



August 20, 2024

Wasatch Front Area Comprehensive Safety Action Plan



Safe Streets and Roads for All



Safe Streets and Roads for All (SS4A)



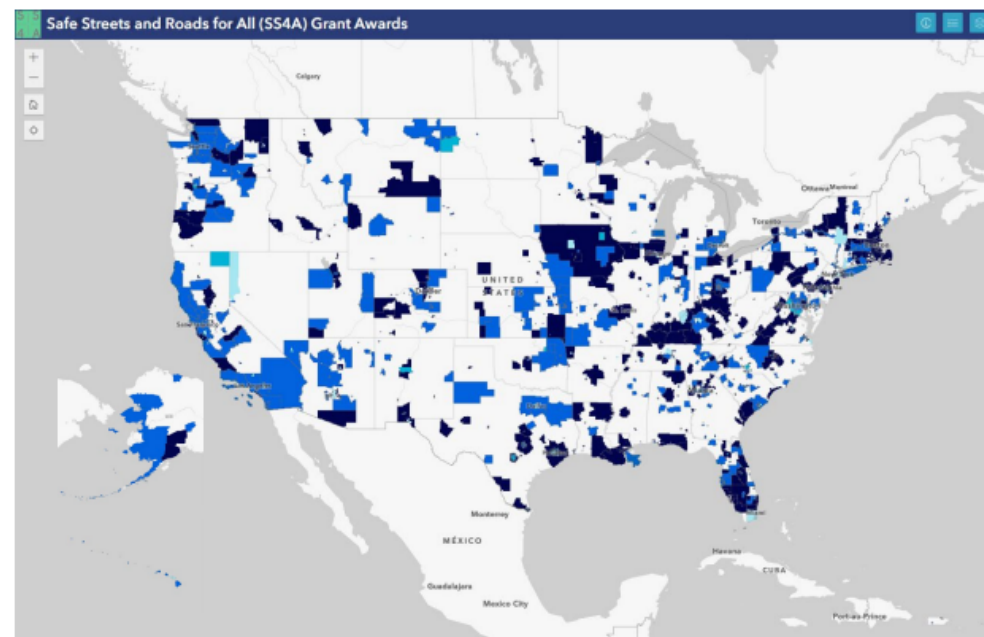
Bipartisan Infrastructure Law (BIL) established SS4A Grant Program
\$5 billion over 5 years (FY22-26)

Two grant types:

- Planning & Demonstration
- Implementation

FY 2022 and FY 2023

- More than \$1.7 billion awarded
- 1,046 Planning & Demonstration Grants
- 85 Implementation Grants



Awards map:

<https://www.transportation.gov/grants/ss4a/cumulative-awards>

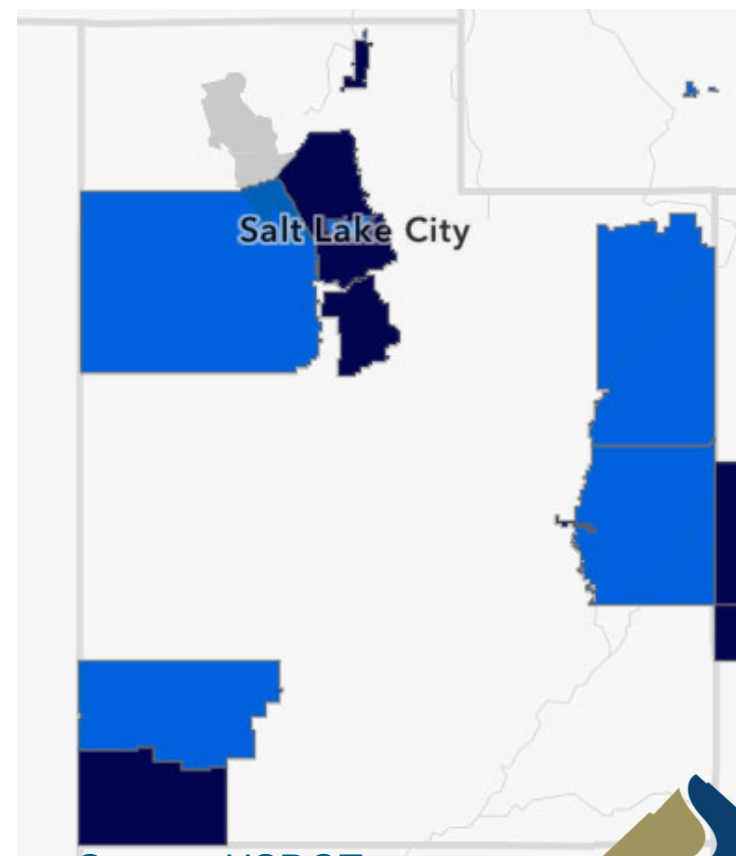
Source: USDOT



Safe Streets and Roads for All (SS4A)



- Cache Metropolitan Planning Organization
- Cedar City
- City of Green River
- City of Moab
- City of Orem
- Five County Association of Governments
- Iron County
- Mountainland Association of Governments
- Richmond City
- Salt Lake City
- Tooele County
- Uintah County
- **Wasatch Front Regional Council**



