Utah Crash Summary 2006

Scott T. Duncan, Commissioner
Utah Department of Public Safety

David A. Beach, Director
Highway Safety Office
Utah Department of Public Safety

Table of Contents

Introduction

Purpose: The annual Utah Crash Summary identifies and 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 deaths, injuries, and crashes. This report is designed to heighten awareness about traffic safety and allows safety program specialists, public health personnel, and other interested individuals to identify areas where programs may be focused in an effort to reduce traffic-related injuries and deaths.

Crash Data: The data for this summary is derived from Utah crash reports. These reports are completed by law enforcement officers throughout the state who collect data from crash scenes on public roadways. Information is collected when a crash involves injuries, deaths, or at least $1,000 property damage; when the jurisdiction in which the crash occurs requires it; or when the responding officer determines that a report is warranted. Crash reports are forwarded to the Utah Department of Public Safety and the Utah Department of Transportation for central collection.

Fatal Crashes: Additional information is collected on fatal crashes and compiled into a separate database, the Fatality Analysis Reporting System (FARS). FARS is a national data system containing data on all fatal traffic crashes in the U.S. This database was used for the reporting of fatal crashes.

Fact Sheets: In order to provide information at a glance, each section of the crash summary is accompanied by a Utah Crash Fact Sheet. The fact sheets provide an overview of the section highlighting key points.

Prepared By: This report was prepared by the Utah Department of Public Safety Highway Safety Office. For more information, please contact:

Gary Mower, Research Analyst
Highway Safety Office
Utah Department of Public Safety
3888 West 5400 South
Salt Lake City, Utah 84118
(801) 957-8615, gmower@utah.gov

Available At: Printed copies of the Utah Crash Summary are available at the Utah Highway Safety Office. The summary and fact sheets are also available on the internet at www.highwaysafety.utah.gov.

Suggested Citation: Utah Department of Public Safety Highway Safety Office. *Utah Crash Summary 2006*. Salt Lake City, UT: Utah Department of Public Safety, 2008.

Executive Summary

Measurable progress has been made to reduce motor vehicle crashes in Utah, with a steady decline in the injury and fatal crash rates over the last 40 years. If Utah had the same fatal crash rate in 2006 as 1976 there would have been 503 additional deaths in 2006. These reductions can be attributed to a variety of factors, including:

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

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in the state of Utah, with special focus on reducing the tragedy of injury and death. In 2006, there were 56,187 traffic crashes that involved 143,907 people with 27,257 injured and 287 people killed.

Utah made progress in the following areas in 2006 when compared to 2005:

- The Utah death rate per miles traveled is still below the U.S. rate;
- The crash rate per miles traveled decreased 2%;
- The percent of crash occupants killed in a crash that were belted increased 14%;
- The percent of crashes involving a teenage driver decreased 4%;
- Speed-related fatal crashes decreased 4%;
- Motorcycle crash rates per registered motorcycles decreased 10%;
- The bicyclist crash rate per population decreased 8%.

As improvements are made and progress continues, traffic safety needs to remain a top priority in Utah. Some areas of concern in Utah during 2006:

- Traffic deaths increased from 282 in 2005 to 287 in 2006;
- Traffic crashes increased from 54,938 in 2005 to 56,187 in 2006;
- Only 20% of 5-8-year-olds were in a child safety seat at the time of the crash;
- Alcohol and other drug-related crash deaths increased 51% from 2005;
- 39% of deaths were speed-related;
- Over one-fourth (26%) of motor vehicle crashes involved a teenage driver;
- Pedestrian deaths increased 45% from 2005.

The 2006 Utah Crash Summary contains further details regarding motor vehicle crashes in Utah. In addition, each section of this Crash Summary begins with a Utah Crash Fact Sheet that quickly summarizes some of the detailed information in the section.

The Utah Department of Public Safety Highway Safety Office invites users of this Crash Summary to help promote motor vehicle safety in Utah. Utah has a goal of zero fatalities because the loss of just one life is too many. It is a goal we can all live with.

2006 Utah Crash Synopsis

Category	#	% of Total*
Total Crashes	**56,187**	**100%**
Urban Crashes	42,101	75%
Property Damage Only Crashes	37,749	67%
Injury Crashes	18,189	32%
Teenage Driver Crashes	14,398	26%
Rural Crashes	14,086	25%
Speed-Related Crashes	10,083	18%
Alcohol and Other Drug-Related Crashes	2,674	5%
Motorcycle Crashes	993	2%
Bicycle-Motor Vehicle Crashes	670	1%
Pedestrian-Motor Vehicle Crashes	642	1%
Fatal Crashes	249	<1%
Fatal Crashes	**249**	**100%**
Rural Fatal Crashes	134	54%
Urban Fatal Crashes	115	46%
Speed-Related Fatal Crashes	94	38%
Alcohol and Other Drug-Related Fatal Crashes	57	23%
Teenage Driver Fatal Crashes	43	17%
Pedestrian-Motor Vehicle Fatal Crashes	29	12%
Motorcycle Fatal Crashes	23	9%
Bicycle-Motor Vehicle Fatal Crashes	10	4%
Total Persons in Crashes	**143,907**	**100%**
Drivers Involved	99,917	69%
Teenage Driver-Related Persons Involved	41,640	29%
Injured Persons	27,257	19%
Speed-Related Persons Involved	23,040	16%
Alcohol and Other Drug-Related Persons Involved	5,810	4%
Unbelted Occupants Involved	5,364	4%
Motorcyclists Involved	1,109	1%
Pedestrians	701	<1%
Bicyclists	681	<1%
Deaths	287	<1%
Deaths	**287**	**100%**
Speed-Related Deaths	113	39%
Unbelted Occupant Deaths	88	31%
Alcohol and Other Drug-Related Deaths	68	24%
Teenage Driver-Related Deaths	49	17%
Pedestrian Deaths	29	10%
Motorcyclist Deaths	24	8%
Bicyclist Deaths	10	3%

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

2006 Utah Crash Facts

- In an average day in Utah in 2006, there were 154 motor vehicle crashes involving 394 people with 75 people injured and 1 person killed.

- First motor vehicle crash occurred January 1, 2006 at 12:13 a.m. and the last crash occurred December 31, 2006 at 11:50 p.m.
- First fatal motor vehicle crash occurred January 3, 2006 at 8:13 a.m. and the last fatal crash occurred December 30, 2006 at 9:46 a.m.
- Wednesday, February 15, 2006 had the most crashes with 884 crashes and Sunday, March 05, 2006 had the fewest crashes with 45.

- 44 additional lives would have been saved if everyone had been wearing seatbelts.

- A motor vehicle crash occurred every 9 minutes.
- A person was injured in a crash every 19 minutes.
- A teenage-driver crash occurred every 36 minutes.
- A speed-related crash occurred every 52 minutes.
- A driver age 65 years or older was in a crash every 90 minutes.
- A distracted driver crash occurred every 94 minutes.
- A semi/large truck was in a crash every 2 hours.
- An alcohol or other drug-related crash occurred every 3 hours.
- An animal-motor vehicle crash occurred every 4 hours.
- A motorcycle was in a crash every 8 hours.
- A pedestrian was hit by a motor vehicle every 12 hours.
- A bicyclist was hit by a motor vehicle every 12 hours.
- A person was killed in a crash every 30 hours.

- The youngest person in a motor vehicle crash was less than 1 week-old and the oldest person was over 100 years-old.
- The youngest person killed in a motor vehicle crash was 1 year-old and the oldest person killed was 91 years-old.

- In 2006, the estimated statewide economic loss due to motor vehicle crashes in Utah was $1.4 billion. (National Highway Traffic Safety Administration—Motor Vehicle Safety)
- In 2006, $94,445,440 was spent on hospital and emergency department charges for the treatment of Utah residents in motor vehicle crashes. (Utah Department of Health)

- One out of every 17 licensed drivers were in a crash.
- One out of every 18 registered vehicles were in a crash.
- One out of every 18 Utah residents were in a crash.
- One out of every 43 deaths in Utah involved a motor vehicle crash.
- One out of every 501 people in a crash died.
- A person was in a crash every 181,831 miles driven in Utah.

Persons and Crashes

Section 1: Persons and Crashes

2006

2006 UTAH CRASH FACTS

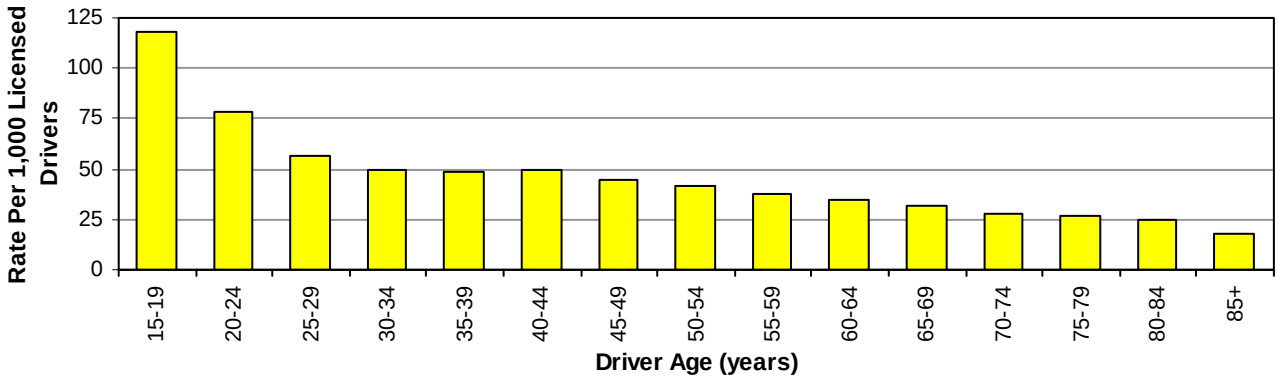
PERSONS AND CRASHES

Motor vehicle crashes are the leading cause of death for ages 2 through 34 in the United States.

Did you know in 2006:

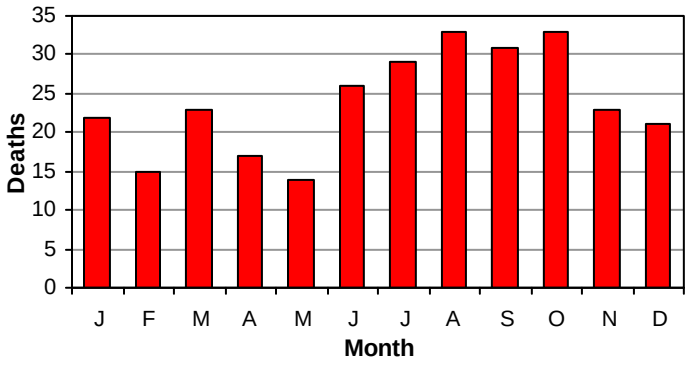
- 56,187 motor vehicle crashes occurred in Utah which resulted in 27,257 injured persons and 287 deaths.
- Utah's crash rate decreased 1.8% from 2005 while the fatal crash rate increased 1.1%.
- A motor vehicle crash occurred in Utah every 9 minutes, a person was injured in a crash every 19 minutes, and a person died in a crash every 30 hours.

Crash Rates per Licensed Drivers by Age (Utah 2006)



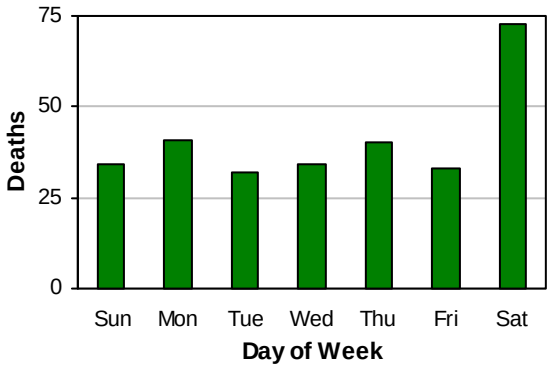
- Drivers aged 15-19 years had the highest crash rates per licensed driver.
- Older drivers had the lowest crash rates per licensed driver.

Deaths by Month (Utah 2006)



- Nearly one-half (43%) of deaths occurred July through October.

Deaths by Day of Week (Utah 2006)



- One-fourth of deaths occurred on Saturday.

Leading Contributing Factors (Utah 2006)

All Crashes

1. Followed Too Closely (13%)
2. Failed to Yield Right of Way (13%)
3. Speed Too Fast (10%)
4. Driver Distraction (8%)
5. Vision Obscured by Weather Condition (5%)

Fatal Crashes

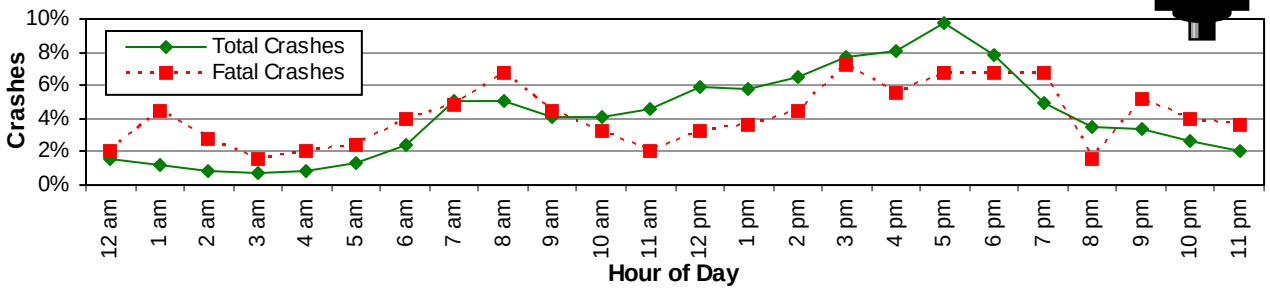
1. Reckless/Aggressive Driving (32%)
2. Speed Too Fast (20%)
3. Failed to Yield Right of Way (10%)
4. Wrong Side/Wrong Way (7%)
5. Driving Under the Influence (4%)

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

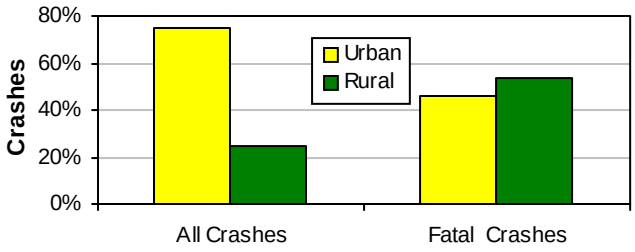
PERSONS AND CRASHES

Motor Vehicle Crashes by Hour of Day (Utah 2006)



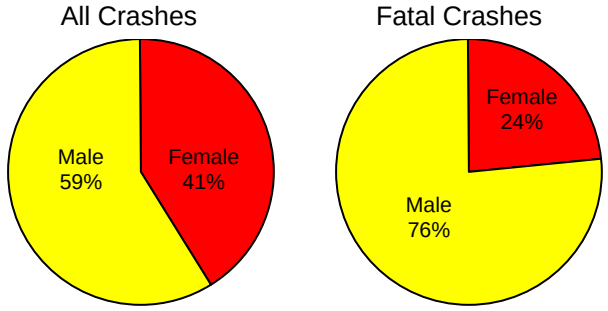
- Total crashes were more likely to occur between 2:00 p.m. and 6:00 p.m., with a peak at 5:00 p.m.
- Fatal crashes were highest during the hours of 8:00 a.m. and 3:00 p.m. to 7:00 p.m.

Urban/Rural Location (Utah 2006)



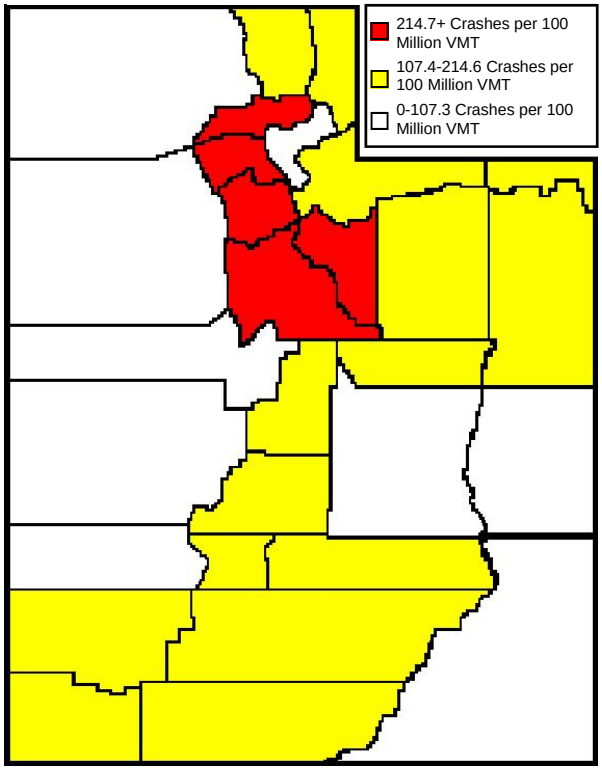
- While the majority of all crashes occurred in urban areas (75%), the majority of fatal crashes occurred in rural areas (54%).
- Rural crashes were 3.5 times more likely to be fatal than urban crashes.

Driver Gender (Utah 2006)



- Males represented 59% of all drivers in crashes and 76% of drivers in fatal crashes.

County Crash Rates by Miles Traveled (Utah 2006)



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

Leading Crash Descriptions (Utah 2006)

All Crashes

1. Rear End (27%)
2. Broadside (21%)
3. Sideswipe (10%)
4. Head On (7%)
5. Parked Vehicle (5%)

Fatal Crashes

1. Single Vehicle Rollover (27%)
2. Broadside (16%)
3. Pedestrian/Bicyclist (16%)
4. Head On (13%)
5. Sideswipe (5%)

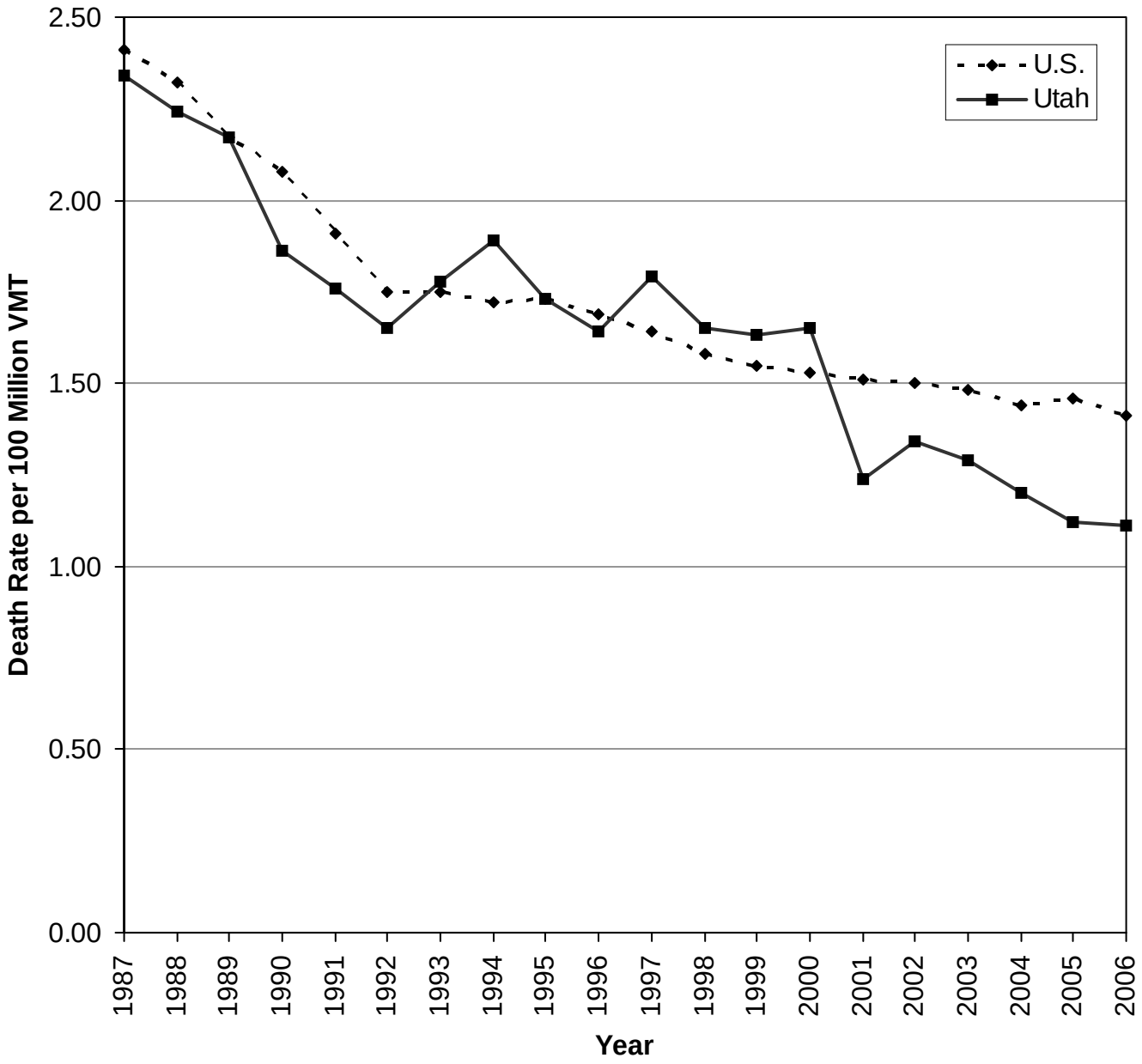
Vehicle rollovers were 11 times more likely to result in a death than other crashes.

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

Trends

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1987-2006

Death Rate per Miles Traveled																					
	Year																				
	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
U.S.	2.41	2.32	2.17	2.08	1.91	1.75	1.75	1.72	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.50	1.48	1.44	1.46	1.41
Utah	2.34	2.24	2.17	1.86	1.76	1.65	1.78	1.89	1.73	1.64	1.79	1.65	1.63	1.65	1.24	1.34	1.29	1.20	1.12	1.11



SOURCE: National Highway Traffic Safety Administration

- In 2006, the Utah death rate per 100 million vehicle miles traveled was 1.11 which was lower than the U.S. rate of 1.41.
- The Utah death rate per 100 million vehicle miles traveled has been lower than the U.S. rate since 2001.

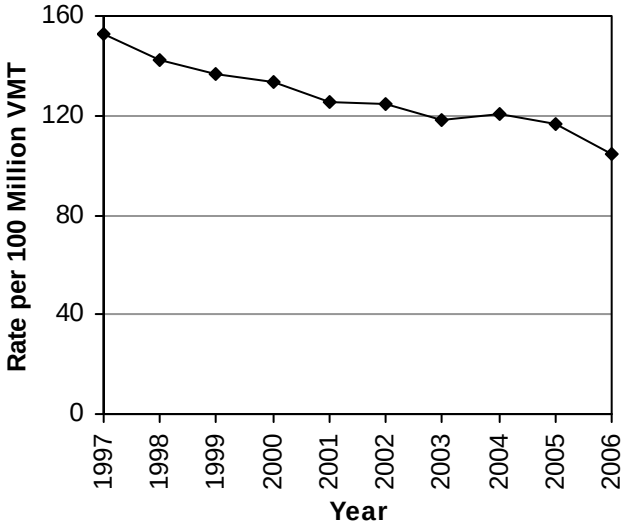
Trends

Persons Involved (Utah 1997-2006)

Persons								
	Non-Injured		Injured		Killed		Total	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
Year	#	VMT	#	VMT	#	VMT	#	VMT
1997	111,610	546.9	31,238	153.1	366	1.79	143,214	701.8
1998	110,879	522.1	30,232	142.4	350	1.65	141,461	666.1
1999	109,354	500.1	29,959	137.0	360	1.65	139,673	638.7
2000	110,318	489.9	30,086	133.6	373	1.66	140,777	625.2
2001	108,427	463.4	29,375	125.5	291	1.24	138,093	590.2
2002	109,878	449.6	30,433	124.5	328	1.34	140,639	575.5
2003	104,660	436.8	28,352	118.3	309	1.29	133,321	556.4
2004	111,225	451.4	29,638	120.3	296	1.20	141,159	572.8
2005	115,546	459.8	29,221	116.3	282	1.12	145,049	577.2
2006	116,363	444.7	27,257	104.2	287	1.10	143,907	550.0
Total	**1,108,260**	474.1	**295,791**	**126.5**	**3,242**	**1.39**	**1,407,293**	602.0

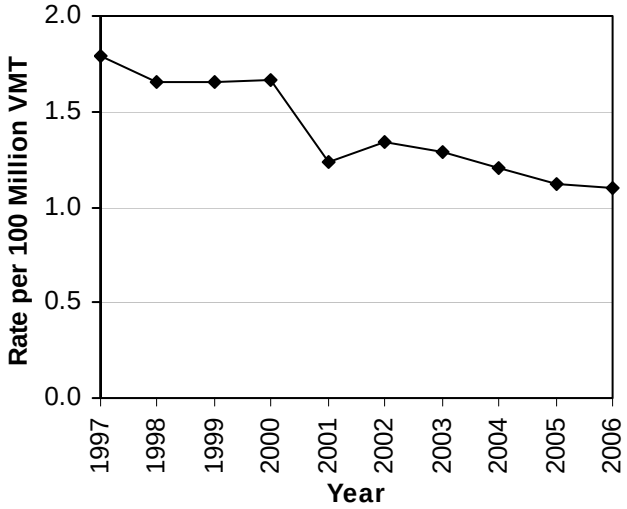
- During the last 10 years, over 1.4 million people have been in a crash. Approximately 29,600 people are injured and 324 people are killed in motor vehicle crashes a year.
- The 2006 injury rate was 104.2; a 10.4% decrease from 2005.
- Utah experienced a 1.8% increase in the number of crash deaths in 2006 from 2005.
- There were more crashes in 2006 than 2005, yet there were less people in crashes in 2006 than 2005. This suggests vehicles in crashes with less passengers and/or more single vehicle crashes.

Injured Person Rates Per 100 Million Vehicle Miles Traveled (Utah 1997-2006)



- There has been a 31.9% decrease in the rate of people injured in crashes per miles traveled over the last 10 years.

Death Rates Per 100 Million Vehicle Miles Traveled (Utah 1997-2006)



- There has been a 38.5% decrease in the rate of people killed in crashes per miles traveled over the last 10 years.

Trends

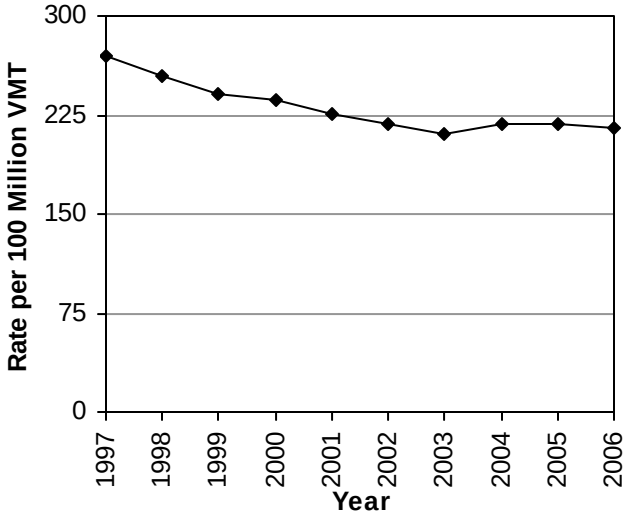
Crashes (Utah 1997-2006)

Crashes								
	Property Damage Only		Injury		Fatal		Total	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
Year	#	VMT	#	VMT	#	VMT	#	VMT
1997	33,512	164.2	21,131	103.5	309	1.51	54,952	269.3
1998	34,337	161.7	19,427	91.5	308	1.45	54,072	254.6
1999	32,971	150.8	19,513	89.2	318	1.45	52,802	241.5
2000	33,269	147.7	19,564	86.9	318	1.41	53,151	236.0
2001	33,113	141.5	19,332	82.6	258	1.10	52,703	225.2
2002	33,542	137.2	19,552	80.0	274	1.12	53,368	218.4
2003	31,842	132.9	18,285	76.3	262	1.09	50,389	210.3
2004	34,222	138.9	19,423	78.8	260	1.06	53,905	218.8
2005	35,158	139.9	19,545	77.8	235	0.94	54,938	218.6
2006	37,749	144.3	18,189	69.5	249	0.95	56,187	214.7
Total	**339,715**	**145.3**	**193,961**	**83.0**	**2,791**	**1.19**	**536,467**	**229.5**

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

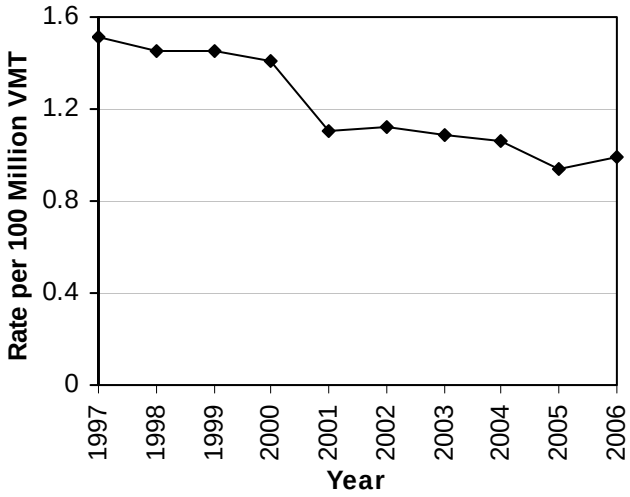
- During the last 10 years, 536,467 motor vehicle crashes occurred in Utah. On average, there are 53,650 crashes a year of which 19,400 involve injuries and 280 involve deaths.
- In 2006, the total crash rate in Utah was 214.7, a 1.8% decrease from 2005. The injury crash rate was 69.5, a 10.7% decrease from 2005. The 2006 fatal crash rate was 0.95, a 1.1% increase from 2005.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 1997-2006)



- Total crash rates have been mostly level since 2003 after seeing decreases the previous years.
- There has been a 20.3% decrease in the total crash rate since 1997.

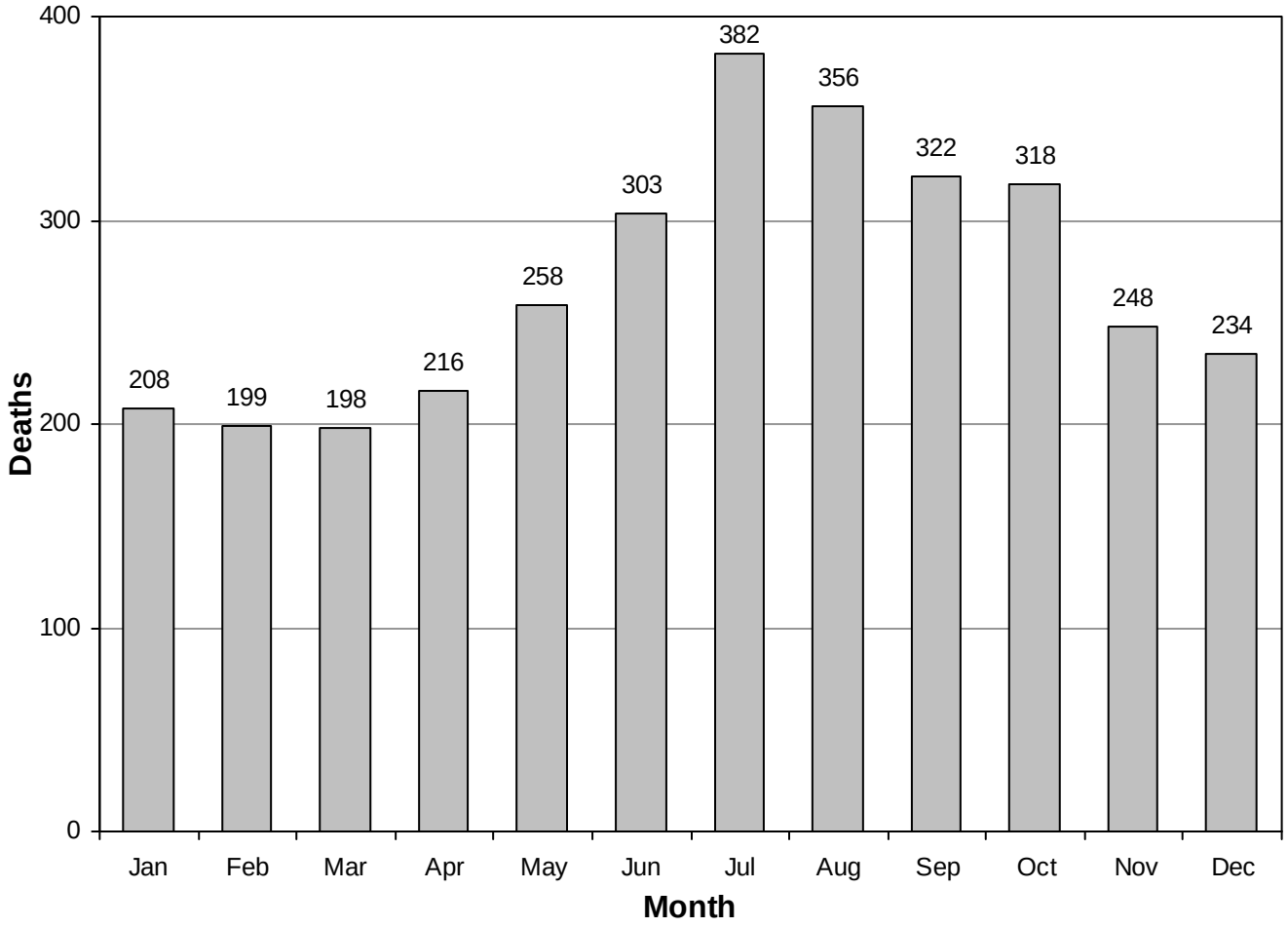
Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 1997-2006)



- There has been a decreasing trend in fatal crash rates over the last 10 years.
- There has been a 34.4% decrease in the fatal crash rate since 1997.

Trends

Deaths by Month (Utah 1997-2006)

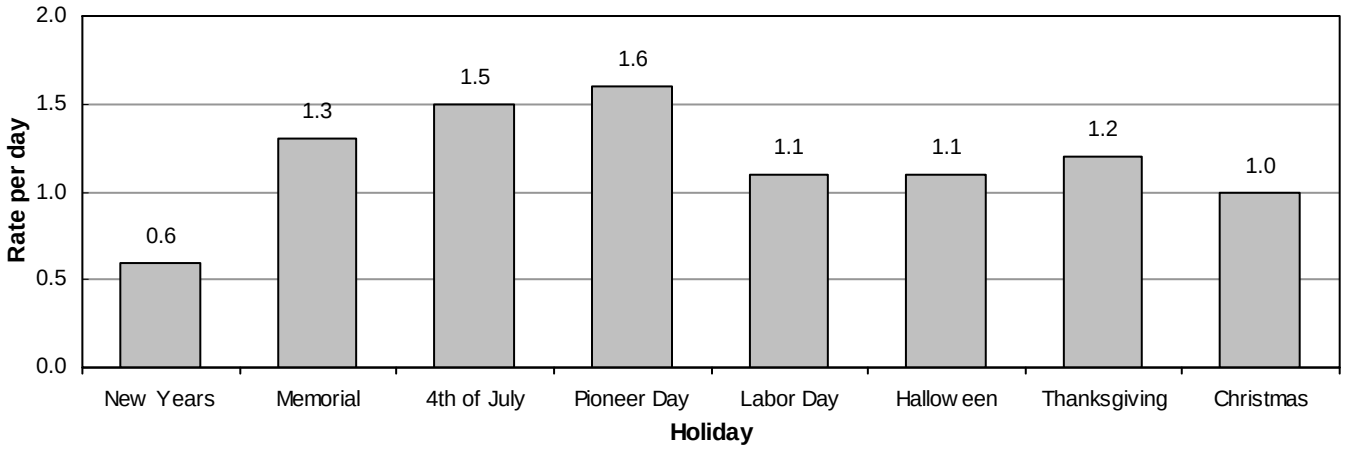


Deaths													
	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1997	19	34	23	20	31	37	38	37	37	31	26	33	366
1998	27	23	18	24	26	29	44	36	42	34	30	17	350
1999	19	16	25	34	37	35	46	29	32	39	25	23	360
2000	30	23	21	27	29	38	50	36	30	33	23	33	373
2001	22	19	12	14	30	24	40	33	21	29	27	20	291
2002	22	17	18	20	28	19	44	36	36	38	27	23	328
2003	22	15	16	22	20	39	38	39	31	25	17	25	309
2004	9	15	28	20	25	31	28	40	31	26	25	18	296
2005	16	22	14	18	18	25	25	37	31	30	25	21	282
2006	22	15	23	17	14	26	29	33	31	33	23	21	287
Total	**208**	**199**	**198**	**216**	**258**	**303**	**382**	**356**	**322**	**318**	**248**	**234**	**3,242**

- Nearly one-half (42.5%) of deaths occurred July-October.
- In the last 10 years, July had the highest total number of motor vehicle crash deaths (382) while March (198) and February (199) had the fewest.
- In 2006, August (33) and October (33) had the highest number of deaths while May (14) had the fewest.

Trends

Holiday Death Rate Per Day (Utah 1997-2006)



Deaths																		
	New Years		Memorial Day		4th of July		24th of July		Labor Day		Hallow-een		Thanks-giving		Christ-mas		Total	
Year	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
1997	3	1.0	6	1.5	7	1.8	11	2.2	6	1.5	5	1.3	6	1.2	5	1.0	49	1.4
1998	2	0.4	4	1.0	4	1.3	2	0.5	4	1.0	2	0.7	10	2.0	2	0.5	30	0.9
1999	1	0.3	11	2.8	10	3.3	5	1.7	4	1.0	6	2.0	8	1.6	1	0.3	46	1.6
2000	2	0.7	3	0.8	2	0.7	5	1.3	3	0.8	2	0.7	2	0.4	5	1.3	24	0.8
2001	3	0.8	5	1.3	2	0.7	8	2.7	4	1.0	1	0.3	7	1.4	3	1.0	33	1.1
2002	2	0.7	9	2.3	8	1.6	9	3.0	3	0.8	6	1.2	7	1.4	0	0.0	44	1.4
2003	3	1.0	2	0.5	4	1.0	7	1.4	7	1.8	4	1.0	2	0.4	8	1.6	37	1.1
2004	1	0.2	3	0.8	5	1.7	0	0.0	4	1.0	1	0.3	7	1.4	2	0.7	23	0.8
2005	5	1.7	7	1.8	9	2.3	4	1.3	3	0.8	11	2.8	4	0.8	2	0.7	45	1.5
2006	0	0.0	2	0.5	1	0.3	7	1.8	6	1.5	1	0.3	7	1.4	10	2.5	34	1.1
Total	22	0.6	52	1.3	52	1.5	58	1.6	44	1.1	39	1.1	60	1.2	38	1.0	365	1.2

- Holiday deaths are a concern due to increased motor vehicle travel combined with other possible risk factors (e.g., impaired driving, fatigue, speeding).
- Over the past 10 years, Pioneer Day (1.6) and the 4th of July (1.5) had the highest rates of deaths while New Years Day (0.6) had the lowest rate.
- In 2006, Christmas had the highest death rate (2.5) while New Years Day had the lowest rate (0.0).
- The 2006 holiday death rate per day was 1.1 which was higher than the rate per day for all 2006 days (0.8).

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

The following criteria was used to determine the number of days included in the holiday period:

- If a holiday occurred on Sunday, Tuesday, Wednesday or Saturday, it was considered a 3-day holiday (the day prior to the holiday, the holiday, and the day after the holiday).
- If a holiday occurred on Monday it was considered a 4-day holiday (the Friday, Saturday, Sunday prior to the holiday, and the Monday holiday).
- If a holiday occurred on Friday it was also considered a 4-day holiday (the Thursday prior to the holiday, the Friday holiday, and the Saturday, Sunday following the holiday).
- If a holiday occurred on Thursday it was considered a 5-day holiday (the Wednesday prior to the holiday, the Thursday holiday, and the Friday, Saturday, Sunday following the holiday).

Counties

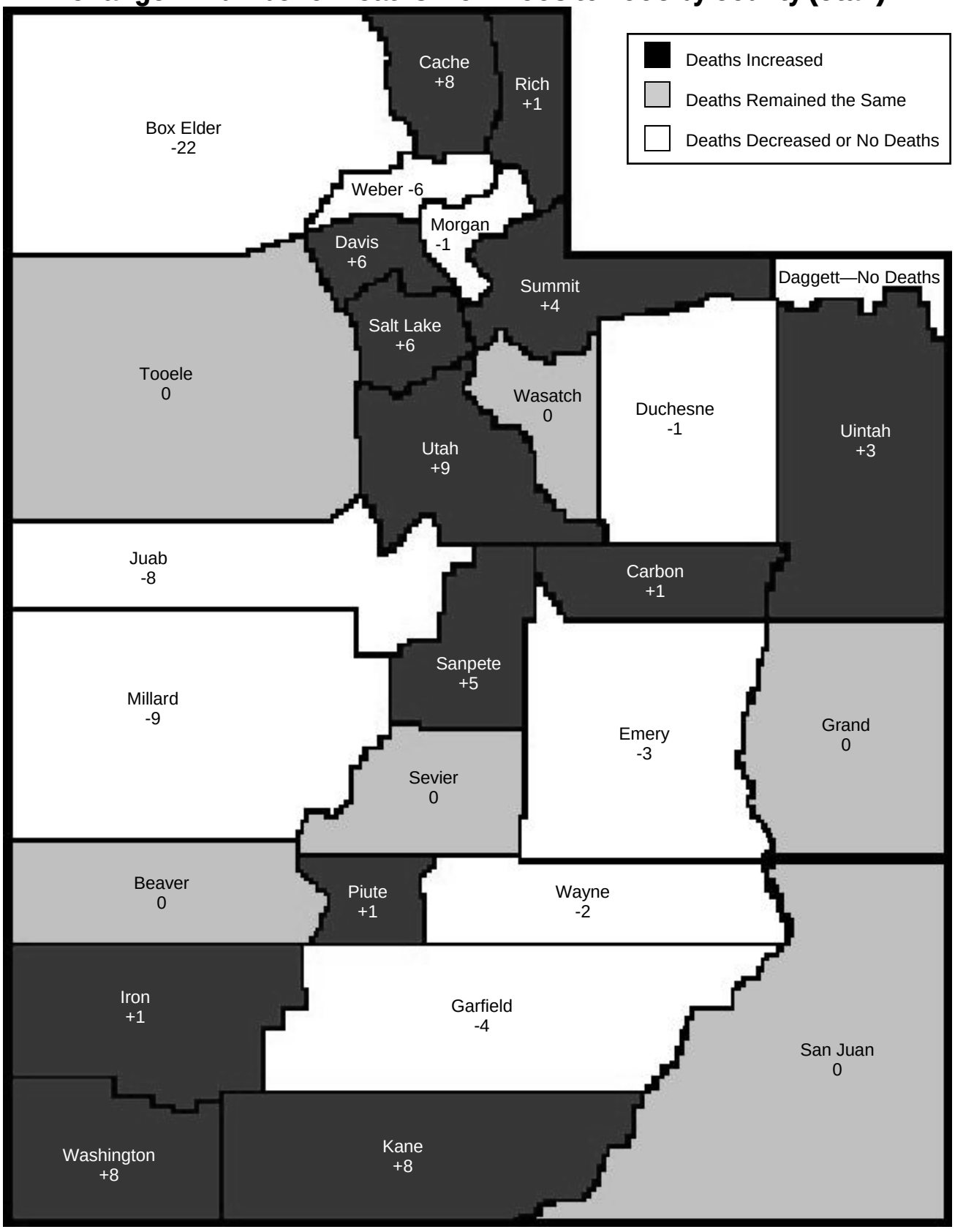
Persons in Crashes by County (Utah 2006)

Persons												
	Non-Injured			Injured			Killed			Total		
		Rate per 100 Million VMT	Rate per 10,000 Pop.		Rate per 100 Million VMT	Rate per 10,000 Pop.		Rate per 100 Million VMT	Rate per 10,000 Pop.		Rate per 100 Million VMT	Rate per 10,000 Pop.
County	**#**			**#**			**#**			**#**		
Weber	10,356	664.4	479.7	2,716	174.2	125.8	14	0.90	0.65	13,086	839.5	606.2
Salt Lake	50,994	596.1	511.8	11,359	132.8	114.0	69	0.81	0.69	62,422	729.6	626.5
Davis	12,285	498.3	428.7	2,634	106.8	91.9	14	0.57	0.49	14,933	605.7	521.1
Washington	5,954	469.5	441.4	1,386	109.3	102.7	22	1.73	1.63	7,362	580.5	545.7
Utah	16,920	463.9	355.9	4,067	111.5	85.5	30	0.82	0.63	21,017	576.2	442.1
Cache	4,313	448.3	408.2	801	83.3	75.8	14	1.46	1.32	5,128	533.0	485.3
Wasatch	1,135	382.7	539.1	238	80.2	113.0	7	2.36	3.32	1,380	465.3	655.5
Uintah	1,195	339.1	430.7	294	83.4	106.0	7	1.99	2.52	1,496	424.5	539.2
Duchesne	640	294.4	410.7	159	73.1	102.0	6	2.76	3.85	805	370.3	516.5
Iron	1,826	270.5	420.5	483	71.5	111.2	9	1.33	2.07	2,318	343.3	533.8
Summit	2,006	273.6	544.1	367	50.1	99.5	8	1.09	2.17	2,381	324.8	645.8
Carbon	748	255.1	383.5	171	58.3	87.7	4	1.36	2.05	923	314.8	473.2
Sanpete	584	231.2	226.4	202	80.0	78.3	6	2.37	2.33	792	313.5	307.0
Kane	330	237.1	524.3	74	53.2	117.6	9	6.47	14.30	413	296.7	656.2
Rich	112	205.4	528.1	34	62.3	160.3	2	3.67	9.43	148	271.4	697.8
Piute	42	154.4	305.9	30	110.3	218.5	1	3.68	7.28	73	268.4	531.7
Garfield	228	194.6	477.8	69	58.9	144.6	1	0.85	2.10	298	254.3	624.5
Wayne	62	161.0	244.6	35	90.9	138.1	0	0.00	0.00	97	251.8	382.6
Daggett	72	203.1	758.7	15	42.3	158.1	0	0.00	0.00	87	245.4	916.8
Sevier	720	167.5	360.3	270	62.8	135.1	7	1.63	3.50	997	231.9	498.9
Tooele	1,499	165.1	275.7	470	51.8	86.4	15	1.65	2.76	1,984	218.5	364.9
Juab	678	165.9	727.9	167	40.9	179.3	2	0.49	2.15	847	207.3	909.3
Beaver	392	151.1	609.8	108	41.6	168.0	2	0.77	3.11	502	193.6	781.0
Millard	647	138.8	489.0	207	44.4	156.5	7	1.50	5.29	861	184.7	650.8
Emery	475	134.1	455.1	172	48.6	164.8	5	1.41	4.79	652	184.1	624.6
Box Elder	1,318	138.7	286.6	421	44.3	91.5	10	1.05	2.17	1,749	184.0	380.3
Grand	308	110.5	341.3	153	54.9	169.5	8	2.87	8.87	469	168.3	519.7
Morgan	188	131.7	211.5	49	34.3	55.1	0	0.00	0.00	237	166.1	266.7
San Juan	336	120.3	229.4	106	37.9	72.4	8	2.86	5.46	450	161.1	307.2
Statewide	**116,363**	**444.7**	**445.0**	**27,257**	**104.2**	**104.2**	**287**	**1.10**	**1.10**	**143,907**	**550.0**	**550.3**

- 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:
  - Weber (839.5), Salt Lake (729.6), and Davis (605.7) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
  - Kane (6.47), Piute (3.68), and Rich (3.67) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Daggett (916.8), Juab (909.3), and Beaver (781.0) counties had the highest rates of total persons in crashes per 10,000 population.
  - Kane (14.30), Rich (9.43), and Grand (8.87) counties had the highest rates of persons killed per 10,000 population.

Counties

Change in Number of Deaths From 2005 to 2006 by County (Utah)



Counties

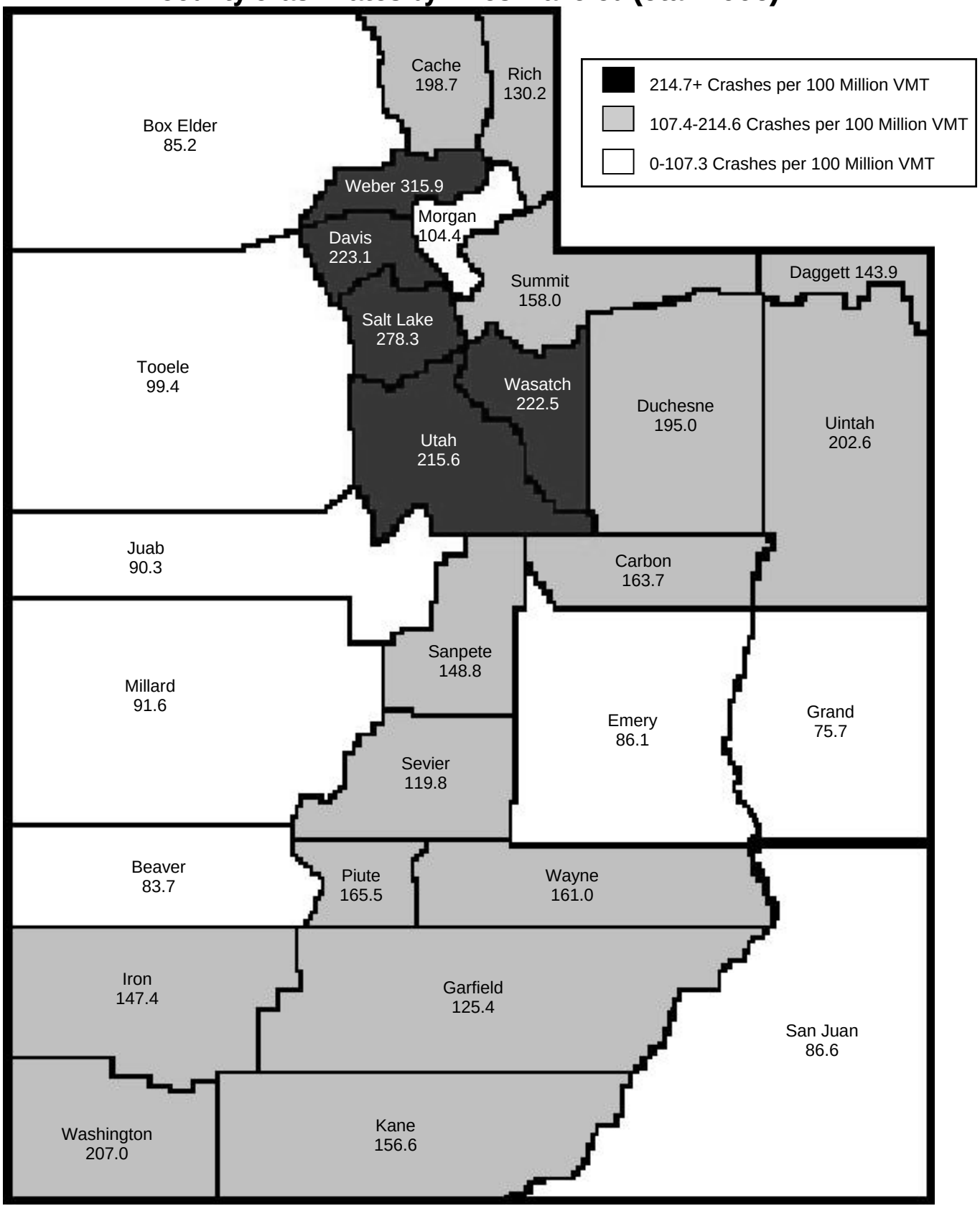
Crashes by County (Utah 2006)

Crashes												
	Property Damage Only			Injury			Fatal			Total		
		Rate per 100 Million VMT	Rate per 10,000 Pop.		Rate per 100 Million VMT	Rate per 10,000 Pop.		Rate per 100 Million VMT	Rate per 10,000 Pop.		Rate per 100 Million VMT	Rate per 10,000 Pop.
County	**#**			**#**			**#**			**#**		
Weber	3,136	201.2	145.3	1,776	113.9	82.3	12	0.8	0.56	4,924	315.9	228.1
Salt Lake	16,011	187.2	160.7	7,737	90.4	77.7	64	0.7	0.64	23,812	278.3	239.0
Davis	3,703	150.2	129.2	1,784	72.4	62.3	13	0.5	0.45	5,500	223.1	191.9
Wasatch	497	167.6	236.1	158	53.3	75.0	5	1.7	2.37	660	222.5	313.5
Utah	5,142	141.0	108.2	2,697	73.9	56.7	26	0.7	0.55	7,865	215.6	165.4
Washington	1,710	134.8	126.8	896	70.7	66.4	19	1.5	1.41	2,625	207.0	194.6
Uintah	501	142.2	180.6	206	58.5	74.2	7	2.0	2.52	714	202.6	257.3
Cache	1,358	141.2	128.5	542	56.3	51.3	12	1.2	1.14	1,912	198.7	180.9
Duchesne	315	144.9	202.1	103	47.4	66.1	6	2.8	3.85	424	195.0	272.1
Piute	28	103.0	203.9	16	58.8	116.5	1	3.7	7.28	45	165.5	327.7
Carbon	361	123.1	185.1	115	39.2	59.0	4	1.4	2.05	480	163.7	246.1
Wayne	37	96.1	146.0	25	64.9	98.6	0	0.0	0.00	62	161.0	244.6
Summit	872	119.0	236.5	278	37.9	75.4	8	1.1	2.17	1,158	158.0	314.1
Kane	172	123.6	273.3	40	28.7	63.6	6	4.3	9.53	218	156.6	346.4
Sanpete	243	96.2	94.2	130	51.5	50.4	3	1.2	1.16	376	148.8	145.7
Iron	672	99.5	154.8	314	46.5	72.3	9	1.3	2.07	995	147.4	229.1
Daggett	38	107.2	400.4	13	36.7	137.0	0	0.0	0.00	51	143.9	537.4
Rich	45	82.5	212.2	25	45.8	117.9	1	1.8	4.71	71	130.2	334.7
Garfield	108	92.2	226.3	38	32.4	79.6	1	0.9	2.10	147	125.4	308.0
Sevier	348	80.9	174.1	161	37.4	80.6	6	1.4	3.00	515	119.8	257.7
Morgan	109	76.4	122.6	40	28.0	45.0	0	0.0	0.00	149	104.4	167.6
Tooele	601	66.2	110.5	289	31.8	53.1	13	1.4	2.39	903	99.4	166.1
Millard	293	62.9	221.5	128	27.5	96.7	6	1.3	4.54	427	91.6	322.8
Juab	266	65.1	285.6	101	24.7	108.4	2	0.5	2.15	369	90.3	396.1
San Juan	178	63.7	121.5	57	20.4	38.9	7	2.5	4.78	242	86.6	165.2
Emery	203	57.3	194.5	97	27.4	92.9	5	1.4	4.79	305	86.1	292.2
Box Elder	538	56.6	117.0	264	27.8	57.4	8	0.8	1.74	810	85.2	176.1
Beaver	152	58.6	236.5	63	24.3	98.0	2	0.8	3.11	217	83.7	337.6
Grand	112	40.2	124.1	96	34.4	106.4	3	1.1	3.32	211	75.7	233.8
Statewide	**37,749**	**144.3**	**144.3**	**18,189**	**69.5**	**69.6**	**249**	**1.0**	**0.95**	**56,187**	**214.7**	**214.9**

- Rate per 100 million vehicle miles traveled:
  - Weber (315.9), Salt Lake (278.3), and Davis (223.1) counties had the highest total crash rates per miles traveled.
  - Kane (4.3), Piute (3.7) and Duchesne (2.8) counties had the highest fatal crash rates per miles traveled.
  - Grand (75.7), Beaver (83.7), and Box Elder (85.2) counties had the lowest total crash rates per miles traveled.
- Rate per 10,000 population:
  - Daggett (537.4), Juab (396.1), and Kane (346.4) counties had the highest total crash rates per population.
  - Kane (9.53), Piute (7.28) and Emery (4.79) counties had the highest fatal crash rates per population.

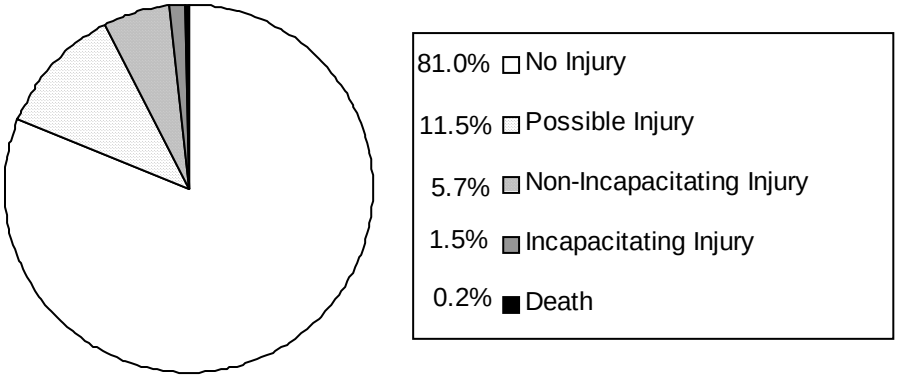
Counties

County Crash Rates by Miles Traveled (Utah 2006)



Characteristics of Persons Involved

Injury Severity (Utah 2006)



- Although many people were injured and killed in motor vehicle crashes, the majority (81.0%) of persons in crashes did not sustain an injury. See Glossary in the Appendix for injury definitions.
- Persons in the same crash sustain different levels of injury. Many factors influence injury patterns including seatbelt use, seating position, and vehicle safety equipment.

Person Placement (Utah 2006)

Persons								
	Non-Injured		Injured		Killed		Total Persons	
Occupant Placement	#	%	#	%	#	%	#	%
Driver	81,803	70.3%	17,947	65.8%	165	57.5%	99,915	69.4%
Passenger	34,426	29.6%	8,101	29.7%	77	26.8%	42,604	29.6%
Pedestrian	55	0.0%	617	2.3%	29	10.1%	701	0.5%
Bicyclist	79	0.1%	592	2.2%	10	3.5%	681	0.5%
Unknown	0	0.0%	0	0.0%	6	2.1%	6	0.0%
Total	**116,363**	**100.0%**	**27,257**	**100.0%**	**287**	**100.0%**	**143,907**	**100.0%**

- Pedestrians in a crash had the greatest risk of being killed. In fact, pedestrians were 24 times more likely than other persons involved to die.

Gender of Persons in Crashes (Utah 2006)

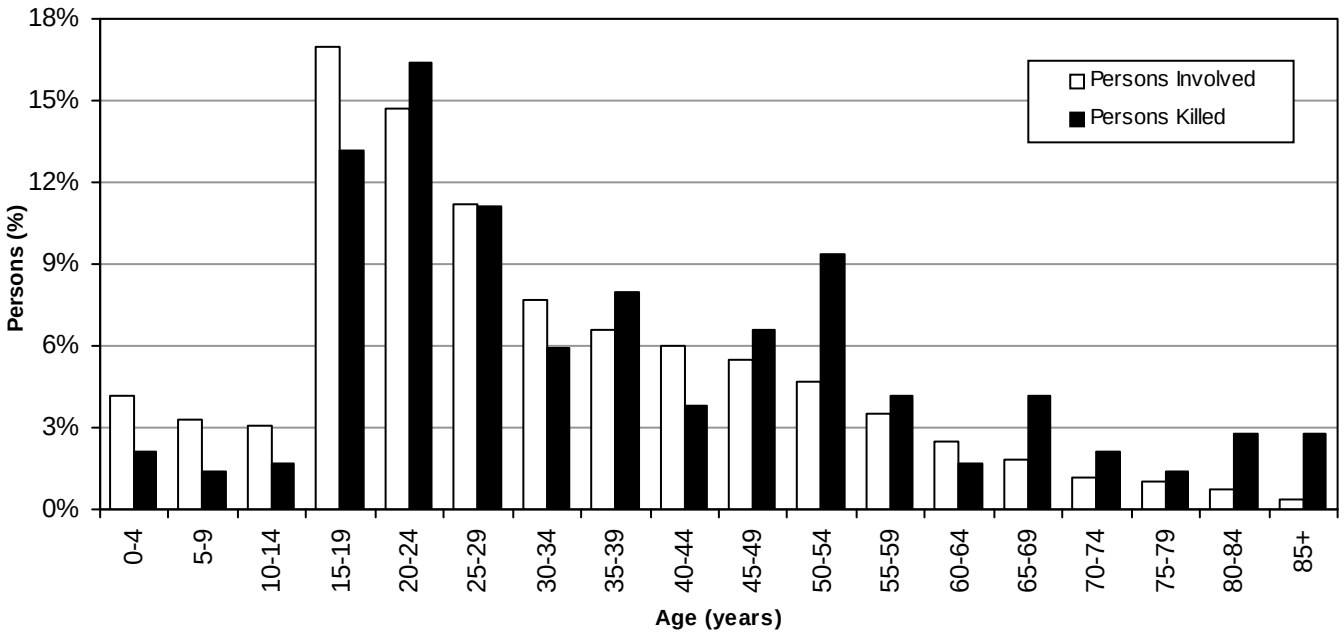
Persons								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	64,720	55.6%	12,854	47.2%	193	67.2%	77,767	54.0%
Female	47,724	41.0%	14,192	52.1%	92	32.1%	62,008	43.1%
Unknown	3,919	3.4%	211	0.8%	2	0.7%	4,132	2.9%
Total	**116,363**	**100.0%**	**27,257**	**100.0%**	**287**	**100.0%**	**143,907**	**100.0%**

- Males comprised over half (54.0%) of all persons in crashes and over two-thirds (67.2%) of deaths, while females sustained more injuries (52.1%) than males.
- Males were 1.7 times more likely to die than females in a crash.

Characteristics of Persons Involved

Age of Persons in Crashes (Utah 2006)

Persons								
	Non-Injured		Injured		Killed		Total	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
0-4	5,399	4.6%	661	2.4%	6	2.1%	6,066	4.2%
5-9	3,865	3.3%	831	3.0%	4	1.4%	4,700	3.3%
10-14	3,491	3.0%	990	3.6%	5	1.7%	4,486	3.1%
15-19	19,810	17.0%	4,563	16.7%	38	13.2%	24,411	17.0%
20-24	16,962	14.6%	4,157	15.3%	47	16.4%	21,166	14.7%
25-29	12,926	11.1%	3,103	11.4%	32	11.1%	16,061	11.2%
30-34	9,020	7.8%	2,091	7.7%	17	5.9%	11,128	7.7%
35-39	7,575	6.5%	1,854	6.8%	23	8.0%	9,452	6.6%
40-44	6,875	5.9%	1,691	6.2%	11	3.8%	8,577	6.0%
45-49	6,309	5.4%	1,639	6.0%	19	6.6%	7,967	5.5%
50-54	5,430	4.7%	1,339	4.9%	27	9.4%	6,796	4.7%
55-59	3,990	3.4%	1,062	3.9%	12	4.2%	5,064	3.5%
60-64	2,842	2.4%	791	2.9%	5	1.7%	3,638	2.5%
65-69	2,028	1.7%	498	1.8%	12	4.2%	2,538	1.8%
70-74	1,389	1.2%	387	1.4%	6	2.1%	1,782	1.2%
75-79	1,119	1.0%	310	1.1%	4	1.4%	1,433	1.0%
80-84	737	0.6%	237	0.9%	8	2.8%	982	0.7%
85+	459	0.4%	162	0.6%	8	2.8%	629	0.4%
Unknown	6,137	5.3%	891	3.3%	3	1.0%	7,031	4.9%
Total	**116,363**	**100.0%**	**27,257**	**100.0%**	**287**	**100.0%**	**143,907**	**100.0%**



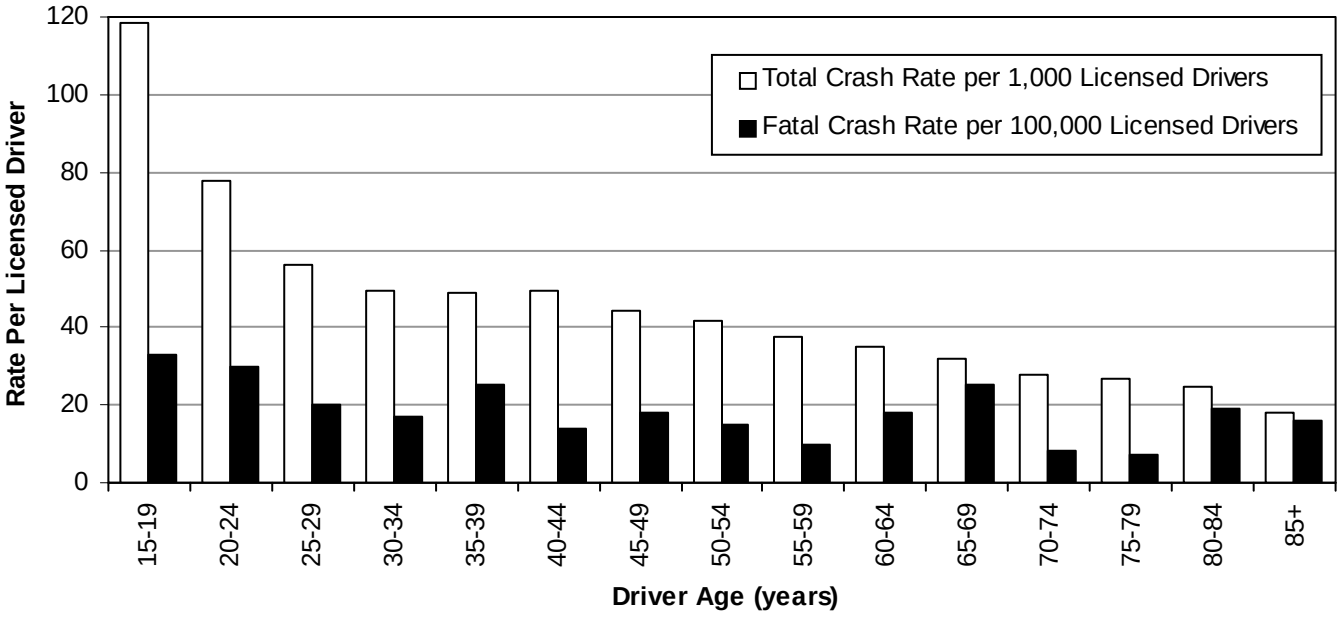
- The largest proportion of persons in crashes were aged 15-19 years (17.0%).
- The largest proportion of persons killed were aged 20-24 years (16.4%).
- While persons aged 65 years and older represented a small proportion of the persons in crashes (5.1%), they were 2.8 times more likely than all other age groups to die.

