Bicyclists 2004

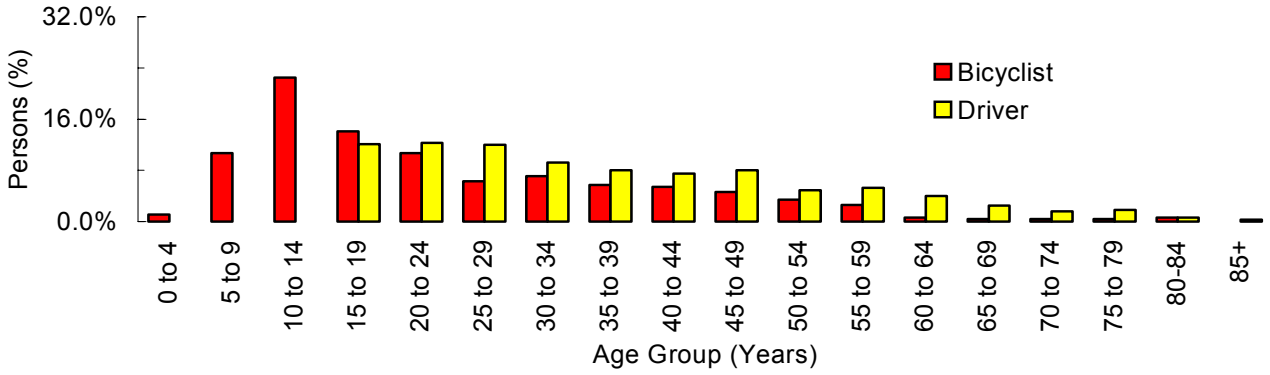
2004 UTAH CRASH FACTS

BICYCLISTS

Did you know that in 2004. . .

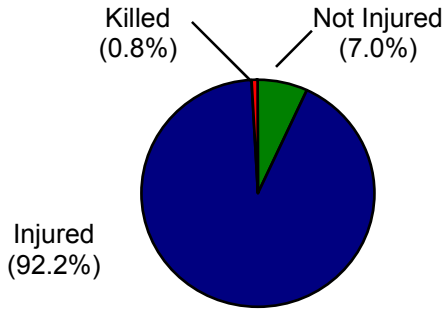
- 703 bicyclists were involved in motor vehicle crashes; 648 were injured, and 6 were killed.
- Bicyclists were 4 times more likely to be killed in a crash than other crash occupants.

Age of Persons Involved in Bicyclist-Motor Vehicle Crashes (Utah 2004)



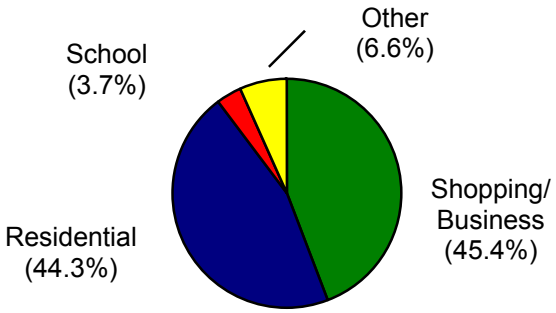
- The highest percentage of bicyclists involved in crashes were aged 10 to 14 years (22.5%).
- The highest percentage of drivers involved in bicyclist crashes were aged 20 to 24 years (12.3%).

Bicyclist Injury Severity (Utah 2004)



- Nearly all bicyclists (92.2%) involved in crashes sustained an injury compared to 21.0% of all motor vehicle crash occupants.

Location of Bicyclist-Motor Vehicle Crashes (Utah 2004)



- The majority of bicyclist-motor vehicle crashes occurred in shopping/business (45.4%) and residential (44.3%) areas.

Top 3 Contributing Factors Involved in Bicyclist-Motor Vehicle Crashes:

1. Improper Lookout (46.6%)
2. Failed to Yield Right-of-Way (34.0%)
3. Hit and Run (6.7%)

- In addition to the above, “driving under the influence,” “had been drinking,” and “under the influence of drugs” accounted for 0.9% of bicyclist-motor vehicle crashes.

Top 3 Violations of Drivers Involved in Bicyclist-Motor Vehicle Crashes:

1. Failed to Yield Right-of-Way (42.7%)
2. Improper Lookout (24.1%)
3. Other Non-Moving Violations (14.1%)

- Over one-quarter (29.4%) of drivers involved in bicyclist-motor vehicle crashes received a citation.

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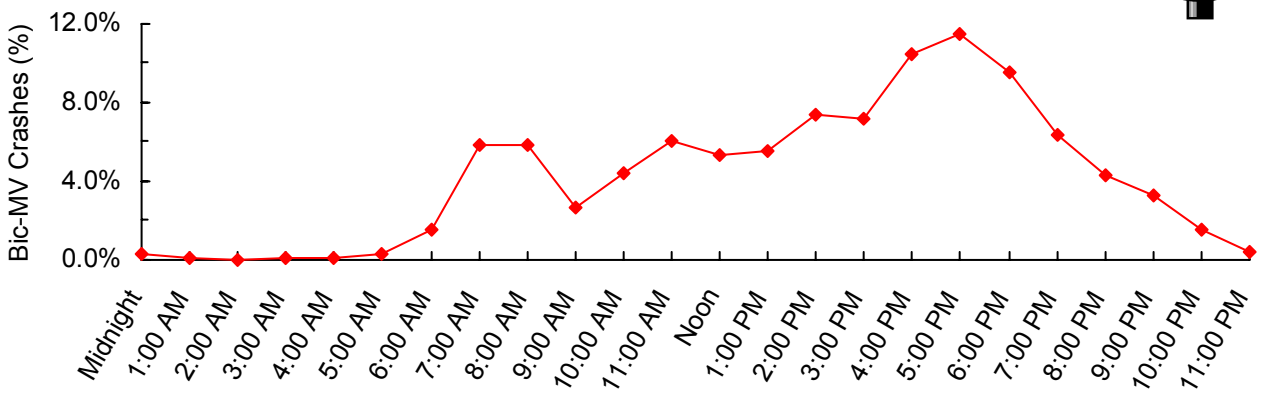
2004 UTAH CRASH FACTS

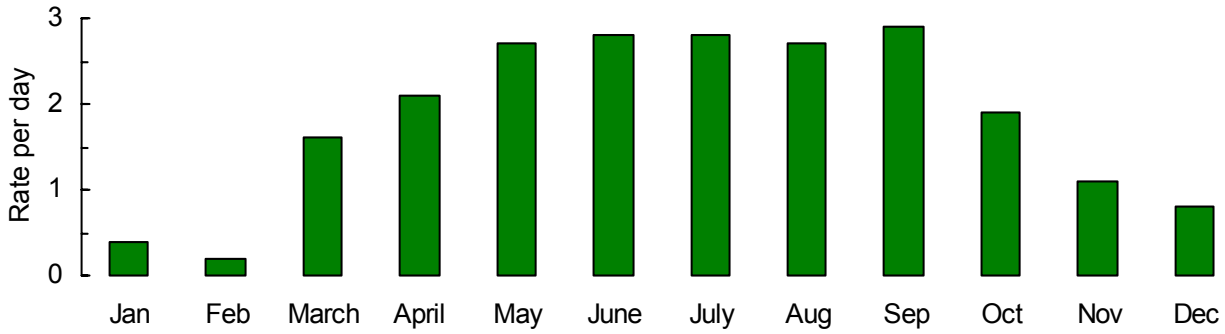
BICYCLISTS

Time of Day Bicyclist-Motor Vehicle Crashes Occurred (Utah 2004)



- Bicyclist-motor vehicle crashes occurred most often between 3:00 pm to 7:00 pm. There was also a small peak between 7:00 am and 8:00 am.

