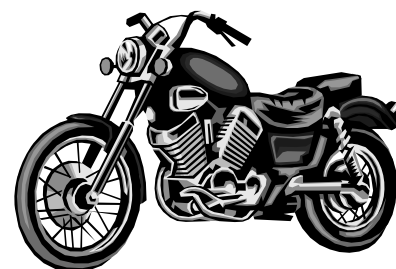


Motorcycles



DRIVE AWARE. RIDE AWARE.



Section 10: Motorcycles

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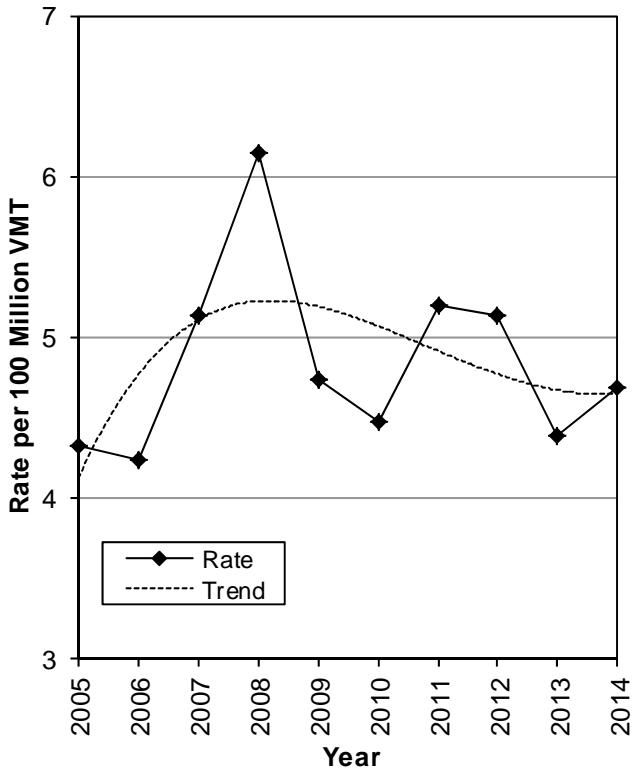
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Trends

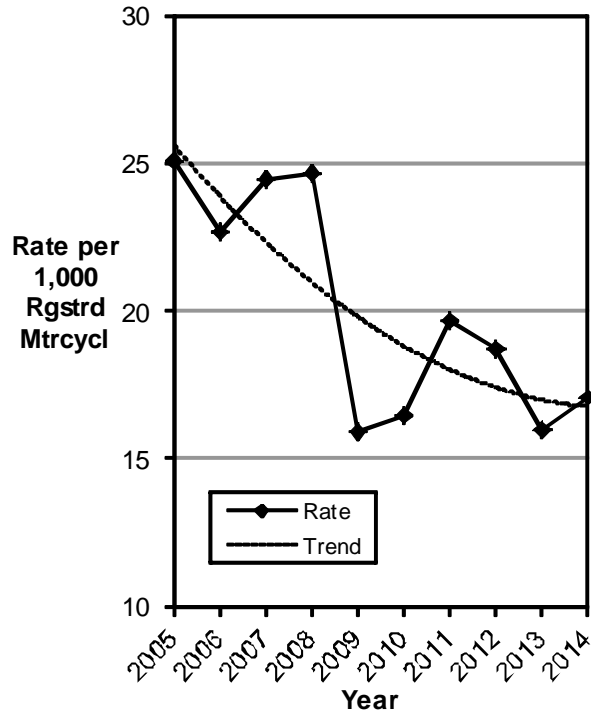
Motorcyclists in Crashes (Utah 2005-2014)

Year	Motorcyclists (Driver and Passenger)											
	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Registered Motorcycles
2005	192	0.8	4.4	871	3.5	20.1	23	0.09	0.53	1,086	4.32	25.1
2006	186	0.7	3.8	899	3.4	18.4	24	0.09	0.49	1,109	4.24	22.7
2007	269	1.0	4.8	1,076	4.0	19.2	33	0.12	0.59	1,378	5.14	24.5
2008	255	1.0	4.0	1,301	5.0	20.2	36	0.14	0.56	1,592	6.15	24.7
2009	232	0.9	3.0	980	3.7	12.5	30	0.11	0.38	1,242	4.74	15.9
2010	190	0.7	2.6	979	3.7	13.6	21	0.08	0.29	1,190	4.47	16.5
2011	228	0.9	3.3	1,117	4.2	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
Total	2,187	0.8	3.3	10,328	3.9	15.7	303	0.11	0.46	12,818	4.85	19.5

Motorcyclist Crash Rates per VMT (Utah 2005-2014)



Motorcyclist Crash Rates per Registered Motorcycles (Utah 2005-2014)



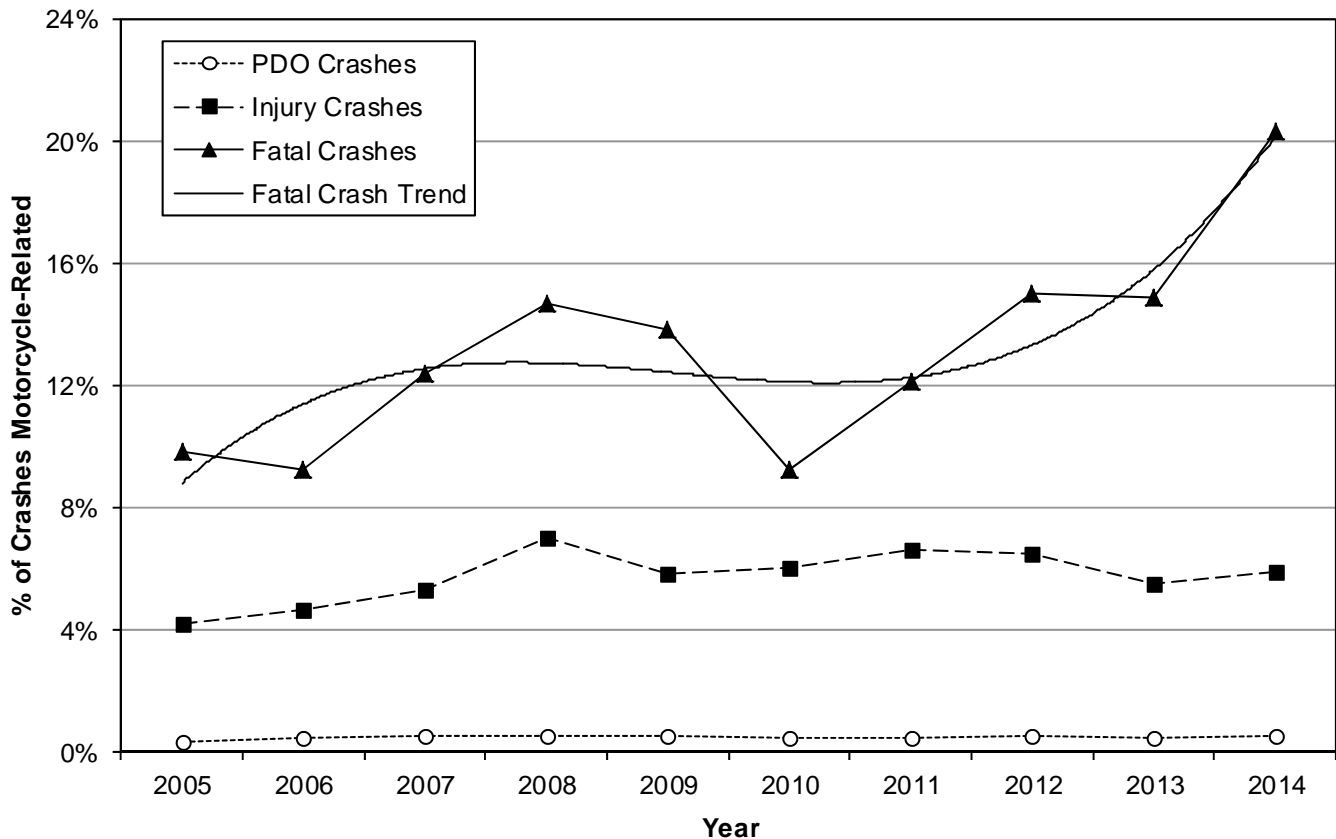
- The rate of motorcyclists in crashes per VMT increased 8.6% from 2005 to 2014.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.
- The rate of motorcyclists in crashes per registered motorcycle decreased 31.9% from 2005 to 2014.
- 2005 had the highest (25.1) rate of total motorcyclists in crashes per registered motorcycle.

