



Wasatch Front Regional Council Comprehensive Safety Action Plan 2023 Annual Report

A summary of local government progress implementing the WFRC Area Comprehensive Safety Action Plan for the 2023 calendar year.

Completed: June 27, 2024



INTRODUCTION

The mission of Wasatch Front Regional Council (WFRC) is to build consensus and enhance quality of life by developing and implementing visions and plans for a well-functioning multimodal transportation system, livable communities, a strong economy, and a healthy environment.

To support this mission, WFRC affirmed its commitment to reducing deaths and serious injuries across the region by adopting the [Comprehensive Safety Action Plan](#) (CSAP) on April 25, 2024.

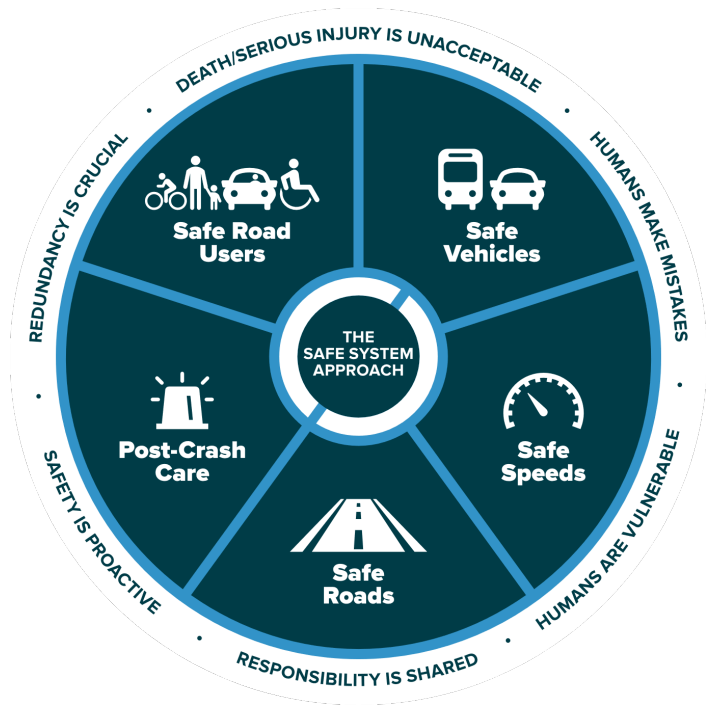
WFRC also adopted a Regional Safety Commitment Resolution to reduce roadway deaths and serious injuries for all roadway users by 50% by the year 2040, and to reduce roadway fatalities and serious injuries by 2.5% each year.

This report provides an update of progress on CSAP implementation and highlights traffic safety benchmark statistics through December 31, 2023 for the WFRC region. The WFRC region includes Salt Lake County, Davis County, Weber County, Morgan County, Tooele County, and southern Box Elder County as illustrated in Figure 1.

THE SAFE SYSTEM APPROACH

The WFRC CSAP encourages a Safe System Approach to enhance regional safety by identifying locations with safety needs, and potential for safety improvements.

The Safe System Approach originated in Sweden and the Netherlands. These countries experienced a 50% reduction in traffic fatalities between 1994 and 2015 as they applied the Safe System Approach. FHWA has embraced the Safe System Approach as an effective way to address and reduce the frequency of fatal and serious injuries that result from vehicle crashes.



The Safe System Approach is founded on the principle that travel should never compromise lives, and that road deaths and serious injuries are preventable. It recognizes that people make mistakes and are vulnerable to serious injury or death in crashes, and it distributes responsibility among system users, managers, and others to ensure that vehicles, infrastructure, speed limits, road users, and post-crash care work together to minimize risks and mitigate crash impacts.

