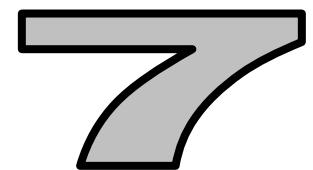
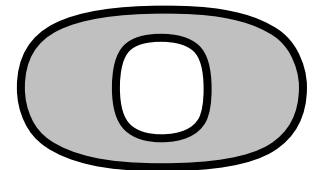
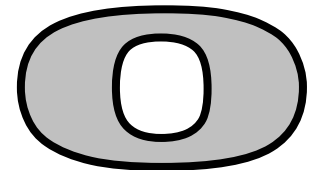


Overview

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

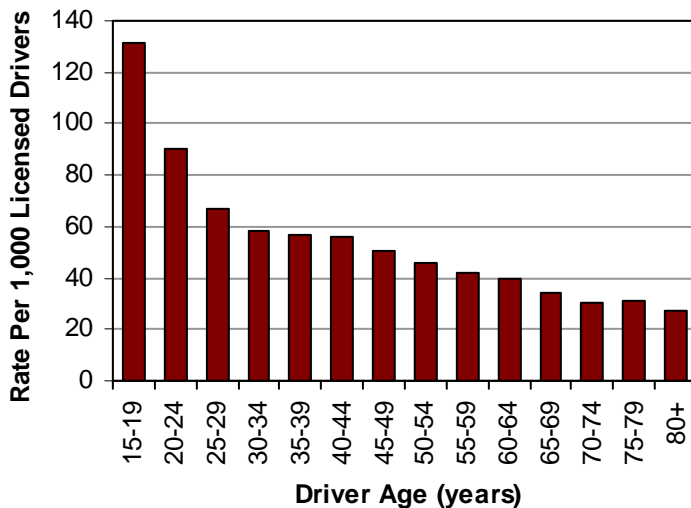
Overview



Did you know in 2007:

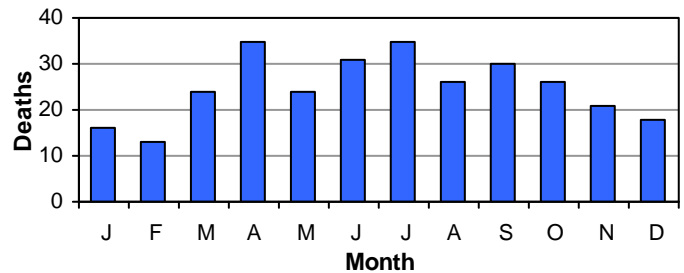
- 61,245 motor vehicle crashes occurred in Utah which resulted in 27,420 injured persons and 299 deaths.
- 2007 had the highest number of crashes ever on public roadways in Utah.
- A motor vehicle crash occurred in Utah every 8 minutes, a person was injured in a crash every 19 minutes, and a person died in a crash every 29 hours.

Crash Rates per Licensed Drivers by Age (Utah 2007)



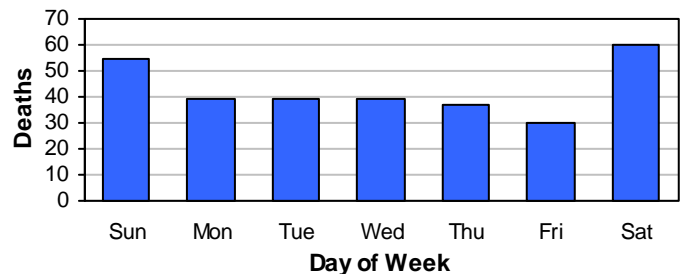
- Drivers aged 15-19 years had the highest crash rates per licensed driver.
- Older drivers had the lowest crash rates per licensed driver.

Deaths by Month (Utah 2007)



- April and July had the most deaths.

Deaths by Day of Week (Utah 2007)



- Saturday and Sunday had the most deaths.

Leading Contributing Factors (Utah 2007)

All Crashes

1. Followed Too Closely (23%)
2. Failed to Yield Right of Way (19%)
3. Speed Too Fast (14%)
4. Driver Distraction (10%)
5. Failed to Keep in Proper Lane (9%)

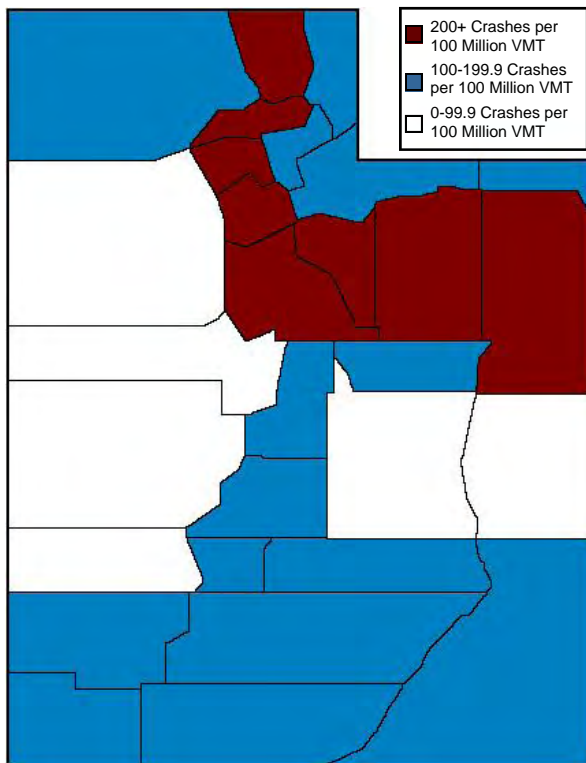
Fatal Crashes

1. Speed Too Fast (35%)
2. Reckless/Aggressive Driving (34%)
3. Driving Under the Influence (22%)
4. Asleep/Fatigue (14%)
5. Failed to Yield Right of Way (12%)

Overview

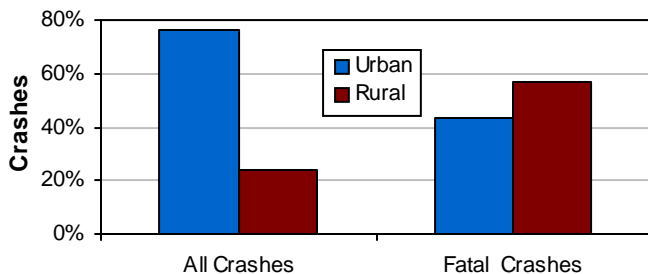


County Crash Rates by Miles Traveled (Utah 2007)



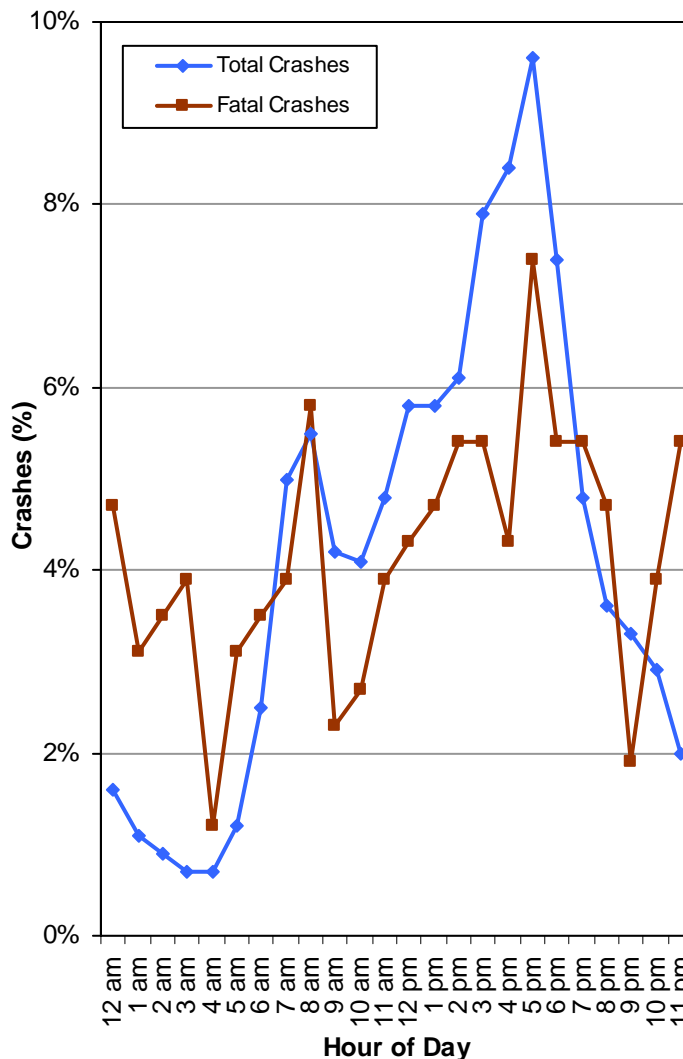
- Salt Lake, Weber, Utah, Uintah, and Wasatch Counties had the highest crash rates per miles traveled.

Urban/Rural Location (Utah 2007)



- While the majority of all crashes occurred in urban areas (76%), the majority of fatal crashes occurred in rural areas (57%).
- Rural crashes were 4.3 times more likely to be fatal than urban crashes.

Motor Vehicle Crashes by Hour of Day (Utah 2007)



- Total crashes were more likely to occur between 3:00 p.m. and 6:59 p.m.
- Fatal crashes were highest during the hours of 8:00 a.m., 2:00-7:59 p.m, and 11 p.m.

Leading Crash Descriptions (Utah 2007)

All Crashes

1. Rear End (32%)
2. Broadside (24%)
3. Collision With Fixed Object (14%)
4. Sideswipe (10%)
5. Parked Vehicle (5%)

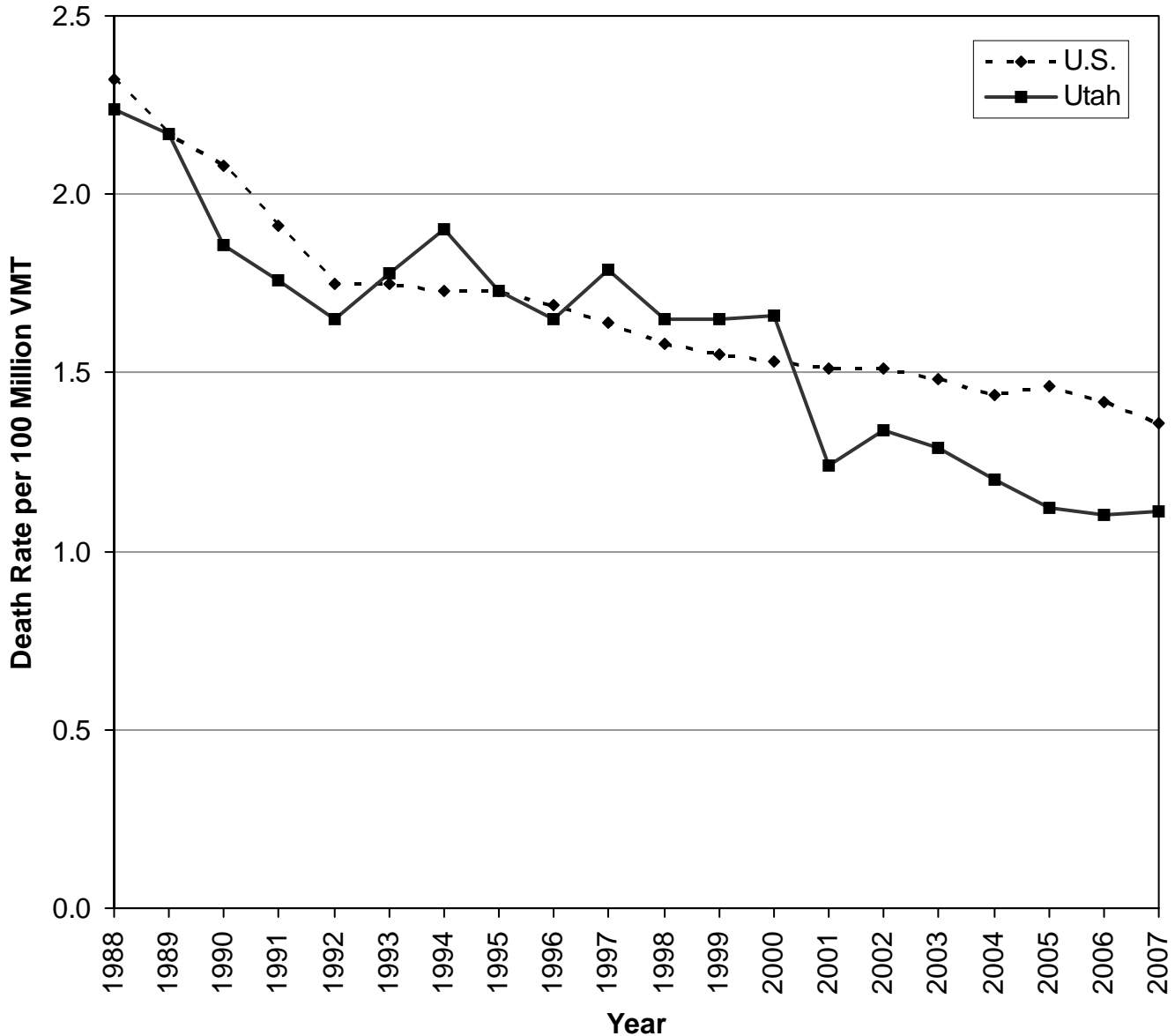
Fatal Crashes

1. Overturn/Rollover (27%)
2. Collision With Fixed Object (17%)
3. Pedestrian/Bicyclist (14%)
4. Broadside (14%)
4. Head On (14%)

Vehicle rollovers were 12 times more likely to result in a death than other crashes.

