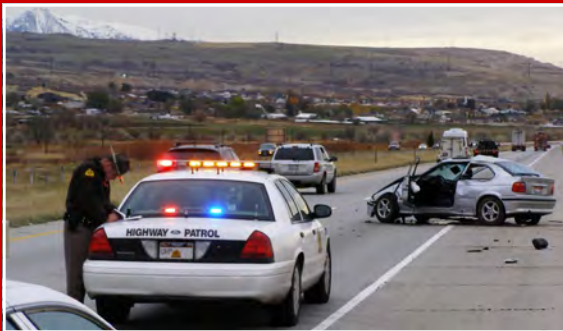


Utah Crash Summary



State of Utah

Department of Public Safety

Utah Crash Summary 2009



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Introduction

Purpose: The annual Utah Crash Summary, as required by Utah Code under Section 41-6a-406, describes the trends and effects of traffic crashes in Utah. The statistics within the Utah Crash Summary describe factors that contribute to the occurrence of deaths, injuries, and crashes. This report is designed to heighten awareness about traffic safety and allows interested individuals to identify areas where safety programs may be focused in an effort to reduce traffic-related injuries and deaths.

Crash Data: Crash data comes from traffic crash reports completed by law enforcement officers throughout Utah who investigate crash scenes on public roadways. Information is collected when a crash involves injuries, deaths, or at least \$1,500 property damage. Crash reports are forwarded to the Utah Department of Public Safety for central collection.

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

Fact Sheets: Each section of the crash summary is accompanied by a fact sheet. The fact sheets provide an overview of the section highlighting key points and often provides most readers with the information they seek.

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Available At: A limited number of 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 2009*. Salt Lake City, UT: Utah Department of Public Safety, 2011.

Executive Summary

Significant progress has been made to reduce motor vehicle crashes in Utah, with a rapid decline in the injury and fatal crash rates over the last 40 years. If Utah had the same fatal crash rate in 2009 as 1970 there would have been 1,194 additional deaths in 2009. These reductions can be attributed to a variety of factors, including:

- Traffic safety programs that have increased public awareness of traffic safety issues;
- Aggressive media and enforcement programs targeting driver behavior;
- Legislation mandating seat belt and child safety seat use, graduated driver licensing, and enhanced penalties for impaired driving;
- 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. In 2009, there were 51,367 reported traffic crashes on public roadways in Utah. These crashes involved 127,047 people, with 22,847 injured and 244 people killed. Traffic deaths were the lowest total in Utah since 1974.

Utah made progress in the following areas in 2009 when compared to 2008:

- Traffic deaths decreased from 276 in 2008 to 244 in 2009;
- The Utah death rate per vehicle miles traveled is still below the overall U.S. rate;
- Traffic crashes decreased from 56,367 in 2008 to 51,367 in 2009;
- The crash rate per miles traveled decreased 10% from 2008;
- The number of motorcyclists in crashes decreased 22%;
- The number of crashes involving an alcohol-impaired driver decreased 13%;
- The number of crashes involving a teenage driver decreased 12%;
- The number of pedestrians in crashes decreased 9%;
- The number of bicyclists in crashes decreased 8%;
- The number of crashes involving a distracted driver decreased 6%.

As improvements are made and progress continues, traffic safety needs to remain a top priority. Some areas of concern in Utah during 2009:

- Speed was a factor in 49% of fatal crashes;
- The number of people who died in a teenage driver crash increased 38%;
- The number of unrestrained occupant deaths increased 17%;
- The number of fatal crashes in rural areas increased 9%.

The *Utah Crash Summary 2009* contains further details regarding Utah motor vehicle crashes.

The Utah Department of Public Safety, Highway Safety Office invites users of this Crash Summary to help promote motor vehicle safety in Utah. The numbers in the Crash Summary represent lost lives, injured people, and lives changed. Utah has a goal of zero fatalities because the loss of just one life is too many. This is a goal we can all live with.

2009 Utah Crash Synopsis

All Crashes

Category	#	% of Total*
Total Crashes	51,367	100%
Urban	38,556	75%
Property Damage Only	35,398	69%
Injury	15,752	31%
Rural	12,811	25%
Inclement Weather	12,124	24%
Speed	11,092	22%
Teenage Driver	11,034	21%
Followed Too Closely	10,822	21%
Failed to Yield	8,869	17%
Senior (Age 65+) Driver	5,420	11%
Distracted Driving	4,526	9%
Large Truck	3,292	6%
Animal-Related	2,812	5%
Disregard Traffic Signal/Sign	2,404	5%
Alcohol-Impaired Driver	2,019	4%
Motorcycle	1,126	2%
Drowsy Driving	1,081	2%
Bicycle-Motor Vehicle	739	1%
Pedestrian-Motor Vehicle	651	1%
Fatal	217	<1%
Total Persons in Crashes	127,047	100%
Drivers	89,672	71%
Followed Too Closely Crash	34,022	27%
Teenage Driver Crash	31,528	25%
Inclement Weather Crash	27,624	22%
Failed to Yield Crash	25,737	20%
Speed Crash	25,220	20%
Injured Persons	22,847	18%
Senior (Age 65+) Driver Crash	14,789	12%
Children (Ages 0-14 Years)	13,237	10%
Distracted Driving Crash	12,407	10%
Large Truck Crash	7,888	6%
Disregard Traffic Signal/Sign Crash	7,147	6%
Animal-Related Crash	4,218	3%
Alcohol-Impaired Driver Crash	4,099	3%
Unrestrained Occupants	3,884	3%
Drowsy Driving Crash	1,949	2%
Motorcyclists	1,242	1%
Bicyclists	739	1%
Pedestrians	698	1%
Deaths	244	<1%

Fatal Crashes

Category	#	% of Total*
Fatal Crashes	217	100%
Rural	128	59%
Speed	106	49%
Urban	89	41%
Teenage Driver	39	18%
Inclement Weather	35	16%
Senior (Age 65+) Driver	33	15%
Motorcycle	30	14%
Failed to Yield	29	13%
Alcohol-Impaired Driver	28	13%
Large Truck	25	12%
Distracted Driving	21	10%
Pedestrian-Motor Vehicle	20	9%
Drowsy Driving	19	9%
Red Light/Stop Sign Running	18	8%
Followed Too Closely	12	6%
Bicycle-Motor Vehicle	5	2%
Animal-Related	4	2%
Deaths	244	100%
Drivers	148	61%
Speed Crash	123	50%
Unrestrained Occupants	91	37%
Teenage Driver Crash	47	19%
Inclement Weather Crash	39	16%
Senior (Age 65+) Driver Crash	37	15%
Failed to Yield Crash	34	14%
Alcohol-Impaired Driver Crash	31	13%
Motorcyclists	30	12%
Red Light/Stop Sign Running Crash	26	11%
Large Truck Crash	25	10%
Drowsy Driving Crash	23	9%
Distracted Driving Crash	21	9%
Pedestrians	20	8%
Children (Ages 0-14 Years)	19	8%
Followed Too Closely Crash	12	5%
Bicyclists	5	2%
Animal-Related Crash	5	2%

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

2009 Utah Crash Facts

- In an average day in Utah, there were 141 motor vehicle crashes involving 348 people with 63 people injured and 1 person killed.
- First motor vehicle crash occurred January 1, 2009 at 12:20 a.m. and the last crash occurred December 31, 2009 at 11:19 p.m.
- First fatal motor vehicle crash occurred January 3, 2009 at 2:22 p.m. and the last fatal crash occurred December 30, 2009 at 12:30 p.m.
- Tuesday, December 22, 2009 had the most crashes with 554 crashes and Sunday, March 8, 2009 had the fewest crashes with 50.
- 109 lives were estimated to be saved at current seat belt use rates. (National Highway Traffic Safety Administration)
- 53 additional lives would have been saved if everyone had been wearing seat belts.
- A motor vehicle crash occurred every 10 minutes.
- A person was injured in a crash every 23 minutes.
- A speed-related crash occurred every 47 minutes.
- A teenage-driver crash occurred every 47 minutes.
- A driver age 65 years or older was in a crash every 96 minutes.
- A distracted driver crash occurred every 116 minutes.
- A semi/large truck was in a crash every 2 hours.
- An animal-motor vehicle crash occurred every 3 hours.
- An alcohol-impaired driver crash occurred every 4 hours.
- A motorcyclist was in a crash every 7 hours.
- A bicyclist was hit by a motor vehicle every 11 hours.
- A pedestrian was hit by a motor vehicle every 12 hours.
- A person died in a crash every 35 hours.
- The youngest person in a motor vehicle crash was less than one week-old and the oldest person was 100 years-old.
- The youngest person killed in a motor vehicle crash was four months-old and the oldest person killed was 90 years-old.
- The estimated statewide economic loss due to motor vehicle crashes in Utah was \$1.64 billion. (National Highway Traffic Safety Administration)
- Hospital and emergency department charges for the treatment of Utah residents in motor vehicle crashes were \$117 million. (Utah Department of Health)
- 5.0% of licensed drivers were in a crash.
- 4.5% of Utah residents were in a crash.
- 4.4% of registered vehicles were in a crash.
- 1.7% of deaths in Utah involved a motor vehicle crash.
- 0.2% of people in a crash died.
- A person was in a crash every 206,000 miles driven in Utah.



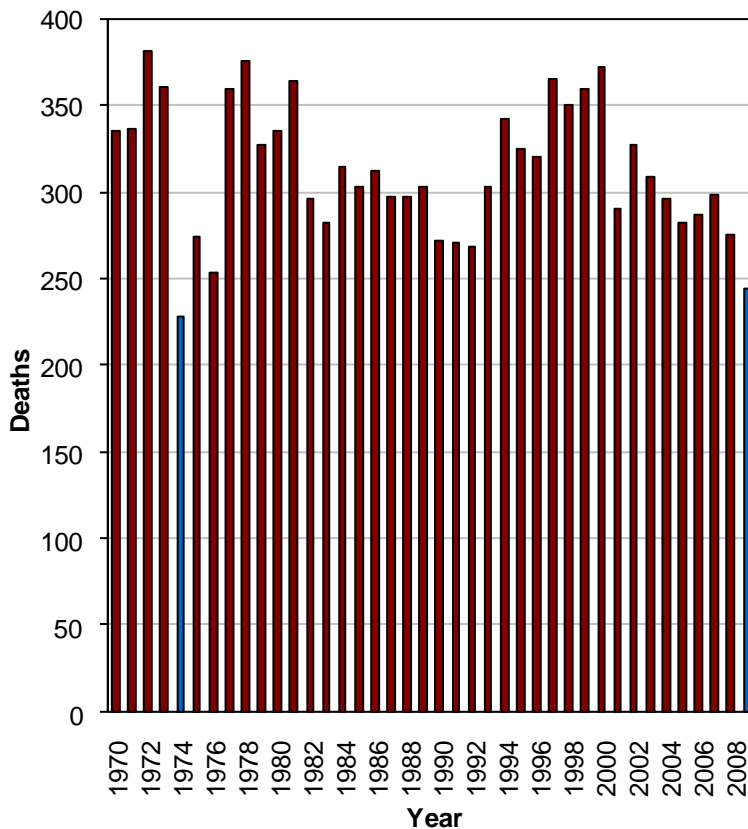
Overview



Did you know in 2009:

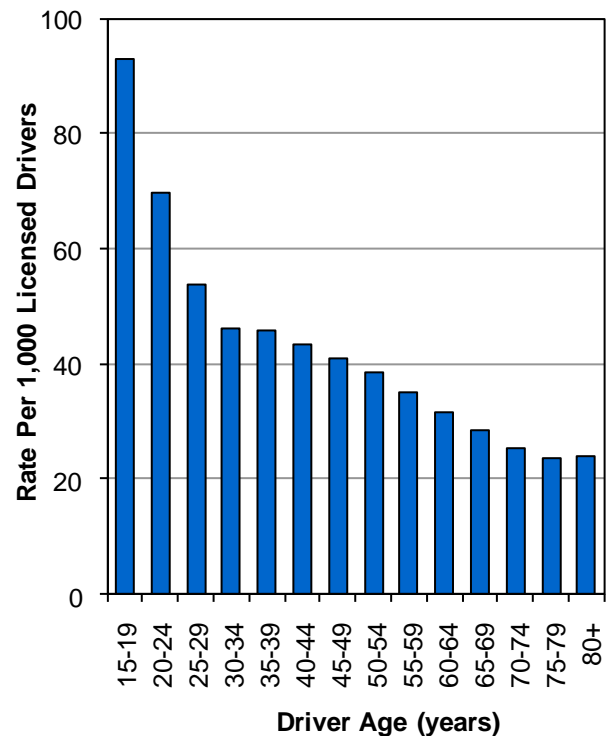
- 51,367 motor vehicle crashes occurred in Utah which resulted in 22,847 injured persons and 244 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 10 minutes, a person was injured in a crash every 23 minutes, and a person died in a crash every 35 hours.

Deaths by Year (Utah 1970-2009)



- 2009 had the lowest deaths in Utah since 1974.

Crash Rates per Licensed Drivers by Age (Utah 2009)



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

Crash Summary (Utah 2009)

Leading Crash Types

1. Inclement Weather Crashes (24%)
2. Speed Crashes (22%)
3. Teen Driver Crashes (21%)
4. Senior Driver (Age 65+) Crashes (11%)
5. Distracted Driver Crashes (9%)

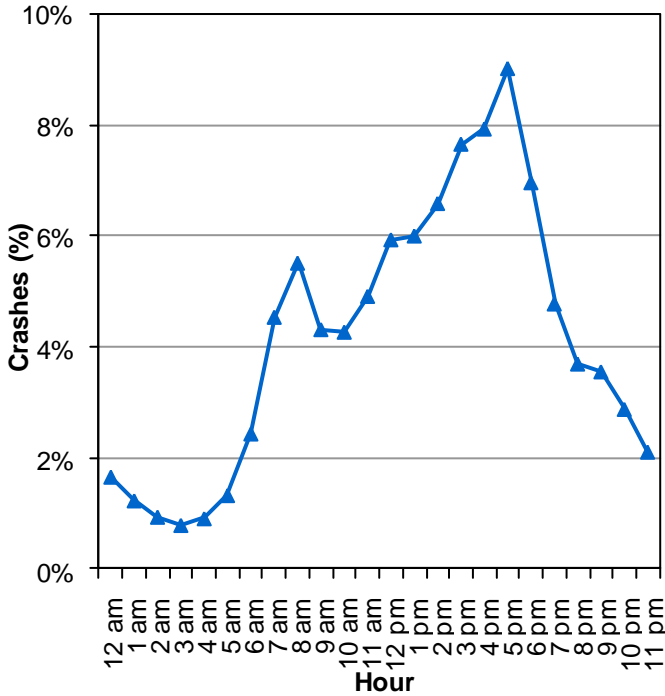
Leading Causes of Death

1. Speed (50%)
2. Unrestrained Occupants (37%)
3. Drunk Driving (13%)
4. Red Light/Stop Sign Running (11%)
5. Drowsy Driving (9%)

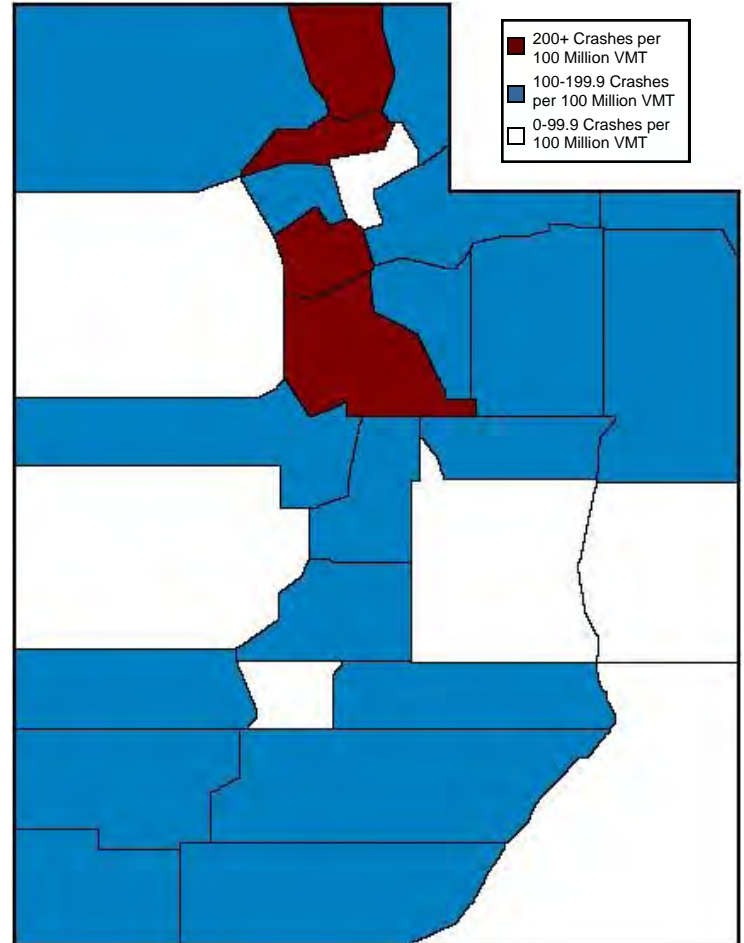
Overview



Motor Vehicle Crashes by Hour (Utah 2009)



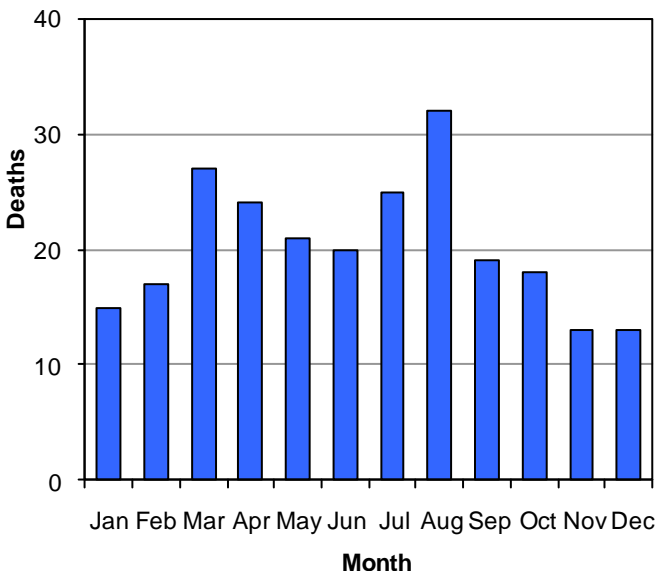
County Crash Rates by Miles Traveled (Utah 2009)



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

Vehicle rollovers were the most deadly event, being 10 times more likely to result in a death than other crashes.

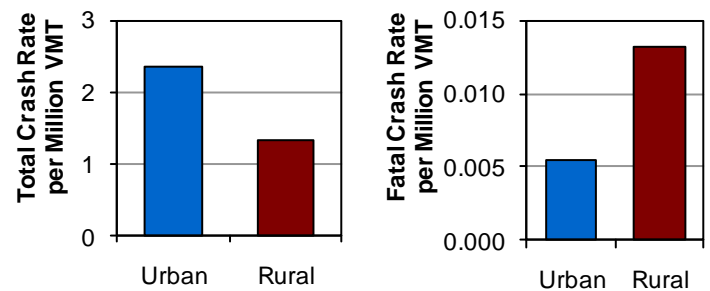
Deaths by Month (Utah 2009)



- August and March had the most deaths.

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

Urban/Rural Location (Utah 2009)



- Urban areas had a higher rate of total crashes per vehicle mile traveled while rural areas had a higher fatal crash rate.
- Rural crashes were 4.4 times more likely to be fatal than urban crashes.

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

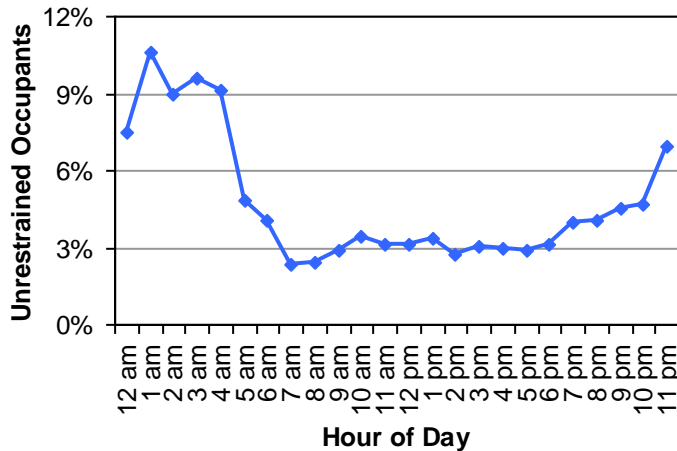
Occupant Protection



Did you know in 2009:

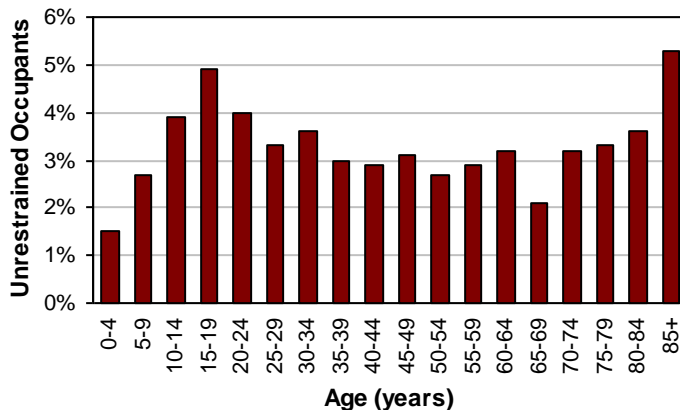
- Unrestrained crash occupants were 32 times more likely to die in a crash than restrained occupants.
- An estimated 109 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- While overall traffic deaths decreased the number of unrestrained occupant deaths increased 17%.