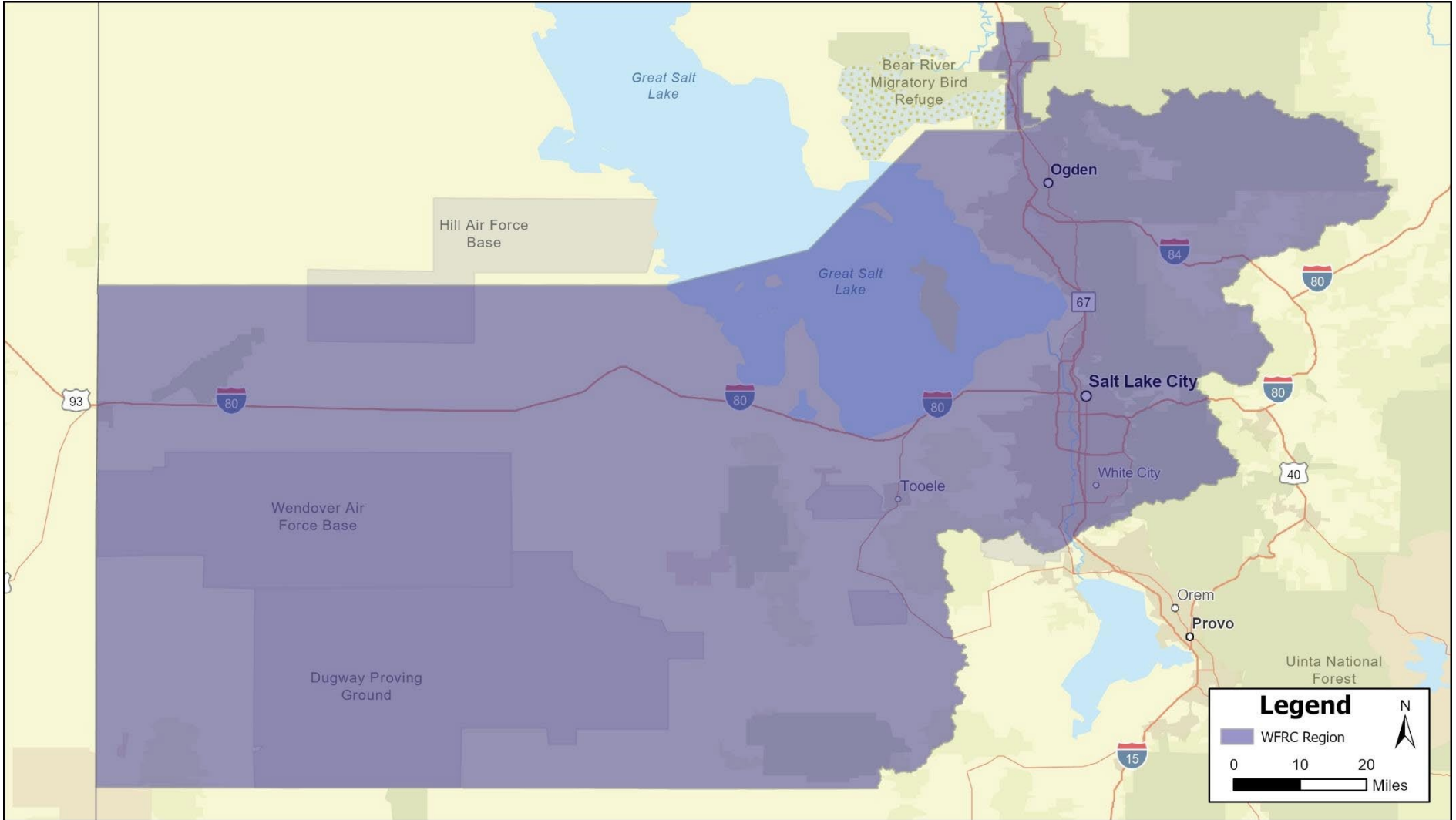


Figure 1 - WFRC Comprehensive Safety Action Plan Study Area

BY THE NUMBERS

This section of the Annual Report illustrates trends in fatalities and serious injuries that occurred between 2018 and 2023 within the WFRC region. The data provides insights to underlying factors contributing to crashes, and their severity. The information will be used to help WFRC track progress and identify additional safety focus areas and strategies to reduce and eliminate fatal and serious injury crashes.

TOTAL FATALITIES AND SERIOUS INJURIES

In each year's Annual Report, crash performance measures highlighted in the WFRC CSAP are reported and compared to the previous three-year period.

From 2018 to 2023, there was a total of 4,714 fatal and serious injury crashes on roadways within the WFRC region resulting in 780 fatalities and 4,670 serious injuries.

Figure 2 shows the combined annual fatalities and serious injuries along with the target number of fatalities and serious injuries, based on a goal to reduce fatalities and serious injuries by 2.5% from the preceding 3-year average.

Figure 3 shows the annual number of fatalities and serious injuries in the WFRC region.