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1988-2007

Death Rate per Miles Traveled																				
	Year																			
	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
U.S.	2.32	2.17	2.08	1.91	1.75	1.75	1.73	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.51	1.48	1.44	1.46	1.42	1.36
Utah	2.24	2.17	1.86	1.76	1.65	1.78	1.90	1.73	1.65	1.79	1.65	1.65	1.66	1.24	1.34	1.29	1.20	1.12	1.10	1.11



U.S. SOURCE: National Highway Traffic Safety Administration

- In 2007, the Utah death rate per 100 million vehicle miles traveled was 1.11 which was lower than the U.S. rate of 1.36.
- The Utah death rate per 100 million vehicle miles traveled has been lower than the U.S. rate since 2001. This somewhat dispels the myth that drivers in Utah are worse than other drivers in the U.S.

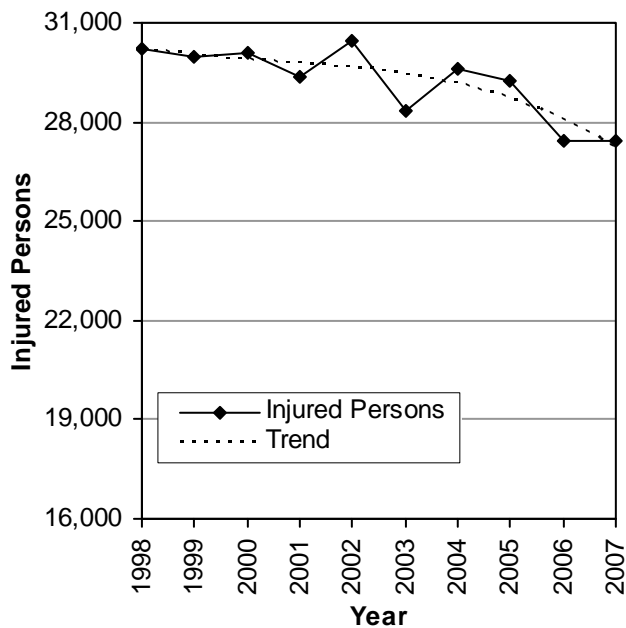
Trends

Persons Involved (Utah 1998-2007)

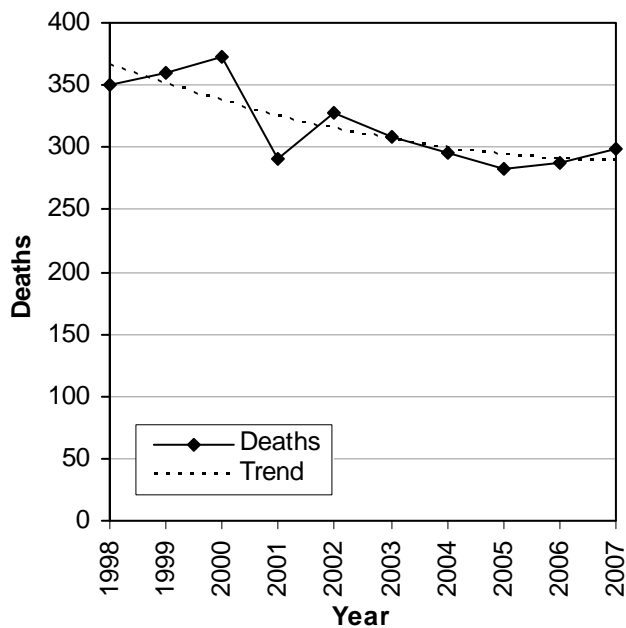
Persons								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per	#	Rate per	#	Rate per	#	Rate per
		100 Million		100 Million		100 Million		100 Million
	VMT		VMT	VMT	VMT	VMT	VMT	
1998	110,879	522.1	30,232	142.4	350	1.65	141,461	666.1
1999	109,354	500.1	29,959	137.0	360	1.65	139,673	638.7
2000	110,318	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	116,187	444.0	27,433	104.8	287	1.10	143,907	550.0
2007	127,330	474.7	27,420	102.2	299	1.11	155,049	578.0
Total	1,123,804	467.9	292,149	121.6	3,175	1.32	1,419,128	590.8

- During the last 10 years, over 1.4 million people have been in a crash. Approximately 29,200 people are injured and 318 people are killed in motor vehicle crashes a year.
- Utah experienced a 4.2% increase in the number of crash deaths in 2007 from 2006.
- The injury rate per miles traveled decreased for the third year in a row.
- Over 11,000 more people were in a crash in Utah in 2007; a 7.7% increase from 2006,

Injured Persons by Year (Utah 1998-2007)



Deaths by Year (Utah 1998-2007)



- There has been a 9.3% decrease in the number of people injured over the last 10 years.
- Deaths have increased the last two years after seeing a decreasing trend the previous years.

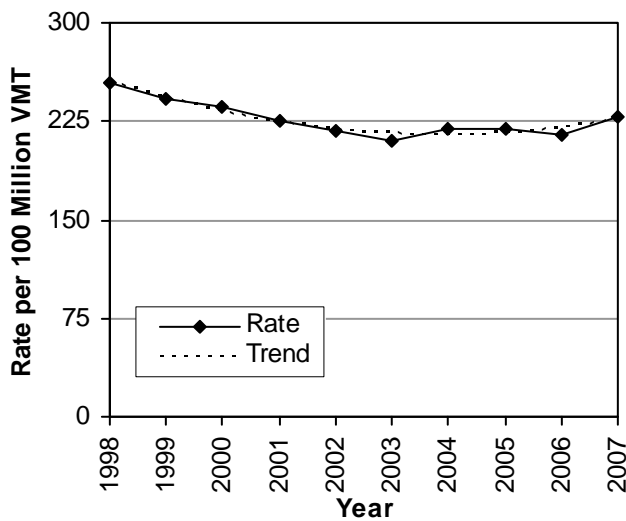
Crashes (Utah 1998-2007)

Crashes								
Year	Property Damage Only		Injury		Fatal		Total	
	#	Rate per	#	Rate per	#	Rate per	#	Rate per
		100 Million		100 Million		100 Million		100 Million
	VMT		VMT	VMT	VMT	VMT	VMT	VMT
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	37,674	144.0	18,264	69.8	249	0.95	56,187	214.7
2007	42,368	157.9	18,619	69.4	258	0.96	61,245	228.3
Total	348,496	145.1	191,524	79.7	2,740	1.14	542,760	226.0

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

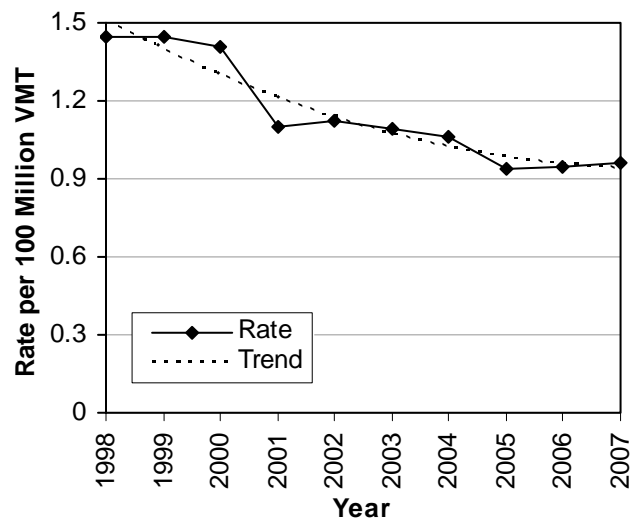
- During the last 10 years, 542,760 motor vehicle crashes occurred in Utah. On average, there are 54,300 crashes a year of which 19,200 involve injuries and 274 involve deaths.
- In 2007, total crashes increased 9.0% from 2006 to the highest number of crashes ever on public roadways.
- The 2007 total crash rate in Utah was 228.3, a 6.3% increase from 2006.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 1998-2007)



- The 2007 total crash rate increased to the highest rate since 2000.
- There has been a 10.3% decrease in the total crash rate since 1998.

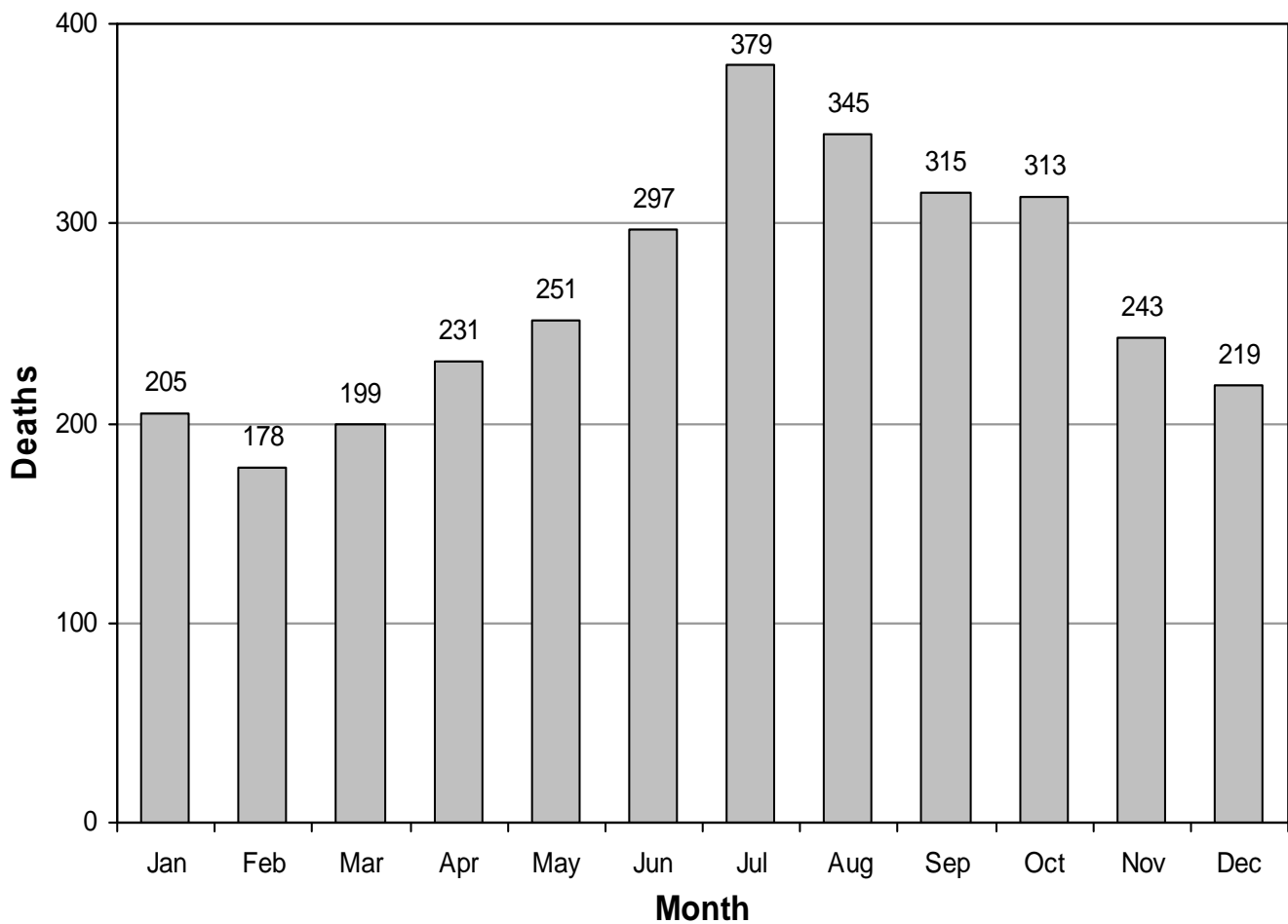
Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 1998-2007)



- There has been a decreasing trend in fatal crash rates over the last 10 years.
- There has been a 33.8% decrease in the fatal crash rate since 1998.

