

Bicyclists



Section 8: Bicyclists

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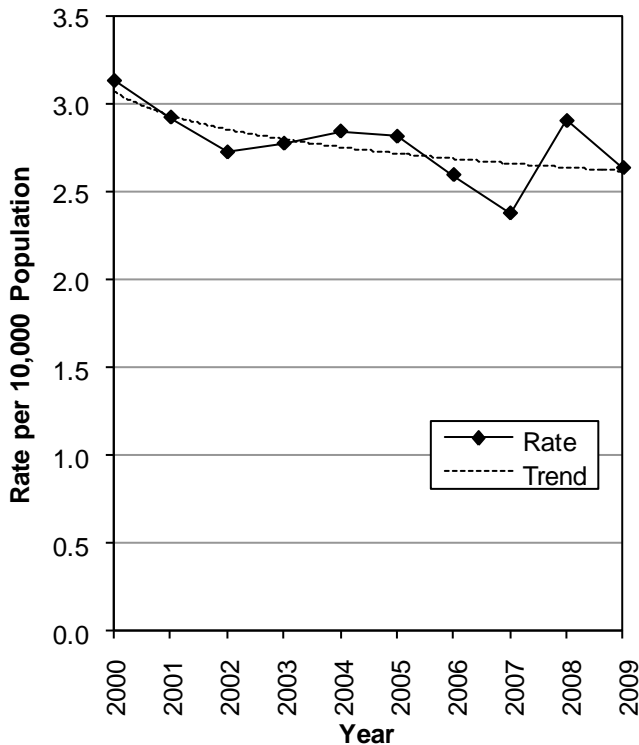
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Trends

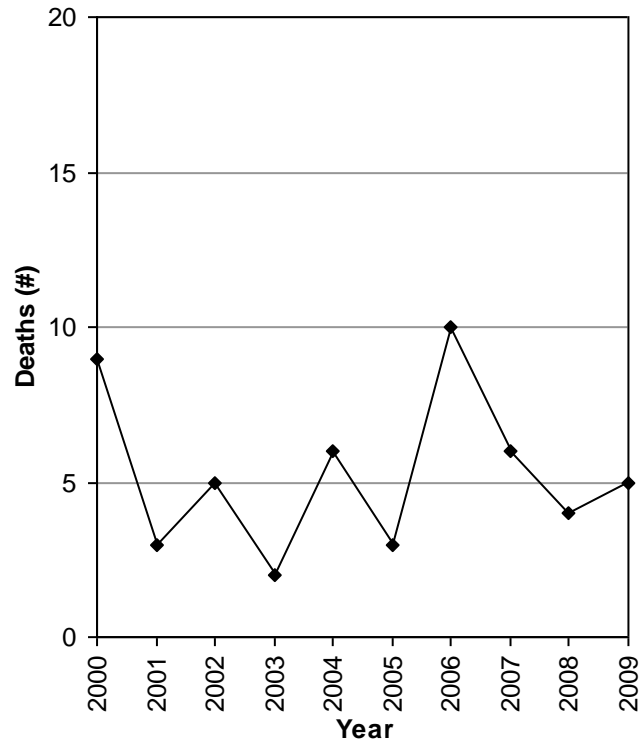
Bicyclists in Crashes (Utah 2000-2009)

Bicyclists								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2000	62	0.28	635	2.83	9	0.040	706	3.14
2001	48	0.21	625	2.71	3	0.013	676	2.93
2002	50	0.21	590	2.50	5	0.021	645	2.73
2003	48	0.20	621	2.57	2	0.008	671	2.78
2004	49	0.20	648	2.62	6	0.024	703	2.85
2005	61	0.24	654	2.57	3	0.012	718	2.82
2006	79	0.30	592	2.26	10	0.038	681	2.60
2007	53	0.20	584	2.16	6	0.022	643	2.38
2008	90	0.33	708	2.57	4	0.015	802	2.91
2009	83	0.30	651	2.32	5	0.018	739	2.64
Total	623	0.25	6,308	2.50	53	0.021	6,984	2.77

Bicyclist Crash Rates Per Population (Utah 2000-2009)



Bicyclist Deaths (Utah 2000-2009)



