

Motorcycles



DRIVE AWARE. RIDE AWARE.



Section 10: Motorcycles

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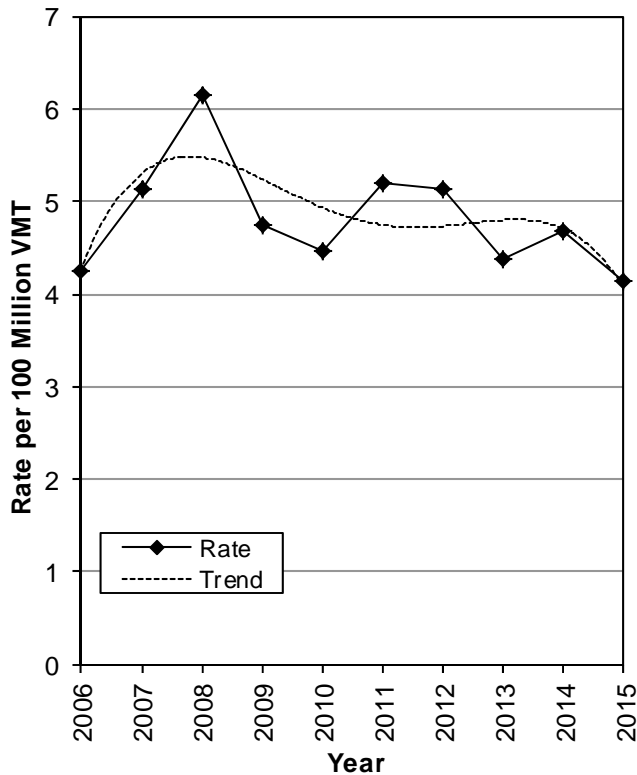
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Trends

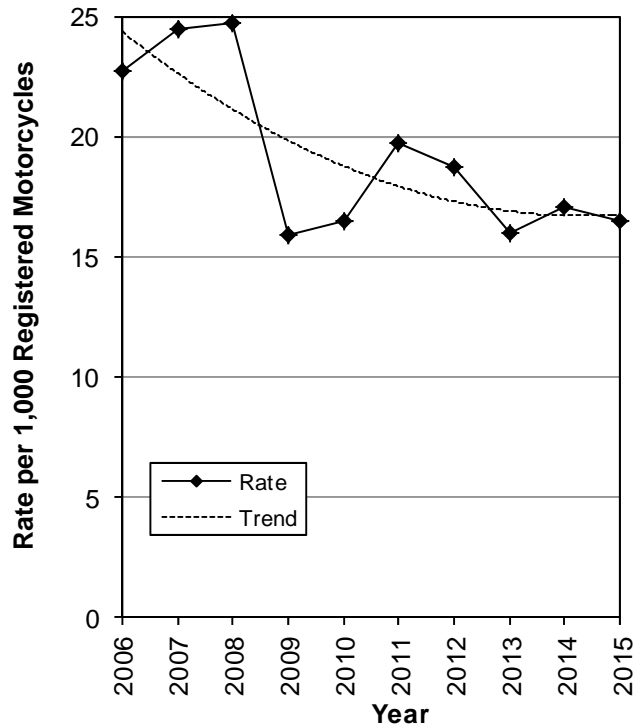
Motorcyclists in Crashes (Utah 2006-2015)

Year	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcyls	#	Rate per 100 Million VMT	Rate per 1,000 Registered Motorcycles
2006	186	0.7	3.8	899	3.4	18.4	24	0.09	0.49	1,109	4.24	22.7
2007	269	1.0	4.8	1,076	4.0	19.2	33	0.12	0.59	1,378	5.14	24.5
2008	255	1.0	4.0	1,301	5.0	20.2	36	0.14	0.56	1,592	6.15	24.7
2009	232	0.9	3.0	980	3.7	12.5	30	0.11	0.38	1,242	4.74	15.9
2010	190	0.7	2.6	979	3.7	13.6	21	0.08	0.29	1,190	4.47	16.5
2011	228	0.9	3.3	1,117	4.2	16.0	28	0.11	0.40	1,373	5.20	19.7
2012	225	0.8	3.1	1,111	4.2	15.2	32	0.12	0.44	1,368	5.14	18.7
2013	204	0.8	2.7	951	3.5	12.8	31	0.11	0.42	1,186	4.39	16.0
2014	206	0.7	2.7	1,043	3.8	13.8	45	0.16	0.60	1,294	4.69	17.1
2015	202	0.7	2.7	979	3.3	13.3	36	0.12	0.49	1,217	4.14	16.5
Total	2,197	0.8	3.2	10,436	3.9	15.2	316	0.12	0.46	12,949	4.82	18.9

Motorcyclist Crash Rates per VMT (Utah 2006-2015)



Motorcyclist Crash Rates per Registered Motorcycles (Utah 2006-2015)



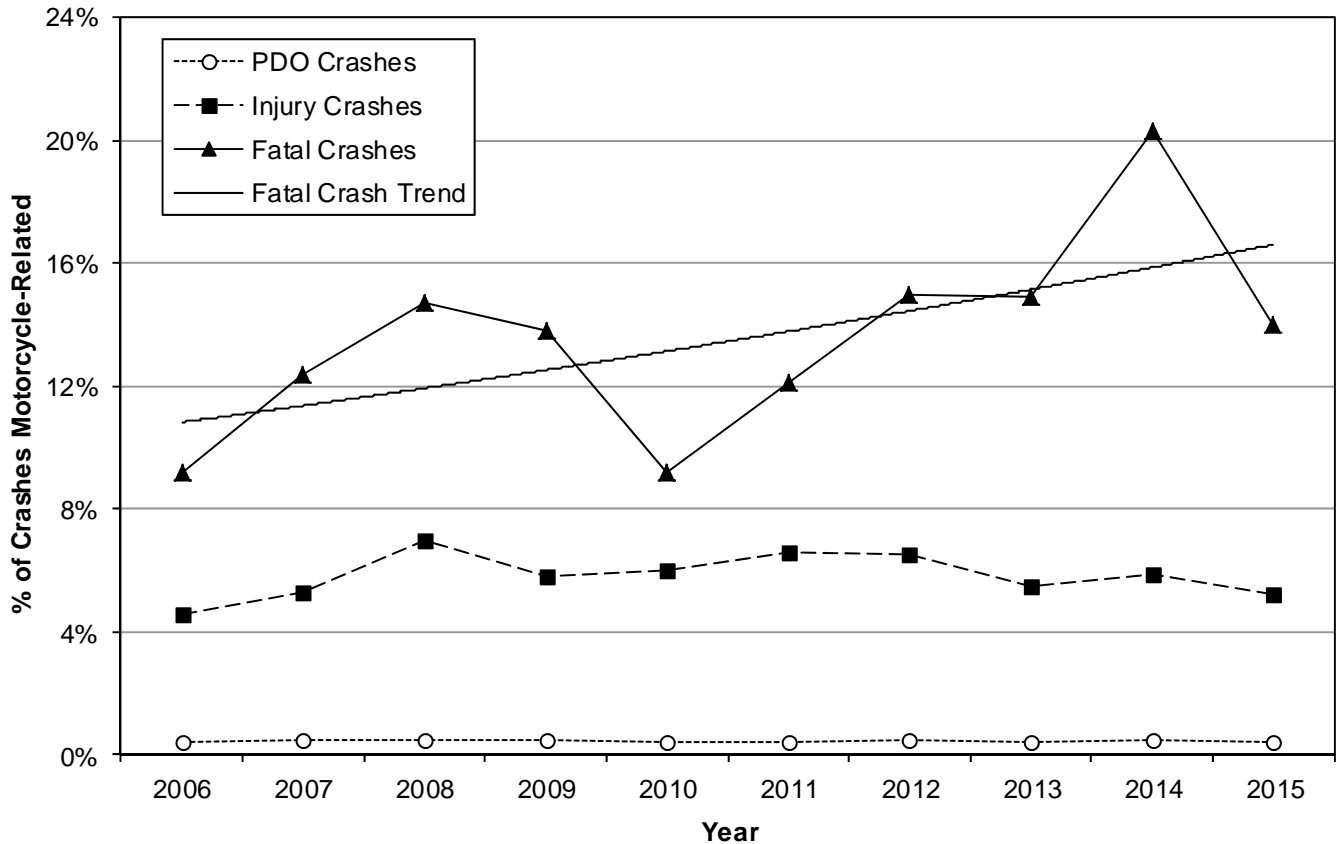
- 2015 had the lowest (4.14) rate of total motorcyclists in crashes per 100 million VMT.
- 2008 had the highest (6.15) rate of total motorcyclists in crashes per 100 million VMT.
- The rate of motorcyclists in crashes per registered motorcycle decreased 27.3% from 2006 to 2015.
- 2008 had the highest (24.7) rate of total motorcyclists in crashes per registered motorcycle.

