



DEPARTMENT OF PUBLIC SAFETY

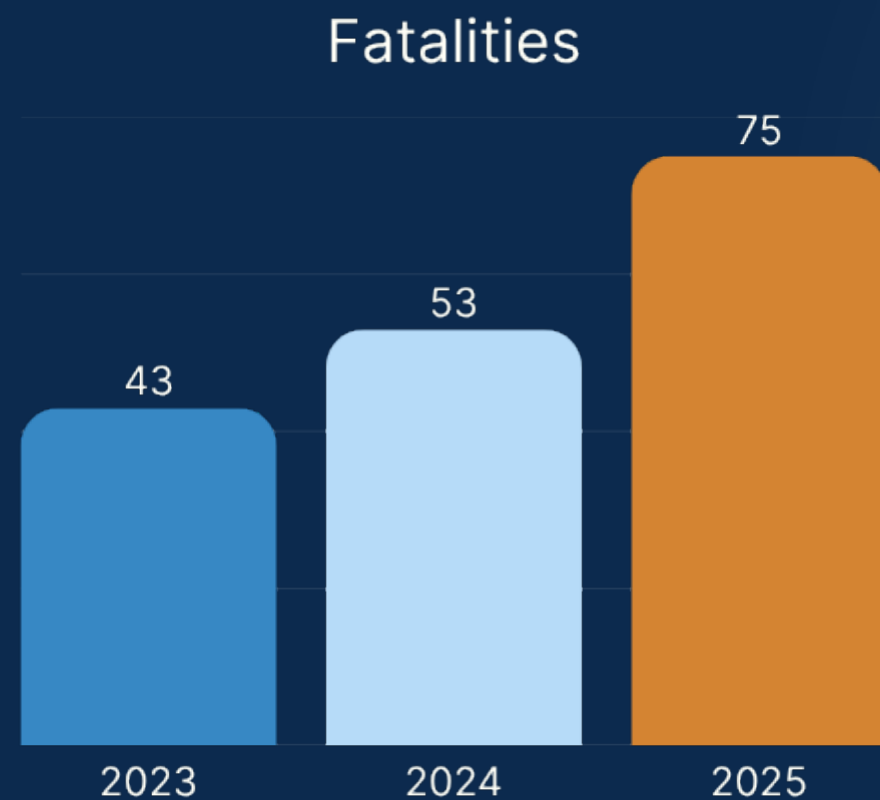
PRESENTATION TO THE
TRANSPORTATION INTERIM COMMITTEE

MAY 20, 2026



MOTORCYCLE SAFETY

TRENDS



Riders who were not wearing a helmet were 2.5 times as likely to suffer fatal injuries .

01

Riders

Failure to yield, following too closely, and failure to keep in the proper lane

02

Other Drivers

Failure to yield, following too closely, and improper turns—nearly 10% of drivers who struck a motorcyclist were making a left turn.

03

Demographics

Over the last five years, 92.1% of motorcyclists in crashes were male, and 57.8% were under 35.