Source: USDOT

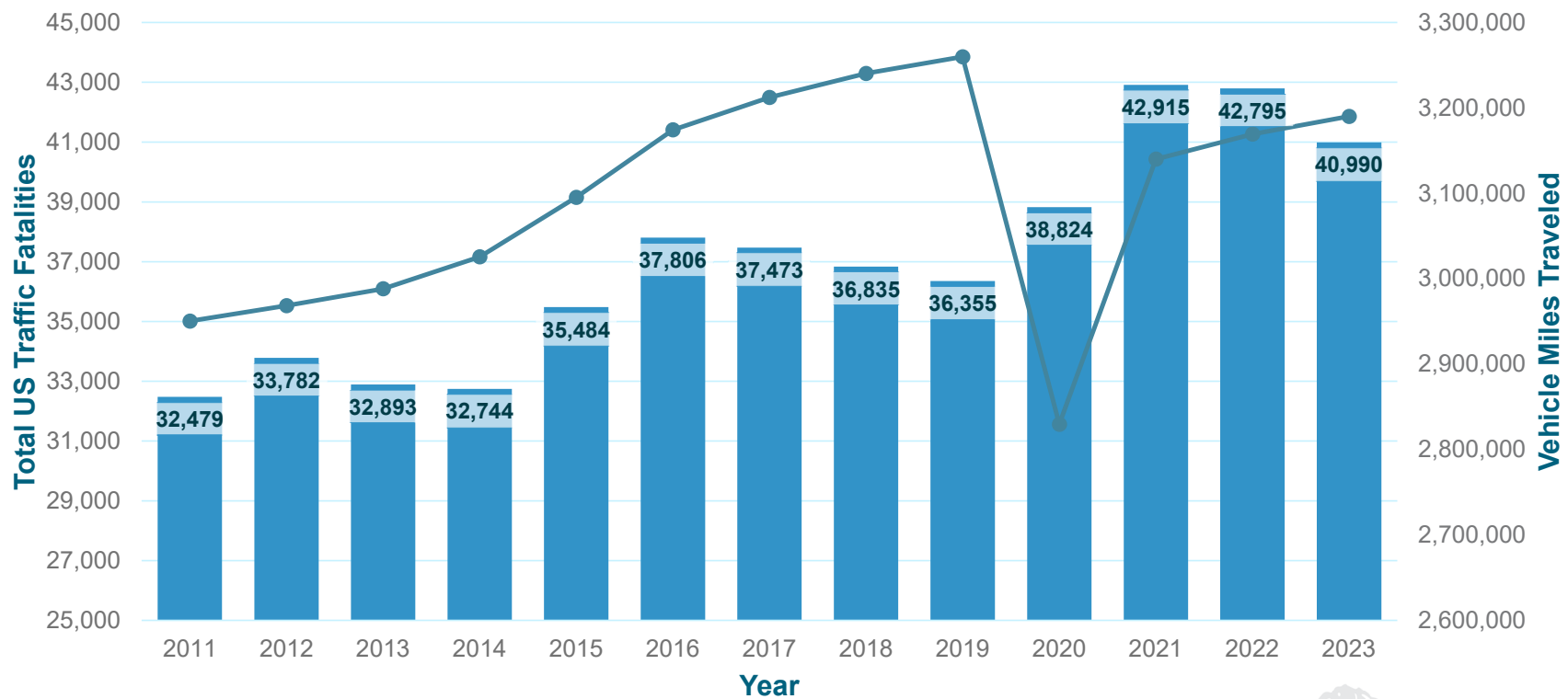


Safe System Approach



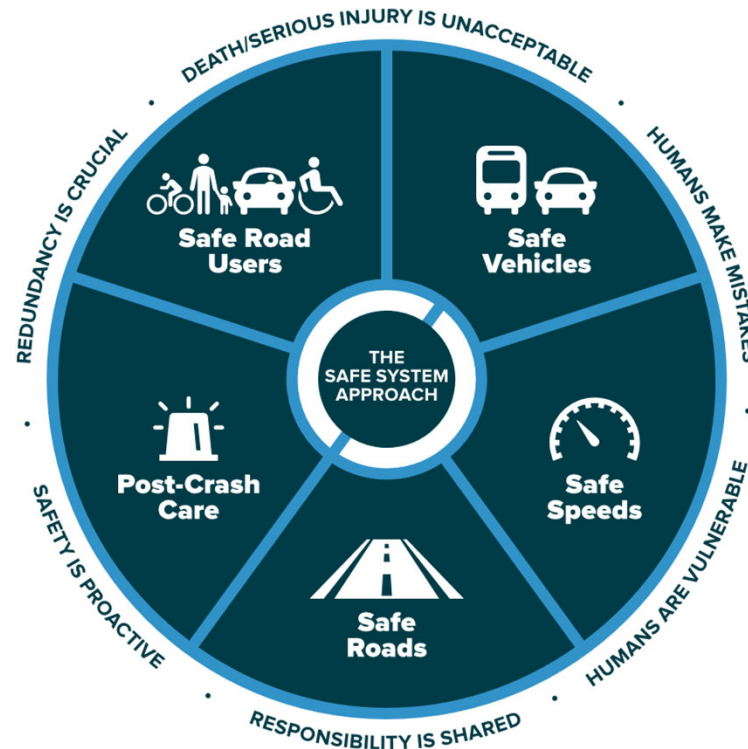
Thousands of Lives are Lost Each Year

Total US Traffic Fatalities and VMT (2011-2023)



Safe System Approach

**How does the
United States
reach zero
deaths?**



Source: Federal Highway Administration

Safe System Approach

PARADIGM SHIFT



Transportation system design and operation should reduce crash severity and save lives by:

1. Anticipating human mistakes
2. Lessening impact forces

Where are We on the Safe System Journey?