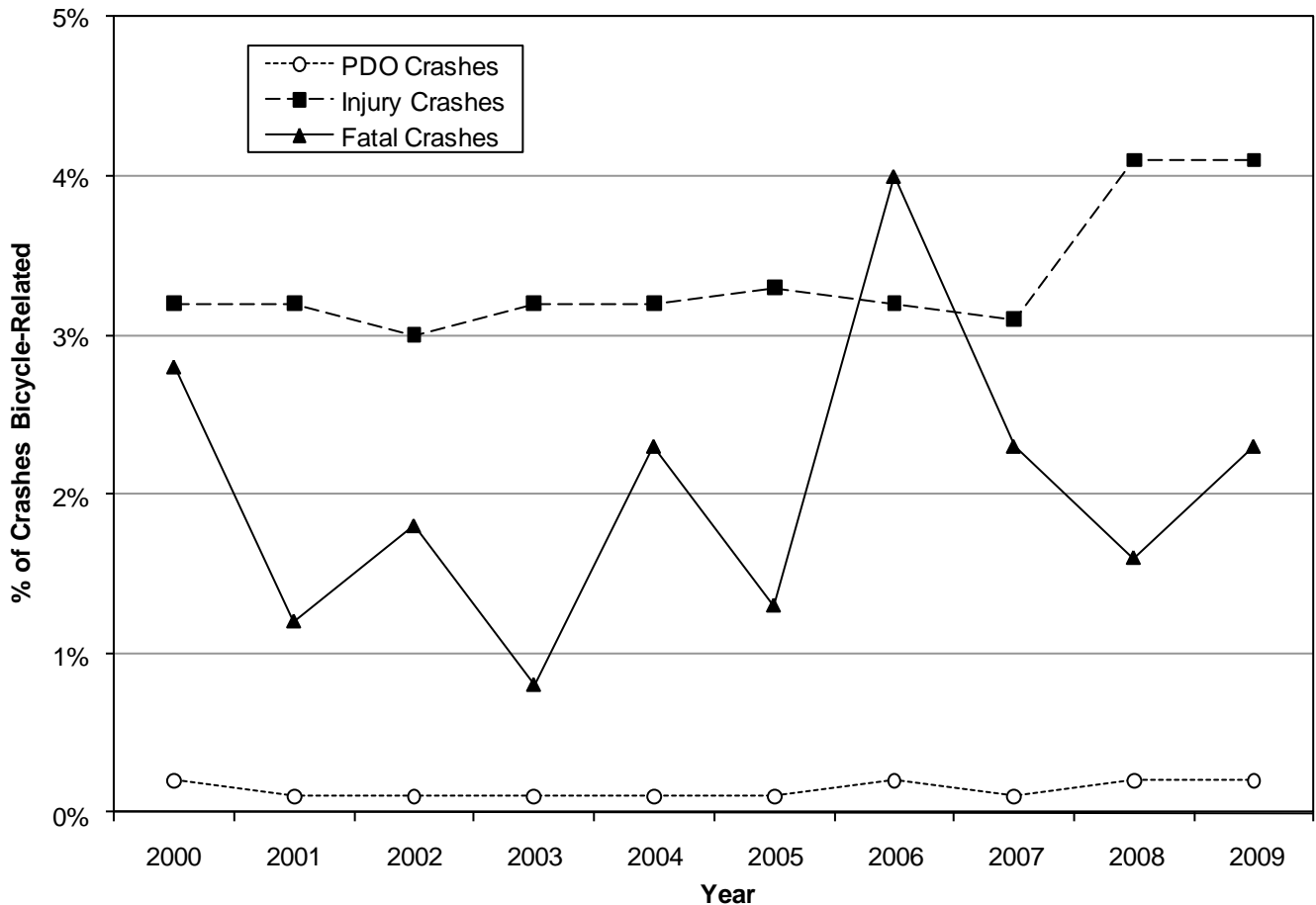
- Over the last 10 years, the rates of total bicyclists in crashes has followed a decreasing trend.
- In 2009, the total rate per population of bicyclists in crashes decreased 9% from the 2008 rate.
- 2007 had the lowest bicyclist crash rate per population (2.38).

- On average, five bicyclists are killed in crashes every year.
- In 2009, there were five bicyclists killed in crashes.
- Because of the small number of bicyclist deaths, use caution when comparing years due to small number instability.

Bicycle-Motor Vehicle Crashes (Utah 2000-2009)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Bicycle		All	Bicycle		All	Bicycle		All	Bicycle	
	#	#	%	#	#	%	#	#	%	#	#	%
2000	33,269	58	0.2%	19,564	625	3.2%	318	9	2.8%	53,151	692	1.3%
2001	33,113	42	0.1%	19,332	609	3.2%	258	3	1.2%	52,703	654	1.2%
2002	33,542	44	0.1%	19,552	585	3.0%	274	5	1.8%	53,368	634	1.2%
2003	31,842	39	0.1%	18,285	589	3.2%	262	2	0.8%	50,389	630	1.3%
2004	34,222	45	0.1%	19,423	626	3.2%	260	6	2.3%	53,905	677	1.3%
2005	35,158	50	0.1%	19,545	637	3.3%	235	3	1.3%	54,938	690	1.3%
2006	37,749	71	0.2%	18,189	589	3.2%	249	10	4.0%	56,187	670	1.2%
2007	42,368	46	0.1%	18,619	579	3.1%	258	6	2.3%	61,245	631	1.0%
2008	38,997	83	0.2%	17,125	697	4.1%	245	4	1.6%	56,367	784	1.4%
2009	35,398	83	0.2%	15,752	651	4.1%	217	5	2.3%	51,367	739	1.4%
Total	355,658	561	0.2%	185,386	6,187	3.3%	2,576	53	2.1%	543,620	6,801	1.3%

Percent of Crashes Involving a Bicyclist (Utah 2000-2009)



- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 3.3% of injury crashes, and 2.1% of fatal crashes.
- During the last 10 years, 6,801 crashes involved a bicyclist. There are approximately 620 injury crashes and five fatal crashes involving bicyclists a year.

