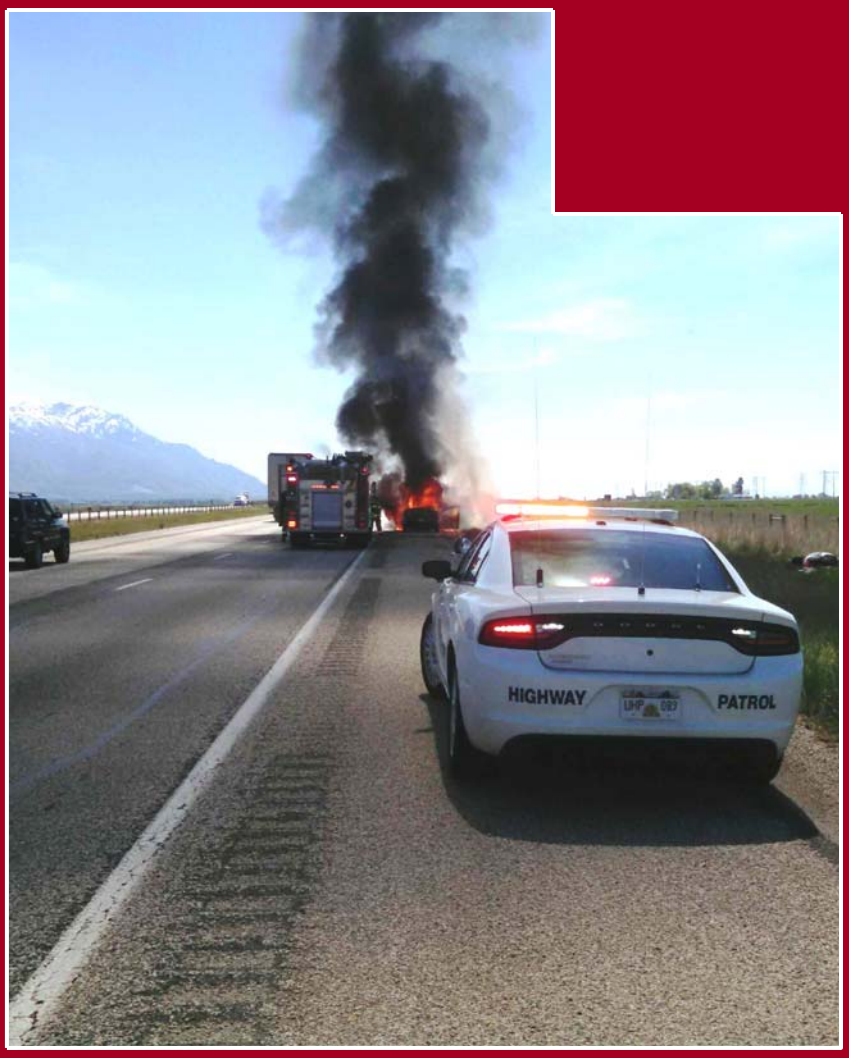
# Utah Crash Summary 2016




State of Utah

Department of Public Safety

# Utah Crash Summary 2016

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# Introduction

**Purpose:** The annual Utah Crash Summary, as specified by Utah Code 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:** 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 an injury, death, or at least $1,500 total 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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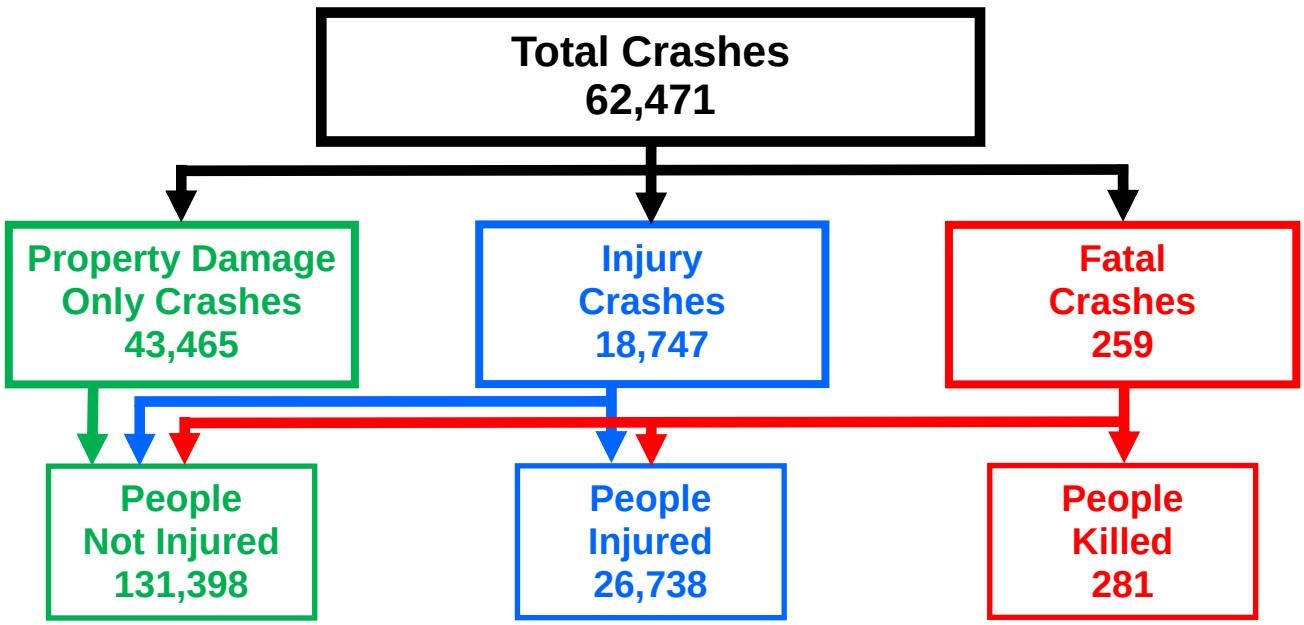
**Available At:** The Utah Crash Summary and fact sheets are available at the Utah Highway Safety Office website at highwaysafety.utah.gov.

## 2016 Utah Crash Flow Chart



# 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 2016 as 1976 there would have been 648 additional deaths in 2016. 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 2016, there were 62,471 reported traffic crashes on public roadways in Utah. These crashes involved 158,417 people, with 26,738 injured and 281 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;
- Restraint use continues to show an upward trend in crashes;
- Deaths involving a drunk driver decreased for the second straight year;
- The motorcyclist crash rate per registered motorcycle has shown a decreasing trend;
- The number of bicyclists in crashes in 2016 decreased for the fourth 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 crashes in Utah in 2016 were the highest ever;
- Traffic deaths were the highest total in Utah since 2007;
- The number of injured persons in crashes increased for the sixth straight year;
- There were 2,459 more traffic crashes in 2016 compared to 2015;
- Speed remains the leading contributing factor in deaths;
- The percent of crashes involving a teen driver increased for the third straight year after years of decreasing;
- Pedestrian crash rates per population have shown an increasing trend;
- Drowsy driving crashes were the highest since 2007, the second straight year this has happened;
- Deaths involving a distracted-driver has shown an increasing trend the last few years;
- The percent of crashes involving an older driver has shown an increasing trend;
- The number of crashes involving a drug-related driver in 2016 was the highest on record, the third straight year this has happened.

The *Utah Crash Summary 2016* 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.

# 2016 Utah Crash Synopsis

| All Crashes | | | | | | |
|---|---|---|---|---|---|---|
| Category | 2016 | % of 2016 Total* | 2015 | 2016 % Change from 2015 | 3 Year Avg (2013-2015) | 2016 % Change from 3 Year Avg |
| Total Persons in Crashes | 158,417 | | 151,237 | 4.7% | 140,128 | 13.1% |
| Drivers | 113,622 | 71.7% | 108,312 | 4.9% | 99,898 | 13.7% |
| Followed Too Closely Crash | 45,615 | 28.8% | 42,043 | 8.5% | 37,278 | 22.4% |
| Passengers | 43,134 | 27.2% | 41,199 | 4.7% | 38,505 | 12.0% |
| Teenage Driver Crash | 37,531 | 23.7% | 35,224 | 6.5% | 32,036 | 17.2% |
| Failed to Yield Crash | 34,569 | 21.8% | 31,475 | 9.8% | 29,190 | 18.4% |
| Speed Crash | 28,283 | 17.9% | 25,845 | 9.4% | 24,277 | 16.5% |
| Injured Persons | 26,738 | 16.9% | 25,350 | 5.5% | 23,818 | 12.3% |
| Inclement Weather Crash | 26,631 | 16.8% | 24,368 | 9.3% | 24,876 | 7.1% |
| Older (Age 65+) Driver Crash | 22,398 | 14.1% | 21,362 | 4.8% | 19,786 | 13.2% |
| Distracted Driving Crash | 16,066 | 10.1% | 16,451 | -2.3% | 15,209 | 5.6% |
| Disregard Traffic Signal/Sign | 10,408 | 6.6% | 10,190 | 2.1% | 9,233 | 12.7% |
| Heavy Truck Crash | 8,417 | 5.3% | 9,857 | -14.6% | 8,137 | 3.4% |
| Animal-Related Crash | 4,980 | 3.1% | 5,074 | -1.9% | 4,640 | 7.3% |
| Alcohol-Related Driver Crash | 4,236 | 2.7% | 4,303 | -1.6% | 4,112 | 3.0% |
| Unrestrained Occupants | 2,456 | 1.6% | 2,728 | -10.0% | 2,753 | -10.8% |
| Drowsy Driving Crash | 2,370 | 1.5% | 2,194 | 8.0% | 1,997 | 18.7% |
| Drug-Related Driver Crash | 2,340 | 1.5% | 2,088 | 12.1% | 1,851 | 26.4% |
| Motorcyclists | 1,270 | 0.8% | 1,217 | 4.4% | 1,232 | 3.1% |
| Pedestrians | 1,006 | 0.6% | 1,040 | -3.3% | 982 | 2.4% |
| Bicyclists | 655 | 0.4% | 686 | -4.5% | 742 | -11.7% |
| Deaths | 281 | 0.2% | 278 | 1.1% | 251 | 11.8% |
| Total Crashes | 62,471 | | 60,012 | 4.1% | 56,562 | 10.4% |
| Urban | 52,611 | 84.2% | 50,253 | 4.7% | 47,285 | 11.3% |
| Property Damage Only | 43,465 | 69.6% | 42,089 | 3.3% | 39,593 | 9.8% |
| Injury | 18,747 | 30.0% | 17,665 | 6.1% | 16,742 | 12.0% |
| Followed Too Closely | 14,614 | 23.4% | 13,382 | 9.2% | 11,925 | 22.6% |
| Teenage Driver | 13,159 | 21.1% | 12,395 | 6.2% | 11,322 | 16.2% |
| Failed to Yield | 12,011 | 19.2% | 10,914 | 10.1% | 10,109 | 18.8% |
| Speed | 11,508 | 18.4% | 10,507 | 9.5% | 9,922 | 16.0% |
| Inclement Weather | 11,318 | 18.1% | 10,436 | 8.5% | 10,833 | 4.5% |
| Rural | 9,860 | 15.8% | 9,759 | 1.0% | 9,277 | 6.3% |
| Older (Age 65+) Driver | 8,180 | 13.1% | 7,813 | 4.7% | 7,307 | 11.9% |
| Distracted Driving | 5,748 | 9.2% | 5,850 | -1.7% | 5,520 | 4.1% |
| Heavy Truck | 3,498 | 5.6% | 3,803 | -8.0% | 3,349 | 4.4% |
| Disregard Traffic Signal/Sign | 3,450 | 5.5% | 3,308 | 4.3% | 3,019 | 14.3% |
| Animal-Related | 3,343 | 5.4% | 3,381 | -1.1% | 3,074 | 8.8% |
| Alcohol-Related Driver | 1,970 | 3.2% | 2,021 | -2.5% | 1,962 | 0.4% |
| Drowsy Driving | 1,271 | 2.0% | 1,178 | 7.9% | 1,078 | 17.9% |
| Motorcycle | 1,168 | 1.9% | 1,116 | 4.7% | 1,121 | 4.2% |
| Drug-Related Driver Crash | 1,111 | 1.8% | 986 | 12.7% | 879 | 26.4% |
| Pedestrian-Motor Vehicle | 922 | 1.5% | 965 | -4.5% | 909 | 1.4% |
| Bicycle-Motor Vehicle | 649 | 1.0% | 670 | -3.1% | 729 | -11.0% |
| Fatal | 259 | 0.4% | 258 | 0.4% | 227 | 13.9% |

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

# 2016 Utah Fatal Crash Synopsis

| Fatal Crashes | | | | | | |
|---|---|---|---|---|---|---|
| **Category** | **2016** | **% of 2016 Total*** | **2015** | **2016 % Change from 2015** | **3 Year Avg (2013-2015)** | **2016 % Change from 3 Year** |
| Deaths | 281 | | 278 | 1.1% | 251 | 11.8% |
| Drivers | 167 | 59.4% | 171 | -2.3% | 154 | 8.2% |
| Speed Crash | 105 | 37.4% | 104 | 1.0% | 100 | 4.7% |
| Drug Positive Driver Crash | 82 | 29.2% | 85 | -3.5% | 62 | 32.3% |
| Unrestrained Occupants | 80 | 28.5% | 87 | -8.0% | 73 | 9.1% |
| Passengers | 70 | 24.9% | 53 | 32.1% | 52 | 35.5% |
| Older (Age 65+) Driver Crash | 50 | 17.8% | 59 | -15.3% | 54 | -6.8% |
| Failed to Yield Crash | 45 | 16.0% | 30 | 50.0% | 28 | 62.7% |
| Teenage Driver Crash | 45 | 16.0% | 30 | 50.0% | 30 | 51.7% |
| Motorcyclists | 41 | 14.6% | 36 | 13.9% | 37 | 9.8% |
| Pedestrians | 39 | 13.9% | 49 | -20.4% | 39 | 0.9% |
| Drunk Driver Crash | 36 | 12.8% | 37 | -2.7% | 35 | 2.9% |
| Distracted Driving Crash | 27 | 9.6% | 28 | -3.6% | 22 | 20.9% |
| Inclement Weather Crash | 27 | 9.6% | 34 | -20.6% | 27 | 1.3% |
| Heavy Truck Crash | 25 | 8.9% | 42 | -40.5% | 28 | -10.7% |
| Drowsy Driving Crash | 20 | 7.1% | 15 | 33.3% | 12 | 71.4% |
| Red Light/Stop Sign Running | 18 | 6.4% | 18 | 0.0% | 17 | 3.8% |
| Followed Too Closely Crash | 9 | 3.2% | 10 | -10.0% | 9 | -3.6% |
| Bicyclists | 5 | 1.8% | 5 | 0.0% | 7 | -25.0% |
| Animal-Related Crash | 1 | 0.4% | 1 | 0.0% | 2 | -50.0% |
| Fatal Crashes | 259 | | 258 | 0.4% | 227 | 13.9% |
| Urban | 162 | 62.5% | 160 | 1.3% | 138 | 17.1% |
| Speed | 98 | 37.8% | 95 | 3.2% | 90 | 8.9% |
| Rural | 97 | 37.5% | 98 | -1.0% | 89 | 9.0% |
| Drug Positive Driver | 77 | 29.7% | 75 | 2.7% | 54 | 42.6% |
| Older (Age 65+) Driver | 48 | 18.5% | 57 | -15.8% | 49 | -2.0% |
| Failed to Yield | 43 | 16.6% | 27 | 59.3% | 26 | 67.5% |
| Teenage Driver | 42 | 16.2% | 27 | 55.6% | 27 | 57.5% |
| Motorcycle | 40 | 15.4% | 36 | 11.1% | 37 | 8.1% |
| Pedestrian-Motor Vehicle | 38 | 14.7% | 49 | -22.4% | 38 | -0.9% |
| Drunk Driver | 32 | 12.4% | 31 | 3.2% | 30 | 5.5% |
| Inclement Weather | 26 | 10.0% | 33 | -21.2% | 24 | 6.8% |
| Distracted Driving | 25 | 9.7% | 27 | -7.4% | 20 | 23.0% |
| Heavy Truck | 23 | 8.9% | 35 | -34.3% | 25 | -6.8% |
| Red Light/Stop Sign Running | 16 | 6.2% | 18 | -11.1% | 17 | -4.0% |
| Drowsy Driving | 14 | 5.4% | 14 | 0.0% | 10 | 35.5% |
| Followed Too Closely | 9 | 3.5% | 8 | 12.5% | 9 | 3.8% |
| Bicycle-Motor Vehicle | 5 | 1.9% | 5 | 0.0% | 6 | -21.1% |
| Animal-Related | 1 | 0.4% | 1 | 0.0% | 2 | -40.0% |

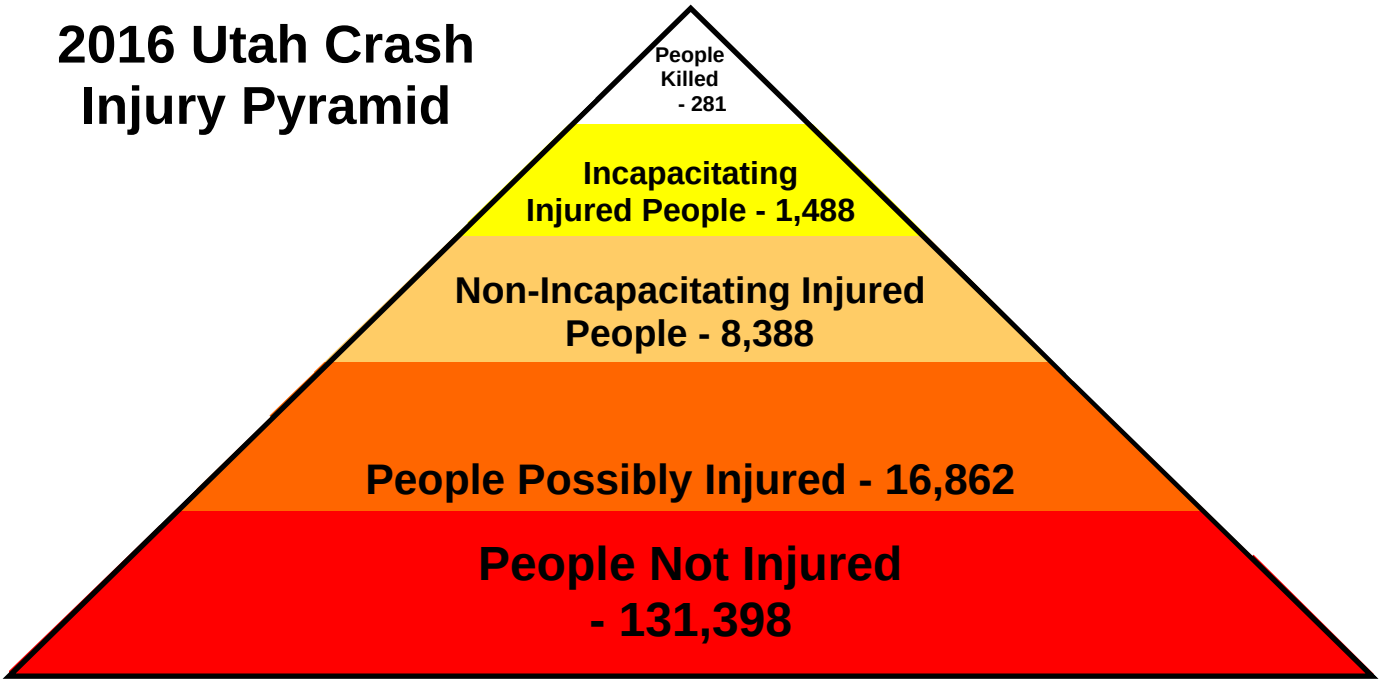
* NOTE: Groups overlap and do not total 100%.

# 2016 Utah Odds Ratios of Fatality

| Odds Ratio of Fatality for Selected Crash Factors | |
|---|---|
| **Factor** | **Odds Ratio** |
| Restraint Use - Unrestrained vs Restrained | 24.5 |
| Pedestrian Crash | 11.9 |
| Motorcycle Crash | 9.9 |
| Travel Speed - 80+ MPH | 9.1 |
| Vehicle Maneuver - Overtaking/Passing | 5.8 |
| First Harmful Event - Overturn/Rollover | 5.6 |
| Speed Limit - 80 MPH | 5.2 |
| Travel Speed - Over Posted Speed Limit | 5.2 |
| Alcohol-Related Crash | 4.4 |
| Location - Rural County | 3.2 |
| Age - 65+ Years | 2.8 |
| Drowsy Driver Crash | 2.8 |
| Manner of Collision - Head On | 2.8 |
| Speed Crash | 2.7 |
| Vehicle Type - Heavy Truck | 2.1 |
| Driver Gender - Male | 2.0 |
| Gender - Male | 1.9 |
| Day of Week - Weekend | 1.6 |
| Light Condition - Dark | 1.6 |
| Older Driver Crash | 1.5 |
| Road Surface Condition - Dry | 1.4 |
| Driver License State - Outside Utah | 1.3 |
| Vehicle Type - Pickup Truck | 1.3 |
| Distracted Driver Crash | 1.1 |

- An odds ratio (OR) is a measure of association between an exposure and an outcome. ORs are used to compare the relative odds of the occurrence of the outcome of interest (e.g. death), given exposure to the variable of interest (e.g. unrestrained, drowsy, male).
- If the OR=1, then the exposure does not affect odds of outcome. If the OR is less than 1, then exposure associated with lower odds of outcome. If the OR is greater than 1, then exposure is associated with higher odds of outcome. Note that this does not establish that the exposure is the cause of the outcome as it could be that the association is due to a third property—a confounding factor.
- This table shows some of the OR that were greater than 1 for fatalities of selected crash factors.
- Being unrestrained versus being restrained had the highest OR of dying in a crash.
- Pedestrian crash, motorcycle crash, and a vehicle traveling 80+ MPH were the next highest OR for having a death in a crash.

## 2016 Utah Crash Injury Pyramid



# 2016 Utah Crash Facts

- In an average day in Utah, there were 171 motor vehicle crashes involving 433 people with 73 people injured and 0.8 person killed.

- First motor vehicle crash occurred January 1, 2016 at 12:05 a.m. and the last crash occurred December 31, 2016 at 11:52 p.m.
- First fatal motor vehicle crash occurred January 1, 2016 at 1:00 p.m. and the last fatal crash occurred December 31, 2016 at 1:49 p.m.
- Tuesday, November 28, 2016 had the most crashes with 507 crashes and Sunday, February 28, 2016 had the fewest crashes with 58.

- 107 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration)
- It is estimated that 40 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 19 minutes.
- A teenage-driver crash occurred every 40 minutes.
- A speed-related crash occurred every 45 minutes.
- A driver age 65 years or older was in a crash every 64 minutes.
- A distracted driver crash occurred every 91 minutes.
- A heavy truck was in a crash every 2.5 hours.
- An animal-motor vehicle crash occurred every 2.5 hours.
- An alcohol-related driver crash occurred every 4 hours.
- A drowsy driver crash occurred every 6.5 hours.
- A motorcyclist was in a crash every 6.5 hours.
- A drug-related driver crash occurred every 7.5 hours.
- A pedestrian was hit by a motor vehicle every 8.5 hours.
- A bicyclist was hit by a motor vehicle every 13 hours.
- A person died in a crash every 31 hours.

- The youngest person in a motor vehicle crash was less than a week old and the oldest person was 101 years-old.
- The youngest person killed in a motor vehicle crash was 3 months-old and the oldest person killed was 91 years-old.

- The estimated statewide economic loss due to motor vehicle crashes in Utah was $1.8 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.
- 5.2% of Utah residents were in a crash.
- 5.0% of registered vehicles were in a crash.
- 1.5% 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.

# 2016 Utah Crash Facts

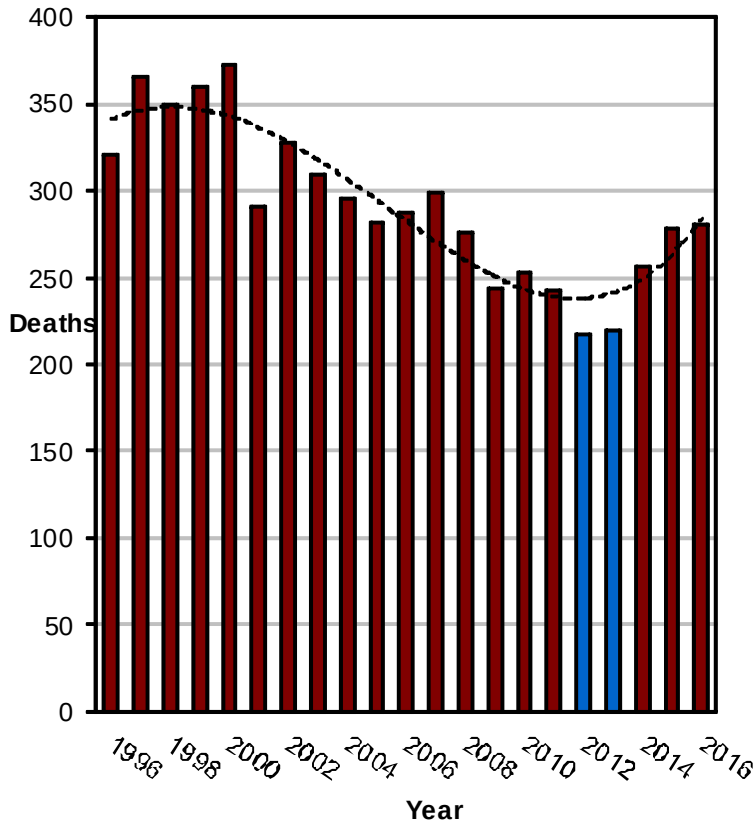
**Utah Department of Public Safety**
**Highway Safety Office**

## Overview

**Did you know in 2016:**

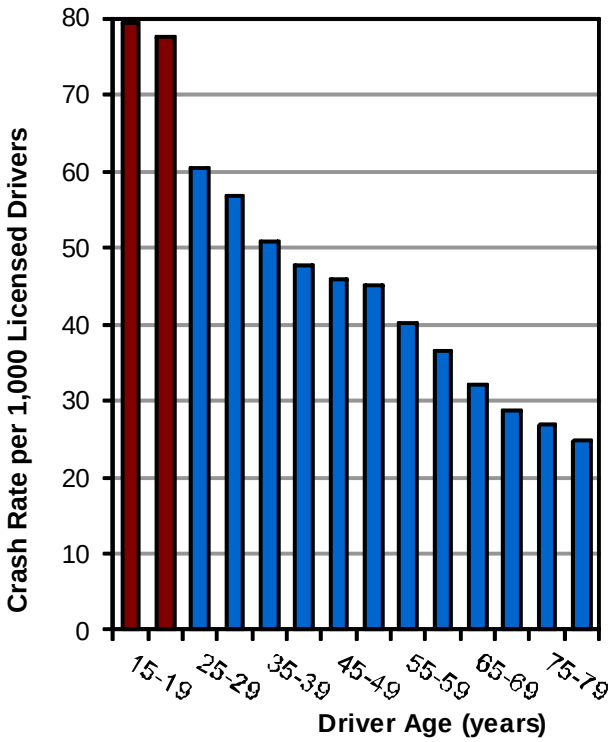
- 62,471 motor vehicle crashes occurred in Utah which resulted in 26,738 injured persons and 281 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 8 minutes, a person was injured in a crash every 19 minutes, and a person died in a crash every 31 hours.

### Deaths by Year (Utah 1996-2016)




- Traffic crash deaths increased for the 4th straight year.

### Crash Rates per Licensed Drivers by Age (Utah 2016)




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

### Crash Summary (Utah 2016)

**Leading Causes of All Crashes**

1. Followed Too Closely (24%)
2. Failed to Yield (20%)
3. Speed (15%)
4. Failed to Keep in Proper Lane (13%)
5. Distracted Driving (9%)

**Leading Causes of Death**

1. Speed (37%)
2. Unrestrained Occupants (28%)
3. Failed to Yield (16%)
4. Drunk Driving (13%)
5. Overcorrected (11%)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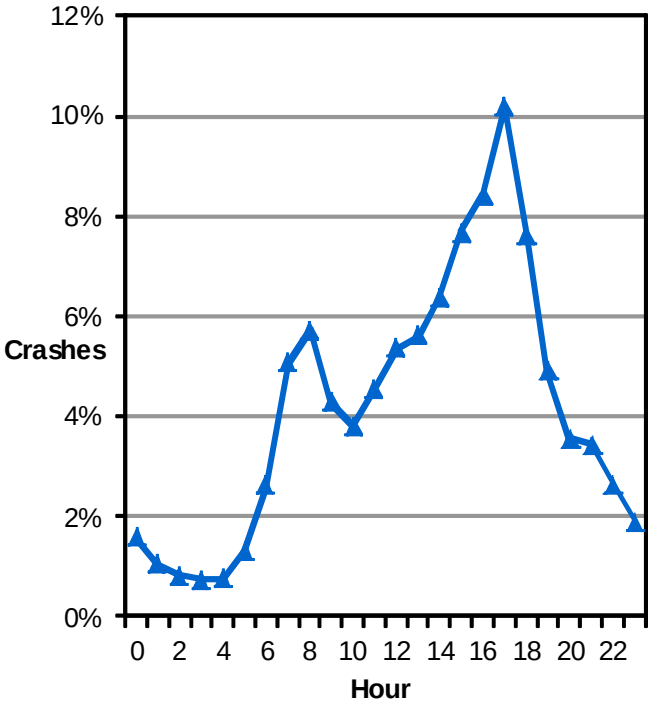
# 2016 Utah Crash Facts

# Overview

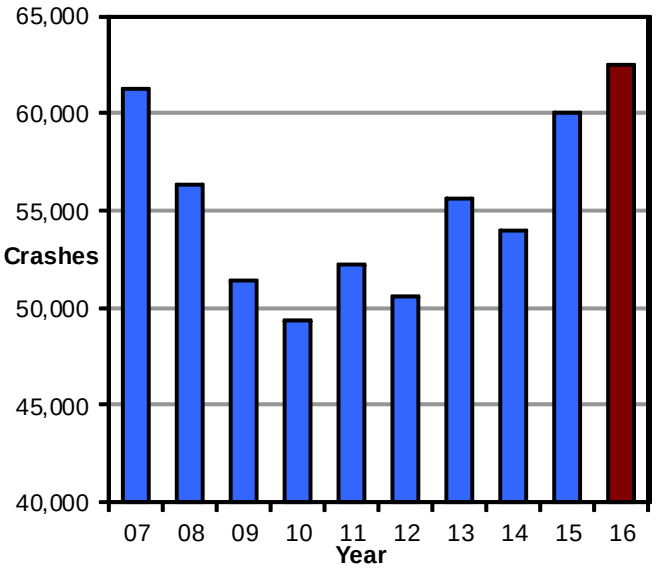
## Motor Vehicle Crashes by Hour (Utah 2016)




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

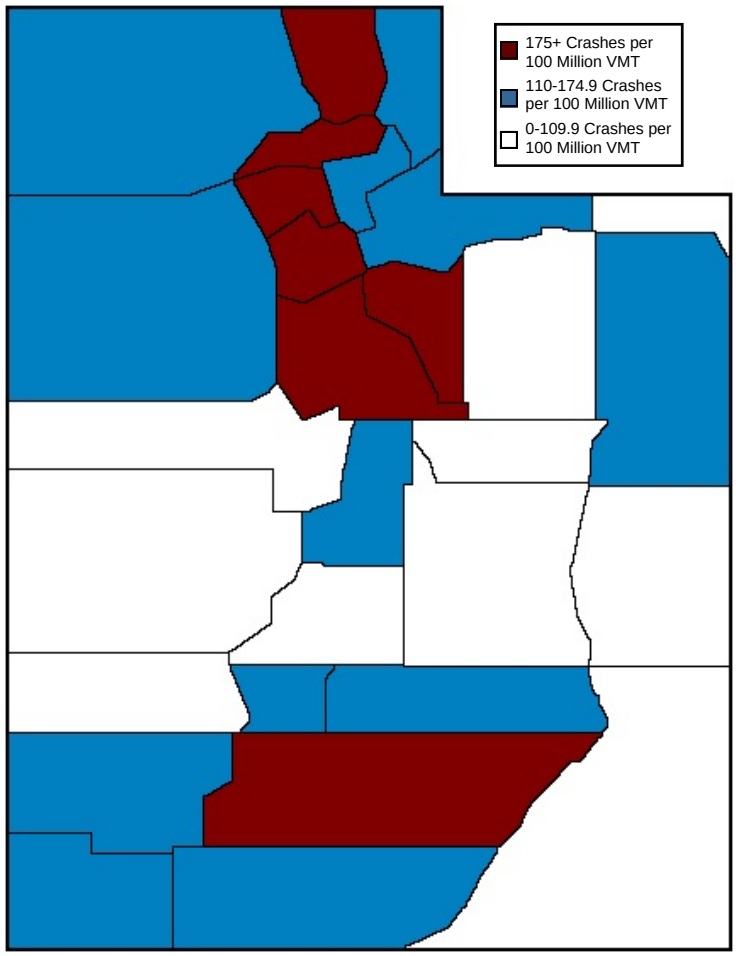
**Traffic crashes in 2016 were the highest ever in Utah. Traffic deaths were the highest in Utah since 2007.**

## Traffic Crashes by Year (Utah 2007-2016)



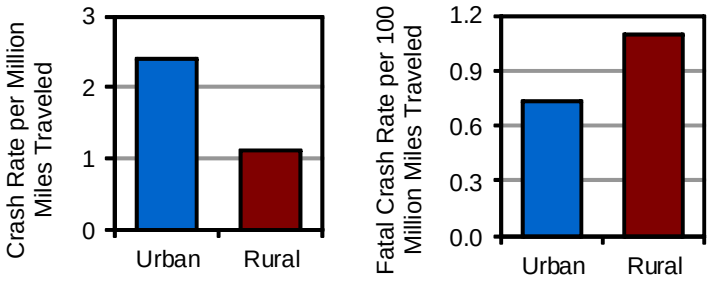

- 2016 saw an all time high for traffic crashes.

## County Crash Rates by Miles Traveled (Utah 2016)




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

## Urban/Rural Location (Utah 2016)




- 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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# 2016 Utah Crash Facts

## Utah Department of Public Safety
## Highway Safety Office

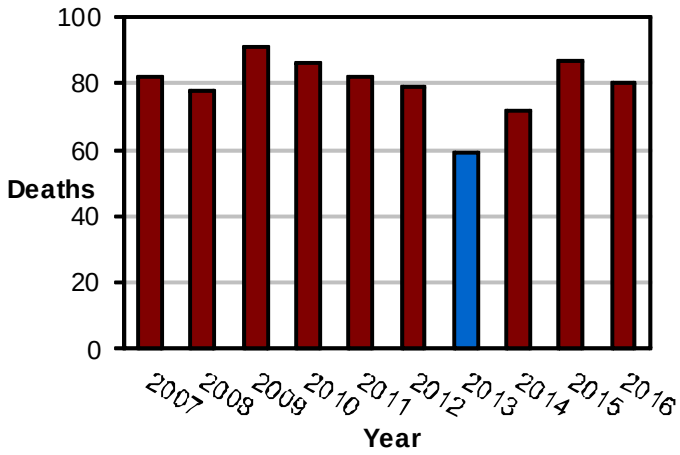
*Wearing a seat belt is one of the best ways to decrease injuries and deaths in motor vehicle crashes.*

# Occupant Protection

### Did you know in 2016:

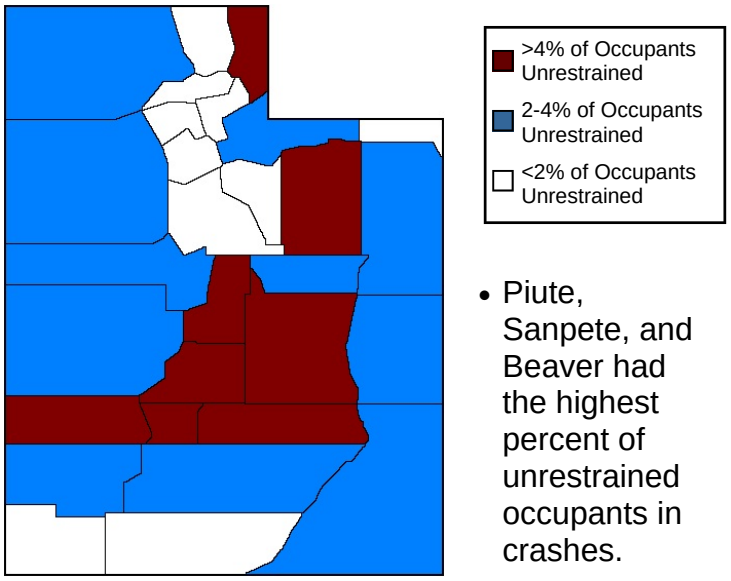
- Unrestrained crash occupants were 24 times more likely to die than restrained injured occupants.
- An estimated 107 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 40 additional lives would have been saved if everyone had been wearing seat belts.

### Unrestrained Occupant Deaths by Year (Utah 2007-2016)



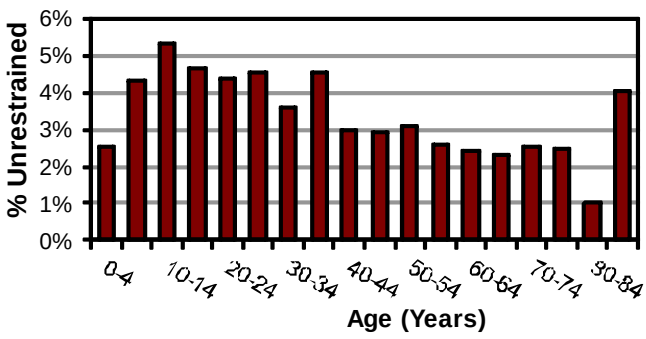

- 2013 had the lowest number of unrestrained occupant deaths over the last 10 years.

### Unrestrained Crash Occupants by County (Utah 2016)



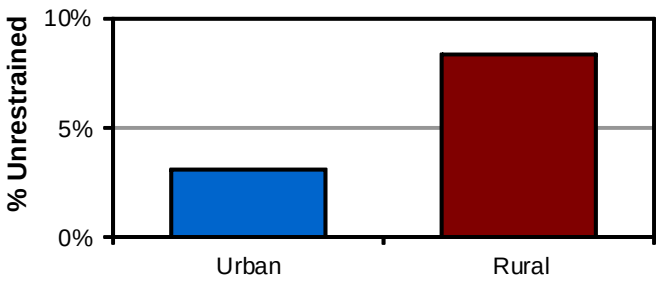

- Piute, Sanpete, and Beaver had the highest percent of unrestrained occupants in crashes.

### Unrestrained Injured Crash Occupants by Age (Utah 2016)




- The highest percentage of unrestrained injured crash occupants were 10-14 years.

### Unrestrained Injured Crash Occupants by Rural vs. Urban (Utah 2016)




- Occupants in rural crashes were 2.3 times more likely to be unrestrained than urban occupants.

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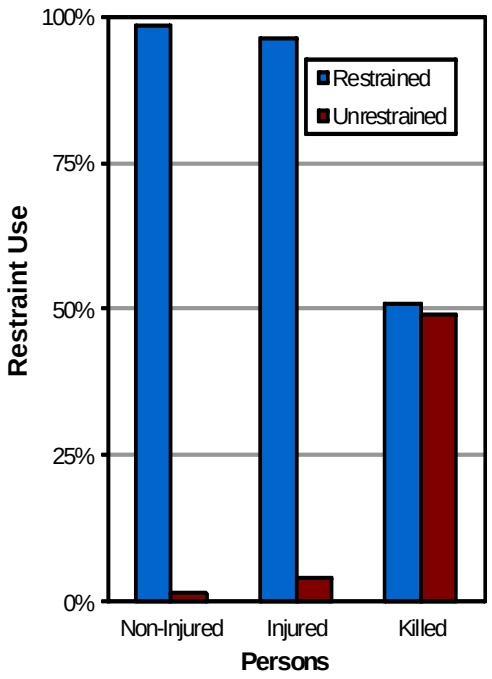
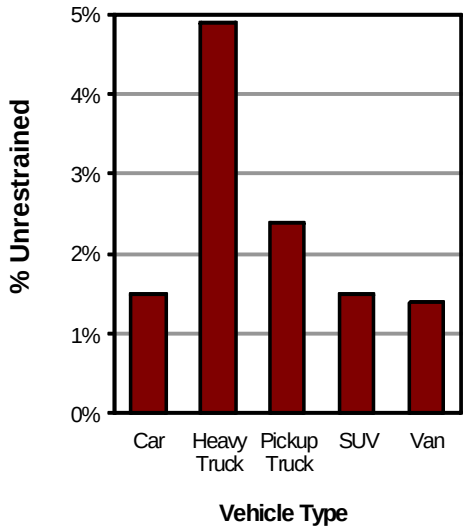
# Occupant Protection

## Restraint Use by Injury Severity (Utah 2016)



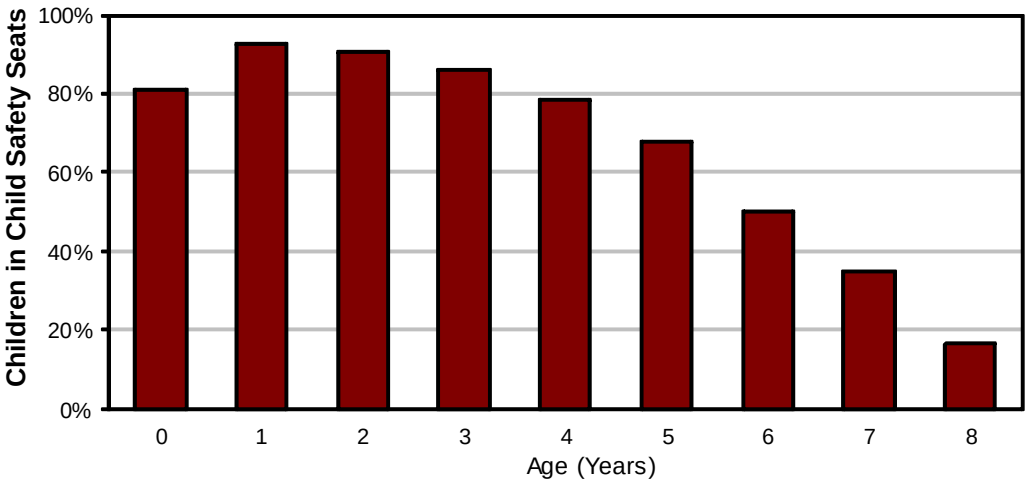

- 98% of persons who survived a crash were restrained compared to half (49%) of the persons killed.

## Restraint Use by Vehicle Type (Utah 2016)




- Occupants in heavy truck and pickup truck were the most likely to be unrestrained in a crash.

## Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2016)




- 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 78% of 4-year-olds, 68% of 5-year-olds, 50% of 6-year-olds, and 35% of 7-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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# 2016 Utah Crash Facts

**Utah Department of Public Safety**
**Highway Safety Office**

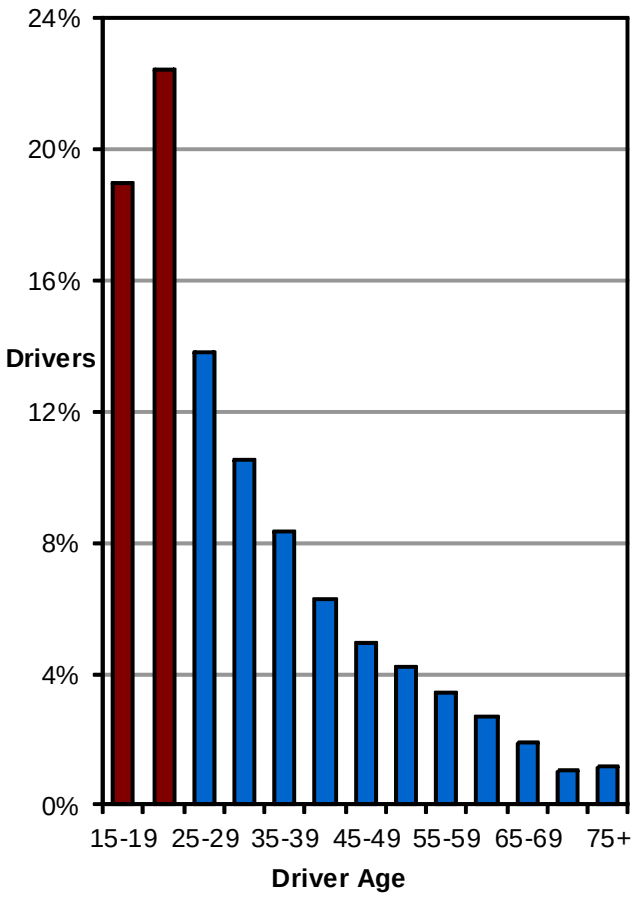
*Speed is the leading unsafe driving behavior that contributes to deaths.*

# Speed

## Did you know in 2016:

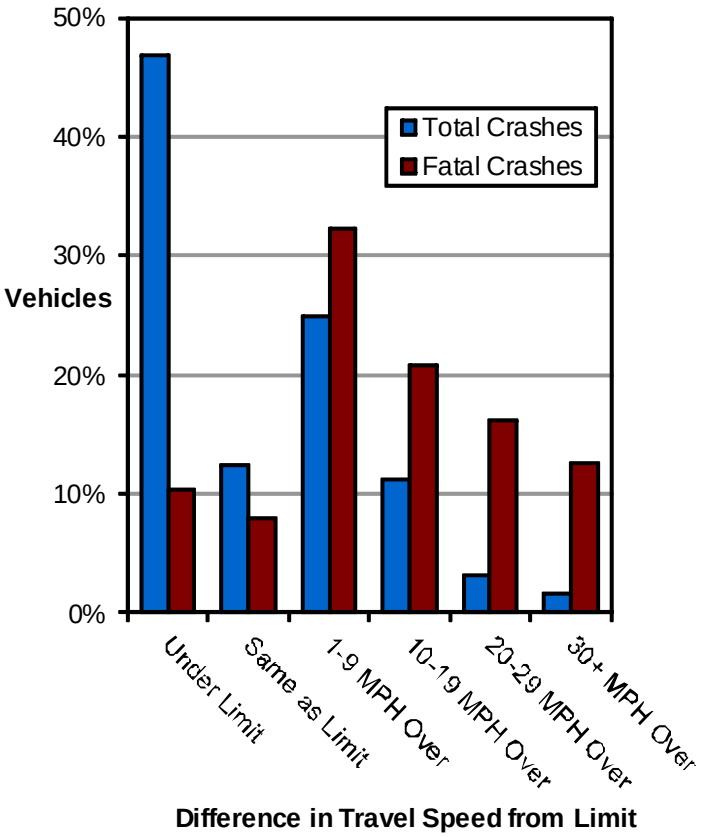
- 11,508 speed-related crashes occurred in Utah which resulted in 5,550 injured persons and 105 deaths.
- Speed was a factor in 38% of fatal crashes.
- Speed-related crashes were 2.7 times more likely to be fatal than other motor vehicle crashes.

### Age of Drivers in Speed-Related Crashes (Utah 2016)




- 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 2016)




- 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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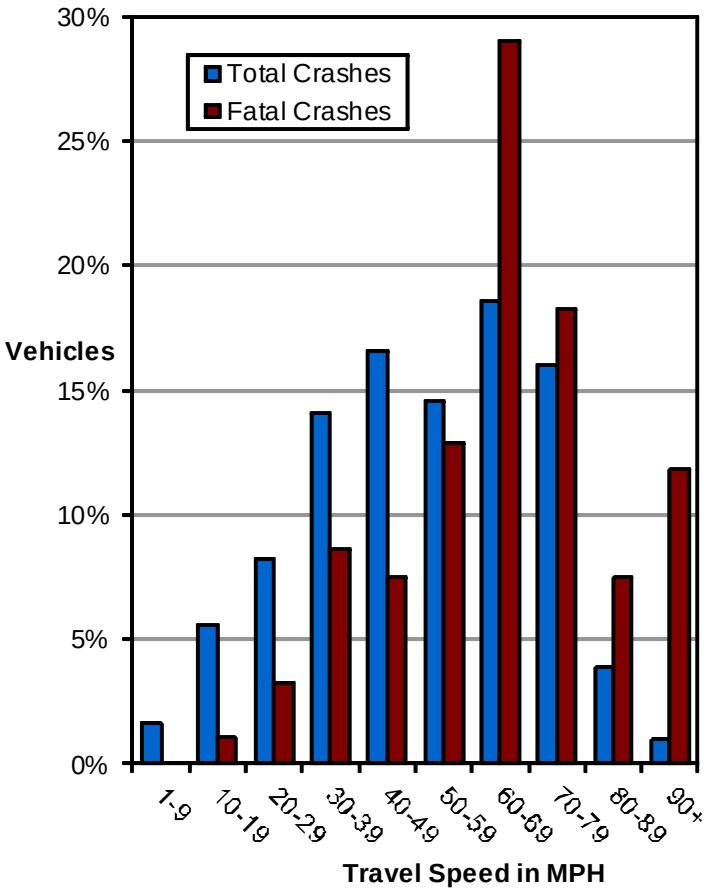
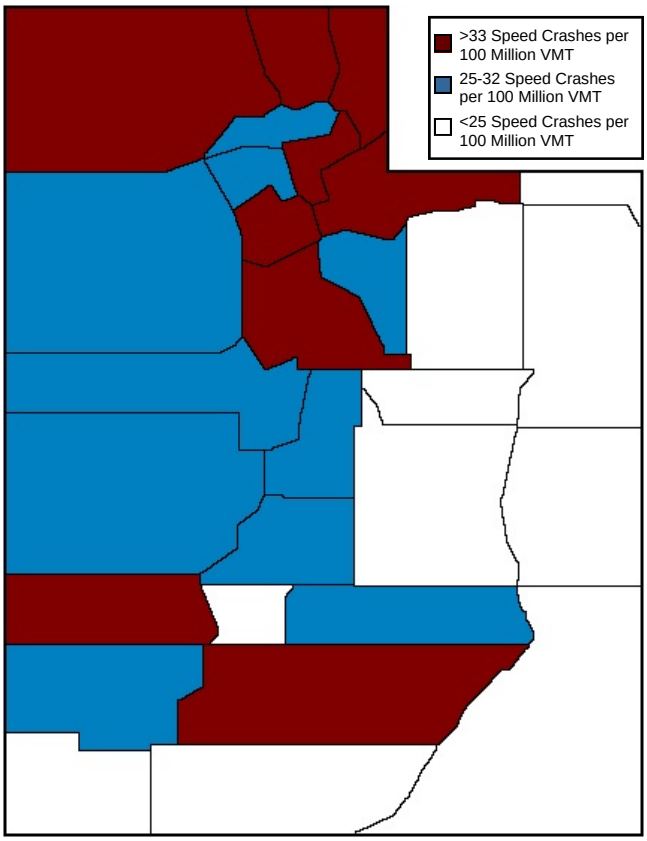
# Speed

## Speed-Related Crashes by Travel Speed (Utah 2016)



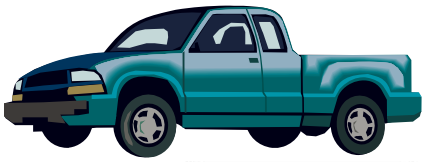

- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

## Speed-Related Crash Rates by County (Utah 2016)




- Wasatch, Salt Lake, Morgan, Box Elder, 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.

# 2016 Utah Crash Facts

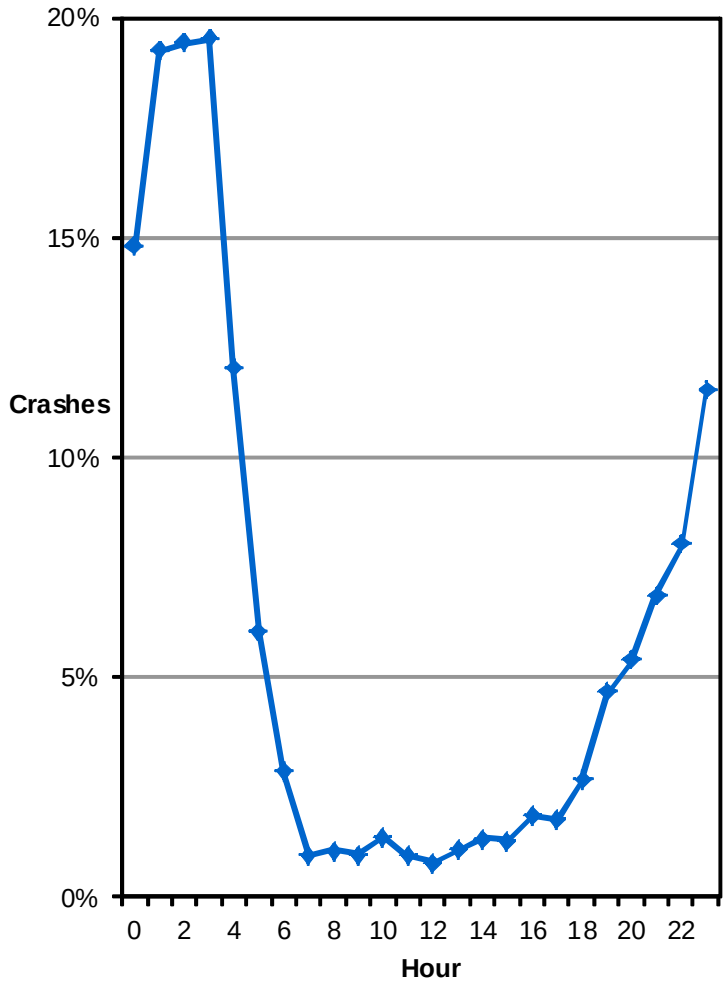
Utah Department of Public Safety
Highway Safety Office

# Alcohol

**Did you know in 2016:**

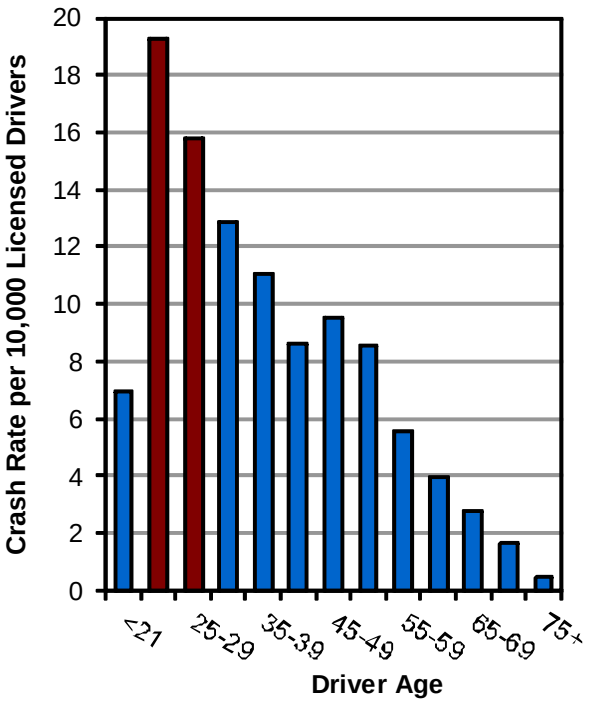
- 1,970 alcohol-related driver crashes occurred in Utah which resulted in 1,220 injured persons and 36 deaths.
- Alcohol-related driver crashes were 4.3 times more likely to be fatal than other crashes.
- 3.2% of crashes involved an alcohol-related driver.

## Percent of Total Crashes with an Alcohol-Related Driver by Hour (Utah 2016)




- While 3% of total crashes involved an alcohol-related driver, 15% 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 2016)




- Drivers aged 21 to 24 years had the highest rates of alcohol-related crashes.
- 157 (8%) of the drivers were under the age of 21 years.

## Previous DUI (Utah 2016)

- 9% of the drunk drivers in fatal crashes were previously convicted of driving under the influence in the past five years.

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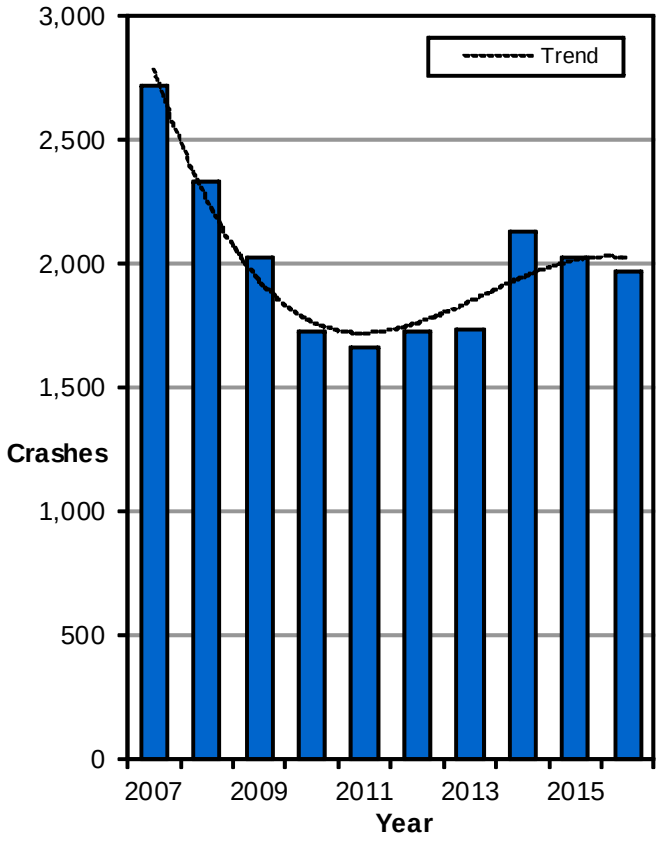
# 2016 Utah Crash Facts

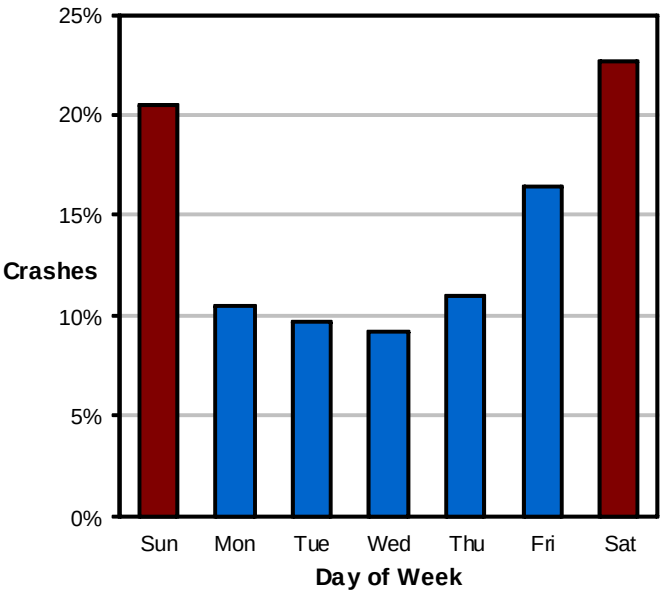
# Alcohol

## Alcohol-Related Driver Crashes (Utah 2007-2016)



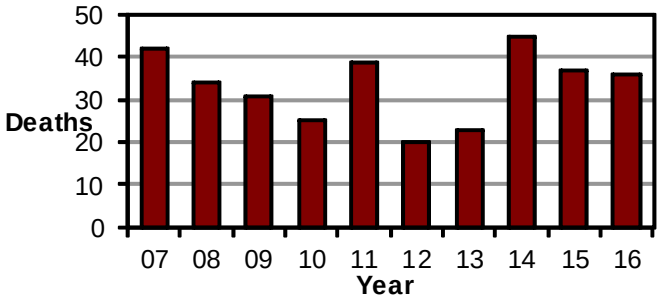

- The number of alcohol-related driver crashes decreased for the 2nd straight year.

## Alcohol-Related Driver Crashes by Day of the Week (Utah 2016)



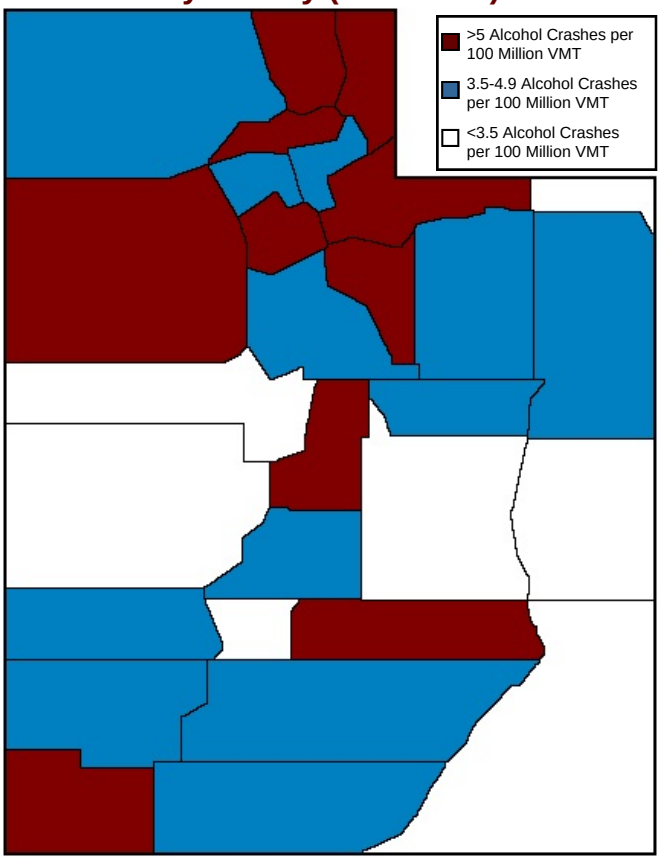

- The highest percentage of alcohol-related driver crashes occurred on weekends (43%).

## Deaths from Drunk Drivers (Utah 2007-2016)




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

## Alcohol-Related Driver Crashes by County (Utah 2016)




- Salt Lake, Weber, and Tooele Counties had the highest rates of alcohol-related driver crashes per vehicle miles traveled (VMT).
- Daggett, Grand, and Juab Counties had the lowest rates of alcohol-related driver crashes per VMT.

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# 2016 Utah Crash Facts

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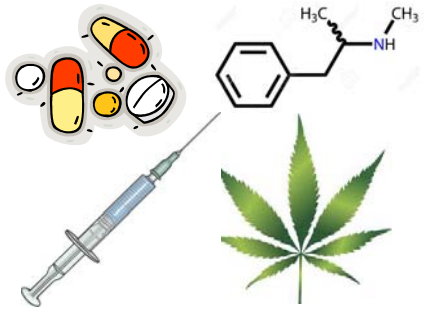
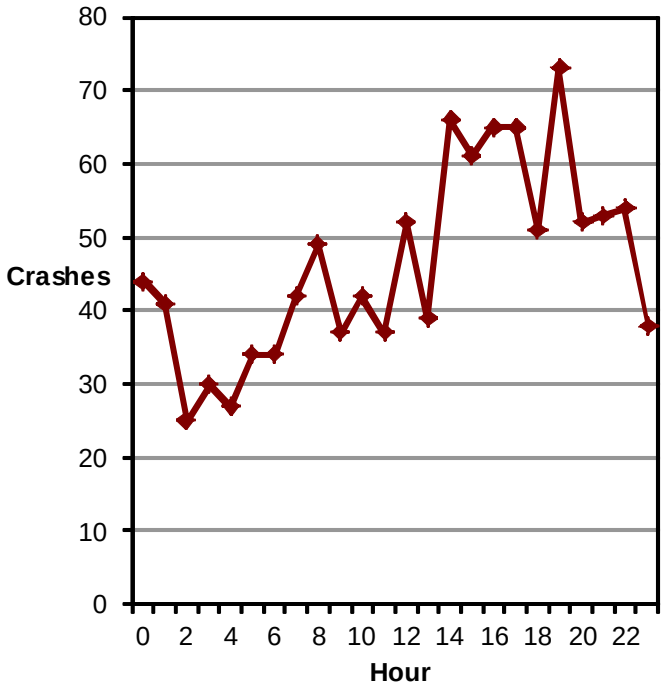
## Drugs

**Did you know in 2016:**

- 1,111 drug-related driver crashes occurred in Utah which resulted in 753 injured persons.
- There were 82 deaths involving a drug positive driver.*
- Drug-related driver crashes increased 13% in 2016 from 2015.




### Drug-Related Driver Crashes by Hour (Utah 2016)

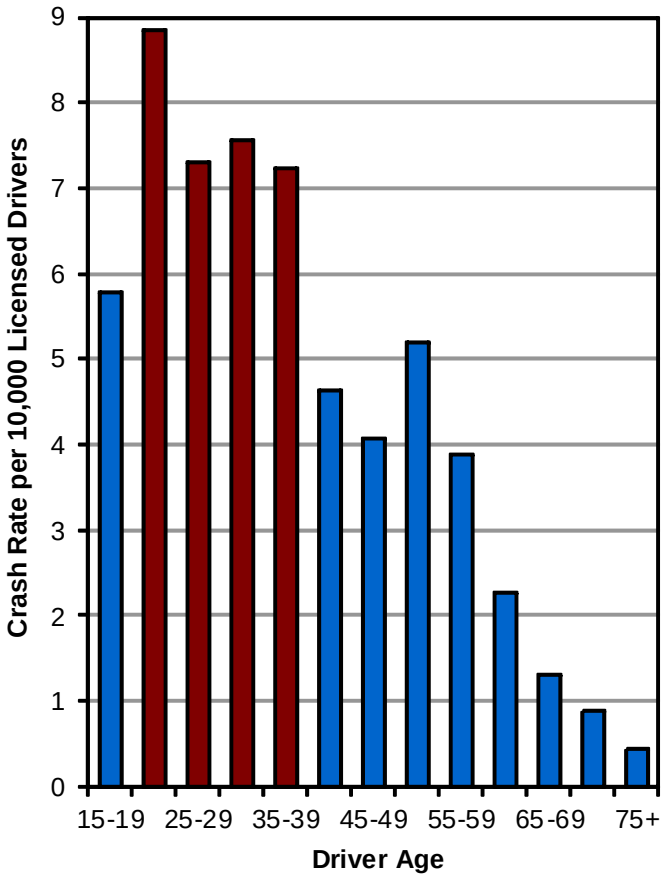



- Drug-related driver crashes were highest during the hours of 2 pm-7:59 pm.

*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 2016)




- Drivers aged 20 to 39 years had the highest rates of drug-related crashes.

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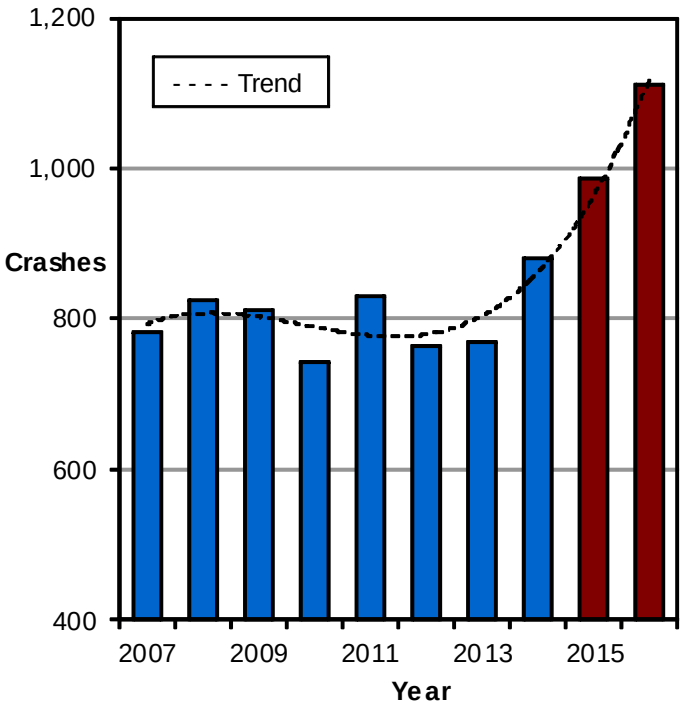
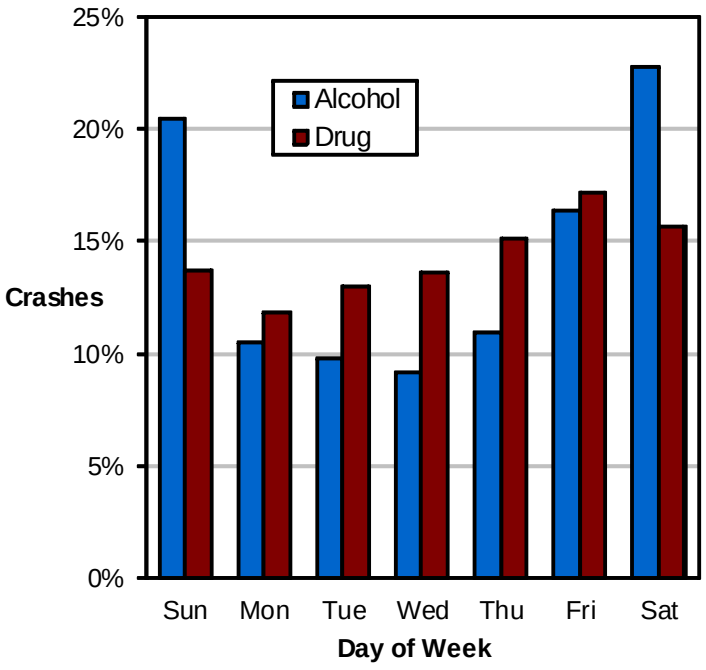
# Drugs

## Drug-Related Driver Crashes by Year (Utah 2007-2016)



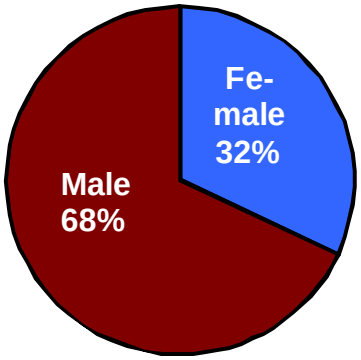

- The number of drug-related driver crashes in 2016 was the highest it has ever been.

## Drug-Related vs. Alcohol-Related Driver Crashes by Day of the Week (Utah 2016)



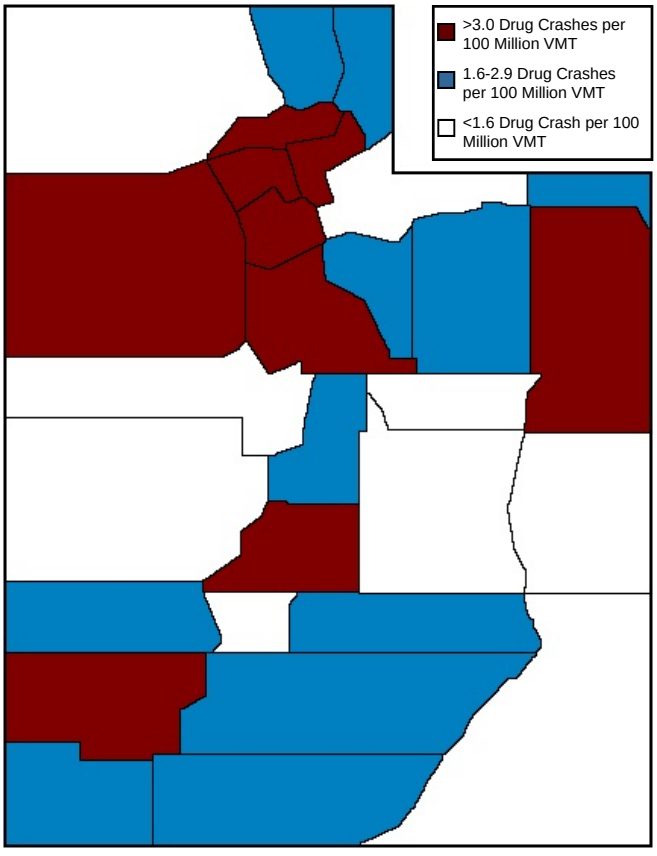

- While alcohol-related driver crashes occurred more on weekends, drug-related driver crashes were spread throughout the week.

## Drug-Related Driver Crashes by Driver Gender (Utah 2016)




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

## Drug-Related Driver Crashes by County (Utah 2016)




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

# 2016 Utah Crash Facts

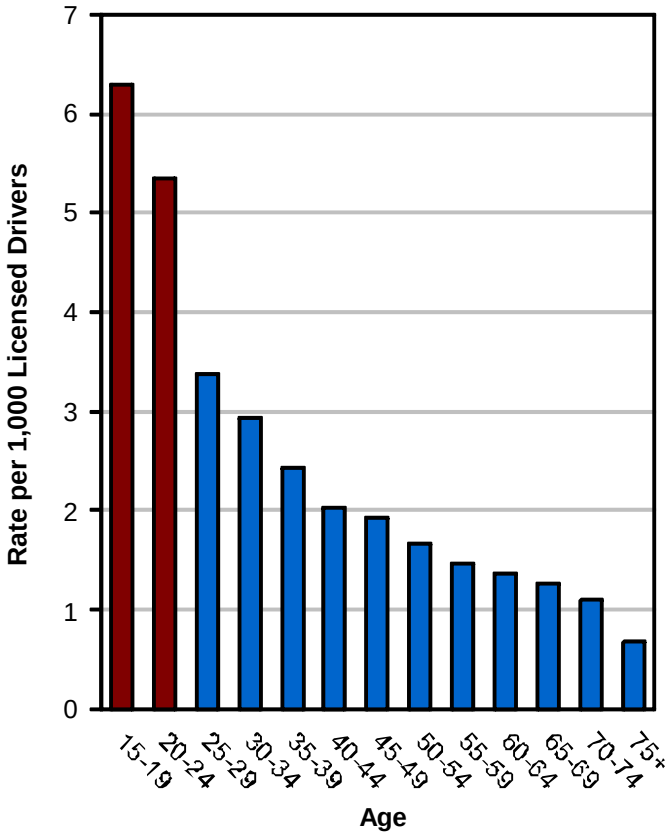
Utah Department of Public Safety
Highway Safety Office

## Distraction

**Did you know in 2016:**

- 5,748 distracted driver crashes occurred in Utah which resulted in 3,303 injured persons and 27 deaths.
- 9% of all crashes in Utah involved a distracted driver.
- Over half (54%) of distracted driving crashes were rear end crashes.

### Distracted Driver Crash Rates per Licensed Driver by Age (Utah 2016)



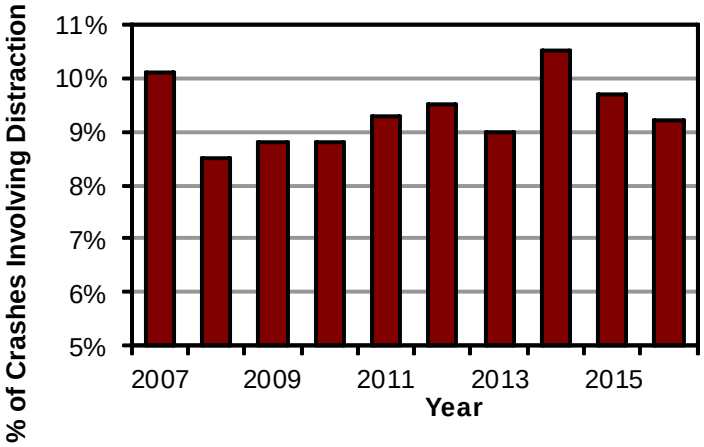

- Younger drivers had the highest rates of driver distraction crashes.

### Distracted Driving Crashes by Distraction Type (Utah 2016)

1. Cell Phone (15%)
2. Other Inside Distraction (11%)
3. Passengers (11%)
4. Other External Distraction (10%)
5. Radio/CD/DVD etc. (8%)
6. Other Electronic Device (3%)
7. Texting (1%)

- Other (41%)

### Percent of Crashes Involving Distracted Drivers by Year (Utah 2007-2016)




- The percent of crashes involving a distracted driver has hovered around 9.4%.

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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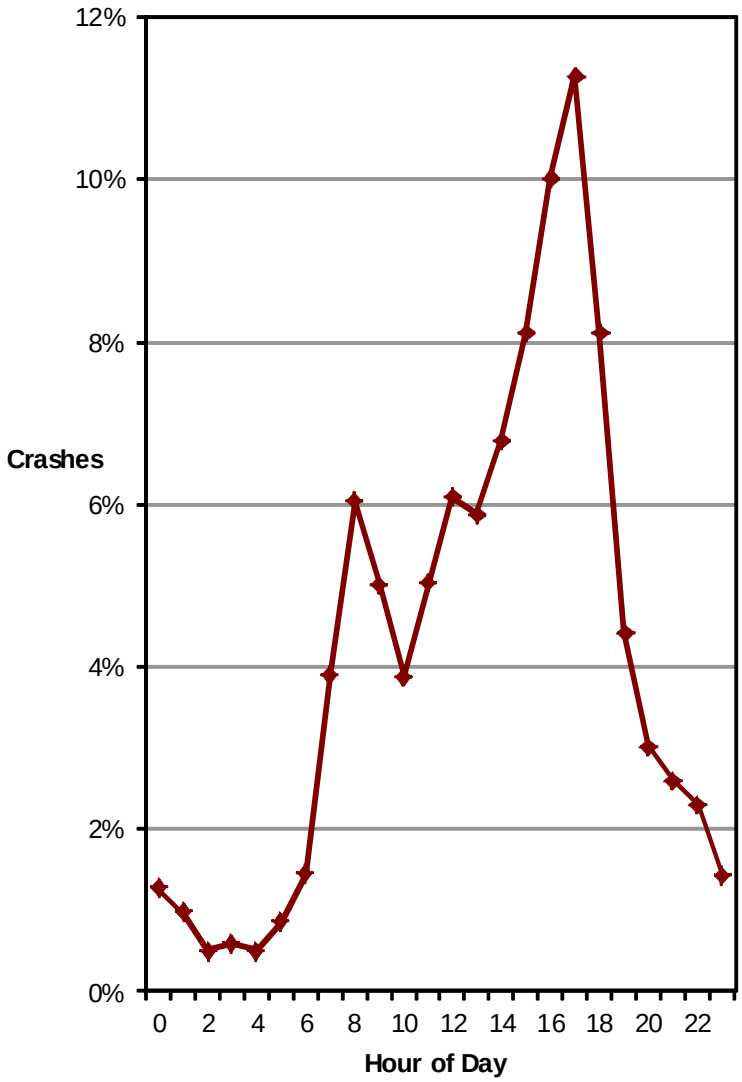
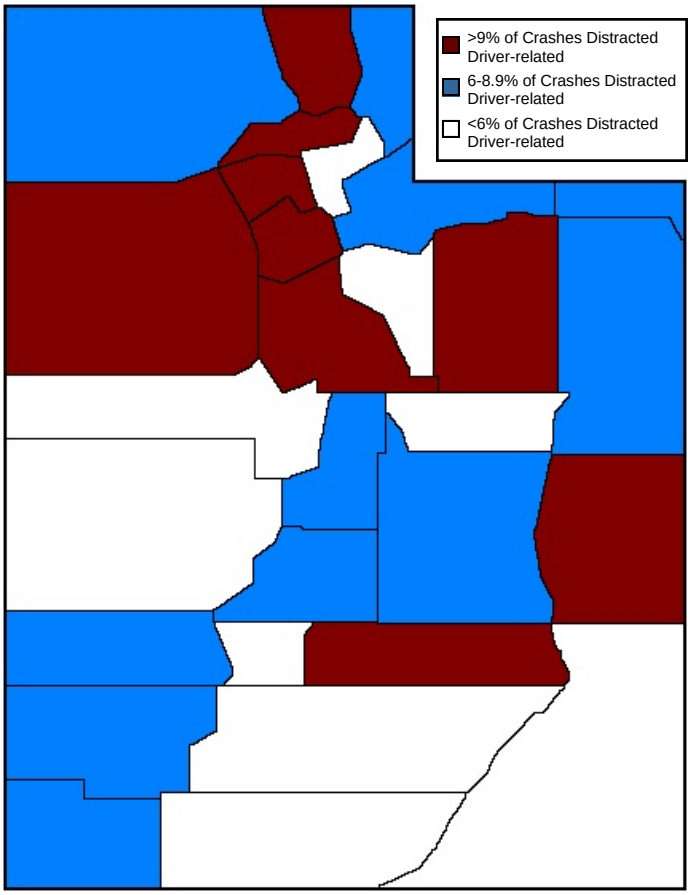
# Distraction

## Driver Distraction Crashes by Hour (Utah 2016)



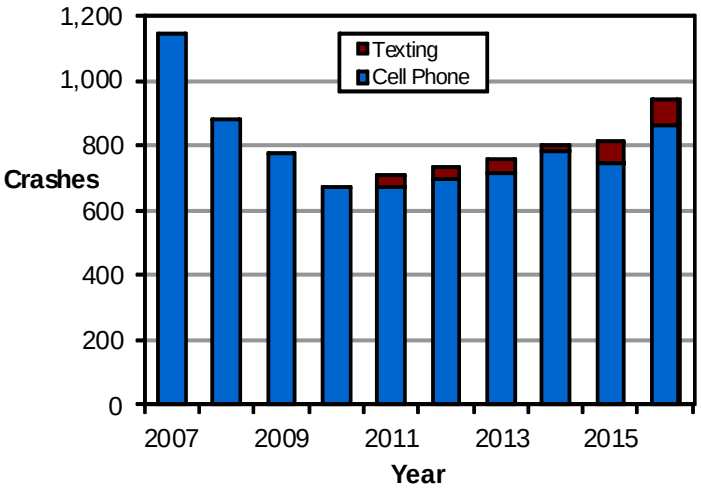

- Driver distraction crashes peaked during the hours of 4:00 p.m.-6:59 p.m.

## Distracted Driver Crashes by County (Utah 2016)




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

## Crashes Involving Drivers on Cell Phones and Texting (Utah 2007-2016)




- 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 for six straight years.

# 2016 Utah Crash Facts

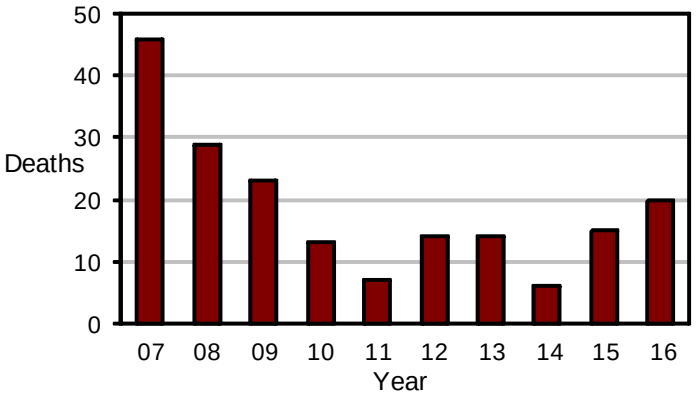
Utah Department of Public Safety
Highway Safety Office

## Drowsy Driving

**Did you know in 2016:**

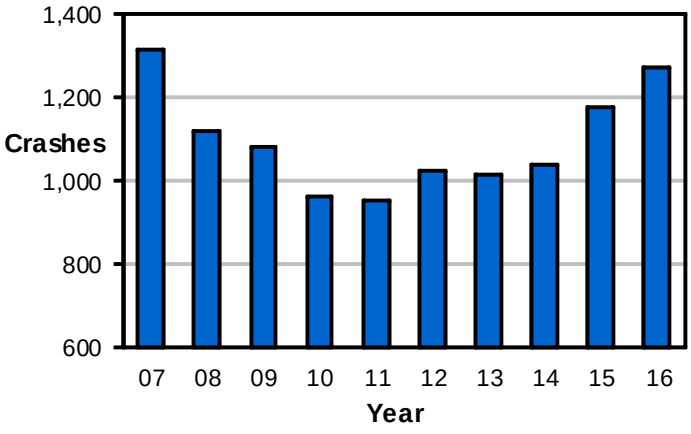
- 1,271 motor vehicle crashes occurred in Utah involving a drowsy driver.
- 187 people have died in Utah over the last ten years in drowsy driver crashes.
- 2% of the motor vehicle crashes in Utah involved a drowsy driver.

### Drowsy Driver Deaths by Year (Utah 2007-2016)



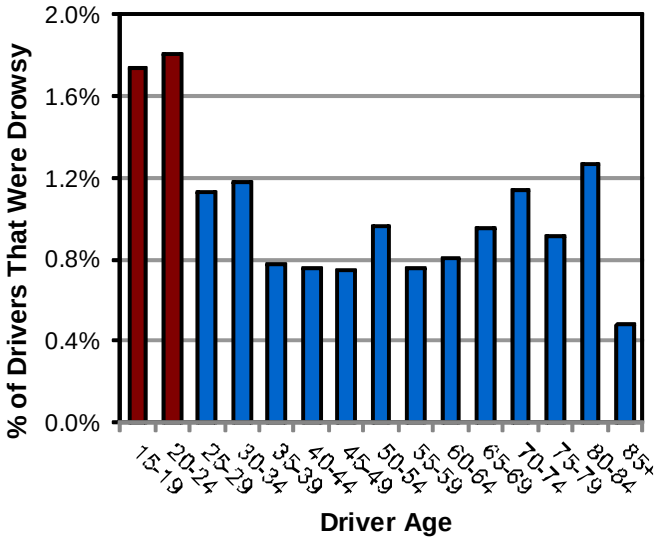

- Over the last ten years, an average of 19 people die each year from drowsy drivers.

### Drowsy Driver Crashes by Year (Utah 2007-2016)



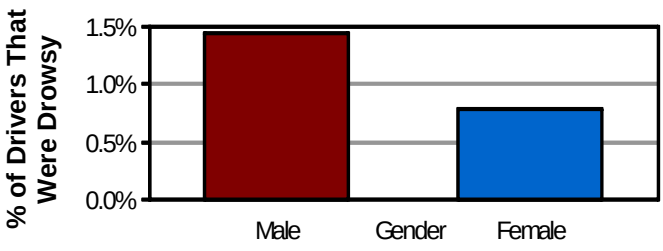

- Over the last 10 years, an average of 1,096 drowsy driver crashes occur each year.

### Age of Drowsy Drivers in Crashes (Utah 2016)




- Drivers aged 15-24 had the highest percent of drivers in crashes that were drowsy.
- Drivers under age 30 years are involved in over half (55%) of drowsy driving crashes.

### Gender of Drowsy Drivers in Crashes (Utah 2016)




- Males were 1.8 times more likely to be in a drowsy driver crash than females.

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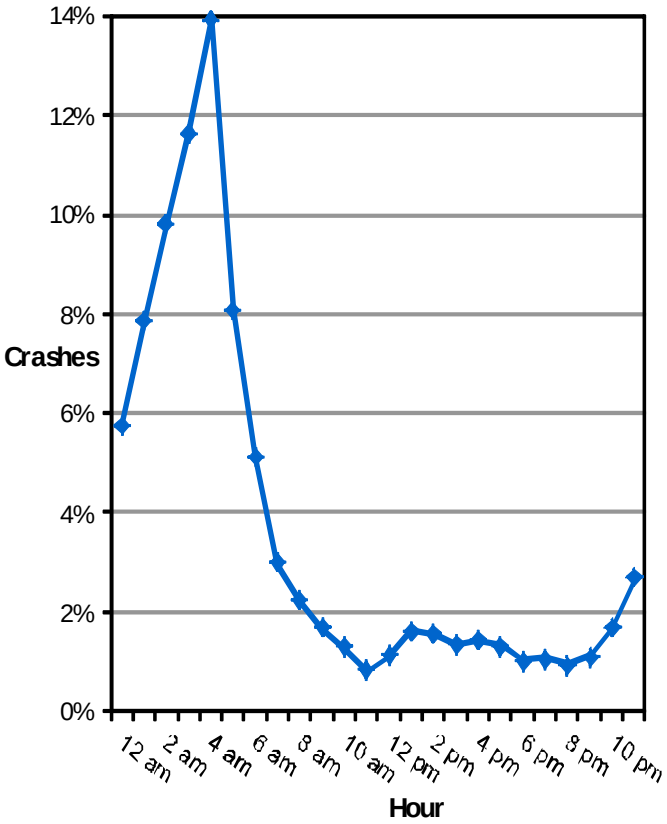
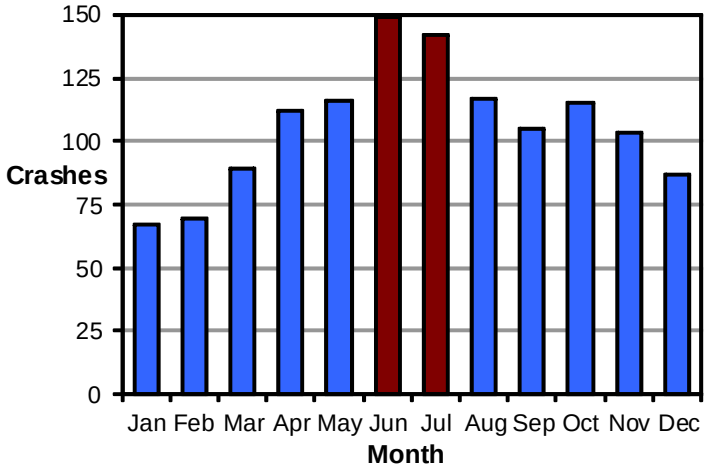
# Drowsy Driving

## Percent of Total Crashes with a Drowsy Driver by Hour (Utah 2016)



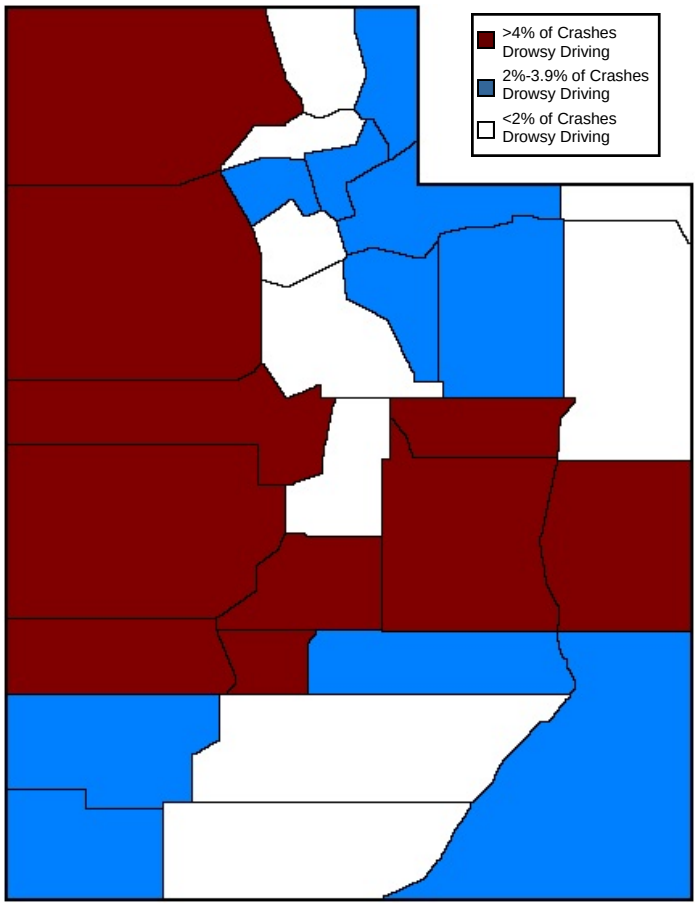

- While 2% of total crashes involved a drowsy driver, 9% of crashes occurring during the hours of midnight-5:59 a.m. involved a drowsy driver.

## Drowsy Driver Crashes by Month (Utah 2016)




- June and July had the most drowsy driver crashes.

## Percent of Total Crashes with a Drowsy Driver by County (Utah 2016)




- Juab and Emery 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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# 2016 Utah Crash Facts

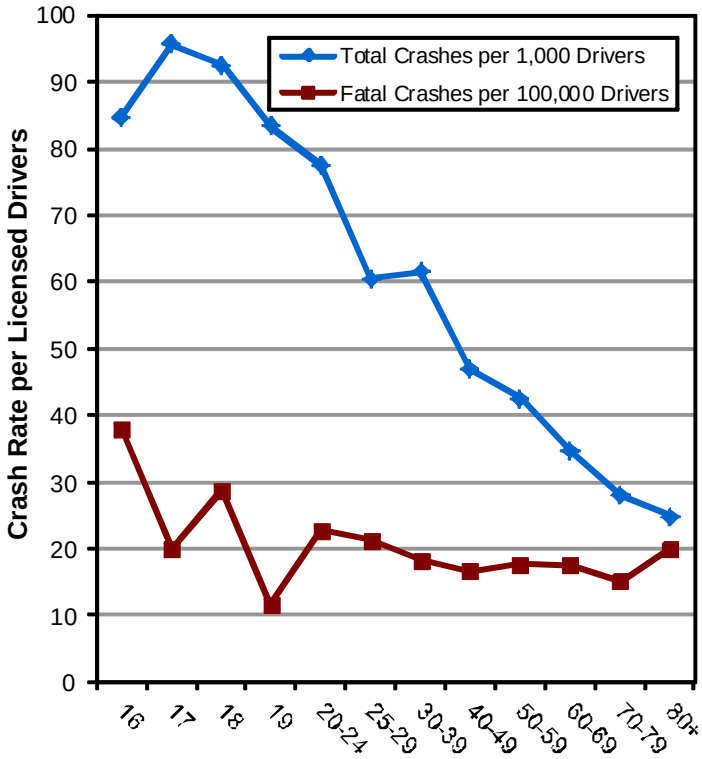
**Utah Department of Public Safety**
**Highway Safety Office**

## Teenage Drivers (15-19 years)

**Did you know in 2016:**

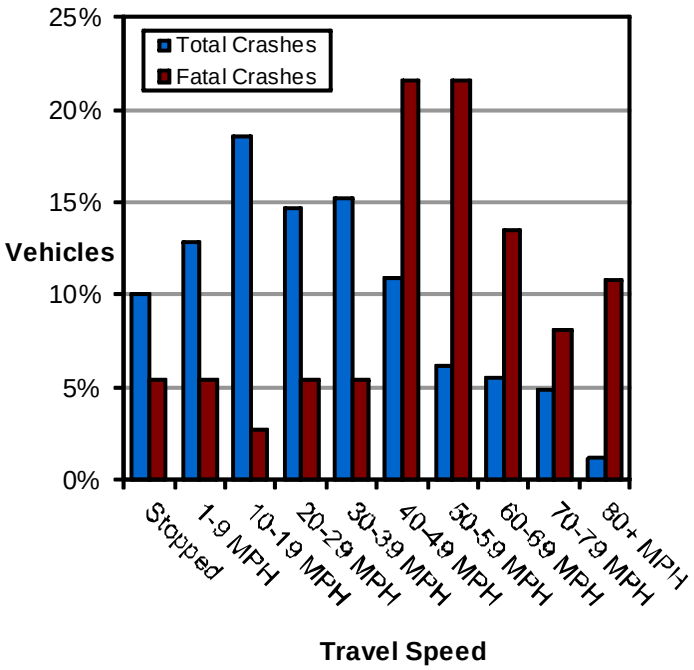
- Teenage drivers represented 9% of the licensed drivers in Utah, yet they were in 21% of all motor vehicle crashes.
- Teenage drivers were in 13,159 motor vehicle crashes which resulted in 5,900 injured persons and 45 deaths.
- Teenage drivers were 1.7 times more likely to be in a crash than drivers of other ages.
- After having a decreasing trend since 1996, teen driver crashes have increased the last 3 years.

### Crash Rates per Licensed Driver by Age (Utah 2016)




- Drivers aged 17-18 years had the highest total crash rate per licensed driver.

### Teenage Driver Crashes by Travel Speed (Utah 2016)




- Crashes involving teenage driver vehicles traveling 50 MPH or higher were 5.5 times more likely to be fatal.

### Leading Contributing Factors of Teenage Driver Crashes (Utah 2016)

**All Teenage Driver Crashes**

1. Followed Too Closely (21%)
2. Failed to Yield Right of Way (18%)
3. Speed Too Fast (13%)
4. Driver Distraction (9%)
5. Failed to Keep in Proper Lane (8%)

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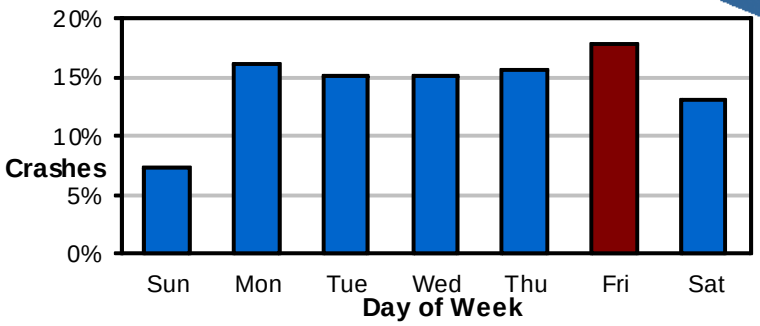
# 2016 Utah Crash Facts

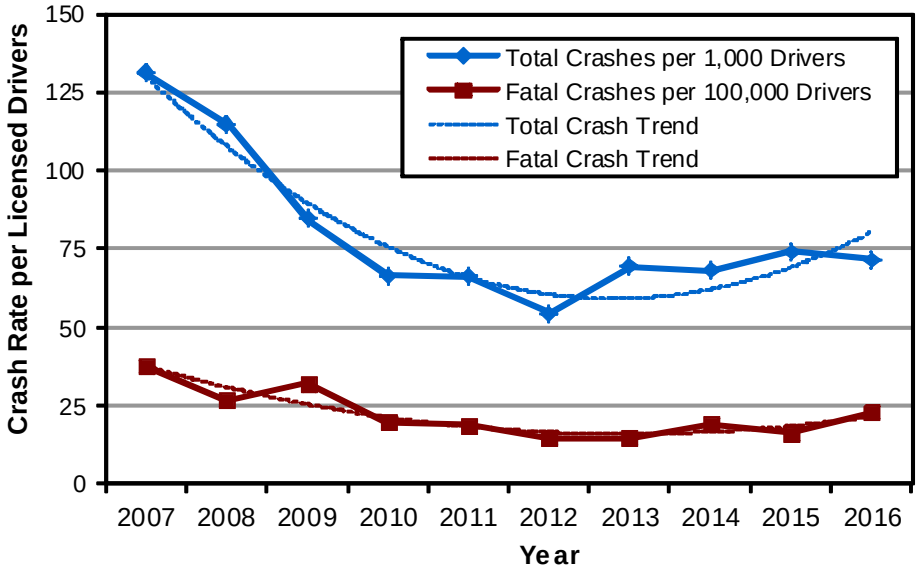
# Teenage Drivers (15-19 years)

## Teenage Driver Crashes by Day of Week (Utah 2016)



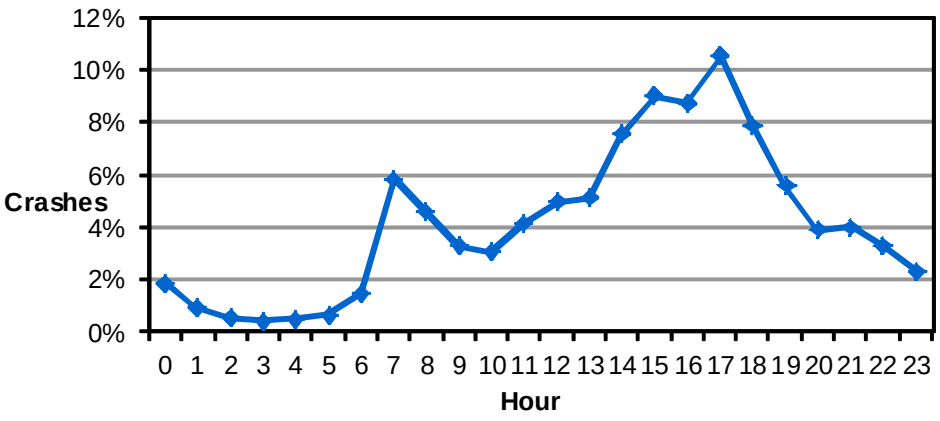

- Teen driver crashes occurred more often on weekdays.

## Teenage Driver Crash Trend (Utah 2007-2016)




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

## Teenage Driver Crashes by Hour (Utah 2016)




- 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

Utah law requires all motor vehicle occupants to wear a seat belt.

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# 2016 Utah Crash Facts

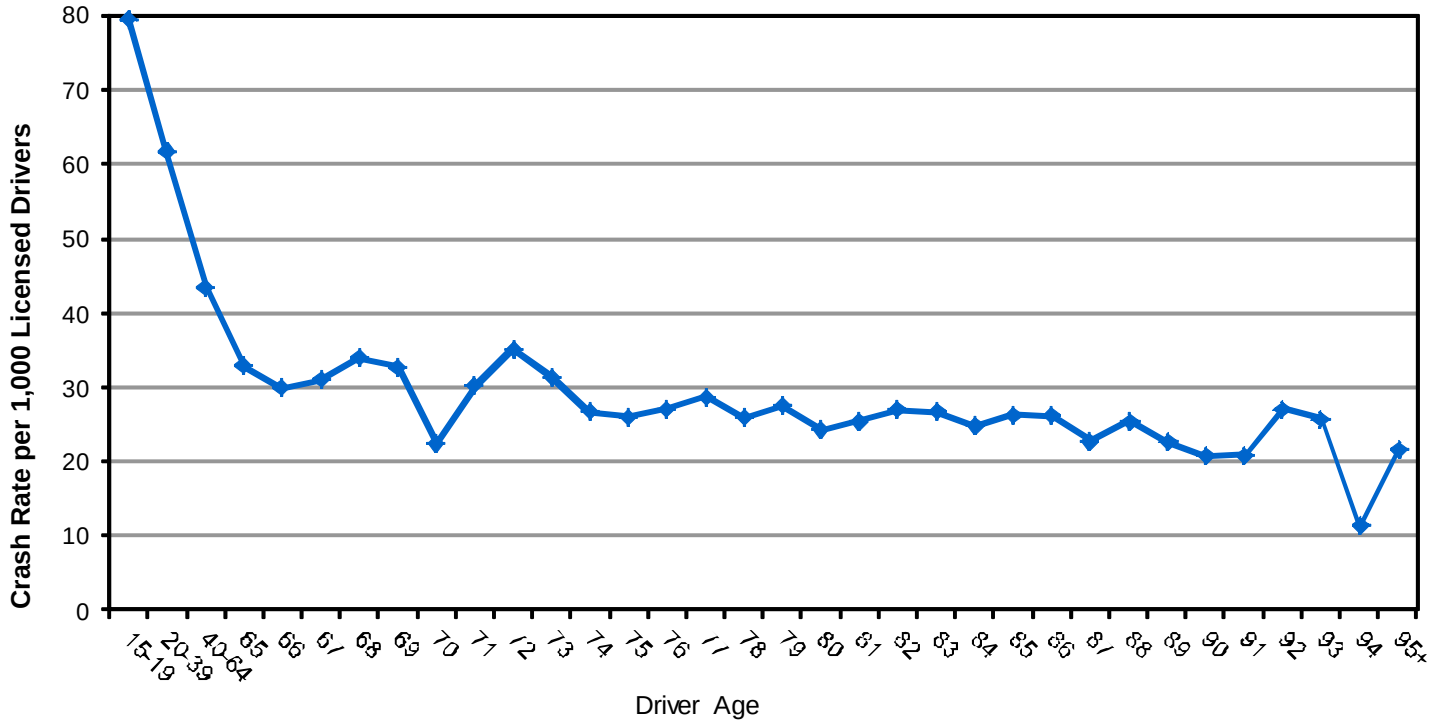
**Utah Department of Public Safety**
**Highway Safety Office**

## Older Drivers (Age 65+)

**Did you know in 2016:**

- Older drivers had the lowest crash rate per licensed driver.
- Older drivers were in 8,180 motor vehicle crashes which resulted in 4,083 injured persons and 50 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 18% of the deaths.

### Crash Rates per Licensed Driver by Age (Utah 2016)




- 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 2016)

**All Drivers in Crashes**

1. Followed Too Closely (24%)
2. Failed to Yield Right of Way (20%)
3. Speed Too Fast (15%)
4. Failed to Keep in Proper Lane (13%)
5. Driver Distraction (9%)

**Older Driver Crashes**

1. Failed to Yield Right of Way (18%)
2. Followed Too Closely (9%)
3. Failed to Keep in Proper Lane (6%)
4. Disregard Traffic Signal/Sign (5%)
5. Improper Turn (5%)

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

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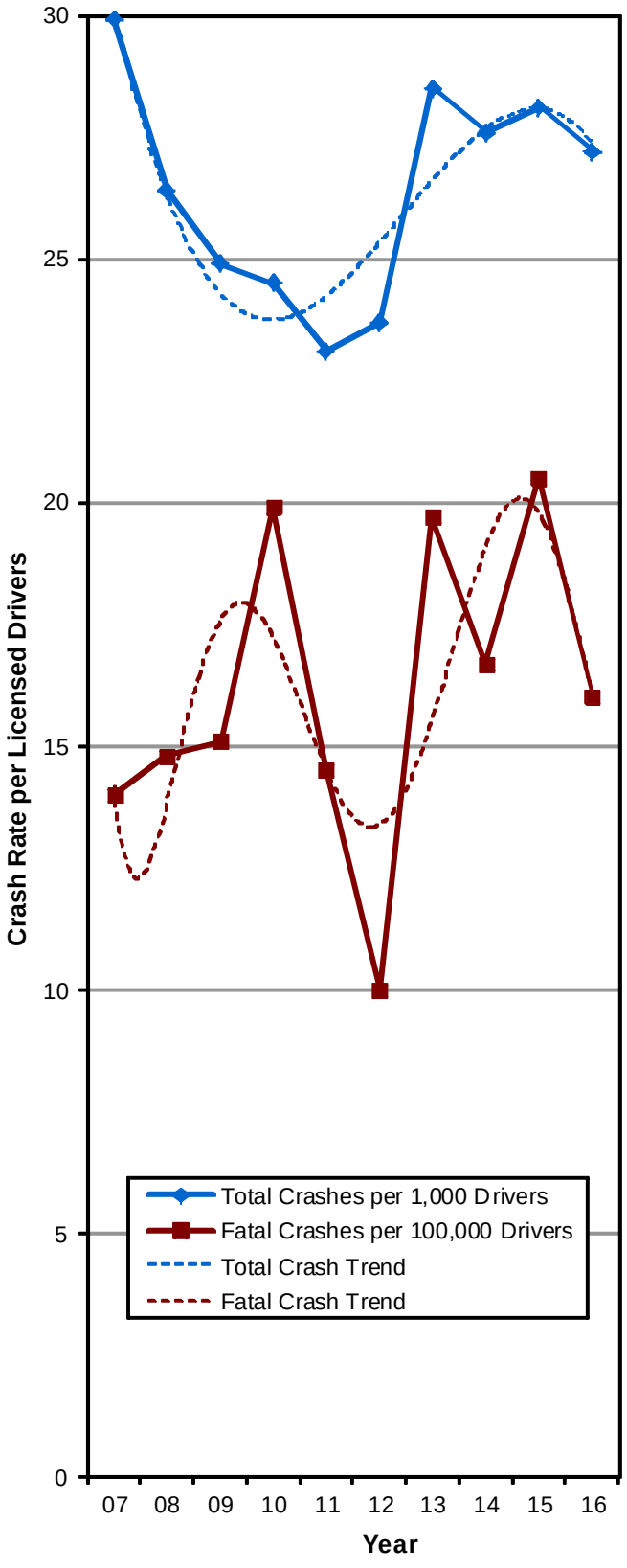
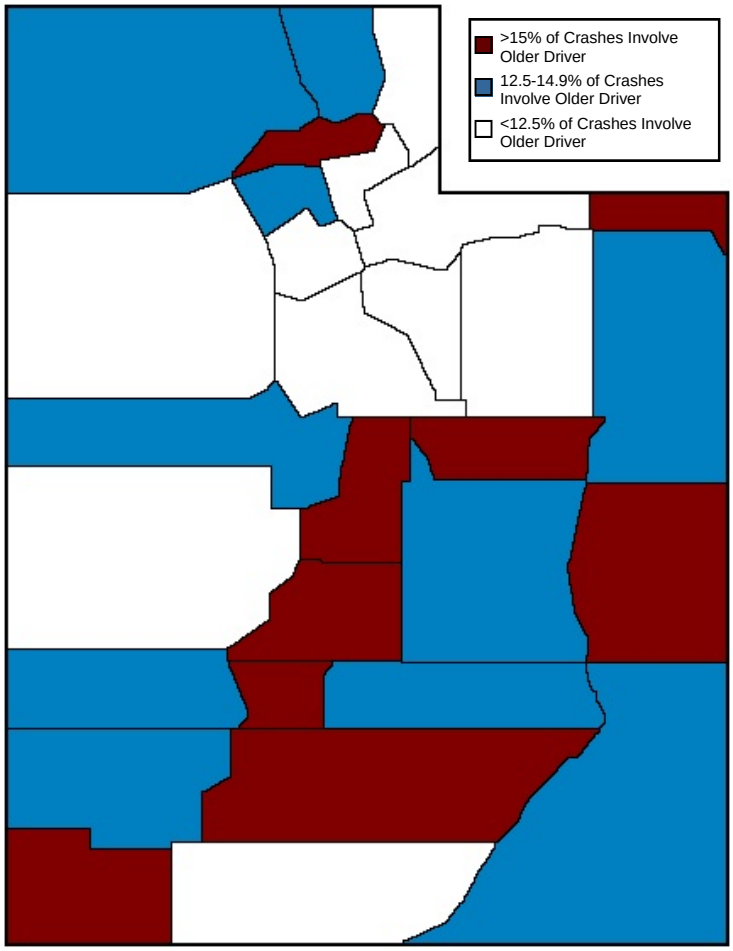
# Older Drivers (Age 65+)

## Older Driver Crash Trend (Utah 2007-2016)



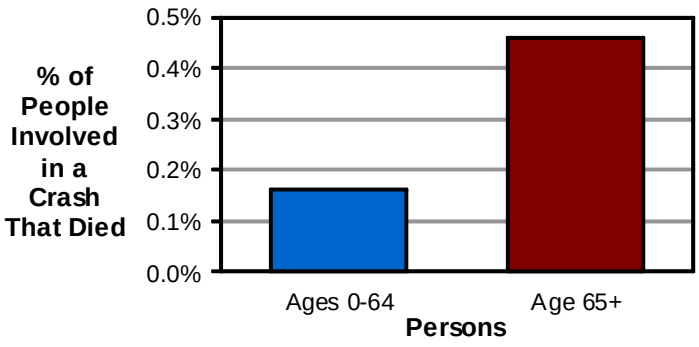

- The older driver crash rate per licensed driver has shown an increasing trend the last few years.

## Older Driver Crashes by County (Utah 2016)




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

## Injury Severity by Age (Utah 2016)




- People age 65+ were 2.8 times more likely to be killed in a crash than younger people.

# 2016 Utah Crash Facts

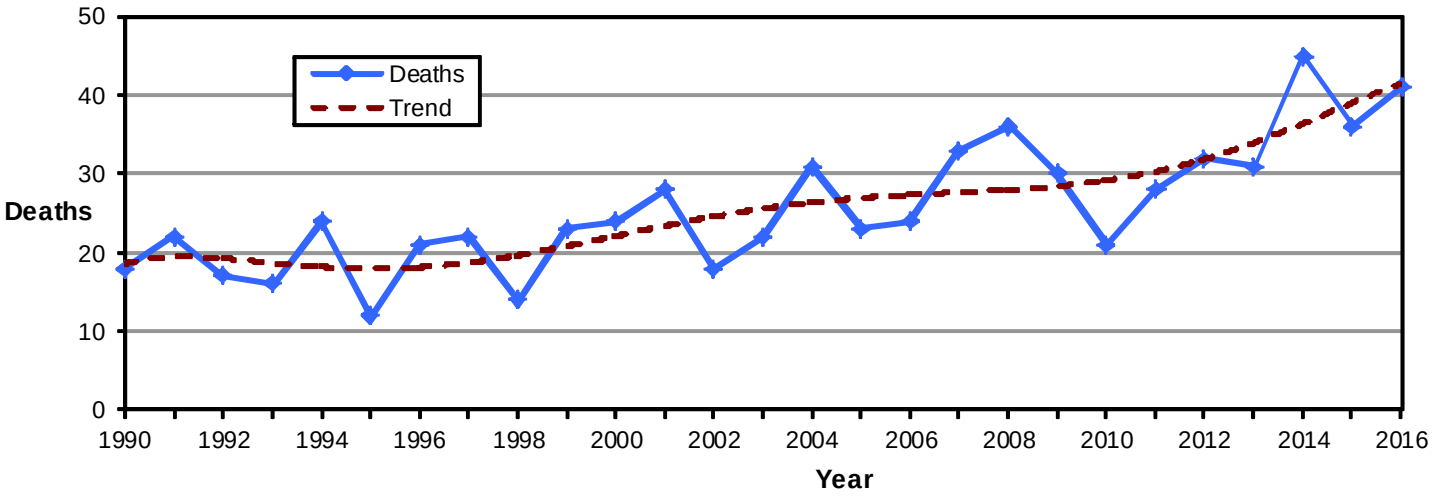
Utah Department of Public Safety
Highway Safety Office

## Motorcycles

**Did you know in 2016:**

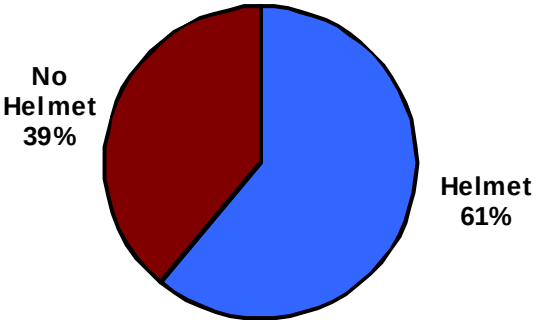
- There were 1,168 motorcycle crashes in Utah, resulting in 1,014 injured motorcyclists and 41 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 15% of deaths.
- Motorcycle crashes were 9.9 times more likely to result in a death than other crashes.

### Motorcyclist Deaths (Utah 1990-2016)



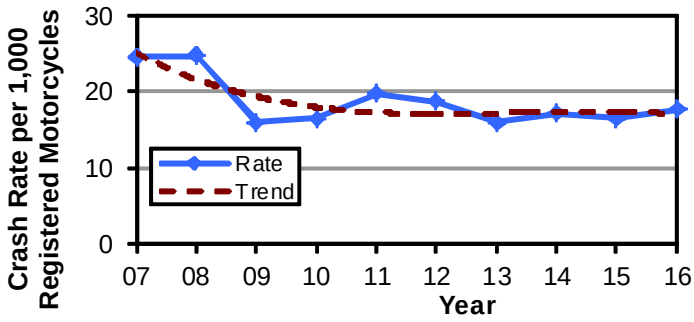

- Motorcyclist deaths have been on the rise since the 1990s.
- The 45 motorcyclist deaths in 2014 were the highest total on record in Utah.

### Helmet Use of Motorcyclists in Crashes (Utah 2016)




- 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 2007-2016)




- The rate of motorcyclists in crashes per registered motorcycles decreased 28% from 2007.

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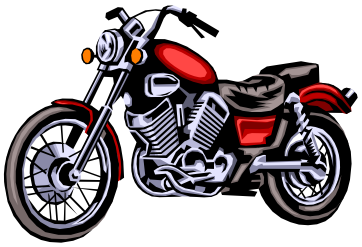
# 2016 Utah Crash Facts

# Motorcycles

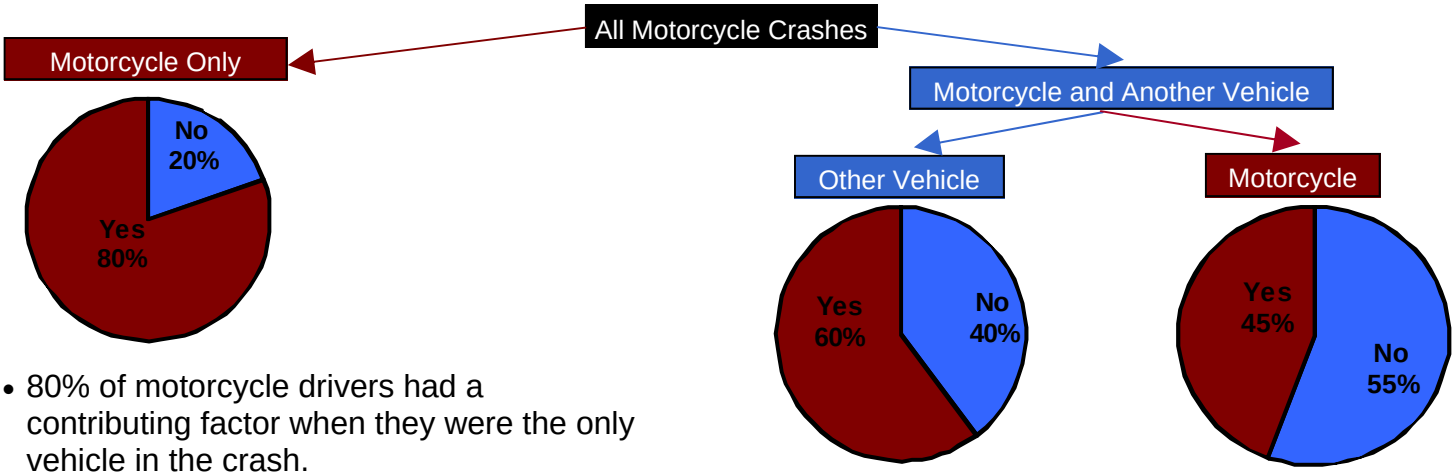
## Leading Motorcyclist Contributing Factors in Crashes (Utah 2016)

1. Speed Too Fast (11%)
2. Followed Too Closely (10%)
3. Failed to Keep in Proper Lane (7%)
4. Ran Off Road (6%)
5. Swerved or Evasive Action (5%)



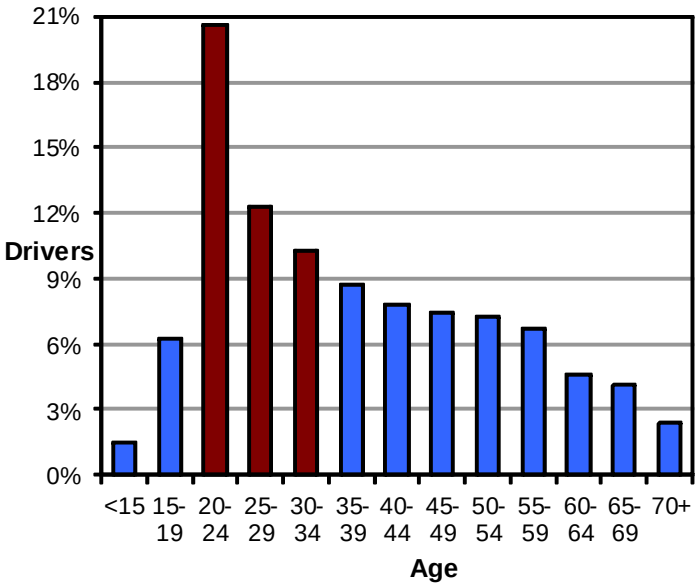
**Left Turns**
Nearly one-third (28%) of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

## Contributing Factor Summary in Motorcycle Crashes (Utah 2016)



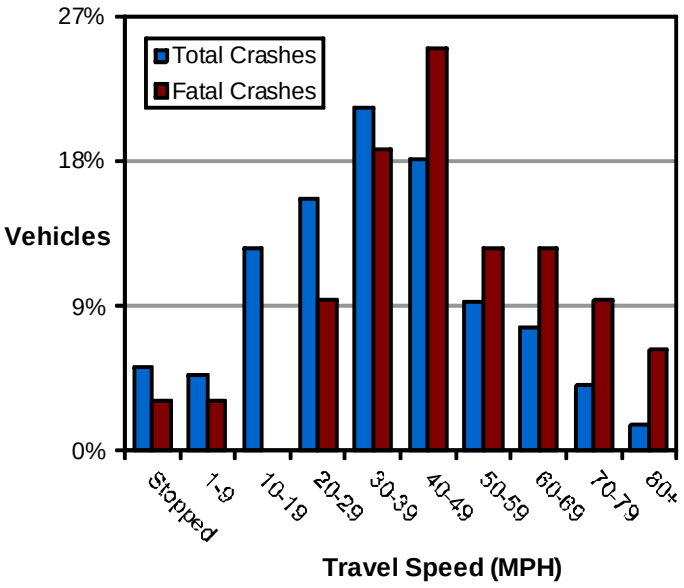

- 80% of motorcycle drivers had a contributing factor when they were the only vehicle in the crash.
- In motorcycle crashes involving more than one vehicle, 45% of motorcycle drivers and 60% of drivers other than motorcyclists had a contributing factor.

## Age of Motorcycle Drivers in All Crashes (Utah 2016)




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

## Travel Speed of Motorcycles in Crashes (Utah 2016)




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

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# 2016 Utah Crash Facts

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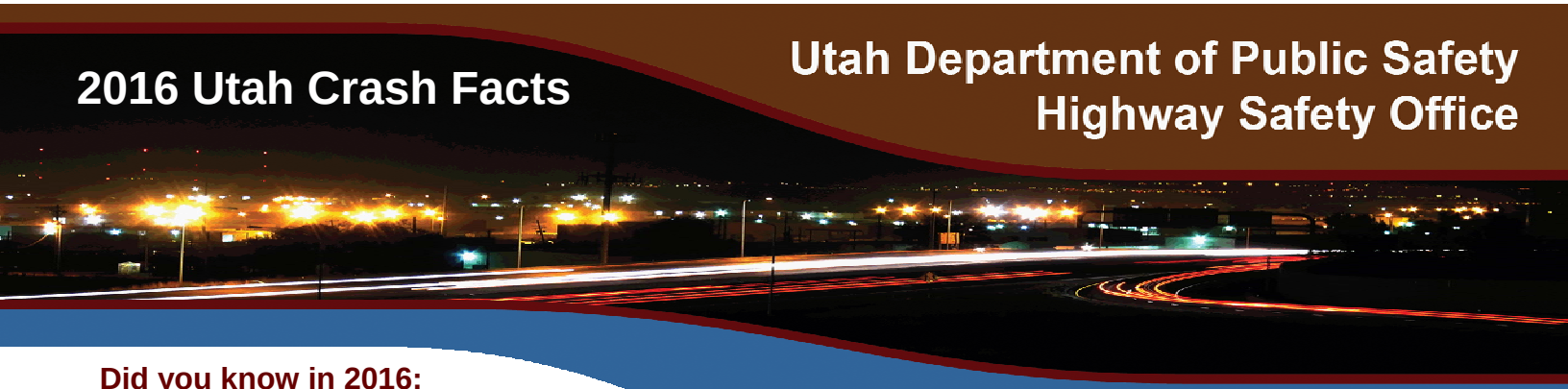
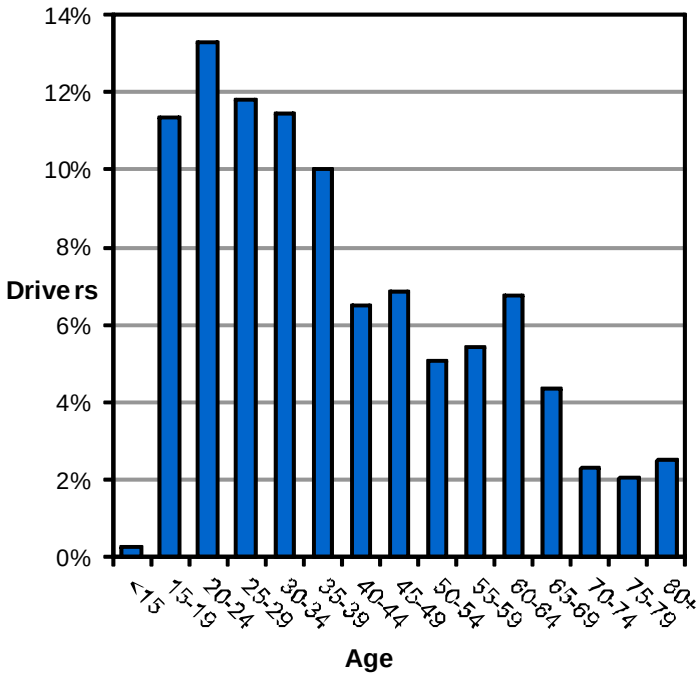


## Pedestrians

**Did you know in 2016:**

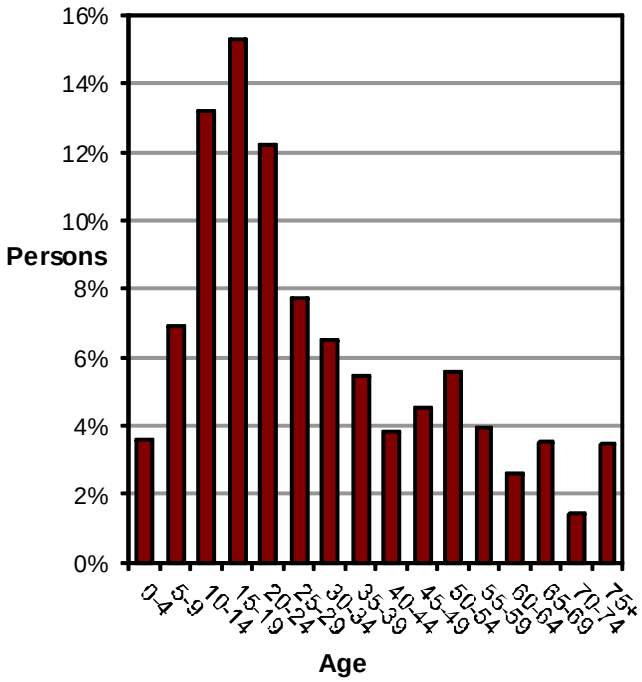
- 1,006 pedestrians were struck by motor vehicles; 898 were injured and 39 were killed.
- Pedestrians accounted for 1% of persons in crashes and 14% of deaths.
- The 49 pedestrian deaths in 2015 were the highest in Utah since 1987.

### Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2016)




- 58% of drivers in pedestrian-motor vehicle crashes were under 40 years.

### Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2016)




- 51% of the pedestrians in crashes were under 25 years of age.

### Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2016)

1. Failed to Yield Right of Way (36%)
2. Hit and Run (11%)
3. Driver Distraction (8%)
4. Improper Backing (4%)
5. Speed Too Fast (4%)

### Leading Contributing Factors of Pedestrians in Crashes (Utah 2016)

1. Improper Crossing (12%)
2. Darting (9%)
3. Not Visible (6%)

- 55% of pedestrians had no contributing factor in the crash.

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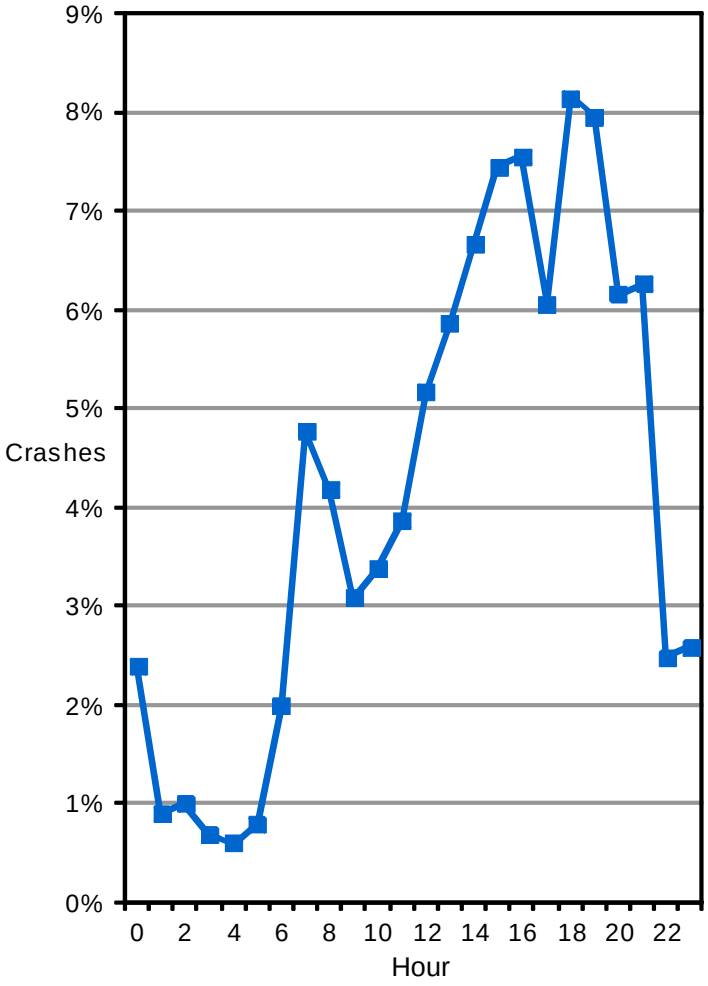
# 2016 Utah Crash Facts

# Pedestrians

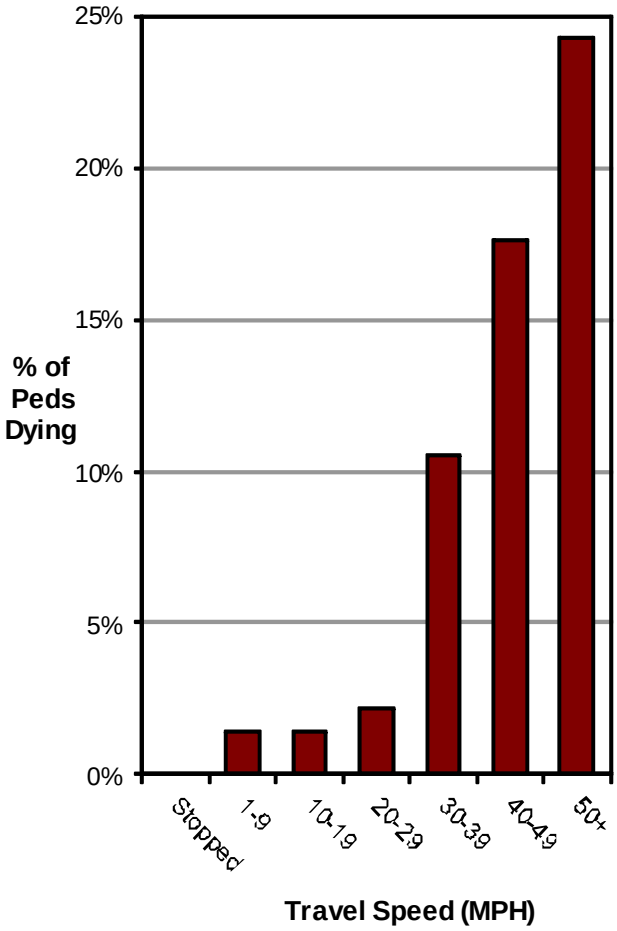
Nearly one-third (32%) of drivers who hit pedestrians were turning. Drivers need to watch for pedestrians before turning.

## Pedestrian-Motor Vehicle Crashes by Hour (Utah 2016)




- Pedestrian-motor vehicle crashes occurred most often between 3:00 p.m.-7:59 p.m.

## Percent of Pedestrians Dying by Vehicle Travel Speed (Utah 2016)




- 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 9.8 times more likely to die.

## Location of Pedestrians in Crashes (Utah 2016)

1. Marked Crosswalk at Intersection (39%)
2. In Roadway Not at Intersection/Crosswalk (22%)
3. Unmarked Crosswalk (8%)
4. Sidewalk (6%)
5. Mid-Block Crosswalk (5%)

## Motor Vehicle Action Prior to Crash (Utah 2016)

1. Straight Ahead (49%)
2. Turning Left (16%)
3. Turning Right (15%)
4. Backing (7%)
5. Parking (5%)

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# 2016 Utah Crash Facts

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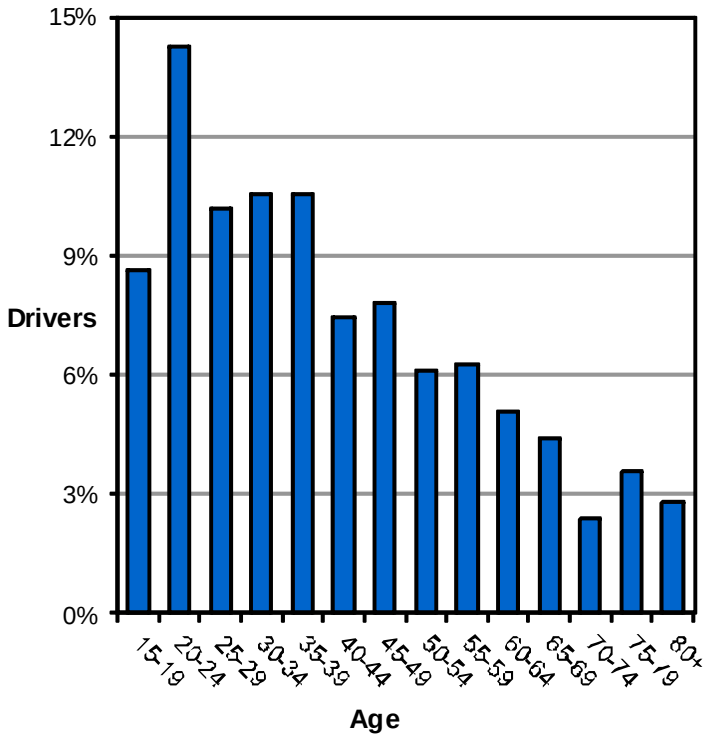
**Highway Safety Office**

## Bicyclists

**Did you know in 2016:**

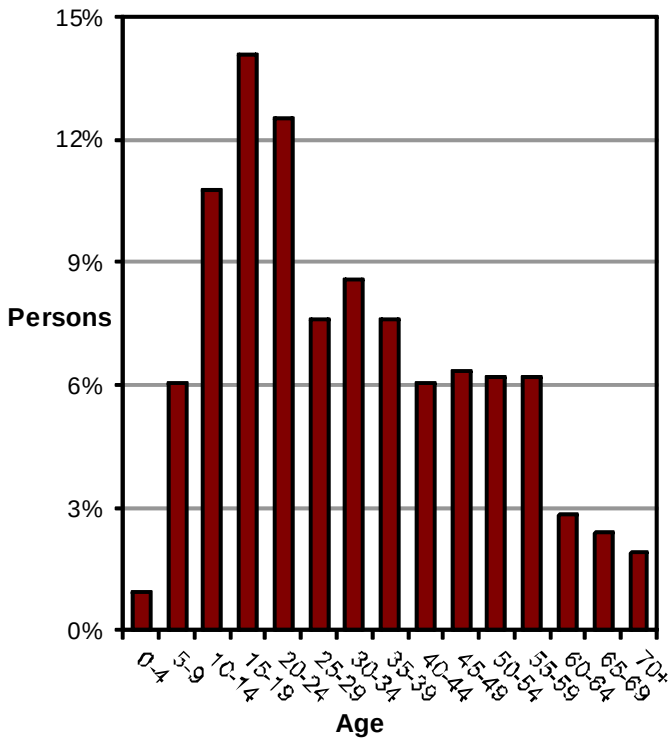
- 655 bicyclists were hit by motor vehicles; 613 were injured and 5 were killed.
- Utah's bicyclist crash rate per population decreased for the fourth straight year.

### Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2016)




- Over one-half (54%) of drivers in bicycle-motor vehicle crashes were under 40 years.

### Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2016)




- Nearly two-thirds (61%) of the bicyclists in crashes were under 35 years of age.

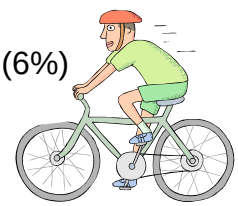
### Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2016)

1. Fail to Yield Right of Way (42%)
2. Hit and Run (6%)
3. Improper Turn (4%)
4. Driver Distraction (3%)
5. Disregard Traffic Signal/Sign (2%)

### Leading Contributing Factors of Bicyclists in Crashes (Utah 2016)

1. Wrong Side of Road (11%)
2. Improper Crossing (9%)
3. Disregard Traffic Sign/Signal (6%)

- 48% of bicyclists had no contributing factor in the crash.



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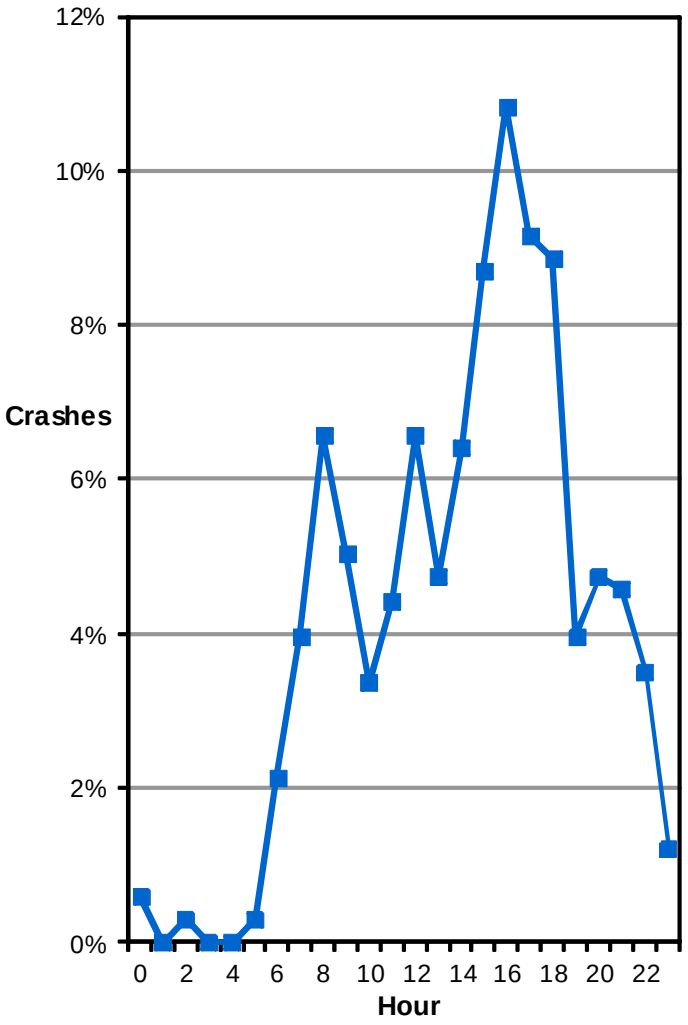
# 2016 Utah Crash Facts

# Bicyclists

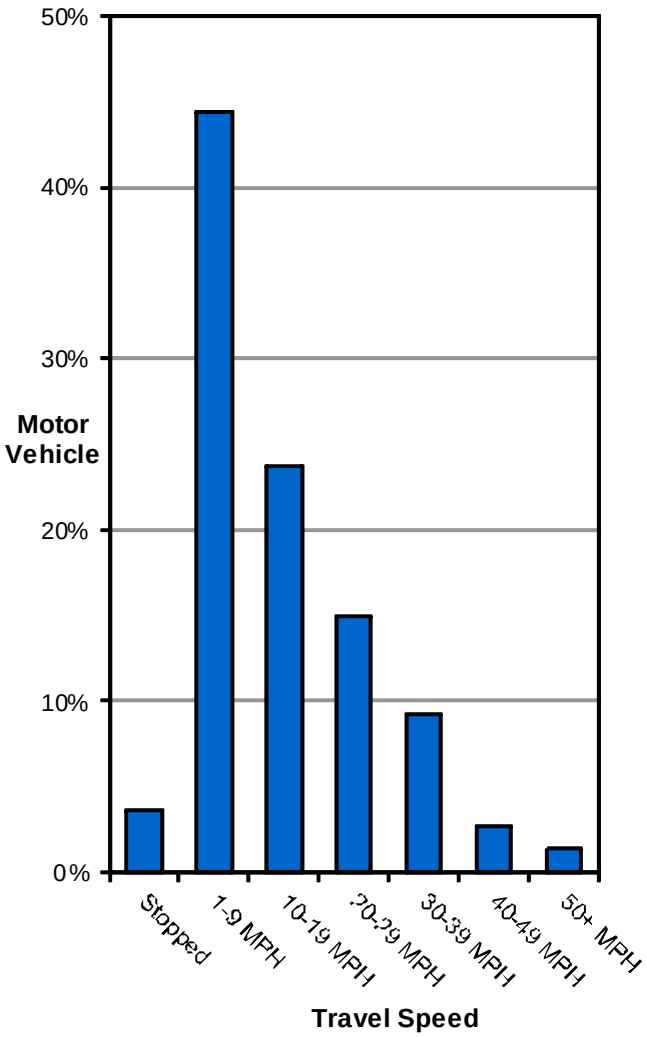
Over one-half (53%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

## Bicycle-Motor Vehicle Crashes by Hour (Utah 2016)




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

## Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2016)




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

## Bicyclist Action Prior to Crash (Utah 2016)

1. Cycling Along Road with Traffic (29%)
2. Entering or Crossing Road (28%)
3. Cycling on Sidewalk (26%)
4. Cycling Along Road Against Traffic (13%)

## Motor Vehicle Action Prior to Crash (Utah 2016)

1. Turning Right (36%)
2. Straight Ahead (36%)
3. Turning Left (16%)
4. Stopped/Slowing (3%)
5. Entering/Leaving Traffic (3%)

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# Trends

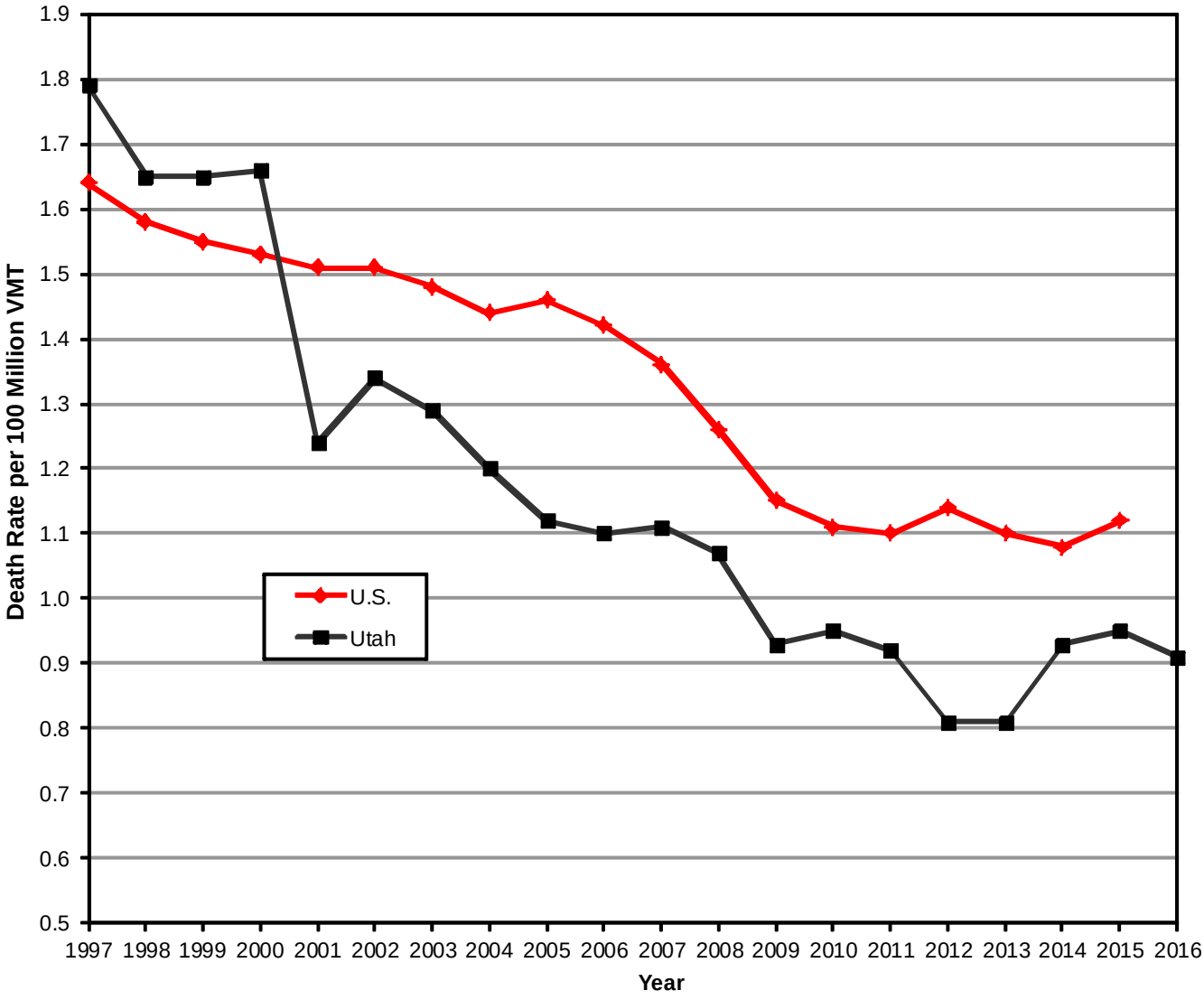
2016

## Trends

# Deaths

## Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1997-2016

| Death Rate per Miles Traveled | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | | | | | | | | | | |
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| U.S. | 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 | 1.79 | 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 | 0.91 |




- 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

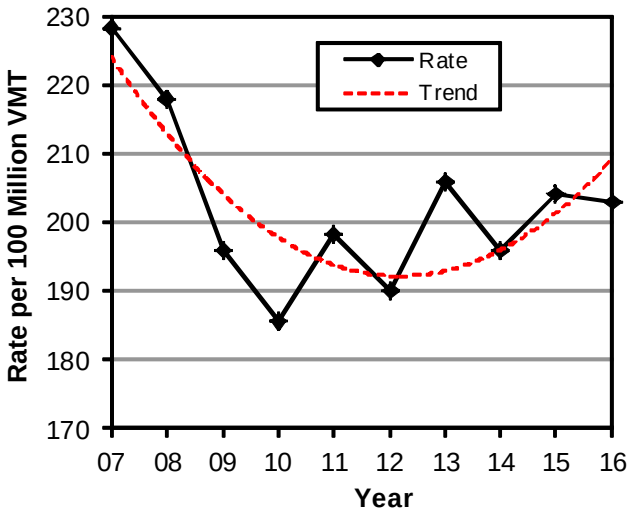
## Crashes (Utah 2007-2016)

| 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 |
| 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** |
| 2016 | 43,465 | 141.2 | 18,747 | 60.9 | 259 | 0.84 | **62,471** | **203.0** |
| **Total** | **384,214** | **140.6** | **166,873** | **61.1** | **2,303** | **0.84** | **553,390** | **202.5** |

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

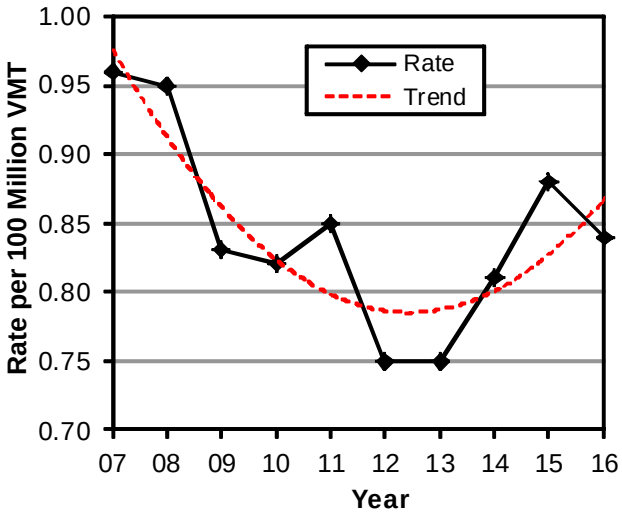
- During the last 10 years, 553,390 motor vehicle crashes occurred in Utah. On average, there are 55,300 crashes a year of which 16,700 involve injuries and 230 involve deaths.
- In 2016, total crashes increased 4.1% from 2015.
- The highest total crash rate per 100 million VMT in Utah occurred in 2007 while the lowest year was 2010.

## Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2007-2016)




- The 2010 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 11.1% decrease in the total crash rate from 2007-2016.

## Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2007-2016)




- The 2012 and 2013 fatal crash rates were the lowest on record.
- There was a 12.5% decrease in the fatal crash rate from 2007-2016.

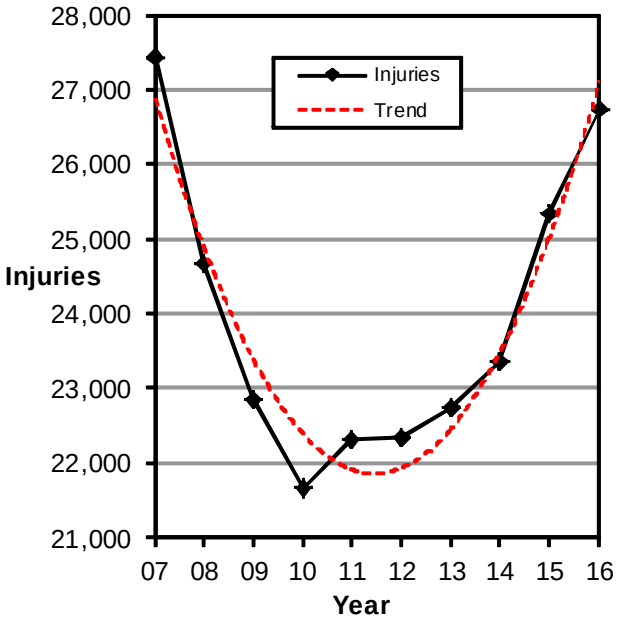
# Persons

## Persons Involved (Utah 2007-2016)

| 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 |
| 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** |
| 2016 | 131,398 | 426.9 | 26,738 | 86.9 | 281 | 0.91 | **158,417** | **514.7** |
| **Total** | **1,136,251** | **415.7** | **239,468** | **87.6** | **2,567** | **0.94** | **1,378,286** | **504.3** |

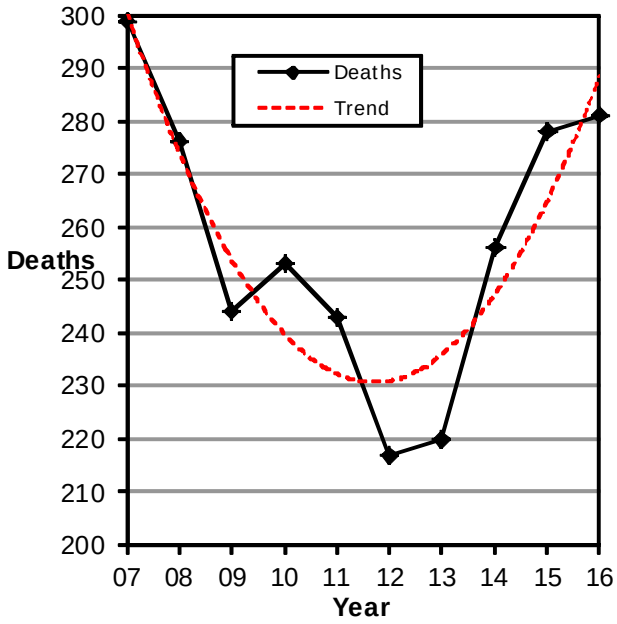
- During the last 10 years, nearly 1.4 million people have been in a crash. On average over the past 10 years, approximately 24,000 people are injured and 257 people are killed in motor vehicle crashes a year.
- The injury rate per vehicle miles traveled decreased 15.0% from 2007-2016.
- The death rate per vehicle miles traveled in 2012 and 2013 was the lowest in Utah on record.
- Deaths have increased four straight years, with 64 more deaths in Utah in 2016 compared to 2012.

## Injured Persons by Year (Utah 2007-2016)




- The number of people injured in a crash increased for the 6th straight year.

## Deaths by Year (Utah 2007-2016)




- Deaths in 2016 were the highest total in Utah since 2007.

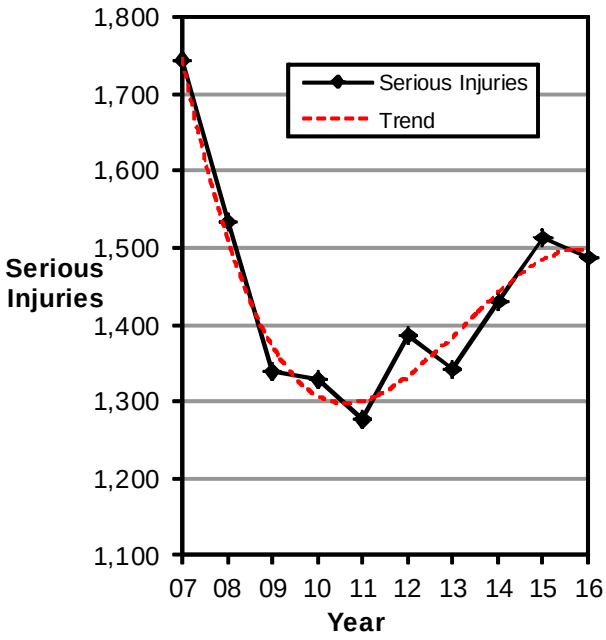
# Serious Injuries

## Serious Injuries (Utah 2007-2016)

| Persons | | | | | | |
|---|---|---|---|---|---|---|
| | Serious Injuries | | Deaths | | Total | |
| Year | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT | # | Rate per 100 Million VMT |
| 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** |
| 2016 | 1,488 | 4.83 | 281 | 0.91 | **1,769** | **5.75** |
| **Total** | **14,383** | **5.26** | **2,567** | **0.94** | **16,950** | **6.20** |

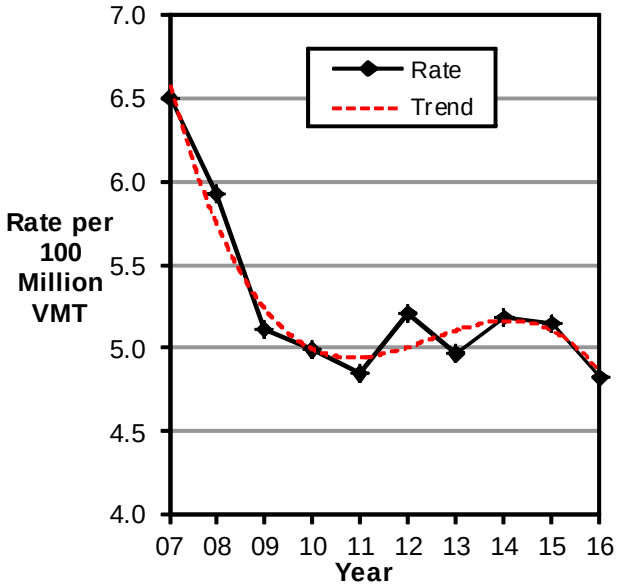
- During the last 10 years, 14,383 people have suffered a serious injury in a motor vehicle crash. On average over the past 10 years, approximately 1,400 people are seriously injured and 257 people are killed in motor vehicle crashes a year.
- The serious injury rate per vehicle miles traveled decreased 26% from 2007-2016.
- 2007 had the highest serious injury rate per vehicle miles traveled while 2016 had the lowest.

## Serious Injuries by Year (Utah 2007-2016)




- The number of people seriously injured in a crash decreased after two years of increases.

## Serious Injury Rates Per 100 Million Vehicle Miles Traveled (Utah 2007-2016)

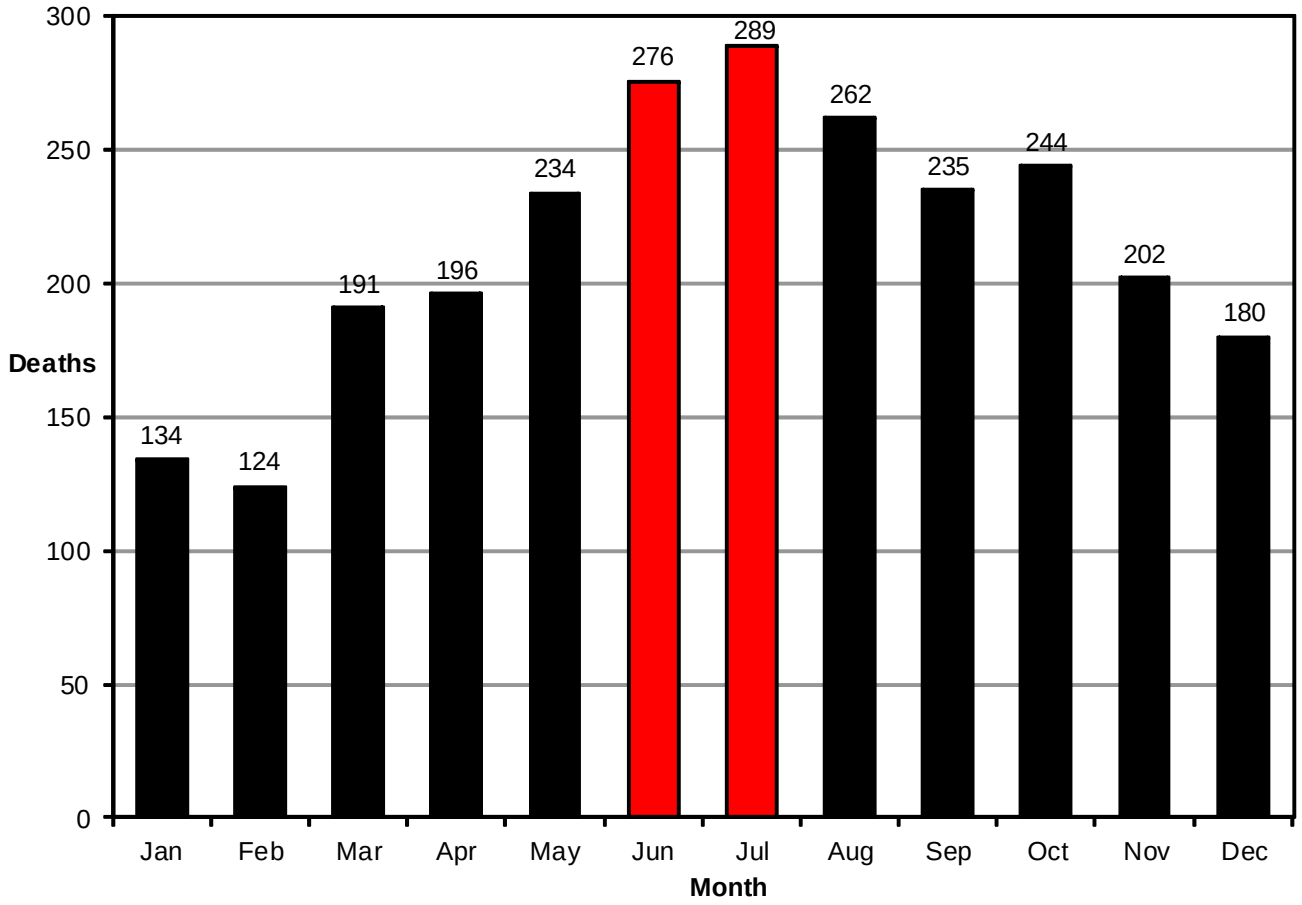



- The serious injury rate per mile traveled has been fairly level the past eight years.

# Deaths

## Deaths by Month (Utah 2007-2016)

| Deaths | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Month | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| January | 16 | 23 | 15 | 8 | 16 | 7 | 4 | 17 | 14 | 14 | **134** | **5.2%** |
| February | 13 | 9 | 17 | 9 | 9 | 15 | 13 | 6 | 15 | 18 | **124** | **4.8%** |
| March | 24 | 12 | 27 | 20 | 21 | 20 | 13 | 15 | 24 | 15 | **191** | **7.4%** |
| April | 35 | 12 | 24 | 22 | 14 | 14 | 19 | 17 | 16 | 23 | **196** | **7.6%** |
| May | 24 | 31 | 21 | 23 | 12 | 23 | 15 | 24 | 29 | 32 | **234** | **9.1%** |
| June | 31 | 30 | 20 | 24 | 28 | 16 | 23 | 38 | 31 | 35 | **276** | **10.8%** |
| July | 35 | 29 | 25 | 28 | 22 | 25 | 30 | 34 | 30 | 31 | **289** | **11.3%** |
| August | 26 | 32 | 32 | 24 | 30 | 22 | 27 | 18 | 34 | 17 | **262** | **10.2%** |
| September | 30 | 23 | 19 | 24 | 30 | 17 | 19 | 26 | 17 | 30 | **235** | **9.2%** |
| October | 26 | 28 | 18 | 28 | 21 | 20 | 22 | 29 | 24 | 28 | **244** | **9.5%** |
| November | 21 | 25 | 13 | 18 | 17 | 23 | 23 | 15 | 20 | 27 | **202** | **7.9%** |
| December | 18 | 22 | 13 | 25 | 23 | 15 | 12 | 17 | 24 | 11 | **180** | **7.0%** |
| **Total** | **299** | **276** | **244** | **253** | **243** | **217** | **220** | **256** | **278** | **281** | **2,567** | **100.0%** |

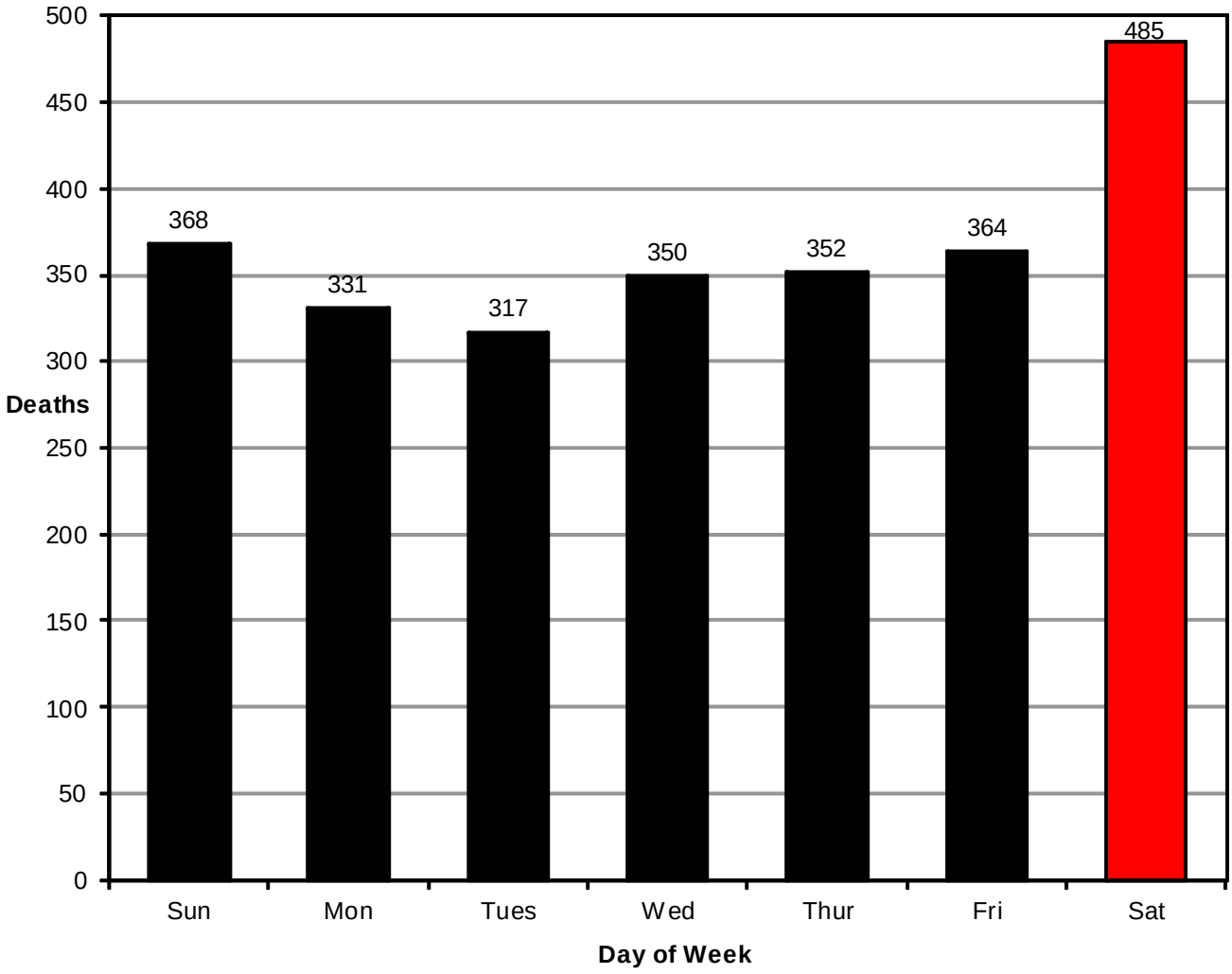



- In the last 10 years, July (289) and June (276) had the highest total number of motor vehicle crash deaths while February (124) and January (134) had the fewest.
- In the last 10 years, June 2014 had the highest number of deaths (38) while January 2013 had the fewest (4).
- In 2016, June (35) and May (32) had the highest number of deaths while December (11) had the fewest.

# Deaths

## Deaths by Day of Week (Utah 2007-2016)

| Deaths | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day of Week | Year | | | | | | | | | | Total | |
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Sunday | 55 | 47 | 35 | 30 | 27 | 41 | 29 | 29 | 40 | 35 | **368** | **14.3%** |
| Monday | 39 | 30 | 33 | 36 | 25 | 30 | 37 | 37 | 26 | 38 | **331** | **12.9%** |
| Tuesday | 39 | 43 | 39 | 31 | 32 | 24 | 20 | 24 | 33 | 32 | **317** | **12.3%** |
| Wednesday | 39 | 31 | 40 | 23 | 32 | 34 | 24 | 35 | 45 | 47 | **350** | **13.6%** |
| Thursday | 37 | 31 | 27 | 50 | 33 | 21 | 38 | 34 | 43 | 38 | **352** | **13.7%** |
| Friday | 30 | 42 | 32 | 26 | 40 | 29 | 36 | 40 | 46 | 43 | **364** | **14.2%** |
| Saturday | 60 | 52 | 38 | 57 | 54 | 38 | 36 | 57 | 45 | 48 | **485** | **18.9%** |
| **Total** | **299** | **276** | **244** | **253** | **243** | **217** | **220** | **256** | **278** | **281** | **2,567** | **100.0%** |

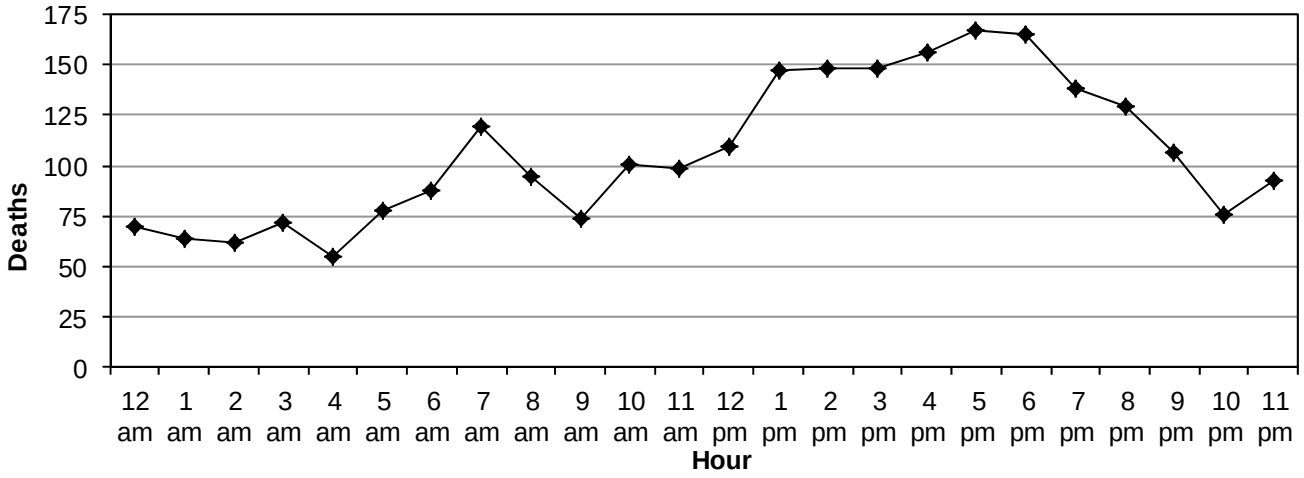



- In the last 10 years, Saturday (485) had the highest total number of motor vehicle crash deaths while Tuesday (317) had the fewest.
- In the last 10 years, Saturdays in 2007 had the highest number of deaths (60) while Tuesdays in 2013 had the fewest (20).
- In 2016, Saturday (48) had the highest number of deaths while Tuesday (32) had the fewest.

# Deaths

## Deaths by Hour (Utah 2007-2016)

| Deaths | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Hour | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Midnight | 12 | 5 | 16 | 5 | 4 | 6 | 5 | 3 | 8 | 6 | **70** | **2.7%** |
| 1 a.m. | 9 | 12 | 5 | 4 | 6 | 5 | 4 | 8 | 5 | 6 | **64** | **2.5%** |
| 2 a.m. | 11 | 7 | 4 | 8 | 7 | 7 | 3 | 3 | 5 | 7 | **62** | **2.4%** |
| 3 a.m. | 18 | 3 | 3 | 5 | 10 | 6 | 1 | 6 | 7 | 13 | **72** | **2.8%** |
| 4 a.m. | 3 | 5 | 12 | 3 | 5 | 3 | 5 | 10 | 6 | 3 | **55** | **2.1%** |
| 5 a.m. | 9 | 8 | 5 | 8 | 10 | 5 | 8 | 4 | 12 | 9 | **78** | **3.0%** |
| 6 a.m. | 9 | 10 | 8 | 11 | 6 | 7 | 7 | 16 | 10 | 4 | **88** | **3.4%** |
| 7 a.m. | 12 | 20 | 13 | 17 | 8 | 8 | 9 | 7 | 15 | 10 | **119** | **4.6%** |
| 8 a.m. | 15 | 8 | 7 | 11 | 7 | 5 | 10 | 15 | 8 | 9 | **95** | **3.7%** |
| 9 a.m. | 7 | 11 | 6 | 11 | 9 | 3 | 8 | 5 | 9 | 5 | **74** | **2.9%** |
| 10 a.m. | 7 | 8 | 13 | 9 | 13 | 10 | 9 | 8 | 13 | 11 | **101** | **3.9%** |
| 11 a.m. | 10 | 16 | 14 | 12 | 6 | 6 | 7 | 9 | 8 | 11 | **99** | **3.9%** |
| Noon | 12 | 14 | 7 | 13 | 10 | 8 | 14 | 12 | 6 | 14 | **110** | **4.3%** |
| 1 p.m. | 15 | 8 | 13 | 14 | 17 | 8 | 19 | 19 | 5 | 29 | **147** | **5.7%** |
| 2 p.m. | 15 | 9 | 7 | 20 | 14 | 19 | 9 | 14 | 23 | 18 | **148** | **5.8%** |
| 3 p.m. | 21 | 13 | 22 | 13 | 12 | 10 | 14 | 15 | 13 | 15 | **148** | **5.8%** |
| 4 p.m. | 14 | 14 | 13 | 12 | 13 | 24 | 14 | 15 | 19 | 18 | **156** | **6.1%** |
| 5 p.m. | 24 | 18 | 19 | 12 | 13 | 20 | 15 | 15 | 17 | 14 | **167** | **6.5%** |
| 6 p.m. | 15 | 19 | 10 | 16 | 20 | 11 | 12 | 18 | 29 | 15 | **165** | **6.4%** |
| 7 p.m. | 16 | 21 | 11 | 15 | 12 | 8 | 12 | 10 | 11 | 22 | **138** | **5.4%** |
| 8 p.m. | 14 | 16 | 14 | 10 | 14 | 15 | 14 | 10 | 11 | 11 | **129** | **5.0%** |
| 9 p.m. | 5 | 20 | 13 | 9 | 11 | 6 | 9 | 9 | 14 | 11 | **107** | **4.2%** |
| 10 p.m. | 10 | 4 | 7 | 4 | 7 | 11 | 5 | 12 | 9 | 7 | **76** | **3.0%** |
| 11 p.m. | 15 | 6 | 1 | 10 | 9 | 6 | 7 | 11 | 15 | 13 | **93** | **3.6%** |
| **Total** | **298** | **275** | **243** | **252** | **243** | **217** | **220** | **254** | **278** | **281** | **2,561** | **100.0%** |




- In the last 10 years, 5 p.m. (167) and 6 p.m. (165) had the highest total number of motor vehicle crash deaths while 4 a.m. (55) and 2 a.m. (62) had the fewest.
- In the last 10 years, 1 p.m. in 2016 and 6 p.m. in 2015 had the highest number of deaths (29) while 11 p.m. in 2009 and 3 a.m. in 2013 had the fewest (1).
- In 2016, 1 p.m. (29) had the highest number of deaths while 4 a.m. (3) had the fewest.

# Overview

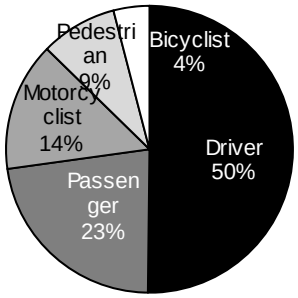
## Deaths by Hour and Day of Week (Utah 2007-2016)

| Deaths, 2007-2016 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Day of Week | | | | | | | Total |
| Hour | Sun | Mon | Tue | Wed | Thu | Fri | Sat | # |
| Midnight | 13 | 6 | 2 | 10 | 14 | 9 | 16 | **70** |
| 1 a.m. | 18 | 3 | 5 | 8 | 2 | 11 | 17 | **64** |
| 2 a.m. | 18 | 5 | 6 | 8 | 4 | 4 | 17 | **62** |
| 3 a.m. | 14 | 17 | 4 | 5 | 6 | 8 | 18 | **72** |
| 4 a.m. | 13 | 4 | 7 | 4 | 6 | 7 | 14 | **55** |
| 5 a.m. | 14 | 7 | 9 | 6 | 6 | 19 | 17 | **78** |
| 6 a.m. | 7 | 9 | 14 | 20 | 14 | 12 | 12 | **88** |
| 7 a.m. | 15 | 16 | 17 | 17 | 22 | 17 | 15 | **119** |
| 8 a.m. | 13 | 15 | 14 | 11 | 19 | 6 | 17 | **95** |
| 9 a.m. | 5 | 19 | 11 | 5 | 11 | 9 | 14 | **74** |
| 10 a.m. | 19 | 11 | 10 | 12 | 11 | 24 | 14 | **101** |
| 11 a.m. | 11 | 17 | 9 | 12 | 13 | 17 | 20 | **99** |
| Noon | 13 | 11 | 16 | 26 | 14 | 13 | 17 | **110** |
| 1 p.m. | 15 | 26 | 14 | 26 | 23 | 19 | 24 | **147** |
| 2 p.m. | 31 | 12 | 16 | 25 | 22 | 13 | 29 | **148** |
| 3 p.m. | 20 | 20 | 22 | 13 | 26 | 19 | 28 | **148** |
| 4 p.m. | 22 | 20 | 21 | 18 | 19 | 23 | 33 | **156** |
| 5 p.m. | 30 | 27 | 21 | 22 | 16 | 19 | 32 | **167** |
| 6 p.m. | 10 | 26 | 20 | 21 | 25 | 30 | 33 | **165** |
| 7 p.m. | 25 | 13 | 18 | 23 | 27 | 17 | 15 | **138** |
| 8 p.m. | 20 | 14 | 27 | 14 | 8 | 27 | 19 | **129** |
| 9 p.m. | 6 | 11 | 12 | 19 | 21 | 17 | 21 | **107** |
| 10 p.m. | 5 | 10 | 10 | 12 | 9 | 9 | 21 | **76** |
| 11 p.m. | 11 | 11 | 12 | 13 | 12 | 15 | 19 | **93** |
| **Total** | **368** | **330** | **317** | **350** | **350** | **364** | **482** | **2,561** |

- In the last 10 years, everyday 3 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 4:59 a.m. had low number of motor vehicle crash deaths.

## Serious Injuries by Person Type (Utah 2007-2016)

| Serious Injuries | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Person | Year | | | | | | | | | | Total | |
| Type | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Driver | 890 | 749 | 670 | 622 | 626 | 676 | 696 | 695 | 808 | 784 | **7,216** | **50.2%** |
| Passenger | 454 | 371 | 325 | 320 | 261 | 307 | 244 | 317 | 335 | 322 | **3,256** | **22.6%** |
| Motorcyclist | 214 | 229 | 195 | 203 | 197 | 196 | 224 | 230 | 203 | 197 | **2,088** | **14.5%** |
| Pedestrian | 132 | 137 | 103 | 123 | 127 | 122 | 115 | 134 | 118 | 131 | **1,242** | **8.6%** |
| Bicyclist | 53 | 47 | 47 | 61 | 67 | 85 | 64 | 55 | 48 | 54 | **581** | **4.0%** |
| **Total** | **1,743** | **1,533** | **1,340** | **1,329** | **1,278** | **1,386** | **1,343** | **1,431** | **1,512** | **1,488** | **14,383** | **100.0%** |

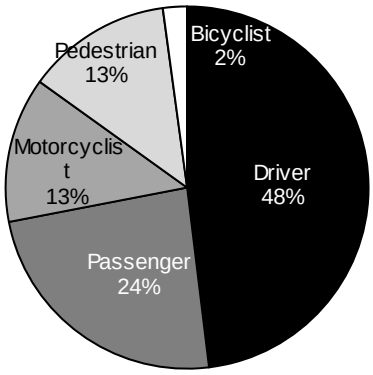



- During the last 10 years, 14,383 people had a serious injury in a crash; 50.2% were drivers, 22.6% were passengers, 14.5% were motorcyclists, 8.6% were pedestrians, and 4.0% were bicyclists.

# Deaths

## Traffic Deaths by Person Type (Utah 2007-2016)

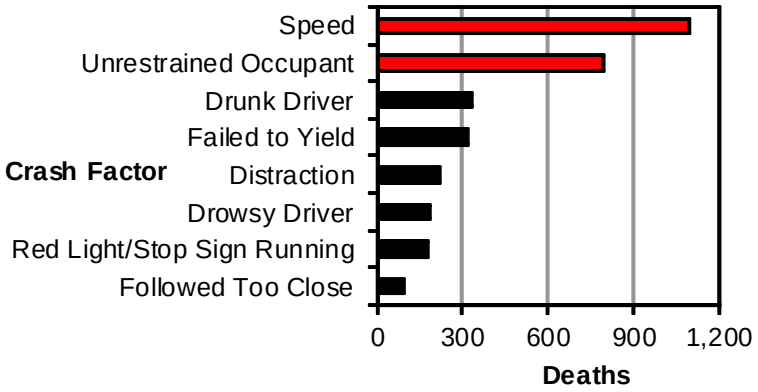
| Deaths | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Person Type | Year | | | | | | | | | | Total | |
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Driver | 139 | 133 | 119 | 129 | 123 | 106 | 106 | 115 | 136 | 128 | **1,234** | **48.1%** |
| Passenger | 89 | 69 | 70 | 68 | 55 | 45 | 47 | 50 | 52 | 68 | **613** | **23.9%** |
| Motorcyclist | 33 | 36 | 30 | 21 | 28 | 32 | 31 | 45 | 36 | 41 | **333** | **13.0%** |
| Pedestrian | 32 | 34 | 20 | 28 | 32 | 31 | 30 | 37 | 49 | 39 | **332** | **12.9%** |
| Bicyclist | 6 | 4 | 5 | 7 | 5 | 3 | 6 | 9 | 5 | 5 | **55** | **2.1%** |
| **Total** | **299** | **276** | **244** | **253** | **243** | **217** | **220** | **256** | **278** | **281** | **2,567** | **100.0%** |




- During the last 10 years, 2,567 people died in a crash; 48.1% were drivers, 23.9% were passengers, 13.0% were motorcyclists, 12.9% were pedestrians, and 2.1% 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 2007-2016)

| Deaths (a death may occur in more than one category) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Crash Factor | Year | | | | | | | | | | Total | |
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Speed | 134 | 126 | 123 | 118 | 101 | 92 | 87 | 110 | 104 | 105 | **1,100** | **42.9%** |
| Unrestrained Occupant | 82 | 78 | 91 | 86 | 82 | 79 | 59 | 72 | 87 | 80 | **796** | **31.0%** |
| Drunk Driver | 42 | 34 | 31 | 25 | 39 | 20 | 23 | 45 | 37 | 36 | **332** | **12.9%** |
| Failed to Yield | 32 | 38 | 34 | 34 | 27 | 27 | 23 | 30 | 30 | 45 | **320** | **12.5%** |
| Distraction | 28 | 18 | 21 | 19 | 21 | 20 | 17 | 22 | 28 | 26 | **220** | **8.6%** |
| Drowsy Driver | 46 | 29 | 23 | 13 | 7 | 14 | 14 | 6 | 15 | 20 | **187** | **7.3%** |
| Red Light/Stop Sign Running | 15 | 19 | 26 | 18 | 18 | 14 | 16 | 18 | 18 | 18 | **180** | **7.0%** |
| Followed Too Close | 4 | 9 | 12 | 7 | 14 | 11 | 9 | 9 | 10 | 9 | **94** | **3.7%** |
| **Total Deaths** | **299** | **276** | **244** | **253** | **243** | **217** | **220** | **256** | **278** | **281** | **2,567** | |




- During the last 10 years, speed was the leading contributing factor accounting for 42.9% of deaths.
- Nearly one-third of the deaths were to unrestrained occupants. It is estimated that if everyone who died was restrained then 398 of these lives would have been saved.
- In 2016, deaths involving failing to yield were the highest in the last 10 years.

# Counties

## Traffic Deaths by County (Utah 2007-2016)

| Deaths | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | | Rate per Year per 100 |
| County | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % | Million VMT |
| San Juan | 16 | 15 | 7 | 2 | 7 | 8 | 7 | 8 | 5 | 10 | **85** | **3.3%** | **2.56** |
| Wayne | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | **12** | **0.5%** | **2.19** |
| Kane | 5 | 3 | 4 | 3 | 5 | 4 | 2 | 3 | 5 | 2 | **36** | **1.4%** | **2.17** |
| Garfield | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 4 | 0 | 5 | **28** | **1.1%** | **2.15** |
| Piute | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | **6** | **0.2%** | **1.84** |
| Sanpete | 7 | 5 | 4 | 7 | 1 | 1 | 9 | 3 | 4 | 4 | **45** | **1.8%** | **1.81** |
| Daggett | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | **6** | **0.2%** | **1.73** |
| Duchesne | 4 | 2 | 6 | 10 | 10 | 3 | 4 | 9 | 2 | 1 | **51** | **2.0%** | **1.56** |
| Uintah | 9 | 10 | 6 | 6 | 7 | 9 | 2 | 8 | 5 | 3 | **65** | **2.5%** | **1.48** |
| Tooele | 10 | 15 | 11 | 12 | 10 | 17 | 8 | 15 | 14 | 20 | **132** | **5.1%** | **1.46** |
| Rich | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | **8** | **0.3%** | **1.46** |
| Sevier | 7 | 7 | 5 | 5 | 5 | 2 | 8 | 2 | 3 | 9 | **53** | **2.1%** | **1.45** |
| Emery | 7 | 8 | 6 | 5 | 5 | 2 | 6 | 2 | 6 | 9 | **56** | **2.2%** | **1.44** |
| Wasatch | 11 | 1 | 4 | 1 | 5 | 6 | 3 | 5 | 9 | 7 | **52** | **2.0%** | **1.29** |
| Millard | 15 | 7 | 5 | 7 | 3 | 10 | 7 | 4 | 9 | 5 | **72** | **2.8%** | **1.27** |
| Carbon | 5 | 2 | 3 | 2 | 9 | 2 | 4 | 4 | 8 | 3 | **42** | **1.6%** | **1.20** |
| Grand | 5 | 4 | 8 | 7 | 1 | 2 | 3 | 7 | 6 | 4 | **47** | **1.8%** | **1.16** |
| Morgan | 0 | 2 | 2 | 0 | 4 | 1 | 0 | 4 | 2 | 1 | **16** | **0.6%** | **1.07** |
| Weber | 25 | 15 | 23 | 21 | 21 | 13 | 18 | 16 | 21 | 19 | **192** | **7.5%** | **1.07** |
| Box Elder | 17 | 9 | 9 | 12 | 9 | 4 | 5 | 13 | 16 | 10 | **104** | **4.1%** | **1.03** |
| Juab | 8 | 5 | 8 | 7 | 5 | 1 | 3 | 2 | 0 | 5 | **44** | **1.7%** | **0.98** |
| Washington | 22 | 18 | 10 | 17 | 9 | 11 | 14 | 18 | 17 | 15 | **151** | **5.9%** | **0.91** |
| Summit | 6 | 12 | 10 | 5 | 9 | 8 | 4 | 6 | 7 | 4 | **71** | **2.8%** | **0.83** |
| Beaver | 3 | 2 | 6 | 1 | 1 | 1 | 4 | 2 | 5 | 0 | **25** | **1.0%** | **0.83** |
| Cache | 6 | 5 | 10 | 6 | 4 | 6 | 10 | 12 | 4 | 12 | **75** | **2.9%** | **0.75** |
| Iron | 8 | 3 | 12 | 8 | 10 | 0 | 8 | 3 | 2 | 4 | **58** | **2.3%** | **0.69** |
| Salt Lake | 54 | 64 | 46 | 61 | 66 | 64 | 53 | 66 | 76 | 69 | **619** | **24.1%** | **0.63** |
| Utah | 24 | 42 | 21 | 32 | 19 | 20 | 21 | 24 | 39 | 31 | **273** | **10.6%** | **0.58** |
| Davis | 19 | 14 | 10 | 10 | 14 | 15 | 12 | 11 | 11 | 27 | **143** | **5.6%** | **0.48** |
| **Total** | **299** | **276** | **244** | **253** | **243** | **217** | **220** | **256** | **278** | **281** | **2,567** | **100.0%** | **0.83** |

- 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 56.6% of the deaths.
- Over the last 10 years, Salt Lake County in 2015 had the highest number of deaths (76).
- Beaver, Daggett, Garfield, Iron, Juab, Morgan, Piute, Rich, and Wayne Counties had at least one year with no deaths.
- In 2016, Cache, Davis, Emery, Garfield, Sevier, and Tooele Counties had their highest total of deaths during the last 10 years.
- In 2016, Beaver, Duchesne, Kane, Rich, Summit, and Wayne Counties had their lowest total of deaths during the last 10 years.
- San Juan, Wayne, and Kane 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

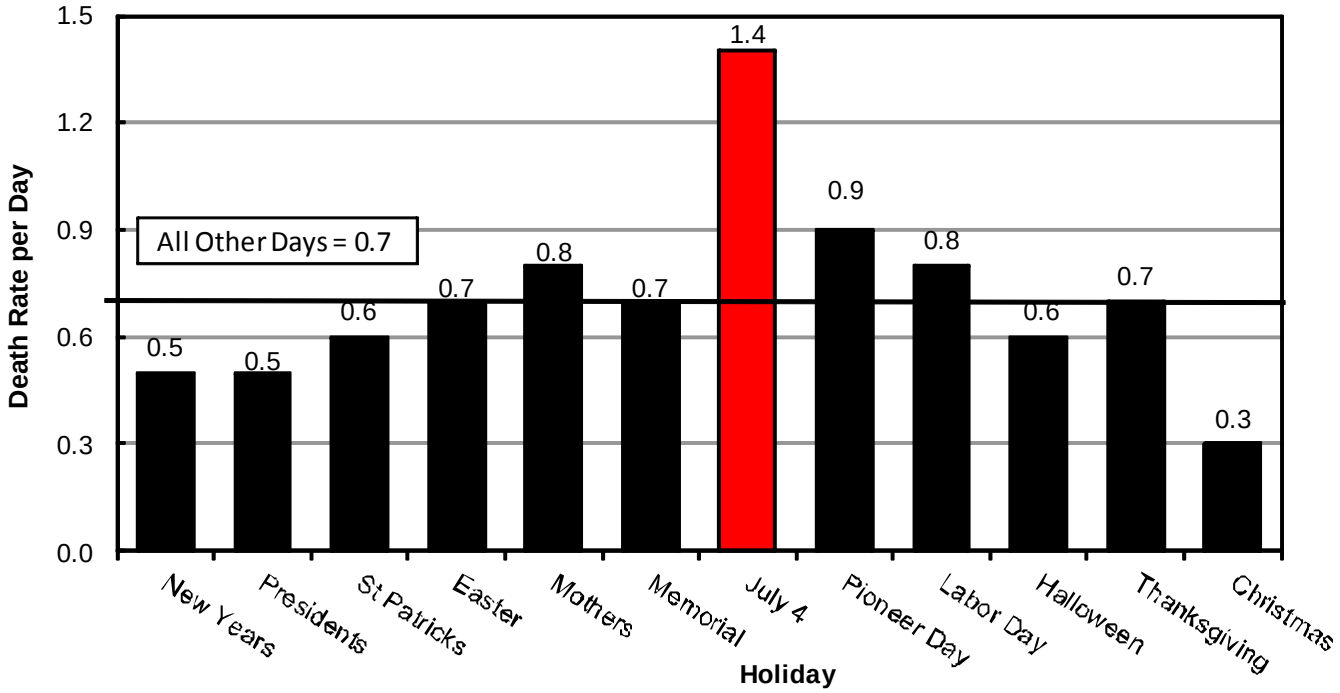
## Crashes by County (Utah 2007-2016)

| Crashes | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | | Rate per Year per 100 Million |
| County | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % | VMT |
| Salt Lake | 26,883 | 24,803 | 22,630 | 21,506 | 21,730 | 21,953 | 25,683 | 24,833 | 27,153 | 28,287 | **245,461** | **44.4%** | **249.4** |
| Weber | 4,870 | 4,333 | 4,082 | 3,872 | 3,849 | 3,910 | 4,181 | 4,037 | 4,314 | 4,413 | **41,861** | **7.6%** | **233.1** |
| Cache | 2,219 | 2,018 | 1,890 | 1,987 | 1,959 | 1,688 | 1,933 | 1,808 | 2,084 | 2,064 | **19,650** | **3.6%** | **197.3** |
| Utah | 9,530 | 8,431 | 7,558 | 7,589 | 9,495 | 7,789 | 7,625 | 7,444 | 8,805 | 9,365 | **83,631** | **15.1%** | **177.1** |
| Davis | 5,410 | 4,854 | 4,286 | 3,958 | 4,301 | 4,251 | 5,088 | 4,689 | 5,322 | 5,776 | **47,935** | **8.7%** | **162.0** |
| Wasatch | 724 | 637 | 524 | 554 | 585 | 592 | 570 | 584 | 759 | 726 | **6,255** | **1.1%** | **155.7** |
| Uintah | 861 | 816 | 681 | 542 | 564 | 673 | 676 | 581 | 564 | 499 | **6,457** | **1.2%** | **147.4** |
| Duchesne | 501 | 564 | 343 | 446 | 584 | 520 | 476 | 463 | 439 | 302 | **4,638** | **0.8%** | **141.6** |
| Rich | 84 | 95 | 83 | 79 | 79 | 79 | 70 | 62 | 65 | 81 | **777** | **0.1%** | **141.4** |
| Garfield | 204 | 189 | 143 | 178 | 147 | 161 | 134 | 148 | 190 | 230 | **1,724** | **0.3%** | **132.5** |
| Summit | 1,084 | 1,165 | 1,031 | 986 | 1,041 | 1,076 | 1,146 | 1,258 | 1,182 | 1,193 | **11,162** | **2.0%** | **130.3** |
| Washington | 2,435 | 2,104 | 1,871 | 1,656 | 1,768 | 1,936 | 2,071 | 2,210 | 2,575 | 2,706 | **21,332** | **3.9%** | **128.4** |
| Kane | 220 | 240 | 216 | 201 | 206 | 196 | 181 | 195 | 227 | 208 | **2,090** | **0.4%** | **125.7** |
| Sanpete | 393 | 300 | 244 | 228 | 308 | 302 | 296 | 318 | 364 | 364 | **3,117** | **0.6%** | **125.6** |
| Carbon | 458 | 494 | 505 | 414 | 566 | 406 | 346 | 384 | 397 | 385 | **4,355** | **0.8%** | **124.2** |
| Wayne | 58 | 104 | 77 | 56 | 46 | 54 | 52 | 67 | 76 | 64 | **654** | **0.1%** | **119.6** |
| Sevier | 536 | 483 | 548 | 430 | 420 | 386 | 337 | 333 | 397 | 390 | **4,260** | **0.8%** | **116.3** |
| Morgan | 171 | 214 | 129 | 173 | 154 | 147 | 194 | 174 | 173 | 166 | **1,695** | **0.3%** | **113.8** |
| Box Elder | 918 | 1,066 | 1,117 | 1,040 | 1,056 | 1,006 | 1,035 | 1,017 | 1,043 | 1,359 | **10,657** | **1.9%** | **105.6** |
| Tooele | 869 | 802 | 796 | 730 | 1,016 | 972 | 1,052 | 1,003 | 1,116 | 1,107 | **9,463** | **1.7%** | **104.8** |
| Iron | 901 | 819 | 829 | 886 | 722 | 791 | 821 | 843 | 956 | 951 | **8,519** | **1.5%** | **102.1** |
| Daggett | 50 | 55 | 36 | 27 | 22 | 34 | 35 | 33 | 35 | 14 | **341** | **0.1%** | **98.3** |
| Piute | 39 | 24 | 30 | 34 | 29 | 24 | 21 | 40 | 30 | 39 | **310** | **0.1%** | **95.0** |
| Beaver | 212 | 240 | 309 | 274 | 258 | 255 | 250 | 223 | 221 | 251 | **2,493** | **0.5%** | **82.5** |
| San Juan | 331 | 303 | 262 | 254 | 233 | 266 | 273 | 259 | 256 | 266 | **2,703** | **0.5%** | **81.6** |
| Juab | 368 | 337 | 393 | 352 | 341 | 274 | 273 | 256 | 307 | 353 | **3,254** | **0.6%** | **72.4** |
| Millard | 431 | 401 | 353 | 407 | 318 | 372 | 362 | 334 | 388 | 434 | **3,800** | **0.7%** | **67.3** |
| Emery | 257 | 251 | 216 | 281 | 256 | 246 | 245 | 220 | 289 | 256 | **2,517** | **0.5%** | **64.6** |
| Grand | 228 | 225 | 185 | 228 | 234 | 241 | 211 | 220 | 285 | 222 | **2,279** | **0.4%** | **56.2** |
| **Total** | **61,245** | **56,367** | **51,367** | **49,368** | **52,287** | **50,600** | **55,637** | **54,036** | **60,012** | **62,471** | **553,390** | **100.0%** | **179.8** |

- During the last 10 years, nearly one-half (44.4%) 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 83.1% of the crashes.
- Over the last 10 years, Salt Lake County in 2016 had the highest number of crashes (28,287).
- In 2016, Box Elder, Davis, Garfield, Millard, Salt Lake, and Washington Counties had their highest total of crashes during the last 10 years.
- In 2016, Daggett, Duchesne, and Uintah Counties 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 2007-2016)




**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 Days | Total Rate per Day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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** | **40** | **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** | **48** | **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** | **45** | **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** | **42** | **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** | **45** | **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** | **41** | **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** | **44** | **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** | **48** | **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** | **45** | **0.5** |
| 2016 | 4 | 1.0 | 2 | 0.5 | 4 | 0.8 | 3 | 1.0 | 4 | 1.3 | 4 | 1.0 | 6 | 1.5 | 9 | 3.0 | 4 | 1.0 | 3 | 0.8 | 6 | 1.2 | 3 | 1.0 | **52** | **46** | **1.1** |
| **Total** | **18** | **0.5** | **18** | **0.5** | **21** | **0.6** | **20** | **0.7** | **24** | **0.8** | **29** | **0.7** | **50** | **1.4** | **32** | **0.9** | **33** | **0.8** | **22** | **0.6** | **35** | **0.7** | **10** | **0.3** | **312** | **444** | **0.7** |

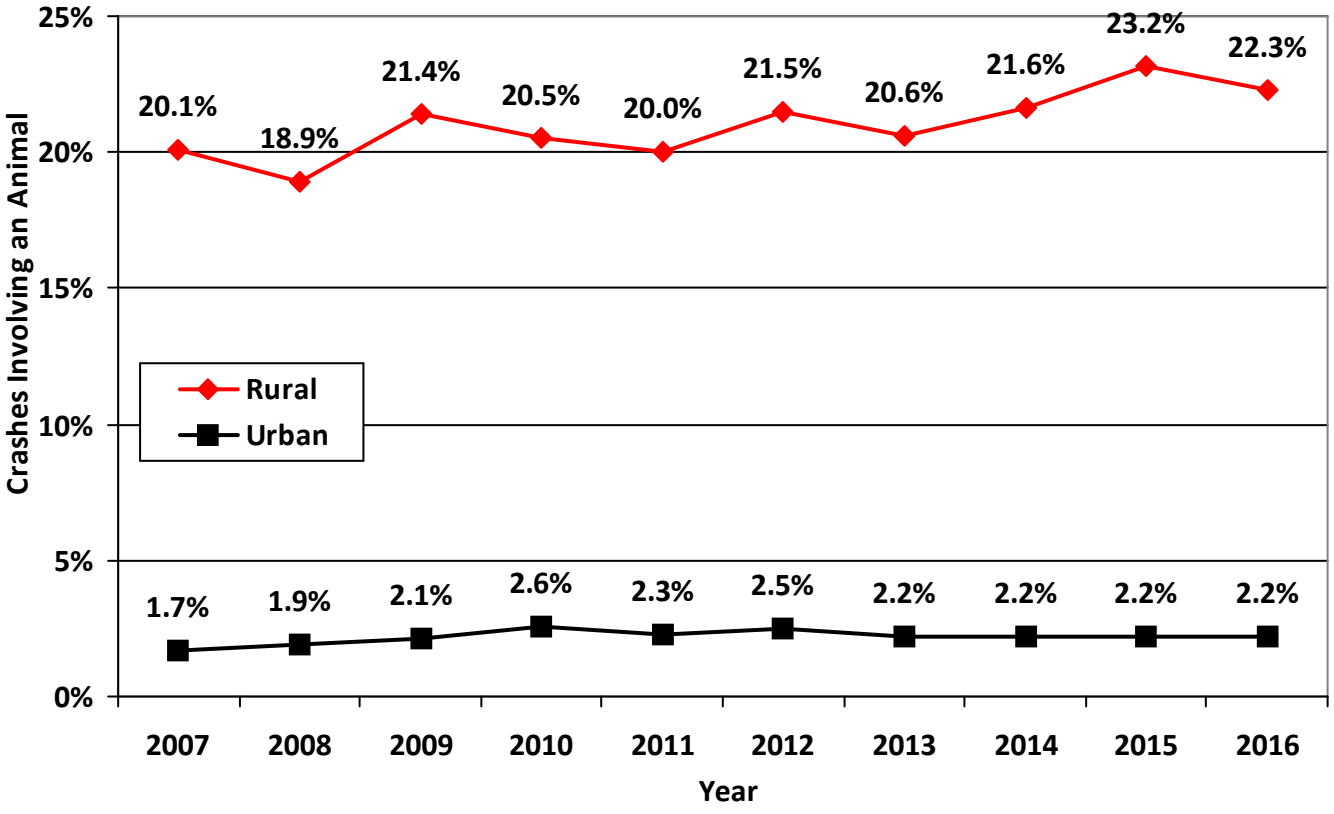
- Holiday deaths are a concern due to risk factors such as fatigue, impaired driving, long distance traveling, speeding, and traveling on unfamiliar roadways.
- Over the past 10 years, the 4th of July Holiday (1.4) had the highest rate of deaths while the Christmas (0.3) Holiday had the lowest rates.
- In 2016, the Pioneer Day Holiday had the highest death rate per day (3.0) while the President's Day Holiday had the lowest rate (0.5).
- 4th of July 2008 (3.0), Pioneer Day 2016 (3.0), 4th of July 2014 (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

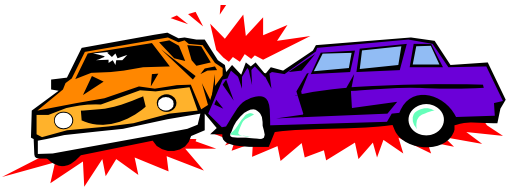
## Animal-Related Crashes by Rural and Urban (Utah 2007-2016)

| Animal-Related Crashes | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Rural | | | Urban | | | Total | | |
| | All | Animal | | All | Animal | | All | Animal | |
| Year | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 9,860 | 2,196 | 22.3% | 52,611 | 1,147 | 2.2% | **62,471** | **3,343** | **5.4%** |
| **Total** | **93,521** | **19,652** | **21.0%** | **459,869** | **10,025** | **2.2%** | **553,390** | **29,677** | **5.4%** |




- Over the last 10 years, animal-related crashes accounted for 5.4% of all crashes in Utah. While animal crashes accounted for a minimal amount of crashes in Urban areas (2.2%), animal crashes accounted for over one-fifth (21.0%) 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 5.4% of total crashes statewide in 2016, they accounted for nearly one-fourth (22.3%) of crashes in rural counties.

# Overview



## Section 1: Overview

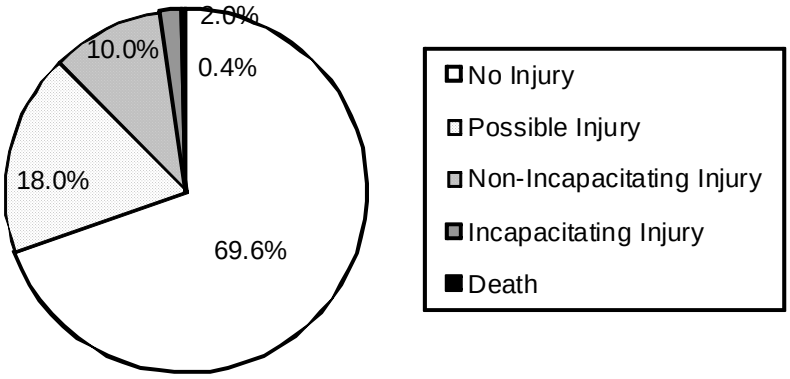
Crash Conditions



2016

# Crash Conditions

## Crash Severity (Utah 2016)




- For crashes that occurred in Utah during 2016, 69.6% resulted in property damage only, 30% resulted in some level of injury, and 0.4% involved a death.

## Month (Utah 2016)

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

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 4,128 | 133.2 | 1,475 | 47.6 | 13 | 0.42 | **5,616** | **181.2** |
| February | 3,295 | 113.6 | 1,296 | 44.7 | 16 | 0.55 | **4,607** | **158.9** |
| March | 3,240 | 104.5 | 1,411 | 45.5 | 14 | 0.45 | **4,665** | **150.5** |
| April | 3,167 | 105.6 | 1,440 | 48.0 | 23 | 0.77 | **4,630** | **154.3** |
| May | 3,336 | 107.6 | 1,560 | 50.3 | 28 | 0.90 | **4,924** | **158.8** |
| June | 3,372 | 112.4 | 1,622 | 54.1 | 30 | 1.00 | **5,024** | **167.5** |
| July | 3,245 | 104.7 | 1,603 | 51.7 | 30 | 0.97 | **4,878** | **157.4** |
| August | 3,509 | 113.2 | 1,670 | 53.9 | 15 | 0.48 | **5,194** | **167.5** |
| September | 3,720 | 124.0 | 1,769 | 59.0 | 27 | 0.90 | **5,516** | **183.9** |
| October | 3,595 | 116.0 | 1,651 | 53.3 | 27 | 0.87 | **5,273** | **170.1** |
| November | 4,385 | 146.2 | 1,633 | 54.4 | 25 | 0.83 | **6,043** | **201.4** |
| December | 4,473 | 144.3 | 1,617 | 52.2 | 11 | 0.35 | **6,101** | **196.8** |
| **Total** | **43,465** | **118.8** | **18,747** | **51.2** | **259** | **0.71** | 62,471 | **170.7** |

## Day of Week (Utah 2016)

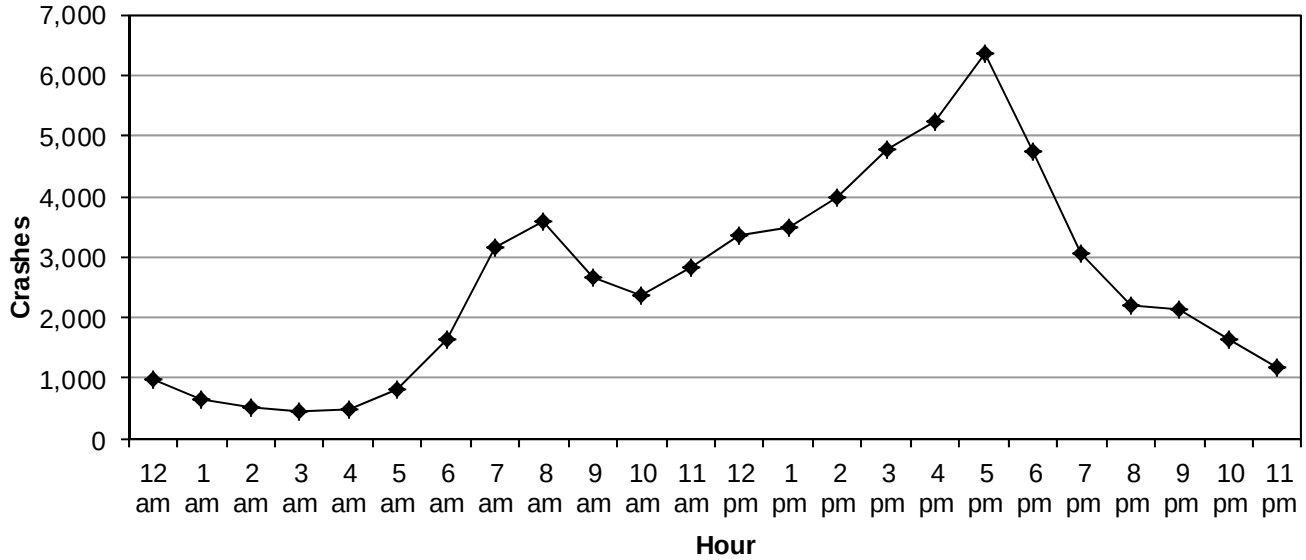
| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 3,564 | 8.2% | 1,586 | 8.5% | 34 | 13.1% | **5,184** | **8.3%** |
| Monday | 6,933 | 16.0% | 2,896 | 15.4% | 35 | 13.5% | **9,864** | **15.8%** |
| Tuesday | 6,648 | 15.3% | 2,832 | 15.1% | 31 | 12.0% | **9,511** | **15.2%** |
| Wednesday | 6,620 | 15.2% | 2,830 | 15.1% | 41 | 15.8% | **9,491** | **15.2%** |
| Thursday | 6,702 | 15.4% | 2,926 | 15.6% | 33 | 12.7% | **9,661** | **15.5%** |
| Friday | 7,442 | 17.1% | 3,152 | 16.8% | 41 | 15.8% | **10,635** | **17.0%** |
| Saturday | 5,556 | 12.8% | 2,525 | 13.5% | 44 | 17.0% | **8,125** | **13.0%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | 62,471 | **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 1.6 times more likely to be fatal than weekday crashes.

# Crash Conditions

## Hour (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 681 | 1.6% | 307 | 1.6% | 5 | 1.9% | **993** | **1.6%** |
| 1 a.m. | 429 | 1.0% | 226 | 1.2% | 5 | 1.9% | **660** | **1.1%** |
| 2 a.m. | 359 | 0.8% | 144 | 0.8% | 7 | 2.7% | **510** | **0.8%** |
| 3 a.m. | 306 | 0.7% | 140 | 0.7% | 10 | 3.9% | **456** | **0.7%** |
| 4 a.m. | 327 | 0.8% | 144 | 0.8% | 3 | 1.2% | **474** | **0.8%** |
| 5 a.m. | 610 | 1.4% | 210 | 1.1% | 9 | 3.5% | **829** | **1.3%** |
| 6 a.m. | 1,220 | 2.8% | 415 | 2.2% | 4 | 1.5% | **1,639** | **2.6%** |
| 7 a.m. | 2,296 | 5.3% | 864 | 4.6% | 9 | 3.5% | **3,169** | **5.1%** |
| 8 a.m. | 2,548 | 5.9% | 1,022 | 5.5% | 6 | 2.3% | **3,576** | **5.7%** |
| 9 a.m. | 1,901 | 4.4% | 765 | 4.1% | 5 | 1.9% | **2,671** | **4.3%** |
| 10 a.m. | 1,666 | 3.8% | 704 | 3.8% | 9 | 3.5% | **2,379** | **3.8%** |
| 11 a.m. | 1,980 | 4.6% | 852 | 4.5% | 11 | 4.2% | **2,843** | **4.6%** |
| Noon | 2,302 | 5.3% | 1,031 | 5.5% | 14 | 5.4% | **3,347** | **5.4%** |
| 1 p.m. | 2,398 | 5.5% | 1,080 | 5.8% | 26 | 10.0% | **3,504** | **5.6%** |
| 2 p.m. | 2,729 | 6.3% | 1,230 | 6.6% | 18 | 6.9% | **3,977** | **6.4%** |
| 3 p.m. | 3,304 | 7.6% | 1,472 | 7.9% | 14 | 5.4% | **4,790** | **7.7%** |
| 4 p.m. | 3,621 | 8.3% | 1,614 | 8.6% | 17 | 6.6% | **5,252** | **8.4%** |
| 5 p.m. | 4,381 | 10.1% | 1,970 | 10.5% | 14 | 5.4% | **6,365** | **10.2%** |
| 6 p.m. | 3,236 | 7.4% | 1,510 | 8.1% | 15 | 5.8% | **4,761** | **7.6%** |
| 7 p.m. | 2,151 | 4.9% | 901 | 4.8% | 20 | 7.7% | **3,072** | **4.9%** |
| 8 p.m. | 1,554 | 3.6% | 655 | 3.5% | 11 | 4.2% | **2,220** | **3.6%** |
| 9 p.m. | 1,481 | 3.4% | 649 | 3.5% | 10 | 3.9% | **2,140** | **3.4%** |
| 10 p.m. | 1,166 | 2.7% | 484 | 2.6% | 7 | 2.7% | **1,657** | **2.7%** |
| 11 p.m. | 819 | 1.9% | 358 | 1.9% | 10 | 3.9% | **1,187** | **1.9%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | **62,471** | **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 1:00 p.m. and 7:00 p.m. hours.

# Crash Conditions

## Crashes by Day of Week and Hour (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Day of Week | | | | | | | Total |
| Hour | Sun | Mon | Tue | Wed | Thu | Fri | Sat | # |
| Midnight | 211 | 112 | 111 | 105 | 131 | 148 | 175 | **993** |
| 1 a.m. | 169 | 68 | 55 | 70 | 73 | 94 | 132 | **661** |
| 2 a.m. | 124 | 56 | 45 | 54 | 51 | 72 | 107 | **509** |
| 3 a.m. | 103 | 42 | 45 | 32 | 52 | 79 | 103 | **456** |
| 4 a.m. | 77 | 70 | 57 | 49 | 60 | 74 | 87 | **474** |
| 5 a.m. | 103 | 157 | 126 | 140 | 105 | 128 | 71 | **830** |
| 6 a.m. | 105 | 303 | 285 | 279 | 252 | 261 | 153 | **1,638** |
| 7 a.m. | 153 | 586 | 614 | 596 | 569 | 474 | 177 | **3,169** |
| 8 a.m. | 178 | 670 | 650 | 630 | 577 | 585 | 287 | **3,577** |
| 9 a.m. | 196 | 449 | 451 | 403 | 450 | 428 | 295 | **2,672** |
| 10 a.m. | 233 | 356 | 369 | 314 | 334 | 369 | 404 | **2,379** |
| 11 a.m. | 225 | 486 | 399 | 403 | 393 | 482 | 455 | **2,843** |
| Noon | 250 | 492 | 502 | 467 | 535 | 546 | 555 | **3,347** |
| 1 p.m. | 292 | 576 | 468 | 467 | 488 | 622 | 590 | **3,503** |
| 2 p.m. | 309 | 642 | 566 | 620 | 605 | 702 | 532 | **3,976** |
| 3 p.m. | 315 | 792 | 750 | 733 | 758 | 881 | 561 | **4,790** |
| 4 p.m. | 313 | 852 | 854 | 839 | 861 | 963 | 569 | **5,251** |
| 5 p.m. | 344 | 1,053 | 1,103 | 1,120 | 1,101 | 1,055 | 590 | **6,366** |
| 6 p.m. | 321 | 758 | 758 | 807 | 772 | 856 | 490 | **4,762** |
| 7 p.m. | 286 | 401 | 432 | 460 | 473 | 569 | 451 | **3,072** |
| 8 p.m. | 265 | 332 | 287 | 287 | 318 | 373 | 357 | **2,219** |
| 9 p.m. | 271 | 274 | 241 | 275 | 335 | 381 | 362 | **2,139** |
| 10 p.m. | 184 | 198 | 188 | 218 | 237 | 288 | 345 | **1,658** |
| 11 p.m. | 158 | 138 | 154 | 124 | 133 | 202 | 278 | **1,187** |
| **Total** | **5,185** | **9,863** | **9,510** | **9,492** | **9,663** | **10,632** | **8,126** | **62,471** |

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.

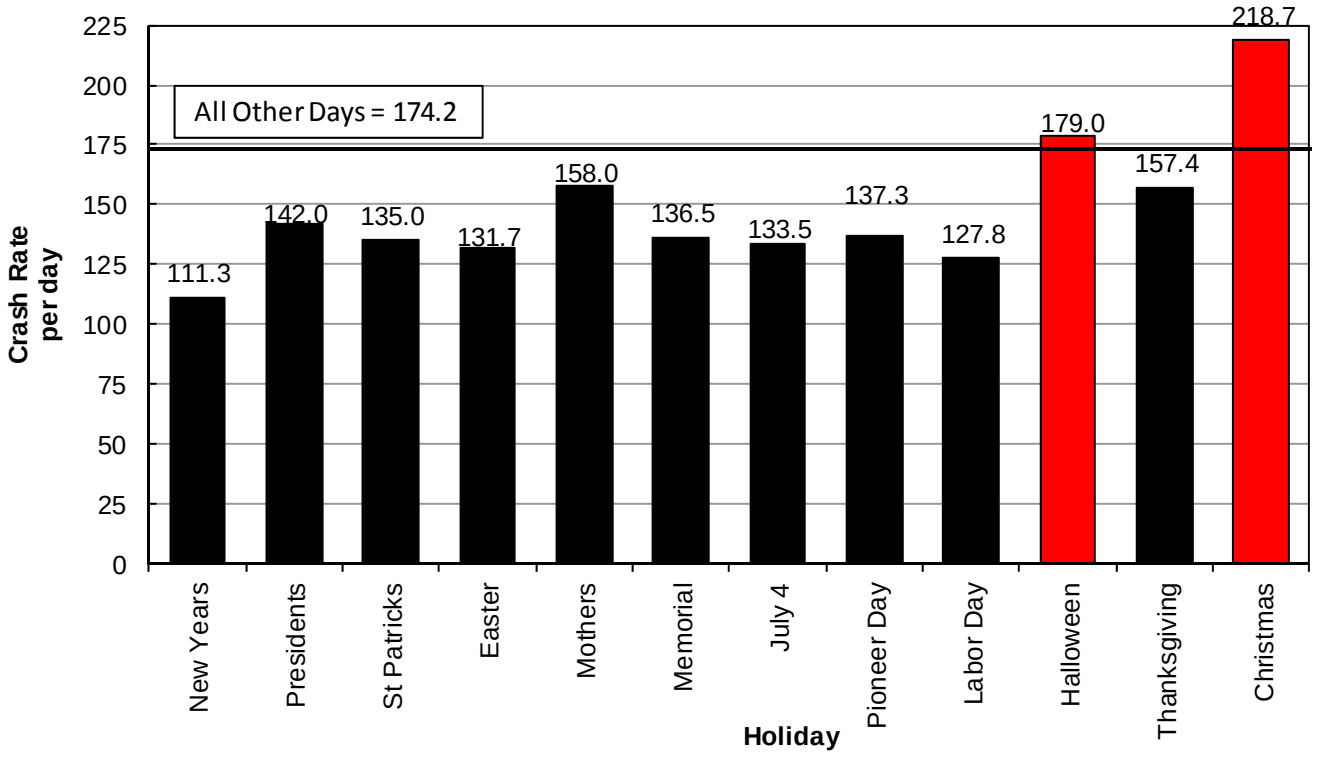
## Road Surface Condition (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Road Surface Condition | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Dry | 34,658 | 79.7% | 15,680 | 83.6% | 221 | 85.3% | **50,559** | **80.9%** |
| Wet | 4,537 | 10.4% | 1,902 | 10.1% | 15 | 5.8% | **6,454** | **10.3%** |
| Snow/Slush | 2,742 | 6.3% | 685 | 3.7% | 6 | 2.3% | **3,433** | **5.5%** |
| Ice | 898 | 2.1% | 229 | 1.2% | 3 | 1.2% | **1,130** | **1.8%** |
| Other | 215 | 0.5% | 175 | 0.9% | 5 | 1.9% | **395** | **0.6%** |
| Unknown | 415 | 1.0% | 76 | 0.4% | 9 | 3.5% | **500** | **0.8%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | **62,471** | **100.0%** |

- Most total crashes (81%) and fatal crashes (85%) occurred when roads were dry.

# Holidays

## Holiday Crash Rate Per Day (Utah 2016)




| Holiday Crashes | | | |
|---|---|---|---|
| Holiday | # | Days | Rate Per Day |
| **New Years** | 445 | 4 | 111.3 |
| **Presidents** | 568 | 4 | 142.0 |
| **St Patricks** | 675 | 5 | 135.0 |
| **Easter** | 395 | 3 | 131.7 |
| **Mothers** | 474 | 3 | 158.0 |
| **Memorial Day** | 546 | 4 | 136.5 |
| **4th of July** | 534 | 4 | 133.5 |
| **Pioneer Day** | 412 | 3 | 137.3 |
| **Labor Day** | 511 | 4 | 127.8 |
| **Halloween** | 716 | 4 | 179.0 |
| **Thanksgiving** | 787 | 5 | 157.4 |
| **Christmas** | 656 | 3 | 218.7 |
| **Total** | **6,719** | **46** | **146.1** |
| **All Other Days** | 55,752 | 320 | 174.2 |

- The total number of miles traveled decreases during holidays. Corresponding with this reduced travel, crashes also were lower during holiday periods (146 per day compared to 174 per day)
- The Christmas Holiday had the highest crash rate per day (219) while the New Years Holiday had the lowest rate (111).
- Only the Christmas (219) and Halloween (179) Holidays had a higher crash rate per day than the rate per day for all days (174).

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 2016)

### County Crash Comparison

| County | Fatal Crash Rate per VMT Rank | Overall Crash Rate per VMT Rank | Percent of Crash Occu-pants Unre-strained Rank | Speed Crash Rate per VMT Rank | Alcohol-Related Crash Rate per VMT Rank | Drug-Related Crash Rate per VMT Rank | Dis-tracted Driver Crash Rate per VMT Rank | Drowsy Driver Crash Rate per VMT Rank | Crash % With Teen Driver Rank | Crash % With Older Driver Rank | Motor-cycle Crash Rate per Rgstrd Mtrcycl Rank | Pedes-trian Crash Rate per Pop. Rank | Bicy-clist Crash Rate per Pop. Rank | Total County Highway Safety Ranking |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Weber | 14 | 2 | 24 | 11 | 2 | 1 | 2 | 12 | 6 | 9 | 16 | 4 | 2 | **8.1** |
| Salt Lake | 20 | 1 | 25 | 2 | 1 | 2 | 1 | 13 | 13 | 21 | 14 | 2 | 1 | **8.9** |
| Wasatch | 7 | 6 | 20 | 1 | 4 | 20 | 13 | 5 | 9 | 20 | 10 | 5 | 9 | **9.9** |
| Cache | 12 | 3 | 26 | 7 | 8 | 14 | 3 | 15 | 2 | 17 | 19 | 8 | 8 | **10.9** |
| Tooele | 5 | 14 | 9 | 19 | 3 | 4 | 7 | 8 | 10 | 22 | 20 | 11 | 10 | **10.9** |
| Washington | 18 | 8 | 23 | 23 | 5 | 11 | 6 | 11 | 4 | 2 | 11 | 9 | 11 | **10.9** |
| Garfield | 1 | 7 | 14 | 9 | 15 | 13 | 16 | 22 | 28 | 6 | 3 | 10 | 4 | **11.4** |
| Davis | 19 | 5 | 28 | 12 | 11 | 6 | 5 | 14 | 5 | 11 | 26 | 6 | 5 | **11.8** |
| Utah | 22 | 4 | 27 | 6 | 19 | 5 | 4 | 16 | 3 | 24 | 21 | 7 | 6 | **12.6** |
| Sevier | 8 | 21 | 5 | 18 | 13 | 3 | 15 | 4 | 19 | 8 | 25 | 13 | 16 | **12.9** |
| Box Elder | 15 | 12 | 17 | 4 | 22 | 26 | 12 | 2 | 8 | 15 | 17 | 1 | 19 | **13.1** |
| Sanpete | 9 | 10 | 2 | 17 | 7 | 15 | 9 | 26 | 1 | 7 | 27 | 19 | 21 | **13.1** |
| Iron | 23 | 17 | 18 | 14 | 16 | 9 | 10 | 23 | 11 | 10 | 9 | 12 | 18 | **14.6** |
| Rich | 27 | 9 | 6 | 5 | 10 | 18 | 14 | 18 | 14 | 29 | 1 | 20 | 22 | **14.8** |
| Piute | 2 | 15 | 1 | 22 | 24 | 28 | 26 | 3 | 29 | 1 | 2 | 20 | 22 | **15.0** |
| Wayne | 27 | 16 | 8 | 15 | 9 | 17 | 8 | 17 | 26 | 13 | 4 | 20 | 22 | **15.5** |
| Beaver | 27 | 23 | 3 | 8 | 20 | 16 | 19 | 6 | 17 | 19 | 6 | 20 | 22 | **15.8** |
| Summit | 24 | 11 | 19 | 10 | 6 | 23 | 17 | 20 | 21 | 25 | 23 | 3 | 12 | **16.5** |
| Carbon | 17 | 20 | 15 | 21 | 17 | 24 | 20 | 10 | 12 | 5 | 28 | 16 | 14 | **16.8** |
| Emery | 6 | 27 | 7 | 24 | 23 | 21 | 25 | 9 | 22 | 12 | 13 | 20 | 15 | **17.2** |
| Uintah | 25 | 18 | 13 | 25 | 12 | 7 | 18 | 28 | 7 | 18 | 15 | 18 | 20 | **17.2** |
| Morgan | 21 | 19 | 21 | 3 | 14 | 8 | 22 | 19 | 16 | 28 | 12 | 20 | 22 | **17.3** |
| Grand | 13 | 28 | 11 | 29 | 28 | 27 | 21 | 21 | 23 | 4 | 8 | 14 | 3 | **17.7** |
| Millard | 16 | 26 | 10 | 13 | 25 | 22 | 23 | 7 | 20 | 23 | 18 | 20 | 7 | **17.7** |
| Juab | 11 | 25 | 12 | 16 | 27 | 25 | 27 | 1 | 15 | 16 | 24 | 17 | 17 | **17.9** |
| Duchesne | 26 | 22 | 4 | 20 | 18 | 12 | 11 | 24 | 18 | 27 | 29 | 15 | 13 | **18.4** |
| Daggett | 3 | 29 | 29 | 26 | 29 | 10 | 28 | 29 | 25 | 3 | 5 | 20 | 22 | **19.8** |
| San Juan | 4 | 24 | 16 | 27 | 26 | 28 | 29 | 25 | 27 | 14 | 7 | 20 | 22 | **20.7** |
| Kane | 10 | 13 | 22 | 28 | 21 | 19 | 24 | 27 | 24 | 26 | 22 | 20 | 22 | **21.4** |
| **Note:** | Rank 1-18 Above State Avg. | Rank 1-3 Above State Avg. | Rank 1-20 Above State Avg. | Rank 1-6 Above State Avg. | Rank 1-3 Above State Avg. | Rank 1-4 Above State Avg. | Rank 1-5 Above State Avg. | Rank 1-13 Above State Avg. | Rank 1-8 Above State Avg. | Rank 1-17 Above State Avg. | Rank 1-15 Above State Avg. | Rank 1-3 Above State Avg. | Rank 1-2 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.

- Weber, Salt Lake, and Wasatch Counties were the worst overall counties. Weber County was above the state average in nine of the thirteen categories.
- Kane, San Juan, and Daggett Counties were the best overall counties. Kane County was below the state average in every category except one.
- In 2015, Salt Lake was the worst county and Juab was the best. 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 2016)

| 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 | 19,674 | 199.9 | 8,546 | 86.8 | 67 | 0.68 | **28,287** | **287.4** |
| Weber | 2,836 | 157.9 | 1,560 | 86.9 | 17 | 0.95 | **4,413** | **245.7** |
| Cache | 1,557 | 156.3 | 496 | 49.8 | 11 | 1.10 | **2,064** | **207.2** |
| Utah | 6,376 | 135.0 | 2,960 | 62.7 | 29 | 0.61 | **9,365** | **198.3** |
| Davis | 3,972 | 134.3 | 1,780 | 60.2 | 24 | 0.81 | **5,776** | **195.2** |
| Wasatch | 554 | 137.9 | 165 | 41.1 | 7 | 1.74 | **726** | **180.7** |
| Garfield | 165 | 126.8 | 60 | 46.1 | 5 | 3.84 | **230** | **176.7** |
| Washington | 1,845 | 111.1 | 847 | 51.0 | 14 | 0.84 | **2,706** | **162.9** |
| Rich | 58 | 105.5 | 23 | 41.8 | 0 | 0.00 | **81** | **147.4** |
| Sanpete | 265 | 106.8 | 95 | 38.3 | 4 | 1.61 | **364** | **146.7** |
| Summit | 898 | 104.8 | 291 | 34.0 | 4 | 0.47 | **1,193** | **139.2** |
| Box Elder | 972 | 96.3 | 378 | 37.4 | 9 | 0.89 | **1,359** | **134.6** |
| Kane | 156 | 93.8 | 50 | 30.1 | 2 | 1.20 | **208** | **125.1** |
| Tooele | 749 | 83.0 | 340 | 37.7 | 18 | 1.99 | **1,107** | **122.6** |
| Piute | 28 | 85.8 | 10 | 30.7 | 1 | 3.07 | **39** | **119.6** |
| Wayne | 40 | 73.1 | 24 | 43.9 | 0 | 0.00 | **64** | **117.0** |
| Iron | 698 | 83.6 | 249 | 29.8 | 4 | 0.48 | **951** | **113.9** |
| Uintah | 397 | 90.6 | 100 | 22.8 | 2 | 0.46 | **499** | **113.9** |
| Morgan | 131 | 88.0 | 34 | 22.8 | 1 | 0.67 | **166** | **111.5** |
| Carbon | 292 | 83.3 | 90 | 25.7 | 3 | 0.86 | **385** | **109.8** |
| Sevier | 274 | 74.8 | 110 | 30.0 | 6 | 1.64 | **390** | **106.5** |
| Duchesne | 234 | 71.4 | 67 | 20.5 | 1 | 0.31 | **302** | **92.2** |
| Beaver | 175 | 57.9 | 76 | 25.2 | 0 | 0.00 | **251** | **83.1** |
| San Juan | 220 | 66.4 | 38 | 11.5 | 8 | 2.41 | **266** | **80.3** |
| Juab | 262 | 58.3 | 86 | 19.1 | 5 | 1.11 | **353** | **78.6** |
| Millard | 301 | 53.3 | 128 | 22.7 | 5 | 0.89 | **434** | **76.8** |
| Emery | 170 | 43.6 | 79 | 20.3 | 7 | 1.80 | **256** | **65.7** |
| Grand | 153 | 37.7 | 65 | 16.0 | 4 | 0.99 | **222** | **54.7** |
| Daggett | 13 | 37.5 | 0 | 0.0 | 1 | 2.88 | **14** | **40.4** |
| **Statewide** | **43,465** | **141.2** | **18,747** | **60.9** | **259** | **0.84** | 62,471 | **203.0** |

- Salt Lake (287), Weber (246), and Cache (207) Counties had the highest total crash rates per vehicle miles traveled (VMT).
- Daggett (40), Grand (55), and Emery (66) Counties had the lowest total crash rates per miles traveled.
- Garfield (3.8), Piute (3.1), and Daggett (2.9) Counties had the highest fatal crash rates per miles traveled.
- Beaver, Rich, and Wayne Counties had no fatal crashes.
- 45% of crashes occurred in Salt Lake County.

## Rural/Urban Location (Utah 2016)

- 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 | 36,260 | 165.0 | 16,189 | 73.7 | 162 | 0.737 | **52,611** | **239.4** |
| Rural | 7,205 | 81.9 | 2,558 | 29.1 | 97 | 1.102 | **9,860** | **112.0** |
| **Total** | **43,465** | **141.2** | **18,747** | **60.9** | **259** | **0.841** | 62,471 | **203.0** |

# Crash Conditions

## Crashes by City (Utah 2016)

| 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 | 178 | **1,046.4** | 50 | 70 | Nephi | 5,389 | 88 | **163.3** |
| 2 | 63 | Willard | 1,772 | 120 | **677.2** | 51 | 28 | Cottonw ood Heights | 33,433 | 541 | **161.8** |
| 3 | 73 | Uintah | 1,322 | 85 | **643.0** | 52 | 44 | South Ogden | 16,532 | 263 | **159.1** |
| 4 | 34 | Park City | 7,547 | 447 | **592.3** | 53 | 86 | Hyde Park | 3,833 | 59 | **153.9** |
| 5 | 14 | South Salt Lake | 23,617 | 1,378 | **583.5** | 54 | 43 | Saratoga Springs | 17,781 | 272 | **153.0** |
| 6 | 33 | Riverdale | 8,426 | 465 | **551.9** | 55 | 76 | Moab | 5,046 | 77 | **152.6** |
| 7 | 3 | Murray | 46,746 | 2,506 | **536.1** | 56 | 24 | Riverton | 38,753 | 590 | **152.2** |
| 8 | 15 | Midvale | 27,964 | 1,279 | **457.4** | 57 | 40 | Herriman | 21,785 | 328 | **150.6** |
| 9 | 10 | Draper | 40,532 | 1,620 | **399.7** | 58 | 29 | Kearns | 35,731 | 535 | **149.7** |
| 10 | 37 | Lindon | 10,070 | 390 | **387.3** | 59 | 36 | Holladay | 26,472 | 395 | **149.2** |
| 11 | 50 | West Bountiful | 5,265 | 194 | **368.5** | 60 | 9 | Provo | 112,488 | 1,670 | **148.5** |
| 12 | 48 | Farr West | 5,928 | 217 | **366.1** | 61 | 31 | Pleasant Grove | 33,509 | 495 | **147.7** |
| 13 | 27 | North Salt Lake | 16,322 | 581 | **356.0** | 62 | 66 | Tremonton | 7,647 | 112 | **146.5** |
| 14 | 2 | West Valley City | 129,480 | 4,162 | **321.4** | 63 | 22 | Bountiful | 42,552 | 623 | **146.4** |
| 15 | 26 | Farmington | 18,275 | 584 | **319.6** | 64 | 45 | Brigham City | 17,899 | 253 | **141.3** |
| 16 | 68 | Wellsville | 3,432 | 107 | **311.8** | 65 | 50 | Hurricane | 13,748 | 194 | **141.1** |
| 17 | 7 | Taylorsville | 58,652 | 1,760 | **300.1** | 66 | 35 | Tooele | 31,605 | 442 | **139.9** |
| 18 | 13 | Lehi | 47,407 | 1,387 | **292.6** | 67 | 72 | Salem | 6,423 | 87 | **135.5** |
| 19 | 4 | Sandy | 87,461 | 2,496 | **285.4** | 68 | 81 | Fruit Heights | 4,987 | 67 | **134.3** |
| 20 | 62 | Perry | 4,512 | 126 | **279.3** | 69 | 65 | Santaquin | 9,128 | 118 | **129.3** |
| 21 | 58 | Sunset | 5,122 | 140 | **273.3** | 70 | 64 | Woods Cross | 9,761 | 119 | **121.9** |
| 22 | 1 | Salt Lake City | 186,440 | 5,031 | **269.8** | 71 | 39 | Kaysville | 27,300 | 330 | **120.9** |
| 23 | 38 | Centerville | 15,335 | 385 | **251.1** | 72 | 78 | South Weber | 6,051 | 73 | **120.6** |
| 24 | 47 | Vernal | 9,089 | 220 | **242.1** | 73 | 67 | Smithfield | 9,495 | 110 | **115.9** |
| 25 | 17 | South Jordan | 50,418 | 1,220 | **242.0** | 74 | 80 | Roosevelt | 6,046 | 69 | **114.1** |
| 26 | 11 | Layton | 67,311 | 1,601 | **237.9** | 75 | 75 | Pleasant View | 7,979 | 78 | **97.8** |
| 27 | 23 | American Fork | 26,263 | 622 | **236.8** | 76 | 49 | Clinton | 20,426 | 197 | **96.4** |
| 28 | 8 | St. George | 72,897 | 1,720 | **235.9** | 77 | 79 | Richfield | 7,551 | 70 | **92.7** |
| 29 | 18 | Logan | 48,174 | 1,089 | **226.1** | 78 | 88 | Plain City | 5,476 | 50 | **91.3** |
| 30 | 53 | North Logan | 8,269 | 184 | **222.5** | 79 | 89 | Nibley | 5,438 | 49 | **90.1** |
| 31 | 20 | Springville | 29,466 | 654 | **222.0** | 80 | 83 | Providence | 7,075 | 63 | **89.0** |
| 32 | 21 | Clearfield | 30,112 | 649 | **215.5** | 81 | 74 | Grantsville | 8,893 | 79 | **88.8** |
| 33 | 46 | West Haven | 10,272 | 221 | **215.1** | 82 | 61 | Highland | 15,523 | 136 | **87.6** |
| 34 | 19 | Roy | 36,884 | 782 | **212.0** | 83 | 82 | Hyrum | 7,609 | 64 | **84.1** |
| 35 | 54 | Price | 8,715 | 183 | **210.0** | 84 | 76 | West Point | 9,511 | 77 | **81.0** |
| 36 | 6 | Orem | 88,328 | 1,805 | **204.4** | 85 | 60 | North Ogden | 17,357 | 137 | **78.9** |
| 37 | 56 | Bluffdale | 7,598 | 155 | **204.0** | 86 | 90 | Ephraim | 6,135 | 46 | **75.0** |
| 38 | 16 | Millcreek | 62,139 | 1,229 | **197.8** | 87 | 87 | Mapleton | 7,979 | 55 | **68.9** |
| 39 | 5 | West Jordan | 103,712 | 2,047 | **197.4** | 88 | 85 | Washington Terrace | 9,067 | 60 | **66.2** |
| 40 | 84 | Beaver | 3,112 | 61 | **196.0** | 89 | 59 | Eagle Mountain | 21,415 | 138 | **64.4** |
| 41 | 69 | Harrisville | 5,567 | 102 | **183.2** | 90 | 57 | Syracuse | 24,331 | 141 | **58.0** |
| 42 | 40 | Payson | 18,294 | 328 | **179.3** | 91 | 91 | Hooper | 7,218 | 39 | **54.0** |
| 43 | 30 | Cedar City | 28,857 | 515 | **178.5** | 92 | 93 | Enoch | 5,803 | 25 | **43.1** |
| 44 | 32 | Magna | 26,505 | 471 | **177.7** | 93 | 93 | Santa Clara | 6,003 | 25 | **41.6** |
| 45 | 42 | Washington | 18,761 | 327 | **174.3** | 94 | 92 | Alpine | 9,555 | 38 | **39.8** |
| 46 | 70 | Stansbury Park | 5,145 | 88 | **171.0** | 95 | 96 | Ivins | 6,753 | 14 | **20.7** |
| 47 | 52 | Heber | 11,362 | 193 | **169.9** | 96 | 95 | Cedar Hills | 9,796 | 18 | **18.4** |
| 48 | 25 | Spanish Fork | 34,691 | 585 | **168.6** | | | | | | |
| 49 | 12 | Ogden | 82,825 | 1,395 | **168.4** | | | **Total** | **2,418,381** | **53,593** | **221.6** |

- The five cities with the highest rates of total crashes per population were Marriot-Slaterville, Willard, Uintah, Park City, and South Salt Lake. The five cities with the highest total number of crashes were Salt Lake City, West Valley City, Murray, Sandy, and West Jordan.
- Perry (+45), Layton (+18), and Nephi (+17) had the largest increase in rankings from 2015.
- Roosevelt (-46), Tremonton (-22), and Ephraim/South Ogden (-20) had the biggest decrease in rankings from 2015.

# Crash Conditions

## Light Condition (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Light Condition | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Daylight | 30,528 | 70.2% | 13,557 | 72.3% | 155 | 59.8% | **44,240** | **70.8%** |
| Dark | 11,084 | 25.5% | 4,532 | 24.2% | 89 | 34.4% | **15,705** | **25.1%** |
| Dawn/Dusk | 1,447 | 3.3% | 606 | 3.2% | 13 | 5.0% | **2,066** | **3.3%** |
| Unknown | 406 | 0.9% | 52 | 0.3% | 2 | 0.8% | **460** | **0.7%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | 62,471 | 100.0% |

- Nearly three-fourths (71%) of crashes occurred during daylight.
- Nearly one-half (39%) of fatal crashes occurred during dark conditions. Crashes occurring at dark were 1.5 times more likely to be fatal.

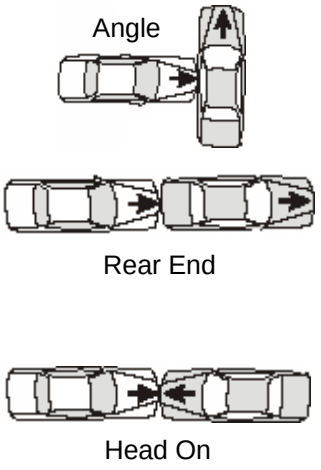
## Number of Vehicles Involved (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Vehicles Involved | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 1 | 10,736 | 24.7% | 4,987 | 26.6% | 142 | 54.8% | **15,865** | **25.4%** |
| 2 | 29,724 | 68.4% | 10,950 | 58.4% | 90 | 34.7% | **40,764** | **65.3%** |
| 3 | 2,523 | 5.8% | 2,200 | 11.7% | 21 | 8.1% | **4,744** | **7.6%** |
| 4 or more | 482 | 1.1% | 610 | 3.3% | 6 | 2.3% | **1,098** | **1.8%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | 62,471 | 100.0% |

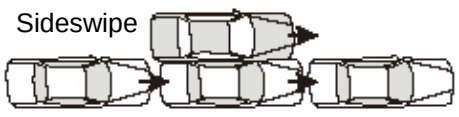
- While three-fourths (75%) of all crashes involved two or more motor vehicles, 55% of fatal crashes involved only one motor vehicle.

## Collision Description (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Collision Description | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Rear End (front-to-rear) | 13,690 | 31.5% | 6,215 | 33.2% | 15 | 5.8% | **19,920** | **31.9%** |
| Single Vehicle | 11,506 | 26.5% | 5,274 | 28.1% | 152 | 58.7% | **16,932** | **27.1%** |
| Angle | 8,940 | 20.6% | 4,936 | 26.3% | 56 | 21.6% | **13,932** | **22.3%** |
| Sideswipe | 5,474 | 12.6% | 972 | 5.2% | 15 | 5.8% | **6,461** | **10.3%** |
| Parked Vehicle | 2,035 | 4.7% | 358 | 1.9% | 4 | 1.5% | **2,397** | **3.8%** |
| Head On (front-to-front) | 695 | 1.6% | 700 | 3.7% | 16 | 6.2% | **1,411** | **2.3%** |
| Rear to Side/Rear | 327 | 0.8% | 22 | 0.1% | 1 | 0.4% | **350** | **0.6%** |
| Other | 337 | 0.8% | 165 | 0.9% | 0 | 0.0% | **502** | **0.8%** |
| Unknown | 461 | 1.1% | 105 | 0.6% | 0 | 0.0% | **566** | **0.9%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | 62,471 | 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 2.8 times more likely to result in a death than other collision types.



# Crash Conditions

## Vehicle Maneuver Prior to Crash (Utah 2016)

| Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Maneuver | # | % | # | % | # | % | # | % |
| Straight Ahead | 42,511 | 53.3% | 20,575 | 57.0% | 301 | 73.2% | **63,387** | **54.5%** |
| Stopped in Traffic Lane | 9,146 | 11.5% | 5,429 | 15.0% | 14 | 3.4% | **14,589** | **12.5%** |
| Turning Left | 6,566 | 8.2% | 3,828 | 10.6% | 48 | 11.7% | **10,442** | **9.0%** |
| Slowing in Traffic Lane | 4,770 | 6.0% | 2,256 | 6.2% | 7 | 1.7% | **7,033** | **6.0%** |
| Parked | 3,725 | 4.7% | 777 | 2.2% | 9 | 2.2% | **4,511** | **3.9%** |
| Turning Right | 2,936 | 3.7% | 1,025 | 2.8% | 2 | 0.5% | **3,963** | **3.4%** |
| Changing Lanes | 2,745 | 3.4% | 622 | 1.7% | 2 | 0.5% | **3,369** | **2.9%** |
| Backing | 2,293 | 2.9% | 183 | 0.5% | 4 | 1.0% | **2,480** | **2.1%** |
| Entering Traffic Lane | 891 | 1.1% | 271 | 0.8% | 0 | 0.0% | **1,162** | **1.0%** |
| Making U-turn | 741 | 0.9% | 268 | 0.7% | 2 | 0.5% | **1,011** | **0.9%** |
| Overtaking/Passing | 477 | 0.6% | 125 | 0.3% | 12 | 2.9% | **614** | **0.5%** |
| Leaving Traffic Lane | 419 | 0.5% | 189 | 0.5% | 0 | 0.0% | **608** | **0.5%** |
| Parking Maneuvers | 522 | 0.7% | 47 | 0.1% | 0 | 0.0% | **569** | **0.5%** |
| Other | 625 | 0.8% | 262 | 0.7% | 4 | 1.0% | **891** | **0.8%** |
| Unknown | 1,448 | 1.8% | 269 | 0.7% | 6 | 1.5% | **1,723** | **1.5%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **411** | **100.0%** | **116,352** | **100.0%** |

- For total crashes, straight ahead (55%), stopped in traffic lane (13%), and turning left (9%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (73%) and turning left (12%) were the leading vehicle maneuvers.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 5.7 times more likely to be fatal compared to other vehicle maneuvers.

## Roadway Junction or Feature (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Roadway Junction or Feature | # | % | # | % | # | % | # | % |
| None | 24,692 | 56.8% | 9,030 | 48.2% | 160 | 61.8% | **33,882** | **54.2%** |
| 4-Leg Intersection | 8,616 | 19.8% | 5,517 | 29.4% | 52 | 20.1% | **14,185** | **22.7%** |
| T-Intersection | 3,730 | 8.6% | 1,797 | 9.6% | 20 | 7.7% | **5,547** | **8.9%** |
| Business/Residential Drive | 2,141 | 4.9% | 763 | 4.1% | 6 | 2.3% | **2,910** | **4.7%** |
| On-Ramp/Off-Ramp | 1,166 | 2.7% | 401 | 2.1% | 5 | 1.9% | **1,572** | **2.5%** |
| Bridge (overpass/underpass) | 642 | 1.5% | 273 | 1.5% | 4 | 1.5% | **919** | **1.5%** |
| On-Ramp Merge/Off-Ramp Diverge Area | 644 | 1.5% | 230 | 1.2% | 0 | 0.0% | **874** | **1.4%** |
| Other Intersection (Y, 5-Leg, Ramp w/X-rd) | 438 | 1.0% | 220 | 1.2% | 1 | 0.4% | **659** | **1.1%** |
| Roundabout | 261 | 0.6% | 60 | 0.3% | 1 | 0.4% | **322** | **0.5%** |
| Railroad Crossing | 92 | 0.2% | 47 | 0.3% | 1 | 0.4% | **140** | **0.2%** |
| Other | 967 | 2.2% | 388 | 2.1% | 5 | 1.9% | **1,360** | **2.2%** |
| Unknown | 76 | 0.2% | 21 | 0.1% | 4 | 1.5% | **101** | **0.2%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | **62,471** | **100.0%** |

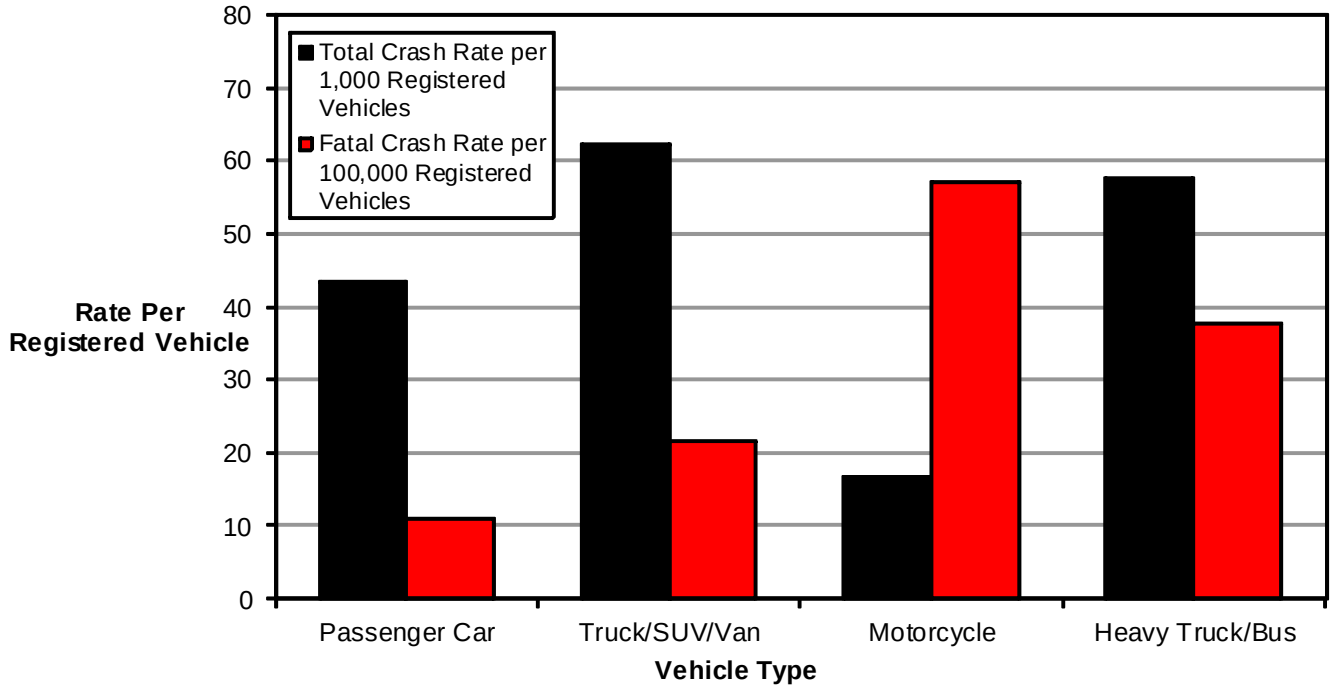
- While the majority (54%) of all crashes occurred on a roadway with no junction or feature, 33% of crashes occurred at an intersection.