Traditional approach

Safe System approach

- | | | |
|------------------------------|--------|--|
| Prevent crashes | —————> | Prevent death and serious injuries |
| Improve human behavior | —————> | Design for human mistakes/limitations |
| Control speeding | —————> | Reduce system kinetic energy |
| Individuals are responsible | —————> | Share responsibility |
| React based on crash history | —————> | Proactively identify and address risks |



WFRC Comprehensive Safety Action Plan



Self-Certification Checklist

A Safety Action Plan must include the following:

- ☐ Safety Analysis
- ☐ Identification of comprehensive set of projects and strategies

...and must complete 4 of the 6 elements

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

WFRC Comprehensive Safety Action Plan



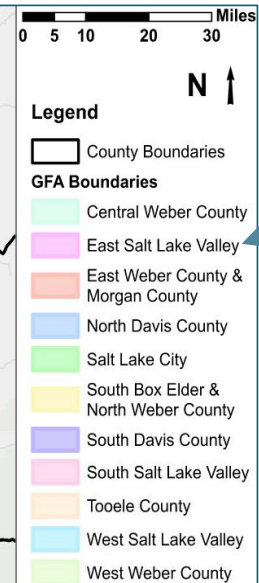
“A plan to provide local governments the means to make strategic roadway safety improvements.”

CSAP meets eligibility requirements that allow local jurisdictions to apply for the SS4A Implementation Grant program, and serves as a resource for those jurisdictions to apply



WFRC Study Area

East Salt
Lake Valley



CSAP Overview



June - Sept. 2023	Oct. 2023	Nov. 2023 - Jan 2024	Feb. 2024	May - June 2024	July 2024
Safety Launch	Geographic Focus Area Safety Planning Team Meetings #1	Strategy and Project Selection	Geographic Focus Area Safety Planning Team Meetings #2	Draft and Final CSAP	WFRC Presentations
Safety Analysis				Leadership Commitment	
				SS4A Regional Workshop	
	Safety Commitment Resolution				
Engagement and Collaboration, Committee Meetings					