Driver Characteristics

Driver Age (Utah 2006)

Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total Drivers		
			Rate per 1,000			Rate per 1,000			Rate per 1,000			Rate per 1,000
Age	**#**	**%**	**Drivers**	**#**	**%**	**Drivers**	**#**	**%**	**Drivers**	**#**	**%**	**Drivers**
<15	86	0.1%	n/a	86	0.3%	n/a	1	0.3%	n/a	173	0.2%	n/a
15-19	10,470	15.9%	77.6	5,451	16.1%	40.4	45	12.3%	0.33	15,966	16.0%	118.3
20-24	10,905	16.6%	51.3	5,587	16.5%	26.3	64	17.5%	0.30	16,556	16.6%	77.9
25-29	8,700	13.2%	37.1	4,446	13.2%	18.9	46	12.6%	0.20	13,192	13.2%	56.2
30-34	6,279	9.6%	32.7	3,158	9.3%	16.5	32	8.8%	0.17	9,469	9.5%	49.3
35-39	5,252	8.0%	32.0	2,743	8.1%	16.7	41	11.2%	0.25	8,036	8.0%	49.0
40-44	4,844	7.4%	32.6	2,512	7.4%	16.9	21	5.8%	0.14	7,377	7.4%	49.6
45-49	4,289	6.5%	28.2	2,421	7.2%	15.9	28	7.7%	0.18	6,738	6.7%	44.3
50-54	3,837	5.8%	27.6	1,905	5.6%	13.7	21	5.8%	0.15	5,763	5.8%	41.5
55-59	2,839	4.3%	24.6	1,458	4.3%	12.6	12	3.3%	0.10	4,309	4.3%	37.4
60-64	1,922	2.9%	22.4	1,083	3.2%	12.6	15	4.1%	0.18	3,020	3.0%	35.2
65-69	1,345	2.0%	21.0	690	2.0%	10.8	16	4.4%	0.25	2,051	2.1%	32.0
70-74	882	1.3%	17.2	534	1.6%	10.4	4	1.1%	0.08	1,420	1.4%	27.7
75-79	721	1.1%	17.1	404	1.2%	9.6	3	0.8%	0.07	1,128	1.1%	26.8
80-84	467	0.7%	15.1	287	0.8%	9.3	6	1.6%	0.19	760	0.8%	24.5
85+	259	0.4%	10.3	193	0.6%	7.7	4	1.1%	0.16	456	0.5%	18.1
Unknown	2,646	4.0%	n/a	835	2.5%	n/a	6	1.6%	n/a	3,487	3.5%	n/a
Total	**65,743**	**100.0%**	**36.7**	**33,793**	**100.0%**	**18.9**	**365**	**100.0%**	**0.20**	**99,901**	**100.0%**	**55.7**

Rate of Licensed Drivers in Crashes by Age (Utah 2006)



- Drivers aged 15-19 years had the highest rates per licensed driver of total crashes, fatal crashes, injury crashes, and property damage only crashes.
- Drivers aged 85+ years had the lowest rate per licensed driver of total crashes (18.1).
- Drivers aged 75-79 years had the lowest rate per licensed driver of fatal crashes (0.07).

Driver Characteristics

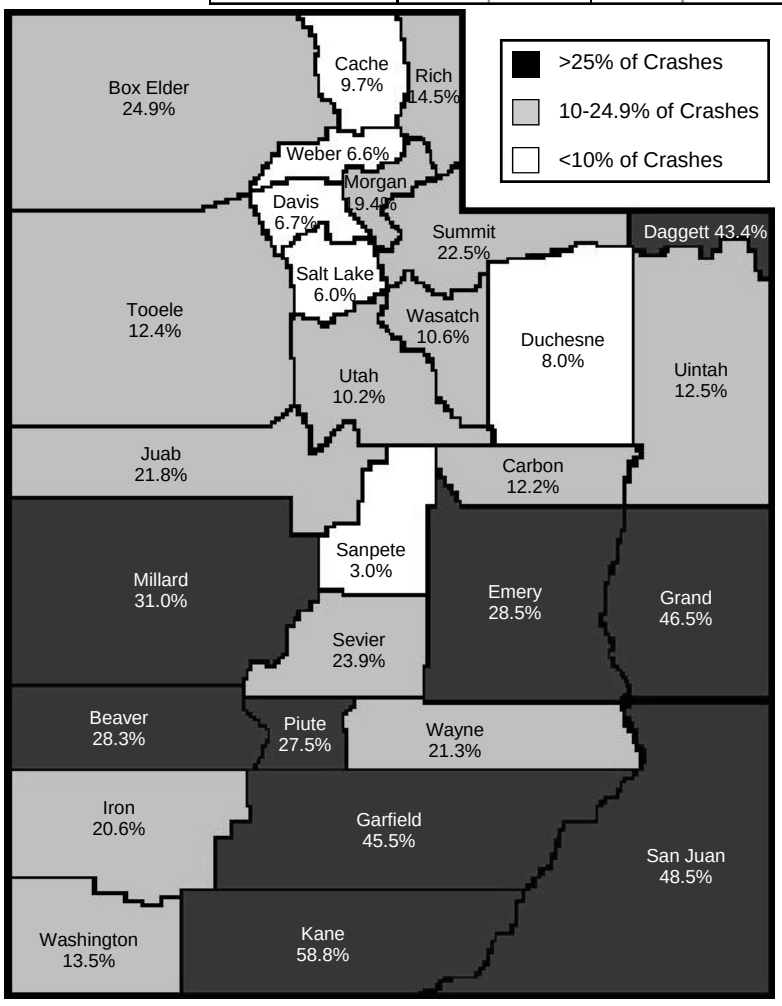
Driver Gender (Utah 2006)

Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	#	%	#	%	#	%	#	%
Female	25,171	38.3%	14,601	43.2%	85	23.3%	39,857	39.9%
Male	38,297	58.3%	18,545	54.9%	277	75.9%	57,119	57.2%
Unknown	2,275	3.5%	647	1.9%	3	0.8%	2,925	2.9%
Total	**65,743**	**100.0%**	**33,793**	**100.0%**	**365**	**100.0%**	**99,901**	**100.0%**

- Males represented 57.2% of all drivers in a crash and 75.9% of drivers in fatal crashes.

Out-of-State Drivers (Utah 2006)

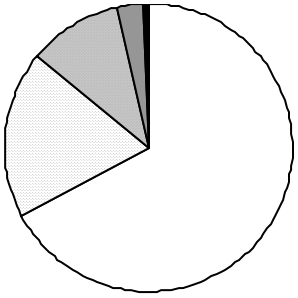
Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
License State	#	%	#	%	#	%	#	%
Out-Of-State	5,511	8.4%	2,750	8.1%	55	15.1%	8,316	8.3%
Utah	54,327	82.6%	27,988	82.8%	303	83.0%	82,618	82.7%
Unknown	5,905	9.0%	3,055	9.0%	7	1.9%	8,967	9.0%
Total	**65,743**	**100.0%**	**33,793**	**100.0%**	**365**	**100.0%**	**99,901**	**100.0%**



- Although out-of-state licensed drivers represented 8.3% of all drivers in crashes, they represented 15.1% 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 (58.8%), San Juan (48.5%), Grand (46.5%), Garfield (45.5%), and Daggett (43.4%) where nearly 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 Characteristics

Crash Severity (Utah 2006)



67.2% No Injury
18.5% Possible Injury
10.8% Non-Incapacitating Injury
3.1% Incapacitating Injury
0.4% Death

- For crashes that occurred in Utah during 2006, 67.2% resulted in property damage only, 32.4% resulted in some level of injury, and 0.4% involved a death.

Month of Year (Utah 2006)

Crashes									
		Property Damage Only		Injury		Fatal		Total	
	Days in Month		Rate per		Rate per		Rate per		Rate per
Month	#	#	Day	#	Day	#	Day	#	Day
January	31	3,499	112.9	1,513	48.8	19	0.61	5,031	162.3
February	28	3,419	122.1	1,383	49.4	15	0.54	4,817	172.0
March	31	3,139	101.3	1,433	46.2	21	0.68	4,593	148.2
April	30	2,752	91.7	1,480	49.3	14	0.47	4,246	141.5
May	31	2,857	92.2	1,600	51.6	14	0.45	4,471	144.2
June	30	2,828	94.3	1,542	51.4	24	0.80	4,394	146.5
July	31	2,674	86.3	1,432	46.2	25	0.81	4,131	133.3
August	31	2,865	92.4	1,701	54.9	25	0.81	4,591	148.1
September	30	2,993	99.8	1,611	53.7	28	0.93	4,632	154.4
October	31	3,185	102.7	1,569	50.6	28	0.90	4,782	154.3
November	30	3,497	116.6	1,447	48.2	20	0.67	4,964	165.5
December	31	4,041	130.4	1,478	47.7	16	0.52	5,535	178.5
Total	**365**	**37,749**	**103.4**	**18,189**	**49.8**	**249**	**0.68**	**56,187**	**153.9**

- Fatal crashes had higher rates per day from June-October, while total crash rates per day were higher from November-February.

Day of Week (Utah 2006)

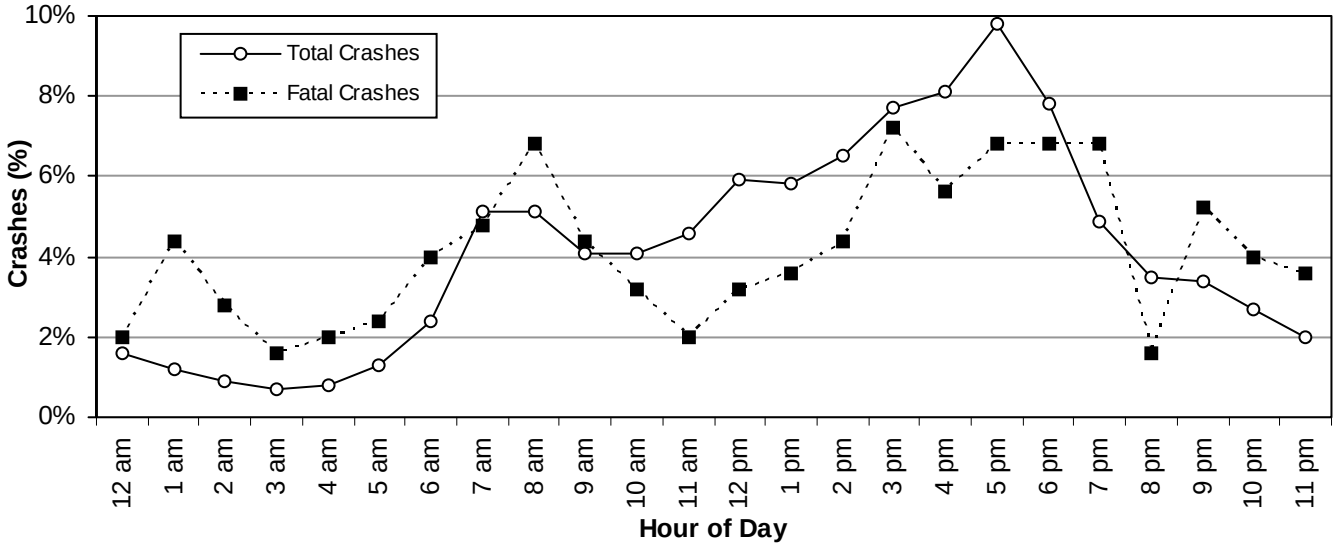
Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Day of Week	#	%	#	%	#	%	#	%
Sunday	3,198	8.5%	1,640	9.0%	31	12.4%	4,869	8.7%
Monday	5,460	14.5%	2,579	14.2%	36	14.5%	8,075	14.4%
Tuesday	5,395	14.3%	2,616	14.4%	32	12.9%	8,043	14.3%
Wednesday	6,324	16.8%	2,881	15.8%	29	11.6%	9,234	16.4%
Thursday	5,897	15.6%	2,692	14.8%	35	14.1%	8,624	15.3%
Friday	6,624	17.5%	3,198	17.6%	28	11.2%	9,850	17.5%
Saturday	4,851	12.9%	2,583	14.2%	58	23.3%	7,492	13.3%
Total	**37,749**	**100.0%**	**18,189**	**100.0%**	**249**	**100.0%**	**56,187**	**100.0%**

- The highest percentage of total crashes occurred on Friday (17.5%) .
- The highest percentage of fatal crashes occurred on Saturday (23.3%).

Crash Characteristics

Hour of Day (Utah 2006)

	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Hour	#	%	#	%	#	%	#	%
Midnight	583	1.5%	314	1.7%	5	2.0%	902	1.6%
1 a.m.	402	1.1%	240	1.3%	11	4.4%	653	1.2%
2 a.m.	335	0.9%	183	1.0%	7	2.8%	525	0.9%
3 a.m.	259	0.7%	122	0.7%	4	1.6%	385	0.7%
4 a.m.	276	0.7%	143	0.8%	5	2.0%	424	0.8%
5 a.m.	498	1.3%	234	1.3%	6	2.4%	738	1.3%
6 a.m.	946	2.5%	416	2.3%	10	4.0%	1,372	2.4%
7 a.m.	2,055	5.4%	824	4.5%	12	4.8%	2,891	5.1%
8 a.m.	2,050	5.4%	790	4.3%	17	6.8%	2,857	5.1%
9 a.m.	1,600	4.2%	677	3.7%	11	4.4%	2,288	4.1%
10 a.m.	1,548	4.1%	767	4.2%	8	3.2%	2,323	4.1%
11 a.m.	1,732	4.6%	850	4.7%	5	2.0%	2,587	4.6%
Noon	2,253	6.0%	1,060	5.8%	8	3.2%	3,321	5.9%
1 p.m.	2,158	5.7%	1,077	5.9%	9	3.6%	3,244	5.8%
2 p.m.	2,422	6.4%	1,245	6.8%	11	4.4%	3,678	6.5%
3 p.m.	2,848	7.5%	1,477	8.1%	18	7.2%	4,343	7.7%
4 p.m.	2,994	7.9%	1,523	8.4%	14	5.6%	4,531	8.1%
5 p.m.	3,645	9.7%	1,818	10.0%	17	6.8%	5,480	9.8%
6 p.m.	2,986	7.9%	1,359	7.5%	17	6.8%	4,362	7.8%
7 p.m.	1,771	4.7%	947	5.2%	17	6.8%	2,735	4.9%
8 p.m.	1,270	3.4%	691	3.8%	4	1.6%	1,965	3.5%
9 p.m.	1,296	3.4%	619	3.4%	13	5.2%	1,928	3.4%
10 p.m.	1,053	2.8%	472	2.6%	10	4.0%	1,535	2.7%
11 p.m.	769	2.0%	341	1.9%	9	3.6%	1,119	2.0%
Unknown	0	0.0%	0	0.0%	1	0.4%	1	0.0%
Total	**37,749**	**100.0%**	**18,189**	**100.0%**	**249**	**100.0%**	**56,187**	**100.0%**



- In 2006, total crashes were more likely to occur between 2:00 p.m. and 6:00 p.m., with a peak at 5:00 p.m. (evening rush hour). Fatal crashes were highest during the hours of 8:00 a.m. and 3:00-7:00 p.m.

Crash Characteristics

Urban/Rural Location (Utah 2006)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
Location	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**
Urban	27,992	172.5	13,994	86.2	115	0.71	42,101	259.5
Rural	9,757	98.2	4,195	42.2	134	1.35	14,086	141.7
Total	**37,749**	**144.3**	**18,189**	**69.5**	**249**	**0.95**	**56,187**	**214.7**

- While urban areas had a higher rate of total crashes per vehicle mile traveled, rural areas had a higher rate of fatal crashes per vehicle mile traveled. In fact, crashes occurring in rural areas were 3.5 times more likely to result in a death than crashes in urban areas.

Road Surface Condition (Utah 2006)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Road Surface Condition	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Dry	28,101	74.4%	14,419	79.3%	208	83.5%	42,728	76.0%
Wet	3,916	10.4%	1,916	10.5%	22	8.8%	5,854	10.4%
Snow/Slush	2,825	7.5%	745	4.1%	11	4.4%	3,581	6.4%
Ice	1,514	4.0%	497	2.7%	6	2.4%	2,017	3.6%
Other	254	0.7%	225	1.2%	1	0.4%	480	0.9%
Unknown	1,139	3.0%	387	2.1%	1	0.4%	1,527	2.7%
Total	**37,749**	**100.0%**	**18,189**	**100.0%**	**249**	**100.0%**	**56,187**	**100.0%**

- Most (76.0%) crashes occur when roads are dry.

Light Condition (Utah 2006)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Light Condition	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Daylight	25,162	66.7%	12,522	68.8%	139	55.8%	37,823	67.3%
Dark	9,615	25.5%	4,378	24.1%	92	36.9%	14,085	25.1%
Dawn/Dusk	1,976	5.2%	948	5.2%	17	6.8%	2,941	5.2%
Unknown	996	2.6%	341	1.9%	1	0.4%	1,338	2.4%
Total	**37,749**	**100.0%**	**18,189**	**100.0%**	**249**	**100.0%**	**56,187**	**100.0%**

- The majority (67.3%) of crashes occur during daylight.
- Over one-third (36.9%) of fatal crashes occur during dark conditions.

Crash Characteristics

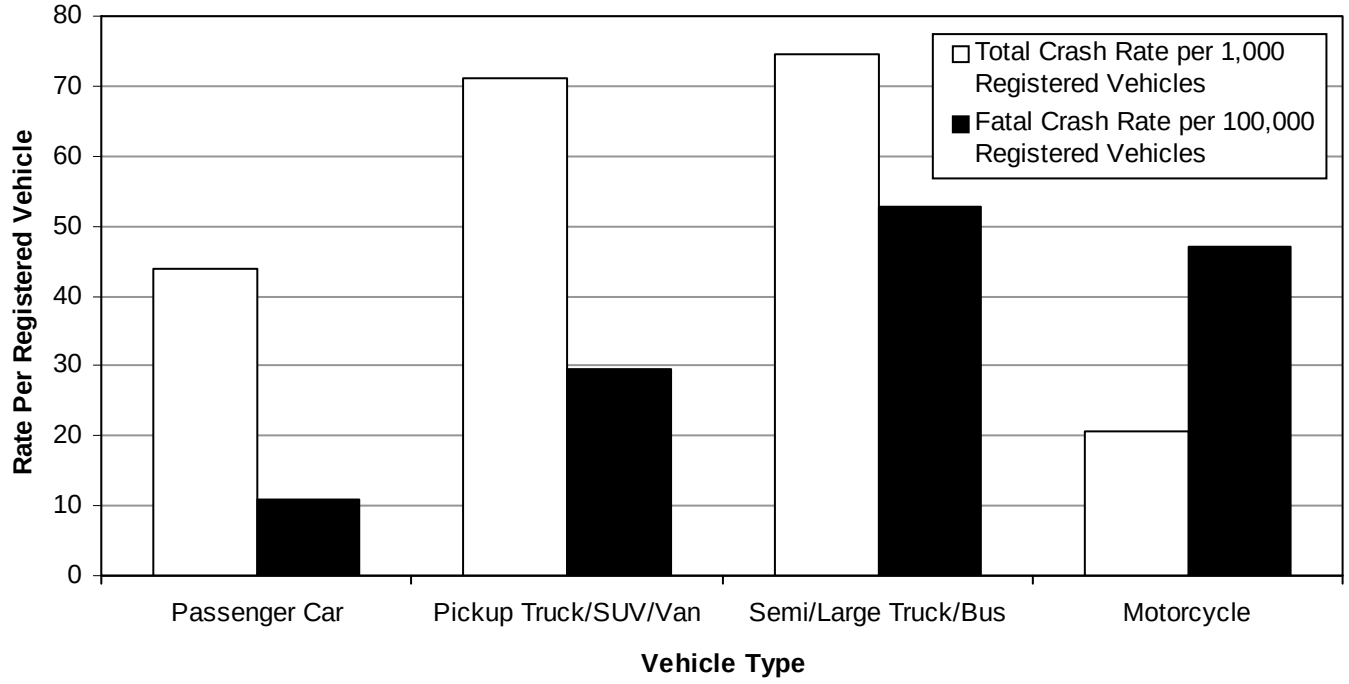
Vehicle Type (Utah 2006)



Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Type	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Passenger Car	35,712	52.1%	18,804	54.6%	136	37.3%	54,652	52.9%
Pickup Truck	12,767	18.6%	5,503	16.0%	87	23.8%	18,357	17.8%
SUV	11,087	16.2%	5,503	16.0%	60	16.4%	16,650	16.1%
Van	3,422	5.0%	1,744	5.1%	20	5.5%	5,186	5.0%
Semi/Large Truck	3,149	4.6%	1,013	2.9%	32	8.8%	4,194	4.1%
Motorcycle	136	0.2%	855	2.5%	23	6.3%	1,014	1.0%
Bus	230	0.3%	105	0.3%	0	0.0%	335	0.3%
Other	384	0.6%	253	0.7%	1	0.3%	638	0.6%
Unknown	1,628	2.4%	649	1.9%	6	1.6%	2,283	2.2%
Total	**68,515**	**100.0%**	**34,429**	**100.0%**	**365**	**100.0%**	**103,309**	**100.0%**



Crash Rates by Vehicle Type (Utah 2006)



- 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, semi/large truck may travel more miles per vehicle.
- Passenger car represented 64.8% of registered vehicles in Utah, pickup truck/SUV/van 29.4%, semi/large truck/bus 3.2%, and motorcycle 2.6%.
- For total crashes, passenger car (52.9%) and pickup truck (17.8%) were the leading vehicle types.
- Semi/large truck/bus (74.5) and pickup truck/SUV/van (71.2) had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (37.3%) and pickup truck (23.8%) were the leading vehicle types.
- Semi/large truck/bus (52.7) and motorcycle (47.0) had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.0% of vehicles in total crashes, they represented 6.3% of vehicles in fatal crashes. In fact, crashes involving a motorcycle were 6.9 times more likely to be fatal than crashes involving other vehicles.

Crash Characteristics

Vehicle Maneuver Prior to Crash (Utah 2006)

Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Straight Ahead	34621	50.5%	18984	55.1%	308	84.4%	53,913	52.2%
Stopped in Traffic Lane	6957	10.2%	4608	13.4%	10	2.7%	11,575	11.2%
Turning Left	5961	8.7%	3771	11.0%	20	5.5%	9,752	9.4%
Slowing in Traffic Lane	5178	7.6%	2461	7.1%	5	1.4%	7,644	7.4%
Turning Right	3083	4.5%	1058	3.1%	1	0.3%	4,142	4.0%
Parked	3100	4.5%	700	2.0%	0	0.0%	3,800	3.7%
Changing Lanes	2716	4.0%	738	2.1%	9	2.5%	3,463	3.4%
Overtaking/Passing	1339	2.0%	666	1.9%	5	1.4%	2,010	1.9%
Backing	1585	2.3%	122	0.4%	1	0.3%	1,708	1.7%
Making U-turn	736	1.1%	286	0.8%	2	0.5%	1,024	1.0%
Entering Traffic Lane	678	1.0%	234	0.7%	0	0.0%	912	0.9%
Leaving Traffic Lane	216	0.3%	102	0.3%	0	0.0%	318	0.3%
Parking Maneuvers	118	0.2%	19	0.1%	0	0.0%	137	0.1%
Immobile From Previous Crash	28	0.0%	11	0.0%	0	0.0%	39	0.0%
Other	497	0.7%	188	0.5%	4	1.1%	689	0.7%
Unknown	1702	2.5%	481	1.4%	0	0.0%	2,183	2.1%
Total	**68,515**	**100.0%**	**34,429**	**100.0%**	**365**	**100.0%**	**103,309**	**100.0%**

- For total crashes, straight ahead (52.2%), stopped in traffic lane (11.2%), and turning left (9.4%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (84.4%), turning left (5.5%), and stopped in traffic lane (2.7%) were the leading vehicle maneuvers prior to the crash.

Speed Limit (Utah 2006)

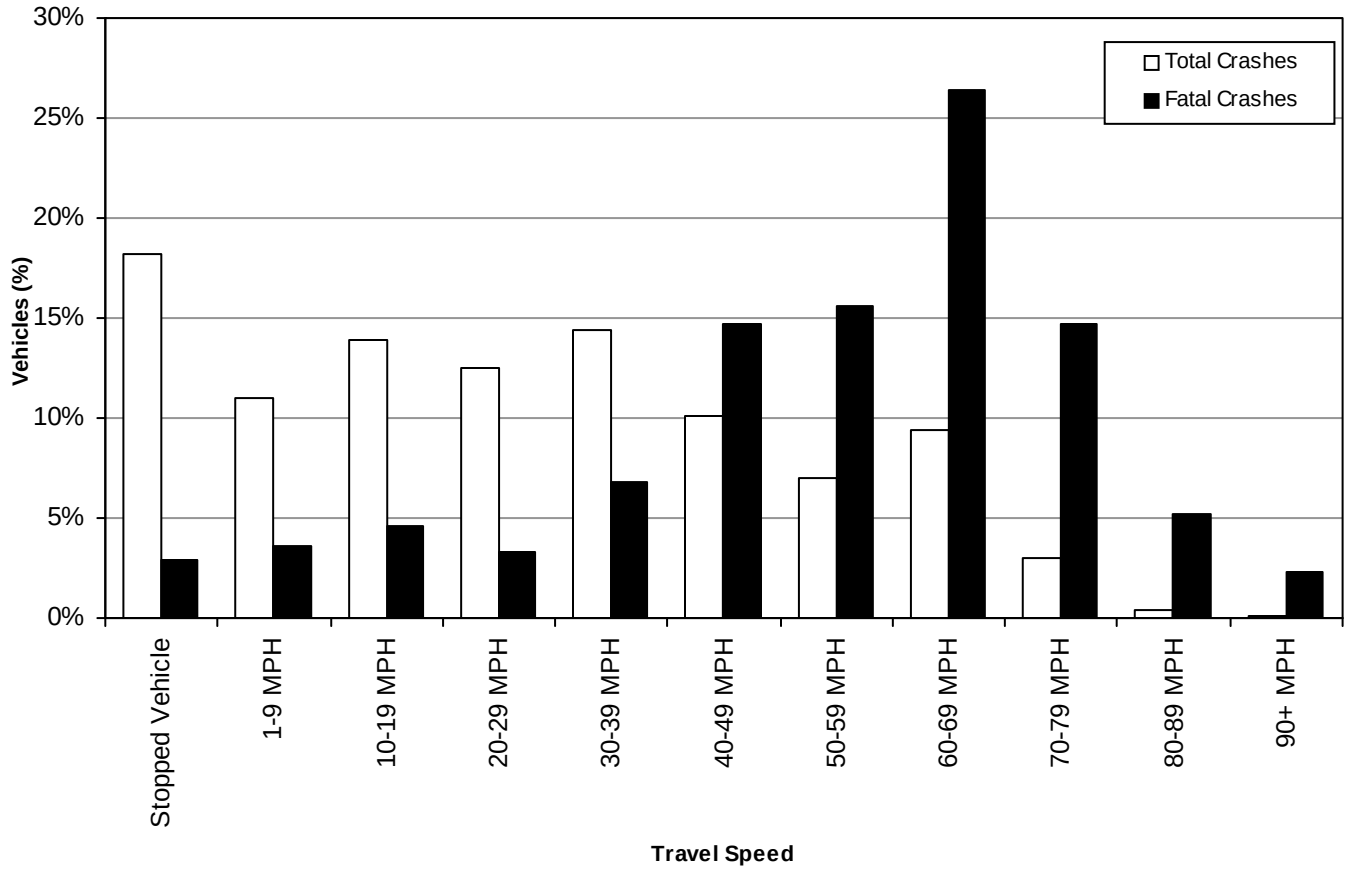
Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Speed Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
5-15 MPH	437	0.6%	109	0.3%	2	0.5%	548	0.5%
20-25 MPH	9,109	13.3%	3,260	9.5%	16	4.4%	12,385	12.0%
30-35 MPH	13,912	20.3%	8,325	24.2%	47	12.9%	22,284	21.6%
40-45 MPH	13,932	20.3%	8,974	26.1%	54	14.8%	22,960	22.2%
50-55 MPH	4,695	6.9%	2,846	8.3%	74	20.3%	7,615	7.4%
60-65 MPH	12,397	18.1%	4,399	12.8%	120	32.9%	16,916	16.4%
70-75 MPH	1,933	2.8%	936	2.7%	47	12.9%	2,916	2.8%
Unknown	12,100	17.7%	5,580	16.2%	5	1.4%	17,685	17.1%
Total	**68,515**	**100.0%**	**34,429**	**100.0%**	**365**	**100.0%**	**103,309**	**100.0%**

- The speed limit was 30-45 MPH for over half (52.8% where speed limit was 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 two-thirds (66.9% where speed limit was known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 50 MPH or higher were 5.4 times more likely to be fatal.

Crash Characteristics

Travel Speed (Utah 2006)

	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed	#	%	#	%	#	%	#	%
Stopped Vehicle	9,530	13.9%	4,836	14.0%	9	2.5%	14,375	13.9%
1-9 MPH	6,260	9.1%	2,435	7.1%	11	3.0%	8,706	8.4%
10-19 MPH	7,679	11.2%	3,280	9.5%	14	3.8%	10,973	10.6%
20-29 MPH	6,723	9.8%	3,180	9.2%	10	2.7%	9,913	9.6%
30-39 MPH	7,120	10.4%	4,251	12.3%	21	5.8%	11,392	11.0%
40-49 MPH	4,848	7.1%	3,105	9.0%	45	12.3%	7,998	7.7%
50-59 MPH	3,670	5.4%	1,794	5.2%	48	13.2%	5,512	5.3%
60-69 MPH	5,337	7.8%	2,018	5.9%	81	22.2%	7,436	7.2%
70-79 MPH	1,549	2.3%	798	2.3%	45	12.3%	2,392	2.3%
80-89 MPH	144	0.2%	161	0.5%	16	4.4%	321	0.3%
90+ MPH	27	0.0%	73	0.2%	7	1.9%	107	0.1%
Unknown	15,628	22.8%	8,498	24.7%	58	15.9%	24,184	23.4%
Total	**68,515**	**100.0%**	**34,429**	**100.0%**	**365**	**100.0%**	**103,309**	**100.0%**



- Over half (50.9% where travel speed was known) of vehicles in total crashes were traveling 10-49 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. Nearly two-thirds (64.2% where travel speed was known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Crashes involving vehicles traveling 50 MPH or higher were 7.3 times more likely to be fatal.

Crash Characteristics

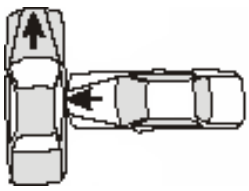
First Harmful Event (Utah 2006)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
First Harmful Event	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Collision with Another Motor Vehicle	22,230	58.9%	11,126	61.2%	95	38.2%	33,451	59.5%
Collision with Animal	1,968	5.2%	176	1.0%	2	0.8%	2,146	3.8%
Overturn/Rollover	653	1.7%	1,081	5.9%	66	26.5%	1,800	3.2%
Collision with Other Fixed Object	1,046	2.8%	438	2.4%	1	0.4%	1,485	2.6%
Collision with Concrete/Cable Barrier	944	2.5%	370	2.0%	11	4.4%	1,325	2.4%
Collision with Post, Pole, or Support	904	2.4%	343	1.9%	6	2.4%	1,253	2.2%
Collision with Other Non-Fixed Object	826	2.2%	266	1.5%	0	0.0%	1,092	1.9%
Collision with Parked Vehicle	802	2.1%	173	1.0%	0	0.0%	975	1.7%
Collision with Fence	434	1.1%	132	0.7%	3	1.2%	569	1.0%
Collision with Embankment	287	0.8%	223	1.2%	2	0.8%	512	0.9%
Collision with Pedestrian	35	0.1%	433	2.4%	29	11.6%	497	0.9%
Collision with Bicyclist	50	0.1%	378	2.1%	10	4.0%	438	0.8%
Other Non-Collision	278	0.7%	147	0.8%	1	0.4%	426	0.8%
Collision with Tree/Shrubbery	211	0.6%	167	0.9%	7	2.8%	385	0.7%
Collision with Ditch	215	0.6%	143	0.8%	1	0.4%	359	0.6%
Collision with Guardrail	210	0.6%	88	0.5%	4	1.6%	302	0.5%
Collision with Mailbox/Fire Hydrant	159	0.4%	50	0.3%	0	0.0%	209	0.4%
Cargo/Equipment Loss or Shift	151	0.4%	27	0.1%	0	0.0%	178	0.3%
Fire/Explosion	156	0.4%	7	0.0%	0	0.0%	163	0.3%
Collision with Thrown or Fallen Object	138	0.4%	12	0.1%	1	0.4%	151	0.3%
Fell/Jumped from Vehicle	16	0.0%	80	0.4%	8	3.2%	104	0.2%
Jackknife	80	0.2%	20	0.1%	0	0.0%	100	0.2%
Collision with Crash Cushion	29	0.1%	38	0.2%	1	0.4%	68	0.1%
Collision with Work Zone/Equipment	47	0.1%	12	0.1%	0	0.0%	59	0.1%
Collision with Culvert	37	0.1%	21	0.1%	0	0.0%	58	0.1%
Collision with Bridge	34	0.1%	18	0.1%	1	0.4%	53	0.1%
Immersion	26	0.1%	10	0.1%	0	0.0%	36	0.1%
Collision with Train	18	0.0%	16	0.1%	0	0.0%	34	0.1%
Unknown	5,765	15.3%	2,194	12.1%	0	0.0%	7,959	14.2%
Total	**37,749**	**100.0%**	**18,189**	**100.0%**	**249**	**100.0%**	**56,187**	**100.0%**

- For all crashes, the leading first harmful event was collision with another motor vehicle.
- For total crashes, collision with animal (4.4% of known) and overturn/rollover (3.7% of known) were the next highest first harmful events. See page 34 for more information on collisions with animals.
- For fatal crashes, overturn/rollover (26.5%) and collision with pedestrian (11.6%) were the next highest first harmful events.
- Overturn/rollover was 11 times more likely to result in a death than other first harmful events.

Collision Examples

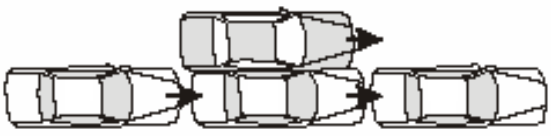
Broadside



Head On

Rear End

Sideswipe



Crash Characteristics

Collision Description (Utah 2006)

Crashes (Two or More Motor Vehicles)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Collision Description	#	%	#	%	#	%	#	%
Rear End	10,216	38.0%	4,879	38.1%	11	11.6%	15,106	38.0%
Broadside	7,231	26.9%	4,618	36.1%	40	42.1%	11,889	29.9%
Sideswipe	4,591	17.1%	1,071	8.4%	12	12.6%	5,674	14.3%
Head On	2,133	7.9%	1,714	13.4%	32	33.7%	3,879	9.7%
Parked Vehicle	2,406	8.9%	467	3.6%	0	0.0%	2,873	7.2%
Backing Vehicle	320	1.2%	57	0.4%	0	0.0%	377	0.9%
Total	**26,897**	**100.0%**	**12,806**	**100.0%**	**95**	**100.0%**	**39,798**	**100.0%**

- For all crashes, the leading collision types involving two or more motor vehicles were rear end (37.7%) and broadside (29.9%).
- For fatal crashes, the leading collision types were broadside (42.1%) and head on (33.7%).
- Head on collisions were 4.7 times more likely to result in a death than other collisions involving two or more motor vehicles.

Number of Vehicles Involved (Utah 2006)

Crashes								
Vehicles	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Involved	#	%	#	%	#	%	#	%
1	9,935	26.3%	5,104	28.1%	151	60.6%	15,190	27.0%
2	25,284	67.0%	10,611	58.3%	82	32.9%	35,977	64.0%
3	2,182	5.8%	1,940	10.7%	14	5.6%	4,136	7.4%
4	301	0.8%	430	2.4%	2	0.8%	733	1.3%
5 or more	47	0.1%	104	0.6%	0	0.0%	151	0.3%
Total	**37,749**	**100.0%**	**18,189**	**100.0%**	**249**	**100.0%**	**56,187**	**100.0%**

- While the majority (64.0%) of all crashes involved two motor vehicles, 60.6% of fatal crashes involved only one motor vehicle.

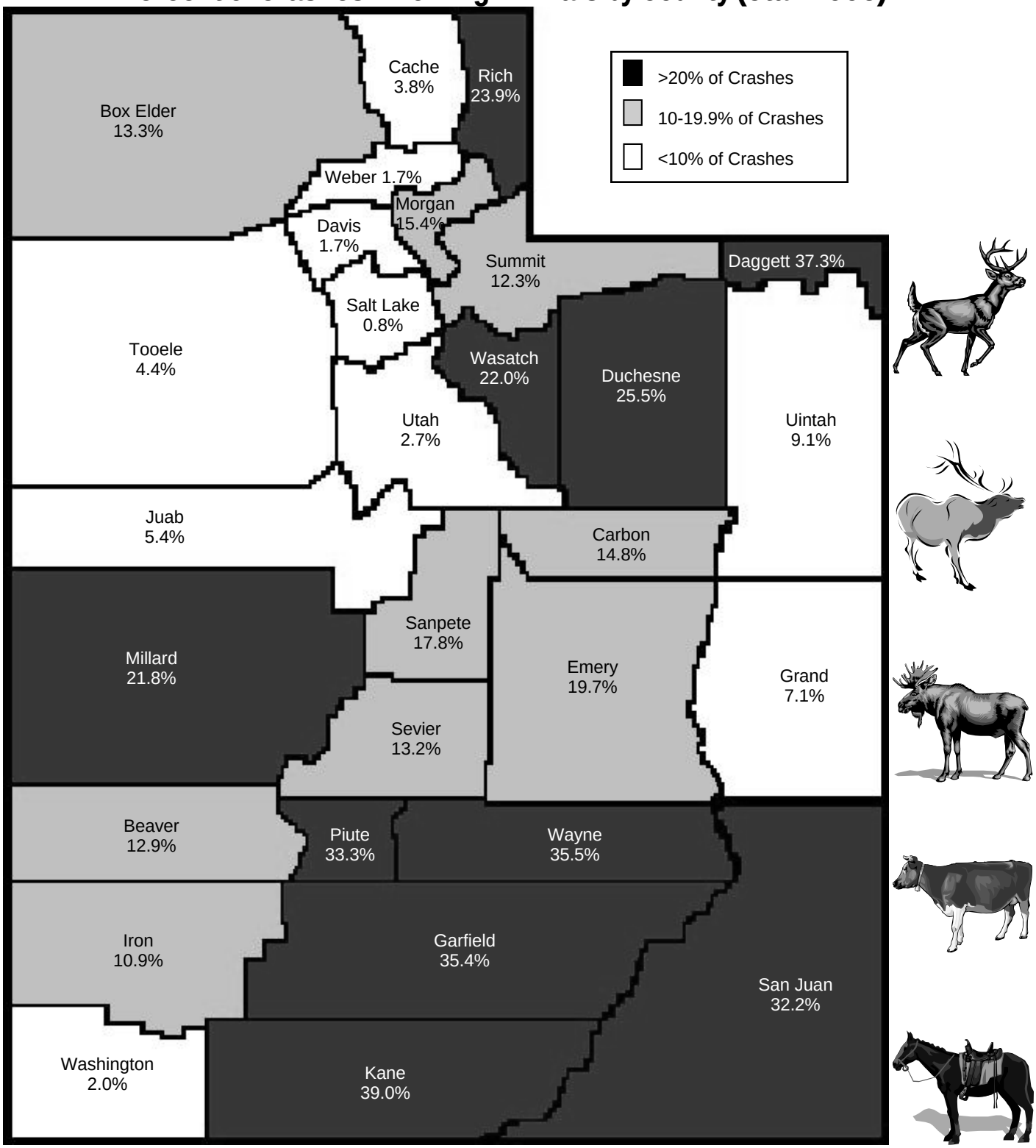
Driver Distraction (Utah 2006)

Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Driver Distraction	#	%	#	%	#	%	#	%
None	27,316	72.4%	13,037	71.7%	100	40.2%	40,453	72.0%
Cell Phone	623	1.7%	354	1.9%	4	1.6%	981	1.7%
Radio/CD/DVD etc.	221	0.6%	139	0.8%	1	0.4%	361	0.6%
Other Electronic Device	64	0.2%	48	0.3%	0	0.0%	112	0.2%
Passengers	423	1.1%	362	2.0%	4	1.6%	789	1.4%
Other	1,976	5.2%	1,372	7.5%	11	4.4%	3,359	6.0%
Unknown	7,126	18.9%	2,877	15.8%	129	51.8%	10,132	18.0%
Total	**37,749**	**100.0%**	**18,189**	**100.0%**	**249**	**100.0%**	**56,187**	**100.0%**

- For all crashes where driver distraction was known, 12.2% of crashes involved a distracted driver. Cell phone was the leading driver distraction (17.5% of distractions).

Crash Characteristics

Percent of Crashes Involving Animals by County (Utah 2006)



- There were 2,146 collisions with animals in 2006, 1,824 (85.0%) involved a wild animal and 322 (15.0%) involved a domestic animal.
- Kane (39.0%), Daggett (37.3%), and Wayne (35.5%) had the highest percent of crashes involving an animal.

Crash Characteristics

Violations (Utah 2006)

Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Following Too Close	2,187	16.4%	941	14.0%	0	0.0%	3,128	15.6%
Improper Lane Change/Travel	1,983	14.9%	781	11.6%	1	2.9%	2,765	13.7%
Speed	983	7.4%	379	5.6%	2	5.7%	1,364	6.8%
Improper Lookout	604	4.5%	328	4.9%	0	0.0%	932	4.6%
Driving Under the Influence	329	2.5%	330	4.9%	7	20.0%	666	3.3%
Insurance Violation	389	2.9%	203	3.0%	1	2.9%	593	2.9%
Improper Turn	371	2.8%	217	3.2%	0	0.0%	588	2.9%
License Violation	357	2.7%	194	2.9%	3	8.6%	554	2.8%
Negligent Collision	358	2.7%	159	2.4%	0	0.0%	517	2.6%
Failure to Yield Right of Way	228	1.7%	188	2.8%	5	14.3%	421	2.1%
Failure to Stop at Red Light	175	1.3%	183	2.7%	1	2.9%	359	1.8%
Equipment Violation	229	1.7%	57	0.8%	1	2.9%	287	1.4%
Improper Start or Stop	203	1.5%	71	1.1%	0	0.0%	274	1.4%
Hit and Run	186	1.4%	51	0.8%	0	0.0%	237	1.2%
Failure to Stop at Stop Sign	90	0.7%	87	1.3%	0	0.0%	177	0.9%
Wrong Side of Road	54	0.4%	46	0.7%	0	0.0%	100	0.5%
Registration Violation	59	0.4%	39	0.6%	1	2.9%	99	0.5%
Improper Backing	88	0.7%	4	0.1%	0	0.0%	92	0.5%
Improper Passing	60	0.4%	29	0.4%	0	0.0%	89	0.4%
Reckless Driving	42	0.3%	42	0.6%	1	2.9%	85	0.4%
Failure to Obey Traffic Control Device	40	0.3%	37	0.5%	0	0.0%	77	0.4%
Alcohol/Drug Violation, Other than DUI	33	0.2%	23	0.3%	2	5.7%	58	0.3%
Seatbelt/Child Restraint	17	0.1%	34	0.5%	0	0.0%	51	0.3%
Vehicle Homicide	0	0.0%	0	0.0%	9	25.7%	9	0.0%
Other Moving Violation	760	5.7%	472	7.0%	1	2.9%	1,233	6.1%
Other Non-Moving Violation	3,522	26.4%	1,833	27.2%	0	0.0%	5,355	26.6%
Total	**13,347**	**100.0%**	**6,728**	**100.0%**	**35**	**100.0%**	**20,110**	**100.0%**

- In 2006, there were 20,110 citations issued at the scene of the crash. The most common violations were for following too close (15.6%), improper lane change/travel (13.7%), and speed (6.8%).
- The leading violations in fatal crashes were for vehicle homicide (25.7%), driving under the influence (20.0%), and failure to yield right of way (14.3%).

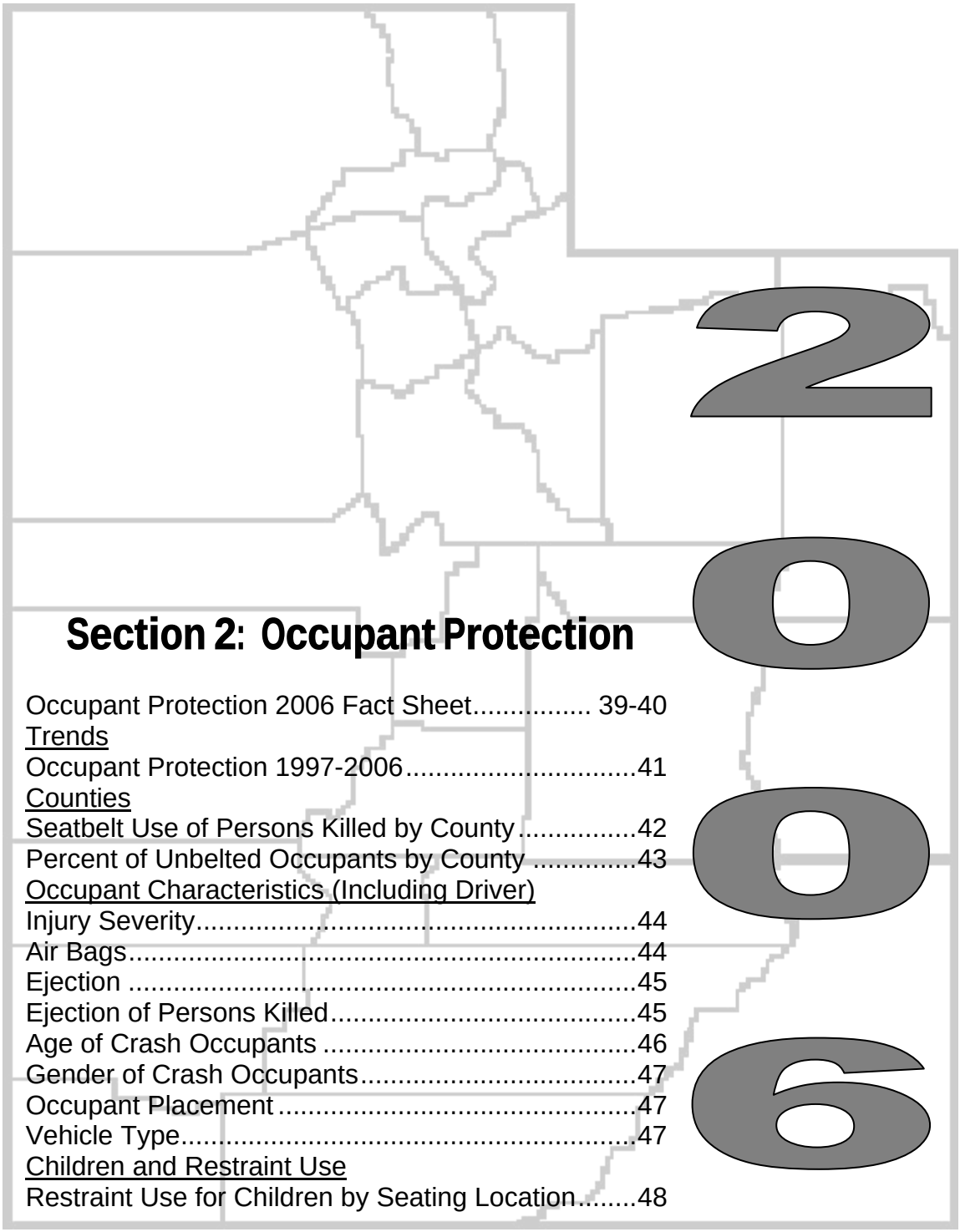
Crash Characteristics

Contributing Factors (Utah 2006)

Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Contributing Factors	#	%	#	%	#	%	#	%
Followed Too Closely	6,390	13.6%	3,017	11.5%	0	0.0%	9,407	12.8%
Failed to Yield Right of Way	5,712	12.2%	3,549	13.5%	27	10.5%	9,288	12.6%
Speed Too Fast	4,853	10.3%	2,381	9.1%	52	20.3%	7,286	9.9%
Driver Distraction	3,414	7.3%	2,331	8.9%	5	2.0%	5,750	7.8%
Other Improper Driving	2,860	6.1%	1,736	6.6%	2	0.8%	4,598	6.3%
Vision Obscured by Weather Condition	2,682	5.7%	1,141	4.4%	3	1.2%	3,826	5.2%
Defective Condition of Vehicle	2,459	5.2%	1,055	4.0%	8	3.1%	3,522	4.8%
Failed to Keep in Proper Lane	1,658	3.5%	961	3.7%	7	2.7%	2,626	3.6%
Improper Turn	1,732	3.7%	675	2.6%	5	2.0%	2,412	3.3%
Swerved or Evasive Action	1,486	3.2%	768	2.9%	0	0.0%	2,254	3.1%
Disregard Traffic Signal/Sign	1,078	2.3%	1,141	4.4%	5	2.0%	2,224	3.0%
Driving Under the Influence	1,033	2.2%	998	3.8%	11	4.3%	2,042	2.8%
Ran Off Road	1,114	2.4%	912	3.5%	0	0.0%	2,026	2.8%
Improper Lane Change	1,514	3.2%	396	1.5%	4	1.6%	1,914	2.6%
Hit and Run	1,282	2.7%	426	1.6%	4	1.6%	1,712	2.3%
Overcorrected	912	1.9%	760	2.9%	2	0.8%	1,674	2.3%
Vision Obscured by Moving Vehicle	787	1.7%	531	2.0%	1	0.4%	1,319	1.8%
Asleep/Fatigue	637	1.4%	575	2.2%	10	3.9%	1,222	1.7%
Improper Backing	920	2.0%	62	0.2%	0	0.0%	982	1.3%
Driver Emotionally Upset	483	1.0%	424	1.6%	1	0.4%	908	1.2%
Improper Passing	601	1.3%	196	0.7%	4	1.6%	801	1.1%
Other Driver Condition	446	0.9%	352	1.3%	0	0.0%	798	1.1%
Vision Obscured by Other	464	1.0%	275	1.0%	0	0.0%	739	1.0%
Vision Obscured by Parked Vehicle	479	1.0%	239	0.9%	0	0.0%	718	1.0%
Improper Parking/Stopping	441	0.9%	206	0.8%	0	0.0%	647	0.9%
Reckless/Aggressive Driving	323	0.7%	231	0.9%	84	32.8%	638	0.9%
Vision Obscured by Glare	301	0.6%	186	0.7%	0	0.0%	487	0.7%
Illness	109	0.2%	180	0.7%	2	0.8%	291	0.4%
Wrong Side/Wrong Way	143	0.3%	130	0.5%	18	7.0%	291	0.4%
Disregard Road Markings	182	0.4%	101	0.4%	1	0.4%	284	0.4%
Vision Obscured by Building, Sign, etc.	144	0.3%	105	0.4%	0	0.0%	249	0.3%
Improper Signal	143	0.3%	46	0.2%	0	0.0%	189	0.3%
Windshield or Other Window Obscured	113	0.2%	59	0.2%	0	0.0%	172	0.2%
Vision Obscured by Vegitation	89	0.2%	75	0.3%	0	0.0%	164	0.2%
Total	**46,984**	**100.0%**	**26,220**	**100.0%**	**256**	**100.0%**	**73,460**	**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 (12.8%), failed to yield right of way (12.7%), and speed too fast (9.9%).
- The leading contributing factors in fatal crashes were reckless/aggressive driving (32.8%), speed too fast (20.3%), and failed to yield right of way (10.5%).

Occupant Protection



2006

Section 2: Occupant Protection

2006 UTAH CRASH FACTS

OCCUPANT PROTECTION

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

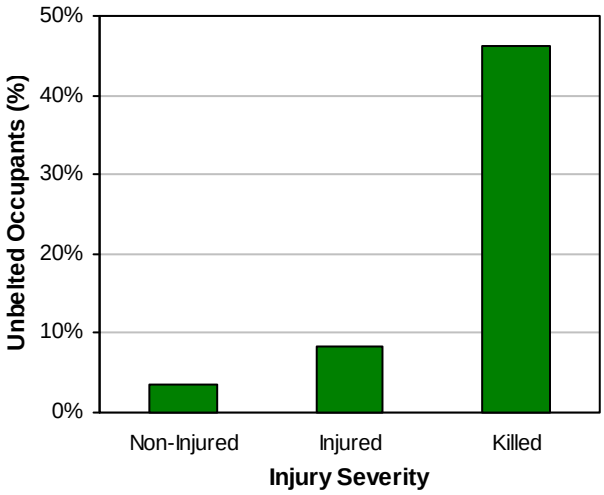
Did you know in 2006:

- Unbelted crash occupants were 19 times more likely to die in a crash than belted crash occupants.
- An estimated 147 lives were saved because of seatbelt use. (National Highway Traffic Safety Administration)
- An unbelted crash occupant was killed in Utah every four days.

Unbelted Crash Occupants by Age (Utah 2006)

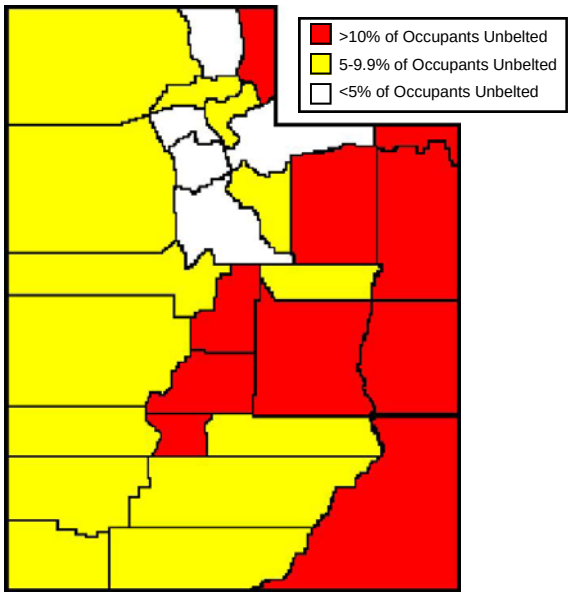
- The highest percentage of unbelted crash occupants were aged 10-19 years (6%) and 85+ years (6%).

Injury Severity of Unbelted Occupants (Utah 2006)



- 46% of crash occupants killed in a crash were unbelted.
- The majority of persons who survived a crash reported wearing a seatbelt.

Percent of Unbelted Occupants in Total Crashes by County (Utah 2006)



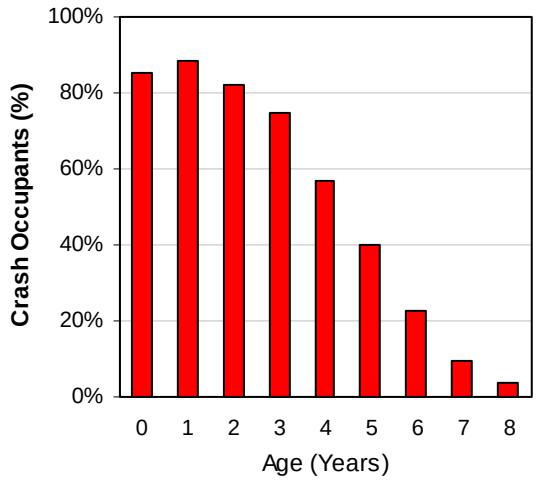
- Crash occupants in rural counties were twice as likely to be unbelted than urban occupants.

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

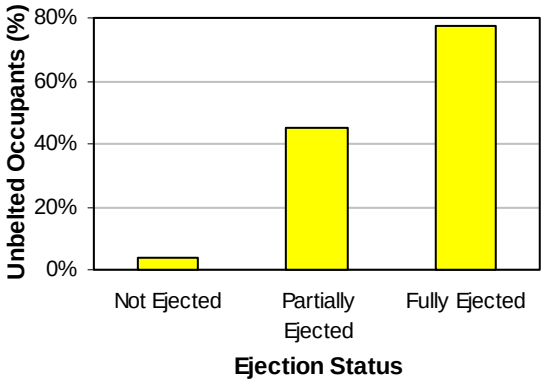
OCCUPANT PROTECTION

Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2006)



- The older the child the less likely they were using a child safety seat.
- While 86% of children 0-1 years were in a child safety seat at the time of the crash, only 57% of 4-year-olds, 23% of 6-year-olds, and 4% of 8-year-olds were in a child safety seat.
- The decrease in child safety seat use for children aged 4-8 years is concerning and indicates that children are moving to adult-sized seatbelts too early.

Ejection of Unbelted Crash Occupants (Utah 2006)



- 78% of crash occupants fully ejected from a motor vehicle were unbelted.
- Unbelted occupants were 80 times more likely to be fully ejected than belted occupants.

Child Safety Seat Recommendations:

- Infants should be placed in a rear-facing safety seat until they are at least 20 pounds AND 1 year of age.
- NEVER place a rear-facing child safety seat in the front seat of a vehicle with a passenger side air bag.
- Children over 1 year of age weighing 20-40 pounds should ride in forward facing child safety seats.
- Older children (approximately 4-8 years of age) should ride in belt-positioning booster seats until they are 80-100 pounds or 4'9" tall and can use an adult-size lap and shoulder belt system.
- The safest place for any child aged 12 and under is in the back seat of the vehicle.

Seatbelt 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 your arm or behind your back.
- Use belt-positioning booster seats for children who have outgrown their toddler safety seat (at about 4 years of age and 40 pounds). Booster seats help position an adult-size seatbelt for a safer fit on children.

Safety Restraint Laws (Effective May 2008):

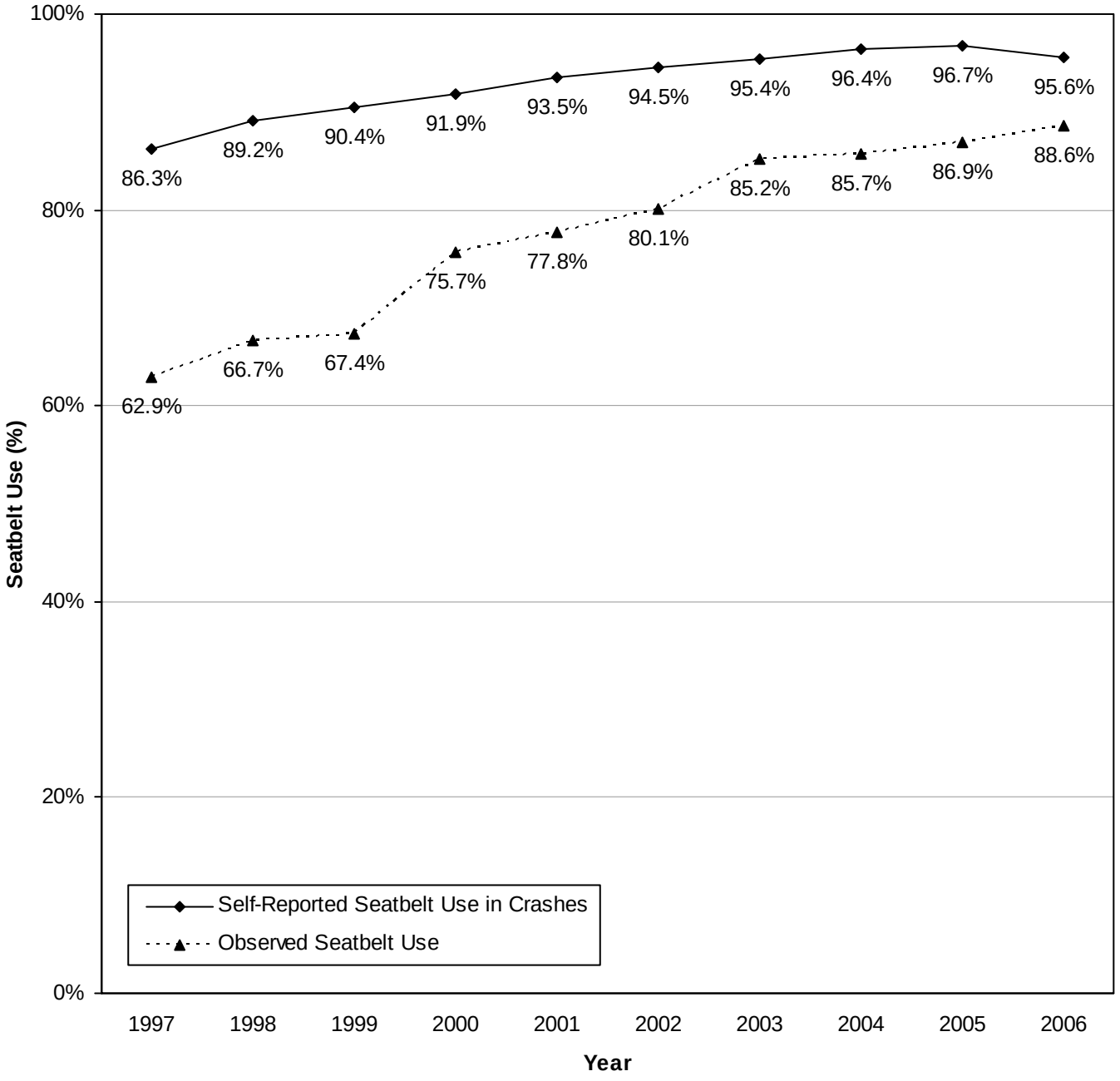
- Utah law requires all motor vehicle occupants to wear a seatbelt when traveling in a motor vehicle. This is a secondary enforcement law which means an adult may be issued a citation and subject to a $45 fine only when the police officer has stopped the vehicle for another reason.
- The law is a primary enforcement law for drivers and passengers under age 19 years.
  - ⇒ Children age 7 years and under must ride in an approved child safety seat; and
  - ⇒ Children aged 8 to 18 years must ride in an appropriate child restraint or seatbelt.
  - ⇒ There are a few exemptions to the law. Contact the Highway Safety Office for more information.

  This primary enforcement law means a person may be issued a citation and subject to a fine of not more than $45 if a law enforcement officer notices children are not properly restrained.

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

Trends

Seatbelt Use of Occupants In Crashes and Observational Studies (Utah 1997-2006)



- Historically, there have been differences between self-reported seatbelt use of people in crashes and seatbelt use observed in observational studies. The difference may be due to over-reporting by the people in crashes.
- The 10-year trend shows an increase of seatbelt use in both crashes and observational studies.
- In 2006, the observational seatbelt use increased to 88.6% from 86.9% in 2005. This was the highest observed seatbelt use ever in Utah.
- The 2006 self-reported seatbelt use of people in crashes decreased to 95.6% from 96.7% in 2005.

