Utah
Triennial Highway Safety Plan
2024-2026

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AN INTRODUCTION FROM THE DIRECTOR
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Following the requirements of the Bipartisan Infrastructure Law and the NHTSA Final Rule, the Utah Highway Safety Office developed and is implementing its first Triennial Highway Safety Plan for FY2024 through FY2026. Meaningful public participation and engagement was one of the largest changes in preparing this plan. Utah also took an opportunity with the changes in the planning process to review its Utah performance measures. As a team, we reviewed the existing measures to identify what was or was not relevant to the programs and projects and where we could improve them.

Public participation and engagement is not new for the Utah Highway Safety Office (HSO). In fact, the HSO has been identifying and working closely with specific overrepresented and underserved populations for quite some time. As a HSO, we have sought out partners and organizations closely involved with these populations to help us make a difference in Utah's growing trend of fatalities and serious injuries.

In response to NHTSA's Final Rule and expectations regarding public participation and engagement (PP&E), the HSO identified 5 main populations through available data that show an overrepresentation of serious injuries and fatalities, they are: teen drivers, older drivers, Hispanic Communities along the Wasatch Front, Native Americans in Southeast Utah and rural counties with the highest fatality rates. The data analysis did not show anything startling. For the most part, we are already working with these populations in one program or another. The HSO will continue these focuses in established working groups, task forces, grant partners etc.

Community engagement through open forums, webinars and other means to obtain direct public and partner feedback is somewhat new to the HSO. It was a quick turnaround for FY2024, nonetheless, the Division was able to hold two webinars and one in-person public meeting. We drafted survey questions to be distributed at these events. Going forward into FY2025 and FY2026, similar events will be more commonplace, as we agree that feedback and community engagement is critical to addressing our traffic safety crisis.

The HSO team took advantage of the changes in the planning process to review the existing Utah performance measures. It was determined that several were not relevant to the respective program and there was a need to implement new measures. As a result of the review there were 11 performance measures removed and three measures updated, and four new measures added.

The NHTSA core performance measures remain the same. According to NHTSA's Final Rule, these will not be updated until FY2027. However, for FY2024, Utah took advantage of the waiver from NHTSA, withdrawing the requirement to coordinate C-1, C-2, and C-3 targets with the Utah Department of Transportation. The Highway Safety Office set their own targets for these specific measures in line with the process that HSO set the other core performance measure goals.. In FY2025, the targets for the three measures will once again be coordinated with the Utah Department of Transportation, according to statute.

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SECTION I – HIGHWAY SAFETY PLANNING PROCESS and PROBLEM IDENTIFICATION

Planning Process

Utah's planning process has four distinct steps to complete this Highway Safety Plan, including:

- Data-driven problem identification, including geospatial and sociodemographic surveys, research studies, local surveys, etc., and established quantifiable performance measures and performance targets;
- Public participation and engagement process;;
- Evidence-based countermeasure selection and funding strategy;
- Soliciting and selecting data-driven projects which will implement the selected countermeasures and assist the State in meeting its performance targets;

Data Analysis

The Utah Highway Safety Office (UHSO) collected data from a variety of sources as a prelude to the planning for the FY2024 Triennial Highway Safety Plan, including:

- Fatality Analysis Reporting System (FARS)
- Utah Transportation and Public Safety Crash Data Initiative (UTAPS)
- Utah Department of Health
- Utah GEARS (electronic grant management tracking system)
- Seat belt and other observational studies
- Public Attitudinal and Awareness Surveys and focus groups
- NHTSA reports, data, research, and surveys
- U.S. Census and American Community Survey (ACS)
- Other information and data from governmental and private sector safety organizations
- University of Utah Research

Raw crash and injury data is collected, analyzed and compiled by the UHSO to support the performance measures used in the development and implementation of Utah's Highway Safety Plan and related programs.

This includes 11 Core Performance Measures that the National Highway Traffic Safety Administration (NHTSA) and Governors Highway Safety Association (GHSA) agreed upon (C-1 through C-11), as well as three Activity Measures (A-1 through A-3), one Behavioral Measure (B-1), and 14 performance measures specific to Utah programs (U-1 through U-14).

Establish Performance Measures

To demonstrate progress and determine the effectiveness of the state's program, Utah has established performance measures, which are tracked on an annual basis. Included are 11 Core Performance Measures, three Activity Measures, and one Behavioral Measure that the National Highway Traffic Safety Administration (NHTSA) and Governors Highway Safety Association (GHSA) agreed upon. Also included are 14 performance measures specific to Utah's programs.

Activity and Behavior Performance Measures

- A-1) Number of Seat Belt Citations Issued During Grant-funded Enforcement Activities
- A-2) Number of Impaired Driving Arrests Made During Grant-funded Enforcement Activities
- A-3) Number of Speeding Citations Issued During Grant-funded Enforcement Activities
- B-1) Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles

Core Performance Measures

- C-1) Number of traffic fatalities (FARS)
- C-2) Number of serious injuries in traffic crashes (State crash data files)
- C-3) Fatalities/VMT (FARS, FHWA)
- C-4) Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)
- C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C-6) Number of speeding-related fatalities (FARS)
- C-7) Number of motorcyclist fatalities (FARS)
- C-8) Number of unhelmeted motorcyclist fatalities (FARS)
- C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C-10) Number of pedestrian fatalities (FARS)
- C-11) Number of bicyclist fatalities (FARS)

State-Specific Performance Measures

- U-1) Increase the percentage of children ages 0-8 in crashes who were restrained in a child safety seat

- U-2) Decrease motor vehicle crash passenger vehicle occupant fatalities that were unrestrained - night time (10 pm to 5:59 a.m.)
- U-3) Decrease motor vehicle crash passenger vehicle occupant fatalities that were unrestrained - daytime (6 a.m. to 9:59 pm)
- U-4) Decrease the number of fatalities involving a drug-positive driver
- U-5) Decrease the rate of pedestrians in Utah crashes per 100,000 people - population
- U-6) Decrease the rate of bicyclists in Utah crashes per 100,000 people - population.
- U-7) Decrease Utah drowsy driving-related fatalities
- U-8) Decrease Utah traffic fatalities involving distracted drivers
- U-9) Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above
- U-10) Reduce the teen speed-related fatal and serious injuries rate
- U-11) Increase the rate of seat belt usage among Male Drivers in pickup trucks
- U-12) Increase the number of data systems integrated within UTAPS
- U-13) Reduce the rate of fatal and serious injury crashes by licensed drivers, ages 65 and older
- U-14) Reduce overall roadside crashes involving emergency response vehicles

Each National Performance Measure identifies a 5-year rolling average; each Utah Performance Measure identifies a 3-year average. The five-year rolling average period for this HSP is 2017-2021; the three-year period is 2019-2021. Trends are evaluated in each of the performance measures. To further scrutinize and analyze the data, an environmental scan was conducted to determine other influencing factors such as urban and rural geography, the number of young and older licensed drivers, changes in population, and non-behavioral factors such as weather, time of day and road construction, all intended to more accurately identify Utah's behavioral traffic crash problems.

Public Participation and Engagement Process

Utah's Highway Safety planning process is a collaborative effort with the Utah Department of Transportation (UDOT) and the Utah Highway Patrol (UHP). Both NHTSA and FHWA require that the Utah Highway Safety Office and UDOT agree on the first three core performance measures (Number of Fatalities, Number of Injuries, Rate of Fatalities based on VMT and Non-motorized Fatalities/Injuries) in both planning documents. In turn, representatives from both agencies meet during the planning process to ensure cohesive reporting.

In addition to collaborating on trend data and performance measures, the UHSO has worked diligently to create an open and productive relationship with UDOT and the Utah Highway Patrol to enable frank conversations in regards to planning budgets. Through this collaborative effort, duplication of efforts has been eliminated and underfunded programs have been identified.

On a larger scale, the Triennial Highway Safety Plan also supports the State's Strategic Highway Safety Plan (SHSP) which sets broad direction for participating agencies and organizations, and also serves as the measure of collaboration in the State. The Utah Highway Safety Office is one of the main contributors in the process to develop and implement the strategic plan and ensures both plans complement and support each other. Other participants of the planning process include:

- Utah Department of Public Safety
- Utah Department of Transportation (UDOT)
- Utah Department of Health (UDOH)
- Utah Board of Education and local school districts
- Local law enforcement agencies statewide
- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Utah Transit Authority
- Salt Lake City Transportation Department
- Mountainland Association of Governments
- Wasatch Front Regional Council
- Utah Local Technical Assistance Program Center (LTAP)
- Dixie Metropolitan Planning Organization
- Cache Metropolitan Planning Organization
- Operation Lifesaver
- AARP
- Abate
- Bike Utah
- Bicycle Collective
- Indian Health Services
- Governor's Tribal Liaison
- Utah Navajo Health Systems Inc.
- Immigration Resource Center

- Utah Division of Multicultural Affairs
- Utah Refugee Connection
- Primary Children's Hospital
- Shriners Children, Salt Lake City
- Safe Kids Utah
- Utah Trucking Association

The Utah Highway Safety Office is the agency in the state with the sole purpose of reducing traffic-related deaths and injuries on our roadways. Nonetheless, the success of the state's highway safety program is dependent upon the partnerships and coordination of efforts with numerous organizations and agencies.

Collaboration is part of Utah's culture. The traffic safety community is an excellent example of what can be accomplished through partnering with State, local and other organizations to achieve a common goal. The Utah Safety Leadership Executive Committee (USLEC) has been working together since 2003. The group was formalized to develop and implement the state Strategic Highway Safety Plan (SHSP). The plan is required to be revised and submitted to FHWA every 5 years. The latest draft of the SHSP was developed as an interactive online document and was approved in 2021. The 2021 SHSP emphasis areas are aggressive, impaired, distracted driving, motorcycle safety, pedestrian safety, roadway departures, intersection safety, speed management, teen driving, occupant protection, and senior safety. The 2021 SHSP is online at: http://www.udot.utah.gov/shsp/index.html.

The UHSO's Highway Safety Plan supports the SHSP. Utah Highway Safety program managers and administration participate and/or oversee committees or task force groups that are directly involved in most of the focus areas of the SHSP. This participation helps set the direction for our future collective safety effort, leverage the limited resources, and obtain maximum impact.

In addition to the USLEC, UHSO representatives also serve on many other task forces and committees that work to coordinate efforts and share resources. These groups include:

- Utah Driver and Traffic Safety Association (UDTSEA)
- Utah Teen Driving Task Force
- State USAAV DUI Committee
- Alcohol and Drug Fee (ADF) Committee
- Safe Kids Utah Executive and Advisory Committees
- Utah Operation Lifesaver Board
- Utah Traffic Records Committee (UTRC)
- Traffic Safety Resource Prosecutor Advisory Board

- Utah Emergency Medical Services for Children Advisory Committee
- Occupant Protection Advisory Committee
- Pedestrian Safety Task Force
- Workforce Traffic Safety Task Force
- Motorcycle Stakeholder Meeting

Committees formed to improve collaboration between the various state agencies including the UHSO, Utah Highway Patrol, Utah Department of Transportation, and Utah Department of Health continue to work on issues that affect traffic safety. These efforts include:

- Hot Spots Group: meets monthly to discuss "hot spots" related to speed, distracted driving, impaired driving, vulnerable roadway users, and occupant protection. Once locations are identified, enforcement activity is directed to address specific traffic safety issues in those areas.
- 24/7 Sobriety Program Task Force
- Zero Fatalities Executive Committee: Meets quarterly to review, update and discuss interagency traffic safety messaging opportunities. This provides an opportunity for open communication between the UHSO, Utah Highway Patrol, Utah Department of Transportation, Zero Fatalities Team, and the Utah Department of Health.
- Utah Transportation and Public Safety Crash Data Initiative (UTAPS) Advisory Committee: Meets quarterly to review, update and discuss the direction of the project.
- Crash Reduction Task Force
- Wrong Way Driving Working Group

Funding Strategy

The state's highway safety program is supported with both federal and state funds with the majority (73 percent) of the funding consisting of awards from the National Highway Traffic Safety Administration (NHTSA). Of the federal NHTSA dollars received, both 402 and 405 grant funds are used to support the state's Highway Safety Plan. Whereas 405 funding is dedicated to specific programs (i.e. occupant protection, impaired driving, traffic records, distracted driving, non-motorized roadway users), 402 funds must be distributed to the various program areas. Utah's strategy for allocating these 402 funds to the programs is based on using a process to identify statewide fatal crash characteristics, especially as they relate to driver behavior performance areas. The seven programs that were identified and include common fatal crash characteristics were speed, unrestrained occupants, older drivers, impaired drivers, pedestrians/bicyclists, motorcycles and distracted drivers. Other programs considered when establishing funding levels include, traffic records, teen driving, and community programs.

To determine the level of funding provided to each of the program areas, the UHSO took into account its role in the individual programs. This was assessed using a five tier rating system ranging from minimal to primary.

For example, the UHSO's role in speed enforcement was rated as low since law enforcement statewide are performing this task during normal, daily patrols. While the UHSO's role in pedestrian and bicycle safety is high with the state's Vulnerable Roadway Program Manager housed within the division and there is minimal support from other agencies in overseeing these program areas. Using this information, each characteristic was weighted and a percentage target of available funding was established. Based on the analysis process, areas that receive enough dedicated 405 and/or state monies to manage the program goals, are given no additional Section 402 funding. After removing such programs, a final available funding split is established. The breakdown of the funding levels by program area is provided in the chart below and includes both 402 and 405 allocations.

Countermeasures and Project Selection

Project selection begins with a request to various agencies and organizations to submit proposals for projects which address the UHSO's established problem identification, performance measures and targets, or a subset of them. Once project proposals are submitted and the submission window closed, the grant applications are reviewed by the program management group and assigned a score. The score is based on the following criterion:

- Responds to the UHSO's identified problem areas
- Use of evidence-based countermeasures (such as those in Countermeasures That Work)
- Supports UHSO Performance Measures
- Realistic goals, objectives and activities (SMART goals)
- Achievable timelines
- Effective evaluation methods
- Adequate budget detail
- Seat Belt Policy Included in application

Applications must achieve a minimum allowable score to be considered. Proposals above the minimum score are further reviewed by the program manager assigned to the application. Additional consideration for approval is based on the following factors:

- How many years has this grant been funded? Has the project been successful and should it continue?
- How many grants in total, from Highway Safety, has this agency applied for and received?
- What size of population will be affected by this proposal? Have they identified if the population is overrepresented and underserved?
- How did feedback from public participation and engagement efforts guide this project?
- What are the long term effects of the population by implementing this proposal?

- How does this grant fit in the budget? What are the cost benefits?
- Does the proposed application require any amendments prior to approval?

Description of Utah's Highway Safety Problems

Problem identification for Utah's traffic safety issues has been broken down into specific program areas as follows.

Program Administration and Support

The Utah Highway Safety Office (UHSO) continually analyzes state and national data to identify trends and emerging problem areas. Problem identification lays the foundation for planning and administering federal and state funds. Determining the best use of resources lends to programs that effectively and efficiently use monies to accomplish the overall goal of reducing fatal crashes. Resources used in planning and administration are related to the overall management of the State's highway safety programs.

The UHSO is one of the smallest divisions within the Utah Department of Public Safety with 16 on staff. The office is self-contained and self-sufficient with each staff member having a specific program area or responsibility to ensure that the state's Highway Safety Plan and Application are developed and implemented in an efficient and effective manner. The team consists of five senior program managers who oversee the largest of the traffic safety program areas including Occupant Protection, Impaired Driving, Traffic Records, Law Enforcement Programs (LEL), and Communications. In addition, there are six program coordinators who oversee other program areas including, police traffic services (TSEP, equipment purchases, speed, aggressive driving), distracted driving, vulnerable roadway users (pedestrian, bicycle and motorcycle safety), youth alcohol, older drivers, child passenger safety, business outreach, rural outreach, and teen driving. The UHSO supports the Fatality Analysis Reporting System (FARS), a fiscal analyst, and a support services coordinator. The office also houses the Utah Highway Patrol's Public Information and Education Program that includes two full-time troopers.

Community Traffic Safety Programs

Community traffic safety programs serve as the cornerstone of local interaction and education, allowing for additional outreach opportunities to areas or populations in Utah that the Highway Safety Office finds difficult to reach. With such a small staff, it is important for the Highway Safety Office to utilize partners. The Highway Safety Office works closely with approximately 129 law enforcement agencies across the state, 10 hospitals, 13 local health departments, the Utah Department of Health and Human Services, businesses, schools, colleges, universities, the Utah Department of Transportation, and other stakeholders to provide public information and education through community outreach efforts. State and National data is analyzed to identify problem areas and trends. In partnership with the community programs, projects are implemented to address the identified challenges.

The state of Utah consists of 29 counties with 6 being urban and 23 rural according to populous data from the US Census 2021. There are 3,658 miles of state highways in Utah consisting of 327 different roads that cross into all 29 counties of the State.

According to University of Utah's Gardner Institute, in 2022, Utah continued to experience strong population growth, adding the most residents since 2006. Total population is over 3.4 million with 61,242 new residents added in 2022. The Institute projects that Utah's population will continue to grow reaching 4 million between the years 2032 and 2033. With a growing population, Utah will need to continue to seek new and creative ways to reach and educate these new citizens, as well as current residents, about Utah traffic safety laws and the importance of making sure Utah roads are safe for all users.

Between the years 2017-2021, Utah saw the following:

- 302,557 motor vehicle crashes resulting in 1,389 lives lost. On average, that is 60,511 crashes per year resulting in 277 fatalities;
- Of the 1,389 people who lost their lives as the result of a crash; 62% were drivers, 21% were passengers, 11% were motorcyclists, 14% were pedestrians, 2% were bicyclists;
- Speed was the contributing factor for 29% of all fatalities and accounted for 14% of all crashes;
- 30% of the deaths were due to unrestrained occupants;
- Teenage drivers account for 21% of all crashes and 22.7% of all injuries;
- Transportation incidents were the largest cause of fatalities (36%) among fatal occupational injuries (Utah Labor Commission, Bureau of Labor Statistics);
- Of the 302,557 crashes over the 5 year period, 15% or 39,945 occurred on rural roadways.

According to the Federal Railroad Administration, during the last 5 years (2017-2021), there have been 79 crashes in which 16 people have died, and 33 people have been injured at highway-rail grade crossings in Utah.

Occupant Protection

Seat belts are the single most effective traffic safety device for preventing death and injury in motor vehicle crashes. Yet over 290,000 Utahn's still choose to ride unrestrained. According to 2017-2021 crash data, unrestrained people account for only 2% of all occupants involved in crashes, but account for nearly 30% of all fatalities and 27% of all driver fatalities. Additionally, during this time period, it is estimated that at least 323 lives would have been saved if they made the choice to buckle up.

Utah Crash data from 2017-2021 shows that males of all ages are less likely than females to wear their seat belt. Of all motor vehicle occupants killed or injured in crashes, a high percentage of males were not buckled up. In fact, 64% of unrestrained drivers were male and over two-thirds of unrestrained occupant fatalities were male. The majority of unrestrained drivers and passengers were less than 48 years old; reporting 75% of drivers younger than 48 years and passengers less than 31 years of age.

Young drivers are especially at risk; 35% of motor vehicle occupants killed or severely injured were ages 15-29. Tragically, only 63% of them were buckled up. Child passengers are also at risk with 36% of fatalities among ages 0-8 years being reported as unrestrained.

Child passenger safety requires consistent use of correctly installed safety seats, booster seats, or seat belts that are appropriate for a child's size and age. Child passengers have been identified as a high-risk population.

Despite Utah having a law that requires child passengers to ride in appropriate safety restraints to age 8, as children grow they are less likely to be restrained, leaving them at risk for death or serious injury.

Child safety seat use reduces the risk of injury for infants and toddlers by 71-82% when compared with seat belt use alone. Booster seat use reduces the risk for serious injury by 45% for children ages 4-8 when compared with seat belt use alone. Seat belt use reduces the risk for death and serious injury by about half for older children and adults. (CDC Child Passenger Safety Facts)

According to the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System data from 2020: an average of 3 children aged 14 and under were killed, and 380 were injured every day in traffic crashes. In addition, 42% of the child passengers who died in a crash, for whom restraint use was known, were not restrained or buckled up.

In Utah, the data shows that as children grow, they are less likely to be properly restrained in a child safety seat or booster seat and are more likely to be unrestrained in the vehicle. Child passengers are also at risk with 36% of fatalities among ages 0-8 years being reported as unrestrained. During 2017-2021, there were 113 unrestrained children under the age of two involved in crashes. Whereas, there were 564 unrestrained children between the ages of 5 and 8 involved in crashes. This means that children are 5 times more likely to be unrestrained in the older category than when they are under 2 years old.

According to Safe Kids Worldwide, 6 out of 10 of these life-saving devices are used incorrectly. Certified child passenger safety technicians throughout the state of Utah are working to ensure our youngest and most vulnerable passengers are properly protected.

Utah's CPS program will teach parents to optimize safety in passenger vehicles by using rear-facing car safety seats as long as possible and forward-facing car safety seats from the time they outgrow rear-facing seats for most children through at least 4 years of age. These educational messages are aimed at increasing the proper and consistent use of child restraint devices are essential to the safety of Utah's most vulnerable passengers. It is recommended that belt-positioning booster seats should be used from the time children outgrow forward-facing seats for most children through at least 8 years of age and longer.

More education and effective messaging need to be available to ensure our youngest passengers are properly protected. We fatally lost 14 children, ages 0-8 years old, who were unrestrained during 2017-2021 in Utah.

To increase the number of children who ride in the proper safety restraints and prevent injury in crashes, Utah will continue to train certified child passenger safety technicians and increase child passenger safety education and installation instruction for every Utah family. In addition, the Utah Highway Safety Office will develop and distribute educational messaging, effectively partner with and provide resources for health departments, hospitals, law enforcement agencies and non-profit organizations.

Seat belt use is lower during the late night hours. Data shows that restraint use in crashes is lowest between midnight and 3:59 a.m. with 60% of occupants being unbuckled. This supports the need for nighttime seat belt enforcement and is part of the HVE plan.

When examining diverse populations, Hispanic and Latinos were found to have the highest unrestrained fatality rates among all minority groups. This is mainly due to the fact that they are the largest ethnic minority group making up 14.8% of the state's population. The US Census Bureau reports that Utah's Hispanic

population grew by over 25% between 2010 and 2020. That's more than twice as fast as the 11% growth in Utah's non-Hispanic white population. Additionally, Utah's profile in the last decade shows that its growth outpaced every other state in the nation, with some communities at the top of national rankings. The latest census showed that nearly 1 in 4 Utahns is a racial or ethnic minority. The counties in Utah with the highest concentration of Hispanic population are Utah, Salt Lake, and Weber County. Similar to state and national trends, young males continue to be at higher risk for being killed in a traffic crash. Hispanic motorists ages 16-28 had the highest number of deaths and more than half were male. Over a five year period from 2017-2021, 29% of Hispanic occupants were unrestrained compared to 30% of non-Hispanic occupants. Additionally, the Hispanic, Refugee and Native American communities are more likely to be killed or injured in traffic crashes than those who are not members of diverse populations due to lack of education on Utah laws and limited resources such as car seats.

Of Utah's 29 counties, six are considered urban, contributing to 85% of the state's population and 23 are rural. When examining the differences between urban and rural counties using crash data from 2017- 2021, it was determined that more than half (58%) of unbuckled fatalities occur in rural counties. Urban counties, which include Cache, Davis, Salt Lake, Utah, Washington and Weber contribute to 42% of unrestrained occupant fatalities.

Each year, a statewide survey is conducted observing the driver and front seat passenger seat belt use. The 2022 seat belt observational study reported 91.8% use, a 3.6% increase from the 2021 survey. Males continue to buckle up less often than females with seat belt use lower in rural counties compared to urban counties. Pick-up truck occupants had the lowest seat belt usage rate at 84.4% (81.2% in rural counties) while SUVs had the highest rate at 95%.

The crash data and observational survey provide evidence that focus should be placed on males, pick-up trucks, and rural counties. Seat belt enforcement and outreach efforts should focus on these groups. Additionally, when a driver was restrained, restraint use for passengers was 97.4%. When a driver was unrestrained, passenger restraint use was only 43.5%. This supports the importance of leading by example and influencing others traffic safety behavior by buckling up every time.

Teen Driving

Each year we mourn the loss of too many young people due to poor decisions on our roads. For instance, in 2021, 38 teen drivers were involved in fatal crashes on Utah's roads; a total of 45 people were killed in these crashes, including 17 of the 38 teen drivers.

The risk of motor vehicle crashes is higher among 16-to 19-year-olds than among any other age group. In fact, per mile driven, teen drivers aged 16-19 were nearly three times more likely than drivers aged 20 and older to be in a fatal crash. And among teens aged 16-17, the fatal crash rate per mile driven was nearly twice as high as it was for 18-to 19-year-olds (Insurance Institute for Highway Safety, Highway Loss Data Institute).

From 2017-2021, teenage drivers accounted for 21% of all crashes and 22.7% of all injuries. During that same time period, 1,389 people lost their lives on Utah roads. Of that number 179 people lost their lives as a result of a teenage driver involved crash; 103 of those people were teenagers. Over the last 5 years 130 teens lost

their lives in traffic crashes in Utah. Of the 130 killed, 68% were male, 53% of crashes occurred on a weekend, and 53% of crashes occurred in an urban area.

Teenage drivers represent an extremely high-risk factor on the roads because of their high crash rates and lack of driving experience. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. Over 90% of teen crashes happen in the first few months of receiving a driver license. In addition, fatal crashes increase by nearly 45% when a 16- or 17-year old driver has one teenage passenger; it doubles with two teen passengers and quadruples with three or more (AAA Foundation for Traffic Safety).

Out of the 33 Teen Fatalities that occurred in 2021, 11 occurred on rural roads. That left 22 fatalities that occurred on urban roads. These statistics were based on the roads in Utah where the crash happened.

The number of teenage crashes compared to other ages is significantly disproportionate, thus it is a priority of the Highway Safety Office and the Teen Driving Education and Outreach Program to educate about seat belt use, teach skills to teen drivers and increase parental involvement. According to the Children's Hospital of Philadelphia (CHOP), teens report that when their parents monitor their activities in a helpful, supportive way they are half as likely to speed and two times more likely to wear seat belts. Parents play an important role in forming a teen's driving habits.

Impaired Driving

Despite Utah's alcohol and drug-related fatalities being lower than the national average, impaired driving remains an ongoing issue. In Utah, alcohol-related fatal crashes accounted for 15% of fatalities in motor vehicle crashes during the 2017-2021 time period, despite only making up 1.5% of total traffic crashes. Data from the same time period revealed that alcohol-related driver crashes are 11.9 times more likely to be deadly than other crashes. During 2021, 297 fatal crashes occurred, resulting in 332 total fatalities. Of these 297 crashes, 55 involved an alcohol-related driver, leading to 61 fatalities.

On average, 41 people die each year in Utah due to alcohol-related crashes. In the 2017-2021 time period, there were 869 possible injury crashes, 744 injury crashes, and 2,735 property damage-only crashes. During the same time period, 79% of deaths in alcohol-related crashes were drivers, 17% were passengers, and 4% were non-motorists.

Drug-impaired driving remains a significant issue in Utah and throughout the United States. On average, 100 individuals die in Utah each year in crashes where the driver tested positive for drugs. Between 2017-2021, drug-related fatal crashes accounted for 36% of traffic fatalities in the state. During that same time period, drug-related crashes made up .3% of total traffic crashes in Utah. Part of the challenge in addressing drug-impaired driving is there are over 430 different types of drugs or metabolites that can cause impairment, making it difficult to determine levels of impairment in the same way the .05 BAC is used for alcohol. Other factors include a lack of equipment for gathering, completing and maintaining DRE evaluation data and training in drug recognition and impairment detection. Additional challenges include a high number of unknown BAC results, and the legalization of medical marijuana in Utah and other levels of legalization in surrounding states. The most common substances found in drug-positive driver fatalities in Utah in 2021 were marijuana/THC, stimulants, depressants, and opioids.

Crash data from 2017-2021 shows that alcohol and drug-impaired drivers in Utah have similar demographics, with both groups primarily consisting of males aged 21-39. Among alcohol-related crashes in Utah during this time period, the highest age group was 25-29 years old, followed closely by 21-24 years old. 66% of drivers involved in these crashes were male. For drug-related crashes, the highest age group was 25-29 years old, with the 30-34 age group coming in second.

Between 2017-2021 almost 20% of alcohol-related crashes involved a person under the age of 21. In order to combat this issue, the Alcohol Enforcement Team (AET) carries out a range of overt and covert investigations each year. In 2021, these efforts led to 101 instances of alcohol sales to minors, and in 2022, the number increased to 180. The rate of alcohol sales to minors was 4% in 2019, and due to Covid-19 restrictions, 2020 data was not accurately represented. However, in 2021, the rate increased to 11%, and by the end of 2022, it reached 12%. Furthermore, there has been a growing demand for TRACE investigations in recent years. In 2019 the AET conducted 3 TRACE investigations, with 2020 experiencing a decline as a result of the Covid-19 pandemic. However, there was a significant increase in 2021, with the AET conducting 11 TRACE investigations. The number continued to increase, reaching a total of 16 investigations in 2022. These increasing trends emphasize the crucial role that Sip/Trace programs play in mitigating impaired driving crashes and fatalities among underage drivers.

Utah's population has seen substantial growth in recent years. From 2017 to 2021, the population has increased from approximately 3,101,833 to 3,337,975, with 14.8% of the population being of Hispanic or Latino origin. According to census data, the majority of Utah's Hispanic and Latino population, over 80%, lives along the Wasatch front, which includes Salt Lake, Utah, Davis, and Weber Counties. This population growth highlights the importance of increasing outreach efforts to promote impaired driving messaging within the Hispanic and Latino communities.

Impaired driving crashes are a significant issue throughout Utah but are most common along the Wasatch Front, an area that includes Ogden to Provo and has the highest concentration of the state's population. Crash data from 2017-2021 shows that Salt Lake, Utah, Davis, and Weber Counties have the highest rates of alcohol-related crashes, while Utah, Salt Lake, Washington, and Weber Counties have the highest rates of drug-related crashes. The highest rates of alcohol and drug-related fatal crashes can be found in Salt Lake and Utah Counties.

Alcohol-related crashes in Utah tend to occur throughout the year, with the highest number occurring from June to December. These crashes are most likely to happen Friday through Sunday between 6:00 p.m. and 1:00 a.m. Drug-impaired crashes are most common from July to September, typically occurring between 3:00 p.m. and 6:00 p.m. Thursday through Sunday.

Even with the state's growing population, the number of DUI arrests in Utah over the past five years (2018-2022) has remained relatively consistent, with some fluctuations, including a drop in 2019, followed by increases in 2020 and 2021, and a slight decrease in 2022. According to the 20th Annual DUI Report to the Utah Legislature, there were 10,412 DUI arrests in 2022, a slight decrease from the previous year's 10,619 arrests. Despite well-planned and implemented countermeasures, DUI recidivism has persisted. In FY2022 first time DUI-related offenders accounted for 71% of the DUI arrests, with 19% having one prior arrest and another 10% having two or more prior DUI arrests. Of the 7,650 DUI-related cases handled by Utah's Justice Courts during FY 2022, 81% resulted in a guilty plea or equivalent verdict. A similar rate was found in the District Courts, as 81% of the 3,202 cases disposed also resulted in a guilty plea or equivalent verdict.