Unrestrained Crash Occupants by Hour (Utah 2009)



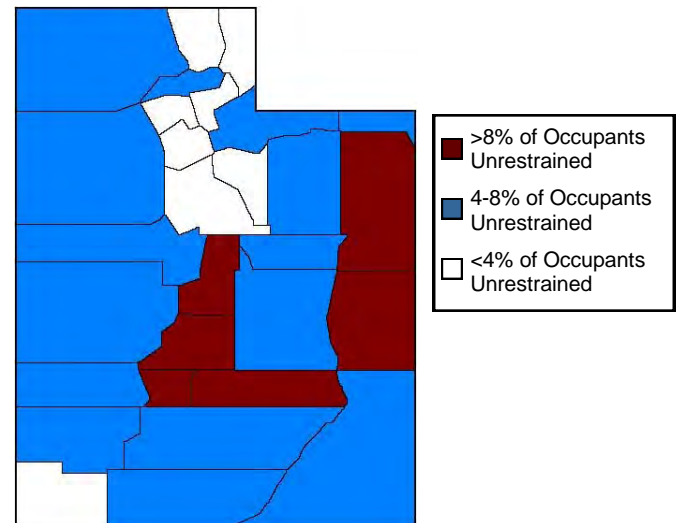
- 11:00 p.m. to 4:59 a.m. had the highest percentage of unrestrained crash occupants.

Unrestrained Crash Occupants by Age (Utah 2009)



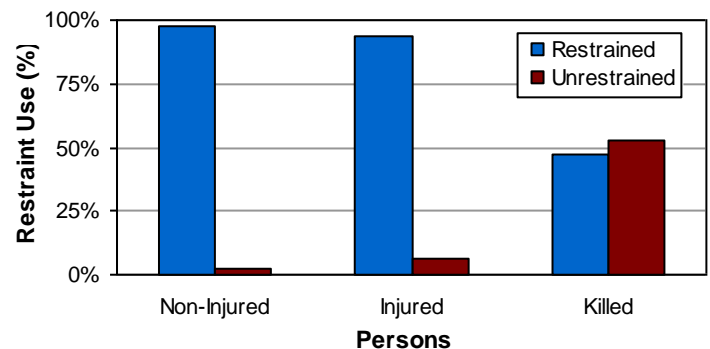
- The highest percentage of unrestrained crash occupants were 85+ and 10-24 years.

Unrestrained Crash Occupants by County (Utah 2009)



- Occupants in rural crashes were 1.7 times more likely to be unrestrained than urban occupants.

Restraint Use by Injury Severity (Utah 2009)

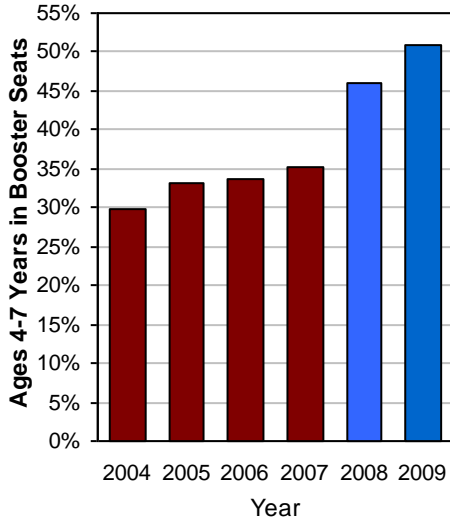


- Over 96% of persons who survived a crash were restrained compared to less than half (47%) of the persons killed.

Occupant Protection

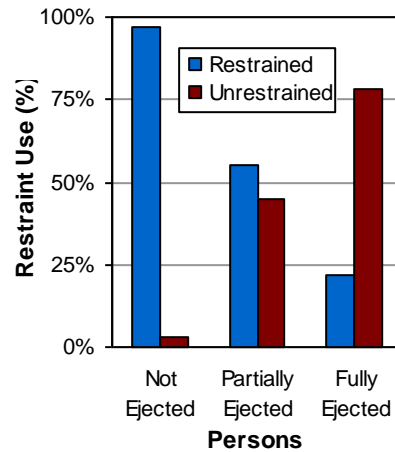


Effectiveness of Booster Seat Law (Utah 2004-2009)



- In 2008, a law was passed increasing the age of child safety seat use from up to age 4 years to up to age 8 years.
- In 2009, booster seat use among ages 4-7 years in crashes increased to 51%.
- Booster seat use increased 45% since passage of the law.

Ejection and Restraint Use (Utah 2009)



- 78% of crash occupants fully ejected from a motor vehicle were unrestrained.
- Unrestrained occupants were 70 times more likely to be fully ejected than restrained 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 at least 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 4'9" tall and the seat belt fits properly. Booster seats help position an adult-size seat belt for a safer fit on children.
- The safest place for any child aged 12 and under is in the back seat of the vehicle.

Seat Belt Recommendations:

- Always use both the lap and shoulder belt. When worn properly, the shoulder belt should fit across the collar bone and the lap belt should fit low over the hips.
- Never place the shoulder strap under the arm or behind the back.

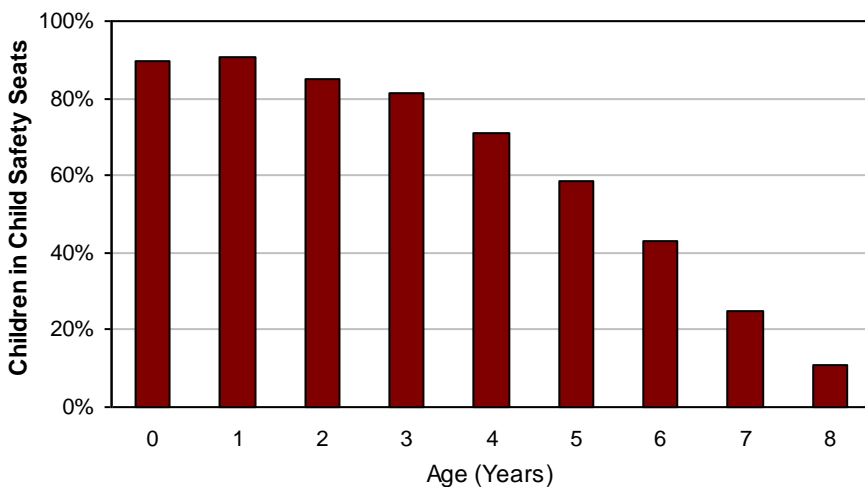
Safety Restraint Laws:

- Utah law requires all motor vehicle occupants to wear a seat belt. This is a secondary enforcement law for drivers and passengers age 19 years and older. This means an adult may be issued a citation and 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.
 - ⇒ Children aged 8 to 18 years must ride in an appropriate child restraint or seat belt.
 - ⇒ 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 stopped and issued a citation for simply not buckling up.



Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2009)



- The older the child the less likely they were using a child safety seat.
- While 90% of children 0-1 years in a crash were in a child safety seat, only 71% of 4-year-olds, 43% of 6-year-olds, and 11% of 8-year-olds were in a child safety seat.
- The decrease in child safety seat use for children aged 4-8 years is concerning and indicates that children are moving to adult-sized seat belts too early.

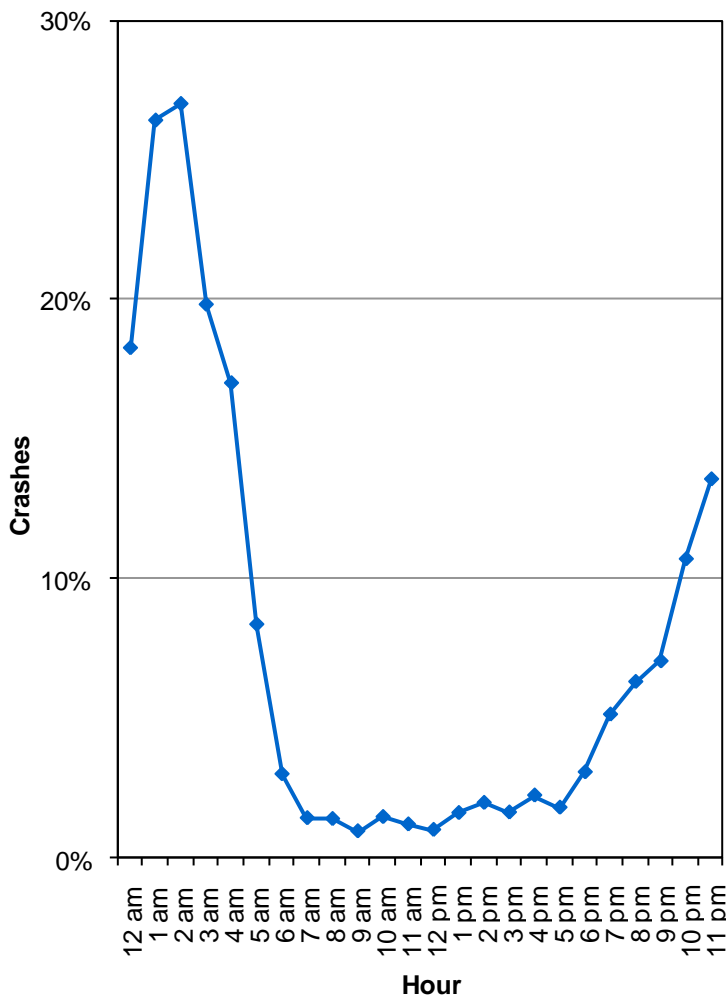
Did you know in 2009:

- 2,019 alcohol-impaired driver crashes occurred in Utah which resulted in 1,288 injured persons and 31 deaths.
- Alcohol-impaired driver crashes were 3.7 times more likely to be fatal than other crashes.
- The number of alcohol-impaired driver fatal crashes decreased 13% in 2009 from 2008.

Alcohol-Impaired Drivers

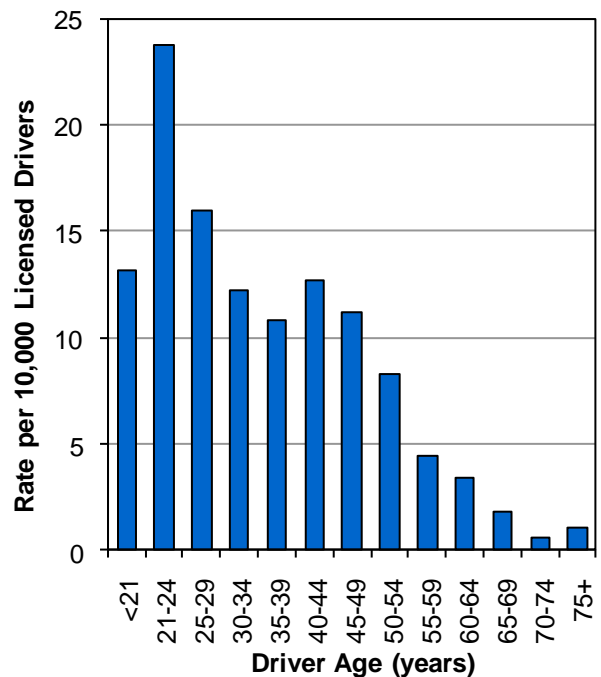


Percent of Total Crashes with an Alcohol-Impaired Driver by Hour (Utah 2009)



- While 4% of total crashes involved an alcohol-impaired driver, nearly one-fourth (22%) of crashes occurring during the hours of 12:00 a.m.-4:59 a.m. involved an alcohol-impaired driver.

