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.

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Available At: The Utah Crash Summary and fact sheets are available at the Utah Highway Safety Office website at highwaysafety.utah.gov.

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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%
Followed 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%
Drowsy 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	50,253	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%
Followed 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	9,759	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%
Drowsy 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%
Drowsy Driving Crash	15	5.4%	12	28.6%
Followed 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	160	62.0%	125	28.3%
Rural	98	38.0%	83	17.6%
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%
Drowsy Driving	14	5.4%	10	35.5%
Followed 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.

2015 Utah Crash Facts

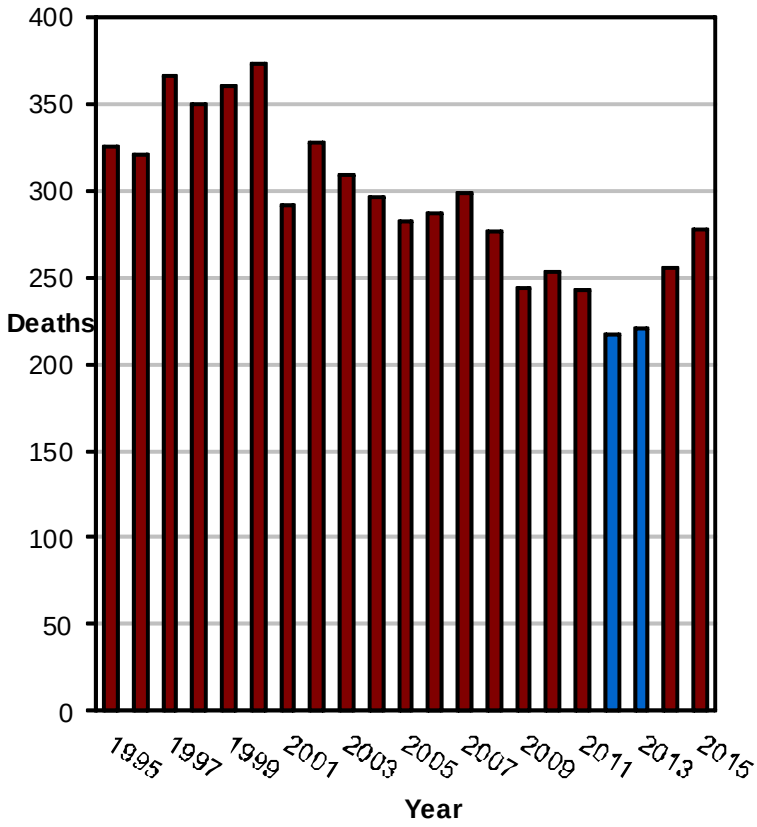
Utah Department of Public Safety
Highway Safety Office

Overview

Did you know in 2015:

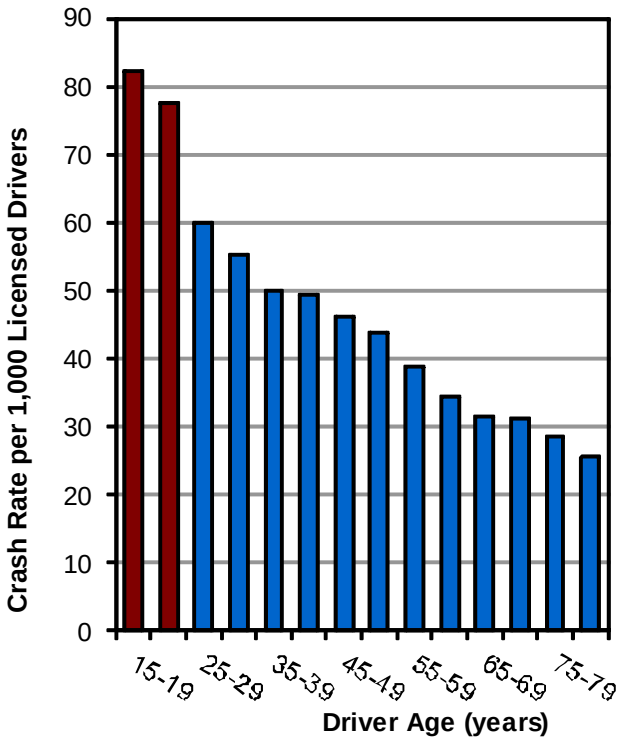
- 60,012 motor vehicle crashes occurred in Utah which resulted in 25,350 injured persons and 278 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 8 minutes, a person was injured in a crash every 20 minutes, and a person died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

Deaths by Year (Utah 1995-2015)



- 2012 (217) had the lowest deaths in Utah since1959 (205).

Crash Rates per Licensed Drivers by Age (Utah 2015)



- 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%)

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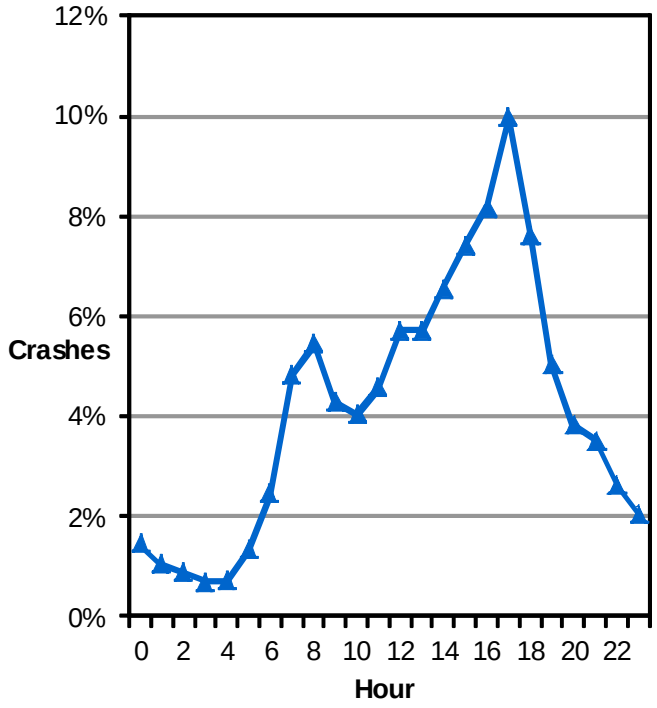
2015 Utah Crash Facts

Overview

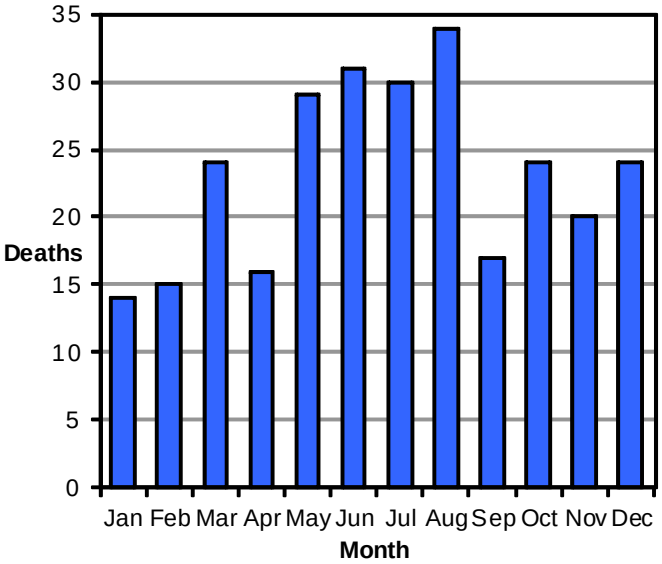
Motor Vehicle Crashes by Hour (Utah 2015)



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

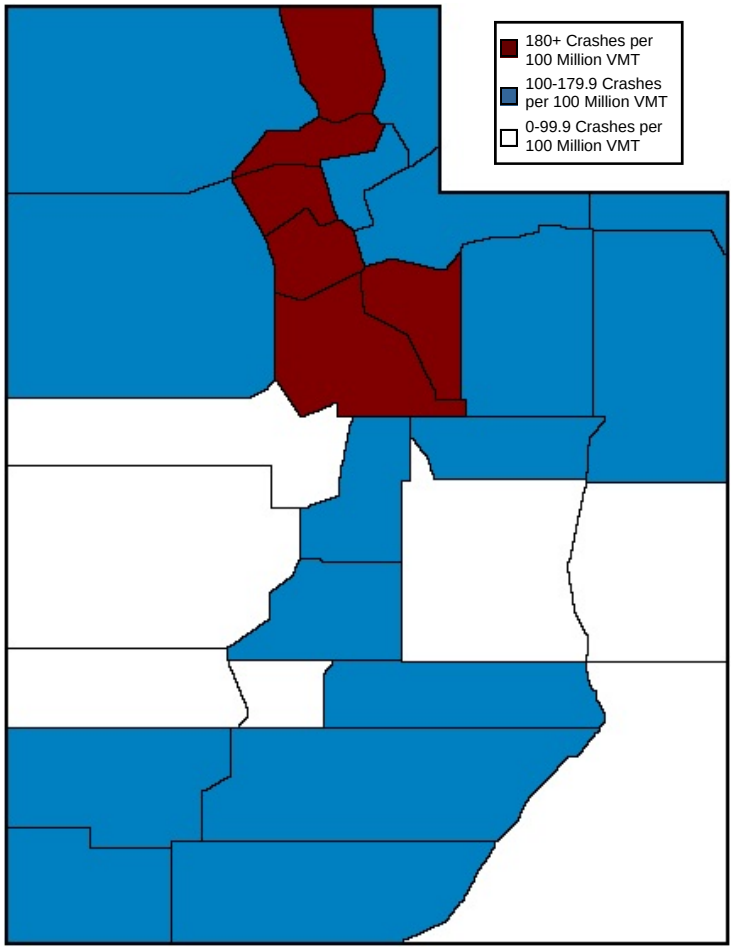
Traffic deaths in 2015 were the highest since 2007. Pedestrian deaths in 2015 were the highest since 1987.

Deaths by Month (Utah 2015)



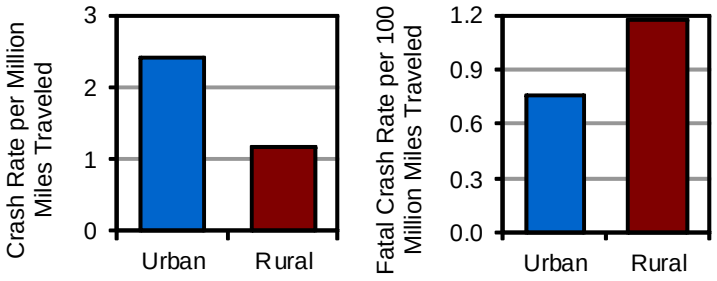
- August had the most deaths.

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.

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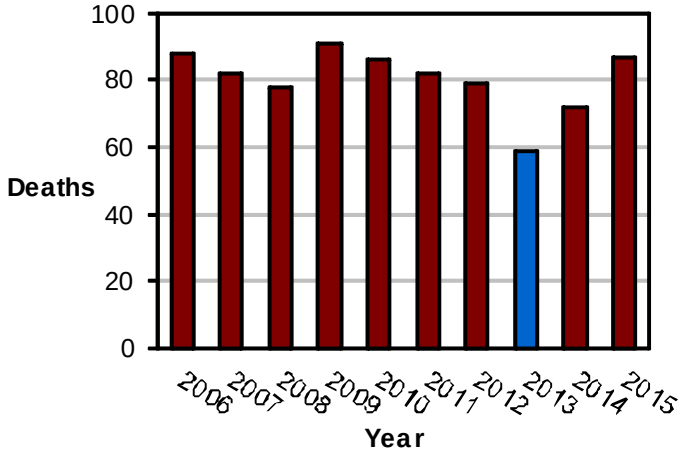
Wearing a seat belt is one of the best ways to decrease injuries and deaths in motor vehicle crashes.

Occupant Protection

Did you know in 2015:

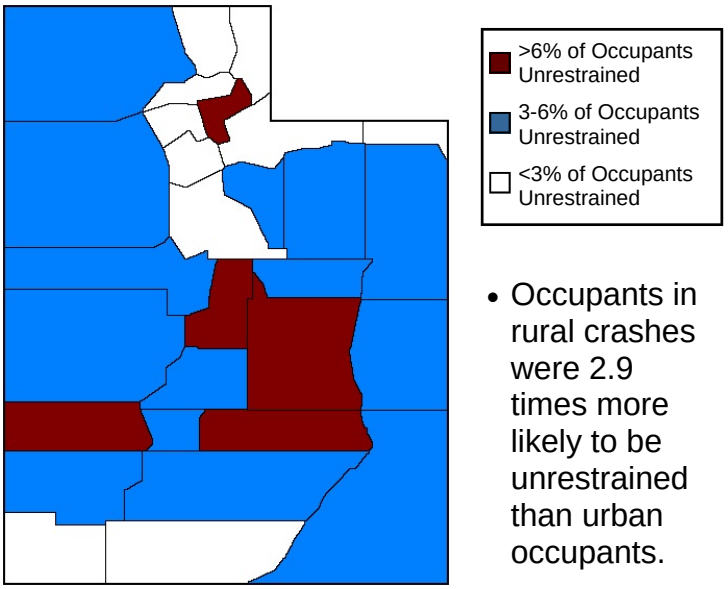
- Unrestrained crash occupants were 49 times more likely to die in a crash than restrained occupants.
- An estimated 107 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 53 additional lives would have been saved if everyone had been wearing seat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

Unrestrained Occupant Deaths by Year (Utah 2006-2015)



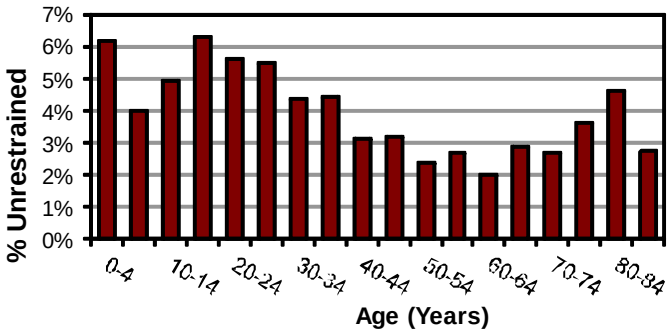
- 2013 had the lowest number of unrestrained occupant deaths over the last 10 years.

Unrestrained Crash Occupants by County (Utah 2015)



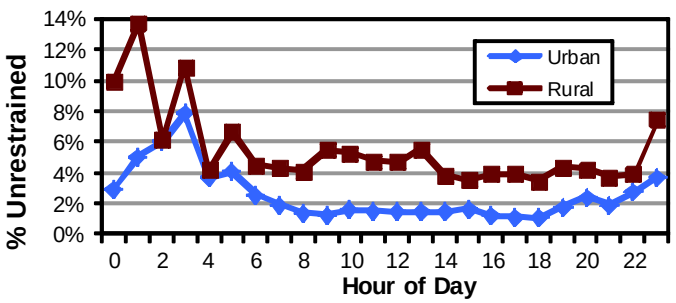
- Occupants in rural crashes were 2.9 times more likely to be unrestrained than urban occupants.

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.

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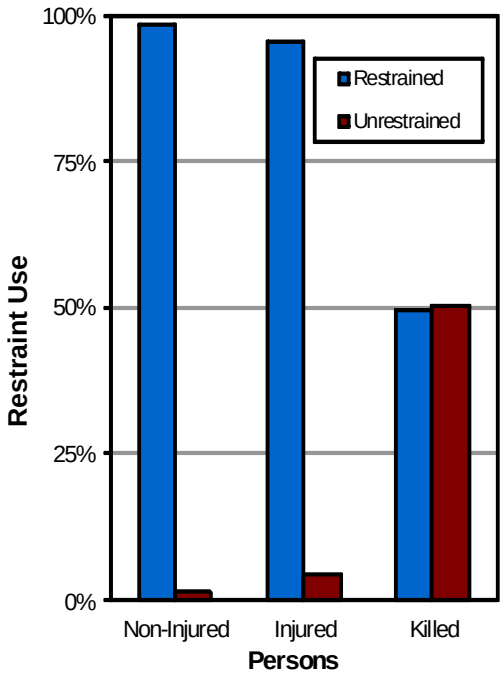
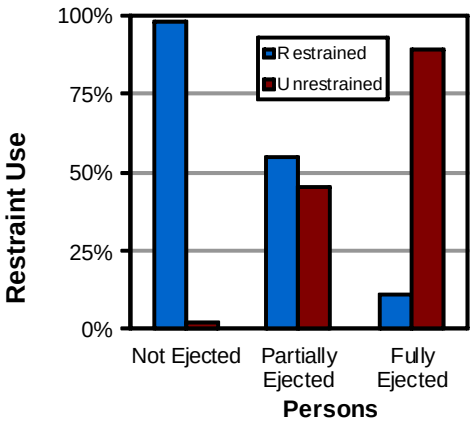
Occupant Protection

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.

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.

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.

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.

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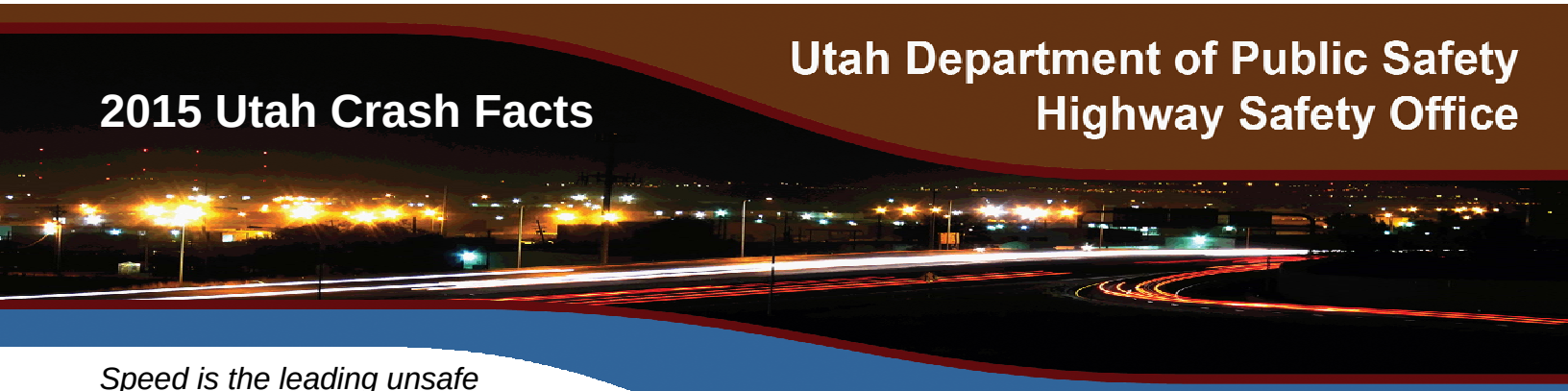


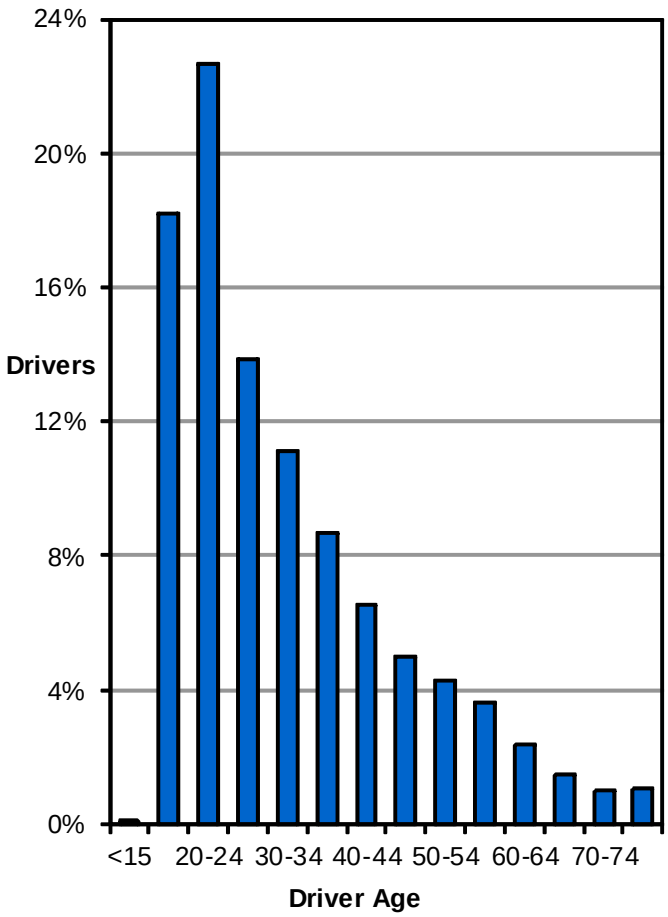
Speed is the leading unsafe driving behavior that contributes to deaths.

Speed

Did you know in 2015:

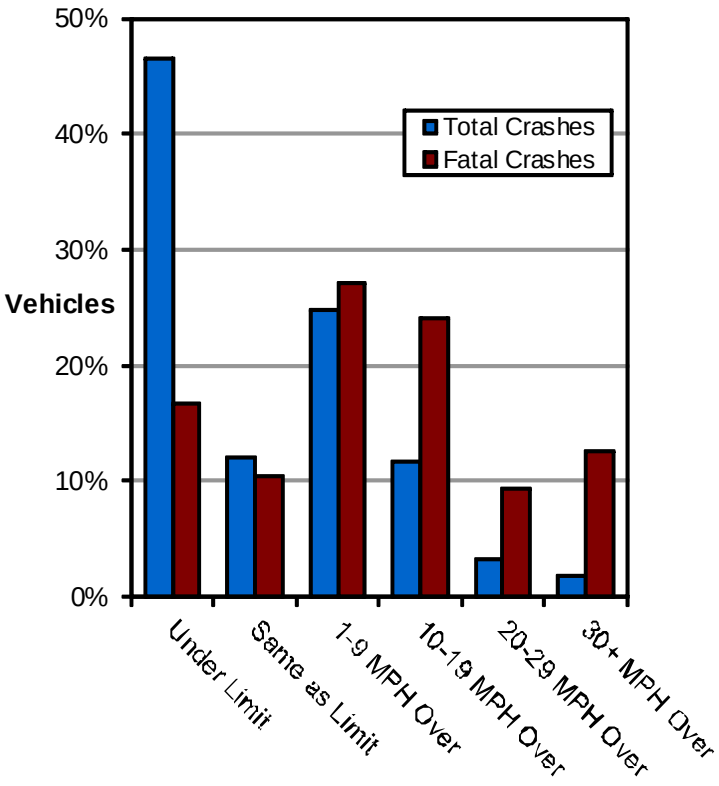
- 10,507 speed-related crashes occurred in Utah which resulted in 5,032 injured persons and 104 deaths.
- Speed was a factor in 37% of fatal crashes in 2015.
- Speed-related crashes were 2.7 times more likely to be fatal than other motor vehicle crashes.

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)



- 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.

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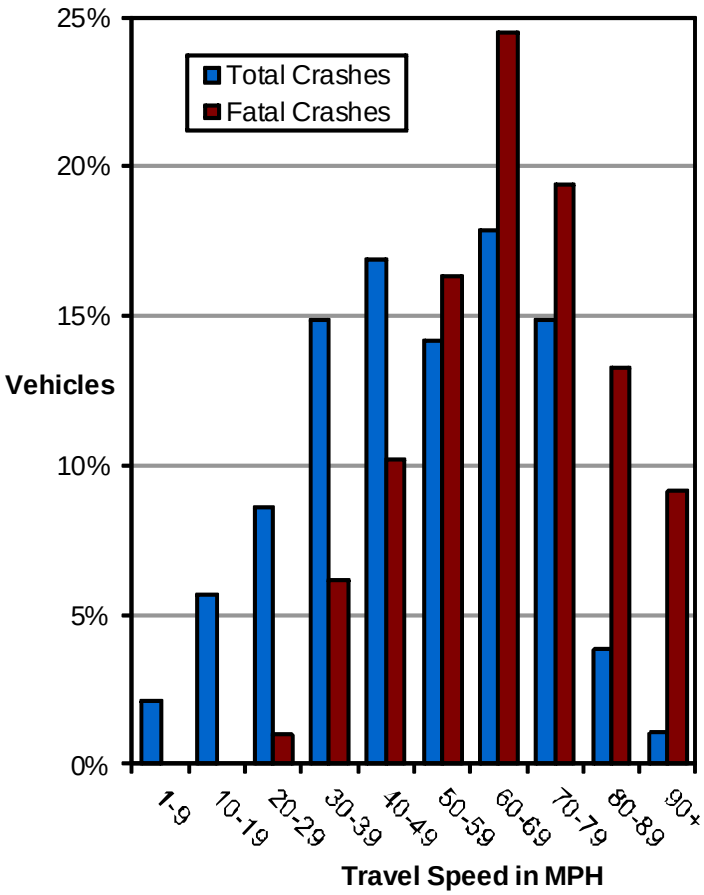
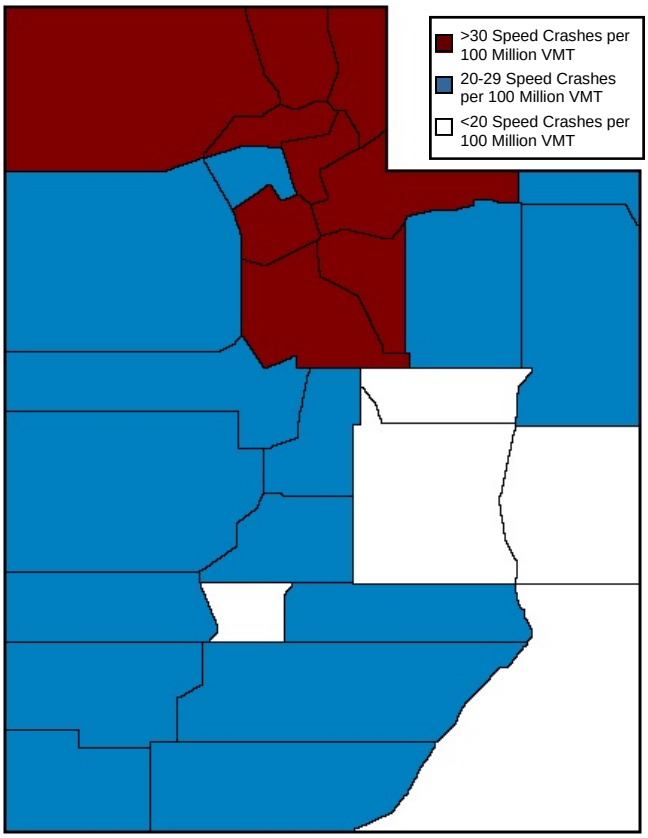
Speed

Speed-Related Crashes by Travel Speed (Utah 2015)



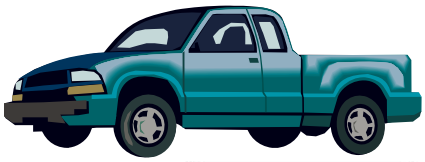
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

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.

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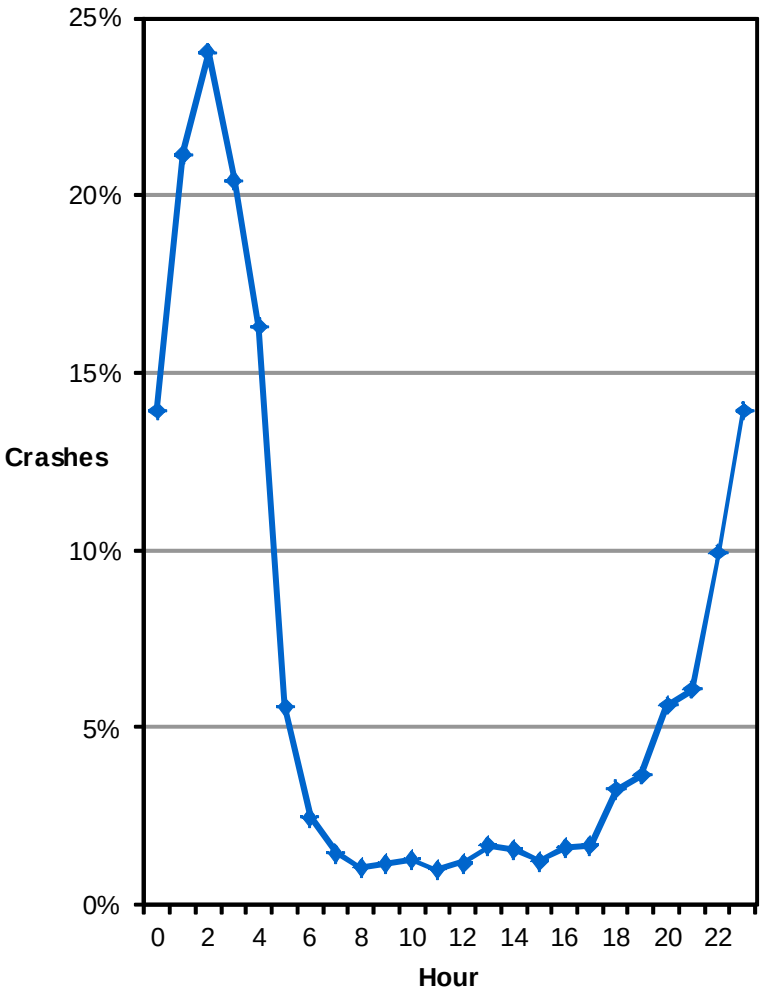
Alcohol

Did you know in 2015:

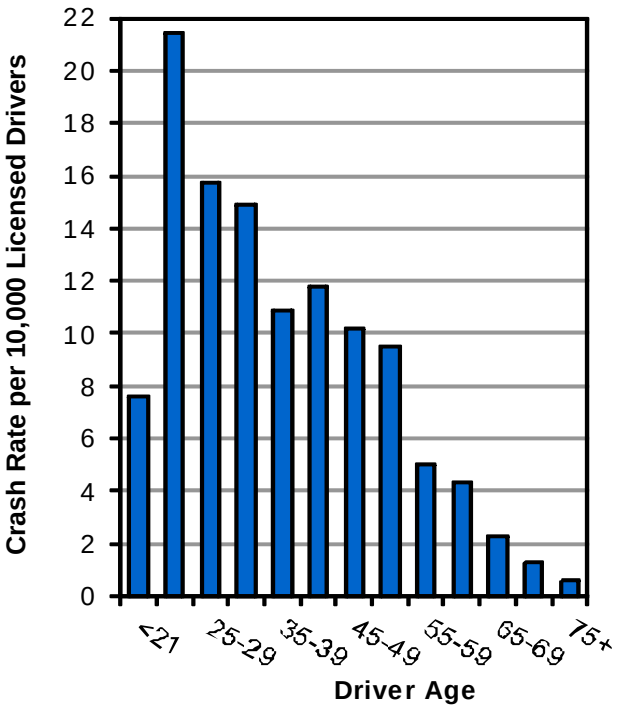
- 2,021 alcohol-related driver crashes occurred in Utah which resulted in 1,207 injured persons and 37 deaths.
- Alcohol-related driver crashes were 3.9 times more likely to be fatal than other crashes.
- 3.4% of crashes involved an alcohol-related driver.

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.

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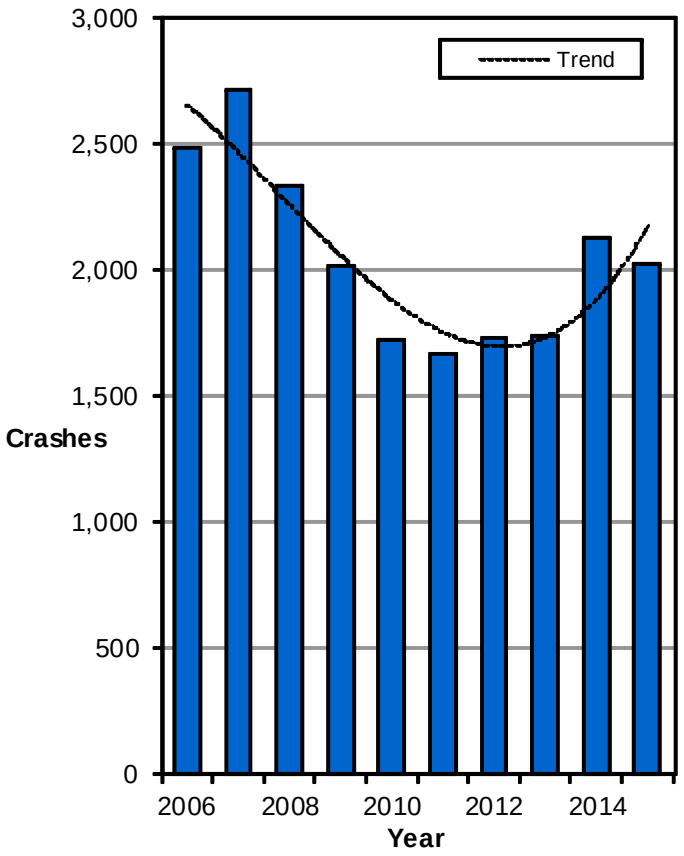
2015 Utah Crash Facts

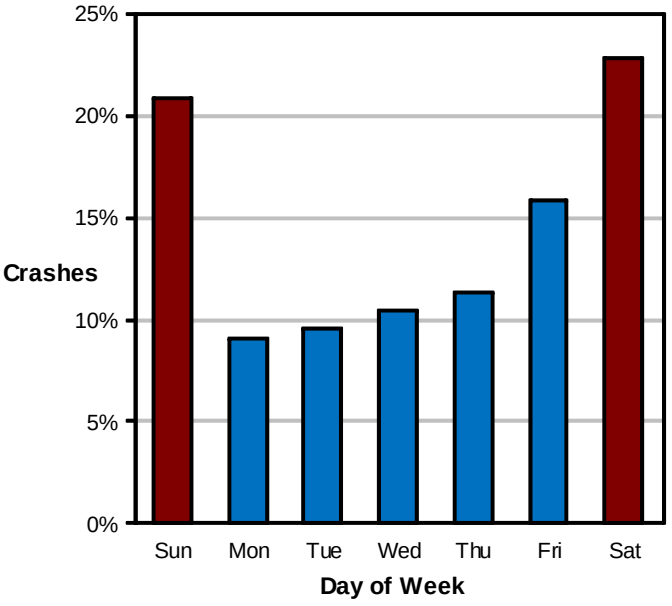
Alcohol

Alcohol-Related Driver Crashes (Utah 2006-2015)



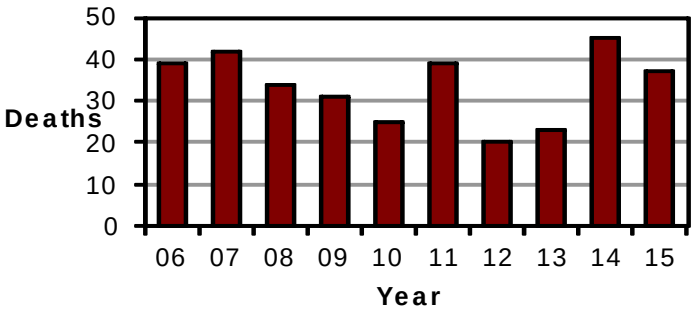
- The number of alcohol-related driver crashes is on an increasing trend the last few years.

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



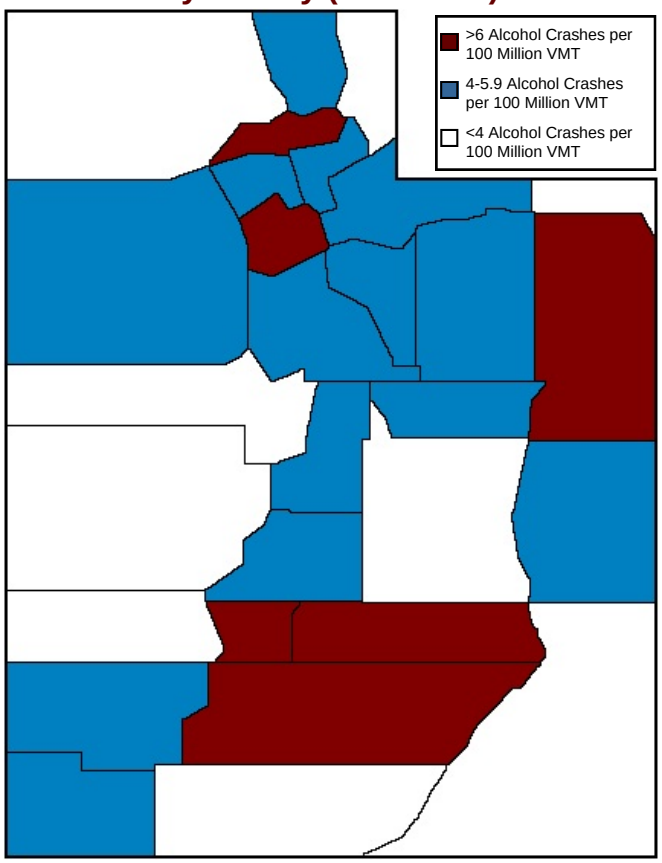
- The highest percentage of alcohol-related driver crashes occurred on weekends (44%).

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.

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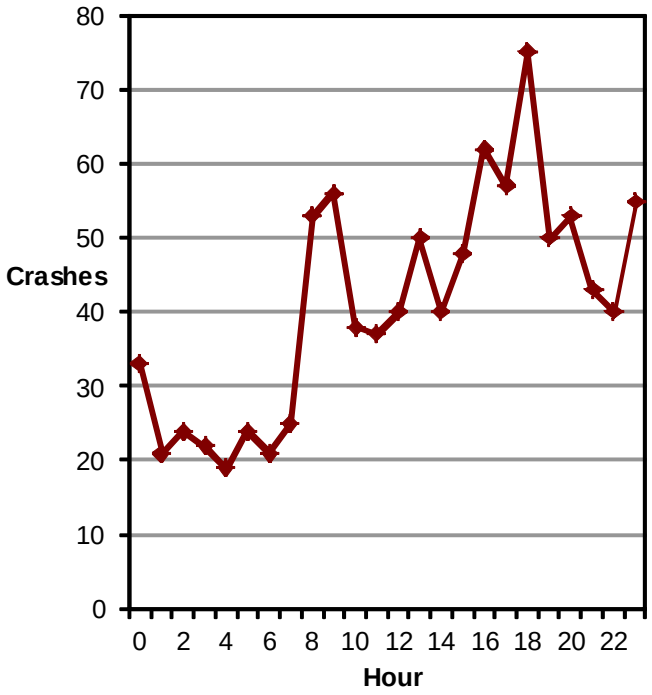
Drugs

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.

Drug-Related Driver Crashes by Hour (Utah 2015)

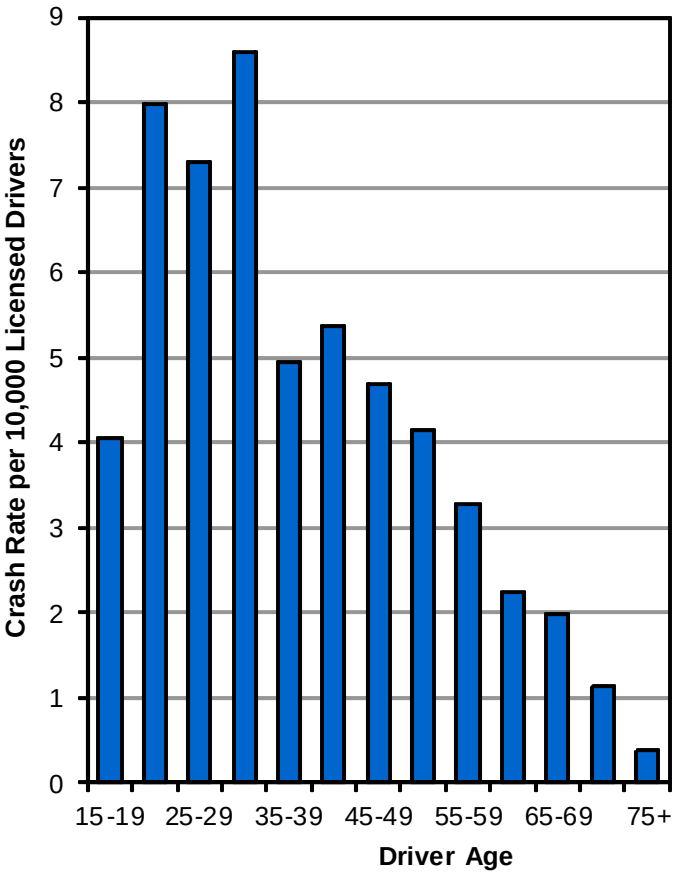


- Drug-related driver crashes were highest during the hours of 4 pm-6:59 pm and 9 am.

*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.

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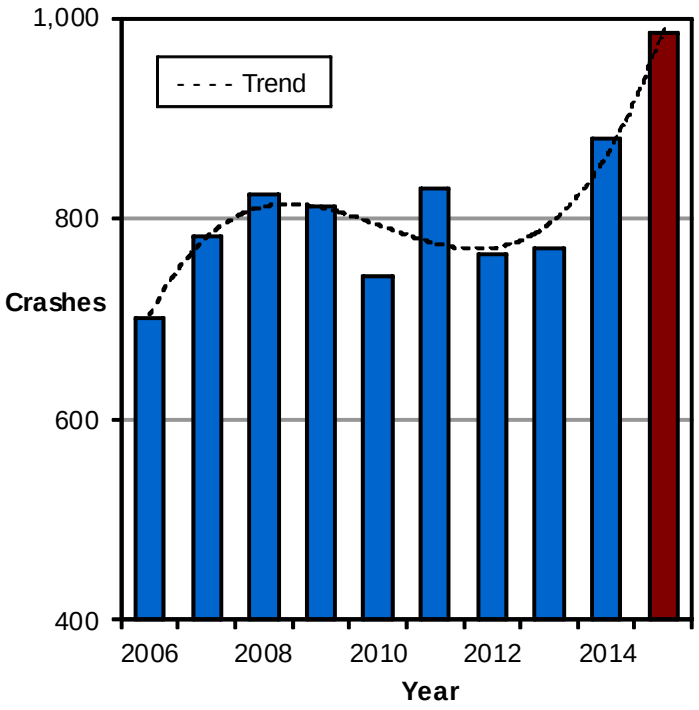
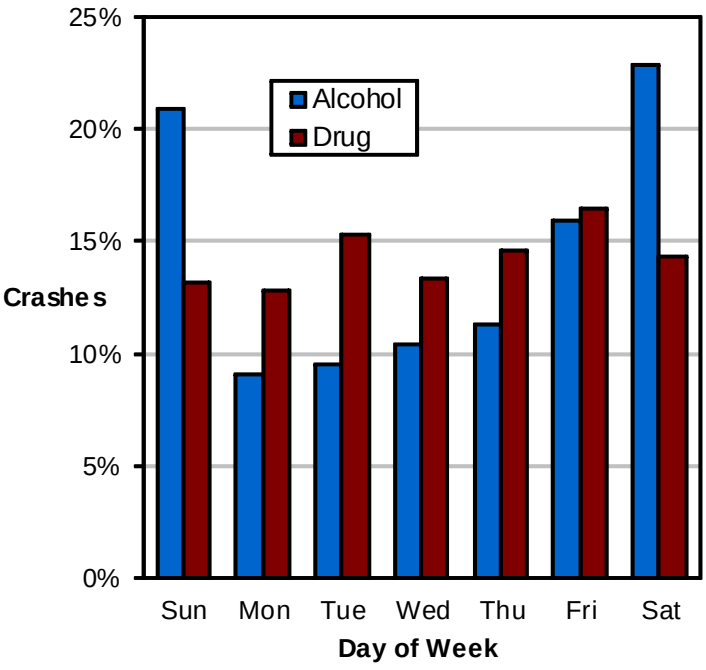
Drugs

Drug-Related Driver Crashes by Year (Utah 2006-2015)



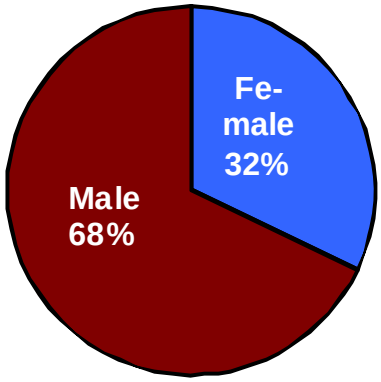
- The number of drug-related driver crashes in 2015 was the highest it has ever been.

Drug-Related vs. Alcohol-Related Driver Crashes by Day of the Week (Utah 2015)



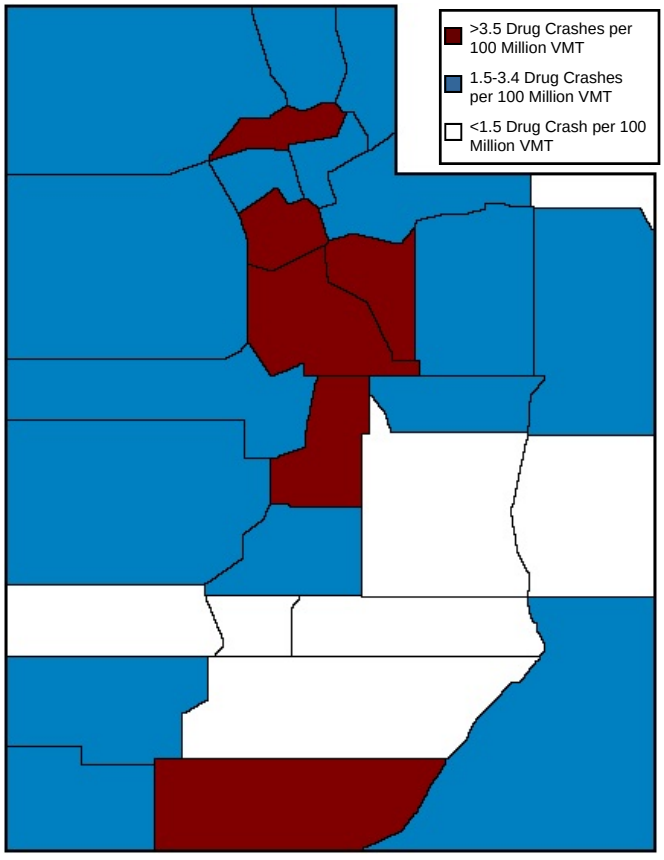
- While alcohol-related driver crashes occurred more on weekends, drug-related driver crashes were spread throughout the week.

Drug-Related Driver Crashes by Driver Gender (Utah 2015)



- There were twice as many male drivers in drug-related crashes than females.

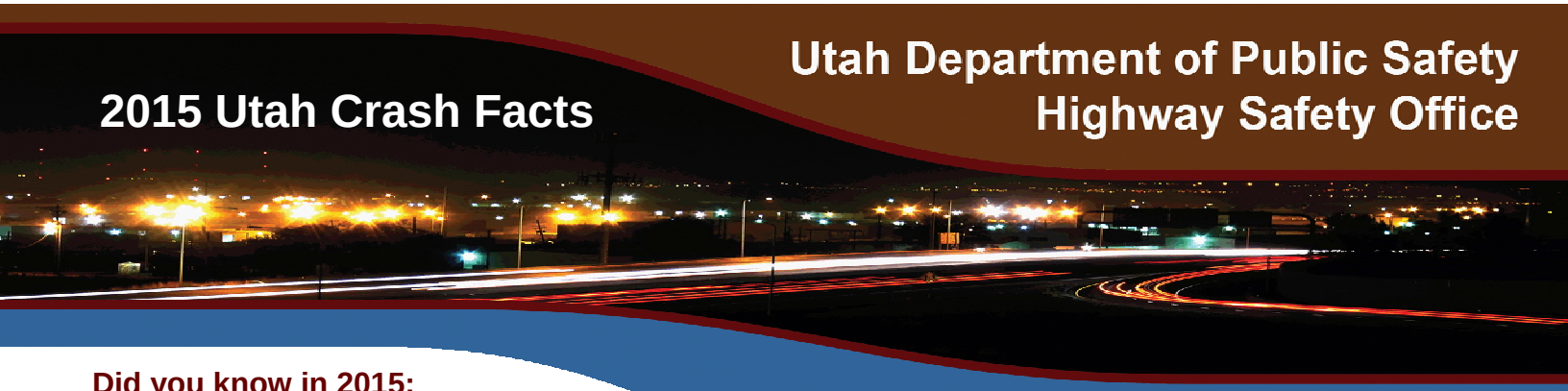
Drug-Related Driver Crashes by County (Utah 2015)



- Weber, Wasatch, and Salt Lake Counties had the highest rates of drug-related driver crashes per vehicle mile traveled (VMT).

2015 Utah Crash Facts

Utah Department of Public Safety
Highway Safety Office

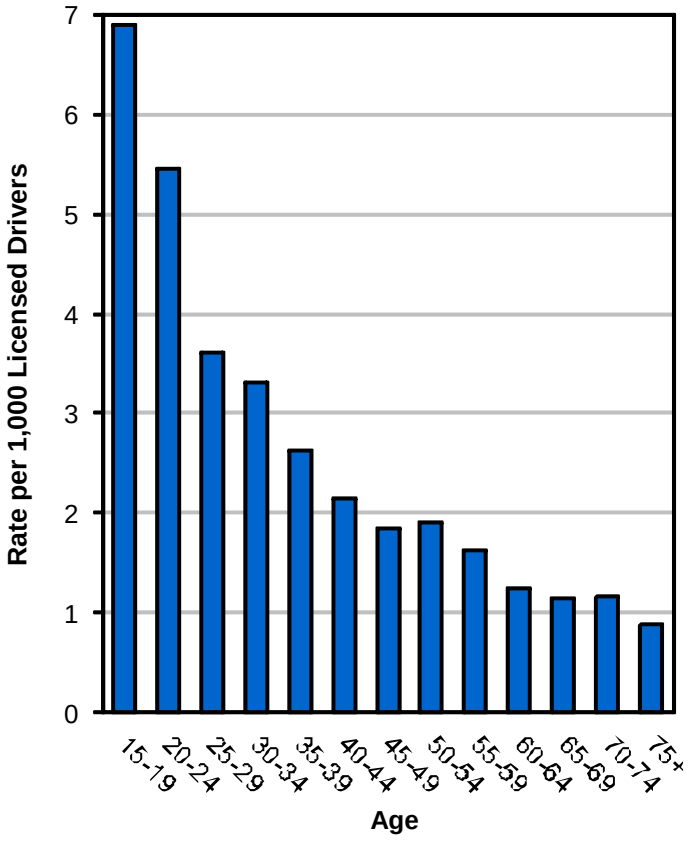


Distraction

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.

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



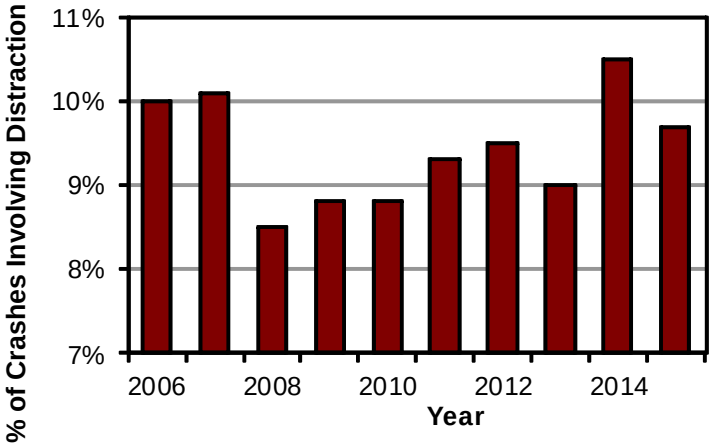
- Younger drivers had the highest rates of driver distraction crashes.

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.

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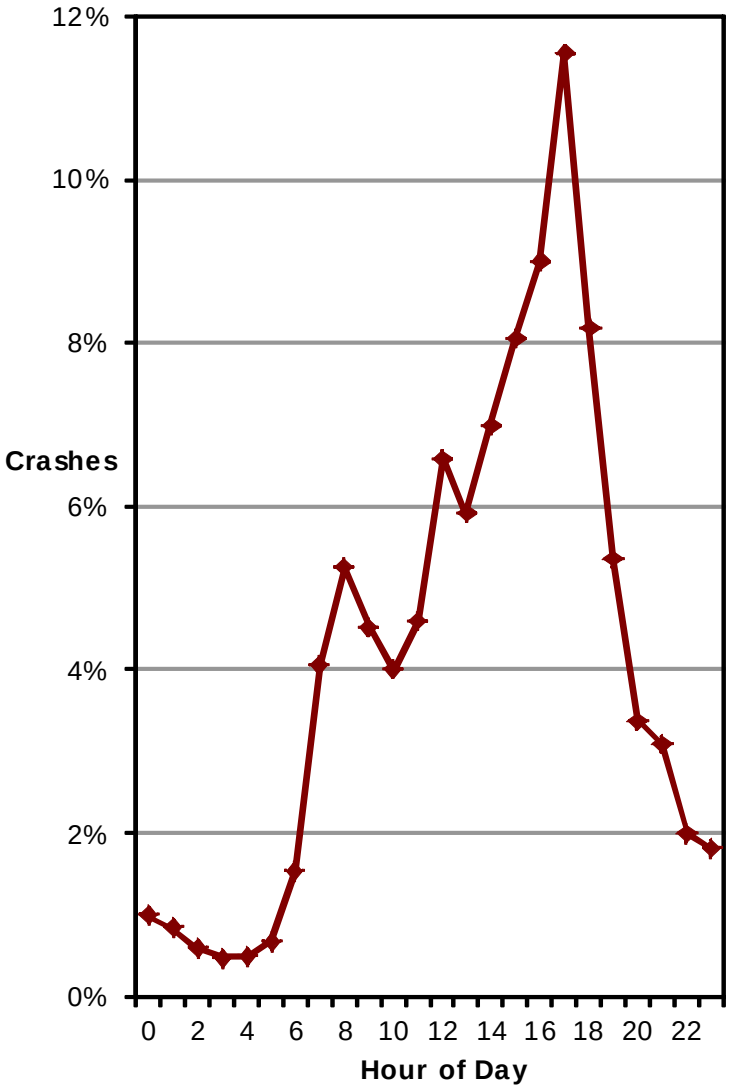
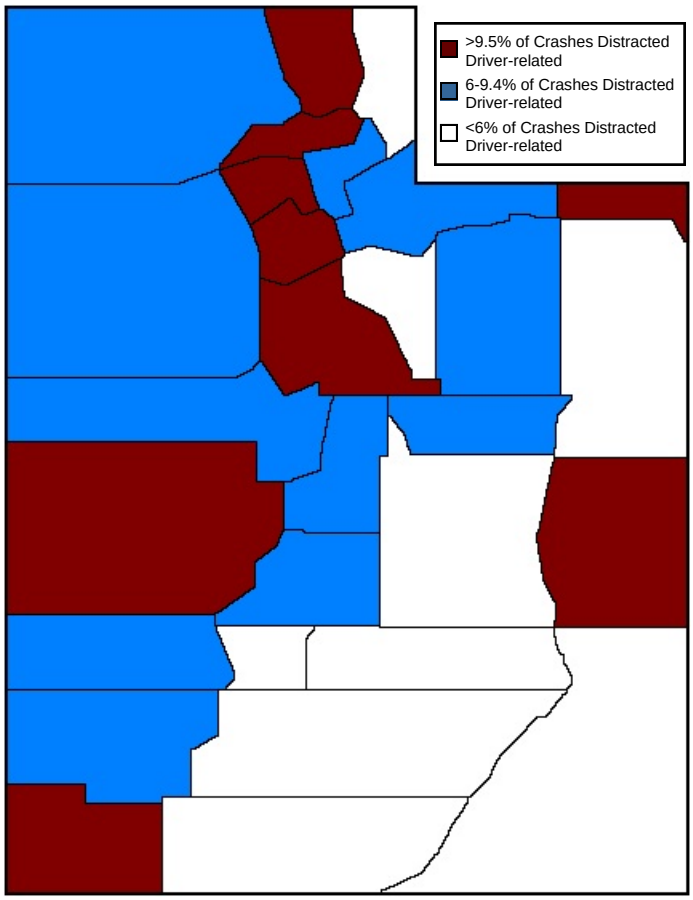
Distraction

Driver Distraction Crashes by Hour (Utah 2015)



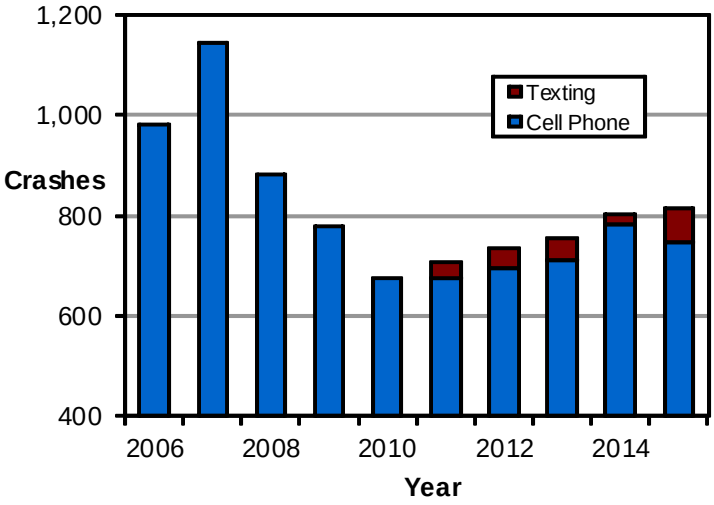
- Driver distraction crashes peaked during the hours of 12:00 p.m.-6:59 p.m.

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.

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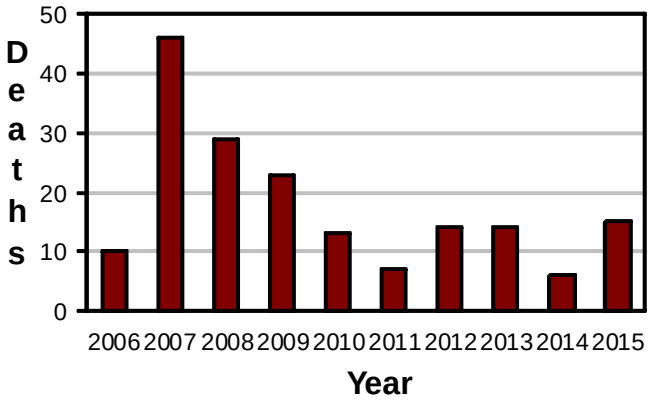
Drowsy Driving

Did you know in 2015:

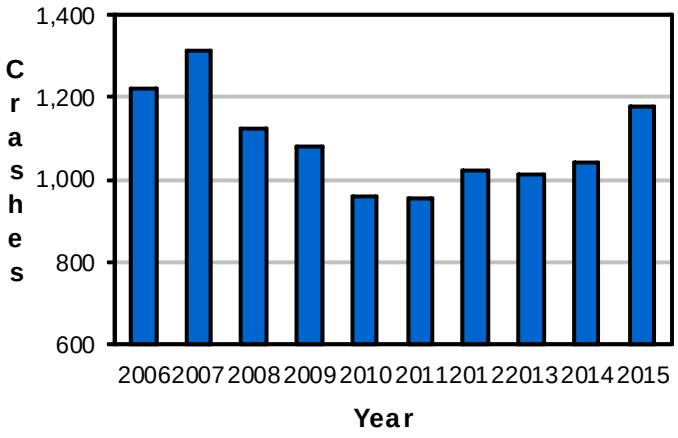
- 1,178 motor vehicle crashes occurred in Utah involving a drowsy driver.
- 177 people have died in Utah over the last ten years in drowsy driver crashes.
- 2.0% of the motor vehicle crashes in Utah involved a drowsy driver.

Drowsy Driver Deaths by Year (Utah 2006-2015)



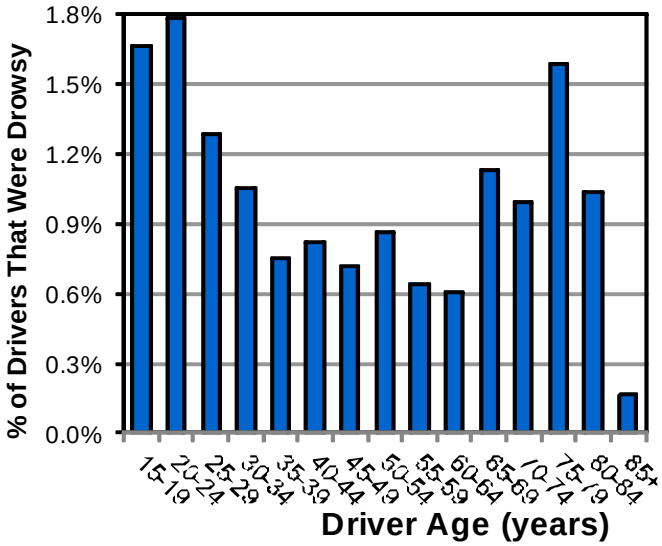
- Over the last ten years, an average of 18 people die each year from drowsy drivers.

Drowsy Driver Crashes by Year (Utah 2006-2015)



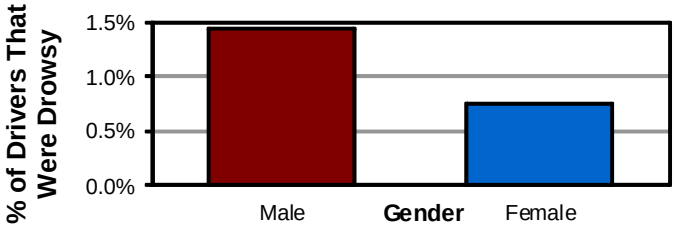
- Over the last 10 years, an average of 1,091 drowsy driver crashes occur each year.

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.

