



WASATCH FRONT REGIONAL COUNCIL

# COMPREHENSIVE SAFETY ACTION PLAN

## Executive Summary

April 25, 2024

# WASATCH FRONT REGIONAL COUNCIL COMPREHENSIVE SAFETY ACTION PLAN

*Prepared for:*



## WASATCH FRONT REGIONAL COUNCIL

**Wasatch Front Regional Council**

41 North Rio Grande Street

Salt Lake City, UT 84101

801-363-4250

*Prepared by:*

**Kimley»»Horn**

111 E Broadway

Suite 600

Salt Lake City, UT 84111

*In Partnership with:*

FEHR & PEERS

 PENNA POWERS

# TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>4</b>
Safe Streets and Roads for All Program .....	4
Comprehensive Safety Action Plan Study Area.....	4
<b>2. REGIONAL SAFETY COMMITMENT RESOLUTION .....</b>	<b>6</b>
Safety Commitment Resolution.....	7
<b>3. SAFE SYSTEM APPROACH .....</b>	<b>8</b>
Introduction to Safe System Approach.....	8
Safe System Approach Strategies.....	8
<b>4. CSAP PROCESS AND STAKEHOLDER ENGAGEMENT .....</b>	<b>9</b>
CSAP Steering Team .....	9
Stakeholder Engagement.....	9
<b>5. REGIONAL SAFETY ANALYSIS RESULTS.....</b>	<b>10</b>
Safety Analysis Methodology Overview.....	10
SHSP Emphasis Area Analysis.....	10
Historical Crash Analysis.....	12
GFA Safety Analysis Results and Priorities.....	14
<b>6. EQUITY ANALYSIS .....</b>	<b>15</b>
Equity Considerations.....	15
<b>7. STRATEGIES AND SOLUTIONS .....</b>	<b>16</b>
Safety Countermeasures Toolbox.....	16
Case Study Project Sheets .....	16
<b>8. BEST PRACTICES FOR POLICIES AND PROCEDURES .....</b>	<b>17</b>
Safe System Elements Recommendations .....	17
<b>9. MOVING FORWARD.....</b>	<b>18</b>
Regional Monitoring and Evaluation .....	18
Additional Steps .....	19
Local Jurisdiction Integration Opportunities .....	19

# 1. INTRODUCTION

## Safe Streets and Roads for All Program

Wasatch Front Regional Council (WFRC), in consultation with transportation and local government partners, prepared this regional Comprehensive Safety Action Plan (CSAP) to present a holistic, well-defined strategy to reduce roadway fatalities and serious injuries in the Wasatch Front Region. WFRC anticipates making periodic modifications to this CSAP to address additional information as it becomes available.

The CSAP analyzes safety needs, identifies high-crash and high-risk locations and factors contributing to crashes, and prioritizes strategies to address them.

WFRC was awarded Action Plan funding to prepare the CSAP through the Safe Streets and Roads for All (SS4A) discretionary program. The Bipartisan Infrastructure Law (BIL) established the SS4A discretionary program to fund improvements and strategies to prevent roadway fatalities and serious injuries of all users of highways, streets, and roadways: pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users, and commercial vehicle operators. The BIL allocates \$5 billion over 5 years, 2022-2026. The SS4A program supports the U.S. Department of Transportation's (USDOT's) [National Roadway Safety Strategy](#) and a goal of zero roadway deaths using a [Safe System Approach](#).

The WFRC CSAP serves as the eligible Safety Action Plan to enable local jurisdictions to apply for Implementation funding through the SS4A discretionary grant program. The Action Plan requirements are summarized in **Figure 1-1**. This CSAP was adopted by WFRC on April 25, 2024. The CSAP Final Report is posted and publicly available at <https://wfrc.org/programs/csap/>. This Executive Summary summarizes key findings from the Final Report.

*Figure 1-1 – CSAP Elements*

### SELF-CERTIFICATION CHECKLIST

#### Plan must include the following:

- Safety Analysis
  - Existing conditions and historical trends
  - Crashes by location, severity, and contributing factor
  - Systemic and specific safety needs
  - Geospatial identification of higher risk locations
- Identification of comprehensive set of projects and strategies

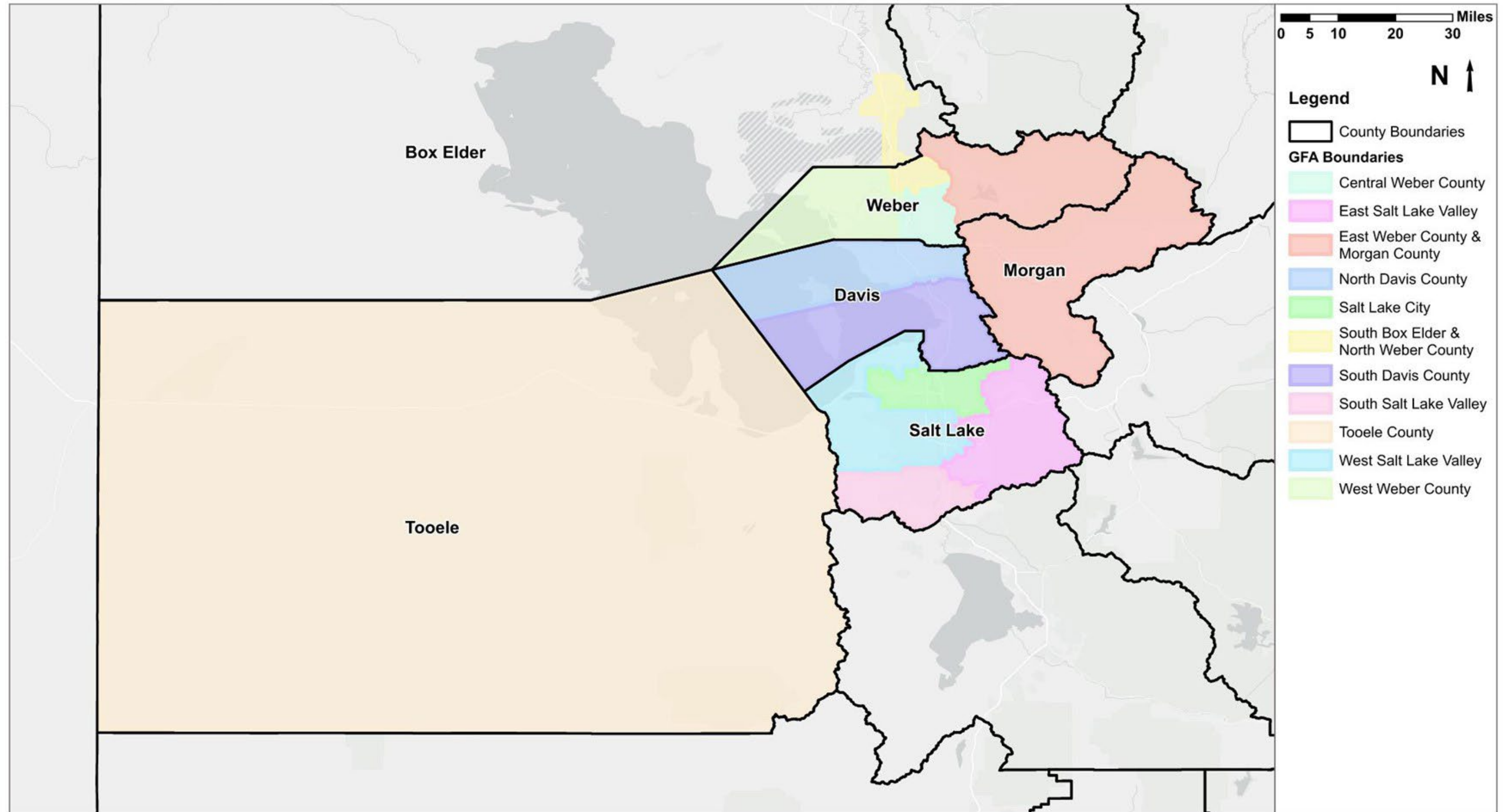
**...And must complete 4 of the 6 elements to the right:**

