VERSION 4.0

Utah

STRATEGIC HIGHWAY
SAFETY PLAN

Effective April 2016-March 2021

zero ®
Fatalities

A Goal We Can All Live With

Executive Summary:

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

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

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

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

ZERO Fatalities®
A Goal We Can All Live With

SAFETY LEADERSHIP

UTAH SAFETY LEADERSHIP EXECUTIVE COMMITTEE

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

UTAH SAFETY LEADERSHIP COMMITTEE

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

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

FIVE E'S

zero Fatalities
A Goal We Can All Live With

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

Traffic Fatalities Down 26%
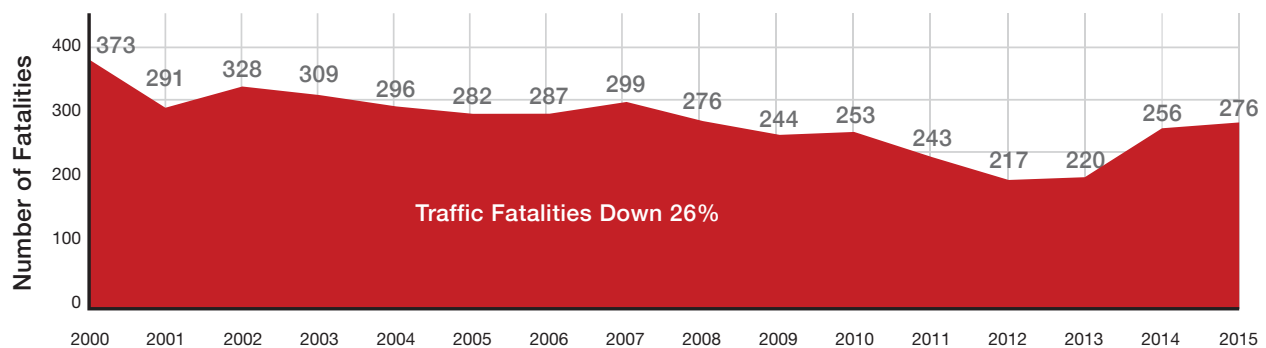
UTAH ANNUAL FATALITIES

ENGINEERING

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

EDUCATION

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

ENFORCEMENT

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

EMERGENCY RESPONSE

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

EVERYONE

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

IF YOU LOVE SOMEONE TELL THEM TO Buckle Up

Zero Fatalities®
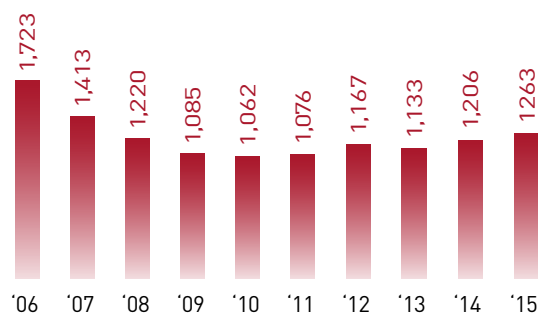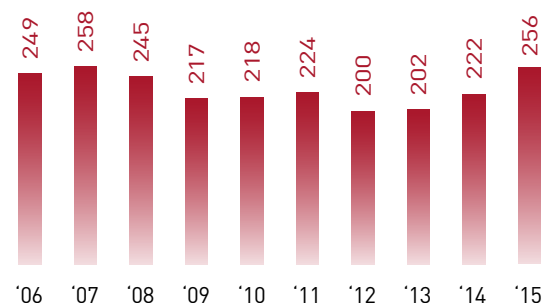A Goal We Can All Live With
A UDOT and DPS Program

EVALUATION

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

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

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

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
1,723	1,413	1,220	1,085	1,062	1,076	1,167	1,133	1,206	1263

SERIOUS INJURY CRASHES

| '06	'07	'08	'09	'10	'11	'12	'13	'14	'15
249	258	245	217	218	224	200	202	222	256

FATAL CRASHES

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

In our quest to reach Zero Fatalities, the State of Utah has adopted the AASHTO goal of reducing fatalities by 2.5 percent per year. The following graph shows how we will reduce fatalities each year as we move toward our ultimate goal of Zero Fatalities.
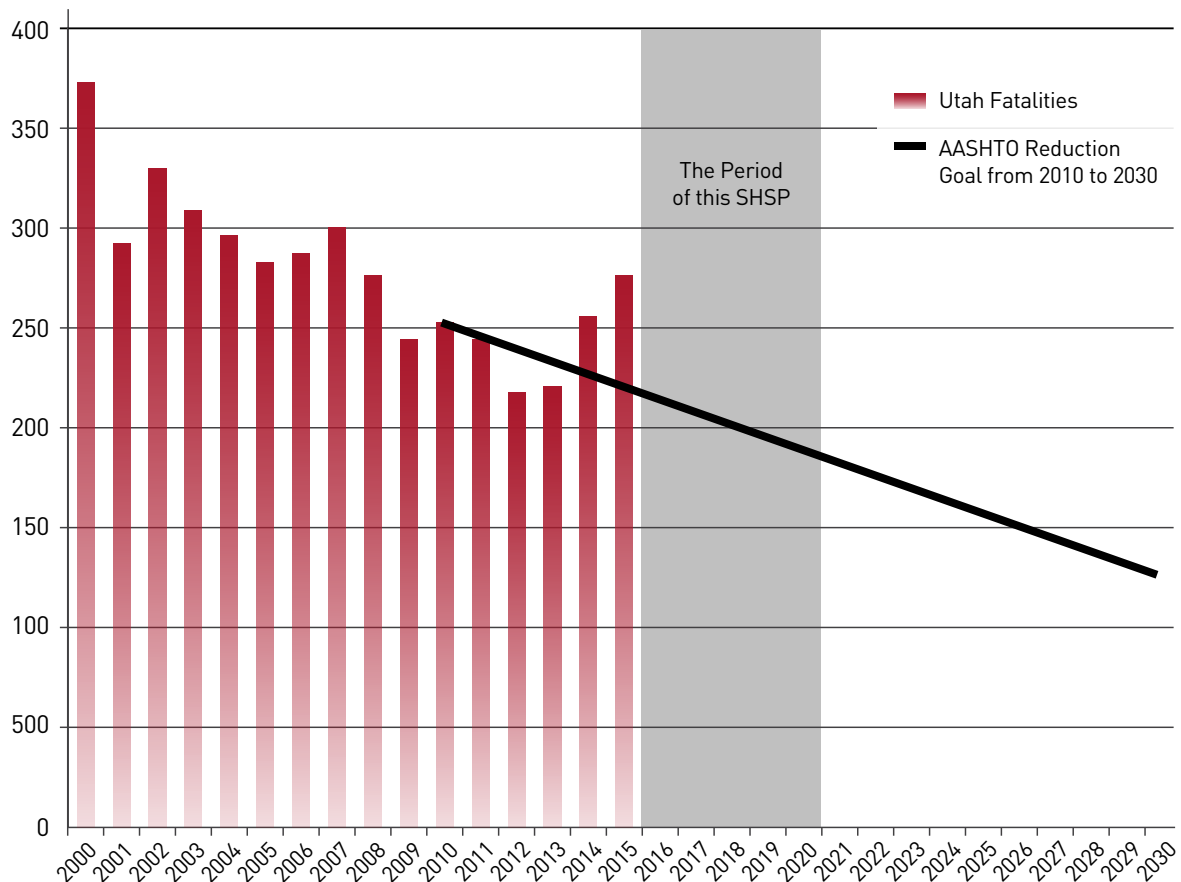
REDUCE FATALITIES BY 50% IN UTAH TOWARD ZERO FATALITIES

Overview: SAFETY AREAS

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

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

SAFETY AREAS

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

PART 1 – EMPHASIS SAFETY AREAS

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

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

PART 2 – CONTINUING SAFETY AREAS

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

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

PART 3 – SPECIAL SAFETY AREAS

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

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

EMPHASIS
SAFETY AREAS

Aggressive Driving
## Emphasis Safety Areas

CHALLENGE

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

DIRECTION

Continue or increase efforts to fund aggressive driving enforcement and educational campaigns.
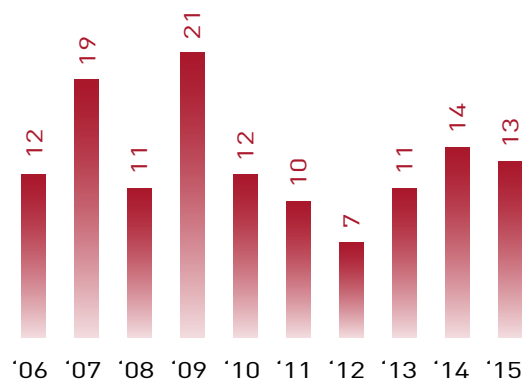
AGGRESSIVE DRIVING FATALITIES
Source: UDPS

PRIORITY STRATEGIES

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

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

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

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

LEADERS

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

Distracted Driving
## Emphasis Safety Areas

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

DIRECTION
Reduce the number of serious injury and fatal crashes related to driver distraction.
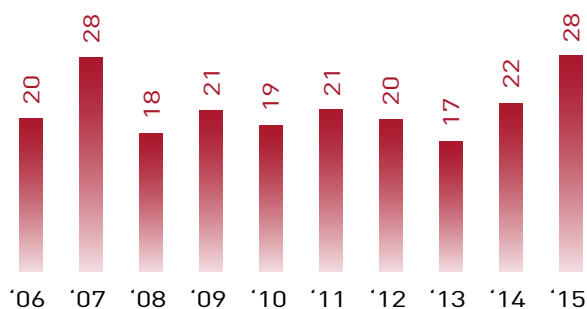
DISTRACTED DRIVING FATALITIES
Source: UDPS

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

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

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

LEADERS
Zero Fatalities

Utah Highway Patrol

UDPS, Highway Safety Office

UDOH, Violence and Injury Prevention Program

UDOH, Bureau of EMS and Preparedness

Statewide Local Law Enforcement Agencies

Drowsy Driving
Emphasis Safety Areas

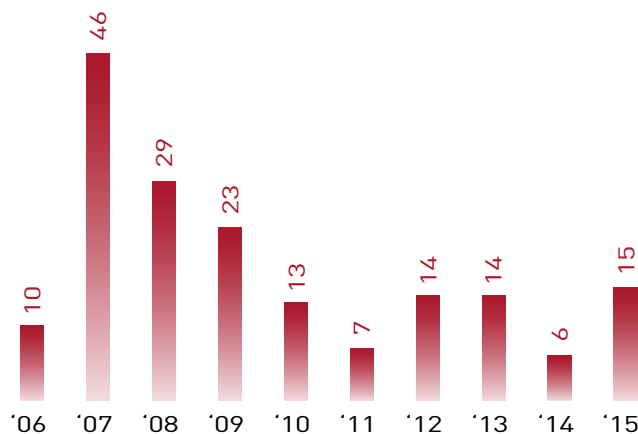### SLEEP SMART.
DRIVE SMART.
DROWSY DRIVING KILLS

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

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

PRIORITY STRATEGIES

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

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

Enforcement
› Improve drowsy driving crash reporting with law enforcement

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

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

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
10	46	29	23	13	7	14	14	6	15

