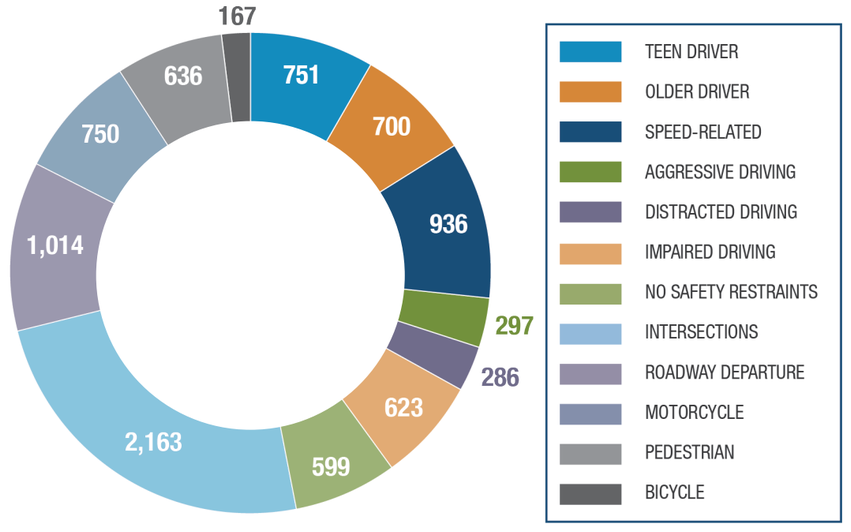
STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
Emphasis Area Comparison

Safety emphasis area consist of 11 programs that will be given added attention and emphasis by the safety organizations for the next five years. All of the emphasis areas are data driven and are designed to help Utah reach its ultimate goal – Zero Fatalities.

The top three safety emphasis areas in the WFRC study area match the top three safety emphasis areas for the state.

1. Intersections
2. Roadway Departure
3. Speed-Related

Fatalities and Serious Injuries in the WFRC Region by Emphasis Area (2018-2022)



The Special Users emphasis areas that includes pedestrian, bicycle, and motorcycle crashes ranked in the top 5 emphasis areas for several locations within the WFRC region.

SHSP Emphasis Area Comparison Analysis - Rankings

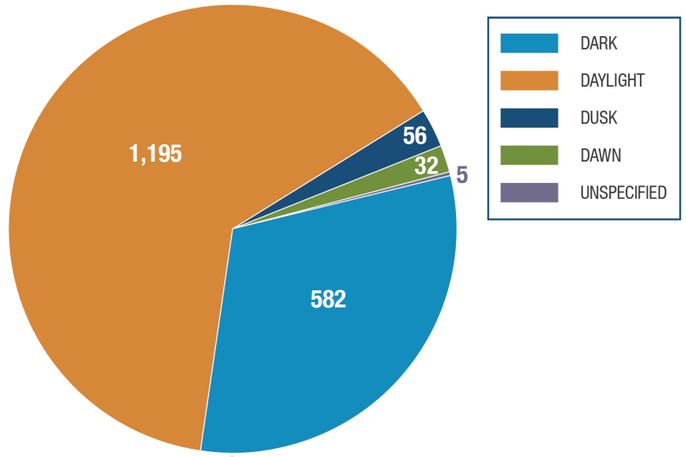
CATEGORY	UTAH SHSP SAFETY EMPHASIS AREA	STATEWIDE	WFRC	SOUTH BOX ELDER & NORTH WEBER COUNTY	WEST WEBER COUNTY	CENTRAL WEBER COUNTY	EAST WEBER COUNTY & MORGAN COUNTY	NORTH DAVIS COUNTY	SOUTH DAVIS COUNTY	WEST SALT LAKE VALLEY	SALT LAKE CITY	EAST SALT LAKE VALLEY	SOUTH SALT LAKE VALLEY	TOOELE COUNTY
		FATAL AND SERIES INJURIES												
DRIVER	Teen Driver	4	4	7	**2**	7	5	**3**	4	**3**	8	8	**2**	7
	Older Driver	6	6	5	**3**	4	8	6	6	5	9	4	9	6
	Speed-Related	**3**	**3**	**2**	10	**3**	**3**	4	**3**	**2**	**3**	**3**	**3**	**3**
	Aggressive Driving	11	10	9	11	10	6	11	10	10	10	10	11	11
	Distracted Driving	10	11	10	12	11	10	9	11	11	12	11	10	10
	Impaired Driving	8	8	6	9	9	7	10	5	8	7	6	7	4
	No Safety Restraints	5	9	4	8	8	4	8	8	9	6	9	6	4
ROADWAY	Intersections	**1**	**1**	**3**	**1**	**1**	8	**1**	**1**	**1**	**1**	**1**	**1**	**2**
	Roadway Departure	**2**	**2**	**1**	5	5	**1**	5	**2**	4	4	**2**	4	**1**
SPECIAL USERS	Motorcycle	7	5	8	4	6	**2**	**2**	7	6	5	5	5	8
	Pedestrian	9	7	10	8	**2**	12	7	8	7	**2**	6	8	9
	Bicycle	12	12	12	9	12	11	12	12	12	11	11	12	12