Trends

Motorcycle Crashes (Utah 2005-2014)

Motorcycle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Motorcycle #	%	All #	Motorcycle #	%	All #	Motorcycle #	%	All #	Motorcycle #	%
2005	35,158	117	0.3%	19,545	829	4.2%	235	23	9.8%	54,938	969	1.8%
2006	37,749	135	0.4%	18,189	835	4.6%	249	23	9.2%	56,187	993	1.8%
2007	42,368	199	0.5%	18,619	984	5.3%	258	32	12.4%	61,245	1,215	2.0%
2008	38,997	177	0.5%	17,125	1,192	7.0%	245	36	14.7%	56,367	1,405	2.5%
2009	35,398	182	0.5%	15,752	914	5.8%	217	30	13.8%	51,367	1,126	2.2%
2010	34,155	137	0.4%	14,995	892	5.9%	218	20	9.2%	49,368	1,049	2.1%
2011	36,418	161	0.4%	15,645	1,038	6.6%	224	27	12.1%	52,287	1,226	2.3%
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%
Total	371,567	1,600	0.4%	168,195	9,564	5.7%	2,270	296	13.0%	542,032	11,460	2.1%

Percent of Crashes Involving a Motorcycle (Utah 2005-2014)

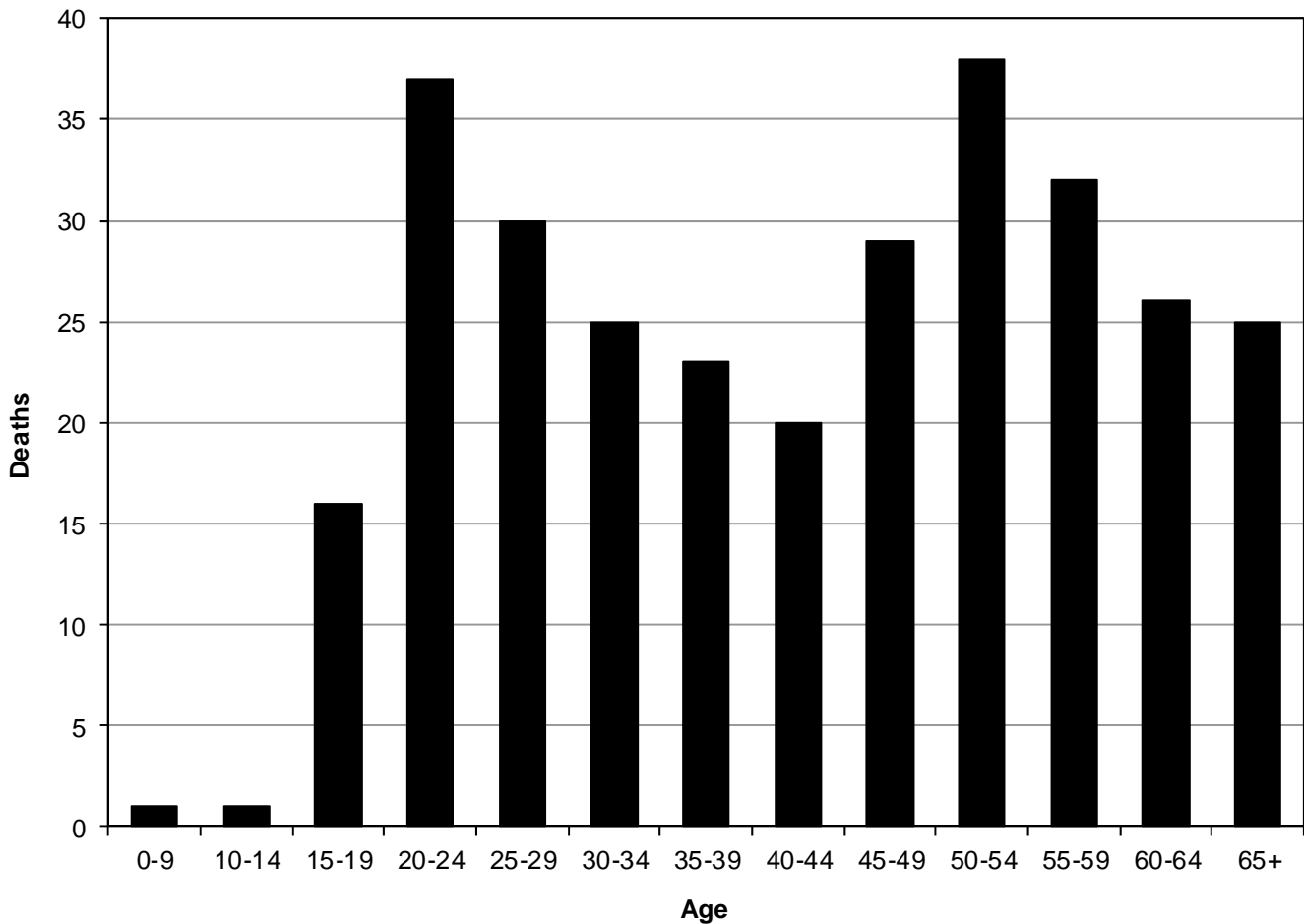


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.7% of injury crashes, and 13.0% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 13.0% of fatal crashes and 5.7% of injury crashes compared to 2.1% 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 2005-2014)

Motorcyclists Killed												
Age	Year										Total	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	#	%
0-9	0	0	0	0	0	0	0	1	0	0	1	0.3%
10-14	0	0	0	1	0	0	0	0	0	0	1	0.3%
15-19	2	4	4	1	1	0	0	1	1	2	16	5.3%
20-24	5	5	7	6	0	2	1	6	1	4	37	12.2%
25-29	2	2	1	7	3	3	3	2	3	4	30	9.9%
30-34	4	1	1	3	2	4	4	3	1	2	25	8.3%
35-39	1	3	0	5	1	1	2	2	3	5	23	7.6%
40-44	0	1	2	2	2	1	1	2	8	1	20	6.6%
45-49	1	1	4	3	6	1	4	2	3	4	29	9.6%
50-54	2	4	4	5	5	1	3	2	2	10	38	12.5%
55-59	3	2	2	0	4	5	5	6	3	2	32	10.6%
60-64	2	1	2	2	4	0	4	4	2	5	26	8.6%
65+	1	0	6	1	2	3	1	1	4	6	25	8.3%
Total	23	24	33	36	30	21	28	32	31	45	303	100.0%

