

Utah Crash Data Study

What 341,176 crashes on the Wasatch Front show: an analysis of Utah Department of Transportation records for Salt Lake, Utah, Davis, Weber and Summit counties, January 2018 – August 2025

West Injury Law · September 2026 · westinjurylaw.com

An analysis by West Injury Law of public UDOT data. UDOT did not prepare, review or endorse this report.

Key findings

- 1 341,176 crashes. 1,138 deaths.** That is every crash reported in Salt Lake, Utah, Davis, Weber and Summit counties from January 2018 through August 5, 2025.
- 2 Fewer crashes, but worse ones.** From 2018 to 2024, total crashes fell 7.6% while crashes causing death or serious injury rose 23.6%.
- 3 Impaired driving is the deadliest factor.** A crash involving a DUI is 27 times more likely to be fatal than the average crash. DUI shows up in 45% of fatal crashes but only 1.7% of all crashes.
- 4 Pedestrians are 1.7% of crashes but 23% of fatal ones.** One pedestrian crash in five (20%) kills or seriously injures someone. For motorcycles it is one in four (25%).
- 5 At traffic signals, walking is about twice as dangerous as cycling.** At 1,209 traffic signals in 52 Utah cities, 16.9% of pedestrian crashes from 2018 to 2025 were serious or fatal, against 8.4% for cyclists.
- 6 The most dangerous intersections sit on state highways.** 19 of the 20 worst signals for pedestrians involve a state or U.S. route. The worst is 3500 S (SR-171) & Redwood Rd (SR-68) in West Valley City, with 23 pedestrian crashes from 2018 to 2025.
- 7 The evening commute is the peak.** More crashes happen between 5 and 6 p.m. than in any other hour, and 34% of all crashes happen between 3 and 7 p.m.
- 8 Weber County crashes are the deadliest per crash.** Weber had 5.4 deaths per 1,000 crashes, against 3.1 in Salt Lake County.

1. About the data

This report analyzes two public datasets published by the Utah Department of Transportation (UDOT). West Injury Law downloaded them in September 2026 and did the analysis. UDOT has not reviewed or endorsed it.

Dataset	What it contains	Coverage
UDOT crash records	Every crash reported to police: location, severity, weather and lighting, deaths and injuries, and officer-recorded factors such as pedestrian, bicycle, motorcycle, DUI, speed, distraction and seat-belt use.	341,176 crashes in five counties, Jan 1, 2018 – Aug 5, 2025

Dataset	What it contains	Coverage
UDOT signalized-intersection safety model	The location of each traffic signal UDOT models, with traffic volume and pedestrians per day. We counted the pedestrian and bicycle crashes in UDOT's crash records within 250 feet of each signal.	1,209 signals in 52 Utah cities; crashes Jan 1, 2018 – Aug 4, 2025

- **Records end August 5, 2025.** That was the most recent data in UDOT's public crash database when this analysis was done, so 2025 figures are partial.
- **Findings about causes use 2018–2024 only.** Contributing factors are often added to a record after an investigation closes, so the final months of data are still incomplete.
- **Factors reflect what officers recorded.** Distracted driving is hard to prove at the scene and is probably under-reported. It appears in 8.8% of crashes but only 5.9% of fatal ones.
- **Crash-level only.** The public records have no person or vehicle detail, so they cannot show injury severity by person, driver age, or vehicle type.
- **Intersection counts use a 250-foot radius.** Section 4 counts pedestrian and bicycle crashes in UDOT's crash records within 250 feet of a signal, the distance the Highway Safety Manual uses for intersection crashes, and assigns each crash to the nearest signal. Those counts also include Cache and Washington county records, so Logan and St. George appear there.