Trends

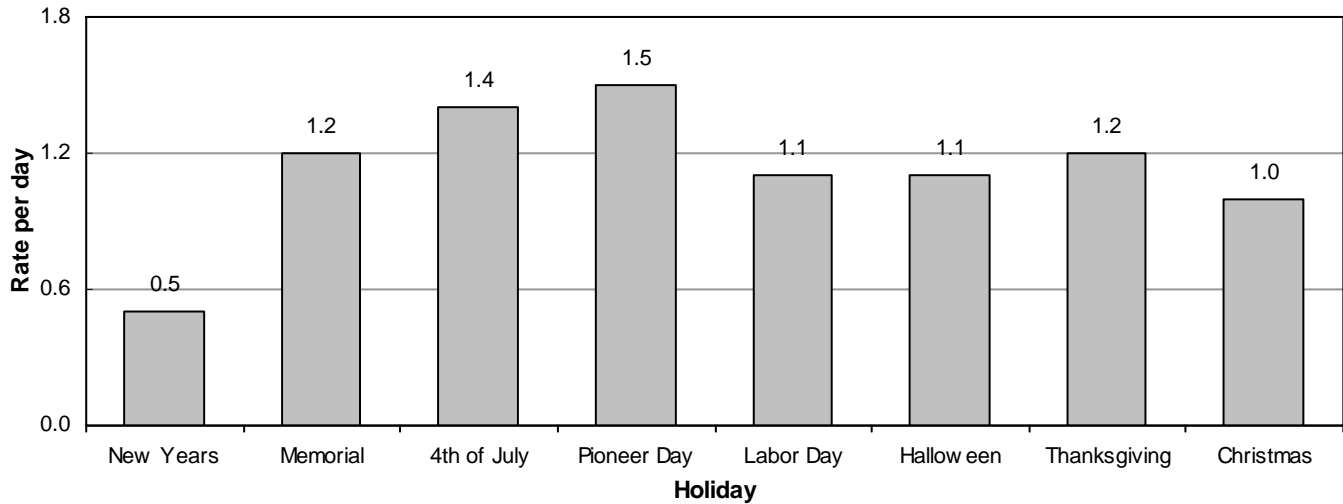
Deaths by Month (Utah 1998-2007)



Deaths													
	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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
2007	16	13	24	35	24	31	35	26	30	26	21	18	299
Total	205	178	199	231	251	297	379	345	315	313	243	219	3,175

- Nearly one-half (42.6%) of deaths occurred July-October.
- In the last 10 years, July (379) had the highest total number of motor vehicle crash deaths while February (178) and March (199) had the fewest.
- In 2007, April (35) and July (35) had the highest number of deaths while February (13) had the fewest.

Holiday Death Rate Per Day (Utah 1998-2007)



Deaths																		
	New Years		Memorial Day		4th of July		24th of July		Labor Day		Hallow- een		Thanks- giving		Christ- mas		Total	
	Rate		Rate		Rate		Rate		Rate		Rate		Rate		Rate		Rate	
	per		per		per		per		per		per		per		per		per	
Year	#	Day	#	Day	#	Day	#	Day	#	Day	#	Day	#	Day	#	Day	#	Day
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
2007	0	0.0	2	0.5	3	1.0	4	1.3	6	1.5	5	1.7	6	1.2	1	0.3	27	1.0
Total	19	0.5	48	1.2	48	1.4	51	1.5	44	1.1	39	1.1	60	1.2	34	1.0	343	1.1

- Holiday deaths are a concern because of the increased death rate due to risk factors such as fatigue, impaired driving, long distance traveling, speeding, and traveling on unfamiliar roadways.
- Over the past 10 years, the Pioneer Day Holiday (1.5) and the Independence Day Holiday (1.4) had the highest rates of deaths while the New Years Holiday (0.5) had the lowest rate.
- In 2007, Halloween had the highest death rate per day (1.7) while New Years had the lowest rate (0.0).
- The 2007 holiday death rate per day was 1.0 which was higher than the rate per day for all 2007 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 in the holiday period:

- If a holiday occurred on Sunday, Tuesday, Wednesday, or Saturday, then it was considered a three day holiday (the day prior to the holiday, the holiday, and the day after the holiday).
- If a holiday occurred on Monday, then it was considered a four day holiday (Friday, Saturday, Sunday, and Monday).
- If a holiday occurred on Friday, then it was considered a four day holiday (Thursday, Friday, Saturday, and Sunday).
- If a holiday occurred on Thursday, then it was considered a five day holiday (Wednesday, Thursday, Friday, Saturday, and Sunday).

Counties

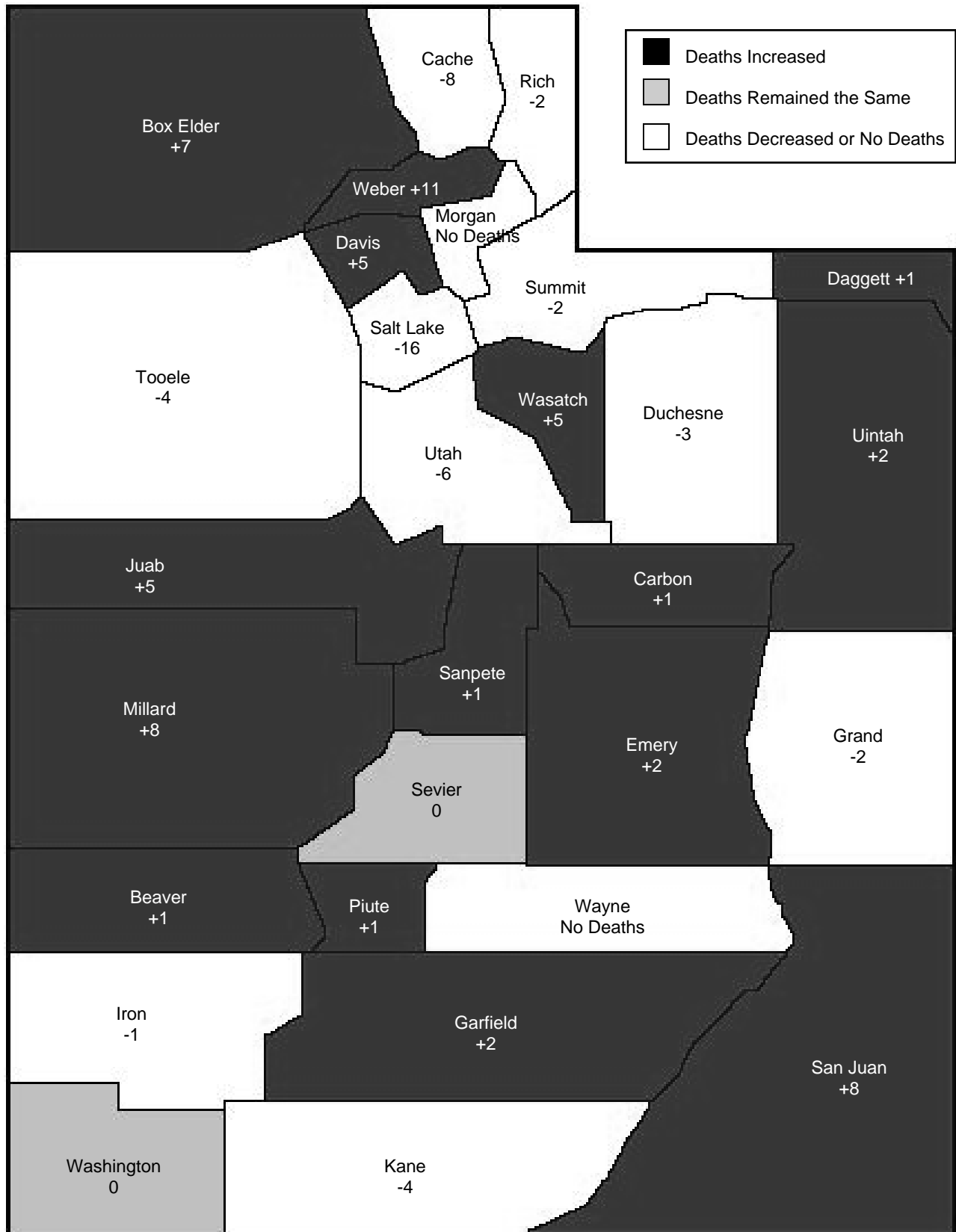
Persons in Crashes by County (Utah 2007)

Persons												
County	Non-Injured			Injured			Killed			Total		
	#	Rate	Rate	#	Rate	Rate	#	Rate	Rate	#	Rate	Rate
		per 100	per		per 100	per		per 100	per		per 100	per
		Million	10,000		Million	10,000		Million	10,000		Million	10,000
VMT	Pop.	VMT	Pop.	VMT	Pop.	VMT	Pop.	VMT	Pop.			
Weber	10,548	645.3	477.8	2,371	145.0	107.4	25	1.5	1.1	12,944	791.8	586.3
Salt Lake	57,962	659.0	568.9	11,441	130.1	112.3	54	0.6	0.5	69,457	789.7	681.7
Utah	20,079	537.4	400.4	4,621	123.7	92.2	24	0.6	0.5	24,724	661.7	493.1
Davis	12,197	483.8	412.0	2,550	101.2	86.1	19	0.8	0.6	14,766	585.7	498.8
Cache	4,691	478.3	430.3	892	90.9	81.8	6	0.6	0.6	5,589	569.8	512.6
Uintah	1,516	431.0	526.3	348	98.9	120.8	9	2.6	3.1	1,873	532.6	650.2
Washington	5,636	407.8	400.0	1,397	101.1	99.1	22	1.6	1.6	7,055	510.5	500.7
Wasatch	1,205	394.2	548.9	269	88.0	122.5	11	3.6	5.0	1,485	485.8	676.5
Duchesne	742	315.7	459.1	153	65.1	94.7	4	1.7	2.5	899	382.5	556.2
Sanpete	561	239.1	212.0	219	93.3	82.8	7	3.0	2.6	787	335.4	297.4
Garfield	301	251.2	617.8	86	71.8	176.5	3	2.5	6.2	390	325.4	800.5
Iron	1,821	258.3	406.4	416	59.0	92.8	8	1.1	1.8	2,245	318.4	501.0
Carbon	733	252.6	371.5	163	56.2	82.6	5	1.7	2.5	901	310.5	456.7
Rich	113	226.4	522.7	36	72.1	166.5	0	0.0	0.0	149	298.5	689.2
Summit	1,878	241.6	488.9	332	42.7	86.4	6	0.8	1.6	2,216	285.1	576.9
Kane	321	211.8	498.4	76	50.1	118.0	5	3.3	7.8	402	265.2	624.2
Sevier	821	195.4	401.6	221	52.6	108.1	7	1.7	3.4	1,049	249.7	513.2
Daggett	76	230.7	784.3	5	15.2	51.6	1	3.0	10.3	82	248.9	846.2
Wayne	68	169.2	258.1	22	54.8	83.5	0	0.0	0.0	90	224.0	341.6
Piute	55	175.9	397.1	11	35.2	79.4	2	6.4	14.4	68	217.4	491.0
Tooele	1,551	170.0	274.3	393	43.1	69.5	10	1.1	1.8	1,954	214.1	345.6
Morgan	244	171.0	263.4	55	38.5	59.4	0	0.0	0.0	299	209.5	322.7
San Juan	420	150.3	283.6	141	50.5	95.2	16	5.7	10.8	577	206.5	389.7
Box Elder	1,453	158.8	306.0	420	45.9	88.4	17	1.9	3.6	1,890	206.5	398.0
Millard	639	139.0	476.4	269	58.5	200.5	15	3.3	11.2	923	200.7	688.1
Juab	573	137.7	593.5	186	44.7	192.7	8	1.9	8.3	767	184.3	794.5
Beaver	366	142.9	566.0	93	36.3	143.8	3	1.2	4.6	462	180.4	714.5
Grand	340	118.5	372.6	134	46.7	146.8	5	1.7	5.5	479	166.9	524.9
Emery	420	116.8	401.5	100	27.8	95.6	7	1.9	6.7	527	146.5	503.8
Statewide	127,330	474.7	471.7	27,420	102.2	101.6	299	1.1	1.1	155,049	578.0	574.4

- 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 (791.8), Salt Lake (789.7), and Utah (661.7) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
 - Piute (6.4), San Juan (5.7), and Wasatch (3.6) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Daggett (846.2), Garfield (800.5), and Juab (794.5) counties had the highest rates of total persons in crashes per 10,000 population.
 - Piute (14.4), Millard (11.2), and San Juan (10.8) counties had the highest rates of persons killed per 10,000 population.