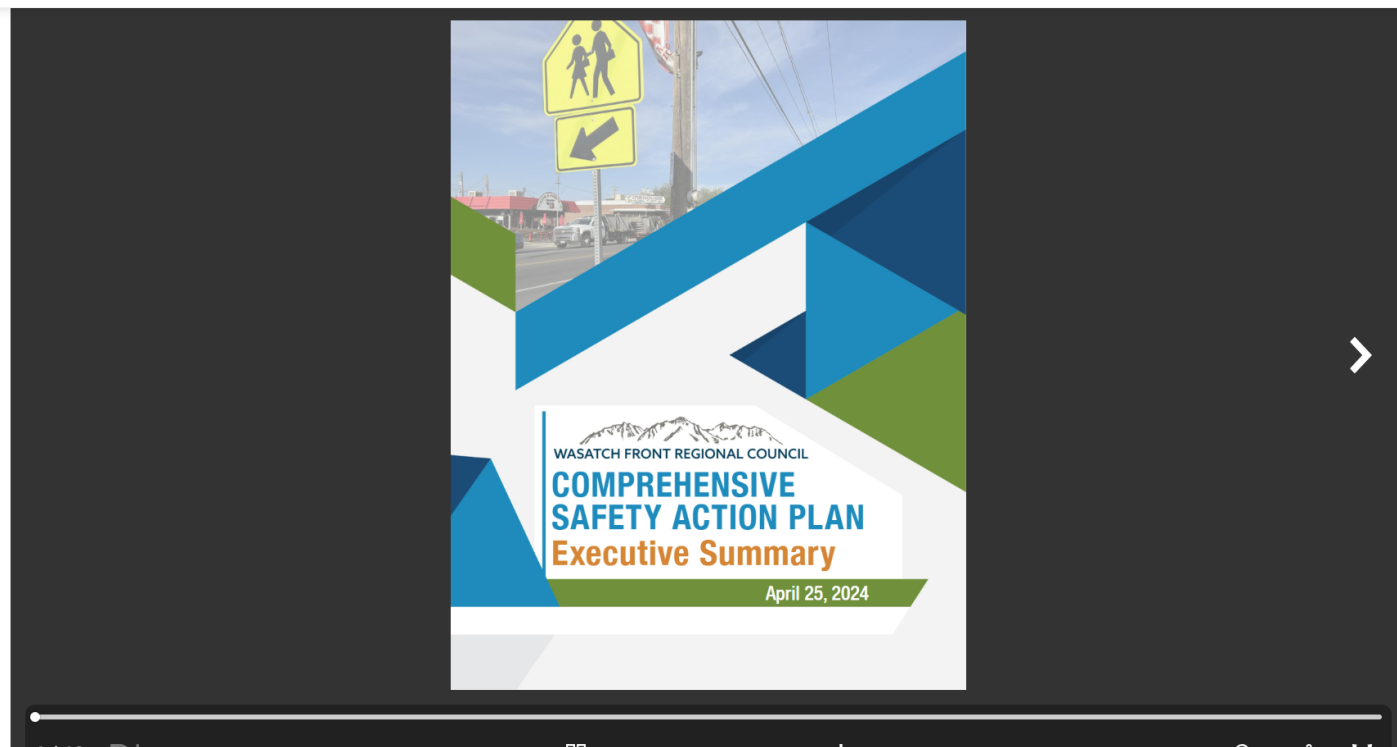


WFRC Comprehensive Safety Action Plan



<https://wfrc.org/programs/csap/>

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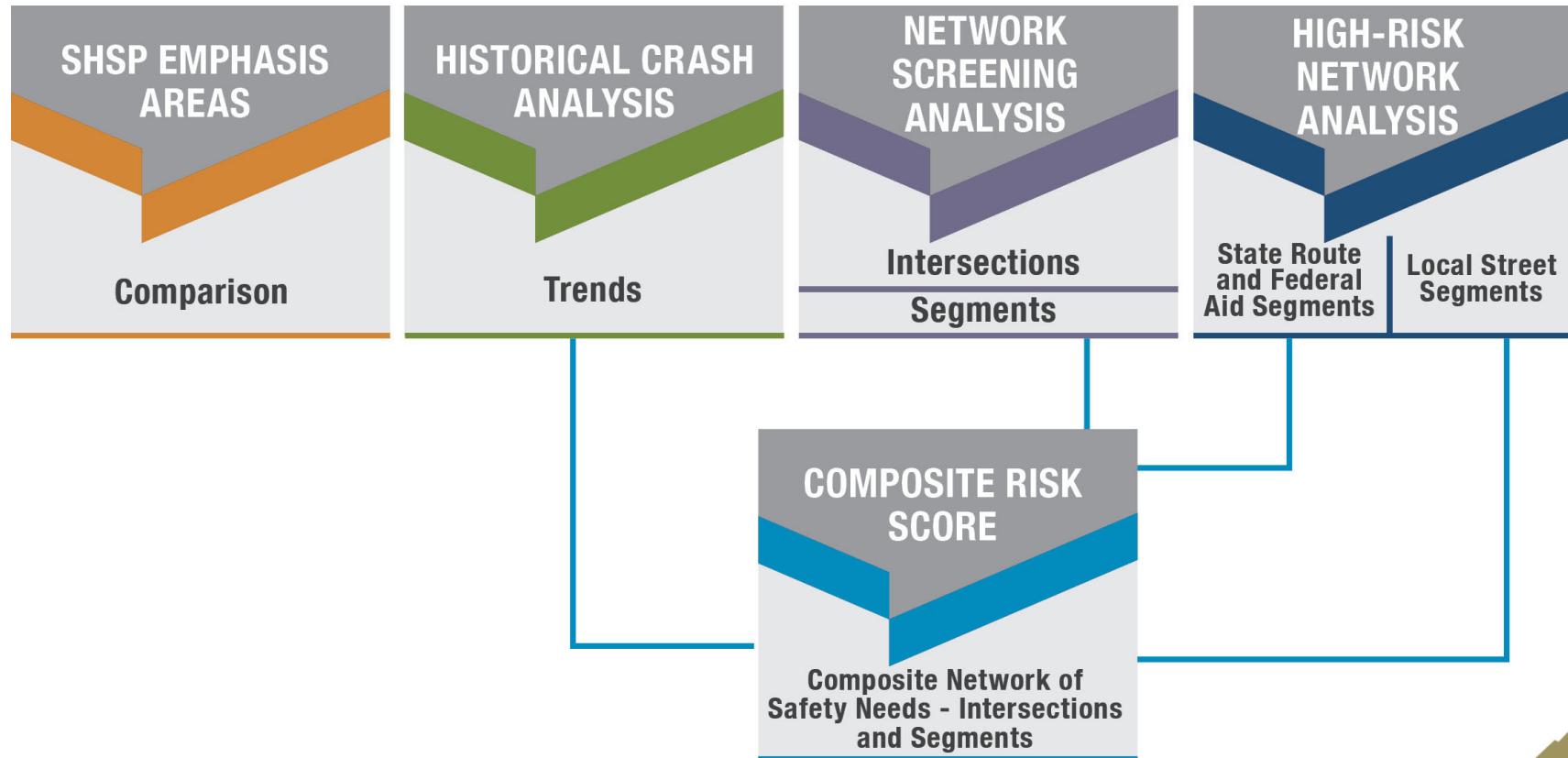


1. Introduction
2. Regional Safety Commitment
3. Safe System Approach
4. CSAP Process and Stakeholder Engagement
5. Regional Safety Analysis Results
6. Equity Analysis
7. Strategies and Solutions
8. Best Practices for Policies and Procedures
9. Monitoring and Evaluation