Month of the Year Bicyclist-Motor Vehicle Crashes Occurred (Utah 2004)



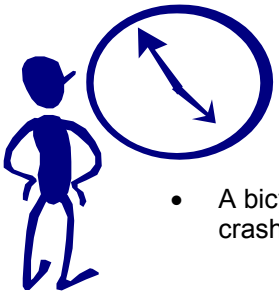
- September (2.9) had the highest rate per day of bicyclist-motor vehicle crashes.

Actions of Bicyclists Prior to Crashes (Utah 2004)

1. Riding in Roadway with Traffic (21.9%)
2. Riding in Roadway Against Traffic (17.4%)
3. Crossing Intersection with Signal (15.6%)
4. Riding on Sidewalk (11.9%)
5. Crossing Intersection with No Signal (10.0%)

- "Crossing Intersection (with signal, no signal, against signal, diagonally)" comprised 33.6% of bicyclist actions prior to crashes.

Bicyclist Crash Clock (Utah 2004)



- A bicyclist was involved in a crash every 12 1/2 hours.

Alcohol and Other Drug Involvement

- Of the 6 bicyclists killed in 2004, none were impaired by alcohol or other drugs.
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, none were cited for "driving under the influence."

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Section 8: Bicyclists

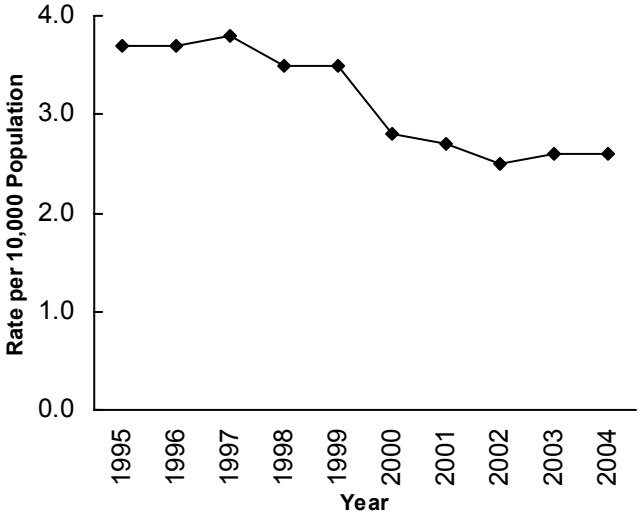
Trends

Bicyclists Involved in Crashes 1995-2004

Bicyclists									
		Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Year	Population	Non-Injured Bicyclists #	Rate per 10,000 Population	Injured Bicyclists #	Rate per 10,000 Population	Bicyclists Killed #	Rate per 10,000 Population	All Bicyclists #	Rate per 10,000 Population
1995	1,995,228	57	0.29	729	3.7	9	0.05	795	4.0
1996	2,042,893	62	0.30	766	3.7	9	0.04	837	4.1
1997	2,099,409	79	0.38	797	3.8	3	0.01	879	4.2
1998	2,141,632	72	0.34	758	3.5	9	0.04	839	3.9
1999	2,193,014	72	0.33	777	3.5	7	0.03	856	3.9
2000	2,246,553	62	0.28	635	2.8	9	0.04	706	3.1
2001	2,295,971	48	0.21	625	2.7	3	0.01	676	2.9
2002	2,338,761	50	0.21	590	2.5	5	0.02	645	2.8
2003	2,385,358	48	0.20	621	2.6	2	0.01	671	2.8
2004	2,469,230	49	0.20	648	2.6	6	0.02	703	2.8
Total	22,208,049	599	0.27	6,946	3.1	62	0.03	7,607	3.4

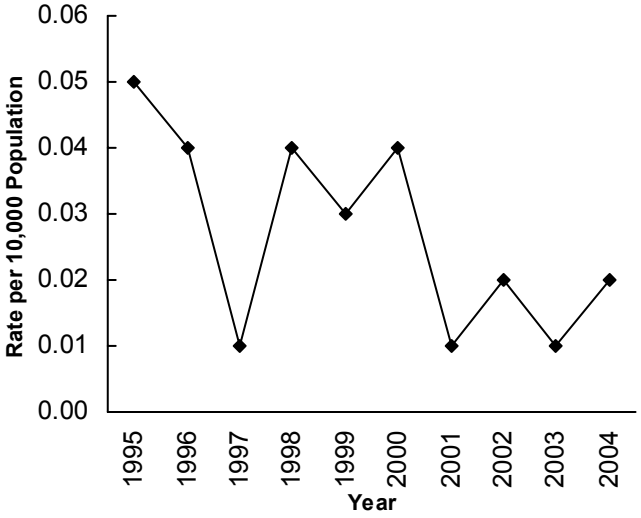
- In 2004, the total rate of bicyclists involved in crashes (2.8), and the rate of bicyclists injured in crashes (2.6), remained the same as the 2003 rates.
- In 2004, there were 6 bicyclists killed in crashes; a rate of 0.02. Because of the small number of bicyclist fatalities, it is difficult to compare increases and decreases from year to year.

Bicyclists Injured in Crashes (Utah 1995-2004)



- Over the last ten years, the rates of total bicyclists and bicyclists injured in crashes have followed a similar overall decreasing trend.

Bicyclists Killed in Crashes (Utah 1995-2004)



- The rate of bicyclists killed in crashes has varied over time.
- The highest rate of bicyclists killed in crashes occurred in 1995 (0.05).

NOTE: Part of the decrease in reported bicyclists involved in crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclists that were involved in crashes that occurred in a parking lot, driveway, sidewalk and other private roadways are not included from 1997 forward.

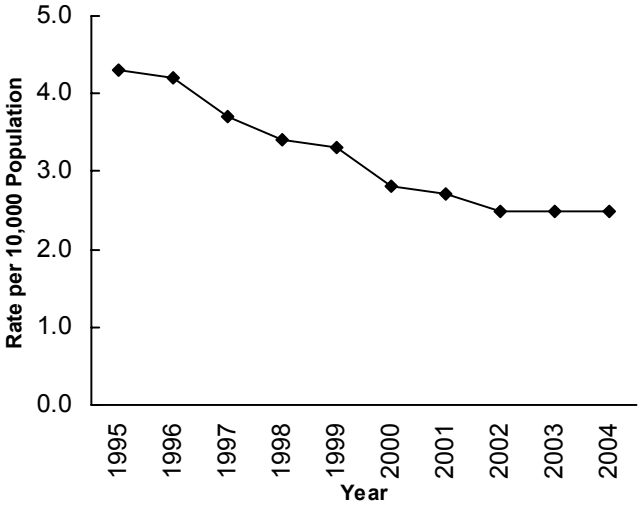
Trends

Bicyclist-Motor Vehicle Crashes 1995-2004

Bicyclist-Motor Vehicle Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
Year	Population	Bic-MV PDO Crashes #	Rate per 10,000 Population	Bic-MV Injury Crashes #	Rate per 10,000 Population	Bic-MV Fatal Crashes #	Rate per 10,000 Population	All Bic-MV Crashes #	Rate per 10,000 Population
1995	1,995,228	103	0.5	860	4.3	9	0.05	972	4.9
1996	2,042,893	61	0.3	858	4.2	9	0.04	928	4.5
1997	2,099,409	74	0.4	778	3.7	3	0.01	855	4.1
1998	2,141,632	67	0.3	728	3.4	9	0.04	804	3.8
1999	2,193,014	66	0.3	732	3.3	7	0.03	805	3.7
2000	2,246,553	58	0.3	625	2.8	8	0.04	691	3.1
2001	2,295,971	42	0.2	609	2.7	3	0.01	654	2.8
2002	2,338,761	44	0.2	585	2.5	5	0.02	634	2.7
2003	2,385,358	39	0.2	589	2.5	2	0.01	630	2.6
2004	2,469,230	45	0.2	626	2.5	5	0.02	676	2.7
Total	22,208,049	599	0.3	6,990	3.1	60	0.03	7,649	3.4

