

Overview

Section 1: Overview

Trends

Utah vs. U.S. Death Rate per Miles Traveled	24
Crashes 2000-2009	25
Persons Involved 2000-2009	26
Deaths by Month 2000-2009.....	27
Holiday Deaths 2000-2009	28



Counties

Crashes by County	29
Persons in Crashes by County	30
Fatal Crash Locations	31

Persons Involved

Injury Severity	32
Person Placement.....	32
Gender	32
Age	33

Drivers

Driver Age.....	34
Crash Rate of Licensed Drivers by Age	34
Driver Gender	35
Out-of-State Drivers	35

Crash Conditions

Crash Severity	36
Month.....	36
Day of Week	36
Hour.....	37
Urban/Rural Location	38
Road Surface Condition	38
Light Condition.....	38
Vehicle Type	39
Vehicle Maneuver	40
Speed Limit.....	40
Travel Speed	41
First Harmful Event	42
Collision Description	43
Number of Vehicles Involved	43
Driver Distraction	43
Animal Crashes by County	44
Roadway Contributing Circumstances	44
Violations	45
Contributing Factors.....	46

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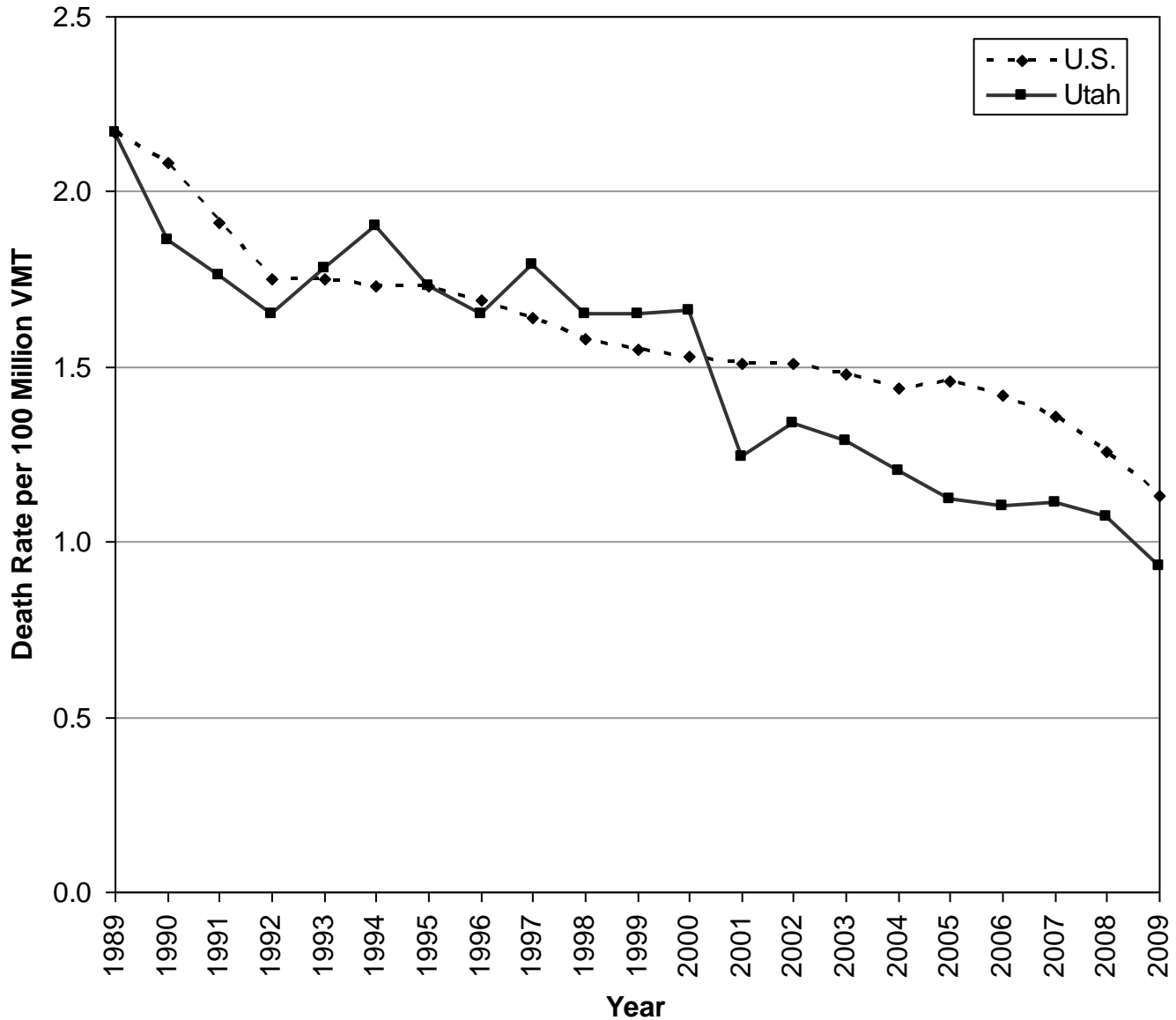
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Trends

Utah vs. U.S. Death Rate per 100 Million Vehicle Miles Traveled, 1989-2009

Death Rate per Miles Traveled																					
	Year																				
	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
U.S.	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	1.26	1.13
Utah	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	1.07	0.93



U.S. SOURCE: National Highway Traffic Safety Administration

- In 2009, the Utah death rate per 100 million vehicle miles traveled was 0.93 which was lower than the U.S. rate of 1.13.
- The Utah death rate per 100 million vehicle miles traveled has been lower than the U.S. rate since 2001. This somewhat dispels the notion that drivers in Utah are worse than other drivers in the U.S.

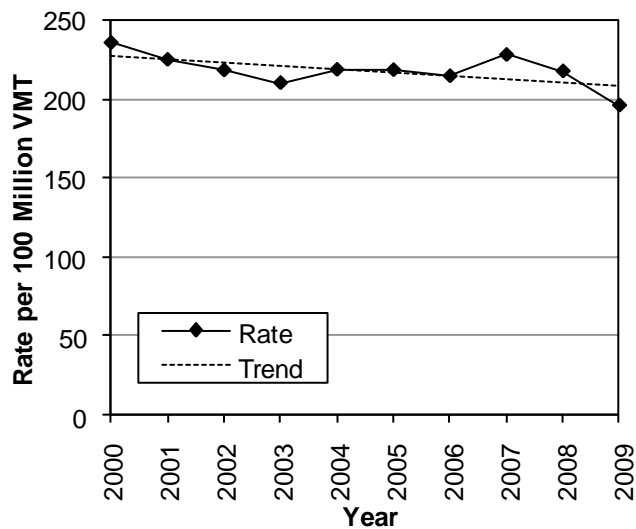
Crashes (Utah 2000-2009)

Crashes								
Year	Property Damage Only		Injury		Fatal		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
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
2008	38,997	150.7	17,125	66.2	245	0.95	56,367	217.8
2009	35,398	135.0	15,752	60.1	217	0.83	51,367	195.9
Total	355,583	142.7	185,461	74.4	2,576	1.03	543,620	218.2

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

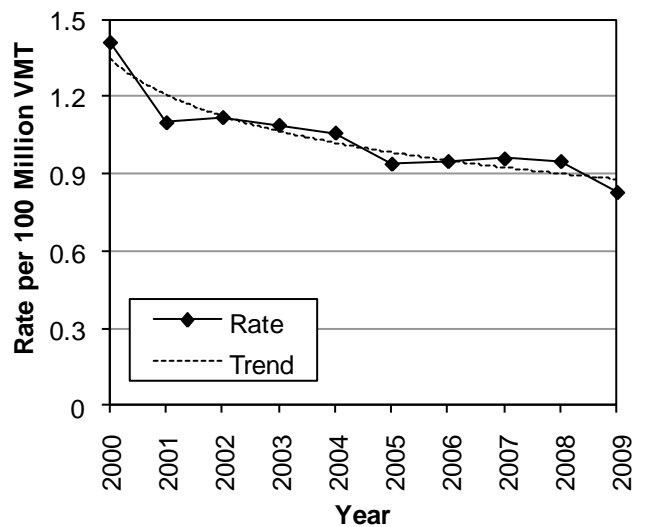
- During the last 10 years, 543,620 motor vehicle crashes occurred in Utah. On average, there are 54,400 crashes a year of which 18,500 involve injuries and 258 involve deaths.
- In 2009, total crashes decreased 8.9% from 2008.
- The 2009 total crash rate per 100 million VMT in Utah was 195.9, a 10.1% decrease from 2008.

Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2000-2009)



- The 2009 total crash rate was the lowest on record (see Appendix for records back to 1947).
- There was a 17.0% decrease in the total crash rate from 2000-2009.

Fatal Crash Rates Per 100 Million Vehicle Miles Traveled (Utah 2000-2009)



- There has been a decreasing trend in fatal crash rates over the last 10 years.
- There was a 41% decrease in the fatal crash rate from 2000-2009.

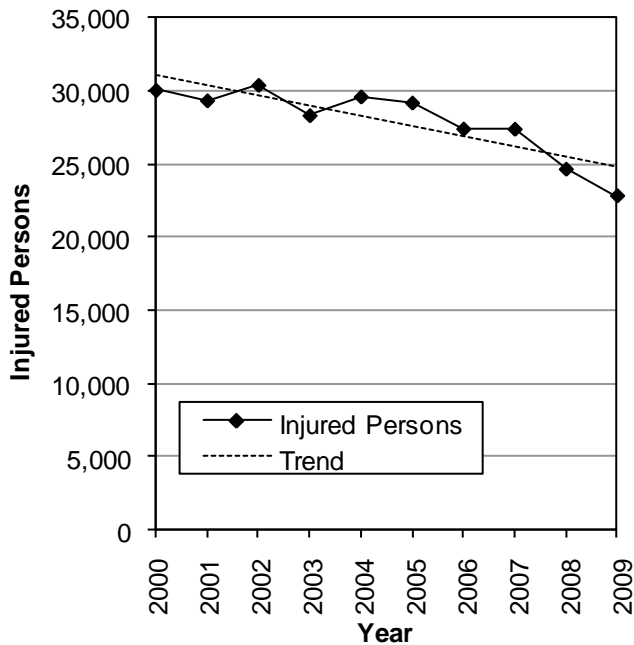
Trends

Persons Involved (Utah 2000-2009)

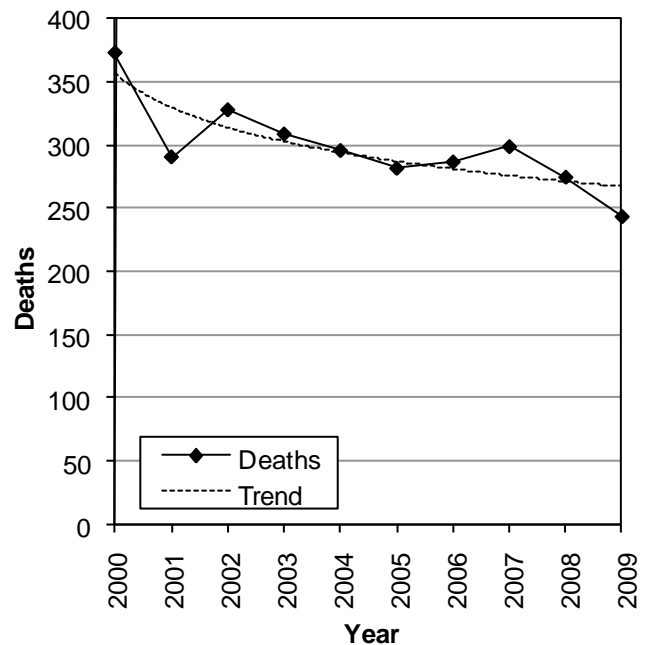
Persons								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
2000	110,318	489.9	30,086	133.6	373	1.66	140,777	625.2
2001	108,427	463.4	29,375	125.5	291	1.24	138,093	590.2
2002	109,878	449.6	30,433	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
2008	113,744	439.4	24,673	95.3	276	1.07	138,693	535.8
2009	103,956	396.5	22,847	87.1	244	0.93	127,047	484.6
Total	1,121,271	450.0	279,478	112.2	2,985	1.20	1,403,734	563.3

- During the last 10 years, over 1.4 million people have been in a crash. Approximately 28,000 people are injured and 300 people are killed in motor vehicle crashes a year.
- Utah experienced a 11.6% decrease in the number of crash deaths in 2009 from 2008.
- The injury rate per miles traveled decreased for the fifth year in a row.
- 11,646 less people were in a crash in Utah in 2009; an 8.2% decrease from 2008.

