

VERSION 4.0



STRATEGIC HIGHWAY

SAFETY PLAN

Effective April 2016-March 2021

zero[®]
Fatalities

A Goal We Can All Live With

Executive Summary:



In 2003, several Utah agencies came together to form the Utah Safety Leadership Executive Committee (USLEC). This united effort began years before there existed a federal requirement to form such a team. The group began meeting on a regular basis to address the growing number of traffic-related fatalities. The goal was to create a comprehensive, integrated plan aimed at reducing serious injuries and fatalities, with the ultimate goal of Zero Fatalities on Utah's roads. To maximize their efforts, additional safety advocates were asked to join the Team. This new, expanded group is called the Utah Safety Leadership Committee, which continues to grow as our program develops. This united approach is working. Traffic fatalities in Utah have continued on a declining trend for the past decade.

Utah's ultimate goal is Zero Fatalities. The loss of even one life is too many. Think about it this way: When you ask someone how many of their loved ones they want to lose on the road this year, everyone has the same answer: zero. In order to reach that goal, USLEC identified five behaviors that contribute to fatalities on Utah's roads—drowsy driving, distracted driving, impaired driving, aggressive driving and not buckling up. The Zero Fatalities goal is the foundation of the Utah Strategic Highway Safety Plan (SHSP). All of the focus areas of the SHSP are designed to help Utah reach its ultimate goal – Zero Fatalities. The

SHSP is the culmination of the joint efforts of all traffic safety organizations in Utah and sets the direction for our future collective safety efforts. It cannot be focused on one organization or one specific area of concern. The Plan recognizes the importance each discipline plays in improving safety. Each organization has developed their own safety plan and implementation efforts in their specific area. As the various groups coordinate their safety plans, it leverages our limited resources, obtaining maximum impact.

Utah's goal of Zero Fatalities supports larger goals nationwide and globally. The national strategy on highway safety, *Toward Zero Deaths*, sets the vision for traffic fatalities in the United States. The global Decade of Action strives to prevent five million road traffic deaths globally by 2020. For more information, visit DecadeOfAction.org.

Zero Fatalities®
A Goal We Can All Live With



SAFETY LEADERSHIP



UTAH SAFETY LEADERSHIP EXECUTIVE COMMITTEE

Utah Department of Transportation (UDOT)
 Motor Carrier Division
 Traffic and Safety Division
 Utah Department of Public Safety (UDPS)
 Utah Highway Patrol
 Highway Safety Office
 Utah Department of Health (UDOH)
 Violence and Injury Prevention Program
 Bureau of EMS and Preparedness
 U.S. Department of Transportation
 Federal Highway Administration (FHWA)
 Federal Motor Carrier Safety Administration (FMCSA)
 National Highway Traffic Safety Administration (NHTSA)



UTAH SAFETY LEADERSHIP COMMITTEE

AAA Utah
 AARP
 ABATE of Utah
 American Traffic Safety Services Association (ATSSA)
 Association of General Contractors
 Bike Utah
 Confederated Tribe of Goshute
 Federal Railroad Administration
 Federal Transit Administration
 FHWA
 FMCSA
 Intermountain Healthcare
 Local Health Departments
 Local Technical Assistance Program (LTAP)
 MedOne Capital
 Metropolitan Planning Organizations
 Cache MPO
 Dixie MPO
 Mountainland Association of Governments
 Wasatch Front Regional Council
 Navajo Nation
 New Car Dealers Association
 NHTSA

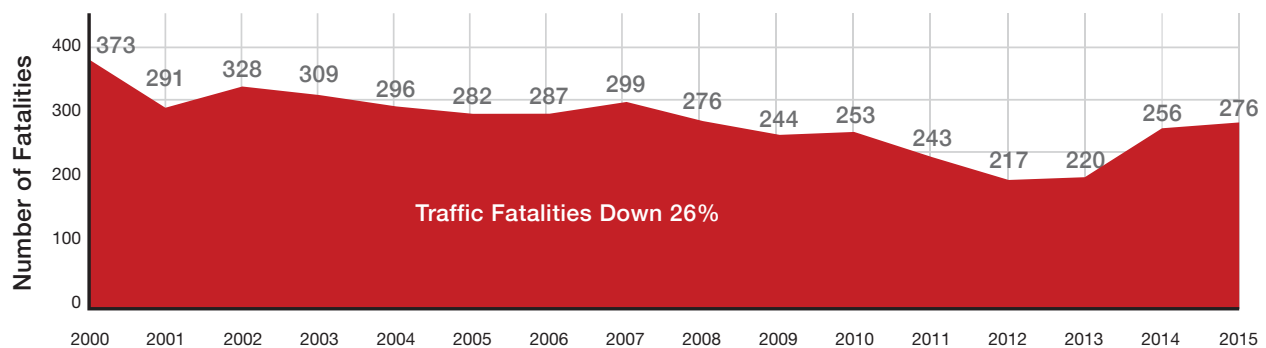
Northwestern Band of Shoshone Nation
 Operation Lifesaver Utah
 Paiute Tribes of Utah
 Primary Children's Hospital
 Rural Planning Organization (RPO)
 Wasatch County RPO
 Tooele Valley RPO
 Box Elder County RPO
 Iron County RPO
 Safe Kids Utah
 Salt Lake Chamber
 Salt Lake City Transportation Division
 Salt Lake County Health Department Injury Prevention Program
 San Juan Southern Paiute Tribe
 Skull Valley Band of Goshute
 SLCC Rider Education Program
 U of U Data Group
 UDOH, Environment, Policy, and Improved Clinical Care Program (EPICC)
 UDOH, Bureau of EMS and Preparedness
 UDOH, Violence and Injury Prevention Program
 UDOT, Motor Carrier Division
 UDOT, Traffic and Safety Division
 UDPS, Utah Highway Patrol
 UDPS, Highway Safety Office
 University of Utah Healthcare
 Utah Chiefs of Police Association
 Utah Department of Alcoholic Beverage Control
 Utah Department of Education
 Utah Driver License Division
 Utah Emergency Nurses Association
 Utah Fire Chiefs Association
 Utah Medical Association
 Utah Mothers Against Drunk Driving
 Utah Native American Tribes
 Utah Prosecution Council
 Utah Public Health Information Officers
 Utah Safety Council
 Utah Sheriff's Association
 Utah Transit Authority
 Utah Trucking Association
 Ute Indian Tribe
 Ute Mountain Ute Tribe
 White Mesa Community
 Zero Fatalities

FIVE E'S

**Zero
Fatalities**

A Goal We Can All Live With

The Utah Strategic Highway Safety Plan strategies are focused on engineering, education, emergency response and enforcement efforts. Each discipline has a unique direction to improve safety while being strongly connected to the others. However, while these are the main elements to improving traffic safety on our roads, there is one key element that is missing. It's what we'll call the fifth E: Everyone.



UTAH ANNUAL FATALITIES

ENGINEERING

The focus on safety within engineering begins with designing and building safe roadways. Transportation engineers use design principles that have been proven to be safe and reliable. National standards are used for signs and traffic markings to provide consistency for the traveling public. However, engineers continue to look for new and innovative ways to make roads safer.

EDUCATION

Education plays a key role in helping the public understand what they should and should not do when driving. Increased education leads to a change in habits and, ultimately, a decline in fatalities on our roads. Education efforts are directed toward all age groups and numerous safety issues.

ENFORCEMENT

Unfortunately, despite the best safety education programs and safely designed and built roadways, enforcement is needed to remind people of the laws associated with the use of our roadway network. State, county, and municipal law enforcement agencies statewide work alongside highway safety partnering agencies to enforce Utah's traffic laws during regular patrols, as well as specialized mobilization efforts.

EMERGENCY RESPONSE

Swift response from emergency teams can save lives. Trained dispatchers ensure the right resources arrive to provide care and address safety at the scene. Emergency medical response teams provide life saving health care and ensure the patients are transported to the facility that best meets the needs of the patients. Public safety responders clear roadways, thereby reducing the risk of more crashes happening as a result of unusual traffic flow. Keeping roadways clear is vital to traffic safety and essential for preventing further problems due to unsafe road conditions.

EVERYONE

No matter how hard we try to engineer the roads so people can get to their destinations safely, no matter how hard we try to educate drivers about safe driving, no matter how hard we try to enforce the laws or respond in an emergency, the ultimate responsibility rests upon everyone who gets in a car. We all need to work together if we are going to reach Zero Fatalities. Everyone is the most important “E” in traffic safety.