Counties

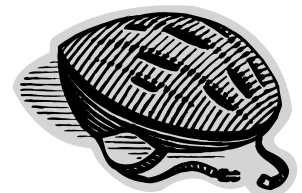
Bicyclists in Crashes by County (Utah 2009)

County	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Rich	0	0.00	1	4.29	0	0.00	1	4.29
Salt Lake	48	0.46	341	3.27	3	0.03	392	3.76
Wayne	0	0.00	1	3.71	0	0.00	1	3.71
Washington	5	0.34	38	2.61	0	0.00	43	2.96
Utah	11	0.21	127	2.39	0	0.00	138	2.60
Cache	2	0.18	26	2.28	0	0.00	28	2.45
Iron	1	0.21	9	1.92	0	0.00	10	2.14
Garfield	0	0.00	1	1.94	0	0.00	1	1.94
Davis	6	0.20	52	1.69	1	0.03	59	1.92
Weber	7	0.31	31	1.36	0	0.00	38	1.67
Carbon	0	0.00	3	1.52	0	0.00	3	1.52
Box Elder	0	0.00	7	1.42	0	0.00	7	1.42
Summit	0	0.00	4	0.99	1	0.25	5	1.24
Tooele	1	0.17	5	0.85	0	0.00	6	1.01
Uintah	1	0.32	2	0.64	0	0.00	3	0.96
Wasatch	1	0.43	1	0.43	0	0.00	2	0.85
Millard	0	0.00	1	0.73	0	0.00	1	0.73
Sevier	0	0.00	1	0.48	0	0.00	1	0.48
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Duchesne	0	0.00	0	0.00	0	0.00	0	0.00
Emery	0	0.00	0	0.00	0	0.00	0	0.00
Grand	0	0.00	0	0.00	0	0.00	0	0.00
Juab	0	0.00	0	0.00	0	0.00	0	0.00
Kane	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
San Juan	0	0.00	0	0.00	0	0.00	0	0.00
Sanpete	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	83	0.30	651	2.32	5	0.02	739	2.64

- Urban areas (2.97) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.62).
- Rich (4.29, small numbers), Salt Lake (3.76), Wayne (3.71 small numbers), Washington (2.96), and Utah (2.60) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Beaver, Daggett, Duchesne, Emery, Grand, Juab, Kane, Morgan, Piute, San Juan, and Sanpete counties had no bicyclists in crashes.

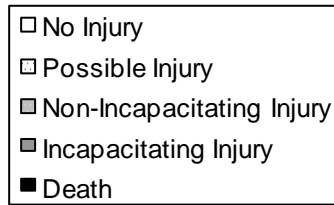
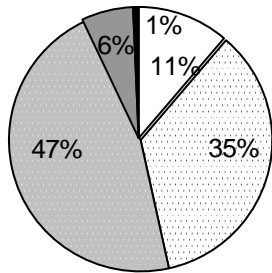
Bicyclists and Helmet Use

- Helmet use for bicyclists in crashes was not reported consistently at the scene of the crash. As a result, it is not in this summary.



Bicyclists

Injury Severity of Bicyclists in Crashes (Utah 2009)



- 88.1% of bicyclists in crashes sustained an injury compared to 18.0% of all persons in motor vehicle crashes.

Age of Bicyclists in Crashes (Utah 2009)

Age	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	0	0.0%	7	1.1%	0	0.0%	7	0.9%
5-9	1	1.2%	51	7.8%	0	0.0%	52	7.0%
10-14	7	8.4%	85	13.1%	2	40.0%	94	12.7%
15-19	8	9.6%	89	13.7%	0	0.0%	97	13.1%
20-24	7	8.4%	83	12.7%	0	0.0%	90	12.2%
25-29	7	8.4%	60	9.2%	0	0.0%	67	9.1%
30-34	4	4.8%	43	6.6%	0	0.0%	47	6.4%
35-39	0	0.0%	27	4.1%	0	0.0%	27	3.7%
40-44	2	2.4%	36	5.5%	0	0.0%	38	5.1%
45-49	4	4.8%	47	7.2%	1	20.0%	52	7.0%
50-54	2	2.4%	30	4.6%	0	0.0%	32	4.3%
55-59	1	1.2%	15	2.3%	1	20.0%	17	2.3%
60-64	1	1.2%	10	1.5%	1	20.0%	12	1.6%
65-69	0	0.0%	9	1.4%	0	0.0%	9	1.2%
70+	2	2.4%	2	0.3%	0	0.0%	4	0.5%
Unknown	37	44.6%	57	8.8%	0	0.0%	94	12.7%
Total	83	100.0%	651	100.0%	5	100.0%	739	100.0%

- Where age was known, over half (52.7%) of the bicyclists in crashes were under 25 years.
- The average age of a bicyclist in a crash was 28 years.

Gender of Bicyclists in Crashes (Utah 2009)

