

Bicyclists



2

Section 10: Bicyclists

0

Trends

Bicyclists in Crashes 2003-2012..... 117

Bicycle-Motor Vehicle Crashes 2003-2012..... 118

Crash Conditions

Bicyclists in Crashes by County..... 119

Helmet Use..... 119

Bicyclist Age..... 120

Driver Age..... 120

Bicyclist Gender..... 121

Driver Gender..... 121

Month..... 121

Day of Week..... 121

Hour..... 122

Bicyclist Contributing Factors..... 122

Bicyclist Location..... 123

Motor Vehicle Maneuver Prior to Crash..... 123

Travel Speed of Motor Vehicles..... 123

Speed Limit..... 124

Motor Vehicle Driver Contributing Factors..... 124

1

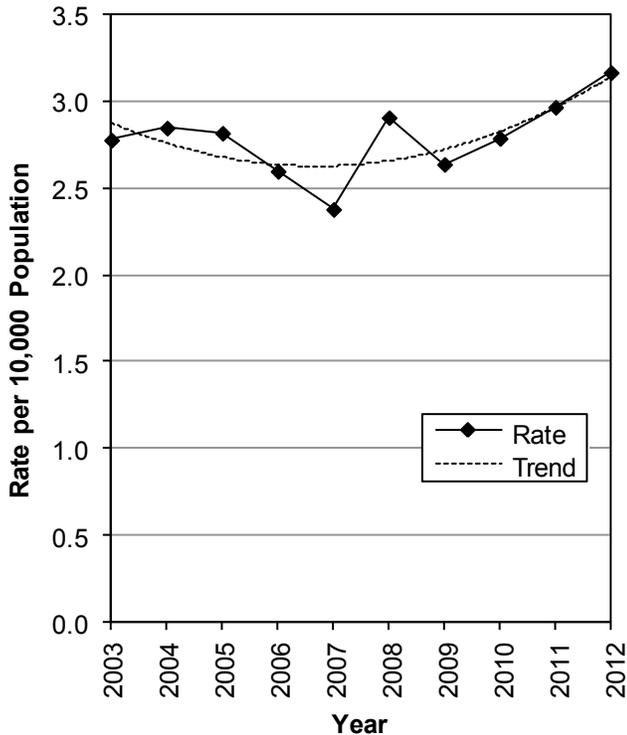
2

Trends

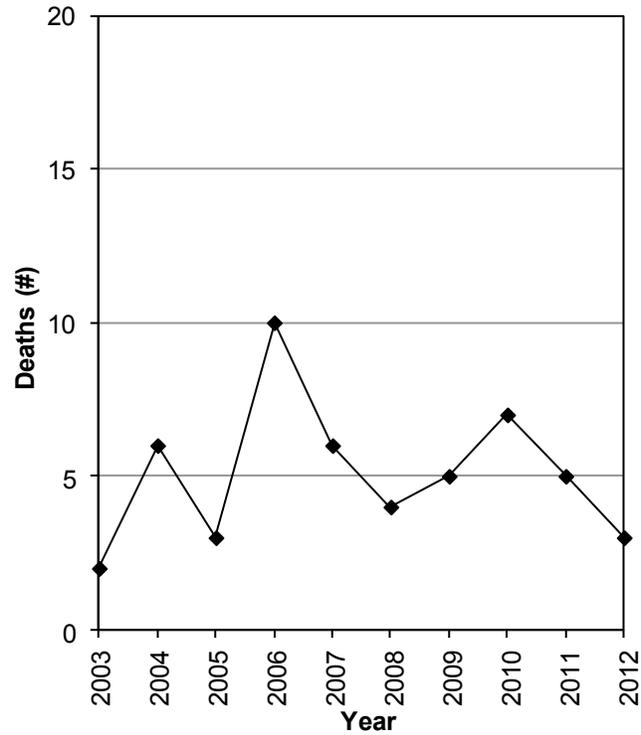
Bicyclists in Crashes (Utah 2003-2012)

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.
2003	48	0.20	621	2.62	2	0.008	671	2.83
2004	49	0.20	648	2.67	6	0.025	703	2.89
2005	61	0.24	654	2.61	3	0.012	718	2.87
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	3.17
Total	697	0.26	6,722	2.55	51	0.019	7,470	2.83

Bicyclist Crash Rates Per Population (Utah 2003-2012)



Bicyclist Deaths (Utah 2003-2012)