Trends

Motorcycle Crashes (Utah 2006-2015)

Year	Property Damage Only			Injury			Fatal			Total		
	All	Motorcycle	%	All	Motorcycle	%	All	Motorcycle	%	All	Motorcycle	%
	#	#	%	#	#	%	#	#	%	#	#	%
2006	37,749	135	0.4%	18,189	835	4.6%	249	23	9.2%	56,187	993	1.8%
2007	42,368	199	0.5%	18,619	984	5.3%	258	32	12.4%	61,245	1,215	2.0%
2008	38,997	177	0.5%	17,125	1,192	7.0%	245	36	14.7%	56,367	1,405	2.5%
2009	35,398	182	0.5%	15,752	914	5.8%	217	30	13.8%	51,367	1,126	2.2%
2010	34,155	137	0.4%	14,995	892	5.9%	218	20	9.2%	49,368	1,049	2.1%
2011	36,418	161	0.4%	15,645	1,038	6.6%	224	27	12.1%	52,287	1,226	2.3%
2012	34,635	175	0.5%	15,765	1,024	6.5%	200	30	15.0%	50,600	1,229	2.4%
2013	39,301	145	0.4%	16,134	894	5.5%	202	30	14.9%	55,637	1,069	1.9%
2014	37,388	172	0.5%	16,426	962	5.9%	222	45	20.3%	54,036	1,179	2.2%
2015	42,089	167	0.4%	17,665	913	5.2%	258	36	14.0%	60,012	1,116	1.9%
Total	378,498	1,650	0.4%	166,315	9,648	5.8%	2,293	309	13.5%	547,106	11,607	2.1%

Percent of Crashes Involving a Motorcycle (Utah 2006-2015)

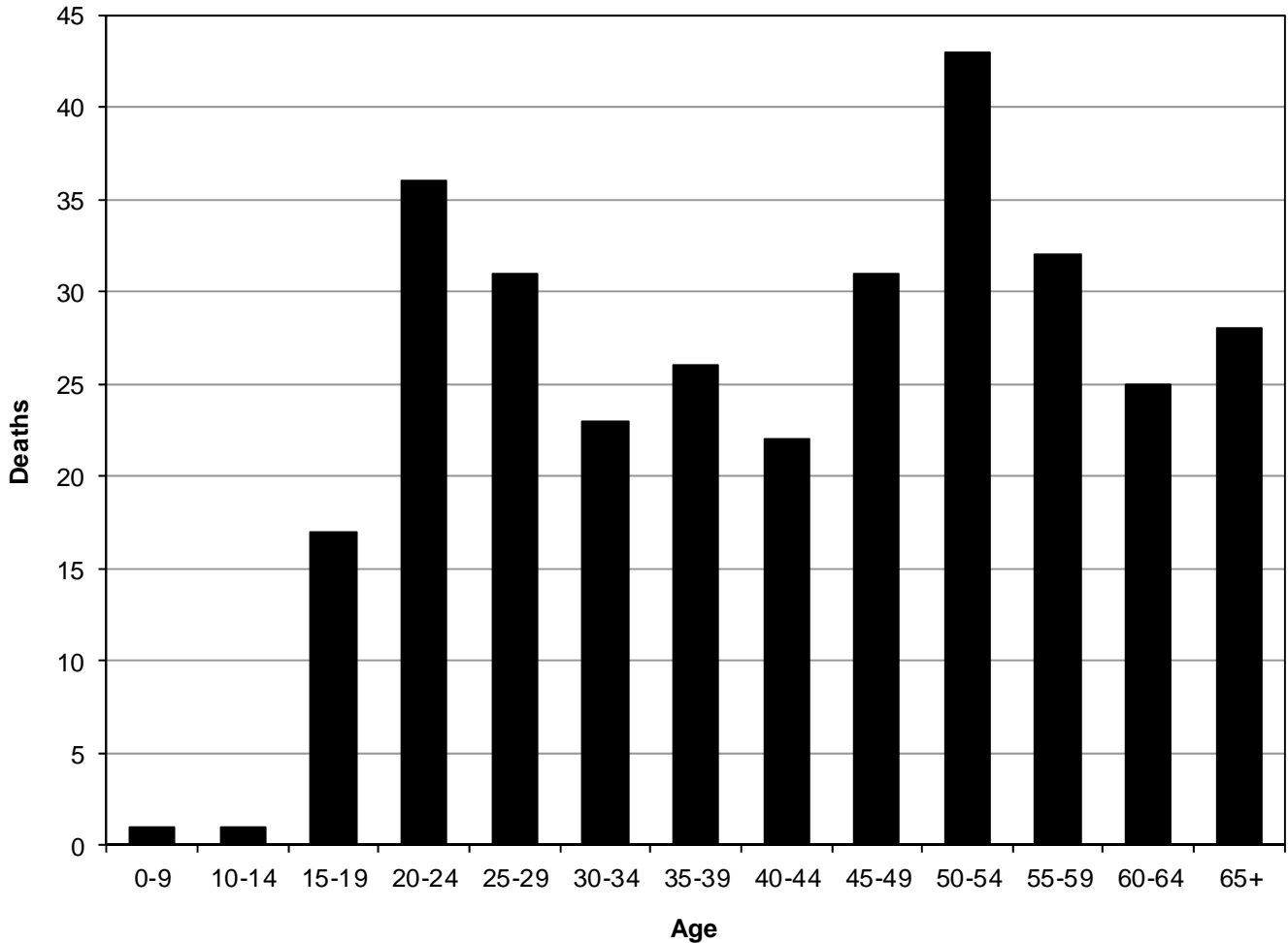


- The 10-year trend shows that motorcycle crashes represent 0.4% of property damage only crashes, 5.8% of injury crashes, and 13.5% of fatal crashes.
- Motorcycles are over-represented in fatal crashes and injury crashes accounting for 13.5% of fatal crashes and 5.8% of injury crashes compared to 2.1% of total crashes.
- During the last 10 years, the highest percent of total crashes involving motorcycles occurred in 2008 (2.5%).

Trends

Motorcyclists Killed by Age (Utah 2006-2015)

Motorcyclists Killed												
Age	Year										Total	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	#	%
0-9	0	0	0	0	0	0	1	0	0	0	1	0.3%
10-14	0	0	1	0	0	0	0	0	0	0	1	0.3%
15-19	4	4	1	1	0	0	1	1	2	3	17	5.4%
20-24	5	7	6	0	2	1	6	1	4	4	36	11.4%
25-29	2	1	7	3	3	3	2	3	4	3	31	9.8%
30-34	1	1	3	2	4	4	3	1	2	2	23	7.3%
35-39	3	0	5	1	1	2	2	3	5	4	26	8.2%
40-44	1	2	2	2	1	1	2	8	1	2	22	7.0%
45-49	1	4	3	6	1	4	2	3	4	3	31	9.8%
50-54	4	4	5	5	1	3	2	2	10	7	43	13.6%
55-59	2	2	0	4	5	5	6	3	2	3	32	10.1%
60-64	1	2	2	4	0	4	4	2	5	1	25	7.9%
65+	0	6	1	2	3	1	1	4	6	4	28	8.9%
Total	24	33	36	30	21	28	32	31	45	36	316	100.0%