Counties

Change in Number of Deaths From 2006 to 2007 by County (Utah)



Counties

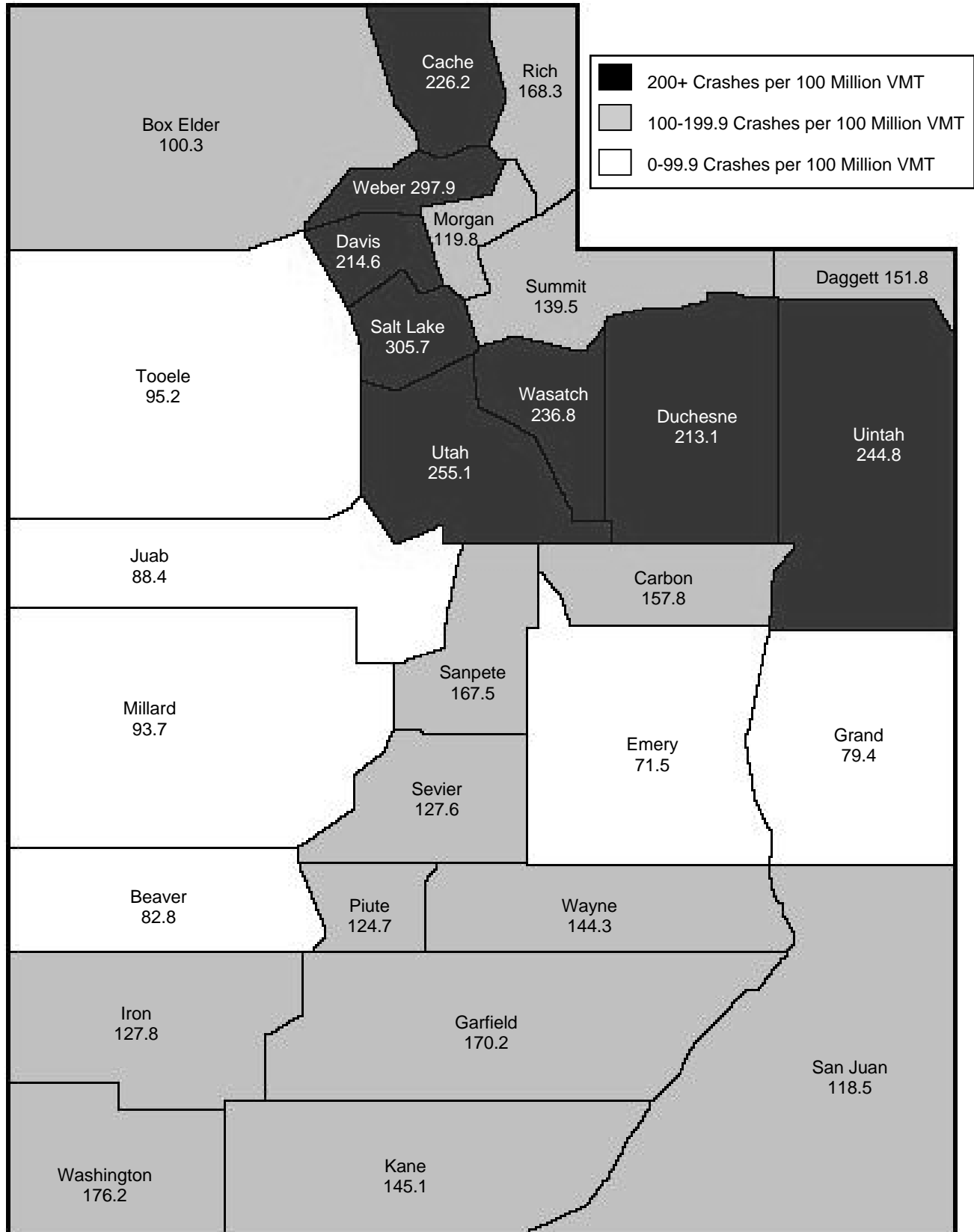
Crashes by County (Utah 2007)

County	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
		Rate		Rate		Rate		Rate
		per 100 Million		per 100 Million		per 100 Million		per 100 Million
	#	VMT	#	VMT	#	VMT	#	VMT
Salt Lake	18,839	214.2	7,995	90.9	49	0.6	26,883	305.7
Weber	3,202	195.9	1,645	100.6	23	1.4	4,870	297.9
Utah	6,425	172.0	3,083	82.5	22	0.6	9,530	255.1
Uintah	636	180.8	216	61.4	9	2.6	861	244.8
Wasatch	523	171.1	191	62.5	10	3.3	724	236.8
Cache	1,600	163.1	615	62.7	4	0.4	2,219	226.2
Davis	3,657	145.1	1,736	68.9	17	0.7	5,410	214.6
Duchesne	396	168.5	101	43.0	4	1.7	501	213.1
Washington	1,522	110.1	897	64.9	16	1.2	2,435	176.2
Garfield	150	125.2	51	42.6	3	2.5	204	170.2
Rich	57	114.2	27	54.1	0	0.0	84	168.3
Sanpete	258	110.0	130	55.4	5	2.1	393	167.5
Carbon	345	118.9	108	37.2	5	1.7	458	157.8
Daggett	45	136.6	4	12.1	1	3.0	50	151.8
Kane	166	109.5	49	32.3	5	3.3	220	145.1
Wayne	41	102.0	17	42.3	0	0.0	58	144.3
Summit	836	107.6	243	31.3	5	0.6	1,084	139.5
Iron	637	90.3	256	36.3	8	1.1	901	127.8
Sevier	387	92.1	142	33.8	7	1.7	536	127.6
Piute	29	92.7	8	25.6	2	6.4	39	124.7
Morgan	132	92.5	39	27.3	0	0.0	171	119.8
San Juan	234	83.8	88	31.5	9	3.2	331	118.5
Box Elder	643	70.3	260	28.4	15	1.6	918	100.3
Tooele	599	65.6	262	28.7	8	0.9	869	95.2
Millard	272	59.2	148	32.2	11	2.4	431	93.7
Juab	249	59.8	112	26.9	7	1.7	368	88.4
Beaver	156	60.9	54	21.1	2	0.8	212	82.8
Grand	142	49.5	81	28.2	5	1.7	228	79.4
Emery	190	52.8	61	17.0	6	1.7	257	71.5
Statewide	42,368	157.9	18,619	69.4	258	1.0	61,245	228.3

- Salt Lake (305.7), Weber (297.9), and Utah (255.1) counties had the highest total crash rates per miles traveled.
- Piute (6.4), Kane (3.3), and Wasatch (3.3) counties had the highest fatal crash rates per miles traveled.
- Emery (71.5), Grand (79.4), and Beaver (82.8) counties had the lowest total crash rates per miles traveled.

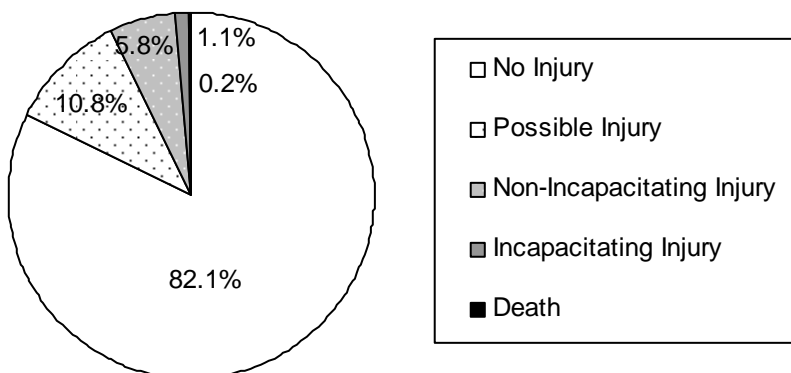
Counties

County Crash Rates by Miles Traveled (Utah 2007)



Persons Involved

Injury Severity (Utah 2007)



- Although many people were injured and killed in motor vehicle crashes, the majority (82.1%) 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 2007)

Persons								
Person Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	91,454	71.8%	18,141	66.2%	169	56.5%	109,764	70.8%
Passenger	35,758	28.1%	8,014	29.2%	92	30.8%	43,864	28.3%
Pedestrian	65	0.1%	681	2.5%	32	10.7%	778	0.5%
Bicyclist	53	0.0%	584	2.1%	6	2.0%	643	0.4%
Total	127,330	100.0%	27,420	100.0%	299	100.0%	155,049	100.0%

- Pedestrians in a crash had the greatest risk of being killed. In fact, pedestrian crashes were 11 times more likely to be fatal than other crashes.

Gender of Persons in Crashes (Utah 2007)

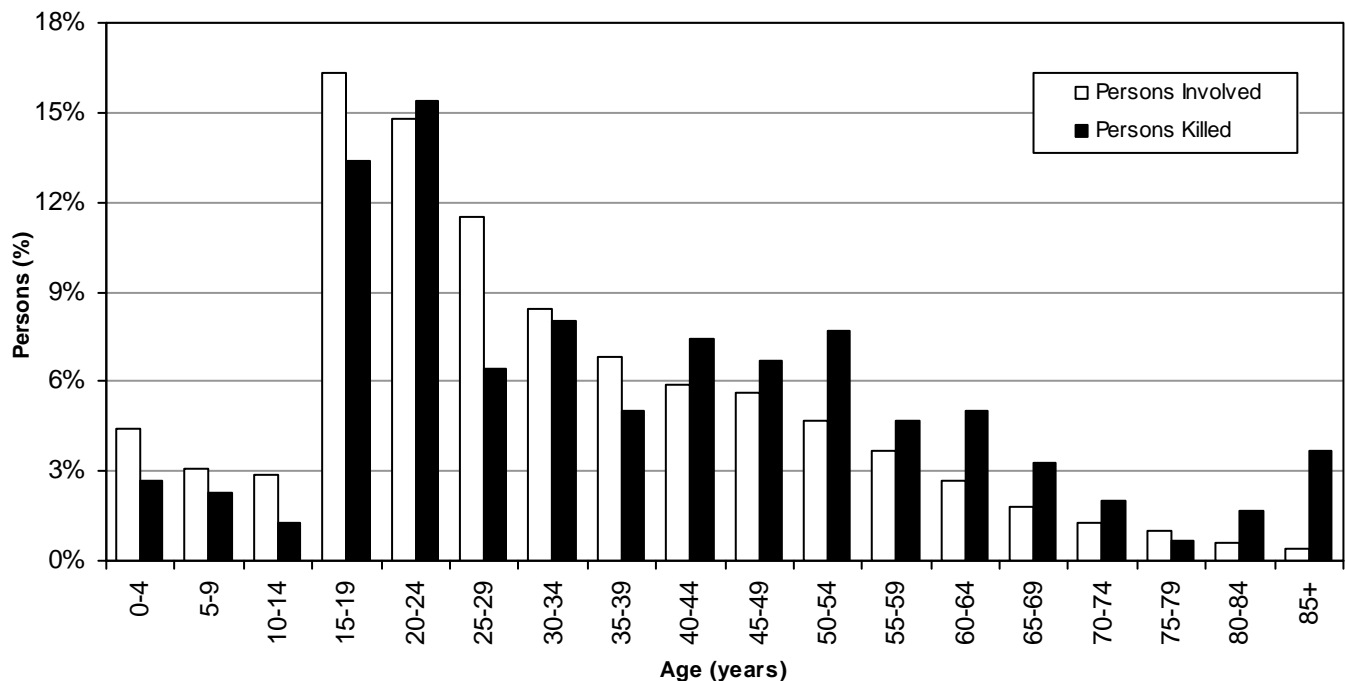
Persons								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	70,890	55.7%	12,843	46.8%	194	64.9%	83,927	54.1%
Female	52,130	40.9%	14,329	52.3%	102	34.1%	66,561	42.9%
Unknown	4,310	3.4%	248	0.9%	3	1.0%	4,561	2.9%
Total	127,330	100.0%	27,420	100.0%	299	100.0%	155,049	100.0%

- Males comprised over half (54.1%) of all persons in crashes and nearly two-thirds (64.9%) of deaths, while females sustained more injuries (52.3%) than males.
- Males were 1.5 times more likely to die than females in a crash.