Data shows the majority of DUI-related arrests during FY 2022 occurred along the Wasatch Front, with Weber, Davis, Salt Lake, and Utah Counties accounting for 66% (6,903) of the total. Salt Lake County had the highest number of arrests with 3,501 (34%). Data also shows an over-representation of DUI-related arrests outside the Wasatch Front (33.7% of arrests, 26.1% of residents). This represents the highest arrest rate for residents relative to the total population in the state (24.9% of the total population).

In 2022, out of the 10,412 DUI arrests, almost fifty percent (50%) did not have a BAC reported (arrestees may have submitted to a blood test, but the Driver License Division never received the results, or the arrest was DUI/Drug-related), and 13% refused to test. Of those with a BAC reported, 41% exceeded .15. In addition, 2022 data shows 8% of BAC's were recorded within the range of .05-.07, representing a slight decrease from the previous year, where 9% of BAC's fell within that range. The average BAC for arrestees was .14, with the highest being .46, over 8 times the per se limit.

Gathering accurate data on drug-related arrests and crashes can be challenging. To combat this problem, the Highway Safety Office began funding a position within the Public Health Laboratory in 2020, including no-stop-limit testing where DUI arrest cases are tested for drugs, even if the alcohol testing threshold has been met. Data from FY21 shows that 66% of DUI cases involved drugs or a combination of drugs and alcohol, and 34% involved alcohol only. FY22 data shows 65% of arrest cases involved drugs or a combination of drugs and alcohol, and 35% involved alcohol only. The top substances found in DUI arrest cases in FY21 and FY22 were alcohol, THC/marijuana, stimulants, opioids, and sedatives. Toxicology lab data suggest a high prevalence of poly-use (combination of drugs and alcohol) in DUI arrest cases in Utah, with THC being the most common drug combined with alcohol. While this data is significant in identifying impaired driving issues within the state, additional years of research and data are necessary before making any conclusions.

Research has shown that while very few people intentionally set out to drive while impaired, most are aware of the potential consequences of being caught by law enforcement. Utah is committed to educating the public about the dangers and consequences of impaired driving and will continue to encourage drivers to make the right decision not to drive while under the influence.

It should be noted that when referring to data in this section, alcohol-related fatal crashes and fatalities include only those incidents where at least one of the drivers tested positive for alcohol and had a BAC of > .05; alcohol-related crashes include incidents where a positive alcohol test has been confirmed for any level of alcohol; drug-related crashes and fatalities include the number of crashes resulting from one or more drivers who had a positive drug test. Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed.

Vulnerable Roadway Users Programs

Pedestrian

Everyday, Utahns choose whether they want to drive a motor vehicle, be a motor vehicle occupant, ride a motorcycle, or a bicycle, yet almost all of us are a pedestrian at one point in our day. While Utah's pedestrians represent about 0.6% of persons in crashes, they account for 16% of deaths.

Analysis of five years of pedestrian-related crash data (2017- 2021) has shown that 4,334 pedestrians were involved in a crash and 203 pedestrians lost their lives. As our most vulnerable roadway users, 97% of pedestrians involved in crashes are injured or killed. Specifically looking at pedestrians involved in crashes, 47% are aged 24 or younger and the majority are male (63%). Comparatively, 35% of drivers involved in pedestrian crashes are aged 24 or younger, 52% were male and 38% were female (10% unknown).

Crashes occur more frequently in September, October, and November (31% of pedestrian involved crashes). Crashes peak between 2:00 pm and 7:00 pm and the majority of the crashes occur in the urban counties (Salt Lake, Utah, Davis and Weber).

Both drivers and pedestrians share a responsibility in preventing pedestrian fatalities. The leading contributing factors for pedestrians in fatalities are failing to yield and improper crossing. The leading contributing factors for drivers in pedestrian fatalities are failing to yield and speed. Data shows that 46% of pedestrians involved in crashes were contributed to the pedestrian. The most common action for pedestrians was entering or crossing the road (55%). Drivers were at fault in more than half of the crashes with 50% of vehicles driving straight ahead, with 19% turning left, and 19% turning right. It is interesting to note that 18% of pedestrians killed had a BAC of 0.05 or over (2017-2021).

Bike

The rising popularity of using bicycles for recreation, exercise and as an alternate or active means of commuting to work has increased the number of bicycles on Utah roadways. The number of fatalities resulting from a bicycle-motor vehicle crash has remained relatively low.

Analysis of the bicycle related crash data over a five-year period (2017-2021) has shown that there were 2,513 bicyclists in a reportable motor vehicle crash. Of these 92% (2,310) were injured, and 29 were killed. Over half (54%) of all bicyclists involved in crashes were below the age of 35, 36% of which were below the age of 20. 78% of the bicyclists involved in crashes were male. Considering the motor vehicle drivers, 48% were under the age of 34 years, 43% were male and 40% were female.

Crashes occurred more frequently May through October, likely due to weather conditions and tend to be more frequent during the weekdays (Monday through Friday), with a peak between 1:00pm and 7:00pm.

85% of crashes occur in the six most populated counties (Salt Lake, Utah, Weber, Davis, Cache, and Washington) and at relatively low speeds; 45% occur on roads with speed limits between 22-45 mph. 45% of all bicycle-motor vehicle crashes occurred in a 4-way intersection.

The cyclist contributed to the crash in 52% of crashes involving bicyclists. Among drivers involved in crashes with bicyclists the most common action intended by the driver was traveling straight ahead (36%) turning right (35%), and turning left (18%).

Motorcycle

Motorcyclists are much more vulnerable than other motorists and consequences of crashes are frequently more severe. In fact, motorcycle crashes are almost 10 times more likely to result in a death than other crashes. Motorcycling is a growing mode of transportation in Utah, with the number of registered motorcycles almost doubling from 43,271 in 2005 to 84,822 in 2022. While this accounts for less than 3% of Utah's registered vehicles, motorcyclists accounted for 1.3% of persons in crashes and 15% of deaths, with an all-time high of 52 motorcyclist lives lost in 2022.

Wearing helmets that meet the Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who get injured or die from motorcycle crashes, according to NHTSA. Utah's law requires anyone under the age of 18 to wear a helmet. When considering helmet use in

motorcycle-related crashes, 62% of motorcycle operators and 57% of motorcycle passengers involved in a motorcycle crash wore a helmet, according to all crash data over a five-year period (2017-2021). Those who did not wear a helmet were 1.6 times as likely to have fatal injuries when involved in a crash compared to those who did wear a helmet and the average annual emergency department and hospital charges for motorcycle crashes where there was no helmet is $9,530,636.55. According to the 2018 Utah Observation Helmet Use Survey, 65.9% of motorcyclists use helmets in 17 counties.

According to 2017-2021 crash data for motorcycle-related crashes, there were 5,396 crashes, which resulted in 204 motorcycle related fatalities. 94% of those fatalities were males and almost 50% of the motorcyclists in crashes were younger than 35 years. These crashes happen mostly during warmer weather; 86% of the crashes occur between April and October.

The leading contributing factor for motorcycle drivers in a crash was following too close, failure to keep in proper lane, too fast for conditions and speeding. For other motorists, the factors were: failure to yield, following too closely, and improper turn. 56% of motorcycle crashes involve another motor vehicle and 50% of motorcycle drivers had a contributing factor in the crash. And finally, crashes and fatalities tend to be higher in urban areas of Utah with the vast majority of crashes occurring in Salt Lake County, with the highest city count in Salt Lake City. Overall there were 35 fatalities in Salt Lake, Utah, Weber, Washington & Davis counties combined in 2022 which accounts for 67% of all motorcycle fatalities.

Older Driver

“Older” refers to a person 65 years of age and older. One of our most rapidly growing age groups, the US Census projects that older adults will outnumber kids for the first time in U.S. history around the year 2034: People aged 65 and over are expected to number 77.0 million, while children under age 18 will number 76.5 million. According to the 2020 Census data, 11.4% of Utahns are 65 and older.

The National Highway Traffic Safety Administration reported in 2020 that 6,549 people 65 and older were killed in traffic crashes in the United States, accounting for 17% of all traffic fatalities. Utah Crash Data shows that from 2017-2021, 22.5% of fatalities were among older adults. According to the IIHS, per mile traveled, data remains current that fatal crash rates increase noticeably starting at age 70-74 and are highest among drivers 85 and older. The increased fatal crash risk among older drivers is largely due to their increased susceptibility to injury, particularly chest injuries, and medical complications, rather than an increased tendency to get into crashes. All of these reasons for deaths and injuries can lead back to addressing and explaining the five deadly behaviors of driving with Utah’s active aging community.

Utah crash data for a five-year period (2017-2021) for older driver-related crashes and fatal crashes showed that:

- There were 312 older adult driver related fatalities (22.5% of total crashes)
- 40,701 crashes involving older drivers resulted in 19,683 injuries
- 75% of deaths and injuries of Utah’s older adult drivers occurred on clear weather days
- 14.4% of older driver crashes were a result of the driver failing to yield the right-of-way
- Most injuries occurred between 12PM and 5PM (Peak commute times for all drivers)
- Fatal crashes were highest in Salt Lake (63), Utah (37) and Washington (22) Counties while total crashes were highest in Salt Lake, Utah and Davis Counties

The Trauma Program at University of Utah Health has treated 261 (197 were driving) drivers who were 65 and older for injuries sustained in a motor vehicle collision over the past five years. Of those, there have been 28 fatalities treated at their facility. On average, those drivers had an ISS score of 13.88, which indicates severe injuries. Of those that had arrival times pulled into the database, 27% of those treated had their crashes occur during peak times (3PM to 7PM), and only 9.3% of those treated had an isolated injury. Head, neck, spine, and chest injuries continue to be high and are usually associated with higher mortality. Of note, the number of older adults treated at a University of Utah hospital is increasing every year.

Drowsy Driving Program

Drowsy driving is the act of driving or operating a motor vehicle while tired and feeling fatigued or sleepy. Many factors can contribute to driver fatigue such as stress, medication, sleep disorders, shift work and an interrupted night's sleep. Driving while tired decreases awareness, slows reaction time and impairs judgment, putting the driver and others around them in danger. Between 2017-2021 fatal drowsy driver-related crashes account for 3.53% of all Utah fatal crashes. Although this percentage is low, it may not show the true size of the problem. Identifying drowsiness or fatigue, and determining its role in the crash, can be challenging for law enforcement. According to the CDC when you are awake for more than 18 hours, the effect on your body is the same as if you had a BAC of 0.05 percent. After 24 hours awake, it's like having a BAC of 0.10 percent, which is double the legal limit in Utah. It has also been shown that those who sleep six hours or less are three times more likely to crash.

In looking at crash data between 2017-2021 total fatalities in Utah were on the decline between the years of 2017-2019. In 2017 there were 273 deaths; 2018 had 260 and 2019 had 248. Unfortunately, fatalities have increased significantly in 2020-2021 with 276 deaths in 2020 and 332 deaths in 2021. Drowsy driving fatalities between 2017-2021 were on the decline until 2018 when Utah saw a high of 16 drowsy driving fatalities. That number has since decreased to 7 fatalities in 2019 and 4 in 2020. Unfortunately, drowsy driving fatalities increased in 2021 with a reported 14 fatalities.

Utah crash data for a five-year period (2017-2021) for drowsy driver-related crashes and fatal crashes showed that:

- Fatal crashes were highest among drivers aged 13-20 years (26% of drowsy drivers)
- Fatal crashes were more common among males (80% of drowsy drivers)
- Wednesday, Saturday and Sunday had the highest number of total drowsy driving crashes.
- May through August were highest for total drowsy driving crashes, while September and December had the most deaths involving a drowsy driver.
- Fatal crashes were highest during the hours of 8:00 am and 3pm, while 5:00-8:59 a.m. and 3:00-4:59 p.m. had the highest number of total crashes.
- Fatal crashes were highest in Millard, Salt Lake, Tooele, and Utah Counties while total crashes were highest in Salt Lake, Utah, Davis and Weber Counties.
- Over 56% of drowsy driver crashes were a result of the driver failing to keep in their proper lane.

Police Traffic Services

Distracted Driving

Distracted Driving is any activity that diverts a driver's attention from driving and increases the risk of crashing. Driver distractions include eating, drinking, grooming, taking photos, videos, or texting while using a wireless device, and any other action that takes a motorist's eyes or mind off the road.

The National Highway Traffic Safety Administration (NHTSA) reported 3,142 fatalities due to distraction-related crashes across the US in 2020. Additionally, another 400,000 people are injured annually in distracted-related crashes. Distracted driving crashes are believed to be a lot higher due to unreported crashes, inaccurate witness statements, drivers not admitting cell phone use, difficulty obtaining cell phone records, cell phone logs not aligning with the exact time of a crash, or an accident involving another obvious charge such as speeding or alcohol impairment.

Utah crash data between 2017-2021 shows that 37% of distracted driving crashes were caused mainly by cell phone use, followed by other inside distractions at 24% and external distractions at 15%. Driver inattention is also noticeable in Utah's crash data which reflects that 65% of crashes were front to rear, 83% were straight ahead, and 39% of drivers were following too close.

In 2021, distracted driving crashes amounted to 5,484, claiming the lives of 11 people in Utah, with an additional 115 people seriously injured. Between 2017 and 2021, the number of fatalities in distracted driving crashes fluctuated, with an average of 15 deaths yearly. Within those five years, there were 27,514 distracted driving crashes, resulting in 10,024 injury crashes and 83 deaths in 74 fatal crashes, including 11 pedestrian and 3 bicyclist fatalities.

Crash data identifies drivers ages 15-19 as involved in 29% of distracted driving crashes, more than any other age group. Teens are at higher risk of being involved in a collision involving distracted driving than adults due to key areas of the brain still developing, making it difficult for teens to manage potential distractions. An effective countermeasure for beginner drivers is to have Strong Graduated Driver Licensing (GDL) laws. Data also reveals male drivers were involved in 76% of distracted-related crashes compared to female drivers at 63%.

It's important to identify most distracted driver crashes occurred on Fridays, and the highest percentage of fatal distracted driver crashes occurred on Fridays, followed by Saturdays and Tuesdays. Fatal crashes due to distracted driving are also most likely to happen in June and March, while September, August, and October show the highest number of crashes. Based on the latest crash data, most fatal crashes occur around 3:00 pm or 7:00 pm, and most drivers end their workday around this time.

The top six counties in Utah exhibiting the highest number of distracted driving crashes between 2017- 2021 were Salt Lake, Utah, Davis, Weber, Washington, and Cache counties. Salt Lake County had the most distracted driver crashes, accounting for 41.5% of the distracted driver crashes in Utah. Most distracted driver crashes occur where the posted speed limit is between 25 and 40 miles per hour and where the posted speed limit is 70 mph.

According to the US Census, the combined population in the state's top six counties where distracted driving crashes occur is 2,782,972. Eighty-five percent of the population lives in these six counties, which includes 444,214 Hispanic or Latino community members. The largest age group represented is between 20 and 24 years of age. These numbers show the importance of educating young adults across the state and the Hispanic or Latino population on the dangers of distracted driving.

Law enforcement agencies experience challenges identifying distractions and their role in crashes they investigate; crash statistics may not fully capture the significance and extent of the problem. High Visibility Enforcement is one of the most effective deterrents for distracted driving enforcement but may require additional labor and other resources to achieve the best results. The need to address distracted driving has become critical, and education on the dangers will be explored through community events and efforts. The Highway Safety Office will continue to look at crash data, the potential for under-reporting, and behavioral surveys on driving behavior throughout the grant year.

Speeding

Speeding is among the leading unsafe behaviors contributing to deaths on Utah's roadways and nationally. Since 2020, we have seen increased speeding and other risky driving behaviors statewide, including speeds over 100 mph. Speeding and aggressive driving crashes not only affect the speeder but can also affect other drivers, pedestrians, and bicyclists.

In 2020, the National Safety Council reported speeding was a factor in 29% of all traffic fatalities, killing 11,258 people nationally. In Utah, 43,524 speed-related crashes occurred between 2017 and 2021. Data indicates speed-related crashes increased by 23%, from 6,544 in 2020 to 8,095 in 2021. Between 2017 and 2021, 28% of all fatal crashes were speed-related, meaning 406 lives were lost, or an average of 81 deaths occurred yearly. In 2021 alone, 91 speed-related fatal crashes resulted in 109 fatalities.

It's important to point out who is involved in most speed-related crashes. Over 76% of speed-related crashes involve male drivers. Also, younger drivers, ages 15-34, have the highest number of speed-related crashes, and drivers under 20 years of age are involved in over 27% of speed-related crashes. As the driver's age increases, the likelihood of being involved in a crash involving speed decreases.

Speed-related crashes were highest from December through January, generally due to drivers traveling too fast for conditions. While most fatal crashes occurred in May, followed by August, March, and November. Saturday holds the highest number of speed-related fatal crashes, at 18%.

Many areas of the state saw increased speeding and urban regions exhibited higher speed-related fatal crashes than rural areas. Urban counties, including Salt Lake, Utah, Davis, Weber, and Box Elder, incurred the highest total speed-related crashes. Salt Lake, Utah, Weber, Washington, and Davis Counties had the highest speed-related fatal crash rates.

According to the US Census, the estimated combined population in the state's top five counties where speed-related crashes occur is 2,562,649. Seventy-six percent of the population lives in these five counties, which includes 414,193 Hispanic or Latino community members. It is also important to note the largest age group represented in these five counties is between 20 and 24 years of age. These numbers show the importance of educating young adults across the state and the Hispanic or Latino population on the dangers of speeding.

Since 2020, Utah has seen a dramatic increase in drivers traveling at over 100 mph. The Utah Highway Patrol cited an average of 3,532 drivers for speeding over 100 mph in data from 2017-2019. The two-year citation average for 2021-2022 rose to 4,932, showing nearly a 40% increase.

The most effective countermeasures in reducing aggressive driving and speeding are speed limits (when enforced and obeyed), automated enforcement not currently allowed in Utah, and communications and

outreach coupled with enforcement. Community outreach, high visibility enforcement, and media will continue to be the most effective tool in reaching those most likely to speed in Utah.

Traffic Records

Traffic records are the backbone for problem identification in all of the traffic safety areas. Data is what drives the ability to identify trends, recognize emerging problem areas, and measure the success of previous efforts. While Utah has made great strides in the timeliness and completeness of most traffic records, the performance attributes of accuracy, integration, and accessibility could use improvement.

Our most recent accomplishments in our Utah Transportation and Public Safety (UTAPS) project are the achievement of data quality efforts, QCing of the reports, and locating processes that need improvement. The query model now has the ability to access the current data, which allows access to data in only a few days. Our latest timeliness rate of the crash data is 7.52 days which has decreased by 4.66 days compared to 2021's timeliness rate of 12.18 days.

One of our Traffic Records goals within UTAPS is to provide a system in which Utah can integrate other traffic safety data into the crash data. There is still improvement to be made in crash data and integration, beginning with Roadway and Citation data.

The Traffic Records Team continues the integration process of citation data within UTAPS. The UTAPS Team began receiving and collecting all traffic-related citations from the state according to Utah Traffic Codes entered in the citation records in October 2022. A separate database now houses the citation data and deployment into a single data warehouse that combines crash and citation data is underway.

The Department of Transportation and UTAPS is currently working on the final stages of integrating roadway data into UTAPS. The team is currently in the process of incorporating the final 5 elements: total through lanes, left-turn lanes, right-turn lanes, speed limit, and intersection. Our goal is to complete this process by the end of FY2023.

The Traffic Records Team has created a Crash Report Update Committee. This committee has been tasked with updating the current crash report to become more aligned with the MMUCC recommendations and the FARS requirements. One of our goals in updating the crash report is to make the crash report easy for the reporting law enforcement officers to understand when filling out a report. Once the committee agrees to all the changes, the Traffic Records Program Manager will meet with the DTS and the vendors to have them update the current crash report with the required changes. Once the vendors and DTS have made all the required changes the traffic records team will work with all local law enforcement agencies and assist them in updating their current systems with the updated crash report.

Traffic Records Team, will then work with UTAPS, to get the Crash Report Data Elements within the system updated. The team will also update Utah's DI-9 Training Manual and conduct law enforcement training throughout the state. Making these changes and conducting training will allow the reporting law enforcement officers to be more accurate when entering the data on the roadside.

The Traffic Records Team and UTAPS will continue to work with Numetric to allow for nightly crash data uploads. This allows the Utah Highway Safety Office to show live crash data in many different workbooks on the Highway Safety website. The crash data allows the public and our partners to query the most up-to-date and accurate data.

Utah had its last Traffic Records Assessment in May 2019. The assessment results demonstrated the need to improve performance measures by gathering useful baselines and meaningful measures.

Utah's Performance measures for accuracy, completeness, and timeliness are still a work in progress. U-13 shows how effective the crash record transition has been as the average number of days between submission and occurrence for Utah motor vehicle crashes has reduced from 49.97 days in 2013 to 7.52 days in 2022.

These strategies are part of a comprehensive, evidence-based effort to improve traffic safety with the ultimate goal of reducing the number of fatalities and injuries on our roadways.

SECTION II – PUBLIC PARTICIPATION AND ENGAGEMENT

Utah's starting goals and how will it contribute to the development of the Highway Safety Plan

Starting Goals

Utah's starting goals for public participation are twofold. First goal is to continue and enhance current public engagement that has been part of the highway safety planning efforts for many years. Second, to grow our relationships and engagement in Utah communities that have been identified as underserved and overrepresented. The Utah's Highway Safety plan will incorporate both goals through the strategies and execution of projects of the impacted program areas, such occupant protection, teen driver safety, older driver programs and the crash reduction task force.

Background

The culture in Utah is that of community and collaboration. Because of this culture, reaching out to communities to collaborate on traffic safety challenges is not new to the Highway Safety Office (HSO). We have always understood that it "takes a village" to find solutions and change roadway user behavior. We know that we cannot do this alone, nor do we have all the answers. Community leaders and our law enforcement partners are actively engaged in identifying traffic safety-related solutions across the state.

Law enforcement in Utah is generally looked upon with respect and favor. They are local experts in traffic safety and spend a good portion of their time engaging with the public in a positive manner. Local law enforcement agencies, as well as the Utah Highway Patrol, participate in community forums, drivers education classes, local events and safety fairs, and other efforts to talk to the public. They are genuinely interested in being involved with their local community traffic safety problems and work with leaders and the public to find solutions. Rural law enforcement agencies are particularly engaged in their communities. With 12 rural and 12 frontier counties in Utah, rural law enforcement agencies are considered pillars of their communities. They live there, raise their own families in the same small towns and experience the tragedies of the serious injuries and fatalities at a personal level. Because of this they are in the schools, city council meetings, and community events to ensure the safety of their own.

Goal #1 Current Engagement Efforts

Since 2013, the Highway Safety Office has been engaged with rural county coalitions in the Together for Life program. The Together for Life model and successful coalition strategies are grounded in a public health framework (social-ecological model) that employs public engagement to impact health and safety behaviors and health consequences. This program engages Utah's rural community members with a model that understands health and safety are affected by the interactions between individuals, the group/community, and the physical, social and political environments. The overarching goal of this program is to increase seat belt usage among defined rural counties. The program began with five coalitions and now there are nine. The coalitions are made up of community leaders, local businesses, Chambers of Commerce, school district administrators and teachers, hospital and EMS personnel, local law enforcement, Utah Department of Transportation, county health districts, Zero Fatalities, and other local safety advocates. The participating

counties were identified through annual seatbelt surveys and crash data as low seat belt usage. Rural counties contribute to 15% of the State's population, yet more than half of unbuckled fatalities occur in these locations. Coalitions are in the following counties: Box Elder, Cache, Sanpete, Sevier, San Juan, Carbon, Tooele, Iron and Uintah. Montana State University has contracted to facilitate each of the coalitions, providing guidance and training. Each of the coalitions determine their own approach to increasing seat belt usage based on their environment, needs and data.

The Highway Safety Office sees opportunities to grow participation and engagement in each of these coalitions to strengthen their efforts. The first step will be to identify gaps in the processes or participants. As we have done in other meetings, we will be sending survey questions to their coalition meetings to determine what gaps exist. From this information, we will provide assistance to both the facilitator of the Together for Life program and the local champion over the coalition and determine what we can do to improve the coalition and close the identified gaps.

At this time, the coalitions are active in nine out of 24 counties that are considered rural or frontier. As the data from seat belt surveys and crashes are analyzed over the next three years, creating additional coalitions in other rural/frontier counties may be necessary to increase seat belt usage in those areas.

In partnership with Zero Fatalities in Utah, the Highway Safety Office participated in several one-day strategic planning meetings/workshops in rural counties statewide in 2017. The plan was to create a local task force in each of the counties that would bring together their own communities leaders, and advocates, with Zero Fatalities as the facilitator. The Utah Highway Safety Office, Utah Department of Transportation and the Utah Highway Patrol would participate as support. At that time, Sevier and Juab counties were engaged and building their task forces. Unfortunately, COVID soon changed the landscape. Local coalitions and task forces took a hit in traffic safety engagement, as attention was turned to other pressing safety issues and challenges. Since then, there has been a struggle to re-engage these local communities as a task force.

Just recently, the Juab County Task force contacted the Zero team and was anxious to re-engage their task force efforts. Juab County leaders reached out to set up the meetings. Since then, we have been meeting as a group once a month. Members of the task force include Juab County leaders, local and State law enforcement (County Sheriff, City Police Chief and the UHP section in that county), school leaders, EMS, hospital personnel, Utah Department of Natural Resources, Utah Department of Transportation, Highway Safety Office, county health department, Congressman Burgess Owen's Staff Liaison and other safety advocates.

The Juab County Task Force looked at their data and determined their priorities for the first year. They will be focusing on teen driver safety, both in vehicles and on ATVs. Juab County is a rural county that allows ATVs to be driven on public roadways. There is a growing problem with teens demonstrating aggressive and poor driving behaviors in their vehicles and on ATVs, especially around the schools. There is also an effort underway to work with the railroad companies and the Utah Department of Transportation to install crossing arms at an identified dangerous crossing. Unfortunately, Juab County has experienced some tragic railway vs vehicle crashes in the recent past.

The Utah Zero Fatalities and the Highway Safety Office plan to coordinate with partners from the Utah Department of Transportation and the Utah Highway Patrol to start up or re-engage task force groups in other counties across the state. In the last few weeks, Sevier County reached out to Zero Fatalities about the process to set up their coalition. Zero Fatalities plans to facilitate the initial meeting and assist them with

bringing in local partners. Zero Fatalities plans to reach out to additional counties, specifically the rural counties, to begin discussions on setting up a local task force, with the support of the Highway Safety Office and the Utah Department of Transportation. There has been some suggestion to combine these efforts with the current Together For Life coalitions. In many ways, this makes the most sense. But there are some limitations at this point involving the current highway safety funding source for these projects and the Together for Life Contract. This will have to be discussed, researched and vetted. However, by expanding current community coalition efforts in rural areas it will provide the information needed to determine the best countermeasure strategies to use in these communities.

Goal #2 Growing Engagement Efforts in Underserved and Overrepresented Communities

The Utah Highway Safety Office has many long-standing relationships with local communities and partners. Our second starting goal is to continue and grow our engagement and presence in Utah communities that have been identified as being underserved and overrepresented through crashes and other data sources. These communities are teen drivers, older drivers, Hispanic communities along the Wasatch front, and the Native American tribes in Southeast, and rural counties identified by crash data. Results of our data gathering and analysis was not a surprise. We have been engaging with these communities for many years, but only with one or two Highway Safety program areas. As a Division we can do better to engage these communities holistically. We plan to increase our engagement with the local community leaders, town councils, chambers of commerce, schools and other safety advocates in all traffic safety areas, not just focusing on one or two.

Our first step is to listen to the communities and their experiences. Through community meeting forums, surveys at meetings, online webinars, and participating in city/town councils, we will be able to build a picture of each community and their experiences in traffic safety challenges. Certainly, the Highway Safety Office can provide these communities with localized crash data, seat belt surveys and other data sources to provide assistance. However it is important to gain an understanding from the community of what they are experiencing. Once we understand their challenges and look at their data, we can develop strategies during our highway safety planning process to address them and engage with the communities.

