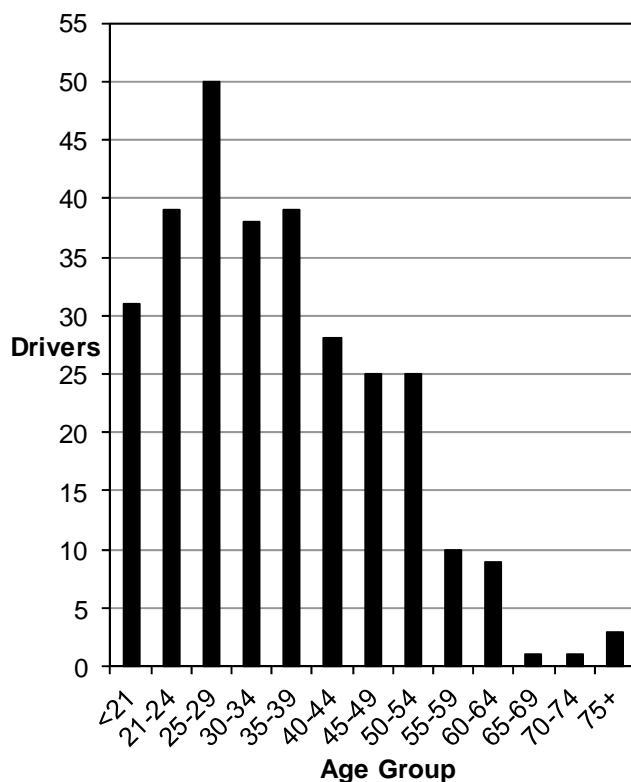
Alcohol-Related Driver Crashes				
Year	Alcohol Crashes		Alcohol Deaths	
	#	Rate per 100 million vehicle miles traveled	#	Rate per 100 million vehicle miles traveled
2006	2,488	9.51	39	0.149
2007	2,718	10.13	42	0.157
2008	2,330	9.00	34	0.131
2009	2,019	7.70	31	0.118
2010	1,723	6.47	25	0.094
2011	1,662	6.30	39	0.148
2012	1,727	6.48	20	0.075
2013	1,736	6.43	23	0.085
2014	2,130	7.72	45	0.163
2015	2,021	6.88	37	0.126
<b>Total</b>	<b>20,554</b>	<b>7.65</b>	<b>335</b>	<b>0.125</b>



- Over the past 10 years, the year 2007 had the highest rate (10.13) of alcohol crashes per 100 million vehicle miles traveled while the year 2011 had the lowest rate (6.30).
- Over the past 10 years, the year 2014 had the highest rate (0.163) of deaths involving a drunk driver per 100 million vehicle miles traveled while the year 2012 had the lowest rate (0.075).

### Drunk Drivers in Fatal Crashes by Age (Utah 2006-2015)

Drunk Drivers in Fatal Crashes												
Age	Year										Total	
	06	07	08	09	10	11	12	13	14	15	#	%
<21	6	7	2	2	3	4	0	2	2	3	31	10.4%
21-24	5	5	4	3	3	6	2	1	5	5	39	13.0%
25-29	9	4	5	2	5	7	4	3	7	4	50	16.7%
30-34	3	2	6	3	5	5	2	4	2	6	38	12.7%
35-39	2	7	6	3	1	3	4	1	8	4	39	13.0%
40-44	2	3	3	6	3	0	1	4	4	2	28	9.4%
45-49	3	4	1	6	2	4	1	2	1	1	25	8.4%
50-54	1	3	3	1	2	2	2	1	5	5	25	8.4%
55-59	1	2	0	1	1	0	1	2	1	1	10	3.3%
60-64	0	0	1	1	0	1	2	2	2	0	9	3.0%
65-69	0	0	0	0	0	1	0	0	0	0	1	0.3%
70-74	0	0	1	0	0	0	0	0	0	0	1	0.3%
75+	1	0	1	0	0	0	0	1	0	0	3	1.0%
Unk	0	0	0	0	0	0	0	0	0	0	0	0.0%
<b>Total</b>	<b>33</b>	<b>37</b>	<b>33</b>	<b>28</b>	<b>25</b>	<b>33</b>	<b>19</b>	<b>23</b>	<b>37</b>	<b>31</b>	<b>299</b>	<b>100.0%</b>



- Over the past 10 years, drivers aged 21-39 years had the highest number of drunk drivers in fatal crashes.
- Over the past 10 years, drivers aged 55+ years had the lowest number of drunk drivers in fatal crashes.

## Trends

### Fatal Crashes Involving Drunk Drivers by County (Utah 2006-2015)

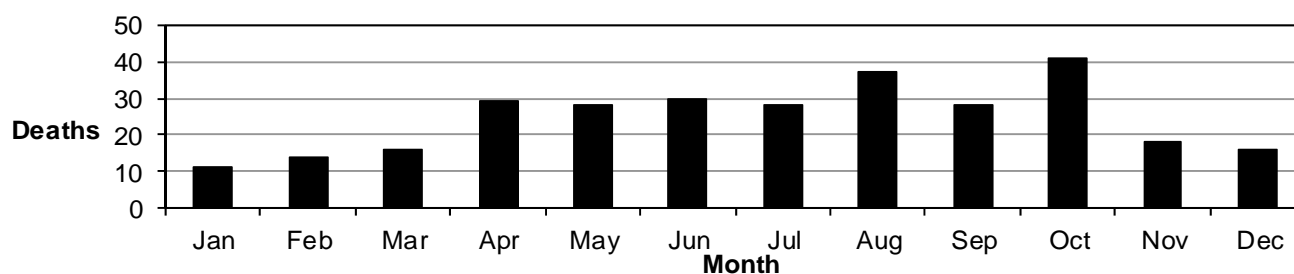
Fatal Crashes Involving Drunk Drivers												
County	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Salt Lake	10	8	6	5	3	8	5	3	17	10	75	25.3%
Utah	0	4	5	0	2	1	1	3	2	3	21	7.1%
Davis	3	1	2	1	3	2	0	2	2	1	17	5.7%
Summit	1	1	4	2	1	1	3	0	0	3	16	5.4%
Weber	3	4	0	3	1	1	0	1	1	2	16	5.4%
Tooele	2	3	3	1	1	0	3	1	1	0	15	5.1%
Washington	3	0	5	1	0	0	1	2	1	1	14	4.7%
Uintah	2	1	1	0	2	1	1	0	4	1	13	4.4%
Duchesne	0	0	0	2	2	3	0	3	2	0	12	4.1%
San Juan	1	2	2	1	1	1	1	0	1	2	12	4.1%
Grand	0	0	0	3	2	1	1	1	0	2	10	3.4%
Box Elder	2	2	0	1	1	0	0	0	1	1	8	2.7%
Cache	1	0	0	1	0	2	0	2	2	0	8	2.7%
Carbon	0	2	0	0	0	3	0	1	1	1	8	2.7%
Iron	1	2	0	0	1	2	0	1	0	0	7	2.4%
Juab	0	3	0	0	2	1	0	1	0	0	7	2.4%
Millard	0	0	0	2	0	0	2	1	1	1	7	2.4%
Emery	0	1	1	1	1	1	0	0	0	1	6	2.0%
Morgan	0	0	2	0	0	2	0	0	0	0	4	1.4%
Wasatch	0	0	0	1	1	1	0	0	0	1	4	1.4%
Kane	1	0	1	1	0	0	0	0	0	0	3	1.0%
Piute	1	1	0	0	0	1	0	0	0	0	3	1.0%
Rich	1	0	0	1	0	0	0	0	1	0	3	1.0%
Beaver	0	0	0	1	0	0	1	0	0	0	2	0.7%
Garfield	0	0	0	0	0	1	0	1	0	0	2	0.7%
Sanpete	0	2	0	0	0	0	0	0	0	0	2	0.7%
Wayne	0	0	0	0	0	0	0	0	0	1	1	0.3%
Daggett	0	0	0	0	0	0	0	0	0	0	0	0.0%
Sevier	0	0	0	0	0	0	0	0	0	0	0	0.0%
<b>Total</b>	<b>32</b>	<b>37</b>	<b>32</b>	<b>28</b>	<b>24</b>	<b>33</b>	<b>19</b>	<b>23</b>	<b>37</b>	<b>31</b>	<b>296</b>	<b>100.0%</b>

- Over the past 10 years, Salt Lake County accounted for over one-fourth (25.3%) of the fatal crashes involving drunk drivers.
- Salt Lake, Utah, Davis, Summit, and Weber counties had the highest number of fatal crashes involving drunk drivers over the past 10 years.
- Daggett and Sevier counties had no fatal crashes involving drunk drivers over the past 10 years.

## Trends

### Fatal Crashes Involving Drunk Drivers by Month (Utah 2006-2015)

Fatal Crashes Involving Drunk Drivers												
Month	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
January	3	1	1	0	1	1	0	0	3	1	11	3.7%
February	4	1	3	0	0	1	1	2	0	2	14	4.7%
March	1	2	3	0	2	4	2	1	0	1	16	5.4%
April	1	4	2	3	2	3	2	4	4	4	29	9.8%
May	1	3	1	7	0	2	1	1	6	6	28	9.5%
June	3	4	3	3	3	4	2	2	2	4	30	10.1%
July	1	5	3	2	2	3	1	4	5	2	28	9.5%
August	4	3	5	5	5	4	2	2	3	4	37	12.5%
September	3	6	2	2	1	5	1	2	4	2	28	9.5%
October	7	5	2	4	5	4	3	3	5	3	41	13.9%
November	2	3	4	0	2	0	1	2	2	2	18	6.1%
December	2	0	3	2	1	2	3	0	3	0	16	5.4%
<b>Total</b>	<b>32</b>	<b>37</b>	<b>32</b>	<b>28</b>	<b>24</b>	<b>33</b>	<b>19</b>	<b>23</b>	<b>37</b>	<b>31</b>	<b>296</b>	<b>100.0%</b>



- Over the past 10 years, October, August, and June were the months with the highest number of fatal crashes involving a drunk driver.
- Over the past 10 years, January and February had the lowest number of fatal crashes involving a drunk driver.

### Fatal Crashes Involving Drunk Drivers by Day of Week (Utah 2006-2015)

Fatal Crashes Involving Drunk Drivers												
Day of Week	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Sunday	7	8	4	5	2	7	4	5	2	8	52	17.6%
Monday	1	2	2	6	6	1	0	2	4	0	24	8.1%
Tuesday	3	2	2	1	2	3	1	4	3	2	23	7.8%
Wednesday	3	4	3	4	2	3	2	3	2	4	30	10.1%
Thursday	4	3	7	3	3	8	0	3	7	4	42	14.2%
Friday	4	4	5	3	2	5	3	3	5	2	36	12.2%
Saturday	10	14	9	6	7	6	9	3	14	11	89	30.1%
<b>Total</b>	<b>32</b>	<b>37</b>	<b>32</b>	<b>28</b>	<b>24</b>	<b>33</b>	<b>19</b>	<b>23</b>	<b>37</b>	<b>31</b>	<b>296</b>	<b>100.0%</b>

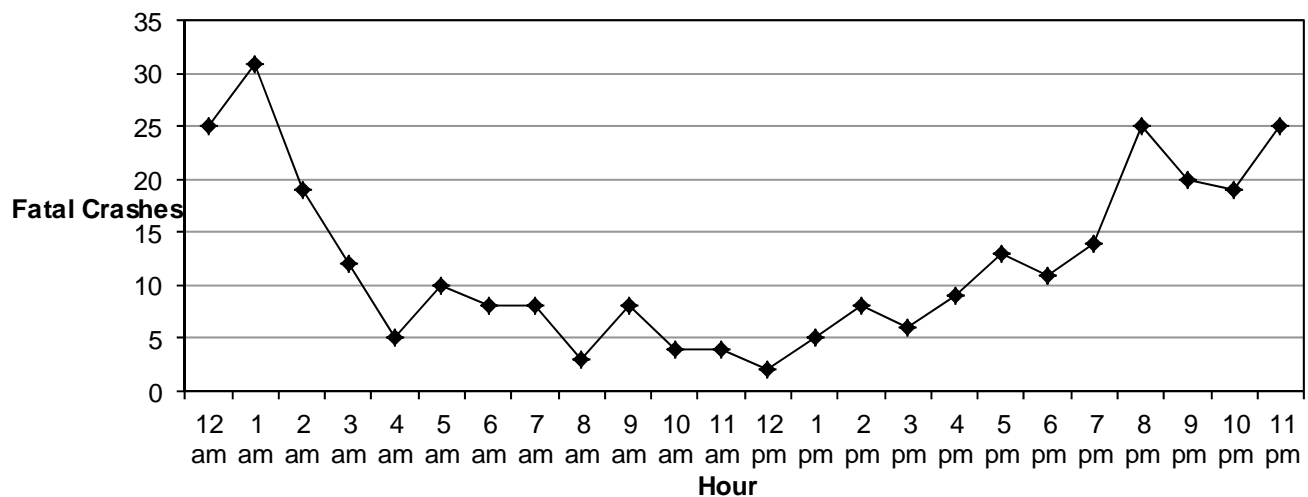
- Over the past 10 years, Saturday and Sunday had the highest number of fatal crashes involving a drunk driver.
- Over the past 10 years, Tuesday and Monday had the lowest number of fatal crashes involving a drunk driver.



## Trends

### Fatal Crashes Involving Drunk Drivers by Hour (Utah 2006-2015)

Fatal Crashes Involving Drunk Drivers												
Hour	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Midnight	2	5	2	6	1	3	2	0	2	2	25	8.5%
1 a.m.	8	4	3	3	1	3	1	3	4	1	31	10.5%
2 a.m.	4	1	4	0	1	2	0	2	2	3	19	6.5%
3 a.m.	1	3	0	1	1	2	1	0	1	2	12	4.1%
4 a.m.	0	0	0	1	1	0	0	0	2	1	5	1.7%
5 a.m.	0	2	1	0	0	1	1	1	1	3	10	3.4%
6 a.m.	2	0	1	0	2	1	0	0	1	1	8	2.7%
7 a.m.	1	0	2	0	1	0	1	2	0	1	8	2.7%
8 a.m.	0	0	0	2	0	0	0	1	0	0	3	1.0%
9 a.m.	2	0	0	1	2	1	0	0	1	1	8	2.7%
10 a.m.	0	0	1	2	0	1	0	0	0	0	4	1.4%
11 a.m.	0	2	1	0	0	0	0	1	0	0	4	1.4%
Noon	0	0	2	0	0	0	0	0	0	0	2	0.7%
1 p.m.	0	0	0	2	0	0	0	1	2	0	5	1.7%
2 p.m.	1	1	0	0	2	0	1	1	2	0	8	2.7%
3 p.m.	0	1	1	1	1	1	1	0	0	0	6	2.0%
4 p.m.	0	0	0	1	0	3	1	0	1	3	9	3.1%
5 p.m.	2	0	0	1	1	2	2	1	1	3	13	4.4%
6 p.m.	0	1	0	1	0	1	0	1	4	3	11	3.7%
7 p.m.	1	2	2	0	2	3	1	1	2	0	14	4.8%
8 p.m.	1	4	3	4	2	2	2	3	4	0	25	8.5%
9 p.m.	3	4	4	1	1	3	0	1	2	1	20	6.8%
10 p.m.	1	3	2	1	1	2	2	3	2	2	19	6.5%
11 p.m.	3	3	2	0	4	2	3	1	3	4	25	8.5%
<b>Total</b>	<b>32</b>	<b>36</b>	<b>31</b>	<b>28</b>	<b>24</b>	<b>33</b>	<b>19</b>	<b>23</b>	<b>37</b>	<b>31</b>	<b>294</b>	<b>100.0%</b>



- Over the past 10 years, nighttime (8:00 p.m. –2:59 a.m.) had the highest number of fatal crashes involving a drunk driver.
- Over the past 10 years, mid-day (4:00 a.m.—4:59 p.m.) had the lowest number of fatal crashes involving a drunk driver.

## Crash Conditions

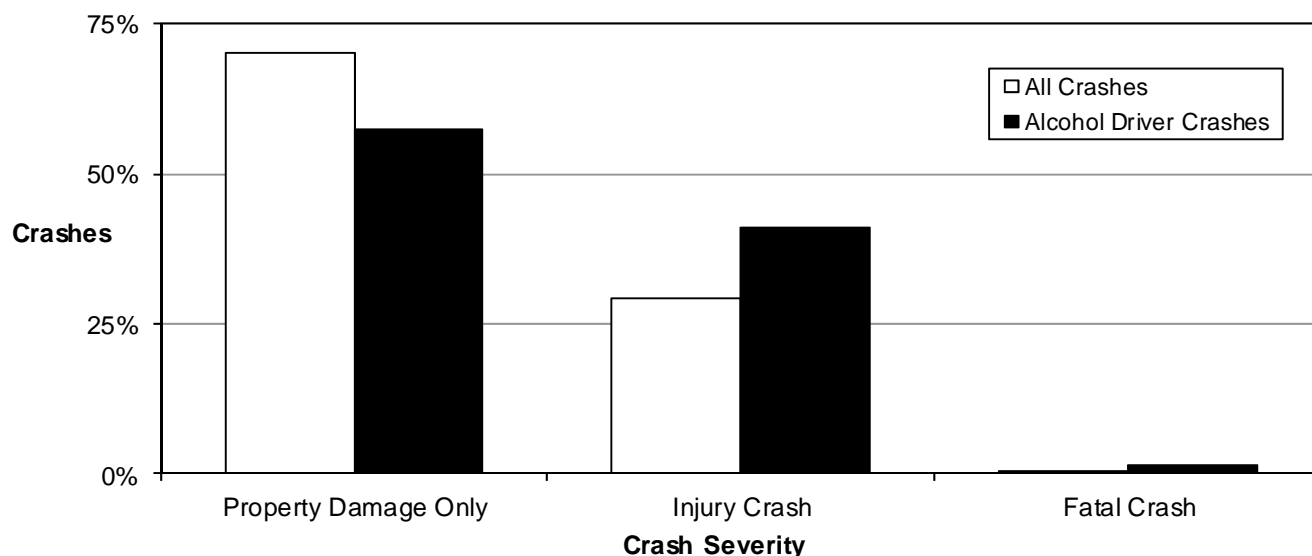
### Alcohol-Related Driver Crashes by County (Utah 2015)

Alcohol-Related Driver Crashes								
County	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Salt Lake	598	6.3	378	4.0	10	0.11	986	10.4
Wayne	2	3.8	2	3.8	1	1.91	5	9.6
Weber	88	5.0	62	3.6	2	0.11	152	8.7
Garfield	3	2.4	6	4.9	0	0.00	9	7.3
Uintah	15	3.4	13	3.0	1	0.23	29	6.6
Piute	1	3.2	1	3.2	0	0.00	2	6.5
Sanpete	4	1.7	10	4.2	0	0.00	14	5.9
Summit	27	3.3	16	2.0	3	0.37	46	5.6
Morgan	5	3.5	3	2.1	0	0.00	8	5.6
Wasatch	9	2.3	12	3.0	1	0.25	22	5.6
Cache	25	2.6	28	2.9	0	0.00	53	5.6
Utah	140	3.2	96	2.2	3	0.07	239	5.4
Tooele	24	2.8	22	2.5	0	0.00	46	5.3
Grand	7	1.8	11	2.9	2	0.53	20	5.3
Davis	90	3.2	53	1.9	1	0.04	144	5.1
Washington	38	2.4	40	2.6	1	0.06	79	5.0
Duchesne	11	3.4	5	1.5	0	0.00	16	4.9
Carbon	9	2.6	5	1.4	1	0.29	15	4.3
Sevier	5	1.4	10	2.9	0	0.00	15	4.3
Iron	16	2.0	17	2.1	0	0.00	33	4.2
San Juan	3	0.9	6	1.9	2	0.62	11	3.4
Emery	4	1.0	8	2.1	1	0.26	13	3.4
Kane	3	2.0	2	1.3	0	0.00	5	3.3
Daggett	0	0.0	1	3.0	0	0.00	1	3.0
Box Elder	15	1.5	13	1.3	1	0.10	29	3.0
Millard	8	1.5	6	1.1	1	0.19	15	2.8
Beaver	6	2.1	2	0.7	0	0.00	8	2.8
Rich	1	1.9	0	0.0	0	0.00	1	1.9
Juab	3	0.7	2	0.5	0	0.00	5	1.2
<b>Statewide</b>	<b>1,160</b>	<b>3.9</b>	<b>830</b>	<b>2.8</b>	<b>31</b>	<b>0.11</b>	<b>2,021</b>	<b>6.9</b>

- Salt Lake (10.4), Wayne (9.6), and Weber (8.7) counties had the highest rates of alcohol-related driver total crashes per 100 million vehicle miles traveled.
- Rich (1.9), Daggett (3.0), and Piute (6.5) counties had the lowest rates of alcohol-related driver total crashes per 100 million vehicle miles traveled.
- Salt Lake County had nearly one-half (48.8%) of the fatal drunk driver crashes.

## Crash Conditions

### Alcohol-Related Driver Crash Severity (Utah 2015)



- Alcohol-related driver crashes were more likely to have a death or injury than other crashes.
- A higher percentage of alcohol-related driver crashes (41.1%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (29.4%).
- In addition, a higher percentage of alcohol-related driver crashes were fatal (1.5%) compared to all motor vehicle crashes (0.4%).

### Alcohol-Related Driver Crashes by Month (Utah 2015)

Alcohol-Related Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	128	4.1	64	2.1	1	0.03	193	6.2
February	90	3.2	59	2.1	2	0.07	151	5.4
March	103	3.3	66	2.1	1	0.03	170	5.5
April	87	2.9	66	2.2	4	0.13	157	5.2
May	99	3.2	76	2.5	6	0.19	181	5.8
June	88	2.9	74	2.5	4	0.13	166	5.5
July	98	3.2	69	2.2	2	0.06	169	5.5
August	95	3.1	83	2.7	4	0.13	182	5.9
September	95	3.2	64	2.1	2	0.07	161	5.4
October	87	2.8	78	2.5	3	0.10	168	5.4
November	107	3.6	74	2.5	2	0.07	183	6.1
December	83	2.7	57	1.8	0	0.00	140	4.5
<b>Total</b>	<b>1,160</b>	<b>3.2</b>	<b>830</b>	<b>2.3</b>	<b>31</b>	<b>0.08</b>	<b>2,021</b>	<b>5.5</b>

- Overall, the highest rates per day of alcohol-related driver crashes were in January (6.2) and November (6.1) with the lowest rate per day in December (4.5) and April (5.2).
- The highest rate per day of fatal drunk driver crashes occurred in May, April, June, and August.

## Crash Conditions

### Alcohol-Related Driver Crashes by Day of Week (Utah 2015)

Alcohol-Related Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	242	20.9%	172	20.7%	8	25.8%	422	20.9%
Monday	104	9.0%	79	9.5%	0	0.0%	183	9.1%
Tuesday	115	9.9%	76	9.2%	2	6.5%	193	9.5%
Wednesday	117	10.1%	90	10.8%	4	12.9%	211	10.4%
Thursday	130	11.2%	95	11.4%	4	12.9%	229	11.3%
Friday	170	14.7%	149	18.0%	2	6.5%	321	15.9%
Saturday	282	24.3%	169	20.4%	11	35.5%	462	22.9%
<b>Total</b>	<b>1,160</b>	<b>100.0%</b>	<b>830</b>	<b>100.0%</b>	<b>31</b>	<b>100.0%</b>	<b>2,021</b>	<b>100.0%</b>

- The highest amount of alcohol-related driver total crashes occurred on Saturday and Sunday.
- The highest amount of drunk driver fatal crashes occurred on Saturday.

### Alcohol-Related Driver Crashes by Hour (Utah 2015)

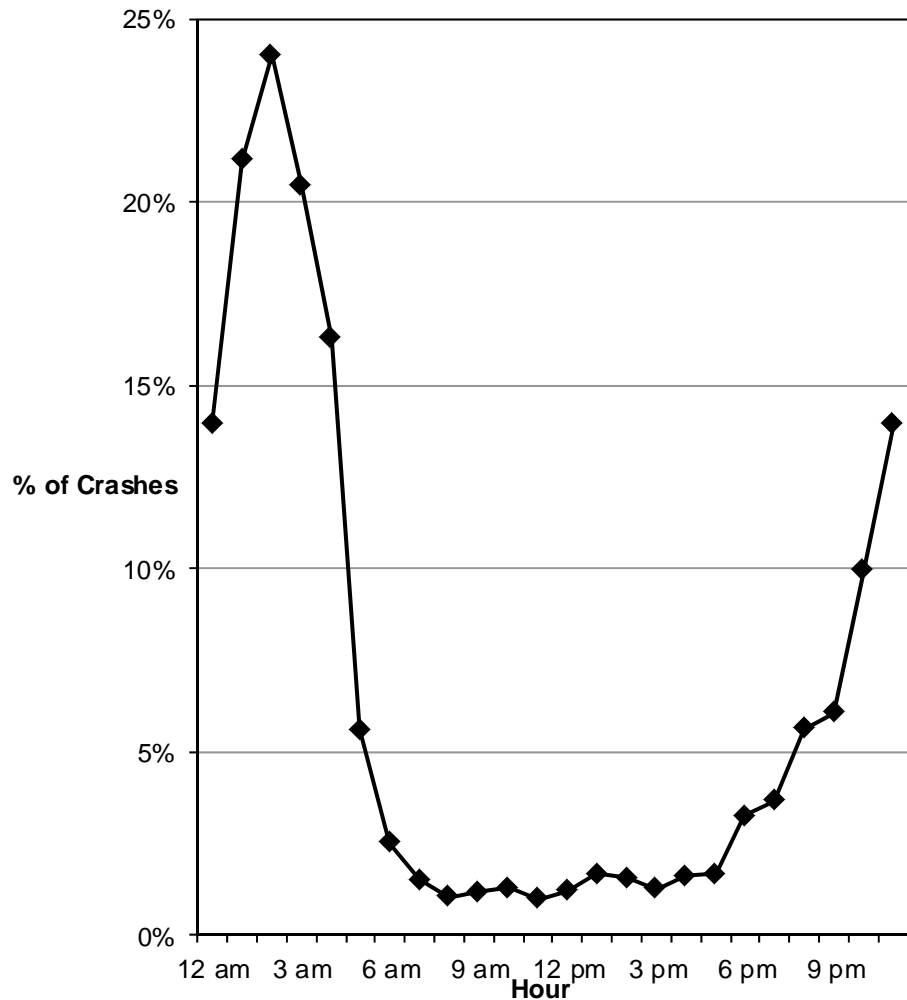
Alcohol-Related Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	71	6.1%	49	5.9%	2	6.5%	122	6.0%
1 a.m.	79	6.8%	53	6.4%	1	3.2%	133	6.6%
2 a.m.	80	6.9%	45	5.4%	3	9.7%	128	6.3%
3 a.m.	47	4.1%	37	4.5%	2	6.5%	86	4.3%
4 a.m.	39	3.4%	29	3.5%	1	3.2%	69	3.4%
5 a.m.	26	2.2%	16	1.9%	3	9.7%	45	2.2%
6 a.m.	21	1.8%	15	1.8%	1	3.2%	37	1.8%
7 a.m.	27	2.3%	15	1.8%	1	3.2%	43	2.1%
8 a.m.	21	1.8%	13	1.6%	0	0.0%	34	1.7%
9 a.m.	18	1.6%	11	1.3%	1	3.2%	30	1.5%
10 a.m.	19	1.6%	12	1.4%	0	0.0%	31	1.5%
11 a.m.	14	1.2%	13	1.6%	0	0.0%	27	1.3%
Noon	23	2.0%	18	2.2%	0	0.0%	41	2.0%
1 p.m.	37	3.2%	20	2.4%	0	0.0%	57	2.8%
2 p.m.	37	3.2%	24	2.9%	0	0.0%	61	3.0%
3 p.m.	33	2.8%	22	2.7%	0	0.0%	55	2.7%
4 p.m.	50	4.3%	26	3.1%	3	9.7%	79	3.9%
5 p.m.	55	4.7%	42	5.1%	3	9.7%	100	4.9%
6 p.m.	73	6.3%	72	8.7%	3	9.7%	148	7.3%
7 p.m.	56	4.8%	55	6.6%	0	0.0%	111	5.5%
8 p.m.	71	6.1%	58	7.0%	0	0.0%	129	6.4%
9 p.m.	78	6.7%	49	5.9%	1	3.2%	128	6.3%
10 p.m.	101	8.7%	54	6.5%	2	6.5%	157	7.8%
11 p.m.	84	7.2%	82	9.9%	4	12.9%	170	8.4%
<b>Total</b>	<b>1,160</b>	<b>100.0%</b>	<b>830</b>	<b>100.0%</b>	<b>31</b>	<b>100.0%</b>	<b>2,021</b>	<b>100.0%</b>

- Alcohol-related driver total crashes peaked in the evening and early morning hours (6:00 p.m. to 2:59 a.m.).
- Fatal drunk driver crashes were highest during the 11 p.m. hour.

## Crash Conditions

### Percent of Total Crashes with an Alcohol-Related Driver by Hour (Utah 2015)

Alcohol-Related Driver Crashes			
Hour	Total Crashes		
	All #	Alcohol #	%
Midnight	875	122	13.9%
1 a.m.	629	133	21.1%
2 a.m.	533	128	24.0%
3 a.m.	421	86	20.4%
4 a.m.	424	69	16.3%
5 a.m.	804	45	5.6%
6 a.m.	1,481	37	2.5%
7 a.m.	2,904	43	1.5%
8 a.m.	3,268	34	1.0%
9 a.m.	2,573	30	1.2%
10 a.m.	2,422	31	1.3%
11 a.m.	2,749	27	1.0%
Noon	3,433	41	1.2%
1 p.m.	3,431	57	1.7%
2 p.m.	3,930	61	1.6%
3 p.m.	4,436	55	1.2%
4 p.m.	4,902	79	1.6%
5 p.m.	5,987	100	1.7%
6 p.m.	4,563	148	3.2%
7 p.m.	3,039	111	3.7%
8 p.m.	2,298	129	5.6%
9 p.m.	2,110	128	6.1%
10 p.m.	1,579	157	9.9%
11 p.m.	1,221	170	13.9%
<b>Total</b>	<b>60,012</b>	<b>2,021</b>	<b>3.4%</b>



- While 3.4% of total crashes were alcohol-related, 17.3% of the crashes occurring during the hours of 11:00 p.m.-4:59 a.m. were alcohol-related.

### Persons in Alcohol-Related Driver Crashes (Utah 2015)

Persons (Alcohol-Related Driver Crashes)								
Person Type	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	2,258	73.8%	872	72.1%	28	75.7%	3,158	73.4%
Passenger	800	26.2%	314	26.0%	7	18.9%	1,121	26.0%
Pedestrian	1	0.0%	19	1.6%	1	2.7%	21	0.5%
Bicyclist	0	0.0%	4	0.3%	1	2.7%	5	0.1%
<b>Total</b>	<b>3,059</b>	<b>100.0%</b>	<b>1,209</b>	<b>100.0%</b>	<b>37</b>	<b>100.0%</b>	<b>4,305</b>	<b>100.0%</b>

- Of the 4,305 people in alcohol-related driver crashes, 73.4% were drivers, 26.0% were passengers, and 0.6% were non-motorists.

## Crash Conditions

### Alcohol-Related Crashes by Day of Week and Hour (Utah 2015)

Alcohol-Related Driver Crashes								
Hour	Day of Week							Total
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	#
Midnight	34	9	9	9	14	15	32	122
1 a.m.	44	12	11	4	14	13	34	132
2 a.m.	48	4	8	6	13	5	45	129
3 a.m.	34	9	2	8	3	7	23	86
4 a.m.	22	1	6	3	9	10	17	68
5 a.m.	13	6	1	3	6	3	12	44
6 a.m.	7	6	2	4	3	3	13	38
7 a.m.	10	7	4	6	4	6	8	45
8 a.m.	9	2	4	3	1	7	8	34
9 a.m.	8	2	4	4	5	4	2	29
10 a.m.	7	1	5	0	2	4	13	32
11 a.m.	5	3	1	4	1	6	7	27
Noon	8	2	4	8	7	2	10	41
1 p.m.	12	5	11	7	7	8	7	57
2 p.m.	14	6	11	6	2	11	11	61
3 p.m.	5	1	3	10	11	14	11	55
4 p.m.	11	7	12	14	13	8	14	79
5 p.m.	13	7	18	10	6	23	21	98
6 p.m.	26	24	11	25	15	27	19	147
7 p.m.	21	13	9	12	17	21	18	111
8 p.m.	17	14	7	17	18	27	30	130
9 p.m.	18	13	20	14	16	23	24	128
10 p.m.	13	13	18	13	25	35	41	158
11 p.m.	23	16	13	24	16	38	40	170
<b>Total</b>	<b>422</b>	<b>183</b>	<b>194</b>	<b>214</b>	<b>228</b>	<b>320</b>	<b>460</b>	<b>2,021</b>

High = 17+  
Medium = 9-16  
Low = 0-8

- Alcohol-related crashes were highest from Friday 5:00 p.m. to Saturday 4:59 a.m., Saturday 5:00 p.m. to Sunday 4:59 a.m., and Sunday 6:00 p.m. to 11:59 p.m. This is in contrast to when most crashes occur Monday through Saturday 12:00 p.m. to 6:59 p.m.

### Previous Driving Under the Influence Convictions of Drunk Drivers in Fatal Crashes (Utah 2015)

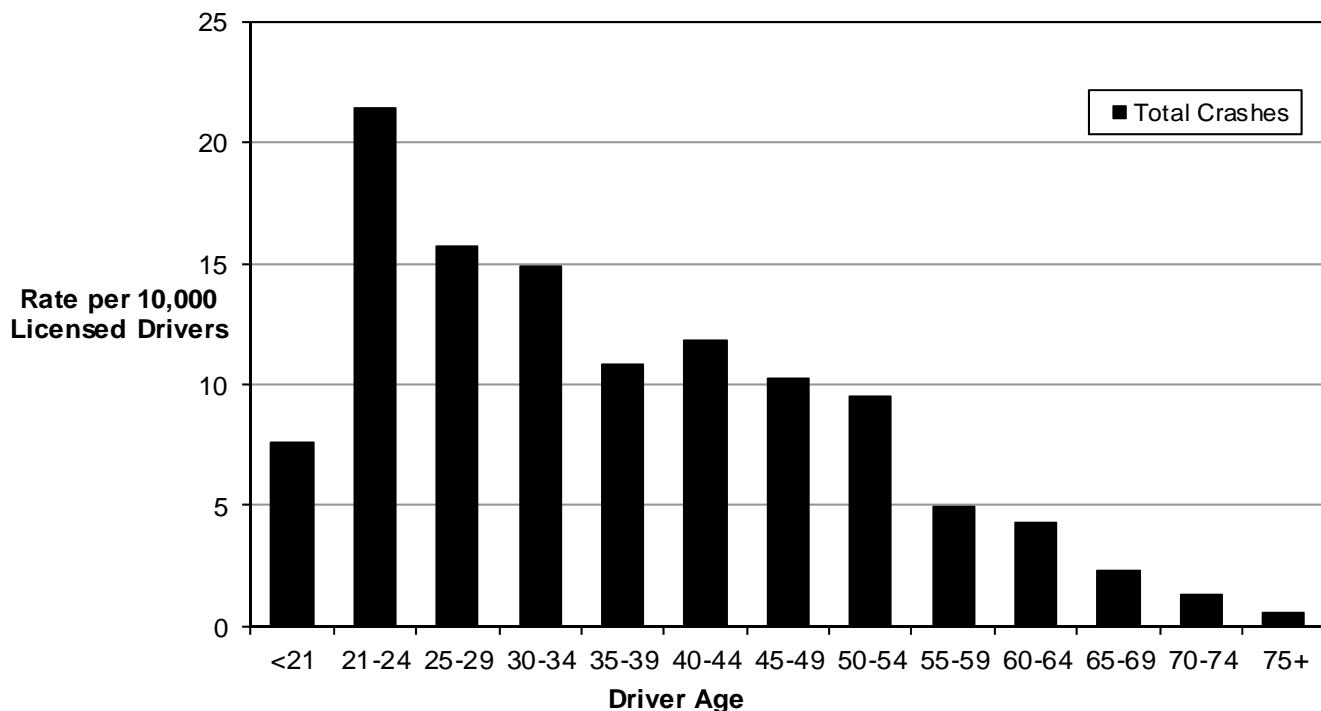
- Of the 31 drunk drivers in fatal crashes, five drivers (16.1%) had been previously convicted of driving under the influence in the past five years.



## Crash Conditions

### Age of Alcohol-Related Drivers in Crashes (Utah 2015)

Alcohol-Related Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers
<21	96	8.2%	4.6	59	7.0%	2.8	3	9.7%	0.14	158	7.7%	7.6
21-24	200	17.1%	12.4	142	16.9%	8.8	5	16.1%	0.31	347	17.0%	21.5
25-29	164	14.0%	8.1	150	17.8%	7.4	4	12.9%	0.20	318	15.6%	15.7
30-34	178	15.2%	8.8	117	13.9%	5.8	6	19.4%	0.30	301	14.7%	14.9
35-39	125	10.7%	6.2	90	10.7%	4.5	4	12.9%	0.20	219	10.7%	10.8
40-44	110	9.4%	6.6	84	10.0%	5.1	2	6.5%	0.12	196	9.6%	11.8
45-49	87	7.4%	6.0	60	7.1%	4.1	1	3.2%	0.07	148	7.2%	10.2
50-54	70	6.0%	5.0	58	6.9%	4.1	5	16.1%	0.36	133	6.5%	9.5
55-59	44	3.8%	3.1	25	3.0%	1.8	1	3.2%	0.07	70	3.4%	5.0
60-64	29	2.5%	2.3	25	3.0%	2.0	0	0.0%	0.00	54	2.6%	4.3
65-69	12	1.0%	1.2	11	1.3%	1.1	0	0.0%	0.00	23	1.1%	2.3
70-74	6	0.5%	0.8	3	0.4%	0.4	0	0.0%	0.00	9	0.4%	1.3
75+	4	0.3%	0.4	2	0.2%	0.2	0	0.0%	0.00	6	0.3%	0.6
Unknown	46	3.9%	n/a	15	1.8%	n/a	0	0.0%	n/a	61	3.0%	n/a
<b>Total</b>	<b>1,171</b>	<b>100.0%</b>	<b>5.9</b>	<b>841</b>	<b>100.0%</b>	<b>4.3</b>	<b>31</b>	<b>100.0%</b>	<b>0.16</b>	<b>2,043</b>	<b>100.0%</b>	<b>10.4</b>



- Drivers aged 21-29 years had the highest rate of total alcohol-related driver crashes.
- Drivers aged 50-54 (0.36) and 21-24 (0.31) years had the highest rate of drunk driver fatal crashes.
- 158 (7.7%) of the alcohol-related drivers in total crashes were under the age of 21 years.
- Three of the 31 (9.7%) drunk drivers in fatal crashes were under the age of 21 years.
- There is a rapid decline of alcohol-related drivers as age increases with less than 10% of alcohol-related drivers over the age of 55 years (8.2%).

## Crash Conditions

### Gender of Alcohol-Related Drivers in Crashes (Utah 2015)

Alcohol-Related Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	828	70.7%	591	70.3%	20	64.5%	1,439	70.4%
Female	305	26.0%	243	28.9%	11	35.5%	559	27.4%
Unknown	38	3.2%	7	0.8%	0	0.0%	45	2.2%
<b>Total</b>	<b>1,171</b>	<b>100.0%</b>	<b>841</b>	<b>100.0%</b>	<b>31</b>	<b>100.0%</b>	<b>2,043</b>	<b>100.0%</b>

- Male drivers were much more likely to be an alcohol-related driver in a crash. Male drivers represented 70.4% of the alcohol-related drivers in total crashes and 64.5% of drunk drivers in fatal crashes.

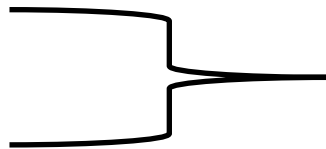
### Alcohol-Related Crashes by Vehicle Type (Utah 2015)

Alcohol-Related Vehicles												
Vehicle Type	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
	#	#	%	#	#	%	#	#	%	#	#	%
Off Road Vehicle	32	2	6.3%	158	19	12.0%	4	1	25.0%	194	22	11.3%
Motorcycle	170	3	1.8%	935	39	4.2%	36	5	13.9%	1,141	47	4.1%
Pickup Truck	12,492	238	1.9%	4,632	160	3.5%	98	6	6.1%	17,222	404	2.3%
Passenger Car	39,421	634	1.6%	17,700	407	2.3%	152	11	7.2%	57,273	1,052	1.8%
SUV	15,933	228	1.4%	7,281	185	2.5%	73	8	11.0%	23,287	421	1.8%
Van	3,924	47	1.2%	1,951	25	1.3%	23	0	0.0%	5,898	72	1.2%
Heavy Truck	2,843	12	0.4%	765	5	0.7%	38	0	0.0%	3,646	17	0.5%
Bus/RV/Motorhome	439	0	0.0%	104	1	1.0%	3	0	0.0%	546	1	0.2%
Other	58	2	3.4%	25	0	0.0%	2	0	0.0%	85	2	2.4%
Unknown	1,630	5	0.3%	206	0	0.0%	3	0	0.0%	1,839	5	0.3%
<b>Total</b>	<b>76,942</b>	<b>1,171</b>	<b>1.5%</b>	<b>33,757</b>	<b>841</b>	<b>2.5%</b>	<b>432</b>	<b>31</b>	<b>7.2%</b>	<b>111,131</b>	<b>2,043</b>	<b>1.8%</b>

- Off Road Vehicle (11.3%), motorcycle (4.1%), and pickup truck (2.3%) had the highest percent of vehicles in a crash that were driven by an alcohol-related driver.

### Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) (Utah 2015)

All Drivers in Fatal Crashes			
BAC	Drivers		
	#	%	% of Tested
.00	221	52.7%	85.3%
.01 - .07	7	1.7%	2.7%
.08 - .15	8	1.9%	3.1%
.16 - .23	13	3.1%	5.0%
.24 - .31	7	1.7%	2.7%
.32+	3	0.7%	1.2%
Not Tested/Unknown	160	38.2%	n/a
<b>Total</b>	<b>419</b>	<b>100.0%</b>	

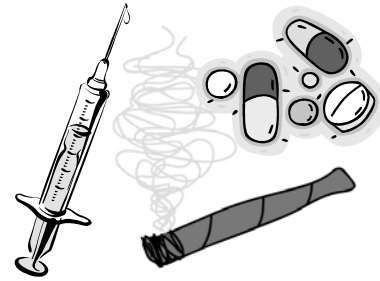


Drunk Drivers in Fatal Crashes		
BAC	Drivers	
	#	%
.08 - .15	8	25.8%
.16 - .23	13	41.9%
.24 - .31	7	22.6%
.32+	3	9.7%
<b>Total</b>	<b>31</b>	<b>100.0%</b>

- Of the 259 drivers in fatal crashes who were tested for alcohol, 221 (85.3%) had a BAC of 0.00, 7 (2.7%) had a BAC of 0.01-0.07, and 31 (12.0%) were over the legal limit of 0.08. 23 out of the 31 (74.2%) drivers in fatal crashes who tested over the legal limit for alcohol had BAC levels at or above twice the legal limit of 0.08.

# Drugs

**buzzed**  
driving is  
**drunk**  
driving  
designate a sober driver



2

## Section 5: Drugs



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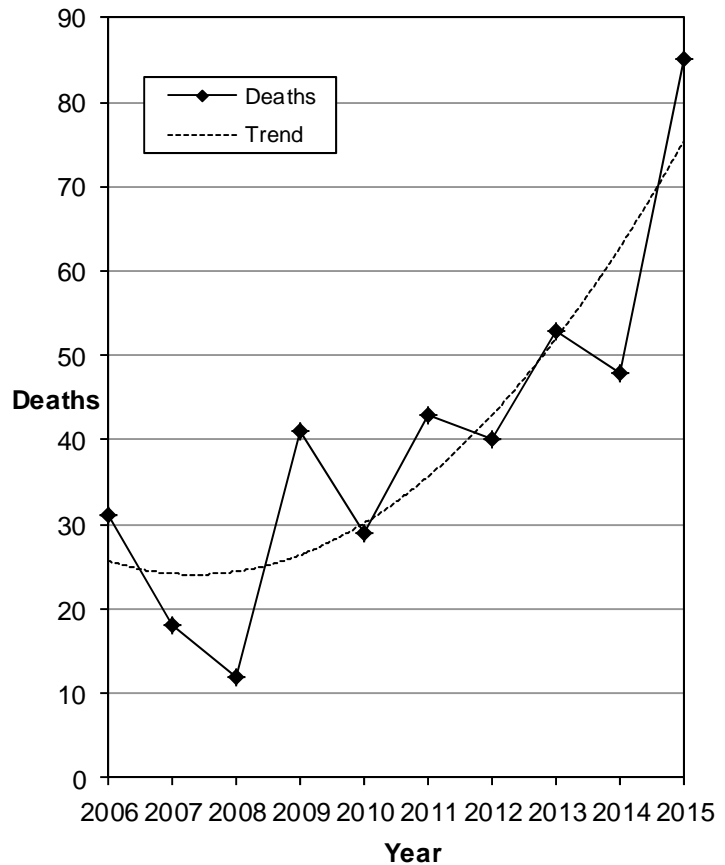
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## Trends

### Fatal Crashes Involving Drug Positive Drivers (Utah 2006-2015)

**Drug Positive Driver Fatal Crashes**

Year	Deaths			Fatal Crashes		
	All	Drug		All	Drug	
	#	#	%	#	#	%
2006	287	31	10.8%	249	28	11.2%
2007	299	18	6.0%	260	17	6.5%
2008	276	12	4.3%	244	9	3.7%
2009	244	41	16.8%	217	28	12.9%
2010	253	29	11.5%	218	22	10.1%
2011	243	43	17.7%	224	37	16.5%
2012	217	40	18.4%	200	36	18.0%
2013	220	53	24.1%	202	51	25.2%
2014	256	48	18.8%	222	36	16.2%
2015	278	85	30.6%	258	75	29.1%
<b>Total</b>	<b>2,573</b>	<b>400</b>	<b>15.5%</b>	<b>2,294</b>	<b>339</b>	<b>14.8%</b>



- A drug-positive driver was involved in nearly one-third (30.6%) of the traffic deaths in 2015.
- Deaths and fatal crashes involving drug positive drivers have increased over the last seven years.
- On average, 40 people die a year in Utah from drug positive driver crashes.
- An important distinction to make when evaluating drugged driving data is the mere presence of a drug in a person's system, as compared to the person being impaired by a drug in his/her system. Drug test data provides information about drug presence, rather than whether the driver was impaired by a drug at the time of a crash. Data identifying a driver as "drug positive" indicates only that a drug was in his/her system at the time of the crash. It does not indicate that a person was impaired by the drug. Thus, knowing that a driver tested positive for drugs does not necessarily indicate that the person was impaired by the drug at the time of the crash.

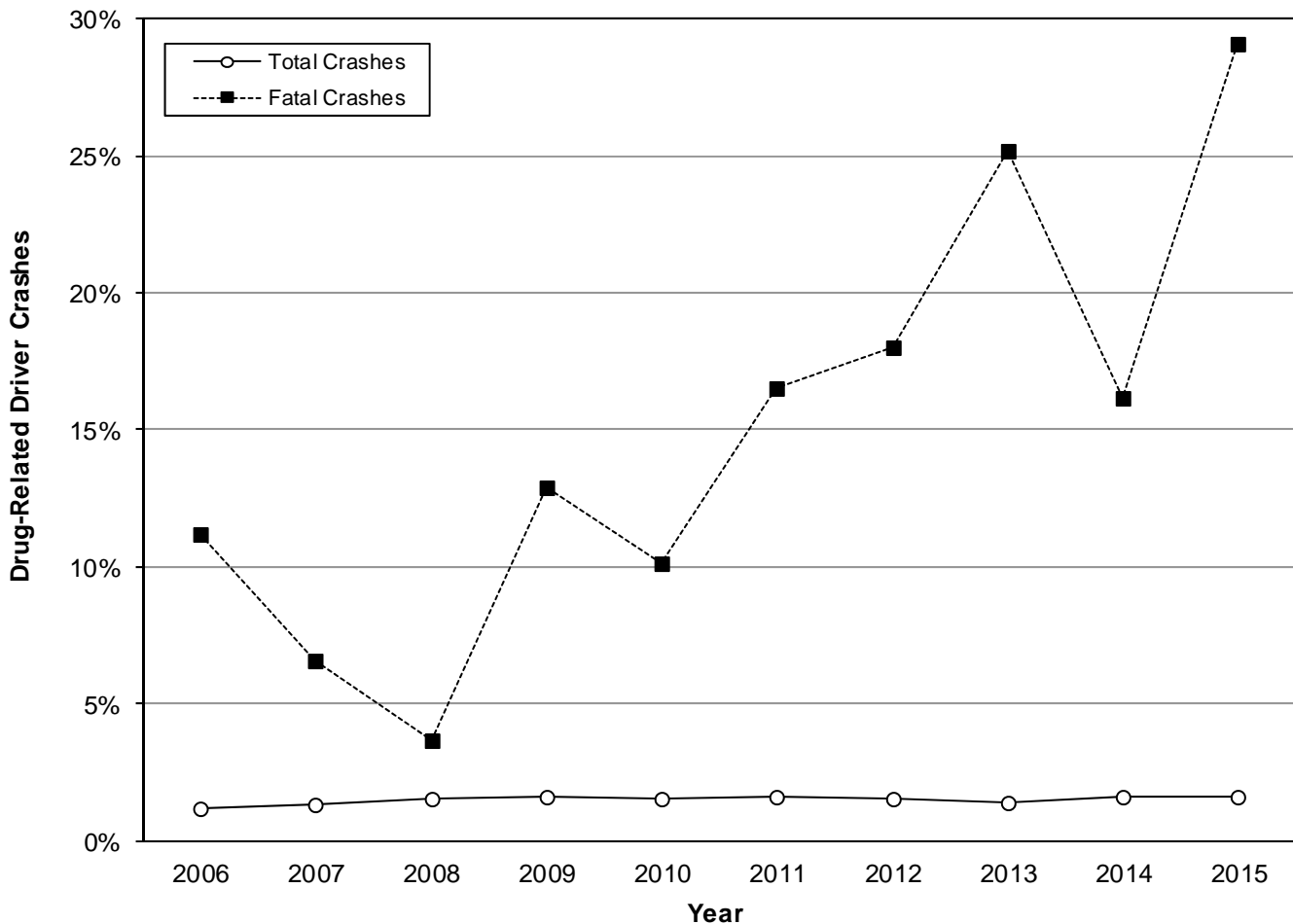
Note: A non-fatal crash is considered drug-related when the driver was cited for driving under the influence of drugs, at least one driver had a positive drug test, or if the investigating officer suspected the driver used drugs. A drug-positive driver fatal crash is a crash resulting in one or more deaths involving at least one driver with a positive drug test.

Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available to link concentrations of other drug types to driver performance.

## Trends

### Drug-Related Driver Crashes (Utah 2006-2015)

Drug-Related Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Drug		All	Drug		All	Drug		All	Drug	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	306	0.8%	18,264	367	2.0%	249	28	11.2%	56,187	701	1.2%
2007	42,368	379	0.9%	18,619	387	2.1%	258	17	6.6%	61,245	783	1.3%
2008	38,997	383	1.0%	17,125	433	2.5%	245	9	3.7%	56,367	825	1.5%
2009	35,398	394	1.1%	15,752	390	2.5%	217	28	12.9%	51,367	812	1.6%
2010	34,155	361	1.1%	14,995	360	2.4%	218	22	10.1%	49,368	743	1.5%
2011	36,418	416	1.1%	15,645	378	2.4%	224	37	16.5%	52,287	831	1.6%
2012	34,635	352	1.0%	15,765	377	2.4%	200	36	18.0%	50,600	765	1.5%
2013	39,301	356	0.9%	16,134	363	2.2%	202	51	25.2%	55,637	770	1.4%
2014	37,388	409	1.1%	16,426	435	2.6%	222	36	16.2%	54,036	880	1.6%
2015	42,089	500	1.2%	17,665	411	2.3%	258	75	29.1%	60,012	986	1.6%
<b>Total</b>	<b>378,423</b>	<b>3,856</b>	<b>1.0%</b>	<b>166,390</b>	<b>3,901</b>	<b>2.3%</b>	<b>2,293</b>	<b>339</b>	<b>14.8%</b>	<b>547,106</b>	<b>8,096</b>	<b>1.5%</b>



- Over the past 10 years, 1.5% of total crashes involved drug-related drivers compared with 14.8% of fatal crashes.
- Over the past 10 years, drug-related driver crashes were 12 times more likely to be fatal than crashes not involving a drug-related driver.

## Trends

### Drug Positive Driver Test Results in Fatal Crashes (Utah 2006-2015)

Drug Positive Driver Test Results in Fatal Crashes (presence of a drug does not equal impairment)											
Drug Type	Year										Total
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
THC/Marijuana	11	5	4	6	7	15	11	10	21	38	128
Methamphetamine	4	3	1	5	4	10	13	13	5	17	75
Amphetamine	2	1	0	0	0	2	5	9	0	3	22
Oxycodone	0	1	0	4	1	4	3	2	4	3	22
Hydrocodone	0	1	0	0	0	0	3	5	4	5	18
Morphine	5	0	0	3	1	1	0	3	2	2	17
Diazepam	0	1	1	3	0	2	3	2	1	3	16
Cocaine	3	2	0	0	1	2	1	1	2	2	14
Nordiazepam	0	0	0	2	1	1	3	3	1	3	14
Alprazolam	3	0	0	1	0	0	1	1	2	1	9
Depressant, Type Unknown	0	0	0	1	3	0	0	0	0	5	9
Meprobamate	0	1	0	1	1	1	0	3	0	1	8
Zolpidem	1	0	1	1	0	0	1	2	1	1	8
Benzoylcegonine	0	1	0	1	0	0	1	3	0	1	7
Methadone	1	2	0	0	0	0	0	1	0	0	4
Carisoprodol	0	0	0	0	0	0	0	1	0	2	3
Lorazepam	0	0	0	0	0	1	0	0	0	2	3
Cannabinoid, Type Unknown	2	0	0	0	0	0	0	0	0	0	2
Codeine	0	1	0	0	0	0	0	0	0	1	2
Hallucinogens, Type Unknown	0	0	0	0	0	0	0	0	0	2	2
Narcotics, Type Unknown	0	0	0	0	1	0	0	0	0	3	4
Phenobarbital	0	0	0	0	0	1	0	0	1	0	2
Temazepam	0	0	0	1	0	0	1	0	0	0	2
Chlorphentermine	1	0	0	0	0	0	0	0	0	0	1
Clonazepam	0	0	0	0	0	0	0	0	0	1	1
Cyprenorphine	0	0	0	0	0	0	0	0	1	0	1
Diethyltryptamine (DET)	0	0	0	0	0	0	1	0	0	0	1
Fentanyl	0	0	0	0	0	0	0	1	0	0	1
Heroin	0	0	0	0	0	1	0	0	0	0	1
Ketamine	0	0	0	0	1	0	0	0	0	0	1
Midazolam	0	0	0	0	0	0	0	0	0	1	1
Morpheridine	0	0	0	0	0	0	1	0	0	0	1
Oxmorphine	0	0	0	0	0	0	0	0	1	0	1
Propoxyphene	0	0	0	1	0	0	0	0	0	0	1
Zolazepam (Telazol)	0	0	0	0	0	1	0	0	0	0	1
Other Drug	2	4	1	1	1	2	4	23	7	17	62
Unknown Type	4	1	1	1	3	4	5	2	1	0	22
<b>Total</b>	<b>39</b>	<b>24</b>	<b>9</b>	<b>32</b>	<b>25</b>	<b>48</b>	<b>57</b>	<b>85</b>	<b>54</b>	<b>114</b>	<b>487</b>

- Over the past 10 years, THC/Marijuana had the highest amount of positive test results of all drugs. Methamphetamine, Amphetamine, and Oxycodone were the next highest drug positive test results in fatalities.
- In 2014, THC/Marijuana saw a dramatic increase in positive test results in fatal crashes. The increase was even higher in 2015. The 38 positive test results in 2015 were higher than the years 2011-2013 combined.