Persons Involved

Age of Persons in Crashes (Utah 2007)

Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	6,023	4.7%	720	2.6%	8	2.7%	6,751	4.4%
5-9	4,038	3.2%	817	3.0%	7	2.3%	4,862	3.1%
10-14	3,533	2.8%	955	3.5%	4	1.3%	4,492	2.9%
15-19	20,654	16.2%	4,478	16.3%	41	13.7%	25,173	16.2%
20-24	18,582	14.6%	4,273	15.6%	47	15.7%	22,902	14.8%
25-29	14,509	11.4%	3,224	11.8%	21	7.0%	17,754	11.5%
30-34	10,631	8.3%	2,317	8.5%	24	8.0%	12,972	8.4%
35-39	8,634	6.8%	1,893	6.9%	15	5.0%	10,542	6.8%
40-44	7,429	5.8%	1,664	6.1%	22	7.4%	9,115	5.9%
45-49	7,124	5.6%	1,551	5.7%	20	6.7%	8,695	5.6%
50-54	5,866	4.6%	1,421	5.2%	23	7.7%	7,310	4.7%
55-59	4,538	3.6%	1,149	4.2%	14	4.7%	5,701	3.7%
60-64	3,320	2.6%	830	3.0%	15	5.0%	4,165	2.7%
65-69	2,217	1.7%	518	1.9%	10	3.3%	2,745	1.8%
70-74	1,565	1.2%	368	1.3%	6	2.0%	1,939	1.3%
75-79	1,229	1.0%	328	1.2%	2	0.7%	1,559	1.0%
80-84	788	0.6%	211	0.8%	5	1.7%	1,004	0.6%
85+	448	0.4%	123	0.4%	11	3.7%	582	0.4%
Unknown	6,202	4.9%	580	2.1%	4	1.3%	6,786	4.4%
Total	127,330	100.0%	27,420	100.0%	299	100.0%	155,049	100.0%



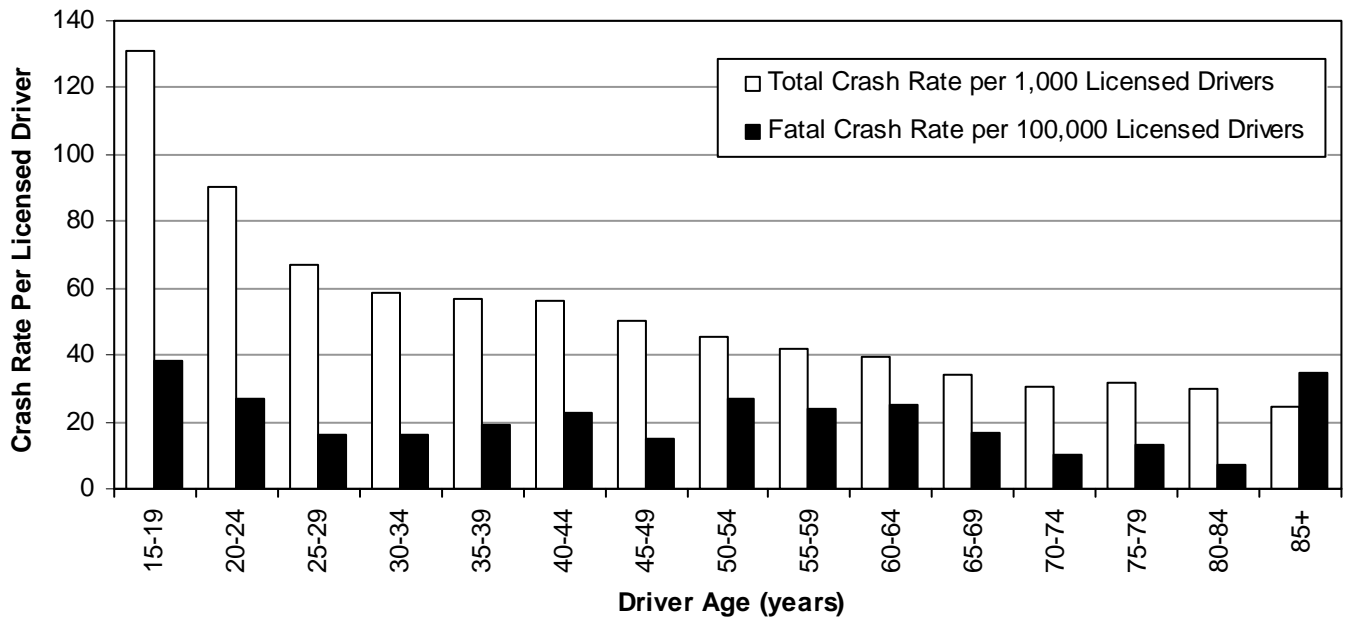
- The largest proportion of persons in crashes were aged 15-19 years (16.2%).
- The largest proportion of persons killed were aged 20-24 years (15.7%).
- While persons aged 65 years and older represented a small proportion of the persons in crashes (5.1%), they were 2.4 times more likely than all other age groups to die.

Drivers

Driver Age (Utah 2007)

Drivers												
Age	PDO Crashes			Injury Crashes			Fatal Crashes			Total		
	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers	#	%	Rate per 1,000 Drivers
<15	9	0.0%	n/a	10	0.0%	n/a	0	0.0%	n/a	19	0.0%	n/a
15-19	11,069	14.9%	88.6	5,275	15.1%	42.2	47	12.6%	0.38	16,391	14.9%	131.2
20-24	12,156	16.3%	61.2	5,762	16.5%	29.0	53	14.2%	0.27	17,971	16.4%	90.4
25-29	9,952	13.4%	45.3	4,799	13.7%	21.8	36	9.7%	0.16	14,787	13.5%	67.2
30-34	7,437	10.0%	39.3	3,584	10.3%	18.9	30	8.1%	0.16	11,051	10.1%	58.4
35-39	6,153	8.3%	38.5	2,880	8.2%	18.0	31	8.3%	0.19	9,064	8.3%	56.8
40-44	5,331	7.2%	37.8	2,525	7.2%	17.9	33	8.9%	0.23	7,889	7.2%	56.0
45-49	5,094	6.8%	34.4	2,378	6.8%	16.0	22	5.9%	0.15	7,494	6.8%	50.5
50-54	4,220	5.7%	30.5	2,040	5.8%	14.8	38	10.2%	0.27	6,298	5.7%	45.6
55-59	3,245	4.4%	28.1	1,552	4.4%	13.5	28	7.5%	0.24	4,825	4.4%	41.8
60-64	2,350	3.2%	26.2	1,145	3.3%	12.8	22	5.9%	0.25	3,517	3.2%	39.3
65-69	1,474	2.0%	22.4	753	2.2%	11.5	11	3.0%	0.17	2,238	2.0%	34.1
70-74	1,030	1.4%	20.4	502	1.4%	10.0	5	1.3%	0.10	1,537	1.4%	30.5
75-79	826	1.1%	20.9	412	1.2%	10.4	5	1.3%	0.13	1,243	1.1%	31.5
80-84	514	0.7%	19.2	279	0.8%	10.4	2	0.5%	0.07	795	0.7%	29.7
85+	272	0.4%	15.9	138	0.4%	8.1	6	1.6%	0.35	416	0.4%	24.3
Unknown	3,348	4.5%	n/a	878	2.5%	n/a	3	0.8%	n/a	4,229	3.9%	n/a
Total	74,480	100.0%	43.2	34,912	100.0%	20.2	372	100.0%	0.22	109,764	100.0%	63.7

Crash Rate of Licensed Drivers by Age (Utah 2007)



- 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 (24.3).
- Drivers aged 80-84 years had the lowest rate per licensed driver of fatal crashes (0.07).

Drivers

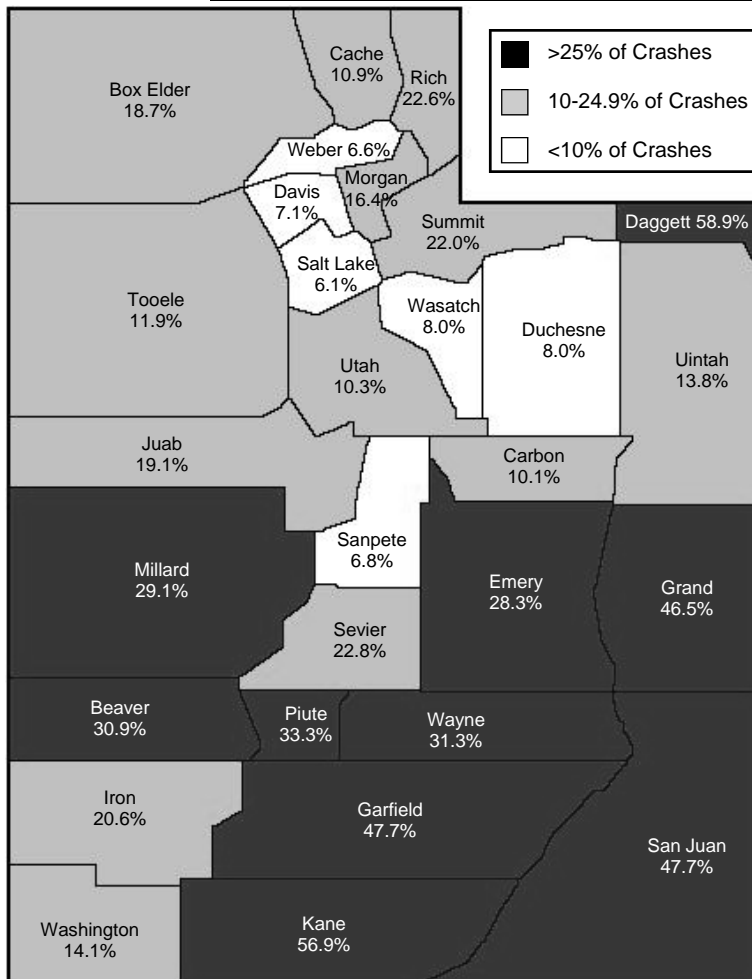
Driver Gender (Utah 2007)

Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	43,150	57.9%	19,330	55.4%	285	76.6%	62,765	57.2%
Female	28,457	38.2%	14,937	42.8%	84	22.6%	43,478	39.6%
Unknown	2,873	3.9%	645	1.8%	3	0.8%	3,521	3.2%
Total	74,480	100.0%	34,912	100.0%	372	100.0%	109,764	100.0%

- Males represented 57.2% of all drivers in a crash and 76.6% of drivers in fatal crashes.

Out-of-State Drivers (Utah 2007)

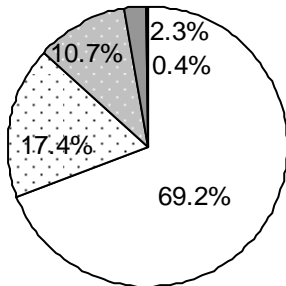
Drivers								
License State	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Utah	66,307	89.0%	31,454	90.1%	288	77.4%	98,049	89.3%
Out-Of-State	6,897	9.3%	3,088	8.8%	79	21.2%	10,064	9.2%
Unknown	1,276	1.7%	370	1.1%	5	1.3%	1,651	1.5%
Total	74,480	100.0%	34,912	100.0%	372	100.0%	109,764	100.0%



- Although out-of-state licensed drivers represented 9.2% of all drivers in crashes, they represented 21.2% of drivers in fatal crashes.
- There were several counties that had a disproportionate amount of out-of-state drivers in crashes. Most notably in Daggett (58.9%), Kane (56.9%), San Juan (47.7%), Garfield (47.7%), and Grand (46.5%) where half of the drivers in crashes were out-of-state drivers. These drivers may place an extra burden on the residents and medical services in these counties.

Crash Conditions

Crash Severity (Utah 2007)



- No Injury
- Possible Injury
- Non-Incapacitating Injury
- Incapacitating Injury
- Death

- For crashes that occurred in Utah during 2007, 69.2% resulted in property damage only, 30.4% resulted in some level of injury, and 0.4% involved a death.

Month (Utah 2007)

Crashes									
Month	Days in Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
		#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	31	4,274	137.9	1,564	50.5	15	0.48	5,853	188.8
February	28	3,282	117.2	1,256	44.9	11	0.39	4,549	162.5
March	31	3,198	103.2	1,462	47.2	23	0.74	4,683	151.1
April	30	2,940	98.0	1,506	50.2	26	0.87	4,472	149.1
May	31	3,359	108.4	1,608	51.9	19	0.61	4,986	160.8
June	30	3,315	110.5	1,555	51.8	25	0.83	4,895	163.2
July	31	3,112	100.4	1,568	50.6	31	1.00	4,711	152.0
August	31	3,283	105.9	1,715	55.3	22	0.71	5,020	161.9
September	30	3,391	113.0	1,660	55.3	24	0.80	5,075	169.2
October	31	3,695	119.2	1,632	52.6	26	0.84	5,353	172.7
November	30	3,507	116.9	1,502	50.1	19	0.63	5,028	167.6
December	31	5,012	161.7	1,591	51.3	17	0.55	6,620	213.5
Total	365	42,368	116.1	18,619	51.0	258	0.71	61,245	167.8

- Total crash rates per day were highest in December and January.
- The highest rates per day for fatal crashes occurred during July, April, October, and June.