Identification of Affected Communities

Analysis of Utah's Data

Population Estimates, July 1, 2022

According to Census.gov QuickFacts (https://www.census.gov/quickfacts)

Utah	Total Population	Race/Ethnicity	% Aged 65 and Older	Population per Sq Mile 2020
	3,380,800	77.2% White, 14.8% Hispanic, 2.7% Asian, 1.6% American Indian, 1.5% Black / African American,	11.7%	39.7

		1.1% Hawaiian / Pacific Islander		

Demographics for the Top Eight Counties for Crash by Rate 2017-2022
Population Estimates, July 1, 2022

According to Census.gov QuickFacts (https://www.census.gov/quickfacts)

County Cited in Crash Rates Table	Total Population	Total Crashes	Race/Ethnicity	% Aged 65 and Older	Population per Sq Mile 2020
Salt Lake	1,185,236	116,407	69.6% White, 19.3% Hispanic, 4.6% Asian, 2.3% Black / African American, 1.9% Hawaiian / Pacific Islander, 1.5% American Indian	11.6%	1,597.2
Utah	702,434	46,066	80.9% White, 12.7% Hispanic, 1.9% Asian, 1% Hawaiian / Pacific Islander, .9% Black / African American, .9% American Indian	7.9%	329
Davis	369,948	22,651	82.3% White; 10.7% Hispanic, 2.2% Asian, 1.5% Black / African American, .9% American Indian, .9% Hawaiian / Pacific Islander	10.7%	1,212.7
Weber	269,561	25,003	75.4% White, 18.8% Hispanic, 1.8% Black / African American, 1.7% Asian, 1.4% American Indian, .4% Hawaiian / Pacific Islander	12.1%	455
Washington	197,680	17,976	83.2% White, 11.3% Hispanic, 1.7% American Indian, 1.1% Asian, 1% Hawaiian / Pacific Islander, .9% Black / African American	22.1%	74.3
Cache	140,173	14,445	83.2% White, 11.2% Hispanic,	9.9%	114.3

			2.3% Asian, 1.1% Black / African American, 1.1% American Indian, .6% Hawaiian / Pacific Islander		
Wasatch	36,619	4,521	82.8% White, 13.9% Hispanic, 1.2% Asian, .9% Black / African American, .8% American Indian, .3% Hawaiian / Pacific Islander	12.9%	29.6
Kane	8,227	1,500	89.6% White, 5.2% Hispanic, 1.9% American Indian, .9% Black / African American, .9% Asian, .1% Hawaiian / Pacific Islander	23.6%	1.9

Demographics for the Top Eight Counties for Fatalities by Rate 2017-2022
Population Estimates, July 1, 2022

According to Census.gov QuickFacts (https://www.census.gov/quickfacts)

County Cited in Fatalities Rates Table	Total Population	Total Fatalities	Race/Ethnicity	% 65 and Older	Population per Sq Mile 2020
Daggett	1,014	12	89.8% White, 6.5% Hispanic, 1.1% American Indian, .6% Asian, .3% Black / African American, .1% Hawaiian / Pacific Islander	25.8%	1.3
Rich	2,628	5	91.3 White, 6.5% Hispanic, .8% American Indian, .4% Black / African American, .3% Asian, .1% Hawaiian / Pacific Islander	19.5%	2.4
Kane	8,227	27	89.6% White, 5.2% Hispanic, 1.9% American Indian, .9% Black / African American, .9% Asian, .1% Hawaiian / Pacific Islander	23.6%	1.9
San Juan	14,359	49	44.5% American Indian, 48% White, 6.1% Hispanic,	14.9%	1.9

			.6% Asian, .4% Black / African American, .1% Hawaiian / Pacific Islander		
Wasatch	36,619	58	82.8% White, 13.9% Hispanic, 1.2% Asian, .9% Black / African American, .8% American Indian, .3% Hawaiian / Pacific Islander	12.9%	29.6
Morgan	12,832	19	94.6% White, 3% Hispanic, .7% Asian, .4% Black / African American, .4% American Indian, .2% Hawaiian / Pacific Islander	12.3%	20.2
Garfield	5,281	17	88.2% White, 6.4% Hispanic, 2.9% American Indian, 1.1% Asian, .6% Black / African American, .3% Hawaiian / Pacific Islander	23.8%	1.0
Grand	9,769	43	80.5% White, 10.8% Hispanic, 5.1% American Indian, 2.3% Asian, 1.1% Black / African American, .1% Hawaiian / Pacific Islander	20.3%	2.6

Top Eight Counties for Crashes by Rate 2017-2022

Top 8 Counties	Total Crashes for 2017-2022	Male Drivers	Female Drivers	Unknown	Highest Driver Age range
Salt Lake	**116,407**	**85,031**	**69,395**	**11,874**	**13-20**
Utah	**46,066**	**34,542**	**29,434**	**1,253**	**13-20**
Davis	**22,651**	**16,368**	**14,295**	**1,101**	**13-20**
Weber	**25,003**	**18,660**	**14,951**	**1,230**	**13-20**
Washington	**17,976**	**13,424**	**10,568**	**628**	**13-20**
Cache	**14,445**	**10,610**	**8,617**	**477**	**13-20**
Wasatch	**4,521**	**3,388**	**1,986**	**169**	**13-20**
Kane	**1,500**	**1,090**	**526**	**21**	**25-29**

Top Five Attributes for Crashes by Rate 2017-2022

Top 5 Crash Attributes for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Salt Lake	Teen Driver	100 Deadliest days	Speed related	Older driver related	Holiday Related
Utah	Teen Driver	100 Deadliest days	Holiday Related	Speed Related	Older driver Related
Davis	Teen Driver	100 Deadliest days	Older Driver	Speed Related	Distraction Related
Weber	Teen Driver	100 Deadliest days	Older Driver	Speed Related	Distraction Related
Washington	Teen Driver	Older driver	100 Deadliest Days	Distraction Related	Speed Related
Cache	Teen Driver	100 Deadliest days	Older Driver	Speed Related	Distraction Related
Wasatch	Speed Related	100 Deadliest Days	Wild Animal	Teen Related	Older driver Related

Top Five Driver Contributing Factors for Crashes by Rate 2017-2022

Top 5 Driver Contributing factors for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Salt Lake	Failed to yield right of way	Failed to keep in proper lane	Disregard traffic signals	Exceeded posted speed	Ran off road
Utah	Failed to keep in proper lane	Failed to yield right of way	Ran off road	Exceeded posted speed	Too fast for conditions
Davis	Failed to keep in proper lane	Failed to yield right of way	Exceeded posted speed	Ran off road	Too fast for conditions
Weber	Failed to keep in proper lane	Failed to yield right of way	Exceeded posted speed	Reckless Driving	Swerved or Evasive action
Washington	Failed to keep in proper lane	Failed to yield right of way	Ran off road	Too fast for conditions	Exceeded posted speed
Cache	Failed to yield right of way	Failed to keep in proper lane	Too fast for conditions	Wrong side/wrong way	Ran off road
Wasatch	Failed to keep in proper lane	Overcorrecting / Oversteering	Ran off road	Wrong side/wrong way	Failed to yield right of way

Kane	Failed to keep in proper lane	Too fast for conditions	Overcorrecting / Oversteering	Ran off road	Wrong Side / Wrong Way

Top Eight Counties for Fatalities by Rate 2017-2022

Top 8 Counties	Total Fatalities 2017-2022	Male Drivers	Female Drivers	Unknown Driver Sex	Highest Driver Age range
Rich	12	10	0	0	13-24, 30-49
Daggett	5	3	2	0	13-24, 45-69
Kane	27	18	8	0	25-59
San Juan	49	33	10	5	30-34
Wasatch	58	42	13	2	30-34
Morgan	19	16	4	0	46-49
Garfield	17	9	5	0	30-34, 60-67
Grand	43	32	7	0	30-34

Top Five Attributes for Fatalities by Rate 2017-2022

Crash Attributes for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Rich	Drug-Related	Speed Related	Unrestrained	100 Deadliest days	Alcohol-Related
Daggett	100 Deadliest days	Drug-Related	Speed-Related	Alcohol-Related	Unrestrained
Kane	Drug-Related	Alcohol-Related	Unrestrained	Speed-Related	Older-Driver
San Juan	100 Deadliest days	Drug-Related	Unrestrained	Speed-Related	Older Driver
Wasatch	Drug-Related	Speed-Related	Alcohol-Related	Unrestrained	Older-Driver
Morgan	100 Deadliest days	Drug-Related	Motorcycle Related	Speed-Related	Older-Driver
Garfield	100 Deadliest days	Alcohol-Related	Motorcycle Related	Drug-Related	Speed Related
Grand	Unrestrained	Older driver	Speed Related	Drug-Related	100 Deadliest days

Top Five Driver Contributing Factors for Fatalities by Rate 2017-2022

Driver Contributing factors for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Rich	Ran off Road	Exceeded Posted Speed	Failed to keep in proper lane	Overcorrected / Oversteering	Reckless driving
Daggett	Exceeded posted Speed	Ran off Road	Failed to keep in proper lane	Swerved or invasive action	————————
Kane	Failed to keep in proper lane	Overcorrected	Ran off the road	Too fast for conditions	Exceeded posted speed
San Juan	Failed to keep in proper lane	Ran off the road	Overcorrected / Oversteering	Exceeded posted speed	Reckless/aggressive driving
Wasatch	Failed to keep in proper lane	Too fast for conditions	Overcorrected / Oversteering	Ran off road	Wrong way / wrong-side
Morgan	Failed to keep in proper lane	Too fast for conditions	Exceeded posted speed	Ran off road	Overcorrected / Oversteering
Garfield	Failed to keep in proper lane	Swerved or invasive action	Failed to yield	Improper passing	Ran off road
Grand	Failed to keep in proper lane	Ran off road	Overcorrected/ Oversteering	Exceeded posted speed	Too fast for conditions

Identified Affected Communities

Teen Drivers

From 2017-2021, teenage drivers accounted for 21% of all crashes and 22.7% of all injuries. Over the last 5 years 130 teens lost their lives in traffic crashes in Utah. Of the 130 killed, 68% were male, 53% of crashes occurred on a weekend, and 53% of crashes occurred in an urban area.

When looking at the largest driver age range in the eight counties with the highest overall crash rate, teen drivers top the charts in all but one of the eight counties. The eight counties include all five urban counties (Salt Lake, Utah, Davis, Weber, and Washington) in Utah plus three rural counties.

Top Eight Counties for Crashes by Rate 2017-20122

Top 8 Counties	Total Crashes for 2017-2022	Male Drivers	Female Drivers	Unknown	Highest Driver Age range
Salt Lake	116,407	85,031	69,395	11,874	13-20
Utah	46,066	34,542	29,434	1,253	13-20
Davis	22,651	16,368	14,295	1,101	13-20

Weber	**25,003**	**18,660**	**14,951**	**1,230**	**13-20**
Washington	**17,976**	**13,424**	**10,568**	**628**	**13-20**
Cache	**14,445**	**10,610**	**8,617**	**477**	**13-20**
Wasatch	**4,521**	**3,388**	**1,986**	**169**	**13-20**
Kane	**1,500**	**1,090**	**526**	**21**	**25-29**

Pulling data for the top five attributes for Crashes for 2017-2022, the teen driver was number one factor in six out of seven counties. The seventh county showed the teen driver was the 4th Factor. The 100 deadliest days and speed were top ranking factors in all seven counties. The first five counties in the table below are all of the urban counties in Utah.

Top Five Attributes for Crashes by Rate 2017-2022

Top 5 Crash Attributes for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Salt Lake	**Teen Driver**	**100 Deadliest Days**	**Speed Related**	**Older Driver Related**	**Holiday Related**
Utah	**Teen Driver**	**100 Deadliest Days**	**Holiday Related**	**Speed Related**	**Older Driver Related**
Davis	**Teen Driver**	**100 Deadliest days**	**Older Driver Related**	**Speed Related**	**Distraction Related**
Weber	**Teen Driver**	**100 Deadliest Days**	**Older Driver Related**	**Speed Related**	**Distraction Related**
Washington	**Teen Driver**	**Older Driver Related**	**100 Deadliest Days**	**Distraction Related**	**Speed Related**
Cache	**Teen Driver**	**100 Deadliest Days**	**Older Driver Related**	**Speed Related**	**Distraction Related**
Wasatch	**Speed Related**	**100 Deadliest Days**	**Wild Animal**	**Teen Related**	**Older Driver Related**

The top eight counties for fatalities by rate included two rural counties (Rich and Daggett) where the teen driver age range was one of the highest.

Top Eight Counties for Fatalities by Rate 2017-20122

Top 8 Counties	Total Fatalities 2017-2022	Male Drivers	Female Drivers	Unknown Driver Sex	Highest Driver Age range
Rich	**12**	**10**	**0**	**0**	**13-24, 30-49**
Daggett	**5**	**3**	**2**	**0**	**13-24, 45-69**
Kane	**27**	**18**	**8**	**0**	**25-59**

San Juan	**49**	**33**	**10**	**5**	**30-34**
Wasatch	**58**	**42**	**13**	**2**	**30-34**
Morgan	**19**	**16**	**4**	**0**	**46-49**
Garfield	**17**	**9**	**5**	**0**	**30-34, 60-67**
Grand	**43**	**32**	**7**	**0**	**30-34**

The two counties, as indicated above, are Rich and Daggett for the teen driver age range. The chart below shows the top factors for the same counties as impaired driving (drug and alcohol-related), 100 deadliest days, speed and unrestrained.

Top Five Attributes for Fatalities by Rate 2017-2022

Crash Attributes for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Rich	**Drug-Related**	**Speed Related**	**Unrestrained**	**100 Deadliest days**	**Alcohol-Related**
Daggett	**100 Deadliest days**	**Drug-Related**	**Speed-Related**	**Alcohol-Related**	**Unrestrained**
Kane	**Drug-Related**	**Alcohol-Related**	**Unrestrained**	**Speed Related**	**Older Driver Related**
San Juan	**100 Deadliest days**	**Drug-Related**	**Unrestrained**	**Speed Related**	**Older Driver Related**
Wasatch	**Drug-Related**	**Speed-Related**	**Alcohol-Related**	**Unrestrained**	**Older Driver Related**
Morgan	**100 Deadliest days**	**Drug-Related**	**Motorcycle Related**	**Speed Related**	**Older Driver Related**
Garfield	**100 Deadliest days**	**Alcohol-Related**	**Motorcycle Related**	**Drug-Related**	**Speed Related**
Grand	**Unrestrained**	**Older Driver Related**	**Speed Related**	**Drug-Related**	**100 Deadliest days**

Older Drivers

“Older” refers to a person 65 years of age and older. One of our most rapidly growing age groups, the US Census projects that older adults will outnumber kids for the first time in U.S. history around the year 2034: People aged 65 and over are expected to number 77.0 million, while children under age 18 will number 76.5 million. According to the 2020 Census data, 11.4% of Utahns are 65 and older.

Utah Crash Data shows that from 2017-2021, 22.5% of fatalities (312) were among older adults. Yet those that are 65 and older make up 11.7% of the overall State’s population as of 2021. There were 40,701 crashes involving older drivers resulting in 19,683 injuries. Fatal crashes were highest in Salt Lake (63), Utah (37) and Washington (22) Counties while total crashes were highest in Salt Lake, Utah and Davis Counties. According

to the population estimates of 2022, those ages 65 and older in Salt Lake, Utah, Washington and Davis Counties are 11.6% (Salt Lake), 7.9% (Utah), 22.1% (Washington), and 10.7% (Davis). Failure to yield was a contributing factor in 14.4% of older driver crashes.

The top five attributes for Crashes for 2017-2022, identify the older driver as the 2nd factor in Washington County. Davis, Weber and Cache counties show older drivers as the 3rd factor in crashes. The remaining 4th and 5th factors, as older drivers, were identified in Salt Lake, Utah and Wasatch County.

Top Five Attributes for Crashes by Rate 2017-2022

Top 5 Crash Attributes for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Salt Lake	Teen Driver	100 Deadliest days	Speed Related	Older Driver Related	Holiday Related
Utah	Teen Driver	100 Deadliest days	Holiday Related	Speed Related	Older Driver Related
Davis	Teen Driver	100 Deadliest days	Older Driver Related	Speed Related	Distraction Related
Weber	Teen Driver	100 Deadliest days	Older Driver Related	Speed Related	Distraction Related
Washington	Teen Driver	Older Driver Related	100 Deadliest Days	Distraction Related	Speed Related
Cache	Teen Driver	100 Deadliest days	Older Driver Reated	Speed Related	Distraction Related
Wasatch	Speed Related	100 Deadliest Days	Wild Animal	Teen Related	Older Driver Related

The two counties, Daggett and Garfield, indicate the highest driver range to include drivers age 65 and above.

Top Eight Counties for Fatalities by Rate 2017-20122

Top 8 Counties	Total Fatalities 2017-2022	Male Drivers	Female Drivers	Unknown Driver Sex	Highest Driver Age range
Rich	12	10	0	0	13-24, 30-49
Daggett	5	3	2	0	13-24, 45-69
Kane	27	18	8	0	25-59
San Juan	49	33	10	5	30-34
Wasatch	58	42	13	2	30-34
Morgan	19	16	4	0	46-49
Garfield	17	9	5	0	30-34, 60-67

Grand	**43**	**32**	**7**	**0**	**30-34**

The chart below shows the top factors for the fatalities in the same eight counties. Older drivers are the 5th factor in Kane, San Juan, Wasatch, and Morgan.

Top Five Attributes for Fatalities by Rate 2017-2022

Crash Attributes for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Rich	**Drug-Related**	**Speed Related**	**Unrestrained**	**100 Deadliest Days**	**Alcohol-Related**
Daggett	**100 Deadliest Days**	**Drug-Related**	**Speed Related**	**Alcohol-Related**	**Unrestrained**
Kane	**Drug-Related**	**Alcohol-Related**	**Unrestrained**	**Speed Related**	**Older Driver Related**
San Juan	**100 Deadliest Days**	**Drug-Related**	**Unrestrained**	**Speed Related**	**Older Driver Related**
Wasatch	**Drug-Related**	**Speed Related**	**Alcohol-Related**	**Unrestrained**	**Older Driver Related**
Morgan	**100 Deadliest Days**	**Drug-Related**	**Motorcycle Related**	**Speed Related**	**Older Driver Related**
Garfield	**100 Deadliest Days**	**Alcohol-Related**	**Motorcycle Related**	**Drug-Related**	**Speed Related**
Grand	**Unrestrained**	**Older Driver Related**	**Speed Related**	**Drug-Related**	**100 Deadliest Days**

The Highway Safety Office and the University of Utah have partnered to conduct a data analysis of the drugs and alcohol present in fatal crashes from 2017-2021. Drivers aged 60 and older were the largest group to test for depressants in fatal crashes. Older drivers did not show the highest in the use of stimulants, but there were a significant number of cases. Older drivers were the second highest in the use of Narcotics/Opioids.

Note: Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed.

Table 7 – Depressants by Age Group and Number of People in Those Age Groups, 2017-2021

Depressants Age Groups	Number of People in these Age Groups
0-12	4

13-19	8
20-29	26
30-39	36
40-49	34
50-59	22
60 & Older	46

Table 10 – Stimulants by Age Group and Number of People in Those Age Groups, 2017-2021

Stimulants Age Groups	Number of people in these Age groups
0-12	3
13-19	6
20-29	55
30-39	59
40-49	61
50-59	39
60 & Older	48

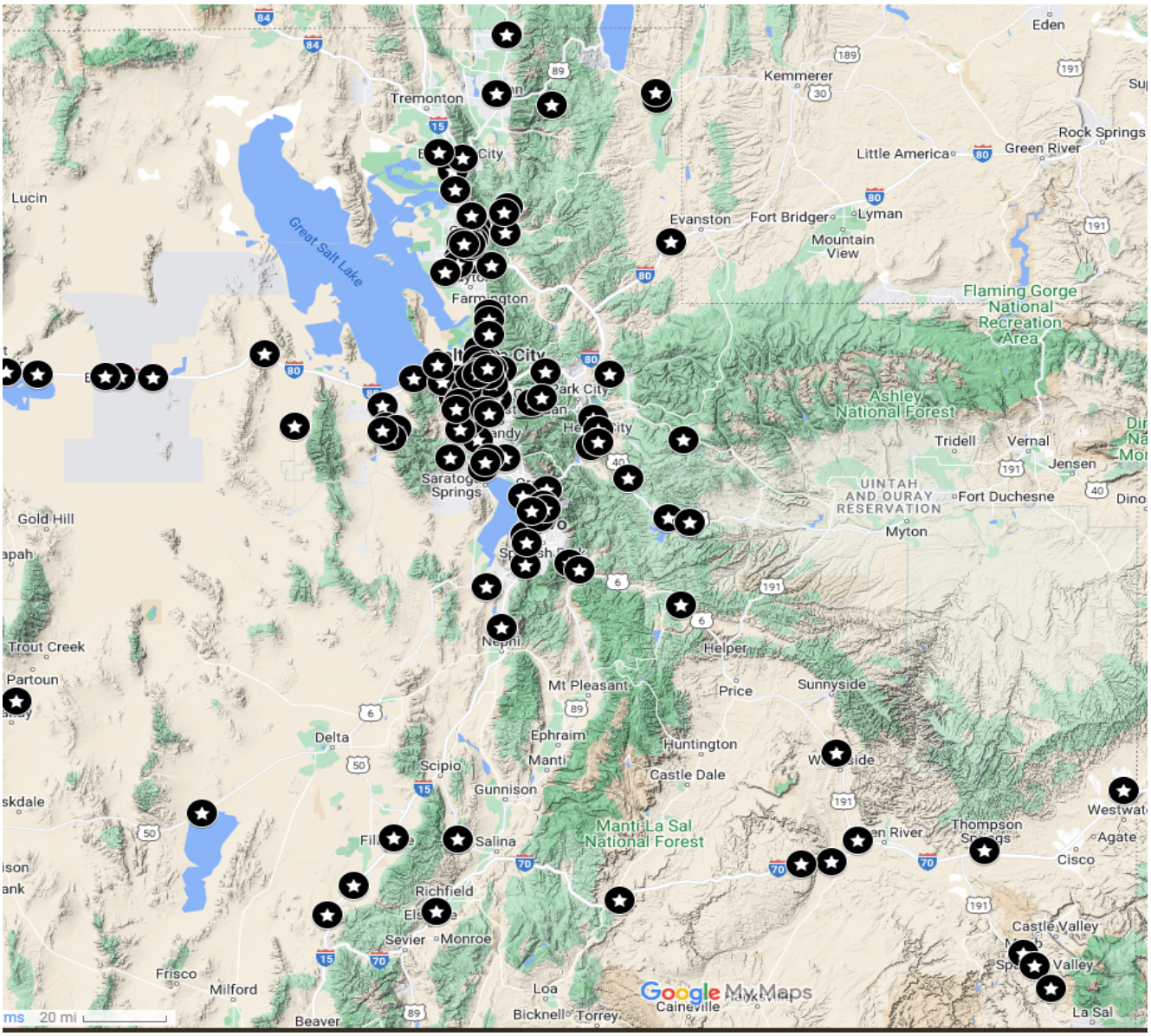
Table 16 – Narcotic/Opioid by Age Group and Number of People in Those Age Groups, 2017-2021

Narcotic/Opioid Age Groups	Number of people in these Age groups
0-12	0
13-19	4
20-29	10
30-39	20
40-49	13
50-59	15
60 & Older	18

Hispanic Communities

Utah as a whole does not have a huge diverse population. Hispanics make up the largest ethnic group in Utah at 14.8% of the state's population, according to the Census Population Estimates of July 2022. The US

Census Bureau reports that Utah's Hispanic population grew by over 25% between 2010 and 2020. That's more than twice as fast as the 11% growth in Utah's non-Hispanic white population. Due to increasing Hispanic populations, Utah plans to be proactive in its communication and engagement. The counties in Utah with the highest concentration of Hispanic population are Utah, Salt Lake, and Weber County. According to a study using FARS data 2015-2020, Hispanics make up 14.5% of Utah's fatalities. Similar to state and national trends, young males continue to be at higher risk for being killed in a traffic crash. Hispanic motorists ages 16-28 had the highest number of deaths and more than half were male. Over a five year period from 2017-2021, 29% of the unrestrained occupant fatalities were Hispanic as compared to 30% of non-Hispanic occupants. This data shows that Hispanic occupants are at an increased risk of dangerous driving behaviors. This could be due to language and cultural barriers. Through public engagement with this community different methods can be employed to reach these high risk road users and decrease the risk.



Above is a map of fatal crashes involving a Hispanic person. The larger cluster of crashes are located in Weber, Davis, Salt Lake, and Utah Counties.

	Hispanic	Non-Hispanic or Unknown								Total
		White	Black	American Indian	Asian	Pacific Islander	Multiple Races	All Other	Unknown Race	
2015	31	200	0	11	1	0	0	2	33	278
2016	51	198	4	18	2	0	1	4	3	281
2017	33	209	6	10	4	0	0	7	4	273
2018	50	187	2	8	1	2	0	8	2	260
2019	35	178	4	9	8	2	0	4	8	248
2020	41	211	6	6	3	0	0	7	2	276
Total	241	1183	22	62	19	4	1	32	52	1616
Percentage of fatalities*	14.9%	73.2%	1.4%	3.8%	1.2%	0.2%	0.1%	2.0%	3.2%	100.0%
Percentage of Utah Population**	15.1%	75.4%	1.1%	0.9%	2.4%	1.1%	3.7%	0.4%		100.0%

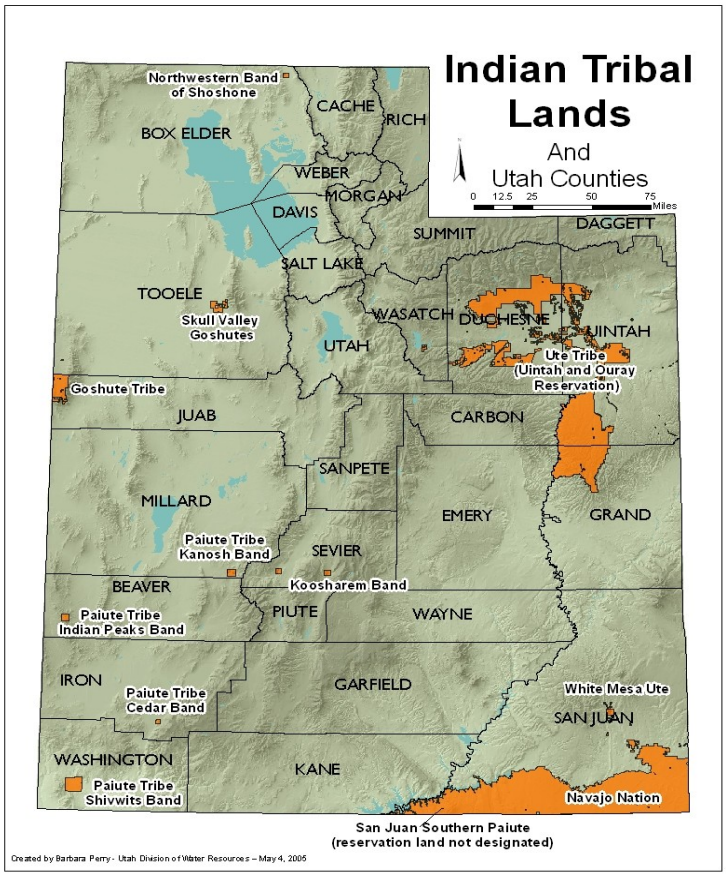
*NHTSA and FARS

**Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171)

Native Americans in Southeast Utah

Native Americans make up 1.6% of Utah's population. There are eight distinct tribal nations within Utah's geographic boundaries.

Confederated Tribes of Goshute
Paiute Indian Tribe of Utah
San Juan Southern Paiute Tribe
Northwestern Band of Shoshone Nation
Skull Valley Band of Goshute
Ute Indian Tribe of the Uintah and Ouray Reservation
White Mesa Community of Ute Mountain UteTribe
Navajo Nation



	Hispanic	Non-Hispanic or Unknown								Total
		White	Black	American Indian	Asian	Pacific Islander	Multiple Races	All Other	Unknown Race	
2015	31	200	0	11	1	0	0	2	33	278
2016	51	198	4	18	2	0	1	4	3	281
2017	33	209	6	10	4	0	0	7	4	273
2018	50	187	2	8	1	2	0	8	2	260
2019	35	178	4	9	8	2	0	4	8	248
2020	41	211	6	6	3	0	0	7	2	276
Total	241	1183	22	62	19	4	1	32	52	1616
Percentage of fatalities*	14.9%	73.2%	1.4%	3.8%	1.2%	0.2%	0.1%	2.0%	3.2%	100.0%
Percentage of Utah Population**	15.1%	75.4%	1.1%	0.9%	2.4%	1.1%	3.7%	0.4%		100.0%

*NHTSA and FARS

**Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171)

According to the study conducted 2015-2020 using FARS data, Native American fatalities accounted for 3.8% of the fatalities and at that time only .9% of the population. This shows that based on population size this community is overrepresented in fatalities. Due to the cultural differences of this population versus mainstream population, efforts need to be made to ensure they are included in the conversation and given resources as needed.

Three of the counties in the following table have the highest population of Native Americans, compared to Utah's overall demographics. All three counties have the highest driver age range of 30-34, with Garfield showing an older driver age range in addition.

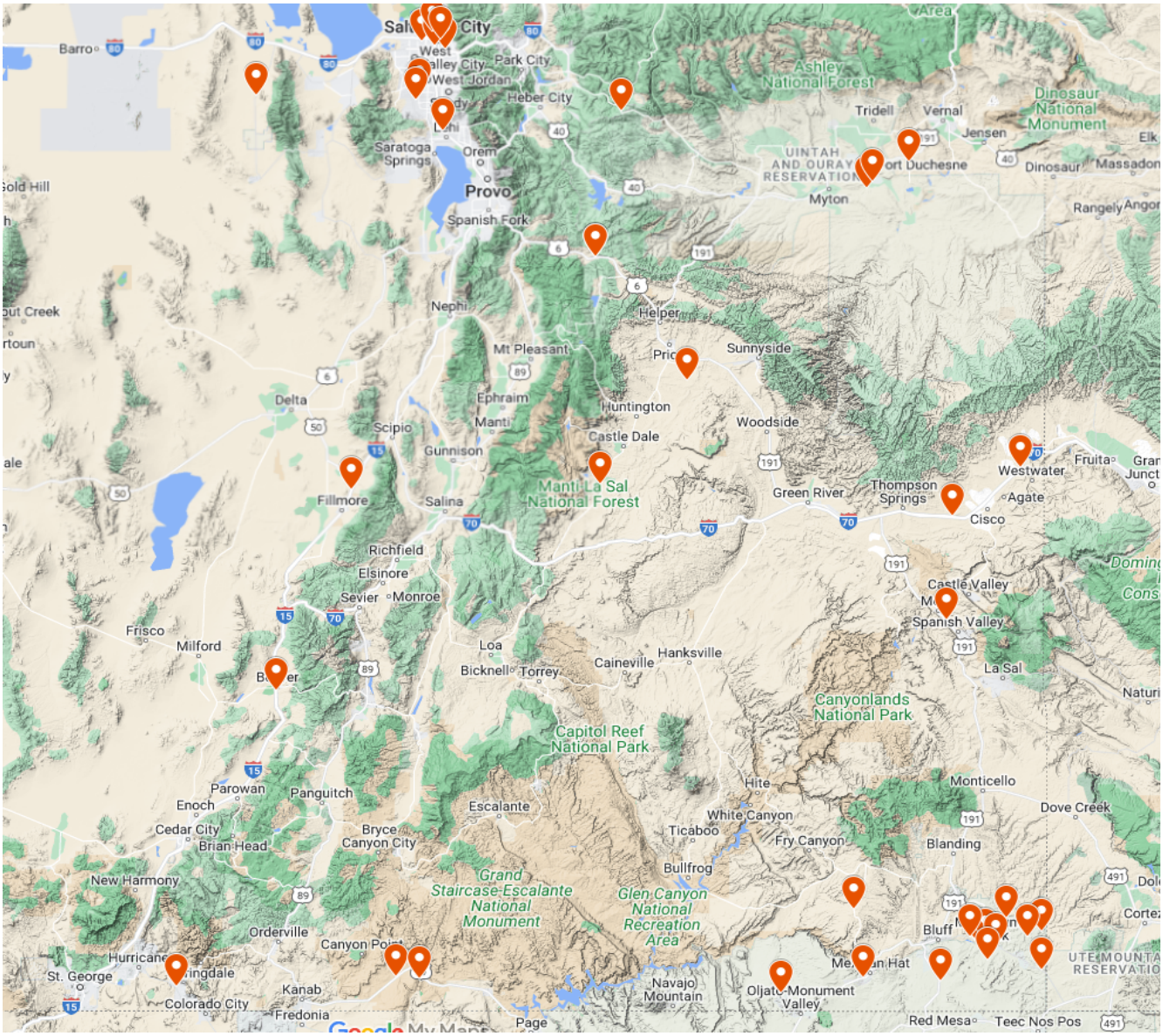
San Juan County - 44.5% Native American
Grand County - 5.1% Native American
Garfield County - 2.9 Native American

Top Eight Counties for Fatalities by Rate 2017-20122

Top 8 Counties	Total Fatalities 2017-2022	Male Drivers	Female Drivers	Unknown Driver Sex	Highest Driver Age range
Rich	12	10	0	0	13-24, 30-49
Daggett	5	3	2	0	13-24, 45-69
Kane	27	18	8	0	25-59
San Juan	49	33	10	5	30-34
Wasatch	58	42	13	2	30-34
Morgan	19	16	4	0	46-49
Garfield	17	9	5	0	30-34, 60-67

Grand	**43**	**32**	**7**	**0**	**30-34**

The map shows the location of the fatal crashes involving Native Americans between 2019 - 2021. The cluster in the bottom right is San Juan County.