- 1. Leadership Commitment**
  - Governing body publicly commit to a zero fatalities and serious injury goal
- 2. Plan Development**
  - Committee charged with plan development, implementation, and monitoring
- 3. Development Activities**
  - Engagement with public and relevant stakeholders
- 4. Equity**
  - Data-driven, inclusive, and representative processes
- 5. Policies, Plans, Guidelines, and/or Standards**
  - Assessment policies, plans, guidelines, and/or standards
- 6. Progress**
  - Description on how progress will be measured over time

## Comprehensive Safety Action Plan Study Area

The study area for the CSAP includes the six counties and municipalities in the WFRC region. To facilitate safety analysis, the study area was divided into 11 Geographic Focus Areas (GFAs), as illustrated in **Figure 1-2**. GFAs allowed for a more focused safety evaluation and recommendations within the smaller and more homogenous geographies.

Figure 1-2 – WFRS Study Area by Geographic Focus Area (GFA)



## 2. REGIONAL SAFETY COMMITMENT RESOLUTION

To affirm the region's commitment to safety, a Regional Safety Commitment Resolution was adopted by WFRC on March 28, 2024. The Safety Commitment Resolution emphasizes the region's support of a Safe System Approach to improve safety for all users, establishes a goal to reduce deaths and serious injuries for all roadway users by 50% by the year 2040, and a goal to reduce roadway fatalities and serious injuries by 2.5% each year compared to the preceding three-year rolling average.



## Safety Commitment Resolution

### RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL ESTABLISHING THE GOAL TO WORK TOWARDS ZERO ROADWAY FATALITIES AND SERIOUS INJURIES

**WHEREAS** the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and Ogden-Layton Urban Areas; and

**WHEREAS** between 2018 and 2022, in the Wasatch Front Regional Council planning area, 619 people died and another 3,247 people were seriously injured due to roadway crashes; and

**WHEREAS** crashes that result in death or serious injury are largely preventable, and the Wasatch Front Regional Council acknowledges that the only acceptable goal is to eliminate deaths and serious injuries to all roadway users; and

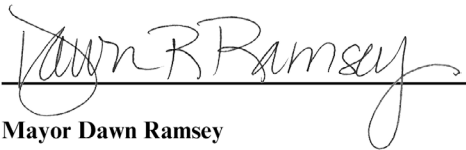
**WHEREAS** having safe, user-friendly streets is one of the goals of the adopted 2023-2050 Wasatch Front Regional Council Regional Transportation Plan; and

**WHEREAS** creating safe, user-friendly streets will encourage active transportation, improving population health, air quality, and overall public well-being; and

**WHEREAS** the Wasatch Front Regional Council's Comprehensive Safety Action Plan presents the region's commitment and strategies to reducing deaths and serious injuries to all roadway users.

**NOW, THEREFORE LET IT BE RESOLVED**, by the Wasatch Front Regional Council:

1. Wasatch Front Regional Council supports proactively utilizing a "Safe System Approach" to improve safety for all roadway users, rather than relying on a reactive approach to address roadway fatalities or serious injuries, and
2. Wasatch Front Regional Council declares that any roadway fatality or serious injury is unacceptable and supports reasonable measures to prevent roadway crashes, and
3. Wasatch Front Regional Council establishes a goal of reducing deaths and serious injuries for all roadway users by 50% by the year 2040, and
4. Wasatch Front Regional Council establishes a goal of reducing roadway fatalities and serious injuries by 2.5% each year compared to the preceding three-year rolling average, and
5. Wasatch Front Regional Council will measure the progress towards these regional goals and will provide regional quantitative metrics that are reported annually.



**Mayor Dawn Ramsey**  
Chair  
Wasatch Front Regional Council



**Andrew Gruber**  
Executive Director  
Wasatch Front Regional Council



**WASATCH FRONT REGIONAL COUNCIL**

March 28, 2024

### 3. SAFE SYSTEM APPROACH

#### Introduction to Safe System Approach

CSAP recommendations are consistent with the Safe System Approach. The Safe System Approach was adopted by the USDOT as the guiding paradigm to address roadway safety and mitigate the risk inherent in our complex transportation system.<sup>1</sup> The Safe System Approach focuses on human fallibility and human vulnerability to design a system with redundancies in place to protect everyone. A Safe System Approach incorporates the following principles as illustrated in **Figure 3-1** and listed below:

Figure 3-1 – Safe System Approach



Source: USDOT, <https://www.transportation.gov/NRSS/SafeSystem>

**DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE**

**HUMANS MAKE MISTAKES**

**HUMANS ARE VULNERABLE**

**RESPONSIBILITY IS SHARED**

**SAFETY IS PROACTIVE**

**REDUNDANCY IS CRUCIAL**

#### Safe System Approach Strategies

To assist agencies to reduce the frequency of traffic-related fatalities and serious injuries on streets and roadways, USDOT has advanced a collection of Proven Safety Countermeasures<sup>2</sup> designed to improve safety for all road users and all types of roads—from rural to urban, from high-volume freeways to less traveled two-lane state and county roads, and from signalized crossings to horizontal curves. USDOT encourages agencies to implement these countermeasures to reduce fatalities and serious injuries on our roadways. Proven Safety Countermeasures are a key element of CSAP recommendations.