Rate of Alcohol-Impaired Drivers in Crashes per Licensed Driver (Utah 2009)



- Drivers aged 21 to 24 years had the highest rates of alcohol-impaired crashes.
- Of the impaired drivers, 222 (11%) were under the age of 21 years.



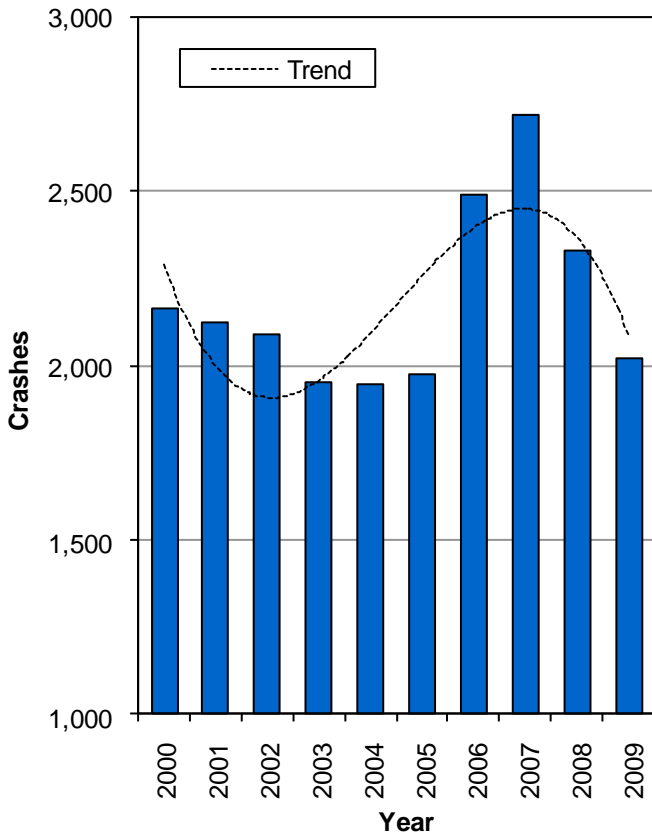
Previous DUI (Utah 2009)

- 14% of the alcohol-impaired drivers in fatal crashes were previously convicted of driving under the influence in the past three years.

Alcohol-Impaired Drivers

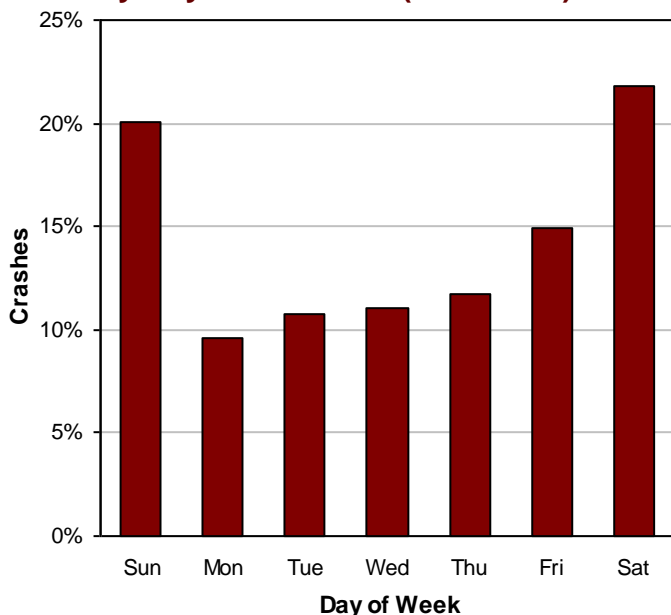


Alcohol-Impaired Driver Crashes (Utah 2000-2009)



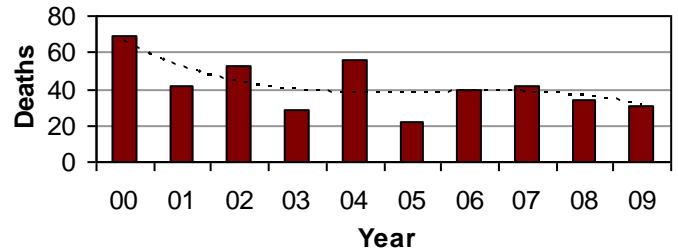
- The number of alcohol-impaired driver crashes has shown a decreasing trend over the last two years.

Alcohol-Impaired Driver Crashes by Day of the Week (Utah 2009)



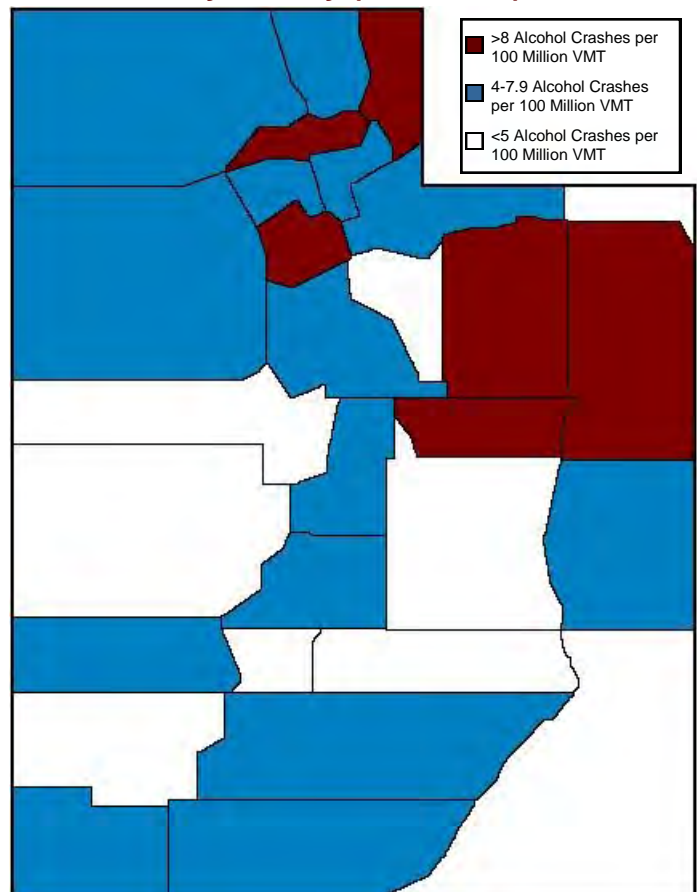
- The highest percentage of alcohol-impaired driver crashes occurred on weekends (42%).

Deaths from Alcohol-Impaired Drivers (Utah 2000-2009)



- The number of deaths from alcohol-impaired drivers has fluctuated from year to year with a slight decreasing trend over the last 10 years.

Alcohol-Impaired Driver Crashes by County (Utah 2009)



- Uintah, Rich, and Salt Lake Counties had the highest rates of alcohol-impaired driver crashes per vehicle miles traveled (VMT).
- Daggett, Juab, and Wayne Counties had the lowest rates of alcohol-impaired driver crashes per VMT.

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

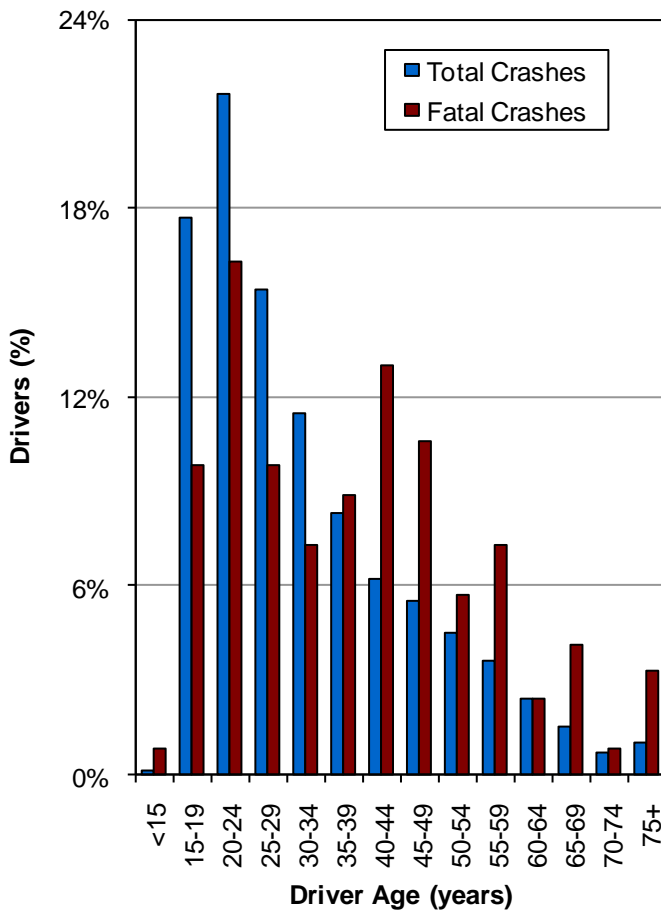
Speed



Did you know in 2009:

- 11,092 speed-related crashes occurred in Utah which resulted in 5,129 injured persons and 125 deaths.
- Speed was a factor in 49% of fatal crashes in 2009.
- Speed-related crashes were 2.8 times more likely to be fatal than other motor vehicle crashes.