# Crash Conditions

## Vehicle Type (Utah 2016)

| Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Type | # | % | # | % | # | % | # | % |
| Passenger Car | 40,778 | 51.1% | 18,918 | 52.4% | 151 | 36.7% | **59,847** | **51.4%** |
| SUV | 17,169 | 21.5% | 7,925 | 21.9% | 78 | 19.0% | **25,172** | **21.6%** |
| Pickup Truck | 12,891 | 16.2% | 5,016 | 13.9% | 81 | 19.7% | **17,988** | **15.5%** |
| Van | 4,128 | 5.2% | 2,080 | 5.8% | 13 | 3.2% | **6,221** | **5.3%** |
| Heavy Truck | 2,917 | 3.7% | 767 | 2.1% | 26 | 6.3% | **3,710** | **3.2%** |
| Motorcycle | 175 | 0.2% | 972 | 2.7% | 41 | 10.0% | **1,188** | **1.0%** |
| Bus | 344 | 0.4% | 73 | 0.2% | 1 | 0.2% | **418** | **0.4%** |
| Off Road Vehicle | 35 | 0.0% | 146 | 0.4% | 9 | 2.2% | **190** | **0.2%** |
| RV/Motor Home | 94 | 0.1% | 24 | 0.1% | 1 | 0.2% | **119** | **0.1%** |
| Other | 43 | 0.1% | 13 | 0.0% | 2 | 0.5% | **58** | **0.0%** |
| Unknown | 1,241 | 1.6% | 192 | 0.5% | 8 | 1.9% | **1,441** | **1.2%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **411** | **100.0%** | **116,352** | **100.0%** |

## Crash Rates by Vehicle Type (Utah 2016)

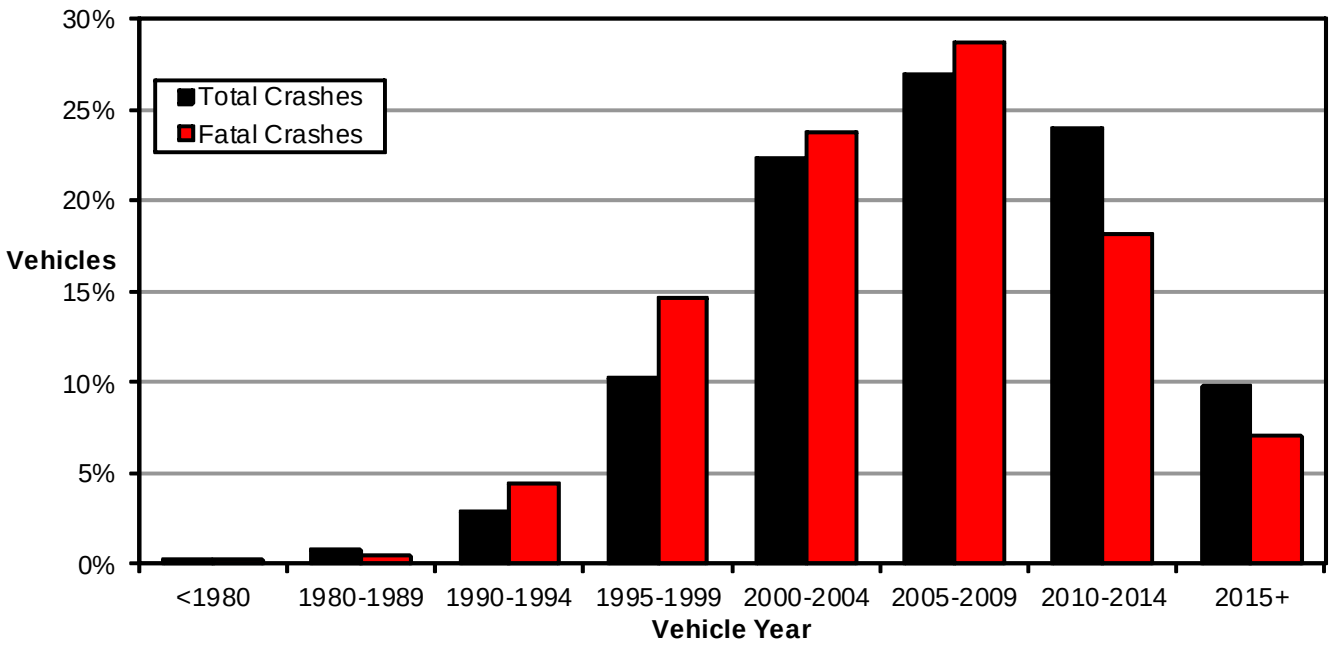



- When comparing vehicle types it is important to keep in mind that different vehicle types may have different usage patterns and thus different exposure. For example, heavy truck may travel more miles per vehicle.
- Passenger car represented 60% of registered vehicles in Utah, pickup truck/SUV/van 34%, motorcycle 3%, and heavy truck/bus 3%.
- For total crashes, passenger car (51%) and SUV (22%) were the leading vehicle types.
- Pickup truck/SUV/van had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (37%) and pickup truck (20%) were the leading vehicle types.
- Motorcycle and heavy truck/bus had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.0% of vehicles in total crashes, they represented 10% of vehicles in fatals. Crashes involving a motorcycle were 11 times more likely to be fatal than crashes of other vehicles.

# Crash Conditions

## Vehicle Year (Utah 2016)

| Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Year | # | % | # | % | # | % | # | % |
| <1970 | 64 | 0.1% | 26 | 0.1% | 0 | 0.0% | **90** | **0.1%** |
| 1970-1979 | 144 | 0.2% | 71 | 0.2% | 1 | 0.2% | **216** | **0.2%** |
| 1980-1989 | 603 | 0.8% | 305 | 0.8% | 2 | 0.5% | **910** | **0.8%** |
| 1990-1994 | 2,225 | 2.8% | 1,078 | 3.0% | 18 | 4.4% | **3,321** | **2.9%** |
| 1995-1999 | 7,890 | 9.9% | 3,880 | 10.7% | 60 | 14.6% | **11,830** | **10.2%** |
| 2000-2004 | 17,510 | 21.9% | 8,330 | 23.1% | 98 | 23.8% | **25,938** | **22.3%** |
| 2005 | 4,650 | 5.8% | 2,195 | 6.1% | 30 | 7.3% | **6,875** | **5.9%** |
| 2006 | 4,928 | 6.2% | 2,220 | 6.1% | 22 | 5.4% | **7,170** | **6.2%** |
| 2007 | 4,818 | 6.0% | 2,301 | 6.4% | 27 | 6.6% | **7,146** | **6.1%** |
| 2008 | 4,197 | 5.3% | 1,974 | 5.5% | 30 | 7.3% | **6,201** | **5.3%** |
| 2009 | 2,804 | 3.5% | 1,233 | 3.4% | 9 | 2.2% | **4,046** | **3.5%** |
| 2010 | 3,111 | 3.9% | 1,389 | 3.8% | 9 | 2.2% | **4,509** | **3.9%** |
| 2011 | 3,295 | 4.1% | 1,467 | 4.1% | 12 | 2.9% | **4,774** | **4.1%** |
| 2012 | 4,083 | 5.1% | 1,790 | 5.0% | 19 | 4.6% | **5,892** | **5.1%** |
| 2013 | 4,549 | 5.7% | 2,099 | 5.8% | 12 | 2.9% | **6,660** | **5.7%** |
| 2014 | 4,227 | 5.3% | 1,833 | 5.1% | 23 | 5.6% | **6,083** | **5.2%** |
| 2015 | 4,516 | 5.7% | 1,855 | 5.1% | 16 | 3.9% | **6,387** | **5.5%** |
| 2016 or newer | 3,501 | 4.4% | 1,449 | 4.0% | 13 | 3.2% | **4,963** | **4.3%** |
| Unknown | 2,700 | 3.4% | 631 | 1.7% | 10 | 2.4% | **3,341** | **2.9%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **411** | **100.0%** | **116,352** | **100.0%** |




- Over one-half (51%) of vehicles in fatal crashes were vehicle years 2005-2014. The vehicle years 2006 and 2007 had the highest number of vehicles in fatal crashes.
- Over one-half (53%) of vehicles in crashes were vehicle years 2000-2009. The vehicle years 2005 and 2008 had the highest number of vehicles in total crashes.
- Vehicle model years 2008 and older were in slightly more fatal crashes than newer vehicles.

# Crash Conditions

## Vehicle Make (Utah 2016)

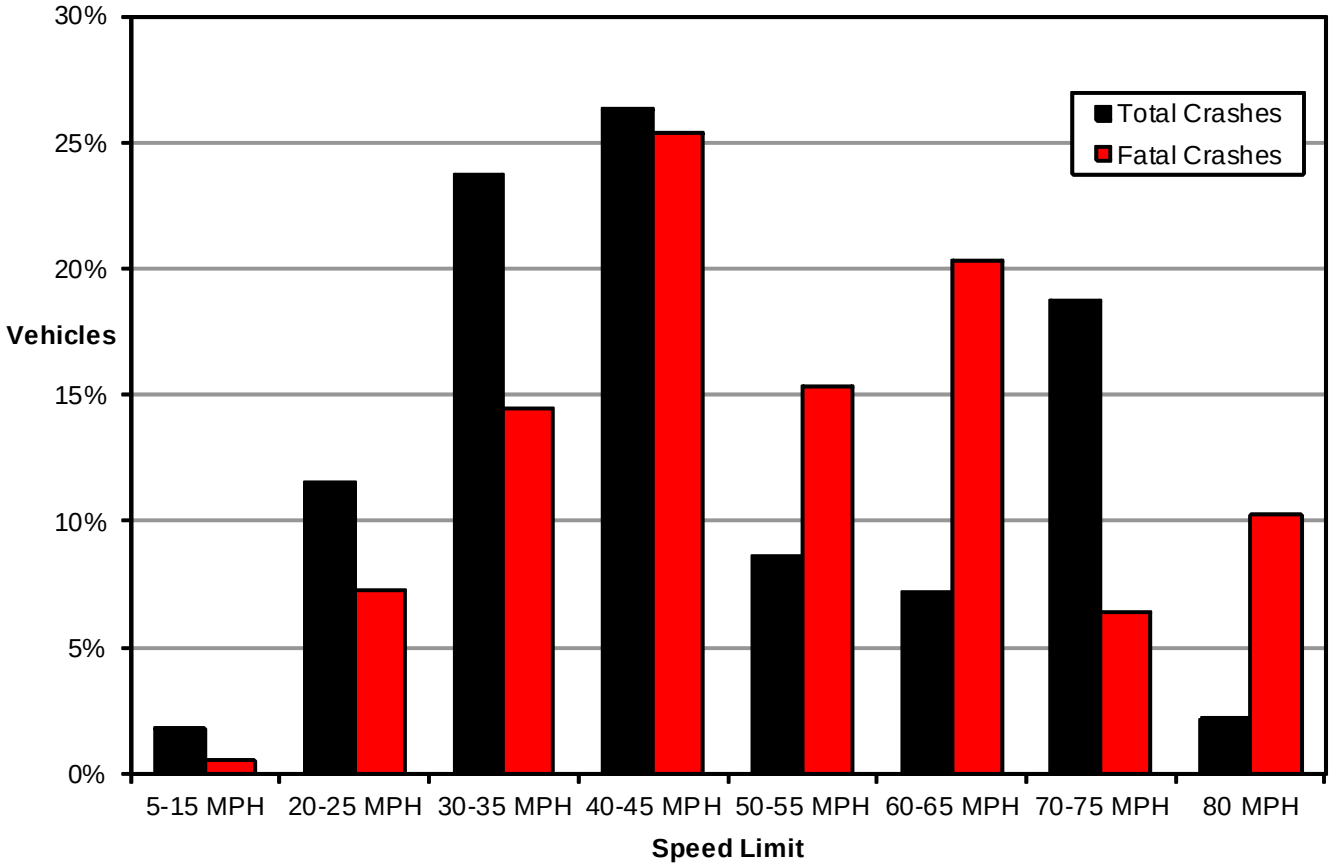
| Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Make | # | % | # | % | # | % | # | % |
| Ford | 10,193 | 12.8% | 4,502 | 12.5% | 57 | 13.9% | **14,752** | **12.7%** |
| Toyota | 9,437 | 11.8% | 4,256 | 11.8% | 38 | 9.2% | **13,731** | **11.8%** |
| Chevrolet | 9,059 | 11.3% | 4,036 | 11.2% | 44 | 10.7% | **13,139** | **11.3%** |
| Honda | 6,782 | 8.5% | 3,444 | 9.5% | 28 | 6.8% | **10,254** | **8.8%** |
| Dodge | 5,736 | 7.2% | 2,441 | 6.8% | 32 | 7.8% | **8,209** | **7.1%** |
| Nissan | 5,136 | 6.4% | 2,469 | 6.8% | 0 | 0.0% | **7,605** | **6.5%** |
| Hyundai | 3,256 | 4.1% | 1,525 | 4.2% | 14 | 3.4% | **4,795** | **4.1%** |
| Subaru | 2,775 | 3.5% | 1,165 | 3.2% | 6 | 1.5% | **3,946** | **3.4%** |
| Jeep | 2,395 | 3.0% | 1,035 | 2.9% | 12 | 2.9% | **3,442** | **3.0%** |
| Mazda | 2,256 | 2.8% | 1,056 | 2.9% | 5 | 1.2% | **3,317** | **2.9%** |
| GMC | 2,115 | 2.6% | 864 | 2.4% | 19 | 4.6% | **2,998** | **2.6%** |
| Volkswagen | 1,895 | 2.4% | 862 | 2.4% | 7 | 1.7% | **2,764** | **2.4%** |
| Chrysler | 1,457 | 1.8% | 734 | 2.0% | 7 | 1.7% | **2,198** | **1.9%** |
| Kia | 1,448 | 1.8% | 671 | 1.9% | 5 | 1.2% | **2,124** | **1.8%** |
| Pontiac | 1,091 | 1.4% | 546 | 1.5% | 9 | 2.2% | **1,646** | **1.4%** |
| Acura | 878 | 1.1% | 414 | 1.1% | 4 | 1.0% | **1,296** | **1.1%** |
| Buick | 846 | 1.1% | 432 | 1.2% | 5 | 1.2% | **1,283** | **1.1%** |
| Mitsubishi | 902 | 1.1% | 378 | 1.0% | 3 | 0.7% | **1,283** | **1.1%** |
| Lexus | 909 | 1.1% | 369 | 1.0% | 2 | 0.5% | **1,280** | **1.1%** |
| Saturn | 741 | 0.9% | 375 | 1.0% | 5 | 1.2% | **1,121** | **1.0%** |
| BMW | 674 | 0.8% | 318 | 0.9% | 0 | 0.0% | **992** | **0.9%** |
| Freightliner | 664 | 0.8% | 190 | 0.5% | 7 | 1.7% | **861** | **0.7%** |
| Audi | 542 | 0.7% | 236 | 0.7% | 3 | 0.7% | **781** | **0.7%** |
| Cadillac | 533 | 0.7% | 235 | 0.7% | 4 | 1.0% | **772** | **0.7%** |
| Mercedes-Benz | 522 | 0.7% | 208 | 0.6% | 2 | 0.5% | **732** | **0.6%** |
| Infiniti | 441 | 0.6% | 193 | 0.5% | 4 | 1.0% | **638** | **0.5%** |
| Suzuki | 346 | 0.4% | 278 | 0.8% | 6 | 1.5% | **630** | **0.5%** |
| Volvo | 425 | 0.5% | 146 | 0.4% | 2 | 0.5% | **573** | **0.5%** |
| Mercury | 371 | 0.5% | 196 | 0.5% | 3 | 0.7% | **570** | **0.5%** |
| Peterbilt | 423 | 0.5% | 110 | 0.3% | 9 | 2.2% | **542** | **0.5%** |
| Kenworth | 418 | 0.5% | 101 | 0.3% | 3 | 0.7% | **522** | **0.4%** |
| Oldsmobile | 300 | 0.4% | 178 | 0.5% | 1 | 0.2% | **479** | **0.4%** |
| Other | 2,476 | 3.1% | 1,642 | 4.5% | 56 | 13.6% | **4,174** | **3.6%** |
| Unknown | 2,373 | 3.0% | 521 | 1.4% | 9 | 2.2% | **2,903** | **2.5%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **411** | **100.0%** | **116,352** | **100.0%** |

- Over one-third (36%) of vehicles in crashes had the vehicle make of Ford, Toyota, or Chevrolet.
- The top 10 vehicle makes (Ford, Toyota, Chevrolet, Honda, Dodge, Nissan, Hyundai, Subaru, Jeep, and Mazda) made up nearly three-fourths (72%) of the vehicle makes in crashes.
- GMC (+2.0%), Peterbilt (+1.7%), Ford (+1.2%), and Freightliner (+1.0%) had the biggest positive difference in percent of vehicle make in fatal crashes compared to all crashes.
- Nissan (-6.5%), Toyota (-2.6%), Honda (-2.0%), Subaru (-1.9%), and Mazda (-1.6%) had the biggest negative difference in percent of vehicle make in fatal crashes compared to all crashes.

# Crash Conditions

## Speed Limit (Utah 2016)

| Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Speed Limit | # | % | # | % | # | % | # | % |
| 5-15 MPH | 1,380 | 1.7% | 252 | 0.7% | 2 | 0.5% | **1,634** | **1.4%** |
| 20-25 MPH | 7,662 | 9.6% | 2,931 | 8.1% | 26 | 6.3% | **10,619** | **9.1%** |
| 30-35 MPH | 14,361 | 18.0% | 7,469 | 20.7% | 52 | 12.7% | **21,882** | **18.8%** |
| 40-45 MPH | 15,618 | 19.6% | 8,627 | 23.9% | 91 | 22.1% | **24,336** | **20.9%** |
| 50-55 MPH | 5,070 | 6.4% | 2,813 | 7.8% | 55 | 13.4% | **7,938** | **6.8%** |
| 60-65 MPH | 4,725 | 5.9% | 1,821 | 5.0% | 73 | 17.8% | **6,619** | **5.7%** |
| 70-75 MPH | 12,286 | 15.4% | 4,982 | 13.8% | 23 | 5.6% | **17,291** | **14.9%** |
| 80 MPH | 1,449 | 1.8% | 549 | 1.5% | 37 | 9.0% | **2,035** | **1.7%** |
| Unknown/None | 17,264 | 21.6% | 6,682 | 18.5% | 52 | 12.7% | **23,998** | **20.6%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **411** | **100.0%** | **116,352** | **100.0%** |

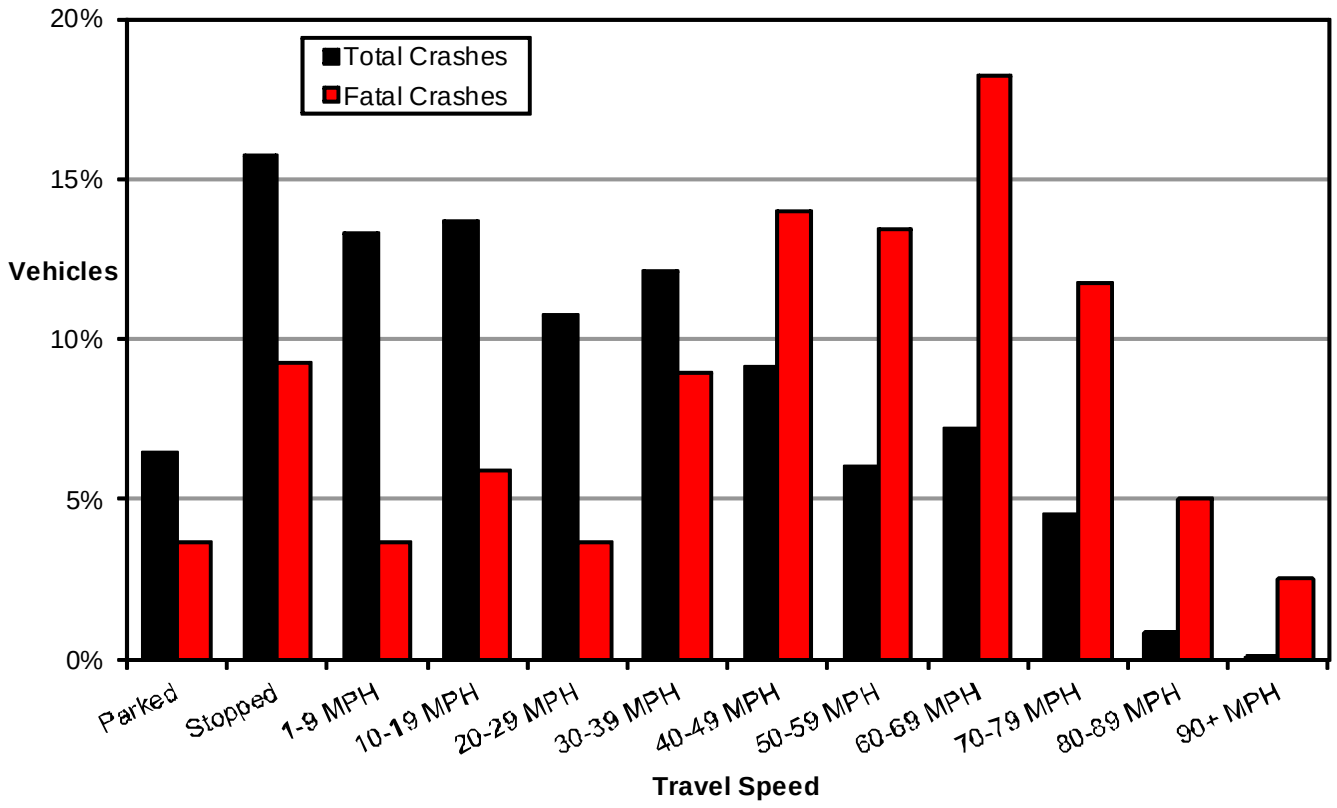



- The speed limit was 30-45 MPH for one-half (50% of known) of the total vehicles in crashes.
- Fatal crashes were more likely to occur with higher speed limits. The speed limit was 50 MPH or higher for over one-half (52% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 80 MPH were overrepresented in fatal crashes. 80 MPH represented 2% (of known) of vehicles in total crashes and 10% (of known) of vehicles in fatal crashes.
- Crashes where the speed limit was 80 MPH were 5.2 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 2016)

| Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Travel Speed | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Parked | 3,725 | 4.7% | 777 | 2.2% | 9 | 2.2% | **4,511** | **3.9%** |
| Stopped | 9,256 | 11.6% | 5,461 | 15.1% | 14 | 3.4% | **14,731** | **12.7%** |
| 1-9 MPH | 8,297 | 10.4% | 2,876 | 8.0% | 17 | 4.1% | **11,190** | **9.6%** |
| 10-19 MPH | 9,127 | 11.4% | 3,682 | 10.2% | 26 | 6.3% | **12,835** | **11.0%** |
| 20-29 MPH | 7,140 | 8.9% | 3,074 | 8.5% | 21 | 5.1% | **10,235** | **8.8%** |
| 30-39 MPH | 7,324 | 9.2% | 3,966 | 11.0% | 29 | 7.1% | **11,319** | **9.7%** |
| 40-49 MPH | 5,229 | 6.6% | 3,153 | 8.7% | 49 | 11.9% | **8,431** | **7.2%** |
| 50-59 MPH | 3,858 | 4.8% | 1,776 | 4.9% | 45 | 10.9% | **5,679** | **4.9%** |
| 60-69 MPH | 5,167 | 6.5% | 1,885 | 5.2% | 63 | 15.3% | **7,115** | **6.1%** |
| 70-79 MPH | 3,321 | 4.2% | 1,338 | 3.7% | 29 | 7.1% | **4,688** | **4.0%** |
| 80-89 MPH | 574 | 0.7% | 321 | 0.9% | 19 | 4.6% | **914** | **0.8%** |
| 90+ MPH | 37 | 0.0% | 60 | 0.2% | 11 | 2.7% | **108** | **0.1%** |
| Unknown | 16,760 | 21.0% | 7,757 | 21.5% | 79 | 19.2% | **24,596** | **21.1%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **411** | **100.0%** | **116,352** | **100.0%** |

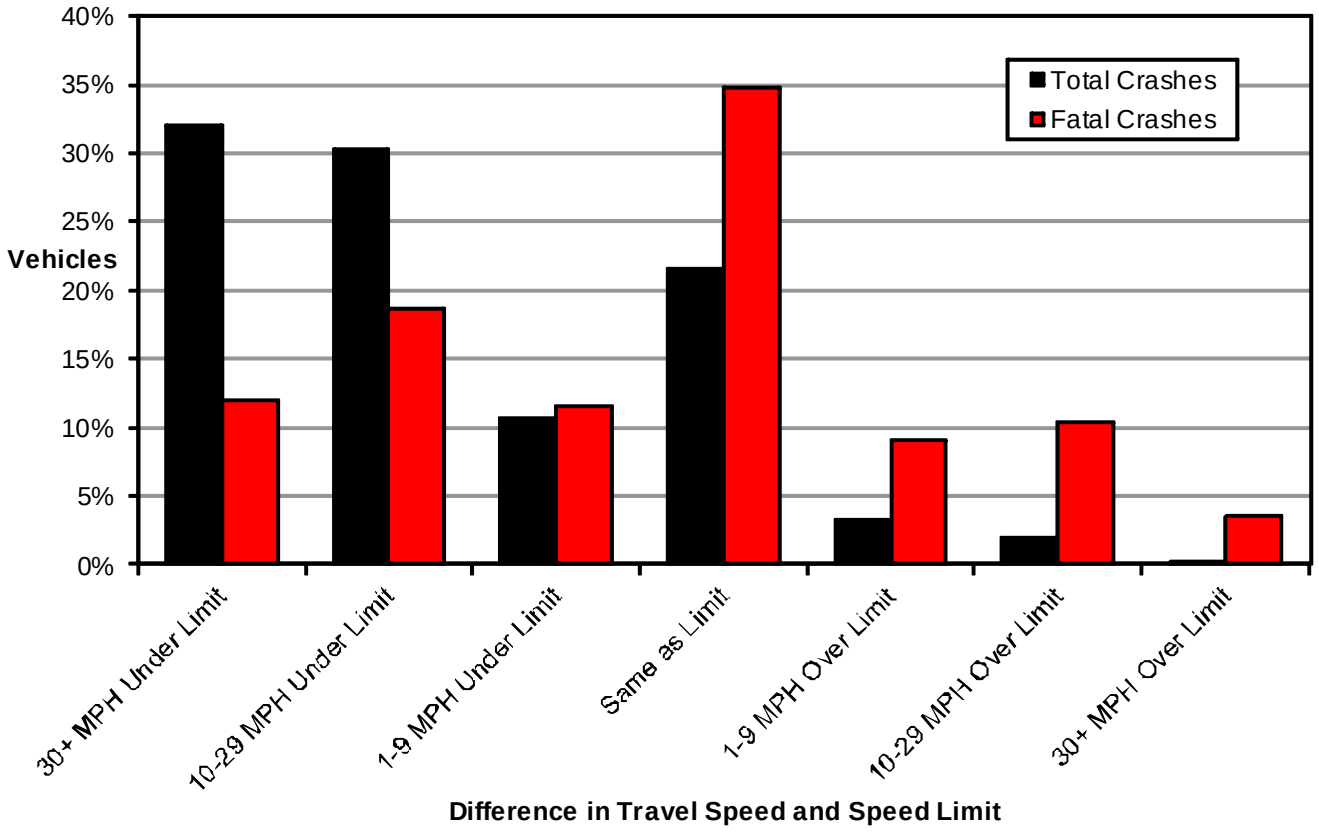



- One-half (50% of known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. 50% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Vehicles traveling 50 MPH or higher were 4.0 times more likely to be in a fatal crash. Vehicles traveling 80 MPH or higher were 9.1 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 2016)

| Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Travel Speed vs. Speed Limit** | **PDO Crashes** | | **Injury Crashes** | | **Fatal Crashes** | | **Total** | |
| | **#** | **%** | **#** | **%** | **#** | **%** | **#** | **%** |
| 40+ MPH Under Speed Limit | 9,569 | 12.0% | 4,955 | 13.7% | 23 | 5.6% | **14,547** | **12.5%** |
| 30-39 MPH Under Speed Limit | 7,998 | 10.0% | 3,834 | 10.6% | 14 | 3.4% | **11,846** | **10.2%** |
| 20-29 MPH Under Speed Limit | 8,748 | 11.0% | 3,465 | 9.6% | 27 | 6.6% | **12,240** | **10.5%** |
| 10-19 MPH Under Speed Limit | 9,084 | 11.4% | 3,662 | 10.1% | 31 | 7.5% | **12,777** | **11.0%** |
| 1-9 MPH Under Speed Limit | 6,284 | 7.9% | 2,497 | 6.9% | 36 | 8.8% | **8,817** | **7.6%** |
| Same as Limit | 11,708 | 14.7% | 6,035 | 16.7% | 108 | 26.3% | **17,851** | **15.3%** |
| 1-9 MPH Over Speed Limit | 1,710 | 2.1% | 1,000 | 2.8% | 28 | 6.8% | **2,738** | **2.4%** |
| 10-19 MPH Over Speed Limit | 688 | 0.9% | 529 | 1.5% | 18 | 4.4% | **1,235** | **1.1%** |
| 20-29 MPH Over Speed Limit | 165 | 0.2% | 159 | 0.4% | 14 | 3.4% | **338** | **0.3%** |
| 30-39 MPH Over Speed Limit | 35 | 0.0% | 49 | 0.1% | 6 | 1.5% | **90** | **0.1%** |
| 40+ MPH Over Speed Limit | 24 | 0.0% | 50 | 0.1% | 5 | 1.2% | **79** | **0.1%** |
| Unknown | 23,802 | 29.8% | 9,891 | 27.4% | 101 | 24.6% | **33,794** | **29.0%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **411** | **100.0%** | **116,352** | **100.0%** |




- For total crashes, 73% (of known) of vehicles were traveling under the speed limit, 22% (of known) were traveling the same as the speed limit, and 5% (of known) were traveling over the speed limit.
- For fatal crashes, 42% (of known) of vehicles were traveling under the speed limit, 35% (of known) were traveling the same as the speed limit, and 23% (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 5.2 times more likely to be in a fatal crash than vehicles traveling the speed limit or lower.

# Crash Conditions

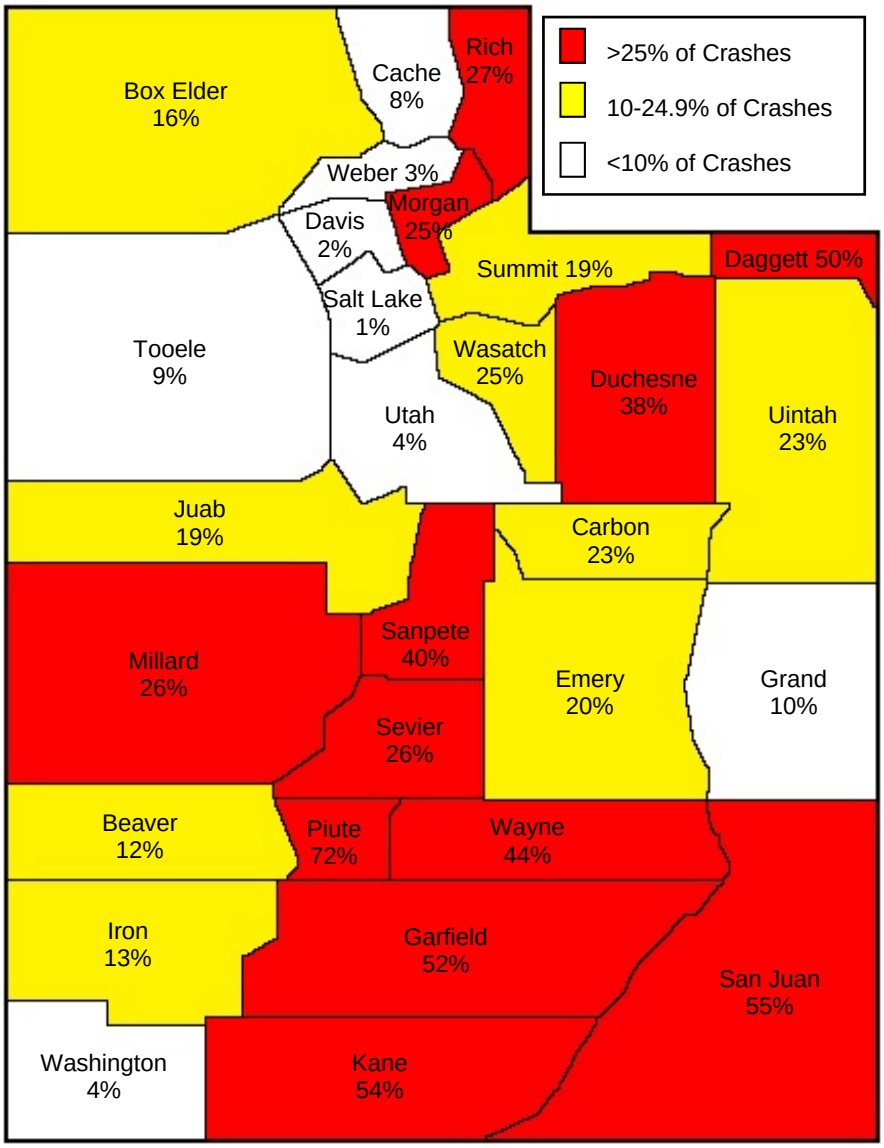
## First Harmful Event (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| First Harmful Event | # | % | # | % | # | % | # | % |
| Collision with Other Motor Vehicle | 29,686 | 68.3% | 13,016 | 69.4% | 103 | 39.8% | **42,805** | **68.5%** |
| Collision with Animal | 2,924 | 6.7% | 239 | 1.3% | 1 | 0.4% | **3,164** | **5.1%** |
| Collision with Parked Vehicle | 2,035 | 4.7% | 358 | 1.9% | 4 | 1.5% | **2,397** | **3.8%** |
| Collision with Concrete Barrier | 1,618 | 3.7% | 618 | 3.3% | 3 | 1.2% | **2,239** | **3.6%** |
| Collision with Post, Pole, or Support | 1,366 | 3.1% | 450 | 2.4% | 11 | 4.2% | **1,827** | **2.9%** |
| Overturn/Rollover | 558 | 1.3% | 853 | 4.6% | 46 | 17.8% | **1,457** | **2.3%** |
| Collision with Other Fixed Object | 753 | 1.7% | 210 | 1.1% | 4 | 1.5% | **967** | **1.5%** |
| Collision with Pedestrian | 10 | 0.0% | 777 | 4.1% | 38 | 14.7% | **825** | **1.3%** |
| Collision with Fence | 636 | 1.5% | 173 | 0.9% | 8 | 3.1% | **817** | **1.3%** |
| Collision with Other Non-Fixed Object | 555 | 1.3% | 109 | 0.6% | 2 | 0.8% | **666** | **1.1%** |
| Other Non-Collision | 412 | 0.9% | 226 | 1.2% | 0 | 0.0% | **638** | **1.0%** |
| Collision with Bicyclist | 27 | 0.1% | 602 | 3.2% | 5 | 1.9% | **634** | **1.0%** |
| Collision with Tree/Shrubbery | 350 | 0.8% | 205 | 1.1% | 5 | 1.9% | **560** | **0.9%** |
| Collision with Embankment | 330 | 0.8% | 190 | 1.0% | 12 | 4.6% | **532** | **0.9%** |
| Collision with Guardrail | 285 | 0.7% | 119 | 0.6% | 4 | 1.5% | **408** | **0.7%** |
| Collision with Cable Barrier | 338 | 0.8% | 60 | 0.3% | 1 | 0.4% | **399** | **0.6%** |
| Collision with Ditch | 232 | 0.5% | 128 | 0.7% | 1 | 0.4% | **361** | **0.6%** |
| Collision with Vehicle Cargo/Part/Object set in Motion | 246 | 0.6% | 56 | 0.3% | 1 | 0.4% | **303** | **0.5%** |
| Collision with Mailbox/Fire Hydrant | 231 | 0.5% | 59 | 0.3% | 0 | 0.0% | **290** | **0.5%** |
| Collision with Thrown or Fallen Object | 197 | 0.5% | 23 | 0.1% | 0 | 0.0% | **220** | **0.4%** |
| Cargo/Equipment Loss or Shift | 184 | 0.4% | 26 | 0.1% | 0 | 0.0% | **210** | **0.3%** |
| Fire/Explosion | 178 | 0.4% | 6 | 0.0% | 0 | 0.0% | **184** | **0.3%** |
| Fell/Jumped from Vehicle | 10 | 0.0% | 117 | 0.6% | 3 | 1.2% | **130** | **0.2%** |
| Collision with Crash Cushion | 59 | 0.1% | 36 | 0.2% | 1 | 0.4% | **96** | **0.2%** |
| Collision with Curb | 69 | 0.2% | 25 | 0.1% | 2 | 0.8% | **96** | **0.2%** |
| Jackknife | 63 | 0.1% | 10 | 0.1% | 1 | 0.4% | **74** | **0.1%** |
| Collision with Culvert | 34 | 0.1% | 17 | 0.1% | 0 | 0.0% | **51** | **0.1%** |
| Collision with Bridge | 26 | 0.1% | 13 | 0.1% | 2 | 0.8% | **41** | **0.1%** |
| Collision with Work Zone/Maintenance Equipment | 25 | 0.1% | 14 | 0.1% | 0 | 0.0% | **39** | **0.1%** |
| Collision with Train | 21 | 0.0% | 11 | 0.1% | 1 | 0.4% | **33** | **0.1%** |
| Immersion | 7 | 0.0% | 1 | 0.0% | 0 | 0.0% | **8** | **0.0%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | **62,471** | **100.0%** |

- For all crashes, the leading first harmful event was collision with other motor vehicle (69%).
- For total crashes, collision with animal (5%) and collision with parked vehicle (4%) were the next highest first harmful events.
- For fatal crashes, overturn/rollover (18%) and collision with pedestrian (15%) were the next highest first harmful events.
- Overturn/rollover was 5.6 times more likely to result in a death than other first harmful events.

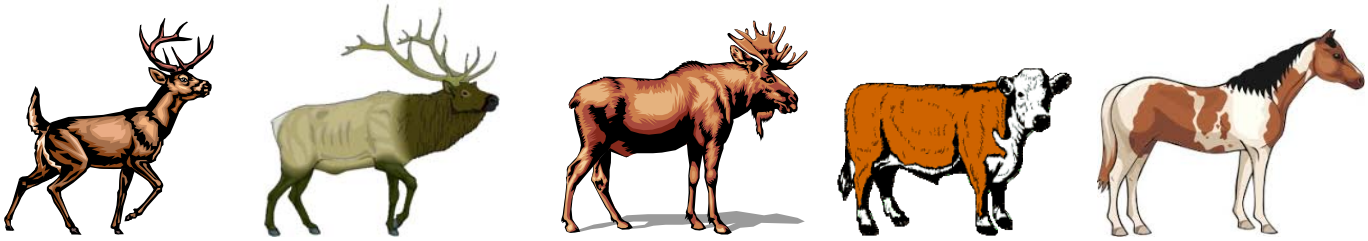
# Animal-Related Crashes

## Percent of Crashes Involving Animals by County (Utah 2016)



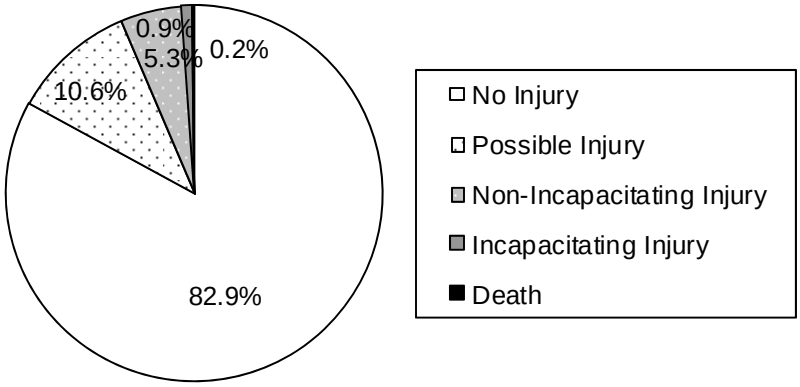

| Animal Crashes | | | | |
|---|---|---|---|---|
| | | Total | | |
| County | Total Crashes | # | Rate per 100 Million VMT | % With Animal |
| Piute | 39 | 28 | 85.8 | 71.8% |
| San Juan | 266 | 146 | 44.1 | 54.9% |
| Kane | 208 | 113 | 68.0 | 54.3% |
| Garfield | 230 | 119 | 91.4 | 51.7% |
| Daggett | 14 | 7 | 20.2 | 50.0% |
| Wayne | 64 | 28 | 51.2 | 43.8% |
| Sanpete | 364 | 146 | 58.8 | 40.1% |
| Duchesne | 302 | 116 | 35.4 | 38.4% |
| Rich | 81 | 22 | 40.0 | 27.2% |
| Sevier | 390 | 103 | 28.1 | 26.4% |
| Millard | 434 | 113 | 20.0 | 26.0% |
| Morgan | 166 | 42 | 28.2 | 25.3% |
| Wasatch | 726 | 180 | 44.8 | 24.8% |
| Uintah | 499 | 113 | 25.8 | 22.6% |
| Carbon | 385 | 87 | 24.8 | 22.6% |
| Emery | 256 | 51 | 13.1 | 19.9% |
| Juab | 353 | 68 | 15.1 | 19.3% |
| Summit | 1,193 | 223 | 26.0 | 18.7% |
| Box Elder | 1,359 | 213 | 21.1 | 15.7% |
| Iron | 951 | 124 | 14.9 | 13.0% |
| Beaver | 251 | 29 | 9.6 | 11.6% |
| Grand | 222 | 21 | 5.2 | 9.5% |
| Tooele | 1,107 | 104 | 11.5 | 9.4% |
| Cache | 2,064 | 174 | 17.5 | 8.4% |
| Washington | 2,706 | 106 | 6.4 | 3.9% |
| Utah | 9,365 | 346 | 7.3 | 3.7% |
| Weber | 4,413 | 109 | 6.1 | 2.5% |
| Davis | 5,776 | 123 | 4.2 | 2.1% |
| Salt Lake | 28,287 | 289 | 2.9 | 1.0% |
| **Statewide** | **62,471** | **3,343** | **10.9** | **5.4%** |

- There were 3,343 collisions involving animals, 2,835 (85%) involved hitting a wild animal, 364 (11%) involved hitting a domestic animal, and 144 (4%) involved an unharmed animal causing evasive action.
- Piute (72%), San Juan (55%), Kane (54%), Garfield (52%), and Daggett (50%) Counties had the highest percent of crashes involving an animal.
- Garfield (91.4), Piute (85.8), Kane (68.0), Sanpete (58.8), and Wayne (51.2) Counties had the highest rate per 100 million vehicle miles traveled of crashes involving an animal.
- Utah, Salt Lake, Summit, and Box Elder Counties had the highest amount of animal-related crashes.



# Crash Conditions

## Injury Severity (Utah 2016)




- Although many people were injured and killed in motor vehicle crashes, the majority (83%) 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 2016)

| Persons | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Person** | **Non-Injured** | | **Injured** | | **Killed** | | **Total** | |
| **Placement** | **#** | **%** | **#** | **%** | **#** | **%** | **#** | **%** |
| Driver | 95,331 | 72.6% | 18,124 | 67.8% | 167 | 59.4% | **113,622** | **71.7%** |
| Passenger | 35,961 | 27.4% | 7,103 | 26.6% | 70 | 24.9% | **43,134** | **27.2%** |
| Pedestrian | 69 | 0.1% | 898 | 3.4% | 39 | 13.9% | **1,006** | **0.6%** |
| Bicyclist | 37 | 0.0% | 613 | 2.3% | 5 | 1.8% | **655** | **0.4%** |
| **Total** | **131,398** | **100.0%** | **26,738** | **100.0%** | **281** | **100.0%** | **158,417** | **100.0%** |

- While 99% of all people in total crashes were drivers or passengers, 16% of deaths were to pedestrians and bicyclists.

## Gender of Persons in Crashes (Utah 2016)

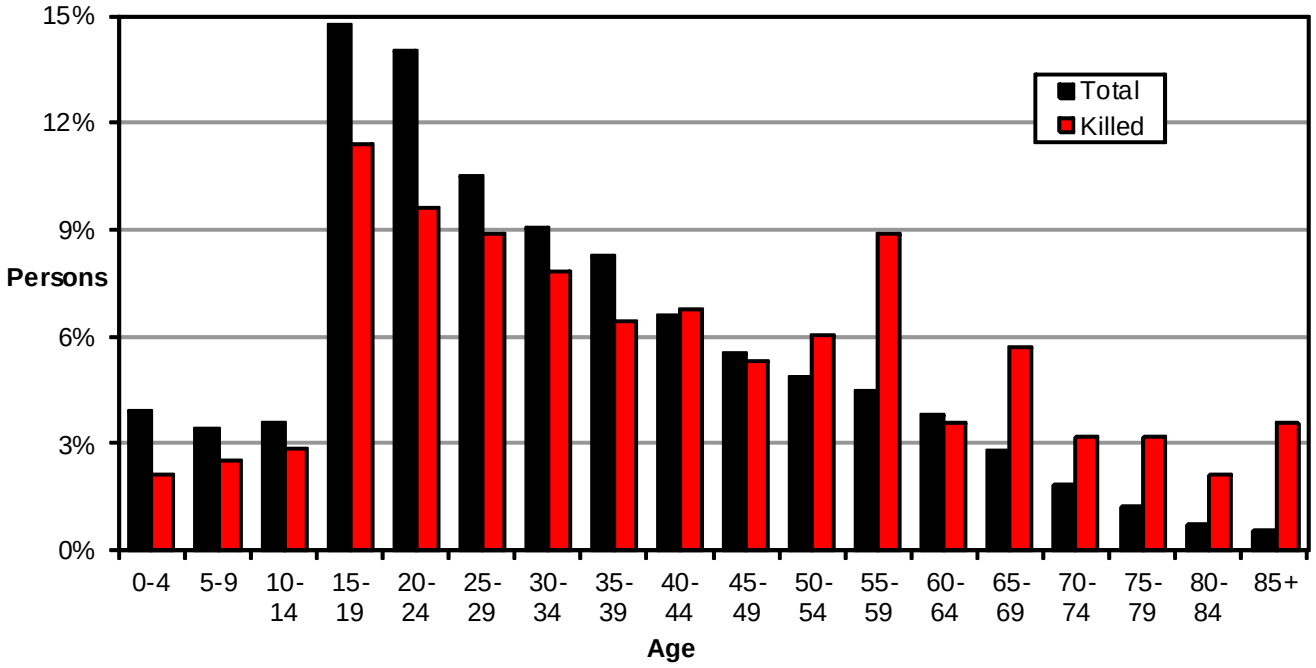
| Persons | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Non-Injured** | | **Injured** | | **Killed** | | **Total** | |
| **Gender** | **#** | **%** | **#** | **%** | **#** | **%** | **#** | **%** |
| Male | 71,219 | 54.2% | 12,311 | 46.0% | 195 | 69.4% | **83,725** | **52.9%** |
| Female | 55,978 | 42.6% | 14,217 | 53.2% | 86 | 30.6% | **70,281** | **44.4%** |
| Unknown | 4,201 | 3.2% | 210 | 0.8% | 0 | 0.0% | **4,411** | **2.8%** |
| **Total** | **131,398** | **100.0%** | **26,738** | **100.0%** | **281** | **100.0%** | **158,417** | **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 1.9 times more likely to die than females in a crash.

# Crash Conditions

## Age of Persons in Crashes (Utah 2016)

| Persons | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Age | # | % | # | % | # | % | # | % |
| 0-4 | 5,471 | 4.2% | 491 | 1.8% | 6 | 2.1% | **5,968** | **3.8%** |
| 5-9 | 4,473 | 3.4% | 728 | 2.7% | 7 | 2.5% | **5,208** | **3.3%** |
| 10-14 | 4,359 | 3.3% | 1,026 | 3.8% | 8 | 2.8% | **5,393** | **3.4%** |
| 15-19 | 18,857 | 14.4% | 3,500 | 13.1% | 32 | 11.4% | **22,389** | **14.1%** |
| 20-24 | 17,639 | 13.4% | 3,574 | 13.4% | 27 | 9.6% | **21,240** | **13.4%** |
| 25-29 | 13,070 | 9.9% | 2,830 | 10.6% | 25 | 8.9% | **15,925** | **10.1%** |
| 30-34 | 11,203 | 8.5% | 2,497 | 9.3% | 22 | 7.8% | **13,722** | **8.7%** |
| 35-39 | 10,247 | 7.8% | 2,231 | 8.3% | 18 | 6.4% | **12,496** | **7.9%** |
| 40-44 | 8,193 | 6.2% | 1,796 | 6.7% | 19 | 6.8% | **10,008** | **6.3%** |
| 45-49 | 6,784 | 5.2% | 1,567 | 5.9% | 15 | 5.3% | **8,366** | **5.3%** |
| 50-54 | 5,915 | 4.5% | 1,439 | 5.4% | 17 | 6.0% | **7,371** | **4.7%** |
| 55-59 | 5,407 | 4.1% | 1,380 | 5.2% | 25 | 8.9% | **6,812** | **4.3%** |
| 60-64 | 4,644 | 3.5% | 1,072 | 4.0% | 10 | 3.6% | **5,726** | **3.6%** |
| 65-69 | 3,429 | 2.6% | 824 | 3.1% | 16 | 5.7% | **4,269** | **2.7%** |
| 70-74 | 2,268 | 1.7% | 525 | 2.0% | 9 | 3.2% | **2,802** | **1.8%** |
| 75-79 | 1,463 | 1.1% | 353 | 1.3% | 9 | 3.2% | **1,825** | **1.2%** |
| 80-84 | 886 | 0.7% | 232 | 0.9% | 6 | 2.1% | **1,124** | **0.7%** |
| 85+ | 647 | 0.5% | 172 | 0.6% | 10 | 3.6% | **829** | **0.5%** |
| Unknown | 6,443 | 4.9% | 501 | 1.9% | 0 | 0.0% | **6,944** | **4.4%** |
| **Total** | **131,398** | **100.0%** | **26,738** | **100.0%** | **281** | **100.0%** | **158,417** | **100.0%** |




- The largest proportion of persons in crashes were aged 15-29 years (39% of known).
- The age groups with the highest number of persons killed were 15-29, and 55-59 years.
- The average age of a person in a crash was 33.2 years. The average age of a person killed was 41.0 years.
- While persons aged 65 years and older represented a small proportion of the persons in crashes (7% of known), they were 2.8 times more likely than all other age groups to die.

# Crash Conditions

## Persons in Crashes by County (Utah 2016)

| 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 | 61,667 | 626.4 | 549.9 | 12,137 | 123.3 | 108.2 | 69 | 0.70 | 0.62 | **73,873** | **750.4** | **658.8** |
| Weber | 9,372 | 521.9 | 378.6 | 2,213 | 123.2 | 89.4 | 19 | 1.06 | 0.77 | **11,604** | **646.1** | **468.7** |
| Utah | 19,882 | 421.1 | 335.7 | 4,236 | 89.7 | 71.5 | 31 | 0.66 | 0.52 | **24,149** | **511.4** | **407.7** |
| Davis | 12,604 | 426.1 | 368.2 | 2,489 | 84.1 | 72.7 | 27 | 0.91 | 0.79 | **15,120** | **511.1** | **441.7** |
| Cache | 4,096 | 411.2 | 333.7 | 698 | 70.1 | 56.9 | 12 | 1.20 | 0.98 | **4,806** | **482.5** | **391.5** |
| Washington | 6,128 | 368.9 | 382.4 | 1,210 | 72.8 | 75.5 | 15 | 0.90 | 0.94 | **7,353** | **442.7** | **458.9** |
| Wasatch | 1,373 | 341.7 | 449.8 | 231 | 57.5 | 75.7 | 7 | 1.74 | 2.29 | **1,611** | **401.0** | **527.7** |
| Box Elder | 2,846 | 281.9 | 535.6 | 565 | 56.0 | 106.3 | 10 | 0.99 | 1.88 | **3,421** | **338.8** | **643.8** |
| Garfield | 318 | 244.4 | 637.8 | 84 | 64.5 | 168.5 | 5 | 3.84 | 10.03 | **407** | **312.8** | **816.3** |
| Summit | 2,224 | 259.6 | 551.8 | 398 | 46.5 | 98.7 | 4 | 0.47 | 0.99 | **2,626** | **306.5** | **651.5** |
| Tooele | 2,082 | 230.7 | 321.1 | 501 | 55.5 | 77.3 | 20 | 2.22 | 3.08 | **2,603** | **288.4** | **401.5** |
| Sanpete | 513 | 206.7 | 174.4 | 157 | 63.3 | 53.4 | 4 | 1.61 | 1.36 | **674** | **271.6** | **229.2** |
| Iron | 1,850 | 221.7 | 370.5 | 356 | 42.7 | 71.3 | 4 | 0.48 | 0.80 | **2,210** | **264.8** | **442.6** |
| Uintah | 950 | 216.8 | 261.2 | 147 | 33.5 | 40.4 | 3 | 0.68 | 0.82 | **1,100** | **251.0** | **302.4** |
| Carbon | 665 | 189.7 | 326.0 | 131 | 37.4 | 64.2 | 3 | 0.86 | 1.47 | **799** | **227.9** | **391.7** |
| Rich | 92 | 167.4 | 396.7 | 30 | 54.6 | 129.4 | 0 | 0.00 | 0.00 | **122** | **222.0** | **526.1** |
| Sevier | 608 | 166.0 | 285.9 | 175 | 47.8 | 82.3 | 9 | 2.46 | 4.23 | **792** | **216.2** | **372.4** |
| Beaver | 505 | 167.2 | 781.4 | 124 | 41.1 | 191.9 | 0 | 0.00 | 0.00 | **629** | **208.3** | **973.2** |
| Kane | 257 | 154.6 | 350.4 | 63 | 37.9 | 85.9 | 2 | 1.20 | 2.73 | **322** | **193.7** | **439.1** |
| Piute | 47 | 144.1 | 320.6 | 15 | 46.0 | 102.3 | 1 | 3.07 | 6.82 | **63** | **193.1** | **429.7** |
| Duchesne | 506 | 154.5 | 248.8 | 99 | 30.2 | 48.7 | 1 | 0.31 | 0.49 | **606** | **185.0** | **298.0** |
| Juab | 651 | 144.9 | 591.3 | 162 | 36.1 | 147.1 | 5 | 1.11 | 4.54 | **818** | **182.1** | **743.0** |
| Wayne | 67 | 122.5 | 248.0 | 32 | 58.5 | 118.4 | 0 | 0.00 | 0.00 | **99** | **181.0** | **366.4** |
| Morgan | 218 | 146.4 | 190.6 | 38 | 25.5 | 33.2 | 1 | 0.67 | 0.87 | **257** | **172.6** | **224.7** |
| Millard | 762 | 134.9 | 600.3 | 198 | 35.1 | 156.0 | 5 | 0.89 | 3.94 | **965** | **170.9** | **760.2** |
| Emery | 389 | 99.8 | 380.8 | 112 | 28.7 | 109.6 | 9 | 2.31 | 8.81 | **510** | **130.9** | **499.2** |
| San Juan | 358 | 108.0 | 211.9 | 51 | 15.4 | 30.2 | 10 | 3.02 | 5.92 | **419** | **126.4** | **248.0** |
| Grand | 344 | 84.8 | 359.1 | 86 | 21.2 | 89.8 | 4 | 0.99 | 4.18 | **434** | **106.9** | **453.1** |
| Daggett | 24 | 69.2 | 219.2 | 0 | 0.0 | 0.0 | 1 | 2.88 | 9.13 | **25** | **72.1** | **228.3** |
| **Statewide** | **131,398** | **426.9** | **430.6** | **26,738** | **86.9** | **87.6** | **281** | **0.91** | **0.92** | **158,417** | **514.7** | **519.2** |

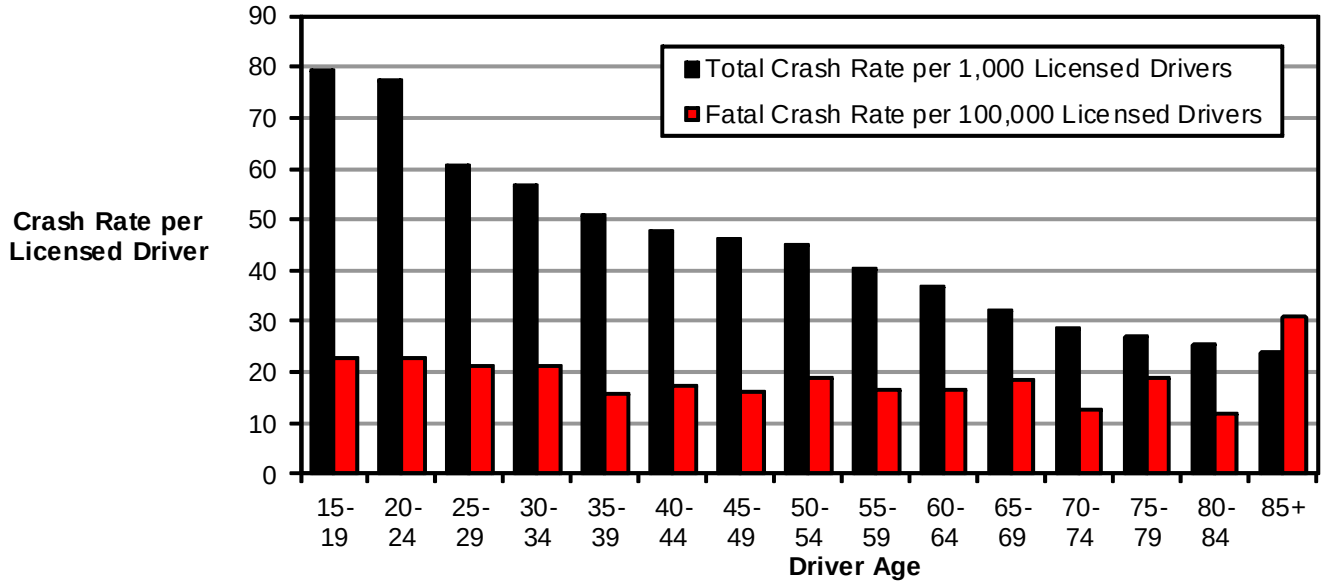
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
  - Salt Lake (750), Weber (646), Utah (511), and Davis (511) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
  - Garfield (3.8), Piute (3.1), and San Juan (3.0) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Beaver (973), Garfield (816), Millard (760), and Juab (743) counties had the highest rates of total persons in crashes per 10,000 population.
  - Garfield (10.0), Daggett (9.1), Emery (8.8), and Piute (6.8) counties had the highest rates of persons killed per 10,000 population.

# Crash Conditions

## Driver Age (Utah 2016)

| 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 | 31 | 0.0% | n/a | 43 | 0.1% | n/a | 3 | 0.7% | n/a | **77** | **0.1%** | **n/a** |
| 15-19 | 10,255 | 13.2% | 55.8 | 4,296 | 12.0% | 23.4 | 42 | 10.4% | 0.229 | **14,593** | **12.8%** | **79.5** |
| 20-24 | 11,422 | 14.7% | 52.9 | 5,282 | 14.8% | 24.4 | 49 | 12.2% | 0.227 | **16,753** | **14.7%** | **77.5** |
| 25-29 | 8,896 | 11.5% | 41.2 | 4,140 | 11.6% | 19.2 | 46 | 11.4% | 0.213 | **13,082** | **11.5%** | **60.5** |
| 30-34 | 7,805 | 10.1% | 38.1 | 3,766 | 10.6% | 18.4 | 43 | 10.7% | 0.210 | **11,614** | **10.2%** | **56.7** |
| 35-39 | 7,179 | 9.3% | 34.0 | 3,548 | 10.0% | 16.8 | 33 | 8.2% | 0.156 | **10,760** | **9.5%** | **50.9** |
| 40-44 | 5,831 | 7.5% | 32.2 | 2,782 | 7.8% | 15.4 | 31 | 7.7% | 0.171 | **8,644** | **7.6%** | **47.8** |
| 45-49 | 4,855 | 6.3% | 31.4 | 2,240 | 6.3% | 14.5 | 25 | 6.2% | 0.162 | **7,120** | **6.3%** | **46.0** |
| 50-54 | 4,204 | 5.4% | 30.3 | 2,018 | 5.7% | 14.6 | 26 | 6.5% | 0.187 | **6,248** | **5.5%** | **45.1** |
| 55-59 | 3,849 | 5.0% | 26.7 | 1,931 | 5.4% | 13.4 | 24 | 6.0% | 0.166 | **5,804** | **5.1%** | **40.3** |
| 60-64 | 3,259 | 4.2% | 24.6 | 1,575 | 4.4% | 11.9 | 22 | 5.5% | 0.166 | **4,856** | **4.3%** | **36.6** |
| 65-69 | 2,287 | 2.9% | 21.2 | 1,147 | 3.2% | 10.6 | 20 | 5.0% | 0.186 | **3,454** | **3.0%** | **32.0** |
| 70-74 | 1,503 | 1.9% | 18.8 | 777 | 2.2% | 9.7 | 10 | 2.5% | 0.125 | **2,290** | **2.0%** | **28.6** |
| 75-79 | 927 | 1.2% | 17.6 | 486 | 1.4% | 9.2 | 10 | 2.5% | 0.190 | **1,423** | **1.3%** | **27.0** |
| 80-84 | 573 | 0.7% | 16.9 | 291 | 0.8% | 8.6 | 4 | 1.0% | 0.118 | **868** | **0.8%** | **25.6** |
| 85+ | 393 | 0.5% | 15.1 | 222 | 0.6% | 8.5 | 8 | 2.0% | 0.308 | **623** | **0.5%** | **24.0** |
| Unknown | 4,293 | 5.5% | n/a | 1,109 | 3.1% | n/a | 6 | 1.5% | n/a | **5,408** | **4.8%** | **n/a** |
| **Total** | **77,562** | **100.0%** | **37.2** | **35,653** | **100.0%** | **17.1** | **402** | **100.0%** | **0.193** | **113,617** | **100.0%** | **54.5** |

## Crash Rate of Licensed Drivers by Age (Utah 2016)




- Drivers aged 15-24 years had the highest rates per licensed driver of total crashes.
- Drivers aged 85+ and 15-24 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 80-84 years had the lowest rate per licensed driver of fatal crashes.
- The average age of a driver was 37.2 years. The average age of a driver in a fatal crash was 40.6 years.

# Crash Conditions

## Driver Gender (Utah 2016)

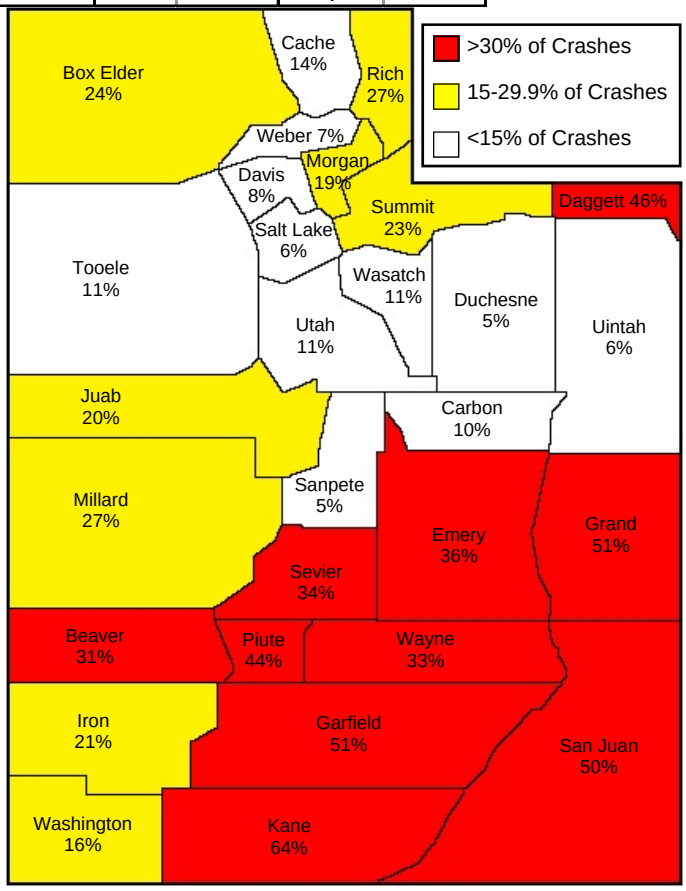
| Drivers | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| Gender | # | % | Rate per 1,000 Drivers | # | % | Rate per 1,000 Drivers | # | % | Rate per 1,000 Drivers | # | % | Rate per 1,000 Drivers |
| Male | 43,784 | 56.5% | 41.7 | 19,068 | 53.5% | 18.1 | 292 | 72.6% | 0.28 | **63,144** | **55.6%** | 60.1 |
| Female | 30,354 | 39.1% | 29.4 | 15,811 | 44.3% | 15.3 | 105 | 26.1% | 0.10 | **46,270** | **40.7%** | 44.8 |
| Unknown | 3,424 | 4.4% | n/a | 774 | 2.2% | n/a | 5 | 1.2% | n/a | **4,203** | **3.7%** | n/a |
| **Total** | **77,562** | **100.0%** | **37.2** | **35,653** | **100.0%** | **17.1** | **402** | **100.0%** | **0.19** | **113,617** | **100.0%** | **54.5** |

- Males represented 56% of all drivers in a crash and 73% 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. Among all licensed drivers, male drivers were 1.4 times more likely to be in a crash than female. Among drivers in crashes, males were 2.0 times more likely to be in a fatal crash than females.

## Out-of-State Drivers (Utah 2016)

| Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| License State | # | % | # | % | # | % | # | % |
| Utah | 64,941 | 83.7% | 30,683 | 86.1% | 342 | 85.1% | **95,966** | **84.5%** |
| Out-Of-State | 7,260 | 9.4% | 3,146 | 8.8% | 50 | 12.4% | **10,456** | **9.2%** |
| Unknown/None | 5,361 | 6.9% | 1,824 | 5.1% | 10 | 2.5% | **7,195** | **6.3%** |
| **Total** | **77,562** | **100.0%** | **35,653** | **100.0%** | **402** | **100.0%** | **113,617** | **100.0%** |

- Although out-of-state licensed drivers represented 9% of all drivers in crashes, they represented 12% 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 (64%), Grand (51%), Garfield (51%), and San Juan (50%) Counties where over 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 2016)

| Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Violations | # | % | # | % | # | % | # | % |
| Following Too Close | 5,588 | 21.1% | 2,758 | 19.1% | 2 | 3.4% | **8,348** | **20.4%** |
| Failure to Yield Right of Way | 2,539 | 9.6% | 1,861 | 12.9% | 10 | 16.9% | **4,410** | **10.8%** |
| Improper Turn | 2,513 | 9.5% | 1,345 | 9.3% | 1 | 1.7% | **3,859** | **9.4%** |
| Improper Lane Change/Travel | 2,602 | 9.8% | 965 | 6.7% | 0 | 0.0% | **3,567** | **8.7%** |
| Improper Lookout | 2,215 | 8.4% | 1,021 | 7.1% | 0 | 0.0% | **3,236** | **7.9%** |
| Negligent Collision | 1,887 | 7.1% | 862 | 6.0% | 0 | 0.0% | **2,749** | **6.7%** |
| License Violation | 1,553 | 5.9% | 1,030 | 7.1% | 4 | 6.8% | **2,587** | **6.3%** |
| Speed | 1,511 | 5.7% | 735 | 5.1% | 0 | 0.0% | **2,246** | **5.5%** |
| Driving Under the Influence | 963 | 3.6% | 739 | 5.1% | 8 | 13.6% | **1,710** | **4.2%** |
| Failure to Stop at Red Light | 701 | 2.6% | 782 | 5.4% | 1 | 1.7% | **1,484** | **3.6%** |
| Insurance Violation | 746 | 2.8% | 504 | 3.5% | 0 | 0.0% | **1,250** | **3.0%** |
| Hit and Run | 784 | 3.0% | 229 | 1.6% | 2 | 3.4% | **1,015** | **2.5%** |
| Failure to Obey Traffic Control Device | 255 | 1.0% | 244 | 1.7% | 3 | 5.1% | **502** | **1.2%** |
| Registration Violation | 323 | 1.2% | 170 | 1.2% | 1 | 1.7% | **494** | **1.2%** |
| Unknown Violation | 278 | 1.1% | 175 | 1.2% | 2 | 3.4% | **455** | **1.1%** |
| Failure to Stop at Stop Sign | 202 | 0.8% | 180 | 1.2% | 0 | 0.0% | **382** | **0.9%** |
| Equipment Violation | 278 | 1.1% | 90 | 0.6% | 0 | 0.0% | **368** | **0.9%** |
| Improper Backing | 275 | 1.0% | 18 | 0.1% | 0 | 0.0% | **293** | **0.7%** |
| Alcohol/Drug Violation, Other than DUI | 151 | 0.6% | 132 | 0.9% | 6 | 10.2% | **289** | **0.7%** |
| Careless Driving | 159 | 0.6% | 91 | 0.6% | 0 | 0.0% | **250** | **0.6%** |
| Failure to Maintain Control | 147 | 0.6% | 94 | 0.6% | 0 | 0.0% | **241** | **0.6%** |
| Improper Start | 155 | 0.6% | 57 | 0.4% | 0 | 0.0% | **212** | **0.5%** |
| Improper Passing | 152 | 0.6% | 34 | 0.2% | 0 | 0.0% | **186** | **0.5%** |
| Reckless Driving | 87 | 0.3% | 60 | 0.4% | 3 | 5.1% | **150** | **0.4%** |
| Wrong Side of Road/Wrong Way | 76 | 0.3% | 65 | 0.4% | 0 | 0.0% | **141** | **0.3%** |
| Other Non-Moving Violation | 44 | 0.2% | 27 | 0.2% | 2 | 3.4% | **73** | **0.2%** |
| Texting | 41 | 0.2% | 31 | 0.2% | 0 | 0.0% | **72** | **0.2%** |
| Slow Down/Move Over Emergency Vehicle | 44 | 0.2% | 25 | 0.2% | 0 | 0.0% | **69** | **0.2%** |
| Improper Signal | 42 | 0.2% | 25 | 0.2% | 0 | 0.0% | **67** | **0.2%** |
| Seat Belt/Child Restraint/Helmet | 15 | 0.1% | 38 | 0.3% | 1 | 1.7% | **54** | **0.1%** |
| Driving While Drowsy/Fatigue/Ill | 32 | 0.1% | 21 | 0.1% | 0 | 0.0% | **53** | **0.1%** |
| Improper Stop | 38 | 0.1% | 15 | 0.1% | 0 | 0.0% | **53** | **0.1%** |
| Distracted Driving | 24 | 0.1% | 20 | 0.1% | 0 | 0.0% | **44** | **0.1%** |
| Other Moving Violation | 23 | 0.1% | 11 | 0.1% | 1 | 1.7% | **35** | **0.1%** |
| Evading/Fleeing | 14 | 0.1% | 10 | 0.1% | 0 | 0.0% | **24** | **0.1%** |
| Improper Parking | 15 | 0.1% | 5 | 0.0% | 0 | 0.0% | **20** | **0.0%** |
| Vehicle Homicide | 0 | 0.0% | 0 | 0.0% | 12 | 20.3% | **12** | **0.0%** |
| **Total** | **26,472** | **100.0%** | **14,469** | **100.0%** | **59** | **100.0%** | **41,000** | **100.0%** |

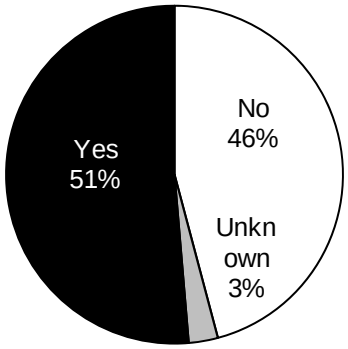
- There were 41,000 charges from citations issued at the scene of the crash. The most common violations were for following too close (20%), failure to yield right of way (11%), improper turn (9%), and improper lane change/travel (9%).
- The leading violations in fatal crashes were vehicle homicide (20%), failure to yield (17%), and driving under the influence (14%).
- A citation was issued in 60% of the crashes.

# Crash Conditions

## Drivers with Contributing Factors (Utah 2016)

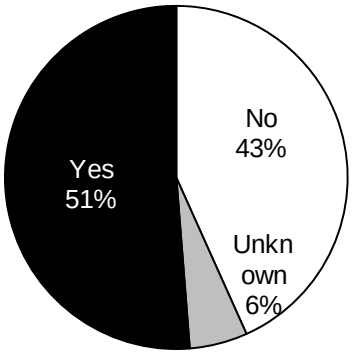
| Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driver/Vehicle with a Contributing Factor(s) | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Yes | 40,689 | 51.0% | 18,843 | 52.2% | 206 | 51.2% | **59,738** | **51.3%** |
| No | 36,813 | 46.1% | 16,361 | 45.3% | 174 | 43.3% | **53,348** | **45.9%** |
| Unknown | 2,313 | 2.9% | 922 | 2.6% | 22 | 5.5% | **3,257** | **2.8%** |
| **Total** | **79,815** | **100.0%** | **36,126** | **100.0%** | **402** | **100.0%** | **116,343** | **100.0%** |

### Total Crashes



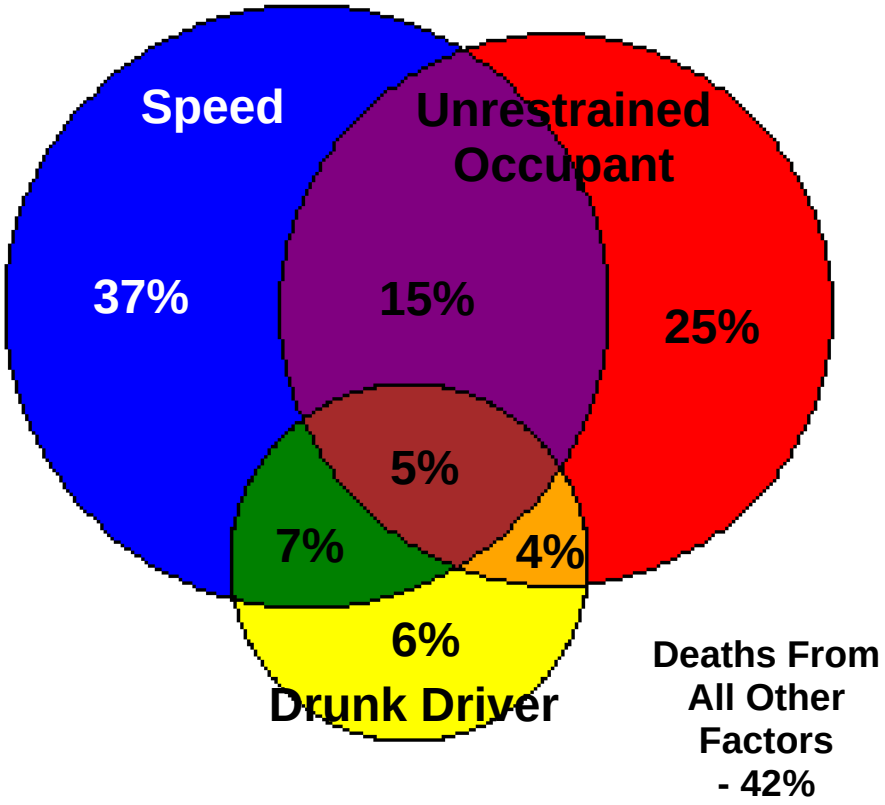

- Some form of poor driver performance is present in the majority of crashes.
- 51.3% of drivers had a contributing factor in total crashes.
- 51.2% of drivers had a contributing factor in fatal crashes.

### Fatal Crashes




## Overlap of Selected Contributing Factors in Deaths (Utah 2016)

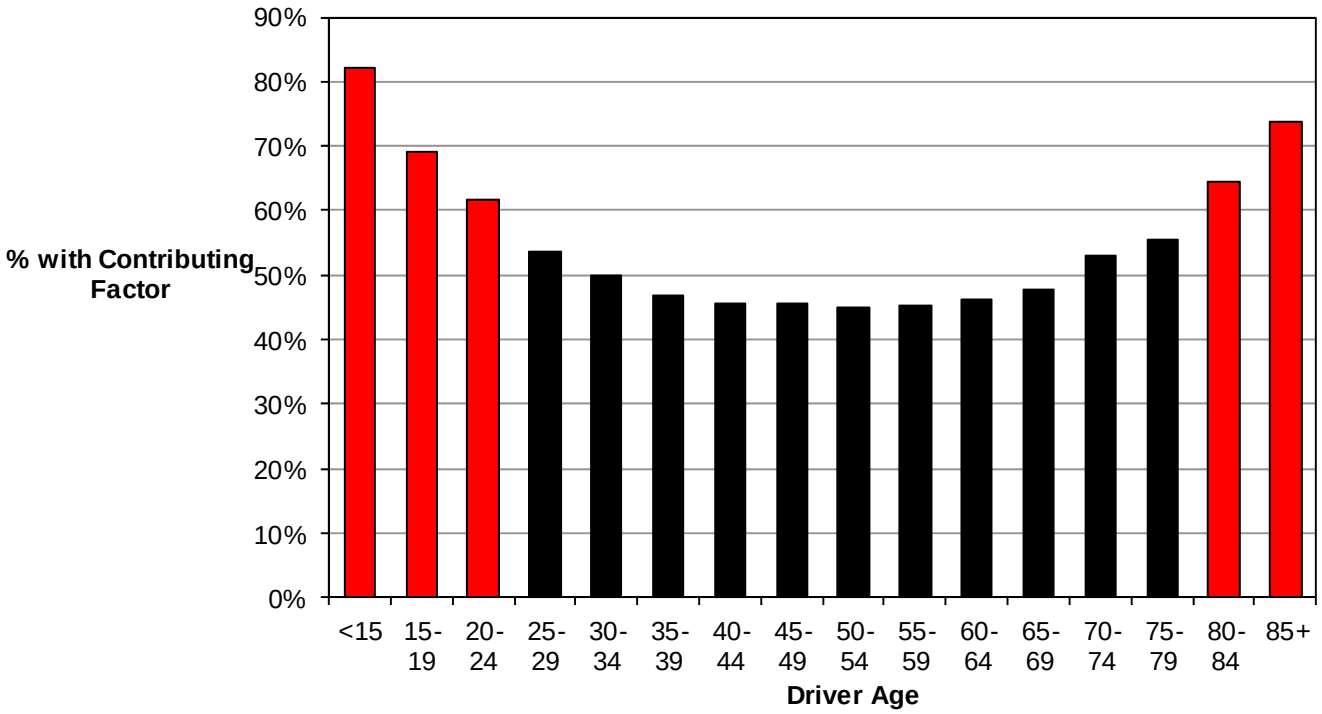
- This Venn Diagram shows the overlap of just three causes of death — speed, unrestrained occupant, and drunk driver. Many other factors also contribute to deaths and crashes.
- 162 of the 281 (58%) deaths had a contributing factor of speed, unrestrained occupant, or drunk driver.
- Of these deaths, 37% only had the contributing factor of speed, 25% only had the contributing factor of unrestrained occupant, and 6% only had the contributing factor of drunk driver.
- Among the deaths that had two of these factors, 15% had the factors of speed and unrestrained occupant, 7% had the factors of speed and drunk driver, and 4% had the factors of unrestrained occupant and drunk driver.
- 5% of these deaths had all three contributing factors.



# Crash Conditions

## Drivers with a Contributing Factor by Age (Utah 2016)

| Drivers with a Contributing Factor | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| Driver | No | Yes | | No | Yes | | No | Yes | | No | Yes | |
| Age | # | # | % | # | # | % | # | # | % | # | # | % |
| <15 | 5 | 23 | 82.1% | 7 | 35 | 83.3% | 1 | 2 | 66.7% | **13** | **60** | **82.2%** |
| 15-19 | 3,211 | 6,836 | 68.0% | 1,201 | 3,017 | 71.5% | 15 | 26 | 63.4% | **4,427** | **9,879** | **69.1%** |
| 20-24 | 4,309 | 6,867 | 61.4% | 1,951 | 3,210 | 62.2% | 18 | 29 | 61.7% | **6,278** | **10,106** | **61.7%** |
| 25-29 | 4,093 | 4,571 | 52.8% | 1,804 | 2,233 | 55.3% | 16 | 30 | 65.2% | **5,913** | **6,834** | **53.6%** |
| 30-34 | 3,834 | 3,781 | 49.7% | 1,827 | 1,850 | 50.3% | 17 | 23 | 57.5% | **5,678** | **5,654** | **49.9%** |
| 35-39 | 3,749 | 3,261 | 46.5% | 1,831 | 1,627 | 47.1% | 9 | 20 | 69.0% | **5,589** | **4,908** | **46.8%** |
| 40-44 | 3,053 | 2,623 | 46.2% | 1,512 | 1,209 | 44.4% | 14 | 15 | 51.7% | **4,579** | **3,847** | **45.7%** |
| 45-49 | 2,603 | 2,106 | 44.7% | 1,161 | 1,027 | 46.9% | 12 | 13 | 52.0% | **3,776** | **3,146** | **45.4%** |
| 50-54 | 2,238 | 1,842 | 45.1% | 1,090 | 870 | 44.4% | 13 | 11 | 45.8% | **3,341** | **2,723** | **44.9%** |
| 55-59 | 2,040 | 1,710 | 45.6% | 1,042 | 840 | 44.6% | 11 | 9 | 45.0% | **3,093** | **2,559** | **45.3%** |
| 60-64 | 1,709 | 1,470 | 46.2% | 826 | 708 | 46.2% | 13 | 8 | 38.1% | **2,548** | **2,186** | **46.2%** |
| 65-69 | 1,175 | 1,052 | 47.2% | 570 | 545 | 48.9% | 9 | 11 | 55.0% | **1,754** | **1,608** | **47.8%** |
| 70-74 | 703 | 759 | 51.9% | 347 | 417 | 54.6% | 3 | 7 | 70.0% | **1,053** | **1,183** | **52.9%** |
| 75-79 | 398 | 507 | 56.0% | 217 | 257 | 54.2% | 3 | 7 | 70.0% | **618** | **771** | **55.5%** |
| 80-84 | 202 | 364 | 64.3% | 102 | 185 | 64.5% | 0 | 4 | 100.0% | **304** | **553** | **64.5%** |
| 85+ | 107 | 276 | 72.1% | 50 | 167 | 77.0% | 2 | 6 | 75.0% | **159** | **449** | **73.8%** |
| Unknown | 1,188 | 2,584 | 68.5% | 356 | 640 | 64.3% | 1 | 4 | 80.0% | **1,545** | **3,228** | **67.6%** |
| **Total** | **34,617** | **40,632** | **54.0%** | **15,894** | **18,837** | **54.2%** | **157** | **225** | **58.9%** | **50,668** | **59,694** | **54.1%** |




- This information shows that younger and older drivers were the most likely to have a contributing factor in a crash.
- Drivers aged <25 and 80+ had the highest percent of drivers with a contributing factor in total crashes.
- Drivers aged 30-69 had the lowest percent of drivers with a contributing factor in total crashes.

# Crash Conditions

## Drivers with a Contributing Factor by Gender (Utah 2016)

| Drivers with a Contributing Factor | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| Driver | No | Yes | | No | Yes | | No | Yes | | No | Yes | |
| Gender | # | # | % | # | # | % | # | # | % | # | # | % |
| Male | 19,579 | 23,132 | 54.2% | 8,347 | 10,267 | 55.2% | 110 | 166 | 60.1% | **28,036** | **33,565** | **54.5%** |
| Female | 14,124 | 15,448 | 52.2% | 7,315 | 8,111 | 52.6% | 47 | 55 | 53.9% | **21,486** | **23,614** | **52.4%** |
| Unknown | 914 | 2,052 | 69.2% | 232 | 459 | 66.4% | 0 | 4 | 100.0% | **1,146** | **2,515** | **68.7%** |
| **Total** | **34,617** | **40,632** | **54.0%** | **15,894** | **18,837** | **54.2%** | **157** | **225** | **58.9%** | **50,668** | **59,694** | **54.1%** |

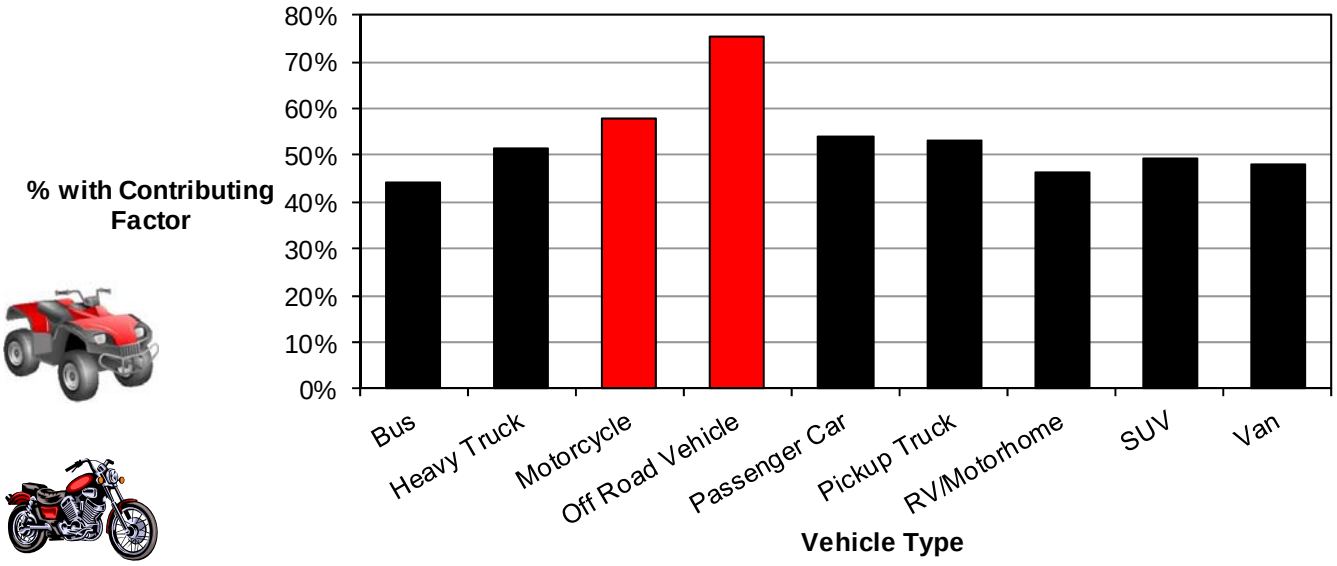
- Male drivers were slightly more likely to have a contributing factor in a crash than female drivers.

## Drivers with a Contributing Factor by Vehicle Type (Utah 2016)

| Drivers/Vehicles with a Contributing Factor | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| | No | Yes | | No | Yes | | No | Yes | | No | Yes | |
| Vehicle Type | # | # | % | # | # | % | # | # | % | # | # | % |
| Off Road Vehicle | 12 | 21 | 63.6% | 30 | 106 | 77.9% | 1 | 6 | 85.7% | **43** | **133** | **75.6%** |
| Motorcycle | 74 | 86 | 53.8% | 390 | 551 | 58.6% | 13 | 23 | 63.9% | **477** | **660** | **58.0%** |
| Passenger Car | 18,318 | 21,401 | 53.9% | 8,390 | 10,076 | 54.6% | 49 | 96 | 66.2% | **26,757** | **31,573** | **54.1%** |
| Pickup Truck | 5,932 | 6,638 | 52.8% | 2,246 | 2,653 | 54.2% | 34 | 39 | 53.4% | **8,212** | **9,330** | **53.2%** |
| Heavy Truck | 1,364 | 1,465 | 51.8% | 366 | 385 | 51.3% | 15 | 9 | 37.5% | **1,745** | **1,859** | **51.6%** |
| SUV | 8,549 | 8,194 | 48.9% | 3,805 | 3,925 | 50.8% | 38 | 38 | 50.0% | **12,392** | **12,157** | **49.5%** |
| Van | 2,095 | 1,917 | 47.8% | 1,036 | 979 | 48.6% | 6 | 7 | 53.8% | **3,137** | **2,903** | **48.1%** |
| RV/Motorhome | 46 | 44 | 48.9% | 15 | 9 | 37.5% | 0 | 0 | n/a | **61** | **53** | **46.5%** |
| Bus | 179 | 156 | 46.6% | 48 | 23 | 32.4% | 0 | 1 | 100.0% | **227** | **180** | **44.2%** |
| Other | 14 | 28 | 66.7% | 5 | 8 | 61.5% | 1 | 1 | 50.0% | **20** | **37** | **64.9%** |
| Unknown | 230 | 739 | 76.3% | 30 | 128 | 81.0% | 0 | 5 | 100.0% | **260** | **872** | **77.0%** |
| **Total** | **36,813** | **40,689** | **52.5%** | **16,361** | **18,843** | **53.5%** | **157** | **225** | **58.9%** | **53,331** | **59,757** | **52.8%** |








- Drivers of off road vehicles and motorcycles were the most likely to have a contributing factor in total crashes.
- Drivers of buses and RV/motorhomes were the least likely to have a contributing factor in total crashes.

# Crash Conditions

## Contributing Factors (Utah 2016)

| Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Contributing Factors | # | % | # | % | # | % | # | % |
| Followed Too Closely | 10,344 | 16.7% | 4,952 | 16.3% | 9 | 2.4% | **15,305** | **16.5%** |
| Failed to Yield Right of Way | 7,576 | 12.2% | 4,704 | 15.5% | 43 | 11.5% | **12,323** | **13.3%** |
| Speed Too Fast | 6,310 | 10.2% | 2,750 | 9.1% | 67 | 17.9% | **9,127** | **9.8%** |
| Failed to Keep in Proper Lane | 5,480 | 8.8% | 2,365 | 7.8% | 6 | 1.6% | **7,851** | **8.5%** |
| Driver Distraction | 3,566 | 5.8% | 2,225 | 7.3% | 27 | 7.2% | **5,818** | **6.3%** |
| Other Improper Driving | 3,219 | 5.2% | 1,622 | 5.3% | 3 | 0.8% | **4,844** | **5.2%** |
| Vision Obscured by Weather Condition | 2,852 | 4.6% | 1,071 | 3.5% | 13 | 3.5% | **3,936** | **4.2%** |
| Disregard Traffic Signal/Sign | 1,779 | 2.9% | 1,760 | 5.8% | 17 | 4.5% | **3,556** | **3.8%** |
| Improper Turn | 2,292 | 3.7% | 883 | 2.9% | 6 | 1.6% | **3,181** | **3.4%** |
| Hit and Run | 2,269 | 3.7% | 555 | 1.8% | 6 | 1.6% | **2,830** | **3.1%** |
| Improper Lane Change | 2,261 | 3.6% | 437 | 1.4% | 6 | 1.6% | **2,704** | **2.9%** |
| Ran Off Road | 1,431 | 2.3% | 870 | 2.9% | 33 | 8.8% | **2,334** | **2.5%** |
| Driving Under the Influence | 1,227 | 2.0% | 956 | 3.1% | 30 | 8.0% | **2,213** | **2.4%** |
| Improper Backing | 1,784 | 2.9% | 120 | 0.4% | 1 | 0.3% | **1,905** | **2.1%** |
| Overcorrected | 823 | 1.3% | 587 | 1.9% | 30 | 8.0% | **1,440** | **1.6%** |
| Swerved or Evasive Action | 927 | 1.5% | 500 | 1.6% | 1 | 0.3% | **1,428** | **1.5%** |
| Improper Parking/Stopping | 942 | 1.5% | 331 | 1.1% | 0 | 0.0% | **1,273** | **1.4%** |
| Driver Asleep/Fatigue | 746 | 1.2% | 512 | 1.7% | 14 | 3.7% | **1,272** | **1.4%** |
| Vision Obscured by Moving Vehicle | 719 | 1.2% | 344 | 1.1% | 4 | 1.1% | **1,067** | **1.2%** |
| Vehicle Other Defective Condition | 671 | 1.1% | 263 | 0.9% | 3 | 0.8% | **937** | **1.0%** |
| Reckless/Aggressive Driving | 446 | 0.7% | 291 | 1.0% | 16 | 4.3% | **753** | **0.8%** |
| Vehicle Tires | 544 | 0.9% | 189 | 0.6% | 7 | 1.9% | **740** | **0.8%** |
| Vehicle Brakes | 446 | 0.7% | 245 | 0.8% | 2 | 0.5% | **693** | **0.7%** |
| Vision Obscured by Glare | 377 | 0.6% | 244 | 0.8% | 0 | 0.0% | **621** | **0.7%** |
| Vision Obscured by Parked Vehicle | 460 | 0.7% | 151 | 0.5% | 0 | 0.0% | **611** | **0.7%** |
| Driver Illness/Medical | 243 | 0.4% | 339 | 1.1% | 6 | 1.6% | **588** | **0.6%** |
| Vision Obscured by Other | 342 | 0.6% | 184 | 0.6% | 2 | 0.5% | **528** | **0.6%** |
| Improper Passing | 423 | 0.7% | 86 | 0.3% | 2 | 0.5% | **511** | **0.6%** |
| Driver Condition Other | 269 | 0.4% | 193 | 0.6% | 0 | 0.0% | **462** | **0.5%** |
| Driver Emotional Prior to Crash | 226 | 0.4% | 179 | 0.6% | 6 | 1.6% | **411** | **0.4%** |
| Wrong Side/Wrong Way | 206 | 0.3% | 165 | 0.5% | 11 | 2.9% | **382** | **0.4%** |
| Vehicle Cargo | 265 | 0.4% | 35 | 0.1% | 0 | 0.0% | **300** | **0.3%** |
| Disregard Road Markings | 129 | 0.2% | 61 | 0.2% | 0 | 0.0% | **190** | **0.2%** |
| Vision Obscured by Physical Obstruction | 107 | 0.2% | 80 | 0.3% | 0 | 0.0% | **187** | **0.2%** |
| Windshield or Other Window Obscured | 133 | 0.2% | 48 | 0.2% | 3 | 0.8% | **184** | **0.2%** |
| Vision Obscured by Vegetation | 90 | 0.1% | 38 | 0.1% | 0 | 0.0% | **128** | **0.1%** |
| Improper Signal | 68 | 0.1% | 24 | 0.1% | 0 | 0.0% | **92** | **0.1%** |
| **Total** | **61,992** | **100.0%** | **30,359** | **100.0%** | **374** | **100.0%** | **92,725** | **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 (17%), failed to yield right of way (13%), speed too fast (10%), and failed to keep in proper lane (9%).
- The leading contributing factors in fatal crashes were speed too fast (18%) and failed to yield (12%).
- 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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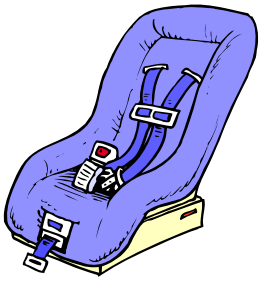
UTAH DEPARTMENT OF PUBLIC SAFETY



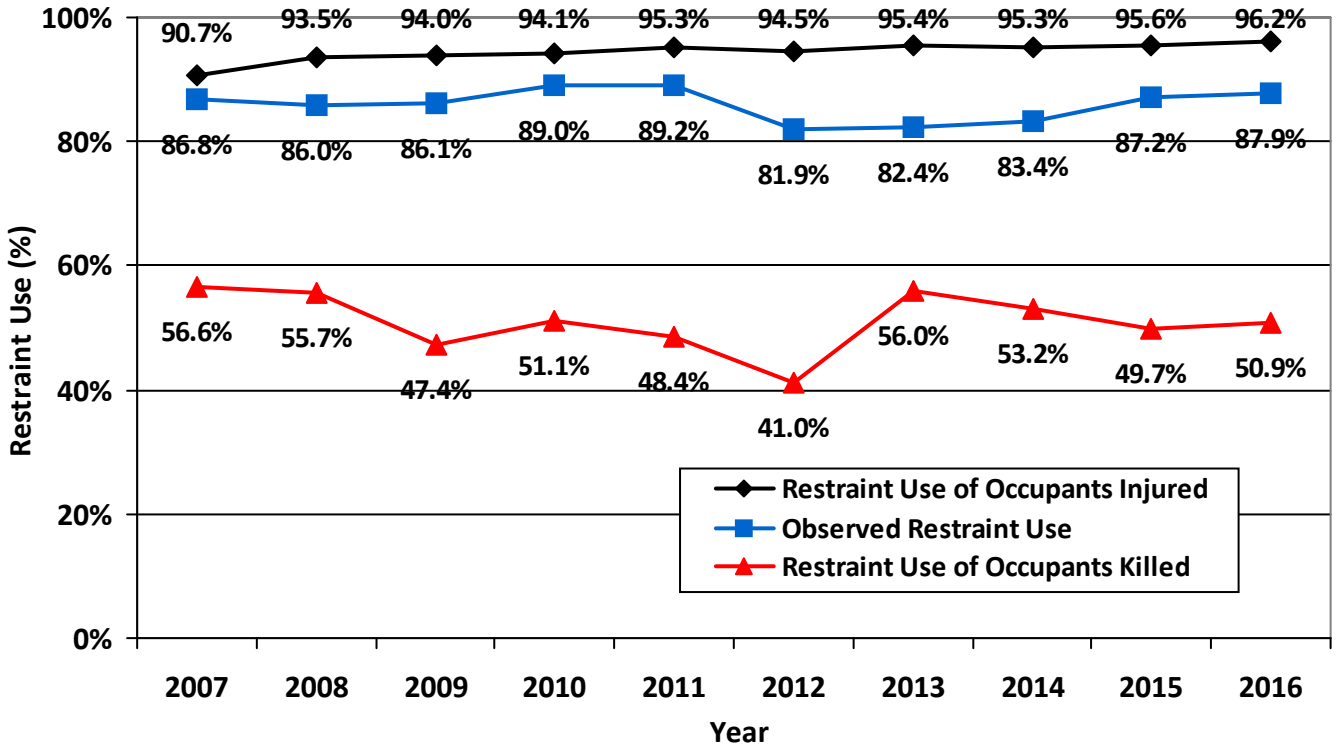
## Section 2: Occupant Protection

2016

# Trends

## Restraint Use of Occupants In Crashes (Utah 2007-2016)

| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 1,530 | 116,526 | 98.7% | 846 | 21,508 | 96.2% | 80 | 83 | 50.9% | **2,456** | **138,117** | **98.3%** |
| **Total** | **19,603** | **984,235** | **98.0%** | **10,895** | **184,584** | **94.4%** | **796** | **835** | **51.2%** | **31,294** | **1,169,654** | **97.4%** |



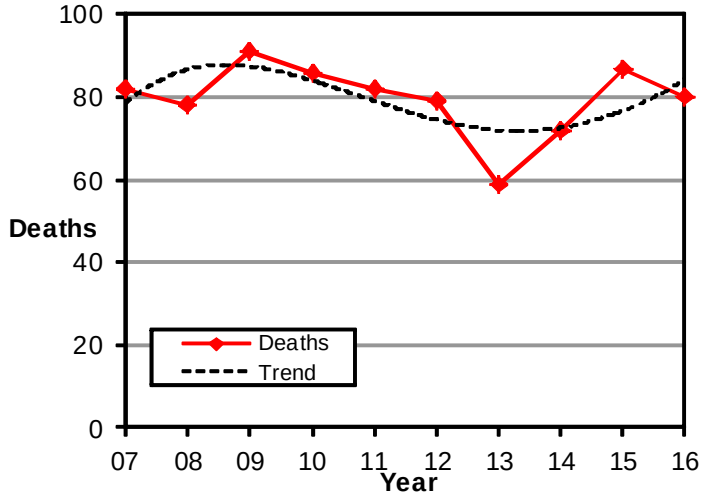

- The 2016 restraint use of people in crashes increased to 98.3% from 95.8% in 2007.
- Restraint use among occupants injured increased from 90.7% in 2007 to 96.2% in 2016.
- Restraint use among occupants killed decreased from 56.6% in 2007 to 50.9% in 2016.

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 2007-2016)

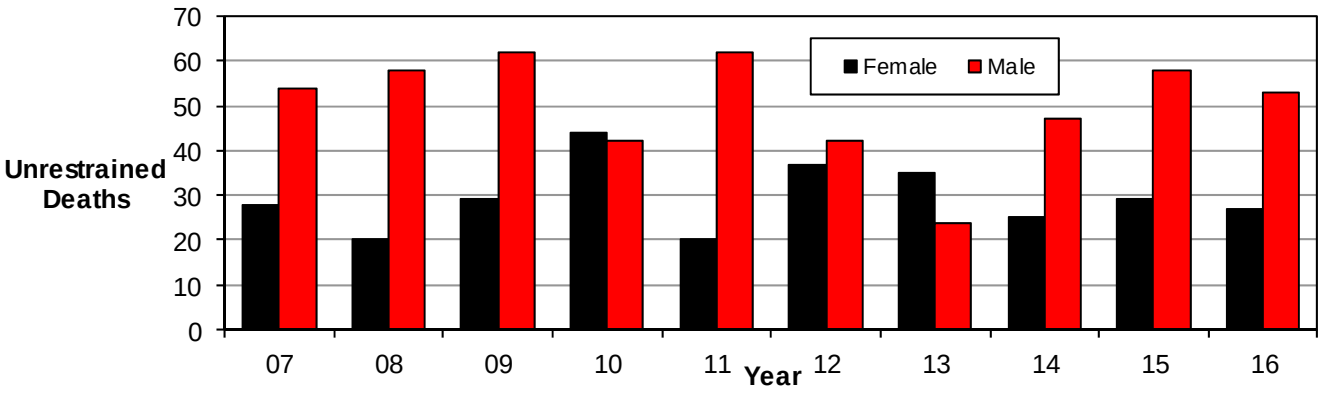
| Unrestrained Occupant Deaths | | | |
|---|---|---|---|
| | Deaths | | |
| | All | Unrestrained Occupants | |
| Year | # | # | % |
| 2007 | 299 | 82 | 27.4% |
| 2008 | 276 | 78 | 28.3% |
| 2009 | 244 | 91 | 37.3% |
| 2010 | 253 | 86 | 34.0% |
| 2011 | 243 | 82 | 33.7% |
| 2012 | 217 | 79 | 36.4% |
| 2013 | 220 | 59 | 26.8% |
| 2014 | 256 | 72 | 28.1% |
| 2015 | 278 | 87 | 31.3% |
| 2016 | 281 | 80 | 28.5% |
| **Total** | **2,567** | **796** | **31.0%** |




- Over the past 10 years, 31.0% 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 2007-2016)

| Occupants Killed | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unrestrained | | | | | | | | | | | | Restrained | | | | | | | | | | |
| Gender | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total # | Total % | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total # | Total % |
| Female | 28 | 20 | 29 | 44 | 20 | 37 | 35 | 25 | 29 | 27 | **294** | **45.5%** | 42 | 42 | 35 | 40 | 32 | 26 | 29 | 37 | 30 | 39 | **352** | **54.5%** |
| Male | 54 | 58 | 62 | 42 | 62 | 42 | 24 | 47 | 58 | 53 | **502** | **51.0%** | 65 | 56 | 47 | 50 | 45 | 29 | 46 | 45 | 56 | 44 | **483** | **49.0%** |
| **Total** | **82** | **78** | **91** | **86** | **82** | **79** | **59** | **72** | **87** | **80** | **796** | **48.8%** | **107** | **98** | **82** | **90** | **77** | **55** | **75** | **82** | **86** | **83** | **835** | **51.2%** |

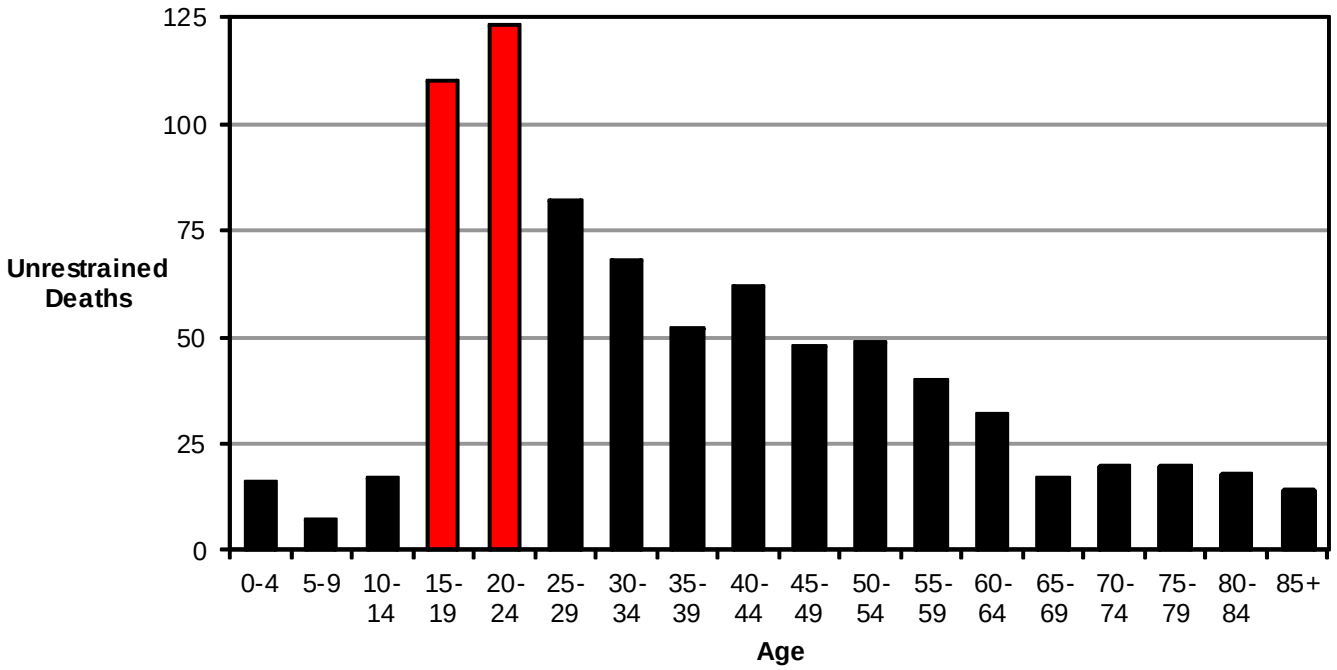



- Over the last 10 years, restraint use of female (54.5%) occupants killed was higher than males (49.0%).
- The number of female occupants killed who were unrestrained averages 29 deaths a year over the last 10 years with a high of 44 in 2010 and a low of 20 in 2008 and 2011.
- The number of male occupants killed who were unrestrained averages 50 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 2007-2016)

| Occupants Killed | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unrestrained | | | | | | | | | | | | Restrained | | | | | | | | | | |
| Age | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total # | Total % | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total # | Total % |
| 0-4 | 1 | 2 | 2 | 1 | 4 | 0 | 1 | 1 | 2 | 2 | **16** | **37.2%** | 5 | 1 | 2 | 4 | 7 | 3 | 2 | 2 | 0 | 1 | **27** | **62.8%** |
| 5-9 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **7** | **29.2%** | 4 | 4 | 2 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | **17** | **70.8%** |
| 10-14 | 1 | 4 | 5 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | **17** | **56.7%** | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | **13** | **43.3%** |
| 15-19 | 17 | 8 | 14 | 13 | 11 | 7 | 8 | 11 | 10 | 11 | **110** | **54.7%** | 14 | 13 | 12 | 6 | 4 | 7 | 3 | 12 | 6 | 14 | **91** | **45.3%** |
| 20-24 | 18 | 13 | 15 | 10 | 11 | 10 | 12 | 9 | 14 | 11 | **123** | **60.3%** | 10 | 10 | 12 | 9 | 6 | 6 | 4 | 7 | 9 | 8 | **81** | **39.7%** |
| 25-29 | 6 | 7 | 4 | 12 | 12 | 13 | 4 | 5 | 12 | 7 | **82** | **56.9%** | 9 | 11 | 3 | 5 | 6 | 4 | 4 | 4 | 6 | 10 | **62** | **43.1%** |
| 30-34 | 5 | 11 | 8 | 7 | 8 | 7 | 3 | 7 | 6 | 6 | **68** | **50.7%** | 10 | 7 | 5 | 4 | 7 | 4 | 7 | 9 | 7 | 6 | **66** | **49.3%** |
| 35-39 | 4 | 4 | 3 | 11 | 6 | 7 | 2 | 5 | 5 | 5 | **52** | **51.5%** | 7 | 8 | 4 | 4 | 3 | 1 | 5 | 5 | 7 | 5 | **49** | **48.5%** |
| 40-44 | 7 | 8 | 9 | 4 | 5 | 9 | 5 | 4 | 6 | 5 | **62** | **60.2%** | 5 | 3 | 6 | 4 | 4 | 4 | 5 | 5 | 3 | 2 | **41** | **39.8%** |
| 45-49 | 4 | 4 | 8 | 4 | 5 | 4 | 2 | 4 | 8 | 5 | **48** | **54.5%** | 4 | 8 | 5 | 4 | 2 | 4 | 2 | 3 | 5 | 3 | **40** | **45.5%** |
| 50-54 | 4 | 6 | 5 | 4 | 1 | 8 | 5 | 9 | 4 | 3 | **49** | **45.0%** | 8 | 8 | 5 | 8 | 6 | 3 | 6 | 4 | 7 | 5 | **60** | **55.0%** |
| 55-59 | 4 | 3 | 4 | 4 | 4 | 3 | 4 | 6 | 3 | 5 | **40** | **43.0%** | 5 | 4 | 5 | 5 | 4 | 1 | 9 | 6 | 6 | 8 | **53** | **57.0%** |
| 60-64 | 2 | 1 | 3 | 2 | 6 | 3 | 4 | 4 | 2 | 5 | **32** | **40.0%** | 7 | 3 | 5 | 3 | 7 | 8 | 4 | 4 | 4 | 3 | **48** | **60.0%** |
| 65-69 | 1 | 2 | 3 | 5 | 3 | 0 | 0 | 0 | 3 | 0 | **17** | **28.8%** | 3 | 5 | 3 | 5 | 7 | 1 | 6 | 4 | 5 | 3 | **42** | **71.2%** |
| 70-74 | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 2 | 3 | 5 | **20** | **36.4%** | 3 | 4 | 1 | 7 | 3 | 1 | 7 | 1 | 7 | 1 | **35** | **63.6%** |
| 75-79 | 1 | 1 | 2 | 4 | 1 | 2 | 1 | 2 | 1 | 5 | **20** | **36.4%** | 1 | 2 | 4 | 9 | 2 | 3 | 1 | 5 | 4 | 4 | **35** | **63.6%** |
| 80-84 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 3 | 4 | 1 | **18** | **33.3%** | 4 | 5 | 5 | 3 | 2 | 1 | 6 | 3 | 3 | 4 | **36** | **66.7%** |
| 85+ | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 2 | 1 | **14** | **26.4%** | 5 | 1 | 1 | 5 | 7 | 2 | 4 | 4 | 4 | 6 | **39** | **73.6%** |
| Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **100.0%** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| **Total** | **82** | **78** | **91** | **86** | **82** | **79** | **59** | **72** | **87** | **80** | **796** | **48.8%** | **107** | **98** | **82** | **90** | **77** | **55** | **75** | **82** | **86** | **83** | **835** | **51.2%** |

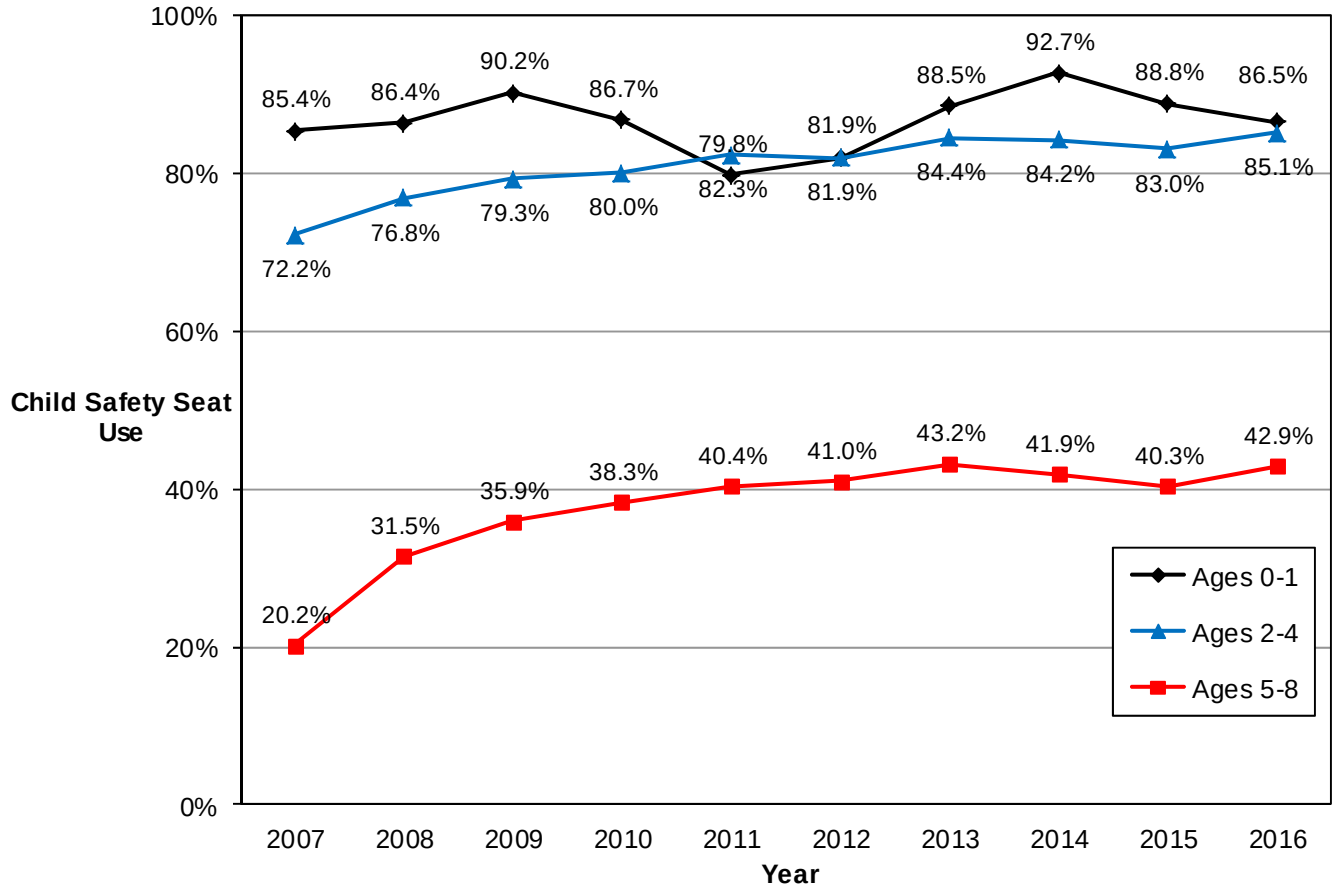



- Over the last 10 years, the highest number of unrestrained deaths occurred to the 20-24, 15-19, and 25-29 year age groups.
- The highest percent of restraint use among occupants killed occurred among the ages of 65+ and 0-9 years.
- The lowest percent of restraint use among occupants killed occurred among the ages of 10-49 years.

# Trends

## Child Safety Seat Use by Children Age 0 to 8 Years (Utah 2007-2016)

| 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 | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 330 | 2,107 | 86.5% | 482 | 2,751 | 85.1% | 2,183 | 1,637 | 42.9% | **2,995** | **6,495** | **68.4%** |
| **Total** | **2,843** | **18,448** | **86.6%** | **5,717** | **23,989** | **80.8%** | **20,499** | **12,289** | **37.5%** | **29,059** | **54,726** | **65.3%** |

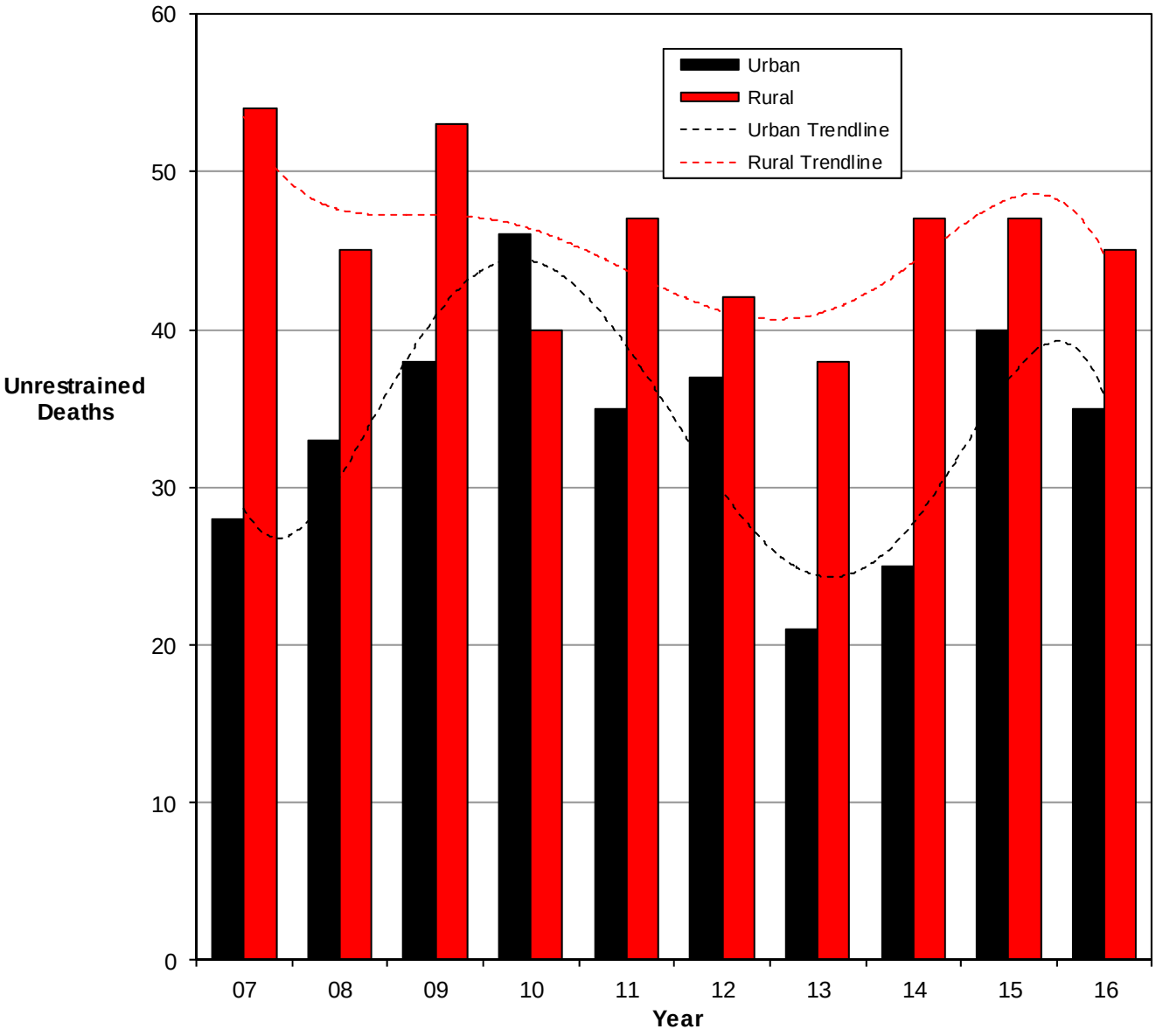



- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 20.2% in 2007 to 42.9% in 2016.

# Trends

## Fatal Restraint Use by Rural/Urban Location (Utah 2007-2016)

| Occupants Killed | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unrestrained | | | | | | | | | | | | Restrained | | | | | | | | | | |
| **Location** | **07** | **08** | **09** | **10** | **11** | **12** | **13** | **14** | **15** | **16** | **Total #** | **Total %** | **07** | **08** | **09** | **10** | **11** | **12** | **13** | **14** | **15** | **16** | **Total #** | **Total %** |
| Rural | 54 | 45 | 53 | 40 | 47 | 42 | 38 | 47 | 46 | 45 | **457** | **57.3%** | 52 | 48 | 46 | 39 | 40 | 21 | 31 | 28 | 36 | | **341** | **42.7%** |
| Urban | 28 | 33 | 38 | 46 | 35 | 37 | 21 | 25 | 41 | 35 | **339** | **45.2%** | 55 | 50 | 36 | 51 | 37 | 34 | 44 | 54 | 50 | | **411** | **54.8%** |
| **Total** | **82** | **78** | **91** | **86** | **82** | **79** | **59** | **72** | **87** | **80** | **796** | **51.4%** | **107** | **98** | **82** | **90** | **77** | **55** | **75** | **82** | **86** | **0** | **752** | **48.6%** |

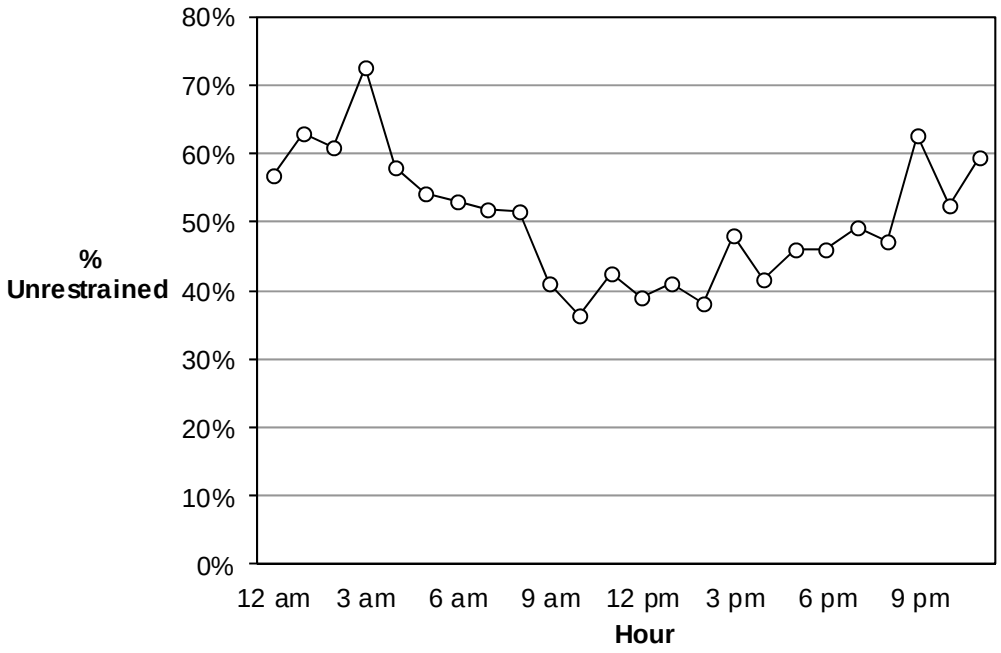



- Over the last 10 years, restraint use of urban (54.8%) occupants killed was higher than rural (42.7%).
- The number of rural occupants killed who were unrestrained averages 46 deaths a year over the last 10 years with a high of 54 in 2007 and a low of 38 in 2013.
- The number of urban occupants killed who were unrestrained averages 34 deaths a year over the last 10 years with a high of 46 in 2010 and a low of 21 in 2013.