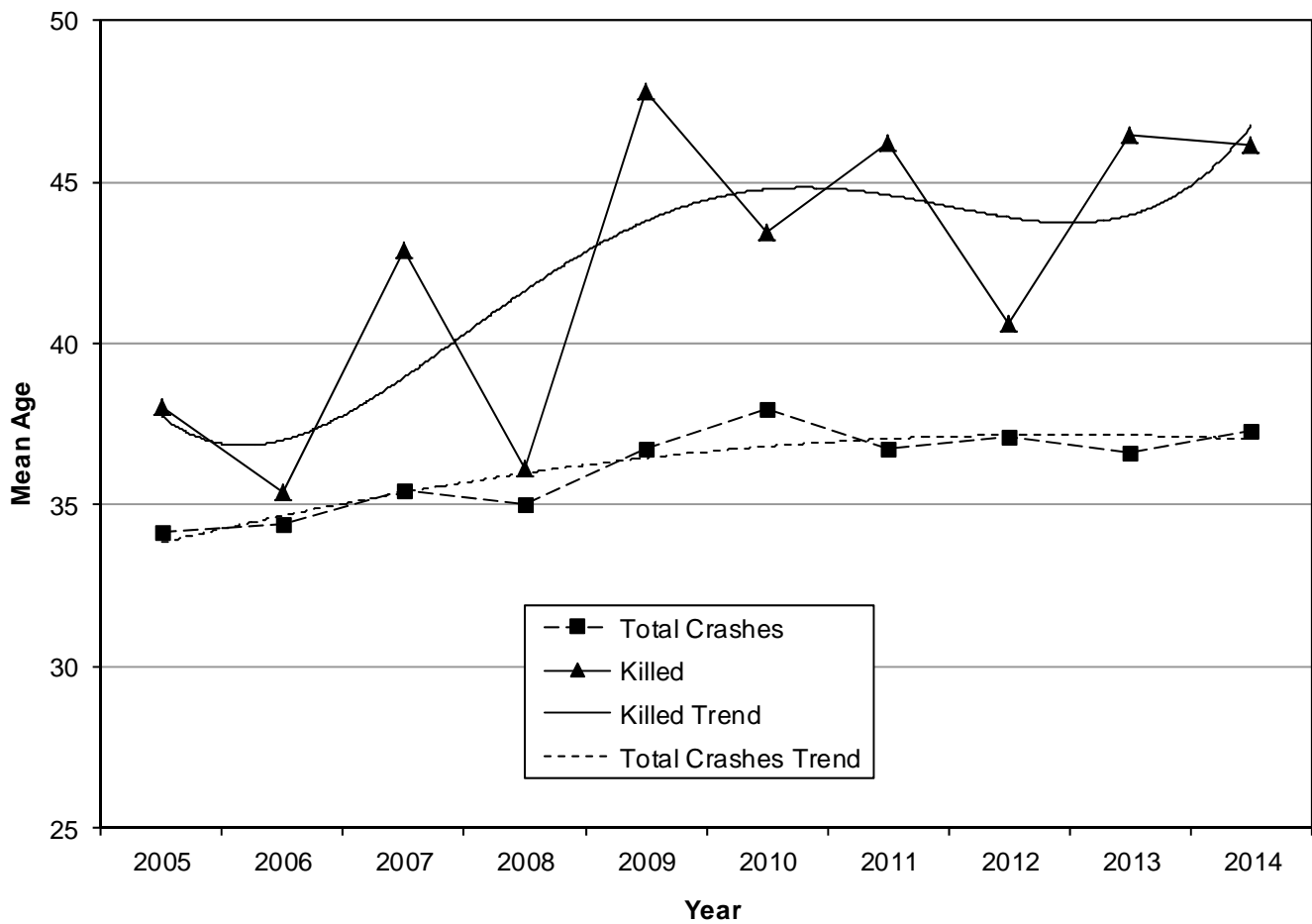


- The 10-year totals show that motorcyclist deaths were highest among the 50-54 and 20-24 year age groups.

Trends

Motorcyclists in Crashes by Age (Utah 2005-2014)

Motorcyclists (Driver and Passenger)		
	Total	Killed
Year	Mean Age	Mean Age
2005	34.14	38.04
2006	34.39	35.38
2007	35.45	42.88
2008	35.02	36.14
2009	36.72	47.80
2010	37.97	43.43
2011	36.73	46.18
2012	37.11	40.63
2013	36.64	46.45
2014	37.29	46.11
Average	36.15	42.30

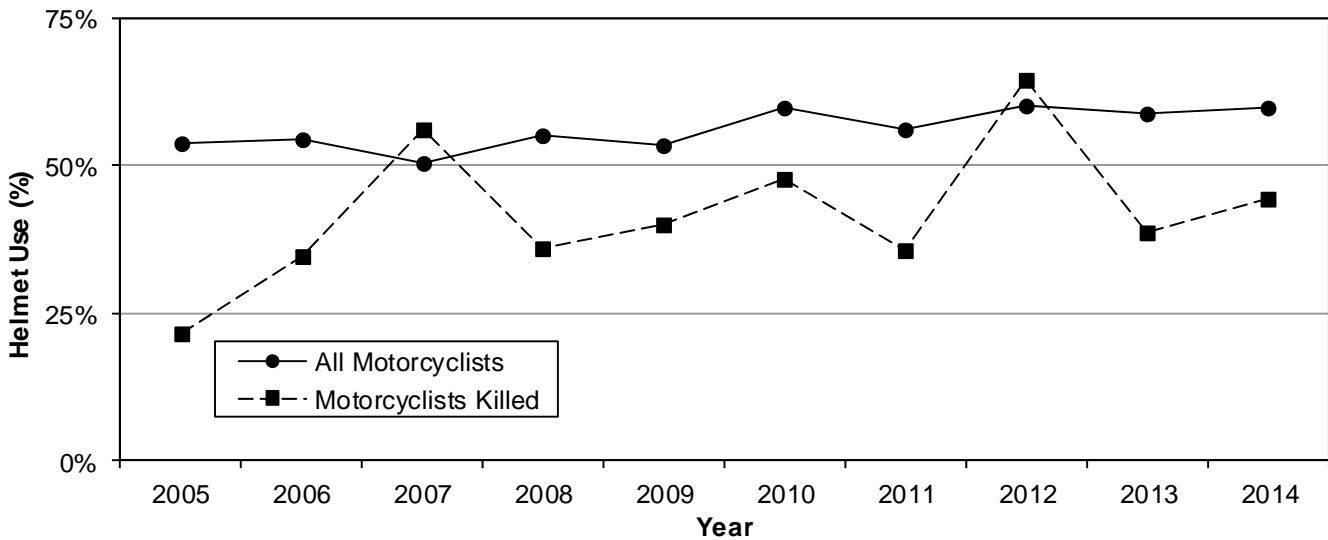


- The 10-year trend shows that the age of motorcyclists in crashes is steadily increasing. Increasing from 34.14 in 2005 to 37.29 in 2014.
- The 10-year trend shows that the age of motorcyclists killed in crashes is steadily increasing. Increasing from 38.04 in 2005 to 46.11 in 2014.