<https://wfrc.org/programs/csap/>

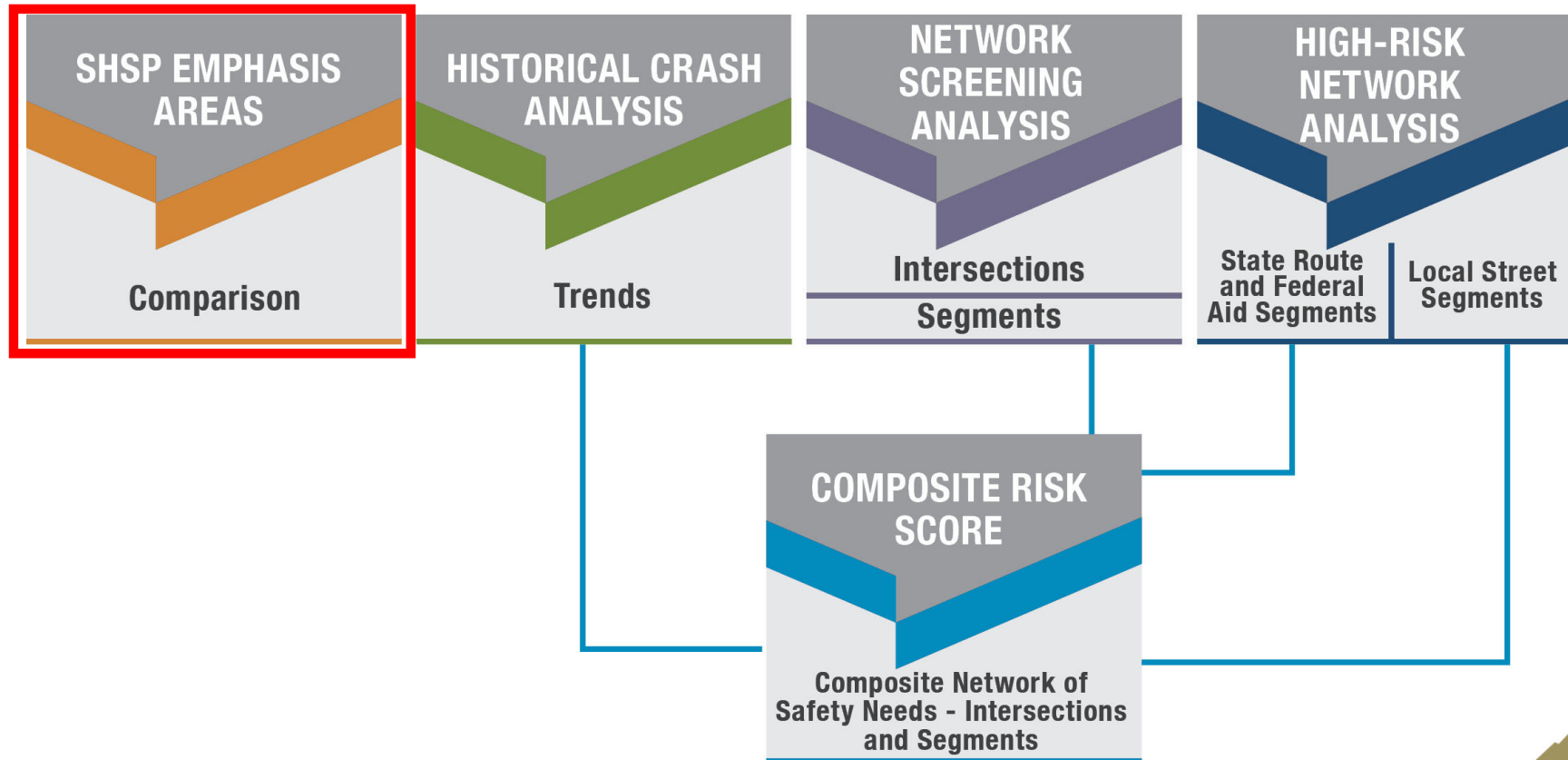


Safety Analysis



<https://wfrc.org/programs/csap/>

Safety Analysis



<https://wfrc.org/programs/csap/>

Safety Analysis



Intersections



Roadway
Departure



Speed
Related

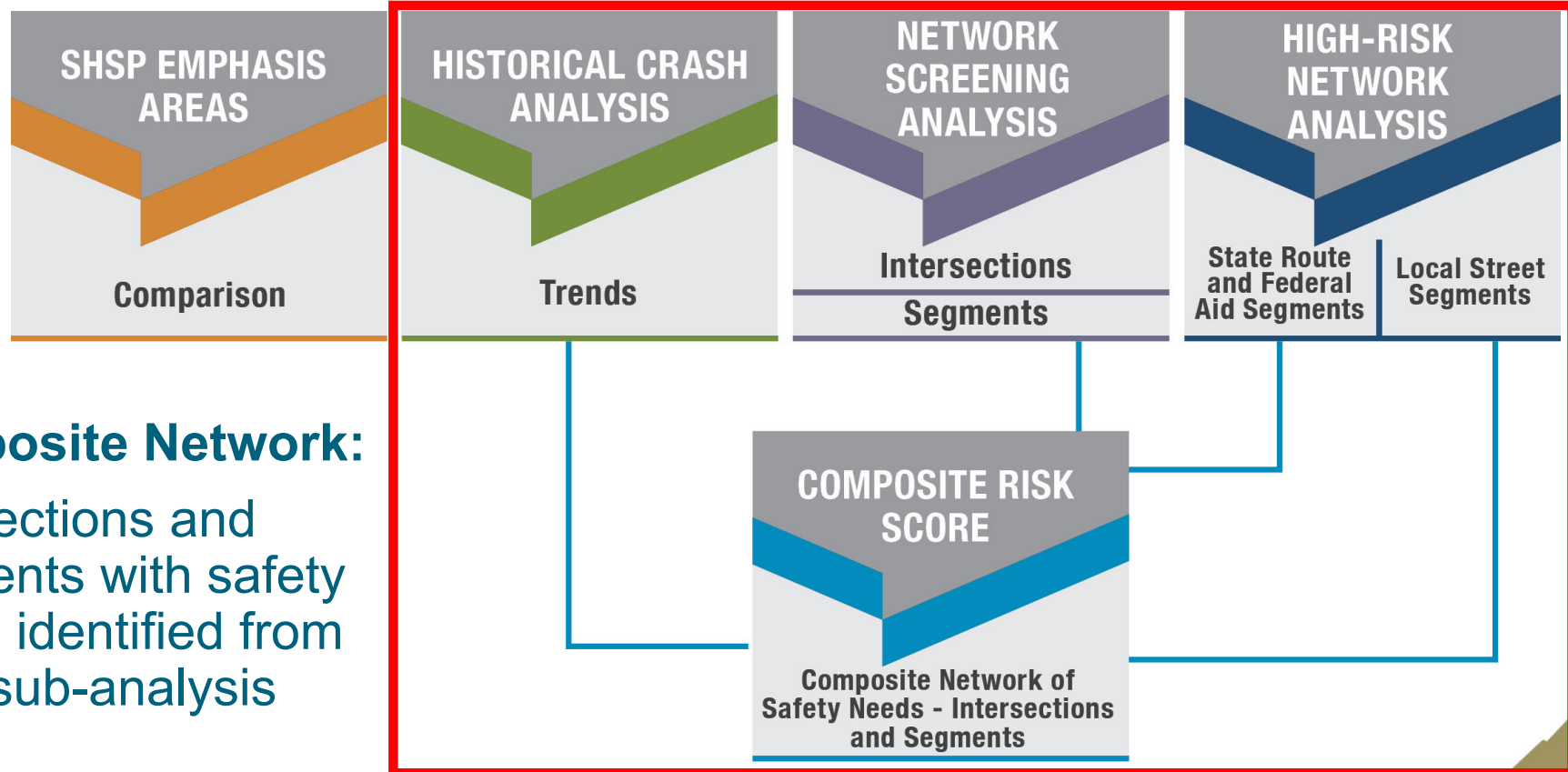


Pedestrians

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

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

Safety Analysis



Composite Network:
Intersections and segments with safety needs identified from each sub-analysis