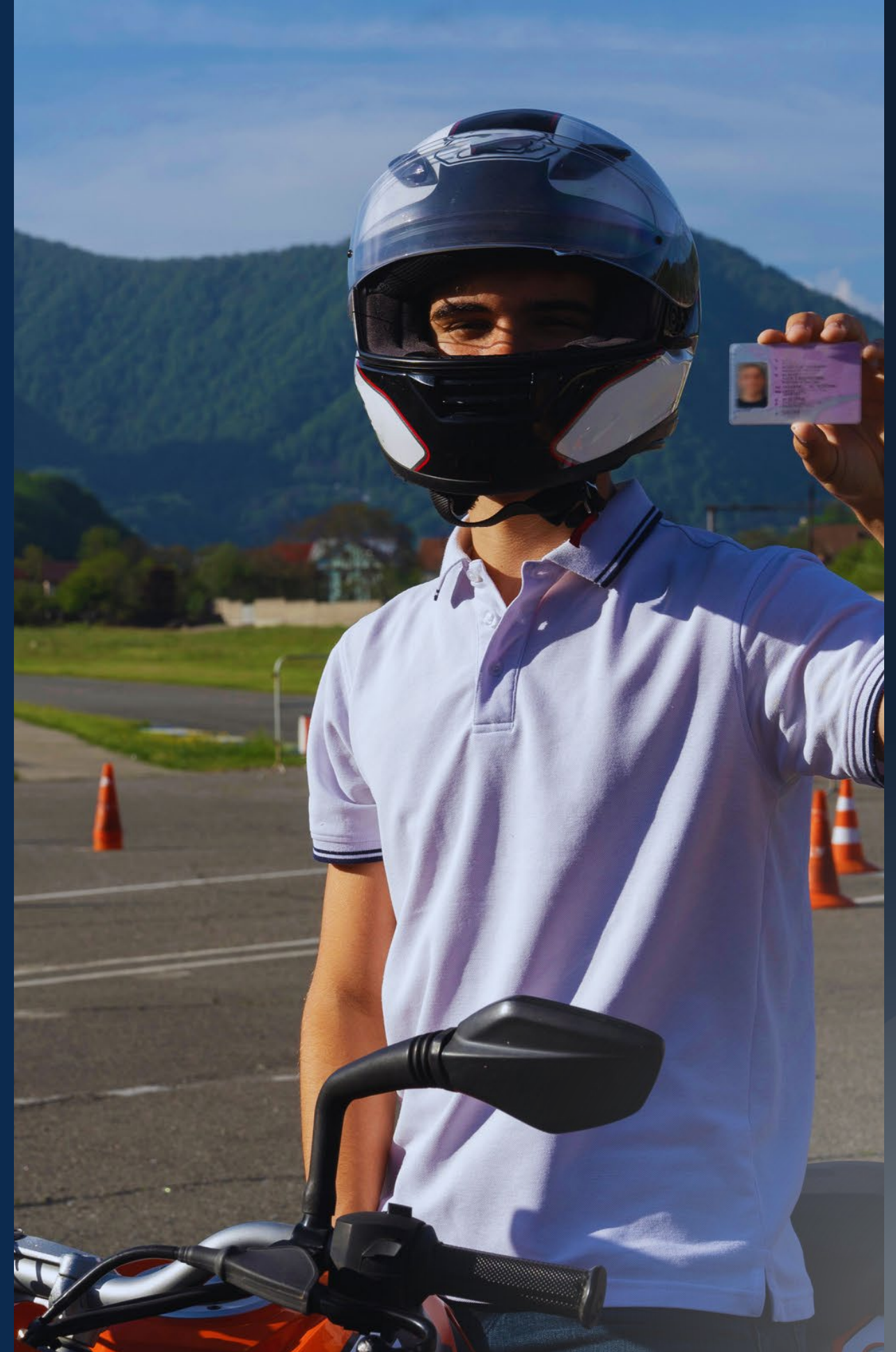
MOTORCYCLE ENDORSEMENT & TRAINING

In 2025, more than 75% of riders who died on Utah roads had no motorcycle endorsement.

More than one in four riders who died over the last five years had never completed a safety course.

41% of crashes were single-vehicle — no other driver involved. The rider ran out of road, speed, or skill.

Fines & Waivers: Riders cited for operating without an endorsement face a minimum fine of \$350. However, this fine can be waived if the rider obtains their endorsement within 30 days of the citation.



SAFETY TRAINING & MOTORCYCLE SAFETY FOUNDATION COURSES

FEWER THAN 10% OF RIDERS WHO DIED IN 2025 HAD EVER TAKEN A FORMAL SAFETY COURSE

Course Benefits: A certified safety course —such as the MSF beginner rider course —builds essential skills like controlled braking, lane management, and hazard response.

Skills Test Waiver: Successfully completing a certified safety course waives the riding skills test required for a motorcycle endorsement.