Injured Persons by Year (Utah 2000-2009)

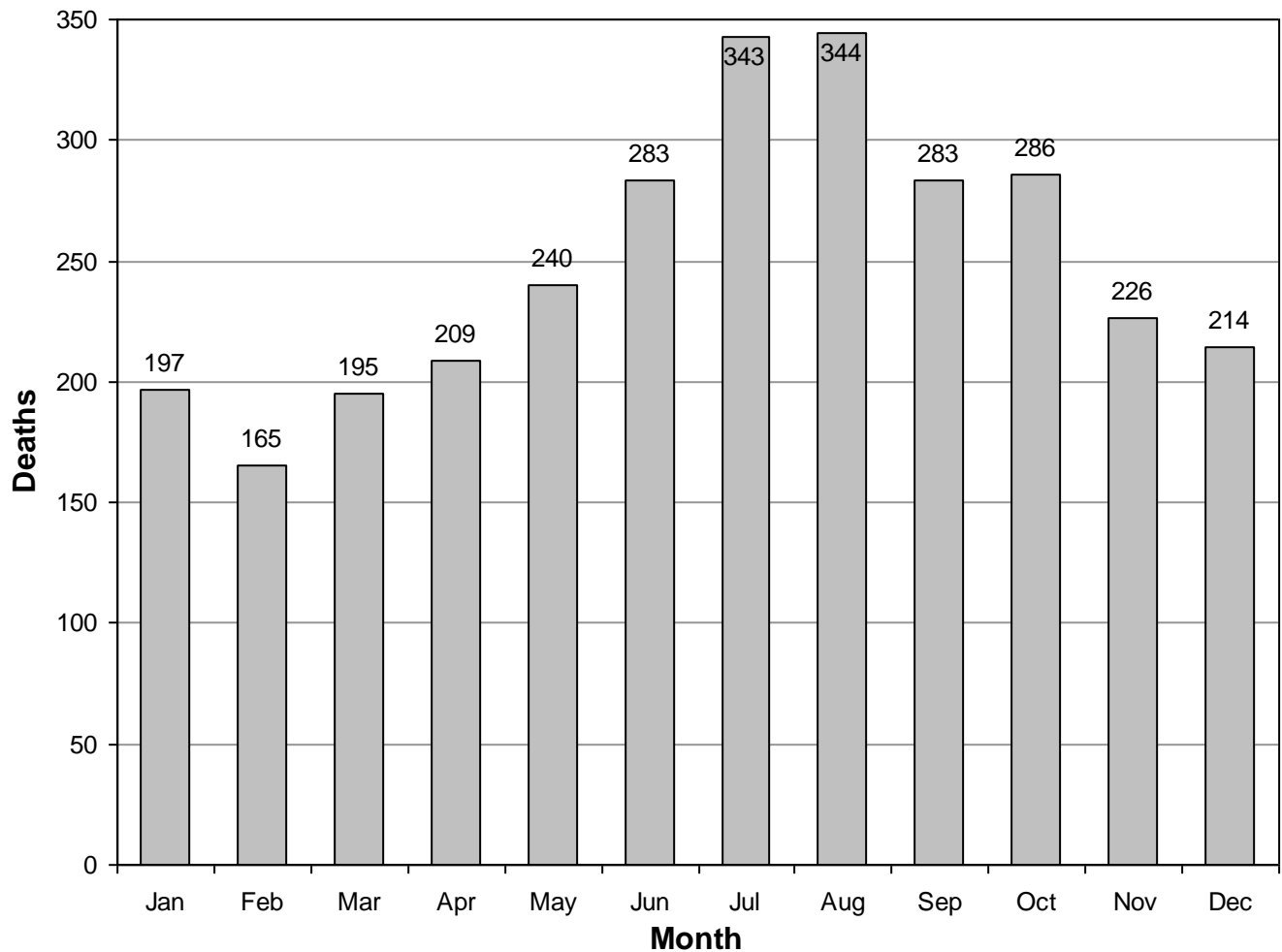


Deaths by Year (Utah 2000-2009)



- There was a 24.1% decrease in the number of people injured over the last 10 years.
- Deaths decreased in 2009 to the lowest total in Utah since 1974.

Deaths by Month (Utah 2000-2009)

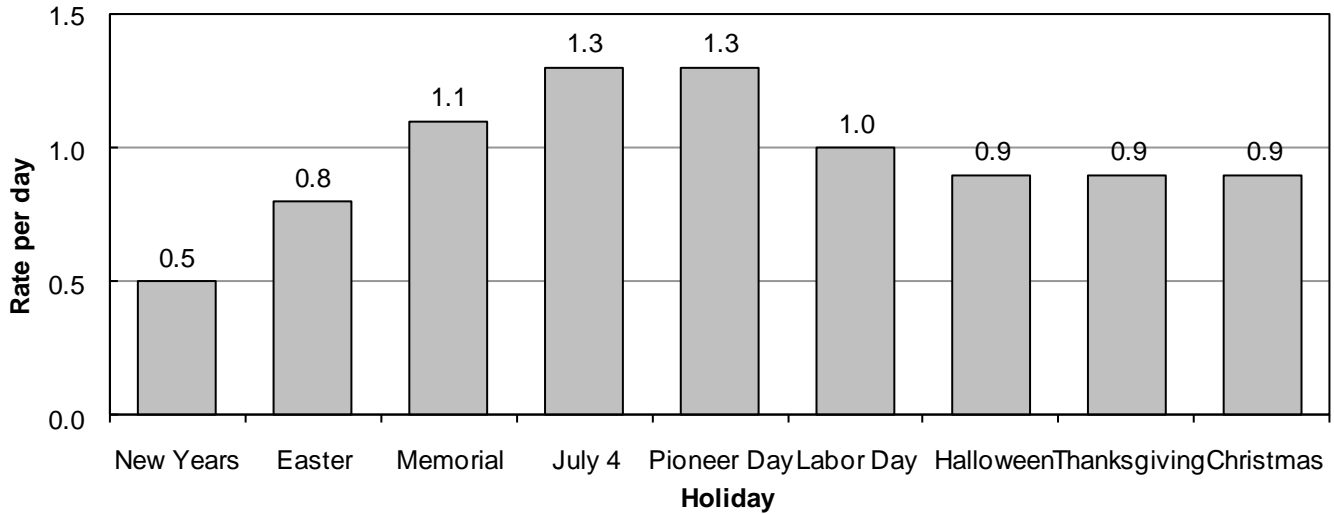


Deaths													
Year	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2000	30	23	21	27	29	38	50	36	30	33	23	33	373
2001	22	19	12	14	30	24	40	33	21	29	27	20	291
2002	22	17	18	20	28	19	44	36	36	38	27	23	328
2003	22	15	16	22	20	39	38	39	31	25	17	25	309
2004	9	15	28	20	25	31	28	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
2008	23	9	12	12	31	30	29	32	23	28	25	22	276
2009	15	17	27	24	21	20	25	32	19	18	13	13	244
Total	197	165	195	209	240	283	343	344	283	286	226	214	2,985

- Over one-half (51.6%) of deaths occurred June-October.
- In the last 10 years, August (344) and July (343) had the highest total number of motor vehicle crash deaths while February (165) had the fewest.
- In 2009, August (32) had the highest number of deaths while November and December (13) had the fewest.

Trends

Holiday Death Rate Per Day (Utah 2000-2009)



Holiday Deaths																				
Year	New Years		Easter		Memorial Day		4th of July		Pioneer Day		Labor Day		Hallow- een		Thanks- giving		Christmas		Total	
	#	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	#	Rate per Day
2000	2	0.7	3	1.0	3	0.8	2	0.7	5	1.3	3	0.8	2	0.7	2	0.4	5	1.3	27	0.8
2001	3	0.8	2	0.7	5	1.3	2	0.7	8	2.7	4	1.0	1	0.3	7	1.4	3	1.0	35	1.1
2002	2	0.7	2	0.7	9	2.3	8	1.6	9	3.0	3	0.8	6	1.2	7	1.4	0	0.0	46	1.3
2003	3	1.0	1	0.3	2	0.5	4	1.0	7	1.4	7	1.8	4	1.0	2	0.4	8	1.6	38	1.0
2004	1	0.2	4	1.3	3	0.8	5	1.7	0	0.0	4	1.0	1	0.3	7	1.4	2	0.7	27	0.8
2005	5	1.7	2	0.7	7	1.8	9	2.3	4	1.3	3	0.8	11	2.8	4	0.8	2	0.7	47	1.4
2006	0	0.0	3	1.0	2	0.5	1	0.3	7	1.8	6	1.5	1	0.3	8	1.6	10	2.5	38	1.1
2007	0	0.0	2	0.7	2	0.5	3	1.0	4	1.3	6	1.5	5	1.7	6	1.2	1	0.3	29	1.0
2008	2	0.7	0	0.0	5	1.3	12	3.0	4	0.8	2	0.5	0	0.0	3	0.6	1	0.2	29	0.8
2009	1	0.2	4	1.3	4	1.0	1	0.3	1	0.3	2	0.5	1	0.3	0	0.0	0	0.0	14	0.4
Total	19	0.5	23	0.8	42	1.1	47	1.3	49	1.3	40	1.0	32	0.9	46	0.9	32	0.9	330	1.0

- 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 4th of July Holiday (1.3) and the Pioneer Day Holiday (1.3) had the highest rates of deaths while the New Years Holiday (0.5) had the lowest rate.
- In 2009, the Easter Holiday had the highest death rate per day (1.3) while the Thanksgiving Holiday and Christmas Holiday had the lowest rates (0.0).
- The 2009 holiday death rate per day was 0.4 which was lower than the rate per day for all 2009 days (0.7).

Note: Because of the differing lengths of holiday periods, 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 through Monday).
- If a holiday occurred on Friday, then it was considered a four day holiday (Thursday through Sunday).
- If a holiday occurred on Thursday, then it was considered a five day holiday (Wednesday through Sunday).

Crashes by County (Utah 2009)

County	Crashes							
	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
Salt Lake	15,832	185.9	6,757	79.3	41	0.5	22,630	265.7
Weber	2,789	171.9	1,272	78.4	21	1.3	4,082	251.6
Cache	1,333	154.8	547	63.5	10	1.2	1,890	219.5
Utah	4,931	135.0	2,610	71.5	17	0.5	7,558	207.0
Uintah	509	143.2	167	47.0	5	1.4	681	191.6
Wayne	44	107.3	30	73.1	3	7.3	77	187.7
Wasatch	414	135.8	106	34.8	4	1.3	524	171.9
Rich	57	117.5	24	49.5	2	4.1	83	171.0
Carbon	371	124.4	131	43.9	3	1.0	505	169.4
Sevier	399	117.0	145	42.5	4	1.2	548	160.6
Davis	2,814	104.1	1,462	54.1	10	0.4	4,286	158.6
Kane	163	114.2	49	34.3	4	2.8	216	151.3
Duchesne	269	117.5	69	30.1	5	2.2	343	149.8
Summit	796	112.0	226	31.8	9	1.3	1,031	145.0
Washington	1,120	82.2	742	54.4	9	0.7	1,871	137.3
Beaver	225	90.7	80	32.2	4	1.6	309	124.5
Box Elder	771	84.0	337	36.7	9	1.0	1,117	121.7
Garfield	97	82.0	43	36.4	3	2.5	143	120.9
Iron	569	81.0	251	35.7	9	1.3	829	118.1
Daggett	28	90.7	8	25.9	0	0.0	36	116.6
Sanpete	177	81.3	64	29.4	3	1.4	244	112.1
Juab	294	76.4	93	24.2	6	1.6	393	102.2
Piute	22	72.2	8	26.3	0	0.0	30	98.4
Morgan	91	67.8	36	26.8	2	1.5	129	96.2
Tooele	542	65.2	246	29.6	8	1.0	796	95.8
San Juan	197	68.3	58	20.1	7	2.4	262	90.9
Millard	264	58.0	84	18.4	5	1.1	353	77.5
Emery	162	49.6	48	14.7	6	1.8	216	66.2
Grand	118	34.6	59	17.3	8	2.3	185	54.2
Statewide	35,398	135.0	15,752	60.1	217	0.8	51,367	195.9

- Salt Lake (265.7), Weber (251.6), and Cache (219.5) counties had the highest total crash rates per miles traveled.
- Grand (54.2), Emery (66.2), and Millard (77.5) counties had the lowest total crash rates per miles traveled.
- Wayne (7.3), Rich (4.1), and Kane (2.8) counties had the highest fatal crash rates per miles traveled.