# Trends

## Fatal Restraint Use by Hour (Utah 2007-2016)

| Occupants Killed | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unrestrained | | | | | | | | | | | | Restrained | | | | | | | | | | |
| **Hour** | **07** | **08** | **09** | **10** | **11** | **12** | **13** | **14** | **15** | **16** | **Total #** | **Total %** | **07** | **08** | **09** | **10** | **11** | **12** | **13** | **14** | **15** | **16** | **Total #** | **Total %** |
| Midnight | 3 | 2 | 10 | 2 | 4 | 2 | 2 | 2 | 1 | 1 | **29** | **56.9%** | 3 | 3 | 6 | 1 | 0 | 0 | 2 | 1 | 3 | 3 | **22** | **43.1%** |
| 1 a.m. | 3 | 4 | 5 | 1 | 3 | 3 | 2 | 4 | 3 | 1 | **29** | **63.0%** | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 4 | **17** | **37.0%** |
| 2 a.m. | 4 | 6 | 3 | 2 | 2 | 4 | 0 | 2 | 3 | 2 | **28** | **60.9%** | 4 | 1 | 1 | 5 | 1 | 0 | 3 | 0 | 1 | 2 | **18** | **39.1%** |
| 3 a.m. | 5 | 1 | 3 | 4 | 5 | 2 | 0 | 2 | 4 | 6 | **32** | **72.7%** | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 3 | **12** | **27.3%** |
| 4 a.m. | 1 | 1 | 8 | 2 | 1 | 1 | 4 | 5 | 0 | 2 | **25** | **58.1%** | 2 | 2 | 3 | 1 | 2 | 0 | 0 | 4 | 4 | 0 | **18** | **41.9%** |
| 5 a.m. | 4 | 4 | 1 | 3 | 2 | 4 | 4 | 1 | 5 | 5 | **33** | **54.1%** | 2 | 2 | 3 | 2 | 5 | 1 | 3 | 2 | 5 | 3 | **28** | **45.9%** |
| 6 a.m. | 2 | 6 | 2 | 2 | 2 | 3 | 3 | 2 | 4 | 1 | **27** | **52.9%** | 3 | 3 | 2 | 4 | 2 | 3 | 1 | 5 | 1 | 0 | **24** | **47.1%** |
| 7 a.m. | 3 | 7 | 3 | 8 | 3 | 3 | 3 | 0 | 5 | 4 | **39** | **52.0%** | 6 | 7 | 7 | 4 | 2 | 0 | 0 | 3 | 5 | 2 | **36** | **48.0%** |
| 8 a.m. | 4 | 1 | 4 | 4 | 3 | 3 | 2 | 5 | 2 | 6 | **34** | **51.5%** | 7 | 1 | 2 | 5 | 1 | 1 | 4 | 8 | 2 | 1 | **32** | **48.5%** |
| 9 a.m. | 1 | 3 | 0 | 2 | 6 | 1 | 2 | 1 | 4 | 3 | **23** | **41.1%** | 6 | 7 | 4 | 7 | 1 | 2 | 3 | 3 | 0 | 0 | **33** | **58.9%** |
| 10 a.m. | 2 | 0 | 4 | 2 | 5 | 3 | 5 | 2 | 1 | 1 | **25** | **36.2%** | 2 | 6 | 8 | 4 | 7 | 3 | 3 | 3 | 6 | 2 | **44** | **63.8%** |
| 11 a.m. | 2 | 4 | 3 | 6 | 1 | 2 | 2 | 2 | 3 | 3 | **28** | **42.4%** | 3 | 9 | 5 | 2 | 3 | 2 | 3 | 4 | 3 | 4 | **38** | **57.6%** |
| Noon | 2 | 5 | 1 | 3 | 3 | 4 | 3 | 3 | 1 | 2 | **27** | **39.1%** | 6 | 4 | 3 | 7 | 4 | 3 | 2 | 3 | 3 | 7 | **42** | **60.9%** |
| 1 p.m. | 7 | 2 | 4 | 9 | 7 | 1 | 2 | 1 | 2 | 8 | **43** | **41.0%** | 6 | 4 | 4 | 4 | 8 | 4 | 11 | 9 | 1 | 11 | **62** | **59.0%** |
| 2 p.m. | 4 | 2 | 1 | 5 | 4 | 1 | 2 | 4 | 7 | 4 | **34** | **38.2%** | 3 | 4 | 3 | 5 | 7 | 10 | 5 | 5 | 9 | 4 | **55** | **61.8%** |
| 3 p.m. | 1 | 3 | 9 | 6 | 3 | 7 | 6 | 2 | 6 | 5 | **48** | **48.0%** | 11 | 5 | 8 | 5 | 3 | 2 | 6 | 7 | 4 | 1 | **52** | **52.0%** |
| 4 p.m. | 2 | 6 | 4 | 6 | 3 | 4 | 2 | 5 | 5 | 5 | **42** | **41.6%** | 7 | 5 | 4 | 5 | 8 | 7 | 7 | 5 | 7 | 4 | **59** | **58.4%** |
| 5 p.m. | 6 | 4 | 7 | 1 | 4 | 11 | 4 | 2 | 5 | 6 | **50** | **45.9%** | 11 | 4 | 7 | 8 | 3 | 3 | 6 | 4 | 8 | 5 | **59** | **54.1%** |
| 6 p.m. | 4 | 1 | 2 | 6 | 5 | 4 | 2 | 8 | 9 | 1 | **42** | **46.2%** | 3 | 8 | 3 | 6 | 7 | 2 | 3 | 3 | 8 | 6 | **49** | **53.8%** |
| 7 p.m. | 7 | 2 | 3 | 4 | 3 | 3 | 1 | 2 | 2 | 7 | **34** | **49.3%** | 3 | 4 | 3 | 3 | 2 | 1 | 5 | 3 | 2 | 9 | **35** | **50.7%** |
| 8 p.m. | 3 | 6 | 6 | 1 | 4 | 3 | 2 | 4 | 2 | 2 | **33** | **47.1%** | 4 | 4 | 1 | 5 | 4 | 5 | 4 | 1 | 5 | 4 | **37** | **52.9%** |
| 9 p.m. | 4 | 6 | 6 | 3 | 5 | 1 | 1 | 2 | 3 | 1 | **32** | **62.7%** | 1 | 4 | 2 | 1 | 2 | 1 | 2 | 4 | 1 | 1 | **19** | **37.3%** |
| 10 p.m. | 1 | 0 | 1 | 3 | 2 | 4 | 1 | 4 | 4 | 1 | **21** | **52.5%** | 4 | 2 | 3 | 0 | 1 | 3 | 1 | 2 | 1 | 2 | **19** | **47.5%** |
| 11 p.m. | 6 | 1 | 1 | 1 | 2 | 5 | 4 | 6 | 6 | 3 | **35** | **59.3%** | 2 | 4 | 0 | 4 | 2 | 1 | 1 | 1 | 4 | 5 | **24** | **40.7%** |
| **Total** | **81** | **77** | **91** | **86** | **82** | **79** | **59** | **71** | **87** | **80** | **793** | **48.7%** | **107** | **98** | **82** | **89** | **77** | **55** | **75** | **82** | **86** | **83** | **834** | **51.3%** |

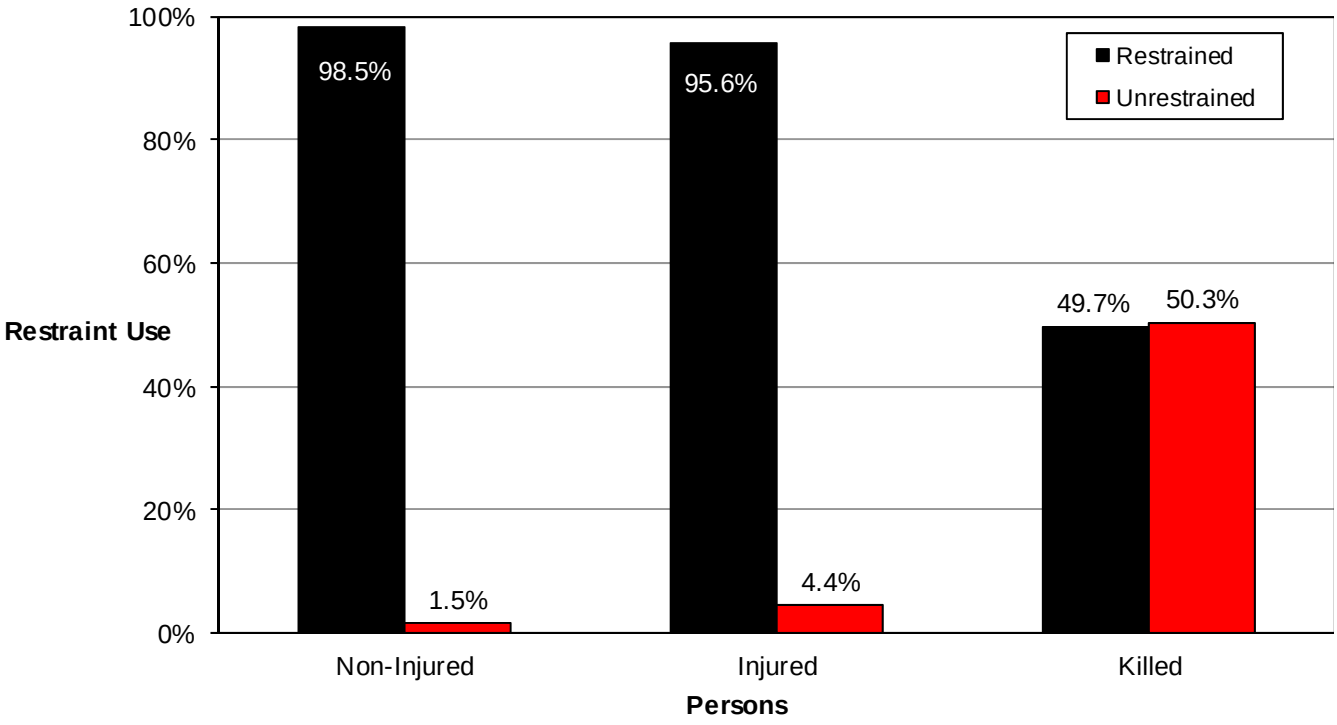



- Over the last 10 years, the highest number of unrestrained deaths occurred during the 3:00-6:59 p.m. hours.
- The highest percent of restraint use among occupants killed occurred during the 9 a.m. to 2:59 p.m. hours.
- The lowest percent of restraint use among occupants killed occurred during the 1:00-3:59 a.m. and 9 p.m. hours.

# Vehicle Occupants

## Restraint Use by Injury Severity (Utah 2016)

| Persons | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Restraint Use | # | % | # | % | # | % | # | % |
| Restrained | 116,526 | 98.7% | 21,508 | 96.2% | 83 | 50.9% | **138,117** | **98.3%** |
| Unrestrained | 1,530 | 1.3% | 846 | 3.8% | 80 | 49.1% | **2,456** | **1.7%** |
| **Total** | **118,056** | **100.0%** | **22,354** | **100.0%** | **163** | **100.0%** | **140,573** | **100.0%** |




- 98% of persons who survived a crash reported being restrained compared to half of the persons killed.
- Unrestrained injured crash occupants were 24 times more likely to be killed than restrained injured crash occupants.

## Restraint Use by Gender of Crash Occupants (Utah 2016)

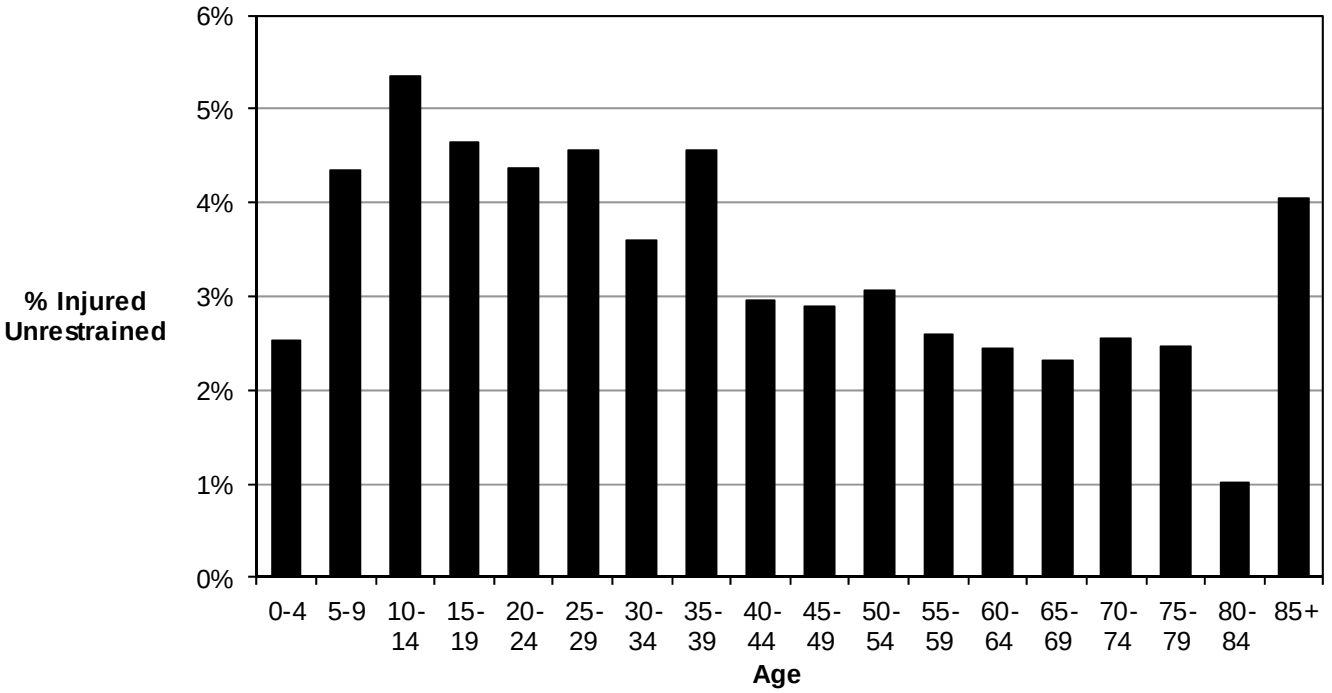
| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| Gender | # | # | % | # | # | % | # | # | % | # | # | % |
| Female | 496 | 51,679 | 99.0% | 363 | 12,410 | 97.2% | 27 | 39 | 59.1% | **886** | **64,128** | **98.6%** |
| Male | 919 | 64,432 | 98.6% | 478 | 9,065 | 95.0% | 53 | 44 | 45.4% | **1,450** | **73,541** | **98.1%** |
| Unknown | 115 | 415 | 78.3% | 5 | 33 | 86.8% | 0 | 0 | n/a | **120** | **448** | **78.9%** |
| **Total** | **1,530** | **116,526** | **98.7%** | **846** | **21,508** | **96.2%** | **80** | **83** | **50.9%** | **2,456** | **138,117** | **98.3%** |

- Overall, restraint use of female (98.6%) crash occupants was slightly higher than males (98.1%).
- For persons killed, female crash occupants had higher restraint use (59%) than males (45%).

# Vehicle Occupants

## Restraint Use by Age of Crash Occupants (Utah 2016)

| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| Age | # | # | % | # | # | % | # | # | % | # | # | % |
| 0-4 | 25 | 5,216 | 99.5% | 11 | 425 | 97.5% | 2 | 1 | 33.3% | **38** | **5,642** | **99.3%** |
| 5-9 | 26 | 4,122 | 99.4% | 25 | 551 | 95.7% | 1 | 0 | 0.0% | **52** | **4,673** | **98.9%** |
| 10-14 | 29 | 3,891 | 99.3% | 40 | 709 | 94.7% | 2 | 0 | 0.0% | **71** | **4,600** | **98.5%** |
| 15-19 | 185 | 17,335 | 98.9% | 139 | 2,849 | 95.3% | 11 | 14 | 56.0% | **335** | **20,198** | **98.4%** |
| 20-24 | 178 | 16,334 | 98.9% | 129 | 2,824 | 95.6% | 11 | 8 | 42.1% | **318** | **19,166** | **98.4%** |
| 25-29 | 138 | 12,017 | 98.9% | 109 | 2,283 | 95.4% | 7 | 10 | 58.8% | **254** | **14,310** | **98.3%** |
| 30-34 | 142 | 10,240 | 98.6% | 76 | 2,039 | 96.4% | 6 | 6 | 50.0% | **224** | **12,285** | **98.2%** |
| 35-39 | 137 | 9,337 | 98.6% | 87 | 1,822 | 95.4% | 5 | 5 | 50.0% | **229** | **11,164** | **98.0%** |
| 40-44 | 96 | 7,507 | 98.7% | 46 | 1,507 | 97.0% | 5 | 2 | 28.6% | **147** | **9,016** | **98.4%** |
| 45-49 | 111 | 6,169 | 98.2% | 38 | 1,275 | 97.1% | 5 | 3 | 37.5% | **154** | **7,447** | **98.0%** |
| 50-54 | 95 | 5,385 | 98.3% | 37 | 1,167 | 96.9% | 3 | 5 | 62.5% | **135** | **6,557** | **98.0%** |
| 55-59 | 84 | 4,899 | 98.3% | 30 | 1,125 | 97.4% | 5 | 8 | 61.5% | **119** | **6,032** | **98.1%** |
| 60-64 | 60 | 4,217 | 98.6% | 23 | 918 | 97.6% | 5 | 3 | 37.5% | **88** | **5,138** | **98.3%** |
| 65-69 | 34 | 3,105 | 98.9% | 16 | 677 | 97.7% | 0 | 3 | 100.0% | **50** | **3,785** | **98.7%** |
| 70-74 | 22 | 2,085 | 99.0% | 12 | 458 | 97.4% | 5 | 1 | 16.7% | **39** | **2,544** | **98.5%** |
| 75-79 | 8 | 1,353 | 99.4% | 8 | 318 | 97.5% | 5 | 4 | 44.4% | **21** | **1,675** | **98.8%** |
| 80-84 | 8 | 829 | 99.0% | 2 | 196 | 99.0% | 1 | 4 | 80.0% | **11** | **1,029** | **98.9%** |
| 85+ | 4 | 605 | 99.3% | 6 | 142 | 95.9% | 1 | 6 | 85.7% | **11** | **753** | **98.6%** |
| Unknown | 148 | 1,880 | 92.7% | 12 | 223 | 94.9% | 0 | 0 | n/a | **160** | **2,103** | **92.9%** |
| **Total** | **1,530** | **116,526** | **98.7%** | **846** | **21,508** | **96.2%** | **80** | **83** | **50.9%** | **2,456** | **138,117** | **98.3%** |




- Overall, injured crash occupants aged 10-14 years had the highest percentage of being unrestrained.
- Crash occupants aged 15-24 years had the highest amount of unrestrained occupant deaths.

# Vehicle Occupants

## Restraint Use by County (Utah 2016)

| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| County | # | # | % | # | # | % | # | # | % | # | # | % |
| Daggett | 0 | 23 | 100.0% | 0 | 0 | n/a | 0 | 0 | n/a | **0** | **23** | **100.0%** |
| Davis | 126 | 11,382 | 98.9% | 62 | 2,065 | 97.1% | 3 | 12 | 80.0% | **191** | **13,459** | **98.6%** |
| Utah | 202 | 17,558 | 98.9% | 101 | 3,430 | 97.1% | 12 | 10 | 45.5% | **315** | **20,998** | **98.5%** |
| Cache | 37 | 3,706 | 99.0% | 24 | 540 | 95.7% | 3 | 4 | 57.1% | **64** | **4,250** | **98.5%** |
| Salt Lake | 664 | 53,877 | 98.8% | 286 | 9,857 | 97.2% | 11 | 14 | 56.0% | **961** | **63,748** | **98.5%** |
| Weber | 91 | 8,716 | 99.0% | 71 | 1,829 | 96.3% | 4 | 7 | 63.6% | **166** | **10,552** | **98.5%** |
| Washington | 59 | 5,669 | 99.0% | 46 | 954 | 95.4% | 2 | 4 | 66.7% | **107** | **6,627** | **98.4%** |
| Kane | 0 | 248 | 100.0% | 4 | 50 | 92.6% | 1 | 1 | 50.0% | **5** | **299** | **98.4%** |
| Morgan | 4 | 205 | 98.1% | 0 | 30 | 100.0% | 0 | 0 | n/a | **4** | **235** | **98.3%** |
| Wasatch | 18 | 1,190 | 98.5% | 8 | 162 | 95.3% | 1 | 4 | 80.0% | **27** | **1,356** | **98.0%** |
| Summit | 35 | 1,879 | 98.2% | 19 | 309 | 94.2% | 1 | 3 | 75.0% | **55** | **2,191** | **97.6%** |
| Iron | 30 | 1,660 | 98.2% | 23 | 275 | 92.3% | 2 | 0 | 0.0% | **55** | **1,935** | **97.2%** |
| Box Elder | 54 | 2,600 | 98.0% | 28 | 464 | 94.3% | 6 | 1 | 14.3% | **88** | **3,065** | **97.2%** |
| San Juan | 7 | 345 | 98.0% | 3 | 36 | 92.3% | 1 | 1 | 50.0% | **11** | **382** | **97.2%** |
| Carbon | 14 | 617 | 97.8% | 8 | 94 | 92.2% | 2 | 0 | 0.0% | **24** | **711** | **96.7%** |
| Garfield | 4 | 296 | 98.7% | 4 | 53 | 93.0% | 4 | 0 | 0.0% | **12** | **349** | **96.7%** |
| Uintah | 22 | 785 | 97.3% | 9 | 102 | 91.9% | 0 | 1 | 100.0% | **31** | **888** | **96.6%** |
| Juab | 17 | 584 | 97.2% | 7 | 133 | 95.0% | 2 | 3 | 60.0% | **26** | **720** | **96.5%** |
| Grand | 8 | 300 | 97.4% | 5 | 57 | 91.9% | 1 | 2 | 66.7% | **14** | **359** | **96.2%** |
| Millard | 11 | 707 | 98.5% | 22 | 152 | 87.4% | 2 | 3 | 60.0% | **35** | **862** | **96.1%** |
| Tooele | 47 | 1,755 | 97.4% | 31 | 377 | 92.4% | 9 | 8 | 47.1% | **87** | **2,140** | **96.1%** |
| Wayne | 4 | 60 | 93.8% | 0 | 20 | 100.0% | 0 | 0 | n/a | **4** | **80** | **95.2%** |
| Emery | 15 | 346 | 95.8% | 5 | 88 | 94.6% | 3 | 3 | 50.0% | **23** | **437** | **95.0%** |
| Rich | 1 | 79 | 98.8% | 4 | 10 | 71.4% | 0 | 0 | n/a | **5** | **89** | **94.7%** |
| Sevier | 13 | 536 | 97.6% | 18 | 139 | 88.5% | 7 | 0 | 0.0% | **38** | **675** | **94.7%** |
| Duchesne | 13 | 467 | 97.3% | 19 | 68 | 78.2% | 0 | 0 | n/a | **32** | **535** | **94.4%** |
| Beaver | 18 | 455 | 96.2% | 16 | 101 | 86.3% | 0 | 0 | n/a | **34** | **556** | **94.2%** |
| Sanpete | 15 | 436 | 96.7% | 20 | 105 | 84.0% | 2 | 2 | 50.0% | **37** | **543** | **93.6%** |
| Piute | 1 | 45 | 97.8% | 3 | 8 | 72.7% | 1 | 0 | 0.0% | **5** | **53** | **91.4%** |
| **Statewide** | **1,530** | **116,526** | **98.7%** | **846** | **21,508** | **96.2%** | **80** | **83** | **50.9%** | **2,456** | **138,117** | **98.3%** |

- Daggett, Davis, Utah, and Cache counties had the highest percentage of occupants that were restrained. Piute, Sanpete, Beaver, and Duchesne counties had the lowest percentage.

## Restraint Use by Urban/Rural Location (Utah 2016)

| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| Location | # | # | % | # | # | % | # | # | % | # | # | % |
| Urban | 1,179 | 100,908 | 98.8% | 590 | 18,675 | 96.9% | 35 | 51 | 59.3% | **1,804** | **119,634** | **98.5%** |
| Rural | 351 | 15,618 | 97.8% | 256 | 2,833 | 91.7% | 45 | 32 | 41.6% | **652** | **18,483** | **96.6%** |
| **Statewide** | **1,530** | **116,526** | **98.7%** | **846** | **21,508** | **96.2%** | **80** | **83** | **50.9%** | **2,456** | **138,117** | **98.3%** |

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 2.3 times more likely to be unrestrained than occupants in urban crashes.

# Vehicle Occupants

## Restraint Use by Ejection (Utah 2016)

| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| **Ejection Status** | # | # | % | # | # | % | # | # | % | # | # | % |
| Not Ejected | 1,479 | 116,182 | 98.7% | 716 | 21,403 | 96.8% | 33 | 75 | 69.4% | **2,228** | **137,660** | **98.4%** |
| Partially Ejected | 1 | 0 | 0.0% | 19 | 8 | 29.6% | 8 | 4 | 33.3% | **28** | **12** | **30.0%** |
| Fully Ejected | 2 | 1 | 33.3% | 88 | 23 | 20.7% | 38 | 4 | 9.5% | **128** | **28** | **17.9%** |
| **Total** | **1,482** | **116,183** | **98.7%** | **823** | **21,434** | **96.3%** | **79** | **83** | **51.2%** | **2,384** | **137,700** | **98.3%** |

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (98.4%) of crash occupants not ejected from a motor vehicle were restrained compared to only 17.9% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 240 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 2016)

| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| **Occupant** | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| **Placement** | # | # | % | # | # | % | # | # | % | # | # | % |
| Driver | 1,157 | 83,606 | 98.6% | 516 | 15,326 | 96.7% | 49 | 57 | 53.8% | **1,722** | **98,989** | **98.3%** |
| Front Seat | 124 | 16,440 | 99.3% | 151 | 3,948 | 96.3% | 6 | 18 | 75.0% | **281** | **20,406** | **98.6%** |
| Back Seat(s) | 140 | 15,951 | 99.1% | 134 | 2,168 | 94.2% | 17 | 7 | 29.2% | **291** | **18,126** | **98.4%** |
| Other/Unknown | 109 | 529 | 82.9% | 45 | 66 | 59.5% | 8 | 1 | 11.1% | **162** | **596** | **78.6%** |
| **Total** | **1,530** | **116,526** | **98.7%** | **846** | **21,508** | **96.2%** | **80** | **83** | **50.9%** | **2,456** | **138,117** | **98.3%** |

- Among all occupants injured, drivers had the highest restraint use (96.7%).
- Among all occupants killed, front seat passengers had the highest restraint use (75.0%)

## Restraint Use by Vehicle Type (Utah 2016)

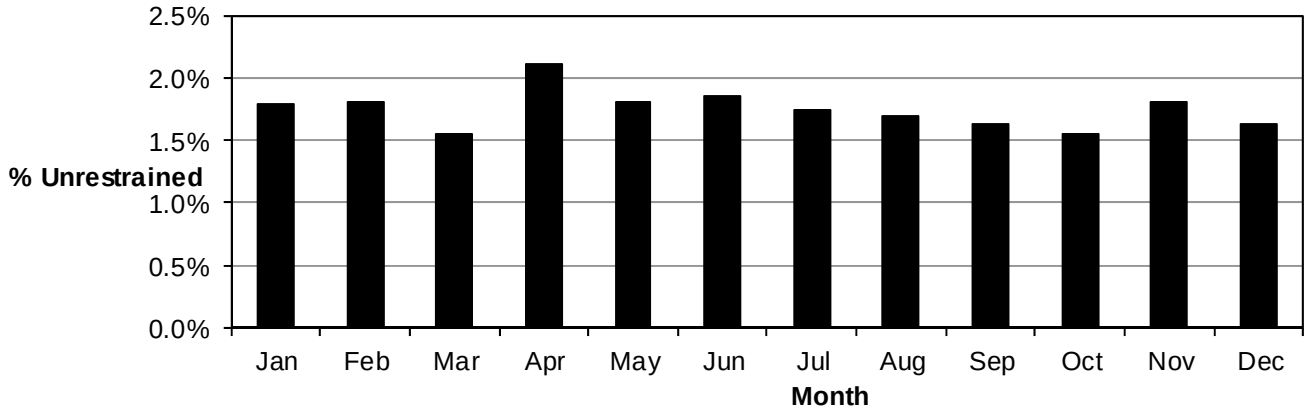
| Persons | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | Unres | Restrained | | Unres | Restrained | | Unres | Restrained | | Unrestrained | Restrained | |
| **Vehicle Type** | # | # | % | # | # | % | # | # | % | # | # | % |
| Van | 109 | 8,718 | 98.8% | 34 | 1,457 | 97.7% | 5 | 3 | 37.5% | **148** | **10,178** | **98.6%** |
| SUV | 291 | 28,650 | 99.0% | 208 | 4,992 | 96.0% | 21 | 18 | 46.2% | **520** | **33,660** | **98.5%** |
| Passenger Car | 663 | 57,794 | 98.9% | 407 | 12,549 | 96.9% | 25 | 54 | 68.4% | **1,095** | **70,397** | **98.5%** |
| Pickup Truck | 305 | 17,970 | 98.3% | 166 | 2,289 | 93.2% | 26 | 8 | 23.5% | **497** | **20,267** | **97.6%** |
| Heavy Truck | 145 | 3,277 | 95.8% | 30 | 210 | 87.5% | 3 | 0 | 0.0% | **178** | **3,487** | **95.1%** |
| RV/Motorhome | 17 | 117 | 87.3% | 1 | 11 | 91.7% | 0 | 0 | n/a | **18** | **128** | **87.7%** |
| **Total** | **1,530** | **116,526** | **98.7%** | **846** | **21,508** | **96.2%** | **80** | **83** | **50.9%** | **2,456** | **138,117** | **98.3%** |

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

# Vehicle Occupants

## Restraint Use by Month (Utah 2016)

| Persons | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Unrestrained | | | | | Restrained | | | | |
| Month | Not Injured | Injured | Killed | Total | % | Not Injured | Injured | Killed | Total | % |
| January | 146 | 66 | 5 | **217** | **1.8%** | 10,123 | 1,808 | 2 | **11,933** | **98.2%** |
| February | 106 | 76 | 2 | **184** | **1.8%** | 8,444 | 1,501 | 12 | **9,957** | **98.2%** |
| March | 113 | 48 | 2 | **163** | **1.6%** | 8,678 | 1,610 | 4 | **10,292** | **98.4%** |
| April | 144 | 74 | 7 | **225** | **2.1%** | 8,721 | 1,652 | 4 | **10,377** | **97.9%** |
| May | 121 | 67 | 15 | **203** | **1.8%** | 9,271 | 1,740 | 8 | **11,019** | **98.2%** |
| June | 126 | 76 | 13 | **215** | **1.9%** | 9,527 | 1,826 | 11 | **11,364** | **98.1%** |
| July | 114 | 74 | 7 | **195** | **1.7%** | 9,228 | 1,777 | 10 | **11,015** | **98.3%** |
| August | 117 | 81 | 3 | **201** | **1.7%** | 9,753 | 1,835 | 6 | **11,594** | **98.3%** |
| September | 127 | 71 | 6 | **204** | **1.6%** | 10,345 | 1,967 | 8 | **12,320** | **98.4%** |
| October | 102 | 74 | 8 | **184** | **1.6%** | 9,785 | 1,882 | 9 | **11,676** | **98.4%** |
| November | 166 | 65 | 10 | **241** | **1.8%** | 11,096 | 1,956 | 5 | **13,057** | **98.2%** |
| December | 148 | 74 | 2 | **224** | **1.6%** | 11,555 | 1,954 | 4 | **13,513** | **98.4%** |
| **Total** | **1,530** | **846** | **80** | **2,456** | **1.7%** | **116,526** | **21,508** | **83** | **138,117** | **98.3%** |




- April had the lowest overall restraint use. May had the highest amount of unrestrained deaths. August had the highest number of unrestrained injuries.

## Restraint Use by Day of Week (Utah 2016)

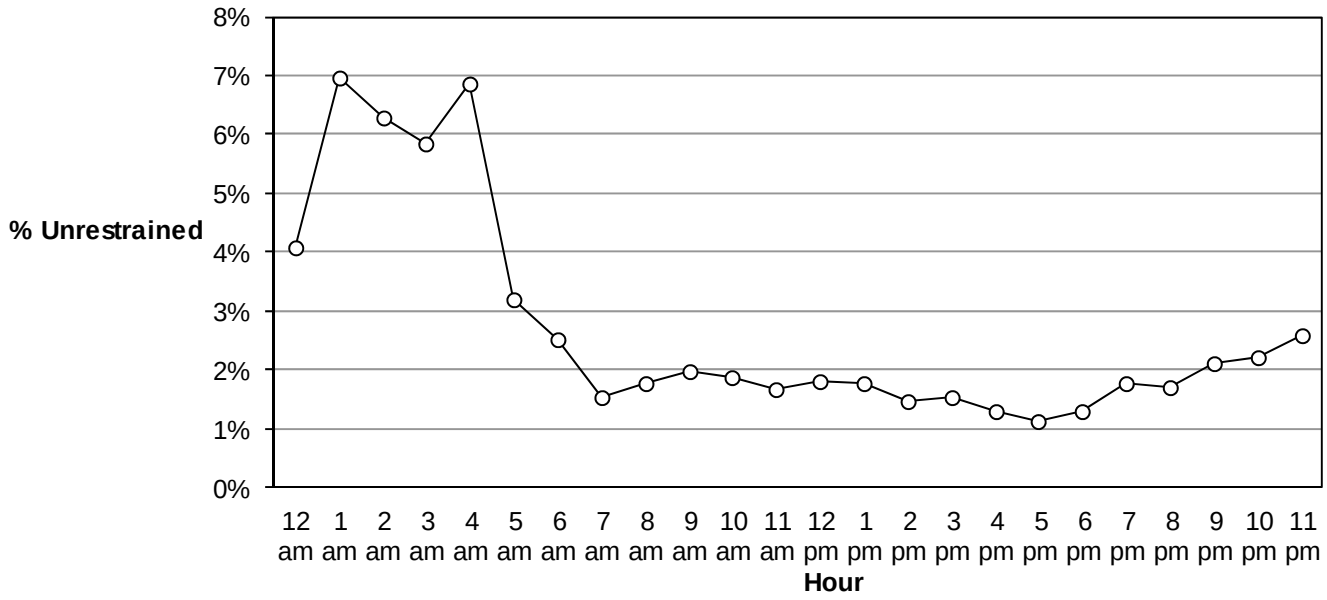
| Persons | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Day of | Unrestrained | | | | | Restrained | | | | |
| Week | Not Injured | Injured | Killed | Total | % | Not Injured | Injured | Killed | Total | % |
| Sunday | 194 | 99 | 8 | **301** | **2.8%** | 8,690 | 1,738 | 11 | **10,439** | **97.2%** |
| Monday | 215 | 129 | 9 | **353** | **1.6%** | 17,989 | 3,330 | 12 | **21,331** | **98.4%** |
| Tuesday | 199 | 96 | 9 | **304** | **1.4%** | 17,622 | 3,159 | 7 | **20,788** | **98.6%** |
| Wednesday | 211 | 121 | 13 | **345** | **1.6%** | 17,461 | 3,231 | 14 | **20,706** | **98.4%** |
| Thursday | 213 | 120 | 16 | **349** | **1.6%** | 18,041 | 3,320 | 11 | **21,372** | **98.4%** |
| Friday | 265 | 145 | 7 | **417** | **1.7%** | 20,742 | 3,731 | 15 | **24,488** | **98.3%** |
| Saturday | 233 | 136 | 18 | **387** | **2.0%** | 15,981 | 2,999 | 13 | **18,993** | **98.0%** |
| **Total** | **1,530** | **846** | **80** | **2,456** | **1.7%** | **116,526** | **21,508** | **83** | **138,117** | **98.3%** |

- Weekends had the lowest restraint use.

# Vehicle Occupants

## Restraint Use by Hour (Utah 2016)

| Persons | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Unrestrained | | | | | Restrained | | | | |
| Hour | Not Injured | Injured | Killed | Total | % | Not Injured | Injured | Killed | Total | % |
| Midnight | 34 | 32 | 1 | **67** | **4.1%** | 1,246 | 326 | 3 | **1,575** | **95.9%** |
| 1 a.m. | 36 | 28 | 1 | **65** | **7.0%** | 657 | 206 | 4 | **867** | **93.0%** |
| 2 a.m. | 30 | 12 | 2 | **44** | **6.3%** | 511 | 141 | 2 | **654** | **93.7%** |
| 3 a.m. | 17 | 9 | 6 | **32** | **5.8%** | 383 | 130 | 3 | **516** | **94.2%** |
| 4 a.m. | 29 | 13 | 2 | **44** | **6.9%** | 460 | 138 | 0 | **598** | **93.1%** |
| 5 a.m. | 19 | 15 | 5 | **39** | **3.2%** | 939 | 238 | 3 | **1,180** | **96.8%** |
| 6 a.m. | 42 | 27 | 1 | **70** | **2.5%** | 2,268 | 435 | 0 | **2,703** | **97.5%** |
| 7 a.m. | 58 | 38 | 4 | **100** | **1.5%** | 5,510 | 971 | 2 | **6,483** | **98.5%** |
| 8 a.m. | 86 | 43 | 6 | **135** | **1.8%** | 6,341 | 1,146 | 1 | **7,488** | **98.2%** |
| 9 a.m. | 73 | 36 | 3 | **112** | **2.0%** | 4,711 | 865 | 0 | **5,576** | **98.0%** |
| 10 a.m. | 62 | 31 | 1 | **94** | **1.9%** | 4,145 | 779 | 2 | **4,926** | **98.1%** |
| 11 a.m. | 67 | 36 | 3 | **106** | **1.7%** | 5,297 | 956 | 4 | **6,257** | **98.3%** |
| Noon | 99 | 43 | 2 | **144** | **1.8%** | 6,657 | 1,261 | 7 | **7,925** | **98.2%** |
| 1 p.m. | 103 | 40 | 8 | **151** | **1.8%** | 7,074 | 1,272 | 11 | **8,357** | **98.2%** |
| 2 p.m. | 94 | 42 | 4 | **140** | **1.5%** | 8,022 | 1,459 | 4 | **9,485** | **98.5%** |
| 3 p.m. | 116 | 62 | 5 | **183** | **1.5%** | 10,077 | 1,724 | 1 | **11,802** | **98.5%** |
| 4 p.m. | 105 | 58 | 5 | **168** | **1.3%** | 10,983 | 1,854 | 4 | **12,841** | **98.7%** |
| 5 p.m. | 110 | 64 | 6 | **180** | **1.1%** | 13,598 | 2,412 | 5 | **16,015** | **98.9%** |
| 6 p.m. | 93 | 57 | 1 | **151** | **1.3%** | 9,631 | 1,834 | 6 | **11,471** | **98.7%** |
| 7 p.m. | 69 | 48 | 7 | **124** | **1.8%** | 5,808 | 1,041 | 9 | **6,858** | **98.2%** |
| 8 p.m. | 51 | 28 | 2 | **81** | **1.7%** | 3,924 | 738 | 4 | **4,666** | **98.3%** |
| 9 p.m. | 56 | 39 | 1 | **96** | **2.1%** | 3,793 | 666 | 1 | **4,460** | **97.9%** |
| 10 p.m. | 48 | 26 | 1 | **75** | **2.2%** | 2,803 | 536 | 2 | **3,341** | **97.8%** |
| 11 p.m. | 33 | 19 | 3 | **55** | **2.6%** | 1,688 | 380 | 5 | **2,073** | **97.4%** |
| **Total** | **1,530** | **846** | **80** | **2,456** | **1.7%** | **116,526** | **21,508** | **83** | **138,117** | **98.3%** |




- Vehicle occupants were least likely to be restrained at night (midnight to 4:59 a.m.).

# Children and Restraint Use

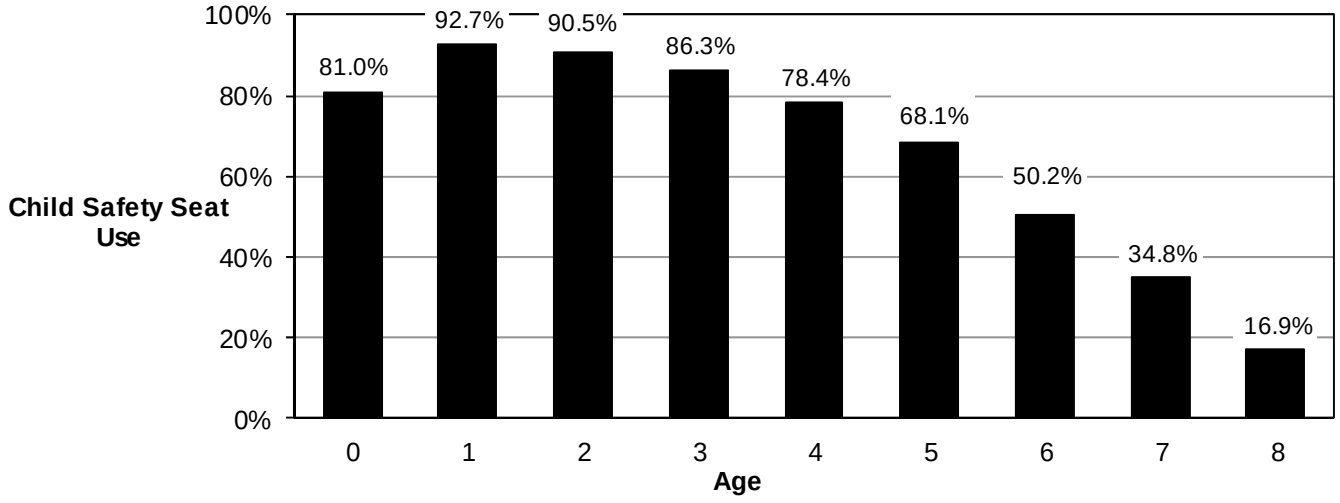
## Restraint Use for Children Age 0 to 8 Years (Utah 2016)

| Child Occupants | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Ages 0-1 | | Ages 2-4 | | Ages 5-8 | | Total | |
| Restraint Use | # | % | # | % | # | % | # | % |
| Child Safety Seat | 2,107 | 86.5% | 2,751 | 85.1% | 1,637 | 42.9% | **6,495** | **68.4%** |
| Seat Belt Only | 311 | 12.8% | 463 | 14.3% | 2,141 | 56.0% | **2,915** | **30.7%** |
| Unrestrained | 19 | 0.8% | 19 | 0.6% | 42 | 1.1% | **80** | **0.8%** |
| **Total** | **2,437** | **100.0%** | **3,233** | **100.0%** | **3,820** | **100.0%** | **9,490** | **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 2016)

| Persons | | | | | | |
|---|---|---|---|---|---|---|
| | Child Safety Seat Used | | Child Safety Seat Not Used | | Total | |
| Age | # | % | # | % | # | % |
| 0 | 1,042 | 81.0% | 245 | 19.0% | **1,287** | **100.0%** |
| 1 | 1,075 | 92.7% | 85 | 7.3% | **1,160** | **100.0%** |
| 2 | 995 | 90.5% | 104 | 9.5% | **1,099** | **100.0%** |
| 3 | 908 | 86.3% | 144 | 13.7% | **1,052** | **100.0%** |
| 4 | 848 | 78.4% | 234 | 21.6% | **1,082** | **100.0%** |
| 5 | 667 | 68.1% | 312 | 31.9% | **979** | **100.0%** |
| 6 | 482 | 50.2% | 479 | 49.8% | **961** | **100.0%** |
| 7 | 330 | 34.8% | 617 | 65.2% | **947** | **100.0%** |
| 8 | 158 | 16.9% | 775 | 83.1% | **933** | **100.0%** |
| **Total** | **6,505** | **68.5%** | **2,995** | **31.5%** | **9,500** | **100.0%** |




- While over 86% of children ages 0 and 1 years were in a child safety seat, only 78% of 4-year-olds, 50% of 6-year-olds, and 17% of 8-year-olds were in a child safety seat.

# Speed



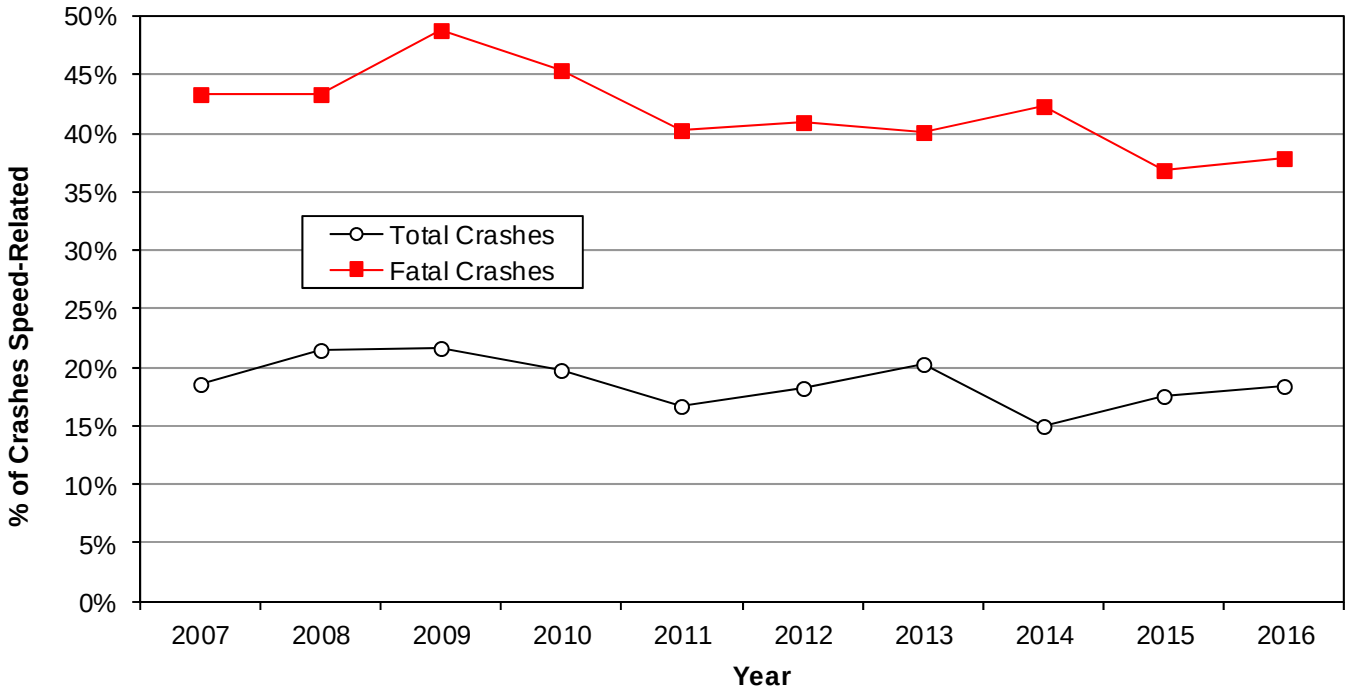
2016

## Section 3: Speed

# Trends

## Speed-Related Crashes (Utah 2007-2016)

| Speed-Related Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Speed | | All | Speed | | All | Speed | | All | Speed | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 7,714 | 17.7% | 18,747 | 3,696 | 19.7% | 259 | 98 | 37.8% | **62,471** | **11,508** | **18.4%** |
| **Total** | **384,214** | **69,971** | **18.2%** | **166,873** | **32,483** | **19.5%** | **2,303** | **964** | **41.9%** | **553,390** | **103,418** | **18.7%** |



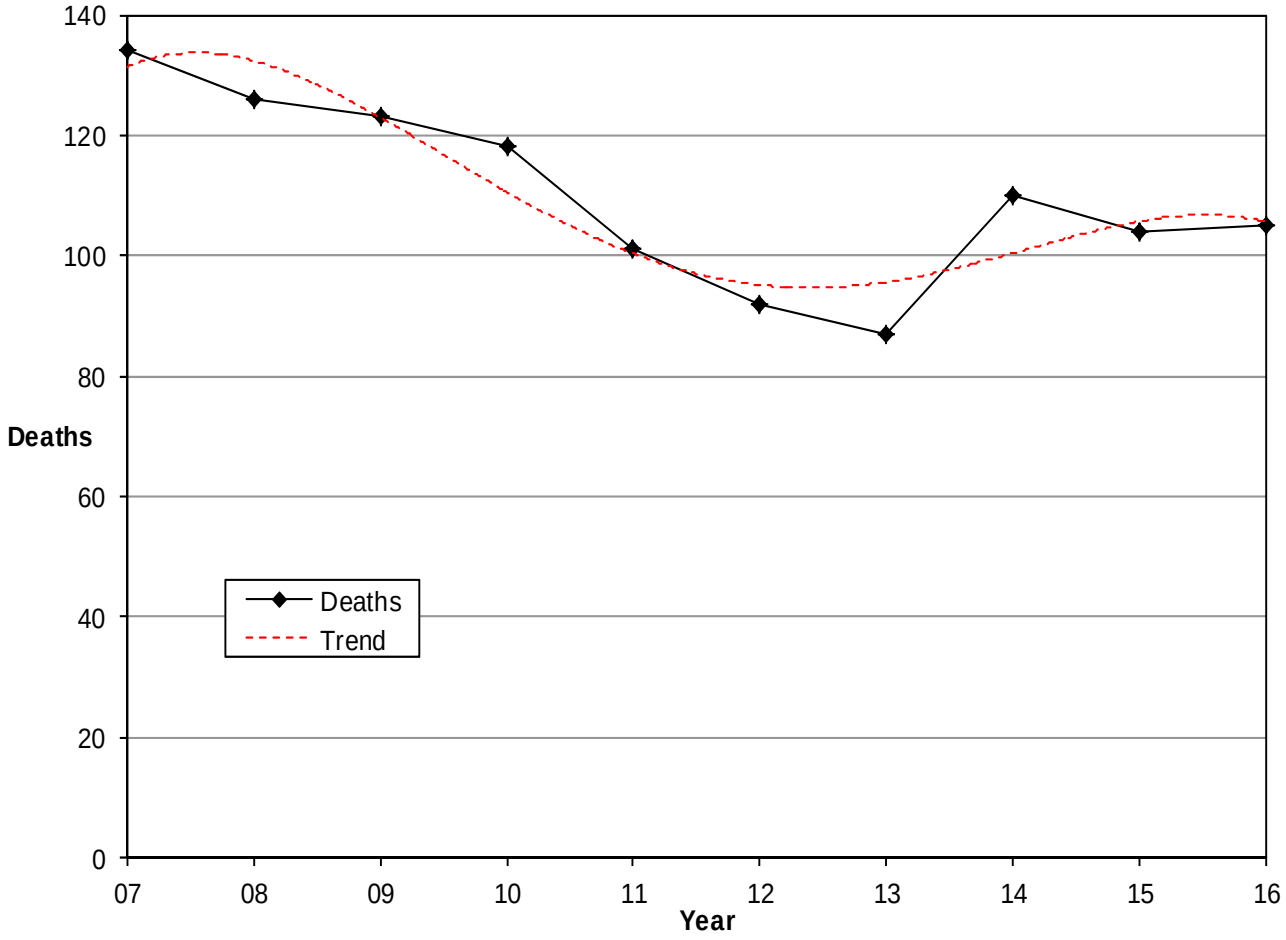

- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 19% of total crashes and 42% of fatal crashes in Utah are speed-related.
- 2008 had the highest number of crashes that were speed-related while 2009 had the highest percent.
- 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 3.1 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 2007-2016)

| Speed Crashes | | | | | | |
|---|---|---|---|---|---|---|
| | Deaths | | | Fatal Crashes | | |
| | All | Speed | | All | Speed | |
| Year | # | # | % | # | # | % |
| 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% |
| 2016 | 281 | 105 | 37.4% | 259 | 98 | 37.8% |
| **Total** | **2,567** | **1,100** | **42.9%** | **2,304** | **964** | **41.8%** |

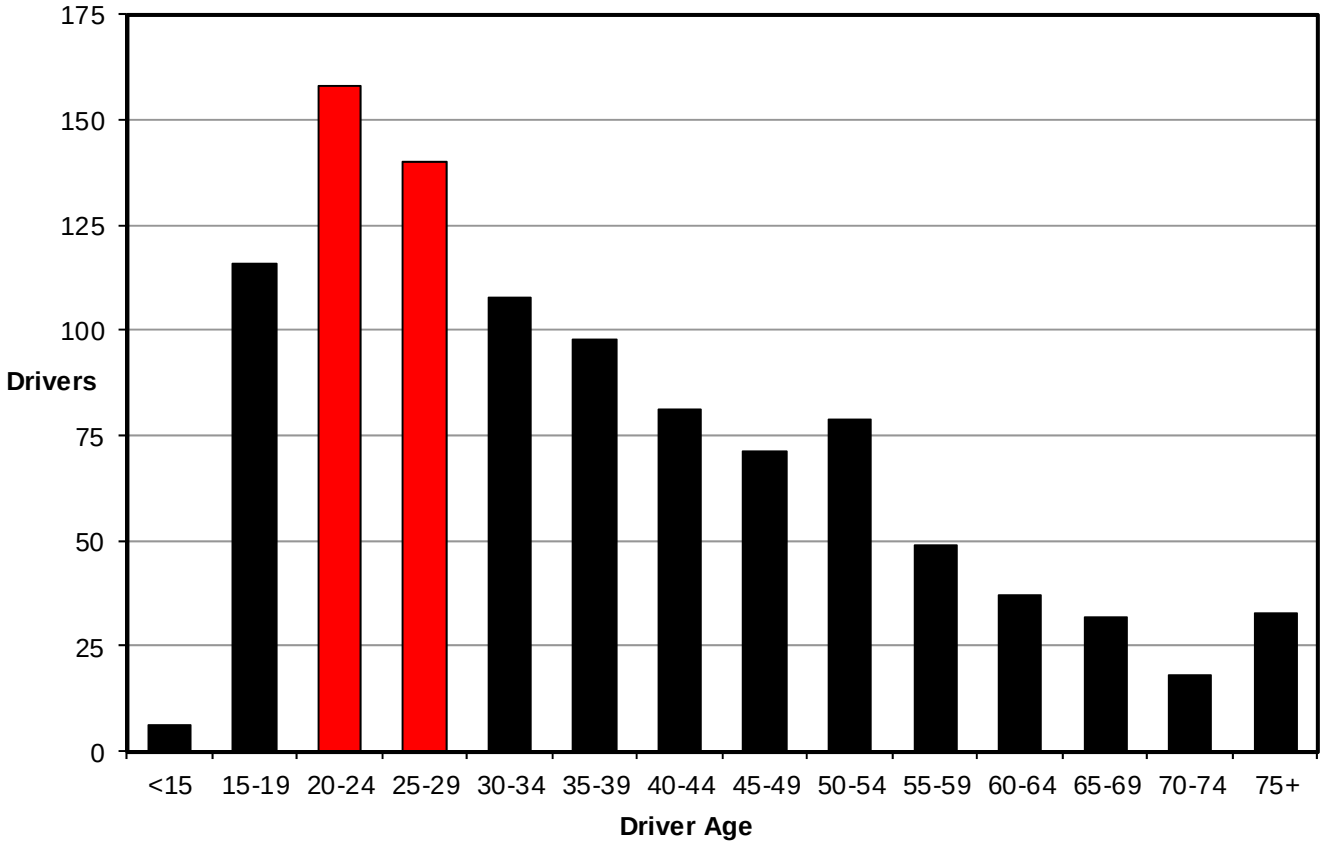



- Over the past 10 years, the percentage of deaths and fatal crashes that were speed-related has fluctuated around 43% of all deaths and 42% of fatal crashes.
- On average, 110 people die a year in Utah from speed-related crashes.

# Trends

## Speed-Related Drivers in Fatal Crashes (Utah 2007-2016)

| Speed-Related Drivers in Fatal Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Age | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| <15 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | **6** | **0.6%** |
| 15-19 | 22 | 14 | 12 | 12 | 11 | 9 | 8 | 10 | 6 | 12 | **116** | **11.3%** |
| 20-24 | 23 | 20 | 20 | 14 | 11 | 11 | 9 | 13 | 23 | 14 | **158** | **15.4%** |
| 25-29 | 14 | 19 | 12 | 17 | 15 | 10 | 13 | 12 | 13 | 15 | **140** | **13.6%** |
| 30-34 | 11 | 14 | 9 | 14 | 13 | 10 | 10 | 5 | 12 | 10 | **108** | **10.5%** |
| 35-39 | 8 | 11 | 11 | 12 | 9 | 7 | 7 | 16 | 5 | 12 | **98** | **9.6%** |
| 40-44 | 11 | 6 | 16 | 5 | 7 | 8 | 8 | 7 | 4 | 9 | **81** | **7.9%** |
| 45-49 | 11 | 4 | 13 | 7 | 6 | 5 | 5 | 8 | 6 | 6 | **71** | **6.9%** |
| 50-54 | 6 | 9 | 7 | 8 | 5 | 6 | 6 | 15 | 13 | 4 | **79** | **7.7%** |
| 55-59 | 3 | 6 | 9 | 6 | 4 | 3 | 6 | 4 | 7 | 1 | **49** | **4.8%** |
| 60-64 | 4 | 1 | 3 | 0 | 6 | 6 | 0 | 6 | 5 | 6 | **37** | **3.6%** |
| 65-69 | 2 | 1 | 5 | 3 | 4 | 2 | 3 | 2 | 4 | 6 | **32** | **3.1%** |
| 70-74 | 1 | 1 | 1 | 2 | 0 | 3 | 4 | 1 | 3 | 2 | **18** | **1.8%** |
| 75+ | 2 | 2 | 4 | 5 | 2 | 2 | 6 | 1 | 5 | 4 | **33** | **3.2%** |
| **Total** | **118** | **109** | **123** | **105** | **93** | **83** | **85** | **100** | **108** | **102** | **1,026** | **100.0%** |




- Over the past 10 years, over one-fourth (29%) of the speed-related drivers in fatal crashes were aged 20-29 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 2016)

| 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 |
| Wasatch | 145 | 36.1 | 66 | 16.4 | 2 | 0.50 | **213** | **53.0** |
| Salt Lake | 3,394 | 34.5 | 1,567 | 15.9 | 17 | 0.17 | **4,978** | **50.6** |
| Morgan | 52 | 34.9 | 16 | 10.7 | 1 | 0.67 | **69** | **46.3** |
| Box Elder | 302 | 29.9 | 135 | 13.4 | 5 | 0.50 | **442** | **43.8** |
| Rich | 13 | 23.7 | 9 | 16.4 | 0 | 0.00 | **22** | **40.0** |
| Utah | 1,156 | 24.5 | 621 | 13.2 | 9 | 0.19 | **1,786** | **37.8** |
| Cache | 273 | 27.4 | 91 | 9.1 | 6 | 0.60 | **370** | **37.1** |
| Beaver | 76 | 25.2 | 30 | 9.9 | 0 | 0.00 | **106** | **35.1** |
| Garfield | 21 | 16.1 | 21 | 16.1 | 3 | 2.31 | **45** | **34.6** |
| Summit | 190 | 22.2 | 89 | 10.4 | 3 | 0.35 | **282** | **32.9** |
| Weber | 386 | 21.5 | 186 | 10.4 | 7 | 0.39 | **579** | **32.2** |
| Davis | 622 | 21.0 | 299 | 10.1 | 8 | 0.27 | **929** | **31.4** |
| Millard | 112 | 19.8 | 53 | 9.4 | 2 | 0.35 | **167** | **29.6** |
| Iron | 153 | 18.3 | 76 | 9.1 | 2 | 0.24 | **231** | **27.7** |
| Wayne | 6 | 11.0 | 9 | 16.5 | 0 | 0.00 | **15** | **27.4** |
| Juab | 87 | 19.4 | 31 | 6.9 | 3 | 0.67 | **121** | **26.9** |
| Sanpete | 43 | 17.3 | 18 | 7.3 | 3 | 1.21 | **64** | **25.8** |
| Sevier | 62 | 16.9 | 31 | 8.5 | 1 | 0.27 | **94** | **25.7** |
| Tooele | 139 | 15.4 | 82 | 9.1 | 7 | 0.78 | **228** | **25.3** |
| Duchesne | 43 | 13.1 | 29 | 8.9 | 1 | 0.31 | **73** | **22.3** |
| Carbon | 52 | 14.8 | 24 | 6.8 | 2 | 0.57 | **78** | **22.3** |
| Piute | 4 | 12.3 | 3 | 9.2 | 0 | 0.00 | **7** | **21.5** |
| Washington | 210 | 12.6 | 122 | 7.3 | 7 | 0.42 | **339** | **20.4** |
| Emery | 48 | 12.3 | 28 | 7.2 | 3 | 0.77 | **79** | **20.3** |
| Uintah | 59 | 13.5 | 25 | 5.7 | 1 | 0.23 | **85** | **19.4** |
| Daggett | 4 | 11.5 | 0 | 0.0 | 1 | 2.88 | **5** | **14.4** |
| San Juan | 29 | 8.7 | 8 | 2.4 | 1 | 0.30 | **38** | **11.5** |
| Kane | 8 | 4.8 | 11 | 6.6 | 0 | 0.00 | **19** | **11.4** |
| Grand | 25 | 6.2 | 16 | 3.9 | 3 | 0.74 | **44** | **10.8** |
| **Statewide** | **7,714** | **25.1** | **3,696** | **12.0** | **98** | **0.32** | **11,508** | **37.4** |

- Wasatch (53.0), Salt Lake (50.6), Morgan (46.3), and Box Elder (43.8) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Daggett (2.88), Garfield (2.31), and Sanpete (1.21) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (10.8), Kane (11.4), and San Juan (11.5) counties had the lowest rates of speed -related total crashes per 100 million vehicle miles traveled.

## Speed-Related Crashes by Urban/Rural Location (Utah 2016)

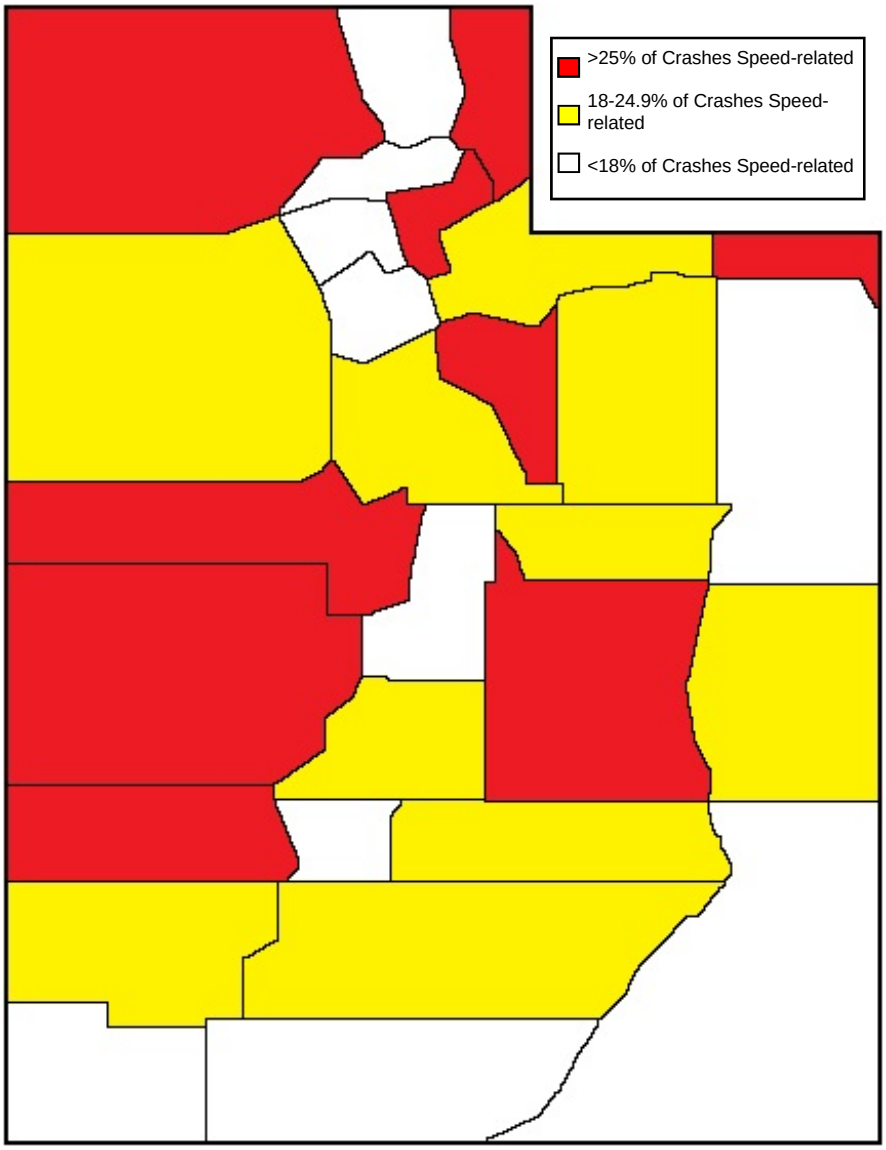
- Urban areas had a higher rate of total speed-related crashes per VMT while Rural areas had a higher rate for fatal speed crashes.
- Speed-related crashes occurring in rural areas were 2.9 times more likely to result in a death than speed-related crashes in urban areas.

| 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 | 6,041 | 27.5 | 2,886 | 13.1 | 54 | 0.25 | **8,981** | **40.9** |
| Rural | 1,673 | 19.0 | 810 | 9.2 | 44 | 0.50 | **2,527** | **28.7** |
| **Total** | **7,714** | **25.1** | **3,696** | **12.0** | **98** | **0.32** | **11,508** | **37.4** |

# Crash Conditions

## Percent of Crashes Speed-Related by County (Utah 2016)

| Speed-Related Crashes | | | |
|---|---|---|---|
| | | Total | |
| | Total Crashes | Speed | |
| County | # | # | % |
| Beaver | 251 | 106 | 42.2% |
| Morgan | 166 | 69 | 41.6% |
| Millard | 434 | 167 | 38.5% |
| Daggett | 14 | 5 | 35.7% |
| Juab | 353 | 121 | 34.3% |
| Box Elder | 1,359 | 442 | 32.5% |
| Emery | 256 | 79 | 30.9% |
| Wasatch | 726 | 213 | 29.3% |
| Rich | 81 | 22 | 27.2% |
| Iron | 951 | 231 | 24.3% |
| Duchesne | 302 | 73 | 24.2% |
| Sevier | 390 | 94 | 24.1% |
| Summit | 1,193 | 282 | 23.6% |
| Wayne | 64 | 15 | 23.4% |
| Tooele | 1,107 | 228 | 20.6% |
| Carbon | 385 | 78 | 20.3% |
| Grand | 222 | 44 | 19.8% |
| Garfield | 230 | 45 | 19.6% |
| Utah | 9,365 | 1,786 | 19.1% |
| Piute | 39 | 7 | 17.9% |
| Cache | 2,064 | 370 | 17.9% |
| Salt Lake | 28,287 | 4,978 | 17.6% |
| Sanpete | 364 | 64 | 17.6% |
| Uintah | 499 | 85 | 17.0% |
| Davis | 5,776 | 929 | 16.1% |
| San Juan | 266 | 38 | 14.3% |
| Weber | 4,413 | 579 | 13.1% |
| Washington | 2,706 | 339 | 12.5% |
| Kane | 208 | 19 | 9.1% |
| **Statewide** | **62,471** | **11,508** | **18.4%** |

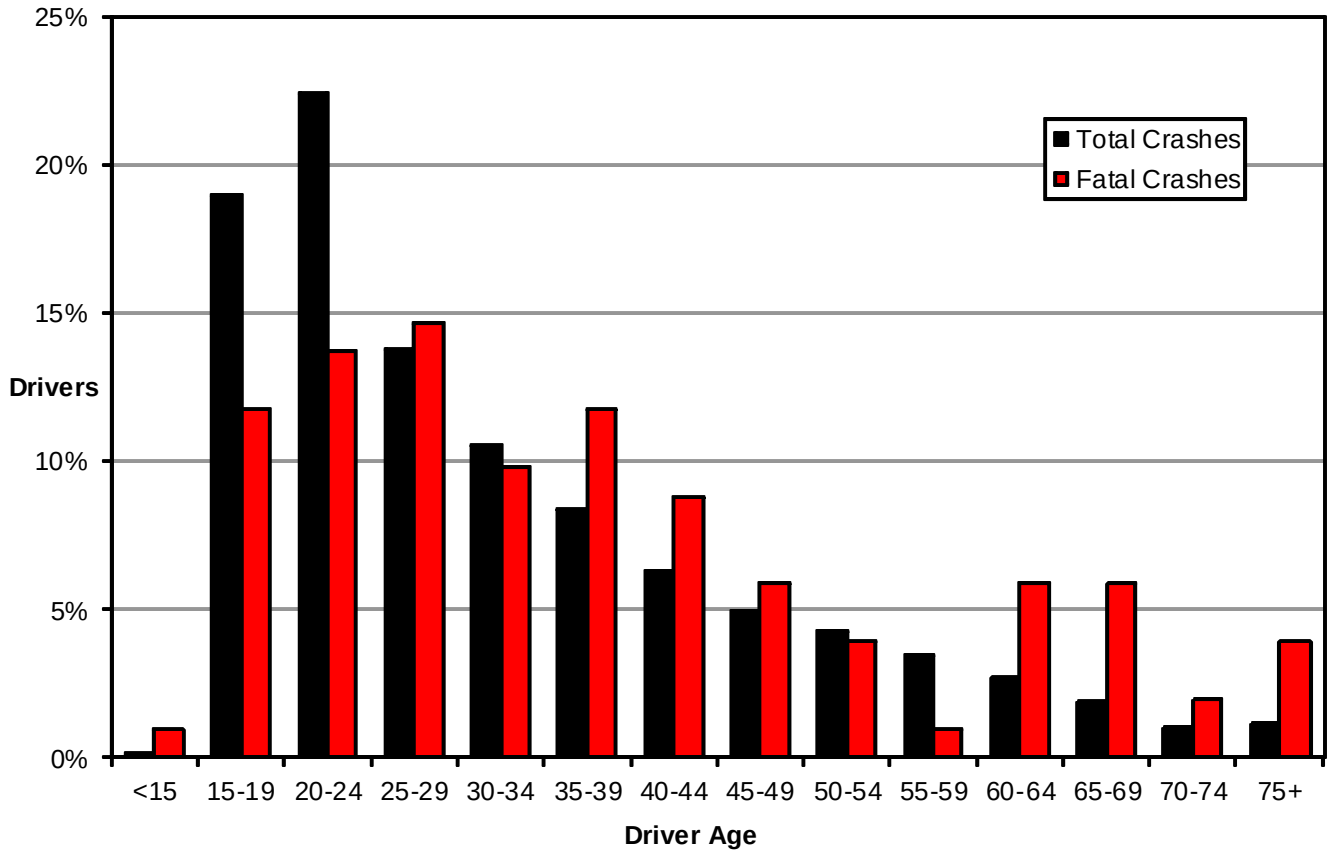



- Beaver (42%), Morgan (42%), and Millard (39%) counties had the highest percent of crashes that were speed-related.
- Kane (9%), Washington (13%), and Weber (13%) counties had the lowest percent of crashes that were speed-related.


# Crash Conditions

## Age of Drivers in Speed-Related Crashes (Utah 2016)

| Speed-Related Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Age | # | % | # | % | # | % | # | % |
| <15 | 4 | 0.0% | 13 | 0.3% | 1 | 1.0% | **18** | **0.1%** |
| 15-19 | 1,539 | 19.1% | 682 | 17.4% | 12 | 11.7% | **2,233** | **18.5%** |
| 20-24 | 1,791 | 22.2% | 832 | 21.2% | 14 | 13.6% | **2,637** | **21.8%** |
| 25-29 | 1,061 | 13.2% | 546 | 13.9% | 15 | 14.6% | **1,622** | **13.4%** |
| 30-34 | 832 | 10.3% | 399 | 10.2% | 10 | 9.7% | **1,241** | **10.3%** |
| 35-39 | 633 | 7.9% | 339 | 8.7% | 12 | 11.7% | **984** | **8.1%** |
| 40-44 | 497 | 6.2% | 231 | 5.9% | 9 | 8.7% | **737** | **6.1%** |
| 45-49 | 374 | 4.6% | 205 | 5.2% | 6 | 5.8% | **585** | **4.8%** |
| 50-54 | 327 | 4.1% | 167 | 4.3% | 4 | 3.9% | **498** | **4.1%** |
| 55-59 | 252 | 3.1% | 150 | 3.8% | 1 | 1.0% | **403** | **3.3%** |
| 60-64 | 198 | 2.5% | 112 | 2.9% | 6 | 5.8% | **316** | **2.6%** |
| 65-69 | 134 | 1.7% | 82 | 2.1% | 6 | 5.8% | **222** | **1.8%** |
| 70-74 | 81 | 1.0% | 38 | 1.0% | 2 | 1.9% | **121** | **1.0%** |
| 75+ | 76 | 0.9% | 56 | 1.4% | 4 | 3.9% | **136** | **1.1%** |
| Unknown | 258 | 3.2% | 66 | 1.7% | 1 | 1.0% | **325** | **2.7%** |
| **Total** | **8,057** | **100.0%** | **3,918** | **100.0%** | **103** | **100.0%** | **12,078** | **100.0%** |



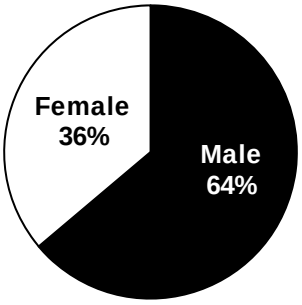

- Younger drivers (15-24 years) had the highest percentage of total speed-related crashes.
- Drivers aged 15-39 years had the highest percentage of fatal speed-related crashes.

# Crash Conditions

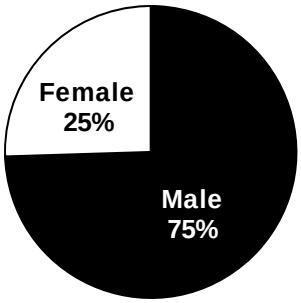
## Gender of Drivers in Speed-Related Crashes (Utah 2016)

| Speed-Related Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 5,073 | 63.0% | 2,384 | 60.8% | 76 | 73.8% | **7,533** | **62.4%** |
| Female | 2,756 | 34.2% | 1,481 | 37.8% | 26 | 25.2% | **4,263** | **35.3%** |
| Unknown | 228 | 2.8% | 53 | 1.4% | 1 | 1.0% | **282** | **2.3%** |
| **Total** | **8,057** | **100.0%** | **3,918** | **100.0%** | **103** | **100.0%** | 12,078 | 100.0% |

## Total Speed-Related Crashes




## Fatal Speed-Related Crashes




- Male drivers represented 64% (of known) of the drivers in speed-related total crashes and 75% of the drivers in speed-related fatal crashes.


## Speed-Related Crashes by Vehicle Type (Utah 2016)

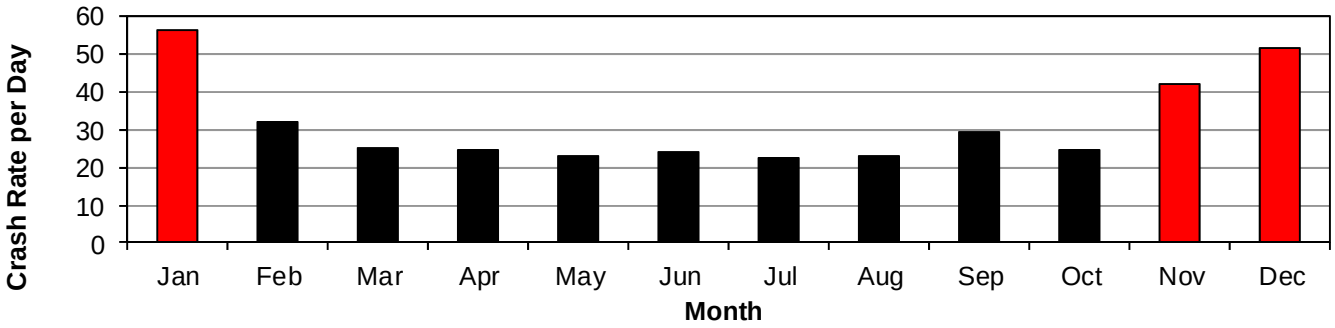
| Speed-Related Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Type | # | % | # | % | # | % | # | % |
| Passenger Car | 4,733 | 58.6% | 2,072 | 52.9% | 43 | 41.7% | **6,848** | **56.6%** |
| SUV | 1,502 | 18.6% | 786 | 20.1% | 16 | 15.5% | **2,304** | **19.1%** |
| Pickup Truck | 1,274 | 15.8% | 572 | 14.6% | 15 | 14.6% | **1,861** | **15.4%** |
| Van | 288 | 3.6% | 157 | 4.0% | 3 | 2.9% | **448** | **3.7%** |
| Heavy Truck | 186 | 2.3% | 79 | 2.0% | 1 | 1.0% | **266** | **2.2%** |
| Motorcycle | 13 | 0.2% | 191 | 4.9% | 18 | 17.5% | **222** | **1.8%** |
| Off Road Vehicle | 6 | 0.1% | 50 | 1.3% | 5 | 4.9% | **61** | **0.5%** |
| Bus | 6 | 0.1% | 4 | 0.1% | 0 | 0.0% | **10** | **0.1%** |
| RV/Motor Home | 4 | 0.0% | 1 | 0.0% | 0 | 0.0% | **5** | **0.0%** |
| Other | 1 | 0.0% | 0 | 0.0% | 1 | 1.0% | **2** | **0.0%** |
| Unknown | 59 | 0.7% | 6 | 0.2% | 1 | 1.0% | **66** | **0.5%** |
| **Total** | **8,072** | **100.0%** | **3,918** | **100.0%** | **103** | **100.0%** | 12,093 | 100.0% |

- For total speed-related crashes, passenger car and SUV were the leading vehicle types.
- For fatal speed-related crashes, passenger car and motorcycle were the leading vehicle types.
- Motorcycle was overrepresented in fatal speed-related crashes compared to total speed-related crashes (18% to 2%).

# Crash Conditions

## Speed-Related Crashes by Month (Utah 2016)

| Speed-Related Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 1,307 | 42.2 | 428 | 13.8 | 3 | 0.10 | **1,738** | **56.1** |
| February | 658 | 22.7 | 263 | 9.1 | 9 | 0.31 | **930** | **32.1** |
| March | 522 | 16.8 | 255 | 8.2 | 4 | 0.13 | **781** | **25.2** |
| April | 447 | 14.9 | 282 | 9.4 | 6 | 0.20 | **735** | **24.5** |
| May | 441 | 14.2 | 254 | 8.2 | 13 | 0.42 | **708** | **22.8** |
| June | 424 | 14.1 | 286 | 9.5 | 10 | 0.33 | **720** | **24.0** |
| July | 398 | 12.8 | 282 | 9.1 | 15 | 0.48 | **695** | **22.4** |
| August | 441 | 14.2 | 272 | 8.8 | 5 | 0.16 | **718** | **23.2** |
| September | 524 | 17.5 | 342 | 11.4 | 10 | 0.33 | **876** | **29.2** |
| October | 461 | 14.9 | 287 | 9.3 | 7 | 0.23 | **755** | **24.4** |
| November | 909 | 30.3 | 339 | 11.3 | 10 | 0.33 | **1,258** | **41.9** |
| December | 1,182 | 38.1 | 406 | 13.1 | 6 | 0.19 | **1,594** | **51.4** |
| **Total** | **7,714** | **21.1** | **3,696** | **10.1** | **98** | **0.27** | **11,508** | **31.4** |




- Overall, January (56.1) and December (51.4) had the highest rates of speed-related crashes per day.
- July (0.48) and May (0.42) had the highest rates per day of fatal speed-related crashes.

## Speed-Related Crashes by Day of Week (Utah 2016)

| Speed-Related Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 940 | 12.2% | 423 | 11.4% | 19 | 19.4% | **1,382** | **12.0%** |
| Monday | 1,305 | 16.9% | 556 | 15.0% | 12 | 12.2% | **1,873** | **16.3%** |
| Tuesday | 1,002 | 13.0% | 519 | 14.0% | 9 | 9.2% | **1,530** | **13.3%** |
| Wednesday | 973 | 12.6% | 473 | 12.8% | 11 | 11.2% | **1,457** | **12.7%** |
| Thursday | 1,204 | 15.6% | 567 | 15.3% | 10 | 10.2% | **1,781** | **15.5%** |
| Friday | 1,282 | 16.6% | 616 | 16.7% | 15 | 15.3% | **1,913** | **16.6%** |
| Saturday | 1,008 | 13.1% | 542 | 14.7% | 22 | 22.4% | **1,572** | **13.7%** |
| **Total** | **7,714** | **100.0%** | **3,696** | **100.0%** | **98** | **100.0%** | **11,508** | **100.0%** |

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

# Crash Conditions

## Speed-Related Crashes by Hour (Utah 2016)

| Speed-Related Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 171 | 2.2% | 78 | 2.1% | 3 | 3.1% | **252** | **2.2%** |
| 1 a.m. | 106 | 1.4% | 90 | 2.4% | 2 | 2.0% | **198** | **1.7%** |
| 2 a.m. | 91 | 1.2% | 50 | 1.4% | 3 | 3.1% | **144** | **1.3%** |
| 3 a.m. | 88 | 1.1% | 52 | 1.4% | 4 | 4.1% | **144** | **1.3%** |
| 4 a.m. | 87 | 1.1% | 47 | 1.3% | 2 | 2.0% | **136** | **1.2%** |
| 5 a.m. | 172 | 2.2% | 59 | 1.6% | 3 | 3.1% | **234** | **2.0%** |
| 6 a.m. | 346 | 4.5% | 97 | 2.6% | 1 | 1.0% | **444** | **3.9%** |
| 7 a.m. | 576 | 7.5% | 183 | 5.0% | 1 | 1.0% | **760** | **6.6%** |
| 8 a.m. | 572 | 7.4% | 226 | 6.1% | 2 | 2.0% | **800** | **7.0%** |
| 9 a.m. | 357 | 4.6% | 137 | 3.7% | 1 | 1.0% | **495** | **4.3%** |
| 10 a.m. | 278 | 3.6% | 135 | 3.7% | 4 | 4.1% | **417** | **3.6%** |
| 11 a.m. | 278 | 3.6% | 159 | 4.3% | 3 | 3.1% | **440** | **3.8%** |
| Noon | 292 | 3.8% | 145 | 3.9% | 4 | 4.1% | **441** | **3.8%** |
| 1 p.m. | 317 | 4.1% | 168 | 4.5% | 16 | 16.3% | **501** | **4.4%** |
| 2 p.m. | 387 | 5.0% | 220 | 6.0% | 4 | 4.1% | **611** | **5.3%** |
| 3 p.m. | 493 | 6.4% | 276 | 7.5% | 7 | 7.1% | **776** | **6.7%** |
| 4 p.m. | 634 | 8.2% | 325 | 8.8% | 8 | 8.2% | **967** | **8.4%** |
| 5 p.m. | 747 | 9.7% | 374 | 10.1% | 6 | 6.1% | **1,127** | **9.8%** |
| 6 p.m. | 506 | 6.6% | 258 | 7.0% | 5 | 5.1% | **769** | **6.7%** |
| 7 p.m. | 300 | 3.9% | 156 | 4.2% | 6 | 6.1% | **462** | **4.0%** |
| 8 p.m. | 245 | 3.2% | 116 | 3.1% | 4 | 4.1% | **365** | **3.2%** |
| 9 p.m. | 254 | 3.3% | 143 | 3.9% | 3 | 3.1% | **400** | **3.5%** |
| 10 p.m. | 237 | 3.1% | 109 | 2.9% | 2 | 2.0% | **348** | **3.0%** |
| 11 p.m. | 180 | 2.3% | 93 | 2.5% | 4 | 4.1% | **277** | **2.4%** |
| **Total** | **7,714** | **100.0%** | **3,696** | **100.0%** | **98** | **100.0%** | **11,508** | **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 (3:00 p.m. to 6:59 p.m.).
- Fatal speed-related crashes were highest during the 1:00 p.m., 4:00 p.m., and 5:00 p.m. hours.

## Speed-Related Crashes by Speed Limit (Utah 2016)

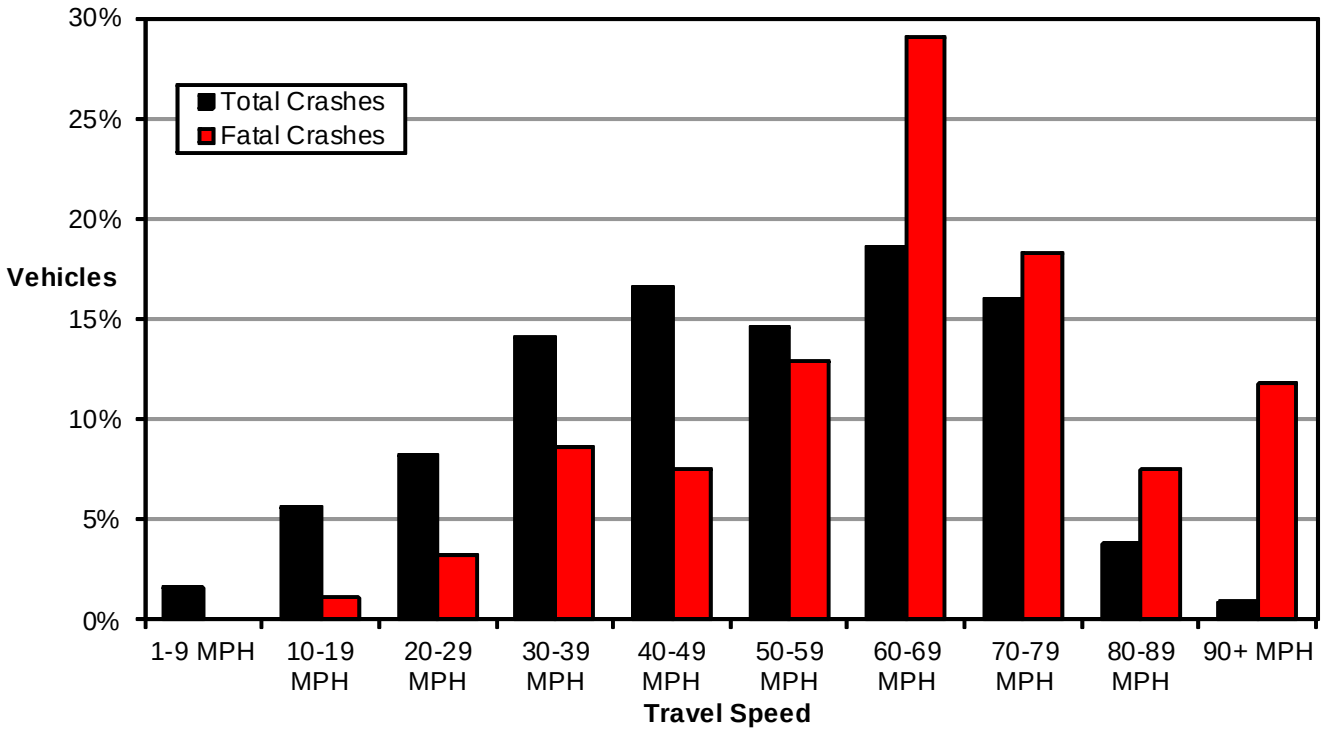
| Speed-Related Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Speed Limit | # | % | # | % | # | % | # | % |
| 5-15 MPH | 137 | 1.7% | 48 | 1.2% | 2 | 1.9% | **187** | **1.5%** |
| 20-25 MPH | 770 | 9.5% | 409 | 10.4% | 5 | 4.9% | **1,184** | **9.8%** |
| 30-35 MPH | 754 | 9.3% | 505 | 12.9% | 12 | 11.7% | **1,271** | **10.5%** |
| 40-45 MPH | 823 | 10.2% | 472 | 12.0% | 17 | 16.5% | **1,312** | **10.8%** |
| 50-55 MPH | 796 | 9.9% | 458 | 11.7% | 20 | 19.4% | **1,274** | **10.5%** |
| 60-65 MPH | 1,070 | 13.3% | 472 | 12.0% | 17 | 16.5% | **1,559** | **12.9%** |
| 70-75 MPH | 2,826 | 35.0% | 1,169 | 29.8% | 10 | 9.7% | **4,005** | **33.1%** |
| 80 MPH | 456 | 5.6% | 177 | 4.5% | 8 | 7.8% | **641** | **5.3%** |
| Unknown | 440 | 5.5% | 208 | 5.3% | 12 | 11.7% | **660** | **5.5%** |
| **Total** | **8,072** | **100.0%** | **3,918** | **100.0%** | **103** | **100.0%** | **12,093** | **100.0%** |

- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- 41% (of known) of total speed-related crashes occurred where the speed limit was 70 MPH or higher.

# Crash Conditions

## Speed-Related Crashes by Travel Speed (Utah 2016)

| Speed-Related Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Travel Speed | # | % | # | % | # | % | # | % |
| 1-9 MPH | 144 | 1.8% | 33 | 0.8% | 0 | 0.0% | **177** | **1.5%** |
| 10-19 MPH | 485 | 6.0% | 137 | 3.5% | 1 | 1.0% | **623** | **5.2%** |
| 20-29 MPH | 677 | 8.4% | 233 | 5.9% | 3 | 2.9% | **913** | **7.5%** |
| 30-39 MPH | 1,056 | 13.1% | 511 | 13.0% | 8 | 7.8% | **1,575** | **13.0%** |
| 40-49 MPH | 1,154 | 14.3% | 693 | 17.7% | 7 | 6.8% | **1,854** | **15.3%** |
| 50-59 MPH | 1,041 | 12.9% | 574 | 14.7% | 12 | 11.7% | **1,627** | **13.5%** |
| 60-69 MPH | 1,397 | 17.3% | 648 | 16.5% | 27 | 26.2% | **2,072** | **17.1%** |
| 70-79 MPH | 1,209 | 15.0% | 560 | 14.3% | 17 | 16.5% | **1,786** | **14.8%** |
| 80-89 MPH | 247 | 3.1% | 174 | 4.4% | 7 | 6.8% | **428** | **3.5%** |
| 90+ MPH | 35 | 0.4% | 59 | 1.5% | 11 | 10.7% | **105** | **0.9%** |
| Unknown | 627 | 7.8% | 296 | 7.6% | 10 | 9.7% | **933** | **7.7%** |
| **Total** | **8,072** | **100.0%** | **3,918** | **100.0%** | **103** | **100.0%** | **12,093** | **100.0%** |

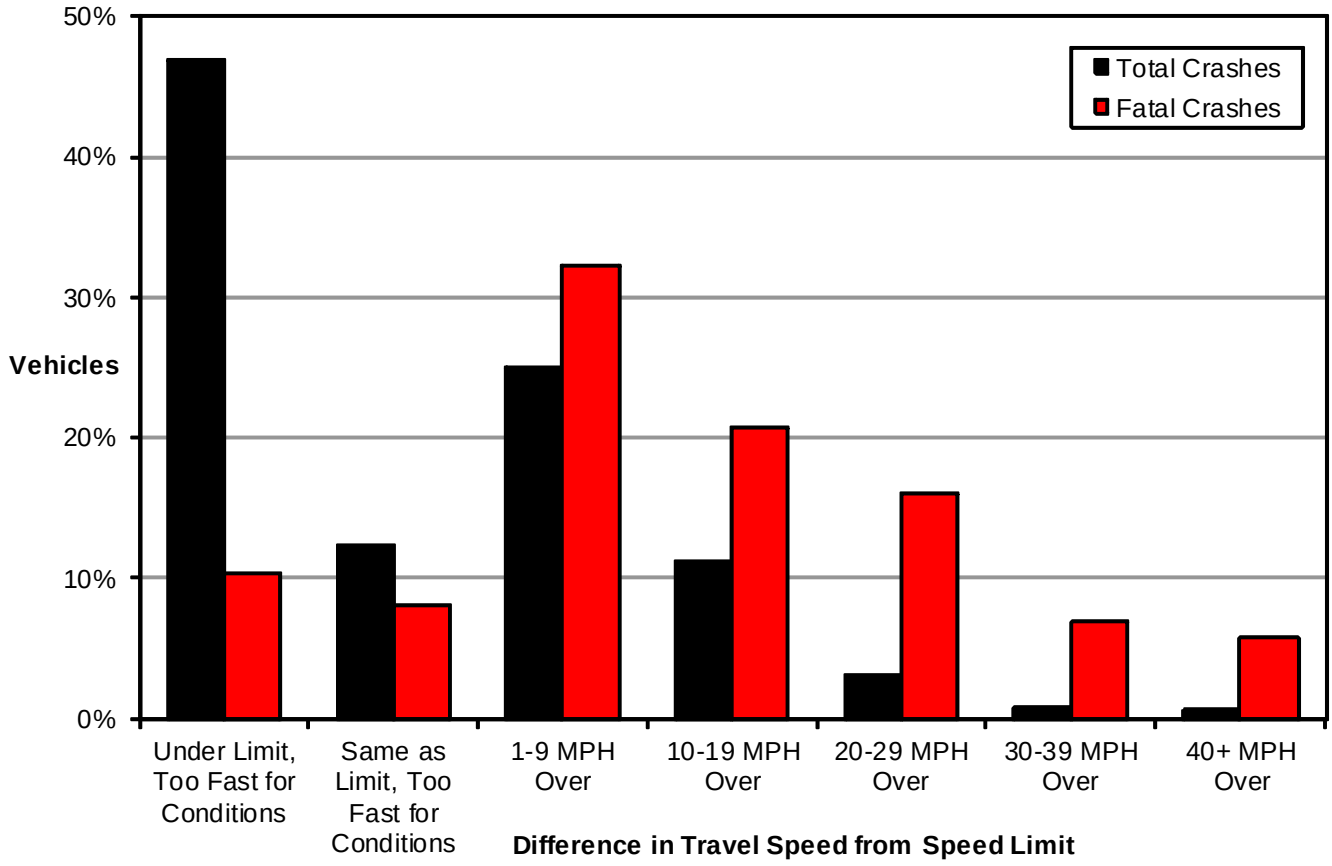



- 60-69 MPH (19% of known) and 40-49 MPH (17% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Two-thirds (67% of known) of vehicles in fatal speed-related crashes were traveling 60+ MPH.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. Speed-related vehicles in crashes traveling 80+ MPH were 4.9 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 2016)

| Speed-Related Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| **Travel Speed vs. Speed Limit** | # | % | # | % | # | % | # | % |
| Under Limit, Too Fast for Conditions | 3,768 | 46.7% | 1,378 | 35.2% | 9 | 8.7% | **5,155** | **42.6%** |
| Same as Limit, Too Fast for Conditions | 944 | 11.7% | 397 | 10.1% | 7 | 6.8% | **1,348** | **11.1%** |
| 1-9 MPH Over Speed Limit | 1,710 | 21.2% | 1,000 | 25.5% | 28 | 27.2% | **2,738** | **22.6%** |
| 10-19 MPH Over Speed Limit | 688 | 8.5% | 529 | 13.5% | 18 | 17.5% | **1,235** | **10.2%** |
| 20-29 MPH Over Speed Limit | 165 | 2.0% | 159 | 4.1% | 14 | 13.6% | **338** | **2.8%** |
| 30-39 MPH Over Speed Limit | 35 | 0.4% | 49 | 1.3% | 6 | 5.8% | **90** | **0.7%** |
| 40+ MPH Over Speed Limit | 24 | 0.3% | 50 | 1.3% | 5 | 4.9% | **79** | **0.7%** |
| Unknown | 738 | 9.1% | 356 | 9.1% | 16 | 15.5% | **1,110** | **9.2%** |
| **Total** | **8,072** | **100.0%** | **3,918** | **100.0%** | **103** | **100.0%** | **12,093** | **100.0%** |




- 4,480 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.
- Over three-fourths (82% of known) of speed-related vehicles 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

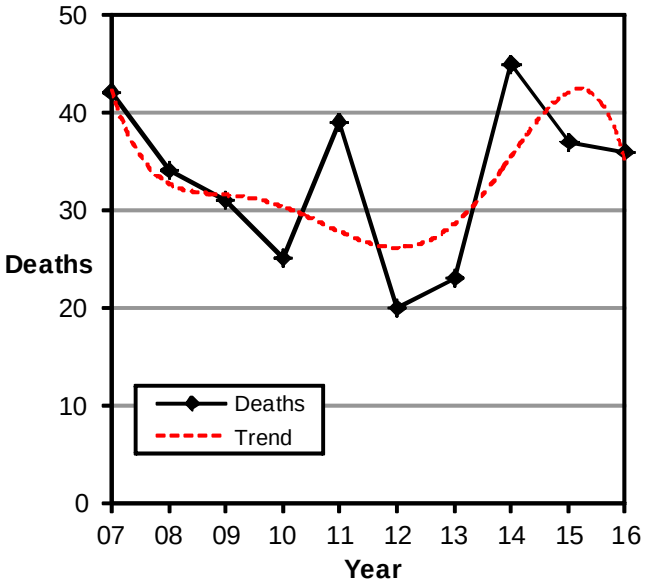


## Section 4: Alcohol

# Trends

## Fatal Crashes Involving Drunk Drivers (Utah 2007-2016)

| Drunk Driver Crashes | | | | | | |
|---|---|---|---|---|---|---|
| | Deaths | | | Fatal Crashes | | |
| | All | Alcohol | | All | Alcohol | |
| Year | # | # | % | # | # | % |
| 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% |
| 2016 | 281 | 36 | 12.8% | 259 | 32 | 12.4% |
| **Total** | **2,567** | **332** | **12.9%** | **2,304** | **296** | **12.8%** |




- 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, 33 people die a year in Utah from drunk driver crashes.

## Deaths Involving Drunk Drivers (Utah 2007-2016)

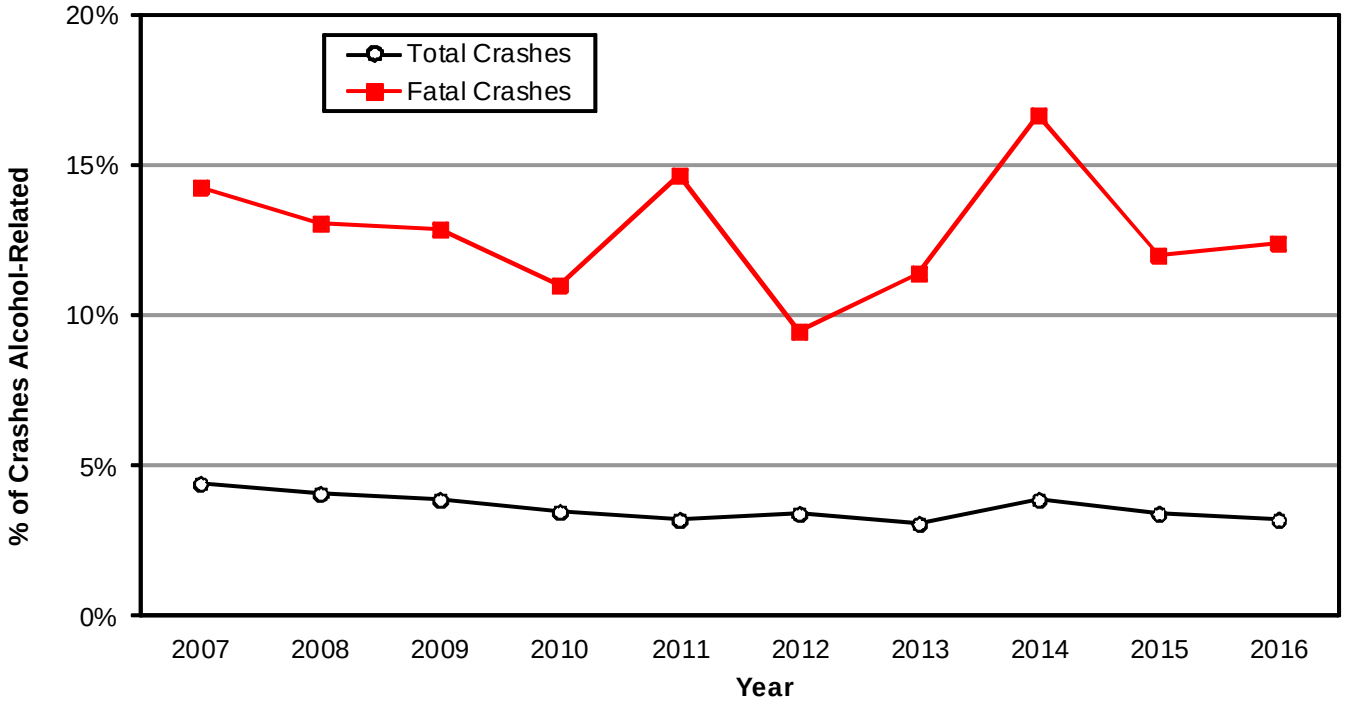
| Deaths Involving Drunk Drivers by Person Type of Fatality | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Drunk Driver | | Passenger of Drunk Driver | | Driver of Another Vehicle | | Passenger of Another Vehicle | | Pedestrian | | Bicyclist | | Total | |
| Year | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| 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%** |
| 2016 | 23 | 63.9% | 5 | 13.9% | 6 | 16.7% | 2 | 5.6% | 0 | 0.0% | 0 | 0.0% | **36** | **100.0%** |
| **Total** | **211** | **63.6%** | **59** | **17.8%** | **29** | **8.7%** | **18** | **5.4%** | **13** | **3.9%** | **2** | **0.6%** | **332** | **100.0%** |

- Of the 36 drunk driver crash deaths in 2016, 23 (64%) were to the drunk driver, 5 (14%) deaths were to passengers of the drunk driver, 8 (22%) were occupants of other vehicles, and 0 (0%) were non-motorists.
- Over the past 10 years, 64% 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 4% were to non-motorists.

# Trends

## Alcohol-Related Driver Crashes (Utah 2007-2016)

| Alcohol-Related Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Alcohol | | All | Alcohol | | All | Alcohol | | All | Alcohol | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 1,092 | 2.5% | 18,747 | 846 | 4.5% | 259 | 32 | 12.4% | **62,471** | **1,970** | **3.2%** |
| **Total** | **384,214** | **10,903** | **2.8%** | **166,873** | **8,837** | **5.3%** | **2,303** | **296** | **12.9%** | **553,390** | **20,036** | **3.6%** |



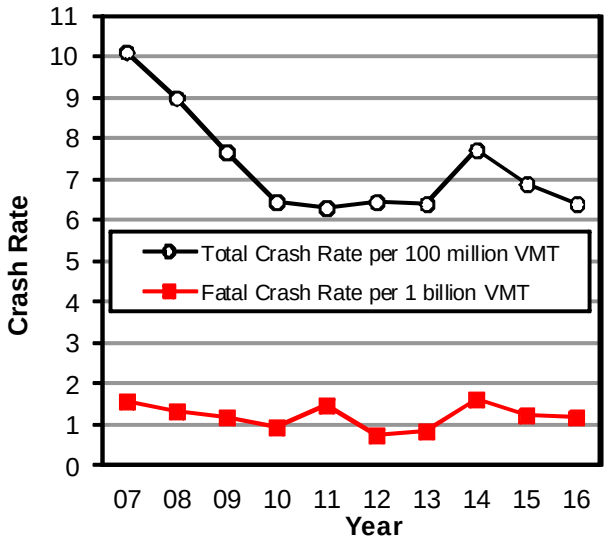

- Over the past 10 years, 3.6% of total crashes involved alcohol-related drivers compared with 12.9% of fatal crashes.
- Over the past 10 years, alcohol-related driver crashes were 3.9 times more likely to be fatal than crashes not involving an alcohol-related driver.

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. A drunk 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 2007-2016)

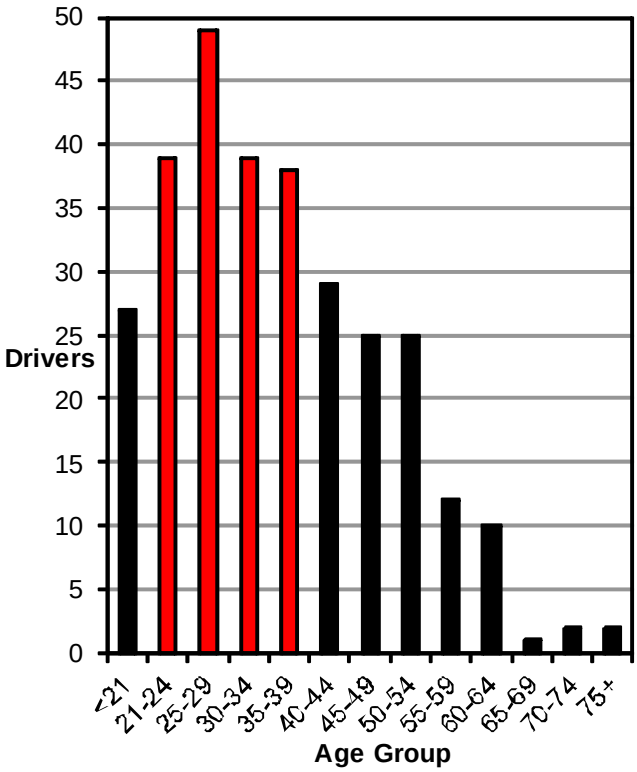
| Alcohol-Related Driver Crashes | | | | |
|---|---|---|---|---|
| | Alcohol Crashes | | Alcohol Deaths | |
| Year | # | Rate per 100 million vehicle miles traveled | # | Rate per 100 million vehicle miles traveled |
| 2007 | 2,718 | 10.13 | 42 | 0.157 |
| 2008 | 2,330 | 9.00 | 34 | 0.131 |
| 2009 | 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 |
| 2016 | 1,970 | 6.40 | 36 | 0.117 |
| **Total** | **20,036** | **7.33** | **332** | **0.121** |




- 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 2007-2016)

| Drunk Drivers in Fatal Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Age | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | # | % |
| <21 | 7 | 2 | 2 | 3 | 4 | 0 | 2 | 2 | 3 | 2 | **27** | **9.1%** |
| 21-24 | 5 | 4 | 3 | 3 | 6 | 2 | 1 | 5 | 5 | 5 | **39** | **13.1%** |
| 25-29 | 4 | 5 | 2 | 5 | 7 | 4 | 3 | 7 | 4 | 8 | **49** | **16.4%** |
| 30-34 | 2 | 6 | 3 | 5 | 5 | 2 | 4 | 2 | 6 | 4 | **39** | **13.1%** |
| 35-39 | 7 | 6 | 3 | 1 | 3 | 4 | 1 | 8 | 4 | 1 | **38** | **12.8%** |
| 40-44 | 3 | 3 | 6 | 3 | 0 | 1 | 4 | 4 | 2 | 3 | **29** | **9.7%** |
| 45-49 | 4 | 1 | 6 | 2 | 4 | 1 | 2 | 1 | 1 | 3 | **25** | **8.4%** |
| 50-54 | 3 | 3 | 1 | 2 | 2 | 2 | 1 | 5 | 5 | 1 | **25** | **8.4%** |
| 55-59 | 2 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 3 | **12** | **4.0%** |
| 60-64 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 1 | **10** | **3.4%** |
| 65-69 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **0.3%** |
| 70-74 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **0.7%** |
| 75+ | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **2** | **0.7%** |
| Unk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| **Total** | **37** | **33** | **28** | **25** | **33** | **19** | **23** | **37** | **31** | **32** | **298** | **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 2007-2016)

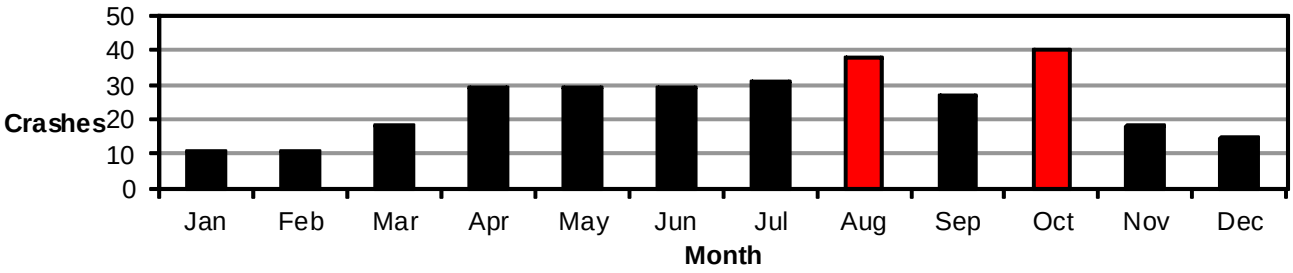
| Fatal Crashes Involving Drunk Drivers | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| County | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Salt Lake | 8 | 6 | 5 | 3 | 8 | 5 | 3 | 17 | 10 | 8 | **73** | **24.7%** |
| Utah | 4 | 5 | 0 | 2 | 1 | 1 | 3 | 2 | 3 | 3 | **24** | **8.1%** |
| Tooele | 3 | 3 | 1 | 1 | 0 | 3 | 1 | 1 | 0 | 6 | **19** | **6.4%** |
| Summit | 1 | 4 | 2 | 1 | 1 | 3 | 0 | 0 | 3 | 2 | **17** | **5.7%** |
| Davis | 1 | 2 | 1 | 3 | 2 | 0 | 2 | 2 | 1 | 1 | **15** | **5.1%** |
| Weber | 4 | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 2 | 2 | **15** | **5.1%** |
| Washington | 0 | 5 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | **13** | **4.4%** |
| Duchesne | 0 | 0 | 2 | 2 | 3 | 0 | 3 | 2 | 0 | 0 | **12** | **4.1%** |
| San Juan | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | **12** | **4.1%** |
| Uintah | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 4 | 1 | 0 | **11** | **3.7%** |
| Grand | 0 | 0 | 3 | 2 | 1 | 1 | 1 | 0 | 2 | 0 | **10** | **3.4%** |
| Carbon | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 1 | **9** | **3.0%** |
| Millard | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | **8** | **2.7%** |
| Box Elder | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | **7** | **2.4%** |
| Cache | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | **7** | **2.4%** |
| Juab | 3 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | **7** | **2.4%** |
| Emery | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | **6** | **2.0%** |
| Iron | 2 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | **6** | **2.0%** |
| Morgan | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **4** | **1.4%** |
| Wasatch | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | **4** | **1.4%** |
| Garfield | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | **3** | **1.0%** |
| Kane | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **3** | **1.0%** |
| Sanpete | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **3** | **1.0%** |
| Beaver | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **2** | **0.7%** |
| Piute | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** | **0.7%** |
| Rich | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **2** | **0.7%** |
| Sevier | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** | **0.3%** |
| Wayne | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | **0.3%** |
| Daggett | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| **Total** | **37** | **32** | **28** | **24** | **33** | **19** | **23** | **37** | **31** | **32** | **296** | **100.0%** |

- Over the past 10 years, Salt Lake County accounted for nearly one-fourth (24.7%) of the fatal crashes involving drunk drivers.
- Salt Lake, Utah, Tooele, Summit, Davis, and Weber counties had the highest number of fatal crashes involving drunk drivers over the past 10 years.
- Daggett County had no fatal crashes involving drunk drivers over the past 10 years.

# Trends

## Fatal Crashes Involving Drunk Drivers by Month (Utah 2007-2016)

| Fatal Crashes Involving Drunk Drivers | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Month | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| January | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 3 | **11** | **3.7%** |
| February | 1 | 3 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | **11** | **3.7%** |
| March | 2 | 3 | 0 | 2 | 4 | 2 | 1 | 0 | 1 | 3 | **18** | **6.1%** |
| April | 4 | 2 | 3 | 2 | 3 | 2 | 4 | 4 | 4 | 1 | **29** | **9.8%** |
| May | 3 | 1 | 7 | 0 | 2 | 1 | 1 | 6 | 6 | 2 | **29** | **9.8%** |
| June | 4 | 3 | 3 | 3 | 4 | 2 | 2 | 2 | 4 | 2 | **29** | **9.8%** |
| July | 5 | 3 | 2 | 2 | 3 | 1 | 4 | 5 | 2 | 4 | **31** | **10.5%** |
| August | 3 | 5 | 5 | 5 | 4 | 2 | 2 | 3 | 4 | 5 | **38** | **12.8%** |
| September | 6 | 2 | 2 | 1 | 5 | 1 | 2 | 4 | 2 | 2 | **27** | **9.1%** |
| October | 5 | 2 | 4 | 5 | 4 | 3 | 3 | 5 | 3 | 6 | **40** | **13.5%** |
| November | 3 | 4 | 0 | 2 | 0 | 1 | 2 | 2 | 2 | 2 | **18** | **6.1%** |
| December | 0 | 3 | 2 | 1 | 2 | 3 | 0 | 3 | 0 | 1 | **15** | **5.1%** |
| **Total** | **37** | **32** | **28** | **24** | **33** | **19** | **23** | **37** | **31** | **32** | **296** | **100.0%** |




- Over the past 10 years, October and August 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 2007-2016)

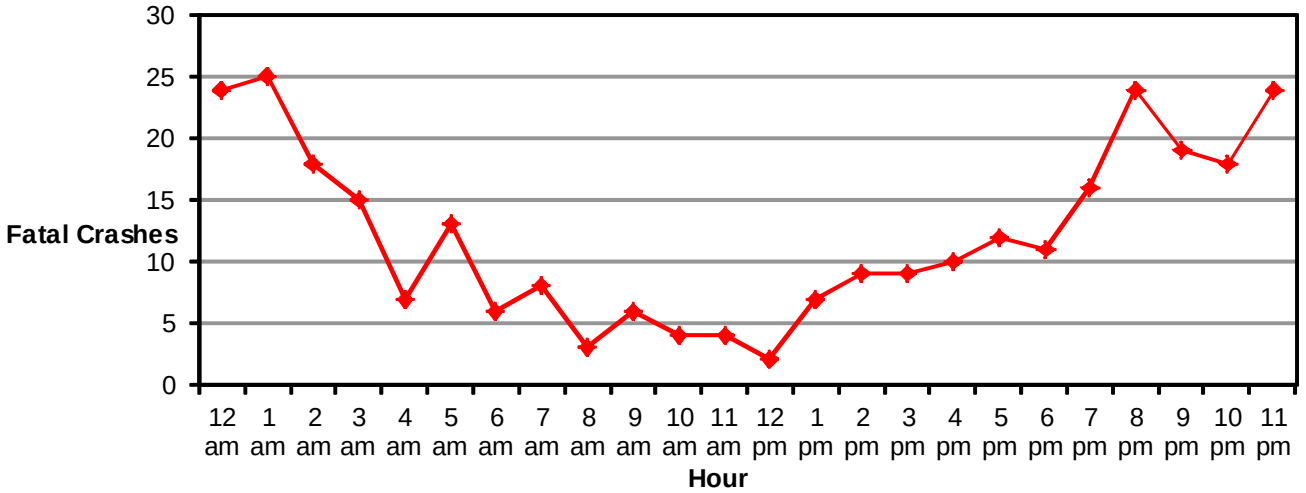
| Fatal Crashes Involving Drunk Drivers | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day of | Year | | | | | | | | | | Total | |
| Week | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Sunday | 8 | 4 | 5 | 2 | 7 | 4 | 5 | 2 | 8 | 4 | **49** | **16.6%** |
| Monday | 2 | 2 | 6 | 6 | 1 | 0 | 2 | 4 | 0 | 4 | **27** | **9.1%** |
| Tuesday | 2 | 2 | 1 | 2 | 3 | 1 | 4 | 3 | 2 | 4 | **24** | **8.1%** |
| Wednesday | 4 | 3 | 4 | 2 | 3 | 2 | 3 | 2 | 4 | 2 | **29** | **9.8%** |
| Thursday | 3 | 7 | 3 | 3 | 8 | 0 | 3 | 7 | 4 | 5 | **43** | **14.5%** |
| Friday | 4 | 5 | 3 | 2 | 5 | 3 | 3 | 5 | 2 | 5 | **37** | **12.5%** |
| Saturday | 14 | 9 | 6 | 7 | 6 | 9 | 3 | 14 | 11 | 8 | **87** | **29.4%** |
| **Total** | **37** | **32** | **28** | **24** | **33** | **19** | **23** | **37** | **31** | **32** | **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 2007-2016)

| Fatal Crashes Involving Drunk Drivers | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Hour | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Midnight | 5 | 2 | 6 | 1 | 3 | 2 | 0 | 2 | 2 | 1 | **24** | **8.2%** |
| 1 a.m. | 4 | 3 | 3 | 1 | 3 | 1 | 3 | 4 | 1 | 2 | **25** | **8.5%** |
| 2 a.m. | 1 | 4 | 0 | 1 | 2 | 0 | 2 | 2 | 3 | 3 | **18** | **6.1%** |
| 3 a.m. | 3 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 4 | **15** | **5.1%** |
| 4 a.m. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | **7** | **2.4%** |
| 5 a.m. | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 3 | 3 | **13** | **4.4%** |
| 6 a.m. | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | **6** | **2.0%** |
| 7 a.m. | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | **8** | **2.7%** |
| 8 a.m. | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **3** | **1.0%** |
| 9 a.m. | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | **6** | **2.0%** |
| 10 a.m. | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **4** | **1.4%** |
| 11 a.m. | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **4** | **1.4%** |
| Noon | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **0.7%** |
| 1 p.m. | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | **7** | **2.4%** |
| 2 p.m. | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | **9** | **3.1%** |
| 3 p.m. | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | **9** | **3.1%** |
| 4 p.m. | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 3 | 1 | **10** | **3.4%** |
| 5 p.m. | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 3 | 1 | **12** | **4.1%** |
| 6 p.m. | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 3 | 0 | **11** | **3.7%** |
| 7 p.m. | 2 | 2 | 0 | 2 | 3 | 1 | 1 | 2 | 0 | 3 | **16** | **5.4%** |
| 8 p.m. | 4 | 3 | 4 | 2 | 2 | 2 | 3 | 4 | 0 | 0 | **24** | **8.2%** |
| 9 p.m. | 4 | 4 | 1 | 1 | 3 | 0 | 1 | 2 | 1 | 2 | **19** | **6.5%** |
| 10 p.m. | 3 | 2 | 1 | 1 | 2 | 2 | 3 | 2 | 2 | 0 | **18** | **6.1%** |
| 11 p.m. | 3 | 2 | 0 | 4 | 2 | 3 | 1 | 3 | 4 | 2 | **24** | **8.2%** |
| **Total** | **36** | **31** | **28** | **24** | **33** | **19** | **23** | **37** | **31** | **32** | **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 (6:00 a.m.—3:59 p.m.) had the lowest number of fatal crashes involving a drunk driver.

# Crash Conditions

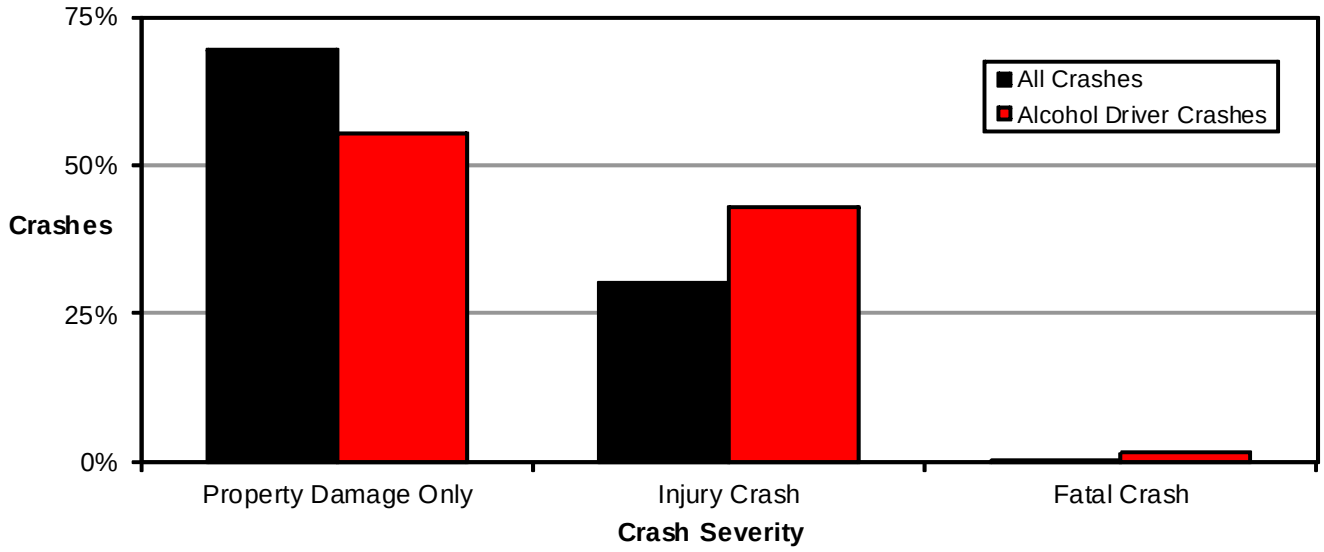
## Alcohol-Related Driver Crashes by County (Utah 2016)

| 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 | 603 | 6.1 | 384 | 3.9 | 8 | 0.08 | **995** | **10.1** |
| Weber | 88 | 4.9 | 65 | 3.6 | 2 | 0.11 | **155** | **8.6** |
| Tooele | 28 | 3.1 | 25 | 2.8 | 6 | 0.66 | **59** | **6.5** |
| Wasatch | 12 | 3.0 | 13 | 3.2 | 0 | 0.00 | **25** | **6.2** |
| Washington | 54 | 3.3 | 46 | 2.8 | 2 | 0.12 | **102** | **6.1** |
| Summit | 24 | 2.8 | 24 | 2.8 | 2 | 0.23 | **50** | **5.8** |
| Sanpete | 2 | 0.8 | 11 | 4.4 | 1 | 0.40 | **14** | **5.6** |
| Cache | 27 | 2.7 | 28 | 2.8 | 0 | 0.00 | **55** | **5.5** |
| Wayne | 1 | 1.8 | 2 | 3.7 | 0 | 0.00 | **3** | **5.5** |
| Rich | 2 | 3.6 | 1 | 1.8 | 0 | 0.00 | **3** | **5.5** |
| Davis | 72 | 2.4 | 60 | 2.0 | 1 | 0.03 | **133** | **4.5** |
| Uintah | 10 | 2.3 | 8 | 1.8 | 0 | 0.00 | **18** | **4.1** |
| Sevier | 6 | 1.6 | 8 | 2.2 | 1 | 0.27 | **15** | **4.1** |
| Morgan | 3 | 2.0 | 3 | 2.0 | 0 | 0.00 | **6** | **4.0** |
| Garfield | 1 | 0.8 | 3 | 2.3 | 1 | 0.77 | **5** | **3.8** |
| Iron | 15 | 1.8 | 17 | 2.0 | 0 | 0.00 | **32** | **3.8** |
| Carbon | 5 | 1.4 | 7 | 2.0 | 1 | 0.29 | **13** | **3.7** |
| Duchesne | 5 | 1.5 | 7 | 2.1 | 0 | 0.00 | **12** | **3.7** |
| Utah | 97 | 2.1 | 72 | 1.5 | 3 | 0.06 | **172** | **3.6** |
| Beaver | 6 | 2.0 | 5 | 1.7 | 0 | 0.00 | **11** | **3.6** |
| Kane | 0 | 0.0 | 5 | 3.0 | 1 | 0.60 | **6** | **3.6** |
| Box Elder | 11 | 1.1 | 23 | 2.3 | 1 | 0.10 | **35** | **3.5** |
| Emery | 5 | 1.3 | 8 | 2.1 | 0 | 0.00 | **13** | **3.3** |
| Piute | 1 | 3.1 | 0 | 0.0 | 0 | 0.00 | **1** | **3.1** |
| Millard | 5 | 0.9 | 8 | 1.4 | 1 | 0.18 | **14** | **2.5** |
| San Juan | 2 | 0.6 | 5 | 1.5 | 1 | 0.30 | **8** | **2.4** |
| Juab | 4 | 0.9 | 4 | 0.9 | 0 | 0.00 | **8** | **1.8** |
| Grand | 3 | 0.7 | 4 | 1.0 | 0 | 0.00 | **7** | **1.7** |
| Daggett | 0 | 0.0 | 0 | 0.0 | 0 | 0.00 | **0** | **0.0** |
| **Statewide** | **1,092** | **3.5** | **846** | **2.7** | **32** | **0.10** | **1,970** | **6.4** |

- Salt Lake (10.1), Weber (8.6), and Tooele (6.5) counties had the highest rates of alcohol-related driver total crashes per 100 million vehicle miles traveled.
- Daggett (0.0), Grand (1.7), and Juab (1.8) counties had the lowest rates of alcohol-related driver total crashes per 100 million vehicle miles traveled.
- Salt Lake County had over one-half (50.5%) of the fatal drunk driver crashes.