Gender of Drowsy Drivers in Crashes (Utah 2015)



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

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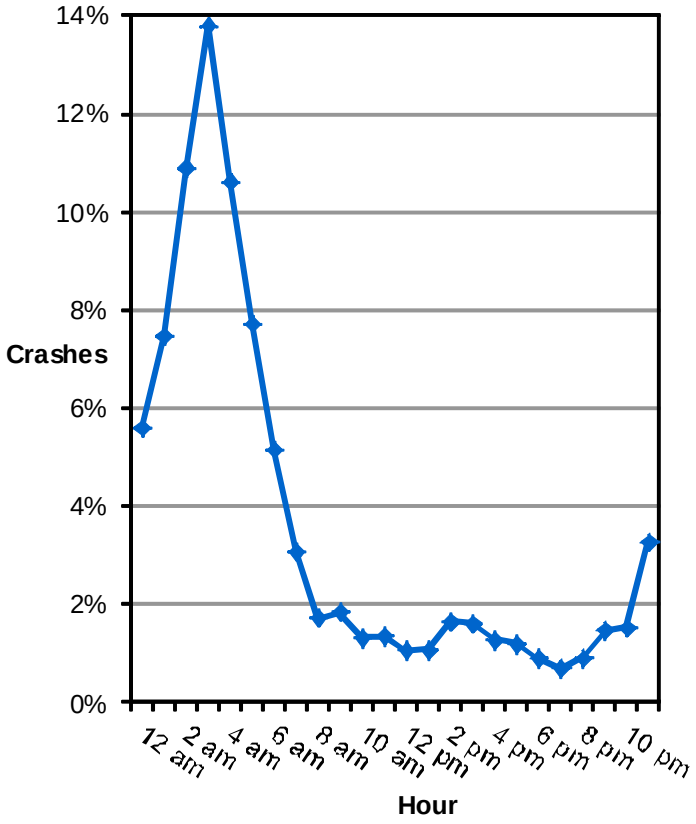
2015 Utah Crash Facts

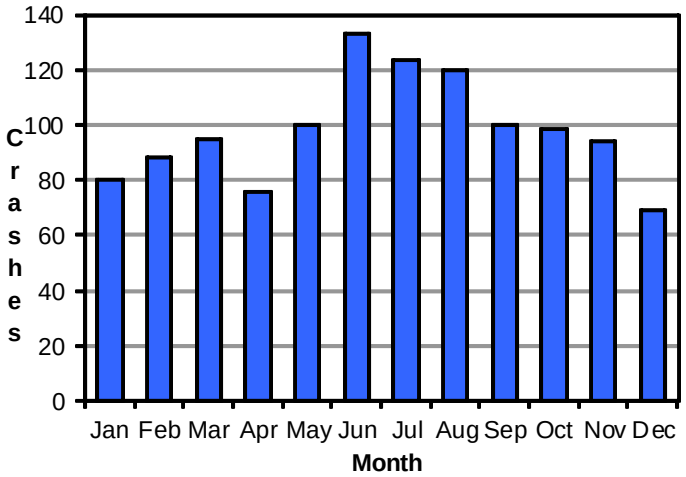
Drowsy Driving

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



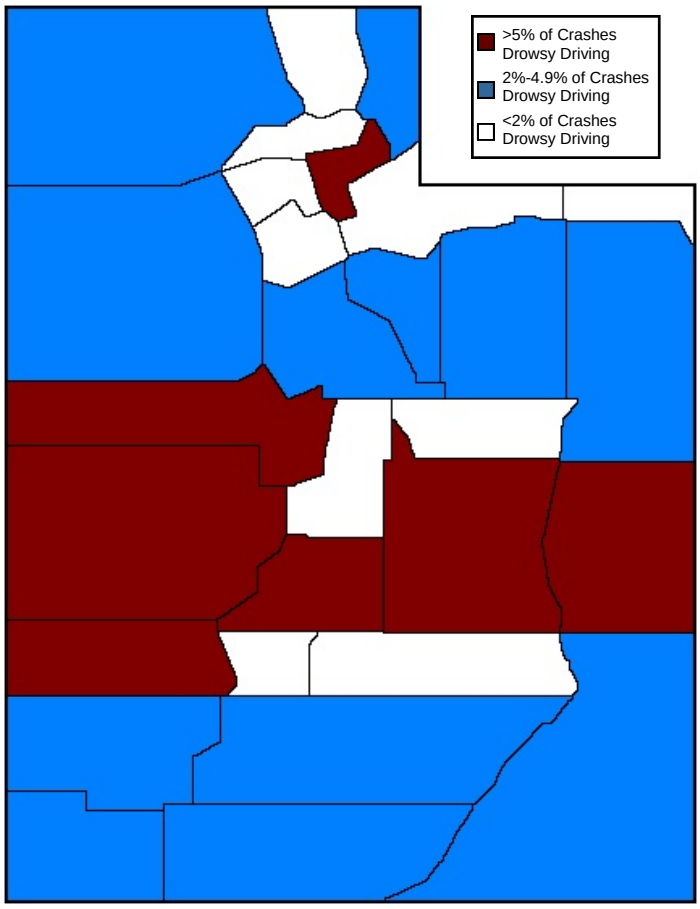
- While 2% of total crashes involved a drowsy driver, 8% of crashes occurring during the hours of midnight-6:59 a.m. involved a drowsy driver.

Drowsy Driver Crashes by Month (Utah 2015)



- June through August had the most drowsy driver crashes.

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

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2015 Utah Crash Facts

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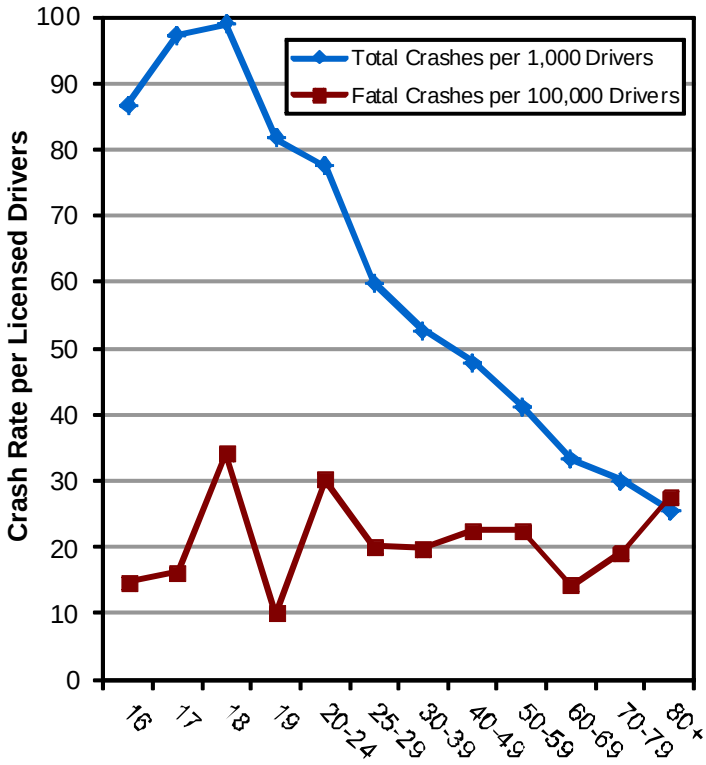
Teenage Drivers (15-19 years)

Did you know in 2015:

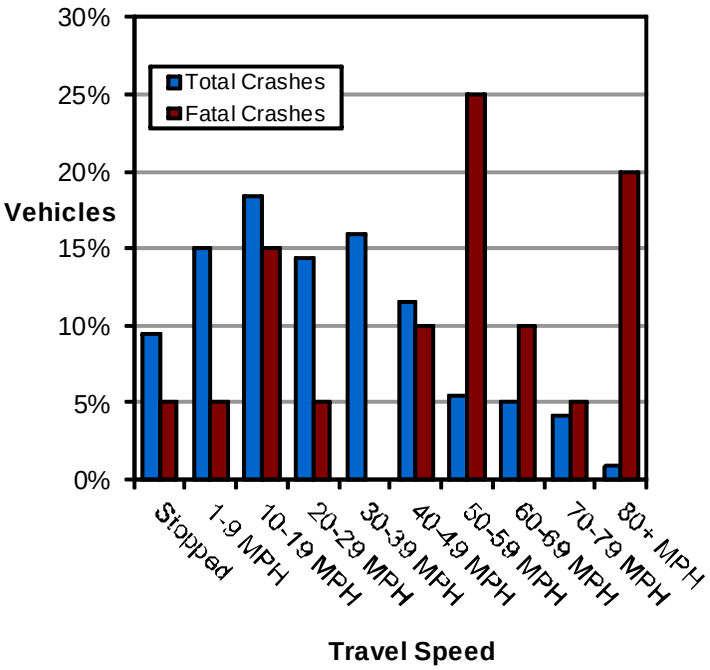
- Teenage drivers represented 9% of the licensed drivers in Utah, yet they were in 21% of all motor vehicle crashes.
- Teenage drivers were in 12,395 motor vehicle crashes which resulted in 5,704 injured persons and 30 deaths.
- Teenage drivers were 1.7 times more likely to be in a crash than drivers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

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%)

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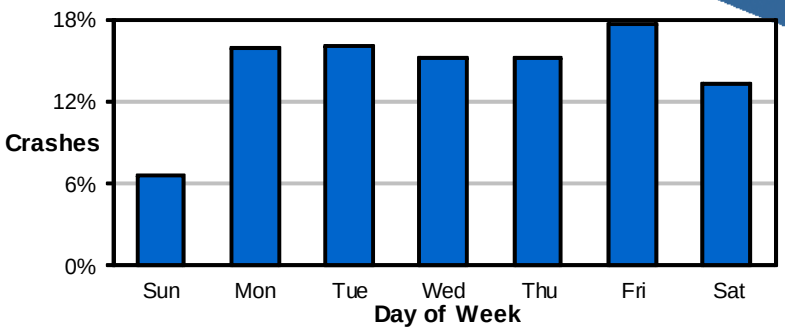
2015 Utah Crash Facts

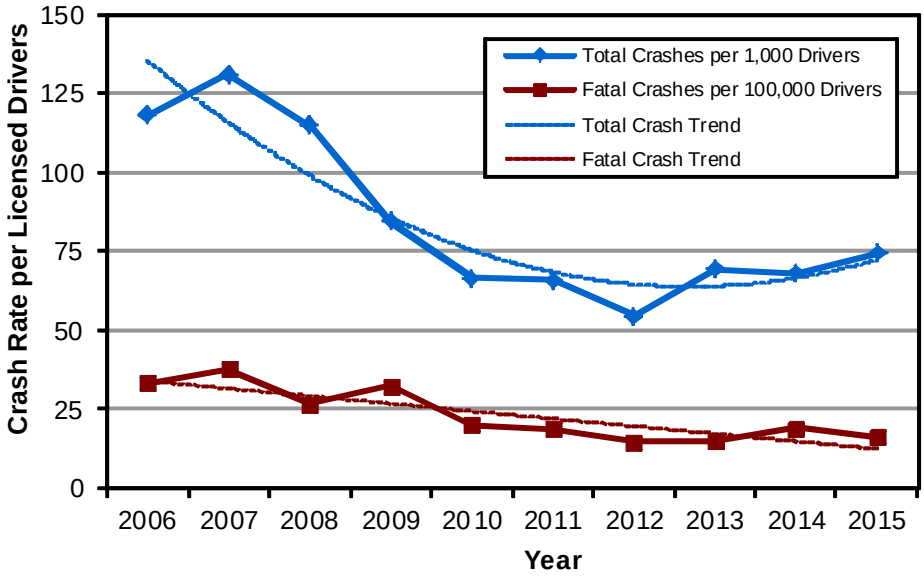
Teenage Drivers (15-19 years)

Teenage Driver Crashes by Day of Week (Utah 2015)



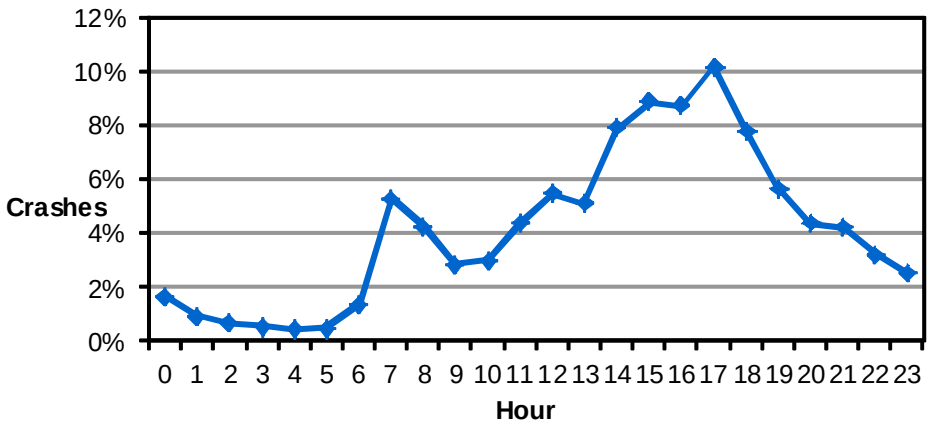
- Teen driver crashes occurred more often on weekdays.

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.

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2015 Utah Crash Facts

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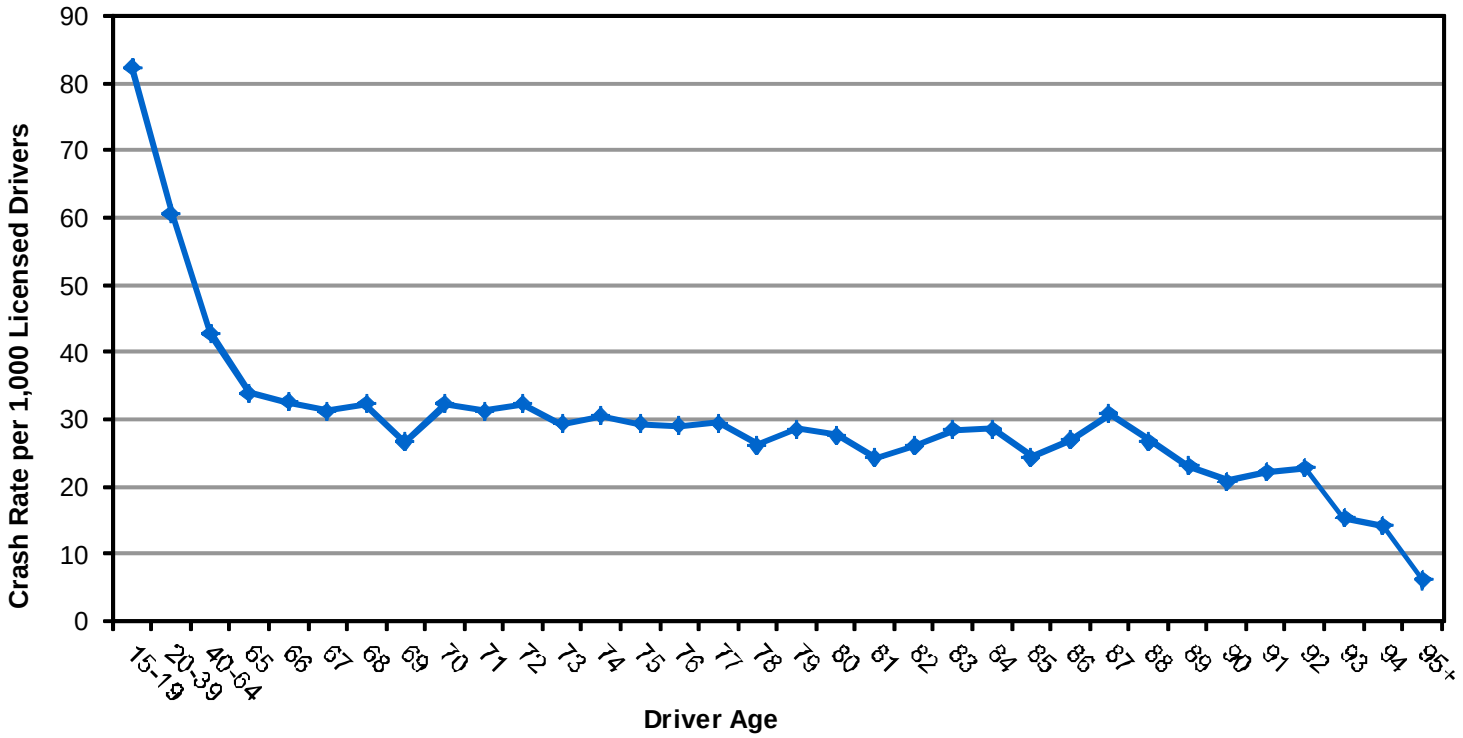
Older Drivers (Age 65+)

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.

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.

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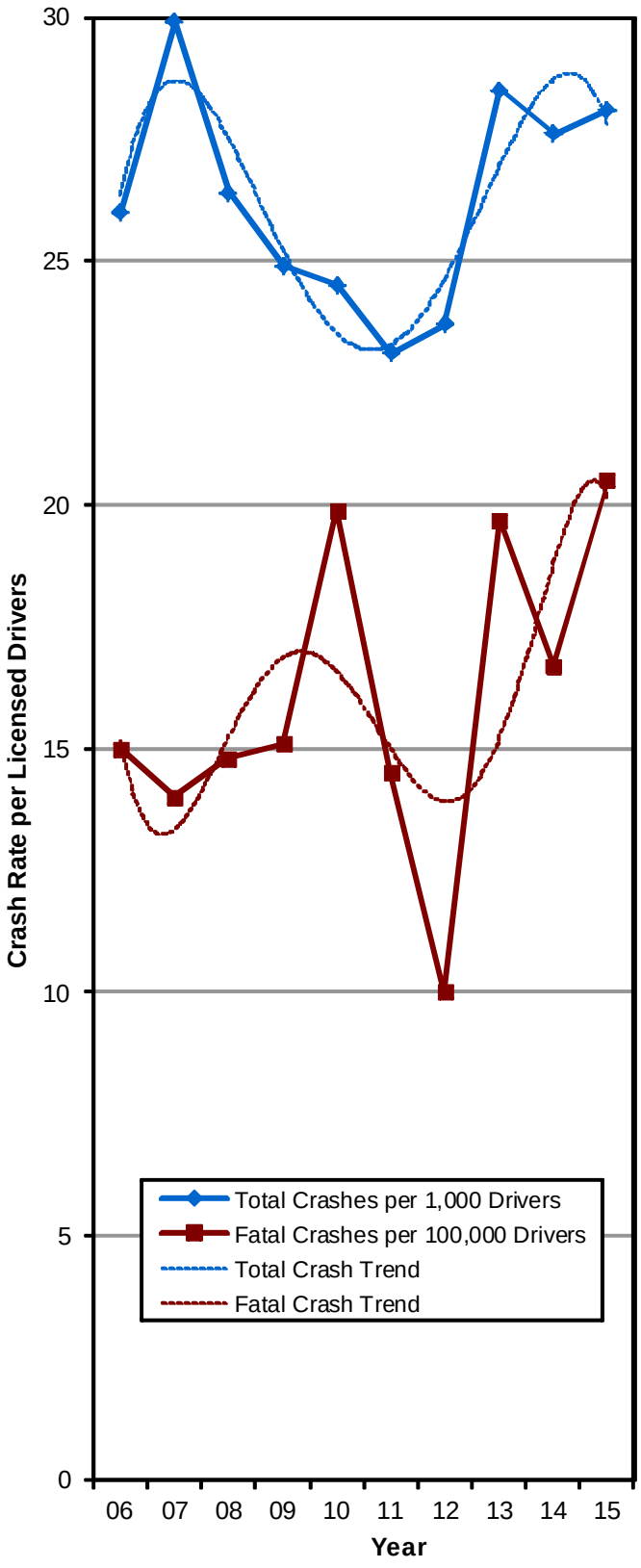
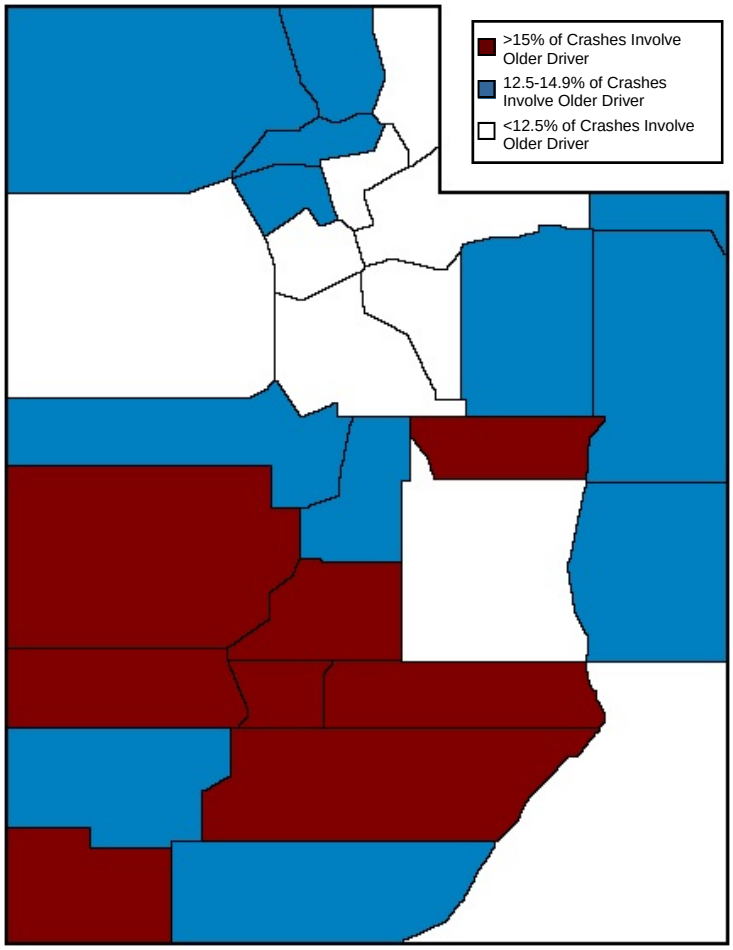
Older Drivers (Age 65+)

Older Driver Crash Trend (Utah 2006-2015)



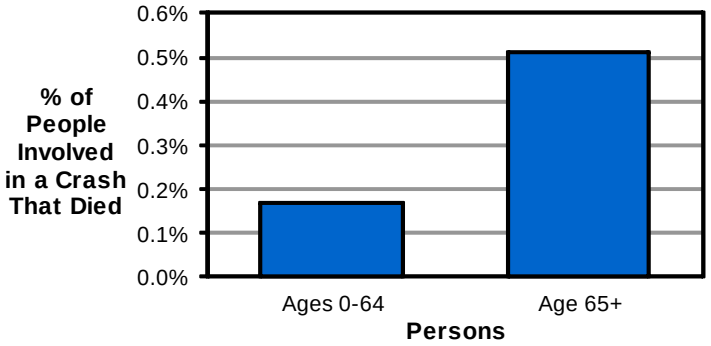
- The older driver crash rate per licensed driver has shown an increasing trend the last few years.

Older 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.

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2015 Utah Crash Facts

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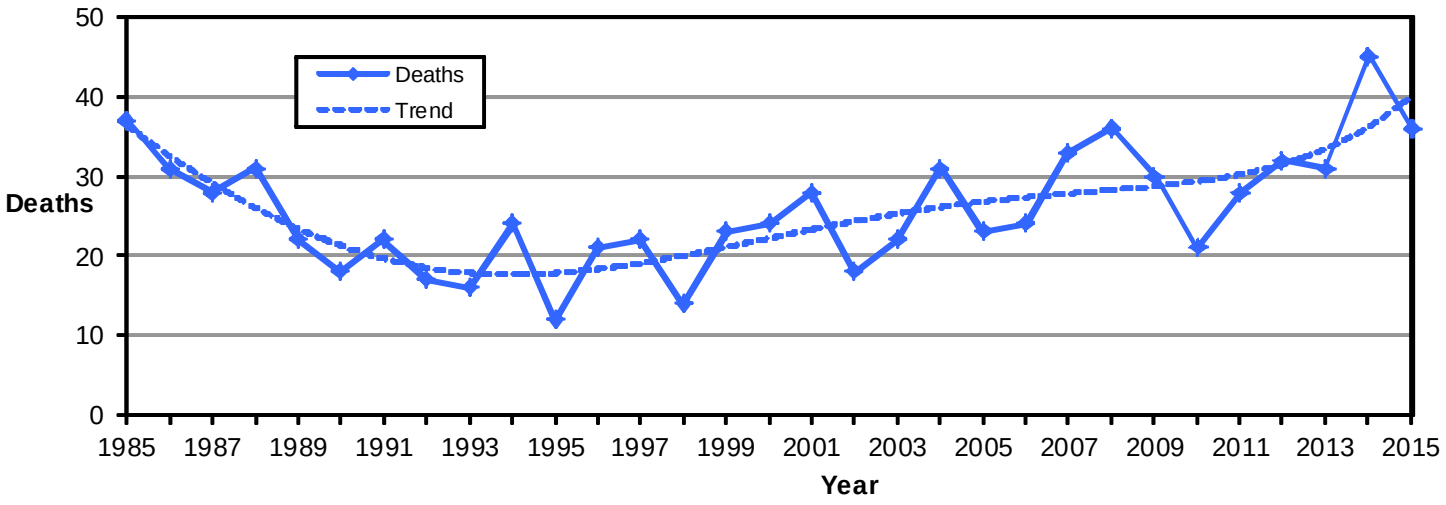
Motorcycles

Did you know in 2015:

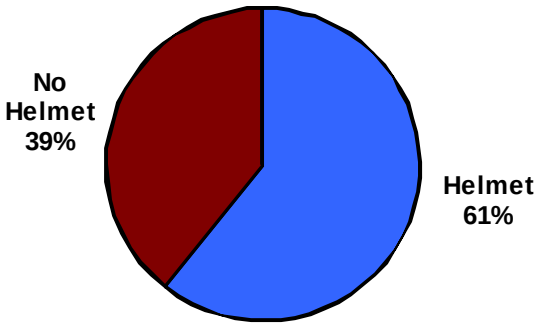
- There were 1,116 motorcycle crashes in Utah, resulting in 979 injured motorcyclists and 36 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 13% of deaths.
- Motorcycle crashes were 8.8 times more likely to result in a death than other crashes.

Motorcyclist Deaths (Utah 1985-2015)



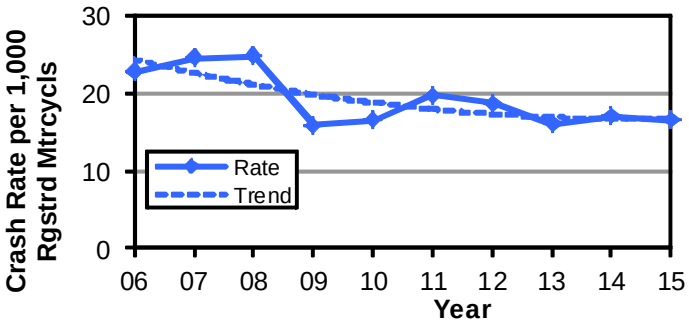
- Motorcyclist deaths have been on the rise since the 1990s.
- The 45 motorcyclist deaths in 2014 were the highest total on record in Utah.

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.

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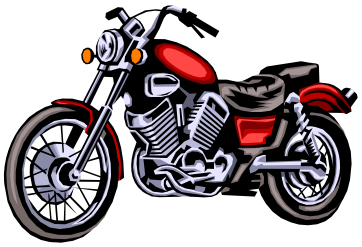
2015 Utah Crash Facts

Motorcycles

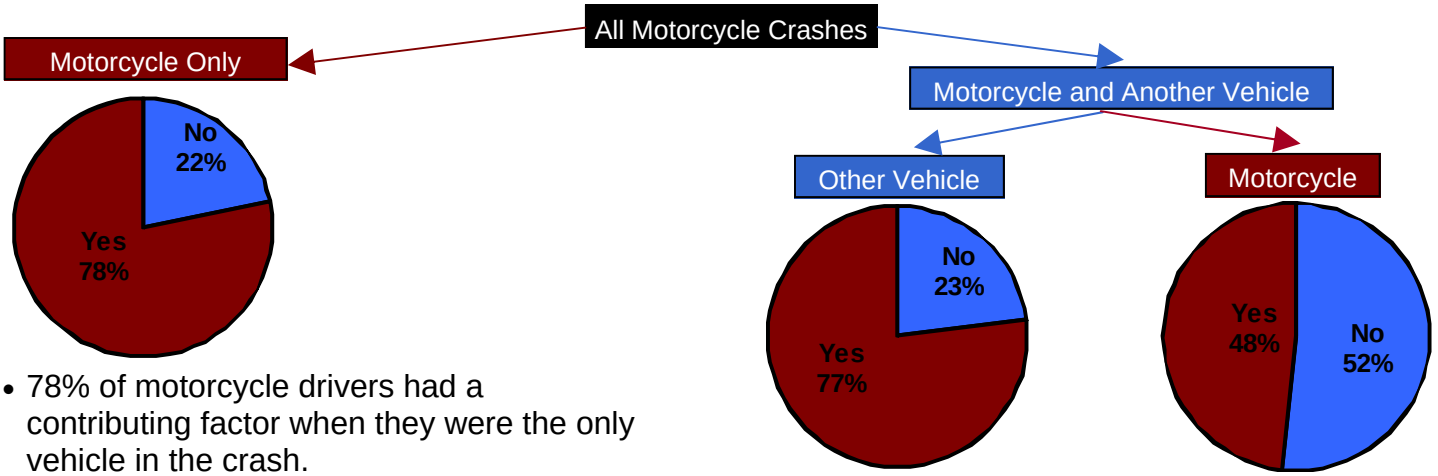
Leading Motorcyclist Contributing Factors in Crashes (Utah 2015)

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%)



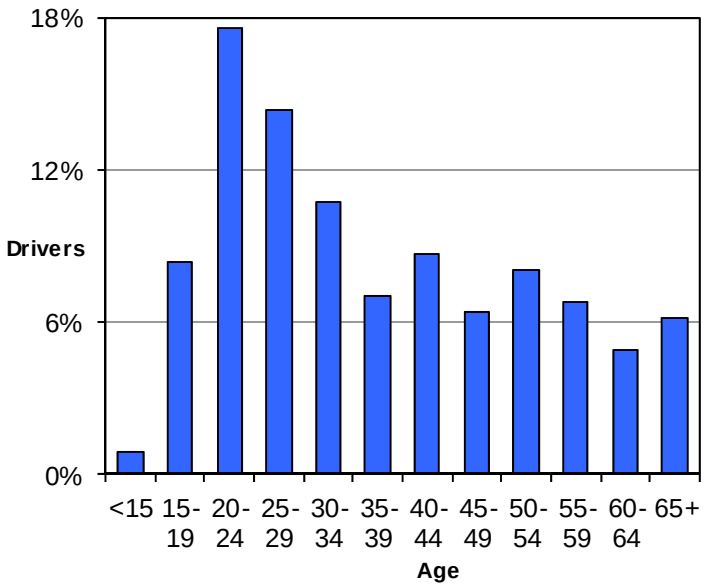
Left Turns
Nearly one-third (29%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Contributing Factor Summary in Motorcycle Crashes (Utah 2015)



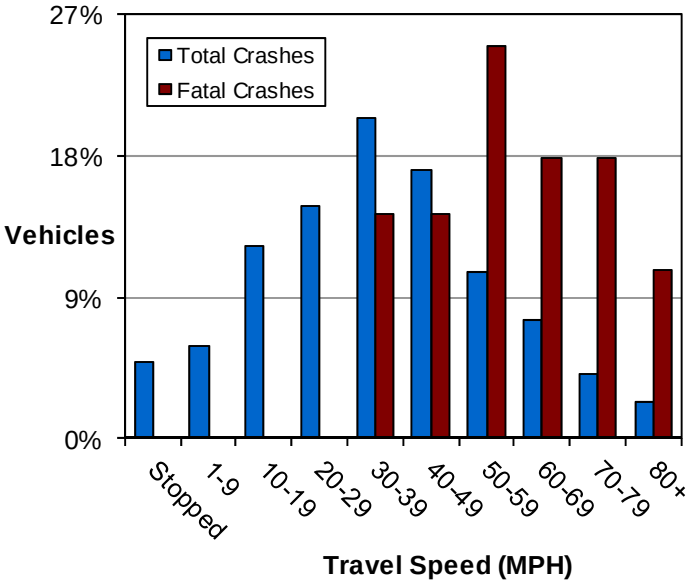
- 78% of motorcycle drivers had a contributing factor when they were the only vehicle in the crash.
- In motorcycle crashes involving more than one vehicle, 48% of motorcycle drivers and 77% of drivers other than motorcyclists had a contributing factor.

Age of Motorcycle Drivers in All Crashes (Utah 2015)



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

Travel Speed of Motorcycles in Crashes (Utah 2015)



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

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2015 Utah Crash Facts

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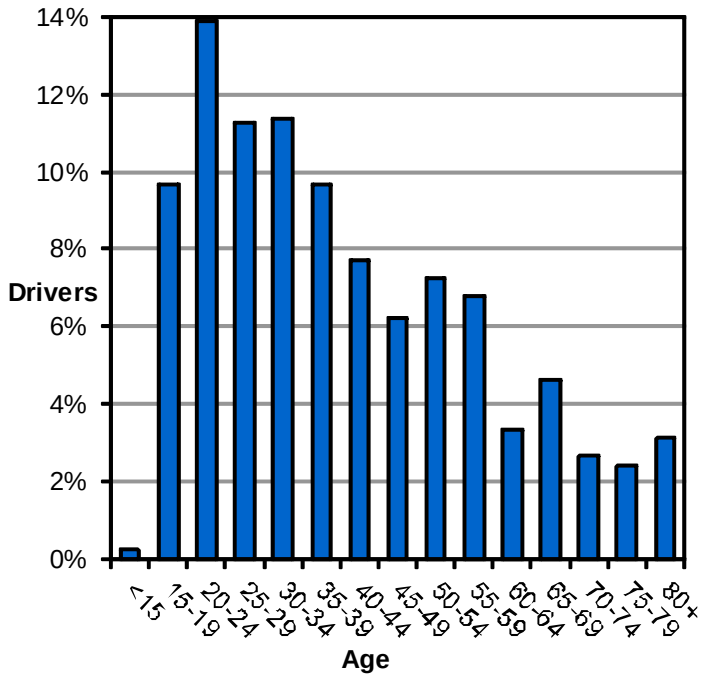
Pedestrians

Did you know in 2015:

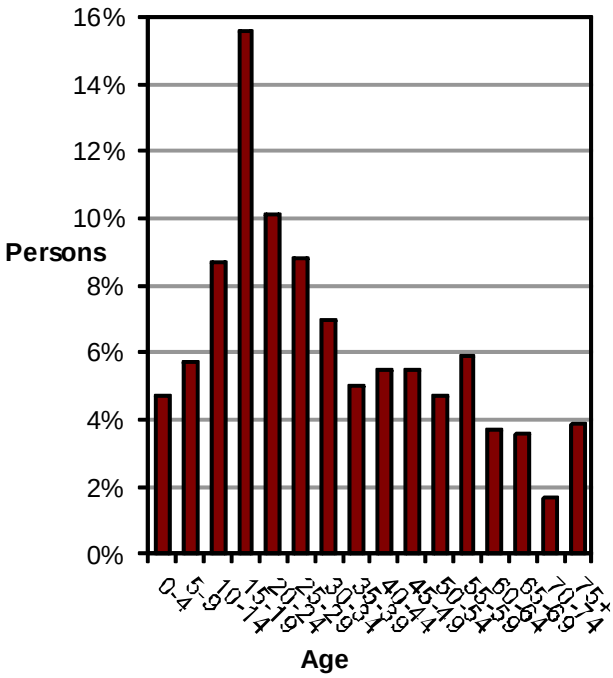
- 1,040 pedestrians were struck by motor vehicles; 901 were injured and 49 were killed.
- Pedestrians accounted for 1% of persons in crashes and 18% of deaths.
- The 49 pedestrian deaths in 2015 were the highest in Utah since 1987.

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



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

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



- 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.

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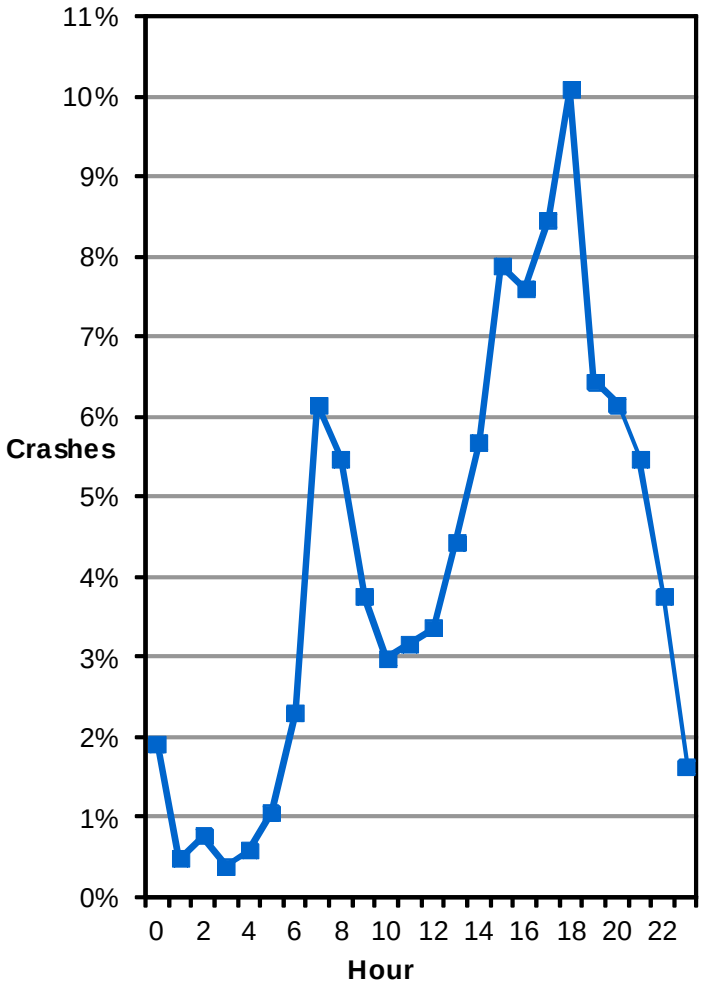
Pedestrians

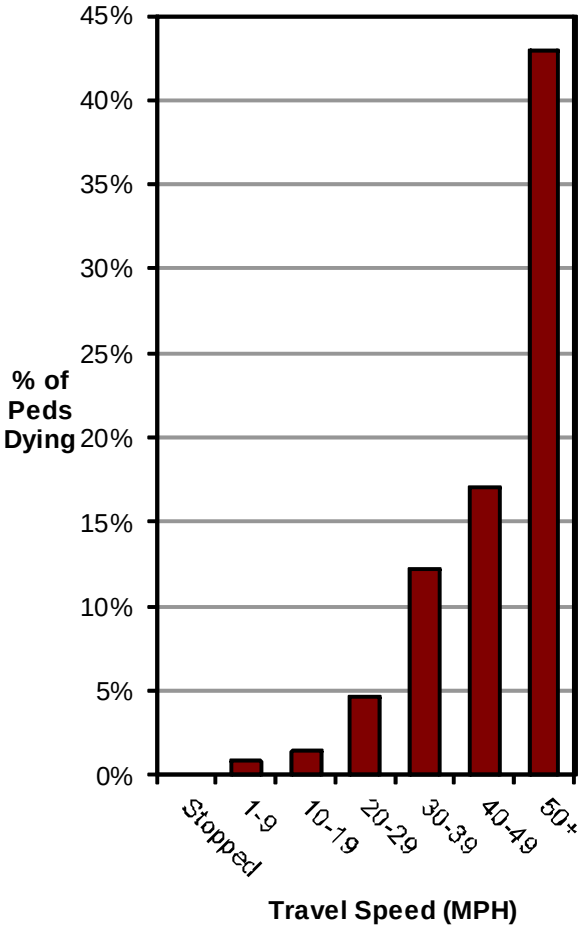
Nearly one-third (30%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2015)



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

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.

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%)

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%)

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2015 Utah Crash Facts

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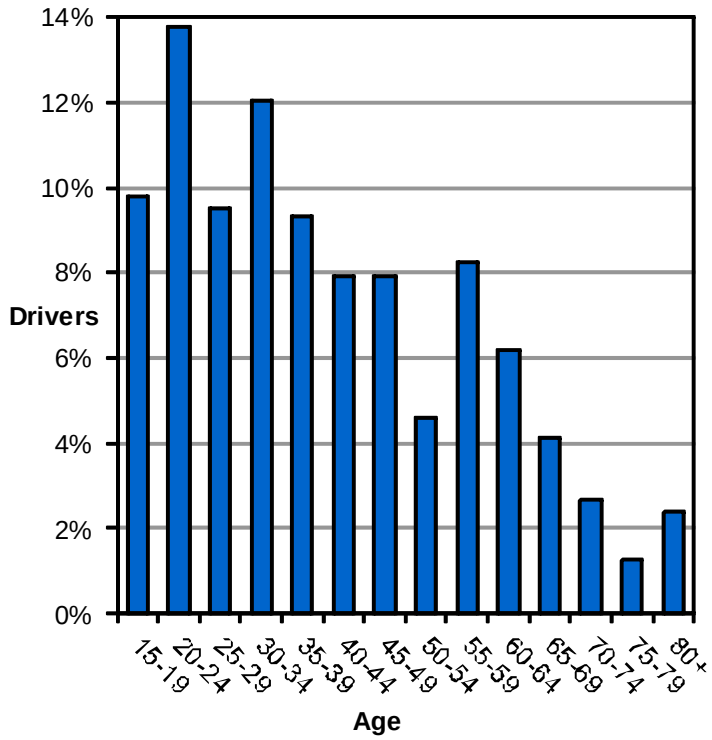
Bicyclists

Did you know in 2015:

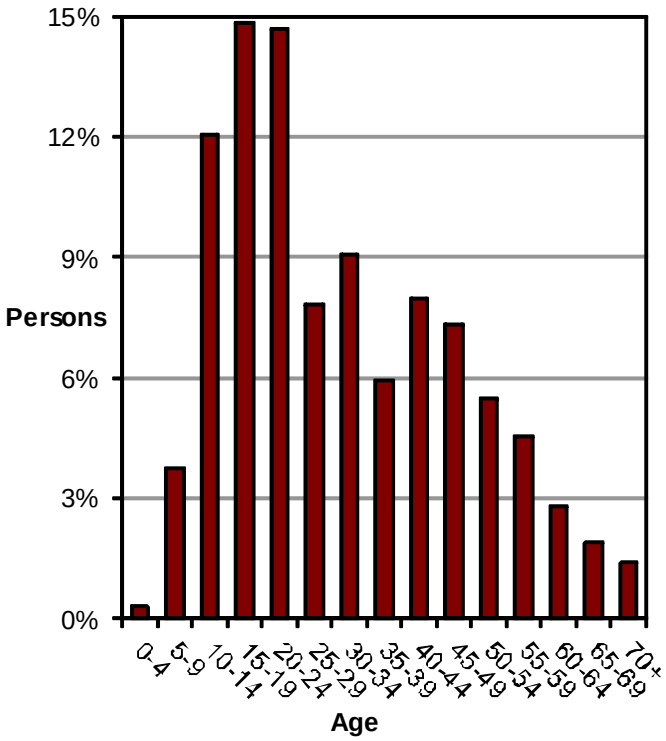
- 686 bicyclists were hit by motor vehicles; 635 were injured and 5 were killed.
- Utah's bicyclist crash rate per population decreased for the third straight year.

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.

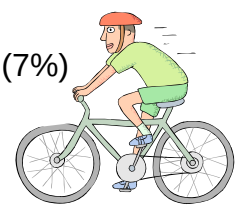
Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2015)

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.



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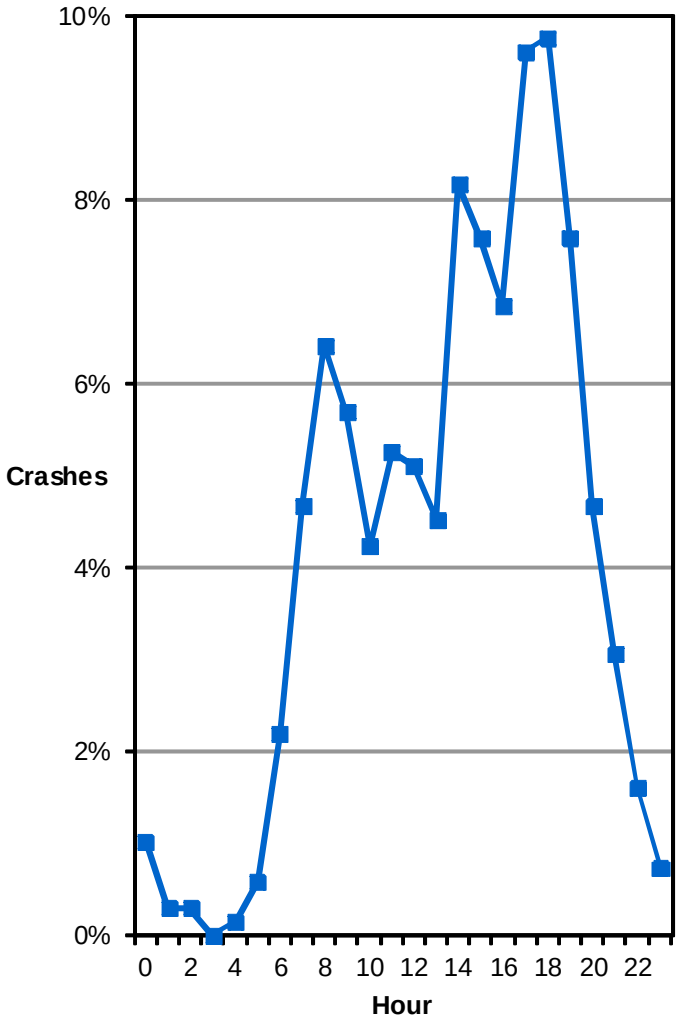
2015 Utah Crash Facts

Bicyclists

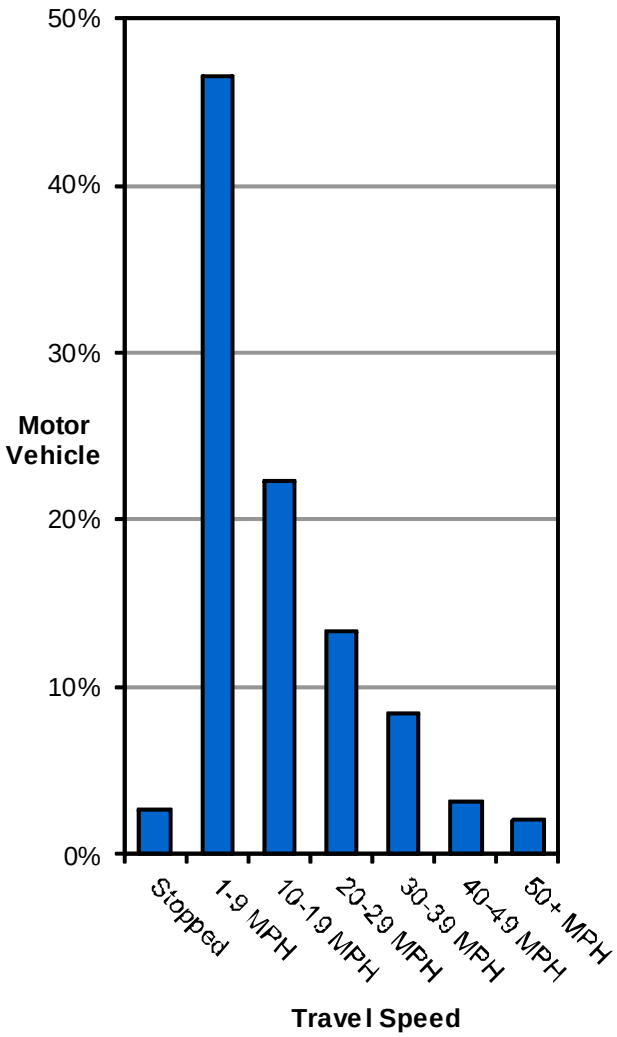
Over one-half (53%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2015)



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

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



- 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%)

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Trends

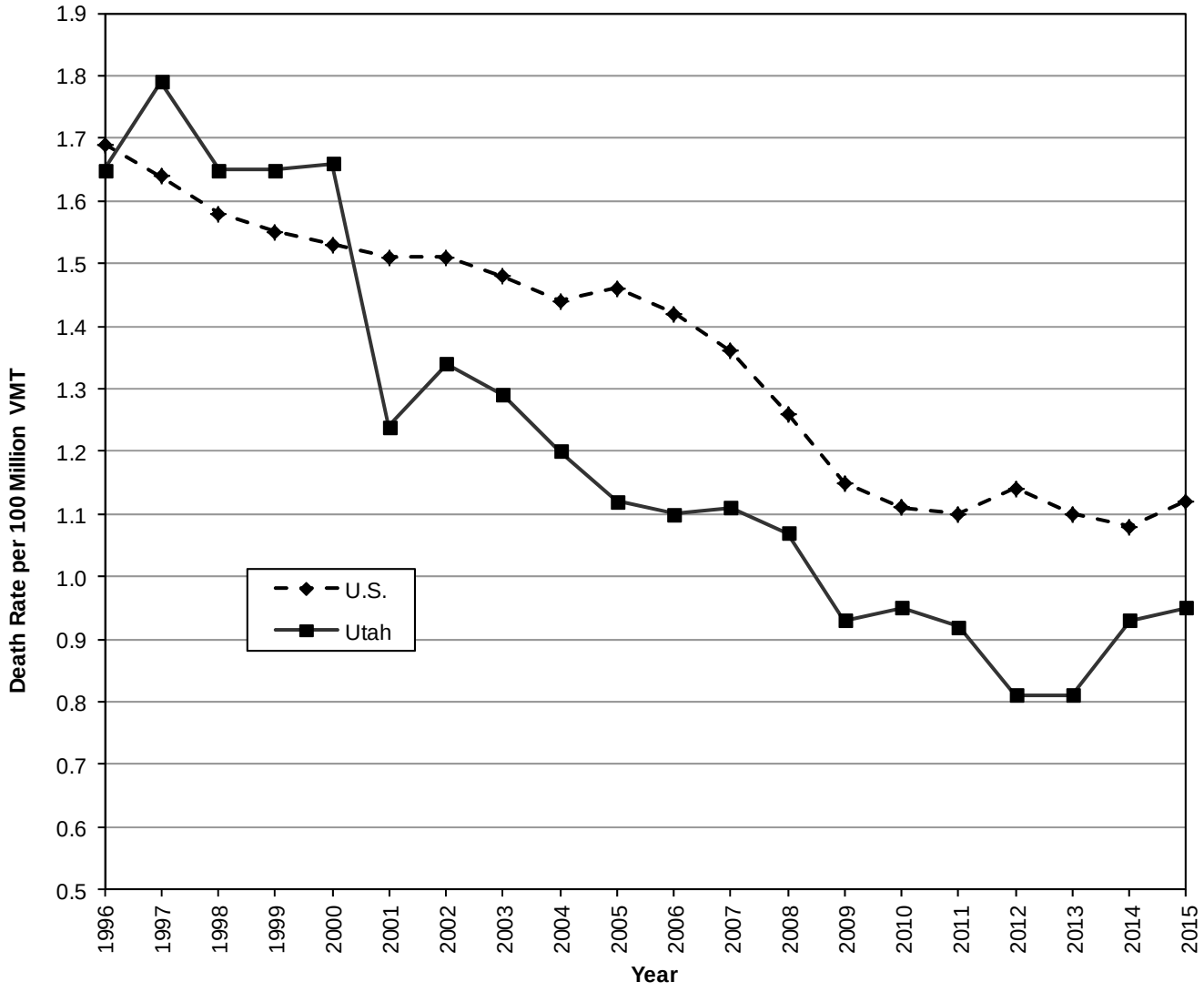
2015

Trends

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

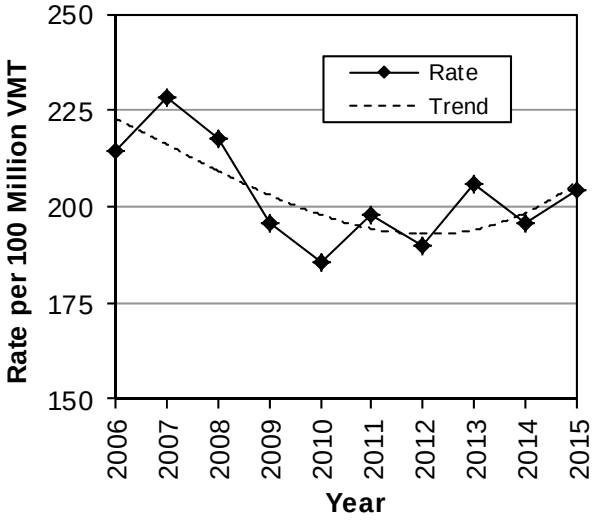
Crashes (Utah 2006-2015)

Crashes								
	Property Damage Only		Injury		Fatal		Total	
Year	#	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**
Total	**378,423**	**140.8**	**166,390**	**61.9**	**2,293**	**0.85**	547,106	**203.6**

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

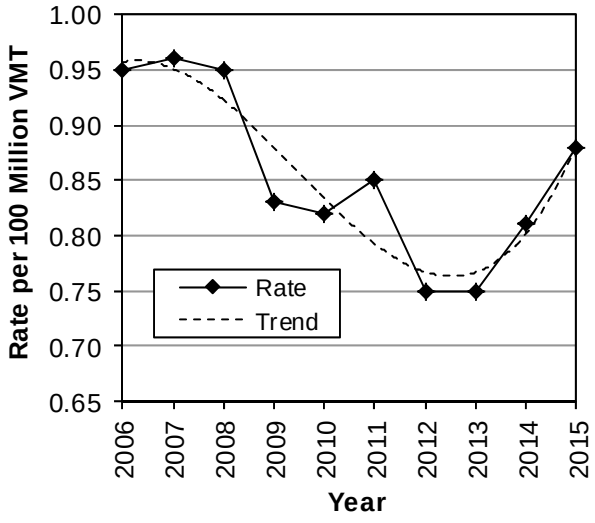
- During the last 10 years, 547,106 motor vehicle crashes occurred in Utah. On average, there are 54,700 crashes a year of which 16,600 involve injuries and 229 involve deaths.
- In 2015, total crashes increased 11.1% from 2014.
- The highest total crash rate per 100 million VMT in Utah occurred in 2007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

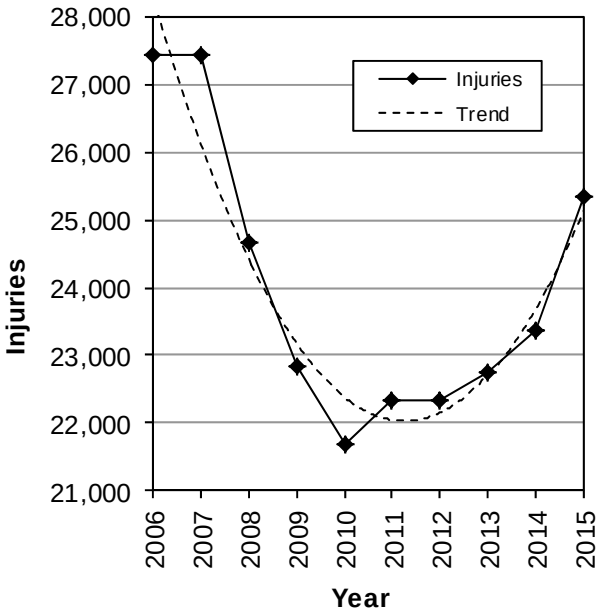
Persons

Persons Involved (Utah 2006-2015)

Persons								
	Non-Injured		Injured		Killed		Total	
Year	#	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**
Total	**1,121,040**	**417.2**	**240,163**	**89.4**	**2,573**	**0.96**	**1,363,776**	**507.5**

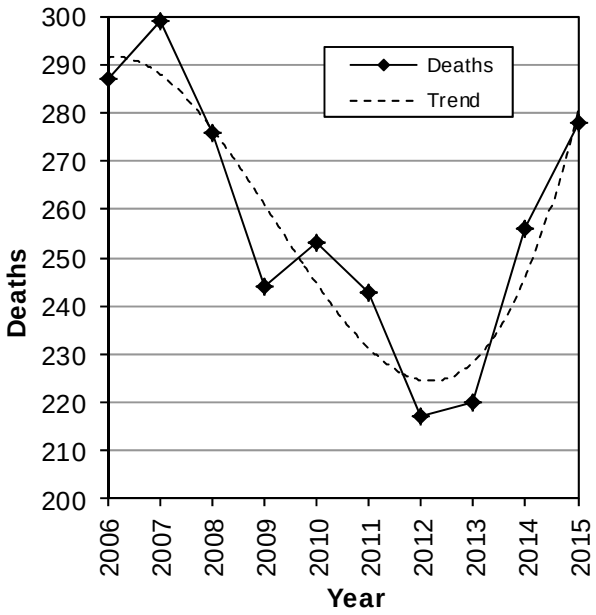
- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 24,000 people are injured and 257 people are killed in motor vehicle crashes a year.
- The injury rate per vehicle miles traveled decreased 17.7% from 2006-2015.
- The death rate 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)



- The number of people injured in a crash increased for the 5th straight year.

Deaths by Year (Utah 2006-2015)



- Deaths in 2015 were the highest total in Utah since 2007.

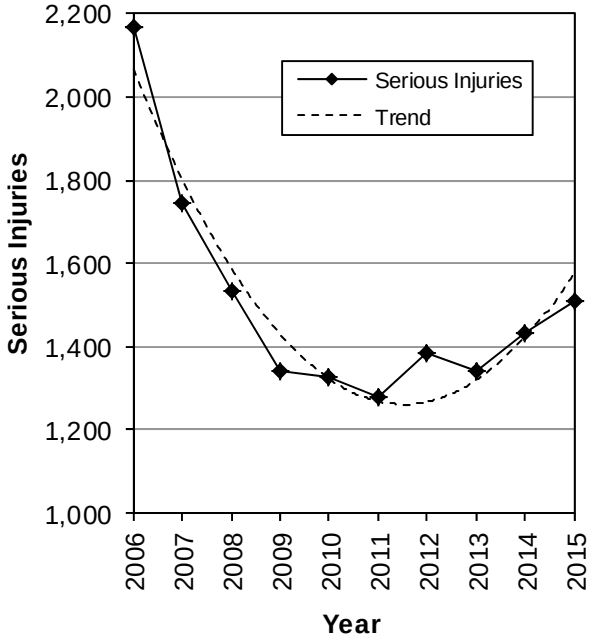
Serious Injuries

Serious Injuries (Utah 2006-2015)

Persons						
	Serious Injuries		Deaths		Total	
Year	#	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**
Total	**15,061**	**5.60**	**2,573**	**0.96**	**17,634**	**6.56**

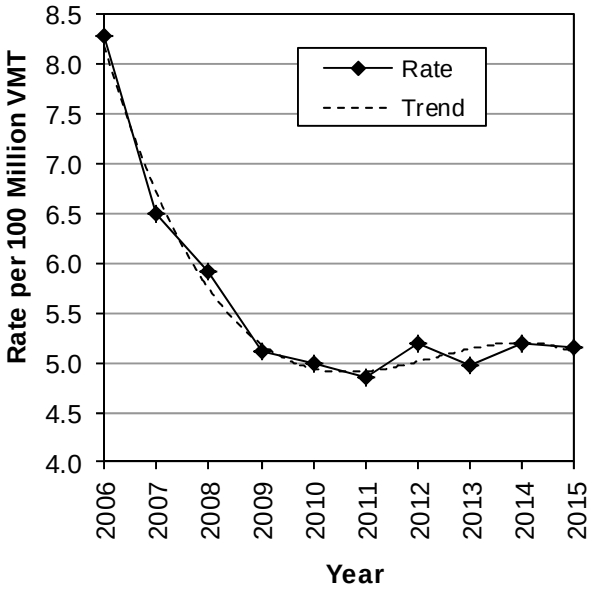
- During the last 10 years, 15,061 people have suffered a serious injury in a motor vehicle crash. On average over the past 10 years, approximately 1,500 people are seriously injured and 257 people are killed in motor vehicle crashes a year.
- The serious injury rate per vehicle miles traveled decreased 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)



- The number of people seriously injured in a crash increased for the 2nd straight year.

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

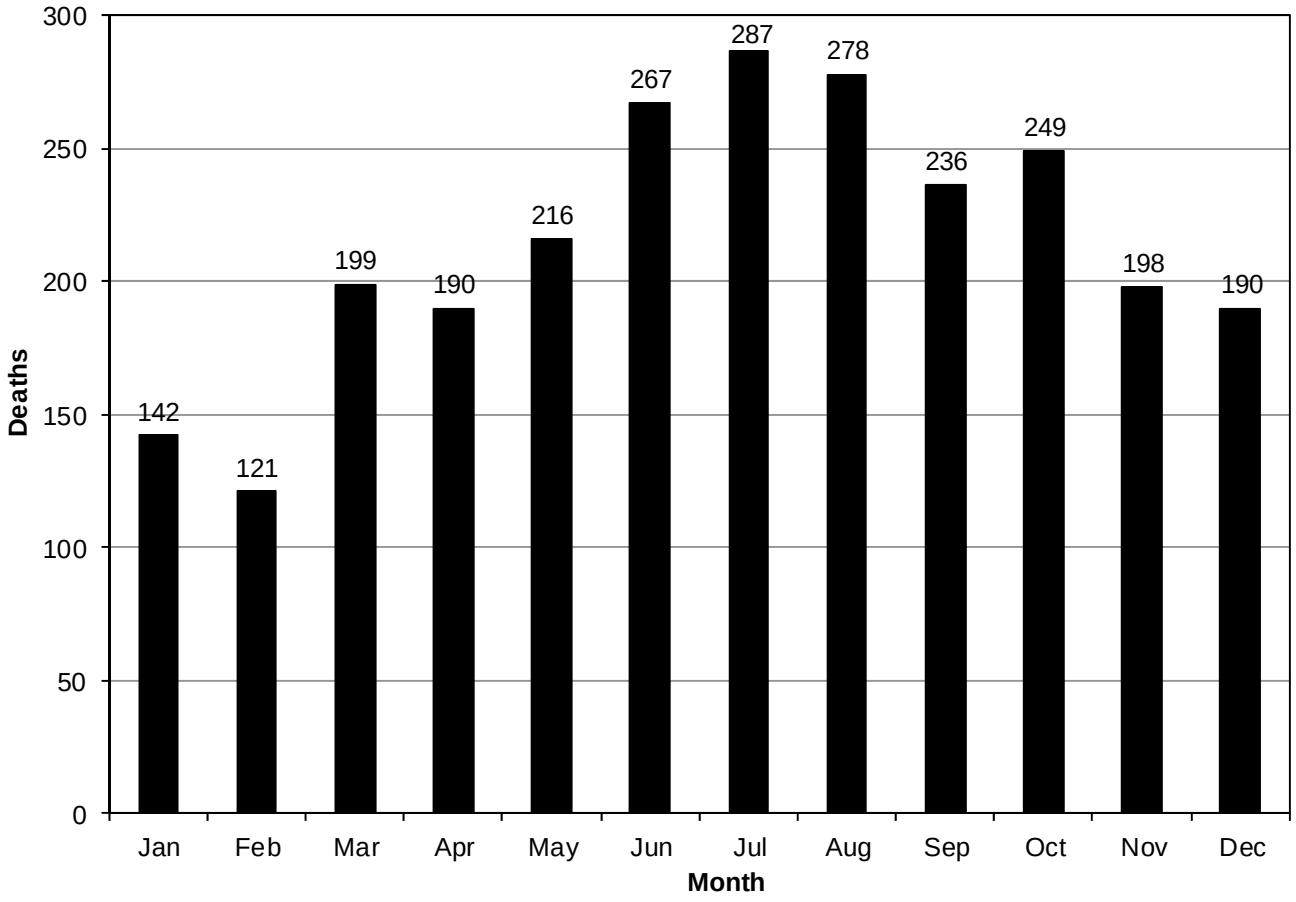


- The serious injury rate per mile traveled has been fairly level the past seven years.