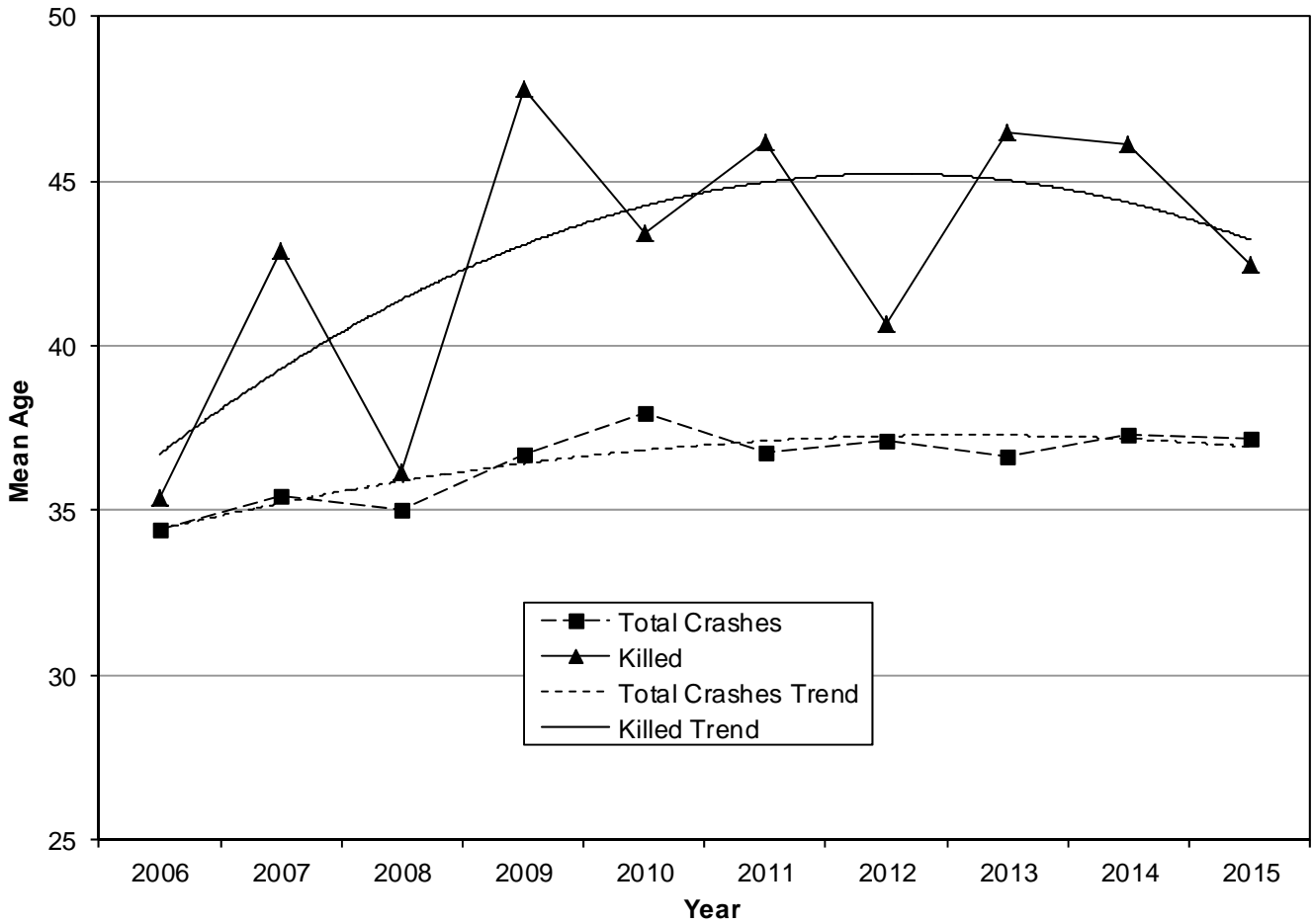


- The 10-year totals show that motorcyclist deaths were highest among the 50-54 and 20-24 year age groups.

Trends

Motorcyclists in Crashes by Age (Utah 2006-2015)

Motorcyclists (Driver and Passenger)		
	Total	Killed
Year	Mean Age	Mean Age
2006	34.39	35.38
2007	35.45	42.88
2008	35.02	36.14
2009	36.72	47.80
2010	37.97	43.43
2011	36.73	46.18
2012	37.11	40.63
2013	36.64	46.45
2014	37.29	46.11
2015	37.17	42.47
Average	36.45	42.75

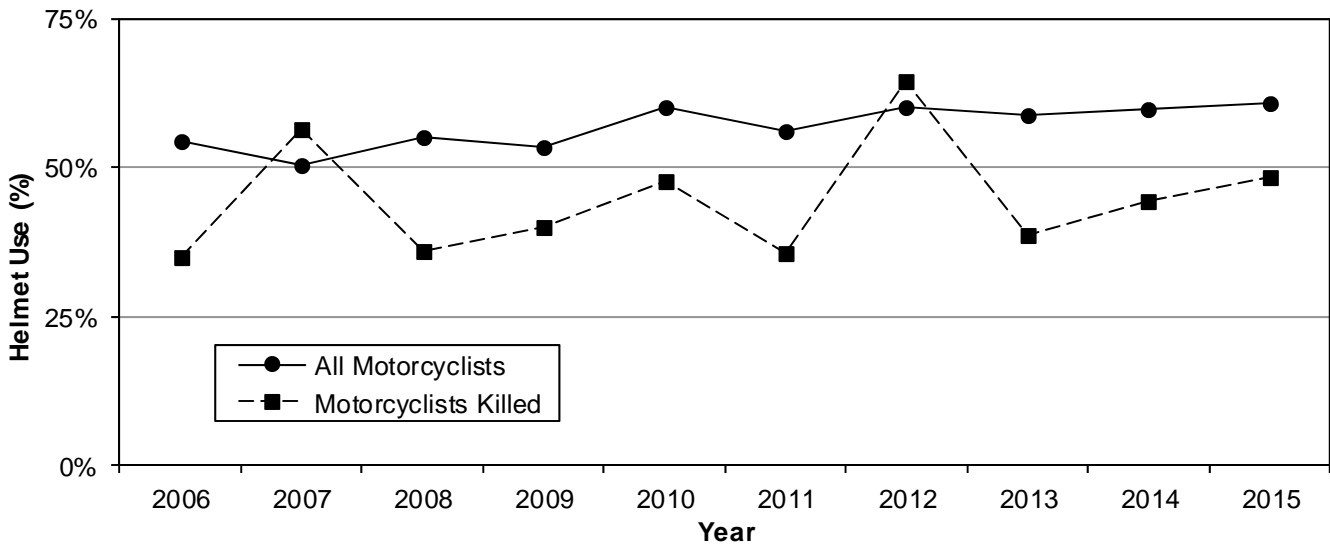


- The 10-year trend shows that the age of motorcyclists in crashes is steadily increasing. Increasing from 34.39 in 2006 to 37.17 in 2015.
- The 10-year trend shows that the age of motorcyclists killed in crashes is steadily increasing. Increasing from 35.38 in 2006 to 42.47 in 2015.

Helmets

Helmet Use of Motorcyclists in Crashes (Utah 2006-2015)

Motorcyclists (Driver and Passenger)												
Year	Non-Injured			Injured			Killed			Total		
	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%	No Hlmt	Helmet	%
	#	#	%	#	#	%	#	#	%	#	#	%
2006	54	59	52.2%	359	446	55.4%	15	8	34.8%	428	513	54.5%
2007	70	90	56.3%	513	497	49.2%	14	18	56.3%	597	605	50.3%
2008	56	156	73.6%	569	629	52.5%	23	13	36.1%	648	798	55.2%
2009	51	95	65.1%	436	476	52.2%	18	12	40.0%	505	583	53.6%
2010	48	84	63.6%	359	534	59.8%	11	10	47.6%	418	628	60.0%
2011	78	91	53.8%	444	586	56.9%	18	10	35.7%	540	687	56.0%
2012	57	113	66.5%	417	597	58.9%	11	20	64.5%	485	730	60.1%
2013	49	92	65.2%	350	491	58.4%	19	12	38.7%	418	595	58.7%
2014	54	111	67.3%	411	596	59.2%	25	20	44.4%	490	727	59.7%
2015	70	88	55.7%	360	587	62.0%	17	16	48.5%	447	691	60.7%
Total	587	979	62.5%	4,218	5,439	56.3%	171	139	44.8%	4,976	6,557	56.9%



- Overall helmet use by motorcyclists in crashes increased from 54.5% in 2006 to 60.7% in 2015.
- Helmet use among motorcyclists killed has shown an increasing trend.