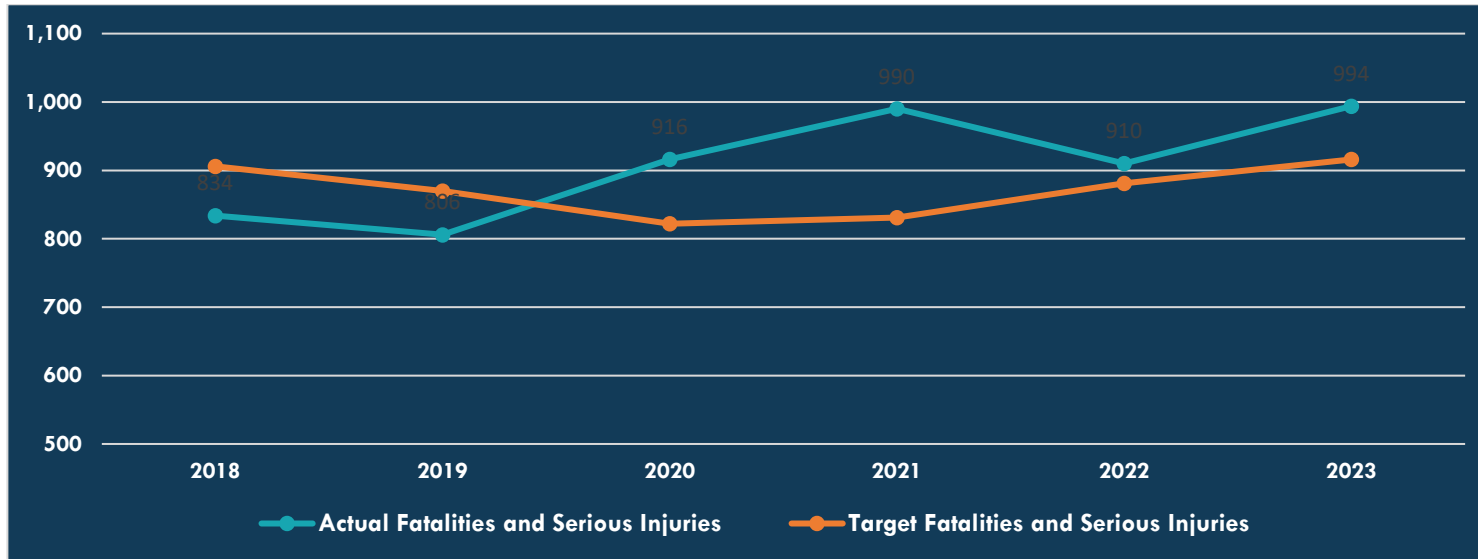


Figure 2 - Fatalities & Serious Injuries within WFRC (2018-2023) and Target (Based on 2.5% Annual Reduction)

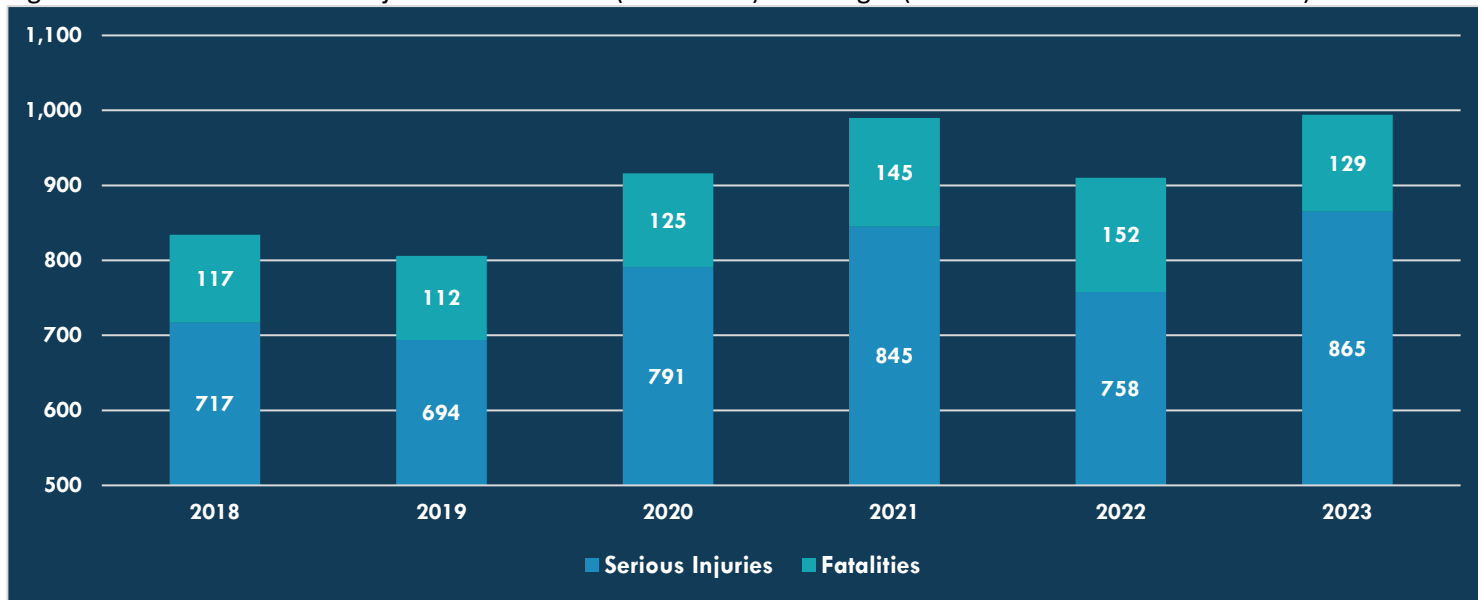


Figure 3 - Fatalities & Serious Injuries within WFRC (2018-2023)