## Trends

### Fatal Crashes Involving Drug Positive Drivers by County (Utah 2006-2015)

Fatal Crashes Involving Drug Positive Drivers (presence of a drug does not equal impairment)												
County	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Salt Lake	8	4	1	8	8	13	11	15	11	20	99	29.2%
Utah	5	1	2	3	6	2	4	5	2	9	39	11.5%
Weber	1	2	1	1	0	5	2	6	1	9	28	8.3%
Washington	4	1	2	3	0	1	3	4	3	1	22	6.5%
Davis	3	1	1	2	2	1	3	2	2	4	21	6.2%
Tooele	1	1	0	1	1	2	2	7	1	4	20	5.9%
Box Elder	1	2	0	1	0	0	0	1	3	5	13	3.8%
Uintah	0	0	0	1	0	2	4	1	2	2	12	3.5%
Duchesne	0	0	0	3	0	2	0	3	3	0	11	3.2%
Carbon	0	0	0	1	0	3	0	1	1	2	8	2.4%
Iron	2	1	0	0	2	0	0	1	2	0	8	2.4%
Summit	1	0	0	0	0	1	2	0	2	2	8	2.4%
Wasatch	0	1	0	0	0	1	0	0	0	5	7	2.1%
Emery	0	1	0	0	1	0	1	0	0	3	6	1.8%
Cache	0	0	0	1	0	0	2	1	1	0	5	1.5%
Millard	0	0	1	0	0	1	0	1	0	2	5	1.5%
Grand	0	0	0	1	1	0	0	0	0	2	4	1.2%
Juab	0	2	0	0	1	1	0	0	0	0	4	1.2%
San Juan	0	0	1	1	0	0	0	0	1	1	4	1.2%
Kane	1	0	0	0	0	0	0	0	0	2	3	0.9%
Sanpete	0	0	0	0	0	1	0	0	1	1	3	0.9%
Garfield	0	0	0	0	0	1	0	1	0	0	2	0.6%
Sevier	0	0	0	0	0	0	1	1	0	0	2	0.6%
Beaver	0	0	0	1	0	0	0	0	0	0	1	0.3%
Daggett	0	0	0	0	0	0	1	0	0	0	1	0.3%
Morgan	0	0	0	0	0	0	0	0	0	1	1	0.3%
Piute	1	0	0	0	0	0	0	0	0	0	1	0.3%
Wayne	0	0	0	0	0	0	0	1	0	0	1	0.3%
Rich	0	0	0	0	0	0	0	0	0	0	0	0.0%
<b>Total</b>	<b>28</b>	<b>17</b>	<b>9</b>	<b>28</b>	<b>22</b>	<b>37</b>	<b>36</b>	<b>51</b>	<b>36</b>	<b>75</b>	<b>339</b>	<b>100.0%</b>

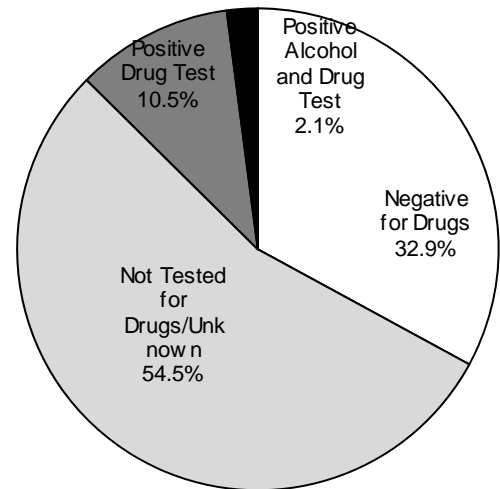
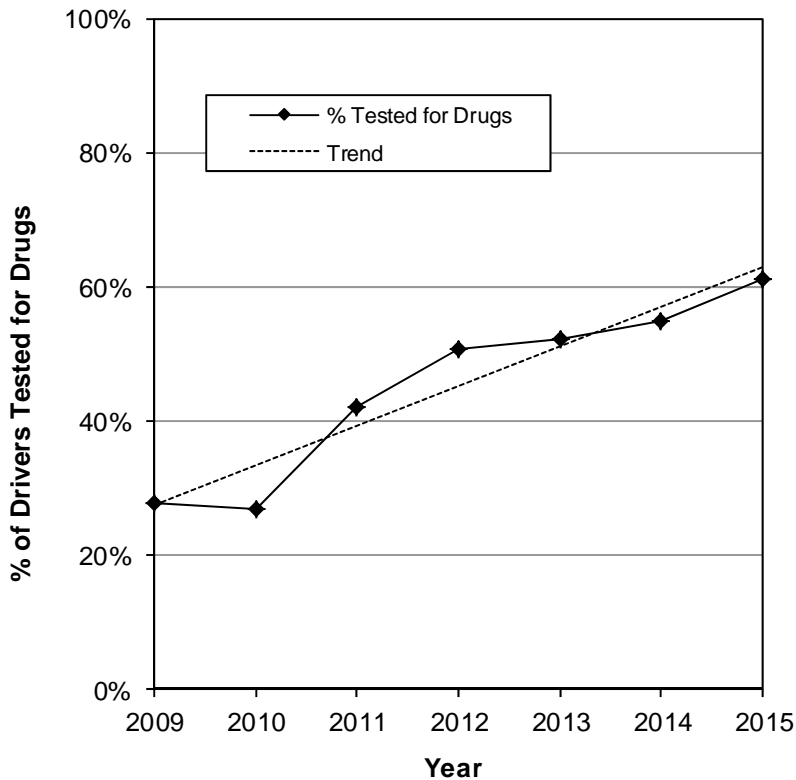
- Over the past 10 years, nearly one-third (29.2%) of fatal crashes involving a drug positive driver occurred in Salt Lake County.
- Salt Lake, Utah, and Weber counties had the highest number of fatal crashes involving drug positive drivers over the past 10 years.
- Rich County had no fatal crashes involving drug positive drivers over the past 10 years.

Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available to link concentrations of other drug types to driver performance.

## Trends

### Drivers in Fatal Crashes by Drug Test Results (Utah 2009-2015)

Drivers in Fatal Crashes									
Year	Not Tested for Drugs/Unknown		Negative for Drugs		Positive Alcohol (.08+ BAC) and Drug Test		Positive Drug Test Only		Total
	#	%	#	%	#	%	#	%	
2009	249	72.2%	68	19.7%	4	1.2%	24	7.0%	345
2010	237	73.1%	63	19.4%	3	0.9%	21	6.5%	324
2011	197	57.9%	105	30.9%	7	2.1%	31	9.1%	340
2012	145	49.2%	113	38.3%	4	1.4%	33	11.2%	295
2013	137	47.7%	99	34.5%	8	2.8%	43	15.0%	287
2014	161	45.2%	153	43.0%	8	2.2%	34	9.6%	356
2015	163	38.9%	178	42.5%	15	3.6%	63	15.0%	419
<b>Total</b>	<b>1,289</b>	<b>54.5%</b>	<b>779</b>	<b>32.9%</b>	<b>49</b>	<b>2.1%</b>	<b>249</b>	<b>10.5%</b>	<b>2,366</b>

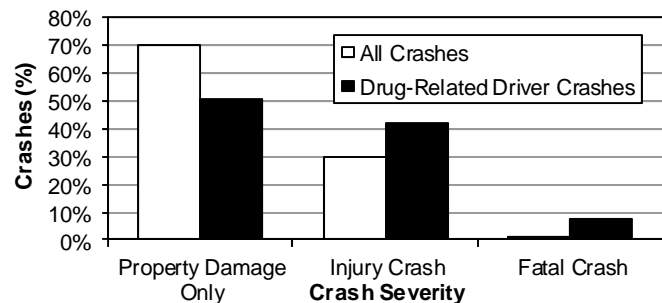


- Over the past 7 years, the percent of drivers in fatal crashes who were tested for drugs and results of the test were known has steadily increased from 27.8% in 2009 to 61.1% in 2015.
- Some of the increase in positive drug tests may be due to an increase in the percentage of drivers tested for drugs with results known.
- Over the past 7 years, 54.5% of drivers in fatal crashes were not tested for drugs or test results were unknown. Of those tested, 72.3% were negative for drugs, 23.1% tested positive for drugs only, and 4.6% tested positive for drugs and had a .08+ BAC test result.

## Crash Conditions

### Drug-Related Driver Crash Severity (Utah 2015)

- Drug-related driver crashes were 2.3 times more likely to have a death or injury than other crashes.
- A higher percentage of drug-related driver crashes (41.7%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (29.4%).
- In addition, a higher percentage of drug-related driver crashes were fatal (7.6%) compared to all motor vehicle crashes (0.4%).



### Drug-Related Driver Crashes by County (Utah 2015)

Drug-Related Driver Crashes								
County	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Weber	46	2.6	26	1.5	9	0.52	81	4.6
Wasatch	7	1.8	5	1.3	5	1.27	17	4.3
Salt Lake	212	2.2	168	1.8	20	0.21	400	4.2
Kane	2	1.3	2	1.3	2	1.31	6	3.9
Sanpete	2	0.8	6	2.5	1	0.42	9	3.8
Utah	86	2.0	69	1.6	9	0.20	164	3.7
Cache	17	1.8	15	1.6	0	0.00	32	3.4
Tooele	9	1.0	15	1.7	4	0.46	28	3.2
Davis	54	1.9	32	1.1	4	0.14	90	3.2
Sevier	5	1.4	6	1.7	0	0.00	11	3.1
Uintah	3	0.7	8	1.8	2	0.46	13	3.0
Washington	20	1.3	15	1.0	1	0.06	36	2.3
Duchesne	5	1.5	2	0.6	0	0.00	7	2.1
Morgan	2	1.4	0	0.0	1	0.70	3	2.1
Box Elder	3	0.3	11	1.1	5	0.51	19	2.0
Rich	1	1.9	0	0.0	0	0.00	1	1.9
San Juan	1	0.3	4	1.2	1	0.31	6	1.9
Summit	6	0.7	7	0.9	2	0.24	15	1.8
Carbon	2	0.6	2	0.6	2	0.58	6	1.7
Juab	2	0.5	5	1.2	0	0.00	7	1.7
Iron	7	0.9	6	0.8	0	0.00	13	1.6
Millard	3	0.6	3	0.6	2	0.37	8	1.5
Grand	2	0.5	1	0.3	2	0.53	5	1.3
Emery	1	0.3	1	0.3	3	0.78	5	1.3
Beaver	2	0.7	1	0.4	0	0.00	3	1.1
Garfield	0	0.0	1	0.8	0	0.00	1	0.8
Daggett	0	0.0	0	0.0	0	0.00	0	0.0
Piute	0	0.0	0	0.0	0	0.00	0	0.0
Wayne	0	0.0	0	0.0	0	0.00	0	0.0
<b>Statewide</b>	<b>500</b>	<b>1.7</b>	<b>411</b>	<b>1.4</b>	<b>75</b>	<b>0.26</b>	<b>986</b>	<b>3.4</b>

- Weber (4.6), Wasatch (4.3), and Salt Lake (4.2) counties had the highest rates of drug-related driver total crashes per 100 million vehicle miles traveled.
- Daggett, Piute, and Wayne counties had no drug-related driver crashes.
- Over one-third (40.6%) of the crashes involving drug-related drivers occurred in Salt Lake County.

## Crash Conditions

### Drug-Related Driver Crashes by Day of Week (Utah 2015)

Drug-Related Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	67	13.4%	48	11.7%	15	20.0%	130	13.2%
Monday	66	13.2%	53	12.9%	7	9.3%	126	12.8%
Tuesday	77	15.4%	64	15.6%	10	13.3%	151	15.3%
Wednesday	62	12.4%	63	15.3%	7	9.3%	132	13.4%
Thursday	74	14.8%	57	13.9%	13	17.3%	144	14.6%
Friday	84	16.8%	66	16.1%	12	16.0%	162	16.4%
Saturday	70	14.0%	60	14.6%	11	14.7%	141	14.3%
<b>Total</b>	<b>500</b>	<b>100.0%</b>	<b>411</b>	<b>100.0%</b>	<b>75</b>	<b>100.0%</b>	<b>986</b>	<b>100.0%</b>

- The highest amount of drug-related driver total crashes occurred on Friday and Tuesday.
- The highest amount of drug positive driver fatal crashes occurred on Sunday.

### Drug-Related Driver Crashes by Hour (Utah 2015)

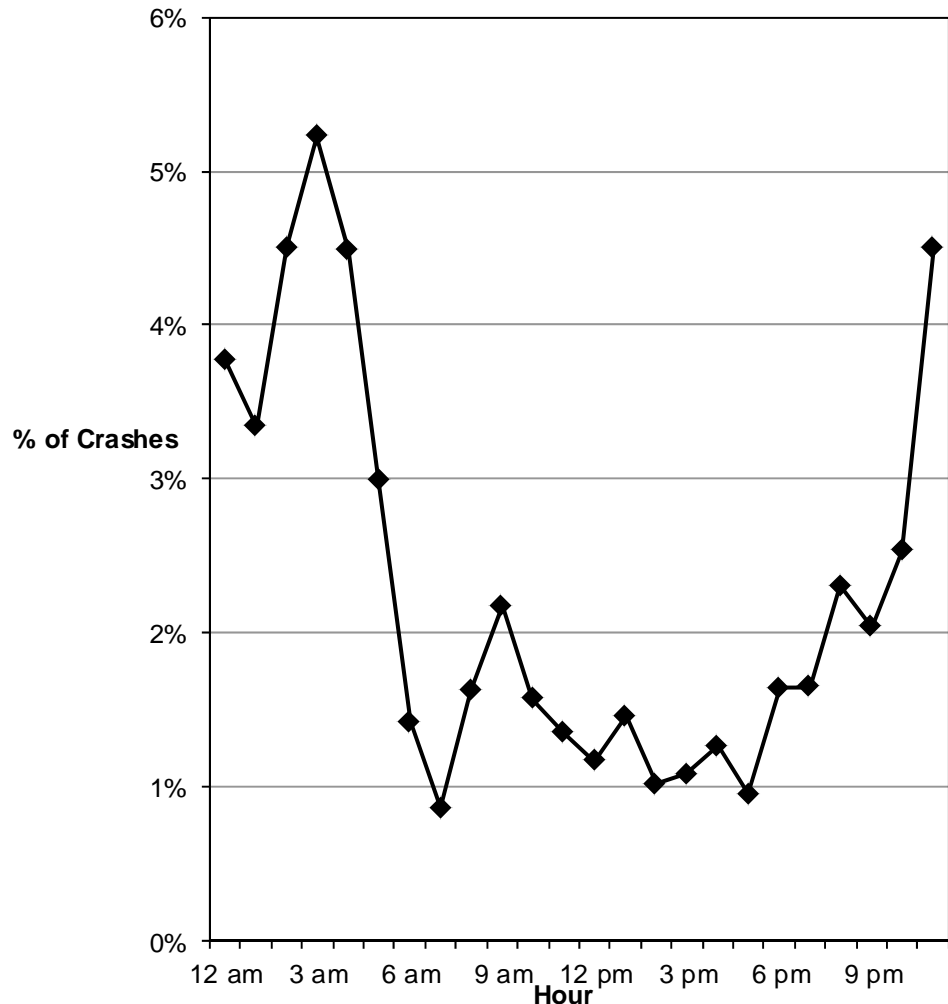
Drug-Related Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	16	3.2%	15	3.6%	2	2.7%	33	3.3%
1 a.m.	12	2.4%	7	1.7%	2	2.7%	21	2.1%
2 a.m.	14	2.8%	10	2.4%	0	0.0%	24	2.4%
3 a.m.	12	2.4%	6	1.5%	4	5.3%	22	2.2%
4 a.m.	9	1.8%	9	2.2%	1	1.3%	19	1.9%
5 a.m.	11	2.2%	9	2.2%	4	5.3%	24	2.4%
6 a.m.	10	2.0%	9	2.2%	2	2.7%	21	2.1%
7 a.m.	14	2.8%	7	1.7%	4	5.3%	25	2.5%
8 a.m.	30	6.0%	20	4.9%	3	4.0%	53	5.4%
9 a.m.	29	5.8%	23	5.6%	4	5.3%	56	5.7%
10 a.m.	17	3.4%	18	4.4%	3	4.0%	38	3.9%
11 a.m.	16	3.2%	19	4.6%	2	2.7%	37	3.8%
Noon	23	4.6%	16	3.9%	1	1.3%	40	4.1%
1 p.m.	28	5.6%	20	4.9%	2	2.7%	50	5.1%
2 p.m.	23	4.6%	14	3.4%	3	4.0%	40	4.1%
3 p.m.	26	5.2%	19	4.6%	3	4.0%	48	4.9%
4 p.m.	33	6.6%	24	5.8%	5	6.7%	62	6.3%
5 p.m.	35	7.0%	19	4.6%	3	4.0%	57	5.8%
6 p.m.	25	5.0%	43	10.5%	7	9.3%	75	7.6%
7 p.m.	18	3.6%	28	6.8%	4	5.3%	50	5.1%
8 p.m.	31	6.2%	21	5.1%	1	1.3%	53	5.4%
9 p.m.	22	4.4%	15	3.6%	6	8.0%	43	4.4%
10 p.m.	23	4.6%	16	3.9%	1	1.3%	40	4.1%
11 p.m.	23	4.6%	24	5.8%	8	10.7%	55	5.6%
<b>Total</b>	<b>500</b>	<b>100.0%</b>	<b>411</b>	<b>100.0%</b>	<b>75</b>	<b>100.0%</b>	<b>986</b>	<b>100.0%</b>

- Drug-related driver total crashes were highest during the hours of 4:00-6:59 p.m. and 9:00 a.m.

## Crash Conditions

### Percent of Total Crashes with a Drug-Related Driver by Hour (Utah 2015)

Drug-Related Driver Crashes			
Hour	Total Crashes		
	All #	Drug #	%
Midnight	875	33	3.8%
1 a.m.	629	21	3.3%
2 a.m.	533	24	4.5%
3 a.m.	421	22	5.2%
4 a.m.	424	19	4.5%
5 a.m.	804	24	3.0%
6 a.m.	1,481	21	1.4%
7 a.m.	2,904	25	0.9%
8 a.m.	3,268	53	1.6%
9 a.m.	2,573	56	2.2%
10 a.m.	2,422	38	1.6%
11 a.m.	2,749	37	1.3%
Noon	3,433	40	1.2%
1 p.m.	3,431	50	1.5%
2 p.m.	3,930	40	1.0%
3 p.m.	4,436	48	1.1%
4 p.m.	4,902	62	1.3%
5 p.m.	5,987	57	1.0%
6 p.m.	4,563	75	1.6%
7 p.m.	3,039	50	1.6%
8 p.m.	2,298	53	2.3%
9 p.m.	2,110	43	2.0%
10 p.m.	1,579	40	2.5%
11 p.m.	1,221	55	4.5%
<b>Total</b>	<b>60,012</b>	<b>986</b>	<b>1.6%</b>



- While 1.6% of total crashes were drug-related, 4.2% of the crashes occurring during the hours of 11:00 p.m.-4:59 a.m. were drug-related.

### Persons in Drug-Related Driver Crashes (Utah 2015)

Persons Involved (Drug-Related Driver Crashes)								
Person Type	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	1,011	74.1%	462	72.4%	65	76.5%	1,538	73.7%
Passenger	354	25.9%	162	25.4%	14	16.5%	530	25.4%
Pedestrian	0	0.0%	12	1.9%	6	7.1%	18	0.9%
Bicyclist	0	0.0%	2	0.3%	0	0.0%	2	0.1%
<b>Total</b>	<b>1,365</b>	<b>100.0%</b>	<b>638</b>	<b>100.0%</b>	<b>85</b>	<b>100.0%</b>	<b>2,088</b>	<b>100.0%</b>

- Of the 2,088 people in drug-related driver crashes, 73.7% were drivers, 25.4% were passengers, and 1.0% were non-motorists.

## Crash Conditions

### Drug-Related Driver Crashes by Month (Utah 2015)

Drug-Related Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	40	1.3	29	0.9	1	0.03	70	2.3
February	36	1.3	20	0.7	7	0.25	63	2.3
March	42	1.4	38	1.2	8	0.26	88	2.8
April	30	1.0	40	1.3	6	0.20	76	2.5
May	48	1.5	31	1.0	4	0.13	83	2.7
June	48	1.6	42	1.4	13	0.43	103	3.4
July	37	1.2	38	1.2	11	0.35	86	2.8
August	42	1.4	40	1.3	7	0.23	89	2.9
September	47	1.6	33	1.1	2	0.07	82	2.7
October	43	1.4	35	1.1	7	0.23	85	2.7
November	46	1.5	41	1.4	6	0.20	93	3.1
December	41	1.3	24	0.8	3	0.10	68	2.2
<b>Total</b>	<b>500</b>	<b>1.4</b>	<b>411</b>	<b>1.1</b>	<b>75</b>	<b>0.21</b>	<b>986</b>	<b>2.7</b>

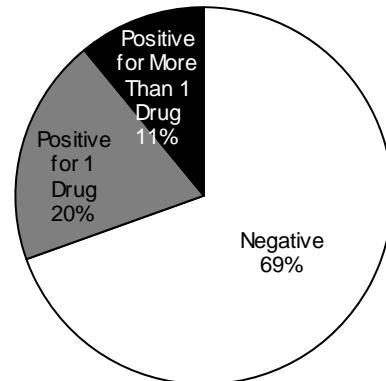
- Overall, the highest rates per day of drug-related driver crashes were in June (3.4) and November (3.1) with the lowest rates per day in December (2.2), January (1.3), and February (2.3).
- The highest rates per day of fatal drug positive driver crashes occurred in June and July.

## Drivers

### Drivers in Fatal Crashes by Drug Test (Utah 2015)

All Drivers in Fatal Crashes			
Drug Test Results	Drivers		
	#	%	% of tested
Negative	178	42.5%	69.5%
Positive For 1 Drug	50	11.9%	19.5%
Positive For More Than 1 Drug	28	6.7%	10.9%
Not Tested/Unknown	163	38.9%	
<b>Total</b>	<b>419</b>	<b>100.0%</b>	<b>100.0%</b>

Drivers in Fatal Crashes  
With Drug Test Results



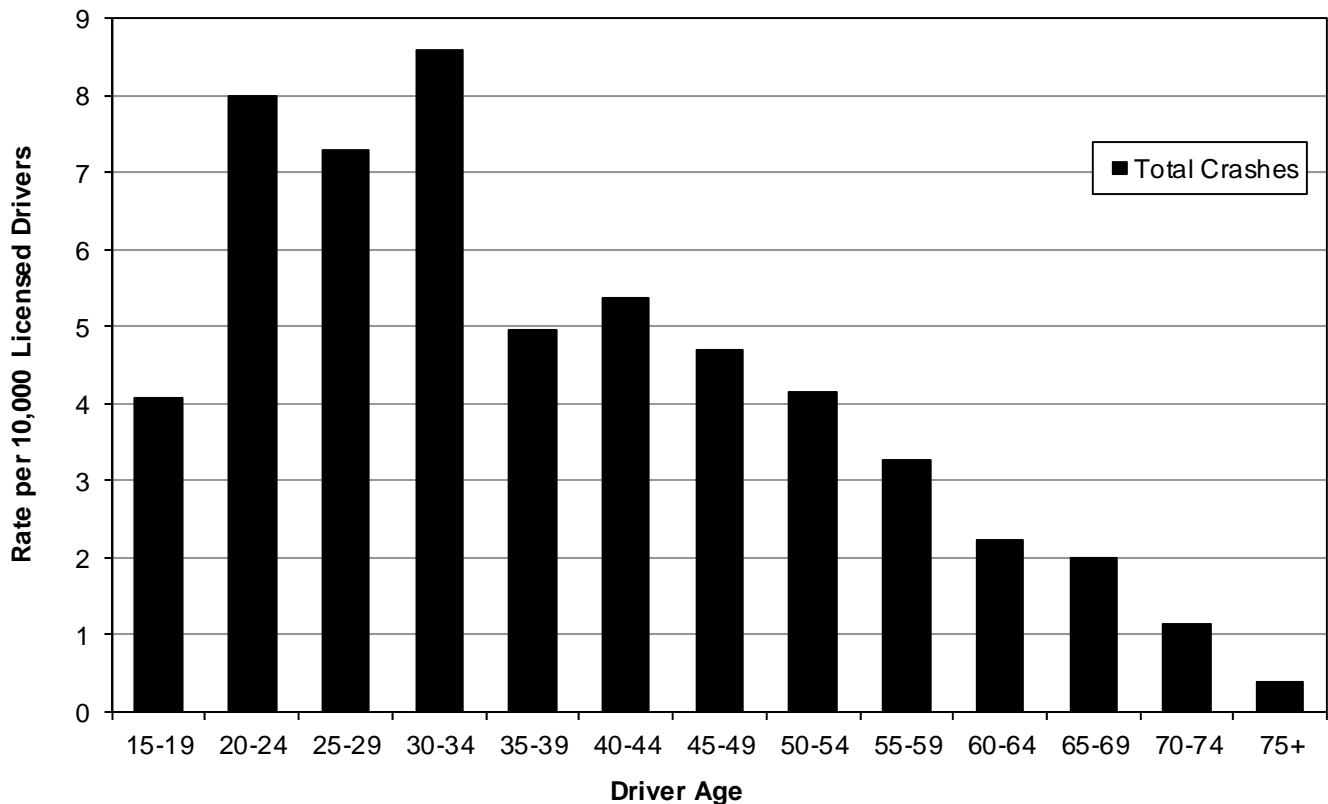
- Of the 256 drivers in fatal crashes who were tested for drugs, 178 (69.5%) tested negative, 50 (19.5%) tested positive for one drug, and 28 (10.9%) tested positive for more than one drug.



## Drivers

### Age of Drug-Related Drivers in Crashes (Utah 2015)

Drug-Related Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers	#	%	Rate per 10,000 Drivers
<15	1	0.2%	n/a	0	0.0%	n/a	0	0.0%	n/a	1	0.1%	n/a
15-19	29	5.8%	1.7	32	7.8%	1.9	7	9.0%	0.42	68	6.9%	4.1
20-24	78	15.6%	3.9	68	16.5%	3.4	15	19.2%	0.74	161	16.3%	8.0
25-29	83	16.6%	4.1	56	13.6%	2.8	9	11.5%	0.44	148	14.9%	7.3
30-34	93	18.6%	4.6	71	17.3%	3.5	10	12.8%	0.49	174	17.6%	8.6
35-39	41	8.2%	2.0	51	12.4%	2.5	8	10.3%	0.40	100	10.1%	4.9
40-44	49	9.8%	3.0	36	8.8%	2.2	4	5.1%	0.24	89	9.0%	5.4
45-49	38	7.6%	2.6	25	6.1%	1.7	5	6.4%	0.35	68	6.9%	4.7
50-54	28	5.6%	2.0	24	5.8%	1.7	6	7.7%	0.43	58	5.9%	4.1
55-59	24	4.8%	1.7	19	4.6%	1.4	3	3.8%	0.21	46	4.6%	3.3
60-64	14	2.8%	1.1	13	3.2%	1.0	1	1.3%	0.08	28	2.8%	2.2
65-69	7	1.4%	0.7	6	1.5%	0.6	7	9.0%	0.69	20	2.0%	2.0
70-74	3	0.6%	0.4	3	0.7%	0.4	2	2.6%	0.28	8	0.8%	1.1
75+	2	0.4%	0.2	1	0.2%	0.1	1	1.3%	0.09	4	0.4%	0.4
Unknown	11	2.2%	n/a	6	1.5%	n/a	0	0.0%	n/a	17	1.7%	n/a
<b>Total</b>	<b>501</b>	<b>100.0%</b>	<b>2.5</b>	<b>411</b>	<b>100.0%</b>	<b>2.1</b>	<b>78</b>	<b>100.0%</b>	<b>0.40</b>	<b>990</b>	<b>100.0%</b>	<b>5.0</b>



- Drivers aged 20-34 years had the highest rate of total drug-related driver crashes.
- Drivers aged 20-24 and 65-69 years had the highest rates of drug positive driver fatal crashes.

## Drivers

### Gender of Drug-Related Drivers in Crashes (Utah 2015)

Drug-Related Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	336	67.1%	270	65.7%	59	75.6%	665	67.2%
Female	160	31.9%	136	33.1%	19	24.4%	315	31.8%
Unknown	5	1.0%	5	1.2%	0	0.0%	10	1.0%
<b>Total</b>	<b>501</b>	<b>100.0%</b>	<b>411</b>	<b>100.0%</b>	<b>78</b>	<b>100.0%</b>	<b>990</b>	<b>100.0%</b>

- Male drivers were much more likely to be a drug-related driver in a crash. Male drivers represented 67.2% of the drug-related drivers in total crashes and 75.6% of the drug positive drivers in fatal crashes.

### Drug Positive Drivers in Fatal Crashes by Test Results (Utah 2015)

Drug Positive Drivers in Fatal Crashes		
Drug Type	Drivers	
	#	%
Cannabinoid	38	33.3%
Stimulant	23	20.2%
Depressant	20	17.5%
Narcotic	14	12.3%
Hallucinogen	2	1.8%
Other Drug	17	14.9%
Unknown Type	0	0.0%
<b>Total</b>	<b>114</b>	<b>100.0%</b>

Drug Positive Drivers in Fatal Crashes		
Drug Type	Drivers	
	#	%
Marijuana/THC	38	33.3%
Methamphetamine	17	14.9%
Depressants, Type Unknown	5	4.4%
Hydrocodone	5	4.4%
Amphetamine	3	2.6%
Diazepam	3	2.6%
Narcotics, Type Unknown	3	2.6%
Nordiazepam	3	2.6%
Oxycodone	3	2.6%
Carisoprodol	2	1.8%
Cocaine	2	1.8%
Hallucinogens, Type Unknown	2	1.8%
Lorazepam	2	1.8%
Morphine	2	1.8%
Alprazolam	1	0.9%
Benzoyllecgonine	1	0.9%
Clonazepam	1	0.9%
Codeine	1	0.9%
Meprobamate	1	0.9%
Midazolam	1	0.9%
Zolpidem	1	0.9%
Other Drug	17	14.9%
Unknown Type	0	0.0%
<b>Total</b>	<b>114</b>	<b>100.0%</b>

- These two tables show the same information. One table is by drug category and the other is by specific drugs.
- 78 drivers in fatal crashes tested positive for drugs. 28 of these drivers tested positive for more than one drug.
- Cannabinoids [THC (marijuana)], stimulants (methamphetamine), and depressants (diazepam, nordiazepam) were the most common drug types.
- Most of the drugs in the "other drug" category were positive test results for diphenhydramine.

Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available to link concentrations of other drug types to driver performance.

# Distraction

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## Section 6: Distraction

### Trends

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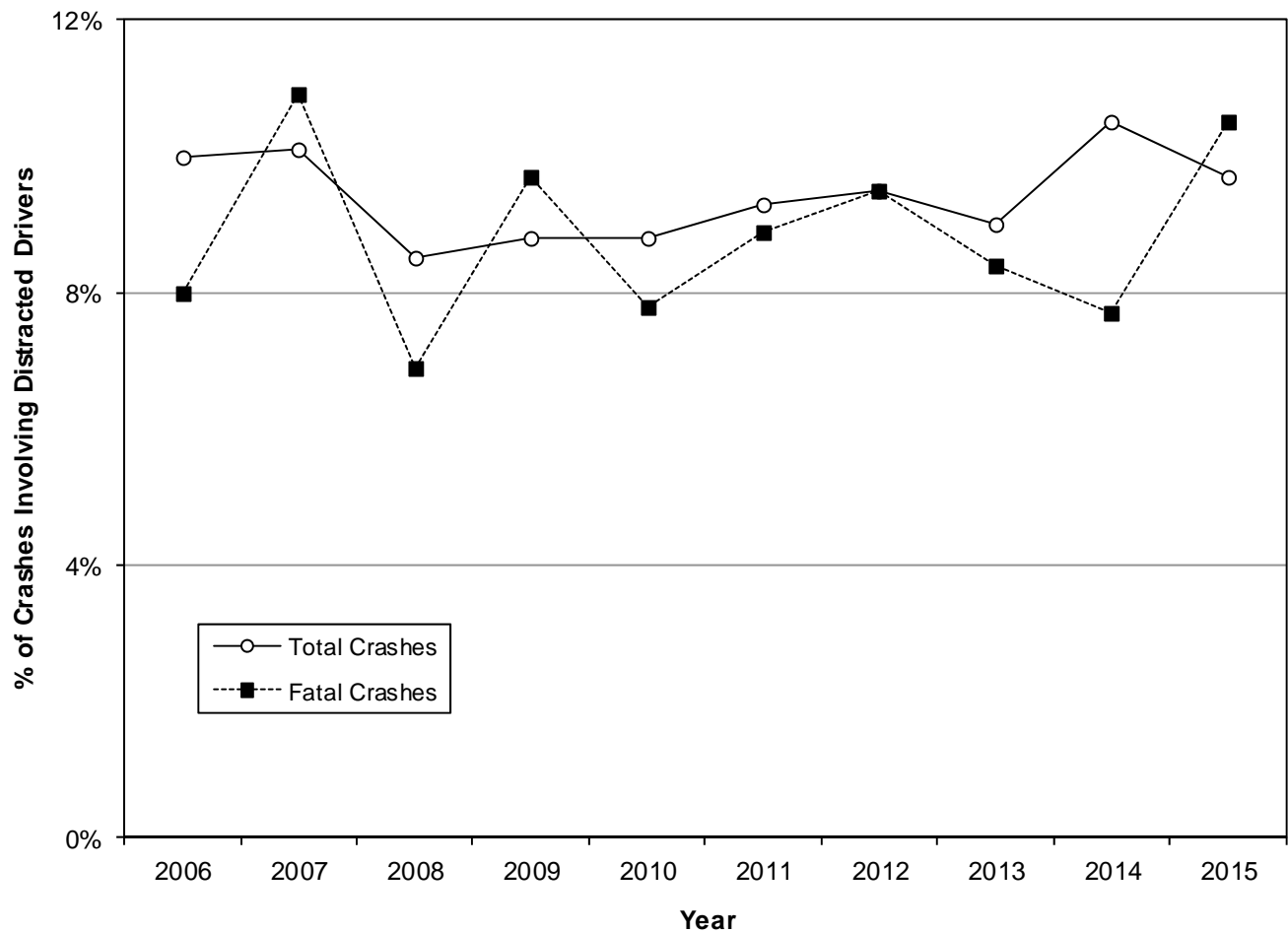
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## Trends

### Distracted Driver Crashes (Utah 2006-2015)

Year	Distracted Driver Crashes											
	Property Damage Only			Injury			Fatal			Total		
	All #	Distracted Driver #	%	All #	Distracted Driver #	%	All #	Distracted Driver #	%	All #	Distracted Driver #	%
2006	37,674	3,307	8.8%	18,264	2,275	12.5%	249	20	8.0%	56,187	5,602	10.0%
2007	42,368	3,778	8.9%	18,619	2,404	12.9%	258	23	8.9%	61,245	6,205	10.1%
2008	38,997	2,853	7.3%	17,125	1,940	11.3%	245	17	6.9%	56,367	4,810	8.5%
2009	35,398	2,753	7.8%	15,752	1,752	11.1%	217	21	9.7%	51,367	4,526	8.8%
2010	34,155	2,634	7.7%	14,995	1,704	11.4%	218	17	7.8%	49,368	4,355	8.8%
2011	36,418	2,998	8.2%	15,645	1,842	11.8%	224	20	8.9%	52,287	4,860	9.3%
2012	34,635	2,873	8.3%	15,765	1,914	12.1%	200	19	9.5%	50,600	4,806	9.5%
2013	39,301	3,052	7.8%	16,134	1,944	12.0%	202	17	8.4%	55,637	5,013	9.0%
2014	37,388	3,479	9.3%	16,426	2,202	13.4%	222	17	7.7%	54,036	5,698	10.5%
2015	42,089	3,665	8.7%	17,665	2,158	12.2%	258	27	10.5%	60,012	5,850	9.7%
<b>Total</b>	<b>378,423</b>	<b>31,392</b>	<b>8.3%</b>	<b>166,390</b>	<b>20,135</b>	<b>12.1%</b>	<b>2,293</b>	<b>198</b>	<b>8.6%</b>	<b>547,106</b>	<b>51,725</b>	<b>9.5%</b>

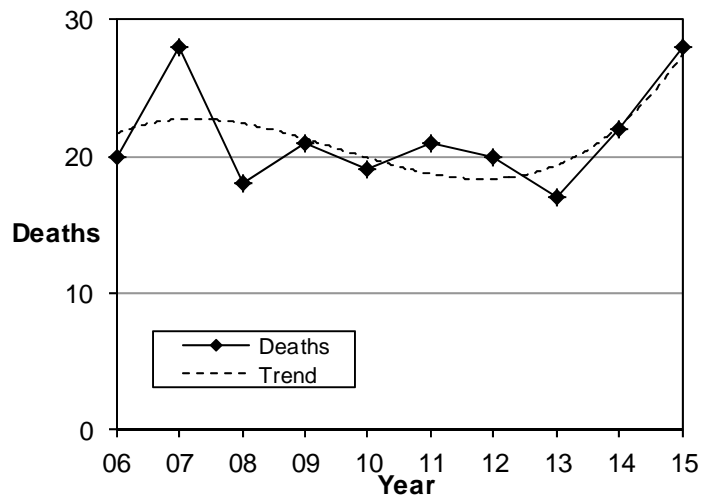


- The 10-year trend shows that 9.5% of all crashes in Utah involved a distracted driver.
- Fatal distracted driver crashes have fluctuated around the nine-year average of 8.6% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

## Trends

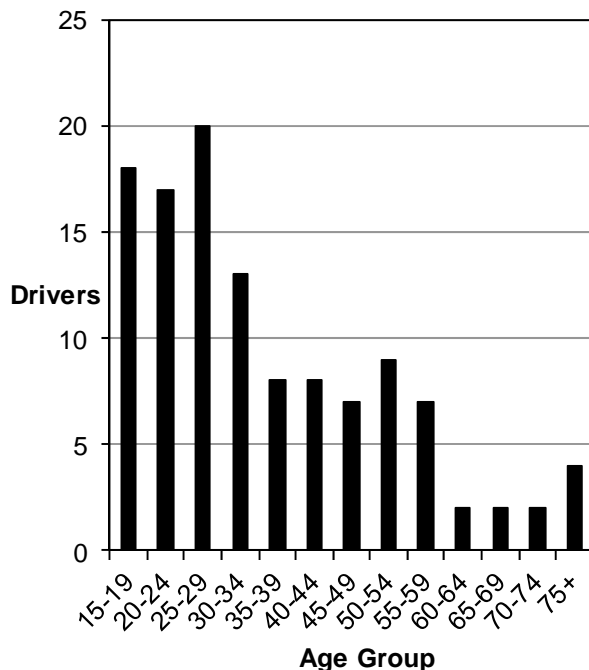
### Fatal Crashes Involving Distracted Drivers (Utah 2006-2015)

Distracted Driver Crashes						
Year	Deaths			Fatal Crashes		
	All #	Distracted #	%	All #	Distracted #	%
2006	287	20	7.0%	249	20	8.0%
2007	299	28	9.4%	260	23	8.8%
2008	276	18	6.5%	244	17	7.0%
2009	244	21	8.6%	217	21	9.7%
2010	253	19	7.5%	218	17	7.8%
2011	243	21	8.6%	224	20	8.9%
2012	217	20	9.2%	200	19	9.5%
2013	220	17	7.7%	202	17	8.4%
2014	256	22	8.6%	222	17	7.7%
2015	278	28	10.1%	258	27	10.5%
<b>Total</b>	<b>2,573</b>	<b>214</b>	<b>8.3%</b>	<b>2,294</b>	<b>198</b>	<b>8.6%</b>



- Over the past 10 years, the percentage of deaths and fatal crashes involving distracted drivers has fluctuated around 8% of all deaths and fatal crashes.
- On average, 21 people die a year in Utah from distracted driver crashes.

### Distracted Drivers in Fatal Crashes by Age (Utah 2010-2015)



Distracted Drivers in Fatal Crashes								
Age	Year						Total	
	2010	2011	2012	2013	2014	2015	#	%
<15	0	0	0	0	0	0	0	0.0%
15-19	6	3	3	2	2	2	18	15.4%
20-24	3	3	0	0	5	6	17	14.5%
25-29	2	5	5	1	3	4	20	17.1%
30-34	1	3	3	1	1	4	13	11.1%
35-39	0	1	3	3	1	0	8	6.8%
40-44	0	1	2	0	1	4	8	6.8%
45-49	1	0	1	1	1	3	7	6.0%
50-54	3	1	0	4	1	0	9	7.7%
55-59	0	2	1	3	1	0	7	6.0%
60-64	0	1	0	0	0	1	2	1.7%
65-69	0	0	0	1	0	1	2	1.7%
70-74	1	0	1	0	0	0	2	1.7%
75+	0	0	0	1	1	2	4	3.4%
<b>Total</b>	<b>17</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>27</b>	<b>117</b>	<b>100.0%</b>

- Over the past six years, drivers aged 15-29 years had the highest number of distracted drivers in fatal crashes.

## Crash Conditions

### Distracted Driver Crashes by County (Utah 2015)

Distracted Driver Crashes												
County	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Distraction		All	Distraction		All	Distraction		All	Distraction	
	#	#	%	#	#	%	#	#	%	#	#	%
Utah	5,997	600	10.0%	2,773	404	14.6%	35	4	11.4%	8,805	1,008	11.4%
Daggett	28	3	10.7%	6	1	16.7%	1	0	0.0%	35	4	11.4%
Weber	2,764	311	11.3%	1,530	167	10.9%	20	1	5.0%	4,314	479	11.1%
Cache	1,545	149	9.6%	535	62	11.6%	4	1	25.0%	2,084	212	10.2%
Washington	1,704	148	8.7%	854	106	12.4%	17	2	11.8%	2,575	256	9.9%
Salt Lake	19,231	1,735	9.0%	7,849	948	12.1%	72	5	6.9%	27,152	2,688	9.9%
Davis	3,586	305	8.5%	1,725	205	11.9%	11	2	18.2%	5,322	512	9.6%
Millard	285	21	7.4%	96	14	14.6%	7	2	28.6%	388	37	9.5%
Grand	191	16	8.4%	90	11	12.2%	4	0	0.0%	285	27	9.5%
Carbon	302	20	6.6%	89	14	15.7%	6	1	16.7%	397	35	8.8%
Morgan	135	10	7.4%	36	5	13.9%	2	0	0.0%	173	15	8.7%
Sevier	278	21	7.6%	116	13	11.2%	3	0	0.0%	397	34	8.6%
Box Elder	752	49	6.5%	276	36	13.0%	15	3	20.0%	1,043	88	8.4%
Tooele	792	59	7.4%	310	33	10.6%	14	2	14.3%	1,116	94	8.4%
Juab	233	11	4.7%	74	12	16.2%	0	0	n/a	307	23	7.5%
Iron	699	43	6.2%	255	27	10.6%	2	0	0.0%	956	70	7.3%
Sanpete	260	7	2.7%	100	17	17.0%	4	0	0.0%	364	24	6.6%
Summit	953	51	5.4%	223	22	9.9%	6	2	33.3%	1,182	75	6.3%
Beaver	165	9	5.5%	52	5	9.6%	4	0	0.0%	221	14	6.3%
Duchesne	348	20	5.7%	89	7	7.9%	2	0	0.0%	439	27	6.2%
Wasatch	569	25	4.4%	181	16	8.8%	10	1	10.0%	760	42	5.5%
Uintah	429	17	4.0%	130	12	9.2%	5	1	20.0%	564	30	5.3%
Kane	180	7	3.9%	43	5	11.6%	4	0	0.0%	227	12	5.3%
Wayne	56	3	5.4%	19	1	5.3%	1	0	0.0%	76	4	5.3%
Emery	196	8	4.1%	88	7	8.0%	5	0	0.0%	289	15	5.2%
San Juan	203	11	5.4%	49	2	4.1%	4	0	0.0%	256	13	5.1%
Garfield	136	4	2.9%	54	5	9.3%	0	0	n/a	190	9	4.7%
Piute	23	1	4.3%	7	0	0.0%	0	0	n/a	30	1	3.3%
Rich	49	1	2.0%	16	1	6.3%	0	0	n/a	65	2	3.1%
Statewide	42,089	3,665	8.7%	17,665	2,158	12.2%	258	27	10.5%	60,012	5,850	9.7%

- Overall, Utah (11.4%), Daggett (11.4%), and Weber (11.1%) counties had the highest percentages of crashes involving a distracted driver.
- Overall, Rich (3.1%), Piute (3.3%), and Garfield (4.7%) counties had the lowest percentages of crashes involving a distracted driver.
- Salt Lake County had the most distracted driver crashes accounting for 45.9% of the distracted driver crashes in the state.
- Statewide, distracted driver crashes represented 9.7% of all crashes and 10.5% of all fatal crashes.

## Crash Conditions

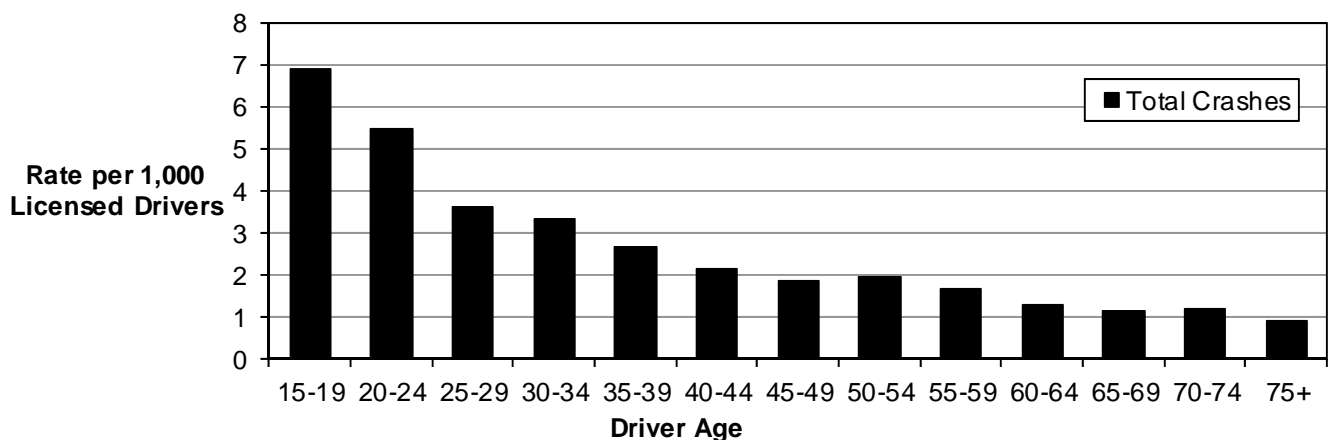
### Gender of Distracted Drivers in Crashes (Utah 2015)

Distracted Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	2,040	54.6%	1,173	53.1%	15	55.6%	3,228	54.0%
Female	1,544	41.3%	1,009	45.7%	12	44.4%	2,565	42.9%
Unknown	153	4.1%	28	1.3%	0	0.0%	181	3.0%
<b>Total</b>	<b>3,737</b>	<b>100.0%</b>	<b>2,210</b>	<b>100.0%</b>	<b>27</b>	<b>100.0%</b>	<b>5,974</b>	<b>100.0%</b>

- The majority of distracted drivers in all motor vehicle crashes (54.0%) and fatal crashes (55.6%) were male.

### Age of Distracted Drivers in Crashes (Utah 2015)

Distracted 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	1	0.0%	n/a	5	0.2%	n/a	0	0.0%	n/a	6	0.1%	n/a
15-19	738	19.7%	4.41	413	18.7%	2.47	2	7.4%	0.012	1,153	19.3%	6.89
20-24	690	18.5%	3.42	405	18.3%	2.01	6	22.2%	0.030	1,101	18.4%	5.46
25-29	432	11.6%	2.13	295	13.3%	1.46	4	14.8%	0.020	731	12.2%	3.61
30-34	398	10.7%	1.97	266	12.0%	1.32	4	14.8%	0.020	668	11.2%	3.30
35-39	318	8.5%	1.57	214	9.7%	1.06	0	0.0%	0.000	532	8.9%	2.63
40-44	229	6.1%	1.38	122	5.5%	0.74	4	14.8%	0.024	355	5.9%	2.14
45-49	170	4.5%	1.17	95	4.3%	0.66	3	11.1%	0.021	268	4.5%	1.85
50-54	157	4.2%	1.12	111	5.0%	0.79	0	0.0%	0.000	268	4.5%	1.91
55-59	144	3.9%	1.03	85	3.8%	0.61	0	0.0%	0.000	229	3.8%	1.63
60-64	96	2.6%	0.77	60	2.7%	0.48	1	3.7%	0.008	157	2.6%	1.26
65-69	80	2.1%	0.79	34	1.5%	0.34	1	3.7%	0.010	115	1.9%	1.14
70-74	57	1.5%	0.81	26	1.2%	0.37	0	0.0%	0.000	83	1.4%	1.17
75+	49	1.3%	0.46	43	1.9%	0.40	2	7.4%	0.019	94	1.6%	0.88
Unknown	178	4.8%	n/a	36	1.6%	n/a	0	0.0%	n/a	214	3.6%	n/a
<b>Total</b>	<b>3,737</b>	<b>100.0%</b>	<b>1.90</b>	<b>2,210</b>	<b>100.0%</b>	<b>1.12</b>	<b>27</b>	<b>100.0%</b>	<b>0.014</b>	<b>5,974</b>	<b>100.0%</b>	<b>3.03</b>



- The younger the driver the more likely they were to be distracted in a crash.



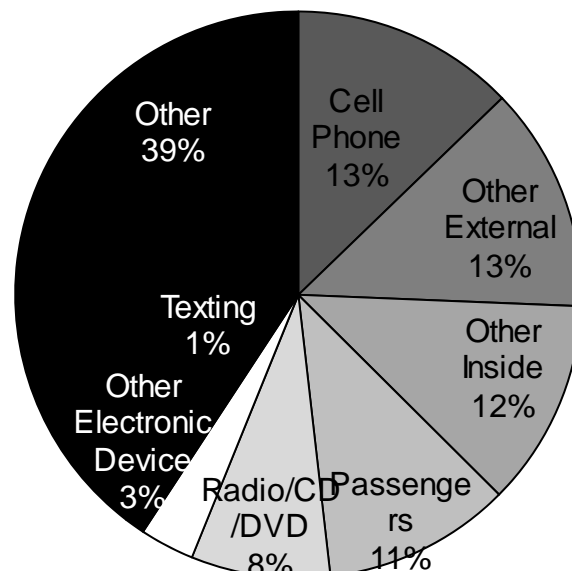
## Crash Conditions

### Driver Distraction (Utah 2015)

Crashes								
Driver Distraction	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	29,653	70.5%	11,715	66.3%	98	38.0%	41,466	69.1%
Other External	489	1.2%	259	1.5%	4	1.6%	752	1.3%
Cell Phone	477	1.1%	269	1.5%	2	0.8%	748	1.2%
Other Inside	437	1.0%	250	1.4%	4	1.6%	691	1.2%
Passengers	355	0.8%	266	1.5%	7	2.7%	628	1.0%
Radio/CD/DVD etc.	287	0.7%	178	1.0%	0	0.0%	465	0.8%
Other Electronic Device	102	0.2%	80	0.5%	0	0.0%	182	0.3%
Texting	42	0.1%	24	0.1%	1	0.4%	67	0.1%
TV/Monitor	1	0.0%	0	0.0%	0	0.0%	1	0.0%
Other	1,475	3.5%	832	4.7%	9	3.5%	2,316	3.9%
Unknown	8,771	20.8%	3,792	21.5%	133	51.6%	12,696	21.2%
<b>Total</b>	<b>42,089</b>	<b>100.0%</b>	<b>17,665</b>	<b>100.0%</b>	<b>258</b>	<b>100.0%</b>	<b>60,012</b>	<b>100.0%</b>

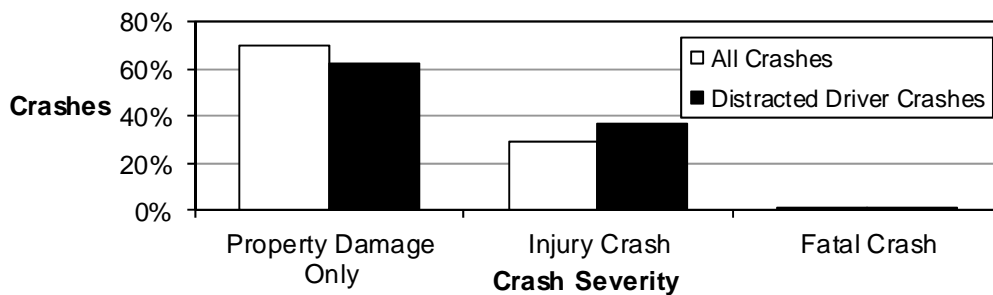
Distracted Driver Crashes								
Driver Distraction	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Other External	489	13.3%	259	12.0%	4	14.8%	752	12.9%
Cell Phone	477	13.0%	269	12.5%	2	7.4%	748	12.8%
Other Inside	437	11.9%	250	11.6%	4	14.8%	691	11.8%
Passengers	355	9.7%	266	12.3%	7	25.9%	628	10.7%
Radio/CD/DVD etc.	287	7.8%	178	8.2%	0	0.0%	465	7.9%
Other Electronic Device	102	2.8%	80	3.7%	0	0.0%	182	3.1%
Texting	42	1.1%	24	1.1%	1	3.7%	67	1.1%
TV/Monitor	1	0.0%	0	0.0%	0	0.0%	1	0.0%
Other	1,475	40.2%	832	38.6%	9	33.3%	2,316	39.6%
<b>Total</b>	<b>3,665</b>	<b>100.0%</b>	<b>2,158</b>	<b>100.0%</b>	<b>27</b>	<b>100.0%</b>	<b>5,850</b>	<b>100.0%</b>

- The bottom chart is the same as the top except none and unknown are removed.
- For all crashes where driver distraction was known, 12.4% of crashes involved a distracted driver.
- Cell phone was the leading driver distraction (12.8% of distractions).
- Over one-third (39.6%) of distractions listed were "other."
- Driving demands the full attention of the driver.



## Crash Conditions

### Distracted Driver Crash Severity (Utah 2015)



- Distracted driver crashes were more likely to result in injury compared to all motor vehicle crashes (36.9% to 29.4%).

### Distracted Driver Crashes by Month (Utah 2015)

Distracted Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	260	8.4	161	5.2	3	0.10	424	13.7
February	258	9.2	137	4.9	2	0.07	397	14.2
March	311	10.0	176	5.7	2	0.06	489	15.8
April	294	9.8	173	5.8	1	0.03	468	15.6
May	322	10.4	192	6.2	2	0.06	516	16.6
June	331	11.0	182	6.1	8	0.27	521	17.4
July	320	10.3	206	6.6	2	0.06	528	17.0
August	333	10.7	199	6.4	1	0.03	533	17.2
September	298	9.9	180	6.0	1	0.03	479	16.0
October	322	10.4	211	6.8	2	0.06	535	17.3
November	325	10.8	174	5.8	1	0.03	500	16.7
December	291	9.4	167	5.4	2	0.06	460	14.8
<b>Total</b>	<b>3,665</b>	<b>10.0</b>	<b>2,158</b>	<b>5.9</b>	<b>27</b>	<b>0.07</b>	<b>5,850</b>	<b>16.0</b>

- Overall, June (17.4) and October (17.3) had the highest rates per day for distracted driver crashes.
- The highest rate per day of fatal distracted driver crashes occurred in June (0.27).

### Distracted Driver Crashes by Day of Week (Utah 2015)

Distracted Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	251	6.8%	145	6.7%	1	3.7%	397	6.8%
Monday	617	16.8%	352	16.3%	4	14.8%	973	16.6%
Tuesday	553	15.1%	326	15.1%	2	7.4%	881	15.1%
Wednesday	576	15.7%	339	15.7%	8	29.6%	923	15.8%
Thursday	582	15.9%	369	17.1%	4	14.8%	955	16.3%
Friday	633	17.3%	355	16.5%	4	14.8%	992	17.0%
Saturday	453	12.4%	272	12.6%	4	14.8%	729	12.5%
<b>Total</b>	<b>3,665</b>	<b>100.0%</b>	<b>2,158</b>	<b>100.0%</b>	<b>27</b>	<b>100.0%</b>	<b>5,850</b>	<b>100.0%</b>

- Overall, the highest percentage of distracted driver crashes occurred on Friday (17.0%).
- The highest percentage of fatal distracted driver crashes occurred on Wednesday (29.6%).

## Crash Conditions

### Distracted Driver Crashes by Hour (Utah 2015)

Distracted Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	38	1.0%	21	1.0%	0	0.0%	59	1.0%
1 a.m.	38	1.0%	11	0.5%	1	3.7%	50	0.9%
2 a.m.	22	0.6%	13	0.6%	0	0.0%	35	0.6%
3 a.m.	17	0.5%	9	0.4%	2	7.4%	28	0.5%
4 a.m.	22	0.6%	7	0.3%	0	0.0%	29	0.5%
5 a.m.	34	0.9%	6	0.3%	0	0.0%	40	0.7%
6 a.m.	56	1.5%	33	1.5%	2	7.4%	91	1.6%
7 a.m.	152	4.1%	84	3.9%	1	3.7%	237	4.1%
8 a.m.	193	5.3%	113	5.2%	1	3.7%	307	5.2%
9 a.m.	177	4.8%	86	4.0%	2	7.4%	265	4.5%
10 a.m.	151	4.1%	83	3.8%	0	0.0%	234	4.0%
11 a.m.	172	4.7%	97	4.5%	0	0.0%	269	4.6%
Noon	243	6.6%	141	6.5%	1	3.7%	385	6.6%
1 p.m.	222	6.1%	123	5.7%	1	3.7%	346	5.9%
2 p.m.	256	7.0%	153	7.1%	0	0.0%	409	7.0%
3 p.m.	284	7.7%	185	8.6%	2	7.4%	471	8.1%
4 p.m.	324	8.8%	201	9.3%	1	3.7%	526	9.0%
5 p.m.	423	11.5%	251	11.6%	1	3.7%	675	11.5%
6 p.m.	278	7.6%	197	9.1%	4	14.8%	479	8.2%
7 p.m.	190	5.2%	121	5.6%	2	7.4%	313	5.4%
8 p.m.	122	3.3%	75	3.5%	1	3.7%	198	3.4%
9 p.m.	113	3.1%	67	3.1%	1	3.7%	181	3.1%
10 p.m.	71	1.9%	44	2.0%	2	7.4%	117	2.0%
11 p.m.	67	1.8%	37	1.7%	2	7.4%	106	1.8%
<b>Total</b>	<b>3,665</b>	<b>100.0%</b>	<b>2,158</b>	<b>100.0%</b>	<b>27</b>	<b>100.0%</b>	<b>5,850</b>	<b>100.0%</b>

- Distracted driver total crashes were highest from 12:00 p.m. to 6:59 p.m.
- Fatal distracted driver crashes varied throughout the day and peaked during the 6:00 p.m. hour.

### Distracted Driver Crashes by Manner of Collision (Utah 2015)

Crashes								
Collision Description	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Rear End (front-to-rear)	1,832	50.0%	1,140	52.8%	4	14.8%	2,976	50.9%
Single Vehicle	623	17.0%	444	20.6%	16	59.3%	1,083	18.5%
Angle	431	11.8%	359	16.6%	4	14.8%	794	13.6%
Parked Vehicle	349	9.5%	66	3.1%	0	0.0%	415	7.1%
Sideswipe	308	8.4%	67	3.1%	1	3.7%	376	6.4%
Head On (front-to-front)	49	1.3%	54	2.5%	2	7.4%	105	1.8%
Rear to Side/Rear	27	0.7%	3	0.1%	0	0.0%	30	0.5%
Other	15	0.4%	13	0.6%	0	0.0%	28	0.5%
Unknown	31	0.8%	12	0.6%	0	0.0%	43	0.7%
<b>Total</b>	<b>3,665</b>	<b>100.0%</b>	<b>2,158</b>	<b>100.0%</b>	<b>27</b>	<b>100.0%</b>	<b>5,850</b>	<b>100.0%</b>

- Over half of distracted driver crashes were rear end collisions. In comparison, 30.3% of all crashes were rear end collisions. Distracted driver crashes were 2.4 times more likely to be rear end collisions than other crashes.