DROWSY DRIVING FATALITIES
Source: UDPS

Impaired Driving
Emphasis Safety Areas

**DRIVE SOBER OR GET PULLED OVER**

CHALLENGE

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

DIRECTION

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

DRUNK DRIVING FATALITIES
Source: UDPS

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
39	42	34	31	25	39	20	23	48	37
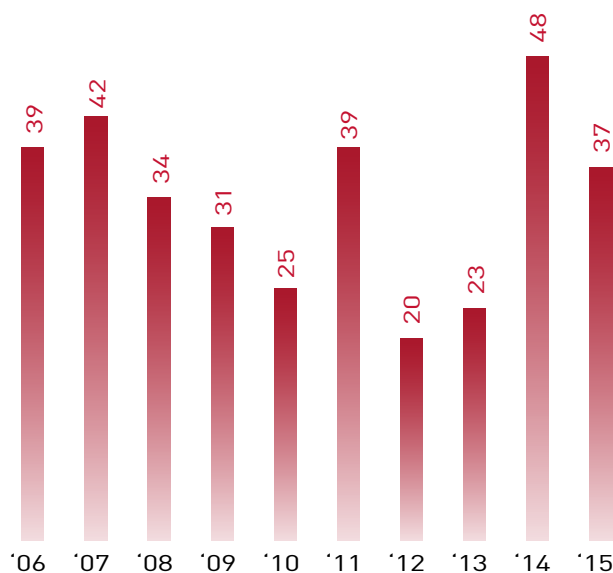
PRIORITY STRATEGIES

Education

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

Enforcement

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

LEADERS

Utah Highway Patrol

UDPS, Highway Safety Office

Utah Department of Alcoholic Beverage Control

Utah Division of Substance Abuse & Mental Health

Utah Substance Abuse Advisory Council DUI Committee

Utah Mothers Against Drunk Driving

Statewide Local Law Enforcement Agencies

Utah Chiefs of Police Association

Zero Fatalities

UDPS, Driver License Division

Intersection Safety
## Emphasis Safety Areas

CHALLENGE

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

DIRECTION

Efforts must be made to reduce the frequency and/or severity of crashes within intersections.
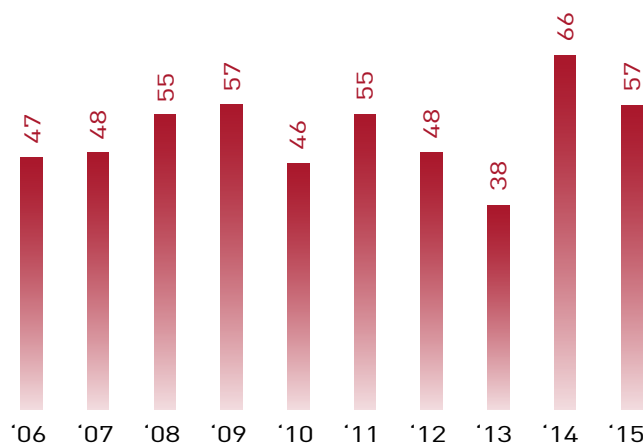
INTERSECTION RELATED FATALITIES
Source: UDOT

PRIORITY STRATEGIES

Engineering

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

Education

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

Enforcement

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

Emergency Services

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

LEADERS

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

Motorcycle Safety
Emphasis Safety Areas

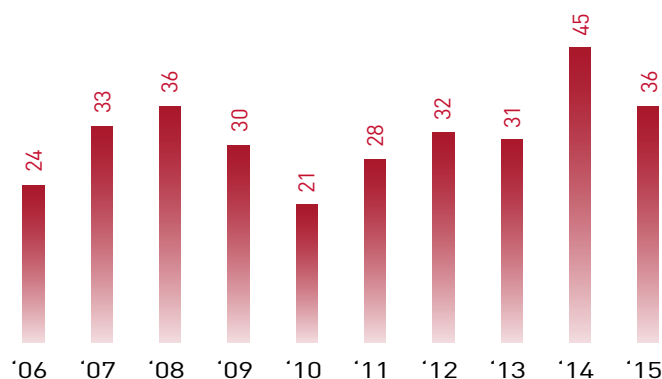**HEADS UP**
WE'RE ALL RESPONSIBLE
zero Fatalities

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

Emergency Services

› Increase public awareness of motorcyclist concerns through promotion of the "Heads Up." campaign

› Evaluate motorcycle training courses

› Promote wearing proper protective gear for motorcyclists

› Utilize social media to expand messaging and information available to the public

› Increase rider awareness of the necessity to obtain and maintain safe riding skills

› Promote the availability of beginning and experienced rider training courses

Emergency Services

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

LEADERS

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

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
24	33	36	30	21	28	32	31	45	36

MOTORCYCLE FATALITIES
Source: UDPS

Pedestrian Safety

Emphasis Safety Areas

**HEADS UP**

WE'RE ALL RESPONSIBLE
zero Fatalities

CHALLENGE

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

DIRECTION

Efforts must be made to prevent pedestrian related crashes by implementing a comprehensive plan to provide safer pedestrian travel.
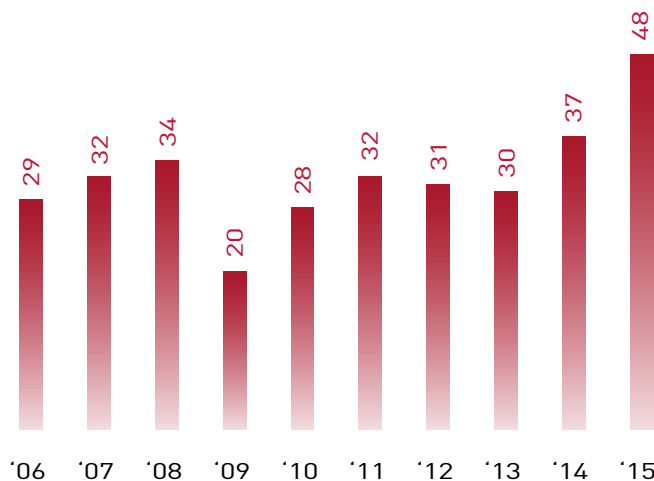
PEDESTRIAN FATALITIES
Source: UDPS

PRIORITY STRATEGIES

Engineering

› Evaluate locations having significant crash trends involving pedestrians

› Develop and implement improvement projects including signage, lighting, crosswalk and roadway design features

› Continue to support the Safe Sidewalk Program

Education

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

Enforcement

› Support aggressive enforcement of pedestrian laws

› Promote crosswalk enforcement/public information campaigns when funding is available

Emergency Services

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

LEADERS

Utah Department of Transportation

UDPS, Highway Safety Office

Utah Highway Patrol

Statewide Local Law Enforcement Agencies

Utah Chiefs of Police Association

UDOH, Bureau of Health Promotion

UDOH, Bureau of EMS and Preparedness

Safe Kids Utah

Public Outreach and Education
Emphasis Safety Areas


Together we can add up to **zerø**

CHALLENGES

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

DIRECTION

Partnering efforts must continue to spread the message to Utah drivers about their role in eliminating these preventable crashes. Through communication, education and community outreach we can get everyone to bring the safe driving message home.
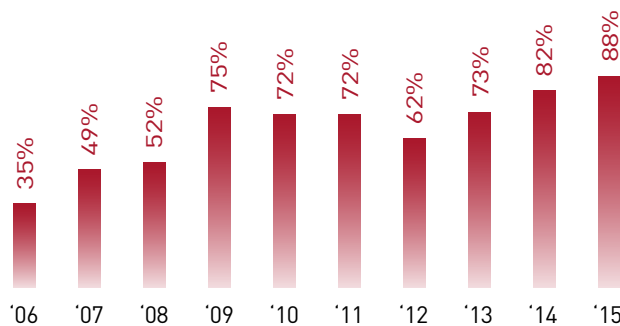
AWARENESS OF ZERO FATALITIES PROGRAM
Source: Dan Jones & Associates/Lighthouse Research

'06 35%
'07 49%
'08 52%
'09 75%
'10 72%
'11 72%
'12 62%
'13 73%
'14 82%
'15 88%

PRIORITY STRATEGIES

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

LEADERS

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

Roadway Departure Crashes
## Emphasis Safety Areas

CHALLENGE

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

DIRECTION

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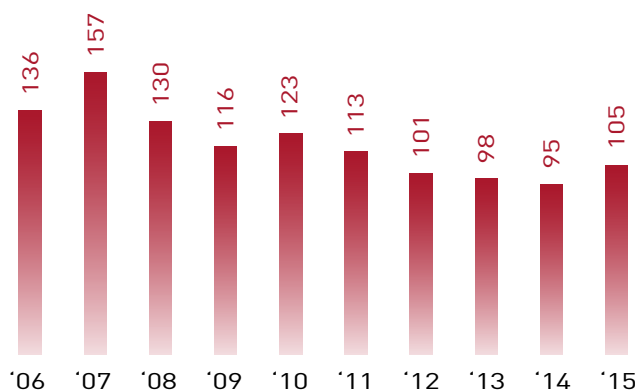
PRIORITY STRATEGIES

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

Education
› Continue to include roadway departure in education efforts

Enforcement
› Continue to support enforcement activities that reduce roadway departures

LEADERS

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

ROADWAY DEPARTURE FATALITIES
Source: UDOT

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
136	157	130	116	123	113	101	98	95	105

Speed Management

## Emphasis Safety Areas

CHALLENGE

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

DIRECTION

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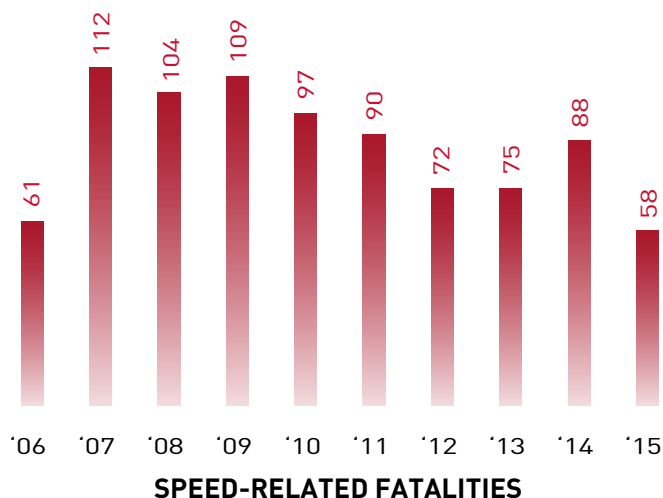
PRIORITY STRATEGIES

Enforcement

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

Education

> Continue public information and educational outreach activities

Engineering

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

LEADERS

Utah Highway Patrol

UDPS, Highway Safety Office

Statewide Local Law Enforcement Agencies

Utah Department of Transportation

Utah Chiefs of Police Association

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
61	112	104	109	97	90	72	75	88	58

SPEED-RELATED FATALITIES
Source: UDPS

Teen Driving Safety
## Emphasis Safety Areas

CHALLENGE

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

DIRECTION

Focus efforts on innovative education methods to improve teen driver capabilities.
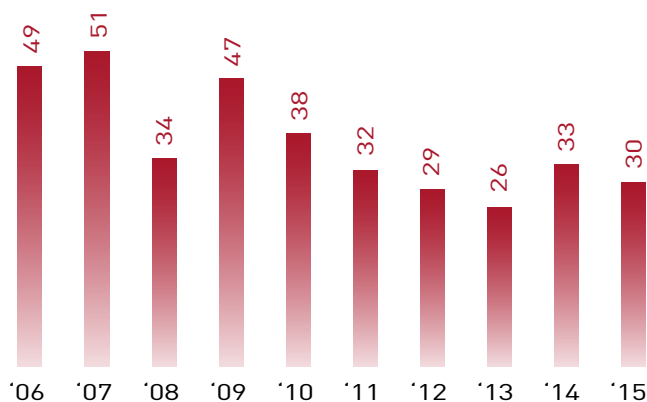
FATALITIES INVOLVING TEEN DRIVERS
Source: UDPS

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
49	51	34	47	38	32	29	26	33	30

PRIORITY STRATEGIES

Education

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

Enforcement

› Support and enforce the Graduated Driver License laws

Emergency Services

› Engage local emergency service providers in local educational programs

LEADERS

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

Use of Safety Restraints

Emphasis Safety Areas

CLICK IT UTAH.ORG
Everyone. Every Time.