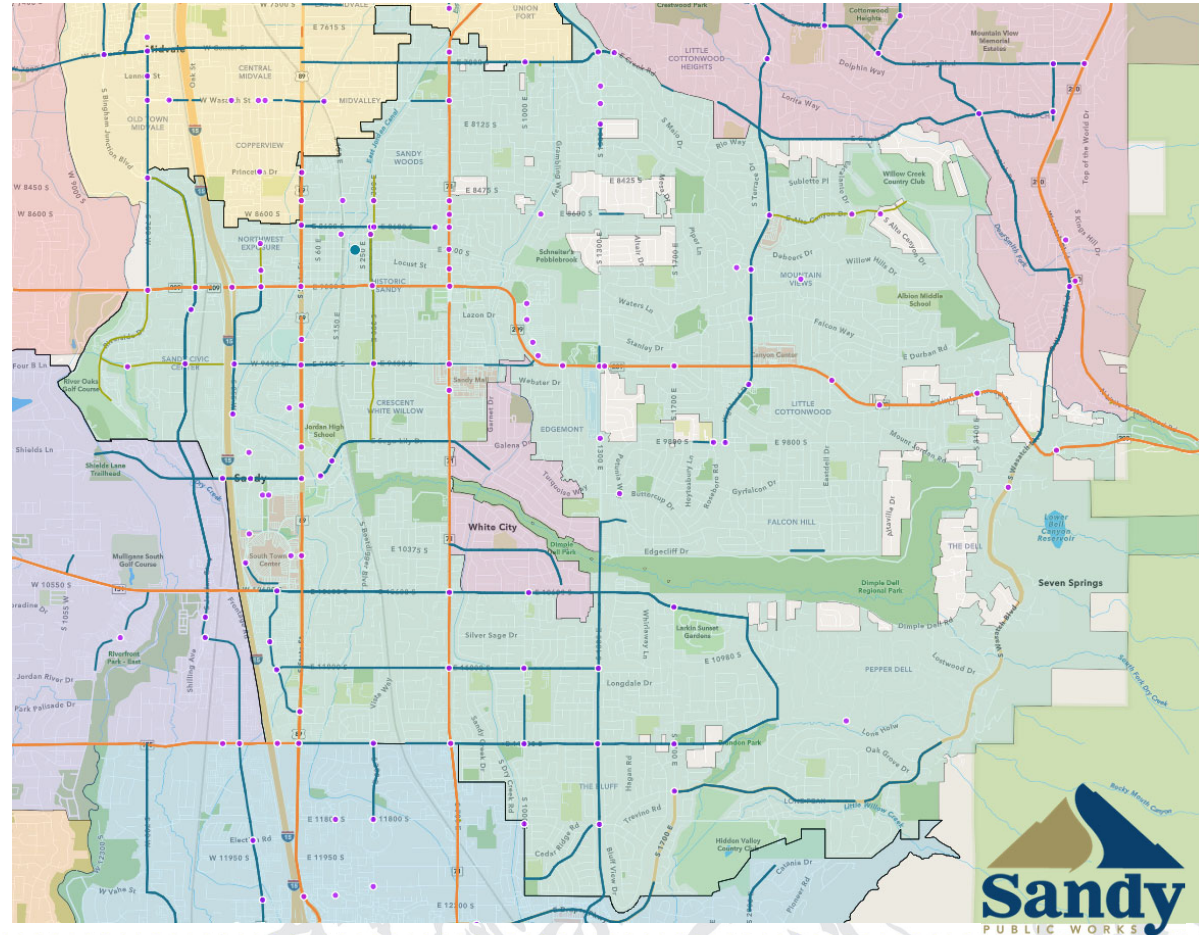
<https://wfrc.org/programs/csap/>

Safety Analysis Results

Composite Network

- Segments
 - State Routes
 - Federal-Aid Routes
 - Local Streets
- Intersections