Counties

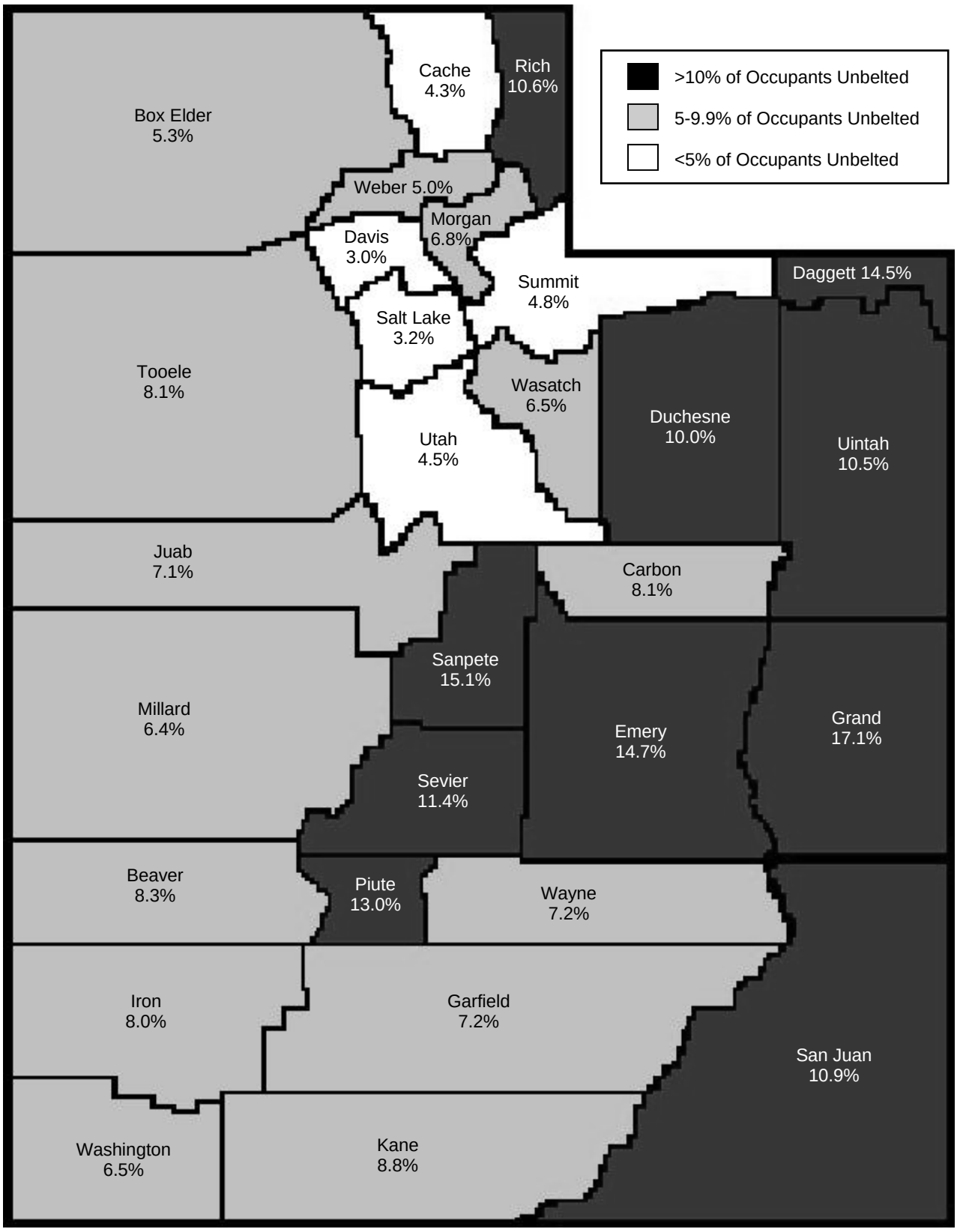
Seatbelt Use of Persons by County (Utah 2006)

Persons												
	Non-Injured			Injured			Killed			Total Persons		
	Belted	Unbelted		Belted	Unbelted		Belted	Unbelted		Belted	Unbelted	
County	#	#	%	#	#	%	#	#	%	#	#	%
Grand	177	32	15.3%	81	18	18.2%	3	4	57.1%	261	54	17.1%
Sanpete	353	43	10.9%	98	37	27.4%	3	1	25.0%	454	81	15.1%
Emery	349	46	11.6%	114	32	21.9%	2	2	50.0%	465	80	14.7%
Daggett	57	10	14.9%	8	1	11.1%	0	0	0.0%	65	11	14.5%
Piute	28	1	3.4%	12	5	29.4%	0	0	0.0%	40	6	13.0%
Sevier	466	35	7.0%	145	42	22.5%	3	2	40.0%	614	79	11.4%
San Juan	235	10	4.1%	48	21	30.4%	2	4	66.7%	285	35	10.9%
Rich	99	5	4.8%	18	8	30.8%	1	1	50.0%	118	14	10.6%
Uintah	852	77	8.3%	164	38	18.8%	1	4	80.0%	1,017	119	10.5%
Duchesne	494	38	7.1%	100	28	21.9%	3	0	0.0%	597	66	10.0%
Kane	277	16	5.5%	41	13	24.1%	5	2	28.6%	323	31	8.8%
Beaver	272	18	6.2%	57	12	17.4%	1	0	0.0%	330	30	8.3%
Tooele	1,053	52	4.7%	297	62	17.3%	6	5	45.5%	1,356	119	8.1%
Carbon	560	39	6.5%	124	18	12.7%	0	3	100.0%	684	60	8.1%
Iron	1,466	95	6.1%	315	57	15.3%	3	3	50.0%	1,784	155	8.0%
Wayne	51	1	1.9%	13	4	23.5%	0	0	0.0%	64	5	7.2%
Garfield	186	14	7.0%	46	4	8.0%	1	0	0.0%	233	18	7.2%
Juab	514	26	4.8%	104	20	16.1%	1	1	50.0%	619	47	7.1%
Morgan	146	9	5.8%	31	4	11.4%	0	0	0.0%	177	13	6.8%
Washington	4,876	291	5.6%	985	114	10.4%	14	5	26.3%	5,875	410	6.5%
Wasatch	837	51	5.7%	155	17	9.9%	4	1	20.0%	996	69	6.5%
Millard	560	20	3.4%	157	28	15.1%	4	1	20.0%	721	49	6.4%
Box Elder	1,068	27	2.5%	297	47	13.7%	6	2	25.0%	1,371	76	5.3%
Weber	8,647	372	4.1%	2,115	183	8.0%	5	7	58.3%	10,767	562	5.0%
Summit	1,627	67	4.0%	285	27	8.7%	2	3	60.0%	1,914	97	4.8%
Utah	14,124	502	3.4%	3,037	291	8.7%	7	12	63.2%	17,168	805	4.5%
Cache	3,572	128	3.5%	607	60	9.0%	6	1	14.3%	4,185	189	4.3%
Salt Lake	42,639	1,158	2.6%	8,483	522	5.8%	18	20	52.6%	51,140	1,700	3.2%
Davis	10,201	263	2.5%	2,056	117	5.4%	1	4	80.0%	12,258	384	3.0%
Statewide	**95,786**	**3,446**	**3.5%**	**19,993**	**1,830**	**8.4%**	**102**	**88**	**46.3%**	**115,881**	**5,364**	**4.4%**

- Seatbelt use is reported for occupants in a passenger car, light truck, van, SUV, or large truck. Occupants are considered “belted” if they were reported as using a shoulder/lap belt, lap belt, or a child safety seat at the scene of the crash.
- Seatbelt use is self-reported by crash occupants in the majority of crashes and may be inflated due to over-reporting by the people in crashes.
- The officer determines seatbelt use in the event of a fatal or severe injury crash.
- The majority of persons in crashes reported wearing a seatbelt (95.6%).
- Grand (17.1%), Sanpete (15.1%), and Emery (14.7%) counties had the highest percentage of occupants that were unbelted.
- Nearly half (46.3%) of vehicle occupants killed in crashes in Utah were unbelted.
- Carbon (100%), Davis (80%), and Uintah (80%) counties had the highest percentage of occupant deaths that were unbelted.

Counties

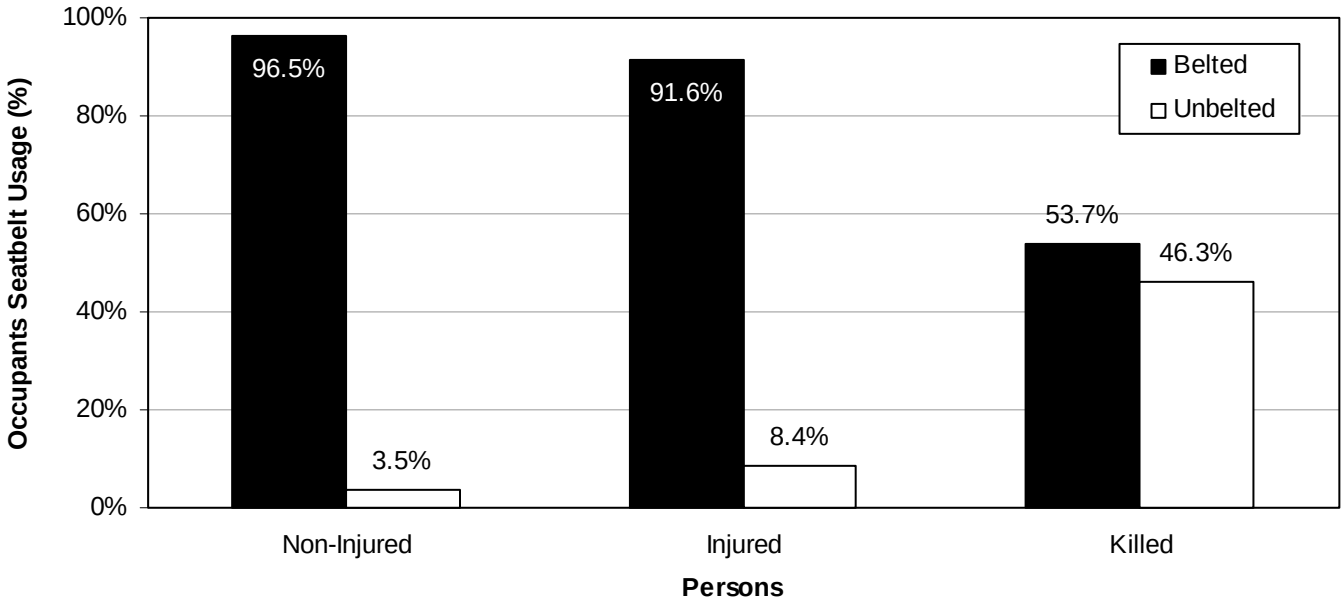
Percent of Unbelted Occupants in Total Crashes by County (Utah 2006)



Occupant Characteristics (Including Driver)

Seatbelt Use by Injury Severity (Utah 2006)

Persons								
	Non-Injured		Injured		Killed		Total Persons	
Seatbelt Use	#	%	#	%	#	%	#	%
Belted	95,786	96.5%	19,993	91.6%	102	53.7%	115,881	95.6%
Unbelted	3,446	3.5%	1,830	8.4%	88	46.3%	5,364	4.4%
Total	**99,232**	**100.0%**	**21,823**	**100.0%**	**190**	**100.0%**	**121,245**	**100.0%**



- Over 95% of persons who survived a crash reported wearing a seatbelt.
- In contrast, only half (53.7%) of the persons killed in a crash were belted.
- Unbelted crash occupants were 19 times more likely to be killed than belted crash occupants.

Air Bags and Seatbelt Use (Utah 2006)

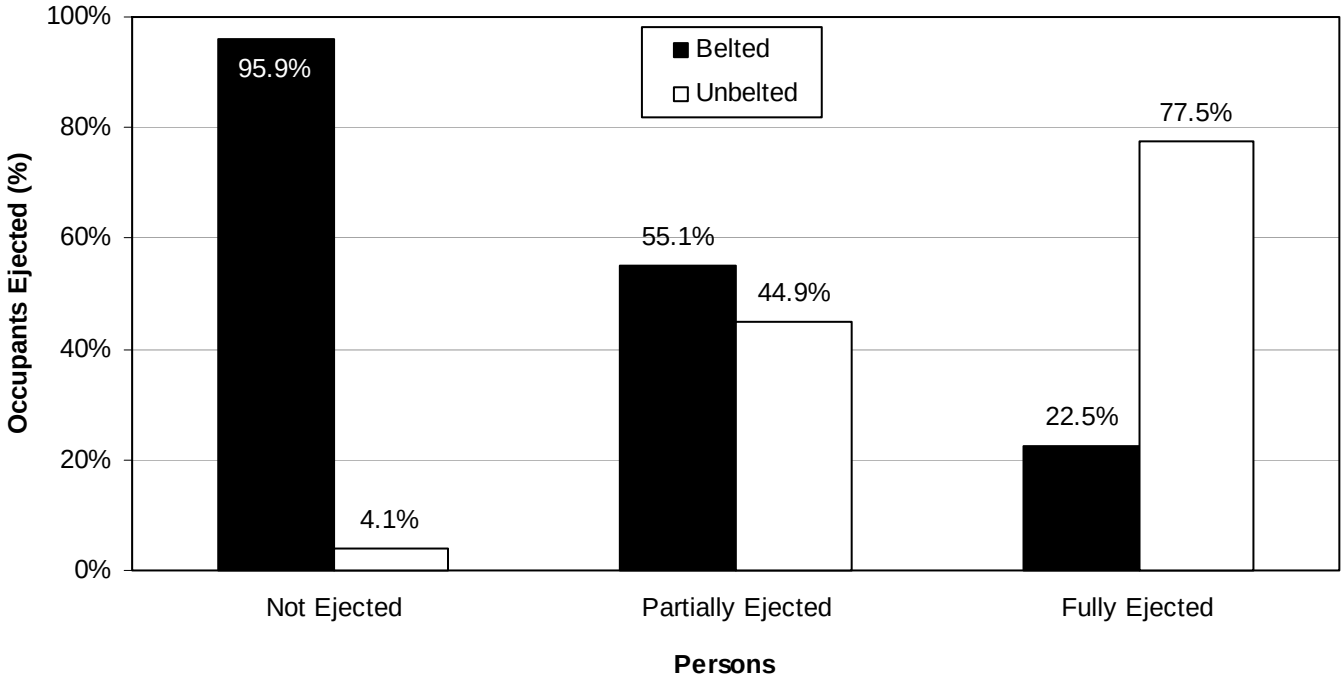
Persons (Whose Airbag Deployed)									
		Non-Injured		Injured		Killed		Total Persons	
Occupant Placement	**Seatbelt Use**	#	%	#	%	#	%	#	%
Driver	Belted	2,874	96.6%	3,454	93.3%	23	67.6%	6,351	94.6%
	Unbelted	100	3.4%	248	6.7%	11	32.4%	359	5.4%
Front Seat Passenger	Belted	565	96.4%	832	90.0%	4	57.1%	1,401	92.4%
	Unbelted	21	3.6%	92	10.0%	3	42.9%	116	7.6%
Back Seat Passenger	Belted	260	94.5%	120	87.6%	0	0.0%	380	92.2%
	Unbelted	15	5.5%	17	12.4%	0	0.0%	32	7.8%
Unknown Placement	Belted	9	100.0%	11	91.7%	0	0.0%	20	95.2%
	Unbelted	0	0.0%	1	8.3%	0	0.0%	1	4.8%
Total	**Belted**	**3,708**	**96.5%**	**4,417**	**92.5%**	**27**	**65.9%**	**8,152**	**94.1%**
	Unbelted	**136**	**3.5%**	**358**	**7.5%**	**14**	**34.1%**	**508**	**5.9%**

- A majority of the total occupants (94.1%) whose air bag deployed were wearing a seatbelt. However, only 65.9% of the persons killed, whose air bag deployed, were wearing a seatbelt.
- Airbags are a supplemental safety device and were designed to be used with a seatbelt. Therefore, airbags are most effective when used in conjunction with a seatbelt.

Occupant Characteristics (Including Driver)

Ejection and Seatbelt Use (Utah 2006)

Persons								
	Not Ejected		Partially Ejected		Fully Ejected		Total Persons	
Seatbelt Use	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Belted	110,669	95.9%	43	55.1%	53	22.5%	110,765	95.7%
Unbelted	4,724	4.1%	35	44.9%	183	77.5%	4,942	4.3%
Total	**115,393**	**100.0%**	**78**	**100.0%**	**236**	**100.0%**	**115,707**	**100.0%**



- There is an inverse relationship between ejection from a motor vehicle and seatbelt use.
- The majority of crash occupants fully ejected from a motor vehicle (77.5%) were unbelted compared to only 4.1% of crash occupants not ejected from a motor vehicle.
- Unbelted occupants were 80 times more likely to be fully ejected from a motor vehicle compared to belted occupants.
- Ejection from the vehicle is one of the most injurious events that can happen to a person in a crash. Seatbelts are effective in preventing total ejections.

Ejection and Seatbelt Use of Persons Killed (Utah 2006)

Persons Killed								
	Not Ejected		Partially Ejected		Fully Ejected		Total Persons	
Seatbelt Use	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Belted	90	89.1%	9	8.9%	2	2.0%	101	100.0%
Unbelted	43	49.4%	1	1.1%	43	49.4%	87	100.0%
Total	**133**	**70.7%**	**10**	**5.3%**	**45**	**23.9%**	**188**	**100.0%**

- Nearly half (49.4%) of unbelted occupants killed were fully ejected compared to only 2.0% of belted occupants killed.

Occupant Characteristics (Including Driver)

Seatbelt Use by Age of Crash Occupants (Utah 2006)

Persons									
		Non-Injured		Injured		Killed		Total Persons	
Age	Seatbelt Use	#	%	#	%	#	%	#	%
0-4	Belted	4,767	98.4%	530	95.0%	3	75.0%	5,300	98.1%
	Unbelted	76	1.6%	28	5.0%	1	25.0%	105	1.9%
5-9	Belted	3,408	97.1%	578	90.9%	2	100.0%	3,988	96.1%
	Unbelted	103	2.9%	58	9.1%	0	0.0%	161	3.9%
10-14	Belted	3,026	95.0%	587	87.5%	2	66.7%	3,615	93.7%
	Unbelted	158	5.0%	84	12.5%	1	33.3%	243	6.3%
15-19	Belted	16,819	95.8%	3,302	87.4%	14	46.7%	20,135	94.2%
	Unbelted	740	4.2%	475	12.6%	16	53.3%	1,231	5.8%
20-24	Belted	14,468	96.4%	2,998	89.9%	15	44.1%	17,481	95.2%
	Unbelted	534	3.6%	338	10.1%	19	55.9%	891	4.8%
25-29	Belted	11,022	96.6%	2,315	91.6%	7	43.8%	13,344	95.7%
	Unbelted	383	3.4%	213	8.4%	9	56.3%	605	4.3%
30-34	Belted	7,728	96.8%	1,587	92.6%	5	50.0%	9,320	96.0%
	Unbelted	256	3.2%	126	7.4%	5	50.0%	387	4.0%
35-39	Belted	6,389	96.5%	1,447	93.9%	6	42.9%	7,842	95.9%
	Unbelted	234	3.5%	94	6.1%	8	57.1%	336	4.1%
40-44	Belted	5,851	97.0%	1,284	91.9%	3	42.9%	7,138	96.0%
	Unbelted	178	3.0%	113	8.1%	4	57.1%	295	4.0%
45-49	Belted	5,346	96.8%	1,212	94.2%	12	70.6%	6,570	96.2%
	Unbelted	177	3.2%	75	5.8%	5	29.4%	257	3.8%
50-54	Belted	4,626	97.1%	1,032	95.6%	9	56.3%	5,667	96.7%
	Unbelted	138	2.9%	47	4.4%	7	43.8%	192	3.3%
55-59	Belted	3,363	97.3%	813	94.4%	5	83.3%	4,181	96.7%
	Unbelted	92	2.7%	48	5.6%	1	16.7%	141	3.3%
60-64	Belted	2,414	96.6%	631	94.6%	2	100.0%	3,047	96.2%
	Unbelted	84	3.4%	36	5.4%	0	0.0%	120	3.8%
65-69	Belted	1,707	96.5%	407	92.9%	5	55.6%	2,119	95.7%
	Unbelted	61	3.5%	31	7.1%	4	44.4%	96	4.3%
70-74	Belted	1,179	95.9%	324	94.5%	3	75.0%	1,506	95.6%
	Unbelted	50	4.1%	19	5.5%	1	25.0%	70	4.4%
75-79	Belted	951	95.7%	265	95.0%	2	100.0%	1,218	95.5%
	Unbelted	43	4.3%	14	5.0%	0	0.0%	57	4.5%
80-84	Belted	630	97.1%	203	97.6%	4	66.7%	837	97.0%
	Unbelted	19	2.9%	5	2.4%	2	33.3%	26	3.0%
85+	Belted	379	94.3%	142	95.9%	3	50.0%	524	94.2%
	Unbelted	23	5.7%	6	4.1%	3	50.0%	32	5.8%
Unknown	Belted	1,713	94.6%	336	94.4%	0	0.0%	2,049	94.5%
	Unbelted	97	5.4%	20	5.6%	2	100.0%	119	5.5%
Total	**Belted**	**95,786**	**96.5%**	**19,993**	**91.6%**	**102**	**53.7%**	**115,881**	**95.6%**
	Unbelted	**3,446**	**3.5%**	**1,830**	**8.4%**	**88**	**46.3%**	**5,364**	**4.4%**

- Overall, crash occupants aged 10-14 years (6.3%), 15-19 years (5.8%), and 85+ years (5.8%) had the highest percentages of being unbelted.
- For persons killed, crash occupants aged 15-44 years had the highest percentages of being unbelted.

Occupant Characteristics (Including Driver)

Seatbelt Use by Gender of Crash Occupants (Utah 2006)

Persons									
		Non-Injured		Injured		Killed		Total Persons	
Gender	**Seatbelt Use**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Female	Belted	41,273	96.9%	11,509	93.4%	41	58.6%	52,823	96.1%
	Unbelted	1,324	3.1%	811	6.6%	29	41.4%	2,164	3.9%
Male	Belted	54,269	96.3%	8,447	89.3%	61	51.7%	62,777	95.2%
	Unbelted	2,094	3.7%	1,014	10.7%	57	48.3%	3,165	4.8%
Unknown	Belted	244	89.7%	37	88.1%	0	0.0%	281	88.9%
	Unbelted	28	10.3%	5	11.9%	2	0.0%	35	11.1%
Total	**Belted**	**95,786**	**96.5%**	**19,993**	**91.6%**	**102**	**53.7%**	**115,881**	**95.6%**
	Unbelted	**3,446**	**3.5%**	**1,830**	**8.4%**	**88**	**46.3%**	**5,364**	**4.4%**

- Overall, female (96.1%) crash occupants seatbelt use was slightly higher than males (95.2%).
- For persons killed, female crash occupants had higher seatbelt use (58.6%) than males (51.7%).

Seatbelt Use by Occupant Placement (Utah 2006)

Persons									
		Non-Injured		Injured		Killed		Total Persons	
Occupant Placement	**Seatbelt Use**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Driver	Belted	67,039	97.0%	13,827	93.1%	68	57.6%	80,934	96.2%
	Unbelted	2,096	3.0%	1,029	6.9%	50	42.4%	3,175	3.8%
Front Seat Passenger	Belted	14,922	95.6%	4,007	89.9%	24	66.7%	18,953	94.3%
	Unbelted	692	4.4%	448	10.1%	12	33.3%	1,152	5.7%
Back Seat Passenger	Belted	13,367	95.9%	2,080	86.1%	9	30.0%	15,456	94.3%
	Unbelted	571	4.1%	336	13.9%	21	70.0%	928	5.7%
Unknown Placement	Belted	458	84.0%	79	82.3%	1	16.7%	538	83.2%
	Unbelted	87	16.0%	17	17.7%	5	83.3%	109	16.8%
Total	**Belted**	**95,786**	**96.5%**	**19,993**	**91.6%**	**102**	**53.7%**	**115,881**	**95.6%**
	Unbelted	**3,446**	**3.5%**	**1,830**	**8.4%**	**88**	**46.3%**	**5,364**	**4.4%**

- Among all occupants, drivers reported the highest seatbelt use (96.2%) compared to persons in other seating locations.
- For persons killed, back seat passengers were the least likely to be wearing a seatbelt (30.0%).

Seatbelt Use by Vehicle Type (Utah 2006)

Persons Killed						
	Restraint Used		Restraint Not Used		Total	
Vehicle Type	**#**	**%**	**#**	**%**	**#**	**%**
Van	9	60.0%	6	40.0%	15	100.0%
Passenger Car	57	58.2%	41	41.8%	98	100.0%
SUV	20	54.1%	17	45.9%	37	100.0%
Pickup Truck	15	40.5%	22	59.5%	37	100.0%
Semi/Large Truck	1	33.3%	2	66.7%	3	100.0%
Total	**102**	**53.7%**	**88**	**46.3%**	**190**	**100.0%**

- Occupants in semi/large trucks (33.3%) and pickup trucks (40.5%) were the least likely of those who died to be restrained.

Children and Restraint Use

Restraint Use for Children Age 0 to 8 Years by Seating Location (Utah 2006)

Child Occupants									
		Ages 0-1		Ages 2-4		Ages 5-8		Total Children	
Seating Location	**Restraint Use**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Front Seat	Child Safety Seat	54	50.9%	74	40.2%	30	6.4%	158	20.8%
	Seatbelt Only	30	28.3%	92	50.0%	410	87.0%	532	69.9%
	Unrestrained	22	20.8%	18	9.8%	31	6.6%	71	9.3%
Second Row	Child Safety Seat	1,707	90.1%	1,937	75.0%	530	22.7%	4,174	61.2%
	Seatbelt Only	180	9.5%	610	23.6%	1,725	73.7%	2,515	36.9%
	Unrestrained	7	0.4%	35	1.4%	84	3.6%	126	1.8%
Third/Fourth Row	Child Safety Seat	136	82.9%	277	68.7%	123	23.3%	536	49.0%
	Seatbelt Only	23	14.0%	115	28.5%	394	74.8%	532	48.6%
	Unrestrained	5	3.0%	11	2.7%	10	1.9%	26	2.4%
Total	**Child Safety Seat**	**1,897**	**87.7%**	**2,288**	**72.2%**	**683**	**20.5%**	**4,868**	**56.1%**
	Seatbelt Only	**233**	**10.8%**	**817**	**25.8%**	**2,529**	**75.8%**	**3,579**	**41.3%**
	Unrestrained	**34**	**1.6%**	**64**	**2.0%**	**125**	**3.7%**	**223**	**2.6%**

- The older the child the less likely they were using a child safety seat.
- The majority of 0-1-year-olds (87.7%) were in a child safety seat at the time of the crash, compared to 72.2% of 2-4 year-olds and 20.5% of 5-8 year-olds. 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 seatbelts too early.
- 0-1-year-olds were 28 times more likely to be in a child safety seat at the time of the crash than 5-8 year-olds.
- Children riding in the front seat were the least likely to be using a child safety seat and the most likely to be unrestrained.
- Children riding in a back seat were 5.6 times more likely to be using a child safety seat than children riding in the front seat.

Growing Up Safe : It's a four-step process

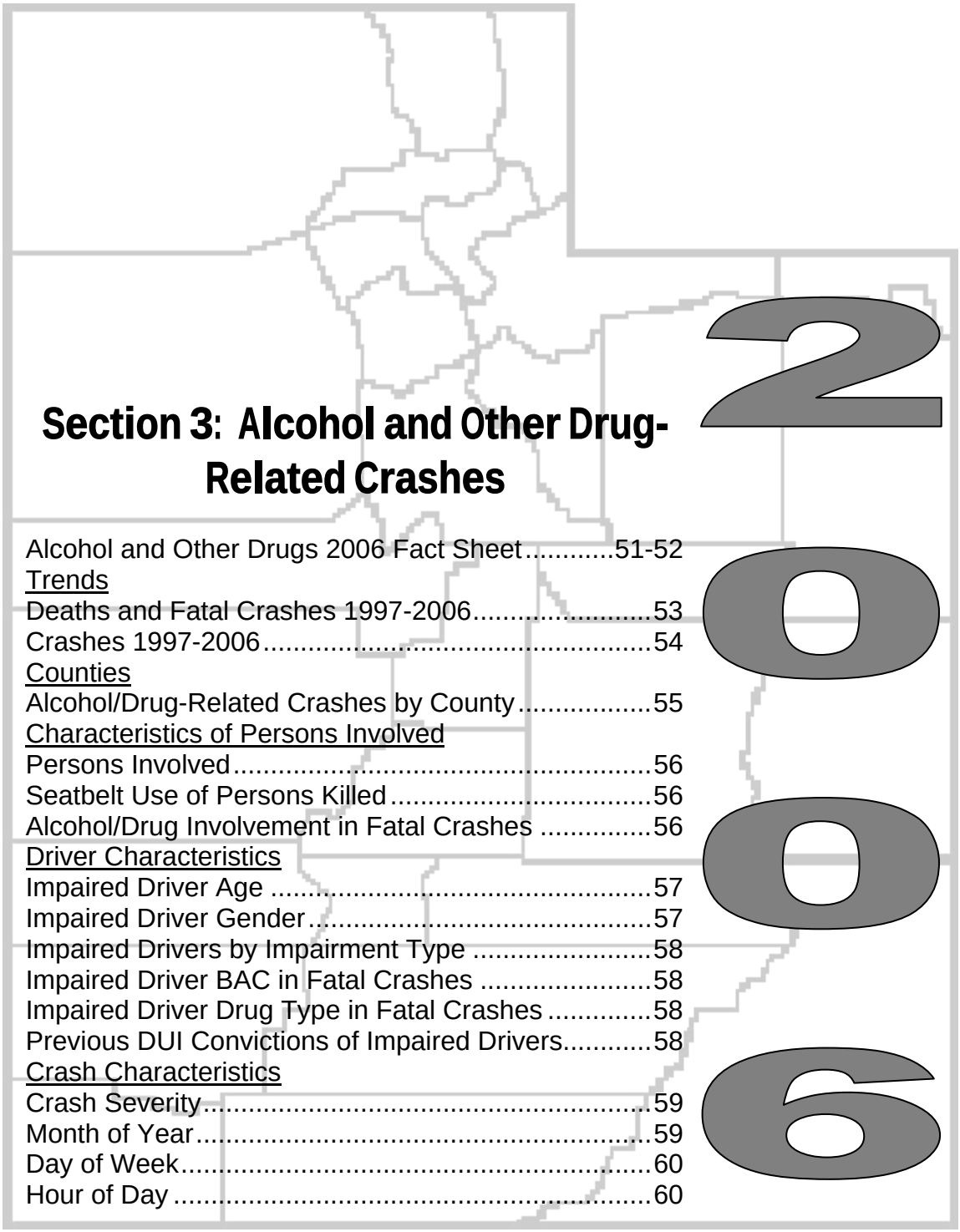
1. **Rear-facing seats**: For the best possible protection keep infants in the back seat, in rear-facing child safety seats, as long as possible up to the height or weight limit of the particular seat. At a minimum, keep infants rear-facing until age 1 and at least 20 pounds.

2. **Forward-facing seats**: When children outgrow their rear-facing seats they should ride in forward-facing child safety seats, in the back seat, until they reach the upper weight or height limit of the particular seat (usually around age 4 and 40 pounds).

3. **Booster seats**: Once children outgrow their forward-facing seats, they should ride in booster seats, in the back seat, until the vehicle seatbelts fit properly. Seatbelts fit properly when the lap belt lays across the upper thighs and the shoulder belt fits across the chest (usually at age 8 or when they are 4'9" tall).

4. **Seatbelts**: When children outgrow their booster seats, they can use the adult seatbelt in the back seat, if it fits properly.

Alcohol and Other Drug-Related Crashes

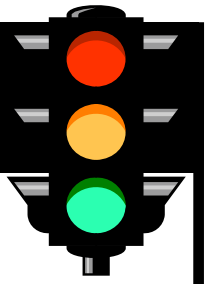


Section 3: Alcohol and Other Drug-Related Crashes

2006

2006 UTAH CRASH FACTS

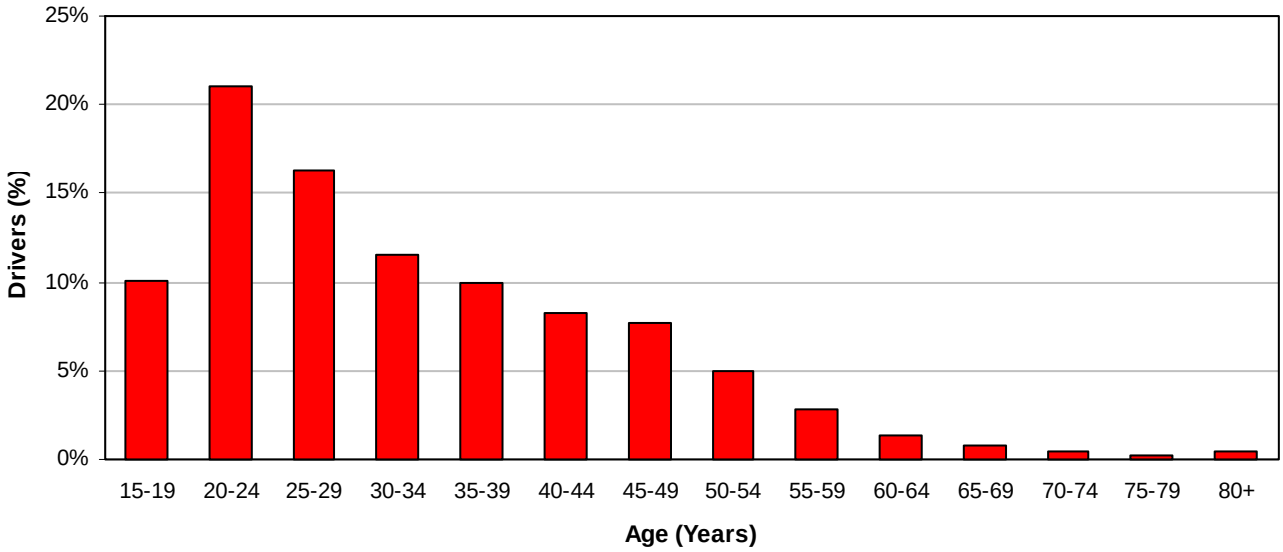
ALCOHOL AND OTHER DRUGS



Did you know in 2006:

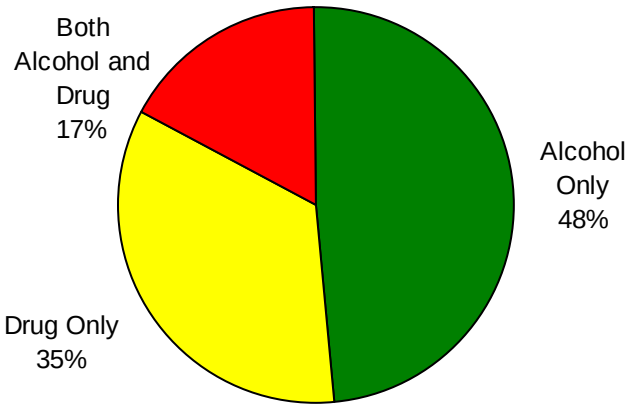
- 2,674 alcohol and other drug-related crashes occurred in Utah which resulted in 1,966 injured persons and 68 deaths.
- The number of alcohol and other drug-related deaths increased 51% from 2005.
- Alcohol and other drug-related crashes were six times more likely to be fatal than other crashes.
- An alcohol and other drug-related crash occurred in Utah every three hours.

Age of Impaired Drivers in Alcohol and Other Drug-Related Crashes (Utah 2006)



- Drivers aged 20 to 24 years had the highest percentage of alcohol and other drug-related crashes (21%).
- Of the impaired drivers, 374 (14%) were under the age of 21 years.

Impaired Drivers in Fatal Crashes by Impairment Type (Utah 2006)



- Of the 58 impaired drivers in fatal crashes, 28 (48%) tested positive for alcohol only, 20 (35%) tested positive only for other drugs, and 10 (17%) tested positive for both alcohol and other drugs.

- Of the 52 motor vehicle occupants killed in alcohol and other drug-related crashes, 31 (60%) were unbelted.

- Of the 58 impaired drivers in alcohol and other drug-related fatal crashes, nine (17%) were previously convicted of driving while under the influence in the past three years.

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

ALCOHOL AND OTHER DRUGS

Alcohol and Other Drug Involvement in Different Types of Fatal Crashes

Pedestrian-Motor Vehicle Crashes

Of the 29 pedestrians killed, none were impaired by alcohol/drugs, and five pedestrians (17%) were killed by an impaired driver.

Bicyclist-Motor Vehicle Crashes

Of the 10 bicyclists killed, one (10%) was impaired by alcohol/drugs, and two bicyclists (20%) were killed by an impaired driver.

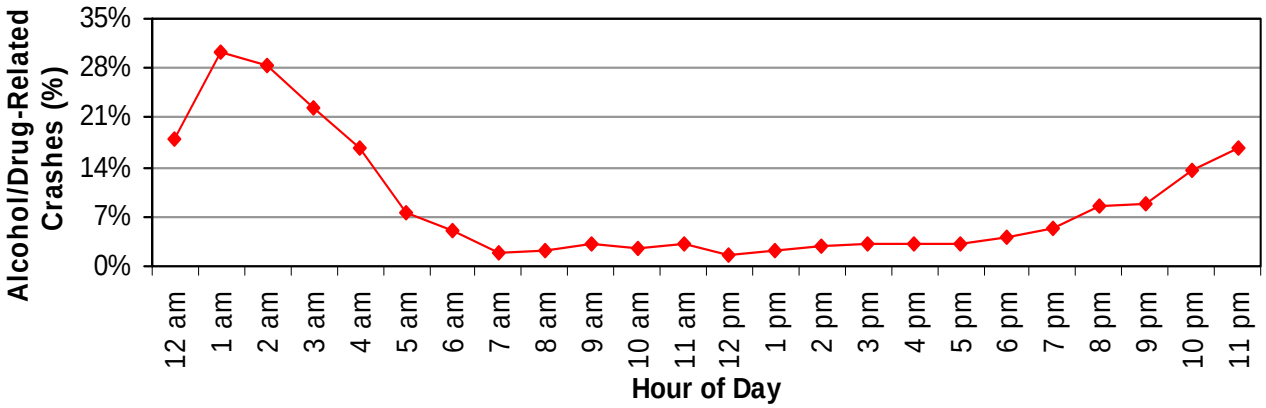
Motorcycle Crashes

Of the 23 motorcycle drivers in fatal crashes, two were impaired by alcohol/drugs (9%).

Teenage Driver Crashes

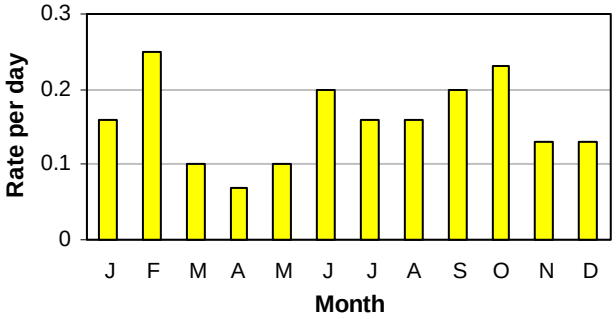
Of the 45 teenage drivers (aged 15 to 19 years) in fatal crashes, eight were impaired by alcohol/drugs (18%).

Percent of Total Crashes Alcohol/Drug-Related by Hour of Day (Utah 2006)



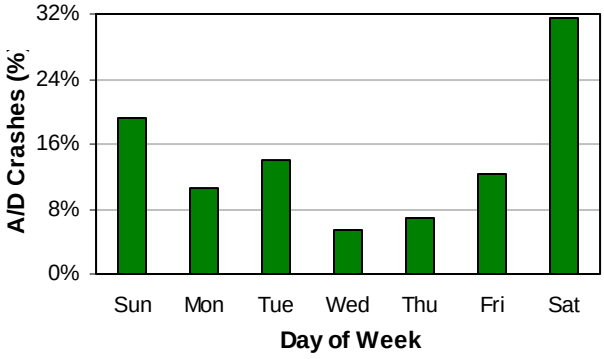
- While 5% of total crashes were alcohol/drug-related, nearly one-fifth (18%) of crashes occurring during the hours of 10:00 p.m.-4:00 a.m. were alcohol/drug-related.

Fatal Alcohol/Drug-Related Crashes by Month (Utah 2006)



- The highest rates per day of fatal alcohol and other drug-related crashes occurred in February (0.25) and October (0.23).

Fatal Alcohol/Drug-Related Crashes by Day of the Week (Utah 2006)



- The highest percentage of fatal alcohol/drug-related crashes occurred on Saturday (32%).

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

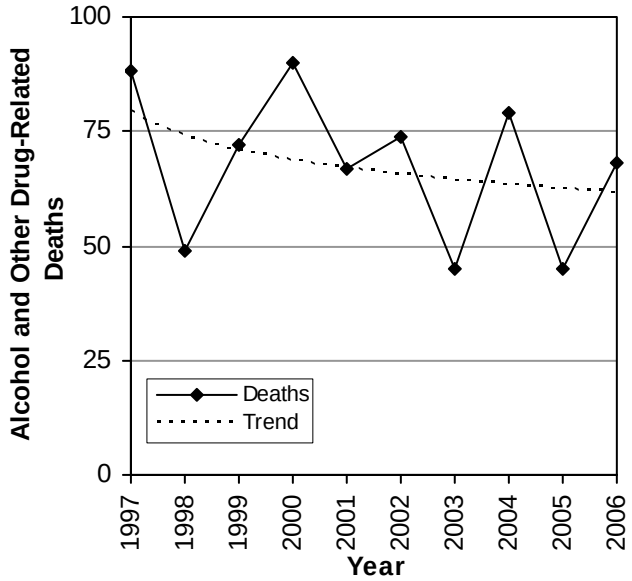
Trends

Alcohol and Other Drug-Related Deaths and Fatal Crashes [Utah 1997-2006]

Alcohol and Other Drug-Related Crashes						
	Deaths			Fatal Crashes		
		Alcohol	Alcohol		Alcohol	Alcohol
	All	Drug	Drug	All	Drug	Drug
Year	#	#	%	#	#	%
1997	366	88	24.0%	309	70	22.7%
1998	350	49	14.0%	308	48	15.6%
1999	360	72	20.0%	318	66	20.8%
2000	373	90	24.1%	318	79	24.8%
2001	291	67	23.0%	258	60	23.3%
2002	328	74	22.6%	274	63	23.0%
2003	309	45	14.6%	262	39	14.9%
2004	296	79	26.7%	260	71	27.3%
2005	282	45	16.0%	235	42	17.9%
2006	287	68	23.7%	249	57	22.9%
Total	**3,242**	**677**	**20.9%**	**2,791**	**595**	**21.3%**

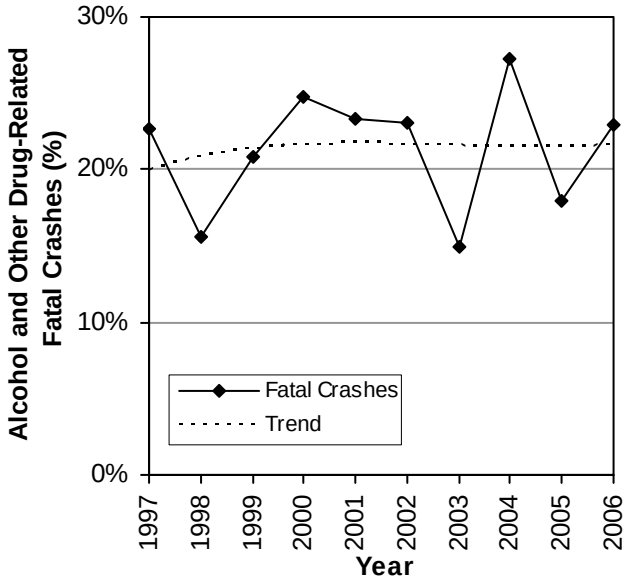
- Over the past 10 years, the percentage of alcohol and other drug-related deaths and fatal crashes has fluctuated around one-fifth of all deaths and fatal crashes.
- On average, 68 people die a year in Utah from alcohol and other drug-related crashes.

Alcohol and Other Drug-Related Deaths (Utah 1997-2006)



- In 2006, there was a 51% increase from 2005 in alcohol and other drug-related deaths.
- From 1997 to 2006, the number of alcohol and other drug-related deaths has shown a decreasing trend.

Alcohol and Other Drug-Related Fatal Crashes (Utah 1997-2006)

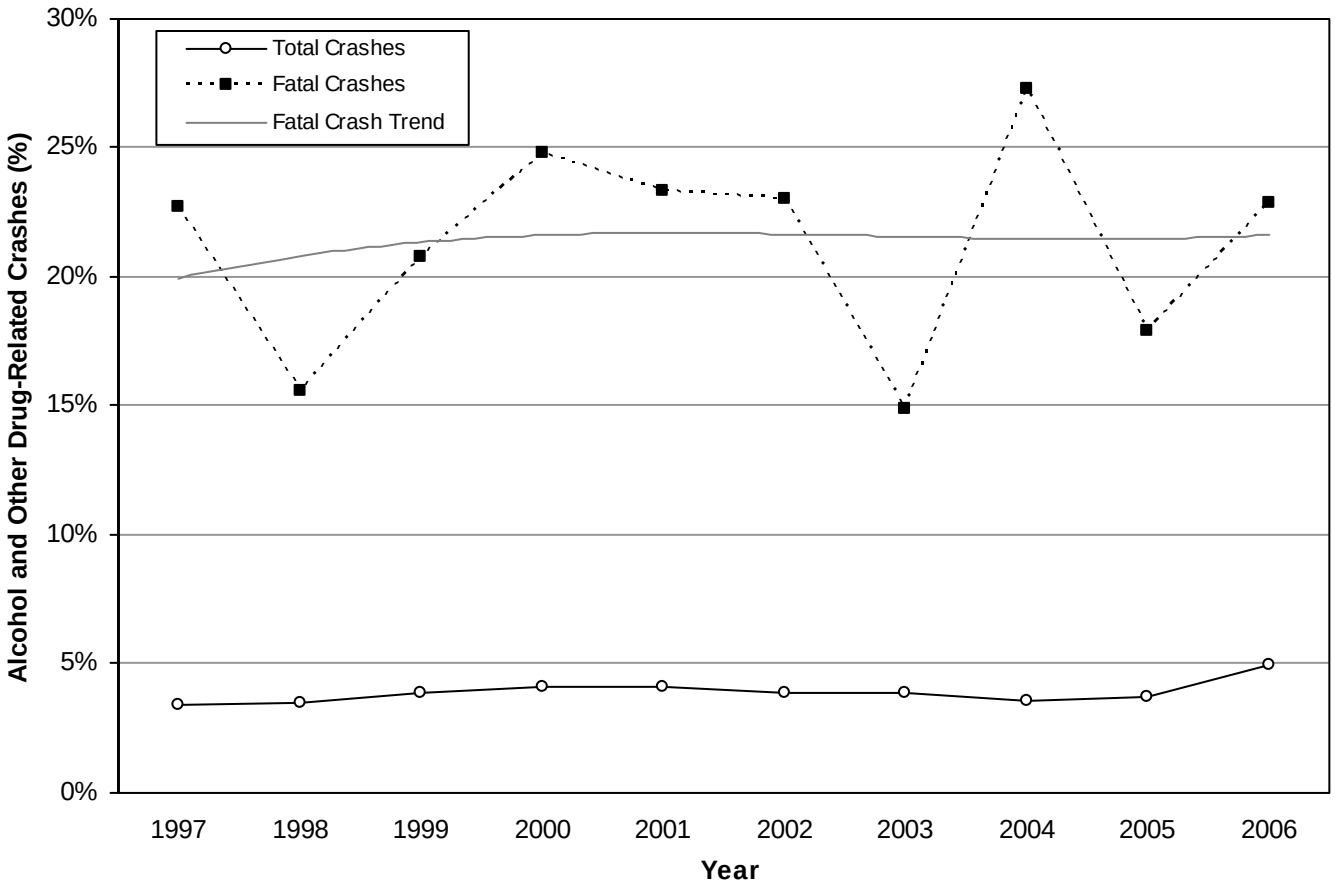


- In 2006, the percentage of fatal crashes that were alcohol/drug-related increased 28% from 2005.
- From 1997 to 2006, the percentage of fatal crashes that were alcohol/drug-related has shown a small increasing trend.

Trends

Alcohol and Other Drug-Related Crashes [Utah 1997-2006]

Alcohol and Other Drug-Related Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Alc/ Drug	Alc/ Drug	All	Alc/ Drug	Alc/ Drug	All	Alc/ Drug	Alc/ Drug	All	Alc/ Drug	Alc/ Drug
Year	#	#	%	#	#	%	#	#	%	#	#	%
1997	33,512	785	2.3%	21,131	1,007	4.8%	309	70	22.7%	54,952	1,862	3.4%
1998	34,337	799	2.3%	19,427	1,062	5.5%	308	48	15.6%	54,072	1,909	3.5%
1999	32,971	842	2.6%	19,513	1,137	5.8%	318	66	20.8%	52,802	2,045	3.9%
2000	33,269	951	2.9%	19,564	1,152	5.9%	318	79	24.8%	53,151	2,182	4.1%
2001	33,113	932	2.8%	19,332	1,152	6.0%	258	60	23.3%	52,703	2,144	4.1%
2002	33,542	924	2.8%	19,552	1,117	5.7%	274	63	23.0%	53,368	2,104	3.9%
2003	31,842	891	2.8%	18,285	1,017	5.6%	262	39	14.9%	50,389	1,947	3.9%
2004	34,222	878	2.6%	19,423	1,018	5.2%	260	71	27.3%	53,905	1,967	3.6%
2005	35,158	928	2.6%	19,545	1,086	5.6%	235	42	17.9%	54,938	2,056	3.7%
2006	37,749	1,339	3.5%	18,189	1,278	7.0%	249	57	22.9%	56,187	2,674	4.8%
Total	**339,715**	**9,269**	**2.7%**	**193,961**	**11,026**	**5.7%**	**2,791**	**595**	**21.3%**	**536,467**	**20,890**	**3.9%**



- Over the past 10 years, 3.9% of total crashes were alcohol/drug-related compared with 21.3% of fatal crashes.
- Crashes that were alcohol/drug-related were six times more likely to be fatal than crashes that were not alcohol/drug-related in 2006.

Counties

Alcohol and Other Drug-Related Crashes by County (Utah 2006)

Alcohol and Other Drug-Related Crashes								
	Property Damage Only		Injury		Fatal		Total	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
County	#	VMT	#	VMT	#	VMT	#	VMT
Daggett	5	14.1	2	5.6	0	0.00	7	19.7
Piute	0	0.0	4	14.7	1	3.68	5	18.4
Weber	121	7.8	111	7.1	4	0.26	236	15.1
Uintah	27	7.7	23	6.5	2	0.57	52	14.8
Salt Lake	627	7.3	548	6.4	17	0.20	1,192	13.9
Washington	59	4.7	70	5.5	7	0.55	136	10.7
Carbon	18	6.1	13	4.4	0	0.00	31	10.6
Rich	2	3.7	2	3.7	1	1.83	5	9.2
Sanpete	9	3.6	14	5.5	0	0.00	23	9.1
Grand	8	2.9	17	6.1	0	0.00	25	9.0
Utah	146	4.0	162	4.4	6	0.16	314	8.6
Wasatch	12	4.0	12	4.0	0	0.00	24	8.1
Iron	21	3.1	30	4.4	3	0.44	54	8.0
Tooele	31	3.4	38	4.2	2	0.22	71	7.8
Wayne	1	2.6	2	5.2	0	0.00	3	7.8
Summit	30	4.1	23	3.1	2	0.27	55	7.5
Cache	33	3.4	38	3.9	1	0.10	72	7.5
Davis	96	3.9	83	3.4	5	0.20	184	7.5
Duchesne	6	2.8	10	4.6	0	0.00	16	7.4
Kane	5	3.6	3	2.2	2	1.44	10	7.2
Garfield	5	4.3	3	2.6	0	0.00	8	6.8
San Juan	9	3.2	9	3.2	1	0.36	19	6.8
Beaver	9	3.5	6	2.3	0	0.00	15	5.8
Emery	12	3.4	7	2.0	1	0.28	20	5.6
Sevier	11	2.6	13	3.0	0	0.00	24	5.6
Millard	13	2.8	11	2.4	0	0.00	24	5.1
Morgan	3	2.1	4	2.8	0	0.00	7	4.9
Juab	7	1.7	6	1.5	0	0.00	13	3.2
Box Elder	13	1.4	14	1.5	2	0.21	29	3.1
Statewide	**1,339**	**5.1**	**1,278**	**4.9**	**57**	**0.22**	**2,674**	**10.2**

- Daggett (19.7), Piute (18.4), and Weber (15.1) counties had the highest rates of alcohol and other drug-related total crashes per 100 million vehicle miles traveled.
- Box Elder (3.1), Juab (3.2), and Morgan (4.9) counties had the lowest rates of alcohol and other drug-related total crashes per 100 million vehicle miles traveled.

Characteristics of Persons Involved

Persons in Alcohol and Other Drug-Related Crashes (Utah 2006)

Persons (Alcohol and Other Drug-Related Crashes)								
	Non-Injured		Injured		Killed		Total Persons	
Persons Involved	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Driver	2,661	70.5%	1,351	68.7%	42	61.8%	4,054	69.8%
Passenger	1,112	29.4%	582	29.6%	19	27.9%	1,713	29.5%
Pedestrian	3	0.1%	24	1.2%	5	7.4%	32	0.6%
Bicyclist	0	0.0%	9	0.5%	2	2.9%	11	0.2%
Total	**3,776**	**100.0%**	**1,966**	**100.0%**	**68**	**100.0%**	**5,810**	**100.0%**

- Drivers accounted for the majority of persons involved (69.8%) and persons killed (61.8%) in alcohol and other drug-related crashes.
- Of the 42 drivers killed in alcohol and other drug-related crashes, 35 (83.3%) were impaired drivers, and seven (16.7%) were victims of an impaired driver.

Seatbelt Use of Persons Killed in Alcohol and Other Drug-Related Crashes (Utah 2006)

- 31 of the 52 (59.6%) motor vehicle occupants killed in alcohol and other drug-related crashes where seatbelt use was known were unbelted.

Alcohol and Other Drug Involvement in Different Types of Fatal Crashes (Utah 2006)

Pedestrian-Motor Vehicle Crashes

- Of the 29 pedestrians killed in 2006, none were impaired by alcohol or other drugs, and five pedestrians (17.2%) were killed by an impaired driver.

Bicyclist-Motor Vehicle Crashes

- Of the 10 bicyclists killed in 2006, one (10.0%) was impaired by alcohol or other drugs, and two bicyclists (20.0%) were killed by an impaired driver.

Motorcycle Crashes

- Of the 23 motorcycle drivers in fatal crashes in 2006, two were impaired by alcohol or other drugs (8.7%).

Teenage Driver Crashes

- Of the 45 teenage drivers (aged 15 to 19 years) in fatal crashes in 2006, eight were impaired by alcohol or other drugs (17.8%).

Driver Characteristics

Age of Impaired Drivers in Alcohol and Other Drug-Related Crashes (Utah 2006)

Impaired Drivers (Alcohol and Other Drugs)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
<15	1	0.1%	3	0.2%	0	0.0%	4	0.1%
15-19	131	9.5%	139	10.6%	8	13.8%	278	10.1%
20-24	284	20.5%	282	21.4%	13	22.4%	579	21.0%
25-29	209	15.1%	229	17.4%	11	19.0%	449	16.3%
30-34	174	12.6%	135	10.3%	8	13.8%	317	11.5%
35-39	131	9.5%	134	10.2%	7	12.1%	272	9.9%
40-44	117	8.5%	110	8.4%	3	5.2%	230	8.3%
45-49	111	8.0%	96	7.3%	4	6.9%	211	7.7%
50-54	78	5.6%	59	4.5%	1	1.7%	138	5.0%
55-59	39	2.8%	37	2.8%	1	1.7%	77	2.8%
60-64	16	1.2%	22	1.7%	0	0.0%	38	1.4%
65-69	13	0.9%	8	0.6%	1	1.7%	22	0.8%
70-74	5	0.4%	7	0.5%	0	0.0%	12	0.4%
75-79	1	0.1%	5	0.4%	0	0.0%	6	0.2%
80+	6	0.4%	8	0.6%	1	1.7%	15	0.5%
Unknown	67	4.8%	43	3.3%	0	0.0%	110	4.0%
Total	**1,383**	**100.0%**	**1,317**	**100.0%**	**58**	**100.0%**	**2,758**	**100.0%**

- Drivers aged 20-24 years had the highest percentage of total alcohol/drug-related crashes (21.0%) as well as alcohol/drug-related fatal crashes (22.4%).
- 374 (13.6%) of the impaired drivers in total crashes were under the age of 21 years.
- 13 of the 58 (22.4%) impaired drivers in fatal crashes were under the age of 21 years.
- There is a rapid decline of impaired drivers as age increases with less than 10% of impaired drivers over the age of 55 years (6.1%).

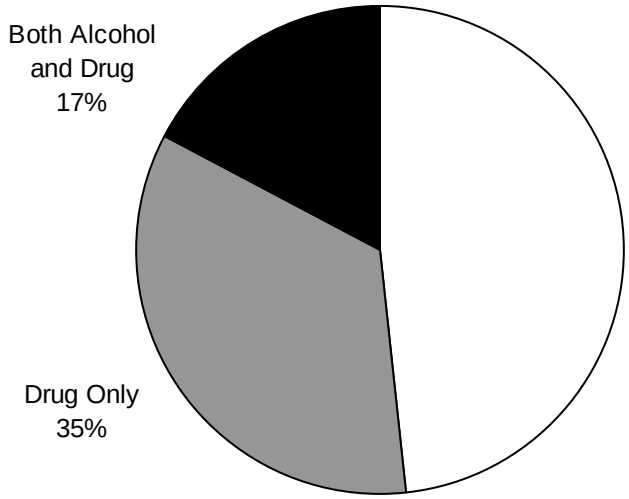
Gender of Impaired Drivers in Alcohol and Other Drug-Related Crashes (Utah 2006)

Impaired Drivers (Alcohol and Other Drugs)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	1,022	73.9%	933	70.8%	51	87.9%	2,006	72.7%
Female	322	23.3%	362	27.5%	7	12.1%	691	25.1%
Unknown	39	2.8%	22	1.7%	0	0.0%	61	2.2%
Total	**1,383**	**100.0%**	**1,317**	**100.0%**	**58**	**100.0%**	**2,758**	**100.0%**

- Male drivers were much more likely to be in alcohol and other drug-related crashes. Male drivers represented 72.7% of the drivers in alcohol/drug-related crashes and 87.9% of drivers in fatal alcohol/drug-related crashes.

Driver Characteristics

Impaired Drivers in Fatal Crashes by Impairment Type (Utah 2006)



- Of the 58 impaired drivers in fatal crashes, 28 (48%) tested positive for alcohol only, 20 (35%) tested positive only for other drugs, and 10 (17%) tested positive for both alcohol and other drugs.

Impaired Drivers in Alcohol-Related Fatal Crashes by Blood Alcohol Concentration (Utah 2006)

Impaired Drivers in Alcohol Fatal Crashes		
	Drivers	
BAC	**#**	**%**
.01 - .07	5	13.2%
.08 -.10	1	2.6%
.11 - .14	8	21.1%
.15 - .19	11	28.9%
.20 - .24	9	23.7%
.25 - .29	1	2.6%
.30+	3	7.9%
Total	**38**	**100.0%**

- 33 out of the 38 (86.8%) drivers in fatal crashes who tested positive for alcohol had blood alcohol concentration (BAC) levels at or above the legal limit of 0.08.

Impaired Drivers in Drug-Related Fatal Crashes by Drug Type (Utah 2006)

Impaired Drivers in Drug-Related Fatal Crashes		
	Drivers	
Drug Type	**#**	**%**
Cannabinoid	13	36.1%
Stimulant	8	22.2%
Narcotic	5	13.9%
Depressant	4	11.1%
Other Drug	2	5.6%
Unknown Type	4	11.1%
Total	**36**	**100.0%**

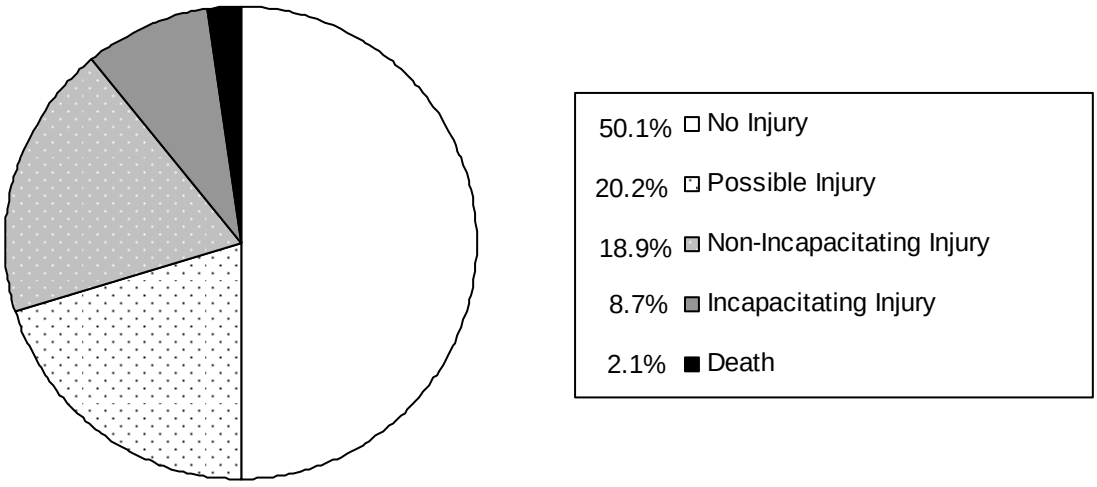
- 13 of the 30 (43.3%) drivers in fatal crashes who tested positive for drugs other than alcohol tested positive for cannabinoid (THC, marijuana) and eight of the 30 (26.7%) tested positive for stimulants (methamphetamine, cocaine).
- Some drivers tested positive for more than one drug.

Previous Driving Under the Influence Convictions of Impaired Drivers in Fatal Alcohol and Other Drug-Related Crashes (Utah 2006)

- Of the 58 impaired drivers in fatal alcohol and other drug-related crashes, nine drivers had been previously convicted of driving under the influence in the past three years (17.0% where driving history was known).

Crash Characteristics

Alcohol and Other Drug-Related Crash Severity (Utah 2006)



- A higher percentage of alcohol and other drug-related crashes (47.8%) resulted in a non-fatal injury compared to all motor vehicle crashes that resulted in a non-fatal injury (32.4%).
- In addition, a higher percentage of alcohol/drug-related crashes were fatal (2.1%) compared to all motor vehicle crashes (0.4%).

Alcohol and Other Drug-Related Crashes by Month of Year (Utah 2006)

Alcohol and Other Drug-Related Crashes									
		Property Damage Only		Injury		Fatal		Total	
	Days in Month		Rate per		Rate per		Rate per		Rate per
Month	#	#	Day	#	Day	#	Day	#	Day
January	31	86	2.8	76	2.5	5	0.16	167	5.4
February	28	107	3.8	87	3.1	7	0.25	201	7.2
March	31	112	3.6	104	3.4	3	0.10	219	7.1
April	30	92	3.1	122	4.1	2	0.07	216	7.2
May	31	95	3.1	103	3.3	3	0.10	201	6.5
June	30	116	3.9	114	3.8	6	0.20	236	7.9
July	31	131	4.2	115	3.7	5	0.16	251	8.1
August	31	118	3.8	126	4.1	5	0.16	249	8.0
September	30	113	3.8	115	3.8	6	0.20	234	7.8
October	31	108	3.5	115	3.7	7	0.23	230	7.4
November	30	126	4.2	96	3.2	4	0.13	226	7.5
December	31	135	4.4	105	3.4	4	0.13	244	7.9
Total	**365**	**1,339**	**3.7**	**1,278**	**3.5**	**57**	**0.16**	**2,674**	**7.3**

- Overall, the highest rates per day of alcohol and drug-related crashes were in July (8.1) and August (8.0), while the lowest rate per day of alcohol and drug-related crashes was in January (5.4).
- The highest rate per day of fatal alcohol/drug-related crashes occurred in February (0.25).

