



UTAH DEPARTMENT OF PUBLIC SAFETY HIGHWAY SAFETY OFFICE 2018 ANNUAL REPORT



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ON THE COVER

Major (now Commissioner) Jess Anderson speaks at the St. Patrick's Day DUI prevention media event in March.

Officers from the Utah and Nevada law enforcement agencies pose by the Wendover Will neon sign in Wendover, Nevada, as part of the promotional activities for the Border-to-Border Click It or Ticket enforcement effort in May.

Executive Summary

The mission of the Utah Department of Public Safety's Highway Safety Office (HSO) is to develop promote and coordinate traffic safety initiatives designed to reduce traffic crashes, injuries and fatalities on the State's roadways. Our ultimate goal is to reach zero traffic fatalities, as the loss of one life is too many. Each year, under the authority and approval of Governor Gary R. Herbert and Governor's Representative and Public Safety Commissioner Jess L. Anderson, the HSO produces a Highway Safety Plan (HSP) designed to help us reach that goal. This report documents our successful implementation of the HSP and its 38 evidence-based highway safety grants.

To support the HSP, Utah applied for and received \$4,536,068.04 in federal highway safety funding. This included grant awards for 402, 405b Occupant Protection, 405c Traffic Data, 405d Impaired Driving, 405f Motorcycle Safety, 405e Distracted Driving, and 405h Non-motorized Roadway Users. During the year, a total of \$3,881,688.13 was expended.

Despite these efforts, the personal and socioeconomic effects of motor vehicle crashes is a continuing concern in the State of Utah. In 2017, there were 63,056 reported traffic crashes on public roadways in Utah. These crashes involved 156,662 people, with 24,619 injured and 273 people killed.

Along with a decrease in overall traffic crashes by 1.2% and injuries by 4.4%, we have made progress in the following areas over the last few years:

- Traffic deaths decreased 2.8% after four straight years of increasing;
- Notable increase in restraint use in Utah's rural counties, with an increase of 5% overall in the past year. Since the beginning of the pilot project six years ago, seat belt use has increased an average of 18% within these counties.
- The motorcyclist crash rate per registered motorcycle has shown a decreasing trend;
- Pedestrian crash rate showed a decrease.
- Marked decrease in drowsy driving crashes.

As improvements are made and progress continues, traffic safety must remain a top priority. Some areas of concern the HSO is addressing include:

- Traffic deaths may have decreased slightly, but the State has much work ahead to continue downward trend.
- Speeding remains a leading contributing factor in deaths;
- Deaths involving a distracted-driver has not shown a decrease for several years;
- The percent of crashes involving an older driver has shown an increasing trend;
- The number of crashes involving a drug-related driver continues to increase over the last several years.

As we continue to work towards zero fatalities on our roadways, the UHSO's planning efforts will focus on data-driven approaches, using the prescribed NHTSA core performance measures and additional Utah measures as guidance.

This annual report provides an update to each project administered in FFY2018 and how they relate to the HSP and performance measures. The following are some program highlights.

Occupant Protection – Utah's overall seat belt usage rate increased slightly to 88.8%. Since the beginning of the Rural Seat Belt pilot project six years ago, seat belt use has increased an average of 18 percent within the rural counties.

Alcohol Program – To address the issue of DUI recidivism in Utah, the Department of Public Safety was given authority to establish and administer a 24/7 pilot program. The department made rules giving Weber County Sheriff's Office authority to run the program and the HSO provided implementations and planning support and as well as funding for program evaluation. As the effective date for Utah's new .05 BAC limit law approached, the HSO coordinated department efforts to prepare logistically. The HSO conducted public awareness surveys, contracted with the University of Utah to conduct research and assisted the National Highway Traffic Safety Administration with its plans for research and evaluation of the new law.

Traffic Records – The Utah Transportation and Public Safety Crash Data System (UTAPS), Utah's new transportation

institute, went live in July 2018. This initiative, which is a partnership between DPS, the Utah Department of Transportation (UDOT) and the University of Utah, will improve the quality of crash data and will serve as a valuable asset for both DPS and UDOT for traffic safety research.

Police Traffic Services Program – The HSO implemented a new regional law enforcement liaison program in which officers from local agencies throughout the State help increase rural law enforcement agencies' participation in traffic safety campaigns.

Enforcement Program – Along with sustained year-round DUI enforcement, the HSO supported eight impaired driving high-visibility enforcement efforts as well as four high-visibility seat belt enforcement efforts. Law enforcement agencies also conducted distracted driving, pedestrian and bicycle enforcement operations.

PERFORMANCE REPORT

To demonstrate progress and determine the effectiveness of the State's program, Utah has established performance measures, which are tracked on an annual basis. Included are 11 Core Performance Measures, three Activity Measures, and one Behavioral Measure that the National Highway Traffic Safety Administration (NHTSA) and Governors Highway Safety Association (GHSA) agreed upon. Also included are sixteen performance measures specific to Utah's programs. Each program area provides a listing of the performance measures related to the projects funded and include a brief assessment of progress towards meeting the target.

Occupant Protection Program

Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 271. The most current complete data, which is for 2017, shows that while Utah experienced a slight decrease in fatalities in this area (273), it fell short of the performance target.

Utah's performance target for C-2 Number of Serious Injuries in Utah Traffic Crashes was 1445. The most current complete annual data which is for 2017 shows Utah fell short of this performance target (1456).

Utah's performance target for C-3 Utah Total Fatality Rate per 100 Million VMT 5 Year Average was .91; Urban Fatality Rate per 100 Million VMT was .645; and Rural Fatality Rate per 100 Million VMT was 1.41. The most current complete 5 Year Average data (2013-2017) shows Utah experienced a decrease in the Total Fatality Rate (.866), a decrease in the Urban Fatality Rate (.510). and an increase in the Rural Fatality Rate (1.79).

Utah's performance target for C-4 Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions was 75. The most current complete annual data, which is for 2017, shows Utah fell short of this performance target (82).

Utah's performance target for C-9 Number of Drivers Age 20 or Younger in Utah Fatal Crashes was 51. The most current complete annual data, which is for 2017, shows Utah experienced a decrease in this area (40).

Utah's performance target for B-1 Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles was 90.5%. The most current seat belt survey, which is for 2017, showed Utah fell short of this target (88.8%).

Utah's performance target for U-1 Percent of Children in Utah Crashes in Child Safety Seats was 67.8%. The most current complete annual data, which is for 2017, shows Utah met this performance target (68.3%).

Utah's performance target for U-2 Percent of Children in Utah Crashes in Child Safety Seats was 90.1% for Ages 0-1; 84.2% for Ages 2-4; and was 40.9% for Ages 5-8. The most current complete annual data, which is for 2017, shows Utah met this goal for Ages 0-1 (92.6%), met the goal for Ages 2-4 (85.4%) and also met this goal for Ages 5-8 (41.7%).

Utah's performance target for U-3 Percent of Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 That Were Unrestrained was 47.1%. The most current complete annual data, which is for 2017, shows Utah fell short of this performance measure (55%).

Utah's performance target for U-4 Percent of Utah Motor Vehicle Crash Occupant Fatalities Occurring at Night (unrestrained) was 48.3% and for Utah Motor Vehicle Crash Occupant Fatalities Occurring in Daytime (unrestrained) was 48.6%. The most current complete annual data, which is for 2017, shows Utah fell short of this performance target (68.8%) for nighttime but met the performance goal for daytime (43.8%).

Utah's performance target for U-5 Unrestrained Among Seriously Injured and Killed Occupants in Crashes was 131 for Rural and 134 for Urban. The most current complete annual data, which is for 2017, shows Utah fell short of this goal for both Rural (135) and Urban (207).

Utah's performance target for U-9 Overall Teen Driver Utah Crash Rate per 1,000 Licensed Drivers was 81.2. The most current complete annual data (2017) shows Utah achieved performance target (79.6).

Occupant Protection Project Descriptions and Contributions to Utah's Highway Safety Targets

2HVE180401 Click It or Ticket STEP Support

The Click It or Ticket enforcement and education campaign has been conducted for the past 18 years in Utah. Click It or Ticket enforcement took place May 21 - June 3, 2018. As part of the national Click It or Ticket enforcement effort Utah law enforcement agencies participated in the Border to Border Operation focused on seat belt use across state lines. On Monday, May 21st, the Utah Highway Patrol joined law enforcement agencies in its neighboring states, including Colorado, Idaho, Nevada, Wyoming and Arizona in mobilizing the Click It or Ticket "Border to Border" (B2B) Operation, a one-day national seat belt awareness kickoff event.

The first high-visibility Click It or Ticket enforcement mobilization during FFY2018 was conducted during the Thanksgiving 2017 holiday period. Travelers were reminded that officers would be ticketing unrestrained motorists and the enforcement period was kicked off with an earned media event. A total of 49 county, municipal and state law enforcement agencies supported the campaign by declaring zero tolerance for unbuckled motorists and 41 agencies worked overtime shifts.

Nighttime seat belt enforcement was the focus during the March. Seat belt overtime shifts were worked during two weekends in March between the hours of 6 p.m. and 1 a.m. Twelve agencies were selected to work nighttime enforcement.

Additional seat belt enforcement efforts took place at key travel times during August and September in select rural counties. This special enforcement period took place in conjunction with the Together for Life rural seat belt project and paid media placement during that time.

For detailed results from each enforcement operation, please see the Evidence-Based Enforcement Plan section of this report.

Enforcement of Utah's seat belt law is known to increase the usage of this life-saving device among motorists. By combining education programs, awareness campaigns, and enforcement mobilizations, Utah's seat belt usage steadily increases each year contributing to more lives being saved.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9 , B-1, U-1, U-2, U-3 , U-4, U-5 and U-9.

OP170402 Occupant Protection Media, Materials and Support

This project promoted campaigns and outreach projects to assure the occupant protection message was delivered to identified populations with low-belt use (young male, pickup truck drivers and passengers, Hispanic and rural motorists, hard core non-users) throughout the year. More specifically, this project helped develop and implement six media and outreach campaigns and produce printed material and training tools. In addition, the project supported the Saved By the Belt program, Click It Utah website, Traffic Occupant Protection Strategies training for law enforcement, employer outreach initiatives, and supporting the statewide conference on traffic safety issues - Zero Fatalities Safety Summit.

Three campaigns utilized the Click It or Ticket message; each with a different approach to resonate with the distinct audiences. The media buy was expanded thanks to the Zero Fatalities/CIOT partnership which resulted in a larger reach for both programs.

Paid media efforts included partnering with Zero Fatalities, a DPS and UDOT program, focusing on Utah's goal to decrease traffic fatalities and increase seat belt use statewide. The campaigns included targeted messaging utilizing outdoor, digital, social and radio advertising. For additional reach, radio ads and billboards received a minimum one-for-one bonus match.

The Hispanic seat belt campaign, Ponte el Cinturon, completed its fifth year and efforts continued to focus on gaining a better understanding of the Latino community and its behaviors regarding seat belt usage. The media contractor developed

an electronic tool kit, which includes television spots, monthly social media posts, video of the Ponte el Cinturon car seat class curriculum developed by Salt Lake County Health Department and video clips on proper car seat use, for use by all partners. These resources can be used by partners to further the Ponte el Cinturon message promote seat belt use.

The program also supported Utah's involvement in National Child Passenger Safety Week and National Seat Check Saturday. During the campaign, certified technicians, local health departments, Safe Kids coalitions, and car seat inspection stations were engaged in activities and asked to promote the theme of "Kids Grow, Car Seats Don't". For more information on CPS week activities refer to the Utah Child Passenger Safety Program section.

While the primary function of this project is to support campaigns and outreach activities overseen by the HSO, it also supported activities promoted through partnering organizations. During the year, resources promoting seat belt use were distributed during Teen Driving Safety Week, Drive to Work Safely Week and Zero Fatalities program activities.

By targeting populations known to have low seat belt and booster seat usage rates, the project contributed to reaching the goal of increasing the number of motorists who buckle up. Utah's overall seat belt usage increased 0.2 percent from the 2017 rate of 88.8 percent to 89 percent use in 2018 contributing to an overall increase of 6.7 percent since the primary belt law was introduced.

Paid media was accompanied by earned media events in order to help further spread the message about increased enforcement and the importance of wearing seat belts.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9 , B-1, U-1, U-2, U-3 , U-4, U-5 and U-9.

2CPS/180403 Utah Child Passenger Safety Program

This project supports Utah's comprehensive child passenger safety program. Activities include training, education and outreach programs conducted throughout the State. During FFY2018, the project supported an Occupant Protection Training Coordinator who administered three Child Passenger Safety Technician Certification Courses in which 64 students obtained their national certification. These individuals are located throughout the State and will join with the existing 312 technicians to educate families on the correct installation and use of their child's car seat. One Renewal Testing Course was held in which 13 technicians regained their certification.

The Zero Fatalities Safety Summit provided CPS techs throughout the State with educational opportunities, including an update training, workshops featuring three national CPS experts, and continuing education credits (CEUs). In addition, a car seat checkpoint allowed technicians to renew their certification by completing seat checks. The special needs car seat class also offered CEU's as a pre-conference option. Transporting Children with Special Healthcare Needs class was held with 13 students, three instructors and a representative from the Automotive Safety Program in Indianapolis who certified two new instructors.