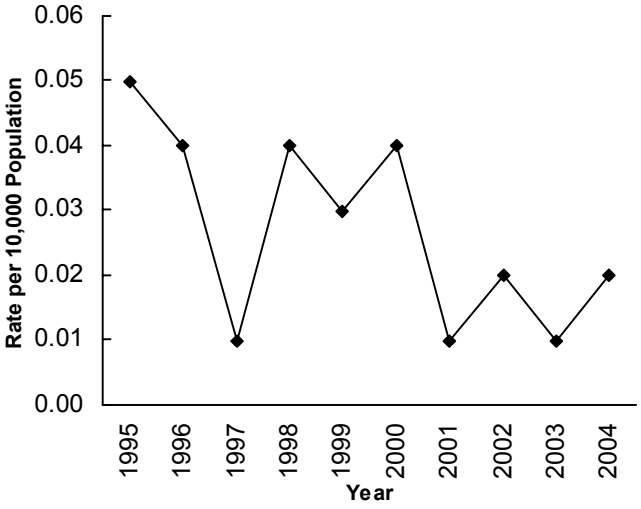
- In 2004, the rate of total bicyclist-motor vehicle crashes (2.7) increased 4% from 2003; while the rate of bicyclist-motor vehicle injury crashes (2.5) remained the same as 2003.
- In 2004, there were 5 fatal bicyclist-motor vehicle crashes; a rate of 0.02. Because of the small number of fatal bicyclist-motor vehicle crashes, it is difficult to compare increases and decreases from year to year.

Bicyclist-Motor Vehicle Injury Crashes (Utah 1995-2004)



- Over the last ten years, the rates of total bicyclist-motor vehicle crashes and bicyclist-motor vehicle injury crashes have followed a similar overall decreasing trend.

Fatal Bicyclist-Motor Vehicle Crashes (Utah 1995-2004)



- The rate of fatal bicyclist-motor vehicle crashes has varied over time.
- The highest rate of fatal bicyclist motor vehicle crashes occurred in 1995 (0.05).

NOTE: Part of the decrease in reported bicyclist-motor vehicle crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicyclist-motor vehicle crashes that occurred in a parking lot, driveway, sidewalk and other private roadways are not included from 1997 forward.

Counties

Bicyclists Involved in Crashes by County (Utah 2004)

Bicyclists												
	Non-Injured Bicyclists			Injured Bicyclists			Bicyclists Killed			Total Bicyclists		
County	Non-Injured Bic. #	Rate per 100 Million VMT	Rate per 10,000 Population	Injured Bic. #	Rate per 100 Million VMT	Rate per 10,000 Population	Bic. Killed #	Rate per 100 Million VMT	Rate per 10,000 Population	All Bic. #	Rate per 100 Million VMT	Rate per 10,000 Population
Beaver	0	0.0	0.0	0	0.0	0.0	1	0.4	1.6	1	0.4	1.6
Box Elder	0	0.0	0.0	7	0.8	1.6	0	0.0	0.0	7	0.8	1.6
Cache	5	0.6	0.5	22	2.5	2.2	0	0.0	0.0	27	3.1	2.7
Carbon	0	0.0	0.0	6	2.0	3.1	0	0.0	0.0	6	2.0	3.1
Daggett	1	3.6	10.5	0	0.0	0.0	0	0.0	0.0	1	3.6	10.5
Davis	0	0.0	0.0	43	1.9	1.6	0	0.0	0.0	43	1.9	1.6
Duchesne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Emery	0	0.0	0.0	1	0.3	1.0	0	0.0	0.0	1	0.3	1.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	3	1.1	3.5	0	0.0	0.0	3	1.1	3.5
Iron	0	0.0	0.0	3	0.5	0.8	0	0.0	0.0	3	0.5	0.8
Juab	1	0.3	1.1	2	0.5	2.3	0	0.0	0.0	3	0.8	3.4
Kane	0	0.0	0.0	1	0.8	1.7	0	0.0	0.0	1	0.8	1.7
Millard	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	33	0.4	0.3	321	4.0	3.4	3	0.0	0.0	357	4.4	3.7
San Juan	0	0.0	0.0	1	0.4	0.7	1	0.4	0.7	2	0.7	1.4
Sanpete	0	0.0	0.0	3	1.2	1.2	0	0.0	0.0	3	1.2	1.2
Sevier	0	0.0	0.0	4	1.0	2.1	0	0.0	0.0	4	1.0	2.1
Summit	0	0.0	0.0	6	0.9	1.7	0	0.0	0.0	6	0.9	1.7
Tooele	0	0.0	0.0	5	0.6	1.0	0	0.0	0.0	5	0.6	1.0
Uintah	0	0.0	0.0	2	0.7	0.8	0	0.0	0.0	2	0.7	0.8
Utah	6	0.2	0.1	128	3.7	2.9	0	0.0	0.0	134	3.8	3.1
Wasatch	0	0.0	0.0	5	1.9	2.6	0	0.0	0.0	5	1.9	2.6
Washington	0	0.0	0.0	20	1.9	1.7	0	0.0	0.0	20	1.9	1.7
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	3	0.2	0.1	65	4.3	3.1	1	0.1	0.0	69	4.5	3.3
Statewide	49	0.2	0.2	648	2.6	2.6	6	0.0	0.0	703	2.9	2.8

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Weber (4.5), Salt Lake (4.4) and Utah (3.8) had the highest rates of total bicyclists involved in crashes per 100 million vehicle miles traveled.
  - Weber (4.3), Salt Lake (4.0) and Utah (3.7) had the highest rates of bicyclists injured in crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Daggett (10.5), Salt Lake (3.7) and Grand (3.5) had the highest rates of total bicyclists involved in crashes per 10,000 population.
  - Grand (3.5), Salt Lake (3.4) and Weber (3.1) had the highest rates of bicyclists injured in crashes per 10,000 population.

Counties

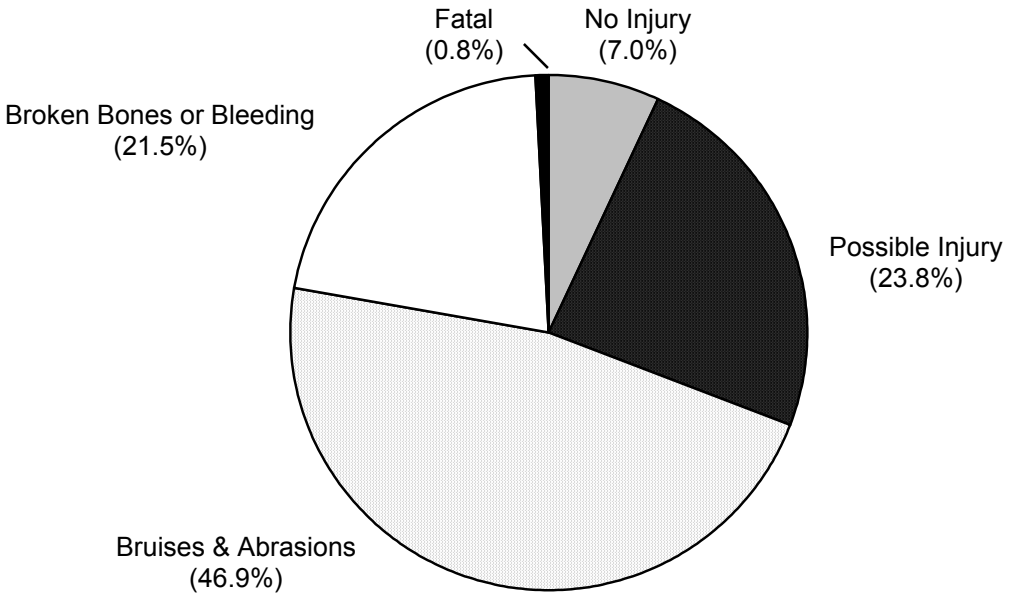
Bicyclist-Motor Vehicle Crashes by County (Utah 2004)