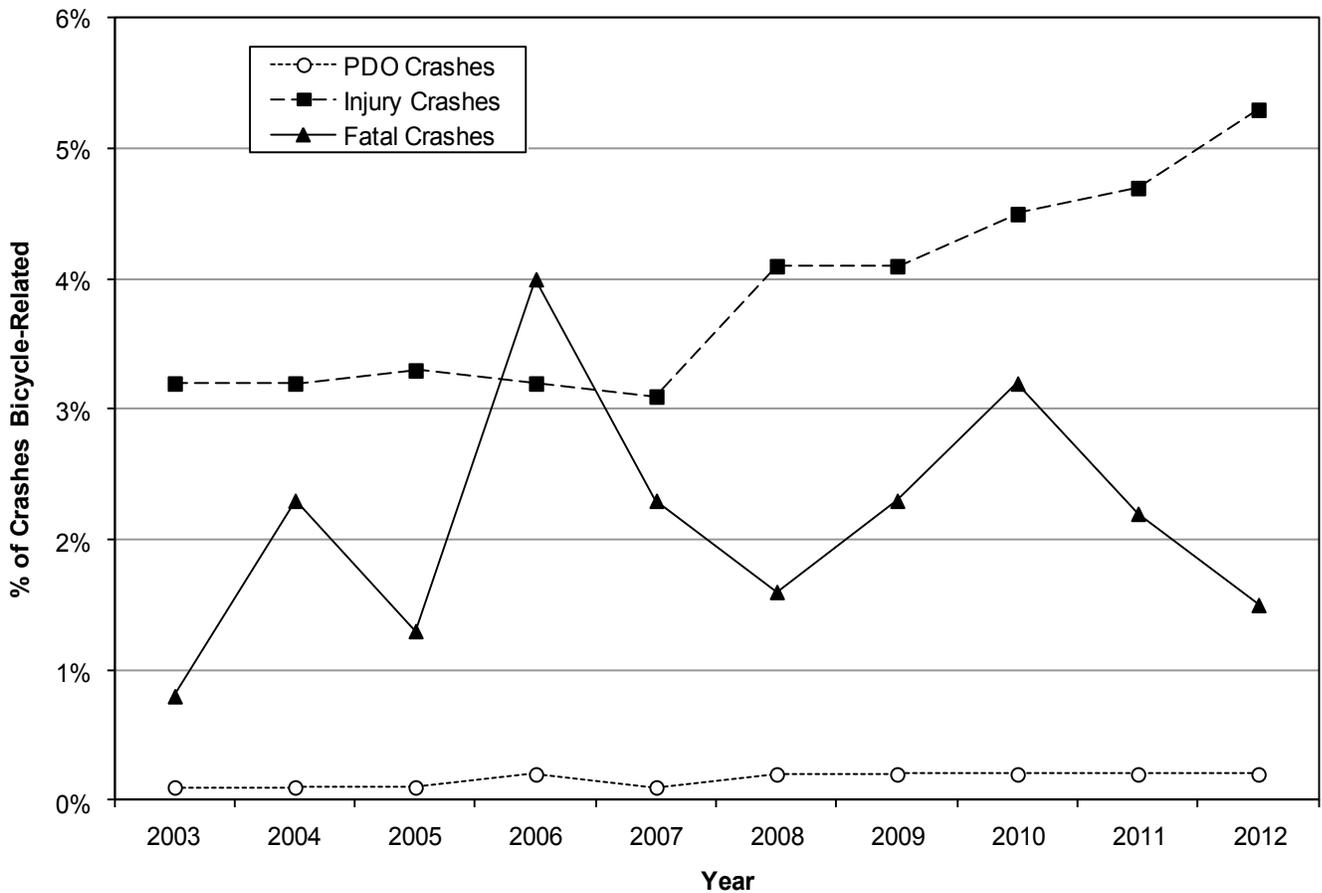
- In 2012, the total rate per population of bicyclists in crashes increased 7% from the 2011 rate.
- 2007 had the lowest bicyclist crash rate per population (2.44).
- 2012 had the highest bicyclist crash rate per population (3.17).

- On average, five bicyclists are killed in crashes every year.
- In 2012, there were 3 bicyclists killed in crashes.
- Because of the small number of bicyclist deaths, use caution when comparing years due to small number instability.

Bicycle-Motor Vehicle Crashes (Utah 2003-2012)

Bicycle-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Bicycle		All	Bicycle		All	Bicycle		All	Bicycle	
	#	#	%	#	#	%	#	#	%	#	#	%
2003	31,842	39	0.1%	18,285	589	3.2%	262	2	0.8%	50,389	630	1.3%
2004	34,222	45	0.1%	19,423	626	3.2%	260	6	2.3%	53,905	677	1.3%
2005	35,158	50	0.1%	19,545	637	3.3%	235	3	1.3%	54,938	690	1.3%
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%
Total	360,942	627	0.2%	173,343	6,605	3.8%	2,368	51	2.2%	536,653	7,283	1.4%

Percent of Crashes Involving a Bicyclist (Utah 2003-2012)



- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 3.8% of injury crashes, and 2.2% of fatal crashes.
- During the last 10 years, 7,283 crashes involved a bicyclist. There are approximately 660 injury crashes and five fatal crashes involving bicyclists a year.