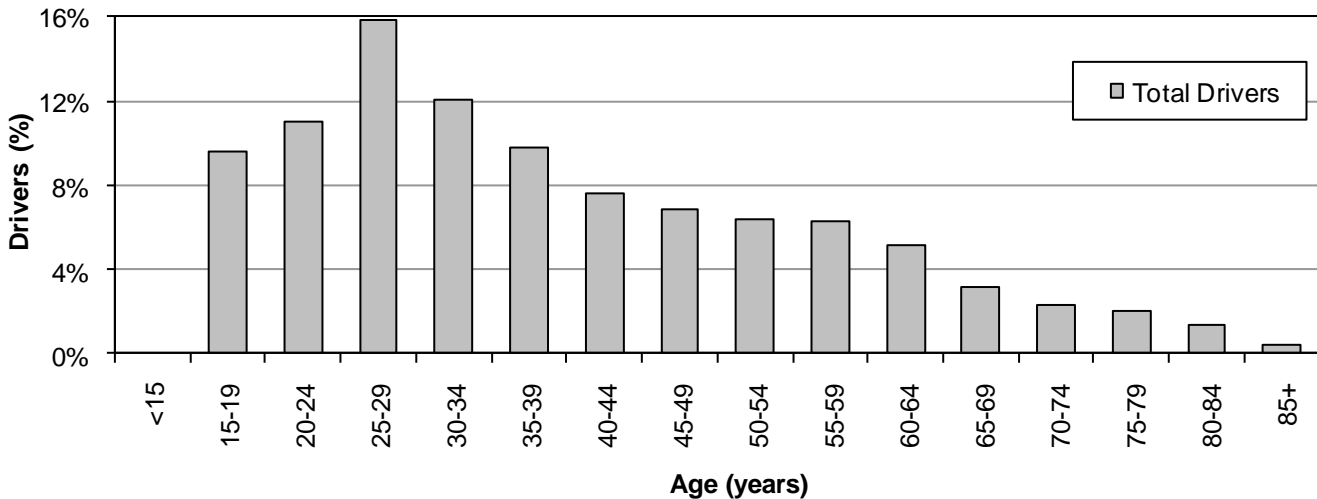
Gender	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	47	56.6%	499	76.7%	5	100.0%	551	74.6%
Female	9	10.8%	149	22.9%	0	0.0%	158	21.4%
Unknown	27	32.5%	3	0.5%	0	0.0%	30	4.1%
Total	83	100.0%	651	100.0%	5	100.0%	739	100.0%

- The majority of all bicyclists (74.6%) in crashes were male.

Motor Vehicle Drivers

Driver Age (Utah 2009)

Drivers (Bicycle-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	8	10.1%	54	8.3%	1	14.3%	63	8.6%
20-24	6	7.6%	64	9.9%	2	28.6%	72	9.8%
25-29	10	12.7%	94	14.5%	0	0.0%	104	14.1%
30-34	11	13.9%	68	10.5%	0	0.0%	79	10.7%
35-39	7	8.9%	56	8.6%	1	14.3%	64	8.7%
40-44	6	7.6%	44	6.8%	0	0.0%	50	6.8%
45-49	5	6.3%	39	6.0%	1	14.3%	45	6.1%
50-54	6	7.6%	34	5.2%	2	28.6%	42	5.7%
55-59	3	3.8%	38	5.9%	0	0.0%	41	5.6%
60-64	2	2.5%	32	4.9%	0	0.0%	34	4.6%
65-69	1	1.3%	20	3.1%	0	0.0%	21	2.9%
70-74	1	1.3%	14	2.2%	0	0.0%	15	2.0%
75-79	2	2.5%	11	1.7%	0	0.0%	13	1.8%
80-84	1	1.3%	8	1.2%	0	0.0%	9	1.2%
85+	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Unknown	10	12.7%	70	10.8%	0	0.0%	80	10.9%
Total	79	100.0%	649	100.0%	7	100.0%	735	100.0%



- Over half (58.3% of known) of drivers in total bicycle-motor vehicle crashes were under age 40 years.

Driver Gender (Utah 2009)

Drivers (Bicycle-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	47	59.5%	320	49.3%	5	71.4%	372	50.6%
Female	27	34.2%	288	44.4%	2	28.6%	317	43.1%
Unknown	5	6.3%	41	6.3%	0	0.0%	46	6.3%
Total	79	100.0%	649	100.0%	7	100.0%	735	100.0%

- The majority of drivers in total bicycle-motor vehicle crashes (54.0% of known) were male.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Month (Utah 2009)

Bicyclists									
Month	# of Days	Non-Injured		Injured		Killed		Total	
		#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	31	1	0.0	12	0.4	0	0.00	13	0.4
February	28	3	0.1	25	0.9	1	0.04	29	1.0
March	31	2	0.1	32	1.0	1	0.03	35	1.1
April	30	11	0.4	45	1.5	1	0.03	57	1.9
May	31	16	0.5	85	2.7	0	0.00	101	3.3
June	30	9	0.3	78	2.6	1	0.03	88	2.9
July	31	6	0.2	80	2.6	0	0.00	86	2.8
August	31	11	0.4	103	3.3	0	0.00	114	3.7
September	30	11	0.4	103	3.4	1	0.03	115	3.8
October	31	4	0.1	42	1.4	0	0.00	46	1.5
November	30	4	0.1	32	1.1	0	0.00	36	1.2
December	31	5	0.2	14	0.5	0	0.00	19	0.6
Total	365	83	0.2	651	1.8	5	0.01	739	2.0

- September (3.8) and August (3.7) had the highest rates per day of total bicycle-motor vehicle crashes.

Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2009)

Bicyclists									
Day of Week	Non-Injured		Injured		Killed		Total		
	#	%	#	%	#	%	#	%	
Sunday	5	6.0%	33	5.1%	0	0.0%	38	5.1%	
Monday	9	10.8%	90	13.8%	3	60.0%	102	13.8%	
Tuesday	19	22.9%	130	20.0%	2	40.0%	151	20.4%	
Wednesday	12	14.5%	121	18.6%	0	0.0%	133	18.0%	
Thursday	11	13.3%	94	14.4%	0	0.0%	105	14.2%	
Friday	15	18.1%	105	16.1%	0	0.0%	120	16.2%	
Saturday	12	14.5%	78	12.0%	0	0.0%	90	12.2%	
Total	83	100.0%	651	100.0%	5	100.0%	739	100.0%	

- The highest percentage of total bicycle-motor vehicle crashes (20.4%) occurred on Tuesday.

Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2009)

Bicyclists									
Bicyclist Location	Non-Injured		Injured		Killed		Total		
	#	%	#	%	#	%	#	%	
Marked Crosswalk	12	14.5%	127	19.5%	4	80.0%	143	19.4%	
In Roadway (not at intersection)	7	8.4%	85	13.1%	0	0.0%	92	12.4%	
Shoulder	6	7.2%	80	12.3%	1	20.0%	87	11.8%	
Sidewalk	3	3.6%	58	8.9%	0	0.0%	61	8.3%	
Unmarked Crosswalk	3	3.6%	42	6.5%	0	0.0%	45	6.1%	
Bike Path	0	0.0%	14	2.2%	0	0.0%	14	1.9%	
Shared Use Path/Trail	1	1.2%	7	1.1%	0	0.0%	8	1.1%	
Outside Right of Way	0	0.0%	5	0.8%	0	0.0%	5	0.7%	
Other	0	0.0%	21	3.2%	0	0.0%	21	2.8%	
Unknown	51	61.4%	212	32.6%	0	0.0%	263	35.6%	
Total	83	100.0%	651	100.0%	5	100.0%	739	100.0%	

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (30.0% of known), in roadway, (19.3% of known), and shoulder (18.3% of known).
- Bicycles are considered vehicles and have a legal right to the road.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Hour (Utah 2009)

Hour	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	1	1.2%	4	0.6%	0	0.0%	5	0.7%
1 a.m.	1	1.2%	5	0.8%	0	0.0%	6	0.8%
2 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3 a.m.	0	0.0%	1	0.2%	0	0.0%	1	0.1%
4 a.m.	0	0.0%	1	0.2%	0	0.0%	1	0.1%
5 a.m.	1	1.2%	2	0.3%	0	0.0%	3	0.4%
6 a.m.	0	0.0%	6	0.9%	1	20.0%	7	0.9%
7 a.m.	4	4.8%	39	6.0%	0	0.0%	43	5.8%
8 a.m.	7	8.4%	33	5.1%	0	0.0%	40	5.4%
9 a.m.	4	4.8%	18	2.8%	0	0.0%	22	3.0%
10 a.m.	4	4.8%	27	4.1%	0	0.0%	31	4.2%
11 a.m.	4	4.8%	25	3.8%	0	0.0%	29	3.9%
Noon	5	6.0%	48	7.4%	0	0.0%	53	7.2%
1 p.m.	12	14.5%	33	5.1%	1	20.0%	46	6.2%
2 p.m.	8	9.6%	43	6.6%	0	0.0%	51	6.9%
3 p.m.	3	3.6%	66	10.1%	1	20.0%	70	9.5%
4 p.m.	8	9.6%	57	8.8%	1	20.0%	66	8.9%
5 p.m.	6	7.2%	71	10.9%	0	0.0%	77	10.4%
6 p.m.	8	9.6%	53	8.1%	0	0.0%	61	8.3%
7 p.m.	2	2.4%	38	5.8%	0	0.0%	40	5.4%
8 p.m.	1	1.2%	37	5.7%	1	20.0%	39	5.3%
9 p.m.	2	2.4%	18	2.8%	0	0.0%	20	2.7%
10 p.m.	0	0.0%	16	2.5%	0	0.0%	16	2.2%
11 p.m.	2	2.4%	10	1.5%	0	0.0%	12	1.6%
Total	83	100.0%	651	100.0%	5	100.0%	739	100.0%

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

Motor Vehicle Maneuver Prior to Crash (Utah 2009)

Vehicle Maneuver	Motor Vehicles (Bicycle-Motor Vehicle Crashes)							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Turning Right	27	33.8%	251	38.2%	0	0.0%	278	37.4%
Straight Ahead	30	37.5%	231	35.2%	6	85.7%	267	35.9%
Turning Left	12	15.0%	114	17.4%	0	0.0%	126	16.9%
Stopped/Slowing in Traffic Lane	6	7.5%	18	2.7%	1	14.3%	25	3.4%
Entering/Leaving Traffic Lane	1	1.3%	14	2.1%	0	0.0%	15	2.0%
Parked/Parking	1	1.3%	13	2.0%	0	0.0%	14	1.9%
Backing	0	0.0%	10	1.5%	0	0.0%	10	1.3%
Making U-turn	2	2.5%	4	0.6%	0	0.0%	6	0.8%
Overtaking/Passing	1	1.3%	1	0.2%	0	0.0%	2	0.3%
Unknown	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Total	80	100.0%	657	100.0%	7	100.0%	744	100.0%

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were turning right (37.4%), straight ahead (35.9%), and turning left (16.9%).