Bicyclist-Motor Vehicle Crashes												
	Property Damage Only (PDO)			Injury			Fatal			Total		
County	Bic-MV PDO Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	Bic-MV Injury Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	Bic-MV Fatal Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	All Bic-MV Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population
Beaver	0	0.0	0.0	0	0.0	0.0	1	0.4	1.6	1	0.4	1.6
Box Elder	1	0.1	0.2	7	0.8	1.6	0	0.0	0.0	8	0.9	1.8
Cache	5	0.6	0.5	21	2.4	2.1	0	0.0	0.0	26	3.0	2.6
Carbon	0	0.0	0.0	5	1.7	2.6	0	0.0	0.0	5	1.7	2.6
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	2	0.1	0.1	37	1.6	1.4	0	0.0	0.0	39	1.7	1.5
Duchesne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Emery	0	0.0	0.0	1	0.3	1.0	0	0.0	0.0	1	0.3	1.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	3	1.1	3.5	0	0.0	0.0	3	1.1	3.5
Iron	0	0.0	0.0	3	0.5	0.8	0	0.0	0.0	3	0.5	0.8
Juab	0	0.0	0.0	3	0.8	3.4	0	0.0	0.0	3	0.8	3.4
Kane	0	0.0	0.0	1	0.8	1.7	0	0.0	0.0	1	0.8	1.7
Millard	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	28	0.3	0.3	314	3.9	3.3	2	0.0	0.0	344	4.2	3.6
San Juan	0	0.0	0.0	0	0.0	0.0	1	0.4	0.7	1	0.4	0.7
Sanpete	0	0.0	0.0	3	1.2	1.2	0	0.0	0.0	3	1.2	1.2
Sevier	0	0.0	0.0	4	1.0	2.1	0	0.0	0.0	4	1.0	2.1
Summit	0	0.0	0.0	5	0.7	1.4	0	0.0	0.0	5	0.7	1.4
Tooele	1	0.1	0.2	4	0.5	0.8	0	0.0	0.0	5	0.6	1.0
Uintah	0	0.0	0.0	3	1.0	1.1	0	0.0	0.0	3	1.0	1.1
Utah	5	0.1	0.1	125	3.6	2.9	0	0.0	0.0	130	3.7	3.0
Wasatch	0	0.0	0.0	5	1.9	2.6	0	0.0	0.0	5	1.9	2.6
Washington	0	0.0	0.0	20	1.9	1.7	0	0.0	0.0	20	1.9	1.7
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	3	0.2	0.1	62	4.1	3.0	1	0.1	0.0	66	4.3	3.1
Statewide	45	0.2	0.2	626	2.5	2.5	5	0.0	0.0	676	2.7	2.7

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Weber (4.3), Salt Lake (4.2) and Utah (3.7) had the highest rates of total bicyclist-motor vehicle per 100 million vehicle miles traveled.
  - Weber (4.1), Salt Lake (3.9) and Utah (3.6) had the highest rate of bicyclist-motor vehicle injury crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Salt Lake (3.6), Grand (3.5) and Juab (3.4) had the highest rates of total bicyclist-motor vehicle crashes per 10,000 population.
  - Grand (3.5), Juab (3.4) and Salt Lake (3.3) had the highest rates of bicyclist-motor vehicle injury crashes per 10,000 population.

Bicyclist Characteristics

Injury Severity of Bicyclists Involved in Crashes (Utah 2004)



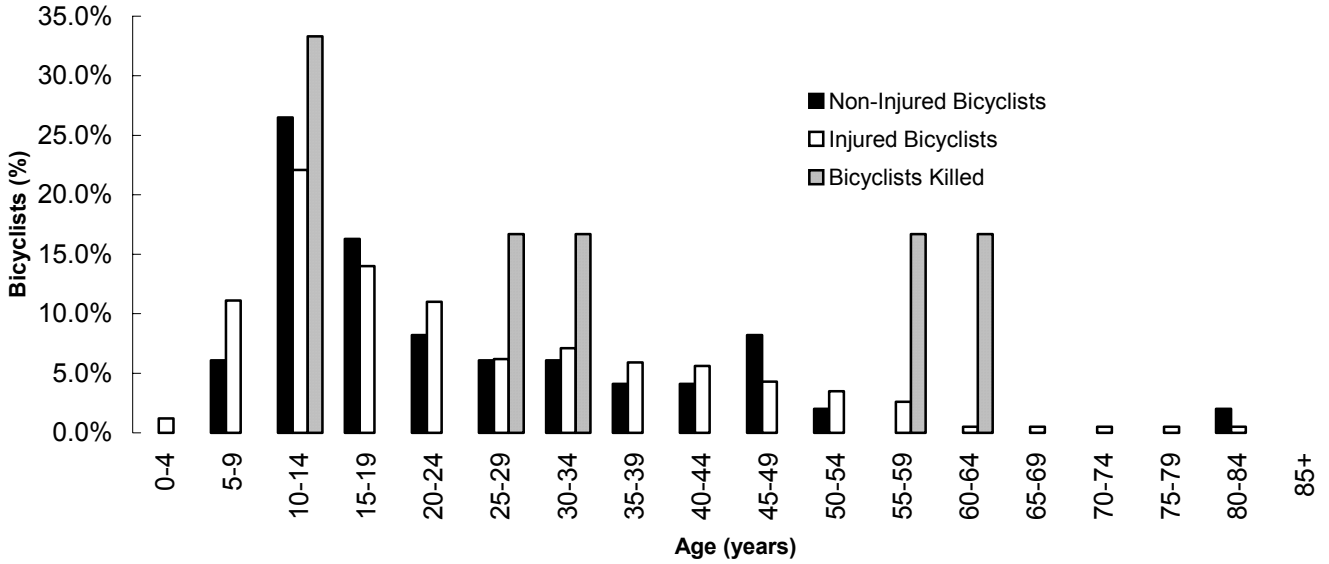
- In the above graph, there were a total of 703 bicyclists involved in crashes.
- The above graph shows that 92.2% of bicyclists involved in crashes sustained a non-fatal injury compared to 21.0% of all motor vehicle crash occupants.
- The percentage of bicyclists killed in crashes (0.8%) was higher than the percentage for all motor vehicle crash occupants killed in crashes (0.2%).
- In fact, bicyclists were 4 times more likely to be killed in a crash than other motor vehicle crash occupants.