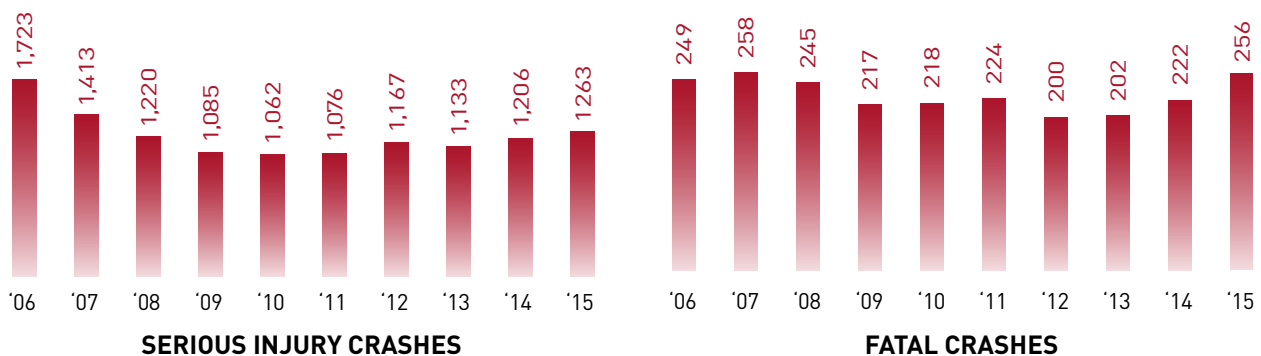


EVALUATION

Periodic evaluation is a critical element of an effective SHSP. But how do we determine success? Do we have Zero Fatalities on our roads today? Obviously not, but we are making progress. Progress in terms of raising awareness, changing behavior and saving lives.

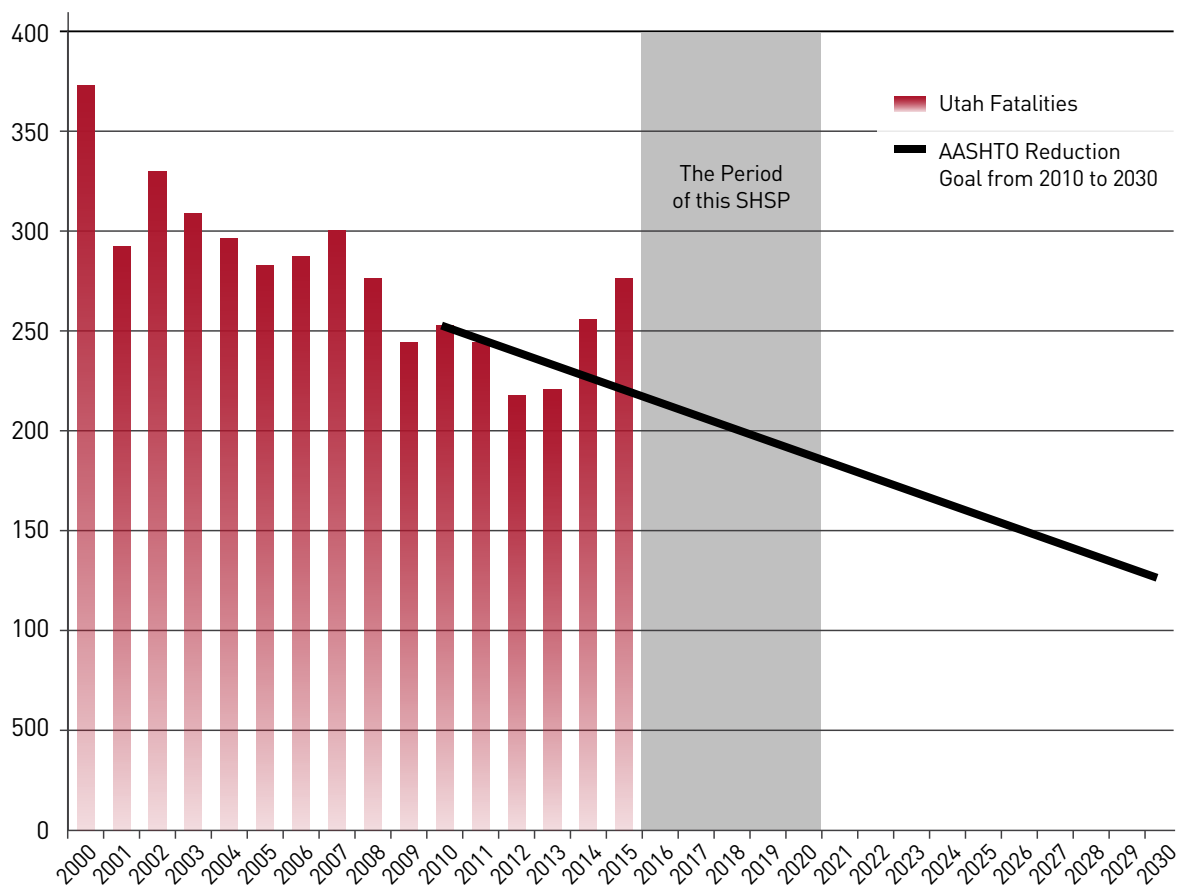
Independent surveys show that overall awareness of the Zero Fatalities program has steadily grown from 35 percent in 2006 to 88 percent in 2015. Of these people, more than half (56 percent) say the Zero Fatalities message has “definitely” or “probably” influenced them to avoid the top behaviors killing people on the roads. However, the ultimate measure of success is saving lives.

In order to track the progress of the safety areas in the SHSP, most areas are represented by a committee, task force or group in which members are comprised of experts in their area and advocates for safety. Chairs from each of these groups meet with the Zero Fatalities Executive Committee (which includes members of the SHSP Executive Committee from UDOT, DPS, and UDOH) at least annually to report on current and past activities, accomplishments and goals for the future. This allows the Zero Fatalities Executive Committee to keep up to date on the progress and accomplishments of each safety area.



The American Association of State Highway and Transportation Officials' (AASHTO) mission is to "enable the nation and member states to have a world-class highway network as part of a safe, efficient, and sustainable multi-modal transportation system supporting the nation's economy and quality of life." One of their objectives to reach their goal is to reduce fatalities by 50% by 2030. That equates to a 2.5 percent decrease in fatalities annually.

In our quest to reach Zero Fatalities, the State of Utah has adopted the AASHTO goal of reducing fatalities by 2.5 percent per year. The following graph shows how we will reduce fatalities each year as we move towards our ultimate goal of Zero Fatalities.



REDUCE FATALITIES BY 50% IN UTAH TOWARDS ZERO FATALITIES

Source: AASHTO

Overview: SAFETY AREAS



The Utah Strategic Highway Safety Plan does not address every safety strategy currently being implemented in the state, but focuses primarily upon strategies with the greatest potential to reduce crashes and injuries. These strategies are implemented in locations identified using an evidence-based approach that takes into account crash history, system characteristics, environmental conditions and driver behaviors.

The Plan acts as the guiding document that influences the development of specific goals, strategies and performance measures for the individual organizations. It does not replace the existing documents for each group, but it should reference and guide development of other internal documents as necessary. The process continues down through the organizations, resulting in detailed programs and plans that are implemented and finally evaluated to measure the success of reducing serious injury and fatal crashes.

SAFETY AREAS



The Utah Strategic Highway Safety Plan is comprised of three separate and distinct areas. Each part has a different overall direction while maintaining the ultimate goal to reduce serious injury, crashes and of course, fatalities.

PART 1 – EMPHASIS SAFETY AREAS

In Part 1, there are 12 programs listed that will be given added attention and emphasis in the safety organizations for the next five years:

- Aggressive Driving
- Distracted Driving
- Drowsy Driving
- Impaired Driving
- Intersection Safety
- Motorcycle Safety
- Pedestrian Safety
- Public Outreach and Education
- Roadway Departure Crashes
- Speed Management
- Teen Driving Safety
- Use of Safety Restraints

PART 2 – CONTINUING SAFETY AREAS

Part 2 addresses programs or processes currently underway within the safety agencies. These programs will continue to be supported and enhanced:

- Bicycle Safety
- Child Safety
- Commercial Motor Vehicle Safety
- Highway Railroad Crossing Safety
- Rural Road Safety
- Senior Mobility and Safety
- Transit System Safety
- Work Zone Safety

PART 3 – SPECIAL SAFETY AREAS

The programs contained in Part 3 represent opportunities for the safety community to enhance the programs used to support the goal to reduce fatalities or injuries:

- Connected and Autonomous Vehicles
- Emergency Services
- Judicial System
- Traffic Data
- Traffic Incident Management



EMPHASIS

SAFETY AREAS

Aggressive Driving

Emphasis Safety Areas

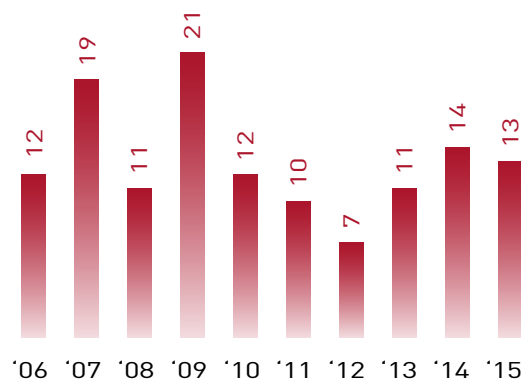


CHALLENGE

Aggressive driving includes deliberate behaviors such as speeding, tailgating, weaving in and out of lanes, failure to yield, running red lights/stop signs and road rage continue to plague our roads. As congestion and travel delays increase, so does aggressive driving.