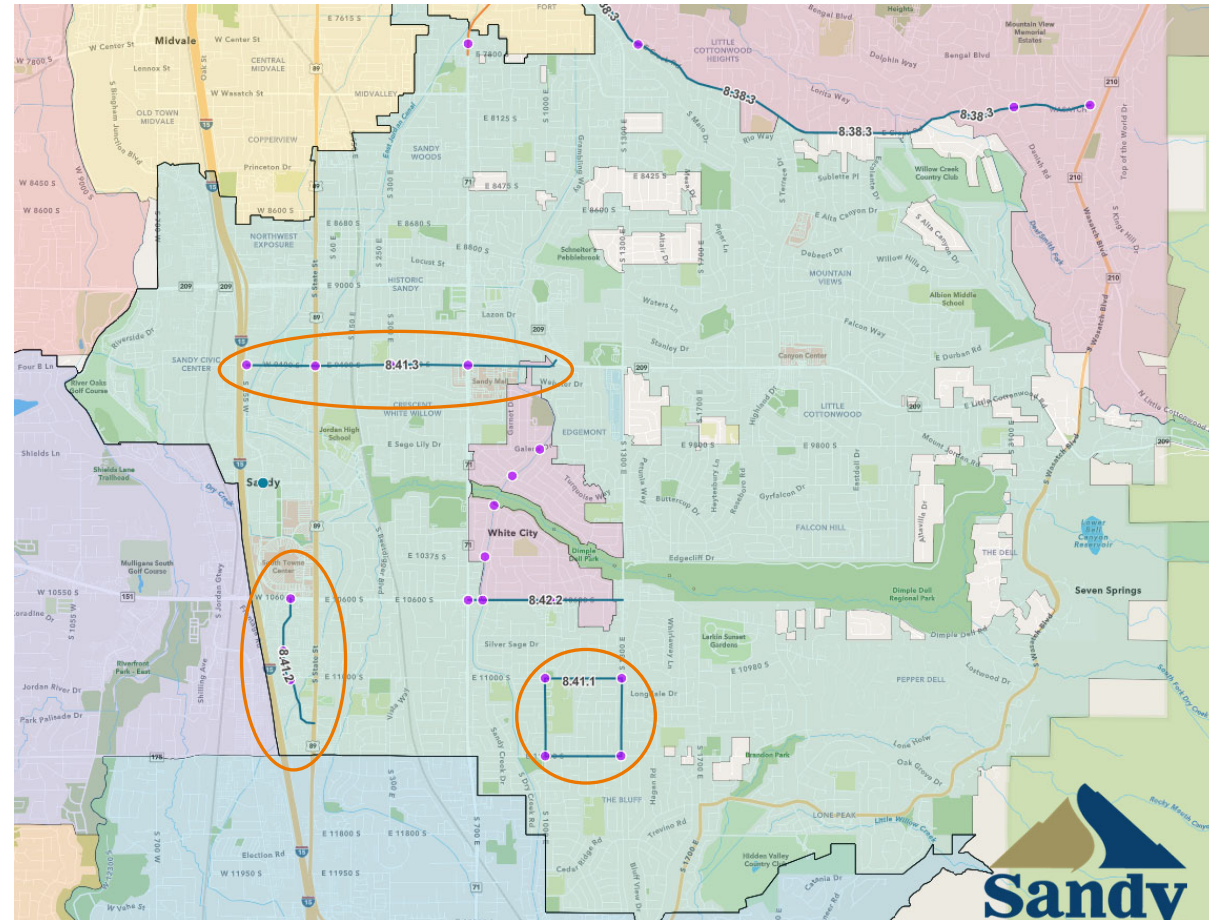
Local jurisdictions can access detailed information about safety needs on specific segment via the **GIS Story Map**



Example Case Study Project Locations

City	Project #	Location
Sandy	# 8.41.1	School Area (Alta High School) Improvements 1000 East, 1300 E, 11400 South
Sandy	# 8.41.2	Auto Mall Drive from 10600 South to State Street
Sandy	# 8.41.3	9400 South from Monroe Street to SR 209

Detailed information about safety needs on
 specific segment can be accessed via the
GIS Story Map



WFRC Comprehensive Safety Action Plan



Appendix D: Geographic Focus Area (GFA) Safety and Analysis and Case Study Projects



[Appendix D: Technical Memo #1 – Safety Analysis](#)



[Appendix D1: South Box Elder & North Weber County](#)



[Appendix D2: Western Weber County](#)



[Appendix D3: Eastern Weber County & Morgan County](#)



[Appendix D4: Central Weber County](#)



[Appendix D5: Salt Lake City](#)



[Appendix D6: North Davis County](#)



[Appendix D7: South Davis County](#)



[Appendix D8: East Salt Lake Valley](#)



[Appendix D9: West Salt Lake Valley](#)



[Appendix D10: South Salt Lake Valley](#)



[Appendix D11: Tooele County](#)



<https://wfrc.org/programs/csap/>



Example Case Study Project Locations

Project # 8.41.2

- Project Description
- Crash Data
- Potential Improvements
- Planning Level Cost Estimate

Use Restricted 23 U.S.C. § 407

Auto Mall Drive from 10600 South to State Street

Project Information Sheet

GFA(s): East Salt Lake Valley
Project Name: Auto Mall Drive from 10600 South to State Street
Jurisdiction(s): Sandy
Emphasis Areas: Intersections, Roadway Departures, Impaired Driving
Equity Priority: Medium

Date Prepared: 3/13/2024
Prepared By: MA
Checked By: EMF

Location Description

Roadway: Auto Mall Drive
From: 10600 South
To: State Street
Length: 0.91 miles

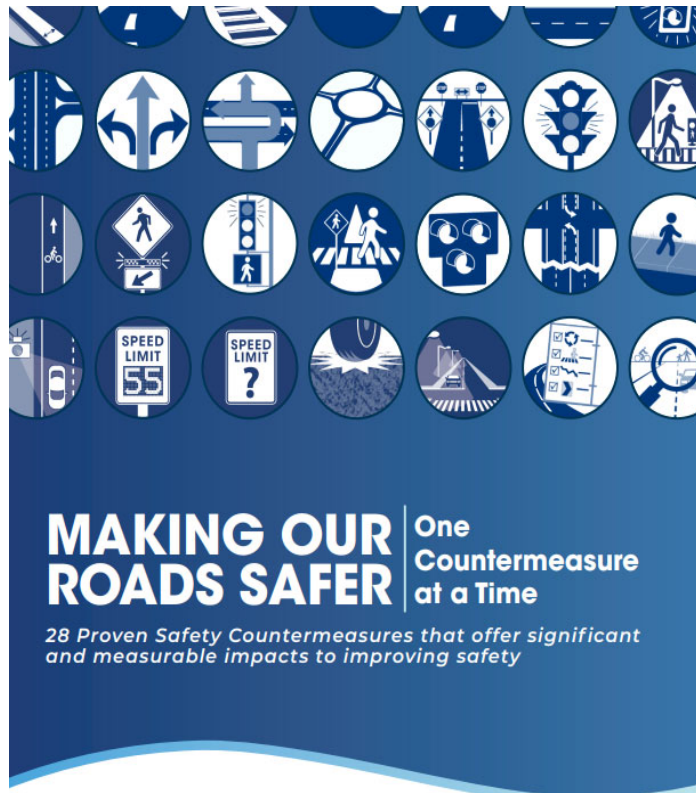
Key Intersection Locations:
10600 South
Motor Park Ave
11000 South