Bicyclist Characteristics

Age of Bicyclists Involved in Crashes (Utah 2004)

Bicyclists								
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Age	#	%	#	%	#	%	#	%
0-4	0	0.0%	8	1.2%	0	0.0%	8	1.1%
5-9	3	6.1%	72	11.1%	0	0.0%	75	10.7%
10-14	13	26.5%	143	22.1%	2	33.3%	158	22.5%
15-19	8	16.3%	91	14.0%	0	0.0%	99	14.1%
20-24	4	8.2%	71	11.0%	0	0.0%	75	10.7%
25-29	3	6.1%	40	6.2%	1	16.7%	44	6.3%
30-34	3	6.1%	46	7.1%	1	16.7%	50	7.1%
35-39	2	4.1%	38	5.9%	0	0.0%	40	5.7%
40-44	2	4.1%	36	5.6%	0	0.0%	38	5.4%
45-49	4	8.2%	28	4.3%	0	0.0%	32	4.6%
50-54	1	2.0%	23	3.5%	0	0.0%	24	3.4%
55-59	0	0.0%	17	2.6%	1	16.7%	18	2.6%
60-64	0	0.0%	3	0.5%	1	16.7%	4	0.6%
65-69	0	0.0%	3	0.5%	0	0.0%	3	0.4%
70-74	0	0.0%	3	0.5%	0	0.0%	3	0.4%
75-79	0	0.0%	3	0.5%	0	0.0%	3	0.4%
80-84	1	2.0%	3	0.5%	0	0.0%	4	0.6%
85+	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Missing	5	10.2%	20	3.1%	0	0.0%	25	3.6%
Total	49	100.0%	648	100.0%	6	100.0%	703	100.0%

Age of Bicyclists Involved in Crashes (Utah 2004)



- Overall, the largest percentage of bicyclists involved in crashes were aged 10 to 14 years (22.5%). This age group also represented the largest percentage of bicyclists injured in crashes (22.1%).
- Bicyclists aged 10 to 14 years also had the highest percentage of fatalities (33.3%).

Bicyclist Characteristics

Gender of Bicyclists Involved in Crashes (Utah 2004)

Bicyclists								
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Gender	#	%	#	%	#	%	#	%
Female	9	18.4%	135	20.8%	1	16.7%	145	20.6%
Male	39	79.6%	510	78.7%	5	83.3%	554	78.8%
Missing	1	2.0%	3	0.5%	0	0.0%	4	0.6%
Total	49	100.0%	648	100.0%	6	100.0%	703	100.0%

- The majority of all bicyclists (78.8%), bicyclists injured (78.7%) and bicyclists killed (83.3%) in crashes were male.

Actions of Bicyclists Prior to Crashes (Utah 2004)

Bicyclists								
	Non-Injured Bicyclists		Injured Bicyclists		Bicyclists Killed		Total Bicyclists	
Bicyclist Action Prior to Crash	#	%	#	%	#	%	#	%
Riding in Roadway with Traffic	12	24.5%	138	21.3%	4	66.7%	154	21.9%
Riding in Roadway Against Traffic	8	16.3%	114	17.6%	0	0.0%	122	17.4%
Crossing Intersection with Signal	8	16.3%	102	15.7%	0	0.0%	110	15.6%
Riding on Sidewalk	4	8.2%	79	12.2%	1	16.7%	84	11.9%
Crossing Intersection with No Signal	6	12.2%	63	9.7%	1	16.7%	70	10.0%
Crossing Intersection Against Signal	4	8.2%	47	7.3%	0	0.0%	51	7.3%
Crossing Not at Intersection	2	4.1%	24	3.7%	0	0.0%	26	3.7%
Other in Roadway	0	0.0%	20	3.1%	0	0.0%	20	2.8%
Coming From Behind Parked Cars	0	0.0%	10	1.5%	0	0.0%	10	1.4%
Playing in Roadway	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Crosswalk Not at Intersection	1	2.0%	6	0.9%	0	0.0%	7	1.0%
Crossing Intersection Diagonally	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Walking on Sidewalk	0	0.0%	4	0.6%	0	0.0%	4	0.6%
Walking in Roadway with Traffic	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Not in Roadway	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Walking To or From School	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Other Standing in Roadway	2	4.1%	0	0.0%	0	0.0%	2	0.3%
Walking in Roadway Against Traffic	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Standing on Median Island in Crosswalk	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Missing	2	4.1%	18	2.8%	0	0.0%	20	2.8%
Total	49	100.0%	648	100.0%	6	100.0%	703	100.0%

- Leading bicyclist actions prior to crashes were “crossing at intersection (with signal, against signal, no signal and diagonally” (33.6%), and “riding in roadway (with traffic, against traffic)” (39.3%).

Bicyclists and Helmet Use (Utah 2004)

- Helmet use for bicyclists involved in crashes was not coded consistently at the scene of the crash and cannot be reported with accuracy. As a result, it is not included in this summary.

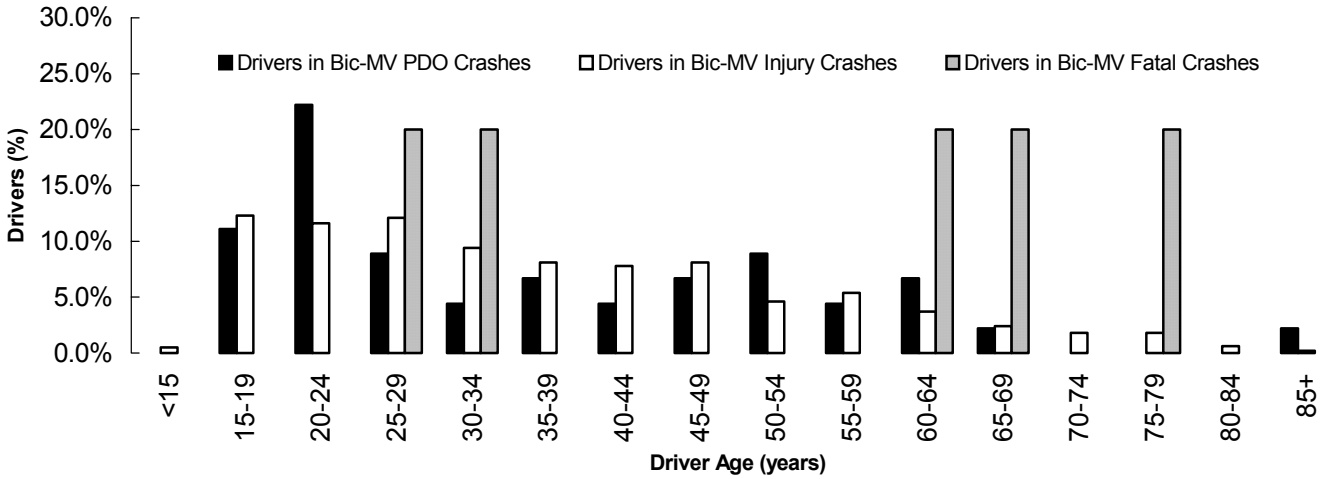
Driver Characteristics

Driver Age (Utah 2004)

	Drivers							
	Drivers Involved in Bicyclist-MV Property Damage Only Crashes		Drivers Involved in Bicyclist-MV Injury Crashes		Drivers Involved in Bicyclist-MV Fatal Crashes		Total Drivers Involved in Bicyclist-MV Crashes	
Driver Age	#	%	#	%	#	%	#	%
<15	0	0.0%	3	0.5%	0	0.0%	3	0.4%
15-19	5	11.1%	77	12.3%	0	0.0%	82	12.1%
20-24	10	22.2%	73	11.6%	0	0.0%	83	12.3%
25-29	4	8.9%	76	12.1%	1	20.0%	81	12.0%
30-34	2	4.4%	59	9.4%	1	20.0%	62	9.2%
35-39	3	6.7%	51	8.1%	0	0.0%	54	8.0%
40-44	2	4.4%	49	7.8%	0	0.0%	51	7.5%
45-49	3	6.7%	51	8.1%	0	0.0%	54	8.0%
50-54	4	8.9%	29	4.6%	0	0.0%	33	4.9%
55-59	2	4.4%	34	5.4%	0	0.0%	36	5.3%
60-64	3	6.7%	23	3.7%	1	20.0%	27	4.0%
65-69	1	2.2%	15	2.4%	1	20.0%	17	2.5%
70-74	0	0.0%	11	1.8%	0	0.0%	11	1.6%
75-79	0	0.0%	11	1.8%	1	20.0%	12	1.8%
80-84	0	0.0%	4	0.6%	0	0.0%	4	0.6%
85+	1	2.2%	1	0.2%	0	0.0%	2	0.3%
Missing	5	11.1%	60	9.6%	0	0.0%	65	9.6%
Total	45	100.0%	627	100.0%	5	100.0%	677	100.0%

NOTE: More than one driver may be involved in a bicyclist-motor vehicle crash and driver information may be missing (e.g., hit and run).