Rural Counties Identified by Fatalities by Rate 2017-2022

Much of the findings from the data analysis conducted by the Highway Safety Office has been discussed in the sections above. Focusing on the rural counties themselves, as they were identified in the data analysis will allow us to identify and focus other factors in their traffic safety picture. See charts and detailed analysis below.

Percentage of Fatalities 2017-2022

Top 8 Counties	2017	2018	2019	2020	2021	2022	% Averages
Rich	0.73%	1.10%	0.00%	0.37%	1.10%	1.10%	0.70%
Daggett	1.10%	0.37%	0.00%	0.00%	0.00%	0.37%	0.29%
Kane	0.37%	2.93%	2.20%	1.10%	1.47%	1.83%	1.57%
San Juan	4.40%	1.47%	5.13%	2.20%	1.10%	3.66%	2.86%
Wasatch	3.66%	4.40%	3.66%	1.47%	4.03%	4.03%	3.39%
Morgan	1.10%	0.73%	1.47%	2.20%	0.73%	0.73%	1.11%
Garfield	0.37%	1.47%	1.83%	0.37%	1.47%	0.73%	1.00%
Grand	4.03%	1.47%	2.93%	2.56%	1.83%	2.93%	2.51%

Fatality Rate Based on VMT 2017-2022

County	Fatality Rate per 100 M VMT
Beaver	1.085443143
Box Elder	0.9554855212
Cache	1.012549694
Carbon	1.04616252
Daggett	2.56578548
Davis	0.5357267498
Duchesne	1.218912954
Emery	1.285654251
Garfield	2.145180392
Grand	1.685036587

Iron	0.9793027428
Juab	1.195099686
Kane	2.539958207
Millard	1.50952931
Morgan	1.991253581
Piute	0.4895538707
Rich	3.324180602
Salt Lake	0.8112308901
San Juan	2.439155177
Sanpete	1.350364582
Sevier	0.9932151174
Summit	0.5992526676
Tooele	1.24079846
Uintah	1.069605324
Utah	0.7445094173
Wasatch	2.330986595
Washington	0.8251558794
Wayne	1.344426351
Weber	1.165353014

Population Per Square Mile for 2020

Utah Overall is 39.7	
County	**Population Per Square Mile**
Rich	**2.4**
Daggett	**1.3**
Kane	**1.9**
San Juan	**1.9**
Wasatch	**29.6**
Morgan	**20.2**
Garfield	**1.0**
Grand	**2.6**

Top Eight Counties for Fatalities by Rate 2017-2022

Top 8 Counties	Total Fatalities 2017-2022	Male Drivers	Female Drivers	Unknown Driver Sex	Highest Driver Age range
Rich	12	10	0	0	13-24, 30-49
Daggett	5	3	2	0	13-24, 45-69
Kane	27	18	8	0	25-59
San Juan	49	33	10	5	30-34
Wasatch	58	42	13	2	30-34
Morgan	19	16	4	0	46-49
Garfield	17	9	5	0	30-34, 60-67
Grand	43	32	7	0	30-34

Who Was Involved 2017-2022

Who was involved in the fatal crashes for 2017-2022	Drivers	Passengers	Motorcycle Driver	Motorcycle Passengers	Pedestrians	Bicyclist	Scooter/Skater
Rich	10	7	1	0	0	0	0
Daggett	4	4	0	0	0	0	0
Kane	22	14	2	1	1	0	0
San Juan	40	16	4	0	5	0	0
Wasatch	39	19	7	1	2	0	0
Morgan	10	5	10	0	1	0	0
Garfield	11	7	4	1	0	1	0
Grand	33	20	4	0	4	0	0

Top Crash Attributes for Fatalities 2017-2022

Crash Attributes for 2017-2022	1 Factor	2 Factor	3 Factor	4 Factor	5 Factor
Rich	Drug-Related	Speed Related	Unrestrained	100 Deadliest days	Alcohol-Related

Daggett	100 Deadliest days	Drug-Related	Speed Related	Alcohol-Related	Unrestrained
Kane	Drug-Related	Alcohol-Related	Unrestrained	Speed-Related	Older-Driver
San Juan	100 Deadliest Days	Drug-Related	Unrestrained	Speed Related	Older Driver Related
Wasatch	Drug-Related	Speed-Related	Alcohol-Related	Unrestrained	Older Driver Related
Morgan	100 Deadliest Days	Drug-Related	Motorcycle Related	Speed Related	Older Driver Related
Garfield	100 Deadliest Days	Alcohol-Related	Motorcycle Related	Drug-Related	Speed Related
Grand	Unrestrained	Older Driver Related	Speed Related	Drug-Related	100 Deadliest Days

Aside from the information given in the previous sections for teen drivers, older drivers, Hispanic and the Native American focus, the rural counties have other traffic safety challenges not to be overlooked. First of all, not surprisingly, the gender of drivers and general age follows that of the national trend of the male driver between the age of 30-49.

Next, Morgan and Wasatch counties showed a significantly higher number of motorcycle crashes. Both counties contain very popular mountainous routes for the motorcyclist community. Grand and San Juan Counties show a higher pedestrian number. Moab, a popular tourist town, is in Grand. They have experienced growing pains and pedestrian challenges. San Juan has some tourist areas. The county is more remote and lower on the economic scale. The White Mesa Tribal Community straddles the main highway and the Navajo Nation is in the bottom corner of the county.

The attributes of the crashes for these fatalities are fairly similar across the table. The most significant factors are alcohol and drug related, unrestrained and speed. The driver contributing factors point to the attributes as well and are similar across all eight counties. They are failing to keep in the proper lane, exceeding posted speed, running off the road, too fast for conditions, overcorrected and reckless driving.

Engagement Outcomes

Steps Taken for Meaningful Engagement

The Utah Highway Safety Office does not have an assigned public outreach coordinator. However, we have program managers that are engaged with their stakeholders, the community and those interested in their specific programs. With the short turn around to implement a public engagement process, Utah leveraged the strengths we had, the existing engagement with our communities and the relationships we have built with them over many years.

Under the Director's guidance, a small in-office working group was established to set the foundation of Utah's public engagement process. Meetings began in February, 2023 to determine who the communities were, the steps to engage them, and how to implement the feedback into our development of programs.

The first step was to identify, through data, the communities that are overrepresented in the data and underserved. Upon review of data, several communities or locations were identified. The identified communities are:

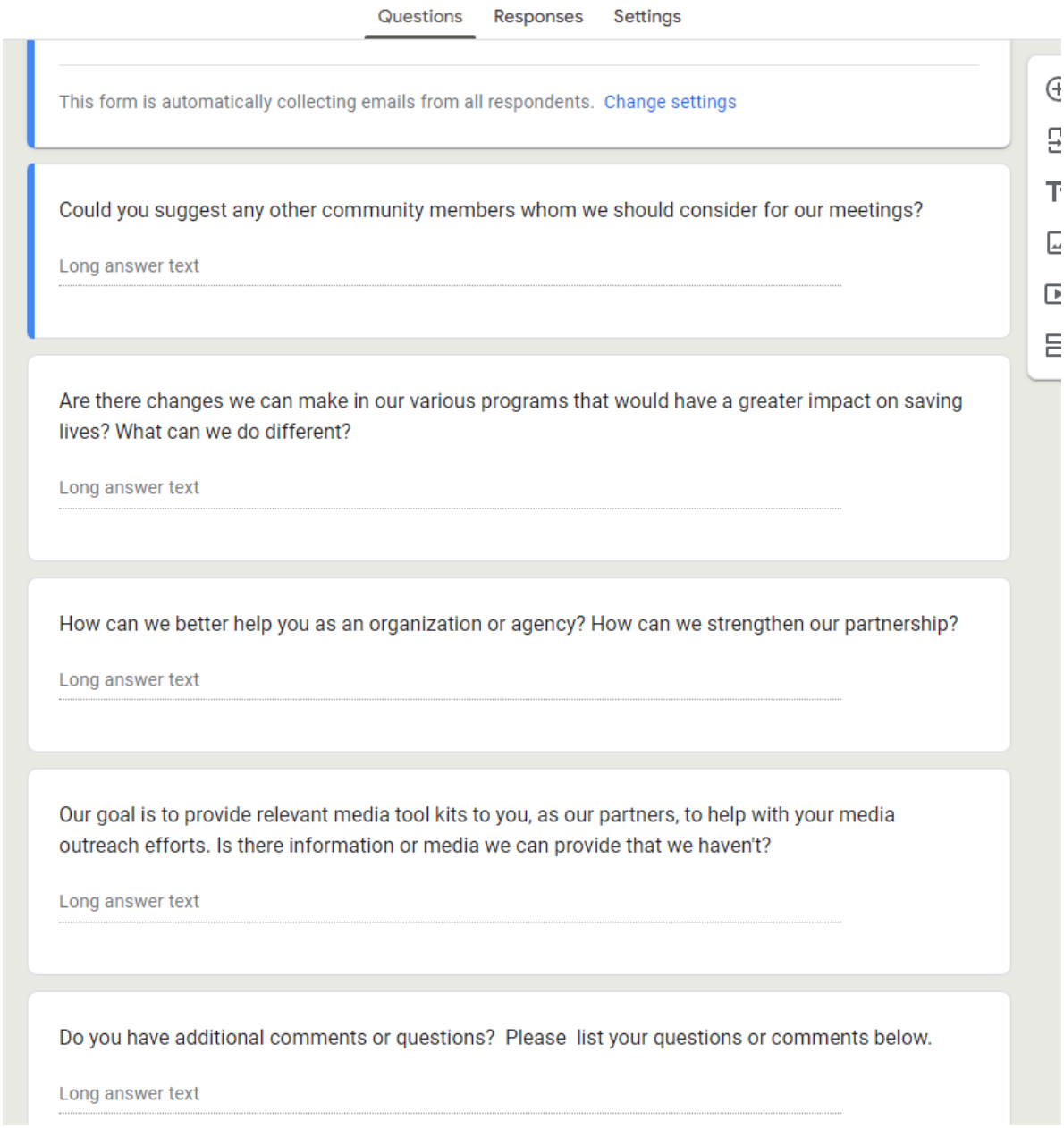
- Teen drivers
- Older drivers
- Hispanic community - focusing on Weber, Utah and Salt Lake Counties
- Native American Tribes - focusing on the Navajo Nation and White Mesa in Southeast Utah
- Eight rural counties - Rich, Daggett, Kane, San Juan, Wasatch, Morgan, Garfield and Grand.

The details of the data analysis was given in the section above.

The next step was to identify the gaps with our current stakeholders, who were missing in our conversations and develop a feedback process. The working group established a process to manage the names of the communities and stakeholders and their contacts. A spreadsheet was created and shared with the team. Everyone added the names and contacts for organizations and stakeholders that were already engaged with the Division. A second worksheet was added to identify new organizations and contact information. To date, there are over 100 existing partners, communities and stakeholders. Additionally, through the process of identifying new communities, there are over 100 more contacts for stakeholders and communities.

In order to take advantage of events already planned, such as statewide conferences with partners and public attendees, regional law enforcement meetings, task force groups, etc. the HSO team began working on engagement efforts with these groups. A survey form was developed in both English and Spanish and was distributed at these events with questions asking attendees how the HSO could better serve their communities and what types of programs or activities are needed. The questions are similar across all meetings, allowing for easy analysis. Below is an example of the questions.

At the in-person meeting held at Kearns library, paper copies of the survey were distributed for public comment or feedback. Members of the HSO team engaged with the public, answered questions, and assisted them with filling out the survey as needed. There were several Spanish speaking attendees where language was a barrier. An HSO team member provided translation and assisted with completing the survey.



One of the planned meetings was a roadtrip with the Law Enforcement Liaison, Impaired Driving Program Manager and the Police Traffic Services Program Manager. They visited each of the Rural Law Enforcement Liaison regions and their respective law enforcement agencies. The meeting included a discussion centered on their engagement with their communities and how we can help. A survey with questions similar to the form above were given to the officers for their input regarding their communities. This engagement effort was hugely beneficial to both the HSO and the underrepresented law enforcement agencies in rural Utah. As a result of these efforts, many agencies have shown more interest in working with the HSO to help address their community traffic safety needs.

Engagement Opportunities Conducted, Accessibility, Attendees, and Summary of the Issues Discussed

The Highway Safety Office conducted three public engagement and listening sessions. Two were virtual, using Zoom and the other one was an in-person meeting at a library in Salt Lake County. For the virtual meetings, invitations were sent to both existing and prospective partners and stakeholders based on the communities previously mentioned. For example - The Tribal Resource Center, Division of Multicultural Affairs, school districts in affected communities, and AARP. This is a new process for the Highway Safety Office. We definitely learned some lessons through conducting these virtual sessions and will be implementing them in future events. Relative to the number of invites sent, the number of attendees were smaller, but was what we expected. The virtual meeting showed about 30 attendees in the afternoon and about 15 for the evening. There were over 100 email invites sent out for each virtual session and the in-person meeting. Additionally, flyers were handed out to over 30 local businesses and schools to invite attendees to the in-person meeting. Additionally, the Division conducted a community engagement session at the annual Utah Public Safety Summit.

The two virtual meetings were held on March 21, 2023. One meeting was held in the afternoon and the other in the evening. Scheduling both an afternoon meeting and an evening meeting provided accessibility for all for those that wanted to attend. Holding two virtual meetings opened up the availability to allow for participants statewide to attend. This reduced the travel limitation. We had a Spanish speaking team member on both meetings. We also had an online chat session going on during the meeting where participants could ask questions, make comments, and provide feedback.

In these sessions, the Highway Safety Office provided a short presentation on who we are, what we do and the resources available to the communities. Information was provided about all the programs in Highway Safety, such as seat belts, car seats, distracted driving, impaired driving, pedestrian and bicycle safety. There was a section on Utah's data, giving both the rural and urban picture. The team talked about the Crash Data Dashboard, available to the public on the Highway Safety Office website. The afternoon session had more attendees and was well engaged and received good feedback through online chat. The evening session was not as well attended. The real focus of the presentation was an opportunity for the Highway Safety Office team to interact with the participants about their communities, the traffic safety challenges they are facing, who they feel should be in the conversation and what they see as the role of the Highway Safety Office.

One in-person public engagement and listening session was held in April, 2023, in the evening. The session was held at the Kearns Library in Salt Lake County. The choice of location was based on the demographics of the area. There is a large Hispanic population in Kearns and the surrounding communities. Additionally, a high school is located just down the street from the library. We also chose a library as a “neutral” space. As a Division of the Utah Department of Public Safety, the Highway Safety Office is often mistaken for the Highway Patrol. We want our participants to feel safe in talking with us.

There was no formal presentation at the in-person event. We wanted to portray to the participants that we are ready to listen and not talk at them. The Division took educational materials, banners and provided a video showing our various social media toolkits. The majority of our team was present to answer questions and

interact with the public about the traffic safety challenges they face. As in our other events, we distributed survey questions, but they were geared toward the public and not partners. This is new for everyone. We didn't have a big turnout, those that were there were engaged with the team. We believe this will grow in the future. We did get some excellent feedback from about 15-20 people that we can incorporate into our current and future highway safety planning.

An example of the attendees that were invited to all events included:

Local health departments
Immigration Resource Centers
Division of Multicultural Affairs
Tribal Resource Center
Utah Child and Family Services
Utah Tourism
20 School Districts across the state
AARP
ABATE
Bike Utah
EMS
UDOT
Local active transportation groups (i.e.Cedar City, Washington)
Law Enforcement, statewide
Safe Kids Coalitions
Colleges and Universities
Zero Fatalities
Motorcycle coalitions
Board of Education
Driver License Division
Utah Tribal Leaders
Local business leaders
Local school teachers and administrators
Students
Parents
General public

Although we did not see as many attendees from the identified communities as we'd hoped for, there was good representation and interaction from people across the state, including a representative from the Tribal Resource Center, a nonprofit organization attendee, a hospital liaison, and a community leader representing the El Salvadoran Community. In order to reach more of the audience from affected communities, engagement efforts will continue.

The Highway Safety Office presented at the annual Utah Public Safety, held in May, 2023 in St George on community engagement. Attendees of the Public Safety Summit include local law enforcement partners, UDOT, EMS, fire, emergency planners and managers, city officials, school safety advocates, and other public safety professionals. The session was set up similar to the listening sessions. There was a short presentation of Highway Safety resources, the Safe System Approach and the National Safety Roadway Strategy. The rest of the session was focused on a discussion about traffic safety challenges in the local communities. There were about 45 in attendance during this session. The engagement between the attendees covered topics such as pedestrian safety, distracted driving, overall fatalities and speeding. Notes were taken on the feedback given from attendees at the session.

Results of the Engagement Opportunities and How Comments were Incorporated into the Development of the Plan

As mentioned previously, survey questions were distributed at as many meetings, events, conferences as we could. The feedback from the surveys and the virtual meeting online chats were compiled and analyzed. A summary of the feedback is below:

- Crash data is beneficial for agencies, but we need to look at citation data much deeper to gain a more accurate picture. It was identified during these meetings that rural Utah has the highest DUI arrest rate.

- Local agencies have their own environmental challenges that affect their capacity to manage traffic safety such as tourism, wildlife, large-scale events, population booms, funding and manpower.

- Distracted driving and speed are top traffic safety issues.

- Media and other information should be in Spanish.

- Impaired Driving messaging seems like it has gotten flat for people. Suggested re-educating the public on courts and laws.

- Share educational resources with the Driver License Division to be given out at administrative hearings. Resources such as older drivers, distracted, and impaired driving materials.

- Driver License suggested that a motorcycle campaign be created focusing on letting a rider go through the intersection when you see a headlight and not try to beat them making a left turn.

- Education on car seats and buckling up at elementary schools. Especially focusing on the parents that are picking up their children. Many are not in car seats, nor are the other children in car seats or buckled up. Certain populations don't understand the need for car seats or booster seats..

- In addition to Zero Fatalities Parent Nights, getting into the schools for safety messaging. Working with local youth coalitions/groups and weaving in safe driving awareness activities for the whole school, or school presidencies.

- Provide the public with more announcements of resources available for education.

- Educate city leaders and community organizations in traffic safety challenges. Work with the community leaders to distribute information at their events. The Highway Safety team and partners to get more involved with the communities at ground level. Participating in their Healthy Communities initiatives. There are 13 around the state.

- Magna would like to hold a Public Engagement Listening session in their town, just like the event in Kearns.

According to the feedback from the public engagement events, below are the suggested partners that should be engaged in the future:

Local schools, students, School Resource Officers,
Parent groups
Mayors
City Councils
County Commissioners
Latino Coalitions
Chief's/Sheriff Meetings
Prevention Groups

St George City's Active Transportation Coordinator
Healthy Communities - 13 of them

Magna City Council
Magna United CTC (Prevention Coalition)

Comments provided at public engagement events were recorded and summarized in a shared spreadsheet and distributed to the Highway Safety team. Each program manager was asked to identify how to incorporate the suggestions into their respective programs.

In the past the impaired driving program has focused its overtime enforcement efforts along the Wasatch front, or the urban areas of Utah. After identifying that DUI citations are the highest in rural locations, conduct research on specific local rural areas and provide overtime enforcement to those agencies.

Speed and distracted driving have shown to be top factors in crashes and citations. Continue overtime enforcement ops and media opportunities. Research the high risk areas and focus efforts there first.

Much of the media and information created at the Highway Safety Office is already translated in Spanish. Evaluate website and other content to see what the Division can do to improve. Child Passenger Safety Technician outreach materials are being developed in 18 other languages to assist the immigrant and refugee populations. Ensure this continues to other necessary materials.

Speaking of media, there have been recent conversations in our Division about our current campaigns and processes. We need to look at "what we have always done" in regards to our media and find better, more efficients means to focus on smaller micro messaging, local groups and education materials.

There are partnering opportunities with other agencies and organizations. We can leverage their expertise and audience to share our educational resources and other materials. For example, sharing materials with the Driver License to distribute during their Administrative Hearings to older drivers, impaired drivers and others.

Schools are one place to educate both the child and parents. This can be done at all grades. Using our seat belt and car seat outreach and education programs that already exist at the schools, the Highway Safety Office has an opportunity to reach the parents picking their children up at school in the pick-up lines and the elementary school children doing car seat and seat belt activities. Partnering with Zero Fatalities, the teen program can reach the middle schools and the high schools to provide education on obtaining a driver license and driving safely.

Several agreed with the importance of attending community meetings (city councils, coalitions, town councils, Mayor meetings, etc). To do so effectively and efficiently, it is important to pull the data and demographics of the communities to determine the priority locations. Building relationships with the local communities is instrumental in becoming a resource and partner with them.

Ongoing Engagement Planning

Goals for Public Participation and Engagement Efforts Planned For Next Three Years

Over the next three years, the Highway Safety Office has four main goals in becoming more engaged with public participation efforts.

Goal #1
Continue and expand on the use of the survey questionnaire at events, meetings and conferences.

Goal #2
Conduct more Public Engagement Listening Sessions based on identified communities, data and demographics. Another session is planned for the town of Magna, per their request. Also there is a large Hispanic presence in that town. Resources are being developed to provide information on laws in multiple languages, and also a hearing impaired card. These sessions will be instrumental in putting this information in the hands of those that need it.

The Highway Safety Office recently partnered with the Utah Department of Public Safety Outreach Team. This team is part of the Statewide Analysis and Information Center (SIAC). They work with local groups and coalitions from the perspective of overall public safety. Their focus is on: diverse populations, such as immigrants/refugees, school safety, faith-based organizations, and non-profit organizations. We are excited to partner with them as it provides an opportunity for us to meet and engage with the public and increase their awareness of the resources available from the Highway Safety Office. They are looking forward to the partnership as well. We can bring the element of education and behavior change from a non-sworn perspective.

Goal #3
In step with evaluating our media, taking an in-depth look at where we spend our funds. Are the projects relative to current times and feedback? Are there other communities to engage with and provide funding?

Goal #4
Develop a process to manage, compile and analyze feedback shared at events and meetings and through questionnaires. This could be through hiring of new personnel or reconfiguring the current structure. The feedback will also need to be shared with the appropriate program staff, monitoring their responses and actions. If the feedback warrants it, provide a response process back to the member of the public.

Identification of the Affected Communities

The communities identified at the onset of engagement planning will be the focus of our efforts over the next three years. Data analysis will be conducted annually to determine if there is a shift in the identified populations and to determine if any new communities that are overrepresented or underserved. Feedback received from survey questionnaires will also provide this information.

Steps to Reach the Communities

In the future, with more time to plan the events and a better understanding of how to best engage the public, the Highway Safety Office plans to expand its reach into the identified communities. The HSO will participate in local events, town council meetings and meet with community leaders. We will attend or host forums alongside Hispanic and/or Native American coalitions. We will leverage the Zero Fatalities parent

night network in order to get feedback from youth and caregivers to improve traffic safety through our programs. Additionally, the HSO will create opportunities to network with local senior citizen groups to determine needs and find helpful solutions to help mitigate their traffic safety challenges. To improve accessibility we will gather input from affected communities regarding their needs and wherever possible will make accommodations for them.

The HSO will collect and analyze comments and views from affected communities. This information will be shared throughout division and with partners to open a discussion on how to best incorporate public feedback. As applicable the information will be incorporated into program planning.

SECTION III – PERFORMANCE PLAN

Utah evaluated its performance measures from years past and has decided to make changes to reflect the current trends and direction of programs. Some measures have been removed, others have been changed, and some new measures have been added. The National Performance Measures remain unchanged per NHTSA guidelines, and have been calculated using the required 5-year rolling averages. The Utah Performance Measures have been calculated with a 3-year average.

Performance Plan

PM#	Performance measure name / Performance Target Justification	Five Year Average 2018-2022	Target Start Year	Target End Year	New Target
C-1	Number of traffic fatalities (FARS)	287	2024	2026	278.4
Target goals for reduction of fatalities are usually coordinated with the Utah Department of Transportation. For FY 2024-2026, NHTSA gave a waiver. Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal					
C-2	Number of serious injuries in traffic crashes (State crash data files)	1377	2024	2026	1335.7
Target goals for reduction of serious injuries are usually coordinated with the Utah Department of Transportation. For FY 24-26, NHTSA gave a waiver. Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal					
C-3	Fatalities/VMT (FARS, FHWA)	0.94	2024	2026	0.91
Target goals for reduction of fatalities per VMT are usually coordinated with the Utah Department of Transportation. For FY 24-26, NHTSA gave a waiver. Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal					
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	60.2	2024	2026	58.4
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We					

believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	40.6	2024	2026	39.4
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
C-6	Number of speeding-related fatalities (FARS)	84.8	2024	2026	82.3
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
C-7	Number of motorcyclist fatalities (FARS)	43	2024	2026	41.7
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
C-8	Number of unhelmeted motorcyclist fatalities (FARS)	23	2024	2026	22.3
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
C-9	Number of drivers age 20 or younger involved in fatal crashes (FARS)	17.2	2024	2026	16.7
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
C-10	Number of pedestrian fatalities (FARS)	43.4	2024	2026	42.1
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We					

believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
C-11	Number of bicyclists fatalities (FARS)	7.4	2024	2026	7.2
Target goals for the reduction of this performance measure have been set with a 3% reduction of the five year moving average stated above (2018 - 2022). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Year 2022 91.8%	2024	2026	92.4%
Utah's seat belt usage in 2022 was 91.8%. Utah has opted to set a goal to increase usage by .6% by 2026. The remaining non-users are high-risk drivers thus the increment change year to year will move slower. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
UTAH PM#	**Performance Measure Name / Performance Target Justification**	**Three Year Average 2020-2022**	**Target Start Year**	**Target End Year**	**New Target**
U-1	Increases the percentage of children ages 0-8 in crashes who were restrained in a child safety seat	64.86%	2024	2026	66.9%
Target goals for the improvement of this performance measure have been set with a 3% increase of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% increase is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-2	Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Night Time (10 pm to 5:59 a.m.)	42%	2024	2026	40.1%
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-3	Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Day Time (6 a.m. to 9:59 pm)	33.28%	2024	2026	29.9%
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					

U-4	Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers	126	2024	2026	122
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-5	Decrease the rate of pedestrians in Utah crashes per 100,000 people - population	2.42	2024	2026	2.35
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-6	Decrease the rate of bicyclists in Utah crashes per 100,000 people - population	1.42	2024	2026	1.38
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-7	Decrease Utah Drowsy Driving-related Fatalities	7	2024	2026	6.8
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-8	Decrease Utah Traffic Fatalities Involving a Distracted Driver	16.3	2024	2026	15.8
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-9	Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS)	53.3	2024	2026	51.8
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We					

believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-10	Reduce the teen speed-related fatal and serious injuries rate	27.47	2024	2026	26.6
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-11	Increase the rate of seat belt usage in males in pickup trucks	3.26	2024	2026	3.2
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-12	Increase the number of data systems integrated within UTAPS	2.3	2024	2026	2.4
Target goals for the improvement of this performance measure have been set with a 3% increase of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% increase is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-13	Reduce the rate of fatal and serious injury crashes by licensed drivers ages 65 and older.	.07%	2024	2026	.067
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					
U-14	Reduce overall roadside crashes involving emergency response vehicles	97	2024	2026	94.09
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					

SECTION IV – COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

Program Administration and Support

The Utah Highway Safety Office (UHSO) continually analyzes state and national data to identify trends and emerging problem areas. Problem identification lays the foundation for planning and administering federal and state funds. Determining the best use of resources lends to programs that effectively and efficiently use monies to accomplish the overall goal of reducing fatal crashes. Resources used in planning and administration are related to the overall management of the State's highway safety programs.

The UHSO is one of the smallest divisions within the Utah Department of Public Safety with 16 on staff. The office is self-contained and self-sufficient with each staff member having a specific program area or responsibility to ensure that the state's Highway Safety Plan and Application are developed and implemented in an efficient and effective manner. The team consists of five senior program managers who oversee the largest of the traffic safety program areas including Occupant Protection, Impaired Driving, Traffic Records, Law Enforcement Programs (LEL), and Communications. In addition, there are six program coordinators who oversee other program areas including, police traffic services (TSEP, equipment purchases, speed, aggressive driving), distracted driving, vulnerable roadway users (pedestrian, bicycle and motorcycle safety), youth alcohol, older drivers, child passenger safety, business outreach, rural outreach, and teen driving. The UHSO supports the Fatality Analysis Reporting System (FARS), a fiscal analyst, and a support services coordinator. The office also houses the Utah Highway Patrol's Public Information and Education Program that includes two full-time troopers.

Program Area: Administration and Support	
Strategy	**Planning and Administration**
Problem (link between problem ID and strategy)	This strategy provides the administrative function for the Utah State Highway Safety Office
Countermeasures (and justification)	Planning and Administration 23 CFR 1300.4 State highway safety agency - authority and functions
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 The mission of the Utah Highway Safety Office is to save lives by changing behavior, so everyone on Utah roads

Estimated 3-year funding allocation	$2,080,000 (402)
Strategy to project considerations	Planning and administration is the backbone to a successful highway safety office
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	23 CFR 1300.4 State highway safety agency - authority and functions
Strategy	**Administrative Support and Personnel**
Problem (link to strategy)	This strategy provides support to run the Highway Safety Office including personnel, programs, data systems, evaluation, and future projects (holding account).
Countermeasures (and justification)	Administrative support, staffing, and future projects 23 CFR 1300.4 State highway safety agency - authority and functions
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026
Estimated 3-year funding allocation	$14,700,000 (402) $1,050,000 (405b) $1,900,000 (405c) $5,995,000 (405d) $900,000 (405d converted) $180,000 (405e) $123,000 (405f) $675,000 (405g) $75,000 (405h) $75,000 (405i)
Strategy to project considerations	Support of programs, projects, systems,
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	23 CFR 1300.4 State highway safety agency - authority and functions

Community Traffic Safety Programs

Community traffic safety programs serve as the cornerstone of local interaction and education, allowing for additional outreach opportunities to areas or populations in Utah that the Highway Safety Office finds difficult to reach. With such a small staff, it is important for the Highway Safety Office to utilize partners. The Highway Safety Office works closely with approximately 129 law enforcement agencies across the state, 10 hospitals, 13 local health departments, the State Health Department, businesses, schools, colleges, universities, the Utah Department of Transportation, and other stakeholders to provide public information and education through community outreach efforts. State and National data is analyzed to identify problem areas and trends. In partnership with the community programs, projects are implemented to address the identified challenges.

The state of Utah consists of 29 counties with 6 being urban and 23 rural according to populous data from the US Census 2021. There are 3,658 miles of state highways in Utah consisting of 327 different roads that cross into all 29 counties of the State.

According to University of Utah's Gardner Institute, in 2022, Utah continued to experience strong population growth, adding the most residents since 2006. Total population is over 3.4 million with 61,242 new residents added in 2022. The Institute projects that Utah's population will continue to grow reaching 4 million between the years 2032 and 2033. With a growing population, Utah will need to continue to seek new and creative ways to reach and educate these new citizens, as well as current residents, about Utah traffic safety laws and the importance of making sure Utah roads are safe for all users.