<sup>1</sup> <https://www.transportation.gov/NRSS/SafeSystem>

<sup>2</sup> <https://www.transportation.gov/NRSS/SaferRoads>



# 4. CSAP PROCESS AND STAKEHOLDER ENGAGEMENT

The CSAP was prepared following the process illustrated in **Figure 4-1**. Key tasks included a safety launch webinar, safety analysis, stakeholder workshops, a safety commitment resolution, and recommending strategies and project locations.

*Figure 4-1 – CSAP Development Process*

JUN-SEPT 2023	OCT 2023	NOV 2023- JAN 2024	FEB 2024	MAR-APR 2024
Safety Launch	Geographic Focus Area Safety Planning Workshop #1	Strategy and Project Selection	Geographic Focus Area Safety Planning Workshop #2	Draft and Final CSAP
Safety Analysis				Safety Commitment Resolution
Engagement and Collaboration, Committee Meetings				

## CSAP Steering Team

A steering team, comprised of representatives from seven local jurisdictions as well as Utah Department of Transportation (UDOT), WFRC, and Utah Transit Authority (UTA), oversaw CSAP development. The CSAP Steering Team met monthly during CSAP development. A CSAP Steering Team overseen by WFRC will continue to regularly convene to monitor and coordinate CSAP implementation. The role of the CSAP Steering Team is to assist WFRC in guiding CSAP development, monitoring, and implementation. Their input on local government, regional, and statewide needs and perspectives is extremely valuable and helps make the CSAP more effective.

CSAP Steering Team membership presently consists of the following jurisdictions and agencies:

- ◀ City of Cottonwood Heights
- ◀ North Salt Lake City
- ◀ Ogden City
- ◀ Salt Lake City
- ◀ Salt Lake County
- ◀ Sandy City
- ◀ Tooele City
- ◀ UDOT
- ◀ UTA
- ◀ WFRC

## Stakeholder Engagement

The CSAP process engaged stakeholders with varying perspectives on transportation safety in the region. These stakeholders included city and agency staff, elected officials, advocacy groups, health departments, law enforcement organizations, school districts, business leaders, and other community groups. The CSAP incorporated information provided by stakeholders through the engagement activities listed below.

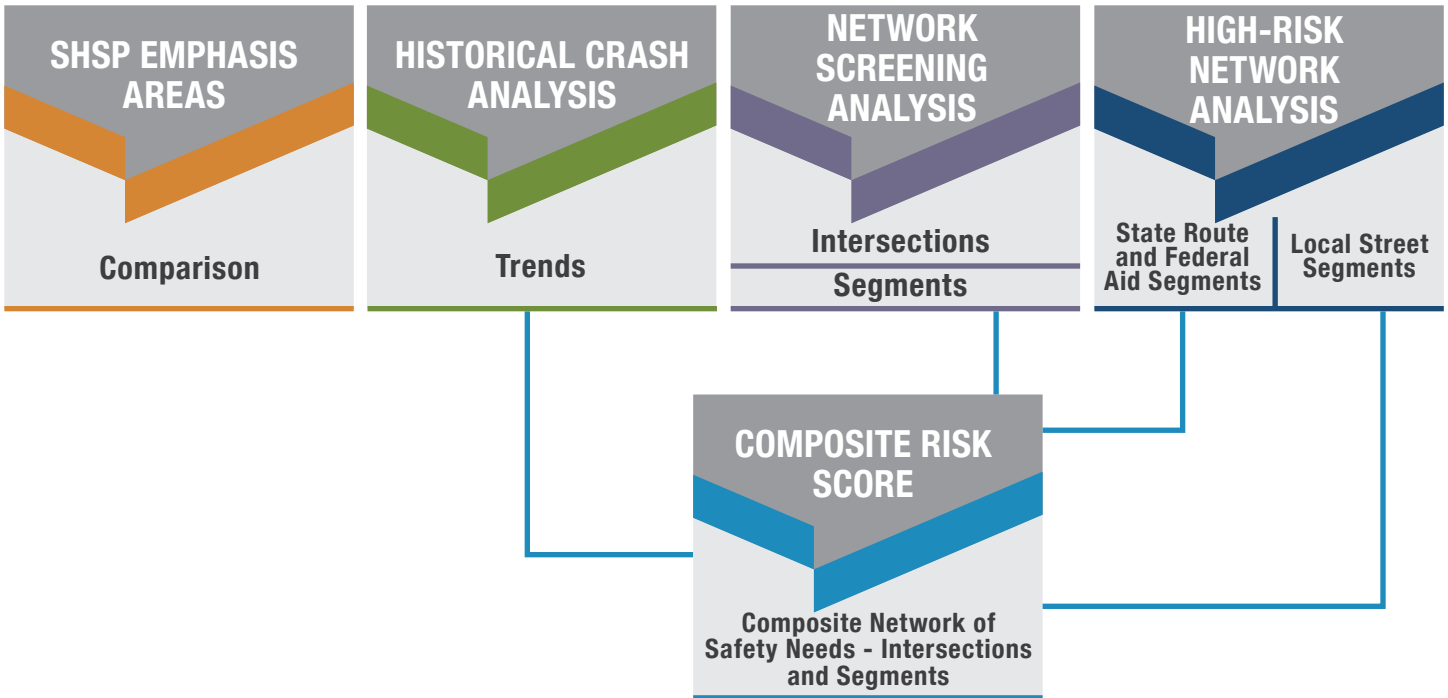
- ◀ Safety Launch Webinar - The CSAP began with a region-wide Safety Launch webinar to engage stakeholders throughout the WFRC planning area. The Webinar was attended by over 200 stakeholders.
- ◀ GFA Workshop #1 (11 workshops) - Present results of the safety analysis and receive input. GFA Workshops #1 were held in October 2023, within each of the 11 GFAs.
- ◀ GFA Workshop #2 (11 workshops) – Present draft strategies and project recommendations and receive input. GFA Workshops #2 were held in February and March 2024, within each of the 11 GFAs.
- ◀ Regional Stakeholders Workshops – were held in conjunction with GFA Workshops #1 and #2.
- ◀ WFRC Community Advisory Committee Discussion - held in February 2024 to solicit input from representatives of disadvantaged communities.

# 5. REGIONAL SAFETY ANALYSIS RESULTS

## Safety Analysis Methodology Overview

The CSAP safety analysis was informed by a set of four sub-analyses, as illustrated in **Figure 5-1**, that each identified safety needs in the WFRC region. The identified safety needs from each sub-analysis were overlapped to identify a composite network with the greatest need for safety improvements.

**Figure 5-1 – CSAP Safety Analysis Methodology**



Crash data was analyzed for the period January 1, 2018 to December 31, 2022. The full historical crash analysis for the WFRC region and for each GFA is provided in **CSAP Final Report Appendix D**.