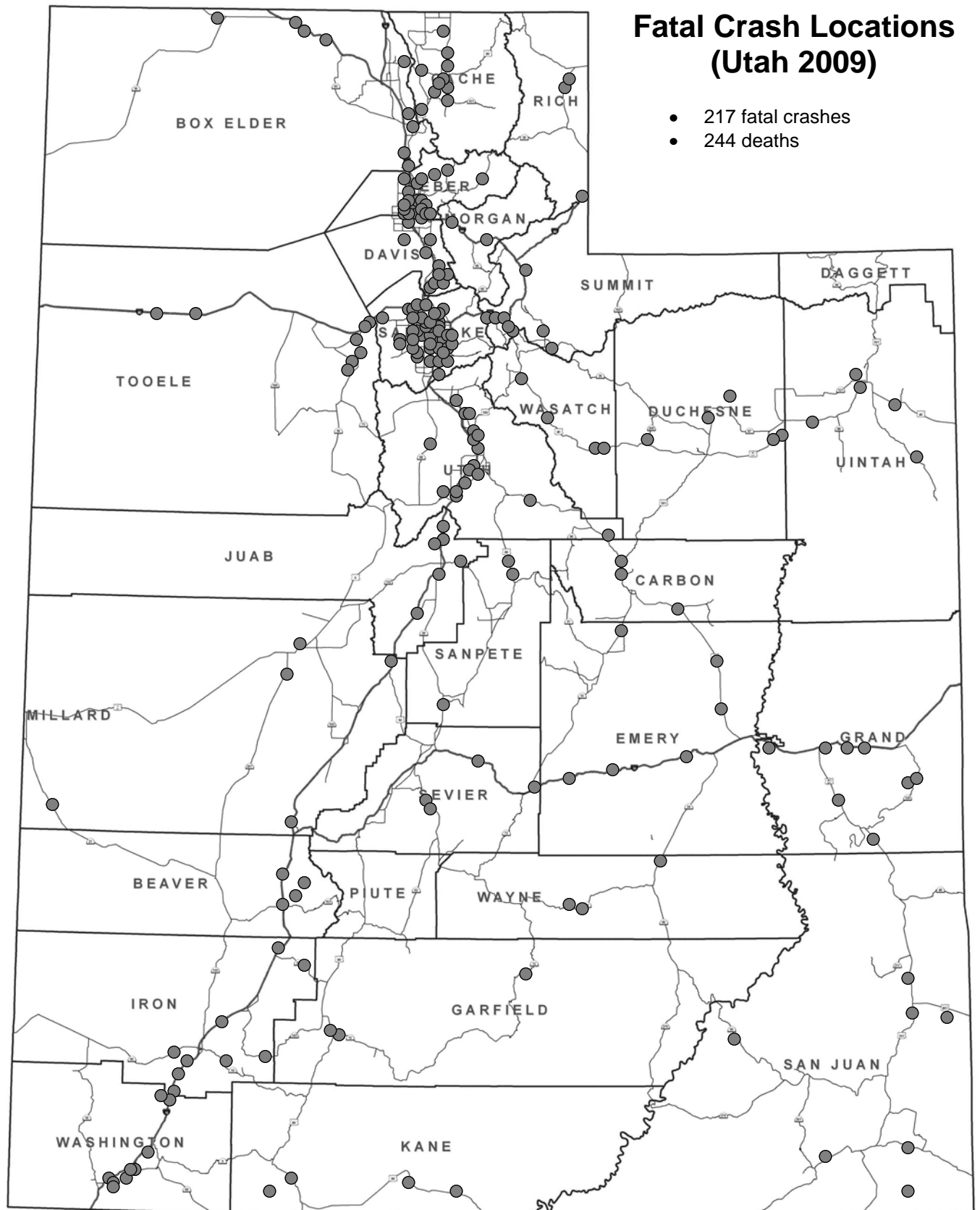
Counties

Persons in Crashes by County (Utah 2009)

County	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.
Salt Lake	46,927	550.9	450.3	9,395	110.3	90.2	46	0.5	0.4	56,368	661.7	540.9
Weber	8,491	523.4	373.6	1,852	114.2	81.5	23	1.4	1.0	10,366	639.0	456.1
Cache	4,284	497.5	374.9	801	93.0	70.1	10	1.2	0.9	5,095	591.7	445.9
Utah	15,605	427.3	293.6	3,935	107.7	74.0	21	0.6	0.4	19,561	535.6	368.1
Davis	9,738	360.4	316.5	2,187	80.9	71.1	10	0.4	0.3	11,935	441.7	387.9
Uintah	1,078	303.2	344.5	277	77.9	88.5	6	1.7	1.9	1,361	382.8	434.9
Washington	3,899	286.1	268.0	1,055	77.4	72.5	10	0.7	0.7	4,964	364.3	341.2
Wasatch	936	307.1	399.5	153	50.2	65.3	4	1.3	1.7	1,093	358.6	466.5
Carbon	860	288.5	435.0	173	58.0	87.5	3	1.0	1.5	1,036	347.5	524.1
Sevier	876	256.8	421.7	229	67.1	110.2	5	1.5	2.4	1,110	325.4	534.3
Wayne	85	207.2	315.8	44	107.3	163.4	3	7.3	11.1	132	321.8	490.3
Rich	122	251.4	523.8	29	59.8	124.5	2	4.1	8.6	153	315.3	656.9
Summit	1,840	258.9	454.9	297	41.8	73.4	10	1.4	2.5	2,147	302.0	530.8
Kane	346	242.4	513.4	79	55.4	117.2	4	2.8	5.9	429	300.6	636.5
Beaver	594	239.4	903.3	134	54.0	203.8	6	2.4	9.1	734	295.8	1,116.2
Iron	1,522	216.7	325.0	410	58.4	87.6	12	1.7	2.6	1,944	276.8	415.2
Duchesne	512	223.7	294.8	109	47.6	62.8	6	2.6	3.5	627	273.9	361.0
Box Elder	1,879	204.8	380.2	515	56.1	104.2	9	1.0	1.8	2,403	261.9	486.2
Tooele	1,432	172.3	242.2	390	46.9	66.0	11	1.3	1.9	1,833	220.5	310.1
Sanpete	377	173.2	136.4	94	43.2	34.0	4	1.8	1.4	475	218.2	171.8
Daggett	55	178.1	556.7	9	29.2	91.1	0	0.0	0.0	64	207.3	647.8
Juab	608	158.1	596.6	153	39.8	150.1	8	2.1	7.9	769	199.9	754.6
Garfield	172	145.4	334.0	59	49.9	114.6	3	2.5	5.8	234	197.9	454.5
Millard	651	143.0	475.1	143	31.4	104.4	5	1.1	3.6	799	175.5	583.1
Morgan	159	118.5	159.8	49	36.5	49.3	2	1.5	2.0	210	156.5	211.1
San Juan	311	107.9	198.8	91	31.6	58.2	7	2.4	4.5	409	141.9	261.5
Piute	30	98.4	202.8	13	42.7	87.9	0	0.0	0.0	43	141.1	290.7
Emery	300	91.9	276.5	71	21.7	65.4	6	1.8	5.5	377	115.5	347.5
Grand	267	78.3	281.3	101	29.6	106.4	8	2.3	8.4	376	110.2	396.1
Statewide	103,956	396.5	371.3	22,847	87.1	81.6	244	0.9	0.9	127,047	484.6	453.7

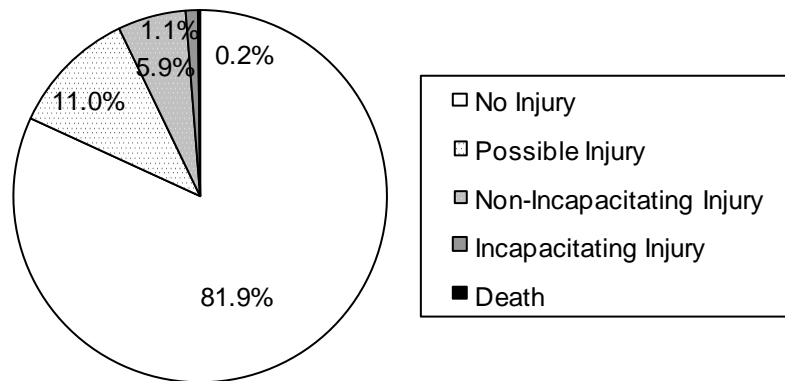
- Two different rates are given in the above table. One rate is based on vehicle miles traveled in the county and the other based on the county population.
- Rate per 100 million vehicle miles traveled:
 - Salt Lake (661.7), Weber (639.0), and Cache (591.7) counties had the highest rates of total persons in crashes per 100 million vehicle miles traveled.
 - Wayne (7.3), Rich (4.1), and Kane (2.8) counties had the highest rates of persons killed per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Beaver (1,116.2), Juab (754.6), and Rich (656.9) counties had the highest rates of total persons in crashes per 10,000 population.
 - Wayne (11.1), Beaver (9.1), and Rich (8.6) counties had the highest rates of persons killed per 10,000 population.

Counties



Persons Involved

Injury Severity (Utah 2009)



- Although many people were injured and killed in motor vehicle crashes, the majority (81.9%) of persons in crashes did not sustain a known injury at the crash scene. See Glossary in the Appendix for injury definitions.
- Persons in the same crash sustain different levels of injury. Many factors influence injury patterns including seat belt use, seating position, and vehicle safety equipment.

Person Placement (Utah 2009)

Persons								
Person Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	74,507	71.7%	15,017	65.7%	148	60.7%	89,672	70.6%
Passenger	29,301	28.2%	6,566	28.7%	71	29.1%	35,938	28.3%
Bicyclist	83	0.1%	651	2.8%	5	2.0%	739	0.6%
Pedestrian	65	0.1%	613	2.7%	20	8.2%	698	0.5%
Total	103,956	100.0%	22,847	100.0%	244	100.0%	127,047	100.0%

- Pedestrians in a crash had the greatest risk of being killed. In fact, pedestrian crashes were 6.4 times more likely to be fatal than other crashes.

Gender of Persons in Crashes (Utah 2009)

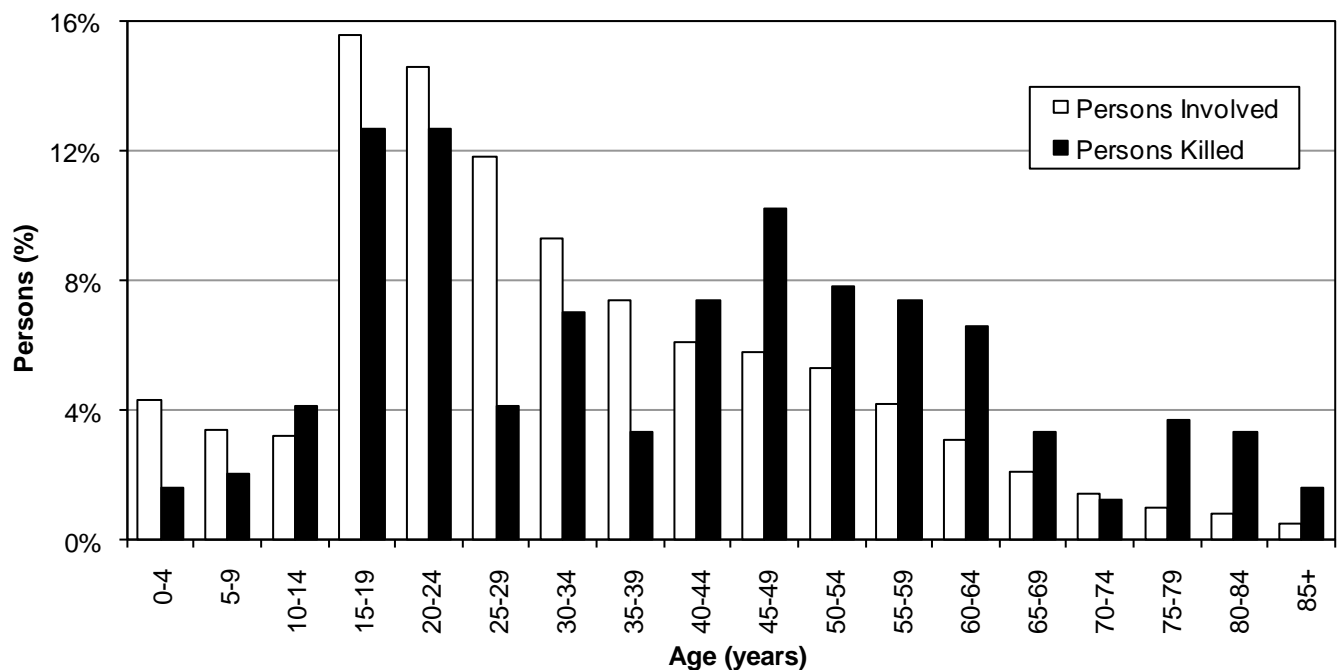
Persons								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	57,196	55.0%	10,656	46.6%	167	68.4%	68,019	53.5%
Female	44,009	42.3%	12,029	52.7%	77	31.6%	56,115	44.2%
Unknown	2,751	2.6%	162	0.7%	0	0.0%	2,913	2.3%
Total	103,956	100.0%	22,847	100.0%	244	100.0%	127,047	100.0%

- Males comprised over half (53.5%) of all persons in crashes and over two-thirds (68.4%) of deaths, while females sustained more injuries (52.7%) than males.
- Males were 1.8 times more likely to die than females in a crash.