Bicycle-Motor Vehicle Crash Conditions

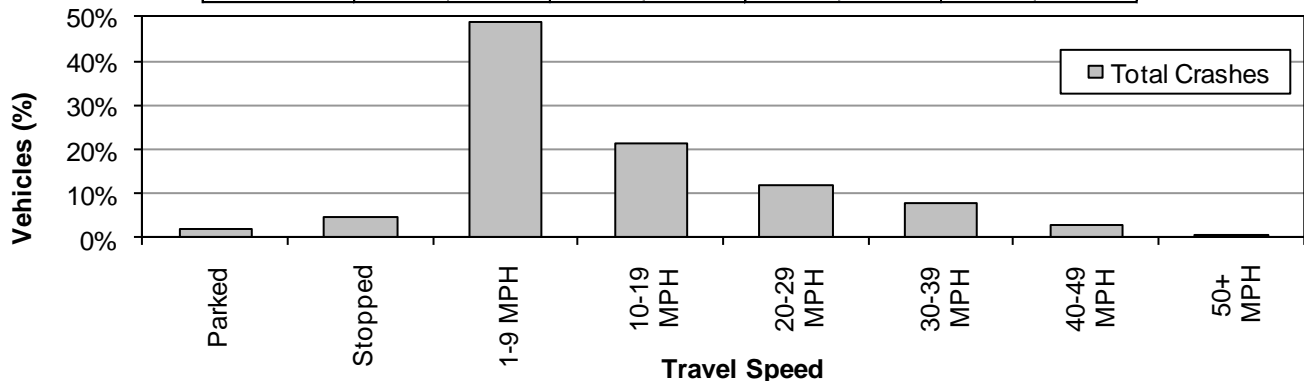
Contributing Factors of Bicyclists in Crashes (Utah 2009)

Contributing Factors	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	20	24.1%	208	32.0%	4	80.0%	232	31.4%
Wrong Side of Road	4	4.8%	60	9.2%	0	0.0%	64	8.7%
Improper Crossing	5	6.0%	33	5.1%	0	0.0%	38	5.1%
Failure to Yield Right of Way	1	1.2%	34	5.2%	0	0.0%	35	4.7%
Failure to Obey Traffic Signs/Signals	0	0.0%	27	4.1%	1	20.0%	28	3.8%
Not Visible	1	1.2%	25	3.8%	0	0.0%	26	3.5%
Darting	3	3.6%	21	3.2%	0	0.0%	24	3.2%
Inattentive	0	0.0%	15	2.3%	0	0.0%	15	2.0%
In Roadway (standing/kneeling/lying)	1	1.2%	5	0.8%	0	0.0%	6	0.8%
Other	0	0.0%	25	3.8%	0	0.0%	25	3.4%
Unknown	48	57.8%	198	30.4%	0	0.0%	246	33.3%
Total	83	100.0%	651	100.0%	5	100.0%	739	100.0%

- Wrong side of road (13.0% of known), improper crossing (7.7% of known), and failure to yield right of way (7.1% of known) were the leading contributing factors for bicyclists in total crashes.
- No bicyclist contributing factors were listed for 47.1% (of known) of the total bicyclists in crashes.
- Other contributing factors to consider are driver factors (see page 110), roadway factors (such as high speeds, inadequate on-road bicycle facilities), and vehicle factors (such as vehicle design, vehicle size).

Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2009)

Travel Speed	Motor Vehicles (Bicycle-Motor Vehicle Crash)							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	1	1.3%	8	1.2%	0	0.0%	9	1.2%
Stopped	2	2.5%	16	2.4%	1	14.3%	19	2.6%
1-9 MPH	17	21.3%	195	29.7%	0	0.0%	212	28.5%
10-19 MPH	6	7.5%	86	13.1%	1	14.3%	93	12.5%
20-29 MPH	4	5.0%	48	7.3%	0	0.0%	52	7.0%
30-39 MPH	3	3.8%	29	4.4%	2	28.6%	34	4.6%
40-49 MPH	2	2.5%	11	1.7%	0	0.0%	13	1.7%
50+ MPH	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Unknown	45	56.3%	262	39.9%	3	42.9%	310	41.7%
Total	80	100.0%	657	100.0%	7	100.0%	744	100.0%



- Over two-thirds (70.3% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

Bicycle-Motor Vehicle Crash Conditions

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

- Almost all (92.8% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	0	0.0%	16	2.5%	0	0.0%	16	2.2%
20-25 MPH	15	19.0%	169	26.0%	1	14.3%	185	25.2%
30-35 MPH	14	17.7%	145	22.3%	3	42.9%	162	22.0%
40-45 MPH	10	12.7%	92	14.2%	3	42.9%	105	14.3%
50-55 MPH	3	3.8%	12	1.8%	0	0.0%	15	2.0%
60+ MPH	2	2.5%	2	0.3%	0	0.0%	4	0.5%
Unknown	35	44.3%	213	32.8%	0	0.0%	248	33.7%
Total	79	100.0%	649	100.0%	7	100.0%	735	100.0%

Contributing Factors in Bicycle Crashes (Utah 2009)

- Failed to yield right of way (40.8%) was the leading contributing factor in total bicycle-motor vehicle crashes.