Age of Drivers Involved in Bicyclist-Motor Vehicle Crashes (Utah 2004)



- The above table and graph show that drivers between the ages of 20 to 24 years represented the greatest percentage of drivers involved in total bicyclist-motor vehicle crashes (12.3%). Drivers aged 15 to 19 years represented the greatest percentage of drivers involved in bicyclist-motor vehicle injury crashes (15.9%).
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, two were aged 25 to 34 years, two were aged 60 to 69 years, and another was aged 75 to 79 years.

Driver Characteristics

Driver Gender (Utah 2004)

Drivers								
	Drivers Involved in Bicyclist-MV Property Damage Only Crashes		Drivers Involved in Bicyclist-MV Injury Crashes		Drivers Involved in Bicyclist-MV Fatal Crashes		Total Drivers Involved in Bicyclist-MV Crashes	
Driver Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Female	20	44.4%	261	41.6%	1	20.0%	282	41.7%
Male	22	48.9%	326	52.0%	4	80.0%	352	52.0%
Missing	3	6.7%	40	6.4%	0	0.0%	43	6.4%
Total	45	100.0%	627	100.0%	5	100.0%	677	100.0%

NOTE: More than one driver may be involved in a pedestrian-motor vehicle crash and driver information may be missing (e.g., hit and run).

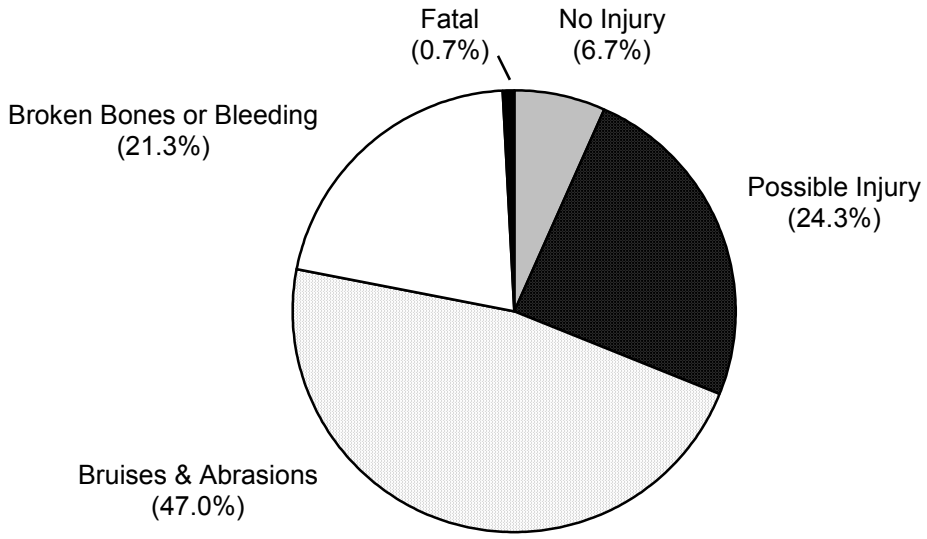
- The majority of drivers involved in total bicyclist-motor vehicle crashes (52.0%), bicyclist-motor vehicle injury crashes (52.0%), and fatal bicyclist-motor vehicle crashes (80.0%) were male.

Alcohol and Other Drug Involvement of Bicyclists and Motor Vehicle Drivers (Utah 2004)

- Of the 6 bicyclists killed in 2004, none were impaired by alcohol or other drugs.
- Of the drivers involved in fatal bicyclist-motor vehicle crashes, none were cited for "driving under the influence."

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crash Severity (Utah 2004)



- In the above graph, there were a total of 676 bicyclist-motor vehicle crashes.
- The above graph shows that 92.6% of bicyclist-motor vehicle crashes resulted in some level of non-fatal injury compared to 36.0% of all motor vehicle crashes.
- Moreover, 0.7% of bicyclist-motor vehicle crashes resulted in a fatality, compared to 0.5% of all motor vehicle crashes.

Bicyclist-Motor Vehicle Crashes by Month of Year (Utah 2004)

Bicyclist-Motor Vehicle Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
Month	Days in Month #	Bicyclist-MV PDO Crashes #	Rate per Day	Bicyclist-MV Injury Crashes #	Rate per Day	Bicyclist-MV Fatal Crashes #	Rate per Day	All Bicyclist-MV Crashes #	Rate per Day
January	31	0	0.0	11	0.4	0	0.0	11	0.4
February	29	0	0.0	6	0.2	0	0.0	6	0.2
March	31	2	0.1	49	1.6	0	0.0	51	1.6
April	30	9	0.3	54	1.8	1	0.0	64	2.1
May	31	2	0.1	82	2.6	1	0.0	85	2.7
June	30	3	0.1	82	2.7	0	0.0	85	2.8
July	31	7	0.2	80	2.6	0	0.0	87	2.8
August	31	7	0.2	75	2.4	2	0.1	84	2.7
September	30	7	0.2	79	2.6	1	0.0	87	2.9
October	31	6	0.2	53	1.7	0	0.0	59	1.9
November	30	1	0.0	31	1.0	0	0.0	32	1.1
December	31	1	0.0	24	0.8	0	0.0	25	0.8
Total	366	45	0.1	626	1.7	5	0.0	676	1.8