Persons Involved

Age of Persons in Crashes (Utah 2009)

Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	4,706	4.5%	537	2.4%	4	1.6%	5,247	4.1%
5-9	3,449	3.3%	702	3.1%	5	2.0%	4,156	3.3%
10-14	2,983	2.9%	841	3.7%	10	4.1%	3,834	3.0%
15-19	15,643	15.0%	3,280	14.4%	31	12.7%	18,954	14.9%
20-24	14,536	14.0%	3,221	14.1%	31	12.7%	17,788	14.0%
25-29	11,555	11.1%	2,730	11.9%	10	4.1%	14,295	11.3%
30-34	9,172	8.8%	2,066	9.0%	17	7.0%	11,255	8.9%
35-39	7,409	7.1%	1,625	7.1%	8	3.3%	9,042	7.1%
40-44	5,893	5.7%	1,436	6.3%	18	7.4%	7,347	5.8%
45-49	5,680	5.5%	1,384	6.1%	25	10.2%	7,089	5.6%
50-54	5,168	5.0%	1,257	5.5%	19	7.8%	6,444	5.1%
55-59	4,124	4.0%	989	4.3%	18	7.4%	5,131	4.0%
60-64	2,971	2.9%	730	3.2%	16	6.6%	3,717	2.9%
65-69	2,074	2.0%	506	2.2%	8	3.3%	2,588	2.0%
70-74	1,398	1.3%	341	1.5%	3	1.2%	1,742	1.4%
75-79	985	0.9%	264	1.2%	9	3.7%	1,258	1.0%
80-84	723	0.7%	204	0.9%	8	3.3%	935	0.7%
85+	470	0.5%	141	0.6%	4	1.6%	615	0.5%
Unknown	5,017	4.8%	593	2.6%	0	0.0%	5,610	4.4%
Total	103,956	100.0%	22,847	100.0%	244	100.0%	127,047	100.0%



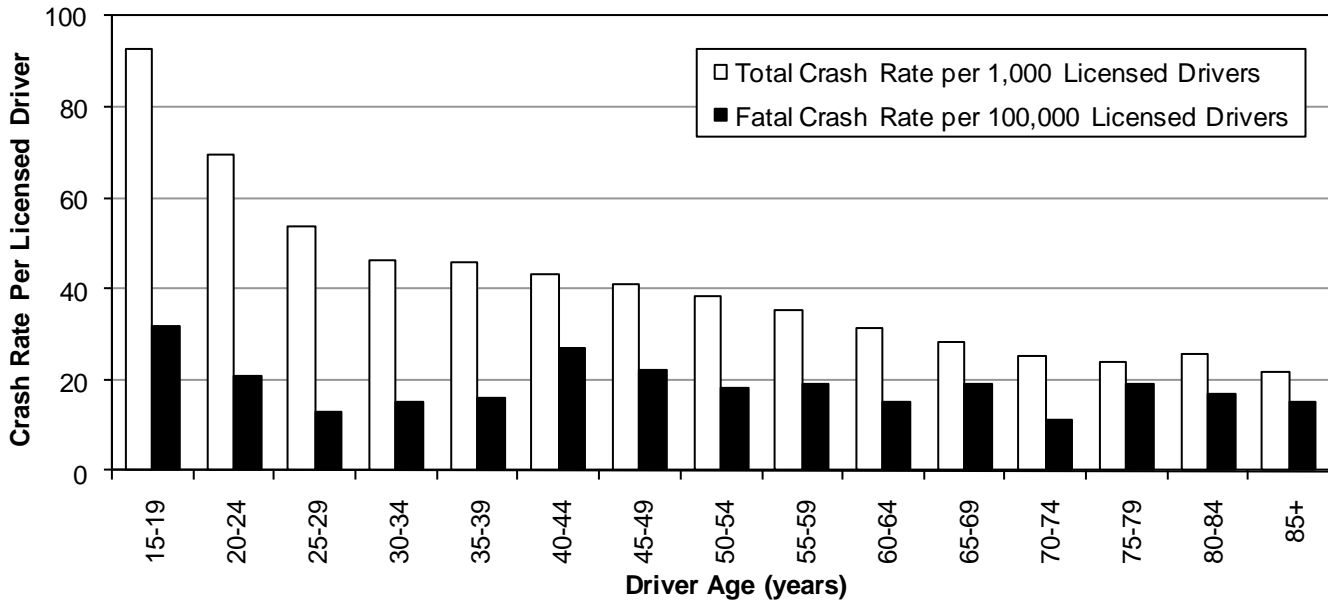
- The largest proportion of persons in crashes were aged 15-29 years (40.2%).
- The largest proportion of persons killed were aged 15-24 years (25.4%).
- The average age of a person in a crash was 32 years. The average age of a person killed was 40 years.
- While persons aged 65 years and older represented a small proportion of the persons in crashes (5.6%), they were 2.4 times more likely than all other age groups to die.

Drivers

Driver Age (Utah 2009)

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	28	0.0%	n/a	46	0.2%	n/a	1	0.3%	n/a	75	0.1%	n/a
15-19	8,238	13.6%	63.2	3,821	13.3%	29.3	42	12.2%	0.32	12,101	13.5%	92.8
20-24	9,534	15.8%	47.7	4,345	15.1%	21.7	41	11.9%	0.21	13,920	15.5%	69.7
25-29	7,886	13.0%	35.8	3,948	13.7%	17.9	28	8.1%	0.13	11,862	13.2%	53.9
30-34	6,465	10.7%	31.3	3,060	10.6%	14.8	31	9.0%	0.15	9,556	10.7%	46.2
35-39	5,266	8.7%	30.9	2,519	8.7%	14.8	28	8.1%	0.16	7,813	8.7%	45.9
40-44	4,147	6.9%	28.6	2,101	7.3%	14.5	39	11.3%	0.27	6,287	7.0%	43.4
45-49	3,999	6.6%	27.1	2,019	7.0%	13.7	33	9.6%	0.22	6,051	6.7%	41.0
50-54	3,705	6.1%	25.8	1,773	6.2%	12.3	26	7.5%	0.18	5,504	6.1%	38.3
55-59	2,919	4.8%	23.4	1,446	5.0%	11.6	24	7.0%	0.19	4,389	4.9%	35.1
60-64	2,073	3.4%	20.8	1,057	3.7%	10.6	15	4.3%	0.15	3,145	3.5%	31.5
65-69	1,388	2.3%	18.8	704	2.4%	9.5	14	4.1%	0.19	2,106	2.3%	28.5
70-74	916	1.5%	17.0	444	1.5%	8.3	6	1.7%	0.11	1,366	1.5%	25.4
75-79	619	1.0%	15.1	346	1.2%	8.4	8	2.3%	0.19	973	1.1%	23.7
80-84	474	0.8%	16.5	256	0.9%	8.9	5	1.4%	0.17	735	0.8%	25.5
85+	284	0.5%	13.8	159	0.6%	7.7	3	0.9%	0.15	446	0.5%	21.7
Unknown	2,578	4.3%	n/a	756	2.6%	n/a	1	0.3%	n/a	3,335	3.7%	n/a
Total	60,519	100.0%	33.5	28,800	100.0%	15.9	345	100.0%	0.19	89,664	100.0%	49.6

Crash Rate of Licensed Drivers by Age (Utah 2009)



- 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 (21.7).
- Drivers aged 70-74 years had the lowest rate per licensed driver of fatal crashes (0.11).
- The average age of a driver was 36 years. The average age of a driver in a fatal crash was 40 years.

Drivers

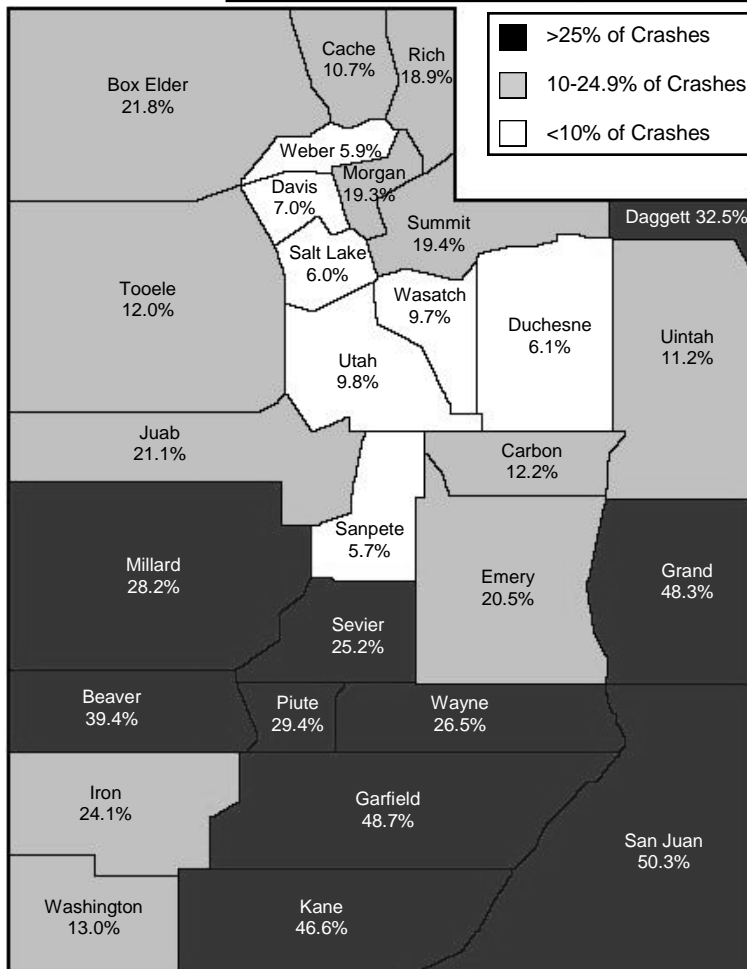
Driver Gender (Utah 2009)

Drivers												
Gender	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
Male	34,629	57.2%	37.8	15,677	54.4%	17.1	249	72.2%	0.27	50,555	56.4%	55.1
Female	23,830	39.4%	26.8	12,631	43.9%	14.2	95	27.5%	0.11	36,556	40.8%	41.1
Unknown	2,060	3.4%	n/a	492	1.7%	n/a	1	0.3%	n/a	2,553	2.8%	n/a
Total	60,519	100.0%	33.5	28,800	100.0%	15.9	345	100.0%	0.19	89,664	100.0%	49.6

- Males represented 56.4% of all drivers in a crash and 72.2% of drivers in fatal crashes.
- Based off of licensed drivers, females are better drivers than males. Male drivers had higher rates of total crashes and fatal crashes. Male drivers were 1.9 times more likely to be in a fatal crash than female drivers.

Out-of-State Drivers (Utah 2009)

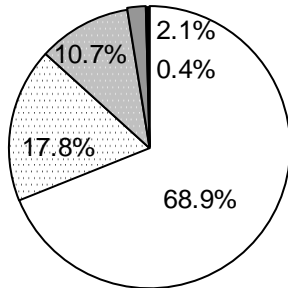
Drivers								
License State	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Utah	54,203	89.6%	26,041	90.4%	260	75.4%	80,504	89.8%
Out-Of-State	5,493	9.1%	2,496	8.7%	84	24.3%	8,073	9.0%
Unknown	823	1.4%	263	0.9%	1	0.3%	1,087	1.2%
Total	60,519	100.0%	28,800	100.0%	345	100.0%	89,664	100.0%



- Although out-of-state licensed drivers represented 9.0% of all drivers in crashes, they represented 24.3% of drivers in fatal crashes.
- There were several counties that had a disproportionate amount of out-of-state drivers in crashes. Most notably in San Juan (50.3%), Garfield (48.7%), Grand (48.3%), and Kane (46.6%) 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 2009)



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

- For crashes that occurred in Utah during 2009, 68.9% resulted in property damage only, 30.6% resulted in some level of injury, and 0.4% involved a death.