Between the years 2017-2021, Utah saw the following:

- 302,557 motor vehicle crashes resulting in 1,389 lives lost. On average, that is 60,511 crashes per year resulting in 277 fatalities;
- Of the 1,389 people who lost their lives as the result of a crash; 62% were drivers, 21% were passengers, 11% were motorcyclists, 14% were pedestrians, 2% were bicyclists;
- Speed was the contributing factor for 29% of all fatalities and accounted for 14% of all crashes;
- 30% of the deaths were due to unrestrained occupants;
- Teenage drivers account for 21% of all crashes and 22.7% of all injuries;
- Transportation incidents were the largest cause of fatalities (36%) among fatal occupational injuries (Utah Labor Commission, Bureau of Labor Statistics);
- Of the 302,557 crashes over the 5 year period, 15% or 39,945 occurred on rural roadways.

According to the Federal Railroad Administration, during the last 5 years (2017-2021), there have been 79 crashes in which 16 people have died, and 33 people have been injured at highway-rail grade crossings in Utah.

Note: Strategies for community traffic safety encompass several different areas. In order to make the connections required, there may be more than one of the same strategies with different problem identification, targets, and linkage.

Countermeasure Strategies for Programming Funds - Community Traffic Safety	
Strategy	Community Education and Outreach - Public Information & Education

Problem (link to strategy)	The Community Education and Outreach strategy represents a good opportunity to help achieve and reduce the number of fatalities and injuries that have increased across the state as indicated in the Problem ID and in other program areas. Utilizing the Utah Highway Patrol to conduct education and outreach is a key component to leverage the expertise and resources of law enforcement to effectively educate drivers in marginalized communities to help reduce crashes and save lives.
Countermeasures (and justification)	Uniform Guidelines for State Highway Programs No 15 - Communication Program - provides safety education and community services *CTW 2020 Communications and Outreach on Distracted Driving *CTW 2020 Communications and Outreach on Drowsy Driving **CTW 2020 Impaired Pedestrians: Communications and Outreach **CTW 2020 Communications and Outreach: Motorist Awareness of Motorcyclists CTW Alcohol and Drug Impaired Driving - Prevention, Intervention, Communications, and Outreach Communications and Outreach strategies seek to educate the public of the dangers of driving while Impaired by Alcohol or Drugs, Distracted Driving, Drowsy Driving, Motorcycle Awareness, Pedestrian education and to promote positive social norms. Providing education and community services as
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 C-9 Reduce the number of drivers age 20 or younger involved in fatal crashes (FARS), with a 3% reduction of the five-year moving average, to 16.7 by 2026. This Education and Outreach strategy was selected to provide educational highway safety messaging to young drivers and communities across Utah as part of a comprehensive, objective effort to increase safe practices among all drivers reducing the number of fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$ 75,000 (402)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps:

	• Data Analysis • Creating performance measures • Determine funding • Selecting countermeasures and strategies • Collaborating with Highway Safety Partners • Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	This strategy will help provide safety education and community services to address traffic safety concerns, including communications and outreach strategies for low-belt-use groups, promotion of responsible drinking with a strong emphasis on alternative transportation, communication, and outreach on distracted and drowsy driving, and highlighting the parental role in teaching and managing young drivers.
Strategy	High Visibility Enforcement - CRTF
Problem	Risky driving behaviors in Utah over the past five years have led to an increase in fatal and serious injury crashes. From 2018 – 2022 there were 1,311 fatal crashes and 88,157 injury crashes. See problem identification above. High Visibility Enforcement is a strategy used by law enforcement agencies throughout the state through the speed, distracted driving, occupant protection, pedestrian/crosswalk and Impaired driving programs to reduce the number of crashes and fatalities on Utah's roadways. By analyzing crash data, problem areas are identified and targeted with High Visibility Enforcement efforts to educate drivers on high risk driving behaviors and traffic safety issues.
Countermeasures (and justification)	2.2 High-Visibility Saturation Patrols DUI **** CTW 2020 2.1 Short Term, High-Visibility Seat Belt Law Enforcement ***** CTW 2020 2.2 High-Visibility Enforcement Speed ** CTW 2020 1.3 High-Visibility Cell Phone/Text Messaging Enforcement **** CTW 2020 4.4 Enforcement Strategies *** CTW 2020 These strategies have been proven to be effective in changing behavior and are identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Support of law enforcement agencies play a key role in preventing deaths and injuries on the roadways. Activities such as enforcement, training, and public information and education are designed to reach people in their vehicles and communities using one of the most effective delivery mechanisms, law enforcement officers.

Target (link to strategy) - Describe link between countermeasure strategy effectiveness and performance target(s)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 Target goals for the reduction of these performance measures have been set with a 3% reduction of the three year moving average (2024 - 2026). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with a 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.
Estimated 3-year funding allocation	$720,000 (402)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As described in the Uniform Guidelines for State Highway Safety Programs, traffic enforcement services should be included to enforce traffic laws and regulations, reduce traffic crashes resulting in fatalities and injuries, and investigate and report specific details and causes of crashes.
Strategy	Community Education, Outreach and Sponsorships - CRTF
Problem (link to strategy)	Community Education and Outreach strategies seek to educate the public of the dangers of driving while Impaired by Alcohol or Drugs, Distracted Driving, Speeding, Seatbelt use, Pedestrian education and to promote positive social norms. Providing education and community services to all areas of the state to include underserved populations. Additionally, through collaborative efforts with traffic safety partners and law enforcement agencies across the state, work can be done to foster new partnerships and promote public participation and involvement. This encourages the sharing of available resources and can establish connections with both new and existing stakeholders.
Countermeasures (and justification)	Mass Media Campaigns *** CMTW 2020

	3.1 Supporting Enforcement ***** CTW 2020 4.1 Communications and Outreach Supporting Enforcement *** CTW 2020 2.1 Communications and Outreach on Distracted Driving * CTW 2020
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 C-9 Reduce the number of drivers age 20 or younger involved in fatal crashes (FARS), with a 3% reduction of the five-year moving average, to 16.7 by 2026. Target goals for the reduction of these performance measures have been set with a 3% reduction of the three year moving average (2024 - 2026). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with a 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.
Estimated 3-year funding allocation	$264,000 (402)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	This strategy will help provide safety education and community services to address traffic safety concerns, including communications and outreach strategies for low-belt-use groups, promotion of responsible drinking with a strong emphasis on alternative transportation, communication, and outreach on distracted and drowsy driving, and highlighting the parental role in teaching and managing young drivers. Providing officers with quality training, partnerships and essential support is an effective strategy that has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices and is recommended in NHTSA's High Visibility Enforcement Toolkit and

	the Uniform Guidelines for State Highway Safety Programs. (Guideline No. 8 and No. 15)
Strategy	Mass Media and Communications - CRTF
Problem (link to Strategy)	Mass media campaigns are an important part of every State's efforts to improve highway safety and are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective. This strategy represents a good opportunity to help achieve and reduce the number of fatalities and injuries by utilizing the Utah Law Enforcement and Community Partners to conduct education and outreach. Education and outreach are key components to leverage the expertise and resources of law enforcement to effectively educate drivers in marginalized communities to help reduce crashes and save lives
Countermeasures (and justification)	Mass Media Campaigns *** CMTW 2020 Communications and Outreach Supporting Enforcement *** CTW 2020 Uniform Guidelines for State Highway Programs No. 15 Traffic Law Enforcement, and Communication Program
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 Target goals for the reduction of these performance measures have been set with a 3% reduction of the three year moving average (2024 - 2026). The 3% reduction has been set to cover the triennial period. We believe a 3% reduction is attainable with a 1% reduction per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.
Estimated 3-year funding allocation	$516,000 (402)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies

	• Collaborating with Highway Safety Partners • Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment.	As noted in the Communications and Outreach Supporting Enforcement section of NHTSA's Countermeasures That Work, successful programs consist of high-visibility communications and outreach. The information provided through this strategy should include expected safety benefits
Strategy	Public Information and Education - Operation Lifesaver
Problem (link between problem ID and strategy)	According to the Federal Railroad Administration, during the last 5 years (2017-2021), there have been 79 crashes in which 16 people have died, and 33 people have been injured at highway-rail grade crossings in Utah A. This strategy supports the above-mentioned problem ID for Operation Lifesaver as it has been designed to change motorist and vulnerable roadway user behavior at railway crossings and reduce the incidence of fatalities and injuries at these sites. B. While rail expansion has been seen in Utah's urban areas, as more lines are added to connect our major cities and communities, fatalities and injuries have remained fairly low, largely in part to the efforts of Utah Operation Lifesaver.
Countermeasures (and justification)	- This strategy has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Programs designed to reach target populations provide well-defined and somewhat controlled audiences for traffic safety programs. Education and other communications strategies can be tailored to a specific audience. To maximize effectiveness, appropriate funding and resources will be allocated to the planned activities. - The U.S. Department of Transportation projects substantial increases in rail transport over the next three decades, furthering the need for rail safety programs.
Target (link to strategy) - Describe link between countermeasure strategy effectiveness and performance target(s)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among motorists and vulnerable roadway users alike, ultimately reducing the number of railway crossing-related fatalities and injuries.
Estimated 3-year funding allocation	$60,000 (402); $75,000 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving

(Describe the considerations the State will use to determine which projects to fund)	the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Operation Lifesaver is mentioned in the Highway-Rail Crossing Handbook as the only nationwide rail safety program of its kind. The handbook is prepared by the Federal Railroad Administration and FHWA.
Strategy	Public Information and Education - Utah Safety Council
Problem (link to strategy)	Transportation incidents were the largest cause of fatalities (36%) among fatal occupational injuries (Utah Labor Commission, Bureau of Labor Statistics) A. This strategy supports the above-mentioned problem ID for Utah Safety Council's Employer Traffic Safety Program as it has been designed to change employee behavior and reduce the incidence of work-related crashes which results in fewer injuries and fatalities. B. According to the BTSCRP Developing Employer-Based Behavioral Traffic Safety Programs for Drivers in the Workplace document, employer traffic safety programs can be effective at reducing workplace related traffic injuries and fatalities.
Countermeasures (and justification)	Employer-Based Behavioral Traffic Safety Programs are currently a focus of the BTSCRP: Developing Employer-Based Behavioral Traffic Safety Programs for Drivers in the Workplace Research Project, which will ultimately determine the effectiveness of various employer traffic safety programs.
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 C-3 Reduce fatalities/VMT (FARS, FHWA) to .895 by 2026 C-4 Reduce number of unrestrained passenger vehicle occupant fatalities, all seat positions by 3% to 58.4 by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 U-4 Reduce Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% to 122 by 2026 U-7 Decrease Utah Drowsy Driving-related Fatalities by 3% to 6.8 by 2026

	U-8 Decrease Utah Traffic Fatalities Involving a Distracted Driver by 3% to 15.8 by 2026 U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 above by 3% to 51.8 by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among employees on the job, ultimately reducing the number of work-related fatalities and injuries.
Estimated 3-year funding allocation	$90,000 (402)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	The Uniform Guidelines for State Highway Safety Programs recommends outreach to all employers on the subjects of seat belts and impaired driving.
Strategy	Community Education and Outreach- Public Information and Education - Zero Fatalities Safety Summit
Problem (link to strategy)	Community Traffic Safety Programs serve as the cornerstone of local interaction and education, allowing for additional outreach opportunities to areas of populations in Utah that the HSO find difficult to reach. With such a small staff , it is important for the HSO to utilize partners, law enforcement agencies, businesses, hospitals and stakeholders to provide public information and education through community outreach efforts. The Zero Fatalities Safety Summit provides a forum for partners and stakeholders to receive training and education to serve their communities.
Countermeasures (and justification)	The Zero Fatalities Safety Summit provides a forum for traffic safety professionals to share knowledge, resources, best practices, and to gain insight into the future of traffic safety in the state. As part of this strategy, the HSO supports opportunities for stakeholders to obtain training on new or existing programs; gather information on specific traffic safety issues; network with other traffic safety professionals; and gain knowledge and tools necessary to continue highway safety work in their communities. Through this support, the HSO ensures motorists

	and citizens receive a consistent and effective message or program aimed at reducing death and injury on our roadways.
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 C-3 Reduce the number of fatalities per VMT to 0.895 by 2026 Community programs that are supported by this strategy are evidence-based and data driven. With Utah consisting of a mixture of 6 urban and 23 rural or frontier, it is critical to the success of the Highway Safety Program that community-based programs be supported.
Estimated 3-year funding allocation	$75,000 402
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	This strategy has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Outreach, education, training and other supporting activities play a key role in strengthening traffic safety programs. These activities are designed to reach a variety of target audiences and program partners (i.e. law enforcement, local health departments, schools, worksites, etc.) across the state. This provides opportunities to reach people using existing social structures which maximizes impact and reduces the time and resources necessary for program development. To maximize effectiveness, appropriate funding and resources will be allocated to the planned activities.

Occupant Protection

Seat belts are the single most effective traffic safety device for preventing death and injury in motor vehicle crashes. Yet over 290,000 Utahn's still choose to ride unrestrained. According to 2017-2021 crash data, unrestrained people account for only 2% of all occupants involved in crashes, but account for nearly 30% of all fatalities and 27% of all driver fatalities. Additionally, during this time period, it is estimated that at least 323 lives would have been saved if they made the choice to buckle up.

Utah Crash data from 2017-2021 shows that males of all ages are less likely than females to wear their seat belt. Of all motor vehicle occupants killed or injured in crashes, a high percentage of males were not buckled up. In fact, 64% of unrestrained drivers were male and over two-thirds of unrestrained occupant fatalities were male. The majority of unrestrained drivers and passengers were less than 48 years old; reporting 75% of drivers younger than 48 years and passengers less than 31 years of age.

Young drivers are especially at risk; 35% of motor vehicle occupants killed or severely injured were ages 15-29. Tragically, only 63% of them were buckled up. Child passengers are also at risk with 36% of fatalities among ages 0-8 years being reported as unrestrained.

Child passenger safety requires consistent use of correctly installed safety seats, booster seats, or seat belts that are appropriate for a child's size and age. Child passengers have been identified as a high-risk population. Despite Utah having a law that requires child passengers to ride in appropriate safety restraints to age 8, as children grow they are less likely to be restrained, leaving them at risk for death or serious injury.

Child safety seat use reduces the risk of injury for infants and toddlers by 71-82% when compared with seat belt use alone. Booster seat use reduces the risk for serious injury by 45% for children ages 4-8 when compared with seat belt use alone. Seat belt use reduces the risk for death and serious injury by about half for older children and adults. (CDC Child Passenger Safety Facts)

According to the National Highway Traffic Safety Administration's (NTHSA) Fatality Analysis Reporting System data from 2020: an average of 3 children aged 14 and under were killed, and 380 were injured every day in traffic crashes. In addition, 42% of the child passengers who died in a crash, for whom restraint use was known, were not restrained or buckled up.

In Utah, the data shows that as children grow, they are less likely to be properly restrained in a child safety seat or booster seat and are more likely to be unrestrained in the vehicle. Child passengers are also at risk with 36% of fatalities among ages 0-8 years being reported as unrestrained. During 2017-2021, there were 113 unrestrained children under the age of two involved in crashes. Whereas, there were 564 unrestrained children between the ages of 5 and 8 involved in crashes. This means that children are 5 times more likely to be unrestrained in the older category than when they are under 2 years old.

According to Safe Kids Worldwide, 6 out of 10 of these life-saving devices are used incorrectly. Certified child passenger safety technicians throughout the state of Utah are working to ensure our youngest and most vulnerable passengers are properly protected.

Utah's CPS program will teach parents to optimize safety in passenger vehicles by using rear-facing car safety seats as long as possible and forward-facing car safety seats from the time they outgrow rear-facing seats for most children through at least 4 years of age. These educational messages are aimed at increasing

the proper and consistent use of child restraint devices are essential to the safety of Utah's most vulnerable passengers. It is recommended that belt-positioning booster seats should be used from the time children outgrow forward-facing seats for most children through at least 8 years of age and longer.

More education and effective messaging need to be available to ensure our youngest passengers are properly protected. We fatally lost 14 children, ages 0-8 years old, who were unrestrained during 2017-2021 in Utah.

To increase the number of children who ride in the proper safety restraints and prevent injury in crashes, Utah will continue to train certified child passenger safety technicians and increase child passenger safety education and installation instruction for every Utah family. In addition, the Utah Highway Safety Office will develop and distribute educational messaging, effectively partner with and provide resources for health departments, hospitals, law enforcement agencies and non-profit organizations.

Seat belt use is lower during the late night hours. Data shows that restraint use in crashes is lowest between midnight and 3:59 a.m. with 60% of occupants being unbuckled. This supports the need for nighttime seat belt enforcement and is part of the HVE plan.

When examining diverse populations, Hispanic and Latinos were found to have the highest unrestrained fatality rates among all minority groups. This is mainly due to the fact that they are the largest ethnic minority group making up 14.8% of the state's population. The US Census Bureau reports that Utah's Hispanic population grew by over 25% between 2010 and 2020. That's more than twice as fast as the 11% growth in Utah's non-Hispanic white population. Additionally, Utah's profile in the last decade shows that its growth outpaced every other state in the nation, with some communities at the top of national rankings. The latest census showed that nearly 1 in 4 Utahns is a racial or ethnic minority. The counties in Utah with the highest concentration of Hispanic population are Utah, Salt Lake, and Weber County. Similar to state and national trends, young males continue to be at higher risk for being killed in a traffic crash. Hispanic motorists ages 16-28 had the highest number of deaths and more than half were male Over a five year period from 2017-2021, 29% of Hispanic occupants were unrestrained compared to 30% of non-Hispanic occupants. Additionally, the Hispanic, Refugee and Native American communities are more likely to be killed or injured in traffic crashes than those who are not members of diverse populations due to lack of education on Utah laws and limited resources such as car seats.

Of Utah's 29 counties, six are considered urban, contributing to 85% of the state's population and 23 are rural. When examining the differences between urban and rural counties using crash data from 2017- 2021, it was determined that more than half (58%) of unbuckled fatalities occur in rural counties. Urban counties, which include Cache, Davis, Salt Lake, Utah, Washington and Weber contribute to 42% of unrestrained occupant fatalities.

Each year, a statewide survey is conducted observing the driver and front seat passenger seat belt use. The 2022 seat belt observational study reported 91.8% use, a 3.6% increase from the 2021 survey. Males continue to buckle up less often than females with seat belt use lower in rural counties compared to urban counties. Pick-up truck occupants had the lowest seat belt usage rate at 84.4% (81.2% in rural counties) while SUVs had the highest rate at 95%.

The crash data and observational survey provide evidence that focus should be placed on males, pick-up trucks, and rural counties. Seat belt enforcement and outreach efforts should focus on these groups. Additionally, when a driver was restrained, restraint use for passengers was 97.4%. When a driver was

unrestrained, passenger restraint use was only 43.5%. This supports the importance of leading by example and influencing others traffic safety behavior by buckling up every time.

Countermeasure Strategies for Programming Funds - Occupant Protection	
Strategy	Communication Campaign - Occupant Protection
Problem (link to strategy)	This strategy supports the problem ID for the Occupant Protection Program. Buckling up is one of the best ways to decrease injuries and deaths in motor vehicle crashes. Occupant protection affects every age group, geographical area, race, ethnicity, gender, and income level. Yet only 93% of urban motorists and 89% of rural motorists buckle up on Utah's roadways. -Utah crash data from 2017-2021 shows that males of all ages are less likely than females to wear their seat belt. Of all motor vehicle occupants killed or injured in crashes, a high percentage of males were not buckled up. -In fact, 64% of unrestrained drivers were male and over two-thirds of unrestrained occupant fatalities were male. The majority of unrestrained drivers and passengers were less than 48 years old; reporting 75% of drivers younger than 48 years and passengers less than 31 years of age. -Young drivers are especially at risk; 35% of motor vehicle occupants killed or severely injured were ages 15-29. Tragically, only 63% of them were buckled up. -Child passengers are also at risk with 36% of fatalities among ages 0-8 years being reported as unrestrained. When examining diverse populations, Hispanic and Latinos were found to have the highest unrestrained fatality rates among all minority groups. -Hispanic motorists ages 16-28 had the highest number of deaths and more than half were male. -Rural counties are at increased risk- crash data from 2017-2021, it was determined that more than half (58%) of unbuckled fatalities occur in rural counties.
Countermeasures (and justification)	Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups **** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020 This strategy has been proved to be effective in changing behavior and is identified in Countermeasures that Work. In addition, mass media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective. In fact, in order for high-visibility enforcement programs to be effective a

	communications and outreach component is critical to include in program developments and planning. A mass media campaign consists of intensive communications and outreach activities regarding traffic safety behavior. The campaign generally included both paid and earned media and utilizes one or more mediums, such as radio, television, print, online, and outdoor. To maximize effectiveness, the campaign will identify a specific target audience and communications goal. All messaging and delivery methods will be appropriate and effective for the audience and goal. Mass media campaigns are a standard part of every State's efforts to improve highway safety.
Target (link to strategy)	B-1 increase seat belt usage from 91.8% to 92.4% (.6%) by 2026 C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 C-4 Reduce number of unrestrained passenger vehicle occupant fatalities, all seat positions by 3% to 58.4 by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 Reducing traffic fatalities and injuries while increasing the use of seat belts and child car seats requires a comprehensive and evidenced-based approach that combines education and effective communication strategies. By focusing on raising awareness, providing information, and promoting responsible behavior, we can make significant progress in enhancing road safety. We can promote responsible behavior, increase the usage of seat belts and child car seats, and reduce traffic fatalities and injuries through effective communication and educational outreach. Through these collective actions, we can create safer roads and protect motor vehicle occupants from injury and death on our roads.
Estimated 3-year funding allocation	$55,563 (402); $916,197 (405b); $466,410 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving

	the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	This countermeasure strategy has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices. In addition, mass media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective. In fact, in order for high-visibility enforcement programs to be effective a communications and outreach component is critical to include in program developments and planning.
Strategy	Evaluation - OP Observational Studies
Problem (link to strategy)	This countermeasure strategy will provide support to the comprehensive statewide occupant protection program, which works to decrease the number of unbuckled fatalities on Utah's roadways and increase the number of motorists who buckle up. The state program is one of the UHSO's primary focus areas and comprises campaigns and activities reaching every county in Utah with appropriate messages, materials and training. With nearly half of all occupant fatalities being unrestrained and rural occupants being two times more likely to be unrestrained that urban occupants, the program's effectiveness is critical to reaching the goal of zero fatalities. This strategy will assist in reaching the program's goals and is part of a comprehensive, evidenced-based effort to increase the number of motorists who properly and consistently use seat belts, ultimately reducing the number of unbuckled fatalities and injuries on our roadways. Program evaluation is a critical component to any comprehensive traffic safety program that supports evidence-based efforts. One of the primary methods used to evaluate the state's Occupant Protection Program is the use of observational restraint use studies. This strategy will ensure usage data by county, gender, roadway type, and vehicle type. This strategy is a requirement for state's who wish to apply for federal highway safety funding. The 2020 seat belt observational study reported 91.8% use leaving 8.2% or more than 290,000 Utahn's who still choose not to buckle up. -The survey reported that males continue to buckle up less often than females with seat belt use lower in rural counties compared to urban counties.

	-Pick-up truck occupants had the lowest seat belt usage rate at 84.4% (81.2% in rural counties) while SUVs had the highest rate at 95%.
Countermeasures (and justification)	Uniform Guidelines for State Highway Safety Programs - Data and Program Evaluation. Observational surveys are a key component of Utah's occupant protection program and a required element by NHTSA. Unrestrained fatalities represent a significant portion of the State's total traffic fatalities. Unlike many other highway safety program areas, nearly every occupant of a motor vehicle has the choice to buckle up or not. With different social norms, cultures, and attitudes among Utah's population, it can be a difficult task to change behavior because of the variety of messaging and programs it takes to reach every target population. To ensure the program is effective in increasing seat belt use, providing training and support is essential. Funding for this and all other strategies are distributed based on problem identification.
Target (link to strategy)	B-1 increase seat belt usage from 91.9% to 92.4% (.6%) by 2026
Estimated 3-year funding allocation	$219,000 (402)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	This strategy has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Outreach, education, training and other supporting activities play a key role in strengthening the occupant protection program. These activities are designed to reach the variety of target audiences and program partners (i.e. law enforcement, local health departments, schools, worksites, etc.) across the state. This provides opportunities to reach people using existing social structures which maximizes impact and reduces the time and resources necessary for program development. To maximize effectiveness, appropriate funding and resources will be allocated to the planned activities.
Strategy	Short-term, High Visibility Seat Belt Law Enforcement

Problem (link to strategy)	Seat belts are the single most effective traffic safety device for preventing injury in motor vehicle crashes. HVE combined with enforcement initiatives, nighttime enforcement activities, sustained enforcement efforts are proven countermeasures to increase seat belt use. Unrestrained people account for only 2% of all occupants involved in crashes, but account for nearly 30% of all fatalities and 27% of all driver fatalities. Males buckle up less often than females. According to Utah crash data from 2017-2021, 64% of unrestrained drivers were males and over two-thirds of unrestrained occupant fatalities were male. The majority of unrestrained drivers and passengers were less than 48 years old; reporting 75% of drivers younger than 48 years and passengers less than 31 years of age. Seat belt use is lower during the late night hours. Data shows that restraint use in crashes is lowest between midnight and 3:59 a.m. with 60% of occupants being unbuckled. This supports the need for nighttime seat belt enforcement and is part of the HVE plan.
Countermeasures (and justification)	Short term, HVE Saturation Patrols, *****CTW 2020 Short term HVE CR Law Enforcement ***** CTW2020 Integrated Nighttime Seat Belt Enforcement **** CTW 2020 Sustained Enforcement *** CTW 2020 State Primary Enforcement Seat Belt Use ***** CTW 2020 Local Primary Enforcement Seat Belt Use ***** CTW 2020 Uniform Guidelines This strategy has proved to be effective in changing behavior and is identified in Countermeasures That Work. The most effective strategy for achieving and maintaining safe behaviors on the roadways is highly publicized high-visibility enforcement (HVE) of strong traffic laws. The strategy's three components are highly effective when coupled together: legislation, enforcement and publicity. Enforcement activities being implemented include saturation patrols during selective enforcement periods such as the national CIOT campaign. To maximize effectiveness, appropriate funding and resources will be allocated to the planned activities to include mass media, earned media, outreach, public information and education, and coordination across jurisdictions.
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 C-4 Reduce number of unrestrained passenger vehicle occupant fatalities (FARS), all seat positions to 58.4 by 2026

	This strategy is part of a comprehensive, evidence based effort that includes short-term, high visibility seat belt law enforcement campaigns, combined with enforcement initiatives, nighttime enforcement activities, and sustained enforcement efforts.
Estimated 3-year funding allocation	$600,000 (402)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	This strategy has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices. The most effective strategy for achieving and maintaining safe behaviors on the roadways is highly publicized high-visibility enforcement (HVE) of strong traffic laws. The strategy's three components are highly effective when coupled together: legislation, enforcement, and publicity.
Strategy	Public Communication and Education - Child Passenger Safety
Problem (link to strategy)	This strategy supports the problem ID for the child passenger safety program. Because three children aged 14 and under were killed during the last 5 years in Utah, and 380 were injured every day in traffic crashes, it is essential that we use public communications and outreach to get proper education to the public. Through media communication such as social media, websites, television, radio, and educational brochures, the public is exposed to proper ways to safely travel with their children on public roadways. Child safety seat use reduces the risk of injury for infants and toddlers by 71-82% and booster seat use reduces the risk for serious injury by 45% for children ages 4-8. With this in mind, communicating best practices and proper installation and CPS principles are essential. 6 out of 10 child restraints are used incorrectly and this high misuse rate tells us that people need education, direction and resources in order to safely transport children. Effective communication strategies can influence parents and caregivers to adopt safer behaviors when it comes to child passenger safety.
Countermeasures (and	Communications and Outreach ***** CTW 2020

justification)	Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 School-Based Programs ***CTW 2020 These countermeasures were chosen because media channels have a wide audience reach. By using these channels, child passenger safety messages can reach a large number of people, including parents, caregivers, and the general public. Media communications are easily accessible to the public. People can access information through various devices, such as smartphones, tablets, computers, or traditional media outlets. This accessibility allows for broader dissemination of child passenger safety messages to different demographics and communities. The messages utilize visual elements such as images, videos, and graphics to convey messages effectively.
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 C-4 Reduce number of unrestrained passenger vehicle occupant fatalities, all seat positions by 3% to 58.4 by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 Reducing traffic fatalities and injuries while increasing the use of child car seats requires a comprehensive and evidenced-based approach that combines education and effective communication strategies. By focusing on raising awareness, providing information, and promoting responsible behavior, we can make significant progress in enhancing road safety. We can promote responsible behavior, increase the usage of child car seats, and reduce traffic fatalities and injuries through effective communication and educational outreach. Through these collective actions, we can create safer roads and protect children from injury and death on our roads.
Estimated 3-year funding allocation	$81,000 (402); $253,000 (405b); $42,000 (State Pass Through)

Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As described in the Uniform Guidelines for State Highway Safety Programs, each state should participate in national programs to increase child safety seat use, utilize paid media, as appropriate, involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs, evaluate all communication campaign efforts, and continue programs and activities to increase the use of booster seats by children who outgrow infant or convertible child safety seats but are still too small to safely use seat belts. Effective communication and education can be powerful in demonstrating the correct use of child safety seats, seat belts, and other safety measures. Visual content can leave a lasting impact on the audience and enhance understanding and retention of the information. The engaging content can also facilitate better understanding and encourage behavior change. Media communications provide an opportunity for repeated exposure to child passenger safety messages. Repetition is crucial in reinforcing important information and promoting long-term retention. By featuring child passenger safety messages consistently across different media platforms, the likelihood of reaching individuals at various times and reinforcing the importance of safe practices increases.
Strategy	Child Passenger Systems Inspection Stations
Problem (link to strategy)	This strategy supports the problem ID for the child passenger safety program. 564 unrestrained children between the ages of 5 and 8 were involved in crashes. The numbers tell us that children must be restrained properly prior to a crash. This can be done when visiting one of Utah's car seat inspection stations. Getting your child's car seat checked by a certified child passenger safety technician can prove to be a life-saving step for children in the state of Utah. Children are five times more likely to be unrestrained in the older category than when they are under 2 years old. Technicians will communicate the importance of restraining children of all ages, especially booster age children. The misuse rate of 60% shows that car

	seat inspections are needed. The one-on-one assistance that comes from visiting an inspection station can teach parents about their seat and the education is individualized to their child. Utah offers just over 100 inspection stations throughout the state and we learned through COVID that an in-person appointment is the most effective method. However, virtual appointments are very helpful as well. Without this resource which is available to the public, children will not have the advantage of their caretaker knowing how to install their seat correctly and what type of seat to choose.
Countermeasures (and justification)	Inspection Stations *** CTW 2020 Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 This countermeasure was chosen because getting your child's seat checked at an inspection station empowers parents and caregivers with the knowledge and skills needed to make informed decisions about child passenger safety, reducing the risk of injuries and fatalities. By emphasizing the significance of proper child restraint use, outreach and education initiatives contribute to a safer transportation environment for children.
Target (link to strategy)	C-4 Reduce number of unrestrained passenger vehicle occupant fatalities, all seat positions by 3% to 58.4 by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 Reducing the number of unrestrained passenger vehicle occupant fatalities in all seating positions requires a comprehensive and evidenced-based approach that includes hands-on education for the public. There are many online resources but nothing takes the place of one-on-one education that is individualized for each child. This approach includes using a CPS technician to educate and demonstrate how to properly use a car seat to prevent injuries and fatalities. A certified technician will know what to communicate to parents and include safety for their child's age and stage and inform them about the future. This will reduce the number of unrestrained fatalities on Utah's roadways by providing technical information.
Estimated 3-year funding allocation	$610,590 (402); $42,000 (405b); $91,410 (State Pass Through)

Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As described in the Uniform Guidelines for State Highway Safety Programs, Utah promotes the use of child restraints and assures that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria. Utah has over 100 inspection stations available to the public. It is essential to continue programs and activities to increase the use of booster seats by children who outgrow infant or convertible child safety seats but are still too small to safely use seat belts. In addition, Utah has administered child safety seat and/or give-away programs at many of our inspection stations. All these guidelines are designed to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. The Highway Safety Office will educate the public and ensure the safety of vulnerable populations by increasing the proper use of child restraints through the public's use of car seat inspection stations. Ultimately, the education and work that takes place at the inspection stations throughout Utah will protect children from fatalities while traveling.
Strategy	Program Training and Support - OP
Problem (link to strategy)	Without certified child passenger safety technicians, the public cannot trust the information about their child's car seat installation and know that it is technically correct. The foundation of Utah's child passenger safety education program is our informed and updated technicians. Without this educational and technical assistance, caregivers cannot attend a checkpoint or an inspection station and receive reliable information. With the 60% misuse rate, it is clear that Utah needs passionate people to be trained as a certified child passenger safety technician. The certification courses offered in our state and the quality of our instructor team will produce engaged and educated technicians. Technicians are necessary to promote best practice and reach children of all ages. Children are 5 times more likely to be unrestrained in the older category than when they are under 2 years old. With our partnerships with agencies across the state, these technicians can reach our population in Utah. The Highway Safety Office will

	continue to actively participate in the certification program and support those who want to educate the public and have a passion for health education to prevent injury and fatalities with our most vulnerable population.
Countermeasures (and justification)	Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 Inspection Stations *** CTW 2020 In the certification training, our instructor team teaches the Safe Kids Worldwide and NHTSA sponsored curriculum which includes teaching child and youth occupant protection laws and child restraint and booster seat use regulations. The students disseminate this information to the public as they conduct car seat checks.
Target (link to strategy)	C-4 Reduce number of unrestrained passenger vehicle occupant fatalities, all seat positions by 3% to 58.4 by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 Program training that takes place at conferences, in certification classes, update training and online is aimed at reducing the number of unrestrained passenger vehicle occupant fatalities for children in child restraints. The Highway Safety Office will support technicians to keep their certification current with available CEU's and events to attend. This technician program support helps technicians to continue the work of child passenger safety. Without their education, parents will not get the life-saving information that will ultimately reduce fatalities and increase proper car seat use.
Estimated 3-year funding allocation	33,000 (405b); $310,000 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications

Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As described in the Uniform Guidelines for State Highway Safety Programs, Utah assures that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers and also assures that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics. Utah encourages law enforcement participation in the National Child Passenger Safety Certification training as described in the above guidelines. The UHSO is the lead agency when conducting occupant protection training courses. The training follows the national regulations from Safe Kids Worldwide and NHTSA. Utah's Instructor Team is a group of dedicated educators who are committed to the child passenger safety program in Utah. The Highway Safety Office conducts update training and CPS Conferences to keep technicians up-to-date in the child passenger safety field.
Strategy	Communications and Outreach - Diverse Populations
Problem (link to strategy)	Through Communications and Outreach, we will design program material that is appealing to specific diverse populations. When planning media campaigns, we will use partnerships to give feedback as we create the material that works best for the targeted population. Members of the Hispanic population, the Refugee community and Native Americans on Utah's reservations are more likely to be killed or injured in traffic crashes than those who are not members of diverse populations in Utah due to lack of education on Utah laws and limited resources such as car seats. Utah has seen an increase in diversity in recent years. The Census Bureau reports that Utah's Hispanic population grew by over 25% between 2010 and 2020. That's more than twice as fast as the 11% growth in Utah's non-Hispanic white population. The number of Refugee arrivals in Utah almost tripled from 2018 to 2022. Utah is home to eight distinct tribal nations, which are housed in nine different counties in Utah, and expand across Colorado, Arizona and Nevada. Because of Utah's changing profile in the last decade, the Highway Safety Office wants to dedicate funds to reach these communities.
Countermeasures (and justification)	Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 School-Based Programs ***CTW 2020 Effective media communications are created for specific populations and can contribute to positive behavior change. By providing clear culturally-sensitive information, media messages can influence parents

	and caregivers to adopt and maintain proper child passenger safety measures. This, in turn, can lead to a reduction in injuries and fatalities related to motor vehicle accidents. It is imperative to educate about current laws to diverse populations as part of the essential education when moving from a foreign country. Educating the Hispanic and Native American communities through school based programs and print media has proven to be successful in the past.
Target (link to strategy)	C-4 Reduce number of unrestrained passenger vehicle occupant fatalities, all seat positions by 3% to 58.4 by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 Social media creatives and information on our website specific to diverse populations will be used to encourage proper use of child restraints and buckling up. Collaboration with media outlets specific to the diverse population can offer accurate and reliable education to reduce the number of unrestrained passenger vehicle occupants and increase child restraint used properly. We will use current partnerships and agencies within the community to convey trustworthy information and increase the likelihood of adoption and compliance with child passenger safety and occupant protection best practices.
Estimated 3-year funding allocation	$15,000 (402); $118,000 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As described in the Uniform Guidelines for State Highway Safety Programs, we identify specific audiences/groups of people and develop messages appropriate for these audiences, making sure to capitalize on CPS Week or cultural holidays specific to that population. In addition, Highway Safety provides material and media campaigns in more than one language as necessary. Effective media communications need to be culturally sensitive and can contribute to positive behavior change. By providing information in

	correct languages and demonstrating the consequences of unsafe practices, and offering practical tips on car seat misuse, the Highway Safety Office can influence parents and caregivers of diverse populations to prioritize traffic safety. This, in turn, can lead to a reduction in injuries and fatalities related to motor vehicle accidents with diverse populations in Utah.
Strategy	Target Population Outreach
Problem (link to strategy)	Members of the Hispanic population, the Refugee community and Native Americans on Utah's reservations are more likely to be killed or injured in traffic crashes than those who are not members of diverse populations in Utah. The strategy "Target Population Outreach" is important because we need to work effectively with these populations so our message is accepted and received. Utah has seen an increase in diversity in recent years. The Census Bureau reports that Utah's Hispanic population grew by over 25% between 2010 and 2020. That's more than twice as fast as the 11% growth in Utah's non-Hispanic white population. The number of Refugee arrivals in Utah almost tripled from 2018 to 2022. Utah is home to eight distinct tribal nations, which are housed in nine different counties in Utah, and expand across Colorado, Arizona and Nevada. Because of Utah's changing profile in the last decade, the Highway Safety Office wants to dedicate funds to reach these communities. It is important to collaborate with agencies who are experts in reaching different populations.
Countermeasures (and justification)	Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 School-Based Programs ***CTW 2020 When planning media communications, child passenger and occupant protection educational resources, and school-based programs, cultural considerations will be a priority. Educating diverse populations will include education regarding child/youth occupant protection laws and technical information about car seats and boosters. These messages will use recommended messages from partners within the community.
Target (link to strategy)	C-4 Reduce number of unrestrained passenger vehicle occupant fatalities, all seat positions by 3% to 58.4 by 2026 U-1 Increase Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes by 3% to 66.9% by 2026 These countermeasures were chosen because it is essential that the Highway Safety Office chooses education that is specific to each diverse

	population. Each language should be considered to give clear educational messaging about laws and technical CPS educational messaging. The campaign material will have a wider reach with the community if the message is well received and culturally appropriate. People within the diverse population can access information through many different devices to be exposed to the CPS and OP message. It is a priority for child passenger safety messages to be appealing to different demographics and communities.
Estimated 3-year funding allocation	$12,000 (402); $13,000 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As described in the Uniform Guidelines for State Highway Safety Programs, we identify specific audiences/groups of people and develop messages appropriate for these audiences, making sure to capitalize on CPS Week or cultural holidays specific to that population. In addition, Highway Safety provides material and media campaigns in more than one language as necessary. We will ensure representation of diverse groups on State occupant protection coalitions and other work groups such as the Multi-Cultural Traffic Safety Task Force. Reducing traffic injuries and fatalities among Utah's diverse populations is a long-term endeavor that requires a multi-dimensional approach. Communication and education play a crucial role in creating a safer road environment, but they must be supported by careful consideration of the many cultures throughout our state. Educational campaigns, effective media, and cultural sensitivity can combine to achieve significant and lasting results within the Refugee, Native American, and Hispanic communities.

Teen Driving

Each year we mourn the loss of too many young people due to poor decisions on our roads. For instance, in 2021, 38 teen drivers were involved in a fatal crash on Utah's roads; a total of 45 people were killed in these crashes, including 17 of the 38 teen drivers.

The risk of motor vehicle crashes is higher among 16-to 19-year-olds than among any other age group. In fact, per mile driven, teen drivers aged 16-19 were nearly three times more likely than drivers aged 20 and older to be in a fatal crash. And among teens aged 16-17, the fatal crash rate per mile driven was nearly twice as high as it was for 18-to 19-year-olds (Insurance Institute for Highway Safety, Highway Loss Data Institute).

From 2017-2021, teenage drivers accounted for 21% of all crashes and 22.7% of all injuries. During that same time period, 1,389 people lost their lives on Utah roads. Of that number 179 people lost their lives as a result of a teenage driver involved crash; 103 of those people were teenagers. Over the last 5 years 130 teens lost their lives in traffic crashes in Utah. Of the 130 killed, 68% were male, 53% of crashes occurred on a weekend, and 53% of crashes occurred in an urban area.

Teenage drivers represent an extremely high-risk factor on the roads because of their high crash rates and lack of driving experience. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. Over 90% of teen crashes happen in the first few months of receiving a driver license. In addition, fatal crashes increase by nearly 45% when a 16- or 17-year old driver has one teenage passenger; it doubles with two teen passengers and quadruples with three or more (AAA Foundation for Traffic Safety).

Out of the 33 Teen Fatalities that occurred in 2021, 11 occurred on rural roads. That left 22 fatalities that occurred on urban roads. These statistics were based on the roads in Utah where the crash happened.

The number of teenage crashes compared to other ages is significantly disproportionate, thus it is a priority of the Highway Safety Office and the Teen Driving Education and Outreach Program to educate about seat belt use, teach skills to teen drivers and increase parental involvement. According to the Children's Hospital of Philadelphia (CHOP), teens report that when their parents monitor their activities in a helpful, supportive way they are half as likely to speed and two times more likely to wear seat belts. Parents play an important role in forming a teen's driving habits.

Due to driving inexperience, teens are often apprehensive about how to respond to law enforcement when being pulled over. Currently there are limited educational resources available to coach and educate teens about the role law enforcement plays in maintaining safety on the roads. Teens need to understand their responsibility in interactions with law enforcement.

Countermeasure Strategies for Programming Funds - Teen Driving	
Strategy	Communications and Outreach - Teen Driving
Problem (link to strategy)	Communication, education and outreach programs to promote safe

	teen driving are justified due to the need for skill development, parental involvement, and the potential for long-term positive impact. In 2021, 38 teen drivers were involved in fatal crashes on Utah's roads; a total of 45 people were killed in these crashes, including 17 of the 38 teen drivers. Teenagers are among the most vulnerable groups when it comes to crashes. According to the Centers for Disease Control and Prevention (CDC), motor vehicle accidents are the leading cause of death for teenagers in the United States. Effective communication and education programs can provide teens with the necessary knowledge and skills to make safer choices while driving, reducing the risk of accidents and fatalities. The risk of crashes is higher among 16-to 19-year-olds than among any other age group.
Countermeasures (and justification)	Communications and Outreach ***** CTW 2020 Strengthening Child/Youth Occupant Restraint Laws *****CTW 2020 Many teens lack awareness of the risks associated with driving. Communication and education programs can help teenagers understand the potential dangers on the road, such as distracted driving, speeding, impaired driving, and not wearing seat belts. By raising awareness, these programs can encourage responsible behavior and help teens develop a proactive approach to driving. Per mile driven, teen drivers aged 16-19 were nearly three times more likely than drivers aged 20 and older to be in a fatal crash. Implementing school-based programs that teach children about road safety, including the importance of wearing seat belts, can instill lifelong habits. Additionally, public awareness campaigns targeting both parents and caregivers can provide valuable information.
Target (link to strategy)	C-9 Reduce the number of drivers age 20 or younger involved in fatal crashes by 3% in 2026 to 16.7. U-10 Reduce the teen speed-related fatal and serious injuries rate by 3% to 26.6 in 2026. By targeting teenagers with effective communication and education programs, we can influence their driving behaviors and attitudes early on, potentially leading to lifelong habits of safe driving. Our goal is to reduce the number of drivers under age 20 involved in crashes and reduce the speed-related fatal and serious injuries rate. Using educational resources and effective media communications will instill responsible driving practices at the beginning of their driving career.
Estimated 3-year funding allocation	$184,500 (402); $31,500 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving

	the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Identify specific audiences such as teen drivers and develop messages appropriate for these audiences and capitalize on special events, such as nationally recognized safety and injury prevention weeks such as Teen Driving Safety Week as identified in the Uniform Guidelines for State Highway Safety Programs. Educating teens about traffic laws, regulations, and driving responsibilities can ensure they understand and comply with the law. Educating teens about driving focused, calm, sober, alert, and buckled can ensure their preparation to drive in a responsible manner and avoid fatal consequences.
Strategy	School Programs
Problem (link to strategy)	Teenage drivers represent an extremely high-risk factor on the roads because of their high crash rates and lack of driving experience. The Zero Fatalities Pre-Driver Program is an early intervention approach where middle school aged students receive traffic safety education in their health class. Since teen crash risk is impacted by developmental and behavioral issues coupled with inexperience, the Highway Safety Offices sees the need to start education earlier than drivers education classes.
Countermeasures (and justification)	Communications and Outreach ***** CTW 2020 Strengthening Child/Youth Occupant Restraint Laws *****CTW 2020 Parental Roles in Teaching and Managing Young Drivers ** CTW 2020 In Utah, Parents play an essential role in teaching your teen to drive. The Zero Fatalities program offers resources, videos and Parent Nights to promote parental involvement. The Highway Safety Office creates media campaigns directed at parents to alert them of their responsibility to teach and keep track of teen driving hours and ensure their teen gets sufficient driving practice. Highway Safety has created a video about this tracking application that is available. These messages go out to the public during Teen Driving Safety Week. Outreach workers with Zero Fatalities are available to go in the health classes and teach the Pre-Driver presentation as a support to teachers

	and parents in their quest to prepare these students to drive. Students will have a greater understanding of youth occupant restraint laws and how their behavior and attitudes will affect their driving abilities.
Target (link to strategy)	C-9 Reduce the number of drivers age 20 or younger involved in fatal crashes by 3% in 2026 to 16.7. U-10 Reduce the teen speed-related fatal and serious injuries rate by 3% to 26.6 in 2026. Teen driving educational school programs play significant roles in reducing crashes involving teen drivers. Utah has created a video addressing the dangers of speeding and it is an effective tool in our Pre-Driver curriculum.
Estimated 3-year funding allocation	$72,000 (State Pass Through); $75,000 (405i)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Ensuring that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks as identified in the Uniform Guidelines for State Highway Safety Programs. Education and communication will involve parents or guardians to support their teen in the learning process of preparing to drive. Parental involvement is essential because parents play a crucial role in shaping their teen's attitudes and behaviors toward driving. Educating parents about safe driving practices, providing resources, and establishing guidelines can help reinforce effective teen driving education. The Pre-Driver program will expose students in middle school health classes to traffic safety education in a fun and age-appropriate curriculum.

Impaired Driving

Despite Utah's alcohol and drug-related fatalities being lower than the national average, impaired driving remains an ongoing issue. In Utah, alcohol-related fatal crashes accounted for 15% of fatalities in motor vehicle crashes during the 2017-2021 time period, despite only making up 1.5% of total traffic crashes. Data from the same time period revealed that alcohol-related driver crashes are 11.9 times more likely to be deadly than other crashes. During 2021, 297 fatal crashes occurred, resulting in 332 total fatalities. Of these 297 crashes, 55 involved an alcohol-related driver, leading to 61 fatalities.

On average, 41 people die each year in Utah due to alcohol-related crashes. In the 2017-2021 time period, there were 869 possible injury crashes, 744 injury crashes, and 2,735 property damage-only crashes. During the same time period, 79% of deaths in alcohol-related crashes were drivers, 17% were passengers, and 4% were non-motorists.

Drug-impaired driving remains a significant issue in Utah and throughout the United States. On average, 100 individuals die in Utah each year in crashes where the driver tested positive for drugs. Between 2017-2021, drug-related fatal crashes accounted for 36% of traffic fatalities in the state. During that same time period, drug-related crashes made up .3% of total traffic crashes in Utah. Part of the challenge in addressing drug-impaired driving is there are over 430 different types of drugs or metabolites that can cause impairment, making it difficult to determine levels of impairment in the same way the .05 BAC is used for alcohol. Other factors include a lack of equipment for gathering, completing and maintaining DRE evaluation data and training in drug recognition and impairment detection. Additional challenges include a high number of unknown BAC results, and the legalization of medical marijuana in Utah and other levels of legalization in surrounding states. The most common substances found in drug-positive driver fatalities in Utah in 2021 were marijuana/THC, stimulants, depressants, and opioids.

Crash data from 2017-2021 shows that alcohol and drug-impaired drivers in Utah have similar demographics, with both groups primarily consisting of males aged 21-39. Among alcohol-related crashes in Utah during this time period, the highest age group was 25-29 years old, followed closely by 21-24 years old. 66% of drivers involved in these crashes were male. For drug-related crashes, the highest age group was 25-29 years old, with the 30-34 age group coming in second.

Between 2017-2021 almost 20% of alcohol-related crashes involved a person under the age of 21. In order to combat this issue, the Alcohol Enforcement Team (AET) carries out a range of overt and covert investigations each year. In 2021, these efforts led to 101 instances of alcohol sales to minors, and in 2022, the number increased to 180. The rate of alcohol sales to minors was 4% in 2019, and due to Covid-19 restrictions, 2020 data was not accurately represented. However, in 2021, the rate increased to 11%, and by the end of 2022, it reached 12%. Furthermore, there has been a growing demand for TRACE investigations in recent years. In 2019 the AET conducted 3 TRACE investigations, with 2020 experiencing a decline as a result of the Covid-19 pandemic. However, there was a significant increase in 2021, with the AET conducting 11 TRACE investigations. The number continued to increase, reaching a total of 16 investigations in 2022. These increasing trends emphasize the crucial role that Sip/Trace programs play in mitigating impaired driving crashes and fatalities among underage drivers.

Utah's population has seen substantial growth in recent years. From 2017 to 2021, the population has increased from approximately 3,101,833 to 3,337,975, with 14.8% of the population being of Hispanic or Latino origin. According to census data, the majority of Utah's Hispanic and Latino population, over 80%, lives along the Wasatch front, which includes Salt Lake, Utah, Davis, and Weber Counties. This population growth highlights the importance of increasing outreach efforts to promote impaired driving messaging within the Hispanic and Latino communities.

Impaired driving crashes are a significant issue throughout Utah but are most common along the Wasatch Front, an area that includes Ogden to Provo and has the highest concentration of the state's population. Crash data from 2017-2021 shows that Salt Lake, Utah, Davis, and Weber Counties have the highest rates of alcohol-related crashes, while Utah, Salt Lake, Washington, and Weber Counties have the highest rates of drug-related crashes. The highest rates of alcohol and drug-related fatal crashes can be found in Salt Lake and Utah Counties.

Alcohol-related crashes in Utah tend to occur throughout the year, with the highest number occurring from June to December. These crashes are most likely to happen Friday through Sunday between 6:00 p.m. and 1:00 a.m. Drug-impaired crashes are most common from July to September, typically occurring between 3:00 p.m. and 6:00 p.m. Thursday through Sunday.

Even with the state's growing population, the number of DUI arrests in Utah over the past five years (2018-2022) has remained relatively consistent, with some fluctuations, including a drop in 2019, followed by increases in 2020 and 2021, and a slight decrease in 2022. According to the 20th Annual DUI Report to the Utah Legislature, there were 10,412 DUI arrests in 2022, a slight decrease from the previous year's 10,619 arrests. Despite well-planned and implemented countermeasures, DUI recidivism has persisted. In FY2022 first time DUI-related offenders accounted for 71% of the DUI arrests, with 19% having one prior arrest and another 10% having two or more prior DUI arrests. Of the 7,650 DUI-related cases handled by Utah's Justice Courts during FY 2022, 81% resulted in a guilty plea or equivalent verdict. A similar rate was found in the District Courts, as 81% of the 3,202 cases disposed also resulted in a guilty plea or equivalent verdict.

Data shows the majority of DUI-related arrests during FY 2022 occurred along the Wasatch Front, with Weber, Davis, Salt Lake, and Utah Counties accounting for 66% (6,903) of the total. Salt Lake County had the highest number of arrests with 3,501 (34%). Data also shows an over-representation of DUI-related arrests outside the Wasatch Front (33.7% of arrests, 26.1% of residents). This represents the highest arrest rate for residents relative to the total population in the state (24.9% of the total population).

In 2022, out of the 10,412 DUI arrests, almost fifty percent (50%) did not have a BAC reported (arrestees may have submitted to a blood test, but the Driver License Division never received the results, or the arrest was DUI/Drug-related), and 13% refused to test. Of those with a BAC reported, 41% exceeded .15. In addition, 2022 data shows 8% of BAC's were recorded within the range of .05-.07, representing a slight decrease from the previous year, where 9% of BAC's fell within that range. The average BAC for arrestees was .14, with the highest being .46, over 8 times the per se limit.

Gathering accurate data on drug-related arrests and crashes can be challenging. To combat this problem, the Highway Safety Office began funding a position within the Public Health Laboratory in 2020, including no-stop-limit testing where DUI arrest cases are tested for drugs, even if the alcohol testing threshold has been met. Data from FY21 shows that 66% of DUI cases involved drugs or a combination of drugs and alcohol, and 34% involved alcohol only. FY22 data shows 65% of arrest cases involved drugs or a

combination of drugs and alcohol, and 35% involved alcohol only. The top substances found in DUI arrest cases in FY21 and FY22 were alcohol, THC/marijuana, stimulants, opioids, and sedatives. Toxicology lab data suggest a high prevalence of poly-use (combination of drugs and alcohol) in DUI arrest cases in Utah, with THC being the most common drug combined with alcohol. While this data is significant in identifying impaired driving issues within the state, additional years of research and data are necessary before making any conclusions.

Research has shown that while very few people intentionally set out to drive while impaired, most are aware of the potential consequences of being caught by law enforcement. Utah is committed to educating the public about the dangers and consequences of impaired driving and will continue to encourage drivers to make the right decision not to drive while under the influence.

It should be noted that when referring to data in this section, alcohol-related fatal crashes and fatalities include only those incidents where at least one of the drivers tested positive for alcohol and had a BAC of > .05; alcohol-related crashes include incidents where a positive alcohol test has been confirmed for any level of alcohol; drug-related crashes and fatalities include the number of crashes resulting from one or more drivers who had a positive drug test. Drug presence does not necessarily imply impairment. For many drug types, drug presence can be detected long after any impairment that might affect driving has passed.

Countermeasure Strategies for Programming Funds - Impaired Driving	
Strategy	Deterrence/ Enforcement
Problem (link between problem ID and strategy)	As indicated in the above-mentioned impaired driving problem ID, although Utah's rates of alcohol and drug-related fatalities are below the national average, the issue of impaired driving still remains a concern. High visibility enforcement is one of the most effective strategies for achieving and maintaining safe behaviors on the roadways and reducing incidents of impaired driving injuries and fatalities. The most common high-visibility enforcement methods include DUI saturation patrols/ blitzes, DUI checkpoints, sustained enforcement efforts, and specific enforcement periods during HVE campaigns.
Countermeasures (and justification)	- Publicized Sobriety Checkpoints ***** CMTW 2020 - High-visibility saturation patrols **** CMTW 2020 - Breath Test Devices ***CMTW 2020
Target (link to strategy) - Describe link between countermeasure strategy effectiveness and performance target(s)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026.

	U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. High visibility enforcement, including DUI checkpoints, are an essential component of a comprehensive, evidenced-based effort to reduce the number of impaired driving crashes on Utah's roadways, ultimately reducing the number of impaired driving injuries and fatalities.
Estimated 3-year funding allocation	$750,000 (402) $510,141 (405d)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Enforcement has been proven to be an effective strategy in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices and is recommended in NHTSA's High Visibility Enforcement Toolkit and the Uniform Guidelines for State Highway Safety Programs. (Guideline No. 8)
Strategy	Deterrence/ Training, Partnerships and Support
Problem (link between problem ID and strategy)	Impaired driving represents a complex issue with various challenges, involving multiple stakeholders, in a continuously changing environment. It is essential to provide officers with the highest quality training and support to effectively address this traffic safety concern. Law enforcement officers should be equipped with the most up-to-date training and tools necessary for detecting and apprehending impaired drivers, as well as educating the public about the hazards of driving impaired. This strategy supports the above-mentioned problem ID for impaired driving and has been designed to change behavior and reduce incidents of impaired driving crashes which results in fewer fatalities. Additionally, through collaborative efforts with traffic safety partners and law enforcement agencies across the state, work can be done to foster new partnerships and promote public participation and

	involvement. This encourages the sharing of available resources and can establish connections with both new and existing stakeholders.

Countermeasures (and justification)	- Training, Partnerships and Support
	  - To increase the probability of detection, arrest, and prosecution, participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in media relations and Drug Evaluation and Classification (DEC). Uniform Guidelines for State Highway Safety Programs No. 8
	  - As stated in the Uniform Guidelines for State Highway Safety Programs No. 15 training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties.
	  - In NHTSA's High Visibility Enforcement (HVE) Toolkit, it recommends prior to conducting your HVE program, ensure that all officers who will be deployed are current on their training and certifications. Conduct refresher training as required.
	  - These strategies have been proven to be effective in changing behavior and are identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Support of law enforcement agencies play a key role in preventing deaths and injuries on the roadways.
	  - Studies have highlighted the key characteristics of efficient and effective DWI control systems (Hedlund & McCartt, 2002; Robertson & Simpson, 2003):
	• training and education for law enforcement, prosecutors, judges, and probation officers;
	• record systems that are accurate, up-to-date, easily accessible, and able to track each DWI offender from arrest through completion of all sentence requirements;
	• adequate resources for staff, facilities, training, equipment, and new technology; and
	• coordination and cooperation in and across all components.

Target (link to strategy) - Describe link between countermeasure strategy effectiveness and performance target(s)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026.

	U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. Training, Partnerships and Support are an essential component of a comprehensive, evidenced-based effort to reduce the number of impaired driving crashes on Utah's roadways, ultimately reducing the number of impaired driving injuries and fatalities.
Estimated 3-year funding allocation	$216,000 (405d)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Providing officers with quality training, partnerships and essential support is an effective strategy that has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices and is recommended in NHTSA's High Visibility Enforcement Toolkit and the Uniform Guidelines for State Highway Safety Programs. (Guideline No. 8 and No. 15)
Strategy	Deterrence/ Prosecution and Adjudication/ TSRP
Problem (link to strategy)	The ever-changing landscape of impaired driving laws and court decisions in Utah presents challenges in prosecuting impaired driving arrest cases. This strategy supports the above-mentioned problem ID for impaired driving and has been designed to change behavior and reduce incidents of impaired driving crashes which results in fewer fatalities. Traffic Safety Resource Prosecutors have been proven to be valuable in providing training, education, and technical support to both prosecutors and law enforcement officers. They have extensive experience in the prosecution of impaired driving cases and other traffic offenses, resulting in fewer cases being dismissed or resulting in not guilty verdicts, and eventually reducing the number of impaired drivers on Utah's roadways.

Countermeasures (and justification)	- DWI Courts ****CMTW 2020
	- Traffic Safety Resource Prosecutor
	  - This strategy has been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices.
	  - Uniform Guidelines for State Highway Safety Programs. (Guideline No. 8) suggests States should implement a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts, including use of experienced prosecutors (e.g., traffic safety resource prosecutors), to help coordinate and deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.

Target (link to strategy)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026. U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. Partnerships with Traffic Safety Resource Prosecutors provide valuable resources and are an important part of a comprehensive, evidenced-based effort to reduce the number of impaired driving crashes on Utah's roadways, ultimately reducing the number of impaired driving injuries and fatalities.
Estimated 3-year funding allocation	$622,320 (405d)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications

Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Traffic Safety Resource Prosecutors are identified as an integral part of this strategy and have been proven to be effective in changing behavior and is identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices and is included in the Uniform Guidelines for State Highway Safety Programs. (Guideline No. 8)
Strategy	Deterrence/ DUI Offender Monitoring/ 24-7 Sobriety Program
Problem (link between problem ID and strategy)	Driving under the influence of alcohol or drugs is a frequently committed, dangerous, and often deadly crime. Despite well-planned and implemented countermeasures, DUI recidivism has persisted. This strategy supports the above-mentioned problem ID for impaired driving and has been designed to change behavior and reduce incidents of impaired driving crashes which results in fewer fatalities. Intensive supervision, home confinement with electronic monitoring, and dedicated detention facilities all have been evaluated in individual settings and show substantial reductions in DUI recidivism. Studies examining the effectiveness of the 24/7 sobriety program in North and South Dakota have found reductions in recidivism for DWI convictions (Kilmer et al., 2013; Kubas et al., 2015; Loudenburg et al., 2010).
Countermeasures (and justification)	- DWI Offender Monitoring ****CMTW 2020 - 24/7 Sobriety Program
Target (link to strategy) - Describe link between countermeasure strategy effectiveness and performance target(s)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026. U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. 24/7 Sobriety Programs are a valuable part of a comprehensive, evidenced-based effort to reduce DUI recidivism and the number of impaired driving crashes on Utah's roadways, ultimately reducing the number of impaired driving injuries and fatalities.
Estimated 3-year funding allocation	$300,000 (405d) $141,318 (405d 24/7)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving

(Describe the considerations the State will use to determine which projects to fund)	the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	The strategies implemented in 24/7 Sobriety Programs have been proven to be effective in changing behavior and reducing DUI recidivism and are identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices.
Strategy	Communications and Outreach
Problem (link between problem ID and strategy)	Mass media campaigns are an important part of every State's efforts to improve highway safety and are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective. This strategy supports the above-mentioned problem ID for impaired driving and has been designed to change behavior and reduce incidents of impaired driving crashes which results in fewer fatalities. An effective media campaign identifies a specific target audience and communication goal and develops messages and delivery methods that are appropriate and effective for the audience and goal. The objective should also support planned saturation patrols and merge efforts into a high-visibility enforcement approach.
Countermeasures (and justification)	- Mass Media Campaigns *** CMTW 2020
Target (link to strategy) - Describe link between countermeasure strategy effectiveness and performance target(s)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026. U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. Mass media campaigns are a vital component of a comprehensive, evidenced-based effort to reduce the number of Impaired driving crashes on Utah's roadways, ultimately reducing the number of Impaired

	driving injuries and fatalities.
Estimated 3-year funding allocation	$1,500,000 (405d)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Mass media campaign strategies have been proven to be effective in changing behavior as identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices and is included in the Uniform Guidelines for State Highway Safety Programs. (Guideline No. 8)
Strategy	Underage Drinking and Drinking/ Sip-TRACE
Problem (link between problem ID and strategy)	By holding individuals and establishments accountable, we can reduce the number of alcohol- related incidents involving overservice as well as alcohol sales and DUI arrests involving a person under the age of 21. This strategy supports the above-mentioned problem ID for impaired driving and has been designed to change behavior and reduce incidents of impaired driving crashes which results in fewer fatalities. Several studies document that well-publicized and vigorous compliance checks reduce alcohol sales to youth; for example, a review of eight high-quality studies found that compliance checks reduced sales to underage people by an average of 42% (Elder et al., 2007). In addition, to reduce the number of alcohol-connected emergencies, TRACE investigations can be conducted in order to discover the source of the alcohol that may have contributed to the incident.
Countermeasures (and justification)	- Alcohol Vendor Compliance Checks *** CMTW 2020 - Responsible Beverage Service ** CMTW 2020 - The Utah Department of Public Safety (DPS) recognizes the importance of doing everything possible to limit the number of “alcohol-connected emergencies.” One way to do this is by conducting investigations to discover the source of the alcohol that may have contributed to the incident.