### SHSP Emphasis Area Analysis

The Utah SHSP identified 11 safety emphasis areas. The CSAP analysis compared the ranking of total fatalities and serious injuries for each of the 11 statewide emphasis areas, as identified by the Utah SHSP<sup>3</sup>, to total fatalities and serious injuries in the WFRC area for those emphasis areas. The results of the comparison are displayed in **Table 5-1**.

The top three safety emphasis areas in the WFRC study area matches the top three safety emphasis areas for the State. The Intersections emphasis area represents the highest frequency of fatalities and serious injuries in the WFRC region. Within each GFA, the Intersection Safety emphasis area ranks in the top three for highest frequency of fatal and serious injury crashes, with exception to East Weber/Morgan County, where Roadway Departure Crashes and Motorcycle Safety emphasis areas are ranked the highest.

### UTAH SHSP EMPHASIS AREAS

- ◀ Aggressive Driving
- ◀ Distracted Driving
- ◀ Impaired Driving
- ◀ Motorcycle Safety
- ◀ Pedestrian Safety
- ◀ Roadway Departure Crashes
- ◀ Intersection Safety
- ◀ Speed Management
- ◀ Teen Driving Safety
- ◀ Use of Safety Restraints
- ◀ Senior Safety

<sup>3</sup> Utah SHSP identified statewide emphasis areas considering factors related to the driver, roadway, and special users (motorcycle and pedestrian). Bicycle is not one of the eleven Utah SHSP emphasis areas but was included as part of the CSAP safety analysis.

The second ranked safety emphasis area is Roadway Departure Crashes which includes leaving the paved roadway and crossing the centerline, both of which can result in high energy collisions. Roadway Departure Crashes ranked highest in largely rural East Weber/Morgan County, South Box Elder/North Weber, and Tooele County GFAs.

Ranked third, is Speed Management crashes which increase impact energy and reduce reaction time. Speed Management ranked second, third, or fourth highest in most of the GFAs, with the only exception being the West Weber County GFA.

The Pedestrian Safety emphasis area represents the second highest frequency of fatalities and serious injuries in the Salt Lake City and Central Weber GFAs which are the two most urbanized locations in the WFRG area.

Teen Driving Safety, Senior Safety, and Motorcycle Safety are each top-three emphasis areas in one or more GFAs.

**Table 5-1 – SHSP Emphasis Area Comparison Analysis**

CATEGORY	UTAH SHSP SAFETY EMPHASIS AREA*	GEOGRAPHIC FOCUS AREA (GFA) RANK														
		STATEWIDE		WFRG		SOUTH BOX ELDER & NORTH WEBER	WEST WEBER COUNTY	CENTRAL WEBER COUNTY	EAST WEBER & MORGAN COUNTY	NORTH DAVIS COUNTY	SOUTH DAVIS COUNTY	WEST SALT LAKE VALLEY	SALT LAKE CITY	EAST SALT LAKE VALLEY	SOUTH SALT LAKE VALLEY	TOOELE COUNTY
		FATAL/SERIOUS INJURIES*	RANK	FATAL/SERIOUS INJURIES	RANK											
DRIVER	Teen Driver	1,640	4	751	4	7	2	7	5	3	4	3	8	8	2	7
	Senior Driver	1,508	6	700	6	5	3	4	8	6	6	5	9	4	9	6
	Speed-Related	2,133	3	936	3	2	10	3	3	4	3	2	3	3	3	3
	Aggressive Driving	555	11	297	10	9	11	10	6	11	10	10	10	10	11	11
	Distracted Driving	718	10	286	11	10	11	11	10	9	11	10	12	11	10	10
	Impaired Driving	1,184	8	623	8	6	7	9	7	10	5	8	7	6	7	4
	No Safety Restraints	1,542	5	599	9	4	6	8	4	8	8	9	6	9	6	4
ROADWAY	Intersections	3,567	1	2,163	1	3	1	1	8	1	1	1	1	1	1	2
	Roadway Departure	2,931	2	1,014	2	1	5	5	1	5	2	4	4	2	4	1
SPECIAL USERS	Motorcycle	1,457	7	750	5	8	4	6	2	2	7	6	5	5	5	8
	Pedestrian	912	9	636	7	10	8	2	12	7	8	7	2	6	8	9
	Bicycle	280	12	167	12	12	9	12	11	12	12	12	11	11	12	12

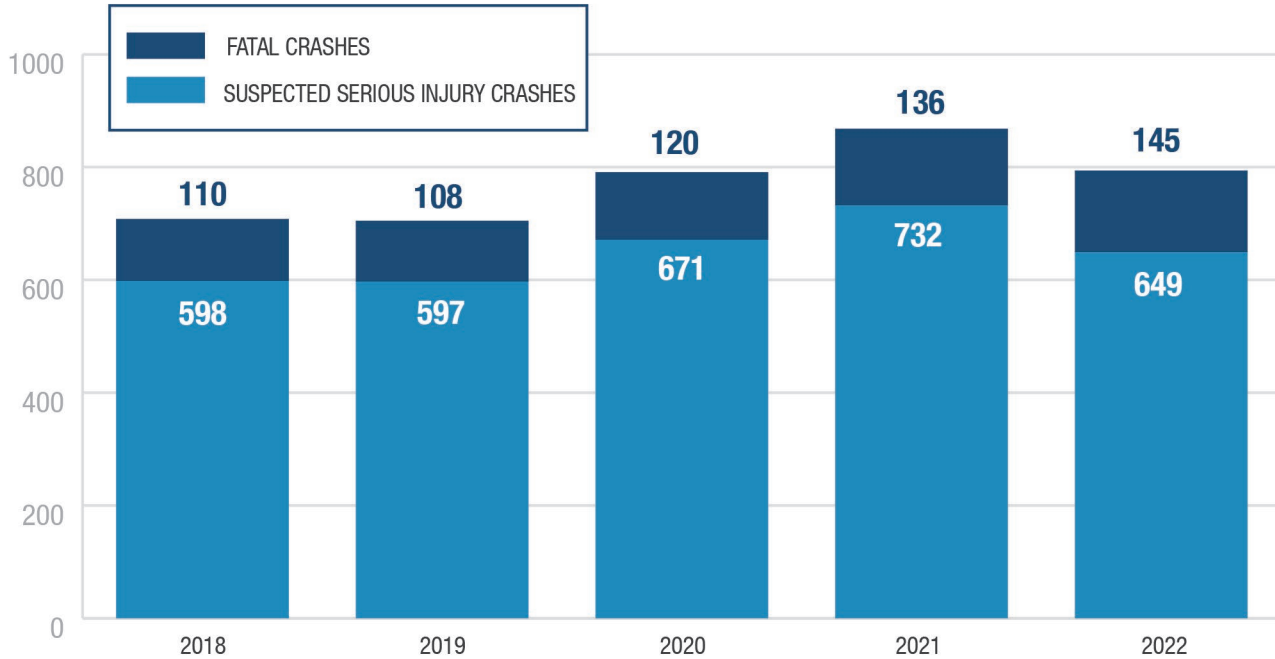
\*Note that more than one emphasis area may be associated with a single crash. Reflects data from January 1, 2018 - December 31, 2022

## Historical Crash Analysis

Crash trends were identified for the WFRC study area as a whole and for each GFA. Key findings from the safety analysis include:

Fatal crashes increased over the five-year period as illustrated in **Figure 5-2**. Additional data analysis shows that 0.3% of all crashes resulted in a fatality in the WFRC study area. The other crashes resulted in serious injuries, minor injuries, or property damage only.