SHSP Emphasis Area Comparison Analysis - Counts

CATEGORY	UTAH SHSP SAFETY EMPHASIS AREA	STATEWIDE	WFRC	SOUTH BOX ELDER & NORTH WEBER COUNTY	WEST WEBER COUNTY	CENTRAL WEBER COUNTY	EAST WEBER COUNTY & 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 AND SERIES INJURIES												
DRIVER	Teen Driver	1,640	751	26	**37**	56	15	**63**	49	**240**	54	69	**91**	51
	Older Driver	1,508	700	36	**37**	73	8	56	39	214	47	98	36	56
	Speed-Related	**2,133**	**936**	**56**	11	**76**	**34**	63	**64**	**249**	**108**	**98**	**90**	**87**
	Aggressive Driving	555	297	22	7	31	12	17	16	82	31	35	26	18
	Distracted Driving	718	286	16	7	23	5	31	10	82	25	34	33	20
	Impaired Driving	1,184	623	33	19	48	10	29	46	192	61	70	51	64
	No Safety Restraints	1,542	599	37	22	52	23	32	29	155	68	58	59	64
ROADWAY	Intersections	**3,567**	**2,163**	**53**	**95**	**194**	8	**174**	**97**	**780**	**259**	**212**	**202**	**89**
	Roadway Departure	**2,931**	**1,014**	**62**	**23**	**69**	**65**	58	**80**	234	84	**124**	64	**151**
SPECIAL USERS	Motorcycle	1,457	750	23	30	68	**42**	**66**	37	213	76	94	63	38
	Pedestrian	912	636	16	14	**78**	0	44	29	196	**130**	70	38	21
	Bicycle	280	167	6	13	11	1	12	9	40	30	34	10	1

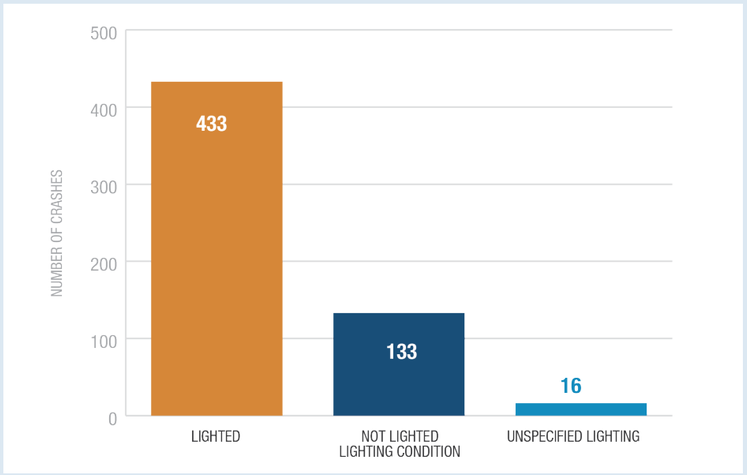
INTERSECTION CRASHES
Fatal and Serious Injury Crashes

Fatal and Serious Injury Intersection Crashes by Light Condition, 2018-2022



Most fatal and serious injury intersection crashes occurred during daylight hours. However, as fewer vehicles drive at night, intersection crashes in dark conditions appear to be over represented.

Fatal and Serious Injury Intersection Crashes in Dark: Lighted & Not Lighted, 2018-2022



Of crashes that occurred in dark conditions, most crashes occurred where lighting was present. This shows that additional safety improvements, beyond improved lighting, are needed to reduce intersection crashes that occur at night.