Crash Characteristics

Alcohol and Other Drug-Related Crashes by Day of Week (Utah 2006)

Alcohol and Other Drug-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Day of Week	#	%	#	%	#	%	#	%
Sunday	241	18.0%	266	20.8%	11	19.3%	518	19.4%
Monday	144	10.8%	127	9.9%	6	10.5%	277	10.4%
Tuesday	138	10.3%	122	9.5%	8	14.0%	268	10.0%
Wednesday	147	11.0%	128	10.0%	3	5.3%	278	10.4%
Thursday	167	12.5%	151	11.8%	4	7.0%	322	12.0%
Friday	206	15.4%	194	15.2%	7	12.3%	407	15.2%
Saturday	296	22.1%	290	22.7%	18	31.6%	604	22.6%
Total	**1,339**	**100.0%**	**1,278**	**100.0%**	**57**	**100.0%**	**2,674**	**100.0%**

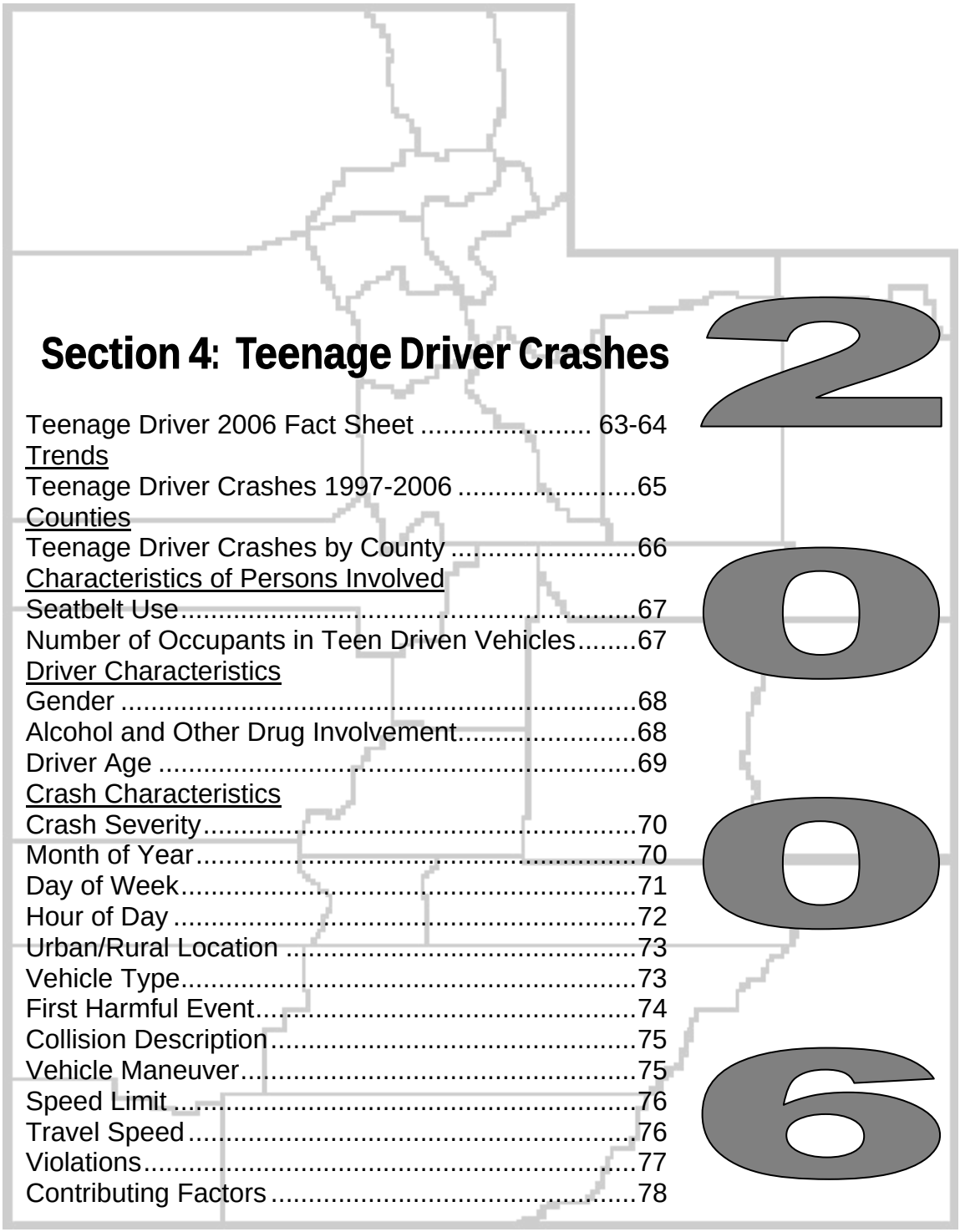
- The highest percentage of total alcohol/drug crashes (22.6%) and fatal alcohol/drug crashes (31.6%) occurred on Saturday.

Alcohol and Other Drug-Related Crashes by Hour of Day (Utah 2006)

Alcohol and Other Drug-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Hour	#	%	#	%	#	%	#	%
Midnight	77	5.8%	77	6.0%	3	5.3%	157	5.9%
1 a.m.	77	5.8%	101	7.9%	8	14.0%	186	7.0%
2 a.m.	75	5.6%	59	4.6%	4	7.0%	138	5.2%
3 a.m.	42	3.1%	42	3.3%	1	1.8%	85	3.2%
4 a.m.	30	2.2%	34	2.7%	2	3.5%	66	2.5%
5 a.m.	23	1.7%	26	2.0%	0	0.0%	49	1.8%
6 a.m.	25	1.9%	37	2.9%	4	7.0%	66	2.5%
7 a.m.	34	2.5%	18	1.4%	2	3.5%	54	2.0%
8 a.m.	35	2.6%	20	1.6%	1	1.8%	56	2.1%
9 a.m.	41	3.1%	28	2.2%	3	5.3%	72	2.7%
10 a.m.	27	2.0%	21	1.6%	2	3.5%	50	1.9%
11 a.m.	38	2.8%	34	2.7%	1	1.8%	73	2.7%
Noon	27	2.0%	24	1.9%	0	0.0%	51	1.9%
1 p.m.	40	3.0%	25	2.0%	1	1.8%	66	2.5%
2 p.m.	48	3.6%	41	3.2%	1	1.8%	90	3.4%
3 p.m.	55	4.1%	66	5.2%	2	3.5%	123	4.6%
4 p.m.	54	4.0%	75	5.9%	0	0.0%	129	4.8%
5 p.m.	82	6.1%	63	4.9%	5	8.8%	150	5.6%
6 p.m.	73	5.5%	88	6.9%	2	3.5%	163	6.1%
7 p.m.	76	5.7%	65	5.1%	2	3.5%	143	5.3%
8 p.m.	71	5.3%	89	7.0%	1	1.8%	161	6.0%
9 p.m.	88	6.6%	68	5.3%	6	10.5%	162	6.1%
10 p.m.	101	7.5%	102	8.0%	2	3.5%	205	7.7%
11 p.m.	100	7.5%	75	5.9%	4	7.0%	179	6.7%
Total	**1,339**	**100.0%**	**1,278**	**100.0%**	**57**	**100.0%**	**2,674**	**100.0%**

- Alcohol/drug total crashes peaked in the evening and early morning hours (5:00 p.m. to 2:00 a.m.). Fatal alcohol/drug crashes varied by hour and peaked at 1:00 a.m.

Teenage Driver Crashes

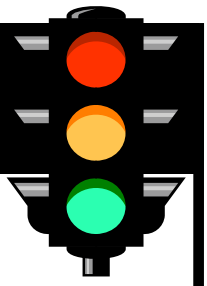


Section 4: Teenage Driver Crashes

2006

2006 UTAH CRASH FACTS

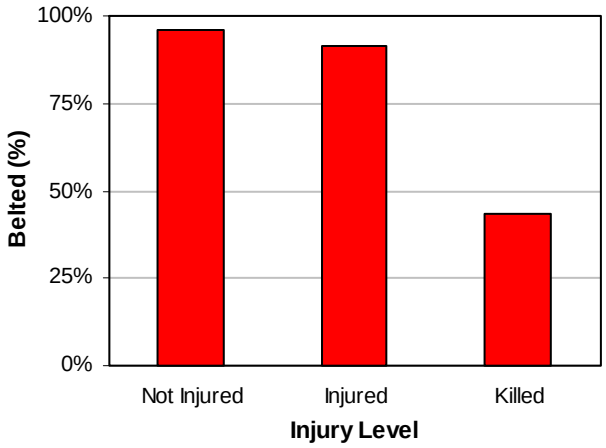
TEENAGE DRIVERS (15-19 YEARS)



Did you know in 2006:

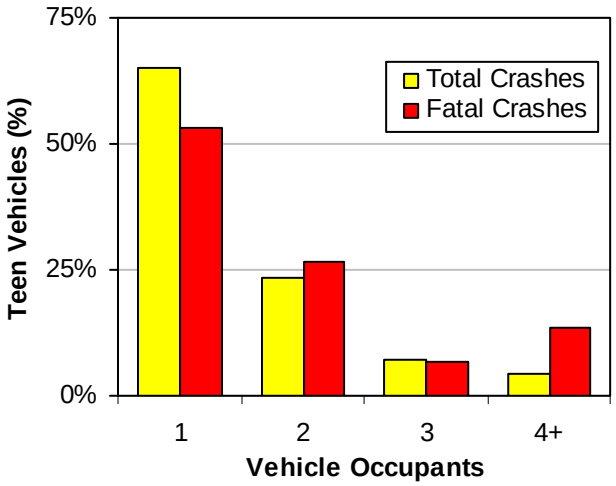
- Teenage drivers represented 8% of the licensed drivers in Utah, yet they were in over one-quarter (26%) of all motor vehicle crashes.
- Teenage drivers were in 14,398 motor vehicle crashes which resulted in 7,817 injured persons and 49 deaths.
- Approximately one out of six (17%) fatal crashes in Utah involved a teenage driver.
- A teenage driver crash occurred in Utah every 36 minutes.

Seatbelt Use of Teen Drivers and Their Passengers (Utah 2006)



- Three out of five (57%) teen drivers and their passengers killed in crashes were unbelted.
- Teen drivers and their passengers that were unbelted were 22 times more likely than belted occupants to be killed in a crash.

Number of Occupants in Teenage-Driven Vehicles (Utah 2006)



- Crashes where the teenage driven vehicle contained four or more occupants were 3.4 times more likely to be fatal than crashes involving teenage driven vehicles with fewer occupants.

Leading Collision Descriptions of Teenage Driver Crashes (Utah 2006)

All Teenage Driver Crashes
1. Rear End (38%)
2. Broadside (34%)
3. Sideswipe (12%)

Fatal Teenage Driver Crashes
1. Single Vehicle Rollover (30%)
2. Broadside (21%)
3. Head On (16%)

Leading Contributing Factors of Teenage Driver Crashes (Utah 2006)

All Teenage Driver Crashes
1. Failed to Yield Right of Way (15%)
2. Followed Too Closely (13%)
3. Speed Too Fast (10%)
4. Driver Distraction (10%)
5. Defective Condition of Vehicle (4%)

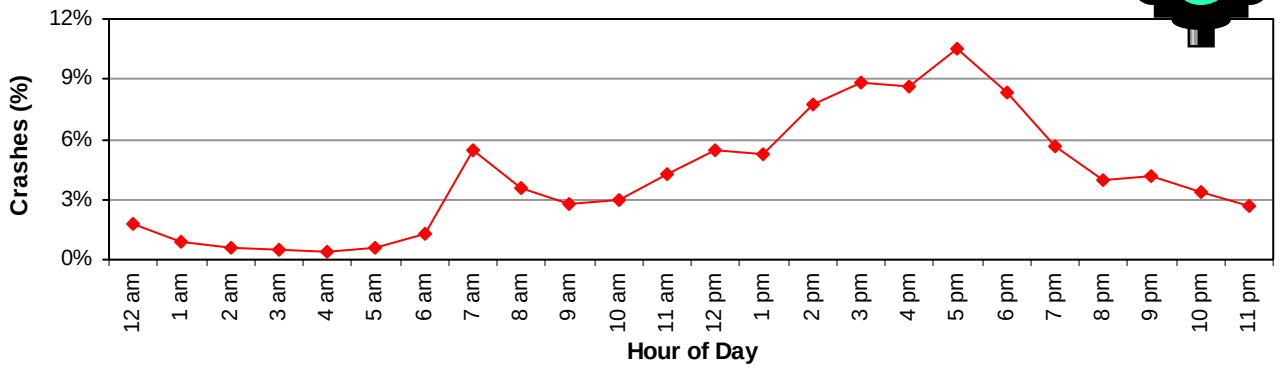
Fatal Teenage Driver Crashes
1. Reckless/Aggressive Driving (36%)
2. Speed Too Fast (19%)
3. Driver Distraction (9%)
4. Improper Passing (6%)
4. Failed to Yield Right of Way (6%)

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

TEENAGE DRIVERS (15-19 YEARS)

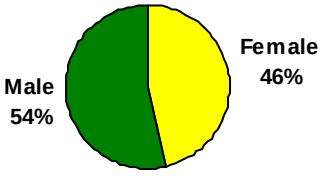
Teenage Driver Crashes by Time of Day (Utah 2006)



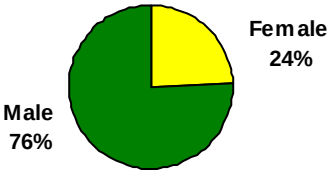
- Teenage-driver crashes peaked during after-school hours (2:00 p.m.-6:00 p.m.).

Gender of Teenage Drivers in Crashes (Utah 2006)

Total Crashes



Fatal Crashes



- The majority of teen drivers in all motor vehicle crashes (54%) and fatal crashes (76%) were male. Male teen drivers were 2.7 times more likely to be in a fatal crash than females.

Graduated Driver Licensing Law in Utah

Graduated Driver Licensing 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 by controlling their exposure to progressively more difficult driving experiences can reduce the number of traffic crashes involving young drivers.

Learner Permit

If a person is at least 15 years old, he or she may apply for a learner permit. An applicant who is under 18 years of age is required to hold a learners permit for six months before applying for a license.

Supervised Driving

All individuals under 18 years of age applying for a first time 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. All individuals who have 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 AM 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.

Seatbelt Restrictions

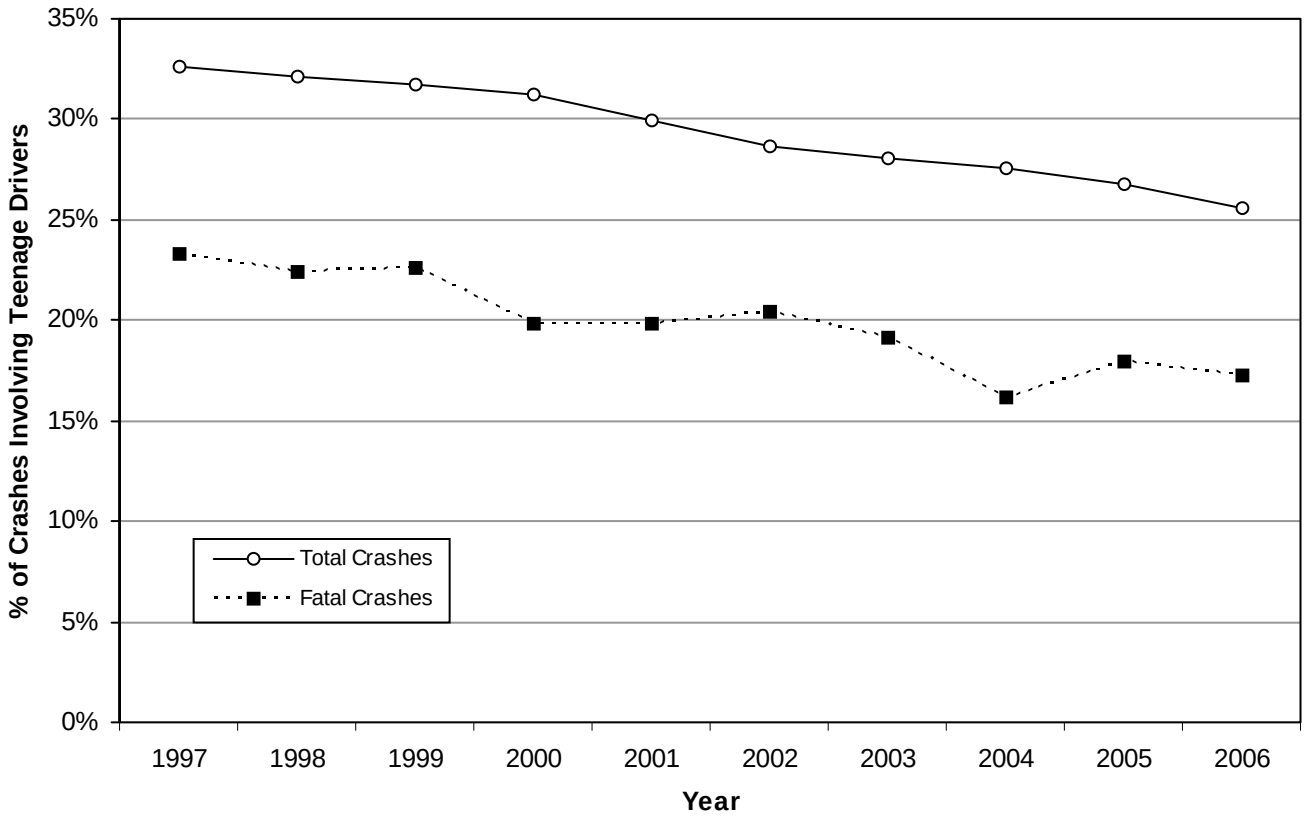
All occupants under the age of 19 years must be properly restrained in a motor vehicle. This is a primary law which means a person may be stopped by a law enforcement officer solely for that offense.

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

Trends

Teenage Driver Crashes (Utah 1997-2006)

Teenage Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
		Teen	Teen		Teen	Teen		Teen	Teen		Teen	Teen
	All	Driver	Driver	All	Driver	Driver	All	Driver	Driver	All	Driver	Driver
Year	#	#	%	#	#	%	#	#	%	#	#	%
1997	33,512	11,018	32.9%	21,131	6,851	32.4%	309	72	23.3%	54,952	17,941	32.6%
1998	34,337	10,916	31.8%	19,427	6,377	32.8%	308	69	22.4%	54,072	17,362	32.1%
1999	32,971	10,406	31.6%	19,513	6,281	32.2%	318	72	22.6%	52,802	16,759	31.7%
2000	33,269	10,252	30.8%	19,564	6,263	32.0%	318	63	19.8%	53,151	16,578	31.2%
2001	33,113	9,686	29.3%	19,332	6,006	31.1%	258	51	19.8%	52,703	15,743	29.9%
2002	33,542	9,478	28.3%	19,552	5,776	29.5%	274	56	20.4%	53,368	15,310	28.7%
2003	31,842	8,807	27.7%	18,285	5,321	29.1%	262	50	19.1%	50,389	14,178	28.1%
2004	34,222	9,397	27.5%	19,423	5,431	28.0%	260	42	16.2%	53,905	14,870	27.6%
2005	35,158	9,225	26.2%	19,545	5,434	27.8%	235	42	17.9%	54,938	14,701	26.8%
2006	37,749	9,427	25.0%	18,189	4,928	27.1%	249	43	17.3%	56,187	14,398	25.6%
Total	**339,715**	**98,612**	**29.0%**	**193,961**	**58,668**	**30.2%**	**2,791**	**560**	**20.1%**	**536,467**	**157,840**	**29.4%**



- 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 shows that 29.4% of all crashes in Utah involved a teenage driver with a decreasing trend since 1997.
- Fatal teenage driver crashes have also shown a decreasing trend. In 1997 the percentage of fatal teenage driver crashes was 23.3% and reached a low in 2004 of 16.2%.

Counties

Teenage Driver Crashes by County (Utah 2006)

Teenage Driver Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Teen Driver	Teen Driver	All	Teen Driver	Teen Driver	All	Teen Driver	Teen Driver	All	Teen Driver	Teen Driver
County	#	#	%	#	#	%	#	#	%	#	#	%
Sanpete	243	74	30.5%	130	41	31.5%	3	1	33.3%	376	116	30.9%
Cache	1,358	401	29.5%	542	178	32.8%	12	4	33.3%	1,912	583	30.5%
Davis	3,703	1,070	28.9%	1,784	585	32.8%	13	2	15.4%	5,500	1,657	30.1%
Washington	1,710	506	29.6%	896	280	31.3%	19	3	15.8%	2,625	789	30.1%
Utah	5,142	1,461	28.4%	2,697	825	30.6%	26	4	15.4%	7,865	2,290	29.1%
Weber	3,136	912	29.1%	1,776	516	29.1%	12	4	33.3%	4,924	1,432	29.1%
Salt Lake	16,011	3,835	24.0%	7,737	1,920	24.8%	65	10	15.4%	23,813	5,765	24.2%
Uintah	501	125	25.0%	206	44	21.4%	7	2	28.6%	714	171	23.9%
Iron	672	146	21.7%	314	86	27.4%	9	2	22.2%	995	234	23.5%
Box Elder	538	113	21.0%	264	69	26.1%	8	0	0.0%	810	182	22.5%
Tooele	601	126	21.0%	289	72	24.9%	12	1	8.3%	902	199	22.1%
Emery	203	36	17.7%	97	24	24.7%	5	1	20.0%	305	61	20.0%
Duchesne	315	57	18.1%	103	26	25.2%	7	1	14.3%	425	84	19.8%
Rich	45	4	8.9%	25	10	40.0%	1	0	0.0%	71	14	19.7%
Wasatch	497	95	19.1%	158	33	20.9%	4	0	0.0%	659	128	19.4%
Wayne	37	7	18.9%	25	5	20.0%	0	0	0.0%	62	12	19.4%
Sevier	348	68	19.5%	161	29	18.0%	6	2	33.3%	515	99	19.2%
Carbon	361	64	17.7%	115	21	18.3%	4	2	50.0%	480	87	18.1%
Juab	266	42	15.8%	101	25	24.8%	3	0	0.0%	370	67	18.1%
Morgan	109	18	16.5%	40	7	17.5%	0	0	0.0%	149	25	16.8%
Millard	293	42	14.3%	128	28	21.9%	6	1	16.7%	427	71	16.6%
Summit	872	128	14.7%	278	58	20.9%	8	1	12.5%	1,158	187	16.1%
Beaver	152	21	13.8%	63	12	19.0%	2	0	0.0%	217	33	15.2%
Grand	112	19	17.0%	96	11	11.5%	2	0	0.0%	210	30	14.3%
San Juan	178	23	12.9%	57	7	12.3%	7	1	14.3%	242	31	12.8%
Kane	172	17	9.9%	40	9	22.5%	6	1	16.7%	218	27	12.4%
Piute	28	3	10.7%	16	2	12.5%	1	0	0.0%	45	5	11.1%
Garfield	108	11	10.2%	38	4	10.5%	1	0	0.0%	147	15	10.2%
Daggett	38	3	7.9%	13	1	7.7%	0	0	0.0%	51	4	7.8%
Statewide	**37,749**	**9,427**	**25.0%**	**18,189**	**4,928**	**27.1%**	**249**	**43**	**17.3%**	**56,187**	**14,398**	**25.6%**

- Overall, Sanpete (30.9%), Cache (30.5%), Davis (30.1%), and Washington (30.1%) counties had the highest percentages of crashes involving a teenage driver.
- Carbon (50.0%), Cache (33.3%), Weber (33.3%), Sevier (33.3%), and Sanpete (33.3%) counties had the highest percentages of fatal crashes involving a teenage driver.
- Overall, Daggett (7.8%), Garfield (10.2%), and Piute (11.1%) counties had the lowest percentages of crashes involving a teenage driver.
- Statewide, teenage driver crashes represented 25.6% of all crashes and 17.3% of all fatal crashes.

Characteristics of Persons Involved

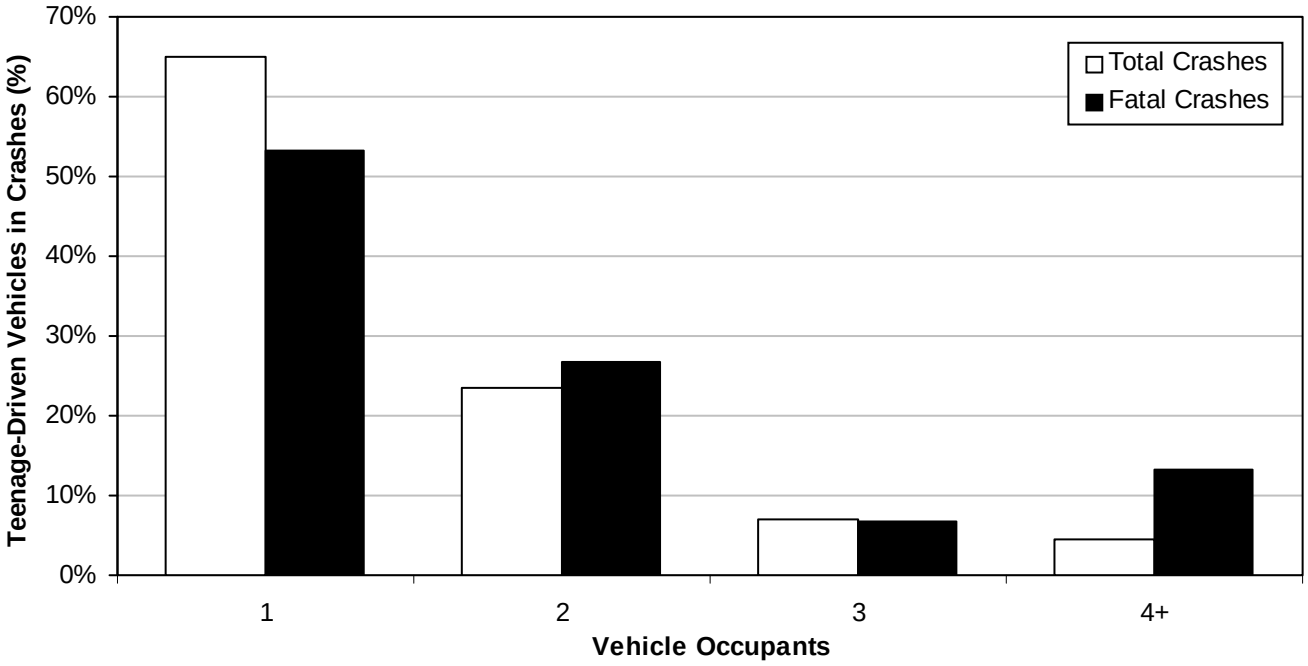
Seatbelt Use of Teen Drivers and Their Passengers (Utah 2006)

Persons (Teen Driver and Passengers)								
	Non-Injured		Injured		Killed		Total Persons	
Seatbelt Use	#	%	#	%	#	%	#	%
Belted	12,791	96.0%	7,057	91.6%	13	43.3%	19,861	94.3%
Unbelted	533	4.0%	644	8.4%	17	56.7%	1,194	5.7%
Total	**13,324**	**100.0%**	**7,701**	**100.0%**	**30**	**100.0%**	**21,055**	**100.0%**

- Overall, most teen drivers and their passengers reported wearing a seatbelt (94.3%).
- Only 43.3% of occupants killed in teenage driven vehicles were wearing a seatbelt.
- In fact, teen drivers and their passengers that were unbelted were 22 times more likely than belted occupants to be killed in a crash.

Number of Occupants in Teenage Driven Vehicles (Utah 2006)

Teenage Driven Vehicles								
Number of	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Occupants	#	%	#	%	#	%	#	%
1	7,116	68.0%	3,242	59.5%	24	53.3%	10,382	65.0%
2	2,329	22.2%	1,425	26.1%	12	26.7%	3,766	23.6%
3	643	6.1%	469	8.6%	3	6.7%	1,115	7.0%
4 or more	382	3.6%	315	5.8%	6	13.3%	703	4.4%
Total	**10,470**	**100.0%**	**5,451**	**100.0%**	**45**	**100.0%**	**15,966**	**100.0%**



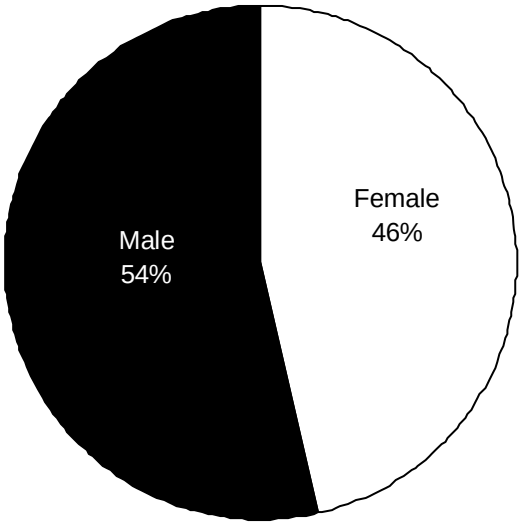
- Approximately two-thirds of teenage driven vehicles (65.0%) in crashes contained only the teenage driver.
- Crashes where the teenage driven vehicle contained four or more occupants were 3.4 times more likely to be fatal than crashes involving teenage driven vehicles with fewer occupants.

Driver Characteristics

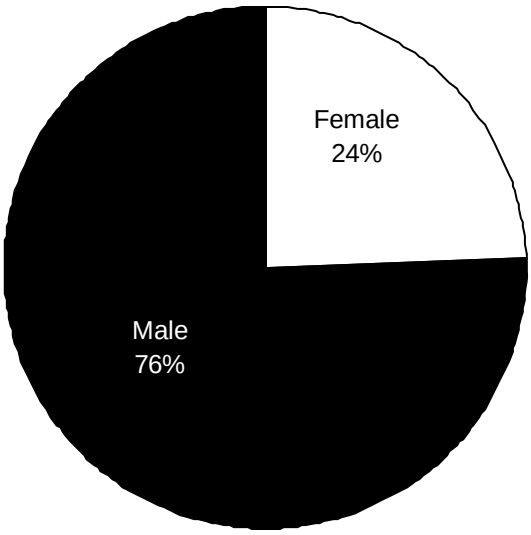
Gender of Teenage Drivers in Crashes (Utah 2006)

Teenage Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	5,682	54.3%	2,802	51.4%	34	75.6%	8,518	53.4%
Female	4,735	45.2%	2,631	48.3%	11	24.4%	7,377	46.2%
Missing	53	0.5%	18	0.3%	0	0.0%	71	0.4%
Total	**10,470**	**100.0%**	**5,451**	**100.0%**	**45**	**100.0%**	**15,966**	**100.0%**

Gender of Teenage Drivers in Total Crashes (Utah 2006)



Gender of Teenage Drivers in Fatal Crashes (Utah 2006)



- The majority of teen drivers in all motor vehicle crashes (53.4%) and fatal crashes (75.6%) were male. Male teen drivers were 2.7 times more likely to be in a fatal crash than female teen drivers.

Alcohol and Other Drug Involvement of Teenage Drivers (Utah 2006)

Friends Don't Let Friends Drive Drunk.

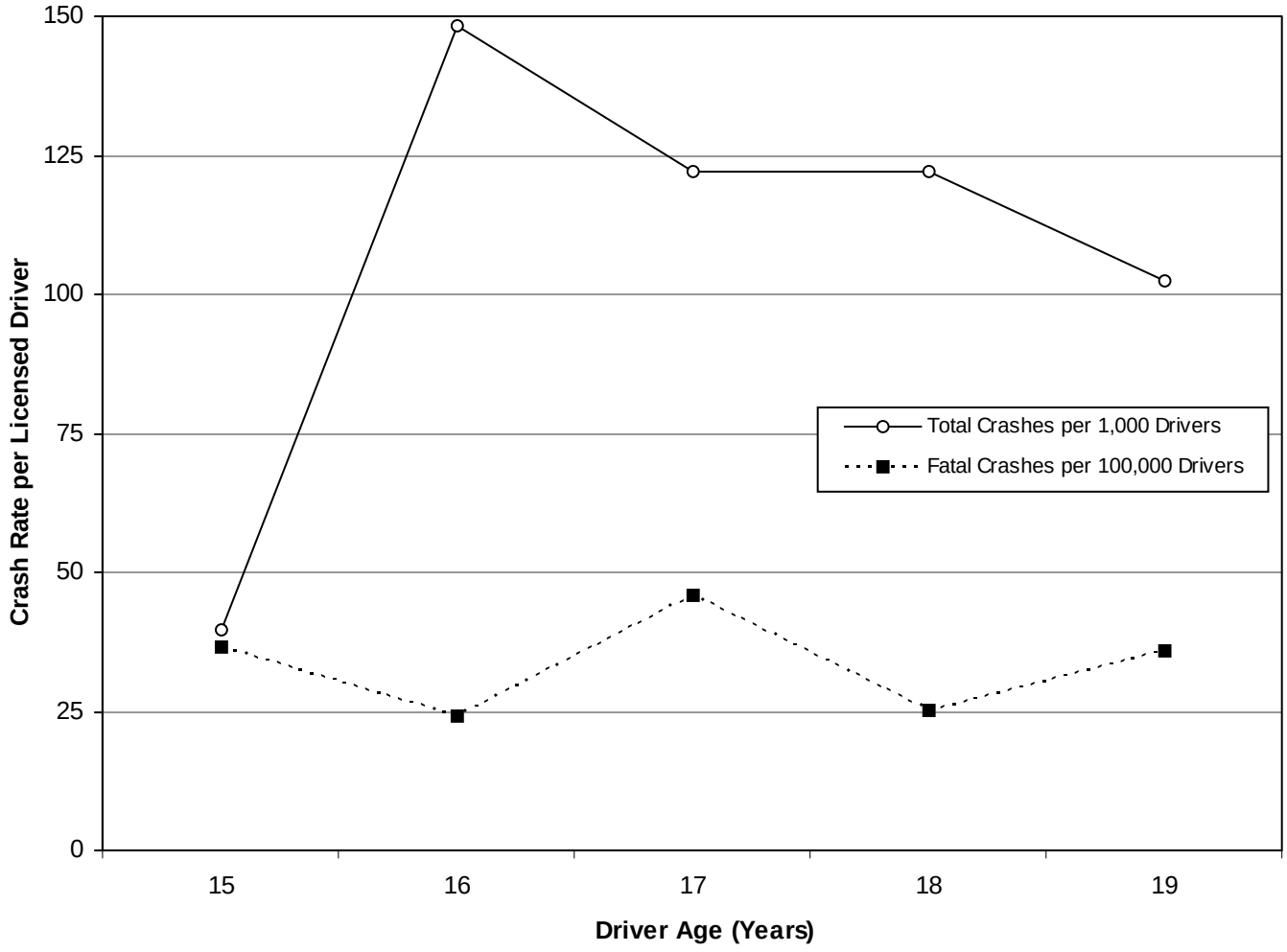
- Of the 45 teenage drivers in fatal crashes, two (4.4%) were impaired by alcohol or other drugs.

Driver Characteristics

Age of Teenage Drivers in Crashes (Utah 2006)

Teenage Drivers												
	PDO Crashes			Injury Crashes			Fatal Crashes			Total Drivers		
Age	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
15	137	1.3%	24.9	78	1.4%	14.2	2	4.4%	0.36	217	1.4%	39.5
16	2,448	23.4%	98.1	1,249	22.9%	50.0	6	13.3%	0.24	3,703	23.2%	148.3
17	2,670	25.5%	81.7	1,310	24.0%	40.1	15	33.3%	0.46	3,995	25.0%	122.2
18	2,846	27.2%	79.9	1,487	27.3%	41.8	9	20.0%	0.25	4,342	27.2%	121.9
19	2,369	22.6%	65.5	1,327	24.3%	36.7	13	28.9%	0.36	3,709	23.2%	102.5
Total	**10,470**	**100.0%**	**77.6**	**5,451**	**100.0%**	**40.4**	**45**	**100.0%**	**0.33**	**15,966**	**100.0%**	**118.3**

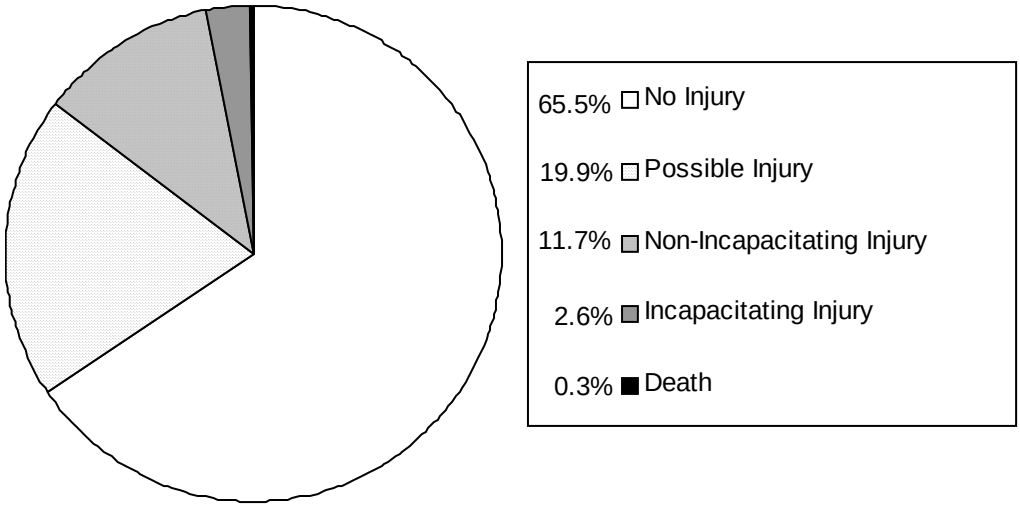
Rate of Licensed Drivers in Teenage Driver Crashes by Age (Utah 2006)



- Drivers aged 16 years had the highest total crash rate per licensed driver (148.3).
- Drivers aged 17 years had the highest fatal crash rate per licensed driver (0.46).

Crash Characteristics

Teenage Driver Crash Severity (Utah 2006)



- Similar to all motor vehicle crashes, over one-third (34.2%) of teenage driver crashes resulted in some level of non-fatal injury.
- The percentage of fatal teenage driver crashes (0.3%) was similar to all fatal motor vehicle crashes (0.4%).

Teenage Driver Crashes by Month of Year (Utah 2006)

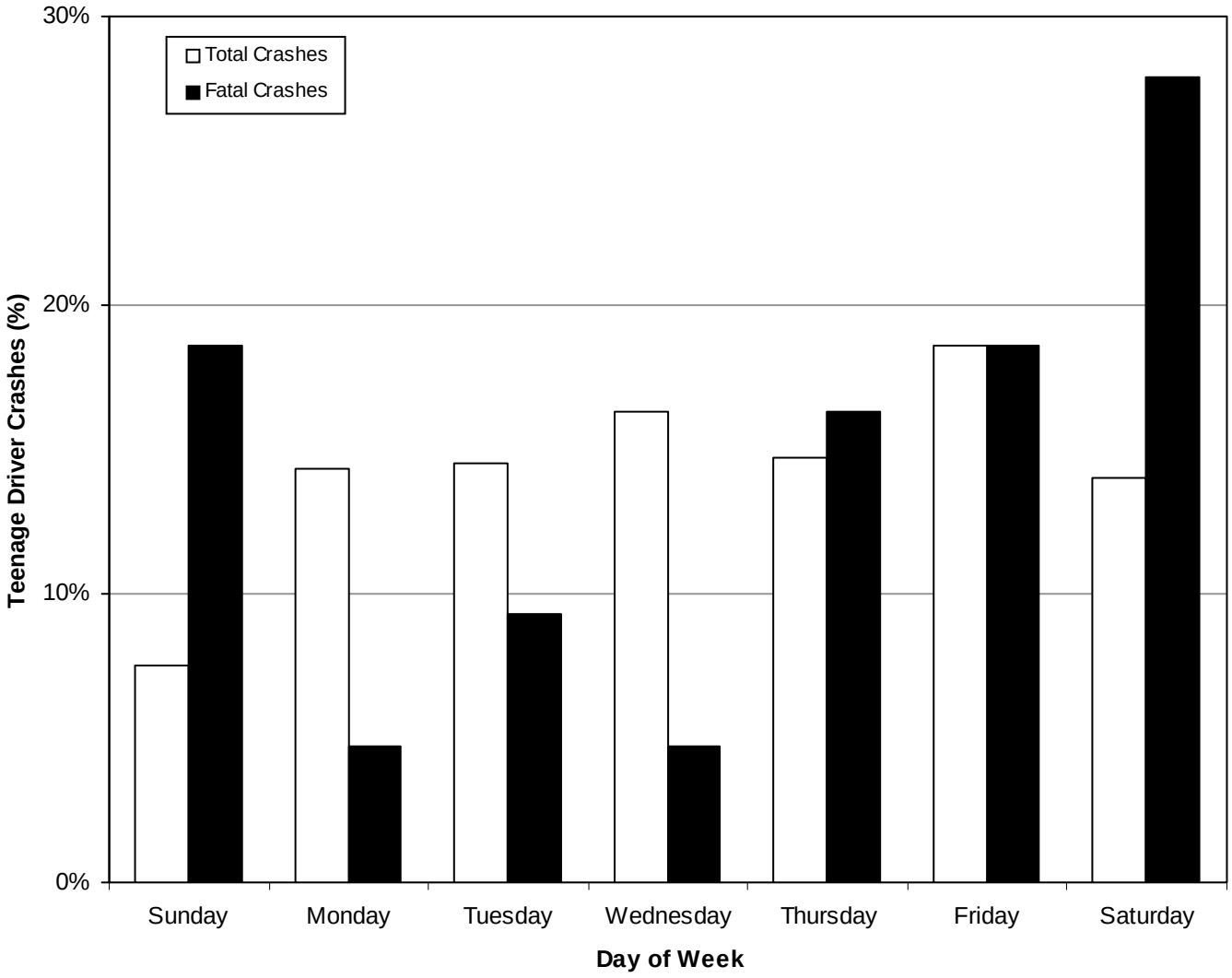
Teenage Driver Crashes									
		Property Damage Only		Injury		Fatal		Total	
	Days in Month		Rate per Day		Rate per Day		Rate per Day		Rate per Day
Month	#	#		#		#		#	
January	31	908	29.3	436	14.1	3	0.10	1,347	43.5
February	28	857	30.6	356	12.7	4	0.14	1,217	43.5
March	31	750	24.2	375	12.1	2	0.06	1,127	36.4
April	30	692	23.1	360	12.0	1	0.03	1,053	35.1
May	31	740	23.9	472	15.2	2	0.06	1,214	39.2
June	30	703	23.4	421	14.0	4	0.13	1,128	37.6
July	31	664	21.4	346	11.2	6	0.19	1,016	32.8
August	31	727	23.5	476	15.4	8	0.26	1,211	39.1
September	30	782	26.1	426	14.2	6	0.20	1,214	40.5
October	31	833	26.9	456	14.7	4	0.13	1,293	41.7
November	30	866	28.9	410	13.7	2	0.07	1,278	42.6
December	31	905	29.2	394	12.7	1	0.03	1,300	41.9
Total	**365**	**9,427**	**25.8**	**4,928**	**13.5**	**43**	**0.12**	**14,398**	**39.4**

- Overall, February (43.5), January (43.5), and November (42.6) had the highest rates per day for teenage driver crashes.
- The highest rates per day of fatal teenage driver crashes occurred in August (0.26) and September (0.20).

Crash Characteristics

Teenage Driver Crashes by Day of Week (Utah 2006)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Day of Week	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Sunday	672	7.1%	401	8.1%	8	18.6%	1,081	7.5%
Monday	1,344	14.3%	719	14.6%	2	4.7%	2,065	14.3%
Tuesday	1,368	14.5%	715	14.5%	4	9.3%	2,087	14.5%
Wednesday	1,591	16.9%	760	15.4%	2	4.7%	2,353	16.3%
Thursday	1,411	15.0%	696	14.1%	7	16.3%	2,114	14.7%
Friday	1,772	18.8%	897	18.2%	8	18.6%	2,677	18.6%
Saturday	1,269	13.5%	740	15.0%	12	27.9%	2,021	14.0%
Total	**9,427**	**100.0%**	**4,928**	**100.0%**	**43**	**100.0%**	**14,398**	**100.0%**

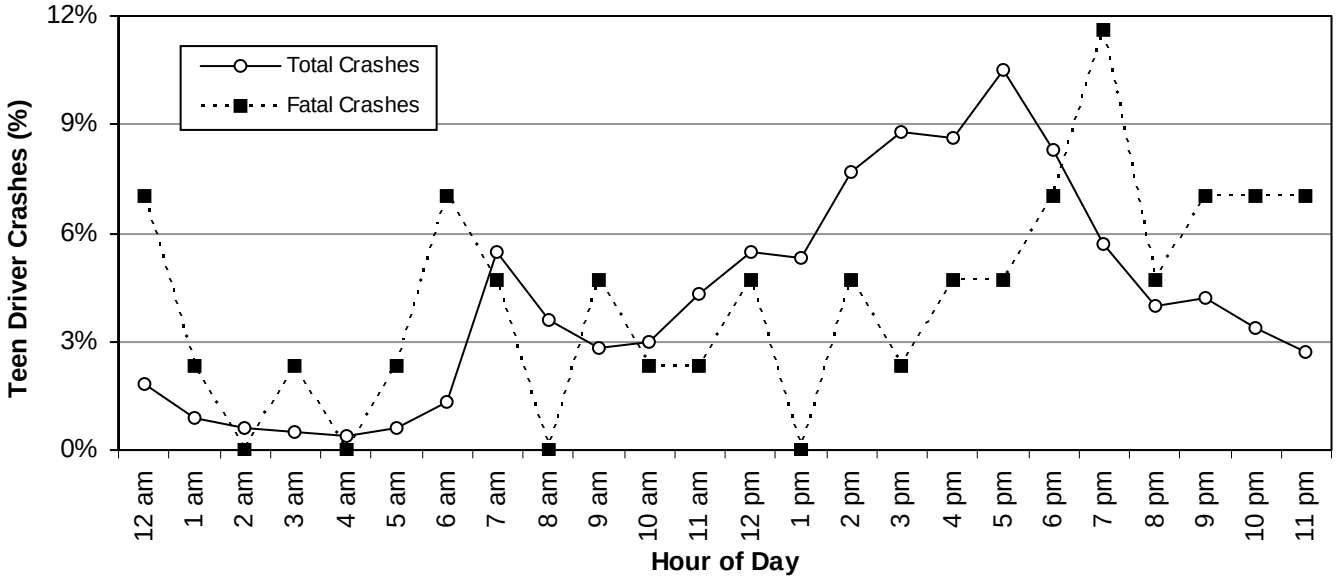


- Overall, the highest percentage of teenage driver crashes occurred on Friday (18.6%).
- The highest percentage of fatal teenage driver crashes occurred on Saturday (27.9%).
- In fact, teenage driver crashes that occurred on Saturday were 2.4 times more likely to be fatal than on other days of the week.

Crash Characteristics

Teenage Driver Crashes by Hour of Day (Utah 2006)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Hour	#	%	#	%	#	%	#	%
Midnight	169	1.8%	93	1.9%	3	7.0%	265	1.8%
1 a.m.	73	0.8%	55	1.1%	1	2.3%	129	0.9%
2 a.m.	50	0.5%	39	0.8%	0	0.0%	89	0.6%
3 a.m.	40	0.4%	29	0.6%	1	2.3%	70	0.5%
4 a.m.	30	0.3%	22	0.4%	0	0.0%	52	0.4%
5 a.m.	52	0.6%	35	0.7%	1	2.3%	88	0.6%
6 a.m.	120	1.3%	60	1.2%	3	7.0%	183	1.3%
7 a.m.	557	5.9%	226	4.6%	2	4.7%	785	5.5%
8 a.m.	355	3.8%	167	3.4%	0	0.0%	522	3.6%
9 a.m.	286	3.0%	122	2.5%	2	4.7%	410	2.8%
10 a.m.	248	2.6%	176	3.6%	1	2.3%	425	3.0%
11 a.m.	422	4.5%	196	4.0%	1	2.3%	619	4.3%
Noon	540	5.7%	247	5.0%	2	4.7%	789	5.5%
1 p.m.	518	5.5%	248	5.0%	0	0.0%	766	5.3%
2 p.m.	743	7.9%	369	7.5%	2	4.7%	1,114	7.7%
3 p.m.	834	8.8%	439	8.9%	1	2.3%	1,274	8.8%
4 p.m.	815	8.6%	418	8.5%	2	4.7%	1,235	8.6%
5 p.m.	976	10.4%	531	10.8%	2	4.7%	1,509	10.5%
6 p.m.	798	8.5%	400	8.1%	3	7.0%	1,201	8.3%
7 p.m.	515	5.5%	298	6.0%	5	11.6%	818	5.7%
8 p.m.	352	3.7%	219	4.4%	2	4.7%	573	4.0%
9 p.m.	377	4.0%	223	4.5%	3	7.0%	603	4.2%
10 p.m.	307	3.3%	186	3.8%	3	7.0%	496	3.4%
11 p.m.	250	2.7%	130	2.6%	3	7.0%	383	2.7%
Total	**9,427**	**100.0%**	**4,928**	**100.0%**	**43**	**100.0%**	**14,398**	**100.0%**



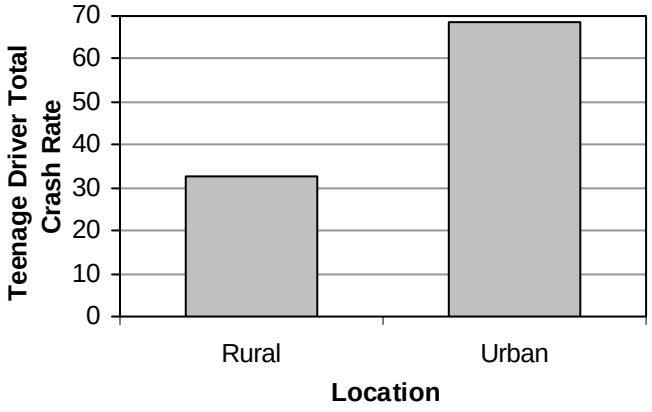
- Teenage driver total crashes were highest from 2:00 p.m. to 6:00 p.m. (after-school hours).
- Fatal teenage driver crashes varied throughout the day and peaked during the 7:00 p.m. hour.

Crash Characteristics

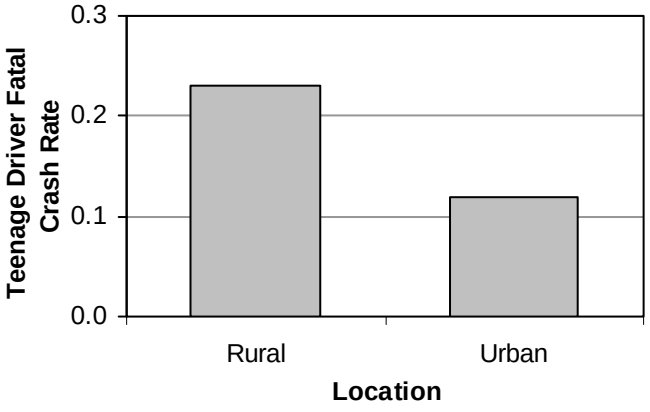
Urban/Rural Location of Teenage Driver Crashes (Utah 2006)

Teenage Driver Crashes								
	PDO		Injury		Fatal		Total	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
Location	#	VMT	#	VMT	#	VMT	#	VMT
Urban	7,278	44.9	3,846	23.7	20	0.12	11,144	68.7
Rural	2,149	21.6	1,082	10.9	23	0.23	3,254	32.7
Total	**9,427**	**36.0**	**4,928**	**18.8**	**43**	**0.16**	**14,398**	**55.0**

Teenage Driver Urban/Rural Total Crash Rates (Utah 2006)



Teenage Driver Urban/Rural Fatal Crash Rates (Utah 2006)



- While urban areas had a higher rate of total teenage driver crashes per vehicle mile traveled, rural areas had a higher rate of fatal teenage driver crashes per vehicle mile traveled.
- In fact, teenage driver crashes occurring in rural areas were four times more likely to result in a death than teenage driver crashes in urban areas.

Teenage Driver Vehicle Type (Utah 2006)

Teenage Driver Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Vehicles	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	7,064	67.5%	3,730	68.4%	24	53.3%	10,818	67.8%
Pickup Truck	1,493	14.3%	668	12.3%	6	13.3%	2,167	13.6%
SUV	1,423	13.6%	681	12.5%	10	22.2%	2,114	13.2%
Van	314	3.0%	161	3.0%	1	2.2%	476	3.0%
Motorcycle	13	0.1%	102	1.9%	4	8.9%	119	0.7%
Semi/Large Truck	56	0.5%	31	0.6%	0	0.0%	87	0.5%
Bus	1	0.0%	0	0.0%	0	0.0%	1	0.0%
Other	10	0.1%	29	0.5%	0	0.0%	39	0.2%
Unknown	96	0.9%	49	0.9%	0	0.0%	145	0.9%
Total	**10,470**	**100.0%**	**5,451**	**100.0%**	**45**	**100.0%**	**15,966**	**100.0%**

- For total teen driver crashes, passenger car (67.8%) and pickup truck (13.6%) were the leading vehicle types.
- For fatal teenage driver crashes, passenger car (53.3%) and SUV (22.2%) were the leading vehicle types.

Crash Characteristics

First Harmful Event of Teenage Driver Crashes (Utah 2006)

Teenage Driver Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
First Harmful Event	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Collision with Another Motor Vehicle	5,924	62.8%	3,137	63.7%	21	48.8%	9,082	63.1%
Collision with Concrete/Cable Barrier	149	1.6%	61	1.2%	1	2.3%	211	1.5%
Overturn/Rollover	60	0.6%	136	2.8%	13	30.2%	209	1.5%
Collision with Other Non-fixed Object	145	1.5%	63	1.3%	0	0.0%	208	1.4%
Collision with Other Fixed Object	145	1.5%	57	1.2%	0	0.0%	202	1.4%
Collision with Post, Pole, or Support	139	1.5%	58	1.2%	2	4.7%	199	1.4%
Collision with Animal	147	1.6%	19	0.4%	0	0.0%	166	1.2%
Collision with Parked Vehicle	123	1.3%	27	0.5%	0	0.0%	150	1.0%
Collision with Fence	71	0.8%	23	0.5%	1	2.3%	95	0.7%
Collision with Tree/Shrubbery	49	0.5%	32	0.6%	0	0.0%	81	0.6%
Other Non-collision	35	0.4%	30	0.6%	0	0.0%	65	0.5%
Collision with Ditch	33	0.4%	28	0.6%	0	0.0%	61	0.4%
Collision with Embankment	30	0.3%	28	0.6%	0	0.0%	58	0.4%
Collision with Pedestrian	7	0.1%	45	0.9%	3	7.0%	55	0.4%
Collision with Mailbox/Fire Hydrant	37	0.4%	14	0.3%	0	0.0%	51	0.4%
Collision with Bicyclist	5	0.1%	41	0.8%	1	2.3%	47	0.3%
Collision with Guardrail	19	0.2%	10	0.2%	0	0.0%	29	0.2%
Fire/Explosion	17	0.2%	1	0.0%	0	0.0%	18	0.1%
Fell/Jumped from Vehicle	3	0.0%	12	0.2%	0	0.0%	15	0.1%
Cargo/Equipment Loss or Shift	10	0.1%	0	0.0%	0	0.0%	10	0.1%
Collision with Crash Cushion	1	0.0%	8	0.2%	1	2.3%	10	0.1%
Collision with Culvert	5	0.1%	5	0.1%	0	0.0%	10	0.1%
Collision with Thrown or Fallen Object	10	0.1%	0	0.0%	0	0.0%	10	0.1%
Immersion	7	0.1%	2	0.0%	0	0.0%	9	0.1%
Collision with Bridge	4	0.0%	4	0.1%	0	0.0%	8	0.1%
Jackknife	7	0.1%	0	0.0%	0	0.0%	7	0.0%
Collision with Train	4	0.0%	2	0.0%	0	0.0%	6	0.0%
Collision with Work Zone/Equipment	3	0.0%	0	0.0%	0	0.0%	3	0.0%
Unknown	2,238	23.7%	1,085	22.0%	0	0.0%	3,323	23.1%
Total	**9,427**	**100.0%**	**4,928**	**100.0%**	**43**	**100.0%**	**14,398**	**100.0%**

- For all teenage driver crashes, the leading first harmful event was collision with another motor vehicle. See next page for descriptions of different collision types.
- For total crashes, collision with concrete/cable barrier (1.5%), overturn/rollover (1.5%), and collision with other non-fixed object (1.4%) were the next highest first harmful events.
- For fatal crashes, overturn/rollover (30.2%) and collision with pedestrian (7.0%) were the next highest first harmful events.
- Compared to drivers of all ages, teenage drivers were more likely to have a collision with another motor vehicle (63.1% to 54.0%).
- Overturn/rollover was 31 times more likely to result in a death than other first harmful events involving teenage drivers.

Crash Characteristics

Collision Description of Teenage Driver Crashes (Utah 2006)

Teenage Driver Crashes (Two or More Motor Vehicles)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Collision Description	#	%	#	%	#	%	#	%
Rear End	2,964	38.6%	1,405	35.8%	3	14.3%	4,372	37.6%
Broadside	2,421	31.5%	1,533	39.1%	9	42.9%	3,963	34.1%
Sideswipe	1,123	14.6%	294	7.5%	2	9.5%	1,419	12.2%
Head On	677	8.8%	556	14.2%	7	33.3%	1,240	10.7%
Parked Vehicle	405	5.3%	115	2.9%	0	0.0%	520	4.5%
Backing Vehicle	86	1.1%	22	0.6%	0	0.0%	108	0.9%
Total	**7,676**	**100.0%**	**3,925**	**100.0%**	**21**	**100.0%**	**11,622**	**100.0%**

- Overall, most teenage driver crashes were rear end (37.6%) and broadside (34.1%) collisions.
- For fatal teenage driver crashes, broadside (42.9%) and head on (33.3%) were the leading collision types.

Teenage Driver Vehicle Maneuver Prior to Crash (Utah 2006)

Teenage Driver Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	5,591	53.4%	3,213	58.9%	35	77.8%	8,839	55.4%
Turning Left	1,327	12.7%	854	15.7%	3	6.7%	2,184	13.7%
Slowing in Traffic Lane	819	7.8%	369	6.8%	0	0.0%	1,188	7.4%
Stopped in Traffic Lane	697	6.7%	390	7.2%	0	0.0%	1,087	6.8%
Turning Right	471	4.5%	135	2.5%	0	0.0%	606	3.8%
Changing Lanes	482	4.6%	102	1.9%	3	6.7%	587	3.7%
Overtaking/Passing	239	2.3%	155	2.8%	2	4.4%	396	2.5%
Making U-turn	187	1.8%	69	1.3%	1	2.2%	257	1.6%
Backing	220	2.1%	17	0.3%	0	0.0%	237	1.5%
Entering Traffic Lane	133	1.3%	56	1.0%	0	0.0%	189	1.2%
Leaving Traffic Lane	36	0.3%	13	0.2%	0	0.0%	49	0.3%
Parked	35	0.3%	6	0.1%	0	0.0%	41	0.3%
Parking Maneuvers	22	0.2%	4	0.1%	0	0.0%	26	0.2%
Other	75	0.7%	32	0.6%	1	2.2%	108	0.7%
Unknown	136	1.3%	36	0.7%	0	0.0%	172	1.1%
Total	**10,470**	**100.0%**	**5,451**	**100.0%**	**45**	**100.0%**	**15,966**	**100.0%**

- For total crashes, straight ahead (55.4%), turning left (13.7%), and slowing in traffic lane (7.4%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (77.8%), turning left (3.3%), and changing lanes (3.3%) were the leading vehicle maneuvers prior to the crash.

Crash Characteristics

Speed Limit of Teenage Driver Crashes (Utah 2006)

Teenage Driver Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Speed Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
5-15 MPH	55	0.5%	20	0.4%	0	0.0%	75	0.5%
20-25 MPH	1,745	16.7%	676	12.4%	1	2.2%	2,422	15.2%
30-35 MPH	2,606	24.9%	1,425	26.1%	8	17.8%	4,039	25.3%
40-45 MPH	2,379	22.7%	1,489	27.3%	5	11.1%	3,873	24.3%
50-55 MPH	640	6.1%	474	8.7%	9	20.0%	1,123	7.0%
60-65 MPH	1,223	11.7%	512	9.4%	19	42.2%	1,754	11.0%
70-75 MPH	179	1.7%	88	1.6%	3	6.7%	270	1.7%
Unknown	1,643	15.7%	767	14.1%	0	0.0%	2,410	15.1%
Total	**10,470**	**100.0%**	**5,451**	**100.0%**	**45**	**100.0%**	**15,966**	**100.0%**

- Over half (58.4% where speed limit was known) of total teenage driver crashes occurred where the speed limit was 30-45 MPH.
- Fatal teenage driver crashes were more likely to occur where there were higher speed limits. Over two-thirds (68.9%) of fatal teenage driver crashes occurred where the sped limit was 50 MPH or higher.
- Teenage driver crashes where the speed limit was 50 MPH or higher were 7.4 times more likely to be fatal.

Travel Speed of Teenage Driver Vehicles in Crashes (Utah 2006)

Teenage Driver Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Vehicles	
Travel Speed	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Stopped Vehicle	932	8.9%	461	8.5%	0	0.0%	1,393	8.7%
1-9 MPH	943	9.0%	404	7.4%	2	4.4%	1,349	8.4%
10-19 MPH	1,521	14.5%	665	12.2%	1	2.2%	2,187	13.7%
20-29 MPH	1,353	12.9%	588	10.8%	1	2.2%	1,942	12.2%
30-39 MPH	1,405	13.4%	796	14.6%	2	4.4%	2,203	13.8%
40-49 MPH	847	8.1%	585	10.7%	3	6.7%	1,435	9.0%
50-59 MPH	440	4.2%	287	5.3%	7	15.6%	734	4.6%
60-69 MPH	558	5.3%	298	5.5%	11	24.4%	867	5.4%
70-79 MPH	238	2.3%	133	2.4%	9	20.0%	380	2.4%
80-89 MPH	33	0.3%	44	0.8%	4	8.9%	81	0.5%
90+ MPH	7	0.1%	14	0.3%	1	2.2%	22	0.1%
Unknown	2,193	20.9%	1,176	21.6%	4	8.9%	3,373	21.1%
Total	**10,470**	**100.0%**	**5,451**	**100.0%**	**45**	**100.0%**	**15,966**	**100.0%**

- Half (50.3% where travel speed was known) of teenage driver vehicles in total crashes were traveling 10-39 MPH.
- Teenage driver vehicles in fatal crashes were more likely to be traveling at higher speeds. Over three-fourths (78.0% where travel speed was known) of teenage driver vehicles in fatal crashes were traveling 50 MPH or higher.
- Compared to drivers of all ages, crashes involving teenage drivers were more likely to occur at lower speeds.
- Crashes involving teenage driver vehicles traveling 50 MPH or higher were 18 times more likely to be fatal.

Crash Characteristics

Teenage Driver Crash Violations (Utah 2006)

Teenage Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	#	%	#	%	#	%	#	%
Following Too Close	406	16.8%	169	13.3%	0	0.0%	575	15.6%
Improper Lane Change/Travel	358	14.8%	175	13.8%	0	0.0%	533	14.4%
Speed	166	6.9%	54	4.3%	0	0.0%	220	6.0%
Improper Lookout	136	5.6%	77	6.1%	0	0.0%	213	5.8%
Negligent Collision	118	4.9%	47	3.7%	0	0.0%	165	4.5%
Improper Turn	84	3.5%	64	5.1%	0	0.0%	148	4.0%
Failure to Yield Right of Way	42	1.7%	59	4.7%	2	25.0%	103	2.8%
License Violation	66	2.7%	34	2.7%	0	0.0%	100	2.7%
Insurance Violation	63	2.6%	35	2.8%	0	0.0%	98	2.7%
Failure to Stop at Red Light	31	1.3%	32	2.5%	0	0.0%	63	1.7%
Hit and Run	40	1.7%	13	1.0%	0	0.0%	53	1.4%
Driving Under the Influence	22	0.9%	28	2.2%	2	25.0%	52	1.4%
Failure to Stop at Stop Sign	19	0.8%	25	2.0%	0	0.0%	44	1.2%
Improper Start or Stop	35	1.4%	6	0.5%	0	0.0%	41	1.1%
Reckless Driving	18	0.7%	18	1.4%	0	0.0%	36	1.0%
Wrong Side of Road	14	0.6%	10	0.8%	0	0.0%	24	0.6%
Equipment Violation	17	0.7%	5	0.4%	0	0.0%	22	0.6%
Improper Passing	12	0.5%	7	0.6%	0	0.0%	19	0.5%
Improper Backing	14	0.6%	1	0.1%	0	0.0%	15	0.4%
Alcohol/Drug Violation, Other than DUI	7	0.3%	6	0.5%	0	0.0%	13	0.4%
Seatbelt/Child Restraint	5	0.2%	7	0.6%	0	0.0%	12	0.3%
Registration Violation	5	0.2%	6	0.5%	0	0.0%	11	0.3%
Failure to Obey Traffic Control Device	2	0.1%	2	0.2%	0	0.0%	4	0.1%
Vehicle Homicide	0	0.0%	0	0.0%	4	50.0%	4	0.1%
Other Moving Violation	201	8.3%	123	9.7%	0	0.0%	324	8.8%
Other Non-Moving Violation	540	22.3%	263	20.8%	0	0.0%	803	21.7%
Total	**2,421**	**100.0%**	**1,266**	**100.0%**	**8**	**100.0%**	**3,695**	**100.0%**

- In 2006, there were 3,695 citations issued to teenage drivers at the scene of the crash. The most common violations were for following too close (15.6%), improper lane change/travel (14.4%), and speed (6.0%).
- The leading violations in fatal teenage driver crashes were for vehicle homicide (50.0%), driving under the influence (25.0%), and failure to yield right of way (25.0%).