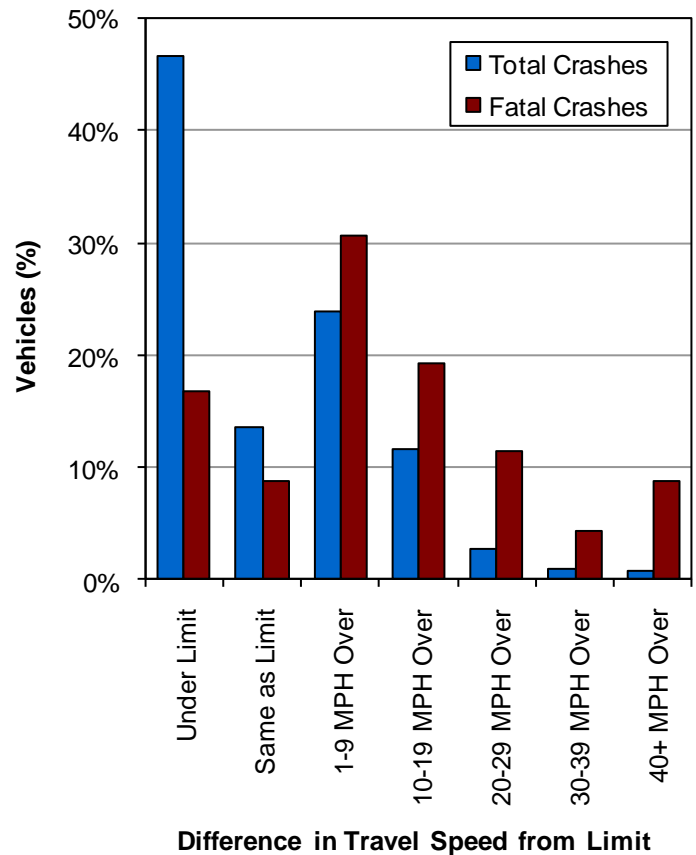
Age of Drivers in Speed-Related Crashes (Utah 2009)



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

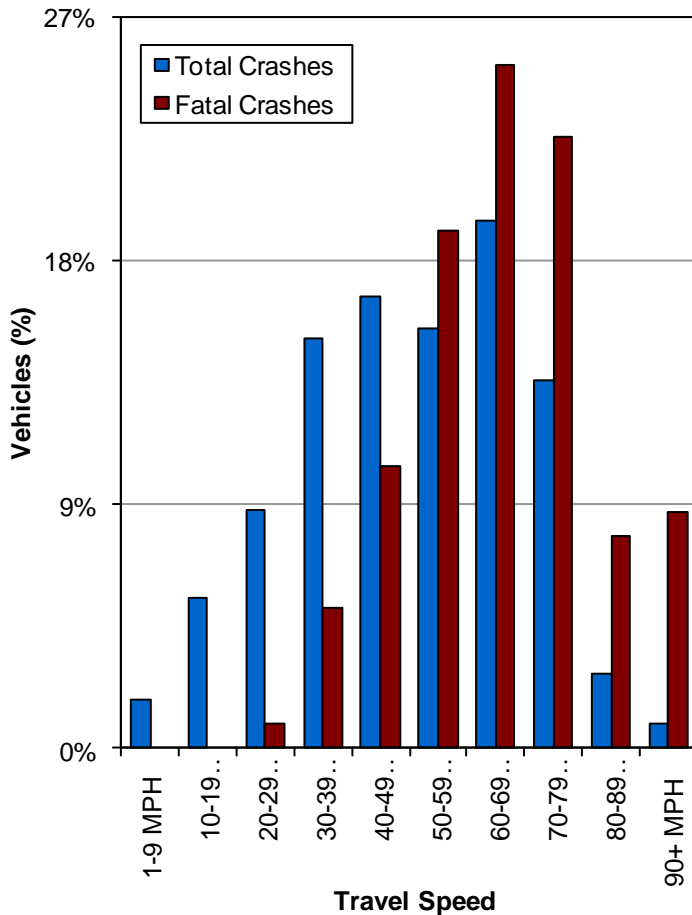


Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2009)



- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Drivers become increased risks to themselves and other people on the roadway due to higher speeds.

Speed-Related Crashes by Travel Speed (Utah 2009)

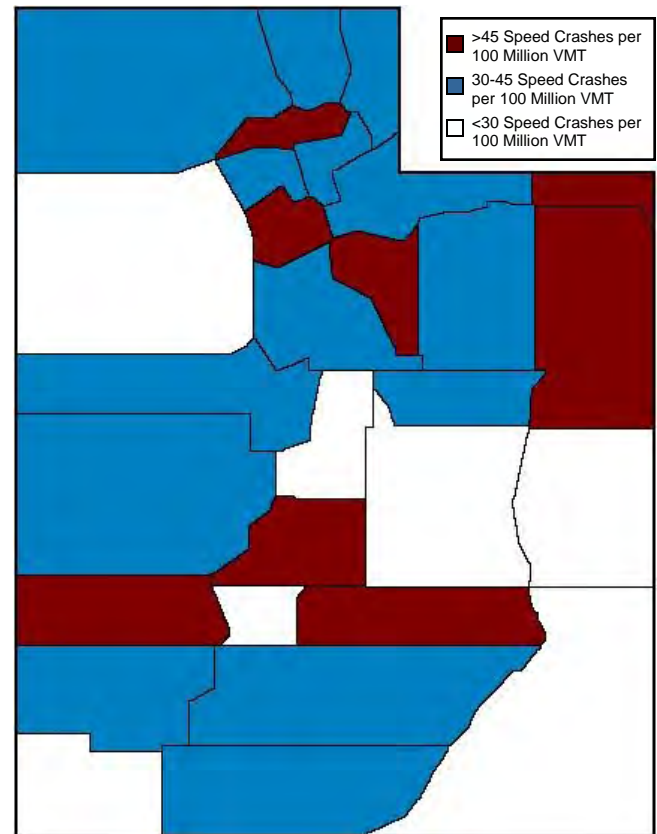


- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

Speed



Speed-Related Crash Rates by County (Utah 2009)



- Wasatch, Beaver, Salt Lake, and Wayne Counties had the highest speed-related crash rates per miles traveled.

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

- Magnifies drivers' errors;
- Extends the distance necessary to stop a vehicle;
- Increases the distance a vehicle travels while the driver reacts to a situation;
- Reduces a driver's ability to steer safely around curves or objects in the road;
- Decreases the effectiveness of vehicle design features, such as seat belts;
- Reduces the stability of the vehicle structure;
- Increases the number of crashes;
- Increases the severity of crashes. For every 10 MPH over 50 MPH, the risk of death in a crash is doubled.

Drivers need to remember there is a reason for speed limits. The roadways are a dangerous place and the speed limits are designed to protect everyone—drivers, passengers, and pedestrians. The posted speed limit is the law. Slow down and obey speed limits.



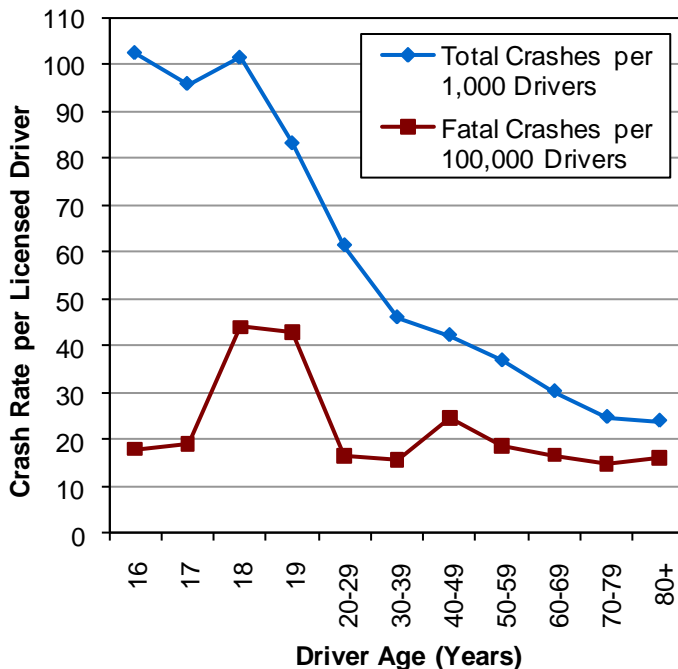
Did you know in 2009:

- Teenage drivers represented 7% of the licensed drivers in Utah, yet they were in nearly one-fourth (22%) of all motor vehicle crashes.
- Teenage drivers were in 11,034 motor vehicle crashes which resulted in 5,480 injured persons and 47 deaths.
- Teenage drivers were 2.2 times more likely to be in a crash than drivers of other ages.
- Although teen drivers have the highest crash rates of any drivers, teen driver crashes have decreased the last ten years.

Teenage Drivers (15-19 years)

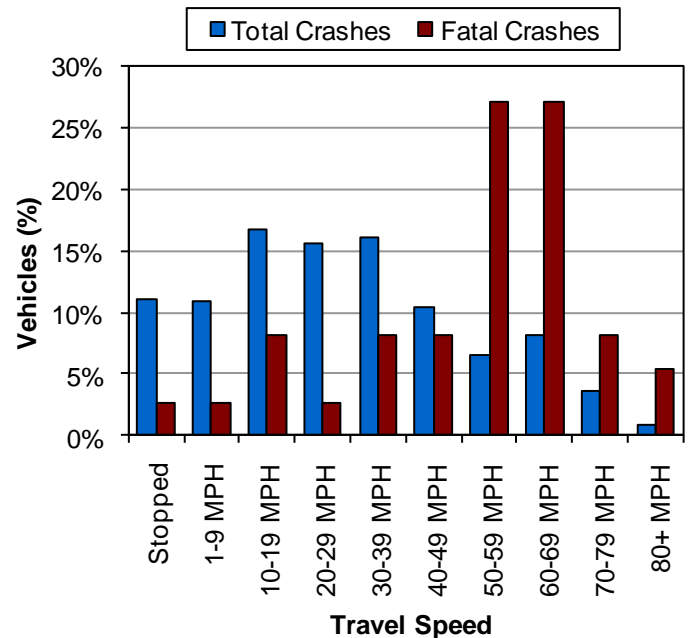


Crash Rates per Licensed Driver by Age (Utah 2009)



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

Teenage Driver Crashes by Travel Speed (Utah 2009)



- Crashes involving teenage driver vehicles traveling 50 MPH or higher were 8.9 times more likely to be fatal.

Leading Contributing Factors of Teenage Driver Crashes (Utah 2009)

All Teenage Driver Crashes

1. Followed Too Closely (19%)
2. Failed to Yield Right of Way (17%)
3. Speed Too Fast (14%)
4. Driver Distraction (10%)
5. Failed to Keep in Proper Lane (8%)

Fatal Teenage Driver Crashes

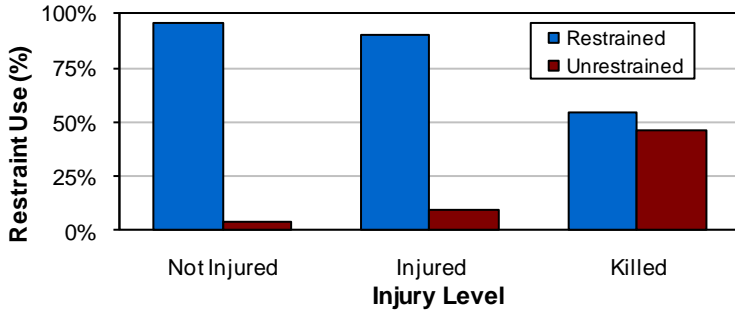
1. Failed to Keep in Proper Lane (36%)
2. Ran Off Road (31%)
3. Speed Too Fast (26%)
4. Failed to Yield Right of Way (15%)
4. Overcorrected (15%)



Teenage Drivers (15-19 years)

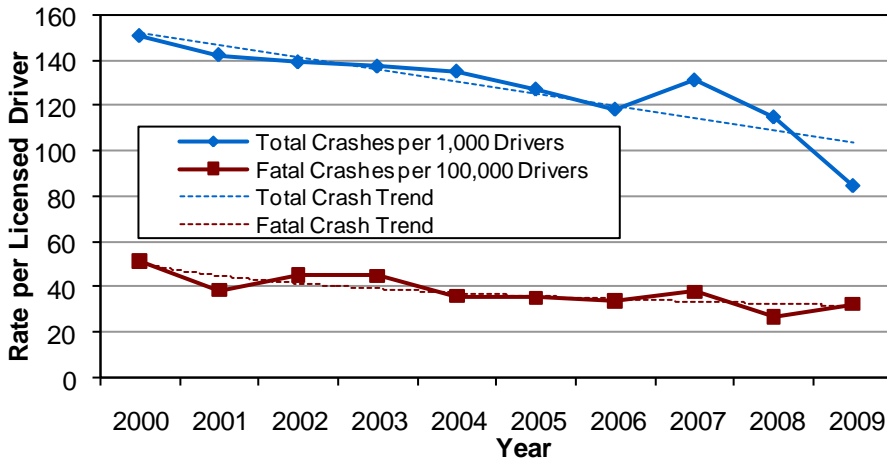


Restraint Use of Teen Drivers and Their Passengers (Utah 2009)