Project Location Map

Map ID: 8.41.2



“Double-Down” on what works



Transportation agencies are strongly encouraged to consider widespread implementation of Proven Safety Countermeasures to accelerate the achievement of local, State, and National safety goals.

FWHA Proven Safety Countermeasures



Intersections

- Backplates with Retroreflective Borders
- Corridor Access Management
- Yellow Change Intervals
- Dedicated Left and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Roadway Departures

- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Tw-Lane Roads
- Median Barriers
- Roadside Design Improvements at Curves
- Safety Edge
- Wider Edge Lines



Pedestrians/Bicyclists

- Bicycle Lanes
- Crosswalk Visibility Enhancements
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacon
- Rectangular Rapid Flashing Beacons (RRFB)
- Road Diets (Roadway Configuration)
- Walkways



Crosscutting

- Lighting
- Local Road Safety Plans
- Pavement Friction Management
- Road Safety Audit



Speed Management

- Appropriate Speed Limits for All Road Users
- Speed Safety Cameras
- Variable Speed Limits

Safety Commitment Resolution



March 28, 2024: WFRC adopted the Regional Safety Commitment Resolution

Establishes a goal:

- To reduce deaths and serious injuries for all roadway users by **50%** by the year **2040**
- To reduce roadway fatalities and serious injuries by **2.5% each year** compared to the preceding three-year rolling average

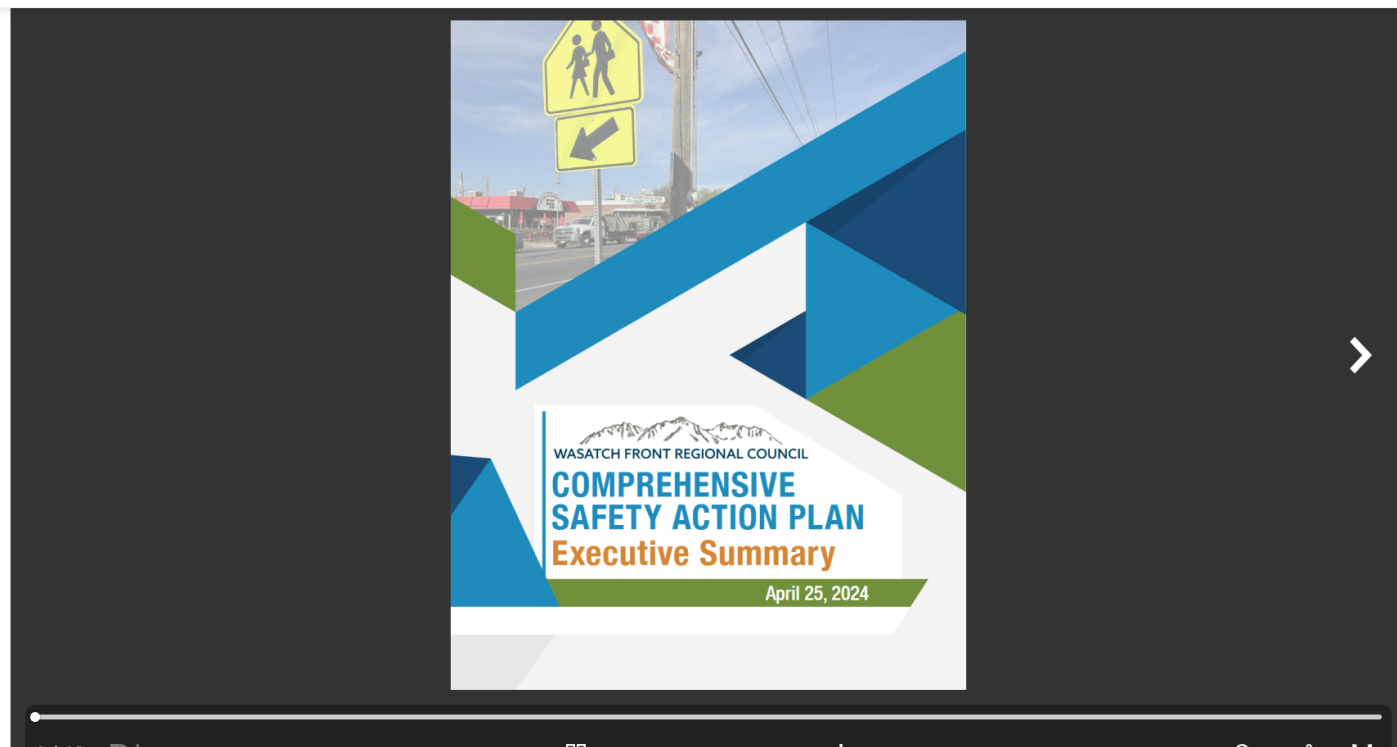


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