2. The Wasatch Front picture

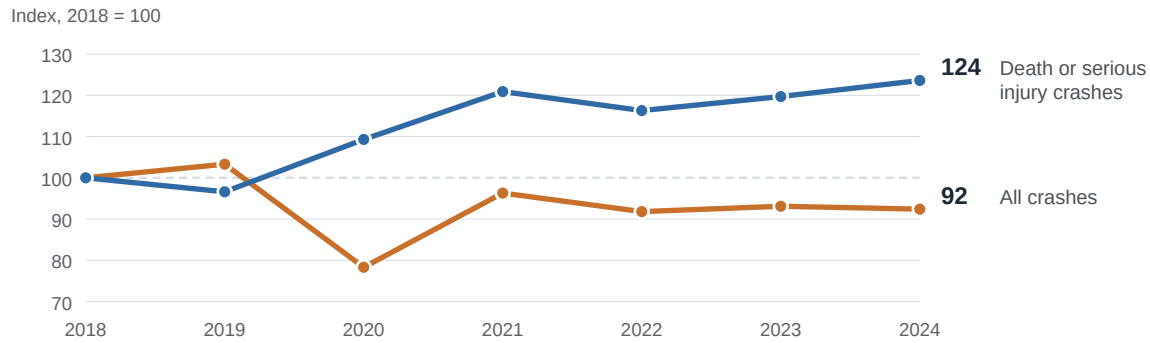
County	Crashes	Deaths	Deaths per 1,000 crashes	Pedestrian	Bicycle	Motorcycle
Salt Lake	180,933	564	3.1	3,289	1,792	3,106
Utah	80,048	262	3.3	1,106	798	1,471
Davis	40,804	105	2.6	613	362	647
Weber	31,387	171	5.4	649	296	818
Summit	8,004	36	4.5	66	59	107
All five	341,176	1,138	3.3	5,723	3,307	6,149

January 1, 2018 – August 5, 2025. One crash can involve more than one category, such as a pedestrian and a motorcycle. Source: Utah Department of Transportation crash records; West Injury Law analysis.

Salt Lake County has more than half the crashes, but **Weber County's crashes are the most lethal**: 5.4 deaths per 1,000 crashes, about 1.75 times Salt Lake County's rate. Summit County, where I-80 alone accounts for about a third of serious and fatal crashes, is second at 4.5.

Fewer crashes, more serious ones

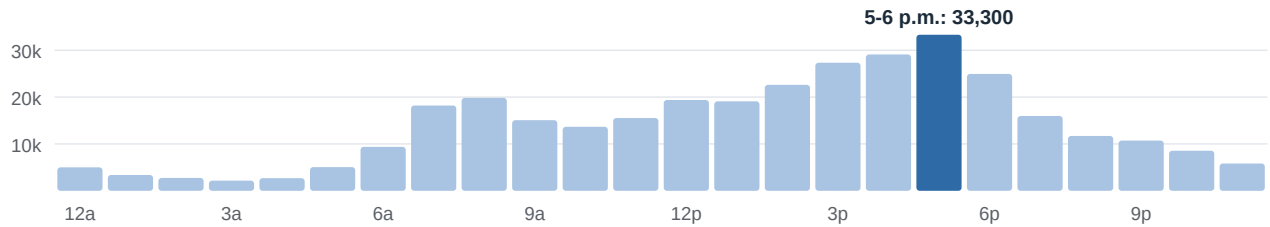
Total crashes dropped sharply in 2020 and never fully came back: 2024 was 7.6% below 2018. Crashes that killed or seriously injured someone went the other way, from 894 in 2018 to 1,105 in 2024 (+23.6%). Every year since 2020 has had fewer crashes and more serious ones than 2018. Deaths stayed roughly flat (139 fatal crashes in 2018, 138 in 2024, with a peak of 172 in 2022), so the rise is in serious injuries.



Both series indexed to 2018 = 100. Complete years only. How officers classify a “suspected serious injury” can shift over time, so the size of the rise should be read with some caution; the direction is consistent. Source: Utah Department of Transportation crash records; West Injury Law analysis.

When crashes happen

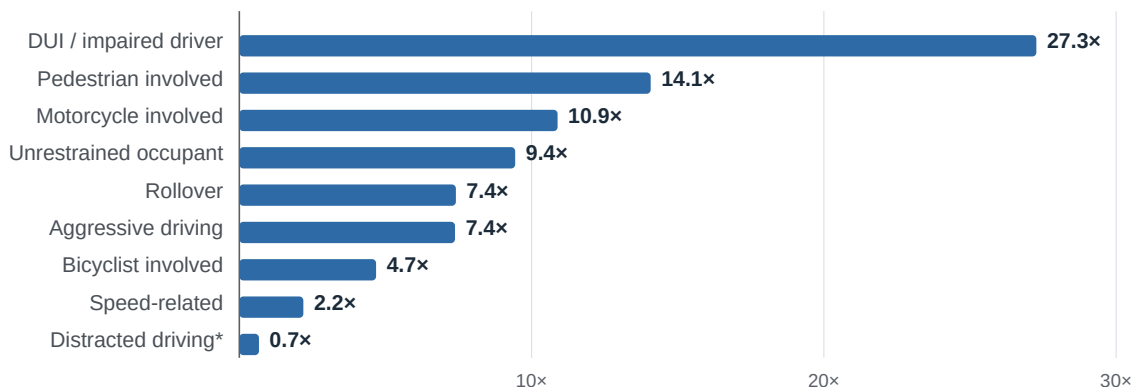
The evening commute is the peak. The single worst hour is 5–6 p.m., and 3–7 p.m. accounts for 34% of all crashes. Friday is the busiest day (56,276 crashes) and Sunday the quietest (27,174), about half as many. January is the worst month.