Deaths

Deaths by Month (Utah 2006-2015)

Deaths												
	Year										Total	
Month	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%**
Total	**287**	**299**	**276**	**244**	**253**	**243**	**217**	**220**	**256**	**278**	**2,573**	**100.0%**

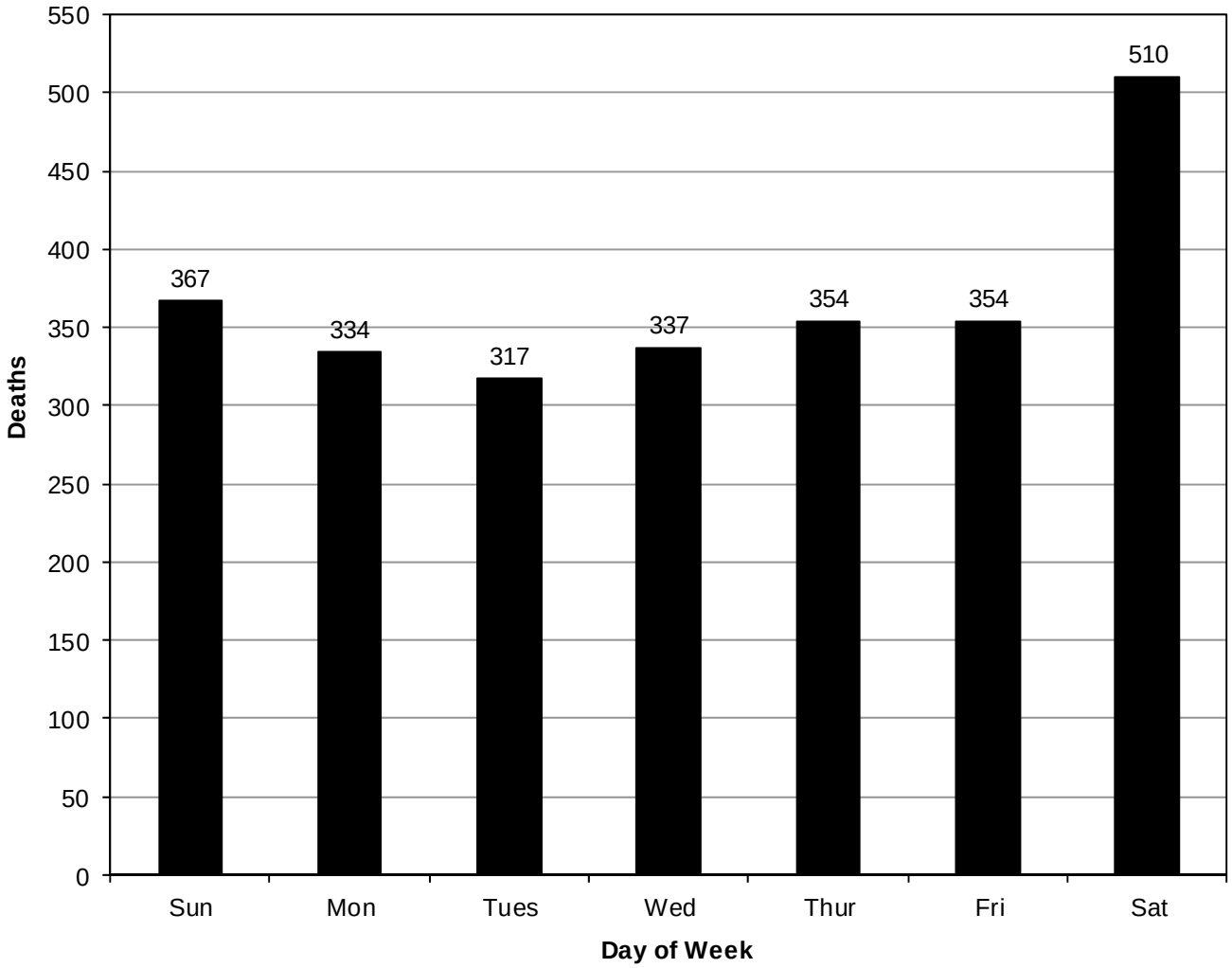


- In the last 10 years, July (287) and August (278) had the highest total number of motor vehicle crash deaths while February (121) and January (142) had the fewest.
- In the last 10 years, June 2014 had the highest number of deaths (38) while January 2013 had the fewest (4).
- In 2015, August (34) and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

Deaths

Deaths by Day of Week (Utah 2006-2015)

Deaths												
Day of Week	Year										Total	
	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%**
Total	**287**	**299**	**276**	**244**	**253**	**243**	**217**	**220**	**256**	**278**	**2,573**	**100.0%**

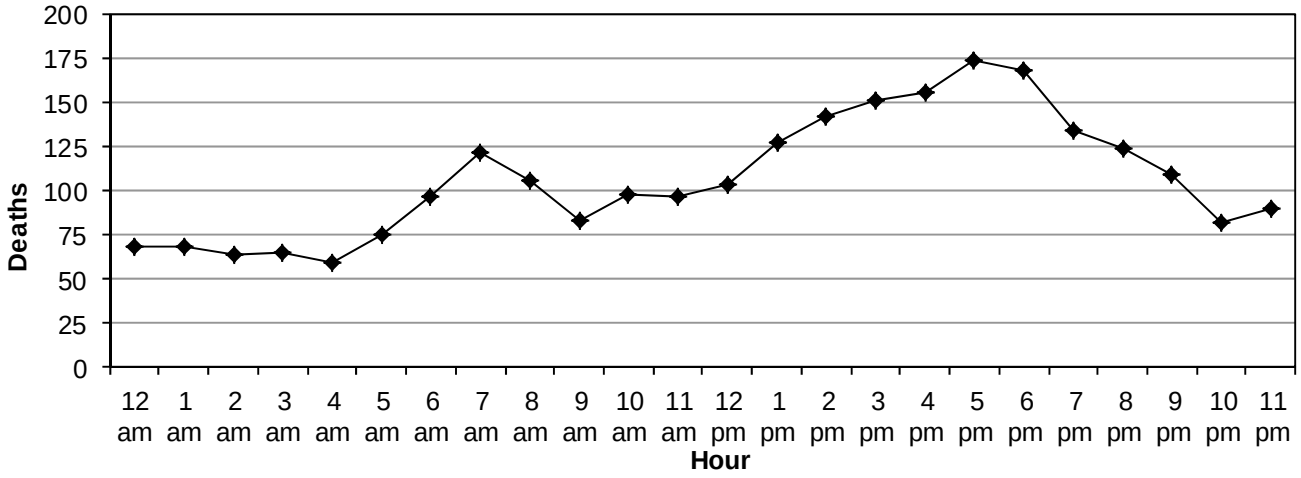


- In the last 10 years, Saturday (510) had the highest total number of motor vehicle crash deaths while Tuesday (317) had the fewest.
- In the last 10 years, Saturdays in 2006 had the highest number of deaths (73) while Tuesdays in 2013 had the fewest (20).
- In 2015, Friday (46) had the highest number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

Deaths

Deaths by Hour (Utah 2006-2015)

Deaths												
	Year										Total	
Hour	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)

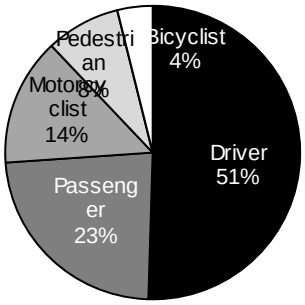
Deaths, 2006-2015								
	Day of Week							Total
Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	#
Midnight	13	6	1	10	14	9	16	**69**
1 a.m.	20	3	5	7	2	12	20	**69**
2 a.m.	20	3	6	7	6	4	18	**64**
3 a.m.	13	17	4	3	6	9	13	**65**
4 a.m.	14	6	6	4	5	8	16	**59**
5 a.m.	12	9	8	7	6	16	17	**75**
6 a.m.	9	9	16	21	14	16	12	**97**
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)

Serious Injuries												
Person	Year										Total	
Type	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%**

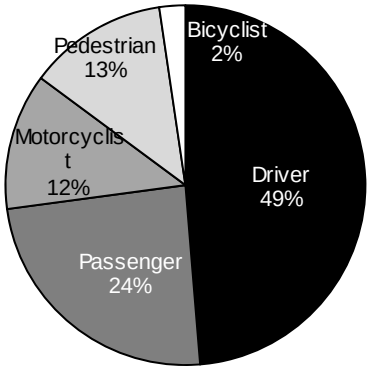


- During the last 10 years, 15,061 people had a serious injury in a crash; 50.5% were drivers, 23.4% were passengers, 14.0% were motorcyclists, 8.2% were pedestrians, and 3.9% were bicyclists.

Deaths

Traffic Deaths by Person Type (Utah 2006-2015)

Deaths												
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%**
Total	**287**	**299**	**276**	**244**	**253**	**243**	**217**	**220**	**256**	**278**	**2,573**	**100.0%**



- 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)												
	Year										Total	
Crash Factor	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Speed	113	134	126	123	118	101	92	87	110	104	**1,108**	**43.1%**
Unrestrained Occupant	88	82	78	91	86	82	79	59	72	87	**804**	**31.2%**
Drunk Driver	39	42	34	31	25	39	20	23	45	37	**335**	**13.0%**
Failed to Yield	30	32	38	34	34	27	27	23	30	30	**305**	**11.9%**
Distraction	20	28	18	21	19	21	20	17	22	28	**214**	**8.3%**
Drowsy Driver	10	46	29	23	13	7	14	14	6	15	**177**	**6.9%**
Red Light/Stop Sign Running	5	15	19	26	18	18	14	16	18	18	**167**	**6.5%**
Followed Too Close	0	4	9	12	7	14	11	9	9	10	**85**	**3.3%**
Total Deaths	**287**	**299**	**276**	**244**	**253**	**243**	**217**	**220**	**256**	**278**	**2,573**	

- During the last 10 years, speed was the leading contributing factor accounting for 43.1% 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													
	Year										Total		Rate per Year per 100
County	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**
Grand	8	5	4	8	7	1	2	3	7	6	**51**	**2.0%**	**1.34**
Wasatch	7	11	1	4	1	5	6	3	5	9	**52**	**2.0%**	**1.32**
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	76	**619**	**24.1%**	**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 (24.1%) 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 56.1% of the deaths.
- Over the last 10 years, Salt Lake County in 2015 had the highest number of deaths (76).
- 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

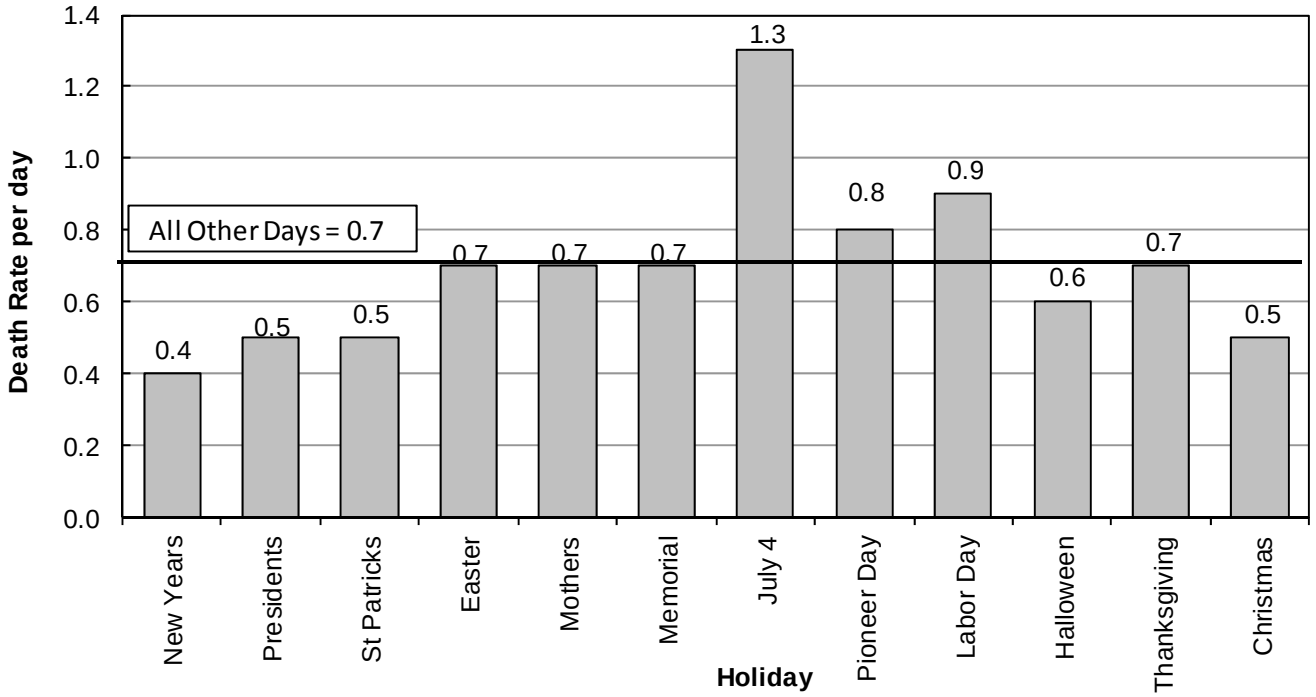
Crashes by County (Utah 2006-2015)

Crashes													
	Year										Total		Rate per Year per 100 Million
County	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%	VMT
Salt Lake	23,812	26,883	24,803	22,630	21,506	21,730	21,953	25,683	24,833	27,153	**240,986**	**44.0%**	**254.6**
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%**	**242.9**
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%**	**204.2**
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%**	**186.5**
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%**	**170.1**
Wasatch	660	724	637	524	554	585	592	570	584	759	**6,189**	**1.1%**	**157.2**
Uintah	714	861	816	681	542	564	673	676	581	564	**6,672**	**1.2%**	**152.9**
Rich	71	84	95	83	79	79	79	70	62	65	**767**	**0.1%**	**145.6**
Duchesne	424	501	564	343	446	584	520	476	463	439	**4,760**	**0.9%**	**145.2**
Kane	218	220	240	216	201	206	196	181	195	227	**2,100**	**0.4%**	**137.0**
Summit	1,158	1,084	1,165	1,031	986	1,041	1,076	1,146	1,258	1,182	**11,127**	**2.0%**	**136.3**
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%**	**135.7**
Garfield	147	204	189	143	178	147	161	134	148	190	**1,641**	**0.3%**	**133.1**
Sanpete	376	393	300	244	228	308	302	296	318	364	**3,129**	**0.6%**	**131.3**
Carbon	480	458	494	505	414	566	406	346	384	397	**4,450**	**0.8%**	**129.0**
Sevier	515	536	483	548	430	420	386	337	333	397	**4,385**	**0.8%**	**125.3**
Wayne	62	58	104	77	56	46	54	52	67	76	**652**	**0.1%**	**124.6**
Morgan	149	171	214	129	173	154	147	194	174	173	**1,678**	**0.3%**	**117.5**
Daggett	51	50	55	36	27	22	34	35	33	35	**378**	**0.1%**	**114.1**
Iron	995	901	819	829	886	722	791	821	843	956	**8,563**	**1.6%**	**107.7**
Tooele	903	869	802	796	730	1,016	972	1,052	1,003	1,116	**9,259**	**1.7%**	**107.2**
Box Elder	810	918	1,066	1,117	1,040	1,056	1,006	1,035	1,017	1,043	**10,108**	**1.8%**	**103.8**
Piute	45	39	24	30	34	29	24	21	40	30	**316**	**0.1%**	**101.9**
Beaver	217	212	240	309	274	258	255	250	223	221	**2,459**	**0.4%**	**86.1**
San Juan	242	331	303	262	254	233	266	273	259	256	**2,679**	**0.5%**	**82.8**
Juab	369	368	337	393	352	341	274	273	256	307	**3,270**	**0.6%**	**78.1**
Millard	427	431	401	353	407	318	372	362	334	388	**3,793**	**0.7%**	**71.1**
Emery	305	257	251	216	281	256	246	245	220	289	**2,566**	**0.5%**	**66.6**
Grand	211	228	225	185	228	234	241	211	220	285	**2,268**	**0.4%**	**59.5**
Total	**56,187**	**61,245**	**56,367**	**51,367**	**49,368**	**52,287**	**50,600**	**55,637**	**54,036**	**60,012**	**547,106**	**100.0%**	**186.1**

- 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 (27,153).
- 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 #	New Years Rate per Day	Presi-dents #	Presi-dents Rate per Day	St Patricks #	St Patricks Rate per Day	Easter #	Easter Rate per Day	Mothers #	Mothers Rate per Day	Memorial Day #	Memorial Day Rate per Day	4th of July #	4th of July Rate per Day	Pioneer Day #	Pioneer Day Rate per Day	Labor Day #	Labor Day Rate per Day	Hallow-een #	Hallow-een Rate per Day	Thanks-giving #	Thanks-giving Rate per Day	Christ-mas #	Christ-mas Rate per Day	Total #	Total 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**
Total	**14**	**0.4**	**20**	**0.5**	**18**	**0.5**	**20**	**0.7**	**22**	**0.7**	**27**	**0.7**	**45**	**1.3**	**30**	**0.8**	**35**	**0.9**	**20**	**0.6**	**37**	**0.7**	**17**	**0.5**	**305**	**0.7**

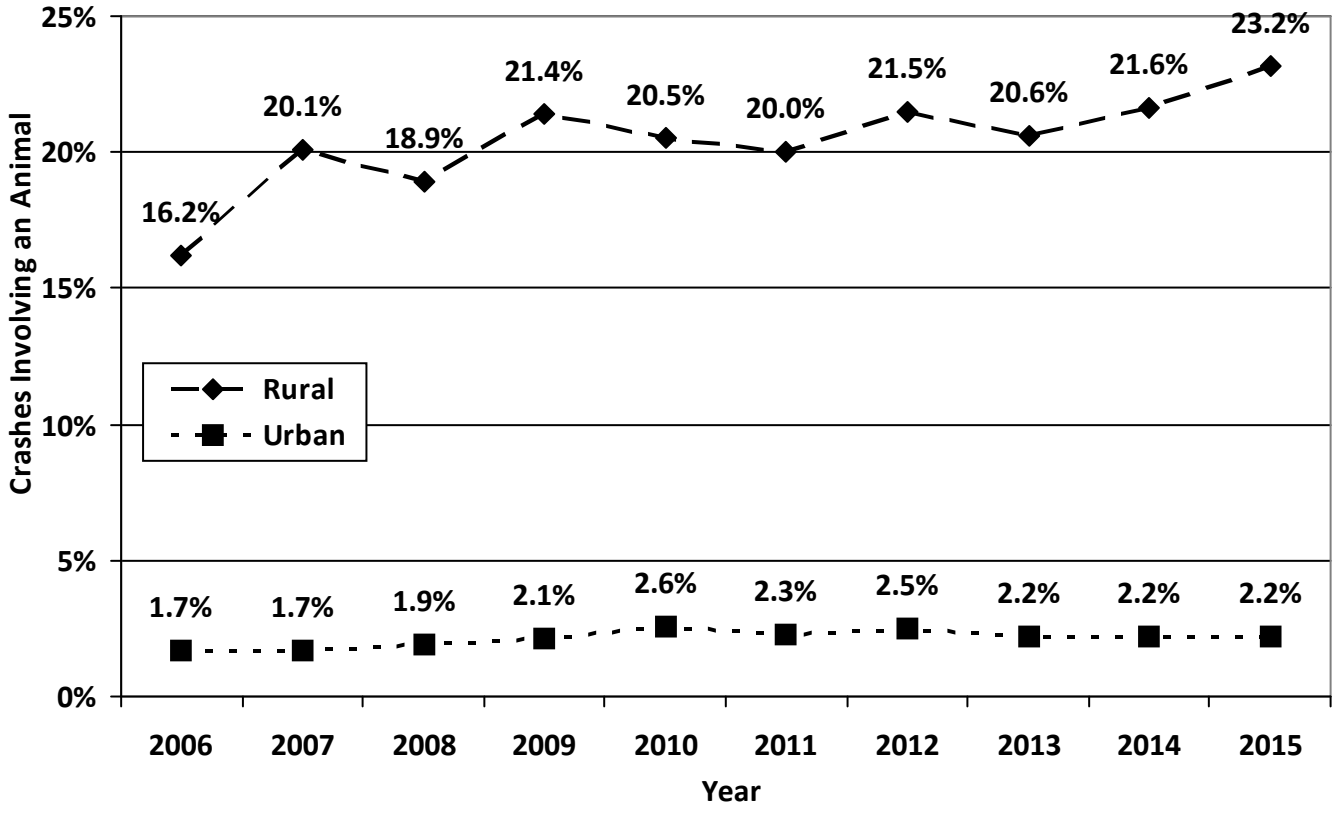
- Holiday deaths are a concern due to risk factors such as fatigue, impaired driving, long distance traveling, speeding, and traveling on unfamiliar roadways.
- Over the past 10 years, the 4th of July Holiday (1.3) had the highest rate of deaths while the New Years Holiday (0.4) Holiday had the lowest 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

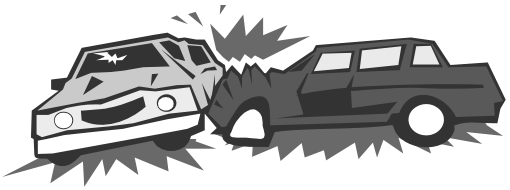
Animal-Related Crashes by Rural and Urban (Utah 2006-2015)

Animal-Related Crashes									
	Rural			Urban			Total		
	All	Animal		All	Animal		All	Animal	
Year	#	#	%	#	#	%	#	#	%
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



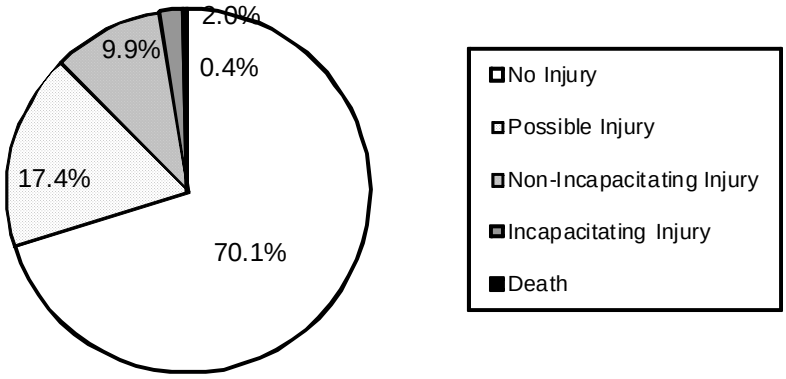
Section 1: Overview

Crash Conditions

2015

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)

- 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.

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	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**
Total	**42,089**	**115.3**	**17,665**	**48.4**	**258**	**0.71**	**60,012**	**164.4**

Day of Week (Utah 2015)

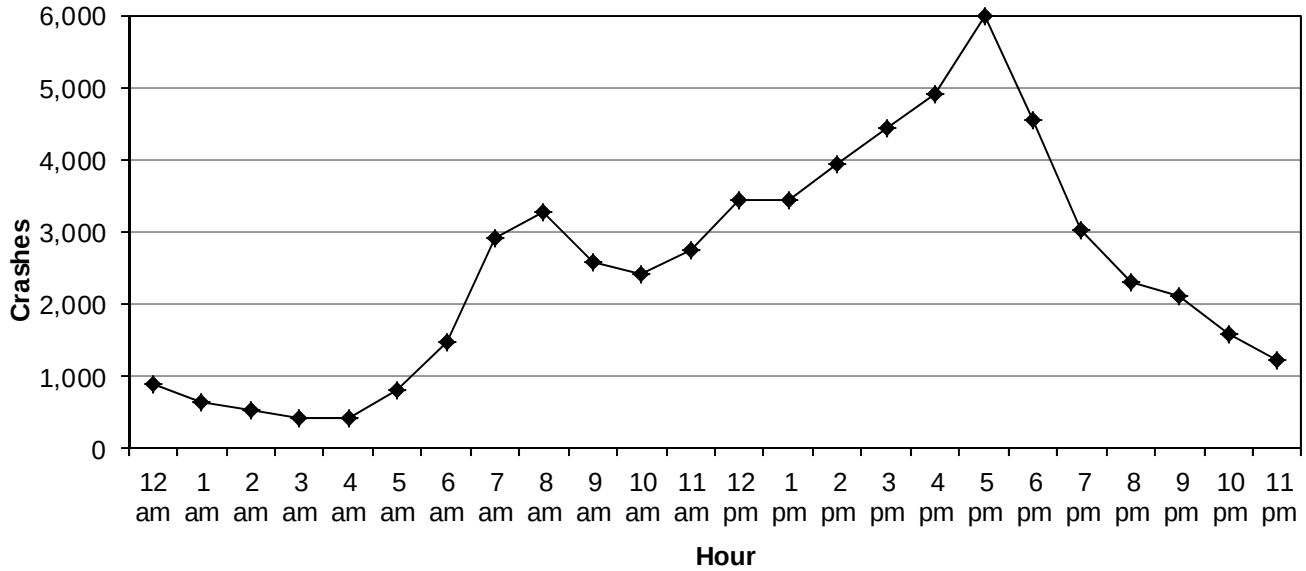
Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	3,124	7.4%	1,408	8.0%	38	14.7%	**4,570**	**7.6%**
Monday	6,772	16.1%	2,774	15.7%	26	10.1%	**9,572**	**16.0%**
Tuesday	6,733	16.0%	2,789	15.8%	29	11.2%	**9,551**	**15.9%**
Wednesday	6,547	15.6%	2,680	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%**
Total	**42,089**	**100.0%**	**17,665**	**100.0%**	**258**	**100.0%**	**60,012**	**100.0%**

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

Crash Conditions

Hour (Utah 2015)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**42,089**	**100.0%**	**17,665**	**100.0%**	**258**	**100.0%**	**60,012**	**100.0%**



- Total crashes were more likely to occur between 3:00 p.m. and 6:59 p.m., with a peak at 5:00 p.m.
- Fatal crashes were highest during the 6:00 p.m. and 2:00 p.m. hours.

Crash Conditions

Crashes by Day of Week and Hour (Utah 2015)

Crashes								
	Day of Week							Total
Hour	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**
Total	**4,570**	**9,571**	**9,552**	**9,264**	**9,288**	**9,853**	**7,914**	**60,012**

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.

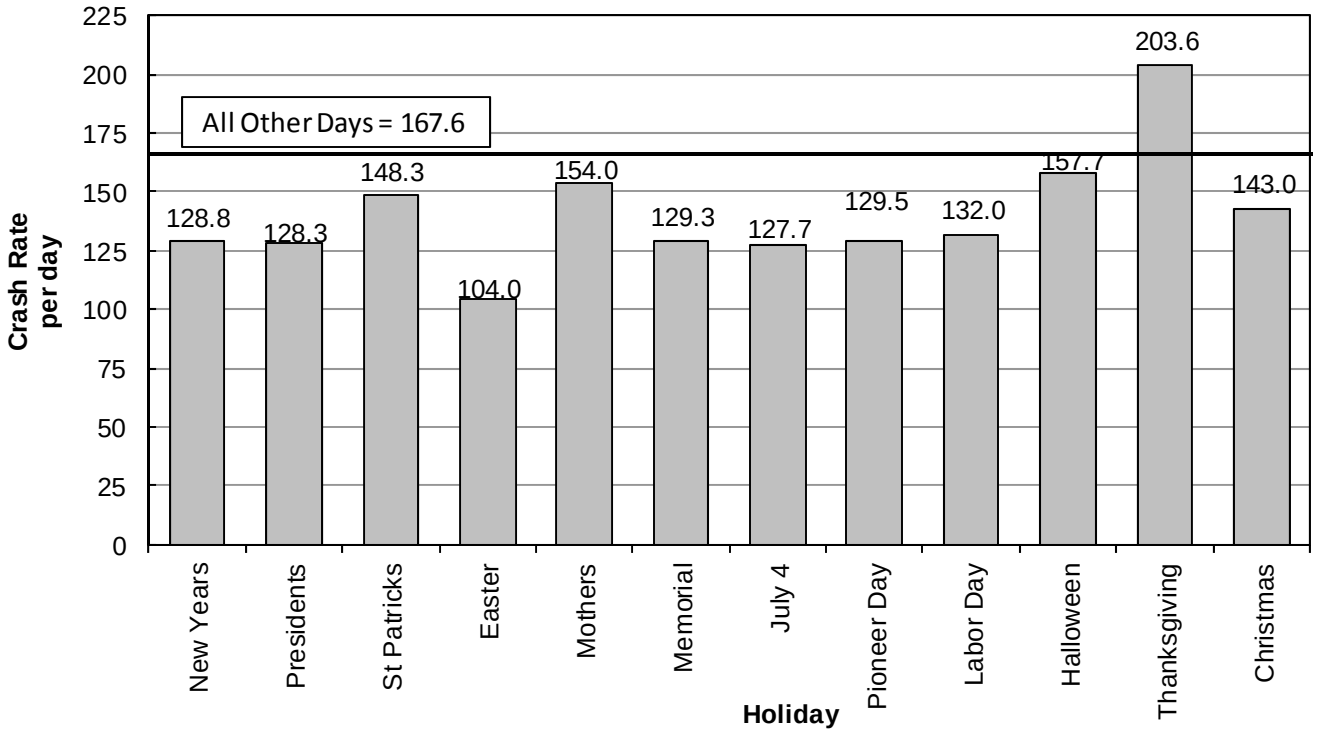
Road Surface Condition (Utah 2015)

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%**
Total	**42,089**	**100.0%**	**17,665**	**100.0%**	**258**	**100.0%**	**60,012**	**100.0%**

- 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
Total	**6,385**	**45**	**141.9**
All Other Days	53,627	320	167.6

- 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	Distracted 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	Motorcycle Crash Rate per Rgstrd Mtrcycl Rank	Pedestrian Crash Rate per Pop. Rank	Bicyclist 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**
Note:	**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)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	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	73	0.77	**27,153**	**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	9	2.29	**759**	**192.7**
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**
Statewide	**42,089**	**143.2**	**17,665**	**60.1**	**258**	**0.88**	**60,012**	**204.2**

- 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 (2.29) 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.

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Location	#	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	160	0.764	**50,253**	**240.0**
Rural	7,262	85.9	2,399	28.4	98	1.159	**9,759**	**115.4**
Total	**42,089**	**143.2**	**17,665**	**60.1**	**258**	**0.878**	**60,012**	**204.2**

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	Popu-lation	Total Crashes	Rate per 10,000 Pop.	Rank by Rate	Rank by Total	City	Popu-lation	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**			**Total**	**2,413,394**	**51,428**	**213.1**

- 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)

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

- 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.

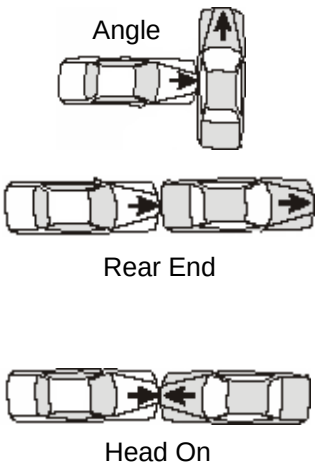
Number of Vehicles Involved (Utah 2015)

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

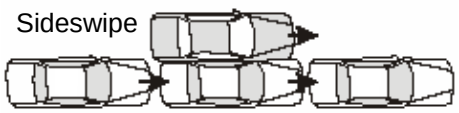
- While nearly three-fourths (74.3%) of all crashes involved two or more motor vehicles, 53.9% of fatal crashes involved only one motor vehicle.

Collision Description (Utah 2015)

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



- 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)

Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
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%**
Total	**76,942**	**100.0%**	**33,757**	**100.0%**	**432**	**100.0%**	**111,131**	**100.0%**

- 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)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Roadway Junction or Feature	#	%	#	%	#	%	#	%
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%**
Total	**42,089**	**100.0%**	**17,665**	**100.0%**	**258**	**100.0%**	**60,012**	**100.0%**

- 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

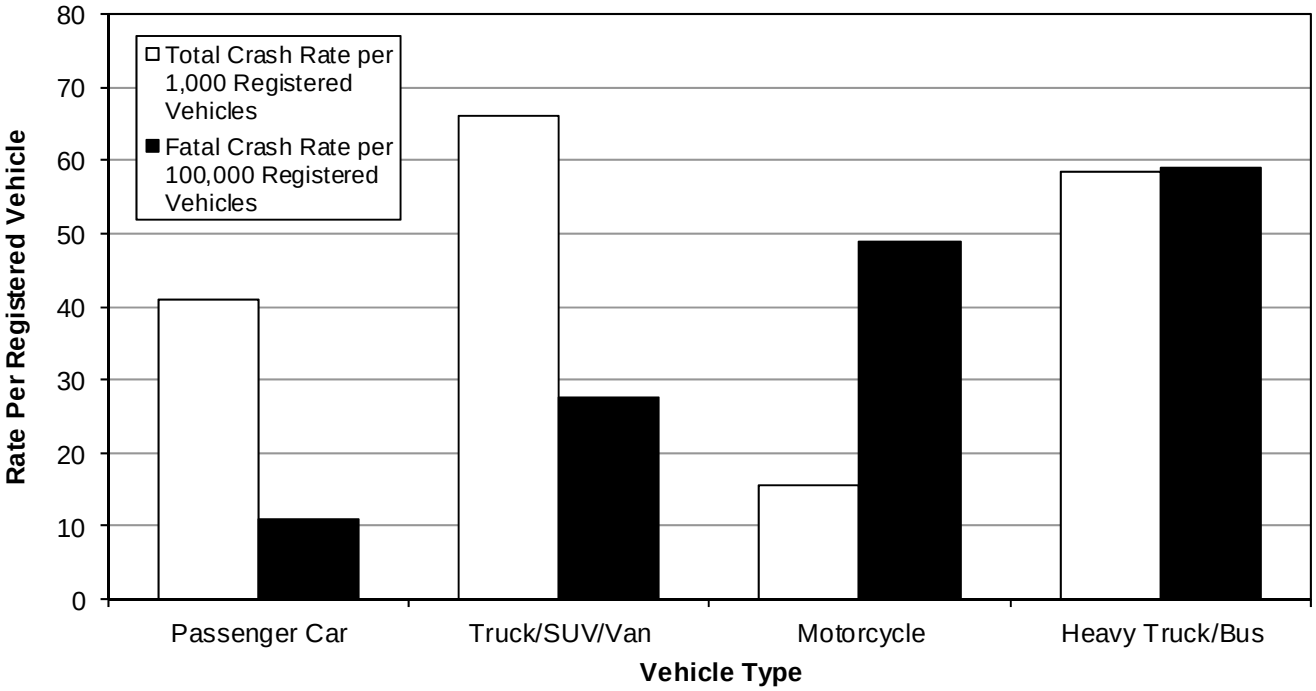
Vehicle Type (Utah 2015)



Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Type	#	%	#	%	#	%	#	%
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%**
Total	**76,942**	**100.0%**	**33,757**	**100.0%**	**432**	**100.0%**	**111,131**	**100.0%**



Crash Rates by Vehicle Type (Utah 2015)

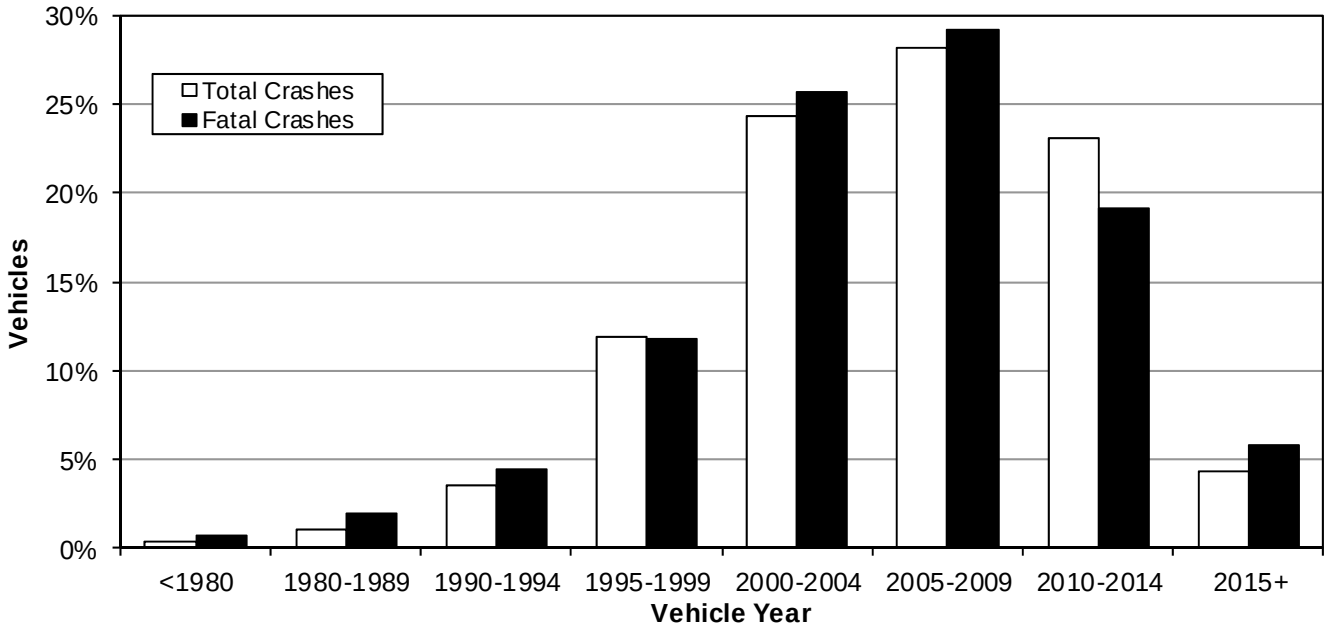


- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, heavy truck may travel more miles per vehicle.
- Passenger car represented 62.2% of registered vehicles in Utah, pickup truck/SUV/van 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 fatals. Crashes involving a motorcycle were 9.0 times more likely to be fatal than crashes of other vehicles.

Crash Conditions

Vehicle Year (Utah 2015)

Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Year	#	%	#	%	#	%	#	%
<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%**
Total	**76,942**	**100.0%**	**33,757**	**100.0%**	**432**	**100.0%**	**111,131**	**100.0%**



- 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)

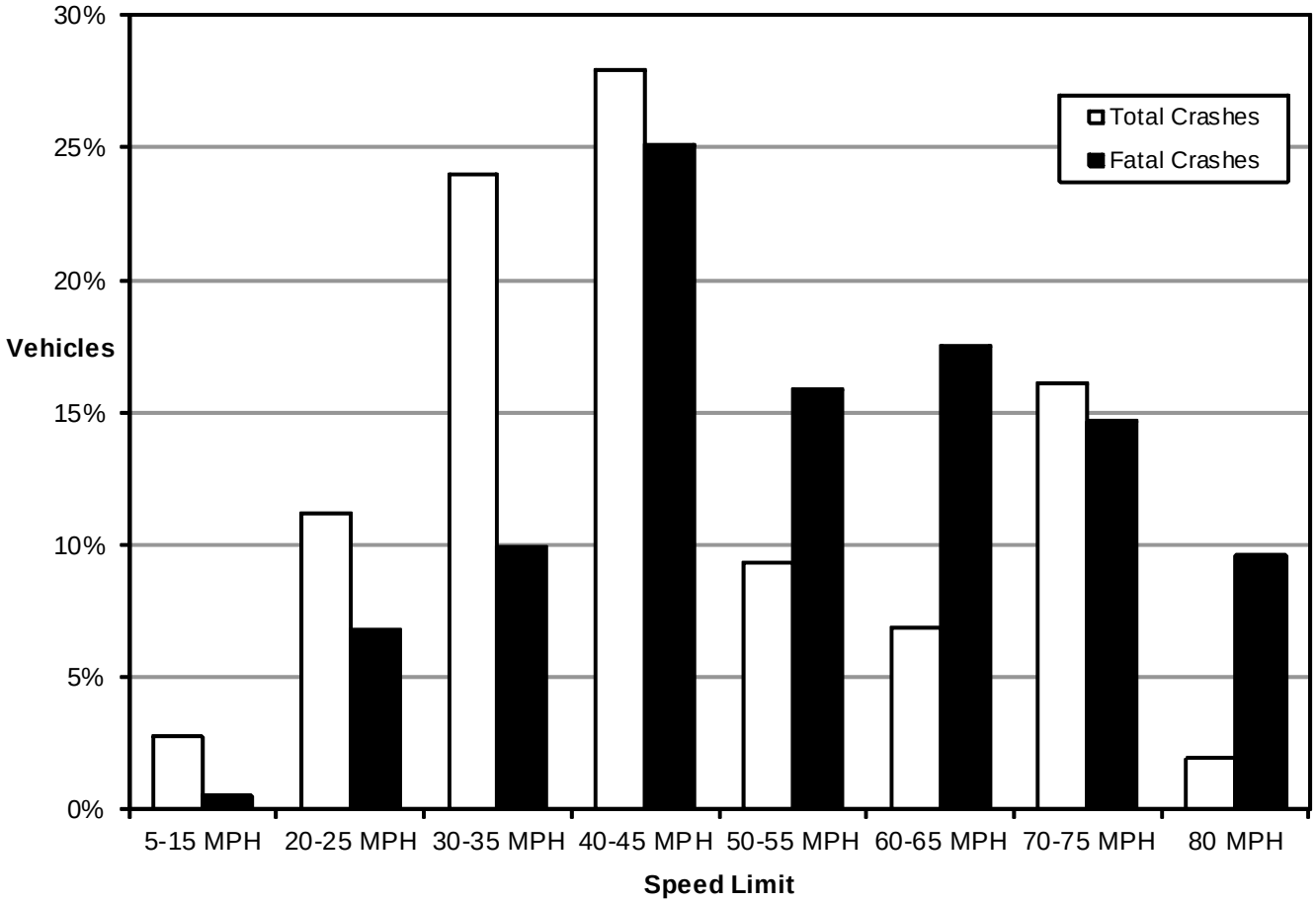
Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Make	#	%	#	%	#	%	#	%
Ford	9,726	12.6%	4,126	12.2%	67	15.5%	**13,919**	**12.5%**
Chevrolet	8,867	11.5%	3,990	11.8%	40	9.3%	**12,897**	**11.6%**
Toyota	8,888	11.6%	3,963	11.7%	29	6.7%	**12,880**	**11.6%**
Honda	6,442	8.4%	3,153	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%**
Total	**76,942**	**100.0%**	**33,757**	**100.0%**	**432**	**100.0%**	**111,131**	**100.0%**

- 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)

Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	#	%	#	%	#	%	#	%
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%	39	9.0%	**20,977**	**18.9%**
40-45 MPH	15,406	20.0%	8,966	26.6%	99	22.9%	**24,471**	**22.0%**
50-55 MPH	5,309	6.9%	2,778	8.2%	63	14.6%	**8,150**	**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%	37	8.6%	**23,558**	**21.2%**
Total	**76,942**	**100.0%**	**33,757**	**100.0%**	**432**	**100.0%**	**111,131**	**100.0%**

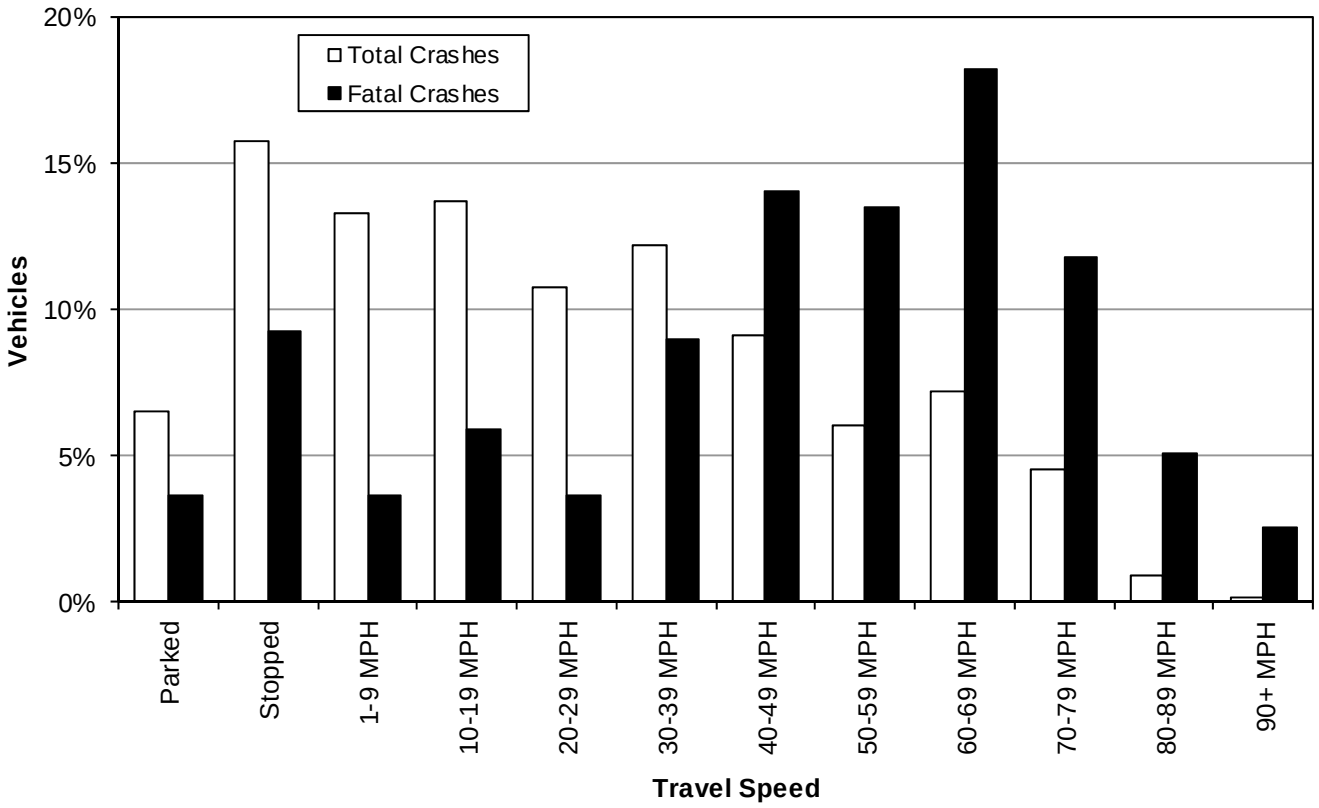


- The speed limit was 30-45 MPH for over half (51.9% of known) of the total vehicles in crashes.
- Fatal crashes were more likely to occur with higher speed limits. The speed limit was 50 MPH or higher for over one-half (57.7% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 80 MPH were 5.6 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)

Vehicles								
Travel Speed	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%**
Total	**76,942**	**100.0%**	**33,757**	**100.0%**	**432**	**100.0%**	**111,131**	**100.0%**

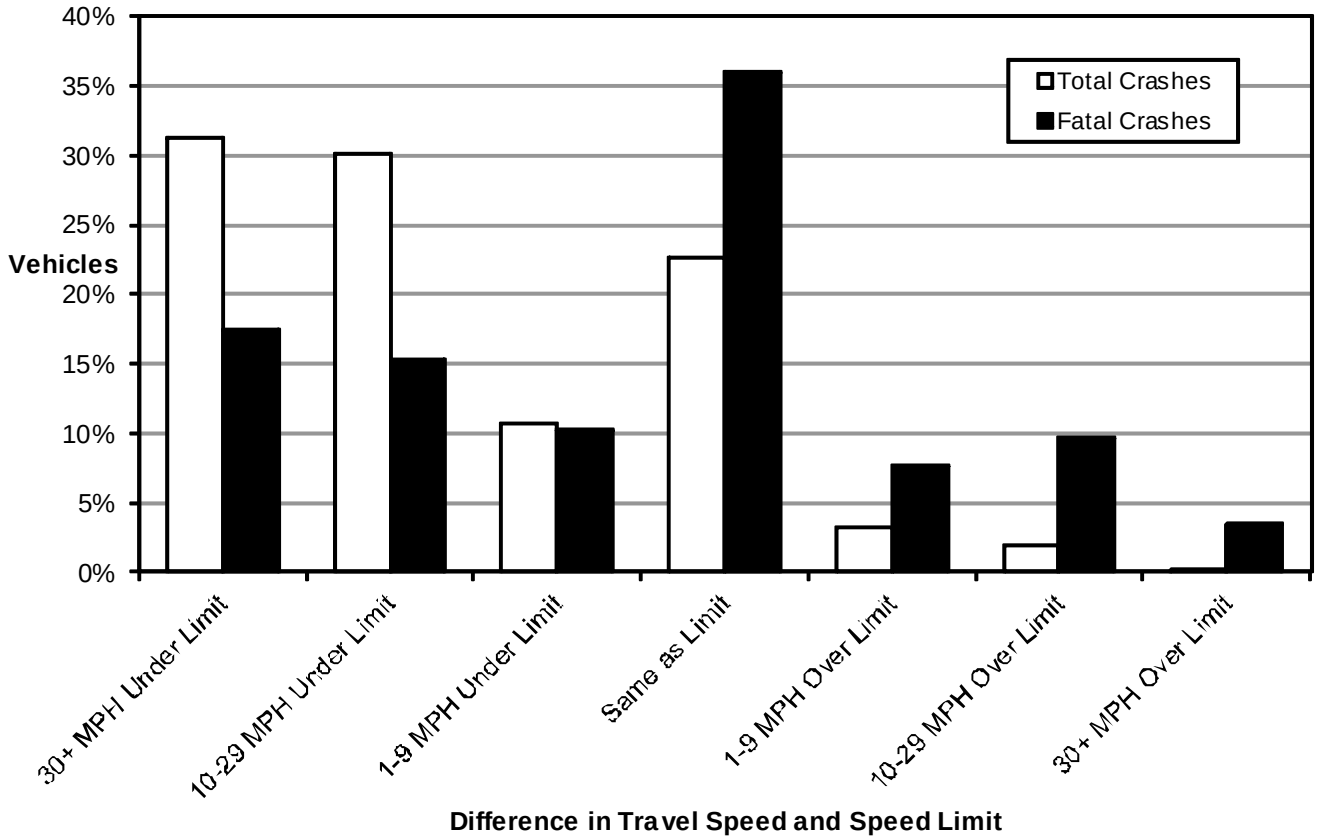


- Nearly half (49.9% where travel speed was known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. 51.0% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Vehicles traveling 50 MPH or higher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

Vehicles								
Travel Speed vs. Speed Limit	**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%	13	3.0%	**11,200**	**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%	24	5.6%	**1,171**	**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%	93	21.5%	**33,730**	**30.4%**
Total	**76,942**	**100.0%**	**33,757**	**100.0%**	**432**	**100.0%**	**111,131**	**100.0%**



- 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, 43.1% (of known) of vehicles were traveling under the speed limit, 36.0% (of known) were traveling the same as the speed limit, and 20.9% (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

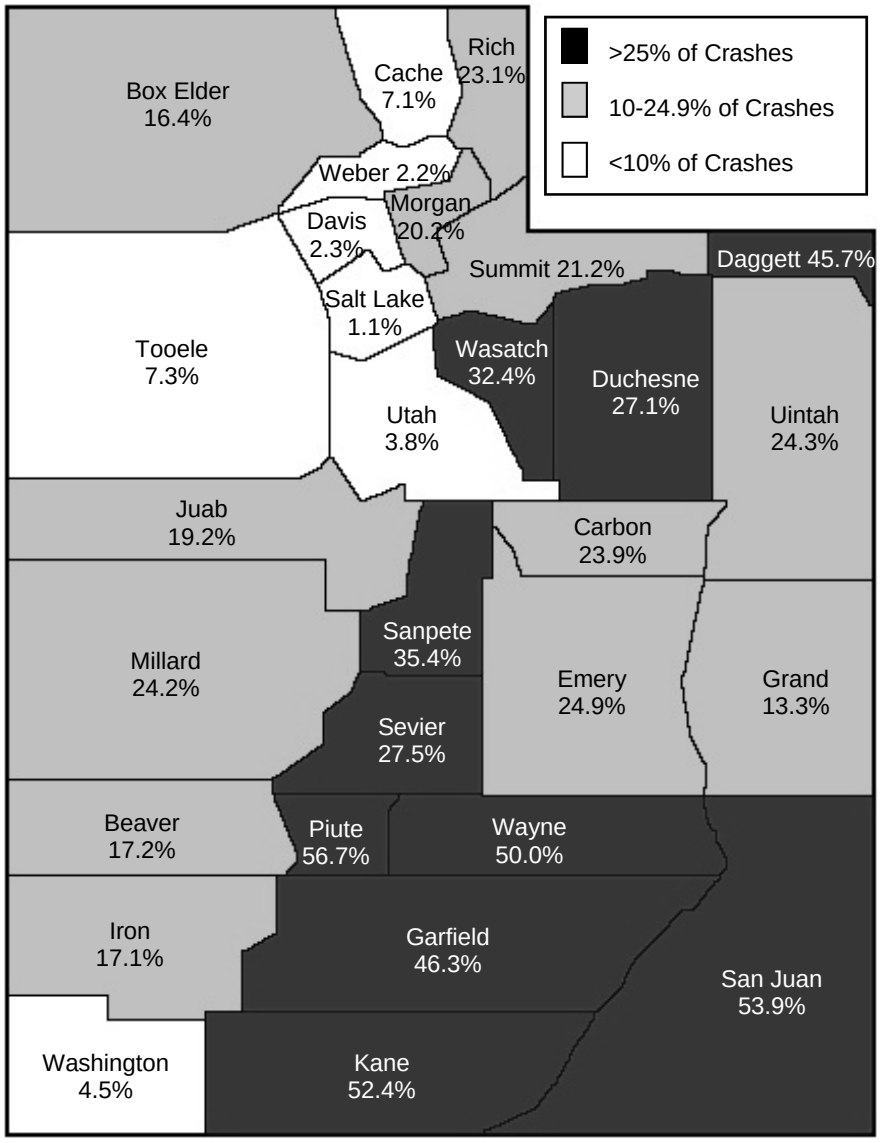
First Harmful Event (Utah 2015)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
First Harmful Event	#	%	#	%	#	%	#	%
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%**
Total	**42,089**	**100.0%**	**17,665**	**100.0%**	**258**	**100.0%**	**60,012**	**100.0%**

- 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

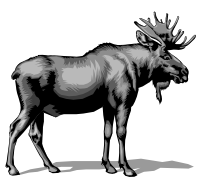
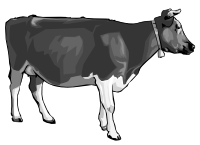
Percent of Crashes Involving Animals by County (Utah 2015)



Animal Crashes			
	Total		
County	#	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%
Statewide	**3,381**	**11.50**	**5.6%**

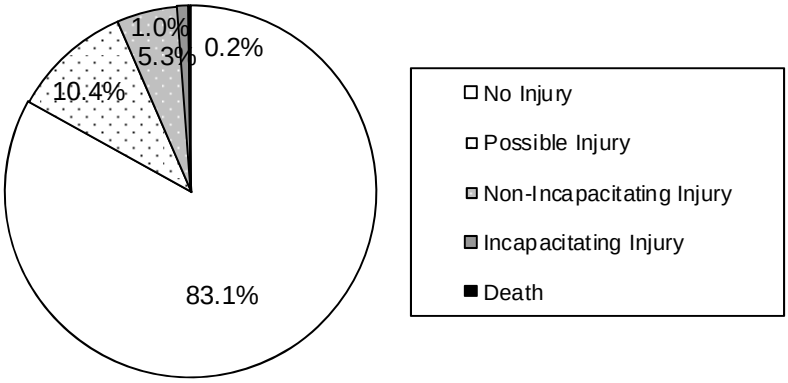
- There were 3,381 collisions involving animals, 2,927 (86.6%) involved hitting a wild animal, 302 (8.9%) involved hitting a domestic animal, and 152 (4.5%) involved an unharmed animal causing evasive action.
- Piute (56.7%), San Juan (53.9%), Kane (52.4%), Wayne (50.0%) Garfield (46.3%), and Daggett (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	**Non-Injured**		**Injured**		**Killed**		**Total**	
Placement	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
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%**
Total	**125,609**	**100.0%**	**25,350**	**100.0%**	**278**	**100.0%**	**151,237**	**100.0%**

- 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)

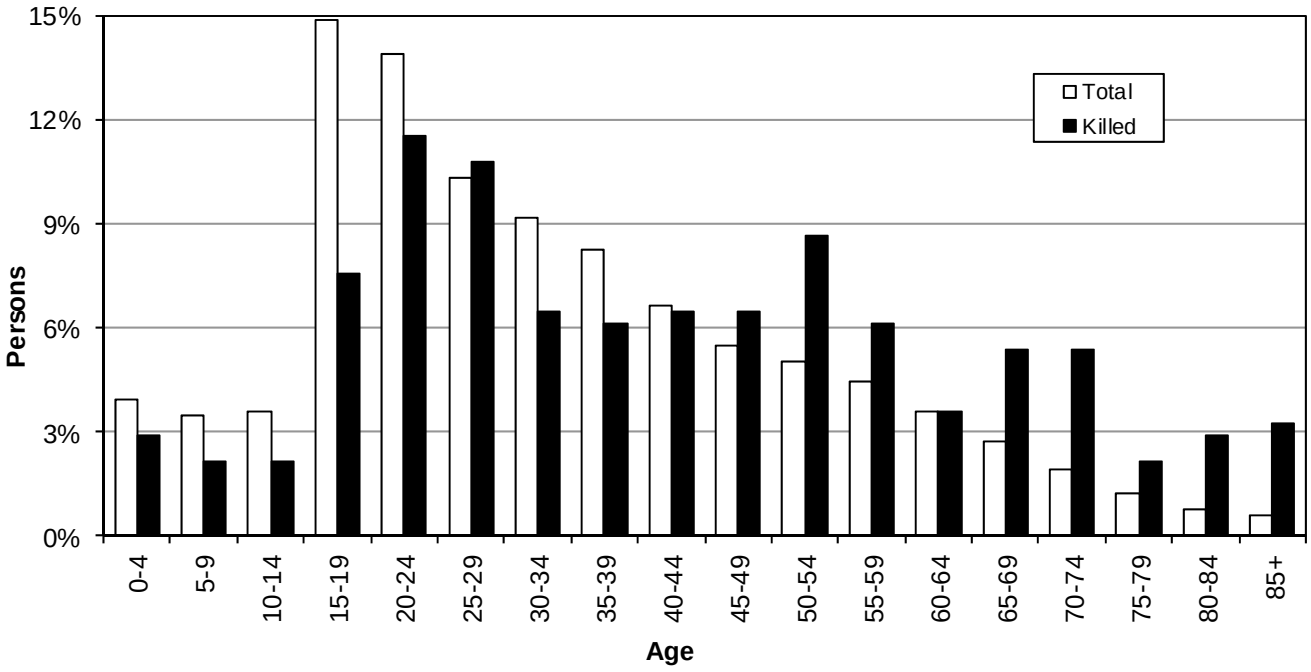
Persons								
	Non-Injured		**Injured**		**Killed**		**Total**	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	66,675	53.1%	11,586	45.7%	190	68.3%	**78,451**	**51.9%**
Female	53,164	42.3%	13,547	53.4%	88	31.7%	**66,799**	**44.2%**
Unknown	5,770	4.6%	217	0.9%	0	0.0%	**5,987**	**4.0%**
Total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

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

Crash Conditions

Age of Persons in Crashes (Utah 2015)