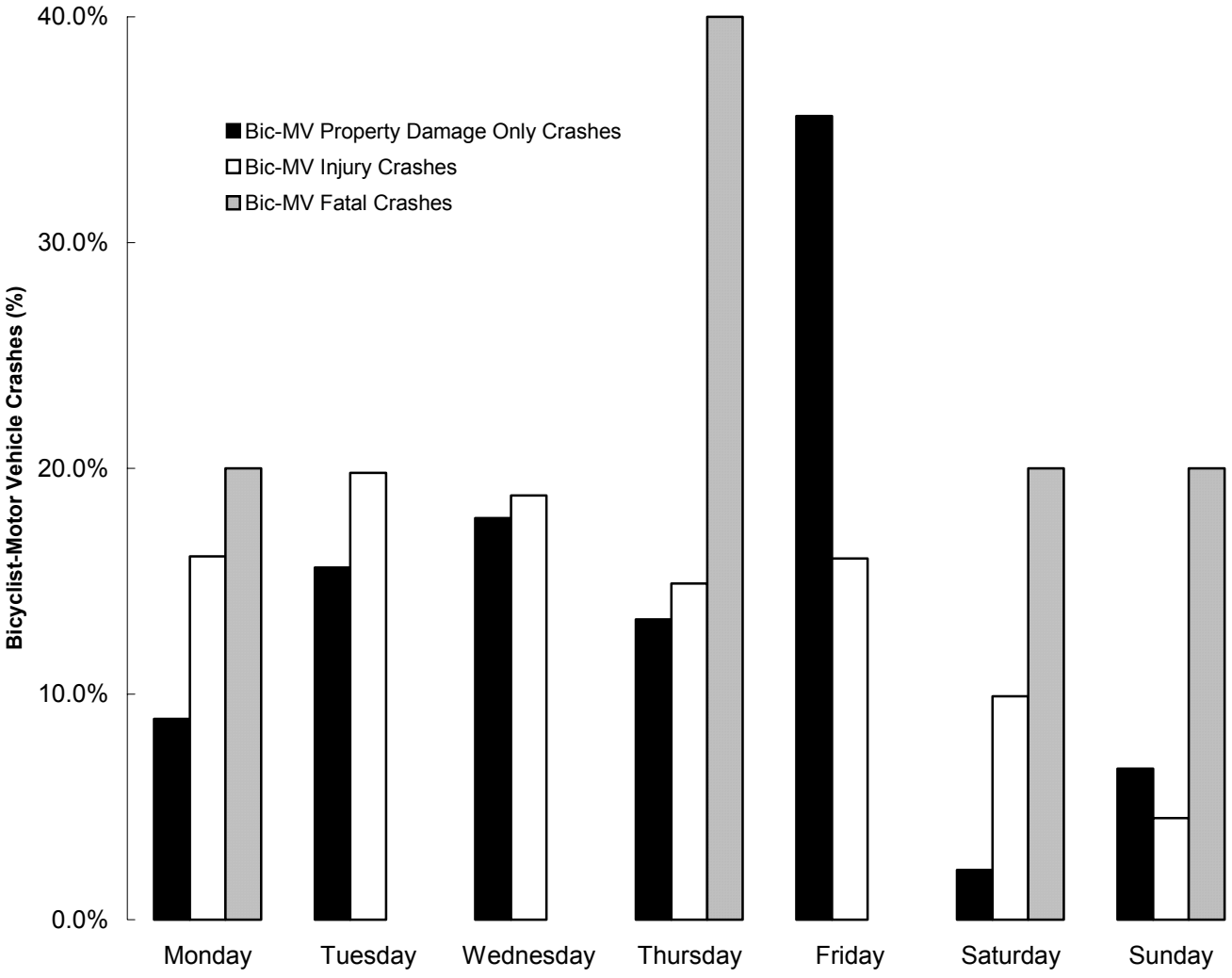
- September (2.9), June (2.8) and July (2.8) had the highest rates per day of total bicyclist-motor vehicle crashes.
- June (2.7) had the highest rate per day of bicyclist-motor vehicle injury crashes.
- Fatal bicyclist-motor vehicle crashes varied throughout the year.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2004)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Day of Week	#	%	#	%	#	%	#	%
Monday	4	8.9%	101	16.1%	1	20.0%	106	15.7%
Tuesday	7	15.6%	124	19.8%	0	0.0%	131	19.4%
Wednesday	8	17.8%	118	18.8%	0	0.0%	126	18.6%
Thursday	6	13.3%	93	14.9%	2	40.0%	101	14.9%
Friday	16	35.6%	100	16.0%	0	0.0%	116	17.2%
Saturday	1	2.2%	62	9.9%	1	20.0%	64	9.5%
Sunday	3	6.7%	28	4.5%	1	20.0%	32	4.7%
Total	45	100.0%	626	100.0%	5	100.0%	676	100.0%

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2004)



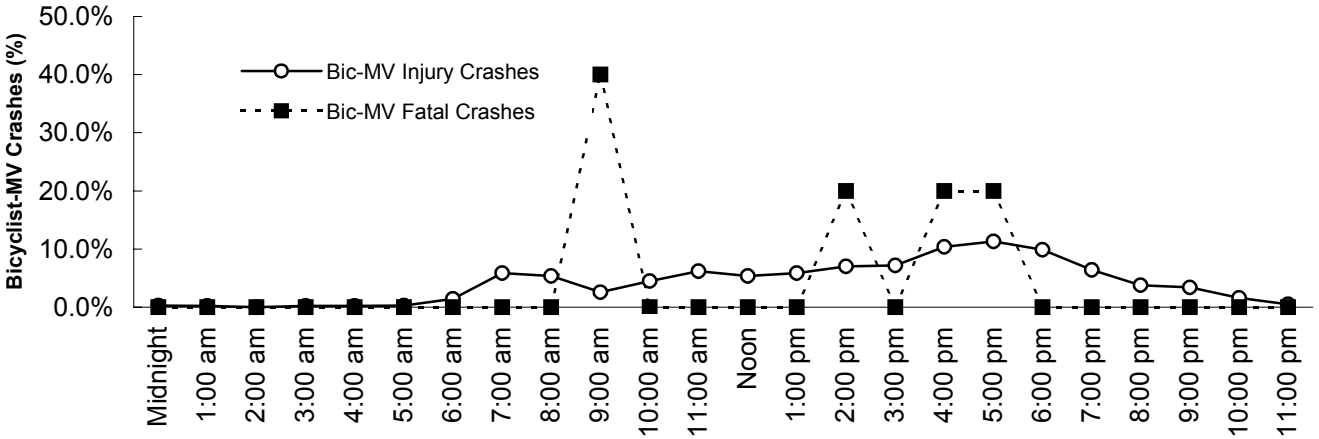
- The above table and graph show that the highest percentage of total bicyclist-motor vehicle crashes (19.4%) and bicyclist-motor vehicle injury crashes (19.8%) occurred on Tuesday.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2004)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Hour	#	%	#	%	#	%	#	%
Midnight	0	0.0%	2	0.3%	0	0.0%	2	0.3%
1:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.1%
2:00 am	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.1%
4:00 am	0	0.0%	1	0.2%	0	0.0%	1	0.1%
5:00 am	0	0.0%	2	0.3%	0	0.0%	2	0.3%
6:00 am	1	2.2%	9	1.4%	0	0.0%	10	1.5%
7:00 am	2	4.4%	37	5.9%	0	0.0%	39	5.8%
8:00 am	5	11.1%	34	5.4%	0	0.0%	39	5.8%
9:00 am	0	0.0%	16	2.6%	2	40.0%	18	2.7%
10:00 am	2	4.4%	28	4.5%	0	0.0%	30	4.4%
11:00 am	2	4.4%	39	6.2%	0	0.0%	41	6.1%
Noon	2	4.4%	34	5.4%	0	0.0%	36	5.3%
1:00 pm	0	0.0%	37	5.9%	0	0.0%	37	5.5%
2:00 pm	5	11.1%	44	7.0%	1	20.0%	50	7.4%
3:00 pm	4	8.9%	45	7.2%	0	0.0%	49	7.2%
4:00 pm	5	11.1%	65	10.4%	1	20.0%	71	10.5%
5:00 pm	6	13.3%	71	11.3%	1	20.0%	78	11.5%
6:00 pm	2	4.4%	62	9.9%	0	0.0%	64	9.5%
7:00 pm	3	6.7%	40	6.4%	0	0.0%	43	6.4%
8:00 pm	5	11.1%	24	3.8%	0	0.0%	29	4.3%
9:00 pm	1	2.2%	21	3.4%	0	0.0%	22	3.3%
10:00 pm	0	0.0%	10	1.6%	0	0.0%	10	1.5%
11:00 pm	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Total	45	100.0%	626	100.0%	5	100.0%	676	100.0%

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2004)



- In 2004, total bicyclist-motor vehicle crashes and bicyclist-motor vehicle injury crashes followed a similar time pattern, peaking between 3:00 pm and 7:00 pm.
- Fatal bicyclist-motor vehicle crashes occurred during the morning (9:00 am) and mid– to late-afternoon (2:00 pm, 4:00 pm , 5:00 pm).

Bicyclist-Motor Vehicle Crash Characteristics

Locality of Bicyclist-Motor Vehicle Crashes (Utah 2004)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Locality	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Shopping/Business	28	62.2%	295	47.1%	0	0.0%	323	47.8%
Residential	14	31.1%	267	42.7%	1	20.0%	282	41.7%
School	2	4.4%	25	4.0%	0	0.0%	27	4.0%
Manufacturing/Industrial	0	0.0%	19	3.0%	0	0.0%	19	2.8%
Open Country	0	0.0%	5	0.8%	3	60.0%	8	1.2%
Farms and Fields	0	0.0%	6	1.0%	1	20.0%	7	1.0%
Playground	1	2.2%	3	0.5%	0	0.0%	4	0.6%
Church	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Missing	0	0.0%	4	0.6%	0	0.0%	4	0.6%
Total	45	100.0%	626	100.0%	5	100.0%	676	100.0%

- The above table shows the majority of total bicyclist-motor vehicle crashes (47.8%) and bicyclist-motor vehicle injury crashes (47.1%) occurred in shopping/business areas.
- Most fatal bicyclist-motor vehicle crashes occurred in open country, one occurred in a residential area, and the other occurred in a farms and fields area.