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	34	42.5%	251	40.7%	2	25.0%	287	40.8%
Other Improper Driving	6	7.5%	68	11.0%	0	0.0%	74	10.5%
Hit and Run	9	11.3%	40	6.5%	1	12.5%	50	7.1%
Driver Distraction	4	5.0%	30	4.9%	0	0.0%	34	4.8%
Improper Turn	4	5.0%	25	4.1%	0	0.0%	29	4.1%
Disregard Traffic Signal/Sign	1	1.3%	20	3.2%	1	12.5%	22	3.1%
Vision Obscured by Glare	1	1.3%	21	3.4%	0	0.0%	22	3.1%
Vision Obscured by Vegetation	2	2.5%	19	3.1%	0	0.0%	21	3.0%
Vision Obscured by Other	2	2.5%	15	2.4%	0	0.0%	17	2.4%
Failed to Keep in Proper Lane	3	3.8%	12	1.9%	1	12.5%	16	2.3%
Vision Obscured by Moving Vehicle	0	0.0%	16	2.6%	0	0.0%	16	2.3%
Vision Obscured by Building, Sign	1	1.3%	12	1.9%	0	0.0%	13	1.8%
Vehicle Defective Condition	1	1.3%	11	1.8%	0	0.0%	12	1.7%
Vision Obscured by Weather	2	2.5%	9	1.5%	0	0.0%	11	1.6%
Driver Emotionally Upset	2	2.5%	8	1.3%	0	0.0%	10	1.4%
Wrong Side/Wrong Way	0	0.0%	10	1.6%	0	0.0%	10	1.4%
Driving Under the Influence	1	1.3%	5	0.8%	1	12.5%	7	1.0%
Improper Parking/Stopping	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Speed Too Fast	1	1.3%	6	1.0%	0	0.0%	7	1.0%
Vision Obscured by Parked Vehicle	1	1.3%	6	1.0%	0	0.0%	7	1.0%
Improper Backing	0	0.0%	6	1.0%	0	0.0%	6	0.9%
Followed Too Closely	3	3.8%	2	0.3%	0	0.0%	5	0.7%
Improper Signal	1	1.3%	3	0.5%	0	0.0%	4	0.6%
Overcorrected	0	0.0%	4	0.6%	0	0.0%	4	0.6%
Reckless/Aggressive Driving	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Asleep/Fatigue	0	0.0%	1	0.2%	1	12.5%	2	0.3%
Disregard Road Markings	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Improper Passing	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other Driver Condition	0	0.0%	1	0.2%	1	12.5%	2	0.3%
Swerved or Evasive Action	1	1.3%	1	0.2%	0	0.0%	2	0.3%
Total	80	100.0%	616	100.0%	8	100.0%	704	100.0%

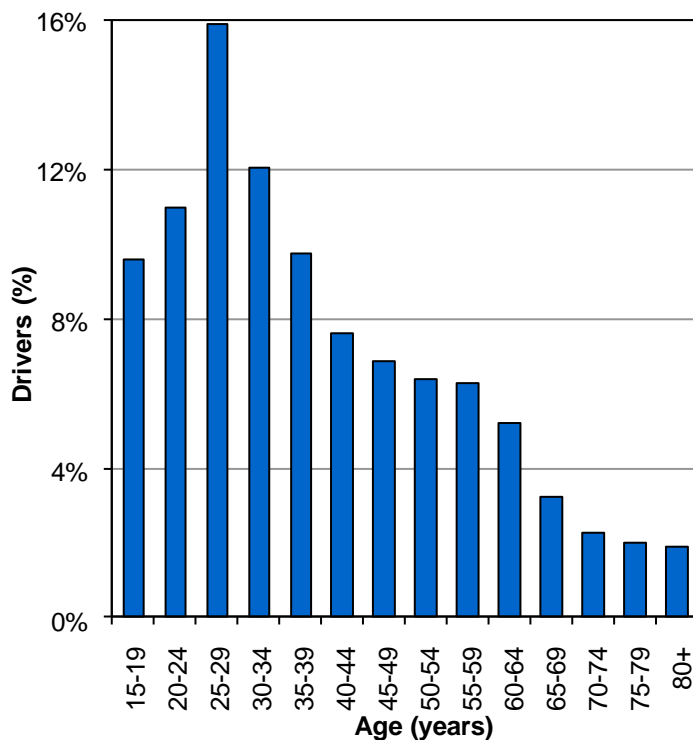
Bicyclists



Did you know in 2009:

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

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



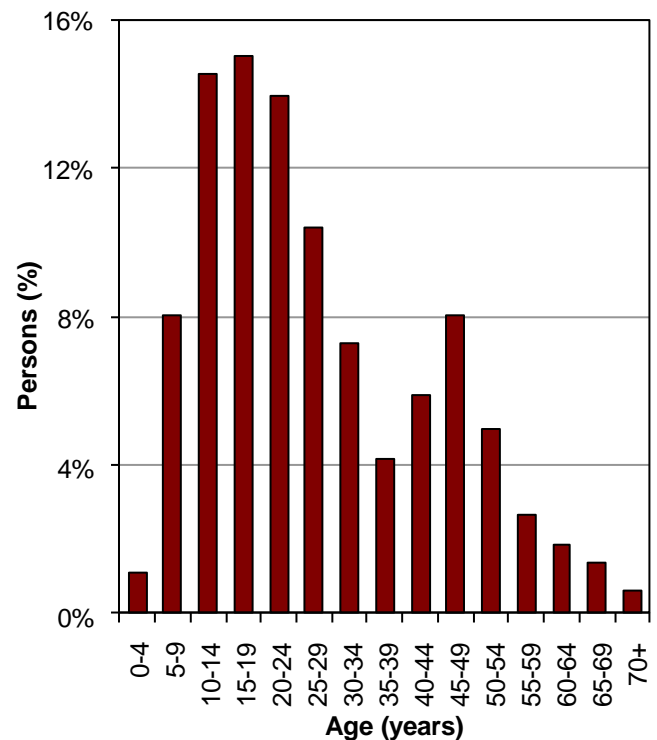
- Over half (58%) of drivers in bicycle-motor vehicle crashes were under 40 years.