DIRECTION

Continue or increase efforts to fund aggressive driving enforcement and educational campaigns.



AGGRESSIVE DRIVING FATALITIES

Source: UDPS

PRIORITY STRATEGIES

Education

- › Educating novice and experienced drivers about the dangers of aggressive driving
- › Support aggressive driving programs at high schools, businesses and community outreach events

Enforcement

- › Continue to support aggressive driving mitigation programs
- › Continue to conduct aggressive driving enforcement campaigns

Engineering

- › Use variable message signs to inform drivers of current road conditions
- › Improve signal coordination to produce efficient and increased traffic flow on roadway corridors

Emergency Services

- › Increase involvement of emergency service providers in aggressive driving programs and community events

LEADERS

Utah Highway Patrol
UDPS, Highway Safety Office
Utah Department of Transportation
Statewide Local Law Enforcement Agencies
Utah Chiefs of Police Association
Zero Fatalities

Distracted Driving

Emphasis Safety Areas

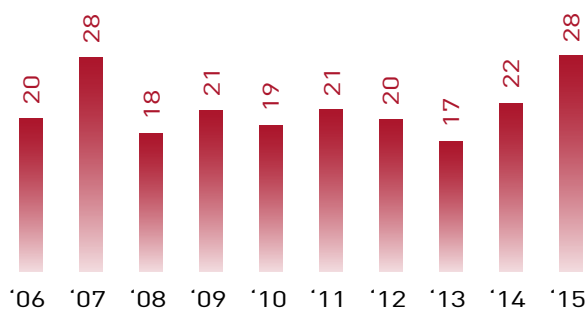


CHALLENGE

Fatalities related to distracted driving are a growing problem in the State. Distracted driving violations and crashes are under-reported due to deficiencies in crash reporting and the difficulty of attributing crashes to distractions. Unfortunately, drivers are increasingly engaged in other activities while driving, especially using interactive electronic devices.

DIRECTION

Reduce the number of serious injury and fatal crashes related to driver distraction.



DISTRACTED DRIVING FATALITIES

Source: UDPS

PRIORITY STRATEGIES

Education

- › Educate the public on all distracted driving laws, including that it is illegal to manipulate a handheld wireless device while operating a moving motor vehicle
- › Develop educational programs focusing on driver distractions
- › Partner with various traffic safety entities to hold educational events and activities at high schools, workplace settings, local communities and special events

Enforcement

- › Work with law enforcement agencies to promote enforcement of Utah's texting law and other distracted driving laws

Emergency Services

- › Engage local emergency service providers in the implementation of educational programs and community events

LEADERS

Zero Fatalities
 Utah Highway Patrol
 UDPS, Highway Safety Office
 UDOH, Violence and Injury Prevention Program
 UDOH, Bureau of EMS and Preparedness
 Statewide Local Law Enforcement Agencies

Drowsy Driving

Emphasis Safety Areas

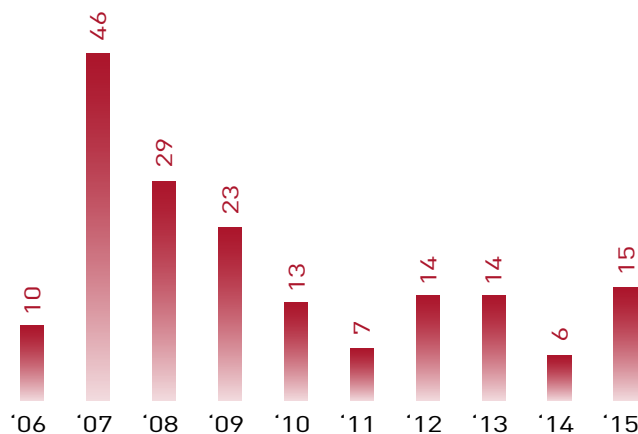


CHALLENGE

Serious injuries and fatalities related to drowsy driving are a top concern in Utah. Unfortunately, drowsy driving violations and crashes are under-reported due to deficiencies in crash reporting and the difficulty of attributing crashes to sleepiness.

DIRECTION

Maintain efforts to reduce drowsy driving-related serious injury and fatal crashes.



DROWSY DRIVING FATALITIES

Source: UDPS

**SLEEP SMART.
DRIVE SMART.**
DROWSY DRIVING KILLS

PRIORITY STRATEGIES

Engineering

- › Install drowsy driving warning signs in high crash locations
- › Install rumble strips at high crash locations where possible

Education

- › Continue partnership with UDOT, UDPS, and Med One Capital as part of the "Sleep Smart. Drive Smart." campaign
- › Support educational activities and media campaigns

Enforcement

- › Improve drowsy driving crash reporting with law enforcement

Emergency Services

- › Increase involvement of emergency service providers in drowsy driving programs and community events

LEADERS

Utah Department of Transportation
Utah Highway Patrol
UDPS, Highway Safety Office
Zero Fatalities
Med One Capital
UDOH, Bureau of EMS and Preparedness

Impaired Driving

Emphasis Safety Areas

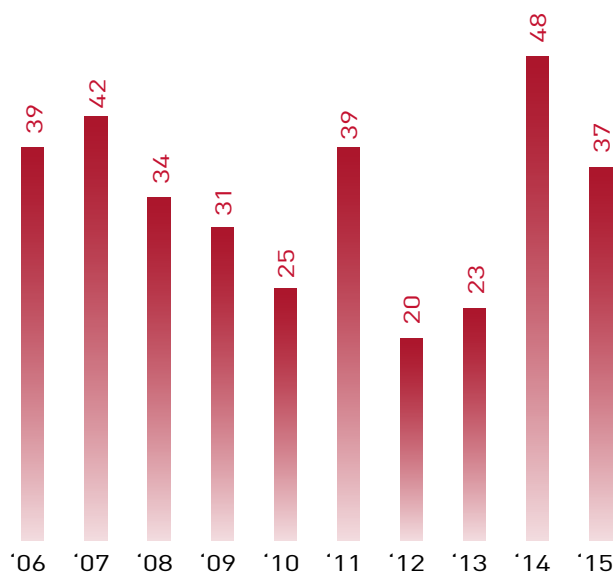


CHALLENGE

While the fact that impaired driving is recognized as being an incredibly dangerous behavior, fatal crashes due to alcohol and drugs continue to occur. To add to the problem, the number of fatalities where drivers have tested positive for drugs is showing an increasing trend.

DIRECTION

Continue to reduce alcohol and drug-related serious injury and fatal crashes.



DRUNK DRIVING FATALITIES

Source: UDPS



PRIORITY STRATEGIES

Education

- › Support program to reduce DUIs in the 21 – 34 age group
- › Support for impaired prevention programs at colleges and universities
- › Provide DUI awareness materials
- › Enhance DUI court participation with training and resources
- › Increase education and outreach for the growing Hispanic population
- › Increase education to teen drivers

Enforcement

- › Conduct high visibility multi-agency enforcement campaigns
- › Continue support for DUI legislation
- › Encourage BAC testing on all fatal crashes
- › Support data driven enforcement efforts including: saturation patrols, checkpoints, etc.
- › Increase the number of agencies involved in the Eliminating Alcohol Sales to Youth program

LEADERS

Utah Highway Patrol
 UDPS, Highway Safety Office
 Utah Department of Alcoholic Beverage Control
 Utah Division of Substance Abuse & Mental Health
 Utah Substance Abuse Advisory Council DUI Committee
 Utah Mothers Against Drunk Driving
 Statewide Local Law Enforcement Agencies
 Utah Chiefs of Police Association
 Zero Fatalities
 UDPS, Driver License Division

Intersection Safety

Emphasis Safety Areas

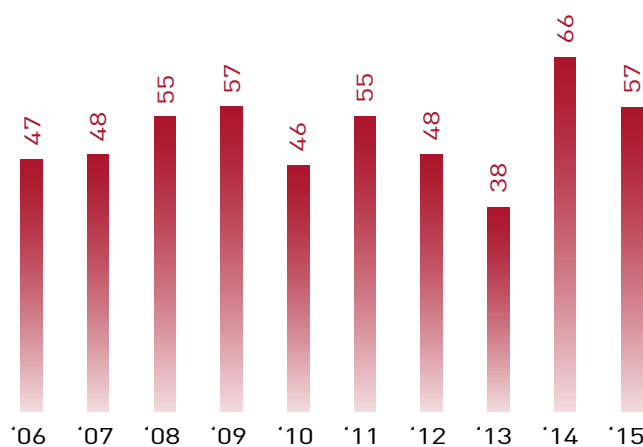


CHALLENGE

Intersection crashes are the most common crash type in urban areas. These crashes range from numerous rear-end crashes to severe right-angle crashes. Other causes for crashes are: improper lookout by drivers and vulnerable users, running red lights, running stop signs, sight distance issues, speed and following too closely. Intersection safety can be measured in two different ways. One is to identify intersection locations that have a high number of crashes. The other is to identify locations where serious injuries and fatalities occur.