Day of Week (Utah 2007)

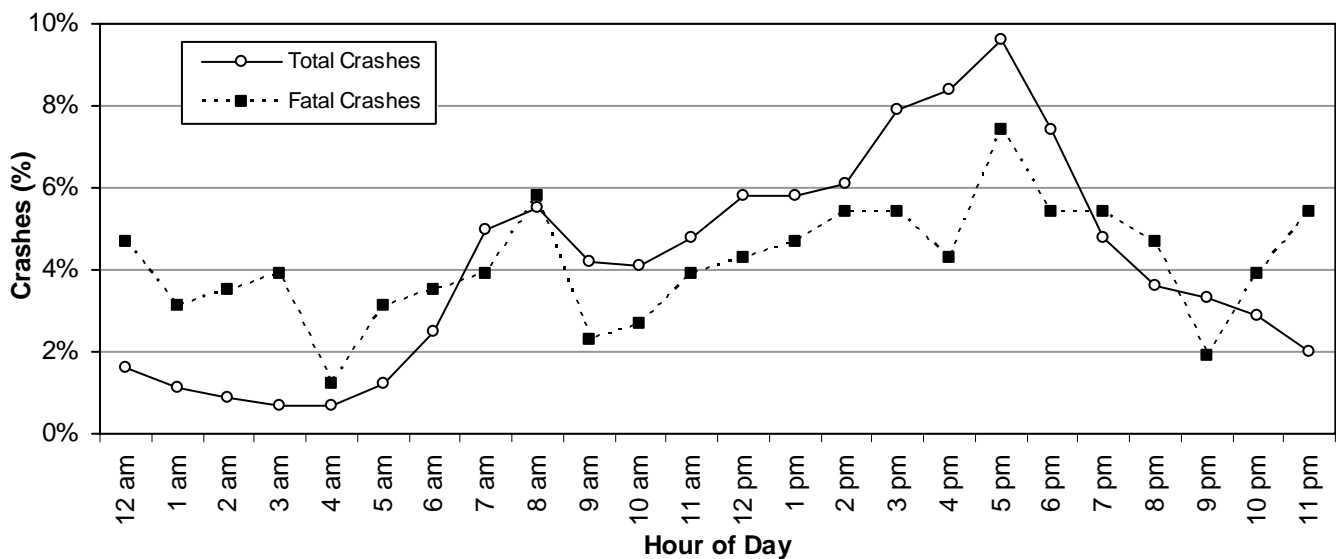
Crashes									
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total		
	#	%	#	%	#	%	#	%	
Sunday	3,088	7.3%	1,563	8.4%	48	18.6%	4,699	7.7%	
Monday	6,470	15.3%	2,808	15.1%	28	10.9%	9,306	15.2%	
Tuesday	6,144	14.5%	2,821	15.2%	36	14.0%	9,001	14.7%	
Wednesday	6,475	15.3%	2,732	14.7%	39	15.1%	9,246	15.1%	
Thursday	6,949	16.4%	2,883	15.5%	32	12.4%	9,864	16.1%	
Friday	7,567	17.9%	3,241	17.4%	22	8.5%	10,830	17.7%	
Saturday	5,675	13.4%	2,571	13.8%	53	20.5%	8,299	13.6%	
Total	42,368	100.0%	18,619	100.0%	258	100.0%	61,245	100.0%	

- The highest percentage of total crashes occurred on Friday (17.7%).
- The highest percentage of fatal crashes occurred on Saturday (20.5%).
- Crashes on the weekend were 2.4 times more likely to be fatal than weekday crashes.

Crash Conditions

Hour (Utah 2007)

Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	628	1.5%	335	1.8%	12	4.7%	975	1.6%
1 a.m.	471	1.1%	221	1.2%	8	3.1%	700	1.1%
2 a.m.	373	0.9%	181	1.0%	9	3.5%	563	0.9%
3 a.m.	298	0.7%	138	0.7%	10	3.9%	446	0.7%
4 a.m.	323	0.8%	115	0.6%	3	1.2%	441	0.7%
5 a.m.	530	1.3%	201	1.1%	8	3.1%	739	1.2%
6 a.m.	1,122	2.6%	414	2.2%	9	3.5%	1,545	2.5%
7 a.m.	2,237	5.3%	834	4.5%	10	3.9%	3,081	5.0%
8 a.m.	2,426	5.7%	911	4.9%	15	5.8%	3,352	5.5%
9 a.m.	1,855	4.4%	686	3.7%	6	2.3%	2,547	4.2%
10 a.m.	1,766	4.2%	727	3.9%	7	2.7%	2,500	4.1%
11 a.m.	2,050	4.8%	865	4.6%	10	3.9%	2,925	4.8%
Noon	2,502	5.9%	1,057	5.7%	11	4.3%	3,570	5.8%
1 p.m.	2,451	5.8%	1,096	5.9%	12	4.7%	3,559	5.8%
2 p.m.	2,537	6.0%	1,195	6.4%	14	5.4%	3,746	6.1%
3 p.m.	3,269	7.7%	1,527	8.2%	14	5.4%	4,810	7.9%
4 p.m.	3,526	8.3%	1,595	8.6%	11	4.3%	5,132	8.4%
5 p.m.	4,070	9.6%	1,797	9.7%	19	7.4%	5,886	9.6%
6 p.m.	3,106	7.3%	1,436	7.7%	14	5.4%	4,556	7.4%
7 p.m.	1,920	4.5%	993	5.3%	14	5.4%	2,927	4.8%
8 p.m.	1,476	3.5%	714	3.8%	12	4.7%	2,202	3.6%
9 p.m.	1,389	3.3%	643	3.5%	5	1.9%	2,037	3.3%
10 p.m.	1,217	2.9%	556	3.0%	10	3.9%	1,783	2.9%
11 p.m.	826	1.9%	382	2.1%	14	5.4%	1,222	2.0%
Unknown	0	0.0%	0	0.0%	1	0.4%	1	0.0%
Total	42,368	100.0%	18,619	100.0%	258	100.0%	61,245	100.0%



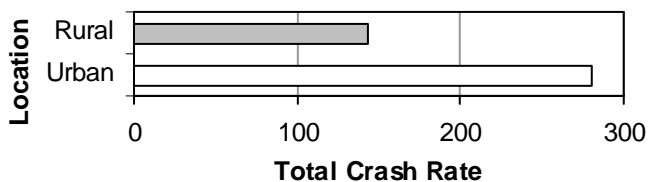
- Total crashes were more likely to occur between 3:00 p.m. and 6:59 p.m., with a peak at 5:00 p.m. (evening rush hour). Fatal crashes were highest during the hours of 8:00 a.m., 2:00-7:59 p.m, and 11 p.m.

Crash Conditions

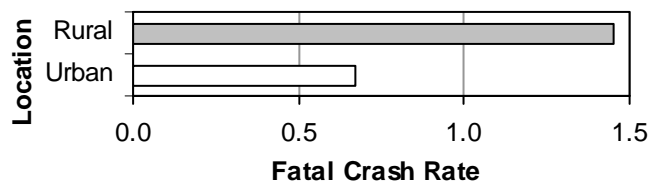
Urban/Rural Location (Utah 2007)

Crashes								
Location	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
	Urban	32,123	192.5	14,459	86.6	111	0.67	46,693
Rural	10,245	101.1	4,160	41.0	147	1.45	14,552	143.6
Total	42,368	157.9	18,619	69.4	258	0.96	61,245	228.3

Total Crash Rates (Utah 2007)



Fatal Crash Rates (Utah 2007)



- 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.
- Crashes occurring in rural areas were 4.3 times more likely to result in a death than crashes in urban areas.

Road Surface Condition (Utah 2007)

Crashes								
Road Surface Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Dry	32,978	77.8%	15,395	82.7%	229	88.8%	48,602	79.4%
Wet	3,574	8.4%	1,573	8.4%	15	5.8%	5,162	8.4%
Snow/Slush	3,338	7.9%	798	4.3%	9	3.5%	4,145	6.8%
Ice	1,370	3.2%	398	2.1%	3	1.2%	1,771	2.9%
Other	299	0.7%	229	1.2%	1	0.4%	529	0.9%
Unknown	809	1.9%	226	1.2%	1	0.4%	1,036	1.7%
Total	42,368	100.0%	18,619	100.0%	258	100.0%	61,245	100.0%

- Most (79.4%) crashes occur when roads are dry.
- Crashes on dry roads were twice as likely to be fatal compared to all other road surface conditions.

Light Condition (Utah 2007)

Crashes								
Light Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Daylight	28,937	68.3%	12,972	69.7%	136	52.7%	42,045	68.7%
Dark	10,486	24.7%	4,580	24.6%	110	42.6%	15,176	24.8%
Dawn/Dusk	2,198	5.2%	905	4.9%	11	4.3%	3,114	5.1%
Unknown	747	1.8%	162	0.9%	1	0.4%	910	1.5%
Total	42,368	100.0%	18,619	100.0%	258	100.0%	61,245	100.0%

- The majority (68.7%) of crashes occur during daylight.
- Nearly one-half (42.6%) of fatal crashes occur during dark conditions.

Crash Conditions

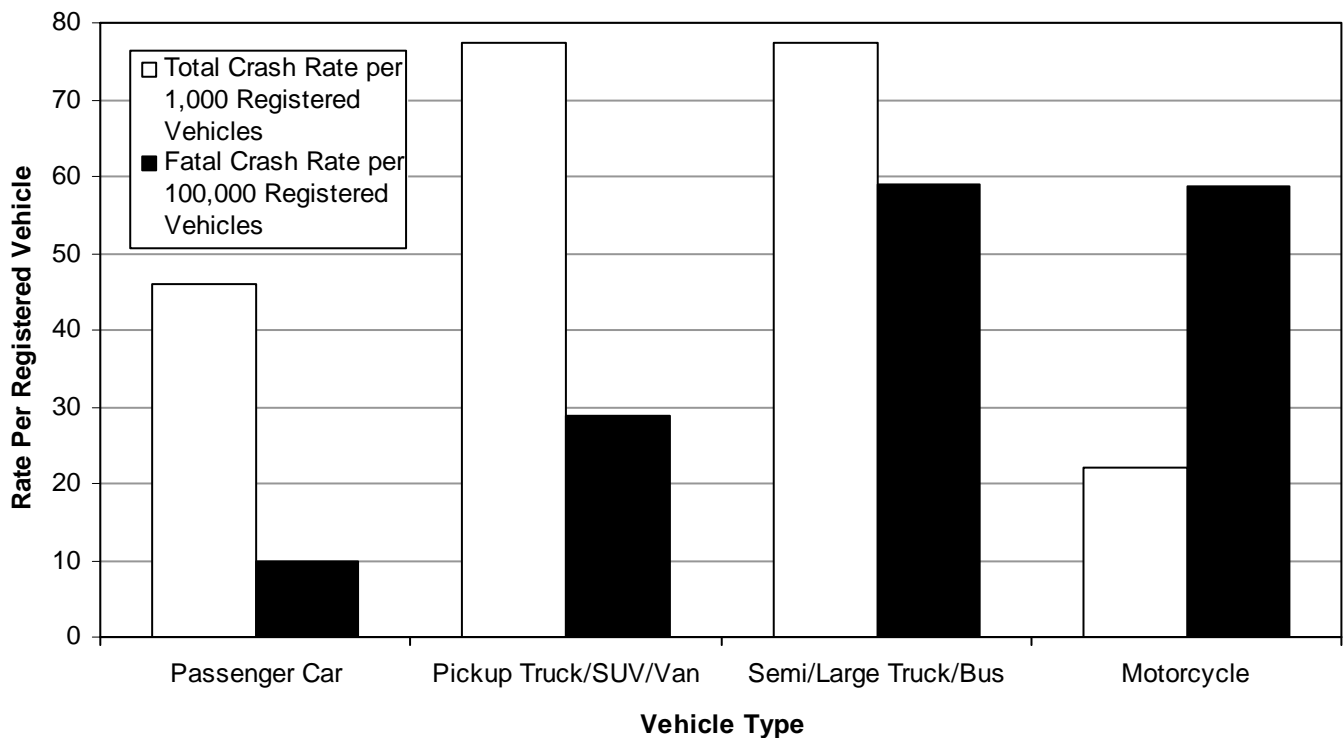
Vehicle Type (Utah 2007)



Vehicles								
Vehicle Type	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	40,182	52.0%	19,189	54.0%	129	34.5%	59,500	52.6%
Pickup Truck	14,062	18.2%	5,557	15.6%	82	21.9%	19,701	17.4%
SUV	13,063	16.9%	5,891	16.6%	64	17.1%	19,018	16.8%
Van	4,334	5.6%	2,282	6.4%	23	6.1%	6,639	5.9%
Semi/Large Truck	3,512	4.5%	931	2.6%	36	9.6%	4,479	4.0%
Motorcycle	202	0.3%	1,009	2.8%	33	8.8%	1,244	1.1%
Bus	307	0.4%	87	0.2%	1	0.3%	395	0.3%
Other	273	0.4%	210	0.6%	4	1.1%	487	0.4%
Unknown	1,375	1.8%	379	1.1%	2	0.5%	1,756	1.6%
Total	77,310	100.0%	35,535	100.0%	374	100.0%	113,219	100.0%



Crash Rates by Vehicle Type (Utah 2007)



- 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 29.2%, semi/large truck/bus 3.1%, and motorcycle 2.8%.
- For total crashes, passenger car (52.6%) and pickup truck (17.4%) were the leading vehicle types.
- Semi/large truck/bus and pickup truck/SUV/van had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (34.5%) and pickup truck (21.9%) were the leading vehicle types.
- Semi/large truck/bus and motorcycle had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 1.1% of vehicles in total crashes, they represented 8.8% of vehicles in fatal crashes. In fact, crashes involving a motorcycle were 8.9 times more likely to be fatal than crashes involving other vehicles.

Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2007)

Vehicles								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	41,736	54.0%	20,350	57.3%	321	85.8%	62,407	55.1%
Stopped in Traffic Lane	8,018	10.4%	4,732	13.3%	13	3.5%	12,763	11.3%
Turning Left	7,406	9.6%	4,156	11.7%	16	4.3%	11,578	10.2%
Slowing in Traffic Lane	5,542	7.2%	2,419	6.8%	6	1.6%	7,967	7.0%
Turning Right	3,817	4.9%	1,129	3.2%	2	0.5%	4,948	4.4%
Parked	3,204	4.1%	731	2.1%	0	0.0%	3,935	3.5%
Changing Lanes	2,654	3.4%	653	1.8%	3	0.8%	3,310	2.9%
Backing	1,663	2.2%	154	0.4%	2	0.5%	1,819	1.6%
Entering Traffic Lane	753	1.0%	294	0.8%	0	0.0%	1,047	0.9%
Making U-turn	756	1.0%	286	0.8%	0	0.0%	1,042	0.9%
Overtaking/Passing	562	0.7%	202	0.6%	7	1.9%	771	0.7%
Leaving Traffic Lane	212	0.3%	109	0.3%	0	0.0%	321	0.3%
Parking Maneuvers	112	0.1%	11	0.0%	0	0.0%	123	0.1%
Other	383	0.5%	141	0.4%	3	0.8%	527	0.5%
Unknown	492	0.6%	168	0.5%	1	0.3%	661	0.6%
Total	77,310	100.0%	35,535	100.0%	374	100.0%	113,219	100.0%

- For total crashes, straight ahead (55.1%), stopped in traffic lane (11.3%), and turning left (10.2%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (85.8%), turning left (4.3%), and stopped in traffic lane (3.5%) were the leading vehicle maneuvers prior to the crash.

Speed Limit (Utah 2007)

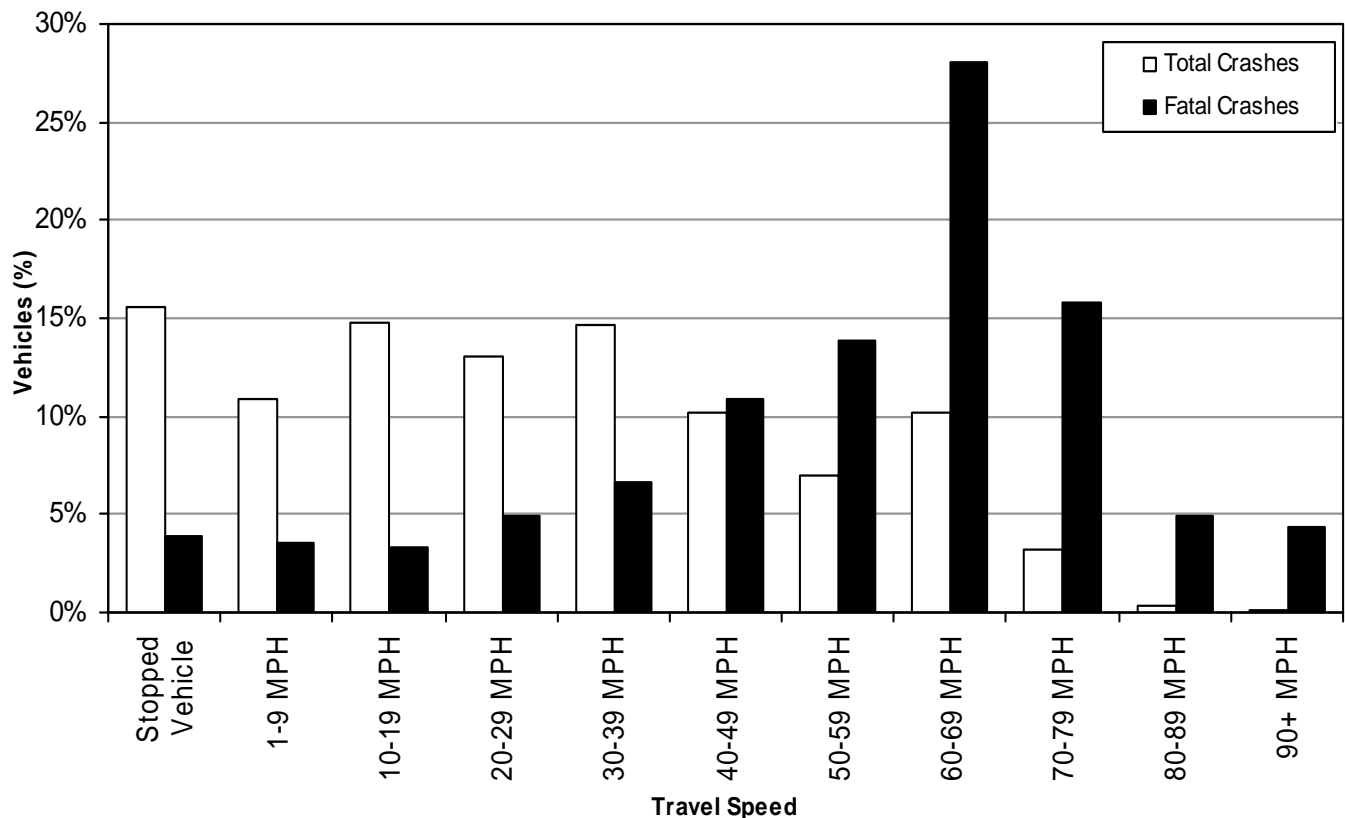
Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	526	0.7%	149	0.4%	0	0.0%	675	0.6%
20-25 MPH	8,693	11.2%	3,135	8.8%	16	4.3%	11,844	10.5%
30-35 MPH	15,920	20.6%	8,657	24.4%	43	11.5%	24,620	21.7%
40-45 MPH	15,426	20.0%	8,830	24.8%	82	21.9%	24,338	21.5%
50-55 MPH	5,160	6.7%	2,600	7.3%	57	15.2%	7,817	6.9%
60-65 MPH	14,310	18.5%	4,991	14.0%	112	29.9%	19,413	17.1%
70-75 MPH	1,785	2.3%	783	2.2%	54	14.4%	2,622	2.3%
Unknown	15,490	20.0%	6,390	18.0%	10	2.7%	21,890	19.3%
Total	77,310	100.0%	35,535	100.0%	374	100.0%	113,219	100.0%

- The speed limit on the roadway was 30-45 MPH for over half (53.6% 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 60 MPH or higher for nearly one-half (45.6% where speed limit was known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 50 MPH or higher were 3.3 times more likely to be fatal.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.

Crash Conditions

Travel Speed (Utah 2007)

Travel Speed	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Stopped Vehicle	8,028	10.4%	4,738	13.3%	12	3.2%	12,778	11.3%
1-9 MPH	6,518	8.4%	2,414	6.8%	11	2.9%	8,943	7.9%
10-19 MPH	8,646	11.2%	3,521	9.9%	10	2.7%	12,177	10.8%
20-29 MPH	7,491	9.7%	3,229	9.1%	15	4.0%	10,735	9.5%
30-39 MPH	7,660	9.9%	4,280	12.0%	20	5.3%	11,960	10.6%
40-49 MPH	5,225	6.8%	3,121	8.8%	33	8.8%	8,379	7.4%
50-59 MPH	3,950	5.1%	1,731	4.9%	42	11.2%	5,723	5.1%
60-69 MPH	6,098	7.9%	2,191	6.2%	85	22.7%	8,374	7.4%
70-79 MPH	1,712	2.2%	826	2.3%	48	12.8%	2,586	2.3%
80-89 MPH	140	0.2%	134	0.4%	15	4.0%	289	0.3%
90+ MPH	35	0.0%	68	0.2%	13	3.5%	116	0.1%
Unknown	21,807	28.2%	9,282	26.1%	70	18.7%	31,159	27.5%
Total	77,310	100.0%	35,535	100.0%	374	100.0%	113,219	100.0%



- Over half (53.4% where travel speed was known) of vehicles in total crashes were traveling 1-39 MPH.
- Vehicles in fatal crashes were more likely to be traveling at higher speeds. Two-thirds (66.8% 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 7.7 times more likely to be fatal.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.

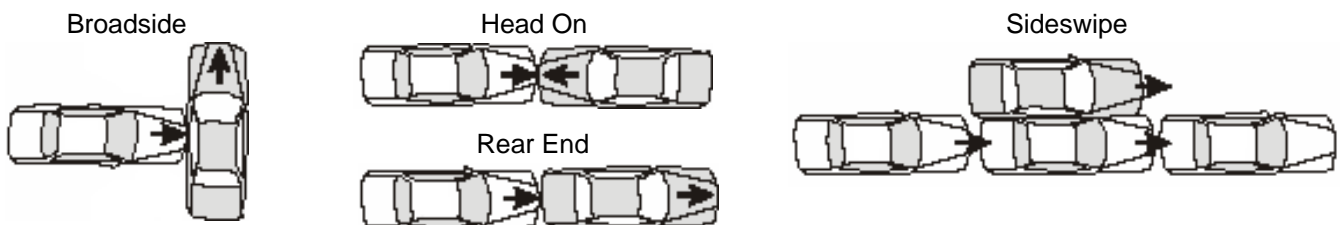
Crash Conditions

First Harmful Event (Utah 2007)

First Harmful Event	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Collision with Another Motor Vehicle	28,743	67.8%	12,486	67.1%	95	36.8%	41,324	67.5%
Collision with Animal	2,658	6.3%	218	1.2%	4	1.6%	2,880	4.7%
Collision with Concrete/Cable Barrier	1,459	3.4%	530	2.8%	9	3.5%	1,998	3.3%
Overturn/Rollover	726	1.7%	1,012	5.4%	69	26.7%	1,807	3.0%
Collision with Post, Pole, or Support	1,215	2.9%	476	2.6%	10	3.9%	1,701	2.8%
Collision with Other Fixed Object	965	2.3%	376	2.0%	0	0.0%	1,341	2.2%
Collision with Parked Vehicle	1,036	2.4%	220	1.2%	0	0.0%	1,256	2.1%
Collision with Other Non-Fixed Object	967	2.3%	279	1.5%	0	0.0%	1,246	2.0%
Collision with Fence	666	1.6%	185	1.0%	3	1.2%	854	1.4%
Collision with Pedestrian	50	0.1%	607	3.3%	30	11.6%	687	1.1%
Collision with Embankment	376	0.9%	284	1.5%	12	4.7%	672	1.1%
Collision with Bicyclist	70	0.2%	584	3.1%	6	2.3%	660	1.1%
Collision with Tree/Shrubbery	301	0.7%	205	1.1%	2	0.8%	508	0.8%
Collision with Guardrail	313	0.7%	138	0.7%	3	1.2%	454	0.7%
Collision with Ditch	258	0.6%	179	1.0%	5	1.9%	442	0.7%
Other Non-Collision	170	0.4%	113	0.6%	0	0.0%	283	0.5%
Collision with Mailbox/Fire Hydrant	229	0.5%	53	0.3%	0	0.0%	282	0.5%
Cargo/Equipment Loss or Shift	218	0.5%	20	0.1%	0	0.0%	238	0.4%
Collision with Thrown or Fallen Object	200	0.5%	23	0.1%	0	0.0%	223	0.4%
Fire/Explosion	167	0.4%	2	0.0%	0	0.0%	169	0.3%
Collision with Crash Cushion	110	0.3%	33	0.2%	0	0.0%	143	0.2%
Fell/Jumped from Vehicle	15	0.0%	81	0.4%	9	3.5%	105	0.2%
Jackknife	78	0.2%	20	0.1%	0	0.0%	98	0.2%
Collision with Bridge	40	0.1%	20	0.1%	0	0.0%	60	0.1%
Collision with Culvert	35	0.1%	23	0.1%	0	0.0%	58	0.1%
Collision with Work Zone/Equipment	42	0.1%	14	0.1%	0	0.0%	56	0.1%
Collision with Train	27	0.1%	20	0.1%	1	0.4%	48	0.1%
Immersion	14	0.0%	7	0.0%	0	0.0%	21	0.0%
Unknown	1,220	2.9%	411	2.2%	0	0.0%	1,631	2.7%
Total	42,368	100.0%	18,619	100.0%	258	100.0%	61,245	100.0%

- For all crashes, the leading first harmful event was collision with another motor vehicle.
- For total crashes, collision with animal (4.7%) and collision with concrete/cable barrier (3.3%) were the next highest first harmful events. See page 34 for more information on collisions with animals.
- For fatal crashes, overturn/rollover (26.7%) and collision with pedestrian (11.6%) were the next highest first harmful events.
- Overturn/rollover was 12 times more likely to result in a death than other first harmful events.

Collision Examples



Crash Conditions

Collision Description (Utah 2007)

Crashes (Two or More Motor Vehicles)								
Collision Description	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Rear End	13,335	42.3%	6,107	45.3%	17	17.2%	19,459	43.1%
Broadside	9,224	29.2%	5,242	38.9%	35	35.4%	14,501	32.1%
Sideswipe	4,945	15.7%	902	6.7%	8	8.1%	5,855	13.0%
Parked Vehicle	2,696	8.5%	501	3.7%	0	0.0%	3,197	7.1%
Head On	444	1.4%	535	4.0%	35	35.4%	1,014	2.2%
Backing Vehicle	288	0.9%	41	0.3%	0	0.0%	329	0.7%
Unknown	614	1.9%	164	1.2%	4	4.0%	782	1.7%
Total	31,546	100.0%	13,492	100.0%	99	100.0%	45,137	100.0%

- For all crashes, the leading collision types involving two or more motor vehicles were rear end (43.1%) and broadside (32.1%).
- For fatal crashes, the leading collision types were broadside (35.4%) and head on (35.4%).
- Head on collisions were 25 times more likely to result in a death than other collisions involving two or more motor vehicles.