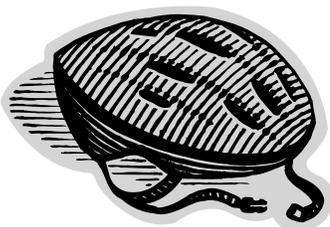
Bicycle-Motor Vehicle Crash Conditions

Bicyclists in Crashes by County (Utah 2012)

County	Bicyclists							
	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.
Salt Lake	37	0.35	445	4.20	2	0.02	484	4.57
Grand	0	0.00	4	4.25	0	0.00	4	4.25
Weber	2	0.08	81	3.44	0	0.00	83	3.52
Utah	10	0.18	154	2.84	0	0.00	164	3.03
Cache	4	0.35	26	2.24	0	0.00	30	2.59
Duchesne	1	0.51	3	1.53	0	0.00	4	2.04
Uintah	1	0.29	6	1.74	0	0.00	7	2.03
Davis	4	0.13	60	1.89	0	0.00	64	2.02
Iron	1	0.21	8	1.71	0	0.00	9	1.92
Summit	1	0.27	6	1.59	0	0.00	7	1.86
Washington	1	0.07	25	1.74	0	0.00	26	1.81
Beaver	0	0.00	1	1.52	0	0.00	1	1.52
Sanpete	1	0.36	3	1.07	0	0.00	4	1.43
Kane	0	0.00	1	1.37	0	0.00	1	1.37
Box Elder	0	0.00	6	1.18	0	0.00	6	1.18
Tooele	0	0.00	4	0.67	1	0.17	5	0.83
Wasatch	0	0.00	2	0.79	0	0.00	2	0.79
Sevier	0	0.00	1	0.48	0	0.00	1	0.48
Carbon	0	0.00	1	0.47	0	0.00	1	0.47
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Emery	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
Millard	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
San Juan	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	63	0.22	837	2.93	3	0.01	903	3.17

- Urban areas (3.53) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.18).
- Salt Lake (4.57), Grand (4.25), and Weber (3.52) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Daggett, Emery, Garfield, Juab, Millard, Piute, Rich, San Juan, and Wayne counties had no bicyclists in crashes.

Bicyclists and Helmet Use (Utah 2012)



Helmet Use	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	5	7.9%	96	11.5%	0	0.0%	101	11.2%
Helmet Not Worn	18	28.6%	190	22.7%	3	100.0%	211	23.4%
Unknown	40	63.5%	551	65.8%	0	0.0%	591	65.4%
Total	63	100.0%	837	100.0%	3	100.0%	903	100.0%

- Where helmet use is known for bicyclists, 32.4% of bicyclists were wearing a helmet.

Bicycle-Motor Vehicle Crash Conditions

Age of Bicyclists in Crashes (Utah 2012)

Bicyclists								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	0	0.0%	8	1.0%	0	0.0%	8	0.9%
5-9	3	7.0%	45	5.6%	0	0.0%	48	5.6%
10-14	2	4.7%	97	12.0%	0	0.0%	99	11.6%
15-19	8	18.6%	126	15.6%	0	0.0%	134	15.7%
20-24	8	18.6%	105	13.0%	1	33.3%	114	13.4%
25-29	4	9.3%	68	8.4%	1	33.3%	73	8.6%
30-34	6	14.0%	69	8.6%	0	0.0%	75	8.8%
35-39	1	2.3%	52	6.5%	0	0.0%	53	6.2%
40-44	2	4.7%	51	6.3%	0	0.0%	53	6.2%
45-49	4	9.3%	48	6.0%	0	0.0%	52	6.1%
50-54	1	2.3%	56	6.9%	1	33.3%	58	6.8%
55-59	1	2.3%	37	4.6%	0	0.0%	38	4.5%
60-64	2	4.7%	23	2.9%	0	0.0%	25	2.9%
65-69	1	2.3%	8	1.0%	0	0.0%	9	1.1%
70+	0	0.0%	13	1.6%	0	0.0%	13	1.5%
Unknown		0.0%		0.0%	0	0.0%	0	0.0%
Total	43	100.0%	806	100.0%	3	100.0%	852	100.0%

- Nearly half (47.3% of known) of the bicyclists in crashes were under 25 years.
- The average age of a bicyclist in a crash was 30 years.