Helmets

Helmet Use of Motorcyclists in Crashes (Utah 2005-2014)

Motorcyclists (Driver and Passenger)												
Year	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Helmet	Helmet	%
	#	#	%	#	#	%	#	#	%	#	#	%
2005	107	53	33.1%	234	361	60.7%	18	5	21.7%	359	419	53.9%
2006	54	59	52.2%	359	446	55.4%	15	8	34.8%	428	513	54.5%
2007	70	90	56.3%	513	497	49.2%	14	18	56.3%	597	605	50.3%
2008	56	156	73.6%	569	629	52.5%	23	13	36.1%	648	798	55.2%
2009	51	95	65.1%	436	476	52.2%	18	12	40.0%	505	583	53.6%
2010	48	84	63.6%	359	534	59.8%	11	10	47.6%	418	628	60.0%
2011	78	91	53.8%	444	586	56.9%	18	10	35.7%	540	687	56.0%
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%
Total	624	944	60.2%	4,092	5,213	56.0%	172	128	42.7%	4,888	6,285	56.3%



- Overall helmet use by motorcyclists in crashes increased from 53.9% in 2005 to 59.7% in 2014.
- Helmet use among motorcyclists killed has shown an increasing trend.

Helmet Use of Motorcyclists in Crashes (Utah 2014)

Motorcyclists (Driver and Passenger)								
Helmet Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	111	53.9%	596	57.1%	20	44.4%	727	56.2%
Helmet Not Worn	54	26.2%	411	39.4%	25	55.6%	490	37.9%
Unknown	41	19.9%	36	3.5%	0	0.0%	77	6.0%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%



- Only 59.7% (of known) of the motorcyclists in crashes wore a helmet.
- Only 20 of the 45 motorcyclists killed in crashes (44.4%) were wearing a helmet.

Motorcycle Crash Conditions

Motorcyclists in Crashes by County (Utah 2014)

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	5	4.4	45.0	18	15.7	162.2	4	3.50	36.04	27	23.6	243.2
Wayne	2	4.1	22.2	8	16.4	88.9	0	0.00	0.00	10	20.5	111.1
Rich	2	4.0	29.4	5	9.9	73.5	0	0.00	0.00	7	13.9	102.9
Daggett	0	0.0	0.0	1	3.1	45.5	0	0.00	0.00	1	3.1	45.5
San Juan	2	0.7	7.6	8	2.8	30.5	1	0.35	3.82	11	3.8	42.0
Kane	3	2.2	11.7	6	4.5	23.4	1	0.75	3.91	10	7.5	39.1
Emery	3	0.8	12.7	5	1.4	21.1	0	0.00	0.00	8	2.2	33.8
Grand	3	0.9	5.7	13	3.7	24.5	0	0.00	0.00	16	4.5	30.2
Beaver	0	0.0	0.0	3	1.1	26.3	0	0.00	0.00	3	1.1	26.3
Morgan	0	0.0	0.0	7	5.3	20.8	0	0.00	0.00	7	5.3	20.8
Box Elder	6	0.7	3.9	24	2.6	15.6	0	0.00	0.00	30	3.3	19.5
Salt Lake	98	1.1	3.7	401	4.4	15.2	12	0.13	0.46	511	5.6	19.4
Washington	15	1.1	3.1	69	4.9	14.3	5	0.35	1.04	89	6.3	18.4
Sanpete	1	0.5	2.1	7	3.2	15.0	0	0.00	0.00	8	3.7	17.2
Duchesne	1	0.4	1.6	9	3.2	14.0	1	0.35	1.55	11	3.9	17.1
Wasatch	2	0.6	2.0	13	3.7	13.0	2	0.57	2.00	17	4.8	17.0
Utah	19	0.5	1.5	190	4.7	15.4	1	0.02	0.08	210	5.1	17.0
Weber	19	1.2	2.8	88	5.3	12.9	6	0.36	0.88	113	6.9	16.6
Tooele	3	0.4	1.7	25	3.0	14.3	1	0.12	0.57	29	3.5	16.6
Iron	4	0.5	3.7	13	1.7	12.1	0	0.00	0.00	17	2.3	15.8
Uintah	3	0.7	2.3	12	2.8	9.2	3	0.70	2.31	18	4.2	13.9
Juab	0	0.0	0.0	3	0.8	12.3	0	0.00	0.00	3	0.8	12.3
Carbon	0	0.0	0.0	7	2.2	10.8	1	0.31	1.54	8	2.5	12.3
Cache	3	0.3	0.9	34	3.8	10.1	4	0.44	1.18	41	4.6	12.1
Davis	11	0.4	1.3	65	2.5	7.4	0	0.00	0.00	76	2.9	8.7
Sevier	0	0.0	0.0	2	0.6	4.2	1	0.31	2.11	3	0.9	6.3
Summit	1	0.1	0.6	6	0.8	3.7	2	0.26	1.22	9	1.2	5.5
Millard	0	0.0	0.0	1	0.2	3.5	0	0.00	0.00	1	0.2	3.5
Piute	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Statewide	206	0.7	2.7	1,043	3.8	13.8	45	0.16	0.60	1,294	4.7	17.1

- Garfield, Wayne, and Rich 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 2014)

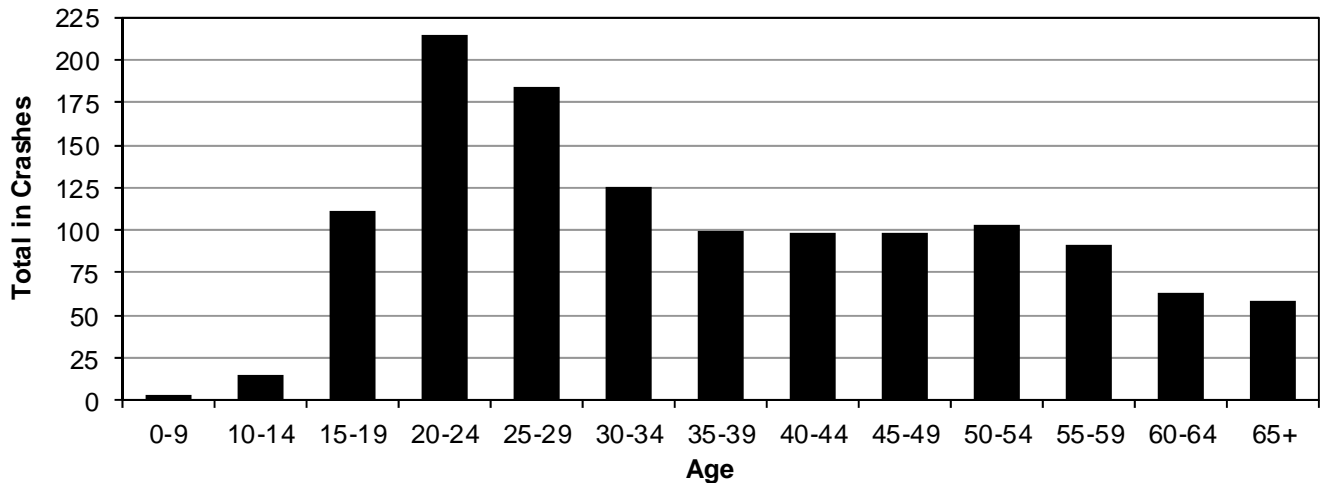
- Drivers accounted for the majority of motorcyclists in a crash (91.7%) and motorcyclists killed (93.3%).