At the Four Corners Injury Prevention Conference held in Monument Valley, Utah, in March, the HSO staff conducted an eight hour update training and a car seat checkpoint for technicians and families in the southeastern part of the State. The latest recertification rate for CPS technicians as of September 2018 is 5.7% higher than the national average. The mentor program, Meet in the Middle, continues to support new technicians with a supporting partnership to encourage more engagement in the field of child passenger safety.

Much of the support given to the inspection stations was provided through resources available at the HSO including time committed by the training coordinator. An Inspection Station Resource Guide was completed and distributed this year to the active stations. Project funding was also used to provide child safety seats to fitting stations and clinics who serve extremely low-income, homeless or refugee families. The Salt Lake County Health Department has created a new and more expedient process to help the homeless population by working with case managers. After clients take a car seat class, they receive a voucher for a car seat. Another way low income clients are helped is through Medicaid Healthy U insurance which pays for a car seat after the caregiver takes a class.

The project supported car seat inspection clinics and classes held by the community partners. Weber-Morgan Health Department continues to meet the criteria to teach car seat and occupant protection classes accepted by Nevada, California and Hawaii for those that receive violations for not restraining their children or wearing seat belts.

The project has made a concerted effort to reach out to hospitals and show the importance of providing education and installation assistance. A major hospital organization in Utah, with 22 hospitals, wants to have a certified CPS technician on staff in all their hospitals, including small, rural hospitals and large urban hospitals. The implementation is expected over the next 2-4 years and the HSO plans to support them with education, resources and supplies.

The project supported 13 mini-grants with local health departments and other partners that represented 98% of the State's geographic area. Through these mini-grants, 4,447 car seats were inspected for proper use with 2,215 seats being replaced at 86 car seat clinics. Over 253 child passenger safety events were held, providing more than 28,000 pieces of educational material to the population. With the support of these partners, 64 individuals became new CPS technicians and many more were supported in their certification. The program also provided education through clinics and media interviews with child passenger safety experts.

Evaluation methods included child passenger safety checklist data, observational survey data, online and in-class knowledge, and opinion surveys. Several rural health departments created a pre- and post Car Seat Safety Quiz which the public can access online prior to coming to the car seat class. Buckle Up for Love, managed through the Utah Safety Council, made great progress in increasing community knowledge of their program through social media and radio promotions, resulting in a 25% increase of calls from all over the State. Primary Children's Hospital continues to be a leader in answering car seat questions as their car seat hot line fielded over 800 calls.

To encourage booster seat and seat belt use among school-aged children, the State continued efforts with the Click It Club program. Over the past twelve months, the yearlong program continued to support the current schools and was implemented in 3 new schools. The Professional Learning Series, through the Utah Board of Education, was another effort aimed at school-aged children and the program continued this year. As part of the HSO's efforts to reach pre-teens about traffic safety, the teachers were provided with resources, lesson plans and PowerPoint presentations so they could easily incorporate these life-saving messages into their current curriculum.

The program also supported Utah's involvement in National Child Passenger Safety Week and National Seat Check Saturday. During the campaign, certified technicians, local health departments, Safe Kids coalitions, and car seat inspection stations were engaged in activities and asked to promote the theme of "Kids Grow, Car Seats Don't." Both print and digital resources were created to provide education and advertise over 16 car seat checkpoints events. In addition to the press event, car seat technicians appeared on three different daytime television programs teaching about car seat misuse. Utah celebrated CPS Week with 102 technicians checking 512 car seats and distributing 227. The CPS Week press event generated a lot of interest and resulted in 10 news stories and over 82,000 total national TV audience and 1,555,465 total online news visitors.

Partnerships with other community agencies remain strong. Working together with Safe Kids Utah, Primary Children's Hospital and other agencies, efforts to support community events such as the Care Fair made it possible for over 300 seats to be distributed at that one event alone. Thirty technicians were involved in teaching families and distributing the seats that were purchased through a local nonprofit organization. HSO grantees collaborated with each other and members of their local communities by participating on many boards and coalitions, including the following: Safe Kids Utah Executive Board, Safe Kids Utah Coalition, Local Safe Kids County Coalitions and Injury Prevention Coalitions. Also the Utah Occupant Protection Advisory Board, Zero Fatalities Planning committee, and the Utah State PTA Safety Commission. Many of the local health departments serve on multi-agency task force coalitions to partner with other community organizations.

By promoting proper and consistent use of appropriate safety restraints beginning with an infant's first ride home from the hospital, the groundwork is laid for child passengers to develop the habit to buckle up. As infants grow into adulthood,

feeding this habit through continual education is essential in reducing the number of traffic-related deaths and injuries among all motorists.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9 , B-1, U-1, U-2, U-3 , U-4, U-5 and U-9.

2PE/OP180404 Rural Seat Belt Use Program

The Rural Seat Belt Program entered its fifth year of a multi-year pilot project to increase seat belt use in tier 1 counties of Box Elder, San Juan and Sanpete and the newly added tier 2 counties of Cache, Carbon, Sevier, and Tooele using the Positive Community Norms model. This comprehensive approach incorporates three critical areas including leadership, communication campaigns and strategic allocation of resources to cultivate transformation of traffic safety culture-specifically seat belts.

Accomplishments this year include on-site training for each of the seven counties. Representatives from Montana State University and the HSO met with each county coordinator and provided them with individualized training on community action plan implementation, reporting and coalition training. Law enforcement engagement saw a big improvement during the year across the seven counties. Monthly conference calls were held with the contractor, Montana State University's Center for Health and Safety Culture, HSO staff, Utah Highway Patrol, and county coordinators to discuss media placement, coalition building and community outreach. Media development and placement took place during the year and included the following: radio spots utilizing local community leader's voices, bus boards, print, online, local news station, local bowling center, movie theater, posters for school, work site, community and law enforcement locations. The type of media placement was determined by the county's demographics, population, and available media mix. Each county received retractable banners and "wear it for me" conversation starter cards.

The pilot project will continue through FFY2019 with special emphasis placed on workplace engagement and how to sustain program efforts after funding ends. Working with these pilot counties has strengthened partnerships between law enforcement and key community leaders and helped to foster additional collaborative efforts to increase seat belt enforcement and compliance. Since the beginning of the pilot project six years ago, seat belt use has increased an average of 18 percent within these counties contributing to the overall statewide increase in seat belt use.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9 , B-1, U-1, U-2, U-3 , U-4, U-5 and U-9.

OP170409 Hispanic Occupant Protection Program

This project worked to address traffic safety issues in three counties with a high Latino population - Salt Lake, Utah and Weber Counties - with a focus on seat belt use. While each county is unique in their outreach efforts, all three consider the following: education for adults, car seat education and distribution, building partnerships, communication and media and program evaluation. Health department staff meets quarterly with HSO and UHP staff who speak Spanish. Additionally, they contracted with marketing firms to coordinate efforts among the three counties. Grant updates, media updates and any issues or concerns among the members are discussed at these task force meetings.

The Weber-Morgan Health Department (WMHD) promotes the Ponte el Cinturón project through parent night classes taught in Spanish at Ben Lomond and Ogden High Schools. Traffic safety laws including the primary seat belt law, risky driving behaviors such as speed and distracted driving were discussed with parents and their teenage drivers. Over 600 students and their parents participated. The health department also had a presence at the Latinos in Action Conference and the Multicultural Youth Conference, which was attended by over 2,000 Latino students. Additional outreach efforts included community events, surveys, and distribution of educational materials with the Ponte el Cinturón logo and buckle up message which reached nearly 7,500 people in the Latino community. The county has a presence with Latinos United Promoting Education and Civic Engagement and the Hispanic Chamber of Commerce. Through these connections, WMHD provided education and resources for 18 Hispanic businesses which includes their target audience of adult

Hispanic males. During the grant period, the health department taught monthly car seat classes to approximately 65 families and provided 78 car seats to participants. Car seat checkpoints were held throughout the year. Families were also reached at indoor soccer leagues, community events such as Night Out Against Crime, Safe Kids Day, and this year the health department advertised the Ponte el Cinturón campaign at local movie theaters. Soccer families attending the Hispanic Tournament day and who signed the seat belt pledge received movie tickets for a special showing of Disney's coco Movie. At the movie a 15 minute Ponte el Cinturon presentation was made by Martin Herrera, a father who lost his daughter to a motor vehicle crash. He shared his story about how losing his daughter affected his family and encouraged everyone to buckle up for their loved ones. Ponte ads were also played during the movie trailer.

The Salt Lake County Health Department (SLCHD) continued utilizing their culturally appropriate traffic safety class, "Ponte el Cinturón," and car seat Spanish curriculum entitled "Sabias Que" or "Did you know?" This year, SLCHD conducted 11 car seat classes South Redwood Clinic as well as other location in the county. During the grant period, the health department taught monthly car seat classes, checked 406 car seats and provided 236 car seats to participants. At least 14 car seat checkpoints were held that were targeted to the Hispanic population. Families were reached at community events such as Night Out Against Crime, Safe Kids Fair, public health clinics, and the Granite School District. SLCHD utilized Ponte el Cinturón campaign materials, including the primary seat belt law card, videos, TV campaigns and social media. Posters have been distributed to schools, events and SLCHD clinics to promote the campaign. As the largest county in the state, Salt Lake County Health Department has been involved with every Spanish media outlet throughout the year.

The Utah County Health Department worked to increase seat belt usage through key partnerships with law enforcement, Migrant Head Start, Centro Hispano, Mountainland Community Center and local businesses. During the grant period, the health department taught monthly car seat classes to 60 families and provided 68 car seats to participants. Car seat checkpoints were held throughout the year.

Efforts to educate the Hispanic community are ongoing, and included media and support of all HSO media campaigns and materials. Media releases and social media posts are regularly utilized, both from HSO and from the health department.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9 , B-1, U-1, U-2, U-3 , U-4, U-5 and U-9.

2PE170408 Seat Belt Observational Survey/Occupant Protection Program Evaluation

The annual Utah Safety Belt Observational Survey was conducted in June within 17 counties including the following: Box Elder, Cache, Carbon, Davis, Grand, Iron, Millard, Salt Lake, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Utah, Washington, and Weber. Survey site re-selection was required in FFY2017 by NHTSA and will be valid for a period of five years. The survey design was approved by NHTSA as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. A contractor and four surveyors assisted the HSO in completing this project. A total of 36,780 vehicle occupants, including 28,594 drivers and 8,186 outboard passengers were observed. The seat belt use rate among motor vehicle occupants was determined to be 89 percent, which demonstrates an increase of 0.2 percentage points from the 2017 rate of 88.8 percent. Since the implementation of the primary seat belt law in May 2015, Utah's seat belt use rate has increased 6.7 percent. Differences in seat belt use rates were found when comparing urban and rural counties, as well as gender. Motorists in urban areas buckled up 89.6 percent of the time, whereas only 87.6 percent of rural motorists used seat belts (up from 82% from last year). In addition, the seat belt use rate among females was found to be 91.8 percent, whereas the rate among males was 86.7 percent. The rates of female seat belt users exceeded that of males in all counties, except Millard.

NHTSA requires observational surveys to be completed annually in each state to determine the level of seat belt use. The methodology currently used to measure usage rates was approved in 2011 and has been in use since the 2012 study. This survey provides the State with a valuable tool that is used to help evaluate state and local occupant protection programs.

Through activities and initiatives described above, this project contributed to Utah's highway safety target B-1.

Rural Traffic Safety Coordinator

The HSO's rural traffic safety coordinator continued efforts to reduce traffic crashes and related deaths and injuries on Utah's rural roadways. Using a variety of proven countermeasures, the coordinator provided outreach to 18 of the State's rural and frontier counties through high schools, hospitals, day care centers, law enforcement agencies, health departments and workplaces. Education and information were provided on various traffic safety issues including the following: the proper and consistent use of seat belts and child car seats, reducing impaired, distracted, and drowsy driving and working with young drivers to improve safe driving behaviors. The coordinator supported or oversaw numerous activities including the following: 12 car seat inspection clinics where more than 350 seats were checked for proper use; two high school presentations to 445 students; five seat belt observational surveys and three prenatal car seat classes. In addition, the coordinator worked to increase the number of certified child passenger safety technicians by teaching all three CPS certification courses and one update training. As a CPS Instructor, the coordinator trained educators and law enforcement that serve rural communities. As a member of the Teen Driving Task Force, the coordinator provided presentations to high school driver education classes on distracted driving and proper seat belt use and assisted with developing a pre-teen curriculum. The coordinator also worked with the Paiute and Navajo populations educating them on child restraints and safety belts. The coordinator participated on the Four Corners Conference planning committee and attended the conference in Monument Valley where he taught the CPS update class for all the technicians in the Four Corners area including Utah, Arizona, Colorado, and the Navajo Nation. This injury prevention conference continues to grow each year and includes a CPS update training and car seat checkpoint. The coordinator served on the Zero Fatalities Safety Summit conference planning committee and played a vital role with the CPS Track and was also a keynote speaker at the Kidz In Motion National CPS conference where he shared his 30 years of child passenger safety experience and received a standing ovation from the audience.