CSAP PERFORMANCE METRICS

The most frequently cited risk factors involving serious injury and fatal crashes between 2018-2023 are shown in Figure 4. High-level risk factors related to roadway attributes and operational policies are the focus of this report. Pedestrian, Bicycle and Motorcycle related crashes could be considered collectively as “Vulnerable Road Users” or VRU. Behavioral risk factors such as Teenage Driver, Unrestrained (not wearing a seat belt), and DUI are shown in gray, and are not the focus of this report but are deserving of attention in community education efforts. Crash reporting allows multiple risk factors to be cited in the crash report so there is not a single risk factor in most cases that can be assigned to each crash. The top-five most frequently cited risk factors for serious and fatal crashes from 2018-2023 are listed below:

- Intersection
- Roadway Departure
- Speed
- Motorcycle
- Pedestrian (and Bicycle)

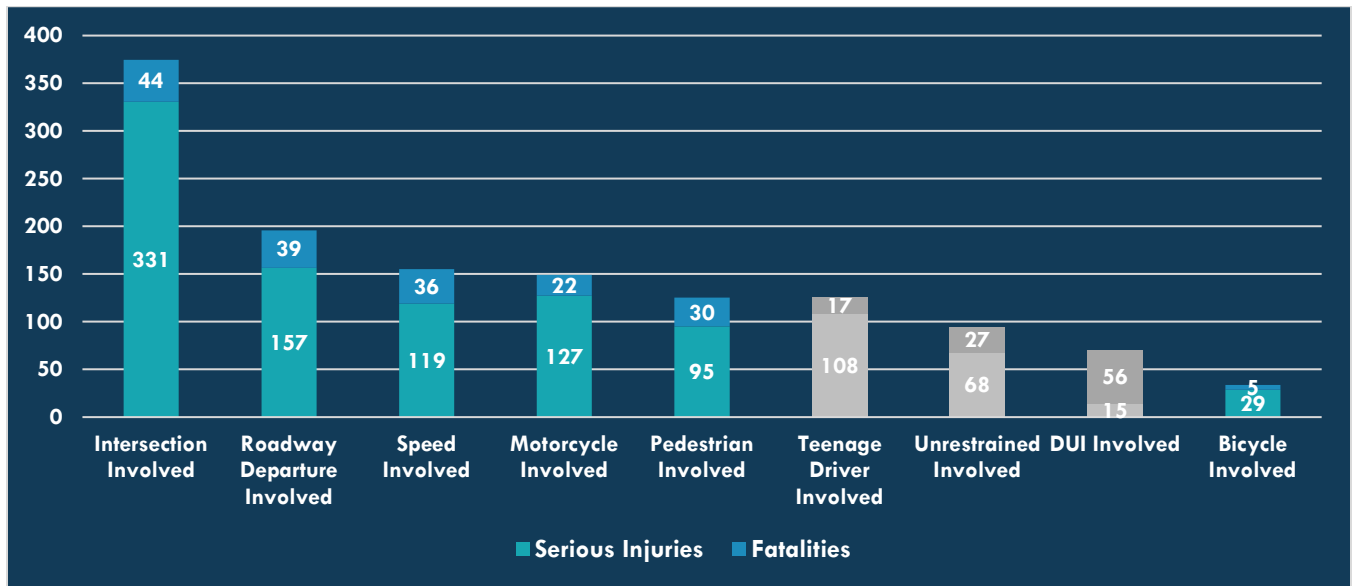


Figure 4 - Most Frequent Crash Risk Factors for Fatal and Serious Injuries (2018-2023).

WFRC developed the Comprehensive Safety Action Plan, based on analysis of 2018-2022 crash data. Figures 5-15 below summarize the following safety-focused performance metrics:

- ◀ Number of unrestrained vehicle occupant fatalities (all seat positions) and serious injuries
- ◀ Number of DUI-involved driving fatalities and serious injuries
- ◀ Number of fatalities and serious injuries from crashes in WFRC Equity Focus Areas
- ◀ Number of pedestrian fatalities and serious injuries
- ◀ Number of speeding-related fatalities and serious injuries
- ◀ Number of motorcyclist fatalities (with and without a helmet) and serious injuries
- ◀ Number of fatalities and serious injuries involving younger drivers
- ◀ Number of bicyclist fatalities and serious injuries
- ◀ Number of intersection fatalities and serious injuries
- ◀ Number of roadway departure fatalities and serious injuries
- ◀ WFRC area crash statistics compared to statewide statistics

These performance measures provide WFRC, local communities, partner agencies, and stakeholders with data-driven information on the successes and challenges associated with regional roadway safety and can be used to inform adjustments to the CSAP implementation actions.