Helmet Use of Motorcyclists in Crashes (Utah 2015)

Motorcyclists (Driver and Passenger)								
Helmet Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	88	43.6%	587	60.0%	16	44.4%	691	56.8%
Helmet Not Worn	70	34.7%	360	36.8%	17	47.2%	447	36.7%
Unknown	44	21.8%	32	3.3%	3	8.3%	79	6.5%
Total	202	100.0%	979	100.0%	36	100.0%	1,217	100.0%



- Only 60.7% (of known) of the motorcyclists in crashes wore a helmet.
- Only 16 of the 36 motorcyclists killed in crashes (44.4%) were wearing a helmet.

Motorcycle Crash Conditions

Motorcyclists in Crashes by County (Utah 2015)

Motorcyclists (Driver and Passenger)												
County	Non-Injured			Injured			Killed			Total		
	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl	#	Rate per 100 Million VMT	Rate per 1,000 Rgstrd Mtrcycl
Garfield	1	0.8	9.1	12	9.7	109.1	0	0.00	0.00	13	10.5	118.2
Rich	0	0.0	0.0	6	11.4	96.8	0	0.00	0.00	6	11.4	96.8
Morgan	4	2.8	11.9	14	9.8	41.5	2	1.40	5.93	20	14.0	59.3
Daggett	0	0.0	0.0	1	3.0	45.5	0	0.00	0.00	1	3.0	45.5
Wayne	0	0.0	0.0	4	7.6	43.0	0	0.00	0.00	4	7.6	43.0
Emery	2	0.5	8.7	6	1.6	26.1	1	0.26	4.35	9	2.3	39.1
Grand	5	1.3	9.9	13	3.4	25.8	0	0.00	0.00	18	4.7	35.8
San Juan	1	0.3	3.7	7	2.2	26.1	1	0.31	3.73	9	2.8	33.6
Wasatch	0	0.0	0.0	19	4.8	20.5	4	1.02	4.32	23	5.8	24.9
Millard	1	0.2	3.6	4	0.7	14.6	0	0.00	0.00	5	0.9	18.2
Salt Lake	98	1.0	3.8	358	3.8	13.9	12	0.13	0.47	468	4.9	18.2
Washington	10	0.6	2.1	76	4.9	15.6	2	0.13	0.41	88	5.6	18.1
Weber	20	1.1	3.1	87	5.0	13.3	4	0.23	0.61	111	6.4	16.9
Utah	22	0.5	1.8	163	3.7	13.6	3	0.07	0.25	188	4.3	15.7
Cache	9	0.9	2.9	39	4.1	12.4	1	0.10	0.32	49	5.1	15.5
Iron	0	0.0	0.0	16	2.0	14.9	0	0.00	0.00	16	2.0	14.9
Sevier	1	0.3	2.2	5	1.4	10.9	0	0.00	0.00	6	1.7	13.1
Sanpete	0	0.0	0.0	5	2.1	10.9	1	0.42	2.17	6	2.5	13.0
Tooele	4	0.5	2.3	17	2.0	9.9	1	0.12	0.58	22	2.5	12.8
Kane	0	0.0	0.0	3	2.0	12.1	0	0.00	0.00	3	2.0	12.1
Summit	2	0.2	1.3	16	2.0	10.1	1	0.12	0.63	19	2.3	11.9
Uintah	1	0.2	0.8	13	3.0	10.7	0	0.00	0.00	14	3.2	11.5
Davis	16	0.6	1.9	81	2.9	9.5	1	0.04	0.12	98	3.5	11.5
Duchesne	0	0.0	0.0	6	1.8	9.6	0	0.00	0.00	6	1.8	9.6
Carbon	2	0.6	3.2	3	0.9	4.7	1	0.29	1.58	6	1.7	9.5
Box Elder	2	0.2	1.3	5	0.5	3.4	1	0.10	0.67	8	0.8	5.4
Juab	1	0.2	4.1	0	0.0	0.0	0	0.00	0.00	1	0.2	4.1
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.00	0.00	0	0.0	0.0
Statewide	202	0.7	2.7	979	3.3	13.3	36	0.12	0.49	1,217	4.1	16.5

- Garfield, Rich, and Morgan counties had the highest rates of motorcyclists in crashes per registered motorcycle and the highest rates of motorcyclists in crashes per vehicle miles traveled (VMT).

Occupant Placement of Motorcyclists in Crashes (Utah 2015)

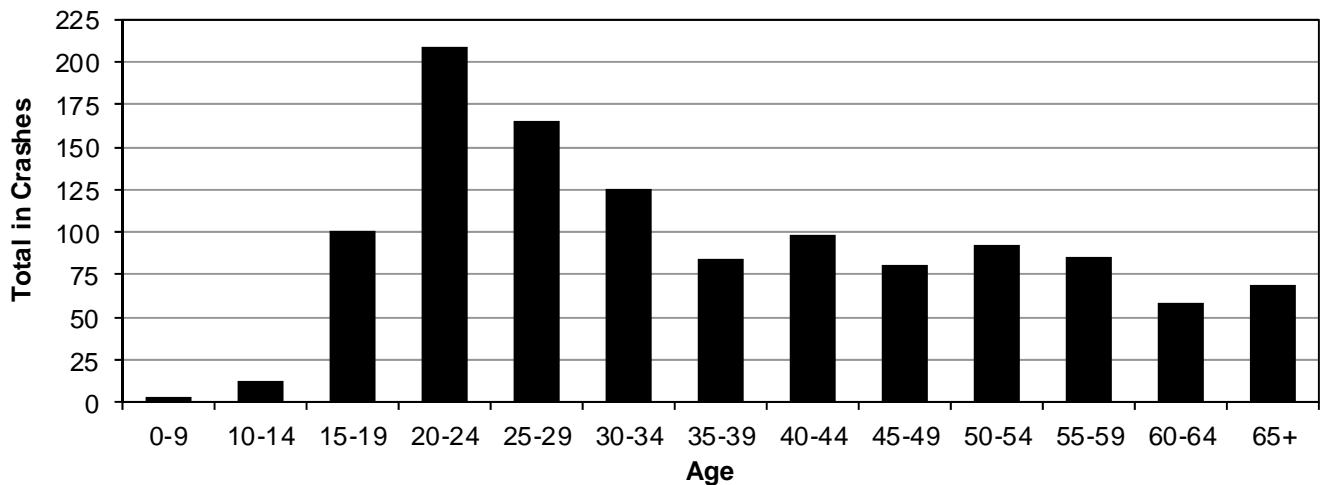
- Drivers accounted for the majority of motorcyclists in a crash (92.9%) and motorcyclists killed (97.2%).

Motorcyclists (Driver and Passenger)								
Occupant Placement	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Driver	194	96.0%	901	92.0%	35	97.2%	1,130	92.9%
Passenger	8	4.0%	78	8.0%	1	2.8%	87	7.1%
Total	202	100.0%	979	100.0%	36	100.0%	1,217	100.0%

Motorcycle Crash Conditions

Age of Motorcyclists in Crashes (Utah 2015)

Motorcyclists (Driver and Passenger)								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-9	0	0.0%	3	45.0%	0	0.0%	3	0.2%
10-14	0	0.0%	13	1.3%	0	0.0%	13	1.1%
15-19	14	6.9%	84	8.6%	3	8.3%	101	8.3%
20-24	27	13.4%	178	18.2%	4	11.1%	209	17.2%
25-29	23	11.4%	139	14.2%	3	8.3%	165	13.6%
30-34	22	10.9%	102	10.4%	2	5.6%	126	10.4%
35-39	16	7.9%	64	6.5%	4	11.1%	84	6.9%
40-44	20	9.9%	76	7.8%	2	5.6%	98	8.1%
45-49	12	5.9%	66	6.7%	3	8.3%	81	6.7%
50-54	14	6.9%	72	7.4%	7	19.4%	93	7.6%
55-59	11	5.4%	71	7.3%	3	8.3%	85	7.0%
60-64	8	4.0%	49	5.0%	1	2.8%	58	4.8%
65+	13	6.4%	52	5.3%	4	11.1%	69	5.7%
Unknown	22	10.9%	10	1.0%	0	0.0%	32	2.6%
Total	202	100.0%	979	144.7%	36	100.0%	1,217	100.0%



- Overall, the largest percentages of motorcyclists in crashes were aged 20-29 years (30.8%).
- The highest number of motorcyclist deaths were aged 50-54 years.