DIRECTION

Efforts must be made to reduce the frequency and/or severity of crashes within intersections.



INTERSECTION RELATED FATALITIES

Source: UDOT

PRIORITY STRATEGIES

Engineering

- › Improve visibility and signing, sight distance, signal timing and enhance intersection lighting
- › Evaluate the effectiveness and safety of traffic signal systems as well as intersection types
- › Collaborate with EMS to identify locations for signal preemption

Education

- › Develop education programs about using innovative intersections types and features
- › Promote education campaigns that reduce red-light running
- › Increase involvement of emergency services providers in educational programs and community events

Enforcement

- › Improve the ability to enforce violations at high-crash intersections

Emergency Services

- › Engage local emergency service providers in the implementation of education programs

LEADERS

Utah Department of Transportation
UDOH, Bureau of EMS and Preparedness
Federal Highway Administration
Utah Highway Patrol
Metropolitan Planning Organizations
Statewide Local Law Enforcement Agencies
Utah Chiefs of Police Association

Motorcycle Safety

Emphasis Safety Areas

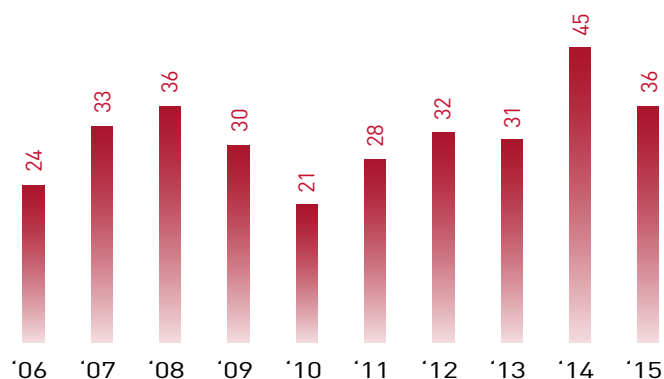


CHALLENGE

As a result of more individuals looking to motorcycles as an alternative transportation mode, motorcycle-related fatalities have increased 29 percent in the last five years. Motorcyclists accounted for 2 percent of crashes and 14 percent of deaths. Utah's current helmet law only applies to persons under the age of 18 who are required to wear a USDOT approved helmet while operating or riding a motorcycle.

DIRECTION

Efforts must be made to reduce motorcycle serious injury and fatal crashes.



MOTORCYCLE FATALITIES

Source: UDPS



PRIORITY STRATEGIES

Education

- › Increase public awareness of motorcyclist concerns through promotion of the "Heads Up." campaign
- › Evaluate motorcycle training courses
- › Promote wearing proper protective gear for motorcyclists
- › Utilize social media to expand messaging and information available to the public
- › Increase rider awareness of the necessity to obtain and maintain safe riding skills
- › Promote the availability of beginning and experienced rider training courses

Emergency Services

- › Engage local emergency service providers in the implementation of educational programs

LEADERS

Utah Department of Transportation
UDPS, Highway Safety Office
Zero Fatalities
UDPS, Driver License Division
Statewide Local Law Enforcement Agencies
Utah Highway Patrol
Utah Chiefs of Police Association
UDOH, Bureau of EMS and Preparedness

Pedestrian Safety

Emphasis Safety Areas

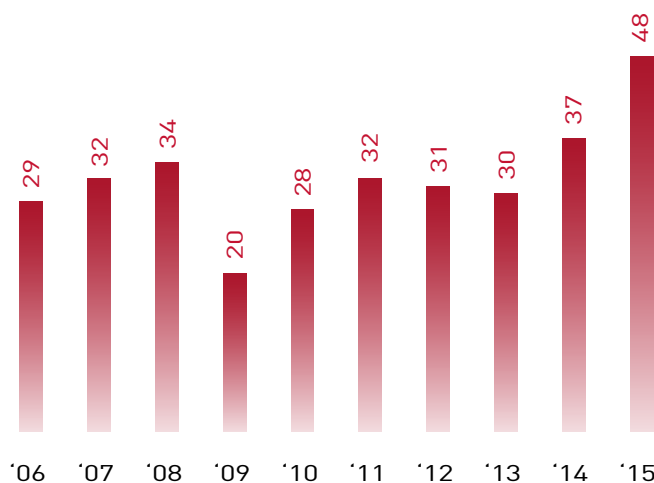


CHALLENGE

While pedestrian crashes account for just one percent of all crashes, pedestrian fatalities have increased 47 percent over the past five years and they account for 15 percent of all traffic related fatalities. More attention to education and infrastructure must be given to this area in order to continue reducing pedestrian fatalities.

DIRECTION

Efforts must be made to prevent pedestrian related crashes by implementing a comprehensive plan to provide safer pedestrian travel.



PEDESTRIAN FATALITIES

Source: UDPS



PRIORITY STRATEGIES

Engineering

- › Evaluate locations having significant crash trends involving pedestrians
- › Develop and implement improvement projects including signage, lighting, crosswalk and roadway design features
- › Continue to support the Safe Sidewalk Program

Education

- › Continue to support and implement the Heads Up and other education programs aimed at all age groups

Enforcement

- › Support aggressive enforcement of pedestrian laws
- › Promote crosswalk enforcement/public information campaigns when funding is available

Emergency Services

- › Encourage participation of local emergency service providers to participate in local education programs

LEADERS

Utah Department of Transportation
UDPS, Highway Safety Office
Utah Highway Patrol
Statewide Local Law
Enforcement Agencies
Utah Chiefs of Police Association
UDOH, Bureau of Health Promotion
UDOH, Bureau of EMS and
Preparedness
Safe Kids Utah

Public Outreach and Education

Emphasis Safety Areas

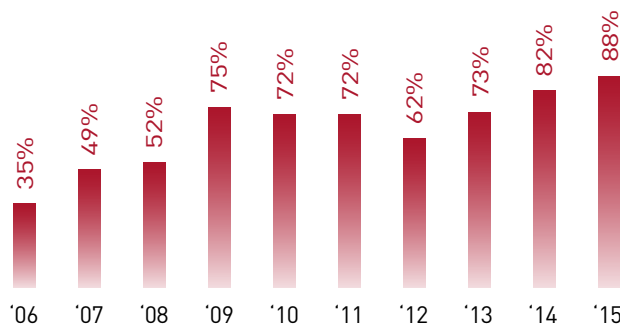


CHALLENGES

More than 90 percent of all crashes in Utah are behavior related. While novice drivers are involved in nearly a quarter of these crashes, even experienced drivers can get too comfortable behind the wheel and take risks that put them and others on the road in danger. Studies show that the top driving behaviors that are killing people on Utah's roads include: drowsy driving, distracted driving, aggressive driving, impaired driving and not buckling up.

DIRECTION

Partnering efforts must continue to spread the message to Utah drivers about their role in eliminating these preventable crashes. Through communication, education and community outreach we can get everyone to bring the safe driving message home.



AWARENESS OF ZERO FATALITIES PROGRAM

Source: Dan Jones & Associates/Lighthouse Research

PRIORITY STRATEGIES

Education

- › Continue educating parents and teen drivers using the Don't Drive Stupid Parent Program
- › Develop and implement a safe driving business program
- › Continue media outreach
- › Support community events
- › Continue reaching out to teen drivers through peer-to-peer safe driving programs
- › Increase education and outreach for the growing Hispanic population
- › Increase involvement of emergency service providers in Public Outreach and Education activities
- › Improve coordinated messaging with agency partners
- › Benchmark and measure improvements in Utah's traffic safety culture

LEADERS

Zero Fatalities
 Don't Drive Stupid
 Utah Department of Transportation
 UDPS, Highway Safety Office
 Utah Highway Patrol
 Safe Kids Utah
 Primary Children's Hospital
 UDOH, Violence and Injury Prevention Program
 UDOH, Bureau of EMS and Preparedness
 Operation Lifesaver Utah
 Utah Department of Education

Roadway Departure Crashes

Emphasis Safety Areas

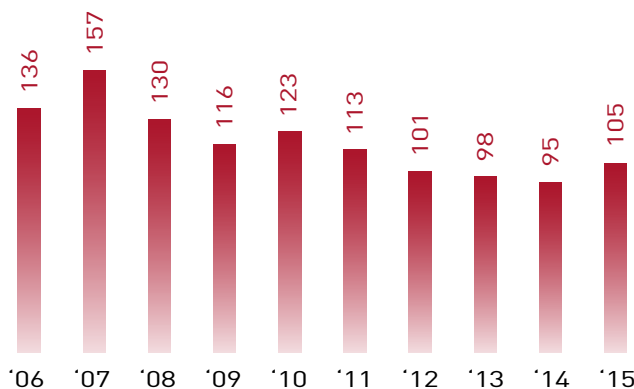


CHALLENGE

In Utah, more than 40 percent of all fatalities are associated with roadway departures. In contrast, the total number of roadway departure crashes is only 15 percent. These crashes typically result from drowsy, distracted, impaired and aggressive driving, though there are many other contributing factors.