Financial Incentives: DPS/HSO currently offers a 25% discount for rider safety courses through ridetolive.utah.gov.



RECOMMENDATIONS

01 | Universal Motorcycle Helmet Use Laws

Research shows that states with helmet laws had 29% fewer motorcycle fatalities (NHTSA Countermeasures that work)

02 | Motorcycle Rider Training

A blurred photograph of a person riding a red motorcycle on a road. The rider is wearing a dark jacket and a helmet. The background shows a road with lane markings, all of which are blurred to convey a sense of speed. The text "LANE FILTERING" is overlaid in the center in a white, serif font.

LANE FILTERING

LEGISLATION

2019 Inception : Enacted to reduce motorcycle rear - end collisions; established five specific conditions for lawful filtering, including a 45 mph roadway speed limit.

2023 Amendmen t: Expanded to include freeway off - ramps as qualifying roadways; however, on - ramps remain excluded despite congestion at metering lights.

2025 Modernization : Specifically defined and prohibited "Lane Splitting." The statute now authorizes law enforcement to impound motorcycles for splitting or filtering violations.

CRASH DATA

CONTRARY TO THE LAW'S INTENT, REAR - END MOTORCYCLE CRASHES IN UTAH INCREASED BETWEEN 2020 AND 2024 - END

Despite the rise, rear - end motorcycle crashes remain statistically rare, accounting for only 0.3% of total annual motor vehicle crashes.

Initial data showed that fatal rear - end motorcycle crashes accounted for less than 0.1% of incidents, with the most dangerous crashes occurring on high speed roads where filtering was already illegal. -



ENFORCEMENT & RIDER DATA

Enforcement observations suggest that the law is frequently violated and used primarily to avoid traffic delays rather than for safety.

- A single Trooper recorded 7 stops in 5 days during the fall and 5 stops in 3 days in the spring of 2026.

Rider Justification: In nearly all enforcement encounters, riders either:

- Admitted to knowingly violating the law.
- Claimed they were following "rules" learned from other riders rather than the statute.

While not all riders ignore the rules, the prevalence of illegal filtering and lane splitting has created a significant negative public perception of the practice.

RECOMMENDATIONS

01 | DPS Remains Neutral

If it does not sunset, DPS will continue education on lane filtering and enforcement on lane splitting

Continued data collection on lane filtering; updated crash report (2024) can track this stat

A photograph of a person driving a car, viewed from the driver's perspective. The driver's hands are on the steering wheel, and one hand is holding a smartphone. The car's dashboard and air vents are visible. The image is overlaid with a semi-transparent blue filter and an orange border. The text "DISTRACTED DRIVING & HEADLIGHTS" is centered in white, serif font.

DISTRACTED DRIVING & HEADLIGHTS

DATA

In the years 2020 - 2025, Utah averaged:

- **17 fatalities** per year
- **120 serious injury crashes**
- **5,203 crashes**

01

Underreported

Distracted crash data tends to be underreported due to lack of admission of driving distracted

02

Contributing Factors

Top contributing factor for distracted crashes is followed too closely and failed to keep in proper lane