The rural traffic safety coordinator plays a key role in working with Sanpete, Sevier, Carbon and San Juan Counties as part of the Positive Community Norms - Together for Life project by attending monthly coalition meetings and offering assistance as needed. He met on a regular basis with rural partners and law enforcement to promote seat belt use and support for seat belt enforcement among rural law enforcement agencies, and attended the Chiefs' and Sheriffs' Conferences to promote and recruit agencies to support seat belt enforcement and Click It or Ticket.

According to the 2018 Seat Belt Observational Study, the number of motorists who buckle up on rural roadways was found to be 87.6 percent, a 4.9 percent increase from the previous year bridging the gap between the urban county seat belt use rate of 89.6 percent. Additionally, rural pickup truck motorists continue to have the lowest seat belt use rates and crashes in rural areas are more than three times as likely to result in a fatality. In turn, the coordinator continued to build partnerships and provide resources to these communities to work to increase seat belt usage.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-9, B-1, U-1, U-2, U-3, U-5 and U-9.

Impaired Driving Program

Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 271. The most current complete data, which is for 2017, shows that while Utah experienced a slight decrease in fatalities in this area (273), it fell short of the performance target.

Utah's performance target for C-2 Number of Serious Injuries in Utah Traffic Crashes was 1445. The most current complete annual data which is for 2017 shows Utah fell short of this performance target (1456).

Utah's performance target for C-3 Utah Total Fatality Rate per 100 Million VMT 5 Year Average was .91; Urban Fatality Rate per 100 Million VMT was .645; and Rural Fatality Rate per 100 Million VMT was 1.41. The most current complete 5 Year Average data (2013-2017) shows Utah experienced a decrease in the Total Fatality Rate (.866), a decrease in the Urban Fatality Rate (.510). and an increase in the Rural Fatality Rate (1.79).

Utah's performance target for C-5 Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator With a BAC of .08 and Above was 35. The most current complete annual data which is for 2017 show Utah fell short of this performance target (36).

Utah's performance target for U-6 Number of Utah Fatalities Involving an Impaired Driver - All Drug-Positive Drivers was 81 and for Number of Utah Fatalities Involving an Impaired Driver – Evidence-Based Drug Impaired Driving was 48. The most current complete annual data (2017) shows Utah is experiencing an increase in this both of these areas (111 and 67 respectively).

Impaired Driving Project Descriptions and Contributions to Utah's Highway Safety Targets

6OT180301 DUI ENFORCEMENT, CHECKPOINTS & SUPPORT

In FFY2018, almost 1,000 DUI overtime enforcement shifts were worked by 56 different law enforcement agencies across the State. These numbers are lower than last year due to utilizing our State DUI funds (DUF) to support most of Highway Patrol's DUI overtime enforcement efforts. The HSO was without a law enforcement liaison for 8 months of the year, so there were fewer checkpoints, special saturation patrols and blitzes than planned. In addition, many law enforcement agencies across the State struggled to get officers to work the overtime shifts due to turnover issues and newer officers lacking the desire to work overtime.

The shifts were worked during nine holiday high visibility enforcement campaigns, five DUI checkpoints, and six saturation patrols or special events. Statistics for the year show that although fewer overtime shifts were worked this year, DUI arrests were almost the same as last year at 315. Of those 315 arrests – 144 were alcohol, 110 drug, and 61 metabolite. There were 139 designated drivers; 10,415 vehicles stopped; 154 warrants served, totaling \$872,527; and 528 SFST's performed. Officers averaged 2.05 stops per hour, 10.69 stops per shift, and found .323 DUI's per shift. The majority of the overtime shifts were worked along the Wasatch Front, which is the most highly populated area of the State and where the data shows most alcohol and drug-related crashes and fatalities occur. More shifts were worked this year in rural areas of the State as the new regional law enforcement liaisons helped coordinate outreach efforts. Multi-agency task forces were used throughout the year to continue to build and strengthen partnerships with law enforcement and to encourage continual and ongoing support of our programs.

On November 15, 2017, the Utah Department of Public Safety hosted a one-day Drug Impaired Driving Symposium to get needed training and information out to law enforcement around the State on the emerging issues of drug impaired driving. The event was attended by over 200 individuals and hosted two out-of-state experts on drug topics, held a question and answer panel during lunch, and had a local DEA officer share his expertise on some seriously dangerous drugs being

made, sold, and used in our state. The attendees at the symposium included state, city and county law enforcement, driver license hearing officers, prosecutors, a MADD representative, and other public safety representatives.

With the passing of Utah's .05 BAC law that will go into effect December 30, 2018, a task force was formed and the group met throughout the year to strategically plan for the change. Utah is the first state in the nation to pass a .05 BAC law and recognizes that other states will be watching and wanting to know what we learn from it and to determine if it helps save lives.

The project sponsored six rural law enforcement officers to attend the Northwest Alcohol Conference in Idaho. They were grateful for the support and gained new tools and information to help in their DUI efforts.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-5 and U-6.

6OT180303 DRE/ARIDE/SFST/PHLEBOTOMY

This project provided training to Utah peace officers to enhance their abilities to detect, arrest, and assist with the prosecution of drunk and drug impaired drivers, and to serve as experts within their agencies. Drug impaired driving continues to rise in Utah, as well as around the country. It is critical that law enforcement officers have the training and skills they need to identify and arrest these drivers.

Advanced Roadside Impaired Driving Enforcement (ARIDE) training was very successful this year with six classes held and 165 officers trained. The officers represented 57 different departments from across the State. The classes were held in various locations around the State making them more accessible to officers. There was one DRE pre-school and DRE School held with 26 officers attending and completing the school. There were seven certification nights held and numerous DRE instructors called out to witness individual evaluations for the students. The trainers exceeded their set goals. The officers trained represented 17 different departments from across the State. There were four phlebotomy classes held with 42 students trained from agencies around the State.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-5, U-6 and U-12.

6OT180304 IMPAIRED DRIVING MEDIA CAMPAIGN

Drive Sober or Get Pulled Over is a nationwide, state-syndicated campaign successfully implemented over the last twelve months in Utah. The HSO impaired driving media campaign aims to educate Utah citizens about the lasting harms and dangers of drunk and buzzed driving, and provides skills, tools and information needed to prevent it, while also supporting high visibility enforcement efforts.

In order to reach the intended audiences with the allocated advertising budget, the campaign targeted Utah residents through outdoor, digital, social and radio advertising as foundation for its messaging. For additional reach, radio ads and billboards receive a minimum of a one-for-one bonus match.

Most of the campaign's efforts this year were focused on digital marketing utilizing social, online display, online radio, and terrestrial radio where we could more readily reach our intended audience. Whenever possible, materials from Traffic Safety Marketing (TSM) were utilized as well as videos and radio ads made internally by HSO staff. The HSO obtained permission from the media team at the California Office of Traffic Safety to use their "DUI Doesn't Just Mean Booze" creative and that became the main message in our outdoor and print ads.

Paid media was accompanied by earned media events in order to help further spread the message about increased enforcement and the dangers of impaired driving.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-5 and U-6.

6OT180305 TRAFFIC SAFETY RESOURCE PROSECUTOR

The Traffic Safety Resource Prosecutor (TSRP) plays a vital role in supporting prosecutors, law enforcement and other traffic safety and impaired driving partners in the enforcement and prosecution of impaired driving cases. Throughout the year, the TSRP develops and maintains expertise in traffic safety related matters, provides training on impaired driving issues and other related traffic safety topics, and provides technical and other types of assistance.

FFY2018 was a very busy and productive year for the TSRP. In order to stay up to speed on all relevant trends in impaired driving he attended the National Association of Prosecutor Coordinators Winter and Summer meetings, Courtroom Training for DREs, the 24/7 Sobriety Summit, the National Lifesavers Conference, the national TSRP conference, and the IACP DRE conference. He not only attended, but also presented at a couple of the conferences. In addition to the national conferences, he helped plan Utah's first ever state-wide Drug Impaired Driving Symposium where he sat as a panel expert. He also attended and was an expert on a panel at the Utah Zero Fatalities Safety Summit.

The TSRP traveled all around the state offering police in-service training sessions and other relevant training to prosecutors and judges on various impaired driving issues. Over the year, 1,711 participants attended his training sessions - possibly the highest number of people trained by a TSRP in one grant year. He participated as faculty at the Utah Basic Prosecutor Course, where new prosecutors were taught trial skills. The TSRP developed his own curriculum to present on direct examination. He also presented on DUI related topics and was involved throughout the week giving feedback and helping students refine their trial advocacy skills, so they are better equipped to prosecute cases. He presented the legislative update at the UPC Spring Conference where he received very positive feedback. One of the biggest challenges for the TSRP is coming up with new, relevant and exciting training topics. He will continue to work with partners on this and develop topics as he becomes aware of the issues they are or may be facing.

The TSRP responded to 651 requests for assistance and technical assistance this year. These requests are sometimes as simple as an email with a short response or sometimes takes days or weeks of discussion, research, and follow up. The TSRP blog was maintained and updated throughout the year. There were approximately 100 different topics/discussions posted on the UPC prosecutor forum. This continues to be a great resource and service to Utah prosecutors.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-5 and U-6.

6OT180309 24/7 SOBRIETY PROGRAM

This is the first year of this project and the program started July 1, 2018. The Department of Public Safety was given authority to establish and administer a 24/7 pilot program. The department made rules giving Weber County Sheriff's Office authority to run the program.

A successful part of any program is evaluation. In order to support Weber County Sheriff's Office with their 24/7 sobriety program, the HSO has partnered with the University of Utah (U of U) and entered into a memorandum of agreement with them to evaluate the effectiveness of the program from the onset. The Utah Criminal Justice Center College of Social work staff attended planning meetings, examined feasibility of evaluation methodology, developed and finalized data collection and an evaluation plan, conducted a brief literature review on DUI offenders and interventions, and submitted their first progress report. They worked on obtaining data sharing agreements, and provided ongoing monitoring and assistance addressing randomization, study enrollment, and data collection issues. They submitted an evaluation plan and once approved by the committee, will submit a University of Utah Institutional Review Board application. If it is effective, it may be expanded to additional areas of the State in the future.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3 and C-5.

6OT180306 SIP/TRACE

Through this project the State Bureau of Investigation's Alcohol Enforcement Team (AET) worked to reduce the incidence of underage drinking and over service to patrons and to conduct source investigations for alcohol-related crashes. During the grant period, the AET conducted six (6) TRACE investigations throughout the State. Officers conducted eleven (11) youth alcohol suppression operations at special events, like outdoor concerts, raves and sand dunes. These operations resulted in 130 citations and referred 4 event permits to DABC for administrative action. The AET also conducted over 1,200 covert underage buyer operations and approximately 200 covert inspections throughout the year.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3 and C-5.

Community Traffic Safety Program

Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 271. The most current complete data, which is for 2017, shows that while Utah experienced a slight decrease in fatalities in this area (273), it fell short of the performance target.

Utah's performance target for C-2 Number of Serious Injuries in Utah Traffic Crashes was 1445. The most current complete annual data which is for 2017 shows Utah fell short of this performance target (1456).

Utah's performance target for C-3 Utah Total Fatality Rate per 100 Million VMT 5 Year Average was .91; Urban Fatality Rate per 100 Million VMT was .645; and Rural Fatality Rate per 100 Million VMT was 1.41. The most current complete 5 Year Average data (2013-2017) shows Utah experienced a decrease in the Total Fatality Rate (.866), a decrease in the Urban Fatality Rate (.510). and an increase in the Rural Fatality Rate (1.79).

Utah's performance target for C-4 Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions was 75. The most current complete annual data, which is for 2017, shows Utah fell short of this performance target (82).

Utah's performance target for C-6 Number of Speeding-Related Fatalities was 63. The most current complete annual data (2017) shows Utah experienced an increase in this area (78).

Utah's performance target for C-7 Number of Motorcyclist Fatalities was 40. The most current complete annual data which is for 2017 shows Utah experienced a decrease in this area (39).

Utah's performance target for C-8 Number of Utah Unhelmeted Motorcyclist Fatalities was 19. The most current complete annual data (2017) shows Utah experienced an increase in this area (22).

Utah's performance target for C-9 Number of Drivers Age 20 or Younger in Utah Fatal Crashes was 51. The most current complete annual data, which is for 2017, shows Utah experienced a decrease in this area (40).

Utah's performance target for U-1 Percent of Children in Utah Crashes in Child Safety Seats was 67.8%. The most current complete annual data, which is for 2017, shows Utah met this performance target (68.3%).

Utah's performance target for U-2 Percent of Children in Utah Crashes in Child Safety Seats was 90.1% for Ages 0-1; 84.2% for Ages 2-4; and was 40.9% for Ages 5-8. The most current complete annual data, which is for 2017, shows Utah met this goal for Ages 0-1 (92.6%), met the goal for Ages 2-4 (85.4%) and also met this goal for Ages 5-8 (41.7%).

Utah's performance target for U-3 Percent of Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 That Were Unrestrained was 47.1%. The most current complete annual data, which is for 2017, shows Utah fell short of this performance measure (55%).