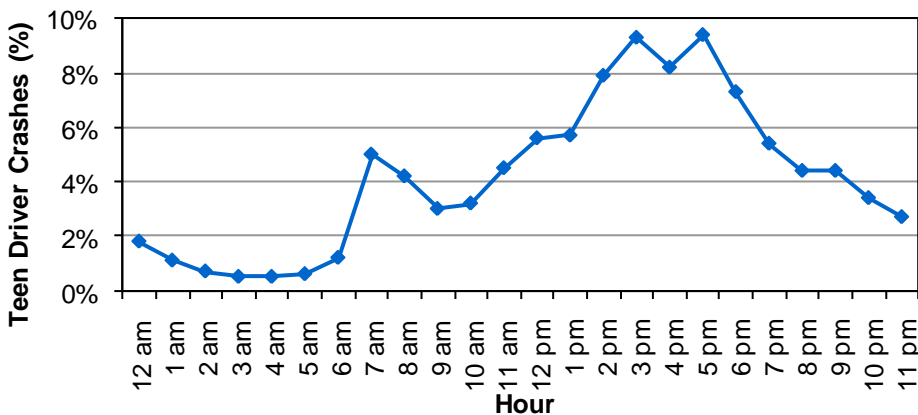
- 46% of teen drivers and their passengers killed in crashes were unrestrained.
- Unrestrained teen drivers and their passengers were 17 times more likely than restrained occupants to be killed in a crash.

Teenage Driver Crash Trend (Utah 2000-2009)



- The teenage driver crash rate per licensed driver decreased 44% from 2000 to 2008.

Teenage Driver Crashes by Hour (Utah 2009)



- Teenage-driver crashes peaked during after-school hours (2:00 p.m.-6:59 p.m.).

Graduated Driver Licensing (GDL) Law in Utah

GDL allows beginning drivers the chance to build experience before they are exposed to more high-risk situations, such as carrying teen passengers and nighttime driving. Easing young drivers onto the roadways can reduce the number of traffic crashes involving young drivers.

Learner Permit

A person must be at least 15 years old to apply for a learner permit. Anyone who is under 18 years of age is required to hold a learner permit for six months before applying for a license.

Supervised Driving

Everyone under 18 years of age applying for a license must complete 40 hours of driving, of which at least 10 hours must be during night hours. This allows beginning drivers to practice and gain supervised experience.

Driver License

A person must be at least 16 years of age to get a driver license. Everyone who has never been licensed to drive a motor vehicle must complete an approved driver education course.

Night-time Restrictions

Anyone under the age of 17 years may not drive from midnight to 5:00 a.m. except in a limited number of situations. The majority of fatal teen crashes take place at night.

Passenger Restrictions

For the first six months of licensure, teen drivers can not drive with any passenger who is not an immediate family member with a few exceptions. Teen drivers are more likely to crash with passengers in the car, especially teen passengers. The more passengers, the greater the risk.

Seat Belt Restrictions

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

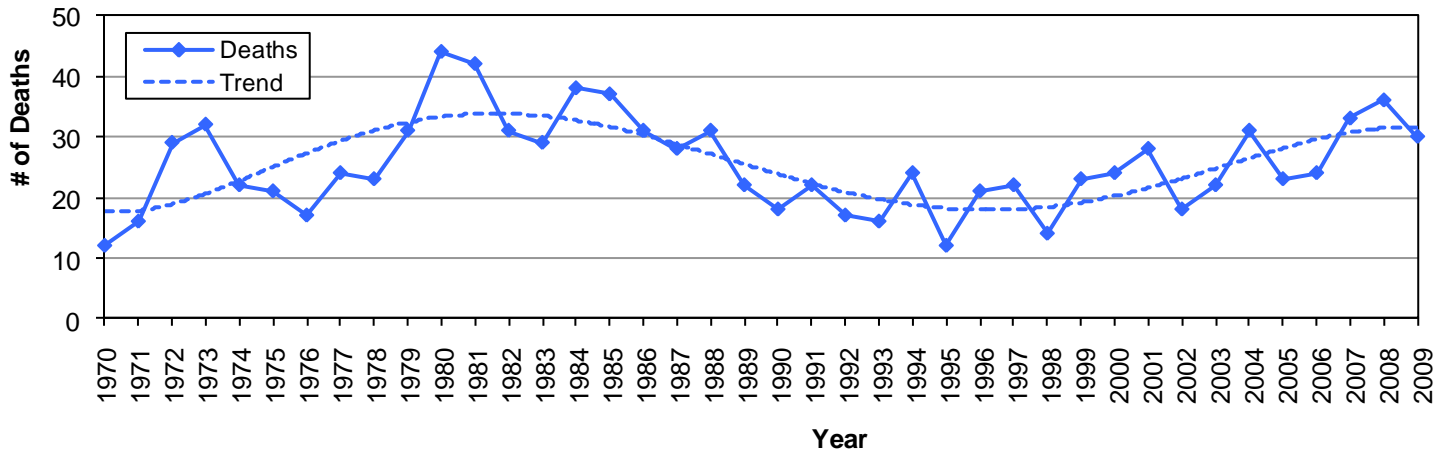
Did you know in 2009:

- There were 1,126 motorcycle crashes in Utah, resulting in 980 injured motorcyclists and 30 motorcyclist deaths.
- Motorcyclists accounted for 1% of persons in crashes and 12% of deaths.
- Compared to 2008, there was a 22% decrease in the number of motorcyclists in crashes.
- Motorcycle crashes were 7 times more likely to result in a death than other crashes.

Motorcycles

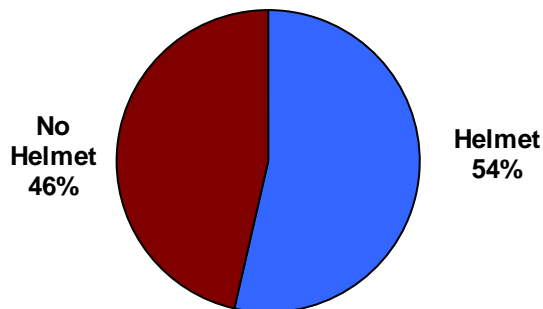


Motorcyclist Deaths (Utah 1970-2009)



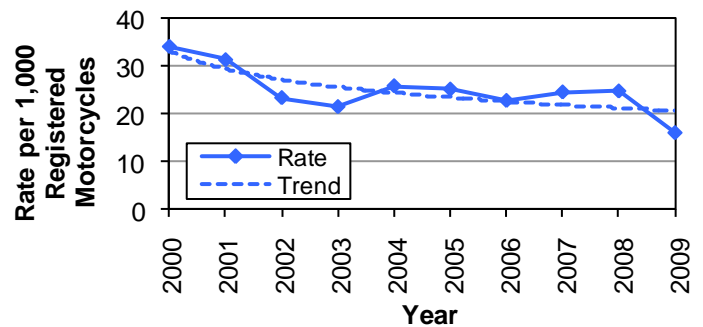
- Motorcyclist deaths are on the rise after seeing declining motorcyclist deaths in the 1990s.
- The 36 motorcyclist deaths in 2008 were the highest total since 1985.

Helmet Use of Motorcyclists in Crashes (Utah 2009)



- Only 54% of motorcyclists wore a helmet.
- Utah law requires anyone under the age of 18 years riding a motorcycle to wear a helmet.

Motorcyclist Crash Rates per Registered Motorcycles (Utah 2000-2009)



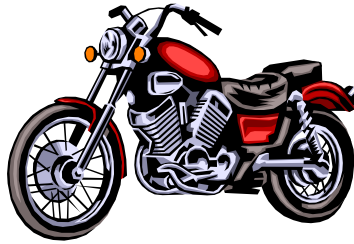
- The rate of motorcyclists in crashes per registered motorcycles decreased to the lowest rate in the past 10 years.

Motorcycles



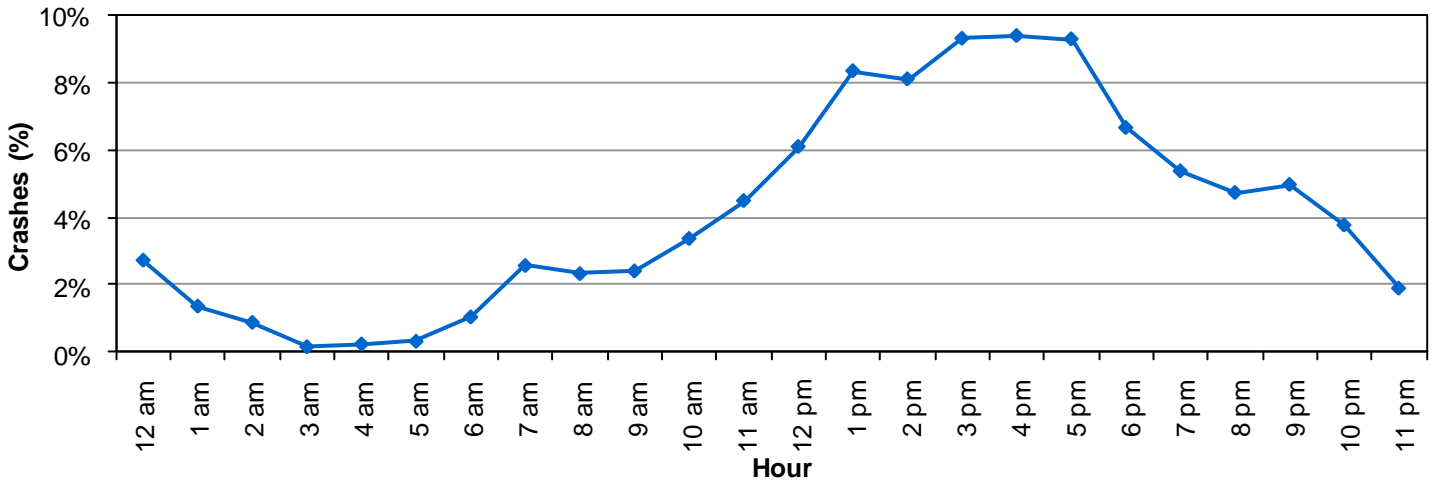
Leading Motorcyclist Contributing Factors in Crashes (Utah 2009)

1. Speed Too Fast (13%)
2. Failed to Keep in Proper Lane (12%)
3. Followed Too Closely (11%)
4. Swerved or Evasive Action (7%)
5. Ran Off Road (6%)



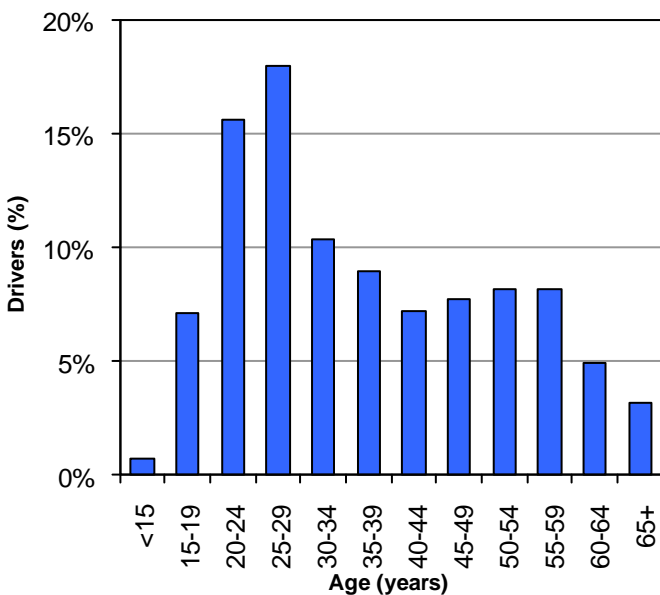
Left Turns
 One-fourth of drivers who hit motorcycles were turning left. Drivers need to watch for motorcycles before turning.