***42%** of intersection crashes occurred at signalized intersections

***10%** of crashes involved a DUI

***15%** of intersections crashes occurred at stop sign controlled intersections

***5%** of crashes involved distracted or drowsy driving

***43%** of intersection crashes occurred at at intersections with other or unspecified traffic controls

Data shows that of fatal and serious injury crashes:

***44%** involved a left or U-turning vehicle

***22%** of crashes involved active transportation

***36%** involved a vehicle moving straight ahead

***7%** involved a right turning vehicle

***52%** of crashes were angle crashes

***7%** of crashes were front-to-rear crashes

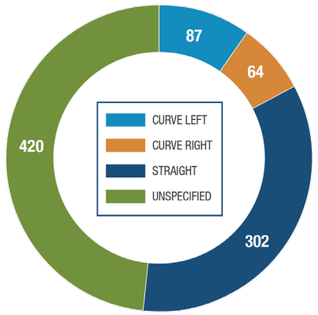
***32%** of crashes were single vehicle crashes

***5%** of crashes were head-on (front-to-front) crashes

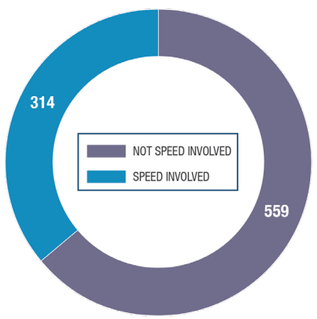
* Statistics apply to intersection related fatal and serious injury crashes.

ROADWAY DEPARTURE CRASHES
Fatal and Serious Injury Crashes

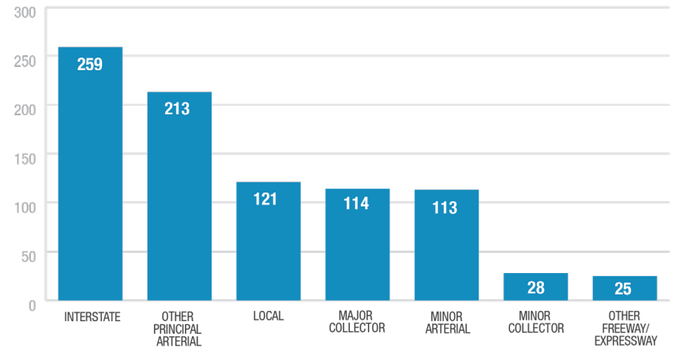
Fatal and Serious Injury Roadway Departure Crashes by Horizontal Alignment



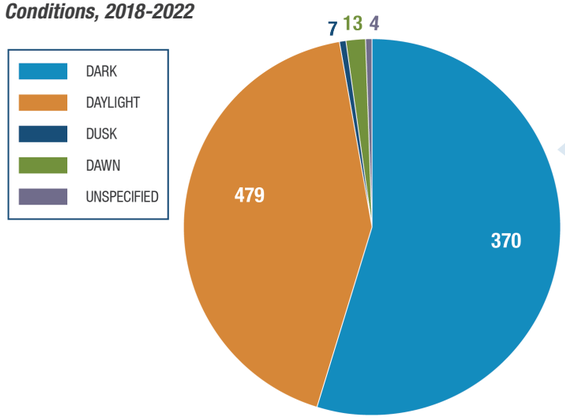
Fatal and Serious Injury Roadway Departure Crashes by Speed



Fatal and Serious Injury Roadway Departure Crashes by Functional Classification



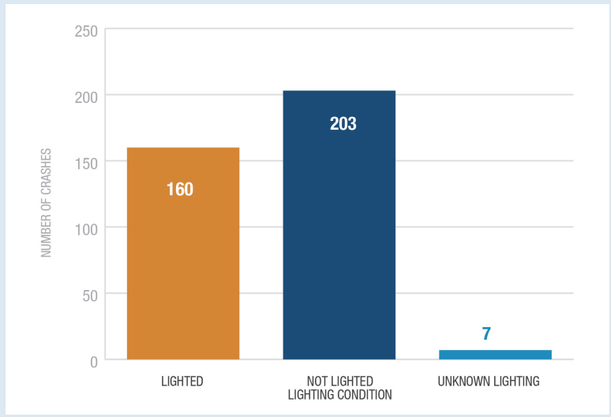
Fatal and Serious Injury Roadway Departure Crashes by Lighting Conditions, 2018-2022



Most roadway departure crashes occurred during daylight hours. However, as fewer vehicles drive at night, crashes in dark conditions appear to be overrepresented.