Month (Utah 2009)

Crashes									
Month	# of Days	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
		#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	31	3,683	118.8	1,243	40.1	13	0.42	4,939	159.3
February	28	2,851	101.8	1,109	39.6	16	0.57	3,976	142.0
March	31	2,904	93.7	1,247	40.2	23	0.74	4,174	134.6
April	30	2,563	85.4	1,264	42.1	21	0.70	3,848	128.3
May	31	2,583	83.3	1,368	44.1	20	0.65	3,971	128.1
June	30	2,508	83.6	1,316	43.9	20	0.67	3,844	128.1
July	31	2,634	85.0	1,365	44.0	16	0.52	4,015	129.5
August	31	2,595	83.7	1,355	43.7	29	0.94	3,979	128.4
September	30	2,677	89.2	1,423	47.4	17	0.57	4,117	137.2
October	31	2,799	90.3	1,239	40.0	18	0.58	4,056	130.8
November	30	2,874	95.8	1,258	41.9	12	0.40	4,144	138.1
December	31	4,727	152.5	1,565	50.5	12	0.39	6,304	203.4
Total	365	35,398	97.0	15,752	43.2	217	0.59	51,367	140.7

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

Day of Week (Utah 2009)

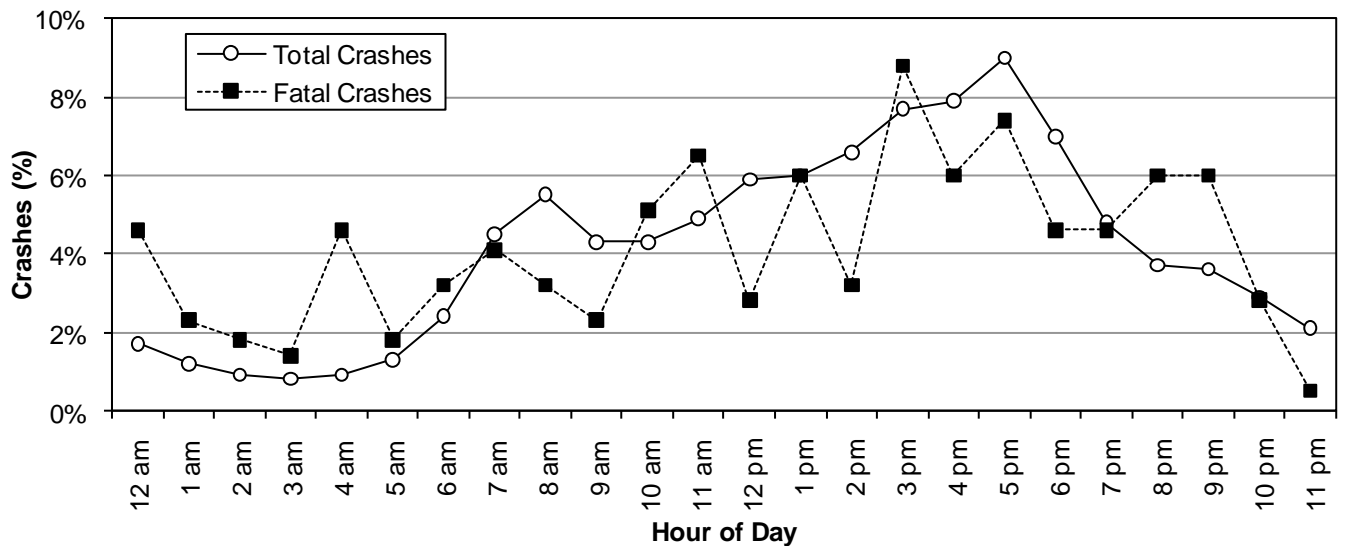
Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	2,946	8.3%	1,346	8.5%	31	14.3%	4,323	8.4%
Monday	5,565	15.7%	2,335	14.8%	29	13.4%	7,929	15.4%
Tuesday	5,999	16.9%	2,551	16.2%	36	16.6%	8,586	16.7%
Wednesday	5,391	15.2%	2,400	15.2%	36	16.6%	7,827	15.2%
Thursday	5,126	14.5%	2,364	15.0%	25	11.5%	7,515	14.6%
Friday	5,502	15.5%	2,498	15.9%	30	13.8%	8,030	15.6%
Saturday	4,869	13.8%	2,258	14.3%	30	13.8%	7,157	13.9%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%

- The highest percentage of total crashes occurred on Tuesday (16.7%).
- The highest percentage of fatal crashes occurred on Tuesday (16.6%) and Wednesday (16.6%).
- Crashes on the weekend were 1.4 times more likely to be fatal than weekday crashes.

Crash Conditions

Hour (Utah 2009)

Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	612	1.7%	233	1.5%	10	4.6%	855	1.7%
1 a.m.	431	1.2%	200	1.3%	5	2.3%	636	1.2%
2 a.m.	331	0.9%	150	1.0%	4	1.8%	485	0.9%
3 a.m.	274	0.8%	132	0.8%	3	1.4%	409	0.8%
4 a.m.	327	0.9%	134	0.9%	10	4.6%	471	0.9%
5 a.m.	495	1.4%	186	1.2%	4	1.8%	685	1.3%
6 a.m.	937	2.6%	310	2.0%	7	3.2%	1,254	2.4%
7 a.m.	1,724	4.9%	599	3.8%	9	4.1%	2,332	4.5%
8 a.m.	2,039	5.8%	786	5.0%	7	3.2%	2,832	5.5%
9 a.m.	1,581	4.5%	632	4.0%	5	2.3%	2,218	4.3%
10 a.m.	1,547	4.4%	636	4.0%	11	5.1%	2,194	4.3%
11 a.m.	1,747	4.9%	763	4.8%	14	6.5%	2,524	4.9%
Noon	2,108	6.0%	934	5.9%	6	2.8%	3,048	5.9%
1 p.m.	2,065	5.8%	1,005	6.4%	13	6.0%	3,083	6.0%
2 p.m.	2,223	6.3%	1,153	7.3%	7	3.2%	3,383	6.6%
3 p.m.	2,588	7.3%	1,324	8.4%	19	8.8%	3,931	7.7%
4 p.m.	2,724	7.7%	1,334	8.5%	13	6.0%	4,071	7.9%
5 p.m.	3,145	8.9%	1,469	9.3%	16	7.4%	4,630	9.0%
6 p.m.	2,427	6.9%	1,138	7.2%	10	4.6%	3,575	7.0%
7 p.m.	1,678	4.7%	767	4.9%	10	4.6%	2,455	4.8%
8 p.m.	1,322	3.7%	565	3.6%	13	6.0%	1,900	3.7%
9 p.m.	1,278	3.6%	537	3.4%	13	6.0%	1,828	3.6%
10 p.m.	1,017	2.9%	458	2.9%	6	2.8%	1,481	2.9%
11 p.m.	778	2.2%	307	1.9%	1	0.5%	1,086	2.1%
Unknown	0	0.0%	0	0.0%	1	0.5%	1	0.0%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%



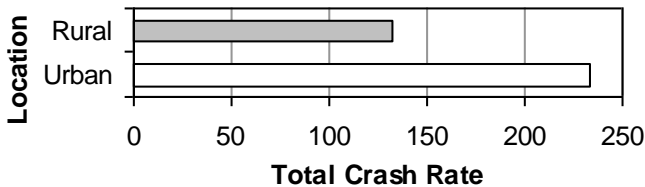
- Total crashes were more likely to occur between 3:00 p.m. and 6:59 p.m., with a peak at 5:00 p.m.
- Fatal crashes were highest during the hours of 3:00 p.m.-5:59 p.m.

Crash Conditions

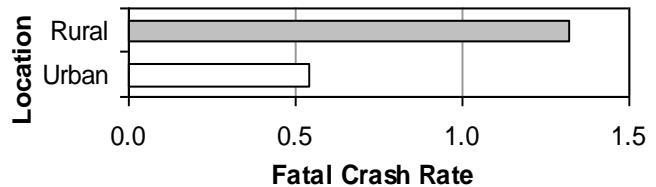
Urban/Rural Location (Utah 2009)

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	26,366	159.8	12,101	73.4	89	0.54	38,556	233.7
Rural	9,032	92.9	3,651	37.6	128	1.32	12,811	131.8
Total	35,398	135.0	15,752	60.1	217	0.83	51,367	195.9

Total Crash Rates (Utah 2008)



Fatal Crash Rates (Utah 2008)



- 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 4.4 times more likely to result in a death than crashes in urban areas.

Road Surface Condition (Utah 2009)

Crashes								
Road Surface Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Dry	25,693	72.6%	12,437	79.0%	181	83.4%	38,311	74.6%
Snow/Slush	3,879	11.0%	975	6.2%	11	5.1%	4,865	9.5%
Wet	3,225	9.1%	1,435	9.1%	16	7.4%	4,676	9.1%
Ice	1,804	5.1%	568	3.6%	8	3.7%	2,380	4.6%
Other	231	0.7%	192	1.2%	0	0.0%	423	0.8%
Unknown	566	1.6%	145	0.9%	1	0.5%	712	1.4%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%

- Most (74.6%) crashes occurred when roads were dry.
- Crashes on dry roads were 1.7 times more likely to be fatal compared to all other road surface conditions.

Light Condition (Utah 2009)

Crashes								
Light Condition	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Daylight	23,963	67.7%	11,230	71.3%	127	58.5%	35,320	68.8%
Dark	9,443	26.7%	3,735	23.7%	76	35.0%	13,254	25.8%
Dawn/Dusk	1,970	5.6%	785	5.0%	13	6.0%	2,768	5.4%
Unknown	22	0.1%	2	0.0%	1	0.5%	25	0.0%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%

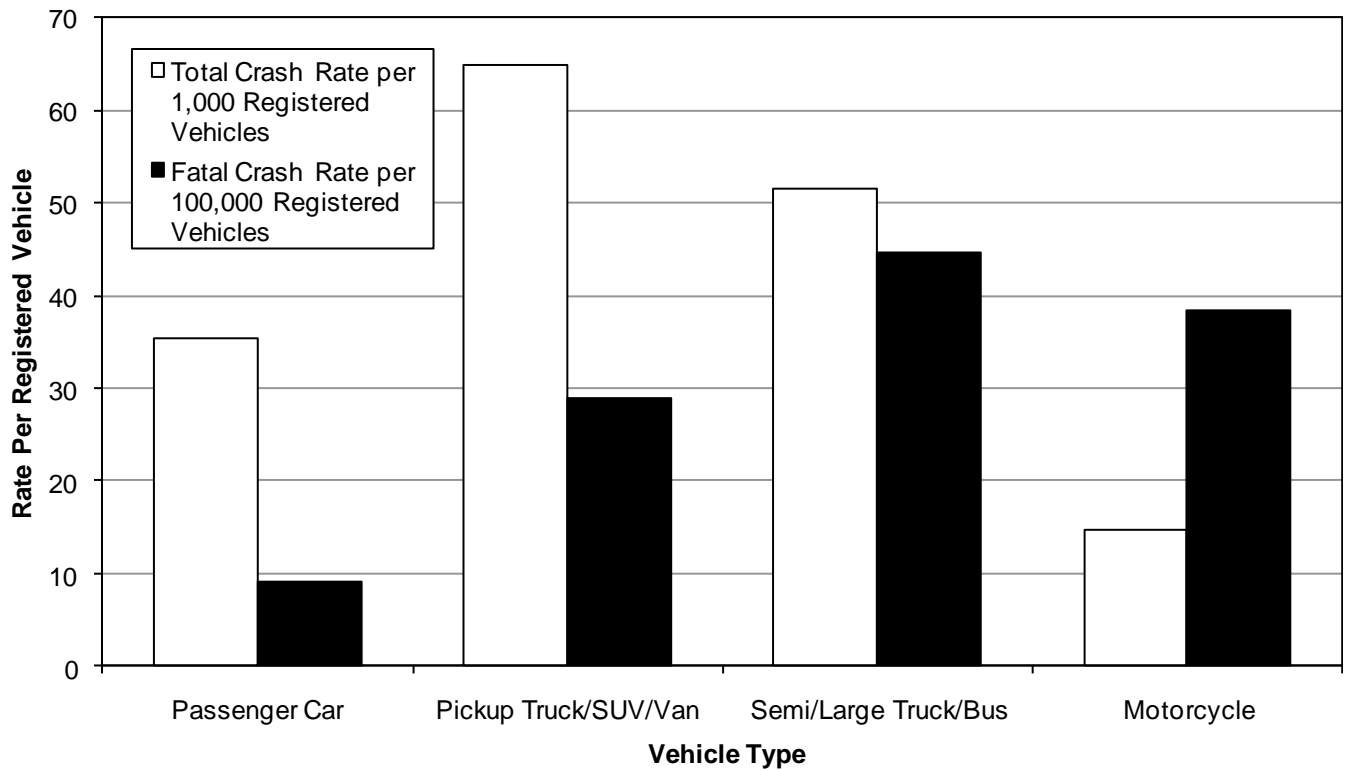
- The majority (68.8%) of crashes occurred during daylight.
- Over one-third (35.0%) of fatal crashes occurred during dark conditions.

Crash Conditions

Vehicle Type (Utah 2009)

Vehicles								
Vehicle Type	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	32,196	51.0%	15,419	52.6%	121	34.0%	47,736	51.4%
SUV	12,114	19.2%	5,751	19.6%	75	21.1%	17,940	19.3%
Pickup Truck	11,266	17.9%	4,408	15.0%	72	20.2%	15,746	17.0%
Van	3,491	5.5%	1,721	5.9%	26	7.3%	5,238	5.6%
Semi/Large Truck	2,403	3.8%	667	2.3%	28	7.9%	3,098	3.3%
Motorcycle	189	0.3%	931	3.2%	30	8.4%	1,150	1.2%
Bus	278	0.4%	81	0.3%	2	0.6%	361	0.4%
Other	206	0.3%	199	0.7%	1	0.3%	406	0.4%
Unknown	966	1.5%	161	0.5%	1	0.3%	1,128	1.2%
Total	63,109	100.0%	29,338	100.0%	356	100.0%	92,803	100.0%

Crash Rates by Vehicle Type (Utah 2009)



- 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 64.5% of registered vehicles in Utah, pickup truck/SUV/van 28.6%, motorcycle 3.7%, and semi/large truck/bus 3.2%.
- For total crashes, passenger car (51.4%) and SUV (19.3%) were the leading vehicle types.
- Pickup truck/SUV/van and semi/large truck/bus had the highest total crash rates per registered vehicle.
- For fatal crashes, passenger car (34.0%) and SUV (21.1%) were the leading vehicle types.
- Semi/large truck/bus and motorcycle had the highest fatal crash rates per registered vehicle.
- While motorcycles represented 3.7% of vehicles in total crashes, they represented 8.4% of vehicles in fatal crashes. Crashes involving a motorcycle were 7.5 times more likely to be fatal than crashes of other vehicles.