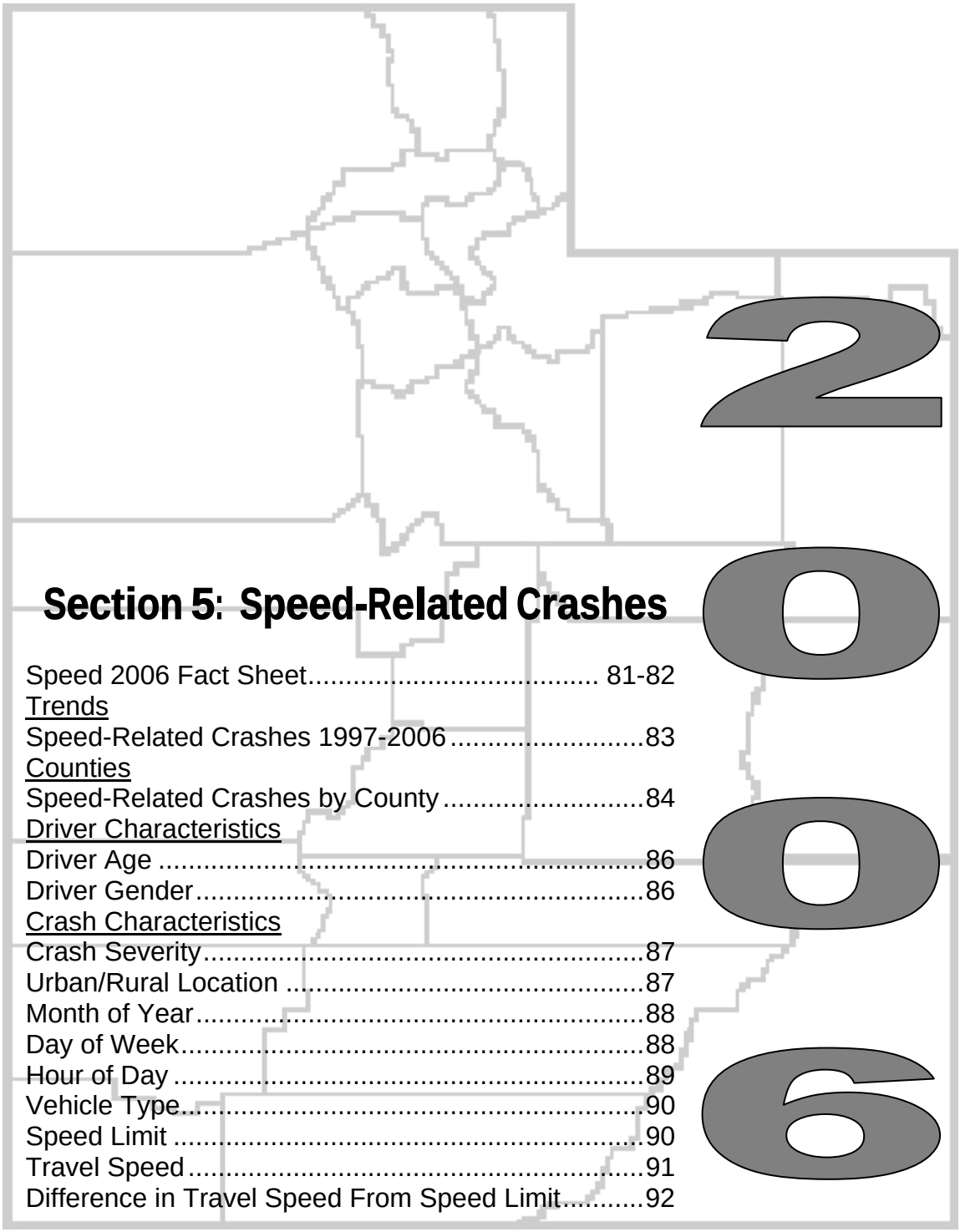
Crash Characteristics

Contributing Factors of Teenage Driver Crashes (Utah 2006)

Teenage Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	1,314	13.9%	854	15.9%	3	6.4%	2,171	14.6%
Followed Too Closely	1,396	14.8%	598	11.2%	0	0.0%	1,994	13.4%
Speed Too Fast	1,018	10.8%	484	9.0%	9	19.1%	1,511	10.2%
Driver Distraction	869	9.2%	595	11.1%	4	8.5%	1,468	9.9%
Other Improper Driving	582	6.2%	336	6.3%	1	2.1%	919	6.2%
Defective Condition of Vehicle	430	4.6%	224	4.2%	0	0.0%	654	4.4%
Vision Obscured by Weather Condition	437	4.6%	177	3.3%	1	2.1%	615	4.1%
Failed to Keep in Proper Lane	305	3.2%	200	3.7%	2	4.3%	507	3.4%
Swerved or Evasive Action	319	3.4%	161	3.0%	0	0.0%	480	3.2%
Improper Turn	334	3.5%	130	2.4%	1	2.1%	465	3.1%
Ran Off Road	246	2.6%	191	3.6%	0	0.0%	437	2.9%
Disregard Traffic Signal/Sign	179	1.9%	224	4.2%	0	0.0%	403	2.7%
Overcorrected	210	2.2%	167	3.1%	0	0.0%	377	2.5%
Improper Lane Change	294	3.1%	58	1.1%	1	2.1%	353	2.4%
Asleep/Fatigue	139	1.5%	143	2.7%	1	2.1%	283	1.9%
Vision Obscured by Moving Vehicle	158	1.7%	107	2.0%	1	2.1%	266	1.8%
Driver Emotionally Upset	124	1.3%	91	1.7%	0	0.0%	215	1.4%
Driving Under the Influence	90	1.0%	97	1.8%	2	4.3%	189	1.3%
Improper Backing	152	1.6%	14	0.3%	0	0.0%	166	1.1%
Reckless/Aggressive Driving	81	0.9%	67	1.3%	17	36.2%	165	1.1%
Other Driver Condition	93	1.0%	67	1.3%	0	0.0%	160	1.1%
Hit and Run	114	1.2%	43	0.8%	0	0.0%	157	1.1%
Improper Passing	103	1.1%	43	0.8%	3	6.4%	149	1.0%
Vision Obscured by Parked Vehicle	82	0.9%	54	1.0%	0	0.0%	136	0.9%
Improper Parking/Stopping	83	0.9%	46	0.9%	0	0.0%	129	0.9%
Vision Obscured by Other	74	0.8%	44	0.8%	0	0.0%	118	0.8%
Vision Obscured by Glare	54	0.6%	42	0.8%	0	0.0%	96	0.6%
Windshield or Other Window Obscured	34	0.4%	17	0.3%	0	0.0%	51	0.3%
Wrong Side/Wrong Way	23	0.2%	22	0.4%	1	2.1%	46	0.3%
Disregard Road Markings	24	0.3%	19	0.4%	0	0.0%	43	0.3%
Improper Signal	29	0.3%	7	0.1%	0	0.0%	36	0.2%
Vision Obscured by Building, Sign, etc.	18	0.2%	9	0.2%	0	0.0%	27	0.2%
Vision Obscured by Vegitation	10	0.1%	17	0.3%	0	0.0%	27	0.2%
Illness	8	0.1%	9	0.2%	0	0.0%	17	0.1%
Total	**9,426**	**100.0%**	**5,357**	**100.0%**	**47**	**100.0%**	**14,830**	**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 failed to yield right of way (14.6%), followed too closely (13.4%), and speed too fast (10.2%).
- The leading contributing factors in fatal teenage driver crashes were reckless/aggressive driving (36.2%) and speed too fast (19.1%).
- Compared to drivers of all ages, teenage drivers were more likely to have a contributing factor of failure to yield right of way and driver distraction.

Speed-Related Crashes



2006

Section 5: Speed-Related Crashes

2006 UTAH CRASH FACTS

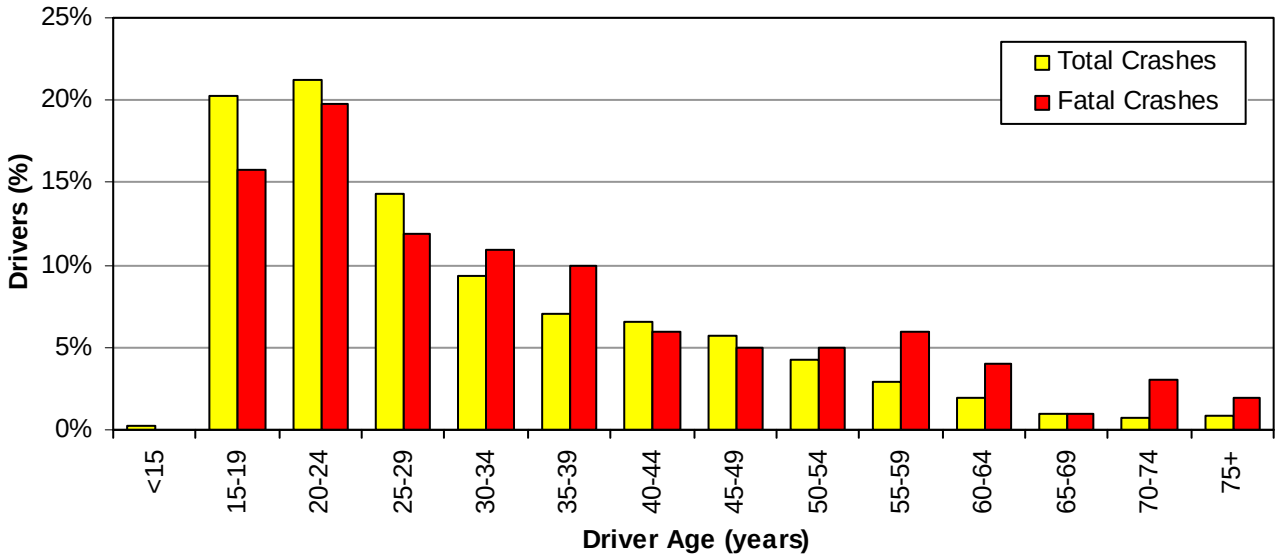
SPEED

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

Did you know in 2006:

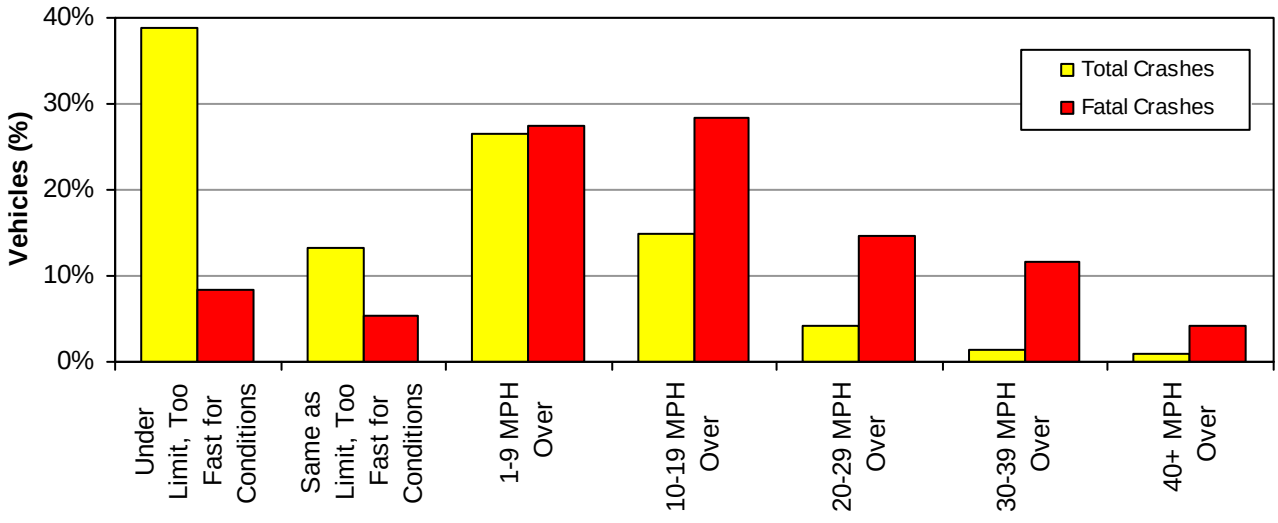
- 10,083 speed-related crashes occurred in Utah which resulted in 5,493 injured persons and 113 deaths.
- Speed-related crashes were 2.8 times more likely to be fatal than other motor vehicle crashes.
- A speed-related crash occurred in Utah every 52 minutes.

Age of Drivers in Speed-Related Crashes (Utah 2006)



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

Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2006)



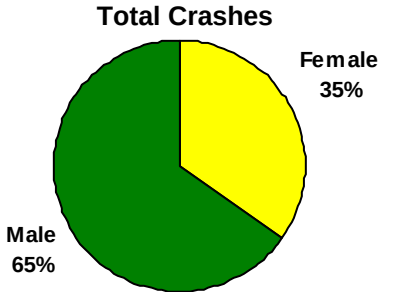
- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.

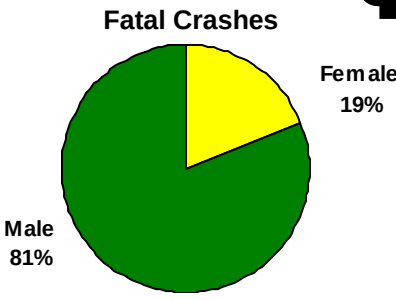
Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

SPEED

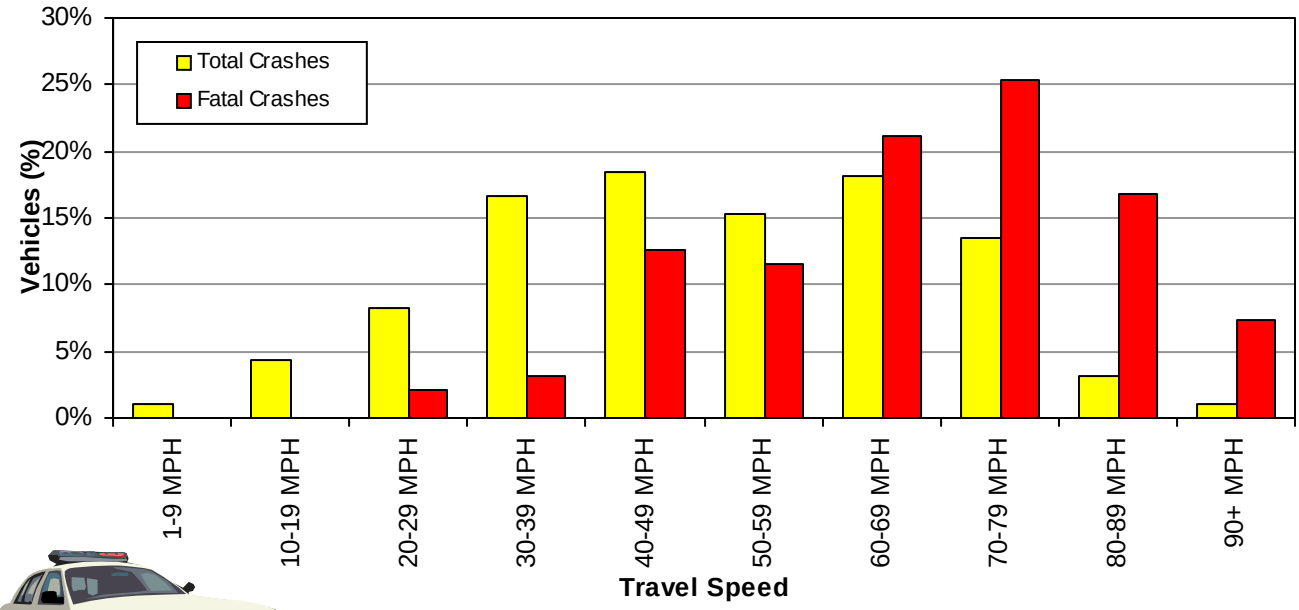
Gender of Drivers in Speed-Related Crashes (Utah 2006)





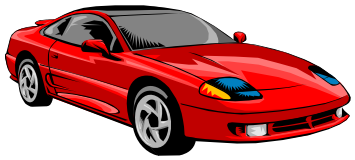
- The majority of speeding drivers in all motor vehicle crashes (65%) and fatal crashes (81%) were male.

Speed-Related Crashes by Travel Speed (Utah 2006)



- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.

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



- Reduces a driver's ability to steer safely around curves or objects in the roadway;
- Extends the distance necessary to stop a vehicle;
- Increases the distance a vehicle travels while the driver reacts to a situation;
- 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, and pedestrians. The posted speed limit is the law. Slow down and obey speed limits.

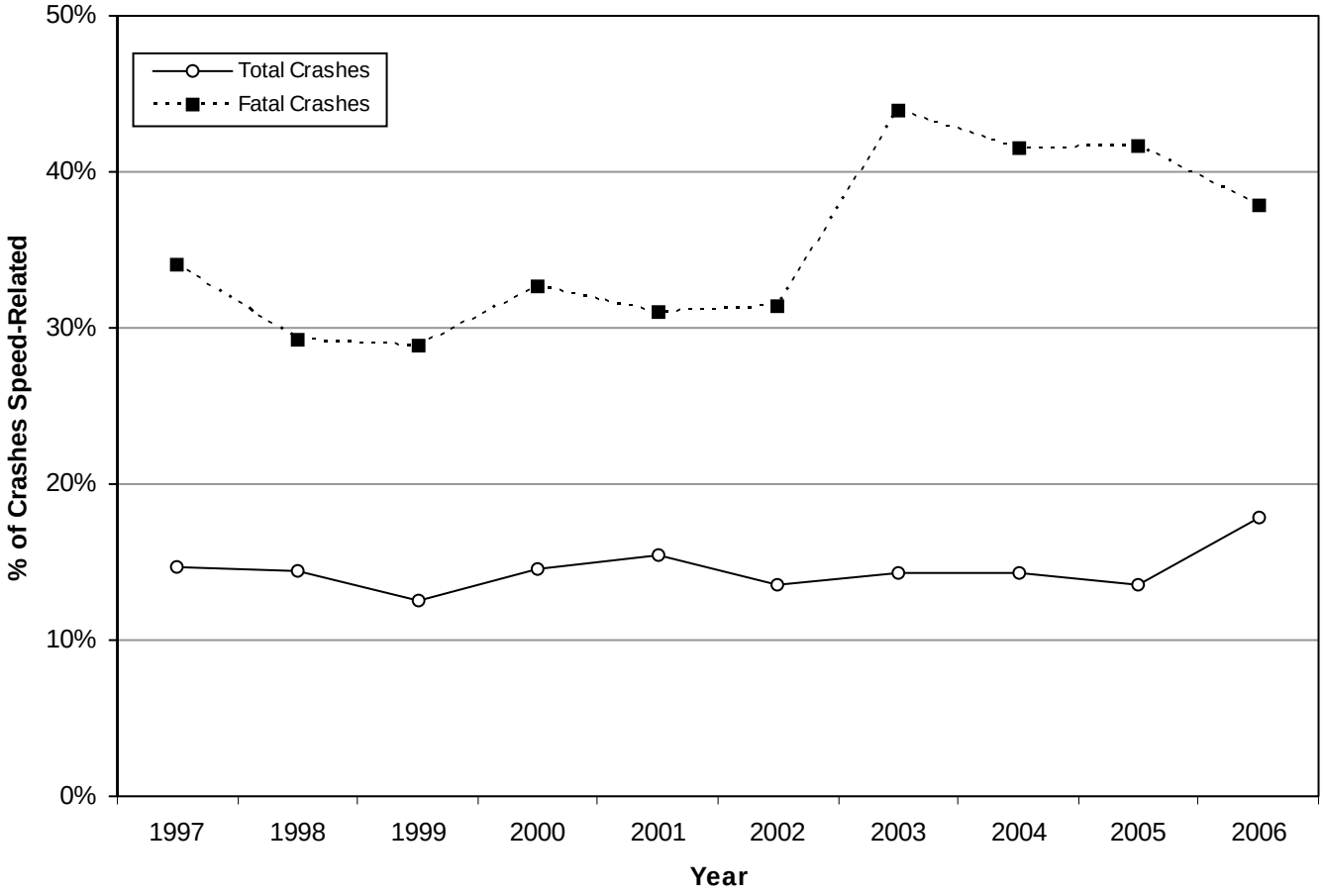
Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

Trends

Speed-Related Crashes (Utah 1997-2006)

Speed-Related Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Speed	Speed	All	Speed	Speed	All	Speed	Speed	All	Speed	Speed
Year	#	#	%	#	#	%	#	#	%	#	#	%
1997	33,512	4,823	14.4%	21,131	3,151	14.9%	309	105	34.0%	54,952	8,079	14.7%
1998	34,337	4,717	13.7%	19,427	2,981	15.3%	308	90	29.2%	54,072	7,788	14.4%
1999	32,971	3,836	11.6%	19,513	2,652	13.6%	318	92	28.9%	52,802	6,580	12.5%
2000	33,269	4,687	14.1%	19,564	2,934	15.0%	318	104	32.7%	53,151	7,725	14.5%
2001	33,113	5,037	15.2%	19,332	3,003	15.5%	258	80	31.0%	52,703	8,120	15.4%
2002	33,542	4,379	13.1%	19,552	2,770	14.2%	274	86	31.4%	53,368	7,235	13.6%
2003	31,842	4,498	14.1%	18,285	2,604	14.2%	262	115	43.9%	50,389	7,217	14.3%
2004	34,222	4,836	14.1%	19,423	2,764	14.2%	260	108	41.5%	53,905	7,708	14.3%
2005	35,158	4,676	13.3%	19,545	2,653	13.6%	235	98	41.7%	54,938	7,427	13.5%
2006	37,749	6,450	17.1%	18,189	3,539	19.5%	249	94	37.8%	56,187	10,083	17.9%
Total	**339,715**	**47,939**	**14.1%**	**193,961**	**29,051**	**15.0%**	**2,791**	**972**	**34.8%**	**536,467**	**77,962**	**14.5%**

NOTE: Definition of speed-related crashes modified in 2006.



- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 14.5% of total crashes and 34.8% of fatal crashes in Utah are speed-related.
- Speed was a factor in 44.8% of fatal crashes in 2006 where speed was known.

Counties

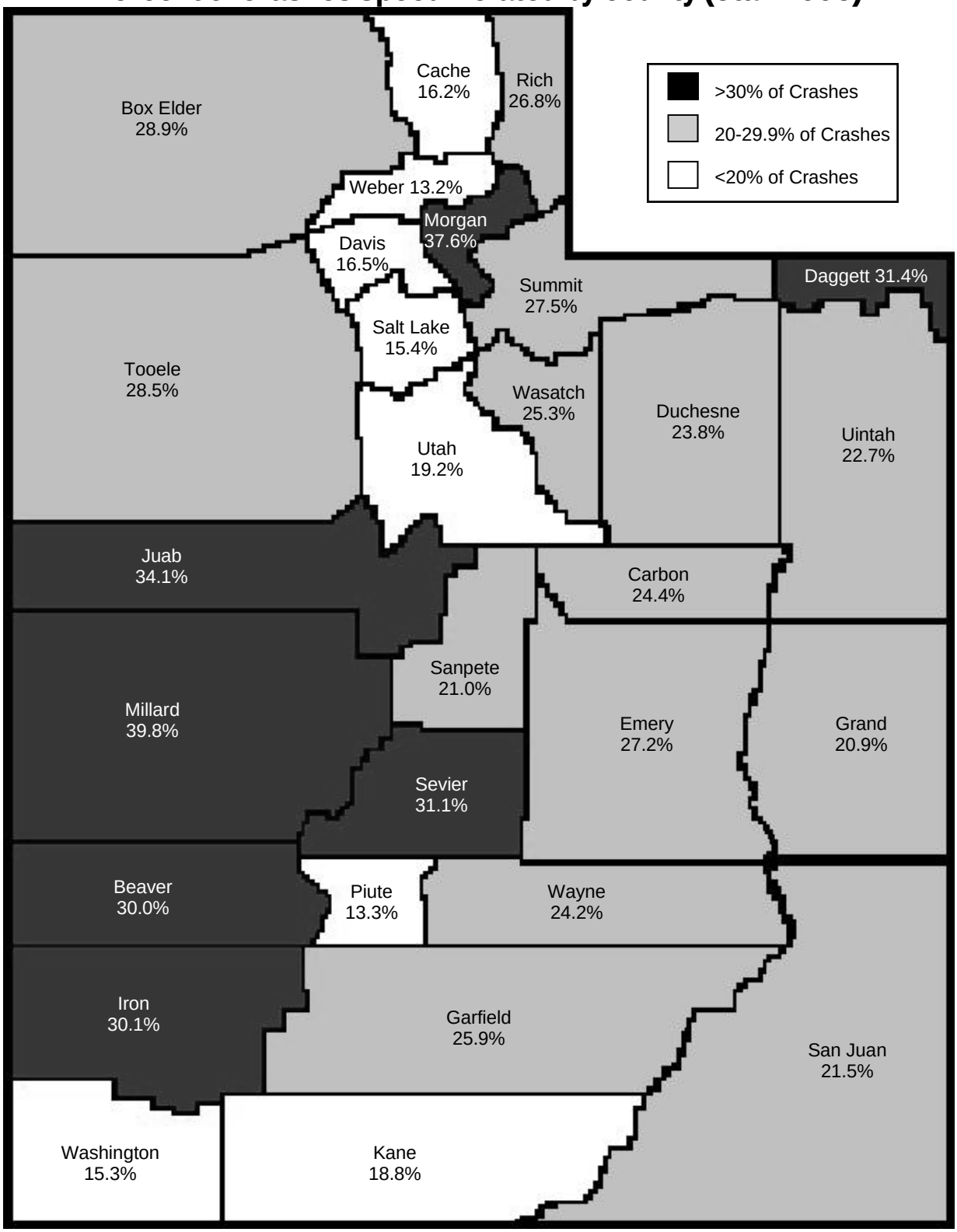
Speed-Related Crashes by County (Utah 2006)

Speed-Related Crashes								
	Property Damage Only		Injury		Fatal		Total	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
County	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**
Wasatch	109	36.8	56	18.9	2	0.67	167	56.3
Duchesne	59	27.1	41	18.9	1	0.46	101	46.5
Uintah	92	26.1	66	18.7	4	1.14	162	46.0
Daggett	11	31.0	5	14.1	0	0.00	16	45.1
Iron	178	26.4	115	17.0	6	0.89	299	44.3
Summit	223	30.4	92	12.6	4	0.55	319	43.5
Salt Lake	2,542	29.7	1,110	13.0	24	0.28	3,676	43.0
Weber	389	25.0	255	16.4	4	0.26	648	41.6
Utah	918	25.2	586	16.1	9	0.25	1,513	41.5
Carbon	77	26.3	39	13.3	1	0.34	117	39.9
Morgan	37	25.9	19	13.3	0	0.00	56	39.2
Wayne	8	20.8	7	18.2	0	0.00	15	38.9
Sevier	90	20.9	69	16.0	1	0.23	160	37.2
Davis	587	23.8	319	12.9	2	0.08	908	36.8
Millard	103	22.1	63	13.5	4	0.86	170	36.5
Rich	13	23.8	6	11.0	0	0.00	19	34.8
Garfield	30	25.6	7	6.0	1	0.85	38	32.4
Cache	205	21.3	100	10.4	5	0.52	310	32.2
Washington	212	16.7	184	14.5	6	0.47	402	31.7
Sanpete	47	18.6	32	12.7	0	0.00	79	31.3
Juab	91	22.3	35	8.6	0	0.00	126	30.8
Kane	28	20.1	11	7.9	2	1.44	41	29.5
Tooele	147	16.2	104	11.5	6	0.66	257	28.3
Beaver	35	13.5	29	11.2	1	0.39	65	25.1
Box Elder	131	13.8	99	10.4	4	0.42	234	24.6
Emery	45	12.7	35	9.9	3	0.85	83	23.4
Piute	1	3.7	5	18.4	0	0.00	6	22.1
San Juan	25	9.0	23	8.2	4	1.43	52	18.6
Grand	17	6.1	27	9.7	0	0.00	44	15.8
Statewide	**6,450**	**24.6**	**3,539**	**13.5**	**94**	**0.36**	**10,083**	**38.5**

- Wasatch (56.3), Duchesne (46.5), and Uintah (46.0) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Kane (1.44), San Juan (1.43), and Uintah (1.14) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (15.8), San Juan (18.6), and Piute (22.1) counties had the lowest rates of speed-related total crashes per 100 million vehicle miles traveled.

Counties

Percent of Crashes Speed-Related by County (Utah 2006)

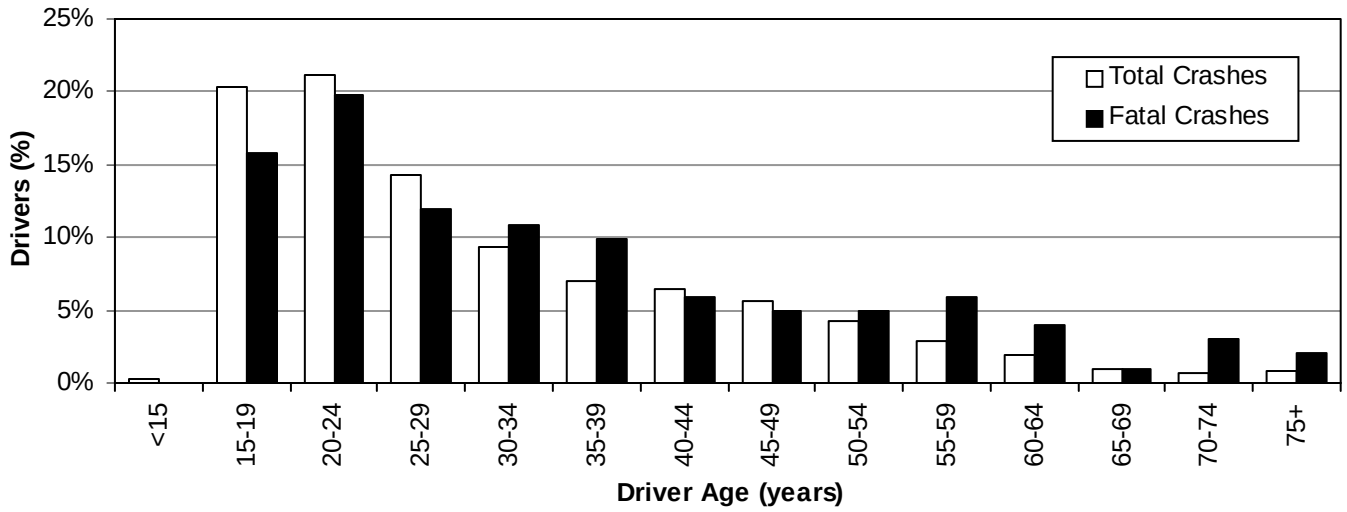


- Millard (39.8%), Morgan (37.6%), and Juab (34.1%) had the highest percent of crashes that were speed-related.

Driver Characteristics

Age of Drivers in Speed-Related Crashes (Utah 2006)

Drivers (Speed-Related)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
<15	14	0.2%	20	0.5%	0	0.0%	34	0.3%
15-19	1,532	20.2%	841	20.5%	16	15.8%	2,389	20.3%
20-24	1,654	21.8%	828	20.1%	20	19.8%	2,502	21.2%
25-29	1,057	14.0%	620	15.1%	12	11.9%	1,689	14.3%
30-34	701	9.3%	392	9.5%	11	10.9%	1,104	9.4%
35-39	520	6.9%	293	7.1%	10	9.9%	823	7.0%
40-44	507	6.7%	256	6.2%	6	5.9%	769	6.5%
45-49	431	5.7%	240	5.8%	5	5.0%	676	5.7%
50-54	303	4.0%	184	4.5%	5	5.0%	492	4.2%
55-59	227	3.0%	114	2.8%	6	5.9%	347	2.9%
60-64	140	1.8%	85	2.1%	4	4.0%	229	1.9%
65-69	67	0.9%	54	1.3%	1	1.0%	122	1.0%
70-74	51	0.7%	34	0.8%	3	3.0%	88	0.7%
75+	50	0.7%	48	1.2%	2	2.0%	100	0.8%
Unknown	316	4.2%	103	2.5%	0	0.0%	419	3.6%
Total	**7,570**	**100.0%**	**4,112**	**100.0%**	**101**	**100.0%**	**11,783**	**100.0%**



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

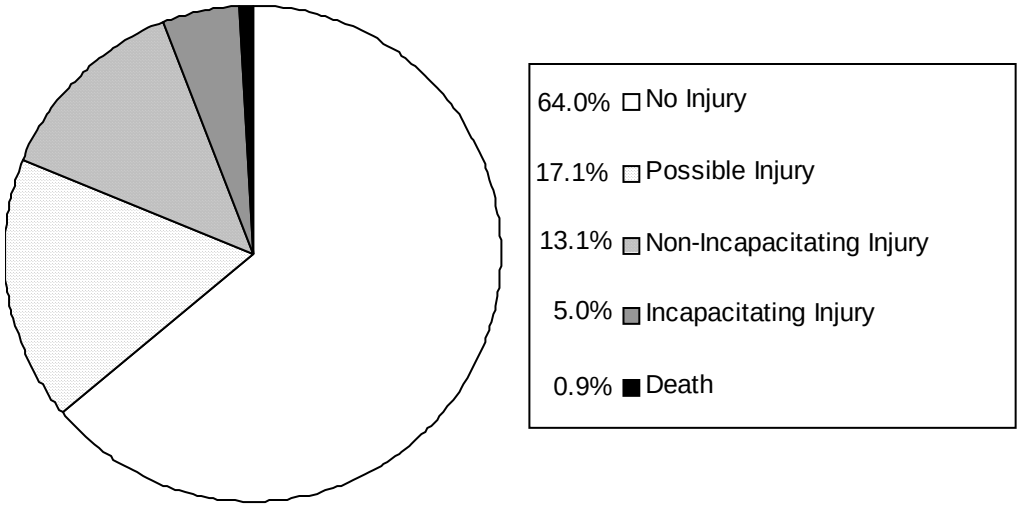
Gender of Drivers in Speed-Related Crashes (Utah 2006)

Drivers (Speed-Related)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	4,769	63.0%	2,587	62.9%	82	81.2%	7,438	63.1%
Female	2,516	33.2%	1,439	35.0%	19	18.8%	3,974	33.7%
Unknown	285	3.8%	86	2.1%	0	0.0%	371	3.1%
Total	**7,570**	**100.0%**	**4,112**	**100.0%**	**101**	**100.0%**	**11,783**	**100.0%**

- Male drivers represented 63.1% of the drivers in speed-related total crashes and 81.2% of the drivers in speed-related fatal crashes.

Crash Characteristics

Speed-Related Crash Severity (Utah 2006)



- The percentage of speed-related crashes that resulted in a non-fatal injury (35.1%) was slightly higher than the percentage of all motor vehicle crashes that resulted in a non-fatal injury (32.4%).
- In addition, a higher percentage of speed-related crashes were fatal (0.9%) compared to all fatal motor vehicle crashes (0.4%).
- In fact, speed-related crashes were 2.8 times more likely to be fatal than other motor vehicle crashes.

Speed-Related Crashes by Urban/Rural Location (Utah 2006)

Speed-Related Crashes								
	PDO		Injury		Fatal		Total	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
Location	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**
Urban	4,436	27.3	2,270	14.0	39	0.24	6,745	41.6
Rural	2,014	20.3	1,269	12.8	55	0.55	3,338	33.6
Total	**6,450**	**24.6**	**3,539**	**13.5**	**94**	**0.36**	**10,083**	**38.5**

- While urban areas had a higher rate of total speed-related crashes per vehicle mile traveled, rural areas had a higher rate of fatal speed-related crashes per vehicle mile traveled.
- In fact, 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.

Crash Characteristics

Speed-Related Crashes by Month of Year (Utah 2006)

Speed-Related Crashes									
		Property Damage Only		Injury		Fatal		Total	
	Days in		Rate		Rate		Rate		Rate
Month	Month	#	per Day	#	per Day	#	per Day	#	per Day
January	31	906	29.2	393	12.7	6	0.19	1,305	42.1
February	28	776	27.7	360	12.9	8	0.29	1,144	40.9
March	31	727	23.5	319	10.3	7	0.23	1,053	34.0
April	30	427	14.2	273	9.1	5	0.17	705	23.5
May	31	266	8.6	199	6.4	4	0.13	469	15.1
June	30	297	9.9	259	8.6	6	0.20	562	18.7
July	31	313	10.1	250	8.1	11	0.35	574	18.5
August	31	320	10.3	287	9.3	15	0.48	622	20.1
September	30	389	13.0	270	9.0	7	0.23	666	22.2
October	31	434	14.0	290	9.4	9	0.29	733	23.6
November	30	615	20.5	284	9.5	9	0.30	908	30.3
December	31	980	31.6	355	11.5	7	0.23	1,342	43.3
Total	**365**	**6,450**	**17.7**	**3,539**	**9.7**	**94**	**0.26**	**10,083**	**27.6**

- Overall, December (43.3), January (42.1), and February (40.9) had the highest rates of speed-related crashes per day.
- August (0.48) and July (0.35) had the highest rates per day of fatal speed-related crashes.

Speed-Related Crashes by Day of Week (Utah 2006)

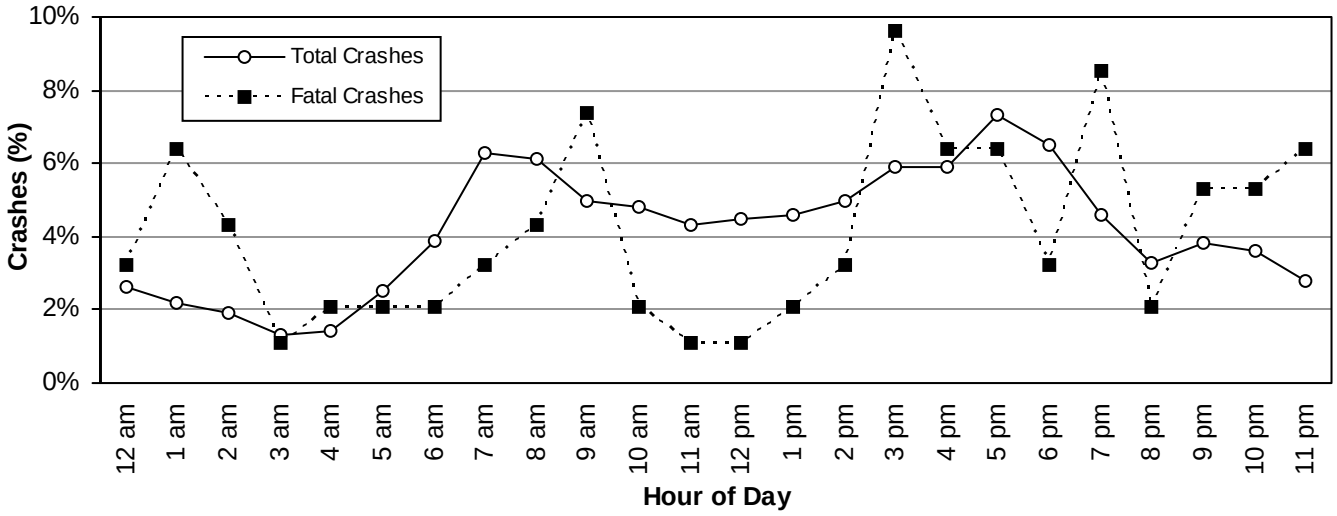
Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Day of Week	#	%	#	%	#	%	#	%
Sunday	919	14.2%	502	14.2%	16	17.0%	1,437	14.3%
Monday	770	11.9%	439	12.4%	19	20.2%	1,228	12.2%
Tuesday	746	11.6%	436	12.3%	11	11.7%	1,193	11.8%
Wednesday	1,136	17.6%	552	15.6%	8	8.5%	1,696	16.8%
Thursday	986	15.3%	501	14.2%	8	8.5%	1,495	14.8%
Friday	1,012	15.7%	561	15.9%	7	7.4%	1,580	15.7%
Saturday	881	13.7%	548	15.5%	25	26.6%	1,454	14.4%
Total	**6,450**	**100.0%**	**3,539**	**100.0%**	**94**	**100.0%**	**10,083**	**100.0%**

- The highest percentage of speed-related total crashes (16.8%) occurred on Wednesday while the highest percentage of fatal crashes (26.6%) occurred on Saturday.
- The lowest percentage of speed-related total crashes (11.8%) occurred on Tuesday while the lowest percentage of fatal crashes (7.4%) occurred on Friday.

Crash Characteristics

Speed-Related Crashes by Hour of Day (Utah 2006)

Speed-Related Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Hour	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Midnight	165	2.6%	97	2.7%	3	3.2%	265	2.6%
1 a.m.	121	1.9%	92	2.6%	6	6.4%	219	2.2%
2 a.m.	120	1.9%	63	1.8%	4	4.3%	187	1.9%
3 a.m.	90	1.4%	42	1.2%	1	1.1%	133	1.3%
4 a.m.	80	1.2%	57	1.6%	2	2.1%	139	1.4%
5 a.m.	167	2.6%	86	2.4%	2	2.1%	255	2.5%
6 a.m.	272	4.2%	121	3.4%	2	2.1%	395	3.9%
7 a.m.	469	7.3%	160	4.5%	3	3.2%	632	6.3%
8 a.m.	435	6.7%	173	4.9%	4	4.3%	612	6.1%
9 a.m.	337	5.2%	163	4.6%	7	7.4%	507	5.0%
10 a.m.	314	4.9%	163	4.6%	2	2.1%	479	4.8%
11 a.m.	278	4.3%	156	4.4%	1	1.1%	435	4.3%
Noon	272	4.2%	183	5.2%	1	1.1%	456	4.5%
1 p.m.	275	4.3%	186	5.3%	2	2.1%	463	4.6%
2 p.m.	312	4.8%	189	5.3%	3	3.2%	504	5.0%
3 p.m.	361	5.6%	226	6.4%	9	9.6%	596	5.9%
4 p.m.	371	5.8%	216	6.1%	6	6.4%	593	5.9%
5 p.m.	472	7.3%	255	7.2%	6	6.4%	733	7.3%
6 p.m.	411	6.4%	246	7.0%	3	3.2%	660	6.5%
7 p.m.	272	4.2%	181	5.1%	8	8.5%	461	4.6%
8 p.m.	200	3.1%	132	3.7%	2	2.1%	334	3.3%
9 p.m.	250	3.9%	124	3.5%	5	5.3%	379	3.8%
10 p.m.	229	3.6%	124	3.5%	5	5.3%	358	3.6%
11 p.m.	177	2.7%	104	2.9%	6	6.4%	287	2.8%
Unknown	0	0.0%	0	0.0%	1	1.1%	1	0.0%
Total	**6,450**	**100.0%**	**3,539**	**100.0%**	**94**	**100.0%**	**10,083**	**100.0%**



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

Crash Characteristics

Speed-Related Crashes by Vehicle Type (Utah 2006)

Vehicles (Speed-Related)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Vehicle Type	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Passenger Car	4,206	55.6%	2,133	51.9%	40	39.6%	6,379	54.1%
Pickup Truck	1,412	18.7%	708	17.2%	18	17.8%	2,138	18.1%
SUV	1,250	16.5%	696	16.9%	16	15.8%	1,962	16.7%
Semi/Large Truck	299	3.9%	162	3.9%	8	7.9%	469	4.0%
Van	264	3.5%	140	3.4%	7	6.9%	411	3.5%
Motorcycle	23	0.3%	170	4.1%	12	11.9%	205	1.7%
Bus	7	0.1%	5	0.1%	0	0.0%	12	0.1%
Other	24	0.3%	43	1.0%	0	0.0%	67	0.6%
Unknown	85	1.1%	55	1.3%	0	0.0%	140	1.2%
Total	**7,570**	**100.0%**	**4,112**	**100.0%**	**101**	**100.0%**	**11,783**	**100.0%**

- For total speed-related crashes, passenger car (54.1%) and pickup truck (18.1%) were the leading vehicle types.
- For fatal speed-related crashes, passenger car (39.6%) and pickup truck (17.8%) were the leading vehicle types.

Speed-Related Crashes by Speed Limit (Utah 2006)

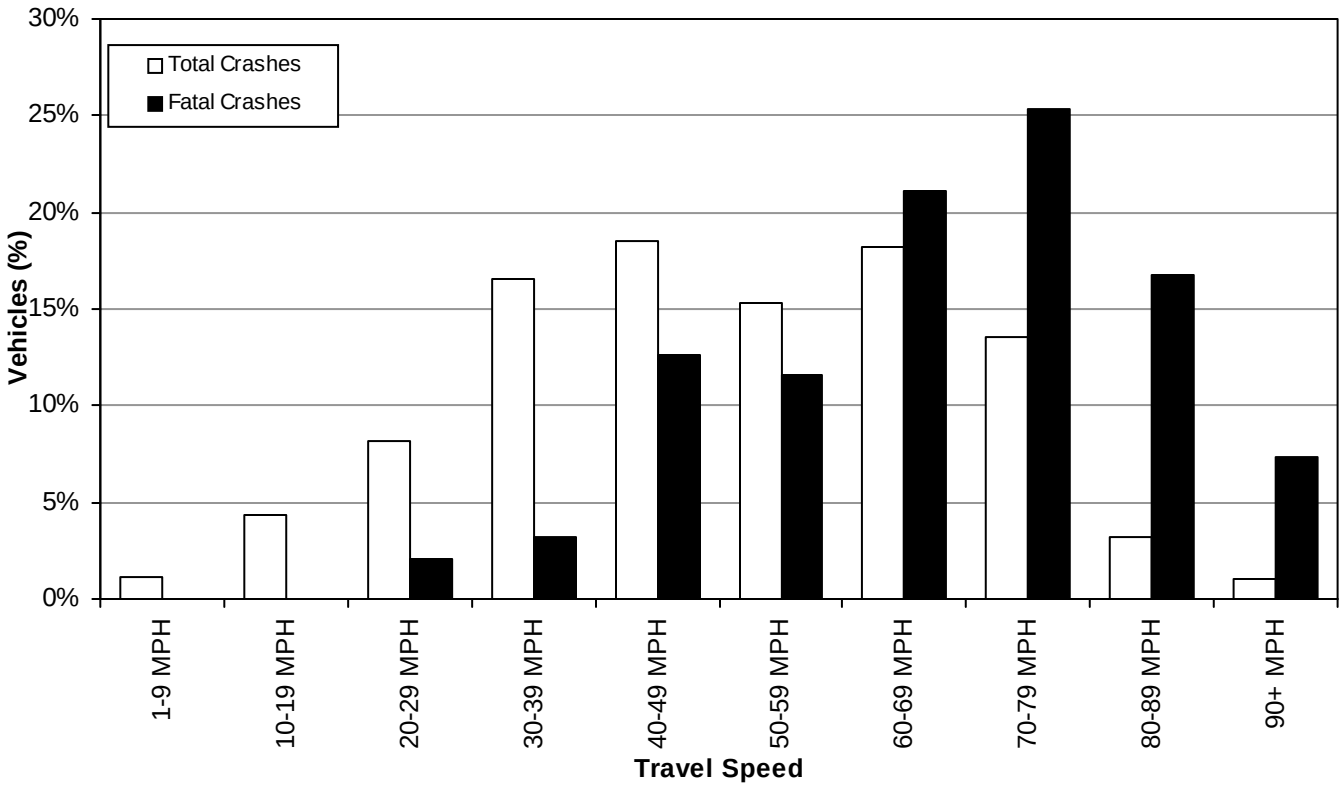
Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Speed Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
5-15 MPH	50	0.7%	26	0.6%	2	2.0%	78	0.7%
20-25 MPH	964	12.7%	527	12.8%	7	6.9%	1,498	12.7%
30-35 MPH	949	12.5%	708	17.2%	18	17.8%	1,675	14.2%
40-45 MPH	886	11.7%	651	15.8%	10	9.9%	1,547	13.1%
50-55 MPH	775	10.2%	434	10.6%	22	21.8%	1,231	10.4%
60-65 MPH	2,664	35.2%	1,089	26.5%	25	24.8%	3,778	32.1%
70-75 MPH	580	7.7%	351	8.5%	16	15.8%	947	8.0%
Unknown	702	9.3%	326	7.9%	1	1.0%	1,029	8.7%
Total	**7,570**	**100.0%**	**4,112**	**100.0%**	**101**	**100.0%**	**11,783**	**100.0%**

- Over one-third (35.1% where speed limit was known) of total speed-related crashes occurred where the speed limit was 60-65 MPH.
- Fatal speed-related crashes were more likely to occur where there were higher speed limits. Nearly two-thirds (63.0% where speed limit was known) of fatal speed-related crashes occurred where the speed limit was 50 MPH or higher.
- Speed-related crashes where the speed limit was 50 MPH or higher were 1.6 times more likely to be fatal.
- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.

Crash Characteristics

Speed-Related Crashes by Travel Speed (Utah 2006)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Stopped Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%
1-9 MPH	87	1.1%	26	0.6%	0	0.0%	113	1.0%
10-19 MPH	365	4.8%	75	1.8%	0	0.0%	440	3.7%
20-29 MPH	615	8.1%	216	5.3%	2	2.0%	833	7.1%
30-39 MPH	1,107	14.6%	569	13.8%	3	3.0%	1,679	14.2%
40-49 MPH	1,127	14.9%	739	18.0%	12	11.9%	1,878	15.9%
50-59 MPH	973	12.9%	566	13.8%	11	10.9%	1,550	13.2%
60-69 MPH	1,176	15.5%	644	15.7%	20	19.8%	1,840	15.6%
70-79 MPH	863	11.4%	486	11.8%	24	23.8%	1,373	11.7%
80-89 MPH	144	1.9%	161	3.9%	16	15.8%	321	2.7%
90+ MPH	27	0.4%	72	1.8%	7	6.9%	106	0.9%
Unknown	1,086	14.3%	558	13.6%	6	5.9%	1,650	14.0%
Total	**7,570**	**100.0%**	**4,112**	**100.0%**	**101**	**100.0%**	**11,783**	**100.0%**

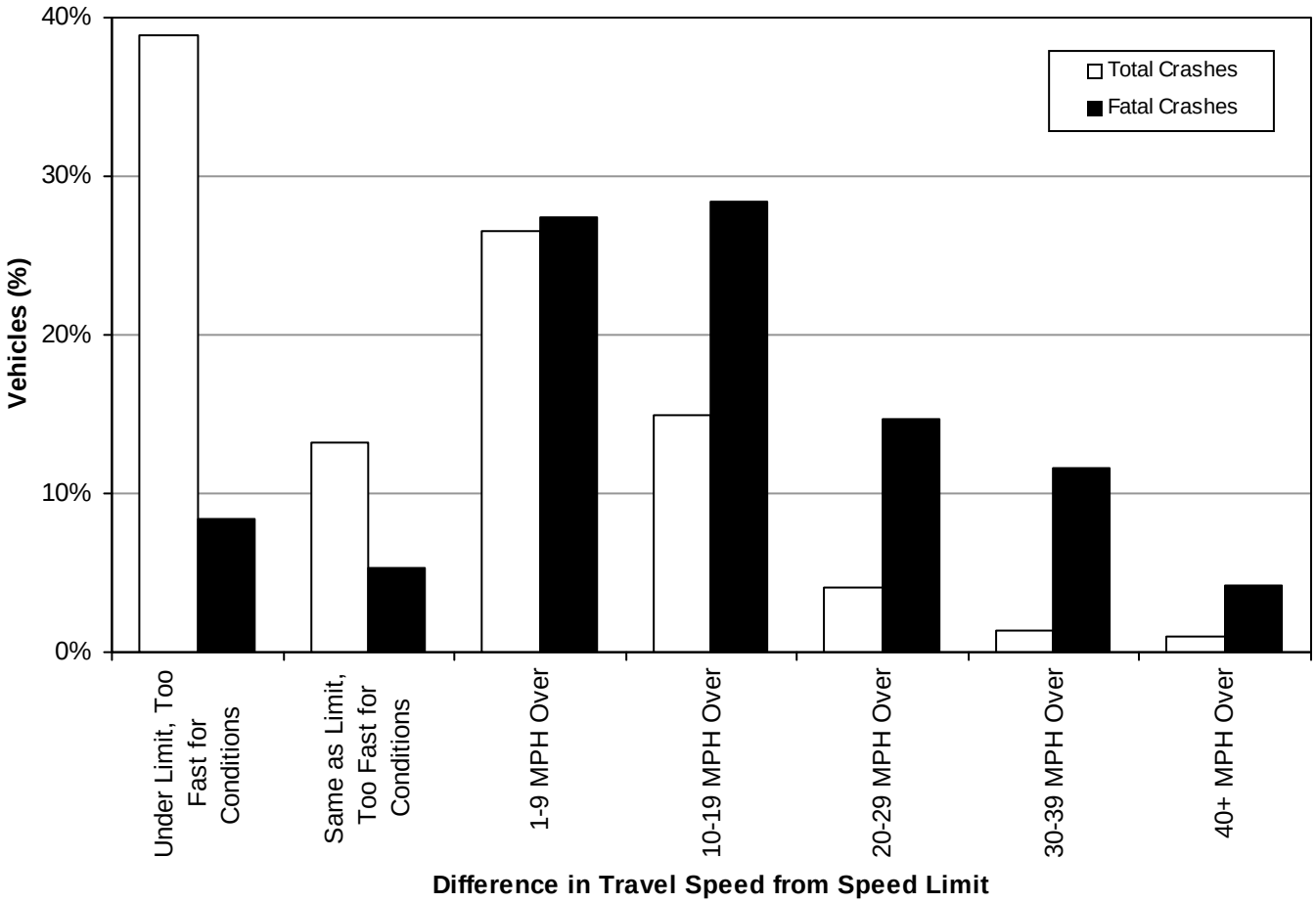


- Over two-thirds (68.6% where travel speed was known) of vehicles in total speed-related crashes were traveling 30-69 MPH.
- Over two-thirds (70.5% where travel speed was known) of vehicles in fatal speed-related crashes were traveling 60 MPH or higher.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.

Crash Characteristics

Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2006)

Speed-Related Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed vs. Speed Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Under Speed Limit, Too Fast for Conditions	2,827	37.3%	1,031	25.1%	8	7.9%	3,866	32.8%
Same as Speed Limit, Too Fast for Conditions	887	11.7%	424	10.3%	5	5.0%	1,316	11.2%
1-9 MPH Over Speed Limit	1,601	21.1%	1,008	24.5%	26	25.7%	2,635	22.4%
10-19 MPH Over Speed Limit	800	10.6%	661	16.1%	27	26.7%	1,488	12.6%
20-29 MPH Over Speed Limit	181	2.4%	217	5.3%	14	13.9%	412	3.5%
30-39 MPH Over Speed Limit	49	0.6%	69	1.7%	11	10.9%	129	1.1%
40+ MPH Over Speed Limit	32	0.4%	67	1.6%	4	4.0%	103	0.9%
Unknown	1,193	15.8%	635	15.4%	6	5.9%	1,834	15.6%
Total	**7,570**	**100.0%**	**4,112**	**100.0%**	**101**	**100.0%**	**11,783**	**100.0%**



- It is troubling to see that 4,767 vehicles in total crashes were 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.
- Nearly nine out of every ten speed-related vehicles (86.3% where speed was known) in fatal crashes were traveling over the posted speed limit.

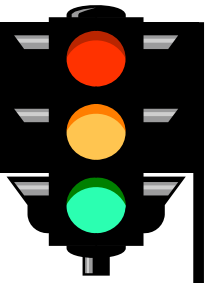
Motorcycles

Section 6: Motorcycles

2006

2006 UTAH CRASH FACTS

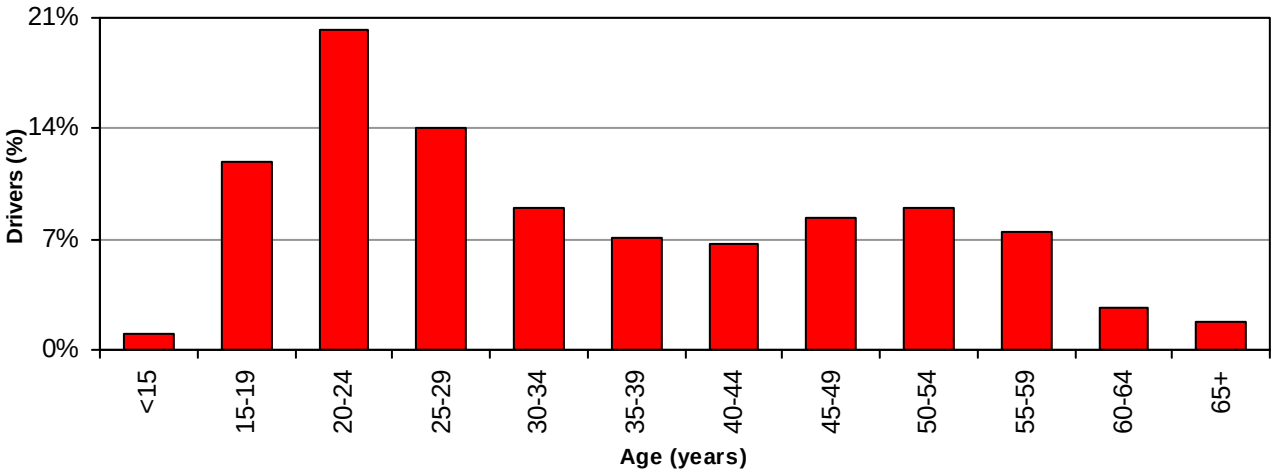
MOTORCYCLES



Did you know in 2006:

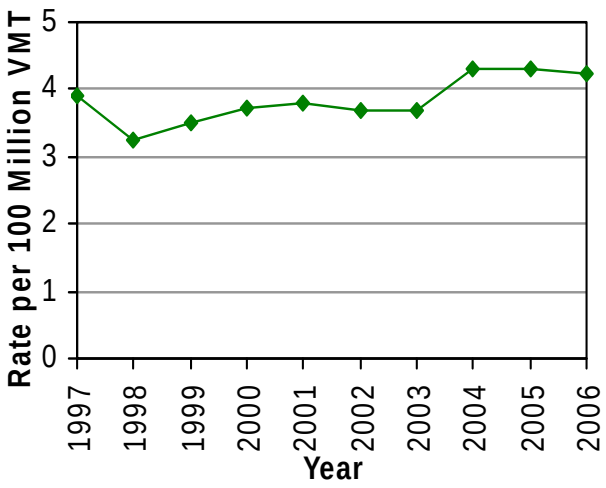
- There were 993 motorcycle crashes in Utah, resulting in 899 injured motorcyclists and 24 motorcyclist deaths.
- Motorcyclists accounted for 0.8% of persons in crashes and 8.4% of deaths.
- Compared to 2005, there was a 8% decrease in the rate per registered motorcycle of motorcyclists killed in crashes and a 10% decrease in the rate of motorcyclists in crashes.
- Nearly all (86%) of the motorcycle crashes resulted in an injury or death compared to 33% of all motor vehicle crashes.
- Motorcyclists were 12 times more likely to be killed in a crash than other persons in crashes.

Age of Motorcycle Drivers in All Crashes (Utah 2006)



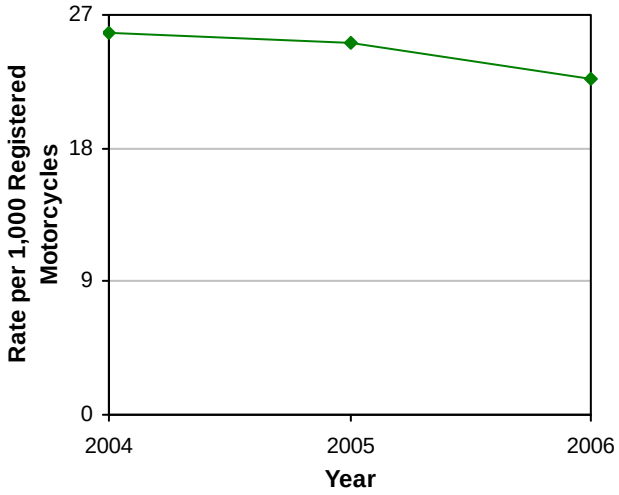
- Nearly one-half (47%) of motorcycle drivers in crashes were under the age of 30 years.

Motorcyclist Crash Rates per Vehicle Miles Traveled (Utah 1997-2006)



- The rate of motorcyclists in crashes per vehicle miles traveled has shown an increasing trend since 1998.

Motorcyclist Crash Rates per Registered Motorcycles (Utah 2004-2006)

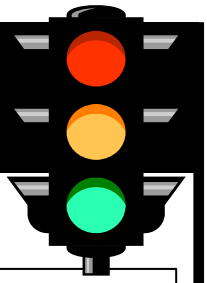


- Over the last three years, the rates of motorcyclists in crashes per registered motorcycles has followed a decreasing trend.

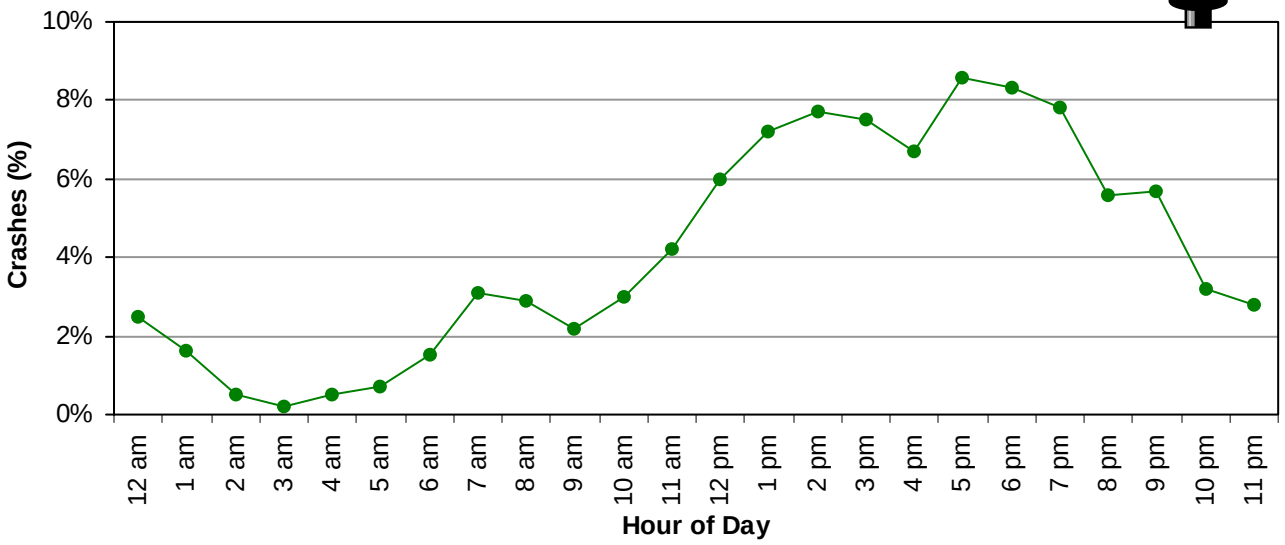
Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

MOTORCYCLES

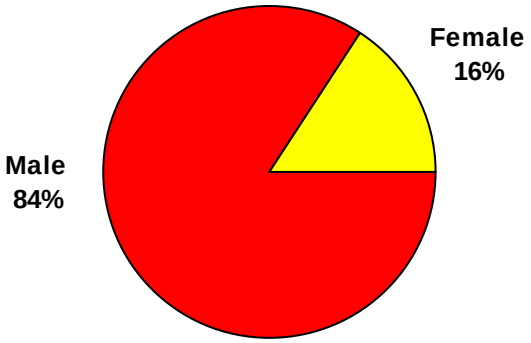


Motorcycle Crashes by Hour of Day (Utah 2006)



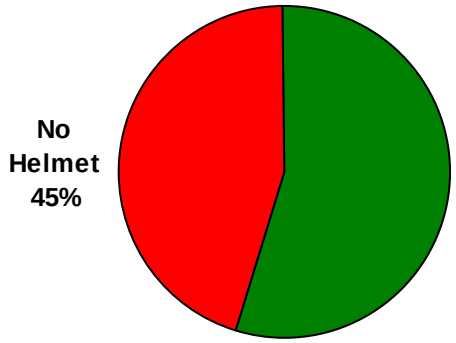
- Over half (54%) of total motorcycle crashes occurred between 1:00 p.m. and 7:00 p.m.

Gender of Motorcyclists in Crashes (Utah 2006)



- Most motorcyclists in crashes were male (84%).

Helmet Use of Motorcyclists in Crashes (Utah 2006)



- Only 55% of motorcyclists wore a helmet.
- Utah law requires anyone under the age of 18 years riding a motorcycle to wear a helmet.