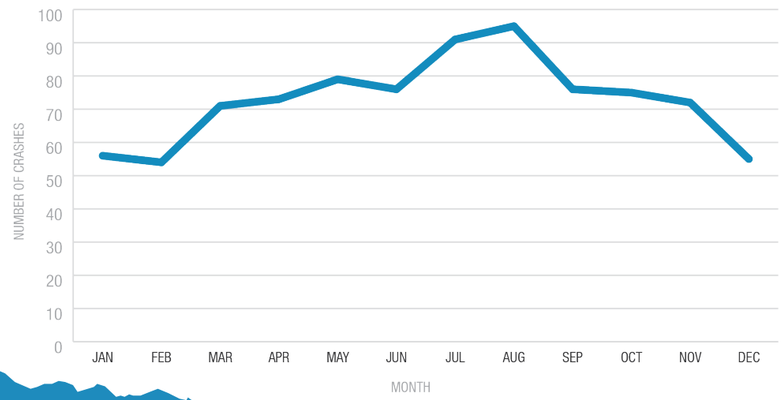
For example, approximately 20% of the traffic on I-15 is between the hours of 7 PM and 5 AM, but 42% of roadway departure crashes occur within these times.

Fatal and Serious Injury Roadway Departure Crashes in Dark: Lighted & Not Lighted, 2018-2022



Of crashes that occurred in dark conditions, most crashes occurred where lighting was not present.

Fatal and Serious Injury Roadway Departure Crashes by Month



Although adverse weather does factor into some roadway departure crashes (10%), the number of crashes is actually highest during summer rather than winter months.

* 24% of crashes involved a DUI

* 10% of crashes involved distracted or drowsy driving

* 88% of crashes involved only one vehicle

* 10% of crashes occurred in adverse weather

* 65% of crashes occurred on undivided highways

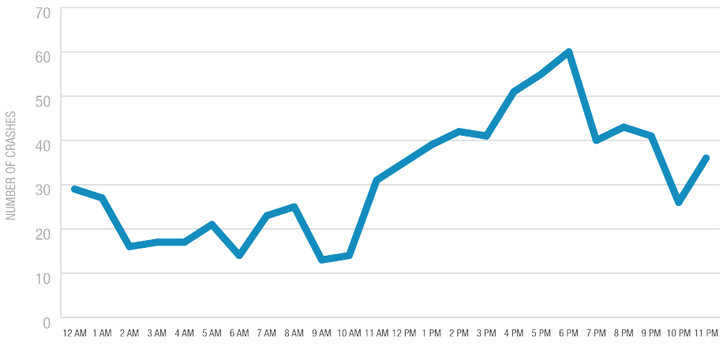
* 16% of crashes were overturn/ rollover crashes

* 22% of crashes occurred at estimated travel speeds of 50 mph or more

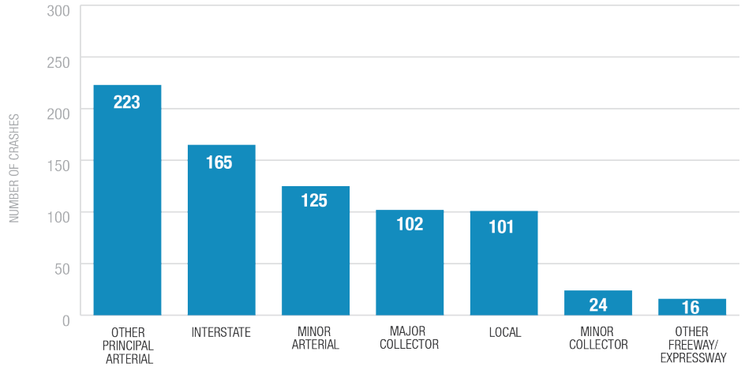
* Statistics apply to roadway departure related fatal and serious injury crashes.