Motorcyclists In Crashes by Hour of Day (Utah 2009)



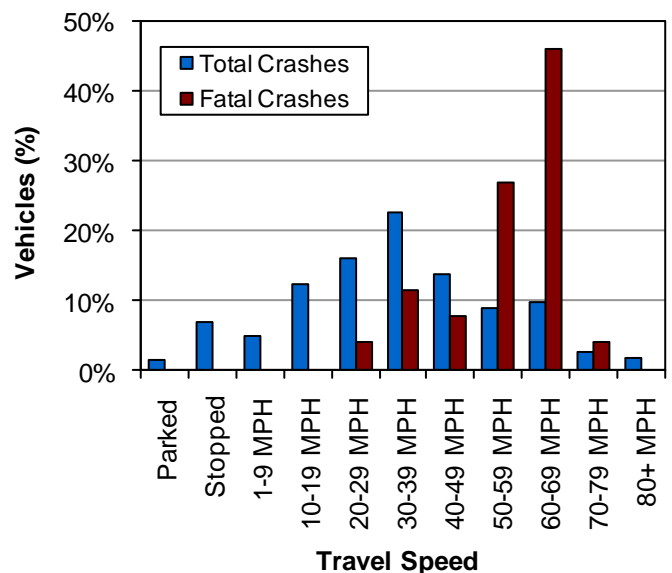
- Nearly two-thirds (63%) of motorcycle crashes occurred between 12:00 p.m. and 7:59 p.m.

Age of Motorcycle Drivers in All Crashes (Utah 2009)



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

Travel Speed of Motorcycles in Crashes (Utah 2009)



- Most (77%) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

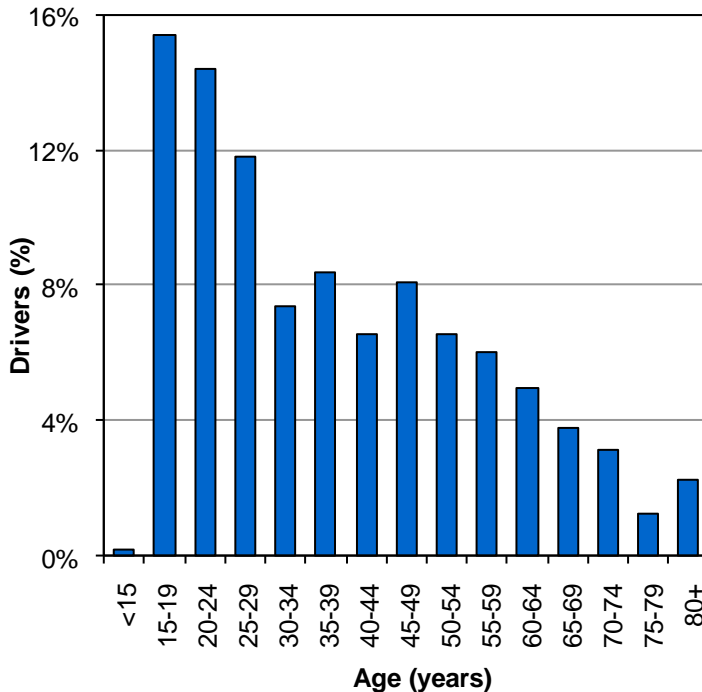
Did you know in 2009:

- 698 pedestrians were struck by motor vehicles; 613 were injured and 20 were killed.
- Pedestrians accounted for 1% of persons in crashes and 8% of deaths.
- Pedestrian crashes were 8 times more likely to result in a death than other crashes.

Pedestrians

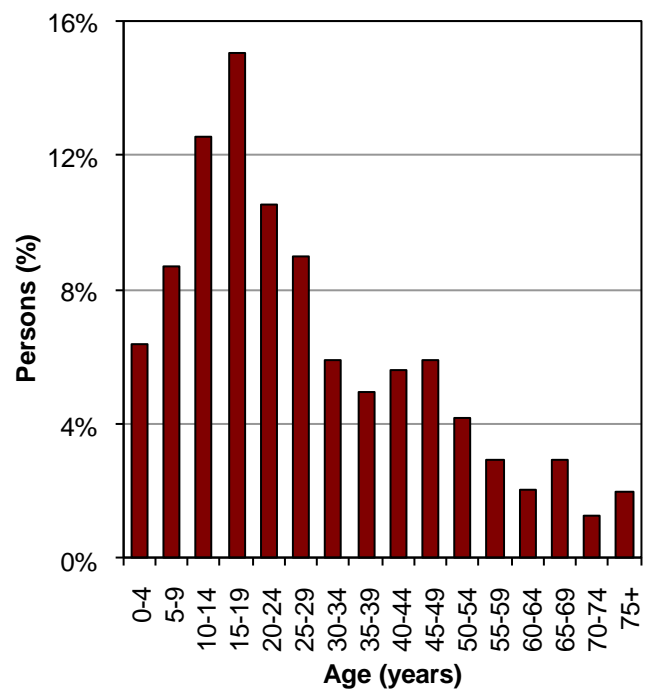


Age of Drivers in Pedestrian-Motor Vehicle Crashes (Utah 2009)



- Nearly half (42%) of drivers in pedestrian-motor vehicle crashes were under 30 years.

Age of Pedestrians in Pedestrian-Motor Vehicle Crashes (Utah 2009)



- Over half (53%) of the pedestrians in crashes were under 25 years of age.

Leading Contributing Factors of Drivers in Pedestrian Crashes (Utah 2009)

1. Failed to Yield Right of Way (32%)
2. Hit and Run (10%)
3. Driver Distraction (7%)
4. Vision Obscured by Weather (5%)
5. Speed Too Fast (4%)



Leading Contributing Factors of Pedestrians in Crashes (Utah 2009)

1. Improper Crossing (19%)
 2. Inattentive (7%)
 3. Darting (7%)
- 47% of pedestrians had no contributing factor in the crash.

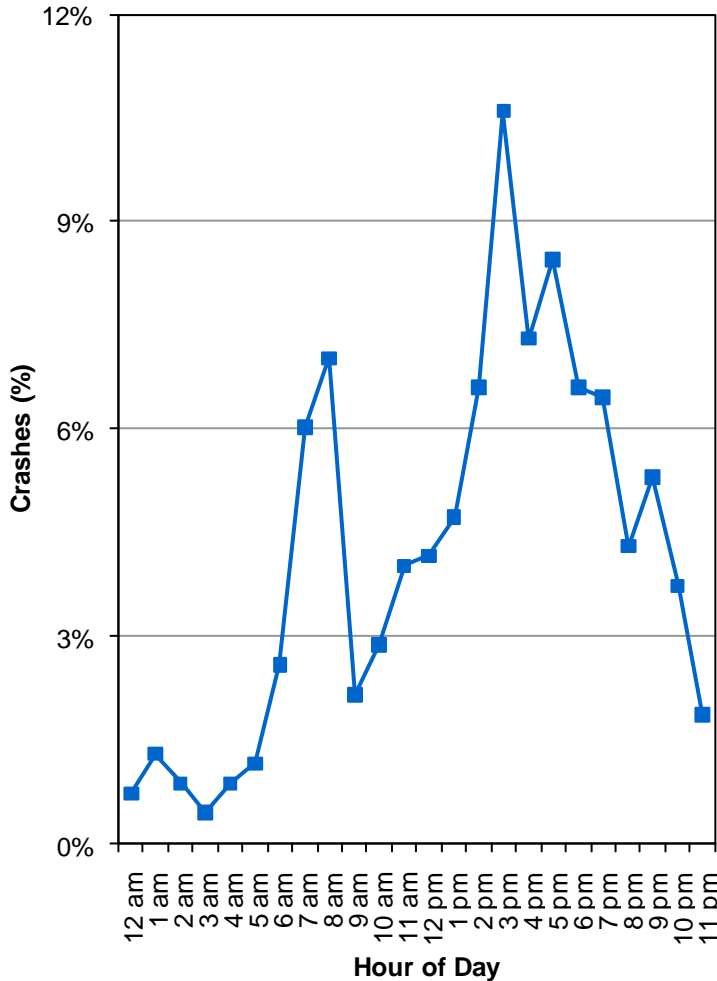


Pedestrians



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

Pedestrian-Motor Vehicle Crashes by Hour (Utah 2009)

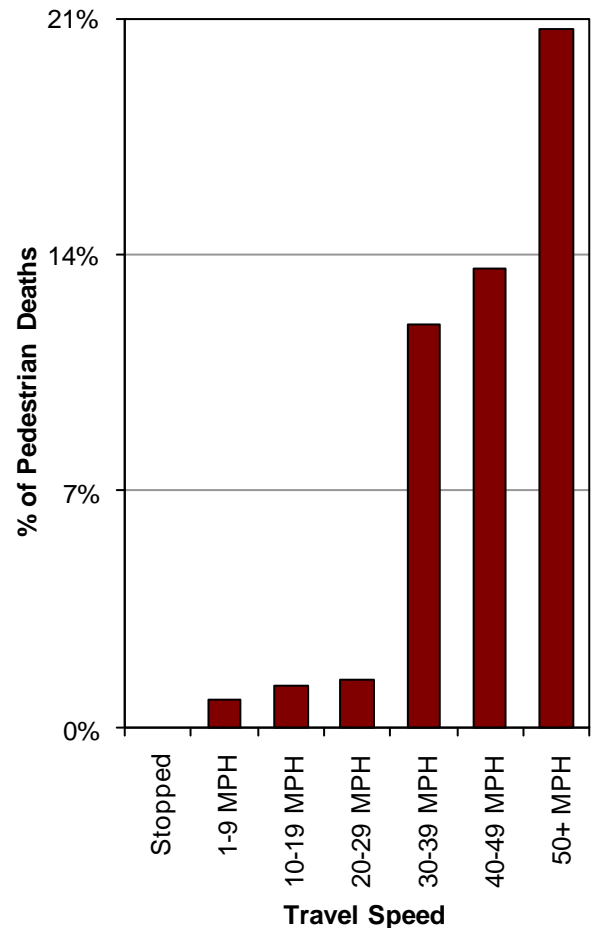


- Pedestrian-motor vehicle crashes occurred most often between 3:00 p.m.-5:59 p.m.