Motorcyclists (Driver and Passenger)								
Occupant Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	187	90.8%	958	91.9%	42	93.3%	1,187	91.7%
Passenger	19	9.2%	85	8.1%	3	6.7%	107	8.3%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%

Motorcycle Crash Conditions

Age of Motorcyclists in Crashes (Utah 2014)

Motorcyclists (Driver and Passenger)								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-9	1	0.5%	2	45.0%	0	0.0%	3	0.2%
10-14	3	1.5%	12	1.2%	0	0.0%	15	1.2%
15-19	13	6.3%	96	9.2%	2	4.4%	111	8.6%
20-24	33	16.0%	178	17.1%	4	8.9%	215	16.6%
25-29	23	11.2%	157	15.1%	4	8.9%	184	14.2%
30-34	17	8.3%	106	10.2%	2	4.4%	125	9.7%
35-39	17	8.3%	78	7.5%	5	11.1%	100	7.7%
40-44	18	8.7%	80	7.7%	1	2.2%	99	7.7%
45-49	15	7.3%	79	7.6%	4	8.9%	98	7.6%
50-54	18	8.7%	75	7.2%	10	22.2%	103	8.0%
55-59	11	5.3%	79	7.6%	2	4.4%	92	7.1%
60-64	8	3.9%	50	4.8%	5	11.1%	63	4.9%
65+	10	4.9%	42	4.0%	6	13.3%	58	4.5%
Unknown	19	9.2%	9	0.9%	0	0.0%	28	2.2%
Total	206	100.0%	1,043	144.8%	45	100.0%	1,294	100.0%



- 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 2014)

Motorcyclists (Driver and Passenger)								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	160	77.7%	892	85.5%	41	91.1%	1,093	84.5%
Female	28	13.6%	147	14.1%	4	8.9%	179	13.8%
Unknown	18	8.7%	4	0.4%	0	0.0%	22	1.7%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%

- The majority of all motorcyclists (84.5%) and motorcyclists killed (91.1%) in crashes were male.

Motorcycle Crash Conditions

Motorcyclists in Crashes by Month (Utah 2014)

Motorcyclists (Driver and Passenger)								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	1	0.0	12	0.4	0	0.00	13	0.4
February	5	0.2	20	0.7	0	0.00	25	0.9
March	11	0.4	50	1.6	2	0.06	63	2.0
April	23	0.8	86	2.9	1	0.03	110	3.7
May	32	1.0	151	4.9	4	0.13	187	6.0
June	23	0.8	158	5.3	12	0.40	193	6.4
July	32	1.0	175	5.6	6	0.19	213	6.9
August	25	0.8	131	4.2	5	0.16	161	5.2
September	19	0.6	114	3.8	8	0.27	141	4.7
October	17	0.5	100	3.2	5	0.16	122	3.9
November	9	0.3	24	0.8	1	0.03	34	1.1
December	9	0.3	22	0.7	1	0.03	32	1.0
Total	206	0.6	1,043	2.9	45	0.12	1,294	3.5

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

Motorcyclists in Crashes by Day of Week (Utah 2014)

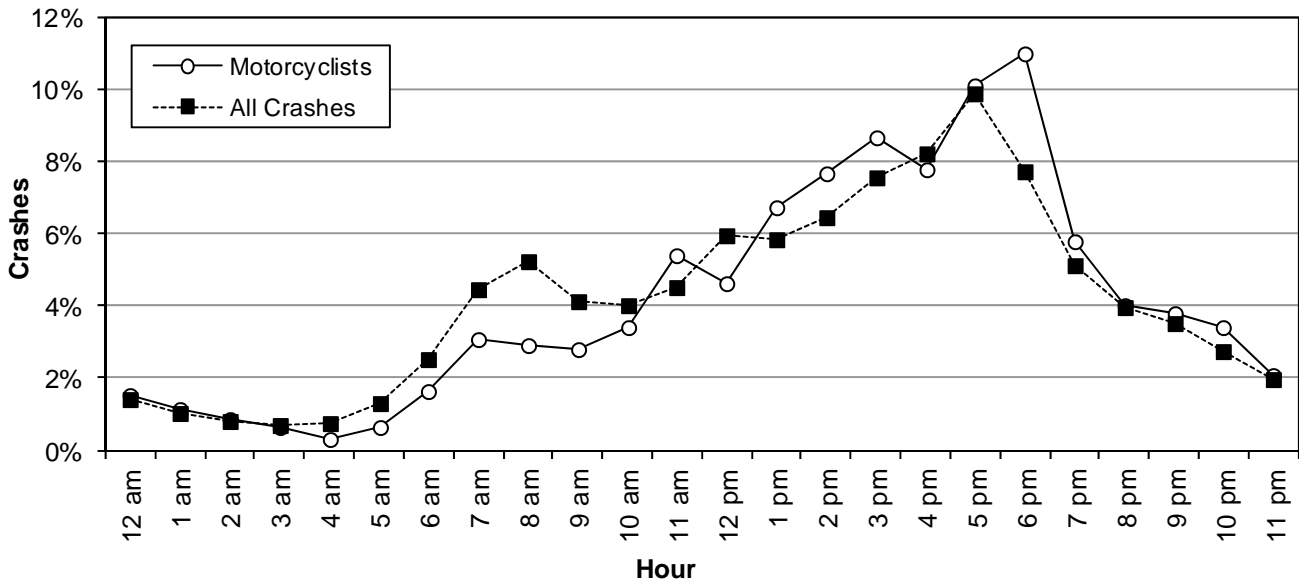
Motorcyclists (Driver and Passenger)								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	23	11.2%	107	10.3%	2	4.4%	132	10.2%
Monday	33	16.0%	136	13.0%	7	15.6%	176	13.6%
Tuesday	28	13.6%	126	12.1%	1	2.2%	155	12.0%
Wednesday	30	14.6%	142	13.6%	3	6.7%	175	13.5%
Thursday	31	15.0%	155	14.9%	10	22.2%	196	15.1%
Friday	35	17.0%	170	16.3%	9	20.0%	214	16.5%
Saturday	26	12.6%	207	19.8%	13	28.9%	246	19.0%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%

- Over one-third (35.5%) of total motorcycle crashes occurred on Friday and Saturday.
- Fatal motorcycle crashes occurred most frequently on Saturday (28.9%).

Motorcycle Crash Conditions

Motorcyclists in Crashes by Hour (Utah 2014)

Motorcyclists (Driver and Passenger)								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	5	2.4%	15	1.4%	0	0.0%	20	1.5%
1 a.m.	1	0.5%	12	1.2%	2	4.4%	15	1.2%
2 a.m.	0	0.0%	11	1.1%	0	0.0%	11	0.9%
3 a.m.	0	0.0%	8	0.8%	0	0.0%	8	0.6%
4 a.m.	0	0.0%	4	0.4%	0	0.0%	4	0.3%
5 a.m.	2	1.0%	6	0.6%	0	0.0%	8	0.6%
6 a.m.	3	1.5%	16	1.5%	2	4.4%	21	1.6%
7 a.m.	3	1.5%	36	3.5%	1	2.2%	40	3.1%
8 a.m.	4	1.9%	33	3.2%	1	2.2%	38	2.9%
9 a.m.	4	1.9%	31	3.0%	1	2.2%	36	2.8%
10 a.m.	6	2.9%	37	3.5%	1	2.2%	44	3.4%
11 a.m.	11	5.3%	57	5.5%	2	4.4%	70	5.4%
Noon	9	4.4%	47	4.5%	4	8.9%	60	4.6%
1 p.m.	18	8.7%	64	6.1%	5	11.1%	87	6.7%
2 p.m.	13	6.3%	83	8.0%	3	6.7%	99	7.7%
3 p.m.	18	8.7%	89	8.5%	5	11.1%	112	8.7%
4 p.m.	20	9.7%	78	7.5%	3	6.7%	101	7.8%
5 p.m.	24	11.7%	101	9.7%	6	13.3%	131	10.1%
6 p.m.	34	16.5%	105	10.1%	3	6.7%	142	11.0%
7 p.m.	8	3.9%	65	6.2%	2	4.4%	75	5.8%
8 p.m.	5	2.4%	45	4.3%	2	4.4%	52	4.0%
9 p.m.	7	3.4%	42	4.0%	0	0.0%	49	3.8%
10 p.m.	9	4.4%	33	3.2%	2	4.4%	44	3.4%
11 p.m.	2	1.0%	25	2.4%	0	0.0%	27	2.1%
Total	206	100.0%	1,043	100.0%	45	100.0%	1,294	100.0%