Driver Age (Utah 2012)

Drivers (Bicycle-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	3	0.4%	0	0.0%	3	0.3%
15-19	6	9.5%	68	8.0%	0	0.0%	74	8.1%
20-24	9	14.3%	107	12.6%	0	0.0%	116	12.7%
25-29	5	7.9%	92	10.8%	1	33.3%	98	10.7%
30-34	6	9.5%	94	11.1%	0	0.0%	100	10.9%
35-39	3	4.8%	72	8.5%	0	0.0%	75	8.2%
40-44	4	6.3%	54	6.4%	0	0.0%	58	6.3%
45-49	3	4.8%	53	6.2%	0	0.0%	56	6.1%
50-54	6	9.5%	50	5.9%	0	0.0%	56	6.1%
55-59	6	9.5%	45	5.3%	0	0.0%	51	5.6%
60-64	2	3.2%	42	4.9%	0	0.0%	44	4.8%
65-69	1	1.6%	31	3.7%	0	0.0%	32	3.5%
70-74	1	1.6%	18	2.1%	1	33.3%	20	2.2%
75-79	2	3.2%	13	1.5%	0	0.0%	15	1.6%
80-84	0	0.0%	12	1.4%	0	0.0%	12	1.3%
85+	0	0.0%	8	0.9%	0	0.0%	8	0.9%
Unknown	9	14.3%	87	10.2%	1	33.3%	97	10.6%
Total	63	100.0%	849	100.0%	3	100.0%	915	100.0%

- Over half (57.0% 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 years.

Bicycle-Motor Vehicle Crash Conditions

Gender of Bicyclists in Crashes (Utah 2012)

Bicyclists								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	40	63.5%	640	76.5%	3	100.0%	683	75.6%
Female	11	17.5%	180	21.5%	0	0.0%	191	21.2%
Unknown	12	19.0%	17	2.0%	0	0.0%	29	3.2%
Total	63	100.0%	837	100.0%	3	100.0%	903	100.0%

- The majority of all bicyclists (75.6%) in crashes were male.

Driver Gender (Utah 2012)

- The majority of drivers in total bicycle-motor vehicle crashes (52.2% of known) were male.

Drivers (Bicycle-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	27	42.9%	417	49.1%	0	0.0%	444	48.5%
Female	33	52.4%	371	43.7%	2	66.7%	406	44.4%
Unknown	3	4.8%	61	7.2%	1	33.3%	65	7.1%
Total	63	100.0%	849	100.0%	3	100.0%	915	100.0%

Bicycle-Motor Vehicle Crashes by Month (Utah 2012)

Bicyclists								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3	0.1	27	0.9	0	0.00	30	1.0
February	2	0.1	31	1.1	0	0.00	33	1.1
March	3	0.1	51	1.6	0	0.00	54	1.7
April	8	0.3	65	2.2	0	0.00	73	2.4
May	12	0.4	100	3.2	0	0.00	112	3.6
June	8	0.3	100	3.3	0	0.00	108	3.6
July	7	0.2	79	2.5	0	0.00	86	2.8
August	5	0.2	106	3.4	1	0.03	112	3.6
September	5	0.2	105	3.5	0	0.00	110	3.7
October	6	0.2	94	3.0	0	0.00	100	3.2
November	4	0.1	47	1.6	0	0.00	51	1.7
December	0	0.0	32	1.0	2	0.06	34	1.1
Total	63	0.2	837	2.3	3	0.01	903	2.5

- September (3.7), May (3.6), June (3.6), and August (3.6), and had the highest rates per day of total bicycle-motor vehicle crashes.

Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2012)

- The highest percentage of total bicycle-motor vehicle crashes occurred on Thursday (18.7%).

Bicyclists								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	3	4.8%	55	6.6%	2	66.7%	60	6.6%
Monday	11	17.5%	97	11.6%	0	0.0%	108	12.0%
Tuesday	16	25.4%	147	17.6%	0	0.0%	163	18.1%
Wednesday	9	14.3%	142	17.0%	0	0.0%	151	16.7%
Thursday	12	19.0%	156	18.6%	1	33.3%	169	18.7%
Friday	6	9.5%	152	18.2%	0	0.0%	158	17.5%
Saturday	6	9.5%	88	10.5%	0	0.0%	94	10.4%
Total	63	100.0%	837	100.0%	3	100.0%	903	100.0%

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Hour (Utah 2012)