Leading Motorcycle Crash Contributing Factors (Utah 2006)

1. Speed Too Fast (14%)
2. Defective Condition of Vehicle (8%)
3. Followed Too Closely (8%)
4. Ran Off Road (8%)
5. Driver Distraction (6%)

Left Turns

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

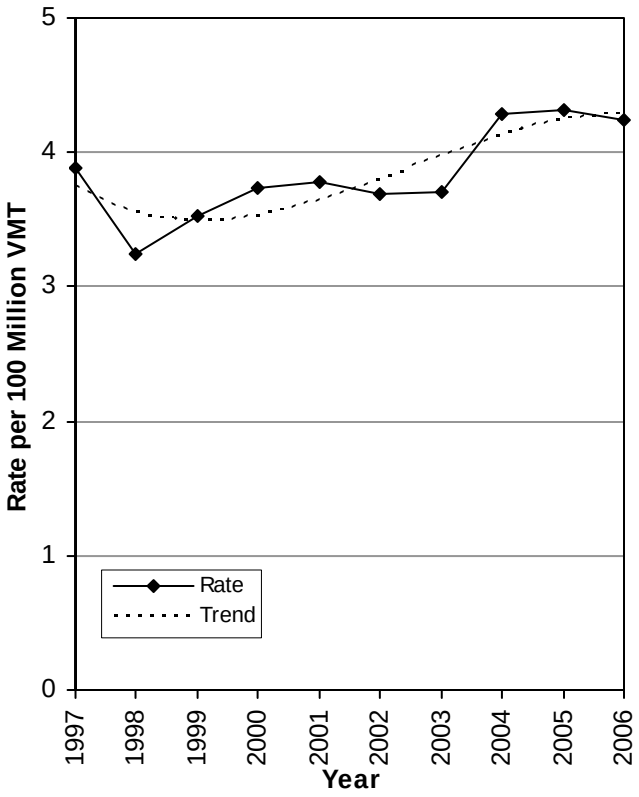
Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

Trends

Motorcyclists in Crashes [Utah 1997-2006]

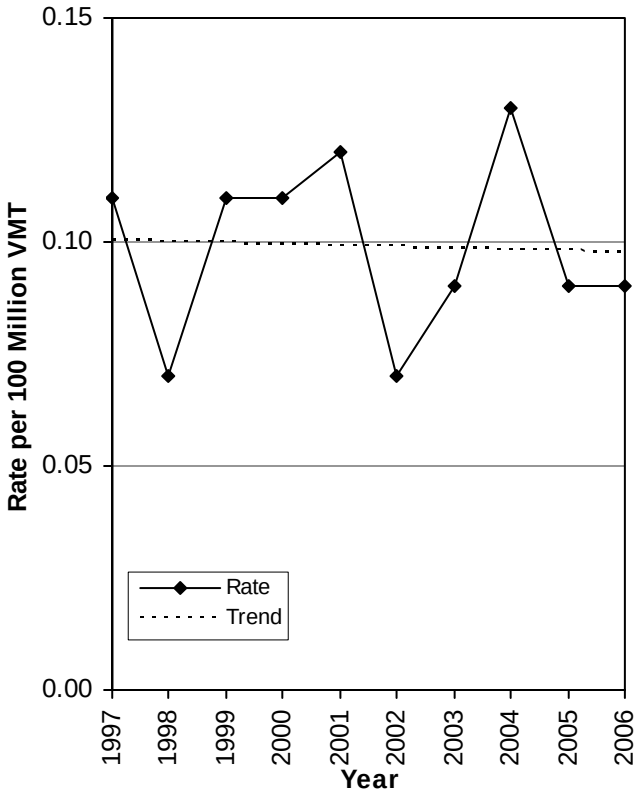
Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
		Rate per 100		Rate per 100		Rate per 100		Rate per 100
Year	#	Million VMT	#	Million VMT	#	Million VMT	#	Million VMT
1997	120	0.59	652	3.19	22	0.11	794	3.89
1998	93	0.44	584	2.75	14	0.07	691	3.25
1999	76	0.35	671	3.07	23	0.11	770	3.52
2000	124	0.55	694	3.08	24	0.11	842	3.74
2001	124	0.53	733	3.13	28	0.12	885	3.78
2002	130	0.53	755	3.09	18	0.07	903	3.69
2003	134	0.56	730	3.05	22	0.09	886	3.70
2004	149	0.60	877	3.56	31	0.13	1,057	4.29
2005	192	0.76	871	3.47	23	0.09	1,086	4.32
2006	186	0.71	899	3.44	24	0.09	1,109	4.24
Total	**1,328**	**0.64**	**7,466**	**3.60**	**229**	**0.11**	**9,023**	**4.35**

Motorcyclist Crash Rates per VMT (Utah 1997-2006)



- Overall, the rate of motorcyclists in crashes has shown an increasing trend since 1998.
- 2005 had the highest (4.32) rate of total motorcyclists in crashes per VMT.

Motorcyclist Death Rates per VMT (Utah 1997-2006)



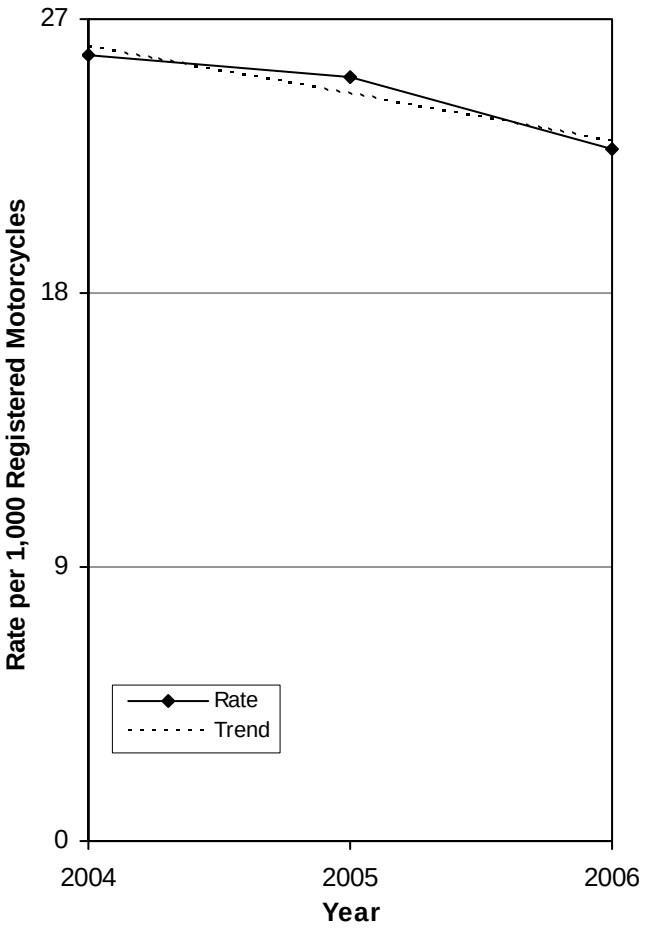
- The rate of motorcyclists killed in crashes has varied over time fluctuating around the 10-year rate of 0.11 per 100 million VMT.

Trends

Motorcyclist Crash Rates per Registered Motorcycles [Utah 2004-2006]

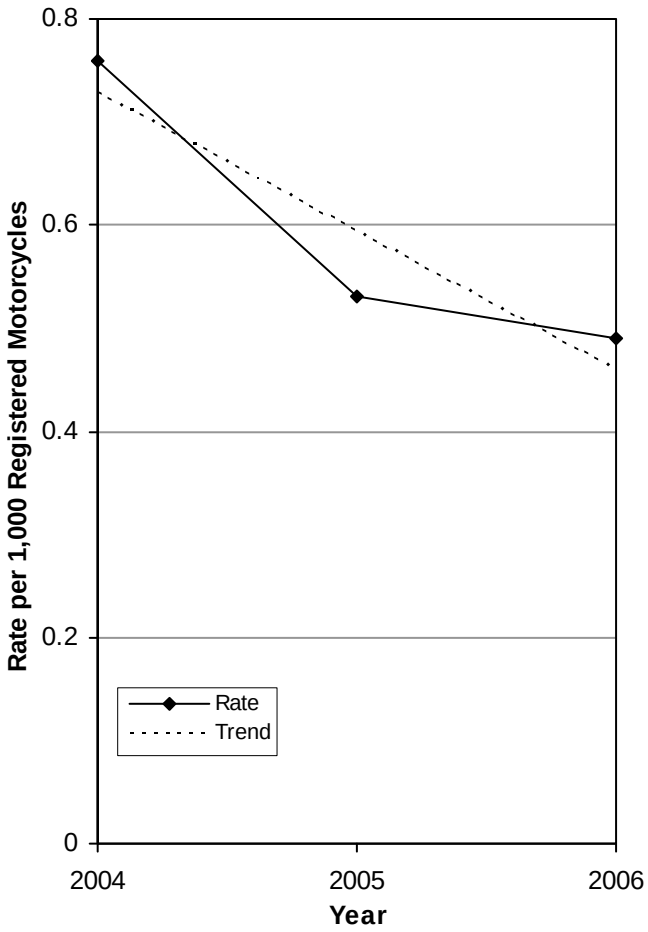
Motorcyclists (Driver and Passenger)									
		Non-Injured		Injured		Killed		Total	
			Rate per 1,000		Rate per 1,000		Rate per 1,000		Rate per 1,000
	Registered		Registered		Registered		Registered		Registered
Year	Motorcycles	#	Motorcycles	#	Motorcycles	#	Motorcycles	#	Motorcycles
2004	40,964	149	3.6	877	21.4	31	0.76	1,057	25.8
2005	43,271	192	4.4	871	20.1	23	0.53	1,086	25.1
2006	48,949	186	3.8	899	18.4	24	0.49	1,109	22.7
Total	**133,184**	**527**	**4.0**	**2,647**	**19.9**	**78**	**0.59**	**3,252**	**24.4**

Motorcyclist Total Crash Rates per Registered Motorcycles (Utah 2004-2006)



- Over the last three years, the rates of total motorcyclists in crashes per registered motorcycles has followed a decreasing trend.

Motorcyclist Death Rates per Registered Motorcycles (Utah 2004-2006)



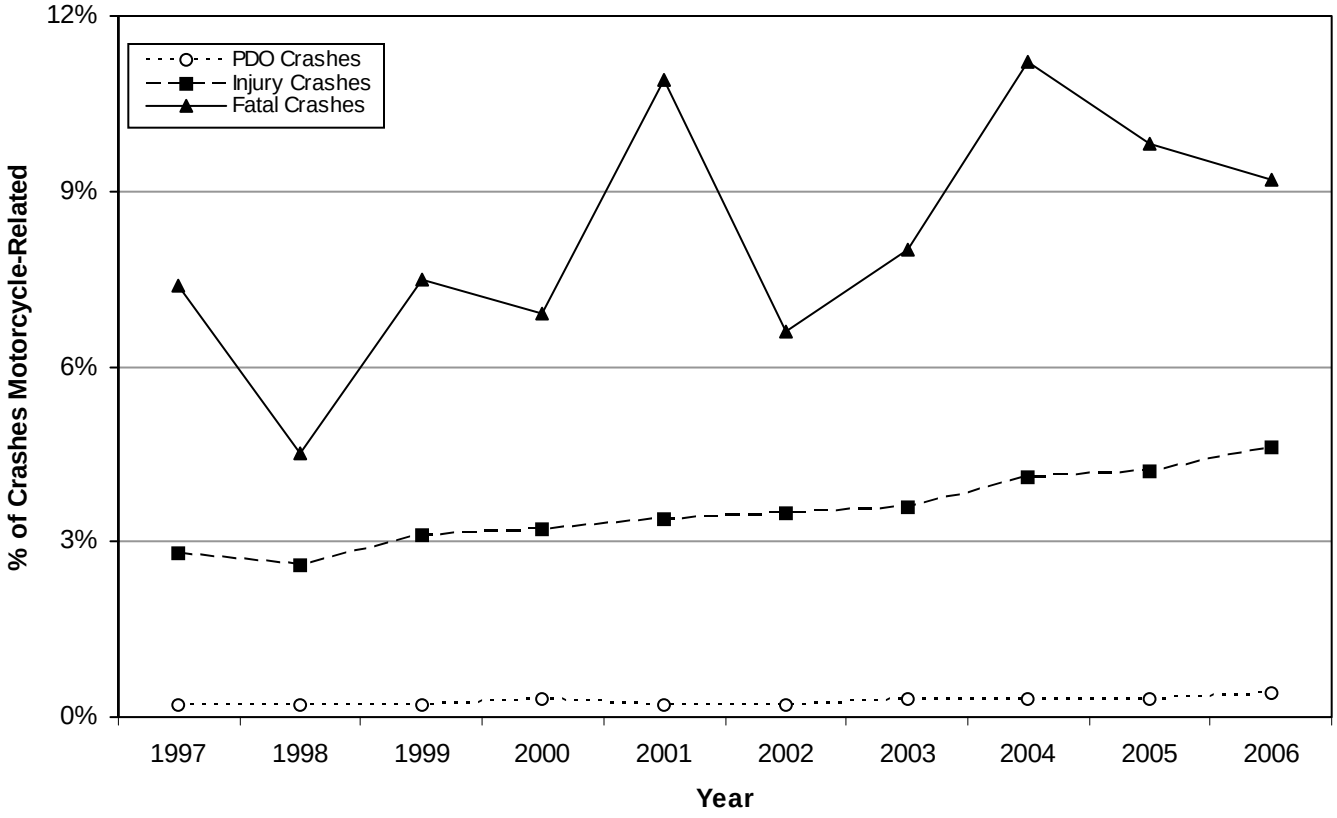
- Over the last three years, the rates of motorcyclists killed in crashes per registered motorcycles has followed a decreasing trend.

Trends

Motorcycle Crashes [Utah 1997-2006]

Motorcycle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Mtrcy	Mtrcy	All	Mtrcy	Mtrcy	All	Mtrcy	Mtrcy	All	Mtrcy	Mtrcy
Year	#	#	%	#	#	%	#	#	%	#	#	%
1997	33,512	80	0.2%	21,131	594	2.8%	309	23	7.4%	54,952	697	1.3%
1998	34,337	66	0.2%	19,427	509	2.6%	308	14	4.5%	54,072	589	1.1%
1999	32,971	52	0.2%	19,513	602	3.1%	318	24	7.5%	52,802	678	1.3%
2000	33,269	88	0.3%	19,564	624	3.2%	318	22	6.9%	53,151	734	1.4%
2001	33,113	82	0.2%	19,332	648	3.4%	258	28	10.9%	52,703	758	1.4%
2002	33,542	81	0.2%	19,552	689	3.5%	274	18	6.6%	53,368	788	1.5%
2003	31,842	84	0.3%	18,285	661	3.6%	262	21	8.0%	50,389	766	1.5%
2004	34,222	104	0.3%	19,423	805	4.1%	260	29	11.2%	53,905	938	1.7%
2005	35,158	117	0.3%	19,545	829	4.2%	235	23	9.8%	54,938	969	1.8%
2006	37,749	135	0.4%	18,189	835	4.6%	249	23	9.2%	56,187	993	1.8%
Total	**339,715**	**889**	**0.3%**	**193,961**	**6,796**	**3.5%**	**2,791**	**225**	**8.1%**	**536,467**	**7,910**	**1.5%**

Percent of Crashes Involving a Motorcycle (Utah 1997-2006)



- The 10-year trend shows that motorcycle crashes represent 0.3% of property damage only crashes, 3.5% of injury crashes, and 8.1% of fatal crashes.
- Motorcycles are over-represented in fatal crashes accounting for 8.1% of fatal crashes compared to 1.5% of total crashes.
- During the last 10 years, the highest percent of fatal crashes involving motorcycles occurred in 2004 (11.2%).

Counties

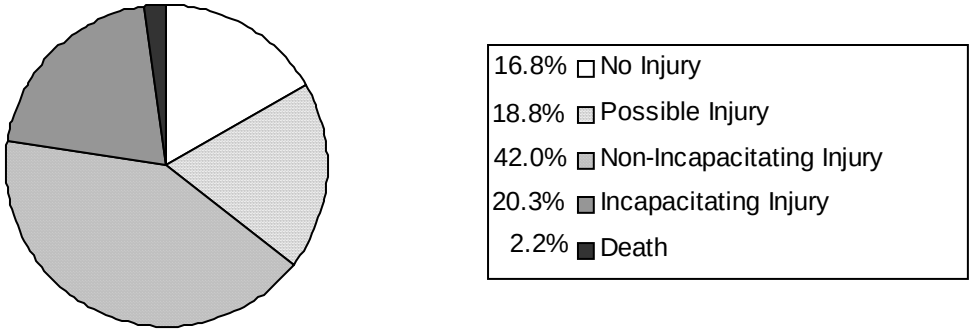
Motorcyclists in Crashes by County (Utah 2006)

Motorcyclists (Driver and Passenger)								
	Non-Injured Persons		Injured Persons		Persons Killed		Total Persons	
		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million		Rate per 100 Million
County	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**
Wayne	0	0.0	7	18.2	0	0.0	7	18.2
Daggett	0	0.0	3	8.5	0	0.0	3	8.5
Morgan	1	0.7	10	7.0	0	0.0	11	7.7
Weber	18	1.2	100	6.4	0	0.0	118	7.6
Piute	0	0.0	2	7.4	0	0.0	2	7.4
Uintah	1	0.3	22	6.2	0	0.0	23	6.5
Wasatch	3	1.0	16	5.4	0	0.0	19	6.4
Washington	11	0.9	66	5.2	2	0.2	79	6.2
Grand	1	0.4	16	5.7	0	0.0	17	6.1
Kane	0	0.0	5	3.6	2	1.4	7	5.0
Salt Lake	91	1.1	323	3.8	10	0.1	424	5.0
Cache	13	1.4	33	3.4	1	0.1	47	4.9
Utah	18	0.5	131	3.6	2	0.1	151	4.1
Duchesne	4	1.8	4	1.8	0	0.0	8	3.7
Rich	0	0.0	2	3.7	0	0.0	2	3.7
Iron	0	0.0	21	3.1	2	0.3	23	3.4
Davis	9	0.4	70	2.8	1	0.0	80	3.2
Millard	4	0.9	9	1.9	1	0.2	14	3.0
San Juan	1	0.4	6	2.1	1	0.4	8	2.9
Garfield	2	1.7	1	0.9	0	0.0	3	2.6
Summit	4	0.5	12	1.6	1	0.1	17	2.3
Tooele	2	0.2	15	1.7	1	0.1	18	2.0
Emery	1	0.3	5	1.4	0	0.0	6	1.7
Sevier	0	0.0	7	1.6	0	0.0	7	1.6
Sanpete	0	0.0	4	1.6	0	0.0	4	1.6
Box Elder	1	0.1	7	0.7	0	0.0	8	0.8
Beaver	1	0.4	1	0.4	0	0.0	2	0.8
Carbon	0	0.0	1	0.3	0	0.0	1	0.3
Juab	0	0.0	0	0.0	0	0.0	0	0.0
Statewide	**186**	**0.7**	**899**	**3.4**	**24**	**0.1**	**1,109**	**4.2**

- Wayne (18.2), Daggett (8.5), Morgan (7.7), and Weber (7.6) counties had the highest rates of motorcyclists in crashes per vehicle miles traveled.
- Juab County had no motorcyclists in crashes.
- Kane (1.4), San Juan (0.4), and Iron (0.3) counties had the highest rates of motorcyclists killed in crashes.

Motorcyclist Characteristics (Driver and Passenger)

Injury Severity of Motorcyclists in Crashes (Utah 2006)



- The percentage of motorcyclists sustaining a non-fatal injury (81.1%) was much higher than the percentage of all motor vehicle crash occupants sustaining a non-fatal injury (18.7%).
- The percentage of motorcyclists killed in crashes (2.2%) was higher than the percentage for all persons killed in motor vehicle crashes (0.2%). In fact, motorcyclists were 12 times more likely to be killed in a crash than other persons in motor vehicle crashes.

Occupant Placement of Motorcyclists in Crashes (Utah 2006)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Occupant Placement	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Driver	164	88.2%	818	91.0%	19	79.2%	1,001	90.3%
Passenger	22	11.8%	81	9.0%	5	20.8%	108	9.7%
Total	**186**	**100.0%**	**899**	**100.0%**	**24**	**100.0%**	**1,109**	**100.0%**

- Drivers accounted for the majority of motorcyclists in a crash (90.3%) and motorcyclists killed (79.2%).

Gender of Motorcyclists in Crashes (Utah 2006)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	155	83.3%	752	83.6%	18	75.0%	925	83.4%
Female	22	11.8%	145	16.1%	6	25.0%	173	15.6%
Missing	9	4.8%	2	0.2%	0	0.0%	11	1.0%
Total	**186**	**100.0%**	**899**	**100.0%**	**24**	**100.0%**	**1,109**	**100.0%**

- The majority of all motorcyclists (83.4%) and motorcyclists killed (75.0%) in crashes were male.

Motorcyclist Characteristics (Driver and Passenger)

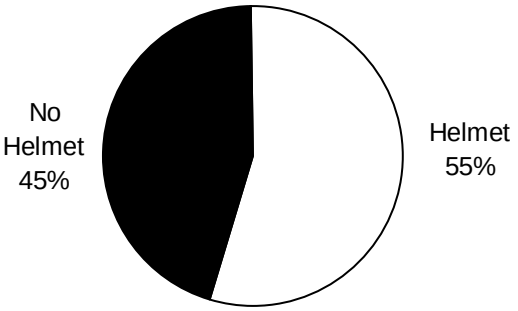
Age of Motorcyclists in Crashes (Utah 2006)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
0-4	0	0.0%	1	0.1%	0	0.0%	1	0.1%
5-9	1	0.5%	8	0.9%	0	0.0%	9	0.8%
10-14	0	0.0%	12	1.3%	0	0.0%	12	1.1%
15-19	23	12.4%	109	12.1%	4	16.7%	136	12.3%
20-24	34	18.3%	186	20.7%	5	20.8%	225	20.3%
25-29	28	15.1%	118	13.1%	2	8.3%	148	13.3%
30-34	14	7.5%	77	8.6%	1	4.2%	92	8.3%
35-39	17	9.1%	58	6.5%	3	12.5%	78	7.0%
40-44	14	7.5%	56	6.2%	1	4.2%	71	6.4%
45-49	14	7.5%	76	8.5%	1	4.2%	91	8.2%
50-54	16	8.6%	80	8.9%	4	16.7%	100	9.0%
55-59	11	5.9%	66	7.3%	2	8.3%	79	7.1%
60-64	3	1.6%	25	2.8%	1	4.2%	29	2.6%
65+	2	1.1%	17	1.9%	0	0.0%	19	1.7%
Missing	9	4.8%	10	1.1%	0	0.0%	19	1.7%
Total	**186**	**100.0%**	**899**	**100.0%**	**24**	**100.0%**	**1,109**	**100.0%**

- Overall, the largest percentages of motorcyclists in crashes were aged 20-24 years (20.3%), 25-29 years (13.3%), and 15-19 years (12.3%).
- The highest percentages of motorcyclist deaths occurred in the 20-24 year age group (20.8%), the 15-19 year age group (16.7%), and the 50-54 year age group (16.7%).

Helmet Use of Motorcyclists in Crashes (Utah 2006)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Helmet Use	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Helmet Worn	59	31.7%	446	49.6%	8	33.3%	513	46.3%
Helmet Not Worn	54	29.0%	359	39.9%	15	62.5%	428	38.6%
Unknown	73	39.2%	94	10.5%	1	4.2%	168	15.1%
Total	**186**	**100.0%**	**899**	**100.0%**	**24**	**100.0%**	**1,109**	**100.0%**

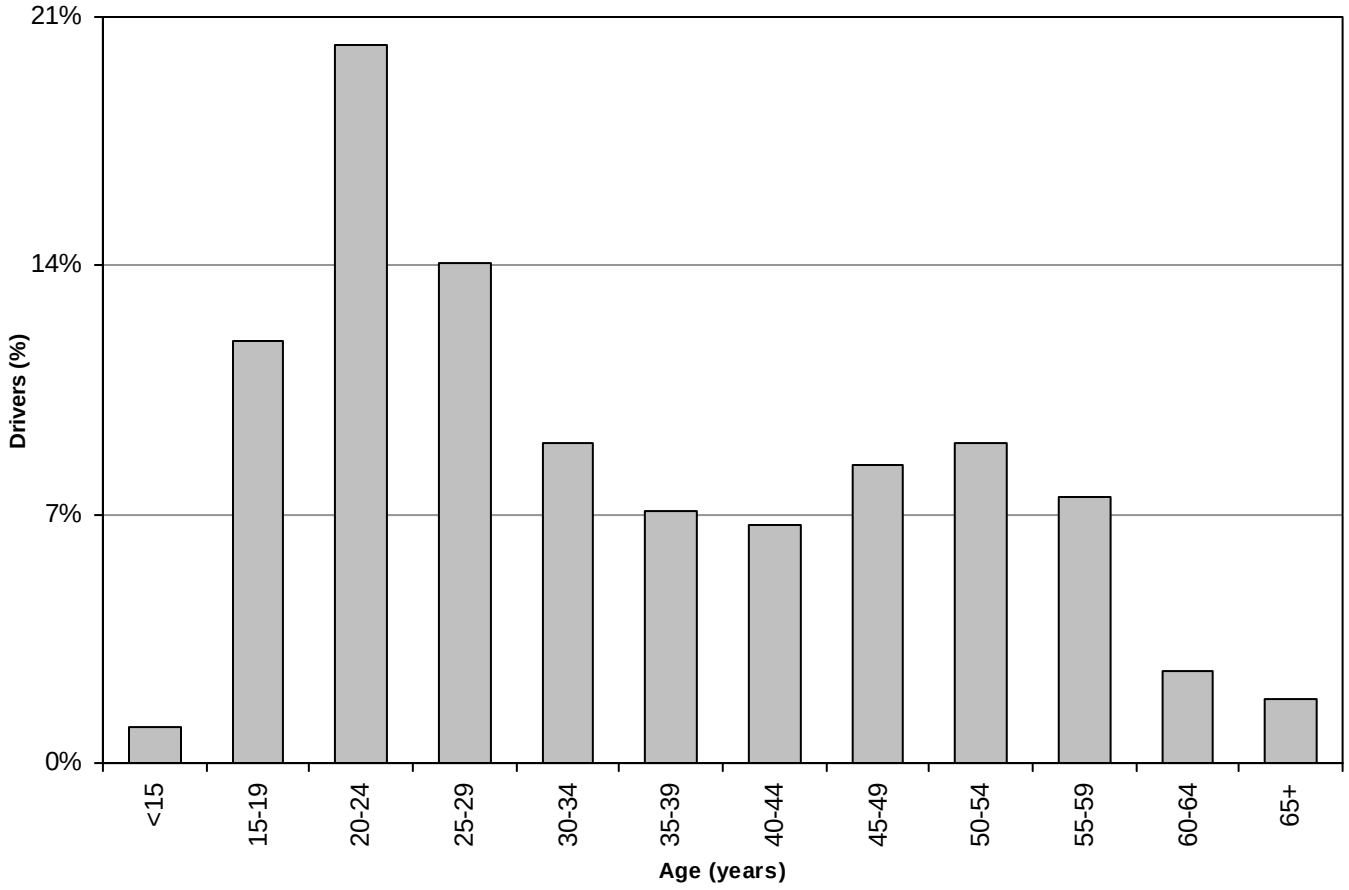


- Only 54.5% of the motorcyclists in crashes wore a helmet, where helmet use was known.
- 15 of the 24 motorcyclists killed in crashes (62.5%) were not wearing a helmet.
- Motorcyclists not wearing a helmet were 2.3 times more likely to die in a crash than helmeted motorcyclists.

Motorcycle Driver Characteristics

Motorcycle Driver Age (Utah 2006)

Motorcycle Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
<15	1	0.8%	9	1.1%	0	0.0%	10	1.0%
15-19	13	10.2%	102	12.0%	4	17.4%	119	11.9%
20-24	25	19.5%	174	20.4%	4	17.4%	203	20.2%
25-29	19	14.8%	120	14.1%	2	8.7%	141	14.1%
30-34	11	8.6%	77	9.0%	2	8.7%	90	9.0%
35-39	12	9.4%	56	6.6%	3	13.0%	71	7.1%
40-44	9	7.0%	57	6.7%	1	4.3%	67	6.7%
45-49	9	7.0%	74	8.7%	1	4.3%	84	8.4%
50-54	13	10.2%	74	8.7%	3	13.0%	90	9.0%
55-59	9	7.0%	64	7.5%	2	8.7%	75	7.5%
60-64	2	1.6%	23	2.7%	1	4.3%	26	2.6%
65+	2	1.6%	16	1.9%	0	0.0%	18	1.8%
Missing	3	2.3%	6	0.7%	0	0.0%	9	0.9%
Total	**128**	**100.0%**	**852**	**100.0%**	**23**	**100.0%**	**1,003**	**100.0%**

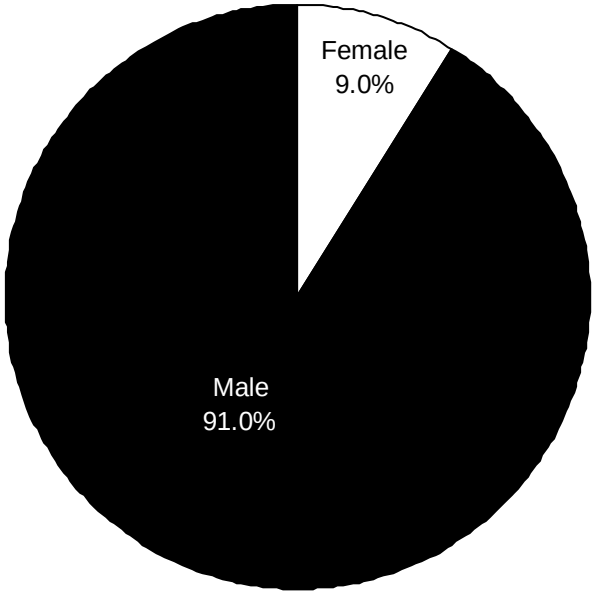


- Nearly one-half (47.2%) of the motorcycle drivers in crashes were under the age of 30 years.
- The percentages of drivers in fatal crashes was highest for those aged 15-19 years (17.4%) and 20-24 years (17.4%).

Motorcycle Driver Characteristics

Motorcycle Driver Gender (Utah 2006)

Motorcycle Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	121	94.5%	765	89.8%	22	95.7%	908	90.5%
Female	6	4.7%	83	9.7%	1	4.3%	90	9.0%
Missing	1	0.8%	4	0.5%	0	0.0%	5	0.5%
Total	**128**	**100.0%**	**852**	**100.0%**	**23**	**100.0%**	**1,003**	**100.0%**



- The majority of motorcycle drivers in total crashes (92.0%) and fatal crashes (95.7%) were male.

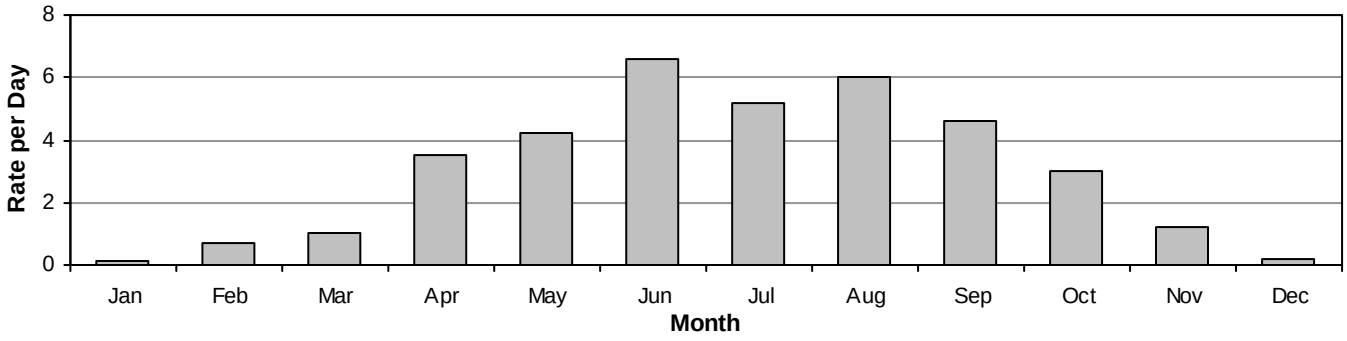
Alcohol and Other Drug Involvement of Motorcycle Drivers (Utah 2006)

- Of the 23 motorcycle drivers in fatal crashes in 2006, two were impaired by alcohol or other drugs (8.7%).

Motorcycle Crash Characteristics

Motorcyclists in Crashes by Month of Year (Utah 2006)

Motorcyclists (Driver and Passenger)									
	Days in	Non-Injured		Injured		Killed		Total	
	Month		Rate		Rate		Rate		Rate
Month	#	#	per Day	#	per Day	#	per Day	#	per Day
January	31	2	0.1	2	0.1	0	0.00	4	0.1
February	28	6	0.2	14	0.5	0	0.00	20	0.7
March	31	5	0.2	22	0.7	3	0.10	30	1.0
April	30	11	0.4	92	3.1	3	0.10	106	3.5
May	31	16	0.5	113	3.6	2	0.06	131	4.2
June	30	37	1.2	157	5.2	5	0.17	199	6.6
July	31	23	0.7	136	4.4	2	0.06	161	5.2
August	31	30	1.0	152	4.9	3	0.10	185	6.0
September	30	24	0.8	112	3.7	3	0.10	139	4.6
October	31	22	0.7	68	2.2	2	0.06	92	3.0
November	30	8	0.3	28	0.9	1	0.03	37	1.2
December	31	2	0.1	3	0.1	0	0.00	5	0.2
Total	**365**	**186**	**0.5**	**899**	**2.5**	**24**	**0.07**	**1,109**	**3.0**



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

Motorcyclists in Crashes by Day of Week (Utah 2006)

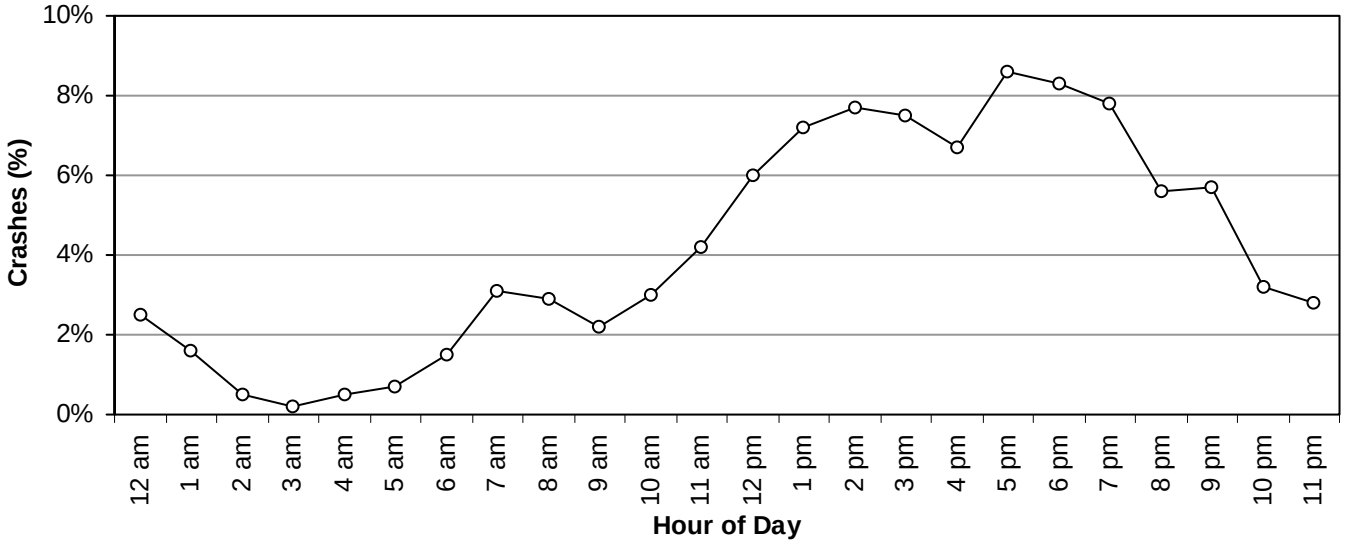
Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Day of Week	#	%	#	%	#	%	#	%
Sunday	23	12.4%	118	13.1%	5	20.8%	146	13.2%
Monday	24	12.9%	108	12.0%	2	8.3%	134	12.1%
Tuesday	29	15.6%	97	10.8%	2	8.3%	128	11.5%
Wednesday	24	12.9%	111	12.3%	3	12.5%	138	12.4%
Thursday	24	12.9%	126	14.0%	4	16.7%	154	13.9%
Friday	22	11.8%	145	16.1%	3	12.5%	170	15.3%
Saturday	40	21.5%	194	21.6%	5	20.8%	239	21.6%
Total	**186**	**100.0%**	**899**	**100.0%**	**24**	**100.0%**	**1,109**	**100.0%**

- The highest percentage of total motorcycle crashes occurred on Saturday (21.6%).
- Fatal motorcycle crashes occurred most frequently on Saturday (20.8%) and Sunday (20.8%).

Motorcycle Crash Characteristics

Motorcyclists in Crashes by Hour of Day (Utah 2006)

Motorcyclists (Driver and Passenger)								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	6	3.2%	21	2.3%	1	4.2%	28	2.5%
1 a.m.	4	2.2%	14	1.6%	0	0.0%	18	1.6%
2 a.m.	1	0.5%	5	0.6%	0	0.0%	6	0.5%
3 a.m.	0	0.0%	2	0.2%	0	0.0%	2	0.2%
4 a.m.	2	1.1%	3	0.3%	0	0.0%	5	0.5%
5 a.m.	1	0.5%	6	0.7%	1	4.2%	8	0.7%
6 a.m.	4	2.2%	13	1.4%	0	0.0%	17	1.5%
7 a.m.	1	0.5%	33	3.7%	0	0.0%	34	3.1%
8 a.m.	7	3.8%	23	2.6%	2	8.3%	32	2.9%
9 a.m.	1	0.5%	22	2.4%	1	4.2%	24	2.2%
10 a.m.	6	3.2%	27	3.0%	0	0.0%	33	3.0%
11 a.m.	7	3.8%	40	4.4%	0	0.0%	47	4.2%
Noon	14	7.5%	52	5.8%	1	4.2%	67	6.0%
1 p.m.	16	8.6%	63	7.0%	1	4.2%	80	7.2%
2 p.m.	8	4.3%	75	8.3%	2	8.3%	85	7.7%
3 p.m.	13	7.0%	69	7.7%	1	4.2%	83	7.5%
4 p.m.	17	9.1%	57	6.3%	0	0.0%	74	6.7%
5 p.m.	23	12.4%	69	7.7%	3	12.5%	95	8.6%
6 p.m.	15	8.1%	76	8.5%	1	4.2%	92	8.3%
7 p.m.	12	6.5%	72	8.0%	3	12.5%	87	7.8%
8 p.m.	9	4.8%	53	5.9%	0	0.0%	62	5.6%
9 p.m.	9	4.8%	50	5.6%	4	16.7%	63	5.7%
10 p.m.	2	1.1%	31	3.4%	2	8.3%	35	3.2%
11 p.m.	8	4.3%	23	2.6%	0	0.0%	31	2.8%
Unknown	0	0.0%	0	0.0%	1	4.2%	1	0.1%
Total	**186**	**100.0%**	**899**	**100.0%**	**24**	**100.0%**	**1,109**	**100.0%**



- In 2006, over half (53.7%) of total motorcycle crashes occurred between 1:00 p.m. and 7:00 p.m.
- Motorcyclist deaths were highest at 9:00 p.m. (16.7%), 5:00 p.m. (12.5%), and 7:00 p.m. (12.5%).

Motorcycle Crash Characteristics

Motorcycle Crashes by First Harmful Event (Utah 2006)

Motorcycle Crashes								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
First Harmful Event	#	%	#	%	#	%	#	%
Collision with Another Motor Vehicle	64	47.4%	304	36.4%	11	47.8%	379	38.2%
Overturn/Rollover	4	3.0%	75	9.0%	0	0.0%	79	8.0%
Fell/Jumped from Vehicle	4	3.0%	39	4.7%	4	17.4%	47	4.7%
Other Non-collision	4	3.0%	43	5.1%	0	0.0%	47	4.7%
Collision with Other Fixed Object	4	3.0%	27	3.2%	1	4.3%	32	3.2%
Collision with Animal	2	1.5%	23	2.8%	0	0.0%	25	2.5%
Collision with Concrete/Cable Barrier	3	2.2%	20	2.4%	2	8.7%	25	2.5%
Collision with Other Non-fixed Object	4	3.0%	16	1.9%	0	0.0%	20	2.0%
Collision with Embankment	0	0.0%	12	1.4%	0	0.0%	12	1.2%
Collision with Fence	0	0.0%	9	1.1%	1	4.3%	10	1.0%
Collision with Post, Pole, or Support	1	0.7%	8	1.0%	1	4.3%	10	1.0%
Collision with Bicyclist/Pedestrian	0	0.0%	7	0.8%	0	0.0%	7	0.7%
Collision with Guardrail	1	0.7%	6	0.7%	0	0.0%	7	0.7%
Collision with Ditch	2	1.5%	4	0.5%	0	0.0%	6	0.6%
Collision with Parked Vehicle	3	2.2%	2	0.2%	0	0.0%	5	0.5%
Collision with Tree/Shrubbery	0	0.0%	2	0.2%	2	8.7%	4	0.4%
Collision with Mailbox/Fire Hydrant	1	0.7%	1	0.1%	0	0.0%	2	0.2%
Collision with Thrown or Fallen Object	0	0.0%	1	0.1%	1	4.3%	2	0.2%
Collision with Train	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Unknown	38	28.1%	235	28.1%	0	0.0%	273	27.5%
Total	**135**	**100.0%**	**835**	**100.0%**	**23**	**100.0%**	**993**	**100.0%**

- For all motorcycle crashes, the leading first harmful event was collision with another motor vehicle.
- For total motorcycle crashes, overturn/rollover (8.0%) and fell/jumped from vehicle (4.7%) were the next highest first harmful events.
- For fatal crashes, fell/jumped from vehicle (17.4%), collision with concrete/cable barrier (8.7%), and collision with tree/shrubbery (8.7%) were the next highest first harmful events.

Motorcycle Crashes by Collision Description (Utah 2006)

Motorcycle Crashes (Two or More Motor Vehicles)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Collision Description	#	%	#	%	#	%	#	%
Broadside	20	23.5%	182	46.9%	8	72.7%	210	43.4%
Rear End	42	49.4%	119	30.7%	3	27.3%	164	33.9%
Sideswipe	14	16.5%	55	14.2%	0	0.0%	69	14.3%
Head On	2	2.4%	21	5.4%	0	0.0%	23	4.8%
Parked Vehicle	7	8.2%	8	2.1%	0	0.0%	15	3.1%
Backing Vehicle	0	0.0%	3	0.8%	0	0.0%	3	0.6%
Total	**85**	**100.0%**	**388**	**100.0%**	**11**	**100.0%**	**484**	**100.0%**

- For all motorcycle crashes, the leading collision types involving two or more motor vehicles were broadside (43.4%) and rear end (33.9%).
- For fatal motorcycle crashes, the leading collision types were broadside (72.7%) and rear end (27.3%).

Motorcycle Crash Characteristics

Motorcycle Maneuver Prior to Crash (Utah 2006)

Motorcycles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Vehicle Maneuver	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Straight Ahead	75	55.1%	612	71.6%	21	91.3%	708	69.8%
Turning Left	10	7.4%	53	6.2%	0	0.0%	63	6.2%
Turning Right	4	2.9%	47	5.5%	0	0.0%	51	5.0%
Slowing in Traffic Lane	9	6.6%	40	4.7%	0	0.0%	49	4.8%
Stopped in Traffic Lane	13	9.6%	28	3.3%	1	4.3%	42	4.1%
Overtaking/Passing	1	0.7%	23	2.7%	1	4.3%	25	2.5%
Changing Lanes	6	4.4%	12	1.4%	0	0.0%	18	1.8%
Parked	7	5.1%	2	0.2%	0	0.0%	9	0.9%
Making U-turn	0	0.0%	8	0.9%	0	0.0%	8	0.8%
Entering Traffic Lane	1	0.7%	3	0.4%	0	0.0%	4	0.4%
Leaving Traffic Lane	1	0.7%	2	0.2%	0	0.0%	3	0.3%
Parking Maneuvers	1	0.7%	0	0.0%	0	0.0%	1	0.1%
Backing	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	4	2.9%	17	2.0%	0	0.0%	21	2.1%
Unknown	4	2.9%	8	0.9%	0	0.0%	12	1.2%
Total	**136**	**100.0%**	**855**	**100.0%**	**23**	**100.0%**	**1,014**	**100.0%**

- For all motorcycle crashes, the leading motorcycle maneuvers prior to the crash were straight ahead (69.8%), turning left (6.2%), and turning right (5.0%).
- For fatal crashes, the leading motorcycle maneuver prior to the crash was straight ahead (91.3%).

Maneuver of Vehicle Other than Motorcycle Prior to Crash (Utah 2006)

Vehicles Other than Motorcycles (Motorcycle Crash)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Vehicle Maneuver	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Turning Left	14	14.6%	155	34.4%	8	72.7%	177	31.8%
Straight Ahead	35	36.5%	135	30.0%	1	9.1%	171	30.7%
Stopped in Traffic Lane	10	10.4%	43	9.6%	0	0.0%	53	9.5%
Slowing in Traffic Lane	9	9.4%	28	6.2%	1	9.1%	38	6.8%
Turning Right	2	2.1%	26	5.8%	1	9.1%	29	5.2%
Making U-turn	4	4.2%	16	3.6%	0	0.0%	20	3.6%
Changing Lanes	4	4.2%	14	3.1%	0	0.0%	18	3.2%
Parked	2	2.1%	11	2.4%	0	0.0%	13	2.3%
Backing	6	6.3%	3	0.7%	0	0.0%	9	1.6%
Entering Traffic Lane	3	3.1%	3	0.7%	0	0.0%	6	1.1%
Overtaking/Passing	1	1.0%	3	0.7%	0	0.0%	4	0.7%
Leaving Traffic Lane	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Parking Maneuvers	1	1.0%	0	0.0%	0	0.0%	1	0.2%
Other	1	1.0%	6	1.3%	0	0.0%	7	1.3%
Unknown	4	4.2%	5	1.1%	0	0.0%	9	1.6%
Total	**96**	**100.0%**	**450**	**100.0%**	**11**	**100.0%**	**557**	**100.0%**

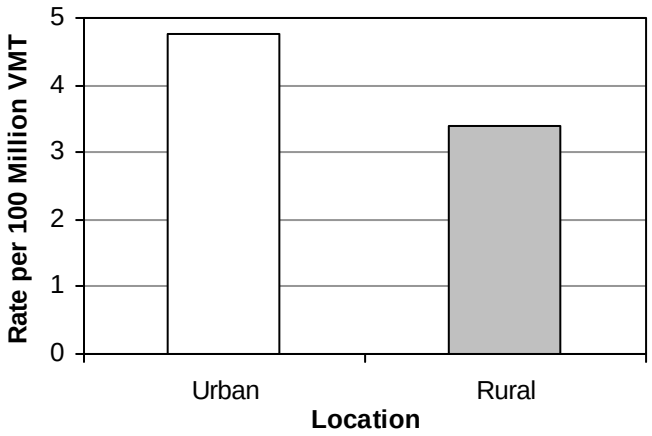
- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were turning left (31.8%), straight ahead (30.7%), and stopped in traffic lane (9.5%).
- For fatal motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash was turning left (72.7%).

Motorcycle Crash Characteristics

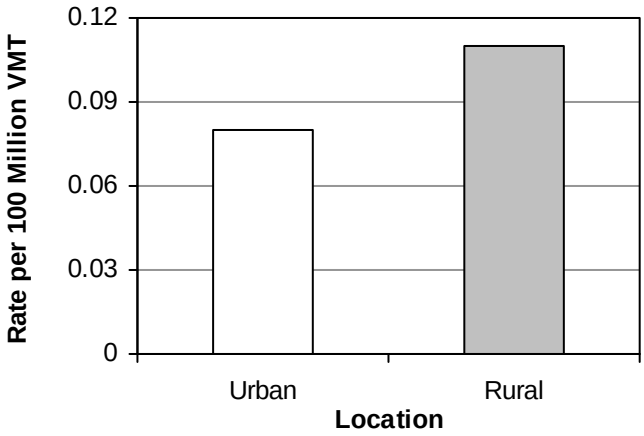
Urban/Rural Location of Motorcyclists in Crashes (Utah 2006)

Motorcyclists (Driver and Passenger)								
	PDO		Injury		Fatal		Total	
		Rate per		Rate per		Rate per		Rate per
		100 Million		100 Million		100 Million		100 Million
Location	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**	**#**	**VMT**
Urban	136	0.84	624	3.85	13	0.08	773	4.76
Rural	50	0.50	275	2.77	11	0.11	336	3.38
Total	**186**	**0.71**	**899**	**3.44**	**24**	**0.09**	**1,109**	**4.24**

Urban/Rural Motorcyclist Crash Rates per VMT (Utah 2006)



Urban/Rural Motorcyclist Fatal Rates per VMT (Utah 2006)



- Urban areas had a higher rate of total motorcycle crashes than rural areas, while rural areas had a higher rate of fatal motorcycle crashes than urban areas.

Speed Limit (Utah 2006)

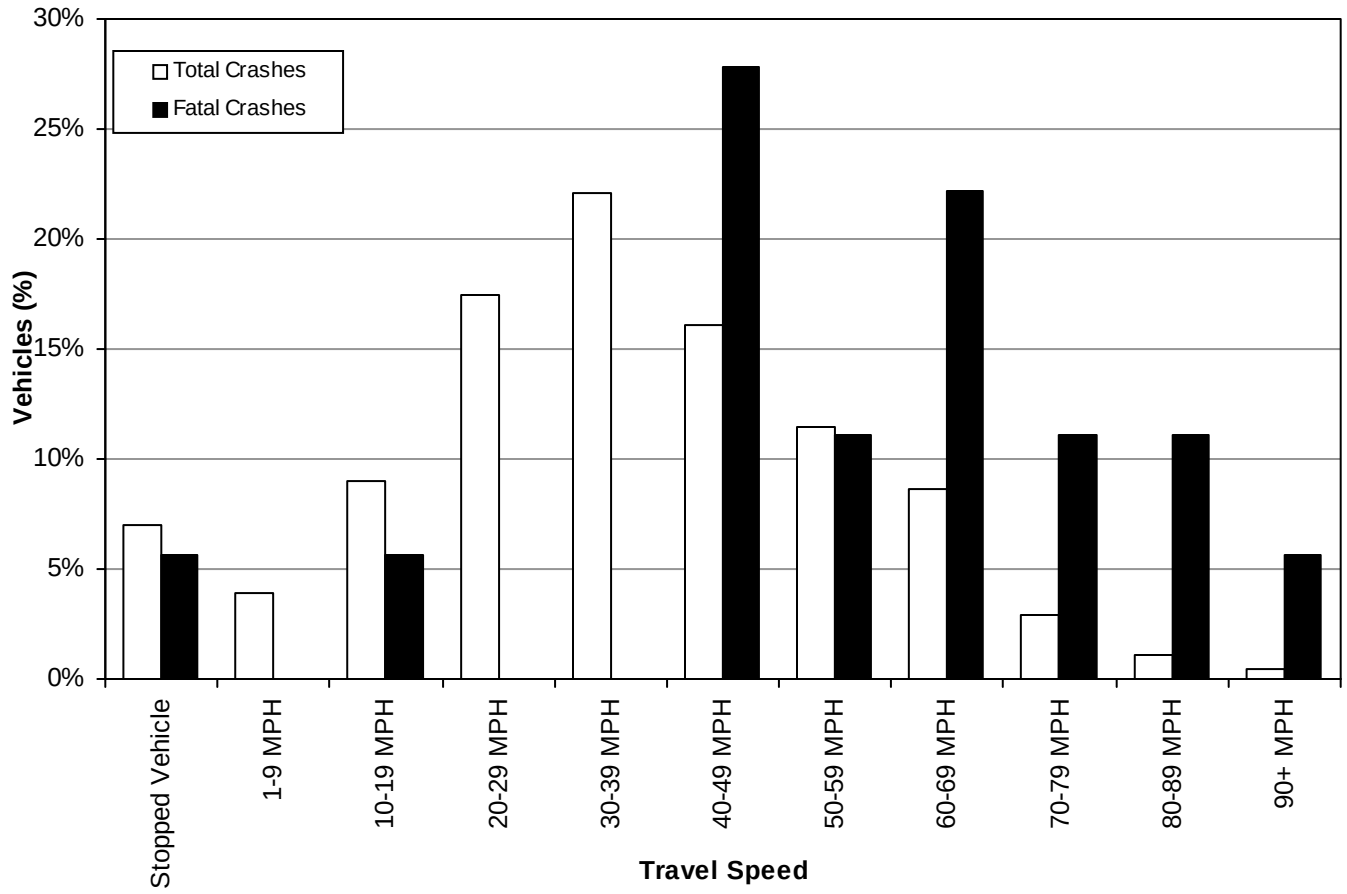
Motorcycles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Speed Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
5-15 MPH	1	0.7%	3	0.4%	0	0.0%	4	0.4%
20-25 MPH	12	8.8%	136	15.9%	3	13.0%	151	14.9%
30-35 MPH	37	27.2%	200	23.4%	4	17.4%	241	23.8%
40-45 MPH	30	22.1%	201	23.5%	8	34.8%	239	23.6%
50-55 MPH	8	5.9%	91	10.6%	3	13.0%	102	10.1%
60-65 MPH	18	13.2%	89	10.4%	2	8.7%	109	10.7%
70-75 MPH	3	2.2%	13	1.5%	1	4.3%	17	1.7%
Unknown	27	19.9%	122	14.3%	2	8.7%	151	14.9%
Total	**136**	**100.0%**	**855**	**100.0%**	**23**	**100.0%**	**1,014**	**100.0%**

- Over half (55.6% where speed limit was known) of total motorcycle crashes and fatal motorcycle crashes (57.1% where speed limit was known) occurred where the speed limit was 30-45 MPH.

Motorcycle Crash Characteristics

Travel Speed (Utah 2006)

Motorcycles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Travel Speed	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Stopped Vehicle	17	12.5%	38	4.4%	1	4.3%	56	5.5%
1-9 MPH	12	8.8%	19	2.2%	0	0.0%	31	3.1%
10-19 MPH	13	9.6%	58	6.8%	1	4.3%	72	7.1%
20-29 MPH	15	11.0%	125	14.6%	0	0.0%	140	13.8%
30-39 MPH	22	16.2%	155	18.1%	0	0.0%	177	17.5%
40-49 MPH	13	9.6%	111	13.0%	5	21.7%	129	12.7%
50-59 MPH	7	5.1%	83	9.7%	2	8.7%	92	9.1%
60-69 MPH	6	4.4%	59	6.9%	4	17.4%	69	6.8%
70-79 MPH	1	0.7%	20	2.3%	2	8.7%	23	2.3%
80-89 MPH	0	0.0%	7	0.8%	2	8.7%	9	0.9%
90+ MPH	1	0.7%	2	0.2%	1	4.3%	4	0.4%
Unknown	29	21.3%	178	20.8%	5	21.7%	212	20.9%
Total	**136**	**100.0%**	**855**	**100.0%**	**23**	**100.0%**	**1,014**	**100.0%**



- Over half (55.6% where travel speed was known) of motorcycles in total crashes were traveling 20-49 MPH.
- Motorcycles in fatal crashes were more likely to be traveling at higher speeds. Half (50.0% where travel speed was known) of the motorcycles in fatal crashes were traveling 60 MPH or higher.

Motorcycle Crash Characteristics

Motorcycle Crash Violations (Utah 2006)

Motorcycle Drivers								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Improper Lane Change/Travel	6	17.1%	31	26.3%	0	0.0%	37	24.0%
Following Too Close	6	17.1%	14	11.9%	0	0.0%	20	13.0%
Insurance Violation	6	17.1%	7	5.9%	0	0.0%	13	8.4%
License Violation	4	11.4%	9	7.6%	0	0.0%	13	8.4%
Failure to Yield Right of Way	2	5.7%	9	7.6%	0	0.0%	11	7.1%
Speed	1	2.9%	10	8.5%	0	0.0%	11	7.1%
Driving Under the Influence	0	0.0%	10	8.5%	0	0.0%	10	6.5%
Improper Lookout	2	5.7%	7	5.9%	0	0.0%	9	5.8%
Improper Turn	2	5.7%	4	3.4%	0	0.0%	6	3.9%
Registration Violation	1	2.9%	3	2.5%	0	0.0%	4	2.6%
Improper Passing	0	0.0%	3	2.5%	0	0.0%	3	1.9%
Improper Start or Stop	2	5.7%	1	0.8%	0	0.0%	3	1.9%
Equipment Violation	0	0.0%	2	1.7%	0	0.0%	2	1.3%
Failure to Stop at Stop Sign	0	0.0%	2	1.7%	0	0.0%	2	1.3%
Negligent Collision	1	2.9%	1	0.8%	0	0.0%	2	1.3%
Reckless Driving	0	0.0%	2	1.7%	0	0.0%	2	1.3%
Alcohol/Drug Violation, Other than DUI	0	0.0%	1	0.8%	0	0.0%	1	0.6%
Failure to Stop at Red Light	1	2.9%	0	0.0%	0	0.0%	1	0.6%
Improper Backing	1	2.9%	0	0.0%	0	0.0%	1	0.6%
Vehicle Homicide	0	0.0%	0	0.0%	1	100.0%	1	0.6%
Other Moving Violation	0	0.0%	2	1.7%	0	0.0%	2	1.3%
Other Non-Moving Violation	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**35**	**100.0%**	**118**	**100.0%**	**1**	**100.0%**	**154**	**100.0%**

- In 2006, there were 154 citations issued at the scene of the crash to motorcyclists. The most common moving violations were for improper lane change/travel (24.0%), following too close (13.0%), failure to yield right of way (7.1%), and speed (7.1%).

Motorcycle Crash Characteristics

Contributing Factors in Motorcycle Crashes (Utah 2006)

Motorcycle Drivers/Vehicles								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Contributing Factors	#	%	#	%	#	%	#	%
Speed Too Fast	14	13.0%	105	13.7%	8	53.3%	127	14.2%
Defective Condition of Vehicle	8	7.4%	65	8.5%	1	6.7%	74	8.3%
Followed Too Closely	17	15.7%	54	7.0%	0	0.0%	71	8.0%
Ran Off Road	4	3.7%	65	8.5%	0	0.0%	69	7.7%
Other Improper Driving	5	4.6%	60	7.8%	0	0.0%	65	7.3%
Driver Distraction	5	4.6%	50	6.5%	0	0.0%	55	6.2%
Failed to Keep in Proper Lane	6	5.6%	45	5.9%	0	0.0%	51	5.7%
Swerved or Evasive Action	4	3.7%	43	5.6%	0	0.0%	47	5.3%
Overcorrected	3	2.8%	39	5.1%	0	0.0%	42	4.7%
Driving Under the Influence	3	2.8%	29	3.8%	0	0.0%	32	3.6%
Reckless/Aggressive Driving	4	3.7%	21	2.7%	6	40.0%	31	3.5%
Other Driver Condition	2	1.9%	22	2.9%	0	0.0%	24	2.7%
Failed to Yield Right of Way	5	4.6%	16	2.1%	0	0.0%	21	2.4%
Improper Lane Change	4	3.7%	17	2.2%	0	0.0%	21	2.4%
Vision Obscured by Weather Condition	4	3.7%	15	2.0%	0	0.0%	19	2.1%
Improper Passing	2	1.9%	16	2.1%	0	0.0%	18	2.0%
Disregard Traffic Signal/Sign	1	0.9%	15	2.0%	0	0.0%	16	1.8%
Improper Parking/Stopping	1	0.9%	14	1.8%	0	0.0%	15	1.7%
Driver Emotionally Upset	3	2.8%	11	1.4%	0	0.0%	14	1.6%
Vision Obscured by Moving Vehicle	2	1.9%	11	1.4%	0	0.0%	13	1.5%
Vision Obscured by Other	0	0.0%	12	1.6%	0	0.0%	12	1.3%
Vision Obscured by Glare	2	1.9%	8	1.0%	0	0.0%	10	1.1%
Improper Turn	3	2.8%	5	0.7%	0	0.0%	8	0.9%
Asleep/Fatigue	0	0.0%	6	0.8%	0	0.0%	6	0.7%
Disregard Road Markings	1	0.9%	5	0.7%	0	0.0%	6	0.7%
Hit and Run	2	1.9%	4	0.5%	0	0.0%	6	0.7%
Vision Obscured by Building, Sign, etc.	1	0.9%	4	0.5%	0	0.0%	5	0.6%
Improper Signal	1	0.9%	3	0.4%	0	0.0%	4	0.4%
Illness	1	0.9%	2	0.3%	0	0.0%	3	0.3%
Vision Obscured by Vegitation	0	0.0%	3	0.4%	0	0.0%	3	0.3%
Wrong Side/Wrong Way	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Improper Backing	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Vision Obscured by Parked Vehicle	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	**108**	**100.0%**	**769**	**100.0%**	**15**	**100.0%**	**892**	**100.0%**

- Speed too fast (14.2%), defective condition of vehicle (8.3%), and followed too closely (8.0%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (53.3%) and reckless/aggressive driving (40.0%).

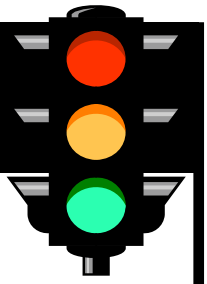
Pedestrians

Section 7: Pedestrians

2006

2006 UTAH CRASH FACTS

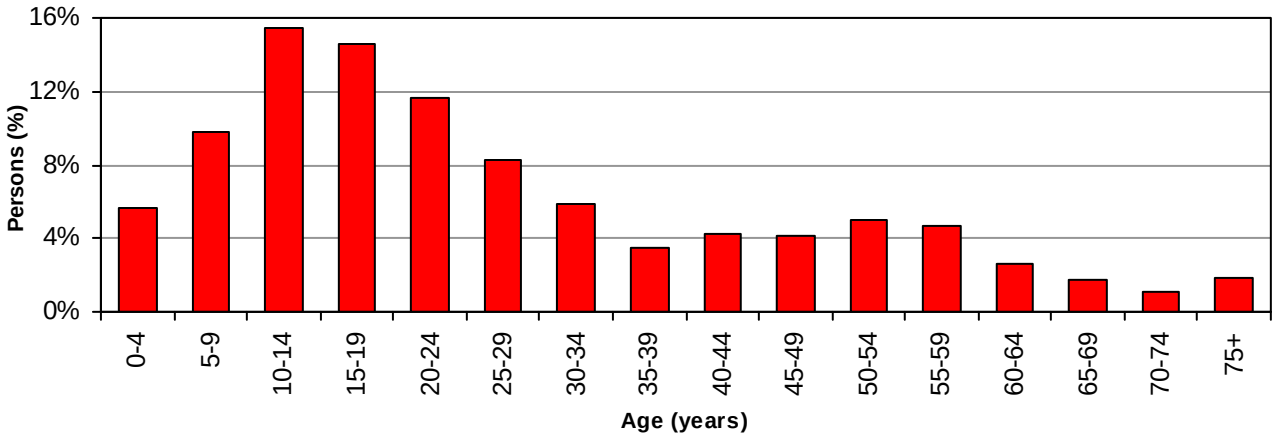
PEDESTRIANS



Did you know in 2006:

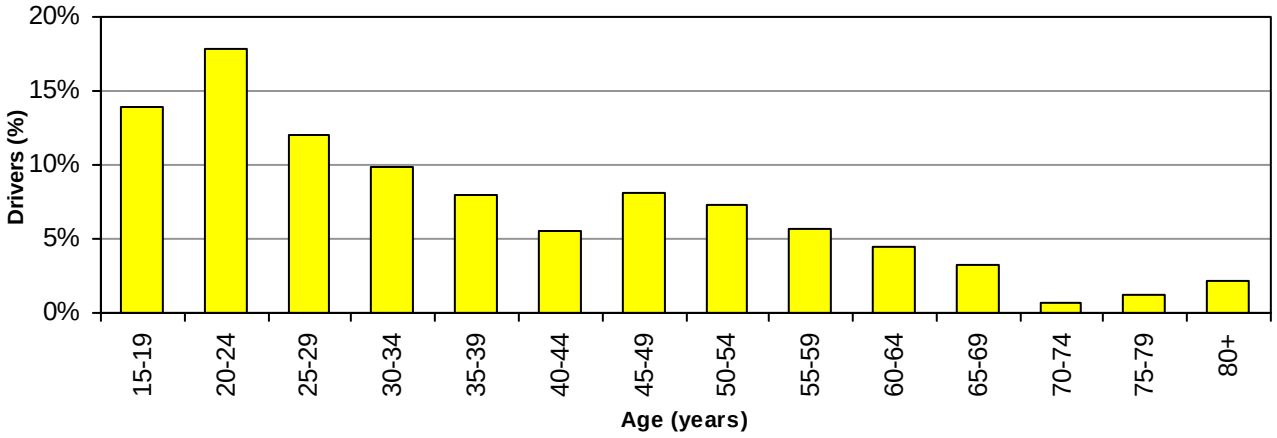
- 701 pedestrians were struck by motor vehicles; 617 were injured and 29 were killed.
- Pedestrians accounted for 1% of persons in crashes and 10% of deaths.
- Pedestrians hit in a crash were 24 times more likely to be killed than other persons in crashes.

Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2006)



- Over half (57%) of the pedestrians in crashes were under 25 years of age.

Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2006)



- Over half (54%) of drivers in pedestrian-motor vehicle crashes were aged 15-34 years.

Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2006)

1. Failed to Yield Right of Way (27%)
2. Driver Distraction (8%)
3. Hit and Run (8%)
4. Speed Too Fast (5%)
5. Defective Condition of Vehicle (5%)

Leading Contributing Factors of Pedestrians in Crashes (Utah 2006)

1. Darting (16%)
2. Improper Crossing (16%)
3. Not Visible (7%)

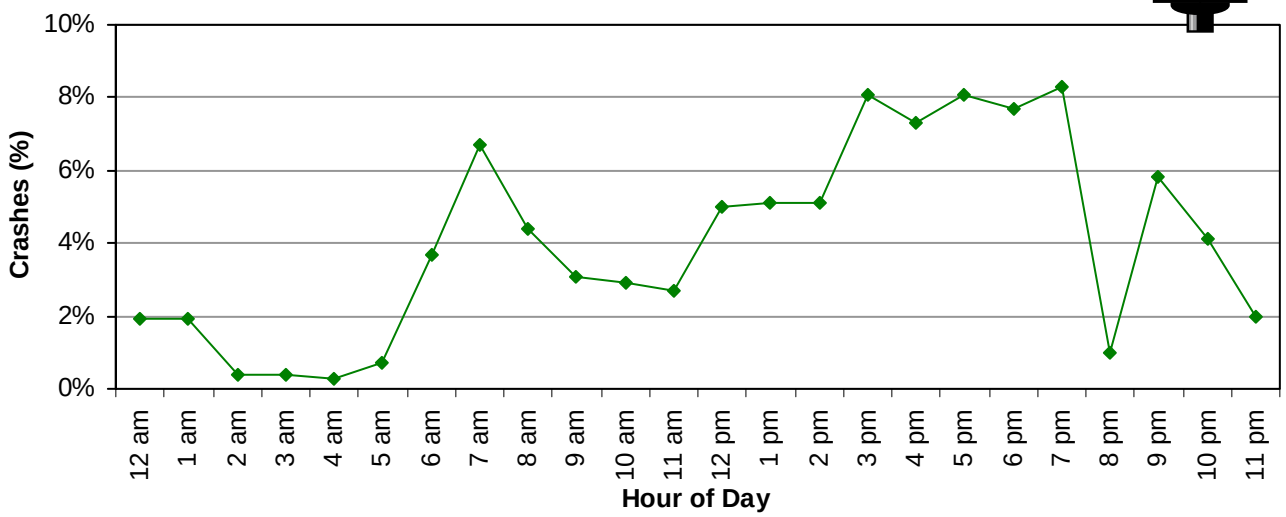
- 38% of pedestrians had no contributing factor in the crash.

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

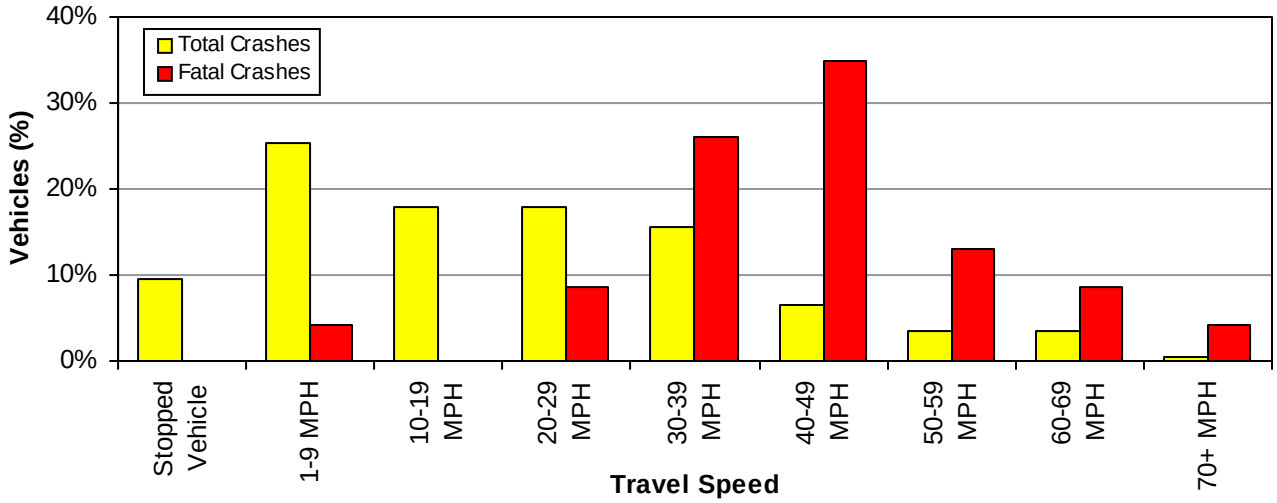
PEDESTRIANS

Pedestrian-Motor Vehicle Crashes by Hour of Day (Utah 2006)



- Pedestrian-motor vehicle crashes occurred most often between 3:00 p.m.-7:00 p.m. There was also a peak at 7:00 a.m.

Pedestrian-Motor Vehicle Crashes by Travel Speed of Vehicle (Utah 2006)



- 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 19 times more likely to die.

Location of Pedestrians in Crashes (Utah 2006)

1. Intersection—Marked Crosswalk (36%)
2. In Roadway Not at Intersection/Crosswalk (32%)
3. Intersection—Unmarked Crosswalk (9%)
4. Sidewalk (6%)
5. Shoulder (5%)

Motor Vehicle Action Prior to Crash (Utah 2006)

1. Straight Ahead (54%)
2. Turning Left (13%)
3. Turning Right (12%)
4. Changing Lanes (4%)
5. Overtaking/Passing (3%)

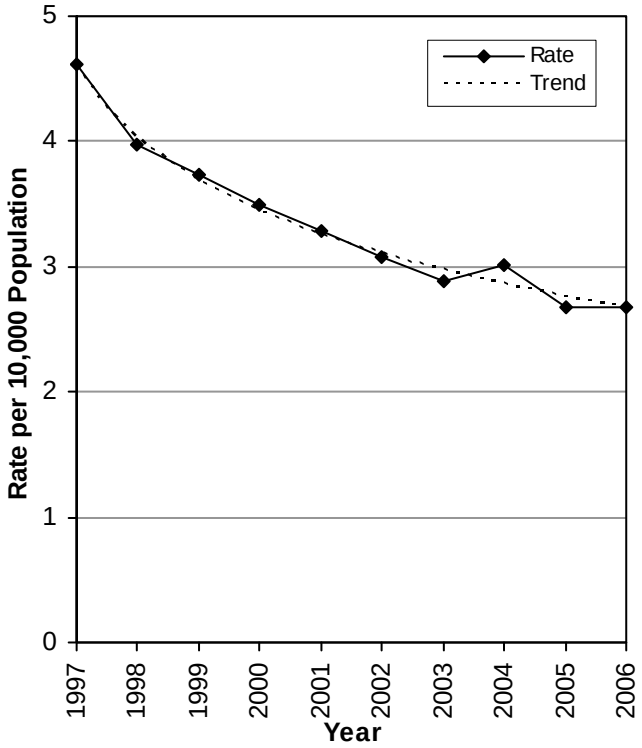
Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

Trends

Pedestrians in Crashes (Utah 1997-2006)

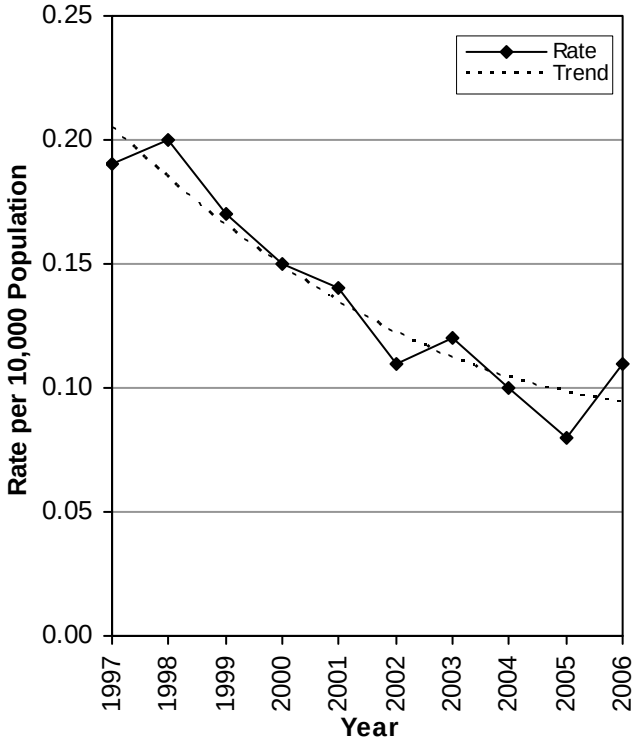
Pedestrians								
	Non-Injured		Injured		Killed		Total	
		Rate per		Rate per		Rate per		Rate per
Year	#	10,000 Pop.	#	10,000 Pop.	#	10,000 Pop.	#	10,000 Pop.
1997	41	0.20	889	4.23	39	0.19	969	4.62
1998	33	0.15	774	3.61	43	0.20	850	3.97
1999	32	0.15	748	3.41	38	0.17	818	3.73
2000	44	0.20	708	3.15	33	0.15	785	3.49
2001	39	0.17	682	2.97	33	0.14	754	3.28
2002	32	0.14	664	2.84	25	0.11	721	3.08
2003	42	0.18	616	2.58	28	0.12	686	2.88
2004	45	0.18	675	2.73	25	0.10	745	3.02
2005	35	0.14	626	2.46	20	0.08	681	2.67
2006	55	0.21	617	2.36	29	0.11	701	2.68
Total	**398**	**0.19**	**6,999**	**3.38**	**313**	**0.15**	**7,710**	**3.72**

Pedestrian Crash Rates Per Population (Utah 1997-2006)



- Over the last 10 years, total pedestrian crash rates per population have followed a decreasing trend.
- In 2006, the total rate per population of pedestrians in crashes increased slightly from 2005.
- 2005 had the lowest rate per population of total pedestrians in crashes (2.67).

Pedestrian Death Rates Per Population (Utah 1997-2006)



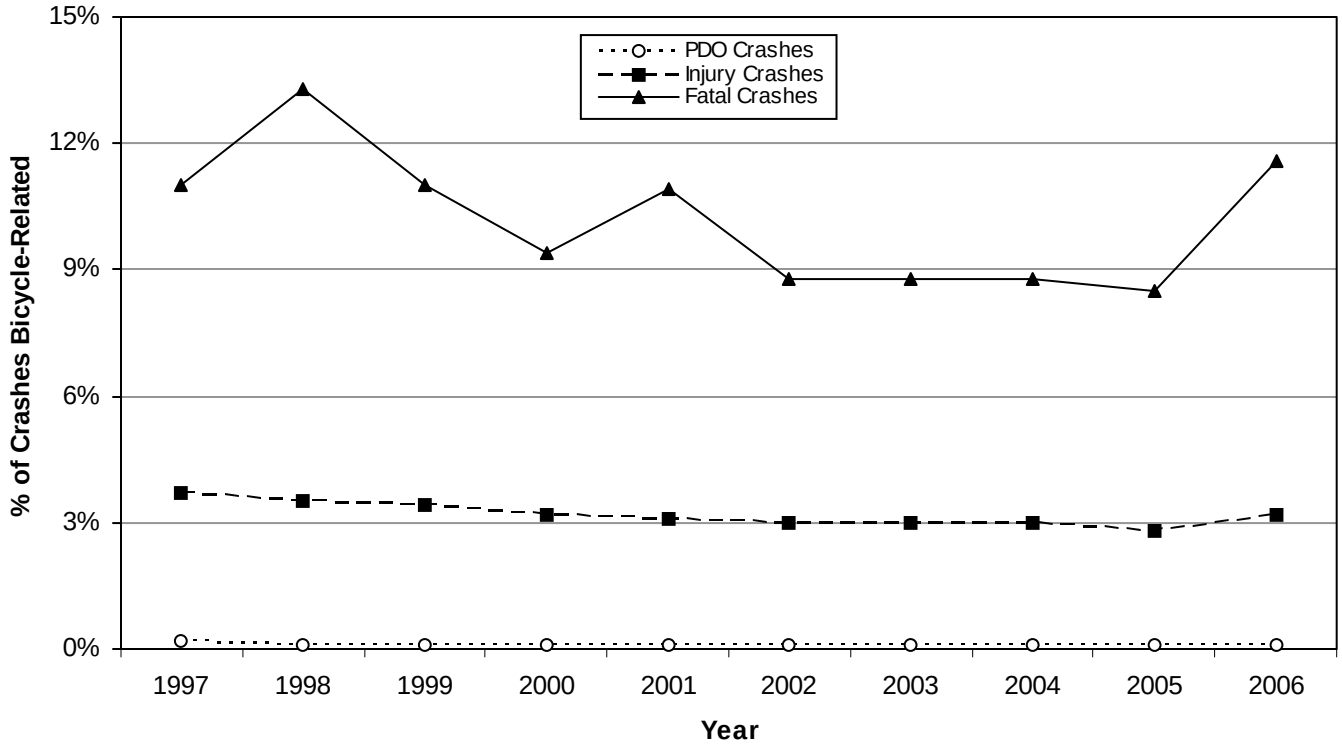
- Over the last 10 years, fatal pedestrian crash rates per population have followed a decreasing trend.
- In 2006, the rate per population of pedestrians killed in crashes increased 37% from 2005.
- 2005 had the lowest rate per population of pedestrians killed in crashes (0.08).

Trends

Pedestrian-Motor Vehicle Crashes (Utah 1997-2006)

Pedestrian-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Ped	Ped	All	Ped	Ped	All	Ped	Ped	All	Ped	Ped
Year	#	#	%	#	#	%	#	#	%	#	#	%
1997	33,512	77	0.2%	21,131	773	3.7%	309	34	11.0%	54,952	884	1.6%
1998	34,337	28	0.1%	19,427	679	3.5%	308	41	13.3%	54,072	748	1.4%
1999	32,971	24	0.1%	19,513	661	3.4%	318	35	11.0%	52,802	720	1.4%
2000	33,269	31	0.1%	19,564	626	3.2%	318	30	9.4%	53,151	687	1.3%
2001	33,113	30	0.1%	19,332	597	3.1%	258	28	10.9%	52,703	655	1.2%
2002	33,542	28	0.1%	19,552	584	3.0%	274	24	8.8%	53,368	636	1.2%
2003	31,842	36	0.1%	18,285	540	3.0%	262	23	8.8%	50,389	599	1.2%
2004	34,222	37	0.1%	19,423	583	3.0%	260	23	8.8%	53,905	643	1.2%
2005	35,158	28	0.1%	19,545	552	2.8%	235	20	8.5%	54,938	600	1.1%
2006	37,749	33	0.1%	18,189	580	3.2%	249	29	11.6%	56,187	642	1.1%
Total	**339,715**	**352**	**0.1%**	**193,961**	**6,175**	**3.2%**	**2,791**	**287**	**10.3%**	**536,467**	**6,814**	**1.3%**

Percent of Crashes Pedestrian-Related (Utah 1997-2006)



- The 10-year trend shows that pedestrian-motor vehicle crashes represent 0.1% of property damage only crashes, 3.2% of injury crashes, and 10.3% of fatal crashes.
- Pedestrians are over-represented in fatal crashes accounting for 10.3% of fatal crashes compared to 1.3% of total crashes.
- From 2005 to 2006, the number of total crashes that involved a pedestrian increased 7.0%.
- During the last 10 years, the highest percent of fatal crashes involving pedestrians occurred in 1998 (13.3%).

Counties

Pedestrians in Crashes by County (Utah 2006)

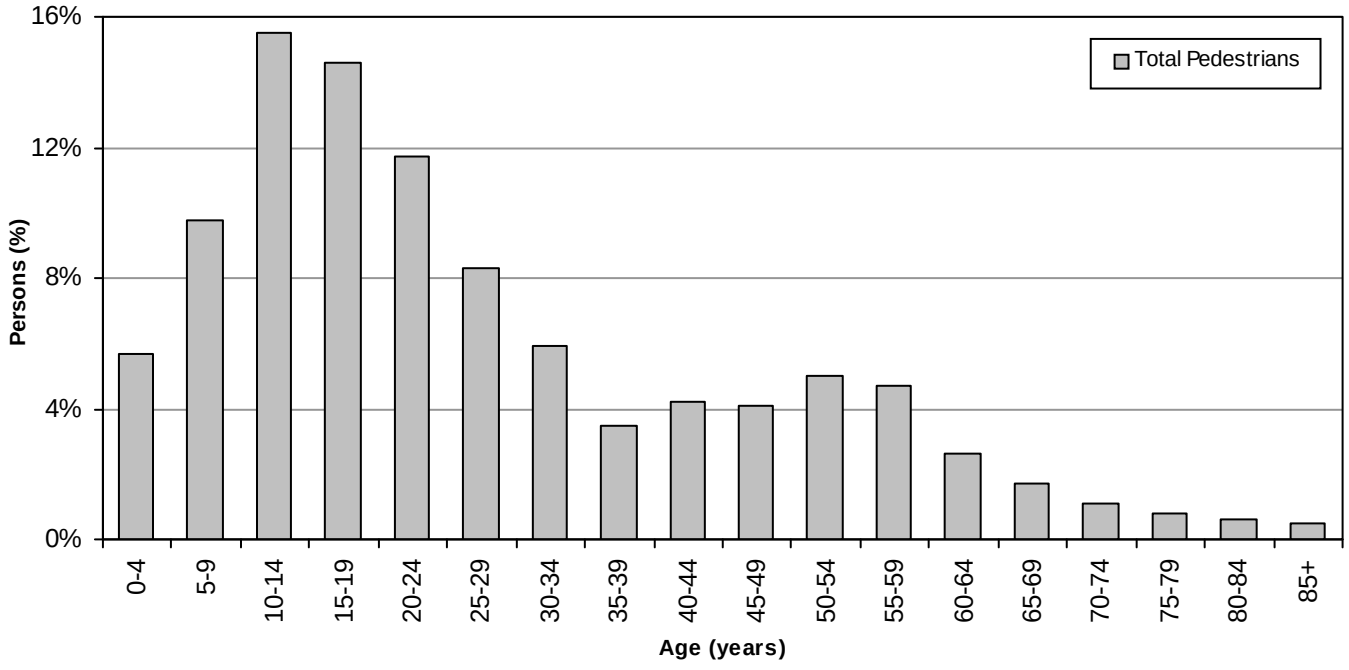
Pedestrians								
	Non-Injured		Injured		Killed		Total	
		Rate per 10,000		Rate per 10,000		Rate per 10,000		Rate per 10,000
County	**#**	**Pop.**	**#**	**Pop.**	**#**	**Pop.**	**#**	**Pop.**
Grand	0	0.00	7	7.76	0	0.00	7	7.76
Beaver	0	0.00	3	4.67	0	0.00	3	4.67
Salt Lake	32	0.32	328	3.29	12	0.12	372	3.73
Iron	2	0.46	12	2.76	0	0.00	14	3.22
Weber	6	0.28	48	2.22	1	0.05	55	2.55
Wasatch	1	0.47	4	1.90	0	0.00	5	2.37
Davis	3	0.10	54	1.88	5	0.17	62	2.16
Washington	1	0.07	27	2.00	1	0.07	29	2.15
Utah	7	0.15	90	1.89	5	0.11	102	2.15
Garfield	0	0.00	1	2.10	0	0.00	1	2.10
Carbon	1	0.51	3	1.54	0	0.00	4	2.05
Tooele	0	0.00	9	1.66	2	0.37	11	2.02
Summit	0	0.00	7	1.90	0	0.00	7	1.90
Uintah	0	0.00	4	1.44	1	0.36	5	1.80
Box Elder	0	0.00	6	1.30	1	0.22	7	1.52
Cache	1	0.09	12	1.14	1	0.09	14	1.32
Sanpete	1	0.39	1	0.39	0	0.00	2	0.78
Duchesne	0	0.00	1	0.64	0	0.00	1	0.64
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Emery	0	0.00	0	0.00	0	0.00	0	0.00
Juab	0	0.00	0	0.00	0	0.00	0	0.00
Kane	0	0.00	0	0.00	0	0.00	0	0.00
Millard	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
San Juan	0	0.00	0	0.00	0	0.00	0	0.00
Sevier	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	**55**	**0.21**	**617**	**2.36**	**29**	**0.11**	**701**	**2.68**

- Grand (7.76), Beaver (4.67), and Salt Lake (3.73) counties had the highest rates of pedestrians in crashes per 10,000 population.
- Daggett, Emery, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, Sevier, and Wayne counties had no pedestrians in crashes.
- Tooele (0.37), Uintah (0.36), and Box Elder (0.22) counties had the highest rates of pedestrians killed in crashes per 10,000 population.

Pedestrian Characteristics

Age of Pedestrians in Crashes (Utah 2006)

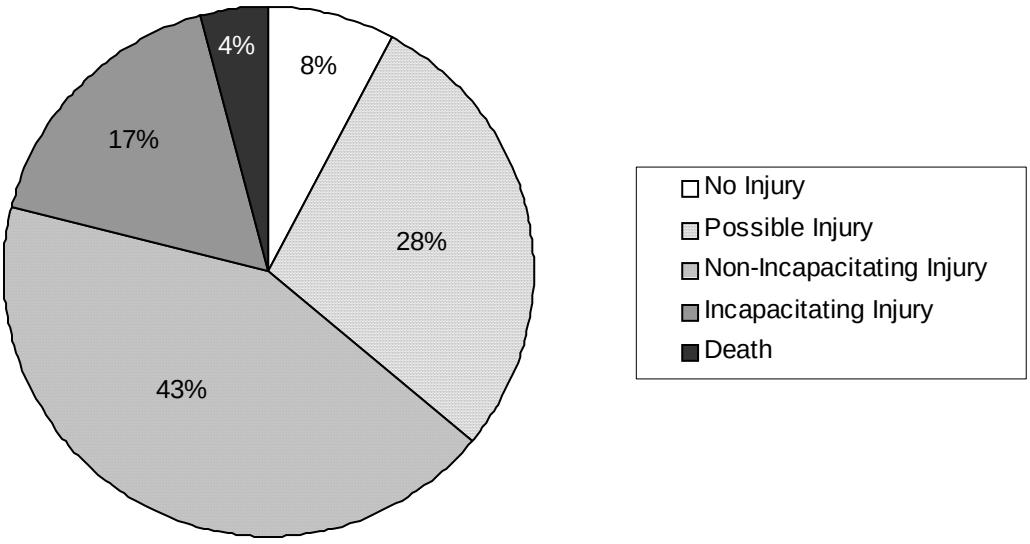
Pedestrians								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	4	7.3%	32	5.2%	2	6.9%	38	5.4%
5-9	2	3.6%	62	10.0%	1	3.4%	65	9.3%
10-14	10	18.2%	91	14.7%	2	6.9%	103	14.7%
15-19	8	14.5%	87	14.1%	2	6.9%	97	13.8%
20-24	10	18.2%	67	10.9%	1	3.4%	78	11.1%
25-29	4	7.3%	47	7.6%	4	13.8%	55	7.8%
30-34	4	7.3%	32	5.2%	3	10.3%	39	5.6%
35-39	0	0.0%	22	3.6%	1	3.4%	23	3.3%
40-44	2	3.6%	24	3.9%	2	6.9%	28	4.0%
45-49	0	0.0%	26	4.2%	1	3.4%	27	3.9%
50-54	1	1.8%	30	4.9%	2	6.9%	33	4.7%
55-59	1	1.8%	27	4.4%	3	10.3%	31	4.4%
60-64	1	1.8%	16	2.6%	0	0.0%	17	2.4%
65-69	1	1.8%	10	1.6%	0	0.0%	11	1.6%
70-74	0	0.0%	5	0.8%	2	6.9%	7	1.0%
75-79	0	0.0%	4	0.6%	1	3.4%	5	0.7%
80-84	0	0.0%	3	0.5%	1	3.4%	4	0.6%
85+	0	0.0%	2	0.3%	1	3.4%	3	0.4%
Missing	7	12.7%	30	4.9%	0	0.0%	37	5.3%
Total	**55**	**100.0%**	**617**	**100.0%**	**29**	**100.0%**	**701**	**100.0%**



- Overall, the largest percentages of pedestrians in crashes were aged 10-14 years (14.7%), 15-19 years (13.8%), and 20-24 years (11.1%).
- The highest percentage of pedestrian deaths occurred in the 25-29 year age group (13.8%).

Pedestrian Characteristics

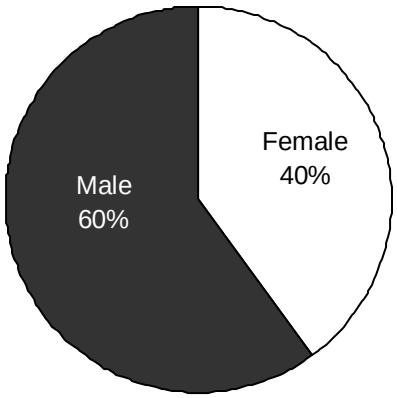
Injury Severity of Pedestrians in Crashes (Utah 2006)



- 88.0% of pedestrians in crashes sustained an injury compared to 18.7% of all persons in motor vehicle crashes.
- The percentage of pedestrians killed in crashes (4.1%) was much higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- In fact, pedestrians hit in crashes were 24 times more likely to be killed than other persons in motor vehicle crashes.

Gender of Pedestrians in Crashes (Utah 2006)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	32	58.2%	368	59.6%	18	62.1%	418	59.6%
Female	22	40.0%	245	39.7%	11	37.9%	278	39.7%
Missing	1	1.8%	4	0.6%	0	0.0%	5	0.7%
Total	**55**	**100.0%**	**617**	**100.0%**	**29**	**100.0%**	**701**	**100.0%**

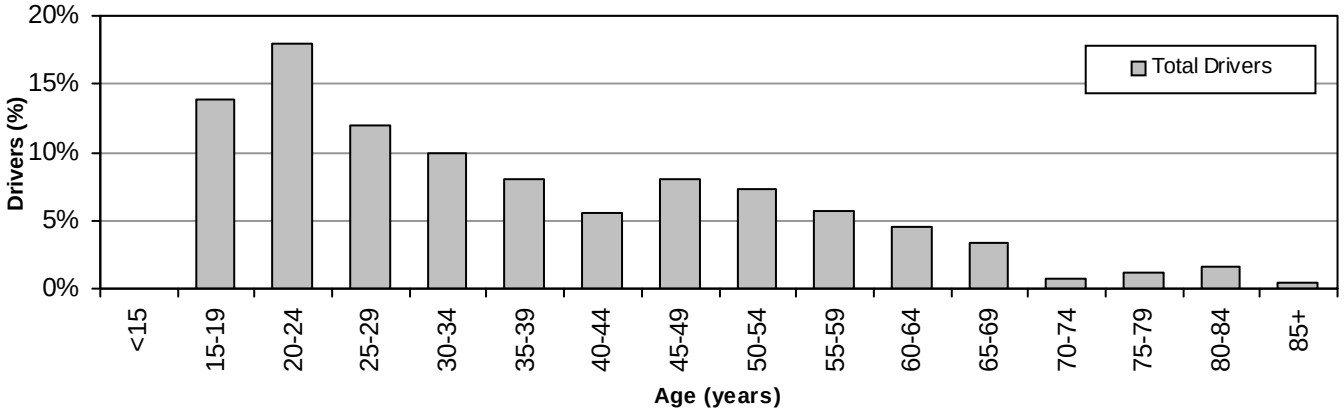


- The majority of all pedestrians hit (59.6%) and pedestrians killed (62.1%) in crashes were male.

Driver Characteristics

Driver Age (Utah 2006)

Drivers (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	7	20.0%	70	11.4%	3	9.7%	80	11.8%
20-24	2	5.7%	96	15.7%	5	16.1%	103	15.2%
25-29	5	14.3%	61	10.0%	3	9.7%	69	10.2%
30-34	2	5.7%	54	8.8%	1	3.2%	57	8.4%
35-39	3	8.6%	38	6.2%	5	16.1%	46	6.8%
40-44	2	5.7%	27	4.4%	3	9.7%	32	4.7%
45-49	1	2.9%	44	7.2%	2	6.5%	47	6.9%
50-54	1	2.9%	39	6.4%	2	6.5%	42	6.2%
55-59	0	0.0%	33	5.4%	0	0.0%	33	4.9%
60-64	0	0.0%	24	3.9%	2	6.5%	26	3.8%
65-69	1	2.9%	18	2.9%	0	0.0%	19	2.8%
70-74	0	0.0%	3	0.5%	1	3.2%	4	0.6%
75-79	1	2.9%	6	1.0%	0	0.0%	7	1.0%
80-84	2	5.7%	6	1.0%	1	3.2%	9	1.3%
85+	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Unknown	8	22.9%	90	14.7%	3	9.7%	101	14.9%
Total	**35**	**100.0%**	**612**	**100.0%**	**31**	**100.0%**	**678**	**100.0%**



- Over half (53.6% of known) of drivers in total pedestrian-motor vehicle crashes were aged 15-34 years.
- The percentages of drivers in fatal pedestrian-motor vehicle crashes were highest for those aged 20-24 years (16.1%) and 35-39 years (16.1%).

Driver Gender (Utah 2006)

Drivers (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	18	51.4%	323	52.8%	21	67.7%	362	53.4%
Female	11	31.4%	220	35.9%	8	25.8%	239	35.3%
Unknown	6	17.1%	69	11.3%	2	6.5%	77	11.4%
Total	**35**	**100.0%**	**612**	**100.0%**	**31**	**100.0%**	**678**	**100.0%**

- Most drivers in total pedestrian crashes (60.2% of known) and fatal crashes (72.4% of known) were male.

Pedestrian-Motor Vehicle Crash Characteristics

Pedestrian-Motor Vehicle Crashes by Month of Year (Utah 2006)

Pedestrians									
		Non-Injured		Injured		Killed		Total	
	Days in Month		Rate per Day		Rate per Day		Rate per Day		Rate per Day
Month	#	#		#		#		#	
January	31	0	0.00	60	1.94	4	0.13	64	2.06
February	28	4	0.14	44	1.57	1	0.04	49	1.75
March	31	9	0.29	44	1.42	5	0.16	58	1.87
April	30	6	0.20	36	1.20	2	0.07	44	1.47
May	31	4	0.13	51	1.65	0	0.00	55	1.77
June	30	4	0.13	51	1.70	1	0.03	56	1.87
July	31	2	0.06	40	1.29	2	0.06	44	1.42
August	31	8	0.26	44	1.42	1	0.03	53	1.71
September	30	6	0.20	65	2.17	3	0.10	74	2.47
October	31	7	0.23	61	1.97	4	0.13	72	2.32
November	30	3	0.10	58	1.93	3	0.10	64	2.13
December	31	2	0.06	63	2.03	3	0.10	68	2.19
Total	**365**	**55**	**0.15**	**617**	**1.69**	**29**	**0.08**	**701**	**1.92**

- September (2.47), October (2.32), and December (2.19) had the highest rates per day of total pedestrian-motor vehicle crashes.
- March (0.16), January (0.13), and October (0.13) had the highest rates per day of pedestrian deaths.
- July (1.42) and April (1.47) had the lowest rates per day of total pedestrian-motor vehicle crashes.

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2006)

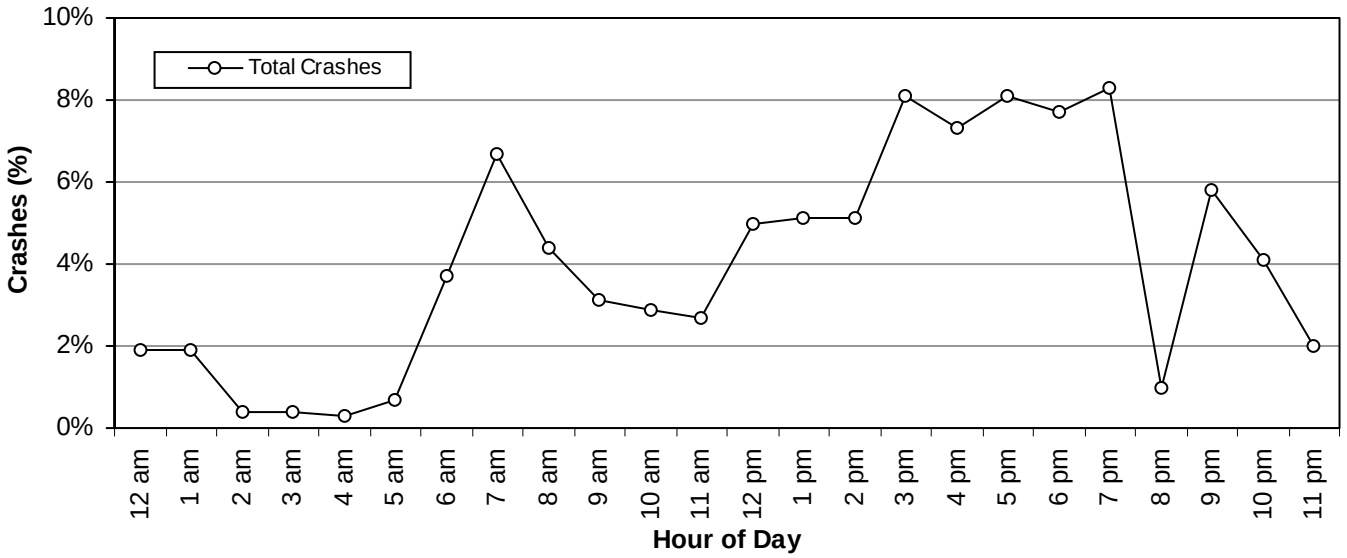
Pedestrians								
	Non-Injured		Injured		Killed		Total	
Day of Week	#	%	#	%	#	%	#	%
Sunday	4	7.3%	44	7.1%	1	3.4%	49	7.0%
Monday	10	18.2%	74	12.0%	5	17.2%	89	12.7%
Tuesday	11	20.0%	118	19.1%	7	24.1%	136	19.4%
Wednesday	16	29.1%	106	17.2%	6	20.7%	128	18.3%
Thursday	8	14.5%	87	14.1%	3	10.3%	98	14.0%
Friday	1	1.8%	104	16.9%	4	13.8%	109	15.5%
Saturday	5	9.1%	84	13.6%	3	10.3%	92	13.1%
Total	**55**	**100.0%**	**617**	**100.0%**	**29**	**100.0%**	**701**	**100.0%**

- The highest percentage of total pedestrian-motor vehicle crashes (19.4%) and fatal pedestrian-motor vehicle crashes (24.1%) occurred on Tuesday.

Pedestrian-Motor Vehicle Crash Characteristics

Pedestrian-Motor Vehicle Crashes by Hour of Day (Utah 2006)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	0	0.0%	13	2.1%	0	0.0%	13	1.9%
1 a.m.	1	1.8%	11	1.8%	1	3.4%	13	1.9%
2 a.m.	0	0.0%	2	0.3%	1	3.4%	3	0.4%
3 a.m.	0	0.0%	3	0.5%	0	0.0%	3	0.4%
4 a.m.	0	0.0%	2	0.3%	0	0.0%	2	0.3%
5 a.m.	0	0.0%	4	0.6%	1	3.4%	5	0.7%
6 a.m.	2	3.6%	22	3.6%	2	6.9%	26	3.7%
7 a.m.	5	9.1%	39	6.3%	3	10.3%	47	6.7%
8 a.m.	2	3.6%	29	4.7%	0	0.0%	31	4.4%
9 a.m.	0	0.0%	22	3.6%	0	0.0%	22	3.1%
10 a.m.	1	1.8%	19	3.1%	0	0.0%	20	2.9%
11 a.m.	1	1.8%	17	2.8%	1	3.4%	19	2.7%
Noon	3	5.5%	31	5.0%	1	3.4%	35	5.0%
1 p.m.	6	10.9%	28	4.5%	2	6.9%	36	5.1%
2 p.m.	2	3.6%	34	5.5%	0	0.0%	36	5.1%
3 p.m.	5	9.1%	50	8.1%	2	6.9%	57	8.1%
4 p.m.	5	9.1%	45	7.3%	1	3.4%	51	7.3%
5 p.m.	5	9.1%	51	8.3%	1	3.4%	57	8.1%
6 p.m.	2	3.6%	47	7.6%	5	17.2%	54	7.7%
7 p.m.	5	9.1%	48	7.8%	5	17.2%	58	8.3%
8 p.m.	1	1.8%	28	4.5%	0	0.0%	29	4.1%
9 p.m.	3	5.5%	37	6.0%	1	3.4%	41	5.8%
10 p.m.	5	9.1%	23	3.7%	1	3.4%	29	4.1%
11 p.m.	1	1.8%	12	1.9%	1	3.4%	14	2.0%
Total	**55**	**100.0%**	**617**	**100.0%**	**29**	**100.0%**	**701**	**100.0%**



- Total pedestrian-motor vehicle crashes were more likely to occur between 3:00 p.m. and 7:00 p.m.
- Fatal pedestrian-motor vehicle crashes were highest during the 6:00 p.m. and 7:00 p.m. hours.

Pedestrian-Motor Vehicle Crash Characteristics

Urban/Rural Location of Pedestrian-Motor Vehicle Crashes (Utah 2006)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
		Rate per 10,000		Rate per 10,000		Rate per 10,000		Rate per 10,000
Location	#	Pop.	#	Pop.	#	Pop.	#	Pop.
Urban	48	0.24	520	2.63	23	0.12	591	2.99
Rural	7	0.11	97	1.51	6	0.09	110	1.72
Total	**55**	**0.21**	**617**	**2.36**	**29**	**0.11**	**701**	**2.68**

- Urban areas accounted for 84.3% of total pedestrian-motor vehicle crashes and 79.3% of pedestrian deaths.
- Urban areas had higher rates per population for both total pedestrian-motor vehicle crashes and pedestrian deaths.

Location of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2006)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Pedestrian Location	#	%	#	%	#	%	#	%
Intersection - Marked Crosswalk	16	29.1%	167	27.1%	5	17.2%	188	26.8%
In Roadway (not at intersection/crosswalk)	5	9.1%	146	23.7%	13	44.8%	164	23.4%
Intersection - Unmarked Crosswalk	4	7.3%	37	6.0%	8	27.6%	49	7.0%
Sidewalk	0	0.0%	29	4.7%	0	0.0%	29	4.1%
Shoulder	1	1.8%	23	3.7%	2	6.9%	26	3.7%
Roadside	0	0.0%	17	2.8%	0	0.0%	17	2.4%
Mid-block Crosswalk	1	1.8%	12	1.9%	0	0.0%	13	1.9%
Outside Right of Way	0	0.0%	6	1.0%	0	0.0%	6	0.9%
Path/Trail (bike or shared use)	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Median	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Other	2	3.6%	19	3.1%	0	0.0%	21	3.0%
Unknown	26	47.3%	157	25.4%	1	3.4%	184	26.2%
Total	**55**	**100.0%**	**617**	**100.0%**	**29**	**100.0%**	**701**	**100.0%**

- For total crashes, 48.4% (of known) occurred in a crosswalk (marked or unmarked) and 31.7% (of known) occurred in roadway not at intersection or crosswalk.
- For fatal crashes, 44.8% occurred in a crosswalk (marked or unmarked) and 44.8% occurred in roadway not at intersection or crosswalk.

Alcohol and Other Drug Involvement of Pedestrians and Motor Vehicle Drivers (Utah 2006)

- Of the 29 pedestrians killed in 2006, none were impaired by alcohol or other drugs.
- Five of the 31 (16.1%) drivers in fatal pedestrian crashes were impaired.

Pedestrian-Motor Vehicle Crash Characteristics

Contributing Factors of Pedestrians in Crashes (Utah 2006)

Pedestrians								
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
None	18	32.7%	152	24.6%	7	24.1%	177	25.2%
Darting	2	3.6%	67	10.9%	7	24.1%	76	10.8%
Improper Crossing	5	9.1%	62	10.0%	8	27.6%	75	10.7%
Not Visible	1	1.8%	25	4.1%	5	17.2%	31	4.4%
Inattentive	1	1.8%	26	4.2%	0	0.0%	27	3.9%
In Roadway (standing, kneeling, lying)	2	3.6%	23	3.7%	1	3.4%	26	3.7%
Failure to Obey Traffic Signs/Signals	1	1.8%	11	1.8%	0	0.0%	12	1.7%
Failure to Yield Right of Way	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Wrong Side of Road	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other	1	1.8%	28	4.5%	0	0.0%	29	4.1%
Unknown	24	43.6%	214	34.7%	1	3.4%	239	34.1%
Total	**55**	**100.0%**	**617**	**100.0%**	**29**	**100.0%**	**701**	**100.0%**

- Darting (16.5% of known), improper crossing (16.2% of known), and not visible (6.7% of known) were the leading contributing factors for pedestrians in total pedestrian-motor vehicle crashes.
- Improper crossing (27.6%) and darting (24.1%) were the leading contributing factors for pedestrians in fatal pedestrian-motor vehicle crashes.
- No pedestrian contributing factors were listed for 25.0% (of known) of the pedestrians killed and 38.3% (of known) of the total pedestrians in pedestrian-motor vehicle crashes.

Type of Vehicles in Pedestrian-Motor Vehicle Crashes (Utah 2006)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	21	56.8%	345	53.4%	15	48.4%	381	53.4%
Pickup Truck	6	16.2%	100	15.5%	5	16.1%	111	15.5%
SUV	3	8.1%	87	13.5%	3	9.7%	93	13.0%
Van	2	5.4%	38	5.9%	3	9.7%	43	6.0%
Bus	1	2.7%	9	1.4%	0	0.0%	10	1.4%
Semi/Large Truck	0	0.0%	8	1.2%	2	6.5%	10	1.4%
Motorcycle	0	0.0%	4	0.6%	0	0.0%	4	0.6%
Other	1	2.7%	13	2.0%	0	0.0%	14	2.0%
Unknown	3	8.1%	42	6.5%	3	9.7%	48	6.7%
Total	**37**	**100.0%**	**646**	**100.0%**	**31**	**100.0%**	**714**	**100.0%**

- The largest percentages of vehicles in total pedestrian-motor vehicle crashes were passenger car (53.4%), pickup truck (15.5%), and SUV (13.0%).
- Passenger car (48.4%) and pickup truck (16.1%) were in the most fatal pedestrian-motor vehicle crashes.

Pedestrian-Motor Vehicle Crash Characteristics

Vehicle Maneuver Prior to Crash (Utah 2006)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Vehicle Maneuver	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Straight Ahead	17	45.9%	327	50.6%	27	87.1%	371	52.0%
Turning Left	7	18.9%	78	12.1%	2	6.5%	87	12.2%
Turning Right	4	10.8%	80	12.4%	0	0.0%	84	11.8%
Parked	2	5.4%	36	5.6%	0	0.0%	38	5.3%
Changing Lanes	1	2.7%	24	3.7%	0	0.0%	25	3.5%
Overtaking/Passing	0	0.0%	23	3.6%	0	0.0%	23	3.2%
Backing	0	0.0%	17	2.6%	1	3.2%	18	2.5%
Slowing in Traffic Lane	1	2.7%	13	2.0%	0	0.0%	14	2.0%
Stopped in Traffic Lane	2	5.4%	9	1.4%	0	0.0%	11	1.5%
Entering Traffic Lane	0	0.0%	3	0.5%	1	3.2%	4	0.6%
Leaving Traffic Lane	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Making U-turn	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Parking Maneuvers	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Other	2	5.4%	3	0.5%	0	0.0%	5	0.7%
Unknown	1	2.7%	24	3.7%	0	0.0%	25	3.5%
Total	**37**	**100.0%**	**646**	**100.0%**	**31**	**100.0%**	**714**	**100.0%**

- For total pedestrian-motor vehicle crashes, the leading vehicle maneuvers prior to the crash were straight ahead (52.0%), turning left (12.2%), and turning right (11.8%).
- For fatal pedestrian-motor vehicle crashes, the leading vehicle maneuver prior to the crash was straight ahead (87.1%).

Pedestrian-Motor Vehicle Crashes by Speed Limit (Utah 2006)

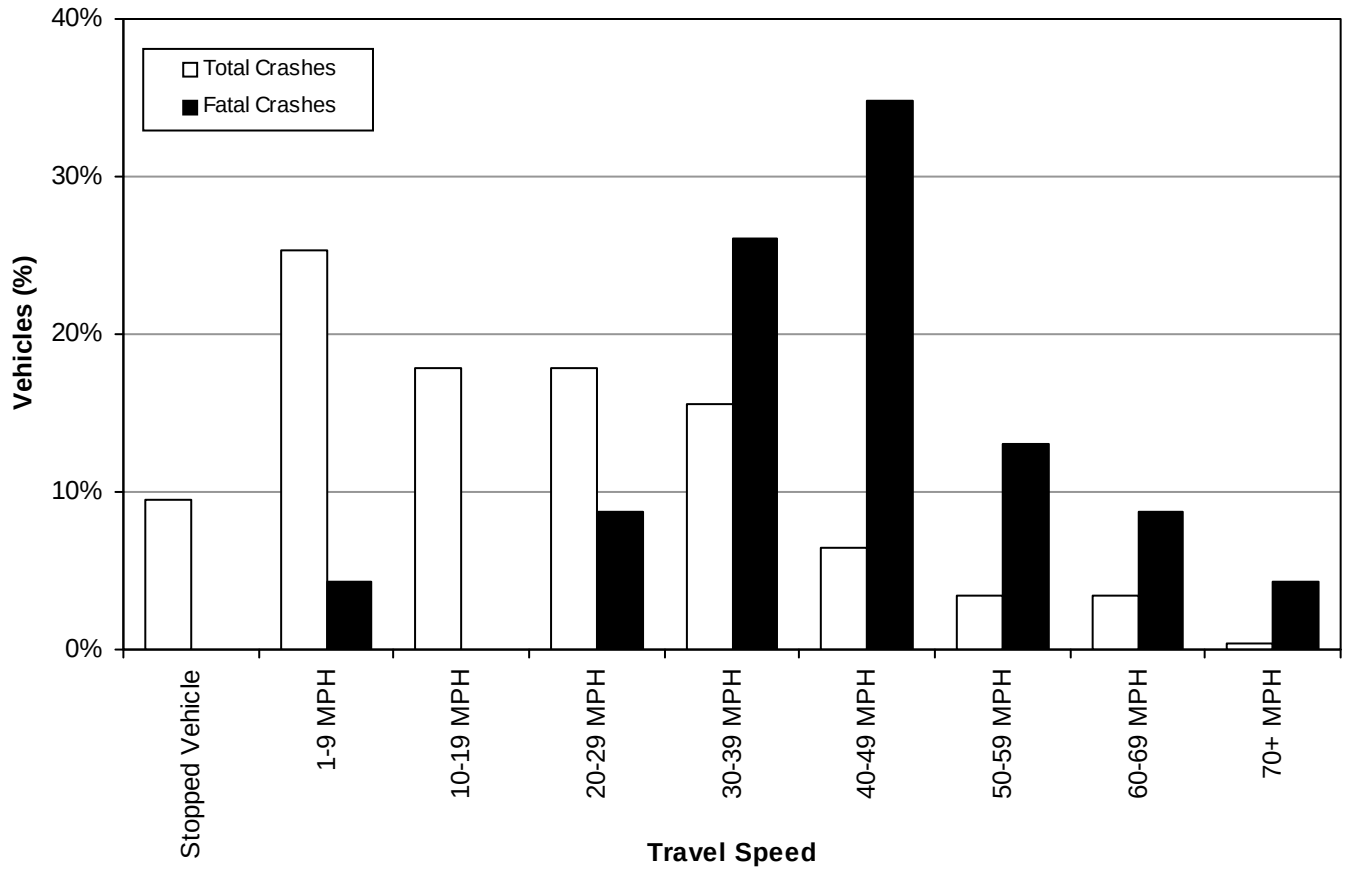
Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Speed Limit	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
5-15 MPH	1	2.7%	7	1.1%	0	0.0%	8	1.1%
20-25 MPH	6	16.2%	138	21.4%	4	12.9%	148	20.7%
30-35 MPH	7	18.9%	167	25.9%	7	22.6%	181	25.4%
40-45 MPH	7	18.9%	107	16.6%	10	32.3%	124	17.4%
50-55 MPH	0	0.0%	14	2.2%	7	22.6%	21	2.9%
60-65 MPH	0	0.0%	25	3.9%	2	6.5%	27	3.8%
70-75 MPH	1	2.7%	3	0.5%	1	3.2%	5	0.7%
Unknown	15	40.5%	185	28.6%	0	0.0%	200	28.0%
Total	**37**	**100.0%**	**646**	**100.0%**	**31**	**100.0%**	**714**	**100.0%**

- The majority (88.1% of known) of total pedestrian-motor vehicle crashes occurred where the speed limit was 20-45 MPH.
- Fatal pedestrian-motor vehicle crashes occurred most often where the speed limit was 30-55 MPH (77.4%).

Pedestrian-Motor Vehicle Crash Characteristics

Travel Speed of Vehicles in Pedestrian-Motor Vehicle Crashes (Utah 2006)

Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Travel Speed	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Stopped Vehicle	4	10.8%	41	6.3%	0	0.0%	45	6.3%
1-9 MPH	6	16.2%	113	17.5%	1	3.2%	120	16.8%
10-19 MPH	5	13.5%	80	12.4%	0	0.0%	85	11.9%
20-29 MPH	3	8.1%	80	12.4%	2	6.5%	85	11.9%
30-39 MPH	3	8.1%	65	10.1%	6	19.4%	74	10.4%
40-49 MPH	3	8.1%	20	3.1%	8	25.8%	31	4.3%
50-59 MPH	0	0.0%	13	2.0%	3	9.7%	16	2.2%
60-69 MPH	1	2.7%	13	2.0%	2	6.5%	16	2.2%
70-79 MPH	0	0.0%	1	0.2%	1	3.2%	2	0.3%
80-89 MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
90+ MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	12	32.4%	220	34.1%	8	25.8%	240	33.6%
Total	**37**	**100.0%**	**646**	**100.0%**	**31**	**100.0%**	**714**	**100.0%**



- The higher the speed of the vehicle the more likely the pedestrian was injured or killed in a crash.
- The majority (76.8% of known) of vehicles in total pedestrian-motor vehicle crashes were traveling 1-39 MPH.
- The majority (73.9% of known) of vehicles in fatal pedestrian-motor vehicle crashes were traveling 30-59 MPH.
- Pedestrians hit by a vehicle traveling 30 MPH or higher were 19 times more likely to die.

Pedestrian-Motor Vehicle Crash Characteristics

Pedestrian-Motor Vehicle Crash Violations (Utah 2006)

Drivers (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	#	%	#	%	#	%	#	%
Failure to Yield Right of Way	0	0.0%	11	10.6%	0	0.0%	11	9.8%
Improper Lookout	0	0.0%	7	6.7%	0	0.0%	7	6.3%
Speed	0	0.0%	7	6.7%	0	0.0%	7	6.3%
Negligent Collision	0	0.0%	4	3.8%	0	0.0%	4	3.6%
Improper Start or Stop	1	50.0%	2	1.9%	0	0.0%	3	2.7%
Driving Under the Influence	0	0.0%	1	1.0%	1	16.7%	2	1.8%
Hit and Run	0	0.0%	2	1.9%	0	0.0%	2	1.8%
Vehicle Homicide	0	0.0%	0	0.0%	2	33.3%	2	1.8%
Equipment Violation	0	0.0%	0	0.0%	1	16.7%	1	0.9%
Improper Lane Change/Travel	0	0.0%	1	1.0%	0	0.0%	1	0.9%
Improper Turn	0	0.0%	1	1.0%	0	0.0%	1	0.9%
Insurance Violation	0	0.0%	1	1.0%	0	0.0%	1	0.9%
License Violation	0	0.0%	0	0.0%	1	16.7%	1	0.9%
Registration Violation	0	0.0%	0	0.0%	1	16.7%	1	0.9%
Alcohol/Drug Violation, Other than DUI	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Failure to Obey Traffic Control Device	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Failure to Stop at Red Light	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Failure to Stop at Stop Sign	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Following Too Close	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Improper Backing	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Improper Passing	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Reckless Driving	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Seatbelt/Child Restraint	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Wrong Side of Road	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Moving Violation	1	50.0%	15	14.4%	0	0.0%	16	14.3%
Other Non-Moving Violation	0	0.0%	52	50.0%	0	0.0%	52	46.4%
Total	**2**	**100.0%**	**104**	**100.0%**	**6**	**100.0%**	**112**	**100.0%**

- In 2006, there were 112 citations issued to drivers at the scene of the crash. Failure to yield right of way (9.8%), improper lookout (6.3%), and speed (6.3%) were the leading violations for total pedestrian-motor vehicle crashes.
- The leading violation in fatal pedestrian-motor vehicle crashes was vehicle homicide.

Pedestrian-Motor Vehicle Crash Characteristics

Contributing Factors in Pedestrian-Motor Vehicle Crashes (Utah 2006)

Drivers/Vehicles (Pedestrian-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	4	12.9%	170	27.8%	4	22.2%	178	26.9%
Other Improper Driving	4	12.9%	55	9.0%	0	0.0%	59	8.9%
Driver Distraction	2	6.5%	51	8.3%	1	5.6%	54	8.2%
Hit and Run	6	19.4%	46	7.5%	2	11.1%	54	8.2%
Speed Too Fast	0	0.0%	28	4.6%	3	16.7%	31	4.7%
Defective Condition of Vehicle	2	6.5%	28	4.6%	0	0.0%	30	4.5%
Vision Obscured by Weather Condition	1	3.2%	27	4.4%	1	5.6%	29	4.4%
Vision Obscured by Glare	1	3.2%	20	3.3%	0	0.0%	21	3.2%
Vision Obscured by Moving Vehicle	0	0.0%	21	3.4%	0	0.0%	21	3.2%
Vision Obscured by Other	1	3.2%	20	3.3%	0	0.0%	21	3.2%
Vision Obscured by Parked Vehicle	1	3.2%	18	2.9%	0	0.0%	19	2.9%
Improper Turn	0	0.0%	17	2.8%	0	0.0%	17	2.6%
Driver Emotionally Upset	0	0.0%	16	2.6%	0	0.0%	16	2.4%
Driving Under the Influence	0	0.0%	14	2.3%	0	0.0%	14	2.1%
Reckless/Aggressive Driving	0	0.0%	6	1.0%	5	27.8%	11	1.7%
Swerved or Evasive Action	0	0.0%	7	1.1%	2	11.1%	9	1.4%
Windshield or Other Window Obscured	0	0.0%	9	1.5%	0	0.0%	9	1.4%
Failed to Keep in Proper Lane	0	0.0%	8	1.3%	0	0.0%	8	1.2%
Overcorrected	1	3.2%	7	1.1%	0	0.0%	8	1.2%
Disregard Traffic Signal/Sign	1	3.2%	6	1.0%	0	0.0%	7	1.1%
Other Driver Condition	2	6.5%	5	0.8%	0	0.0%	7	1.1%
Disregard Road Markings	1	3.2%	4	0.7%	0	0.0%	5	0.8%
Ran Off Road	0	0.0%	5	0.8%	0	0.0%	5	0.8%
Vision Obscured by Building, Sign	0	0.0%	5	0.8%	0	0.0%	5	0.8%
Improper Parking/Stopping	1	3.2%	3	0.5%	0	0.0%	4	0.6%
Improper Passing	1	3.2%	3	0.5%	0	0.0%	4	0.6%
Followed Too Closely	1	3.2%	2	0.3%	0	0.0%	3	0.5%
Improper Backing	0	0.0%	3	0.5%	0	0.0%	3	0.5%
Vision Obscured by Vegitation	0	0.0%	3	0.5%	0	0.0%	3	0.5%
Illness	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Improper Lane Change	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Wrong Side/Wrong Way	1	3.2%	1	0.2%	0	0.0%	2	0.3%
Asleep/Fatigue	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Improper Signal	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**31**	**100.0%**	**612**	**100.0%**	**18**	**100.0%**	**661**	**100.0%**

- Failed to yield right of way (26.9%), driver distraction (8.2%), and hit and run (8.2%) were the leading contributing factors in total pedestrian-motor vehicle crashes.
- Reckless/aggressive driving (27.8%), failed to yield right of way (26.9%), and speed too fast (16.7%) were the leading contributing factors in fatal pedestrian-motor vehicle crashes.

Bicyclists

Section 8: Bicyclists

2006

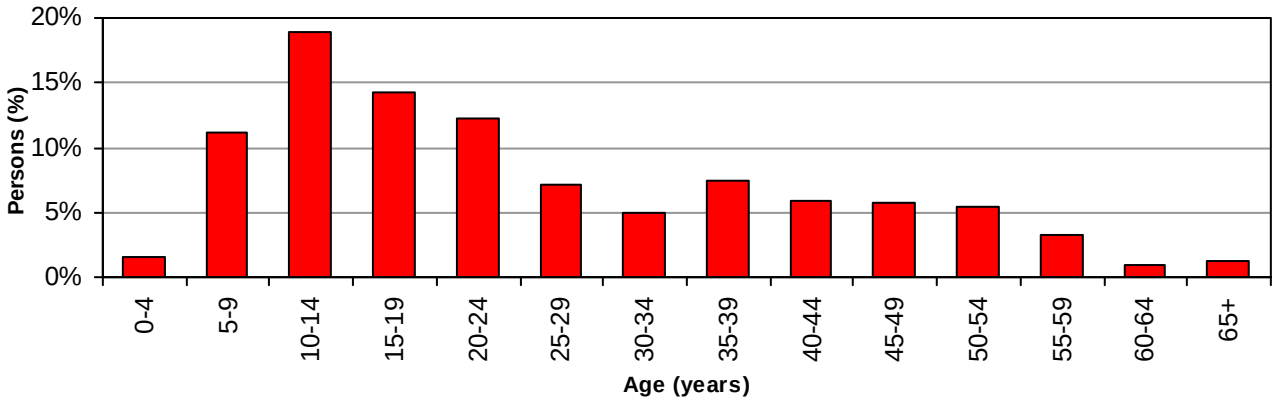
2006 UTAH CRASH FACTS

BICYCLISTS

Did you know in 2006:

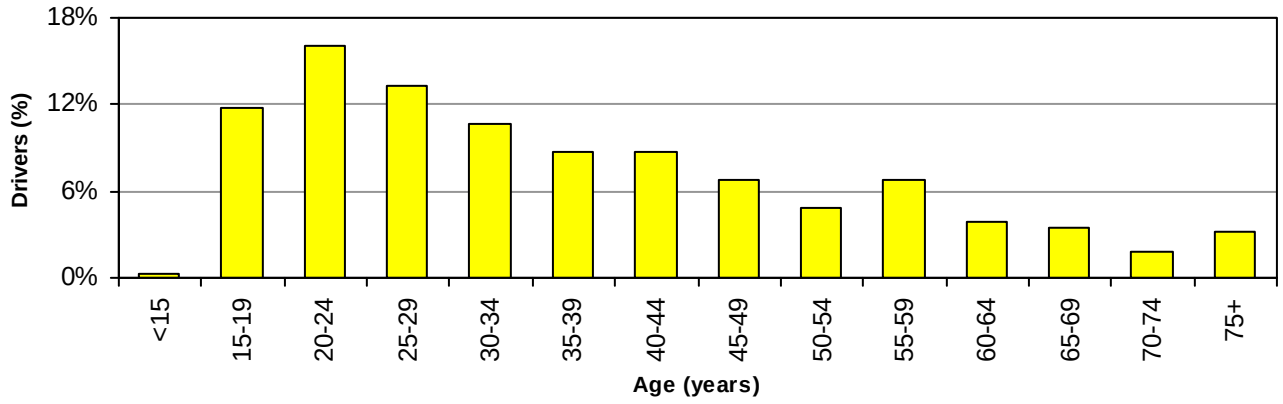
- 681 bicyclists were struck by motor vehicles; 592 were injured and 10 were killed.
- Utah's bicyclist crash rate per population decreased 8% from 2005.
- Over half (51%) of bicyclist crashes occurred when the motor vehicle was turning.

Age of Bicyclists in Bicyclist-Motor Vehicle Crashes (Utah 2006)



- Over half (57%) of the bicyclists in crashes were aged 5-24 years.

Age of Drivers in Bicyclist-Motor Vehicle Crashes (Utah 2006)



- Over half (52%) of drivers in total bicyclist-motor vehicle crashes were aged 15-34 years.

Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2006)

1. Failed to Yield Right of Way (30%)
2. Driver Distraction (8%)
3. Hit and Run (6%)
4. Vision Obscured by Glare (6%)
5. Defective Condition of Vehicle (5%)

Leading Contributing Factors of Bicyclists in Crashes (Utah 2006)

1. Wrong Side of Road (17%)
2. Improper Crossing (11%)
3. Failure to Obey Traffic Signs/ Signals (9%)

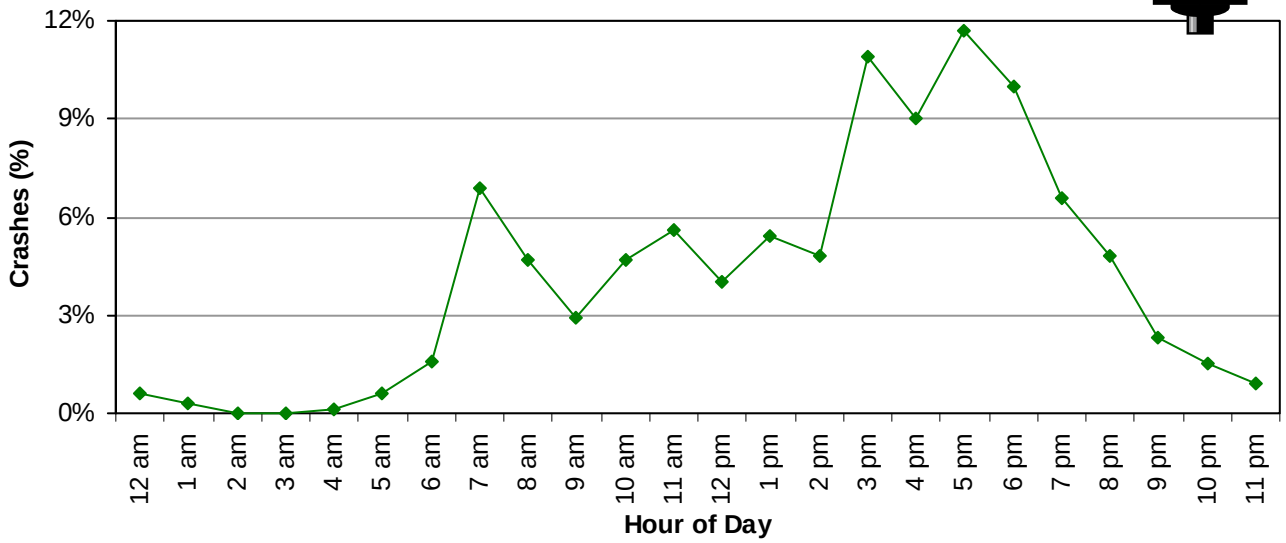
- 35% of bicyclists had no contributing factor in the crash.

Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

2006 UTAH CRASH FACTS

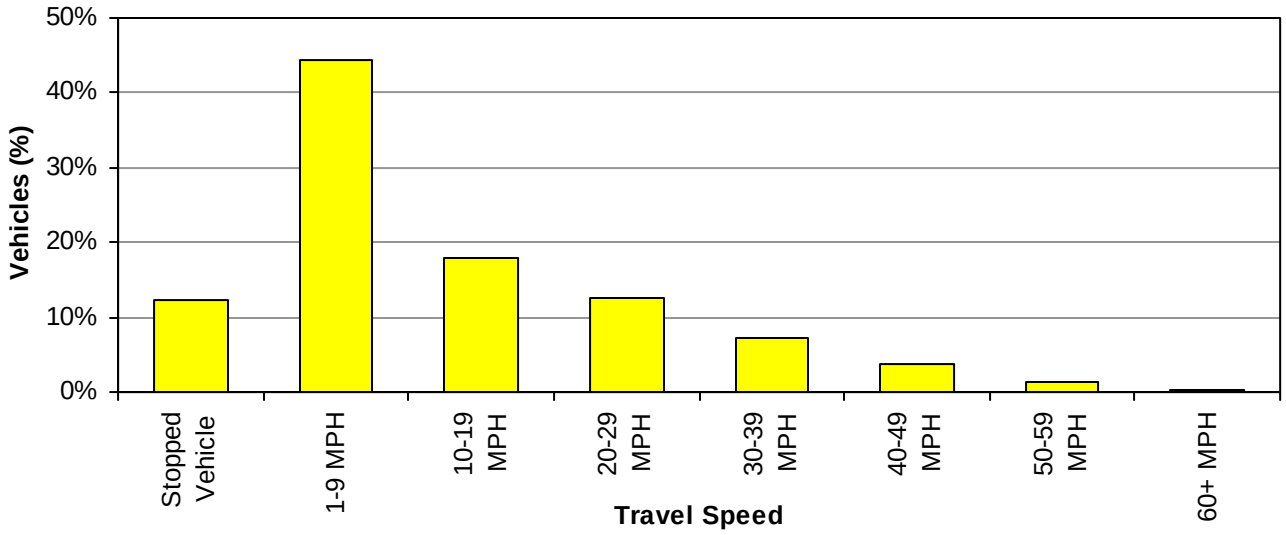
BICYCLISTS

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2006)



- Bicyclist-motor vehicle crashes were highest between 3:00 p.m. and 6:00 p.m. There was also a peak at 7:00 a.m.

Bicyclist-Motor Vehicle Crashes by Travel Speed of Motor Vehicle (Utah 2006)



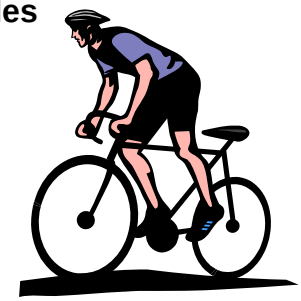
- Almost two-thirds (62%) of bicyclist crashes occurred when the motor vehicle was traveling 1-19 MPH.

Location of Bicyclists in Crashes (Utah 2006)

1. Intersection—Marked Crosswalk (27%)
2. In Roadway Not at Intersection/Crosswalk (23%)
3. Shoulder (11%)
4. Intersection—Unmarked Crosswalk (10%)
5. Sidewalk (9%)

Turning Motor Vehicles

- Over one-third (34%) of motor vehicles who hit bicyclists were turning right. Drivers need to watch for bicycles before turning.