CHALLENGE

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

DIRECTION

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

CLICK IT OR TICKET
UTAH DEPARTMENT OF PUBLIC SAFETY

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
88	82	78	91	86	82	79	59	72	86
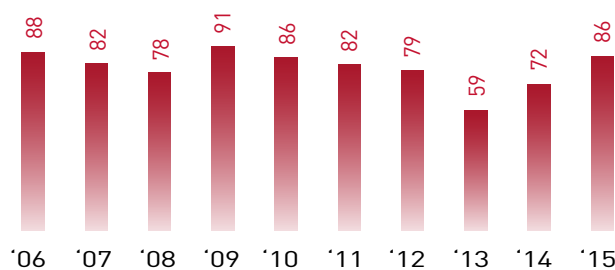
UNRESTRAINED OCCUPANT FATALITIES
Source: UDPS

PRIORITY STRATEGIES

Education

› Continue to work with Safe Kids Utah, State and local health departments to provide child passenger safety training workshops

› Support outreach efforts to high-risk motorists

› Support Child Safety Seat Inspection Stations and events

› Promote booster seat use

› Continue to implement a program that reaches the hard core non-user and part-time user of safety belts

› Continue programs that increase safety belt use among motorists in rural communities

› Educate about the benefits of the primary seat belt law

Enforcement

› Enforce the primary safety belt law for all ages

› Continue multi-agency statewide law enforcement/ public information campaigns

› Participate in the national "Click It or Ticket" campaign

LEADERS

UDPS, Highway Safety Office

Utah Department of Transportation

Utah Chiefs of Police Association

Utah Highway Patrol

Safe Kids Utah

Primary Children's Hospital

Utah Safety Council

UDOH, Violence and Injury Prevention Program

UDOH, Bureau of EMS and Preparedness

Local Health Departments

Zero Fatalities

CONTINUING

SAFETY AREAS

Bicycle Safety
## Continuing Safety Areas

CHALLENGE

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

DIRECTION

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

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
10	6	4	5	7	5	3	6	9	5
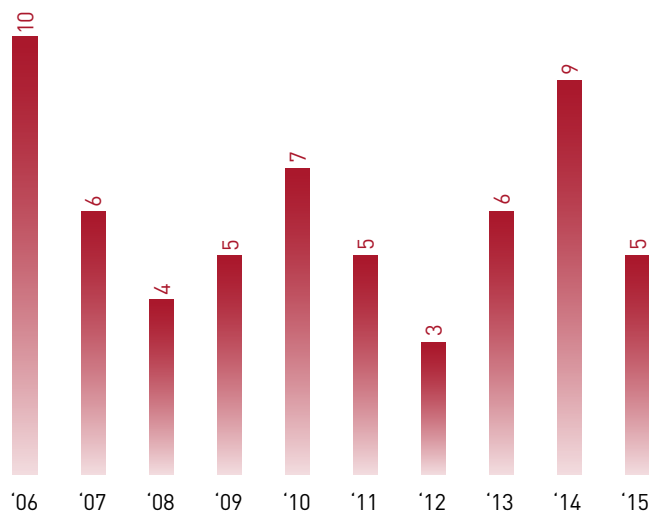
BICYCLIST FATALITIES
Source: UDPS

PRIORITY STRATEGIES

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

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

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

Emergency Services
› Encourage involvement of local emergency service providers in the implementation of educational programs
› Continue to promote bike rodoes in local communities

LEADERS

UDPS, Highway Safety Office

Utah Department of Transportation

Utah Highway Patrol

Statewide Local Law Enforcement Agencies

Metropolitan Planning Organizations

Utah Chiefs of Police Association

UDOH, Bureau of EMS and Preparedness

UDOH, Violence and Injury Prevention Program

Local Health Departments

Child Safety
Continuing Safety Areas

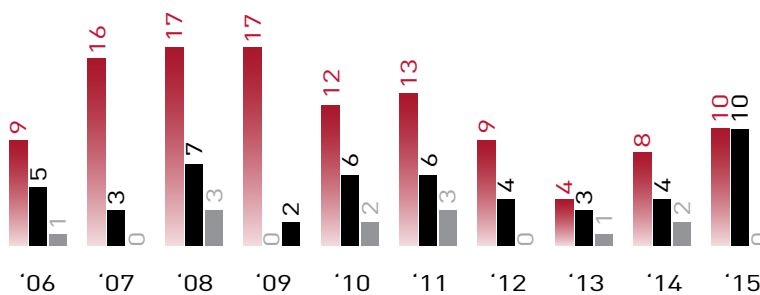### CLICK-IT CLUB
buckle up every time!

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

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

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

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

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

LEADERS

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

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

Year	M.V. Occupant	Pedestrian	Bicyclist
'06	9	5	1
'07	16	3	0
'08	17	7	3
'09	17	2	0
'10	12	6	2
'11	13	6	3
'12	9	4	0
'13	4	3	1
'14	8	4	2
'15	10	10	0

■ M.V. OCCUPANT ■ PEDESTRIAN ■ BICYCLIST

Source: UDPS

Commercial Motor Vehicle Safety
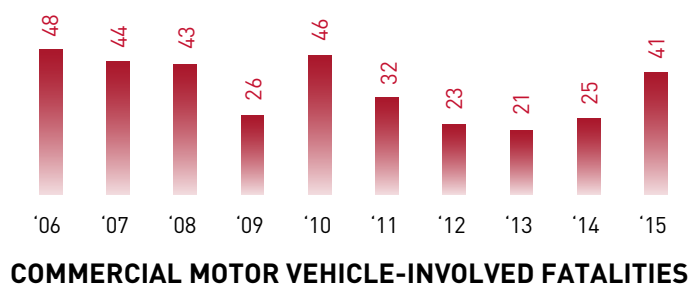
Continuing Safety Areas

CHALLENGE

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

DIRECTION

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

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
48	44	43	26	46	32	23	21	25	41

COMMERCIAL MOTOR VEHICLE-INVOLVED FATALITIES
Source: UDOT

PRIORITY STRATEGIES

Engineering

› Continue efforts to mitigate high-crash corridors for commercial vehicles

› Continue efforts to utilize Weigh-in-Motion and Mainline Bypass Technologies to effectively facilitate commerce and minimize CMV back up on Utah's main interstates

Education

› Promote Truck Smart Campaign activities, which teach drivers of passenger vehicles to drive safely around commercial motor vehicles and commercial drivers to slow down, buckle up and stay alert

› Encourage commercial vehicle drivers to slow down, buckle up and stay alert

› Partner with the Board of Education and private driving schools to educate young drivers about the nuances of driving safely around commercial motor vehicles

Enforcement

› Continue the safety compliance reviews of high-risk carriers and educate new entrants into the commercial motor vehicle businesses

› Continue to partner with law enforcement agencies to identify and cite safety violators

LEADERS

UDOT, Motor Carrier Division

Utah Highway Patrol

Federal Motor Carrier Safety Administration

Utah Trucking Association

Zero Fatalities

Utah Transit Authority

Highway Railroad Crossing Safety
Continuing Safety Areas
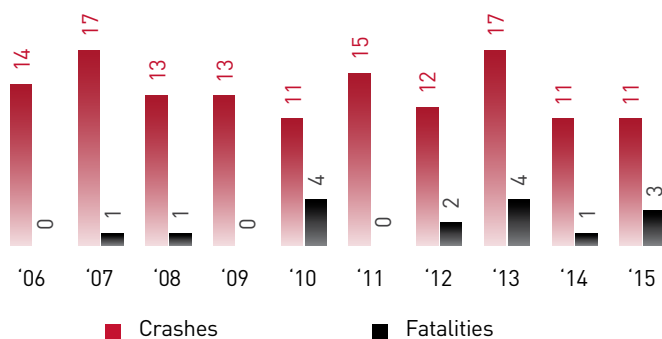
OPERATION LIFESAVER®
Utah

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

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

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

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

LEADERS

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

	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
Crashes	14	17	13	13	11	15	12	17	11	11
Fatalities	0	1	1	0	4	0	2	4	1	3

■ Crashes   ■ Fatalities

CRASHES AND FATALITIES OCCURRING AT RAILROAD CROSSINGS
(Heavy rail, including passenger heavy rail)
Source: Federal Railroad Administration

Rural Road Safety
## Continuing Safety Areas

CHALLENGE

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

DIRECTION

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

The federal High Risk Rural Roads special funding category places additional emphasis on rural roads. Federal regulation requires the state to define what a High Risk Rural Road is. In Utah, a High Risk Rural Road is defined as a rural major and minor collector or a rural local road that exhibits significant safety risk based on crashes or roadway attributes.