DIRECTION

Work should continue to keep vehicles on the roadway and in their proper lanes. When vehicles do leave the roadway, efforts should be made to reduce the possibility and/or severity of crashes.



ROADWAY DEPARTURE FATALITIES

Source: UDOT

PRIORITY STRATEGIES

Engineering

- › Continue installation of rumble strips where necessary
- › Enhance roadway delineation and warning signs
- › Continue installing barrier treatments along high crash corridors

Education

- › Continue to include roadway departure in education efforts

Enforcement

- › Continue to support enforcement activities that reduce roadway departures

LEADERS

Utah Department of Transportation
Utah Highway Patrol
Federal Highway Administration
Statewide Local Law Enforcement Agencies

Speed Management

Emphasis Safety Areas

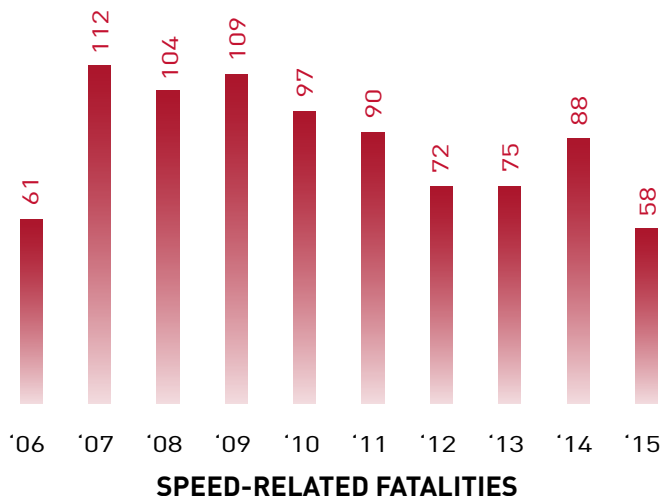


CHALLENGE

Speeding has become a major concern to the overall traffic safety environment and continues to be one of the leading contributing factors for serious injury and fatal crashes in Utah. With aggressive enforcement and public education efforts, serious injuries and fatalities can be reduced.

DIRECTION

Efforts must be focused on reducing speeding on the roads and the associated elements of reckless and careless attitudes that often accompany such driver behavior.



Source: UDPS

PRIORITY STRATEGIES

Enforcement

- › Continue to aggressively participate in speed management efforts
- › Continue funding for special speed enforcement campaigns
- › Promote public awareness and voluntary compliance with motorists obeying posted speed limits

Education

- › Continue public information and educational outreach activities

Engineering

- › Continue the use of driver feedback signs to inform drivers of travel speeds

LEADERS

Utah Highway Patrol
UDPS, Highway Safety Office
Statewide Local Law Enforcement Agencies
Utah Department of Transportation
Utah Chiefs of Police Association

Teen Driving Safety

Emphasis Safety Areas

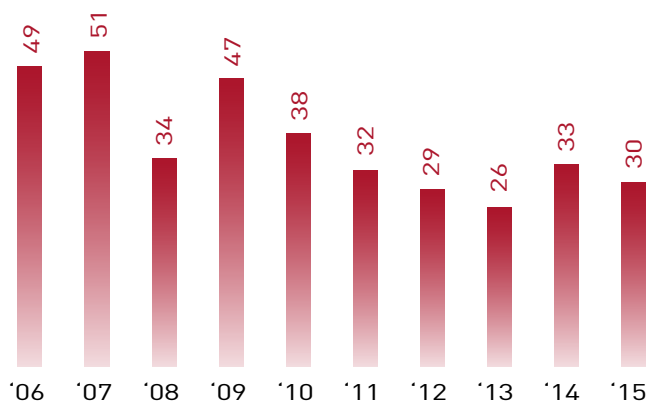


CHALLENGE

Teen drivers (ages 15–19) account for a disproportionate number of serious injuries and fatal crashes. This fact has been associated with young drivers' inexperience, distractions, and driving behaviors. Only about seven percent of all licensed drivers in Utah fall into the younger driver category, yet they account for 20 percent of all motor vehicle crashes.

DIRECTION

Focus efforts on innovative education methods to improve teen driver capabilities.



FATALITIES INVOLVING TEEN DRIVERS

Source: UDPS



PRIORITY STRATEGIES

Education

- › Support overall teen driver education
- › Support continued innovation in driver education methods
- › Provide peer leader training, education and outreach to high schools
- › Educating parents and teen drivers on the importance of Utah's Graduated Driver License laws
- › Educate teens on how to drive safely around big trucks through the Truck Smart program
- › Promote the "Alive at 25" program
- › Promote and educate on Utah's primary seat belt law
- › Educate on Utah's "Not a Drop" law, which prohibits anyone under the age of 21 from drinking alcohol

Enforcement

- › Support and enforce the Graduated Driver License laws

Emergency Services

- › Engage local emergency service providers in local educational programs

LEADERS

UDPS, Highway Safety Office
 Utah Highway Patrol
 UDPS, Driver License Division
 UDOH, Violence and Injury Prevention Program
 AAA Utah
 Utah Driver and Traffic Safety Education Association
 UDOH, Bureau of EMS and Preparedness
 Utah Safety Council
 Zero Fatalities
 Utah Department of Transportation
 UDOT, Motor Carriers Division
 Utah Department of Education
 Safe Kids Utah
 Local Health Departments
 Primary Children's Hospital

Use of Safety Restraints

Emphasis Safety Areas

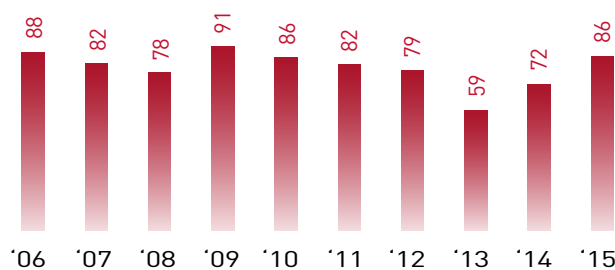


CHALLENGE

In 2015, the use of safety restraints in the state reached 87 percent. However, nearly half of motor vehicle occupants killed were not wearing safety restraints. Occupants in rural crashes are over three times more likely to be unrestrained than occupants in urban crashes.

DIRECTION

On May 12, 2015 the primary seat belt law went into effect. UDOT, the Utah Department of Public Safety and their partners have been dedicated to increasing education and enforcement to help save lives. Efforts must continue to secure a permanent primary seat belt law for those who continue to ride unbuckled.



UNRESTRAINED OCCUPANT FATALITIES

Source: UDPS

PRIORITY STRATEGIES

Education

- › Continue to work with Safe Kids Utah, State and local health departments to provide child passenger safety training workshops
- › Support outreach efforts to high-risk motorists
- › Support Child Safety Seat Inspection Stations and events
- › Promote booster seat use
- › Continue to implement a program that reaches the hard core non-user and part-time user of safety belts
- › Continue programs that increase safety belt use among motorists in rural communities
- › Educate about the benefits of the primary seat belt law

Enforcement

- › Enforce the primary safety belt law for all ages
- › Continue multi-agency statewide law enforcement/public information campaigns
- › Participate in the national "Click It or Ticket" campaign

LEADERS

UDPS, Highway Safety Office
 Utah Department of Transportation
 Utah Chiefs of Police Association
 Utah Highway Patrol
 Safe Kids Utah
 Primary Children's Hospital
 Utah Safety Council
 UDOH, Violence and Injury Prevention Program
 UDOH, Bureau of EMS and Preparedness
 Local Health Departments
 Zero Fatalities



CONTINUING

SAFETY AREAS

Bicycle Safety

Continuing Safety Areas

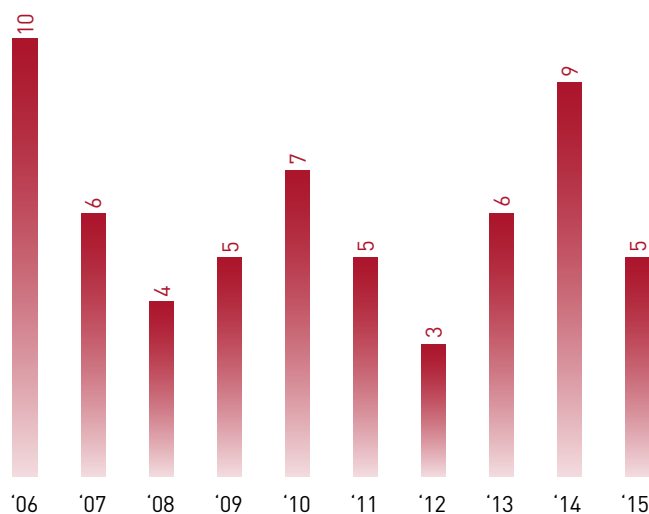


CHALLENGE

Bicycle travel is continuing to increase in popularity. With more bicyclists on the road, more safety education is needed for both bicyclists and drivers. Bicycle safety presents an opportunity for a partnership with many organizations to improve this mode of travel. Important components of this area are promoting helmet use and education directed to both motorists and bicyclists.