Crashes by hour of day, Mountain Time, all five counties, January 2018 – August 2025. Source: Utah Department of Transportation crash records; West Injury Law analysis.

3. What makes a crash deadly

Of 315,331 crashes from 2018 to 2024, 0.31% were fatal and 2.2% killed or seriously injured someone. The chart shows how much more often a crash is fatal when a given factor is present.



Fatal-crash rate with the factor recorded, divided by the fatal rate for all crashes (0.31%). 2018–2024. *Distracted driving is likely under-reported. Source: Utah Department of Transportation crash records; West Injury Law analysis.

Factor recorded	Crashes	Share of all crashes	Fatal	Death or serious injury	Share of fatal crashes
DUI / impaired driver	5,240	1.7%	8.59%	11.2%	45%
Pedestrian involved	5,212	1.7%	4.43%	20.1%	23%
Motorcycle involved	5,570	1.8%	3.43%	24.5%	19%
Unrestrained occupant	7,200	2.3%	2.97%	10.7%	22%
Rollover	6,900	2.2%	2.33%	13.1%	16%
Bicyclist involved	2,986	0.9%	1.47%	11.0%	4%
Speed-related	43,779	13.9%	0.69%	3.3%	30%
Roadway departure	48,204	15.3%	0.69%	3.7%	33%
Distracted driving	27,889	8.8%	0.21%	1.8%	6%
All crashes	315,331	100%	0.31%	2.2%	—

A crash can involve several factors, so the last column adds to more than 100%. Source: Utah Department of Transportation crash records; West Injury Law analysis.

Three more patterns

- **Darkness triples the risk.** On unlit roads at night, 0.76% of crashes were fatal, 3.5 times the daylight rate (0.22%).
- **Seat belts.** 189 of the 1,055 people killed from 2018 to 2024 (18%) were vehicle occupants not wearing a seat belt.
- **Pedestrians are twice as likely to be hit-and-run victims.** 16.7% of pedestrian crashes were hit-and-runs, against 8.0% of all crashes.

4. Dangerous intersections

From January 2018 through August 2025, UDOT's crash records show 2,019 pedestrian crashes and 1,076 bicycle crashes within 250 feet of the 1,209 traffic signals UDOT models in 52 Utah cities. 16.9% of the pedestrian crashes were serious or fatal, against 8.4% for cyclists, so a person on foot is about 2.0 times as likely to be badly hurt. Salt Lake City alone accounts for 632 crashes involving a pedestrian or cyclist at 228 signals. Its full ranking is at westinjurylaw.com/salt-lake-city-dangerous-intersections/.

The ten cities with the most pedestrian and bicycle crashes at signals

City	Signals	Pedestrian crashes	Bicycle crashes	Serious or fatal	Crashes per signal
Salt Lake City	228	419	214	83	2.8
West Valley City	63	194	82	22	4.4
Ogden	73	174	73	43	3.4
Provo	63	117	77	37	3.1
Orem	64	100	52	17	2.4
South Salt Lake	27	98	38	25	5.0
Sandy	48	72	51	15	2.6
St. George	52	71	49	15	2.3
West Jordan	46	61	50	16	2.4
Logan	37	57	50	13	2.9

Among cities with at least 15 signals, South Salt Lake has the highest density: 5.0 pedestrian and bicycle crashes per signal, against 2.8 in Salt Lake City. West Valley City (4.4), Clearfield (4.4) and Midvale (3.7) follow. Source: UDOT crash records, January 2018 – August 2025, crashes within 250 feet of UDOT-modeled signals; West Injury Law analysis.