Crash Conditions

Vehicle Maneuver Prior to Crash (Utah 2009)

Vehicle Maneuver	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	35,325	56.0%	16,823	57.3%	279	78.4%	52,427	56.5%
Stopped in Traffic Lane	6,590	10.4%	4,092	13.9%	20	5.6%	10,702	11.5%
Turning Left	5,381	8.5%	3,268	11.1%	24	6.7%	8,673	9.3%
Slowing in Traffic Lane	3,919	6.2%	1,850	6.3%	3	0.8%	5,772	6.2%
Turning Right	2,891	4.6%	993	3.4%	1	0.3%	3,885	4.2%
Parked	2,766	4.4%	582	2.0%	10	2.8%	3,358	3.6%
Changing Lanes	2,103	3.3%	509	1.7%	8	2.2%	2,620	2.8%
Backing	1,484	2.4%	146	0.5%	0	0.0%	1,630	1.8%
Making U-turn	596	0.9%	233	0.8%	1	0.3%	830	0.9%
Entering Traffic Lane	503	0.8%	179	0.6%	0	0.0%	682	0.7%
Overtaking/Passing	439	0.7%	145	0.5%	10	2.8%	594	0.6%
Leaving Traffic Lane	169	0.3%	83	0.3%	0	0.0%	252	0.3%
Parking Maneuvers	111	0.2%	17	0.1%	0	0.0%	128	0.1%
Other	29	0.0%	9	0.0%	0	0.0%	38	0.0%
Unknown	803	1.3%	409	1.4%	0	0.0%	1,212	1.3%
Total	63,109	100.0%	29,338	100.0%	356	100.0%	92,803	100.0%

- For total crashes, straight ahead (56.5%), stopped in traffic lane (11.5%), and turning left (9.3%) were the leading vehicle maneuvers prior to the crash.
- For fatal crashes, straight ahead (78.4%), turning left (6.7%), and stopped in traffic lane (5.6%) were the leading vehicle maneuvers prior to the crash.
- Overtaking/passing was one of the deadliest maneuvers to make as crashes were 4.6 times more likely to be fatal compared to other vehicle maneuvers.

Speed Limit (Utah 2009)

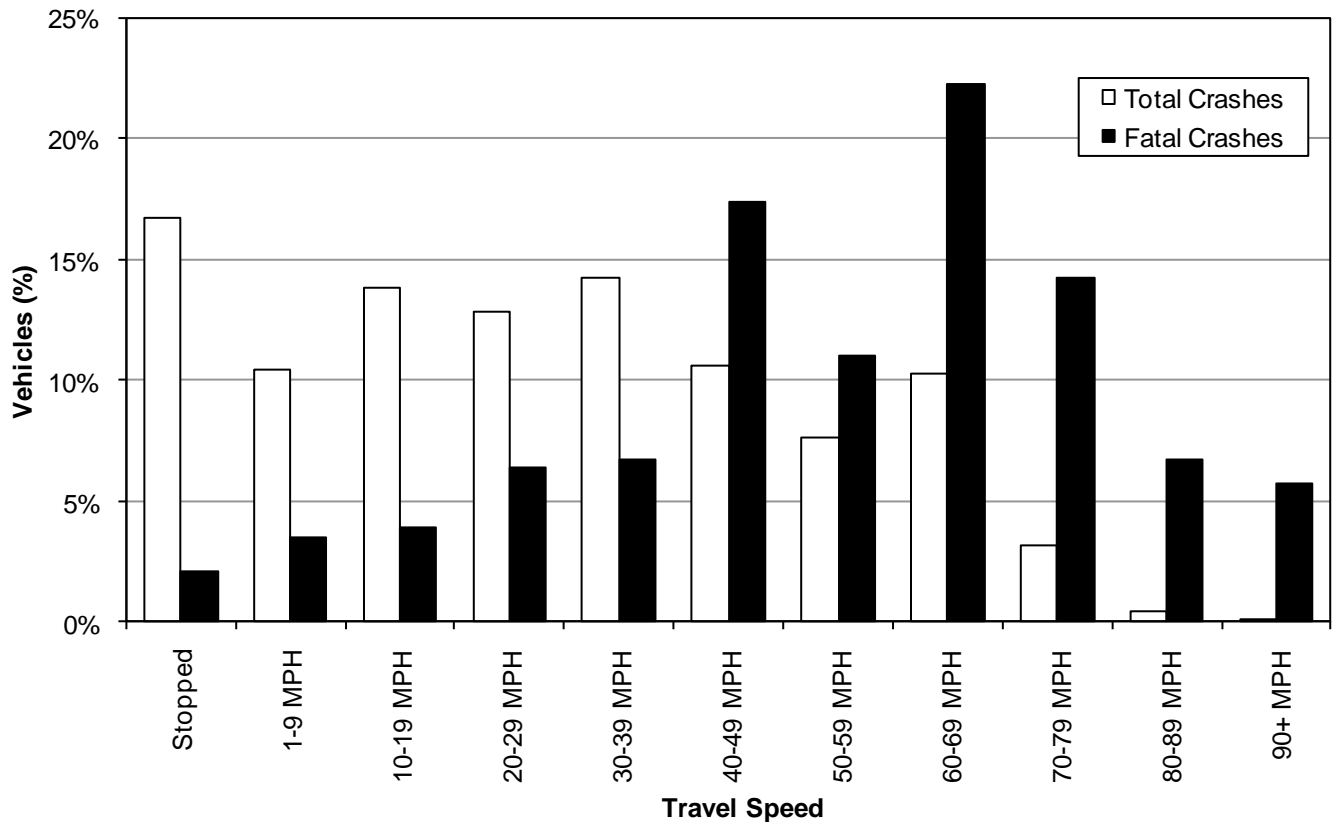
Speed Limit	Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	459	0.7%	152	0.5%	0	0.0%	611	0.7%
20-25 MPH	6,796	10.8%	2,702	9.2%	10	2.8%	9,508	10.2%
30-35 MPH	12,011	19.0%	6,789	23.1%	42	11.8%	18,842	20.3%
40-45 MPH	11,421	18.1%	7,144	24.4%	59	16.6%	18,624	20.1%
50-55 MPH	5,214	8.3%	2,478	8.4%	78	21.9%	7,770	8.4%
60-65 MPH	11,618	18.4%	4,008	13.7%	98	27.5%	15,724	16.9%
70+ MPH	2,164	3.4%	884	3.0%	57	16.0%	3,105	3.3%
Unknown/None	13,426	21.3%	5,181	17.7%	12	3.4%	18,619	20.1%
Total	63,109	100.0%	29,338	100.0%	356	100.0%	92,803	100.0%

- The speed limit on the roadway was 30-45 MPH for over half (50.5% of 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 (45.1% of known) of the vehicles in fatal crashes.
- Crashes where the speed limit was 50 MPH or higher were 3.8 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 2009)

Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	2,766	4.4%	582	2.0%	10	2.8%	3,358	3.6%
Stopped	7,164	11.4%	4,284	14.6%	20	5.6%	11,468	12.4%
1-9 MPH	4,752	7.5%	2,031	6.9%	10	2.8%	6,793	7.3%
10-19 MPH	5,895	9.3%	2,614	8.9%	15	4.2%	8,524	9.2%
20-29 MPH	5,504	8.7%	2,518	8.6%	9	2.5%	8,031	8.7%
30-39 MPH	5,713	9.1%	3,312	11.3%	26	7.3%	9,051	9.8%
40-49 MPH	4,152	6.6%	2,401	8.2%	29	8.1%	6,582	7.1%
50-59 MPH	3,883	6.2%	1,534	5.2%	59	16.6%	5,476	5.9%
60-69 MPH	5,133	8.1%	1,801	6.1%	73	20.5%	7,007	7.6%
70-79 MPH	1,568	2.5%	704	2.4%	39	11.0%	2,311	2.5%
80-89 MPH	149	0.2%	132	0.4%	10	2.8%	291	0.3%
90+ MPH	41	0.1%	42	0.1%	10	2.8%	93	0.1%
Unknown	16,389	26.0%	7,383	25.2%	46	12.9%	23,818	25.7%
Total	63,109	100.0%	29,338	100.0%	356	100.0%	92,803	100.0%



- Nearly half (47.0% 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. 61.6% (of known) of vehicles in fatal crashes were traveling 50 MPH or higher.
- Crashes involving vehicles traveling 50 MPH or higher were 5.8 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 and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.

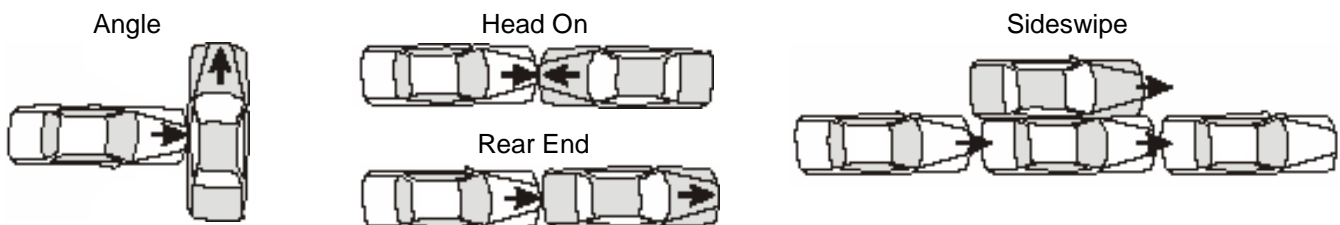
Crash Conditions

First Harmful Event (Utah 2009)

First Harmful Event	Crashes							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Collision with Other Motor Vehicle	22,041	62.3%	9,946	63.1%	79	36.4%	32,066	62.4%
Collision with Animal	2,515	7.1%	195	1.2%	3	1.4%	2,713	5.3%
Collision with Concrete/Cable Barrier	1,782	5.0%	557	3.5%	12	5.5%	2,351	4.6%
Overturn/Rollover	657	1.9%	862	5.5%	52	24.0%	1,571	3.1%
Collision with Post, Pole, or Support	1,101	3.1%	406	2.6%	14	6.5%	1,521	3.0%
Collision with Parked Vehicle	1,016	2.9%	185	1.2%	4	1.8%	1,205	2.3%
Collision with Other Non-Fixed Object	695	2.0%	204	1.3%	1	0.5%	900	1.8%
Collision with Other Fixed Object	640	1.8%	242	1.5%	1	0.5%	883	1.7%
Collision with Fence	601	1.7%	153	1.0%	2	0.9%	756	1.5%
Collision with Bicyclist	75	0.2%	653	4.1%	5	2.3%	733	1.4%
Collision with Pedestrian	37	0.1%	550	3.5%	16	7.4%	603	1.2%
Collision with Embankment	364	1.0%	233	1.5%	7	3.2%	604	1.2%
Other Non-Collision	332	0.9%	186	1.2%	1	0.5%	519	1.0%
Collision with Tree/Shrubbery	286	0.8%	180	1.1%	0	0.0%	466	0.9%
Collision with Guardrail	332	0.9%	110	0.7%	3	1.4%	445	0.9%
Collision with Ditch	217	0.6%	135	0.9%	4	1.8%	356	0.7%
Collision with Mailbox/Fire Hydrant	226	0.6%	47	0.3%	0	0.0%	273	0.5%
Collision with Thrown or Fallen Object	206	0.6%	19	0.1%	0	0.0%	225	0.4%
Fire/Explosion	142	0.4%	5	0.0%	0	0.0%	147	0.3%
Cargo/Equipment Loss or Shift	117	0.3%	16	0.1%	0	0.0%	133	0.3%
Collision with Crash Cushion	82	0.2%	41	0.3%	0	0.0%	123	0.2%
Jackknife	98	0.3%	10	0.1%	0	0.0%	108	0.2%
Fell/Jumped from Vehicle	8	0.0%	71	0.5%	11	5.1%	90	0.2%
Collision with Bridge	28	0.1%	27	0.2%	1	0.5%	56	0.1%
Collision with Culvert	32	0.1%	17	0.1%	1	0.5%	50	0.1%
Collision with Work Zone/Equipment	38	0.1%	8	0.1%	0	0.0%	46	0.1%
Collision with Train	16	0.0%	11	0.1%	0	0.0%	27	0.1%
Immersion	5	0.0%	2	0.0%	0	0.0%	7	0.0%
Unknown	1,709	4.8%	681	4.3%	0	0.0%	2,390	4.7%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%

- For all crashes, the leading first harmful event was collision with other motor vehicle (62.4%).
- For total crashes, collision with animal (5.3%) and collision with concrete/cable barrier (4.6%) were the next highest first harmful events. See page 44 for more information on collisions with animals.
- For fatal crashes, overturn/rollover (24.0%) and collision with pedestrian (7.4%) were the next highest first harmful events.
- Overturn/rollover was 9.8 times more likely to result in a death than other first harmful events.