# Drowsy Drivers

**SLEEP SMART.  
DRIVE SMART.**  
*DROWSY DRIVING KILLS*



2



## Section 7: Drowsy Drivers

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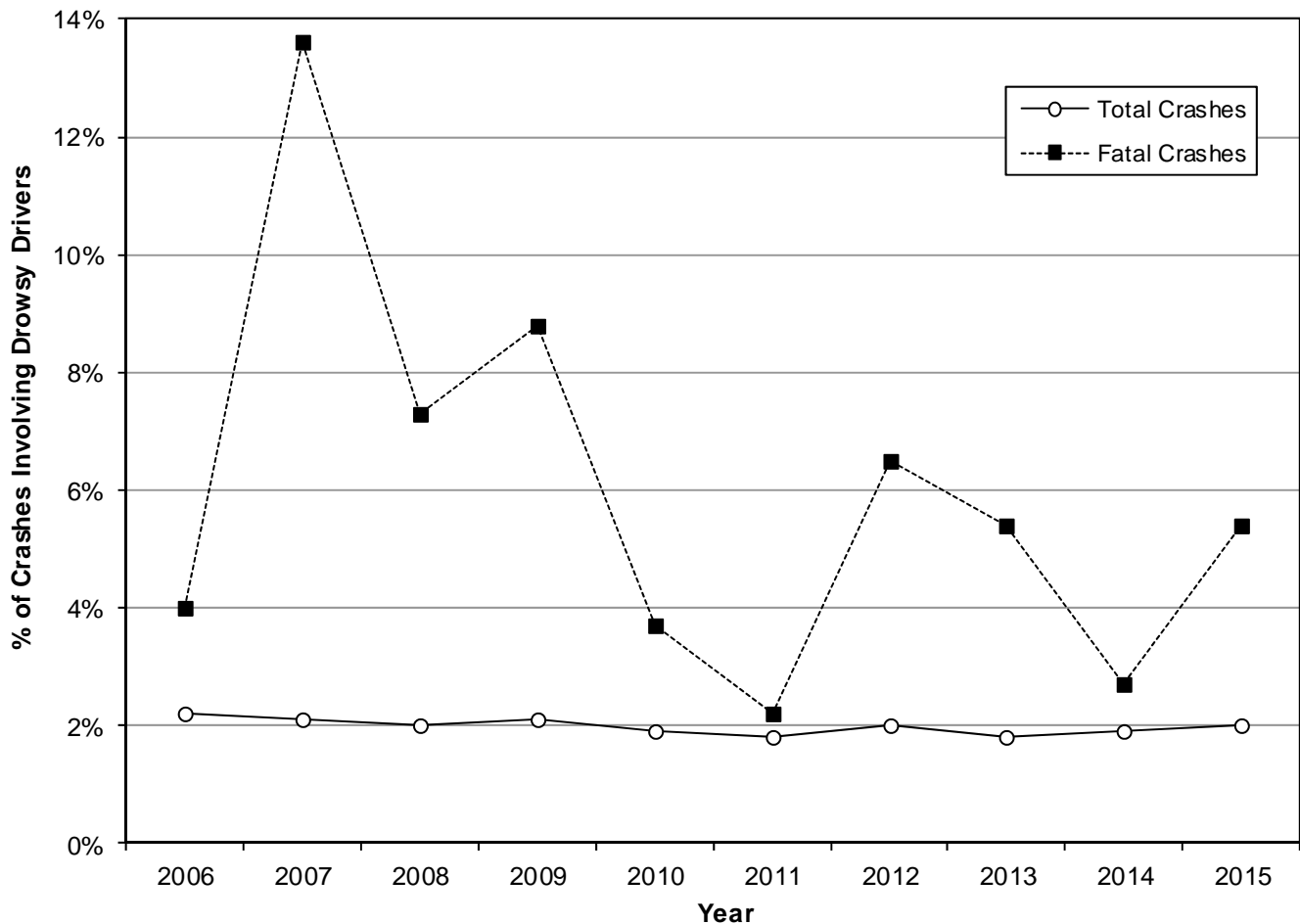
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## Trends

### Drowsy Driver Crashes (Utah 2006-2015)

Drowsy Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Drowsy Driver #	%	All #	Drowsy Driver #	%	All #	Drowsy Driver #	%	All #	Drowsy Driver #	%
2006	37,674	636	1.7%	18,264	573	3.1%	249	10	4.0%	56,187	1,219	2.2%
2007	42,368	694	1.6%	18,619	584	3.1%	258	35	13.6%	61,245	1,313	2.1%
2008	38,997	594	1.5%	17,125	510	3.0%	245	18	7.3%	56,367	1,122	2.0%
2009	35,398	616	1.7%	15,752	448	2.8%	217	19	8.8%	51,367	1,083	2.1%
2010	34,155	524	1.5%	14,995	429	2.9%	218	8	3.7%	49,368	961	1.9%
2011	36,418	546	1.5%	15,645	404	2.6%	224	5	2.2%	52,287	955	1.8%
2012	34,635	597	1.7%	15,765	414	2.6%	200	13	6.5%	50,600	1,024	2.0%
2013	39,301	587	1.5%	16,134	417	2.6%	202	11	5.4%	55,637	1,015	1.8%
2014	37,388	583	1.6%	16,426	452	2.8%	222	6	2.7%	54,036	1,041	1.9%
2015	42,089	661	1.6%	17,665	503	2.8%	258	14	5.4%	60,012	1,178	2.0%
<b>Total</b>	<b>378,423</b>	<b>6,038</b>	<b>1.6%</b>	<b>166,390</b>	<b>4,734</b>	<b>2.8%</b>	<b>2,293</b>	<b>139</b>	<b>6.1%</b>	<b>547,106</b>	<b>10,911</b>	<b>2.0%</b>

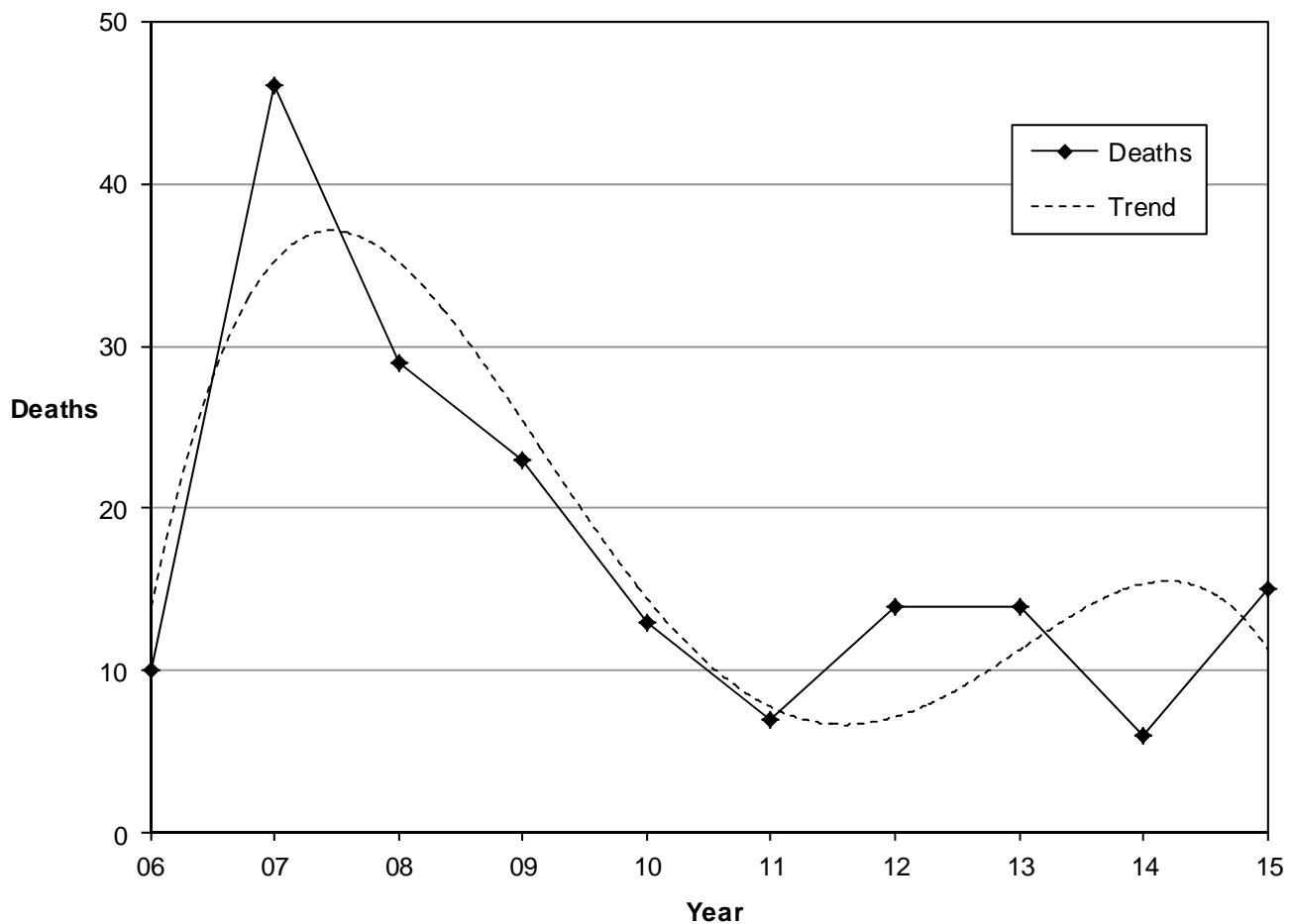


- The 10-year trend shows that 2.0% of all crashes in Utah involved a drowsy driver.
- Fatal drowsy driver crashes have fluctuated around the 10-year average of 6.1% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of drowsiness or fatigue and its role in the crash by law enforcement can be very difficult.

## Trends

### Fatal Crashes Involving Drowsy Drivers (Utah 2006-2015)

Drowsy Driver Crashes						
Year	Deaths			Fatal Crashes		
	All #	Drowsy #	%	All #	Drowsy #	%
2006	287	10	3.5%	249	10	4.0%
2007	299	46	15.4%	260	35	13.5%
2008	276	29	10.5%	244	18	7.4%
2009	244	23	9.4%	217	19	8.8%
2010	253	13	5.1%	218	8	3.7%
2011	243	7	2.9%	224	5	2.2%
2012	217	14	6.5%	200	13	6.5%
2013	220	14	6.4%	202	11	5.4%
2014	256	6	2.3%	222	6	2.7%
2015	278	15	5.4%	258	14	5.4%
<b>Total</b>	<b>2,573</b>	<b>177</b>	<b>6.9%</b>	<b>2,294</b>	<b>139</b>	<b>6.1%</b>

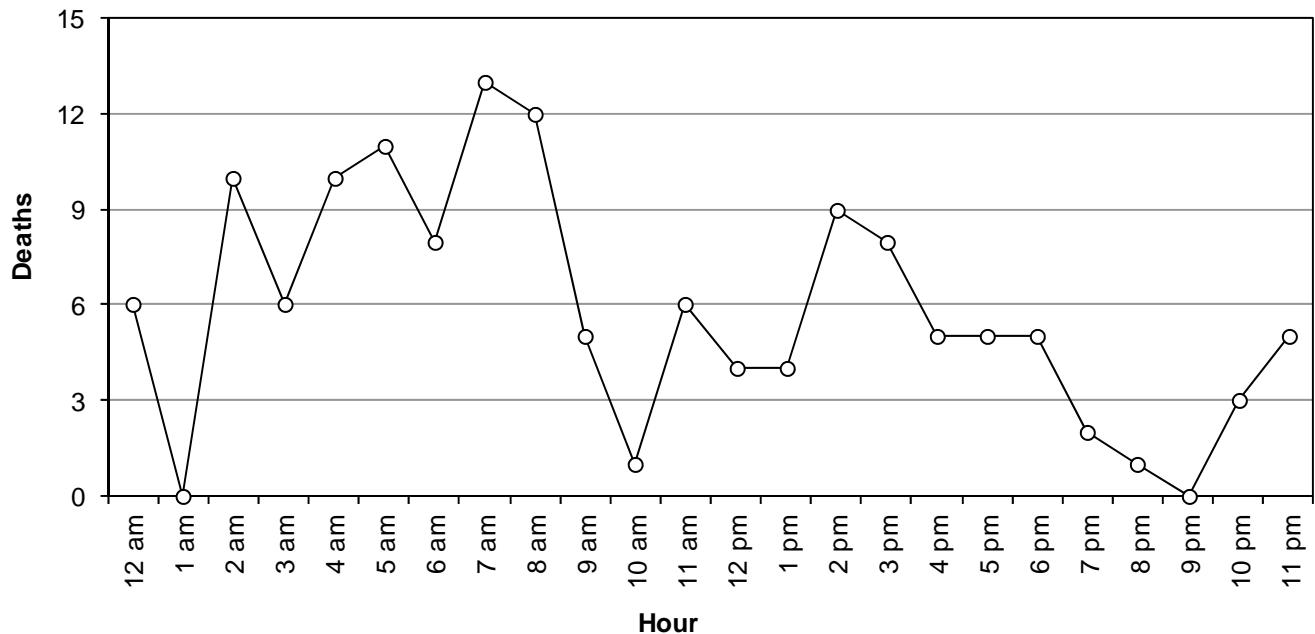


- Over the past 10 years, the percentage of deaths and fatal crashes involving drowsy drivers has fluctuated around 7% of all deaths and 6% of fatal crashes.
- On average, 18 people die a year in Utah from drowsy driver crashes.

## Trends

### Fatal Crashes Involving Drowsy Drivers by Hour (Utah 2006-2015)

Fatal Drowsy Driver Crashes												
Hour	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total	%
Midnight	0	1	1	2	0	0	0	1	1	0	6	4.3%
1 a.m.	0	0	0	0	0	0	0	0	0	0	0	0.0%
2 a.m.	0	2	2	3	0	1	0	0	1	1	10	7.2%
3 a.m.	0	5	0	1	0	0	0	0	0	0	6	4.3%
4 a.m.	0	2	0	4	0	1	0	1	0	2	10	7.2%
5 a.m.	1	3	2	1	1	0	1	1	0	1	11	7.9%
6 a.m.	0	2	2	0	0	0	2	0	1	1	8	5.8%
7 a.m.	1	3	3	2	1	0	0	2	0	1	13	9.4%
8 a.m.	0	5	0	0	2	0	1	2	1	1	12	8.6%
9 a.m.	0	0	0	1	0	1	2	0	0	1	5	3.6%
10 a.m.	1	0	0	0	0	0	0	0	0	0	1	0.7%
11 a.m.	0	1	2	0	0	0	2	1	0	0	6	4.3%
Noon	0	2	0	0	0	1	1	0	0	0	4	2.9%
1 p.m.	1	0	2	1	0	0	0	0	0	0	4	2.9%
2 p.m.	0	2	0	0	0	0	2	1	1	3	9	6.5%
3 p.m.	1	1	0	1	1	1	0	1	0	2	8	5.8%
4 p.m.	1	1	1	0	0	0	2	0	0	0	5	3.6%
5 p.m.	1	1	0	1	1	0	0	0	1	0	5	3.6%
6 p.m.	2	0	1	0	1	0	0	1	0	0	5	3.6%
7 p.m.	0	0	1	1	0	0	0	0	0	0	2	1.4%
8 p.m.	0	0	0	0	0	0	0	0	0	1	1	0.7%
9 p.m.	0	0	0	0	0	0	0	0	0	0	0	0.0%
10 p.m.	0	2	1	0	0	0	0	0	0	0	3	2.2%
11 p.m.	1	2	0	1	1	0	0	0	0	0	5	3.6%
<b>Total</b>	<b>10</b>	<b>35</b>	<b>18</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>14</b>	<b>139</b>	<b>100.0%</b>



- Over the past 10 years, fatal drowsy driver crashes were highest during the hours of 2:00-8:59 a.m.



## Crash Conditions

### Drowsy Driver Crashes by County (Utah 2015)

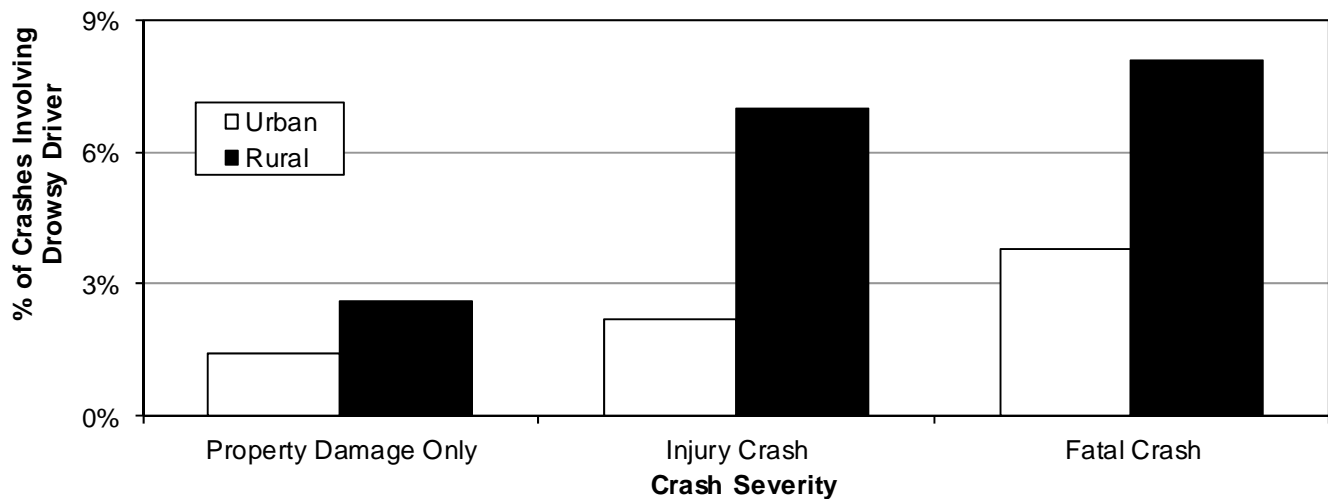
Drowsy Driver Crashes												
County	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Drowsy		All	Drowsy		All	Drowsy		All	Drowsy	
	#	#	%	#	#	%	#	#	%	#	#	%
Millard	285	13	4.6%	96	19	19.8%	7	2	28.6%	388	34	8.8%
Grand	191	12	6.3%	90	11	12.2%	4	0	0.0%	285	23	8.1%
Beaver	165	9	5.5%	52	8	15.4%	4	0	0.0%	221	17	7.7%
Sevier	278	14	5.0%	116	15	12.9%	3	0	0.0%	397	29	7.3%
Emery	196	10	5.1%	88	9	10.2%	5	1	20.0%	289	20	6.9%
Juab	233	8	3.4%	74	13	17.6%	0	0	n/a	307	21	6.8%
Morgan	135	8	5.9%	36	2	5.6%	2	0	0.0%	173	10	5.8%
Garfield	136	3	2.2%	54	6	11.1%	0	0	n/a	190	9	4.7%
Box Elder	752	20	2.7%	276	24	8.7%	15	2	13.3%	1,043	46	4.4%
Tooele	792	25	3.2%	310	17	5.5%	14	1	7.1%	1,116	43	3.9%
San Juan	203	5	2.5%	49	3	6.1%	4	0	0.0%	256	8	3.1%
Rich	49	2	4.1%	16	0	0.0%	0	0	n/a	65	2	3.1%
Washington	1,704	37	2.2%	854	32	3.7%	17	1	5.9%	2,575	70	2.7%
Uintah	429	7	1.6%	130	8	6.2%	5	0	0.0%	564	15	2.7%
Kane	180	3	1.7%	43	2	4.7%	4	1	25.0%	227	6	2.6%
Iron	699	14	2.0%	255	8	3.1%	2	1	50.0%	956	23	2.4%
Wasatch	569	8	1.4%	181	9	5.0%	10	0	0.0%	760	17	2.2%
Duchesne	348	6	1.7%	89	3	3.4%	2	0	0.0%	439	9	2.1%
Utah	5,997	102	1.7%	2,773	70	2.5%	35	2	5.7%	8,805	174	2.0%
Weber	2,764	61	2.2%	1,530	20	1.3%	20	1	5.0%	4,314	82	1.9%
Davis	3,586	64	1.8%	1,725	32	1.9%	11	0	0.0%	5,322	96	1.8%
Cache	1,545	21	1.4%	535	16	3.0%	4	0	0.0%	2,084	37	1.8%
Carbon	302	3	1.0%	89	4	4.5%	6	0	0.0%	397	7	1.8%
Summit	953	15	1.6%	223	5	2.2%	6	0	0.0%	1,182	20	1.7%
Wayne	56	0	0.0%	19	1	5.3%	1	0	0.0%	76	1	1.3%
Salt Lake	19,231	189	1.0%	7,849	164	2.1%	72	2	2.8%	27,152	355	1.3%
Sanpete	260	2	0.8%	100	2	2.0%	4	0	0.0%	364	4	1.1%
Daggett	28	0	0.0%	6	0	0.0%	1	0	0.0%	35	0	0.0%
Piute	23	0	0.0%	7	0	0.0%	0	0	n/a	30	0	0.0%
<b>Statewide</b>	<b>42,089</b>	<b>661</b>	<b>1.6%</b>	<b>17,665</b>	<b>503</b>	<b>2.8%</b>	<b>258</b>	<b>14</b>	<b>5.4%</b>	<b>60,012</b>	<b>1,178</b>	<b>2.0%</b>

- Overall, Millard (8.8%) and Grand (8.1%) counties had the highest percentages of crashes involving a drowsy driver.
- Overall, Piute (0.0%), Daggett (0.0%), and Sanpete (1.1%) counties had the lowest percentages of crashes involving a drowsy driver.
- Statewide, drowsy driver crashes represented 2.0% of all crashes and 5.4% of all fatal crashes.
- Although only 1.3% of crashes in Salt Lake County involved a drowsy driver, Salt Lake was still the highest county for number of drowsy driver crashes accounting for 30.1% of the drowsy driver crashes in the state.

## Crash Conditions

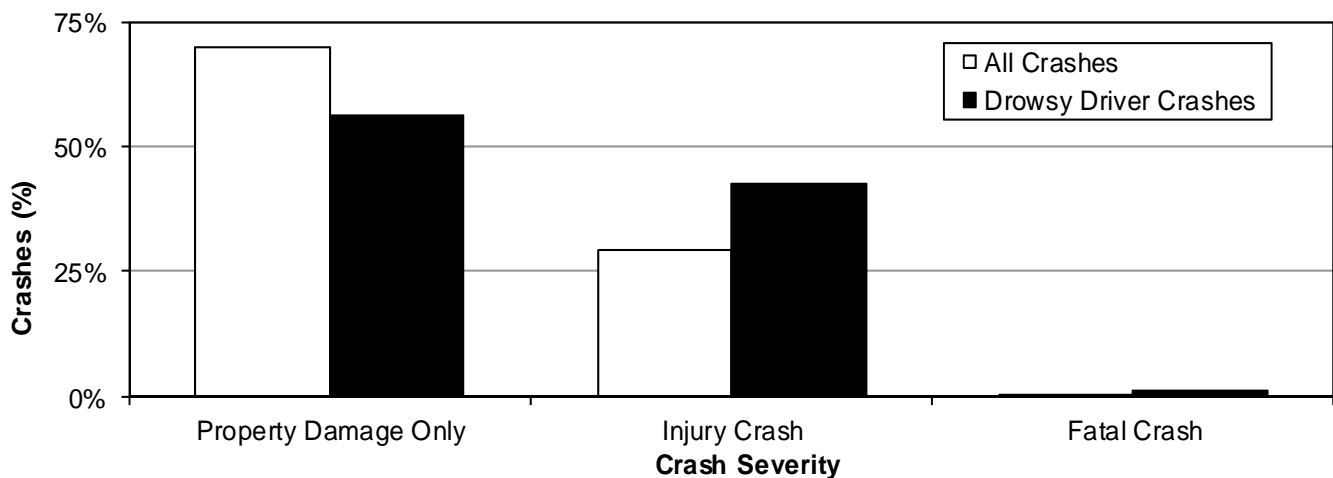
### Drowsy Driver Crashes by Rural/Urban (Utah 2015)

Drowsy Driver Crashes												
Location	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Drowsy		All	Drowsy		All	Drowsy		All	Drowsy	
	#	#	%	#	#	%	#	#	%	#	#	%
Rural	7,262	187	2.6%	2,399	169	7.0%	99	8	8.1%	9,760	364	3.7%
Urban	34,827	474	1.4%	15,266	334	2.2%	159	6	3.8%	50,252	814	1.6%
Statewide	42,089	661	1.6%	17,665	503	2.8%	258	14	5.4%	60,012	1,178	2.0%



- Overall, 3.7% of rural crashes involved a drowsy driver compared to 1.6% of urban crashes.
- Rural crashes were 2.3 times more likely to involve a drowsy driver than urban crashes.

### Drowsy Driver Crash Severity (Utah 2015)

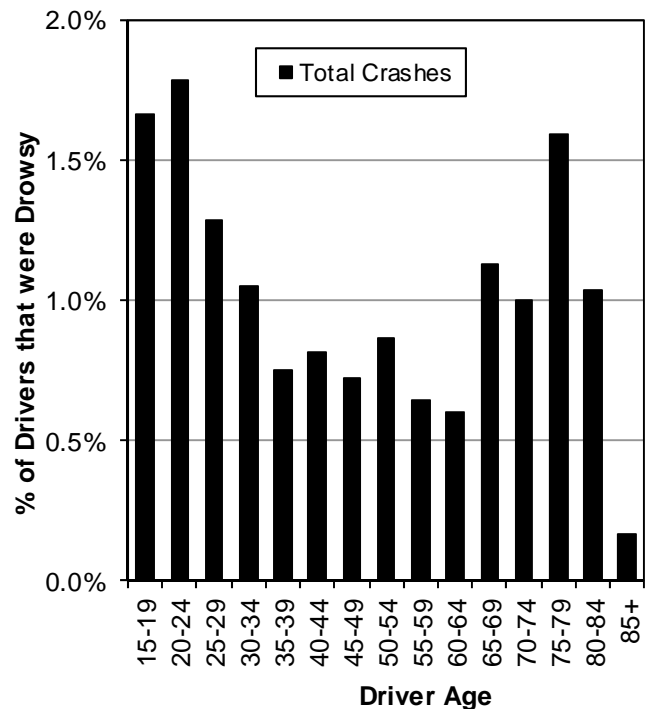
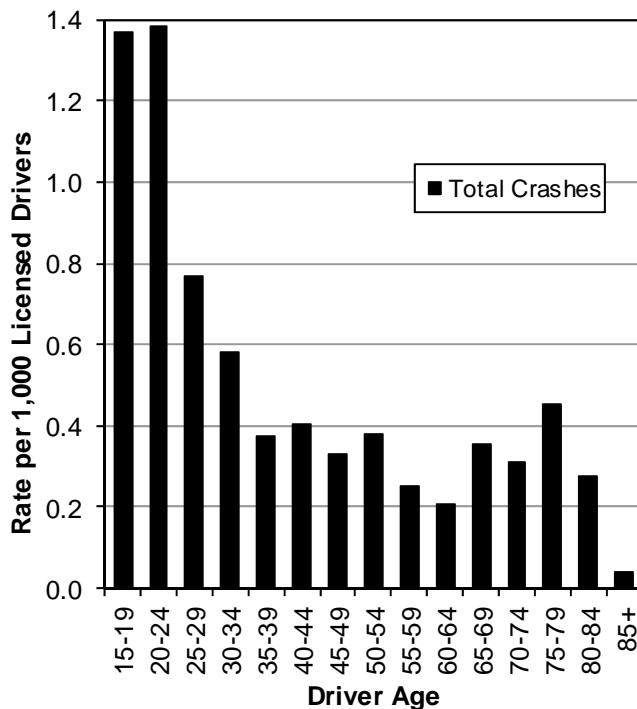


- Drowsy driver crashes were more likely to result in injury compared to all motor vehicle crashes (42.7% to 29.4%).

## Crash Conditions

### Age of Drowsy Drivers in Crashes (Utah 2015)

Drowsy Drivers																
Age	PDO Crashes				Injury Crashes				Fatal Crashes				Total			
	#	% of Age	% of All Drivs	Rate per 1,000 Drivs	#	% of Age	% of All Drivs	Rate per 1,000 Drivs	#	% of Age	% of All Drivs	Rate per 1,000 Drivs	#	% of Age	% of All Drivs	Rate per 1,000 Drivs
<15	0	0.0%	0.0%	n/a	0	0.0%	0.0%	n/a	0	0.0%	0.0%	n/a	0	0.0%	0.0%	n/a
15-19	129	19.4%	1.3%	0.77	97	19.2%	2.4%	0.58	3	21.4%	10.7%	0.018	229	19.4%	1.7%	1.37
20-24	177	26.7%	1.7%	0.88	99	19.6%	2.0%	0.49	3	21.4%	4.9%	0.015	279	23.6%	1.8%	1.38
25-29	99	14.9%	1.2%	0.49	56	11.1%	1.4%	0.28	1	7.1%	2.4%	0.005	156	13.2%	1.3%	0.77
30-34	63	9.5%	0.8%	0.31	54	10.7%	1.5%	0.27	1	7.1%	2.4%	0.005	118	10.0%	1.1%	0.58
35-39	37	5.6%	0.5%	0.18	37	7.3%	1.1%	0.18	2	14.3%	5.1%	0.010	76	6.4%	0.8%	0.38
40-44	33	5.0%	0.6%	0.20	34	6.7%	1.3%	0.20	0	0.0%	0.0%	0.000	67	5.7%	0.8%	0.40
45-49	25	3.8%	0.6%	0.17	23	4.6%	1.1%	0.16	0	0.0%	0.0%	0.000	48	4.1%	0.7%	0.33
50-54	27	4.1%	0.7%	0.19	26	5.2%	1.3%	0.19	0	0.0%	0.0%	0.000	53	4.5%	0.9%	0.38
55-59	17	2.6%	0.5%	0.12	18	3.6%	1.0%	0.13	0	0.0%	0.0%	0.000	35	3.0%	0.6%	0.25
60-64	15	2.3%	0.5%	0.12	11	2.2%	0.8%	0.09	0	0.0%	0.0%	0.000	26	2.2%	0.6%	0.21
65-69	20	3.0%	0.9%	0.20	14	2.8%	1.4%	0.14	2	14.3%	10.5%	0.020	36	3.0%	1.1%	0.36
70-74	11	1.7%	0.7%	0.16	10	2.0%	1.5%	0.14	1	7.1%	6.3%	0.014	22	1.9%	1.0%	0.31
75-79	9	1.4%	1.0%	0.19	13	2.6%	2.9%	0.27	0	0.0%	0.0%	0.000	22	1.9%	1.6%	0.45
80-84	1	0.2%	0.2%	0.03	7	1.4%	2.4%	0.22	1	7.1%	10.0%	0.031	9	0.8%	1.0%	0.28
85+	0	0.0%	0.0%	0.00	1	0.2%	0.5%	0.04	0	0.0%	0.0%	0.000	1	0.1%	0.2%	0.04
Unk	1	0.2%	0.0%	n/a	4	0.8%	0.4%	n/a	0	0.0%	0.0%	n/a	5	0.4%	0.1%	n/a
Total	664	100.0%	11.2%	0.34	504	100.0%	23.0%	0.26	14	100.0%	52.4%	0.007	1,182	100.0%	15.2%	0.60



- Drivers aged 15-24 years had the highest drowsy driving crash rates per licensed drivers.
- Drivers aged 15-24 years and 75-79 had the highest percent of drivers in crashes that were drowsy.

## Crash Conditions

### Gender of Drowsy Drivers in Crashes (Utah 2015)

Drowsy Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
		% of All Drivers	% of Gender		% of All Drivers	% of Gender		% of All Drivers	% of Gender		% of All Drivers	% of Gender
Gender	#			#			#			#		
Male	508	1.2%	76.5%	333	1.9%	66.1%	12	4.1%	85.7%	853	1.5%	72.2%
Female	155	0.5%	23.3%	170	1.2%	33.7%	2	1.6%	14.3%	327	0.7%	27.7%
Unknown	1	0.0%	0.2%	1	0.1%	0.2%	0	0.0%	0.0%	2	0.0%	0.2%
Total	664	1.8%	100.0%	504	3.1%	100.0%	14	5.7%	100.0%	1,182	2.2%	100.0%

- The majority of drowsy drivers in all motor vehicle crashes (72.2%) were male.
- Male drivers were 1.9 times more likely to be drowsy in a crash than female drivers.
- Overall, 1.5% of male drivers in crashes were drowsy compared to 0.7% of female drivers in crashes.

### Drowsy Driver Crashes by Vehicle Type (Utah 2015)

Drowsy Driver Vehicles												
Vehicle Type	Property Damage Only			Injury			Fatal			Total		
	All	Drowsy		All	Drowsy		All	Drowsy		All	Drowsy	
	#	#	%	#	#	%	#	#	%	#	#	%
Passenger Car	39,421	397	1.0%	17,700	299	1.7%	152	2	1.3%	57,273	698	1.2%
Heavy Truck	2,843	23	0.8%	765	18	2.4%	38	1	2.6%	3,646	42	1.2%
Van	3,924	27	0.7%	1,951	30	1.5%	23	3	13.0%	5,898	60	1.0%
SUV	15,933	128	0.8%	7,281	88	1.2%	73	4	5.5%	23,287	220	0.9%
Pickup Truck	12,492	89	0.7%	4,632	66	1.4%	98	4	4.1%	17,222	159	0.9%
RV/Motor Home	109	0	0.0%	22	1	4.5%	2	0	0.0%	133	1	0.8%
Motorcycle	170	0	0.0%	935	2	0.2%	36	0	0.0%	1,141	2	0.2%
Bus	330	0	0.0%	82	0	0.0%	1	0	0.0%	413	0	0.0%
Off Road Vehicle	32	0	0.0%	158	0	0.0%	4	0	0.0%	194	0	0.0%
Other	58	0	0.0%	25	0	0.0%	2	0	0.0%	85	0	0.0%
Unknown	1,630	0	0.0%	206	0	0.0%	3	0	0.0%	1,839	0	0.0%
Total	76,942	664	0.9%	33,757	504	1.5%	432	14	3.2%	111,131	1,182	1.1%

- Overall, passenger car and heavy truck had the highest percentages of drowsy driver vehicles in crashes.

### Drowsy Driver Crashes by Day of Week (Utah 2015)

Drowsy Driver Crashes									
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	%
Sunday	96	14.5%	67	13.3%	2	14.3%	165	14.0%	
Monday	86	13.0%	70	13.9%	0	0.0%	156	13.2%	
Tuesday	94	14.2%	62	12.3%	1	7.1%	157	13.3%	
Wednesday	79	12.0%	75	14.9%	4	28.6%	158	13.4%	
Thursday	88	13.3%	79	15.7%	3	21.4%	170	14.4%	
Friday	90	13.6%	87	17.3%	2	14.3%	179	15.2%	
Saturday	128	19.4%	63	12.5%	2	14.3%	193	16.4%	
<b>Total</b>	<b>661</b>	<b>100.0%</b>	<b>503</b>	<b>100.0%</b>	<b>14</b>	<b>100.0%</b>	<b>1,178</b>	<b>100.0%</b>	

- Overall, the highest percentage of drowsy driver crashes occurred on Saturday (16.4%) and Friday (15.2%).

## Crash Conditions

### Drowsy Driver Crashes by Month (Utah 2015)

Drowsy Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	39	1.3	40	1.3	1	0.03	80	2.6
February	60	2.1	27	1.0	1	0.04	88	3.1
March	57	1.8	38	1.2	0	0.00	95	3.1
April	38	1.3	37	1.2	1	0.03	76	2.5
May	51	1.6	48	1.5	1	0.03	100	3.2
June	69	2.3	62	2.1	2	0.07	133	4.4
July	65	2.1	55	1.8	4	0.13	124	4.0
August	71	2.3	47	1.5	2	0.06	120	3.9
September	62	2.1	37	1.2	1	0.03	100	3.3
October	59	1.9	40	1.3	0	0.00	99	3.2
November	54	1.8	40	1.3	0	0.00	94	3.1
December	36	1.2	32	1.0	1	0.03	69	2.2
<b>Total</b>	<b>661</b>	<b>1.8</b>	<b>503</b>	<b>1.4</b>	<b>14</b>	<b>0.04</b>	<b>1,178</b>	<b>3.2</b>

- Overall, the highest rate per day of drowsy driver crashes occurred in June (4.4) and July (4.0).
- Overall, the lowest rate per day of drowsy driver crashes occurred in December (2.2) and April (2.5).

Drowsy Driver Crashes								
Hour	Day of Week							Total #
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
Midnight	7	8	7	2	4	9	12	49
1 a.m.	12	6	9	9	6	2	3	47
2 a.m.	12	3	5	5	6	13	14	58
3 a.m.	10	10	9	8	4	6	11	58
4 a.m.	7	7	9	1	7	5	9	45
5 a.m.	16	9	5	5	7	9	11	62
6 a.m.	6	11	11	10	12	10	17	77
7 a.m.	18	13	10	11	10	9	18	89
8 a.m.	7	6	7	7	11	12	6	56
9 a.m.	4	7	5	6	10	8	7	47
10 a.m.	6	6	3	4	4	5	4	32
11 a.m.	2	4	4	4	8	8	7	37
Noon	2	3	6	4	8	7	6	36
1 p.m.	4	3	5	3	9	7	6	37
2 p.m.	10	11	10	12	9	6	7	65
3 p.m.	6	11	9	10	9	13	12	70
4 p.m.	8	6	12	9	9	12	7	63
5 p.m.	4	8	15	16	13	8	8	72
6 p.m.	4	5	2	8	7	8	7	41
7 p.m.	3	4	2	4	3	4	1	21
8 p.m.	3	4	3	2	5	1	3	21
9 p.m.	4	1	2	6	3	7	8	31
10 p.m.	3	4	4	3	4	4	2	24
11 p.m.	7	6	3	9	2	6	7	40
<b>Total</b>	<b>165</b>	<b>156</b>	<b>157</b>	<b>158</b>	<b>170</b>	<b>179</b>	<b>193</b>	<b>1,178</b>

### Drowsy Driver Crashes by Day of Week and Hour (Utah 2015)

- Drowsy driver crashes were highest everyday from 6:00-7:59 a.m., everyday from 2:00-5:59 p.m., and weekends 12:00-3:59 a.m.

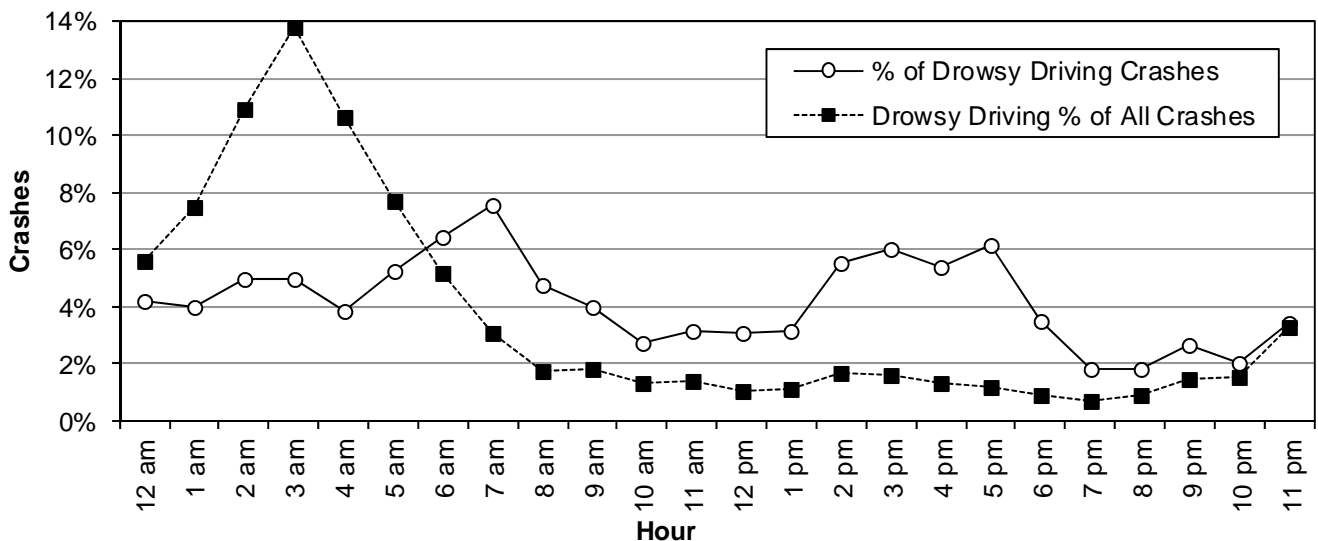
High = 10+
Medium = 5-9
Low = 0-4

  
**You Snooze You Lose**  
**Don't Drive Drowsy**

## Crash Conditions

### Drowsy Driver Crashes by Hour (Utah 2015)

Drowsy Driver Crashes									
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	% of All Crashes
Midnight	28	4.2%	21	4.2%	0	0.0%	49	4.2%	5.6%
1 a.m.	32	4.8%	15	3.0%	0	0.0%	47	4.0%	7.5%
2 a.m.	29	4.4%	28	5.6%	1	7.1%	58	4.9%	10.9%
3 a.m.	41	6.2%	17	3.4%	0	0.0%	58	4.9%	13.8%
4 a.m.	26	3.9%	17	3.4%	2	14.3%	45	3.8%	10.6%
5 a.m.	35	5.3%	26	5.2%	1	7.1%	62	5.3%	7.7%
6 a.m.	38	5.7%	37	7.4%	1	7.1%	76	6.5%	5.1%
7 a.m.	62	9.4%	26	5.2%	1	7.1%	89	7.6%	3.1%
8 a.m.	31	4.7%	24	4.8%	1	7.1%	56	4.8%	1.7%
9 a.m.	26	3.9%	20	4.0%	1	7.1%	47	4.0%	1.8%
10 a.m.	23	3.5%	9	1.8%	0	0.0%	32	2.7%	1.3%
11 a.m.	20	3.0%	17	3.4%	0	0.0%	37	3.1%	1.3%
Noon	23	3.5%	13	2.6%	0	0.0%	36	3.1%	1.0%
1 p.m.	17	2.6%	20	4.0%	0	0.0%	37	3.1%	1.1%
2 p.m.	31	4.7%	31	6.2%	3	21.4%	65	5.5%	1.7%
3 p.m.	31	4.7%	38	7.6%	2	14.3%	71	6.0%	1.6%
4 p.m.	33	5.0%	30	6.0%	0	0.0%	63	5.3%	1.3%
5 p.m.	35	5.3%	37	7.4%	0	0.0%	72	6.1%	1.2%
6 p.m.	25	3.8%	16	3.2%	0	0.0%	41	3.5%	0.9%
7 p.m.	14	2.1%	7	1.4%	0	0.0%	21	1.8%	0.7%
8 p.m.	13	2.0%	7	1.4%	1	7.1%	21	1.8%	0.9%
9 p.m.	16	2.4%	15	3.0%	0	0.0%	31	2.6%	1.5%
10 p.m.	11	1.7%	13	2.6%	0	0.0%	24	2.0%	1.5%
11 p.m.	21	3.2%	19	3.8%	0	0.0%	40	3.4%	3.3%
<b>Total</b>	<b>661</b>	<b>100.0%</b>	<b>503</b>	<b>100.0%</b>	<b>14</b>	<b>100.0%</b>	<b>1,178</b>	<b>100.0%</b>	<b>2.0%</b>



- Drowsy driver total crashes were highest during the hours of 6:00-7:59 a.m. and 2:00-5:59 p.m.
- The percent of crashes involving drowsy drivers was highest during the hours of 1:00-5:59 a.m.

# Teenage Drivers



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## Section 8: Teenage Drivers



### Trends

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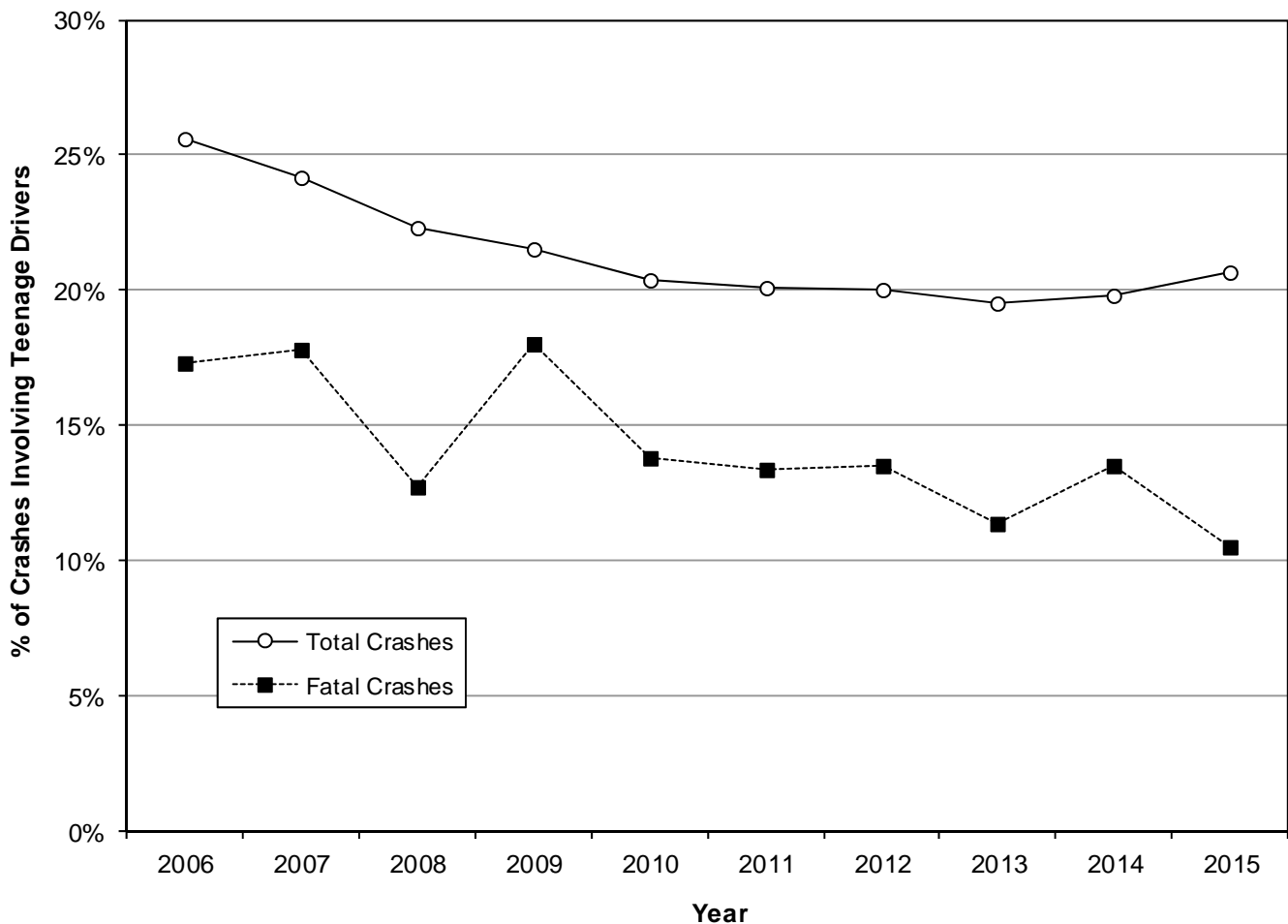
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## Trends

### Teenage Driver Crashes (Utah 2006-2015)

Teenage Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	9,427	25.0%	18,264	4,928	27.0%	249	43	17.3%	56,187	14,398	25.6%
2007	42,368	9,990	23.6%	18,619	4,808	25.8%	258	46	17.8%	61,245	14,844	24.2%
2008	38,997	8,512	21.8%	17,125	4,007	23.4%	245	31	12.7%	56,367	12,550	22.3%
2009	35,398	7,500	21.2%	15,752	3,495	22.2%	217	39	18.0%	51,367	11,034	21.5%
2010	34,155	6,886	20.2%	14,995	3,181	21.2%	218	30	13.8%	49,368	10,097	20.5%
2011	36,418	7,268	20.0%	15,645	3,227	20.6%	224	30	13.4%	52,287	10,525	20.1%
2012	34,635	6,889	19.9%	15,765	3,216	20.4%	200	27	13.5%	50,600	10,132	20.0%
2013	39,301	7,541	19.2%	16,134	3,288	20.4%	202	23	11.4%	55,637	10,852	19.5%
2014	37,388	7,288	19.5%	16,426	3,401	20.7%	222	30	13.5%	54,036	10,719	19.8%
2015	42,089	8,646	20.5%	17,665	3,722	21.1%	258	27	10.5%	60,012	12,395	20.7%
<b>Total</b>	<b>378,423</b>	<b>79,947</b>	<b>21.1%</b>	<b>166,390</b>	<b>37,273</b>	<b>22.4%</b>	<b>2,293</b>	<b>326</b>	<b>14.2%</b>	<b>547,106</b>	<b>117,546</b>	<b>21.5%</b>

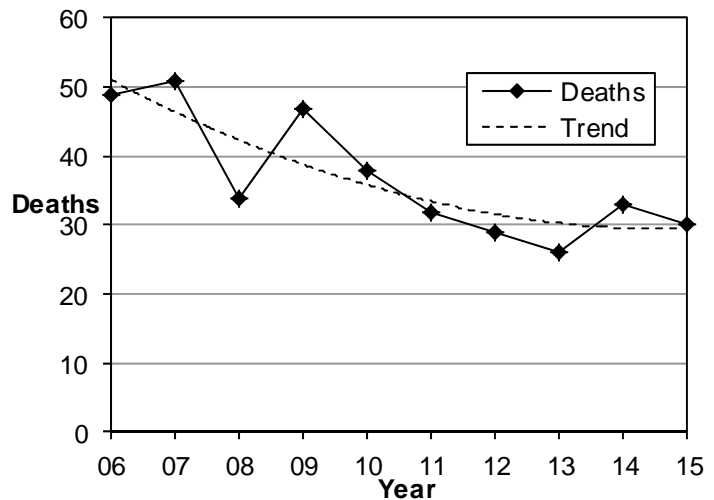


- Teenage drivers (aged 15-19 years) are a special concern because of their high crash rates and lack of driving experience.
- The 10-year trend in Utah shows that 21.5% of all crashes and 14.2% of fatal crashes involved a teenage driver with a decreasing trend over the last 10 years.

## Trends

### Fatal Crashes Involving Teenage Drivers (Utah 2006-2015)

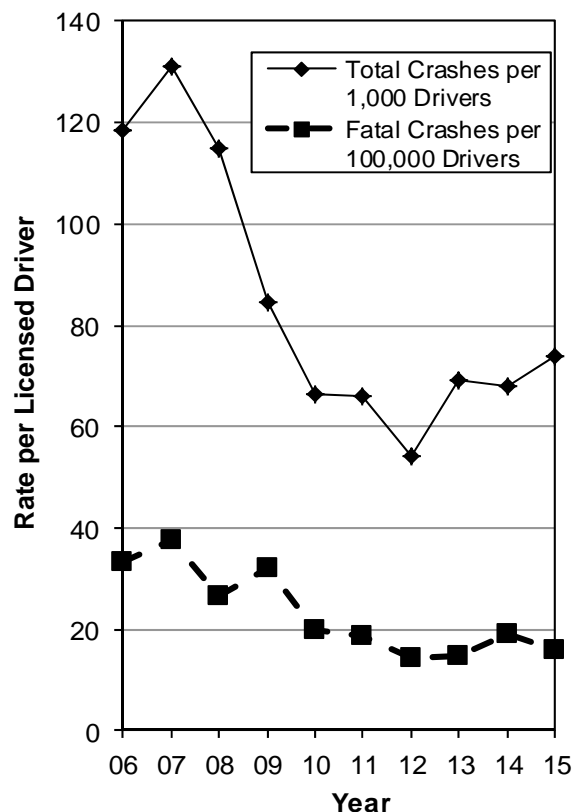
Teen Driver Crashes						
Year	Deaths			Fatal Crashes		
	All #	Teen Driver #	%	All #	Teen Driver #	%
2006	287	49	17.1%	249	43	17.3%
2007	299	51	17.1%	260	46	17.7%
2008	276	34	12.3%	244	31	12.7%
2009	244	47	19.3%	217	39	18.0%
2010	253	38	15.0%	218	30	13.8%
2011	243	32	13.2%	224	30	13.4%
2012	217	29	13.4%	200	27	13.5%
2013	220	26	11.8%	202	23	11.4%
2014	256	33	12.9%	222	30	13.5%
2015	278	30	10.8%	258	27	10.5%
<b>Total</b>	<b>2,573</b>	<b>369</b>	<b>14.3%</b>	<b>2,294</b>	<b>326</b>	<b>14.2%</b>



- Over the past 10 years, the percentage of deaths and fatal crashes involving teenage drivers has fluctuated around 14% of all deaths and fatal crashes.
- On average, 37 people die a year in Utah from crashes involving a teenage driver.

### Teenage Driver Crash Rates (Utah 2006-2015)

Teenage Drivers					
Year	Licensed Drivers	Fatal Crashes		All Crashes	
		#	Rate per 1,000 Licensed Drivers	#	Rate per 1,000 Licensed Drivers
2006	134,945	45	0.333	15,966	118.3
2007	124,884	47	0.376	16,391	131.2
2008	120,039	32	0.267	13,792	114.9
2009	130,394	42	0.322	11,034	84.6
2010	151,877	30	0.198	10,097	66.5
2011	159,528	30	0.188	10,525	66.0
2012	186,586	27	0.145	10,132	54.3
2013	156,822	23	0.147	10,852	69.2
2014	157,613	30	0.190	10,719	68.0
2015	167,344	27	0.161	12,395	74.1



- Over the past 10 years, the teenage driver overall crash rate per licensed driver has shown a decreasing trend.
- 2007 had the highest overall crash rate per licensed driver while 2012 had the lowest overall rate.
- Over the past 10 years, the teenage driver fatal crash rate per licensed driver has shown a decreasing trend.
- 2007 had the highest fatal crash rate per licensed driver while 2012 had the lowest fatal rate.

## Crash Conditions

### Teenage Driver Crashes by County (Utah 2015)

County	Teenage Driver Crashes											
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All #	Teen Driver #	%	All #	Teen Driver #	%	All #	Teen Driver #	%	All #	Teen Driver #	%
Cache	1,545	438	28.3%	535	156	29.2%	4	0	0.0%	2,084	594	28.5%
Washington	1,704	417	24.5%	854	226	26.5%	17	2	11.8%	2,575	645	25.0%
Utah	5,997	1,460	24.3%	2,773	722	26.0%	35	5	14.3%	8,805	2,187	24.8%
Sanpete	260	64	24.6%	100	23	23.0%	4	1	25.0%	364	88	24.2%
Weber	2,764	712	25.8%	1,530	310	20.3%	20	2	10.0%	4,314	1,024	23.7%
Davis	3,586	827	23.1%	1,725	408	23.7%	11	1	9.1%	5,322	1,236	23.2%
Tooele	792	170	21.5%	310	64	20.6%	14	1	7.1%	1,116	235	21.1%
Iron	699	150	21.5%	255	51	20.0%	2	0	0.0%	956	201	21.0%
Duchesne	348	65	18.7%	89	21	23.6%	2	1	50.0%	439	87	19.8%
Carbon	302	58	19.2%	89	18	20.2%	6	1	16.7%	397	77	19.4%
Wasatch	569	102	17.9%	181	44	24.3%	10	1	10.0%	760	147	19.3%
Uintah	429	83	19.3%	130	25	19.2%	5	1	20.0%	564	109	19.3%
Salt Lake	19,231	3,610	18.8%	7,849	1,463	18.6%	72	9	12.5%	27,152	5,082	18.7%
Box Elder	752	129	17.2%	276	54	19.6%	15	0	0.0%	1,043	183	17.5%
Morgan	135	21	15.6%	36	6	16.7%	2	0	0.0%	173	27	15.6%
Rich	49	7	14.3%	16	3	18.8%	0	0	n/a	65	10	15.4%
Beaver	165	22	13.3%	52	10	19.2%	4	0	0.0%	221	32	14.5%
Sevier	278	38	13.7%	116	19	16.4%	3	0	0.0%	397	57	14.4%
Millard	285	33	11.6%	96	18	18.8%	7	1	14.3%	388	52	13.4%
Summit	953	123	12.9%	223	32	14.3%	6	1	16.7%	1,182	156	13.2%
Grand	191	23	12.0%	90	13	14.4%	4	0	0.0%	285	36	12.6%
Juab	233	31	13.3%	74	6	8.1%	0	0	n/a	307	37	12.1%
Wayne	56	4	7.1%	19	5	26.3%	1	0	0.0%	76	9	11.8%
Emery	196	22	11.2%	88	10	11.4%	5	0	0.0%	289	32	11.1%
San Juan	203	21	10.3%	49	2	4.1%	4	0	0.0%	256	23	9.0%
Garfield	136	7	5.1%	54	8	14.8%	0	0	n/a	190	15	7.9%
Kane	180	9	5.0%	43	4	9.3%	4	0	0.0%	227	13	5.7%
Piute	23	0	0.0%	7	1	14.3%	0	0	n/a	30	1	3.3%
Daggett	28	0	0.0%	6	0	0.0%	1	0	0.0%	35	0	0.0%
<b>Statewide</b>	<b>42,089</b>	<b>8,646</b>	<b>20.5%</b>	<b>17,665</b>	<b>3,722</b>	<b>21.1%</b>	<b>258</b>	<b>27</b>	<b>10.5%</b>	<b>60,012</b>	<b>12,395</b>	<b>20.7%</b>

- Overall, Cache (28.5%), Washington (25.0%), and Utah (24.8%) counties had the highest percentages of crashes involving a teenage driver.
- Overall, Daggett (0.0%), Piute (3.3%), and Kane (5.7%) counties had the lowest percentages of crashes involving a teenage driver.
- Statewide, teenage driver crashes represented 20.7% of all crashes and 10.5% of all fatal crashes.