Urban/Rural Location of Bicyclist-Motor Vehicle Crashes (Utah 2004)

Bicyclist-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Urban/Rural Location	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Rural Area - Up to 5,000	4	8.9%	88	14.1%	4	80.0%	96	14.2%
Small Urban - 5,000 to 49,999	1	2.2%	27	4.3%	0	0.0%	28	4.1%
Moderate Urban - 50,000 to 199,999	3	6.7%	18	2.9%	0	0.0%	21	3.1%
Large Urban - 200,000 or More	36	80.0%	489	78.1%	1	20.0%	526	77.8%
Missing	1	2.2%	4	0.6%	0	0.0%	5	0.7%
Total	45	100.0%	626	100.0%	5	100.0%	676	100.0%

- Urban areas accounted for 85.0% of total bicyclist-motor vehicle crashes, 85.3% of bicyclist-motor vehicle injury crashes, but only 20% of the fatal bicyclist-motor vehicle crashes.
- In 2004, 4 out of the 5 fatal bicyclist-motor vehicle crashes (80%) occurred in a rural area.

Bicyclist-Motor Vehicle Crash Characteristics

Type of Vehicles Involved in Bicyclist-Motor Vehicle Crashes (Utah 2004)

Vehicles								
	Vehicles Involved in Bicyclist-MV PDO Crashes		Vehicles Involved in Bicyclist-MV Injury Crashes		Vehicles Involved in Bicyclist-MV Fatal Crashes		Total Vehicles Involved in Bicyclist-MV Crashes	
Vehicle Type	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Passenger Car	21	46.7%	373	59.1%	0	0.0%	394	57.9%
Light Truck, Van or SUV	21	46.7%	232	36.8%	4	80.0%	257	37.7%
Hit and Run Vehicle	2	4.4%	9	1.4%	0	0.0%	11	1.6%
Motorcycle	0	0.0%	8	1.3%	0	0.0%	8	1.2%
Large/Semi Truck	0	0.0%	6	1.0%	0	0.0%	6	0.9%
School Bus	0	0.0%	1	0.2%	1	20.0%	2	0.3%
Other	1	2.2%	2	0.3%	0	0.0%	3	0.4%
Total	45	100.0%	631	100.0%	5	100.0%	681	100.0%

- The above table shows that the largest percentage of vehicles involved in total bicyclist-motor vehicle crashes (57.9%) and bicyclist-motor vehicle injury crashes (59.1%) were passenger cars.
- The vehicles involved in the fatal bicyclist-motor vehicle crashes were light trucks, vans or SUV's, and a school bus.

Bicyclist-Motor Vehicle Crash Violations (Utah 2004)

Violations (Drivers)								
	Drivers Cited in Bicyclist-MV PDO Crashes		Drivers Cited in Bicyclist-MV Injury Crashes		Drivers Cited in Bicyclist-MV Fatal Crashes		Total Drivers Cited in Bicyclist-MV Crashes	
Violations	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Failure to Yield Right-of-Way	6	42.9%	79	42.7%	0	0.0%	85	42.7%
Improper Lookout	3	21.4%	45	24.3%	0	0.0%	48	24.1%
Other Non-Moving Violations	1	7.1%	27	14.6%	0	0.0%	28	14.1%
Failure to Stop at Red Light	0	0.0%	6	3.2%	0	0.0%	6	3.0%
Hit and Run	1	7.1%	5	2.7%	0	0.0%	6	3.0%
Failure to Stop at Stop Sign	1	7.1%	4	2.2%	0	0.0%	5	2.5%
Negligent Collision	0	0.0%	5	2.7%	0	0.0%	5	2.5%
All Other Moving Violations	0	0.0%	3	1.6%	0	0.0%	3	1.5%
Reckless Driving	0	0.0%	2	1.1%	0	0.0%	2	1.0%
Improper Turn (Failure to Signal)	0	0.0%	2	1.1%	0	0.0%	2	1.0%
Driving Under the Influence	0	0.0%	2	1.1%	0	0.0%	2	1.0%
Improper Backing	0	0.0%	2	1.1%	0	0.0%	2	1.0%
Improper Start and Stop	1	7.1%	1	0.5%	0	0.0%	2	1.0%
Speeding	0	0.0%	1	0.5%	0	0.0%	1	0.5%
Following Too Close	0	0.0%	1	0.5%	0	0.0%	1	0.5%
Wrong Side of Road	1	7.1%	0	0.0%	0	0.0%	1	0.5%
Total	14	100.0%	185	100.0%	0	0.0%	199	100.0%

- In 2004, there were 677 drivers involved in bicyclist-motor vehicle crashes. Officers at the scene of the crash cited 199 (29.4%) of those drivers for a traffic violation.
- "Failure to yield right-of-way" was the leading violation for total bicyclist-motor vehicle crashes (42.7%), and bicyclist-motor vehicle injury crashes (42.7%).
- None of the drivers involved in fatal bicyclist-motor vehicle crashes received a citation.

Bicyclist-Motor Vehicle Crash Characteristics

Contributing Factors of Bicyclist-Motor Vehicle Crashes (Utah 2004)

Contributing Factors (Bicyclist-Motor Vehicle Crashes)								
	Contributing Factors Coded for Vehicles Involved in:							
	Bicyclist-MV Property Damage Only Crashes		Bicyclist-MV Injury Crashes		Bicyclist-MV Fatal Crashes		Total Bicyclist-MV Crashes	
Contributing Factors	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Improper Lookout	16	37.2%	235	47.5%	1	0.0%	252	46.6%
Failed to Yield Right of Way	18	41.9%	164	33.1%	2	0.0%	184	34.0%
Hit and Run	3	7.0%	33	6.7%	0	0.0%	36	6.7%
Other Improper Driving	1	2.3%	10	2.0%	0	0.0%	11	2.0%
Disregard Traffic Signal	0	0.0%	9	1.8%	0	0.0%	9	1.7%
Passed Stop Sign	1	2.3%	6	1.2%	0	0.0%	7	1.3%
Made Improper Turn	1	2.3%	5	1.0%	0	0.0%	6	1.1%
Speed Too Fast	1	2.3%	4	0.8%	0	0.0%	5	0.9%
Driving Under the Influence	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Other Driver Distractions	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Windshield Not Clear	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Wrong Side of Road	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Drove Left of Center	1	2.3%	2	0.4%	0	0.0%	3	0.6%
Improper Backing	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Headlights Insufficient or Out	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Steering Mechanism Defective	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Improper Overtaking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Followed Too Closely	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Had Been Drinking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Brakes Defective	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Non-Contact Vehicle Involved	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other Lights or Reflectors Defective	1	2.3%	0	0.0%	0	0.0%	1	0.2%
Other Defective Condition of Vehicle	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Total	43	100.0%	495	100.0%	3	0.0%	541	100.0%

- Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.
- "Improper lookout" was the leading contributing factor for total bicyclist-motor vehicle crashes (46.6%), and bicyclist-motor vehicle injury crashes (47.5%).
- The combined contributing factors of "driving under the influence," "had been drinking" and "under the influence of drugs" accounted for 0.9% of total bicyclist-motor vehicle crashes and 0.9% of bicyclist-motor vehicle injury crashes.