Persons								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	5,098	4.1%	503	2.0%	8	2.9%	**5,609**	**3.7%**
5-9	4,287	3.4%	728	2.9%	6	2.2%	**5,021**	**3.3%**
10-14	4,212	3.4%	911	3.6%	6	2.2%	**5,129**	**3.4%**
15-19	17,848	14.2%	3,456	13.6%	21	7.6%	**21,325**	**14.1%**
20-24	16,428	13.1%	3,438	13.6%	32	11.5%	**19,898**	**13.2%**
25-29	12,173	9.7%	2,617	10.3%	30	10.8%	**14,820**	**9.8%**
30-34	10,786	8.6%	2,367	9.3%	18	6.5%	**13,171**	**8.7%**
35-39	9,712	7.7%	2,062	8.1%	17	6.1%	**11,791**	**7.8%**
40-44	7,792	6.2%	1,691	6.7%	18	6.5%	**9,501**	**6.3%**
45-49	6,314	5.0%	1,519	6.0%	18	6.5%	**7,851**	**5.2%**
50-54	5,771	4.6%	1,392	5.5%	24	8.6%	**7,187**	**4.8%**
55-59	5,159	4.1%	1,220	4.8%	17	6.1%	**6,396**	**4.2%**
60-64	4,192	3.3%	961	3.8%	10	3.6%	**5,163**	**3.4%**
65-69	3,127	2.5%	750	3.0%	15	5.4%	**3,892**	**2.6%**
70-74	2,236	1.8%	501	2.0%	15	5.4%	**2,752**	**1.8%**
75-79	1,421	1.1%	348	1.4%	6	2.2%	**1,775**	**1.2%**
80-84	888	0.7%	235	0.9%	8	2.9%	**1,131**	**0.7%**
85+	657	0.5%	167	0.7%	9	3.2%	**833**	**0.6%**
Unknown	7,508	6.0%	484	1.9%	0	0.0%	**7,992**	**5.3%**
Total	**125,609**	**100.0%**	**25,350**	**100.0%**	**278**	**100.0%**	**151,237**	**100.0%**



- 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)

Persons												
	Non-Injured			Injured			Killed			Total		
County	#	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**
Statewide	**125,609**	**427.3**	**419.3**	**25,350**	**86.2**	**84.6**	**278**	**0.9**	**0.9**	**151,237**	**514.5**	**504.8**

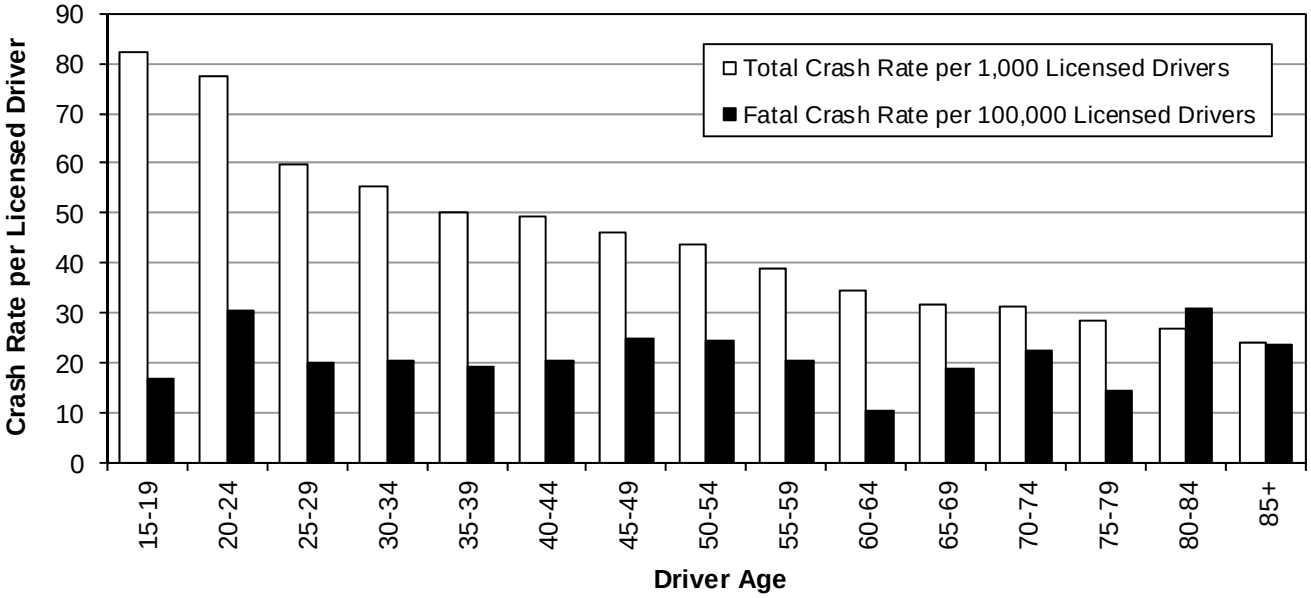
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
  - Salt Lake (746.8), Weber (660.7), and Cache (550.8) counties had the highest rates of total persons 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												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	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**
Total	**74,527**	**100.0%**	**37.8**	**33,360**	**100.0%**	**16.9**	**419**	**100.0%**	**0.213**	**108,306**	**100.0%**	**55.0**

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)

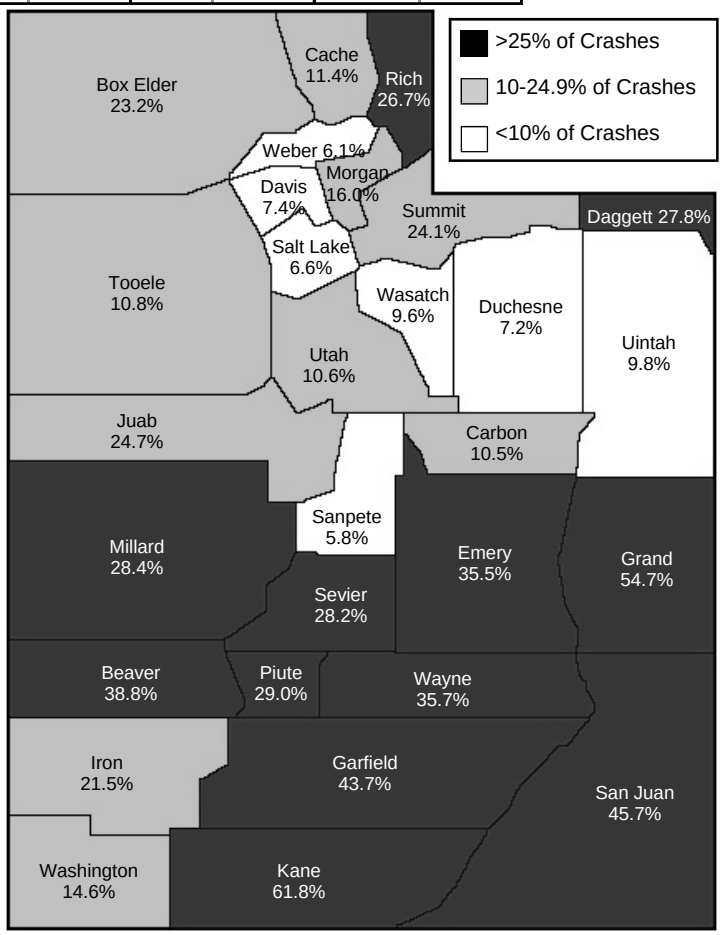
Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Gender	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
Male	40,655	54.6%	41.0	17,751	53.2%	17.9	291	69.5%	0.29	**58,697**	**54.2%**	59.1
Female	28,994	38.9%	29.7	14,740	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
Total	**74,527**	**100.0%**	**37.8**	**33,360**	**100.0%**	**16.9**	**419**	**100.0%**	**0.21**	**108,306**	**100.0%**	**55.0**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
License State	#	%	#	%	#	%	#	%
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%**
Total	**74,527**	**100.0%**	**33,360**	**100.0%**	**419**	**100.0%**	**108,306**	**100.0%**

- 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)

Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	#	%	#	%	#	%	#	%
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%**
Total	**24,936**	**100.0%**	**13,595**	**100.0%**	**32**	**100.0%**	**38,563**	**100.0%**

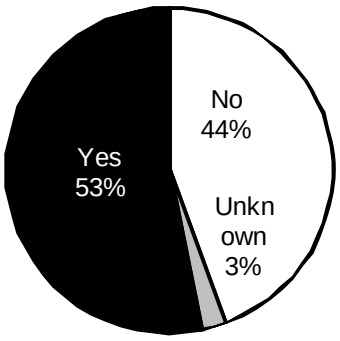
- There were 38,563 charges from citations issued at the scene of the crash. The most common violations were for following too close (19.2%), improper lane change/travel (10.6%), and failure to yield right of way (10.1%).
- The leading violations in fatal crashes were vehicle homicide (28.1%), failure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

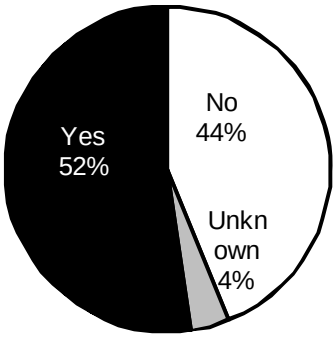
Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	39,538	51.4%	17,928	53.1%	219	50.7%	**57,685**	**51.9%**
No	32,981	42.9%	14,850	44.0%	184	42.6%	**48,015**	**43.2%**
Not Applicable - No Driver	2,415	3.1%	397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

Total Crashes



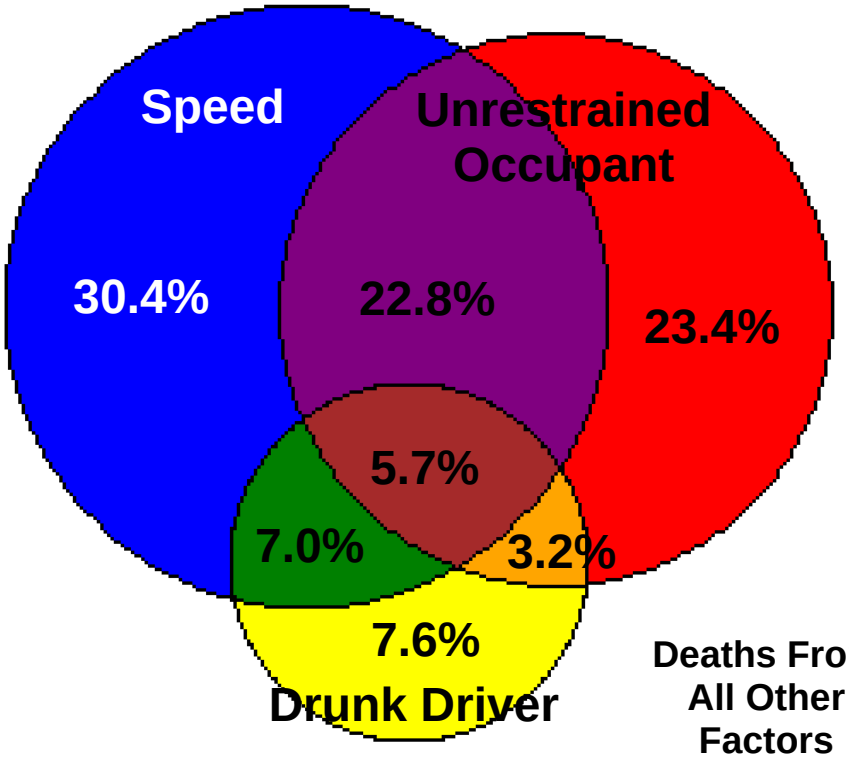
- Some form of poor driver performance is present in the majority of crashes.
- 53.3% of drivers had a contributing factor in total crashes.
- 52.3% of drivers had a contributing factor in fatal crashes.

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.



Crash Conditions

Contributing Factors (Utah 2015)

Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**61,124**	**100.0%**	**29,253**	**100.0%**	**419**	**100.0%**	**90,796**	**100.0%**

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all crashes were followed too closely (15.5%), 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

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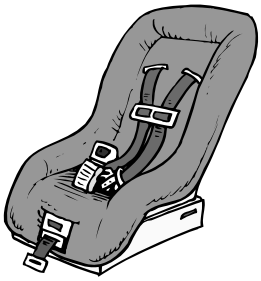


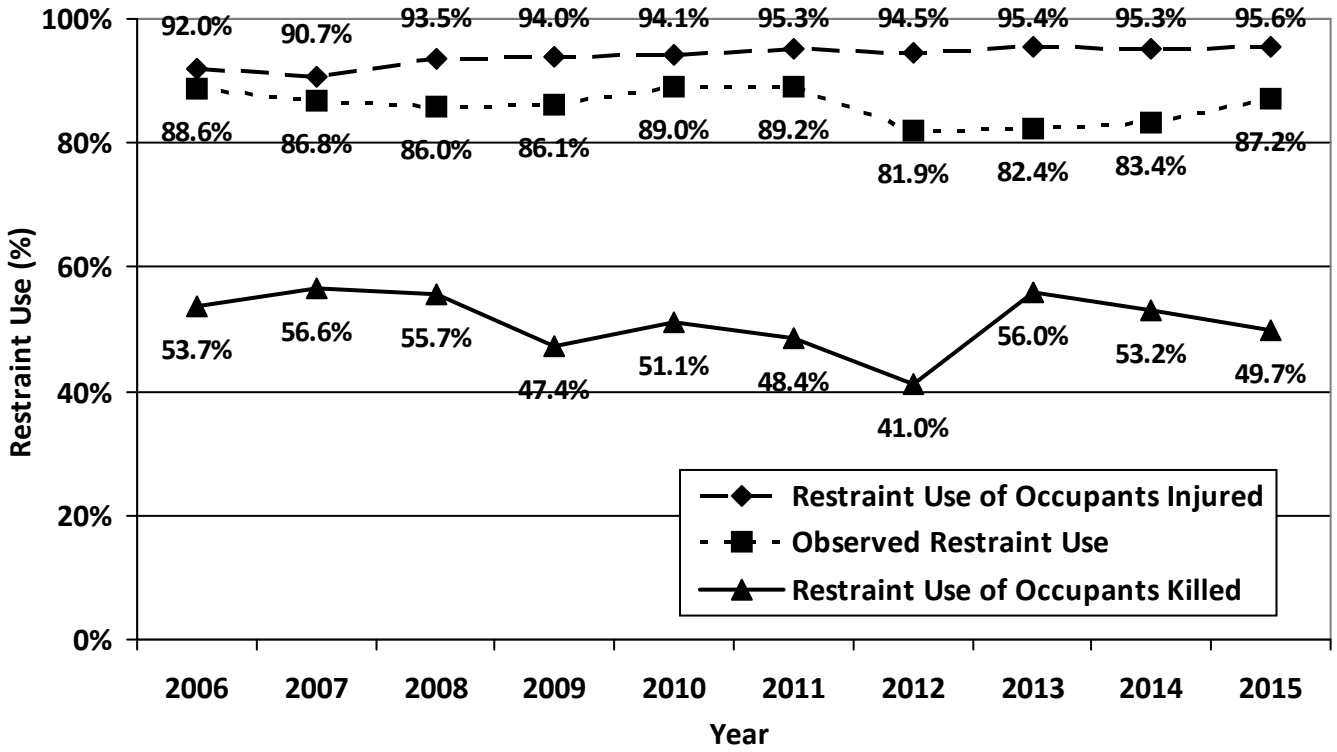
2015

Section 2: Occupant Protection

Trends

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

Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**



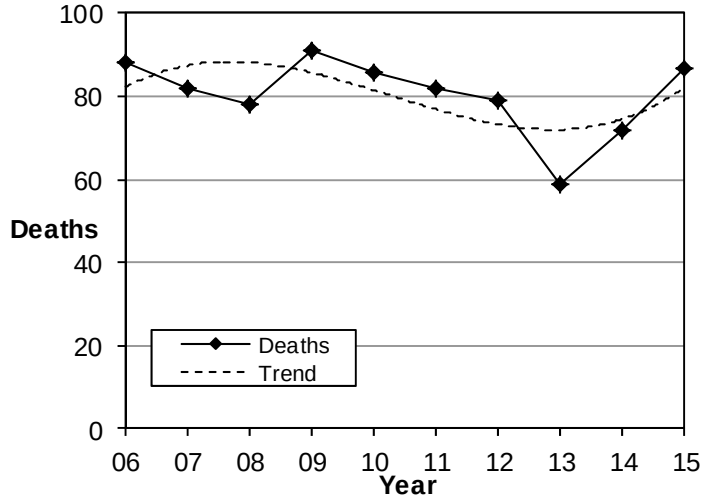
- The 2015 restraint use of people in crashes increased to 97.9% from 96.1% in 2006.
- Restraint use among occupants injured increased from 92.0% in 2006 to 95.6% in 2015.
- Restraint use among occupants killed decreased from 53.7% in 2006 to 49.7% in 2015.

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

Unrestrained Occupant Deaths (Utah 2006-2015)

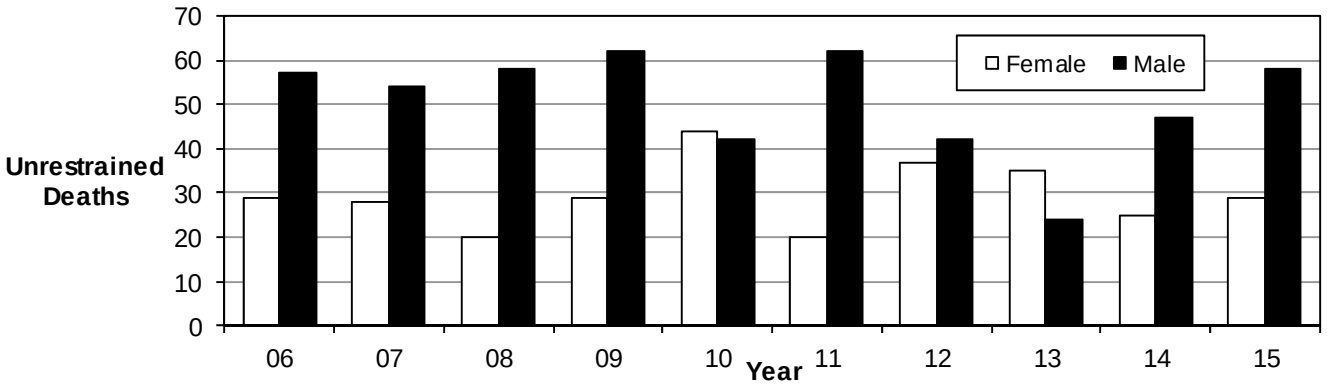
Unrestrained Occupant Deaths			
	Deaths		
	All	Unrestrained Occupants	
Year	#	#	%
2006	287	88	30.7%
2007	299	82	27.4%
2008	276	78	28.3%
2009	244	91	37.3%
2010	253	86	34.0%
2011	243	82	33.7%
2012	217	79	36.4%
2013	220	59	26.8%
2014	256	72	28.1%
2015	278	87	31.3%
Total	**2,573**	**804**	**31.2%**



- Over the past 10 years, 31.2% of deaths have been to unrestrained occupants.
- On average, 80 people die a year in Utah who are unrestrained.
- The percentage of deaths to unrestrained occupants had a high of 37.3% in 2009 and a low of 26.8% in 2013.

Restraint Use by Gender of Crash Occupant Deaths (Utah 2006-2015)

Occupants Killed																							
	Unrestrained												Restrained										
Gender	06	07	08	09	10	11	12	13	14	15	Total #	Total %	06	07	08	09	10	11	12	13	14	15	Total #	Total %
Female	29	28	20	29	44	20	37	35	25	29	**296**	**45.5%**	41	42	42	35	40	32	26	29	37	30	**354**	**54.5%**
Male	57	54	58	62	42	62	42	24	47	58	**506**	**50.3%**	61	65	56	47	50	45	29	46	45	56	**500**	**49.7%**
Total	**86**	**82**	**78**	**91**	**86**	**82**	**79**	**59**	**72**	**87**	**802**	**48.4%**	**102**	**107**	**98**	**82**	**90**	**77**	**55**	**75**	**82**	**86**	**854**	**51.6%**

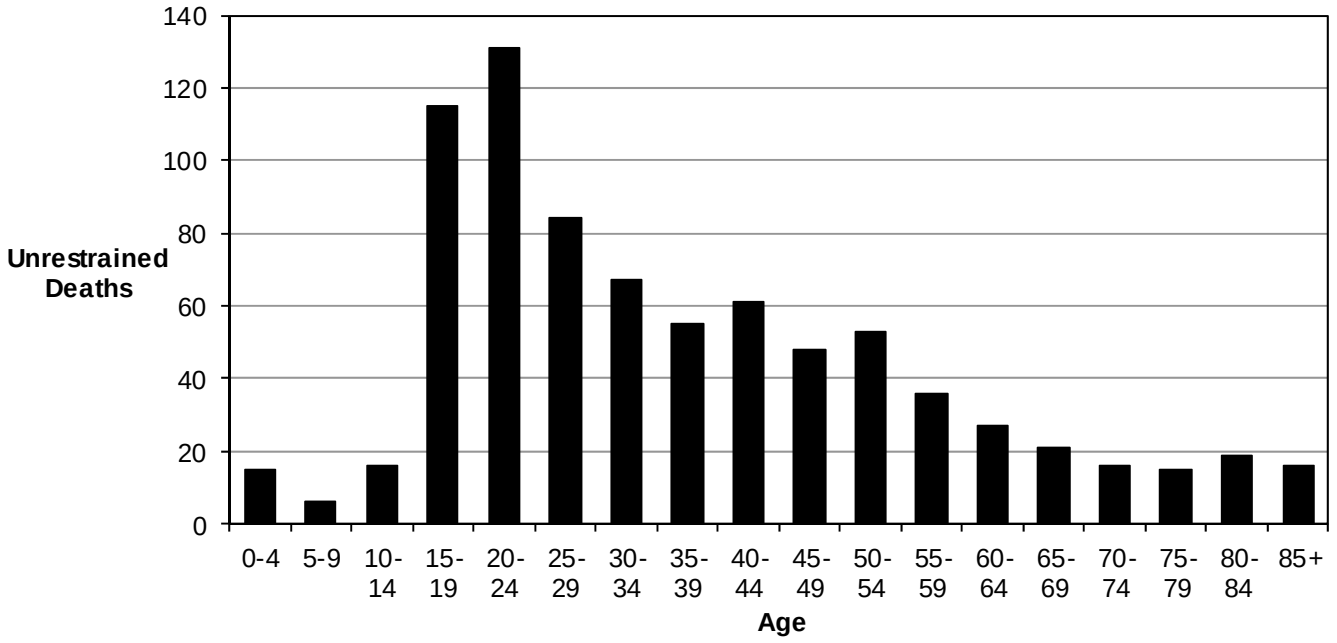


- Over the last 10 years, restraint use of female (54.5%) occupants killed was higher than males (49.7%).
- The number of female occupants killed who were unrestrained averages 30 deaths a year over the last 10 years with a high of 44 in 2010 and a low of 20 in 2008 and 2011.
- The number of male occupants killed who were unrestrained averages 51 deaths a year over the last 10 years with a high of 62 in 2009 and 2011 and a low of 24 in 2013.

Trends

Fatal Restraint Use by Age (Utah 2006-2015)

Occupants Killed																							
	Unrestrained												Restrained										
Age	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%**

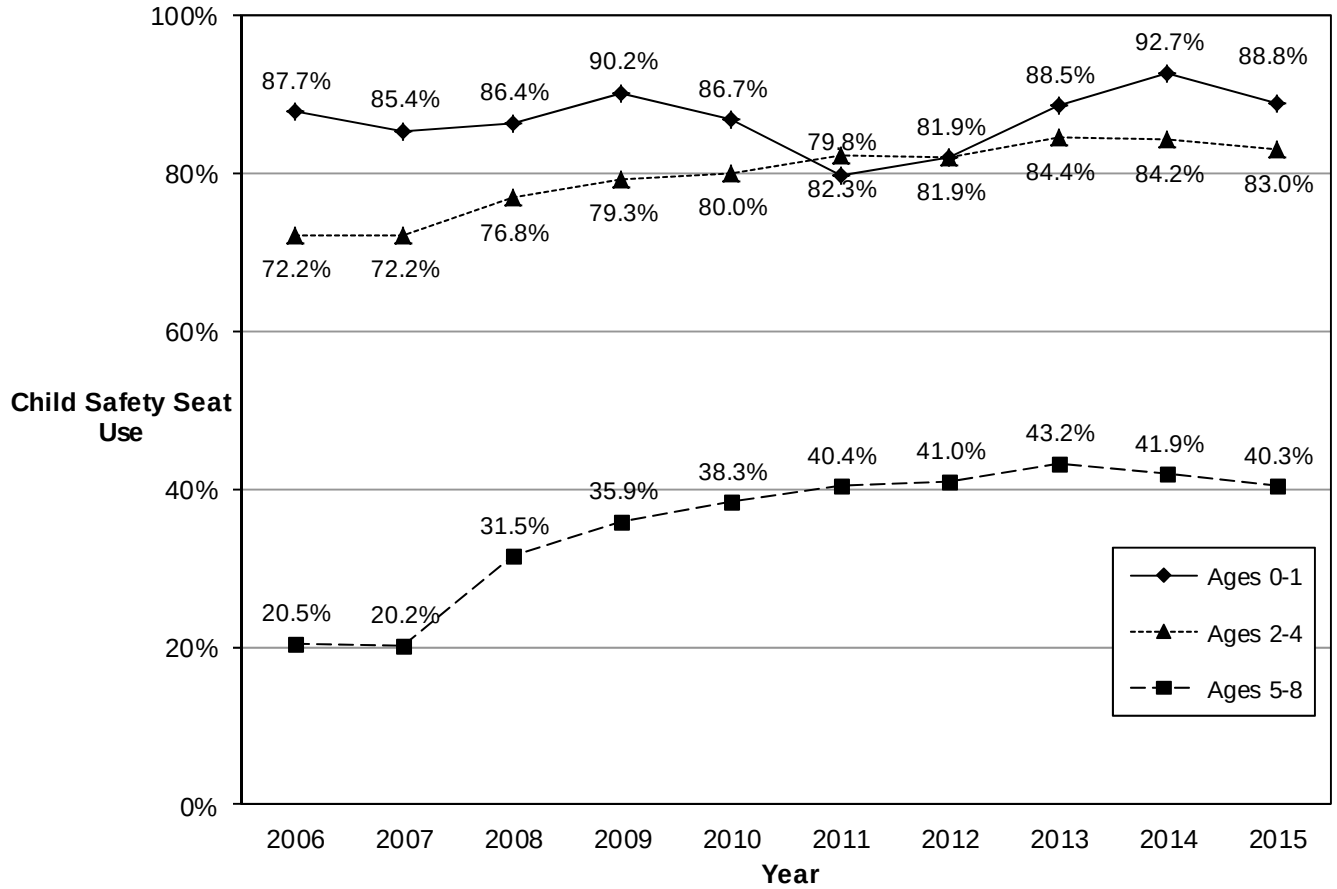


- Over the last 10 years, the highest number of unrestrained deaths occurred to the 20-24, 15-19, and 25-29 year age groups.
- The highest percent of restraint use among occupants killed occurred among the ages of 65+ and 0-9 years.
- The lowest percent of restraint use among occupants killed occurred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

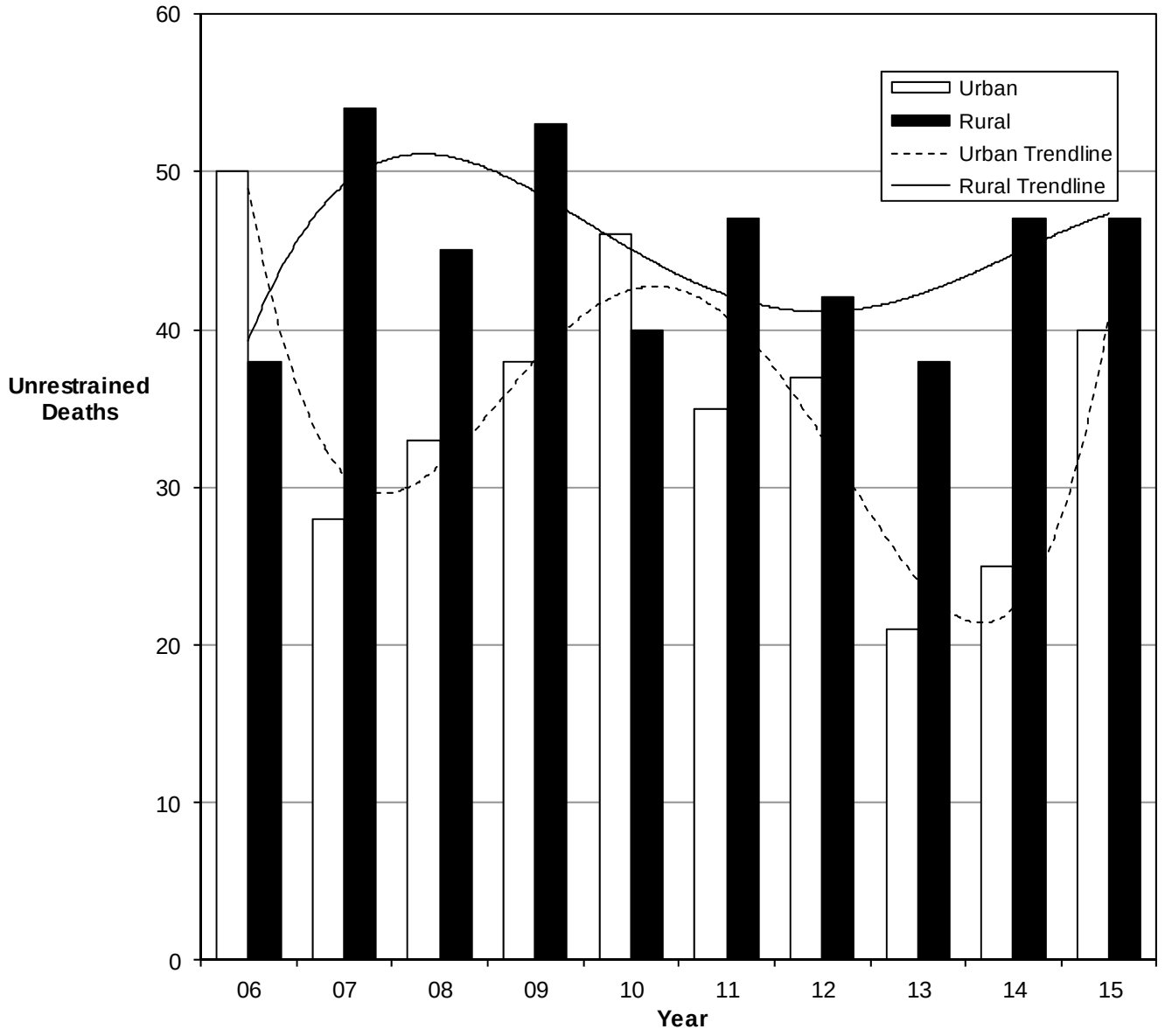


- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 20.5% in 2006 to 40.3% in 2015.

Trends

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

Occupants Killed																							
	Unrestrained												Restrained										
Location	**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%**

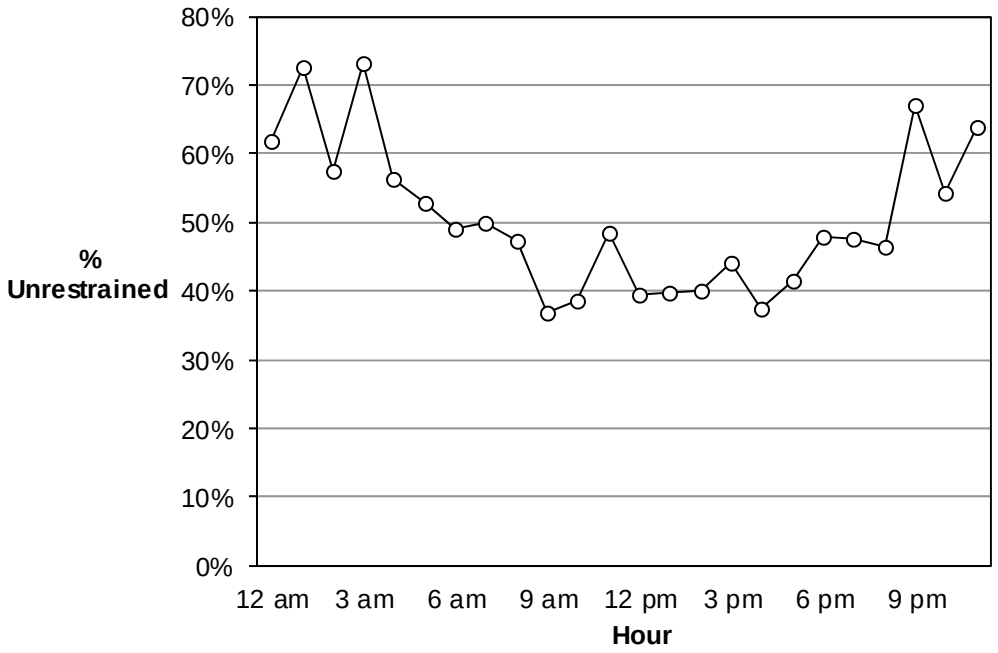


- Over the last 10 years, restraint use of urban (56.7%) occupants killed was higher than rural (46.5%).
- The number of rural occupants killed who were unrestrained averages 45 deaths a year over the last 10 years with a high of 54 in 2007 and a low of 38 in 2006 and 2013.
- The number of urban occupants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

Occupants Killed																							
	Unrestrained												Restrained										
Hour	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%**
Total	**88**	**81**	**77**	**91**	**86**	**82**	**79**	**59**	**71**	**87**	**801**	**48.4%**	**102**	**107**	**98**	**82**	**89**	**77**	**55**	**75**	**82**	**86**	**853**	**51.6%**

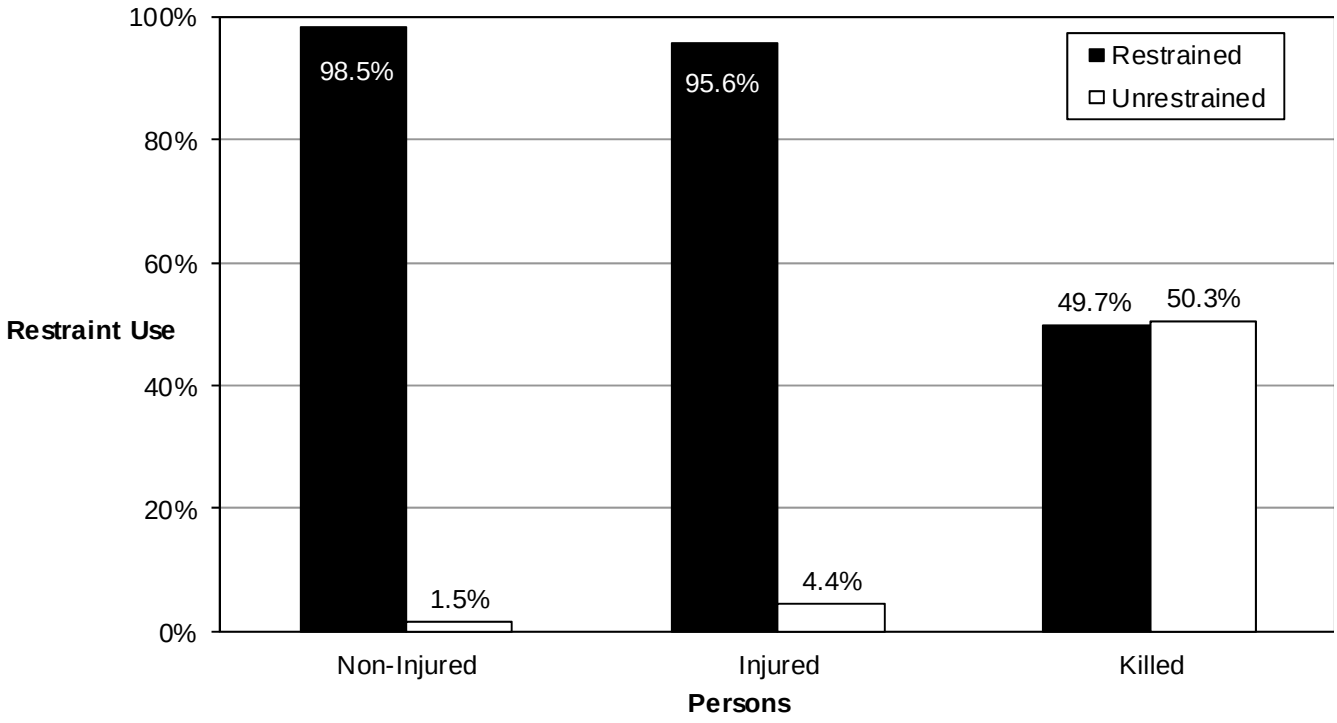


- Over the last 10 years, the highest number of unrestrained deaths occurred during the 3:00-6:59 p.m. hours.
- The highest percent of restraint use among occupants killed occurred during the 9 a.m. to 5:59 p.m. hours.
- The lowest percent of restraint use among occupants killed occurred during the 1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

Vehicle Occupants

Restraint Use by Injury Severity (Utah 2015)

Persons								
	Non-Injured		Injured		Killed		Total	
Restraint Use	#	%	#	%	#	%	#	%
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%**
Total	**111,065**	**100.0%**	**21,049**	**100.0%**	**173**	**100.0%**	**132,287**	**100.0%**



- 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)

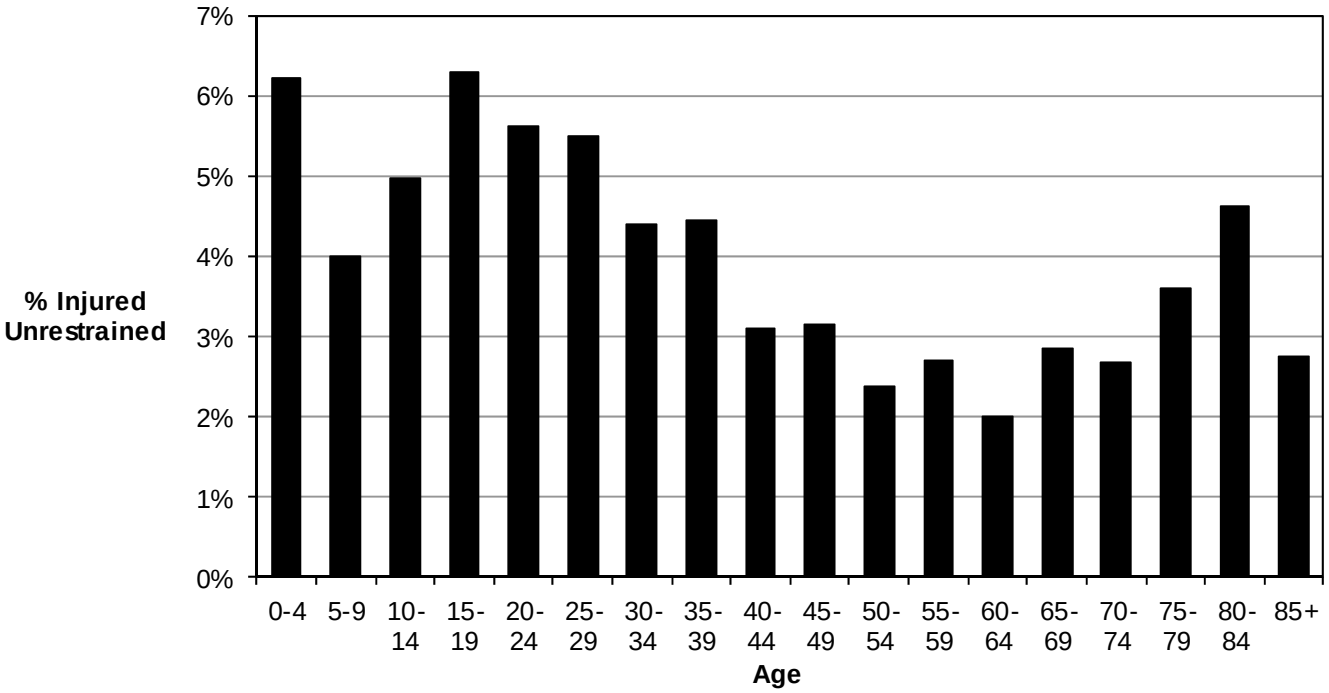
Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Gender	#	#	%	#	#	%	#	#	%	#	#	%
Female	602	48,826	98.8%	417	11,695	96.6%	29	30	50.8%	**1,048**	**60,551**	**98.3%**
Male	1,019	60,153	98.3%	515	8,402	94.2%	58	56	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%**
Total	**1,705**	**109,360**	**98.5%**	**936**	**20,113**	**95.6%**	**87**	**86**	**49.7%**	**2,728**	**129,559**	**97.9%**

- 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												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Age	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**1,705**	**109,360**	**98.5%**	**936**	**20,113**	**95.6%**	**87**	**86**	**49.7%**	**2,728**	**129,559**	**97.9%**



- 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												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
County	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Statewide	**1,705**	**109,360**	**98.5%**	**936**	**20,113**	**95.6%**	**87**	**86**	**49.7%**	**2,728**	**129,559**	**97.9%**

- 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												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Location	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Statewide	**1,705**	**109,360**	**98.5%**	**936**	**20,113**	**95.6%**	**87**	**86**	**49.7%**	**2,728**	**129,559**	**97.9%**

- 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												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Ejection Status	#	#	%	#	#	%	#	#	%	#	#	%
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												
	Non-Injured			Injured			Killed			Total		
Occupant	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Placement	#	#	%	#	#	%	#	#	%	#	#	%
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)

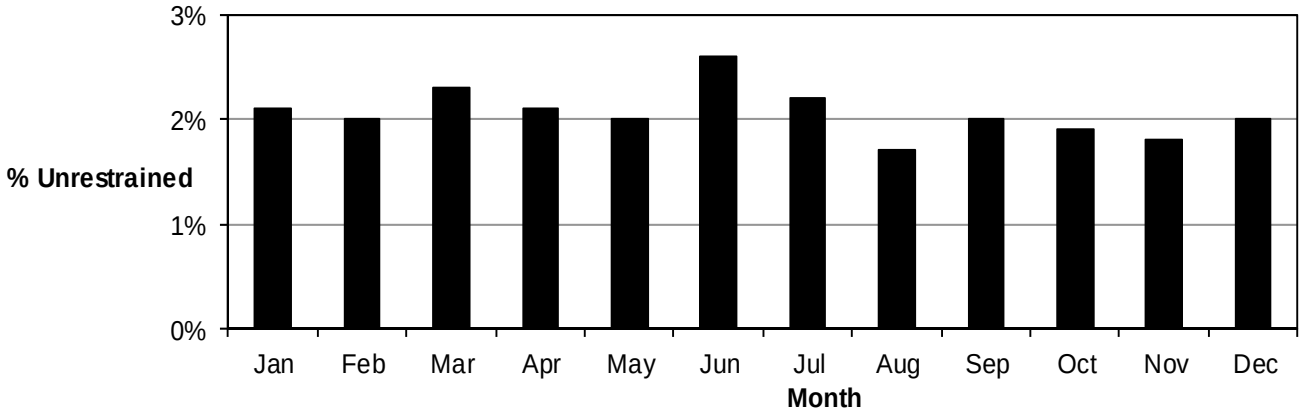
Persons												
	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
Vehicle Type	#	#	%	#	#	%	#	#	%	#	#	%
Van	97	7,957	98.8%	51	1,372	96.4%	2	8	80.0%	**150**	**9,337**	**98.4%**
SUV	305	26,245	98.9%	222	4,603	95.4%	19	11	36.7%	**546**	**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										
	Unrestrained					Restrained				
Month	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%**
Total	**1,705**	**936**	**87**	**2,728**	**2.1%**	**109,360**	**20,113**	**86**	**129,559**	**97.9%**



- 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)

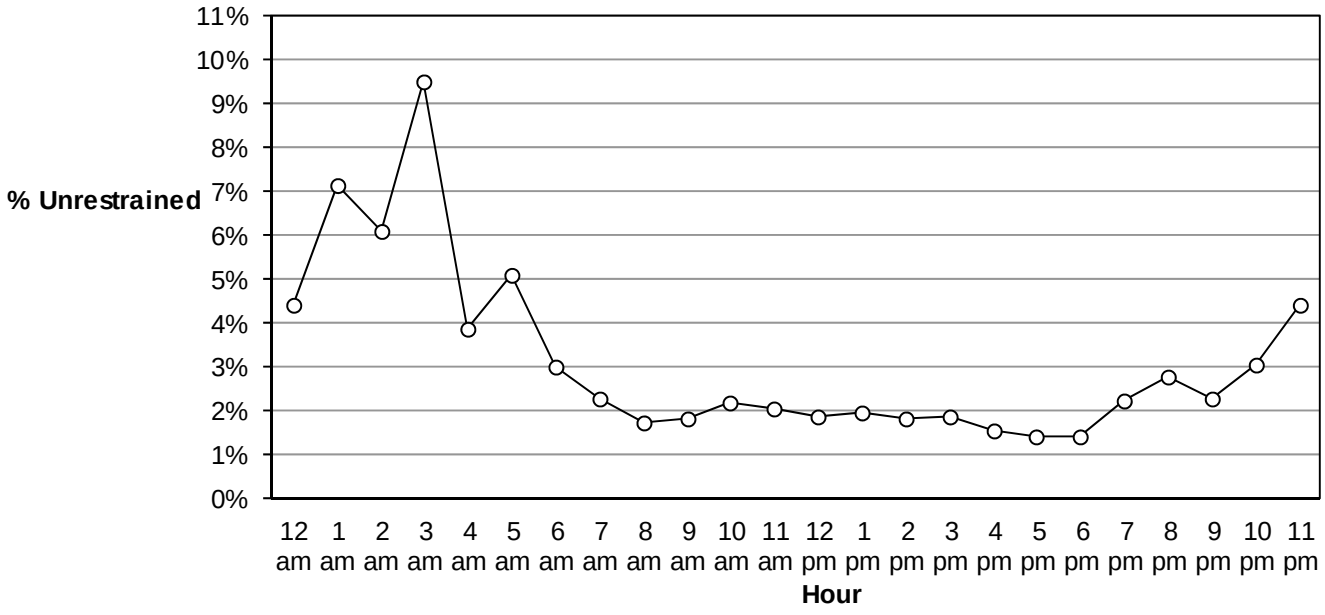
Persons										
Day of	Unrestrained					Restrained				
Week	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
Sunday	171	100	14	**285**	**3.1%**	7,527	1,461	9	**8,997**	**96.9%**
Monday	262	130	7	**399**	**1.9%**	17,103	3,161	6	**20,270**	**98.1%**
Tuesday	243	160	8	**411**	**2.0%**	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%**
Total	**1,705**	**936**	**87**	**2,728**	**2.1%**	**109,360**	**20,113**	**86**	**129,559**	**97.9%**

- Weekends had the lowest restraint use.

Vehicle Occupants

Restraint Use by Hour (Utah 2015)

Persons										
	Unrestrained					Restrained				
Hour	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%**
Total	**1,705**	**936**	**87**	**2,728**	**2.1%**	**109,360**	**20,113**	**86**	**129,559**	**97.9%**



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

Children and Restraint Use

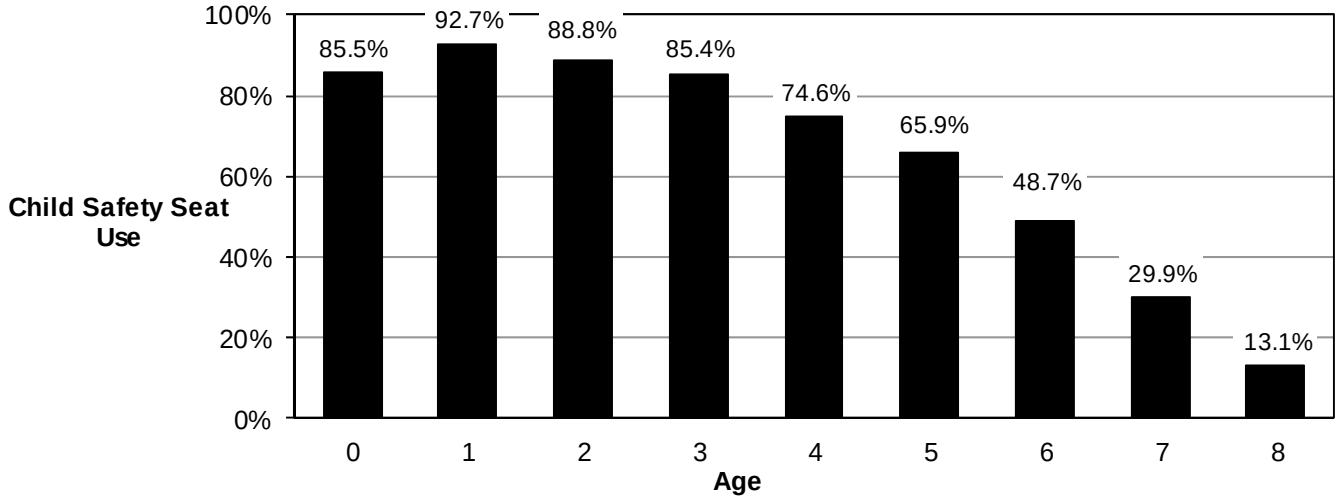
Restraint Use for Children Age 0 to 8 Years (Utah 2015)

Child Occupants								
	Ages 0-1		Ages 2-4		Ages 5-8		Total	
Restraint Use	#	%	#	%	#	%	#	%
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%**
Total	**2,234**	**100.0%**	**3,089**	**100.0%**	**3,761**	**100.0%**	**9,084**	**100.0%**

- 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						
	Child Safety Seat Used		Child Safety Seat Not Used		Total	
Age	#	%	#	%	#	%
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%**
Total	**6,066**	**66.8%**	**3,018**	**33.2%**	**9,084**	**100.0%**



- 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

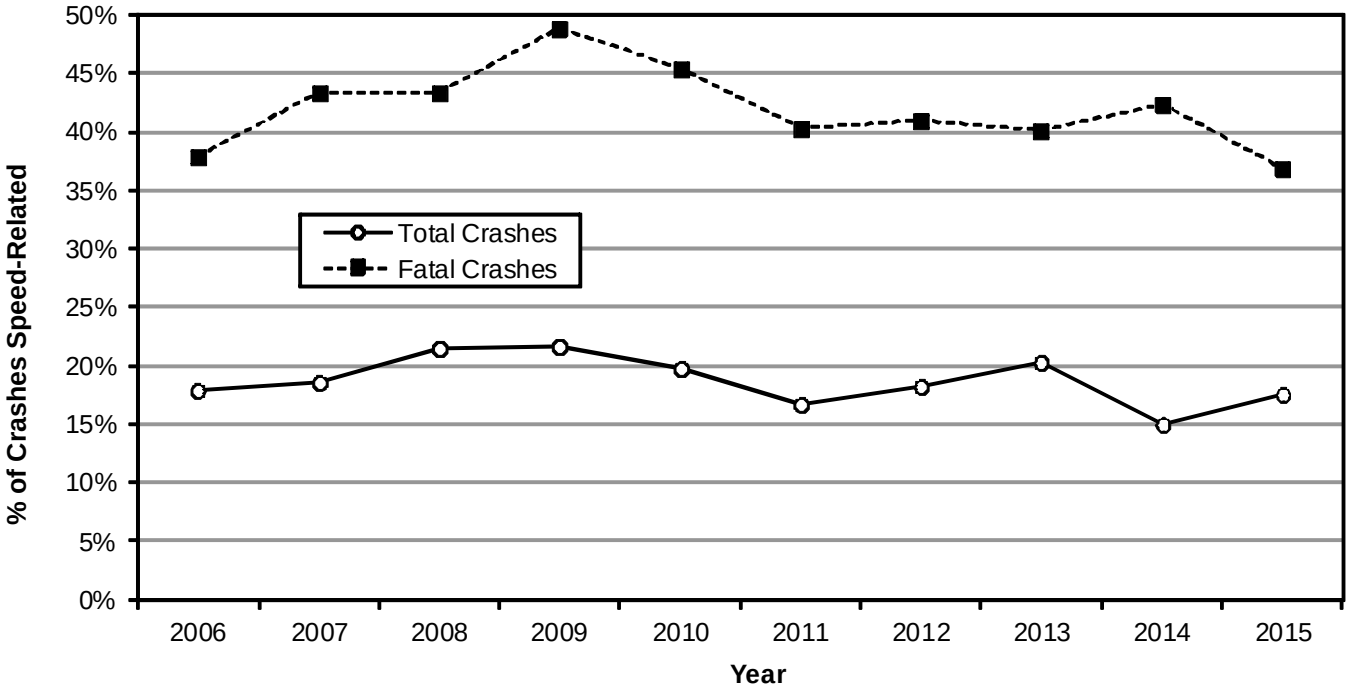
2015

Section 3: Speed

Trends

Speed-Related Crashes (Utah 2006-2015)

Speed-Related Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Speed		All	Speed		All	Speed		All	Speed	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**



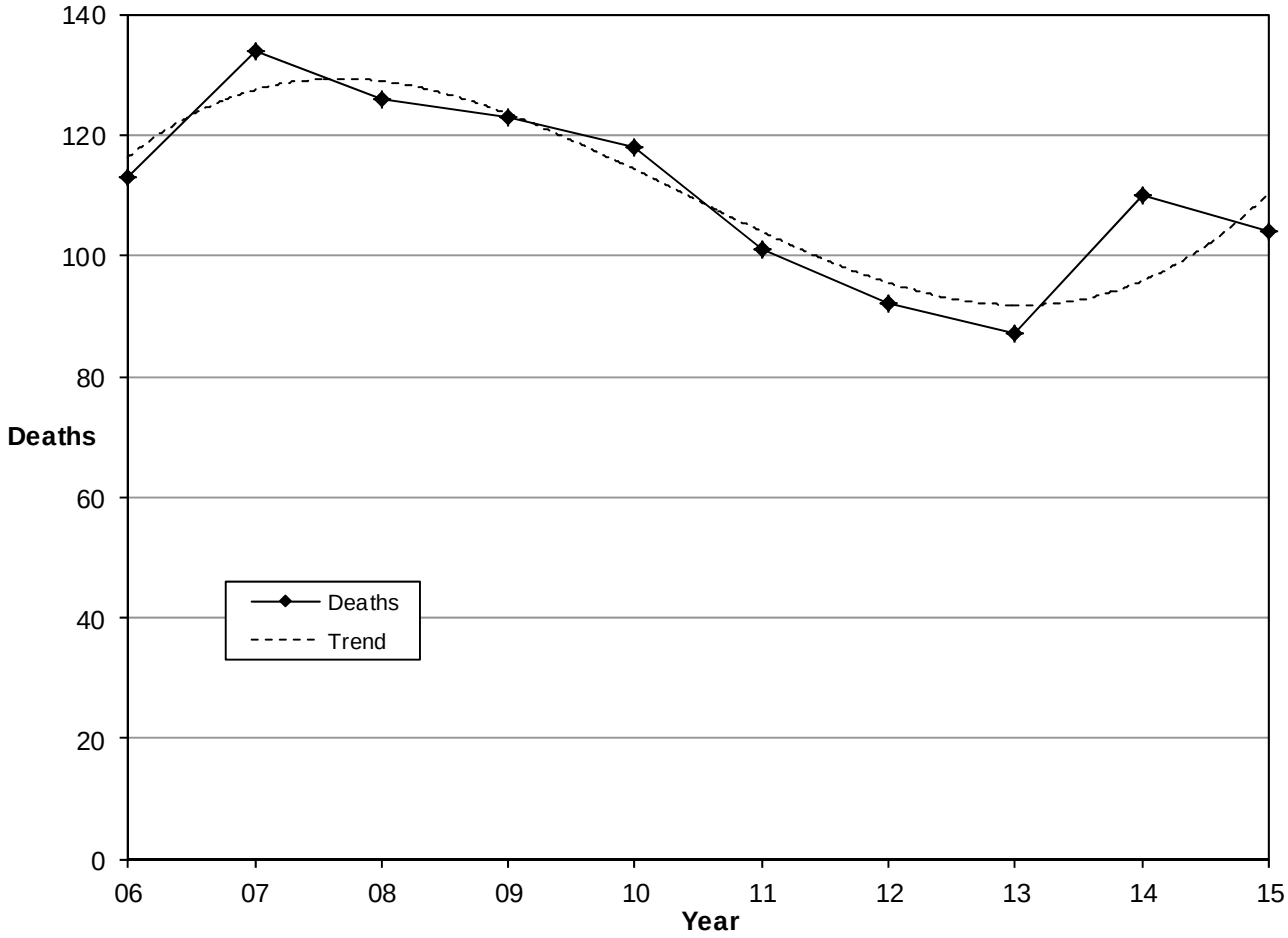
- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 18.6% of total crashes and 41.9% of fatal crashes in Utah are speed-related.
- 2008 had the highest number of crashes that were speed-related while 2009 had the highest 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)

Speed Crashes						
	Deaths			Fatal Crashes		
	All	Speed		All	Speed	
Year	#	#	%	#	#	%
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%
Total	**2,573**	**1,108**	**43.1%**	**2,294**	**960**	**41.8%**

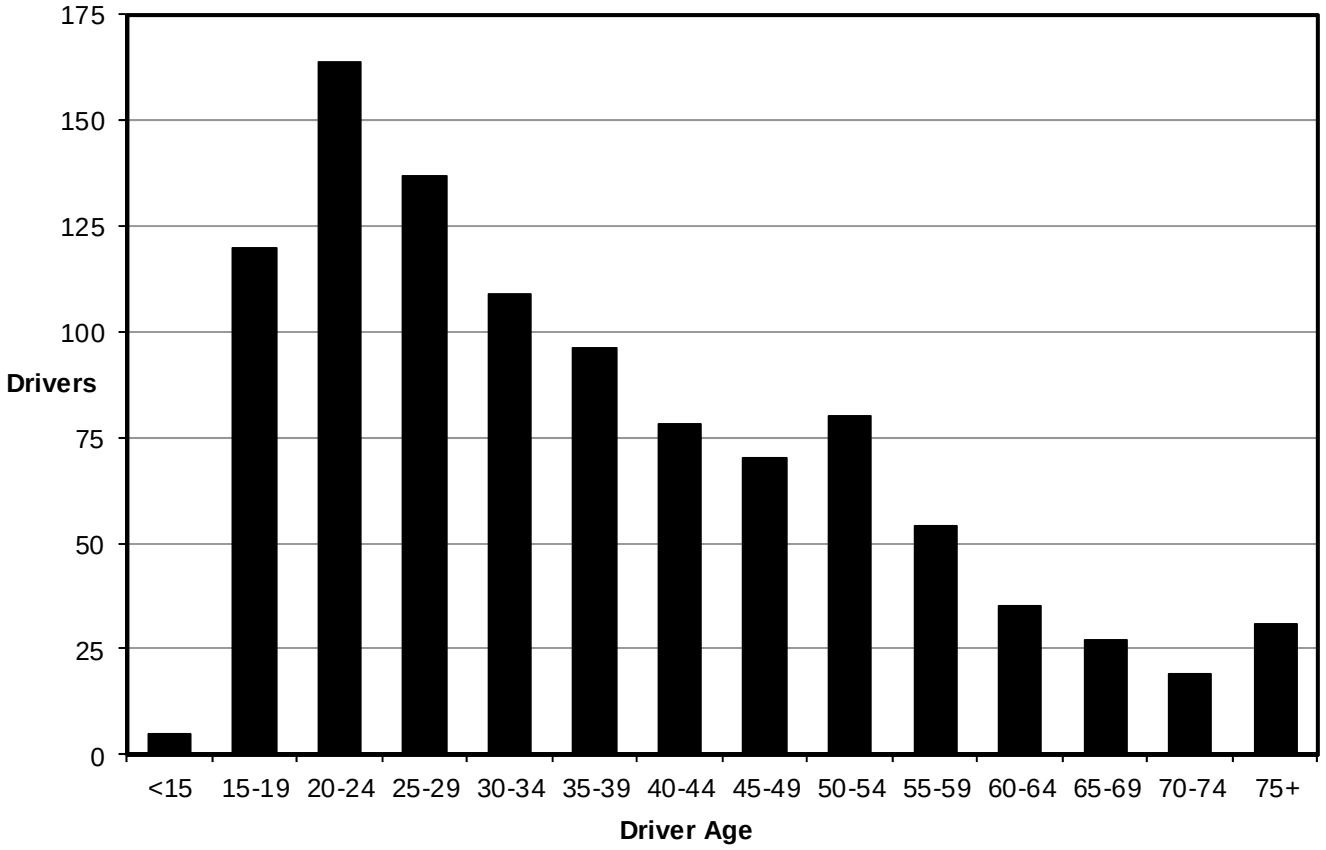


- Over the past 10 years, the percentage of deaths and fatal crashes that were speed-related has fluctuated around 43.1% of all deaths and 41.8% of fatal crashes.
- On average, 111 people die a year in Utah from speed-related crashes.