Collision Examples



Crash Conditions

Collision Description (Utah 2009)

Crashes (Two or More Motor Vehicles)								
Collision Description	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Rear End	10,270	41.0%	4,891	44.7%	11	12.2%	15,172	42.1%
Angle	7,403	29.6%	4,248	38.9%	44	48.9%	11,695	32.4%
Sideswipe	3,701	14.8%	699	6.4%	6	6.7%	4,406	12.2%
Parked Vehicle	2,494	10.0%	462	4.2%	4	4.4%	2,960	8.2%
Head On	415	1.7%	469	4.3%	17	18.9%	901	2.5%
Backing Vehicle	246	1.0%	28	0.3%	0	0.0%	274	0.8%
Unknown/Other	492	2.0%	133	1.2%	8	8.9%	633	1.8%
Total	25,021	100.0%	10,930	100.0%	90	100.0%	36,041	100.0%

- For all crashes, the leading collision types involving two or more motor vehicles were rear end (42.1%) and angle (32.4%).
- The leading collision types in fatal crashes were angle (48.9%), head on (18.9%), and rear end (12.2%).
- Head on collisions were 9 times more likely to result in a death than other collisions involving two or more motor vehicles.

Number of Vehicles Involved (Utah 2009)

Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1	10,377	29.3%	4,822	30.6%	127	58.5%	15,326	29.8%
2	22,739	64.2%	8,827	56.0%	70	32.3%	31,636	61.6%
3	1,963	5.5%	1,693	10.7%	9	4.1%	3,665	7.1%
4	258	0.7%	314	2.0%	6	2.8%	578	1.1%
5 or more	61	0.2%	96	0.6%	5	2.3%	162	0.3%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%

- While the majority (70.2%) of all crashes involved two or more motor vehicles, 58.5% of fatal crashes involved only one motor vehicle.

Driver Distraction (Utah 2009)

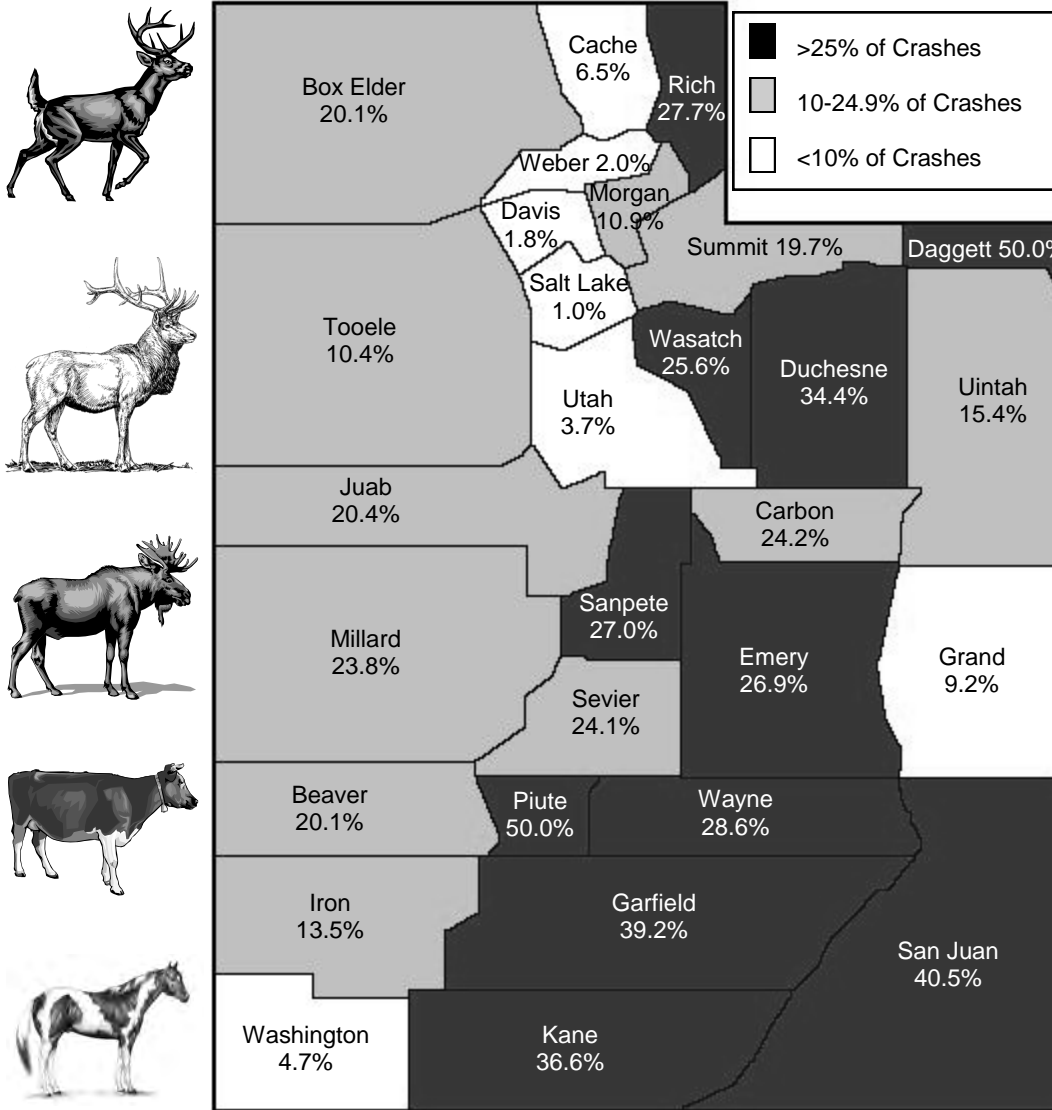
Crashes								
Driver Distraction	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	26,443	74.7%	10,660	67.7%	86	39.6%	37,189	72.4%
Cell Phone	487	1.4%	285	1.8%	5	2.3%	777	1.5%
Passengers	364	1.0%	241	1.5%	5	2.3%	610	1.2%
Radio/CD/DVD etc.	194	0.5%	123	0.8%	0	0.0%	317	0.6%
Other Electronic Device	79	0.2%	49	0.3%	1	0.5%	129	0.3%
Other	1,629	4.6%	1,054	6.7%	10	4.6%	2,693	5.2%
Unknown	6,202	17.5%	3,340	21.2%	110	50.7%	9,652	18.8%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%



- For all crashes where driver distraction was known, 10.8% of crashes involved a distracted driver. Cell phone was the leading driver distraction (17.2% of distractions). Driving demands the full attention of the driver.
- While these numbers are significant, they may not state the true size of the problem, since the identification of distraction and its role in the crash by law enforcement can be very difficult.

Crash Conditions

Percent of Crashes Involving Animals by County (Utah 2009)



- There were 2,812 collisions involving animals, 2,362 (84.0%) involved hitting a wild animal, 352 (12.5%) involved hitting a domestic animal, and 98 (3.5%) involved an unharmed animal causing evasive action.
- Daggett (50.0%), Rich (50.0%), San Juan (40.5%), and Garfield (39.2%) had the highest percent of crashes involving an animal.

Roadway Contributing Circumstances (Utah 2009)

Roadway Contributing Circumstances	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
None	28,979	81.9%	13,432	85.3%	159	73.3%	42,570	82.9%
Road Surface Condition (Wet/Icy/Snow/Etc.)	3,772	10.7%	1,173	7.4%	31	14.3%	4,976	9.7%
Work Zone	447	1.3%	221	1.4%	3	1.4%	671	1.3%
Debris	457	1.3%	104	0.7%	3	1.4%	564	1.1%
Animal/Non-Contact Veh/Ped/Bike Caused Evasive Action	277	0.8%	101	0.6%	10	4.6%	388	0.8%
Hole/Bump/Worn Surface/Shoulder/Traffic Control Device	169	0.5%	128	0.8%	2	0.9%	299	0.6%
Other	233	0.7%	111	0.7%	3	1.4%	347	0.7%
Unknown	1,064	3.0%	482	3.1%	6	2.8%	1,552	3.0%
Total	35,398	100.0%	15,752	100.0%	217	100.0%	51,367	100.0%

- 14.5% of crashes had a roadway contributing circumstance, where known.

Crash Conditions

Violations (Utah 2009)

Violations	Drivers							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Following Too Close	1,795	24.6%	680	23.5%	0	0.0%	2,475	24.2%
Improper Lane Change/Travel	1,825	25.0%	617	21.4%	3	5.8%	2,445	23.9%
Speed	1,115	15.3%	399	13.8%	0	0.0%	1,514	14.8%
Improper Turn	702	9.6%	298	10.3%	2	3.8%	1,002	9.8%
Driving Under the Influence	263	3.6%	204	7.1%	7	13.5%	474	4.6%
Negligent Collision	186	2.5%	95	3.3%	0	0.0%	281	2.7%
License Violation	187	2.6%	69	2.4%	1	1.9%	257	2.5%
Equipment Violation	184	2.5%	37	1.3%	0	0.0%	221	2.2%
Insurance Violation	155	2.1%	58	2.0%	3	5.8%	216	2.1%
Improper Start or Stop	129	1.8%	51	1.8%	0	0.0%	180	1.8%
Improper Lookout	119	1.6%	41	1.4%	0	0.0%	160	1.6%
Other/Unknown Moving Violation	100	1.4%	35	1.2%	1	1.9%	136	1.3%
Hit and Run	95	1.3%	31	1.1%	3	5.8%	129	1.3%
Failure to Obey Traffic Control Device	66	0.9%	43	1.5%	1	1.9%	110	1.1%
Careless Driving	52	0.7%	41	1.4%	1	1.9%	94	0.9%
Failure to Stop at Red Light	39	0.5%	36	1.2%	2	3.8%	77	0.8%
Failure to Yield Right of Way	40	0.5%	27	0.9%	5	9.6%	72	0.7%
Improper Backing	57	0.8%	6	0.2%	0	0.0%	63	0.6%
Failure to Stop at Stop Sign	30	0.4%	22	0.8%	0	0.0%	52	0.5%
Reckless Driving	31	0.4%	16	0.6%	4	7.7%	51	0.5%
Registration Violation	36	0.5%	13	0.5%	0	0.0%	49	0.5%
Alcohol/Drug Violation, Other than DUI	24	0.3%	21	0.7%	3	5.8%	48	0.5%
Improper Passing	31	0.4%	13	0.5%	0	0.0%	44	0.4%
Wrong Side of Road/Wrong Way	18	0.2%	16	0.6%	1	1.9%	35	0.3%
Seat Belt/Child Restraint	8	0.1%	12	0.4%	0	0.0%	20	0.2%
Improper Signal	14	0.2%	3	0.1%	0	0.0%	17	0.2%
Vehicle Homicide	0	0.0%	0	0.0%	15	28.8%	15	0.1%
Other Non-Moving Violation	4	0.1%	3	0.1%	0	0.0%	7	0.1%
Texting	3	0.0%	1	0.0%	0	0.0%	4	0.0%
Total	7,308	100.0%	2,888	100.0%	52	100.0%	10,248	100.0%

- There were 10,248 citations issued at the scene of the crash. The most common violations were for following too close (24.2%), improper lane change/travel (23.9%), and speed (14.8%).
- The leading violations in fatal crashes were vehicle homicide (28.8%), driving under the influence (13.5%), and failure to yield right of way (9.6%).