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
15	23	14	16	22	22	17	18	25	21

RURAL LOCAL FATALITIES
Source: UDOT
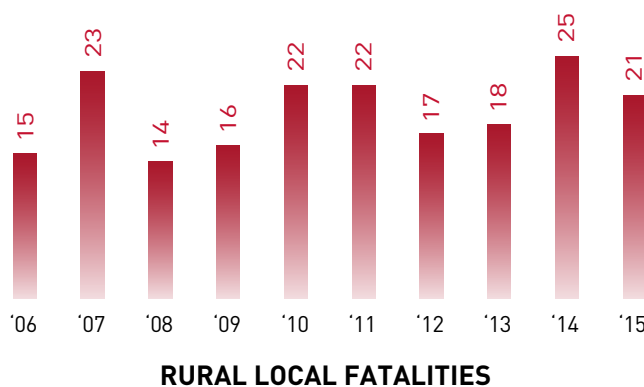
PRIORITY STRATEGIES

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

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

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

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

LEADERS

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

Senior Mobility and Safety
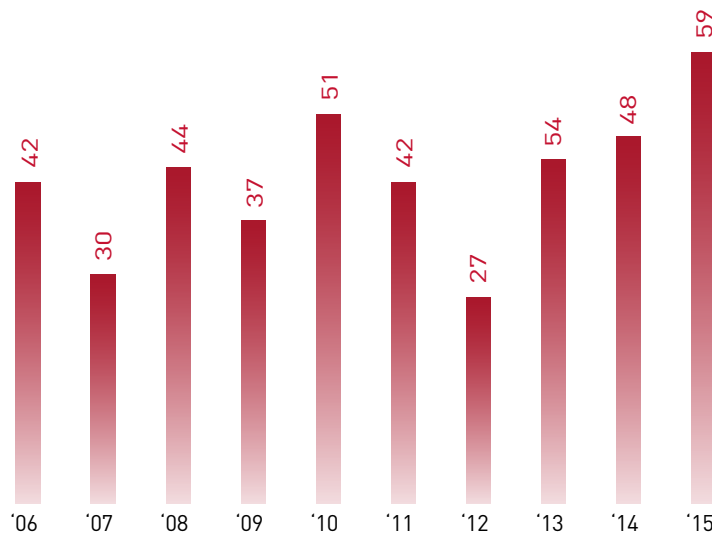## Continuing Safety Areas

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

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

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

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

LEADERS

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

'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
42	30	44	37	51	42	27	54	48	59

FATALITIES INVOLVING OLDER DRIVERS (AGE 65+)

Source: UDPS

Transit System Safety

Continuing Safety Areas

LOOK → TWICE
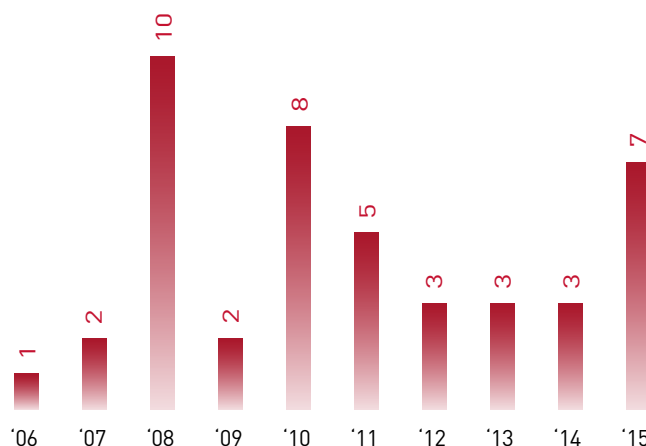ANOTHER TRAIN COULD BE COMING FROM THE OTHER DIRECTION

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

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

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

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

LEADERS

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

TRANSIT INVOLVED FATALITIES
(Buses, lightrail and passenger heavy rail crashes with motor-vehicles)
Source: UDOT

Chart values by year:
'06: 1
'07: 2
'08: 10
'09: 2
'10: 8
'11: 5
'12: 3
'13: 3
'14: 3
'15: 7

Work Zone Safety
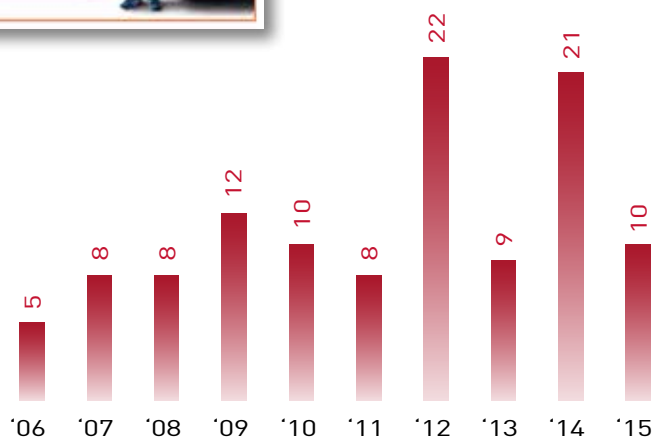## Continuing Safety Areas

CHALLENGE

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

DIRECTION

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

WORK ZONE FATALITIES
Source: UDOT

Chart data (Work Zone Fatalities by year):
- '06: 5
- '07: 8
- '08: 8
- '09: 12
- '10: 10
- '11: 8
- '12: 22
- '13: 9
- '14: 21
- '15: 10

PRIORITY STRATEGIES

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

Enforcement
› Continue the use of law enforcement within work zones

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

LEADERS

Utah Department of Transportation

Utah Highway Patrol

Federal Highway Administration

American Traffic Safety Services Association

Statewide Local Law Enforcement Agencies

Association of General Contractors

Utah Chiefs of Police Association

SPECIAL
SAFETY AREAS

Connected and Autonomous Vehicles
Special Safety Areas

CHALLENGE

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

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

DIRECTION

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

PRIORITY STRATEGIES

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

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

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

LEADERS

Utah Department of Transportation

Federal Highway Administration

Utah Highway Patrol

UDPS, Highway Safety Office

Federal Motor Carrier Administration

Utah Traffic Records

Coordinating Committee

Statewide Local Law Enforcement

UDOH, Utah Bureau of EMS and Preparedness

Utah Transit Authority

UDPS, Driver License Division

EMERGENCY SERVICES
## Special Safety Areas

CHALLENGE

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

DIRECTION

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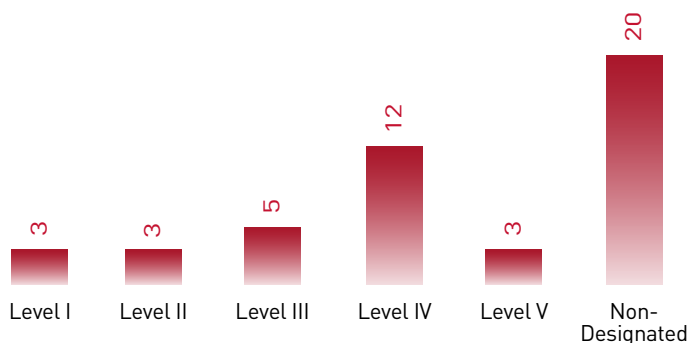
HOSPITALS BY DESIGNATED TRAUMA LEVEL

PRIORITY STRATEGIES

Engineering

› Improve communication infrastructure for emergency response and dispatch

Education

› Increase education and involvement of EMS in transportation safety

› Develop and support integrated EMS and transportation safety programs

› Continue to provide pediatric trauma education Enforcement

› Enhance communication interoperability in an effort to decrease incident response time

Emergency Services

› Maintain efforts to facilitate rapid response, treatment and transport of vehicular crash victims

› Maintain efforts to ensure ambulances are appropriately staffed and equipped

› Utilize patient care data to make improvements in patient care

› Continue efforts to implement a statewide trauma system

LEADERS

UDOH, Bureau of EMS and Preparedness

Utah Chiefs of Police Association

Utah Department of Transportation

Utah Highway Patrol

Statewide Local Law Enforcement Agencies

Statewide Unified and Local Fire Departments

JUDICIAL SYSTEM
Special Safety Areas

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

Enforcement

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

Education

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

LEADERS

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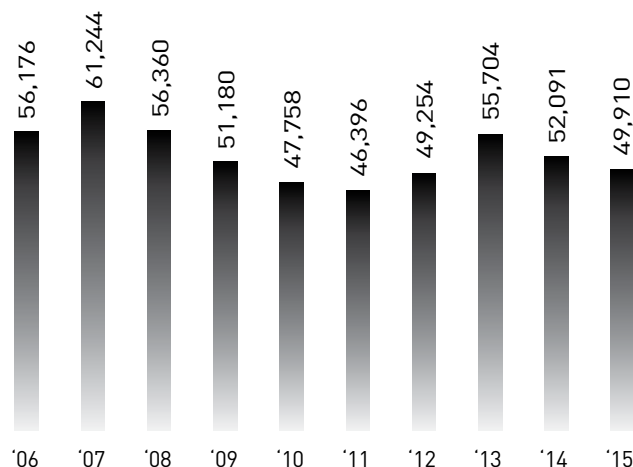
Traffic Data

Special Safety Areas

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

Engineering

› Identify and implement advanced technologies to collect, manage, analyze and distribute crash data in a timely, accurate, complete and uniform manner to authorized users for analytical purposes

› Enhance the ability to combine crash data with traffic volume and roadway features to perform network screening on all public roads

Emergency Services

› Continue collection of vehicular crash victim treatment and transportation data

› Provide access to pre-hospital injury data for prevention data collection

› Utilize patient care records to assess care provided at crashes and other highway safety related incidences

Enforcement

› Develop multi-agency data quality control and quality assurance standards

› Promote the use of an electronic submittal protocol from roadside investigators

› Educate statewide law enforcement agencies on the importance and uses of complete, accurate and uniform crash data

› Promote accountability in statewide law enforcement agencies for the timeliness and accuracy of crash reports and edited or amended reports

LEADERS

Utah Department of Transportation

Federal Highway Administration

Utah Highway Patrol

UDPS, Highway Safety Office

Federal Motor Carrier Administration

Utah Traffic Records Coordinating Committee

Statewide Local Law Enforcement

UDOH, Bureau of EMS and Preparedness

Bar chart — TOTAL CRASHES:

Year	Total Crashes
'06	56,176
'07	61,244
'08	56,360
'09	51,180
'10	47,758
'11	46,396
'12	49,254
'13	55,704
'14	52,091
'15	49,910

TOTAL CRASHES
Source: UDOT

1px

TRAFFIC INCIDENT MANAGEMENT
Special Safety Areas

CHALLENGE

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

DIRECTION

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

PRIORITY STRATEGIES

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

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

LEADERS

Utah Department of Transportation

Utah Highway Patrol

UDOH, Bureau of EMS and Preparedness

zero Fatalities ®

A Goal We Can All Live With

APPENDIX A

Utah Strategic Highway Safety Plan Process

- Utah Safety Leadership Executive Committee, Initial Meeting: December 5, 2015
    - Meeting to kick off planning of latest Strategic Highway Safety Plan
    - Attendees included:
        - Utah Department of Transportation (UDOT)
            - Motor Carrier Division
            - Traffic and Safety Division
        - Utah Department of Public Safety (UDPS)
            - Utah Highway Patrol
            - Highway Safety Office
        - Utah Department of Health (UDOH)
            - Violence and Injury Prevention Program
            - Bureau of EMS and Preparedness
        - U.S. Department of Transportation
            - Federal Highway Administration (FHWA)
            - Federal Motor Carrier Safety Administration (FMCSA)
            - National Highway Traffic Safety Administration (NHTSA)
- Previous version of Utah Strategic Highway Safety Plan emailed to Utah Safety Leadership Committee: December 16, 2015. List of members included in Version 4: Utah Strategic Highway Safety Plan
    - The Initial Email:
    - Explained the purpose of the document and its importance
    - Provided a copy of the previous document for members to make comments and updates
    - Provided a resolution form for each member to write their edits and comments and submit to UDOT
    - Provided a timeline for completion of the document
- Comments on previous version of the Highway Safety Plan due from the Leadership Committee: January 13, 2016
- Members of the Executive Committee met to review comments and edits submitted by the Leadership Committee (dates below). All comments were taken into consideration and responses were made on the resolution form
    - January 13
    - January 19
    - January 27
    - February 3
    - February 8
- 1st Draft of Utah Strategic Highway Safety Plan sent to Leadership Committee to review and make comments: February 17, 2016
- Comments on 1st Draft of the Highway Safety Plan due from the Leadership Committee: March 1, 2016
- Members of the Executive Committee met to review comments and edits submitted by the Leadership Committee (dates below). All comments were taken into consideration and responses were made on the resolution form
    - March 7
    - March 10
- 2nd Draft of Utah Strategic Highway Safety Plan sent to Leadership Committee to review and make comments: March 15, 2016
- Comments on 2nd Draft of the Highway Safety Plan due from the Leadership Committee: March 30, 2016
- Members of the Executive Committee met to review comments and edits submitted by the Leadership Committee (dates below). All comments were taken into consideration and responses were made on the resolution form
    - April 6
- In total were 200 comments to the document. All comments were responded to by the Executive Committee
- Final Approval of Document Luncheon, 12:30-1:30pm at Utah Valley Convention Center: 220 Center St. Provo: April 14, 2016
    - All members of the Executive Committee and Leadership Committee were invited to the luncheon