### Previous Driving Violations of Teens in Fatal Crashes (Utah 2015)

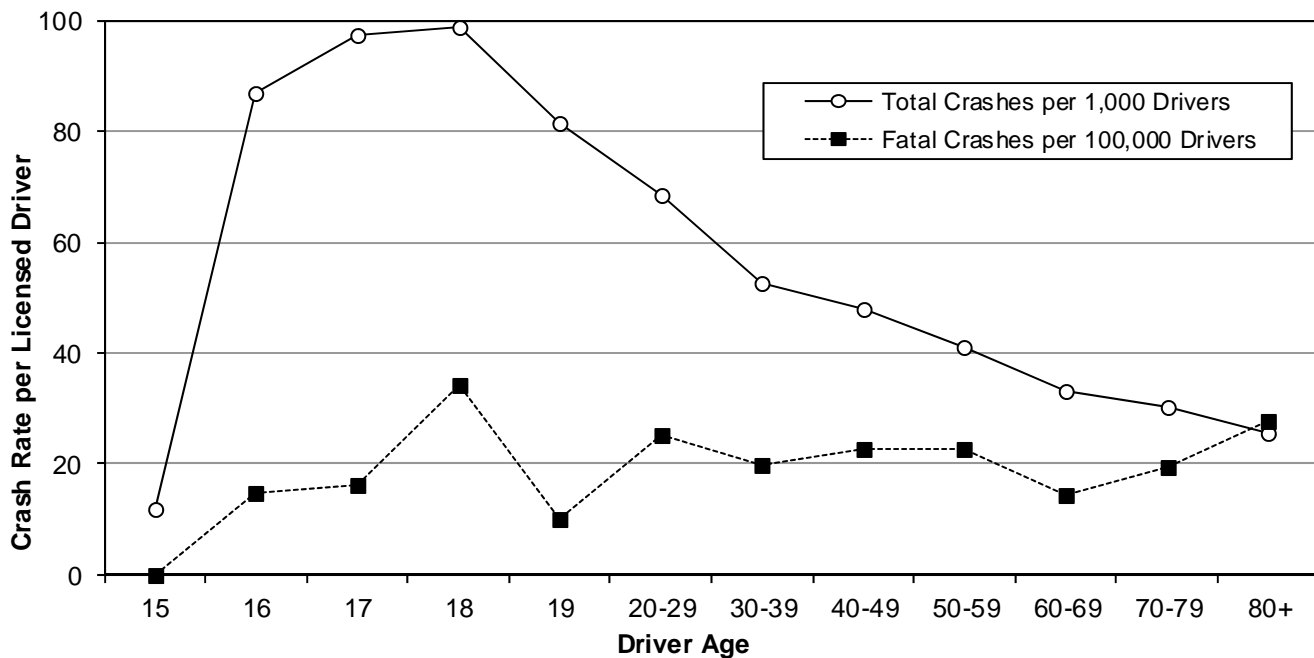


- Of the 28 teenage drivers in fatal crashes, 6 (21.4%) had been previously convicted of a moving traffic violation in the past five years. The highest number of violations by one teen driver was two in the past five years.

## Crash Conditions

### Age of Teenage Drivers in Crashes (Utah 2015)

Teenage 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	136	1.4%	7.2	84	2.0%	4.5	0	0.0%	0.000	220	1.6%	11.7
16	2,123	22.0%	62.5	820	20.0%	24.1	5	17.9%	0.147	2,948	21.4%	86.8
17	2,534	26.3%	68.6	1,057	25.8%	28.6	6	21.4%	0.162	3,597	26.1%	97.3
18	2,640	27.4%	69.5	1,107	27.0%	29.2	13	46.4%	0.342	3,760	27.3%	99.0
19	2,198	22.8%	55.5	1,035	25.2%	26.1	4	14.3%	0.101	3,237	23.5%	81.7
<b>Total</b>	<b>9,631</b>	<b>100.0%</b>	<b>57.6</b>	<b>4,103</b>	<b>100.0%</b>	<b>24.5</b>	<b>28</b>	<b>100.0%</b>	<b>0.167</b>	<b>13,762</b>	<b>100.0%</b>	<b>82.2</b>



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

### Gender of Teenage Drivers in Crashes (Utah 2015)

Teenage Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	4,963	51.5%	2,026	49.4%	20	71.4%	7,009	50.9%
Female	4,645	48.2%	2,068	50.4%	8	28.6%	6,721	48.8%
Unknown	23	0.2%	9	0.2%	0	0.0%	32	0.2%
<b>Total</b>	<b>9,631</b>	<b>100.0%</b>	<b>4,103</b>	<b>100.0%</b>	<b>28</b>	<b>100.0%</b>	<b>13,762</b>	<b>100.0%</b>

- The majority of teen drivers in all motor vehicle crashes and fatal crashes (71.4%) were male.
- The majority of teen drivers in injury crashes (50.4%) were female.

## Crash Conditions

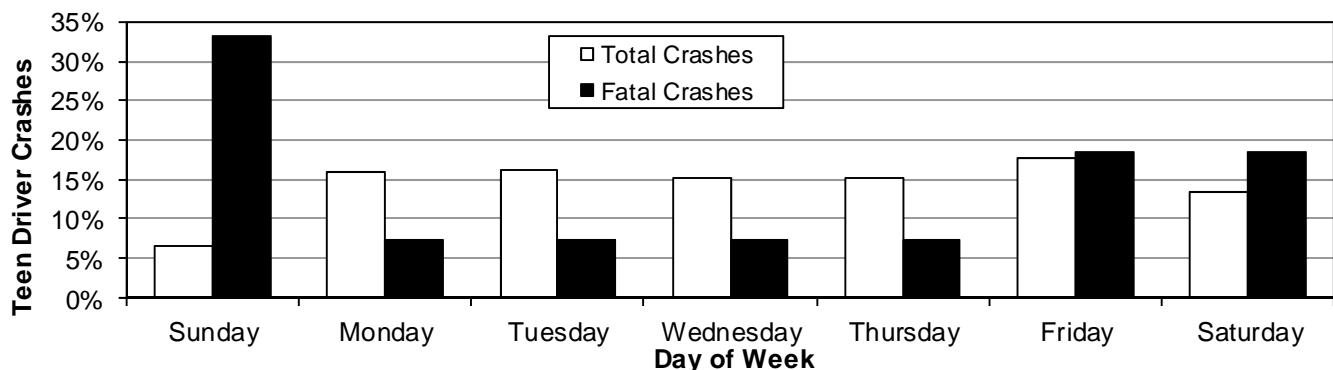
### Teenage Driver Crashes by Month (Utah 2015)

Teenage Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	622	20.1	252	8.1	2	0.06	876	28.3
February	593	21.2	252	9.0	1	0.04	846	30.2
March	721	23.3	325	10.5	2	0.06	1,048	33.8
April	677	22.6	303	10.1	3	0.10	983	32.8
May	731	23.6	349	11.3	4	0.13	1,084	35.0
June	629	21.0	266	8.9	3	0.10	898	29.9
July	620	20.0	322	10.4	2	0.06	944	30.5
August	725	23.4	335	10.8	3	0.10	1,063	34.3
September	688	22.9	322	10.7	0	0.00	1,010	33.7
October	821	26.5	341	11.0	3	0.10	1,165	37.6
November	865	28.8	309	10.3	4	0.13	1,178	39.3
December	954	30.8	346	11.2	0	0.00	1,300	41.9
<b>Total</b>	<b>8,646</b>	<b>23.7</b>	<b>3,722</b>	<b>10.2</b>	<b>27</b>	<b>0.07</b>	<b>12,395</b>	<b>34.0</b>

- Overall, December (41.9) and November (39.3) had the highest rates per day for teenage driver crashes.
- The highest rate per day of fatal teenage driver crashes occurred in May and November (0.13).

### Teenage Driver Crashes by Day of Week (Utah 2015)

Teenage Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	550	6.4%	260	7.0%	9	33.3%	819	6.6%
Monday	1,372	15.9%	595	16.0%	2	7.4%	1,969	15.9%
Tuesday	1,397	16.2%	593	15.9%	2	7.4%	1,992	16.1%
Wednesday	1,342	15.5%	536	14.4%	2	7.4%	1,880	15.2%
Thursday	1,332	15.4%	558	15.0%	2	7.4%	1,892	15.3%
Friday	1,534	17.7%	648	17.4%	5	18.5%	2,187	17.6%
Saturday	1,119	12.9%	532	14.3%	5	18.5%	1,656	13.4%
<b>Total</b>	<b>8,646</b>	<b>100.0%</b>	<b>3,722</b>	<b>100.0%</b>	<b>27</b>	<b>100.0%</b>	<b>12,395</b>	<b>100.0%</b>

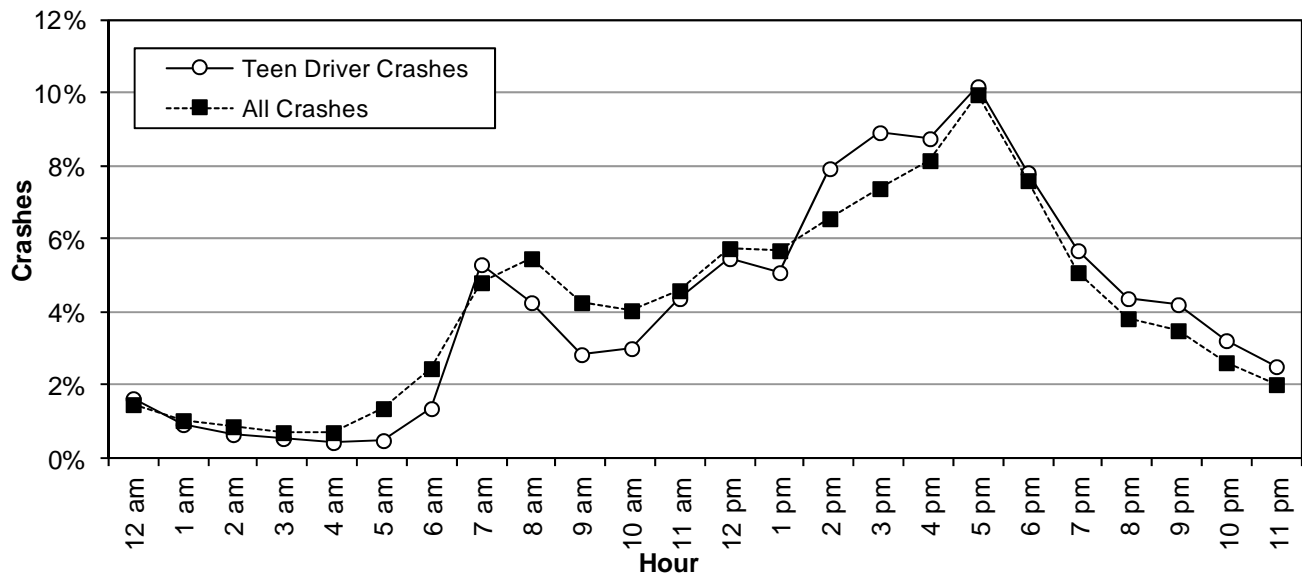


- Overall, the highest percentage of teenage driver crashes occurred on Friday (17.6%).
- The highest percentage of fatal teenage driver crashes occurred on Sunday (33.3%).

## Crash Conditions

### Teenage Driver Crashes by Hour (Utah 2015)

Teenage Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	143	1.7%	61	1.6%	0	0.0%	204	1.6%
1 a.m.	89	1.0%	24	0.6%	2	7.4%	115	0.9%
2 a.m.	52	0.6%	29	0.8%	0	0.0%	81	0.7%
3 a.m.	44	0.5%	23	0.6%	0	0.0%	67	0.5%
4 a.m.	38	0.4%	15	0.4%	0	0.0%	53	0.4%
5 a.m.	44	0.5%	14	0.4%	1	3.7%	59	0.5%
6 a.m.	115	1.3%	50	1.3%	2	7.4%	167	1.3%
7 a.m.	478	5.5%	178	4.8%	1	3.7%	657	5.3%
8 a.m.	401	4.6%	129	3.5%	0	0.0%	530	4.3%
9 a.m.	258	3.0%	96	2.6%	0	0.0%	354	2.9%
10 a.m.	270	3.1%	103	2.8%	0	0.0%	373	3.0%
11 a.m.	385	4.5%	152	4.1%	4	14.8%	541	4.4%
Noon	475	5.5%	203	5.5%	1	3.7%	679	5.5%
1 p.m.	438	5.1%	196	5.3%	0	0.0%	634	5.1%
2 p.m.	691	8.0%	292	7.8%	2	7.4%	985	7.9%
3 p.m.	779	9.0%	322	8.7%	3	11.1%	1,104	8.9%
4 p.m.	741	8.6%	341	9.2%	1	3.7%	1,083	8.7%
5 p.m.	889	10.3%	375	10.1%	0	0.0%	1,264	10.2%
6 p.m.	654	7.6%	312	8.4%	3	11.1%	969	7.8%
7 p.m.	455	5.3%	249	6.7%	0	0.0%	704	5.7%
8 p.m.	364	4.2%	175	4.7%	2	7.4%	541	4.4%
9 p.m.	355	4.1%	168	4.5%	0	0.0%	523	4.2%
10 p.m.	276	3.2%	121	3.3%	1	3.7%	398	3.2%
11 p.m.	212	2.5%	94	2.5%	4	14.8%	310	2.5%
<b>Total</b>	<b>8,646</b>	<b>100.0%</b>	<b>3,722</b>	<b>100.0%</b>	<b>27</b>	<b>100.0%</b>	<b>12,395</b>	<b>100.0%</b>



- Teenage driver total crashes were highest from 2:00 p.m. to 6:59 p.m. (after-school hours).
- Teenage driver crashes were more likely to occur in the afternoon and evening than other crashes.

## Crash Conditions

### Teenage Driver Crashes by Day of Week and Hour (Utah 2015)

Teenage Driver Crashes								
Hour	Day of Week							Total #
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
Midnight	48	18	18	21	23	30	47	205
1 a.m.	36	8	6	9	10	14	32	115
2 a.m.	15	7	8	8	10	9	24	81
3 a.m.	22	6	4	7	2	5	21	67
4 a.m.	9	3	10	5	6	7	13	53
5 a.m.	11	8	11	7	5	8	8	58
6 a.m.	8	36	27	34	25	16	22	168
7 a.m.	10	142	138	134	120	93	20	657
8 a.m.	19	83	123	99	94	74	38	530
9 a.m.	26	56	64	56	58	55	39	354
10 a.m.	19	48	58	62	58	62	67	374
11 a.m.	35	94	71	79	81	101	80	541
Noon	42	93	112	93	116	117	106	679
1 p.m.	34	102	86	93	85	113	121	634
2 p.m.	51	176	157	168	131	174	128	985
3 p.m.	55	172	179	178	179	217	125	1,105
4 p.m.	70	185	185	163	175	181	124	1,083
5 p.m.	57	213	240	202	198	231	123	1,264
6 p.m.	50	163	149	136	178	193	100	969
7 p.m.	56	105	138	85	104	128	88	704
8 p.m.	42	86	67	93	69	94	89	540
9 p.m.	30	69	64	75	88	102	96	524
10 p.m.	35	67	39	39	55	86	77	398
11 p.m.	39	28	40	35	22	77	69	310
Total	819	1,968	1,994	1,881	1,892	2,187	1,657	12,398

High = 100+

Medium = 36-99

Low = 0-35

- Teenage driver crashes were highest everyday Monday to Saturday from 2:00 p.m. to 6:59 p.m. There was also a peak in the weekday morning during the 7:00 a.m. hour.
- Teenage driver crashes were lowest everyday from midnight to 6:59 a.m.

### Travel Speed of Teenage Driver Vehicles in Crashes (Utah 2015)

- Nearly two-thirds (63.7% of known) of teen driver vehicles in total crashes were traveling 1-39 MPH.
- In contrast, teenage driver vehicles in fatal crashes were more likely to be traveling at higher speeds. The majority (70.0% of known) of teenage driver vehicles in fatal crashes were traveling 40 MPH or higher.
- Crashes involving teenage driver vehicles traveling 40 MPH or higher were 6.4 times more likely to be fatal.

Teenage Driver Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Stopped	710	7.4%	336	8.2%	1	3.6%	1,047	7.6%
1-9 MPH	1,313	13.6%	344	8.4%	1	3.6%	1,658	12.0%
10-19 MPH	1,439	14.9%	591	14.4%	3	10.7%	2,033	14.8%
20-29 MPH	1,101	11.4%	481	11.7%	1	3.6%	1,583	11.5%
30-39 MPH	1,174	12.2%	589	14.4%	0	0.0%	1,763	12.8%
40-49 MPH	790	8.2%	475	11.6%	2	7.1%	1,267	9.2%
50-59 MPH	373	3.9%	218	5.3%	5	17.9%	596	4.3%
60-69 MPH	391	4.1%	159	3.9%	2	7.1%	552	4.0%
70-79 MPH	317	3.3%	135	3.3%	1	3.6%	453	3.3%
80-89 MPH	45	0.5%	38	0.9%	4	14.3%	87	0.6%
90+ MPH	2	0.0%	9	0.2%	0	0.0%	11	0.1%
Unknown	1,976	20.5%	728	17.7%	8	28.6%	2,712	19.7%
Total	9,631	100.0%	4,103	100.0%	28	100.0%	13,762	100.0%



## Crash Conditions

### Number of Occupants in Teenage Driven Vehicles (Utah 2015)

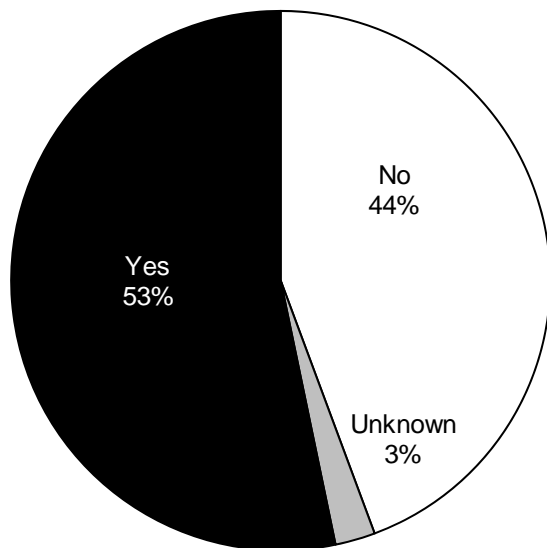
Teenage Driven Vehicles								
Number of Occupants	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	7,097	73.7%	2,600	63.4%	15	53.6%	9,712	70.6%
2	1,702	17.7%	955	23.3%	5	17.9%	2,662	19.3%
3	520	5.4%	353	8.6%	4	14.3%	877	6.4%
4 or more	312	3.2%	195	4.8%	4	14.3%	511	3.7%
<b>Total</b>	<b>9,631</b>	<b>100.0%</b>	<b>4,103</b>	<b>100.0%</b>	<b>28</b>	<b>100.0%</b>	<b>13,762</b>	<b>100.0%</b>

- Over two-thirds of teenage driven vehicles (70.6%) in crashes contained only the teenage driver.
- Teenage driven vehicles with passengers were more likely to be in injury or fatal crashes than only the driver.
- Teenage driver vehicles with passengers in crashes were 2.1 times more likely to be fatal than crashes with only the teenage driver.

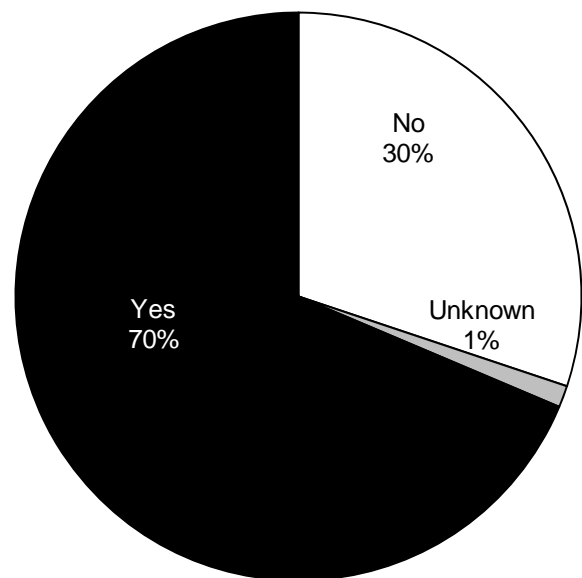
### Teenage Drivers with Contributing Factors in Crashes (Utah 2015)

Teenage Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	6,534	67.8%	2,895	70.6%	19	67.9%	9,448	68.7%
No	2,974	30.9%	1,164	28.4%	7	25.0%	4,145	30.1%
Unknown	123	1.3%	44	1.1%	2	7.1%	169	1.2%
<b>Total</b>	<b>9,631</b>	<b>100.0%</b>	<b>4,103</b>	<b>100.0%</b>	<b>28</b>	<b>100.0%</b>	<b>13,762</b>	<b>100.0%</b>

All Drivers



Teenage Drivers



- Some form of poor driver performance is present in the majority of crashes.
- 68.7% of teenage drivers had a contributing factor in total crashes.
- Teenage drivers were 1.6 times more likely to have a contributing factor in a crash than other drivers.

## Crash Conditions

### Contributing Factors of Teenage Driver Crashes (Utah 2015)

Teenage Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	1,788	18.1%	764	16.7%	0	0.0%	2,552	17.6%
Failed to Yield Right of Way	1,463	14.8%	798	17.4%	5	16.1%	2,266	15.6%
Speed Too Fast	1,009	10.2%	435	9.5%	4	12.9%	1,448	10.0%
Driver Distraction	738	7.5%	413	9.0%	2	6.5%	1,153	8.0%
Failed to Keep in Proper Lane	707	7.2%	285	6.2%	2	6.5%	994	6.9%
Other Improper Driving	479	4.8%	233	5.1%	0	0.0%	712	4.9%
Disregard Traffic Signal/Sign	291	2.9%	240	5.2%	4	12.9%	535	3.7%
Improper Turn	377	3.8%	156	3.4%	0	0.0%	533	3.7%
Vision Obscured by Weather Condition	402	4.1%	113	2.5%	1	3.2%	516	3.6%
Ran Off Road	256	2.6%	160	3.5%	1	3.2%	417	2.9%
Improper Backing	358	3.6%	14	0.3%	0	0.0%	372	2.6%
Improper Lane Change	274	2.8%	45	1.0%	0	0.0%	319	2.2%
Overcorrected	171	1.7%	127	2.8%	3	9.7%	301	2.1%
Swerved or Evasive Action	149	1.5%	89	1.9%	0	0.0%	238	1.6%
Driver Asleep/Fatigue	129	1.3%	97	2.1%	3	9.7%	229	1.6%
Hit and Run	193	2.0%	35	0.8%	0	0.0%	228	1.6%
Improper Parking/Stopping	146	1.5%	34	0.7%	0	0.0%	180	1.2%
Vision Obscured by Moving Vehicle	112	1.1%	56	1.2%	0	0.0%	168	1.2%
Vehicle Other Defective Condition	105	1.1%	49	1.1%	0	0.0%	154	1.1%
Vehicle Brakes	97	1.0%	54	1.2%	0	0.0%	151	1.0%
Reckless/Aggressive Driving	63	0.6%	77	1.7%	1	3.2%	141	1.0%
Driving Under the Influence	60	0.6%	46	1.0%	1	3.2%	107	0.7%
Vision Obscured by Parked Vehicle	73	0.7%	27	0.6%	0	0.0%	100	0.7%
Vehicle Tires	73	0.7%	22	0.5%	1	3.2%	96	0.7%
Other Driver Condition	55	0.6%	28	0.6%	0	0.0%	83	0.6%
Driver Emotional Prior to Crash	39	0.4%	40	0.9%	1	3.2%	80	0.6%
Vision Obscured by Glare	59	0.6%	21	0.5%	0	0.0%	80	0.6%
Improper Passing	55	0.6%	18	0.4%	0	0.0%	73	0.5%
Vision Obscured by Other	33	0.3%	27	0.6%	0	0.0%	60	0.4%
Windshield or Other Window Obscured	28	0.3%	16	0.3%	0	0.0%	44	0.3%
Wrong Side/Wrong Way	21	0.2%	14	0.3%	2	6.5%	37	0.3%
Vision Obscured by Vegetation	21	0.2%	10	0.2%	0	0.0%	31	0.2%
Disregard Road Markings	22	0.2%	5	0.1%	0	0.0%	27	0.2%
Driver Illness/Medical	10	0.1%	17	0.4%	0	0.0%	27	0.2%
Vision Obscured by Building, Sign, etc.	12	0.1%	10	0.2%	0	0.0%	22	0.2%
Improper Signal	14	0.1%	3	0.1%	0	0.0%	17	0.1%
<b>Total</b>	<b>9,882</b>	<b>100.0%</b>	<b>4,578</b>	<b>100.0%</b>	<b>31</b>	<b>100.0%</b>	<b>14,491</b>	<b>100.0%</b>

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all teenage driver crashes were followed too closely (17.6%), failed to yield right of way (15.6%), speed too fast (10.0%), and driver distraction (8.0%).
- The leading contributing factors in fatal teenage driver crashes were failed to yield right of way (16.1%) and speed too fast (12.9%).
- Compared to drivers of all ages, teenage drivers were more likely to have a contributing factor of failure to yield right of way, followed too closely, and driver distraction.
- The contributing factors that contributed more to injury crashes than non-injury crashes were: failure to yield right of way, disregard traffic signal/sign, and driver distraction.

# Older (Age 65+) Drivers



2

## Section 9: Older (Age 65+) Drivers



### Trends

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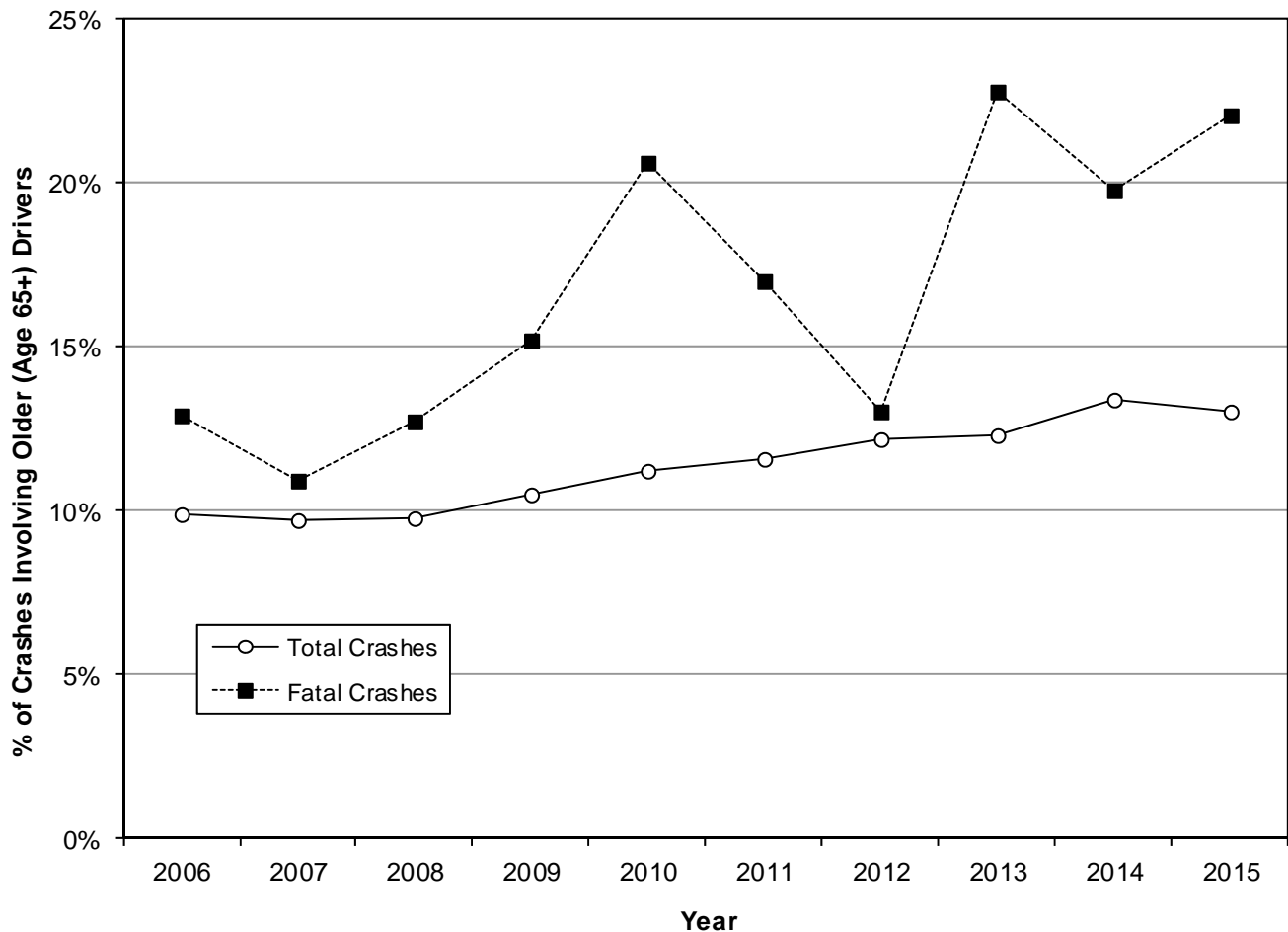
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## Trends

### Older Driver Crashes (Utah 2006-2015)

Older (Age 65+) Driver Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,674	3,508	9.3%	18,264	2,010	11.0%	249	32	12.9%	56,187	5,550	9.9%
2007	42,368	3,937	9.3%	18,619	1,991	10.7%	258	28	10.9%	61,245	5,956	9.7%
2008	38,997	3,620	9.3%	17,125	1,872	10.9%	245	31	12.7%	56,367	5,523	9.8%
2009	35,398	3,552	10.0%	15,752	1,834	11.6%	217	33	15.2%	51,367	5,419	10.5%
2010	34,155	3,658	10.7%	14,995	1,830	12.2%	218	45	20.6%	49,368	5,533	11.2%
2011	36,418	4,108	11.3%	15,645	1,914	12.2%	224	38	17.0%	52,287	6,060	11.6%
2012	34,635	4,043	11.7%	15,765	2,080	13.2%	200	26	13.0%	50,600	6,149	12.2%
2013	39,301	4,627	11.8%	16,134	2,182	13.5%	202	46	22.8%	55,637	6,855	12.3%
2014	37,388	4,838	12.9%	16,426	2,372	14.4%	222	44	19.8%	54,036	7,254	13.4%
2015	42,089	5,274	12.5%	17,665	2,482	14.1%	258	57	22.1%	60,012	7,813	13.0%
<b>Total</b>	<b>378,423</b>	<b>41,165</b>	<b>10.9%</b>	<b>166,390</b>	<b>20,567</b>	<b>12.4%</b>	<b>2,293</b>	<b>380</b>	<b>16.6%</b>	<b>547,106</b>	<b>62,112</b>	<b>11.4%</b>

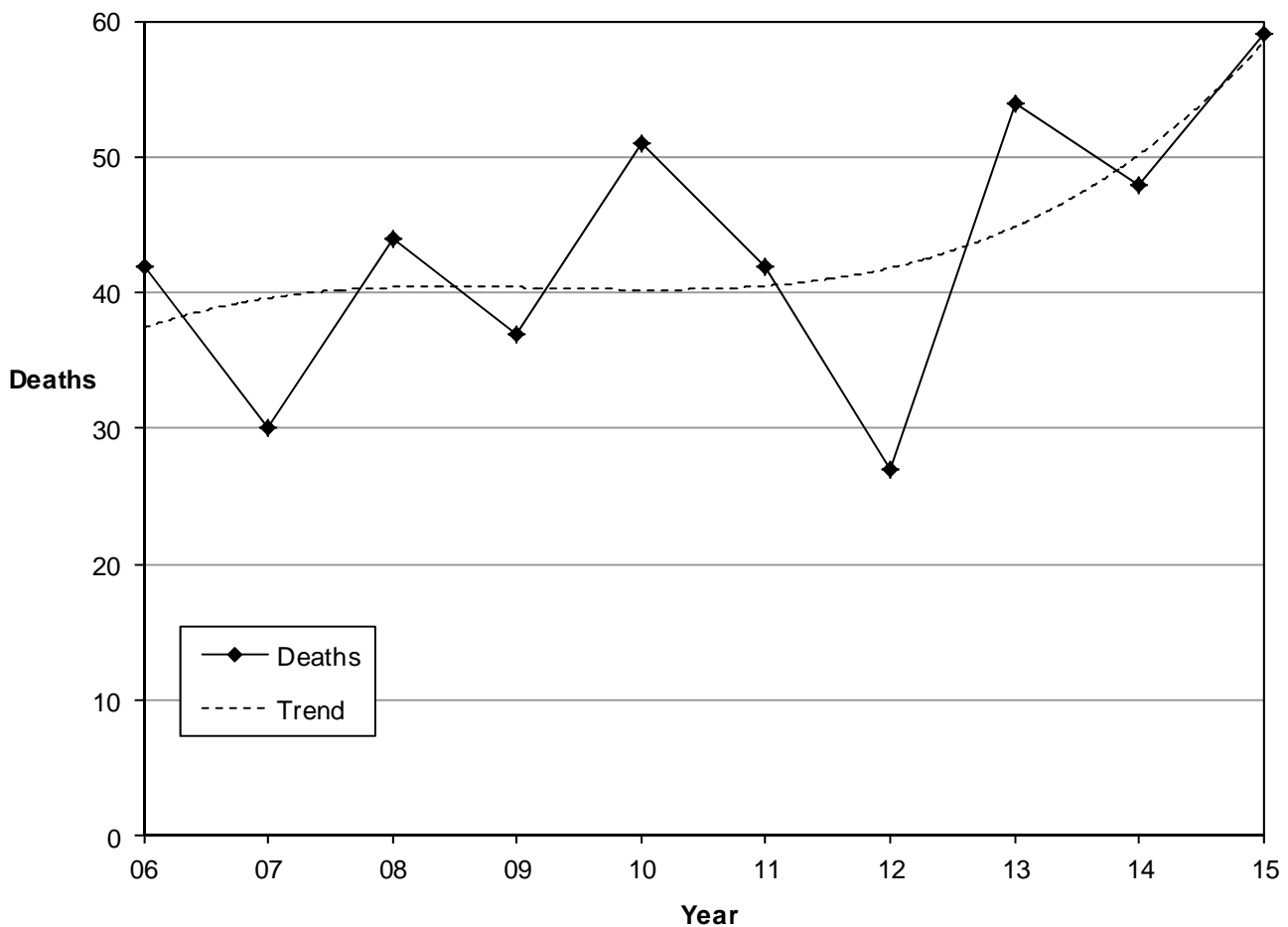


- Older drivers (aged 65+ years) are a special concern because of their declining health and fragility.
- The 10-year trend shows that 11.4% of all crashes in Utah involved an older driver with an increasing trend over the last seven years. Fatal older driver crashes have fluctuated around the 10-year average of 16.6% of fatal crashes. In 2015, older drivers were in over one-fifth (22.1%) of the fatal crashes.

## Trends

### Fatal Crashes Involving Older Drivers (Utah 2006-2015)

Older Driver Crashes						
Year	Deaths			Fatal Crashes		
	All #	Older Driver #	%	All #	Older Driver #	%
2006	287	42	14.6%	249	32	12.9%
2007	299	30	10.0%	260	28	10.8%
2008	276	44	15.9%	244	31	12.7%
2009	244	37	15.2%	217	33	15.2%
2010	253	51	20.2%	218	45	20.6%
2011	243	42	17.3%	224	38	17.0%
2012	217	27	12.4%	200	26	13.0%
2013	220	54	24.5%	202	46	22.8%
2014	256	48	18.8%	222	44	19.8%
2015	278	59	21.2%	258	57	22.1%
<b>Total</b>	<b>2,573</b>	<b>434</b>	<b>16.9%</b>	<b>2,294</b>	<b>380</b>	<b>16.6%</b>



- Over the past 10 years, the percentage of deaths and fatal crashes involving older drivers has fluctuated around 17% of all deaths and fatal crashes.
- On average, 43 people die a year in Utah from crashes involving an older driver.

## Crash Conditions

### Older Driver Crashes by County (Utah 2015)

Older (Age 65+) Driver Crashes												
County	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
	#	#	%	#	#	%	#	#	%	#	#	%
Washington	1,704	389	22.8%	854	187	21.9%	17	6	35.3%	2,575	582	22.6%
Piute	23	4	17.4%	7	2	28.6%	0	0	n/a	30	6	20.0%
Wayne	56	9	16.1%	19	4	21.1%	1	0	0.0%	76	13	17.1%
Garfield	136	24	17.6%	54	8	14.8%	0	0	n/a	190	32	16.8%
Carbon	302	48	15.9%	89	17	19.1%	6	0	0.0%	397	65	16.4%
Beaver	165	26	15.8%	52	7	13.5%	4	2	50.0%	221	35	15.8%
Sevier	278	40	14.4%	116	21	18.1%	3	1	33.3%	397	62	15.6%
Millard	285	43	15.1%	96	16	16.7%	7	0	0.0%	388	59	15.2%
Weber	2,764	381	13.8%	1,530	255	16.7%	20	4	20.0%	4,314	640	14.8%
Sanpete	260	33	12.7%	100	20	20.0%	4	0	0.0%	364	53	14.6%
Daggett	28	3	10.7%	6	2	33.3%	1	0	0.0%	35	5	14.3%
Cache	1,545	212	13.7%	535	75	14.0%	4	1	25.0%	2,084	288	13.8%
Iron	699	86	12.3%	255	41	16.1%	2	2	100.0%	956	129	13.5%
Box Elder	752	89	11.8%	276	48	17.4%	15	3	20.0%	1,043	140	13.4%
Davis	3,586	478	13.3%	1,725	226	13.1%	11	3	27.3%	5,322	707	13.3%
Kane	180	25	13.9%	43	4	9.3%	4	1	25.0%	227	30	13.2%
Grand	191	25	13.1%	90	12	13.3%	4	0	0.0%	285	37	13.0%
Uintah	429	52	12.1%	130	19	14.6%	5	1	20.0%	564	72	12.8%
Juab	233	24	10.3%	74	15	20.3%	0	0	n/a	307	39	12.7%
Duchesne	348	42	12.1%	89	13	14.6%	2	0	0.0%	439	55	12.5%
Rich	49	5	10.2%	16	3	18.8%	0	0	n/a	65	8	12.3%
Salt Lake	19,231	2,291	11.9%	7,849	1,013	12.9%	72	16	22.2%	27,152	3,320	12.2%
Tooele	792	100	12.6%	310	32	10.3%	14	4	28.6%	1,116	136	12.2%
Utah	5,997	655	10.9%	2,773	370	13.3%	35	10	28.6%	8,805	1,035	11.8%
Emery	196	23	11.7%	88	8	9.1%	5	1	20.0%	289	32	11.1%
Wasatch	569	48	8.4%	181	27	14.9%	10	1	10.0%	760	76	10.0%
Summit	953	91	9.5%	223	25	11.2%	6	1	16.7%	1,182	117	9.9%
San Juan	203	15	7.4%	49	9	18.4%	4	0	0.0%	256	24	9.4%
Morgan	135	13	9.6%	36	3	8.3%	2	0	0.0%	173	16	9.2%
Statewide	42,089	5,274	12.5%	17,665	2,482	14.1%	258	57	22.1%	60,012	7,813	13.0%

- Overall, Washington (22.6%), Piute (20.0%), and Wayne (17.1%) counties had the highest percentages of crashes involving an older driver.
- Salt Lake and Utah counties had the highest amount of fatal crashes involving an older driver.
- Overall, Morgan (9.2%), San Juan (9.4%), and Summit (9.9%) counties had the lowest percentages of crashes involving an older driver.
- Statewide, older driver crashes represented 13.0% of all crashes and 22.1% of all fatal crashes.

## Crash Conditions

### Gender of Older Drivers in Crashes (Utah 2015)

Older (Age 65+) Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	3,292	59.0%	1,532	58.4%	42	72.4%	4,866	58.9%
Female	2,269	40.7%	1,085	41.4%	16	27.6%	3,370	40.8%
Unknown	18	0.3%	5	0.2%	0	0.0%	23	0.3%
<b>Total</b>	<b>5,579</b>	<b>100.0%</b>	<b>2,622</b>	<b>100.0%</b>	<b>58</b>	<b>100.0%</b>	<b>8,259</b>	<b>100.0%</b>

- The majority of older drivers in all motor vehicle crashes (58.9%) and fatal crashes (72.4%) were male.

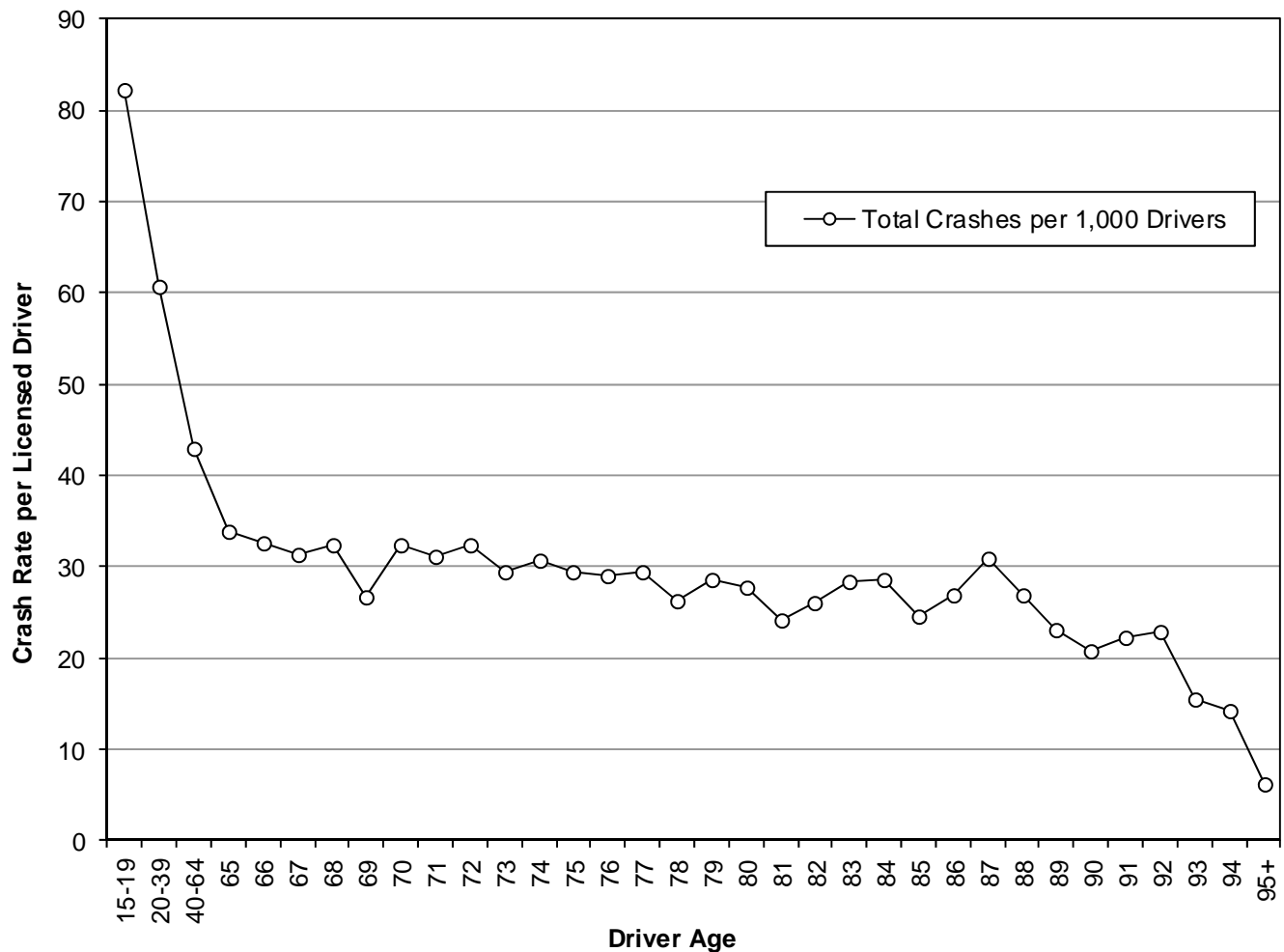
### Age of Older Drivers in Crashes (Utah 2015)

Older (Age 65+) 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
65	489	8.8%	22.9	232	8.8%	10.9	3	5.2%	0.141	724	8.8%	33.9
66	470	8.4%	22.4	206	7.9%	9.8	8	13.8%	0.382	684	8.3%	32.6
67	443	7.9%	21.6	194	7.4%	9.5	4	6.9%	0.195	641	7.8%	31.3
68	444	8.0%	21.5	219	8.4%	10.6	3	5.2%	0.145	666	8.1%	32.3
69	308	5.5%	17.5	160	6.1%	9.1	1	1.7%	0.057	469	5.7%	26.6
70	338	6.1%	23.0	132	5.0%	9.0	4	6.9%	0.273	474	5.7%	32.3
71	297	5.3%	20.2	160	6.1%	10.9	3	5.2%	0.204	460	5.6%	31.2
72	332	6.0%	21.7	157	6.0%	10.3	6	10.3%	0.392	495	6.0%	32.3
73	295	5.3%	21.1	114	4.3%	8.2	1	1.7%	0.072	410	5.0%	29.4
74	252	4.5%	20.9	115	4.4%	9.5	2	3.4%	0.166	369	4.5%	30.6
75	213	3.8%	19.1	114	4.3%	10.2	0	0.0%	0.000	327	4.0%	29.3
76	207	3.7%	20.5	85	3.2%	8.4	1	1.7%	0.099	293	3.5%	29.0
77	194	3.5%	19.7	91	3.5%	9.3	4	6.9%	0.407	289	3.5%	29.4
78	164	2.9%	18.3	71	2.7%	7.9	0	0.0%	0.000	235	2.8%	26.3
79	152	2.7%	18.2	85	3.2%	10.2	2	3.4%	0.240	239	2.9%	28.6
80	146	2.6%	18.8	66	2.5%	8.5	3	5.2%	0.386	215	2.6%	27.7
81	113	2.0%	15.6	61	2.3%	8.4	1	1.7%	0.138	175	2.1%	24.2
82	100	1.8%	16.2	61	2.3%	9.9	0	0.0%	0.000	161	1.9%	26.0
83	111	2.0%	19.2	52	2.0%	9.0	1	1.7%	0.173	164	2.0%	28.4
84	99	1.8%	18.3	51	1.9%	9.4	5	8.6%	0.923	155	1.9%	28.6
85	79	1.4%	16.0	42	1.6%	8.5	0	0.0%	0.000	121	1.5%	24.5
86	75	1.3%	18.5	33	1.3%	8.1	1	1.7%	0.247	109	1.3%	26.9
87	76	1.4%	20.9	34	1.3%	9.4	2	3.4%	0.551	112	1.4%	30.8
88	53	0.9%	17.3	29	1.1%	9.5	0	0.0%	0.000	82	1.0%	26.8
89	42	0.8%	17.1	13	0.5%	5.3	2	3.4%	0.812	57	0.7%	23.1
90	28	0.5%	14.2	13	0.5%	6.6	0	0.0%	0.000	41	0.5%	20.9
91	22	0.4%	13.9	13	0.5%	8.2	0	0.0%	0.000	35	0.4%	22.2
92	21	0.4%	17.1	6	0.2%	4.9	1	1.7%	0.816	28	0.3%	22.9
93	8	0.1%	9.5	5	0.2%	5.9	0	0.0%	0.000	13	0.2%	15.4
94	5	0.1%	7.8	4	0.2%	6.3	0	0.0%	0.000	9	0.1%	14.1
95+	3	0.1%	2.7	4	0.2%	3.6	0	0.0%	0.000	7	0.1%	6.3
<b>Total</b>	<b>5,579</b>	<b>100.0%</b>	<b>20.1</b>	<b>2,622</b>	<b>100.0%</b>	<b>9.4</b>	<b>58</b>	<b>100.0%</b>	<b>0.209</b>	<b>8,259</b>	<b>100.0%</b>	<b>29.7</b>



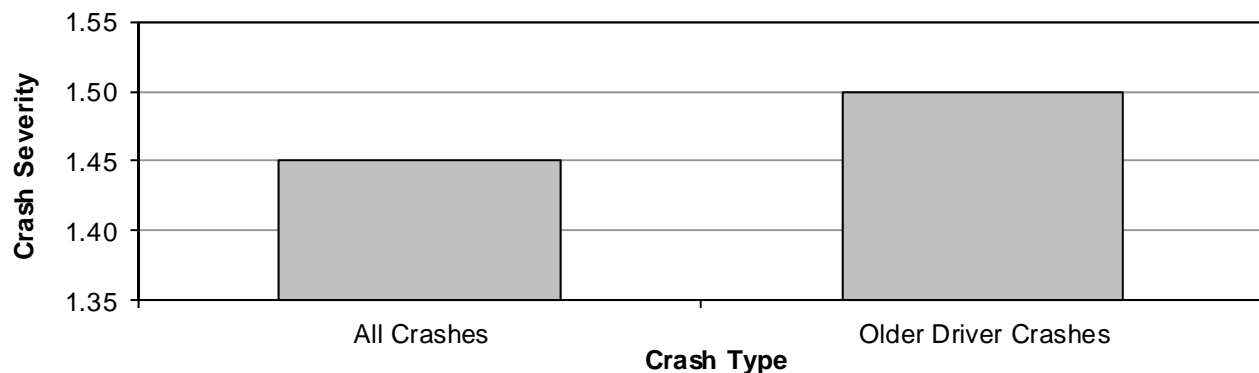
## Crash Conditions

### Crash Rate of Licensed Drivers by Age (Utah 2015)



- The older the driver the less likely they were to be in a crash per licensed driver.
- Older drivers had the lowest crash rate per licensed driver.

### Older Driver Crash Severity (Utah 2015)



- Older driver crashes were 15% more likely to result in injury or death compared to all other crashes.

## Crash Conditions

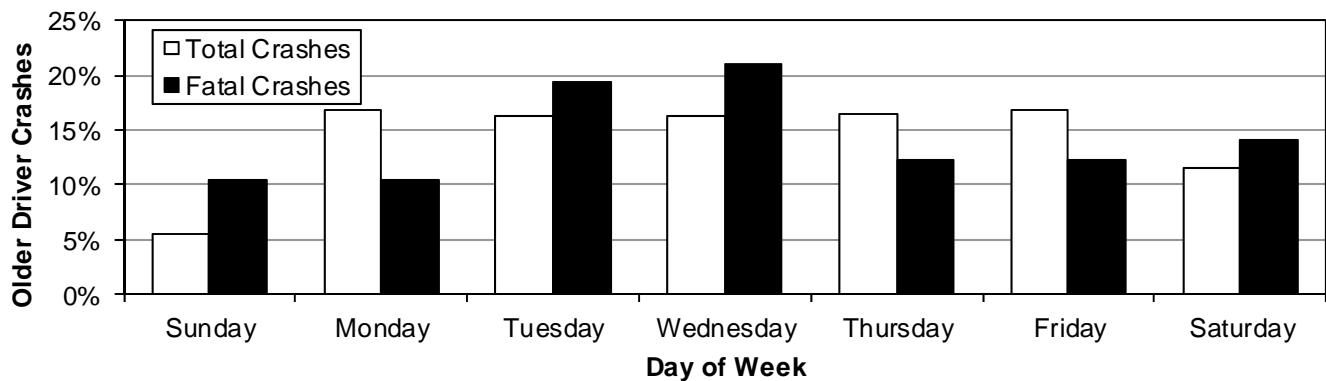
### Older Driver Crashes by Month (Utah 2015)

Older (Age 65+) Driver Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	375	12.1	177	5.7	6	0.19	558	18.0
February	354	12.6	146	5.2	3	0.11	503	18.0
March	419	13.5	205	6.6	8	0.26	632	20.4
April	392	13.1	203	6.8	3	0.10	598	19.9
May	402	13.0	244	7.9	5	0.16	651	21.0
June	450	15.0	209	7.0	4	0.13	663	22.1
July	465	15.0	218	7.0	6	0.19	689	22.2
August	467	15.1	206	6.6	5	0.16	678	21.9
September	447	14.9	207	6.9	6	0.20	660	22.0
October	490	15.8	238	7.7	3	0.10	731	23.6
November	444	14.8	222	7.4	4	0.13	670	22.3
December	569	18.4	207	6.7	4	0.13	780	25.2
<b>Total</b>	<b>5,274</b>	<b>14.4</b>	<b>2,482</b>	<b>6.8</b>	<b>57</b>	<b>0.16</b>	<b>7,813</b>	<b>21.4</b>

- Overall, December (25.2) and October (23.6) had the highest rates per day for older driver crashes.
- The highest rate per day of fatal older driver crashes occurred in March and September.

### Older Driver Crashes by Day of Week (Utah 2015)

Older (Age 65+) Driver Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	275	5.2%	150	6.0%	6	10.5%	431	5.5%
Monday	922	17.5%	395	15.9%	6	10.5%	1,323	16.9%
Tuesday	842	16.0%	415	16.7%	11	19.3%	1,268	16.2%
Wednesday	858	16.3%	402	16.2%	12	21.1%	1,272	16.3%
Thursday	874	16.6%	409	16.5%	7	12.3%	1,290	16.5%
Friday	893	16.9%	421	17.0%	7	12.3%	1,321	16.9%
Saturday	610	11.6%	290	11.7%	8	14.0%	908	11.6%
<b>Total</b>	<b>5,274</b>	<b>100.0%</b>	<b>2,482</b>	<b>100.0%</b>	<b>57</b>	<b>100.0%</b>	<b>7,813</b>	<b>100.0%</b>

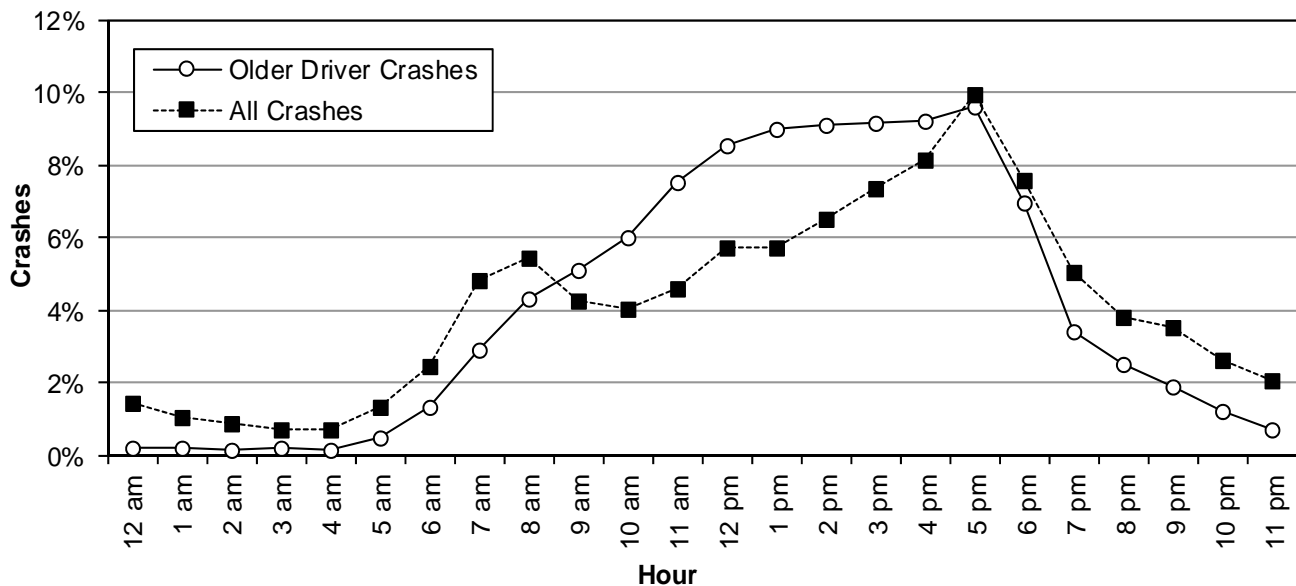


- Overall, the highest percentage of older driver crashes occurred on Monday (16.9%).
- The highest percentage of fatal older driver crashes occurred on Wednesday (21.1%).

## Crash Conditions

### Older Driver Crashes by Hour (Utah 2015)

Older (Age 65+) Driver Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	10	0.2%	7	0.3%	0	0.0%	17	0.2%
1 a.m.	6	0.1%	6	0.2%	2	3.5%	14	0.2%
2 a.m.	9	0.2%	4	0.2%	0	0.0%	13	0.2%
3 a.m.	9	0.2%	5	0.2%	0	0.0%	14	0.2%
4 a.m.	6	0.1%	5	0.2%	0	0.0%	11	0.1%
5 a.m.	32	0.6%	5	0.2%	2	3.5%	39	0.5%
6 a.m.	73	1.4%	29	1.2%	1	1.8%	103	1.3%
7 a.m.	142	2.7%	81	3.3%	3	5.3%	226	2.9%
8 a.m.	237	4.5%	98	3.9%	1	1.8%	336	4.3%
9 a.m.	277	5.3%	118	4.8%	3	5.3%	398	5.1%
10 a.m.	320	6.1%	146	5.9%	5	8.8%	471	6.0%
11 a.m.	403	7.6%	187	7.5%	1	1.8%	591	7.6%
Noon	465	8.8%	199	8.0%	3	5.3%	667	8.5%
1 p.m.	473	9.0%	226	9.1%	3	5.3%	702	9.0%
2 p.m.	515	9.8%	189	7.6%	9	15.8%	713	9.1%
3 p.m.	468	8.9%	246	9.9%	5	8.8%	719	9.2%
4 p.m.	457	8.7%	265	10.7%	1	1.8%	723	9.3%
5 p.m.	506	9.6%	241	9.7%	3	5.3%	750	9.6%
6 p.m.	363	6.9%	177	7.1%	7	12.3%	547	7.0%
7 p.m.	188	3.6%	80	3.2%	0	0.0%	268	3.4%
8 p.m.	128	2.4%	66	2.7%	4	7.0%	198	2.5%
9 p.m.	93	1.8%	50	2.0%	3	5.3%	146	1.9%
10 p.m.	60	1.1%	32	1.3%	1	1.8%	93	1.2%
11 p.m.	34	0.6%	20	0.8%	0	0.0%	54	0.7%
<b>Total</b>	<b>5,274</b>	<b>100.0%</b>	<b>2,482</b>	<b>100.0%</b>	<b>57</b>	<b>100.0%</b>	<b>7,813</b>	<b>100.0%</b>



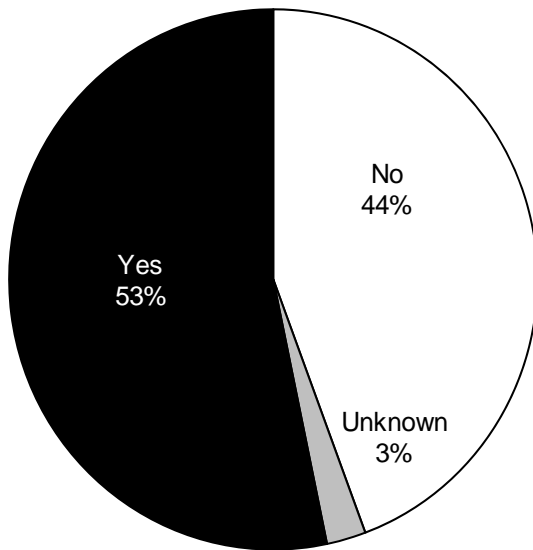
- Older driver total crashes were highest from 12:00 p.m. to 5:59 p.m.
- Compared to all crashes, older driver crashes occurred more often in the daytime (10:00 a.m.-4:59 p.m.).