SPEED RELATED CRASHES
Fatal and Serious Injury Crashes

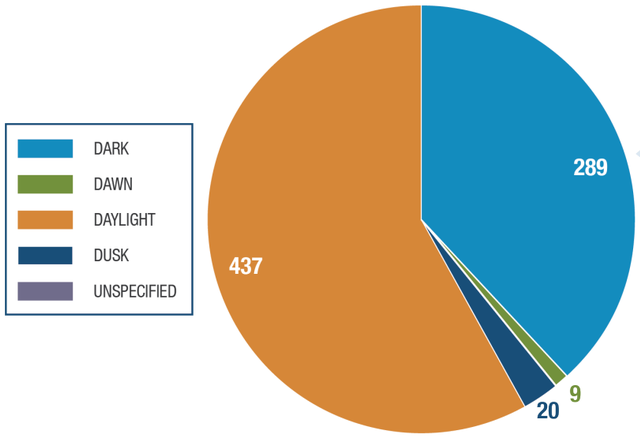
Fatal and Serious Injury Speed Related Crashes by Time of Day



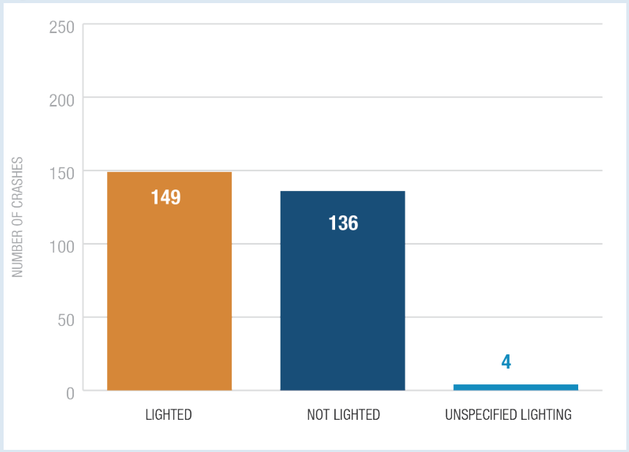
Fatal and Serious Injury Speed Related Crashes by Functional Classification



Fatal and Serious Injury Speed Related Crashes by Lighting Conditions, 2018-2022



Fatal and Serious Injury Speed Related Crashes in Dark: Lighted & Not Lighted, 2018-2022



For speed related crashes that occurred when it was dark, 52% occurred with lighting present. This suggests that safety improvements in addition to improved lighting are needed to reduce speed related crashes.

Most fatal and serious injury intersection crashes occurred during daylight hours. However, as fewer vehicles drive at night, intersection crashes in dark conditions appear to be over represented.

Speed related crashes are
~1.4 times more likely
to result in a fatality or serious injury

***28%** of crashes occurred on divided highways

***30%** of crashes involved a DUI

***31%** of crashes happened at an intersection

***28%** of crashes involved an overturn/rollover

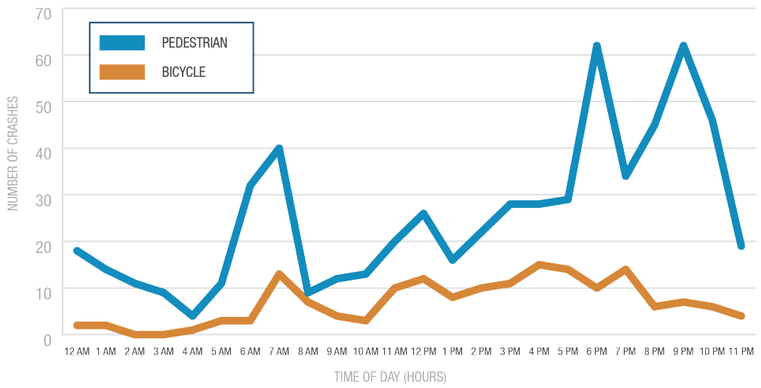
***42%** of crashes involved roadway departure

* Statistics apply to speed related fatal and serious injury crashes.