Utah's performance target for U-4 Percent of Utah Motor Vehicle Crash Occupant Fatalities Occurring at Night (unrestrained) was 48.3% and for Utah Motor Vehicle Crash Occupant Fatalities Occurring in Daytime (unrestrained) was 48.6%. The most current complete annual data, which is for 2017, shows Utah fell short of this performance target (68.8%) for nighttime but met the performance goal for daytime (43.8%).

Utah's performance target for U-5 Unrestrained Among Seriously Injured and Killed Occupants in Crashes was 131 for Rural and 134 for Urban. The most current complete annual data, which is for 2017, shows Utah fell short of this goal for both Rural (135) and Urban (207).

Utah's performance target for U-6 Number of Utah Fatalities Involving an Impaired Driver - All Drug-Positive Drivers was 81 and for Number of Utah Fatalities Involving an Impaired Driver – Evidence-Based Drug Impaired Driving was 48. The most current complete annual data (2017) shows Utah is experiencing an increase in this both of these areas (111 and 67 respectively).

Utah's performance target for U-9 Overall Teen Driver Utah Crash Rate per 1,000 Licensed Drivers was 81.2. The most current complete annual data (2017) shows Utah achieved performance target (79.6).

Utah's performance target for U-14 Number of Utah Drowsy Driving-Related Fatalities was 20. The most current complete annual data (2017) shows Utah met this performance target (8).

Utah's performance target for U-15 Number of Utah Traffic Fatalities Involving a Distracted Driver was 20. The most current complete annual data (2017) shows Utah is experiencing an increase in this area (21).

Utah's performance target for U-16 Number of Drivers Age 65 or Older in Utah Fatal Crashes was 50. The most current complete annual data (2017) shows Utah is experiencing an increase in this area (73).

Community Traffic Safety Project Descriptions and Contributions to Utah's Highway Safety Targets

CP180204/UHP PI&E/ Adopt A High School

The UHP PI&E/Adopt A High School program continued to reach many Utahans providing education about the high risk driving behaviors, including, speed, failure to wear a seat belt, distracted driving, impaired driving and drowsy driving. Over 400 presentations were given to nearly 38,000 teens. Across the state, UHP PI&E troopers participated in countless community events for the driving public. At these community events, the seat belt convincer proved to be a great resource in educating the community about how seat belts save lives. The seat belt convincers were utilized for approximately 56 community events, reaching nearly 80,000 people.

More high schools in Utah participated in the Adopt A High School program, focusing on educating the students on the high risk driving behaviors. The high schools saw an increase in seat belt use from pre and post surveys. Nearly every school in the state was given a driver education presentation.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, B-1, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14 and U-15.

CP180208 Public Information and Education Project

No purchases were made during this federal grant year using this grant.

CP180207 Utah Safety Council Traffic Safety Program

The Utah Network of Employers for Traffic Safety (NETS) continued to help reduce employee traffic-related injuries and deaths while saving companies time and money. During FFY2018, Utah NETS assisted more than 1,100 businesses in implementing traffic safety-related policies, programs and activities in the workplace. A primary focus was increasing seat belt use among employees and this was achieved in part due to a quarterly newsletter called "Think Safe: On the Road" that was sent to approximately 3500 individuals. The Occupational Seat Belt Award and Most Improved Seat Belt Usage Award were given at the awards lunch in August. Each year this award is becoming more and more prevalent in the work place, companies who currently have fleets are training on the importance of seat belts not only at work but at home. In support of these activities, numerous resources were provided, including fact sheets, safety talks, presentations, seminars, newsletters and more. The diverse resources offered allowed each employer to design their own traffic safety program suited to fit the needs of their employees. Companies today are using the training program they have developed in daily,

weekly and monthly safety meetings and daily stand up meetings.

Through the Alive at 25 program, which is also administered by the Utah Safety Council, traffic safety partners throughout the State worked to reduce the incidence of teen driver crashes and fatalities. The Alive at 25 course was specifically developed to help reduce teen driver collisions, injuries and fatalities caused by motor vehicle crashes. During FFY2018, 1,663 students successfully completed this course, which was offered through high schools and courts located across Utah. Because seat belts are the single most effective traffic safety device for preventing death and injury, the seat belt course continued to be offered at the Utah Safety Council. This 30 minute court referred course is used as a tool to help educate drivers and passengers on the importance of seat belt safety. On July 1, 2018, thanks to House Bill 265, the seat belt law became permanent in Utah. This seat belt course that community members had been able to take free of charge to waive the fine continued to be offered.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-9, U-4 and U-9 .

CP180210 Teen Driving Education and Outreach

The project completed 3 out of the 5 planned sessions of the Utah Highway Patrol's Teen Driving Challenge, which helped 61 students from around the State gain valuable driving knowledge, skills and abilities focusing on risk and hazard identification and providing specific education about distracted driving. The course also helps young drivers take greater responsibility for their driving by focusing on behavior, judgment and decision making. On surveys, participating students reported they were very likely to share the information they learned with family and friends.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9 and U-9 .

CP170203 Operation Lifesaver Utah

Throughout FFY2018, the project worked to provide public educational programs to prevent collisions, injuries and fatalities at highway-rail grade crossings. At 767 presentations, more than 20,428 people in Utah were reached with educational information about safely interacting at highway-rail grade crossings. The project attended 40 special events which helped it reach another 23,320 people with their safety messages. In order to keep its volunteers up-to-date on training information and techniques, the project conducted one training event for 10 new presenters. Media outreach included Rail Safety Week, social media, and radio PSAs.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2 and C-3.

CP180205 Senior Driver Safety

The University of Utah (U of U) Trauma program created an outreach presentation focusing on keeping older adults safe in their vehicles. During fiscal year the program was able to grow to a statewide resource for injury prevention professionals. This program helped to print and distribute 3,800 Yellow Dot packets all over Utah. Direct contact was made with 946 seniors in numerous senior centers across the State. Outreach was able to expand beyond the Wasatch Front, as resources were provided to injury professionals in southern Utah. Additional champions were located to help spread this message. Senior living communities, non-profits, and injury prevention programs all over Utah benefitted from our outreach. Hospitals and EMS providers assisted with working to keep seniors safe behind the wheel. This program also took the time to learn and understand the challenges that older adult drivers face, to better learn how to help keep them safe as the program moves forward.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3 and U-16.

CP180211 Zero Fatalities Safety Summit

The 2018 Zero Fatalities Safety Summit took place April 11-12, 2018, with a Child Passenger Safety pre-conference on April 10th at the Utah Valley Convention Center in Provo. The Summit included a variety of traffic safety topics including the State's strategic highway safety plan, crash data usage, safety education programs, impaired driving, distracted driving, engineering, safety restraint systems and enforcement opportunities among others. Workshop sessions focused on traffic safety hot topics, providing attendees with five educational tracks including the following: general traffic safety, law enforcement, emergency medical services, engineering, and occupant protection. Speaker highlights include: Thurl Bailey, former Pro Athlete and Inspirational speaker; Darrin T. Grondel, Director, Washington Traffic Safety Commission; Alex Epstein, National Safety Council; Lorrie Walker, Safe Kids Worldwide; and Tyson Skeen, Utah Traffic Safety Resource Prosecutor.

The Summit hosted 615 attendees, a 36 percent increase from the previous summit. Of the 1800 evaluations completed, 98% liked the materials provided, 89% plan to attend the conference again, and 100% would recommend the conference to others. The Zero Fatalities Safety Summit takes place every other year and is a joint effort between Utah Department of Public Safety and the Utah Department of Transportation.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets

Motorcycle Safety Program

Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 271. The most current complete data, which is for 2017, shows that while Utah experienced a slight decrease in fatalities in this area (273), it fell short of the performance target.

Utah's performance target for C-2 Number of Serious Injuries in Utah Traffic Crashes was 1445. The most current complete annual data which is for 2017 shows Utah fell short of this performance target (1456).

Utah's performance target for C-3 Utah Total Fatality Rate per 100 Million VMT 5 Year Average was .91; Urban Fatality Rate per 100 Million VMT was .645; and Rural Fatality Rate per 100 Million VMT was 1.41. The most current complete 5 Year Average data (2013-2017) shows Utah experienced a decrease in the Total Fatality Rate (.866), a decrease in the Urban Fatality Rate (.510), and an increase in the Rural Fatality Rate (1.79).

Utah's performance target for C-7 Number of Motorcyclist Fatalities was 40. The most current complete annual data which is for 2017 shows Utah experienced a decrease in this area (39).

Utah's performance target for C-8 Number of Utah Unhelmeted Motorcyclist Fatalities was 19. The most current complete annual data (2017) shows Utah experienced an increase in this area (22).

Utah's performance target for U-7 Percent of Utah Helmeted Motorcycle Fatalities was 47.9%. The most current complete annual data (2017) shows Utah is experienced a decrease this area (41%).

Utah's performance target for U-8 Overall Rate of Motorcyclists in Crashes per 1,000 Registered Motorcycles was 16.3. The most current complete annual data (2017) shows Utah is experienced a decrease in this area (15.3).

Motorcycle Safety Project Descriptions and Contributions to Utah's Highway Safety Targets

MC180901/9MA180901 Motorcycle Safety Media Campaign and PI&E

The project provided funding for several forms of media as part of its efforts to reduce motorcycle crashes and fatalities. The project placed billboards aimed at motorists across 4 key counties in Utah as well as at a prominent local racetrack. The billboards had the message "Motorcycles Blend In: Look Twice" and featured a motorcyclist blending into the vehicle next to it. Lawn signs featuring a motorcycle and the phrase "Drive Aware It's Me out There" were distributed across the State for placement by motorcycle riders at their places of residence/employment. Online videos were created to show the impacts of a crash on someone's life and show that most motorcyclists are ordinary citizens of the community.

The project capitalized on funding from other sources to provide funding for the "Heads Up" campaign. "Heads Up" produced and promoted digital videos with the theme of "Ride it Better" to promote rider education and give riding strategies for avoiding left hand turn conflicts and maintaining appropriate following distances. Ride it Better messaging was placed in dealerships in target areas informing riders about rider education courses.

Outreach included supporting Hill Air Force Base in their "See Me Save Me" ride to promote motorcycle awareness, several speaking engagements at local motorcycle gatherings, and distribution of motorcycle ride difficult maps. To better inform future efforts a coordination meeting was held with representatives from the motorcycle community including riding groups, rider education providers and dealerships.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-7, C-8, U-7 and U-8.

Pedestrian and Bicycle Safety Program

Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 271. The most current complete data, which is for 2017, shows that while Utah experienced a slight decrease in fatalities in this area (273), it fell short of the performance target.

Utah's performance target for C-2 Number of Serious Injuries in Utah Traffic Crashes was 1445. The most current complete annual data which is for 2017 shows Utah fell short of this performance target (1456).

Utah's performance target for C-3 Utah Total Fatality Rate per 100 Million VMT 5 Year Average was .91; Urban Fatality Rate per 100 Million VMT was .645; and Rural Fatality Rate per 100 Million VMT was 1.41. The most current complete 5 Year Average data (2013-2017) shows Utah experienced a decrease in the Total Fatality Rate (.866), a decrease in the Urban Fatality Rate (.510). and an increase in the Rural Fatality Rate (1.79).

Utah's performance target for C-10 Number of Utah Pedestrian Fatalities was 36. The most current complete annual data (2017) shows Utah experienced an increase in fatalities in this area (43).

Utah's performance target for C-11 Number of Utah Bicyclist Fatalities was 4. The most current complete annual data (2017) shows Utah experienced an increase in fatalities in this area (6).

Utah's performance target for U-10 Rate of Pedestrians in Utah Crashes per 10,000 Population was 3.43. The most current complete annual data (2017) shows Utah met this performance goal (2.49).

Utah's performance target for U-11 Rate of Bicyclists in Utah Crashes per 10,000 Population was 2.27. The most current complete annual data (2017) shows Utah achieved this performance target (1.80).

Pedestrian and Bicycle Safety Project Descriptions and Contributions to Utah's Highway Safety Targets

PS180701/FHX180201 Pedestrian Safety PI&E

Pedestrian safety was promoted through partnerships with community organizations, advocacy groups, schools, police departments, local health departments and Pedestrian Safety Task Force partners. Activities and outreach efforts were focused on reducing the pedestrian injury and fatality rate. The Pedestrian Safety Task Force continues efforts to implement the Utah Pedestrian Safety Action Plan with specific tasks outlined under each of the seven emphasis areas - Data, Driver Education and Licensing, Engineering, Law Enforcement, Communication, Education and Outreach, Legislation and Policy.

A press event was held to escort children at a busy crosswalk on their way to school with large pedestrian signs such as "Heads Up" and "Look For Pedestrians." Local English and Spanish stations covered the event. Social media videos and posts educated drivers on state pedestrian laws regarding crosswalks. Educational messages for pedestrians were placed in bus shelters around high crash areas. Sidewalk clings with pedestrian safety messages were placed on 20 high-risk/crash intersections throughout the four key counties along the Wasatch Front (Salt Lake, Utah, Davis, and Weber).