DIRECTION

Continue addressing bicycle user needs on transportation facilities. Increase efforts for bicyclist and motorist education.



BICYCLIST FATALITIES

Source: UDPS



PRIORITY STRATEGIES

Engineering

- › Use the AASHTO Guide for the Development of Bicycle Facilities and other adopted guidance documents
- › Increase signage addressing safety for motorists and bicyclists along heavily used bicycle corridors where appropriate

Education

- › Implement the Heads Up program
- › Increase the promotion of bicycle helmet use, with a special focus among school-aged children
- › Continue partnership for educational programs targeting adults and children on bicycle safety
- › Develop educational programs that teach drivers the importance of sharing the road, including the three-foot law

Enforcement

- › Encourage enforcement of traffic laws as they pertain to both motorists and bicyclists

Emergency Services

- › Encourage involvement of local emergency service providers in the implementation of educational programs
- › Continue to promote bike rodeos in local communities

LEADERS

UDPS, Highway Safety Office

Utah Department of Transportation

Utah Highway Patrol

Statewide Local Law Enforcement Agencies

Metropolitan Planning Organizations

Utah Chiefs of Police Association

UDOH, Bureau of EMS and Preparedness

UDOH, Violence and Injury Prevention Program

Local Health Departments

Child Safety

Continuing Safety Areas

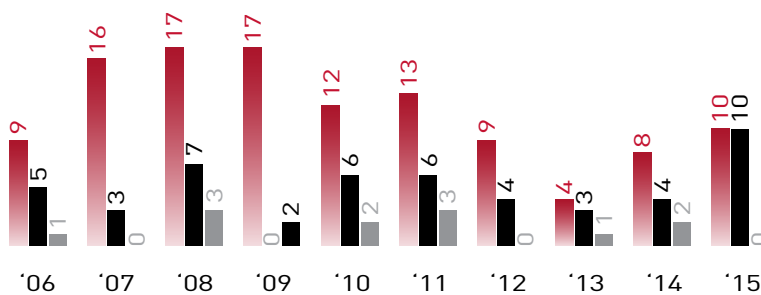


CHALLENGE

More than 2,000 children in Utah are injured or killed each year while walking, biking or riding in motor vehicles. As children age, they are less likely to ride in an appropriate car seat or booster seat. Improper use of these devices remain high causing unnecessary injuries or death.

DIRECTION

Efforts must be made to educate children and their parents about safety in and around cars and to reduce the possibility and/or severity of crashes involving children.



CHILD FATALITIES IN MOTOR VEHICLE CRASHES (AGE 0-14)

■ M.V. OCCUPANT ■ PEDESTRIAN ■ BICYCLIST

Source: UDPS



PRIORITY STRATEGIES

Engineering

- › Identify locations having significant crash trends involving school zones
- › Support the Safe Routes to School program

Education

- › Encourage the use of the Walking School Bus and the Student Neighborhood Access Program (SNAP)
- › Implement programs to address the transportation needs of children with special health care needs
- › Provide car seat education across the state with a focus on Utah's underserved population
- › Increase outreach and education to the hospitals and the medical community
- › Encourage having Child Passenger Safety technicians help educate expectant parents

Enforcement

- › Promote increased enforcement of child safety laws including: school zones, booster seat use and the primary seat belt law

Emergency Services

- › Increase involvement of EMS for Children Coordinators in the implementation of educational programs

LEADERS

Utah Department of Transportation
 Federal Highway Administration
 Utah Highway Patrol
 UDPS, Highway Safety Office
 UDOH, Violence and Injury Prevention Program
 Safe Kids Utah
 Primary Children's Hospital
 Utah Safety Council
 UDOH, Bureau of EMS and Preparedness
 Local Health Departments

Commercial Motor Vehicle Safety

Continuing Safety Areas

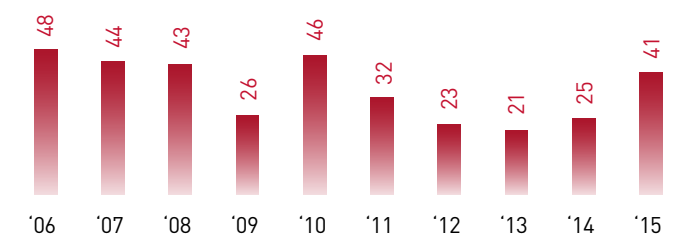


CHALLENGE

Each year, an average of 29 people die on Utah's roads in commercial motor vehicle-related crashes. These collisions involving CMVs and passenger vehicles are more likely to be severe due to the size differences between the two vehicles. While the perception is that the truckers are causing these crashes, in actuality, 3 out of 4 times, the crashes are the result of the passenger vehicle drivers.

DIRECTION

Sustain efforts to reduce commercial vehicle serious injuries and fatal crashes. The Federal Motor Carriers Safety Administration, UDOT's Motor Carrier Division and the Utah Highway Patrol oversee all safety issues in Utah.



COMMERCIAL MOTOR VEHICLE-INVOLVED FATALITIES

Source: UDOT



PRIORITY STRATEGIES

Engineering

- › Continue efforts to mitigate high-crash corridors for commercial vehicles
- › Continue efforts to utilize Weigh-in-Motion and Mainline Bypass Technologies to effectively facilitate commerce and minimize CMV back up on Utah's main interstates

Education

- › Promote Truck Smart Campaign activities, which teach drivers of passenger vehicles to drive safely around commercial motor vehicles and commercial drivers to slow down, buckle up, and stay alert
- › Encourage commercial vehicle drivers to slow down, buckle up and stay alert
- › Partner with the Board of Education and private driving schools to educate young drivers about the nuances of driving safely around commercial motor vehicles

Enforcement

- › Continue the safety compliance reviews of high-risk carriers and educate new entrants into the commercial motor vehicle businesses
- › Continue to partner with law enforcement agencies to identify and cite safety violators

LEADERS

UDOT, Motor Carrier Division
 Utah Highway Patrol
 Federal Motor Carrier Safety Administration
 Utah Trucking Association
 Zero Fatalities
 Utah Transit Authority

Highway Railroad Crossing Safety

Continuing Safety Areas

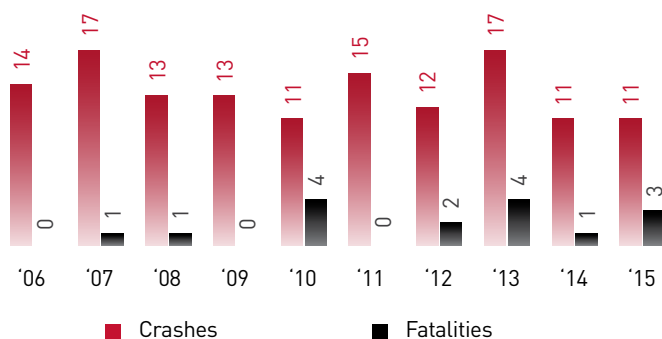


CHALLENGE

While highway railroad crossing crashes represent only a small number of the total crashes in Utah, they are some of the most severe. According to the Federal Railroad Administration, there were 66 crashes at railroad crossings in Utah from 2011 to 2015. Those crashes resulted in 15 fatalities and 23 injuries. As the number of trains in Utah increase with expanded transit, commuter and freight services, the probability of railroad crossing crashes may also increase.

DIRECTION

Continue efforts to reduce crashes at highway railroad crossings through education, engineering, and enforcement.



CRASHES AND FATALITIES OCCURRING AT RAILROAD CROSSINGS

(Heavy rail, including passenger heavy rail)

Source: Federal Railroad Administration



PRIORITY STRATEGIES

Engineering

- › Support and encourage continued engineering research and innovation that improves railroad crossing safety
- › Enhance railroad crossing inspection, evaluation and engineering upgrade
- › Install pedestrian safety treatment

Education

- › Educate new drivers, school bus drivers, professional truck drivers and the public about railroad crossing safety
- › Continue to support railroad crossing safety and educational programs

Enforcement

- › Support enforcement of traffic laws at railroad crossings
- › Provide law enforcement with opportunities to participate in free Grade Crossing Collision Investigation Courses (GCCII) offered by Operation Lifesaver Utah

LEADERS

Federal Highway Administration
Federal Railroad Administration
Operation Lifesaver Utah
Utah Department of Transportation
Utah Highway Patrol
Utah Transit Authority
UDPS, Highway Safety Office

Rural Road Safety

Continuing Safety Areas



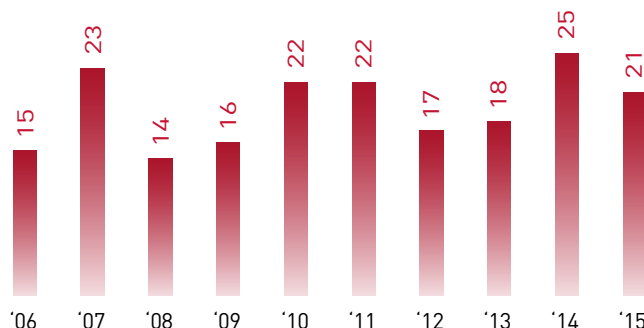
CHALLENGE

Many roadway departure fatalities occur on rural roads. Special attention must be given to the safety of rural roadways on and off the State system. To effectively reduce statewide fatalities, specific safety projects focused on rural roads must be completed. In addition, the availability of well trained and equipped emergency service providers is limited in rural areas.