Trends

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

Speed-Related Drivers in Fatal Crashes												
	Year										Total	
Age	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%**
Total	**101**	**118**	**109**	**123**	**105**	**93**	**83**	**85**	**100**	**108**	**1,025**	**100.0%**



- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	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**
Statewide	**7,050**	**24.0**	**3,362**	**11.4**	**95**	**0.32**	**10,507**	**35.7**

- 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)

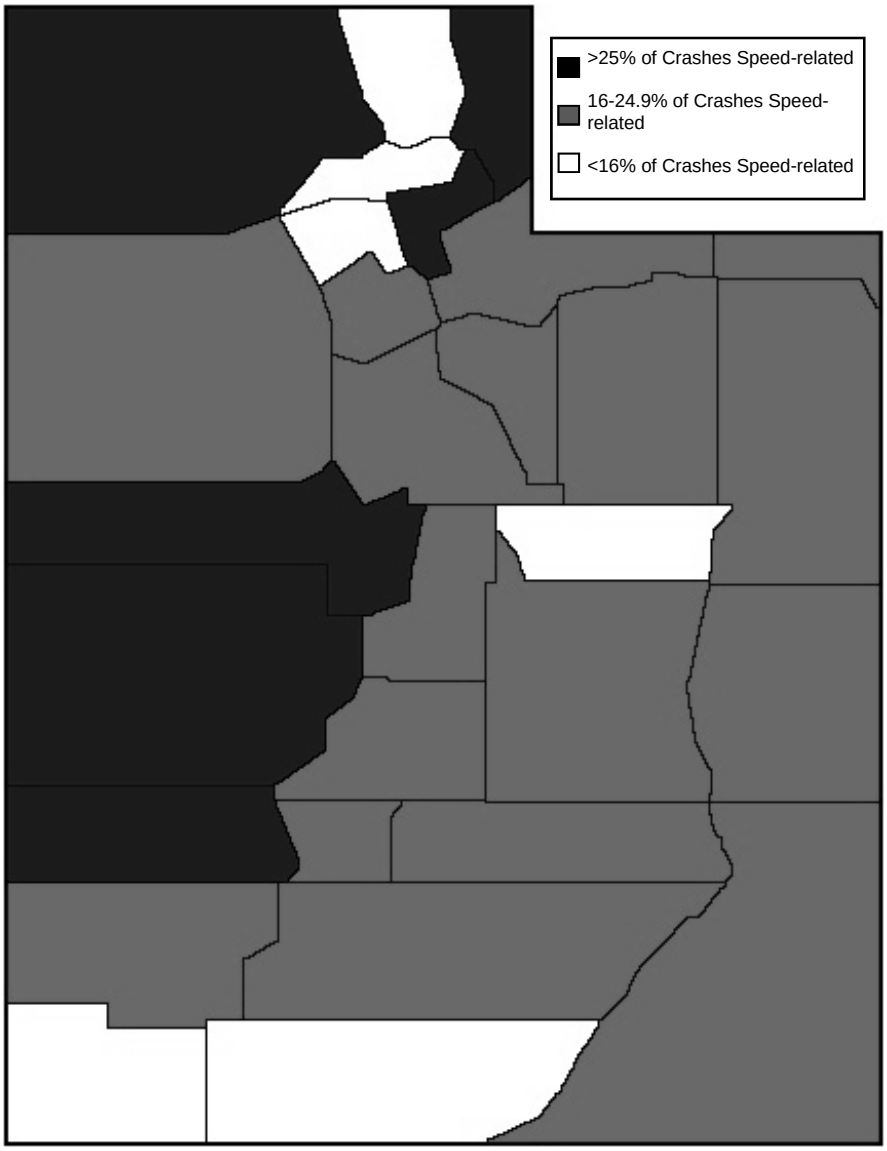
- Urban areas had a higher rate of total speed-related crashes per VMT while Rural areas had a higher rate for fatal speed crashes.
- Speed-related crashes occurring in rural areas were 3.7 times more likely to result in a death than speed-related crashes in urban areas.

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Location	#	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**
Total	**7,050**	**24.0**	**3,362**	**11.4**	**95**	**0.32**	**10,507**	**35.7**

Crash Conditions

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

Speed-Related Crashes			
		Total	
	Total Crashes	Speed	
County	#	#	%
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%
Statewide	**60,012**	**10,507**	**17.5%**

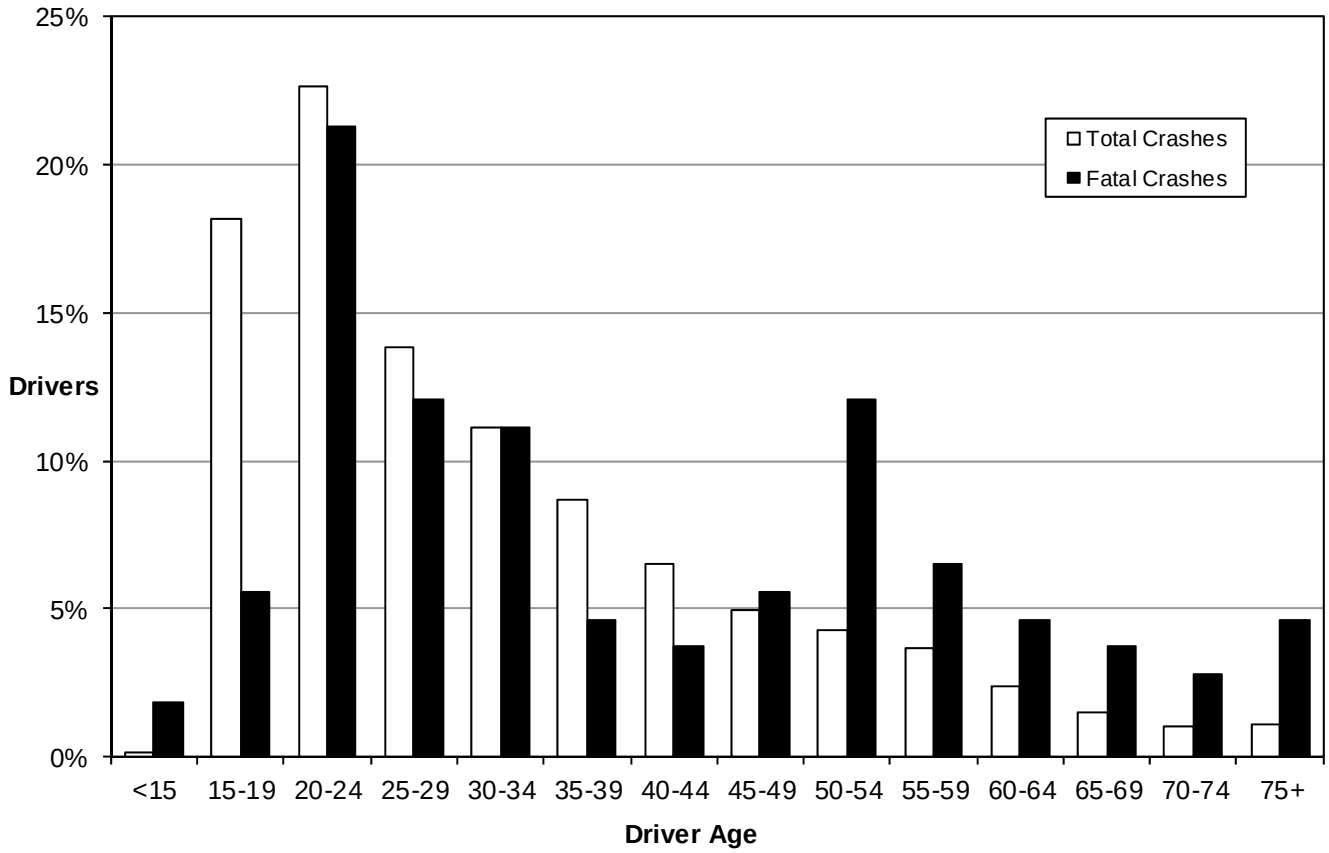


- Morgan (39.9%), Beaver (32.6%), and Millard (32.2%) counties had the highest percent of crashes that were speed-related.
- Weber (12.2%), Washington (13.2%), Cache (15.0%), and Carbon (15.1%) counties had the lowest percent of crashes that were speed-related.

Crash Conditions

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

Speed-Related Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<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%**
Total	**7,407**	**100.0%**	**3,565**	**100.0%**	**108**	**100.0%**	**11,080**	**100.0%**



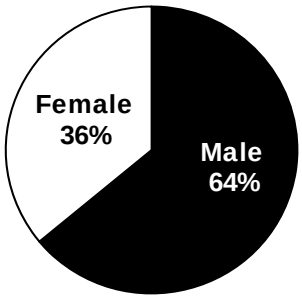
- Younger drivers (15-34 years) had the highest percentage of total speed-related crashes.
- Drivers aged 20-34 and 50-54 years had the highest percentage of fatal speed-related crashes.

Crash Conditions

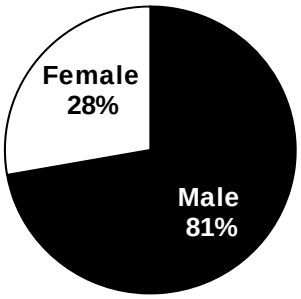
Gender of Drivers in Speed-Related Crashes (Utah 2015)

Speed-Related Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**7,407**	**100.0%**	**3,565**	**100.0%**	**108**	**100.0%**	**11,080**	**100.0%**

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)

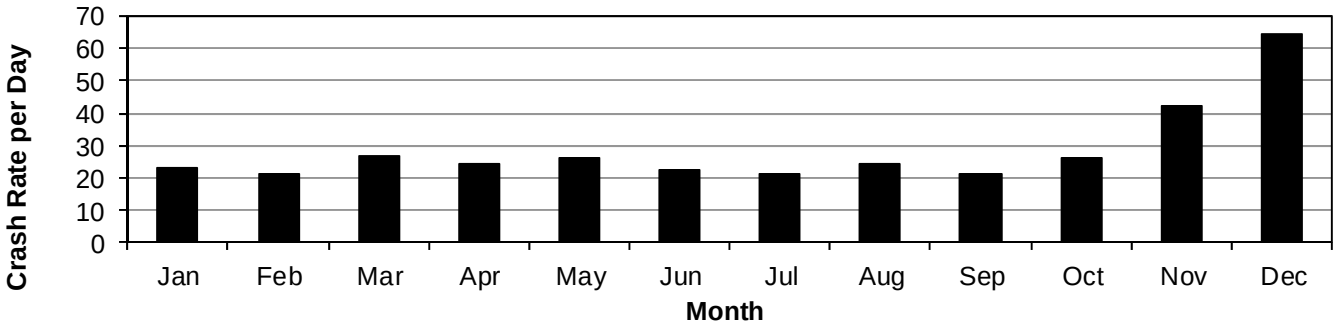
Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	4,318	58.2%	1,923	53.9%	44	40.7%	**6,285**	**56.7%**
SUV	1,387	18.7%	659	18.5%	20	18.5%	**2,066**	**18.6%**
Pickup Truck	1,176	15.9%	519	14.5%	20	18.5%	**1,715**	**15.5%**
Van	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%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	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**
Total	**7,050**	**19.3**	**3,362**	**9.2**	**95**	**0.26**	**10,507**	**28.8**



- 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%**
Total	**7,050**	**100.0%**	**3,362**	**100.0%**	**95**	**100.0%**	**10,507**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**7,050**	**100.0%**	**3,362**	**100.0%**	**95**	**100.0%**	**10,507**	**100.0%**

- 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)

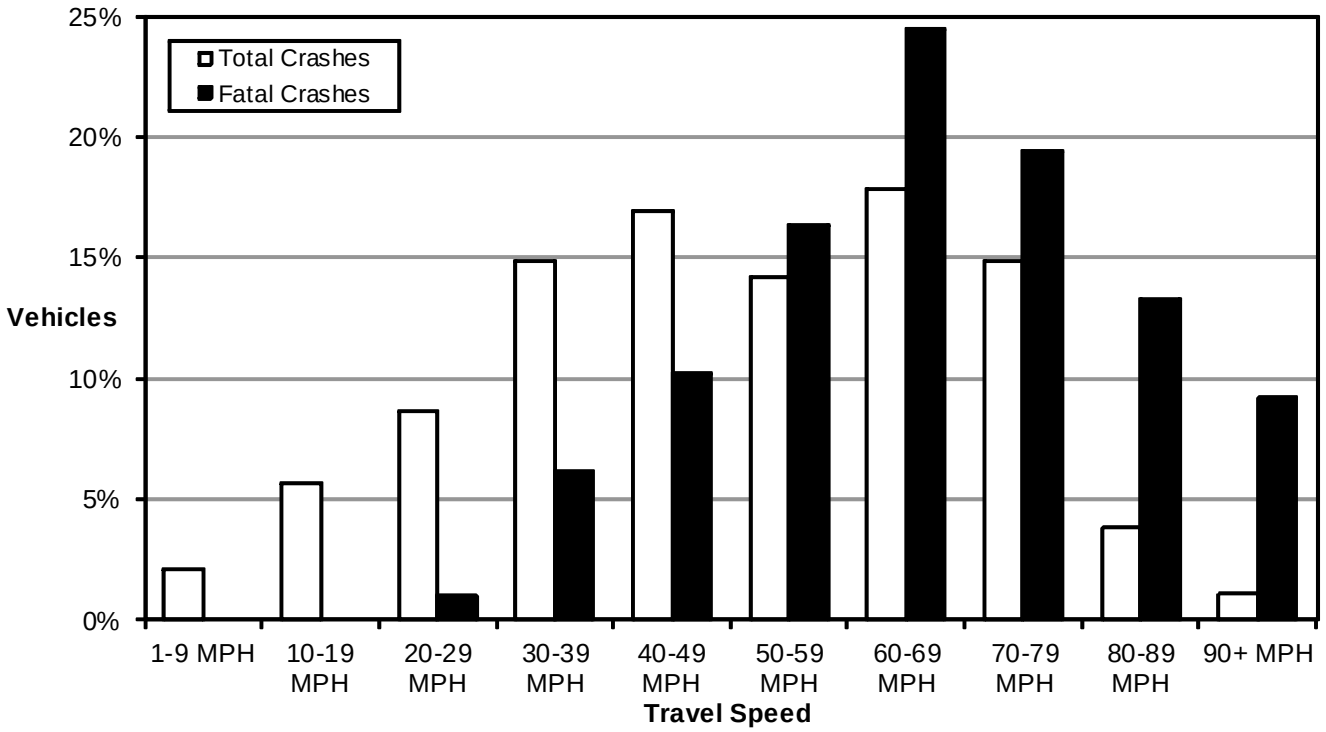
Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	#	%	#	%	#	%	#	%
5-15 MPH	142	1.9%	42	1.2%	0	0.0%	**184**	**1.7%**
20-25 MPH	720	9.7%	374	10.5%	7	6.5%	**1,101**	**9.9%**
30-35 MPH	710	9.6%	537	15.1%	12	11.1%	**1,259**	**11.4%**
40-45 MPH	799	10.8%	499	14.0%	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%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed	#	%	#	%	#	%	#	%
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%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**

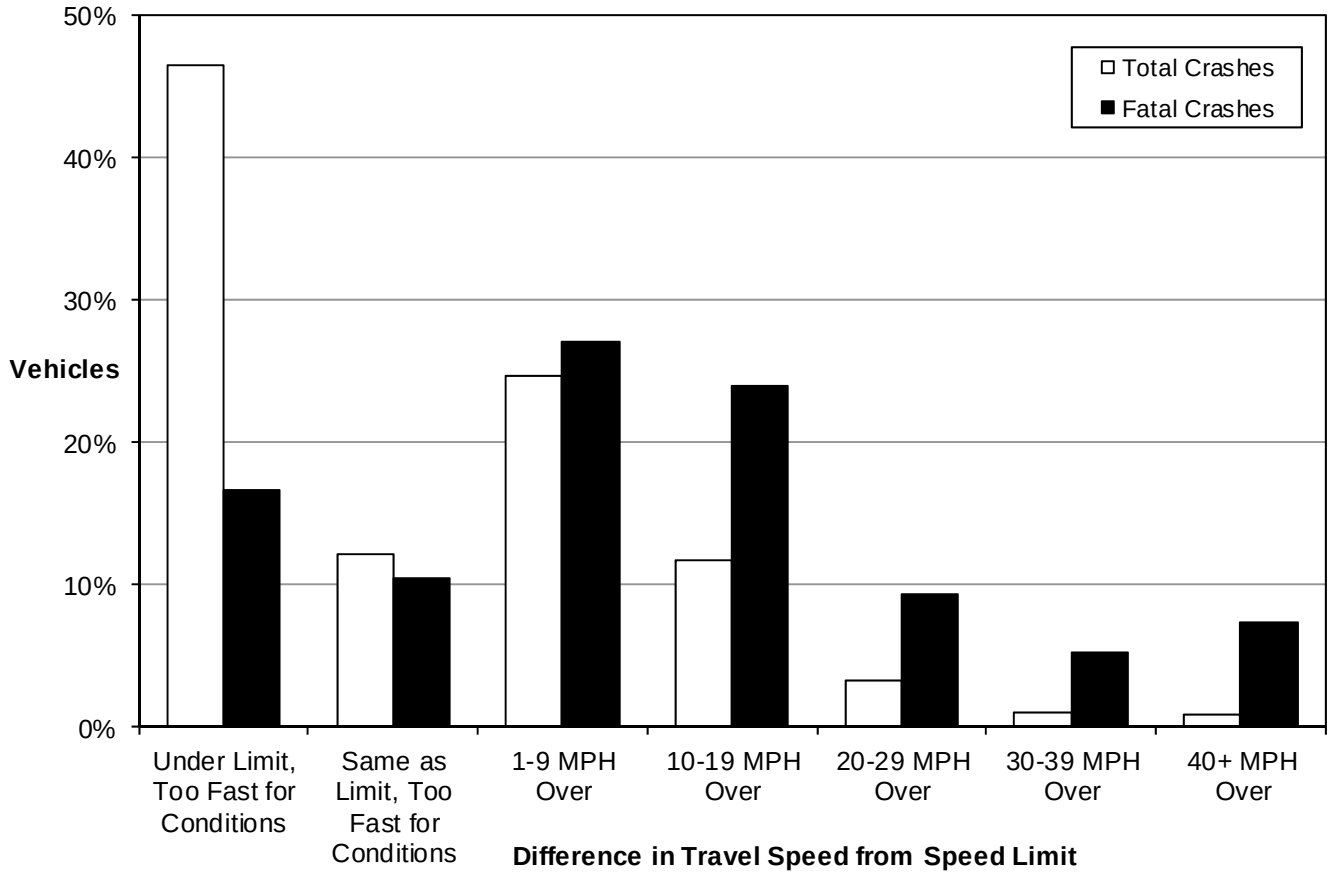


- 60-69 MPH (17.9% of known) and 40-49 MPH (16.9% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Nearly two-thirds (66.3% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed vs. Speed Limit	#	%	#	%	#	%	#	%
Under Limit, Too Fast for Conditions	3,422	46.1%	1,214	34.0%	16	14.8%	**4,652**	**41.9%**
Same as Limit, Too Fast for Conditions	823	11.1%	376	10.5%	10	9.3%	**1,209**	**10.9%**
1-9 MPH Over Speed Limit	1,581	21.3%	870	24.4%	26	24.1%	**2,477**	**22.3%**
10-19 MPH Over Speed Limit	633	8.5%	514	14.4%	23	21.3%	**1,170**	**10.5%**
20-29 MPH Over Speed Limit	139	1.9%	178	5.0%	9	8.3%	**326**	**2.9%**
30-39 MPH Over Speed Limit	48	0.6%	46	1.3%	5	4.6%	**99**	**0.9%**
40+ MPH Over Speed Limit	24	0.3%	48	1.3%	7	6.5%	**79**	**0.7%**
Unknown	745	10.0%	322	9.0%	12	11.1%	**1,079**	**9.7%**
Total	**7,415**	**100.0%**	**3,568**	**100.0%**	**108**	**100.0%**	**11,091**	**100.0%**



- 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 manages increases by 125%.

Alcohol

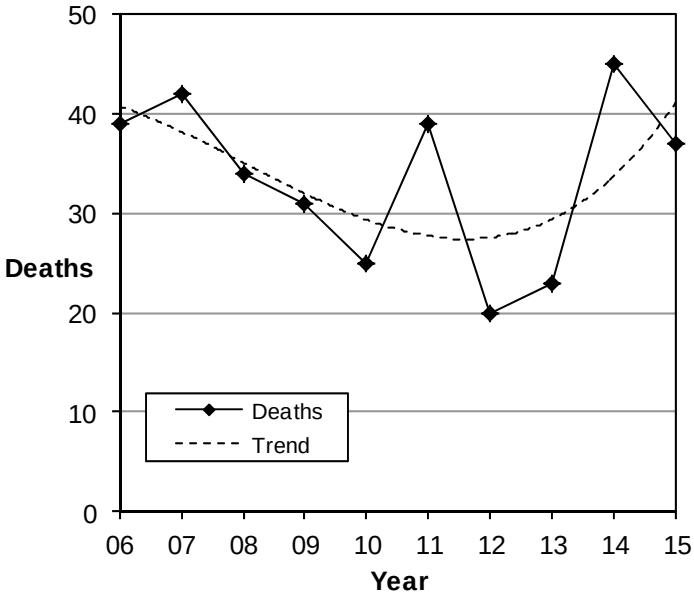
DRIVE SOBER OR GET PULLED OVER

Section 4: Alcohol

Trends

Fatal Crashes Involving Drunk Drivers (Utah 2006-2015)

Drunk Driver Crashes						
	Deaths			Fatal Crashes		
	All	Alcohol		All	Alcohol	
Year	#	#	%	#	#	%
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%
Total	**2,573**	**335**	**13.0%**	**2,294**	**296**	**12.9%**



- 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)

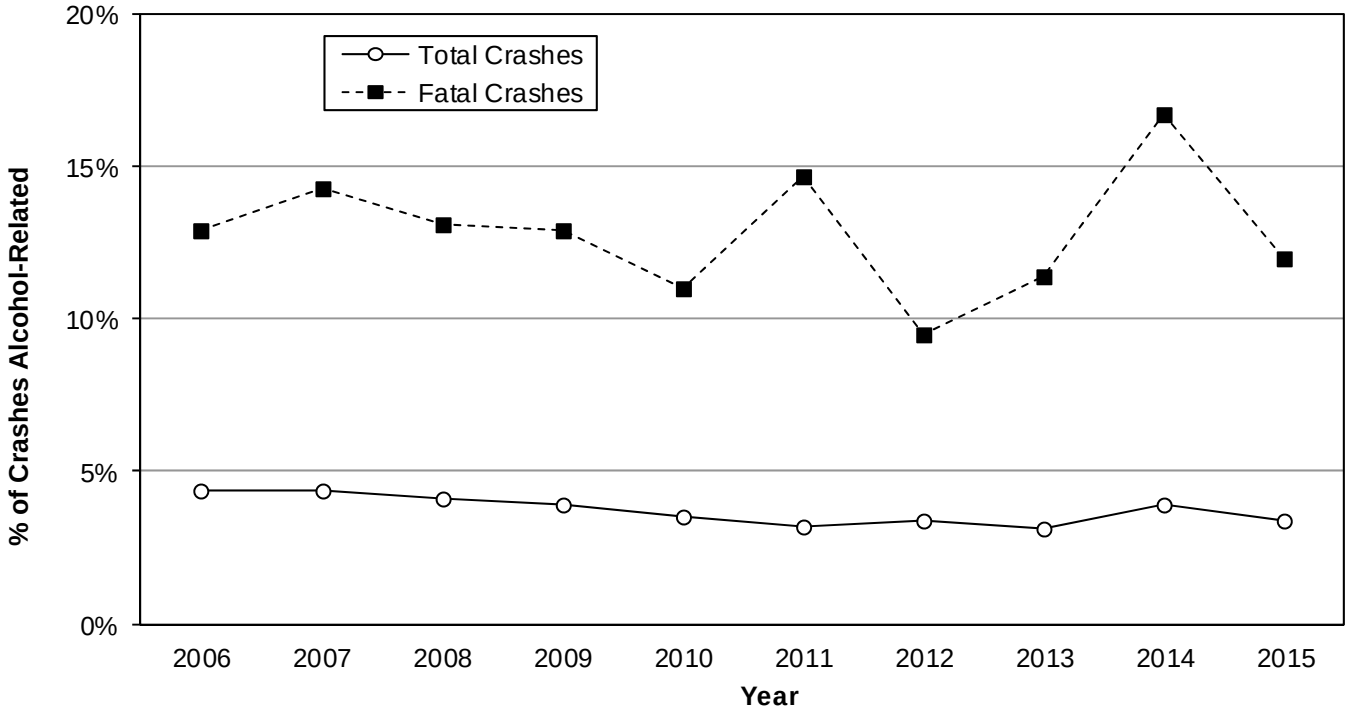
Deaths Involving Drunk Drivers by Person Type of Fatality														
	Drunk Driver		Passenger of Drunk Driver		Driver of Another Vehicle		Passenger of Another Vehicle		Pedestrian		Bicyclist		Total	
Year	#	%	#	%	#	%	#	%	#	%	#	%	#	%
2006	22	56.4%	7	17.9%	3	7.7%	6	15.4%	1	2.6%	0	0.0%	**39**	**100.0%**
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												
	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,423**	**11,072**	**2.9%**	**166,390**	**9,186**	**5.5%**	**2,293**	**296**	**12.9%**	**547,106**	**20,554**	**3.8%**



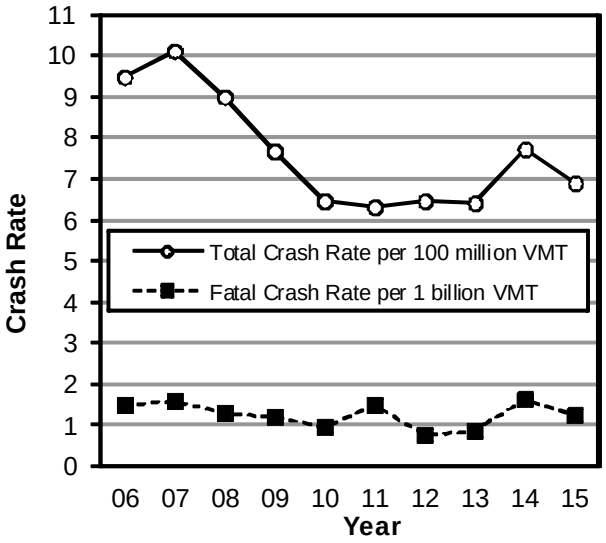
- Over the past 10 years, 3.8% of total crashes involved alcohol-related drivers compared with 12.9% of fatal crashes.
- Over the past 10 years, alcohol-related driver crashes were 3.8 times more likely to be fatal than crashes not involving an alcohol-related driver.

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)

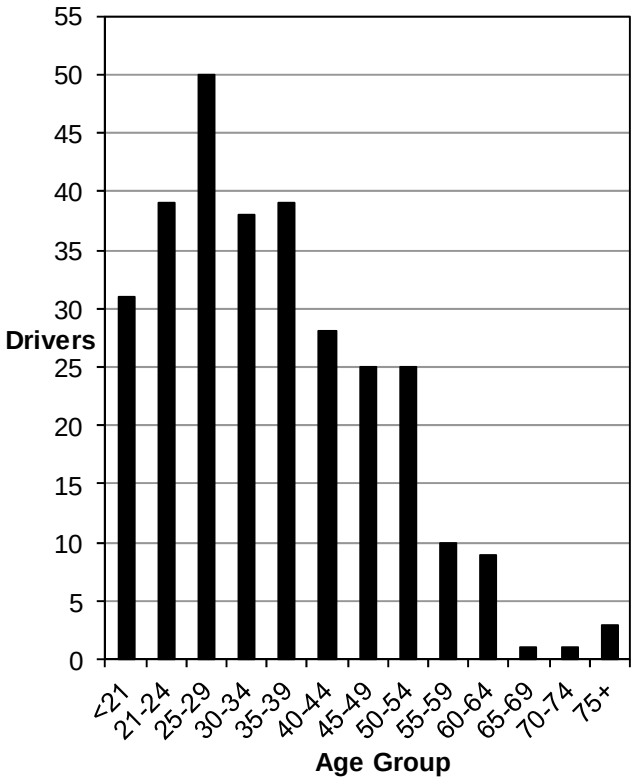
Alcohol-Related Driver Crashes				
	Alcohol Crashes		Alcohol Deaths	
Year	#	Rate per 100 million vehicle miles traveled	#	Rate per 100 million vehicle miles traveled
2006	2,488	9.51	39	0.149
2007	2,718	10.13	42	0.157
2008	2,330	9.00	34	0.131
2009	2,019	7.70	31	0.118
2010	1,723	6.47	25	0.094
2011	1,662	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
Total	**20,554**	**7.65**	**335**	**0.125**



- 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												
	Year										Total	
Age	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%**
Total	**33**	**37**	**33**	**28**	**25**	**33**	**19**	**23**	**37**	**31**	**299**	**100.0%**



- 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)

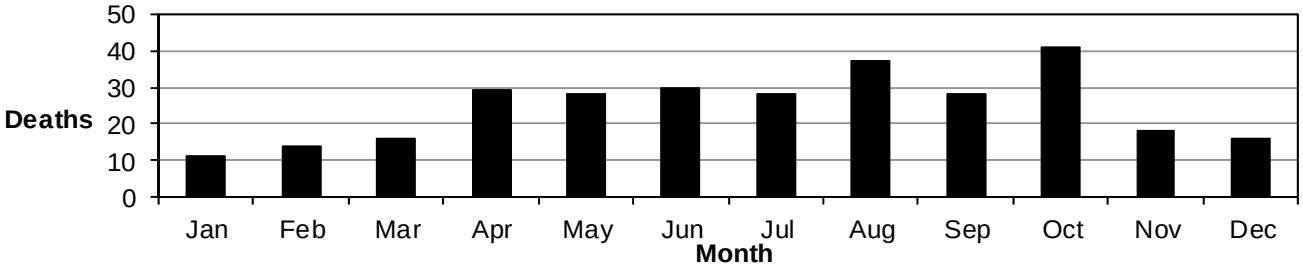
Fatal Crashes Involving Drunk Drivers												
	Year										Total	
County	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Salt Lake	10	8	6	5	3	8	5	3	17	10	**75**	**25.3%**
Utah	0	4	5	0	2	1	1	3	2	3	**21**	**7.1%**
Davis	3	1	2	1	3	2	0	2	2	1	**17**	**5.7%**
Summit	1	1	4	2	1	1	3	0	0	3	**16**	**5.4%**
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%**
Total	**32**	**37**	**32**	**28**	**24**	**33**	**19**	**23**	**37**	**31**	**296**	**100.0%**

- 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												
	Year										Total	
Month	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%**
Total	**32**	**37**	**32**	**28**	**24**	**33**	**19**	**23**	**37**	**31**	**296**	**100.0%**



- 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)

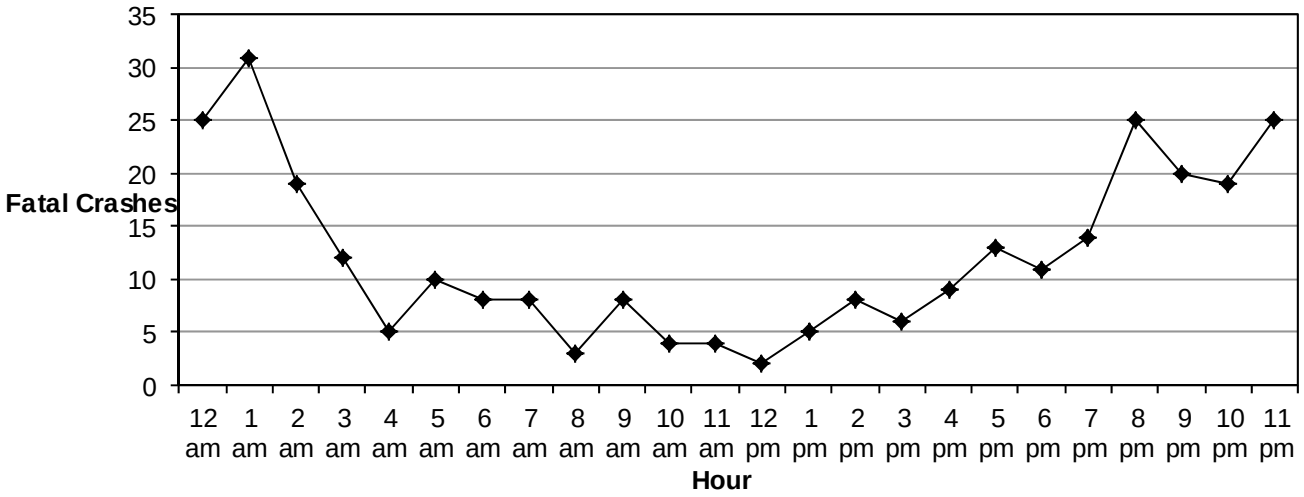
Fatal Crashes Involving Drunk Drivers												
Day of	Year										Total	
Week	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Sunday	7	8	4	5	2	7	4	5	2	8	**52**	**17.6%**
Monday	1	2	2	6	6	1	0	2	4	0	**24**	**8.1%**
Tuesday	3	2	2	1	2	3	1	4	3	2	**23**	**7.8%**
Wednesday	3	4	3	4	2	3	2	3	2	4	**30**	**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%**
Total	**32**	**37**	**32**	**28**	**24**	**33**	**19**	**23**	**37**	**31**	**296**	**100.0%**

- 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												
	Year										Total	
Hour	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%**
Total	**32**	**36**	**31**	**28**	**24**	**33**	**19**	**23**	**37**	**31**	**294**	**100.0%**



- 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

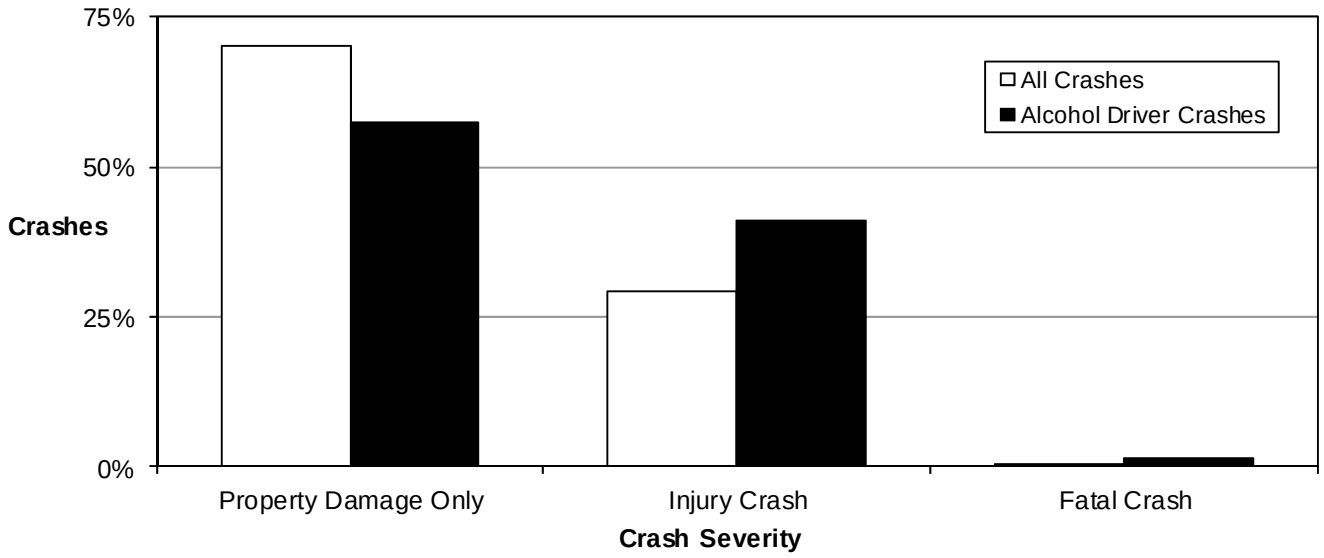
Alcohol-Related Driver Crashes by County (Utah 2015)

Alcohol-Related Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	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**
Statewide	**1,160**	**3.9**	**830**	**2.8**	**31**	**0.11**	**2,021**	**6.9**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	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**
Total	**1,160**	**3.2**	**830**	**2.3**	**31**	**0.08**	**2,021**	**5.5**

- 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%**
Total	**1,160**	**100.0%**	**830**	**100.0%**	**31**	**100.0%**	**2,021**	**100.0%**

- 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)

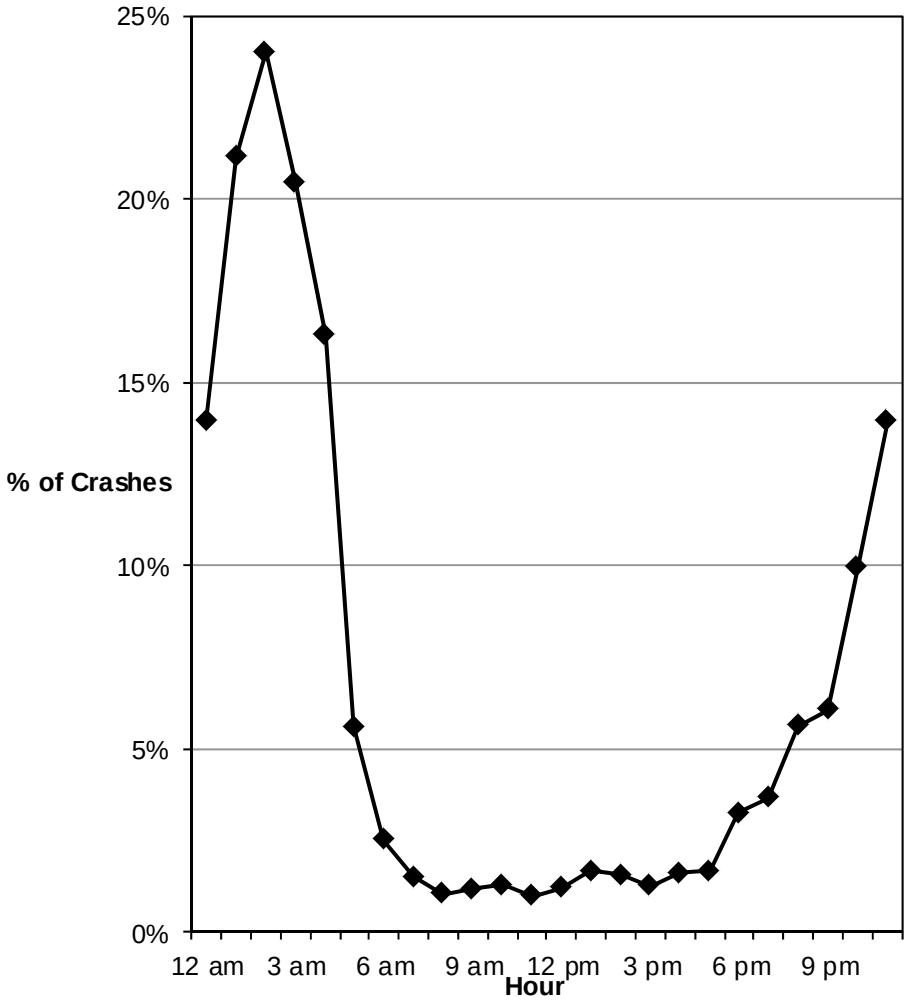
Alcohol-Related Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	71	6.1%	49	5.9%	2	6.5%	**122**	**6.0%**
1 a.m.	79	6.8%	53	6.4%	1	3.2%	**133**	**6.6%**
2 a.m.	80	6.9%	45	5.4%	3	9.7%	**128**	**6.3%**
3 a.m.	47	4.1%	37	4.5%	2	6.5%	**86**	**4.3%**
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%**
Total	**1,160**	**100.0%**	**830**	**100.0%**	**31**	**100.0%**	**2,021**	**100.0%**

- 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			
	Total Crashes		
	All	Alcohol	
Hour	#	#	%
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%
Total	**60,012**	**2,021**	**3.4%**



- 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	Non-Injured		Injured		Killed		Total	
Type	#	%	#	%	#	%	#	%
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%**
Total	**3,059**	**100.0%**	**1,209**	**100.0%**	**37**	**100.0%**	**4,305**	**100.0%**

- 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								
	Day of Week							Total
Hour	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**
Total	**422**	**183**	**194**	**214**	**228**	**320**	**460**	**2,021**

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.

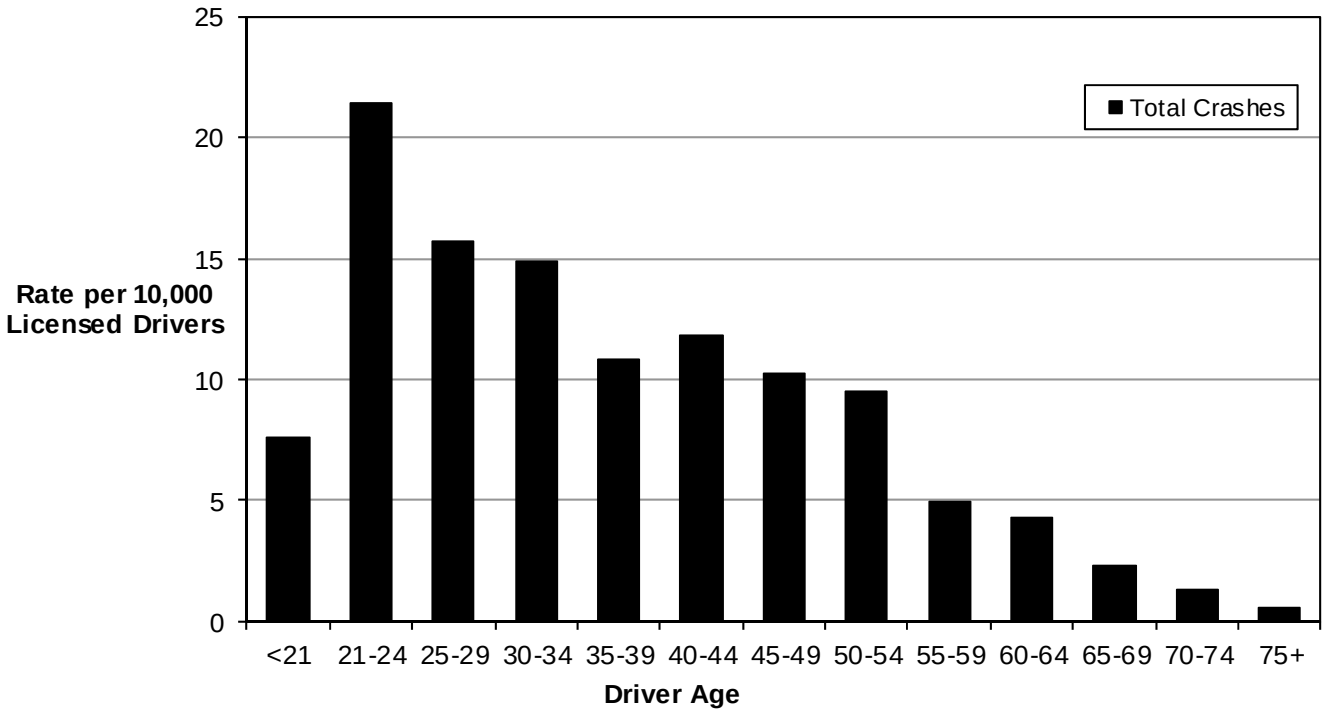
Previous Driving Under the Influence Convictions of Drunk Drivers in Fatal Crashes (Utah 2015)

- 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												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	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**
Total	**1,171**	**100.0%**	**5.9**	**841**	**100.0%**	**4.3**	**31**	**100.0%**	**0.16**	**2,043**	**100.0%**	**10.4**



- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**1,171**	**100.0%**	**841**	**100.0%**	**31**	**100.0%**	**2,043**	**100.0%**

- 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.

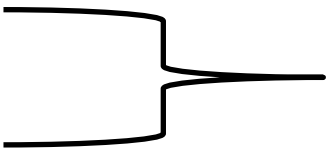
Alcohol-Related Crashes by Vehicle Type (Utah 2015)

Alcohol-Related Vehicles												
	Property Damage Only			Injury			Fatal			Total		
	All	Alcohol		All	Alcohol		All	Alcohol		All	Alcohol	
Vehicle Type	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**76,942**	**1,171**	**1.5%**	**33,757**	**841**	**2.5%**	**432**	**31**	**7.2%**	**111,131**	**2,043**	**1.8%**

- 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			
	Drivers		
BAC	#	%	% 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
Total	**419**	**100.0%**	



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

- 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

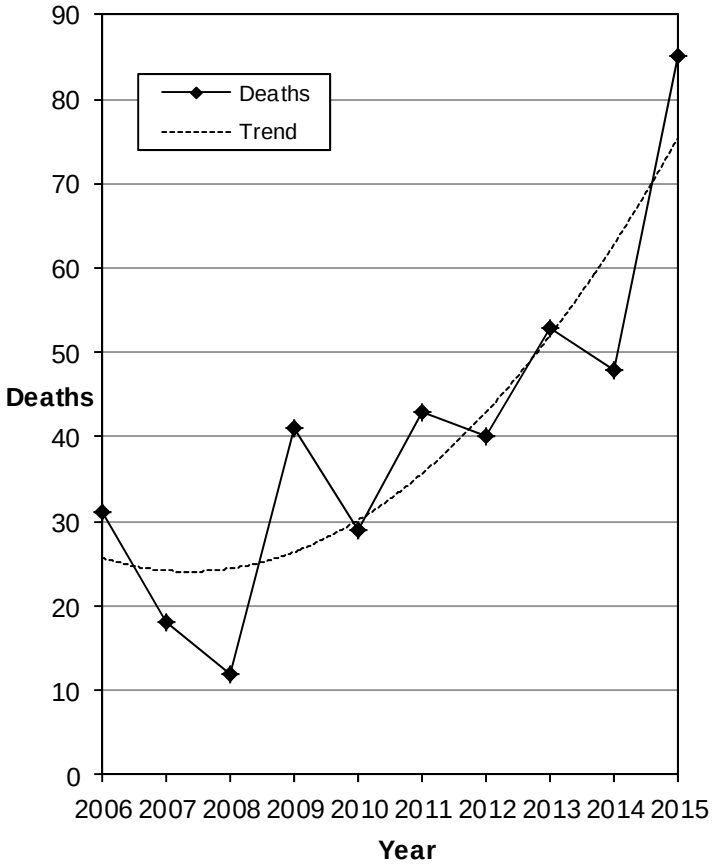
2015

Section 5: Drugs

Trends

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

Drug Positive Driver Fatal Crashes						
	Deaths			Fatal Crashes		
	All	Drug		All	Drug	
Year	#	#	%	#	#	%
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%
Total	**2,573**	**400**	**15.5%**	**2,294**	**339**	**14.8%**



- 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.

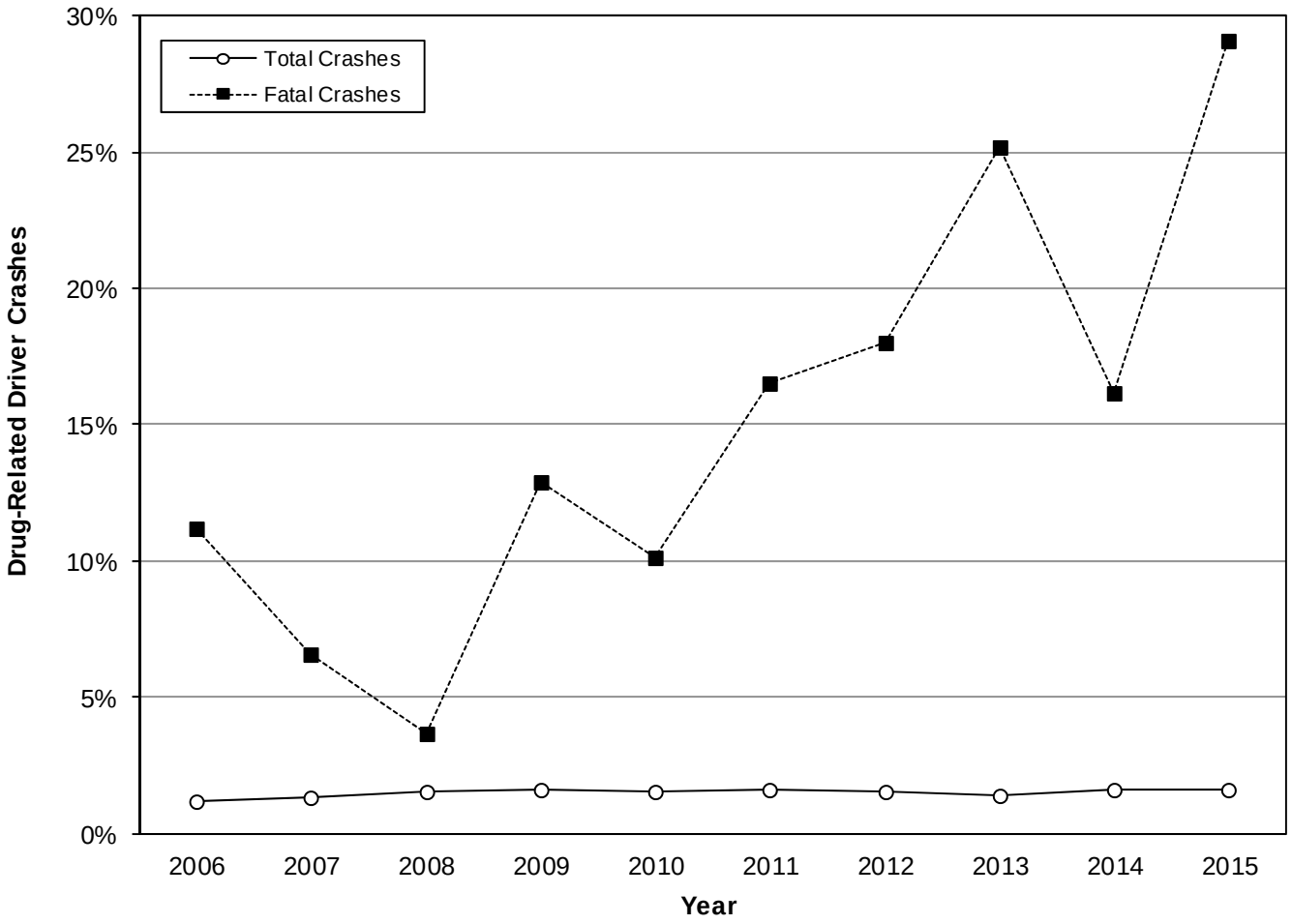
Note: A non-fatal crash is considered drug-related when the driver was cited for driving under the influence of drugs, at least one driver had a positive drug test, or if the investigating officer suspected the driver used drugs. A drug-positive driver fatal crash is a crash resulting in one or more 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												
	Property Damage Only			Injury			Fatal			Total		
	All	Drug		All	Drug		All	Drug		All	Drug	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,423**	**3,856**	**1.0%**	**166,390**	**3,901**	**2.3%**	**2,293**	**339**	**14.8%**	**547,106**	**8,096**	**1.5%**



- 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**
Benzoylecgonine	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**
Oxmorphone	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**
Total	**39**	**24**	**9**	**32**	**25**	**48**	**57**	**85**	**54**	**114**	**487**

- 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 fatals.
- 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)												
	Year										Total	
County	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%**
Total	**28**	**17**	**9**	**28**	**22**	**37**	**36**	**51**	**36**	**75**	**339**	**100.0%**

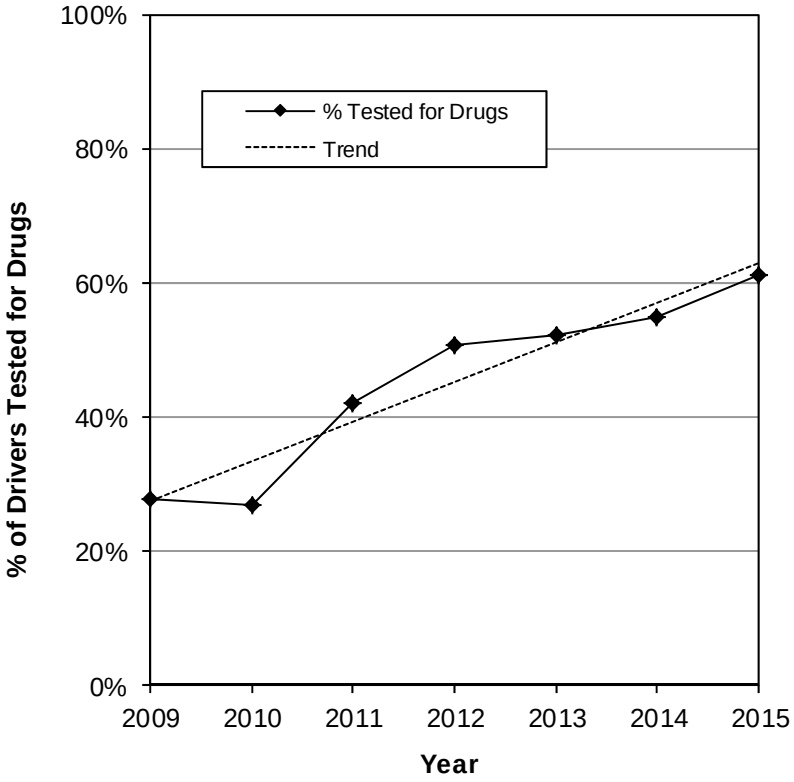
- Over the past 10 years, nearly one-third (29.2%) of fatal crashes involving a drug positive driver occurred in Salt Lake County.
- Salt Lake, Utah, and Weber counties had the highest number of fatal crashes involving drug positive drivers over the past 10 years.
- Rich County had no fatal crashes involving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

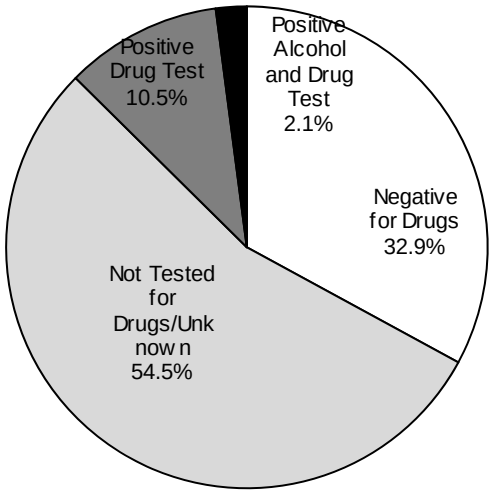
Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available 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									
	Not Tested for Drugs/Unknown		Negative for Drugs		Positive Alcohol (.08+ BAC) and Drug Test		Positive Drug Test Only		Total
Year	#	%	#	%	#	%	#	%	#
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**
Total	**1,289**	**54.5%**	**779**	**32.9%**	**49**	**2.1%**	**249**	**10.5%**	**2,366**



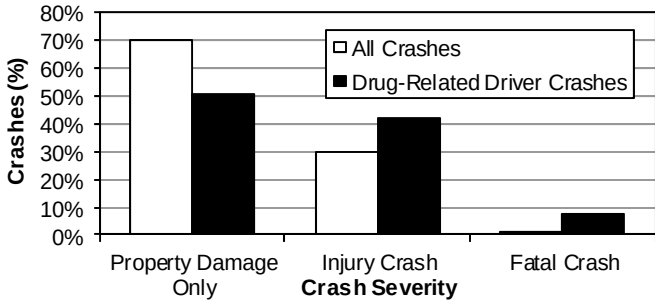


- Over the past 7 years, the percent of drivers in fatal crashes who were tested for drugs and results of the test were known has steadily increased from 27.8% in 2009 to 61.1% in 2015.
- Some of the increase in positive drug tests may be due to an increase in the percentage of drivers tested for drugs 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
County	#	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**
Statewide	**500**	**1.7**	**411**	**1.4**	**75**	**0.26**	**986**	**3.4**

- 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%**
Total	**500**	**100.0%**	**411**	**100.0%**	**75**	**100.0%**	**986**	**100.0%**

- 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)

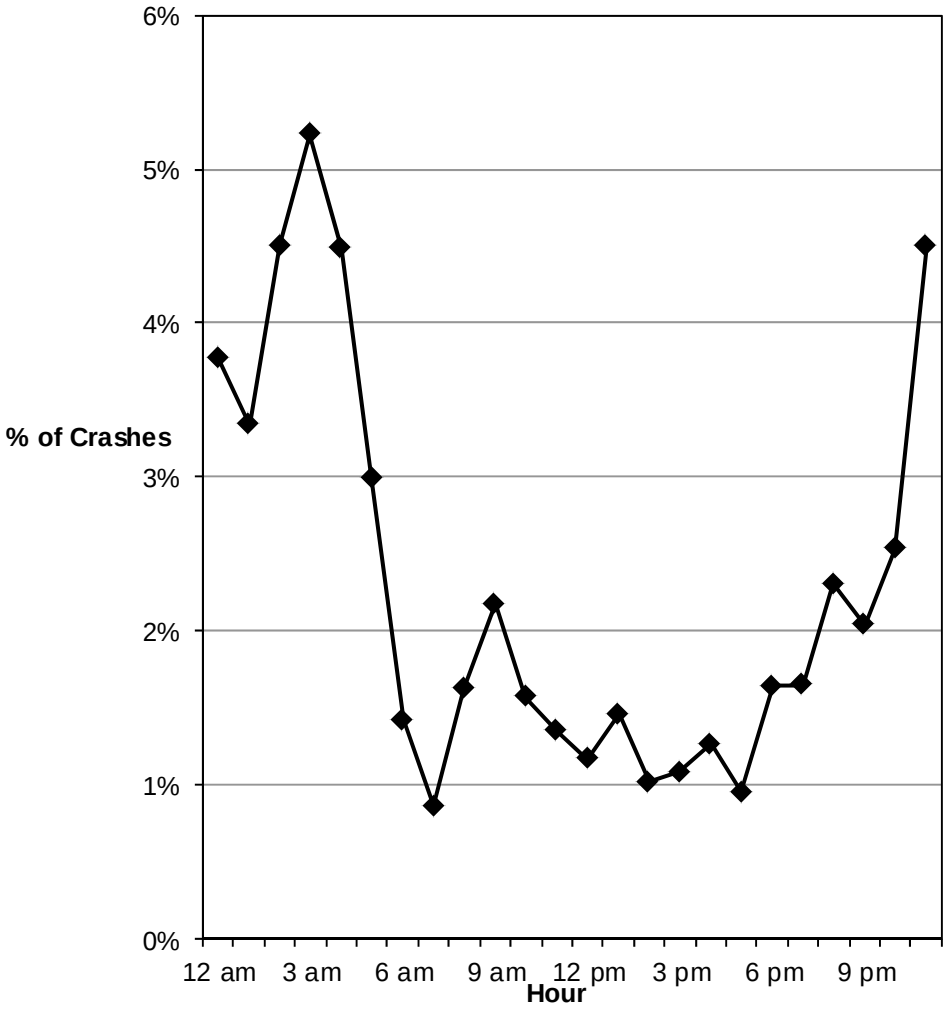
Drug-Related Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	16	3.2%	15	3.6%	2	2.7%	**33**	**3.3%**
1 a.m.	12	2.4%	7	1.7%	2	2.7%	**21**	**2.1%**
2 a.m.	14	2.8%	10	2.4%	0	0.0%	**24**	**2.4%**
3 a.m.	12	2.4%	6	1.5%	4	5.3%	**22**	**2.2%**
4 a.m.	9	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%**
Total	**500**	**100.0%**	**411**	**100.0%**	**75**	**100.0%**	**986**	**100.0%**

- 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			
	Total Crashes		
	All	Drug	
Hour	#	#	%
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%
Total	**60,012**	**986**	**1.6%**



- 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	Non-Injured		Injured		Killed		Total	
Type	#	%	#	%	#	%	#	%
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%**
Total	**1,365**	**100.0%**	**638**	**100.0%**	**85**	**100.0%**	**2,088**	**100.0%**

- 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)

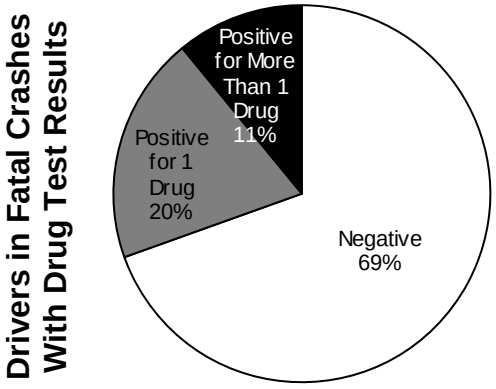
Drug-Related Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	40	1.3	29	0.9	1	0.03	**70**	**2.3**
February	36	1.3	20	0.7	7	0.25	**63**	**2.3**
March	42	1.4	38	1.2	8	0.26	**88**	**2.8**
April	30	1.0	40	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**
Total	**500**	**1.4**	**411**	**1.1**	**75**	**0.21**	**986**	**2.7**

- 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			
	Drivers		
Drug Test Results	#	%	% 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%	
Total	**419**	**100.0%**	**100.0%**

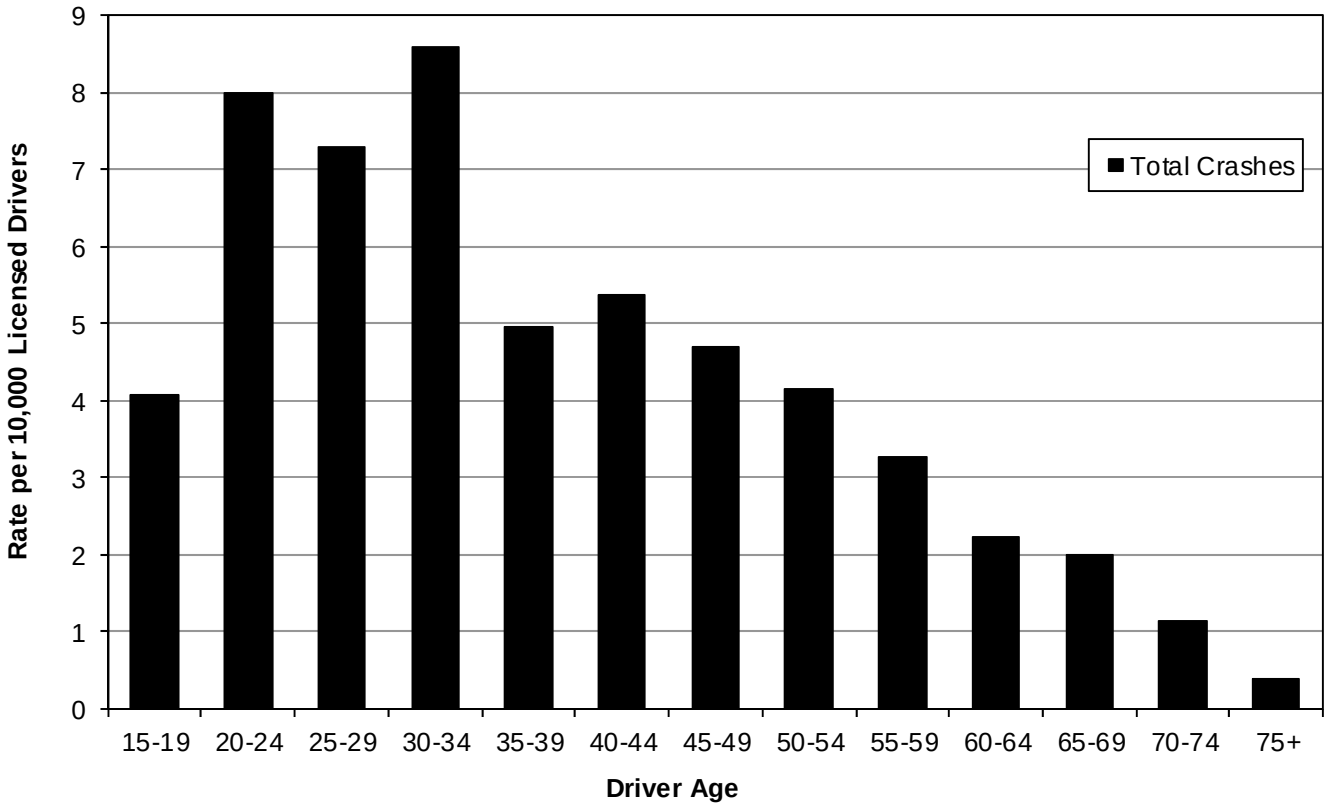


- Of the 256 drivers in fatal crashes who were tested for drugs, 178 (69.5%) tested negative, 50 (19.5%) tested positive for one drug, and 28 (10.9%) tested positive for more than one drug.