Project funds supported targeted Crosswalk Enforcement efforts at intersections in 11 jurisdictions where a high incidence of motor vehicle/pedestrian crashes occur. A special statewide school crosswalk enforcement campaign was undertaken with 27 participating agencies to help enforce adoption of a new school crosswalk law. Crosswalk enforcement shifts proved to be effective in educating motor vehicle drivers as well as pedestrians on traffic laws. In total over 2500 contacts were made.

Each of these enforcement efforts was supplemented by social media messaging to educate and alert the public about laws and enforcement efforts. In one instance a native post on basic crosswalk laws garnered 96k views. Agencies were also provided with media releases for local news stations. In one campaign, this outreach produced a television audience over 200k and online audience over 700k.

The project provided outreach during multiple community events and fairs to educate on visibility issues for pedestrians. The 7 events included community safety and health fairs, driver's education classes, elementary schools, and employer safety office groups. The project provided 53 presentations and 7 pedestrian rodeos to elementary schools that educated students on laws and safe pedestrian practices. Twenty-two elementary schools received support for their National Walk to School Day and Green Ribbon Month activities. Through partners, 8 pedestrian behavior observational surveys were completed to better inform local efforts to improve pedestrian safety.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-10 and U-10.

PS180702 Bicycle Safety PI&E

This project supported outreach activities focused on reducing the bicycle injury and fatality rate. Bicycle safety was promoted through partnerships with community organizations, advocacy groups, schools, and police departments. Bicycle safety skills - how to ride safely on the road, bike handling, hand signals, education about roadway signs and rules of the road - were taught to more than 4,000 children through the Highway Safety Bicycle Rodeo Program. A total of 36 bicycle rodeos were conducted utilizing the bicycle rodeo trailers.

The project utilized the Road Respect program to educate cyclists and raise awareness among motorists about best safe practices for sharing the road. Road Respect placed "Ambassadors" in eight popular cycling events in key counties across the State to educate riders and lead by example. Cycling law cards were distributed to participants and an educational booth with safety signage was present to further reinforce the need to cycle safely. An ad for Road Respect highlighting tips for cyclists and motorists was placed in a popular cycling magazine that distributes statewide.

The project funded local efforts for law enforcement and health departments to promote bike safety in their respective communities. Efforts constituted 20 bike rodeos, 19 safety presentations/events, and 9 helmet fitting events. The project supported the advocacy group Bike Utah's Youth Bicycle Education and Safety Training Program which taught advanced bike safety concepts using a 5 hour curriculum to 4th-7th graders. To date, 6,180 students across 61 schools and organizations have completed the program. Quiz scores showed an average 67% increase in bike safety knowledge following the course.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-11 and U-11.

PS180704 Salt Lake City Police Department Ped/Bike Safety Project

Salt Lake City Police Department (SLCPD) conducted a Pedestrian and Bicycle Safety Project that used enforcement, education, and outreach to reduce pedestrian/cyclist crashes within the city. SLCPD hosted 8 bicycle rodeos during community events throughout the year. Each rodeo taught cycling laws and best practices and reinforced the importance of using a properly fitted helmet. Supplementing the rodeos, officers conducted twelve cyclist/motorist enforcement shifts in high cycling areas to educate the public on cycling laws. For pedestrian safety six crosswalk enforcement operations were completed involving a decoy to enforce violations.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-10, C11, U-10 and U-11.

Police Traffic Services Program

Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 271. The most current complete data, which is for 2017, shows that while Utah experienced a slight decrease in fatalities in this area (273), it fell short of the performance target.

Utah's performance target for C-2 Number of Serious Injuries in Utah Traffic Crashes was 1445. The most current complete annual data which is for 2017 shows Utah fell short of this performance target (1456).

Utah's performance target for C-3 Utah Total Fatality Rate per 100 Million VMT 5 Year Average was .91; Urban Fatality Rate per 100 Million VMT was .645; and Rural Fatality Rate per 100 Million VMT was 1.41. The most current complete 5 Year Average data (2013-2017) shows Utah experienced a decrease in the Total Fatality Rate (.866), a decrease in the Urban Fatality Rate (.510). and an increase in the Rural Fatality Rate (1.79).

Utah's performance target for C-4 Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions was 75. The most current complete annual data, which is for 2017, shows Utah fell short of this performance target (82).

Utah's performance target for C-5 Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator With a BAC of .08 and Above was 35. The most current complete annual data which is for 2017 show Utah fell short of this performance target (36).

Utah's performance target for C-6 Number of Speeding-Related Fatalities was 63. The most current complete annual data (2017) shows Utah experienced an increase in this area (78).

Utah's performance target for C-9 Number of Drivers Age 20 or Younger in Utah Fatal Crashes was 51. The most current complete annual data, which is for 2017, shows Utah experienced a decrease in this area (40).

Utah's performance target for U-1 Percent of Children in Utah Crashes in Child Safety Seats was 67.8%. The most current complete annual data, which is for 2017, shows Utah met this performance target (68.3%).

Utah's performance target for U-2 Percent of Children in Utah Crashes in Child Safety Seats was 90.1% for Ages 0-1; 84.2% for Ages 2-4; and was 40.9% for Ages 5-8. The most current complete annual data, which is for 2017, shows Utah met this goal for Ages 0-1 (92.6%), met the goal for Ages 2-4 (85.4%) and also met this goal for Ages 5-8 (41.7%).

Utah's performance target for U-3 Percent of Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 That Were Unrestrained was 47.1%. The most current complete annual data, which is for 2017, shows Utah fell short of this performance measure (55%).

Utah's performance target for U-4 Percent of Utah Motor Vehicle Crash Occupant Fatalities Occurring at Night (unrestrained) was 48.3% and for Utah Motor Vehicle Crash Occupant Fatalities Occurring in Daytime (unrestrained) was 48.6%. The most current complete annual data, which is for 2017, shows Utah fell short of this performance target (68.8%) for nighttime but met the performance goal for daytime (43.8%).

Utah's performance target for U-5 Unrestrained Among Seriously Injured and Killed Occupants in Crashes was 131 for Rural and 134 for Urban. The most current complete annual data, which is for 2017, shows Utah fell short of this goal for both Rural (135) and Urban (207).

Utah's performance target for U-6 Number of Utah Fatalities Involving an Impaired Driver - All Drug-Positive Drivers was 81 and for Number of Utah Fatalities Involving an Impaired Driver - Evidence-Based Drug Impaired Driving was

48. The most current complete annual data (2017) shows Utah is experiencing an increase in this both of these areas (111 and 67 respectively).

Utah's performance target for U-9 Overall Teen Driver Utah Crash Rate per 1,000 Licensed Drivers was 81.2. The most current complete annual data (2017) shows Utah achieved performance target (79.6).

Utah's performance target for U-14 Number of Utah Drowsy Driving-Related Fatalities was 20. The most current complete annual data (2017) shows Utah met this performance target (8).

Utah's performance target for U-15 Number of Utah Traffic Fatalities Involving a Distracted Driver was 20. The most current complete annual data (2017) shows Utah is experiencing an increase in this area (21).

Police Traffic Services Project Descriptions and Contributions to Utah's Highway Safety Targets

PT180101 Police Traffic Services and Equipment

This project continued to provide equipment and training for law enforcement agencies in Utah to increase their traffic safety enforcement efforts. The equipment application helped agencies provide data-driven problem identification. The grant provided equipment, training, and other useful traffic safety tools to fifteen agencies. Most of the equipment funded were radar units and lidar units for speed enforcement efforts. The project provided funding for four speed trailers. Police traffic code books were also given to agencies throughout Utah. All the resources provided will help the agencies track various traffic violations and help address the need to reduce crashes on Utah roadways.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-9, B-1, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14 and U-15.

PT180102 Weber/Salt Lake/Davis/Utah County Multi-Agency Task Forces

The multi-agency task force meetings continued to provide support to the HSO's traffic safety enforcement campaigns and education programs among law enforcement agencies and various partners along the entire Wasatch Front. The task forces met 4 times during the 2018 fiscal year, and received training and education regarding enforcement and education efforts to be passed to their agencies. Thousands of overtime shifts were distributed through the task forces for overtime DUI, seat belt, pedestrian shifts and participation in DUI saturation patrols and checkpoints was also recruited.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-9, B-1, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14 and U-15.

PT180103 Law Enforcement Liaison Expansion

This project was implemented in July of 2018. The HSO held a "kick off" meeting to start the program prior to July at the Zero Fatalities Safety Summit in April. The regional law enforcement liaisons attended the whole Summit and a training where HSO staff talked about their roles and how the program works. The program proved instrumental in getting more agencies involved in DUI and seat belt enforcement shifts. Equipment needs have also been brought to the table with rural agencies. The rural agencies are learning more about the Highway Safety Office and what it can do for them because of the Regional LEL program.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-9, B-1, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14 and U-15.

DD180803 Unified Police Department Distracted Driving Program

The Unified Police Department (UPD) combined enforcement and education to inform the public about the dangers of

driving distracted. UPD worked 95 overtime distracted driving shifts, stopping 904 vehicles and giving out 90 citations and 266 warnings for texting and driving. Precincts developed flyers and handouts on texting and driving for officers to give to motorists at traffic stops, regardless of the primary offense for which the driver was pulled over. Officers were able to educate high school students on distracted driving, reaching over 7,000 teens. Herriman High School held a distracted/DUI mock crash scenario for the students to get a visual representation of how quickly life can change after getting in a crash. Multimedia messaging was conducted by School Resource Officers, and included daily school announcements, posters, marquee boards, A frames at sporting events, social media and school televisions broadcasting messages about the dangers of texting and driving. Pre- and post- surveys were given to students to see if messaging and education efforts impacted attitudes and knowledge. The surveys showed an approximately 10% improvement in all target areas as self-reported anonymously by students.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14 and U-15.

DD180805 Orem Police Department Distracted Driving Program

The Orem Police Department (OPD) combined targeted enforcement operations and community education to decrease the number of preventable accidents and deaths related to distracted driving. OPD teamed up with Provo Police Department and Utah County Sheriff's Office to perform distracted driving blitz operations. Eighty-five overtime shifts were worked, which resulted in 438 vehicle stops and the issuance of 142 citations and 54 warnings. Orem PD participated in community events, including Orem Summer Festival and the Utah County Fair. At these events, officers set up a booth and gave out brochures to educate the public on the dangers of distracted driving. Officers teamed up with Zero Fatalities and conducted a week long safety campaign at Orem High School on the 5 deadly driving behaviors.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14 and U-15.

DD180806 Salt Lake City Police Department Distracted Driving Program

The Salt Lake City Police Department (SLCPD) combined targeted enforcement blitz and community education outreach to decrease the number of distracted driving violations. Salt Lake PD worked 74 shifts, stopping 1,102 vehicles. Of those 1,102 vehicles stopped, 914 warnings were given out and 50 citations were given out for distracted driving violations. Salt Lake PD officers participated in different community events around the city, setting up a distracted driving booth and engaging participants with a visual handheld distracted driving device and distributing distracted driving educational cards. The police department distributed a training bulletin to remind officers of different distracted driving tools and codes related to distracted driving.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14 and U-15.

DD180807 Richfield Police Department Distracted Driving Program

The Richfield Police Department incorporated education and enforcement to decrease the number of traffic crashes and fatalities caused by distracted driving. Richfield PD conducted 34 shifts, stopping 224 vehicles, giving out 137 citations and warnings. Richfield PD also participated in educational overtime shifts. They set up booths at scouting venues, school assemblies, community safety fairs and other community events. Over 1727 people were reached, including 300 scouts. A 20 percent reduction in distracted driving crashes happened during the fiscal 2018 year compared to 2017.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14 and U-15.

Traffic Records Program

Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 271. The most current complete data, which is for 2017, shows that while Utah experienced a slight decrease in fatalities in this area (273), it fell short of the performance target.

Utah's performance target for C-2 Number of Serious Injuries in Utah Traffic Crashes was 1445. The most current complete annual data which is for 2017 shows Utah fell short of this performance target (1456).

Utah's performance target for C-3 Utah Total Fatality Rate per 100 Million VMT 5 Year Average was .91; Urban Fatality Rate per 100 Million VMT was .645; and Rural Fatality Rate per 100 Million VMT was 1.41. The most current complete 5 Year Average data (2013-2017) shows Utah experienced a decrease in the Total Fatality Rate (.866), a decrease in the Urban Fatality Rate (.510). and an increase in the Rural Fatality Rate (1.79).

Utah's performance target for C-4 Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions was 75. The most current complete annual data, which is for 2017, shows Utah fell short of this performance target (82).

Utah's performance target for U-12 Percent of Drivers in Utah Fatal Crashes With Known BAC Results was 55.9% The most current complete annual data (2017), shows Utah fell short of this performance target (53.4%).

Utah's performance target for U-13 Average Number of Days Between Submission and Occurrence for Utah Motor Vehicle Crashes was 6.73 days. The most current complete annual data (2017), shows Utah achieved performance target (6.04).