DIRECTION

Special consideration must be given to improving the rural roadway system. Special consideration should also be given to improving the emergency service provider resources and capabilities to provide appropriate patient care.

The federal High Risk Rural Roads special funding category places additional emphasis on rural roads. Federal regulation requires the state to define what a High Risk Rural Road is. In Utah, we include all rural major and minor collectors and rural local roads as High Risk Rural Roads.



RURAL LOCAL FATALITIES

Source: UDOT

PRIORITY STRATEGIES

Engineering

- › Continue Road Safety Audits
- › Continue installing systemic safety measures to reduce single vehicle roadway departure crashes

Emergency Services

- › Train emergency service providers to appropriately triage, treat, transport and transfer injured patients
- › Implement a statewide trauma system
- › Provide pediatric trauma treatment education to rural pre-hospital care providers

Education

- › Educate rural communities on the importance of seat belt use and other safe driving behaviors

Enforcement

- › Increase enforcement of The Primary Seat Belt Law and other traffic laws in rural areas

LEADERS

Utah Department of Transportation
Federal Highway Administration
Utah Rural County Governments
Rural Planning Organizations
UDOH, Bureau of EMS and Preparedness
Utah Highway Patrol
Statewide Local Law Enforcement Agencies
UDPS, Highway Safety Office

Senior Mobility and Safety

Continuing Safety Areas

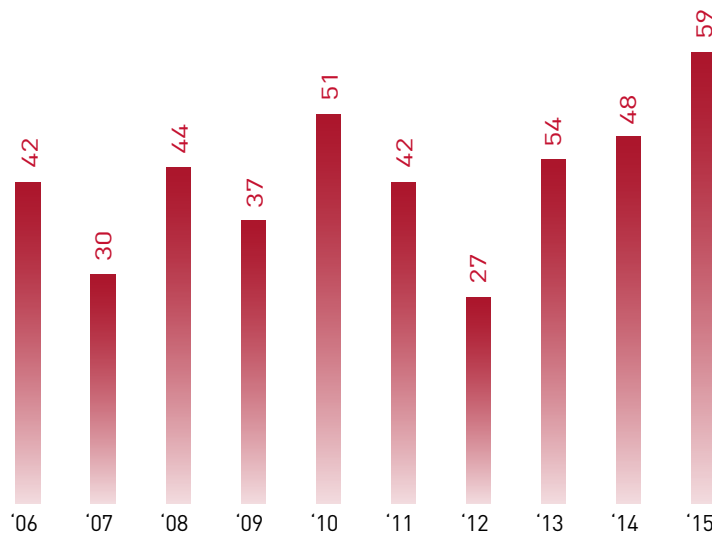


CHALLENGE

The number of seniors using our transportation system is increasing. Medical conditions, medication usage and reduced physical function can increase the risk of crashes and injury among older adults. Efforts must be made to ensure the mobility, accessibility and safety for this age group.

DIRECTION

Special consideration must be given to improving the highway system to accommodate older drivers and their needs.



FATALITIES INVOLVING OLDER DRIVERS (AGE 65+)

Source: UDPS

PRIORITY STRATEGIES

Engineering

- › Continue to consider older roadway users when designing highway infrastructures
- › Implement FHWA guide on older driver mobility

Emergency Services

- › Increase involvement of local emergency service providers in the implementation of educational programs and community events

Education

- › Increase traffic safety awareness and education to the older population

LEADERS

Utah Department of Transportation
Federal Highway Administration
UDPS, Highway Safety Office
AAA Utah
Utah Driver License Division
UDOH, Bureau of EMS
and Preparedness
AARP

Transit System Safety

Continuing Safety Areas

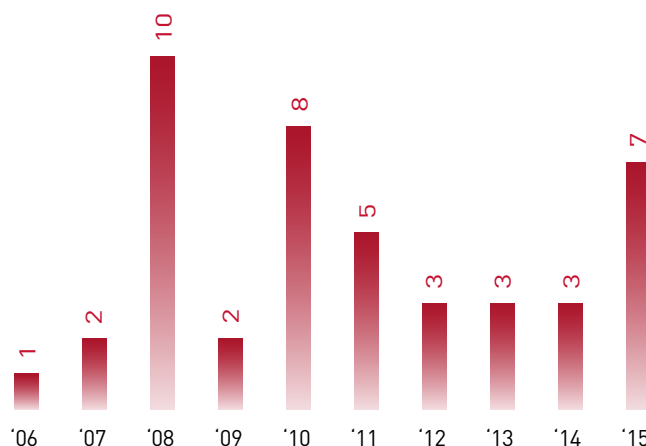


CHALLENGE

As the transit system grows, more conflicts will arise between motor vehicles, transit vehicles and pedestrians. The potential for large catastrophic events must be considered when advancing safety improvements to the system. In addition to large events, day-to-day operations need to be addressed, such as transit buses making frequent stops and merges in and out of traffic along roads and highways.

DIRECTION

Special consideration must be given to improving the safety of the transit system including rail and bus travel.



TRANSIT INVOLVED FATALITIES

(Buses, light rail and passenger heavy rail crashes with motor-vehicles)

Source: UDOT



PRIORITY STRATEGIES

Engineering

- › Enhance rail crossing inspection, evaluation and upgrades
- › Install pedestrian safety treatment

Education

- › Support transit crossing safety programs
- › Support of rail safety education programs
- › Educate drivers about operating motor vehicles around Bus Rapid Transit systems

Emergency Services

- › Encourage development of written contingency plans for response to large scale transportation related emergencies
- › Participate in periodic emergency exercises

LEADERS

Utah Department of Transportation
Utah Transit Authority
Operation Lifesaver Utah
Federal Transit Administration
UDOH, Bureau of EMS and Preparedness

Work Zone Safety

Continuing Safety Areas



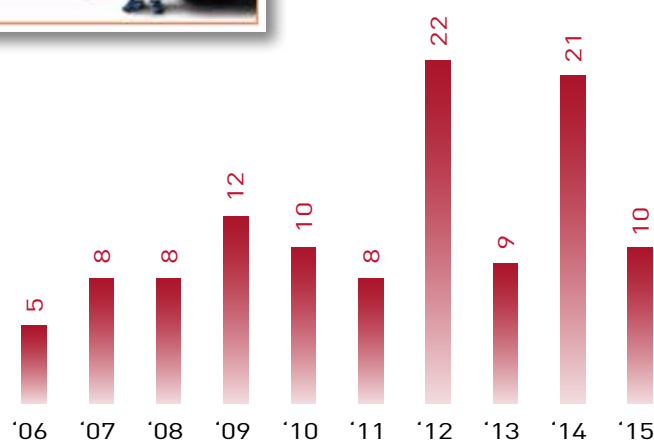
CHALLENGE

Utah work zone related crashes and fatalities occur in two areas: encroachments into the work zone and crashes outside the work zone but influenced by the area. Most of the injuries and fatalities that occur in work zones are drivers and passengers —not construction workers.



DIRECTION

Efforts must be made to reduce the possibility and/or severity of crashes. Practices in traffic control or work zone management that lead to reduced work zone safety must be identified and limited.



WORK ZONE FATALITIES

Source: UDOT

PRIORITY STRATEGIES

Engineering

- › Identify types of work zones having significant crash trends
- › Identify characteristics of projects where work zone crashes have occurred
- › Increase the number of work zone reviews and assessments
- › Develop traffic control standards for pedestrians and bicyclists within a work zone

Enforcement

- › Continue the use of law enforcement within work zones

Education

- › Continue to emphasize work zone safety training
- › Educate children and teens about the dangers of playing around work zones
- › Educate the public about the importance of driving safely through work zones

LEADERS

Utah Department of Transportation
Utah Highway Patrol
Federal Highway Administration
American Traffic Safety Services Association
Statewide Local Law Enforcement Agencies
Association of General Contractors
Utah Chiefs of Police Association



SPECIAL

SAFETY AREAS

Connected and Autonomous Vehicles

Special Safety Areas



CHALLENGE

In order to keep up with the progress being made in this area, it's important that we understand how these new technologies will change the approach to designing, managing and operating existing and planned transportation infrastructure in addition to the following:

- Impacts to design and infrastructure decisions
- Real-time data usage
- Impacts to existing infrastructure
- Impacts to workforce training needs
- Impacts to driver licensing
- Communication infrastructure investments
- Impacts to freight flow
- Impacts to laws, policies & procedures
- Determining liability & fault in a crash

DIRECTION

Connected and autonomous vehicle technologies have the potential to significantly change surface transportation as we know it today. Externalities associated with driving including crashes, traffic congestion, air pollution, greenhouse gas emissions and energy consumptions may significantly diminish as connected and autonomous vehicle technologies are introduced. The adoption of these technologies will help us reach our goal of Zero Fatalities.