Crash Conditions

Contributing Factors (Utah 2009)

Contributing Factors	Drivers/Vehicles							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Followed Too Closely	7,716	14.7%	3,597	13.6%	13	2.0%	11,326	14.3%
Failed to Yield Right of Way	5,495	10.5%	3,607	13.6%	29	4.4%	9,131	11.5%
Speed Too Fast	6,358	12.2%	2,599	9.8%	103	15.7%	9,060	11.4%
Failed to Keep in Proper Lane	4,582	8.8%	1,947	7.4%	131	20.0%	6,660	8.4%
Other Improper Driving	3,987	7.6%	2,077	7.9%	3	0.5%	6,067	7.6%
Driver Distraction	2,832	5.4%	1,787	6.8%	15	2.3%	4,634	5.8%
Vision Obscured by Weather Condition	3,117	6.0%	1,126	4.3%	24	3.7%	4,267	5.4%
Improper Turn	1,907	3.6%	803	3.0%	10	1.5%	2,720	3.4%
Disregard Traffic Signal/Sign	1,297	2.5%	1,171	4.4%	22	3.4%	2,490	3.1%
Ran Off Road	1,135	2.2%	869	3.3%	102	15.5%	2,106	2.7%
Driving Under the Influence	1,083	2.1%	898	3.4%	40	6.1%	2,021	2.5%
Improper Lane Change	1,570	3.0%	384	1.5%	7	1.1%	1,961	2.5%
Hit and Run	1,472	2.8%	439	1.7%	6	0.9%	1,917	2.4%
Overcorrected	1,064	2.0%	730	2.8%	31	4.7%	1,825	2.3%
Swerved or Evasive Action	1,052	2.0%	566	2.1%	26	4.0%	1,644	2.1%
Vehicle Other Defective Condition	956	1.8%	329	1.2%	4	0.6%	1,289	1.6%
Improper Backing	1,188	2.3%	95	0.4%	0	0.0%	1,283	1.6%
Asleep/Fatigue	616	1.2%	449	1.7%	19	2.9%	1,084	1.4%
Vision Obscured by Moving Vehicle	557	1.1%	341	1.3%	6	0.9%	904	1.1%
Improper Parking/Stopping	504	1.0%	223	0.8%	2	0.3%	729	0.9%
Vehicle Tires	486	0.9%	189	0.7%	8	1.2%	683	0.9%
Reckless/Aggressive Driving	374	0.7%	276	1.0%	16	2.4%	666	0.8%
Other Driver Condition	326	0.6%	281	1.1%	1	0.2%	608	0.8%
Driver Emotionally Upset	276	0.5%	274	1.0%	1	0.2%	551	0.7%
Vision Obscured by Other	329	0.6%	193	0.7%	2	0.3%	524	0.7%
Vehicle Brakes	314	0.6%	207	0.8%	1	0.2%	522	0.7%
Improper Passing	378	0.7%	99	0.4%	10	1.5%	487	0.6%
Vision Obscured by Glare	260	0.5%	180	0.7%	2	0.3%	442	0.6%
Vision Obscured by Parked Vehicle	256	0.5%	111	0.4%	0	0.0%	367	0.5%
Driver Illness/Medical	150	0.3%	178	0.7%	6	0.9%	334	0.4%
Wrong Side/Wrong Way	162	0.3%	140	0.5%	13	2.0%	315	0.4%
Vision Obscured by Physical Obstruction	123	0.2%	94	0.4%	0	0.0%	217	0.3%
Disregard Road Markings	128	0.2%	60	0.2%	1	0.2%	189	0.2%
Vision Obscured by Vegetation	83	0.2%	54	0.2%	1	0.2%	138	0.2%
Windshield or Other Window Obscured	94	0.2%	35	0.1%	0	0.0%	129	0.2%
Improper Signal	96	0.2%	20	0.1%	1	0.2%	117	0.1%
Total	52,323	100.0%	26,428	100.0%	656	100.0%	79,407	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 (14.3%), failed to yield right of way (11.5%), and speed too fast (11.4%).
- The leading contributing factors in fatal crashes were failed to keep in proper lane (19.9%), ran off road (15.8%), and speed too fast (15.7%).

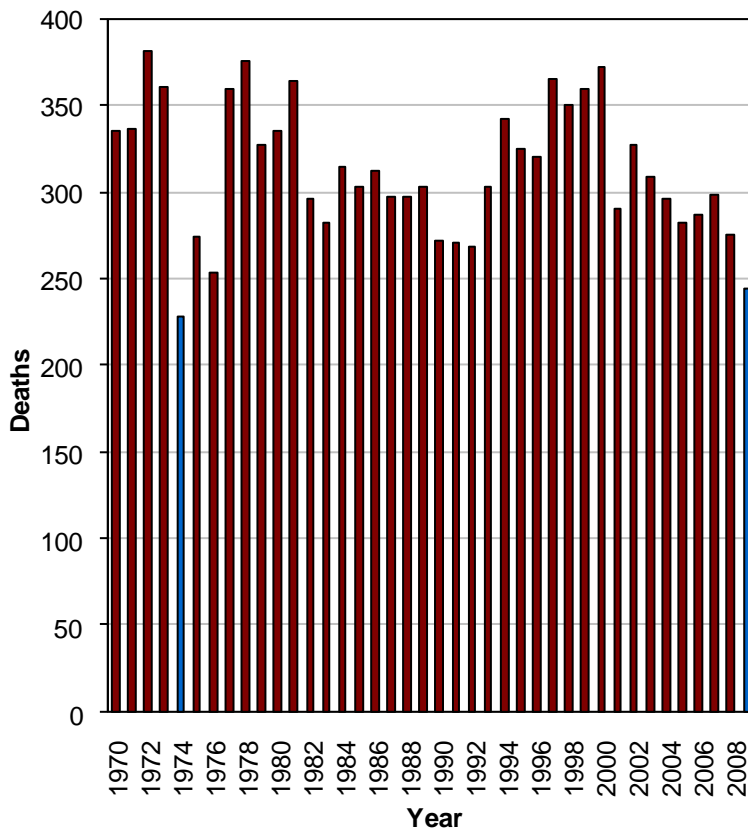
Overview



Did you know in 2009:

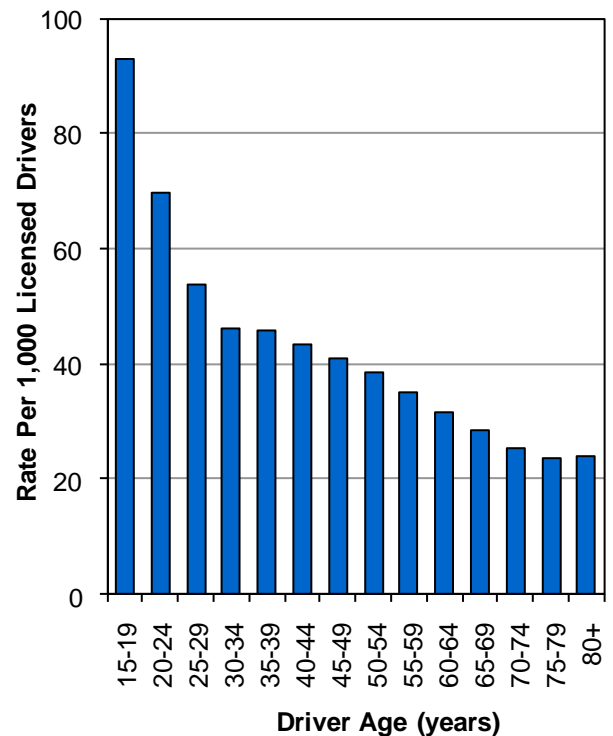
- 51,367 motor vehicle crashes occurred in Utah which resulted in 22,847 injured persons and 244 deaths.
- The Utah death rate per mile traveled was lower than the U.S. rate.
- A motor vehicle crash occurred in Utah every 10 minutes, a person was injured in a crash every 23 minutes, and a person died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

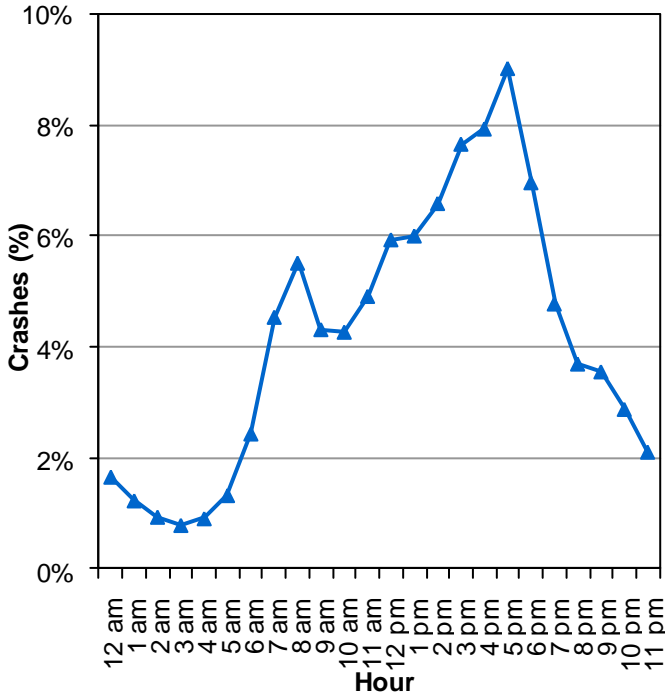
Leading Causes of Death

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

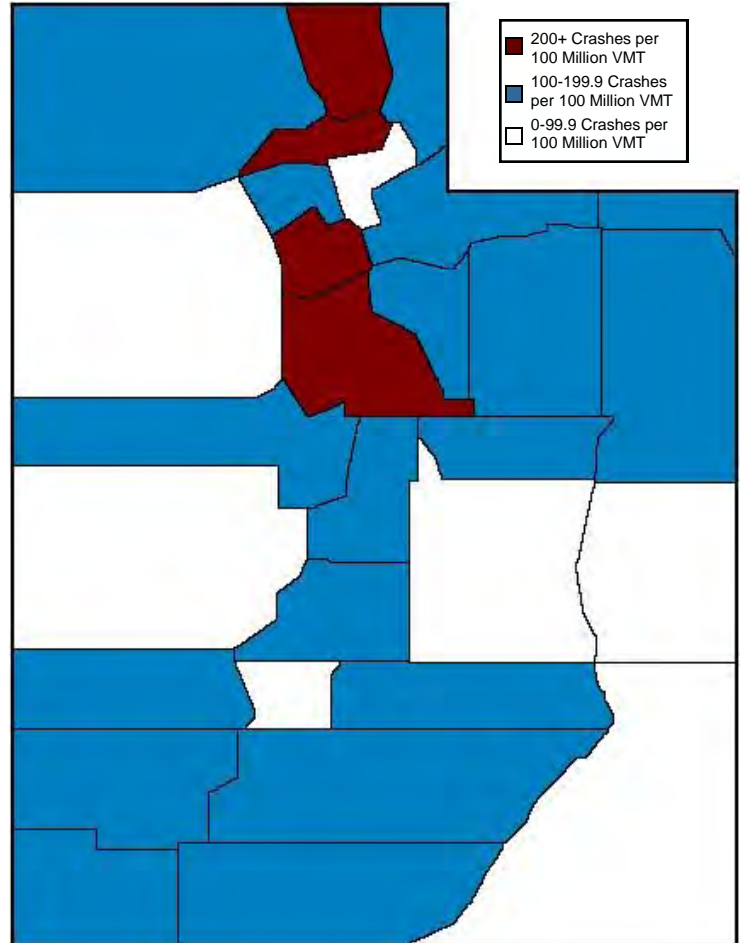
Overview



Motor Vehicle Crashes by Hour (Utah 2009)



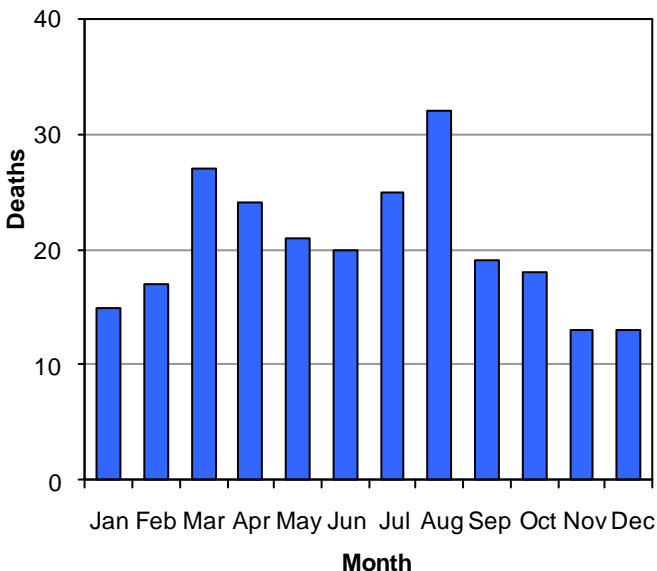
County Crash Rates by Miles Traveled (Utah 2009)



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

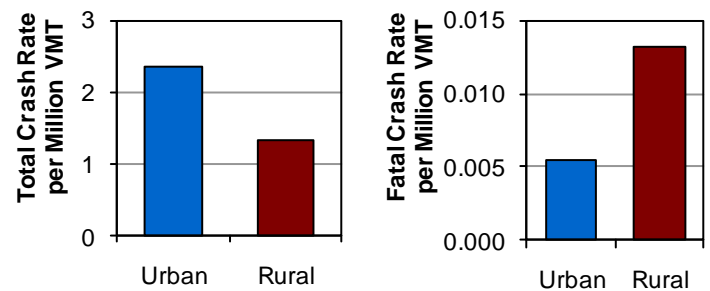
Vehicle rollovers were the most deadly event, being 10 times more likely to result in a death than other crashes.

Deaths by Month (Utah 2009)



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

Urban/Rural Location (Utah 2009)



- August and March had the most deaths.

- 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.