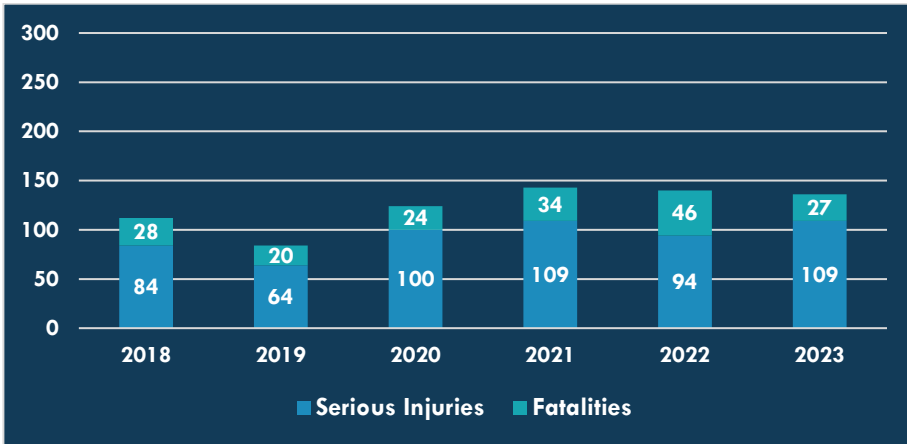


Figure 5 - Unrestrained Vehicle Occupant Fatalities & Serious Injuries (2018-2023)

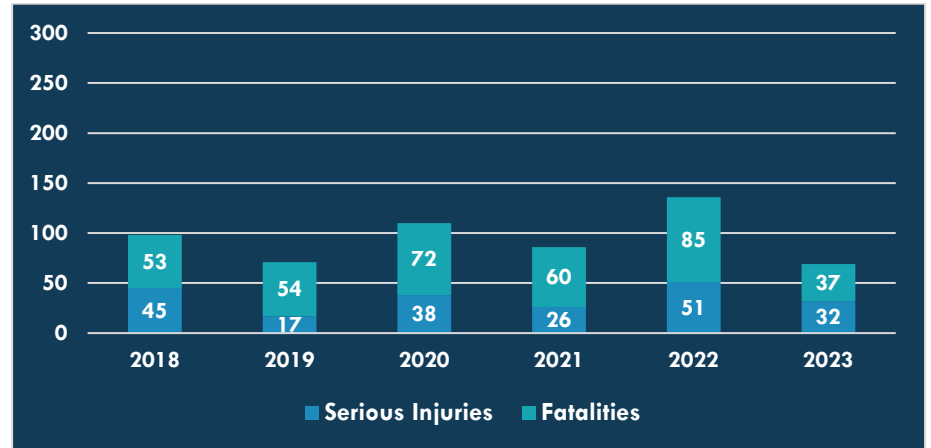


Figure 6 - DUI Involved Fatalities & Serious Injuries (2018-2023)



Figure 7 - Fatalities & Serious Injuries in the WFRC in 2023 Equity Areas (2018-2023)

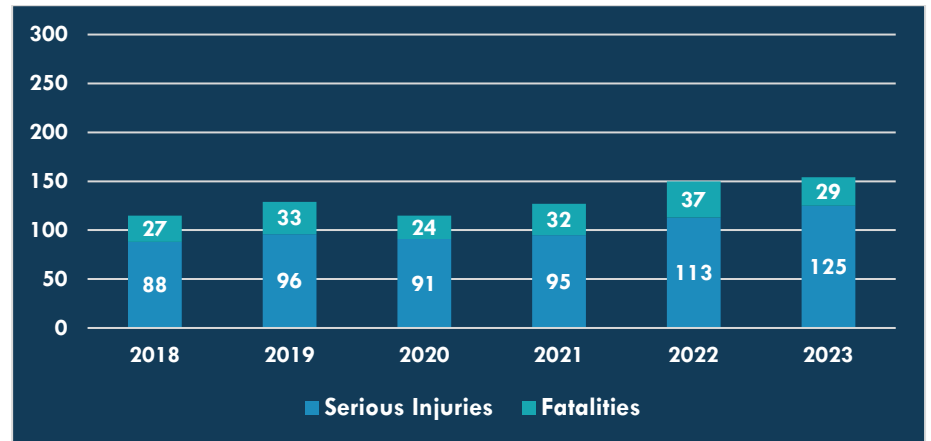


Figure 8 - Pedestrian Fatalities & Serious Injuries (2018-2023)