APPENDIX B

Funding

Aggressive Driving	NHTSA/ State Funds	UDOT/UDPS
Distracted Driving	NHTSA/ State Funds	UDOT/UDPS
Drowsy Driving	NHTSA/ State Funds	UDOT/UDPS
Impaired Driving	NHTSA/ State Funds	UDOT/UDPS
Intersection Safety	FHWA/ State Funds	UDOT
Motorcycle Safety	NHTSA/ State Funds	UDOT/UDPS
Pedestrian Safety	NHTSA/ CDC/ State Funds	UDOT/UDPS/UDOH
Public Outreach and Education	NHTSA/ CDC/ State Funds	UDOT/UDPS/UDOH
Roadway Departure Crashes	NHTSA/ State Funds	UDOT
Speed Management	State Funds	UDPS
Teen Driving Safety	NHTSA/ CDC/ State Funds	UDOT/UDPS/UDOH
Use of Safety Restraints	NHTSA/ State Funds	UDOT/UDPS

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
1/11/16	Utah Highway Safety Office (UHSO)	Gary Mower	Data Analysis - all areas		Need only to use the last ten year of data for trend analysis	Agreed. It will be updated in future drafts.
	UHSO	Gary Mower	Public Outreach and Education	11	Need to update the top 5 behaviors of deaths, page 11 "Statistics show that the top five behaviors that are killing people on Utah's roads are: drowsy driving, distracted driving, aggressive driving, impaired driving and not buckling up." Drowsy and aggressive aren't in top 5. Speed is leader in deaths yet not among top 5. Also need to consider pedestrians and motorcyclists as they are rising in deaths.	In 2006 DPS wanted aggressive and speeding categorized as one behavior under the Zero Fatalities program. Drowsy and distracted driving are very under reported. Changed in the SHSP - "Over 90 percent of all crashes in Utah are behavior related. Novice drivers are involved in nearly a quarter of all crashes, and experienced drivers often get too comfortable behind the wheel and are willing to take risks that put them and others on the road in danger. Studies show that the top driving behaviors that are killing people on Utah's roads include: drowsy driving, distracted driving, aggressive driving, impaired driving and not buckling up."
	UHSO	Gary Mower	challenge and direction commentary in each emphasis area		Maybe rewrite and add specific goals, strategies, and actions. This would be more useful than what is current, for example the impaired driving direction is "Continue to reduce alcohol and drug-related fatality and serious injury rates."	This document is a broad and an overaching summary and not intented to be an implentation plan.
1/11/16	UHSO	Robyn LaLumia	Impaired Driving	14	Update the logo to show Drive Sober or Get Pulled Over	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving	14	Update Drunk Driving Fatalities graph to show 2012 - 20; 2013 - 23; 2014 - 43	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving	14	Consider adding a graph for drugged driving fatalities	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving - The Challenge	14	The Challenge is basically the same but the numbers to go up and down. Drugged driving is definitely on the rise and needs to be a priority area for discussion.	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving - Priority Strategies - Education	14	Add more education and materials for growing Spanish population	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving - Priority Strategies - Education	14	More education to teen drivers	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving - Priority Strategies - Education	14	Consider doing an Impaired Driving Assessment of the State to see where we are and where the gaps are	Great idea. A little too specific for this document.
	UHSO	Robyn LaLumia	Impaired Driving - Priority Strategies - Education	14	Work on putting together a new Impaired Driving alliance or advisory committee to bring representatives from all areas dealing with impaired driving together to problem solve and come up with new ideas and solutions to ongoing problems and new challenges such as marijuana	Great idea. A little too specific for this document.
	UHSO	Robyn LaLumia	Impaired Driving - Priority Strategies - Law Enforcement	14	Continue to provide resources for law enforcement for DUI Checkpoints, saturation patrols, party patrols, etc. based on data	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving - Priority Strategies - Law Enforcement	14	Work on getting more agencies involved in EASY program	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Impaired Driving - Leaders	14	Do we want to add UPC for our TSRP, Judicial, and Driver License	STacy is getting this
	UHSO	Robyn LaLumia	Drowsy Driving	16	Update fatalities for 2012-2014	Agreed. It will be updated in future drafts.
	UHSO	Robyn LaLumia	Drowsy Driving - Priority Strategies - Engineering	16	Much of this was done before I took on drowsy driving and I'm not sure if these items were completed; if they were, then remove this section, if not then we need to add this to our discussion	UDOT has updated this section.
	UHSO	Robyn LaLumia	Drowsy Driving - Leaders	16	NODD?	
1/11/16	UHSO	Jack Lasley	Motorcycle Safety	20	Add a graph for usage rates? Or add to the graph showing usage rates?	We can show registration rates for Motorcycles in the past few years.
	UHSO	Jack Lasley	Motorcycle Safety	20	Evaluate the impact of training course on safety and promote that as well.	Agreed. It will be updated in future drafts.
	UHSO	Jack Lasley	Pedestrian Safety - Priority Strategies - Engineering	23	What are we going to do after we evaluate the locations? What is the data going to do for us?	We are generally looking at crash locations to determine the proper engineering strategy. We'll develop an implementation plan that is more specific than this document.
	UHSO	Jack Lasley	Pedestrian Safety - Priority Strategies -Enforcement	23	Not only encourage, but make it clear that we are enforcing the rules for pedestrians and motorists	Agreed. It will be updated in future drafts.
	UHSO	Jack Lasley	Pedestrian Safety - Graph	23	Add context to data, usage rates,trips etc.	There are no records for pedestrian usage.
	UHSO	Jack Lasley	Pedestrian - SNAP Graph	24	Add context to data, usage rates,trips etc.	Great idea. A little too specific for this document.
	UHSO	Jack Lasley	Bicycle Safety - Challenge	29	Need to make this statement stronger, not too convincing.	Agreed. It will be updated in future drafts.
	UHSO	Jack Lasley	Bicycle Safety - Graph	29	Add context to data, usage rates,trips etc.	There are no records for bicycle usage.
	UHSO	Jack Lasley	Bicycle Safety - Priority Strategies - Engineering	29	"Share the Road" isn't entirely intuitive -	Agreed. It will be updated in future drafts.
	UHSO	Jack Lasley	Bicycle Safety - Priority Strategies - Education	29	Under Direction add "Ensure appropriately trained and equipped emergency service providers are readily available within a coordinated and inclusive trauma system to meet the needs of all patients including special populations." Under Education add "Continue to provide pediatric trauma education." Under Emergency Services add "Maintain efforts to ensure ambulances are appropriately staffed and equipped." Add "Utilize patient care data to make improvements in patient care." Add "Continue efforts to implement a statewide trauma system."	These comments will be moved to the Emergency Services section, and will be accomodated with the comments in that section.
	UHSO	Jack Lasley	Bicycle Safety - Priority Strategies - Education	29	Education to cover more than the 3 Foot Rule	Agreed. It will be updated in future drafts.
	UHSO	Jack Lasley	Bicycle Safety - Prioroty Strategies - Enforcement	29	Encourage enforcement of laws for both motorists and bicyclists	Agreed. It will be updated in future drafts.
1/11/16	UHSO	Helen Knipe	Motorcycle Safety	20	Increase rider awareness of the necessity to obtain and maintain the skills necessary to safely ride a motorcycle.	Agreed. It will be updated in future drafts.
	UHSO	Helen Knipe	Motorcycle Safety	20	We don't run the Drive/Ride Aware campaign anymore, so we need to change that - not sure if we're going to go with Ride to Live or with Heads Up	Agreed. It will be updated in future drafts. We will replace the Drive Aware. Ride Aware. logo with the Heads Up logo.

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 3	Add "Utah Emergency Nurses Association"	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 5	Consider modifying emergency services paragraph. " Swift response from emergency teams can save lives, not just those involved in a crash or incident. Trained dispatchers ensure the right resources arrive to provide care and address safety at the scene. Emergency medical response teams provide life saving healthcare and ensure the patients are trasnported to the facility that best meet the needs of the patients. Public safety responders clear roadways........"	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	throughout document	Throughout document, remove "Utah" out of the reference for the UDOH, Utah Bureau of EMS and Preparedess to UDOH, Bureau of EMS and Preparedness	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 11	Consider adding 'Encourage public to add ICE (in case of emergency) application to their cell phones."	Great idea. A little too specific for this document.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 11	Consider adding "Increase involvement of emergency service providers in Public Outreach and Education activities	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 13	Consider adding "Increase involvement of emergency service providers in safety restraint educational activities."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 15	Consider adding "Engage local emergency service providers in aggressive driving programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 16	Consider adding UDOH, Bureau of EMS and Preparedness as a leader	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 16	Consider adding "Increase involvement of emergency service providers in drowsy driving programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 17	Consider adding "Continue to engage local emergency service providers in local educational programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 18	Consider adding UDOH, Bureau of EMS and Preparedness as a leader	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 18	Consider adding under education "Engage local emergency service providers in the implementation of educational programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 19	Consider adding under education "Engage local emergency service providers in the implementation of educational programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 20	Consider adding under education "Engage local emergency service providers in the implementation of educational programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 23	Consider adding UDOH, Bureau of EMS and Preparedness as a leader and consider adding under education "engage local emergency service proivder in the implementaiton of educational programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 24	Consider adding under education " Increase involvement of EMS for Children Coordinators in the implementation of educational programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 28	Consider adding under education " Increase involvement of local emergency servie providers in the implementation of educational programs and community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 29	Consider adding "Continue to engage local emergency service providers in local educational programs like the EMS for Children bike rodeos and other community events."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 31	Under Emergency Response consider changing PHTLS to " Continue to train emergency service providers to appropriately triage, treat, transport and transfer injured patients." Also consider adding "Continue to implement a statewide trauma system." Also add "pediatric" in front of trauma injury treatment education on the second bullet. Under Challenge, consider adding " The availability of well trained and equipped emergency service providers is limited in rural areas. Hospitals in the rural areas are well equipped to stabilize severly injured patients but a trauma system can identify the closest trauma center that best meets the needs of injured patients." Consider adding under Direction " In addition, special consideration should be given to improving the emergency service provider resources and capabilities to provide appropriate patient care."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 33	Add an additional bullet under Emergency response to "Utilize patient care records to assess care provided at crashes and other highway safety related incidences."	Agreed. It will be updated in future drafts.
1/12/16	UDOH, Bureau of EMS and Preparedness	Jolene Whitney	Emergency Services	Page 35	Under Direction add "Ensure appropriately trained and equipped emergency service providers are readily available within a coordinated and inclusive trauma system to meet the needs of all patients including special populations." Under Education add "Continue to provide pediatric trauma education." Under Emergency Services add "Maintain efforts to ensure ambulances are appropriately staffed and equipped." Add "Utilize patient care data to make improvements in patient care." Add "Continue efforts to implement a statewide trauma system."	Agreed. It will be updated in future drafts.
1/11/16	FHWA	Roland Stanger	UTAH SAFETY LEADERSHIP EXECUTIVE COMMITTEE	3	Update Commette members as discussed in kick-off mtg	This will be done completed the edit process
1/11/16	FHWA	Roland Stanger	Zero Fatalities Progress Forum	7	This going to continue?	No, This specific effort is not being maintained, but the web site will be updated to show information.
1/11/16	FHWA	Roland Stanger	Pedestrian Safety	23	Suggest raising to Emphasis Safety Area	Agreed. It will be updated in future drafts.