Bicyclists								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	1	1.6%	7	0.8%	0	0.0%	8	0.9%
1 a.m.	0	0.0%	4	0.5%	0	0.0%	4	0.4%
2 a.m.	0	0.0%	3	0.4%	1	33.3%	4	0.4%
3 a.m.	1	1.6%	0	0.0%	0	0.0%	1	0.1%
4 a.m.	0	0.0%	3	0.4%	0	0.0%	3	0.3%
5 a.m.	0	0.0%	3	0.4%	0	0.0%	3	0.3%
6 a.m.	0	0.0%	17	2.0%	0	0.0%	17	1.9%
7 a.m.	3	4.8%	42	5.0%	0	0.0%	45	5.0%
8 a.m.	4	6.3%	53	6.3%	0	0.0%	57	6.3%
9 a.m.	2	3.2%	38	4.5%	0	0.0%	40	4.4%
10 a.m.	3	4.8%	40	4.8%	0	0.0%	43	4.8%
11 a.m.	3	4.8%	36	4.3%	0	0.0%	39	4.3%
Noon	0	0.0%	54	6.5%	0	0.0%	54	6.0%
1 p.m.	5	7.9%	47	5.6%	0	0.0%	52	5.8%
2 p.m.	4	6.3%	51	6.1%	0	0.0%	55	6.1%
3 p.m.	4	6.3%	73	8.7%	0	0.0%	77	8.5%
4 p.m.	5	7.9%	79	9.4%	0	0.0%	84	9.3%
5 p.m.	9	14.3%	90	10.8%	0	0.0%	99	11.0%
6 p.m.	7	11.1%	69	8.2%	1	33.3%	77	8.5%
7 p.m.	4	6.3%	44	5.3%	1	33.3%	49	5.4%
8 p.m.	2	3.2%	40	4.8%	0	0.0%	42	4.7%
9 p.m.	3	4.8%	21	2.5%	0	0.0%	24	2.7%
10 p.m.	1	1.6%	18	2.2%	0	0.0%	19	2.1%
11 p.m.	2	3.2%	5	0.6%	0	0.0%	7	0.8%
Total	63	100.0%	837	100.0%	3	100.0%	903	100.0%

- Total bicycle-motor vehicle crashes were highest between 3:00 p.m. and 6:59 p.m.

Contributing Factors of Bicyclists in Crashes (Utah 2012)

Bicyclists								
Contributing Factors	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	30	47.6%	353	42.2%	1	33.3%	384	42.5%
Wrong Side of Road	2	3.2%	82	9.8%	0	0.0%	84	9.3%
Improper Crossing	4	6.3%	67	8.0%	0	0.0%	71	7.9%
Failure to Obey Traffic Signs/Signals	4	6.3%	51	6.1%	0	0.0%	55	6.1%
Failure to Yield Right of Way	1	1.6%	38	4.5%	0	0.0%	39	4.3%
Inattentive	3	4.8%	32	3.8%	0	0.0%	35	3.9%
Not Visible	2	3.2%	29	3.5%	1	33.3%	32	3.5%
Darting	1	1.6%	25	3.0%	0	0.0%	26	2.9%
In Roadway (standing/kneeling/lying)	2	3.2%	14	1.7%	0	0.0%	16	1.8%
Other	3	4.8%	36	4.3%	0	0.0%	39	4.3%
Unknown	11	17.5%	110	13.1%	1	33.3%	122	13.5%
Total	63	100.0%	837	100.0%	3	100.0%	903	100.0%

- 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 49.2% (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).

Bicycle-Motor Vehicle Crash Conditions

Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2012)

Bicyclists								
Bicyclist Location	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Marked Crosswalk	13	20.6%	206	24.6%	0	0.0%	219	24.3%
In Roadway (not at intersection)	12	19.0%	162	19.4%	1	33.3%	175	19.4%
Shoulder	11	17.5%	118	14.1%	0	0.0%	129	14.3%
Sidewalk	9	14.3%	73	8.7%	0	0.0%	82	9.1%
Unmarked Crosswalk	2	3.2%	64	7.6%	2	66.7%	68	7.5%
Bike Path/Lane	1	1.6%	44	5.3%	0	0.0%	45	5.0%
Outside Right of Way	0	0.0%	3	0.4%	0	0.0%	3	0.3%
Shared Use Path/Trail	0	0.0%	5	0.6%	0	0.0%	5	0.6%
Other	3	4.8%	29	3.5%	0	0.0%	32	3.5%
Unknown	12	19.0%	133	15.9%	0	0.0%	145	16.1%
Total	63	100.0%	837	100.0%	3	100.0%	903	100.0%

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (28.9% of known), in roadway, (23.1% of known), and shoulder (17.0% of known).
- Bicycles are considered vehicles and have a legal right to the road.

Motor Vehicle Maneuver Prior to Crash (Utah 2012)

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were straight ahead (34.1%), turning right (33.2%), and turning left (19.1%).

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	19	30.2%	292	34.4%	1	33.3%	312	34.1%
Turning Right	20	31.7%	283	33.3%	1	33.3%	304	33.2%
Turning Left	9	14.3%	166	19.5%	0	0.0%	175	19.1%
Stopped/Slowing in Traffic Lane	5	7.9%	28	3.3%	0	0.0%	33	3.6%
Entering/Leaving Traffic Lane	0	0.0%	24	2.8%	0	0.0%	24	2.6%
Parked/Parking	3	4.8%	9	1.1%	0	0.0%	12	1.3%
Making U-turn	1	1.6%	7	0.8%	0	0.0%	8	0.9%
Backing	0	0.0%	5	0.6%	0	0.0%	5	0.5%
Changing Lanes	1	1.6%	1	0.1%	0	0.0%	2	0.2%
Other	0	0.0%	6	0.7%	0	0.0%	6	0.7%
Unknown	5	7.9%	29	3.4%	1	33.3%	35	3.8%
Total	63	100.0%	850	100.0%	3	100.0%	916	100.0%

Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2012)

Motor Vehicles (Bicycle-Motor Vehicle Crash)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	1	1.6%	5	0.6%	0	0.0%	6	0.7%
Stopped	4	6.3%	32	3.8%	0	0.0%	36	3.9%
1-9 MPH	4	6.3%	246	28.9%	0	0.0%	250	27.3%
10-19 MPH	20	31.7%	128	15.1%	0	0.0%	148	16.2%
20-29 MPH	1	1.6%	71	8.4%	1	33.3%	73	8.0%
30-39 MPH	3	4.8%	43	5.1%	0	0.0%	46	5.0%
40-49 MPH	3	4.8%	14	1.6%	0	0.0%	17	1.9%
50+ MPH	1	1.6%	6	0.7%	0	0.0%	7	0.8%
Unknown	26	41.3%	305	35.9%	2	66.7%	333	36.4%
Total	63	100.0%	850	100.0%	3	100.0%	916	100.0%

- Over two-thirds (68.3% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

Bicycle-Motor Vehicle Crash Conditions

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

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	1	1.6%	15	1.8%	0	0.0%	16	1.7%
20-25 MPH	11	17.5%	197	23.2%	1	33.3%	209	22.8%
30-35 MPH	9	14.3%	265	31.2%	0	0.0%	274	29.9%
40-45 MPH	14	22.2%	129	15.2%	0	0.0%	143	15.6%
50-55 MPH	1	1.6%	15	1.8%	1	33.3%	17	1.9%
60+ MPH	1	1.6%	2	0.2%	0	0.0%	3	0.3%
Unknown	26	41.3%	227	26.7%	1	33.3%	254	27.7%
Total	63	100.0%	850	100.0%	3	100.0%	916	100.0%

- Nearly all (94.6% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

Contributing Factors in Bicycle Crashes (Utah 2012)

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	19	43.2%	327	44.4%	2	66.7%	348	44.4%
Hit and Run	6	13.6%	66	9.0%	1	33.3%	73	9.3%
Other Improper Driving	5	11.4%	60	8.1%	0	0.0%	65	8.3%
Improper Turn	2	4.5%	40	5.4%	0	0.0%	42	5.4%
Vision Obscured by Glare	1	2.3%	38	5.2%	0	0.0%	39	5.0%
Driver Distraction	3	6.8%	33	4.5%	0	0.0%	36	4.6%
Vision Obscured by Moving Vehicle	2	4.5%	22	3.0%	0	0.0%	24	3.1%
Disregard Traffic Signal/Sign	0	0.0%	21	2.8%	0	0.0%	21	2.7%
Vision Obscured by Building, Sign	1	2.3%	17	2.3%	0	0.0%	18	2.3%
Vision Obscured by Other	0	0.0%	18	2.4%	0	0.0%	18	2.3%
Failed to Keep in Proper Lane	0	0.0%	14	1.9%	0	0.0%	14	1.8%
Vision Obscured by Vegetation	0	0.0%	12	1.6%	0	0.0%	12	1.5%
Vision Obscured by Parked Vehicle	0	0.0%	10	1.4%	0	0.0%	10	1.3%
Followed Too Closely	2	4.5%	7	0.9%	0	0.0%	9	1.1%
Vehicle Defective Condition	1	2.3%	8	1.1%	0	0.0%	9	1.1%
Vision Obscured by Weather	1	2.3%	8	1.1%	0	0.0%	9	1.1%
Improper Parking/Stopping	1	2.3%	5	0.7%	0	0.0%	6	0.8%
Speed Too Fast	0	0.0%	5	0.7%	0	0.0%	5	0.6%
Disregard Road Markings	0	0.0%	4	0.5%	0	0.0%	4	0.5%
Swerved or Evasive Action	0	0.0%	4	0.5%	0	0.0%	4	0.5%
Driver Emotional Prior to Crash	0	0.0%	3	0.4%	0	0.0%	3	0.4%
Driving Under the Influence	0	0.0%	3	0.4%	0	0.0%	3	0.4%
Improper Lane Change	0	0.0%	3	0.4%	0	0.0%	3	0.4%
Improper Signal	0	0.0%	3	0.4%	0	0.0%	3	0.4%
Driver Asleep/Fatigue	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Driver Illness/Medical	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Improper Backing	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Improper Passing	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Other Driver Condition	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Reckless/Aggressive Driving	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	44	100.0%	737	100.0%	3	100.0%	784	100.0%

- Failed to yield right of way (44.4%), hit and run (9.3%), and improper turn (5.4%) were the leading contributing factors in total bicycle-motor vehicle crashes.