Drivers

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

Drug-Related Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	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**
Total	**501**	**100.0%**	**2.5**	**411**	**100.0%**	**2.1**	**78**	**100.0%**	**0.40**	**990**	**100.0%**	**5.0**



- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**501**	**100.0%**	**411**	**100.0%**	**78**	**100.0%**	**990**	**100.0%**

- 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		
	Drivers	
Drug Type	#	%
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%
Total	**114**	**100.0%**

- 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.

Drug Positive Drivers in Fatal Crashes		
	Drivers	
Drug Type	#	%
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%
Benzoylecgonine	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%
Total	**114**	**100.0%**

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

DISTRACTION.GOV

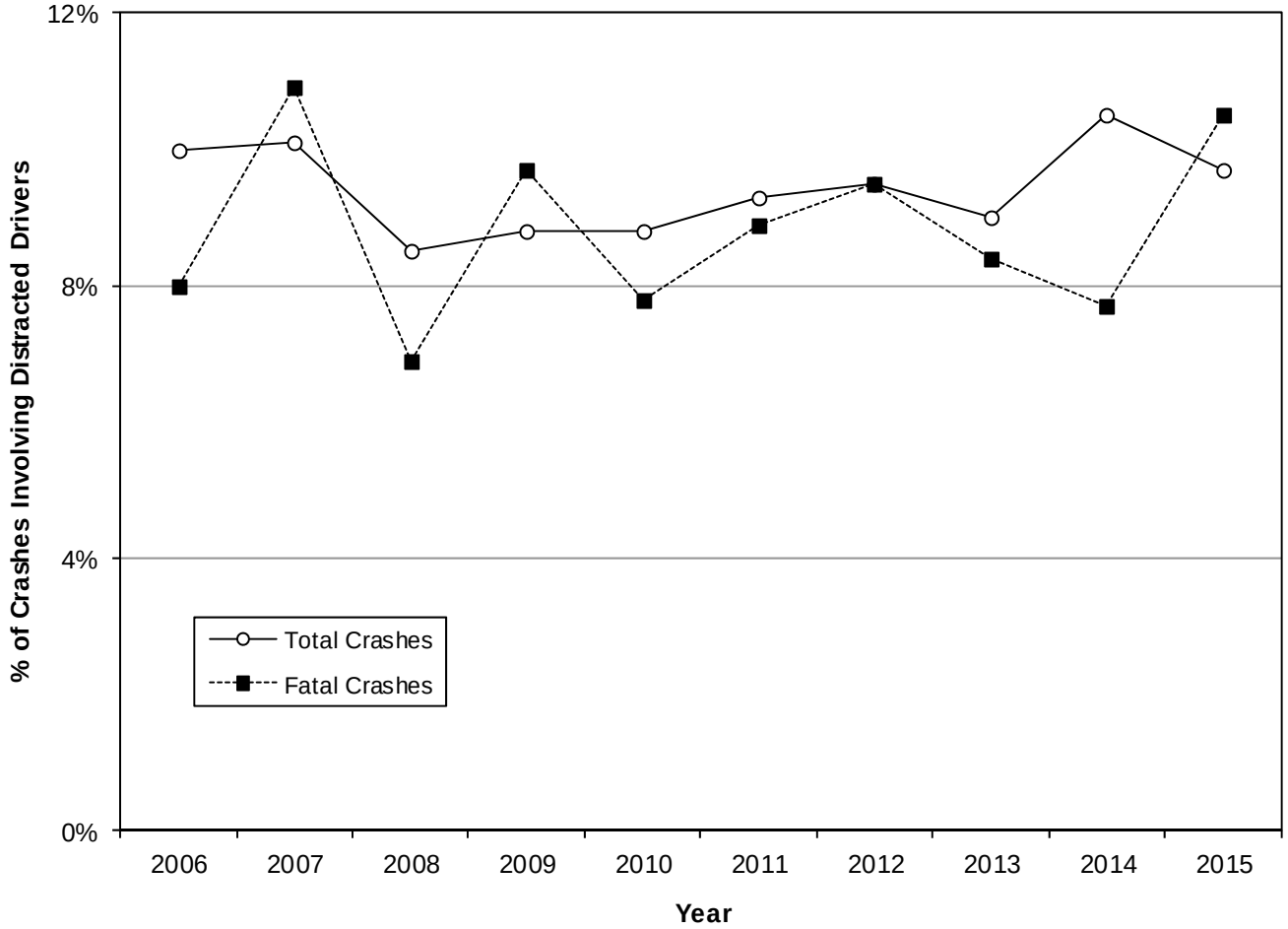
2015

Section 6: Distraction

Trends

Distracted Driver Crashes (Utah 2006-2015)

Distracted Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Distracted Driver		All	Distracted Driver		All	Distracted Driver		All	Distracted Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,423**	**31,392**	**8.3%**	**166,390**	**20,135**	**12.1%**	**2,293**	**198**	**8.6%**	**547,106**	**51,725**	**9.5%**

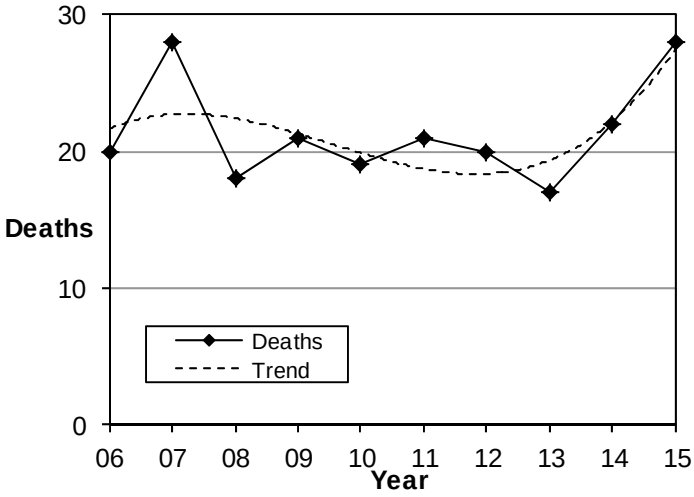


- The 10-year trend shows that 9.5% of all crashes in Utah involved a distracted driver.
- Fatal distracted driver crashes have fluctuated around the nine-year average of 8.6% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification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

Trends

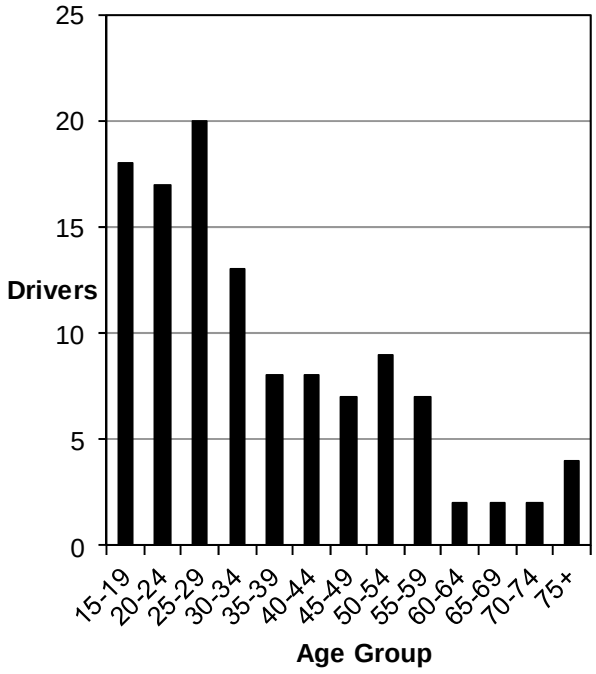
Fatal Crashes Involving Distracted Drivers (Utah 2006-2015)

Distracted Driver Crashes						
	Deaths			Fatal Crashes		
	All	Distracted		All	Distracted	
Year	#	#	%	#	#	%
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%
Total	**2,573**	**214**	**8.3%**	**2,294**	**198**	**8.6%**



- 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								
	Year						Total	
Age	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%**
Total	**17**	**20**	**19**	**17**	**17**	**27**	**117**	**100.0%**

- 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												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Distraction		All	Distraction		All	Distraction		All	Distraction	
County	#	#	%	#	#	%	#	#	%	#	#	%
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

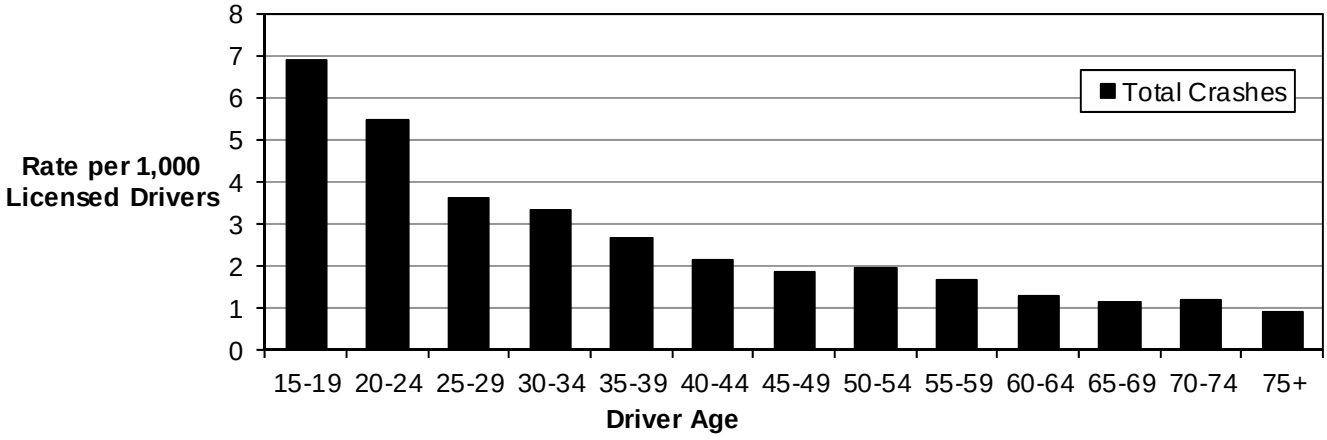
Gender of Distracted Drivers in Crashes (Utah 2015)

Distracted Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**3,737**	**100.0%**	**2,210**	**100.0%**	**27**	**100.0%**	**5,974**	**100.0%**

- 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												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	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**
Total	**3,737**	**100.0%**	**1.90**	**2,210**	**100.0%**	**1.12**	**27**	**100.0%**	**0.014**	**5,974**	**100.0%**	**3.03**



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

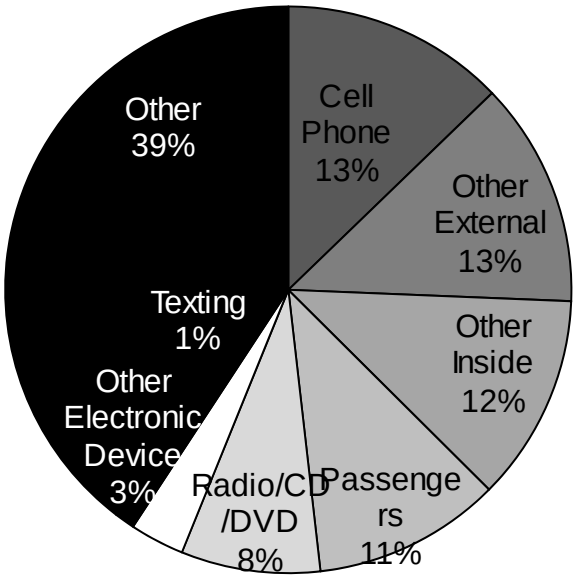
Crash Conditions

Driver Distraction (Utah 2015)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Driver Distraction	#	%	#	%	#	%	#	%
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%**
Total	**42,089**	**100.0%**	**17,665**	**100.0%**	**258**	**100.0%**	**60,012**	**100.0%**

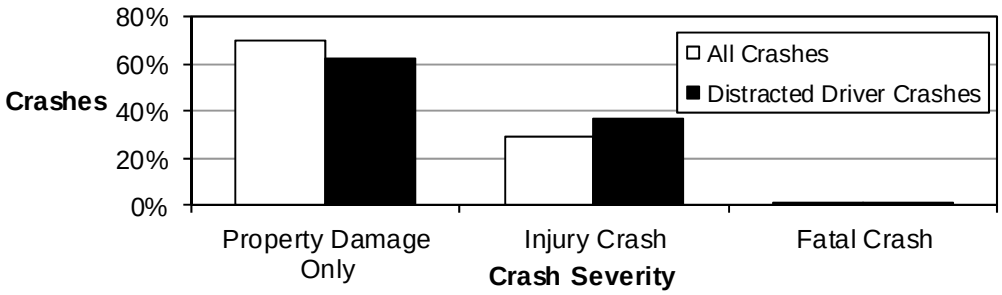
Distracted Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Driver Distraction	#	%	#	%	#	%	#	%
Other External	489	13.3%	259	12.0%	4	14.8%	**752**	**12.9%**
Cell Phone	477	13.0%	269	12.5%	2	7.4%	**748**	**12.8%**
Other Inside	437	11.9%	250	11.6%	4	14.8%	**691**	**11.8%**
Passengers	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%**
Total	**3,665**	**100.0%**	**2,158**	**100.0%**	**27**	**100.0%**	**5,850**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	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**
Total	**3,665**	**10.0**	**2,158**	**5.9**	**27**	**0.07**	**5,850**	**16.0**

- 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%**
Total	**3,665**	**100.0%**	**2,158**	**100.0%**	**27**	**100.0%**	**5,850**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**3,665**	**100.0%**	**2,158**	**100.0%**	**27**	**100.0%**	**5,850**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Collision Description	#	%	#	%	#	%	#	%
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%**
Total	**3,665**	**100.0%**	**2,158**	**100.0%**	**27**	**100.0%**	**5,850**	**100.0%**

- 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

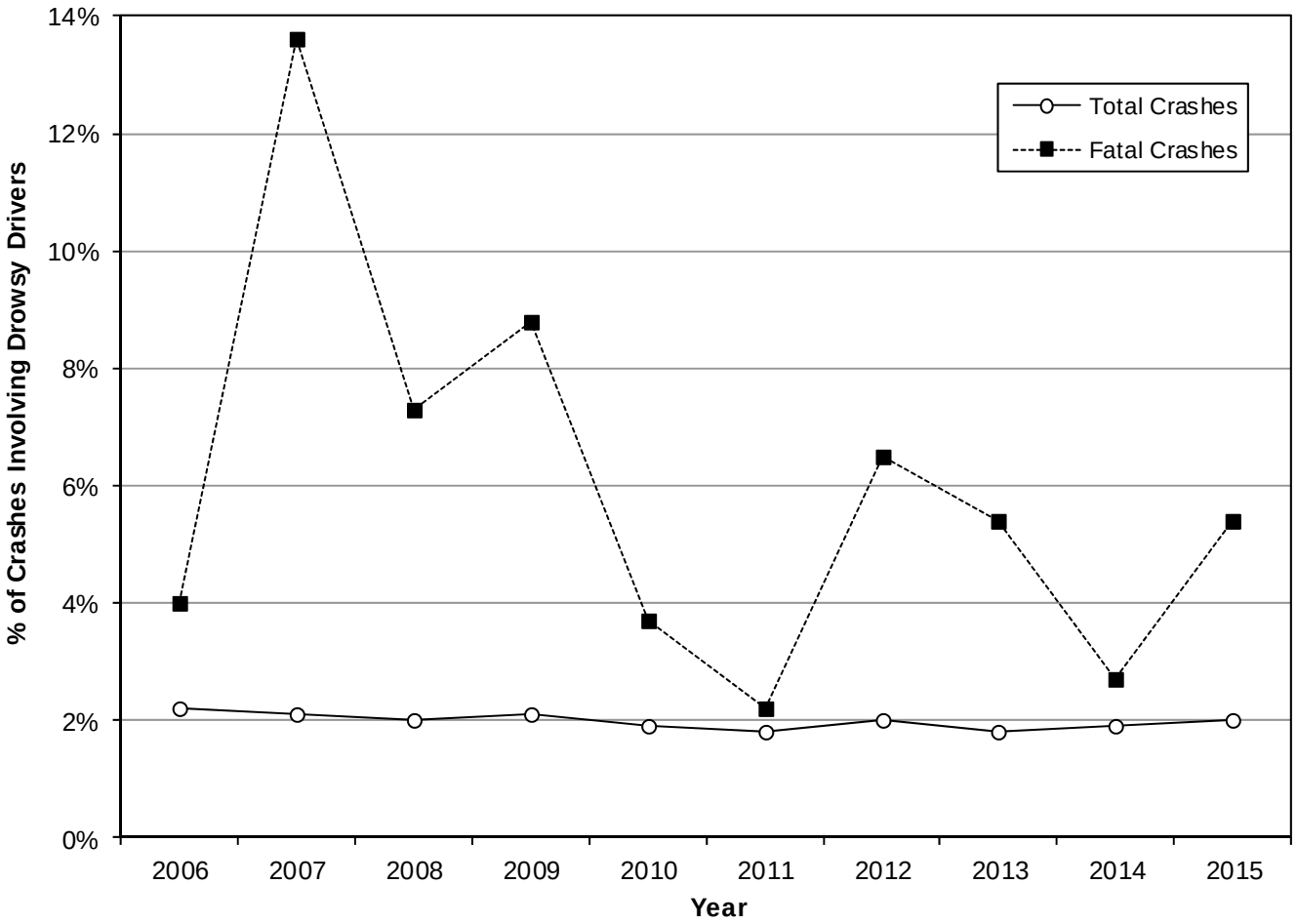
2015

Section 7: Drowsy Drivers

Trends

Drowsy Driver Crashes (Utah 2006-2015)

Drowsy Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver		All	Drowsy Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,423**	**6,038**	**1.6%**	**166,390**	**4,734**	**2.8%**	**2,293**	**139**	**6.1%**	**547,106**	**10,911**	**2.0%**

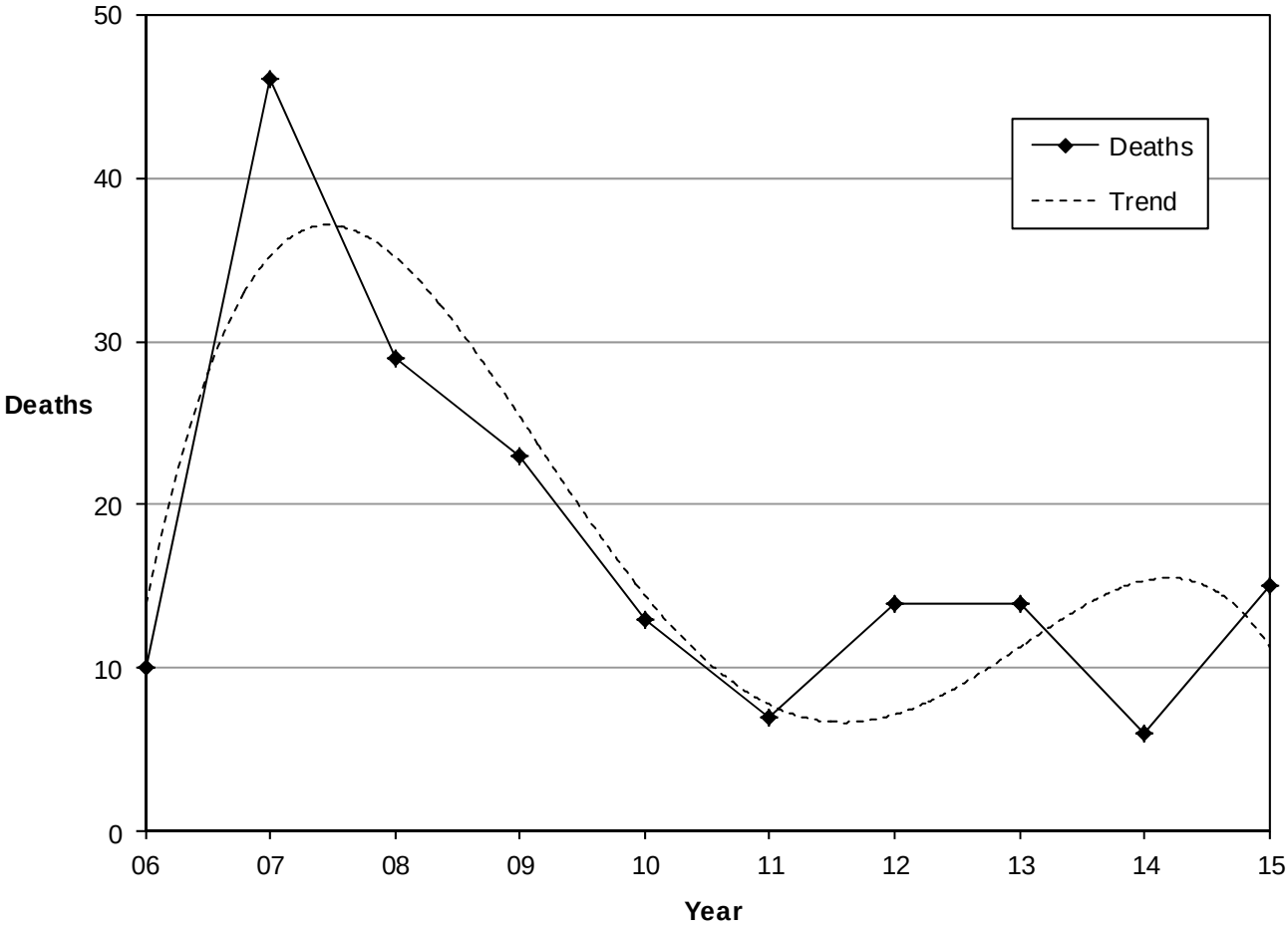


- The 10-year trend shows that 2.0% of all crashes in Utah involved a drowsy driver.
- Fatal drowsy driver crashes have fluctuated around the 10-year average of 6.1% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of drowsiness 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						
	Deaths			Fatal Crashes		
	All	Drowsy		All	Drowsy	
Year	#	#	%	#	#	%
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%
Total	**2,573**	**177**	**6.9%**	**2,294**	**139**	**6.1%**

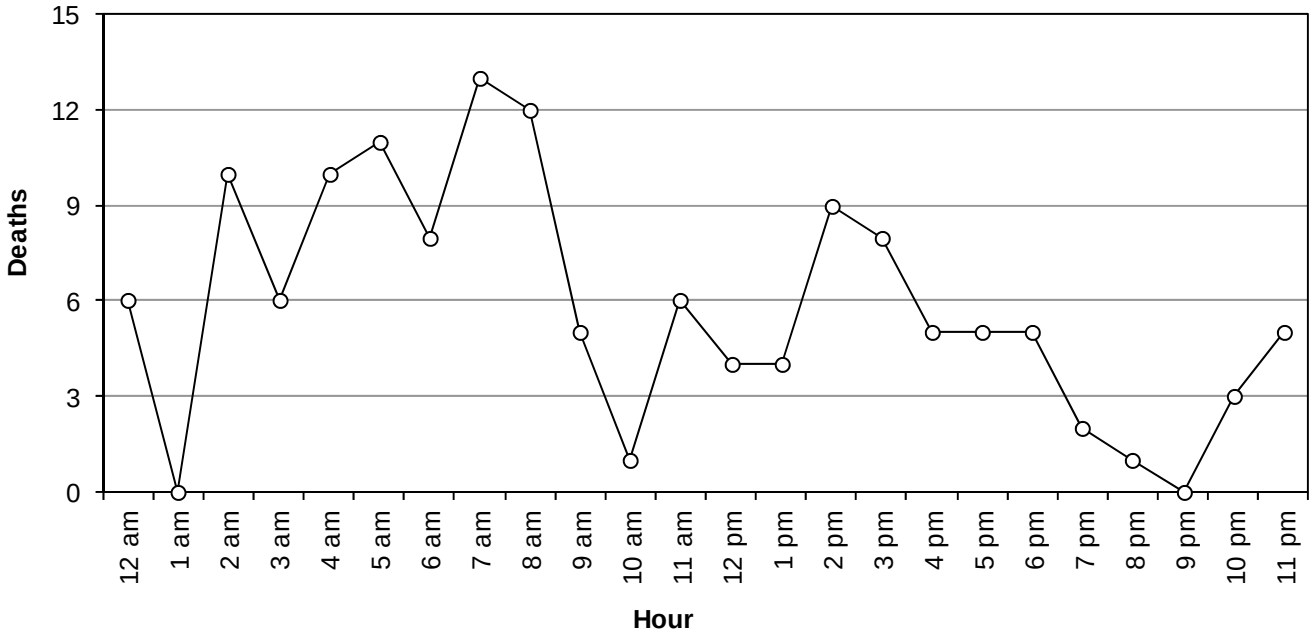


- Over the past 10 years, the percentage of deaths and fatal crashes involving drowsy drivers has fluctuated around 7% of all deaths and 6% of fatal crashes.
- On average, 18 people die a year in Utah from drowsy driver crashes.

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%**
Total	**10**	**35**	**18**	**19**	**8**	**5**	**13**	**11**	**6**	**14**	**139**	**100.0%**



- 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												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Drowsy		All	Drowsy		All	Drowsy		All	Drowsy	
County	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Statewide	**42,089**	**661**	**1.6%**	**17,665**	**503**	**2.8%**	**258**	**14**	**5.4%**	**60,012**	**1,178**	**2.0%**

- 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.

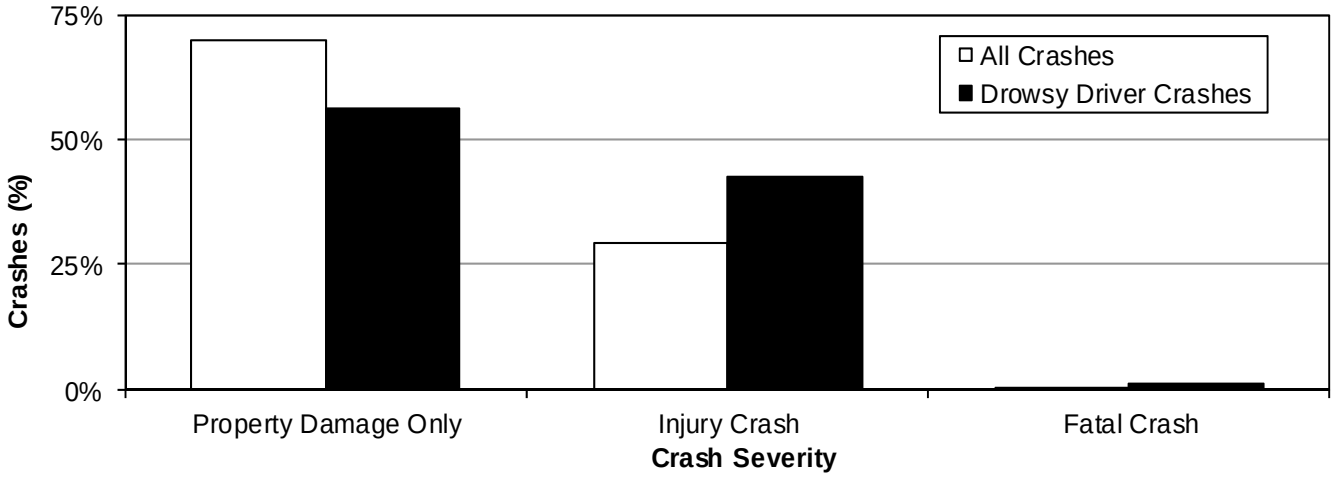
Crash Conditions

Drowsy Driver Crashes by Rural/Urban (Utah 2015)

Drowsy Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Drowsy		All	Drowsy		All	Drowsy		All	Drowsy	
Location	#	#	%	#	#	%	#	#	%	#	#	%
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)

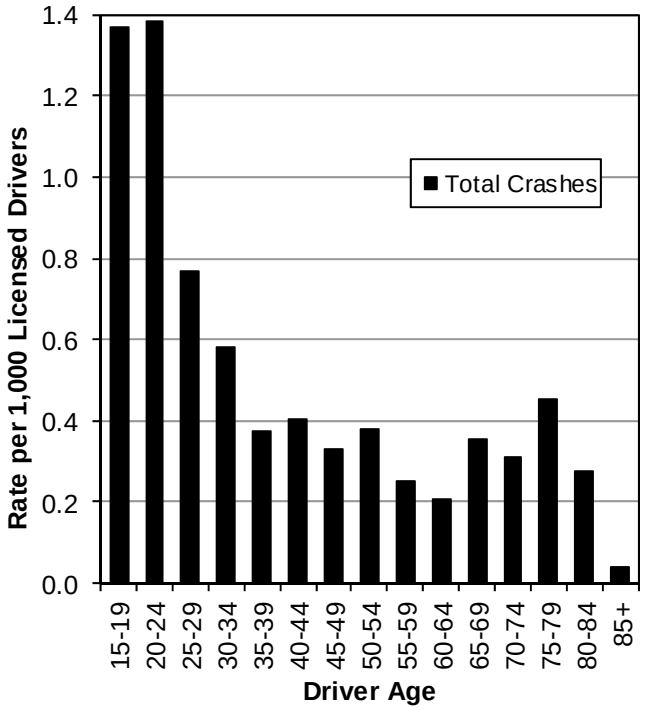


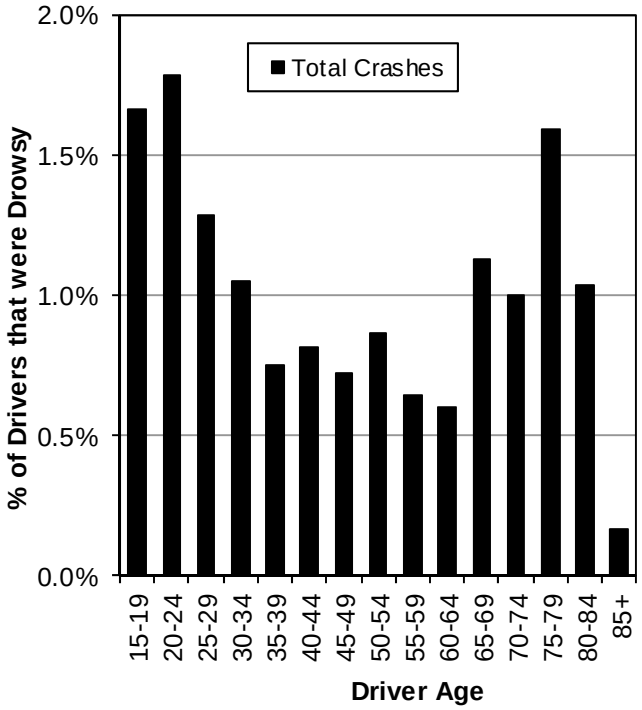
- Drowsy driver crashes were more likely to result in injury compared to all motor vehicle crashes (42.7% to 29.4%).

Crash Conditions

Age of Drowsy Drivers in Crashes (Utah 2015)

Drowsy Drivers																
	PDO Crashes				Injury Crashes				Fatal Crashes				Total			
Age	#	% 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		
Gender	#	% of All Drivers	% of Gender	#	% of All Drivers	% of Gender	#	% of All Drivers	% of Gender	#	% of All Drivers	% of 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												
	Property Damage Only			Injury			Fatal			Total		
	All	Drowsy		All	Drowsy		All	Drowsy		All	Drowsy	
Vehicle Type	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**661**	**100.0%**	**503**	**100.0%**	**14**	**100.0%**	**1,178**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	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**
Total	**661**	**1.8**	**503**	**1.4**	**14**	**0.04**	**1,178**	**3.2**

- 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								
	Day of Week							Total
Hour	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**
Total	**165**	**156**	**157**	**158**	**170**	**179**	**193**	**1,178**

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.

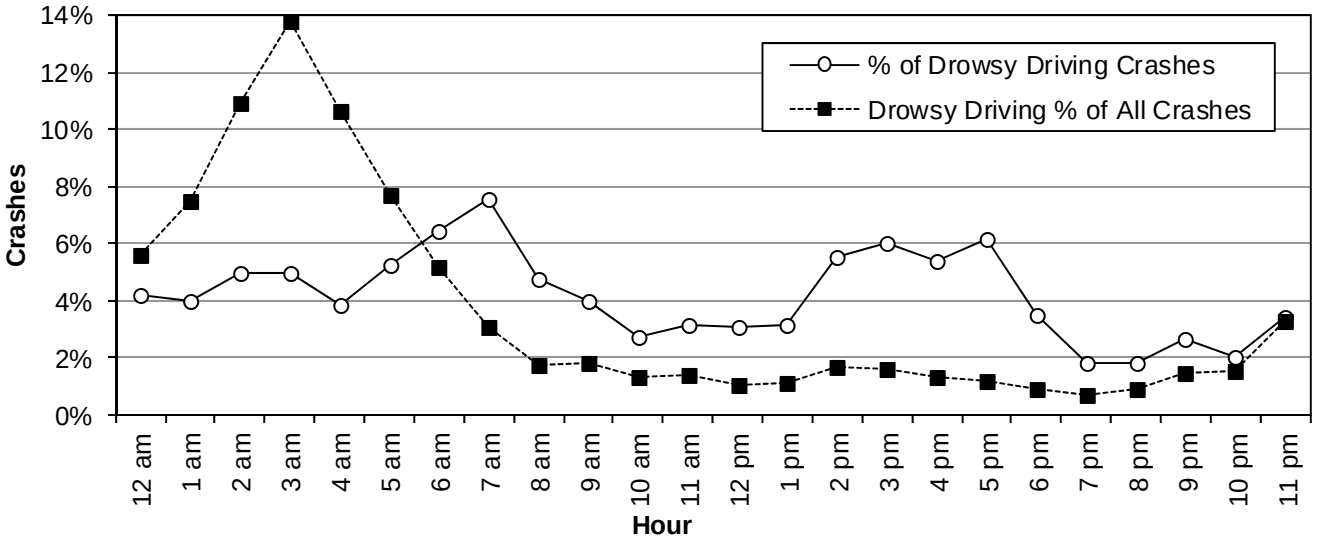
High = 10+
Medium = 5-9
Low = 0-4

You SnooZe You Lose
Don't Drive Drowsy

Crash Conditions

Drowsy Driver Crashes by Hour (Utah 2015)

Drowsy Driver Crashes									
	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
Hour	#	%	#	%	#	%	#	%	% 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%**
Total	**661**	**100.0%**	**503**	**100.0%**	**14**	**100.0%**	**1,178**	**100.0%**	**2.0%**



- 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

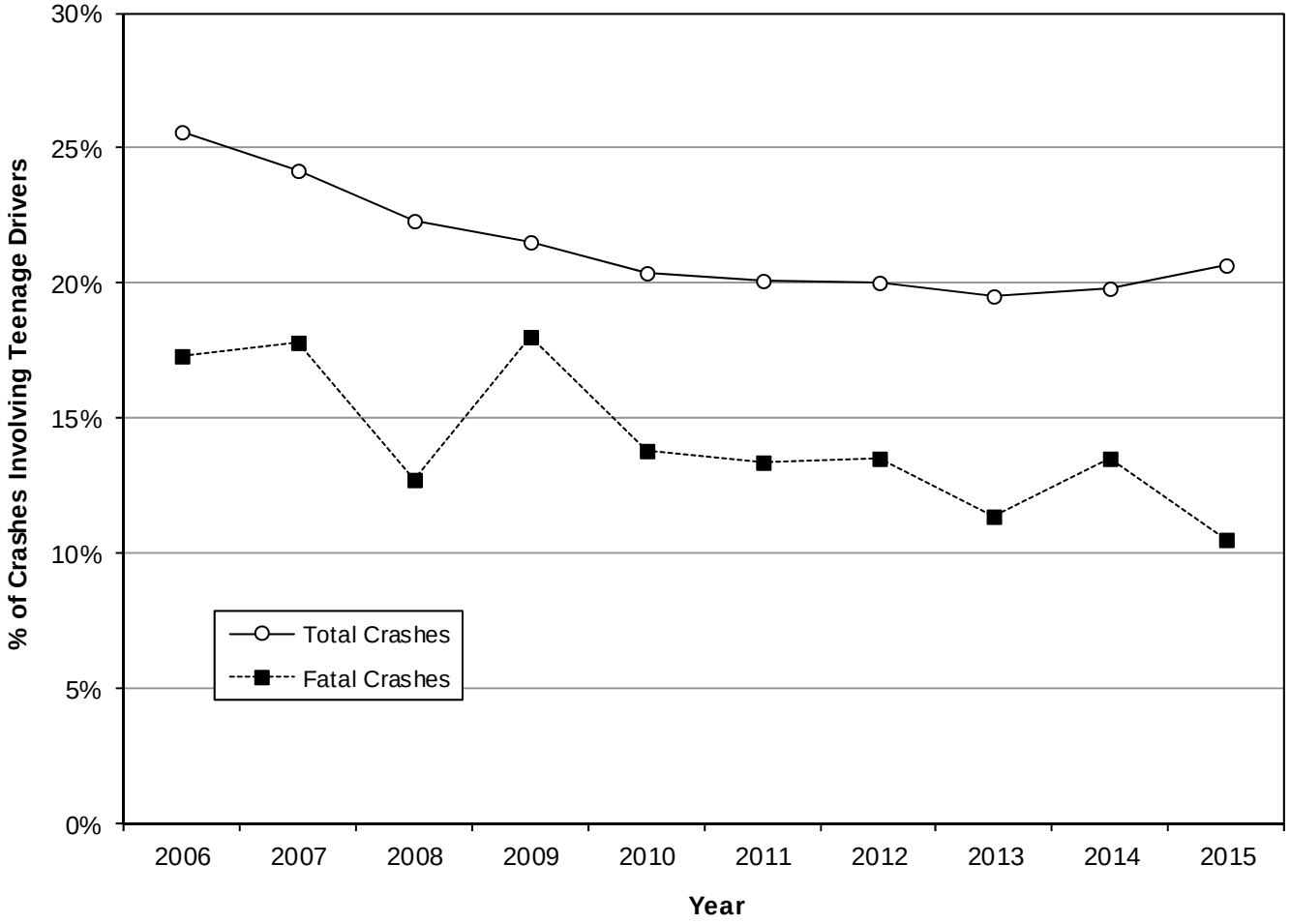
2015

Section 8: Teenage Drivers

Trends

Teenage Driver Crashes (Utah 2006-2015)

Teenage Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,423**	**79,947**	**21.1%**	**166,390**	**37,273**	**22.4%**	**2,293**	**326**	**14.2%**	**547,106**	**117,546**	**21.5%**

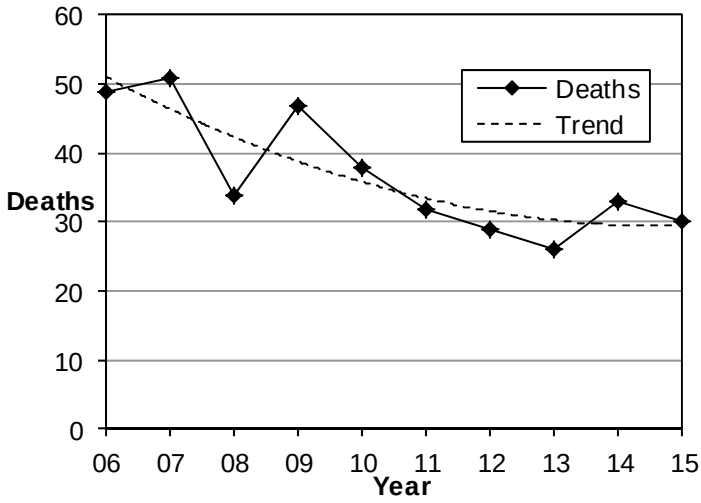


- Teenage drivers (aged 15-19 years) are a special concern because of their high crash rates and lack of driving experience.
- The 10-year trend in Utah shows that 21.5% of all crashes and 14.2% of fatal crashes involved a teenage driver with a decreasing trend over the last 10 years.

Trends

Fatal Crashes Involving Teenage Drivers (Utah 2006-2015)

Teen Driver Crashes						
	Deaths			Fatal Crashes		
	All	Teen Driver		All	Teen Driver	
Year	#	#	%	#	#	%
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%
Total	**2,573**	**369**	**14.3%**	**2,294**	**326**	**14.2%**

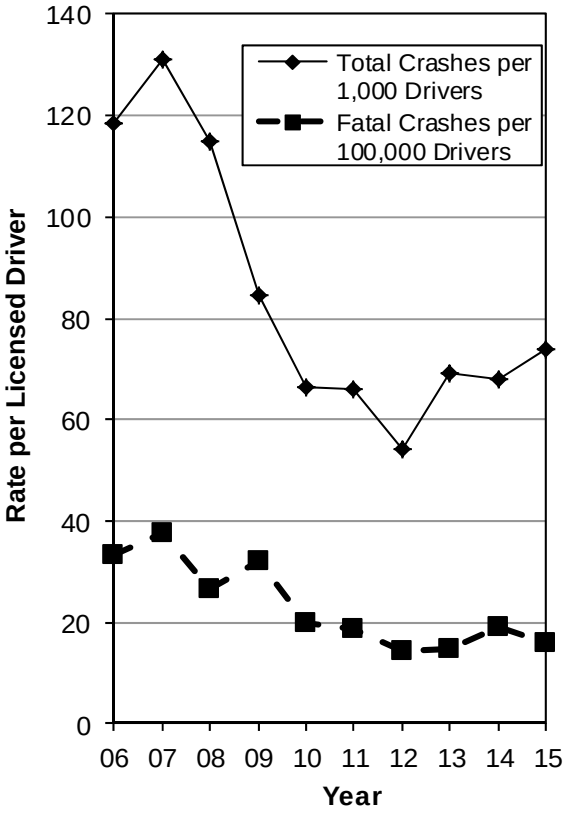


- Over the past 10 years, the percentage of deaths and fatal crashes involving teenage drivers has fluctuated around 14% of all deaths and fatal crashes.
- On average, 37 people die a year in Utah from crashes involving a teenage driver.

Teenage Driver Crash Rates (Utah 2006-2015)

Teenage Drivers					
		Fatal Crashes		All Crashes	
Year	Licensed Drivers	#	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)

Teenage Driver Crashes												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Teen Driver		All	Teen Driver		All	Teen Driver		All	Teen Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Statewide	**42,089**	**8,646**	**20.5%**	**17,665**	**3,722**	**21.1%**	**258**	**27**	**10.5%**	**60,012**	**12,395**	**20.7%**

- 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.

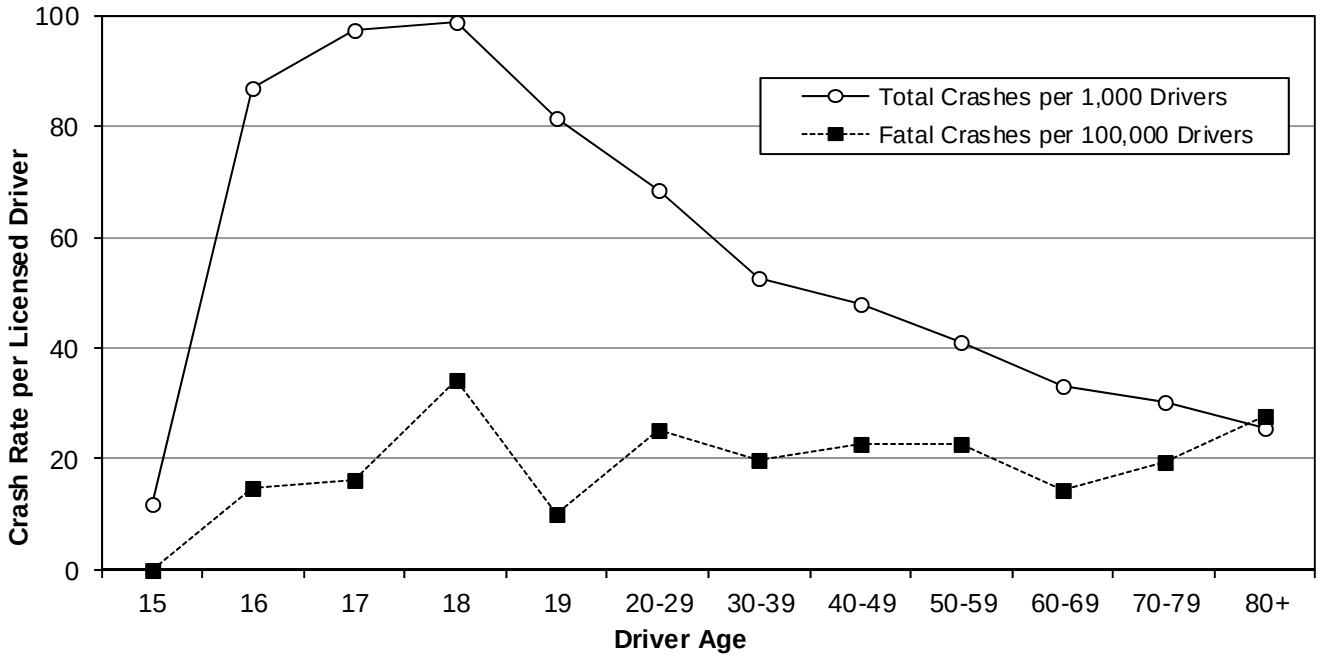
Previous Driving Violations of Teens in Fatal Crashes (Utah 2015)

- 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												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	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**
Total	**9,631**	**100.0%**	**57.6**	**4,103**	**100.0%**	**24.5**	**28**	**100.0%**	**0.167**	**13,762**	**100.0%**	**82.2**



- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**9,631**	**100.0%**	**4,103**	**100.0%**	**28**	**100.0%**	**13,762**	**100.0%**

- 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

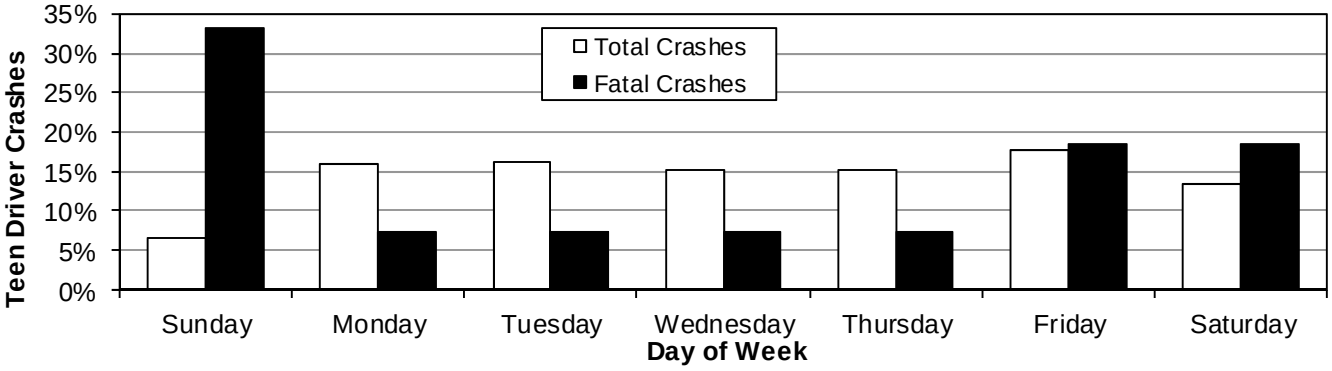
Teenage Driver Crashes by Month (Utah 2015)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	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**
Total	**8,646**	**23.7**	**3,722**	**10.2**	**27**	**0.07**	**12,395**	**34.0**

- 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%**
Total	**8,646**	**100.0%**	**3,722**	**100.0%**	**27**	**100.0%**	**12,395**	**100.0%**

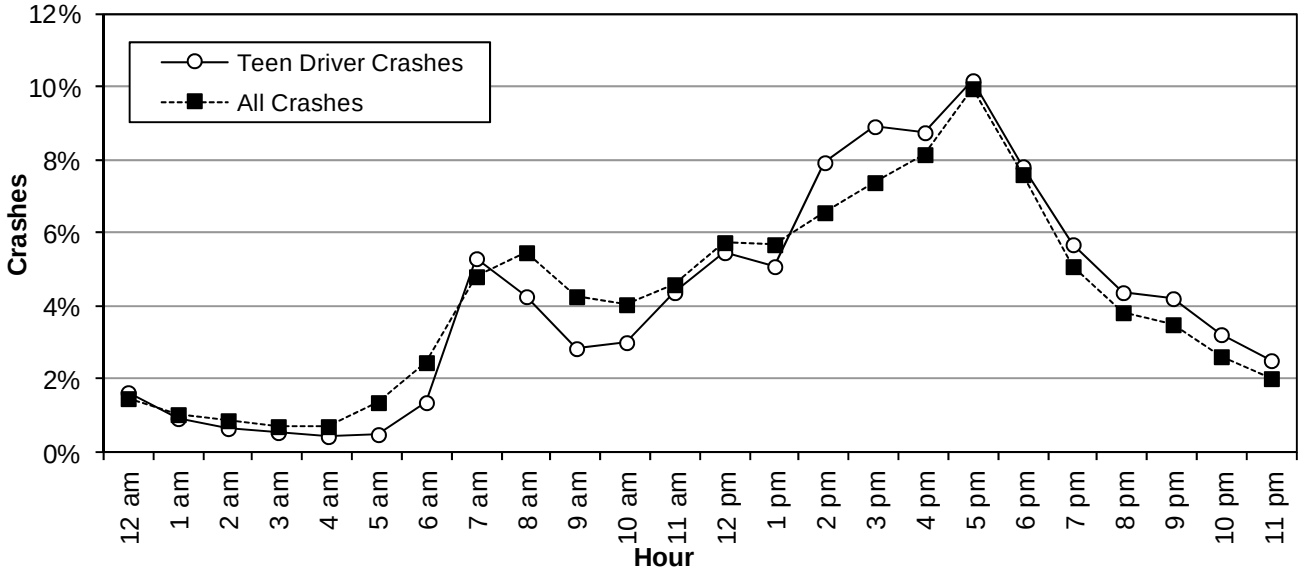


- Overall, the highest percentage of teenage driver crashes occurred on Friday (17.6%).
- The highest percentage of fatal teenage driver crashes occurred on Sunday (33.3%).

Crash Conditions

Teenage Driver Crashes by Hour (Utah 2015)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**8,646**	**100.0%**	**3,722**	**100.0%**	**27**	**100.0%**	**12,395**	**100.0%**



- 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								
	Day of Week							Total
Hour	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)

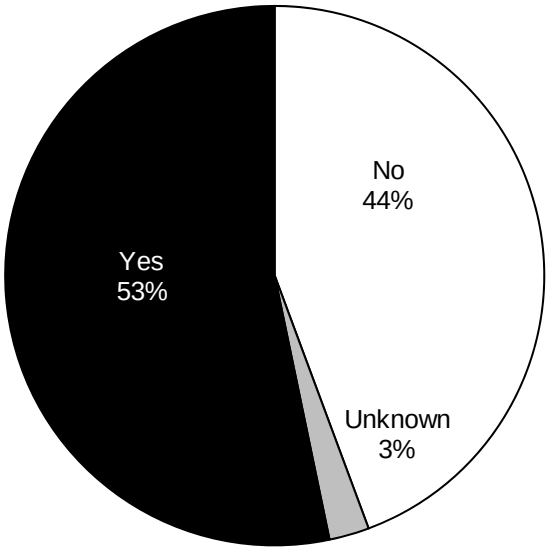
Teenage Driven Vehicles								
Number of	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Occupants	#	%	#	%	#	%	#	%
1	7,097	73.7%	2,600	63.4%	15	53.6%	**9,712**	**70.6%**
2	1,702	17.7%	955	23.3%	5	17.9%	**2,662**	**19.3%**
3	520	5.4%	353	8.6%	4	14.3%	**877**	**6.4%**
4 or more	312	3.2%	195	4.8%	4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

- 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 then 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.

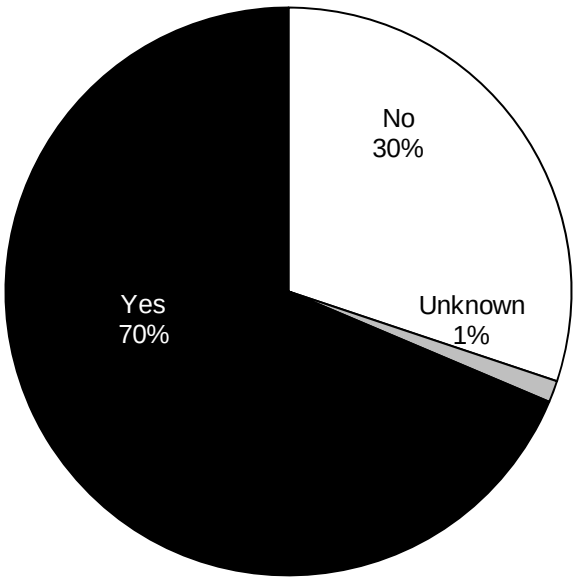
Teenage Drivers with Contributing Factors in Crashes (Utah 2015)

Teenage Drivers/Vehicles								
Driver/Vehicle with a	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factor(s)	#	%	#	%	#	%	#	%
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%**
Total	**9,631**	**100.0%**	**4,103**	**100.0%**	**28**	**100.0%**	**13,762**	**100.0%**

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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**9,882**	**100.0%**	**4,578**	**100.0%**	**31**	**100.0%**	**14,491**	**100.0%**

- 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.

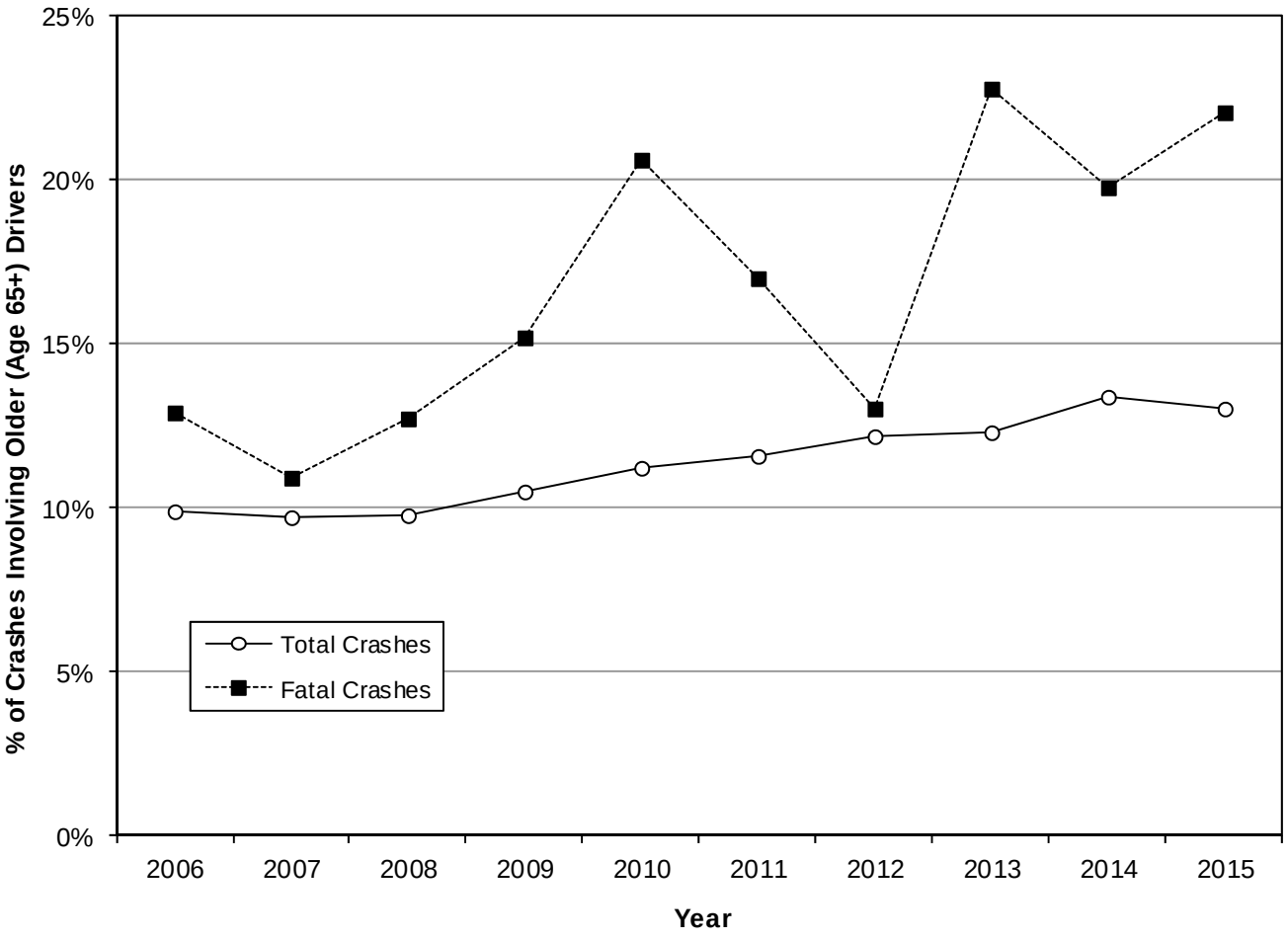
Older (Age 65+) Drivers

Section 9: Older (Age 65+) Drivers

Trends

Older Driver Crashes (Utah 2006-2015)

Older (Age 65+) Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,423**	**41,165**	**10.9%**	**166,390**	**20,567**	**12.4%**	**2,293**	**380**	**16.6%**	**547,106**	**62,112**	**11.4%**

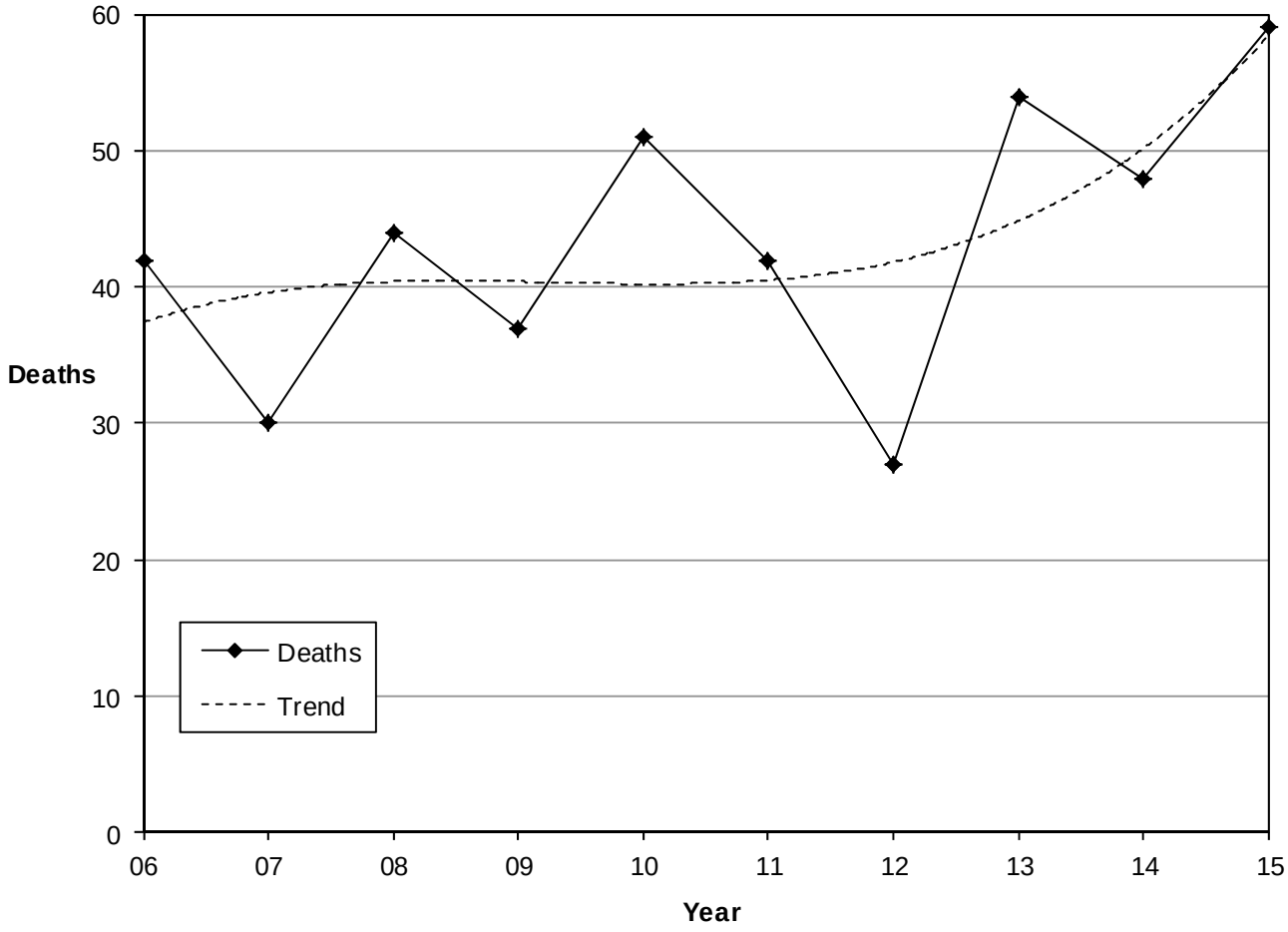


- Older drivers (aged 65+ years) are a special concern because of their declining health and fragility.
- The 10-year trend shows that 11.4% of all crashes in Utah involved an older driver with an increasing trend over the last seven years. Fatal older driver crashes have fluctuated around the 10-year 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						
	Deaths			Fatal Crashes		
	All	Older Driver		All	Older Driver	
Year	#	#	%	#	#	%
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%
Total	**2,573**	**434**	**16.9%**	**2,294**	**380**	**16.6%**



- 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												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	All	Older Driver		All	Older Driver		All	Older Driver		All	Older Driver	
County	#	#	%	#	#	%	#	#	%	#	#	%
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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**5,579**	**100.0%**	**2,622**	**100.0%**	**58**	**100.0%**	**8,259**	**100.0%**

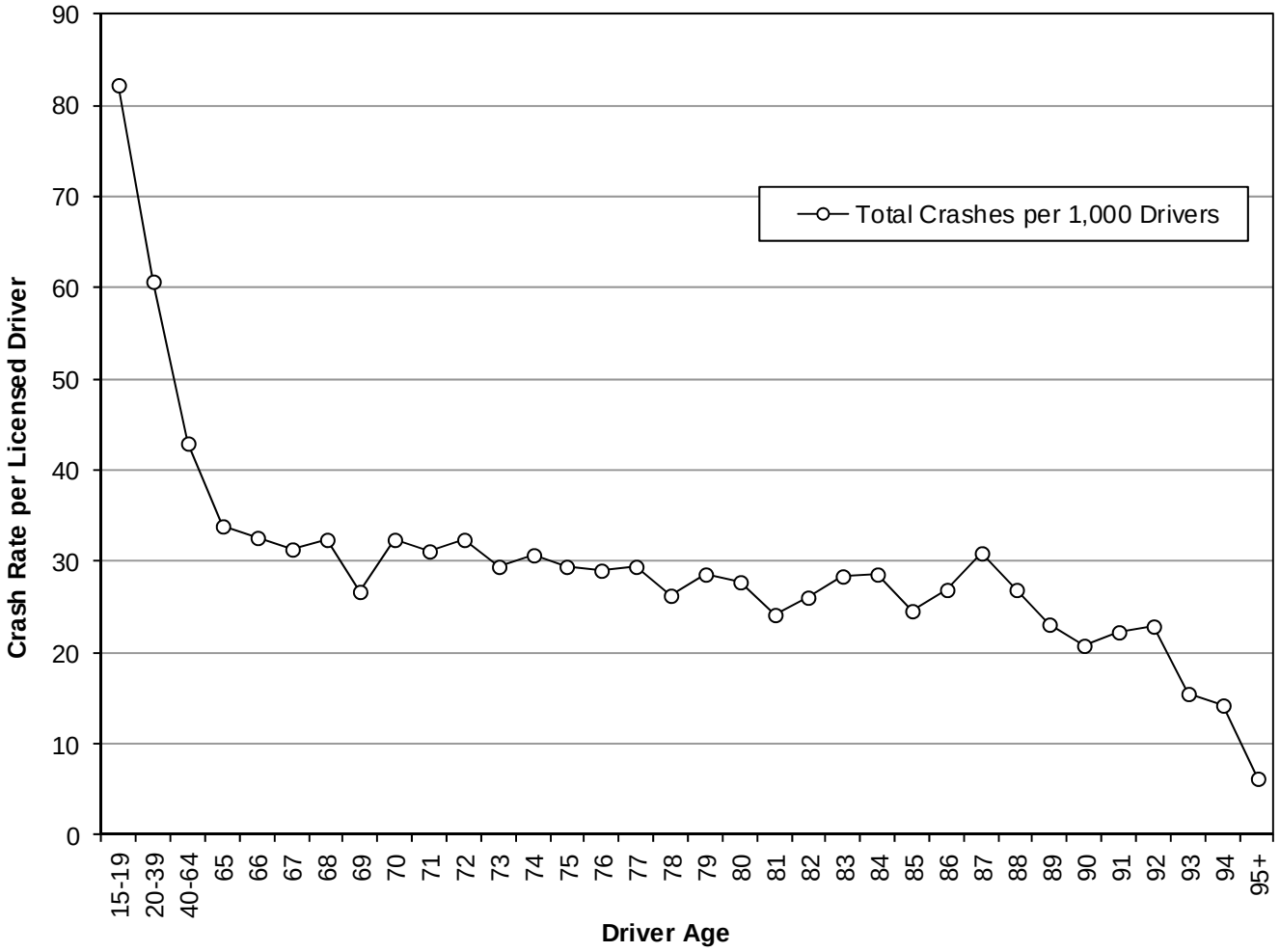
- The majority of older drivers in all motor vehicle crashes (58.9%) and fatal crashes (72.4%) were male.