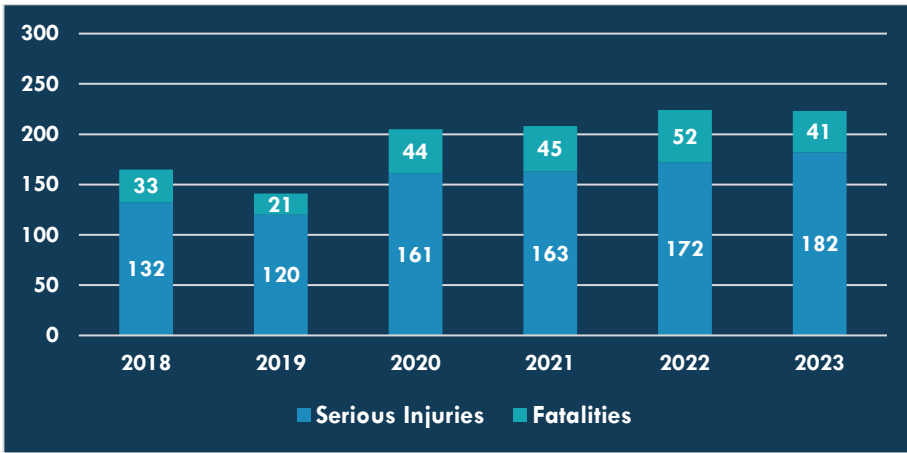


Figure 9 - Speed-Related Fatalities & Serious Injuries (2018-2023)

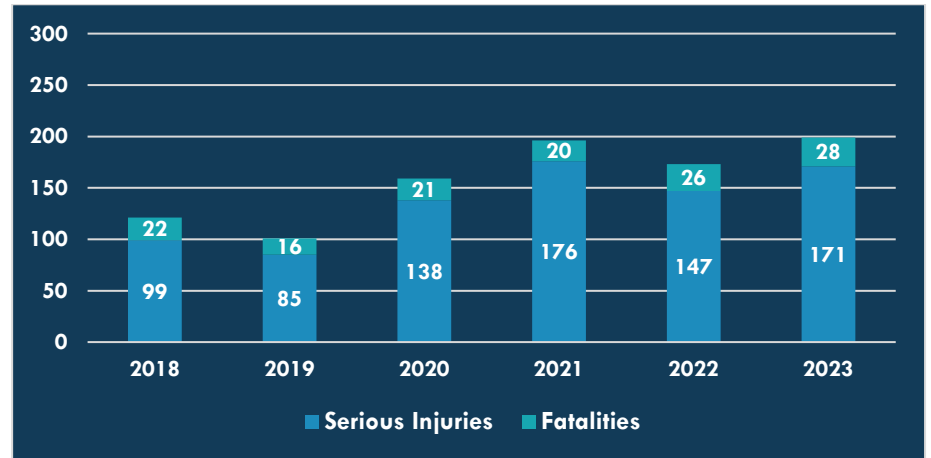


Figure 10 - Motorcyclist Fatalities & Serious Injuries (2018-2023)

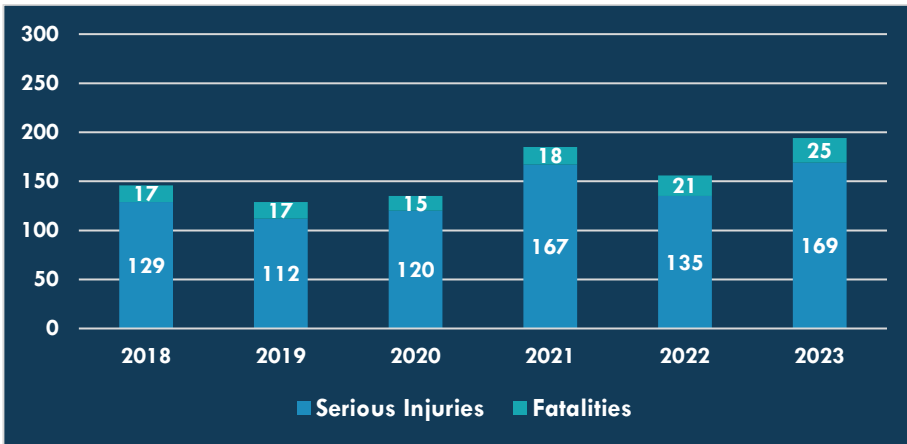


Figure 11 - Younger Driver (Teenager) Fatalities & Serious Injuries (2018-2023)

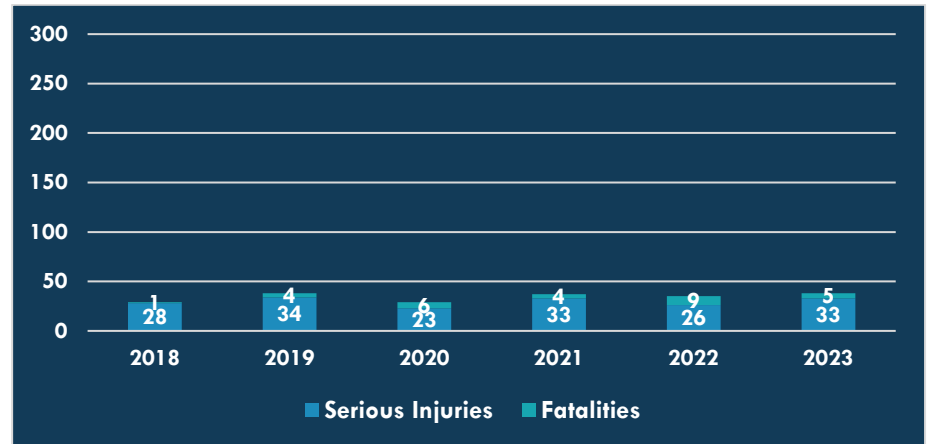


Figure 12 - Bicyclist Fatalities & Serious Injuries (2018-2023)