	- To achieve this reduction and provide a safer and more secure environment, DPS adopted the Target Responsibility for Alcohol Connected Emergencies (TRACE) Program. TRACE aims to hold the provider of the alcohol accountable if any state laws or state liquor license agreements were violated. - These investigations can affect the liquor license status of establishments through administrative action by the Utah Department of Alcoholic Beverage Control (DABC). By holding individuals and establishments accountable, we can reduce the number of these incidents. (SBI Website)
Target (link to strategy)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026. U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. Alcohol Vendor Compliance Checks and Responsible Beverage Service programs are an essential component of a comprehensive, evidenced-based effort to reduce the number of impaired driving crashes on Utah's roadways, ultimately reducing the number of impaired driving injuries and fatalities.
Estimated 3-year funding allocation	$180,000 (405d)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Alcohol Vendor Compliance Checks and Responsible Beverage Service strategies have been proven to be effective in changing behavior and have contributed to lowering the underage DUI rate and reducing the number of alcohol-related incidents involving overservice and underage

	drinking. These strategies are identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices.
Strategy	Drug Impaired Driving/ DRE, ARIDE and Phlebotomy
Problem (link between problem ID and strategy)	Utah continues to have one of the highest rates of prescription and illicit drug abuse in the nation. These drug abuse problems inevitably carry over to our roadways and cause traffic safety issues for everyone on the road. This strategy supports the above-mentioned problem ID for impaired driving and has been designed to change behavior and reduce incidents of impaired driving crashes which results in fewer fatalities. An important aspect of drug-related driving is that testing positive for a substance does not necessarily imply impairment, only drug presence. Therefore, it is crucial to provide extensive support and resources to law enforcement, enabling them to enhance their ability to accurately identify drug impairment in relation to driving. This includes equipping them with a wide range of tools and comprehensive training.

Countermeasures (and justification)	- Enforcement of Drug-Impaired Driving *** CMTW 2020
	- DRE, ARIDE and Phlebotomy Program
	  - Officers face monumental challenges in detecting and apprehending drivers impaired by substances other than alcohol, and defense attorneys take advantage of this to weaken the officer's court testimony and reduce convictions. (NHTSA High Visibility Enforcement (HVE) Toolkit)
	  - In NHTSA's High Visibility Enforcement (HVE) Toolkit, it recommends prior to conducting your HVE program, ensure that all officers who will be deployed are current on their training and certifications. Conduct refresher training as required. Courses that should be delivered to all officers participating in your HVE may include the following:
	  - Standardized Field Sobriety Testing (SFST)
	  - ARIDE
	  - Drug Recognition Expert (DRE)
	  - Vehicle contacts
	  - As stated in the Uniform Guidelines for State Highway Safety Programs No. 15 training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties.
	  - Research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit. It is recommended that any officers

	working HVE should be SFST-trained. Some localities require that officers have SFST refresher training before participating in such activities. (CMTW 2020) - Furthermore, enforcement of drug-impaired driving laws can be difficult. Many law enforcement agencies employ drug recognition experts (DREs) to assist in investigating potential drug-impaired driving cases.
Target (link to strategy)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026. U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. Specialized training in DRE, ARIDE and Phlebotomy is a crucial element in combating drug-impaired driving and is part of a comprehensive, evidenced-based effort to reduce the number of impaired driving crashes on Utah's roadways, ultimately reducing the number of impaired driving injuries and fatalities.
Estimated 3-year funding allocation	$150,000 (402) $330,000 (405d)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	DRE and ARIDE certified officers undergo specialized training to effectively identify drivers who are impaired by drugs and have proven to be effective in changing behavior as identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices and is recommended in NHTSA's High Visibility Enforcement Toolkit and the Uniform Guidelines for State Highway Safety Programs. (Guideline No. 8)

Strategy	Drug Impaired Driving/ Toxicology Lab Partnership
Problem (link between problem ID and strategy)	Testing and gathering accurate data on drug-related arrests and crashes can be challenging. In the past when a DUI arrest case was tested for drugs and alcohol at the Public Health Laboratory, the lab would stop testing for drugs if the alcohol threshold was met. Because of this, the state was missing critical data. This strategy supports the above mentioned problem ID by supporting a toxicologist position that specifically focuses on DUI arrest cases and includes a no-stop-limit testing where DUI arrest cases are tested for drugs, even if the alcohol testing threshold has been met. This increases the ability to identify drug-impaired driving issues, poly-use (the simultaneous use of drugs and alcohol), as well as what types of drugs are being abused. The goal is to identify relevant issues, promote behavior change and reduce incidents of impaired driving crashes, which results in fewer fatalities.
Countermeasures (and justification)	Toxicology Lab Partnership - Data from FY21 shows that 66% of DUI cases involved drugs or a combination of drugs and alcohol, and 34% involved alcohol only. FY22 data shows 65% of arrest cases involved drugs or a combination of drugs and alcohol, and 35% involved alcohol only. The top substances found in DUI arrest cases in FY21 and FY22 were alcohol, THC/marijuana, stimulants, opioids, and sedatives. Toxicology lab data suggest a high prevalence of poly-use (combination of drugs and alcohol) in DUI arrest cases in Utah, with THC being the most common drug combined with alcohol. While this data is significant in identifying impaired driving issues within the state, additional years of research and data are necessary before making any conclusions. (Tox lab data from 2021-2022) - Alcohol, Other Drug, and Multiple Drug Use Among Drivers This report by the National Transportation Safety Board supports the steps Utah is making with gathering, testing and reporting toxicology results in DUI arrest cases. Specifically cases where drugs or a combination of drug and alcohol are identified. - The FDA published guidance for evaluating the effects of psychoactive drugs on drivers' ability to operate motor vehicles, Evaluating Drug Effects on the Ability to Operate a Motor Vehicle: Guidance for Industry (82 Fed. Reg. 52052, November 9, 2017). The FDA recommends a tiered approach consisting of pharmacology/toxicology testing, epidemiology, and standardized behavioral/clinical assessments of functional driving ability (e.g., executive functions, psychomotor performance). The FDA also recommends the inclusion of driving impairment effects in the product labeling. (CMTW 2020) Education Regarding Medication

	- The AAA Foundation for Traffic Safety conducted a study of countermeasures for driving impairments due to prescription and OTC drugs (Smith et al., 2018). The study included literature reviews, panel and individual interviews with experts, and reviews of existing data. The author summary noted that patient counseling, prescription labeling, placing impairing OTC drugs behind the pharmacy counter, and implementation of new technologies such as electronic pharmacy prompts show promise in preventing impaired driving. Other recommendations included the push for States and localities to develop their own material targeting education around specific medications or populations Challenges to implementation of these measures included the lack of deterministic research on drug-specific driving impairments and sparse availability of patient counseling time across healthcare units. (CMTW 2020)
Target (link to strategy)	C-5 Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% from 40.6 to 39.4 by 2026. U-4 Reduce the number of Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers by 3% from 126 to 122 by 2026. U-9 Decrease the number of fatalities involving a driver or motorcycle operator with a BAC of .05 and above (FARS) by 3% from 53.3 to 51.8 by 2026. Collecting accurate toxicology lab data is a crucial element in combating drug-impaired driving and is part of a comprehensive, evidenced-based effort to reduce the number of impaired driving crashes on Utah's roadways, ultimately reducing the number of impaired driving injuries and fatalities.
Estimated 3-year funding allocation	$300,000 (405d)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure	Accurate toxicology data is essential in identifying the growing problems

strategy was informed by the Uniform Guidelines or program assessment	of cannabis, drug-impaired driving, poly-use (the simultaneous use of drugs and alcohol), and the specific types of drugs being abused. The NTSB has identified the need to address these issues as well as the need to enhance systems for documenting and tracking the incidence of drug use and driving.

Vulnerable Roadway Users Programs

Pedestrian

Everyday, Utahns choose whether they want to drive a motor vehicle, be a motor vehicle occupant, ride a motorcycle, or a bicycle, yet almost all of us are a pedestrian at one point in our day. While Utah's pedestrians represent about 0.6% of persons in crashes, they account for 16% of deaths.

Analysis of five years of pedestrian-related crash data (2017- 2021) has shown that 4,334 pedestrians were involved in a crash and 203 pedestrians lost their lives. As our most vulnerable roadway users, 97% of pedestrians involved in crashes are injured or killed. Specifically looking at pedestrians involved in crashes, 47% are aged 24 or younger and the majority are male (63%). Comparatively, 35% of drivers involved in pedestrian crashes are aged 24 or younger, 52% were male and 38% were female (10% unknown).

Crashes occur more frequently in September, October, and November (31% of pedestrian involved crashes). Crashes peak between 2:00 pm and 7:00 pm and the majority of the crashes occur in the urban counties (Salt Lake, Utah, Davis and Weber).

Both drivers and pedestrians share a responsibility in preventing pedestrian fatalities. The leading contributing factors for pedestrians in fatalities are failing to yield and improper crossing. The leading contributing factors for drivers in pedestrian fatalities are failing to yield and speed. Data shows that 46% of pedestrians involved in crashes were contributed to the pedestrian. The most common action for pedestrians was entering or crossing the road (55%). Drivers were at fault in more than half of the crashes with 50% of vehicles driving straight ahead, with 19% turning left, and 19% turning right. It is interesting to note that 18% of pedestrians killed had a BAC of 0.05 or over (2017-2021).

Bike

The rising popularity of using bicycles for recreation, exercise and as an alternate or active means of commuting to work has increased the number of bicycles on Utah roadways. The number of fatalities resulting from a bicycle-motor vehicle crash has remained relatively low.

Analysis of the bicycle related crash data over a five-year period (2017-2021) has shown that there were 2,513 bicyclists in a reportable motor vehicle crash. Of these 92% (2,310) were injured, and 29 were killed. Over half (54%) of all bicyclists involved in crashes were below the age of 35, 36% of which were below the age of 20. 78% of the bicyclists involved in crashes were male. Considering the motor vehicle drivers, 48% were under the age of 34 years, 43% were male and 40% were female.

Crashes occurred more frequently May through October, likely due to weather conditions and tend to be more frequent during the weekdays (Monday through Friday), with a peak between 1:00pm and 7:00pm.

85% of crashes occur in the six most populated counties (Salt Lake, Utah, Weber, Davis, Cache, and Washington) and at relatively low speeds; 45% occur on roads with speed limits between 22-45 mph. 45% of all bicycle-motor vehicle crashes occurred in a 4-way intersection.

The cyclist contributed to the crash in 52% of crashes involving bicyclists. Among drivers involved in crashes with bicyclists the most common action intended by the driver was traveling straight ahead (36%) turning right (35%), and turning left (18%).

Motorcycle

Motorcyclists are much more vulnerable than other motorists and consequences of crashes are frequently more severe. In fact, motorcycle crashes are almost 10 times more likely to result in a death than other crashes. Motorcycling is a growing mode of transportation in Utah, with the number of registered motorcycles almost doubling from 43,271 in 2005 to 84,822 in 2022. While this accounts for less than 3% of Utah's registered vehicles, motorcyclists accounted for 1.3% of persons in crashes and 15% of deaths, with an all-time high of 52 motorcyclist lives lost in 2022.

Wearing helmets that meet the Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who get injured or die from motorcycle crashes, according to NHTSA. Utah's law requires anyone under the age of 18 to wear a helmet. When considering helmet use in motorcycle-related crashes, 62% of motorcycle operators and 57% of motorcycle passengers involved in a motorcycle crash wore a helmet, according to all crash data over a five-year period (2017-2021). Those who did not wear a helmet were 1.6 times as likely to have fatal injuries when involved in a crash compared to those who did wear a helmet and the average annual emergency department and hospital charges for motorcycle crashes where there was no helmet is $9,530,636.55. According to the 2018 Utah Observation Helmet Use Survey, 65.9% of motorcyclists use helmets in 17 counties.

According to 2017-2021 crash data for motorcycle-related crashes, there were 5,396 crashes, which resulted in 204 motorcycle related fatalities. 94% of those fatalities were males and almost 50% of the motorcyclists in crashes were younger than 35 years. These crashes happen mostly during warmer weather; 86% of the crashes occur between April and October.

The leading contributing factor for motorcycle drivers in a crash was following too close, failed to keep in proper lane, too fast for conditions and speeding. For other motorists, the factors were: failed to yield, followed too closely, and improper turn. 56% of motorcycle crashes involve another motor vehicle and 50% of motorcycle drivers had a contributing factor in the crash. And finally, crashes and fatalities tend to be higher in urban areas of Utah with the vast majority of crashes occurring in Salt Lake County, with the highest city count in Salt Lake City. Overall there were 35 fatalities in Salt Lake, Utah, Weber, Washington & Davis counties combined in 2022 which accounts for 67% of all motorcycle fatalities.

Older Driver

"Older" refers to a person 65 years of age and older. One of our most rapidly growing age groups, the US Census projects that older adults will outnumber kids for the first time in U.S. history around the year 2034: People aged 65 and over are expected to number 77.0 million, while children under age 18 will number 76.5 million. According to the 2020 Census data, 11.4% of Utahns are 65 and older.

The National Highway Traffic Safety Administration reported in 2020 that 6,549 people 65 and older were killed in traffic crashes in the United States, accounting for 17% of all traffic fatalities. Utah Crash Data shows that from 2017-2021, 22.5% of fatalities were among older adults. According to the IIHS, per mile traveled,

data remains current that fatal crash rates increase noticeably starting at age 70-74 and are highest among drivers 85 and older. The increased fatal crash risk among older drivers is largely due to their increased susceptibility to injury, particularly chest injuries, and medical complications, rather than an increased tendency to get into crashes. All of these reasons for deaths and injuries can lead back to addressing and explaining the five deadly behaviors of driving with Utah's active aging community.

Utah crash data for a five-year period (2017-2021) for older driver-related crashes and fatal crashes showed that:

- There were 312 older adult driver related fatalities (22.5% of total crashes)
- 40,701 crashes involving older drivers resulted in 19,683 injuries
- 75% of deaths and injuries of Utah's older adult drivers occurred on clear weather days
- 14.4% of older driver crashes were a result of the driver failing to yield the right-of-way
- Most injuries occurred between 12PM and 5PM (Peak commute times for all drivers)
- Fatal crashes were highest in Salt Lake (63), Utah (37) and Washington (22) Counties while total crashes were highest in Salt Lake, Utah and Davis Counties

The Trauma Program at University of Utah Health has treated 261 (197 were driving) drivers who were 65 and older for injuries sustained in a motor vehicle collision over the past five years. Of those, there have been 28 fatalities treated at their facility. On average, those drivers had an ISS score of 13.88, which indicates severe injuries. Of those that had arrival times pulled into the database, 27% of those treated had their crashes occur during peak times (3PM to 7PM), and only 9.3% of those treated had an isolated injury. Head, neck, spine, and chest injuries continue to be high and are usually associated with higher mortality. Of note, the number of older adults treated at a University of Utah hospital is increasing every year.

Drowsy Driving Program

Drowsy driving is the act of driving or operating a motor vehicle while tired and feeling fatigued or sleepy. Many factors can contribute to driver fatigue such as stress, medication, sleep disorders, shift work and an interrupted night's sleep. Driving while tired decreases awareness, slows reaction time and impairs judgment, putting the driver and others around them in danger. Between 2017-2021 fatal drowsy driver-related crashes account for 3.53% of all Utah fatal crashes. Although this percentage is low, it may not show the true size of the problem. Identifying drowsiness or fatigue, and determining its role in the crash, can be challenging for law enforcement. According to the CDC when you are awake for more than 18 hours, the effect on your body is the same as if you had a BAC of 0.05 percent. After 24 hours awake, it's like having a BAC of 0.10 percent, which is double the legal limit in Utah. It has also been shown that those who sleep six hours or less are three times more likely to crash.

In looking at crash data between 2017-2021 total fatalities in Utah were on the decline between the years of 2017-2019. In 2017 there were 273 deaths; 2018 had 260 and 2019 had 248. Unfortunately, fatalities have increased significantly in 2020-2021 with 276 deaths in 2020 and 332 deaths in 2021. Drowsy driving fatalities between 2017-2021 were on the decline until 2018 when Utah saw a high of 16 drowsy driving fatalities. That number has since decreased to 7 fatalities in 2019 and 4 in 2020. Unfortunately, drowsy driving fatalities increased in 2021 with a reported 14 fatalities.

Utah crash data for a five-year period (2017-2021) for drowsy driver-related crashes and fatal crashes showed that:

- Fatal crashes were highest among drivers aged 13-20 years (26% of drowsy drivers)
- Fatal crashes were more common among males (80% of drowsy drivers)
- Wednesday, Saturday and Sunday had the highest number of total drowsy driving crashes.
- May through August were highest for total drowsy driving crashes, while September and December had the most deaths involving a drowsy driver.
- Fatal crashes were highest during the hours of 8:00 am and 3pm, while 5:00-8:59 a.m. and 3:00-4:59 p.m. had the highest number of total crashes.
- Fatal crashes were highest in Millard, Salt Lake, Tooele, and Utah Counties while total crashes were highest in Salt Lake, Utah, Davis and Weber Counties.
- Over 56% of drowsy driver crashes were a result of the driver failing to keep in their proper lane.

Countermeasure Strategies for Programming Funds - Vulnerable Roadway Users Programs	
Strategy	Public Information and Education (Ped/Bike)
Problem (link to strategy)	- Peds represent 0.6% of persons in crashes (almost ½ are under 24 yrs of age), but account for 16% of deaths - 92% of bicyclists in a crash were injured, 29 fatalities over 5 yrs - According to UDOT data on Vulnerable Roadway Users, one of the types of collisions with "significant increase" is currently bicycle fatalities (for 2022) - 2018-2022 there were 407 pedestrian involved crashes (262 (64%) were in Ogden City) and 197 bicycle related crashes in Weber County (126 (64%) in Ogden City). In Weber County and Ogden City, 18% of the crashes occurred within 1000' of a school zone. An average of 9% of all fatal crashes involved bicycles. - In 2021, Cedar City had 4 crashes that involved bicyclists, 1 crash involving a scooter/skater, and 9 crashes involving pedestrians (resulting in 11 injured pedestrians) - Residents of Weber-Morgan Health District had a higher rate of ED visits for injuries sustained in MVCs compared with the overall Utah rate from 2016-2020 (80.8 vs 60.6 per 10,000 population). Its rates of MVCs injuring cyclists (4.6 vs. 3.6) and pedestrians (2.9 vs. 2.2 per 10,000 population) were also significantly higher compared to the state. A. Public Information and Education designed for pedestrians and bicyclists supports the above mentioned problem ID as it has been designed to change adult and child pedestrian and bicycling behavior and reduce the incidents of these types of crashes, resulting in fewer fatalities and injuries among vulnerable roadway users. B. Education programs have been known to increase knowledge around these behaviors, thus reducing the incidents detailed in the above problem ID.
Countermeasures (and	- Pedestrian Safety Zones **** CTW 2020

justification)	- Conspicuity Enhancement *** CTW 2020 - Elementary-Age Child Pedestrian Training *** CTW 2020 - Walking School Buses *** CTW 2020 - Safe Routes to School *** CTW 2020 - Bicycle Safety Education for Children ** CTW 2020; some studies in Appendix 9 have shown this to be effective; however there is not a lot of research available - Cycling Skills Clinics, Bike Fairs, Bike Rodeos * CTW 2020; some studies in Appendix 9 have shown these to be effective; however there is not a lot of research available - Active Lighting and Rider Conspicuity *** CTW 2020 - Program Evaluation - Uniform Guidelines for State HS Programs
Target (link to strategy)	C-10 Reduce number of pedestrian fatalities by 3% to 42.1 by 2026 C-11 Reduce number of bicyclist fatalities by 3% to 7.2 by 2026 U-5 Decrease the rate of pedestrians in Utah crashes by 3% to 2.35 per 100,000 people by 2026 U-6 Decrease the rate of bicyclists in Utah crashes by 3% to 1.38 per 100,000 people by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among pedestrians/cyclists/motorists alike, ultimately reducing the number of pedestrian/bicycle fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$499,929 (402); $120,000 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	According to the Uniform Guidelines for State Highway Safety Programs, states should encourage extensive community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community. Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations. States should also incorporate pedestrian and bicycle safety education and skills training into school physical education/health curricula.

Strategy	HVE/Law Enforcement Training - Ped
Problem (link to strategy)	Crashes occur in afternoons, specifically during back-to-school time and seasonal changes A. This strategy supports the above mentioned problem ID for the pedestrian safety program as it has been designed to change motorist behavior around crosswalks, reducing pedestrian incidents near crosswalks, schools, and intersections, resulting in fewer injuries and potential fatalities. B. According to Countermeasures That Work, enforcement strategies increase compliance with the pedestrian and motorist traffic laws that are most likely to enhance the safety of pedestrians in areas where crashes are happening or most likely to happen due to increased pedestrian and motorist exposure.
Countermeasures (and justification)	- Enforcement Strategies *** CTW 2020 - Reduce and Enforce Speed Limits *** CTW 2020 - Pedestrian Safety Zones **** CTW 2020 - Law Enforcement Component - Uniform Guidelines for State HS Programs
Target (link to strategy)	C-10 Reduce number of pedestrian fatalities by 3% to 42.1 by 2026 U-5 Decrease the rate of pedestrians in Utah crashes by 3% to 2.35 per 100,000 people by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among pedestrians/cyclists/motorists alike, ultimately reducing the number of pedestrian/bicycle fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$210,000 (402); $345,000 (405g)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	According to the Uniform Guidelines for State Highway Safety Programs, each State should ensure that State and community pedestrian and bicycle programs include a law enforcement component. Each State should strongly emphasize the role played by law enforcement personnel in pedestrian and bicyclist safety.

Strategy	Communication Campaign - Ped/Bike
Problem (link to strategy)	- Peds represent 0.6% of persons in crashes (almost ½ are under 24 yrs of age), but account for 16% of deaths - 92% of bicyclists in a crash were injured, 29 fatalities over 5 yrs A. This strategy supports the above mentioned problem ID for the bike and pedestrian program as it has been designed to change vulnerable roadway user behavior and reduce the incidents of the different types of crashes involving VRUs, resulting in fewer injuries and fatalities. B. Effective pedestrian programs are based on strong partnerships, public participation, and sensitivity to community concerns, which include the rise in pedestrian fatalities in recent years.
Countermeasures (and justification)	- Pedestrian Safety Zones **** CTW 2020 - Communications and Outreach Addressing Impaired Pedestrians ** CTW 2020; this countermeasure is currently part of a research project with UDOT - Bicycle Safety Education * CTW 2020; there is some evidence that certain approaches may lead to increased helmet use and more favorable attitudes towards helmet use, especially among children. However, more research is needed to conclude that the countermeasure is effective when broadly targeted towards all cyclists (Appendix 9). Additionally, the partnership with Zero Fatalities Back to Basics Campaign includes bike safety, as a broader approach - Share the Road Awareness Programs ** CTW 2020; can be effective in increasing knowledge and appropriate attitudes, but as with other awareness programs, there is limited evidence (Appendix 9)
Target (link to strategy)	C-10 Reduce number of pedestrian fatalities by 3% to 42.1 by 2026 C-11 Reduce number of bicyclist fatalities by 3% to 7.2 by 2026 U-5 Decrease the rate of pedestrians in Utah crashes by 3% to 2.35 per 100,000 people by 2026 U-6 Decrease the rate of bicyclists in Utah crashes by 3% to 1.38 per 100,000 people by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among pedestrians/cyclists/motorists alike, ultimately reducing the number of pedestrian/bicycle fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$412,425 (402); $331,575 (405g)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures

	• Determine funding • Selecting countermeasures and strategies • Collaborating with Highway Safety Partners • Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	According to the Uniform Guidelines for State Highway Safety Programs, each State should ensure that State and community pedestrian and bicycle programs contain a comprehensive communication component to support program and policy efforts. This component should address coordination with traffic engineering and law enforcement efforts, school-based education programs, communication and awareness campaigns, and other focused educational programs such as those for seniors and other identified high-risk populations. The State should enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials should be culturally relevant and multilingual as appropriate.
Strategy	Public Information and Education - Motorcycle
Problem (link to strategy)	Motorcycles represent only 3% of registered vehicles but 15% of deaths A. This strategy supports the above mentioned problem ID for the motorcycle program as it has been designed to change motorcyclist and motorist behavior and reduce the incidents of motorcycle-related crashes which results in fewer deaths and injuries. B. If motorists are more aware of motorcyclists, and motorcyclists learn what they can do to be proactive about their own safety (PPE, skill development, etc), then this strategy will be effective at reducing the number of fatalities
Countermeasures (and justification)	- Motorist Awareness of Motorcyclists * CTW 2020 & Uniform Guidelines for State HS Programs - Conspicuity and Protective Clothing * CTW 2020 & Uniform Guidelines for State HS Programs - Law Enforcement Component - Uniform Guidelines for State HS Programs - Motorcycle Rider Training ** CTW 2020; analysis of DLD data over 3 years indicates that only 8% of motorcyclists who died had taken an MSF course - Program Evaluation - Uniform Guidelines for State HS Programs
Target (link to strategy)	C-7 Reduce number of motorcyclist fatalities by 3% to 41.7 by 2026 C-8 Decrease number of unhelmeted motorcyclist fatalities by 3% to 22.3 by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among motorcyclists and motorists alike,

	ultimately reducing the number of motorcycle fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$167,424 (402); $84,000 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	According to the Uniform Guidelines for State Highway Safety Programs, state motorcycle safety programs, communication campaigns, and State motor vehicle operator manuals should emphasize the issues of rider conspicuity and motorist awareness of motorcycles, such as addressing daytime use of motorcycle headlights, bright/reflective clothing, lane positioning, and ways motorists can learn to see motorcycles.
Strategy	Motorcycle Rider Training
Problem (link to strategy)	44% of motorcycle crashes were single vehicle crashes, indicating motorcyclists require more education/skills A. This strategy supports the above mentioned problem ID for the motorcycle program as it has been designed to encourage more motorcyclists to take skills courses, thus reducing the incidents of motorcycle-related crashes which results in fewer motorcyclist death and injury. B. If more riders have the necessary and continuing education to know the skills needed to keep themselves safe, they are better prepared if a crash should occur.
Countermeasures (and justification)	- Motorcycle Rider Training ** CTW 2020; analysis of DLD data over 3 years indicates that only 8% of motorcyclists who died had taken an MSF course, indicating those who perished had no training. - Motorcycle Rider Licensing * CTW 2020; analysis of DLD data over 2 years indicates only 42% of motorcyclists who died had a known motorcycle endorsement, indicating an increased need for licensing of motorcyclists, thus requiring some type of test or skills course
Target (link to strategy)	C-7 Reduce number of motorcyclist fatalities by 3% to 41.7 by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase skills development among motorcyclists, ultimately reducing the number of motorcycle fatalities and injuries on our roadways.

Estimated 3-year funding allocation	$66,855 (402); $158,145 (405f)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	According to the Uniform Guidelines for State Highway Safety Programs, states should require every person who operates a motorcycle on public roadways to pass an examination designed especially for motorcycle operation and to hold a license endorsement specifically authorizing motorcycle operation and encourage all riders to have specialized training by qualified instructors.
Strategy	Communication Campaign - Motorcycle
Problem (link to strategy)	Motorcycles represent only 3% of registered vehicles but 15% of deaths. 56% of motorcycle crashes involved another vehicle, indicating motorist awareness of motorcyclists needs to improve. And yet 44% of motorcycle crashes were single vehicle crashes, indicating motorcyclists require more education/skills. A. This strategy supports the above mentioned problem ID for the motorcycle program as it has been designed to change motorcyclist and motorist behavior and reduce the incidents of motorcycle-related crashes which results in fewer deaths and injuries. B. The goal of the communications campaign is to increase awareness for all involved parties. Motorists need to be more aware of motorcyclists, and motorcyclists need to know being better trained prepares them for the worst.
Countermeasures (and justification)	- Motorist Awareness of Motorcyclists * CTW 2020 & Uniform Guidelines for State HS Programs - Conspicuity and Protective Clothing * CTW 2020 & Uniform Guidelines for State HS Programs - Alcohol-Impaired Motorcyclists: Communications * CTW 2020 & Uniform Guidelines for State HS Programs Crash data indicates more motorcyclists are being killed each year in the state, and the lack of licensing/training by many of these individuals indicates a need for communication, not only broad media campaigns, but more localized communication at dealerships, rental locations, and even tourist locations across Utah. Ongoing focus groups also indicate a

	lack of knowledge about lane filtering, showing a need for continued education.
Target (link to strategy)	C-7 Reduce number of motorcyclist fatalities by 3% to 41.7 by 2026 C-8 Decrease number of unhelmeted motorcyclist fatalities by 3% to 22.3 by 2026 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among motorcyclists and motorists alike, ultimately reducing the number of motorcycle fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$729,000 (402); $171,000 (State Pass Through)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	According to the Uniform Guidelines for State Highway Safety Programs, states should develop and implement communications strategies directed at specific high-risk populations as identified by data. Communications should highlight and support specific policy and progress underway and communities and communication programs and materials should be culturally relevant, multilingual as necessary, and appropriate to the audience. States should enlist the support of a variety of media, including mass media, to improve public awareness of motorcycle crash problems and programs directed at preventing them.
Strategy	Public Information and Education - Older Driver
Problem (link to strategy)	22.5% of fatalities were among older adults (Utah Crash Data 2017-2021) A. This strategy supports the above mentioned problem ID for the older driver program as it has been designed to empower older drivers to make educated decisions about their current and future driving habits and also educate families about their role with their aging family members, resulting in fewer deaths and injuries among older drivers. B. Public information and education reaches many stakeholders in the older driver program, including the older driver themselves, their families, medical professionals, first responders, and driver license offices.