Location of Pedestrians in Crashes (Utah 2009)

1. Marked Crosswalk (39%)
2. In Roadway Not at Intersection/Crosswalk (29%)
3. Shoulder (10%)
4. Unmarked Crosswalk (8%)
5. Sidewalk (5%)

Percent of Pedestrian Deaths by Vehicle Travel Speed (Utah 2009)



- 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 10 times more likely to die.

Motor Vehicle Action Prior to Crash (Utah 2009)

1. Straight Ahead (53%)
2. Turning Right (19%)
3. Turning Left (13%)
4. Parked/Parking (5%)
5. Backing (4%)



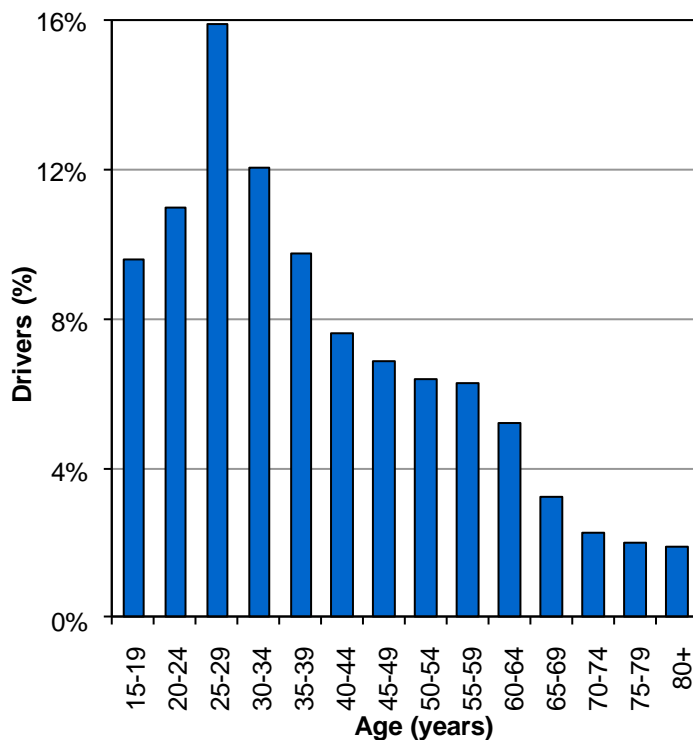
Bicyclists



Did you know in 2009:

- 739 bicyclists were hit by motor vehicles; 651 were injured and 5 were killed.
- Utah's bicyclist crash rate per population decreased 9% from 2008.

Age of Drivers in Bicycle-Motor Vehicle Crashes (Utah 2009)



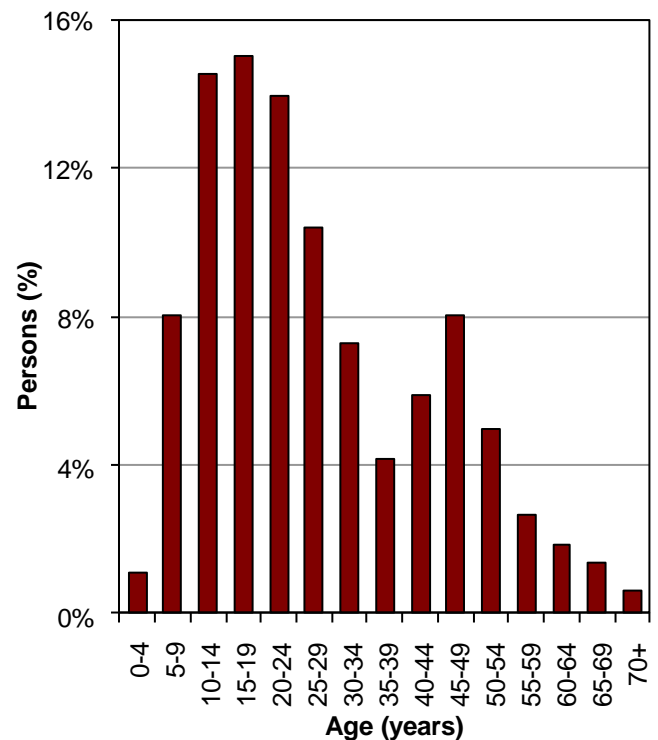
- Over half (58%) of drivers in bicycle-motor vehicle crashes were under 40 years.

Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2009)

1. Fail to Yield Right of Way (39%)
2. Hit and Run (7%)
3. Driver Distraction (5%)
4. Improper Turn (4%)
5. Disregard Traffic Signal/Sign (3%)



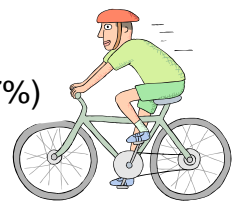
Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2009)



- Over half (53%) of the bicyclists in crashes were under 25 years of age.

Leading Contributing Factors of Bicyclists in Crashes (Utah 2009)

1. Wrong Side of Road (13%)
 2. Improper Crossing (8%)
 3. Fail to Yield Right of Way (7%)
- 47% of bicyclists had no contributing factor in the crash.

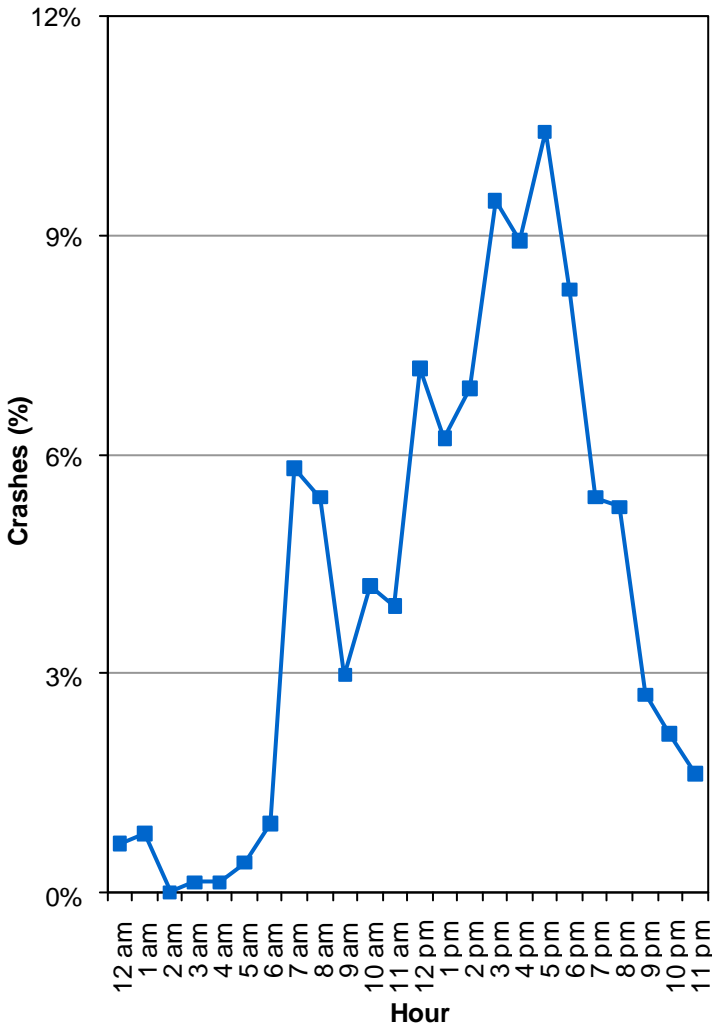


Bicyclists

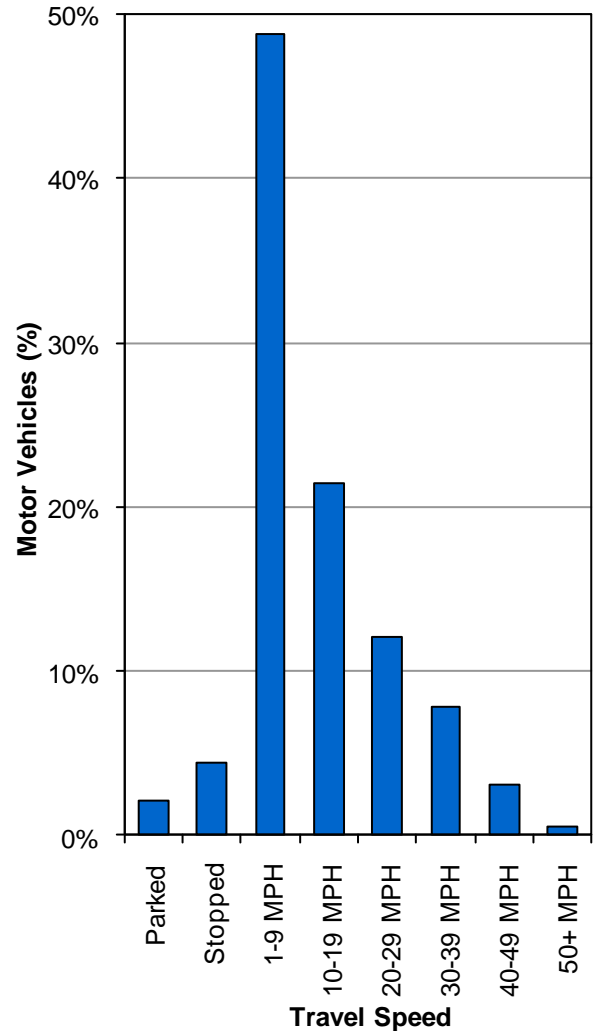


Over one-half (55%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2009)



Bicycle-Motor Vehicle Crashes by Motor Vehicle Travel Speed (Utah 2009)

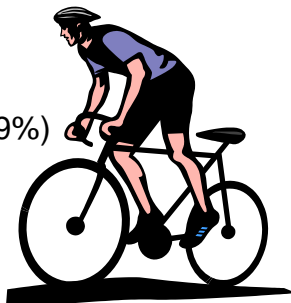


- Bicycle-motor vehicle crashes occurred most often between 3:00 p.m.-6:59 p.m.

- Over two-thirds (70%) of crashes with bicyclists occurred when the motor vehicle was traveling 1-19 MPH.

Location of Bicyclists in Crashes (Utah 2009)

1. Marked Crosswalk (30%)
2. In Roadway (Not at Intersection) (19%)
3. Shoulder (18%)
4. Sidewalk (13%)
5. Unmarked Crosswalk (10%)



Motor Vehicle Action Prior to Crash (Utah 2009)

1. Turning Right (37%)
2. Straight Ahead (36%)
3. Turning Left (17%)
4. Stopped/Slowing (3%)
5. Entering/Leaving Traffic (2%)