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
1/7/16	Primary Children's Hospital	Janet Brooks	Public Outreach and Education	11	Please note that in the future, Primary Children's Medical Center is now Primary Children's Hospital	Agreed. It will be updated in future drafts.
1/7/16	Primary Children's Hospital	Janet Brooks	Use of Safety Restraints	13	Under Direction, reflect the legislative change that was created by the passage of a primary seat belt law; in the sidebar, under Education and Enforcement changes will need to reflect the same in reference to the new seat belt law; change our hospital's name as listed above	Agreed. It will be updated in future drafts.
1/7/16	Primary Children's Hospital	Janet Brooks	Teen Driving Safety	19	On all of the areas I assume that data will be current and updated	Agreed. It will be updated in future drafts.
1/7/16	Primary Children's Hospital	Janet Brooks	Child Safety	24	Remove the Boost 'Til 8 logo and use something else for car seats/ child passenger safety; in the sidebar, change our hospital name and in Education, perhaps the new plan should include outreach and education to the hospitals and medical community to stress having CPS technicians in birthing hospitals and programs to help educate expectant parents	Agreed. It will be updated in future drafts.
1/7/16	Driver License	Darren Larsen	Judicial System	34	"Page 34 states that the (Driver License Division having no mechanism to monitor or enforce administrative ignition interlock requirements). As of July 1st 2012 drivers who are required to have an ignition interlock device in the vehicle, must now have the interlock provider send proof to the DLD that an IID has been installed before the driver can re-instate the license. Prior to this date there was no mechanism to prove and IID had been installed, except to be pulled over and law enforcement citing the driver for no interlock.	Further direction on this topic would be appreciated.
12/18/15	Dixie MPO	Myron Lee	MPO Director	4	Graph and analysis need to be updated to include data from 2011 to 2014 . . . I would also recommend that an "estimated 2015" number also be on the graph.	Agreed. It will be updated in future drafts.
12/18/15	Dixie MPO	Myron Lee	MPO Director	5	The photo on page 5 needs to show people acting responsibly inside a vehicle. In 1993, the Red Cross studied how "disaster" photos affect people in publications similar to this one. The study concluded that photos of disaster effects were less effective in persuading people to prepare for or avoid disasters than photos of people acting responsibly.	Graphics will be updated in final version.
12/18/15	Dixie MPO	Myron Lee	MPO Director	6	Update data to 2015 stats	Agreed. It will be updated in future drafts.
12/18/15	Dixie MPO	Myron Lee	MPO Director	33	Add emphasis to encouraging law enforcement officers to provide "accurate and uniform crash data." -- perhaps even making training in the subject a requirement for POST graduation an annual recertifications.	Agreed. It will be updated in future drafts.
1/6/16	Utah Department of Health	Jenny Johnson	Public Education & Outreach	11	Local health departments and the Utah Public Information Officers Association are good partners to include on this strategy	Additional Clarification needed.
1/6/16	Utah Department of Health	Jenny Johnson	Public Education & Outreach	11	I'd like to see strategies about coordinated messaging with the "big" agency partners (such as UDOT, DPS, UDOH, USOE, etc.) on the priorities outlined in the plan. I feel this can really help if we are all on the same page, giving the same message, and same data points. I am also wondering if we need to have anything about legislation/advocacy here to keep or improve traffic safety laws.	Agreed. It will be updated in future drafts.
1/6/16	Utah Department of Health	Jenny Johnson	Public Education & Outreach	11	Aren't Zero Fatalities and Don't Drive Stupid the same thing? Why do they need to be listed as separate agencies under Leaders? Safe Kids Utah can be a vital partner/leader for this area as well.	We're discussing how Zero Fatalities and other associated programs are referenced throughout the document. Safe Kids is included.
1/6/16	Utah Department of Health	Jenny Johnson	Use of Safety Restraints	13	Coordinated messaging will be critical as we move into legislative sessions to keep primary seat belt enforcement! Does supporting car seat events also include providing seats to LHDs to distribute? There is a continuous need to provide low cost seats to families. There is also a need for outreach in this safety area to Hispanic/Latino communities.	Agreed, however the method of acquiring car seats is contingent upon purchasing rules associated with the available funding. Hispanic communities is addressed in Education and Outreach.
1/6/16	Utah Department of Health	Jenny Johnson	Teen Driving Safety	19	I'd like to see increased emphasis on parent education. Maybe we could run the parent GDL media campaign again? Parent Nights should be listed and include ongoing impact evaluation (if we can figure out how to increase participation!). The Teen Driving Task Force Strategic Plan talks about these strategies. USOE, Safe Kids Utah, and the LHDs are all important leaders for this area.	The GDL media campaign is too specific for this document but we have included Parent Involvement as a strategy. Added partners.
1/6/16	Utah Department of Health	Jenny Johnson	Pedestrian Safety	23	Safe Kids Utah should be listed as a leader in this area. The Utah Department of Health should be listed; however it won't go through VIPP but rather the chronic disease programs. You could list the UDOH Bureau of Health Promotion. There is a lot of collaboration and proejcts around bike/walking for obesity prevention and a great opportunity to capitalize on this increased public heatlh priority of Active Transportation for safety education/enforcement/engineering too.	Added UDOH Bureau of Health Promotion
1/6/16	Utah Department of Health	Jenny Johnson	Child Safety	24	How are these strategies different than the Use of Safety Restraints ones? They seem really similar or maybe you should make Child Safety a different thing rather than talking about restraint usse (it could just be biking/walking to school for example). The LHDs are important leaders for this area.	There are some similarities between the two topics, however this continuing safety area focuses specifically on child related issues. While there is some amount of overlap, we feel that it is important to keep these details in the write up in order to stress the amount of work that is needed to improve child safety in our state.

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
1/6/16	Utah Department of Health	Jenny Johnson	Older Driver Safety	28	UDOH VIPP isn't doing anything with older drivers and should be taken off the leaders list. The LHDs aren't really doing anything with this either and don't receive funding to address MVCs among older adults.	agreed
1/6/16	Utah Department of Health	Jenny Johnson	Bicycle Safety	29	UDOH Bureau of Health Promotion should be listed as a leader. This needs to include Active Transportation type strategies which are very much in full swing between state/local public health, cities, and UDOT.	We look forward to working with Health promotion to improve the safety of active transportaion as a mode of travel.
1/6/16	Utah Department of Health	Jenny Johnson	Judicial System	34	I'm not sure EMS is really a leader for this area.	Additional follow up needed with EMS on this.
1/6/16	Utah Department of Health	Jenny Johnson	Traffic Data	33	I'd like to see coordination addressed here with education/publication of data. UDOH uses a different criteria for MVC fatalities and injuries and it's difficult sometimes to tease these out, especially in a public forum. UDOH collects deaths/injuries on both public and private roadways. Trends with backover deaths are an example of when the data discrepancies make it harder to juggle (UDOH has a Child Fatality Review Team which is where the data is usually reviewed for these types of deaths/injuries).	Agreed, these concerns need additional coordination in the traffic data group to resolve the concerns.
1/6/16	Utah Department of Health	Jenny Johnson	Emergency Services	35	UDOH VIPP isn't a leader for this area.	VIPP has been removed.
1/6/16	Utah Department of Health	Jenny Johnson			I'm surprised funding isn't addressed in any of these. Shouldn't there be strategies about funding for local communities/agencies to sustain efforts?	This document is about direction, funding specifics need to be worked out in the subgroups through involvement with the group leaders/participants.
1/7/16	Utah Bicycle/Pedestrian Committee	(Bike Utah, UDOT Bicycle-Pedestrian Coordinator, UTA Active Transportation Planner, Utah Highway Safety Office, Wasatch Front Regional Council)	Pedestrian Safety	23	Pedestrian Fatalities Graph: Add trend line showing overall increase or decrease fatalities. Add data showing year to year differences in pedestrian mode share with trend line. Are fatalities going up, down, or staying the same? How does this relate to the number of people who are walking? Are more, less, or the same number of people walking year to year? There is no record of this for all trips, but the number of work/school trips could be obtained from census data or the household travel survey (maybe not for every year, but at least enough to make a trend line).	We are coordinating with UDOT's planning group to identify an accurate source of data on pedestrian usage. This is an area the department has been working on over the past year. In the absence of consistent usage data we have chosen to focus on crash and fatality counts.
1/7/16	Utah Bicycle/Pedestrian Committee	(Bike Utah, UDOT Bicycle-Pedestrian Coordinator, UTA Active Transportation Planner, Utah Highway Safety Office, Wasatch Front Regional Council)	Pedestrian Safety	23	"Under the Education Sidebar	
1/7/16	Utah Bicycle/Pedestrian Committee	(Bike Utah, UDOT Bicycle-Pedestrian Coordinator, UTA Active Transportation Planner, Utah Highway Safety Office, Wasatch Front Regional Council)	Child Safety	24	On the Child Fatalities graph, add a trend lines to show if each type of fatality is increasing, decreasing, or remaining the same.	We are actively looking at each graph and the amount of information that can be presented clearly on each graph. We are not sure we can get the trend lines in and have them be legible. This idea is under consideration.
1/7/16	Utah Bicycle/Pedestrian Committee	(Bike Utah, UDOT Bicycle-Pedestrian Coordinator, UTA Active Transportation Planner, Utah Highway Safety Office, Wasatch Front Regional Council)	Child Safety	24	Under the Engineering Sidebar Continue to support the Safe Routes to School program by distributing funds on an annual basis.	This document does not address funding.
1/7/16	Utah Bicycle/Pedestrian Committee	(Bike Utah, UDOT Bicycle-Pedestrian Coordinator, UTA Active Transportation Planner, Utah Highway Safety Office, Wasatch Front Regional Council)	Child Safety	29	Bicycle Fatalities Graph: Add trend line showing whether fatalities have been increasing, decreasing, or remaining the same. How does this relate to the number of people who are biking? Are more, less, or the same number of people biking year to year? There is no record of this for all trips, but the number of work/school trips could be obtained from census data or the household travel survey (maybe not for every year, but at least enough to make a trend line).	We are actively looking at each graph and the amount of information that can be presented clearly on each graph. We are not sure we can get the trend lines in and have them be legible. This idea is under consideration.