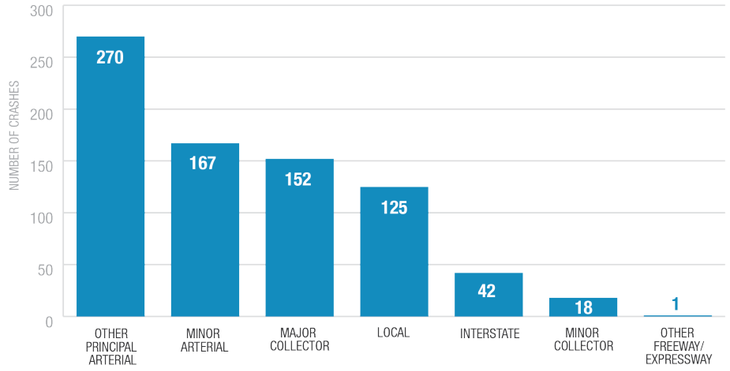
ACTIVE TRANSPORTATION/VULNERABLE USER CRASHES

Fatal and Serious Injury Crashes

Fatal and Serious Injury Pedestrian & Bicycle Crashes by Time of Day

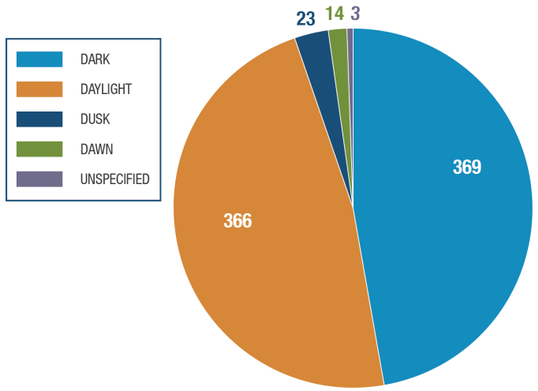


Fatal and Serious Injury Pedestrian & Bicycle Crashes by Functional Classification

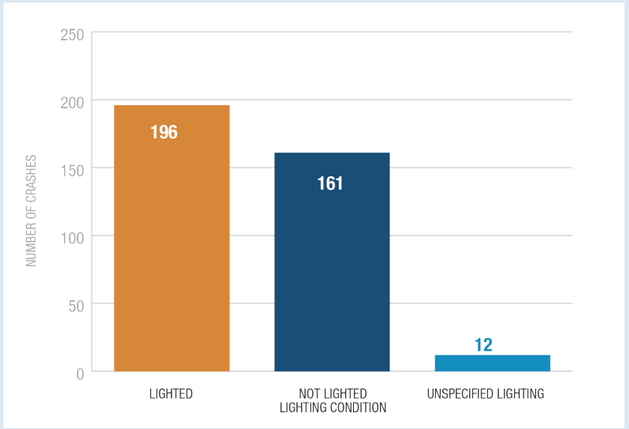


Most crashes occurred during daylight hours. However, as fewer active transportation users are out at night, active transportation crashes in dark conditions appear to be over represented.

Fatal and Serious Injury Active Transportation Crashes by Lighting Conditions, 2018-2022



Fatal and Serious Injury Active Transportation Crashes In Dark: Lighted & Not Lighted, 2018-2022



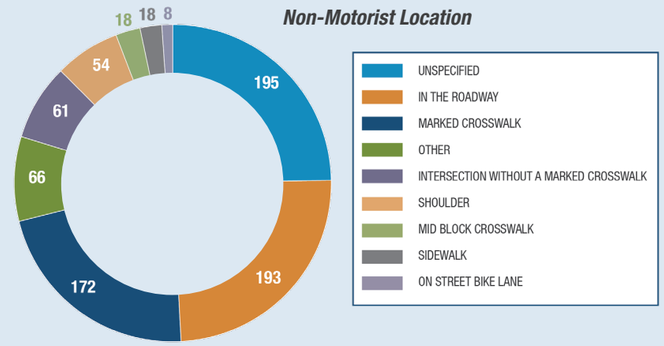
Of crashes that occurred in dark conditions, most crashes occurred where lighting was present, but not lighted conditions represents a significant percentage (44%). This shows that additional safety improvements beyond improved lighting are needed to reduce active transportation crashes that occur at night.

Pedestrian or bicycle involved crashes are
~8 times more likely
to result in a fatality or serious injury

* **33%** of crashes occurred at marked crosswalks**
****Of crashes with a recorded non-motorist location**

* **37%** of crashes occurred in the roadway/travel lanes where an intersection or marked crossing was not present**
****Of crashes with a recorded non-motorist location**

Non-Motorist Location



* **16%** of crashes involved a left-turning or U-turning vehicle

* **10%** of crashes involved a right-turning vehicle

* Statistics apply to active transportation/vulnerable user related fatal and serious injury crashes.