- Over one-half (51.9%) of total motorcycle crashes occurred between 1:00 p.m. and 6:59 p.m.
- Motorcycle crashes were more likely to occur in the afternoon and evening than other crashes.

Motorcycle Crash Conditions

Motorcycle Driver Age (Utah 2014)

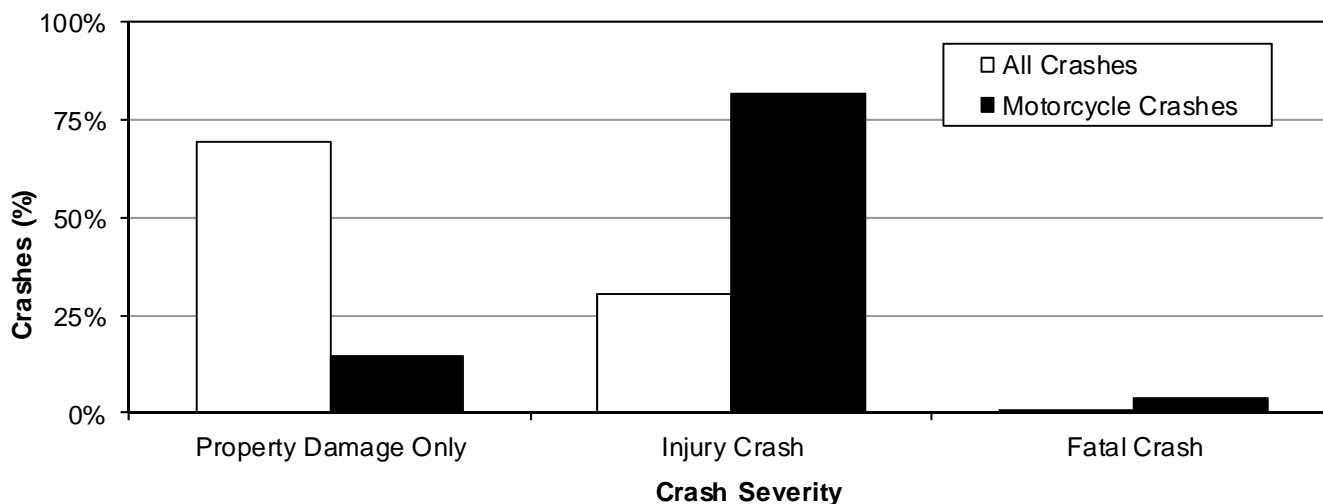
Motorcycle Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	9	0.9%	0	0.0%	9	0.8%
15-19	11	7.3%	83	8.4%	2	4.0%	96	8.1%
20-24	23	15.2%	172	17.5%	4	8.0%	199	16.8%
25-29	21	13.9%	148	15.0%	4	8.0%	173	14.6%
30-34	10	6.6%	103	10.5%	3	6.0%	116	9.8%
35-39	11	7.3%	74	7.5%	5	10.0%	90	7.6%
40-44	15	9.9%	76	7.7%	1	2.0%	92	7.8%
45-49	9	6.0%	76	7.7%	5	10.0%	90	7.6%
50-54	14	9.3%	72	7.3%	10	20.0%	96	8.1%
55-59	10	6.6%	70	7.1%	3	6.0%	83	7.0%
60-64	4	2.6%	49	5.0%	6	12.0%	59	5.0%
65+	8	5.3%	40	4.1%	7	14.0%	55	4.6%
Unknown	15	9.9%	13	1.3%	0	0.0%	28	2.4%
Total	151	100.0%	985	100.0%	50	100.0%	1,186	100.0%

- One-half (50.0%) 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 2014)

- Of the 50 motorcycle drivers in fatal crashes, 42 (84.0%) had a valid motorcycle license.

Motorcycle Crash Severity (Utah 2014)