# Crash Conditions

## Alcohol-Related Driver Crash Severity (Utah 2016)




- Alcohol-related driver crashes were more likely to have a death or injury than other crashes.
- A higher percentage of alcohol-related driver crashes (42.9%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (30.0%).
- In addition, a higher percentage of alcohol-related driver crashes were fatal (1.6%) compared to all motor vehicle crashes (0.4%).

## Alcohol-Related Driver Crashes by Month (Utah 2016)

| 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 | 107 | 3.5 | 69 | 2.2 | 3 | 0.10 | **179** | **5.8** |
| February | 74 | 2.6 | 57 | 2.0 | 1 | 0.03 | **132** | **4.6** |
| March | 80 | 2.6 | 63 | 2.0 | 3 | 0.10 | **146** | **4.7** |
| April | 91 | 3.0 | 72 | 2.4 | 1 | 0.03 | **164** | **5.5** |
| May | 80 | 2.6 | 65 | 2.1 | 2 | 0.06 | **147** | **4.7** |
| June | 86 | 2.9 | 77 | 2.6 | 2 | 0.07 | **165** | **5.5** |
| July | 90 | 2.9 | 75 | 2.4 | 4 | 0.13 | **169** | **5.5** |
| August | 86 | 2.8 | 82 | 2.6 | 5 | 0.16 | **173** | **5.6** |
| September | 83 | 2.8 | 76 | 2.5 | 2 | 0.07 | **161** | **5.4** |
| October | 96 | 3.1 | 74 | 2.4 | 6 | 0.19 | **176** | **5.7** |
| November | 114 | 3.8 | 60 | 2.0 | 2 | 0.07 | **176** | **5.9** |
| December | 105 | 3.4 | 76 | 2.5 | 1 | 0.03 | **182** | **5.9** |
| **Total** | **1,092** | **3.0** | **846** | **2.3** | **32** | **0.09** | **1,970** | **5.4** |

- Overall, the highest rates per day of alcohol-related driver crashes were in November (5.9) and December (5.9) with the lowest rate per day in February (4.6), March (4.7), and May (4.7).
- The highest rate per day of fatal drunk driver crashes occurred in October and August.

# Crash Conditions

## Alcohol-Related Driver Crashes by Day of Week (Utah 2016)

| Alcohol-Related Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 221 | 20.2% | 179 | 21.2% | 4 | 12.5% | **404** | **20.5%** |
| Monday | 111 | 10.2% | 91 | 10.8% | 4 | 12.5% | **206** | **10.5%** |
| Tuesday | 103 | 9.4% | 85 | 10.0% | 4 | 12.5% | **192** | **9.7%** |
| Wednesday | 97 | 8.9% | 82 | 9.7% | 2 | 6.3% | **181** | **9.2%** |
| Thursday | 107 | 9.8% | 104 | 12.3% | 5 | 15.6% | **216** | **11.0%** |
| Friday | 190 | 17.4% | 128 | 15.1% | 5 | 15.6% | **323** | **16.4%** |
| Saturday | 263 | 24.1% | 177 | 20.9% | 8 | 25.0% | **448** | **22.7%** |
| **Total** | **1,092** | **100.0%** | **846** | **100.0%** | **32** | **100.0%** | **1,970** | **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 2016)

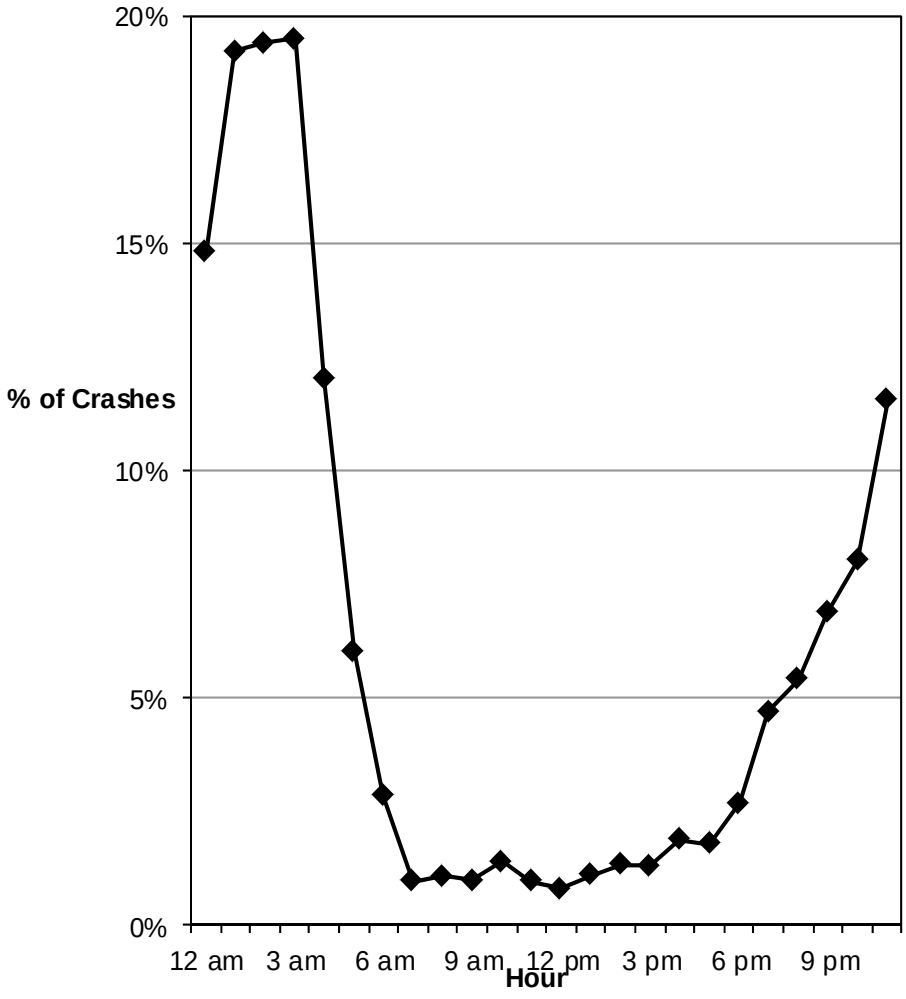
| Alcohol-Related Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 78 | 7.1% | 68 | 8.0% | 1 | 3.1% | **147** | **7.5%** |
| 1 a.m. | 66 | 6.0% | 59 | 7.0% | 2 | 6.3% | **127** | **6.4%** |
| 2 a.m. | 62 | 5.7% | 34 | 4.0% | 3 | 9.4% | **99** | **5.0%** |
| 3 a.m. | 49 | 4.5% | 36 | 4.3% | 4 | 12.5% | **89** | **4.5%** |
| 4 a.m. | 30 | 2.7% | 25 | 3.0% | 2 | 6.3% | **57** | **2.9%** |
| 5 a.m. | 26 | 2.4% | 21 | 2.5% | 3 | 9.4% | **50** | **2.5%** |
| 6 a.m. | 31 | 2.8% | 16 | 1.9% | 0 | 0.0% | **47** | **2.4%** |
| 7 a.m. | 12 | 1.1% | 17 | 2.0% | 1 | 3.1% | **30** | **1.5%** |
| 8 a.m. | 23 | 2.1% | 15 | 1.8% | 0 | 0.0% | **38** | **1.9%** |
| 9 a.m. | 18 | 1.6% | 8 | 0.9% | 0 | 0.0% | **26** | **1.3%** |
| 10 a.m. | 20 | 1.8% | 13 | 1.5% | 0 | 0.0% | **33** | **1.7%** |
| 11 a.m. | 11 | 1.0% | 16 | 1.9% | 0 | 0.0% | **27** | **1.4%** |
| Noon | 15 | 1.4% | 12 | 1.4% | 0 | 0.0% | **27** | **1.4%** |
| 1 p.m. | 20 | 1.8% | 16 | 1.9% | 2 | 6.3% | **38** | **1.9%** |
| 2 p.m. | 27 | 2.5% | 24 | 2.8% | 2 | 6.3% | **53** | **2.7%** |
| 3 p.m. | 31 | 2.8% | 28 | 3.3% | 3 | 9.4% | **62** | **3.1%** |
| 4 p.m. | 51 | 4.7% | 46 | 5.4% | 1 | 3.1% | **98** | **5.0%** |
| 5 p.m. | 65 | 6.0% | 47 | 5.6% | 1 | 3.1% | **113** | **5.7%** |
| 6 p.m. | 70 | 6.4% | 58 | 6.9% | 0 | 0.0% | **128** | **6.5%** |
| 7 p.m. | 77 | 7.1% | 64 | 7.6% | 3 | 9.4% | **144** | **7.3%** |
| 8 p.m. | 74 | 6.8% | 46 | 5.4% | 0 | 0.0% | **120** | **6.1%** |
| 9 p.m. | 69 | 6.3% | 76 | 9.0% | 2 | 6.3% | **147** | **7.5%** |
| 10 p.m. | 82 | 7.5% | 51 | 6.0% | 0 | 0.0% | **133** | **6.8%** |
| 11 p.m. | 85 | 7.8% | 50 | 5.9% | 2 | 6.3% | **137** | **7.0%** |
| **Total** | **1,092** | **100.0%** | **846** | **100.0%** | **32** | **100.0%** | **1,970** | **100.0%** |

- Alcohol-related driver total crashes peaked in the evening and early morning hours (6:00 p.m. to 1:59 a.m.).
- Fatal drunk driver crashes were highest during the 3 a.m. hour.

# Crash Conditions

## Percent of Total Crashes with an Alcohol-Related Driver by Hour (Utah 2016)

| Alcohol-Related Driver Crashes | | | |
|---|---|---|---|
| | Total Crashes | | |
| | All | Alcohol | |
| Hour | # | # | % |
| Midnight | 993 | 147 | 14.8% |
| 1 a.m. | 660 | 127 | 19.2% |
| 2 a.m. | 510 | 99 | 19.4% |
| 3 a.m. | 456 | 89 | 19.5% |
| 4 a.m. | 474 | 57 | 12.0% |
| 5 a.m. | 829 | 50 | 6.0% |
| 6 a.m. | 1,639 | 47 | 2.9% |
| 7 a.m. | 3,169 | 30 | 0.9% |
| 8 a.m. | 3,576 | 38 | 1.1% |
| 9 a.m. | 2,671 | 26 | 1.0% |
| 10 a.m. | 2,379 | 33 | 1.4% |
| 11 a.m. | 2,843 | 27 | 0.9% |
| Noon | 3,347 | 27 | 0.8% |
| 1 p.m. | 3,504 | 38 | 1.1% |
| 2 p.m. | 3,977 | 53 | 1.3% |
| 3 p.m. | 4,790 | 62 | 1.3% |
| 4 p.m. | 5,252 | 98 | 1.9% |
| 5 p.m. | 6,365 | 113 | 1.8% |
| 6 p.m. | 4,761 | 128 | 2.7% |
| 7 p.m. | 3,072 | 144 | 4.7% |
| 8 p.m. | 2,220 | 120 | 5.4% |
| 9 p.m. | 2,140 | 147 | 6.9% |
| 10 p.m. | 1,657 | 133 | 8.0% |
| 11 p.m. | 1,187 | 137 | 11.5% |
| **Total** | **62,471** | **1,970** | **3.2%** |




- While 3.2% of total crashes were alcohol-related, 15.3% 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 2016)

| Persons (Alcohol-Related Driver Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Person | Non-Injured | | Injured | | Killed | | Total | |
| Type | # | % | # | % | # | % | # | % |
| Driver | 2,190 | 73.5% | 897 | 73.5% | 29 | 80.6% | **3,116** | **73.6%** |
| Passenger | 786 | 26.4% | 315 | 25.8% | 7 | 19.4% | **1,108** | **26.2%** |
| Pedestrian | 4 | 0.1% | 7 | 0.6% | 0 | 0.0% | **11** | **0.3%** |
| Bicyclist | 0 | 0.0% | 1 | 0.1% | 0 | 0.0% | **1** | **0.0%** |
| **Total** | **2,980** | **100.0%** | **1,220** | **100.0%** | **36** | **100.0%** | **4,236** | **100.0%** |

- Of the 4,236 people in alcohol-related driver crashes, 73.6% were drivers, 26.2% were passengers, and 0.3% were non-motorists.

# Crash Conditions

## Alcohol-Related Crashes by Day of Week and Hour (Utah 2016)

| Alcohol-Related Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Day of Week | | | | | | | Total |
| Hour | Sun | Mon | Tue | Wed | Thu | Fri | Sat | # |
| Midnight | 45 | 12 | 14 | 12 | 13 | 17 | 34 | **147** |
| 1 a.m. | 35 | 4 | 9 | 12 | 13 | 17 | 37 | **127** |
| 2 a.m. | 30 | 10 | 7 | 7 | 3 | 13 | 30 | **100** |
| 3 a.m. | 29 | 10 | 3 | 3 | 8 | 8 | 28 | **89** |
| 4 a.m. | 13 | 5 | 6 | 3 | 5 | 6 | 19 | **57** |
| 5 a.m. | 22 | 4 | 4 | 3 | 2 | 7 | 8 | **50** |
| 6 a.m. | 18 | 4 | 3 | 2 | 4 | 5 | 11 | **47** |
| 7 a.m. | 7 | 3 | 4 | 2 | 2 | 5 | 7 | **30** |
| 8 a.m. | 6 | 4 | 4 | 1 | 6 | 7 | 11 | **39** |
| 9 a.m. | 9 | 3 | 3 | 1 | 1 | 7 | 3 | **27** |
| 10 a.m. | 4 | 3 | 6 | 5 | 9 | 3 | 4 | **34** |
| 11 a.m. | 5 | 4 | 4 | 2 | 4 | 1 | 7 | **27** |
| Noon | 6 | 2 | 2 | 1 | 4 | 7 | 6 | **28** |
| 1 p.m. | 6 | 5 | 4 | 2 | 3 | 9 | 7 | **36** |
| 2 p.m. | 6 | 10 | 6 | 6 | 7 | 6 | 11 | **52** |
| 3 p.m. | 11 | 6 | 6 | 5 | 9 | 11 | 14 | **62** |
| 4 p.m. | 13 | 14 | 10 | 12 | 10 | 23 | 16 | **98** |
| 5 p.m. | 10 | 18 | 17 | 16 | 13 | 22 | 19 | **115** |
| 6 p.m. | 18 | 12 | 16 | 18 | 20 | 24 | 20 | **128** |
| 7 p.m. | 26 | 9 | 19 | 18 | 22 | 26 | 25 | **145** |
| 8 p.m. | 24 | 13 | 11 | 10 | 17 | 23 | 23 | **121** |
| 9 p.m. | 22 | 16 | 14 | 18 | 18 | 27 | 31 | **146** |
| 10 p.m. | 20 | 19 | 8 | 11 | 11 | 26 | 38 | **133** |
| 11 p.m. | 20 | 17 | 10 | 12 | 10 | 24 | 43 | **136** |
| **Total** | **405** | **207** | **190** | **182** | **214** | **324** | **452** | **1,974** |

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

- Alcohol-related crashes were highest from Friday 4:00 p.m. to Saturday 4:59 a.m., Saturday 5:00 p.m. to Sunday 3:59 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 2:00 p.m. to 6:59 p.m.

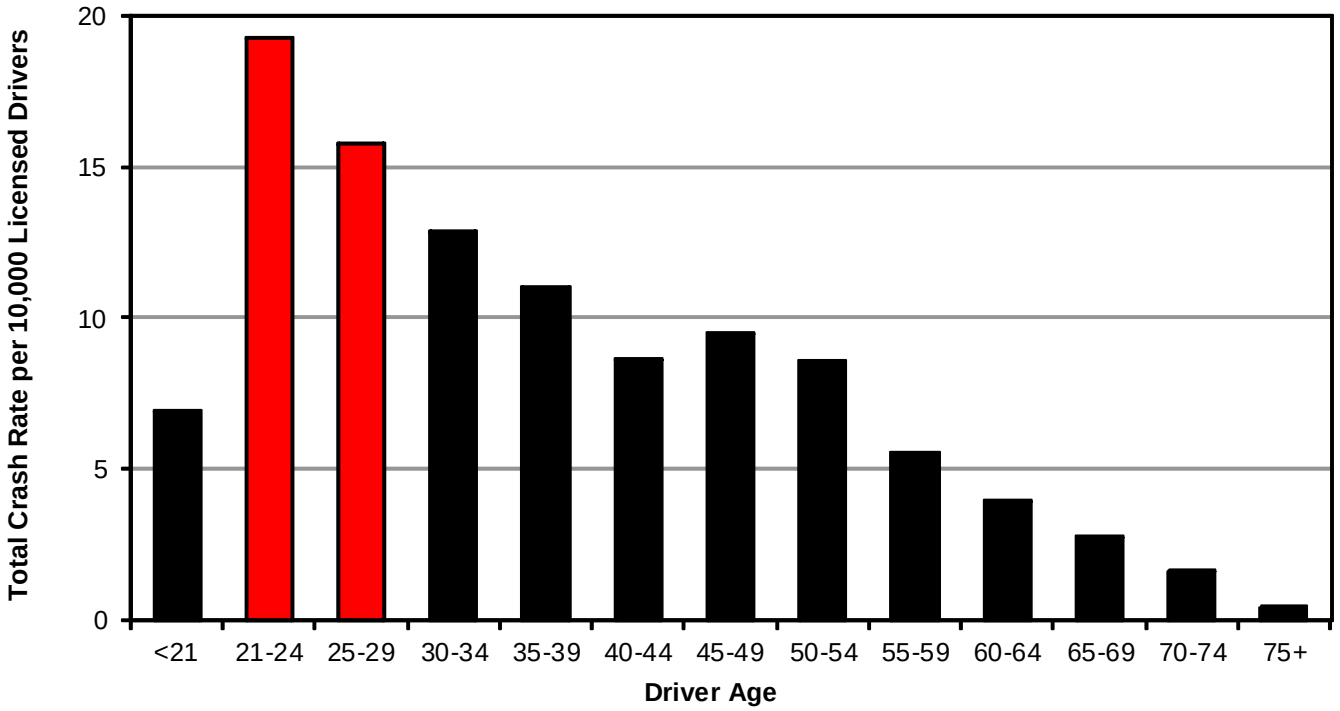
## Previous Driving Under the Influence Convictions of Drunk Drivers in Fatal Crashes (Utah 2016)

- Of the 32 drunk drivers in fatal crashes, three drivers (9.4%) had been previously convicted of driving under the influence in the past five years.

# Crash Conditions

## Age of Alcohol-Related Drivers in Crashes (Utah 2016)

| 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 | 89 | 8.1% | 3.9 | 66 | 7.7% | 2.9 | 2 | 6.3% | 0.09 | **157** | **7.9%** | **6.9** |
| 21-24 | 174 | 15.8% | 10.0 | 155 | 18.1% | 8.9 | 5 | 15.6% | 0.29 | **334** | **16.8%** | **19.3** |
| 25-29 | 185 | 16.8% | 8.6 | 148 | 17.3% | 6.9 | 8 | 25.0% | 0.37 | **341** | **17.2%** | **15.8** |
| 30-34 | 155 | 14.1% | 7.6 | 105 | 12.3% | 5.1 | 4 | 12.5% | 0.20 | **264** | **13.3%** | **12.9** |
| 35-39 | 137 | 12.5% | 6.5 | 95 | 11.1% | 4.5 | 1 | 3.1% | 0.05 | **233** | **11.7%** | **11.0** |
| 40-44 | 84 | 7.7% | 4.6 | 69 | 8.1% | 3.8 | 3 | 9.4% | 0.17 | **156** | **7.9%** | **8.6** |
| 45-49 | 86 | 7.8% | 5.6 | 58 | 6.8% | 3.7 | 3 | 9.4% | 0.19 | **147** | **7.4%** | **9.5** |
| 50-54 | 61 | 5.6% | 4.4 | 57 | 6.7% | 4.1 | 1 | 3.1% | 0.07 | **119** | **6.0%** | **8.6** |
| 55-59 | 36 | 3.3% | 2.5 | 41 | 4.8% | 2.8 | 3 | 9.4% | 0.21 | **80** | **4.0%** | **5.5** |
| 60-64 | 29 | 2.6% | 2.2 | 22 | 2.6% | 1.7 | 1 | 3.1% | 0.08 | **52** | **2.6%** | **3.9** |
| 65-69 | 19 | 1.7% | 1.8 | 11 | 1.3% | 1.0 | 0 | 0.0% | 0.00 | **30** | **1.5%** | **2.8** |
| 70-74 | 5 | 0.5% | 0.6 | 7 | 0.8% | 0.9 | 1 | 3.1% | 0.13 | **13** | **0.7%** | **1.6** |
| 75+ | 1 | 0.1% | 0.1 | 4 | 0.5% | 0.4 | 0 | 0.0% | 0.00 | **5** | **0.3%** | **0.4** |
| Unknown | 37 | 3.4% | n/a | 18 | 2.1% | n/a | 0 | 0.0% | n/a | **55** | **2.8%** | **n/a** |
| **Total** | **1,098** | **100.0%** | **5.3** | **856** | **100.0%** | **4.1** | **32** | **100.0%** | **0.15** | **1,986** | **100.0%** | **9.5** |




- Drivers aged 21-29 years had the highest rate of total alcohol-related driver crashes.
- Drivers aged 21-29 years had the highest rate of drunk driver fatal crashes.
- 157 (7.9%) of the alcohol-related drivers in total crashes were under the age of 21 years.
- Two of the 32 (6.3%) 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 (9.3%).

# Crash Conditions

## Gender of Alcohol-Related Drivers in Crashes (Utah 2016)

| Alcohol-Related Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 786 | 71.6% | 644 | 75.2% | 24 | 75.0% | **1,454** | **73.2%** |
| Female | 284 | 25.9% | 200 | 23.4% | 8 | 25.0% | **492** | **24.8%** |
| Unknown | 28 | 2.6% | 12 | 1.4% | 0 | 0.0% | **40** | **2.0%** |
| **Total** | **1,098** | **100.0%** | **856** | **100.0%** | **32** | **100.0%** | **1,986** | **100.0%** |

- Male drivers were much more likely to be an alcohol-related driver in a crash. Male drivers represented 73.2% of the alcohol-related drivers in total crashes and 75.0% of drunk drivers in fatal crashes.

## Alcohol-Related Crashes by Vehicle Type (Utah 2016)

| Alcohol-Related Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Alcohol | | All | Alcohol | | All | Alcohol | | All | Alcohol | |
| Vehicle Type | # | # | % | # | # | % | # | # | % | # | # | % |
| Off Road Vehicle | 35 | 0 | 0.0% | 146 | 12 | 8.2% | 9 | 0 | 0.0% | **190** | **12** | **6.3%** |
| Motorcycle | 175 | 2 | 1.1% | 972 | 37 | 3.8% | 41 | 5 | 12.2% | **1,188** | **44** | **3.7%** |
| Pickup Truck | 12,891 | 235 | 1.8% | 5,016 | 163 | 3.2% | 81 | 8 | 9.9% | **17,988** | **406** | **2.3%** |
| Passenger Car | 40,778 | 625 | 1.5% | 18,918 | 441 | 2.3% | 151 | 12 | 7.9% | **59,847** | **1,078** | **1.8%** |
| RV/Motorhome | 94 | 2 | 2.1% | 24 | 0 | 0.0% | 1 | 0 | 0.0% | **119** | **2** | **1.7%** |
| SUV | 17,169 | 193 | 1.1% | 7,925 | 173 | 2.2% | 78 | 6 | 7.7% | **25,172** | **372** | **1.5%** |
| Van | 4,128 | 33 | 0.8% | 2,080 | 23 | 1.1% | 13 | 1 | 7.7% | **6,221** | **57** | **0.9%** |
| Heavy Truck | 2,917 | 7 | 0.2% | 767 | 7 | 0.9% | 26 | 0 | 0.0% | **3,710** | **14** | **0.4%** |
| Bus | 344 | 0 | 0.0% | 73 | 0 | 0.0% | 1 | 0 | 0.0% | **418** | **0** | **0.0%** |
| Other | 43 | 0 | 0.0% | 13 | 0 | 0.0% | 2 | 0 | 0.0% | **58** | **0** | **0.0%** |
| Unknown | 1,241 | 1 | 0.1% | 192 | 0 | 0.0% | 8 | 0 | 0.0% | **1,441** | **1** | **0.1%** |
| **Total** | **79,815** | **1,098** | **1.4%** | **36,126** | **856** | **2.4%** | **411** | **32** | **7.8%** | **116,352** | **1,986** | **1.7%** |

- Off Road Vehicle and motorcycle had the highest % of vehicles in a crash driven by an alcohol-related driver.

## Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) (Utah 2016)

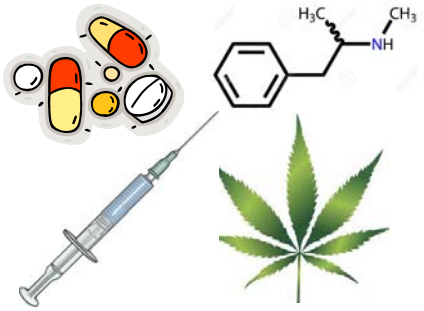
| All Drivers in Fatal Crashes | | | |
|---|---|---|---|
| | Drivers | | |
| BAC | # | % | % of Tested |
| .00 | 191 | 47.5% | 84.1% |
| .01 - .07 | 4 | 1.0% | 1.8% |
| .08 - .15 | 11 | 2.7% | 4.8% |
| .16 - .23 | 15 | 3.7% | 6.6% |
| .24 - .31 | 3 | 0.7% | 1.3% |
| .32+ | 3 | 0.7% | 1.3% |
| Not Tested/Unknown | 175 | 43.5% | n/a |
| **Total** | **402** | **100.0%** | |

| Drunk Drivers in Fatal Crashes | | |
|---|---|---|
| | Drivers | |
| BAC | # | % |
| .08 - .15 | 11 | 34.4% |
| .16 - .23 | 15 | 46.9% |
| .24 - .31 | 3 | 9.4% |
| .32+ | 3 | 9.4% |
| **Total** | **32** | **100.0%** |

- Of the 227 drivers in fatal crashes who were tested for alcohol, 84% had a BAC of 0.00, 2% had a BAC of 0.01-0.07, and 14% were over the legal limit of 0.08. 21 of the 32 (66%) 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

stop Drugged Driving



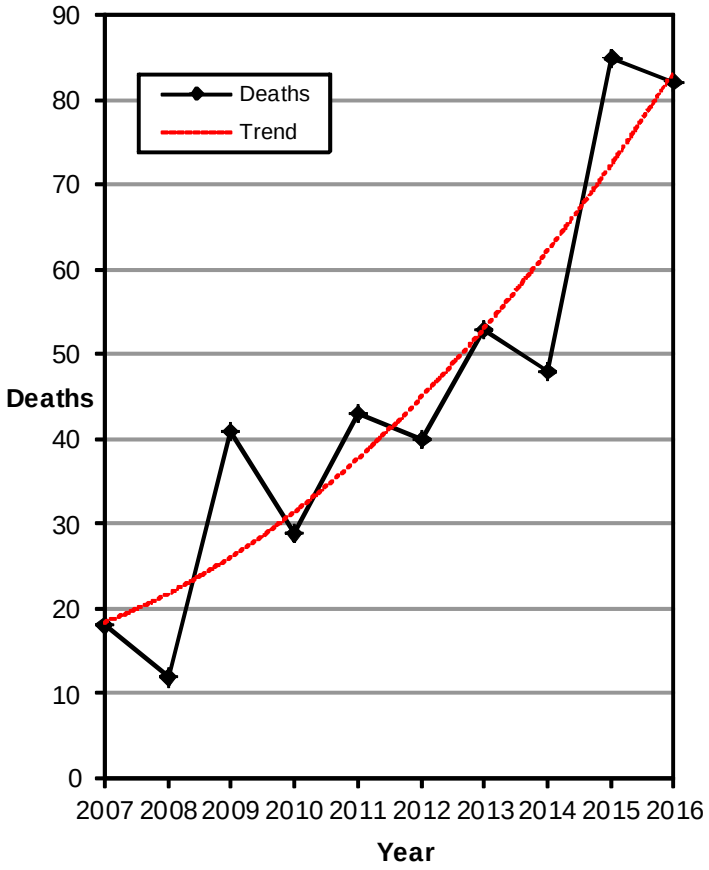
2016

## Section 5: Drugs

# Trends

## Fatal Crashes Involving Drug Positive Drivers (Utah 2007-2016)

| Drug Positive Driver Fatal Crashes | | | | | | |
|---|---|---|---|---|---|---|
| | Deaths | | | Fatal Crashes | | |
| | All | Drug | | All | Drug | |
| Year | # | # | % | # | # | % |
| 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% |
| 2016 | 281 | 82 | 29.2% | 259 | 77 | 29.7% |
| **Total** | **2,567** | **451** | **17.6%** | **2,304** | **388** | **16.8%** |




- A drug-positive driver was involved in over one-fourth (29.2%) of the traffic deaths in 2016.
- Deaths and fatal crashes involving drug positive drivers have increased over the last eight years.
- On average, 45 people die a year in Utah in 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.

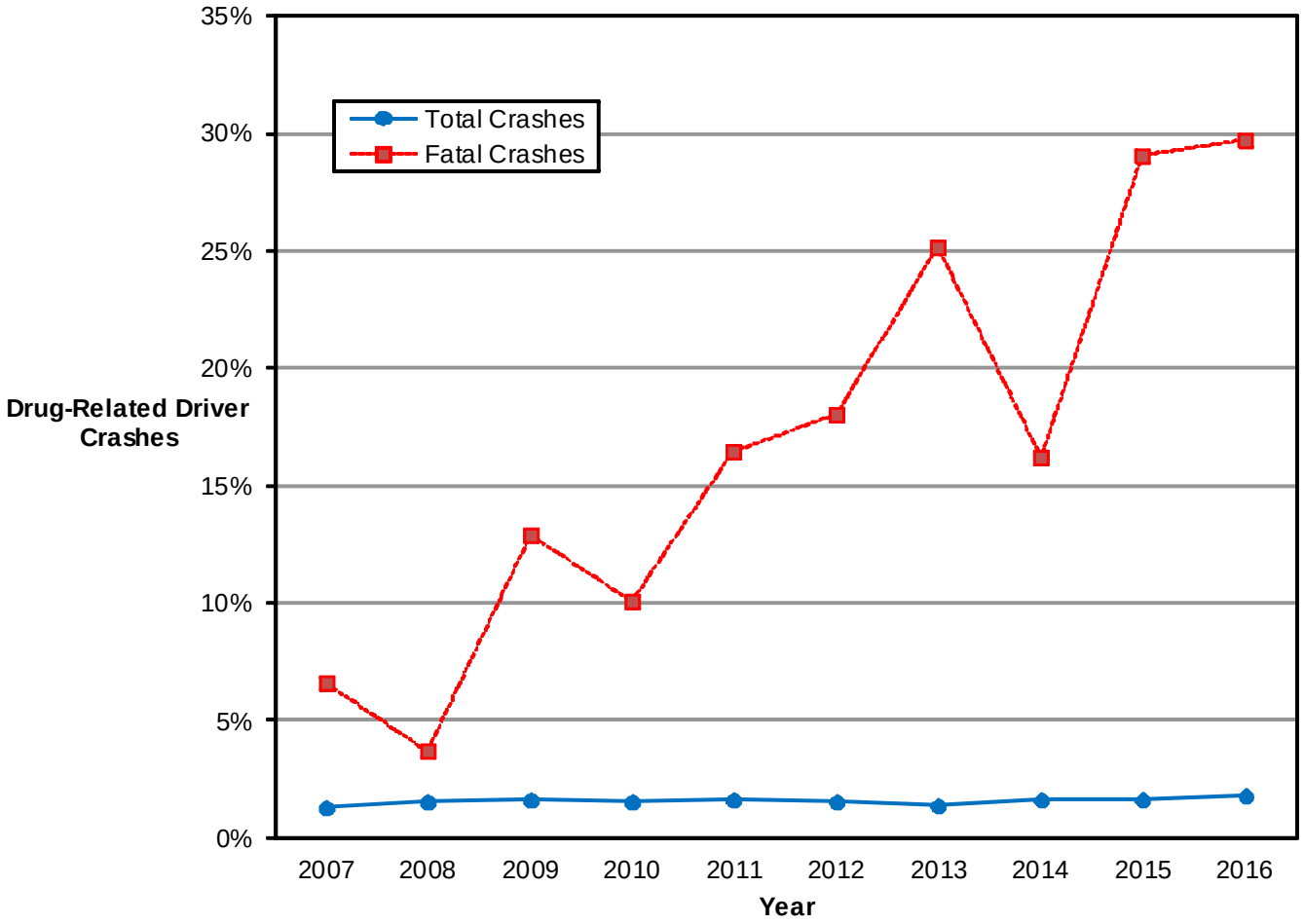
Note: A non-fatal crash is considered drug-related when the driver was cited for driving under the influence of drugs, at least one driver had a positive drug test, or if the investigating officer suspected the driver used drugs. A drug-positive driver fatal crash is a crash resulting in one or more 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 2007-2016)

| Drug-Related Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Drug | | All | Drug | | All | Drug | | All | Drug | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 548 | 1.3% | 18,747 | 486 | 2.6% | 259 | 77 | 29.7% | **62,471** | **1,111** | **1.8%** |
| **Total** | **384,214** | **4,098** | **1.1%** | **166,873** | **4,020** | **2.4%** | **2,303** | **388** | **16.8%** | **553,390** | **8,506** | **1.5%** |




- Over the past 10 years, 1.5% of total crashes involved drug-related drivers compared with 16.8% of fatal crashes.
- Over the past 10 years, drug-related driver crashes were 13 times more likely to be fatal than crashes not involving a drug-related driver.

# Trends

## Drug Positive Driver Test Results in Fatal Crashes (Utah 2007-2016)

**Drug Positive Driver Test Results in Fatal Crashes**
**(presence of a drug does not equal impairment)**

| Drug Type | Year | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | |
| Marijuana/THC | 5 | 4 | 6 | 7 | 15 | 11 | 10 | 21 | 38 | 26 | **143** |
| Methamphetamine | 3 | 1 | 5 | 4 | 10 | 13 | 13 | 5 | 17 | 14 | **85** |
| Amphetamine | 1 | 0 | 0 | 0 | 2 | 5 | 9 | 0 | 3 | 6 | **26** |
| Oxycodone | 1 | 0 | 4 | 1 | 4 | 3 | 2 | 4 | 3 | 4 | **26** |
| Depressant, Type Unknown | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 5 | 13 | **22** |
| Hydrocodone | 1 | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 5 | 4 | **22** |
| Diazepam | 1 | 1 | 3 | 0 | 2 | 3 | 2 | 1 | 3 | 2 | **18** |
| Narcotics, Type Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 10 | **14** |
| Nordiazepam | 0 | 0 | 2 | 1 | 1 | 3 | 3 | 1 | 3 | 0 | **14** |
| Cocaine | 2 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | **12** |
| Morphine | 0 | 0 | 3 | 1 | 1 | 0 | 3 | 2 | 2 | 0 | **12** |
| Alprazolam | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 1 | 4 | **10** |
| Meprobamate | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | **9** |
| Zolpidem | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | **9** |
| Benzoylecgonine | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | **8** |
| Heroin | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | **6** |
| Lorazepam | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | **6** |
| Methadone | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **4** |
| Carisoprodol | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | **3** |
| Clonazepam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | **3** |
| Fentanyl | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | **3** |
| Ketamine | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | **3** |
| Butalbital | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **2** |
| Codeine | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **2** |
| Hallucinogens, Type Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | **2** |
| Oxmorphone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **2** |
| Phenobarbital | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **2** |
| Temazepam | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **2** |
| Benzodiazepenes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** |
| Cyprenorphine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **1** |
| Diethyltryptamine (DET) | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1** |
| Meperidine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** |
| Midazolam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** |
| Morpheridine | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1** |
| Oxazepam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** |
| Propoxyphene | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| Zolazepam (Telazol) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** |
| Other Drug | 4 | 1 | 1 | 1 | 2 | 4 | 23 | 7 | 17 | 9 | **69** |
| Unknown Type | 1 | 1 | 1 | 3 | 4 | 5 | 2 | 1 | 0 | 2 | **20** |
| **Total** | **24** | **9** | **32** | **25** | **48** | **57** | **85** | **54** | **114** | **120** | **568** |

- Over the past 10 years, Marijuana/ THC 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, Marijuana/ THC 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. 2016 continued the high number of positive marijuana/ THC drug tests in fatal crashes.

# Trends

## Fatal Crashes Involving Drug Positive Drivers by County (Utah 2007-2016)

| Fatal Crashes Involving Drug Positive Drivers (presence of a drug does not equal impairment) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| County | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Salt Lake | 4 | 1 | 8 | 8 | 13 | 11 | 15 | 11 | 20 | 16 | **107** | **27.6%** |
| Utah | 1 | 2 | 3 | 6 | 2 | 4 | 5 | 2 | 9 | 10 | **44** | **11.3%** |
| Weber | 2 | 1 | 1 | 0 | 5 | 2 | 6 | 1 | 9 | 11 | **38** | **9.8%** |
| Davis | 1 | 1 | 2 | 2 | 1 | 3 | 2 | 2 | 4 | 9 | **27** | **7.0%** |
| Tooele | 1 | 0 | 1 | 1 | 2 | 2 | 7 | 1 | 4 | 5 | **24** | **6.2%** |
| Washington | 1 | 2 | 3 | 0 | 1 | 3 | 4 | 3 | 1 | 5 | **23** | **5.9%** |
| Box Elder | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 5 | 1 | **13** | **3.4%** |
| Uintah | 0 | 0 | 1 | 0 | 2 | 4 | 1 | 2 | 2 | 1 | **13** | **3.4%** |
| Duchesne | 0 | 0 | 3 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | **11** | **2.8%** |
| Summit | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 2 | 3 | **10** | **2.6%** |
| Iron | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | **9** | **2.3%** |
| Cache | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | **8** | **2.1%** |
| Carbon | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | **8** | **2.1%** |
| Emery | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | **7** | **1.8%** |
| Millard | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | **7** | **1.8%** |
| Wasatch | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | **7** | **1.8%** |
| Juab | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | **5** | **1.3%** |
| Sanpete | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | **5** | **1.3%** |
| Grand | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | **4** | **1.0%** |
| San Juan | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | **4** | **1.0%** |
| Sevier | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | **4** | **1.0%** |
| Garfield | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | **3** | **0.8%** |
| Daggett | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | **2** | **0.5%** |
| Kane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | **2** | **0.5%** |
| Beaver | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **0.3%** |
| Morgan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | **0.3%** |
| Wayne | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **1** | **0.3%** |
| Piute | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| Rich | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| **Total** | **17** | **9** | **28** | **22** | **37** | **36** | **51** | **36** | **75** | **77** | **388** | **100.0%** |

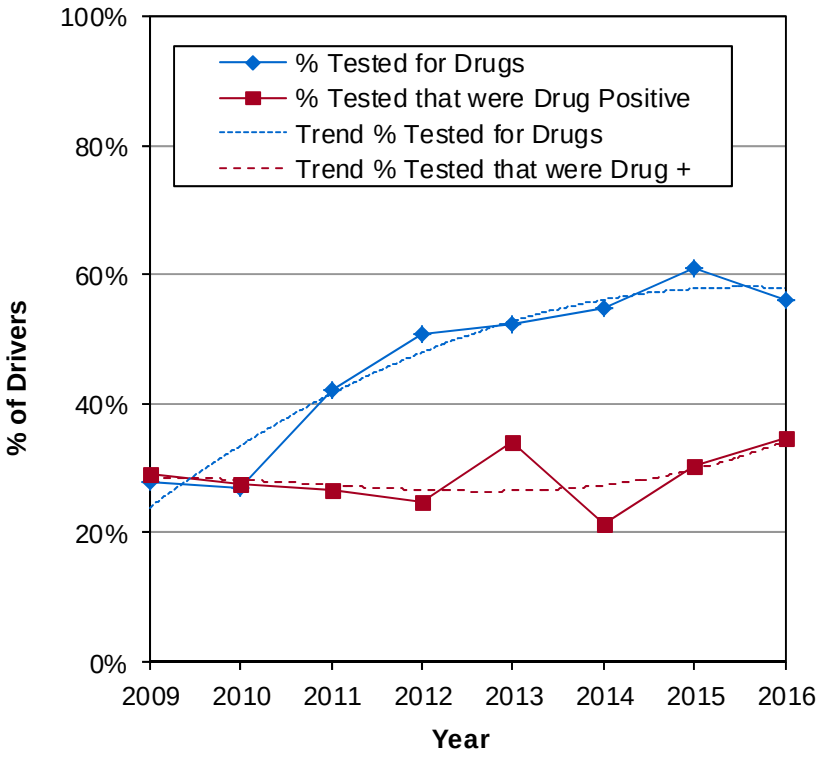
- Over the past 10 years, over one-fourth (27.6%) of fatal crashes involving a drug positive driver occurred in Salt Lake County.
- Salt Lake, Utah, and Weber counties had the highest number of fatal crashes involving drug positive drivers over the past 10 years.
- Piute and Rich Counties had no fatal crashes involving drug positive drivers over the past 10 years.

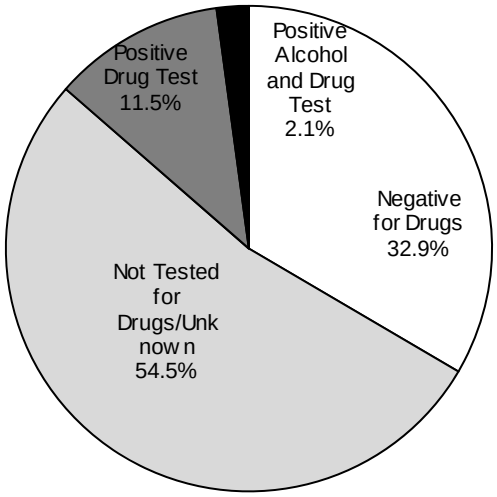
Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed. Also, whereas the impairment effects for various concentration levels of alcohol is well understood, little evidence is available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

# Trends

## Drivers in Fatal Crashes by Drug Test Results (Utah 2009-2016)

| Drivers in Fatal Crashes | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Not Tested for Drugs/Unknown | | Negative for Drugs | | Positive Alcohol (.08+ BAC) and Drug Test | | Positive Drug Test Only | | Total | Total Tested That were Drug Positive |
| Year | # | % | # | % | # | % | # | % | # | % |
| 2009 | 249 | 72.2% | 68 | 19.7% | 4 | 1.2% | 24 | 7.0% | **345** | 29.2% |
| 2010 | 237 | 73.1% | 63 | 19.4% | 3 | 0.9% | 21 | 6.5% | **324** | 27.6% |
| 2011 | 197 | 57.9% | 105 | 30.9% | 7 | 2.1% | 31 | 9.1% | **340** | 26.6% |
| 2012 | 145 | 49.2% | 113 | 38.3% | 4 | 1.4% | 33 | 11.2% | **295** | 24.7% |
| 2013 | 137 | 47.7% | 99 | 34.5% | 8 | 2.8% | 43 | 15.0% | **287** | 34.0% |
| 2014 | 161 | 45.2% | 153 | 43.0% | 8 | 2.2% | 34 | 9.6% | **356** | 21.5% |
| 2015 | 163 | 38.9% | 178 | 42.5% | 15 | 3.6% | 63 | 15.0% | **419** | 30.5% |
| 2016 | 177 | 44.0% | 147 | 36.6% | 10 | 2.5% | 68 | 16.9% | **402** | 34.7% |
| **Total** | **1,466** | **53.0%** | **926** | **33.5%** | **59** | **2.1%** | **317** | **11.5%** | **2,768** | 28.9% |



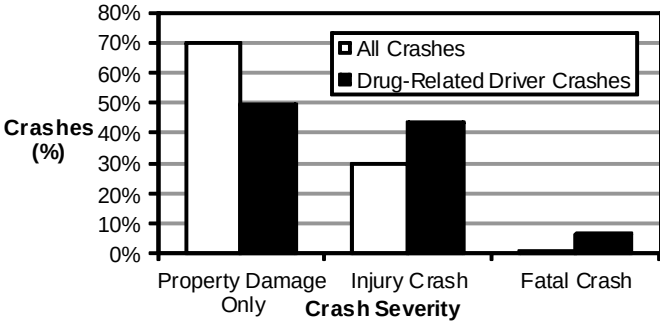




- Over the past eight years, the percent of drivers in fatal crashes who were tested for drugs and results of the test were known has steadily increased from 27.8% in 2009 to 56.0% in 2016.
- Some of the increase in positive drug tests may be due to an increase in the percentage of drivers tested for drugs with results known.
- Over the past eight years, 53.0% of drivers in fatal crashes were not tested for drugs or test results were unknown. Of those tested, 71.1% were negative for drugs, 24.3% tested positive for drugs only, and 4.5% tested positive for drugs and had a .08+ BAC test result.
- The percent of drivers that were tested that were drug positive has increased two years in a row with the 2016 total being the highest on record (34.7%).

# Crash Conditions

## Drug-Related Driver Crash Severity (Utah 2016)

- 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 (44%) resulted in an injury compared to all motor vehicle crashes that resulted in an injury (30%).
- In addition, a higher percentage of drug-related driver crashes were fatal (6.9%) compared to all motor vehicle crashes (0.4%).




## Drug-Related Driver Crashes by County (Utah 2016)

| 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 | 57 | 3.2 | 45 | 2.5 | 11 | 0.61 | **113** | **6.3** |
| Salt Lake | 239 | 2.4 | 222 | 2.3 | 16 | 0.16 | **477** | **4.8** |
| Sevier | 5 | 1.4 | 9 | 2.5 | 2 | 0.55 | **16** | **4.4** |
| Tooele | 17 | 1.9 | 16 | 1.8 | 5 | 0.55 | **38** | **4.2** |
| Utah | 86 | 1.8 | 71 | 1.5 | 10 | 0.21 | **167** | **3.5** |
| Davis | 62 | 2.1 | 31 | 1.0 | 9 | 0.30 | **102** | **3.4** |
| Uintah | 6 | 1.4 | 8 | 1.8 | 1 | 0.23 | **15** | **3.4** |
| Morgan | 2 | 1.3 | 3 | 2.0 | 0 | 0.00 | **5** | **3.4** |
| Iron | 10 | 1.2 | 13 | 1.6 | 3 | 0.36 | **26** | **3.1** |
| Daggett | 0 | 0.0 | 0 | 0.0 | 1 | 2.88 | **1** | **2.9** |
| Washington | 23 | 1.4 | 18 | 1.1 | 5 | 0.30 | **46** | **2.8** |
| Duchesne | 5 | 1.5 | 4 | 1.2 | 0 | 0.00 | **9** | **2.7** |
| Garfield | 1 | 0.8 | 1 | 0.8 | 1 | 0.77 | **3** | **2.3** |
| Cache | 7 | 0.7 | 11 | 1.1 | 3 | 0.30 | **21** | **2.1** |
| Sanpete | 0 | 0.0 | 3 | 1.2 | 2 | 0.81 | **5** | **2.0** |
| Beaver | 2 | 0.7 | 4 | 1.3 | 0 | 0.00 | **6** | **2.0** |
| Wayne | 0 | 0.0 | 1 | 1.8 | 0 | 0.00 | **1** | **1.8** |
| Rich | 0 | 0.0 | 1 | 1.8 | 0 | 0.00 | **1** | **1.8** |
| Kane | 1 | 0.6 | 2 | 1.2 | 0 | 0.00 | **3** | **1.8** |
| Wasatch | 5 | 1.2 | 2 | 0.5 | 0 | 0.00 | **7** | **1.7** |
| Emery | 2 | 0.5 | 3 | 0.8 | 1 | 0.26 | **6** | **1.5** |
| Millard | 2 | 0.4 | 4 | 0.7 | 2 | 0.35 | **8** | **1.4** |
| Summit | 8 | 0.9 | 1 | 0.1 | 3 | 0.35 | **12** | **1.4** |
| Carbon | 0 | 0.0 | 4 | 1.1 | 0 | 0.00 | **4** | **1.1** |
| Juab | 2 | 0.4 | 2 | 0.4 | 1 | 0.22 | **5** | **1.1** |
| Box Elder | 4 | 0.4 | 5 | 0.5 | 1 | 0.10 | **10** | **1.0** |
| Grand | 2 | 0.5 | 2 | 0.5 | 0 | 0.00 | **4** | **1.0** |
| Piute | 0 | 0.0 | 0 | 0.0 | 0 | 0.00 | **0** | **0.0** |
| San Juan | 0 | 0.0 | 0 | 0.0 | 0 | 0.00 | **0** | **0.0** |
| **Statewide** | **548** | **1.8** | **486** | **1.6** | **77** | **0.25** | **1,111** | **3.6** |

- Weber (6.3), Salt Lake (4.8), and Sevier (4.4) counties had the highest rates of drug-related driver total crashes per 100 million vehicle miles traveled.
- Piute and San Juan counties had no drug-related driver crashes.
- Over one-third (43%) of the crashes involving drug-related drivers occurred in Salt Lake County.

DUI DOESN'T JUST MEAN BOOZE

# Crash Conditions

## Drug-Related Driver Crashes by Day of Week (Utah 2016)

| Drug-Related Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 76 | 13.9% | 63 | 13.0% | 13 | 16.9% | **152** | **13.7%** |
| Monday | 65 | 11.9% | 56 | 11.5% | 10 | 13.0% | **131** | **11.8%** |
| Tuesday | 64 | 11.7% | 72 | 14.8% | 8 | 10.4% | **144** | **13.0%** |
| Wednesday | 73 | 13.3% | 66 | 13.6% | 12 | 15.6% | **151** | **13.6%** |
| Thursday | 86 | 15.7% | 73 | 15.0% | 9 | 11.7% | **168** | **15.1%** |
| Friday | 95 | 17.3% | 85 | 17.5% | 11 | 14.3% | **191** | **17.2%** |
| Saturday | 89 | 16.2% | 71 | 14.6% | 14 | 18.2% | **174** | **15.7%** |
| **Total** | **548** | **100.0%** | **486** | **100.0%** | **77** | **100.0%** | **1,111** | **100.0%** |

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

## Drug-Related Driver Crashes by Hour (Utah 2016)

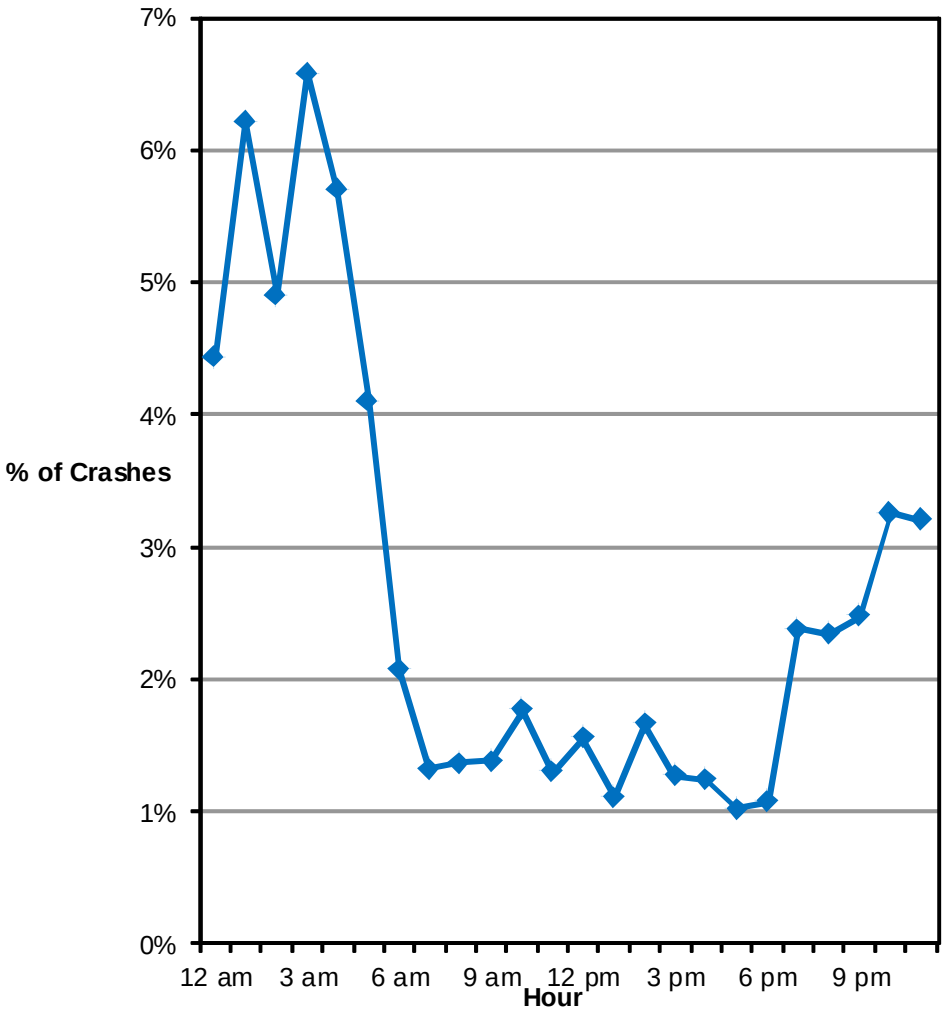
| Drug-Related Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hour | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Midnight | 28 | 5.1% | 12 | 2.5% | 4 | 5.2% | **44** | **4.0%** |
| 1 a.m. | 19 | 3.5% | 20 | 4.1% | 2 | 2.6% | **41** | **3.7%** |
| 2 a.m. | 9 | 1.6% | 14 | 2.9% | 2 | 2.6% | **25** | **2.3%** |
| 3 a.m. | 12 | 2.2% | 14 | 2.9% | 4 | 5.2% | **30** | **2.7%** |
| 4 a.m. | 13 | 2.4% | 12 | 2.5% | 2 | 2.6% | **27** | **2.4%** |
| 5 a.m. | 15 | 2.7% | 15 | 3.1% | 4 | 5.2% | **34** | **3.1%** |
| 6 a.m. | 21 | 3.8% | 12 | 2.5% | 1 | 1.3% | **34** | **3.1%** |
| 7 a.m. | 19 | 3.5% | 19 | 3.9% | 4 | 5.2% | **42** | **3.8%** |
| 8 a.m. | 25 | 4.6% | 22 | 4.5% | 2 | 2.6% | **49** | **4.4%** |
| 9 a.m. | 20 | 3.6% | 15 | 3.1% | 2 | 2.6% | **37** | **3.3%** |
| 10 a.m. | 18 | 3.3% | 22 | 4.5% | 2 | 2.6% | **42** | **3.8%** |
| 11 a.m. | 18 | 3.3% | 18 | 3.7% | 1 | 1.3% | **37** | **3.3%** |
| Noon | 23 | 4.2% | 23 | 4.7% | 6 | 7.8% | **52** | **4.7%** |
| 1 p.m. | 23 | 4.2% | 12 | 2.5% | 4 | 5.2% | **39** | **3.5%** |
| 2 p.m. | 33 | 6.0% | 26 | 5.3% | 7 | 9.1% | **66** | **5.9%** |
| 3 p.m. | 31 | 5.7% | 25 | 5.1% | 5 | 6.5% | **61** | **5.5%** |
| 4 p.m. | 27 | 4.9% | 33 | 6.8% | 5 | 6.5% | **65** | **5.9%** |
| 5 p.m. | 30 | 5.5% | 31 | 6.4% | 4 | 5.2% | **65** | **5.9%** |
| 6 p.m. | 23 | 4.2% | 27 | 5.6% | 1 | 1.3% | **51** | **4.6%** |
| 7 p.m. | 31 | 5.7% | 35 | 7.2% | 7 | 9.1% | **73** | **6.6%** |
| 8 p.m. | 27 | 4.9% | 23 | 4.7% | 2 | 2.6% | **52** | **4.7%** |
| 9 p.m. | 28 | 5.1% | 22 | 4.5% | 3 | 3.9% | **53** | **4.8%** |
| 10 p.m. | 32 | 5.8% | 21 | 4.3% | 1 | 1.3% | **54** | **4.9%** |
| 11 p.m. | 23 | 4.2% | 13 | 2.7% | 2 | 2.6% | **38** | **3.4%** |
| **Total** | **548** | **100.0%** | **486** | **100.0%** | **77** | **100.0%** | **1,111** | **100.0%** |

- Drug-related driver total crashes were highest during the hours of 2:00-7:59 p.m.

# Crash Conditions

## Percent of Total Crashes with a Drug-Related Driver by Hour (Utah 2016)

| Drug-Related Driver Crashes | | | |
|---|---|---|---|
| | Total Crashes | | |
| | All | Drug | |
| Hour | # | # | % |
| Midnight | 993 | 44 | 4.4% |
| 1 a.m. | 660 | 41 | 6.2% |
| 2 a.m. | 510 | 25 | 4.9% |
| 3 a.m. | 456 | 30 | 6.6% |
| 4 a.m. | 474 | 27 | 5.7% |
| 5 a.m. | 829 | 34 | 4.1% |
| 6 a.m. | 1,639 | 34 | 2.1% |
| 7 a.m. | 3,169 | 42 | 1.3% |
| 8 a.m. | 3,576 | 49 | 1.4% |
| 9 a.m. | 2,671 | 37 | 1.4% |
| 10 a.m. | 2,379 | 42 | 1.8% |
| 11 a.m. | 2,843 | 37 | 1.3% |
| Noon | 3,347 | 52 | 1.6% |
| 1 p.m. | 3,504 | 39 | 1.1% |
| 2 p.m. | 3,977 | 66 | 1.7% |
| 3 p.m. | 4,790 | 61 | 1.3% |
| 4 p.m. | 5,252 | 65 | 1.2% |
| 5 p.m. | 6,365 | 65 | 1.0% |
| 6 p.m. | 4,761 | 51 | 1.1% |
| 7 p.m. | 3,072 | 73 | 2.4% |
| 8 p.m. | 2,220 | 52 | 2.3% |
| 9 p.m. | 2,140 | 53 | 2.5% |
| 10 p.m. | 1,657 | 54 | 3.3% |
| 11 p.m. | 1,187 | 38 | 3.2% |
| **Total** | **62,471** | **1,111** | **1.8%** |




- While 1.8% of total crashes were drug-related, 4.3% of the crashes occurring during the hours of 10:00 p.m.-5:59 a.m. were drug-related.

## Persons in Drug-Related Driver Crashes (Utah 2016)

| Persons Involved (Drug-Related Driver Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Person | Non-Injured | | Injured | | Killed | | Total | |
| Type | # | % | # | % | # | % | # | % |
| Driver | 1,119 | 74.4% | 566 | 75.2% | 62 | 75.6% | **1,747** | **74.7%** |
| Passenger | 386 | 25.6% | 175 | 23.2% | 14 | 17.1% | **575** | **24.6%** |
| Pedestrian | 0 | 0.0% | 10 | 1.3% | 5 | 6.1% | **15** | **0.6%** |
| Bicyclist | 0 | 0.0% | 2 | 0.3% | 1 | 1.2% | **3** | **0.1%** |
| **Total** | **1,505** | **100.0%** | **753** | **100.0%** | **82** | **100.0%** | **2,340** | **100.0%** |

- Of the 2,340 people in drug-related driver crashes, 75% were drivers, 25% were passengers, and 1% were non-motorists.

# Crash Conditions

## Drug-Related Driver Crashes by Month (Utah 2016)

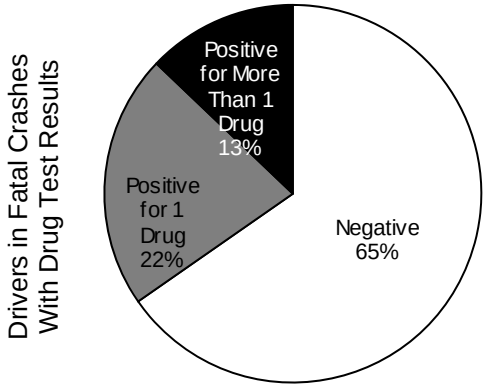
| Drug-Related Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 39 | 1.3 | 33 | 1.1 | 2 | 0.06 | **74** | **2.4** |
| February | 36 | 1.2 | 47 | 1.6 | 0 | 0.00 | **83** | **2.9** |
| March | 46 | 1.5 | 43 | 1.4 | 4 | 0.13 | **93** | **3.0** |
| April | 52 | 1.7 | 35 | 1.2 | 7 | 0.23 | **94** | **3.1** |
| May | 42 | 1.4 | 38 | 1.2 | 10 | 0.32 | **90** | **2.9** |
| June | 42 | 1.4 | 53 | 1.8 | 14 | 0.47 | **109** | **3.6** |
| July | 50 | 1.6 | 44 | 1.4 | 8 | 0.26 | **102** | **3.3** |
| August | 47 | 1.5 | 52 | 1.7 | 5 | 0.16 | **104** | **3.4** |
| September | 48 | 1.6 | 45 | 1.5 | 8 | 0.27 | **101** | **3.4** |
| October | 48 | 1.5 | 35 | 1.1 | 10 | 0.32 | **93** | **3.0** |
| November | 55 | 1.8 | 31 | 1.0 | 6 | 0.20 | **92** | **3.1** |
| December | 43 | 1.4 | 30 | 1.0 | 3 | 0.10 | **76** | **2.5** |
| **Total** | **548** | **1.5** | **486** | **1.3** | **77** | **0.21** | **1,111** | **3.0** |

- Overall, the highest rates per day of drug-related driver crashes were in June (3.6), August (3.4), and September (3.4) with the lowest rates per day in January (2.4) and December (2.5).
- The highest rates per day of fatal drug positive driver crashes occurred in June, May, and October.


# Drivers

## Drivers in Fatal Crashes by Drug Test (Utah 2016)

| All Drivers in Fatal Crashes | | | |
|---|---|---|---|
| | Drivers | | |
| Drug Test Results | # | % | % of tested |
| Negative | 147 | 36.6% | 65.3% |
| Positive For 1 Drug | 49 | 12.2% | 21.8% |
| Positive For More Than 1 Drug | 29 | 7.2% | 12.9% |
| Not Tested/Unknown | 177 | 44.0% | |
| **Total** | **402** | **100.0%** | **100.0%** |

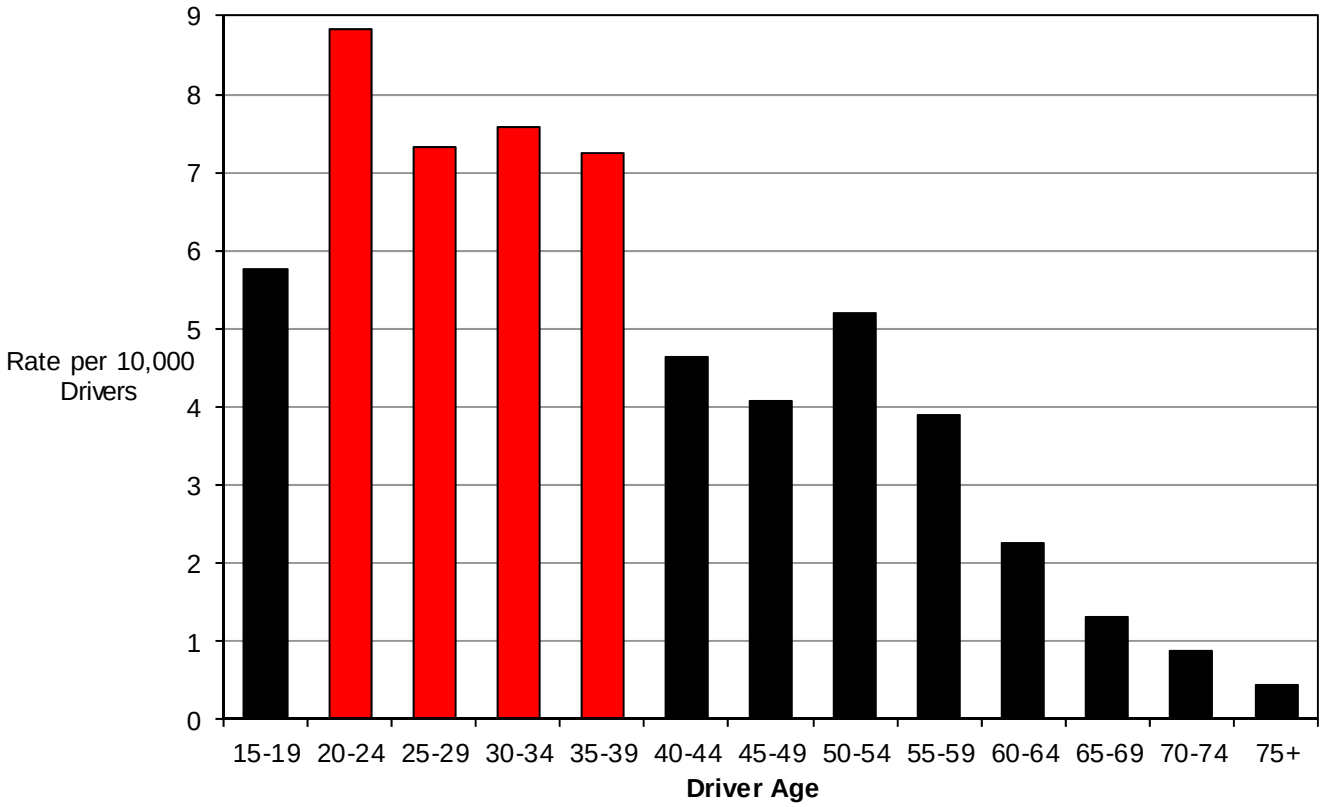



- Of the 225 drivers in fatal crashes who were tested for drugs, 147 (65%) tested negative, 49 (22%) tested positive for one drug, and 29 (13%) tested positive for more than one drug.

# Drivers

## Age of Drug-Related Drivers in Crashes (Utah 2016)

| 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 | 0 | 0.0% | n/a | 0 | 0.0% | n/a | 0 | 0.0% | n/a | **0** | **0.0%** | **n/a** |
| 15-19 | 52 | 9.5% | 2.8 | 49 | 10.1% | 2.7 | 5 | 6.4% | 0.27 | **106** | **9.5%** | **5.8** |
| 20-24 | 92 | 16.7% | 4.3 | 86 | 17.7% | 4.0 | 13 | 16.7% | 0.60 | **191** | **17.1%** | **8.8** |
| 25-29 | 79 | 14.4% | 3.7 | 71 | 14.6% | 3.3 | 8 | 10.3% | 0.37 | **158** | **14.2%** | **7.3** |
| 30-34 | 71 | 12.9% | 3.5 | 77 | 15.8% | 3.8 | 7 | 9.0% | 0.34 | **155** | **13.9%** | **7.6** |
| 35-39 | 79 | 14.4% | 3.7 | 65 | 13.3% | 3.1 | 9 | 11.5% | 0.43 | **153** | **13.7%** | **7.2** |
| 40-44 | 43 | 7.8% | 2.4 | 34 | 7.0% | 1.9 | 7 | 9.0% | 0.39 | **84** | **7.5%** | **4.6** |
| 45-49 | 29 | 5.3% | 1.9 | 29 | 6.0% | 1.9 | 5 | 6.4% | 0.32 | **63** | **5.7%** | **4.1** |
| 50-54 | 39 | 7.1% | 2.8 | 28 | 5.7% | 2.0 | 5 | 6.4% | 0.36 | **72** | **6.5%** | **5.2** |
| 55-59 | 28 | 5.1% | 1.9 | 23 | 4.7% | 1.6 | 5 | 6.4% | 0.35 | **56** | **5.0%** | **3.9** |
| 60-64 | 16 | 2.9% | 1.2 | 11 | 2.3% | 0.8 | 3 | 3.8% | 0.23 | **30** | **2.7%** | **2.3** |
| 65-69 | 7 | 1.3% | 0.6 | 4 | 0.8% | 0.4 | 3 | 3.8% | 0.28 | **14** | **1.3%** | **1.3** |
| 70-74 | 1 | 0.2% | 0.1 | 3 | 0.6% | 0.4 | 3 | 3.8% | 0.38 | **7** | **0.6%** | **0.9** |
| 75+ | 0 | 0.0% | 0.0 | 1 | 0.2% | 0.1 | 4 | 5.1% | 0.35 | **5** | **0.4%** | **0.4** |
| Unknown | 14 | 2.5% | n/a | 6 | 1.2% | n/a | 1 | 1.3% | n/a | **21** | **1.9%** | **n/a** |
| **Total** | **550** | **100.0%** | **2.6** | **487** | **100.0%** | **2.3** | **78** | **100.0%** | **0.37** | **1,115** | **100.0%** | **5.4** |




- Drivers aged 20-39 years had the highest rate of total drug-related driver crashes.
- Drivers aged 20-24 and 35-39 years had the highest rates of drug positive driver fatal crashes.

# Drivers

## Gender of Drug-Related Drivers in Crashes (Utah 2016)

| Drug-Related Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 368 | 66.9% | 322 | 66.1% | 56 | 71.8% | **746** | **66.9%** |
| Female | 170 | 30.9% | 158 | 32.4% | 22 | 28.2% | **350** | **31.4%** |
| Unknown | 12 | 2.2% | 7 | 1.4% | 0 | 0.0% | **19** | **1.7%** |
| **Total** | **550** | **100.0%** | **487** | **100.0%** | **78** | **100.0%** | **1,115** | **100.0%** |

- Male drivers were much more likely to be a drug-related driver in a crash. Male drivers represented 67% of the drug-related drivers in total crashes and 72% of the drug positive drivers in fatal crashes.

## Drug Positive Drivers in Fatal Crashes by Test Results (Utah 2016)

| Drug Positive Driver Test Results in Fatal Crashes | | |
|---|---|---|
| | Drivers | |
| Drug Type | # | % |
| Depressant | 31 | 25.8% |
| Narcotic | 28 | 23.3% |
| Cannabinoid | 26 | 21.7% |
| Stimulant | 22 | 18.3% |
| Hallucinogen | 2 | 1.7% |
| Other Drug | 9 | 7.5% |
| Unknown Type | 2 | 1.7% |
| **Total** | **120** | **100.0%** |

- These two tables show the same information. One table is by drug category and the other is by specific drugs.
- The totals are by test results and not by driver as a driver may be positive for more than one drug.
- Depressants (alprazolam, lorazepam), Narcotics (heroin, oxycodone), and Cannabinoids (marijuana/THC) were the most common drug types.
- Most of the drugs in the “other drug” category were positive test results for diphenhydramine.

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

| Drug Positive Driver Test Results in Fatal Crashes | | | |
|---|---|---|---|
| | Drug | Drivers | |
| Drug Type | Category | # | % |
| Marijuana/THC | Cannabinoid | 26 | 21.7% |
| Methamphetamine | Stimulant | 14 | 11.7% |
| Depressants, Type Unknown | Depressant | 13 | 10.8% |
| Narcotics, Type Unknown | Narcotic | 10 | 8.3% |
| Amphetamine | Stimulant | 6 | 5.0% |
| Heroin | Narcotic | 5 | 4.2% |
| Alprazolam | Depressant | 4 | 3.3% |
| Hydrocodone | Narcotic | 4 | 3.3% |
| Oxycodone | Narcotic | 4 | 3.3% |
| Lorazepam | Depressant | 3 | 2.5% |
| Butalbital | Depressant | 2 | 1.7% |
| Clonazepam | Depressant | 2 | 1.7% |
| Diazepam | Depressant | 2 | 1.7% |
| Fentanyl | Narcotic | 2 | 1.7% |
| Ketamine | Hallucinogen | 2 | 1.7% |
| Zolpidem | Depressant | 2 | 1.7% |
| Benzodiazepenes | Depressant | 1 | 0.8% |
| Benzoylecgonine | Stimulant | 1 | 0.8% |
| Cocaine | Stimulant | 1 | 0.8% |
| Meperidine | Narcotic | 1 | 0.8% |
| Meprobamate | Depressant | 1 | 0.8% |
| Methadone | Narcotic | 1 | 0.8% |
| Oxazepam | Depressant | 1 | 0.8% |
| Oxymorphone | Narcotic | 1 | 0.8% |
| Other Drug | Other | 9 | 7.5% |
| Unknown Type | Unknown | 2 | 1.7% |
| **Total** | | **120** | **100.0%** |

# Distraction

DISTRACTION.GOV

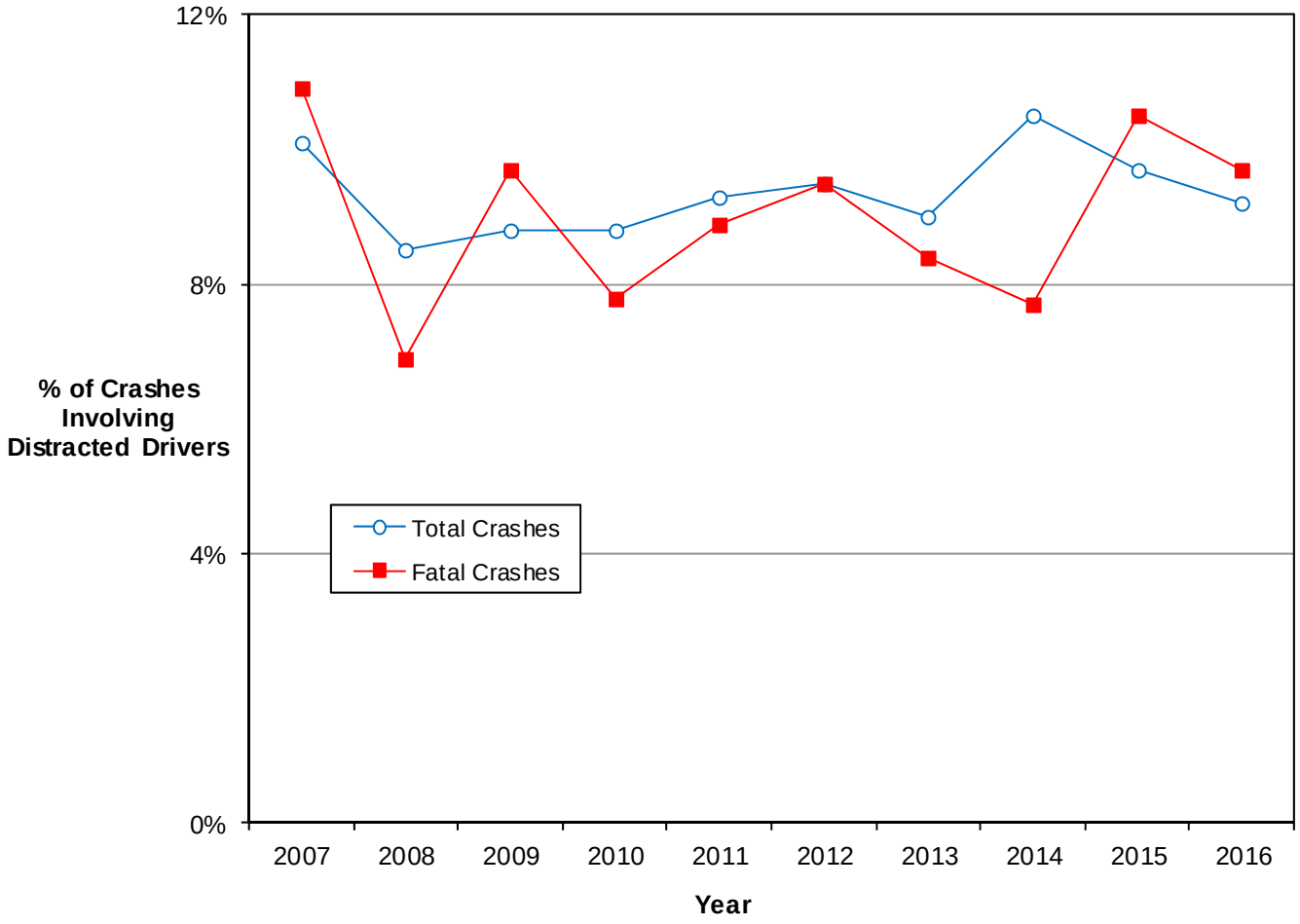
2016

## Section 6: Distraction

# Trends

## Distracted Driver Crashes (Utah 2007-2016)

| Distracted Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Distracted Driver | | All | Distracted Driver | | All | Distracted Driver | | All | Distracted Driver | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 3,518 | 8.1% | 18,747 | 2,205 | 11.8% | 259 | 25 | 9.7% | **62,471** | **5,748** | **9.2%** |
| **Total** | **384,214** | **31,603** | **8.2%** | **166,873** | **20,065** | **12.0%** | **2,303** | **203** | **8.8%** | **553,390** | **51,871** | **9.4%** |

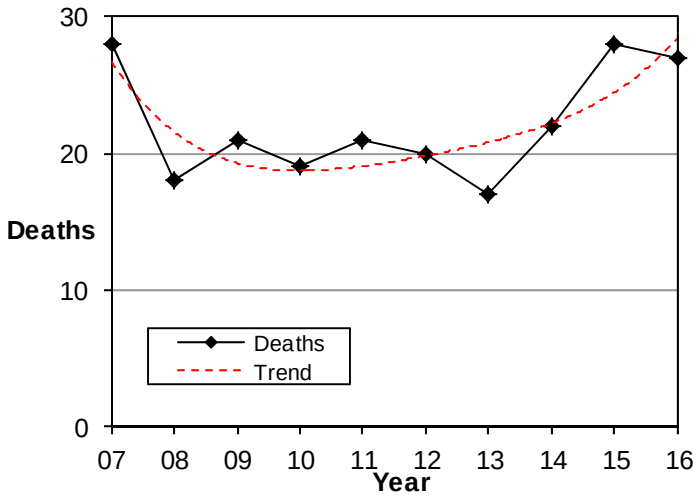



- The 10-year trend shows that 9.4% of all crashes in Utah involved a distracted driver.
- Fatal distracted driver crashes have fluctuated around the 10-year average of 8.8% of fatal crashes.
- While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

# Trends

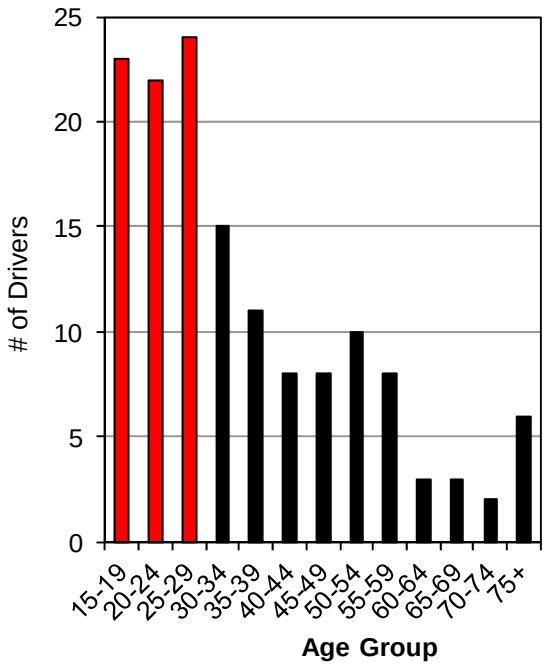
## Fatal Crashes Involving Distracted Drivers (Utah 2007-2016)

| Distracted Driver Crashes | | | | | | |
|---|---|---|---|---|---|---|
| | Deaths | | | Fatal Crashes | | |
| | All | Distracted | | All | Distracted | |
| Year | # | # | % | # | # | % |
| 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% |
| 2016 | 281 | 27 | 9.6% | 259 | 25 | 9.7% |
| **Total** | **2,567** | **221** | **8.6%** | **2,304** | **203** | **8.8%** |




- Over the past 10 years, the percentage of deaths and fatal crashes involving distracted drivers has fluctuated around 9% of all deaths and fatal crashes.
- On average, 22 people die a year in Utah from distracted driver crashes.

## Distracted Drivers in Fatal Crashes by Age (Utah 2010-2016)




| Distracted Drivers in Fatal Crashes | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | Total | |
| Age | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| <15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| 15-19 | 6 | 3 | 3 | 2 | 2 | 2 | 5 | **23** | **16.1%** |
| 20-24 | 3 | 3 | 0 | 0 | 5 | 6 | 5 | **22** | **15.4%** |
| 25-29 | 2 | 5 | 5 | 1 | 3 | 4 | 4 | **24** | **16.8%** |
| 30-34 | 1 | 3 | 3 | 1 | 1 | 4 | 2 | **15** | **10.5%** |
| 35-39 | 0 | 1 | 3 | 3 | 1 | 0 | 3 | **11** | **7.7%** |
| 40-44 | 0 | 1 | 2 | 0 | 1 | 4 | 0 | **8** | **5.6%** |
| 45-49 | 1 | 0 | 1 | 1 | 1 | 3 | 1 | **8** | **5.6%** |
| 50-54 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | **10** | **7.0%** |
| 55-59 | 0 | 2 | 1 | 3 | 1 | 0 | 1 | **8** | **5.6%** |
| 60-64 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | **3** | **2.1%** |
| 65-69 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | **3** | **2.1%** |
| 70-74 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **2** | **1.4%** |
| 75+ | 0 | 0 | 0 | 1 | 1 | 2 | 2 | **6** | **4.2%** |
| **Total** | **17** | **20** | **19** | **17** | **17** | **27** | **26** | **143** | **100.0%** |

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

# Crash Conditions

## Distracted Driver Crashes by County (Utah 2016)

| Distracted Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| | All | Distraction | | All | Distraction | | All | Distraction | | All | Distraction | |
| County | # | # | % | # | # | % | # | # | % | # | # | % |
| Cache | 1,557 | 178 | 11.4% | 496 | 73 | 14.7% | 11 | 0 | 0.0% | **2,064** | **251** | **12.2%** |
| Utah | 6,376 | 603 | 9.5% | 2,960 | 411 | 13.9% | 29 | 3 | 10.3% | **9,365** | **1,017** | **10.9%** |
| Weber | 2,836 | 271 | 9.6% | 1,560 | 185 | 11.9% | 17 | 3 | 17.6% | **4,413** | **459** | **10.4%** |
| Grand | 153 | 17 | 11.1% | 65 | 6 | 9.2% | 4 | 0 | 0.0% | **222** | **23** | **10.4%** |
| Tooele | 749 | 72 | 9.6% | 340 | 41 | 12.1% | 18 | 1 | 5.6% | **1,107** | **114** | **10.3%** |
| Duchesne | 234 | 17 | 7.3% | 67 | 14 | 20.9% | 1 | 0 | 0.0% | **302** | **31** | **10.3%** |
| Davis | 3,972 | 358 | 9.0% | 1,780 | 198 | 11.1% | 24 | 5 | 20.8% | **5,776** | **561** | **9.7%** |
| Wayne | 40 | 3 | 7.5% | 24 | 3 | 12.5% | 0 | 0 | n/a | **64** | **6** | **9.4%** |
| Salt Lake | 19,674 | 1,552 | 7.9% | 8,546 | 975 | 11.4% | 67 | 8 | 11.9% | **28,287** | **2,535** | **9.0%** |
| Iron | 698 | 53 | 7.6% | 249 | 32 | 12.9% | 4 | 0 | 0.0% | **951** | **85** | **8.9%** |
| Washington | 1,845 | 141 | 7.6% | 847 | 98 | 11.6% | 14 | 0 | 0.0% | **2,706** | **239** | **8.8%** |
| Sevier | 274 | 15 | 5.5% | 110 | 15 | 13.6% | 6 | 1 | 16.7% | **390** | **31** | **7.9%** |
| Beaver | 175 | 6 | 3.4% | 76 | 13 | 17.1% | 0 | 0 | n/a | **251** | **19** | **7.6%** |
| Sanpete | 265 | 18 | 6.8% | 95 | 9 | 9.5% | 4 | 0 | 0.0% | **364** | **27** | **7.4%** |
| Daggett | 13 | 0 | 0.0% | 0 | 0 | n/a | 1 | 1 | 100.0% | **14** | **1** | **7.1%** |
| Box Elder | 972 | 53 | 5.5% | 378 | 38 | 10.1% | 9 | 2 | 22.2% | **1,359** | **93** | **6.8%** |
| Emery | 170 | 9 | 5.3% | 79 | 6 | 7.6% | 7 | 1 | 14.3% | **256** | **16** | **6.3%** |
| Rich | 58 | 3 | 5.2% | 23 | 2 | 8.7% | 0 | 0 | n/a | **81** | **5** | **6.2%** |
| Summit | 898 | 44 | 4.9% | 291 | 28 | 9.6% | 4 | 0 | 0.0% | **1,193** | **72** | **6.0%** |
| Uintah | 397 | 23 | 5.8% | 100 | 7 | 7.0% | 2 | 0 | 0.0% | **499** | **30** | **6.0%** |
| Millard | 301 | 12 | 4.0% | 128 | 13 | 10.2% | 5 | 0 | 0.0% | **434** | **25** | **5.8%** |
| Carbon | 292 | 14 | 4.8% | 90 | 8 | 8.9% | 3 | 0 | 0.0% | **385** | **22** | **5.7%** |
| Wasatch | 554 | 29 | 5.2% | 165 | 8 | 4.8% | 7 | 0 | 0.0% | **726** | **37** | **5.1%** |
| Morgan | 131 | 5 | 3.8% | 34 | 3 | 8.8% | 1 | 0 | 0.0% | **166** | **8** | **4.8%** |
| Garfield | 165 | 4 | 2.4% | 60 | 7 | 11.7% | 5 | 0 | 0.0% | **230** | **11** | **4.8%** |
| Juab | 262 | 7 | 2.7% | 86 | 6 | 7.0% | 5 | 0 | 0.0% | **353** | **13** | **3.7%** |
| San Juan | 220 | 6 | 2.7% | 38 | 3 | 7.9% | 8 | 0 | 0.0% | **266** | **9** | **3.4%** |
| Kane | 156 | 4 | 2.6% | 50 | 3 | 6.0% | 2 | 0 | 0.0% | **208** | **7** | **3.4%** |
| Piute | 28 | 1 | 3.6% | 10 | 0 | 0.0% | 1 | 0 | 0.0% | **39** | **1** | **2.6%** |
| **Statewide** | **43,465** | **3,518** | **8.1%** | **18,747** | **2,205** | **11.8%** | **259** | **25** | **9.7%** | **62,471** | **5,748** | **9.2%** |

- Overall, Cache (12.2%), Utah (10.9%), and Weber (10.4%) counties had the highest percentages of crashes involving a distracted driver.
- Overall, Piute (2.6%), Kane (3.4%), and San Juan (3.4%) counties had the lowest percentages of crashes involving a distracted driver.
- Salt Lake County had the most distracted driver crashes accounting for 44.1% of the distracted driver crashes in the state.
- Statewide, distracted driver crashes represented 9.2% of all crashes and 9.7% of all fatal crashes.

# Crash Conditions

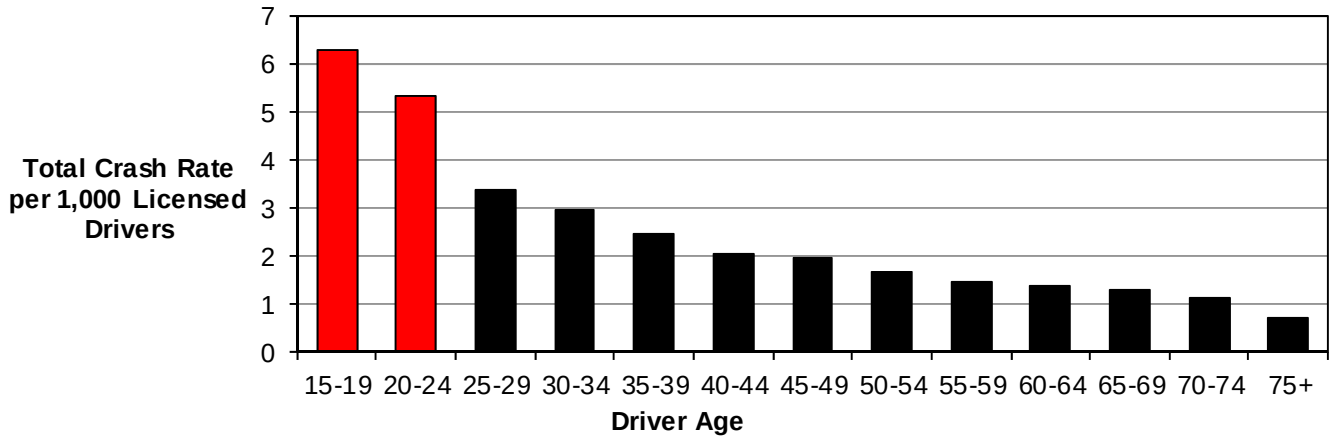
## Gender of Distracted Drivers in Crashes (Utah 2016)

| Distracted Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 2,025 | 56.8% | 1,196 | 53.8% | 15 | 57.7% | **3,236** | **55.6%** |
| Female | 1,520 | 42.6% | 1,021 | 45.9% | 11 | 42.3% | **2,552** | **43.9%** |
| Unknown | 21 | 0.6% | 8 | 0.4% | 0 | 0.0% | **29** | **0.5%** |
| **Total** | **3,566** | **100.0%** | **2,225** | **100.0%** | **26** | **100.0%** | **5,817** | **100.0%** |

- The majority of distracted drivers in all motor vehicle crashes (55.6%) and fatal crashes (57.7%) were male.

## Age of Distracted Drivers in Crashes (Utah 2016)

| 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 | 2 | 0.1% | n/a | 5 | 0.2% | n/a | 0 | 0.0% | n/a | **7** | **0.1%** | **n/a** |
| 15-19 | 727 | 20.4% | 3.96 | 423 | 19.0% | 2.30 | 5 | 19.2% | 0.027 | **1,155** | **19.9%** | **6.29** |
| 20-24 | 730 | 20.5% | 3.38 | 420 | 18.9% | 1.94 | 5 | 19.2% | 0.023 | **1,155** | **19.9%** | **5.35** |
| 25-29 | 435 | 12.2% | 2.01 | 291 | 13.1% | 1.35 | 4 | 15.4% | 0.019 | **730** | **12.5%** | **3.38** |
| 30-34 | 347 | 9.7% | 1.69 | 254 | 11.4% | 1.24 | 2 | 7.7% | 0.010 | **603** | **10.4%** | **2.94** |
| 35-39 | 297 | 8.3% | 1.41 | 214 | 9.6% | 1.01 | 3 | 11.5% | 0.014 | **514** | **8.8%** | **2.43** |
| 40-44 | 230 | 6.4% | 1.27 | 138 | 6.2% | 0.76 | 0 | 0.0% | 0.000 | **368** | **6.3%** | **2.03** |
| 45-49 | 183 | 5.1% | 1.18 | 116 | 5.2% | 0.75 | 1 | 3.8% | 0.006 | **300** | **5.2%** | **1.94** |
| 50-54 | 155 | 4.3% | 1.12 | 74 | 3.3% | 0.53 | 1 | 3.8% | 0.007 | **230** | **4.0%** | **1.66** |
| 55-59 | 113 | 3.2% | 0.78 | 96 | 4.3% | 0.67 | 1 | 3.8% | 0.007 | **210** | **3.6%** | **1.46** |
| 60-64 | 122 | 3.4% | 0.92 | 57 | 2.6% | 0.43 | 1 | 3.8% | 0.008 | **180** | **3.1%** | **1.36** |
| 65-69 | 81 | 2.3% | 0.75 | 54 | 2.4% | 0.50 | 1 | 3.8% | 0.009 | **136** | **2.3%** | **1.26** |
| 70-74 | 54 | 1.5% | 0.68 | 35 | 1.6% | 0.44 | 0 | 0.0% | 0.000 | **89** | **1.5%** | **1.11** |
| 75+ | 46 | 1.3% | 0.41 | 28 | 1.3% | 0.25 | 2 | 7.7% | 0.018 | **76** | **1.3%** | **0.67** |
| Unknown | 44 | 1.2% | n/a | 20 | 0.9% | n/a | 0 | 0.0% | n/a | **64** | **1.1%** | **n/a** |
| **Total** | **3,566** | **100.0%** | **1.71** | **2,225** | **100.0%** | **1.07** | **26** | **100.0%** | **0.012** | **5,817** | **100.0%** | **2.79** |




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

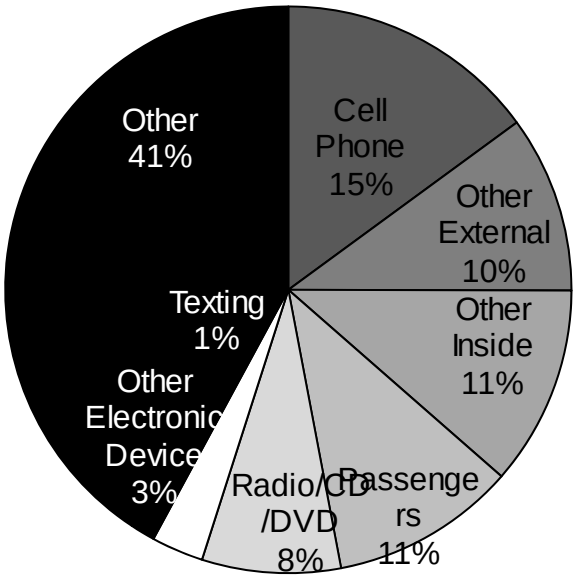
# Crash Conditions

## Driver Distraction (Utah 2016)

| Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Driver Distraction | # | % | # | % | # | % | # | % |
| None | 32,006 | 73.6% | 12,739 | 68.0% | 108 | 41.7% | **44,853** | **71.8%** |
| Cell Phone | 493 | 1.1% | 364 | 1.9% | 2 | 0.8% | **859** | **1.4%** |
| Other Inside | 380 | 0.9% | 268 | 1.4% | 7 | 2.7% | **655** | **1.0%** |
| Passengers | 354 | 0.8% | 251 | 1.3% | 3 | 1.2% | **608** | **1.0%** |
| Other External | 368 | 0.8% | 209 | 1.1% | 3 | 1.2% | **580** | **0.9%** |
| Radio/CD/DVD etc. | 278 | 0.6% | 177 | 0.9% | 0 | 0.0% | **455** | **0.7%** |
| Other Electronic Device | 122 | 0.3% | 49 | 0.3% | 0 | 0.0% | **171** | **0.3%** |
| Texting | 46 | 0.1% | 35 | 0.2% | 0 | 0.0% | **81** | **0.1%** |
| TV/Monitor | 1 | 0.0% | 0 | 0.0% | 0 | 0.0% | **1** | **0.0%** |
| Other | 1,476 | 3.4% | 852 | 4.5% | 10 | 3.9% | **2,338** | **3.7%** |
| Unknown | 7,941 | 18.3% | 3,803 | 20.3% | 126 | 48.6% | **11,870** | **19.0%** |
| **Total** | **43,465** | **100.0%** | **18,747** | **100.0%** | **259** | **100.0%** | **62,471** | **100.0%** |

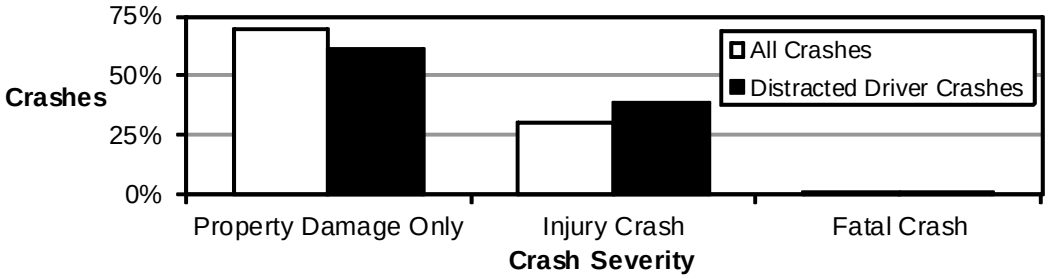
| Distracted Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Driver Distraction | # | % | # | % | # | % | # | % |
| Other | 1,476 | 42.0% | 852 | 38.6% | 10 | 40.0% | **2,338** | **40.7%** |
| Cell Phone | 493 | 14.0% | 364 | 16.5% | 2 | 8.0% | **859** | **14.9%** |
| Other Inside | 380 | 10.8% | 268 | 12.2% | 7 | 28.0% | **655** | **11.4%** |
| Passengers | 354 | 10.1% | 251 | 11.4% | 3 | 12.0% | **608** | **10.6%** |
| Other External | 368 | 10.5% | 209 | 9.5% | 3 | 12.0% | **580** | **10.1%** |
| Radio/CD/DVD etc. | 278 | 7.9% | 177 | 8.0% | 0 | 0.0% | **455** | **7.9%** |
| Other Electronic Device | 122 | 3.5% | 49 | 2.2% | 0 | 0.0% | **171** | **3.0%** |
| Texting | 46 | 1.3% | 35 | 1.6% | 0 | 0.0% | **81** | **1.4%** |
| TV/Monitor | 1 | 0.0% | 0 | 0.0% | 0 | 0.0% | **1** | **0.0%** |
| **Total** | **3,518** | **100.0%** | **2,205** | **100.0%** | **25** | **100.0%** | **5,748** | **100.0%** |

- The bottom chart only contains distracted driver crashes, i.e.it is the same as the top except none and unknown are removed.
- For all crashes where driver distraction was known, 11.4% of crashes involved a distracted driver.
- Cell phone was the leading driver distraction (14.9% of distractions).
- Over one-third (40.7%) of distractions listed were “other.”
- Driving demands the full attention of the driver.



# Crash Conditions

## Distracted Driver Crash Severity (Utah 2016)




- Distracted driver crashes were more likely to result in injury compared to all motor vehicle crashes (38.4% to 30.0%).

## Distracted Driver Crashes by Month (Utah 2016)

| Distracted Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 251 | 8.1 | 151 | 4.9 | 2 | 0.06 | **404** | **13.0** |
| February | 252 | 8.7 | 157 | 5.4 | 4 | 0.14 | **413** | **14.2** |
| March | 282 | 9.1 | 164 | 5.3 | 3 | 0.10 | **449** | **14.5** |
| April | 285 | 9.5 | 195 | 6.5 | 3 | 0.10 | **483** | **16.1** |
| May | 308 | 9.9 | 194 | 6.3 | 1 | 0.03 | **503** | **16.2** |
| June | 320 | 10.7 | 193 | 6.4 | 6 | 0.20 | **519** | **17.3** |
| July | 265 | 8.5 | 186 | 6.0 | 1 | 0.03 | **452** | **14.6** |
| August | 315 | 10.2 | 211 | 6.8 | 0 | 0.00 | **526** | **17.0** |
| September | 377 | 12.6 | 196 | 6.5 | 1 | 0.03 | **574** | **19.1** |
| October | 293 | 9.5 | 213 | 6.9 | 2 | 0.06 | **508** | **16.4** |
| November | 298 | 9.9 | 169 | 5.6 | 1 | 0.03 | **468** | **15.6** |
| December | 272 | 8.8 | 176 | 5.7 | 1 | 0.03 | **449** | **14.5** |
| **Total** | **3,518** | **9.6** | **2,205** | **6.0** | **25** | **0.07** | **5,748** | **15.7** |

- Overall, September (19.1) and June (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 (0.20).

## Distracted Driver Crashes by Day of Week (Utah 2016)

| Distracted Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 263 | 7.5% | 171 | 7.8% | 5 | 20.0% | **439** | **7.6%** |
| Monday | 561 | 15.9% | 395 | 17.9% | 5 | 20.0% | **961** | **16.7%** |
| Tuesday | 595 | 16.9% | 339 | 15.4% | 2 | 8.0% | **936** | **16.3%** |
| Wednesday | 562 | 16.0% | 339 | 15.4% | 3 | 12.0% | **904** | **15.7%** |
| Thursday | 535 | 15.2% | 333 | 15.1% | 4 | 16.0% | **872** | **15.2%** |
| Friday | 565 | 16.1% | 358 | 16.2% | 3 | 12.0% | **926** | **16.1%** |
| Saturday | 437 | 12.4% | 270 | 12.2% | 3 | 12.0% | **710** | **12.4%** |
| **Total** | **3,518** | **100.0%** | **2,205** | **100.0%** | **25** | **100.0%** | **5,748** | **100.0%** |

- Overall, the highest percentage of distracted driver crashes occurred on Monday (16.7%).
- The highest percentage of fatal distracted driver crashes occurred on Sunday and Monday (20.0%).

# Crash Conditions

## Distracted Driver Crashes by Hour (Utah 2016)

| Distracted Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 45 | 1.3% | 27 | 1.2% | 1 | 4.0% | **73** | **1.3%** |
| 1 a.m. | 28 | 0.8% | 28 | 1.3% | 0 | 0.0% | **56** | **1.0%** |
| 2 a.m. | 18 | 0.5% | 11 | 0.5% | 0 | 0.0% | **29** | **0.5%** |
| 3 a.m. | 19 | 0.5% | 13 | 0.6% | 2 | 8.0% | **34** | **0.6%** |
| 4 a.m. | 18 | 0.5% | 11 | 0.5% | 0 | 0.0% | **29** | **0.5%** |
| 5 a.m. | 32 | 0.9% | 15 | 0.7% | 2 | 8.0% | **49** | **0.9%** |
| 6 a.m. | 41 | 1.2% | 41 | 1.9% | 1 | 4.0% | **83** | **1.4%** |
| 7 a.m. | 143 | 4.1% | 80 | 3.6% | 1 | 4.0% | **224** | **3.9%** |
| 8 a.m. | 206 | 5.9% | 141 | 6.4% | 0 | 0.0% | **347** | **6.0%** |
| 9 a.m. | 184 | 5.2% | 104 | 4.7% | 0 | 0.0% | **288** | **5.0%** |
| 10 a.m. | 141 | 4.0% | 81 | 3.7% | 1 | 4.0% | **223** | **3.9%** |
| 11 a.m. | 173 | 4.9% | 115 | 5.2% | 1 | 4.0% | **289** | **5.0%** |
| Noon | 210 | 6.0% | 138 | 6.3% | 2 | 8.0% | **350** | **6.1%** |
| 1 p.m. | 194 | 5.5% | 142 | 6.4% | 2 | 8.0% | **338** | **5.9%** |
| 2 p.m. | 237 | 6.7% | 150 | 6.8% | 3 | 12.0% | **390** | **6.8%** |
| 3 p.m. | 294 | 8.4% | 171 | 7.8% | 1 | 4.0% | **466** | **8.1%** |
| 4 p.m. | 359 | 10.2% | 215 | 9.8% | 2 | 8.0% | **576** | **10.0%** |
| 5 p.m. | 412 | 11.7% | 235 | 10.7% | 1 | 4.0% | **648** | **11.3%** |
| 6 p.m. | 294 | 8.4% | 171 | 7.8% | 1 | 4.0% | **466** | **8.1%** |
| 7 p.m. | 153 | 4.3% | 100 | 4.5% | 1 | 4.0% | **254** | **4.4%** |
| 8 p.m. | 106 | 3.0% | 67 | 3.0% | 0 | 0.0% | **173** | **3.0%** |
| 9 p.m. | 87 | 2.5% | 61 | 2.8% | 1 | 4.0% | **149** | **2.6%** |
| 10 p.m. | 76 | 2.2% | 54 | 2.4% | 2 | 8.0% | **132** | **2.3%** |
| 11 p.m. | 48 | 1.4% | 34 | 1.5% | 0 | 0.0% | **82** | **1.4%** |
| **Total** | **3,518** | **100.0%** | **2,205** | **100.0%** | **25** | **100.0%** | **5,748** | **100.0%** |

- Distracted driver total crashes were highest from 3:00 p.m. to 6:59 p.m.

## Distracted Driver Crashes by Manner of Collision (Utah 2016)

| Distracted Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Collision Description | # | % | # | % | # | % | # | % |
| Rear End (front-to-rear) | 1,915 | 54.4% | 1,204 | 54.6% | 4 | 16.0% | **3,123** | **54.3%** |
| Single Vehicle | 597 | 17.0% | 450 | 20.4% | 14 | 56.0% | **1,061** | **18.5%** |
| Angle | 446 | 12.7% | 322 | 14.6% | 4 | 16.0% | **772** | **13.4%** |
| Parked Vehicle | 232 | 6.6% | 86 | 3.9% | 0 | 0.0% | **318** | **5.5%** |
| Sideswipe | 245 | 7.0% | 62 | 2.8% | 3 | 12.0% | **310** | **5.4%** |
| Head On (front-to-front) | 45 | 1.3% | 60 | 2.7% | 0 | 0.0% | **105** | **1.8%** |
| Rear to Side/Rear | 11 | 0.3% | 0 | 0.0% | 0 | 0.0% | **11** | **0.2%** |
| Other | 15 | 0.4% | 13 | 0.6% | 0 | 0.0% | **28** | **0.5%** |
| Unknown | 12 | 0.3% | 8 | 0.4% | 0 | 0.0% | **20** | **0.3%** |
| **Total** | **3,518** | **100.0%** | **2,205** | **100.0%** | **25** | **100.0%** | **5,748** | **100.0%** |

- Over half of distracted driver crashes were rear end collisions. In comparison, 32% of all crashes were rear end collisions. Distracted driver crashes were 2.8 times more likely to be rear end collisions than other crashes.

# Crash Conditions

## Distracted Drivers by Vehicle Maneuver (Utah 2016)

| Distracted Driver Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total Crashes | |
| Vechicle Maneuver | # | % | # | % | # | % | # | % |
| Straight Ahead | 2,693 | 75.5% | 1,826 | 82.1% | 24 | 92.3% | **4,543** | **78.1%** |
| Slowing in Traffic Lane | 193 | 5.4% | 109 | 4.9% | 1 | 3.8% | **303** | **5.2%** |
| Turning Left | 185 | 5.2% | 103 | 4.6% | 0 | 0.0% | **288** | **5.0%** |
| Turning Right | 108 | 3.0% | 41 | 1.8% | 0 | 0.0% | **149** | **2.6%** |
| Changing Lanes | 84 | 2.4% | 30 | 1.3% | 1 | 3.8% | **115** | **2.0%** |
| Backing | 86 | 2.4% | 10 | 0.4% | 0 | 0.0% | **96** | **1.7%** |
| Leaving Traffic Lane | 52 | 1.5% | 26 | 1.2% | 0 | 0.0% | **78** | **1.3%** |
| Stopped in Traffic Lane | 47 | 1.3% | 26 | 1.2% | 0 | 0.0% | **73** | **1.3%** |
| Entering Traffic Lane | 21 | 0.6% | 11 | 0.5% | 0 | 0.0% | **32** | **0.6%** |
| Making U-turn | 14 | 0.4% | 9 | 0.4% | 0 | 0.0% | **23** | **0.4%** |
| Parking Maneuvers | 17 | 0.5% | 2 | 0.1% | 0 | 0.0% | **19** | **0.3%** |
| Overtaking/Passing | 7 | 0.2% | 3 | 0.1% | 0 | 0.0% | **10** | **0.2%** |
| Parked | 1 | 0.0% | 2 | 0.1% | 0 | 0.0% | **3** | **0.1%** |
| Other | 50 | 1.4% | 24 | 1.1% | 0 | 0.0% | **74** | **1.3%** |
| Unknown | 8 | 0.2% | 3 | 0.1% | 0 | 0.0% | **11** | **0.2%** |
| **Total** | **3,566** | **100.0%** | **2,225** | **100.0%** | **26** | **100.0%** | **5,817** | **100.0%** |

- The leading vehicle maneuvers for distracted drivers in crashes were straight ahead, slowing in traffic lane, and turning left.

## Distracted Driver Vehicles by Speed Limit (Utah 2016)

| Distracted Driver Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total Crashes | |
| Speed Limit | # | % | # | % | # | % | # | % |
| 5-15 MPH | 55 | 1.5% | 16 | 0.7% | 0 | 0.0% | **71** | **1.2%** |
| 20-25 MPH | 533 | 14.9% | 222 | 10.0% | 4 | 15.4% | **759** | **13.0%** |
| 30-35 MPH | 812 | 22.8% | 533 | 24.0% | 4 | 15.4% | **1,349** | **23.2%** |
| 40-45 MPH | 788 | 22.1% | 557 | 25.0% | 5 | 19.2% | **1,350** | **23.2%** |
| 50-55 MPH | 199 | 5.6% | 183 | 8.2% | 2 | 7.7% | **384** | **6.6%** |
| 60-65 MPH | 147 | 4.1% | 102 | 4.6% | 4 | 15.4% | **253** | **4.3%** |
| 70-75 MPH | 473 | 13.3% | 235 | 10.6% | 1 | 3.8% | **709** | **12.2%** |
| 80 MPH | 37 | 1.0% | 32 | 1.4% | 4 | 15.4% | **73** | **1.3%** |
| Unknown | 522 | 14.6% | 345 | 15.5% | 2 | 7.7% | **869** | **14.9%** |
| **Total** | **3,566** | **100.0%** | **2,225** | **100.0%** | **26** | **100.0%** | **5,817** | **100.0%** |

- Over half (55% of known) of distracted driver crashes occurred where the speed limit was 30-45 MPH.

# Crash Conditions

## Distracted Driver Crashes by Roadway Junction/Feature (Utah 2016)

| Distracted Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Roadway Junction or Feature | # | % | # | % | # | % | # | % |
| None | 2,049 | 58.2% | 1,233 | 55.9% | 15 | 60.0% | **3,297** | **57.4%** |
| 4-Leg Intersection | 776 | 22.1% | 584 | 26.5% | 4 | 16.0% | **1,364** | **23.7%** |
| T-Intersection | 277 | 7.9% | 159 | 7.2% | 2 | 8.0% | **438** | **7.6%** |
| On-Ramp/Off-Ramp | 112 | 3.2% | 56 | 2.5% | 4 | 16.0% | **172** | **3.0%** |
| Business/Residential Drive | 96 | 2.7% | 53 | 2.4% | 0 | 0.0% | **149** | **2.6%** |
| Bridge (overpass/underpass) | 39 | 1.1% | 28 | 1.3% | 0 | 0.0% | **67** | **1.2%** |
| On-Ramp Merge/Off-Ramp Diverge Area | 37 | 1.1% | 23 | 1.0% | 0 | 0.0% | **60** | **1.0%** |
| Other Intersection (Y, 5-Leg, Ramp w/X-rd) | 40 | 1.1% | 19 | 0.9% | 0 | 0.0% | **59** | **1.0%** |
| Railroad Crossing | 16 | 0.5% | 8 | 0.4% | 0 | 0.0% | **24** | **0.4%** |
| Roundabout | 10 | 0.3% | 7 | 0.3% | 0 | 0.0% | **17** | **0.3%** |
| Other | 63 | 1.8% | 32 | 1.5% | 0 | 0.0% | **95** | **1.7%** |
| Unknown | 3 | 0.1% | 3 | 0.1% | 0 | 0.0% | **6** | **0.1%** |
| **Total** | **3,518** | **100.0%** | **2,205** | **100.0%** | **25** | **100.0%** | **5,748** | **100.0%** |

- Over half (57%) of distracted driver crashes occurred where there was no roadway junction or feature. Nearly one-fourth (24%) of distracted driver crashes occurred at a 4-leg intersection and 8% occurred at a T-intersection.

## Distracted Driver Vehicles by Traffic Control Device (Utah 2016)

| Distracted Driver Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total Crashes | |
| Traffic Control Device | # | % | # | % | # | % | # | % |
| None | 2,296 | 64.4% | 1,342 | 60.3% | 19 | 73.1% | **3,657** | **62.9%** |
| Traffic Control Signal | 992 | 27.8% | 714 | 32.1% | 5 | 19.2% | **1,711** | **29.4%** |
| Stop Sign | 173 | 4.9% | 93 | 4.2% | 0 | 0.0% | **266** | **4.6%** |
| Yield Sign | 26 | 0.7% | 16 | 0.7% | 2 | 7.7% | **44** | **0.8%** |
| Flashing Traffic Cotnrol Signal | 13 | 0.4% | 15 | 0.7% | 0 | 0.0% | **28** | **0.5%** |
| Flagger or Officer | 15 | 0.4% | 7 | 0.3% | 0 | 0.0% | **22** | **0.4%** |
| Railroad Crossing | 13 | 0.4% | 9 | 0.4% | 0 | 0.0% | **22** | **0.4%** |
| School Zone | 5 | 0.1% | 10 | 0.4% | 0 | 0.0% | **15** | **0.3%** |
| Warning Sign | 10 | 0.3% | 5 | 0.2% | 0 | 0.0% | **15** | **0.3%** |
| Ramp Metering - Active | 3 | 0.1% | 0 | 0.0% | 0 | 0.0% | **3** | **0.1%** |
| Other | 19 | 0.5% | 14 | 0.6% | 0 | 0.0% | **33** | **0.6%** |
| Unknown | 1 | 0.0% | 0 | 0.0% | 0 | 0.0% | **1** | **0.0%** |
| **Total** | **3,566** | **100.0%** | **2,225** | **100.0%** | **26** | **100.0%** | **5,817** | **100.0%** |

- 63% of distracted driver total crashes occurred where there was no traffic control device and 29% occurred where the vehicle movement was controlled by a traffic control signal.

# Drowsy Drivers

SLEEP SMART.
DRIVE SMART.
DROWSY DRIVING KILLS

2016

## Section 7: Drowsy Drivers

# Trends

## Drowsy Driver Crashes (Utah 2007-2016)

| Drowsy Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Drowsy Driver | | All | Drowsy Driver | | All | Drowsy Driver | | All | Drowsy Driver | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 746 | 1.7% | 18,747 | 511 | 2.7% | 259 | 14 | 5.4% | **62,471** | **1,271** | **2.0%** |
| **Total** | **384,214** | **6,148** | **1.6%** | **166,873** | **4,672** | **2.8%** | **2,303** | **143** | **6.2%** | **553,390** | **10,963** | **2.0%** |


- The 10-year trend shows that 2.0% of all crashes in Utah involved a drowsy driver.
- Fatal drowsy driver crashes have accounted for 6.2% of fatal crashes over the last 10 years.
- 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 2007-2016)

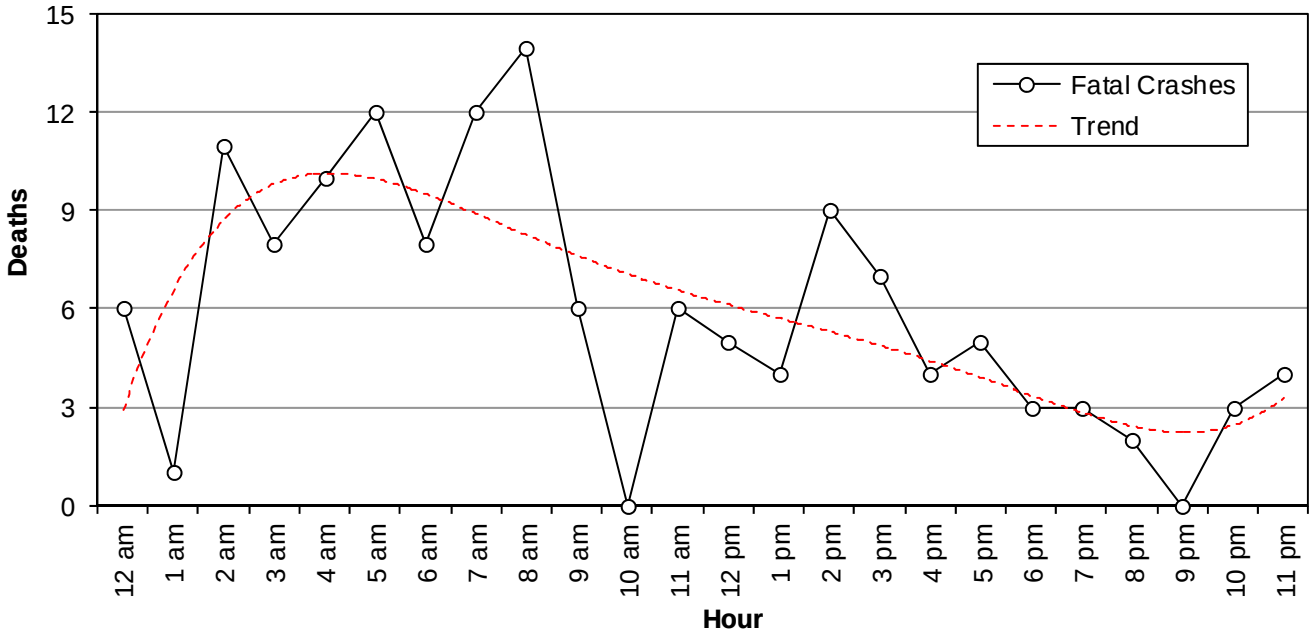
| Drowsy Driver Crashes | | | | | | |
|---|---|---|---|---|---|---|
| | Deaths | | | Fatal Crashes | | |
| | All | Drowsy | | All | Drowsy | |
| Year | # | # | % | # | # | % |
| 2007 | 299 | 46 | 15.4% | 260 | 35 | 13.5% |
| 2008 | 276 | 29 | 10.5% | 244 | 18 | 7.4% |
| 2009 | 244 | 23 | 9.4% | 217 | 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% |
| 2016 | 281 | 20 | 7.1% | 259 | 14 | 5.4% |
| **Total** | **2,567** | **187** | **7.3%** | **2,304** | **143** | **6.2%** |


- 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, 19 people die a year in Utah from drowsy driver crashes.

# Trends

## Fatal Crashes Involving Drowsy Drivers by Hour (Utah 2007-2016)

| Fatal Drowsy Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2013** | **2014** | **2015** | **2016** | **Total** | **%** |
| Midnight | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | **6** | **4.2%** |
| 1 a.m. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** | **0.7%** |
| 2 a.m. | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | **11** | **7.7%** |
| 3 a.m. | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **8** | **5.6%** |
| 4 a.m. | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | **10** | **7.0%** |
| 5 a.m. | 3 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | **12** | **8.4%** |
| 6 a.m. | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | **8** | **5.6%** |
| 7 a.m. | 3 | 3 | 2 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | **12** | **8.4%** |
| 8 a.m. | 5 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | **14** | **9.8%** |
| 9 a.m. | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | **6** | **4.2%** |
| 10 a.m. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| 11 a.m. | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | **6** | **4.2%** |
| Noon | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | **5** | **3.5%** |
| 1 p.m. | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **4** | **2.8%** |
| 2 p.m. | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | **9** | **6.3%** |
| 3 p.m. | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | **7** | **4.9%** |
| 4 p.m. | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **4** | **2.8%** |
| 5 p.m. | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | **5** | **3.5%** |
| 6 p.m. | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | **3** | **2.1%** |
| 7 p.m. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **3** | **2.1%** |
| 8 p.m. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **2** | **1.4%** |
| 9 p.m. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** |
| 10 p.m. | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **2.1%** |
| 11 p.m. | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **2.8%** |
| **Total** | **35** | **18** | **19** | **8** | **5** | **13** | **11** | **6** | **14** | **14** | **143** | **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 2016)

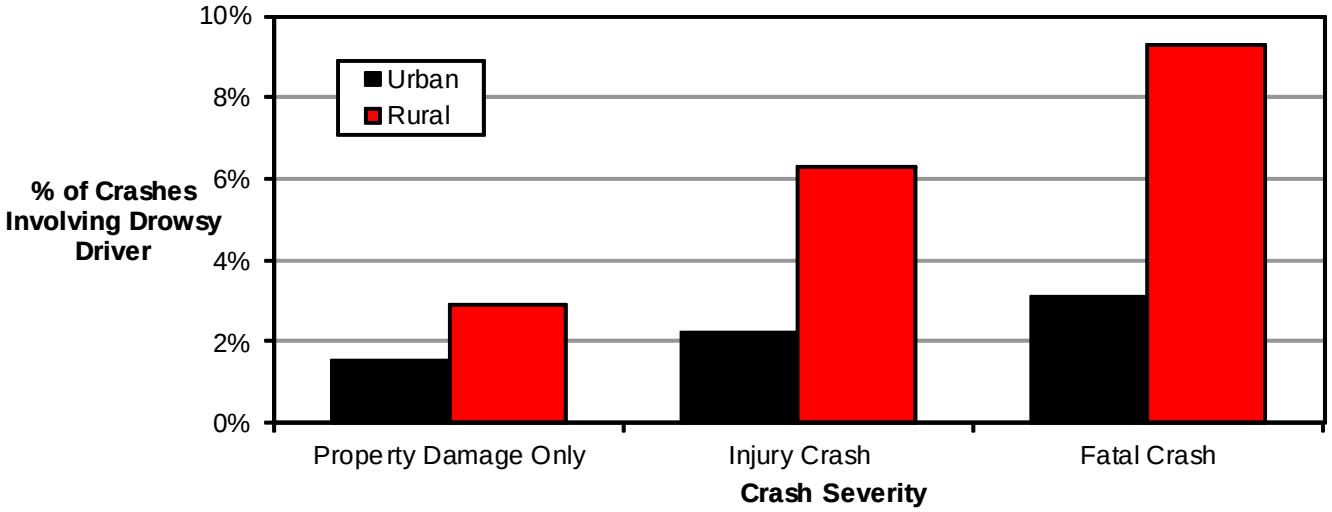
| Drowsy Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| | All | Drowsy | | All | Drowsy | | All | Drowsy | | All | Drowsy | |
| County | # | # | % | # | # | % | # | # | % | # | # | % |
| Juab | 262 | 21 | 8.0% | 86 | 10 | 11.6% | 5 | 1 | 20.0% | **353** | **32** | **9.1%** |
| Emery | 170 | 8 | 4.7% | 79 | 13 | 16.5% | 7 | 0 | 0.0% | **256** | **21** | **8.2%** |
| Millard | 301 | 19 | 6.3% | 128 | 14 | 10.9% | 5 | 0 | 0.0% | **434** | **33** | **7.6%** |
| Beaver | 175 | 9 | 5.1% | 76 | 9 | 11.8% | 0 | 0 | n/a | **251** | **18** | **7.2%** |
| Sevier | 274 | 12 | 4.4% | 110 | 8 | 7.3% | 6 | 2 | 33.3% | **390** | **22** | **5.6%** |
| Grand | 153 | 5 | 3.3% | 65 | 6 | 9.2% | 4 | 1 | 25.0% | **222** | **12** | **5.4%** |
| Piute | 28 | 1 | 3.6% | 10 | 1 | 10.0% | 1 | 0 | 0.0% | **39** | **2** | **5.1%** |
| Box Elder | 972 | 35 | 3.6% | 378 | 26 | 6.9% | 9 | 1 | 11.1% | **1,359** | **62** | **4.6%** |
| Tooele | 749 | 27 | 3.6% | 340 | 19 | 5.6% | 18 | 3 | 16.7% | **1,107** | **49** | **4.4%** |
| Carbon | 292 | 8 | 2.7% | 90 | 9 | 10.0% | 3 | 0 | 0.0% | **385** | **17** | **4.4%** |
| Wasatch | 554 | 14 | 2.5% | 165 | 10 | 6.1% | 7 | 0 | 0.0% | **726** | **24** | **3.3%** |
| Wayne | 40 | 1 | 2.5% | 24 | 1 | 4.2% | 0 | 0 | n/a | **64** | **2** | **3.1%** |
| Morgan | 131 | 4 | 3.1% | 34 | 1 | 2.9% | 1 | 0 | 0.0% | **166** | **5** | **3.0%** |
| Washington | 1,845 | 46 | 2.5% | 847 | 28 | 3.3% | 14 | 1 | 7.1% | **2,706** | **75** | **2.8%** |
| San Juan | 220 | 4 | 1.8% | 38 | 3 | 7.9% | 8 | 0 | 0.0% | **266** | **7** | **2.6%** |
| Rich | 58 | 1 | 1.7% | 23 | 1 | 4.3% | 0 | 0 | n/a | **81** | **2** | **2.5%** |
| Duchesne | 234 | 1 | 0.4% | 67 | 6 | 9.0% | 1 | 0 | 0.0% | **302** | **7** | **2.3%** |
| Summit | 898 | 14 | 1.6% | 291 | 12 | 4.1% | 4 | 0 | 0.0% | **1,193** | **26** | **2.2%** |
| Iron | 698 | 14 | 2.0% | 249 | 5 | 2.0% | 4 | 0 | 0.0% | **951** | **19** | **2.0%** |
| Davis | 3,972 | 69 | 1.7% | 1,780 | 45 | 2.5% | 24 | 0 | 0.0% | **5,776** | **114** | **2.0%** |
| Utah | 6,376 | 108 | 1.7% | 2,960 | 64 | 2.2% | 29 | 1 | 3.4% | **9,365** | **173** | **1.8%** |
| Cache | 1,557 | 21 | 1.3% | 496 | 16 | 3.2% | 11 | 0 | 0.0% | **2,064** | **37** | **1.8%** |
| Weber | 2,836 | 42 | 1.5% | 1,560 | 35 | 2.2% | 17 | 0 | 0.0% | **4,413** | **77** | **1.7%** |
| Salt Lake | 19,674 | 252 | 1.3% | 8,546 | 162 | 1.9% | 67 | 3 | 4.5% | **28,287** | **417** | **1.5%** |
| Kane | 156 | 0 | 0.0% | 50 | 3 | 6.0% | 2 | 0 | 0.0% | **208** | **3** | **1.4%** |
| Uintah | 397 | 6 | 1.5% | 100 | 1 | 1.0% | 2 | 0 | 0.0% | **499** | **7** | **1.4%** |
| Sanpete | 265 | 2 | 0.8% | 95 | 2 | 2.1% | 4 | 1 | 25.0% | **364** | **5** | **1.4%** |
| Garfield | 165 | 2 | 1.2% | 60 | 1 | 1.7% | 5 | 0 | 0.0% | **230** | **3** | **1.3%** |
| Daggett | 13 | 0 | 0.0% | 0 | 0 | n/a | 1 | 0 | 0.0% | **14** | **0** | **0.0%** |
| **Statewide** | **43,465** | **746** | **1.7%** | **18,747** | **511** | **2.7%** | **259** | **14** | **5.4%** | **62,471** | **1,271** | **2.0%** |

- Overall, Juab (9.1%) and Emery (8.2%) counties had the highest percentages of crashes involving a drowsy driver.
- Overall, Daggett (0.0%) and Garfield (1.3%) 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 1.5% 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 33% of the drowsy driver crashes in the state.