Traffic Records Project Descriptions and Contributions to Utah's Highway Safety Targets

3DA180501 Crash Information Management System

This project worked to improve the accuracy, completeness, and accessibility of the crash file database, using a multi-tiered approach. To accommodate promotions and changes within the Highway Safety Office (HSO), the Traffic Records Program Manager continued with technical outreach and education to law enforcement throughout the State. The HSO continued its partnership with the Utah Department of Transportation (UDOT) and the University of Utah to create a Transportation Safety Institute (UTAPS). This project entails integrating crash databases from both Departments for data analysis to a single source, thus removing redundancy in accuracy and completeness crosschecking and ensuring all Departments are reporting the same numbers. The project went live in July 2018. The University of Utah team has now three graduate students working on the development and deployment of the crash management system.

The Utah Traffic Records Coordinating Committee (UTRCC) Coordinator maintained, monitored and coordinated the Traffic Safety Information Systems Strategic Plan, as well as the operation of the UTRCC.

Since that last crash report revision took place in 2006, the Traffic Records program began working on a revision for the Utah crash report. Monthly meetings were held between HSO, UDOT and the Utah Highway Patrol to ensure all stakeholder's needs were satisfied with the changes proposed. Training and outreach to law enforcement within the State was provided. Contact was made to the Department of Technology Services and local vendors to produce these changes to their consumers. The revision will be available January 2019.

Activities and initiatives described in this project contributed to Utah's Highway Safety targets C-1, C-2, C-3, C-4, U-12 and U-13.

3DA180502 EMS Pre-Hospital Data Reporting

Timeliness- Trauma Registry Data: Despite ongoing efforts, timely data entry into the Trauma database remains an ongoing issue. Issues are due to previous hospital naming convention issues with the new system, incorrect data entry via EMS agencies, staff turnover with Trauma Registrants, lack of understanding on how to access EMS records in the pre hospital system, and updates, and subsequent issues, to the Trauma Database. Issues have been addressed at the Trauma User Group meetings with demonstrations on how to use the system and find files. Issues are addressed on a case-by-case basis, and registrants are directed to work directly with individual EMS agencies when data is inaccessible in the pre hospital reporting systems. In September 2018, a survey was submitted to the Trauma registers to understand their needs and assist them in getting their data.

Accuracy: Training to increase the accuracy and completeness of reported pre hospital data from providers has been provided by BEMSP staff on the pre hospital reporting system and linked licensure database to direct entry users and 3rd party vendor agencies. For the 4th quarter 2018 grant, one agency enters data directly into the Pre hospital system that has not been trained despite offers for training. As new EMS agencies are licensed, agencies personnel are trained. The bureau also trains agencies as requested and needed. Training is also taking place with agencies to go over import failures, missing data elements in forms, data quality, and incomplete reporting. All Agencies are provided daily or weekly reports on date and time errors. Future goals for the upcoming year are to target rural EMS agencies and hospitals to ensure that necessary data is available to those who need it.

Integration: Utah continues to work on the number of systems integrated with pre hospital data (i.e.: trauma registry, emergency department data, outpatient, cardiac, stroke, STEMI, pediatric, and crash repository). Data integration between pre hospital data and CARES (cardiac care) was completed in July 1, 2017. Work is ongoing with ImageTrend and the U of U to match ePCR data with CRASH data. Meetings and email exchanges have been held within the 4th quarter. Due to the complexity of integrating the two data systems, this integration has taken much longer than expected. The Department of Health continues to work on integrating DOH data systems for complete records of care on individual patients. This project, due to the scope and size, will likely take years, but initial work with EMS, trauma and ED data was promising with 70% linkage.

Uniformity: All Utah EMS agencies have been transitioned from Polaris (v2) to ImageTrendElite (v3). The Polaris system was made “read-only” on February 1, 2018. Data can still be found on individual records, but bureau staff must make reports. The current system is compliant with the NEMSIS v3 data standard. Working with feedback from agencies and vendors, updates and corrections have been provided to Utah BEMSP program staff to ensure our records are accurately captured and provide quality data. Plans to transition v2 data over to an ImageTrend v2 database have been indefinitely put on hold due to issues with standardization of Polaris destination names, medication and crew data. The Bureau of EMS was able to move Polaris data into a MySQL database to run reports.

Attend training/conferences: Two conferences were attended. The annual ImageTrend Connect conference in July 2018. This meeting consisted of 3 days of a State Data Managers use the current ImageTrend system meeting to discuss issues with importing and exporting data to NEMSIS, data collection and future NEMSIS versions. A regional National EMS State Official’s meeting in Denver was also attended. This meeting brought together State data manager, EMS directors, trauma managers, licensure managers, medical directors and specialty care managers to share ideas, discuss strategies to improve patient health and outcome, and get perspective on how to work together regionally during times of catastrophe.

Activities and initiatives described in the EMS Pre-Hospital Data Reporting Project contributed to Utah’s Highway Safety targets C-1, C-2, C-3, C-4, U-12 and U-13.

Fatality Analysis Reporting System (FARS)

Fatal crash information was researched, collected, interpreted, and analyzed. Information was entered into the FARS database for state and national statistical analysis, and information was provided to fulfill requests from the news media, governmental agencies and other requestors regarding Utah traffic fatalities and statistics.

Activities and initiatives described in the EMS Pre-Hospital Data Reporting Project contributed to Utah’s Highway Safety targets C-1, C-2, C-3, C-4, U-12 and U-13.

Planning and Administration

PA181001 Planning and Administration

Planning and Administration provided the core essence of direction and operational needs of the Highway Safety Office (HSO). To accomplish this, a portion of the director's and other planners' compensation were paid, appropriate office space was rented and insurance provided, staff shuttle vehicles were leased from State Fleet and association memberships were kept current. Operational expenses were included in this project such as a portion of office and computer supplies, computer network and telephone, printing, maintenance and upgrades to the office's electronic grant management system. This project provided the backbone to the HSO which enabled administration and other planners to conduct its long range planning and evaluation. These logistical items, along with participation in national highway safety planning groups all played a vital role in the overall program successes as the HSO staff worked toward meeting their performance targets with the goal of ultimately achieving Zero Fatalities.

Through the activities and initiatives described above, this project contributed to all of Utah's highway safety targets.

CP180201 Personnel (402), 3DA180201 Personnel (405c), 6OT180201 Personnel (405d), Personnel (405e)

This project secured staff with the skills and abilities to effectively manage and coordinate Utah's Highway Safety Program. It is difficult to directly connect support projects such as this to meeting Utah's traffic safety goals; however, without the work performed by the dedicated staff, Utah's program would not be the success that it is today. Several of the Utah Highway Safety performance targets were either met or exceeded this year.

Through the activities and initiatives described above, this project contributed to all of Utah's highway safety targets.

CP180202 Administrative Support

This project provided for long range planning, program assessments, evaluation and a portion of the day-to-day operational needs of the HSO such as office and computer supplies, computer network and telephone expenses, printing, and maintenance and upgrades to the office's electronic grant management system. Travel to training and professional interaction opportunities were also provided through this project. The project assisted the Highway Safety Program by supporting the staff in coordinating and managing the various projects and programs assigned.

While it is difficult to connect support projects to meeting Utah's performance targets, providing the Utah Highway Safety staff with the tools to direct their programs enabled them to work towards their performance targets and more importantly to change behavior and save lives.

CP180209 Traffic Safety Initiative Support

Through networking, task force meetings and other committees, the Highway Safety program staff was vigilant in looking for new opportunities to provide outreach during FFY2018. This initiative support held carryforward funds that would provide funding for additional projects had there been an opportunity. There was not a need to expend funds from this project during FFY2018.

OPE180409 Occupant Protection Initiative Support

Through networking, task force meetings and other committees, the Occupant Protection staff was vigilant in looking for new opportunities to provide outreach during FFY2018. This initiative support held carryforward funds that would provide funding for additional projects had there been an opportunity. There was not a need to expend funds from this project during FFY2018.

OT180308 Impaired Driving Initiative Support

Through networking, task force meetings and other committees, the Impaired Driving program staff was vigilant in looking for new opportunities to provide outreach during FFY2018. This initiative support held carryforward funds that would provide funding for additional projects had there been an opportunity. There was not a need to expend funds from this project during FFY2018.

9MA180902 Motorcycle Safety Initiative Support

Through networking, task force meetings and other committees, the Vulnerable Roadway Users program staff was vigilant in looking for new opportunities to provide outreach during FFY2018. This initiative support held carryforward funds that would provide funding for additional projects had there been an opportunity. There was not a need to expend funds from this project during FFY2018.

HX180704 Pedestrian Safety Initiative Support

Through networking, task force meetings and other committees, the Vulnerable Roadway Users Program staff was vigilant in looking for new opportunities to provide outreach during FFY2018. This initiative support held carryforward funds that would provide funding for additional projects had there been an opportunity. There was not a need to expend funds from this project during FFY2018.

3DA180504 Traffic Records Initiative Support

Through networking, task force meetings and other committees, the Traffic Records program staff was vigilant in looking for new opportunities to provide outreach during FFY2018. This initiative support held carryforward funds that would provide funding for additional projects had there been an opportunity. There was not a need to expend funds from this project during FFY2018.

8X180806 Distracted Driving Initiative Support

Through networking, task force meetings and other committees, the Police Traffic Services program staff was vigilant in looking for new opportunities to provide outreach during FFY2018. This initiative support held carryforward funds that would provide funding for additional projects had there been an opportunity. There was not a need to expend funds from this project during FFY2018.

Evidence-Based Enforcement Plan

Enforcement is an essential component to comprehensive traffic safety initiatives to reduce traffic crashes, injuries and fatalities. Each Highway Safety Office (HSO) program works together to closely align projects, reduce redundancy, allocate resources wisely, and strengthen programs overall. Through this process, the HSO develops an evidence-based enforcement (EBE) plan which includes strategies that implement the National Highway Traffic Safety Administration's Countermeasures That Work. To read the full EBE, see the federal fiscal year 2018 Highway Safety Plan.

OCCUPANT PROTECTION

The outcomes of each time period and effort is listed below.

Countermeasures Timeline and Detail

November 2017

The Thanksgiving Holiday Travel Click It or Ticket seat belt enforcement was performed by law enforcement partners across the State. Through the outreach and networking of the HSO Law Enforcement Liaison, all law enforcement agencies in Utah were contacted to discuss the mobilization efforts, assign overtime seat belt enforcement patrols and ask for their pledge of support for the campaign by declaring zero tolerance for unbuckled motorists during their regular patrols.

Outcomes:

Reporting Period	11/18/2017 – 12/01/2017
Agencies	41
Hours	1,182
Seat Belt Violations	3,368
Citations	532
Warnings	2,836
Child Restraint Violations	42
Citations	10
Warnings	32
DUI Arrests	5
All Other Violations	1,507

March 2018

Click It or Ticket nighttime seat belt enforcement was conducted during this time with a focus on the Wasatch Front, specifically Salt Lake City, West Valley City, Utah County and Ogden City, which were all identified high risk locations. Rural partners were also involved this year in the mobilization and included Beaver County SO, Brigham City PD, Carbon County SO, Duchesne County SO, Tooele PD, Grantsville PD, Logan PD, Price PD, St George PD and Uintah County SO.

Outcomes:

Reporting Period	3/9-11/2018 – 3/23-25/2018
Agencies	12
Hours	254
Seat Belt Violations	288
Citations	94
Warnings	194
Child Restraint Violations	7
Citations	3
Warnings	4
DUI Arrests	5
All Other Violations	417

May 2018

The Click It or Ticket National Mobilization enforcement was conducted with all law enforcement partners with a focus on the Utah Highway Patrol and agencies in the six urban counties (Cache, Davis, Salt Lake, Utah, Washington, and Weber). A secondary focus was on the rural counties, with a special emphasis on the seven positive community norms pilot program rural counties (Box Elder Cache, Carbon, Sanpete, Sevier, San Juan, and Tooele) performing statewide selective enforcement patrols. Through the outreach and networking of the HSO Law Enforcement Liaisons, all law enforcement agencies in Utah were contacted to discuss the mobilization efforts, assign overtime seat belt enforcement patrols, and ask for their pledge of support for the campaign by declaring zero tolerance for unbuckled motorists during their regular patrols.

Outcomes:

Reporting Period	5/21/2018 – 6/3/2018
Agencies	57
Hours	2,195
Seat Belt Violations	3902
Citations	1,121
Warnings	2,781
Child Restraint Violations	69
Citations	27
Warnings	42
DUI Arrests	5
All Other Violations	1,762

August and September 2018

Rural-specific messaging focusing on seat belts was placed in the seven pilot rural counties (Box Elder, Cache, Carbon, Sanpete, San Juan Sevier, Tooele) with local law enforcement agencies enforcing the primary seat belt law during regular patrols as well as during key holiday travel times over the Labor Day Holiday weekend.

Outcomes:

Reporting Period	8/30/2018 - 9/27/2018
Agencies	13
Hours	255
Seat Belt Violations	431
Citations	66
Warnings	365
Child Restraint Violations	17
Citations	0
Warnings	17
DUI Arrests	1
All Other Violations	182

IMPAIRED DRIVING

The outcomes of each time period and effort is listed below.