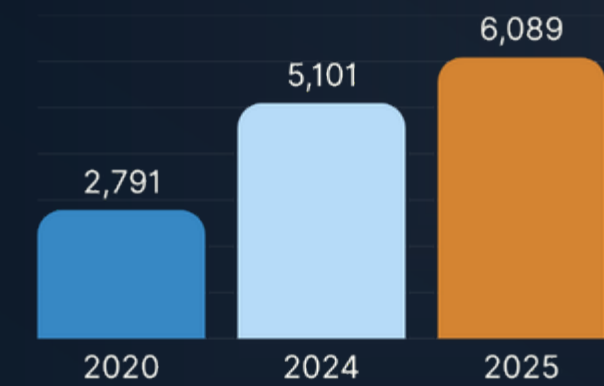
AGENCY OPERATIONS

Utah County Multi - Agency Operation

April 2026

179 Total Stops
129 Distracted Driving

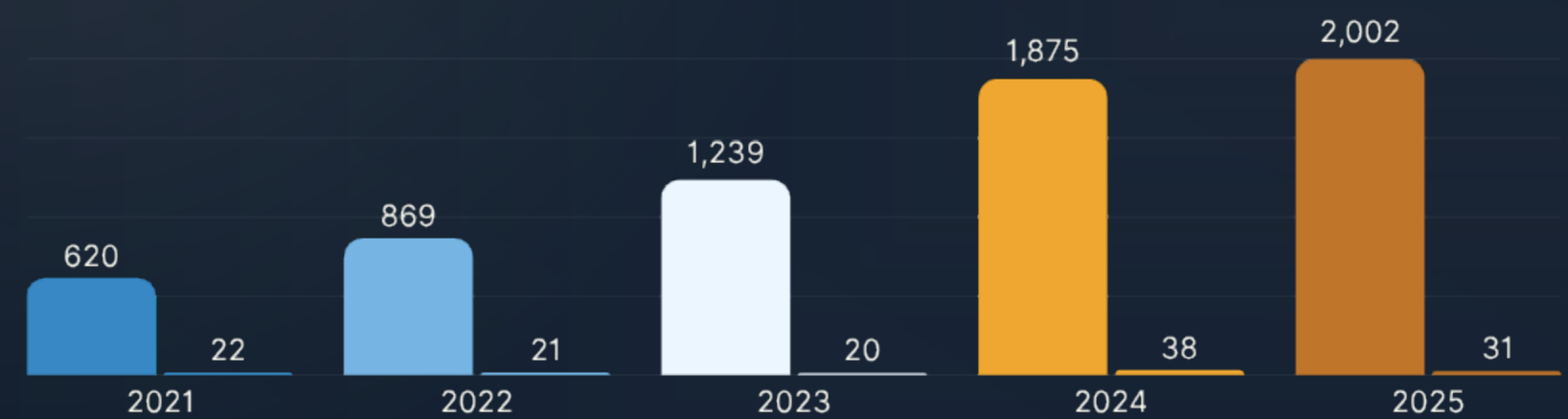
UHP Citations



118% increase
from 2020 to 2025

Highway Safety Funded Overtime

of Hours Worked - # of Agencies



ENFORCEMENT THEORIES

- Not observed as much with Marked patrol cars. As soon as a marked patrol car is spotted, drivers drop the phone. By the time the officer is alongside the vehicle, the driver's hands are at 10 and 2.
- Drivers no longer hold phones at eye level; they hide them in their laps or center consoles
- Heavy tinting —even if legal —makes it nearly impossible for an officer to see what a driver is doing with their hands, especially at night or in moving traffic.
- In heavy commuter traffic, an officer may see a violation but be unable to safely maneuver through lanes to reach the vehicle before the driver exits or the moment passes.
- When stopped, the driver states they were looking at the GPS.

HEADLIGHTS

Aftermarket LED Conversions and lifted vehicles create a problem

- Headlight alignment
- Halogen replaced with LED creates dangerous glare

Require a certified headlight alignment as part of the vehicle registration process if a suspension lift exceeding 2 inches is installed.

Crash Data and more input from local and sheriff departments, who see a larger problem on surface streets.

UCA 41 - 6a - 1616 (1)(a)a lighted lamp or illuminating device on a vehicle, which projects a beam of light of an intensity greater than 300 candlepower, shall be directed so that no part of the high intensity portion of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than 75 feet from the vehicle

Halogen 800 - 1000 lumens
LED 3000 - 12000 lumens



RECOMMENDATIONS

01 | Continued Overtime Funding

DPS/Highway Safety offers year round overtime funding to law enforcement agencies for distracted driving enforcement

02 | Year - Round Blitzes & Media Alerts

To create deterrence - encourage LE agencies to participate in year round blitzes with media to alert the public that enforcement is ongoing.

QUESTIONS

UTAH DEPARTMENT OF
PUBLIC SAFETY