Age of Older Drivers in Crashes (Utah 2015)

Older (Age 65+) Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
Age	#	%	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**
Total	**5,579**	**100.0%**	**20.1**	**2,622**	**100.0%**	**9.4**	**58**	**100.0%**	**0.209**	**8,259**	**100.0%**	**29.7**

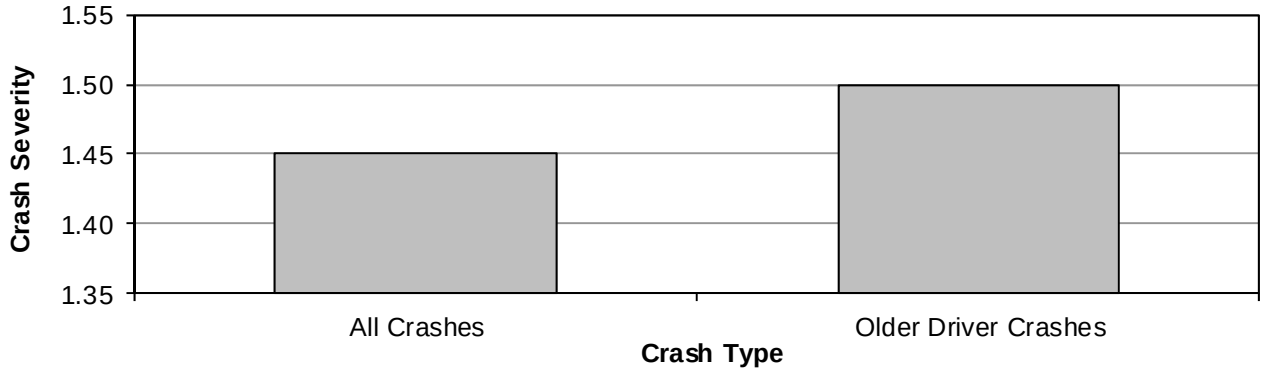
Crash Conditions

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

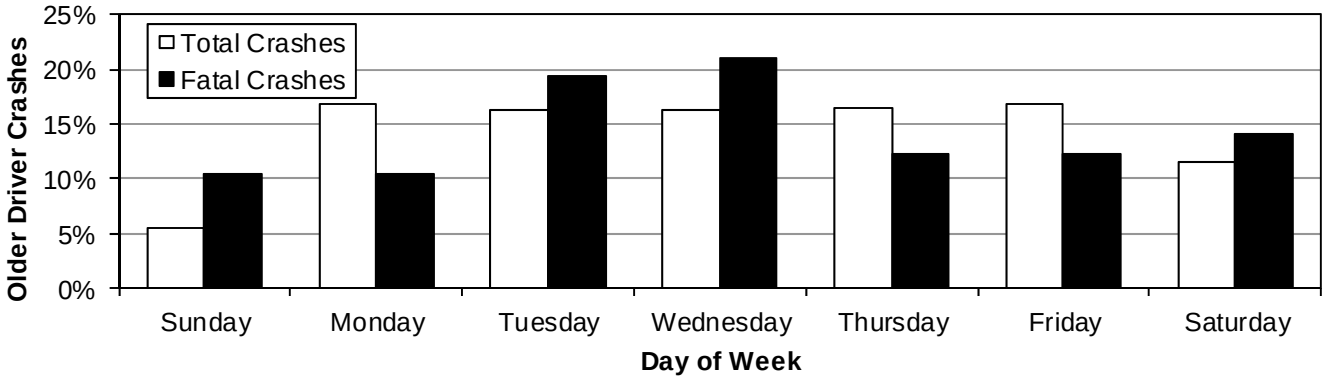
Older Driver Crashes by Month (Utah 2015)

Older (Age 65+) Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Month	#	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**
Total	**5,274**	**14.4**	**2,482**	**6.8**	**57**	**0.16**	**7,813**	**21.4**

- 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%**
Total	**5,274**	**100.0%**	**2,482**	**100.0%**	**57**	**100.0%**	**7,813**	**100.0%**

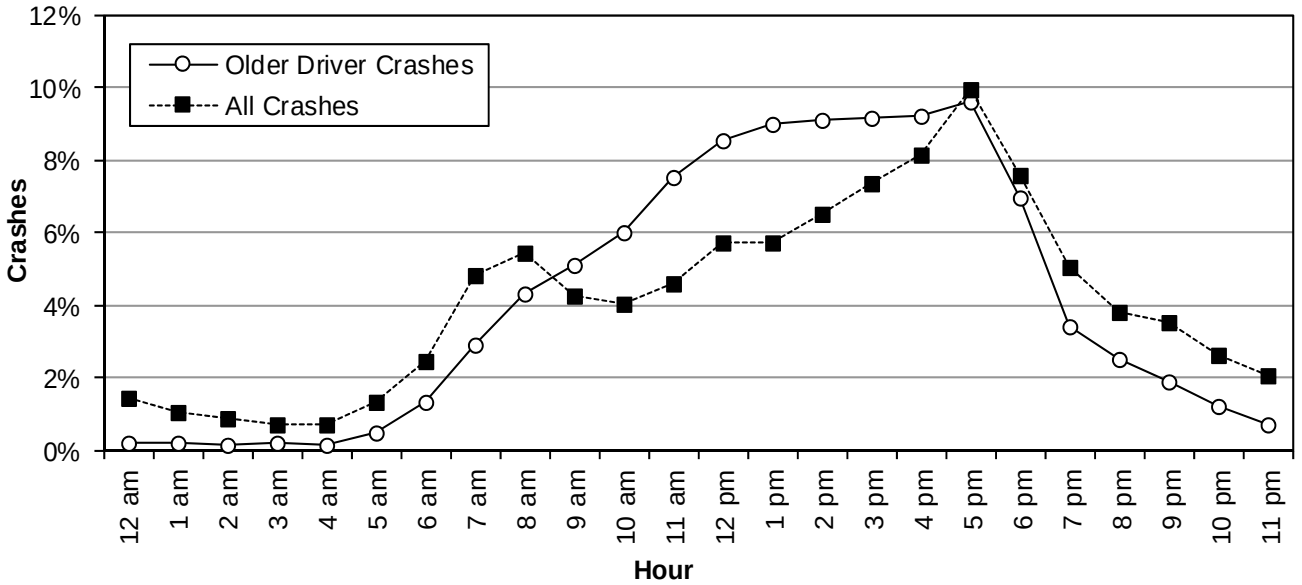


- Overall, the highest percentage of older driver crashes occurred on Monday (16.9%).
- The highest percentage of fatal older driver crashes occurred on Wednesday (21.1%).

Crash Conditions

Older Driver Crashes by Hour (Utah 2015)

Older (Age 65+) Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**5,274**	**100.0%**	**2,482**	**100.0%**	**57**	**100.0%**	**7,813**	**100.0%**



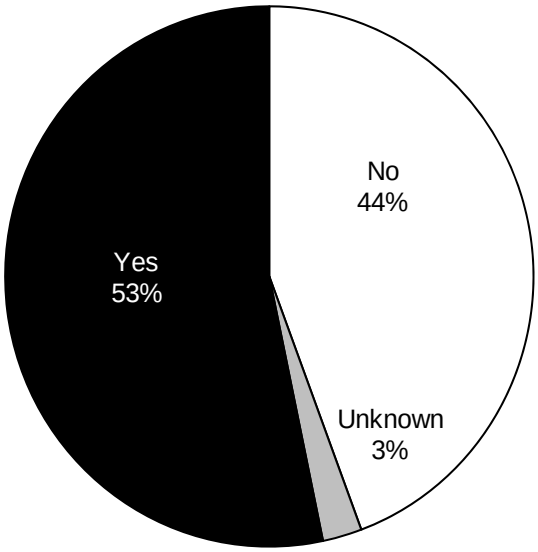
- Older driver total crashes were highest from 12:00 p.m. to 5:59 p.m.
- Compared to all crashes, older driver crashes occurred more often in the daytime (10:00 a.m.-4:59 p.m.).

Crash Conditions

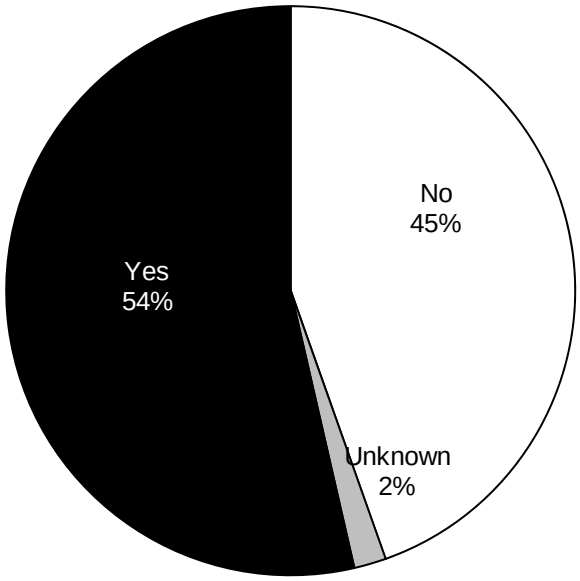
Older Drivers with Contributing Factors in Crashes (Utah 2015)

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%**
Total	**5,579**	**100.0%**	**2,622**	**100.0%**	**58**	**100.0%**	**8,259**	**100.0%**

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

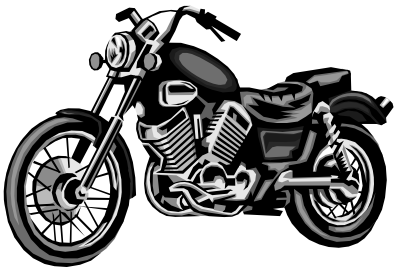
Contributing Factors of Older Driver Crashes (Utah 2015)

Older (Age 65+) Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**4,125**	**100.0%**	**2,249**	**100.0%**	**73**	**100.0%**	**6,447**	**100.0%**

- 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

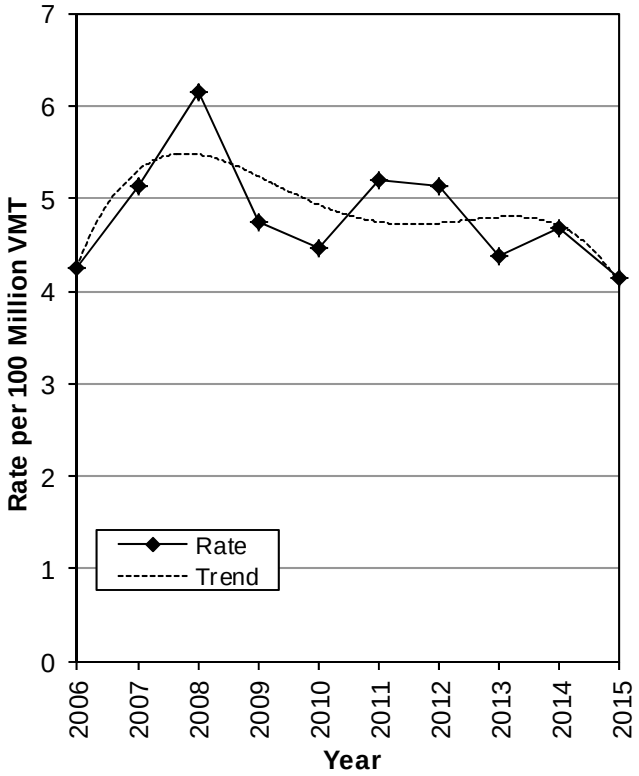
2015

Trends

Motorcyclists in Crashes (Utah 2006-2015)

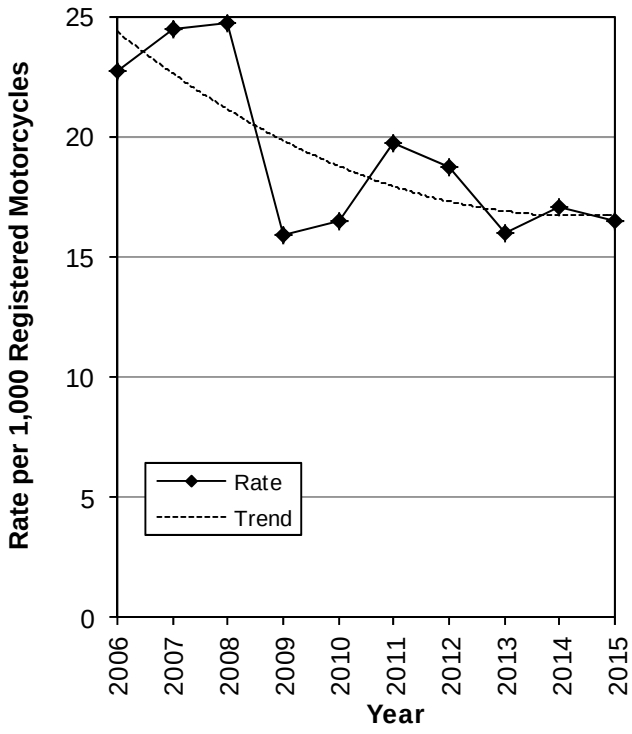
Motorcyclists (Driver and Passenger)												
	Non-Injured			Injured			Killed			Total		
Year	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycls	#	Rate per 100 Million VMT	Rate per 1,000 Registered Motorcycles
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)



- 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.

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



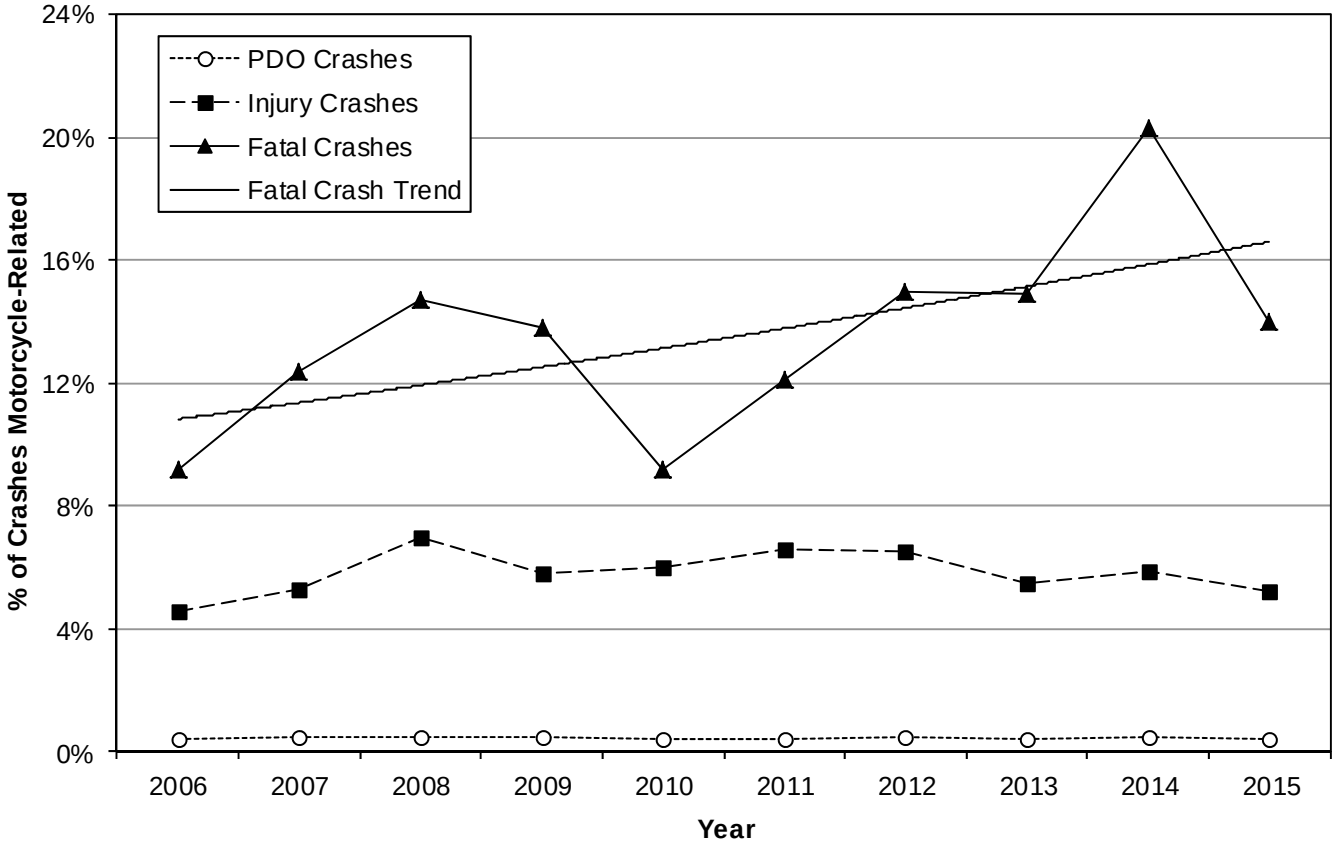
- The rate of motorcyclists in crashes per registered motorcycle decreased 27.3% from 2006 to 2015.
- 2008 had the highest (24.7) rate of total motorcyclists in crashes per registered motorcycle.

Trends

Motorcycle Crashes (Utah 2006-2015)

Motorcycle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Motorcycle		All	Motorcycle		All	Motorcycle		All	Motorcycle	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,498**	**1,650**	**0.4%**	**166,315**	**9,648**	**5.8%**	**2,293**	**309**	**13.5%**	**547,106**	**11,607**	**2.1%**

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

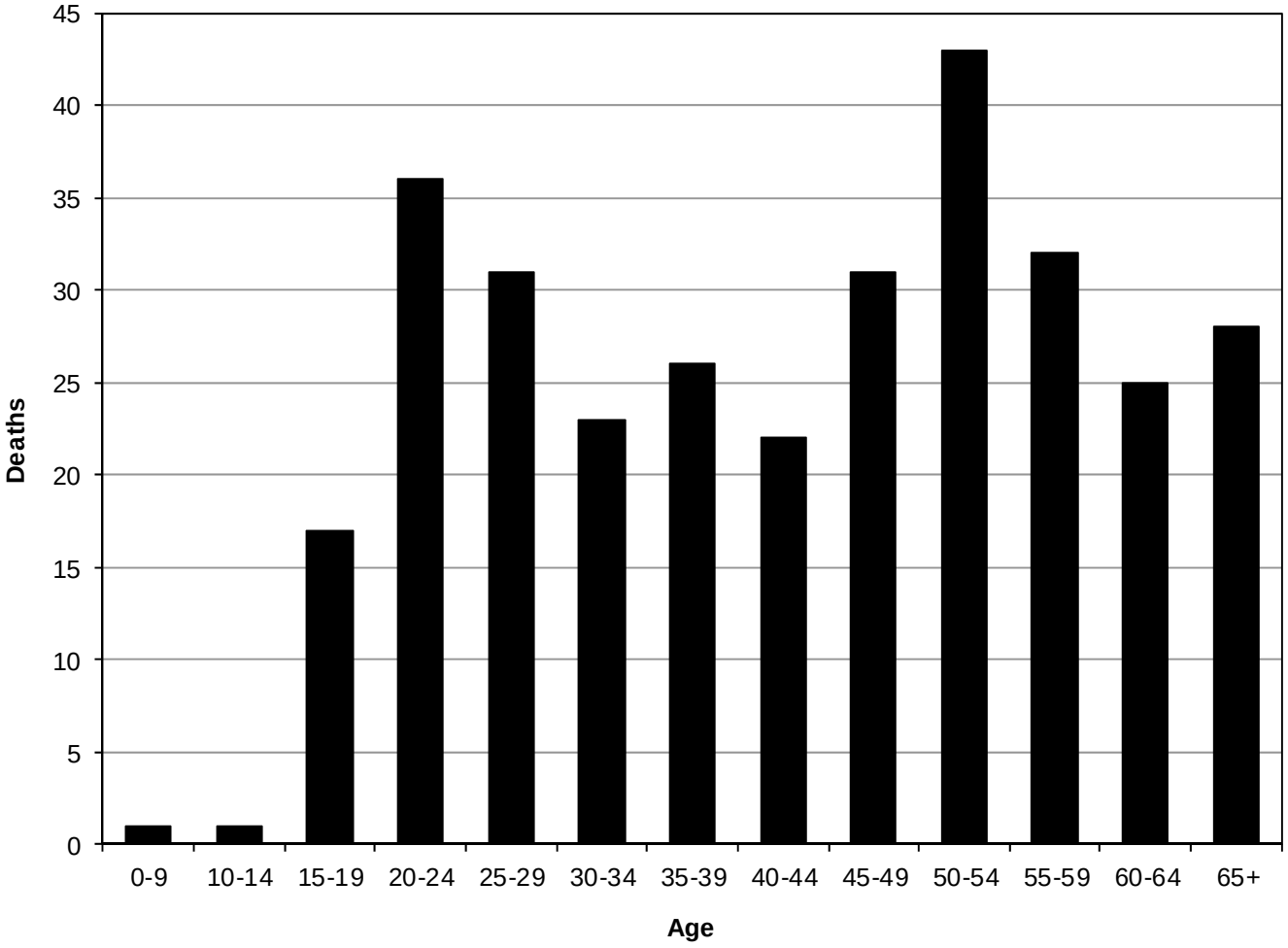


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.8% of injury crashes, and 13.5% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 13.5% of fatal crashes and 5.8% of injury crashes compared to 2.1% 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												
	Year										Total	
Age	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%**

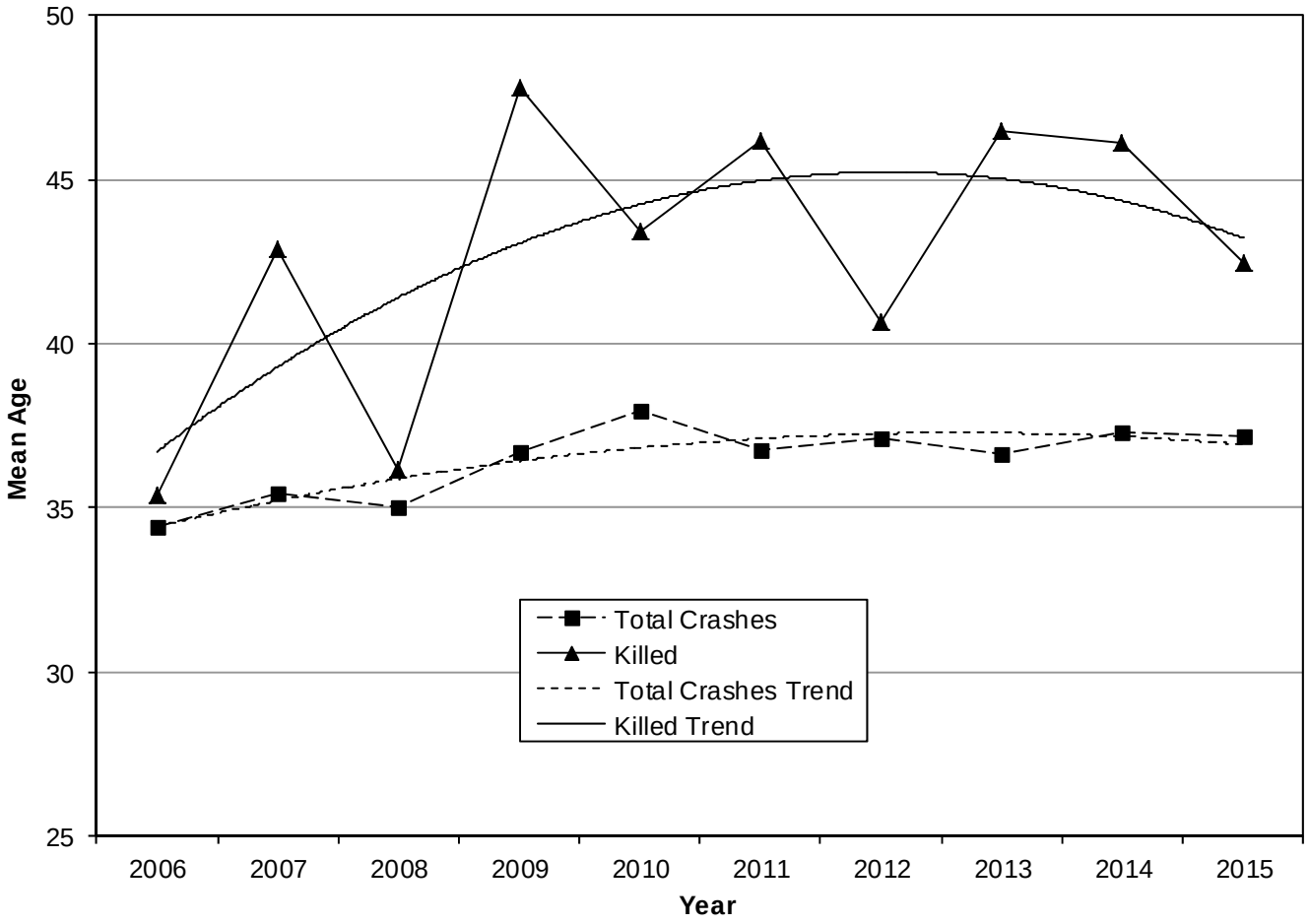


- The 10-year totals show that motorcyclist deaths were highest among the 50-54 and 20-24 year age groups.

Trends

Motorcyclists in Crashes by Age (Utah 2006-2015)

Motorcyclists (Driver and Passenger)		
	Total	Killed
Year	Mean Age	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
Average	**36.45**	**42.75**

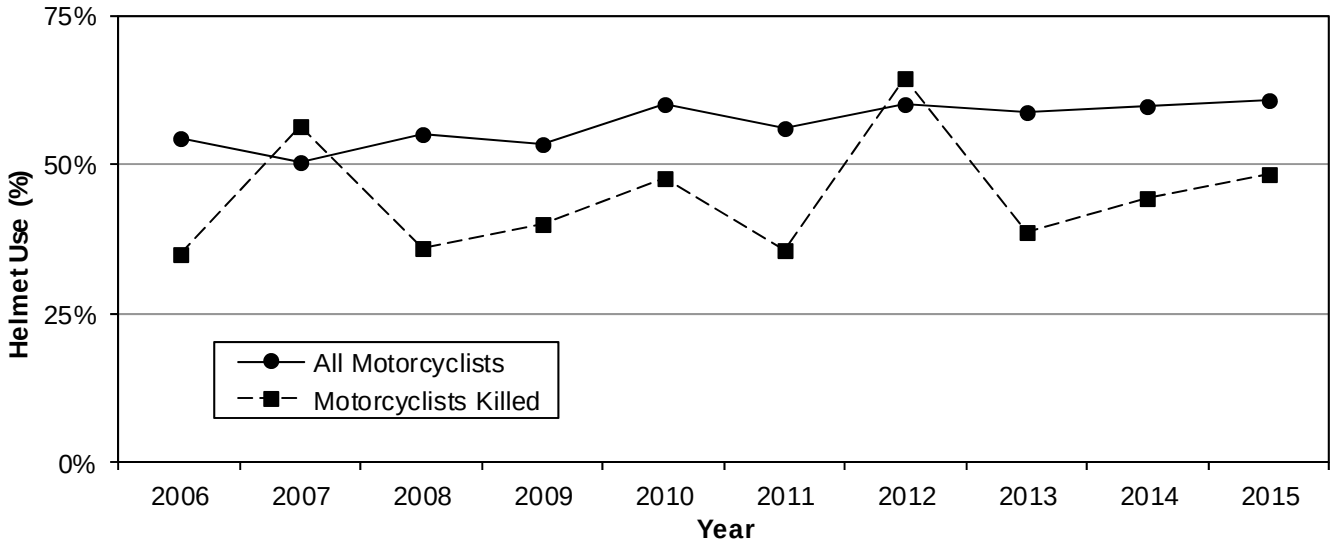


- The 10-year trend shows that the age of motorcyclists in crashes is steadily increasing. Increasing from 34.39 in 2006 to 37.17 in 2015.
- The 10-year trend shows that the age of motorcyclists killed in crashes is steadily increasing. Increasing from 35.38 in 2006 to 42.47 in 2015.

Helmets

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

Motorcyclists (Driver and Passenger)												
	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet		No Helmet	Helmet	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**587**	**979**	**62.5%**	**4,218**	**5,439**	**56.3%**	**171**	**139**	**44.8%**	**4,976**	**6,557**	**56.9%**



- 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)								
	Non-Injured		Injured		Killed		Total	
Helmet Use	#	%	#	%	#	%	#	%
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%**
Total	**202**	**100.0%**	**979**	**100.0%**	**36**	**100.0%**	**1,217**	**100.0%**

- 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)												
	Non-Injured			Injured			Killed			Total		
County	#	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**
Statewide	**202**	**0.7**	**2.7**	**979**	**3.3**	**13.3**	**36**	**0.12**	**0.49**	**1,217**	**4.1**	**16.5**

- 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)

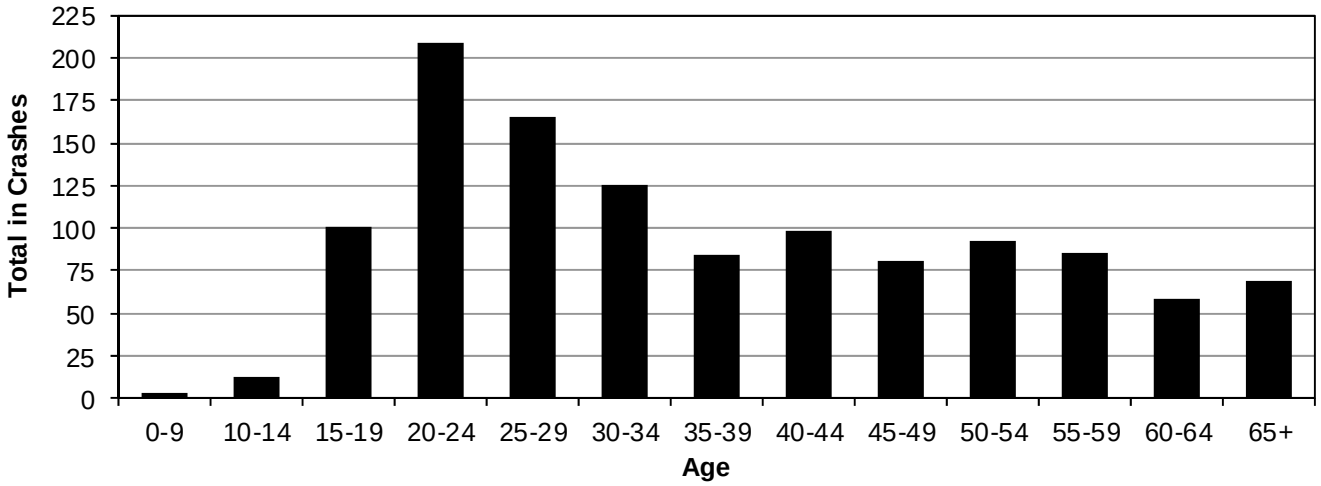
- Drivers accounted for the majority of motorcyclists in a crash (92.9%) and motorcyclists killed (97.2%).

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%**
Total	**202**	**100.0%**	**979**	**100.0%**	**36**	**100.0%**	**1,217**	**100.0%**

Motorcycle Crash Conditions

Age of Motorcyclists in Crashes (Utah 2015)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
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%**
Total	**202**	**100.0%**	**979**	**144.7%**	**36**	**100.0%**	**1,217**	**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 2015)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**202**	**100.0%**	**979**	**100.0%**	**36**	**100.0%**	**1,217**	**100.0%**

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

Motorcycle Crash Conditions

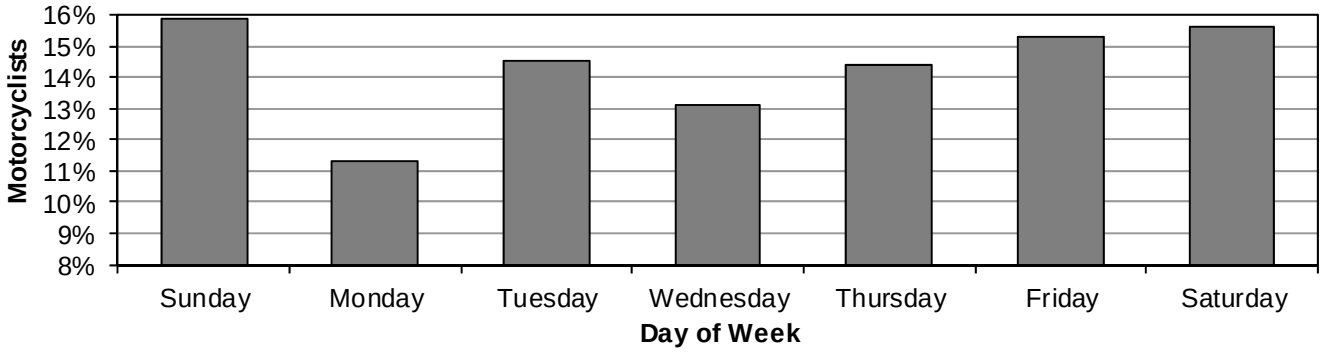
Motorcyclists in Crashes by Month (Utah 2015)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Month	#	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**
Total	**202**	**0.6**	**979**	**2.7**	**36**	**0.10**	**1,217**	**3.3**

- 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	Non-Injured		Injured		Killed		Total	
Week	#	%	#	%	#	%	#	%
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%**
Total	**202**	**100.0%**	**979**	**100.0%**	**36**	**100.0%**	**1,217**	**100.0%**

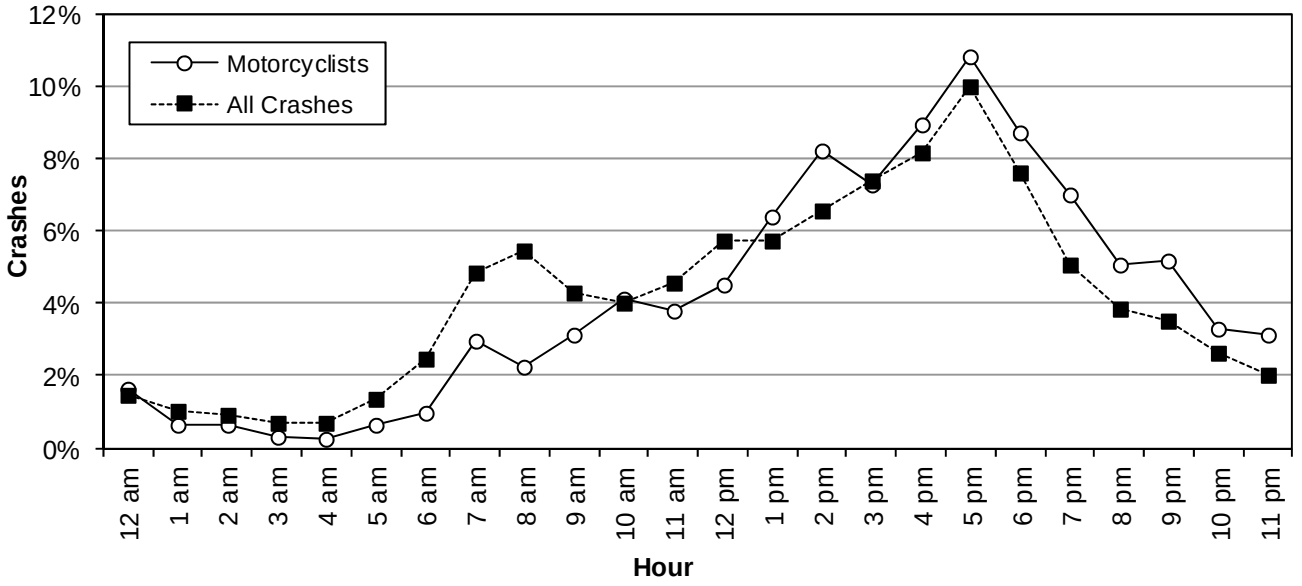


- Nearly one-half (46.8%) of total motorcycle crashes occurred on the weekend Friday through Sunday.
- Fatal motorcycle crashes occurred most frequently on Sunday (30.6%).

Motorcycle Crash Conditions

Motorcyclists in Crashes by Hour (Utah 2015)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**202**	**100.0%**	**979**	**100.0%**	**36**	**100.0%**	**1,217**	**100.0%**



- 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)

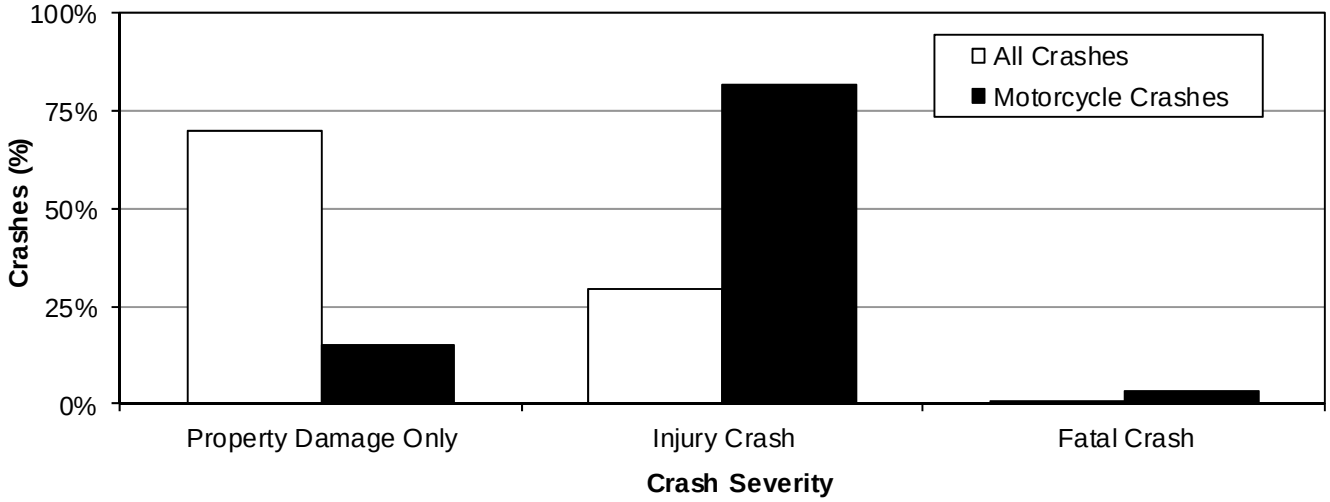
Motorcycle Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<15	0	0.0%	10	1.1%	0	0.0%	**10**	**0.9%**
15-19	11	7.0%	78	8.3%	3	8.3%	**92**	**8.1%**
20-24	20	12.7%	169	18.1%	4	11.1%	**193**	**17.1%**
25-29	18	11.4%	137	14.7%	3	8.3%	**158**	**14.0%**
30-34	17	10.8%	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%**
Total	**158**	**100.0%**	**935**	**100.0%**	**36**	**100.0%**	**1,129**	**100.0%**

- 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)

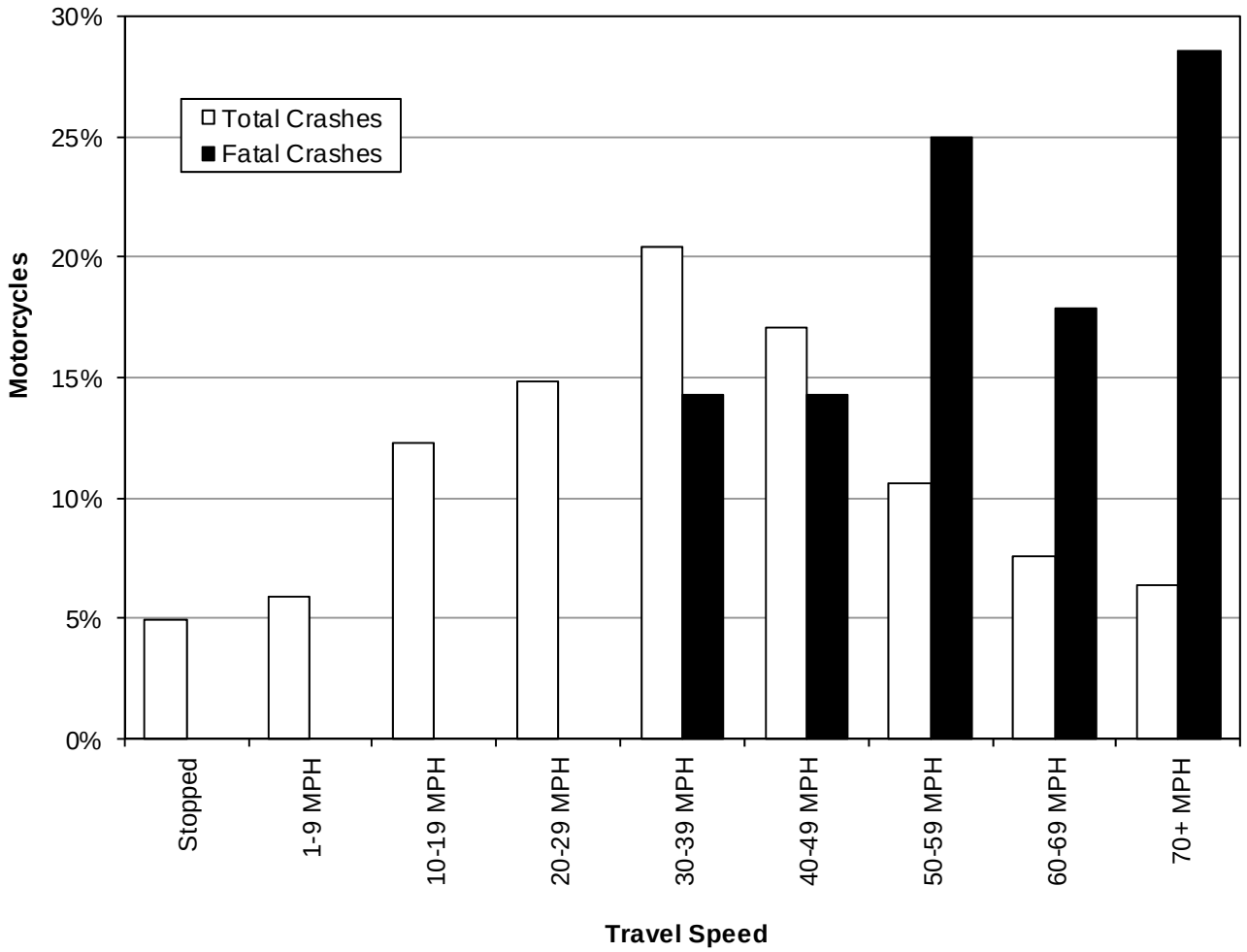


- Motorcycle crashes were more likely to result in injury (81.8% to 29.4%) or death(3.2% to 0.4%) compared to all motor vehicle crashes.

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%**
Total	**170**	**100.0%**	**935**	**100.0%**	**36**	**100.0%**	**1,141**	**100.0%**



- 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)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
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%**
Total	**151**	**100.0%**	**524**	**100.0%**	**25**	**100.0%**	**700**	**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 (28.7%).

Motorcycle Maneuver Prior to Motorcycle Crash (Utah 2015)

Motorcycles (Motorcycle Crash)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
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%**
Total	**170**	**100.0%**	**935**	**100.0%**	**36**	**100.0%**	**1,141**	**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 2015)

Motorcycle Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicles Involved	#	%	#	%	#	%	#	%
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%**
Total	**167**	**100.0%**	**913**	**100.0%**	**36**	**100.0%**	**1,116**	**100.0%**

- 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)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**124**	**100.0%**	**475**	**100.0%**	**20**	**100.0%**	**619**	**100.0%**

- 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								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**108**	**100.0%**	**827**	**100.0%**	**38**	**100.0%**	**973**	**100.0%**

- 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%**
Total	**151**	**100.0%**	**524**	**100.0%**	**25**	**100.0%**	**700**	**100.0%**

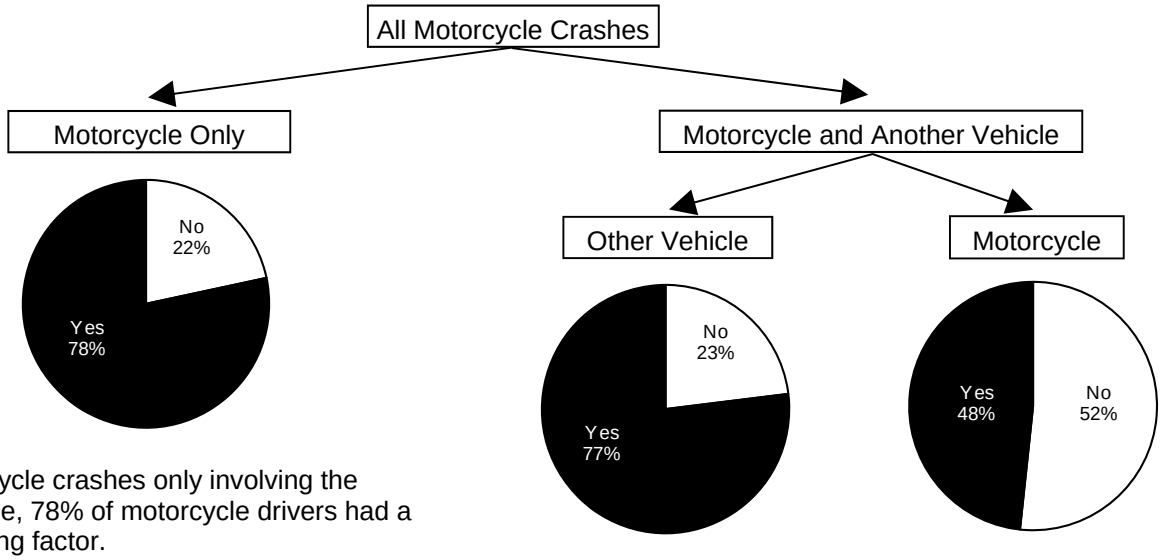
- 59.4% of drivers other than motorcyclists in motorcycle crashes had a contributing factor in total crashes.

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%**
Total	**170**	**100.0%**	**935**	**100.0%**	**36**	**100.0%**	**1,141**	**100.0%**

- 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

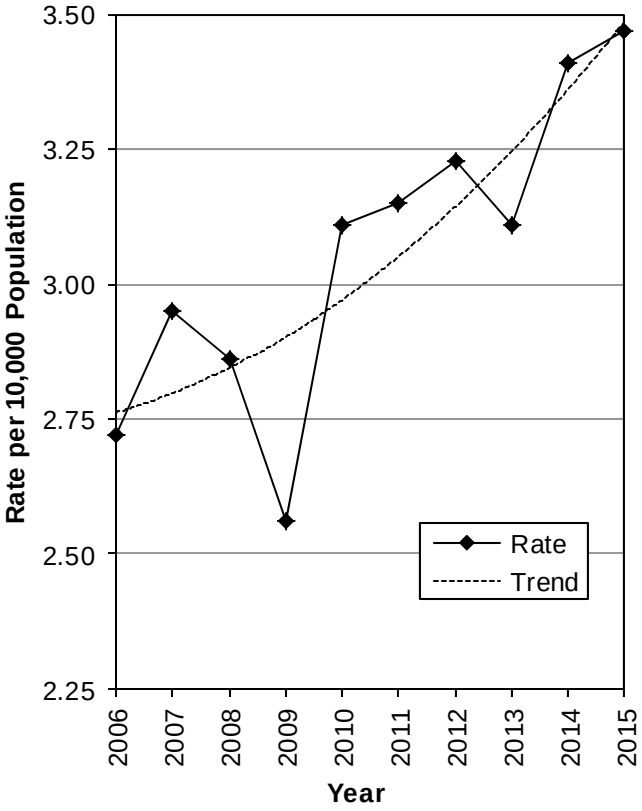
2015

Trends

Pedestrians in Crashes (Utah 2006-2015)

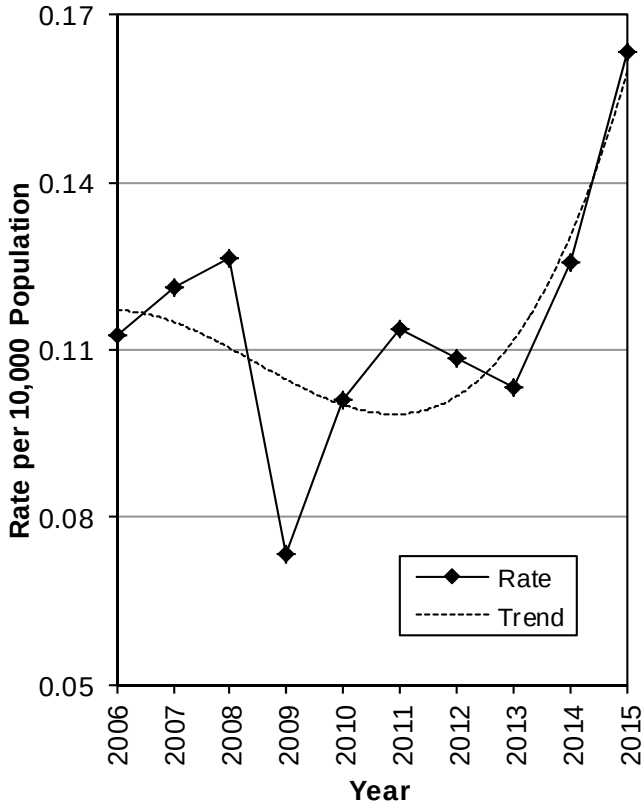
Pedestrians								
	Non-Injured		Injured		Killed		Total	
Year	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2006	55	0.21	617	2.39	29	0.113	**701**	**2.72**
2007	65	0.25	681	2.58	32	0.121	**778**	**2.95**
2008	97	0.36	638	2.37	34	0.126	**769**	**2.86**
2009	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)



- 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.

Pedestrian Death Rates Per Population (Utah 2006-2015)



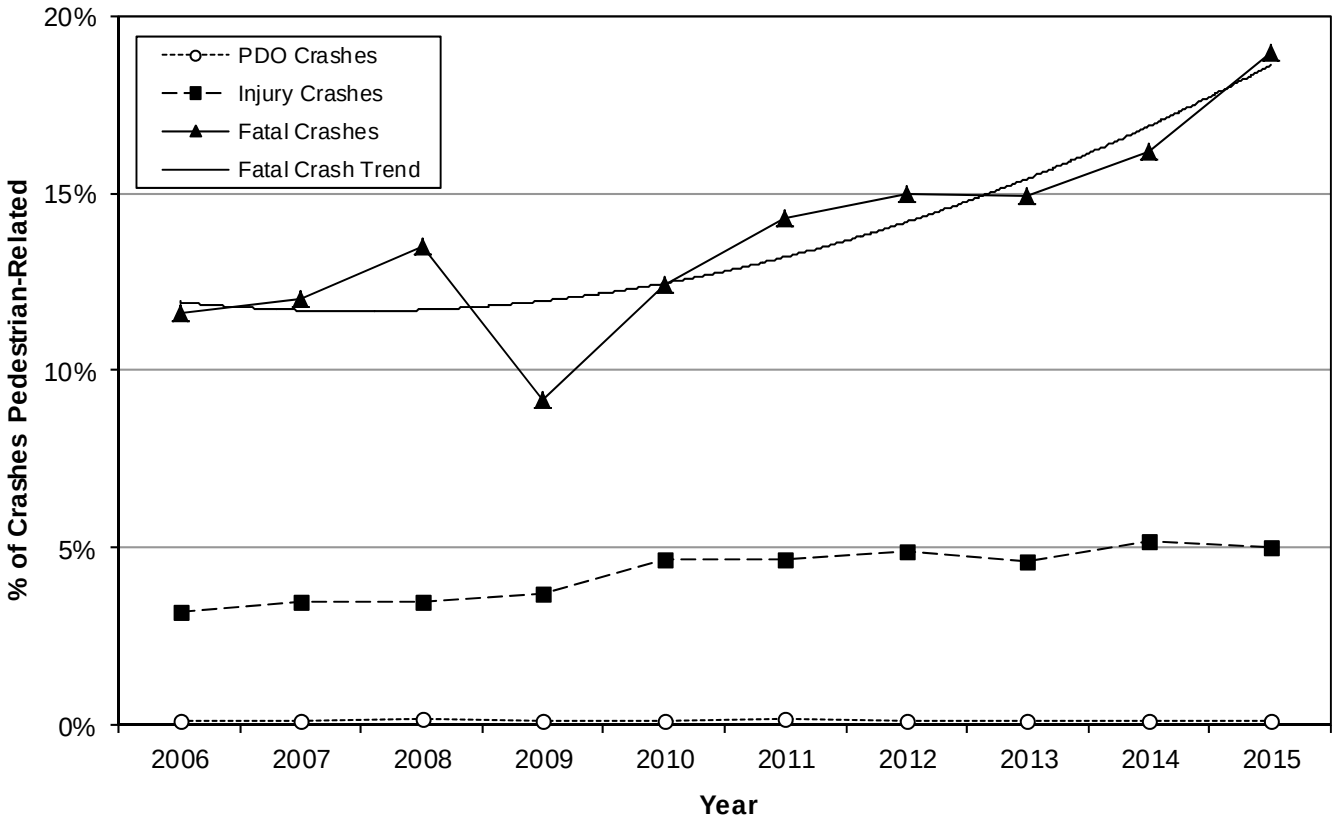
- The pedestrian death rate per population increased 45% from 2006 to 2015.
- 2015 had the highest rate per population of pedestrians killed in crashes (0.164), while 2009 had the lowest rate (0.073).