Blank page

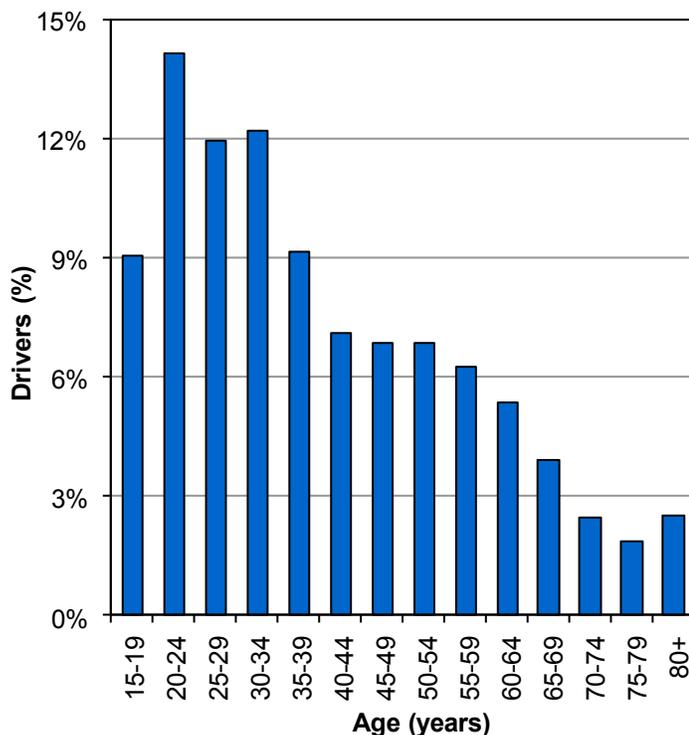
Did you know in 2012:

- 903 bicyclists were hit by motor vehicles; 837 were injured and 3 were killed.
- Utah's bicyclist crash rate per population increased 7% from 2011.

Bicyclists



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



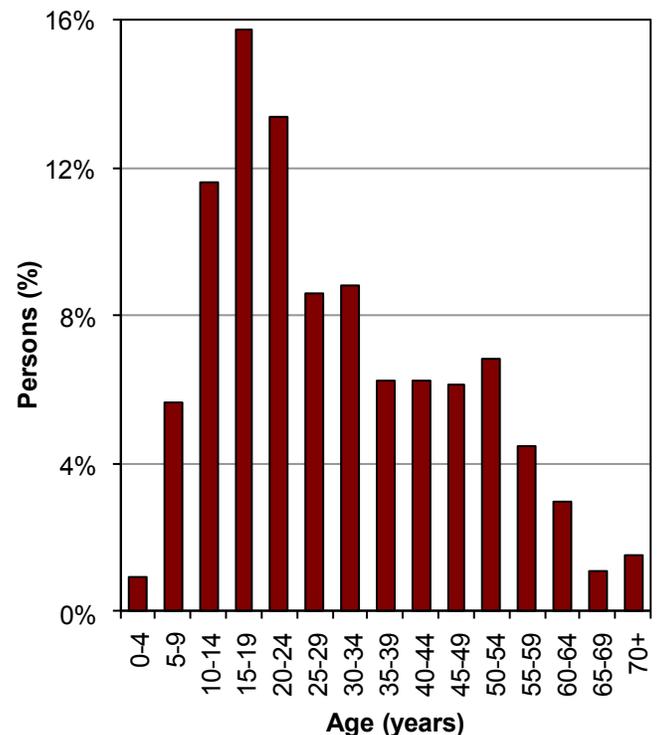
- Over half (57%) of drivers in bicycle-motor vehicle crashes were under 40 years.

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

1. Fail to Yield Right of Way (39%)
2. Hit and Run (8%)
3. Improper Turn (5%)
4. Vision Obscured by Glare (4%)
5. Driver Distraction (4%)



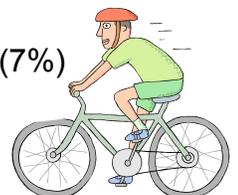
Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2012)



- One-half (47%) of the bicyclists in crashes were under 25 years of age.

Leading Contributing Factors of Bicyclists in Crashes (Utah 2012)

1. Wrong Side of Road (11%)
 2. Improper Crossing (9%)
 3. Disregard Traffic Sign/Signal (7%)
- 49% of bicyclists had no contributing factor in the crash.