Gender of Motorcyclists in Crashes (Utah 2015)

Motorcyclists (Driver and Passenger)								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	171	84.7%	833	85.1%	34	94.4%	1,038	85.3%
Female	14	6.9%	142	14.5%	2	5.6%	158	13.0%
Unknown	17	8.4%	4	0.4%	0	0.0%	21	1.7%
Total	202	100.0%	979	100.0%	36	100.0%	1,217	100.0%

- The majority of all motorcyclists (85.3%) and motorcyclists killed (94.4%) in crashes were male.

Motorcycle Crash Conditions

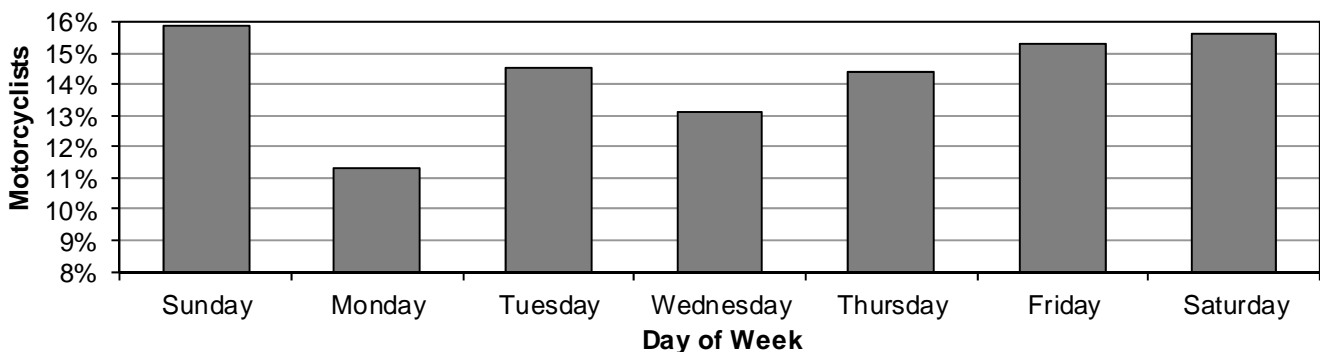
Motorcyclists in Crashes by Month (Utah 2015)

Motorcyclists (Driver and Passenger)								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	3	0.1	19	0.6	1	0.03	23	0.7
February	7	0.3	34	1.2	1	0.04	42	1.5
March	13	0.4	80	2.6	2	0.06	95	3.1
April	19	0.6	68	2.3	3	0.10	90	3.0
May	15	0.5	109	3.5	3	0.10	127	4.1
June	34	1.1	130	4.3	10	0.33	174	5.8
July	27	0.9	118	3.8	4	0.13	149	4.8
August	25	0.8	134	4.3	3	0.10	162	5.2
September	31	1.0	139	4.6	4	0.13	174	5.8
October	19	0.6	102	3.3	4	0.13	125	4.0
November	6	0.2	35	1.2	1	0.03	42	1.4
December	3	0.1	11	0.4	0	0.00	14	0.5
Total	202	0.6	979	2.7	36	0.10	1,217	3.3

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

Motorcyclists in Crashes by Day of Week (Utah 2015)

Motorcyclists (Driver and Passenger)								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	27	13.4%	156	15.9%	11	30.6%	194	15.9%
Monday	25	12.4%	106	10.8%	6	16.7%	137	11.3%
Tuesday	26	12.9%	146	14.9%	4	11.1%	176	14.5%
Wednesday	29	14.4%	130	13.3%	0	0.0%	159	13.1%
Thursday	34	16.8%	136	13.9%	5	13.9%	175	14.4%
Friday	34	16.8%	150	15.3%	2	5.6%	186	15.3%
Saturday	27	13.4%	155	15.8%	8	22.2%	190	15.6%
Total	202	100.0%	979	100.0%	36	100.0%	1,217	100.0%

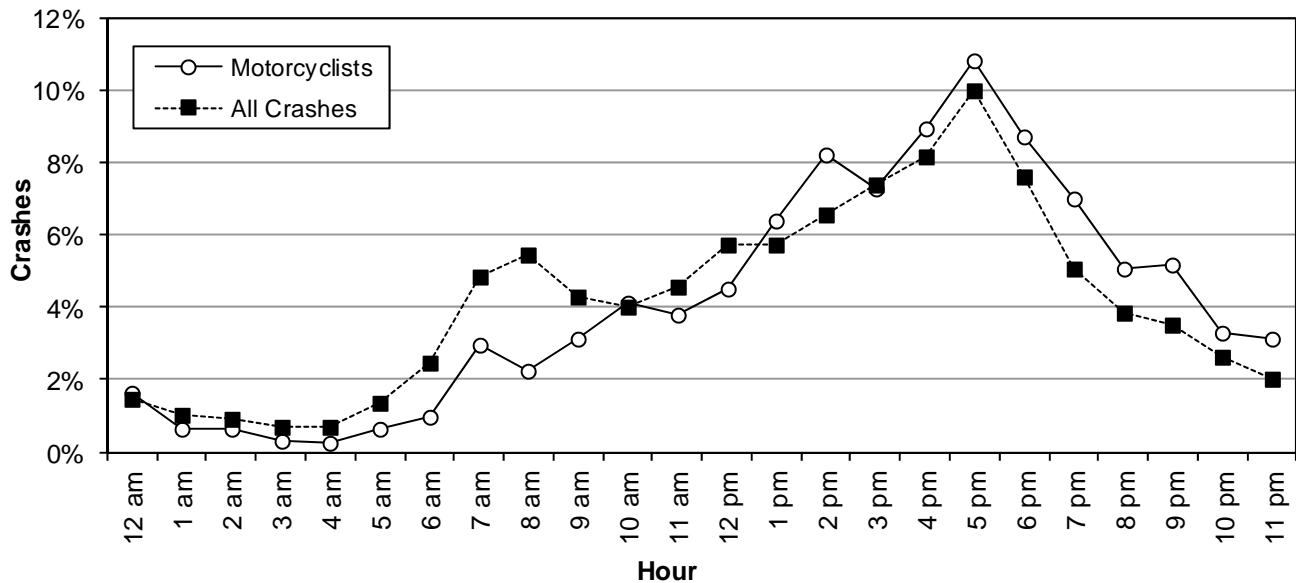


- Nearly one-half (46.8%) of total motorcycle crashes occurred on the weekend Friday through Sunday.
- Fatal motorcycle crashes occurred most frequently on Sunday (30.6%).