Countermeasures Timeline and Detail

October 2017

Using the Drive Sober or Get Pulled Over campaign, the HSO and its law enforcement partners targeted Halloween celebrations with enforcement coordinated through the LELs and the Multi-Agency Task Forces.

Outcomes:

Reporting Period	10/27/2017 – 10/31/2017
Agencies	31
Hours	729.5
DUI Arrests	46
Alcohol	34
Drug	9
Metabolite	3
Designated Driver	26
All Other Citations	327

November to December 2017

Holiday Crackdown/Drive Sober or Get Pulled Over National Mobilization enforcement efforts were implemented statewide through the Utah Highway Patrol. Wasatch Front-targeted enforcement was coordinated with law enforcement partners in Salt Lake, Utah, Davis and Weber Counties. Additional outreach to law enforcement agencies for focused-patrols was completed by the LELs, with particular attention to rural agencies in need of mobilization support.

Outcomes:

Reporting Period	11/22/2017 – 11/26/2017 and 12/15/2017 – 01/01/2018
Agencies	39
Hours	1297
DUI Arrests	114
Alcohol	42
Drug	48
Metabolite	24
Designated Driver	23
All Other Citations	725

February 2018

Drive Sober or Get Pulled Over initiative targeted Super Bowl activities with enforcement efforts implemented by law enforcement partners in Salt Lake, Utah, Davis and Weber Counties through coordination efforts of the Multi-Agency Task Forces.

Outcomes:

Reporting Period	02/04/2018
Agencies	16
Hours	228
DUI Arrests	11
Alcohol	5
Drug	4
Metabolite	2
Designated Driver	2

All Other Citations 147

March 2018

Drive Sober or Get Pulled Over initiative targeted St. Patrick's Day activities with enforcement efforts implemented by law enforcement partners in Salt Lake, Utah, Davis and Weber Counties through coordination efforts of the Multi-Agency Task Forces.

Outcomes:

Reporting Period	03/16/2018 – 03/18/2018
Agencies	15
Hours	315
DUI Arrests	15
Alcohol	8
Drug	4
Metabolite	3
Designated Driver	19
All Other Citations	158

April 2018

Drive Sober or Get Pulled Over initiative targeted areas in the state where recreational activities usually occur around the Easter holiday.

Outcomes:

Reporting Period	03/29/2018/-04/01/2018
Agencies	6
Hours	430
DUI Arrests	11
Alcohol	7
Drug	1
Metabolite	3
Designated Driver	40
All Other Citations	96

May 2018

Drive Sober or Get Pulled Over initiative supplemented the 100 Deadliest Days messaging and enforcement through the Utah Highway Patrol and Wasatch Front-targeted enforcement in cooperation with law enforcement partners in Salt Lake, Utah, Davis and Weber Counties.

Outcomes:

Reporting Period	05/25/2018 – 05/28/2018
Agencies	17
Hours	323
DUI Arrests	16
Alcohol	6
Drug	5
Metabolite	5
Designated Driver	5
All Other Citations	169

July 2018

Drive Sober or Get Pulled Over initiative targeted 4th of July and 24th of July celebrations with the Utah Highway Patrol performing statewide enforcement patrols.

Outcomes:

Reporting Period	07/03/2018 – 07/08/2018 and 07/20/2018 – 07/24/2018
Agencies	134
Hours	689
DUI Arrests	43
Alcohol	22
Drug	15
Metabolite	6
Designated Driver	8
All Other Citations	352

September 2018

Drive Sober or Get Pulled Over initiative focused on Labor Day celebrations with the Utah Highway Patrol performing statewide enforcement patrols, and Wasatch Front-targeted enforcement in cooperation with the multi-agency task forces in Salt Lake, Utah, Davis and Weber Counties.

Outcomes:

Reporting Period	08/17/2018 – 09/03/2018
Agencies	32
Hours	828
DUI Arrests	43
Alcohol	17
Drug	14
Metabolite	12
Designated Driver	14
All Other Citations	395

DUI Checkpoints

DUI Checkpoint operations were conducted with law enforcement partners at identified high risk times and locations. The HSO provided the needed supplies and equipment for the checkpoint, such as a centralized trailer for visibility, signs and safety equipment. The law enforcement partner agency conducting the checkpoint was charged with meeting the statutory requirement of public notification of the checkpoint date, time, and location. The HSO assisted with funding enforcement activities as well as promotions as needed. There were fewer checkpoints than planned this year due to the HSO not having an LEL on staff for 8 month of the year.

Outcomes:

Reporting Period	2018 grant year
Checkpoints Held	5
Agencies	15
Hours	638
DUI Arrests	33
Alcohol	18
Drug	11
Metabolite	4
Designated Driver	45
All Other Citations	113

DUI Blitzes

DUI blitzes were coordinated with law enforcement partners. Due to the HSO not having an LEL on staff for most of the year and law enforcement agencies being short-staffed, there were only a few coordinated blitzes supported.

Outcomes:

Reporting Period	10/28/2017 – 08/04/2018
Blitzes	4
Agencies	4
Hours	211
DUI Arrests	20
Alcohol	15
Drug	3
Metabolite	2
Designated Driver	12
All Other Citations	94

VULNERABLE ROADWAY USERS

The outcomes of each time period and effort is listed below.

Countermeasures Timeline and Details

Bicycle enforcement was completed by Salt Lake City Police Department on several roads with heavy bicycle commuter use.

April 2018

Wasatch Front Crosswalk Enforcement Shifts

Agencies 9

Citations 316

Warnings 213

August 2018

School Crosswalk Enforcement Shifts Statewide

Outcomes:

Agencies 26

Citations 597

Warnings 899

2018 Ad Hoc Crosswalk and/or Bicycle Enforcement Shifts

Outcomes:

Agencies 3

Citations 181

Warnings 498

DISTRACTED DRIVING

The distracted driving grants provided to four different law enforcement agencies were implemented in ways unique to each agency. For details see the Police Traffic Services section of this report. The outcomes of overtime distracted driving shifts are listed below.

Orem PD 2018

Orem PD performed distracted driving enforcement as part of overtime focus patrols as well as directed education events.

The overtime shifts were worked May 2018 through September 2018.

Outcomes:

Shifts: 122

DD Citations: 221

DD Warnings: 183

Total Vehicles Stopped: 701

Unified PD 2018

Unified PD performed distracted driving enforcement as part of overtime focus patrols as well as directed education events. The overtime shifts were worked October 2017 through September 2018.

Outcomes:

Shifts: 111

DD Citations: 88

DD Warnings: 357

Total Vehicles Stopped: 972

Richfield PD 2018

Richfield PD performed distracted driving enforcement as part of overtime focus patrols as well as directed education events. The overtime shifts were worked October 2017 through September 2018.

Outcomes:

Shifts: 34

DD Citations/Warnings: 137

Total Vehicles Stopped: 224

Salt Lake City PD 2018

Salt Lake PD performed distracted driving enforcement as part of overtime focus patrols as well as directed education events. The overtime shifts were worked March 2018 through September 2018.

Outcomes:

Shifts: 74

DD Citations: 50

DD Warnings: 914

Total Vehicles Stopped: 1,102

SPEED ENFORCEMENT

Speed enforcement is already a standard enforcement activity, but it is important to keep speed at the forefront of law enforcement efforts for each agency and emphasize the role speed plays in crashes and fatalities in Utah. Multi-Agency Task Force meetings are held in the four largest counties within the State (Salt Lake, Utah, Davis, Weber) and serve to update officers on data and strategies aimed at reducing speed and other enforcement activities. Our Police Traffic Services Equipment grant helps fund agencies lidars, radars, and speed trailers to help enforce speed and reduce speed related crashes.

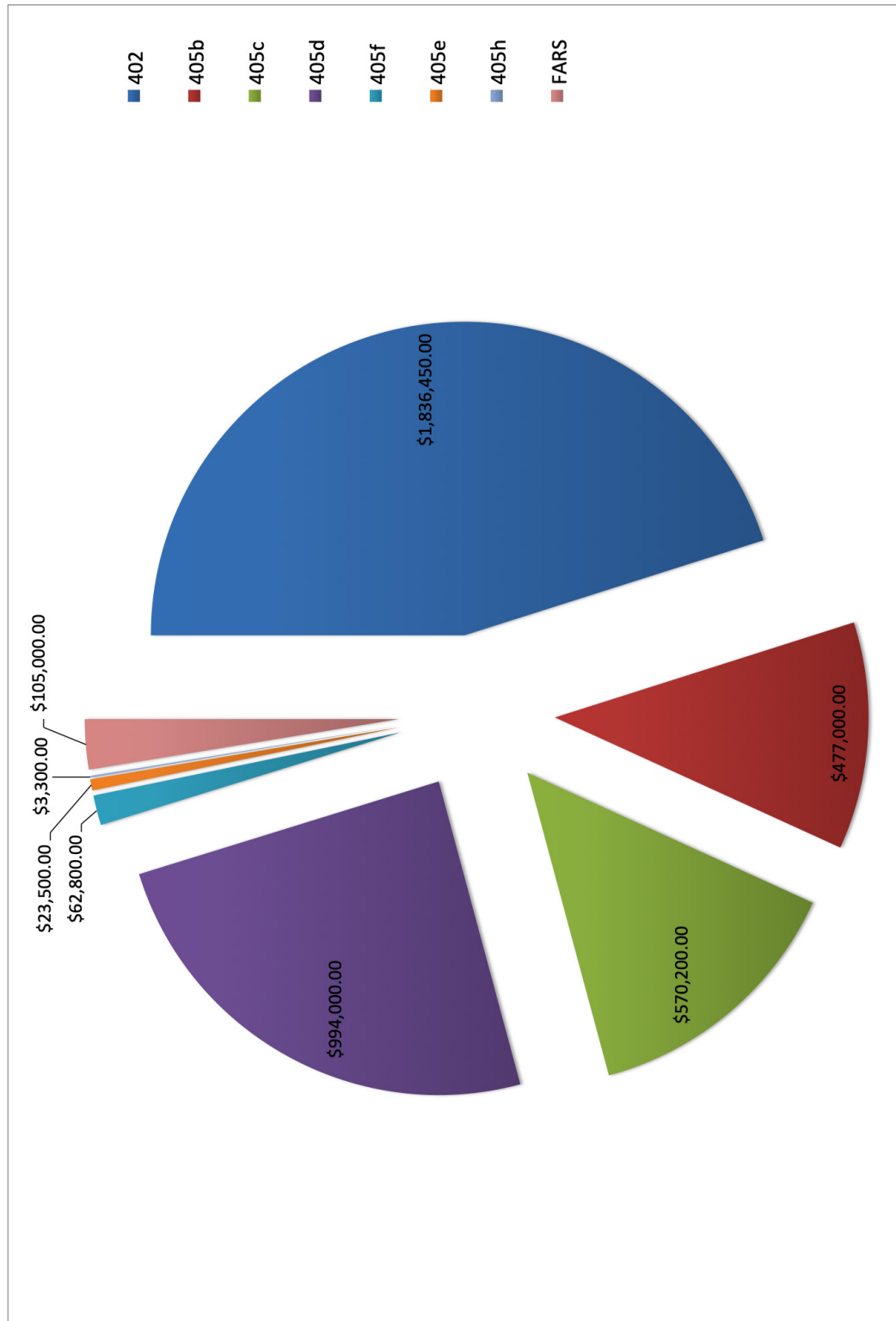
Hot Spot meetings are held on a monthly basis. These meetings consist of speed related problems, including current data of high speed areas. The Utah Department of Transportation, Utah Highway Patrol, and other partners collaborated and discussed ideas on how to decrease speed related problems. The speeding hot spots are found amongst the four largest counties in Utah.