**Figure 5-2 – Fatal and Serious Injury Crashes by Year, 2018-2022**



**Figure 5-3** shows that fatal and serious injury crash rates are greatest on locally-owned Federal Aid Urban routes which may be attributable to speeds greater than local roads and increased conflict points with cross traffic, pedestrians, and bicyclists.

**Figure 5-3 – Fatal and Serious Injury Crash Rates by Roadway Ownership, 2018-2022**

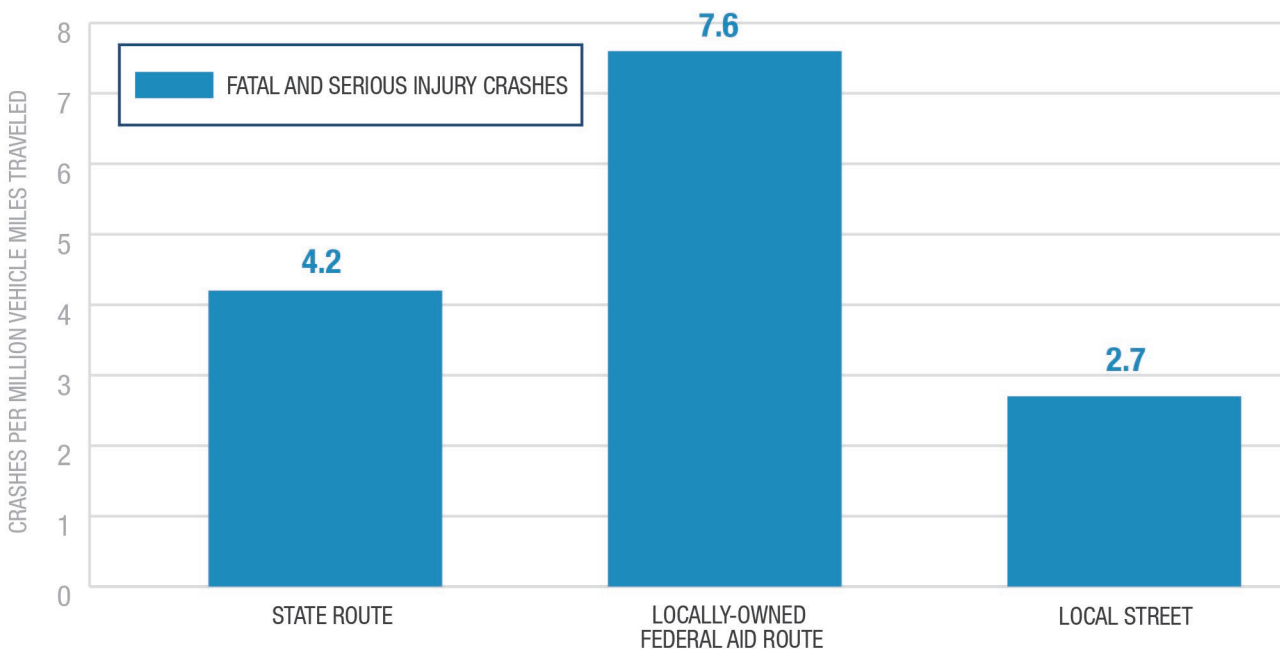


Figure 5-4 shows that West Salt Lake Valley GFA experienced more than twice the number of crashes as compared to other GFAs due in large part to a larger volume of vehicle traffic in this GFA.

Figure 5-4 also shows that in addition to the West Salt Lake Valley GFA, Salt Lake City GFA and East Salt Lake Valley GFA each experienced more than 400 fatal and serious injury crashes over the five-year period.