Motorcycle Crash Conditions

Motorcyclists in Crashes by Hour (Utah 2015)

Motorcyclists (Driver and Passenger)								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	3	1.5%	17	1.7%	0	0.0%	20	1.6%
1 a.m.	1	0.5%	7	0.7%	0	0.0%	8	0.7%
2 a.m.	0	0.0%	8	0.8%	0	0.0%	8	0.7%
3 a.m.	2	1.0%	1	0.1%	1	2.8%	4	0.3%
4 a.m.	0	0.0%	3	0.3%	0	0.0%	3	0.2%
5 a.m.	2	1.0%	6	0.6%	0	0.0%	8	0.7%
6 a.m.	2	1.0%	9	0.9%	1	2.8%	12	1.0%
7 a.m.	8	4.0%	28	2.9%	0	0.0%	36	3.0%
8 a.m.	3	1.5%	22	2.2%	2	5.6%	27	2.2%
9 a.m.	6	3.0%	29	3.0%	3	8.3%	38	3.1%
10 a.m.	8	4.0%	41	4.2%	1	2.8%	50	4.1%
11 a.m.	10	5.0%	35	3.6%	1	2.8%	46	3.8%
Noon	6	3.0%	49	5.0%	0	0.0%	55	4.5%
1 p.m.	8	4.0%	69	7.0%	1	2.8%	78	6.4%
2 p.m.	23	11.4%	72	7.4%	5	13.9%	100	8.2%
3 p.m.	14	6.9%	73	7.5%	2	5.6%	89	7.3%
4 p.m.	15	7.4%	90	9.2%	4	11.1%	109	9.0%
5 p.m.	29	14.4%	103	10.5%	0	0.0%	132	10.8%
6 p.m.	13	6.4%	87	8.9%	6	16.7%	106	8.7%
7 p.m.	8	4.0%	74	7.6%	3	8.3%	85	7.0%
8 p.m.	10	5.0%	50	5.1%	2	5.6%	62	5.1%
9 p.m.	13	6.4%	49	5.0%	1	2.8%	63	5.2%
10 p.m.	11	5.4%	29	3.0%	0	0.0%	40	3.3%
11 p.m.	7	3.5%	28	2.9%	3	8.3%	38	3.1%
Total	202	100.0%	979	100.0%	36	100.0%	1,217	100.0%



- Over one-half (51.9%) of total motorcycle crashes occurred between 2:00 p.m. and 7:59 p.m.
- Motorcycle crashes were more likely to occur in the afternoon and evening than other crashes.

Motorcycle Crash Conditions

Motorcycle Driver Age (Utah 2015)

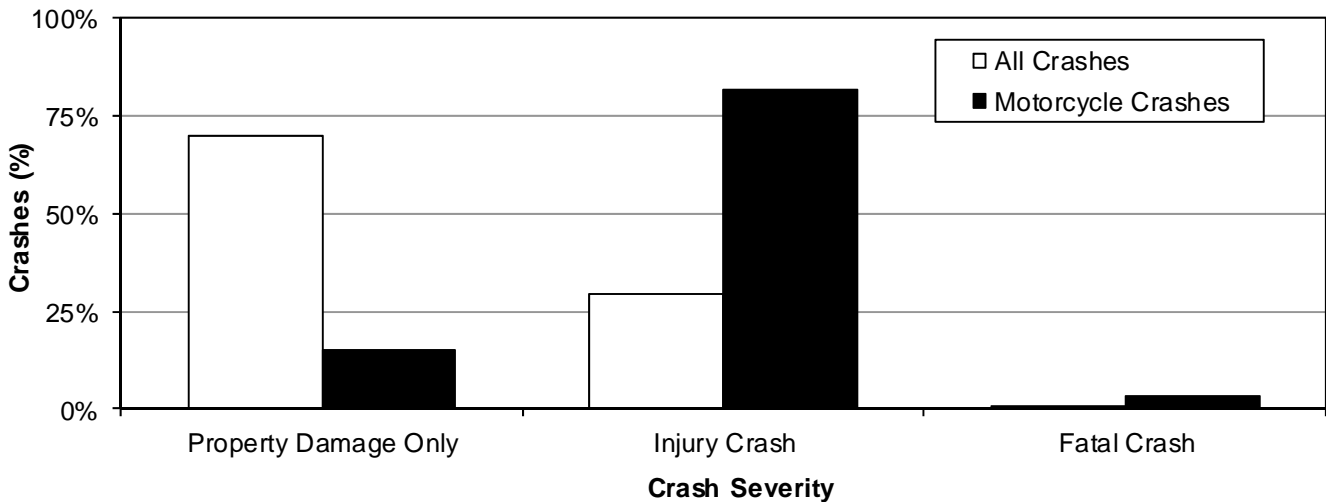
Motorcycle Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	10	1.1%	0	0.0%	10	0.9%
15-19	11	7.0%	78	8.3%	3	8.3%	92	8.1%
20-24	20	12.7%	169	18.1%	4	11.1%	193	17.1%
25-29	18	11.4%	137	14.7%	3	8.3%	158	14.0%
30-34	17	10.8%	99	10.6%	2	5.6%	118	10.5%
35-39	10	6.3%	63	6.7%	4	11.1%	77	6.8%
40-44	19	12.0%	74	7.9%	2	5.6%	95	8.4%
45-49	11	7.0%	56	6.0%	3	8.3%	70	6.2%
50-54	9	5.7%	72	7.7%	7	19.4%	88	7.8%
55-59	7	4.4%	65	7.0%	3	8.3%	75	6.6%
60-64	6	3.8%	47	5.0%	1	2.8%	54	4.8%
65+	11	7.0%	53	5.7%	4	11.1%	68	6.0%
Unknown	19	12.0%	12	1.3%	0	0.0%	31	2.7%
Total	158	100.0%	935	100.0%	36	100.0%	1,129	100.0%

- Over one-half (50.6%) of the motorcycle drivers in crashes were under the age of 35 years.
- The 50-54 year age group had the highest number of drivers in fatal crashes.

Motorcycle Driver License Status (Utah 2015)

- Of the 36 motorcycle drivers in fatal crashes, 32 (88.9%) had a valid motorcycle license.

Motorcycle Crash Severity (Utah 2015)