## Crash Conditions

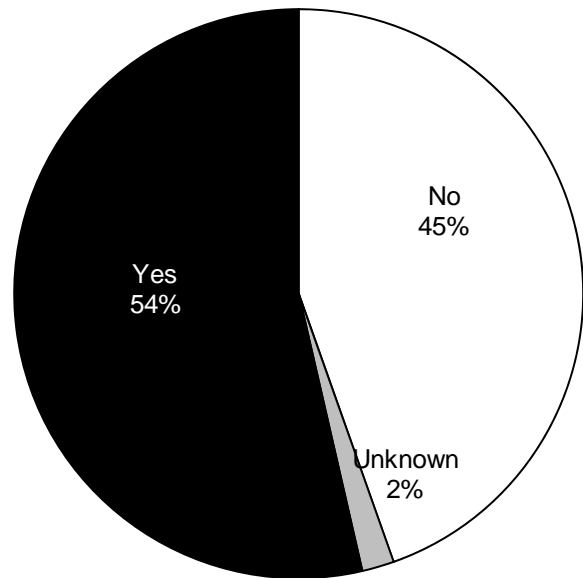
### Older Drivers with Contributing Factors in Crashes (Utah 2015)

Older (Age 65+) Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	2,915	52.2%	1,470	56.1%	41	70.7%	4,426	53.6%
No	2,560	45.9%	1,108	42.3%	14	24.1%	3,682	44.6%
Unknown	104	1.9%	44	1.7%	3	5.2%	151	1.8%
<b>Total</b>	<b>5,579</b>	<b>100.0%</b>	<b>2,622</b>	<b>100.0%</b>	<b>58</b>	<b>100.0%</b>	<b>8,259</b>	<b>100.0%</b>

**All Drivers**



**Older Drivers**



- Some form of poor driver performance is present in the majority of crashes.
- 53.6% of older drivers had a contributing factor in total crashes.
- Older drivers had a contributing factor in a crash about the same as all drivers.

## Crash Conditions

### Contributing Factors of Older Driver Crashes (Utah 2015)

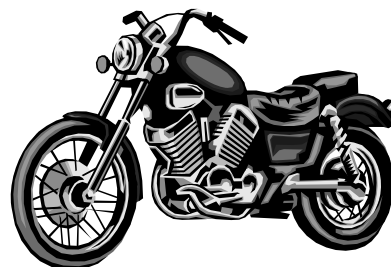
Older (Age 65+) Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	805	19.5%	540	24.0%	11	15.1%	1,356	21.0%
Followed Too Closely	438	10.6%	261	11.6%	0	0.0%	699	10.8%
Failed to Keep in Proper Lane	321	7.8%	170	7.6%	5	6.8%	496	7.7%
Disregard Traffic Signal/Sign	208	5.0%	186	8.3%	8	11.0%	402	6.2%
Other Improper Driving	254	6.2%	126	5.6%	1	1.4%	381	5.9%
Improper Turn	242	5.9%	88	3.9%	2	2.7%	332	5.1%
Driver Distraction	186	4.5%	103	4.6%	3	4.1%	292	4.5%
Speed Too Fast	160	3.9%	109	4.8%	9	12.3%	278	4.3%
Improper Backing	253	6.1%	24	1.1%	0	0.0%	277	4.3%
Improper Lane Change	236	5.7%	34	1.5%	1	1.4%	271	4.2%
Vision Obscured by Weather Condition	152	3.7%	71	3.2%	5	6.8%	228	3.5%
Ran Off Road	76	1.8%	66	2.9%	8	11.0%	150	2.3%
Improper Parking/Stopping	98	2.4%	34	1.5%	1	1.4%	133	2.1%
Driver Illness/Medical	47	1.1%	80	3.6%	2	2.7%	129	2.0%
Hit and Run	85	2.1%	22	1.0%	0	0.0%	107	1.7%
Driver Asleep/Fatigue	41	1.0%	45	2.0%	4	5.5%	90	1.4%
Overcorrected	41	1.0%	38	1.7%	7	9.6%	86	1.3%
Vision Obscured by Moving Vehicle	55	1.3%	30	1.3%	0	0.0%	85	1.3%
Swerved or Evasive Action	48	1.2%	31	1.4%	0	0.0%	79	1.2%
Vision Obscured by Glare	45	1.1%	28	1.2%	0	0.0%	73	1.1%
Vehicle Other Defective Condition	42	1.0%	26	1.2%	0	0.0%	68	1.1%
Other Driver Condition	38	0.9%	26	1.2%	0	0.0%	64	1.0%
Vision Obscured by Parked Vehicle	33	0.8%	16	0.7%	0	0.0%	49	0.8%
Vision Obscured by Other	24	0.6%	17	0.8%	1	1.4%	42	0.7%
Driving Under the Influence	19	0.5%	16	0.7%	0	0.0%	35	0.5%
Improper Passing	30	0.7%	5	0.2%	0	0.0%	35	0.5%
Vehicle Brakes	20	0.5%	10	0.4%	0	0.0%	30	0.5%
Vehicle Cargo	24	0.6%	1	0.0%	0	0.0%	25	0.4%
Vehicle Tires	21	0.5%	3	0.1%	1	1.4%	25	0.4%
Disregard Road Markings	16	0.4%	4	0.2%	0	0.0%	20	0.3%
Driver Emotional Prior to Crash	15	0.4%	5	0.2%	0	0.0%	20	0.3%
Wrong Side/Wrong Way	9	0.2%	9	0.4%	2	2.7%	20	0.3%
Vision Obscured by Vegetation	14	0.3%	2	0.1%	1	1.4%	17	0.3%
Vision Obscured by Building, Sign, etc.	7	0.2%	8	0.4%	0	0.0%	15	0.2%
Improper Signal	10	0.2%	4	0.2%	0	0.0%	14	0.2%
Reckless/Aggressive Driving	8	0.2%	4	0.2%	0	0.0%	12	0.2%
Windshield or Other Window Obscured	4	0.1%	7	0.3%	1	1.4%	12	0.2%
<b>Total</b>	<b>4,125</b>	<b>100.0%</b>	<b>2,249</b>	<b>100.0%</b>	<b>73</b>	<b>100.0%</b>	<b>6,447</b>	<b>100.0%</b>

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all older driver crashes were failed to yield right of way (21.0%), followed too closely (10.8%), and failed to keep in proper lane (7.7%).
- The leading contributing factors in fatal older driver crashes were failed too yield right of way (15.1%) and speed too fast (12.3%).
- Compared to drivers of all ages, older drivers were more likely to have a contributing factor of failure to yield right of way, disregard traffic signal/sign, improper turn, improper lane change, and improper backing.

# Motorcycles



**DRIVE AWARE. RIDE AWARE.**



## Section 10: Motorcycles

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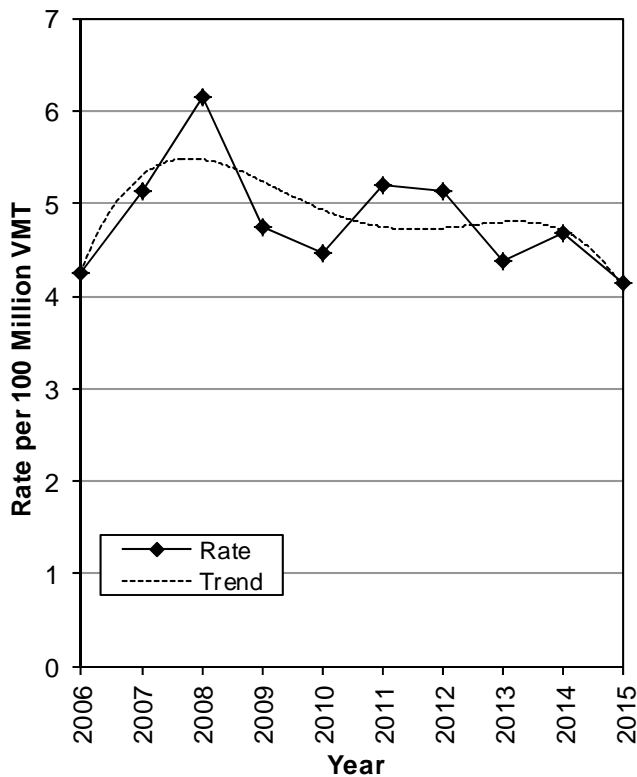
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## Trends

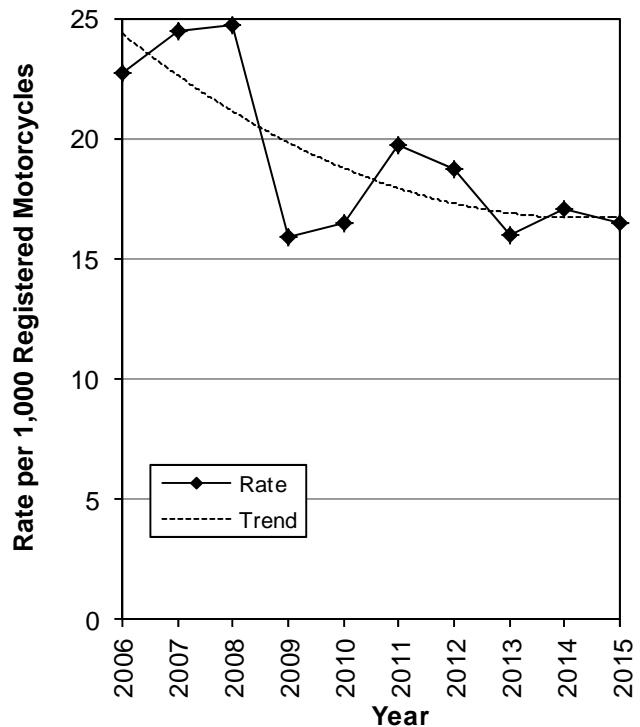
### Motorcyclists in Crashes (Utah 2006-2015)

Motorcyclists (Driver and Passenger)												
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
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	4.2	16.0	28	0.11	0.40	1,373	5.20	19.7
2012	225	0.8	3.1	1,111	4.2	15.2	32	0.12	0.44	1,368	5.14	18.7
2013	204	0.8	2.7	951	3.5	12.8	31	0.11	0.42	1,186	4.39	16.0
2014	206	0.7	2.7	1,043	3.8	13.8	45	0.16	0.60	1,294	4.69	17.1
2015	202	0.7	2.7	979	3.3	13.3	36	0.12	0.49	1,217	4.14	16.5
Total	2,197	0.8	3.2	10,436	3.9	15.2	316	0.12	0.46	12,949	4.82	18.9

**Motorcyclist Crash Rates per VMT (Utah 2006-2015)**



**Motorcyclist Crash Rates per Registered Motorcycles (Utah 2006-2015)**



- 2015 had the lowest (4.14) rate of total motorcyclists in crashes per 100 million VMT.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.
- The rate of motorcyclists in crashes per registered motorcycle decreased 27.3% from 2006 to 2015.
- 2008 had the highest (24.7) rate of total motorcyclists in crashes per registered motorcycle.

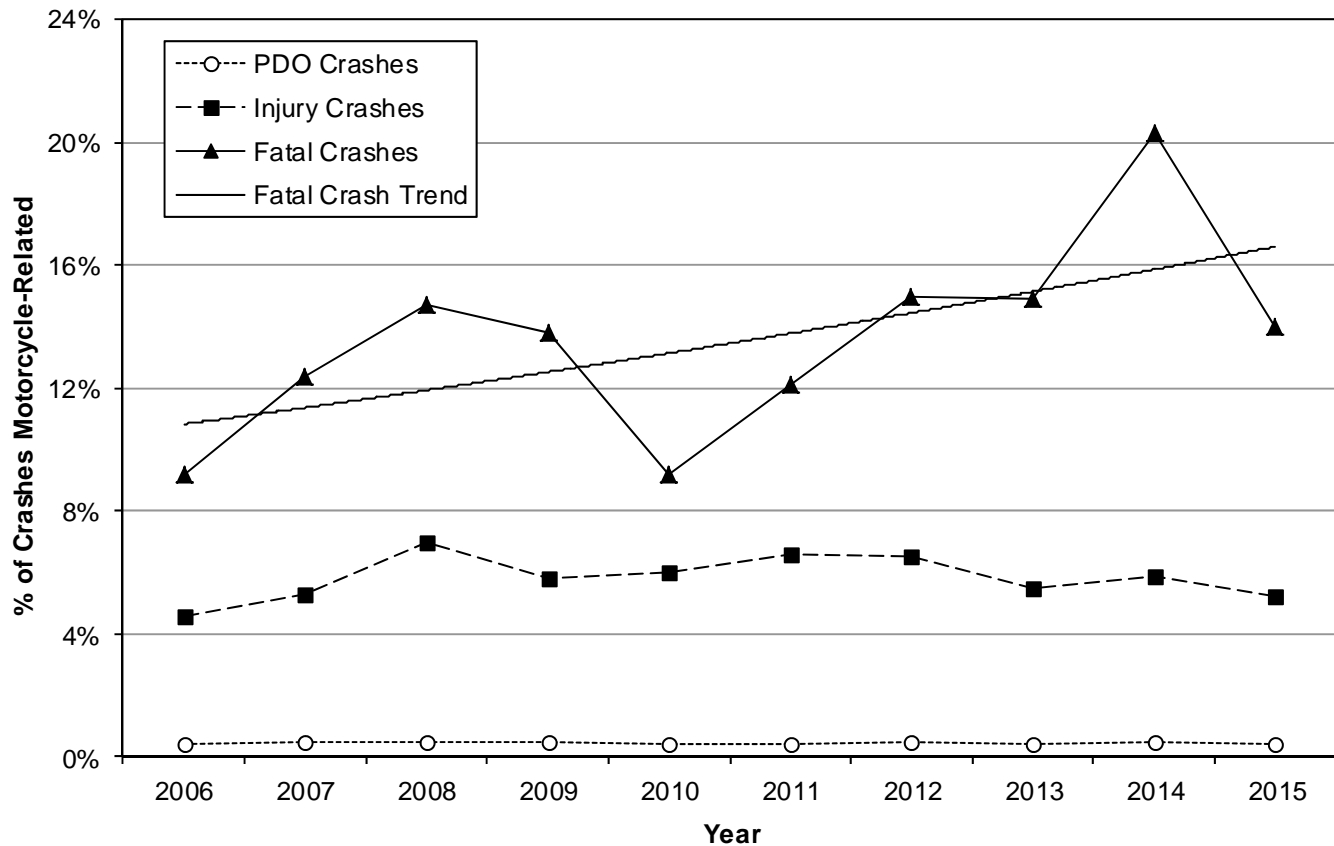


## Trends

### Motorcycle Crashes (Utah 2006-2015)

Motorcycle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Motorcycle #	%	All #	Motorcycle #	%	All #	Motorcycle #	%	All #	Motorcycle #	%
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%
2012	34,635	175	0.5%	15,765	1,024	6.5%	200	30	15.0%	50,600	1,229	2.4%
2013	39,301	145	0.4%	16,134	894	5.5%	202	30	14.9%	55,637	1,069	1.9%
2014	37,388	172	0.5%	16,426	962	5.9%	222	45	20.3%	54,036	1,179	2.2%
2015	42,089	167	0.4%	17,665	913	5.2%	258	36	14.0%	60,012	1,116	1.9%
<b>Total</b>	<b>378,498</b>	<b>1,650</b>	<b>0.4%</b>	<b>166,315</b>	<b>9,648</b>	<b>5.8%</b>	<b>2,293</b>	<b>309</b>	<b>13.5%</b>	<b>547,106</b>	<b>11,607</b>	<b>2.1%</b>

### Percent of Crashes Involving a Motorcycle (Utah 2006-2015)

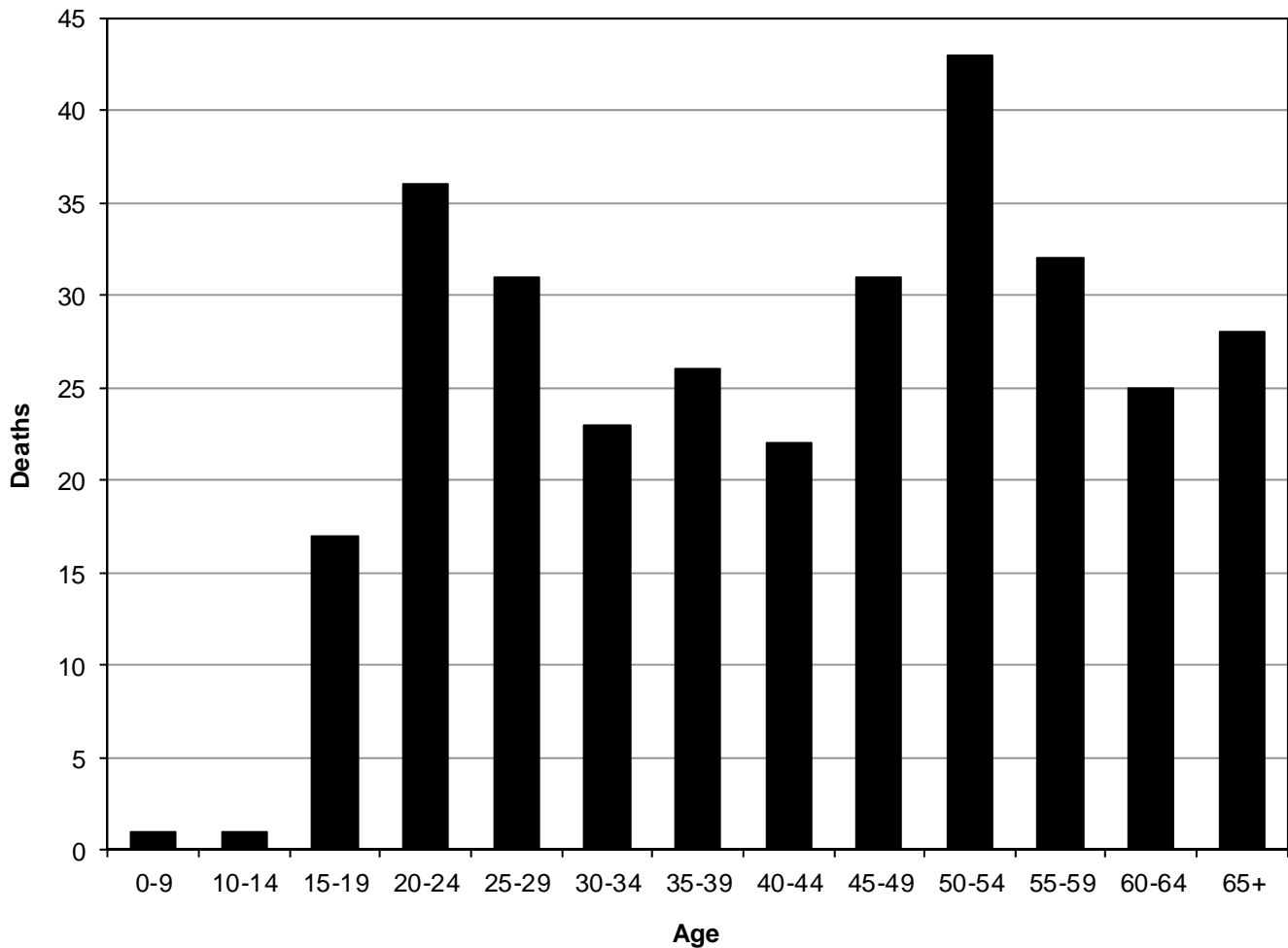


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.8% of injury crashes, and 13.5% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 13.5% of fatal crashes and 5.8% of injury crashes compared to 2.1% of total crashes.
- During the last 10 years, the highest percent of total crashes involving motorcycles occurred in 2008 (2.5%).

## Trends

### Motorcyclists Killed by Age (Utah 2006-2015)

Motorcyclists Killed												
Age	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
0-9	0	0	0	0	0	0	1	0	0	0	1	0.3%
10-14	0	0	1	0	0	0	0	0	0	0	1	0.3%
15-19	4	4	1	1	0	0	1	1	2	3	17	5.4%
20-24	5	7	6	0	2	1	6	1	4	4	36	11.4%
25-29	2	1	7	3	3	3	2	3	4	3	31	9.8%
30-34	1	1	3	2	4	4	3	1	2	2	23	7.3%
35-39	3	0	5	1	1	2	2	3	5	4	26	8.2%
40-44	1	2	2	2	1	1	2	8	1	2	22	7.0%
45-49	1	4	3	6	1	4	2	3	4	3	31	9.8%
50-54	4	4	5	5	1	3	2	2	10	7	43	13.6%
55-59	2	2	0	4	5	5	6	3	2	3	32	10.1%
60-64	1	2	2	4	0	4	4	2	5	1	25	7.9%
65+	0	6	1	2	3	1	1	4	6	4	28	8.9%
Total	24	33	36	30	21	28	32	31	45	36	316	100.0%

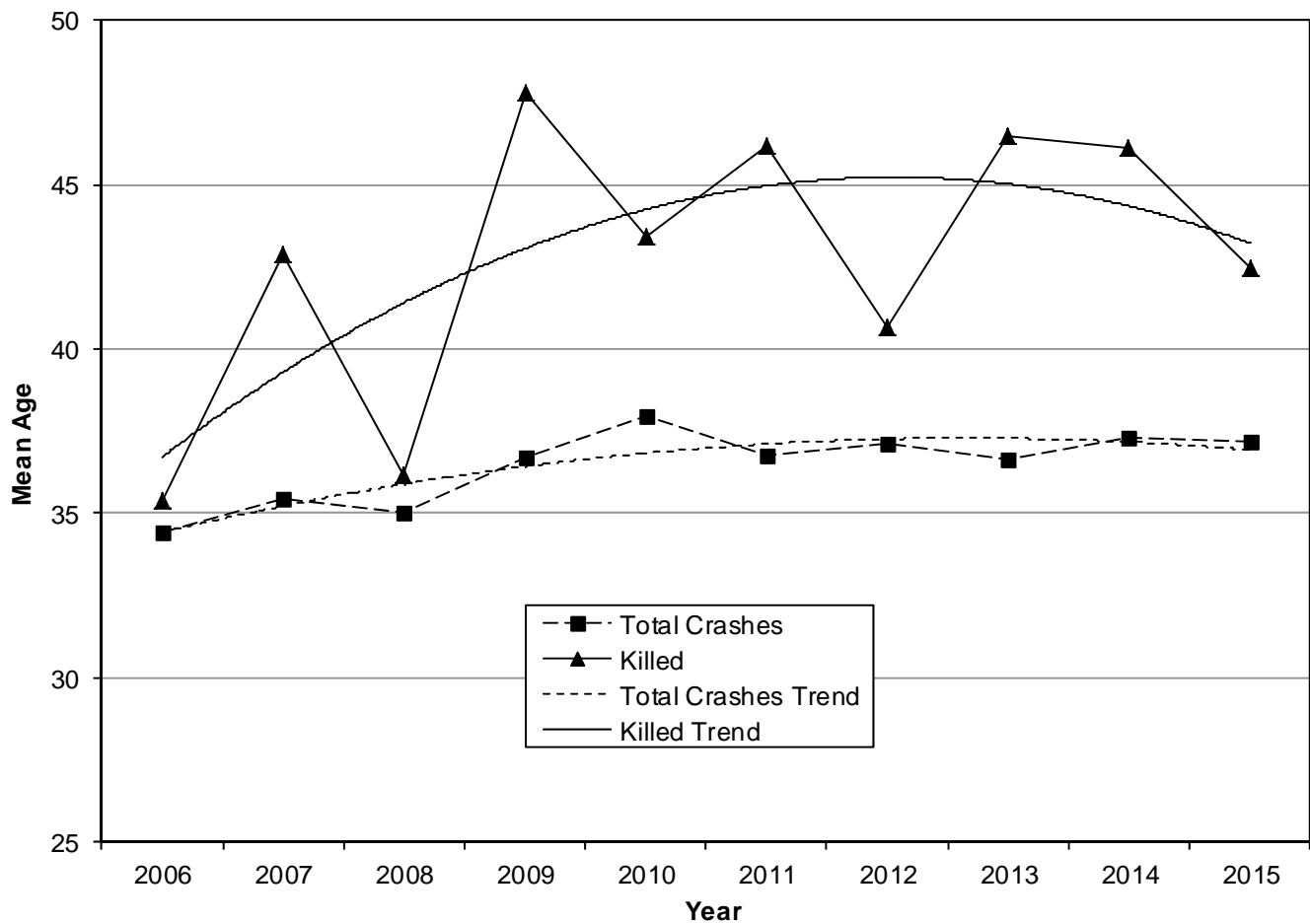


- The 10-year totals show that motorcyclist deaths were highest among the 50-54 and 20-24 year age groups.

## Trends

### Motorcyclists in Crashes by Age (Utah 2006-2015)

Motorcyclists (Driver and Passenger)		
Year	Total Mean Age	Killed Mean Age
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
2012	37.11	40.63
2013	36.64	46.45
2014	37.29	46.11
2015	37.17	42.47
<b>Average</b>	<b>36.45</b>	<b>42.75</b>

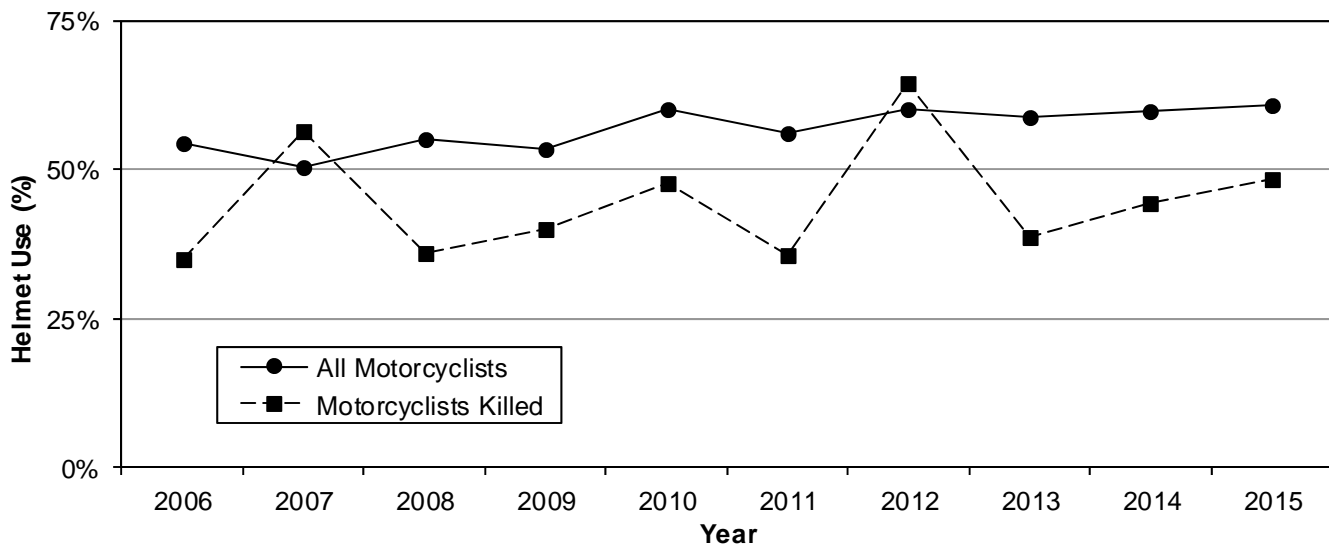


- The 10-year trend shows that the age of motorcyclists in crashes is steadily increasing. Increasing from 34.39 in 2006 to 37.17 in 2015.
- The 10-year trend shows that the age of motorcyclists killed in crashes is steadily increasing. Increasing from 35.38 in 2006 to 42.47 in 2015.

## Helmets

### Helmet Use of Motorcyclists in Crashes (Utah 2006-2015)

Motorcyclists (Driver and Passenger)												
Year	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%
	#	#		#	#		#	#		#	#	
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%
2012	57	113	66.5%	417	597	58.9%	11	20	64.5%	485	730	60.1%
2013	49	92	65.2%	350	491	58.4%	19	12	38.7%	418	595	58.7%
2014	54	111	67.3%	411	596	59.2%	25	20	44.4%	490	727	59.7%
2015	70	88	55.7%	360	587	62.0%	17	16	48.5%	447	691	60.7%
<b>Total</b>	<b>587</b>	<b>979</b>	<b>62.5%</b>	<b>4,218</b>	<b>5,439</b>	<b>56.3%</b>	<b>171</b>	<b>139</b>	<b>44.8%</b>	<b>4,976</b>	<b>6,557</b>	<b>56.9%</b>



- Overall helmet use by motorcyclists in crashes increased from 54.5% in 2006 to 60.7% in 2015.
- Helmet use among motorcyclists killed has shown an increasing trend.

### Helmet Use of Motorcyclists in Crashes (Utah 2015)

Motorcyclists (Driver and Passenger)								
Helmet Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	88	43.6%	587	60.0%	16	44.4%	691	56.8%
Helmet Not Worn	70	34.7%	360	36.8%	17	47.2%	447	36.7%
Unknown	44	21.8%	32	3.3%	3	8.3%	79	6.5%
<b>Total</b>	<b>202</b>	<b>100.0%</b>	<b>979</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,217</b>	<b>100.0%</b>



- Only 60.7% (of known) of the motorcyclists in crashes wore a helmet.
- Only 16 of the 36 motorcyclists killed in crashes (44.4%) were wearing a helmet.

## Motorcycle Crash Conditions

### Motorcyclists in Crashes by County (Utah 2015)

Motorcyclists (Driver and Passenger)												
County	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl
Garfield	1	0.8	9.1	12	9.7	109.1	0	0.00	0.00	13	10.5	118.2
Rich	0	0.0	0.0	6	11.4	96.8	0	0.00	0.00	6	11.4	96.8
Morgan	4	2.8	11.9	14	9.8	41.5	2	1.40	5.93	20	14.0	59.3
Daggett	0	0.0	0.0	1	3.0	45.5	0	0.00	0.00	1	3.0	45.5
Wayne	0	0.0	0.0	4	7.6	43.0	0	0.00	0.00	4	7.6	43.0
Emery	2	0.5	8.7	6	1.6	26.1	1	0.26	4.35	9	2.3	39.1
Grand	5	1.3	9.9	13	3.4	25.8	0	0.00	0.00	18	4.7	35.8
San Juan	1	0.3	3.7	7	2.2	26.1	1	0.31	3.73	9	2.8	33.6
Wasatch	0	0.0	0.0	19	4.8	20.5	4	1.02	4.32	23	5.8	24.9
Millard	1	0.2	3.6	4	0.7	14.6	0	0.00	0.00	5	0.9	18.2
Salt Lake	98	1.0	3.8	358	3.8	13.9	12	0.13	0.47	468	4.9	18.2
Washington	10	0.6	2.1	76	4.9	15.6	2	0.13	0.41	88	5.6	18.1
Weber	20	1.1	3.1	87	5.0	13.3	4	0.23	0.61	111	6.4	16.9
Utah	22	0.5	1.8	163	3.7	13.6	3	0.07	0.25	188	4.3	15.7
Cache	9	0.9	2.9	39	4.1	12.4	1	0.10	0.32	49	5.1	15.5
Iron	0	0.0	0.0	16	2.0	14.9	0	0.00	0.00	16	2.0	14.9
Sevier	1	0.3	2.2	5	1.4	10.9	0	0.00	0.00	6	1.7	13.1
Sanpete	0	0.0	0.0	5	2.1	10.9	1	0.42	2.17	6	2.5	13.0
Tooele	4	0.5	2.3	17	2.0	9.9	1	0.12	0.58	22	2.5	12.8
Kane	0	0.0	0.0	3	2.0	12.1	0	0.00	0.00	3	2.0	12.1
Summit	2	0.2	1.3	16	2.0	10.1	1	0.12	0.63	19	2.3	11.9
Uintah	1	0.2	0.8	13	3.0	10.7	0	0.00	0.00	14	3.2	11.5
Davis	16	0.6	1.9	81	2.9	9.5	1	0.04	0.12	98	3.5	11.5
Duchesne	0	0.0	0.0	6	1.8	9.6	0	0.00	0.00	6	1.8	9.6
Carbon	2	0.6	3.2	3	0.9	4.7	1	0.29	1.58	6	1.7	9.5
Box Elder	2	0.2	1.3	5	0.5	3.4	1	0.10	0.67	8	0.8	5.4
Juab	1	0.2	4.1	0	0.0	0.0	0	0.00	0.00	1	0.2	4.1
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
<b>Statewide</b>	<b>202</b>	<b>0.7</b>	<b>2.7</b>	<b>979</b>	<b>3.3</b>	<b>13.3</b>	<b>36</b>	<b>0.12</b>	<b>0.49</b>	<b>1,217</b>	<b>4.1</b>	<b>16.5</b>

- Garfield, Rich, and Morgan counties had the highest rates of motorcyclists in crashes per registered motorcycle and the highest rates of motorcyclists in crashes per vehicle miles traveled (VMT).

### Occupant Placement of Motorcyclists in Crashes (Utah 2015)

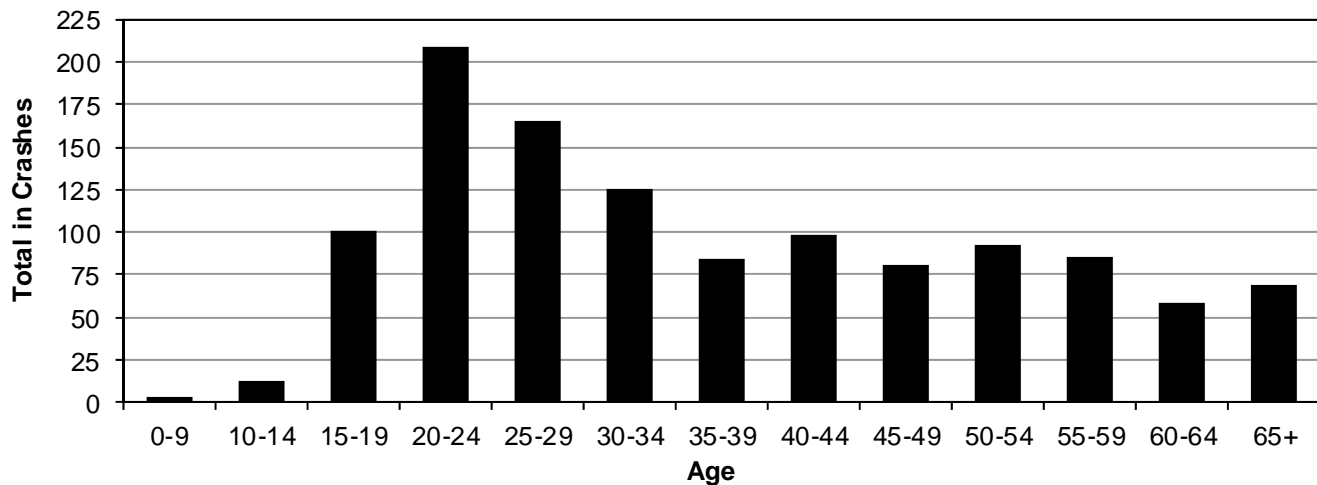
- Drivers accounted for the majority of motorcyclists in a crash (92.9%) and motorcyclists killed (97.2%).

Motorcyclists (Driver and Passenger)									
Occupant Placement	Non-Injured		Injured		Killed		Total		
	#	%	#	%	#	%	#	%	
Driver	194	96.0%	901	92.0%	35	97.2%	1,130	92.9%	
Passenger	8	4.0%	78	8.0%	1	2.8%	87	7.1%	
<b>Total</b>	<b>202</b>	<b>100.0%</b>	<b>979</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,217</b>	<b>100.0%</b>	

## Motorcycle Crash Conditions

### Age of Motorcyclists in Crashes (Utah 2015)

Motorcyclists (Driver and Passenger)								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-9	0	0.0%	3	45.0%	0	0.0%	3	0.2%
10-14	0	0.0%	13	1.3%	0	0.0%	13	1.1%
15-19	14	6.9%	84	8.6%	3	8.3%	101	8.3%
20-24	27	13.4%	178	18.2%	4	11.1%	209	17.2%
25-29	23	11.4%	139	14.2%	3	8.3%	165	13.6%
30-34	22	10.9%	102	10.4%	2	5.6%	126	10.4%
35-39	16	7.9%	64	6.5%	4	11.1%	84	6.9%
40-44	20	9.9%	76	7.8%	2	5.6%	98	8.1%
45-49	12	5.9%	66	6.7%	3	8.3%	81	6.7%
50-54	14	6.9%	72	7.4%	7	19.4%	93	7.6%
55-59	11	5.4%	71	7.3%	3	8.3%	85	7.0%
60-64	8	4.0%	49	5.0%	1	2.8%	58	4.8%
65+	13	6.4%	52	5.3%	4	11.1%	69	5.7%
Unknown	22	10.9%	10	1.0%	0	0.0%	32	2.6%
<b>Total</b>	<b>202</b>	<b>100.0%</b>	<b>979</b>	<b>144.7%</b>	<b>36</b>	<b>100.0%</b>	<b>1,217</b>	<b>100.0%</b>



- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (30.8%).
- The highest number of motorcyclist deaths were aged 50-54 years.

### Gender of Motorcyclists in Crashes (Utah 2015)

Motorcyclists (Driver and Passenger)								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	171	84.7%	833	85.1%	34	94.4%	1,038	85.3%
Female	14	6.9%	142	14.5%	2	5.6%	158	13.0%
Unknown	17	8.4%	4	0.4%	0	0.0%	21	1.7%
<b>Total</b>	<b>202</b>	<b>100.0%</b>	<b>979</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,217</b>	<b>100.0%</b>

- The majority of all motorcyclists (85.3%) and motorcyclists killed (94.4%) in crashes were male.

## Motorcycle Crash Conditions

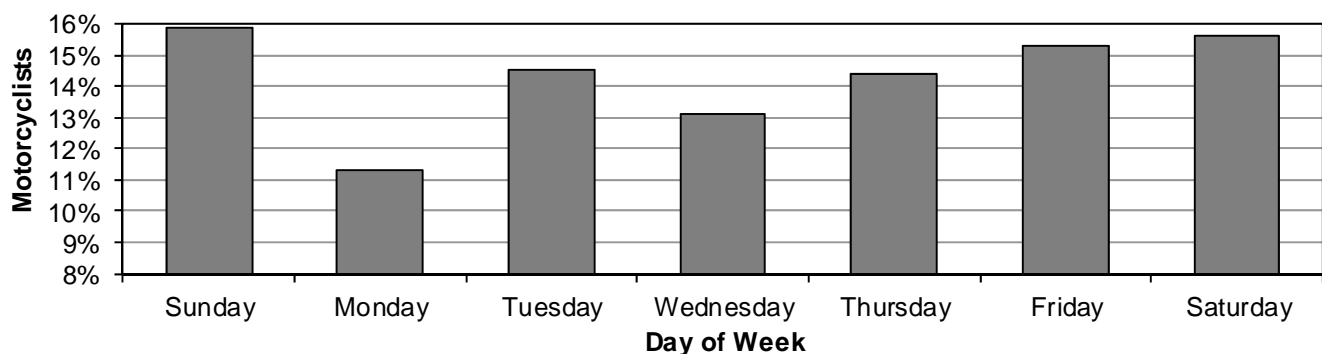
### Motorcyclists in Crashes by Month (Utah 2015)

Motorcyclists (Driver and Passenger)								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3	0.1	19	0.6	1	0.03	23	0.7
February	7	0.3	34	1.2	1	0.04	42	1.5
March	13	0.4	80	2.6	2	0.06	95	3.1
April	19	0.6	68	2.3	3	0.10	90	3.0
May	15	0.5	109	3.5	3	0.10	127	4.1
June	34	1.1	130	4.3	10	0.33	174	5.8
July	27	0.9	118	3.8	4	0.13	149	4.8
August	25	0.8	134	4.3	3	0.10	162	5.2
September	31	1.0	139	4.6	4	0.13	174	5.8
October	19	0.6	102	3.3	4	0.13	125	4.0
November	6	0.2	35	1.2	1	0.03	42	1.4
December	3	0.1	11	0.4	0	0.00	14	0.5
<b>Total</b>	<b>202</b>	<b>0.6</b>	<b>979</b>	<b>2.7</b>	<b>36</b>	<b>0.10</b>	<b>1,217</b>	<b>3.3</b>

- June through September 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.

### Motorcyclists in Crashes by Day of Week (Utah 2015)

Motorcyclists (Driver and Passenger)								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	27	13.4%	156	15.9%	11	30.6%	194	15.9%
Monday	25	12.4%	106	10.8%	6	16.7%	137	11.3%
Tuesday	26	12.9%	146	14.9%	4	11.1%	176	14.5%
Wednesday	29	14.4%	130	13.3%	0	0.0%	159	13.1%
Thursday	34	16.8%	136	13.9%	5	13.9%	175	14.4%
Friday	34	16.8%	150	15.3%	2	5.6%	186	15.3%
Saturday	27	13.4%	155	15.8%	8	22.2%	190	15.6%
<b>Total</b>	<b>202</b>	<b>100.0%</b>	<b>979</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,217</b>	<b>100.0%</b>



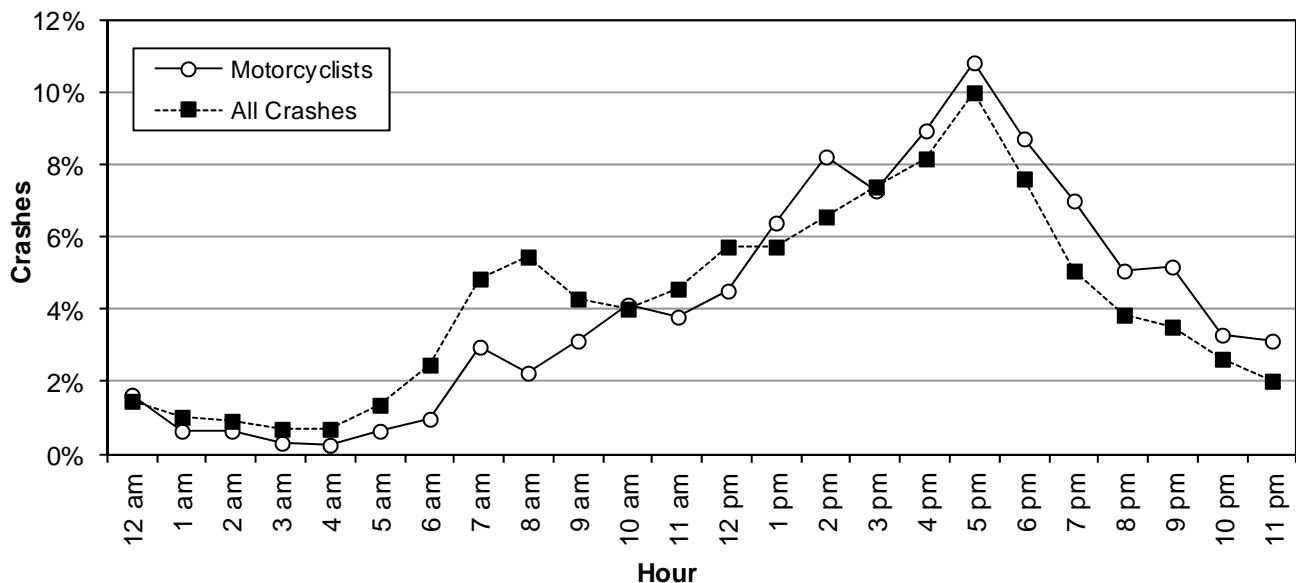
- Nearly one-half (46.8%) of total motorcycle crashes occurred on the weekend Friday through Sunday.
- Fatal motorcycle crashes occurred most frequently on Sunday (30.6%).



## Motorcycle Crash Conditions

### Motorcyclists in Crashes by Hour (Utah 2015)

Motorcyclists (Driver and Passenger)								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	3	1.5%	17	1.7%	0	0.0%	20	1.6%
1 a.m.	1	0.5%	7	0.7%	0	0.0%	8	0.7%
2 a.m.	0	0.0%	8	0.8%	0	0.0%	8	0.7%
3 a.m.	2	1.0%	1	0.1%	1	2.8%	4	0.3%
4 a.m.	0	0.0%	3	0.3%	0	0.0%	3	0.2%
5 a.m.	2	1.0%	6	0.6%	0	0.0%	8	0.7%
6 a.m.	2	1.0%	9	0.9%	1	2.8%	12	1.0%
7 a.m.	8	4.0%	28	2.9%	0	0.0%	36	3.0%
8 a.m.	3	1.5%	22	2.2%	2	5.6%	27	2.2%
9 a.m.	6	3.0%	29	3.0%	3	8.3%	38	3.1%
10 a.m.	8	4.0%	41	4.2%	1	2.8%	50	4.1%
11 a.m.	10	5.0%	35	3.6%	1	2.8%	46	3.8%
Noon	6	3.0%	49	5.0%	0	0.0%	55	4.5%
1 p.m.	8	4.0%	69	7.0%	1	2.8%	78	6.4%
2 p.m.	23	11.4%	72	7.4%	5	13.9%	100	8.2%
3 p.m.	14	6.9%	73	7.5%	2	5.6%	89	7.3%
4 p.m.	15	7.4%	90	9.2%	4	11.1%	109	9.0%
5 p.m.	29	14.4%	103	10.5%	0	0.0%	132	10.8%
6 p.m.	13	6.4%	87	8.9%	6	16.7%	106	8.7%
7 p.m.	8	4.0%	74	7.6%	3	8.3%	85	7.0%
8 p.m.	10	5.0%	50	5.1%	2	5.6%	62	5.1%
9 p.m.	13	6.4%	49	5.0%	1	2.8%	63	5.2%
10 p.m.	11	5.4%	29	3.0%	0	0.0%	40	3.3%
11 p.m.	7	3.5%	28	2.9%	3	8.3%	38	3.1%
<b>Total</b>	<b>202</b>	<b>100.0%</b>	<b>979</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,217</b>	<b>100.0%</b>



- Over one-half (51.9%) of total motorcycle crashes occurred between 2:00 p.m. and 7:59 p.m.
- Motorcycle crashes were more likely to occur in the afternoon and evening than other crashes.

## Motorcycle Crash Conditions

### Motorcycle Driver Age (Utah 2015)

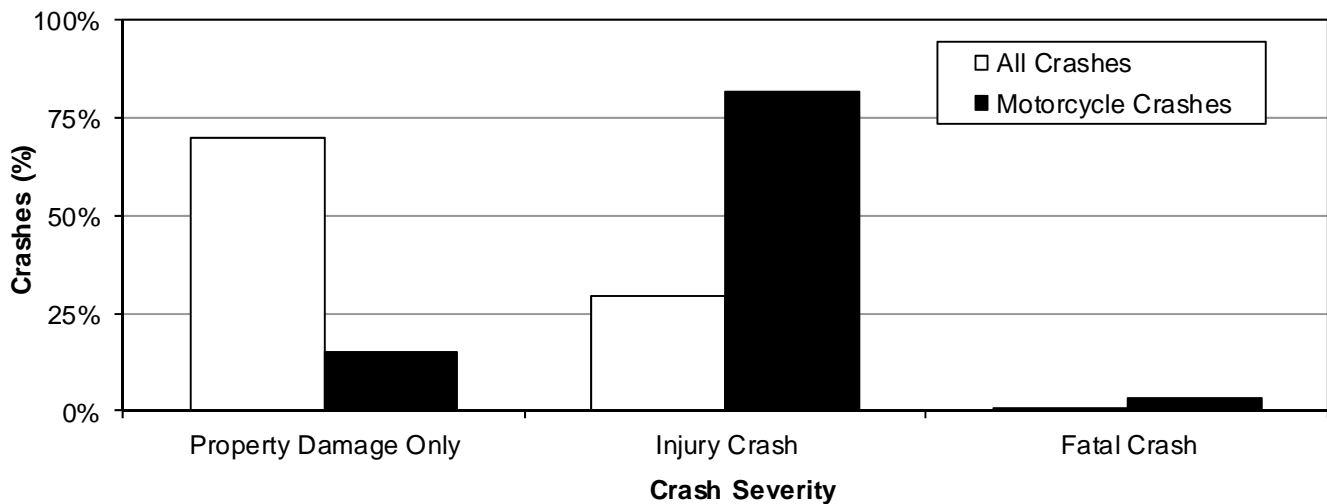
Motorcycle Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	10	1.1%	0	0.0%	10	0.9%
15-19	11	7.0%	78	8.3%	3	8.3%	92	8.1%
20-24	20	12.7%	169	18.1%	4	11.1%	193	17.1%
25-29	18	11.4%	137	14.7%	3	8.3%	158	14.0%
30-34	17	10.8%	99	10.6%	2	5.6%	118	10.5%
35-39	10	6.3%	63	6.7%	4	11.1%	77	6.8%
40-44	19	12.0%	74	7.9%	2	5.6%	95	8.4%
45-49	11	7.0%	56	6.0%	3	8.3%	70	6.2%
50-54	9	5.7%	72	7.7%	7	19.4%	88	7.8%
55-59	7	4.4%	65	7.0%	3	8.3%	75	6.6%
60-64	6	3.8%	47	5.0%	1	2.8%	54	4.8%
65+	11	7.0%	53	5.7%	4	11.1%	68	6.0%
Unknown	19	12.0%	12	1.3%	0	0.0%	31	2.7%
<b>Total</b>	<b>158</b>	<b>100.0%</b>	<b>935</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,129</b>	<b>100.0%</b>

- Over one-half (50.6%) of the motorcycle drivers in crashes were under the age of 35 years.
- The 50-54 year age group had the highest number of drivers in fatal crashes.

### Motorcycle Driver License Status (Utah 2015)

- Of the 36 motorcycle drivers in fatal crashes, 32 (88.9%) had a valid motorcycle license.

### Motorcycle Crash Severity (Utah 2015)

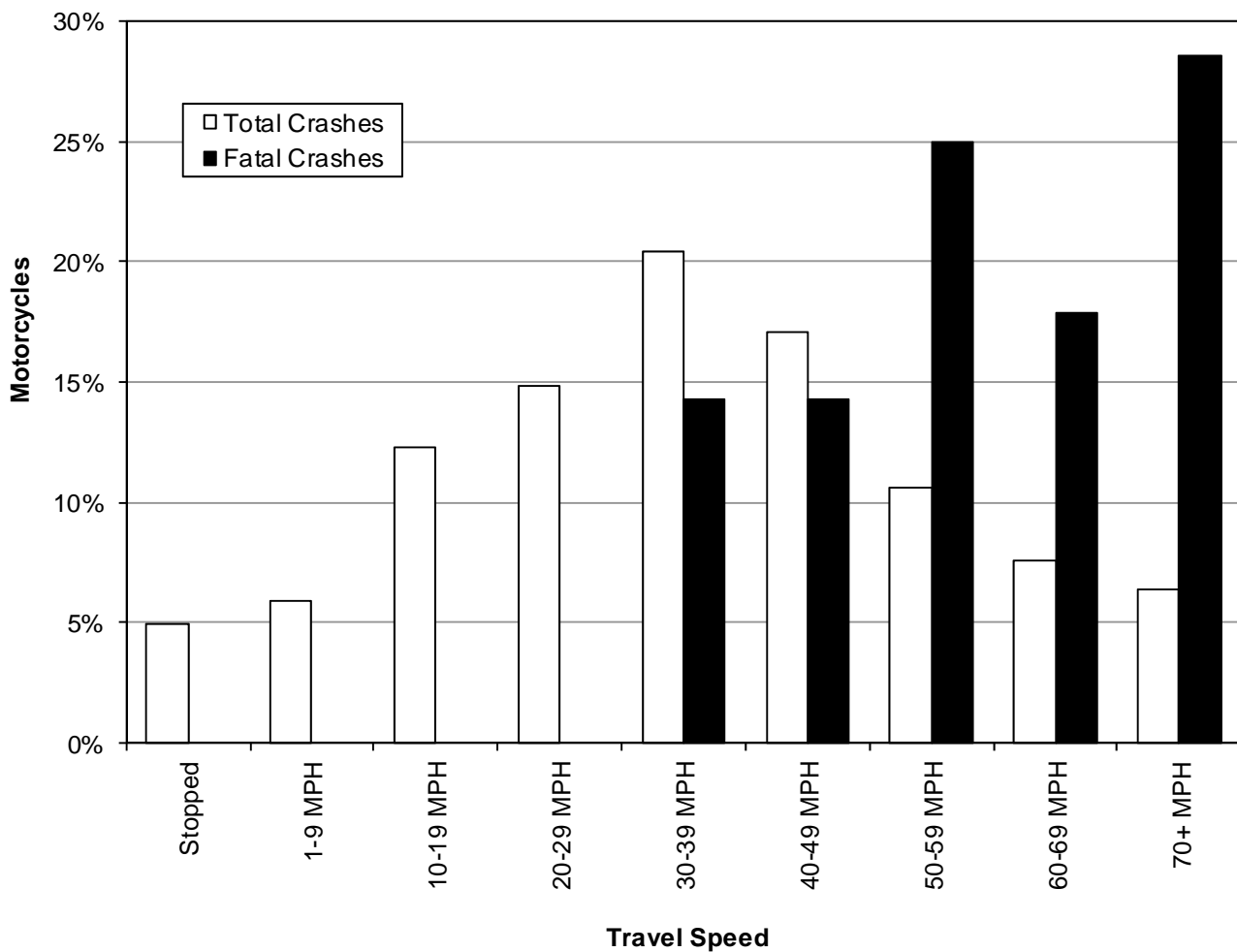


- Motorcycle crashes were more likely to result in injury (81.8% to 29.4%) or death (3.2% to 0.4%) compared to all motor vehicle crashes.

## Motorcycle Crash Conditions

### Travel Speed (Utah 2015)

Motorcycles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	23	13.5%	3	0.3%	0	0.0%	26	2.3%
Stopped	22	12.9%	22	2.4%	0	0.0%	44	3.9%
1-9 MPH	15	8.8%	38	4.1%	0	0.0%	53	4.6%
10-19 MPH	24	14.1%	86	9.2%	0	0.0%	110	9.6%
20-29 MPH	12	7.1%	121	12.9%	0	0.0%	133	11.7%
30-39 MPH	15	8.8%	164	17.5%	4	11.1%	183	16.0%
40-49 MPH	12	7.1%	137	14.7%	4	11.1%	153	13.4%
50-59 MPH	7	4.1%	81	8.7%	7	19.4%	95	8.3%
60-69 MPH	6	3.5%	57	6.1%	5	13.9%	68	6.0%
70-79 MPH	5	2.9%	27	2.9%	5	13.9%	37	3.2%
80+ MPH	1	0.6%	17	1.8%	3	8.3%	21	1.8%
Unknown	28	16.5%	182	19.5%	8	22.2%	218	19.1%
<b>Total</b>	<b>170</b>	<b>100.0%</b>	<b>935</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,141</b>	<b>100.0%</b>



- Over one-half (52.3% of known) of motorcycles in total crashes were traveling 20-49 MPH.
- The majority (71.4% 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 2015)

Vehicles Other than Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	58	38.4%	157	30.0%	11	44.0%	226	32.3%
Turning Left	19	12.6%	174	33.2%	8	32.0%	201	28.7%
Stopped in Traffic Lane	20	13.2%	62	11.8%	4	16.0%	86	12.3%
Turning Right	10	6.6%	24	4.6%	1	4.0%	35	5.0%
Slowing in Traffic Lane	7	4.6%	23	4.4%	0	0.0%	30	4.3%
Changing Lanes	5	3.3%	19	3.6%	1	4.0%	25	3.6%
Making U-turn	2	1.3%	23	4.4%	0	0.0%	25	3.6%
Parked/Parking	8	5.3%	17	3.2%	0	0.0%	25	3.6%
Backing	10	6.6%	6	1.1%	0	0.0%	16	2.3%
Entering/Leaving Traffic Lane	3	2.0%	8	1.5%	0	0.0%	11	1.6%
Overtaking/Passing	1	0.7%	3	0.6%	0	0.0%	4	0.6%
Unknown/Other	8	5.3%	8	1.5%	0	0.0%	16	2.3%
<b>Total</b>	<b>151</b>	<b>100.0%</b>	<b>524</b>	<b>100.0%</b>	<b>25</b>	<b>100.0%</b>	<b>700</b>	<b>100.0%</b>

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (32.3%) and turning left (28.7%).

### Motorcycle Maneuver Prior to Motorcycle Crash (Utah 2015)

Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	88	51.8%	689	73.7%	30	83.3%	807	70.7%
Turning Left	11	6.5%	57	6.1%	0	0.0%	68	6.0%
Turning Right	4	2.4%	39	4.2%	2	5.6%	45	3.9%
Slowing in Traffic Lane	5	2.9%	39	4.2%	0	0.0%	44	3.9%
Stopped in Traffic Lane	22	12.9%	22	2.4%	0	0.0%	44	3.9%
Changing Lanes	4	2.4%	25	2.7%	0	0.0%	29	2.5%
Parked/Parking	24	14.1%	3	0.3%	0	0.0%	27	2.4%
Overtaking/Passing	2	1.2%	18	1.9%	4	11.1%	24	2.1%
Entering/Leaving Traffic Lane	1	0.6%	10	1.1%	0	0.0%	11	1.0%
Making U-turn	0	0.0%	7	0.7%	0	0.0%	7	0.6%
Backing	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Other	2	1.2%	12	1.3%	0	0.0%	14	1.2%
Unknown	7	4.1%	13	1.4%	0	0.0%	20	1.8%
<b>Total</b>	<b>170</b>	<b>100.0%</b>	<b>935</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,141</b>	<b>100.0%</b>

- For all motorcycle crashes, the leading maneuver of motorcycles prior to the crash was straight ahead

## Motorcycle Crash Conditions

### Number of Vehicles Involved in Motorcycle Crashes (Utah 2015)

Motorcycle Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Motorcycle Only	29	17.4%	414	45.3%	14	38.9%	457	40.9%
Motorcycle and 1 or More Other Vehicles	138	82.6%	499	54.7%	22	61.1%	659	59.1%
<b>Total</b>	<b>167</b>	<b>100.0%</b>	<b>913</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,116</b>	<b>100.0%</b>

- In 59.1% of all motorcycle crashes there was the motorcycle and one or more other vehicles involved.