# Crash Conditions

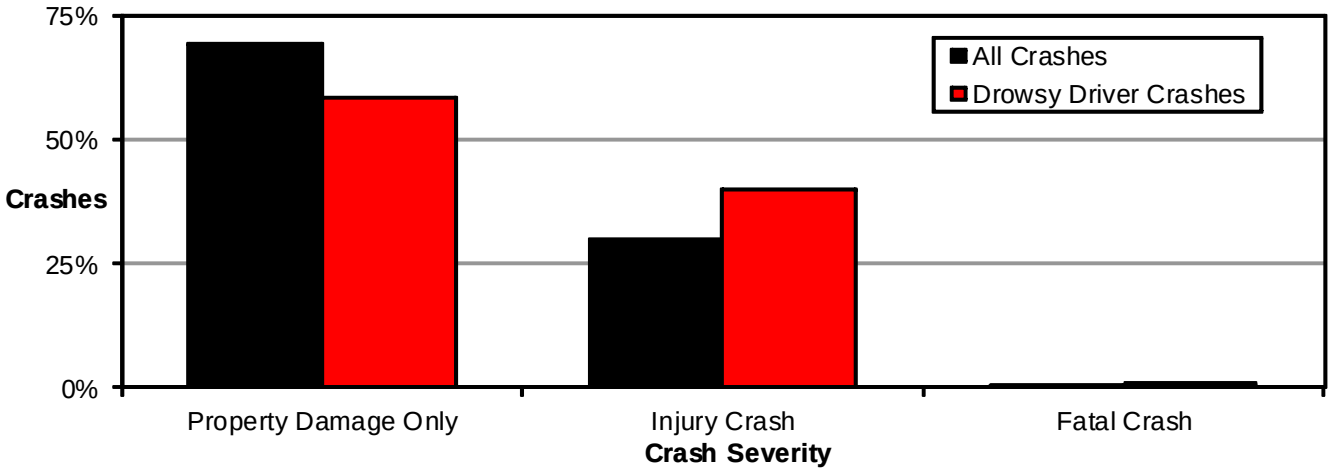
## Drowsy Driver Crashes by Rural/Urban (Utah 2016)

| Drowsy Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| | All | Drowsy | | All | Drowsy | | All | Drowsy | | All | Drowsy | |
| Location | # | # | % | # | # | % | # | # | % | # | # | % |
| Rural | 7,205 | 208 | 2.9% | 2,558 | 161 | 6.3% | 97 | 9 | 9.3% | **9,860** | **378** | **3.8%** |
| Urban | 36,260 | 538 | 1.5% | 16,189 | 350 | 2.2% | 162 | 5 | 3.1% | **52,611** | **893** | **1.7%** |
| **Statewide** | **43,465** | **746** | **1.7%** | **18,747** | **511** | **2.7%** | **259** | **14** | **5.4%** | **62,471** | **1,271** | **2.0%** |




- Overall, 3.8% of rural crashes involved a drowsy driver compared to 1.7% of urban crashes.
- Rural crashes were 2.3 times more likely to involve a drowsy driver than urban crashes.

## Drowsy Driver Crash Severity (Utah 2016)

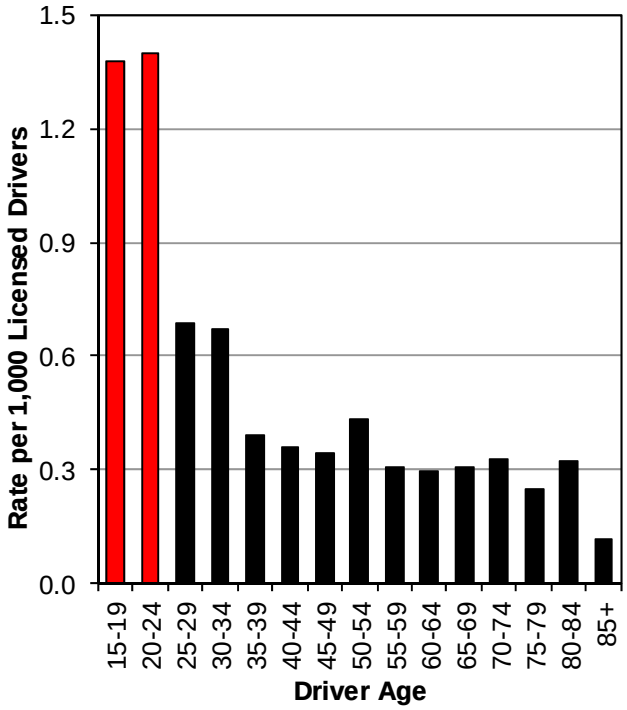


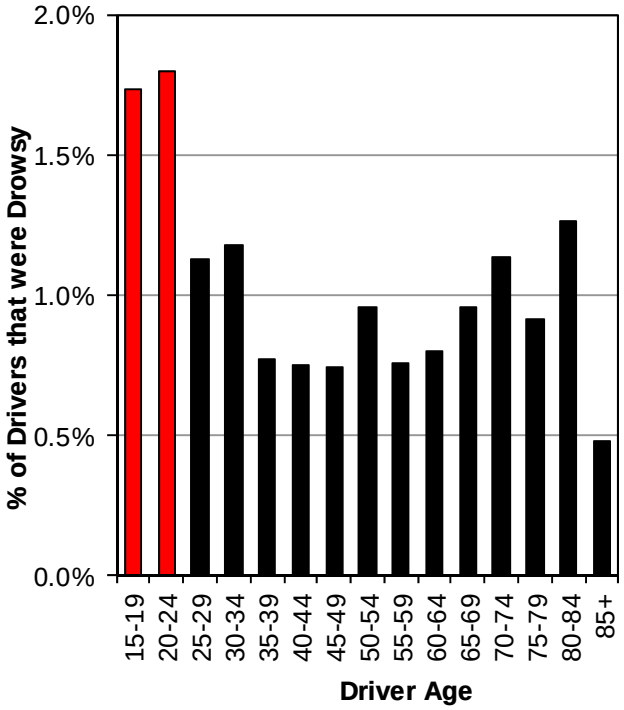

- Drowsy driver crashes were more likely to result in injury (40% to 30%) and fatality (1.1% to 0.4%) compared to all motor vehicle crashes.

# Crash Conditions

## Age of Drowsy Drivers in Crashes (Utah 2016)

| 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 | 159 | 21.3% | 1.6% | 0.87 | 91 | 17.8% | 2.1% | 0.50 | 3 | 21.4% | 7.1% | 0.016 | **253** | **19.9%** | **1.7%** | **1.38** |
| 20-24 | 194 | 26.0% | 1.7% | 0.90 | 106 | 20.8% | 2.0% | 0.49 | 2 | 14.3% | 4.1% | 0.009 | **302** | **23.8%** | **1.8%** | **1.40** |
| 25-29 | 80 | 10.7% | 0.9% | 0.37 | 66 | 12.9% | 1.6% | 0.31 | 2 | 14.3% | 4.3% | 0.009 | **148** | **11.7%** | **1.1%** | **0.69** |
| 30-34 | 79 | 10.6% | 1.0% | 0.39 | 57 | 11.2% | 1.5% | 0.28 | 1 | 7.1% | 2.3% | 0.005 | **137** | **10.8%** | **1.2%** | **0.67** |
| 35-39 | 37 | 5.0% | 0.5% | 0.18 | 44 | 8.6% | 1.2% | 0.21 | 2 | 14.3% | 6.1% | 0.009 | **83** | **6.5%** | **0.8%** | **0.39** |
| 40-44 | 40 | 5.4% | 0.7% | 0.22 | 25 | 4.9% | 0.9% | 0.14 | 0 | 0.0% | 0.0% | 0.000 | **65** | **5.1%** | **0.8%** | **0.36** |
| 45-49 | 32 | 4.3% | 0.7% | 0.21 | 19 | 3.7% | 0.8% | 0.12 | 2 | 14.3% | 8.0% | 0.013 | **53** | **4.2%** | **0.7%** | **0.34** |
| 50-54 | 31 | 4.2% | 0.7% | 0.22 | 28 | 5.5% | 1.4% | 0.20 | 1 | 7.1% | 3.8% | 0.007 | **60** | **4.7%** | **1.0%** | **0.43** |
| 55-59 | 18 | 2.4% | 0.5% | 0.12 | 26 | 5.1% | 1.3% | 0.18 | 0 | 0.0% | 0.0% | 0.000 | **44** | **3.5%** | **0.8%** | **0.31** |
| 60-64 | 24 | 3.2% | 0.7% | 0.18 | 15 | 2.9% | 1.0% | 0.11 | 0 | 0.0% | 0.0% | 0.000 | **39** | **3.1%** | **0.8%** | **0.29** |
| 65-69 | 20 | 2.7% | 0.9% | 0.19 | 12 | 2.4% | 1.0% | 0.11 | 1 | 7.1% | 5.0% | 0.009 | **33** | **2.6%** | **1.0%** | **0.31** |
| 70-74 | 14 | 1.9% | 0.9% | 0.18 | 12 | 2.4% | 1.5% | 0.15 | 0 | 0.0% | 0.0% | 0.000 | **26** | **2.0%** | **1.1%** | **0.33** |
| 75-79 | 10 | 1.3% | 1.1% | 0.19 | 3 | 0.6% | 0.6% | 0.06 | 0 | 0.0% | 0.0% | 0.000 | **13** | **1.0%** | **0.9%** | **0.25** |
| 80-84 | 5 | 0.7% | 0.9% | 0.15 | 6 | 1.2% | 2.1% | 0.18 | 0 | 0.0% | 0.0% | 0.000 | **11** | **0.9%** | **1.3%** | **0.32** |
| 85+ | 3 | 0.4% | 0.8% | 0.12 | 0 | 0.0% | 0.0% | 0.00 | 0 | 0.0% | 0.0% | 0.000 | **3** | **0.2%** | **0.5%** | **0.12** |
| Unk | 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** |
| **Total** | **746** | **100.0%** | **13.5%** | **0.36** | **510** | **100.0%** | **19.2%** | **0.24** | **14** | **100.0%** | **40.8%** | **0.007** | **1,270** | **100.0%** | **15.4%** | **0.61** |




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

# Crash Conditions

## Gender of Drowsy Drivers in Crashes (Utah 2016)

| 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 | 556 | 1.3% | 74.5% | 342 | 1.8% | 66.8% | 12 | 4.1% | 85.7% | **910** | **1.4%** | **71.5%** |
| Female | 190 | 0.6% | 25.5% | 170 | 1.1% | 33.2% | 2 | 1.9% | 14.3% | **362** | **0.8%** | **28.5%** |
| Unknown | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | **0** | **0.0%** | **0.0%** |
| **Total** | **746** | **1.9%** | **100.0%** | **512** | **2.9%** | **100.0%** | **14** | **6.0%** | **100.0%** | **1,272** | **2.2%** | **100.0%** |

- The majority of drowsy drivers in all motor vehicle crashes (72%) were male.
- Male drivers were 1.8 times more likely to be drowsy in a crash than female drivers.
- Overall, 1.4% of male drivers in crashes were drowsy compared to 0.8% of female drivers in crashes.

## Drowsy Driver Crashes by Vehicle Type (Utah 2016)

| Drowsy Driver Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Drowsy | | All | Drowsy | | All | Drowsy | | All | Drowsy | |
| Vehicle Type | # | # | % | # | # | % | # | # | % | # | # | % |
| RV/Motor Home | 94 | 2 | 2.1% | 24 | 0 | 0.0% | 1 | 0 | 0.0% | **119** | **2** | **1.7%** |
| Passenger Car | 40,778 | 446 | 1.1% | 18,918 | 278 | 1.5% | 151 | 4 | 2.6% | **59,847** | **728** | **1.2%** |
| Van | 4,128 | 31 | 0.8% | 2,080 | 36 | 1.7% | 13 | 0 | 0.0% | **6,221** | **67** | **1.1%** |
| Pickup Truck | 12,891 | 106 | 0.8% | 5,016 | 73 | 1.5% | 81 | 5 | 6.2% | **17,988** | **184** | **1.0%** |
| SUV | 17,169 | 144 | 0.8% | 7,925 | 111 | 1.4% | 78 | 2 | 2.6% | **25,172** | **257** | **1.0%** |
| Heavy Truck | 2,917 | 17 | 0.6% | 767 | 12 | 1.6% | 26 | 3 | 11.5% | **3,710** | **32** | **0.9%** |
| Bus | 344 | 0 | 0.0% | 73 | 1 | 1.4% | 1 | 0 | 0.0% | **418** | **1** | **0.2%** |
| Motorcycle | 175 | 0 | 0.0% | 972 | 1 | 0.1% | 41 | 0 | 0.0% | **1,188** | **1** | **0.1%** |
| Off Road Vehicle | 35 | 0 | 0.0% | 146 | 0 | 0.0% | 9 | 0 | 0.0% | **190** | **0** | **0.0%** |
| Other | 43 | 0 | 0.0% | 13 | 0 | 0.0% | 2 | 0 | 0.0% | **58** | **0** | **0.0%** |
| Unknown | 1,241 | 0 | 0.0% | 192 | 0 | 0.0% | 8 | 0 | 0.0% | **1,441** | **0** | **0.0%** |
| **Total** | **79,815** | **746** | **0.9%** | **36,126** | **512** | **1.4%** | **411** | **14** | **3.4%** | **116,352** | **1,272** | **1.1%** |

- Overall, RV/motorhome and passenger car had the highest percentages of drowsy driver vehicles in crashes.

## Drowsy Driver Crashes by Day of Week (Utah 2016)

| Drowsy Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 98 | 13.1% | 64 | 12.5% | 1 | 7.1% | **163** | **12.8%** |
| Monday | 90 | 12.1% | 79 | 15.5% | 1 | 7.1% | **170** | **13.4%** |
| Tuesday | 105 | 14.1% | 65 | 12.7% | 3 | 21.4% | **173** | **13.6%** |
| Wednesday | 116 | 15.5% | 82 | 16.0% | 3 | 21.4% | **201** | **15.8%** |
| Thursday | 112 | 15.0% | 71 | 13.9% | 3 | 21.4% | **186** | **14.6%** |
| Friday | 101 | 13.5% | 76 | 14.9% | 1 | 7.1% | **178** | **14.0%** |
| Saturday | 124 | 16.6% | 74 | 14.5% | 2 | 14.3% | **200** | **15.7%** |
| **Total** | **746** | **100.0%** | **511** | **100.0%** | **14** | **100.0%** | **1,271** | **100.0%** |

- Overall, the highest percentage of drowsy driver crashes occurred on Wednesday and Saturday.

# Crash Conditions

## Drowsy Driver Crashes by Month (Utah 2016)

| Drowsy Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 41 | 1.3 | 25 | 0.8 | 1 | 0.03 | **67** | **2.2** |
| February | 45 | 1.6 | 23 | 0.8 | 1 | 0.03 | **69** | **2.4** |
| March | 49 | 1.6 | 39 | 1.3 | 1 | 0.03 | **89** | **2.9** |
| April | 68 | 2.3 | 43 | 1.4 | 1 | 0.03 | **112** | **3.7** |
| May | 71 | 2.3 | 43 | 1.4 | 2 | 0.06 | **116** | **3.7** |
| June | 91 | 3.0 | 54 | 1.8 | 4 | 0.13 | **149** | **5.0** |
| July | 74 | 2.4 | 67 | 2.2 | 1 | 0.03 | **142** | **4.6** |
| August | 72 | 2.3 | 44 | 1.4 | 1 | 0.03 | **117** | **3.8** |
| September | 57 | 1.9 | 48 | 1.6 | 0 | 0.00 | **105** | **3.5** |
| October | 71 | 2.3 | 44 | 1.4 | 0 | 0.00 | **115** | **3.7** |
| November | 56 | 1.9 | 45 | 1.5 | 2 | 0.07 | **103** | **3.4** |
| December | 51 | 1.6 | 36 | 1.2 | 0 | 0.00 | **87** | **2.8** |
| **Total** | **746** | **2.0** | **511** | **1.4** | **14** | **0.04** | **1,271** | **3.5** |

- Overall, the highest rate per day of drowsy driver crashes occurred in June (5.0) and July (4.6).
- Overall, the lowest rate per day of drowsy driver crashes occurred in January (2.2) and February (2.4).

| Drowsy Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Day of Week | | | | | | | Total |
| Hour | Sun | Mon | Tue | Wed | Thu | Fri | Sat | # |
| Midnight | 9 | 6 | 3 | 9 | 9 | 9 | 12 | **57** |
| 1 a.m. | 14 | 6 | 8 | 6 | 3 | 7 | 9 | **53** |
| 2 a.m. | 13 | 6 | 5 | 8 | 7 | 3 | 7 | **49** |
| 3 a.m. | 11 | 2 | 5 | 6 | 6 | 10 | 13 | **53** |
| 4 a.m. | 9 | 10 | 12 | 8 | 5 | 10 | 12 | **66** |
| 5 a.m. | 9 | 10 | 7 | 12 | 13 | 8 | 8 | **67** |
| 6 a.m. | 11 | 13 | 11 | 9 | 12 | 11 | 17 | **84** |
| 7 a.m. | 18 | 13 | 16 | 12 | 9 | 12 | 15 | **95** |
| 8 a.m. | 10 | 11 | 10 | 11 | 17 | 8 | 13 | **80** |
| 9 a.m. | 8 | 4 | 5 | 8 | 3 | 7 | 10 | **45** |
| 10 a.m. | 1 | 5 | 2 | 6 | 6 | 5 | 6 | **31** |
| 11 a.m. | 1 | 6 | 2 | 5 | 5 | 1 | 4 | **24** |
| Noon | 4 | 4 | 10 | 4 | 4 | 5 | 7 | **38** |
| 1 p.m. | 2 | 8 | 6 | 10 | 8 | 8 | 15 | **57** |
| 2 p.m. | 6 | 13 | 10 | 11 | 5 | 5 | 12 | **62** |
| 3 p.m. | 3 | 10 | 14 | 15 | 10 | 3 | 9 | **64** |
| 4 p.m. | 8 | 6 | 10 | 15 | 12 | 17 | 7 | **75** |
| 5 p.m. | 4 | 12 | 19 | 8 | 22 | 12 | 7 | **84** |
| 6 p.m. | 5 | 6 | 6 | 13 | 8 | 6 | 5 | **49** |
| 7 p.m. | 3 | 5 | 2 | 6 | 5 | 8 | 4 | **33** |
| 8 p.m. | 2 | 2 | 1 | 6 | 4 | 5 | 1 | **21** |
| 9 p.m. | 3 | 6 | 1 | 1 | 6 | 4 | 3 | **24** |
| 10 p.m. | 3 | 4 | 3 | 5 | 4 | 8 | 1 | **28** |
| 11 p.m. | 6 | 2 | 4 | 8 | 3 | 6 | 3 | **32** |
| **Total** | **163** | **170** | **172** | **202** | **186** | **178** | **200** | **1,271** |

## Drowsy Driver Crashes by Day of Week and Hour (Utah 2016)

- Drowsy driver crashes were highest everyday from 6:00-8:59 a.m., everyday from 2:00-5:59 p.m., and weekends 12:00-3:59 a.m.

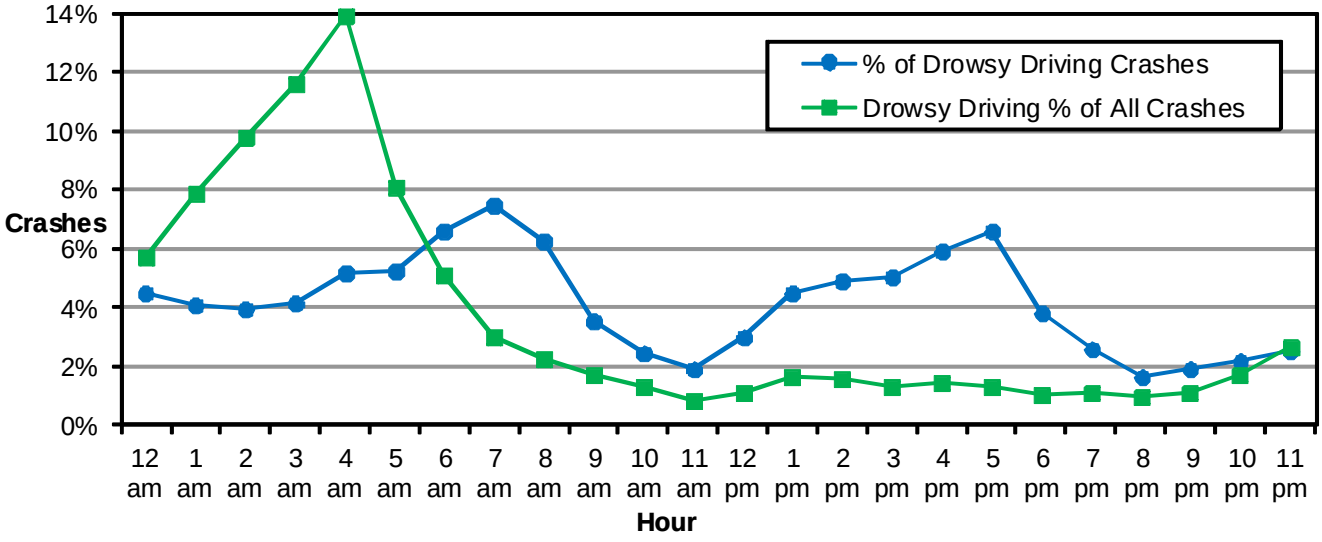
| |
|---|
| High = 10+ |
| Medium = 6-9 |
| Low = 0-5 |

You SnooZe You Lose
Don't Drive Drowsy

# Crash Conditions

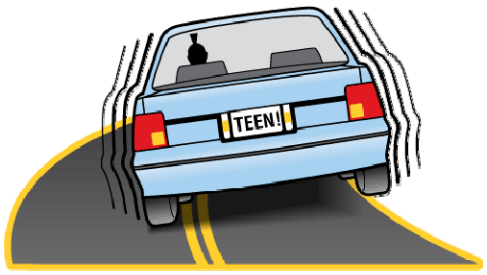
## Drowsy Driver Crashes by Hour (Utah 2016)

| Drowsy Driver Crashes | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | | |
| Hour | # | % | # | % | # | % | # | % | % of All Crashes |
| Midnight | 31 | 4.2% | 26 | 5.1% | 0 | 0.0% | **57** | **4.5%** | **5.7%** |
| 1 a.m. | 25 | 3.4% | 26 | 5.1% | 1 | 7.1% | **52** | **4.1%** | **7.9%** |
| 2 a.m. | 31 | 4.2% | 18 | 3.5% | 1 | 7.1% | **50** | **3.9%** | **9.8%** |
| 3 a.m. | 30 | 4.0% | 21 | 4.1% | 2 | 14.3% | **53** | **4.2%** | **11.6%** |
| 4 a.m. | 43 | 5.8% | 23 | 4.5% | 0 | 0.0% | **66** | **5.2%** | **13.9%** |
| 5 a.m. | 39 | 5.2% | 26 | 5.1% | 2 | 14.3% | **67** | **5.3%** | **8.1%** |
| 6 a.m. | 59 | 7.9% | 25 | 4.9% | 0 | 0.0% | **84** | **6.6%** | **5.1%** |
| 7 a.m. | 47 | 6.3% | 48 | 9.4% | 0 | 0.0% | **95** | **7.5%** | **3.0%** |
| 8 a.m. | 50 | 6.7% | 28 | 5.5% | 2 | 14.3% | **80** | **6.3%** | **2.2%** |
| 9 a.m. | 27 | 3.6% | 17 | 3.3% | 1 | 7.1% | **45** | **3.5%** | **1.7%** |
| 10 a.m. | 21 | 2.8% | 10 | 2.0% | 0 | 0.0% | **31** | **2.4%** | **1.3%** |
| 11 a.m. | 14 | 1.9% | 10 | 2.0% | 0 | 0.0% | **24** | **1.9%** | **0.8%** |
| Noon | 24 | 3.2% | 13 | 2.5% | 1 | 7.1% | **38** | **3.0%** | **1.1%** |
| 1 p.m. | 26 | 3.5% | 30 | 5.9% | 1 | 7.1% | **57** | **4.5%** | **1.6%** |
| 2 p.m. | 39 | 5.2% | 23 | 4.5% | 0 | 0.0% | **62** | **4.9%** | **1.6%** |
| 3 p.m. | 37 | 5.0% | 27 | 5.3% | 0 | 0.0% | **64** | **5.0%** | **1.3%** |
| 4 p.m. | 40 | 5.4% | 35 | 6.8% | 0 | 0.0% | **75** | **5.9%** | **1.4%** |
| 5 p.m. | 51 | 6.8% | 32 | 6.3% | 1 | 7.1% | **84** | **6.6%** | **1.3%** |
| 6 p.m. | 28 | 3.8% | 21 | 4.1% | 0 | 0.0% | **49** | **3.9%** | **1.0%** |
| 7 p.m. | 19 | 2.5% | 13 | 2.5% | 1 | 7.1% | **33** | **2.6%** | **1.1%** |
| 8 p.m. | 10 | 1.3% | 10 | 2.0% | 1 | 7.1% | **21** | **1.7%** | **0.9%** |
| 9 p.m. | 16 | 2.1% | 8 | 1.6% | 0 | 0.0% | **24** | **1.9%** | **1.1%** |
| 10 p.m. | 19 | 2.5% | 9 | 1.8% | 0 | 0.0% | **28** | **2.2%** | **1.7%** |
| 11 p.m. | 20 | 2.7% | 12 | 2.3% | 0 | 0.0% | **32** | **2.5%** | **2.7%** |
| **Total** | **746** | **100.0%** | **511** | **100.0%** | **14** | **100.0%** | **1,271** | **100.0%** | **2.0%** |




- Drowsy driver total crashes were highest during the hours of 6:00-8:59 a.m. and 4:00-5:59 p.m.
- The percent of crashes involving drowsy drivers was highest during the hours of 12:00-6:59 a.m.

# Teenage Drivers

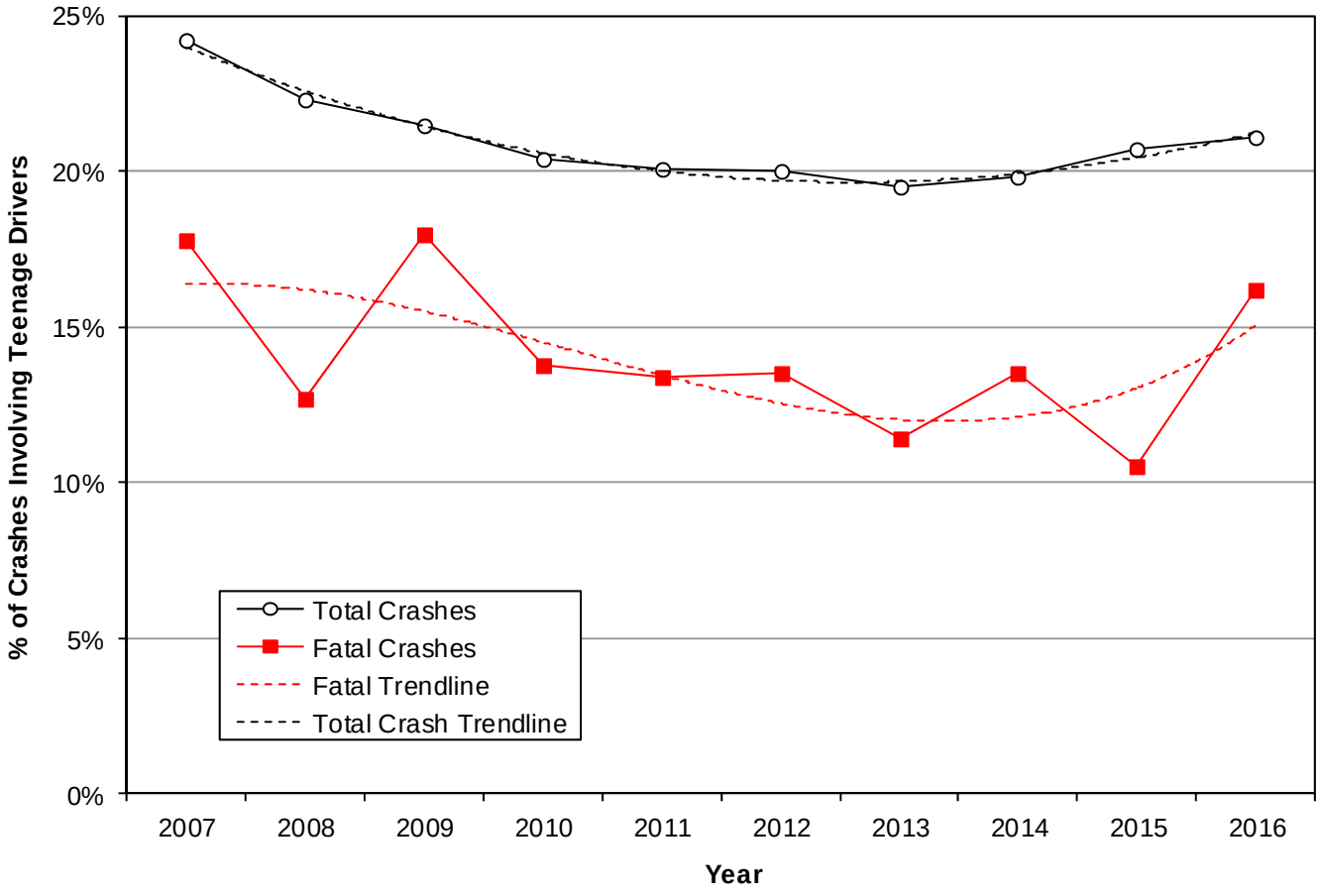

2016

## Section 8: Teenage Drivers

# Trends

## Teenage Driver Crashes (Utah 2007-2016)

| Teenage Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Teen Driver | | All | Teen Driver | | All | Teen Driver | | All | Teen Driver | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 9,223 | 21.2% | 18,747 | 3,894 | 20.8% | 259 | 42 | 16.2% | **62,471** | **13,159** | **21.1%** |
| **Total** | **384,214** | **79,743** | **20.8%** | **166,873** | **36,239** | **21.7%** | **2,303** | **325** | **14.1%** | **553,390** | **116,307** | **21.0%** |

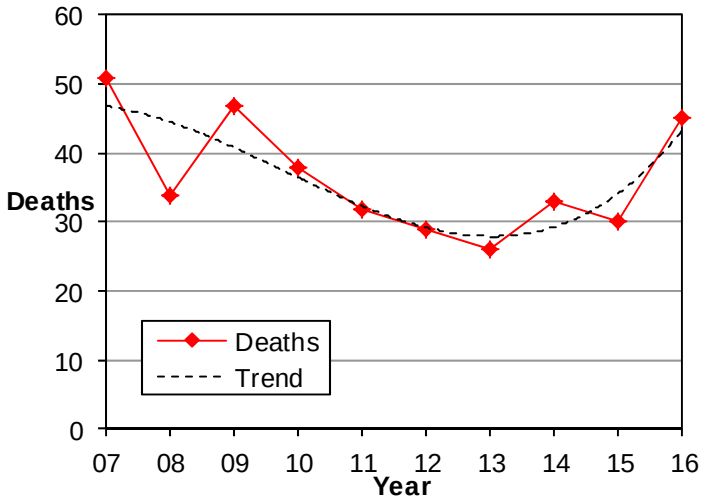



- Teenage drivers (aged 15-19 years) are a special concern because of their high crash rates and lack of driving experience.
- The 10-year trend in Utah shows that 21.0% of all crashes and 14.1% of fatal crashes involved a teenage driver.
- Teenage driver crashes had shown a decreasing trend for years, unfortunately the last few years have shown an increasing trend.

# Trends

## Fatal Crashes Involving Teenage Drivers (Utah 2007-2016)

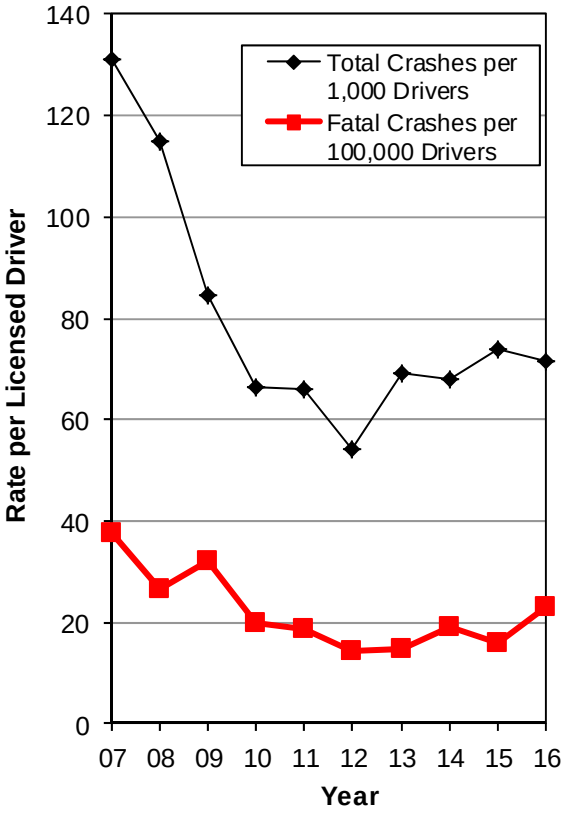
| Teen Driver Crashes | | | | | | |
|---|---|---|---|---|---|---|
| | Deaths | | | Fatal Crashes | | |
| | All | Teen Driver | | All | Teen Driver | |
| Year | # | # | % | # | # | % |
| 2007 | 299 | 51 | 17.1% | 260 | 46 | 17.7% |
| 2008 | 276 | 34 | 12.3% | 244 | 31 | 12.7% |
| 2009 | 244 | 47 | 19.3% | 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% |
| 2016 | 281 | 45 | 16.0% | 259 | 42 | 16.2% |
| **Total** | **2,567** | **365** | **14.2%** | **2,304** | **325** | **14.1%** |




- 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 2007-2016)

| Teenage Drivers | | | | | |
|---|---|---|---|---|---|
| | | Fatal Crashes | | All Crashes | |
| Year | Licensed Drivers | # | Rate per 1,000 Licensed Drivers | # | Rate per 1,000 Licensed Drivers |
| 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 |
| 2016 | 183,665 | 42 | 0.229 | 13,159 | 71.6 |




- The teenage driver overall crash rate per licensed driver has shown a decreasing trend for the years 2007 to 2012 followed by an increasing trend for the years 2012-2016.
- 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 2016)

| Teenage Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | | Injury Crashes | | | Fatal Crashes | | | Total | | |
| | All | Teen Driver | | All | Teen Driver | | All | Teen Driver | | All | Teen Driver | |
| County | # | # | % | # | # | % | # | # | % | # | # | % |
| Sanpete | 265 | 72 | 27.2% | 95 | 27 | 28.4% | 4 | 1 | 25.0% | **364** | **100** | **27.5%** |
| Cache | 1,557 | 430 | 27.6% | 496 | 120 | 24.2% | 11 | 2 | 18.2% | **2,064** | **552** | **26.7%** |
| Utah | 6,376 | 1,697 | 26.6% | 2,960 | 743 | 25.1% | 29 | 4 | 13.8% | **9,365** | **2,444** | **26.1%** |
| Washington | 1,845 | 492 | 26.7% | 847 | 210 | 24.8% | 14 | 4 | 28.6% | **2,706** | **706** | **26.1%** |
| Davis | 3,972 | 951 | 23.9% | 1,780 | 430 | 24.2% | 24 | 4 | 16.7% | **5,776** | **1,385** | **24.0%** |
| Weber | 2,836 | 692 | 24.4% | 1,560 | 330 | 21.2% | 17 | 6 | 35.3% | **4,413** | **1,028** | **23.3%** |
| Uintah | 397 | 88 | 22.2% | 100 | 20 | 20.0% | 2 | 1 | 50.0% | **499** | **109** | **21.8%** |
| Box Elder | 972 | 204 | 21.0% | 378 | 81 | 21.4% | 9 | 4 | 44.4% | **1,359** | **289** | **21.3%** |
| Wasatch | 554 | 121 | 21.8% | 165 | 29 | 17.6% | 7 | 0 | 0.0% | **726** | **150** | **20.7%** |
| Tooele | 749 | 162 | 21.6% | 340 | 60 | 17.6% | 18 | 1 | 5.6% | **1,107** | **223** | **20.1%** |
| Iron | 698 | 129 | 18.5% | 249 | 55 | 22.1% | 4 | 0 | 0.0% | **951** | **184** | **19.3%** |
| Carbon | 292 | 51 | 17.5% | 90 | 21 | 23.3% | 3 | 1 | 33.3% | **385** | **73** | **19.0%** |
| Salt Lake | 19,674 | 3,762 | 19.1% | 8,546 | 1,585 | 18.5% | 67 | 10 | 14.9% | **28,287** | **5,357** | **18.9%** |
| Rich | 58 | 9 | 15.5% | 23 | 5 | 21.7% | 0 | 0 | n/a | **81** | **14** | **17.3%** |
| Juab | 262 | 41 | 15.6% | 86 | 14 | 16.3% | 5 | 1 | 20.0% | **353** | **56** | **15.9%** |
| Morgan | 131 | 19 | 14.5% | 34 | 7 | 20.6% | 1 | 0 | 0.0% | **166** | **26** | **15.7%** |
| Beaver | 175 | 25 | 14.3% | 76 | 14 | 18.4% | 0 | 0 | n/a | **251** | **39** | **15.5%** |
| Duchesne | 234 | 40 | 17.1% | 67 | 6 | 9.0% | 1 | 0 | 0.0% | **302** | **46** | **15.2%** |
| Sevier | 274 | 33 | 12.0% | 110 | 24 | 21.8% | 6 | 0 | 0.0% | **390** | **57** | **14.6%** |
| Millard | 301 | 37 | 12.3% | 128 | 25 | 19.5% | 5 | 1 | 20.0% | **434** | **63** | **14.5%** |
| Summit | 898 | 106 | 11.8% | 291 | 45 | 15.5% | 4 | 0 | 0.0% | **1,193** | **151** | **12.7%** |
| Emery | 170 | 16 | 9.4% | 79 | 16 | 20.3% | 7 | 0 | 0.0% | **256** | **32** | **12.5%** |
| Grand | 153 | 11 | 7.2% | 65 | 9 | 13.8% | 4 | 2 | 50.0% | **222** | **22** | **9.9%** |
| Kane | 156 | 11 | 7.1% | 50 | 9 | 18.0% | 2 | 0 | 0.0% | **208** | **20** | **9.6%** |
| Daggett | 13 | 1 | 7.7% | 0 | 0 | n/a | 1 | 0 | 0.0% | **14** | **1** | **7.1%** |
| Wayne | 40 | 3 | 7.5% | 24 | 1 | 4.2% | 0 | 0 | n/a | **64** | **4** | **6.3%** |
| San Juan | 220 | 13 | 5.9% | 38 | 2 | 5.3% | 8 | 0 | 0.0% | **266** | **15** | **5.6%** |
| Garfield | 165 | 7 | 4.2% | 60 | 5 | 8.3% | 5 | 0 | 0.0% | **230** | **12** | **5.2%** |
| Piute | 28 | 0 | 0.0% | 10 | 1 | 10.0% | 1 | 0 | 0.0% | **39** | **1** | **2.6%** |
| **Statewide** | **43,465** | **9,223** | **21.2%** | **18,747** | **3,894** | **20.8%** | **259** | **42** | **16.2%** | **62,471** | **13,159** | **21.1%** |

- Overall, Sanpete (28%), Cache (27%), Utah (26%), and Washington (26%) counties had the highest percentages of crashes involving a teenage driver.
- Overall, Piute (3%), Garfield (5%), and San Juan (6%) counties had the lowest percentages of crashes involving a teenage driver.
- Statewide, teenage driver crashes represented 21.1% of all crashes and 16.2% of all fatal crashes.

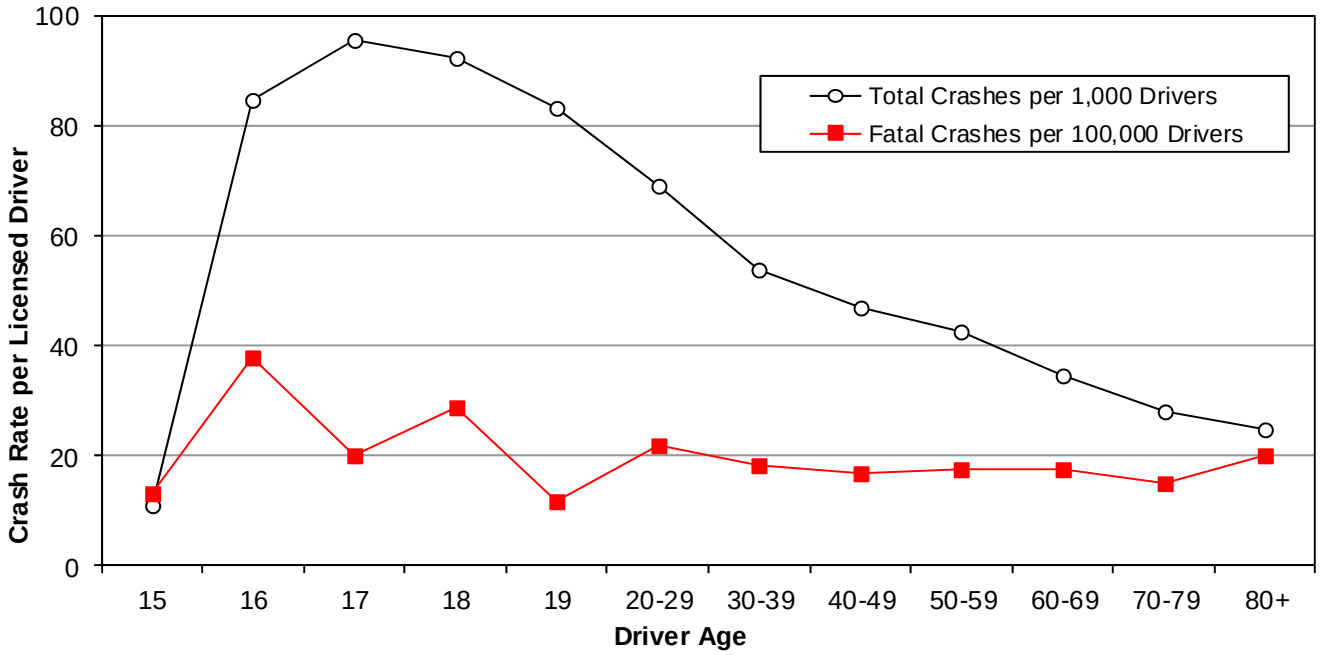

## Previous Driving Violations of Teens in Fatal Crashes (Utah 2016)

- Of the 42 teenage drivers in fatal crashes, 4 (10%) had been previously convicted of a moving traffic violation in the past five years. The highest number of violations by one teen driver was 11 in the past five years.

# Crash Conditions

## Age of Teenage Drivers in Crashes (Utah 2016)

| 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 | 153 | 1.5% | 6.7 | 91 | 2.1% | 4.0 | 3 | 7.1% | 0.132 | **247** | **1.7%** | **10.9** |
| 16 | 2,259 | 22.0% | 61.2 | 857 | 19.9% | 23.2 | 14 | 33.3% | 0.379 | **3,130** | **21.4%** | **84.8** |
| 17 | 2,694 | 26.3% | 67.7 | 1,105 | 25.7% | 27.8 | 8 | 19.0% | 0.201 | **3,807** | **26.1%** | **95.6** |
| 18 | 2,714 | 26.5% | 65.2 | 1,128 | 26.3% | 27.1 | 12 | 28.6% | 0.288 | **3,854** | **26.4%** | **92.5** |
| 19 | 2,435 | 23.7% | 57.1 | 1,115 | 26.0% | 26.2 | 5 | 11.9% | 0.117 | **3,555** | **24.4%** | **83.4** |
| **Total** | **10,255** | **100.0%** | **55.8** | **4,296** | **100.0%** | **23.4** | **42** | **100.0%** | **0.229** | **14,593** | **100.0%** | **79.5** |




- Drivers aged 17 years had the highest total crash rate per licensed driver.
- Drivers aged 16 years had the highest fatal crash rate per licensed driver.

## Gender of Teenage Drivers in Crashes (Utah 2016)

| Teenage Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 5,352 | 52.2% | 2,101 | 48.9% | 24 | 57.1% | **7,477** | **51.2%** |
| Female | 4,899 | 47.8% | 2,194 | 51.1% | 18 | 42.9% | **7,111** | **48.7%** |
| Unknown | 4 | 0.0% | 1 | 0.0% | 0 | 0.0% | **5** | **0.0%** |
| **Total** | **10,255** | **100.0%** | **4,296** | **100.0%** | **42** | **100.0%** | **14,593** | **100.0%** |

- The majority of teen drivers in all motor vehicle crashes (51%) and fatal crashes (57%) were male.
- The majority of teen drivers in injury crashes (51%) were female.

# Crash Conditions

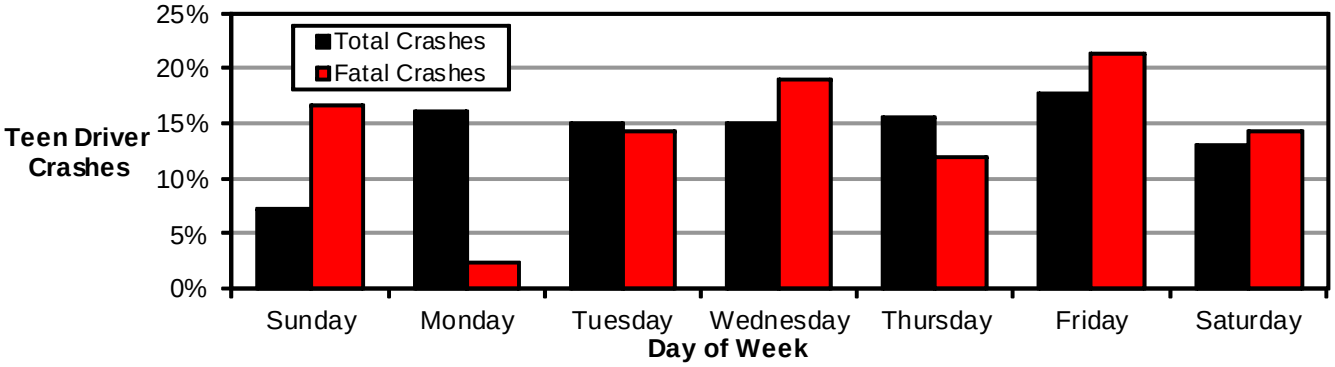
## Teenage Driver Crashes by Month (Utah 2016)

| Teenage Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 887 | 28.6 | 304 | 9.8 | 0 | 0.00 | **1,191** | **38.4** |
| February | 741 | 25.6 | 264 | 9.1 | 4 | 0.14 | **1,009** | **34.8** |
| March | 681 | 22.0 | 330 | 10.6 | 1 | 0.03 | **1,012** | **32.6** |
| April | 681 | 22.7 | 284 | 9.5 | 3 | 0.10 | **968** | **32.3** |
| May | 760 | 24.5 | 329 | 10.6 | 7 | 0.23 | **1,096** | **35.4** |
| June | 644 | 21.5 | 348 | 11.6 | 7 | 0.23 | **999** | **33.3** |
| July | 606 | 19.5 | 340 | 11.0 | 2 | 0.06 | **948** | **30.6** |
| August | 756 | 24.4 | 332 | 10.7 | 3 | 0.10 | **1,091** | **35.2** |
| September | 875 | 29.2 | 382 | 12.7 | 4 | 0.13 | **1,261** | **42.0** |
| October | 797 | 25.7 | 323 | 10.4 | 3 | 0.10 | **1,123** | **36.2** |
| November | 939 | 31.3 | 336 | 11.2 | 6 | 0.20 | **1,281** | **42.7** |
| December | 856 | 27.6 | 322 | 10.4 | 2 | 0.06 | **1,180** | **38.1** |
| **Total** | **9,223** | **25.2** | **3,894** | **10.6** | **42** | **0.11** | **13,159** | **36.0** |

- Overall, November (42.7) and September (42.0) had the highest rates per day for teenage driver crashes.
- The highest rate per day of fatal teenage driver crashes occurred in May and June (0.23).

## Teenage Driver Crashes by Day of Week (Utah 2016)

| Teenage Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 678 | 7.4% | 275 | 7.1% | 7 | 16.7% | **960** | **7.3%** |
| Monday | 1,486 | 16.1% | 638 | 16.4% | 1 | 2.4% | **2,125** | **16.1%** |
| Tuesday | 1,399 | 15.2% | 573 | 14.7% | 6 | 14.3% | **1,978** | **15.0%** |
| Wednesday | 1,365 | 14.8% | 612 | 15.7% | 8 | 19.0% | **1,985** | **15.1%** |
| Thursday | 1,465 | 15.9% | 577 | 14.8% | 5 | 11.9% | **2,047** | **15.6%** |
| Friday | 1,660 | 18.0% | 675 | 17.3% | 9 | 21.4% | **2,344** | **17.8%** |
| Saturday | 1,170 | 12.7% | 544 | 14.0% | 6 | 14.3% | **1,720** | **13.1%** |
| **Total** | **9,223** | **100.0%** | **3,894** | **100.0%** | **42** | **100.0%** | **13,159** | **100.0%** |

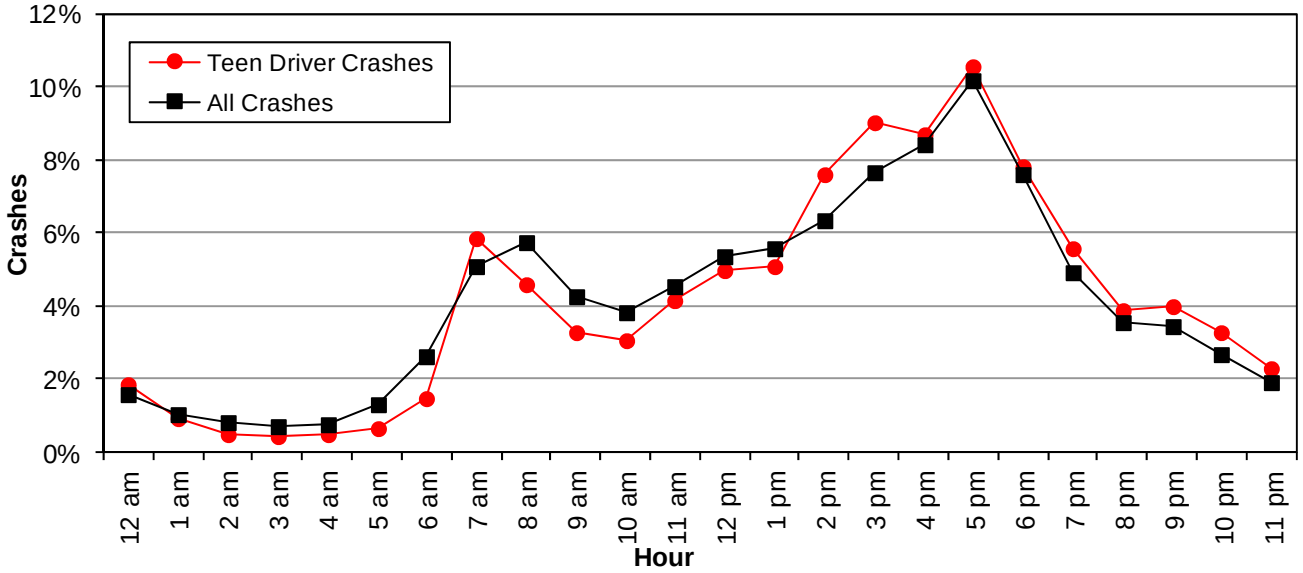



- Overall, the highest percentage of teenage driver crashes occurred on Friday (18%).
- The highest percentage of fatal teenage driver crashes occurred on Friday (21%).

# Crash Conditions

## Teenage Driver Crashes by Hour (Utah 2016)

| Teenage Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 176 | 1.9% | 69 | 1.8% | 1 | 2.4% | **246** | **1.9%** |
| 1 a.m. | 74 | 0.8% | 41 | 1.1% | 3 | 7.1% | **118** | **0.9%** |
| 2 a.m. | 43 | 0.5% | 22 | 0.6% | 2 | 4.8% | **67** | **0.5%** |
| 3 a.m. | 31 | 0.3% | 23 | 0.6% | 2 | 4.8% | **56** | **0.4%** |
| 4 a.m. | 43 | 0.5% | 22 | 0.6% | 0 | 0.0% | **65** | **0.5%** |
| 5 a.m. | 60 | 0.7% | 23 | 0.6% | 0 | 0.0% | **83** | **0.6%** |
| 6 a.m. | 146 | 1.6% | 44 | 1.1% | 0 | 0.0% | **190** | **1.4%** |
| 7 a.m. | 558 | 6.1% | 209 | 5.4% | 1 | 2.4% | **768** | **5.8%** |
| 8 a.m. | 455 | 4.9% | 148 | 3.8% | 0 | 0.0% | **603** | **4.6%** |
| 9 a.m. | 307 | 3.3% | 124 | 3.2% | 0 | 0.0% | **431** | **3.3%** |
| 10 a.m. | 283 | 3.1% | 117 | 3.0% | 0 | 0.0% | **400** | **3.0%** |
| 11 a.m. | 386 | 4.2% | 159 | 4.1% | 2 | 4.8% | **547** | **4.2%** |
| Noon | 466 | 5.1% | 185 | 4.8% | 1 | 2.4% | **652** | **5.0%** |
| 1 p.m. | 477 | 5.2% | 190 | 4.9% | 4 | 9.5% | **671** | **5.1%** |
| 2 p.m. | 714 | 7.7% | 283 | 7.3% | 1 | 2.4% | **998** | **7.6%** |
| 3 p.m. | 839 | 9.1% | 344 | 8.8% | 3 | 7.1% | **1,186** | **9.0%** |
| 4 p.m. | 795 | 8.6% | 354 | 9.1% | 0 | 0.0% | **1,149** | **8.7%** |
| 5 p.m. | 948 | 10.3% | 441 | 11.3% | 0 | 0.0% | **1,389** | **10.6%** |
| 6 p.m. | 695 | 7.5% | 335 | 8.6% | 4 | 9.5% | **1,034** | **7.9%** |
| 7 p.m. | 517 | 5.6% | 209 | 5.4% | 8 | 19.0% | **734** | **5.6%** |
| 8 p.m. | 359 | 3.9% | 149 | 3.8% | 3 | 7.1% | **511** | **3.9%** |
| 9 p.m. | 349 | 3.8% | 177 | 4.5% | 0 | 0.0% | **526** | **4.0%** |
| 10 p.m. | 296 | 3.2% | 132 | 3.4% | 3 | 7.1% | **431** | **3.3%** |
| 11 p.m. | 206 | 2.2% | 94 | 2.4% | 4 | 9.5% | **304** | **2.3%** |
| **Total** | **9,223** | **100.0%** | **3,894** | **100.0%** | **42** | **100.0%** | **13,159** | **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 2016)

| Teenage Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Day of Week | | | | | | | Total |
| Hour | Sun | Mon | Tue | Wed | Thu | Fri | Sat | # |
| Midnight | 41 | 30 | 21 | 24 | 37 | 32 | 62 | **247** |
| 1 a.m. | 32 | 11 | 3 | 10 | 13 | 18 | 32 | **119** |
| 2 a.m. | 22 | 6 | 5 | 6 | 3 | 8 | 16 | **66** |
| 3 a.m. | 9 | 7 | 10 | 3 | 4 | 12 | 10 | **55** |
| 4 a.m. | 14 | 10 | 4 | 4 | 7 | 8 | 18 | **65** |
| 5 a.m. | 14 | 17 | 7 | 10 | 12 | 13 | 10 | **83** |
| 6 a.m. | 17 | 35 | 31 | 21 | 26 | 42 | 18 | **190** |
| 7 a.m. | 29 | 137 | 142 | 143 | 157 | 123 | 36 | **767** |
| 8 a.m. | 28 | 100 | 143 | 102 | 81 | 103 | 47 | **604** |
| 9 a.m. | 32 | 72 | 65 | 75 | 71 | 63 | 53 | **431** |
| 10 a.m. | 37 | 55 | 62 | 55 | 57 | 67 | 67 | **400** |
| 11 a.m. | 34 | 101 | 77 | 78 | 83 | 92 | 82 | **547** |
| Noon | 28 | 94 | 87 | 111 | 116 | 100 | 116 | **652** |
| 1 p.m. | 56 | 126 | 89 | 78 | 79 | 128 | 115 | **671** |
| 2 p.m. | 68 | 195 | 136 | 155 | 153 | 179 | 112 | **998** |
| 3 p.m. | 52 | 200 | 205 | 200 | 176 | 236 | 117 | **1,186** |
| 4 p.m. | 61 | 196 | 196 | 181 | 185 | 207 | 123 | **1,149** |
| 5 p.m. | 65 | 218 | 244 | 241 | 249 | 234 | 138 | **1,389** |
| 6 p.m. | 73 | 159 | 167 | 168 | 157 | 202 | 108 | **1,034** |
| 7 p.m. | 68 | 112 | 89 | 117 | 118 | 128 | 102 | **734** |
| 8 p.m. | 47 | 82 | 67 | 58 | 89 | 86 | 82 | **511** |
| 9 p.m. | 51 | 77 | 59 | 63 | 83 | 117 | 76 | **526** |
| 10 p.m. | 39 | 56 | 36 | 49 | 60 | 90 | 100 | **430** |
| 11 p.m. | 42 | 29 | 33 | 34 | 31 | 54 | 81 | **304** |
| **Total** | **959** | **2,125** | **1,978** | **1,986** | **2,047** | **2,342** | **1,721** | **13,158** |

| |
|---|
| High = 100+ |
| Medium = 36-99 |
| Low = 0-35 |

- Teenage driver crashes were highest everyday Monday to Saturday from 2:00 p.m. to 7:59 p.m. There was also a peak in the weekday morning during the 7:00 and 8:00 a.m. hours.
- Teenage driver crashes were lowest everyday from midnight to 6:59 a.m.

## Travel Speed of Teenage Driver Vehicles in Crashes (Utah 2016)

- Nearly two-thirds (61% 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 (76% 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 7.8 times more likely to be fatal.

| Teenage Driver Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Travel Speed | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Stopped | 811 | 7.9% | 360 | 8.4% | 2 | 4.8% | **1,173** | **8.0%** |
| 1-9 MPH | 1,175 | 11.5% | 318 | 7.4% | 2 | 4.8% | **1,495** | **10.2%** |
| 10-19 MPH | 1,565 | 15.3% | 603 | 14.0% | 1 | 2.4% | **2,169** | **14.9%** |
| 20-29 MPH | 1,238 | 12.1% | 475 | 11.1% | 2 | 4.8% | **1,715** | **11.8%** |
| 30-39 MPH | 1,208 | 11.8% | 568 | 13.2% | 2 | 4.8% | **1,778** | **12.2%** |
| 40-49 MPH | 776 | 7.6% | 486 | 11.3% | 8 | 19.0% | **1,270** | **8.7%** |
| 50-59 MPH | 498 | 4.9% | 207 | 4.8% | 8 | 19.0% | **713** | **4.9%** |
| 60-69 MPH | 445 | 4.3% | 193 | 4.5% | 5 | 11.9% | **643** | **4.4%** |
| 70-79 MPH | 377 | 3.7% | 188 | 4.4% | 3 | 7.1% | **568** | **3.9%** |
| 80-89 MPH | 70 | 0.7% | 45 | 1.0% | 2 | 4.8% | **117** | **0.8%** |
| 90+ MPH | 7 | 0.1% | 12 | 0.3% | 2 | 4.8% | **21** | **0.1%** |
| Unknown | 2,085 | 20.3% | 841 | 19.6% | 5 | 11.9% | **2,931** | **20.1%** |
| **Total** | **10,255** | **100.0%** | **4,296** | **100.0%** | **42** | **100.0%** | **14,593** | **100.0%** |

# Crash Conditions

## Number of Occupants in Teenage Driven Vehicles (Utah 2016)

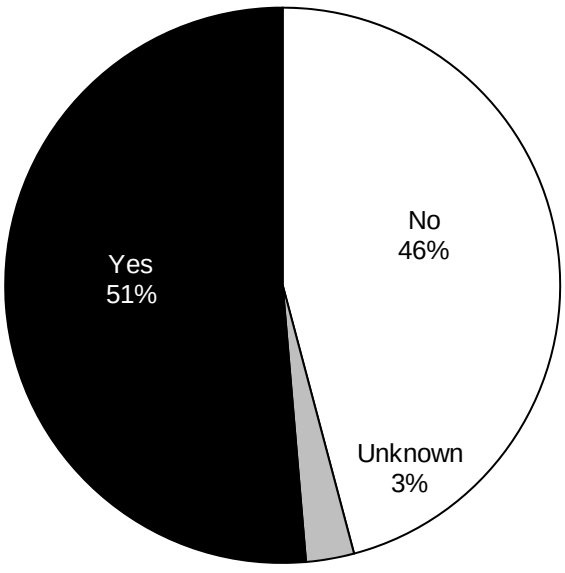
| Teenage Driven Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Number of Occupants | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 1 | 7,629 | 74.4% | 2,790 | 64.9% | 19 | 45.2% | **10,438** | **71.5%** |
| 2 | 1,805 | 17.6% | 984 | 22.9% | 12 | 28.6% | **2,801** | **19.2%** |
| 3 | 536 | 5.2% | 321 | 7.5% | 4 | 9.5% | **861** | **5.9%** |
| 4 or more | 285 | 2.8% | 201 | 4.7% | 7 | 16.7% | **493** | **3.4%** |
| **Total** | **10,255** | **100.0%** | **4,296** | **100.0%** | **42** | **100.0%** | **14,593** | **100.0%** |

- Over two-thirds of teenage driven vehicles (72%) in crashes contained only the teenage driver.
- Teenage driven vehicles with passengers were more likely to be in injury or fatal crashes.
- Teenage driver vehicles with passengers in crashes were 3.0 times more likely to be fatal than crashes with only the teenage driver.

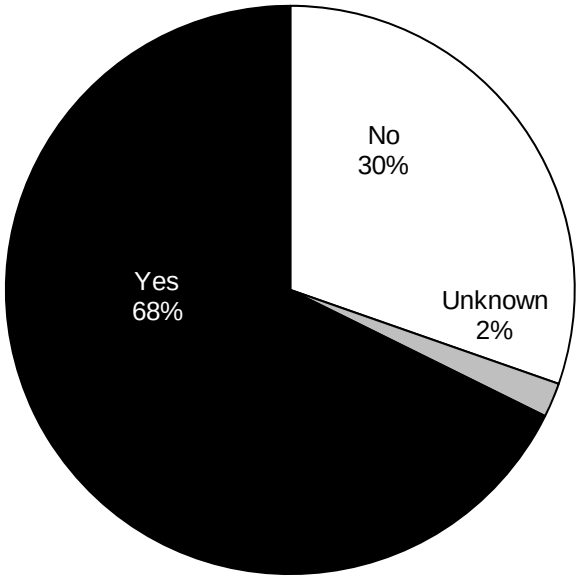
## Teenage Drivers with Contributing Factors in Crashes (Utah 2016)

| Teenage Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driver/Vehicle with a Contributing Factor(s) | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Yes | 6,836 | 66.7% | 3,017 | 70.2% | 23 | 54.8% | **9,876** | **67.7%** |
| No | 3,211 | 31.3% | 1,201 | 28.0% | 18 | 42.9% | **4,430** | **30.4%** |
| Unknown | 208 | 2.0% | 78 | 1.8% | 1 | 2.4% | **287** | **2.0%** |
| **Total** | **10,255** | **100.0%** | **4,296** | **100.0%** | **42** | **100.0%** | **14,593** | **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 2.2 times more likely to have a contributing factor in a crash than drivers of other ages.

# Crash Conditions

## Contributing Factors of Teenage Driver Crashes (Utah 2016)

| Teenage Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Contributing Factors | # | % | # | % | # | % | # | % |
| Followed Too Closely | 1,970 | 19.2% | 848 | 17.8% | 1 | 2.2% | **2,819** | **18.7%** |
| Failed to Yield Right of Way | 1,535 | 14.9% | 861 | 18.1% | 6 | 13.0% | **2,402** | **15.9%** |
| Speed Too Fast | 1,233 | 12.0% | 476 | 10.0% | 7 | 15.2% | **1,716** | **11.4%** |
| Driver Distraction | 727 | 7.1% | 423 | 8.9% | 6 | 13.0% | **1,156** | **7.7%** |
| Failed to Keep in Proper Lane | 758 | 7.4% | 325 | 6.8% | 1 | 2.2% | **1,084** | **7.2%** |
| Other Improper Driving | 434 | 4.2% | 227 | 4.8% | 0 | 0.0% | **661** | **4.4%** |
| Vision Obscured by Weather Condition | 472 | 4.6% | 119 | 2.5% | 1 | 2.2% | **592** | **3.9%** |
| Improper Turn | 394 | 3.8% | 163 | 3.4% | 1 | 2.2% | **558** | **3.7%** |
| Disregard Traffic Signal/Sign | 274 | 2.7% | 243 | 5.1% | 0 | 0.0% | **517** | **3.4%** |
| Ran Off Road | 270 | 2.6% | 124 | 2.6% | 7 | 15.2% | **401** | **2.7%** |
| Improper Lane Change | 315 | 3.1% | 46 | 1.0% | 1 | 2.2% | **362** | **2.4%** |
| Overcorrected | 156 | 1.5% | 112 | 2.4% | 1 | 2.2% | **269** | **1.8%** |
| Improper Backing | 254 | 2.5% | 14 | 0.3% | 0 | 0.0% | **268** | **1.8%** |
| Driver Asleep/Fatigue | 159 | 1.5% | 91 | 1.9% | 3 | 6.5% | **253** | **1.7%** |
| Swerved or Evasive Action | 149 | 1.4% | 89 | 1.9% | 0 | 0.0% | **238** | **1.6%** |
| Improper Parking/Stopping | 154 | 1.5% | 48 | 1.0% | 0 | 0.0% | **202** | **1.3%** |
| Vehicle Other Defective Condition | 106 | 1.0% | 49 | 1.0% | 0 | 0.0% | **155** | **1.0%** |
| Vision Obscured by Moving Vehicle | 102 | 1.0% | 52 | 1.1% | 1 | 2.2% | **155** | **1.0%** |
| Driving Under the Influence | 85 | 0.8% | 67 | 1.4% | 0 | 0.0% | **152** | **1.0%** |
| Vehicle Brakes | 93 | 0.9% | 53 | 1.1% | 0 | 0.0% | **146** | **1.0%** |
| Hit and Run | 106 | 1.0% | 25 | 0.5% | 1 | 2.2% | **132** | **0.9%** |
| Reckless/Aggressive Driving | 67 | 0.7% | 57 | 1.2% | 3 | 6.5% | **127** | **0.8%** |
| Vehicle Tires | 82 | 0.8% | 20 | 0.4% | 1 | 2.2% | **103** | **0.7%** |
| Vision Obscured by Glare | 63 | 0.6% | 25 | 0.5% | 0 | 0.0% | **88** | **0.6%** |
| Vision Obscured by Parked Vehicle | 59 | 0.6% | 26 | 0.5% | 0 | 0.0% | **85** | **0.6%** |
| Vision Obscured by Other | 40 | 0.4% | 30 | 0.6% | 0 | 0.0% | **70** | **0.5%** |
| Driver Emotional Prior to Crash | 32 | 0.3% | 34 | 0.7% | 1 | 2.2% | **67** | **0.4%** |
| Improper Passing | 46 | 0.4% | 9 | 0.2% | 0 | 0.0% | **55** | **0.4%** |
| Driver Condition Other | 30 | 0.3% | 24 | 0.5% | 0 | 0.0% | **54** | **0.4%** |
| Wrong Side/Wrong Way | 23 | 0.2% | 22 | 0.5% | 2 | 4.3% | **47** | **0.3%** |
| Windshield or Other Window Obscured | 30 | 0.3% | 12 | 0.3% | 0 | 0.0% | **42** | **0.3%** |
| Disregard Road Markings | 17 | 0.2% | 9 | 0.2% | 2 | 4.3% | **28** | **0.2%** |
| Driver Illness/Medical | 9 | 0.1% | 17 | 0.4% | 0 | 0.0% | **26** | **0.2%** |
| Vision Obscured by Vegetation | 15 | 0.1% | 7 | 0.1% | 0 | 0.0% | **22** | **0.1%** |
| Vision Obscured by Building, Sign, etc. | 12 | 0.1% | 8 | 0.2% | 0 | 0.0% | **20** | **0.1%** |
| Improper Signal | 13 | 0.1% | 2 | 0.0% | 0 | 0.0% | **15** | **0.1%** |
| **Total** | **10,284** | **100.0%** | **4,757** | **100.0%** | **46** | **100.0%** | **15,087** | **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 (19%), failed to yield right of way (16%), speed too fast (11%), and driver distraction (8%).
- The leading contributing factors in fatal teenage driver crashes were speed too fast (15%) and ran off road (15%).
- 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, followed too closely, speed too fast, and driver distraction.

# Older (Age 65+) Drivers

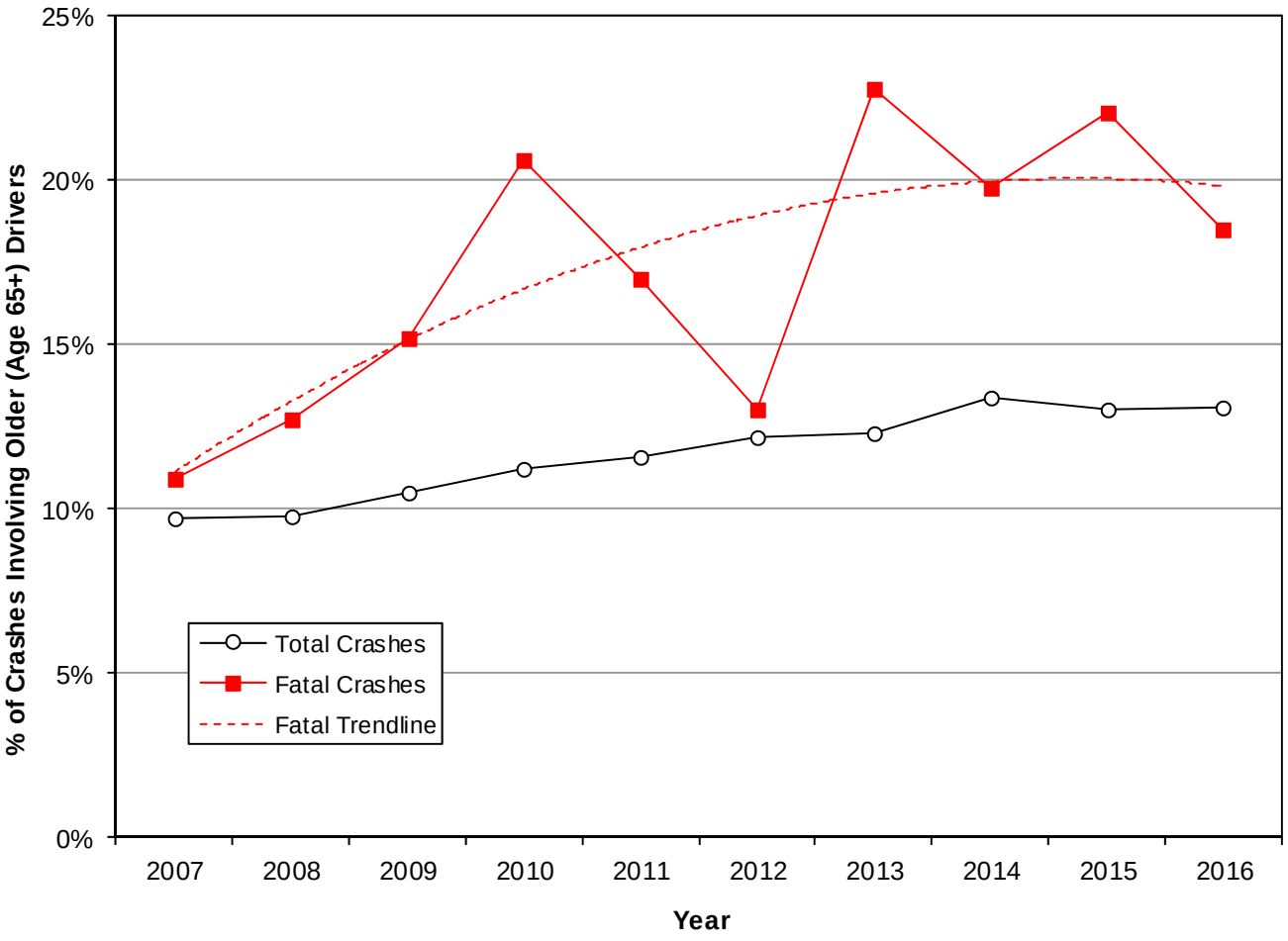
2016

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

# Trends

## Older Driver Crashes (Utah 2007-2016)

| Older (Age 65+) Driver Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Older Driver | | All | Older Driver | | All | Older Driver | | All | Older Driver | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 5,378 | 12.4% | 18,747 | 2,754 | 14.7% | 259 | 48 | 18.5% | **62,471** | **8,180** | **13.1%** |
| **Total** | **384,214** | **43,035** | **11.2%** | **166,873** | **21,311** | **12.8%** | **2,303** | **396** | **17.2%** | **553,390** | **64,742** | **11.7%** |

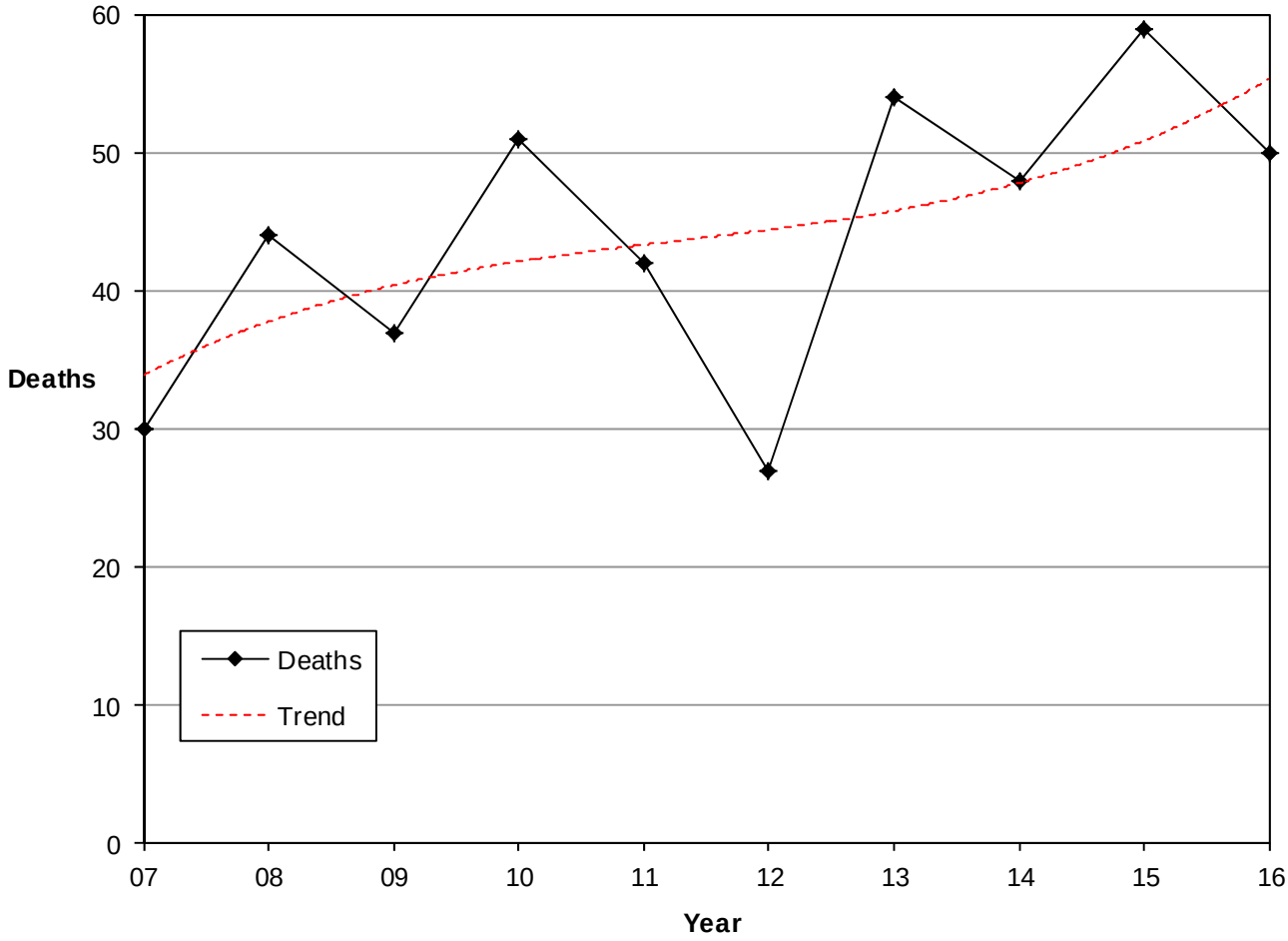



- Older drivers (aged 65+ years) are a special concern because of their declining health and fragility.
- The 10-year trend shows that 11.7% of all crashes in Utah involved an older driver with an increasing trend over the last 10 years.
- Fatal older driver crashes have also shown an increasing trend over the last 10 years.

# Trends

## Fatal Crashes Involving Older Drivers (Utah 2007-2016)

| Older Driver Crashes | | | | | | |
|---|---|---|---|---|---|---|
| | Deaths | | | Fatal Crashes | | |
| | All | Older Driver | | All | Older Driver | |
| Year | # | # | % | # | # | % |
| 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% |
| 2016 | 281 | 50 | 17.8% | 259 | 48 | 18.5% |
| **Total** | **2,567** | **442** | **17.2%** | **2,304** | **396** | **17.2%** |




- 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, 44 people die a year in Utah from crashes involving an older driver.

# Crash Conditions

## Older Driver Crashes by County (Utah 2016)

| 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 | # | # | % | # | # | % | # | # | % | # | # | % |
| Piute | 28 | 6 | 21.4% | 10 | 3 | 30.0% | 1 | 0 | 0.0% | **39** | **9** | **23.1%** |
| Washington | 1,845 | 391 | 21.2% | 847 | 197 | 23.3% | 14 | 3 | 21.4% | **2,706** | **591** | **21.8%** |
| Daggett | 13 | 2 | 15.4% | 0 | 0 | n/a | 1 | 1 | 100.0% | **14** | **3** | **21.4%** |
| Grand | 153 | 31 | 20.3% | 65 | 14 | 21.5% | 4 | 0 | 0.0% | **222** | **45** | **20.3%** |
| Carbon | 292 | 42 | 14.4% | 90 | 20 | 22.2% | 3 | 1 | 33.3% | **385** | **63** | **16.4%** |
| Garfield | 165 | 25 | 15.2% | 60 | 10 | 16.7% | 5 | 2 | 40.0% | **230** | **37** | **16.1%** |
| Sanpete | 265 | 35 | 13.2% | 95 | 20 | 21.1% | 4 | 2 | 50.0% | **364** | **57** | **15.7%** |
| Sevier | 274 | 46 | 16.8% | 110 | 12 | 10.9% | 6 | 1 | 16.7% | **390** | **59** | **15.1%** |
| Weber | 2,836 | 377 | 13.3% | 1,560 | 284 | 18.2% | 17 | 3 | 17.6% | **4,413** | **664** | **15.0%** |
| Iron | 698 | 106 | 15.2% | 249 | 35 | 14.1% | 4 | 1 | 25.0% | **951** | **142** | **14.9%** |
| Davis | 3,972 | 527 | 13.3% | 1,780 | 287 | 16.1% | 24 | 4 | 16.7% | **5,776** | **818** | **14.2%** |
| Emery | 170 | 24 | 14.1% | 79 | 9 | 11.4% | 7 | 3 | 42.9% | **256** | **36** | **14.1%** |
| Wayne | 40 | 5 | 12.5% | 24 | 4 | 16.7% | 0 | 0 | n/a | **64** | **9** | **14.1%** |
| San Juan | 220 | 30 | 13.6% | 38 | 6 | 15.8% | 8 | 1 | 12.5% | **266** | **37** | **13.9%** |
| Box Elder | 972 | 131 | 13.5% | 378 | 53 | 14.0% | 9 | 2 | 22.2% | **1,359** | **186** | **13.7%** |
| Juab | 262 | 37 | 14.1% | 86 | 9 | 10.5% | 5 | 1 | 20.0% | **353** | **47** | **13.3%** |
| Cache | 1,557 | 191 | 12.3% | 496 | 79 | 15.9% | 11 | 2 | 18.2% | **2,064** | **272** | **13.2%** |
| Uintah | 397 | 46 | 11.6% | 100 | 18 | 18.0% | 2 | 1 | 50.0% | **499** | **65** | **13.0%** |
| Beaver | 175 | 20 | 11.4% | 76 | 12 | 15.8% | 0 | 0 | n/a | **251** | **32** | **12.7%** |
| Wasatch | 554 | 62 | 11.2% | 165 | 25 | 15.2% | 7 | 2 | 28.6% | **726** | **89** | **12.3%** |
| Salt Lake | 19,674 | 2,316 | 11.8% | 8,546 | 1,134 | 13.3% | 67 | 9 | 13.4% | **28,287** | **3,459** | **12.2%** |
| Tooele | 749 | 84 | 11.2% | 340 | 44 | 12.9% | 18 | 2 | 11.1% | **1,107** | **130** | **11.7%** |
| Millard | 301 | 32 | 10.6% | 128 | 18 | 14.1% | 5 | 0 | 0.0% | **434** | **50** | **11.5%** |
| Utah | 6,376 | 654 | 10.3% | 2,960 | 413 | 14.0% | 29 | 7 | 24.1% | **9,365** | **1,074** | **11.5%** |
| Summit | 898 | 107 | 11.9% | 291 | 29 | 10.0% | 4 | 0 | 0.0% | **1,193** | **136** | **11.4%** |
| Kane | 156 | 17 | 10.9% | 50 | 6 | 12.0% | 2 | 0 | 0.0% | **208** | **23** | **11.1%** |
| Duchesne | 234 | 21 | 9.0% | 67 | 12 | 17.9% | 1 | 0 | 0.0% | **302** | **33** | **10.9%** |
| Morgan | 131 | 10 | 7.6% | 34 | 1 | 2.9% | 1 | 0 | 0.0% | **166** | **11** | **6.6%** |
| Rich | 58 | 3 | 5.2% | 23 | 0 | 0.0% | 0 | 0 | n/a | **81** | **3** | **3.7%** |
| **Statewide** | **43,465** | **5,378** | **12.4%** | **18,747** | **2,754** | **14.7%** | **259** | **48** | **18.5%** | **62,471** | **8,180** | **13.1%** |

- Overall, Piute (23%), Washington (22%), and Daggett (21%) 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, Rich (4%), Morgan (7%), and Duchesne (11%) counties had the lowest percentages of crashes involving an older driver.
- Statewide, older driver crashes represented 13.1% of all crashes and 18.5% of all fatal crashes.

# Crash Conditions

## Gender of Older Drivers in Crashes (Utah 2016)

| Older (Age 65+) Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 3,421 | 60.2% | 1,694 | 58.0% | 40 | 76.9% | **5,155** | **59.5%** |
| Female | 2,257 | 39.7% | 1,229 | 42.0% | 12 | 23.1% | **3,498** | **40.4%** |
| Unknown | 5 | 0.1% | 0 | 0.0% | 0 | 0.0% | **5** | **0.1%** |
| **Total** | **5,683** | **100.0%** | **2,923** | **100.0%** | **52** | **100.0%** | **8,658** | **100.0%** |

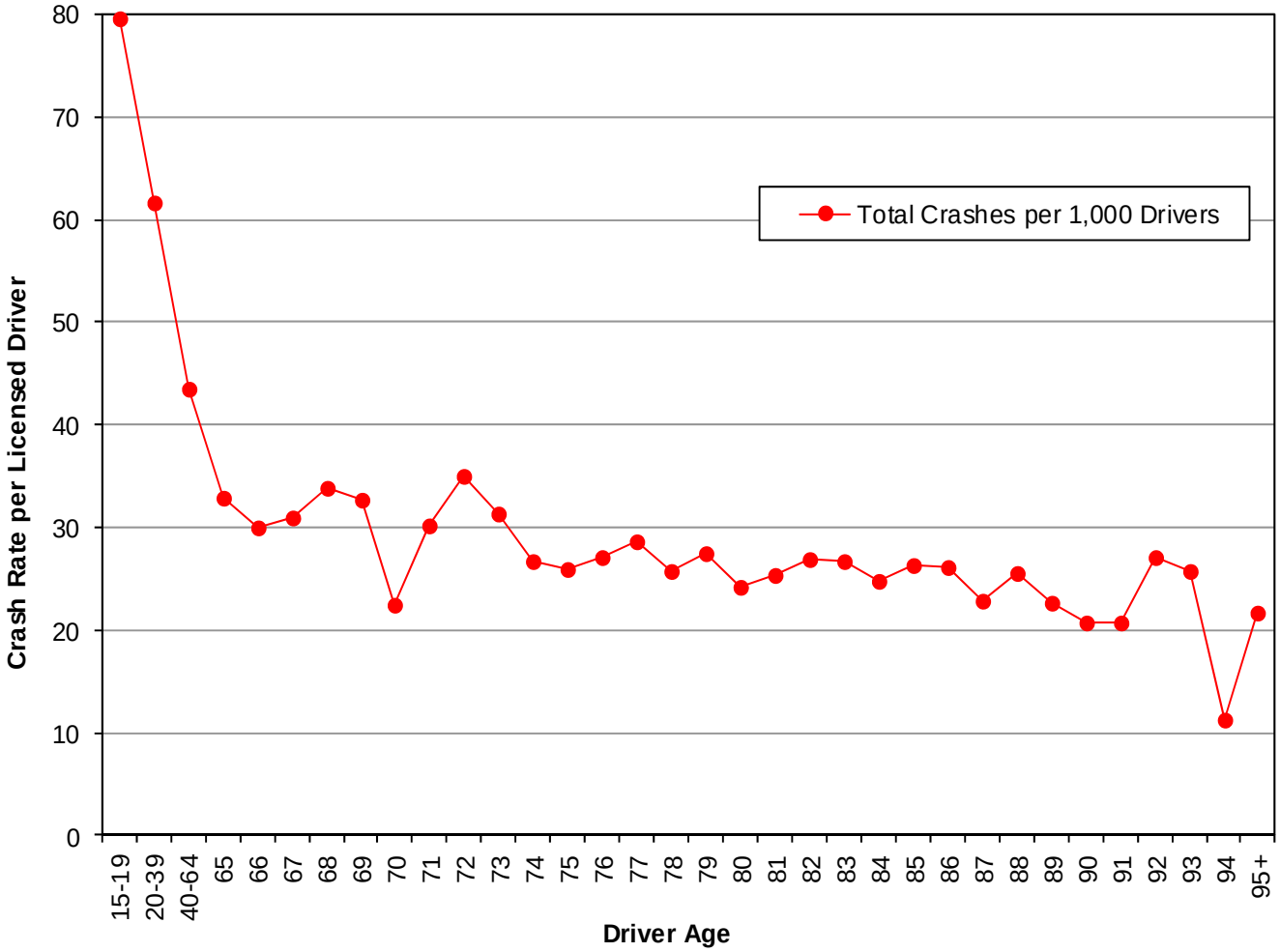
- The majority of older drivers in all motor vehicle crashes (60%) and fatal crashes (77%) were male.

## Age of Older Drivers in Crashes (Utah 2016)

| 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 | 518 | 9.1% | 21.7 | 261 | 8.9% | 11.0 | 4 | 7.7% | 0.168 | **783** | **9.0%** | **32.9** |
| 66 | 441 | 7.8% | 19.9 | 216 | 7.4% | 9.8 | 5 | 9.6% | 0.226 | **662** | **7.6%** | **29.9** |
| 67 | 432 | 7.6% | 20.4 | 217 | 7.4% | 10.3 | 6 | 11.5% | 0.283 | **655** | **7.6%** | **30.9** |
| 68 | 466 | 8.2% | 22.6 | 231 | 7.9% | 11.2 | 2 | 3.8% | 0.097 | **699** | **8.1%** | **33.9** |
| 69 | 430 | 7.6% | 21.5 | 222 | 7.6% | 11.1 | 3 | 5.8% | 0.150 | **655** | **7.6%** | **32.7** |
| 70 | 306 | 5.4% | 14.7 | 161 | 5.5% | 7.7 | 2 | 3.8% | 0.096 | **469** | **5.4%** | **22.5** |
| 71 | 316 | 5.6% | 20.9 | 140 | 4.8% | 9.3 | 1 | 1.9% | 0.066 | **457** | **5.3%** | **30.2** |
| 72 | 327 | 5.8% | 22.5 | 178 | 6.1% | 12.3 | 4 | 7.7% | 0.276 | **509** | **5.9%** | **35.1** |
| 73 | 297 | 5.2% | 20.5 | 157 | 5.4% | 10.8 | 1 | 1.9% | 0.069 | **455** | **5.3%** | **31.4** |
| 74 | 257 | 4.5% | 17.1 | 141 | 4.8% | 9.4 | 2 | 3.8% | 0.133 | **400** | **4.6%** | **26.7** |
| 75 | 213 | 3.7% | 17.1 | 107 | 3.7% | 8.6 | 3 | 5.8% | 0.242 | **323** | **3.7%** | **26.0** |
| 76 | 194 | 3.4% | 17.1 | 113 | 3.9% | 10.0 | 0 | 0.0% | 0.000 | **307** | **3.5%** | **27.1** |
| 77 | 189 | 3.3% | 18.1 | 105 | 3.6% | 10.1 | 5 | 9.6% | 0.479 | **299** | **3.5%** | **28.7** |
| 78 | 167 | 2.9% | 17.5 | 78 | 2.7% | 8.2 | 1 | 1.9% | 0.105 | **246** | **2.8%** | **25.8** |
| 79 | 164 | 2.9% | 18.1 | 83 | 2.8% | 9.2 | 1 | 1.9% | 0.111 | **248** | **2.9%** | **27.4** |
| 80 | 134 | 2.4% | 16.5 | 63 | 2.2% | 7.8 | 0 | 0.0% | 0.000 | **197** | **2.3%** | **24.2** |
| 81 | 128 | 2.3% | 17.1 | 62 | 2.1% | 8.3 | 1 | 1.9% | 0.133 | **191** | **2.2%** | **25.5** |
| 82 | 125 | 2.2% | 18.0 | 62 | 2.1% | 8.9 | 0 | 0.0% | 0.000 | **187** | **2.2%** | **26.9** |
| 83 | 104 | 1.8% | 17.1 | 57 | 2.0% | 9.4 | 1 | 1.9% | 0.165 | **162** | **1.9%** | **26.7** |
| 84 | 82 | 1.4% | 15.5 | 47 | 1.6% | 8.9 | 2 | 3.8% | 0.378 | **131** | **1.5%** | **24.8** |
| 85 | 80 | 1.4% | 16.6 | 46 | 1.6% | 9.5 | 1 | 1.9% | 0.207 | **127** | **1.5%** | **26.3** |
| 86 | 77 | 1.4% | 17.5 | 37 | 1.3% | 8.4 | 1 | 1.9% | 0.227 | **115** | **1.3%** | **26.1** |
| 87 | 59 | 1.0% | 15.8 | 26 | 0.9% | 7.0 | 0 | 0.0% | 0.000 | **85** | **1.0%** | **22.8** |
| 88 | 44 | 0.8% | 14.2 | 31 | 1.1% | 10.0 | 4 | 7.7% | 1.289 | **79** | **0.9%** | **25.5** |
| 89 | 41 | 0.7% | 16.0 | 16 | 0.5% | 6.2 | 1 | 1.9% | 0.389 | **58** | **0.7%** | **22.6** |
| 90 | 18 | 0.3% | 8.9 | 24 | 0.8% | 11.8 | 0 | 0.0% | 0.000 | **42** | **0.5%** | **20.7** |
| 91 | 23 | 0.4% | 14.5 | 9 | 0.3% | 5.7 | 1 | 1.9% | 0.631 | **33** | **0.4%** | **20.8** |
| 92 | 22 | 0.4% | 18.6 | 10 | 0.3% | 8.4 | 0 | 0.0% | 0.000 | **32** | **0.4%** | **27.0** |
| 93 | 11 | 0.2% | 12.8 | 11 | 0.4% | 12.8 | 0 | 0.0% | 0.000 | **22** | **0.3%** | **25.7** |
| 94 | 5 | 0.1% | 8.1 | 2 | 0.1% | 3.2 | 0 | 0.0% | 0.000 | **7** | **0.1%** | **11.3** |
| 95+ | 13 | 0.2% | 12.2 | 10 | 0.3% | 9.4 | 0 | 0.0% | 0.000 | **23** | **0.3%** | **21.6** |
| **Total** | **5,683** | **100.0%** | **18.9** | **2,923** | **100.0%** | **9.7** | **52** | **100.0%** | **0.173** | **8,658** | **100.0%** | **28.8** |

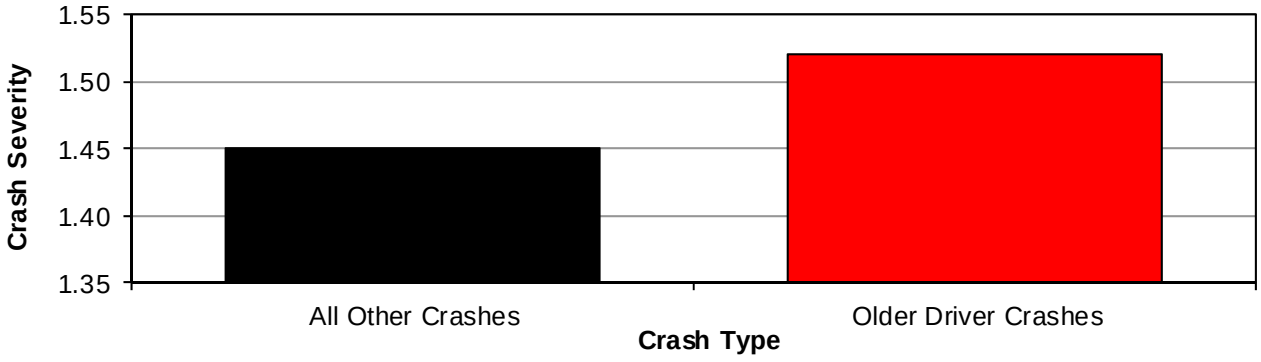
# Crash Conditions

## Crash Rate of Licensed Drivers by Age (Utah 2016)




- 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 2016)




- Older driver crashes were 22% more likely to result in injury or death compared to all other crashes.

# Crash Conditions

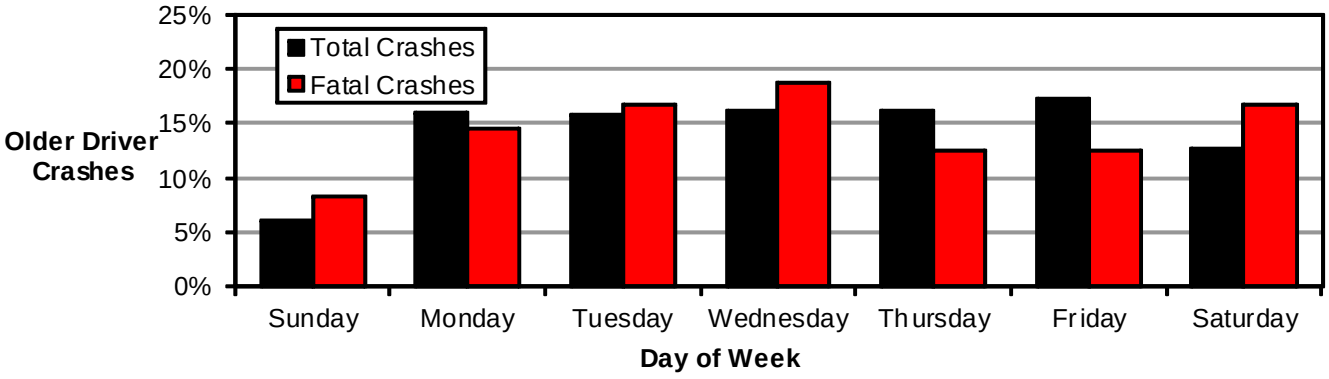
## Older Driver Crashes by Month (Utah 2016)

| 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 | 391 | 12.6 | 185 | 6.0 | 0 | 0.00 | **576** | **18.6** |
| February | 387 | 13.3 | 189 | 6.5 | 3 | 0.10 | **579** | **20.0** |
| March | 381 | 12.3 | 221 | 7.1 | 2 | 0.06 | **604** | **19.5** |
| April | 380 | 12.7 | 228 | 7.6 | 5 | 0.17 | **613** | **20.4** |
| May | 454 | 14.6 | 213 | 6.9 | 7 | 0.23 | **674** | **21.7** |
| June | 461 | 15.4 | 260 | 8.7 | 7 | 0.23 | **728** | **24.3** |
| July | 418 | 13.5 | 237 | 7.6 | 6 | 0.19 | **661** | **21.3** |
| August | 480 | 15.5 | 252 | 8.1 | 1 | 0.03 | **733** | **23.6** |
| September | 466 | 15.5 | 263 | 8.8 | 7 | 0.23 | **736** | **24.5** |
| October | 522 | 16.8 | 230 | 7.4 | 6 | 0.19 | **758** | **24.5** |
| November | 504 | 16.8 | 251 | 8.4 | 2 | 0.07 | **757** | **25.2** |
| December | 534 | 17.2 | 225 | 7.3 | 2 | 0.06 | **761** | **24.5** |
| **Total** | **5,378** | **14.7** | **2,754** | **7.5** | **48** | **0.13** | **8,180** | **22.3** |

- Overall, September through December had the highest rates per day for older driver crashes.
- The highest rate per day of fatal older driver crashes occurred in May, June, and September.

## Older Driver Crashes by Day of Week (Utah 2016)

| Older (Age 65+) Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 310 | 5.8% | 176 | 6.4% | 4 | 8.3% | **490** | **6.0%** |
| Monday | 861 | 16.0% | 447 | 16.2% | 7 | 14.6% | **1,315** | **16.1%** |
| Tuesday | 834 | 15.5% | 446 | 16.2% | 8 | 16.7% | **1,288** | **15.7%** |
| Wednesday | 881 | 16.4% | 435 | 15.8% | 9 | 18.8% | **1,325** | **16.2%** |
| Thursday | 902 | 16.8% | 410 | 14.9% | 6 | 12.5% | **1,318** | **16.1%** |
| Friday | 938 | 17.4% | 467 | 17.0% | 6 | 12.5% | **1,411** | **17.2%** |
| Saturday | 652 | 12.1% | 373 | 13.5% | 8 | 16.7% | **1,033** | **12.6%** |
| **Total** | **5,378** | **100.0%** | **2,754** | **100.0%** | **48** | **100.0%** | **8,180** | **100.0%** |

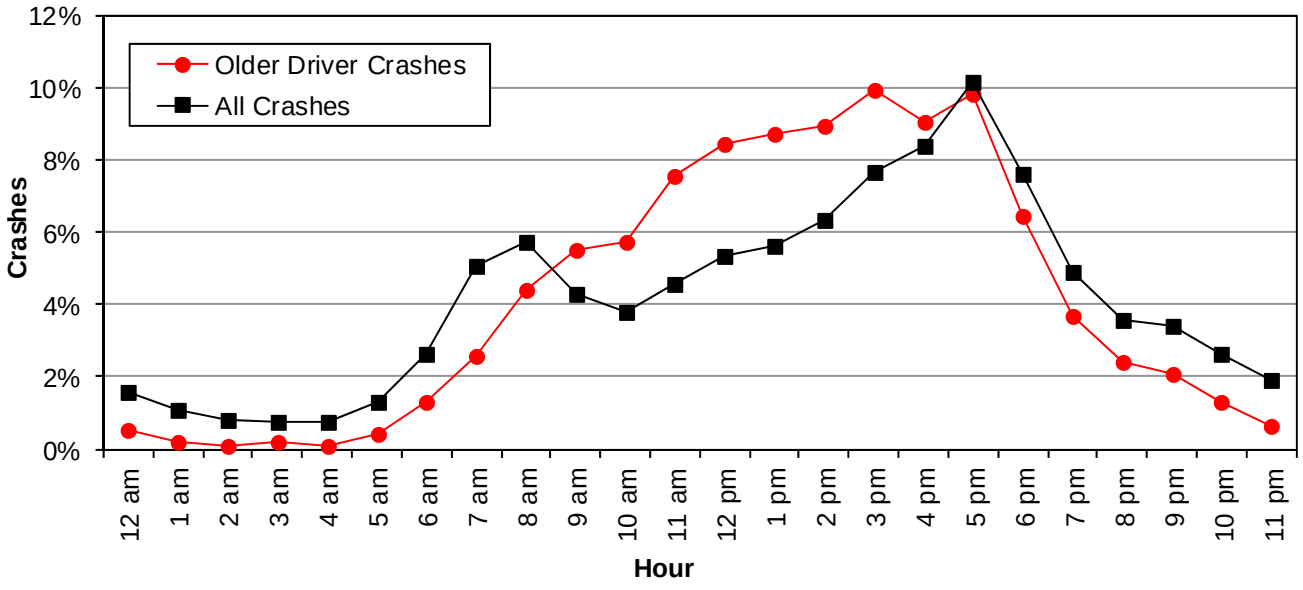



- Overall, the highest percentage of older driver crashes occurred on Friday (17%).
- The highest percentage of fatal older driver crashes occurred on Wednesday (19%).

# Crash Conditions

## Older Driver Crashes by Hour (Utah 2016)

| Older (Age 65+) Driver Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 26 | 0.5% | 15 | 0.5% | 0 | 0.0% | **41** | **0.5%** |
| 1 a.m. | 12 | 0.2% | 4 | 0.1% | 0 | 0.0% | **16** | **0.2%** |
| 2 a.m. | 5 | 0.1% | 1 | 0.0% | 0 | 0.0% | **6** | **0.1%** |
| 3 a.m. | 10 | 0.2% | 3 | 0.1% | 2 | 4.2% | **15** | **0.2%** |
| 4 a.m. | 5 | 0.1% | 4 | 0.1% | 0 | 0.0% | **9** | **0.1%** |
| 5 a.m. | 23 | 0.4% | 11 | 0.4% | 1 | 2.1% | **35** | **0.4%** |
| 6 a.m. | 76 | 1.4% | 31 | 1.1% | 0 | 0.0% | **107** | **1.3%** |
| 7 a.m. | 148 | 2.8% | 61 | 2.2% | 1 | 2.1% | **210** | **2.6%** |
| 8 a.m. | 223 | 4.1% | 133 | 4.8% | 3 | 6.3% | **359** | **4.4%** |
| 9 a.m. | 299 | 5.6% | 151 | 5.5% | 0 | 0.0% | **450** | **5.5%** |
| 10 a.m. | 300 | 5.6% | 164 | 6.0% | 3 | 6.3% | **467** | **5.7%** |
| 11 a.m. | 396 | 7.4% | 219 | 8.0% | 4 | 8.3% | **619** | **7.6%** |
| Noon | 477 | 8.9% | 208 | 7.6% | 5 | 10.4% | **690** | **8.4%** |
| 1 p.m. | 467 | 8.7% | 233 | 8.5% | 12 | 25.0% | **712** | **8.7%** |
| 2 p.m. | 478 | 8.9% | 245 | 8.9% | 7 | 14.6% | **730** | **8.9%** |
| 3 p.m. | 531 | 9.9% | 279 | 10.1% | 3 | 6.3% | **813** | **9.9%** |
| 4 p.m. | 505 | 9.4% | 234 | 8.5% | 1 | 2.1% | **740** | **9.0%** |
| 5 p.m. | 491 | 9.1% | 312 | 11.3% | 2 | 4.2% | **805** | **9.8%** |
| 6 p.m. | 342 | 6.4% | 186 | 6.8% | 2 | 4.2% | **530** | **6.5%** |
| 7 p.m. | 208 | 3.9% | 94 | 3.4% | 0 | 0.0% | **302** | **3.7%** |
| 8 p.m. | 134 | 2.5% | 60 | 2.2% | 1 | 2.1% | **195** | **2.4%** |
| 9 p.m. | 111 | 2.1% | 58 | 2.1% | 1 | 2.1% | **170** | **2.1%** |
| 10 p.m. | 77 | 1.4% | 30 | 1.1% | 0 | 0.0% | **107** | **1.3%** |
| 11 p.m. | 34 | 0.6% | 18 | 0.7% | 0 | 0.0% | **52** | **0.6%** |
| **Total** | **5,378** | **100.0%** | **2,754** | **100.0%** | **48** | **100.0%** | **8,180** | **100.0%** |



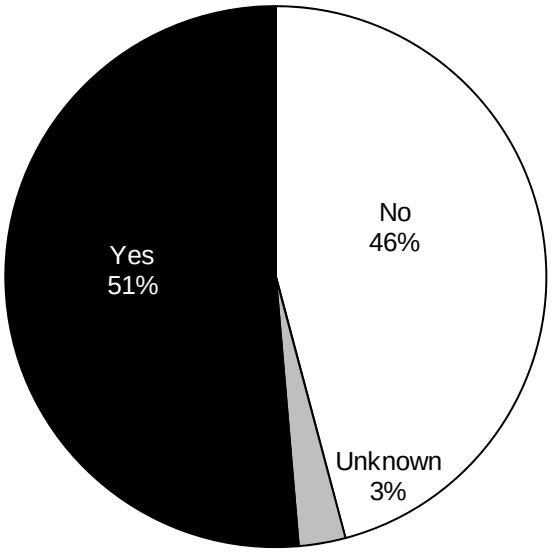

- Older driver total crashes were highest from 2:00 p.m. to 6:59 p.m.
- Compared to all crashes, older driver crashes occurred more often in the daytime (9:00 a.m.-4:59 p.m.).

# Crash Conditions

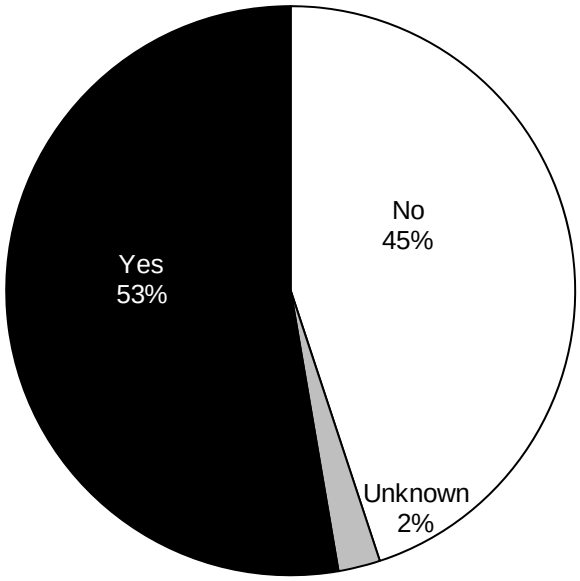
## Older Drivers with Contributing Factors in Crashes (Utah 2016)

| Older (Age 65+) Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Driver/Vehicle with a Contributing Factor(s)** | **PDO Crashes** | | **Injury Crashes** | | **Fatal Crashes** | | **Total** | |
| | **#** | **%** | **#** | **%** | **#** | **%** | **#** | **%** |
| Yes | 2,958 | 52.0% | 1,571 | 53.7% | 33 | 63.5% | **4,562** | **52.7%** |
| No | 2,585 | 45.5% | 1,286 | 44.0% | 19 | 36.5% | **3,890** | **44.9%** |
| Unknown | 140 | 2.5% | 66 | 2.3% | 0 | 0.0% | **206** | **2.4%** |
| **Total** | **5,683** | **100.0%** | **2,923** | **100.0%** | **52** | **100.0%** | **8,658** | **100.0%** |

### All Drivers




### Older Drivers




- Some form of poor driver performance is present in the majority of crashes.
- 53% 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

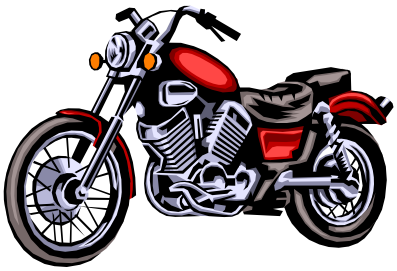
## Contributing Factors of Older Driver Crashes (Utah 2016)

| Older (Age 65+) Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Contributing Factors | # | % | # | % | # | % | # | % |
| Failed to Yield Right of Way | 851 | 19.9% | 616 | 26.2% | 9 | 14.8% | **1,476** | **22.1%** |
| Followed Too Closely | 465 | 10.9% | 273 | 11.6% | 3 | 4.9% | **741** | **11.1%** |
| Failed to Keep in Proper Lane | 358 | 8.4% | 164 | 7.0% | 1 | 1.6% | **523** | **7.8%** |
| Disregard Traffic Signal/Sign | 195 | 4.6% | 199 | 8.5% | 2 | 3.3% | **396** | **5.9%** |
| Improper Turn | 267 | 6.3% | 107 | 4.6% | 2 | 3.3% | **376** | **5.6%** |
| Speed Too Fast | 223 | 5.2% | 124 | 5.3% | 10 | 16.4% | **357** | **5.3%** |
| Other Improper Driving | 227 | 5.3% | 118 | 5.0% | 0 | 0.0% | **345** | **5.2%** |
| Driver Distraction | 181 | 4.2% | 117 | 5.0% | 3 | 4.9% | **301** | **4.5%** |
| Improper Lane Change | 249 | 5.8% | 46 | 2.0% | 1 | 1.6% | **296** | **4.4%** |
| Vision Obscured by Weather Condition | 153 | 3.6% | 77 | 3.3% | 0 | 0.0% | **230** | **3.4%** |
| Improper Backing | 195 | 4.6% | 12 | 0.5% | 0 | 0.0% | **207** | **3.1%** |
| Ran Off Road | 80 | 1.9% | 64 | 2.7% | 14 | 23.0% | **158** | **2.4%** |
| Improper Parking/Stopping | 104 | 2.4% | 36 | 1.5% | 0 | 0.0% | **140** | **2.1%** |
| Driver Illness/Medical | 56 | 1.3% | 66 | 2.8% | 3 | 4.9% | **125** | **1.9%** |
| Vision Obscured by Moving Vehicle | 63 | 1.5% | 30 | 1.3% | 0 | 0.0% | **93** | **1.4%** |
| Vision Obscured by Glare | 58 | 1.4% | 29 | 1.2% | 0 | 0.0% | **87** | **1.3%** |
| Driver Asleep/Fatigue | 52 | 1.2% | 33 | 1.4% | 1 | 1.6% | **86** | **1.3%** |
| Swerved or Evasive Action | 51 | 1.2% | 28 | 1.2% | 0 | 0.0% | **79** | **1.2%** |
| Overcorrected | 40 | 0.9% | 33 | 1.4% | 5 | 8.2% | **78** | **1.2%** |
| Vehicle Other Defective Condition | 45 | 1.1% | 21 | 0.9% | 0 | 0.0% | **66** | **1.0%** |
| Driver Condition Other | 34 | 0.8% | 23 | 1.0% | 0 | 0.0% | **57** | **0.9%** |
| Hit and Run | 49 | 1.1% | 8 | 0.3% | 0 | 0.0% | **57** | **0.9%** |
| Driving Under the Influence | 27 | 0.6% | 25 | 1.1% | 0 | 0.0% | **52** | **0.8%** |
| Vision Obscured by Parked Vehicle | 37 | 0.9% | 13 | 0.6% | 0 | 0.0% | **50** | **0.7%** |
| Vision Obscured by Other | 33 | 0.8% | 16 | 0.7% | 0 | 0.0% | **49** | **0.7%** |
| Improper Passing | 31 | 0.7% | 5 | 0.2% | 1 | 1.6% | **37** | **0.6%** |
| Wrong Side/Wrong Way | 26 | 0.6% | 11 | 0.5% | 0 | 0.0% | **37** | **0.6%** |
| Vehicle Brakes | 16 | 0.4% | 11 | 0.5% | 1 | 1.6% | **28** | **0.4%** |
| Disregard Road Markings | 15 | 0.4% | 10 | 0.4% | 0 | 0.0% | **25** | **0.4%** |
| Vehicle Cargo/Trailer Hitch | 20 | 0.5% | 4 | 0.2% | 0 | 0.0% | **24** | **0.4%** |
| Vehicle Tires | 15 | 0.4% | 7 | 0.3% | 2 | 3.3% | **24** | **0.4%** |
| Driver Emotional Prior to Crash | 13 | 0.3% | 4 | 0.2% | 0 | 0.0% | **17** | **0.3%** |
| Reckless/Aggressive Driving | 9 | 0.2% | 8 | 0.3% | 0 | 0.0% | **17** | **0.3%** |
| Vision Obscured by Vegetation | 10 | 0.2% | 4 | 0.2% | 3 | 4.9% | **17** | **0.3%** |
| Vision Obscured by Building, Sign, etc. | 7 | 0.2% | 5 | 0.2% | 0 | 0.0% | **12** | **0.2%** |
| Windshield or Other Window Obscured | 9 | 0.2% | 3 | 0.1% | 0 | 0.0% | **12** | **0.2%** |
| Improper Signal | 5 | 0.1% | 1 | 0.0% | 0 | 0.0% | **6** | **0.1%** |
| **Total** | **4,269** | **100.0%** | **2,351** | **100.0%** | **61** | **100.0%** | **6,681** | **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 (22%), followed too closely (11%), and failed to keep in proper lane (8%).
- The leading contributing factors in fatal older driver crashes were ran off road (23%) and speed too fast (16%).
- Compared to drivers of all ages, older drivers were more likely to have a contributing factor of failure to yield right of way, improper turn, disregard traffic signal/sign, improper lane change, and improper backing.

# Motorcycles

DRIVE AWARE. RIDE AWARE.



## Section 10: Motorcycles

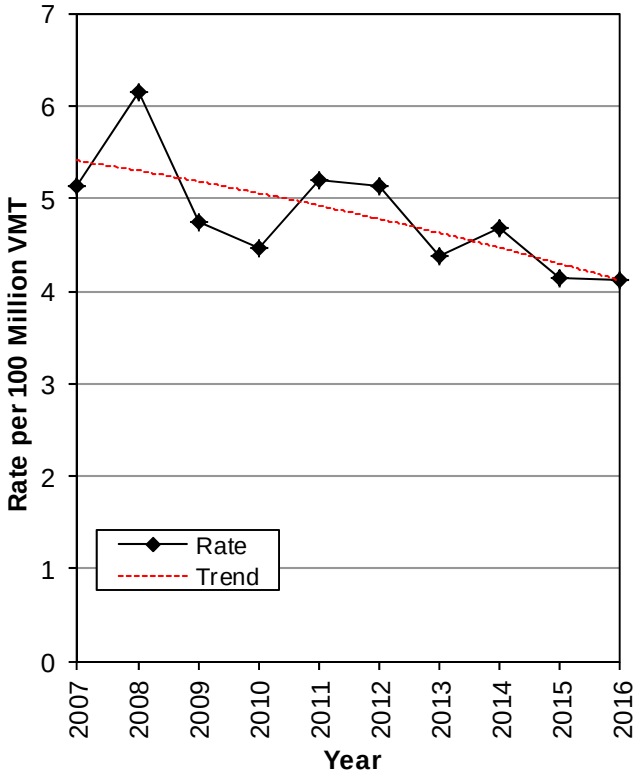
2016

# Trends

## Motorcyclists in Crashes (Utah 2007-2016)

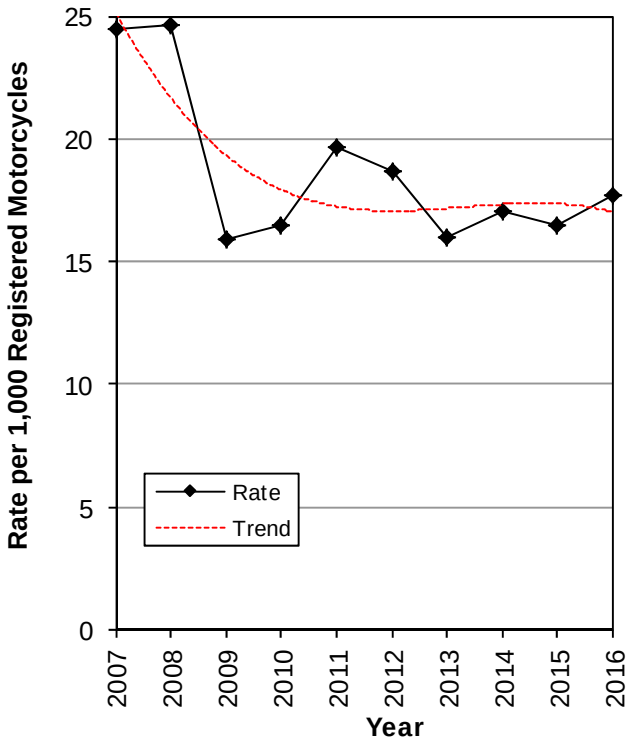
| Motorcyclists (Driver and Passenger) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| Year | # | Rate per 100 Million VMT | Rate per 1,000 Rgstrd Mtrcycls | # | Rate per 100 Million VMT | Rate per 1,000 Rgstrd Mtrcycls | # | Rate per 100 Million VMT | Rate per 1,000 Rgstrd Mtrcycls | # | Rate per 100 Million VMT | Rate per 1,000 Registered Motorcycles |
| 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** |
| 2016 | 215 | 0.7 | 3.0 | 1,014 | 3.3 | 14.1 | 41 | 0.13 | 0.57 | **1,270** | **4.13** | **17.7** |
| **Total** | **2,226** | **0.8** | **3.1** | **10,551** | **3.9** | **14.9** | **333** | **0.12** | **0.47** | **13,110** | **4.80** | **18.5** |

## Motorcyclist Crash Rates per VMT (Utah 2007-2016)




- 2016 had the lowest (4.13) 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 2007-2016)



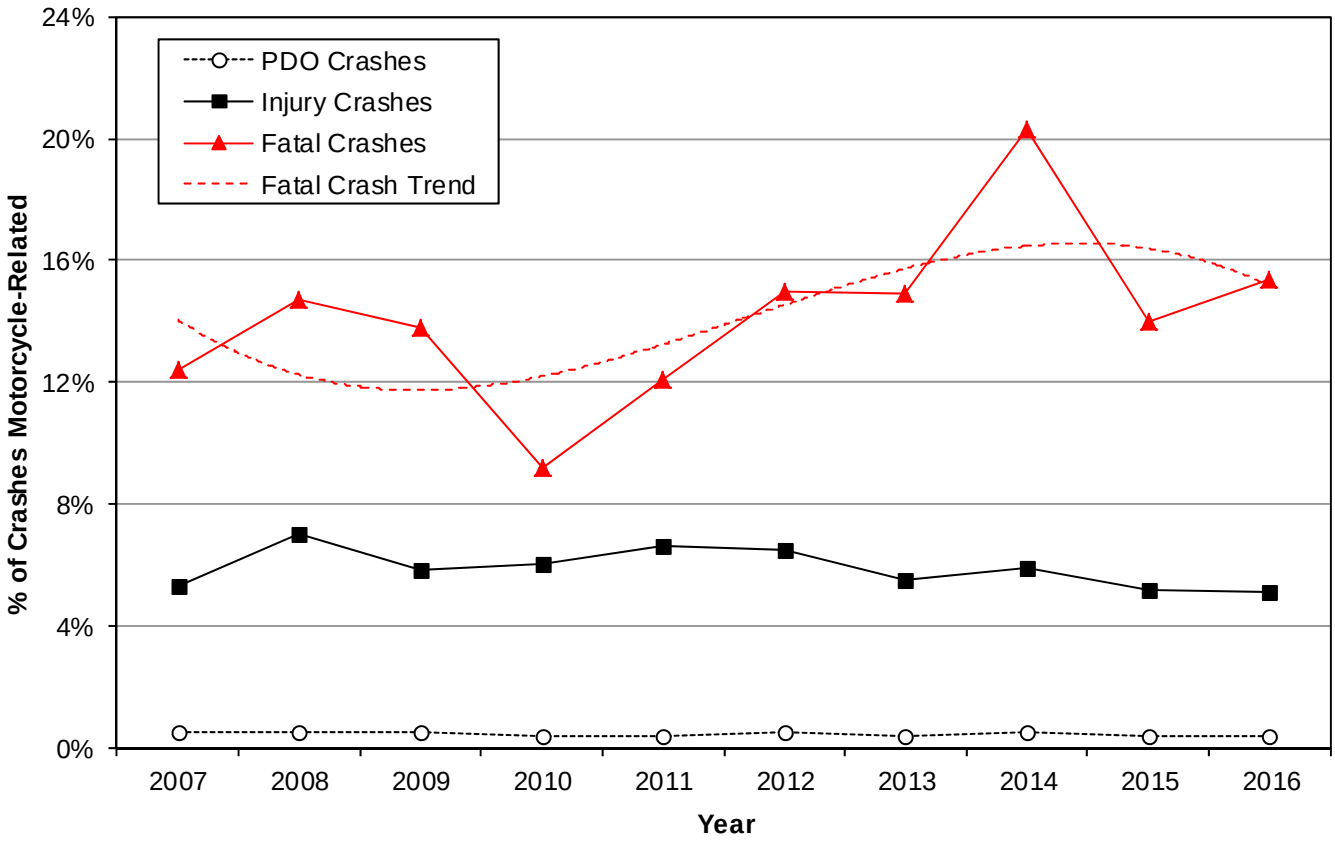

- The rate of motorcyclists in crashes per registered motorcycle decreased 28% from 2007 to 2016.
- 2008 had the highest (24.7) rate of total motorcyclists in crashes per registered motorcycle.