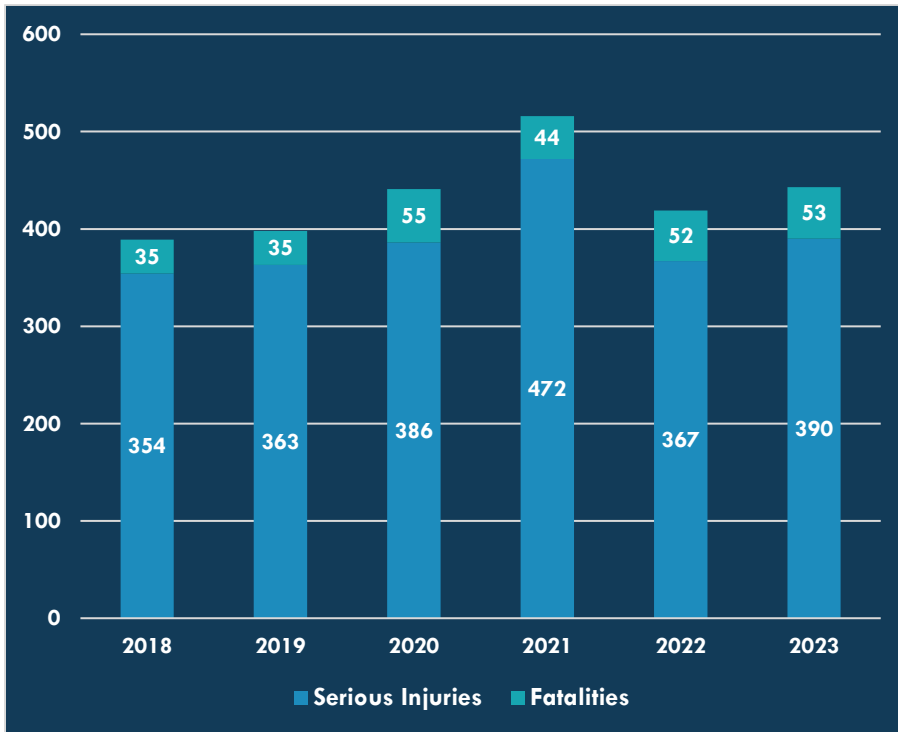


Figure 13 - Intersection Fatalities & Serious Injuries (2018-2023)

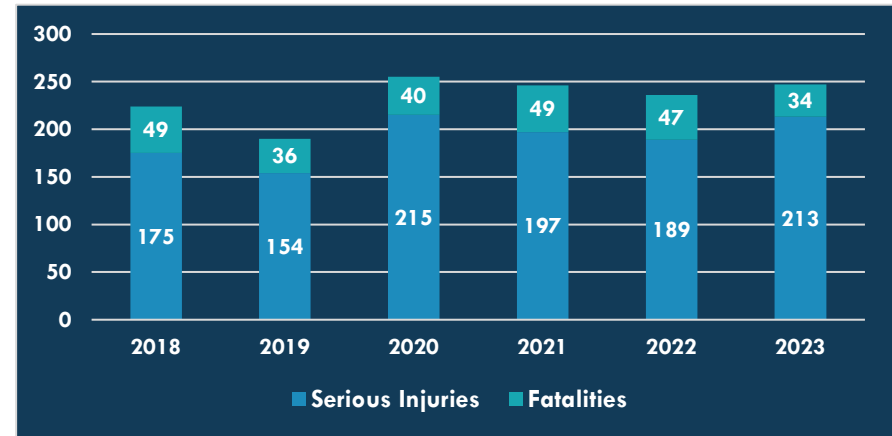


Figure 14 – Roadway Departure Fatalities & Serious Injuries (2018-2023)