### Contributing Factors of Drivers Other than Motorcyclists in Motorcycle Crashes (Utah 2015)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	16	12.9%	183	38.5%	6	30.0%	205	33.1%
Improper Turn	8	6.5%	47	9.9%	2	10.0%	57	9.2%
Vision Obscured	8	6.5%	48	10.1%	1	5.0%	57	9.2%
Followed Too Closely	18	14.5%	35	7.4%	1	5.0%	54	8.7%
Driver Distraction	8	6.5%	26	5.5%	3	15.0%	37	6.0%
Other Improper Driving	8	6.5%	19	4.0%	0	0.0%	27	4.4%
Improper Lane Change	7	5.6%	19	4.0%	0	0.0%	26	4.2%
Disregard Traffic Signal/Sign	3	2.4%	18	3.8%	1	5.0%	22	3.6%
Hit and Run	12	9.7%	7	1.5%	1	5.0%	20	3.2%
Vehicle Defective Condition	3	2.4%	14	2.9%	2	10.0%	19	3.1%
Failed to Keep in Proper Lane	6	4.8%	8	1.7%	0	0.0%	14	2.3%
Improper Backing	6	4.8%	6	1.3%	0	0.0%	12	1.9%
Speed Too Fast	3	2.4%	8	1.7%	1	5.0%	12	1.9%
Improper Parking/Stopping	2	1.6%	8	1.7%	1	5.0%	11	1.8%
Driving Under the Influence	2	1.6%	6	1.3%	1	5.0%	9	1.5%
Swerved or Evasive Action	3	2.4%	5	1.1%	0	0.0%	8	1.3%
Driver Emotional Prior to Crash	4	3.2%	2	0.4%	0	0.0%	6	1.0%
Improper Passing	3	2.4%	2	0.4%	0	0.0%	5	0.8%
Improper Signal	0	0.0%	4	0.8%	0	0.0%	4	0.6%
Other Driver Condition	1	0.8%	3	0.6%	0	0.0%	4	0.6%
Reckless/Aggressive Driving	2	1.6%	2	0.4%	0	0.0%	4	0.6%
Wrong Side/Wrong Way	1	0.8%	3	0.6%	0	0.0%	4	0.6%
Driver Illness/Medical	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Driver Asleep/Fatigue	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Overcorrected	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>124</b>	<b>100.0%</b>	<b>475</b>	<b>100.0%</b>	<b>20</b>	<b>100.0%</b>	<b>619</b>	<b>100.0%</b>

- Failed to yield right of way (33.1%), improper turn (9.2%), vision obscured (9.2%), and followed too closely (8.7%) were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.
- The leading contributing factor for fatal crashes was failed to yield right of way (30.0%).

## Motorcycle Crash Conditions

### Contributing Factors of Motorcycle Drivers in Crashes (Utah 2015)

Motorcycle Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Speed Too Fast	13	12.0%	134	16.2%	10	26.3%	157	16.1%
Failed to Keep in Proper Lane	13	12.0%	79	9.6%	5	13.2%	97	10.0%
Followed Too Closely	16	14.8%	78	9.4%	2	5.3%	96	9.9%
Swerved or Evasive Action	3	2.8%	73	8.8%	2	5.3%	78	8.0%
Other Improper Driving	7	6.5%	61	7.4%	0	0.0%	68	7.0%
Ran Off Road	4	3.7%	50	6.0%	5	13.2%	59	6.1%
Overcorrected	3	2.8%	36	4.4%	2	5.3%	41	4.2%
Failed to Yield Right of Way	5	4.6%	34	4.1%	0	0.0%	39	4.0%
Driver Distraction	3	2.8%	35	4.2%	0	0.0%	38	3.9%
Driving Under the Influence	3	2.8%	33	4.0%	0	0.0%	36	3.7%
Reckless/Aggressive Driving	2	1.9%	30	3.6%	2	5.3%	34	3.5%
Vision Obscured by Weather Condition	1	0.9%	22	2.7%	1	2.6%	24	2.5%
Vehicle Other Defective Condition	1	0.9%	20	2.4%	1	2.6%	22	2.3%
Improper Passing	3	2.8%	13	1.6%	1	2.6%	17	1.7%
Vehicle Brakes	2	1.9%	14	1.7%	1	2.6%	17	1.7%
Hit and Run	8	7.4%	8	1.0%	0	0.0%	16	1.6%
Improper Lane Change	4	3.7%	10	1.2%	2	5.3%	16	1.6%
Disregard Traffic Signal/Sign	1	0.9%	12	1.5%	2	5.3%	15	1.5%
Other Driver Condition	1	0.9%	14	1.7%	0	0.0%	15	1.5%
Improper Turn	1	0.9%	12	1.5%	0	0.0%	13	1.3%
Vehicle Tires	0	0.0%	12	1.5%	1	2.6%	13	1.3%
Vision Obscured by Other	3	2.8%	9	1.1%	0	0.0%	12	1.2%
Vision Obscured by Moving Vehicle	3	2.8%	8	1.0%	0	0.0%	11	1.1%
Improper Parking/Stopping	2	1.9%	7	0.8%	0	0.0%	9	0.9%
Vision Obscured by Vegetation	1	0.9%	5	0.6%	0	0.0%	6	0.6%
Wrong Side/Wrong Way	1	0.9%	4	0.5%	1	2.6%	6	0.6%
Disregard Road Markings	1	0.9%	4	0.5%	0	0.0%	5	0.5%
Driver Emotional Prior to Crash	2	1.9%	2	0.2%	0	0.0%	4	0.4%
Vision Obscured by Glare	1	0.9%	2	0.2%	0	0.0%	3	0.3%
Driver Asleep/Fatigue	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Vision Obscured by Parked Vehicle	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Driver Illness/Medical	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Improper Signal	0	0.0%	1	0.1%	0	0.0%	1	0.1%
<b>Total</b>	<b>108</b>	<b>100.0%</b>	<b>827</b>	<b>100.0%</b>	<b>38</b>	<b>100.0%</b>	<b>973</b>	<b>100.0%</b>

- Speed too fast (16.1%), failed to keep in proper lane (10.0%), and followed too closely (9.9%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (26.3%), failed to keep in proper lane (13.2%), and ran off road (13.2%).

## Motorcycle Crash Conditions

### Drivers Other than Motorcyclists in Motorcycle Crashes with Contributing Factors (Utah 2015)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	83	55.0%	319	60.9%	14	56.0%	416	59.4%
No	57	37.7%	178	34.0%	10	40.0%	245	35.0%
Not Applicable - No Driver	4	2.6%	12	2.3%	0	0.0%	16	2.3%
Unknown	7	4.6%	15	2.9%	1	4.0%	23	3.3%
<b>Total</b>	<b>151</b>	<b>100.0%</b>	<b>524</b>	<b>100.0%</b>	<b>25</b>	<b>100.0%</b>	<b>700</b>	<b>100.0%</b>

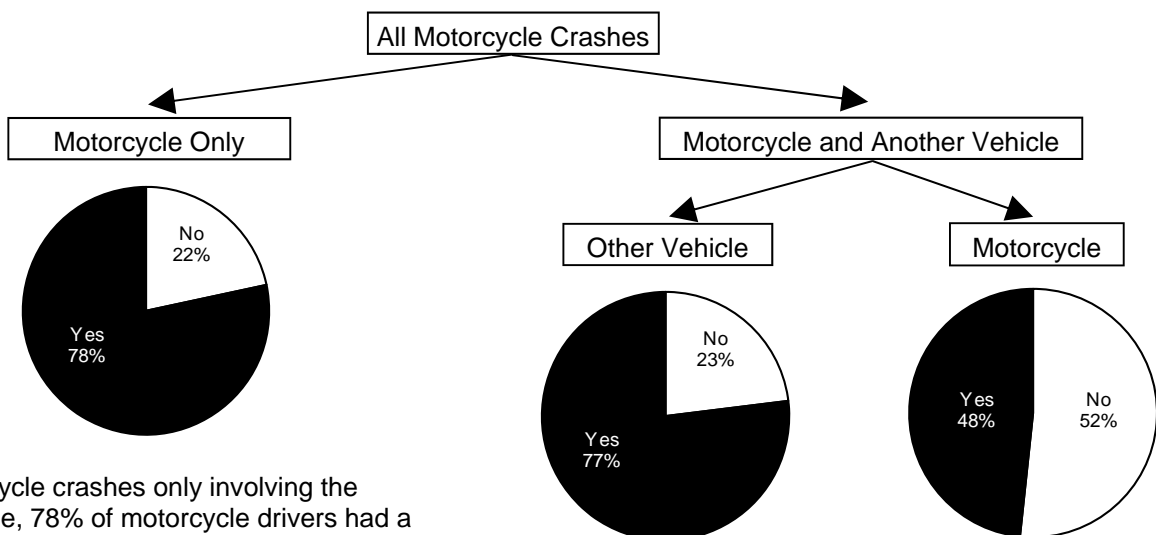
- 59.4% of drivers other than motorcyclists in motorcycle crashes had a contributing factor in total crashes.

### Motorcycle Drivers in Crashes with Contributing Factors (Utah 2015)

Motorcycle Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	70	41.2%	562	60.1%	22	61.1%	654	57.3%
No	82	48.2%	351	37.5%	10	27.8%	443	38.8%
Not Applicable - No Driver	12	7.1%	0	0.0%	0	0.0%	12	1.1%
Unknown	6	3.5%	22	2.4%	4	11.1%	32	2.8%
<b>Total</b>	<b>170</b>	<b>100.0%</b>	<b>935</b>	<b>100.0%</b>	<b>36</b>	<b>100.0%</b>	<b>1,141</b>	<b>100.0%</b>

- 57.3% of motorcycle drivers had a contributing factor in total crashes.

### Contributing Factor Summary in Motorcycle Crashes (Utah 2015)



- In motorcycle crashes only involving the motorcycle, 78% of motorcycle drivers had a contributing factor.
- In motorcycle crashes involving more than one vehicle, 48% of motorcycle drivers and 77% of drivers other than motorcyclists had a contributing factor.



# Pedestrians



## Section 11: Pedestrians

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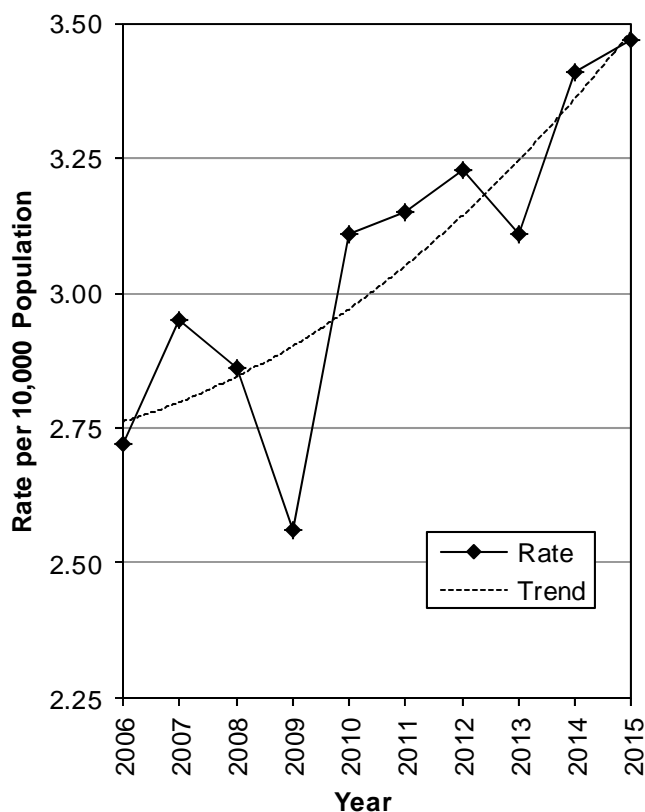
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## Trends

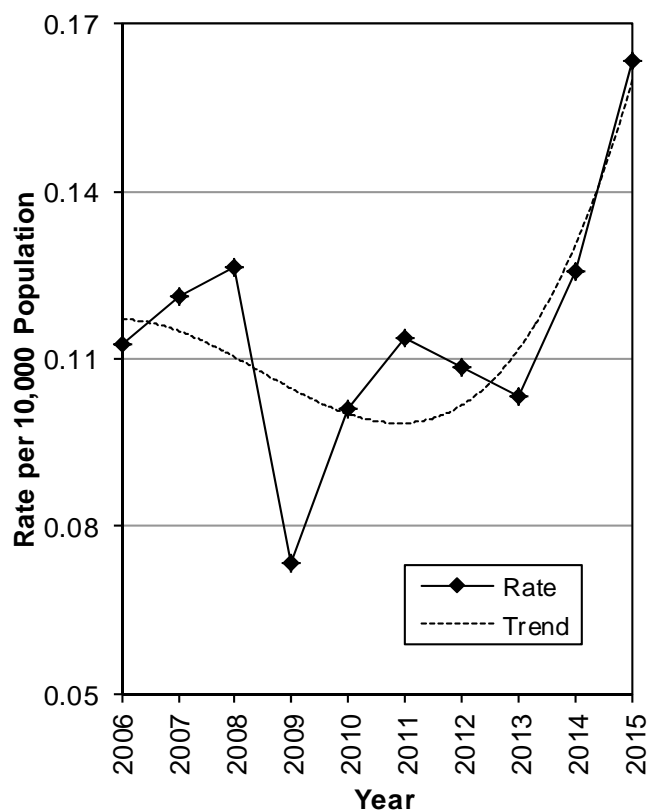
### Pedestrians in Crashes (Utah 2006-2015)

Pedestrians								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2006	55	0.21	617	2.39	29	0.113	701	2.72
2007	65	0.25	681	2.58	32	0.121	778	2.95
2008	97	0.36	638	2.37	34	0.126	769	2.86
2009	65	0.24	613	2.24	20	0.073	698	2.56
2010	76	0.27	759	2.74	28	0.101	863	3.11
2011	84	0.30	770	2.74	32	0.114	886	3.15
2012	78	0.27	813	2.85	31	0.109	922	3.23
2013	90	0.31	783	2.70	30	0.103	903	3.11
2014	94	0.32	872	2.96	37	0.126	1,003	3.41
2015	90	0.30	901	3.01	49	0.164	1,040	3.47
Total	794	0.28	7,447	2.67	322	0.115	8,563	3.07

### Pedestrian Crash Rates Per Population (Utah 2006-2015)



### Pedestrian Death Rates Per Population (Utah 2006-2015)



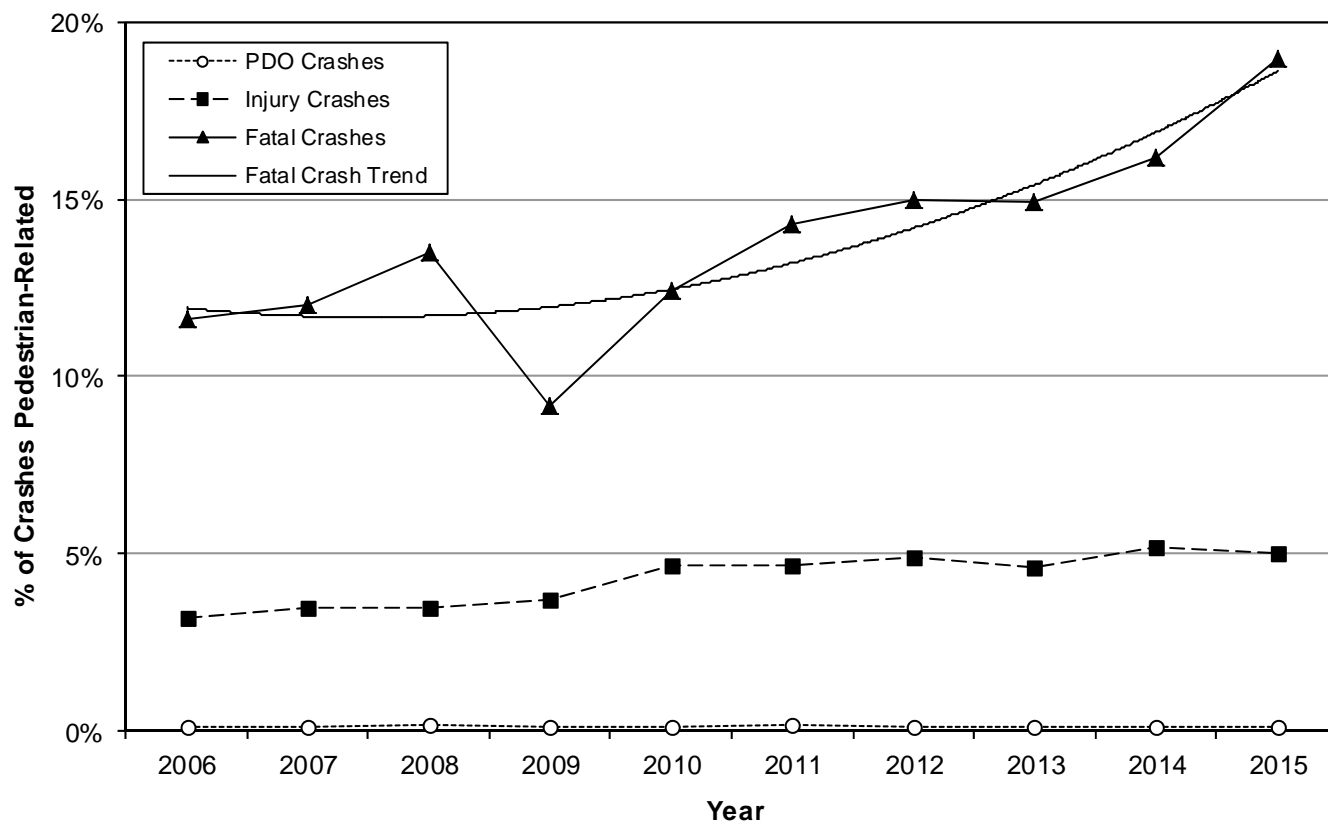
- The total rate per population of pedestrians in crashes increased 28% from 2006 to 2015.
- 2015 had the highest rate per population of total pedestrians in crashes in the last 10 years. 2009 had the lowest rate.
- The pedestrian death rate per population increased 45% from 2006 to 2015.
- 2015 had the highest rate per population of pedestrians killed in crashes (0.164), while 2009 had the lowest rate (0.073).

## Trends

### Pedestrian-Motor Vehicle Crashes (Utah 2006-2015)

Pedestrian-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Pedestrian		All	Pedestrian		All	Pedestrian		All	Pedestrian	
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,749	33	0.1%	18,189	580	3.2%	249	29	11.6%	56,187	642	1.1%
2007	42,368	40	0.1%	18,619	653	3.5%	258	31	12.0%	61,245	724	1.2%
2008	38,997	63	0.2%	17,125	605	3.5%	245	33	13.5%	56,367	701	1.2%
2009	35,398	43	0.1%	15,752	588	3.7%	217	20	9.2%	51,367	651	1.3%
2010	34,155	47	0.1%	14,995	707	4.7%	218	27	12.4%	49,368	781	1.6%
2011	36,418	56	0.2%	15,645	732	4.7%	224	32	14.3%	52,287	820	1.6%
2012	34,635	44	0.1%	15,765	779	4.9%	200	30	15.0%	50,600	853	1.7%
2013	39,301	50	0.1%	16,134	737	4.6%	202	30	14.9%	55,637	817	1.5%
2014	37,388	54	0.1%	16,426	855	5.2%	222	36	16.2%	54,036	945	1.7%
2015	42,089	40	0.1%	17,665	876	5.0%	258	49	19.0%	60,012	965	1.6%
<b>Total</b>	<b>378,498</b>	<b>470</b>	<b>0.1%</b>	<b>166,315</b>	<b>7,112</b>	<b>4.3%</b>	<b>2,293</b>	<b>317</b>	<b>13.8%</b>	<b>547,106</b>	<b>7,899</b>	<b>1.4%</b>

### Percent of Crashes Pedestrian-Related (Utah 2006-2015)

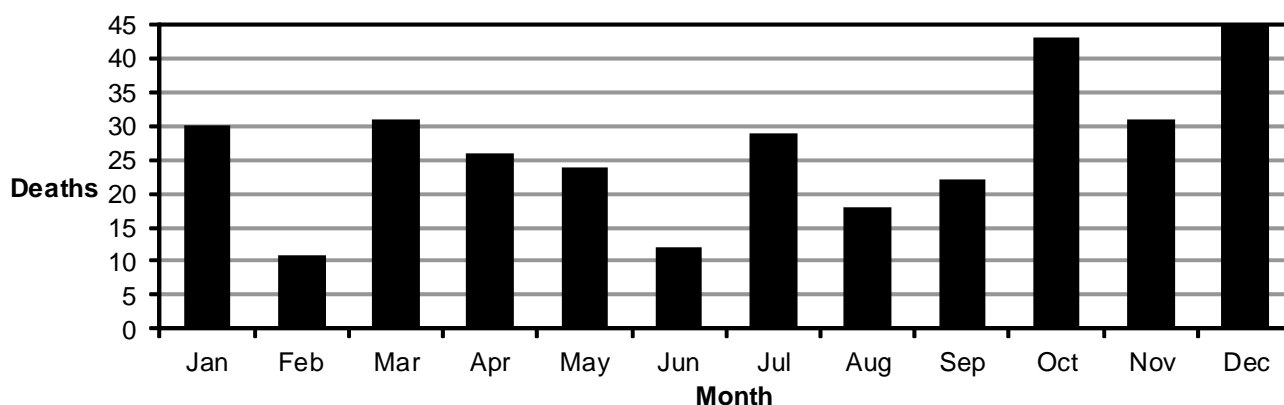


- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 4.3% of injury crashes, and 13.8% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 13.8% of fatal crashes compared to 1.4% of total crashes.
- The percent of injury crashes with a pedestrian has been increasing over the past 10 years.
- During the last 10 years, the highest percent of fatal crashes involving pedestrians occurred in 2015 (19.0%).

## Trends

### Pedestrian Deaths by Month (Utah 2006-2015)

Deaths												
Month	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
January	4	5	5	1	2	3	0	0	5	5	30	9.3%
February	1	1	0	2	1	0	2	1	0	3	11	3.4%
March	5	2	2	2	1	2	5	5	6	1	31	9.6%
April	2	4	1	2	3	1	3	3	5	2	26	8.1%
May	0	2	2	4	4	0	2	0	4	6	24	7.5%
June	1	1	0	0	1	3	0	1	1	4	12	3.7%
July	2	3	5	0	2	1	2	4	4	6	29	9.0%
August	1	0	5	1	0	3	1	2	0	5	18	5.6%
September	3	2	0	1	3	3	4	0	3	3	22	6.8%
October	4	3	3	3	3	5	6	4	5	7	43	13.4%
November	3	1	5	2	3	5	3	7	1	1	31	9.6%
December	3	8	6	2	5	6	3	3	3	6	45	14.0%
Total	29	32	34	20	28	32	31	30	37	49	322	100.0%



- Pedestrian-motor vehicle crash deaths were highest during the months of December and October over the past 10 years. Pedestrian deaths were lowest during the months of June and February.

### Pedestrian Deaths by Day of Week (Utah 2006-2015)

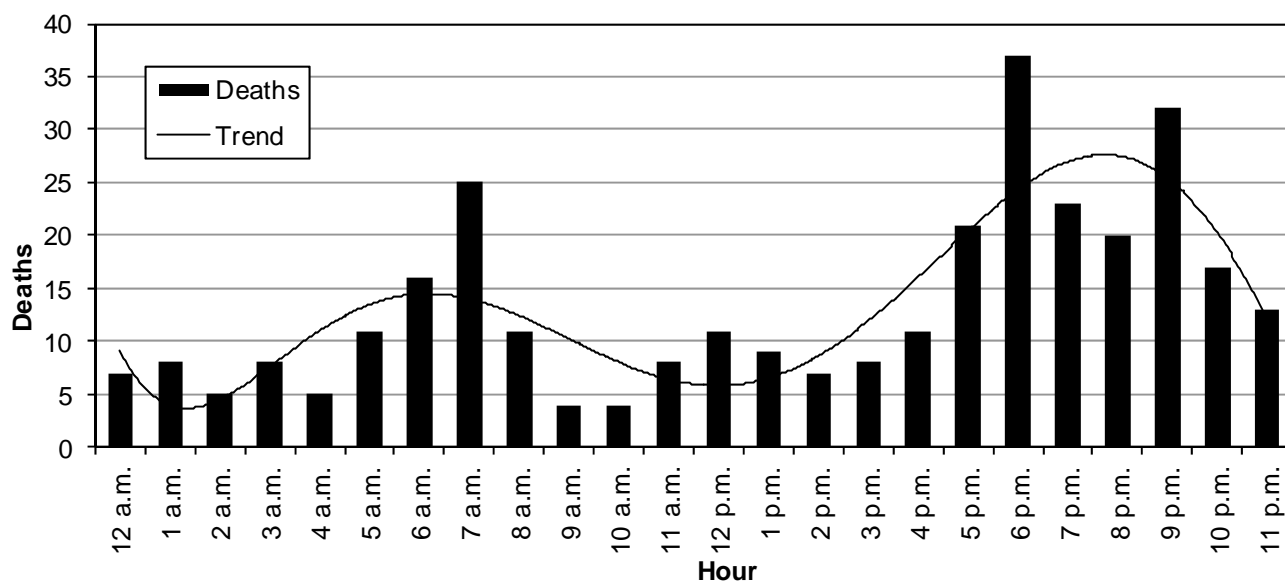
Deaths												
Day of Week	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Sunday	1	5	2	4	7	1	4	3	3	4	34	10.6%
Monday	5	3	2	3	0	6	4	7	6	5	41	12.7%
Tuesday	7	6	12	4	4	6	6	3	3	3	54	16.8%
Wednesday	6	8	4	5	2	3	7	2	4	6	47	14.6%
Thursday	3	3	3	2	8	5	3	5	5	11	48	14.9%
Friday	4	1	5	1	3	4	1	4	7	11	41	12.7%
Saturday	3	6	6	1	4	7	6	6	9	9	57	17.7%
Total	29	32	34	20	28	32	31	30	37	49	322	100.0%

- Pedestrian-motor vehicle crash deaths were highest on Tuesday and Saturday over the past 10 years.
- Pedestrian-motor vehicle crash deaths were lowest on Sunday, Monday, and Friday over the past 10 years.

## Trends

### Pedestrian Deaths by Hour (Utah 2006-2015)

Hour	Deaths										Total	
	Year										#	%
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Midnight	0	2	0	0	1	0	2	0	0	2	7	2.2%
1 a.m.	1	1	0	0	1	3	0	1	1	0	8	2.5%
2 a.m.	1	1	0	0	0	0	2	0	1	0	5	1.6%
3 a.m.	0	0	1	0	1	1	0	1	3	1	8	2.5%
4 a.m.	0	0	1	1	0	1	0	0	0	2	5	1.6%
5 a.m.	1	1	1	1	2	2	0	1	0	2	11	3.4%
6 a.m.	2	2	0	1	1	1	1	1	4	3	16	5.0%
7 a.m.	3	2	3	1	4	2	4	0	3	3	25	7.8%
8 a.m.	0	1	2	1	0	3	0	1	1	2	11	3.4%
9 a.m.	0	0	0	1	0	0	0	1	0	2	4	1.2%
10 a.m.	0	1	1	0	0	0	1	0	0	1	4	1.2%
11 a.m.	1	1	3	3	0	0	0	0	0	0	8	2.5%
Noon	1	3	0	1	2	2	0	1	0	1	11	3.4%
1 p.m.	2	0	2	0	0	0	1	1	2	1	9	2.8%
2 p.m.	0	1	1	1	3	0	0	1	0	0	7	2.2%
3 p.m.	2	0	1	2	0	1	1	0	1	0	8	2.5%
4 p.m.	1	1	0	2	0	0	3	1	2	1	11	3.4%
5 p.m.	1	3	3	0	1	3	2	3	2	3	21	6.5%
6 p.m.	5	2	6	1	3	4	3	5	3	5	37	11.5%
7 p.m.	5	2	0	2	3	3	0	3	1	4	23	7.2%
8 p.m.	0	2	2	1	3	2	5	1	2	2	20	6.2%
9 p.m.	1	0	6	0	2	2	4	5	3	9	32	10.0%
10 p.m.	1	2	1	1	1	0	2	1	4	4	17	5.3%
11 p.m.	1	4	0	0	0	2	0	2	3	1	13	4.0%
<b>Total</b>	<b>29</b>	<b>32</b>	<b>34</b>	<b>20</b>	<b>28</b>	<b>32</b>	<b>31</b>	<b>30</b>	<b>36</b>	<b>49</b>	<b>321</b>	<b>100.0%</b>



- Pedestrian-motor vehicle crash deaths were highest during the hours of 6 p.m., 9 p.m., and 7 a.m.
- Pedestrian-motor vehicle crash deaths were lowest during the hours of 9 a.m., 10 a.m., 2 a.m., and 4 a.m.

## Trends

### Pedestrians in Crashes by County (Utah 2006-2015)

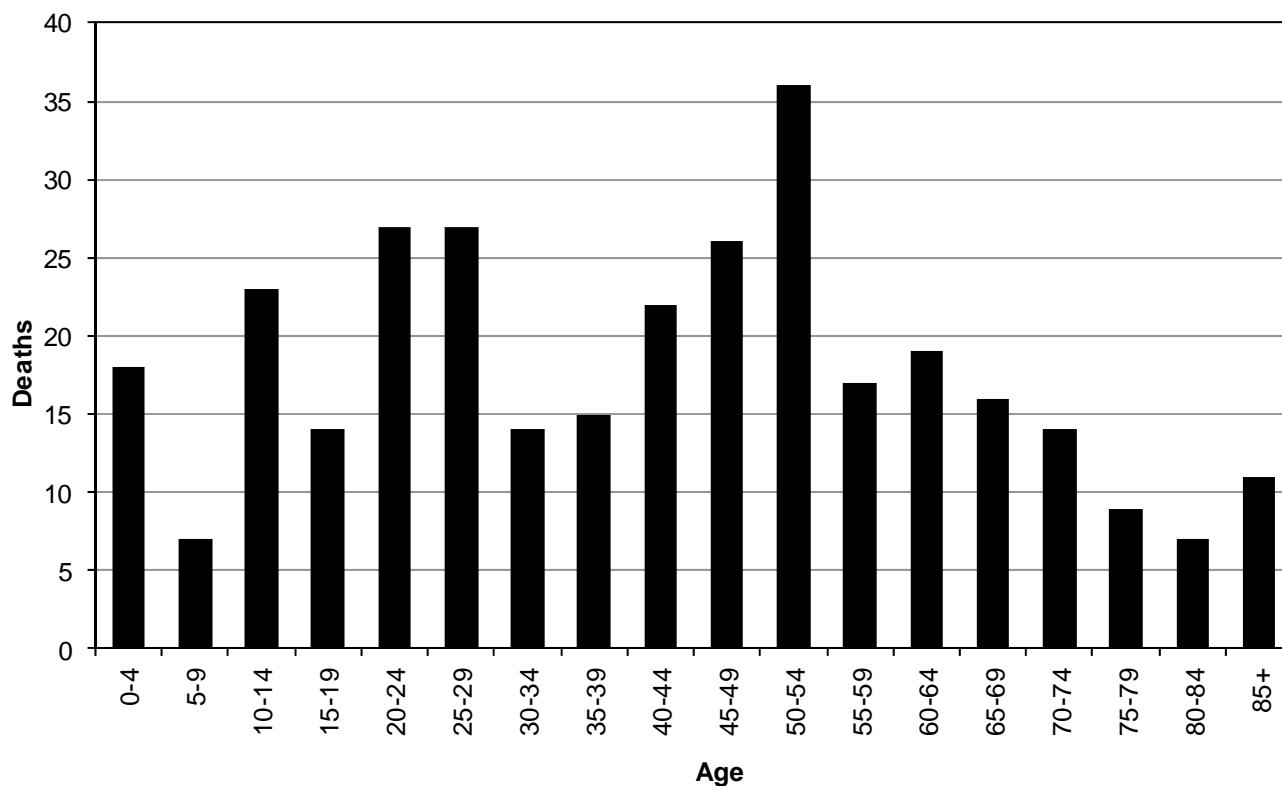
Pedestrians													
County	Year										Total		Rate per Year per 10,000 Population
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%	
Grand	7	2	4	4	2	3	4	5	2	7	40	0.5%	4.20
Salt Lake	372	363	384	371	438	431	476	479	499	528	4,341	50.7%	3.92
Weber	55	70	70	61	84	76	81	87	102	104	790	9.2%	3.24
Carbon	4	8	6	7	2	9	6	10	7	4	63	0.7%	3.08
Summit	7	7	10	7	12	14	4	10	17	11	99	1.2%	2.50
Davis	62	84	64	60	70	81	102	81	93	94	791	9.2%	2.35
Iron	14	10	10	11	8	12	8	8	8	21	110	1.3%	2.27
Tooele	11	10	9	8	13	17	27	11	16	21	143	1.7%	2.27
Utah	102	146	115	95	124	146	126	125	158	134	1,271	14.8%	2.21
Box Elder	7	8	8	13	7	20	4	18	11	12	108	1.3%	2.07
Cache	14	20	22	22	33	30	28	30	25	24	248	2.9%	2.05
Washington	29	24	22	25	31	23	33	27	30	46	290	3.4%	1.86
Garfield	1	0	0	2	1	2	0	0	2	1	9	0.1%	1.80
Sevier	0	2	8	5	3	3	3	5	5	3	37	0.4%	1.76
Duchesne	1	1	7	2	2	6	4	0	7	3	33	0.4%	1.58
Beaver	3	1	0	2	2	0	1	0	1	0	10	0.1%	1.57
Juab	0	3	0	0	7	2	1	0	1	2	16	0.2%	1.51
Wasatch	5	7	4	1	12	3	1	3	0	7	43	0.5%	1.47
Emery	0	0	5	1	1	3	1	0	0	3	14	0.2%	1.35
Piute	0	0	0	0	0	0	2	0	0	0	2	0.0%	1.32
Uintah	5	7	2	1	6	3	2	1	7	5	39	0.5%	1.03
Morgan	0	0	2	0	1	1	1	0	6	0	11	0.1%	0.99
Sanpete	2	1	13	0	2	0	4	0	2	2	26	0.3%	0.90
Daggett	0	0	0	0	0	0	0	0	0	1	1	0.0%	0.90
Millard	0	1	1	0	2	0	1	2	1	3	11	0.1%	0.87
Wayne	0	1	0	0	0	0	0	0	1	0	2	0.0%	0.74
Kane	0	0	1	0	0	0	0	0	1	3	5	0.1%	0.70
San Juan	0	2	2	0	0	1	2	1	1	1	10	0.1%	0.63
Rich	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.00
<b>Total</b>	<b>701</b>	<b>778</b>	<b>769</b>	<b>698</b>	<b>863</b>	<b>886</b>	<b>922</b>	<b>903</b>	<b>1,003</b>	<b>1,040</b>	<b>8,563</b>	<b>100.0%</b>	<b>2.86</b>

- Grand (4.20), Salt Lake (3.92), Weber (3.24), and Carbon (3.08) counties had the highest rates per population of total pedestrians in crashes per 10,000 population per year over the last 10 years.
- Salt Lake County accounted for 51% of the pedestrians in crashes. Utah County accounted for 15% of the pedestrians, Davis County accounted for 9% of the pedestrians, and Weber County accounted for 9% of the pedestrians. These four counties accounted for 84.0% of the pedestrians in crashes over the last 10 years.
- Rich County had no pedestrians in crashes.

## Trends

### Age of Pedestrians Killed (Utah 2006-2015)

Pedestrians Killed												
Age	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
0-4	2	2	2	0	2	1	2	1	1	5	18	5.6%
5-9	1	1	2	0	1	0	1	0	0	1	7	2.2%
10-14	2	0	3	0	3	5	1	2	3	4	23	7.1%
15-19	2	2	0	0	0	2	3	2	2	1	14	4.3%
20-24	1	4	2	3	2	5	1	2	4	3	27	8.4%
25-29	4	2	0	0	2	3	2	3	4	7	27	8.4%
30-34	3	2	1	1	1	3	0	1	1	1	14	4.3%
35-39	1	1	1	0	2	1	4	2	3	0	15	4.7%
40-44	2	3	1	1	2	0	0	1	6	6	22	6.8%
45-49	1	3	7	2	2	2	1	1	5	2	26	8.1%
50-54	2	5	5	3	1	6	8	3	0	3	36	11.2%
55-59	3	1	0	3	0	0	2	3	1	4	17	5.3%
60-64	0	2	0	2	4	1	2	4	1	3	19	5.9%
65-69	0	0	4	1	3	1	0	1	3	3	16	5.0%
70-74	2	1	2	0	1	1	0	2	1	4	14	4.3%
75-79	1	0	3	2	1	0	0	1	1	0	9	2.8%
80-84	1	0	1	1	1	0	2	1	0	0	7	2.2%
85+	1	3	0	1	0	1	2	0	1	2	11	3.4%
Total	29	32	34	20	28	32	31	30	37	49	322	100.0%



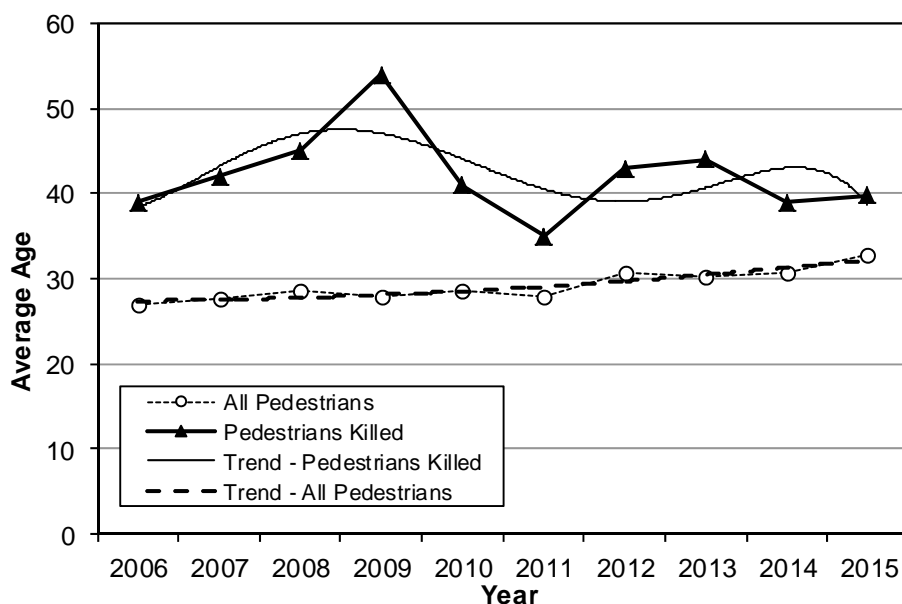
- Pedestrian deaths were highest among the age groups of 50-54, 20-29, and 45-49 years.
- Pedestrian deaths were lowest among the age groups of 5-9, 80-84, and 75-79 years.



## Trends

### Average Age of Pedestrians (Utah 2006-2015)

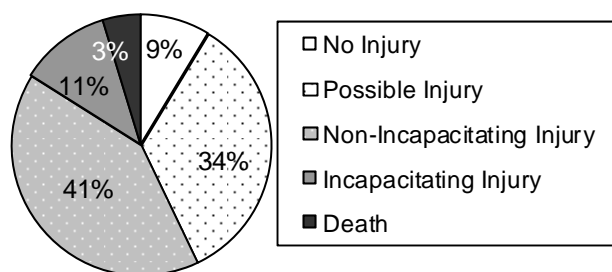
Pedestrians		
Year	Total Mean Age	Killed Mean Age
2006	26.90	39.00
2007	27.70	42.00
2008	28.70	45.00
2009	28.00	54.00
2010	28.50	41.00
2011	28.00	35.00
2012	30.80	43.00
2013	30.20	44.00
2014	30.67	39.00
2015	32.71	39.80
<b>Average</b>	<b>29.22</b>	<b>42.18</b>



- The average age of pedestrians in crashes has steadily increased over the last 10 years.
- Pedestrians who died were on average 13 years older than all pedestrians in crashes over the last 10 years.

## Pedestrian-Motor Vehicle Crash Conditions

### Injury Severity of Pedestrians in Crashes (Utah 2015)



- 87% of pedestrians in crashes sustained an injury compared to 17% of all persons in crashes.
- The percentage of pedestrians killed in crashes (4.7%) was much higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- Pedestrian crashes were 11.3 times more likely to result in a death than other motor vehicle crashes.

### Gender of Pedestrians in Crashes (Utah 2015)

Pedestrians								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	39	43.3%	496	55.0%	30	61.2%	565	54.3%
Female	37	41.1%	398	44.2%	19	38.8%	454	43.7%
Unknown	14	15.6%	7	0.8%	0	0.0%	21	2.0%
<b>Total</b>	<b>90</b>	<b>100.0%</b>	<b>901</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>1,040</b>	<b>100.0%</b>

- The majority of all pedestrians hit (54.3%) and pedestrians killed (61.2%) in crashes were male.

## Pedestrian-Motor Vehicle Crash Conditions

### Pedestrians in Crashes by County (Utah 2015)

Pedestrians								
County	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Daggett	0	0.00	0	0.00	1	9.02	1	9.02
Grand	2	2.10	4	4.20	1	1.05	7	7.36
Salt Lake	50	0.45	456	4.12	22	0.20	528	4.77
Iron	3	0.62	18	3.72	0	0.00	21	4.34
Weber	6	0.25	93	3.82	5	0.21	104	4.27
Kane	0	0.00	3	4.21	0	0.00	3	4.21
Tooele	1	0.16	18	2.86	2	0.32	21	3.34
Washington	1	0.06	42	2.70	3	0.19	46	2.96
Emery	0	0.00	3	2.89	0	0.00	3	2.89
Davis	2	0.06	88	2.62	4	0.12	94	2.80
Summit	1	0.25	10	2.52	0	0.00	11	2.78
Wasatch	1	0.34	6	2.06	0	0.00	7	2.40
Millard	0	0.00	2	1.58	1	0.79	3	2.37
Utah	11	0.19	116	2.02	7	0.12	134	2.33
Box Elder	1	0.19	11	2.11	0	0.00	12	2.30
Garfield	0	0.00	1	2.00	0	0.00	1	2.00
Cache	4	0.33	20	1.66	0	0.00	24	1.99
Carbon	3	1.46	1	0.49	0	0.00	4	1.95
Juab	1	0.94	1	0.94	0	0.00	2	1.89
Duchesne	2	0.96	0	0.00	1	0.48	3	1.44
Sevier	1	0.48	2	0.95	0	0.00	3	1.43
Uintah	0	0.00	4	1.05	1	0.26	5	1.32
Sanpete	0	0.00	1	0.35	1	0.35	2	0.69
San Juan	0	0.00	1	0.63	0	0.00	1	0.63
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
Wayne	0	0.00	0	0.00	0	0.00	0	0.00
<b>Statewide</b>	<b>90</b>	<b>0.30</b>	<b>901</b>	<b>3.01</b>	<b>49</b>	<b>0.16</b>	<b>1,040</b>	<b>3.47</b>

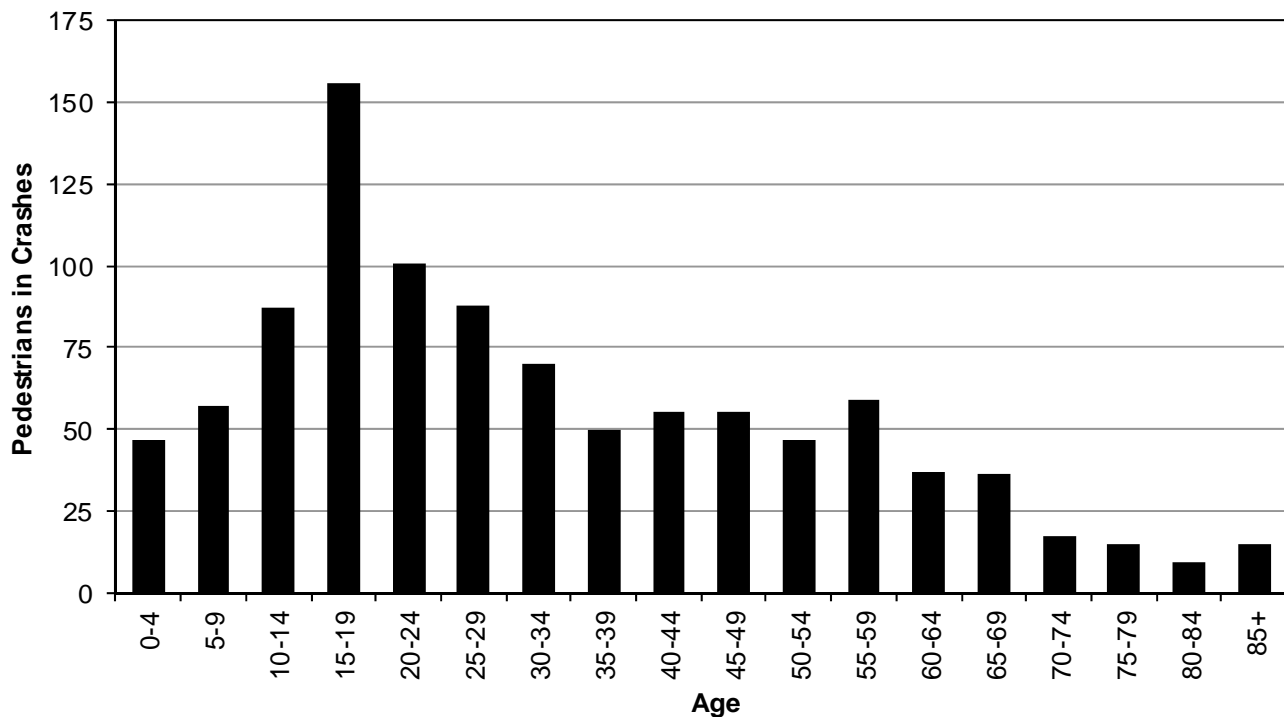
- Urban areas (3.66) had a much higher total pedestrian-motor vehicle crash rate per 10,000 population than rural areas (2.41).
- Daggett (9.02), Grand (7.36), and Salt Lake (4.77) counties had the highest rates of pedestrians in crashes per 10,000 population.
- Salt Lake County accounted for 51% of the pedestrians in crashes and 45% of the pedestrian deaths.
- Beaver, Morgan, Piute, Rich, and Wayne counties had no pedestrians in crashes.

Pedestrians								
Location	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Urban	74	0.29	815	3.21	41	0.16	930	3.66
Rural	16	0.35	86	1.88	8	0.17	110	2.41
<b>Total</b>	<b>90</b>	<b>0.30</b>	<b>901</b>	<b>3.01</b>	<b>49</b>	<b>0.16</b>	<b>1,040</b>	<b>3.47</b>

## Pedestrian-Motor Vehicle Crash Conditions

### Age of Pedestrians in Crashes (Utah 2015)

Pedestrians								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	6	6.7%	36	4.0%	5	10.2%	47	4.5%
5-9	7	7.8%	49	5.4%	1	2.0%	57	5.5%
10-14	3	3.3%	80	8.9%	4	8.2%	87	8.4%
15-19	7	7.8%	148	16.4%	1	2.0%	156	15.0%
20-24	8	8.9%	90	10.0%	3	6.1%	101	9.7%
25-29	4	4.4%	77	8.5%	7	14.3%	88	8.5%
30-34	7	7.8%	62	6.9%	1	2.0%	70	6.7%
35-39	7	7.8%	43	4.8%	0	0.0%	50	4.8%
40-44	3	3.3%	46	5.1%	6	12.2%	55	5.3%
45-49	4	4.4%	49	5.4%	2	4.1%	55	5.3%
50-54	1	1.1%	43	4.8%	3	6.1%	47	4.5%
55-59	9	10.0%	46	5.1%	4	8.2%	59	5.7%
60-64	2	2.2%	32	3.6%	3	6.1%	37	3.6%
65-69	3	3.3%	30	3.3%	3	6.1%	36	3.5%
70-74	1	1.1%	12	1.3%	4	8.2%	17	1.6%
75-79	0	0.0%	15	1.7%	0	0.0%	15	1.4%
80-84	0	0.0%	9	1.0%	0	0.0%	9	0.9%
85+	0	0.0%	13	1.4%	2	4.1%	15	1.4%
Unknown	18	20.0%	21	2.3%	0	0.0%	39	3.8%
<b>Total</b>	<b>90</b>	<b>100.0%</b>	<b>901</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>1,040</b>	<b>100.0%</b>

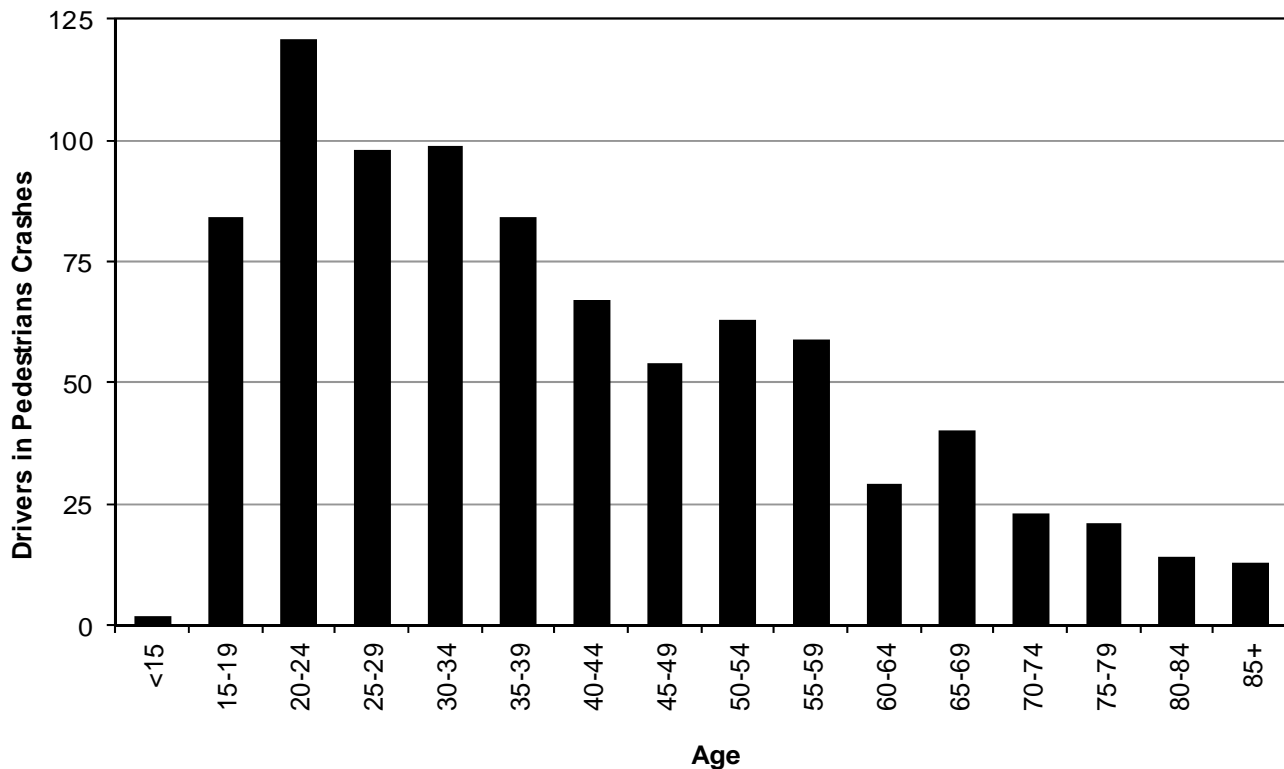


- Overall, the largest percentages of pedestrians in crashes were aged 10-29 years (41.5%).
- The highest percentage of pedestrian deaths occurred in the 25-29 and 40-44 year age groups.

## Pedestrian-Motor Vehicle Crash Conditions

### Driver Age (Utah 2015)

Drivers (Pedestrian-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	2	0.2%	0	0.0%	2	0.2%
15-19	9	14.1%	75	8.0%	0	0.0%	84	8.0%
20-24	10	15.6%	100	10.7%	11	21.2%	121	11.5%
25-29	7	10.9%	83	8.9%	8	15.4%	98	9.3%
30-34	2	3.1%	88	9.4%	9	17.3%	99	9.4%
35-39	4	6.3%	77	8.3%	3	5.8%	84	8.0%
40-44	5	7.8%	58	6.2%	4	7.7%	67	6.4%
45-49	1	1.6%	48	5.1%	5	9.6%	54	5.1%
50-54	5	7.8%	57	6.1%	1	1.9%	63	6.0%
55-59	2	3.1%	53	5.7%	4	7.7%	59	5.6%
60-64	4	6.3%	25	2.7%	0	0.0%	29	2.8%
65-69	0	0.0%	38	4.1%	2	3.8%	40	3.8%
70-74	1	1.6%	20	2.1%	2	3.8%	23	2.2%
75-79	1	1.6%	20	2.1%	0	0.0%	21	2.0%
80-84	1	1.6%	13	1.4%	0	0.0%	14	1.3%
85+	1	1.6%	11	1.2%	1	1.9%	13	1.2%
Unknown	11	17.2%	165	17.7%	2	3.8%	178	17.0%
<b>Total</b>	<b>64</b>	<b>100.0%</b>	<b>933</b>	<b>100.0%</b>	<b>52</b>	<b>100.0%</b>	<b>1,049</b>	<b>100.0%</b>



- Nearly two-thirds (63.7% of known) of drivers in total pedestrian-motor vehicle crashes were under 45 years.
- The percentage of drivers in fatal pedestrian-motor vehicle crashes was highest for those aged 20-34 years.
- The average age of a driver was 38 years.

## Pedestrian-Motor Vehicle Crash Conditions

### Driver Gender (Utah 2015)

Drivers (Pedestrian-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	34	53.1%	433	46.4%	28	53.8%	495	47.2%
Female	23	35.9%	362	38.8%	22	42.3%	407	38.8%
Unknown	7	10.9%	138	14.8%	2	3.8%	147	14.0%
<b>Total</b>	<b>64</b>	<b>100.0%</b>	<b>933</b>	<b>100.0%</b>	<b>52</b>	<b>100.0%</b>	<b>1049</b>	<b>100.0%</b>

- The majority of drivers in total pedestrian crashes (54.9% of known) and fatal crashes (56.0%) were male.

### Pedestrian-Motor Vehicle Crashes by Month (Utah 2015)

Pedestrians								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	8	0.26	86	2.77	5	0.16	99	3.19
February	11	0.39	56	2.00	3	0.11	70	2.50
March	13	0.42	91	2.94	1	0.03	105	3.39
April	5	0.17	58	1.93	2	0.07	65	2.17
May	5	0.16	65	2.10	6	0.19	76	2.45
June	3	0.10	59	1.97	4	0.13	66	2.20
July	7	0.23	49	1.58	6	0.19	62	2.00
August	6	0.19	87	2.81	5	0.16	98	3.16
September	10	0.33	97	3.23	3	0.10	110	3.67
October	11	0.35	99	3.19	7	0.23	117	3.77
November	6	0.20	73	2.43	1	0.03	80	2.67
December	5	0.16	81	2.61	6	0.19	92	2.97
<b>Total</b>	<b>90</b>	<b>0.25</b>	<b>901</b>	<b>2.47</b>	<b>49</b>	<b>0.13</b>	<b>1,040</b>	<b>2.85</b>

- October, September, and March had the highest rates per day of total pedestrian-motor vehicle crashes.
- October, May, July, and December had the highest rates per day of pedestrian deaths.

### Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2015)

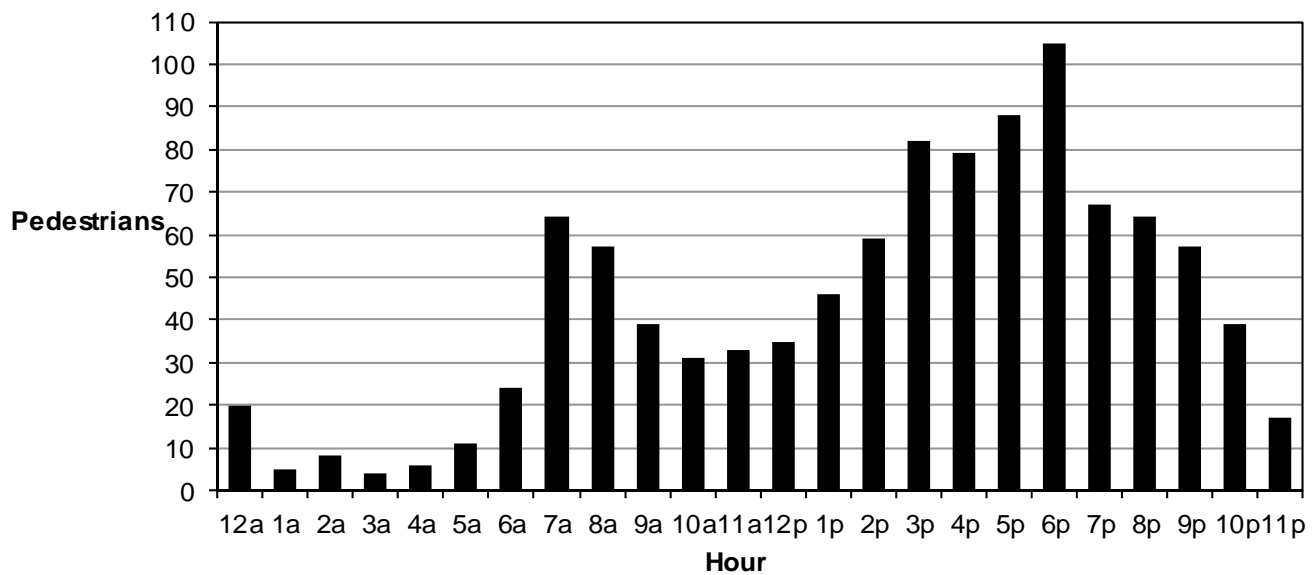
Pedestrians								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	9	10.0%	72	8.0%	4	8.2%	85	8.2%
Monday	15	16.7%	145	16.1%	5	10.2%	165	15.9%
Tuesday	10	11.1%	148	16.4%	3	6.1%	161	15.5%
Wednesday	12	13.3%	136	15.1%	6	12.2%	154	14.8%
Thursday	18	20.0%	138	15.3%	11	22.4%	167	16.1%
Friday	15	16.7%	134	14.9%	11	22.4%	160	15.4%
Saturday	11	12.2%	128	14.2%	9	18.4%	148	14.2%
<b>Total</b>	<b>90</b>	<b>100.0%</b>	<b>901</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>1,040</b>	<b>100.0%</b>

- The highest percentage of total pedestrian-motor vehicle crashes (16.7%) occurred on Thursday.
- Thursday and Friday had the highest number of pedestrian deaths.