# Trends

## Motorcycle Crashes (Utah 2007-2016)

| Motorcycle Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Motorcycle | | All | Motorcycle | | All | Motorcycle | | All | Motorcycle | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 173 | 0.4% | 18,747 | 955 | 5.1% | 259 | 40 | 15.4% | **62,471** | **1,168** | **1.9%** |
| **Total** | **384,214** | **1,688** | **0.4%** | **166,873** | **9,768** | **5.9%** | **2,303** | **326** | **14.2%** | **553,390** | **11,782** | **2.1%** |

## Percent of Crashes Involving a Motorcycle (Utah 2007-2016)

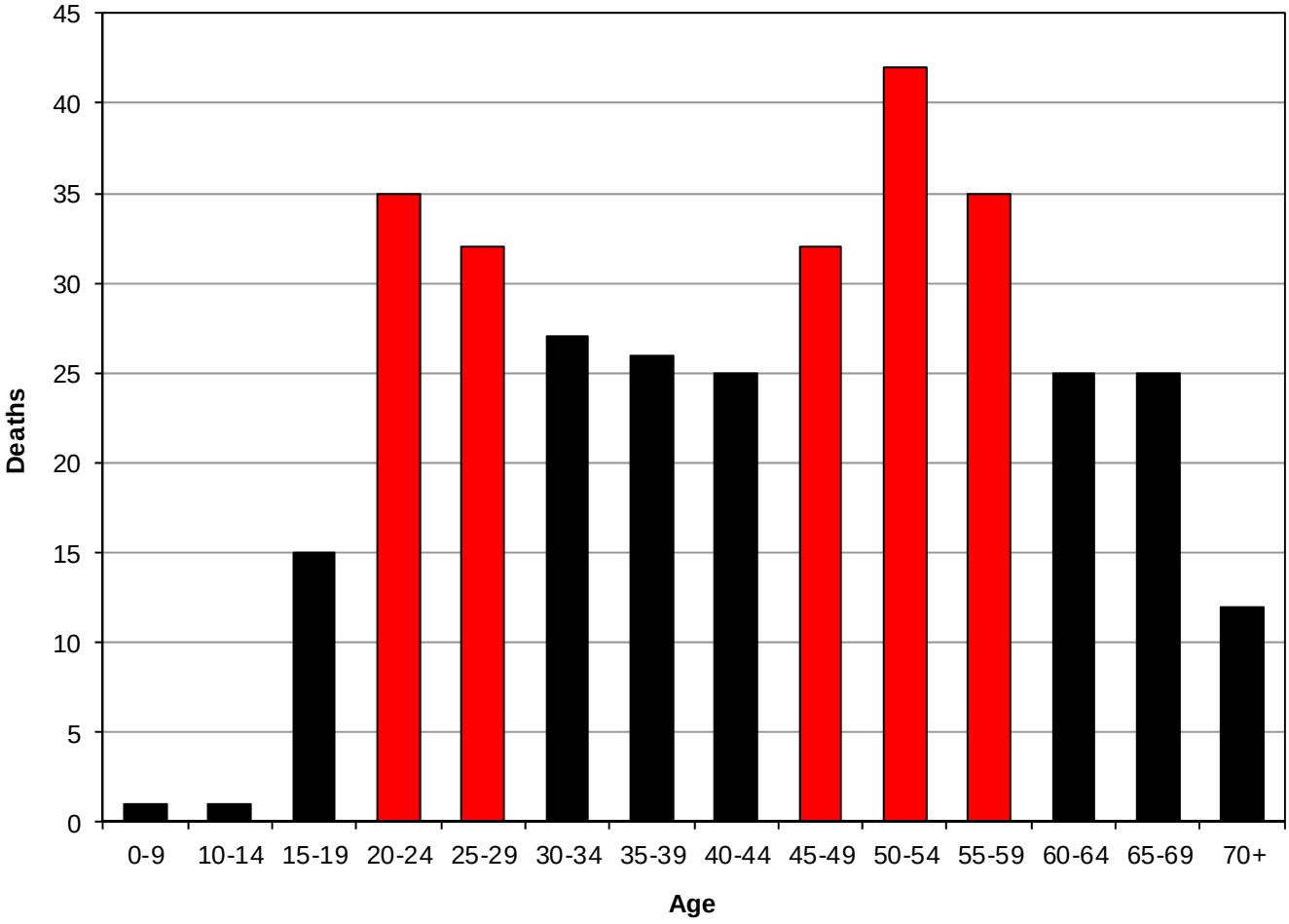



- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.9% of injury crashes, and 14.2% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 14.2% of fatal crashes and 5.9% of injury crashes compared to 2.1% 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 2007-2016)

| Motorcyclists Killed | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Age | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| 0-9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1** | **0.3%** |
| 10-14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **0.3%** |
| 15-19 | 4 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | **15** | **4.5%** |
| 20-24 | 7 | 6 | 0 | 2 | 1 | 6 | 1 | 4 | 4 | 4 | **35** | **10.5%** |
| 25-29 | 1 | 7 | 3 | 3 | 3 | 2 | 3 | 4 | 3 | 3 | **32** | **9.6%** |
| 30-34 | 1 | 3 | 2 | 4 | 4 | 3 | 1 | 2 | 2 | 5 | **27** | **8.1%** |
| 35-39 | 0 | 5 | 1 | 1 | 2 | 2 | 3 | 5 | 4 | 3 | **26** | **7.8%** |
| 40-44 | 2 | 2 | 2 | 1 | 1 | 2 | 8 | 1 | 2 | 4 | **25** | **7.5%** |
| 45-49 | 4 | 3 | 6 | 1 | 4 | 2 | 3 | 4 | 3 | 2 | **32** | **9.6%** |
| 50-54 | 4 | 5 | 5 | 1 | 3 | 2 | 2 | 10 | 7 | 3 | **42** | **12.6%** |
| 55-59 | 2 | 0 | 4 | 5 | 5 | 6 | 3 | 2 | 3 | 5 | **35** | **10.5%** |
| 60-64 | 2 | 2 | 4 | 0 | 4 | 4 | 2 | 5 | 1 | 1 | **25** | **7.5%** |
| 65-69 | 5 | 1 | 1 | 3 | 0 | 1 | 2 | 2 | 3 | 7 | **25** | **7.5%** |
| 70+ | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 4 | 1 | 2 | **12** | **3.6%** |
| **Total** | **33** | **36** | **30** | **21** | **28** | **32** | **31** | **45** | **36** | **41** | **333** | **100.0%** |

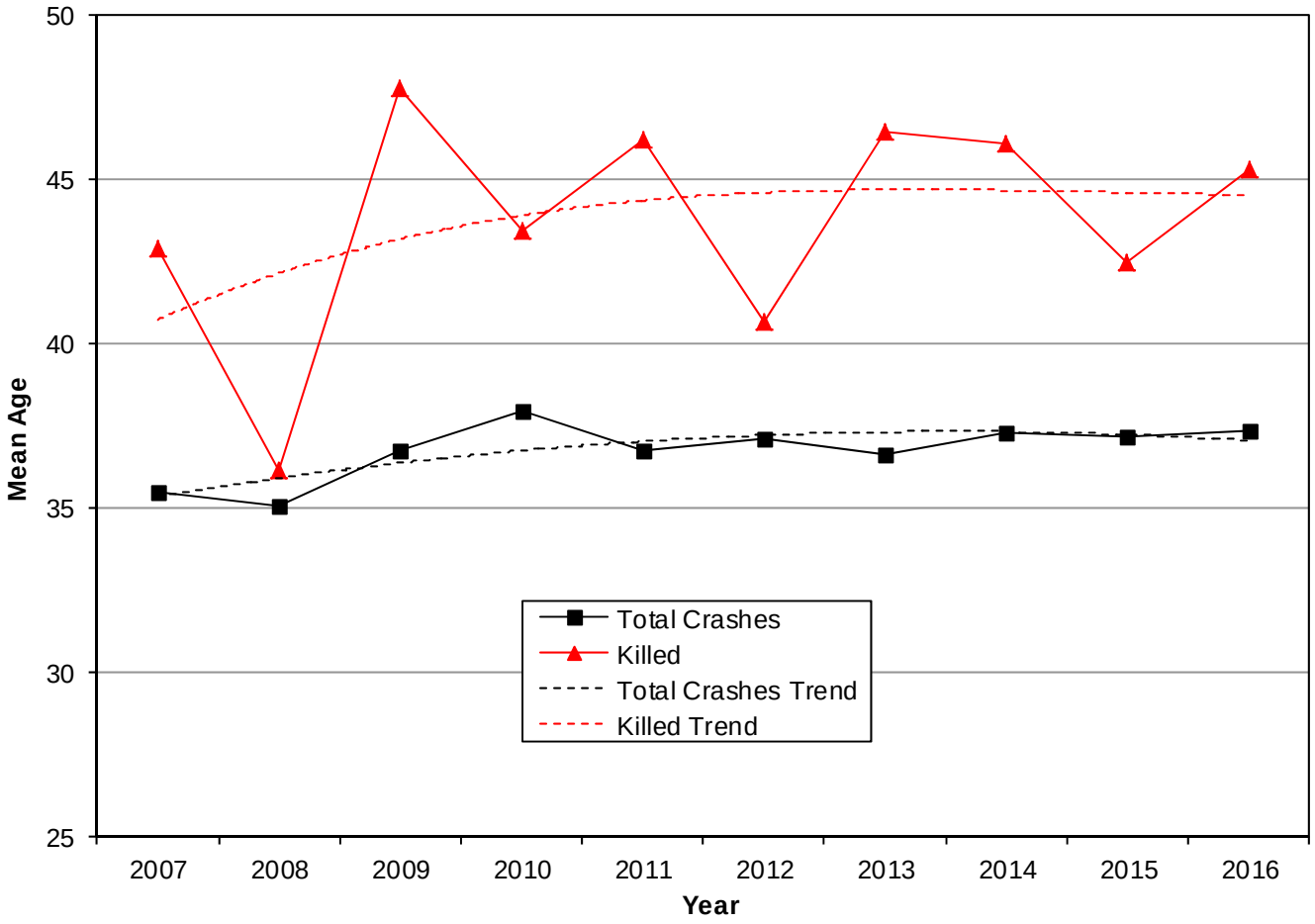



- The 10-year totals show that motorcyclist deaths were highest among the 45-59 and 20-29 year age groups.

# Trends

## Motorcyclists in Crashes by Age (Utah 2007-2016)

| Motorcyclists (Driver and Passenger) | | |
|---|---|---|
| | Total | Killed |
| Year | Mean Age | Mean Age |
| 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 |
| 2016 | 37.33 | 45.32 |
| **Average** | **36.74** | **43.74** |

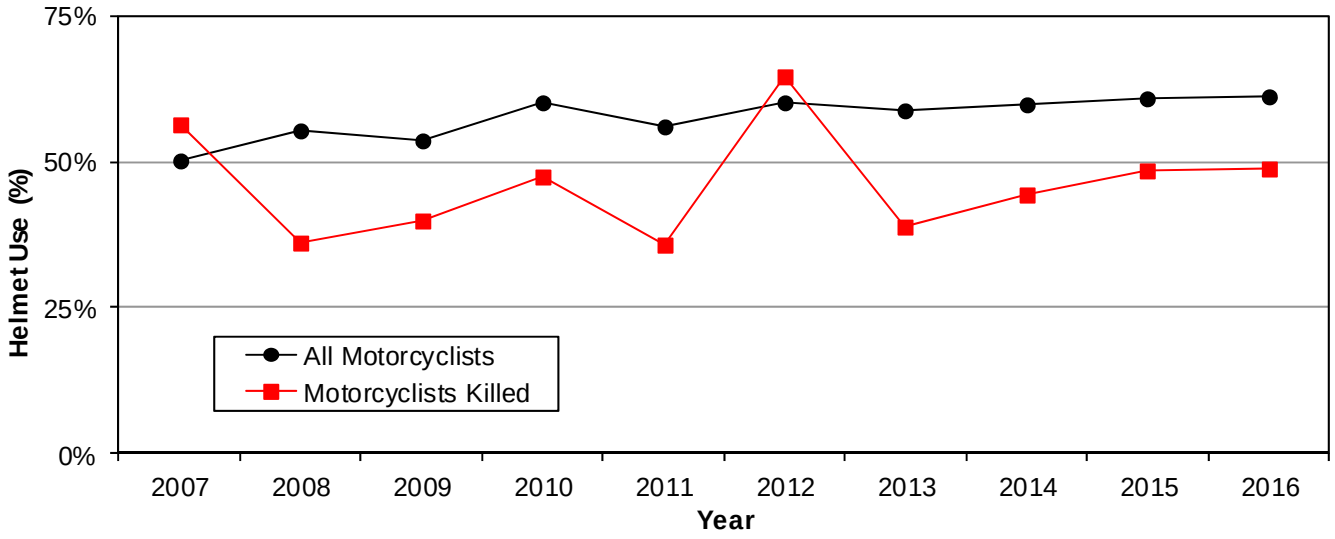



- The 10-year trend shows that the age of motorcyclists in crashes is steadily increasing. Increasing from 35.45 in 2006 to 37.33 in 2016.
- The 10-year trend shows that the age of motorcyclists killed in crashes is steadily increasing. Increasing from 42.88 in 2007 to 45.32 in 2016.

# Helmets

## Helmet Use of Motorcyclists in Crashes (Utah 2007-2016)

| Motorcyclists (Driver and Passenger) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | | Injured | | | Killed | | | Total | | |
| | No Hlmt | Helmet | | No Hlmt | Helmet | | No Hlmt | Helmet | | No Helmet | Helmet | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 64 | 111 | 63.4% | 382 | 600 | 61.1% | 20 | 19 | 48.7% | **466** | **730** | **61.0%** |
| **Total** | **597** | **1,031** | **63.3%** | **4,241** | **5,593** | **56.9%** | **176** | **150** | **46.0%** | **5,014** | **6,774** | **57.5%** |




- 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 2016)

| Motorcyclists (Driver and Passenger) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Helmet Use | # | % | # | % | # | % | # | % |
| Helmet Worn | 111 | 51.6% | 600 | 59.2% | 19 | 46.3% | **730** | **57.5%** |
| Helmet Not Worn | 64 | 29.8% | 382 | 37.7% | 20 | 48.8% | **466** | **36.7%** |
| Unknown | 40 | 18.6% | 32 | 3.2% | 2 | 4.9% | **74** | **5.8%** |
| **Total** | **215** | **100.0%** | **1,014** | **100.0%** | **41** | **100.0%** | **1,270** | **100.0%** |

- Only 61% (of known) of the motorcyclists in crashes wore a helmet.
- Only 19 of the 41 motorcyclists killed in crashes (46%) were wearing a helmet.

# Motorcycle Crash Conditions

## Motorcyclists in Crashes by County (Utah 2016)

| 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 |
| Rich | 2 | 3.6 | 34.5 | 10 | 18.2 | 172.4 | 0 | 0.00 | 0.00 | **12** | **21.8** | **206.9** |
| Piute | 1 | 3.1 | 34.5 | 4 | 12.3 | 137.9 | 0 | 0.00 | 0.00 | **5** | **15.3** | **172.4** |
| Garfield | 2 | 1.5 | 18.2 | 12 | 9.2 | 109.1 | 0 | 0.00 | 0.00 | **14** | **10.8** | **127.3** |
| Wayne | 0 | 0.0 | 0.0 | 10 | 18.3 | 109.9 | 0 | 0.00 | 0.00 | **10** | **18.3** | **109.9** |
| Daggett | 1 | 2.9 | 38.5 | 0 | 0.0 | 0.0 | 1 | 2.88 | 38.46 | **2** | **5.8** | **76.9** |
| Beaver | 0 | 0.0 | 0.0 | 6 | 2.0 | 57.7 | 0 | 0.00 | 0.00 | **6** | **2.0** | **57.7** |
| San Juan | 0 | 0.0 | 0.0 | 9 | 2.7 | 39.6 | 1 | 0.30 | 4.41 | **10** | **3.0** | **44.1** |
| Grand | 3 | 0.7 | 5.8 | 10 | 2.5 | 19.4 | 0 | 0.00 | 0.00 | **13** | **3.2** | **25.2** |
| Iron | 7 | 0.8 | 6.8 | 16 | 1.9 | 15.5 | 2 | 0.24 | 1.94 | **25** | **3.0** | **24.2** |
| Wasatch | 3 | 0.7 | 3.4 | 15 | 3.7 | 16.8 | 2 | 0.50 | 2.23 | **20** | **5.0** | **22.3** |
| Washington | 12 | 0.7 | 2.5 | 91 | 5.5 | 18.9 | 3 | 0.18 | 0.62 | **106** | **6.4** | **22.0** |
| Morgan | 1 | 0.7 | 3.1 | 5 | 3.4 | 15.6 | 1 | 0.67 | 3.12 | **7** | **4.7** | **21.8** |
| Emery | 0 | 0.0 | 0.0 | 3 | 0.8 | 15.9 | 1 | 0.26 | 5.29 | **4** | **1.0** | **21.2** |
| Salt Lake | 102 | 1.0 | 4.0 | 381 | 3.9 | 15.1 | 14 | 0.14 | 0.56 | **497** | **5.0** | **19.7** |
| Uintah | 6 | 1.4 | 5.6 | 13 | 3.0 | 12.1 | 0 | 0.00 | 0.00 | **19** | **4.3** | **17.7** |
| Weber | 16 | 0.9 | 2.5 | 91 | 5.1 | 14.2 | 3 | 0.17 | 0.47 | **110** | **6.1** | **17.2** |
| Box Elder | 2 | 0.2 | 1.4 | 22 | 2.2 | 15.3 | 0 | 0.00 | 0.00 | **24** | **2.4** | **16.7** |
| Millard | 1 | 0.2 | 4.1 | 3 | 0.5 | 12.4 | 0 | 0.00 | 0.00 | **4** | **0.7** | **16.5** |
| Cache | 11 | 1.1 | 3.6 | 33 | 3.3 | 10.9 | 3 | 0.30 | 0.99 | **47** | **4.7** | **15.6** |
| Tooele | 5 | 0.6 | 2.9 | 20 | 2.2 | 11.6 | 1 | 0.11 | 0.58 | **26** | **2.9** | **15.1** |
| Utah | 19 | 0.4 | 1.6 | 149 | 3.2 | 12.7 | 1 | 0.02 | 0.09 | **169** | **3.6** | **14.4** |
| Kane | 1 | 0.6 | 4.7 | 2 | 1.2 | 9.3 | 0 | 0.00 | 0.00 | **3** | **1.8** | **14.0** |
| Summit | 4 | 0.5 | 2.5 | 17 | 2.0 | 10.6 | 0 | 0.00 | 0.00 | **21** | **2.5** | **13.1** |
| Juab | 1 | 0.2 | 4.3 | 2 | 0.4 | 8.5 | 0 | 0.00 | 0.00 | **3** | **0.7** | **12.8** |
| Sevier | 1 | 0.3 | 2.4 | 3 | 0.8 | 7.1 | 1 | 0.27 | 2.37 | **5** | **1.4** | **11.8** |
| Davis | 12 | 0.4 | 1.4 | 74 | 2.5 | 8.8 | 7 | 0.24 | 0.83 | **93** | **3.1** | **11.1** |
| Sanpete | 1 | 0.4 | 2.2 | 4 | 1.6 | 8.7 | 0 | 0.00 | 0.00 | **5** | **2.0** | **10.9** |
| Carbon | 1 | 0.3 | 1.6 | 5 | 1.4 | 7.9 | 0 | 0.00 | 0.00 | **6** | **1.7** | **9.4** |
| Duchesne | 0 | 0.0 | 0.0 | 4 | 1.2 | 7.6 | 0 | 0.00 | 0.00 | **4** | **1.2** | **7.6** |
| **Statewide** | **215** | **0.7** | **3.0** | **1,014** | **3.3** | **14.1** | **41** | **0.13** | **0.57** | **1,270** | **4.1** | **17.7** |

- Rich, Piute, and Garfield counties had the highest rates of motorcyclists in crashes per registered motorcycle and Rich, Wayne, and Piute counties had the highest rates of motorcyclists in crashes per VMT.

## Occupant Placement of Motorcyclists in Crashes (Utah 2016)

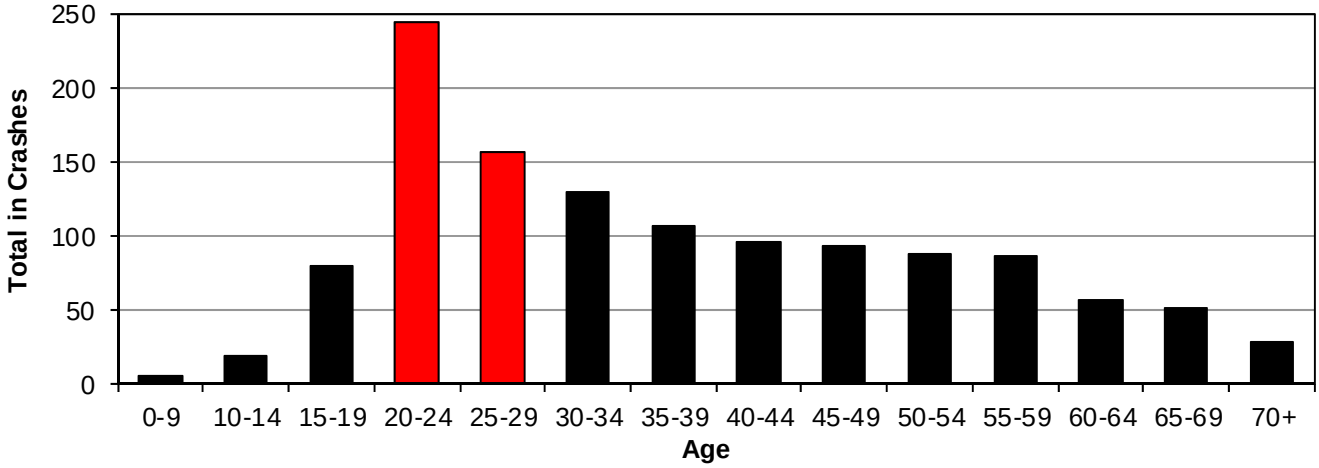
- Drivers accounted for the majority of motorcyclists in a crash (92%) and motorcyclists killed (95%).

| Motorcyclists (Driver and Passenger) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Occupant Placement | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| Driver | 200 | 93.0% | 935 | 92.2% | 39 | 95.1% | **1,174** | **92.4%** |
| Passenger | 15 | 7.0% | 79 | 7.8% | 2 | 4.9% | **96** | **7.6%** |
| **Total** | **215** | **100.0%** | **1,014** | **100.0%** | **41** | **100.0%** | **1,270** | **100.0%** |

# Motorcycle Crash Conditions

## Age of Motorcyclists in Crashes (Utah 2016)

| Motorcyclists (Driver and Passenger) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Age | # | % | # | % | # | % | # | % |
| 0-9 | 1 | 0.5% | 4 | 45.0% | 0 | 0.0% | **5** | **0.4%** |
| 10-14 | 2 | 0.9% | 16 | 1.6% | 0 | 0.0% | **18** | **1.4%** |
| 15-19 | 12 | 5.6% | 65 | 6.4% | 2 | 4.9% | **79** | **6.2%** |
| 20-24 | 43 | 20.0% | 197 | 19.4% | 4 | 9.8% | **244** | **19.2%** |
| 25-29 | 30 | 14.0% | 124 | 12.2% | 3 | 7.3% | **157** | **12.4%** |
| 30-34 | 15 | 7.0% | 110 | 10.8% | 5 | 12.2% | **130** | **10.2%** |
| 35-39 | 14 | 6.5% | 89 | 8.8% | 3 | 7.3% | **106** | **8.3%** |
| 40-44 | 18 | 8.4% | 74 | 7.3% | 4 | 9.8% | **96** | **7.6%** |
| 45-49 | 17 | 7.9% | 74 | 7.3% | 2 | 4.9% | **93** | **7.3%** |
| 50-54 | 9 | 4.2% | 76 | 7.5% | 3 | 7.3% | **88** | **6.9%** |
| 55-59 | 13 | 6.0% | 68 | 6.7% | 5 | 12.2% | **86** | **6.8%** |
| 60-64 | 12 | 5.6% | 44 | 4.3% | 1 | 2.4% | **57** | **4.5%** |
| 65-69 | 7 | 3.3% | 37 | 3.6% | 7 | 17.1% | **51** | **4.0%** |
| 70+ | 7 | 3.3% | 19 | 1.9% | 2 | 4.9% | **28** | **2.2%** |
| Unknown | 15 | 7.0% | 17 | 1.7% | 0 | 0.0% | **32** | **2.5%** |
| **Total** | **215** | **100.0%** | **1,014** | **144.6%** | **41** | **100.0%** | **1,270** | **100.0%** |




- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (32%).
- The highest number of motorcyclist deaths were aged 65-69 years.

## Gender of Motorcyclists in Crashes (Utah 2016)

| Motorcyclists (Driver and Passenger) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 179 | 83.3% | 881 | 86.9% | 38 | 92.7% | **1,098** | **86.5%** |
| Female | 24 | 11.2% | 130 | 12.8% | 3 | 7.3% | **157** | **12.4%** |
| Unknown | 12 | 5.6% | 3 | 0.3% | 0 | 0.0% | **15** | **1.2%** |
| **Total** | **215** | **100.0%** | **1,014** | **100.0%** | **41** | **100.0%** | **1,270** | **100.0%** |

- The majority of all motorcyclists (87%) and motorcyclists killed (93%) in crashes were male.

# Motorcycle Crash Conditions

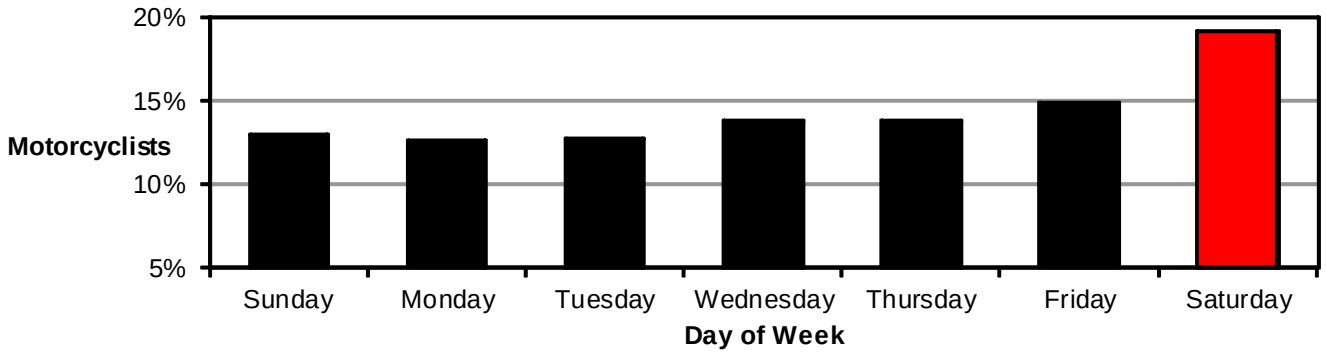
## Motorcyclists in Crashes by Month (Utah 2016)

| Motorcyclists (Driver and Passenger) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 4 | 0.1 | 14 | 0.5 | 0 | 0.00 | **18** | **0.6** |
| February | 5 | 0.2 | 30 | 1.0 | 0 | 0.00 | **35** | **1.2** |
| March | 8 | 0.3 | 37 | 1.2 | 2 | 0.06 | **47** | **1.5** |
| April | 25 | 0.8 | 97 | 3.2 | 4 | 0.13 | **126** | **4.2** |
| May | 24 | 0.8 | 108 | 3.5 | 5 | 0.16 | **137** | **4.4** |
| June | 27 | 0.9 | 144 | 4.8 | 4 | 0.13 | **175** | **5.8** |
| July | 38 | 1.2 | 147 | 4.7 | 5 | 0.16 | **190** | **6.1** |
| August | 22 | 0.7 | 149 | 4.8 | 6 | 0.19 | **177** | **5.7** |
| September | 29 | 1.0 | 134 | 4.5 | 7 | 0.23 | **170** | **5.7** |
| October | 24 | 0.8 | 94 | 3.0 | 5 | 0.16 | **123** | **4.0** |
| November | 5 | 0.2 | 47 | 1.6 | 3 | 0.10 | **55** | **1.8** |
| December | 4 | 0.1 | 13 | 0.4 | 0 | 0.00 | **17** | **0.5** |
| **Total** | **215** | **0.6** | **1,014** | **2.8** | **41** | **0.11** | **1,270** | **3.5** |

- June through September had the highest rates per day of total motorcycle crashes.
- September and August had the highest totals of motorcyclists killed.

## Motorcyclists in Crashes by Day of Week (Utah 2016)

| Motorcyclists (Driver and Passenger) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 19 | 8.8% | 139 | 13.7% | 7 | 17.1% | **165** | **13.0%** |
| Monday | 27 | 12.6% | 128 | 12.6% | 5 | 12.2% | **160** | **12.6%** |
| Tuesday | 24 | 11.2% | 133 | 13.1% | 5 | 12.2% | **162** | **12.8%** |
| Wednesday | 36 | 16.7% | 134 | 13.2% | 5 | 12.2% | **175** | **13.8%** |
| Thursday | 31 | 14.4% | 137 | 13.5% | 7 | 17.1% | **175** | **13.8%** |
| Friday | 34 | 15.8% | 150 | 14.8% | 5 | 12.2% | **189** | **14.9%** |
| Saturday | 44 | 20.5% | 193 | 19.0% | 7 | 17.1% | **244** | **19.2%** |
| **Total** | **215** | **100.0%** | **1,014** | **100.0%** | **41** | **100.0%** | **1,270** | **100.0%** |

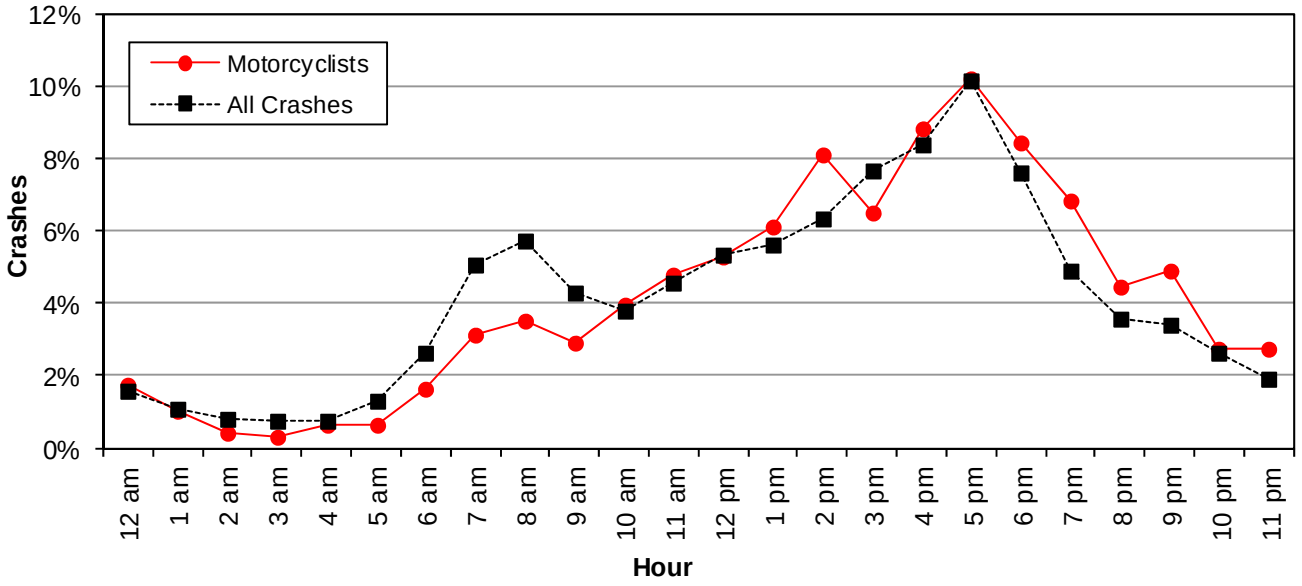



- Saturday had the highest number of motorcyclists in total crashes.
- Fatal motorcycle crashes occurred most frequently on Sunday, Thursday, and Saturday.

# Motorcycle Crash Conditions

## Motorcyclists in Crashes by Hour (Utah 2016)

| Motorcyclists (Driver and Passenger) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 4 | 1.9% | 17 | 1.7% | 1 | 2.4% | **22** | **1.7%** |
| 1 a.m. | 1 | 0.5% | 12 | 1.2% | 0 | 0.0% | **13** | **1.0%** |
| 2 a.m. | 0 | 0.0% | 3 | 0.3% | 2 | 4.9% | **5** | **0.4%** |
| 3 a.m. | 0 | 0.0% | 3 | 0.3% | 1 | 2.4% | **4** | **0.3%** |
| 4 a.m. | 0 | 0.0% | 7 | 0.7% | 1 | 2.4% | **8** | **0.6%** |
| 5 a.m. | 2 | 0.9% | 6 | 0.6% | 0 | 0.0% | **8** | **0.6%** |
| 6 a.m. | 6 | 2.8% | 14 | 1.4% | 1 | 2.4% | **21** | **1.7%** |
| 7 a.m. | 8 | 3.7% | 31 | 3.1% | 1 | 2.4% | **40** | **3.1%** |
| 8 a.m. | 7 | 3.3% | 37 | 3.6% | 1 | 2.4% | **45** | **3.5%** |
| 9 a.m. | 11 | 5.1% | 26 | 2.6% | 0 | 0.0% | **37** | **2.9%** |
| 10 a.m. | 8 | 3.7% | 41 | 4.0% | 1 | 2.4% | **50** | **3.9%** |
| 11 a.m. | 12 | 5.6% | 48 | 4.7% | 1 | 2.4% | **61** | **4.8%** |
| Noon | 14 | 6.5% | 51 | 5.0% | 2 | 4.9% | **67** | **5.3%** |
| 1 p.m. | 12 | 5.6% | 61 | 6.0% | 5 | 12.2% | **78** | **6.1%** |
| 2 p.m. | 16 | 7.4% | 83 | 8.2% | 4 | 9.8% | **103** | **8.1%** |
| 3 p.m. | 13 | 6.0% | 66 | 6.5% | 4 | 9.8% | **83** | **6.5%** |
| 4 p.m. | 15 | 7.0% | 93 | 9.2% | 4 | 9.8% | **112** | **8.8%** |
| 5 p.m. | 15 | 7.0% | 113 | 11.1% | 2 | 4.9% | **130** | **10.2%** |
| 6 p.m. | 23 | 10.7% | 82 | 8.1% | 2 | 4.9% | **107** | **8.4%** |
| 7 p.m. | 14 | 6.5% | 72 | 7.1% | 1 | 2.4% | **87** | **6.9%** |
| 8 p.m. | 11 | 5.1% | 45 | 4.4% | 1 | 2.4% | **57** | **4.5%** |
| 9 p.m. | 9 | 4.2% | 49 | 4.8% | 4 | 9.8% | **62** | **4.9%** |
| 10 p.m. | 5 | 2.3% | 30 | 3.0% | 0 | 0.0% | **35** | **2.8%** |
| 11 p.m. | 9 | 4.2% | 24 | 2.4% | 2 | 4.9% | **35** | **2.8%** |
| **Total** | **215** | **100.0%** | **1,014** | **100.0%** | **41** | **100.0%** | **1,270** | **100.0%** |




- Over one-half (55%) of total motorcycle crashes occurred between 1:00 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 2016)

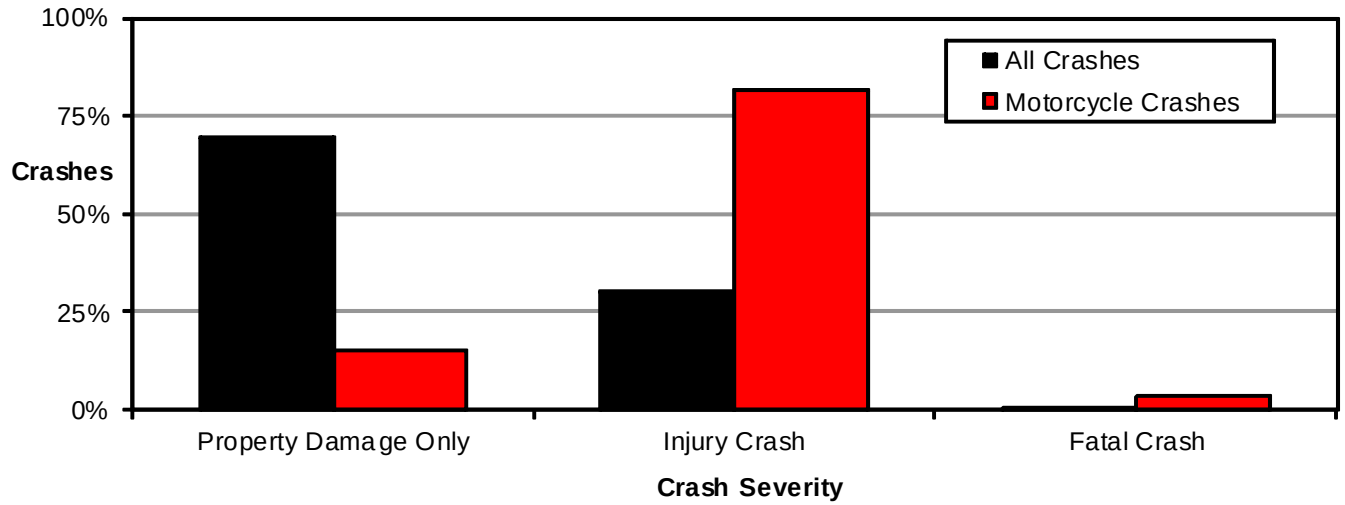
| Motorcycle Drivers | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Age | # | % | # | % | # | % | # | % |
| <15 | 1 | 0.6% | 15 | 1.5% | 1 | 2.4% | **17** | **1.4%** |
| 15-19 | 8 | 4.9% | 61 | 6.3% | 2 | 4.9% | **71** | **6.0%** |
| 20-24 | 39 | 23.8% | 193 | 19.9% | 4 | 9.8% | **236** | **20.1%** |
| 25-29 | 22 | 13.4% | 116 | 12.0% | 3 | 7.3% | **141** | **12.0%** |
| 30-34 | 10 | 6.1% | 103 | 10.6% | 5 | 12.2% | **118** | **10.1%** |
| 35-39 | 10 | 6.1% | 87 | 9.0% | 3 | 7.3% | **100** | **8.5%** |
| 40-44 | 13 | 7.9% | 73 | 7.5% | 3 | 7.3% | **89** | **7.6%** |
| 45-49 | 13 | 7.9% | 70 | 7.2% | 2 | 4.9% | **85** | **7.2%** |
| 50-54 | 6 | 3.7% | 74 | 7.6% | 3 | 7.3% | **83** | **7.1%** |
| 55-59 | 10 | 6.1% | 62 | 6.4% | 5 | 12.2% | **77** | **6.6%** |
| 60-64 | 9 | 5.5% | 43 | 4.4% | 1 | 2.4% | **53** | **4.5%** |
| 65-69 | 5 | 3.0% | 35 | 3.6% | 7 | 17.1% | **47** | **4.0%** |
| 70+ | 4 | 2.4% | 21 | 2.2% | 2 | 4.9% | **27** | **2.3%** |
| Unknown | 14 | 8.5% | 16 | 1.7% | 0 | 0.0% | **30** | **2.6%** |
| **Total** | **164** | **100.0%** | **969** | **100.0%** | **41** | **100.0%** | **1,174** | **100.0%** |

- One-half (50%) of the motorcycle drivers in crashes were under the age of 35 years.
- The 65-69 year age group had the highest number of drivers in fatal crashes.

## Motorcycle Driver License Status (Utah 2016)

- Of the 41 motorcycle drivers in fatal crashes, 34 (83%) had a valid motorcycle license.

## Motorcycle Crash Severity (Utah 2016)

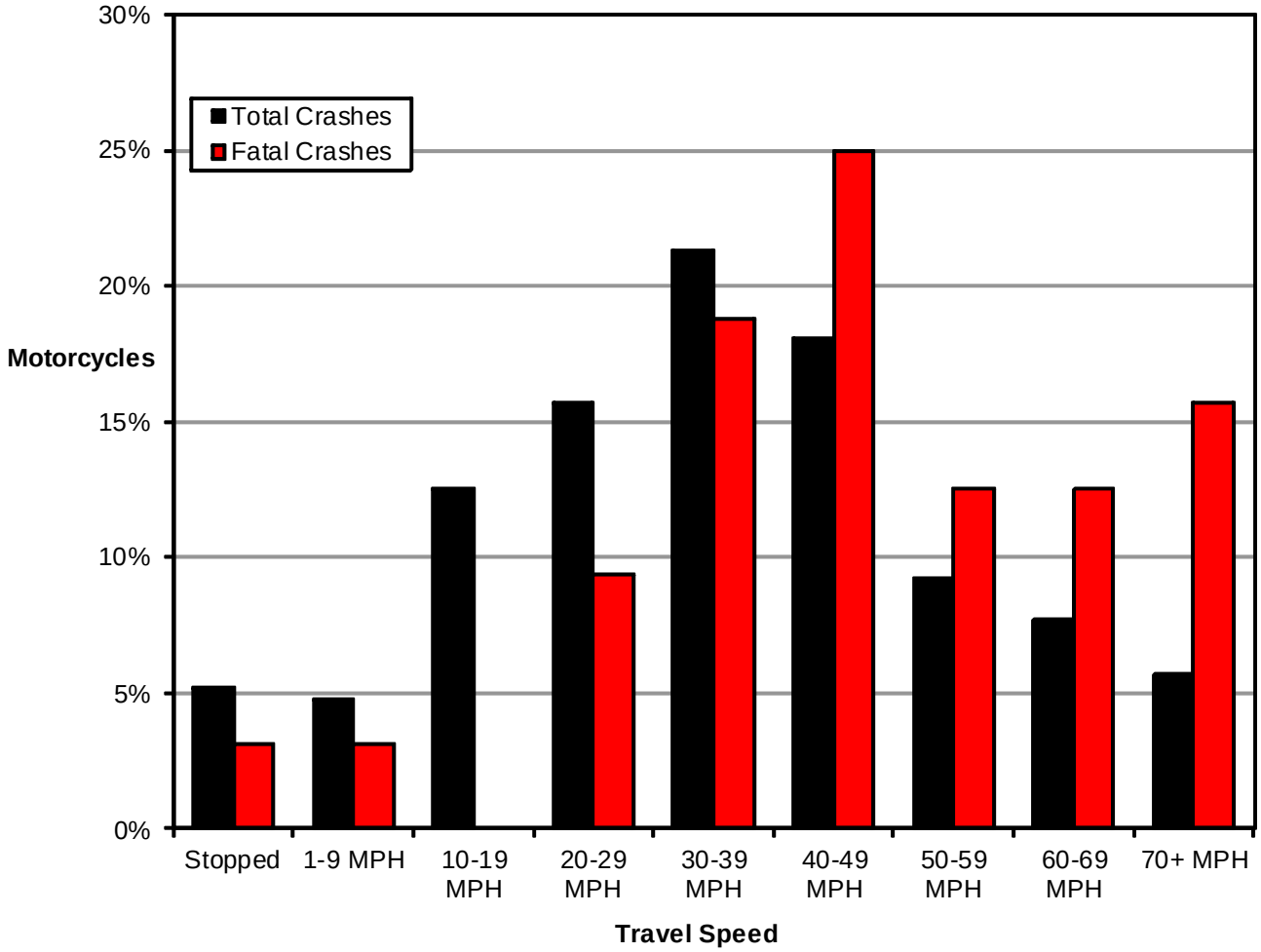



- Motorcycle crashes were more likely to result in injury (82% to 30%) or death(3.4% to 0.4%) compared to all motor vehicle crashes.

# Motorcycle Crash Conditions

## Travel Speed (Utah 2016)

| Motorcycles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Travel Speed | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Parked | 14 | 8.0% | 3 | 0.3% | 0 | 0.0% | **17** | **1.4%** |
| Stopped | 21 | 12.0% | 25 | 2.6% | 1 | 2.4% | **47** | **4.0%** |
| 1-9 MPH | 16 | 9.1% | 26 | 2.7% | 1 | 2.4% | **43** | **3.6%** |
| 10-19 MPH | 17 | 9.7% | 97 | 10.0% | 0 | 0.0% | **114** | **9.6%** |
| 20-29 MPH | 20 | 11.4% | 120 | 12.3% | 3 | 7.3% | **143** | **12.0%** |
| 30-39 MPH | 19 | 10.9% | 169 | 17.4% | 6 | 14.6% | **194** | **16.3%** |
| 40-49 MPH | 15 | 8.6% | 142 | 14.6% | 8 | 19.5% | **165** | **13.9%** |
| 50-59 MPH | 6 | 3.4% | 74 | 7.6% | 4 | 9.8% | **84** | **7.1%** |
| 60-69 MPH | 9 | 5.1% | 57 | 5.9% | 4 | 9.8% | **70** | **5.9%** |
| 70-79 MPH | 3 | 1.7% | 31 | 3.2% | 3 | 7.3% | **37** | **3.1%** |
| 80+ MPH | 0 | 0.0% | 13 | 1.3% | 2 | 4.9% | **15** | **1.3%** |
| Unknown | 35 | 20.0% | 215 | 22.1% | 9 | 22.0% | **259** | **21.8%** |
| **Total** | **175** | **100.0%** | **972** | **100.0%** | **41** | **100.0%** | **1,188** | **100.0%** |




- Over one-half (55% of known) of motorcycles in total crashes were traveling 20-49 MPH.
- The majority (66% of known) of the motorcycles in fatal crashes were traveling 40 MPH or higher.

# Motorcycle Crash Conditions

## Maneuver of Other Vehicle Prior to Motorcycle Crash (Utah 2016)

| Vehicles Other than Motorcycles (Motorcycle Crash) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Maneuver | # | % | # | % | # | % | # | % |
| Straight Ahead | 59 | 38.3% | 174 | 30.9% | 8 | 32.0% | **241** | **32.5%** |
| Turning Left | 16 | 10.4% | 172 | 30.6% | 15 | 60.0% | **203** | **27.4%** |
| Stopped in Traffic Lane | 26 | 16.9% | 66 | 11.7% | 2 | 8.0% | **94** | **12.7%** |
| Changing Lanes | 4 | 2.6% | 30 | 5.3% | 0 | 0.0% | **34** | **4.6%** |
| Slowing in Traffic Lane | 10 | 6.5% | 23 | 4.1% | 0 | 0.0% | **33** | **4.4%** |
| Turning Right | 8 | 5.2% | 25 | 4.4% | 0 | 0.0% | **33** | **4.4%** |
| Parked/Parking | 11 | 7.1% | 20 | 3.6% | 0 | 0.0% | **31** | **4.2%** |
| Making U-turn | 5 | 3.2% | 22 | 3.9% | 0 | 0.0% | **27** | **3.6%** |
| Entering/Leaving Traffic Lane | 4 | 2.6% | 19 | 3.4% | 0 | 0.0% | **23** | **3.1%** |
| Backing | 7 | 4.5% | 2 | 0.4% | 0 | 0.0% | **9** | **1.2%** |
| Overtaking/Passing | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.1%** |
| Unknown/Other | 4 | 2.6% | 9 | 1.6% | 0 | 0.0% | **13** | **1.8%** |
| **Total** | **154** | **100.0%** | **563** | **100.0%** | **25** | **100.0%** | **742** | **100.0%** |

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (33%) and turning left (27%).

## Motorcycle Maneuver Prior to Motorcycle Crash (Utah 2016)

| Motorcycles (Motorcycle Crash) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Maneuver | # | % | # | % | # | % | # | % |
| Straight Ahead | 99 | 56.6% | 759 | 78.1% | 36 | 87.8% | **894** | **75.3%** |
| Turning Left | 13 | 7.4% | 53 | 5.5% | 1 | 2.4% | **67** | **5.6%** |
| Turning Right | 6 | 3.4% | 27 | 2.8% | 0 | 0.0% | **33** | **2.8%** |
| Slowing in Traffic Lane | 10 | 5.7% | 43 | 4.4% | 0 | 0.0% | **53** | **4.5%** |
| Stopped in Traffic Lane | 20 | 11.4% | 24 | 2.5% | 1 | 2.4% | **45** | **3.8%** |
| Changing Lanes | 4 | 2.3% | 15 | 1.5% | 0 | 0.0% | **19** | **1.6%** |
| Parked/Parking | 14 | 8.0% | 3 | 0.3% | 0 | 0.0% | **17** | **1.4%** |
| Overtaking/Passing | 2 | 1.1% | 16 | 1.6% | 0 | 0.0% | **18** | **1.5%** |
| Entering/Leaving Traffic Lane | 1 | 0.6% | 9 | 0.9% | 0 | 0.0% | **10** | **0.8%** |
| Making U-turn | 0 | 0.0% | 3 | 0.3% | 1 | 2.4% | **4** | **0.3%** |
| Backing | 1 | 0.6% | 1 | 0.1% | 0 | 0.0% | **2** | **0.2%** |
| Other | 3 | 1.7% | 7 | 0.7% | 1 | 2.4% | **11** | **0.9%** |
| Unknown | 2 | 1.1% | 12 | 1.2% | 1 | 2.4% | **15** | **1.3%** |
| **Total** | **175** | **100.0%** | **972** | **100.0%** | **41** | **100.0%** | **1,188** | **100.0%** |

- For all motorcycle crashes, the leading maneuver of motorcycles prior to the crash was straight ahead (75%).

# Motorcycle Crash Conditions

## Number of Vehicles Involved in Motorcycle Crashes (Utah 2016)

| Motorcycle Crashes | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicles Involved | # | % | # | % | # | % | # | % |
| Motorcycle Only | 36 | 20.8% | 420 | 44.0% | 18 | 43.9% | **474** | **40.5%** |
| Motorcycle and 1 or More Other Vehicles | 137 | 79.2% | 535 | 56.0% | 23 | 56.1% | **695** | **59.5%** |
| **Total** | **173** | **100.0%** | **955** | **100.0%** | **41** | **100.0%** | **1,169** | **100.0%** |

- In 60% 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 2016)

| Drivers/Vehicles Other than Motorcycles (Motorcycle Crash) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Contributing Factors | # | % | # | % | # | % | # | % |
| Failed to Yield Right of Way | 15 | 14.4% | 203 | 40.8% | 13 | 56.5% | **231** | **37.0%** |
| Improper Turn | 11 | 10.6% | 68 | 13.7% | 1 | 4.3% | **80** | **12.8%** |
| Followed Too Closely | 23 | 22.1% | 28 | 5.6% | 1 | 4.3% | **52** | **8.3%** |
| Other Improper Driving | 8 | 7.7% | 29 | 5.8% | 0 | 0.0% | **37** | **5.9%** |
| Improper Lane Change | 3 | 2.9% | 25 | 5.0% | 0 | 0.0% | **28** | **4.5%** |
| Disregard Traffic Signal/Sign | 3 | 2.9% | 21 | 4.2% | 1 | 4.3% | **25** | **4.0%** |
| Driver Distraction | 6 | 5.8% | 18 | 3.6% | 1 | 4.3% | **25** | **4.0%** |
| Vision Obscured by Moving Vehicle | 3 | 2.9% | 17 | 3.4% | 0 | 0.0% | **20** | **3.2%** |
| Vision Obscured by Other | 0 | 0.0% | 15 | 3.0% | 2 | 8.7% | **17** | **2.7%** |
| Driving Under the Influence | 3 | 2.9% | 8 | 1.6% | 2 | 8.7% | **13** | **2.1%** |
| Hit and Run | 2 | 1.9% | 9 | 1.8% | 1 | 4.3% | **12** | **1.9%** |
| Failed to Keep in Proper Lane | 5 | 4.8% | 6 | 1.2% | 0 | 0.0% | **11** | **1.8%** |
| Vehicle Defective Condition | 4 | 3.8% | 7 | 1.4% | 0 | 0.0% | **11** | **1.8%** |
| Vision Obscured by Parked Vehicle | 2 | 1.9% | 9 | 1.8% | 0 | 0.0% | **11** | **1.8%** |
| Vision Obscured by Glare | 0 | 0.0% | 9 | 1.8% | 0 | 0.0% | **9** | **1.4%** |
| Improper Backing | 6 | 5.8% | 2 | 0.4% | 0 | 0.0% | **8** | **1.3%** |
| Speed Too Fast | 4 | 3.8% | 4 | 0.8% | 0 | 0.0% | **8** | **1.3%** |
| Improper Parking/Stopping | 4 | 3.8% | 3 | 0.6% | 0 | 0.0% | **7** | **1.1%** |
| Swerved or Evasive Action | 1 | 1.0% | 5 | 1.0% | 0 | 0.0% | **6** | **1.0%** |
| Driver Illness/Medical | 0 | 0.0% | 3 | 0.6% | 1 | 4.3% | **4** | **0.6%** |
| Driver Condition Other | 1 | 1.0% | 1 | 0.2% | 0 | 0.0% | **2** | **0.3%** |
| Improper Signal | 0 | 0.0% | 2 | 0.4% | 0 | 0.0% | **2** | **0.3%** |
| Driver Asleep/Fatigue | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Driver Emotional Prior to Crash | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Improper Passing | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Overcorrected | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Reckless/Aggressive Driving | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Wrong Side/Wrong Way | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| **Total** | **104** | **100.0%** | **498** | **100.0%** | **23** | **100.0%** | **625** | **100.0%** |

- Failed to yield right of way (37%), improper turn (13%), and followed too closely (8%) were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.
- The leading contributing factor for fatal crashes was failed to yield right of way (57%).

# Motorcycle Crash Conditions

## Contributing Factors of Motorcycle Drivers in Crashes (Utah 2016)

| Motorcycle Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| **Contributing Factors** | **#** | **%** | **#** | **%** | **#** | **%** | **#** | **%** |
| Speed Too Fast | 7 | 6.0% | 122 | 15.1% | 15 | 37.5% | **144** | **14.9%** |
| Followed Too Closely | 27 | 23.1% | 92 | 11.4% | 2 | 5.0% | **121** | **12.5%** |
| Failed to Keep in Proper Lane | 7 | 6.0% | 81 | 10.0% | 0 | 0.0% | **88** | **9.1%** |
| Ran Off Road | 5 | 4.3% | 63 | 7.8% | 10 | 25.0% | **78** | **8.1%** |
| Swerved or Evasive Action | 2 | 1.7% | 64 | 7.9% | 0 | 0.0% | **66** | **6.8%** |
| Other Improper Driving | 6 | 5.1% | 51 | 6.3% | 0 | 0.0% | **57** | **5.9%** |
| Failed to Yield Right of Way | 8 | 6.8% | 39 | 4.8% | 1 | 2.5% | **48** | **5.0%** |
| Overcorrected | 4 | 3.4% | 35 | 4.3% | 0 | 0.0% | **39** | **4.0%** |
| Driver Distraction | 7 | 6.0% | 28 | 3.5% | 1 | 2.5% | **36** | **3.7%** |
| Reckless/Aggressive Driving | 3 | 2.6% | 28 | 3.5% | 3 | 7.5% | **34** | **3.5%** |
| Driving Under the Influence | 1 | 0.9% | 28 | 3.5% | 2 | 5.0% | **31** | **3.2%** |
| Disregard Traffic Signal/Sign | 1 | 0.9% | 22 | 2.7% | 1 | 2.5% | **24** | **2.5%** |
| Vehicle Other Defective Condition | 5 | 4.3% | 18 | 2.2% | 0 | 0.0% | **23** | **2.4%** |
| Improper Turn | 7 | 6.0% | 12 | 1.5% | 0 | 0.0% | **19** | **2.0%** |
| Improper Passing | 4 | 3.4% | 13 | 1.6% | 0 | 0.0% | **17** | **1.8%** |
| Vehicle Tires | 2 | 1.7% | 13 | 1.6% | 1 | 2.5% | **16** | **1.7%** |
| Vehicle Brakes | 0 | 0.0% | 15 | 1.9% | 0 | 0.0% | **15** | **1.6%** |
| Hit and Run | 7 | 6.0% | 7 | 0.9% | 0 | 0.0% | **14** | **1.5%** |
| Vision Obscured by Other | 0 | 0.0% | 13 | 1.6% | 1 | 2.5% | **14** | **1.5%** |
| Improper Lane Change | 3 | 2.6% | 8 | 1.0% | 1 | 2.5% | **12** | **1.2%** |
| Improper Parking/Stopping | 2 | 1.7% | 10 | 1.2% | 0 | 0.0% | **12** | **1.2%** |
| Driver Condition Other | 2 | 1.7% | 9 | 1.1% | 0 | 0.0% | **11** | **1.1%** |
| Driver Illness/Medical | 1 | 0.9% | 7 | 0.9% | 2 | 5.0% | **10** | **1.0%** |
| Vision Obscured by Moving Vehicle | 3 | 2.6% | 6 | 0.7% | 0 | 0.0% | **9** | **0.9%** |
| Vision Obscured by Weather Condition | 0 | 0.0% | 7 | 0.9% | 0 | 0.0% | **7** | **0.7%** |
| Vision Obscured by Glare | 2 | 1.7% | 4 | 0.5% | 0 | 0.0% | **6** | **0.6%** |
| Driver Emotional Prior to Crash | 1 | 0.9% | 3 | 0.4% | 0 | 0.0% | **4** | **0.4%** |
| Vision Obscured by Parked Vehicle | 0 | 0.0% | 4 | 0.5% | 0 | 0.0% | **4** | **0.4%** |
| Wrong Side/Wrong Way | 0 | 0.0% | 3 | 0.4% | 0 | 0.0% | **3** | **0.3%** |
| Disregard Road Markings | 0 | 0.0% | 1 | 0.1% | 0 | 0.0% | **1** | **0.1%** |
| Driver Asleep/Fatigue | 0 | 0.0% | 1 | 0.1% | 0 | 0.0% | **1** | **0.1%** |
| Vision Obscured by Vegetation | 0 | 0.0% | 1 | 0.1% | 0 | 0.0% | **1** | **0.1%** |
| **Total** | **117** | **100.0%** | **808** | **100.0%** | **40** | **100.0%** | **965** | **100.0%** |

- Speed too fast (15%), followed too closely (13%), failed to keep in proper lane (9%), and ran off road (8%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (38%) and ran off road (25%).

# Motorcycle Crash Conditions

## Drivers Other than Motorcyclists in Motorcycle Crashes with Contributing Factors (Utah 2016)

| Drivers/Vehicles Other than Motorcycles (Motorcycle Crash) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driver/Vehicle with a Contributing Factor(s) | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Yes | 73 | 47.4% | 347 | 61.6% | 15 | 60.0% | **435** | **58.6%** |
| No | 73 | 47.4% | 204 | 36.2% | 8 | 32.0% | **285** | **38.4%** |
| Unknown | 8 | 5.2% | 12 | 2.1% | 2 | 8.0% | **22** | **3.0%** |
| **Total** | **154** | **100.0%** | **563** | **100.0%** | **25** | **100.0%** | **742** | **100.0%** |

- 59% of drivers other than motorcyclists in motorcycle crashes had a contributing factor in total crashes.

## Motorcycle Drivers in Crashes with Contributing Factors (Utah 2016)

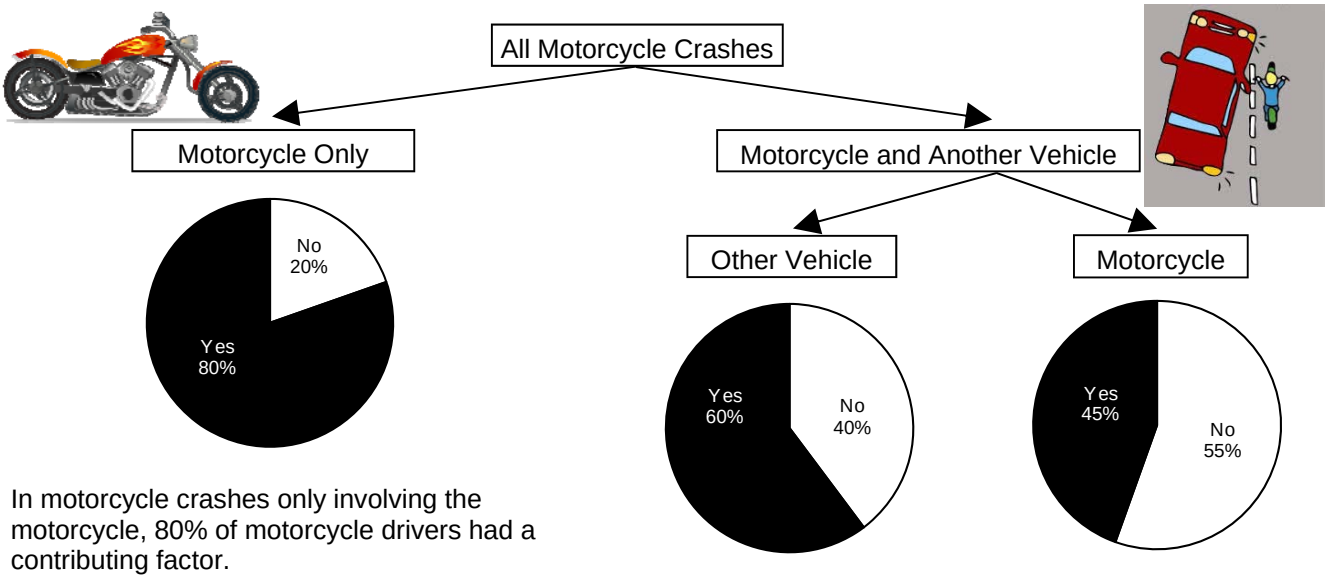
| Motorcycle Drivers/Vehicles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driver/Vehicle with a Contributing Factor(s) | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Yes | 86 | 49.1% | 551 | 56.7% | 21 | 51.2% | **658** | **55.4%** |
| No | 74 | 42.3% | 390 | 40.1% | 15 | 36.6% | **479** | **40.3%** |
| Unknown | 15 | 8.6% | 31 | 3.2% | 5 | 12.2% | **51** | **4.3%** |
| **Total** | **175** | **100.0%** | **972** | **100.0%** | **41** | **100.0%** | **1,188** | **100.0%** |

- 55% of motorcycle drivers had a contributing factor in total crashes.

## Contributing Factor Summary in Motorcycle Crashes (Utah 2016)








- In motorcycle crashes only involving the motorcycle, 80% of motorcycle drivers had a contributing factor.
- In motorcycle crashes involving more than one vehicle, 45% of motorcycle drivers and 60% of drivers other than motorcyclists had a contributing factor.

# Pedestrians

## Section 11: Pedestrians

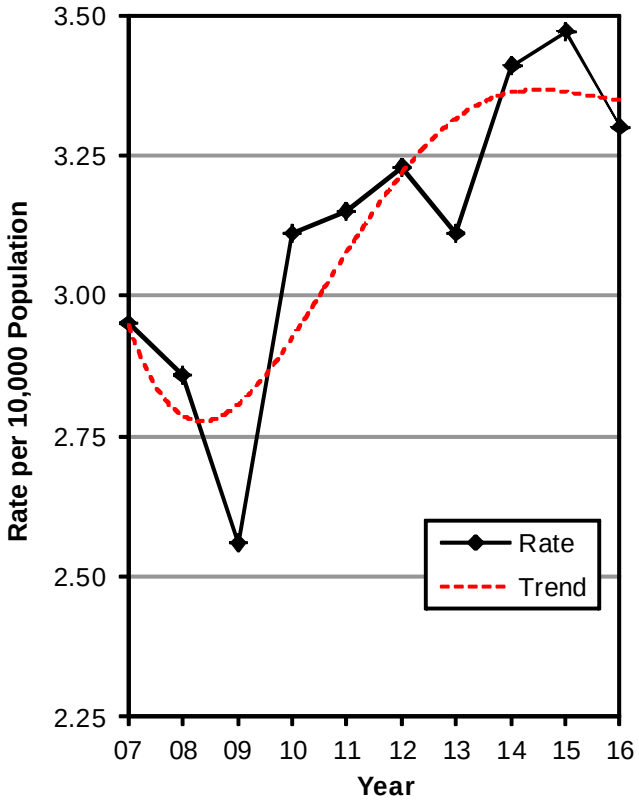
2016

# Trends

## Pedestrians in Crashes (Utah 2007-2016)

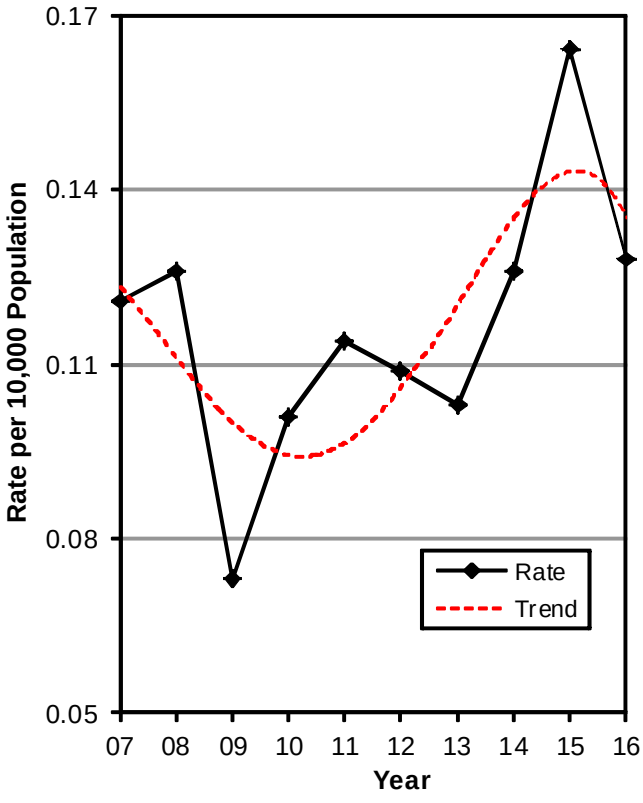
| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Year | # | Rate per 10,000 Pop. | # | Rate per 10,000 Pop. | # | Rate per 10,000 Pop. | # | Rate per 10,000 Pop. |
| 2007 | 65 | 0.25 | 681 | 2.58 | 32 | 0.121 | **778** | **2.95** |
| 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** |
| 2016 | 69 | 0.23 | 898 | 2.94 | 39 | 0.128 | **1,006** | **3.30** |
| **Total** | **808** | **0.28** | **7,728** | **2.72** | **332** | **0.117** | **8,868** | **3.12** |

## Pedestrian Crash Rates Per Population (Utah 2007-2016)




- The total rate per population of pedestrians in crashes increased 12% from 2007 to 2016.
- 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 2007-2016)



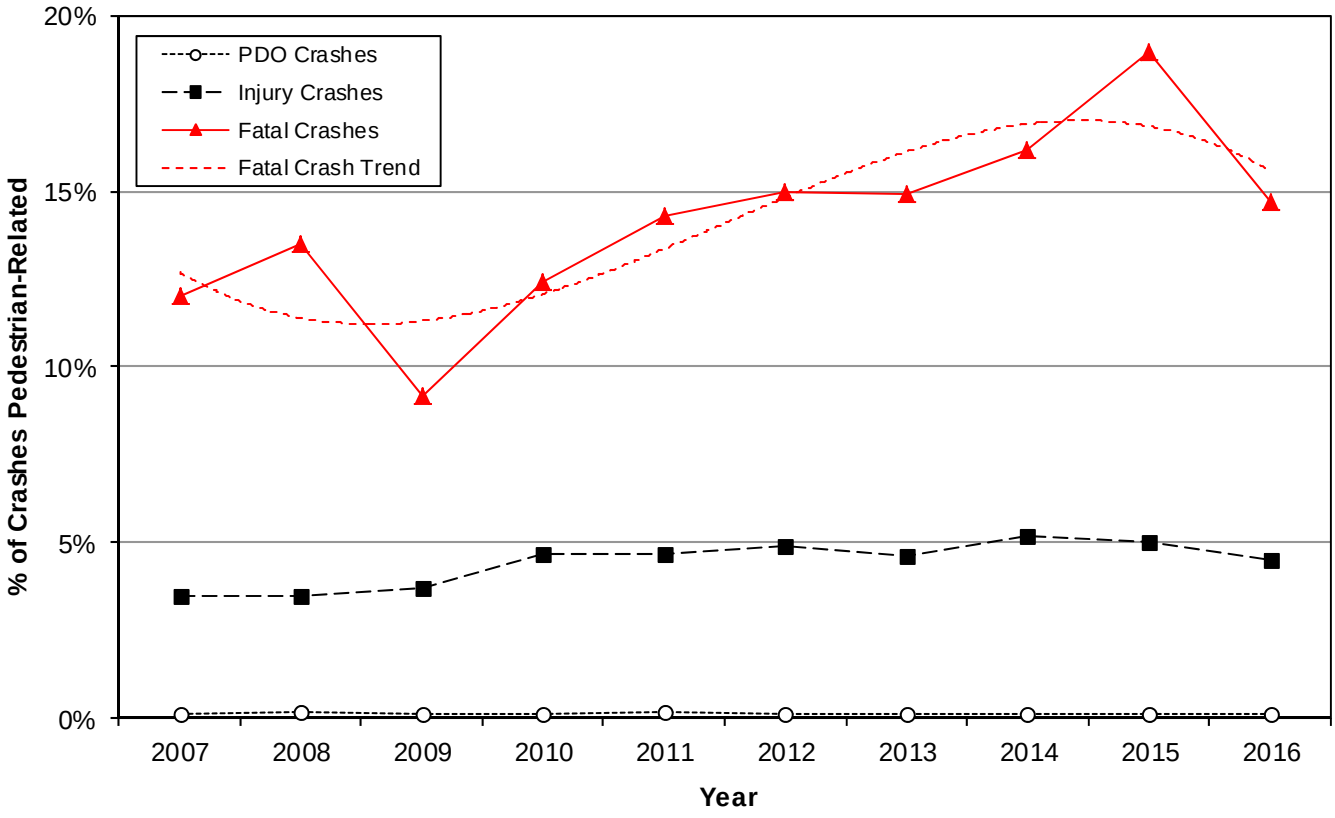

- The pedestrian death rate per population increased 6% from 2007 to 2016.
- 2015 had the highest rate per population of pedestrians killed in crashes (0.164), while 2009 had the lowest rate (0.073).

# Trends

## Pedestrian-Motor Vehicle Crashes (Utah 2007-2016)

| Pedestrian-Motor Vehicle Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Pedestrian | | All | Pedestrian | | All | Pedestrian | | All | Pedestrian | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 36 | 0.1% | 18,747 | 848 | 4.5% | 259 | 38 | 14.7% | **62,471** | **922** | **1.5%** |
| **Total** | **384,214** | **473** | **0.1%** | **166,873** | **7,380** | **4.4%** | **2,303** | **326** | **14.2%** | **553,390** | **8,179** | **1.5%** |

## Percent of Crashes Pedestrian-Related (Utah 2007-2016)

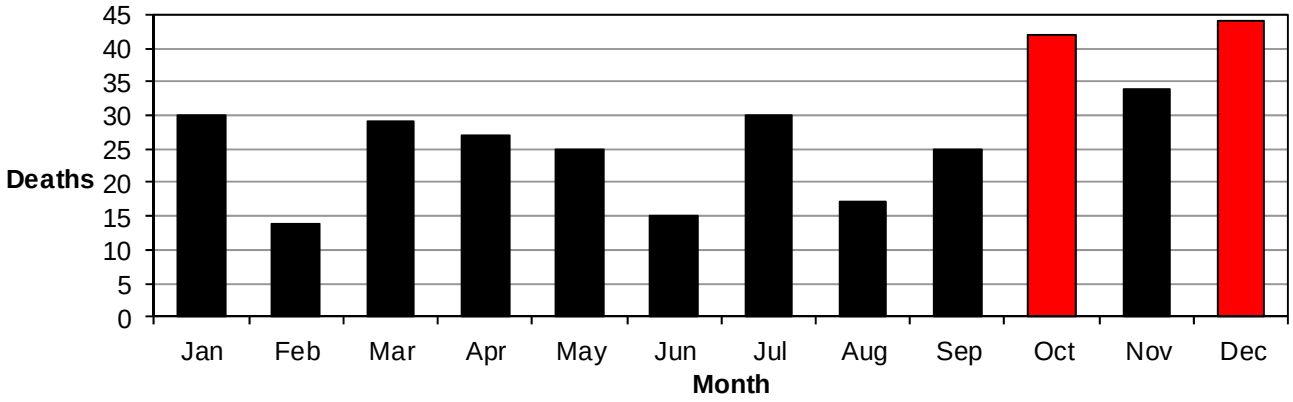



- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 4.4% of injury crashes, and 14.2% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 14.2% of fatal crashes compared to 1.5% of total crashes.
- The percent 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 2007-2016)

| Deaths | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Month | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| January | 5 | 5 | 1 | 2 | 3 | 0 | 0 | 5 | 5 | 4 | **30** | **9.0%** |
| February | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 3 | 4 | **14** | **4.2%** |
| March | 2 | 2 | 2 | 1 | 2 | 5 | 5 | 6 | 1 | 3 | **29** | **8.7%** |
| April | 4 | 1 | 2 | 3 | 1 | 3 | 3 | 5 | 2 | 3 | **27** | **8.1%** |
| May | 2 | 2 | 4 | 4 | 0 | 2 | 0 | 4 | 6 | 1 | **25** | **7.5%** |
| June | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 4 | 4 | **15** | **4.5%** |
| July | 3 | 5 | 0 | 2 | 1 | 2 | 4 | 4 | 6 | 3 | **30** | **9.0%** |
| August | 0 | 5 | 1 | 0 | 3 | 1 | 2 | 0 | 5 | 0 | **17** | **5.1%** |
| September | 2 | 0 | 1 | 3 | 3 | 4 | 0 | 3 | 3 | 6 | **25** | **7.5%** |
| October | 3 | 3 | 3 | 3 | 5 | 6 | 4 | 5 | 7 | 3 | **42** | **12.7%** |
| November | 1 | 5 | 2 | 3 | 5 | 3 | 7 | 1 | 1 | 6 | **34** | **10.2%** |
| December | 8 | 6 | 2 | 5 | 6 | 3 | 3 | 3 | 6 | 2 | **44** | **13.3%** |
| **Total** | **32** | **34** | **20** | **28** | **32** | **31** | **30** | **37** | **49** | **39** | **332** | **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 February and June.

## Pedestrian Deaths by Day of Week (Utah 2007-2016)

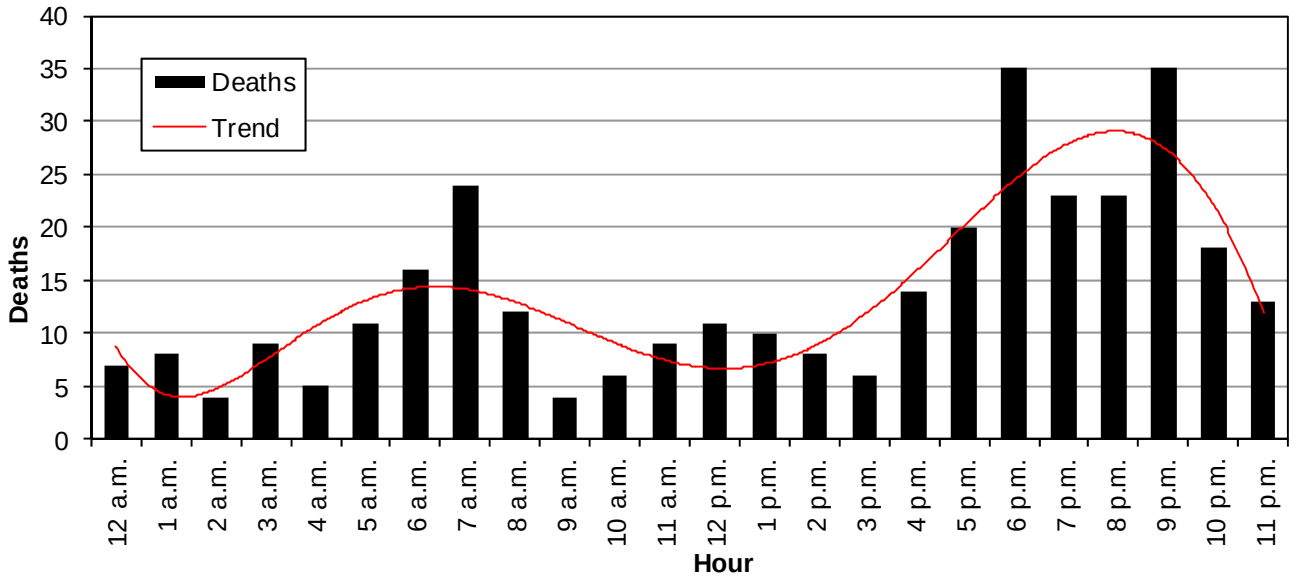
| Deaths | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day of | Year | | | | | | | | | | Total | |
| Week | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Sunday | 5 | 2 | 4 | 7 | 1 | 4 | 3 | 3 | 4 | 3 | **36** | **10.8%** |
| Monday | 3 | 2 | 3 | 0 | 6 | 4 | 7 | 6 | 5 | 7 | **43** | **13.0%** |
| Tuesday | 6 | 12 | 4 | 4 | 6 | 6 | 3 | 3 | 3 | 7 | **54** | **16.3%** |
| Wednesday | 8 | 4 | 5 | 2 | 3 | 7 | 2 | 4 | 6 | 8 | **49** | **14.8%** |
| Thursday | 3 | 3 | 2 | 8 | 5 | 3 | 5 | 5 | 11 | 1 | **46** | **13.9%** |
| Friday | 1 | 5 | 1 | 3 | 4 | 1 | 4 | 7 | 11 | 7 | **44** | **13.3%** |
| Saturday | 6 | 6 | 1 | 4 | 7 | 6 | 6 | 9 | 9 | 6 | **60** | **18.1%** |
| **Total** | **32** | **34** | **20** | **28** | **32** | **31** | **30** | **37** | **49** | **39** | **332** | **100.0%** |

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

# Trends

## Pedestrian Deaths by Hour (Utah 2007-2016)

| Deaths | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Hour | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Midnight | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | **7** | **2.1%** |
| 1 a.m. | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | **8** | **2.4%** |
| 2 a.m. | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | **4** | **1.2%** |
| 3 a.m. | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 3 | 1 | 1 | **9** | **2.7%** |
| 4 a.m. | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | **5** | **1.5%** |
| 5 a.m. | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 1 | **11** | **3.3%** |
| 6 a.m. | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 4 | 3 | 2 | **16** | **4.8%** |
| 7 a.m. | 2 | 3 | 1 | 4 | 2 | 4 | 0 | 3 | 3 | 2 | **24** | **7.3%** |
| 8 a.m. | 1 | 2 | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 1 | **12** | **3.6%** |
| 9 a.m. | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | **4** | **1.2%** |
| 10 a.m. | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | **6** | **1.8%** |
| 11 a.m. | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **9** | **2.7%** |
| Noon | 3 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 1 | **11** | **3.3%** |
| 1 p.m. | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 3 | **10** | **3.0%** |
| 2 p.m. | 1 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | **8** | **2.4%** |
| 3 p.m. | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | **6** | **1.8%** |
| 4 p.m. | 1 | 0 | 2 | 0 | 0 | 3 | 1 | 2 | 1 | 4 | **14** | **4.2%** |
| 5 p.m. | 3 | 3 | 0 | 1 | 3 | 2 | 3 | 2 | 3 | 0 | **20** | **6.0%** |
| 6 p.m. | 2 | 6 | 1 | 3 | 4 | 3 | 5 | 3 | 5 | 3 | **35** | **10.6%** |
| 7 p.m. | 2 | 0 | 2 | 3 | 3 | 0 | 3 | 1 | 4 | 5 | **23** | **6.9%** |
| 8 p.m. | 2 | 2 | 1 | 3 | 2 | 5 | 1 | 2 | 2 | 3 | **23** | **6.9%** |
| 9 p.m. | 0 | 6 | 0 | 2 | 2 | 4 | 5 | 3 | 9 | 4 | **35** | **10.6%** |
| 10 p.m. | 2 | 1 | 1 | 1 | 0 | 2 | 1 | 4 | 4 | 2 | **18** | **5.4%** |
| 11 p.m. | 4 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 1 | 1 | **13** | **3.9%** |
| **Total** | **32** | **34** | **20** | **28** | **32** | **31** | **30** | **36** | **49** | **39** | **331** | **100.0%** |




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

# Trends

## Pedestrians in Crashes by County (Utah 2007-2016)

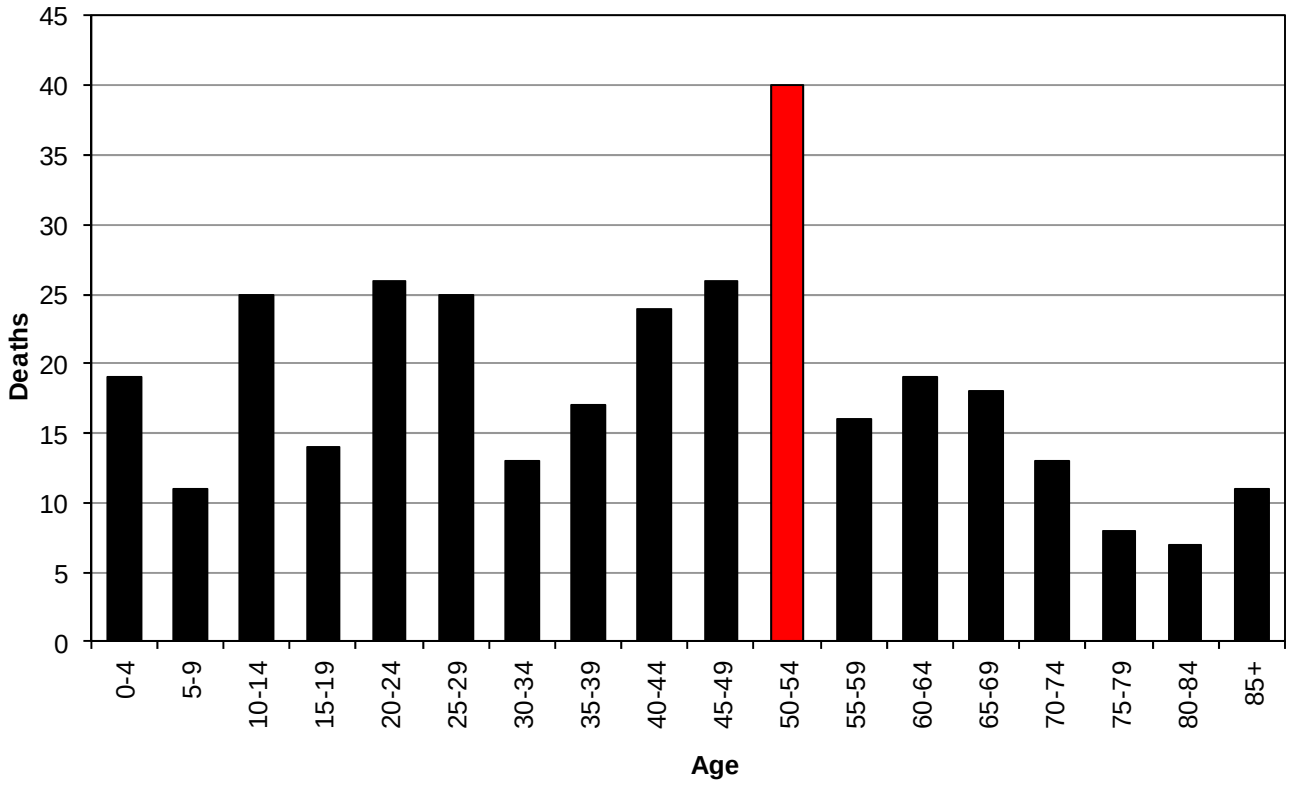
| Pedestrians | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | | Rate per Year per 10,000 |
| County | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % | Population |
| Salt Lake | 363 | 384 | 371 | 438 | 431 | 476 | 479 | 499 | 528 | 542 | **4,511** | **50.9%** | **4.02** |
| Grand | 2 | 4 | 4 | 2 | 3 | 4 | 5 | 2 | 7 | 1 | **34** | **0.4%** | **3.55** |
| Weber | 70 | 70 | 61 | 84 | 76 | 81 | 87 | 102 | 104 | 80 | **815** | **9.2%** | **3.29** |
| Carbon | 8 | 6 | 7 | 2 | 9 | 6 | 10 | 7 | 4 | 2 | **61** | **0.7%** | **2.99** |
| Summit | 7 | 10 | 7 | 12 | 14 | 4 | 10 | 17 | 11 | 16 | **108** | **1.2%** | **2.68** |
| Box Elder | 8 | 8 | 13 | 7 | 20 | 4 | 18 | 11 | 12 | 27 | **128** | **1.4%** | **2.41** |
| Davis | 84 | 64 | 60 | 70 | 81 | 102 | 81 | 93 | 94 | 89 | **818** | **9.2%** | **2.39** |
| Tooele | 10 | 9 | 8 | 13 | 17 | 27 | 11 | 16 | 21 | 13 | **145** | **1.6%** | **2.24** |
| Utah | 146 | 115 | 95 | 124 | 146 | 126 | 125 | 158 | 134 | 145 | **1,314** | **14.8%** | **2.22** |
| Cache | 20 | 22 | 22 | 33 | 30 | 28 | 30 | 25 | 24 | 28 | **262** | **3.0%** | **2.13** |
| Iron | 10 | 10 | 11 | 8 | 12 | 8 | 8 | 8 | 21 | 10 | **106** | **1.2%** | **2.12** |
| Sevier | 2 | 8 | 5 | 3 | 3 | 3 | 5 | 5 | 3 | 3 | **40** | **0.5%** | **1.88** |
| Washington | 24 | 22 | 25 | 31 | 23 | 33 | 27 | 30 | 46 | 33 | **294** | **3.3%** | **1.83** |
| Garfield | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | **9** | **0.1%** | **1.81** |
| Duchesne | 1 | 7 | 2 | 2 | 6 | 4 | 0 | 7 | 3 | 2 | **34** | **0.4%** | **1.67** |
| Juab | 3 | 0 | 0 | 7 | 2 | 1 | 0 | 1 | 2 | 1 | **17** | **0.2%** | **1.54** |
| Wasatch | 7 | 4 | 1 | 12 | 3 | 1 | 3 | 0 | 7 | 9 | **47** | **0.5%** | **1.54** |
| Emery | 0 | 5 | 1 | 1 | 3 | 1 | 0 | 0 | 3 | 0 | **14** | **0.2%** | **1.37** |
| Piute | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **2** | **0.0%** | **1.36** |
| Beaver | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | **7** | **0.1%** | **1.08** |
| Uintah | 7 | 2 | 1 | 6 | 3 | 2 | 1 | 7 | 5 | 3 | **37** | **0.4%** | **1.02** |
| Morgan | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 6 | 0 | 0 | **11** | **0.1%** | **0.96** |
| Daggett | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | **0.0%** | **0.91** |
| Millard | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 3 | 0 | **11** | **0.1%** | **0.87** |
| Sanpete | 1 | 13 | 0 | 2 | 0 | 4 | 0 | 2 | 2 | 1 | **25** | **0.3%** | **0.85** |
| Wayne | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **2** | **0.0%** | **0.74** |
| Kane | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | **5** | **0.1%** | **0.68** |
| San Juan | 2 | 2 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | **10** | **0.1%** | **0.59** |
| Rich | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0.0%** | **0.00** |
| **Total** | **778** | **769** | **698** | **863** | **886** | **922** | **903** | **1,003** | **1,040** | **1,006** | **8,868** | **100.0%** | **2.91** |

- Salt Lake (4.02), Grand (3.55), Weber (3.29), and Carbon (2.99) 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% of the pedestrians in crashes over the last 10 years.
- Rich County had no pedestrians in crashes.

# Trends

## Age of Pedestrians Killed (Utah 2007-2016)

| Pedestrians Killed | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Age | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| 0-4 | 2 | 2 | 0 | 2 | 1 | 2 | 1 | 1 | 5 | 3 | **19** | **5.7%** |
| 5-9 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 5 | **11** | **3.3%** |
| 10-14 | 0 | 3 | 0 | 3 | 5 | 1 | 2 | 3 | 4 | 4 | **25** | **7.5%** |
| 15-19 | 2 | 0 | 0 | 0 | 2 | 3 | 2 | 2 | 1 | 2 | **14** | **4.2%** |
| 20-24 | 4 | 2 | 3 | 2 | 5 | 1 | 2 | 4 | 3 | 0 | **26** | **7.8%** |
| 25-29 | 2 | 0 | 0 | 2 | 3 | 2 | 3 | 4 | 7 | 2 | **25** | **7.5%** |
| 30-34 | 2 | 1 | 1 | 1 | 3 | 0 | 1 | 1 | 1 | 2 | **13** | **3.9%** |
| 35-39 | 1 | 1 | 0 | 2 | 1 | 4 | 2 | 3 | 0 | 3 | **17** | **5.1%** |
| 40-44 | 3 | 1 | 1 | 2 | 0 | 0 | 1 | 6 | 6 | 4 | **24** | **7.2%** |
| 45-49 | 3 | 7 | 2 | 2 | 2 | 1 | 1 | 5 | 2 | 1 | **26** | **7.8%** |
| 50-54 | 5 | 5 | 3 | 1 | 6 | 8 | 3 | 0 | 3 | 6 | **40** | **12.0%** |
| 55-59 | 1 | 0 | 3 | 0 | 0 | 2 | 3 | 1 | 4 | 2 | **16** | **4.8%** |
| 60-64 | 2 | 0 | 2 | 4 | 1 | 2 | 4 | 1 | 3 | 0 | **19** | **5.7%** |
| 65-69 | 0 | 4 | 1 | 3 | 1 | 0 | 1 | 3 | 3 | 2 | **18** | **5.4%** |
| 70-74 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 1 | 4 | 1 | **13** | **3.9%** |
| 75-79 | 0 | 3 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | **8** | **2.4%** |
| 80-84 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | **7** | **2.1%** |
| 85+ | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | **11** | **3.3%** |
| **Total** | **32** | **34** | **20** | **28** | **32** | **31** | **30** | **37** | **49** | **39** | **332** | **100.0%** |

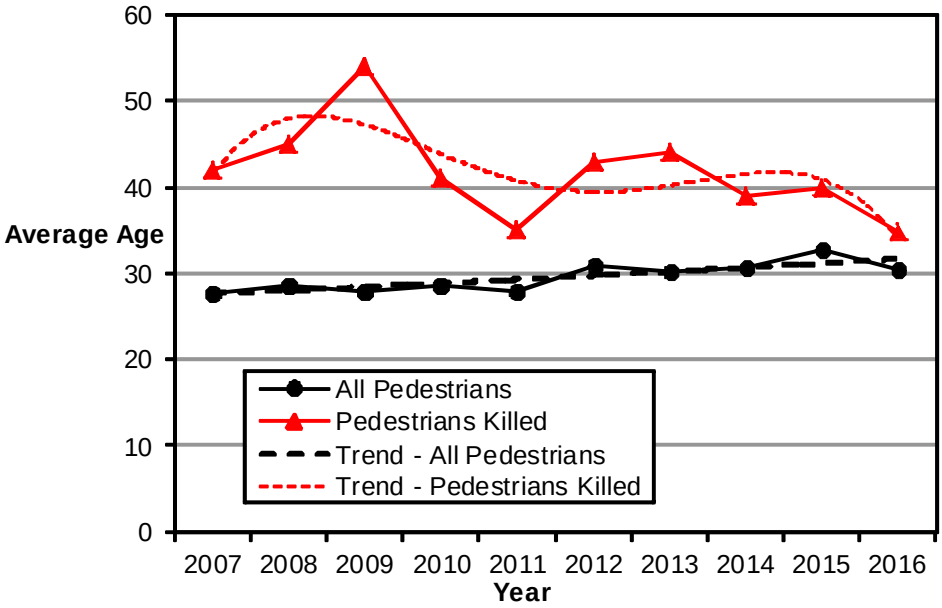



- Pedestrian deaths were highest among the age groups of 50-54, 20-29, 40-49, and 10-14 years.
- Pedestrian deaths were lowest among the age groups of 5-9 and 75+ years.

# Trends

## Average Age of Pedestrians (Utah 2007-2016)

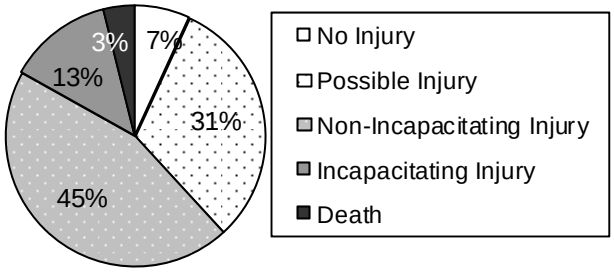
| Pedestrians | | |
|---|---|---|
| | Total | Killed |
| Year | Mean Age | Mean Age |
| 2007 | 27.70 | 42.00 |
| 2008 | 28.70 | 45.00 |
| 2009 | 28.00 | 54.00 |
| 2010 | 28.50 | 41.00 |
| 2011 | 28.00 | 35.00 |
| 2012 | 30.80 | 43.00 |
| 2013 | 30.20 | 44.00 |
| 2014 | 30.67 | 39.00 |
| 2015 | 32.71 | 39.80 |
| 2016 | 30.47 | 34.87 |
| **Avg.** | **29.58** | **41.77** |




- The average age of pedestrians in crashes has steadily increased over the last 10 years.
- Pedestrians who died were on average 12 years older than all pedestrians in crashes over the last 10 years.

# Pedestrian-Motor Vehicle Crash Conditions

## Injury Severity of Pedestrians in Crashes (Utah 2016)




- 89% of pedestrians in crashes sustained an injury.
- The percentage of pedestrians killed in crashes (3.9%) was much higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- Pedestrian crashes were 11 times more likely to result in a death than other motor vehicle crashes.

## Gender of Pedestrians in Crashes (Utah 2016)

| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 31 | 44.9% | 521 | 58.0% | 34 | 87.2% | **586** | **58.3%** |
| Female | 28 | 40.6% | 365 | 40.6% | 5 | 12.8% | **398** | **39.6%** |
| Unknown | 10 | 14.5% | 12 | 1.3% | 0 | 0.0% | **22** | **2.2%** |
| **Total** | **69** | **100.0%** | **898** | **100.0%** | **39** | **100.0%** | **1,006** | **100.0%** |

- The majority of all pedestrians hit (58%) and pedestrians killed (87%) in crashes were male.

# Pedestrian-Motor Vehicle Crash Conditions

## Pedestrians in Crashes by County (Utah 2016)

| 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. |
| Box Elder | 5 | 0.94 | 19 | 3.58 | 3 | 0.565 | **27** | **5.08** |
| Salt Lake | 29 | 0.26 | 490 | 4.37 | 23 | 0.205 | **542** | **4.83** |
| Summit | 2 | 0.50 | 14 | 3.47 | 0 | 0.000 | **16** | **3.97** |
| Weber | 4 | 0.16 | 75 | 3.03 | 1 | 0.040 | **80** | **3.23** |
| Wasatch | 0 | 0.00 | 9 | 2.95 | 0 | 0.000 | **9** | **2.95** |
| Davis | 11 | 0.32 | 73 | 2.13 | 5 | 0.146 | **89** | **2.60** |
| Utah | 8 | 0.14 | 135 | 2.28 | 2 | 0.034 | **145** | **2.45** |
| Cache | 0 | 0.00 | 27 | 2.20 | 1 | 0.081 | **28** | **2.28** |
| Washington | 1 | 0.06 | 31 | 1.93 | 1 | 0.062 | **33** | **2.06** |
| Garfield | 0 | 0.00 | 1 | 2.01 | 0 | 0.000 | **1** | **2.01** |
| Tooele | 2 | 0.31 | 10 | 1.54 | 1 | 0.154 | **13** | **2.01** |
| Iron | 3 | 0.60 | 7 | 1.40 | 0 | 0.000 | **10** | **2.00** |
| Sevier | 2 | 0.94 | 0 | 0.00 | 1 | 0.470 | **3** | **1.41** |
| Grand | 1 | 1.04 | 0 | 0.00 | 0 | 0.000 | **1** | **1.04** |
| Duchesne | 0 | 0.00 | 1 | 0.49 | 1 | 0.492 | **2** | **0.98** |
| Carbon | 0 | 0.00 | 2 | 0.98 | 0 | 0.000 | **2** | **0.98** |
| Juab | 0 | 0.00 | 1 | 0.91 | 0 | 0.000 | **1** | **0.91** |
| Uintah | 1 | 0.27 | 2 | 0.55 | 0 | 0.000 | **3** | **0.82** |
| Sanpete | 0 | 0.00 | 1 | 0.34 | 0 | 0.000 | **1** | **0.34** |
| Beaver | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Daggett | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Emery | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Kane | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Millard | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Morgan | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Piute | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Rich | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| San Juan | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| Wayne | 0 | 0.00 | 0 | 0.00 | 0 | 0.000 | **0** | **0.00** |
| **Statewide** | **69** | **0.23** | **898** | **2.94** | **39** | **0.128** | **1,006** | **3.30** |

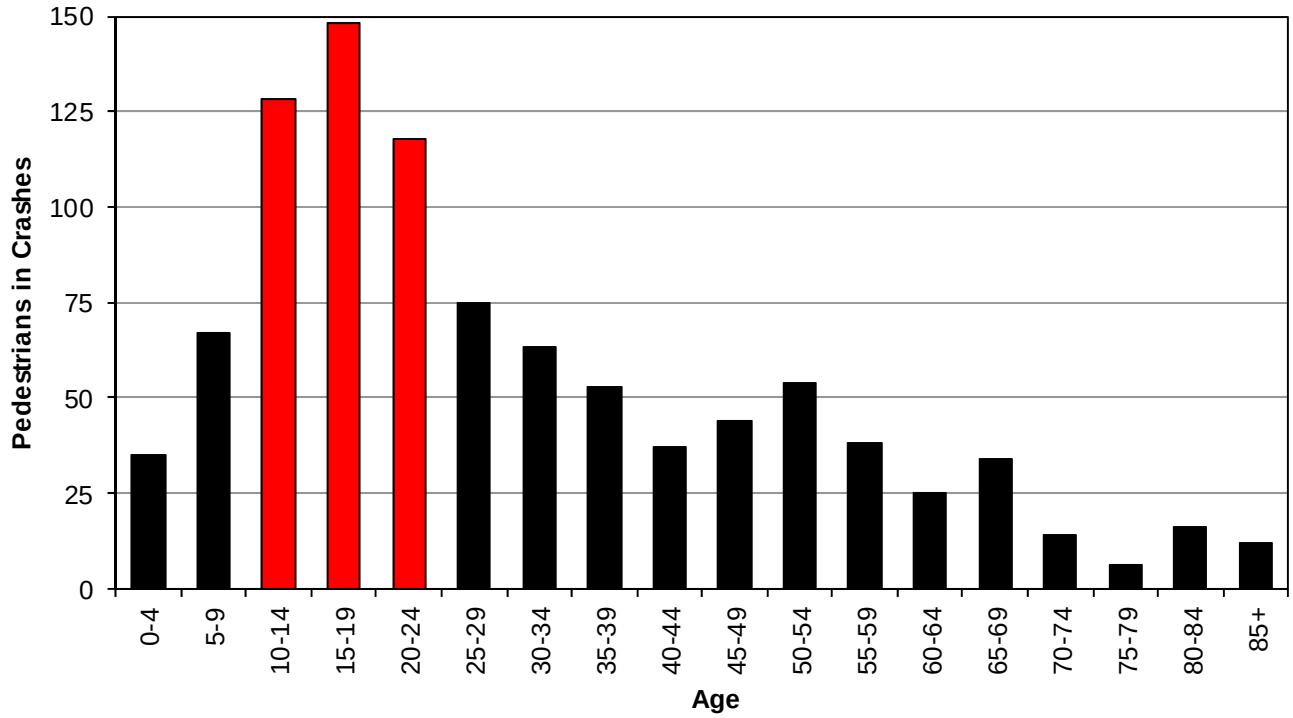
| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Location | # | Rate per 10,000 Pop. | # | Rate per 10,000 Pop. | # | Rate per 10,000 Pop. | # | Rate per 10,000 Pop. |
| Urban | 53 | 0.20 | 831 | 3.21 | 33 | 0.128 | **917** | **3.55** |
| Rural | 16 | 0.34 | 67 | 1.44 | 6 | 0.129 | **89** | **1.92** |
| **Total** | **69** | **0.23** | **898** | **2.94** | **39** | **0.128** | **1,006** | **3.30** |

- Urban areas (3.55) had a much higher total pedestrian-motor vehicle crash rate per 10,000 population than rural areas (1.92).
- Box Elder (5.08), Salt Lake (4.83), and Summit (3.97) counties had the highest rates of pedestrians in crashes per 10,000 population.
- Salt Lake County accounted for 54% of the pedestrians in crashes and 59% of the pedestrian deaths.
- Beaver, Daggett, Emery, Kane, Millard, Morgan, Piute, Rich, San Juan, and Wayne counties had no pedestrians in crashes.

# Pedestrian-Motor Vehicle Crash Conditions

## Age of Pedestrians in Crashes (Utah 2016)

| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Age | # | % | # | % | # | % | # | % |
| 0-4 | 1 | 1.4% | 31 | 3.5% | 3 | 7.7% | **35** | **3.5%** |
| 5-9 | 3 | 4.3% | 59 | 6.6% | 5 | 12.8% | **67** | **6.7%** |
| 10-14 | 6 | 8.7% | 118 | 13.1% | 4 | 10.3% | **128** | **12.7%** |
| 15-19 | 17 | 24.6% | 129 | 14.4% | 2 | 5.1% | **148** | **14.7%** |
| 20-24 | 2 | 2.9% | 116 | 12.9% | 0 | 0.0% | **118** | **11.7%** |
| 25-29 | 7 | 10.1% | 66 | 7.3% | 2 | 5.1% | **75** | **7.5%** |
| 30-34 | 6 | 8.7% | 55 | 6.1% | 2 | 5.1% | **63** | **6.3%** |
| 35-39 | 5 | 7.2% | 45 | 5.0% | 3 | 7.7% | **53** | **5.3%** |
| 40-44 | 1 | 1.4% | 32 | 3.6% | 4 | 10.3% | **37** | **3.7%** |
| 45-49 | 1 | 1.4% | 42 | 4.7% | 1 | 2.6% | **44** | **4.4%** |
| 50-54 | 1 | 1.4% | 47 | 5.2% | 6 | 15.4% | **54** | **5.4%** |
| 55-59 | 0 | 0.0% | 36 | 4.0% | 2 | 5.1% | **38** | **3.8%** |
| 60-64 | 0 | 0.0% | 25 | 2.8% | 0 | 0.0% | **25** | **2.5%** |
| 65-69 | 1 | 1.4% | 31 | 3.5% | 2 | 5.1% | **34** | **3.4%** |
| 70-74 | 0 | 0.0% | 13 | 1.4% | 1 | 2.6% | **14** | **1.4%** |
| 75-79 | 0 | 0.0% | 6 | 0.7% | 0 | 0.0% | **6** | **0.6%** |
| 80-84 | 0 | 0.0% | 15 | 1.7% | 1 | 2.6% | **16** | **1.6%** |
| 85+ | 1 | 1.4% | 10 | 1.1% | 1 | 2.6% | **12** | **1.2%** |
| Unknown | 17 | 24.6% | 22 | 2.4% | 0 | 0.0% | **39** | **3.9%** |
| **Total** | **69** | **100.0%** | **898** | **100.0%** | **39** | **100.0%** | **1,006** | **100.0%** |

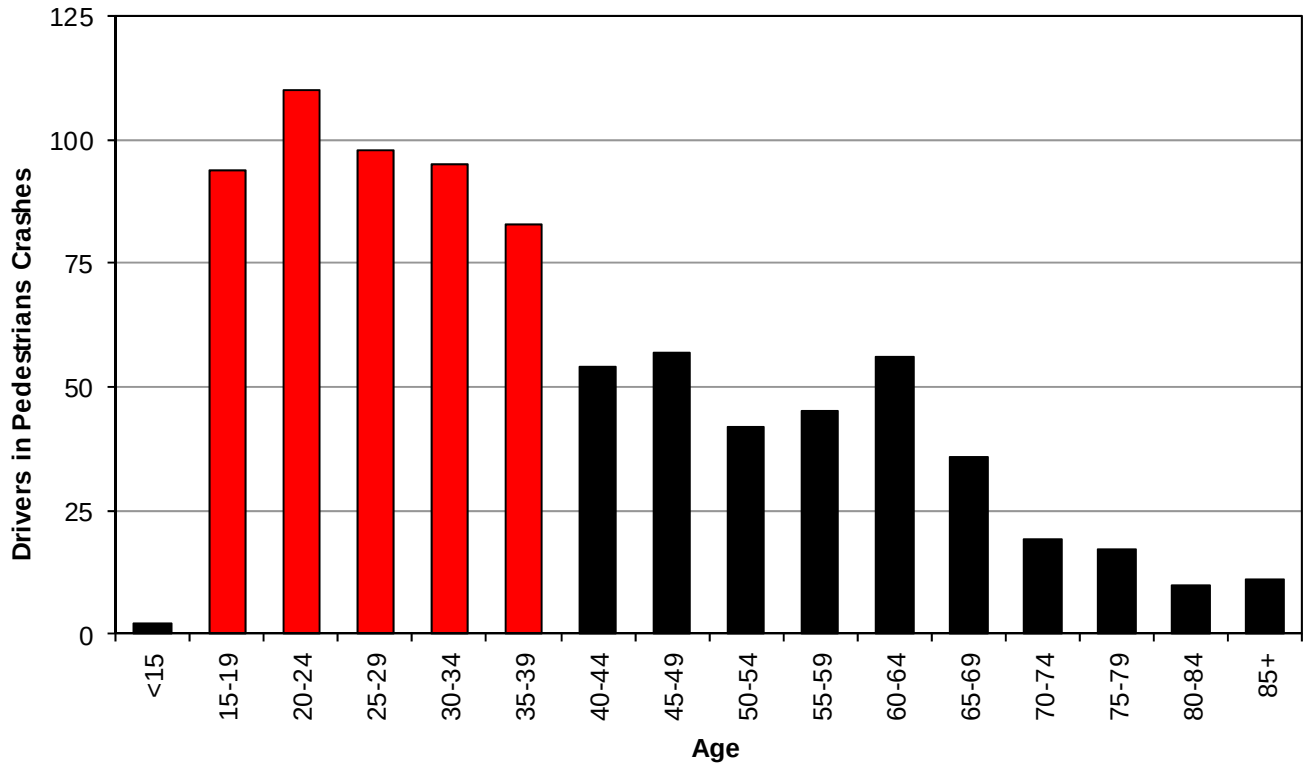



- Overall, the largest percentages of pedestrians in crashes were aged 10-24 years (39%).
- The highest percentage of pedestrian deaths occurred in the 5-9 and 50-54 year age groups.

# Pedestrian-Motor Vehicle Crash Conditions

## Driver Age (Utah 2016)

| Drivers (Pedestrian-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Age | # | % | # | % | # | % | # | % |
| <15 | 0 | 0.0% | 1 | 0.1% | 1 | 2.4% | **2** | **0.2%** |
| 15-19 | 5 | 10.2% | 83 | 9.4% | 6 | 14.6% | **94** | **9.7%** |
| 20-24 | 4 | 8.2% | 103 | 11.7% | 3 | 7.3% | **110** | **11.3%** |
| 25-29 | 8 | 16.3% | 87 | 9.9% | 3 | 7.3% | **98** | **10.1%** |
| 30-34 | 6 | 12.2% | 85 | 9.7% | 4 | 9.8% | **95** | **9.8%** |
| 35-39 | 6 | 12.2% | 73 | 8.3% | 4 | 9.8% | **83** | **8.6%** |
| 40-44 | 2 | 4.1% | 50 | 5.7% | 2 | 4.9% | **54** | **5.6%** |
| 45-49 | 4 | 8.2% | 49 | 5.6% | 4 | 9.8% | **57** | **5.9%** |
| 50-54 | 5 | 10.2% | 33 | 3.8% | 4 | 9.8% | **42** | **4.3%** |
| 55-59 | 3 | 6.1% | 38 | 4.3% | 4 | 9.8% | **45** | **4.6%** |
| 60-64 | 0 | 0.0% | 55 | 6.3% | 1 | 2.4% | **56** | **5.8%** |
| 65-69 | 2 | 4.1% | 33 | 3.8% | 1 | 2.4% | **36** | **3.7%** |
| 70-74 | 1 | 2.0% | 18 | 2.0% | 0 | 0.0% | **19** | **2.0%** |
| 75-79 | 0 | 0.0% | 16 | 1.8% | 1 | 2.4% | **17** | **1.8%** |
| 80-84 | 0 | 0.0% | 10 | 1.1% | 0 | 0.0% | **10** | **1.0%** |
| 85+ | 0 | 0.0% | 11 | 1.3% | 0 | 0.0% | **11** | **1.1%** |
| Unknown | 3 | 6.1% | 135 | 15.3% | 3 | 7.3% | **141** | **14.5%** |
| **Total** | **49** | **100.0%** | **880** | **100.0%** | **41** | **100.0%** | **970** | **100.0%** |




- Over one-half (58% of known) of drivers in total pedestrian-motor vehicle crashes were under 40 years.
- Drivers in fatal pedestrian-motor vehicle crashes was highest among the 15-19 year age group.
- The average age of a driver was 40 years.

# Pedestrian-Motor Vehicle Crash Conditions

## Driver Gender (Utah 2016)

| Drivers (Pedestrian-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 31 | 63.3% | 435 | 49.4% | 24 | 58.5% | **490** | **50.5%** |
| Female | 16 | 32.7% | 339 | 38.5% | 14 | 34.1% | **369** | **38.0%** |
| Unknown | 2 | 4.1% | 106 | 12.0% | 3 | 7.3% | **111** | **11.4%** |
| **Total** | **49** | **100.0%** | **880** | **100.0%** | **41** | **100.0%** | **970** | **100.0%** |

- The majority of drivers in total pedestrian crashes (57% of known) and fatal crashes (63%) were male.

## Pedestrian-Motor Vehicle Crashes by Month (Utah 2016)

| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 7 | 0.23 | 74 | 2.39 | 4 | 0.13 | **85** | **2.74** |
| February | 3 | 0.10 | 59 | 2.03 | 4 | 0.14 | **66** | **2.28** |
| March | 4 | 0.13 | 68 | 2.19 | 3 | 0.10 | **75** | **2.42** |
| April | 2 | 0.07 | 52 | 1.73 | 3 | 0.10 | **57** | **1.90** |
| May | 6 | 0.19 | 71 | 2.29 | 1 | 0.03 | **78** | **2.52** |
| June | 9 | 0.30 | 59 | 1.97 | 4 | 0.13 | **72** | **2.40** |
| July | 6 | 0.19 | 73 | 2.35 | 3 | 0.10 | **82** | **2.65** |
| August | 9 | 0.29 | 69 | 2.23 | 0 | 0.00 | **78** | **2.52** |
| September | 5 | 0.17 | 95 | 3.17 | 6 | 0.20 | **106** | **3.53** |
| October | 5 | 0.16 | 94 | 3.03 | 3 | 0.10 | **102** | **3.29** |
| November | 8 | 0.27 | 100 | 3.33 | 6 | 0.20 | **114** | **3.80** |
| December | 5 | 0.16 | 84 | 2.71 | 2 | 0.06 | **91** | **2.94** |
| **Total** | **69** | **0.19** | **898** | **2.45** | **39** | **0.11** | **1,006** | **2.75** |

- November, September, and October had the highest rates per day of total pedestrian-motor vehicle crashes.
- September and November had the highest rates per day of pedestrian deaths.

## Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2016)

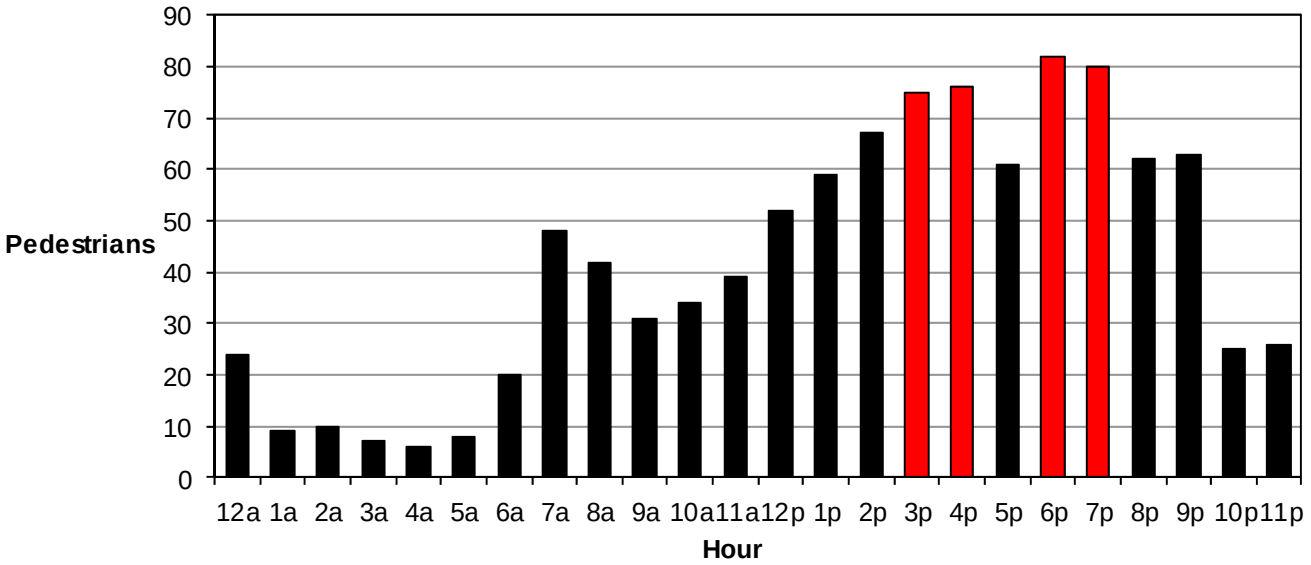
| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of | Non-Injured | | Injured | | Killed | | Total | |
| Week | # | % | # | % | # | % | # | % |
| Sunday | 5 | 7.2% | 68 | 7.6% | 3 | 7.7% | **76** | **7.6%** |
| Monday | 8 | 11.6% | 141 | 15.7% | 7 | 17.9% | **156** | **15.5%** |
| Tuesday | 13 | 18.8% | 155 | 17.3% | 7 | 17.9% | **175** | **17.4%** |
| Wednesday | 10 | 14.5% | 135 | 15.0% | 8 | 20.5% | **153** | **15.2%** |
| Thursday | 12 | 17.4% | 166 | 18.5% | 1 | 2.6% | **179** | **17.8%** |
| Friday | 8 | 11.6% | 141 | 15.7% | 7 | 17.9% | **156** | **15.5%** |
| Saturday | 13 | 18.8% | 92 | 10.2% | 6 | 15.4% | **111** | **11.0%** |
| **Total** | **69** | **100.0%** | **898** | **100.0%** | **39** | **100.0%** | **1,006** | **100.0%** |

- The highest percentage of total pedestrian-motor vehicle crashes (18%) occurred on Thursday.
- Wednesday had the highest number of pedestrian deaths.

# Pedestrian-Motor Vehicle Crash Conditions

## Pedestrian-Motor Vehicle Crashes by Hour (Utah 2016)

| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Hour | # | % | # | % | # | % | # | % |
| Midnight | 2 | 2.9% | 22 | 2.4% | 0 | 0.0% | **24** | **2.4%** |
| 1 a.m. | 0 | 0.0% | 8 | 0.9% | 1 | 2.6% | **9** | **0.9%** |
| 2 a.m. | 1 | 1.4% | 9 | 1.0% | 0 | 0.0% | **10** | **1.0%** |
| 3 a.m. | 1 | 1.4% | 5 | 0.6% | 1 | 2.6% | **7** | **0.7%** |
| 4 a.m. | 0 | 0.0% | 6 | 0.7% | 0 | 0.0% | **6** | **0.6%** |
| 5 a.m. | 0 | 0.0% | 7 | 0.8% | 1 | 2.6% | **8** | **0.8%** |
| 6 a.m. | 0 | 0.0% | 18 | 2.0% | 2 | 5.1% | **20** | **2.0%** |
| 7 a.m. | 1 | 1.4% | 45 | 5.0% | 2 | 5.1% | **48** | **4.8%** |
| 8 a.m. | 0 | 0.0% | 41 | 4.6% | 1 | 2.6% | **42** | **4.2%** |
| 9 a.m. | 4 | 5.8% | 27 | 3.0% | 0 | 0.0% | **31** | **3.1%** |
| 10 a.m. | 2 | 2.9% | 30 | 3.3% | 2 | 5.1% | **34** | **3.4%** |
| 11 a.m. | 3 | 4.3% | 34 | 3.8% | 2 | 5.1% | **39** | **3.9%** |
| Noon | 5 | 7.2% | 46 | 5.1% | 1 | 2.6% | **52** | **5.2%** |
| 1 p.m. | 6 | 8.7% | 50 | 5.6% | 3 | 7.7% | **59** | **5.9%** |
| 2 p.m. | 5 | 7.2% | 61 | 6.8% | 1 | 2.6% | **67** | **6.7%** |
| 3 p.m. | 8 | 11.6% | 67 | 7.5% | 0 | 0.0% | **75** | **7.5%** |
| 4 p.m. | 4 | 5.8% | 68 | 7.6% | 4 | 10.3% | **76** | **7.6%** |
| 5 p.m. | 3 | 4.3% | 58 | 6.5% | 0 | 0.0% | **61** | **6.1%** |
| 6 p.m. | 5 | 7.2% | 74 | 8.2% | 3 | 7.7% | **82** | **8.2%** |
| 7 p.m. | 5 | 7.2% | 70 | 7.8% | 5 | 12.8% | **80** | **8.0%** |
| 8 p.m. | 4 | 5.8% | 55 | 6.1% | 3 | 7.7% | **62** | **6.2%** |
| 9 p.m. | 6 | 8.7% | 53 | 5.9% | 4 | 10.3% | **63** | **6.3%** |
| 10 p.m. | 2 | 2.9% | 21 | 2.3% | 2 | 5.1% | **25** | **2.5%** |
| 11 p.m. | 2 | 2.9% | 23 | 2.6% | 1 | 2.6% | **26** | **2.6%** |
| **Total** | **69** | **100.0%** | **898** | **100.0%** | **39** | **100.0%** | **1,006** | **100.0%** |




- Total pedestrian-motor vehicle crashes were highest between 3:00 p.m. and 7:59 p.m.
- Fatal pedestrian-motor vehicle crashes were highest during the 7:00 p.m., 4:00 p.m., and 9:00 p.m. hours.

# Pedestrian-Motor Vehicle Crash Conditions

## Contributing Factors of Pedestrians in Crashes (Utah 2016)

| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Contributing Factors | # | % | # | % | # | % | # | % |
| None | 34 | 49.3% | 457 | 50.9% | 11 | 28.2% | **502** | **49.9%** |
| Improper Crossing | 6 | 8.7% | 94 | 10.5% | 10 | 25.6% | **110** | **10.9%** |
| Darting | 8 | 11.6% | 66 | 7.3% | 6 | 15.4% | **80** | **8.0%** |
| Not Visible | 2 | 2.9% | 48 | 5.3% | 1 | 2.6% | **51** | **5.1%** |
| Inattentive | 1 | 1.4% | 40 | 4.5% | 1 | 2.6% | **42** | **4.2%** |
| Failure to Obey Traffic Signs/Signals | 1 | 1.4% | 29 | 3.2% | 1 | 2.6% | **31** | **3.1%** |
| In Roadway Improperly | 3 | 4.3% | 23 | 2.6% | 1 | 2.6% | **27** | **2.7%** |
| Failure to Yield Right of Way | 0 | 0.0% | 23 | 2.6% | 1 | 2.6% | **24** | **2.4%** |
| Other | 3 | 4.3% | 46 | 5.1% | 2 | 5.1% | **51** | **5.1%** |
| Unknown | 11 | 15.9% | 72 | 8.0% | 5 | 12.8% | **88** | **8.7%** |
| **Total** | **69** | **100.0%** | **898** | **100.0%** | **39** | **100.0%** | **1,006** | **100.0%** |

- Improper crossing and darting were the leading contributing factors for pedestrians in total crashes.
- No contributing factors were listed for 32% (of known) of the pedestrians killed and 55% of total pedestrians.

## Location of Pedestrians in Crashes (Utah 2016)

| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Pedestrian Location | # | % | # | % | # | % | # | % |
| Marked Crosswalk at Intersection | 22 | 31.9% | 366 | 40.8% | 5 | 12.8% | **393** | **39.1%** |
| In Roadway (not at intersection/crosswalk) | 12 | 17.4% | 185 | 20.6% | 26 | 66.7% | **223** | **22.2%** |
| Unmarked Crosswalk | 7 | 10.1% | 67 | 7.5% | 3 | 7.7% | **77** | **7.7%** |
| Sidewalk | 2 | 2.9% | 59 | 6.6% | 1 | 2.6% | **62** | **6.2%** |
| Mid-Block Crosswalk | 5 | 7.2% | 45 | 5.0% | 0 | 0.0% | **50** | **5.0%** |
| Shoulder | 4 | 5.8% | 41 | 4.6% | 3 | 7.7% | **48** | **4.8%** |
| Outside Right of Way | 1 | 1.4% | 7 | 0.8% | 0 | 0.0% | **8** | **0.8%** |
| Median/Island | 1 | 1.4% | 4 | 0.4% | 1 | 2.6% | **6** | **0.6%** |
| Path/Trail (bike or shared use) | 0 | 0.0% | 3 | 0.3% | 0 | 0.0% | **3** | **0.3%** |
| Other | 7 | 10.1% | 94 | 10.5% | 0 | 0.0% | **101** | **10.0%** |
| Unknown | 8 | 11.6% | 27 | 3.0% | 0 | 0.0% | **35** | **3.5%** |
| **Total** | **69** | **100.0%** | **898** | **100.0%** | **39** | **100.0%** | **1,006** | **100.0%** |

- Over half (52%) of pedestrians struck by motor vehicles were in a crosswalk.
- In roadway (not at intersection/crosswalk) accounted for two-thirds of the locations for pedestrians killed.

## Alcohol Test Results of Pedestrians Killed (Utah 2016)

| Pedestrian Deaths | | | |
|---|---|---|---|
| Alcohol Test Results | # | % | % of tested |
| 0.00 | 23 | 59.0% | 82.1% |
| 0.01-0.07 | 1 | 2.6% | 3.6% |
| 0.08+ | 4 | 10.3% | 14.3% |
| Not Tested | 11 | 28.2% | n/a |
| **Total** | **39** | **100.0%** | 100.0% |

- 72% of pedestrians killed in crashes were tested for alcohol. Of these 82% had a blood alcohol concentration (BAC) of 0.00, 4% had a BAC of 0.01-0.07, and 14% had a BAC of 0.08+.