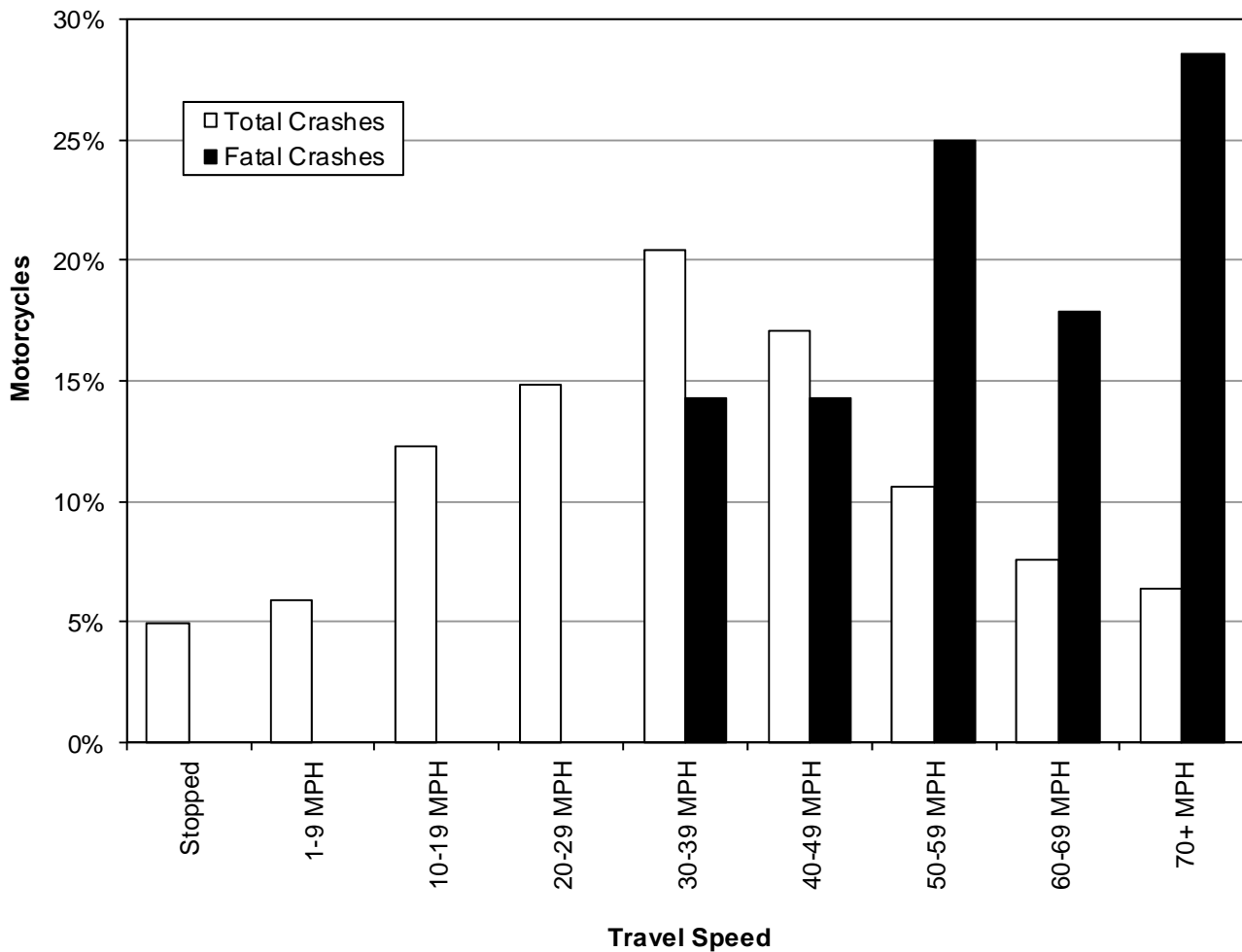


- Motorcycle crashes were more likely to result in injury (81.8% to 29.4%) or death (3.2% to 0.4%) compared to all motor vehicle crashes.

Motorcycle Crash Conditions

Travel Speed (Utah 2015)

Motorcycles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	23	13.5%	3	0.3%	0	0.0%	26	2.3%
Stopped	22	12.9%	22	2.4%	0	0.0%	44	3.9%
1-9 MPH	15	8.8%	38	4.1%	0	0.0%	53	4.6%
10-19 MPH	24	14.1%	86	9.2%	0	0.0%	110	9.6%
20-29 MPH	12	7.1%	121	12.9%	0	0.0%	133	11.7%
30-39 MPH	15	8.8%	164	17.5%	4	11.1%	183	16.0%
40-49 MPH	12	7.1%	137	14.7%	4	11.1%	153	13.4%
50-59 MPH	7	4.1%	81	8.7%	7	19.4%	95	8.3%
60-69 MPH	6	3.5%	57	6.1%	5	13.9%	68	6.0%
70-79 MPH	5	2.9%	27	2.9%	5	13.9%	37	3.2%
80+ MPH	1	0.6%	17	1.8%	3	8.3%	21	1.8%
Unknown	28	16.5%	182	19.5%	8	22.2%	218	19.1%
Total	170	100.0%	935	100.0%	36	100.0%	1,141	100.0%



- Over one-half (52.3% of known) of motorcycles in total crashes were traveling 20-49 MPH.
- The majority (71.4% of known) of the motorcycles in fatal crashes were traveling 50 MPH or higher.

Motorcycle Crash Conditions

Maneuver of Other Vehicle Prior to Motorcycle Crash (Utah 2015)

Vehicles Other than Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	58	38.4%	157	30.0%	11	44.0%	226	32.3%
Turning Left	19	12.6%	174	33.2%	8	32.0%	201	28.7%
Stopped in Traffic Lane	20	13.2%	62	11.8%	4	16.0%	86	12.3%
Turning Right	10	6.6%	24	4.6%	1	4.0%	35	5.0%
Slowing in Traffic Lane	7	4.6%	23	4.4%	0	0.0%	30	4.3%
Changing Lanes	5	3.3%	19	3.6%	1	4.0%	25	3.6%
Making U-turn	2	1.3%	23	4.4%	0	0.0%	25	3.6%
Parked/Parking	8	5.3%	17	3.2%	0	0.0%	25	3.6%
Backing	10	6.6%	6	1.1%	0	0.0%	16	2.3%
Entering/Leaving Traffic Lane	3	2.0%	8	1.5%	0	0.0%	11	1.6%
Overtaking/Passing	1	0.7%	3	0.6%	0	0.0%	4	0.6%
Unknown/Other	8	5.3%	8	1.5%	0	0.0%	16	2.3%
Total	151	100.0%	524	100.0%	25	100.0%	700	100.0%

- For all motorcycle crashes, the leading maneuvers of vehicles other than motorcycles prior to the crash were straight ahead (32.3%) and turning left (28.7%).

Motorcycle Maneuver Prior to Motorcycle Crash (Utah 2015)

Motorcycles (Motorcycle Crash)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Straight Ahead	88	51.8%	689	73.7%	30	83.3%	807	70.7%
Turning Left	11	6.5%	57	6.1%	0	0.0%	68	6.0%
Turning Right	4	2.4%	39	4.2%	2	5.6%	45	3.9%
Slowing in Traffic Lane	5	2.9%	39	4.2%	0	0.0%	44	3.9%
Stopped in Traffic Lane	22	12.9%	22	2.4%	0	0.0%	44	3.9%
Changing Lanes	4	2.4%	25	2.7%	0	0.0%	29	2.5%
Parked/Parking	24	14.1%	3	0.3%	0	0.0%	27	2.4%
Overtaking/Passing	2	1.2%	18	1.9%	4	11.1%	24	2.1%
Entering/Leaving Traffic Lane	1	0.6%	10	1.1%	0	0.0%	11	1.0%
Making U-turn	0	0.0%	7	0.7%	0	0.0%	7	0.6%
Backing	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Other	2	1.2%	12	1.3%	0	0.0%	14	1.2%
Unknown	7	4.1%	13	1.4%	0	0.0%	20	1.8%
Total	170	100.0%	935	100.0%	36	100.0%	1,141	100.0%

- For all motorcycle crashes, the leading maneuver of motorcycles prior to the crash was straight ahead

Motorcycle Crash Conditions

Number of Vehicles Involved in Motorcycle Crashes (Utah 2015)

Motorcycle Crashes								
Vehicles Involved	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Motorcycle Only	29	17.4%	414	45.3%	14	38.9%	457	40.9%
Motorcycle and 1 or More Other Vehicles	138	82.6%	499	54.7%	22	61.1%	659	59.1%
Total	167	100.0%	913	100.0%	36	100.0%	1,116	100.0%

- In 59.1% of all motorcycle crashes there was the motorcycle and one or more other vehicles involved.

Contributing Factors of Drivers Other than Motorcyclists in Motorcycle Crashes (Utah 2015)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	16	12.9%	183	38.5%	6	30.0%	205	33.1%
Improper Turn	8	6.5%	47	9.9%	2	10.0%	57	9.2%
Vision Obscured	8	6.5%	48	10.1%	1	5.0%	57	9.2%
Followed Too Closely	18	14.5%	35	7.4%	1	5.0%	54	8.7%
Driver Distraction	8	6.5%	26	5.5%	3	15.0%	37	6.0%
Other Improper Driving	8	6.5%	19	4.0%	0	0.0%	27	4.4%
Improper Lane Change	7	5.6%	19	4.0%	0	0.0%	26	4.2%
Disregard Traffic Signal/Sign	3	2.4%	18	3.8%	1	5.0%	22	3.6%
Hit and Run	12	9.7%	7	1.5%	1	5.0%	20	3.2%
Vehicle Defective Condition	3	2.4%	14	2.9%	2	10.0%	19	3.1%
Failed to Keep in Proper Lane	6	4.8%	8	1.7%	0	0.0%	14	2.3%
Improper Backing	6	4.8%	6	1.3%	0	0.0%	12	1.9%
Speed Too Fast	3	2.4%	8	1.7%	1	5.0%	12	1.9%
Improper Parking/Stopping	2	1.6%	8	1.7%	1	5.0%	11	1.8%
Driving Under the Influence	2	1.6%	6	1.3%	1	5.0%	9	1.5%
Swerved or Evasive Action	3	2.4%	5	1.1%	0	0.0%	8	1.3%
Driver Emotional Prior to Crash	4	3.2%	2	0.4%	0	0.0%	6	1.0%
Improper Passing	3	2.4%	2	0.4%	0	0.0%	5	0.8%
Improper Signal	0	0.0%	4	0.8%	0	0.0%	4	0.6%
Other Driver Condition	1	0.8%	3	0.6%	0	0.0%	4	0.6%
Reckless/Aggressive Driving	2	1.6%	2	0.4%	0	0.0%	4	0.6%
Wrong Side/Wrong Way	1	0.8%	3	0.6%	0	0.0%	4	0.6%
Driver Illness/Medical	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Driver Asleep/Fatigue	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Overcorrected	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	124	100.0%	475	100.0%	20	100.0%	619	100.0%

- Failed to yield right of way (33.1%), improper turn (9.2%), vision obscured (9.2%), and followed too closely (8.7%) were the leading contributing factors for drivers other than motorcyclists in all motorcycle crashes.
- The leading contributing factor for fatal crashes was failed to yield right of way (30.0%).