## Pedestrian-Motor Vehicle Crash Conditions

### Pedestrian-Motor Vehicle Crashes by Hour (Utah 2015)

Pedestrians								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	1	1.1%	17	1.9%	2	4.1%	20	1.9%
1 a.m.	0	0.0%	5	0.6%	0	0.0%	5	0.5%
2 a.m.	0	0.0%	8	0.9%	0	0.0%	8	0.8%
3 a.m.	1	1.1%	2	0.2%	1	2.0%	4	0.4%
4 a.m.	0	0.0%	4	0.4%	2	4.1%	6	0.6%
5 a.m.	0	0.0%	9	1.0%	2	4.1%	11	1.1%
6 a.m.	1	1.1%	20	2.2%	3	6.1%	24	2.3%
7 a.m.	1	1.1%	60	6.7%	3	6.1%	64	6.2%
8 a.m.	3	3.3%	52	5.8%	2	4.1%	57	5.5%
9 a.m.	5	5.6%	32	3.6%	2	4.1%	39	3.8%
10 a.m.	1	1.1%	29	3.2%	1	2.0%	31	3.0%
11 a.m.	3	3.3%	30	3.3%	0	0.0%	33	3.2%
Noon	3	3.3%	31	3.4%	1	2.0%	35	3.4%
1 p.m.	7	7.8%	38	4.2%	1	2.0%	46	4.4%
2 p.m.	6	6.7%	53	5.9%	0	0.0%	59	5.7%
3 p.m.	11	12.2%	71	7.9%	0	0.0%	82	7.9%
4 p.m.	11	12.2%	67	7.4%	1	2.0%	79	7.6%
5 p.m.	10	11.1%	75	8.3%	3	6.1%	88	8.5%
6 p.m.	10	11.1%	90	10.0%	5	10.2%	105	10.1%
7 p.m.	3	3.3%	60	6.7%	4	8.2%	67	6.4%
8 p.m.	7	7.8%	55	6.1%	2	4.1%	64	6.2%
9 p.m.	4	4.4%	44	4.9%	9	18.4%	57	5.5%
10 p.m.	0	0.0%	35	3.9%	4	8.2%	39	3.8%
11 p.m.	2	2.2%	14	1.6%	1	2.0%	17	1.6%
<b>Total</b>	<b>90</b>	<b>100.0%</b>	<b>901</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>1,040</b>	<b>100.0%</b>



- Total pedestrian-motor vehicle crashes were highest between 3:00 p.m. and 6:59 p.m.
- Fatal pedestrian-motor vehicle crashes were highest during the 9:00 p.m. and 6:00 p.m. hours.

## Pedestrian-Motor Vehicle Crash Conditions

### Contributing Factors of Pedestrians in Crashes (Utah 2015)

Pedestrians								
Contributing Factors	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	58	64.4%	439	48.7%	11	22.4%	508	48.8%
Improper Crossing	9	10.0%	104	11.5%	6	12.2%	119	11.4%
Darting	2	2.2%	68	7.5%	9	18.4%	79	7.6%
Not Visible	1	1.1%	59	6.5%	5	10.2%	65	6.3%
Failure to Obey Traffic Signs/Signals	6	6.7%	35	3.9%	3	6.1%	44	4.2%
Inattentive	1	1.1%	35	3.9%	1	2.0%	37	3.6%
In Roadway Improperly	3	3.3%	15	1.7%	6	12.2%	24	2.3%
Failure to Yield Right of Way	0	0.0%	10	1.1%	3	6.1%	13	1.3%
Other	7	7.8%	63	7.0%	1	2.0%	71	6.8%
Unknown	3	3.3%	73	8.1%	4	8.2%	80	7.7%
<b>Total</b>	<b>90</b>	<b>100.0%</b>	<b>901</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>1,040</b>	<b>100.0%</b>

- Improper crossing and darting were the leading contributing factors for pedestrians in total crashes.
- No contributing factors were listed for 22.4% of the pedestrians killed and 48.8% of total pedestrians.

### Location of Pedestrians in Crashes (Utah 2015)

Pedestrians								
Pedestrian Location	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Marked Crosswalk at Intersection	36	40.0%	336	37.3%	9	18.4%	381	36.6%
In Roadway (not at intersection/crosswalk)	17	18.9%	192	21.3%	31	63.3%	240	23.1%
Shoulder	9	10.0%	63	7.0%	2	4.1%	74	7.1%
Unmarked Crosswalk	7	7.8%	49	5.4%	3	6.1%	59	5.7%
Sidewalk	4	4.4%	46	5.1%	1	2.0%	51	4.9%
Mid-Block Crosswalk	5	5.6%	34	3.8%	1	2.0%	40	3.8%
Outside Right of Way	1	1.1%	18	2.0%	2	4.1%	21	2.0%
Path/Trail (bike or shared use)	1	1.1%	6	0.7%	0	0.0%	7	0.7%
Median/Island	0	0.0%	5	0.6%	0	0.0%	5	0.5%
Other	6	6.7%	127	14.1%	0	0.0%	133	12.8%
Unknown	4	4.4%	25	2.8%	0	0.0%	29	2.8%
<b>Total</b>	<b>90</b>	<b>100.0%</b>	<b>901</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>1,040</b>	<b>100.0%</b>

- Nearly half (47.5% of known) of pedestrians struck by motor vehicles were in a crosswalk.
- In roadway accounted for nearly two-thirds (63.3%) of the locations for pedestrians killed.

### Alcohol Test Results of Pedestrians Killed (Utah 2015)

Pedestrian Deaths			
Alcohol Test Results	#	%	% of tested
0.00	28	57.1%	71.8%
0.01-0.07	0	0.0%	0.0%
0.08+	11	22.4%	28.2%
Not Tested	10	20.4%	n/a
<b>Total</b>	<b>49</b>	<b>100.0%</b>	100.0%

- 79.6% of pedestrians killed in crashes were tested for alcohol. Of these 71.8% had a blood alcohol concentration (BAC) of 0.00, 0% had a BAC of 0.01-0.07, and 28.2% had a BAC of 0.08+.



## Pedestrian-Motor Vehicle Crash Conditions

### Action of Pedestrians in Crashes (Utah 2015)

Pedestrian Action	Pedestrians							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Entering or Crossing Road	51	56.7%	505	56.0%	31	63.3%	587	56.4%
Walking Along Roadway with Traffic	10	11.1%	68	7.5%	2	4.1%	80	7.7%
In Roadway Other	2	2.2%	51	5.7%	5	10.2%	58	5.6%
Walking on Sidewalk	2	2.2%	38	4.2%	0	0.0%	40	3.8%
Waiting to Cross Roadway	6	6.7%	25	2.8%	0	0.0%	31	3.0%
Adjacent to Roadway	3	3.3%	25	2.8%	2	4.1%	30	2.9%
Walking Along Roadway Against Traffic	2	2.2%	24	2.7%	3	6.1%	29	2.8%
Going to/from School	1	1.1%	22	2.4%	1	2.0%	24	2.3%
Working in Trafficway	1	1.1%	11	1.2%	0	0.0%	12	1.2%
Working on Vehicle	0	0.0%	8	0.9%	1	2.0%	9	0.9%
Pushing Motor Vehicle	0	0.0%	4	0.4%	1	2.0%	5	0.5%
Other	8	8.9%	106	11.8%	3	6.1%	117	11.3%
Unknown	4	4.4%	14	1.6%	0	0.0%	18	1.7%
<b>Total</b>	<b>90</b>	<b>100.0%</b>	<b>901</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>1,040</b>	<b>100.0%</b>

- The leading actions of pedestrians in total crashes were entering/crossing road and walking along roadway with traffic.
- The leading actions of pedestrians killed were entering/crossing road and walking along roadway with traffic.

### Vehicle Maneuver Prior to Crash (Utah 2015)

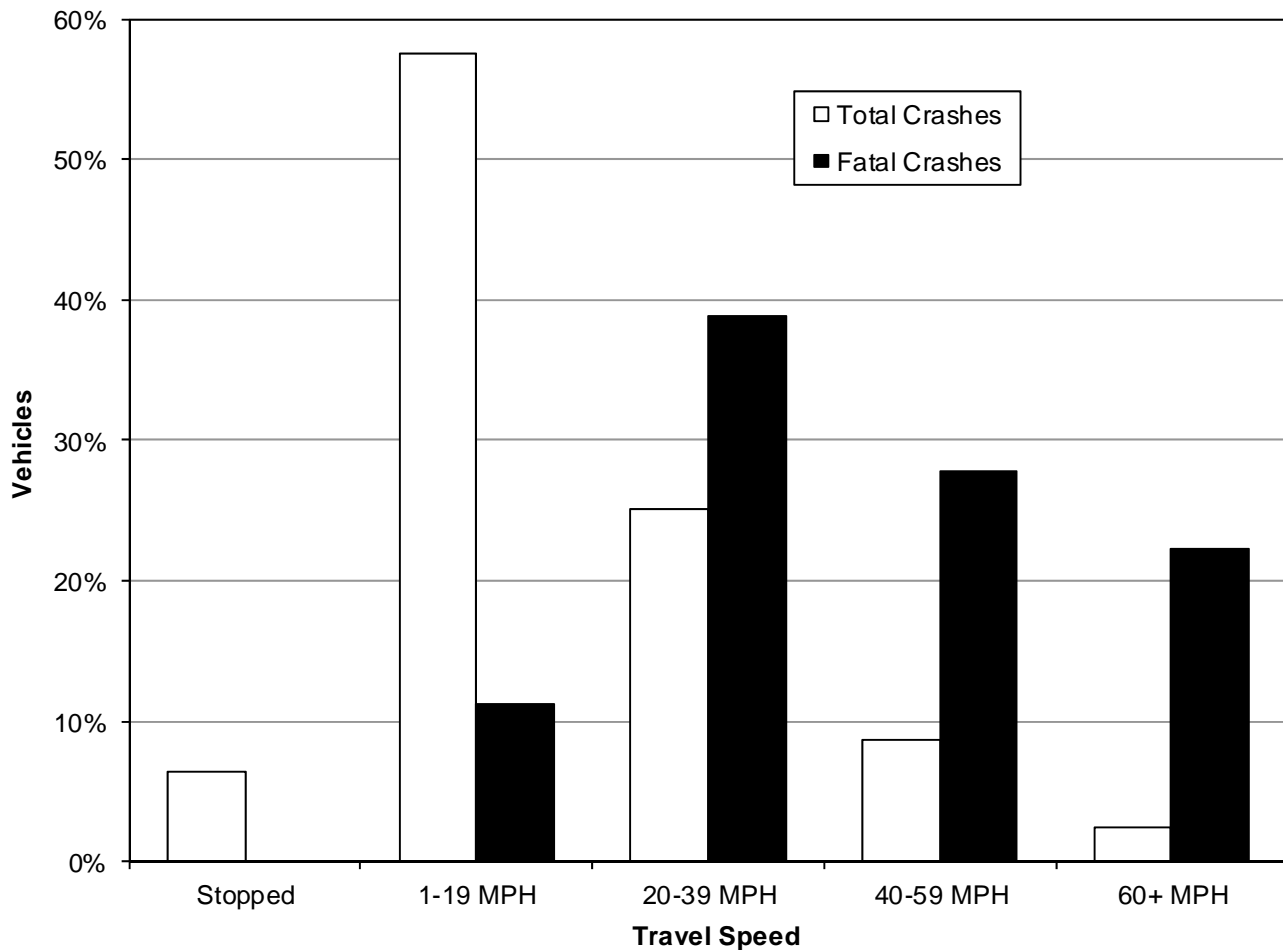
Vehicle Maneuver	Vehicles (Pedestrian-Motor Vehicle Crashes)							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	28	39.4%	414	43.2%	46	85.2%	488	45.0%
Turning Left	6	8.5%	161	16.8%	1	1.9%	168	15.5%
Turning Right	6	8.5%	134	14.0%	2	3.7%	142	13.1%
Backing	3	4.2%	82	8.6%	1	1.9%	86	7.9%
Parked/Parking	9	12.7%	52	5.4%	2	3.7%	63	5.8%
Stopped/Slowing in Traffic Lane	16	22.5%	44	4.6%	0	0.0%	60	5.5%
Entering/Leaving Traffic Lane	0	0.0%	10	1.0%	0	0.0%	10	0.9%
Making U-Turn	0	0.0%	4	0.4%	0	0.0%	4	0.4%
Overtaking/Passing	0	0.0%	1	0.1%	1	1.9%	2	0.2%
Changing Lanes	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Other	0	0.0%	19	2.0%	1	1.9%	20	1.8%
Unknown	3	4.2%	37	3.9%	0	0.0%	40	3.7%
<b>Total</b>	<b>71</b>	<b>100.0%</b>	<b>959</b>	<b>100.0%</b>	<b>54</b>	<b>100.0%</b>	<b>1,084</b>	<b>100.0%</b>

- The leading vehicle maneuvers prior to the crash were straight ahead (46.7% of known), turning left (16.1% of known), and turning right (13.6% of known).

## Pedestrian-Motor Vehicle Crash Conditions

### Travel Speed of Vehicles in Pedestrian Crashes (Utah 2015)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	8	11.3%	37	3.9%	1	1.9%	46	4.2%
Stopped	11	15.5%	32	3.3%	0	0.0%	43	4.0%
1-9 MPH	9	12.7%	233	24.3%	2	3.7%	244	22.5%
10-19 MPH	7	9.9%	134	14.0%	2	3.7%	143	13.2%
20-29 MPH	8	11.3%	75	7.8%	4	7.4%	87	8.0%
30-39 MPH	5	7.0%	67	7.0%	10	18.5%	82	7.6%
40-49 MPH	6	8.5%	38	4.0%	9	16.7%	53	4.9%
50-59 MPH	1	1.4%	3	0.3%	1	1.9%	5	0.5%
60-69 MPH	0	0.0%	3	0.3%	5	9.3%	8	0.7%
70+ MPH	3	4.2%	2	0.2%	3	5.6%	8	0.7%
Unknown	13	18.3%	335	34.9%	17	31.5%	365	33.7%
<b>Total</b>	<b>71</b>	<b>100.0%</b>	<b>959</b>	<b>100.0%</b>	<b>54</b>	<b>100.0%</b>	<b>1,084</b>	<b>100.0%</b>



- The higher the speed of the vehicle the more likely the pedestrian was injured or killed in a crash.
- Pedestrians hit by a vehicle traveling 30 MPH or higher were 13.9 times more likely to die.
- While 1.0% of pedestrians hit by a vehicle traveling 1-19 MPH died, 17.2% of pedestrians struck by a vehicle traveling 40-59 MPH died, and 50.0% of pedestrians died who were struck by a vehicle traveling 60+ MPH.

## Pedestrian-Motor Vehicle Crash Conditions

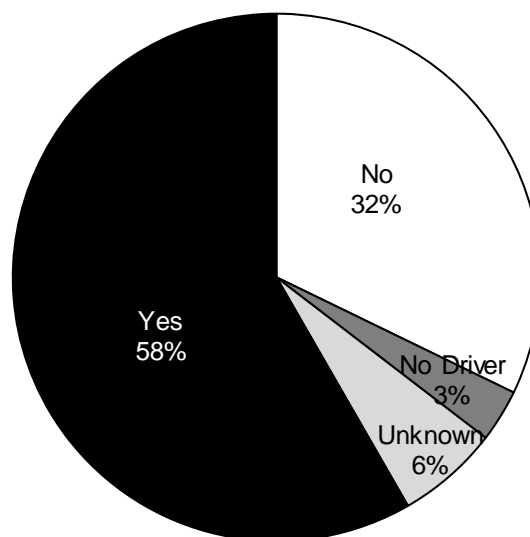
### Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2015)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	4	6.3%	69	7.5%	1	1.9%	74	7.1%
20-25 MPH	1	1.6%	161	17.5%	4	7.7%	166	16.0%
30-35 MPH	22	34.9%	208	22.6%	11	21.2%	241	23.2%
40-45 MPH	24	38.1%	148	16.1%	15	28.8%	187	18.0%
50-55 MPH	0	0.0%	9	1.0%	4	7.7%	13	1.3%
60-65 MPH	0	0.0%	7	0.8%	3	5.8%	10	1.0%
70+ MPH	6	9.5%	10	1.1%	5	9.6%	21	2.0%
Unknown	6	9.5%	310	33.6%	9	17.3%	325	31.3%
<b>Total</b>	<b>63</b>	<b>100.0%</b>	<b>922</b>	<b>100.0%</b>	<b>52</b>	<b>100.0%</b>	<b>1,037</b>	<b>100.0%</b>

- The majority (83.4% of known) of total pedestrian crashes occurred where the speed limit was 20-45 MPH.
- In contrast to total crashes, pedestrian fatal crashes were highest where the speed limit was 40+ MPH.

### Drivers in Pedestrian Crashes with Contributing Factors (Utah 2015)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	39	54.9%	575	60.0%	18	33.3%	632	58.3%
No	23	32.4%	296	30.9%	30	55.6%	349	32.2%
Not Applicable - No Driver	7	9.9%	26	2.7%	2	3.7%	35	3.2%
Unknown	2	2.8%	62	6.5%	4	7.4%	68	6.3%
<b>Total</b>	<b>71</b>	<b>100.0%</b>	<b>959</b>	<b>100.0%</b>	<b>54</b>	<b>100.0%</b>	<b>1,084</b>	<b>100.0%</b>



- 58.3% of drivers in total pedestrian crashes had a contributing factor.
- 33.3% of drivers in fatal pedestrian crashes had a contributing factor.

## Pedestrian-Motor Vehicle Crash Conditions

### Driver Contributing Factors in Pedestrian Crashes (Utah 2015)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	5	11.1%	277	28.9%	5	12.2%	287	27.5%
Hit and Run	5	11.1%	107	11.2%	4	9.8%	116	11.1%
Other Improper Driving	3	6.7%	88	9.2%	0	0.0%	91	8.7%
Driver Distraction	2	4.4%	64	6.7%	8	19.5%	74	7.1%
Vision Obscured by Weather Condition	1	2.2%	50	5.2%	2	4.9%	53	5.1%
Improper Backing	1	2.2%	41	4.3%	1	2.4%	43	4.1%
Vision Obscured by Glare	1	2.2%	38	4.0%	2	4.9%	41	3.9%
Followed Too Closely	18	40.0%	16	1.7%	0	0.0%	34	3.3%
Speed Too Fast	2	4.4%	20	2.1%	3	7.3%	25	2.4%
Failed to Keep in Proper Lane	1	2.2%	21	2.2%	2	4.9%	24	2.3%
Vision Obscured by Parked Vehicle	0	0.0%	21	2.2%	2	4.9%	23	2.2%
Disregard Traffic Signal/Sign	0	0.0%	21	2.2%	1	2.4%	22	2.1%
Driving Under the Influence	1	2.2%	19	2.0%	2	4.9%	22	2.1%
Improper Turn	2	4.4%	20	2.1%	0	0.0%	22	2.1%
Reckless/Aggressive Driving	0	0.0%	16	1.7%	1	2.4%	17	1.6%
Vision Obscured by Moving Vehicle	0	0.0%	16	1.7%	0	0.0%	16	1.5%
Vision Obscured by Other	0	0.0%	14	1.5%	2	4.9%	16	1.5%
Vehicle Other Defective Condition	0	0.0%	15	1.6%	0	0.0%	15	1.4%
Driver Emotional Prior to Crash	0	0.0%	10	1.0%	2	4.9%	12	1.2%
Other Driver Condition	0	0.0%	11	1.1%	0	0.0%	11	1.1%
Windshield or Other Window Obscured	0	0.0%	11	1.1%	0	0.0%	11	1.1%
Disregard Road Markings	0	0.0%	10	1.0%	0	0.0%	10	1.0%
Improper Parking/Stopping	0	0.0%	9	0.9%	0	0.0%	9	0.9%
Swerved or Evasive Action	1	2.2%	7	0.7%	0	0.0%	8	0.8%
Ran Off Road	1	2.2%	6	0.6%	0	0.0%	7	0.7%
Vision Obscured by Building, Sign	0	0.0%	6	0.6%	0	0.0%	6	0.6%
Driver Illness/Medical	0	0.0%	4	0.4%	1	2.4%	5	0.5%
Vehicle Brakes	0	0.0%	5	0.5%	0	0.0%	5	0.5%
Vision Obscured by Vegetation	0	0.0%	5	0.5%	0	0.0%	5	0.5%
Overcorrected	1	2.2%	2	0.2%	1	2.4%	4	0.4%
Driver Asleep/Fatigue	0	0.0%	2	0.2%	1	2.4%	3	0.3%
Improper Lane Change	0	0.0%	3	0.3%	0	0.0%	3	0.3%
Wrong Side/Wrong Way	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Improper Passing	0	0.0%	0	0.0%	1	2.4%	1	0.1%
Improper Signal	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>45</b>	<b>100.0%</b>	<b>957</b>	<b>100.0%</b>	<b>41</b>	<b>100.0%</b>	<b>1,043</b>	<b>100.0%</b>

- Failed to yield right of way (27.5%), hit and run (11.1%), and driver distraction (7.1%) were the leading contributing factors in total pedestrian-motor vehicle crashes.
- Driver distraction (19.5%) and failed to yield right of way (12.2%) were the leading contributing factors in fatal pedestrian-motor vehicle crashes.

# Bicyclists



## Section 12: Bicyclists

2

### Trends

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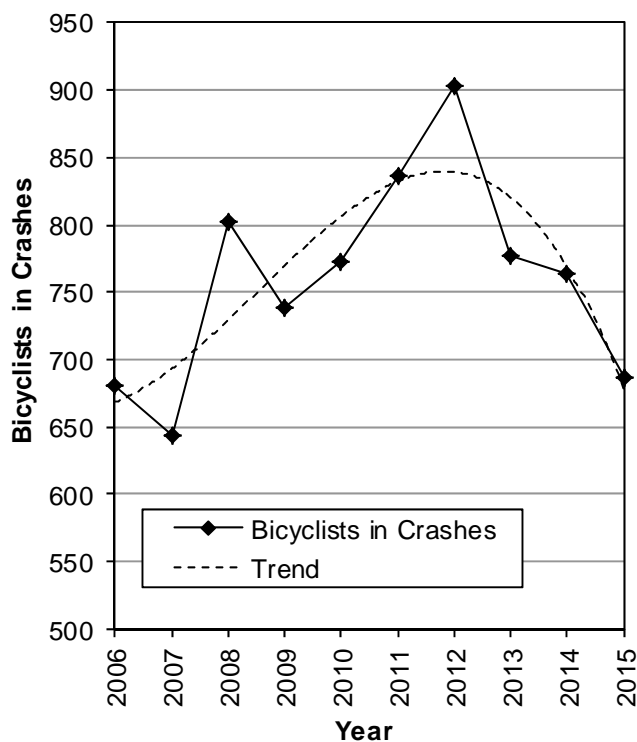
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## Trends

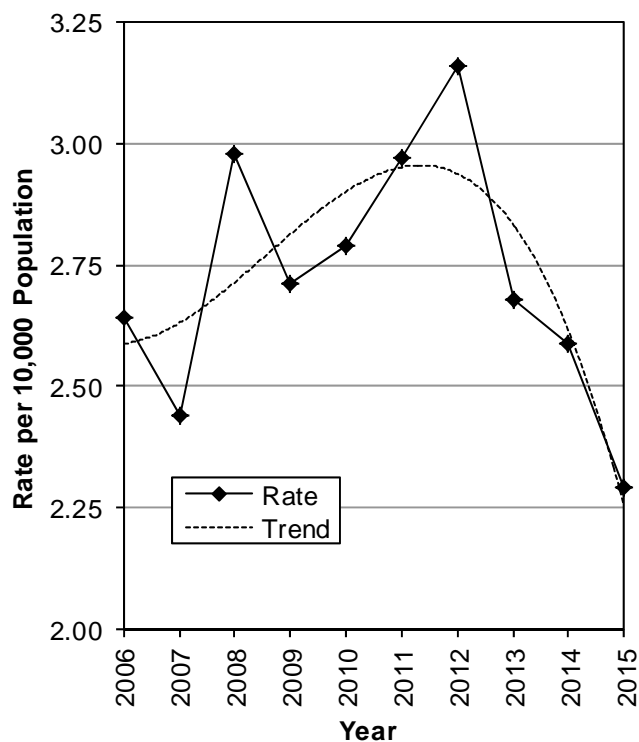
### Bicyclists in Crashes (Utah 2006-2015)

Bicyclists								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2006	79	0.31	592	2.30	10	0.039	681	2.64
2007	53	0.20	584	2.22	6	0.023	643	2.44
2008	90	0.33	708	2.63	4	0.015	802	2.98
2009	83	0.30	651	2.38	5	0.018	739	2.71
2010	86	0.31	680	2.45	7	0.025	773	2.79
2011	85	0.30	747	2.65	5	0.018	837	2.97
2012	63	0.22	837	2.93	3	0.011	903	3.16
2013	83	0.29	688	2.37	6	0.021	777	2.68
2014	69	0.23	685	2.33	9	0.031	763	2.59
2015	46	0.15	635	2.12	5	0.017	686	2.29
Total	737	0.26	6,807	2.44	60	0.021	7,604	2.72

### Bicyclists in Crashes (Utah 2006-2015)



### Bicyclist Crash Rates Per Population (Utah 2006-2015)



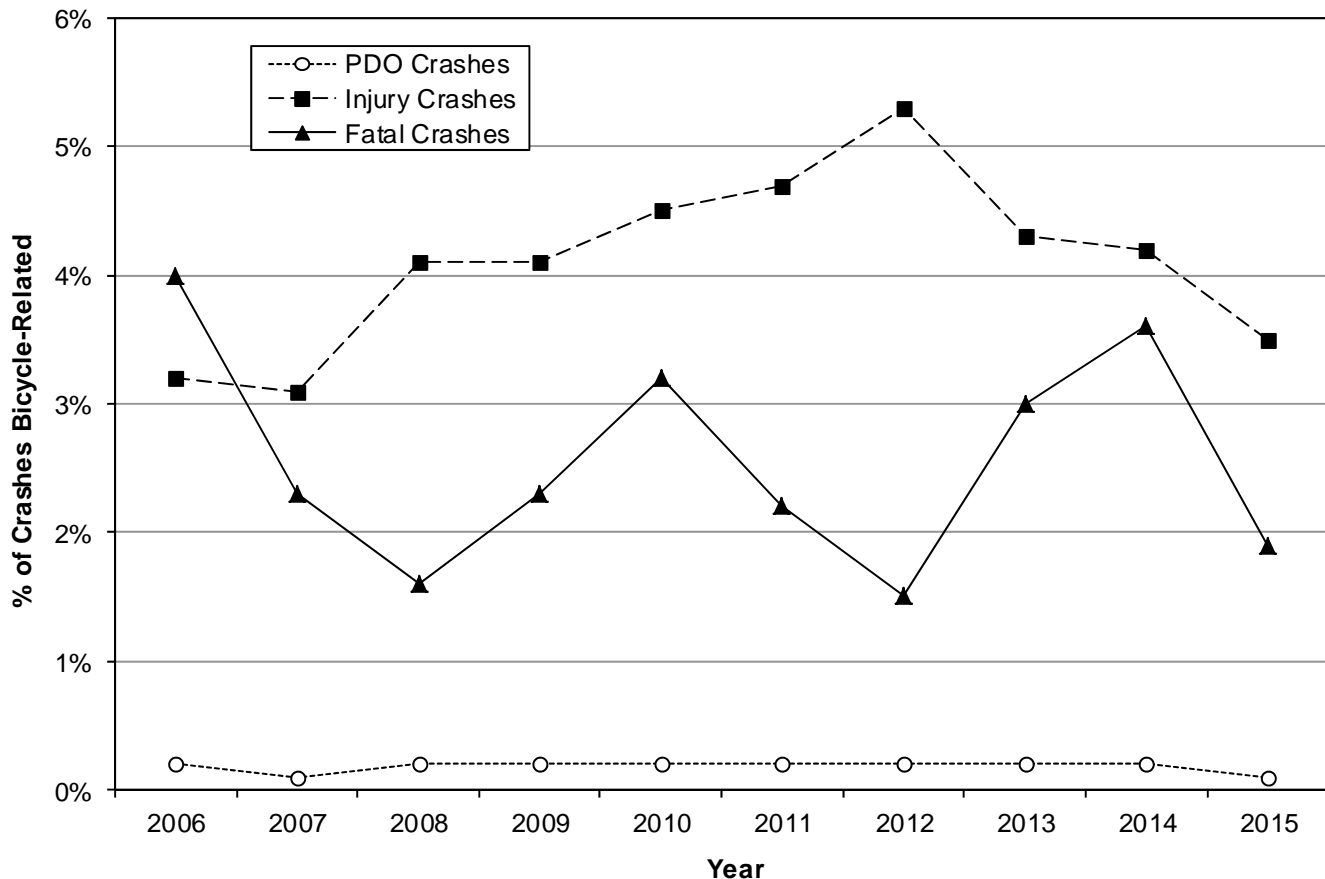
- On average, 760 bicyclists are in crashes every year.
- The total number of bicyclists in crashes has steadily decreased the last three years.
- 2012 had the highest number of bicyclists in crashes (903).
- The total rate per population of bicyclists in crashes decreased 13% over the last 10 years.
- 2015 had the lowest bicyclist crash rate per population (2.29).
- 2012 had the highest bicyclist crash rate per population (3.16).

## Trends

### Bicycle-Motor Vehicle Crashes (Utah 2006-2015)

Bicycle-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Bicycle #	%	All #	Bicycle #	%	All #	Bicycle #	%	All #	Bicycle #	%
2006	37,749	71	0.2%	18,189	589	3.2%	249	10	4.0%	56,187	670	1.2%
2007	42,368	46	0.1%	18,619	579	3.1%	258	6	2.3%	61,245	631	1.0%
2008	38,997	83	0.2%	17,125	697	4.1%	245	4	1.6%	56,367	784	1.4%
2009	35,398	83	0.2%	15,752	651	4.1%	217	5	2.3%	51,367	739	1.4%
2010	34,155	78	0.2%	14,995	669	4.5%	218	7	3.2%	49,368	754	1.5%
2011	36,418	73	0.2%	15,645	735	4.7%	224	5	2.2%	52,287	813	1.6%
2012	34,635	59	0.2%	15,765	833	5.3%	200	3	1.5%	50,600	895	1.8%
2013	39,301	74	0.2%	16,134	686	4.3%	202	6	3.0%	55,637	766	1.4%
2014	37,388	60	0.2%	16,426	684	4.2%	222	8	3.6%	54,036	752	1.4%
2015	42,089	38	0.1%	17,665	627	3.5%	258	5	1.9%	60,012	670	1.1%
<b>Total</b>	<b>378,498</b>	<b>665</b>	<b>0.2%</b>	<b>166,315</b>	<b>6,750</b>	<b>4.1%</b>	<b>2,293</b>	<b>59</b>	<b>2.6%</b>	<b>547,106</b>	<b>7,474</b>	<b>1.4%</b>

### Percent of Crashes Involving a Bicyclist (Utah 2006-2015)



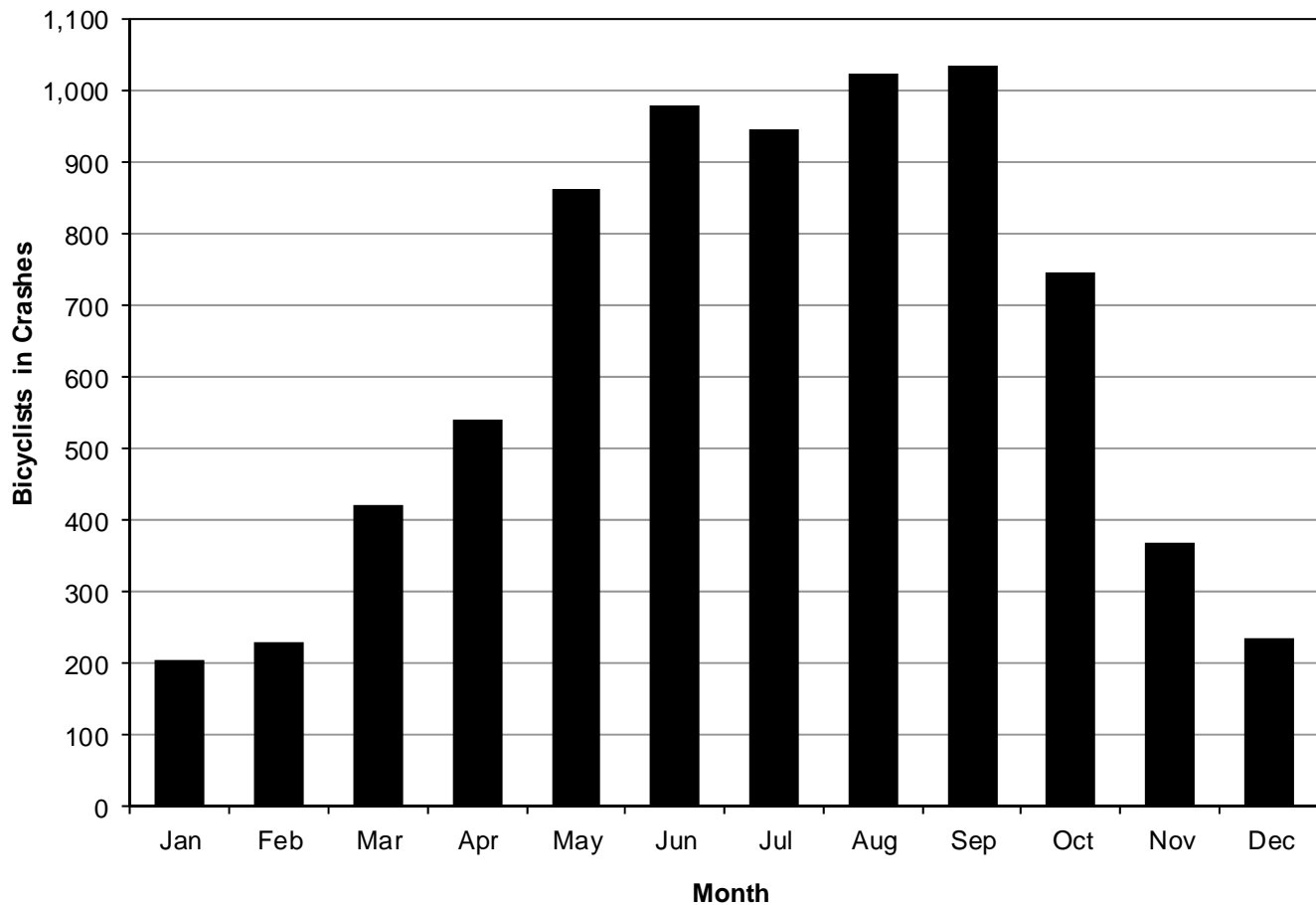
- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 4.1% of injury crashes, and 2.6% of fatal crashes.
- During the last 10 years, 7,474 crashes involved a bicyclist. There are approximately 675 injury crashes and six fatal crashes involving bicyclists a year.



## Trends

### Bicyclists in Crashes by Month (Utah 2006-2015)

Month	Bicyclists										Total	
	Year										#	%
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
January	30	14	14	13	25	18	30	11	27	23	205	2.7%
February	31	13	11	29	23	15	33	16	23	36	230	3.0%
March	38	43	30	35	38	53	54	36	51	45	423	5.6%
April	49	59	49	57	47	38	73	56	57	56	541	7.1%
May	95	73	90	101	76	74	112	100	75	68	864	11.4%
June	77	86	103	88	104	124	108	106	102	81	979	12.9%
July	68	75	106	86	113	117	86	111	101	85	948	12.5%
August	100	86	123	114	99	124	112	121	76	70	1,025	13.5%
September	79	78	137	115	114	119	110	87	100	97	1,036	13.6%
October	60	70	75	46	71	90	100	73	90	73	748	9.8%
November	32	32	37	36	43	33	51	43	33	28	368	4.8%
December	22	14	27	19	20	32	34	17	28	24	237	3.1%
<b>Total</b>	<b>681</b>	<b>643</b>	<b>802</b>	<b>739</b>	<b>773</b>	<b>837</b>	<b>903</b>	<b>777</b>	<b>763</b>	<b>686</b>	<b>7,604</b>	<b>100.0%</b>

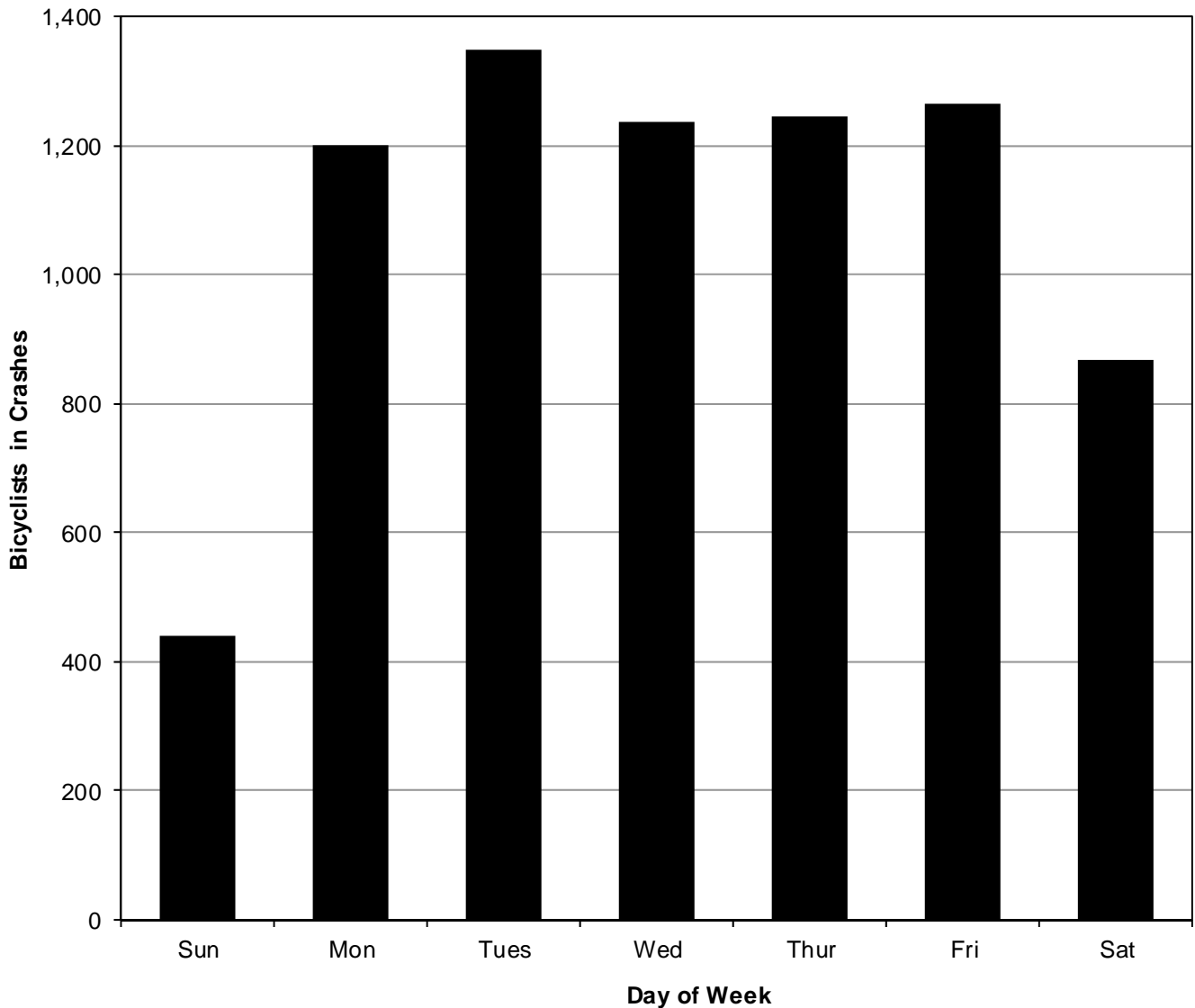


- Bicycle-motor vehicle crashes were highest during the months of May through September over the past 10 years.
- Bicycle-motor vehicle crashes were lowest during the months of December through February over the past 10 years.

## Trends

### Bicyclists in Crashes by Day of Week (Utah 2006-2015)

Day of Week	Bicyclists										Total	
	Year										#	%
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Sunday	28	35	41	38	51	52	60	46	34	54	439	5.8%
Monday	105	114	124	102	143	140	108	123	126	115	1,200	15.8%
Tuesday	131	106	139	151	133	160	163	136	130	101	1,350	17.8%
Wednesday	128	95	136	133	122	129	151	117	116	109	1,236	16.3%
Thursday	101	105	129	105	139	142	169	120	128	107	1,245	16.4%
Friday	102	116	132	120	102	127	158	151	146	111	1,265	16.6%
Saturday	86	72	101	90	83	87	94	84	83	89	869	11.4%
<b>Total</b>	<b>681</b>	<b>643</b>	<b>802</b>	<b>739</b>	<b>773</b>	<b>837</b>	<b>903</b>	<b>777</b>	<b>763</b>	<b>686</b>	<b>7,604</b>	<b>100.0%</b>

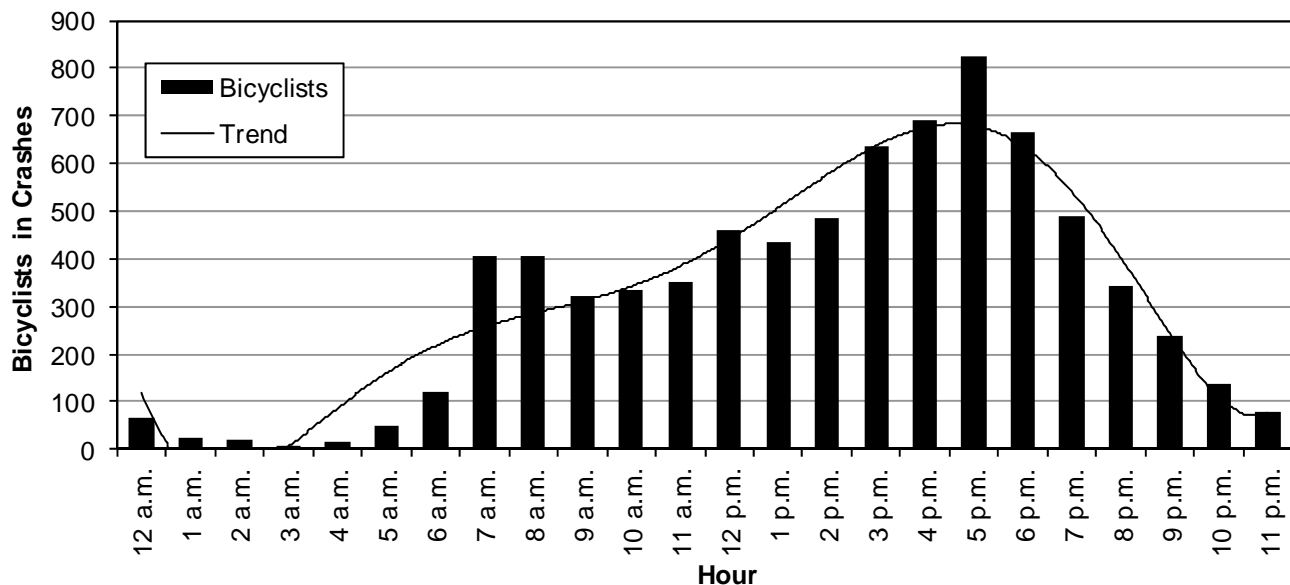


- Bicycle-motor vehicle crashes were highest Monday through Friday over the past 10 years.
- Bicycle-motor vehicle crashes were lowest on Sunday over the past 10 years.

## Trends

### Bicyclists in Crashes by Hour (Utah 2006-2015)

Hour	Bicyclists										Total	
	Year										#	%
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Midnight	4	5	7	5	4	13	8	7	6	7	66	0.9%
1 a.m.	2	1	0	6	2	1	4	1	4	2	23	0.3%
2 a.m.	0	0	5	0	5	0	4	0	3	2	19	0.2%
3 a.m.	0	0	3	1	0	1	1	1	1	0	8	0.1%
4 a.m.	1	1	3	1	3	0	3	2	3	1	18	0.2%
5 a.m.	4	4	8	3	7	3	3	8	4	4	48	0.6%
6 a.m.	11	11	8	7	9	14	17	14	14	15	120	1.6%
7 a.m.	47	41	39	43	44	39	45	41	34	32	405	5.3%
8 a.m.	32	40	42	40	29	44	57	48	32	44	408	5.4%
9 a.m.	20	22	38	22	31	34	40	32	42	39	320	4.2%
10 a.m.	32	26	29	31	35	39	43	35	34	29	333	4.4%
11 a.m.	38	31	47	29	27	36	39	37	32	36	352	4.6%
Noon	27	39	40	53	60	60	54	45	47	35	460	6.0%
1 p.m.	37	37	37	46	42	56	52	49	49	31	436	5.7%
2 p.m.	33	31	52	51	54	54	55	53	48	56	487	6.4%
3 p.m.	74	49	79	70	54	66	77	57	57	52	635	8.4%
4 p.m.	61	62	66	66	73	61	84	85	87	47	692	9.1%
5 p.m.	80	73	86	77	96	94	99	73	80	66	824	10.8%
6 p.m.	68	60	64	61	69	81	77	61	58	67	666	8.8%
7 p.m.	45	44	57	40	50	59	49	42	53	52	491	6.5%
8 p.m.	33	34	32	39	33	32	42	41	24	32	342	4.5%
9 p.m.	16	17	35	20	28	24	24	23	30	21	238	3.1%
10 p.m.	10	11	12	16	13	18	19	12	14	11	136	1.8%
11 p.m.	6	4	13	12	5	8	7	10	7	5	77	1.0%
<b>Total</b>	<b>681</b>	<b>643</b>	<b>802</b>	<b>739</b>	<b>773</b>	<b>837</b>	<b>903</b>	<b>777</b>	<b>763</b>	<b>686</b>	<b>7,604</b>	<b>100.0%</b>



- Bicycle-motor vehicle crashes were highest during the hours of 3:00-6:59 p.m.
- Bicycle-motor vehicle crashes were lowest during the hours of 1:00-4:59 a.m.

## Trends

### Bicyclists in Crashes by County (Utah 2006-2015)

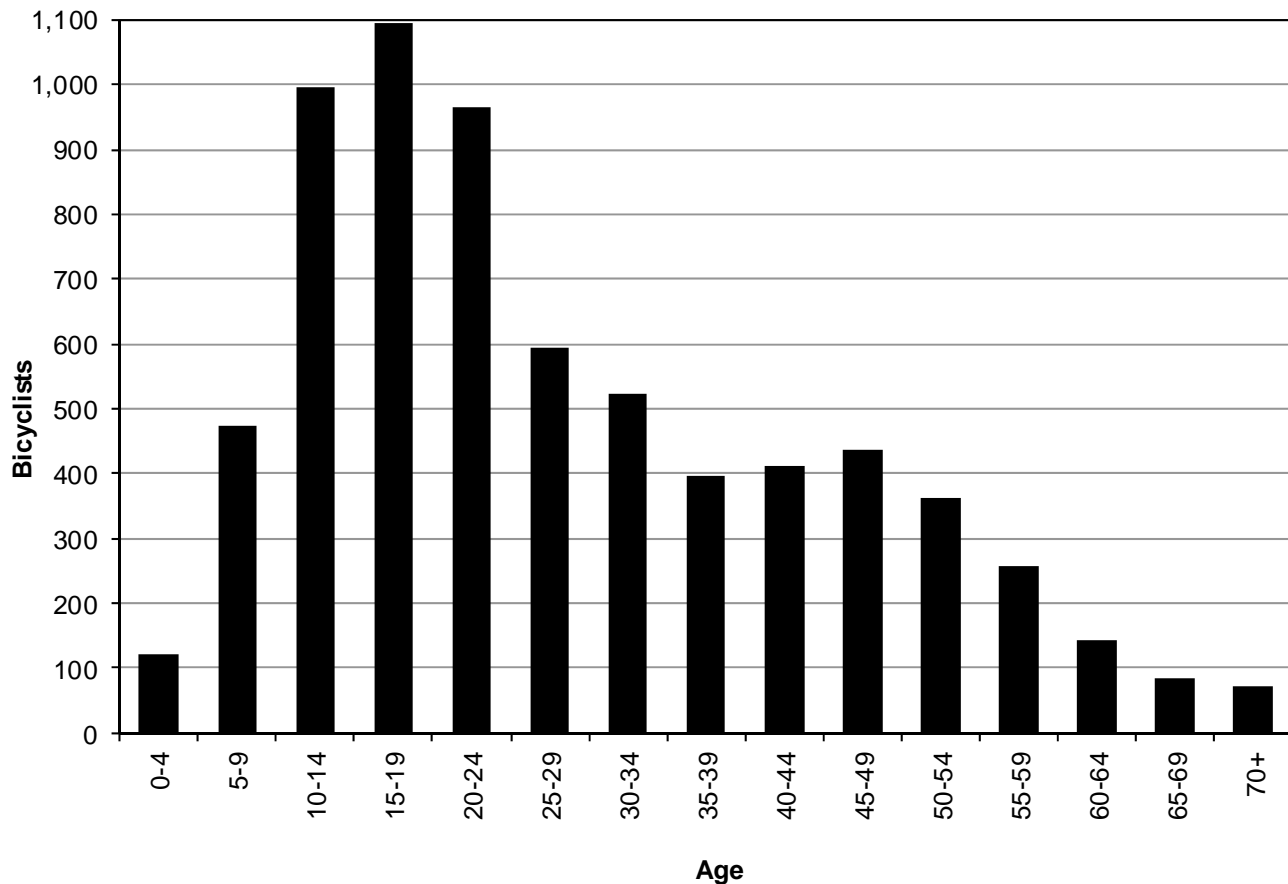
Bicyclists													
County	Year										Total		Rate per Year per 10,000 Population
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%	
Salt Lake	360	341	416	392	399	435	484	417	392	356	3,992	52.5%	3.61
Grand	5	2	3	0	0	3	4	1	3	6	27	0.4%	2.84
Cache	25	28	40	28	39	39	30	32	33	27	321	4.2%	2.66
Utah	105	113	159	138	154	168	164	122	103	116	1,342	17.6%	2.33
Weber	42	40	42	38	52	50	83	53	71	43	514	6.8%	2.11
Washington	31	23	28	43	20	26	26	34	38	43	312	4.1%	2.01
Davis	71	60	58	59	67	69	64	74	69	52	643	8.5%	1.91
Carbon	7	3	3	3	3	6	1	2	4	7	39	0.5%	1.90
Iron	10	8	12	10	8	5	9	7	12	9	90	1.2%	1.86
Summit	1	3	7	5	8	4	7	5	9	2	51	0.7%	1.29
Sevier	4	1	3	1	4	1	1	4	3	3	25	0.3%	1.19
Tooele	4	5	12	6	4	9	5	7	13	7	72	0.9%	1.14
Uintah	3	5	2	3	3	4	7	5	2	5	39	0.5%	1.03
Wasatch	1	3	2	2	6	6	2	3	1	3	29	0.4%	0.99
Box Elder	2	5	5	7	3	4	6	5	5	2	44	0.6%	0.84
Kane	0	0	1	0	0	1	1	1	1	0	5	0.1%	0.70
Sanpete	4	2	2	0	1	2	4	0	2	1	18	0.2%	0.63
Garfield	0	0	1	1	1	0	0	0	0	0	3	0.0%	0.60
Emery	1	0	1	0	1	1	0	0	1	1	6	0.1%	0.58
Duchesne	0	1	3	0	0	1	4	3	0	0	12	0.2%	0.58
San Juan	2	0	1	0	0	1	0	1	0	2	7	0.1%	0.44
Rich	0	0	0	1	0	0	0	0	0	0	1	0.0%	0.43
Wayne	0	0	0	1	0	0	0	0	0	0	1	0.0%	0.37
Millard	1	0	0	1	0	1	0	0	0	1	4	0.1%	0.32
Beaver	0	0	0	0	0	1	1	0	0	0	2	0.0%	0.31
Juab	2	0	0	0	0	0	0	1	0	0	3	0.0%	0.28
Morgan	0	0	1	0	0	0	0	0	1	0	2	0.0%	0.18
Daggett	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.00
Piute	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.00
<b>Total</b>	<b>681</b>	<b>643</b>	<b>802</b>	<b>739</b>	<b>773</b>	<b>837</b>	<b>903</b>	<b>777</b>	<b>763</b>	<b>686</b>	<b>7,604</b>	<b>100.0%</b>	<b>2.54</b>

- Salt Lake (3.61), Grand (2.84), Cache (2.66), and Utah (2.33) counties had the highest rates per population of total bicyclists in crashes per 10,000 population per year over the last 10 years.
- Salt Lake County accounted for 53% of the bicyclists in crashes. Utah County accounted for 18% of the bicyclists and Davis County accounted for 9% of the bicyclists. These three counties accounted for over three-fourths (78.6%) of the bicyclists in crashes over the last 10 years.
- Daggett and Piute counties had no bicyclists in crashes.

## Trends

### Bicyclists in Crashes by Age (Utah 2006-2015)

Bicyclists													
Age	Year										Total		
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%	
0-4	9	38	24	7	8	7	8	10	9	2	122	1.8%	
5-9	67	49	50	52	44	63	48	38	40	24	475	6.9%	
10-14	113	99	122	94	114	115	99	91	71	77	995	14.4%	
15-19	85	85	116	97	124	126	134	104	128	95	1,094	15.8%	
20-24	73	70	95	90	103	125	114	112	88	94	964	13.9%	
25-29	43	41	67	67	62	65	73	72	54	50	594	8.6%	
30-34	29	40	40	47	59	62	75	55	59	58	524	7.6%	
35-39	45	36	29	27	37	37	53	41	53	38	396	5.7%	
40-44	35	32	42	38	43	42	53	39	36	51	411	5.9%	
45-49	34	36	44	52	42	45	52	35	50	47	437	6.3%	
50-54	32	29	21	32	33	40	58	40	42	35	362	5.2%	
55-59	19	24	23	17	21	28	38	27	32	29	258	3.7%	
60-64	6	9	8	12	9	18	25	14	23	18	142	2.0%	
65-69	3	6	8	9	7	9	9	13	8	12	84	1.2%	
70+	4	7	6	4	4	8	13	9	8	9	72	1.0%	
Total	597	601	695	645	710	790	852	700	701	639	6,930	100.0%	

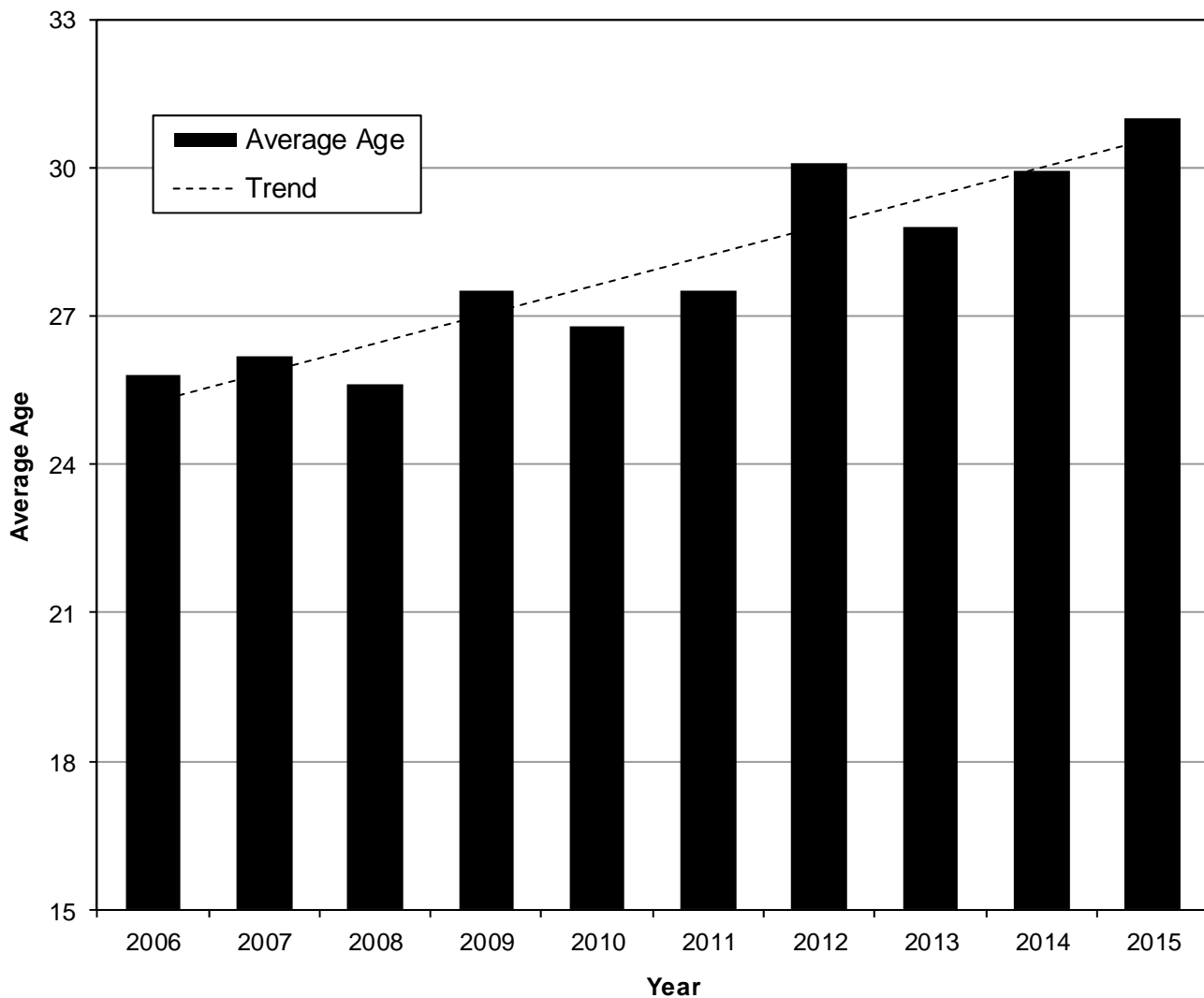


- Bicycle-motor vehicle crashes were highest among ages 10-24 years.
- Bicycle-motor vehicle crashes were lowest among ages 60+ years.