Trends

Pedestrian-Motor Vehicle Crashes (Utah 2006-2015)

Pedestrian-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Pedestrian		All	Pedestrian		All	Pedestrian		All	Pedestrian	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,498**	**470**	**0.1%**	**166,315**	**7,112**	**4.3%**	**2,293**	**317**	**13.8%**	**547,106**	**7,899**	**1.4%**

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

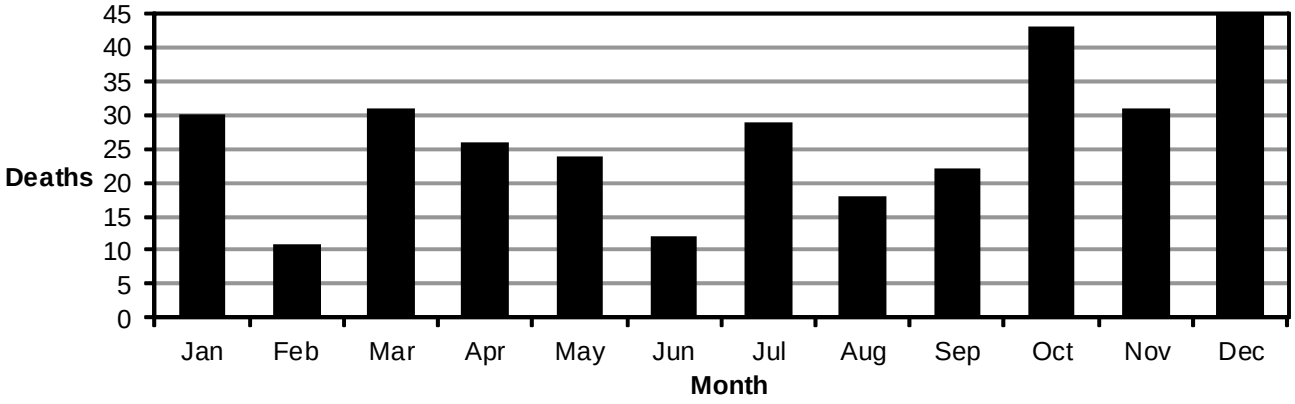


- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 4.3% of injury crashes, and 13.8% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 13.8% of fatal crashes compared to 1.4% of total crashes.
- The percent 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												
	Year										Total	
Month	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)

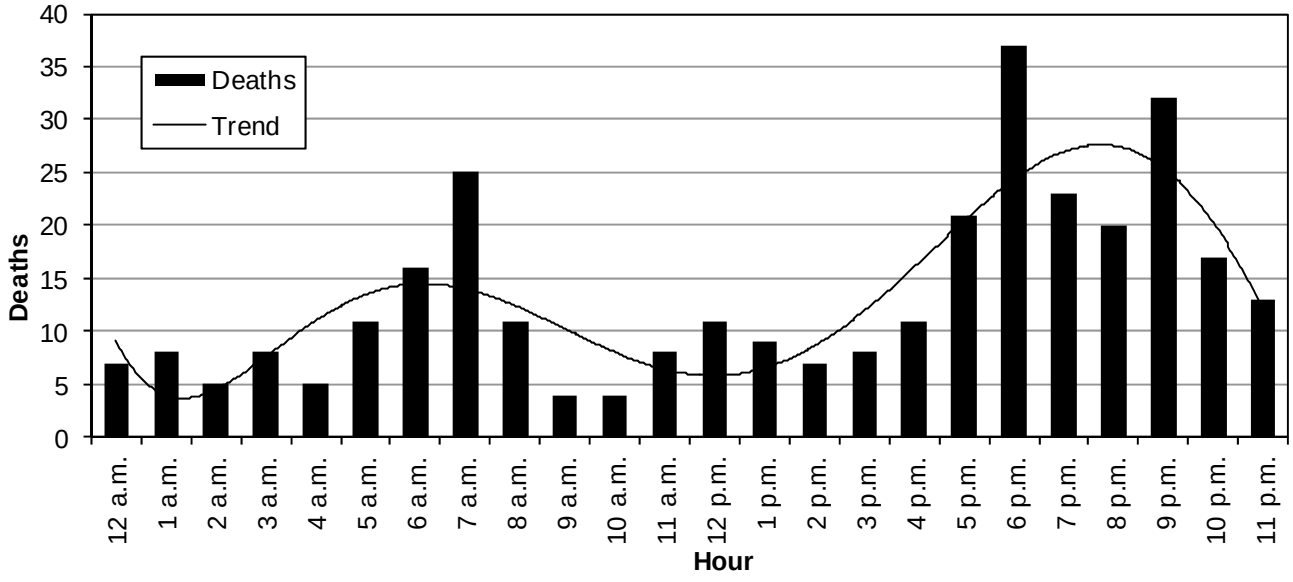
Deaths												
Day of	Year										Total	
Week	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
Sunday	1	5	2	4	7	1	4	3	3	4	**34**	**10.6%**
Monday	5	3	2	3	0	6	4	7	6	5	**41**	**12.7%**
Tuesday	7	6	12	4	4	6	6	3	3	3	**54**	**16.8%**
Wednesday	6	8	4	5	2	3	7	2	4	6	**47**	**14.6%**
Thursday	3	3	3	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)

Deaths												
	Year										Total	
Hour	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%**
Total	**29**	**32**	**34**	**20**	**28**	**32**	**31**	**30**	**36**	**49**	**321**	**100.0%**



- 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)

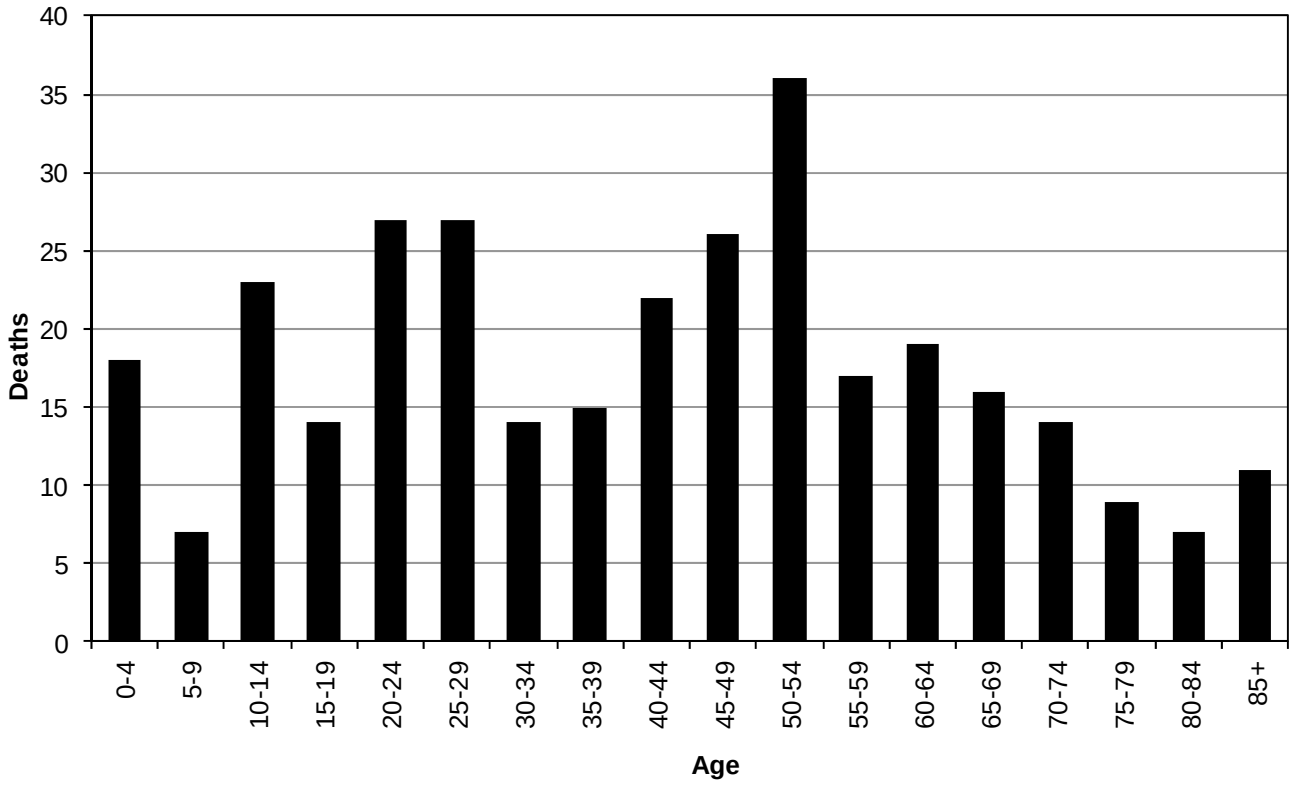
Pedestrians													
	Year										Total		Rate per Year per 10,000
County	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%	Population
Grand	7	2	4	4	2	3	4	5	2	7	**40**	**0.5%**	**4.20**
Salt Lake	372	363	384	371	438	431	476	479	499	528	**4,341**	**50.7%**	**3.92**
Weber	55	70	70	61	84	76	81	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**
Total	**701**	**778**	**769**	**698**	**863**	**886**	**922**	**903**	**1,003**	**1,040**	**8,563**	**100.0%**	**2.86**

- 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												
	Year										Total	
Age	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%**

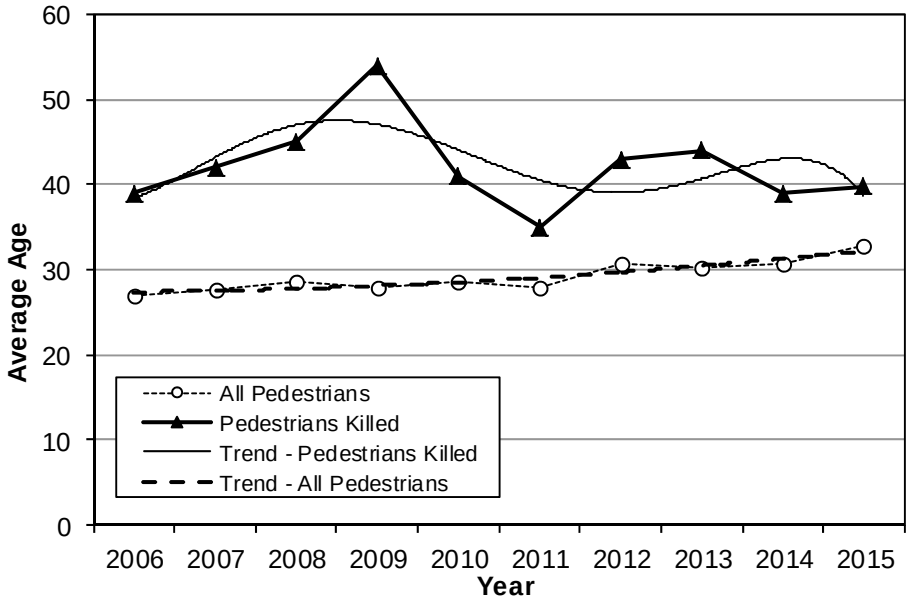


- Pedestrian deaths were highest among the age groups of 50-54, 20-29, and 45-49 years.
- Pedestrian deaths were lowest among the age groups of 5-9, 80-84, and 75-79 years.

Trends

Average Age of Pedestrians (Utah 2006-2015)

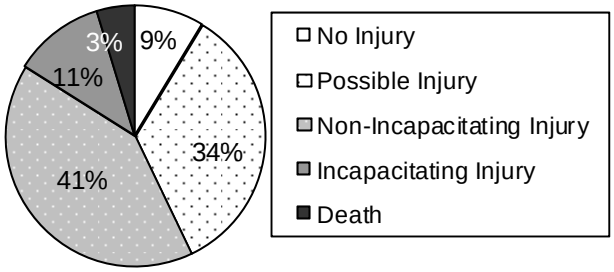
Pedestrians		
	Total	Killed
Year	Mean Age	Mean Age
2006	26.90	39.00
2007	27.70	42.00
2008	28.70	45.00
2009	28.00	54.00
2010	28.50	41.00
2011	28.00	35.00
2012	30.80	43.00
2013	30.20	44.00
2014	30.67	39.00
2015	32.71	39.80
Average	**29.22**	**42.18**



- 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								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**90**	**100.0%**	**901**	**100.0%**	**49**	**100.0%**	**1,040**	**100.0%**

- 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								
	Non-Injured		Injured		Killed		Total	
County	#	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**
Statewide	**90**	**0.30**	**901**	**3.01**	**49**	**0.16**	**1,040**	**3.47**

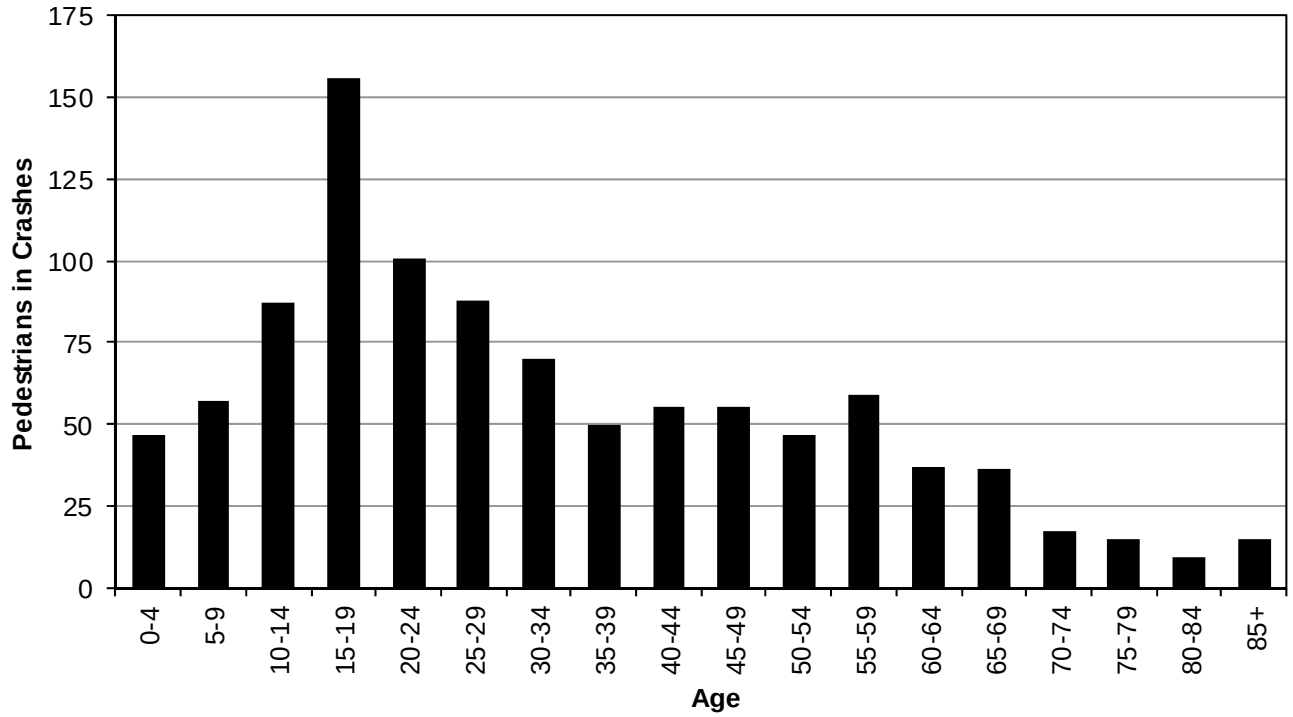
Pedestrians								
	Non-Injured		Injured		Killed		Total	
Location	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Urban	74	0.29	815	3.21	41	0.16	**930**	**3.66**
Rural	16	0.35	86	1.88	8	0.17	**110**	**2.41**
Total	**90**	**0.30**	**901**	**3.01**	**49**	**0.16**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

- 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.

Pedestrian-Motor Vehicle Crash Conditions

Age of Pedestrians in Crashes (Utah 2015)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
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%**
Total	**90**	**100.0%**	**901**	**100.0%**	**49**	**100.0%**	**1,040**	**100.0%**

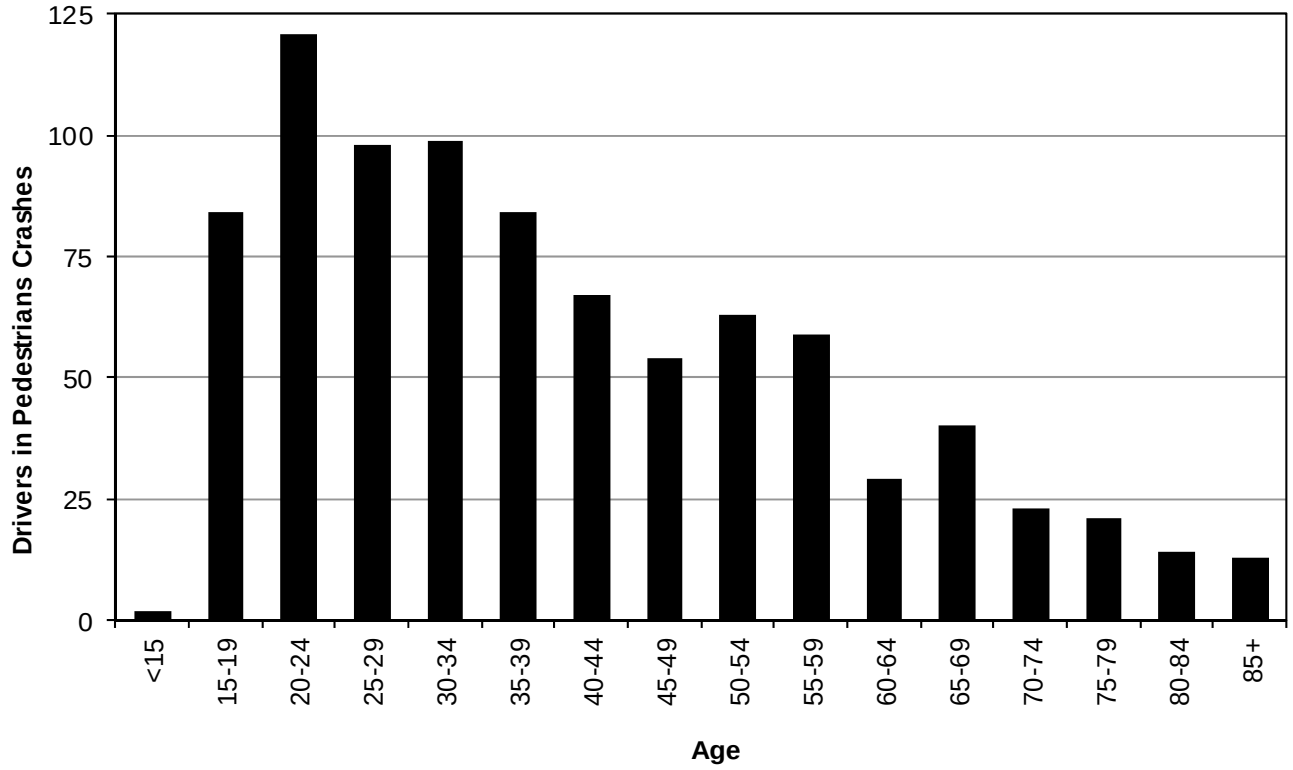


- Overall, the largest percentages of pedestrians in crashes were aged 10-29 years (41.5%).
- The highest percentage of pedestrian deaths occurred in the 25-29 and 40-44 year age groups.

Pedestrian-Motor Vehicle Crash Conditions

Driver Age (Utah 2015)

Drivers (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<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%**
Total	**64**	**100.0%**	**933**	**100.0%**	**52**	**100.0%**	**1,049**	**100.0%**



- 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)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**64**	**100.0%**	**933**	**100.0%**	**52**	**100.0%**	**1049**	**100.0%**

- 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								
	Non-Injured		Injured		Killed		Total	
Month	#	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**
Total	**90**	**0.25**	**901**	**2.47**	**49**	**0.13**	**1,040**	**2.85**

- 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)

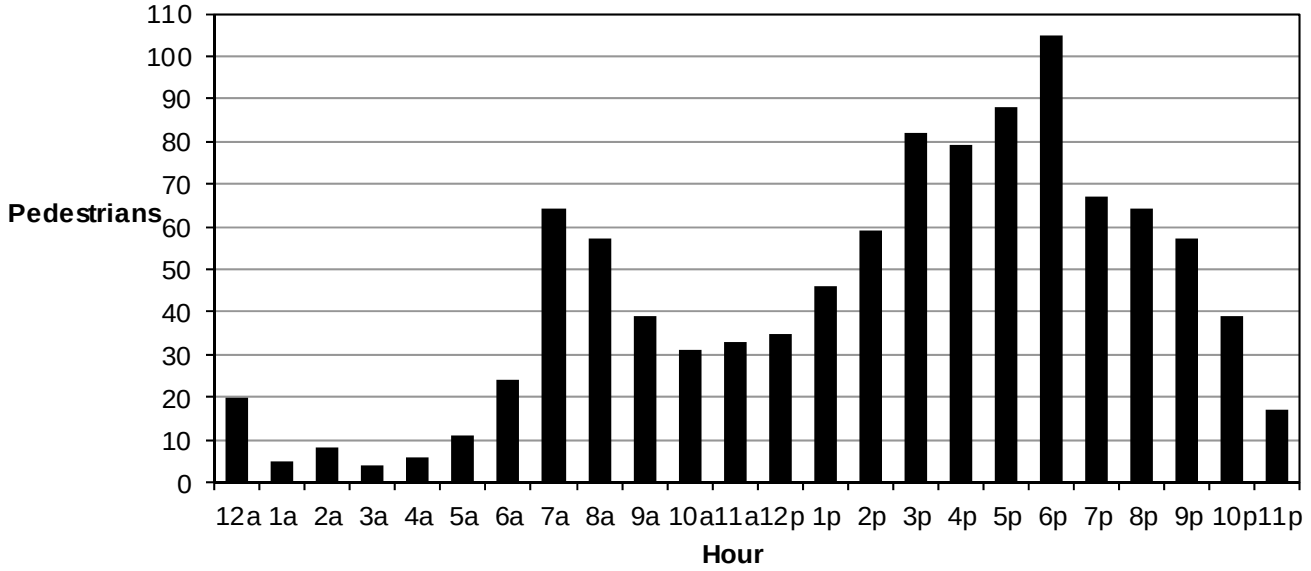
Pedestrians								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	9	10.0%	72	8.0%	4	8.2%	**85**	**8.2%**
Monday	15	16.7%	145	16.1%	5	10.2%	**165**	**15.9%**
Tuesday	10	11.1%	148	16.4%	3	6.1%	**161**	**15.5%**
Wednesday	12	13.3%	136	15.1%	6	12.2%	**154**	**14.8%**
Thursday	18	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%**
Total	**90**	**100.0%**	**901**	**100.0%**	**49**	**100.0%**	**1,040**	**100.0%**

- 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								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**90**	**100.0%**	**901**	**100.0%**	**49**	**100.0%**	**1,040**	**100.0%**



- 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								
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**90**	**100.0%**	**901**	**100.0%**	**49**	**100.0%**	**1,040**	**100.0%**

- 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								
	Non-Injured		Injured		Killed		Total	
Pedestrian Location	#	%	#	%	#	%	#	%
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%**
Total	**90**	**100.0%**	**901**	**100.0%**	**49**	**100.0%**	**1,040**	**100.0%**

- 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
Total	**49**	**100.0%**	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)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Pedestrian Action	#	%	#	%	#	%	#	%
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%**
Total	**90**	**100.0%**	**901**	**100.0%**	**49**	**100.0%**	**1,040**	**100.0%**

- 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)

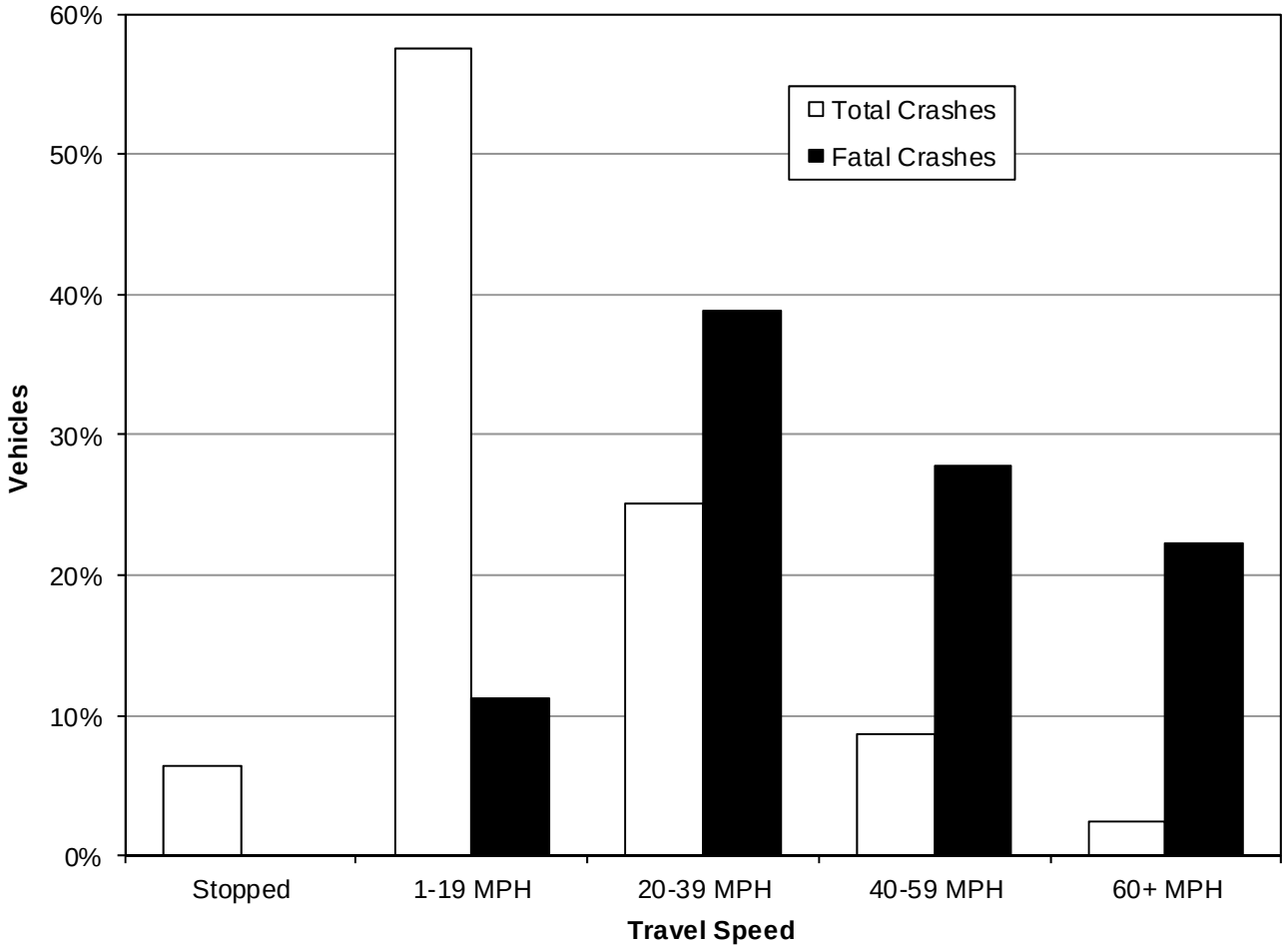
Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	28	39.4%	414	43.2%	46	85.2%	**488**	**45.0%**
Turning Left	6	8.5%	161	16.8%	1	1.9%	**168**	**15.5%**
Turning Right	6	8.5%	134	14.0%	2	3.7%	**142**	**13.1%**
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%**
Total	**71**	**100.0%**	**959**	**100.0%**	**54**	**100.0%**	**1,084**	**100.0%**

- 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	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed	#	%	#	%	#	%	#	%
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%**
Total	**71**	**100.0%**	**959**	**100.0%**	**54**	**100.0%**	**1,084**	**100.0%**



- 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

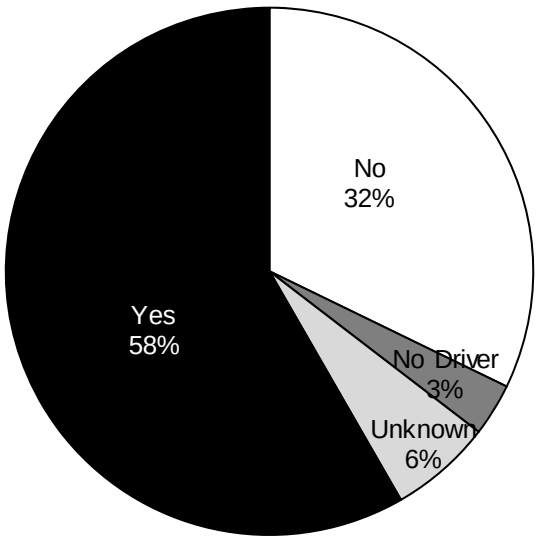
Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2015)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
Speed	**PDO Crashes**		**Injury Crashes**		**Fatal Crashes**		**Total**	
Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
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%	12	23.1%	**242**	**23.3%**
40-45 MPH	24	38.1%	148	16.1%	16	30.8%	**188**	**18.1%**
50-55 MPH	0	0.0%	9	1.0%	6	11.5%	**15**	**1.4%**
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%	5	9.6%	**321**	**31.0%**
Total	**63**	**100.0%**	**922**	**100.0%**	**52**	**100.0%**	**1,037**	**100.0%**

- The majority (83.2% 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	**PDO Crashes**		**Injury Crashes**		**Fatal Crashes**		**Total**	
Contributing Factor(s)	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
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%**
Total	**71**	**100.0%**	**959**	**100.0%**	**54**	**100.0%**	**1,084**	**100.0%**



- 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)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**45**	**100.0%**	**957**	**100.0%**	**41**	**100.0%**	**1,043**	**100.0%**

- 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

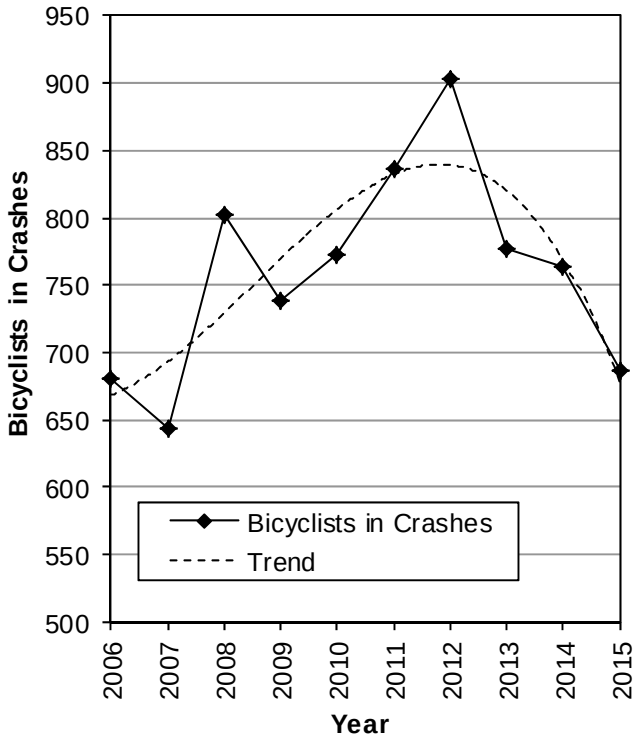
2015

Trends

Bicyclists in Crashes (Utah 2006-2015)

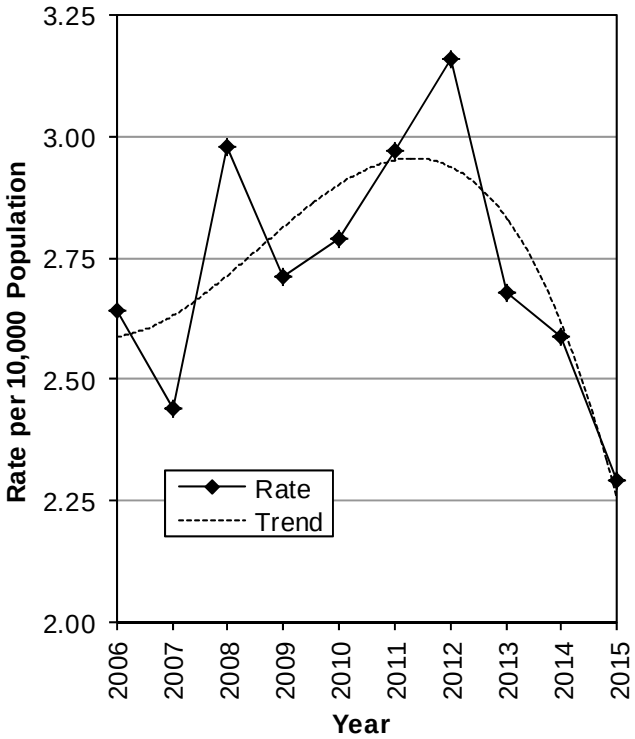
Bicyclists								
	Non-Injured		Injured		Killed		Total	
Year	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2006	79	0.31	592	2.30	10	0.039	**681**	**2.64**
2007	53	0.20	584	2.22	6	0.023	**643**	**2.44**
2008	90	0.33	708	2.63	4	0.015	**802**	**2.98**
2009	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)



- 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).

Bicyclist Crash Rates Per Population (Utah 2006-2015)



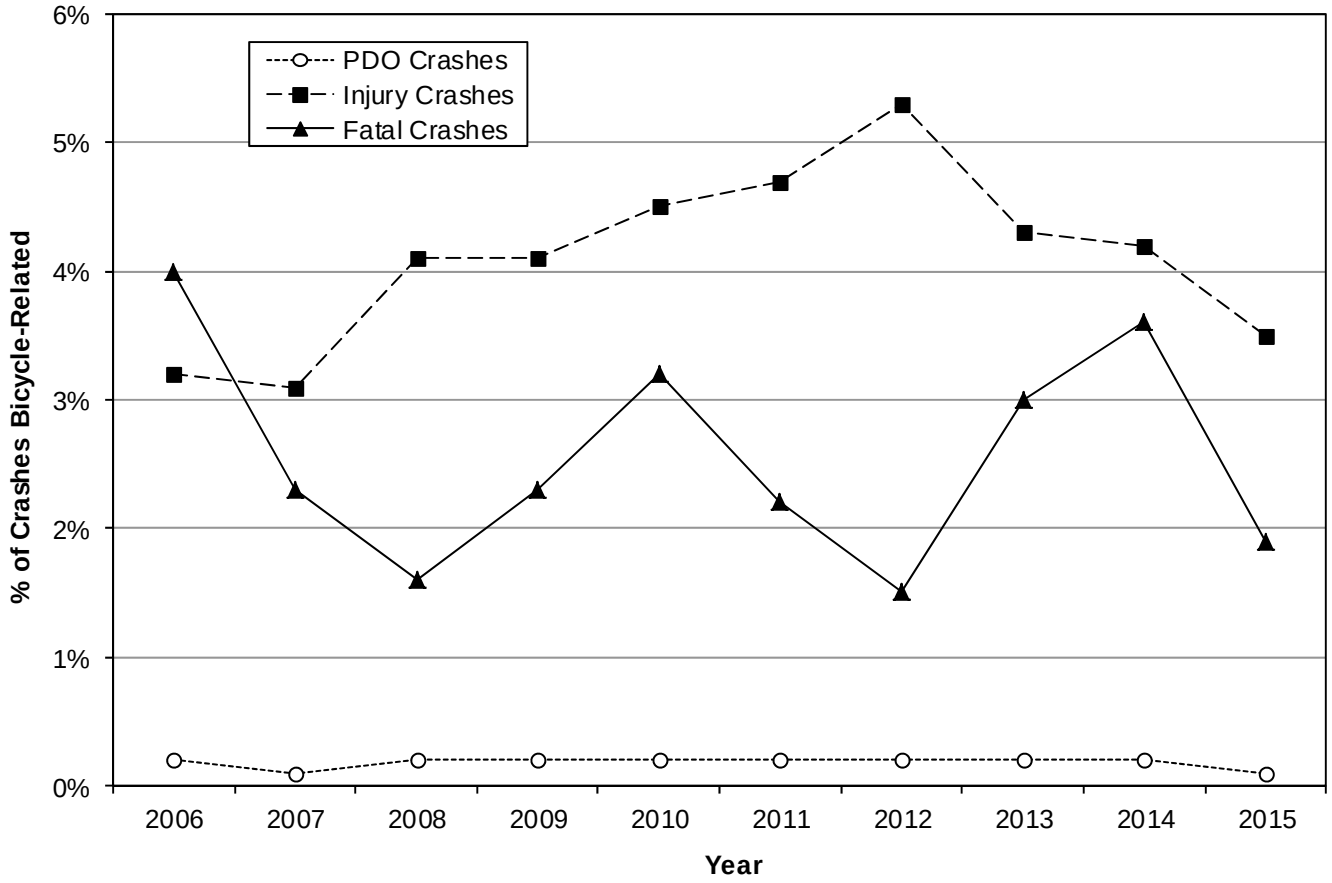
- The total rate per population of bicyclists in crashes decreased 13% over the last 10 years.
- 2015 had the lowest bicyclist crash rate per population (2.29).
- 2012 had the highest bicyclist crash rate per population (3.16).

Trends

Bicycle-Motor Vehicle Crashes (Utah 2006-2015)

Bicycle-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Bicycle		All	Bicycle		All	Bicycle		All	Bicycle	
Year	#	#	%	#	#	%	#	#	%	#	#	%
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%**
Total	**378,498**	**665**	**0.2%**	**166,315**	**6,750**	**4.1%**	**2,293**	**59**	**2.6%**	**547,106**	**7,474**	**1.4%**

Percent of Crashes Involving a Bicyclist (Utah 2006-2015)

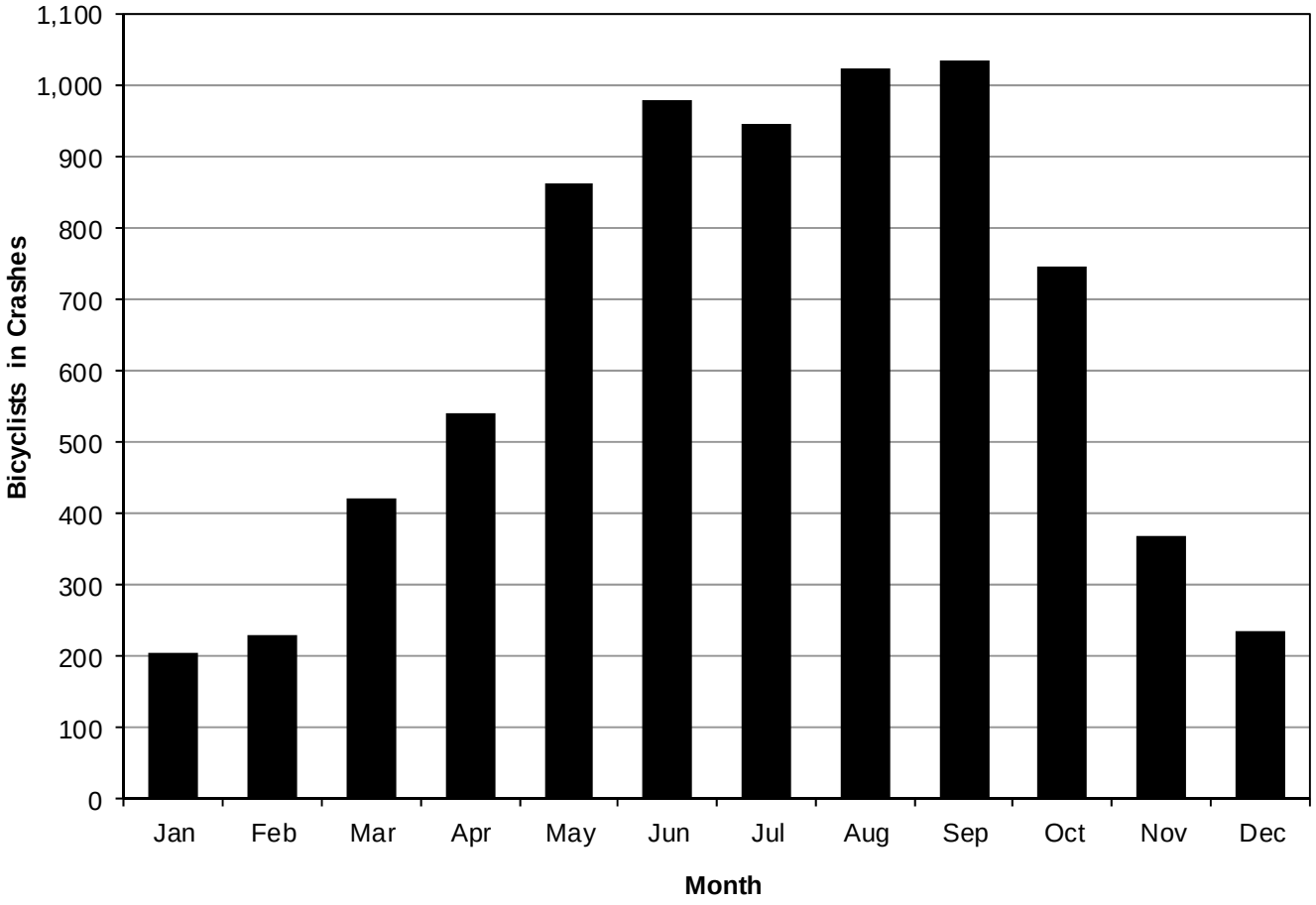


- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 4.1% of injury crashes, and 2.6% of fatal crashes.
- During the last 10 years, 7,474 crashes involved a bicyclist. There are approximately 675 injury crashes and six fatal crashes involving bicyclists a year.

Trends

Bicyclists in Crashes by Month (Utah 2006-2015)

Bicyclists												
	Year										Total	
Month	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%**
Total	**681**	**643**	**802**	**739**	**773**	**837**	**903**	**777**	**763**	**686**	**7,604**	**100.0%**

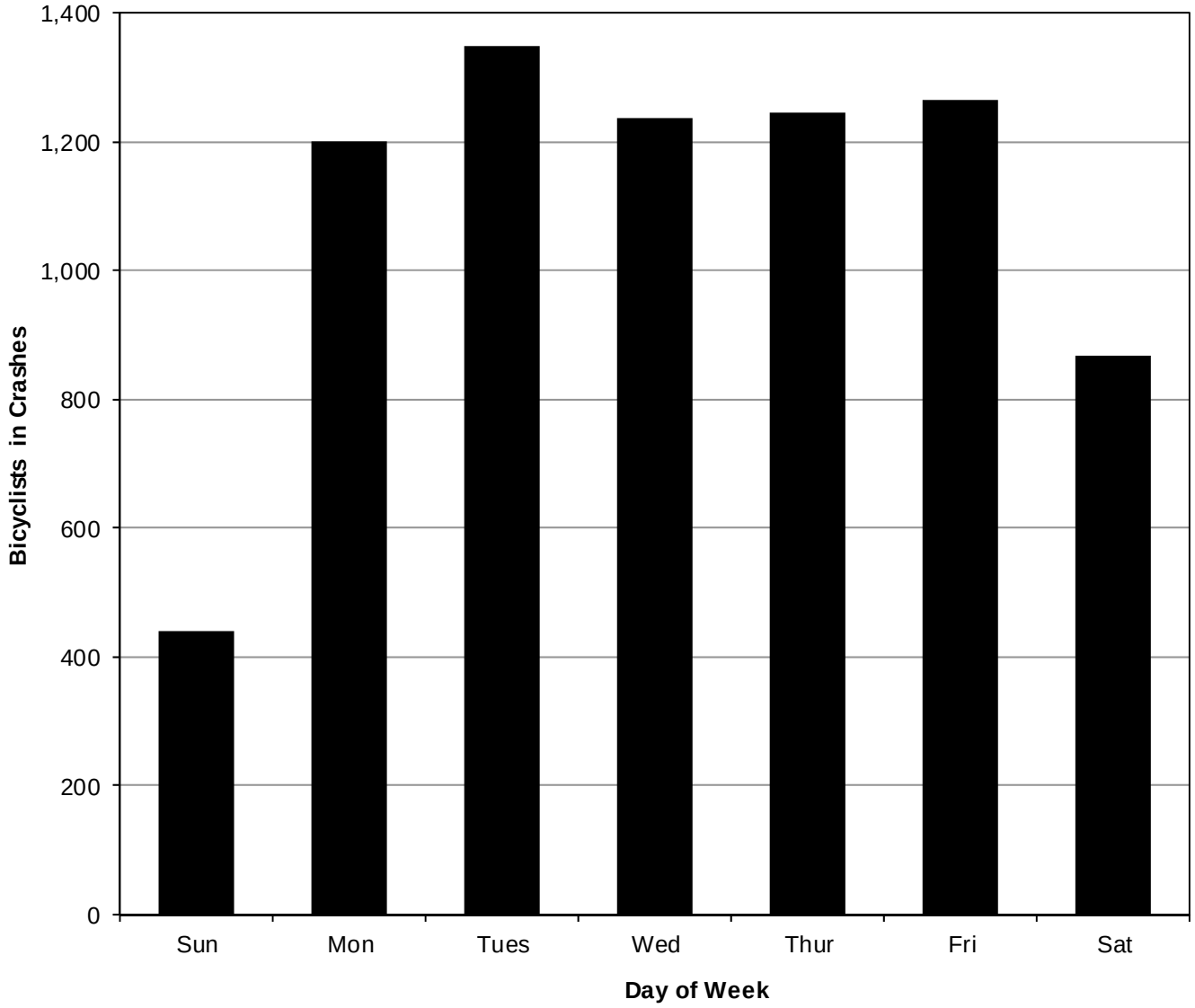


- Bicycle-motor vehicle crashes were highest during the months of May through September over the past 10 years.
- Bicycle-motor vehicle crashes were lowest during the months of December through February over the past 10 years.

Trends

Bicyclists in Crashes by Day of Week (Utah 2006-2015)

Bicyclists												
Day of Week	Year										Total	
	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%**
Total	**681**	**643**	**802**	**739**	**773**	**837**	**903**	**777**	**763**	**686**	**7,604**	**100.0%**

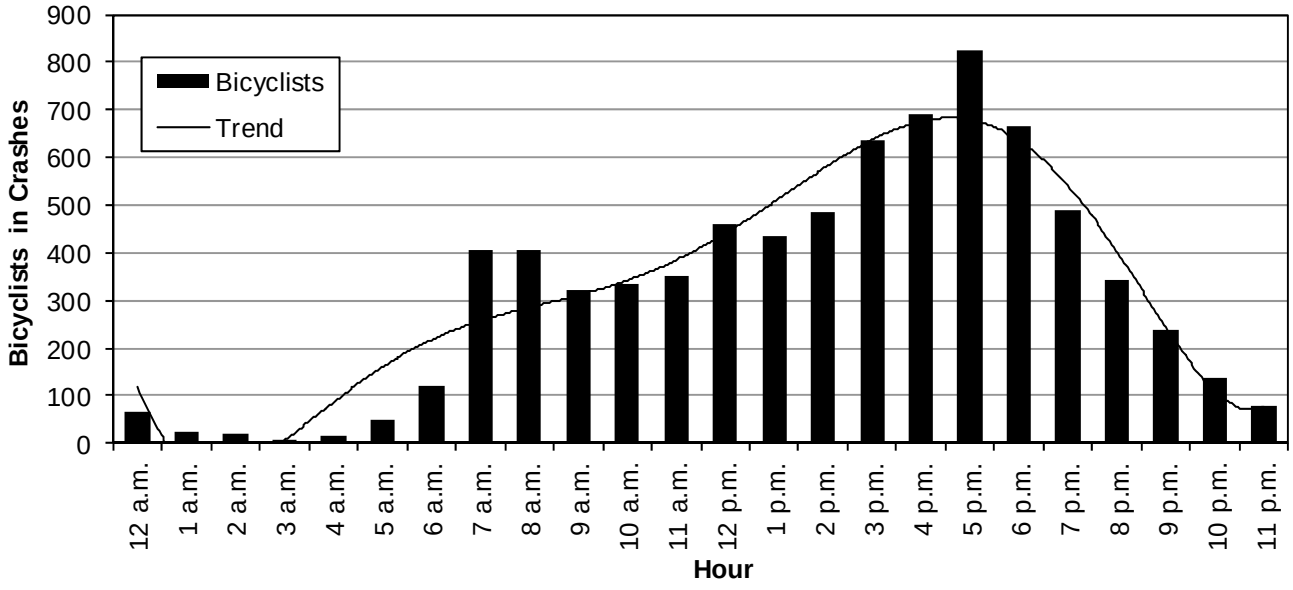


- Bicycle-motor vehicle crashes were highest Monday through Friday over the past 10 years.
- Bicycle-motor vehicle crashes were lowest on Sunday over the past 10 years.

Trends

Bicyclists in Crashes by Hour (Utah 2006-2015)

Bicyclists												
	Year										Total	
Hour	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%**
Total	**681**	**643**	**802**	**739**	**773**	**837**	**903**	**777**	**763**	**686**	**7,604**	**100.0%**



- 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)

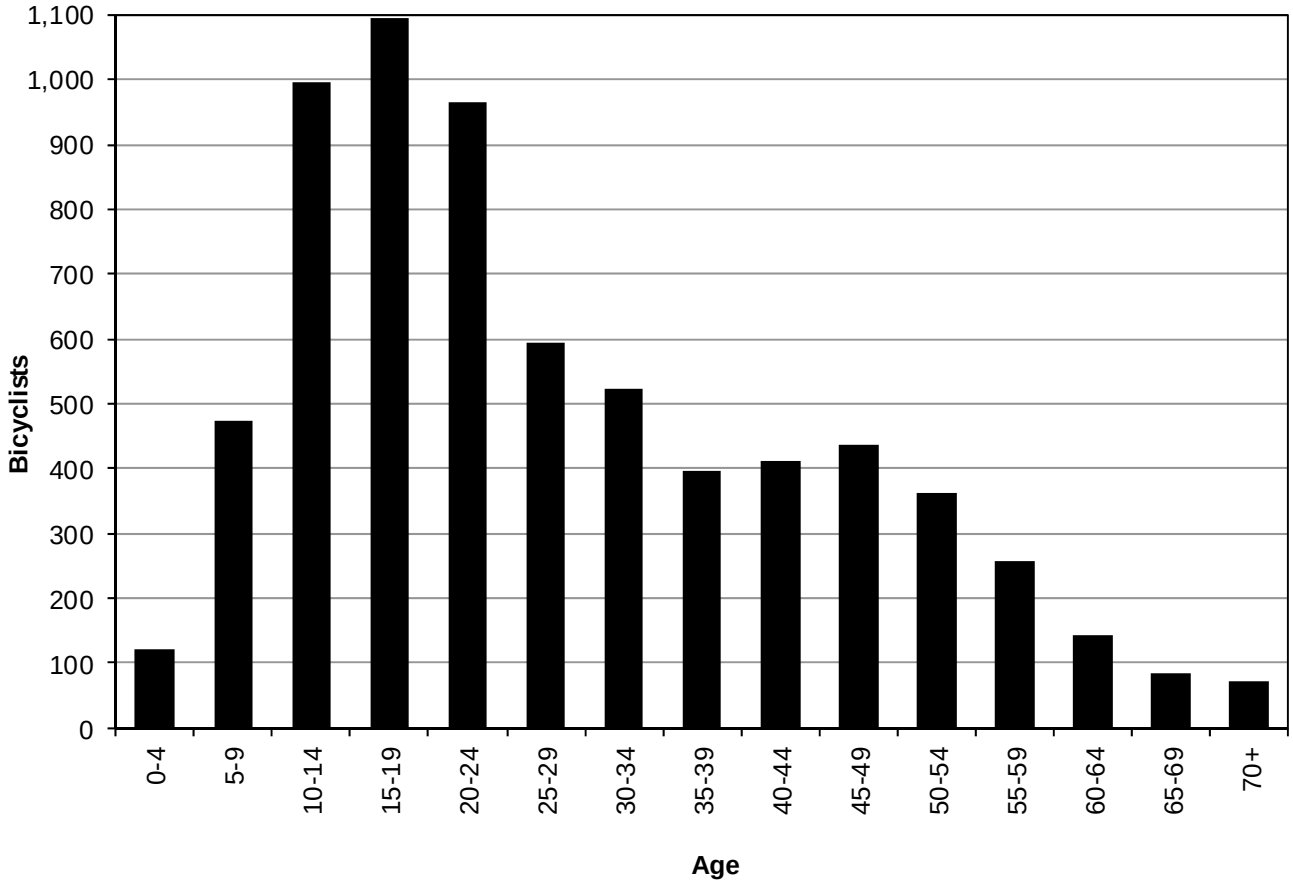
Bicyclists													
	Year										Total		Rate per Year per
County	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%	10,000 Population
Salt Lake	360	341	416	392	399	435	484	417	392	356	**3,992**	**52.5%**	**3.61**
Grand	5	2	3	0	0	3	4	1	3	6	**27**	**0.4%**	**2.84**
Cache	25	28	40	28	39	39	30	32	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**
Total	**681**	**643**	**802**	**739**	**773**	**837**	**903**	**777**	**763**	**686**	**7,604**	**100.0%**	**2.54**

- 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												
	Year										Total	
Age	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%**

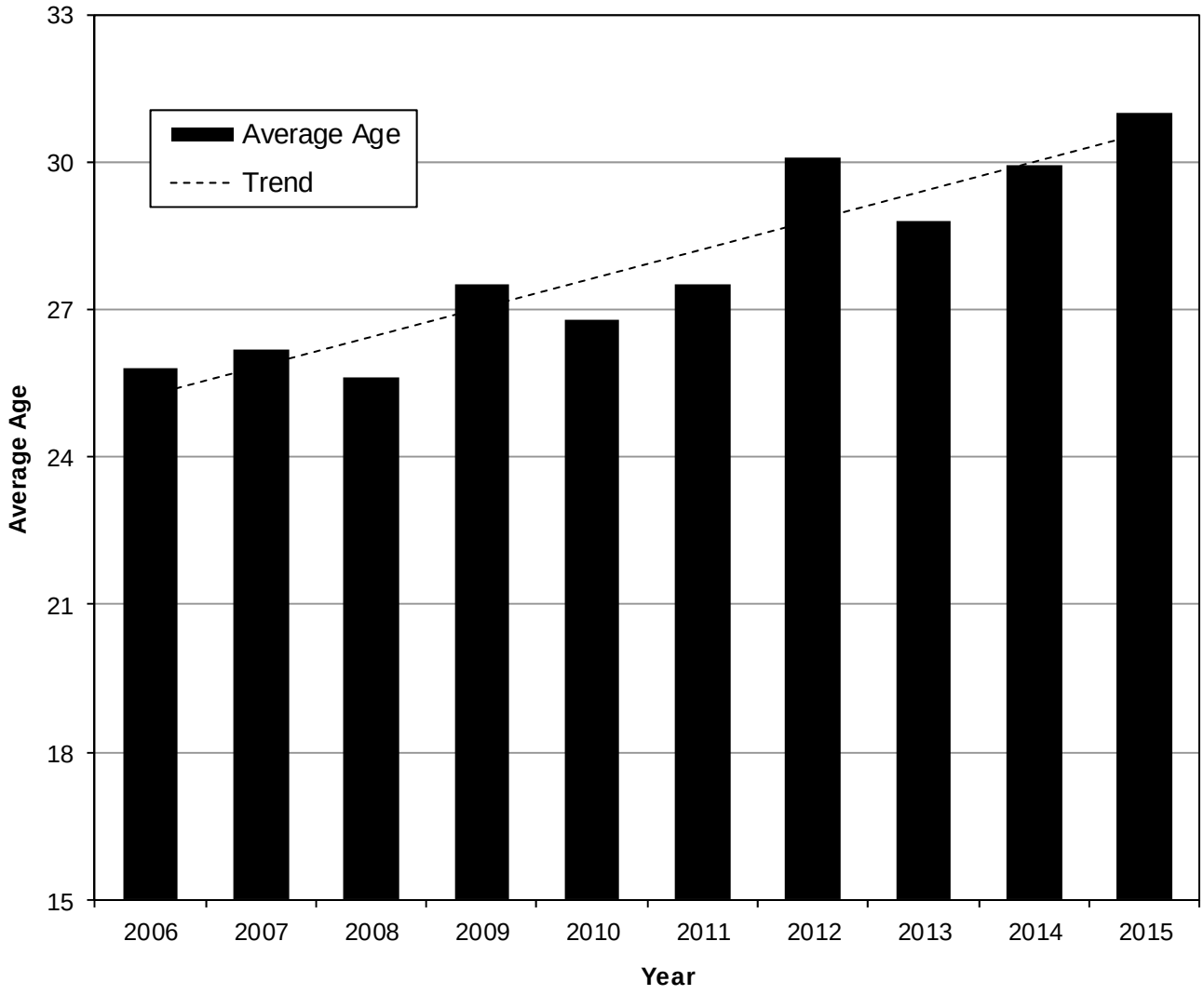


- Bicycle-motor vehicle crashes were highest among ages 10-24 years.
- Bicycle-motor vehicle crashes were lowest among ages 60+ years.

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
Average	**27.93**

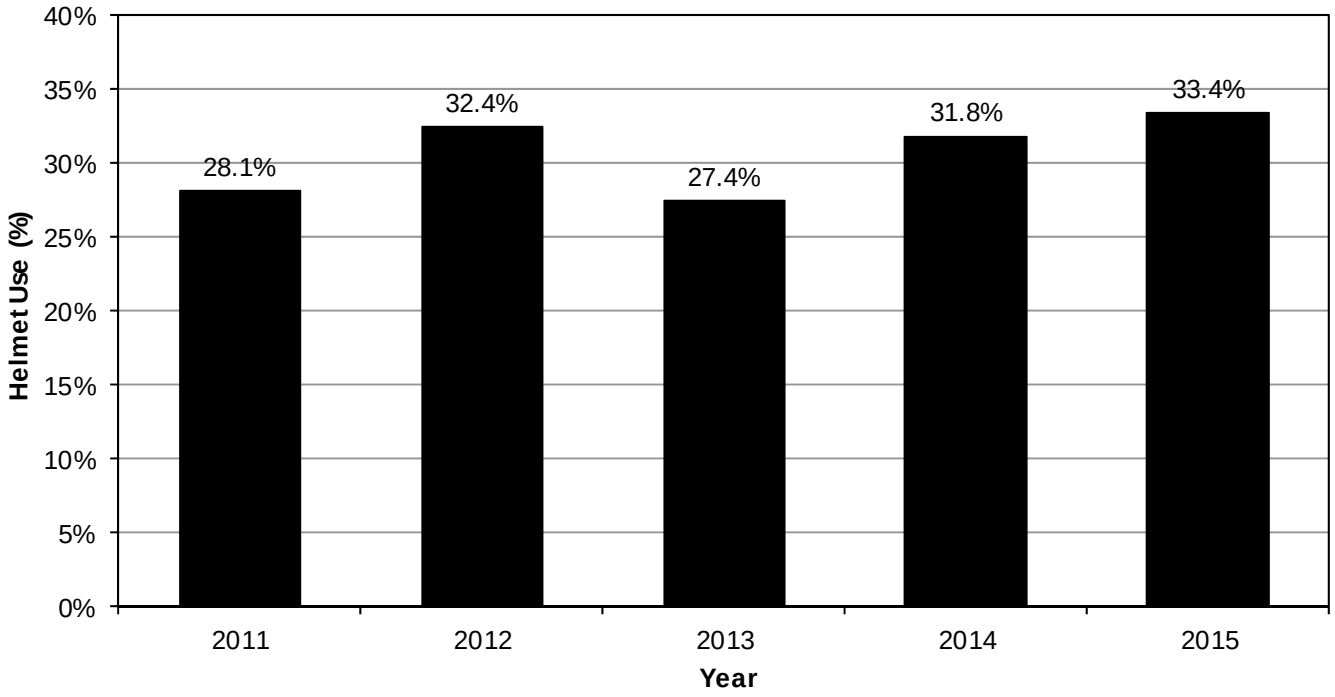


- The average age of bicyclists in crashes has shown an increasing trend over the last 10 years.

Helmets

Helmet Use of Bicyclists in Crashes (Utah 2011-2015)

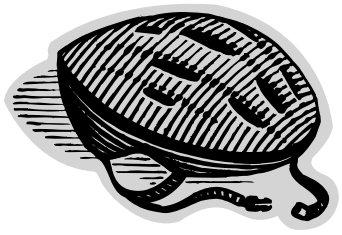
Bicyclists												
	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet		No Hlmt	Helmet		No Hlmt	Helmet		No Helmet	Helmet	
Year	#	#	%	#	#	%	#	#	%	#	#	%
2011	34	5	12.8%	180	78	30.2%	3	2	40.0%	**217**	**85**	**28.1%**
2012	18	5	21.7%	190	96	33.6%	3	0	0.0%	**211**	**101**	**32.4%**
2013	24	10	29.4%	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%**
Total	**130**	**41**	**24.0%**	**1,445**	**661**	**31.4%**	**15**	**12**	**44.4%**	**1,590**	**714**	**31.0%**



- 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)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Helmet Use	#	%	#	%	#	%	#	%
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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**100.0%**



- 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								
	Non-Injured		Injured		Killed		Total	
County	#	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								
	Non-Injured		Injured		Killed		Total	
Location	#	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								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**100.0%**

- 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)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	#	%	#	%	#	%	#	%
<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%**
Total	**44**	**100.0%**	**648**	**100.0%**	**5**	**100.0%**	**697**	**100.0%**

- 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)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**100.0%**

- Most bicyclists (75.1%) in crashes were male.

Driver Gender (Utah 2015)

Drivers (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
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%**
Total	**44**	**100.0%**	**648**	**100.0%**	**5**	**100.0%**	**697**	**100.0%**

- 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**
Total	**46**	**0.1**	**635**	**1.7**	**5**	**0.01**	**686**	**1.9**

- 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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**100.0%**

- The highest percentage of total bicycle-motor vehicle crashes occurred on Monday (16.8%).

Bicycle-Motor Vehicle Crashes by Hour (Utah 2015)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**100.0%**

- 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								
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**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 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								
	Non-Injured		Injured		Killed		Total	
Bicyclist Location	#	%	#	%	#	%	#	%
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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**100.0%**

- 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								
	Non-Injured		Injured		Killed		Total	
Bicyclist Action	#	%	#	%	#	%	#	%
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%**
Total	**46**	**100.0%**	**635**	**100.0%**	**5**	**100.0%**	**686**	**100.0%**

- 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)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
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%**
Total	**45**	**100.0%**	**651**	**100.0%**	**5**	**100.0%**	**701**	**100.0%**

- 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	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Limit	#	%	#	%	#	%	#	%
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%	3	60.0%	**95**	**13.6%**
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%	1	20.0%	**207**	**29.5%**
Total	**45**	**100.0%**	**651**	**100.0%**	**5**	**100.0%**	**701**	**100.0%**

- 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	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed	#	%	#	%	#	%	#	%
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%**
Total	**45**	**100.0%**	**651**	**100.0%**	**5**	**100.0%**	**701**	**100.0%**

- 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	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factor(s)	#	%	#	%	#	%	#	%
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%**
Total	**45**	**100.0%**	**651**	**100.0%**	**5**	**100.0%**	**701**	**100.0%**

- 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)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
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%**
Total	**35**	**100.0%**	**579**	**100.0%**	**2**	**100.0%**	**616**	**100.0%**

- 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

2015

Appendix

Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2015)

Historical Information														
			Injured Persons		Deaths		Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Year	Population	Vehicle Miles Traveled (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	#	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)														
			Injured Persons		Deaths		Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Year	Population	Vehicle Miles Traveled (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	#	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**
Total	**109,724,432**	**882,319,951,375**	**1,258,879**	**142.7**	**19,416**	**2.20**	**1,879,900**	**213.1**	**834,614**	**94.6**	**16,684**	**1.89**	**2,731,198**	**309.5**

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

Number of Licensed Drivers by Gender (Utah 2011-2015)

Licensed Drivers									
	Year						% All		% Change
Gender	2011	2012	2013	2014	2015	Total	Years	2015 %	2011-2015
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%**
Total	**1,971,213**	**2,011,755**	**1,899,339**	**1,902,214**	**1,970,142**	**9,754,663**	**100.0%**	**100.0%**	**-0.1%**

SOURCE: Utah Department of Public Safety, Driver License Division

Number of Licensed Drivers by Age (Utah 2011-2015)

Licensed Drivers									
	Year						% All		% Change
Age	2011	2012	2013	2014	2015	Total	Years	2015 %	2011-2015
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%**
Total	**1,971,213**	**2,011,755**	**1,899,339**	**1,902,214**	**1,970,142**	**9,754,663**	**100.0%**	**100.0%**	**-0.1%**

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**
Total	**657,887**	**6,053,837**	**686,139**	**13,498,538**	**20,896,401**
% All Years	**3.1%**	**29.0%**	**3.3%**	**64.6%**	**100.0%**
2015 %	**3.1%**	**31.4%**	**3.3%**	**62.2%**	**100.0%**
% Change 06-15	**14.3%**	**24.6%**	**50.4%**	**12.2%**	**16.9%**

SOURCE: Utah State Tax Commission, Economic and Statistical Unit

Population by County and Rural/Urban (Utah 2011-2015)

Population by County

County	Year 2011	2012	2013	2014	2015	Total	% All Years	2015 %	% Change 2011-2015
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%**
Total	**2,816,440**	**2,856,343**	**2,903,685**	**2,944,498**	**2,995,919**	**14,516,885**	**100.0%**	**100.0%**	**6.4%**

Population by Rural/Urban

Location	Year 2011	2012	2013	2014	2015	Total	% All Years	2015 %	% Change 2011-2015
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%**
Total	**2,816,440**	**2,856,343**	**2,903,685**	**2,944,498**	**2,995,919**	**14,516,885**	**100.0%**	**100.0%**	**6.4%**

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 2011	2012	2013	2014	2015	Total	% All Years	2015 %	% Change 2011-2015
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%**
Piute	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%**
Total	**26,255,855,359**	**26,637,413,207**	**27,014,745,900**	**27,574,227,734**	**29,393,158,598**	**136,875,400,798**	**100.0%**	**100.0%**	**11.9%**

Vehicle Miles Traveled (VMT) by Rural/Urban

Location	Year 2011	2012	2013	2014	2015	Total	% All Years	2015 %	% Change 2011-2015
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%**
Total	**26,255,855,359**	**26,637,413,207**	**27,014,745,900**	**27,574,227,734**	**29,393,158,598**	**136,875,400,798**	**100.0%**	**100.0%**	**11.9%**

SOURCE: Utah Department of Transportation, Utah Highway Performance Monitoring System, 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.

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