# Pedestrian-Motor Vehicle Crash Conditions

## Action of Pedestrians in Crashes (Utah 2016)

| Pedestrians | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Pedestrian Action | # | % | # | % | # | % | # | % |
| Entering or Crossing Road | 38 | 55.1% | 573 | 63.8% | 25 | 64.1% | **636** | **63.2%** |
| In Roadway Other | 8 | 11.6% | 57 | 6.3% | 6 | 15.4% | **71** | **7.1%** |
| Walking on Sidewalk | 3 | 4.3% | 44 | 4.9% | 0 | 0.0% | **47** | **4.7%** |
| Walking Along Roadway with Traffic | 0 | 0.0% | 30 | 3.3% | 2 | 5.1% | **32** | **3.2%** |
| Walking Along Roadway Against Traffic | 0 | 0.0% | 24 | 2.7% | 0 | 0.0% | **24** | **2.4%** |
| Adjacent to Roadway | 2 | 2.9% | 19 | 2.1% | 1 | 2.6% | **22** | **2.2%** |
| Waiting to Cross Roadway | 3 | 4.3% | 18 | 2.0% | 0 | 0.0% | **21** | **2.1%** |
| Going to/from School | 1 | 1.4% | 12 | 1.3% | 0 | 0.0% | **13** | **1.3%** |
| Working on Vehicle | 1 | 1.4% | 10 | 1.1% | 0 | 0.0% | **11** | **1.1%** |
| Working in Trafficway | 0 | 0.0% | 10 | 1.1% | 0 | 0.0% | **10** | **1.0%** |
| Pushing Motor Vehicle | 0 | 0.0% | 2 | 0.2% | 0 | 0.0% | **2** | **0.2%** |
| Other | 6 | 8.7% | 77 | 8.6% | 4 | 10.3% | **87** | **8.6%** |
| Unknown | 7 | 10.1% | 22 | 2.4% | 1 | 2.6% | **30** | **3.0%** |
| **Total** | **69** | **100.0%** | **898** | **100.0%** | **39** | **100.0%** | **1,006** | **100.0%** |

- The leading actions of pedestrians in total crashes were entering/crossing road and in roadway other.
- The leading actions of pedestrians killed were entering/crossing road and in roadway other.

## Vehicle Maneuver Prior to Crash (Utah 2016)

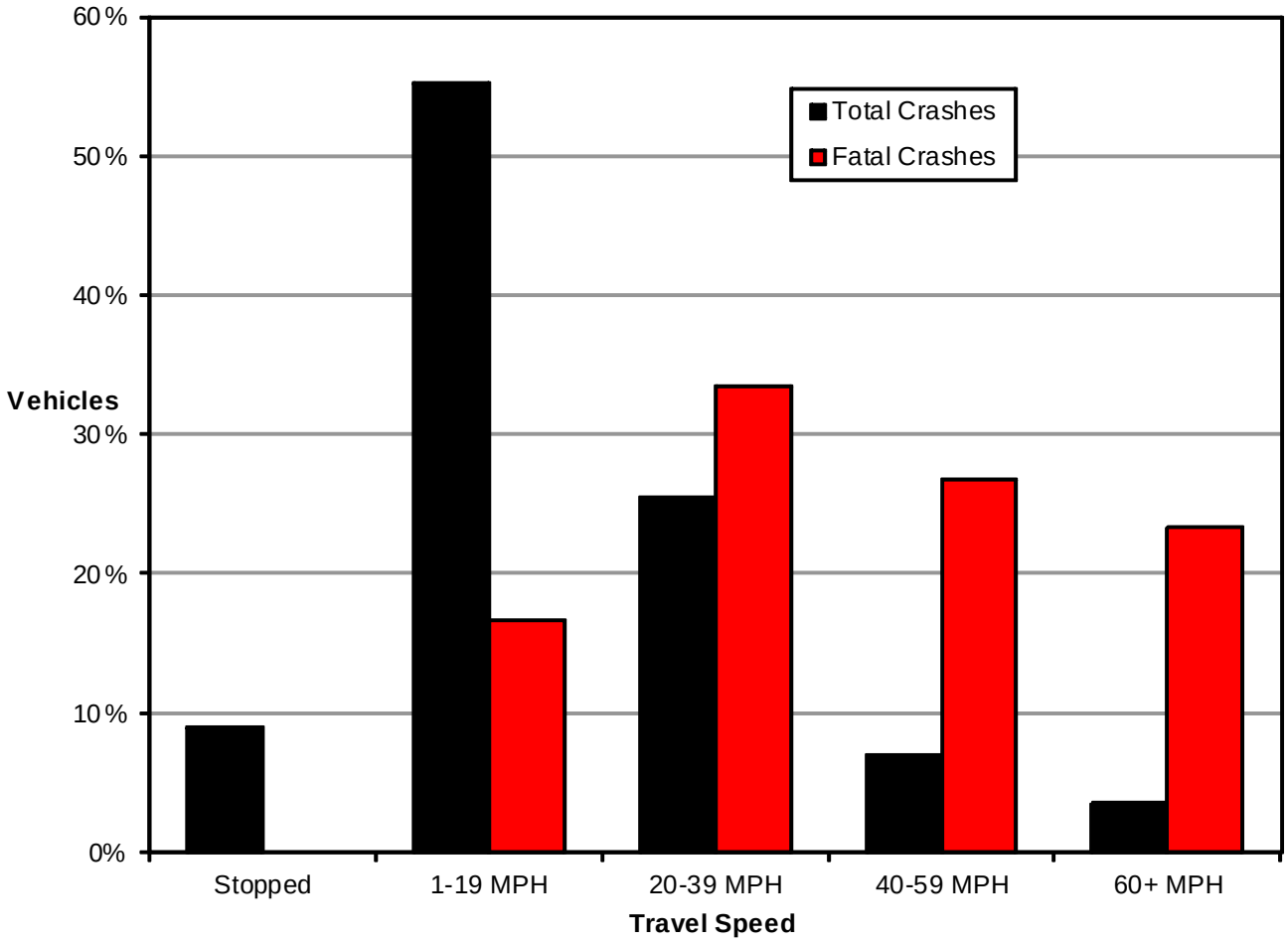
| Vehicles (Pedestrian-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Maneuver | # | % | # | % | # | % | # | % |
| Straight Ahead | 28 | 49.1% | 425 | 46.2% | 31 | 75.6% | **484** | **47.5%** |
| Turning Left | 2 | 3.5% | 153 | 16.6% | 3 | 7.3% | **158** | **15.5%** |
| Turning Right | 1 | 1.8% | 151 | 16.4% | 0 | 0.0% | **152** | **14.9%** |
| Backing | 3 | 5.3% | 61 | 6.6% | 3 | 7.3% | **67** | **6.6%** |
| Parked/Parking | 5 | 8.8% | 39 | 4.2% | 0 | 0.0% | **44** | **4.3%** |
| Stopped/Slowing in Traffic Lane | 11 | 19.3% | 25 | 2.7% | 0 | 0.0% | **36** | **3.5%** |
| Entering/Leaving Traffic Lane | 1 | 1.8% | 13 | 1.4% | 0 | 0.0% | **14** | **1.4%** |
| Changing Lanes | 0 | 0.0% | 6 | 0.7% | 2 | 4.9% | **8** | **0.8%** |
| Making U-Turn | 1 | 1.8% | 1 | 0.1% | 0 | 0.0% | **2** | **0.2%** |
| Overtaking/Passing | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | **0** | **0.0%** |
| Other | 3 | 5.3% | 15 | 1.6% | 1 | 2.4% | **19** | **1.9%** |
| Unknown | 2 | 3.5% | 31 | 3.4% | 1 | 2.4% | **34** | **3.3%** |
| **Total** | **57** | **100.0%** | **920** | **100.0%** | **41** | **100.0%** | **1,018** | **100.0%** |

- The leading vehicle maneuvers prior to the crash were straight ahead (48%), turning left (16%), and turning right (15%).

# Pedestrian-Motor Vehicle Crash Conditions

## Travel Speed of Vehicles in Pedestrian Crashes (Utah 2016)

| Vehicles (Pedestrian-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Travel | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Speed | # | % | # | % | # | % | # | % |
| Parked | 5 | 8.8% | 31 | 3.4% | 0 | 0.0% | **36** | **3.5%** |
| Stopped | 9 | 15.8% | 15 | 1.6% | 0 | 0.0% | **24** | **2.4%** |
| 1-9 MPH | 8 | 14.0% | 211 | 22.9% | 3 | 7.3% | **222** | **21.8%** |
| 10-19 MPH | 6 | 10.5% | 140 | 15.2% | 2 | 4.9% | **148** | **14.5%** |
| 20-29 MPH | 4 | 7.0% | 86 | 9.3% | 2 | 4.9% | **92** | **9.0%** |
| 30-39 MPH | 6 | 10.5% | 62 | 6.7% | 8 | 19.5% | **76** | **7.5%** |
| 40-49 MPH | 2 | 3.5% | 26 | 2.8% | 6 | 14.6% | **34** | **3.3%** |
| 50-59 MPH | 4 | 7.0% | 7 | 0.8% | 2 | 4.9% | **13** | **1.3%** |
| 60-69 MPH | 2 | 3.5% | 7 | 0.8% | 4 | 9.8% | **13** | **1.3%** |
| 70+ MPH | 2 | 3.5% | 6 | 0.7% | 3 | 7.3% | **11** | **1.1%** |
| Unknown | 9 | 15.8% | 329 | 35.8% | 11 | 26.8% | **349** | **34.3%** |
| **Total** | **57** | **100.0%** | **920** | **100.0%** | **41** | **100.0%** | **1,018** | **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 12.7 times more likely to die.
- While 1% of pedestrians hit by a vehicle traveling 1-19 MPH died, 17% of pedestrians struck by a vehicle traveling 40-59 MPH died, and 29% of pedestrians died who were struck by a vehicle traveling 60+ MPH.

# Pedestrian-Motor Vehicle Crash Conditions

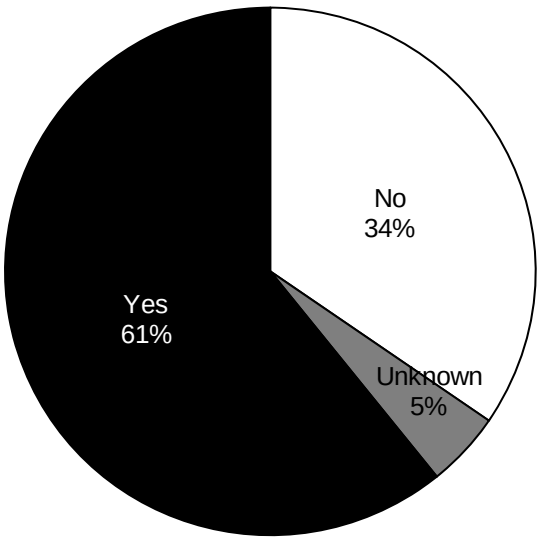
## Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2016)

| Vehicles (Pedestrian-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Speed Limit | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 5-15 MPH | 2 | 3.5% | 35 | 3.8% | 0 | 0.0% | **37** | **3.6%** |
| 20-25 MPH | 5 | 8.8% | 173 | 18.8% | 7 | 17.1% | **185** | **18.2%** |
| 30-35 MPH | 11 | 19.3% | 187 | 20.3% | 10 | 24.4% | **208** | **20.4%** |
| 40-45 MPH | 13 | 22.8% | 123 | 13.4% | 9 | 22.0% | **145** | **14.2%** |
| 50-55 MPH | 5 | 8.8% | 18 | 2.0% | 3 | 7.3% | **26** | **2.6%** |
| 60-65 MPH | 1 | 1.8% | 3 | 0.3% | 3 | 7.3% | **7** | **0.7%** |
| 70+ MPH | 6 | 10.5% | 12 | 1.3% | 3 | 7.3% | **21** | **2.1%** |
| Unknown | 14 | 24.6% | 369 | 40.1% | 6 | 14.6% | **389** | **38.2%** |
| **Total** | **57** | **100.0%** | **920** | **100.0%** | **41** | **100.0%** | **1,018** | **100.0%** |

- The majority (86% of known) of total pedestrian crashes occurred where the speed limit was 20-45 MPH.
- The majority (74% of known) of fatal pedestrian crashes occurred where the speed limit was 20-45 MPH.

## Drivers in Pedestrian Crashes with Contributing Factors (Utah 2016)

| Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driver/Vehicle with a Contributing Factor(s) | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Yes | 29 | 50.9% | 570 | 62.0% | 20 | 48.8% | **619** | **60.8%** |
| No | 27 | 47.4% | 307 | 33.4% | 18 | 43.9% | **352** | **34.6%** |
| Unknown | 1 | 1.8% | 43 | 4.7% | 3 | 7.3% | **47** | **4.6%** |
| **Total** | **57** | **100.0%** | **920** | **100.0%** | **41** | **100.0%** | **1,018** | **100.0%** |




- 61% of drivers in total pedestrian crashes had a contributing factor.
- 49% of drivers in fatal pedestrian crashes had a contributing factor.

# Pedestrian-Motor Vehicle Crash Conditions

## Driver Contributing Factors in Pedestrian Crashes (Utah 2016)

| Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| **Contributing Factors** | # | % | # | % | # | % | # | % |
| Failed to Yield Right of Way | 6 | 11.1% | 324 | 33.5% | 4 | 11.8% | **334** | **31.7%** |
| Hit and Run | 5 | 9.3% | 93 | 9.6% | 3 | 8.8% | **101** | **9.6%** |
| Other Improper Driving | 3 | 5.6% | 87 | 9.0% | 1 | 2.9% | **91** | **8.6%** |
| Driver Distraction | 4 | 7.4% | 66 | 6.8% | 6 | 17.6% | **76** | **7.2%** |
| Vision Obscured by Weather Condition | 2 | 3.7% | 51 | 5.3% | 2 | 5.9% | **55** | **5.2%** |
| Improper Backing | 1 | 1.9% | 38 | 3.9% | 1 | 2.9% | **40** | **3.8%** |
| Speed Too Fast | 5 | 9.3% | 26 | 2.7% | 8 | 23.5% | **39** | **3.7%** |
| Vision Obscured by Glare | 0 | 0.0% | 32 | 3.3% | 0 | 0.0% | **32** | **3.0%** |
| Failed to Keep in Proper Lane | 3 | 5.6% | 24 | 2.5% | 1 | 2.9% | **28** | **2.7%** |
| Disregard Traffic Signal/Sign | 0 | 0.0% | 25 | 2.6% | 0 | 0.0% | **25** | **2.4%** |
| Followed Too Closely | 8 | 14.8% | 13 | 1.3% | 0 | 0.0% | **21** | **2.0%** |
| Vehicle Other Defective Condition | 2 | 3.7% | 18 | 1.9% | 0 | 0.0% | **20** | **1.9%** |
| Vision Obscured by Parked Vehicle | 2 | 3.7% | 17 | 1.8% | 0 | 0.0% | **19** | **1.8%** |
| Driving Under the Influence | 3 | 5.6% | 11 | 1.1% | 2 | 5.9% | **16** | **1.5%** |
| Improper Turn | 0 | 0.0% | 16 | 1.7% | 0 | 0.0% | **16** | **1.5%** |
| Vision Obscured by Moving Vehicle | 0 | 0.0% | 16 | 1.7% | 0 | 0.0% | **16** | **1.5%** |
| Reckless/Aggressive Driving | 0 | 0.0% | 11 | 1.1% | 3 | 8.8% | **14** | **1.3%** |
| Driver Condition Other | 0 | 0.0% | 13 | 1.3% | 0 | 0.0% | **13** | **1.2%** |
| Vision Obscured by Other | 2 | 3.7% | 11 | 1.1% | 0 | 0.0% | **13** | **1.2%** |
| Ran Off Road | 2 | 3.7% | 10 | 1.0% | 0 | 0.0% | **12** | **1.1%** |
| Swerved or Evasive Action | 2 | 3.7% | 9 | 0.9% | 0 | 0.0% | **11** | **1.0%** |
| Improper Parking/Stopping | 1 | 1.9% | 9 | 0.9% | 0 | 0.0% | **10** | **0.9%** |
| Vision Obscured by Building, Sign | 1 | 1.9% | 9 | 0.9% | 0 | 0.0% | **10** | **0.9%** |
| Disregard Road Markings | 0 | 0.0% | 7 | 0.7% | 0 | 0.0% | **7** | **0.7%** |
| Windshield or Other Window Obscured | 0 | 0.0% | 6 | 0.6% | 0 | 0.0% | **6** | **0.6%** |
| Vehicle Brakes | 0 | 0.0% | 5 | 0.5% | 0 | 0.0% | **5** | **0.5%** |
| Driver Emotional Prior to Crash | 0 | 0.0% | 3 | 0.3% | 1 | 2.9% | **4** | **0.4%** |
| Driver Illness/Medical | 0 | 0.0% | 4 | 0.4% | 0 | 0.0% | **4** | **0.4%** |
| Vision Obscured by Vegetation | 1 | 1.9% | 3 | 0.3% | 0 | 0.0% | **4** | **0.4%** |
| Wrong Side/Wrong Way | 0 | 0.0% | 4 | 0.4% | 0 | 0.0% | **4** | **0.4%** |
| Driver Asleep/Fatigue | 0 | 0.0% | 2 | 0.2% | 1 | 2.9% | **3** | **0.3%** |
| Improper Lane Change | 1 | 1.9% | 0 | 0.0% | 1 | 2.9% | **2** | **0.2%** |
| Improper Passing | 0 | 0.0% | 2 | 0.2% | 0 | 0.0% | **2** | **0.2%** |
| Overcorrected | 0 | 0.0% | 1 | 0.1% | 0 | 0.0% | **1** | **0.1%** |
| Improper Signal | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | **0** | **0.0%** |
| **Total** | **54** | **100.0%** | **966** | **100.0%** | **34** | **100.0%** | **1,054** | **100.0%** |

- Failed to yield right of way (32%), hit and run (10%), and driver distraction (7%) were the leading contributing factors in total pedestrian-motor vehicle crashes.
- Speed too fast (24%) and driver distraction (18%) and were the leading contributing factors in fatal pedestrian-motor vehicle crashes.

# Bicyclists

## Section 12: Bicyclists

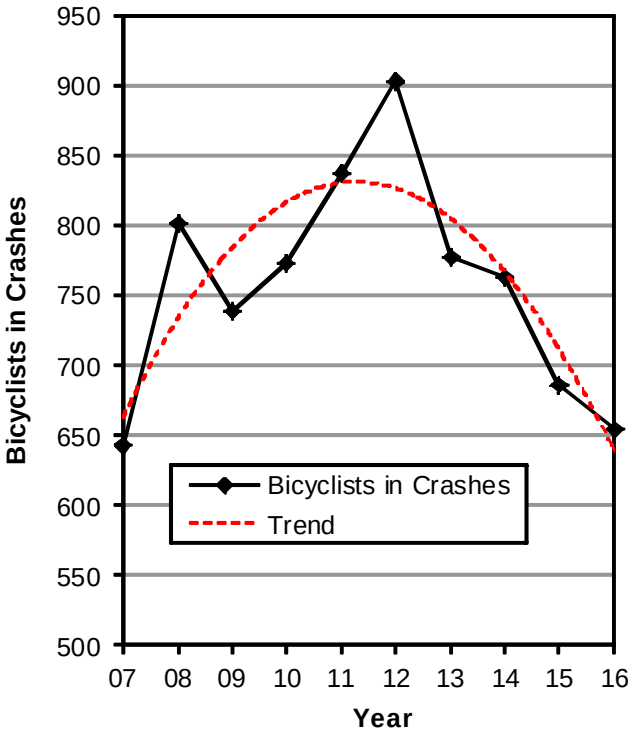
2016

# Trends

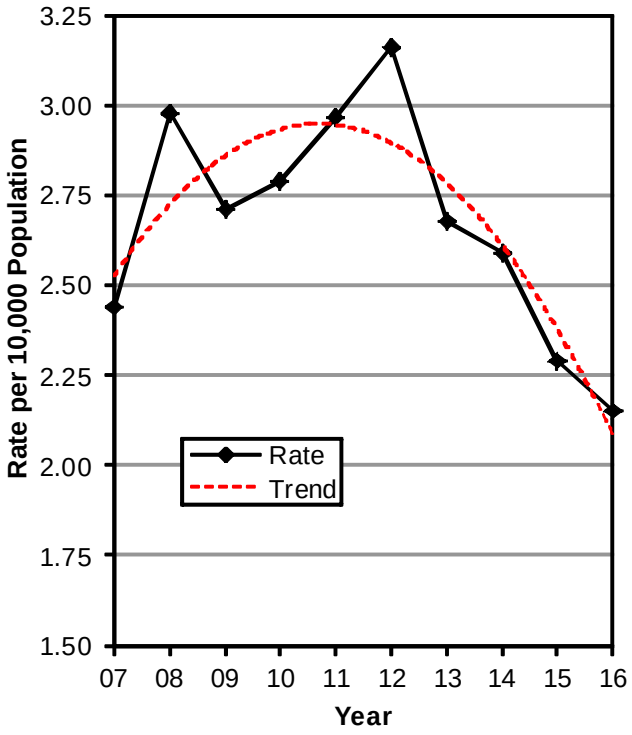
## Bicyclists in Crashes (Utah 2007-2016)

| 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. |
| 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** |
| 2016 | 37 | 0.12 | 613 | 2.01 | 5 | 0.016 | **655** | **2.15** |
| **Total** | **695** | **0.24** | **6,828** | **2.40** | **55** | **0.019** | **7,578** | **2.67** |

## Bicyclists in Crashes (Utah 2007-2016)




## Bicyclist Crash Rates Per Population (Utah 2007-2016)




- On average, 760 bicyclists are in crashes every year.
- The total number of bicyclists in crashes has steadily decreased the last four years.
- 2012 had the highest number of bicyclists in crashes (903).

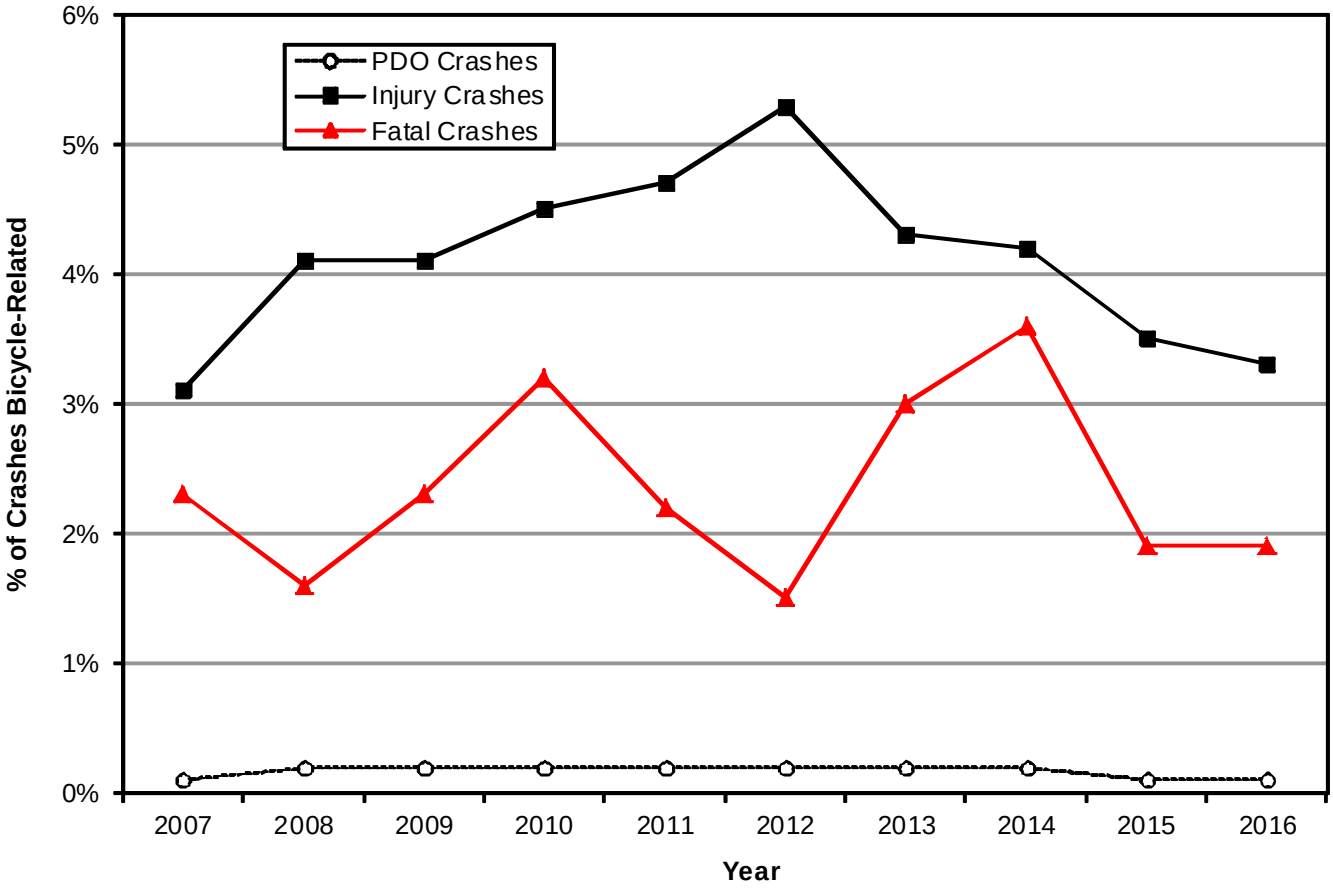
- The total rate per population of bicyclists in crashes decreased 11% over the last 10 years.
- 2016 had the lowest bicyclist crash rate per population (2.15).
- 2012 had the highest bicyclist crash rate per population (3.16).

# Trends

## Bicycle-Motor Vehicle Crashes (Utah 2007-2016)

| Bicycle-Motor Vehicle Crashes | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage Only | | | Injury | | | Fatal | | | Total | | |
| | All | Bicycle | | All | Bicycle | | All | Bicycle | | All | Bicycle | |
| Year | # | # | % | # | # | % | # | # | % | # | # | % |
| 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%** |
| 2016 | 43,465 | 31 | 0.1% | 18,747 | 613 | 3.3% | 259 | 5 | 1.9% | **62,471** | **649** | **1.0%** |
| **Total** | **384,214** | **625** | **0.2%** | **166,873** | **6,774** | **4.1%** | **2,303** | **54** | **2.3%** | **553,390** | **7,453** | **1.3%** |

## Percent of Crashes Involving a Bicyclist (Utah 2007-2016)

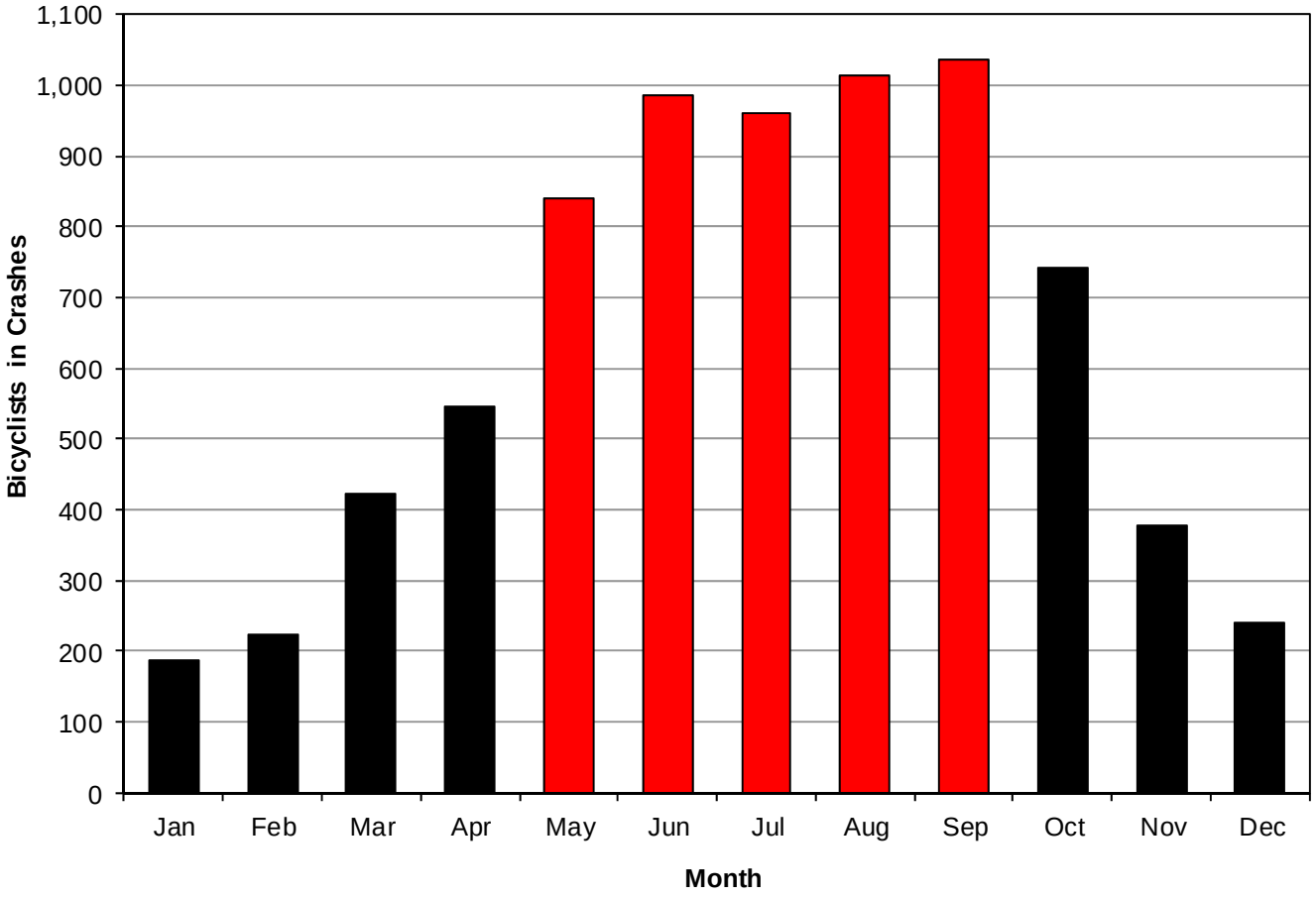



- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 4.1% of injury crashes, and 2.3% of fatal crashes.
- During the last 10 years, 7,453 crashes involved a bicyclist. There are approximately 680 injury crashes and five fatal crashes involving bicyclists a year.

# Trends

## Bicyclists in Crashes by Month (Utah 2007-2016)

| Bicyclists | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Month | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| January | 14 | 14 | 13 | 25 | 18 | 30 | 11 | 27 | 23 | 12 | **187** | **2.5%** |
| February | 13 | 11 | 29 | 23 | 15 | 33 | 16 | 23 | 36 | 25 | **224** | **3.0%** |
| March | 43 | 30 | 35 | 38 | 53 | 54 | 36 | 51 | 45 | 38 | **423** | **5.6%** |
| April | 59 | 49 | 57 | 47 | 38 | 73 | 56 | 57 | 56 | 53 | **545** | **7.2%** |
| May | 73 | 90 | 101 | 76 | 74 | 112 | 100 | 75 | 68 | 72 | **841** | **11.1%** |
| June | 86 | 103 | 88 | 104 | 124 | 108 | 106 | 102 | 81 | 85 | **987** | **13.0%** |
| July | 75 | 106 | 86 | 113 | 117 | 86 | 111 | 101 | 85 | 80 | **960** | **12.7%** |
| August | 86 | 123 | 114 | 99 | 124 | 112 | 121 | 76 | 70 | 89 | **1,014** | **13.4%** |
| September | 78 | 137 | 115 | 114 | 119 | 110 | 87 | 100 | 97 | 80 | **1,037** | **13.7%** |
| October | 70 | 75 | 46 | 71 | 90 | 100 | 73 | 90 | 73 | 54 | **742** | **9.8%** |
| November | 32 | 37 | 36 | 43 | 33 | 51 | 43 | 33 | 28 | 42 | **378** | **5.0%** |
| December | 14 | 27 | 19 | 20 | 32 | 34 | 17 | 28 | 24 | 25 | **240** | **3.2%** |
| **Total** | **643** | **802** | **739** | **773** | **837** | **903** | **777** | **763** | **686** | **655** | **7,578** | **100.0%** |

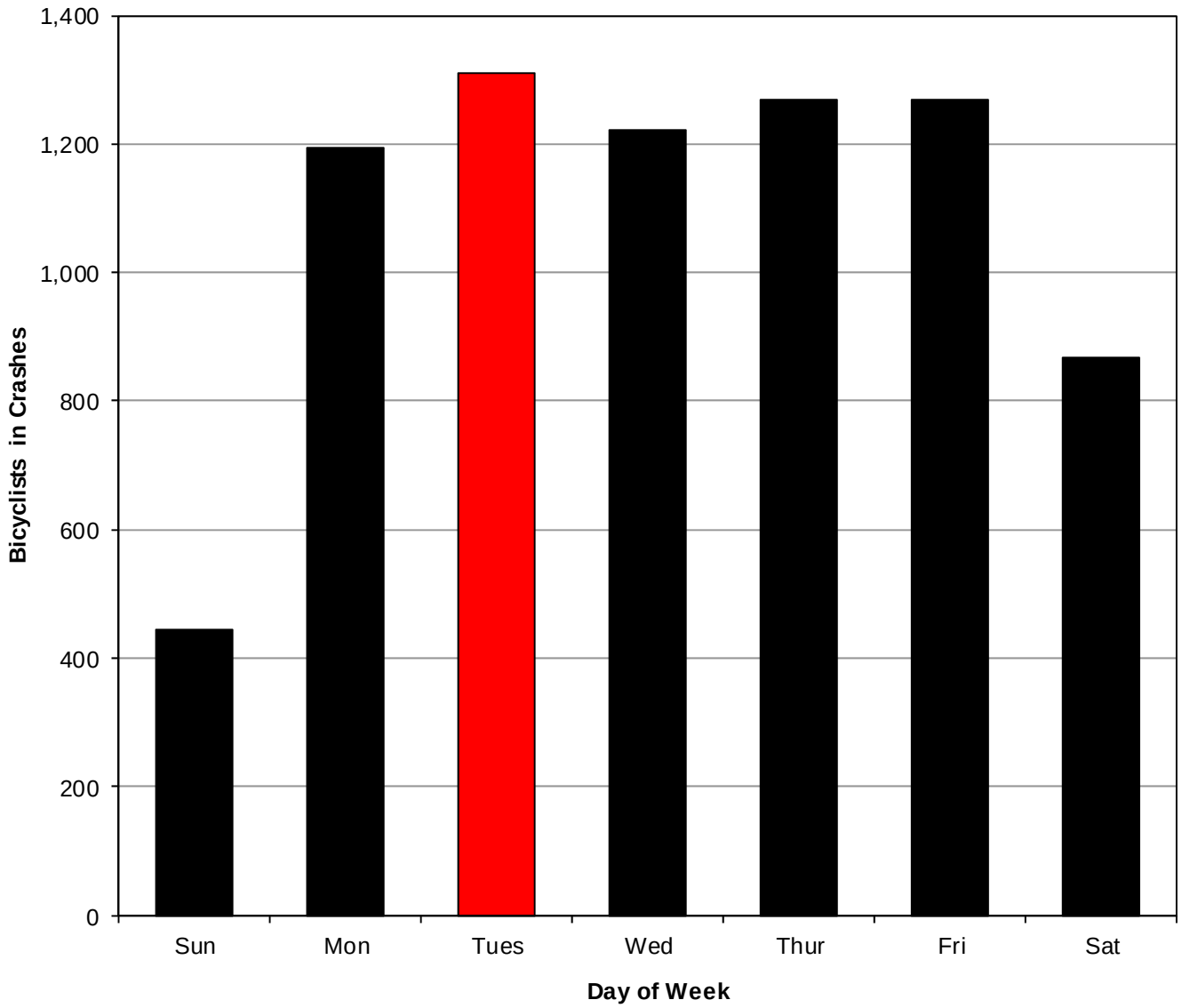



- Bicycle-motor vehicle crashes were highest during the months of May through September over the past 10 years.
- Bicycle-motor vehicle crashes were lowest during the months of December through February over the past 10 years.

# Trends

## Bicyclists in Crashes by Day of Week (Utah 2007-2016)

| Bicyclists | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day of Week | Year | | | | | | | | | | Total | |
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Sunday | 35 | 41 | 38 | 51 | 52 | 60 | 46 | 34 | 54 | 34 | **445** | **5.9%** |
| Monday | 114 | 124 | 102 | 143 | 140 | 108 | 123 | 126 | 115 | 100 | **1,195** | **15.8%** |
| Tuesday | 106 | 139 | 151 | 133 | 160 | 163 | 136 | 130 | 101 | 90 | **1,309** | **17.3%** |
| Wednesday | 95 | 136 | 133 | 122 | 129 | 151 | 117 | 116 | 109 | 115 | **1,223** | **16.1%** |
| Thursday | 105 | 129 | 105 | 139 | 142 | 169 | 120 | 128 | 107 | 125 | **1,269** | **16.7%** |
| Friday | 116 | 132 | 120 | 102 | 127 | 158 | 151 | 146 | 111 | 105 | **1,268** | **16.7%** |
| Saturday | 72 | 101 | 90 | 83 | 87 | 94 | 84 | 83 | 89 | 86 | **869** | **11.5%** |
| **Total** | **643** | **802** | **739** | **773** | **837** | **903** | **777** | **763** | **686** | **655** | **7,578** | **100.0%** |

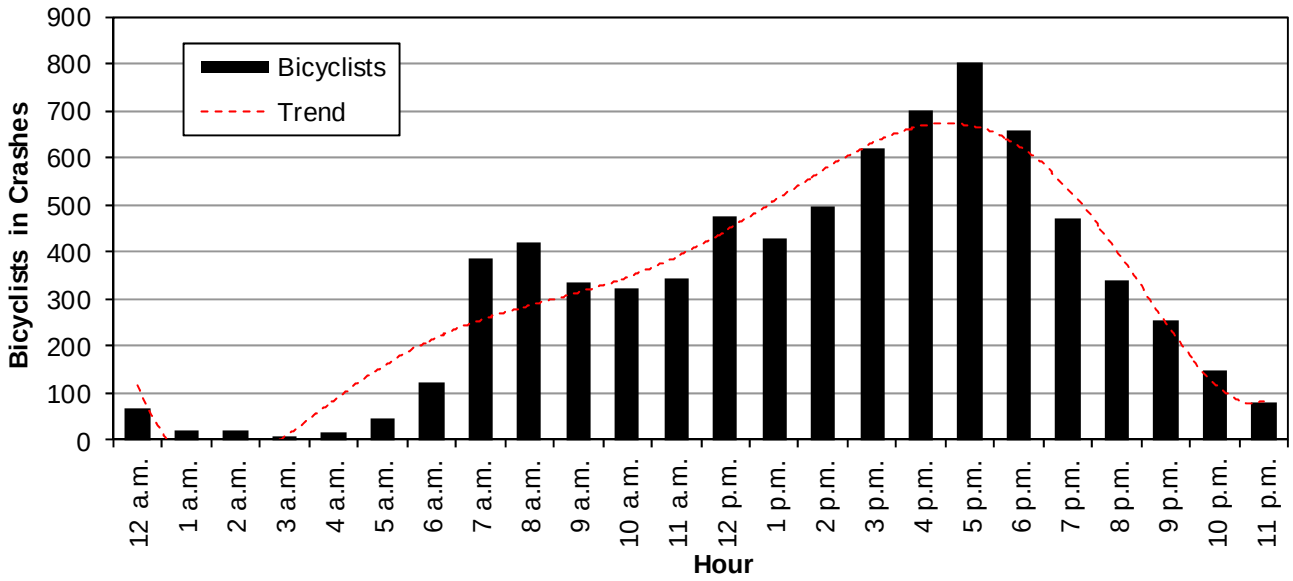



- Bicycle-motor vehicle crashes were highest Monday through Friday over the past 10 years.
- Bicycle-motor vehicle crashes were lowest on Sunday over the past 10 years.

# Trends

## Bicyclists in Crashes by Hour (Utah 2007-2016)

| Bicyclists | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Hour | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| Midnight | 5 | 7 | 5 | 4 | 13 | 8 | 7 | 6 | 7 | 4 | **66** | **0.9%** |
| 1 a.m. | 1 | 0 | 6 | 2 | 1 | 4 | 1 | 4 | 2 | 0 | **21** | **0.3%** |
| 2 a.m. | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 3 | 2 | 2 | **21** | **0.3%** |
| 3 a.m. | 0 | 3 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | **8** | **0.1%** |
| 4 a.m. | 1 | 3 | 1 | 3 | 0 | 3 | 2 | 3 | 1 | 0 | **17** | **0.2%** |
| 5 a.m. | 4 | 8 | 3 | 7 | 3 | 3 | 8 | 4 | 4 | 2 | **46** | **0.6%** |
| 6 a.m. | 11 | 8 | 7 | 9 | 14 | 17 | 14 | 14 | 15 | 14 | **123** | **1.6%** |
| 7 a.m. | 41 | 39 | 43 | 44 | 39 | 45 | 41 | 34 | 32 | 26 | **384** | **5.1%** |
| 8 a.m. | 40 | 42 | 40 | 29 | 44 | 57 | 48 | 32 | 44 | 43 | **419** | **5.5%** |
| 9 a.m. | 22 | 38 | 22 | 31 | 34 | 40 | 32 | 42 | 39 | 33 | **333** | **4.4%** |
| 10 a.m. | 26 | 29 | 31 | 35 | 39 | 43 | 35 | 34 | 29 | 22 | **323** | **4.3%** |
| 11 a.m. | 31 | 47 | 29 | 27 | 36 | 39 | 37 | 32 | 36 | 29 | **343** | **4.5%** |
| Noon | 39 | 40 | 53 | 60 | 60 | 54 | 45 | 47 | 35 | 43 | **476** | **6.3%** |
| 1 p.m. | 37 | 37 | 46 | 42 | 56 | 52 | 49 | 49 | 31 | 31 | **430** | **5.7%** |
| 2 p.m. | 31 | 52 | 51 | 54 | 54 | 55 | 53 | 48 | 56 | 42 | **496** | **6.5%** |
| 3 p.m. | 49 | 79 | 70 | 54 | 66 | 77 | 57 | 57 | 52 | 57 | **618** | **8.2%** |
| 4 p.m. | 62 | 66 | 66 | 73 | 61 | 84 | 85 | 87 | 47 | 71 | **702** | **9.3%** |
| 5 p.m. | 73 | 86 | 77 | 96 | 94 | 99 | 73 | 80 | 66 | 60 | **804** | **10.6%** |
| 6 p.m. | 60 | 64 | 61 | 69 | 81 | 77 | 61 | 58 | 67 | 58 | **656** | **8.7%** |
| 7 p.m. | 44 | 57 | 40 | 50 | 59 | 49 | 42 | 53 | 52 | 26 | **472** | **6.2%** |
| 8 p.m. | 34 | 32 | 39 | 33 | 32 | 42 | 41 | 24 | 32 | 31 | **340** | **4.5%** |
| 9 p.m. | 17 | 35 | 20 | 28 | 24 | 24 | 23 | 30 | 21 | 30 | **252** | **3.3%** |
| 10 p.m. | 11 | 12 | 16 | 13 | 18 | 19 | 12 | 14 | 11 | 23 | **149** | **2.0%** |
| 11 p.m. | 4 | 13 | 12 | 5 | 8 | 7 | 10 | 7 | 5 | 8 | **79** | **1.0%** |
| **Total** | **643** | **802** | **739** | **773** | **837** | **903** | **777** | **763** | **686** | **655** | **7,578** | **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 2007-2016)

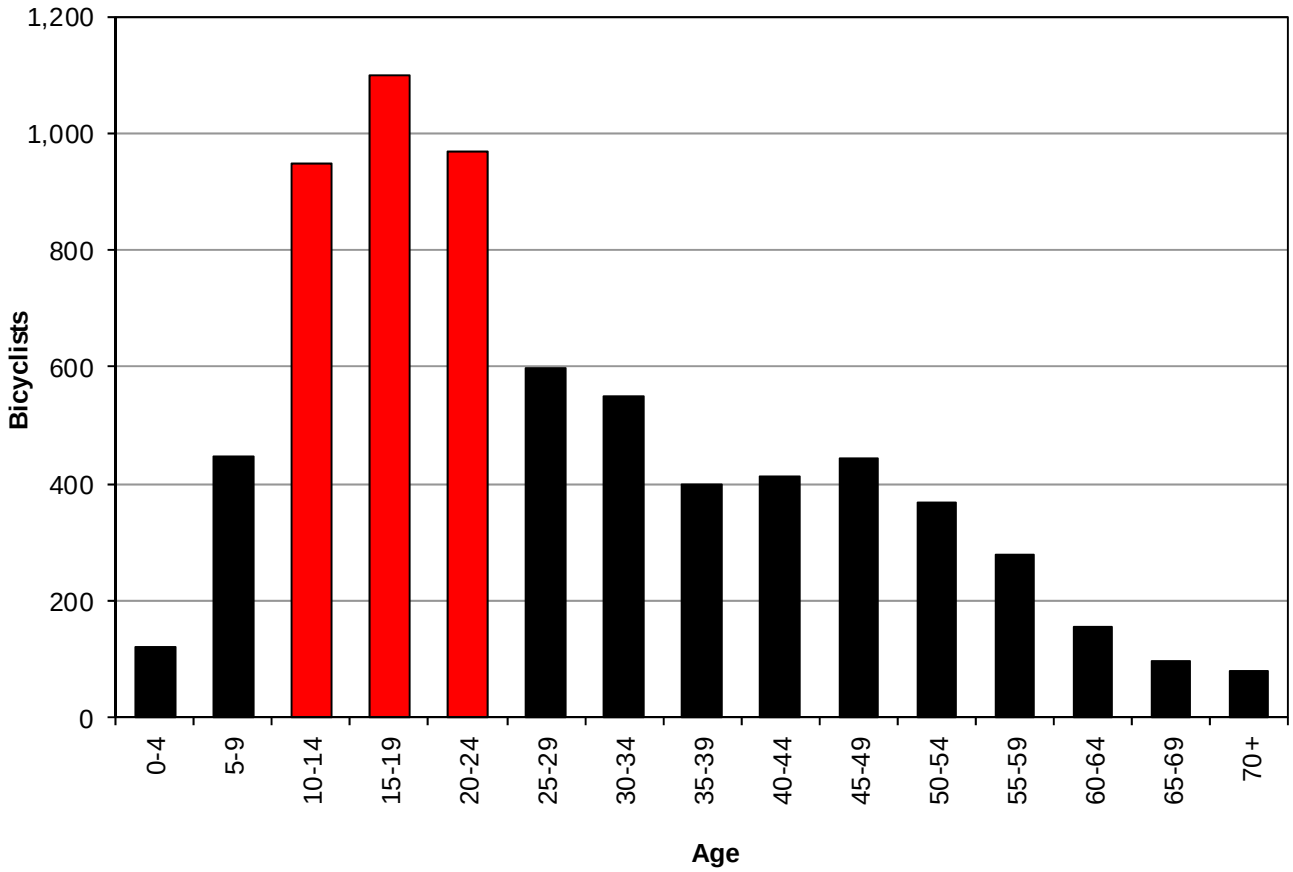
| Bicyclists | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | | Rate per Year per |
| County | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % | 10,000 Population |
| Salt Lake | 341 | 416 | 392 | 399 | 435 | 484 | 417 | 392 | 356 | 348 | **3,980** | **52.5%** | **3.55** |
| Cache | 28 | 40 | 28 | 39 | 39 | 30 | 32 | 33 | 27 | 17 | **313** | **4.1%** | **2.55** |
| Grand | 2 | 3 | 0 | 0 | 3 | 4 | 1 | 3 | 6 | 2 | **24** | **0.3%** | **2.51** |
| Utah | 113 | 159 | 138 | 154 | 168 | 164 | 122 | 103 | 116 | 109 | **1,346** | **17.8%** | **2.27** |
| Weber | 40 | 42 | 38 | 52 | 50 | 83 | 53 | 71 | 43 | 55 | **527** | **7.0%** | **2.13** |
| Davis | 60 | 58 | 59 | 67 | 69 | 64 | 74 | 69 | 52 | 68 | **640** | **8.4%** | **1.87** |
| Washington | 23 | 28 | 43 | 20 | 26 | 26 | 34 | 38 | 43 | 18 | **299** | **3.9%** | **1.87** |
| Iron | 8 | 12 | 10 | 8 | 5 | 9 | 7 | 12 | 9 | 4 | **84** | **1.1%** | **1.68** |
| Carbon | 3 | 3 | 3 | 3 | 6 | 1 | 2 | 4 | 7 | 2 | **34** | **0.4%** | **1.67** |
| Summit | 3 | 7 | 5 | 8 | 4 | 7 | 5 | 9 | 2 | 4 | **54** | **0.7%** | **1.34** |
| Tooele | 5 | 12 | 6 | 4 | 9 | 5 | 7 | 13 | 7 | 8 | **76** | **1.0%** | **1.17** |
| Sevier | 1 | 3 | 1 | 4 | 1 | 1 | 4 | 3 | 3 | 2 | **23** | **0.3%** | **1.08** |
| Wasatch | 3 | 2 | 2 | 6 | 6 | 2 | 3 | 1 | 3 | 4 | **32** | **0.4%** | **1.05** |
| Uintah | 5 | 2 | 3 | 3 | 4 | 7 | 5 | 2 | 5 | 2 | **38** | **0.5%** | **1.04** |
| Box Elder | 5 | 5 | 7 | 3 | 4 | 6 | 5 | 5 | 2 | 4 | **46** | **0.6%** | **0.87** |
| Garfield | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | **4** | **0.1%** | **0.80** |
| Duchesne | 1 | 3 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 2 | **14** | **0.2%** | **0.69** |
| Kane | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | **5** | **0.1%** | **0.68** |
| Emery | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | **6** | **0.1%** | **0.59** |
| Sanpete | 2 | 2 | 0 | 1 | 2 | 4 | 0 | 2 | 1 | 1 | **15** | **0.2%** | **0.51** |
| Rich | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **0.0%** | **0.43** |
| Millard | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | **5** | **0.1%** | **0.39** |
| Wayne | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **0.0%** | **0.37** |
| Beaver | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **2** | **0.0%** | **0.31** |
| San Juan | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | **5** | **0.1%** | **0.30** |
| Juab | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **2** | **0.0%** | **0.18** |
| Morgan | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **2** | **0.0%** | **0.17** |
| 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** | **643** | **802** | **739** | **773** | **837** | **903** | **777** | **763** | **686** | **655** | **7,578** | **100.0%** | **2.48** |

- Salt Lake (3.55), Cache (2.55), Grand (2.51), and Utah (2.27) 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 8% of the bicyclists. These three counties accounted for over three-fourths (79%) 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 2007-2016)

| Bicyclists | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | | | | | Total | |
| Age | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | # | % |
| 0-4 | 38 | 24 | 7 | 8 | 7 | 8 | 10 | 9 | 2 | 6 | **119** | **1.7%** |
| 5-9 | 49 | 50 | 52 | 44 | 63 | 48 | 38 | 40 | 24 | 38 | **446** | **6.4%** |
| 10-14 | 99 | 122 | 94 | 114 | 115 | 99 | 91 | 71 | 77 | 68 | **950** | **13.6%** |
| 15-19 | 85 | 116 | 97 | 124 | 126 | 134 | 104 | 128 | 95 | 89 | **1,098** | **15.8%** |
| 20-24 | 70 | 95 | 90 | 103 | 125 | 114 | 112 | 88 | 94 | 79 | **970** | **13.9%** |
| 25-29 | 41 | 67 | 67 | 62 | 65 | 73 | 72 | 54 | 50 | 48 | **599** | **8.6%** |
| 30-34 | 40 | 40 | 47 | 59 | 62 | 75 | 55 | 59 | 58 | 54 | **549** | **7.9%** |
| 35-39 | 36 | 29 | 27 | 37 | 37 | 53 | 41 | 53 | 38 | 48 | **399** | **5.7%** |
| 40-44 | 32 | 42 | 38 | 43 | 42 | 53 | 39 | 36 | 51 | 38 | **414** | **5.9%** |
| 45-49 | 36 | 44 | 52 | 42 | 45 | 52 | 35 | 50 | 47 | 40 | **443** | **6.4%** |
| 50-54 | 29 | 21 | 32 | 33 | 40 | 58 | 40 | 42 | 35 | 39 | **369** | **5.3%** |
| 55-59 | 24 | 23 | 17 | 21 | 28 | 38 | 27 | 32 | 29 | 39 | **278** | **4.0%** |
| 60-64 | 9 | 8 | 12 | 9 | 18 | 25 | 14 | 23 | 18 | 18 | **154** | **2.2%** |
| 65-69 | 6 | 8 | 9 | 7 | 9 | 9 | 13 | 8 | 12 | 15 | **96** | **1.4%** |
| 70+ | 7 | 6 | 4 | 4 | 8 | 13 | 9 | 8 | 9 | 12 | **80** | **1.1%** |
| **Total** | **601** | **695** | **645** | **710** | **790** | **852** | **700** | **701** | **639** | **631** | **6,964** | **100.0%** |

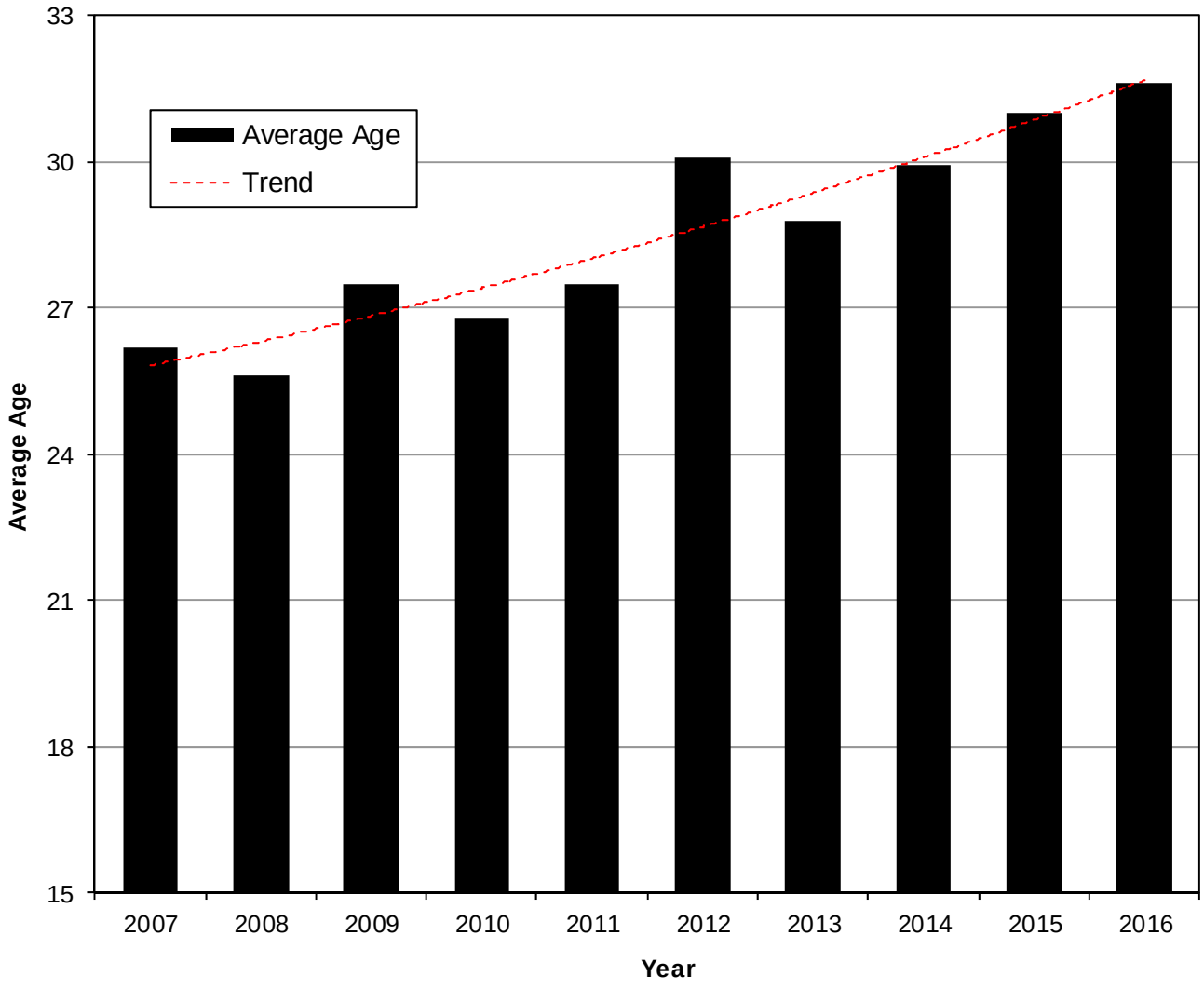



- Bicycle-motor vehicle crashes were highest among ages 10-24 years.
- Bicycle-motor vehicle crashes were lowest among ages 60+ years.

# Trends

## Bicyclists in Crashes by Average Age (Utah 2007-2016)

| Bicyclists | |
|---|---|
| Year | Total Mean Age |
| 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 |
| 2016 | 31.60 |
| **Average** | **28.51** |

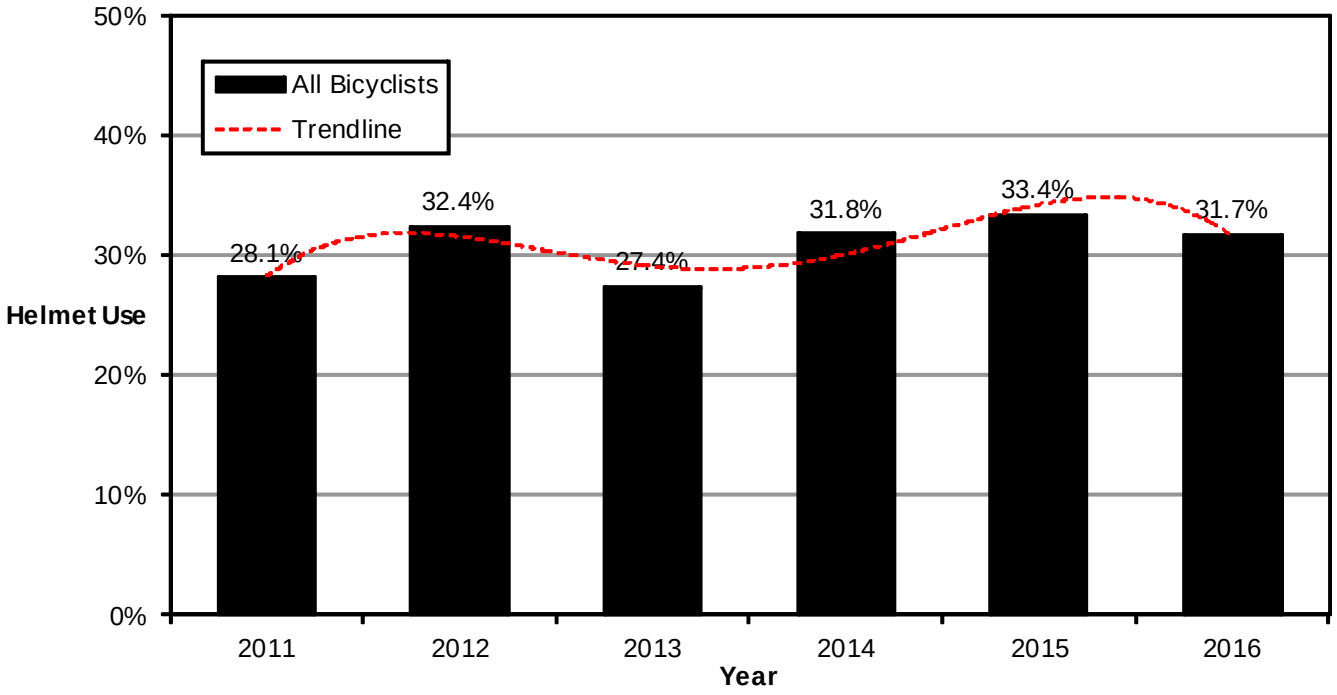



- The average age of bicyclists in crashes has shown an increasing trend over the last 10 years.

# Helmets

## Helmet Use of Bicyclists in Crashes (Utah 2011-2016)

| 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%** |
| 2016 | 25 | 6 | 19.4% | 383 | 184 | 32.5% | 4 | 1 | 20.0% | **412** | **191** | **31.7%** |
| **Total** | **155** | **47** | **23.3%** | **1,828** | **845** | **31.6%** | **19** | **13** | **40.6%** | **2,002** | **905** | **31.1%** |




- Overall helmet use by bicyclists in crashes has fluctuated around the six year average of 31.1%.
- 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 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Helmet Use | # | % | # | % | # | % | # | % |
| Helmet Not Worn | 25 | 67.6% | 383 | 62.5% | 4 | 80.0% | **412** | **62.9%** |
| Helmet Worn | 6 | 16.2% | 184 | 30.0% | 1 | 20.0% | **191** | **29.2%** |
| Unknown | 6 | 16.2% | 46 | 7.5% | 0 | 0.0% | **52** | **7.9%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- Where helmet use is known for bicyclists, 31.7% of bicyclists were wearing a helmet.

# Bicycle-Motor Vehicle Crash Conditions

## Bicyclists in Crashes by County (Utah 2016)

| 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. |
| Salt Lake | 21 | 0.19 | 325 | 2.90 | 2 | 0.02 | **348** | **3.10** |
| Weber | 4 | 0.16 | 51 | 2.06 | 0 | 0.00 | **55** | **2.22** |
| Grand | 0 | 0.00 | 2 | 2.09 | 0 | 0.00 | **2** | **2.09** |
| Garfield | 0 | 0.00 | 1 | 2.01 | 0 | 0.00 | **1** | **2.01** |
| Davis | 5 | 0.15 | 63 | 1.84 | 0 | 0.00 | **68** | **1.99** |
| Utah | 5 | 0.08 | 101 | 1.71 | 3 | 0.05 | **109** | **1.84** |
| Millard | 0 | 0.00 | 2 | 1.58 | 0 | 0.00 | **2** | **1.58** |
| Cache | 0 | 0.00 | 17 | 1.38 | 0 | 0.00 | **17** | **1.38** |
| Wasatch | 0 | 0.00 | 4 | 1.31 | 0 | 0.00 | **4** | **1.31** |
| Tooele | 0 | 0.00 | 8 | 1.23 | 0 | 0.00 | **8** | **1.23** |
| Washington | 0 | 0.00 | 18 | 1.12 | 0 | 0.00 | **18** | **1.12** |
| Summit | 1 | 0.25 | 3 | 0.74 | 0 | 0.00 | **4** | **0.99** |
| Duchesne | 0 | 0.00 | 2 | 0.98 | 0 | 0.00 | **2** | **0.98** |
| Carbon | 0 | 0.00 | 2 | 0.98 | 0 | 0.00 | **2** | **0.98** |
| Emery | 0 | 0.00 | 1 | 0.98 | 0 | 0.00 | **1** | **0.98** |
| Sevier | 0 | 0.00 | 2 | 0.94 | 0 | 0.00 | **2** | **0.94** |
| Juab | 0 | 0.00 | 1 | 0.91 | 0 | 0.00 | **1** | **0.91** |
| Iron | 0 | 0.00 | 4 | 0.80 | 0 | 0.00 | **4** | **0.80** |
| Box Elder | 1 | 0.19 | 3 | 0.56 | 0 | 0.00 | **4** | **0.75** |
| Uintah | 0 | 0.00 | 2 | 0.55 | 0 | 0.00 | **2** | **0.55** |
| Sanpete | 0 | 0.00 | 1 | 0.34 | 0 | 0.00 | **1** | **0.34** |
| 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** |
| 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** |
| San Juan | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | **0** | **0.00** |
| Wayne | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | **0** | **0.00** |
| **Statewide** | **37** | **0.12** | **613** | **2.01** | **5** | **0.02** | **655** | **2.15** |

| 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 | 35 | 0.14 | 575 | 2.22 | 5 | 0.02 | **615** | **2.38** |
| Rural | 2 | 0.04 | 38 | 0.82 | 0 | 0.00 | **40** | **0.86** |
| **Total** | **37** | **0.12** | **613** | **2.01** | **5** | **0.02** | **655** | **2.15** |

- Urban areas (2.38) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (0.86).
- Salt Lake (3.10), Weber (2.22), Grand (2.09), and Garfield (2.01) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Salt Lake County accounted for 53% of the bicyclists in crashes.
- Beaver, Daggett, Kane, Morgan, Piute, Rich, San Juan, and Wayne counties had no bicyclists in crashes.

# Bicycle-Motor Vehicle Crash Conditions

## Age of Bicyclists in Crashes (Utah 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Age | # | % | # | % | # | % | # | % |
| 0-4 | 1 | 2.7% | 5 | 0.8% | 0 | 0.0% | **6** | **0.9%** |
| 5-9 | 4 | 10.8% | 33 | 5.4% | 1 | 20.0% | **38** | **5.8%** |
| 10-14 | 3 | 8.1% | 65 | 10.6% | 0 | 0.0% | **68** | **10.4%** |
| 15-19 | 4 | 10.8% | 84 | 13.7% | 1 | 20.0% | **89** | **13.6%** |
| 20-24 | 3 | 8.1% | 76 | 12.4% | 0 | 0.0% | **79** | **12.1%** |
| 25-29 | 1 | 2.7% | 47 | 7.7% | 0 | 0.0% | **48** | **7.3%** |
| 30-34 | 4 | 10.8% | 50 | 8.2% | 0 | 0.0% | **54** | **8.2%** |
| 35-39 | 2 | 5.4% | 46 | 7.5% | 0 | 0.0% | **48** | **7.3%** |
| 40-44 | 2 | 5.4% | 36 | 5.9% | 0 | 0.0% | **38** | **5.8%** |
| 45-49 | 2 | 5.4% | 38 | 6.2% | 0 | 0.0% | **40** | **6.1%** |
| 50-54 | 1 | 2.7% | 38 | 6.2% | 0 | 0.0% | **39** | **6.0%** |
| 55-59 | 0 | 0.0% | 37 | 6.0% | 2 | 40.0% | **39** | **6.0%** |
| 60-64 | 1 | 2.7% | 16 | 2.6% | 1 | 20.0% | **18** | **2.7%** |
| 65-69 | 1 | 2.7% | 14 | 2.3% | 0 | 0.0% | **15** | **2.3%** |
| 70+ | 0 | 0.0% | 12 | 2.0% | 0 | 0.0% | **12** | **1.8%** |
| Unknown | 8 | 21.6% | 16 | 2.6% | 0 | 0.0% | **24** | **3.7%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- Over one-third (36%) of the bicyclists in crashes were 10-24 years.

## Driver Age (Utah 2016)

| Drivers (Bicycle-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Age | # | % | # | % | # | % | # | % |
| <15 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | **0** | **0.0%** |
| 15-19 | 1 | 3.2% | 50 | 8.2% | 0 | 0.0% | **51** | **7.9%** |
| 20-24 | 3 | 9.7% | 81 | 13.3% | 0 | 0.0% | **84** | **13.0%** |
| 25-29 | 4 | 12.9% | 56 | 9.2% | 0 | 0.0% | **60** | **9.3%** |
| 30-34 | 2 | 6.5% | 59 | 9.7% | 1 | 20.0% | **62** | **9.6%** |
| 35-39 | 4 | 12.9% | 58 | 9.5% | 0 | 0.0% | **62** | **9.6%** |
| 40-44 | 2 | 6.5% | 41 | 6.7% | 1 | 20.0% | **44** | **6.8%** |
| 45-49 | 3 | 9.7% | 43 | 7.1% | 0 | 0.0% | **46** | **7.1%** |
| 50-54 | 0 | 0.0% | 35 | 5.8% | 1 | 20.0% | **36** | **5.6%** |
| 55-59 | 0 | 0.0% | 36 | 5.9% | 1 | 20.0% | **37** | **5.7%** |
| 60-64 | 2 | 6.5% | 27 | 4.4% | 1 | 20.0% | **30** | **4.7%** |
| 65-69 | 2 | 6.5% | 24 | 3.9% | 0 | 0.0% | **26** | **4.0%** |
| 70-74 | 0 | 0.0% | 14 | 2.3% | 0 | 0.0% | **14** | **2.2%** |
| 75-79 | 1 | 3.2% | 20 | 3.3% | 0 | 0.0% | **21** | **3.3%** |
| 80-84 | 0 | 0.0% | 8 | 1.3% | 0 | 0.0% | **8** | **1.2%** |
| 85+ | 0 | 0.0% | 8 | 1.3% | 0 | 0.0% | **8** | **1.2%** |
| Unknown | 7 | 22.6% | 48 | 7.9% | 0 | 0.0% | **55** | **8.5%** |
| **Total** | **31** | **100.0%** | **608** | **100.0%** | **5** | **100.0%** | **644** | **100.0%** |

- Over half (54% 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 37 years.

# Bicycle-Motor Vehicle Crash Conditions

## Gender of Bicyclists in Crashes (Utah 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 27 | 73.0% | 475 | 77.5% | 3 | 60.0% | **505** | **77.1%** |
| Female | 6 | 16.2% | 134 | 21.9% | 2 | 40.0% | **142** | **21.7%** |
| Unknown | 4 | 10.8% | 4 | 0.7% | 0 | 0.0% | **8** | **1.2%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- Most bicyclists (77%) in crashes were male.

## Driver Gender (Utah 2016)

| Drivers (Bicycle-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Gender | # | % | # | % | # | % | # | % |
| Male | 18 | 58.1% | 306 | 50.3% | 3 | 60.0% | **327** | **50.8%** |
| Female | 10 | 32.3% | 267 | 43.9% | 2 | 40.0% | **279** | **43.3%** |
| Unknown | 3 | 9.7% | 35 | 5.8% | 0 | 0.0% | **38** | **5.9%** |
| **Total** | **31** | **100.0%** | **608** | **100.0%** | **5** | **100.0%** | **644** | **100.0%** |

- A slight majority of drivers in total bicycle-motor vehicle crashes (54% of known) were male.

## Bicycle-Motor Vehicle Crashes by Month (Utah 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Month | # | Rate per Day | # | Rate per Day | # | Rate per Day | # | Rate per Day |
| January | 0 | 0.0 | 12 | 0.4 | 0 | 0.000 | **12** | **0.4** |
| February | 1 | 0.0 | 24 | 0.8 | 0 | 0.000 | **25** | **0.9** |
| March | 3 | 0.1 | 35 | 1.1 | 0 | 0.000 | **38** | **1.2** |
| April | 3 | 0.1 | 48 | 1.6 | 2 | 0.067 | **53** | **1.8** |
| May | 4 | 0.1 | 68 | 2.2 | 0 | 0.000 | **72** | **2.3** |
| June | 4 | 0.1 | 80 | 2.7 | 1 | 0.033 | **85** | **2.8** |
| July | 8 | 0.3 | 71 | 2.3 | 1 | 0.032 | **80** | **2.6** |
| August | 3 | 0.1 | 86 | 2.8 | 0 | 0.000 | **89** | **2.9** |
| September | 3 | 0.1 | 77 | 2.6 | 0 | 0.000 | **80** | **2.7** |
| October | 3 | 0.1 | 51 | 1.6 | 0 | 0.000 | **54** | **1.7** |
| November | 2 | 0.1 | 40 | 1.3 | 0 | 0.000 | **42** | **1.4** |
| December | 3 | 0.1 | 21 | 0.7 | 1 | 0.032 | **25** | **0.8** |
| **Total** | **37** | **0.1** | **613** | **1.7** | **5** | **0.014** | **655** | **1.8** |

- August (2.9), June (2.8), and September (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 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Day of Week | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| Sunday | 1 | 2.7% | 31 | 5.1% | 2 | 40.0% | **34** | **5.2%** |
| Monday | 5 | 13.5% | 95 | 15.5% | 0 | 0.0% | **100** | **15.3%** |
| Tuesday | 6 | 16.2% | 84 | 13.7% | 0 | 0.0% | **90** | **13.7%** |
| Wednesday | 9 | 24.3% | 104 | 17.0% | 2 | 40.0% | **115** | **17.6%** |
| Thursday | 6 | 16.2% | 119 | 19.4% | 0 | 0.0% | **125** | **19.1%** |
| Friday | 5 | 13.5% | 99 | 16.2% | 1 | 20.0% | **105** | **16.0%** |
| Saturday | 5 | 13.5% | 81 | 13.2% | 0 | 0.0% | **86** | **13.1%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- The highest percentage of total bicycle-motor vehicle crashes occurred on Thursday (19%).

## Bicycle-Motor Vehicle Crashes by Hour (Utah 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hour | Non-Injured | | Injured | | Killed | | Total | |
| | # | % | # | % | # | % | # | % |
| Midnight | 1 | 2.7% | 3 | 0.5% | 0 | 0.0% | **4** | **0.6%** |
| 1 a.m. | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | **0** | **0.0%** |
| 2 a.m. | 0 | 0.0% | 2 | 0.3% | 0 | 0.0% | **2** | **0.3%** |
| 3 a.m. | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | **0** | **0.0%** |
| 4 a.m. | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | **0** | **0.0%** |
| 5 a.m. | 0 | 0.0% | 2 | 0.3% | 0 | 0.0% | **2** | **0.3%** |
| 6 a.m. | 1 | 2.7% | 13 | 2.1% | 0 | 0.0% | **14** | **2.1%** |
| 7 a.m. | 0 | 0.0% | 26 | 4.2% | 0 | 0.0% | **26** | **4.0%** |
| 8 a.m. | 3 | 8.1% | 40 | 6.5% | 0 | 0.0% | **43** | **6.6%** |
| 9 a.m. | 1 | 2.7% | 32 | 5.2% | 0 | 0.0% | **33** | **5.0%** |
| 10 a.m. | 0 | 0.0% | 22 | 3.6% | 0 | 0.0% | **22** | **3.4%** |
| 11 a.m. | 2 | 5.4% | 27 | 4.4% | 0 | 0.0% | **29** | **4.4%** |
| Noon | 4 | 10.8% | 39 | 6.4% | 0 | 0.0% | **43** | **6.6%** |
| 1 p.m. | 0 | 0.0% | 31 | 5.1% | 0 | 0.0% | **31** | **4.7%** |
| 2 p.m. | 3 | 8.1% | 39 | 6.4% | 0 | 0.0% | **42** | **6.4%** |
| 3 p.m. | 4 | 10.8% | 53 | 8.6% | 0 | 0.0% | **57** | **8.7%** |
| 4 p.m. | 3 | 8.1% | 67 | 10.9% | 1 | 20.0% | **71** | **10.8%** |
| 5 p.m. | 4 | 10.8% | 55 | 9.0% | 1 | 20.0% | **60** | **9.2%** |
| 6 p.m. | 3 | 8.1% | 54 | 8.8% | 1 | 20.0% | **58** | **8.9%** |
| 7 p.m. | 3 | 8.1% | 23 | 3.8% | 0 | 0.0% | **26** | **4.0%** |
| 8 p.m. | 2 | 5.4% | 29 | 4.7% | 0 | 0.0% | **31** | **4.7%** |
| 9 p.m. | 2 | 5.4% | 28 | 4.6% | 0 | 0.0% | **30** | **4.6%** |
| 10 p.m. | 1 | 2.7% | 21 | 3.4% | 1 | 20.0% | **23** | **3.5%** |
| 11 p.m. | 0 | 0.0% | 7 | 1.1% | 1 | 20.0% | **8** | **1.2%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

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

# Bicycle-Motor Vehicle Crash Conditions

## Contributing Factors of Bicyclists in Crashes (Utah 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Contributing Factors | # | % | # | % | # | % | # | % |
| None | 14 | 37.8% | 275 | 44.9% | 2 | 40.0% | **291** | **44.4%** |
| Wrong Side of Road | 2 | 5.4% | 66 | 10.8% | 0 | 0.0% | **68** | **10.4%** |
| Improper Crossing | 4 | 10.8% | 50 | 8.2% | 1 | 20.0% | **55** | **8.4%** |
| Failure to Obey Traffic Signs/Signals | 3 | 8.1% | 33 | 5.4% | 0 | 0.0% | **36** | **5.5%** |
| Failure to Yield Right of Way | 1 | 2.7% | 31 | 5.1% | 1 | 20.0% | **33** | **5.0%** |
| Not Visible | 2 | 5.4% | 29 | 4.7% | 0 | 0.0% | **31** | **4.7%** |
| Darting | 2 | 5.4% | 27 | 4.4% | 0 | 0.0% | **29** | **4.4%** |
| Inattentive | 2 | 5.4% | 16 | 2.6% | 0 | 0.0% | **18** | **2.7%** |
| Improper Turn/Merge | 0 | 0.0% | 7 | 1.1% | 0 | 0.0% | **7** | **1.1%** |
| Improper Passing | 0 | 0.0% | 5 | 0.8% | 0 | 0.0% | **5** | **0.8%** |
| In Roadway Improperly | 0 | 0.0% | 5 | 0.8% | 0 | 0.0% | **5** | **0.8%** |
| Other | 2 | 5.4% | 25 | 4.1% | 1 | 20.0% | **28** | **4.3%** |
| Unknown | 5 | 13.5% | 44 | 7.2% | 0 | 0.0% | **49** | **7.5%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **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 48% (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 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Bicyclist Location | # | % | # | % | # | % | # | % |
| Marked Crosswalk at Intersection | 12 | 32.4% | 184 | 30.0% | 2 | 40.0% | **198** | **30.2%** |
| In Roadway (not at intersection) | 9 | 24.3% | 115 | 18.8% | 1 | 20.0% | **125** | **19.1%** |
| Shoulder | 4 | 10.8% | 87 | 14.2% | 0 | 0.0% | **91** | **13.9%** |
| Sidewalk | 2 | 5.4% | 65 | 10.6% | 0 | 0.0% | **67** | **10.2%** |
| Unmarked Crosswalk | 3 | 8.1% | 51 | 8.3% | 1 | 20.0% | **55** | **8.4%** |
| Bike Path/Lane | 0 | 0.0% | 39 | 6.4% | 0 | 0.0% | **39** | **6.0%** |
| Mid-Block Crosswalk | 0 | 0.0% | 12 | 2.0% | 0 | 0.0% | **12** | **1.8%** |
| Outside Right of Way | 0 | 0.0% | 7 | 1.1% | 0 | 0.0% | **7** | **1.1%** |
| Median | 0 | 0.0% | 2 | 0.3% | 0 | 0.0% | **2** | **0.3%** |
| Shared Use Path/Trail | 0 | 0.0% | 2 | 0.3% | 0 | 0.0% | **2** | **0.3%** |
| Other | 2 | 5.4% | 25 | 4.1% | 0 | 0.0% | **27** | **4.1%** |
| Unknown | 5 | 13.5% | 24 | 3.9% | 1 | 20.0% | **30** | **4.6%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

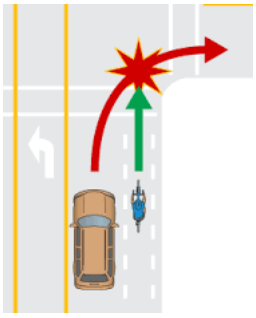
- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (32% of known), in roadway (20% of known), shoulder (15% of known), and sidewalk (11% of known).
- Bicycles are considered vehicles and have a legal right to the road.

# Bicycle-Motor Vehicle Crash Conditions

## Bicyclist Action in Bicycle-Motor Vehicle Crashes (Utah 2016)

| Bicyclists | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Non-Injured | | Injured | | Killed | | Total | |
| Bicyclist Action | # | % | # | % | # | % | # | % |
| Cycling Along Roadway with Traffic | 6 | 16.2% | 176 | 28.7% | 1 | 20.0% | **183** | **27.9%** |
| Entering or Crossing Road | 12 | 32.4% | 161 | 26.3% | 3 | 60.0% | **176** | **26.9%** |
| Cycling on Sidewalk | 6 | 16.2% | 161 | 26.3% | 0 | 0.0% | **167** | **25.5%** |
| Cycling Along Roadway Against Traffic | 7 | 18.9% | 74 | 12.1% | 0 | 0.0% | **81** | **12.4%** |
| In Roadway Other | 0 | 0.0% | 10 | 1.6% | 0 | 0.0% | **10** | **1.5%** |
| Waiting to Cross Roadway | 1 | 2.7% | 3 | 0.5% | 0 | 0.0% | **4** | **0.6%** |
| Adjacent to Roadway | 0 | 0.0% | 2 | 0.3% | 0 | 0.0% | **2** | **0.3%** |
| Going to/from School | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Other | 1 | 2.7% | 12 | 2.0% | 0 | 0.0% | **13** | **2.0%** |
| Unknown | 4 | 10.8% | 13 | 2.1% | 1 | 20.0% | **18** | **2.7%** |
| **Total** | **37** | **100.0%** | **613** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- For total crashes, the largest percentages of bicyclist action prior to the crash were cycling along roadway with traffic (29% of known), entering or crossing road (28% of known), cycling on sidewalk (26% of known), and cycling along roadway against traffic (13%).



## Motor Vehicle Maneuver Prior to Crash (Utah 2016)

| Motor Vehicles (Bicycle-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Vehicle Maneuver | # | % | # | % | # | % | # | % |
| Turning Right | 9 | 29.0% | 222 | 35.9% | 1 | 20.0% | **232** | **35.4%** |
| Straight Ahead | 11 | 35.5% | 216 | 34.9% | 3 | 60.0% | **230** | **35.1%** |
| Turning Left | 5 | 16.1% | 98 | 15.8% | 1 | 20.0% | **104** | **15.9%** |
| Stopped/Slowing in Traffic Lane | 1 | 3.2% | 20 | 3.2% | 0 | 0.0% | **21** | **3.2%** |
| Entering/Leaving Traffic Lane | 1 | 3.2% | 19 | 3.1% | 0 | 0.0% | **20** | **3.1%** |
| Parked/Parking | 0 | 0.0% | 10 | 1.6% | 0 | 0.0% | **10** | **1.5%** |
| Backing | 1 | 3.2% | 9 | 1.5% | 0 | 0.0% | **10** | **1.5%** |
| Making U-turn | 0 | 0.0% | 3 | 0.5% | 0 | 0.0% | **3** | **0.5%** |
| Changing Lanes | 0 | 0.0% | 2 | 0.3% | 0 | 0.0% | **2** | **0.3%** |
| Overtaking/Passing | 0 | 0.0% | 2 | 0.3% | 0 | 0.0% | **2** | **0.3%** |
| Other | 1 | 3.2% | 6 | 1.0% | 0 | 0.0% | **7** | **1.1%** |
| Unknown | 2 | 6.5% | 12 | 1.9% | 0 | 0.0% | **14** | **2.1%** |
| **Total** | **31** | **100.0%** | **619** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were turning right (35%), straight ahead (35%), and turning left (16%).

# Bicycle-Motor Vehicle Crash Conditions

## Bicycle-Motor Vehicle Crashes by Speed Limit (Utah 2016)


| Motor Vehicles (Bicycle-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Speed Limit | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| 5-15 MPH | 1 | 3.2% | 19 | 3.1% | 0 | 0.0% | **20** | **3.1%** |
| 20-25 MPH | 4 | 12.9% | 138 | 22.3% | 1 | 20.0% | **143** | **21.8%** |
| 30-35 MPH | 8 | 25.8% | 160 | 25.8% | 2 | 40.0% | **170** | **26.0%** |
| 40-45 MPH | 7 | 22.6% | 97 | 15.7% | 1 | 20.0% | **105** | **16.0%** |
| 50-55 MPH | 0 | 0.0% | 11 | 1.8% | 0 | 0.0% | **11** | **1.7%** |
| 60+ MPH | 0 | 0.0% | 5 | 0.8% | 0 | 0.0% | **5** | **0.8%** |
| Unknown | 11 | 35.5% | 189 | 30.5% | 1 | 20.0% | **201** | **30.7%** |
| **Total** | **31** | **100.0%** | **619** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |


- Nearly all (92% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.
- The highest number of bicycle crashes occurred on roads with speed limits of 25 MPH, 35 MPH, and 40 MPH.

## Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2016)

| Motor Vehicles (Bicycle-Motor Vehicle Crash) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Travel Speed | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Parked | 0 | 0.0% | 7 | 1.1% | 0 | 0.0% | **7** | **1.1%** |
| Stopped | 0 | 0.0% | 15 | 2.4% | 0 | 0.0% | **15** | **2.3%** |
| 1-9 MPH | 7 | 22.6% | 176 | 28.4% | 1 | 20.0% | **184** | **28.1%** |
| 10-19 MPH | 5 | 16.1% | 93 | 15.0% | 0 | 0.0% | **98** | **15.0%** |
| 20-29 MPH | 1 | 3.2% | 60 | 9.7% | 1 | 20.0% | **62** | **9.5%** |
| 30-39 MPH | 4 | 12.9% | 32 | 5.2% | 2 | 40.0% | **38** | **5.8%** |
| 40-49 MPH | 0 | 0.0% | 11 | 1.8% | 0 | 0.0% | **11** | **1.7%** |
| 50+ MPH | 0 | 0.0% | 6 | 1.0% | 0 | 0.0% | **6** | **0.9%** |
| Unknown | 14 | 45.2% | 219 | 35.4% | 1 | 20.0% | **234** | **35.7%** |
| **Total** | **31** | **100.0%** | **619** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- Over two-thirds (67% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

## Drivers in Bicycle Crashes with Contributing Factors (Utah 2016)

| Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driver/Vehicle with a Contributing Factor(s) | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| | # | % | # | % | # | % | # | % |
| Yes | 17 | 54.8% | 369 | 59.6% | 2 | 40.0% | **388** | **59.2%** |
| No | 12 | 38.7% | 218 | 35.2% | 2 | 40.0% | **232** | **35.4%** |
| Unknown | 2 | 6.5% | 32 | 5.2% | 1 | 20.0% | **35** | **5.3%** |
| **Total** | **31** | **100.0%** | **619** | **100.0%** | **5** | **100.0%** | **655** | **100.0%** |

- 59% of drivers in total bicycle crashes had a contributing factor.

# Bicycle-Motor Vehicle Crash Conditions

## Contributing Factors in Bicycle Crashes (Utah 2016)

| Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | PDO Crashes | | Injury Crashes | | Fatal Crashes | | Total | |
| Contributing Factors | # | % | # | % | # | % | # | % |
| Failed to Yield Right of Way | 9 | 33.3% | 263 | 49.0% | 1 | 14.3% | **273** | **47.8%** |
| Other Improper Driving | 0 | 0.0% | 52 | 9.7% | 0 | 0.0% | **52** | **9.1%** |
| Hit and Run | 3 | 11.1% | 38 | 7.1% | 1 | 14.3% | **42** | **7.4%** |
| Improper Turn | 4 | 14.8% | 22 | 4.1% | 1 | 14.3% | **27** | **4.7%** |
| Vision Obscured by Glare | 1 | 3.7% | 19 | 3.5% | 0 | 0.0% | **20** | **3.5%** |
| Driver Distraction | 0 | 0.0% | 17 | 3.2% | 1 | 14.3% | **18** | **3.2%** |
| Vision Obscured by Building, Sign | 1 | 3.7% | 17 | 3.2% | 0 | 0.0% | **18** | **3.2%** |
| Vision Obscured by Moving Vehicle | 0 | 0.0% | 17 | 3.2% | 0 | 0.0% | **17** | **3.0%** |
| Disregard Traffic Signal/Sign | 0 | 0.0% | 12 | 2.2% | 0 | 0.0% | **12** | **2.1%** |
| Vision Obscured by Other | 2 | 7.4% | 8 | 1.5% | 0 | 0.0% | **10** | **1.8%** |
| Vision Obscured by Weather | 2 | 7.4% | 7 | 1.3% | 0 | 0.0% | **9** | **1.6%** |
| Vision Obscured by Parked Vehicle | 1 | 3.7% | 7 | 1.3% | 0 | 0.0% | **8** | **1.4%** |
| Failed to Keep in Proper Lane | 1 | 3.7% | 6 | 1.1% | 0 | 0.0% | **7** | **1.2%** |
| Improper Backing | 1 | 3.7% | 6 | 1.1% | 0 | 0.0% | **7** | **1.2%** |
| Vehicle Defective Condition | 0 | 0.0% | 6 | 1.1% | 0 | 0.0% | **6** | **1.1%** |
| Vision Obscured by Vegetation | 0 | 0.0% | 6 | 1.1% | 0 | 0.0% | **6** | **1.1%** |
| Driver Condition Other | 0 | 0.0% | 5 | 0.9% | 0 | 0.0% | **5** | **0.9%** |
| Driving Under the Influence | 0 | 0.0% | 3 | 0.6% | 1 | 14.3% | **4** | **0.7%** |
| Followed Too Closely | 0 | 0.0% | 4 | 0.7% | 0 | 0.0% | **4** | **0.7%** |
| Driver Emotional Prior to Crash | 0 | 0.0% | 3 | 0.6% | 0 | 0.0% | **3** | **0.5%** |
| Improper Parking/Stopping | 0 | 0.0% | 3 | 0.6% | 0 | 0.0% | **3** | **0.5%** |
| Improper Passing | 0 | 0.0% | 3 | 0.6% | 0 | 0.0% | **3** | **0.5%** |
| Swerved or Evasive Action | 0 | 0.0% | 2 | 0.4% | 1 | 14.3% | **3** | **0.5%** |
| Windshield/Window Obscured | 1 | 3.7% | 1 | 0.2% | 1 | 14.3% | **3** | **0.5%** |
| Disregard Road Markings | 0 | 0.0% | 2 | 0.4% | 0 | 0.0% | **2** | **0.4%** |
| Driver Asleep/Fatigue | 0 | 0.0% | 2 | 0.4% | 0 | 0.0% | **2** | **0.4%** |
| Driver Illness/Medical | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Improper Lane Change | 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%** |
| Reckless/Aggressive Driving | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Speed Too Fast | 0 | 0.0% | 1 | 0.2% | 0 | 0.0% | **1** | **0.2%** |
| Wrong Side/Wrong Way | 1 | 3.7% | 0 | 0.0% | 0 | 0.0% | **1** | **0.2%** |
| **Total** | **27** | **100.0%** | **537** | **100.0%** | **7** | **100.0%** | **571** | **100.0%** |

- Failed to yield right of way (48%), hit and run (7%), and improper turn (5%) were the leading contributing factors in total bicycle-motor vehicle crashes.

# Appendix

2016

## Appendix

# Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2016)

| 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 | 8.724 | 6,123 | 287.2 | 2,603 | 122.1 | 159 | 7.458 | **8,885** | **416.7** |
| 1948 | 653,000 | 2,351,000,000 | 3,982 | 169.4 | 220 | 9.358 | 7,117 | 302.7 | 2,675 | 113.8 | 169 | 7.188 | **9,961** | **423.7** |
| 1949 | 670,800 | 2,475,000,000 | 3,808 | 153.9 | 174 | 7.030 | 8,327 | 336.4 | 2,614 | 105.6 | 151 | 6.101 | **11,092** | **448.2** |
| 1950 | 695,900 | 2,839,000,000 | 4,459 | 157.1 | 188 | 6.622 | 9,532 | 335.8 | 3,004 | 105.8 | 169 | 5.953 | **12,705** | **447.5** |
| 1951 | 706,100 | 3,015,000,000 | 5,132 | 170.2 | 207 | 6.866 | 12,806 | 424.7 | 3,495 | 115.9 | 174 | 5.771 | **16,475** | **546.4** |
| 1952 | 724,000 | 3,050,000,000 | 5,140 | 168.5 | 246 | 8.066 | 14,052 | 460.7 | 3,474 | 113.9 | 184 | 6.033 | **17,710** | **580.7** |
| 1953 | 739,100 | 3,232,000,000 | 4,945 | 153.0 | 209 | 6.467 | 12,883 | 398.6 | 3,305 | 102.3 | 185 | 5.724 | **16,373** | **506.6** |
| 1954 | 750,500 | 3,336,000,000 | 4,495 | 134.7 | 209 | 6.265 | 11,911 | 357.0 | 3,016 | 90.4 | 176 | 5.276 | **15,103** | **452.7** |
| 1955 | 782,800 | 3,075,000,000 | 5,036 | 163.8 | 203 | 6.602 | 14,504 | 471.7 | 3,390 | 110.2 | 166 | 5.398 | **18,060** | **587.3** |
| 1956 | 808,800 | 3,310,000,000 | 4,812 | 145.4 | 215 | 6.495 | 14,045 | 424.3 | 3,310 | 100.0 | 176 | 5.317 | **17,531** | **529.6** |
| 1957 | 826,300 | 3,366,000,000 | 5,022 | 149.2 | 222 | 6.595 | 15,476 | 459.8 | 3,397 | 100.9 | 181 | 5.377 | **19,054** | **566.1** |
| 1958 | 845,200 | 3,531,000,000 | 5,658 | 160.2 | 193 | 5.466 | 18,287 | 517.9 | 3,762 | 106.5 | 171 | 4.843 | **22,220** | **629.3** |
| 1959 | 869,900 | 3,784,000,000 | 5,992 | 158.4 | 205 | 5.418 | 19,389 | 512.4 | 3,946 | 104.3 | 171 | 4.519 | **23,506** | **621.2** |
| 1960 | 900,000 | 3,852,000,000 | 9,128 | 237.0 | 256 | 6.646 | 20,702 | 537.4 | 5,576 | 144.8 | 200 | 5.192 | **26,478** | **687.4** |
| 1961 | 936,000 | 3,997,000,000 | 10,412 | 260.5 | 236 | 5.904 | 19,278 | 482.3 | 6,257 | 156.5 | 197 | 4.929 | **25,732** | **643.8** |
| 1962 | 958,000 | 4,240,000,000 | 11,133 | 262.6 | 233 | 5.495 | 19,459 | 458.9 | 6,968 | 164.3 | 186 | 4.387 | **26,613** | **627.7** |
| 1963 | 974,000 | 4,549,000,000 | 12,603 | 277.0 | 263 | 5.781 | 19,344 | 425.2 | 7,798 | 171.4 | 198 | 4.353 | **27,340** | **601.0** |
| 1964 | 978,000 | 4,790,000,000 | 14,096 | 294.3 | 295 | 6.159 | 20,570 | 429.4 | 8,636 | 180.3 | 246 | 5.136 | **29,452** | **614.9** |
| 1965 | 991,000 | 4,997,000,000 | 14,361 | 287.4 | 281 | 5.623 | 20,427 | 408.8 | 8,856 | 177.2 | 242 | 4.843 | **29,525** | **590.9** |
| 1966 | 1,009,000 | 5,079,000,000 | 14,994 | 295.2 | 331 | 6.517 | 20,616 | 405.9 | 9,076 | 178.7 | 265 | 5.218 | **29,957** | **589.8** |
| 1967 | 1,019,000 | 5,257,000,000 | 14,401 | 273.9 | 275 | 5.231 | 21,873 | 416.1 | 8,888 | 169.1 | 231 | 4.394 | **30,992** | **589.5** |
| 1968 | 1,029,000 | 5,539,000,000 | 15,539 | 280.5 | 289 | 5.218 | 24,724 | 446.4 | 9,550 | 172.4 | 258 | 4.658 | **34,532** | **623.4** |
| 1969 | 1,047,000 | 5,802,000,000 | 15,977 | 275.4 | 308 | 5.309 | 24,665 | 425.1 | 9,850 | 169.8 | 251 | 4.326 | **34,766** | **599.2** |
| 1970 | 1,066,000 | 6,108,000,000 | 17,076 | 279.6 | 335 | 5.485 | 24,168 | 395.7 | 10,722 | 175.5 | 276 | 4.519 | **35,166** | **575.7** |
| 1971 | 1,101,150 | 6,544,000,000 | 18,073 | 276.2 | 337 | 5.150 | 27,429 | 419.1 | 11,399 | 174.2 | 280 | 4.279 | **39,108** | **597.6** |
| 1972 | 1,135,100 | 6,969,000,000 | 18,261 | 262.0 | 382 | 5.481 | 27,914 | 400.5 | 11,630 | 166.9 | 312 | 4.477 | **39,856** | **571.9** |
| 1973 | 1,168,950 | 7,274,000,000 | 18,415 | 253.2 | 361 | 4.963 | 26,220 | 360.5 | 11,710 | 161.0 | 304 | 4.179 | **38,234** | **525.6** |
| 1974 | 1,196,950 | 7,457,000,000 | 16,268 | 218.2 | 228 | 3.058 | 20,637 | 276.7 | 10,560 | 141.6 | 204 | 2.736 | **31,401** | **421.1** |
| 1975 | 1,233,900 | 7,942,000,000 | 17,762 | 223.6 | 274 | 3.450 | 24,740 | 311.5 | 11,441 | 144.1 | 245 | 3.085 | **36,426** | **458.7** |
| 1976 | 1,272,050 | 8,420,000,000 | 18,315 | 217.5 | 254 | 3.017 | 22,435 | 266.4 | 11,685 | 138.8 | 225 | 2.672 | **34,345** | **407.9** |
| 1977 | 1,315,950 | 9,054,000,000 | 19,728 | 217.9 | 360 | 3.976 | 25,562 | 282.3 | 12,652 | 139.7 | 310 | 3.424 | **38,524** | **425.5** |
| 1978 | 1,363,750 | 9,826,000,000 | 21,029 | 214.0 | 376 | 3.827 | 28,946 | 294.6 | 13,423 | 136.6 | 315 | 3.206 | **42,684** | **434.4** |
| 1979 | 1,415,950 | 9,811,000,000 | 20,798 | 212.0 | 328 | 3.343 | 26,732 | 272.5 | 13,449 | 137.1 | 287 | 2.925 | **40,468** | **412.5** |
| 1980 | 1,474,000 | 10,645,000,000 | 17,828 | 167.5 | 335 | 3.147 | 21,589 | 202.8 | 11,701 | 109.9 | 292 | 2.743 | **33,582** | **315.5** |
| 1981 | 1,515,000 | 10,733,000,000 | 18,090 | 168.5 | 364 | 3.391 | 23,844 | 222.2 | 11,824 | 110.2 | 321 | 2.991 | **35,989** | **335.3** |
| 1982 | 1,558,000 | 10,947,000,000 | 17,538 | 160.2 | 296 | 2.704 | 26,425 | 241.4 | 11,504 | 105.1 | 263 | 2.402 | **38,192** | **348.9** |
| 1983 | 1,595,000 | 11,228,000,000 | 18,910 | 168.4 | 283 | 2.520 | 28,419 | 253.1 | 12,317 | 109.7 | 253 | 2.253 | **40,989** | **365.1** |
| 1984 | 1,622,000 | 11,642,000,000 | 20,487 | 176.0 | 315 | 2.706 | 33,738 | 289.8 | 13,477 | 115.8 | 274 | 2.354 | **47,489** | **407.9** |
| 1985 | 1,643,000 | 12,035,000,000 | 21,346 | 177.4 | 303 | 2.518 | 33,684 | 279.9 | 13,917 | 115.6 | 270 | 2.243 | **47,871** | **397.8** |
| 1986 | 1,663,000 | 12,253,000,000 | 21,350 | 174.2 | 312 | 2.546 | 32,426 | 264.6 | 13,988 | 114.2 | 276 | 2.253 | **46,690** | **381.0** |
| 1987 | 1,678,000 | 12,679,000,000 | 19,237 | 151.7 | 297 | 2.342 | 33,386 | 263.3 | 13,599 | 107.3 | 271 | 2.137 | **47,256** | **372.7** |
| 1988 | 1,690,000 | 13,229,853,875 | 19,066 | 144.1 | 297 | 2.245 | 35,614 | 269.2 | 13,377 | 101.1 | 258 | 1.950 | **49,249** | **372.3** |
| 1989 | 1,706,000 | 13,933,977,565 | 19,843 | 142.4 | 303 | 2.175 | 37,110 | 266.3 | 13,941 | 100.1 | 269 | 1.931 | **51,320** | **368.3** |
| 1990 | 1,729,227 | 14,649,064,030 | 20,608 | 140.7 | 272 | 1.857 | 37,823 | 258.2 | 14,632 | 99.9 | 236 | 1.611 | **52,691** | **359.7** |
| 1991 | 1,780,870 | 15,390,400,930 | 19,540 | 127.0 | 271 | 1.761 | 33,443 | 217.3 | 13,763 | 89.4 | 229 | 1.488 | **47,435** | **308.2** |
| 1992 | 1,838,149 | 16,263,289,670 | 22,490 | 138.3 | 269 | 1.654 | 34,760 | 213.7 | 15,665 | 96.3 | 235 | 1.445 | **50,660** | **311.5** |
| 1993 | 1,889,393 | 17,055,044,750 | 25,763 | 151.1 | 303 | 1.777 | 38,357 | 224.9 | 17,088 | 100.2 | 259 | 1.519 | **55,704** | **326.6** |

# Population, Vehicle Miles Traveled, Injuries, Deaths, and Crashes (Utah 1947-2016)

| 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 | 1.896 | 40,243 | 222.4 | 18,726 | 103.5 | 303 | 1.675 | **59,272** | **327.6** |
| 1995 | 1,995,228 | 18,798,488,669 | 28,343 | 150.8 | 325 | 1.729 | 37,532 | 199.7 | 19,828 | 105.5 | 284 | 1.511 | **57,644** | **306.6** |
| 1996 | 2,042,893 | 19,433,341,748 | 30,711 | 158.0 | 321 | 1.652 | 40,225 | 207.0 | 20,988 | 108.0 | 292 | 1.503 | **61,505** | **316.5** |
| 1997 | 2,099,409 | 20,407,590,239 | 31,238 | 153.1 | 366 | 1.793 | 33,512 | 164.2 | 21,131 | 103.5 | 309 | 1.514 | **54,952** | **269.3** |
| 1998 | 2,141,632 | 21,236,980,216 | 30,232 | 142.4 | 350 | 1.648 | 34,337 | 161.7 | 19,427 | 91.5 | 308 | 1.450 | **54,072** | **254.6** |
| 1999 | 2,193,014 | 21,867,355,694 | 29,959 | 137.0 | 360 | 1.646 | 32,971 | 150.8 | 19,513 | 89.2 | 318 | 1.454 | **52,802** | **241.5** |
| 2000 | 2,246,467 | 22,517,131,427 | 30,086 | 133.6 | 373 | 1.657 | 33,269 | 147.7 | 19,564 | 86.9 | 318 | 1.412 | **53,151** | **236.0** |
| 2001 | 2,290,632 | 23,398,734,621 | 29,375 | 125.5 | 291 | 1.244 | 33,113 | 141.5 | 19,332 | 82.6 | 258 | 1.103 | **52,703** | **225.2** |
| 2002 | 2,331,826 | 24,438,992,554 | 30,433 | 124.5 | 328 | 1.342 | 33,542 | 137.2 | 19,552 | 80.0 | 274 | 1.121 | **53,368** | **218.4** |
| 2003 | 2,372,457 | 23,963,242,376 | 28,352 | 118.3 | 309 | 1.289 | 31,842 | 132.9 | 18,285 | 76.3 | 262 | 1.093 | **50,389** | **210.3** |
| 2004 | 2,430,224 | 24,641,658,091 | 29,638 | 120.3 | 296 | 1.201 | 34,222 | 138.9 | 19,423 | 78.8 | 260 | 1.055 | **53,905** | **218.8** |
| 2005 | 2,505,844 | 25,129,538,952 | 29,221 | 116.3 | 282 | 1.122 | 35,158 | 139.9 | 19,545 | 77.8 | 235 | 0.935 | **54,938** | **218.6** |
| 2006 | 2,576,228 | 26,166,885,473 | 27,433 | 104.8 | 287 | 1.097 | 37,674 | 144.0 | 18,264 | 69.8 | 249 | 0.952 | **56,187** | **214.7** |
| 2007 | 2,636,077 | 26,824,244,333 | 27,420 | 102.2 | 299 | 1.115 | 42,368 | 157.9 | 18,619 | 69.4 | 258 | 0.962 | **61,245** | **228.3** |
| 2008 | 2,691,122 | 25,883,467,343 | 24,672 | 95.3 | 276 | 1.066 | 38,997 | 150.7 | 17,125 | 66.2 | 245 | 0.947 | **56,367** | **217.8** |
| 2009 | 2,731,558 | 26,217,108,843 | 22,847 | 87.1 | 244 | 0.931 | 35,398 | 135.0 | 15,752 | 60.1 | 217 | 0.828 | **51,367** | **195.9** |
| 2010 | 2,775,426 | 26,617,169,711 | 21,675 | 81.4 | 253 | 0.951 | 34,155 | 128.3 | 14,995 | 56.3 | 218 | 0.819 | **49,368** | **185.5** |
| 2011 | 2,816,440 | 26,379,900,505 | 22,325 | 84.6 | 243 | 0.921 | 36,418 | 138.1 | 15,645 | 59.3 | 224 | 0.849 | **52,287** | **198.2** |
| 2012 | 2,855,782 | 26,637,413,207 | 22,336 | 83.9 | 217 | 0.815 | 34,635 | 130.0 | 15,765 | 59.2 | 200 | 0.751 | **50,600** | **190.0** |
| 2013 | 2,902,663 | 27,014,745,900 | 22,740 | 84.2 | 220 | 0.814 | 39,301 | 145.5 | 16,134 | 59.7 | 202 | 0.748 | **55,637** | **206.0** |
| 2014 | 2,941,836 | 27,574,227,734 | 23,364 | 84.7 | 256 | 0.928 | 37,388 | 135.6 | 16,426 | 59.6 | 222 | 0.805 | **54,036** | **196.0** |
| 2015 | 2,990,632 | 29,393,158,598 | 25,350 | 86.2 | 278 | 0.946 | 42,089 | 143.2 | 17,665 | 60.1 | 258 | 0.878 | **60,012** | **204.2** |
| 2016 | 3,051,217 | 30,778,571,634 | 26,738 | 86.9 | 280 | 0.910 | 43,465 | 141.2 | 18,747 | 60.9 | 259 | 0.841 | **62,471** | **203.0** |
| **Total** | **112,766,117** | **913,098,523,009** | **1,285,617** | **140.8** | **19,697** | **2.157** | **1,923,365** | **210.6** | **853,361** | **93.5** | **16,943** | **1.856** | **2,793,669** | **306.0** |

POPULATION SOURCE: US Census Bureau, Population Division, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2016

VEHICLE MILES TRAVELED SOURCE: Utah Department of Transportation, Utah Highway Performance Monitoring System, www.udot.utah.gov

# Number of Licensed Drivers by Gender (Utah 2012-2016)

| Licensed Drivers | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | % All | | % Change |
| Gender | 2012 | 2013 | 2014 | 2015 | 2016 | Total | Years | 2016 % | 2012-2016 |
| Female | 977,728 | 940,572 | 944,012 | 977,506 | 1,032,899 | **4,872,717** | **49.4%** | **49.6%** | **5.6%** |
| Male | 1,034,027 | 958,767 | 958,202 | 992,636 | 1,050,609 | **4,994,241** | **50.6%** | **50.4%** | **1.6%** |
| **Total** | **2,011,755** | **1,899,339** | **1,902,214** | **1,970,142** | **2,083,508** | **9,866,958** | **100.0%** | **100.0%** | **3.6%** |

SOURCE: Utah Department of Public Safety, Driver License Division

# Number of Licensed Drivers by Age (Utah 2012-2016)

| Licensed Drivers | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Year | | | | | | % All | | % Change |
| Age | 2012 | 2013 | 2014 | 2015 | 2016 | Total | Years | 2016 % | 2012-2016 |
| 15-19 | 186,586 | 156,822 | 157,613 | 167,344 | 183,665 | **852,030** | **8.6%** | **8.8%** | **-1.6%** |
| 20-24 | 209,423 | 198,238 | 195,747 | 201,510 | 216,044 | **1,020,962** | **10.3%** | **10.4%** | **3.2%** |
| 25-29 | 216,925 | 200,937 | 196,010 | 202,485 | 216,053 | **1,032,410** | **10.5%** | **10.4%** | **-0.4%** |
| 30-34 | 221,267 | 207,415 | 201,024 | 202,253 | 204,847 | **1,036,806** | **10.5%** | **9.8%** | **-7.4%** |
| 35-39 | 185,990 | 189,387 | 193,197 | 202,078 | 211,261 | **981,913** | **10.0%** | **10.1%** | **13.6%** |
| 40-44 | 165,667 | 158,792 | 160,269 | 165,974 | 181,011 | **831,713** | **8.4%** | **8.7%** | **9.3%** |
| 45-49 | 153,639 | 137,357 | 137,492 | 144,916 | 154,785 | **728,189** | **7.4%** | **7.4%** | **0.7%** |
| 50-54 | 156,797 | 144,279 | 141,071 | 140,081 | 138,682 | **720,910** | **7.3%** | **6.7%** | **-11.6%** |
| 55-59 | 141,052 | 136,965 | 137,600 | 140,467 | 144,169 | **700,253** | **7.1%** | **6.9%** | **2.2%** |
| 60-64 | 115,238 | 115,900 | 119,146 | 125,025 | 132,542 | **607,851** | **6.2%** | **6.4%** | **15.0%** |
| 65-69 | 84,538 | 90,147 | 94,449 | 101,006 | 107,775 | **477,915** | **4.8%** | **5.2%** | **27.5%** |
| 70-74 | 60,566 | 65,207 | 67,905 | 70,745 | 79,990 | **344,413** | **3.5%** | **3.8%** | **32.1%** |
| 75-79 | 45,029 | 45,398 | 46,134 | 48,366 | 52,752 | **237,679** | **2.4%** | **2.5%** | **17.2%** |
| 80-84 | 33,466 | 30,258 | 31,128 | 32,374 | 33,948 | **161,174** | **1.6%** | **1.6%** | **1.4%** |
| 85+ | 35,572 | 22,237 | 23,429 | 25,518 | 25,984 | **132,740** | **1.3%** | **1.2%** | **-27.0%** |
| **Total** | **2,011,755** | **1,899,339** | **1,902,214** | **1,970,142** | **2,083,508** | **9,866,958** | **100.0%** | **100.0%** | **3.6%** |

SOURCE: Utah Department of Public Safety, Driver License Division

# Number of Registered Vehicles by Vehicle Type (Utah 2007-2016)

| Vehicles | | | | | |
|---|---|---|---|---|---|
| Year | Heavy Truck | Light Truck | Motorcycle | Passenger Car | Total |
| 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** |
| 2016 | 71,643 | 793,332 | 71,760 | 1,375,373 | **2,312,108** |
| **Total** | **668,765** | **6,282,889** | **708,950** | **13,630,870** | **21,291,474** |
| **% All Years** | **3.1%** | **29.5%** | **3.3%** | **64.0%** | **100.0%** |
| **2016 %** | **3.1%** | **34.3%** | **3.1%** | **59.5%** | **100.0%** |
| **% Change 07-16** | **14.0%** | **35.5%** | **27.8%** | **6.0%** | **15.5%** |

SOURCE: Utah State Tax Commission, Economic and Statistical Unit

# Population by County and Rural/Urban (Utah 2012-2016)

## Population by County

| County | Year 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All Years | 2016 % | % Change 2012-2016 |
|---|---|---|---|---|---|---|---|---|---|
| Beaver | 6,493 | 6,462 | 6,424 | 6,344 | 6,463 | **32,186** | **0.2%** | **0.2%** | **-0.5%** |
| Box Elder | 50,259 | 50,807 | 51,435 | 51,998 | 53,139 | **257,638** | **1.7%** | **1.7%** | **5.7%** |
| Cache | 115,931 | 117,198 | 118,177 | 120,060 | 122,753 | **594,119** | **4.0%** | **4.0%** | **5.9%** |
| Carbon | 21,242 | 20,935 | 20,659 | 20,430 | 20,399 | **103,665** | **0.7%** | **0.7%** | **-4.0%** |
| Daggett | 1,093 | 1,138 | 1,127 | 1,110 | 1,095 | **5,563** | **0.0%** | **0.0%** | **0.2%** |
| Davis | 316,165 | 322,796 | 329,448 | 335,768 | 342,281 | **1,646,458** | **11.2%** | **11.2%** | **8.3%** |
| Duchesne | 19,003 | 20,010 | 20,260 | 20,781 | 20,337 | **100,391** | **0.7%** | **0.7%** | **7.0%** |
| Emery | 10,919 | 10,738 | 10,625 | 10,352 | 10,216 | **52,850** | **0.4%** | **0.3%** | **-6.4%** |
| Garfield | 5,085 | 5,045 | 4,995 | 4,991 | 4,986 | **25,102** | **0.2%** | **0.2%** | **-1.9%** |
| Grand | 9,314 | 9,332 | 9,420 | 9,493 | 9,579 | **47,138** | **0.3%** | **0.3%** | **2.8%** |
| Iron | 46,706 | 46,632 | 47,185 | 48,294 | 49,937 | **238,754** | **1.6%** | **1.6%** | **6.9%** |
| Juab | 10,282 | 10,255 | 10,421 | 10,566 | 11,010 | **52,534** | **0.4%** | **0.4%** | **7.1%** |
| Kane | 7,199 | 7,200 | 7,228 | 7,120 | 7,334 | **36,081** | **0.2%** | **0.2%** | **1.9%** |
| Millard | 12,524 | 12,594 | 12,560 | 12,649 | 12,694 | **63,021** | **0.4%** | **0.4%** | **1.4%** |
| Morgan | 9,822 | 10,240 | 10,636 | 11,091 | 11,437 | **53,226** | **0.4%** | **0.4%** | **16.4%** |
| Piute | 1,523 | 1,514 | 1,479 | 1,503 | 1,466 | **7,485** | **0.1%** | **0.0%** | **-3.7%** |
| Rich | 2,269 | 2,260 | 2,274 | 2,296 | 2,319 | **11,418** | **0.1%** | **0.1%** | **2.2%** |
| Salt Lake | 1,064,462 | 1,080,761 | 1,091,389 | 1,104,622 | 1,121,354 | **5,462,588** | **37.1%** | **36.8%** | **5.3%** |
| San Juan | 14,900 | 14,988 | 15,208 | 15,707 | 16,895 | **77,698** | **0.5%** | **0.6%** | **13.4%** |
| Sanpete | 27,997 | 28,183 | 28,367 | 28,801 | 29,409 | **142,757** | **1.0%** | **1.0%** | **5.0%** |
| Sevier | 20,716 | 20,823 | 20,821 | 20,940 | 21,267 | **104,567** | **0.7%** | **0.7%** | **2.7%** |
| Summit | 37,867 | 38,387 | 39,005 | 39,481 | 40,307 | **195,047** | **1.3%** | **1.3%** | **6.4%** |
| Tooele | 59,872 | 60,749 | 61,599 | 62,879 | 64,833 | **309,932** | **2.1%** | **2.1%** | **8.3%** |
| Uintah | 34,682 | 35,737 | 36,958 | 37,789 | 36,373 | **181,539** | **1.2%** | **1.2%** | **4.9%** |
| Utah | 540,170 | 552,386 | 561,232 | 574,796 | 592,299 | **2,820,883** | **19.1%** | **19.4%** | **9.7%** |
| Wasatch | 25,385 | 26,609 | 27,789 | 29,165 | 30,528 | **139,476** | **0.9%** | **1.0%** | **20.3%** |
| Washington | 144,613 | 147,628 | 151,857 | 155,450 | 160,245 | **759,793** | **5.2%** | **5.3%** | **10.8%** |
| Wayne | 2,724 | 2,728 | 2,722 | 2,703 | 2,702 | **13,579** | **0.1%** | **0.1%** | **-0.8%** |
| Weber | 236,565 | 238,528 | 240,536 | 243,453 | 247,560 | **1,206,642** | **8.2%** | **8.1%** | **4.6%** |
| **Total** | **2,855,782** | **2,902,663** | **2,941,836** | **2,990,632** | **3,051,217** | **14,742,130** | **100.0%** | **100.0%** | **6.8%** |

## Population by Rural/Urban

| Location | Year 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All Years | 2016 % | % Change 2012-2016 |
|---|---|---|---|---|---|---|---|---|---|
| Rural | 437,876 | 443,366 | 449,197 | 456,483 | 464,725 | **2,251,647** | **15.3%** | **15.2%** | **6.1%** |
| Urban | 2,417,906 | 2,459,297 | 2,492,639 | 2,534,149 | 2,586,492 | **12,490,483** | **84.7%** | **84.8%** | **7.0%** |
| **Total** | **2,855,782** | **2,902,663** | **2,941,836** | **2,990,632** | **3,051,217** | **14,742,130** | **100.0%** | **100.0%** | **6.8%** |

SOURCE: US Census Bureau, Population Division, Annual Estimates of the Resident Population

# Vehicle Miles Traveled (Utah 2012-2016)

## Vehicle Miles Traveled (VMT) by County

| County | Year 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All Years | 2016 % | % Change 2012-2016 |
|---|---|---|---|---|---|---|---|---|---|
| Beaver | 252,117,515 | 264,273,530 | 271,441,615 | 285,668,399 | 302,022,680 | **1,375,523,739** | **1.0%** | **1.0%** | **19.8%** |
| Box Elder | 877,987,924 | 895,366,745 | 911,258,124 | 973,650,820 | 1,009,642,458 | **4,667,906,071** | **3.3%** | **3.3%** | **15.0%** |
| Cache | 876,333,868 | 880,249,558 | 899,034,530 | 954,924,377 | 996,100,235 | **4,606,642,568** | **3.3%** | **3.2%** | **13.7%** |
| Carbon | 305,487,505 | 310,210,602 | 325,114,810 | 344,944,836 | 350,517,918 | **1,636,275,671** | **1.2%** | **1.1%** | **14.7%** |
| Daggett | 30,438,948 | 30,980,594 | 32,333,132 | 33,130,562 | 34,688,088 | **161,571,324** | **0.1%** | **0.1%** | **14.0%** |
| Davis | 2,531,978,716 | 2,538,778,040 | 2,590,155,574 | 2,802,079,612 | 2,958,308,026 | **13,421,299,968** | **9.5%** | **9.6%** | **16.8%** |
| Duchesne | 275,632,039 | 278,837,297 | 283,292,481 | 327,841,653 | 327,555,029 | **1,493,158,499** | **1.1%** | **1.1%** | **18.8%** |
| Emery | 381,235,825 | 351,741,796 | 355,911,485 | 385,315,624 | 389,642,855 | **1,863,847,585** | **1.3%** | **1.3%** | **2.2%** |
| Garfield | 110,821,951 | 108,004,544 | 114,369,392 | 123,257,738 | 130,135,377 | **586,589,002** | **0.4%** | **0.4%** | **17.4%** |
| Grand | 320,551,102 | 334,853,328 | 351,843,888 | 380,937,171 | 405,860,282 | **1,794,045,771** | **1.3%** | **1.3%** | **26.6%** |
| Iron | 700,741,148 | 721,883,152 | 753,358,572 | 794,760,784 | 834,634,738 | **3,805,378,394** | **2.7%** | **2.7%** | **19.1%** |
| Juab | 384,471,346 | 391,200,663 | 368,529,836 | 418,803,123 | 449,324,230 | **2,012,329,198** | **1.4%** | **1.5%** | **16.9%** |
| Kane | 171,426,081 | 161,183,477 | 134,067,109 | 153,248,460 | 166,222,940 | **786,148,067** | **0.6%** | **0.5%** | **-3.0%** |
| Millard | 455,557,644 | 490,465,889 | 502,461,730 | 533,404,164 | 564,737,246 | **2,546,626,673** | **1.8%** | **1.8%** | **24.0%** |
| Morgan | 132,992,730 | 131,337,257 | 133,124,873 | 142,800,901 | 148,889,806 | **689,145,567** | **0.5%** | **0.5%** | **12.0%** |
| Piute | 28,419,196 | 28,071,707 | 28,998,248 | 30,998,770 | 32,621,547 | **149,109,468** | **0.1%** | **0.1%** | **14.8%** |
| Rich | 49,199,382 | 49,105,907 | 50,335,948 | 52,670,161 | 54,963,433 | **256,274,831** | **0.2%** | **0.2%** | **11.7%** |
| Salt Lake | 8,748,849,791 | 8,881,223,683 | 9,079,005,254 | 9,466,255,889 | 9,843,910,619 | **46,019,245,236** | **32.5%** | **32.0%** | **12.5%** |
| San Juan | 307,019,232 | 312,364,995 | 285,774,882 | 323,528,333 | 331,430,475 | **1,560,117,917** | **1.1%** | **1.1%** | **8.0%** |
| Sanpete | 205,894,610 | 210,754,236 | 216,577,317 | 238,237,698 | 248,128,202 | **1,119,592,063** | **0.8%** | **0.8%** | **20.5%** |
| Sevier | 319,951,941 | 311,210,506 | 319,525,913 | 350,052,040 | 366,262,607 | **1,667,003,007** | **1.2%** | **1.2%** | **14.5%** |
| Summit | 728,385,245 | 745,619,650 | 763,364,577 | 816,647,139 | 856,810,746 | **3,910,827,357** | **2.8%** | **2.8%** | **17.6%** |
| Tooele | 823,015,404 | 818,748,872 | 822,143,266 | 863,609,453 | 902,588,007 | **4,230,105,002** | **3.0%** | **2.9%** | **9.7%** |
| Uintah | 414,298,005 | 419,416,805 | 427,770,171 | 436,479,501 | 438,206,845 | **2,136,171,327** | **1.5%** | **1.4%** | **5.8%** |
| Utah | 3,830,963,768 | 3,956,113,485 | 4,084,949,059 | 4,403,917,995 | 4,721,897,971 | **20,997,842,278** | **14.9%** | **15.3%** | **23.3%** |
| Wasatch | 334,601,920 | 333,402,298 | 353,223,181 | 393,786,656 | 401,768,608 | **1,816,782,663** | **1.3%** | **1.3%** | **20.1%** |
| Washington | 1,379,312,655 | 1,405,655,035 | 1,420,310,654 | 1,565,553,150 | 1,661,091,853 | **7,431,923,347** | **5.3%** | **5.4%** | **20.4%** |
| Wayne | 47,366,479 | 47,544,289 | 48,768,211 | 52,333,595 | 54,698,673 | **250,711,247** | **0.2%** | **0.2%** | **15.5%** |
| Weber | 1,612,361,237 | 1,606,147,960 | 1,647,183,902 | 1,744,319,994 | 1,795,910,140 | **8,405,923,233** | **5.9%** | **5.8%** | **11.4%** |
| **Total** | **26,637,413,207** | **27,014,745,900** | **27,574,227,734** | **29,393,158,598** | **30,778,571,634** | **141,398,117,073** | **100.0%** | **100.0%** | **15.5%** |

## Vehicle Miles Traveled (VMT) by Rural/Urban

| Location | Year 2012 | 2013 | 2014 | 2015 | 2016 | Total | % All Years | 2016 % | % Change 2012-2016 |
|---|---|---|---|---|---|---|---|---|---|
| Rural | 7,657,613,172 | 7,746,578,139 | 7,853,588,761 | 8,456,107,581 | 8,801,352,790 | **40,515,240,443** | **28.7%** | **28.6%** | **14.9%** |
| Urban | 18,979,800,035 | 19,268,167,761 | 19,720,638,973 | 20,937,051,017 | 21,977,218,844 | **100,882,876,630** | **71.3%** | **71.4%** | **15.8%** |
| **Total** | **26,637,413,207** | **27,014,745,900** | **27,574,227,734** | **29,393,158,598** | **30,778,571,634** | **141,398,117,073** | **100.0%** | **100.0%** | **15.5%** |

SOURCE: Utah Department of Transportation, Utah Highway Performance Monitoring System, www.udot.utah.gov

# Glossary

**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.

**Drunk 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.

**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.
**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.
**1983** Illegal to operate a motor vehicle at or above .08 BAC.
**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.
**2015** Seat belt law changed to primary enforcement law.

## UTAH HIGHWAY SAFETY OFFICE
highwaysafety.utah.gov

## UTAH DEPARTMENT OF PUBLIC SAFETY
publicsafety.utah.gov

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
www.nhtsa.dot.gov