Number of Vehicles Involved (Utah 2007)

Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	10,821	25.5%	5,127	27.5%	159	61.6%	16,107	26.3%
2	28,697	67.7%	10,829	58.2%	86	33.3%	39,612	64.7%
3	2,421	5.7%	2,086	11.2%	11	4.3%	4,518	7.4%
4	353	0.8%	453	2.4%	1	0.4%	807	1.3%
5 or more	76	0.2%	124	0.7%	1	0.4%	201	0.3%
Total	42,368	100.0%	18,619	100.0%	258	100.0%	61,245	100.0%

- While the majority (64.7%) of all crashes involved two motor vehicles, 61.6% of fatal crashes involved only one motor vehicle.

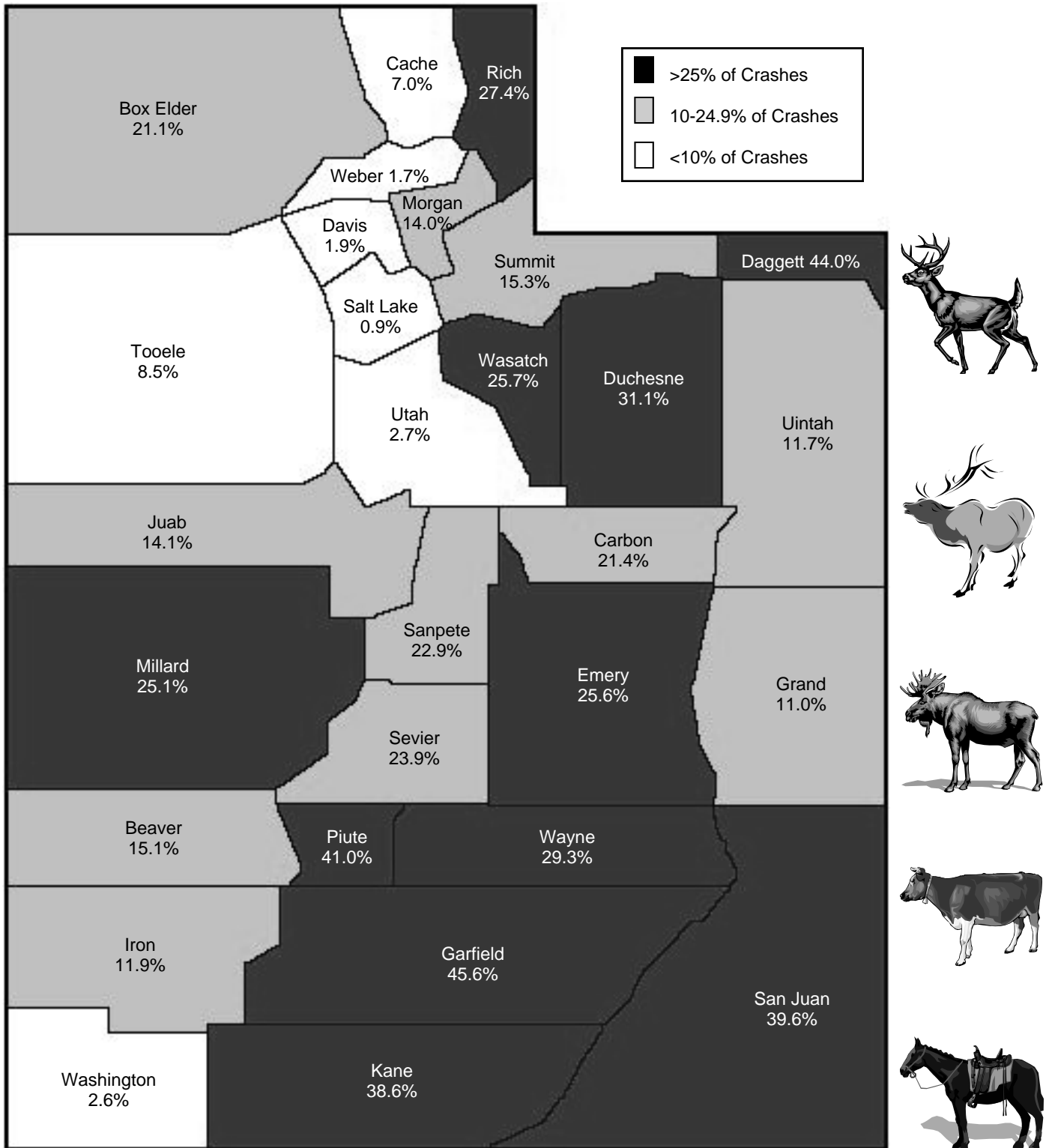
Driver Distraction (Utah 2007)

Crashes								
Driver Distraction	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	32,964	77.8%	13,620	73.2%	131	50.8%	46,715	76.3%
Cell Phone	706	1.7%	437	2.3%	4	1.6%	1,147	1.9%
Passengers	459	1.1%	343	1.8%	3	1.2%	805	1.3%
Radio/CD/DVD etc.	239	0.6%	143	0.8%	0	0.0%	382	0.6%
Other Electronic Device	94	0.2%	52	0.3%	2	0.8%	148	0.2%
Other	2,280	5.4%	1,429	7.7%	19	7.4%	3,728	6.1%
Unknown	5,626	13.3%	2,595	13.9%	99	38.4%	8,320	13.6%
Total	42,368	100.0%	18,619	100.0%	258	100.0%	61,245	100.0%

- For all crashes where driver distraction was known, 11.7% of crashes involved a distracted driver. Cell phone was the leading driver distraction (18.5% of distractions). Driving demands the full attention of the driver.

Crash Conditions

Percent of Crashes Involving Animals by County (Utah 2007)



- There were 2,891 collisions with animals, 2,480 (85.8%) involved a wild animal and 411 (14.2%) involved a domestic animal.
- Garfield (45.6%), Daggett (44.0%), and Piute (41.0%) had the highest percent of crashes involving an animal.

Crash Conditions

Violations (Utah 2007)

Drivers								
Violations	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Following Too Close	2,635	29.6%	991	25.4%	1	3.3%	3,627	28.2%
Improper Lane Change/Travel	2,285	25.6%	902	23.1%	1	3.3%	3,188	24.8%
Speed	912	10.2%	306	7.8%	1	3.3%	1,219	9.5%
Improper Turn	377	4.2%	242	6.2%	0	0.0%	619	4.8%
Driving Under the Influence	280	3.1%	280	7.2%	4	13.3%	564	4.4%
License Violation	357	4.0%	198	5.1%	1	3.3%	556	4.3%
Insurance Violation	330	3.7%	153	3.9%	1	3.3%	484	3.8%
Negligent Collision	225	2.5%	128	3.3%	0	0.0%	353	2.7%
Improper Lookout	232	2.6%	116	3.0%	0	0.0%	348	2.7%
Improper Start or Stop	204	2.3%	72	1.8%	0	0.0%	276	2.1%
Equipment Violation	218	2.4%	51	1.3%	0	0.0%	269	2.1%
Failure to Yield Right of Way	163	1.8%	68	1.7%	4	13.3%	235	1.8%
Hit and Run	160	1.8%	43	1.1%	2	6.7%	205	1.6%
Failure to Stop at Red Light	74	0.8%	70	1.8%	0	0.0%	144	1.1%
Failure to Stop at Stop Sign	77	0.9%	61	1.6%	0	0.0%	138	1.1%
Failure to Obey Traffic Control Device	57	0.6%	48	1.2%	0	0.0%	105	0.8%
Registration Violation	71	0.8%	20	0.5%	0	0.0%	91	0.7%
Improper Backing	77	0.9%	3	0.1%	0	0.0%	80	0.6%
Wrong Side of Road	35	0.4%	38	1.0%	0	0.0%	73	0.6%
Improper Passing	46	0.5%	24	0.6%	0	0.0%	70	0.5%
Alcohol/Drug Violation, Other than DUI	27	0.3%	15	0.4%	1	3.3%	43	0.3%
Reckless Driving	18	0.2%	23	0.6%	2	6.7%	43	0.3%
Careless Driving	24	0.3%	13	0.3%	1	3.3%	38	0.3%
Seatbelt/Child Restraint	6	0.1%	29	0.7%	0	0.0%	35	0.3%
Vehicle Homicide	0	0.0%	0	0.0%	10	33.3%	10	0.1%
Other Moving Violation	12	0.1%	7	0.2%	1	3.3%	20	0.2%
Other Non-Moving Violation	14	0.2%	8	0.2%	0	0.0%	22	0.2%
Total	8,916	100.0%	3,909	100.0%	30	100.0%	12,855	100.0%

- There were 12,855 citations issued at the scene of the crash. The most common violations were for following too close (28.2%), improper lane change/travel (24.8%), and speed (9.5%).
- The leading violations in fatal crashes were for vehicle homicide (33.3%), driving under the influence (13.3%), and failure to yield right of way (13.3%).

Crash Conditions

Contributing Factors (Utah 2007)

Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	9,798	16.0%	4,485	14.3%	4	0.8%	14,287	15.3%
Failed to Yield Right of Way	7,226	11.8%	4,305	13.7%	32	6.7%	11,563	12.4%
Speed Too Fast	6,052	9.9%	2,631	8.4%	91	19.1%	8,774	9.4%
Other Improper Driving	4,170	6.8%	2,260	7.2%	5	1.0%	6,435	6.9%
Driver Distraction	3,778	6.2%	2,404	7.6%	23	4.8%	6,205	6.7%
Failed to Keep in Proper Lane	3,645	6.0%	1,699	5.4%	21	4.4%	5,365	5.8%
Vision Obscured by Weather Condition	3,199	5.2%	1,128	3.6%	0	0.0%	4,327	4.6%
Improper Turn	2,370	3.9%	1,013	3.2%	2	0.4%	3,385	3.6%
Improper Lane Change	2,390	3.9%	662	2.1%	3	0.6%	3,055	3.3%
Disregard Traffic Signal/Sign	1,583	2.6%	1,430	4.5%	12	2.5%	3,025	3.2%
Hit and Run	1,862	3.0%	473	1.5%	4	0.8%	2,339	2.5%
Driving Under the Influence	1,200	2.0%	1,067	3.4%	58	12.2%	2,325	2.5%
Ran Off Road	1,316	2.2%	992	3.2%	17	3.6%	2,325	2.5%
Overcorrected	1,192	1.9%	859	2.7%	13	2.7%	2,064	2.2%
Swerved or Evasive Action	1,311	2.1%	726	2.3%	8	1.7%	2,045	2.2%
Vehicle Other Defective Condition	1,257	2.1%	504	1.6%	10	2.1%	1,771	1.9%
Improper Backing	1,338	2.2%	101	0.3%	1	0.2%	1,440	1.5%
Vision Obscured by Moving Vehicle	814	1.3%	526	1.7%	0	0.0%	1,340	1.4%
Asleep/Fatigue	695	1.1%	587	1.9%	35	7.3%	1,317	1.4%
Improper Parking/Stopping	633	1.0%	265	0.8%	2	0.4%	900	1.0%
Driver Emotionally Upset	427	0.7%	447	1.4%	0	0.0%	874	0.9%
Reckless/Aggressive Driving	440	0.7%	342	1.1%	88	18.4%	870	0.9%
Other Driver Condition	440	0.7%	376	1.2%	0	0.0%	816	0.9%
Vehicle Brakes	515	0.8%	267	0.8%	4	0.8%	786	0.8%
Vision Obscured by Other	468	0.8%	278	0.9%	1	0.2%	747	0.8%
Improper Passing	536	0.9%	141	0.4%	3	0.6%	680	0.7%
Vision Obscured by Parked Vehicle	475	0.8%	196	0.6%	0	0.0%	671	0.7%
Vision Obscured by Building, Sign, etc.	369	0.6%	292	0.9%	0	0.0%	661	0.7%
Vehicle Tires	466	0.8%	166	0.5%	10	2.1%	642	0.7%
Vision Obscured by Glare	311	0.5%	232	0.7%	0	0.0%	543	0.6%
Wrong Side/Wrong Way	223	0.4%	150	0.5%	29	6.1%	402	0.4%
Driver Illness	166	0.3%	200	0.6%	1	0.2%	367	0.4%
Disregard Road Markings	174	0.3%	87	0.3%	0	0.0%	261	0.3%
Vision Obscured by Vegetation	129	0.2%	45	0.1%	0	0.0%	174	0.2%
Windshield or Other Window Obscured	106	0.2%	64	0.2%	0	0.0%	170	0.2%
Improper Signal	112	0.2%	29	0.1%	0	0.0%	141	0.2%
Total	61,186	100.0%	31,429	100.0%	477	100.0%	93,092	100.0%

- Some form of poor driver performance is present in the majority of crashes. The leading contributing factors for all crashes were followed too closely (15.3%), failed to yield right of way (12.4%), and speed too fast (9.4%).
- The leading contributing factors in fatal crashes were speed too fast (19.1%), reckless/aggressive driving (18.4%), and driving under the influence (12.2%).