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
1/8/16	DMPO/ICRPO	Dave Demas		30	I take this section to mean Transit Issues, but it sems the priority strategies all point to rail systems. Am I missing something here?	This section is bus and rail focused. We have coordinated with UTA on this document.
1/8/16	DMPO/ICRPO	Dave Demas		31	Under Engineering: which is a part of road safety audits, it might be good to identify a statement to "Continue to improve shoulder widths and clear zones"	We will add a general statement to continue strategies to address single vehicle roadway departure crashes. Shoulder widths and clearzones are great ways to address the concerns, but in the absence of unlimited funds there are other strategies we need to take advantage of as well.
1/8/16	DMPO/ICRPO	Dave Demas		31	Also, an important strategy is to "Look for ways to imnprove funding for local, off system, rural roads and infrastructure." Not enough money is directed that way which makes it difficult for local jurisdictions to keep up with the issues.	This document does not address funding.
1/11/16	UDOT Traffic & Safety	Cherissa Olson	Pedestrian Safety	24	Priority Strategies: Education: Educate parents on the use of the Walking School Bus App, and how it can help reduce the number of vehicles around schools, and provide for a safer environment while kids are walking to school.	Agreed will be updated
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	2	End of second paragraph: The link www.ut.zerofatalities.com/safety_plan.php does not work	Agreed will be updated
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	2	End of second paragraph: I checked the zerofatalities website and each organization's plan is not avalable to see.	Agreed will be updated
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	3	Correct "Salt Lake City Transportation Department" to be: "Salt Lake City Transportation Division"	Agreed will be updated
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	7	I was not able to locate anything about the Zero Fatalities Progress Forum on the ut.zerofatalities website.	This section of the website was removed partway through our last plan because of diffuculties keeping the information updated. This effort is not intended to be carried forward at this time.
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	11-33	The graphs shown on the bottom of these pages need to be updated with current data - probably up through 2014.	Agreed will be updated
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	13	Update text to aknowledge Utah's new primary safety belt law as of May 2015.	Agreed will be updated
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	17	Update the text to talk about the State's new distracted driving law passed in 2014.	Agreed will be updated
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	20	Text refers to 2007 and 2008 data for motorcycle crashes. Updated with more recent data.	Agreed this effort is under way
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	27	Update text with more recent data	Agreed this effort is under way
1/13/16	Salt Lake City Transportaiton Division	Dan Bergenthal	Traffic Safety	29	Under PRIORITY STRATEGIES, Engineering, add text to say that in addition to AASHTO, we should now also be referring to the NACTO Urban Street Design Guide.	NACTO has not yet been adopted within the state of Utah, however we can modify language ot indicate ..." AASHTO Guide for the Development of Bicycle Facilities and other accepted guidance." in anticipation of its acceptance later this year.

1ST DRAFT EDIT

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
3/2/16	Salt Lake City Transportation Division	Dan Bergenthal	Traffic Safety	13	The bar graph is not displaying the height of the bars correctly per the yearly data figures given.	It will be corrected.
3/2/16	Salt Lake City Transportation Division	Dan Bergenthal	Traffic Safety	29	The text in the grey box on the right side of the page is extending outside the borders of the box.	
3/1/16	Operation Lifesaver Utah	Vern Keeslar	Railroad Crossing Safety	27	This looks good to me. I know that we did a 10 year graph last time. Maybe we should do a five year graph instead of four. These statistics are for at grade highway-rail crossings only incidents only.	We will add the ten year graph. Page 27 is Heavy Rail including Passenger Heavy Rail. Page 30 is bus, light rail, and passenger heavy rail.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	3	remove Utah before bureau of ems and prep; redundant to have UDOH, Utah BEMSP	It will be corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	11	remover Utah in from of Bureau of EMSP	It will be corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	17	Should BEMSP be listed as a leader if the strategy of enforcement is to engage local emergency response providers in programs and events? Its not a strategy of emergency response. Perhaps emergency response heading should be listed and state "Encourage local emergency service providers to participate in local distracted driving educational programs and community events."	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	16	To be consistent; this section lists an emergency response strategy but does not have UDOH, Bureau of EMSP as a leader	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	19	Typo on UDOH	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	19	For consistency; the Engage statement should be listed under enforcement and uncer the Emergency response heading add "encourage participation of emergency service providers in teen driving educational program and community events."	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	20	again for consistency, the reaching out to engage emergency response would be a strategy of enforcement and under the heading of emergency response, (the lead agency would) "encourage participation of local emergency service providers in educational programs and community events."	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	23	add a heading for emergency response "encourage particpation of local emergency service providers to participate in local educaitonal programsn and community events."	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	28	the increase involvement of emergency service providers is listed under the education heading, should that be education or enforcement? The ones above were listed in enforcement. What lead agency or org is reaching out to engage the emergency response providers? UDOH, BEMSP can serve as lead agency to encourage them to participate. It should be consistent throughout document.	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	28	Under UDOH, "Utah" was not removed	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	29	could we change 'increase" to "encourage" under emergency services heading it would be difficult to measure an increase but the lead agency efforts to encourage could be more easilty measured	Corrected.
2/26/16	Bureau of EMS and Prep	Jolene Whitney	Emergency Response	31	Under UDOH, "Utah" not removed	Corrected.
2/24/16	Safe Kids Utah	Cambree	Teen Driving Safety	19	Minor change - change Utah Safe Kids to Safe Kids Utah	Corrected.
2/19/16	Wasatch Front Regional Council (WFRC)	Kip Billings	Planning	2	"In the second paragraph the top five contributors to fatalities are identified. For added emphasis could these be given in list form? 1. drowsy driving 2. distracted driving 3. impaired driving 4. aggressive driving 5. not buckling up	Due to lack of space, the five contributors will need to be in sentence form.
2/19/16	WFRC	Kip Billings	Planning	7	In the last sentence remove "to"	Corrected.
2/19/16	WFRC	Kip Billings	Planning	9	In the Part 1 - Emphasis Safety Areas, should this list emphasize the top five from page 2, then list the remaining six?	The lists will now be alphabetized.

1ST DRAFT EDIT

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
2/19/16	WFRC	Kip Billings	Planning	17	Would it be appropriate to briefly define on this page what is legal as far as use of an electronic devise while driving? At one time I heard you can answer your phone but you cannot dial out.	Specific laws will date the document. This document is a 5 year document.
2/19/16	WFRC	Kip Billings	Planning	6	On this page you have charts with the number of serious crashes and the number of fatal crashes. It would also be helpful to know the crash rate (and SI crash rate and fatal crash rate), maybe even by freeway and arterial - okay, this may be getting too detailed - to put these numbers in context. Are there more crashes simply because there are more cars, or is something else involved?	The intent of this document is not to show a full data analysis.
2/19/16	WFRC	Kip Billings	Planning	27	I suspect that TRAX and Front Runner operations along the Wasatch Front represent the greatest exposure to railroad crashes. The photo used on this page should be for one of the UTA trains and UTA operations should be the emphasis of the Priority Strategies.	The selected photo is what the general public would be familiar with when discussing railroads.
2/19/16	WFRC	Kip Billings	Planning	29	Bicycle education should include licensing bicycle operators and registering bicycles. This would ensure that cyclists of all ages have completed a certified safety training coursce and that the bicycles they are operating have been inspected for proper safety equipment. This would also provide useful data on the number and age of cyclists by county, and a revenue source for bicycle infrastructure.	We will consider including: Safely maintaining cycle equipment.
2/19/16	WFRC	Kip Billings	Planning	30	There is overlap here with the railroad safety on page 27. My suggestion is to emphasize Trax and Front Runner rail operations on p. 27, and UTA bus operations on p. 30. The bus photo on this page should be a UTA bus to identify that emphasis. Does this strategy extend to the transit patron that becomes a pedestrian, or is this only crashes involving a transit vehicle? More transit patrons means more exposure to pedestrians accessing transit.	Page 27 is Heavy Rail including Passenger Heavy Rail. Page 30 is bus (tour and motor coach buses included), light rail, and passenger heavy rail. We have decided that the photos will remain general. The data shows all motor vehicle crashes and not pedestrian-rail crashes.
2/19/16	WFRC	Kip Billings	Planning	33	Traffic data somewhere needs to capture the growing number of bicycles. This is a high risk group but there is little if any data available to make informed decisions about bicycle safety or operations. The same could be said about pedestrians in and around transit stations.	The traffic data section is a general data anaysis. Bicycle safety analysis is addressed in the bicycle section.
2/18/16	UDOH	Jenny Johnson	Public Outreach & Education	11	Should read "More than 90 percent" not "over"	Corrected.
2/18/16	UDOH	Jenny Johnson	Public Outreach & Education	11	Should read "Hispanic/Latino" population OR "Spanish speaking" whichever you prefer. But "Spanish" is incorrect.	Corrected.
2/18/16	UDOH	Jenny Johnson	Impaired Driving	14	Text isn't fitting in the gray side box	
2/18/16	UDOH	Jenny Johnson	Use of Safety Restraints	13	Need to add Utah's 13 local health departments to the leaders	Corrected.
2/18/16	UDOH	Jenny Johnson	Teen Driving	19	This is the list of strategies I'd keep (get rid of —continue— in front of them... make them seem more urgent by getting rid of this word): Support innovation in driver education methods Provide peer leader training, education, and outreach to Utah high schools Educate parents on the importance of Utah's Graduated Driver License laws Implement the Truck Smart program Promote the "Alive at 25" program Promote and educate on Utah's primary seat belt law Educate teens on Utah's "Not a Drop" law Enforce the Graduated Driver License laws Engage local emergency service providers in the implementation of educational programs	Thank you. Your suggestions will be taken into consideration.
2/18/16	UDOH	Jenny Johnson	Child Safety	24	These are the strategies I suggest: Engineering Identify locations having significant crash trends involving school zones Support the Safe Routes to School program Education Encourage schools and parents to use the Walking School Bus and the Student Neighborhood Access Program (SNAP) Develop or cultivate existing programs to address the transportation needs of children with special health care needs Provide car seat education at CPS checkpoints across the state, especially in Utah's underserved populations Increase outreach and education to hospitals and the medical community Encourage having CPS technicians in birthing hospitals and programs to help educate expectant parents Enforcement Promote increased enforcement of child safety laws, including school zone areas, the booster seat law and the primary seat belt law Emergency Services Increase involvement of EMS for Children Coordinators in the implementation of educational programs	Thank you. Your suggestions will be taken into consideration.