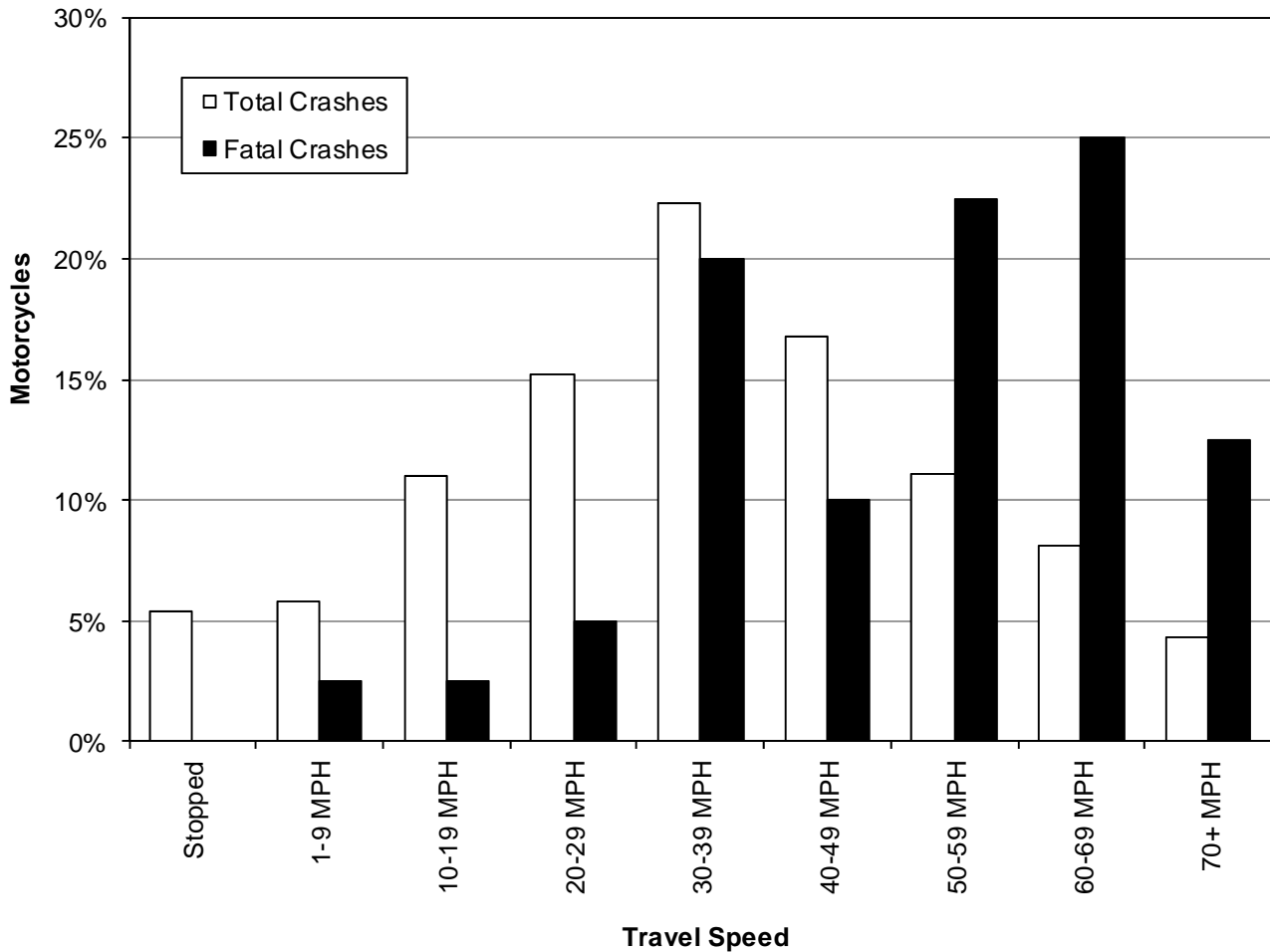


- Motorcycle crashes were more likely to result in injury (81.6% to 30.4%) or death (3.8% to 0.4%) compared to all motor vehicle crashes.

Motorcycle Crash Conditions

Travel Speed (Utah 2014)

Motorcycles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	29	16.9%	1	0.1%	0	0.0%	30	2.5%
Stopped	13	7.6%	35	3.5%	0	0.0%	48	4.0%
1-9 MPH	13	7.6%	38	3.9%	1	2.0%	52	4.3%
10-19 MPH	18	10.5%	79	8.0%	1	2.0%	98	8.1%
20-29 MPH	16	9.3%	117	11.9%	2	4.0%	135	11.2%
30-39 MPH	16	9.3%	175	17.7%	8	16.0%	199	16.5%
40-49 MPH	9	5.2%	137	13.9%	4	8.0%	150	12.4%
50-59 MPH	12	7.0%	78	7.9%	9	18.0%	99	8.2%
60-69 MPH	6	3.5%	56	5.7%	10	20.0%	72	6.0%
70-79 MPH	0	0.0%	13	1.3%	2	4.0%	15	1.2%
80+ MPH	0	0.0%	20	2.0%	3	6.0%	23	1.9%
Unknown	40	23.3%	237	24.0%	10	20.0%	287	23.8%
Total	172	100.0%	986	100.0%	50	100.0%	1,208	100.0%



- Over one-half (54.3% of known) of motorcycles in total crashes were traveling 20-49 MPH.
- The majority (60.0% of known) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

Motorcycle Crash Conditions

Maneuver of Other Vehicle Prior to Motorcycle Crash (Utah 2014)

Vehicles Other than Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	50	34.2%	179	31.0%	15	46.9%	244	32.3%
Turning Left	22	15.1%	187	32.4%	9	28.1%	218	28.8%
Stopped in Traffic Lane	12	8.2%	63	10.9%	3	9.4%	78	10.3%
Slowing in Traffic Lane	7	4.8%	29	5.0%	3	9.4%	39	5.2%
Changing Lanes	4	2.7%	28	4.8%	1	3.1%	33	4.4%
Parked/Parking	17	11.6%	14	2.4%	0	0.0%	31	4.1%
Making U-turn	5	3.4%	19	3.3%	1	3.1%	25	3.3%
Turning Right	0	0.0%	22	3.8%	0	0.0%	22	2.9%
Backing	16	11.0%	3	0.5%	0	0.0%	19	2.5%
Entering/Leaving Traffic Lane	3	2.1%	15	2.6%	0	0.0%	18	2.4%
Overtaking/Passing	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Unknown/Other	10	6.8%	16	2.8%	0	0.0%	26	3.4%
Total	146	100.0%	578	100.0%	32	100.0%	756	100.0%

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (32.3%) and turning left (28.8%).

Motorcycle Maneuver Prior to Motorcycle Crash (Utah 2014)

Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	90	52.3%	724	73.4%	44	88.0%	858	71.0%
Turning Left	8	4.7%	71	7.2%	1	2.0%	80	6.6%
Slowing in Traffic Lane	8	4.7%	41	4.2%	0	0.0%	49	4.1%
Stopped in Traffic Lane	13	7.6%	33	3.3%	0	0.0%	46	3.8%
Parked/Parking	32	18.6%	2	0.2%	0	0.0%	34	2.8%
Turning Right	2	1.2%	30	3.0%	0	0.0%	32	2.6%
Changing Lanes	3	1.7%	18	1.8%	3	6.0%	24	2.0%
Overtaking/Passing	1	0.6%	12	1.2%	1	2.0%	14	1.2%
Entering/Leaving Traffic Lane	3	1.7%	10	1.0%	0	0.0%	13	1.1%
Making U-turn	1	0.6%	3	0.3%	1	2.0%	5	0.4%
Backing	1	0.6%	0	0.0%	0	0.0%	1	0.1%
Other	4	2.3%	24	2.4%	0	0.0%	28	2.3%
Unknown	6	3.5%	18	1.8%	0	0.0%	24	2.0%
Total	172	100.0%	986	100.0%	50	100.0%	1,208	100.0%

- 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 2014)

Motorcycle Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Motorcycle Only	41	23.8%	415	43.1%	19	42.2%	475	40.3%
Motorcycle and 1 or More Other Vehicles	131	76.2%	547	56.9%	26	57.8%	704	59.7%
Total	172	100.0%	962	100.0%	45	100.0%	1,179	100.0%

- In 59.7% 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 2014)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	17	15.5%	206	40.2%	9	39.1%	232	35.9%
Followed Too Closely	12	10.9%	45	8.8%	1	4.3%	58	9.0%
Improper Turn	6	5.5%	50	9.7%	1	4.3%	57	8.8%
Vision Obscured	7	6.4%	48	9.4%	2	8.7%	57	8.8%
Other Improper Driving	6	5.5%	35	6.8%	0	0.0%	41	6.3%
Driver Distraction	11	10.0%	23	4.5%	2	8.7%	36	5.6%
Improper Lane Change	2	1.8%	23	4.5%	1	4.3%	26	4.0%
Failed to Keep in Proper Lane	7	6.4%	15	2.9%	2	8.7%	24	3.7%
Hit and Run	11	10.0%	5	1.0%	0	0.0%	16	2.5%
Improper Backing	12	10.9%	2	0.4%	0	0.0%	14	2.2%
Disregard Traffic Signal/Sign	0	0.0%	11	2.1%	1	4.3%	12	1.9%
Vehicle Defective Condition	6	5.5%	6	1.2%	0	0.0%	12	1.9%
Driving Under the Influence	2	1.8%	7	1.4%	2	8.7%	11	1.7%
Speed Too Fast	2	1.8%	8	1.6%	1	4.3%	11	1.7%
Improper Parking/Stopping	3	2.7%	7	1.4%	0	0.0%	10	1.5%
Other Driver Condition	1	0.9%	7	1.4%	0	0.0%	8	1.2%
Swerved or Evasive Action	1	0.9%	4	0.8%	0	0.0%	5	0.8%
Driver Emotional Prior to Crash	2	1.8%	2	0.4%	0	0.0%	4	0.6%
Overcorrected	1	0.9%	2	0.4%	1	4.3%	4	0.6%
Reckless/Aggressive Driving	1	0.9%	3	0.6%	0	0.0%	4	0.6%
Improper Signal	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Driver Asleep/Fatigue	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Wrong Side/Wrong Way	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Driver Illness/Medical	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	110	100.0%	513	100.0%	23	100.0%	646	100.0%

- Failed to yield right of way (35.9%), followed too closely (9.0%), improper turn (8.8%), and vision obscured (8.8%) 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 (39.1%).