The ten worst intersections for pedestrians

#	Intersection	City	Pedestrian crashes	Bicycle crashes	Serious or fatal
1	3500 S (SR-171) & Redwood Rd (SR-68)	West Valley City	23	9	2
2	4100 S & Redwood Rd (SR-68)	West Valley City	19	6	1
3	3300 S (SR-171) & West Temple	South Salt Lake	15	5	3
4	28th St & Washington (US-89)	Ogden	14	1	3
5	12th St (SR-39) & Washington (US-89)	Ogden	13	6	2
6	3500 S (SR-171) & 3600 W	West Valley City	13	2	0
7	400 S (SR-186) & 200 E	Salt Lake City	10	3	1
8	400 S (US-89) & 200 W	Salt Lake City	10	3	2
9	3300 S (SR-171) & State St (US-89)	South Salt Lake	10	2	4
10	Antelope Dr (1700 S / SR-108) & 1000 E	Clearfield	10	2	2

Ranked by pedestrian crashes, ties broken by bicycle crashes. Source: UDOT crash records, January 2018 – August 2025, crashes within 250 feet of each signal; West Injury Law analysis.

What the rankings have in common

- **State highways.** 19 of the 20 worst involve a state or U.S. route crossing another street (in Salt Lake City, 12 of its 15 worst). The same routes keep appearing: SR-171 (3300 and 3500 South) is part of 4 of the 20, US-89 (State Street and Washington Boulevard) 6, and Redwood Road (SR-68) 3.
- **Foot traffic alone doesn't explain it.** The 20 crossings with the most pedestrians in UDOT's model had 62 pedestrian crashes between them; the 20 worst had 223. Wide, busy state roads are the common factor.
- **Some intersections are unusually severe.** At 3300 S (SR-171) & State St (US-89) in South Salt Lake, 4 of 10 pedestrian crashes were serious or fatal. At SR-193 (Bernard Fisher Hwy) & I-15 NB Off/Frontage Rd in Clearfield, 5 of 9 pedestrian crashes were serious or fatal. That is over a third, against 17% overall.

5. What this means on the road

The numbers point to a few habits that matter most.

- **Buckle up, every trip.** Nearly one in five people killed (18%) was not wearing a seat belt.
- **Never drive impaired.** Impaired-driving crashes were 27 times as likely to be fatal. Plan a ride before you go out.
- **Take extra care at wide state-highway crossings.** 3300 and 3500 South, State Street and Redwood Road account for many of the worst intersections. Cross with the signal, and drivers should look twice for people in the crosswalk when turning.
- **Be visible after dark.** Crashes on unlit roads were 3.5 times as likely to be fatal. Pedestrians and cyclists should wear light or reflective clothing and use lights.
- **Slow down in the evening rush.** 5–6 p.m. is the peak hour for crashes.
- **Check your own auto policy.** Pedestrians are hit-and-run victims twice as often as other road users. Uninsured-motorist coverage on your own policy can apply in some hit-and-run cases.

6. About this report

Crash records were de-duplicated by crash ID. "Serious or fatal" means UDOT severity coded Fatal or Suspected Serious Injury, and deaths are UDOT's fatality count. The multiplier in section 3 is a factor's fatal-crash rate divided by the rate for all crashes. Times of day are Mountain Time. Intersection figures count pedestrian- and bicycle-involved crashes (January 1, 2018 – August 4, 2025) within 250 feet of each signal in UDOT's signalized-intersection safety model, each crash assigned to its nearest signal; traffic and pedestrian volumes are UDOT model estimates. Intersections on a city boundary are assigned to their primary city. Sections 2 and 3 cover five counties; section 4 adds Cache and Washington counties. All figures are as recorded by UDOT and may change as records are updated.

The figures are UDOT's records of reported crashes, not the firm's case data.

To cite: West Injury Law, *Utah Crash Data Study* (September 2026), analysis of Utah Department of Transportation crash records (January 2018 – August 2025) and UDOT's signalized-intersection safety model.

About West Injury Law

West Injury Law is a Utah personal injury firm representing people hurt in car, motorcycle, pedestrian and bicycle crashes. An attorney reviews every case, and once you sign, we handle every conversation with the insurance companies. You pay nothing up front, and no attorney fees unless we win. Hablamos español.

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