1ST DRAFT EDIT

Date Received	Organization	Name	Emphasis Area	Page #	Comments	Action Taken
2/18/16	UDOH	Jenny Johnson	Child Safety	24	Need to add Utah's 13 local health departments to the leaders	Corrected.
2/18/16	UDOH	Jenny Johnson	Bicycle Safety	29	These are the changes I'd make to the strategies: Engineering Continue to use the AASHTO Guide for the Development of Bicycle Facilities and other adopted guidance documents Install signage addressing safe behavior of motorists and bicyclists where appropriate Increase road signage along heavily used bicycle corridors Education Implement the Heads Up program Increase the promotion of bicycle helmet use, with a special focus among school-aged children Continue partnership for educational programs targeting adults and children on bicycle safety Develop new educational programs that teach drivers the importance of sharing the road Enforcement Enforce traffic laws as they pertain to for both motorists and bicyclists Emergency Services Increase involvement of local emergency service providers in the implementation of educational programs	Thank you. Your suggestions will be taken into consideration.
2/18/16	Primary Children's Hospital	Janet Brooks	Public Outreach and Education	11	Under leaders change to Primary Children's Hospital	Corrected.
2/18/16	Primary Children's Hospital	Janet Brooks	Teen Driving Safety	19	Under leaders add Primary Children's Hospital	Corrected.
2/18/16	Primary Children's Hospital	Janet Brooks	Child Safety	24	Under leaders change to Primary Children's Hospital and put Utah Safety Council on a new line	Corrected.
2/17/16	Salt Lake Community College	Dan Terry	Motorcycle Safety	20	Over the past few years our riders invovled in crashes has changed from younger and novice riders, to the majority are over forty and a wide variety of experience. The large number of riders trained in utah are under forty. We are not reaching the target audience. We need to reach out to the experienced riders and groups with motivators to enhance their particpation in safety with a serious effort.	Under Education Priority Strategies we address this concern with bullet 5: Increase rider awareness of the necessity to obtain and maintain the skills necessary to safely ride a motorcycle by promoting availability of beginning and experienced rider training courses.
2/29/16	fhwa	Roland Stanger	Ped Safety	23	Ped Safety still appears under the Continuing Safety Area (pg 23) but is listed (pg 9) in Emphasis Safety Areas. Interesting that Ped Safety appears to be a bigger problem than Aggressive Driving and Drowsy Driving combined.	Corrected.
2/29/16	FHWA	Roland Stanger	Transit Safety	30	If the emphasis is on the rail side of transit, shouldn't the picture be TRAX or Frontrunner? There are no strategies for bus safety.	Corrected.
2/25/16	Bike Utah	Phil Sarnoff	Bicycle Safety	29	Under Engineering: Remove bullet #3. This is addressed in bullet #2	Corrected.
2/25/16	Bike Utah	Phil Sarnoff	Bicycle Safety	29	Under Education: Heads Up - I wasn't aware that this program was also directed towards bicyclists. I thought it was primarily pedestrians	Heads Up is a new program focusing on pedestrians, bicyclists, and motorcyclists.

2ND DRAFT EDIT

3/30/16	DLD	Chris Caras	Connected and Autonomous Vehicles		In the area of challenges. Two areas come to mind that I would bring forward in addition to those listed. One Liability and Financial Responsibility. e.g. Who was in control or at fault for an accident and damages, the occupant of the vehicle, registered owner, software company or vehicle manufacture? In addition to issues of law enforcement which are numerous. e.g. Operating under the Influence and physical control legal questions. The second issue could conceivable be a part of the impact to Laws, Policies and Procedures. The first issue could as well. Both fall under impact to the Driver Licensing (and regulation) Challenge.	Thank you for your comments. They will be added to the document.
3/21/16	Utah Transit Authority	Dave Goeres, CSSO	Highway Railroad Crossing Safety	26	Union Pacific is not listed as a Safety Partner / Leadership Committee. Can we get them involved ?	Dave this is a great point and something to look forward to in the future.
3/21/16	Utah Transit Authority	Dave Goeres, CSSO	Highway Railroad Crossing Safety	26	Under Engineering can include "→ Implement Pedestrian Safety Treatments". We tend to think only of vehicles at crossings, but pedestrians access them also.	This will be added to the latest version.
3/21/16	Utah Transit Authority	Dave Goeres, CSSO	Transit Systen Safety	29	Under Engineering can include "→ Implement Pedestrian Safety Treatments".	This will be added to the latest version.
3/21/16	Utah Transit Authority	Dave Goeres, CSSO	Transit Systen Safety	29	Under Emergency Services can include " → Participate in annual Emergency Exercises". UTA conducts major exercises each year to test and coordinate response to a transit event.	This will be added to the latest version.
3/21/16	Utah Transit Authority	Dave Goeres, CSSO	Truck & Bus Safety	30	No references to buses on the page. Change Education last bullet to " . . . about the nuances of driving safely around commercial motor vehicles and buses."	The title of this safety area has been changed to "Commercial Motor Vehicle Safety" to improve consistency throughout the document.
3/21/16	Utah Transit Authority	Dave Goeres, CSSO	Truck & Bus Safety	30	Add Utah Transit Authority under the Leaders list	This will be added to the latest version.
3/21/16	Utah Transit Authority	Dave Goeres, CSSO	Truck & Bus Safety	30	Consider adding comments about transit buses. "Transit buses can make frequent stops, and merges back into traffic. along roads and highways."	This is a good point and we feel it works better under Transit System Safety.
3/30/16	UDOH, BEMSP	Jolene Whitney	Drowsy Driving	13	sentence spacing issue	Changes made.
3/30/16	UDOH, BEMSP	Jolene Whitney	Intersection Safety	15	Could we add "Emergency Services Engage local emergency servuce providers in the implementation of educational programs" I think EMS responders who drive emergency vehicles might be interested in this particular emphasis area.	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Speed Management	20	Suggest rewording sentence that states fatal crashes are leading cause of fatal crashes. Suggestion "Speeding has become a major concern to the overall traffic safety environment and continues to be one of the leading contributing factors for serious injury and fatal crashes in Utah."	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Teen Driving Safety	21	suggestion: in second sentence list inexperience first, then distractions then driving habits	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Bicycle Safety	24	could we add under emergency services:" Continue to promote Bike Rodeos in local communities" First sentence, suggest ending sentence after popularity, take out the and and begin next sentence with "With" Makes first sentence stronger.	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Rural Road Safety	27	Under emergency services take out the owrd injuyr after trauma on the third bullet. Trauma injury is redundant	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Senior Mobility and Safety	28	First sentence eliminate "as aging population grows." Just state "The number of seniors using our transportation system is increasing. "As a result" the number of fataltieis involving older drivers in increasing? do we need a problem statement or statistic related to fatalities for older drivers after the first sentence?	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Transit Safety	29	add under leaders UDOH, Bureau of EMS and Preparedness	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Truck and Bus Safety	30	in last sentence, first paragraph, soften the word "fault" with "result"?	This will be added to the latest version.
3/30/16	UDOH, BEMSP	Jolene Whitney	Emergency Services	34	Third sentence needs a better transition. Could I suggest "Efforts must also be made to ensure"..	
3/30/16	UDOH, BEMSP	Jolene Whitney	Judicial Services	35	Please Delete UDOH, BEMSP as a leader	This will be added to the latest version.
3/16/16	UHSO	Robyn LaLumia	Impaired Driving - Leaders	14	Do we want to add UPC for our TSRP, Judicial, and Driver License	We'd added DLD to Imparied Driving and we've added UPC under judicial.
3/23/16	Salt Lake City Transportation Division	Dan Bergenthal	Traffic Safety	24	Based on the amount of work Salt Lake City has completed to address bicycle user needs on transportation facilities and with bicyclist education, please add Salt Lake City as one of the "LEADERS" listed on page 24 for Bicycle Safety..	While SLC is a leader in promoting bicycle safety in their community the organizations in the leader list are responsibile for implementing statewide strategies. We intentionally selected organizations that have a statewide reach or regional reach.

2ND DRAFT EDIT

3/23/16	Salt Lake City Transportation Division	Dan Bergenthal	Traffic Safety	17	Based on the amount of work Salt Lake City has completed to implement pedestrian safety improvements, please add Salt Lake City as one of the "LEADERS" listed on page 17 for Pedestrian Safety. Pedestrian safety projects in Salt Lake City include crosswalk flags, HAWK beacons, Toucan signals, Rectrangular Rapid Flashing Beacons, crosswalk warning signs with imbedded LED pedestrian activated flashers, LOOK symbols, crosswalk approach stripes, high visibility crosswalk striping, etc.	While SLC is a leader in promoting pedestrian safety in their community the organizations in the leader list are responsibile for implementing statewide strategies. We intentionally selected organizations that have a statewide reach or regional reach.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Five E's	4	2015 there were 276 deaths. Everything else is 10 year graph so I would change this one as well. Fatalities have decreased 4% from 2006-2015.	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	data charts	numerous	Eliminate FARS as a data source so it only reads "UDPS"	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Aggressive driving	11	Misspelling "Usese" under engineering	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Aggressive driving	11	May want to change the definition of aggressive as the definition under challenge includes all the top things that drivers do wrong except distracted driving. NHTSA defines aggressive driving as occurring when "an individual commits a combination of moving traffic offenses so as to endanger other persons or property." Other definitions are "A driving behavior is aggressive if it is deliberate, likely to increase the risk of collision and is motivated by impatience, annoyance, hostility, and/or an attempt to save time— and —operating a motor vehicle in a selfish, pushy, or impatient manner, often unsafely, that directly affects other drivers." It seems there is so much ambiguity regarding this that defining it and narrowing it down would make it mean more.	We have taken your modifications into consideration but have stopped short of making a technical definition.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Distracted driving	12	Fatality numbers don't match up with DPS numbers	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Drowsy driving	13	Fatality numbers don't match up with DPS numbers	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Impaired driving	14	Fatality numbers don't match up with DPS numbers	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Pedestrian	17	2015 fatalities are 48	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Speed Management	20	Fatality numbers don't match up with DPS numbers	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Teen Driving	21	Fatality numbers don't match up with DPS numbers	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Safety Restraints	22	Fatality numbers don't match up with DPS numbers	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Senior Mobility	28	Fatality numbers don't match up with DPS numbers	Changes have been made.
3/16/16	Utah DPS - Highway Safety Office	Gary Mower	Traffic Data	36	The TRCC is called Utah Traffic Records Advisory Committee (UTRAC). I would change the direction to read: "Maximize the overall quality of safety data and analysis based on State traffic records across all core systems: crash, vehicle, driver, roadway, citation & adjudication and injury. Effectively utilize existing data resources while identifying ways to improve data collection and analysis opportunities."	We changed TRCC to UTRAC.