Motorcycle Crash Conditions

Contributing Factors of Motorcycle Drivers in Crashes (Utah 2014)

Motorcycle Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Speed Too Fast	3	3.1%	102	11.8%	16	32.7%	121	12.0%
Failed to Keep in Proper Lane	8	8.3%	96	11.1%	9	18.4%	113	11.2%
Followed Too Closely	16	16.7%	91	10.5%	5	10.2%	112	11.1%
Other Improper Driving	8	8.3%	76	8.8%	0	0.0%	84	8.3%
Swerved or Evasive Action	5	5.2%	53	6.1%	1	2.0%	59	5.8%
Ran Off Road	2	2.1%	54	6.3%	0	0.0%	56	5.6%
Driver Distraction	7	7.3%	46	5.3%	0	0.0%	53	5.3%
Driving Under the Influence	2	2.1%	43	5.0%	5	10.2%	50	5.0%
Failed to Yield Right of Way	8	8.3%	41	4.7%	1	2.0%	50	5.0%
Overcorrected	1	1.0%	43	5.0%	0	0.0%	44	4.4%
Reckless/Aggressive Driving	1	1.0%	32	3.7%	4	8.2%	37	3.7%
Vehicle Other Defective Condition	4	4.2%	18	2.1%	1	2.0%	23	2.3%
Improper Turn	1	1.0%	20	2.3%	0	0.0%	21	2.1%
Disregard Traffic Signal/Sign	1	1.0%	16	1.9%	1	2.0%	18	1.8%
Vision Obscured by Other	4	4.2%	13	1.5%	0	0.0%	17	1.7%
Other Driver Condition	6	6.3%	10	1.2%	0	0.0%	16	1.6%
Improper Lane Change	2	2.1%	12	1.4%	1	2.0%	15	1.5%
Vehicle Tires	0	0.0%	14	1.6%	1	2.0%	15	1.5%
Vehicle Brakes	0	0.0%	13	1.5%	0	0.0%	13	1.3%
Improper Parking/Stopping	1	1.0%	11	1.3%	0	0.0%	12	1.2%
Vision Obscured by Weather Condition	2	2.1%	10	1.2%	0	0.0%	12	1.2%
Hit and Run	7	7.3%	4	0.5%	0	0.0%	11	1.1%
Vision Obscured by Moving Vehicle	1	1.0%	10	1.2%	0	0.0%	11	1.1%
Improper Passing	1	1.0%	7	0.8%	1	2.0%	9	0.9%
Wrong Side/Wrong Way	1	1.0%	6	0.7%	1	2.0%	8	0.8%
Driver Illness/Medical	0	0.0%	5	0.6%	1	2.0%	6	0.6%
Vision Obscured by Parked Vehicle	1	1.0%	4	0.5%	0	0.0%	5	0.5%
Disregard Road Markings	0	0.0%	4	0.5%	0	0.0%	4	0.4%
Driver Asleep/Fatigue	0	0.0%	4	0.5%	0	0.0%	4	0.4%
Vision Obscured by Glare	2	2.1%	1	0.1%	1	2.0%	4	0.4%
Improper Signal	1	1.0%	2	0.2%	0	0.0%	3	0.3%
Driver Emotional Prior to Crash	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Vision Obscured by Vegetation	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	96	100.0%	864	100.0%	49	100.0%	1,009	100.0%

- Speed too fast (12.0%), failed to keep in proper lane (11.2%), and followed too closely (11.1%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (32.7%) and failed to keep in proper lane (18.4%).

Motorcycle Crash Conditions

Drivers Other than Motorcyclists in Motorcycle Crashes with Contributing Factors (Utah 2014)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	73	50.0%	370	64.0%	15	46.9%	458	60.6%
No	52	35.6%	185	32.0%	17	53.1%	254	33.6%
Not Applicable - No Driver	18	12.3%	8	1.4%	0	0.0%	26	3.4%
Unknown	3	2.1%	15	2.6%	0	0.0%	18	2.4%
Total	146	100.0%	578	100.0%	32	100.0%	756	100.0%

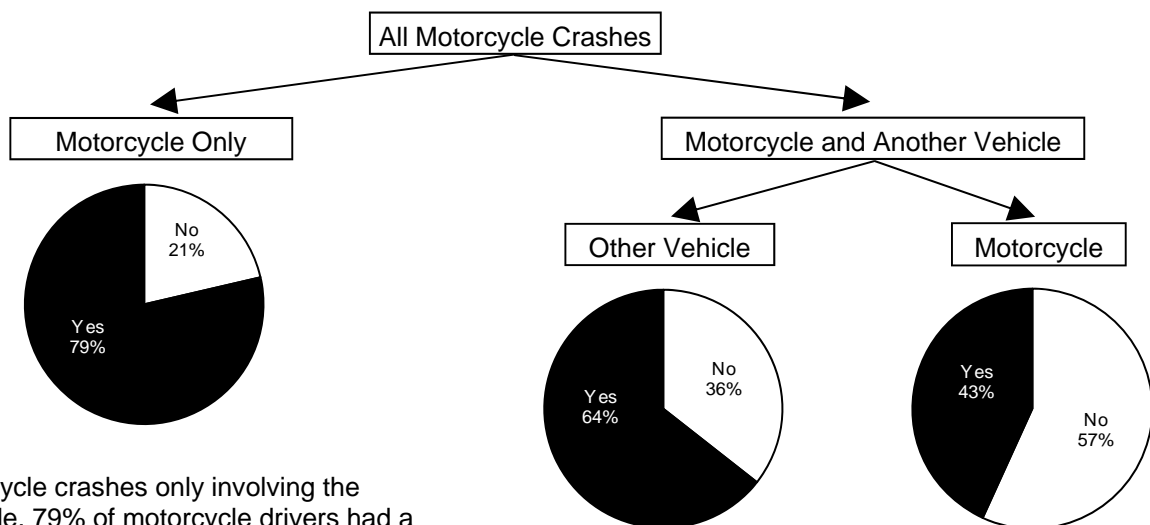
- 60.6% of drivers other than motorcyclists in motorcycle crashes had a contributing factor in total crashes.

Motorcycle Drivers in Crashes with Contributing Factors (Utah 2014)

Motorcycle Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	69	40.1%	558	56.6%	32	64.0%	659	54.6%
No	79	45.9%	398	40.4%	18	36.0%	495	41.0%
Not Applicable - No Driver	21	12.2%	1	0.1%	0	0.0%	22	1.8%
Unknown	3	1.7%	29	2.9%	0	0.0%	32	2.6%
Total	172	100.0%	986	100.0%	50	100.0%	1,208	100.0%

- 54.6% of motorcycle drivers had a contributing factor in total crashes.

Contributing Factor Summary in Motorcycle Crashes (Utah 2014)



- In motorcycle crashes only involving the motorcycle, 79% of motorcycle drivers had a contributing factor.
- In motorcycle crashes involving more than one vehicle, 43% of motorcycle drivers and 64% of drivers other than motorcyclists had a contributing factor.