PRIORITY STRATEGIES

Engineering

- › Develop a working understanding of the technology
- › Learn how to accommodate and process increasing amounts of data in order to leverage information and make decisions
- › Understand near-term versus long-term implications (i.e. standards, mixed traffic, investment strategies, etc.)

Education

- › Initiate a Connected and Autonomous Vehicle Technologies Campaign to highlight the technology and various implications

Emergency Services

- › Understand FHWA's Response, Emergency Staging, Communications, Uniform Management, and Evacuation (R.E.S.C.U.M.E.) Concept of Operations

LEADERS

Utah Department of Transportation
 Federal Highway Administration
 Utah Highway Patrol
 UDPS, Highway Safety Office
 Federal Motor Carrier Administration
 Utah Traffic Records
 Coordinating Committee
 Statewide Local Law Enforcement
 UDOH, Utah Bureau of EMS and Preparedness
 Utah Transit Authority
 UDPS, Driver License Division

EMERGENCY SERVICES

Special Safety Areas

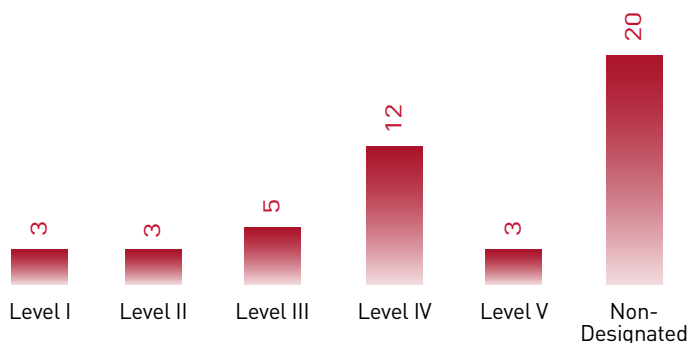


CHALLENGE

Timely emergency response, appropriate treatment and rapid transport to a healthcare facility are all major components to survivability in motor vehicle collisions. Efforts must be made to promote the coordination and involvement of emergency services into transportation safety and injury prevention efforts. Ensure appropriately trained and equipped emergency service providers are readily available within a coordinated and inclusive trauma system to meet the needs of all patients, including special populations.

DIRECTION

Sustain commitment to, and cooperation with, the Incident Management System. Strengthen partnerships that assist law enforcement and emergency services efforts. Coordinate prevention efforts with existing emergency services programs.



HOSPITALS BY DESIGNATED TRAUMA LEVEL

PRIORITY STRATEGIES

Engineering

- › Improve communication infrastructure for emergency response and dispatch

Education

- › Increase education and involvement of EMS in transportation safety
- › Develop and support integrated EMS and transportation safety programs
- › Continue to provide pediatric trauma education Enforcement
- › Enhance communication interoperability in an effort to decrease incident response time

Emergency Services

- › Maintain efforts to facilitate rapid response, treatment and transport of vehicular crash victims
- › Maintain efforts to ensure ambulances are appropriately staffed and equipped
- › Utilize patient care data to make improvements in patient care
- › Continue efforts to implement a statewide trauma system

LEADERS

UDOH, Bureau of EMS and Preparedness

Utah Chiefs of Police Association

Utah Department of Transportation

Utah Highway Patrol

Statewide Local Law Enforcement Agencies

Statewide Unified and Local Fire Departments

JUDICIAL SYSTEM

Special Safety Areas



CHALLENGE

Justice and District Courts do not place a high priority on non-moving traffic violations, such as occupant restraint and safety equipment, because of the focus on more grievous violations. Other challenges include assuring accurate adjudication history to facilitate charging second and subsequent offenders appropriately, and the lack of real-time access to traffic violation history.

DIRECTION

Promote a more active role from judicial partners, making stronger efforts to ensure a violator is correctly charged in cases of second or subsequent offenses and exploring real-time access to traffic violation history for court purposes. Furthermore, continue enforcement of approved programs to educate traffic violators on the dangers of aggressive, impaired and distracted driving while discontinuing the practice of dismissing lesser traffic charges and continuing to pursue mechanisms for adequate ignition interlock monitoring.

PRIORITY STRATEGIES

Enforcement

- › Execute laws through the court system
- › Streamline DUI-related driver license suspension/revocation hearings
- › Promote DUI-related procedural rule changes that increase effectiveness and avoid redundancies
- › Enhance efficiency of reporting DUI convictions

Education

- › Utilize traffic safety programs to educate traffic violators on safe behavior
- › Promote a standard curriculum for plea-and-abeyance defensive driving courses
- › Encourage drivers aged 18-25 attend the 'Alive at 25' safe driving course
- › Coordinate with Utah's Driver License Division to assess traffic violation history and apply appropriate penalties

LEADERS

UDPS, Driver License Division
 Utah Highway Patrol
 Utah Safety Council
 Utah Chiefs of Police Association
 Administrative Office of the Courts
 UDPS, Highway Safety Office
 Utah Prosecution Council

Traffic Data

Special Safety Areas

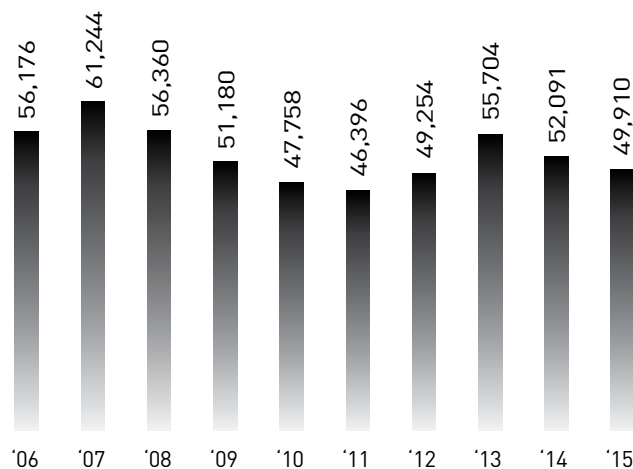


CHALLENGE

A key to reducing the number of serious injuries and fatalities on Utah roadways is data-driven, science-based decision making that relies on the highest quality traffic records data. This is supported by the creation and management of integrated traffic records data and standards.

DIRECTION

Through the Utah Traffic Records Advisory Committee (UTRAC), we can maximize the overall quality of safety data and analysis based on State traffic records across all six core systems: crash, vehicle, driver, roadway, citation & adjudication and injury. Working together helps to effectively utilize existing data resources while identifying data collection and analysis opportunities.



TOTAL CRASHES

Source: UDOT

PRIORITY STRATEGIES

Engineering

- › Identify and implement advanced technologies to collect, manage, analyze and distribute crash data in a timely, accurate, complete and uniform manner to authorized users for analytical purposes
- › Enhance the ability to combine crash data with traffic volume and roadway features to perform network screening on all public roads

Emergency Services

- › Continue collection of vehicular crash victim treatment and transportation data
- › Provide access to pre-hospital injury data for prevention data collection
- › Utilize patient care records to assess care provided at crashes and other highway safety related incidences

Enforcement

- › Develop multi-agency data quality control and quality assurance standards
- › Promote the use of an electronic submittal protocol from roadside investigators
- › Educate statewide law enforcement agencies on the importance and uses of complete, accurate and uniform crash data
- › Promote accountability in statewide law enforcement agencies for the timeliness and accuracy of crash reports and edited or amended reports

LEADERS

Utah Department of Transportation
 Federal Highway Administration
 Utah Highway Patrol
 UDPS, Highway Safety Office
 Federal Motor Carrier Administration
 Utah Traffic Records Coordinating Committee
 Statewide Local Law Enforcement
 UDOH, Bureau of EMS and Preparedness

TRAFFIC INCIDENT MANAGEMENT

Special Safety Areas



CHALLENGE

The Federal Highway Administration estimates that approximately 20% of all highway crashes are secondary incidents and that 18% of these result in fatalities. Reducing the time to clear an incident—be it a crash, road debris or disabled vehicle—and improving the advance warning for incidents are the keys to minimizing secondary crashes

DIRECTION

Commit to Traffic Incident Management (TIM) throughout Utah, and improve quick clearance and queue protection efforts. Coordinate with all first responders to ensure that quick clearance and queue protection are primary concerns.

PRIORITY STRATEGIES

Engineering

- › Identify strategies for clearing highway incidents
- › Create a Traffic Incident Management plan for Utah
- › Build and maintain performance measures for Incident Management and Secondary Crashes

Emergency Services

- › Create Traffic Incident Management Coalitions within major geographic areas of Utah that include all responders, such as: Law Enforcement, Fire, Emergency Medical, Towing, Public Works, and UDOT
- › Train responders in Traffic Incident Management using the FHWA or similar training materials

LEADERS

Utah Department of Transportation
Utah Highway Patrol
UDOH, Bureau of EMS
and Preparedness



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