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

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



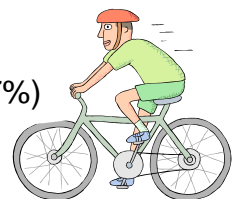
Age of Bicyclists in Bicycle-Motor Vehicle Crashes (Utah 2009)



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

Leading Contributing Factors of Bicyclists in Crashes (Utah 2009)

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

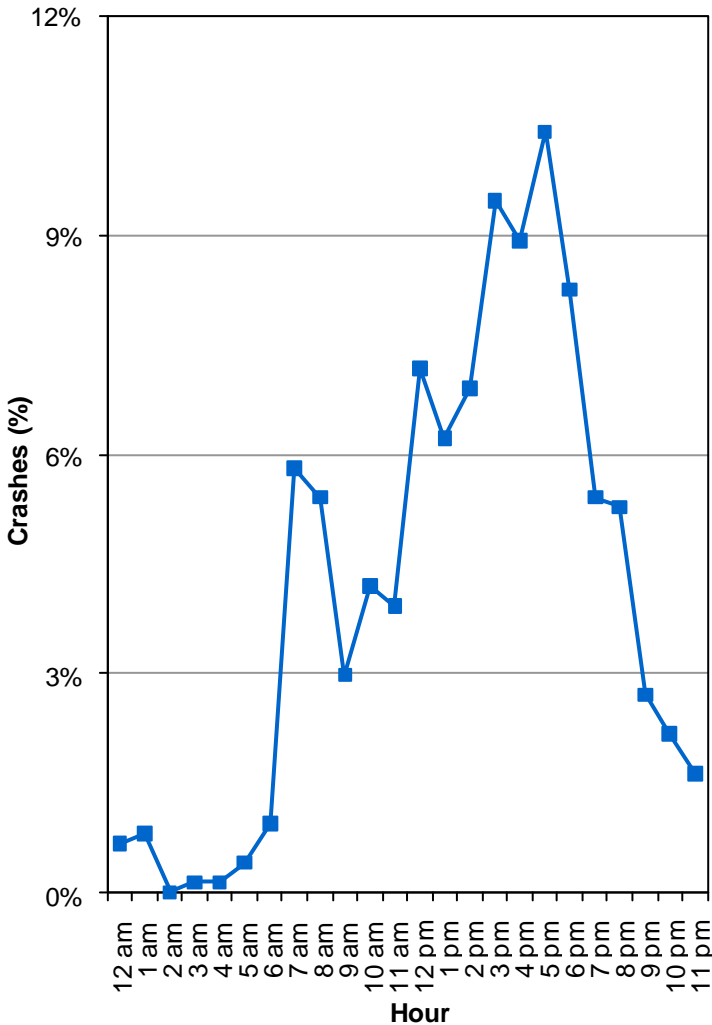


Bicyclists

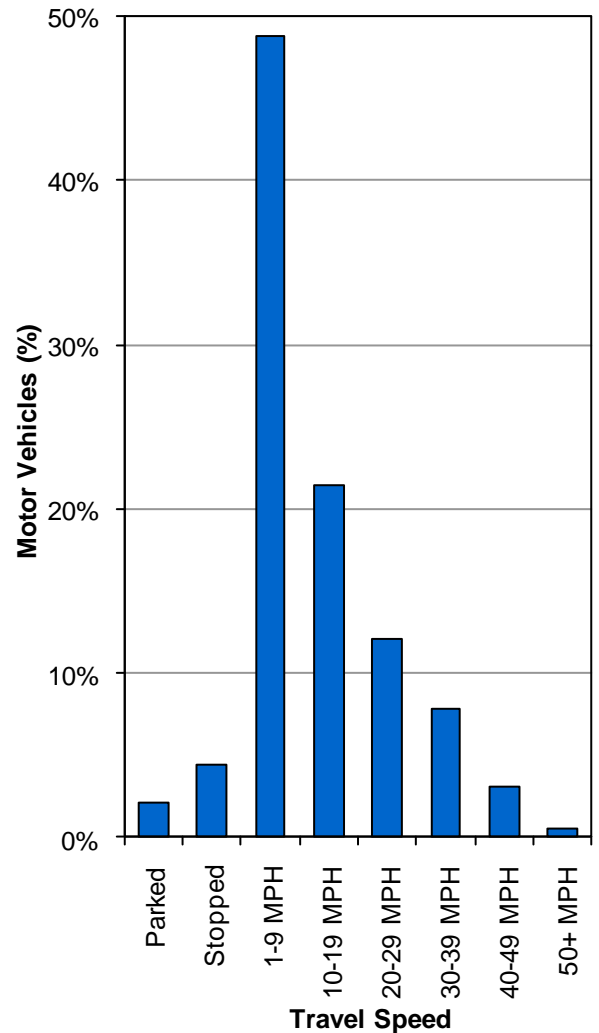


Over one-half (55%) of motor vehicles that hit bicyclists were turning. Drivers need to watch for bicycles before turning.

Bicycle-Motor Vehicle Crashes by Hour (Utah 2009)



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

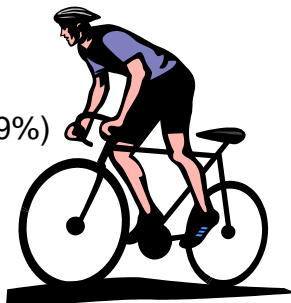


- Bicycle-motor vehicle crashes occurred most often between 3:00 p.m.-6:59 p.m.

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

Location of Bicyclists in Crashes (Utah 2009)

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



Motor Vehicle Action Prior to Crash (Utah 2009)

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