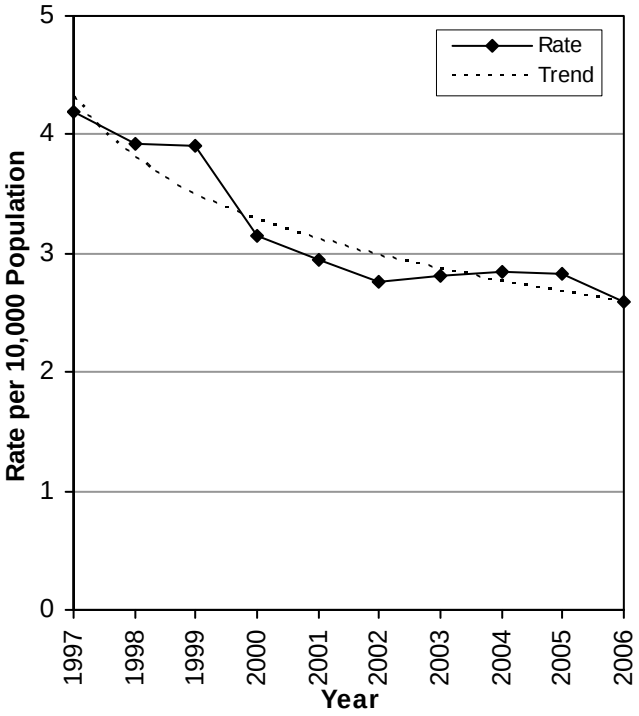
Produced by: Utah Department of Public Safety • Highway Safety Office • 3888 W 5400 S SLC, UT 84118 • (801) 957-8570 • www.highwaysafety.utah.gov

Trends

Bicyclists in Crashes (Utah 1997-2006)

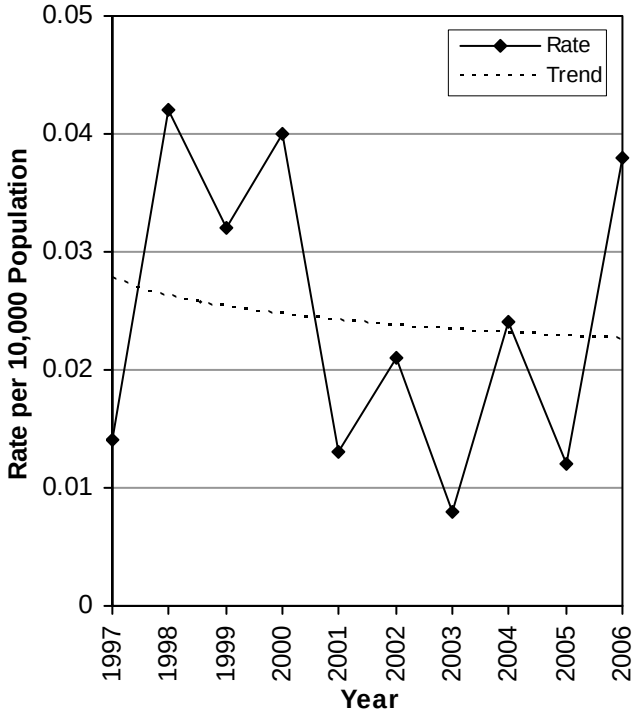
Bicyclists								
	Non-Injured		Injured		Killed		Total	
		Rate per 10,000		Rate per 10,000		Rate per 10,000		Rate per 10,000
Year	#	Pop.	#	Pop.	#	Pop.	#	Pop.
1997	79	0.38	797	3.80	3	0.01	879	4.19
1998	72	0.34	758	3.54	9	0.04	839	3.92
1999	72	0.33	777	3.54	7	0.03	856	3.90
2000	62	0.28	635	2.83	9	0.04	706	3.14
2001	48	0.21	625	2.72	3	0.01	676	2.94
2002	50	0.21	590	2.52	5	0.02	645	2.76
2003	48	0.20	621	2.60	2	0.01	671	2.81
2004	49	0.20	648	2.62	6	0.02	703	2.85
2005	61	0.24	654	2.57	3	0.01	718	2.82
2006	79	0.30	592	2.26	10	0.04	681	2.60
Total	**620**	**0.27**	**6,697**	**2.87**	**57**	**0.02**	**7,374**	**3.16**

Bicyclist Crash Rates Per Population (Utah 1997-2006)



- Over the last 10 years, the rates of total bicyclists in crashes has followed a decreasing trend.
- In 2006, the total rate per population of bicyclists in crashes decreased 7.8% from the 2005 rate.
- 2006 had the lowest bicyclist crash rate per population (2.60).

Bicyclist Death Rates Per Population (Utah 1997-2006)



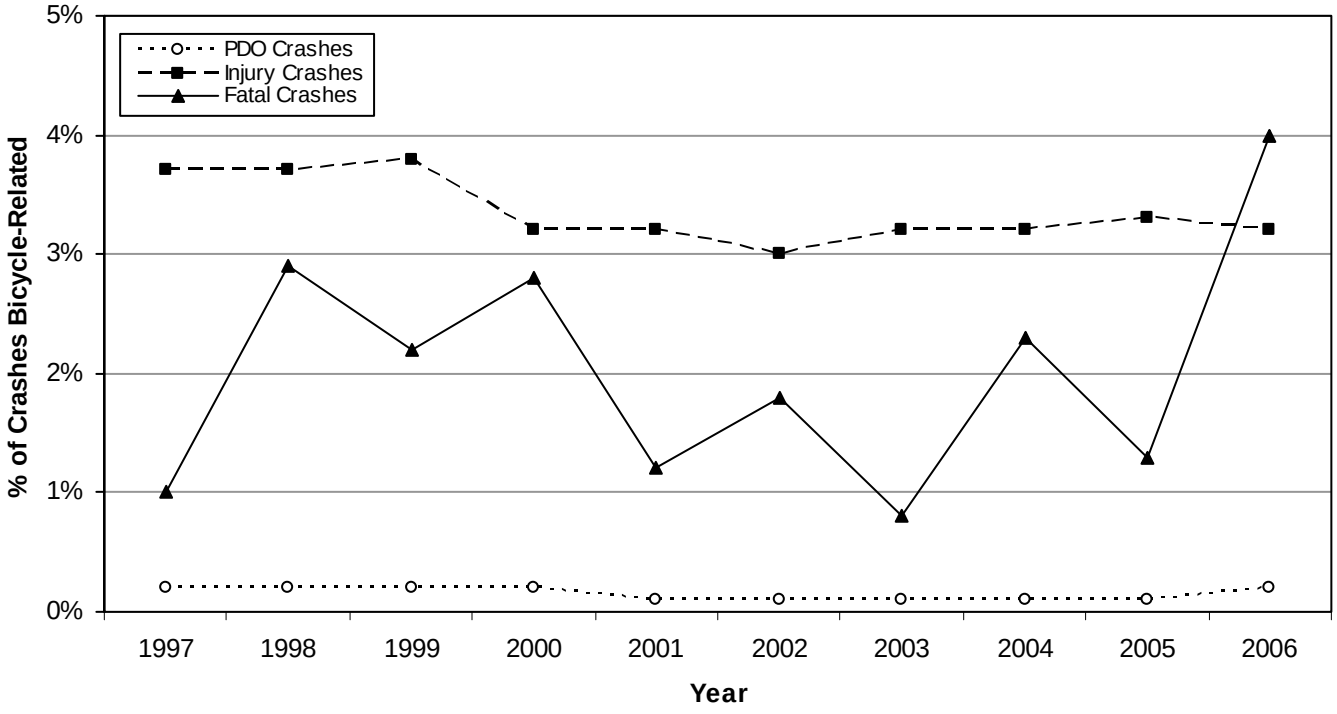
- The rate of bicyclists killed in crashes has varied over time with a slight decreasing trend.
- In 2006, there were 10 bicyclists killed in crashes. Because of the small number of bicyclist deaths, it is difficult to compare increases and decreases from year to year.

Trends

Bicyclist-Motor Vehicle Crashes (Utah 1997-2006)

Bicyclist-Motor Vehicle Crashes												
	Property Damage Only			Injury			Fatal			Total		
	All	Bike	Bike	All	Bike	Bike	All	Bike	Bike	All	Bike	Bike
Year	#	#	%	#	#	%	#	#	%	#	#	%
1997	33,512	74	0.2%	21,131	778	3.7%	309	3	1.0%	54,952	855	1.6%
1998	34,337	67	0.2%	19,427	728	3.7%	308	9	2.9%	54,072	804	1.5%
1999	32,971	66	0.2%	19,513	732	3.8%	318	7	2.2%	52,802	805	1.5%
2000	33,269	58	0.2%	19,564	625	3.2%	318	9	2.8%	53,151	692	1.3%
2001	33,113	42	0.1%	19,332	609	3.2%	258	3	1.2%	52,703	654	1.2%
2002	33,542	44	0.1%	19,552	585	3.0%	274	5	1.8%	53,368	634	1.2%
2003	31,842	39	0.1%	18,285	589	3.2%	262	2	0.8%	50,389	630	1.3%
2004	34,222	45	0.1%	19,423	626	3.2%	260	6	2.3%	53,905	677	1.3%
2005	35,158	50	0.1%	19,545	637	3.3%	235	3	1.3%	54,938	690	1.3%
2006	37,749	71	0.2%	18,189	589	3.2%	249	10	4.0%	56,187	670	1.2%
Total	**339,715**	**556**	**0.2%**	**193,961**	**6,498**	**3.4%**	**2,791**	**57**	**2.0%**	**536,467**	**7,111**	**1.3%**

Percent of Crashes Bicycle-Related (Utah 1997-2006)



- The 10-year trend shows that bicyclist-motor vehicle crashes represent 0.2% of property damage only crashes, 3.4% of injury crashes, and 2.0% of fatal crashes.
- During the last 10 years, 7,111 crashes have involved a bicyclist. There are approximately 650 injury crashes and six fatal crashes involving bicyclists a year.
- In 2006, there were 10 fatal bicyclist-motor vehicle crashes which represented 4.0% of all fatal crashes. Because of the small number of fatal bicyclist-motor vehicle crashes, it is difficult to compare increases and decreases from year to year.

Counties

Bicyclists in Crashes by County (Utah 2006)

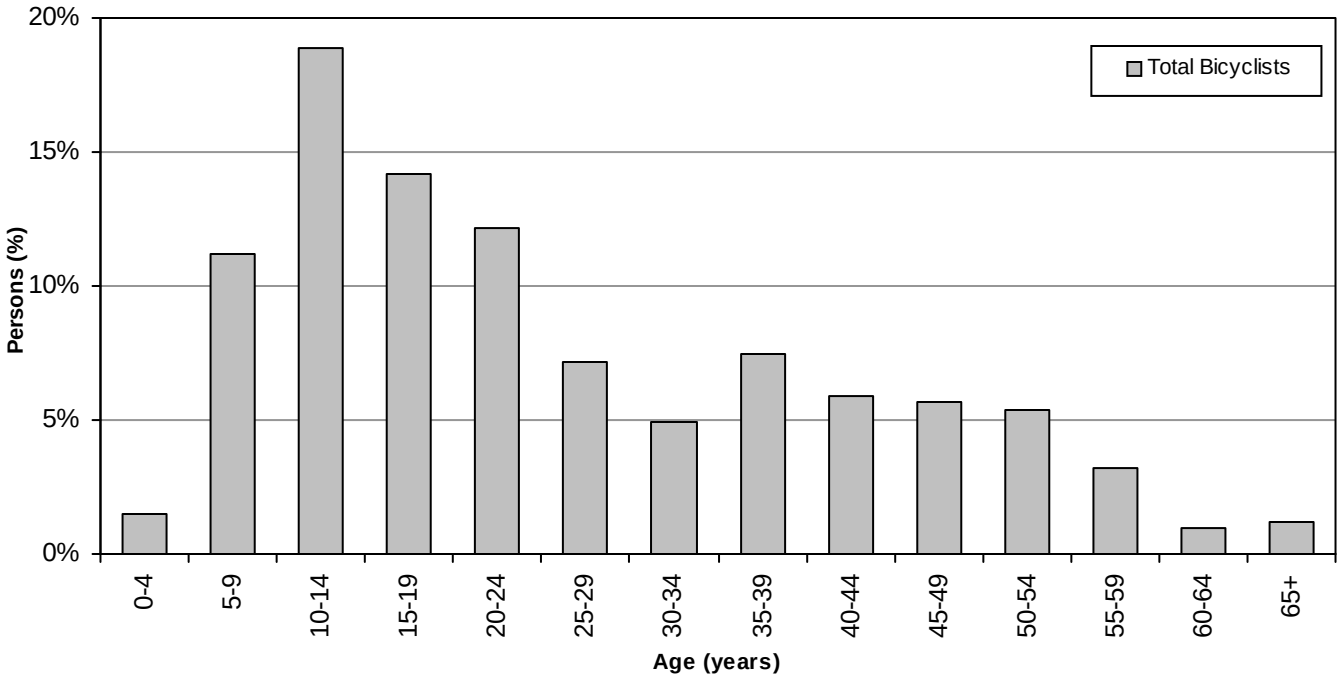
Bicyclists								
	Non-Injured		Injured		Killed		Total	
		Rate per 10,000		Rate per 10,000		Rate per 10,000		Rate per 10,000
County	**#**	**Pop.**	**#**	**Pop.**	**#**	**Pop.**	**#**	**Pop.**
Grand	0	0.00	5	5.54	0	0.00	5	5.54
Salt Lake	45	0.45	313	3.14	2	0.02	360	3.61
Carbon	0	0.00	7	3.59	0	0.00	7	3.59
Davis	6	0.21	65	2.27	0	0.00	71	2.48
Cache	7	0.66	18	1.70	0	0.00	25	2.37
Iron	2	0.46	8	1.84	0	0.00	10	2.30
Washington	5	0.37	26	1.93	0	0.00	31	2.30
Utah	12	0.25	90	1.89	3	0.06	105	2.21
Juab	0	0.00	2	2.15	0	0.00	2	2.15
Sevier	0	0.00	2	1.00	2	1.00	4	2.00
Weber	2	0.09	39	1.81	1	0.05	42	1.95
Sanpete	0	0.00	4	1.55	0	0.00	4	1.55
San Juan	0	0.00	1	0.68	1	0.68	2	1.37
Uintah	0	0.00	3	1.08	0	0.00	3	1.08
Emery	0	0.00	0	0.00	1	0.96	1	0.96
Millard	0	0.00	1	0.76	0	0.00	1	0.76
Tooele	0	0.00	4	0.74	0	0.00	4	0.74
Wasatch	0	0.00	1	0.47	0	0.00	1	0.47
Box Elder	0	0.00	2	0.43	0	0.00	2	0.43
Summit	0	0.00	1	0.27	0	0.00	1	0.27
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Duchesne	0	0.00	0	0.00	0	0.00	0	0.00
Garfield	0	0.00	0	0.00	0	0.00	0	0.00
Kane	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
Wayne	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	**79**	**0.30**	**592**	**2.26**	**10**	**0.04**	**681**	**2.60**

- Grand (5.54), Salt Lake (3.61), and Carbon (3.59) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Beaver, Daggett, Duchesne, Garfield, Kane, Morgan, Piute, Rich, and Wayne counties had no bicyclists in crashes.

Bicyclist Characteristics

Age of Bicyclists in Crashes (Utah 2006)

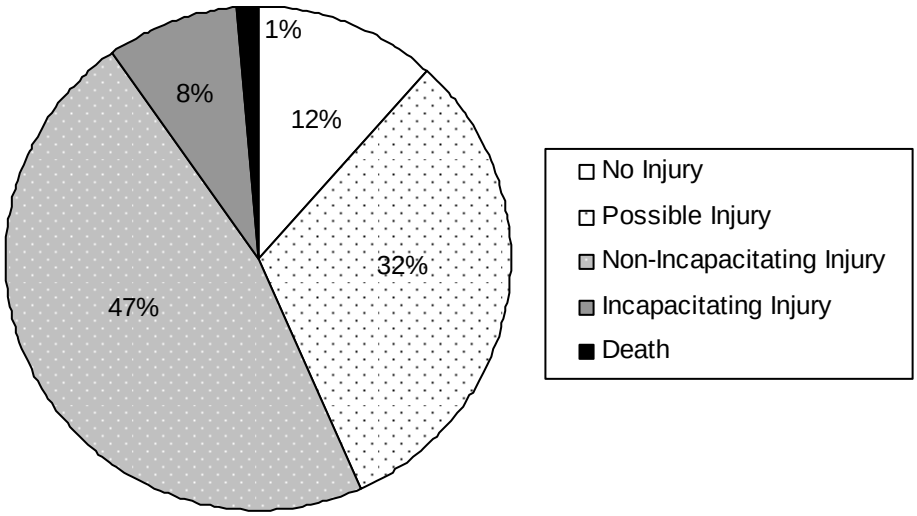
Bicyclists								
	Non-Injured		Injured		Killed		Total	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
0-4	1	1.3%	8	1.4%	0	0.0%	9	1.3%
5-9	4	5.1%	62	10.5%	1	10.0%	67	9.8%
10-14	14	17.7%	99	16.7%	0	0.0%	113	16.6%
15-19	10	12.7%	74	12.5%	1	10.0%	85	12.5%
20-24	9	11.4%	64	10.8%	0	0.0%	73	10.7%
25-29	3	3.8%	39	6.6%	1	10.0%	43	6.3%
30-34	3	3.8%	26	4.4%	0	0.0%	29	4.3%
35-39	3	3.8%	40	6.8%	2	20.0%	45	6.6%
40-44	5	6.3%	29	4.9%	1	10.0%	35	5.1%
45-49	7	8.9%	27	4.6%	0	0.0%	34	5.0%
50-54	2	2.5%	27	4.6%	3	30.0%	32	4.7%
55-59	5	6.3%	14	2.4%	0	0.0%	19	2.8%
60-64	0	0.0%	6	1.0%	0	0.0%	6	0.9%
65-69	0	0.0%	3	0.5%	0	0.0%	3	0.4%
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%
75-79	0	0.0%	2	0.3%	0	0.0%	2	0.3%
80-84	0	0.0%	1	0.2%	0	0.0%	1	0.1%
85+	0	0.0%	0	0.0%	1	10.0%	1	0.1%
Missing	13	16.5%	71	12.0%	0	0.0%	84	12.3%
Total	**79**	**100.0%**	**592**	**100.0%**	**10**	**100.0%**	**681**	**100.0%**



- Overall, the largest percentages of bicyclists in crashes were aged 10-14 years (18.9% of known), 15-19 years (14.2% of known), and 20-24 years (12.2% of known).
- Where age was known, over half (56.6%) of the bicyclists in crashes were 5-24 years.

Bicyclist Characteristics

Injury Severity of Bicyclists in Crashes (Utah 2006)



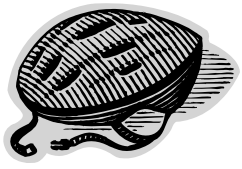
- 86.9% of bicyclists in crashes sustained a non-fatal injury compared to 18.7% of all persons in motor vehicle crashes.
- The percentage of bicyclists killed in crashes (1.5%) was higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- In fact, bicyclists hit in a crash were 7.7 times more likely to be killed than other persons in motor vehicle crashes.

Gender of Bicyclists in Crashes (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	61	77.2%	479	80.9%	8	80.0%	548	80.5%
Female	14	17.7%	106	17.9%	2	20.0%	122	17.9%
Unknown	4	5.1%	7	1.2%	0	0.0%	11	1.6%
Total	**79**	**100.0%**	**592**	**100.0%**	**10**	**100.0%**	**681**	**100.0%**

- The majority of all bicyclists (80.5%) and bicyclists killed (80.0%) in crashes were male.

Bicyclists and Helmet Use (Utah 2006)

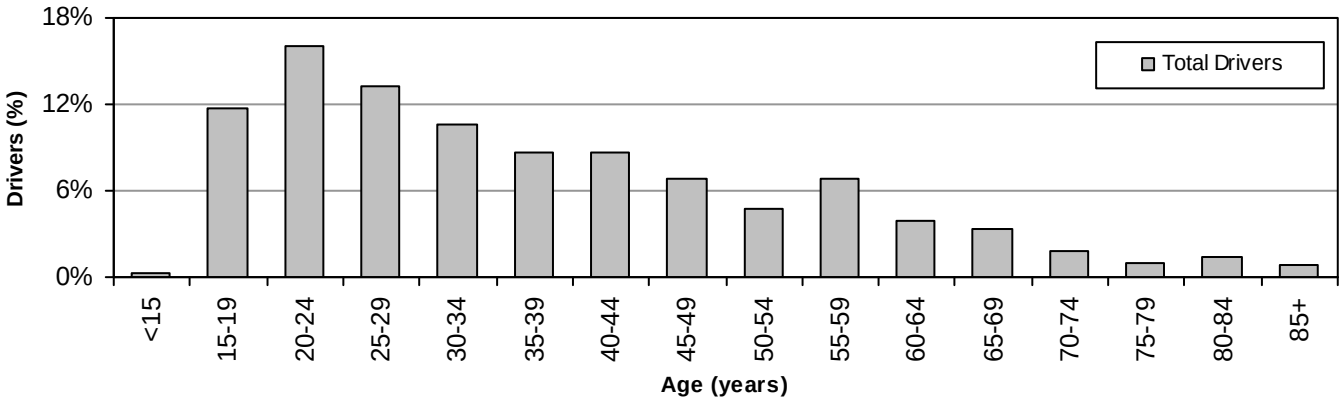


- Helmet use for bicyclists in crashes was not coded consistently at the scene of the crash and cannot be reported with accuracy. As a result, it is not included in this summary.

Driver Characteristics

Driver Age (Utah 2006)

Drivers (Bicyclist-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
<15	0	0.0%	2	0.3%	0	0.0%	2	0.3%
15-19	9	12.3%	63	10.4%	1	10.0%	73	10.6%
20-24	12	16.4%	88	14.5%	0	0.0%	100	14.5%
25-29	7	9.6%	74	12.2%	2	20.0%	83	12.0%
30-34	3	4.1%	61	10.1%	2	20.0%	66	9.6%
35-39	3	4.1%	48	7.9%	3	30.0%	54	7.8%
40-44	6	8.2%	47	7.8%	1	10.0%	54	7.8%
45-49	4	5.5%	38	6.3%	0	0.0%	42	6.1%
50-54	6	8.2%	24	4.0%	0	0.0%	30	4.4%
55-59	5	6.8%	37	6.1%	0	0.0%	42	6.1%
60-64	2	2.7%	21	3.5%	1	10.0%	24	3.5%
65-69	5	6.8%	16	2.6%	0	0.0%	21	3.0%
70-74	0	0.0%	11	1.8%	0	0.0%	11	1.6%
75-79	0	0.0%	6	1.0%	0	0.0%	6	0.9%
80-84	0	0.0%	9	1.5%	0	0.0%	9	1.3%
85+	1	1.4%	4	0.7%	0	0.0%	5	0.7%
Missing	10	13.7%	57	9.4%	0	0.0%	67	9.7%
Total	**73**	**100.0%**	**606**	**100.0%**	**10**	**100.0%**	**689**	**100.0%**



- Over half (51.8% of known) of drivers in total bicyclist-motor vehicle crashes were aged 15-34 years.
- Of the 10 drivers in fatal bicyclist-motor vehicle crashes, seven were aged 25-39 years.

Driver Gender (Utah 2006)

Drivers (Bicyclist-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Male	43	58.9%	291	48.0%	8	80.0%	342	49.6%
Female	25	34.2%	272	44.9%	2	20.0%	299	43.4%
Unknown	5	6.8%	43	7.1%	0	0.0%	48	7.0%
Total	**73**	**100.0%**	**606**	**100.0%**	**10**	**100.0%**	**689**	**100.0%**

- The majority of drivers in total bicyclist-motor vehicle crashes (53.4% of known) and fatal bicyclist-motor vehicle crashes (80.0%) were male.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Month of Year (Utah 2006)

Bicyclists									
		Non-Injured		Injured		Killed		Total	
	Days in		Rate per		Rate per		Rate per		Rate per
Month	Month	#	Day	#	Day	#	Day	#	Day
January	31	5	0.2	24	0.8	1	0.03	30	1.0
February	28	6	0.2	25	0.9	0	0.00	31	1.1
March	31	5	0.2	32	1.0	1	0.03	38	1.2
April	30	3	0.1	46	1.5	0	0.00	49	1.6
May	31	7	0.2	87	2.8	1	0.03	95	3.1
June	30	7	0.2	68	2.3	2	0.07	77	2.6
July	31	8	0.3	58	1.9	2	0.06	68	2.2
August	31	16	0.5	84	2.7	0	0.00	100	3.2
September	30	8	0.3	69	2.3	2	0.07	79	2.6
October	31	7	0.2	53	1.7	0	0.00	60	1.9
November	30	3	0.1	29	1.0	0	0.00	32	1.1
December	31	4	0.1	17	0.5	1	0.03	22	0.7
Total	**365**	**79**	**0.2**	**592**	**1.6**	**10**	**0.03**	**681**	**1.9**

- August (3.2), May (3.1), and September (2.6) had the highest rates per day of total bicyclist-motor vehicle crashes.
- June (0.07) and September (0.07) had the highest rates per day of bicyclist deaths.
- December (0.7) and January (1.0) had the lowest rates per day of total bicyclist-motor vehicle crashes.

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2006)

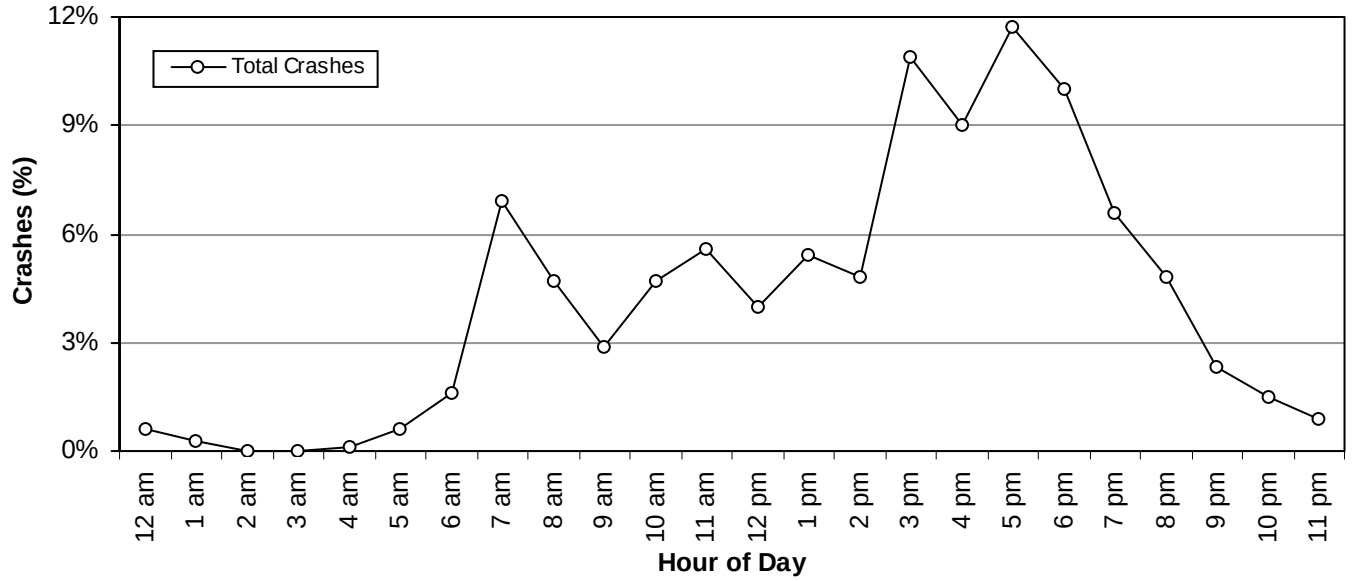
Bicyclists								
	Non-Injured		Injured		Killed		Total	
Day of Week	#	%	#	%	#	%	#	%
Sunday	1	1.3%	26	4.4%	1	10.0%	28	4.1%
Monday	13	16.5%	91	15.4%	1	10.0%	105	15.4%
Tuesday	11	13.9%	116	19.6%	4	40.0%	131	19.2%
Wednesday	14	17.7%	114	19.3%	0	0.0%	128	18.8%
Thursday	12	15.2%	88	14.9%	1	10.0%	101	14.8%
Friday	13	16.5%	88	14.9%	1	10.0%	102	15.0%
Saturday	15	19.0%	69	11.7%	2	20.0%	86	12.6%
Total	**79**	**100.0%**	**592**	**100.0%**	**10**	**100.0%**	**681**	**100.0%**

- The highest percentage of total bicyclist-motor vehicle crashes (19.2%) occurred on Tuesday.
- The highest percentage of fatal bicyclist-motor vehicle crashes (40.0%) occurred on Tuesday.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Hour	#	%	#	%	#	%	#	%
Midnight	0	0.0%	4	0.7%	0	0.0%	4	0.6%
1 a.m.	0	0.0%	2	0.3%	0	0.0%	2	0.3%
2 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
4 a.m.	0	0.0%	1	0.2%	0	0.0%	1	0.1%
5 a.m.	1	1.3%	2	0.3%	1	10.0%	4	0.6%
6 a.m.	1	1.3%	10	1.7%	0	0.0%	11	1.6%
7 a.m.	4	5.1%	40	6.8%	3	30.0%	47	6.9%
8 a.m.	0	0.0%	32	5.4%	0	0.0%	32	4.7%
9 a.m.	2	2.5%	17	2.9%	1	10.0%	20	2.9%
10 a.m.	4	5.1%	27	4.6%	1	10.0%	32	4.7%
11 a.m.	7	8.9%	31	5.2%	0	0.0%	38	5.6%
Noon	5	6.3%	22	3.7%	0	0.0%	27	4.0%
1 p.m.	8	10.1%	29	4.9%	0	0.0%	37	5.4%
2 p.m.	4	5.1%	29	4.9%	0	0.0%	33	4.8%
3 p.m.	8	10.1%	65	11.0%	1	10.0%	74	10.9%
4 p.m.	7	8.9%	54	9.1%	0	0.0%	61	9.0%
5 p.m.	10	12.7%	70	11.8%	0	0.0%	80	11.7%
6 p.m.	10	12.7%	58	9.8%	0	0.0%	68	10.0%
7 p.m.	5	6.3%	39	6.6%	1	10.0%	45	6.6%
8 p.m.	3	3.8%	30	5.1%	0	0.0%	33	4.8%
9 p.m.	0	0.0%	16	2.7%	0	0.0%	16	2.3%
10 p.m.	0	0.0%	9	1.5%	1	10.0%	10	1.5%
11 p.m.	0	0.0%	5	0.8%	1	10.0%	6	0.9%
Total	**79**	**100.0%**	**592**	**100.0%**	**10**	**100.0%**	**681**	**100.0%**



- Total bicyclist-motor vehicle crashes were highest between 3:00 p.m. and 6:00 p.m.
- Fatal bicyclist-motor vehicle crashes were highest at 7:00 a.m.

Bicyclist-Motor Vehicle Crash Characteristics

Urban/Rural Location of Bicyclist-Motor Vehicle Crashes (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
		Rate per 10,000		Rate per 10,000		Rate per 10,000		Rate per 10,000
Location	**#**	**Pop.**	**#**	**Pop.**	**#**	**Pop.**	**#**	**Pop.**
Urban	65	0.33	507	2.57	6	0.03	578	2.93
Rural	14	0.22	85	1.33	4	0.06	103	1.61
Total	**79**	**0.30**	**592**	**2.26**	**10**	**0.04**	**681**	**2.60**

- Urban areas accounted for 84.9% of total bicyclist-motor vehicle crashes and 60.0% of fatal bicyclist-motor vehicle crashes.
- Urban areas had a higher bicyclist-motor vehicle total crash rate per 10,000 population, while rural areas had a higher bicyclist-motor vehicle fatal crash rate per 10,000 population.

Location of Bicyclists in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Bicyclist Location	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Intersection - Marked Crosswalk	16	20.3%	121	20.4%	1	10.0%	138	20.3%
In Roadway (not at intersection or crosswalk)	12	15.2%	105	17.7%	1	10.0%	118	17.3%
Shoulder	9	11.4%	45	7.6%	2	20.0%	56	8.2%
Intersection - Unmarked Crosswalk	3	3.8%	39	6.6%	6	60.0%	48	7.0%
Sidewalk	7	8.9%	40	6.8%	0	0.0%	47	6.9%
Roadside	5	6.3%	40	6.8%	0	0.0%	45	6.6%
Bike Path	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Shared Use Path/Trail	1	1.3%	8	1.4%	0	0.0%	9	1.3%
Mid-block Crosswalk	2	2.5%	5	0.8%	0	0.0%	7	1.0%
Outside Right of Way	1	1.3%	6	1.0%	0	0.0%	7	1.0%
Other	0	0.0%	21	3.5%	0	0.0%	21	3.1%
Unknown	23	29.1%	153	25.8%	0	0.0%	176	25.8%
Total	**79**	**100.0%**	**592**	**100.0%**	**10**	**100.0%**	**681**	**100.0%**

- For total crashes, the largest percentages of bicyclist location prior to the crash were intersection-marked crosswalk (27.3% of known), in roadway not at intersection or crosswalk (23.4% of known), and shoulder (11.1% of known).
- For fatal crashes, 70% occurred in a crosswalk (marked or unmarked) at an intersection.
- Bicycles are considered vehicles and have a legal right to the road.

Alcohol and Other Drug Involvement of Bicyclists and Motor Vehicle Drivers (Utah 2006)

- Of the 10 bicyclists killed in 2006, one was impaired by alcohol/drugs and two bicyclists were killed by an impaired driver.

Bicyclist-Motor Vehicle Crash Characteristics

Contributing Factors of Bicyclists in Crashes (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Contributing Factors	#	%	#	%	#	%	#	%
None	22	27.8%	139	23.5%	6	60.0%	167	24.5%
Wrong Side of Road	8	10.1%	71	12.0%	0	0.0%	79	11.6%
Improper Crossing	3	3.8%	47	7.9%	0	0.0%	50	7.3%
Failure to Obey Traffic Signs/Signals	2	2.5%	39	6.6%	0	0.0%	41	6.0%
Failure to Yield Right of Way	5	6.3%	23	3.9%	1	10.0%	29	4.3%
Inattentive	4	5.1%	24	4.1%	0	0.0%	28	4.1%
Not Visible	1	1.3%	19	3.2%	2	20.0%	22	3.2%
Darting	1	1.3%	19	3.2%	1	10.0%	21	3.1%
In Roadway (standing, kneeling, lying)	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Other	1	1.3%	32	5.4%	0	0.0%	33	4.8%
Unknown	32	40.5%	174	29.4%	0	0.0%	206	30.2%
Total	**79**	**100.0%**	**592**	**100.0%**	**10**	**100.0%**	**681**	**100.0%**

- Wrong side of road (16.6% of known), improper crossing (10.5% of known), and failure to obey traffic signs/ signals (8.6% of known) were the leading contributing factors for bicyclists in total crashes.
- Not visible was the leading contributing factor for bicyclists in fatal bicyclist-motor vehicle crashes.
- No bicyclist contributing factors were listed for 60.0% of the bicyclists killed and 35.2% (of known) of the total bicyclists in bicyclist-motor vehicle crashes.

Type of Motor Vehicles in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Motor Vehicles (Bicyclist-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Motor Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	44	60.3%	340	55.4%	2	20.0%	386	55.4%
SUV	13	17.8%	94	15.3%	3	30.0%	110	15.8%
Pickup Truck	10	13.7%	86	14.0%	4	40.0%	100	14.3%
Van	2	2.7%	42	6.8%	0	0.0%	44	6.3%
Semi/Large Truck	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Bus	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Motorcycle	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other	2	2.7%	11	1.8%	0	0.0%	13	1.9%
Unknown	2	2.7%	28	4.6%	1	10.0%	31	4.4%
Total	**73**	**100.0%**	**614**	**100.0%**	**10**	**100.0%**	**697**	**100.0%**

- The largest percentages of motor vehicles in total bicyclist-motor vehicle crashes were passenger car (54.4%), SUV (15.8%), and pickup truck (14.3%).
- Pickup truck (40.0%) and SUV (30.0%) were in the most fatal bicyclist-motor vehicle crashes.

Bicyclist-Motor Vehicle Crash Characteristics

Motor Vehicle Maneuver Prior to Crash (Utah 2006)

Motor Vehicles (Bicyclist-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
Vehicle Maneuver	#	%	#	%	#	%	#	%
Straight Ahead	18	24.7%	215	35.0%	8	80.0%	241	34.6%
Turning Right	32	43.8%	201	32.7%	0	0.0%	233	33.4%
Turning Left	12	16.4%	95	15.5%	2	20.0%	109	15.6%
Stopped in Traffic Lane	0	0.0%	22	3.6%	0	0.0%	22	3.2%
Overtaking/Passing	4	5.5%	13	2.1%	0	0.0%	17	2.4%
Changing Lanes	3	4.1%	10	1.6%	0	0.0%	13	1.9%
Entering Traffic Lane	0	0.0%	11	1.8%	0	0.0%	11	1.6%
Backing	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Slowing in Traffic Lane	2	2.7%	7	1.1%	0	0.0%	9	1.3%
Making U-turn	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Parked	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Leaving Traffic Lane	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Unknown	2	2.7%	16	2.6%	0	0.0%	18	2.6%
Total	**73**	**100.0%**	**614**	**100.0%**	**10**	**100.0%**	**697**	**100.0%**

- For total bicyclist-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were straight ahead (34.6%), turning right (33.4%), and turning left (15.6%).
- For fatal bicyclist-motor vehicle crashes, the leading driver actions prior to the crash were straight ahead (80.0%) and turning left (20.0%).

Bicyclist-Motor Vehicle Crashes by Speed Limit (Utah 2006)

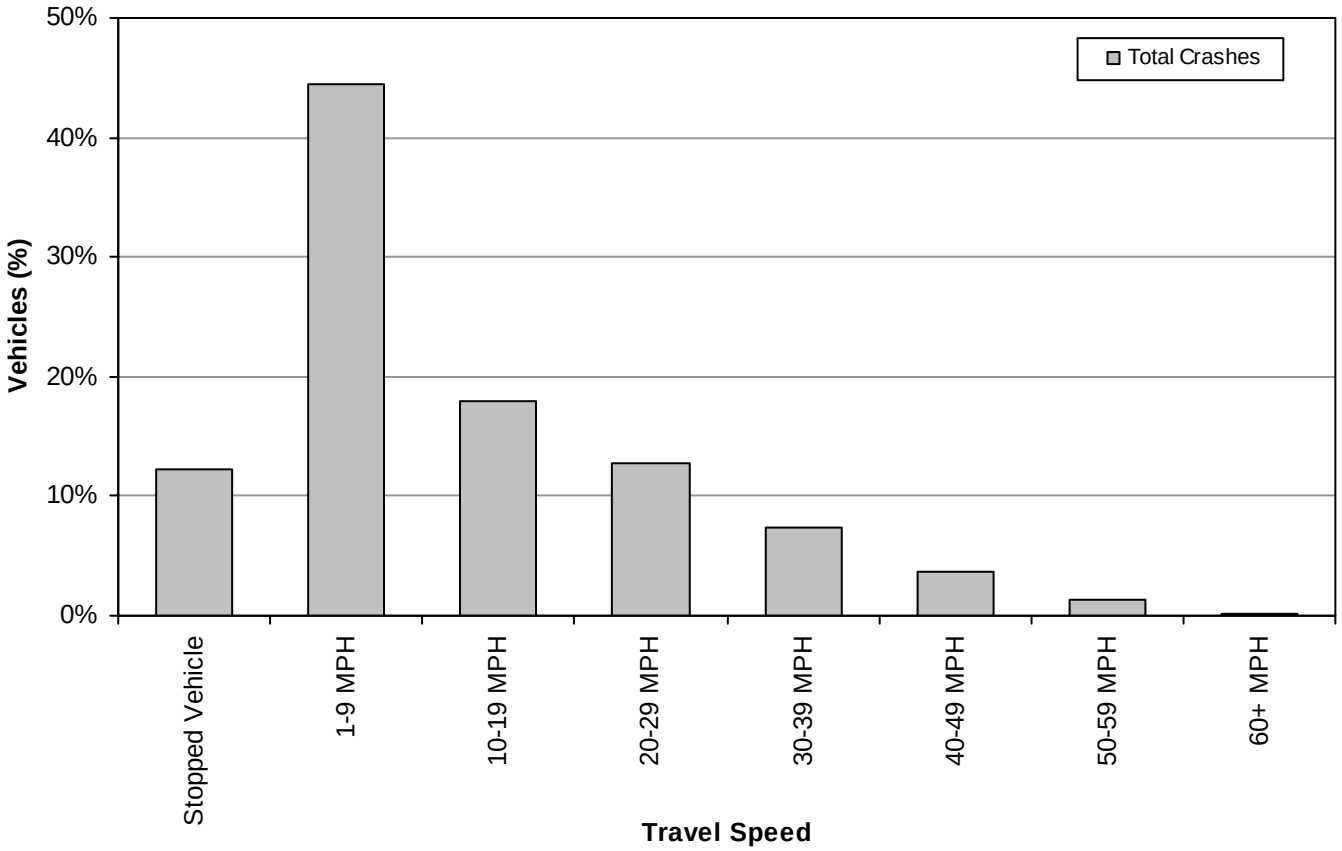
Motor Vehicles (Bicyclist-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Speed Limit	#	%	#	%	#	%	#	%
5-15 MPH	2	2.7%	11	1.8%	0	0.0%	13	1.9%
20-25 MPH	18	24.7%	167	27.2%	2	20.0%	187	26.8%
30-35 MPH	20	27.4%	170	27.7%	2	20.0%	192	27.5%
40-45 MPH	10	13.7%	95	15.5%	3	30.0%	108	15.5%
50-55 MPH	0	0.0%	12	2.0%	1	10.0%	13	1.9%
60-65 MPH	0	0.0%	4	0.7%	1	10.0%	5	0.7%
70-75 MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	23	31.5%	155	25.2%	1	10.0%	179	25.7%
Total	**73**	**100.0%**	**614**	**100.0%**	**10**	**100.0%**	**697**	**100.0%**

- Almost all (94.0% of known) of total bicyclist-motor vehicle crashes occurred where the speed limit was 20-45 MPH.
- Fatal bicyclist-motor vehicle crashes occurred most often where the speed limit was 20-45 MPH (77.8% of known).

Bicyclist-Motor Vehicle Crash Characteristics

Travel Speed of Motor Vehicles in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Motor Vehicles (Bicyclist-Motor Vehicle Crash)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Travel Speed	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Stopped Vehicle	9	12.3%	48	7.8%	0	0.0%	57	8.2%
1-9 MPH	28	38.4%	177	28.8%	1	10.0%	206	29.6%
10-19 MPH	7	9.6%	76	12.4%	0	0.0%	83	11.9%
20-29 MPH	3	4.1%	56	9.1%	0	0.0%	59	8.5%
30-39 MPH	1	1.4%	31	5.0%	2	20.0%	34	4.9%
40-49 MPH	1	1.4%	13	2.1%	3	30.0%	17	2.4%
50-59 MPH	0	0.0%	5	0.8%	1	10.0%	6	0.9%
60-69 MPH	0	0.0%	0	0.0%	1	10.0%	1	0.1%
70-79 MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
80-89 MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
90+ MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	24	32.9%	208	33.9%	2	20.0%	234	33.6%
Total	**73**	**100.0%**	**614**	**100.0%**	**10**	**100.0%**	**697**	**100.0%**



- For total bicyclist-motor vehicle crashes, the leading travel speeds for motor vehicles were 1-9 MPH (44.5% of known) and 10-19 MPH (17.9% of known).
- Where travel speed of the motor vehicle was known in fatal bicyclist-motor vehicle crashes, 62.5% were traveling 30-49 MPH.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crash Violations (Utah 2006)

Drivers (Bicycle-Motor Vehicle Crashes)								
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
Violations	#	%	#	%	#	%	#	%
Failure to Yield Right of Way	0	0.0%	10	16.9%	0	0.0%	10	13.3%
Improper Lookout	2	15.4%	6	10.2%	0	0.0%	8	10.7%
Insurance Violation	1	7.7%	2	3.4%	0	0.0%	3	4.0%
License Violation	0	0.0%	2	3.4%	0	0.0%	2	2.7%
Negligent Collision	0	0.0%	2	3.4%	0	0.0%	2	2.7%
Vehicle Homicide	0	0.0%	0	0.0%	2	66.7%	2	2.7%
Wrong Side of Road	0	0.0%	2	3.4%	0	0.0%	2	2.7%
Driving Under the Influence	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Failure to Stop at Red Light	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Failure to Stop at Stop Sign	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Hit and Run	1	7.7%	0	0.0%	0	0.0%	1	1.3%
Improper Lane Change/Travel	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Improper Passing	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Improper Start or Stop	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Improper Turn	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Registration Violation	1	7.7%	0	0.0%	0	0.0%	1	1.3%
Speed	0	0.0%	0	0.0%	1	33.3%	1	1.3%
Alcohol/Drug Violation, Other than DUI	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Equipment Violation	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Failure to Obey Traffic Control Device	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Following Too Close	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Improper Backing	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Reckless Driving	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Seatbelt/Child Restraint	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Moving Violation	2	15.4%	10	16.9%	0	0.0%	12	16.0%
Other Non-Moving Violation	6	46.2%	18	30.5%	0	0.0%	24	32.0%
Total	**13**	**100.0%**	**59**	**100.0%**	**3**	**100.0%**	**75**	**100.0%**

- In 2006, there were 75 citations issued at the scene of the crash to motor vehicle drivers. Failure to yield right of way (13.3%) and improper lookout (10.7%) were the leading violations for total bicyclist-motor vehicle crashes.
- The leading violation in fatal bicyclist-motor vehicle crashes was vehicle homicide.

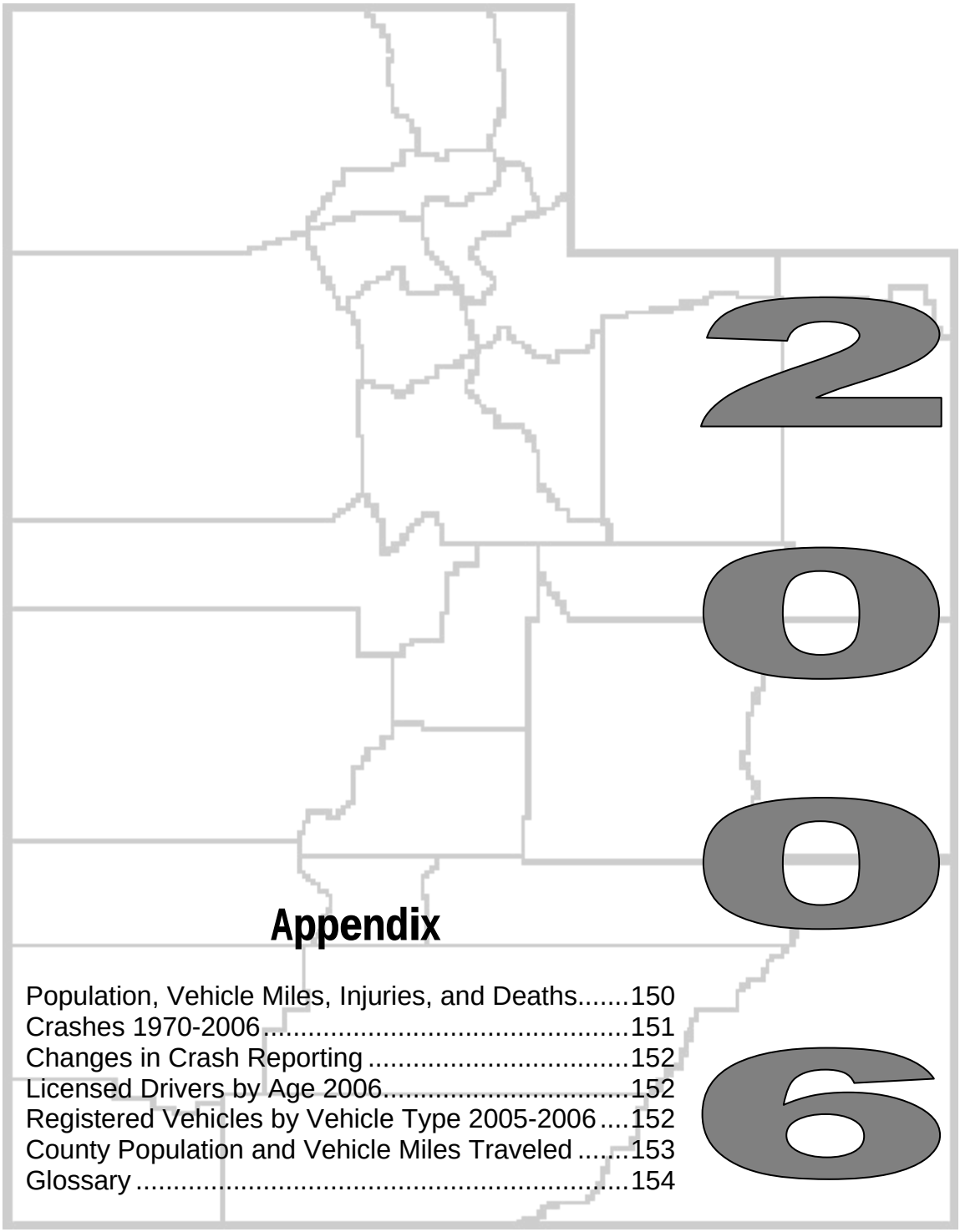
Bicyclist-Motor Vehicle Crash Characteristics

Contributing Factors in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Drivers/Motor Vehicles (Bicyclist-Motor Vehicle Crashes)								
	PDO Crash		Injury Crash		Fatal Crash		Total Crashes	
Contributing Factors	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	17	28.8%	144	30.2%	3	33.3%	164	30.1%
Other Improper Driving	6	10.2%	51	10.7%	0	0.0%	57	10.5%
Driver Distraction	4	6.8%	39	8.2%	0	0.0%	43	7.9%
Hit and Run	6	10.2%	27	5.7%	2	22.2%	35	6.4%
Vision Obscured by Glare	2	3.4%	28	5.9%	0	0.0%	30	5.5%
Defective Condition of Vehicle	2	3.4%	25	5.2%	0	0.0%	27	5.0%
Improper Turn	7	11.9%	16	3.4%	0	0.0%	23	4.2%
Vision Obscured by Vegitation	3	5.1%	13	2.7%	0	0.0%	16	2.9%
Vision Obscured by Moving Vehicle	0	0.0%	15	3.1%	0	0.0%	15	2.8%
Vision Obscured by Other	0	0.0%	15	3.1%	0	0.0%	15	2.8%
Vision Obscured by Parked Vehicle	1	1.7%	12	2.5%	0	0.0%	13	2.4%
Disregard Traffic Signal/Sign	3	5.1%	8	1.7%	0	0.0%	11	2.0%
Driver Emotionally Upset	1	1.7%	10	2.1%	0	0.0%	11	2.0%
Speed Too Fast	0	0.0%	10	2.1%	1	11.1%	11	2.0%
Vision Obscured by Building, Sign	0	0.0%	11	2.3%	0	0.0%	11	2.0%
Vision Obscured by Weather Condition	0	0.0%	10	2.1%	0	0.0%	10	1.8%
Wrong Side/Wrong Way	1	1.7%	9	1.9%	0	0.0%	10	1.8%
Driving Under the Influence	0	0.0%	4	0.8%	1	11.1%	5	0.9%
Reckless/Aggressive Driving	0	0.0%	3	0.6%	2	22.2%	5	0.9%
Failed to Keep in Proper Lane	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Followed Too Closely	2	3.4%	2	0.4%	0	0.0%	4	0.7%
Swerved or Evasive Action	2	3.4%	2	0.4%	0	0.0%	4	0.7%
Improper Backing	1	1.7%	2	0.4%	0	0.0%	3	0.6%
Improper Parking/Stopping	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Other Driver Condition	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Disregard Road Markings	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Improper Lane Change	1	1.7%	1	0.2%	0	0.0%	2	0.4%
Improper Passing	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Windshield or Other Window Obscured	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Asleep/Fatigue	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Driver Illness	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%
Overcorrected	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Ran Off Road	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**59**	**100.0%**	**477**	**100.0%**	**9**	**100.0%**	**545**	**100.0%**

- Failed to yield right of way (30.1%), driver distraction (7.9%), and hit and run (6.4%) were the leading contributing factors in total bicyclist-motor vehicle crashes.
- Failed to yield right of way (33.3%), hit and run (22.2%), and reckless/aggressive driving (22.2%) were the leading contributing factors in fatal bicyclist-motor vehicle crashes.

Appendix



2006

Appendix

Historical Persons and Crashes

Population, Vehicle Miles Traveled, Injuries, and Deaths (Utah 1970-2006)

Persons						
			Injuries		Deaths	
		Vehicle Miles		Rate Per 100		Rate Per 100
Year	Population	Traveled (VMT)	#	Million VMT	#	Million VMT
1970	1,066,000	6,108,000,000	17,076	279.6	335	5.48
1971	1,101,150	6,544,000,000	18,073	276.2	337	5.15
1972	1,135,100	6,969,000,000	18,261	262.0	382	5.48
1973	1,168,950	7,274,000,000	18,415	253.2	361	4.96
1974	1,196,950	7,457,000,000	16,268	218.2	228	3.06
1975	1,233,900	7,942,000,000	17,762	223.6	274	3.45
1976	1,272,050	8,420,000,000	18,315	217.5	254	3.02
1977	1,315,950	9,054,000,000	19,728	217.9	360	3.98
1978	1,363,750	9,826,000,000	21,029	214.0	376	3.83
1979	1,415,950	9,811,000,000	20,798	212.0	328	3.34
1980	1,474,000	10,645,000,000	17,828	167.5	335	3.15
1981	1,515,000	10,733,000,000	18,090	168.5	364	3.39
1982	1,558,000	10,947,000,000	17,538	160.2	296	2.70
1983	1,595,000	11,228,000,000	18,910	168.4	283	2.52
1984	1,622,000	11,642,000,000	20,487	176.0	315	2.71
1985	1,643,000	12,035,000,000	21,346	177.4	303	2.52
1986	1,663,000	12,253,000,000	21,350	174.2	312	2.55
1987	1,678,000	12,679,000,000	19,237	151.7	297	2.34
1988	1,690,000	13,229,853,875	19,066	144.1	297	2.24
1989	1,706,000	13,933,977,565	19,843	142.4	303	2.17
1990	1,729,227	14,649,064,030	20,608	140.7	272	1.86
1991	1,780,870	15,390,400,930	19,540	127.0	271	1.76
1992	1,838,149	16,263,289,670	22,490	138.3	269	1.65
1993	1,889,393	17,055,044,750	25,763	151.1	303	1.78
1994	1,946,721	18,091,944,321	28,436	157.2	343	1.90
1995	1,995,228	18,798,488,669	28,343	150.8	325	1.73
1996	2,042,893	19,433,341,748	30,711	158.0	321	1.65
1997	2,099,409	20,407,590,239	31,238	153.1	366	1.79
1998	2,141,632	21,236,980,216	30,232	142.4	350	1.65
1999	2,193,014	21,867,355,694	29,959	137.0	360	1.65
2000	2,246,553	22,517,131,427	30,086	133.6	373	1.66
2001	2,295,971	23,398,734,621	29,375	125.5	291	1.24
2002	2,338,761	24,438,992,554	30,433	124.5	328	1.34
2003	2,385,358	23,963,242,376	28,352	118.3	309	1.29
2004	2,469,230	24,641,658,091	29,638	120.3	296	1.20
2005	2,547,389	25,129,538,952	29,221	116.3	282	1.12
2006	2,615,129	26,166,885,473	27,257	104.2	287	1.10
Total	**64,968,677**	**552,180,515,201**	**851,102**	**154.1**	**11,686**	**2.12**

POPULATION SOURCE: State of Utah Population Estimates, Demographic & Economic Analysis, www.governor.utah.gov/dea

VEHICLE MILES TRAVELED SOURCE: Utah Highway Performance Monitoring System, www.udot.utah.gov

Historical Persons and Crashes

Crashes (Utah 1970-2006)

Crashes									
		Property Damage Only		Injury		Fatal		Total	
	Vehicle Miles		Rate Per 100		Rate Per 100		Rate Per 100		Rate Per 100
Year	Traveled (VMT)	#	Million VMT	#	Million VMT	#	Million VMT	#	Million VMT
1970	6,108,000,000	24,168	395.7	10,722	175.5	276	4.52	35,166	575.7
1971	6,544,000,000	27,429	419.1	11,399	174.2	280	4.28	39,108	597.6
1972	6,969,000,000	27,914	400.5	11,630	166.9	312	4.48	39,856	571.9
1973	7,274,000,000	26,220	360.5	11,710	161.0	304	4.18	38,234	525.6
1974	7,457,000,000	20,637	276.7	10,560	141.6	204	2.74	31,401	421.1
1975	7,942,000,000	24,740	311.5	11,441	144.1	245	3.08	36,426	458.7
1976	8,420,000,000	22,435	266.4	11,685	138.8	225	2.67	34,345	407.9
1977	9,054,000,000	25,562	282.3	12,652	139.7	310	3.42	38,524	425.5
1978	9,826,000,000	28,946	294.6	13,423	136.6	315	3.21	42,684	434.4
1979	9,811,000,000	26,732	272.5	13,449	137.1	287	2.93	40,468	412.5
1980	10,645,000,000	21,589	202.8	11,701	109.9	292	2.74	33,582	315.5
1981	10,733,000,000	23,844	222.2	11,824	110.2	321	2.99	35,989	335.3
1982	10,947,000,000	26,425	241.4	11,504	105.1	263	2.40	38,192	348.9
1983	11,228,000,000	28,419	253.1	12,317	109.7	253	2.25	40,989	365.1
1984	11,642,000,000	33,738	289.8	13,477	115.8	274	2.35	47,489	407.9
1985	12,035,000,000	33,684	279.9	13,917	115.6	270	2.24	47,871	397.8
1986	12,253,000,000	32,426	264.6	13,988	114.2	276	2.25	46,690	381.0
1987	12,679,000,000	33,386	263.3	13,599	107.3	271	2.14	47,256	372.7
1988	13,229,853,875	35,614	269.2	13,377	101.1	258	1.95	49,249	372.3
1989	13,933,977,565	37,110	266.3	13,941	100.1	269	1.93	51,320	368.3
1990	14,649,064,030	37,823	258.2	14,632	99.9	236	1.61	52,691	359.7
1991	15,390,400,930	33,443	217.3	13,763	89.4	229	1.49	47,435	308.2
1992	16,263,289,670	34,760	213.7	15,665	96.3	235	1.44	50,660	311.5
1993	17,055,044,750	38,357	224.9	17,088	100.2	259	1.52	55,704	326.6
1994	18,091,944,321	40,243	222.4	18,726	103.5	302	1.67	59,271	327.6
1995	18,798,488,669	37,532	199.7	19,828	105.5	285	1.52	57,645	306.6
1996	19,433,341,748	40,225	207.0	20,988	108.0	284	1.46	61,497	316.5
1997	20,407,590,239	33,512	164.2	21,131	103.5	309	1.51	54,952	269.3
1998	21,236,980,216	34,337	161.7	19,427	91.5	308	1.45	54,072	254.6
1999	21,867,355,694	32,971	150.8	19,513	89.2	318	1.45	52,802	241.5
2000	22,517,131,427	33,269	147.7	19,564	86.9	318	1.41	53,151	236.0
2001	23,398,734,621	33,113	141.5	19,332	82.6	258	1.10	52,703	225.2
2002	24,438,992,554	33,542	137.2	19,552	80.0	274	1.12	53,368	218.4
2003	23,963,242,376	31,842	132.9	18,285	76.3	262	1.09	50,389	210.3
2004	24,641,658,091	34,222	138.9	19,423	78.8	260	1.06	53,905	218.8
2005	25,129,538,952	35,158	139.9	19,544	77.8	234	0.93	54,936	218.6
2006	26,166,885,473	37,749	144.3	18,189	69.5	249	0.95	56,187	214.7
Total	**552,180,515,201**	**1,163,116**	**210.6**	**562,966**	**102.0**	**10,125**	**1.83**	**1,736,207**	**314.4**

Licensed Drivers, Registered Vehicles

Changes in Crash Reporting

1991 Amount of property damage required for reportable crashes increased from $400 to $750.

1996 Amount of property damage required for reportable crashes increased from $750 to $1,000.

1997 Private property crashes excluded. Private property crashes accounted for approximately 10% of crashes in previous years.

2006 State of Utah Investigating Officer's Report of Traffic Crash DI-9 Form updated.

Number of Licensed Drivers by Age (Utah 2006)

Licensed Drivers	
Driver Age	**#**
15-19	134,945
20-24	212,556
25-29	234,696
30-34	191,960
35-39	164,145
40-44	148,618
45-49	152,226
50-54	138,869
55-59	115,363
60-64	85,698
65-69	64,094
70-74	51,204
75-79	42,108
80-84	30,960
85+	25,222
Total	**1,792,664**

SOURCE: Utah Department of Public Safety, Driver License Division

Number of Registered Vehicles by Vehicle Type (Utah 2005-2006)

Vehicles					
Year	**Heavy Truck**	**Light Truck**	**Motorcycle**	**Passenger Car**	**Total**
2005	58,645	552,931	43,271	1,205,430	**1,860,277**
2006	60,765	564,280	48,949	1,243,041	**1,917,035**
Total	**119,410**	**1,117,211**	**92,220**	**2,448,471**	**3,777,312**

SOURCE: Utah State Tax Commission, Economic and Statistical Unit

County

County Population and Vehicle Miles Traveled (Utah 2006)

County	Vehicle Miles Traveled	Population
Beaver	259,363,622	6,428
Box Elder	950,444,979	45,987
Cache	962,042,197	105,671
Carbon	293,236,490	19,504
Daggett	35,453,183	949
Davis	2,465,471,494	286,547
Duchesne	217,416,021	15,585
Emery	354,091,160	10,438
Garfield	117,190,331	4,772
Grand	278,740,313	9,024
Iron	675,134,992	43,424
Juab	408,596,690	9,315
Kane	139,181,086	6,294
Millard	466,147,966	13,230
Morgan	142,721,012	8,888
Piute	27,193,551	1,373
Rich	54,539,784	2,121
Salt Lake	8,555,082,596	996,374
San Juan	279,318,785	14,647
Sanpete	252,643,319	25,799
Sevier	429,945,803	19,984
Summit	733,056,452	36,871
Tooele	908,077,669	54,375
Uintah	352,421,358	27,747
Utah	3,647,327,465	475,425
Wasatch	296,594,189	21,053
Washington	1,268,127,699	134,899
Wayne	38,518,998	2,535
Weber	1,558,806,269	215,870
Statewide	**26,166,885,473**	**2,615,129**

VEHICLE MILES TRAVELD SOURCE: Utah Highway Performance Monitoring System, www.udot.utah.gov

POPULATION SOURCE: State of Utah Population Estimates, Demographic & Economic Analysis, www.governor.utah.gov/dea

Glossary

Alcohol and Other Drug-Related Crash: A crash in which the driver was cited for "driving under the influence," the drug/alcohol test was positive, or if the investigating officer reported drug/alcohol use. Since breath test or blood test results may not always be used to determine a person's alcohol and other drug content, these crashes may be underestimated.

Alcohol and Other Drug-Related Fatal Crash: A crash resulting in one or more deaths and in which the drug/alcohol test was positive for any driver, pedestrian, or bicyclist involved in the crash.

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.

Fatal Crash: A motor vehicle crash on public roadways resulting in one or more deaths. The death must occur 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.

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.

Motorcycle Crash: A crash involving one or more motorcycles or mopeds.

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, cuts, bloody nose.

Out-of-State Driver: A driver licensed from a state other than Utah who is in a crash. Some of these drivers may reside in Utah, but 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.

Rural: Counties with 0-100 persons per square mile. Rural counties in Utah are Beaver, Box Elder, Cache, Carbon, Daggett, Duchesne, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Wasatch, Washington, and Wayne.

Seatbelt Use: Seatbelt use is reported for occupants in a passenger car, light truck, van, SUV, or large truck. Occupants are coded as wearing a seatbelt if they reported using a shoulder/lap belt, lap belt, or a child safety seat at the scene of the crash. Occupants using only a shoulder strap were reported as being unbelted. In the majority of cases, seatbelt use is self-reported by the crash occupant. It is possible that crash occupants may report using a seatbelt when they did not use one. Thus, the seatbelt use rate may be inflated. In the case of fatal or severe injury crashes, the officer determines seatbelt use.

Speed-Related Crash: A crash where the driver was charged with a speeding-related offense, the driver exceeded posted speed limits, or if the investigating officer indicated that street racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Teenage Driver Crash: A crash involving a driver aged 15 to 19 years.

Urban: Counties with more than 100 persons per square mile. Urban counties in Utah are Davis, Salt Lake, Utah, and Weber.

Vehicle Miles Traveled (VMT): The number of miles traveled in a year for a given area calculated by the Utah Department of Transportation.