Figure 5-4 – Total Number of Fatal and Serious Injury Crashes by GFA, 2018-2022

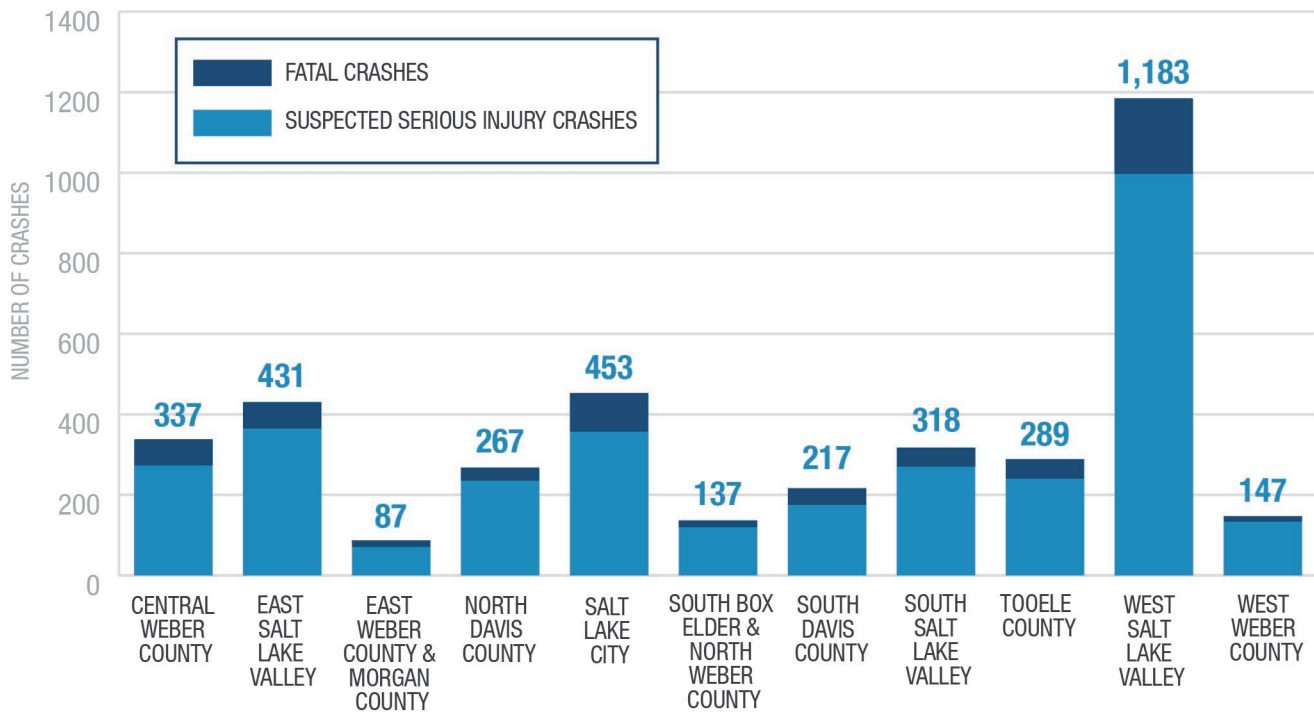
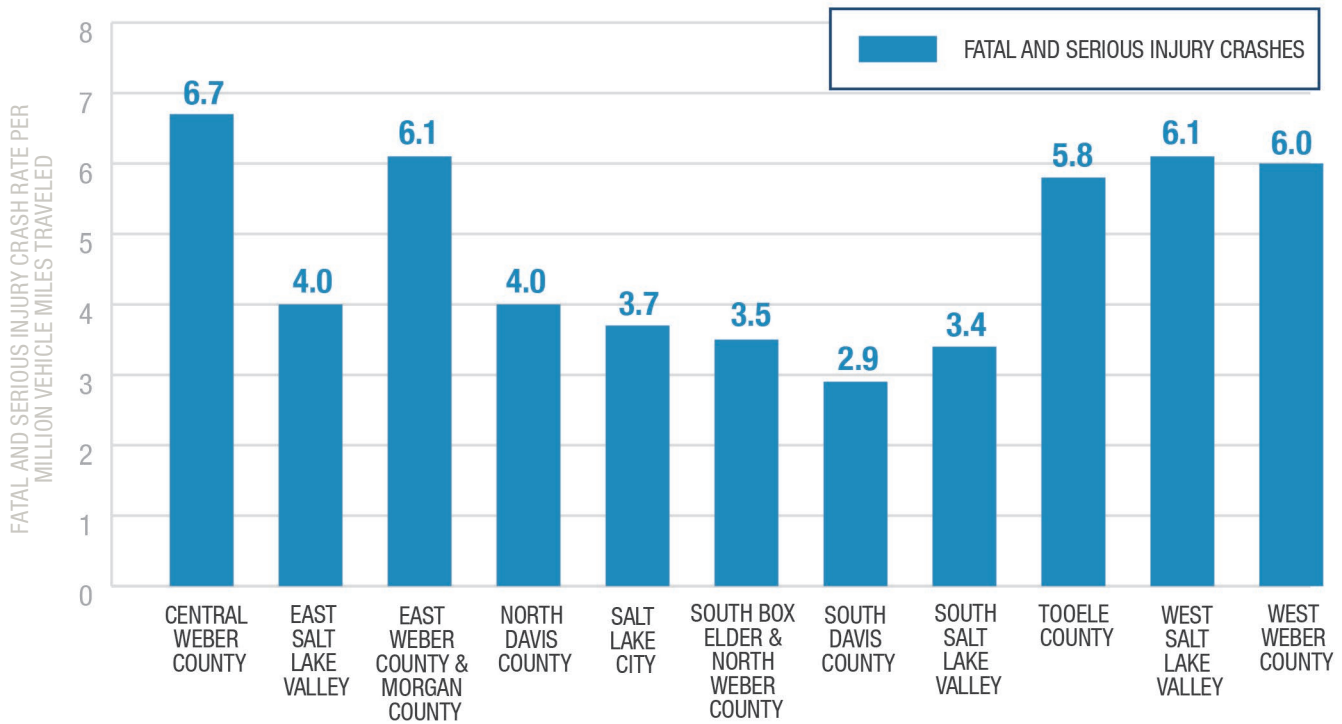


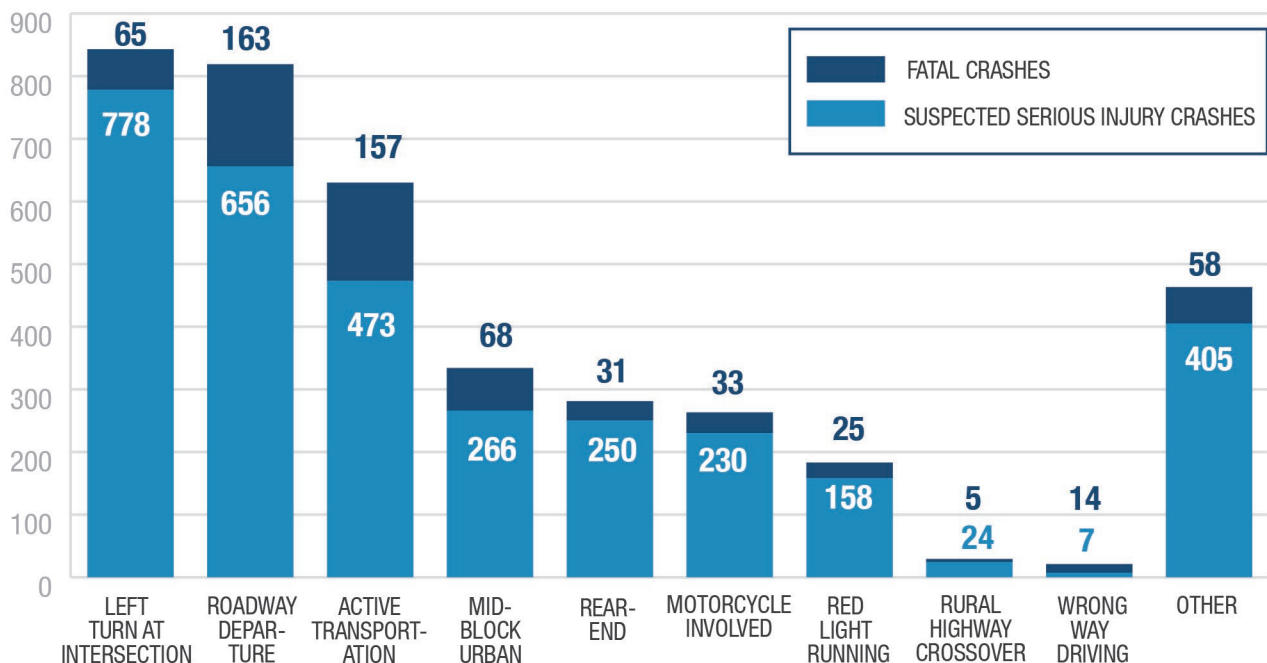
Figure 5-5 shows the fatal and serious injury crash rate per million vehicle miles traveled, within each GFA. Note that crashes on interstates and freeway are included in this analysis.