## Trends

### Bicyclists in Crashes by Average Age (Utah 2006-2015)

Bicyclists	
Year	Total Mean Age
2006	25.80
2007	26.20
2008	25.60
2009	27.50
2010	26.80
2011	27.50
2012	30.10
2013	28.80
2014	29.95
2015	31.01
<b>Average</b>	<b>27.93</b>

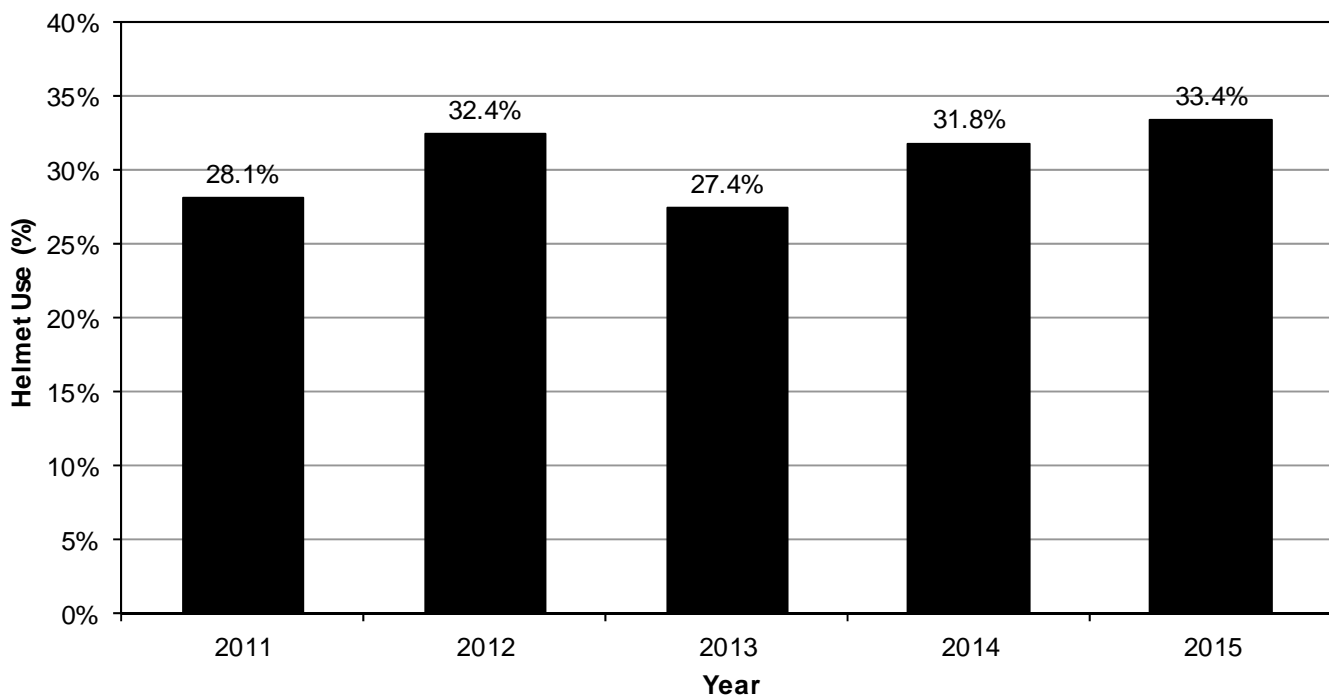


- The average age of bicyclists in crashes has shown an increasing trend over the last 10 years.

## Helmet

### Helmet Use of Bicyclists in Crashes (Utah 2011-2015)

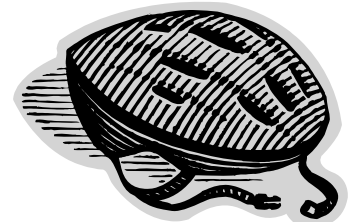
Year	Bicyclists											
	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet	
	#	#	%	#	#	%	#	#	%	#	#	%
2011	34	5	12.8%	180	78	30.2%	3	2	40.0%	217	85	28.1%
2012	18	5	21.7%	190	96	33.6%	3	0	0.0%	211	101	32.4%
2013	24	10	29.4%	289	106	26.8%	3	3	50.0%	316	119	27.4%
2014	36	9	20.0%	402	193	32.4%	4	4	50.0%	442	206	31.8%
2015	18	12	40.0%	384	188	32.9%	2	3	60.0%	404	203	33.4%
<b>Total</b>	<b>130</b>	<b>41</b>	<b>24.0%</b>	<b>1,445</b>	<b>661</b>	<b>31.4%</b>	<b>15</b>	<b>12</b>	<b>44.4%</b>	<b>1,590</b>	<b>714</b>	<b>31.0%</b>



- Overall helmet use by bicyclists in crashes has increased the last two years.
- 2015 had the highest percent of helmet use by bicyclists in crashes while 2013 had the lowest percent.

### Helmet Use of Bicyclists in Crashes (Utah 2015)

Helmet Use	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Not Worn	18	39.1%	384	60.5%	2	40.0%	404	58.9%
Helmet Worn	12	26.1%	188	29.6%	3	60.0%	203	29.6%
Unknown	16	34.8%	63	9.9%	0	0.0%	79	11.5%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>



- Where helmet use is known for bicyclists, 33.4% of bicyclists were wearing a helmet.



## Bicycle-Motor Vehicle Crash Conditions

### Bicyclists in Crashes by County (Utah 2015)

Bicyclists								
County	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Grand	0	0.00	6	6.31	0	0.00	6	6.31
Carbon	0	0.00	7	3.42	0	0.00	7	3.42
Salt Lake	24	0.22	329	2.97	3	0.03	356	3.21
Washington	4	0.26	39	2.51	0	0.00	43	2.76
Cache	5	0.41	22	1.82	0	0.00	27	2.24
Utah	3	0.05	111	1.93	2	0.03	116	2.02
Iron	0	0.00	9	1.86	0	0.00	9	1.86
Weber	2	0.08	41	1.68	0	0.00	43	1.76
Davis	7	0.21	45	1.34	0	0.00	52	1.55
Sevier	0	0.00	3	1.43	0	0.00	3	1.43
Uintah	0	0.00	5	1.32	0	0.00	5	1.32
San Juan	1	0.63	1	0.63	0	0.00	2	1.27
Tooele	0	0.00	7	1.11	0	0.00	7	1.11
Wasatch	0	0.00	3	1.03	0	0.00	3	1.03
Emery	0	0.00	1	0.96	0	0.00	1	0.96
Millard	0	0.00	1	0.79	0	0.00	1	0.79
Summit	0	0.00	2	0.50	0	0.00	2	0.50
Box Elder	0	0.00	2	0.38	0	0.00	2	0.38
Sanpete	0	0.00	1	0.35	0	0.00	1	0.35
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Duchesne	0	0.00	0	0.00	0	0.00	0	0.00
Garfield	0	0.00	0	0.00	0	0.00	0	0.00
Juab	0	0.00	0	0.00	0	0.00	0	0.00
Kane	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
Wayne	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	46	0.15	635	2.12	5	0.02	686	2.29

- Urban areas (2.51) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.07).
- Grand (6.31), Carbon (3.42), Salt Lake (3.21), and Washington (2.76) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Salt Lake County accounted for 52% of the bicyclists in crashes.
- Beaver, Daggett, Duchesne, Garfield, Juab, Kane, Morgan, Piute, Rich, and Wayne counties had no bicyclists in crashes.

Bicyclists								
Location	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Urban	45	0.18	587	2.31	5	0.02	637	2.51
Rural	1	0.02	48	1.05	0	0.00	49	1.07
Total	46	0.15	635	2.12	5	0.02	686	2.29

## Bicycle-Motor Vehicle Crash Conditions

### Age of Bicyclists in Crashes (Utah 2015)

Bicyclists								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	1	2.2%	1	0.2%	0	0.0%	2	0.3%
5-9	1	2.2%	23	3.6%	0	0.0%	24	3.5%
10-14	5	10.9%	72	11.3%	0	0.0%	77	11.2%
15-19	2	4.3%	93	14.6%	0	0.0%	95	13.8%
20-24	4	8.7%	90	14.2%	0	0.0%	94	13.7%
25-29	2	4.3%	47	7.4%	1	20.0%	50	7.3%
30-34	6	13.0%	51	8.0%	1	20.0%	58	8.5%
35-39	4	8.7%	33	5.2%	1	20.0%	38	5.5%
40-44	1	2.2%	50	7.9%	0	0.0%	51	7.4%
45-49	3	6.5%	44	6.9%	0	0.0%	47	6.9%
50-54	0	0.0%	33	5.2%	2	40.0%	35	5.1%
55-59	2	4.3%	27	4.3%	0	0.0%	29	4.2%
60-64	1	2.2%	17	2.7%	0	0.0%	18	2.6%
65-69	0	0.0%	12	1.9%	0	0.0%	12	1.7%
70+	0	0.0%	9	1.4%	0	0.0%	9	1.3%
Unknown	14	30.4%	33	5.2%	0	0.0%	47	6.9%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>

- Nearly one-half (41.6% of known) of the bicyclists in crashes were 10-24 years.

### Driver Age (Utah 2015)

Drivers (Bicycle-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	1	2.3%	1	0.2%	0	0.0%	2	0.3%
15-19	4	9.1%	58	9.0%	0	0.0%	62	8.9%
20-24	6	13.6%	81	12.5%	0	0.0%	87	12.5%
25-29	2	4.5%	57	8.8%	1	20.0%	60	8.6%
30-34	4	9.1%	72	11.1%	0	0.0%	76	10.9%
35-39	3	6.8%	55	8.5%	1	20.0%	59	8.5%
40-44	4	9.1%	46	7.1%	0	0.0%	50	7.2%
45-49	2	4.5%	46	7.1%	2	40.0%	50	7.2%
50-54	3	6.8%	26	4.0%	0	0.0%	29	4.2%
55-59	0	0.0%	52	8.0%	0	0.0%	52	7.5%
60-64	2	4.5%	37	5.7%	0	0.0%	39	5.6%
65-69	1	2.3%	25	3.9%	0	0.0%	26	3.7%
70-74	2	4.5%	15	2.3%	0	0.0%	17	2.4%
75-79	1	2.3%	7	1.1%	0	0.0%	8	1.1%
80-84	0	0.0%	8	1.2%	0	0.0%	8	1.1%
85+	1	2.3%	6	0.9%	0	0.0%	7	1.0%
Unknown	8	18.2%	56	8.6%	1	20.0%	65	9.3%
<b>Total</b>	<b>44</b>	<b>100.0%</b>	<b>648</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>697</b>	<b>100.0%</b>

- Over half (54.7% of known) of drivers in total bicycle-motor vehicle crashes were under age 40 years.
- The average age of a driver that hit a bicyclist was 40.3 years.

## Bicycle-Motor Vehicle Crash Conditions

### Gender of Bicyclists in Crashes (Utah 2015)

Gender	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	31	67.4%	481	75.7%	3	60.0%	515	75.1%
Female	4	8.7%	143	22.5%	2	40.0%	149	21.7%
Unknown	11	23.9%	11	1.7%	0	0.0%	22	3.2%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>

- Most bicyclists (75.1%) in crashes were male.

### Driver Gender (Utah 2015)

Drivers (Bicycle-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	19	43.2%	305	47.1%	4	80.0%	328	47.1%
Female	20	45.5%	296	45.7%	0	0.0%	316	45.3%
Unknown	5	11.4%	47	7.3%	1	20.0%	53	7.6%
<b>Total</b>	<b>44</b>	<b>100.0%</b>	<b>648</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>697</b>	<b>100.0%</b>

- A slight majority of drivers in total bicycle-motor vehicle crashes (50.9% of known) were male.

### Bicycle-Motor Vehicle Crashes by Month (Utah 2015)

	Bicyclists							
	Non-Injured		Injured		Killed		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	0	0.0	23	0.7	0	0.00	23	0.7
February	5	0.2	31	1.1	0	0.00	36	1.3
March	0	0.0	44	1.4	1	0.03	45	1.5
April	3	0.1	53	1.8	0	0.00	56	1.9
May	8	0.3	59	1.9	1	0.03	68	2.2
June	5	0.2	76	2.5	0	0.00	81	2.7
July	5	0.2	79	2.5	1	0.03	85	2.7
August	3	0.1	67	2.2	0	0.00	70	2.3
September	8	0.3	89	3.0	0	0.00	97	3.2
October	2	0.1	69	2.2	2	0.06	73	2.4
November	4	0.1	24	0.8	0	0.00	28	0.9
December	3	0.1	21	0.7	0	0.00	24	0.8
<b>Total</b>	<b>46</b>	<b>0.1</b>	<b>635</b>	<b>1.7</b>	<b>5</b>	<b>0.01</b>	<b>686</b>	<b>1.9</b>

- September (3.2), June (2.7), and July (2.7) had the highest rates per day of total bicycle-motor vehicle crashes.

## Bicycle-Motor Vehicle Crash Conditions

### Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2015)

Bicyclists								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	2	4.3%	52	8.2%	0	0.0%	54	7.9%
Monday	6	13.0%	109	17.2%	0	0.0%	115	16.8%
Tuesday	6	13.0%	95	15.0%	0	0.0%	101	14.7%
Wednesday	9	19.6%	99	15.6%	1	20.0%	109	15.9%
Thursday	2	4.3%	104	16.4%	1	20.0%	107	15.6%
Friday	12	26.1%	99	15.6%	0	0.0%	111	16.2%
Saturday	9	19.6%	77	12.1%	3	60.0%	89	13.0%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>

- The highest percentage of total bicycle-motor vehicle crashes occurred on Monday (16.8%).

### Bicycle-Motor Vehicle Crashes by Hour (Utah 2015)

Bicyclists								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	0	0.0%	6	0.9%	1	20.0%	7	1.0%
1 a.m.	0	0.0%	2	0.3%	0	0.0%	2	0.3%
2 a.m.	0	0.0%	1	0.2%	1	20.0%	2	0.3%
3 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
4 a.m.	0	0.0%	1	0.2%	0	0.0%	1	0.1%
5 a.m.	0	0.0%	4	0.6%	0	0.0%	4	0.6%
6 a.m.	3	6.5%	12	1.9%	0	0.0%	15	2.2%
7 a.m.	1	2.2%	30	4.7%	1	20.0%	32	4.7%
8 a.m.	2	4.3%	42	6.6%	0	0.0%	44	6.4%
9 a.m.	2	4.3%	37	5.8%	0	0.0%	39	5.7%
10 a.m.	3	6.5%	25	3.9%	1	20.0%	29	4.2%
11 a.m.	5	10.9%	31	4.9%	0	0.0%	36	5.2%
Noon	4	8.7%	31	4.9%	0	0.0%	35	5.1%
1 p.m.	2	4.3%	29	4.6%	0	0.0%	31	4.5%
2 p.m.	2	4.3%	53	8.3%	1	20.0%	56	8.2%
3 p.m.	3	6.5%	49	7.7%	0	0.0%	52	7.6%
4 p.m.	5	10.9%	42	6.6%	0	0.0%	47	6.9%
5 p.m.	4	8.7%	62	9.8%	0	0.0%	66	9.6%
6 p.m.	3	6.5%	64	10.1%	0	0.0%	67	9.8%
7 p.m.	3	6.5%	49	7.7%	0	0.0%	52	7.6%
8 p.m.	2	4.3%	30	4.7%	0	0.0%	32	4.7%
9 p.m.	2	4.3%	19	3.0%	0	0.0%	21	3.1%
10 p.m.	0	0.0%	11	1.7%	0	0.0%	11	1.6%
11 p.m.	0	0.0%	5	0.8%	0	0.0%	5	0.7%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>

- Total bicycle-motor vehicle crashes were highest between 2:00 p.m. and 6:59 p.m.

## Bicycle-Motor Vehicle Crash Conditions

### Contributing Factors of Bicyclists in Crashes (Utah 2015)

Bicyclists								
Contributing Factors	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	22	47.8%	265	41.7%	1	20.0%	288	42.0%
Wrong Side of Road	8	17.4%	60	9.4%	0	0.0%	68	9.9%
Improper Crossing	3	6.5%	58	9.1%	0	0.0%	61	8.9%
Failure to Obey Traffic Signs/Signals	2	4.3%	45	7.1%	1	20.0%	48	7.0%
Failure to Yield Right of Way	3	6.5%	35	5.5%	1	20.0%	39	5.7%
Darting	3	6.5%	26	4.1%	0	0.0%	29	4.2%
Not Visible	1	2.2%	26	4.1%	0	0.0%	27	3.9%
Inattentive	2	4.3%	24	3.8%	0	0.0%	26	3.8%
Improper Turn/Merge	0	0.0%	10	1.6%	0	0.0%	10	1.5%
Improper Passing	1	2.2%	5	0.8%	0	0.0%	6	0.9%
In Roadway Improperly	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Other	0	0.0%	43	6.8%	1	20.0%	44	6.4%
Unknown	1	2.2%	35	5.5%	1	20.0%	37	5.4%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>

- Wrong side of road, improper crossing, and failure to obey traffic signs/signals were the leading contributing factors for bicyclists in total crashes.
- No bicyclist contributing factors were listed for 44.4% (of known) of the total bicyclists in crashes.
- Other contributing factors to consider are driver factors, roadway factors (such as high speeds, inadequate on-road bicycle facilities), and vehicle factors (such as vehicle design, vehicle size).

### Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2015)

Bicyclists								
Bicyclist Location	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Marked Crosswalk at Intersection	13	28.3%	176	27.7%	3	60.0%	192	28.0%
In Roadway (not at intersection)	6	13.0%	125	19.7%	2	40.0%	133	19.4%
Shoulder	4	8.7%	90	14.2%	0	0.0%	94	13.7%
Sidewalk	2	4.3%	83	13.1%	0	0.0%	85	12.4%
Unmarked Crosswalk	4	8.7%	47	7.4%	0	0.0%	51	7.4%
Bike Path/Lane	2	4.3%	43	6.8%	0	0.0%	45	6.6%
Mid-Block Crosswalk	0	0.0%	11	1.7%	0	0.0%	11	1.6%
Outside Right of Way	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Shared Use Path/Trail	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Other	5	10.9%	32	5.0%	0	0.0%	37	5.4%
Unknown	10	21.7%	22	3.5%	0	0.0%	32	4.7%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (29.4% of known), in roadway (20.3% of known), shoulder (14.4% of known), and sidewalk (13.0% of known).
- Bicycles are considered vehicles and have a legal right to the road.

## Bicycle-Motor Vehicle Crash Conditions

### Bicyclist Action in Bicycle-Motor Vehicle Crashes (Utah 2015)

Bicyclists								
Bicyclist Action	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Cycling on Sidewalk	7	15.2%	208	32.8%	0	0.0%	215	31.3%
Cycling Along Roadway with Traffic	5	10.9%	169	26.6%	2	40.0%	176	25.7%
Entering or Crossing Road	11	23.9%	145	22.8%	2	40.0%	158	23.0%
Cycling Along Roadway Against Traffic	7	15.2%	65	10.2%	1	20.0%	73	10.6%
In Roadway Other	1	2.2%	15	2.4%	0	0.0%	16	2.3%
Waiting to Cross Roadway	1	2.2%	3	0.5%	0	0.0%	4	0.6%
Going to/from School	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Adjacent to Roadway	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Other	4	8.7%	12	1.9%	0	0.0%	16	2.3%
Unknown	10	21.7%	14	2.2%	0	0.0%	24	3.5%
<b>Total</b>	<b>46</b>	<b>100.0%</b>	<b>635</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>686</b>	<b>100.0%</b>

- For total crashes, the largest percentages of bicyclist action prior to the crash were cycling on sidewalk (32.5% of known), cycling along roadway with traffic (26.6% of known), entering or crossing road (23.9% of known), and cycling along roadway against traffic (11.0% of known).

### Motor Vehicle Maneuver Prior to Crash (Utah 2015)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	19	42.2%	228	35.0%	4	80.0%	251	35.8%
Turning Right	15	33.3%	226	34.7%	1	20.0%	242	34.5%
Turning Left	3	6.7%	114	17.5%	0	0.0%	117	16.7%
Entering/Leaving Traffic Lane	1	2.2%	19	2.9%	0	0.0%	20	2.9%
Stopped/Slowing in Traffic Lane	2	4.4%	16	2.5%	0	0.0%	18	2.6%
Parked/Parking	1	2.2%	9	1.4%	0	0.0%	10	1.4%
Changing Lanes	2	4.4%	5	0.8%	0	0.0%	7	1.0%
Backing	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Making U-turn	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Overtaking/Passing	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Other	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Unknown	2	4.4%	16	2.5%	0	0.0%	18	2.6%
<b>Total</b>	<b>45</b>	<b>100.0%</b>	<b>651</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>701</b>	<b>100.0%</b>

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were straight ahead (35.8%), turning right (34.5%), and turning left (16.7%).

## Bicycle-Motor Vehicle Crash Conditions

### Bicycle-Motor Vehicle Crashes by Speed Limit (Utah 2015)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	0	0.0%	10	1.5%	0	0.0%	10	1.4%
20-25 MPH	9	20.0%	158	24.3%	1	20.0%	168	24.0%
30-35 MPH	14	31.1%	184	28.3%	0	0.0%	198	28.2%
40-45 MPH	9	20.0%	83	12.7%	2	40.0%	94	13.4%
50-55 MPH	0	0.0%	18	2.8%	0	0.0%	18	2.6%
60+ MPH	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Unknown	13	28.9%	193	29.6%	2	40.0%	208	29.7%
<b>Total</b>	<b>45</b>	<b>100.0%</b>	<b>651</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>701</b>	<b>100.0%</b>

- Nearly all (93.3% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

### Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2015)

Motor Vehicles (Bicycle-Motor Vehicle Crash)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	1	2.2%	6	0.9%	0	0.0%	7	1.0%
Stopped	1	2.2%	11	1.7%	0	0.0%	12	1.7%
1-9 MPH	10	22.2%	199	30.6%	0	0.0%	209	29.8%
10-19 MPH	5	11.1%	95	14.6%	0	0.0%	100	14.3%
20-29 MPH	2	4.4%	57	8.8%	1	20.0%	60	8.6%
30-39 MPH	5	11.1%	32	4.9%	1	20.0%	38	5.4%
40-49 MPH	3	6.7%	10	1.5%	1	20.0%	14	2.0%
50+ MPH	0	0.0%	9	1.4%	0	0.0%	9	1.3%
Unknown	18	40.0%	232	35.6%	2	40.0%	252	35.9%
<b>Total</b>	<b>45</b>	<b>100.0%</b>	<b>651</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>701</b>	<b>100.0%</b>

- Over two-thirds (68.8% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

### Drivers in Bicycle Crashes with Contributing Factors (Utah 2015)

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	24	53.3%	383	58.8%	2	40.0%	409	58.3%
No	17	37.8%	239	36.7%	3	60.0%	259	36.9%
Not Applicable - No Driver	1	2.2%	3	0.5%	0	0.0%	4	0.6%
Unknown	3	6.7%	26	4.0%	0	0.0%	29	4.1%
<b>Total</b>	<b>45</b>	<b>100.0%</b>	<b>651</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>701</b>	<b>100.0%</b>

- 58.3% of drivers in total bicycle crashes had a contributing factor.



## Bicycle-Motor Vehicle Crash Conditions

### Contributing Factors in Bicycle Crashes (Utah 2015)

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	13	37.1%	260	44.9%	0	0.0%	273	44.3%
Hit and Run	6	17.1%	44	7.6%	1	50.0%	51	8.3%
Other Improper Driving	0	0.0%	49	8.5%	0	0.0%	49	8.0%
Driver Distraction	3	8.6%	32	5.5%	0	0.0%	35	5.7%
Improper Turn	2	5.7%	21	3.6%	0	0.0%	23	3.7%
Vision Obscured by Glare	1	2.9%	19	3.3%	0	0.0%	20	3.2%
Disregard Traffic Signal/Sign	3	8.6%	14	2.4%	1	50.0%	18	2.9%
Vision Obscured by Moving Vehicle	0	0.0%	17	2.9%	0	0.0%	17	2.8%
Vision Obscured by Parked Vehicle	0	0.0%	12	2.1%	0	0.0%	12	1.9%
Vision Obscured by Vegetation	0	0.0%	12	2.1%	0	0.0%	12	1.9%
Vision Obscured by Weather	0	0.0%	12	2.1%	0	0.0%	12	1.9%
Vision Obscured by Building, Sign	0	0.0%	11	1.9%	0	0.0%	11	1.8%
Vision Obscured by Other	0	0.0%	11	1.9%	0	0.0%	11	1.8%
Failed to Keep in Proper Lane	0	0.0%	10	1.7%	0	0.0%	10	1.6%
Followed Too Closely	3	8.6%	5	0.9%	0	0.0%	8	1.3%
Driver Emotional Prior to Crash	0	0.0%	7	1.2%	0	0.0%	7	1.1%
Improper Passing	1	2.9%	5	0.9%	0	0.0%	6	1.0%
Vehicle Defective Condition	0	0.0%	6	1.0%	0	0.0%	6	1.0%
Other Driver Condition	0	0.0%	5	0.9%	0	0.0%	5	0.8%
Improper Parking/Stopping	0	0.0%	4	0.7%	0	0.0%	4	0.6%
Speed Too Fast	0	0.0%	4	0.7%	0	0.0%	4	0.6%
Swerved or Evasive Action	1	2.9%	3	0.5%	0	0.0%	4	0.6%
Improper Lane Change	1	2.9%	2	0.3%	0	0.0%	3	0.5%
Disregard Road Markings	1	2.9%	1	0.2%	0	0.0%	2	0.3%
Driver Asleep/Fatigue	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Driver Illness/Medical	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Driving Under the Influence	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Reckless/Aggressive Driving	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Windshield/Window Obscured	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Improper Backing	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Signal	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Ran Off Road	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Wrong Side/Wrong Way	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>35</b>	<b>100.0%</b>	<b>579</b>	<b>100.0%</b>	<b>2</b>	<b>100.0%</b>	<b>616</b>	<b>100.0%</b>

- Failed to yield right of way (44.3%), hit and run (8.3%), and driver distraction (5.7%) were the leading contributing factors in total bicycle-motor vehicle crashes.

# Appendix



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## Appendix

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## Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2015)

Historical Information														
Year	Population	Vehicle Miles Traveled (VMT)	Injured Persons		Deaths		Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
			#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1947	636,000	2,132,000,000	3,747	175.8	186	8.72	6,123	287.2	2,603	122.1	159	7.46	8,885	416.7
1948	653,000	2,351,000,000	3,982	169.4	220	9.36	7,117	302.7	2,675	113.8	169	7.19	9,961	423.7
1949	670,800	2,475,000,000	3,808	153.9	174	7.03	8,327	336.4	2,614	105.6	151	6.10	11,092	448.2
1950	695,900	2,839,000,000	4,459	157.1	188	6.62	9,532	335.8	3,004	105.8	169	5.95	12,705	447.5
1951	706,100	3,015,000,000	5,132	170.2	207	6.87	12,806	424.7	3,495	115.9	174	5.77	16,475	546.4
1952	724,000	3,050,000,000	5,140	168.5	246	8.07	14,052	460.7	3,474	113.9	184	6.03	17,710	580.7
1953	739,100	3,232,000,000	4,945	153.0	209	6.47	12,883	398.6	3,305	102.3	185	5.72	16,373	506.6
1954	750,500	3,336,000,000	4,495	134.7	209	6.26	11,911	357.0	3,016	90.4	176	5.28	15,103	452.7
1955	782,800	3,075,000,000	5,036	163.8	203	6.60	14,504	471.7	3,390	110.2	166	5.40	18,060	587.3
1956	808,800	3,310,000,000	4,812	145.4	215	6.50	14,045	424.3	3,310	100.0	176	5.32	17,531	529.6
1957	826,300	3,366,000,000	5,022	149.2	222	6.60	15,476	459.8	3,397	100.9	181	5.38	19,054	566.1
1958	845,200	3,531,000,000	5,658	160.2	193	5.47	18,287	517.9	3,762	106.5	171	4.84	22,220	629.3
1959	869,900	3,784,000,000	5,992	158.4	205	5.42	19,389	512.4	3,946	104.3	171	4.52	23,506	621.2
1960	900,000	3,852,000,000	9,128	237.0	256	6.65	20,702	537.4	5,576	144.8	200	5.19	26,478	687.4
1961	936,000	3,997,000,000	10,412	260.5	236	5.90	19,278	482.3	6,257	156.5	197	4.93	25,732	643.8
1962	958,000	4,240,000,000	11,133	262.6	233	5.50	19,459	458.9	6,968	164.3	186	4.39	26,613	627.7
1963	974,000	4,549,000,000	12,603	277.0	263	5.78	19,344	425.2	7,798	171.4	198	4.35	27,340	601.0
1964	978,000	4,790,000,000	14,096	294.3	295	6.16	20,570	429.4	8,636	180.3	246	5.14	29,452	614.9
1965	991,000	4,997,000,000	14,361	287.4	281	5.62	20,427	408.8	8,856	177.2	242	4.84	29,525	590.9
1966	1,009,000	5,079,000,000	14,994	295.2	331	6.52	20,616	405.9	9,076	178.7	265	5.22	29,957	589.8
1967	1,019,000	5,257,000,000	14,401	273.9	275	5.23	21,873	416.1	8,888	169.1	231	4.39	30,992	589.5
1968	1,029,000	5,539,000,000	15,539	280.5	289	5.22	24,724	446.4	9,550	172.4	258	4.66	34,532	623.4
1969	1,047,000	5,802,000,000	15,977	275.4	308	5.31	24,665	425.1	9,850	169.8	251	4.33	34,766	599.2
1970	1,066,000	6,108,000,000	17,076	279.6	335	5.48	24,168	395.7	10,722	175.5	276	4.52	35,166	575.7
1971	1,101,150	6,544,000,000	18,073	276.2	337	5.15	27,429	419.1	11,399	174.2	280	4.28	39,108	597.6
1972	1,135,100	6,969,000,000	18,261	262.0	382	5.48	27,914	400.5	11,630	166.9	312	4.48	39,856	571.9
1973	1,168,950	7,274,000,000	18,415	253.2	361	4.96	26,220	360.5	11,710	161.0	304	4.18	38,234	525.6
1974	1,196,950	7,457,000,000	16,268	218.2	228	3.06	20,637	276.7	10,560	141.6	204	2.74	31,401	421.1
1975	1,233,900	7,942,000,000	17,762	223.6	274	3.45	24,740	311.5	11,441	144.1	245	3.08	36,426	458.7
1976	1,272,050	8,420,000,000	18,315	217.5	254	3.02	22,435	266.4	11,685	138.8	225	2.67	34,345	407.9
1977	1,315,950	9,054,000,000	19,728	217.9	360	3.98	25,562	282.3	12,652	139.7	310	3.42	38,524	425.5
1978	1,363,750	9,826,000,000	21,029	214.0	376	3.83	28,946	294.6	13,423	136.6	315	3.21	42,684	434.4
1979	1,415,950	9,811,000,000	20,798	212.0	328	3.34	26,732	272.5	13,449	137.1	287	2.93	40,468	412.5
1980	1,474,000	10,645,000,000	17,828	167.5	335	3.15	21,589	202.8	11,701	109.9	292	2.74	33,582	315.5
1981	1,515,000	10,733,000,000	18,090	168.5	364	3.39	23,844	222.2	11,824	110.2	321	2.99	35,989	335.3
1982	1,558,000	10,947,000,000	17,538	160.2	296	2.70	26,425	241.4	11,504	105.1	263	2.40	38,192	348.9
1983	1,595,000	11,228,000,000	18,910	168.4	283	2.52	28,419	253.1	12,317	109.7	253	2.25	40,989	365.1
1984	1,622,000	11,642,000,000	20,487	176.0	315	2.71	33,738	289.8	13,477	115.8	274	2.35	47,489	407.9
1985	1,643,000	12,035,000,000	21,346	177.4	303	2.52	33,684	279.9	13,917	115.6	270	2.24	47,871	397.8
1986	1,663,000	12,253,000,000	21,350	174.2	312	2.55	32,426	264.6	13,988	114.2	276	2.25	46,690	381.0
1987	1,678,000	12,679,000,000	19,237	151.7	297	2.34	33,386	263.3	13,599	107.3	271	2.14	47,256	372.7
1988	1,690,000	13,229,853,875	19,066	144.1	297	2.24	35,614	269.2	13,377	101.1	258	1.95	49,249	372.3
1989	1,706,000	13,933,977,565	19,843	142.4	303	2.17	37,110	266.3	13,941	100.1	269	1.93	51,320	368.3
1990	1,729,227	14,649,064,030	20,608	140.7	272	1.86	37,823	258.2	14,632	99.9	236	1.61	52,691	359.7
1991	1,780,870	15,390,400,930	19,540	127.0	271	1.76	33,443	217.3	13,763	89.4	229	1.49	47,435	308.2
1992	1,838,149	16,263,289,670	22,490	138.3	269	1.65	34,760	213.7	15,665	96.3	235	1.44	50,660	311.5
1993	1,889,393	17,055,044,750	25,763	151.1	303	1.78	38,357	224.9	17,088	100.2	259	1.52	55,704	326.6

## Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2015)

Historical Information (Continued)														
Year	Population	Vehicle Miles Traveled (VMT)	Injured Persons		Deaths		Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
			#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT	#	Rate Per 100 Million VMT
1994	1,946,721	18,091,944,321	28,436	157.2	343	1.90	40,243	222.4	18,726	103.5	303	1.67	59,272	327.6
1995	1,995,228	18,798,488,669	28,343	150.8	325	1.73	37,532	199.7	19,828	105.5	284	1.51	57,644	306.6
1996	2,042,893	19,433,341,748	30,711	158.0	321	1.65	40,225	207.0	20,988	108.0	292	1.50	61,505	316.5
1997	2,099,409	20,407,590,239	31,238	153.1	366	1.79	33,512	164.2	21,131	103.5	309	1.51	54,952	269.3
1998	2,141,632	21,236,980,216	30,232	142.4	350	1.65	34,337	161.7	19,427	91.5	308	1.45	54,072	254.6
1999	2,193,014	21,867,355,694	29,959	137.0	360	1.65	32,971	150.8	19,513	89.2	318	1.45	52,802	241.5
2000	2,246,467	22,517,131,427	30,086	133.6	373	1.66	33,269	147.7	19,564	86.9	318	1.41	53,151	236.0
2001	2,290,632	23,398,734,621	29,375	125.5	291	1.24	33,113	141.5	19,332	82.6	258	1.10	52,703	225.2
2002	2,331,826	24,438,992,554	30,433	124.5	328	1.34	33,542	137.2	19,552	80.0	274	1.12	53,368	218.4
2003	2,372,457	23,963,242,376	28,352	118.3	309	1.29	31,842	132.9	18,285	76.3	262	1.09	50,389	210.3
2004	2,430,224	24,641,658,091	29,638	120.3	296	1.20	34,222	138.9	19,423	78.8	260	1.06	53,905	218.8
2005	2,505,844	25,129,538,952	29,221	116.3	282	1.12	35,158	139.9	19,545	77.8	235	0.94	54,938	218.6
2006	2,576,228	26,166,885,473	27,433	104.8	287	1.10	37,674	144.0	18,264	69.8	249	0.95	56,187	214.7
2007	2,636,077	26,824,244,333	27,420	102.2	299	1.11	42,368	157.9	18,619	69.4	258	0.96	61,245	228.3
2008	2,691,122	25,883,467,343	24,672	95.3	276	1.07	38,997	150.7	17,125	66.2	245	0.95	56,367	217.8
2009	2,731,558	26,217,108,843	22,847	87.1	244	0.93	35,398	135.0	15,752	60.1	217	0.83	51,367	195.9
2010	2,775,426	26,617,169,711	21,675	81.4	253	0.95	34,155	128.3	14,995	56.3	218	0.82	49,368	185.5
2011	2,816,440	26,379,900,505	22,325	84.6	243	0.92	36,418	138.1	15,645	59.3	224	0.85	52,287	198.2
2012	2,856,343	26,637,413,207	22,336	83.9	217	0.81	34,635	130.0	15,765	59.2	200	0.75	50,600	190.0
2013	2,903,685	27,014,745,900	22,740	84.2	220	0.81	39,301	145.5	16,134	59.7	202	0.75	55,637	206.0
2014	2,944,498	27,574,227,734	23,364	84.7	256	0.93	37,388	135.6	16,426	59.6	222	0.81	54,036	196.0
2015	2,995,919	29,393,158,598	25,350	86.2	278	0.95	42,089	143.2	17,665	60.1	258	0.88	60,012	204.2
<b>Total</b>	<b>109,724,432</b>	<b>882,319,951,375</b>	<b>1,258,879</b>	<b>142.7</b>	<b>19,416</b>	<b>2.20</b>	<b>1,879,900</b>	<b>213.1</b>	<b>834,614</b>	<b>94.6</b>	<b>16,684</b>	<b>1.89</b>	<b>2,731,198</b>	<b>309.5</b>

POPULATION SOURCE: US Census Bureau, Population Division, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2015

VEHICLE MILES TRAVELED SOURCE: Utah Department of Transportation, Utah Highway Performance Monitoring System, [www.udot.utah.gov](http://www.udot.utah.gov)

## Number of Licensed Drivers by Gender (Utah 2011-2015)

Licensed Drivers									
Gender	Year					Total	% All Years	2015 %	% Change 2011-2015
	2011	2012	2013	2014	2015				
Female	958,076	977,728	940,572	944,012	977,506	4,797,894	49.2%	49.6%	2.0%
Male	1,013,137	1,034,027	958,767	958,202	992,636	4,956,769	50.8%	50.4%	-2.0%
<b>Total</b>	<b>1,971,213</b>	<b>2,011,755</b>	<b>1,899,339</b>	<b>1,902,214</b>	<b>1,970,142</b>	<b>9,754,663</b>	<b>100.0%</b>	<b>100.0%</b>	<b>-0.1%</b>

SOURCE: Utah Department of Public Safety, Driver License Division

## Number of Licensed Drivers by Age (Utah 2011-2015)

Licensed Drivers									
Age	Year					Total	% All Years	2015 %	% Change 2011-2015
	2011	2012	2013	2014	2015				
15-19	159,528	186,586	156,822	157,613	167,344	827,893	8.5%	8.5%	4.9%
20-24	202,540	209,423	198,238	195,747	201,510	1,007,458	10.3%	10.2%	-0.5%
25-29	214,077	216,925	200,937	196,010	202,485	1,030,434	10.6%	10.3%	-5.4%
30-34	219,198	221,267	207,415	201,024	202,253	1,051,157	10.8%	10.3%	-7.7%
35-39	184,528	185,990	189,387	193,197	202,078	955,180	9.8%	10.3%	9.5%
40-44	164,651	165,667	158,792	160,269	165,974	815,353	8.4%	8.4%	0.8%
45-49	152,624	153,639	137,357	137,492	144,916	726,028	7.4%	7.4%	-5.1%
50-54	156,175	156,797	144,279	141,071	140,081	738,403	7.6%	7.1%	-10.3%
55-59	140,494	141,052	136,965	137,600	140,467	696,578	7.1%	7.1%	0.0%
60-64	114,834	115,238	115,900	119,146	125,025	590,143	6.0%	6.3%	8.9%
65-69	84,423	84,538	90,147	94,449	101,006	454,563	4.7%	5.1%	19.6%
70-74	60,836	60,566	65,207	67,905	70,745	325,259	3.3%	3.6%	16.3%
75-79	45,521	45,029	45,398	46,134	48,366	230,448	2.4%	2.5%	6.2%
80-84	34,264	33,466	30,258	31,128	32,374	161,490	1.7%	1.6%	-5.5%
85+	37,520	35,572	22,237	23,429	25,518	144,276	1.5%	1.3%	-32.0%
<b>Total</b>	<b>1,971,213</b>	<b>2,011,755</b>	<b>1,899,339</b>	<b>1,902,214</b>	<b>1,970,142</b>	<b>9,754,663</b>	<b>100.0%</b>	<b>100.0%</b>	<b>-0.1%</b>

SOURCE: Utah Department of Public Safety, Driver License Division

## Number of Registered Vehicles by Vehicle Type (Utah 2006-2015)

Vehicles					
Year	Heavy Truck	Light Truck	Motorcycle	Passenger Car	Total
2006	60,765	564,280	48,949	1,243,041	1,917,035
2007	62,860	585,413	56,146	1,297,242	2,001,661
2008	66,578	601,655	64,376	1,334,906	2,067,515
2009	67,124	598,513	78,302	1,349,596	2,093,535
2010	63,927	588,733	71,957	1,340,300	2,064,917
2011	64,288	585,689	69,774	1,346,803	2,066,554
2012	66,052	590,451	73,112	1,375,020	2,104,635
2013	68,188	593,301	74,324	1,405,155	2,140,968
2014	68,636	642,637	75,593	1,411,649	2,198,515
2015	69,469	703,165	73,606	1,394,826	2,241,066
<b>Total</b>	<b>657,887</b>	<b>6,053,837</b>	<b>686,139</b>	<b>13,498,538</b>	<b>20,896,401</b>
<b>% All Years</b>	<b>3.1%</b>	<b>29.0%</b>	<b>3.3%</b>	<b>64.6%</b>	<b>100.0%</b>
<b>2015 %</b>	<b>3.1%</b>	<b>31.4%</b>	<b>3.3%</b>	<b>62.2%</b>	<b>100.0%</b>
<b>% Change 06-15</b>	<b>14.3%</b>	<b>24.6%</b>	<b>50.4%</b>	<b>12.2%</b>	<b>16.9%</b>

SOURCE: Utah State Tax Commission, Economic and Statistical Unit

## Population by County and Rural/Urban (Utah 2011-2015)

Population by County									
County	Year					Total	% All Years	2015 %	% Change 2011-2015
	2011	2012	2013	2014	2015				
Beaver	6,532	6,498	6,467	6,454	6,354	32,305	0.2%	0.2%	-2.7%
Box Elder	50,262	50,264	50,848	51,484	52,097	254,955	1.8%	1.7%	3.7%
Cache	114,879	115,968	117,276	118,340	120,783	587,246	4.0%	4.0%	5.1%
Carbon	21,334	21,252	20,951	20,620	20,479	104,636	0.7%	0.7%	-4.0%
Daggett	1,166	1,095	1,139	1,120	1,109	5,629	0.0%	0.0%	-4.9%
Davis	312,126	316,155	322,851	329,694	336,043	1,616,869	11.1%	11.2%	7.7%
Duchesne	18,746	19,074	20,083	20,319	20,862	99,084	0.7%	0.7%	11.3%
Emery	10,975	10,922	10,740	10,632	10,370	53,639	0.4%	0.3%	-5.5%
Garfield	5,167	5,091	5,060	5,016	5,009	25,343	0.2%	0.2%	-3.1%
Grand	9,278	9,335	9,362	9,451	9,516	46,942	0.3%	0.3%	2.6%
Iron	46,659	46,730	46,681	47,259	48,368	235,697	1.6%	1.6%	3.7%
Juab	10,339	10,321	10,291	10,456	10,594	52,001	0.4%	0.4%	2.5%
Kane	7,223	7,203	7,218	7,235	7,131	36,010	0.2%	0.2%	-1.3%
Millard	12,596	12,524	12,590	12,555	12,645	62,910	0.4%	0.4%	0.4%
Morgan	9,659	9,815	10,224	10,617	11,065	51,380	0.4%	0.4%	14.6%
Piute	1,523	1,528	1,520	1,486	1,517	7,574	0.1%	0.1%	-0.4%
Rich	2,313	2,272	2,269	2,293	2,311	11,458	0.1%	0.1%	-0.1%
Salt Lake	1,048,686	1,064,745	1,081,155	1,092,888	1,107,314	5,394,788	37.2%	37.0%	5.6%
San Juan	14,796	14,923	15,017	15,252	15,772	75,760	0.5%	0.5%	6.6%
Sanpete	28,015	27,992	28,171	28,348	28,778	141,304	1.0%	1.0%	2.7%
Sevier	20,914	20,753	20,857	20,847	20,984	104,355	0.7%	0.7%	0.3%
Summit	37,444	37,923	38,468	39,136	39,633	192,604	1.3%	1.3%	5.8%
Tooele	59,272	59,864	60,750	61,625	62,952	304,463	2.1%	2.1%	6.2%
Uintah	33,286	34,685	35,745	36,963	37,928	178,607	1.2%	1.3%	13.9%
Utah	530,538	540,100	552,406	561,534	575,205	2,759,783	19.0%	19.2%	8.4%
Wasatch	24,404	25,371	26,584	27,785	29,161	133,305	0.9%	1.0%	19.5%
Washington	141,507	144,597	147,637	151,876	155,602	741,219	5.1%	5.2%	10.0%
Wayne	2,754	2,725	2,724	2,713	2,692	13,608	0.1%	0.1%	-2.3%
Weber	234,047	236,618	238,601	240,500	243,645	1,193,411	8.2%	8.1%	4.1%
<b>Total</b>	<b>2,816,440</b>	<b>2,856,343</b>	<b>2,903,685</b>	<b>2,944,498</b>	<b>2,995,919</b>	<b>14,516,885</b>	<b>100.0%</b>	<b>100.0%</b>	<b>6.4%</b>

Population by Rural/Urban									
Location	Year					Total	% All Years	2015 %	% Change 2011-2015
	2011	2012	2013	2014	2015				
Rural	434,657	438,160	443,759	449,666	457,327	2,223,569	15.3%	15.3%	5.2%
Urban	2,381,783	2,418,183	2,459,926	2,494,832	2,538,592	12,293,316	84.7%	84.7%	6.6%
<b>Total</b>	<b>2,816,440</b>	<b>2,856,343</b>	<b>2,903,685</b>	<b>2,944,498</b>	<b>2,995,919</b>	<b>14,516,885</b>	<b>100.0%</b>	<b>100.0%</b>	<b>6.4%</b>

SOURCE: US Census Bureau, Population Division, Annual Estimates of the Resident Population

## Vehicle Miles Traveled (Utah 2011-2015)

Vehicle Miles Traveled (VMT) by County									
County	Year					Total	% All Years	2015 %	% Change 2011-2015
	2011	2012	2013	2014	2015				
Beaver	252,162,196	252,117,515	264,273,530	271,441,615	285,668,399	1,325,663,255	1.0%	1.0%	13.3%
Box Elder	881,507,315	877,987,924	895,366,745	911,258,124	973,650,820	4,539,770,928	3.3%	3.3%	10.5%
Cache	857,144,144	876,333,868	880,249,558	899,034,530	954,924,377	4,467,686,477	3.3%	3.2%	11.4%
Carbon	300,610,441	305,487,505	310,210,602	325,114,810	344,944,836	1,586,368,194	1.2%	1.2%	14.7%
Daggett	31,887,051	30,438,948	30,980,594	32,333,132	33,130,562	158,770,287	0.1%	0.1%	3.9%
Davis	2,508,091,113	2,531,978,716	2,538,778,040	2,590,155,574	2,802,079,612	12,971,083,055	9.5%	9.5%	11.7%
Duchesne	238,202,928	275,632,039	278,837,297	283,292,481	327,841,653	1,403,806,398	1.0%	1.1%	37.6%
Emery	314,035,948	381,235,825	351,741,796	355,911,485	385,315,624	1,788,240,678	1.3%	1.3%	22.7%
Garfield	107,495,348	110,821,951	108,004,544	114,369,392	123,257,738	563,948,973	0.4%	0.4%	14.7%
Grand	320,436,665	320,551,102	334,853,328	351,843,888	380,937,171	1,708,622,154	1.2%	1.3%	18.9%
Iron	689,181,094	700,741,148	721,883,152	753,358,572	794,760,784	3,659,924,750	2.7%	2.7%	15.3%
Juab	388,512,725	384,471,346	391,200,663	368,529,836	418,803,123	1,951,517,693	1.4%	1.4%	7.8%
Kane	137,387,116	171,426,081	161,183,477	134,067,109	153,248,460	757,312,243	0.6%	0.5%	11.5%
Millard	455,431,728	455,557,644	490,465,889	502,461,730	533,404,164	2,437,321,155	1.8%	1.8%	17.1%
Morgan	128,403,866	132,992,730	131,337,257	133,124,873	142,800,901	668,659,627	0.5%	0.5%	11.2%
Plute	28,054,862	28,419,196	28,071,707	28,998,248	30,998,770	144,542,783	0.1%	0.1%	10.5%
Rich	46,108,398	49,199,382	49,105,907	50,335,948	52,670,161	247,419,796	0.2%	0.2%	14.2%
Salt Lake	8,716,714,254	8,748,849,791	8,881,223,683	9,079,005,254	9,466,255,889	44,892,048,871	32.8%	32.2%	8.6%
San Juan	287,307,053	307,019,232	312,364,995	285,774,882	323,528,333	1,515,994,495	1.1%	1.1%	12.6%
Sanpete	197,955,041	205,894,610	210,754,236	216,577,317	238,237,698	1,069,418,902	0.8%	0.8%	20.3%
Sevier	319,734,721	319,951,941	311,210,506	319,525,913	350,052,040	1,620,475,121	1.2%	1.2%	9.5%
Summit	724,391,773	728,385,245	745,619,650	763,364,577	816,647,139	3,778,408,384	2.8%	2.8%	12.7%
Tooele	814,397,298	823,015,404	818,748,872	822,143,266	863,609,453	4,141,914,293	3.0%	2.9%	6.0%
Uintah	394,126,554	414,298,005	419,416,805	427,770,171	436,479,501	2,092,091,036	1.5%	1.5%	10.7%
Utah	3,771,153,581	3,830,963,768	3,956,113,485	4,084,949,059	4,403,917,995	20,047,097,888	14.6%	15.0%	16.8%
Wasatch	327,198,993	334,601,920	333,402,298	353,223,181	393,786,656	1,742,213,048	1.3%	1.3%	20.4%
Washington	1,368,330,931	1,379,312,655	1,405,655,035	1,420,310,654	1,565,553,150	7,139,162,425	5.2%	5.3%	14.4%
Wayne	46,186,106	47,366,479	47,544,289	48,768,211	52,333,595	242,198,680	0.2%	0.2%	13.3%
Weber	1,603,706,116	1,612,361,237	1,606,147,960	1,647,183,902	1,744,319,994	8,213,719,209	6.0%	5.9%	8.8%
<b>Total</b>	<b>26,255,855,359</b>	<b>26,637,413,207</b>	<b>27,014,745,900</b>	<b>27,574,227,734</b>	<b>29,393,158,598</b>	<b>136,875,400,798</b>	<b>100.0%</b>	<b>100.0%</b>	<b>11.9%</b>

Vehicle Miles Traveled (VMT) by Rural/Urban									
Location	Year					Total	% All Years	2015 %	% Change 2011-2015
	2011	2012	2013	2014	2015				
Rural	7,430,715,220	7,657,613,172	7,746,578,139	7,853,588,761	8,456,107,581	39,144,602,873	28.6%	28.8%	13.8%
Urban	18,825,140,139	18,979,800,035	19,268,167,761	19,720,638,973	20,937,051,017	97,730,797,925	71.4%	71.2%	11.2%
<b>Total</b>	<b>26,255,855,359</b>	<b>26,637,413,207</b>	<b>27,014,745,900</b>	<b>27,574,227,734</b>	<b>29,393,158,598</b>	<b>136,875,400,798</b>	<b>100.0%</b>	<b>100.0%</b>	<b>11.9%</b>

SOURCE: Utah Department of Transportation, Utah Highway Performance Monitoring System,  
[www.udot.utah.gov](http://www.udot.utah.gov)



## Glossary

**Alcohol-Impaired Driver Fatal Crash:** A crash resulting in one or more deaths involving at least one driver with a blood alcohol concentration of .08 grams per deciliter or above.

**Alcohol-Related Driver Crash:** A crash in which the driver was cited for driving under the influence, at least one driver had a blood alcohol concentration of .08 grams per deciliter or above, or if the investigating officer suspected the driver used alcohol.

**Contributing Factor:** The circumstances reported by the investigating officer surrounding a crash that contributed to the crash or the crash severity.

**Crash Rate:** Crashes per 100 million vehicle miles traveled unless otherwise specified.

**Death Rate:** Traffic deaths per 100 million vehicle miles traveled unless otherwise specified.

**Distracted Driver Crash:** A crash in which the investigating officer suspected a driver to be engaging in an activity that had the potential to divert the driver's attention from the task of driving.

**Drowsy Driver Crash:** A crash in which a driver condition was listed as fatigue/asleep.

**Drug Driver Fatal Crash:** A crash resulting in one or more deaths involving at least one driver with a positive drug test.

**Drug-Related Driver Crash:** A crash in which the driver was cited for driving under the influence of drugs, at least one driver had a positive drug test, or if the investigating officer suspected the driver used drugs.

**Fatal Crash:** A crash involving a motor vehicle traveling on a trafficway resulting in the death of at least one person within 30 days of the crash.

**Fatality Analysis Reporting System (FARS):** National data system containing data on all fatal traffic crashes in the U.S.

**Holiday Crash:** The following criteria was used to determine the number of days in the holiday period: 1) If a holiday occurred on Sunday, Tuesday, Wednesday, or Saturday, then it was considered a three day holiday (the day prior to the holiday, the holiday, and the day after the holiday); 2) If a holiday occurred on Monday, then it was considered a four day holiday (Friday through Monday); 3) If a holiday occurred on Friday, then it was considered a four day holiday (Thursday through Sunday); 4) If a holiday occurred on Thursday, then it was considered a five day holiday (Wednesday through Sunday).

**Incapacitating Injury:** Any injury, other than a fatal

injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as needing help from the scene.

**Injury Crash:** A crash in which one or more persons sustained a possible injury, non-incapacitating injury, or an incapacitating injury.

**Miles per Hour (MPH):** A unit of speed expressing the distance traveled (in miles) to the time spent traveling (in hours).

**Motorcycle Crash:** A crash involving a motorcycle or moped.

**Non-Incapacitating Injury:** Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Examples: bruise, cut, bloody nose.

**Out-of-State Driver:** A driver licensed from a state/ country other than Utah who is in a crash. Some of these drivers may reside in Utah and have not yet applied for a Utah driver license.

**Possible Injury:** Complaint of pain without visible injury.

**Property Damage Only (PDO) Crash:** A crash which results in damage to the motor vehicle or other property but without injury or death to any person.

**Restraint Use:** Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or large truck. Occupants are coded as restrained if they reported using a shoulder/lap belt, lap belt, shoulder belt, or a child safety seat at the scene of the crash.

**Rural:** Counties with population less than 100,000 people. Rural counties in Utah are Beaver, Box Elder, Carbon, Daggett, Duchesne, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Wasatch, and Wayne.

**Speed Crash:** A crash where a driver exceeded posted speed limits or was driving too fast for conditions.

**Teenage Driver Crash:** A crash involving a driver aged 15 to 19 years.

**Urban:** Counties with population 100,000 people and above. Urban counties in Utah are Cache, Davis, Salt Lake, Utah, Washington, and Weber.

**Vehicle Miles Traveled (VMT):** The number of miles traveled in a year for a given area.

## **Notable Dates in Utah Highway Safety History**

- 1906** First motor vehicle traffic crash death in Utah.
- 1912** The world's first electric traffic light installed in Salt Lake City.
- 1915** Driving age established at 16 years and older.
- 1926** Stop sign law implemented.
- 1935** Alcohol drinking age set at 21 years and older.
- 1935** Utah Highway Patrol granted statewide police authority.
- 1960** First sections of interstate opened in Utah.
- 1967** Illegal to operate a motor vehicle at or above .08 BAC.
- 1969** Motorcycle helmet required for all ages on roads with speed limits 35 mph or higher.
- 1972** Highest number of deaths recorded in one year in Utah (382).
- 1973** Maximum speed limit lowered to 55 mph.
- 1977** Motorcycle helmet law changed, helmets required only for riders under 18 on all roads.
- 1984** First child restraint law.
- 1986** First seat belt law.
- 1987** Maximum speed limit raised to 65 mph.
- 1991** Amount of property damage for reportable crashes increased from \$400 to \$750.
- 1992** Illegal for drivers under age 21 years to drive with any detectable amount of alcohol.
- 1996** Amount of property damage required for reportable crashes increased to \$1,000.
- 1996** Maximum speed limit raised to 75 mph.
- 1997** Increased age that children need to be restrained from up to 8 years to up to 10 years.
- 1997** Non-traffic crashes excluded. These accounted for about 10% of crashes in prior years.
- 1999** First Graduated Driver License law implemented.
- 2000** Secondary seat belt law for drivers and all passengers of motor vehicles.
- 2000** Increased age for use of child restraints up to age five years.
- 2006** State of Utah Investigating Officer's Report of Traffic Crash DI-9 Form updated.
- 2007** Hand-held telephone use prohibited, enforced if a moving traffic violation is committed.
- 2008** Increased age for use of child restraints up to age eight years.
- 2008** Maximum speed limit raised to 80 mph on selected parts of rural I-15.
- 2009** Amount of property damage required for reportable crashes increased to \$1,500.
- 2009** All drivers convicted of DUI required to use ignition interlock system.
- 2009** Text messaging prohibited while operating a moving motor vehicle.
- 2014** Maximum speed limit raised to 70 mph on urban freeways.

**UTAH HIGHWAY SAFETY OFFICE**  
[highwaysafety.utah.gov](http://highwaysafety.utah.gov)

**UTAH DEPARTMENT OF PUBLIC SAFETY**  
[publicsafety.utah.gov](http://publicsafety.utah.gov)

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
[www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)