Countermeasures (and justification)	- Formal courses for older drivers ** CTW 2020, however Appendix 7 indicates more research is needed to determine effectiveness; some studies show courses such as CarFit can be effective. See Considerations for Future Education for Older Drivers in Appendix 7 - Referring older drivers to licensing agencies **** CTW 2020
Target (link to strategy)	U-13 Reduce the rate of fatal and serious injury crashes by licensed drivers ages 65 and older. .07% 2022 2024 .067 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among older drivers, ultimately reducing the number of older driver fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$156,717 (402)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	According to the Uniform Guidelines for State Highway Safety Programs, each state should include a comprehensive older driver safety program that aims to reduce older driver crashes, fatalities, and injuries. To maximize benefits, each State older driver safety program should address driver licensing and medical review of at-risk drivers, medical and law enforcement education, roadway design, and collaboration with social services and transportation services providers.
Strategy	Communications and Outreach - Drowsy
Problem (link to strategy)	Drowsy driving fatalities are difficult to pinpoint on crash reports, though the numbers have increased to 14 fatalities in 2021. This could be a much larger number A. This strategy supports the above mentioned problem ID for the drowsy driving program as it has been designed to change drowsy driving behavior and reduce the incidents of drowsy driving which results in fewer deaths and fatalities. B. Communications and outreach can be used to reach populations at risk for drowsy driving, including but not limited to, teens and employees
Countermeasures (and	- Graduated Driver Licensing Requirements for Beginning Drivers *****

justification)	CTW 2020 - Communications and Outreach on Drowsy Driving * CTW 2020 - Employer Programs ** CTW 2020 - partnership with NETS
Target (link to strategy)	U-7 Decrease Utah Drowsy Driving-related Fatalities 7 2022 2024 6.8 This strategy is part of a comprehensive, evidenced-based effort to increase safe practices among those at risk for drowsy driving, ultimately reducing the number of drowsy driving fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$0 - Left at $0 on purpose
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	This program will follow the NHTSA Drowsy Driving Research and Program Plan where applicable and when possible.

Police Traffic Services

Distracted Driving

Distracted Driving is any activity that diverts a driver's attention from driving and increases the risk of crashing. Driver distractions include eating, drinking, grooming, taking photos, videos, or texting while using a wireless device, and any other action that takes a motorist's eyes or mind off the road.

The National Highway Traffic Safety Administration (NHTSA) reported 3,142 fatalities due to distraction-related crashes across the US in 2020. Additionally, another 400,000 people are injured annually in distracted-related crashes. Distracted driving crashes are believed to be a lot higher due to unreported crashes, inaccurate witness statements, drivers not admitting cell phone use, difficulty obtaining cell phone records, cell phone logs not aligning with the exact time of a crash, or an accident involving another obvious charge such as speeding or alcohol impairment.

Utah crash data between 2017-2021 shows that 37% of distracted driving crashes were caused mainly by cell phone use, followed by other inside distractions at 24% and external distractions at 15%. Driver inattention is also noticeable in Utah's crash data which reflects that 65% of crashes were front to rear, 83% were straight ahead, and 39% of drivers were following too close.

In 2021, distracted driving crashes amounted to 5,484, claiming the lives of 11 people in Utah, with an additional 115 people seriously injured. Between 2017 and 2021, the number of fatalities in distracted driving crashes fluctuated, with an average of 15 deaths yearly. Within those five years, there were 27,514 distracted driving crashes, resulting in 10,024 injury crashes and 83 deaths in 74 fatal crashes, including 11 pedestrian and 3 bicyclist fatalities.

Crash data identifies drivers ages 15-19 as involved in 29% of distracted driving crashes, more than any other age group. Teens are at higher risk of being involved in a collision involving distracted driving than adults due to key areas of the brain still developing, making it difficult for teens to manage potential distractions. An effective countermeasure for beginner drivers is to have Strong Graduated Driver Licensing (GDL) laws. Data also reveals male drivers were involved in 76% of distracted-related crashes compared to female drivers at 63%.

It's important to identify most distracted driver crashes occurred on Fridays, and the highest percentage of fatal distracted driver crashes occurred on Fridays, followed by Saturdays and Tuesdays. Fatal crashes due to distracted driving are also most likely to happen in June and March, while September, August, and October show the highest number of crashes. Based on the latest crash data, most fatal crashes occur around 3:00 pm or 7:00 pm, and most drivers end their workday around this time.

The top six counties in Utah exhibiting the highest number of distracted driving crashes between 2017- 2021 were Salt Lake, Utah, Davis, Weber, Washington, and Cache counties. Salt Lake County had the most distracted driver crashes, accounting for 41.5% of the distracted driver crashes in Utah. Most distracted driver crashes occur where the posted speed limit is between 25 and 40 miles per hour and where the posted speed limit is 70 mph.

According to the US Census, the combined population in the state's top six counties where distracted driving crashes occur is 2,782,972. Eighty-five percent of the population lives in these six counties, which includes 444,214 Hispanic or Latino community members. The largest age group represented is between 20 and 24 years of age. These numbers show the importance of educating young adults across the state and the Hispanic or Latino population on the dangers of distracted driving.

Law enforcement agencies experience challenges identifying distractions and their role in crashes they investigate; crash statistics may not fully capture the significance and extent of the problem. High Visibility Enforcement is one of the most effective deterrents for distracted driving enforcement but may require additional labor and other resources to achieve the best results. The need to address distracted driving has become critical, and education on the dangers will be explored through community events and efforts. The Highway Safety Office will continue to look at crash data, the potential for under-reporting, and behavioral surveys on driving behavior throughout the grant year.

Speeding

Speeding is among the leading unsafe behaviors contributing to deaths on Utah's roadways and nationally. Since 2020, we have seen increased speeding and other risky driving behaviors statewide, including speeds

over 100 mph. Speeding and aggressive driving crashes not only affect the speeder but can also affect other drivers, pedestrians, and bicyclists.

In 2020, the National Safety Council reported speeding was a factor in 29% of all traffic fatalities, killing 11,258 people nationally. In Utah, 43,524 speed-related crashes occurred between 2017 and 2021. Data indicates speed-related crashes increased by 23%, from 6,544 in 2020 to 8,095 in 2021. Between 2017 and 2021, 28% of all fatal crashes were speed-related, meaning 406 lives were lost, or an average of 81 deaths occurred yearly. In 2021 alone, 91 speed-related fatal crashes resulted in 109 fatalities.

It's important to point out who is involved in most speed-related crashes. Over 76% of speed-related crashes involve male drivers. Also, younger drivers, ages 15-34, have the highest number of speed-related crashes, and drivers under 20 years of age are involved in over 27% of speed-related crashes. As the driver's age increases, the likelihood of being involved in a crash involving speed decreases.

Speed-related crashes were highest from December through January, generally due to drivers traveling too fast for conditions. While most fatal crashes occurred in May, followed by August, March, and November. Saturday holds the highest number of speed-related fatal crashes, at 18%.

Many areas of the state saw increased speeding and urban regions exhibited higher speed-related fatal crashes than rural areas. Urban counties, including Salt Lake, Utah, Davis, Weber, and Box Elder, incurred the highest total speed-related crashes. Salt Lake, Utah, Weber, Washington, and Davis Counties had the highest speed-related fatal crash rates.

According to the US Census, the estimated combined population in the state's top five counties where speed-related crashes occur is 2,562,649. Seventy-six percent of the population lives in these five counties, which includes 414,193 Hispanic or Latino community members. It is also important to note the largest age group represented in these five counties is between 20 and 24 years of age. These numbers show the importance of educating young adults across the state and the Hispanic or Latino population on the dangers of speeding.

Since 2020, Utah has seen a dramatic increase in drivers traveling at over 100 mph. The Utah Highway Patrol cited an average of 3,532 drivers for speeding over 100 mph in data from 2017-2019. The two-year citation average for 2021-2022 rose to 4,932, showing nearly a 40% increase.

The most effective countermeasures in reducing aggressive driving and speeding are speed limits (when enforced and obeyed), automated enforcement not currently allowed in Utah, and communications and outreach coupled with enforcement. Community outreach, high visibility enforcement, and media will continue to be the most effective tool in reaching those most likely to speed in Utah.

Preventing Roadside Death

Between 2017 and 2021, Utah saw a total of 467 roadside crashes involving emergency response vehicles, resulting in four serious injuries and no fatalities. This averages out to 93 crashes per year. During the same period, Utah saw a total of 302,557 crashes overall.

According to NHTSA's Move Over Fact Sheet, "Making a traffic stop, investigating a crash, or assisting a motorist are some of the most dangerous things law enforcement officers do. Since 2017, there have been 149 law enforcement officers killed in traffic-related incidents." AAA Exchange reports that 23 roadside workers and first responders lose their life each year at the roadside, and hundreds more are injured. These crashes continue occurring even though all 50 states have Move Over laws. The problem is that most people are unaware of the law or what is required. Slow Down/Move Over – AAA Exchange. It's important to acknowledge that there is a nationwide growing concern regarding the safety of first responders while on the road. Between 2019 and 2022, the Emergency Responder Safety Institute (ERSI) reports that there were 206 first responder deaths. This includes 82 Law Enforcement Officers, 33 Fire/EMS personnel, 75 Tow Truck Drivers, and 6 DOT or Safety Service Patrol Operators.

Utah's Move Over law requires drivers of a vehicle, upon approaching a stationary authorized emergency vehicle that is displaying flashing lights to: reduce the speed of their vehicle, provide as much space as practical to the stationary authorized emergency vehicle, and if traveling in a lane adjacent to the stationary authorized vehicle and if practical, with due regard to safety and traffic conditions, move into a lane not adjacent to the authorized vehicle. Even though the law is in place, too many drivers are unaware of the law or disregard it. To improve safety, it's important to educate drivers about "Move Over" laws and how to react properly to emergency vehicles on the road. The National Highway Traffic Safety Administration (NHTSA) helps states promote public awareness of these laws by creating and sharing marketing materials that states can use to develop their own traffic safety campaigns.

Countermeasure Strategies for Programming Funds - Police Traffic Services	
Strategy	**High Visibility Enforcement- Speed and Distracted Driving**
Problem (link to strategy)	In an effort to reduce the number of crashes in Utah caused by Speed, Distracted Driving, and individuals not moving over for vehicles stopped on the roadside during traffic stops, as shown in the problem IDs above. Law enforcement agencies use High Visibility Enforcement as a strategy to tackle this issue and educate drivers. This approach involves analyzing crash data, gathering community feedback, and working with law enforcement agencies to identify problem areas. The goal is to reduce the number of crashes and deaths on Utah's roads by educating drivers on the traffic safety issues of speeding, distracted driving, and not moving over for emergency vehicles on the side of the road.
Countermeasures (and justification)	High Visibility Enforcement (DD) **** CTW 2020 High Visibility Enforcement (Speed) ** CTW 2020 Uniform Guidelines for State Highway Safety Programs No 19 - Speed Enforcement Countermeasures Speed Management Program Plan (4 E's) - US Department of Transportation

Target (link to strategy)	C-6 Reduce the five-year moving average of speed-related fatalities by 3%, from 84.8 to 82.3 by 2026 U-8 Decrease Utah Traffic Fatalities Involving a Distracted Driver three-year moving average by 3%, from 16.3 to 15.8 by 2026. The High Visibility Enforcement strategy is based on a comprehensive, evidence-based approach that aims to reduce handheld cell phone use, texting while driving, as well as speeding, and aggressive driving.
Estimated 3-year funding allocation	$699,702 (402); $50,000 (405e)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As described in the Uniform Guidelines for State Highway Safety Programs, traffic enforcement services should be included to enforce traffic laws and regulations, reduce traffic crashes resulting in fatalities and injuries, and investigate and report specific details and causes of crashes.
Strategy	Law Enforcement Support, Training, and Equipment
Problem (link to strategy)	Traffic fatalities in Utah have been on the rise, and efforts are being made in collaboration with law enforcement partners to tackle this issue. As indicated above in the Problem IDs for Police Traffic Services programs, which include the Multi-Agency Task Force (MATF) and the Law Enforcement Liaison (LEL) programs, utilizing the strategy of law enforcement support, training, and equipment through the UHSO to minimize injury and fatal crashes is vital. These programs leverage the UHSO's resources and help law enforcement agencies coordinate throughout the state to plan and implement various activities to reduce injury and fatal crashes. Law enforcement representatives regularly collaborate on traffic safety and enforcement efforts through these necessary partnerships.
Countermeasures (and justification)	Uniform Guidelines for State Highway Programs No 15 - Traffic Enforcement Services, Training, and Support. 23 CFR 1300.31b Administration of the Highway Safety Grants -

	Equipment *** CTW 2020 Enforcement Strategies
Target (link to strategy)	C-1 Reduce the number of traffic fatalities five-year moving average, by 2.5% per year, to 296 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 2.5% per year, to 1610.2 by 2026 Collaborating and strategically supporting law enforcement agencies through training and equipment purchases is essential to support traffic enforcement and to prepare law enforcement officers to perform their duties to reduce crashes and deaths across the state effectively.
Estimated 3-year funding allocation	$731,418 (402)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	The Uniform Guidelines for State Highway Safety Programs emphasize the importance of training for law enforcement officers in order to perform their duties effectively. As informed in the Uniform Procedures for State Highway Safety Grant Programs equipment section, equipment purchases are also authorized if necessary to perform eligible grant activities such as the enforcement of traffic safety laws.
Strategy	Outreach, Education, and Media
Problem (link to strategy)	Traffic fatalities in Utah have been on the rise. Efforts are strategically being made in outreach, education, and media, as indicated above in the Problem IDs for Police Traffic Services programs, which include the Multi-Agency Task Force (MATF) and the Law Enforcement Liaison (LEL) programs. In order to prevent road accidents and injuries, it is important to use outreach, education, and media strategies that effectively reach our target audience. This approach will help spread program-specific messages to the intended audience.
Countermeasures (and	Communications and Outreach Supporting Enforcement ***CTW 2020

justification)	Uniform Guidelines for State Highway Programs No 15 - Traffic Law Enforcement, and Communication Program Traffic Incident Management Quick Clearance Laws (Move Over laws)
Target (link to strategy) Give an explanation of the link between the effectiveness of the countermeasure strategy and the performance target, e.g. for ped/bike:	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 U-14 Reduce overall roadside crashes involving emergency response vehicles This strategy is part of a successful outreach program to urge drivers to behave courteously. It is tied to vigorous enforcement and education by involving community partners to leverage resources and achieve a wider reach, reducing fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$180,000 (402); $75,000 (405h); $50,000 (405e)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As noted in the Communications and Outreach Supporting Enforcement section of NHTSA's Countermeasures That Work, successful programs are comprised of high-visibility communications and outreach. The information provided through this strategy should include expected safety benefits and persuade motorists that detection and punishment for violations are expected.

Traffic Records

Traffic records are the backbone for problem identification in all of the various traffic safety areas. Data is what drives the ability to identify trends, recognize emerging problem areas, and measure the success of previous efforts. While Utah has made great strides in the timeliness and completeness of most traffic records, the performance attributes of accuracy, integration, and accessibility could use improvement.

Our most recent accomplishments in our Utah Transportation and Public Safety (UTAPS) project are the achievement of data quality efforts, QCing of the reports, and locating processes that need improvement. The query model now has the ability to access the current data, which allows access to data in only a few days. Our latest timeliness rate of the crash data is 7.52 days which has decreased by 4.66 days compared to 2021's timeliness rate of 12.18 days.

One of our Traffic Records goals within UTAPS is to provide a system in which Utah can integrate other traffic safety data into the crash data. There is still improvement to be made in crash data and integration, beginning with Roadway and Citation data.

The Traffic Records Team continues the integration process of citation data within UTAPS. The UTAPS Team began receiving and collecting all traffic-related citations from the state according to Utah Traffic Codes entered in the citation records in October 2022. A separate database now houses the citation data and deployment into a single data warehouse that combines crash and citation data is underway.

The Department of Transportation and UTAPS is currently working on the final stages of integrating roadway data into UTAPS. The team is currently in the process of incorporating the final 5 elements: total through lanes, left-turn lanes, right-turn lanes, speed limit, and intersection. Our goal is to complete this process by the end of FY2023.

The Traffic Records Team has created a Crash Report Update Committee. This committee has been tasked with updating the current crash report to become more aligned with the MMUCC recommendations and the FARS requirements. One of our goals in updating the crash report is to make the crash report easy for the reporting law enforcement officers to understand when filling out a report. Once the committee agrees to all the changes, the Traffic Records Program Manager will meet with the DTS and the vendors to have them update the current crash report with the required changes. Once the vendors and DTS have made all the required changes the traffic records team will work with all local law enforcement agencies and assist them in updating their current systems with the updated crash report.

Traffic Records Team, will then work with UTAPS, to get the Crash Report Data Elements within the system updated. The team will also update Utah's DI-9 Training Manual and conduct law enforcement training throughout the state. Making these changes and conducting training will allow the reporting law enforcement officers to be more accurate when entering the data on the roadside.

The Traffic Records Team and UTAPS will continue to work with Numetric to allow for nightly crash data uploads. This allows the Utah Highway Safety Office to show live crash data in many different workbooks on the Highway Safety website. The crash data allows the public and our partners to query the most up-to-date

and accurate data.

Utah had its last Traffic Records Assessment in May 2019. The assessment results demonstrated the need to improve performance measures by gathering useful baselines and meaningful measures.

Utah's Performance measures for accuracy, completeness, and timeliness are still a work in progress. U-13 shows how effective the crash record transition has been as the average number of days between submission and occurrence for Utah motor vehicle crashes has reduced from 49.97 days in 2013 to 7.52 days in 2022.

These strategies are part of a comprehensive, evidence-based effort to improve traffic safety with the ultimate goal of reducing the number of fatalities and injuries on our roadways.

Countermeasure Strategies for Programming Funds - Traffic Records	
Strategy	Crash Data & Integration Improvement into Crash Management Information System
Problem (link between problem ID and strategy)	Data integration into the Utah Transportation and Public Safety (UTAPS) data warehouse. This strategy supports the above-mentioned problem ID for the traffic records program as it has been designed to increase accuracy, timeliness, completeness, uniformity, integration, and accessibility in traffic records. The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. By integrating new data into our Utah Transportation and Public Safety (UTAPS) data warehouse this plan supports all data improvement in core highway data systems. The plan is also guided by six strategic goals that include: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility.
Countermeasures (and justification)	-Maintain the State's traffic records information in a form that is of high quality and readily accessible to users throughout the State. (NHTSA Highway Safety Program Guideline No. 10) - Collect data electronically using field data collection software. (FHWA Crash Data Improvement Program Guide) -Electronic transfer of data. (FHWA Crash Data Improvement Program Guide) -Performing planning, problem identification, program management or control, tracking, implementation, and evaluation, pursuant to a

	management process developed by the State which addresses the role or use of traffic records data (NHTSA Highway Safety Program Guideline No. 10) -Data Use & Integration Goal 1 (TR Strategic Plan FY2024)- The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. By integrating new data into our Utah Transportation and Public Safety (UTAPS) data warehouse this plan supports all data improvement in core highway data systems.
Target (link to strategy) - Describe link between countermeasure strategy effectiveness and performance target(s)	This strategy has been proven to be effective in improving highway safety and is identified in *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*. By improving the traffic records system, all highway safety countermeasures and planned activities will be strengthened through data-driven planning and implementation. Only through quality data will highway safety improvements be made and evaluated. To maximize the effectiveness of the traffic records program, appropriate funding and resources will be allocated to the planned activities.
Estimated 3-year funding allocation	$510,000.00 (405C) $300,000.00 (State Pass Through)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. All implemented goals are based off of the Traffic Records Assessment. UT_FY24_Traffic Records Strategic Plan - 05/2023.docx UTAH final_report (3) For more information on Utah's planning process please refer to Utah's HSP for FY2024 and Utah's Traffic Records Strategic Plan.

Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	Increase the number of data systems integrated within the Utah Transportation and Public Safety (UTAPS) data warehouse. The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. This plan supports all data improvement in core highway data systems. The plan is also guided by six strategic goals that include: timeliness, accuracy, completeness, uniformity, integration, and accessibility. This countermeasure strategy and related planned activities work towards meeting these goals and are supported through a combination of projects and collaborations between stakeholders.
Strategy	Data Characteristics Improvement
Problem (link between problem ID and strategy)	-Increase and improve Utah's data elements collected on Utah's Crash Report. This strategy supports the above-mentioned problem ID for the traffic records program as it has been designed to increase accuracy, timeliness, completeness, and accessibility in traffic records. The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. Increasing and improving Utah's data elements on the crash report will assist in becoming more aligned with MMUCC and FARS new and updated data requirements. The plan is also guided by six strategic goals that include: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility.
Countermeasures (and justification)	-Use traffic safety strategic planning process to identify and support program needs and address the changing needs for information over time. (NHTSA Highway Safety Program Guideline No. 10) -Accessibility through an efficient flow of data to support a broad range of traffic safety and other activities. (NHTSA Highway Safety Program Guideline No. 10) -Crash reporting system Goal 10 Updating Utah's Crash Report (TR Strategic Plan FY2024) to become more aligned with MMUCC and FARS requirements.
Target (link to strategy) - Describe link between countermeasure strategy	This strategy has been proven to be effective in improving highway safety and is identified in *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*.

effectiveness and performance target(s)	By improving the traffic records crash report, all highway safety countermeasures and planned activities will be strengthened through data-driven planning and implementation. Only through quality data will highway safety improvements be made and evaluated. To maximize the effectiveness of the traffic records program, appropriate funding and resources will be allocated to the planned activities.
Estimated 3-year funding allocation	$492,207.00 (405C)
Strategy to project considerations (Describe the considerations the State will use to determine which projects to fund)	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. All implemented goals are based off of the Traffic Records Assessment. UT_FY24_Traffic Records Strategic Plan - 05/2023.docx UTAH final_report (3) For more information on Utah's planning process please refer to Utah's HSP for FY2024 and Utah's Traffic Records Strategic Plan.
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	-Increase and improve Utah's data elements collected on Utah's Crash Report. The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. This plan supports all data improvement in core highway data systems. The plan is also guided by six strategic goals that include: timeliness, accuracy, completeness, uniformity, integration, and accessibility. This countermeasure strategy and related planned activities work towards meeting these goals and are supported through a combination of projects and collaborations between stakeholders.

SECTION V
Performance Report

Utah changed its Performance Measure Report to reflect the requirements of the FAST Act. The National Performance Measures have been calculated using the required 5-year rolling averages. The Utah Performance Measures have been calculated with a 3-year average.

The tables below provide a review of the progress made for FY2023 for each National and Utah performance measure.

PM#	Performance measure name	Progress
C-1	Number of traffic fatalities (FARS)	In Progress
Utah set a target, using the 5-year rolling average, for 2018-2022 of 263.6 fatalities. As of March 2023 the average would be 244. Utah will need to continue its efforts to meet the 2023 goal.		
C-2	Number of serious injuries in traffic crashes (State crash data files)	In Progress
Utah set a target, using the 5-year rolling average, for 2019-2023 of 1455.2 serious injuries. As of March 2023 the average would be 1132.6. Utah will need to continue its efforts to meet the 2023 goal.		
C-3	Fatalities/VMT (FARS, FHWA)	In Progress
Utah set a target, using the 5-year rolling average, for 2019-2023 of .823 fatalities/VMT. As of March 2023 the average would be .817. Utah will need to continue its efforts to meet the 2023 goal.		
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
Utah set a target, using the 5-year rolling average, for 2019-2023 of 58.5 unrestrained occupant deaths. As of March 2023 the average would be 51.8. Utah will need to continue its efforts to meet the 2023 goal.		
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
Utah's target goal (2019-2023) for fatalities involving a driver with a BAC of .08 or greater is 35.3. As of March 2023 the average would be 34.2. Utah will need to continue its efforts to meet the 2023 goal.		
C-6	Number of speeding-related fatalities (FARS)	Will Not Meet
Utah set a target of 67.3 deaths for 2019-2023. As of March 2023 the average would be 73. Utah will need to continue its efforts to partner with law enforcement and strengthen countermeasures strategies to reduce this growing trend.		
C-7	Number of motorcyclist fatalities (FARS)	In Progress
Utah set a target of 38.1 deaths for 2019-2023. As of March 2023 the average would be 34. Utah will need to continue its efforts to meet the 2023 goal.		
C-8	Number of unhelmeted motorcyclist fatalities (FARS)	Will Not Meet

Utah set a target of 18.9 deaths for 2019-2023. As of March 2023 the average would be 19.2. Utah will increase education, outreach and training with partners and the public to reduce this upward trend.		
C-9	Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
Utah set a target of 42.7 deaths in 2019-2023 at this point. As of March 2023 the average would be 14.6. Utah will need to continue its efforts to meet the 2023 goal.		
C-10	Number of pedestrian fatalities (FARS)	In Progress
Utah set a target of 39 pedestrian deaths for 2019-2023. As of March 2023 the average would be 37.8. Utah will need to continue its efforts to meet the 2023 goal.		
C-11	Number of bicyclists fatalities (FARS)	Will Not Meet
Utah set a target of 4.4 in 2019-2023. As of March 2023 the average would be 7. Utah continues to search out new strategies designed to increase awareness and reduce fatalities.		
A-1	FY2022	3,383
Number of Seat Belt Citations Issued During Grant-funded Enforcement Activities FY2022		
A-2	FY2022	1,506
Number of Impaired Driving Arrests Made During Grant-funded Enforcement Activities FY2022		
A-3	FY2022	16,670
Number of Speeding Citations Issued During Grant-funded Enforcement Activities FY2022		
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
Utah set a target of 91.1% usage rate in 2019-2023. The 2022 usage rate was 91.8%, showing an increase in usage.		
U-1	Child Safety Seat Use for Children Ages 0-8 years in Traffic Crashes	Will Not Meet
Utah set a target of 69.6% in 2021-2023. As of March 2023 the average would be 64.16%. Utah is continuing its efforts to work with hospitals, schools, and the general public to educate on the importance of proper restraints for children.		
U-2a	Child Safety Seat Use for Children Ages 0-1 Years in Traffic Crashes	Will Not Meet
Utah set a target of 94.5% in 2021-2023. As of March 2023 the average would be 89.56%. Utah will no longer be evaluating this measure effective FY24.		
U-2b	Child Safety Seat Use for Children Ages 2-4 Years in Traffic Crashes	Will Not Meet
Utah set a target of 86.5% in 2021-2023. As of March 2023 the average would be 80.66%. Utah will no longer be evaluating this measure effective FY24.		
U-2c	Child Safety Seat Use for Children Ages 5-8 Years in Traffic Crashes	Will Not Meet

Utah set a target of 44.4% in 2021-2023. As of March 2023 the average would be 39.17%. Utah will no longer be evaluating this measure effective FY24.		
U-3	Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 years That Were Unrestrained	Will Not Meet
Utah set a target of 42.3% in 2021-2023. As of March 2023 the average would be 40.10%. Utah will no longer be evaluating this measure effective FY24.		
U-4a	Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Night Time (10 pm to 5:59 a.m.)	In Progress
Utah set a target of 55.3% in 2021-2023. As of March 2023 the average would be 35.11%. Utah will need to continue its efforts to meet the 2023 goal.		
U-4b	Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Day Time (6 a.m. to 9:59 pm)	Will Not Meet
Utah set a target of 29.4% in 2021-2023. As of March 2023 the average would be 30.78%. Utah will need to continue its efforts to implement strategies regarding education, enforcement and outreach to affected populations.		
U-5a	Unrestrained Among Seriously Injured and Killed Occupants in Crashes Rural	In Progress
Utah set a target of 24% in 2021-2023. As of March 2023 the average would be 19.97%. Utah will no longer be evaluating this measure effective FY24.		
U-5b	Unrestrained Among Seriously Injured and Killed Occupants in Crashes Urban	In Progress
Utah set a target of 15.5% in 2021-2023. As of March 2023 the average would be 19.18%. Utah will no longer be evaluating this measure effective FY24.		
U-6a	Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers	In Progress
Utah set a target of 96.5 in 2021-2023. As of March 2023 the average would be 88. Utah will need to continue its efforts to meet the 2023 goal.		
U-6b	Utah Fatalities Involving an Impaired Driver - Evidence Based Drug Impaired Driver	No longer in use
Utah no longer used this measure starting in FY23. No evaluation.		
U-7	Utah Helmeted Motorcycle Fatalities	In Progress
Utah set a target of 48.5% in 2021-2023. As of March 2023 the average would be 21.67%. Utah will no longer be evaluating this measure effective FY24.		
U-8	Motorcyclists in Utah Crashes per 1,000 Registered Motorcyclists	In Progress
Utah set a target of 14 in 2021-2023. As of March 2023 the average would be 13.8. Utah will no longer be evaluating this measure effective FY24.		
U-9	Teen Driver Crash Rate per 1,000 Licensed Driver	In Progress
Utah set a target of 74.2 in 2021-2023. As of March 2023 the average would be 65.8. Utah will no longer be		

evaluating this measure effective FY24.		
U-10	Pedestrian in Utah Crashes per 10,000 Licensed Driver	In Progress
Utah set a target of 2.7 in 2021-2023. As of March 2023 the average would be 1.81. Utah will need to continue its efforts to meet the 2023 goal. This measure will be changed to …per 100,000 licensed drivers effective FY24.		
U-11	Bicyclists in Utah Crashes per 10,000 population	In Progress
Utah set a target of 1.57 in 2021-2023. As of March 2023 the average would be .99. Utah will need to continue its efforts to meet the 2023 goal. This measure will be changed to …per 100,000 licensed drivers effective FY24.		
U-12	Drivers in Utah Fatal Crashes with Known BAC results	Will Not Meet
Utah set a target of 50.1% in 2021-2023. As of March 2023 the average would be 44.88%. Utah will no longer be evaluating this measure effective FY24.		
U-13	Average Number of Days Between Submission and Occurrence for Utah Motor Vehicle Crashes	Will Not Meet
Utah has not met this goal at this time. Utah has set a goal of 5.9% in 2021-2023. The current rate as of March 2023 is indicating 6.67%. Utah will no longer be evaluating this measure effective FY24.		
U-14	Utah Drowsy Driving-related Fatalities	In Progress
Utah set a target of 8.17 in 2021-2023. As of March 2023 the average would be 6. Utah will need to continue its efforts to meet the 2022 goal.		
U-15	Utah Traffic Fatalities Involving a Distracted Driver	In Progress
Utah set a target of 15.07 in 2021-2023. As of March 2023 the average would be 10.66. Utah will need to continue its efforts to meet the 2023 goal.		
U-16	Driver Age 65 or Older in Utah Fatal Crashes	In Progress
Utah set a target of 51.2 in 2021-2023. As of March 2023 the average would be 46. Effective FF24, this measure will be changed to a fatality rate rather than the number of fatalities.		