Figure 5-5 – Fatal and Serious Injury Crash Rate per Million Vehicle Miles Traveled, 2018-2022



**Figure 5-6** shows that the three most common fatal and serious injury crash types in the WFRC region are left-turn at intersection, roadway departure, and active transportation.

**Figure 5-6 – Fatal and Serious Injury Crashes by Crash Type, 2018-2022**



## GFA Safety Analysis Results and Priorities

Each of the completed safety analysis methodologies identified segments or intersections that may be candidates for safety improvements to reduce fatal and serious injury crashes. The results of each of these safety analysis is available in the Geographic Information System (GIS) map at: <https://wfr.org/programs/csap/>. To provide focused safety priorities for jurisdictional decisions regarding safety improvements, an analysis was performed to identify overlapping segments from each of the analysis methodologies.

A composite risk score, based on a scale of one-to-five, was assigned to overlapping segments identified in the individual analyses. **Those segments with a score of four or five are incorporated into the Composite Network and represent the top 10% of State Route and locally-owned Federal Aid Route segments with a safety need for the entire WFRC area.** The Composite Network also includes high priority intersections and segments identified in a Local Street Risk Assessment. A GIS Story Map depicting composite segments is available at: <https://wfr.org/programs/csap/>.

A complete summary of crash analysis results for each GFA sub-analysis is provided in **CSAP Final Report Appendix D**.

## 6. EQUITY ANALYSIS

### Equity Considerations

Equity priority communities within the WFRC region were identified by developing a locally-defined equity priority index based on 13 criteria. The index provides insight on not only whether transportation-disadvantaged people are present in a place, but also the degree to which they are experiencing transportation challenges.

The equity analysis reflects variables defined at the block group level and primarily focuses on the concentration of low-income households and individuals identifying as members of racial and ethnic minority groups. Indicators used in the equity index dataset include:

- ◀ Transportation Insecurity
- ◀ Environmental Burden
- ◀ Social Vulnerability
- ◀ Health Vulnerability
- ◀ Climate and Disaster Risk Burden
- ◀ Climate Change
- ◀ Energy
- ◀ Health
- ◀ Housing
- ◀ Legacy Pollution
- ◀ Transportation
- ◀ Water and Wastewater
- ◀ Workforce Development

The equity analysis identifies transportation-disadvantaged census tracts by assigning a low, medium, or high value based on the equity index score. These census tracts may be prioritized for safety improvements funding.

The complete Equity Analysis is provided in the CSAP Final Report.

Roadway segments and intersections demonstrating a need for safety improvement can be overlaid with equity priority maps, available at <https://wfrc.org/programs/csap/>.



## 7. STRATEGIES AND SOLUTIONS

The CSAP recommends a set of projects and strategies that can be implemented to reduce the frequency of fatalities and serious injuries.

### Safety Countermeasures Toolbox

Proven Safety Countermeasures were compiled into a Countermeasure Toolbox organized by safety emphasis areas (**CSAP Final Report Appendix F**) to assist agencies in the WFRC to select effective countermeasures. The Toolbox also includes strategies from sources as shown in the text box at right.

The CSAP recommends that agencies select locations from the safety analysis and use the Countermeasure Toolbox to choose corresponding effective strategies to address the safety needs identified in the analysis. Toolbox countermeasures are organized into segment-related countermeasures, intersection-related countermeasures, and non-engineering countermeasures.

#### POTENTIAL SAFETY IMPROVEMENTS RESOURCES

[FHWA's Proven Safety Countermeasures](#)

[CMF Clearinghouse Website](#)

[UDOT's Countermeasure Fact Sheets](#)

[NHTSA's Countermeasures that Work](#)

### Safety Priorities and Improvement Case Studies

The Composite Network identifies prioritized segments and intersections for safety improvements. For illustration purposes, case study projects were developed to provide an example and relative cost of the type of projects that could be developed at any number of candidate locations on the Composite Network segments and intersections. The case study projects were identified from among the priorities in the Composite Network. Up to three case study projects were identified for each jurisdiction within the study area. A wide range of project types were identified based on the safety analysis and jurisdiction input.

Case Study Project Information Sheets were prepared for each case study project location. These project sheets included:

- ◀ Introductory Information
- ◀ Jurisdiction(s)
- ◀ SHSP Emphasis Areas
- ◀ Equity Priority
- ◀ Location Description
- ◀ Project Map
- ◀ Segment Information
- ◀ Safety Analysis Summary
- ◀ Segment Crash History
- ◀ Key Intersections
- ◀ Intersection Crash History
- ◀ Project Description
- ◀ Proven Safety Countermeasures
- ◀ Applicable Countermeasure Improvement
- ◀ Opinion of Probable Costs
- ◀ Potential Additional Improvements

Case Study Project Information Sheets are intended to provide examples of safety-focused projects where countermeasures or improvements, from the Countermeasures Toolbox, could be implemented. Additional analysis is required to confirm the strategies recommended in the Case Study Project Information Sheets. Informed by additional analysis, it is expected that jurisdictions will modify the suggested improvements or quantities based on local knowledge. Jurisdictions may also develop projects for locations identified in the other safety sub analyses. The Countermeasures Toolbox is a starting point for selecting countermeasures to implement.

### Case Study Project Sheets

Case Study Project Information Sheets are provided in **CSAP Final Report Appendix D**.



## 8. BEST PRACTICES FOR POLICIES AND PROCEDURES

Best practices for safety policies, processes, education, and enforcement were reviewed to identify how the region is doing and can generally improve. The analysis and recommendations are rooted in the core elements of the Safe System Approach, in recognition that moving the needle on safety will not come from individual capital infrastructure projects alone. Rather, change must be prioritized across all community operations to see meaningful improvements.

### Safe System Elements Recommendations

The following recommendations are presented as components of the five Safe System Elements and build upon the strengths of the region while filling gaps identified in planning materials and addressing historic fatal and serious injury crash trends. A more comprehensive discussion of policy recommendations is available in Appendix C. Broadly speaking, these recommendations are intended for individual communities, either working individually or in partnership with other communities and agencies.