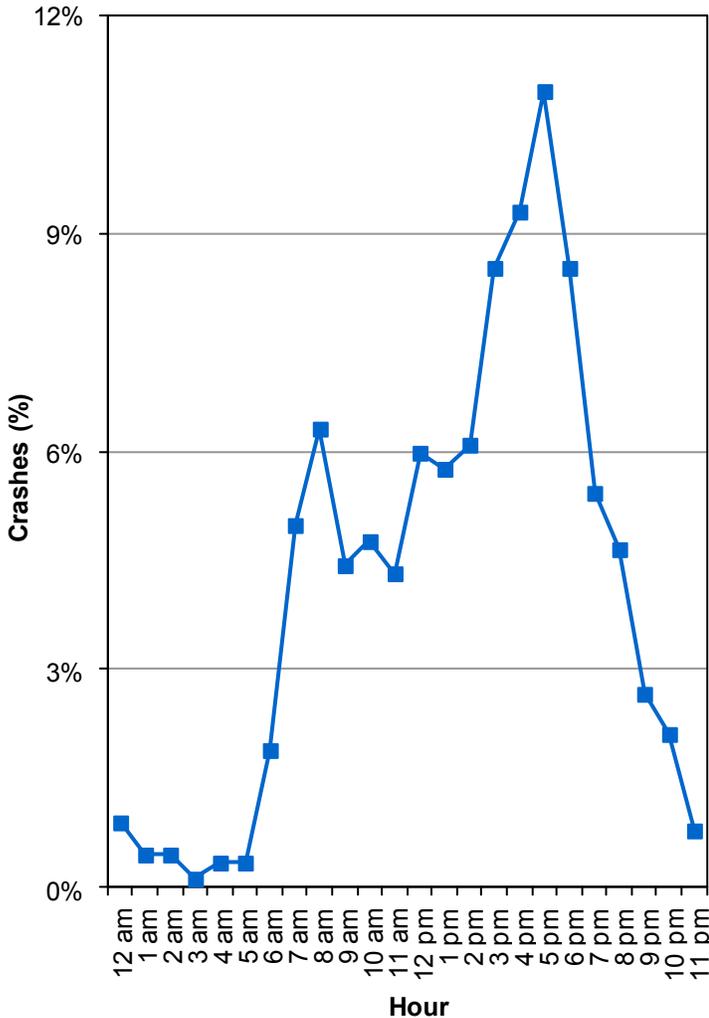


Bicyclists

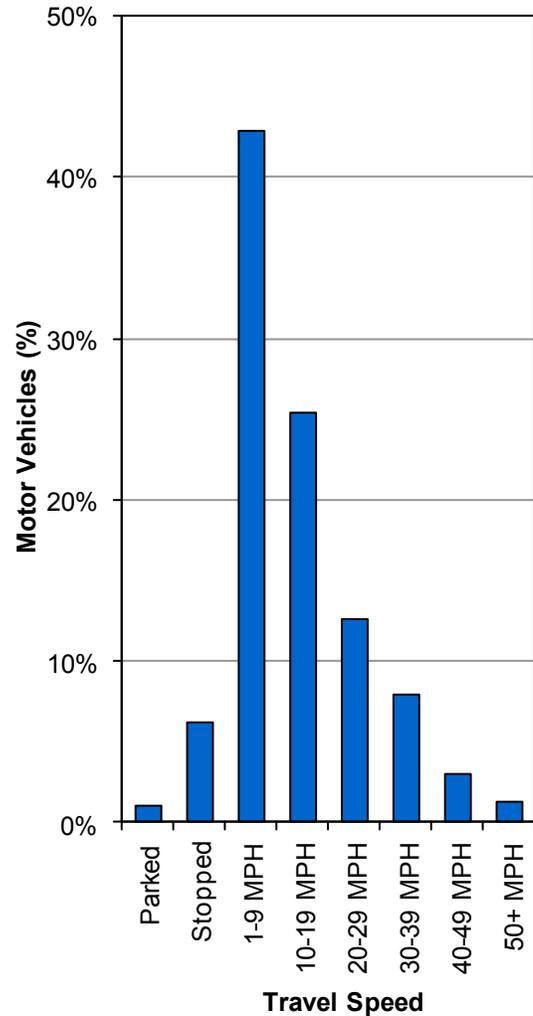


Over one-half (55%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2012)



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

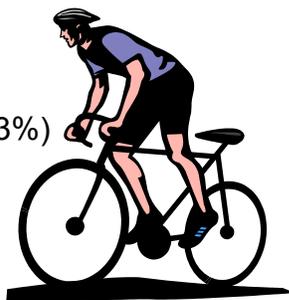


- Bicycle-motor vehicle crashes occurred most often between 3:00 p.m.-6:59 p.m.

- Over two-thirds (68%) of crashes with bicyclists occurred when the motor vehicle was traveling 1-19 MPH.

Location of Bicyclists in Crashes (Utah 2012)

1. Marked Crosswalk (29%)
2. In Roadway (Not at Intersection) (23%)
3. Shoulder (17%)
4. Sidewalk (11%)
5. Unmarked Crosswalk (9%)



Motor Vehicle Action Prior to Crash (Utah 2012)

1. Straight Ahead (35%)
2. Turning Right (35%)
3. Turning Left (20%)
4. Stopped/Slowing (4%)
5. Entering/Leaving Traffic (1%)