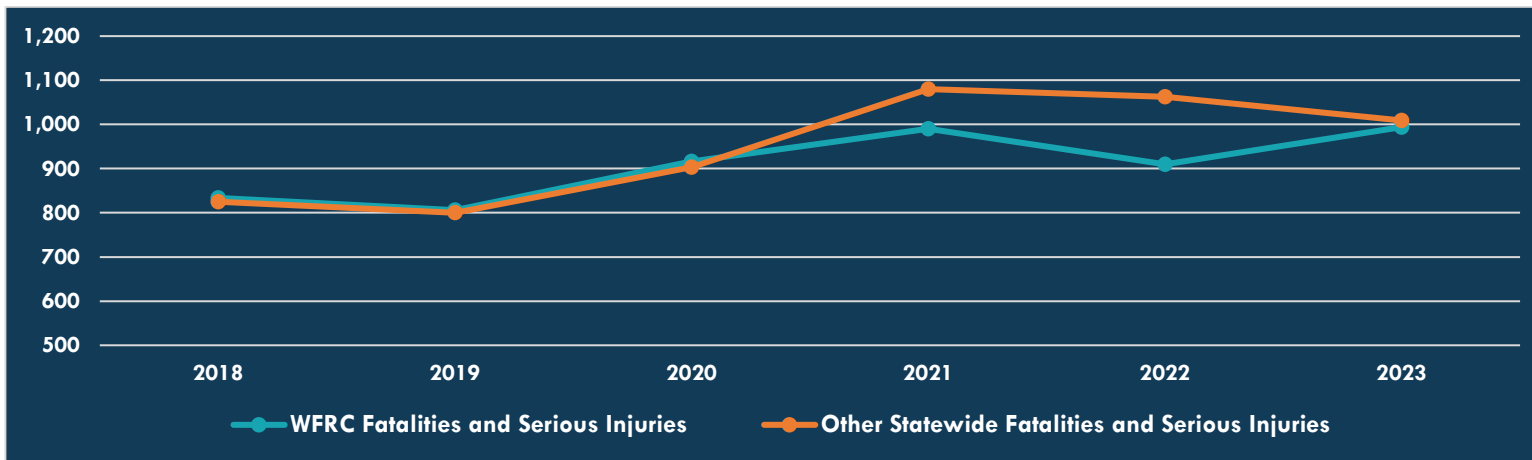


Figure 15 – Fatalities & Serious Injuries in WFRC and Statewide (Outside of WFRC) (2018-2023)

PROGRESS ON ACTIONS

WFRC will regularly gather information to identify and record new capital improvements, policies, and programs that are contributing to improved regional roadway safety. This will help ensure that recommended safety solutions are an intentional focus of transportation planning and implementation.

This introductory Annual Report for 2023 does not include information on safety improvement investments, but it will be provided in future reports.

While direct comparisons between investments and crash outcomes can be challenging, the multifocal approach of the Safe System Approach allows WFRC to track progress through changes in crash data and link those changes to investments with safety components across the WFRC region.

One such way of doing so is by tracking the kinds of project elements that are implemented through WFRC-administered programs, such as the Surface Transportation Program (STP), which funds highways and bridges, transit capital improvements, and active transportation projects.

WFRC encourages projects that include elements from the [Safety Countermeasures Toolbox](#). WFRC also encourages projects to be planned and funded at locations identified on the Composite Safety Network. In 2023, WFRC supported the following number of investments on the region's roadways:

#X

***Projects funded that integrate FHWA Proven Safety Countermeasures
(Not provided for 2023)***

##

***Projects funded on roadways located on the Composite Safety Network
(Not provided for 2023)***

2023 SS4A GRANT AWARDS

The [2023 Safe Streets and Roads for All \(SS4A\)](#) grant awarded a total of \$813 million to local communities, which resulted in \$290 million to 572 Planning and Demonstration Grants and a total of \$523 million to 48 Implementation Grants. Within the WFRC region, Salt Lake City and Tooele County were recipients of Planning and Demonstration Grants which totaled over \$1 million.

2023 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Highway Safety Improvement Program (HSIP), administered by the Utah Department of Transportation (UDOT), funds projects that advance roadway safety goals in Utah. Utah's ultimate roadway safety goal is Zero Fatalities and HSIP funds are critical to efforts in reaching that goal.

Utah's Strategic Highway Safety Plan (SHSP) defines Utah's safety goals and describes a program of strategies to improve safety. The SHSP was developed in cooperation with a broad range of multidisciplinary stakeholders. In order to obligate HSIP funds, UDOT must produce a program of projects or strategies that reduce safety problems identified in the SHSP. UDOT must also evaluate and update its SHSP on a regular basis.

In 2023, the following projects within the WFRC region were funded or completed with HSIP funds:

- *Not provided for 2023*
- *Not provided for 2023*
- *Not provided for 2023*

ONGOING LOCAL OPPORTUNITIES

Communities are encouraged to continue to work on implementing their own local safety improvements. WFRC is a committed partner and affirms its intent to continuously work to assist communities in pursuing safety by linking them to funding opportunities, technical assistance, and avenues for collaboration whenever possible.

In 2023, the following projects, for which safety was the primary objective, were completed by local jurisdictions:

- *Not provided for 2023*
- *Not provided for 2023*
- *Not provided for 2023*