#### Safe Users

---

- IMPROVE DATA COLLECTION PRACTICES
- PRIORITIZE EQUITABLE ENFORCEMENT
- SAFE ROUTES TO SCHOOL

#### Safe Roadways

---

- COMPLETE STREETS
- ZERO FATALITIES REGIONAL WORKING GROUPS

#### Safe Vehicles

---

- GOVERNMENT AND COMMERCIAL FLEETS
- CURBSIDE MANAGEMENT

#### Safe Speeds

---

- UPDATE SPEED LIMIT METHODOLOGIES

#### Post-Crash Care

---

- PROACTIVE INSTITUTIONAL COORDINATION
- CRASH RESPONSE TEAM



## 9. MOVING FORWARD

WFRC will coordinate monitoring progress towards reducing fatal and serious injury crashes through a performance monitoring framework. The general approach to tracking implementation of CSAP recommendations and reductions in fatalities and serious injuries follows:

**Leadership:** WFRC will assume leadership of the Action Plan and will promote its implementation throughout the region. As part of this role, WFRC will be responsible for convening stakeholders on a regular basis to discuss implementation progress, operating as a regional leader supporting partners as need arises.

**Implementation Meetings:** WFRC anticipates that it will convene stakeholders at least annually, to discuss progress, associated challenges, and opportunities to implement the CSAP. The meeting(s) will focus on the progress towards addressing the SHSP emphasis safety areas identified previously in the Action Plan safety analysis. Upon conclusion of the meeting(s), progress will be documented, and the Action Plan may be updated as needed.

**Annual Evaluation:** When the most recent year's crash data is available, WFRC will evaluate progress toward Action Plan goals by assessing region-wide fatalities and serious injuries, and critical crash attributes or risk factors. Data will also be analyzed to see if the SHSP emphasis areas have been affected. To help communicate overall safety performance in the region, WFRC anticipates preparing an annual report that tracks WFRC's progress towards its Roadway Safety Resolution of reducing deaths and serious injuries for all roadway users by 50% by 2040. To provide context to the annually reported crash data, WFRC will use existing opportunities within the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) update process to identify and record new capital improvements, policies, and programs that are working toward improving regional roadway safety.

**Refreshing the Plan:** WFRC anticipates that the Action Plan will be refreshed or updated as needed, perhaps in conjunction with RTP updates.

**Funding Safety:** WFRC will encourage communities to give increased emphasis by including safety improvements in their transportation improvement projects, as well as seeking funding for safety improvements through existing and new resources. WFRC will encourage the inclusion of the CSAP recommended safety improvements as part of project prioritization within the RTP and TIP.

**Other Planning Efforts:** WFRC will remain informed of current and new local and statewide safety programs, policies, plans, guidelines, and/or standards. Based on this information, WFRC can continue identifying opportunities to build upon the current Action Plan while sharing updates with local communities.

### Regional Monitoring and Evaluation

WFRC currently reports regional safety progress through five highway performance measures as listed in **Table 9-1**. In addition, WFRC uses weighted safety criteria including the usRAP Star Rating to advance regional projects during the needs-based phasing process of the RTP for active transportation and roadway projects. WFRC also is currently using the usRAP Star Rating for safety as part of the TIP project selection process.

WFRC will supplement these existing performance measures to issue annual updates for key metrics and safety improvements since the initial implementation of the CSAP, as included in the WFRC Council's Safety Commitment Resolution, adopted March 28, 2024. WFRC will use two forms of additional performance measures: efficiency and effectiveness.

- ◀ **Efficiency measures** refer to quantifiable roadway safety improvements that have been added to the system each year.
- ◀ **Effectiveness measures** directly assess outcomes. These metrics are more closely aligned with overarching goals like reducing fatalities and serious injuries.

Performance measures are detailed in **Table 9-1**. Performance measures may be modified based on future needs.

**Table 9-1 – WFRC Safety Performance Measures**

PERFORMANCE MEASURE	
EFFICIENCY MEASURES (REPORT ANNUALLY)	Number of safety-focused capital improvements on Composite Network corridors
	Number of Action Plan countermeasures utilized in transportation projects funded through WFRC. <sup>4</sup>
EFFECTIVENESS MEASURES (REPORT ANNUALLY)	Number of fatalities
	Number of serious injuries
	Number of unrestrained vehicle occupant fatalities (all seat positions)
	Number of alcohol-impaired driving fatalities
	Number of speeding-related fatalities
	Number of motorcyclist fatalities (helmeted and un-helmeted)
	Number of fatal crashes involving younger drivers
	Number of roadway departure fatalities
	Number of intersection fatalities
	Number of bicyclist serious injuries and fatalities
	Number of pedestrians serious injuries and crashes
	Fatal and serious injury crashes occurring on roadways in identified Equity Focus Areas
	WFRC crash statistics compared to the statewide statistics
Top five crash factors of the year	

### Additional Steps

#### Integrate Safety Monitoring Tools

The WFRC Action Plan webpage will include links to the UDOT Numetric Crash Query App<sup>5</sup> and the Utah Highway Safety Office Numetric Crash Data and Statistics Query App<sup>6</sup>. The CSAP Steering Team will work with each of these organizations to identify any additional queries that may be needed and useful by WFRC and local jurisdictions to actively monitor progress towards reducing fatalities and serious injuries.

Local agency staff are encouraged to request a log-in from UDOT to access the Numetric website and the Utah Office of Highway Safety. WFRC will facilitate this process. WFRC will also inform local jurisdictions of training opportunities for staff on the crash data Apps. Promoting access to these tools will help improve communities’ access to safety-related resources so they can tailor local approaches to reduce fatalities and serious injuries. These tools provide WFRC partners at large with the opportunity to evaluate performance across the region.

Further additional steps as they relate to existing WFRC programs are included in Chapter 9 of the full CSAP report.

#### Local Jurisdiction Integration Opportunities

Examples of additional actions for communities to consider include:

- ◀ **Conduct** at least one crash assessment, targeted safety analysis or collect speed data at priority locations annually.
- ◀ **Prioritize** local projects with at least one safety criteria (such as total crashes, number of fatalities or serious injuries, location on Composite Network, location in an Equity Focus Areas area, or number of comments received from public).
- ◀ **Collaborate** with at least one new partner to address traffic safety (such as law enforcement, EMS, school districts, or health departments).
- ◀ **Update** at least one design guideline in local code to support safety improvements.

Communities should also consider partnering with WFRC to work toward implementing these actions. WFRC will serve as a regional facilitator, fostering local safety advancement by providing potential resources such as funding, collaboration opportunities, and other forms of support.

<sup>4</sup>As reported by local communities to WFRC or utilized with regionally funded transportation projects.

<sup>5</sup><https://udot.aashtowaresafety.com/signin?returnUrl=%2Fcrash-query#/metrics>

<sup>6</sup><https://highwaysafety.utah.gov/crash-data/>