Motorcycle Crash Conditions

Contributing Factors of Motorcycle Drivers in Crashes (Utah 2015)

Motorcycle Drivers/Vehicles								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Speed Too Fast	13	12.0%	134	16.2%	10	26.3%	157	16.1%
Failed to Keep in Proper Lane	13	12.0%	79	9.6%	5	13.2%	97	10.0%
Followed Too Closely	16	14.8%	78	9.4%	2	5.3%	96	9.9%
Swerved or Evasive Action	3	2.8%	73	8.8%	2	5.3%	78	8.0%
Other Improper Driving	7	6.5%	61	7.4%	0	0.0%	68	7.0%
Ran Off Road	4	3.7%	50	6.0%	5	13.2%	59	6.1%
Overcorrected	3	2.8%	36	4.4%	2	5.3%	41	4.2%
Failed to Yield Right of Way	5	4.6%	34	4.1%	0	0.0%	39	4.0%
Driver Distraction	3	2.8%	35	4.2%	0	0.0%	38	3.9%
Driving Under the Influence	3	2.8%	33	4.0%	0	0.0%	36	3.7%
Reckless/Aggressive Driving	2	1.9%	30	3.6%	2	5.3%	34	3.5%
Vision Obscured by Weather Condition	1	0.9%	22	2.7%	1	2.6%	24	2.5%
Vehicle Other Defective Condition	1	0.9%	20	2.4%	1	2.6%	22	2.3%
Improper Passing	3	2.8%	13	1.6%	1	2.6%	17	1.7%
Vehicle Brakes	2	1.9%	14	1.7%	1	2.6%	17	1.7%
Hit and Run	8	7.4%	8	1.0%	0	0.0%	16	1.6%
Improper Lane Change	4	3.7%	10	1.2%	2	5.3%	16	1.6%
Disregard Traffic Signal/Sign	1	0.9%	12	1.5%	2	5.3%	15	1.5%
Other Driver Condition	1	0.9%	14	1.7%	0	0.0%	15	1.5%
Improper Turn	1	0.9%	12	1.5%	0	0.0%	13	1.3%
Vehicle Tires	0	0.0%	12	1.5%	1	2.6%	13	1.3%
Vision Obscured by Other	3	2.8%	9	1.1%	0	0.0%	12	1.2%
Vision Obscured by Moving Vehicle	3	2.8%	8	1.0%	0	0.0%	11	1.1%
Improper Parking/Stopping	2	1.9%	7	0.8%	0	0.0%	9	0.9%
Vision Obscured by Vegetation	1	0.9%	5	0.6%	0	0.0%	6	0.6%
Wrong Side/Wrong Way	1	0.9%	4	0.5%	1	2.6%	6	0.6%
Disregard Road Markings	1	0.9%	4	0.5%	0	0.0%	5	0.5%
Driver Emotional Prior to Crash	2	1.9%	2	0.2%	0	0.0%	4	0.4%
Vision Obscured by Glare	1	0.9%	2	0.2%	0	0.0%	3	0.3%
Driver Asleep/Fatigue	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Vision Obscured by Parked Vehicle	0	0.0%	2	0.2%	0	0.0%	2	0.2%
Driver Illness/Medical	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Improper Signal	0	0.0%	1	0.1%	0	0.0%	1	0.1%
Total	108	100.0%	827	100.0%	38	100.0%	973	100.0%

- Speed too fast (16.1%), failed to keep in proper lane (10.0%), and followed too closely (9.9%) were the leading contributing factors for all motorcycle crashes.
- The leading contributing factors for fatal crashes were speed too fast (26.3%), failed to keep in proper lane (13.2%), and ran off road (13.2%).

Motorcycle Crash Conditions

Drivers Other than Motorcyclists in Motorcycle Crashes with Contributing Factors (Utah 2015)

Drivers/Vehicles Other than Motorcycles (Motorcycle Crash)								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	83	55.0%	319	60.9%	14	56.0%	416	59.4%
No	57	37.7%	178	34.0%	10	40.0%	245	35.0%
Not Applicable - No Driver	4	2.6%	12	2.3%	0	0.0%	16	2.3%
Unknown	7	4.6%	15	2.9%	1	4.0%	23	3.3%
Total	151	100.0%	524	100.0%	25	100.0%	700	100.0%

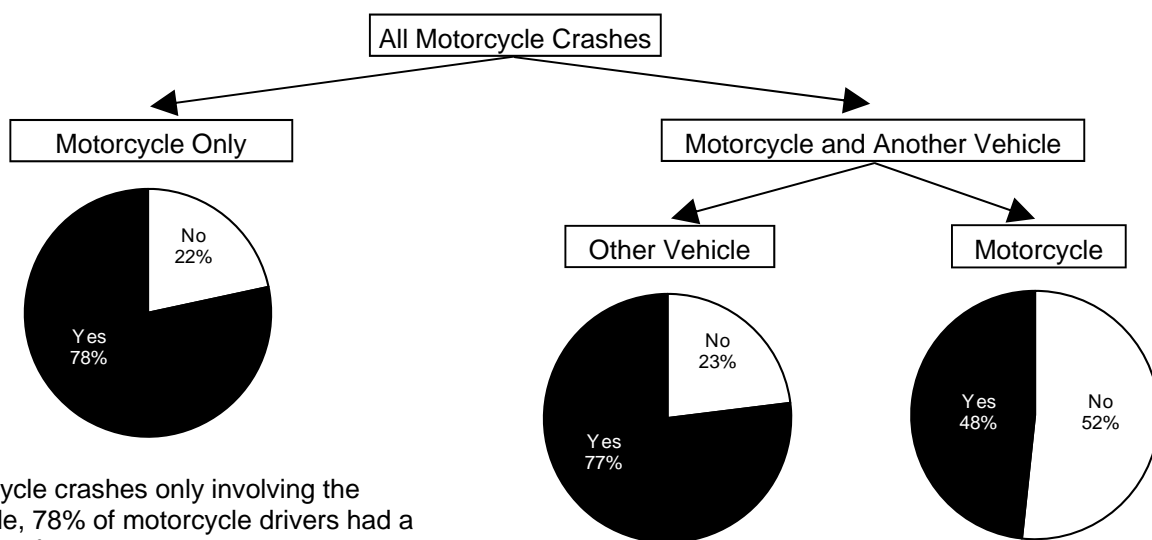
- 59.4% of drivers other than motorcyclists in motorcycle crashes had a contributing factor in total crashes.

Motorcycle Drivers in Crashes with Contributing Factors (Utah 2015)

Motorcycle Drivers/Vehicles								
Driver/Vehicle with a Contributing Factor(s)	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Yes	70	41.2%	562	60.1%	22	61.1%	654	57.3%
No	82	48.2%	351	37.5%	10	27.8%	443	38.8%
Not Applicable - No Driver	12	7.1%	0	0.0%	0	0.0%	12	1.1%
Unknown	6	3.5%	22	2.4%	4	11.1%	32	2.8%
Total	170	100.0%	935	100.0%	36	100.0%	1,141	100.0%

- 57.3% of motorcycle drivers had a contributing factor in total crashes.

Contributing Factor Summary in Motorcycle Crashes (Utah 2015)



- In motorcycle crashes only involving the motorcycle, 78% of motorcycle drivers had a contributing factor.
- In motorcycle crashes involving more than one vehicle, 48% of motorcycle drivers and 77% of drivers other than motorcyclists had a contributing factor.