Funds Expended In FFY2018

	Project Name	Total Expenditures
Occupant Protection		
OP180402	Occupant Protection Media, Materials & Support	\$131,500.00
OP180404	Rural Seat Belt Program	\$156,500.00
OP180408	405d Occupant Protection Media Support	\$30,000.00
OP180409	Hispanic Traffic Safety Program	\$75,600.00
2PE180204	402d Occupant Protection Program Evaluation	\$16,000.00
2HVE180401	CLOT Step Support	\$189,000.00
2PE180402	Occupant Protection Media, Materials & Support	\$110,000.00
2CPS180403	Utah CPS Program	\$178,000.00
	Total	\$886,600.00
Impaired Driving		
6OT180201	Personnel	\$102,000.00
6OT180301	DUI Enforcement & Checkpoint Support	\$245,000.00
6OT180303	DRE/ARIDE/SFST/Phlebotomy	\$48,000.00
6OT180304	Impaired Driving Media Campaign	\$393,000.00
6OT180305	Traffic Safety Resource Prosecutor	\$143,000.00
6OT180306	SIP/TRACE, Youth Alcohol Suppression	\$45,000.00
6OT180309	24 / 7 Sobriety Program	\$18,000.00
	Total	\$994,000.00
Community Traffic Safety - 402		
CP180202	Administrative Support	\$143,800.00
CP180203	Operation Lifesaver	\$15,000.00
CP180204	UHP PI&E / Adopt-a-High School	\$23,500.00
CP180205	Senior Driver Safety	\$16,000.00
CP180207	Utah Safety Council Traffic Safety Program	\$28,000.00
CP180208	PI&E	
CP180210	Teen Driving Education & Outreach	\$8,650.00
CP180211	Zero Fatalities Safety Summit	\$40,000.00
	Total	\$274,950.00
Motorcycle Safety Program		
9MA180901	Motorcycle Safety Media Campaign	\$62,800.00
MC180901	Motorcycle Safety Media PI&E	\$17,100.00
	Total	\$79,900.00
Pedestrian and Bicycle Safety		
PS180701	Pedestrian & Bicycle PI&E	\$102,000.00
PS180702	Bicycle Safety PI&E	\$37,500.00
PS180704	SLC Bicycle & Pedestrian Safety Project	\$7,300.00
	Total	\$146,800.00
Police Traffic Services		
PT180101	PT Services & Equipment	\$107,500.00
PT180102	Weber/Salt Lake / Davis/Utah Co - MATF Groups	\$7,500.00
PT180103	Law Enforcement Liasion Expansion	\$3,000.00
	Total	\$118,000.00
Teen Driver/Distracted Driving Programs		
DD180803	Unified Police Distracted Driving Program	\$16,500.00
DD180805	Orem Police Distracted Driving Program	\$26,700.00
DD180806	SLC Police Distracted Driving Program	\$11,000.00
DD180807	Richfield Police Distracted Driving Program	\$6,000.00
	Total	\$43,200.00
Data Program		
3DA180201	Personnel	\$73,800.00
3DA180501	Crash Information Systems Management	\$322,300.00
3DA180502	EMS Pre-Hospital Data Reporting	\$174,100.00
	Total	\$570,200.00
Distracted Driving Personnel - 405e		
FESX180201	405e - Personnel	\$23,500.00
	Total	\$23,500.00
Non-Motorized Safety Programs		
FHX180201	405h - Pedestrian Safety PI&E	\$3,300.00
	Total	\$3,300.00
Planning and Administration		
CP180201	Personnel	\$534,700.00
PA181001	402 - Administration (Federal)	\$292,100.00
	Total	\$826,800.00
FARS01		
201821	FARS, Year 2 Award	\$105,000.00
	Total	\$105,000.00

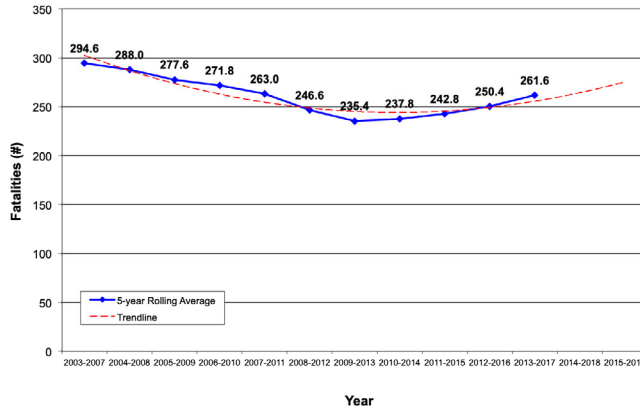
****Total expenditures are rounded to the nearest hundred dollars**

Total Spent By Fund - Utah Highway Safety FFY2018

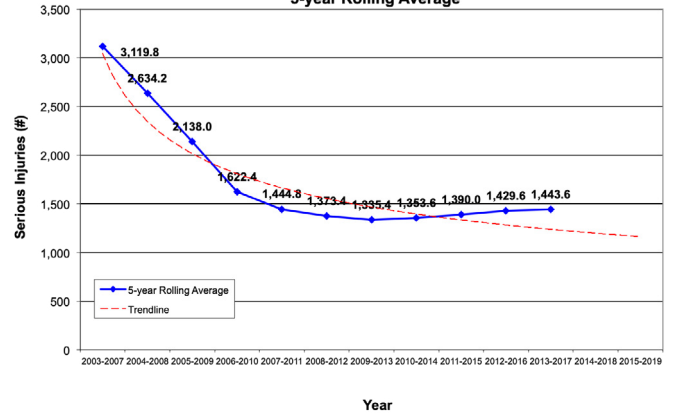


Core Performance Measures

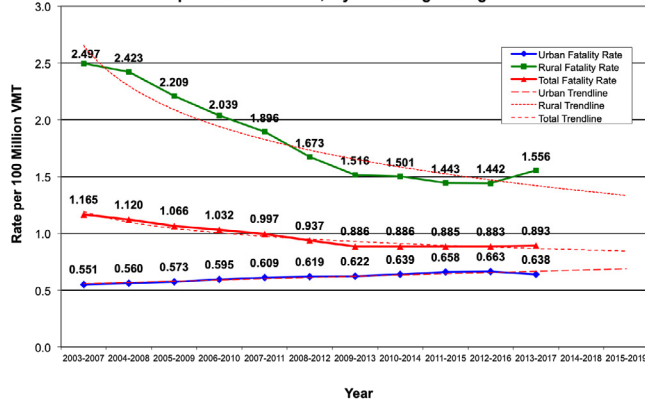
C-1: Number of Utah Traffic Fatalities, 5-year Rolling Average



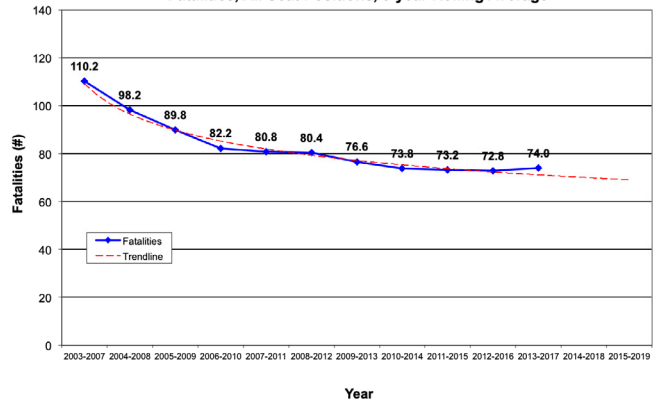
C-2: Number of Serious Injuries in Utah Traffic Crashes, 5-year Rolling Average



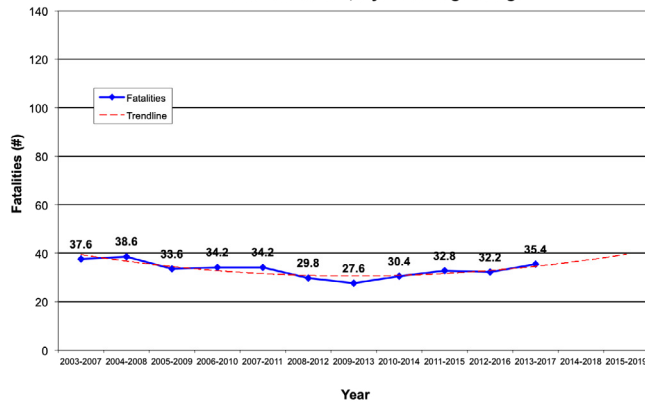
C-3: Utah Total, Urban, and Rural Fatality Rate per 100 Million VMT, 5-year Rolling Average



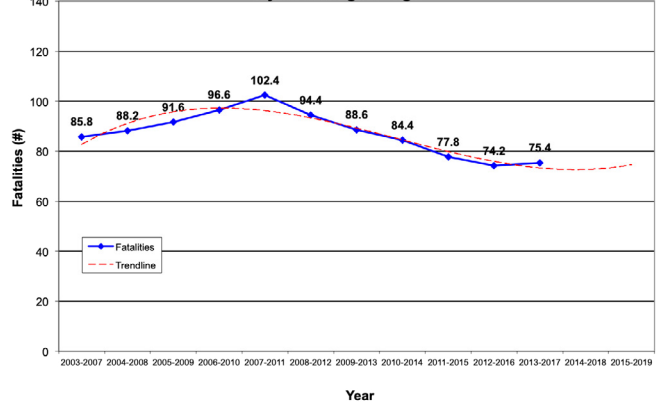
C-4: Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions, 5-year Rolling Average

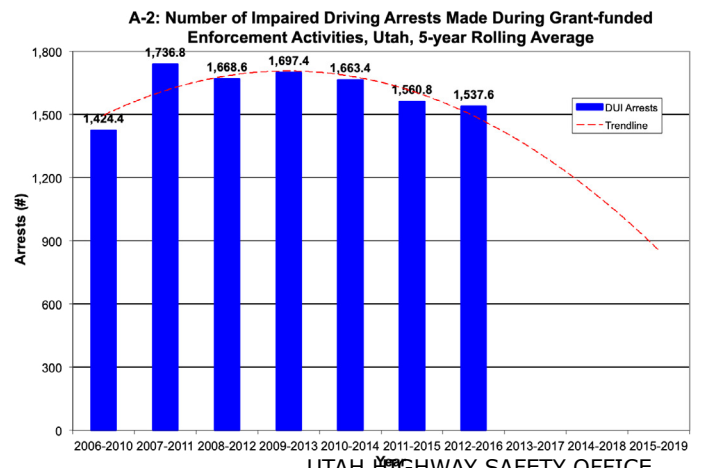
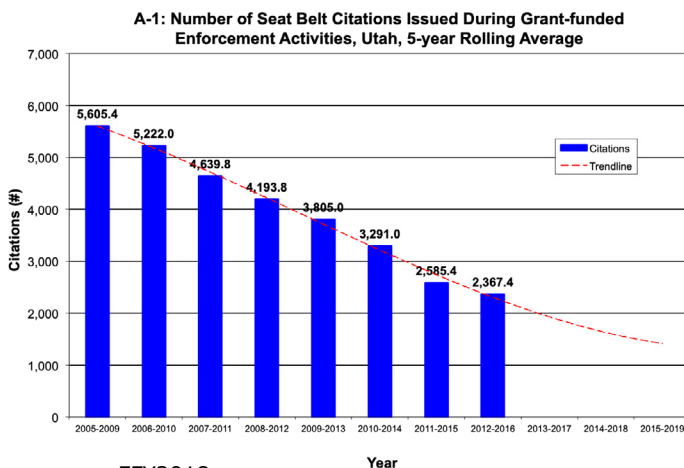
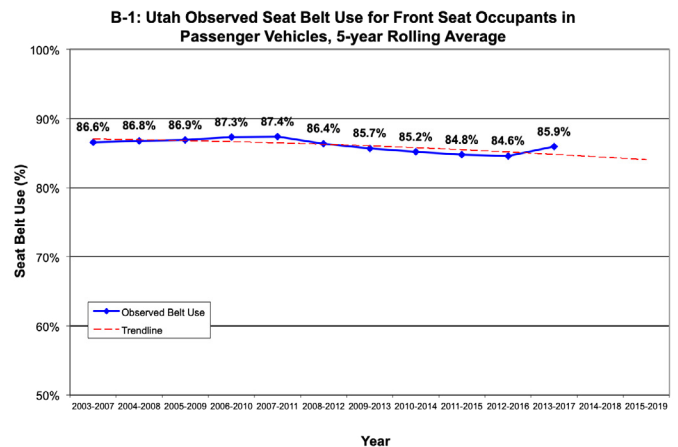
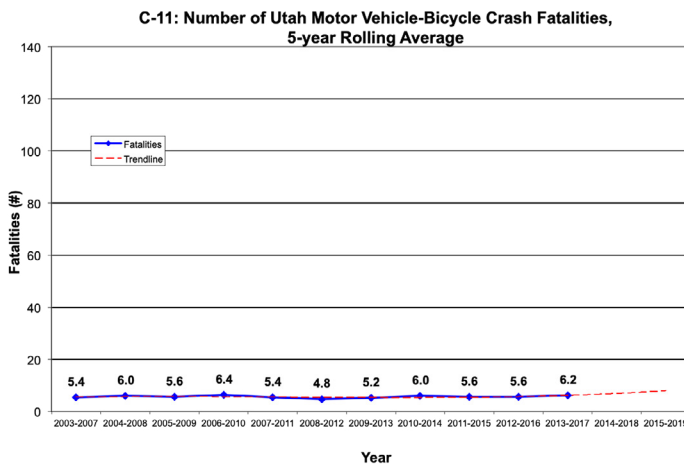
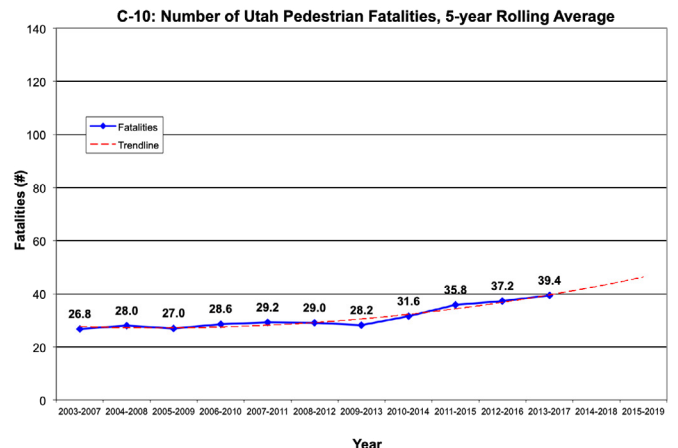
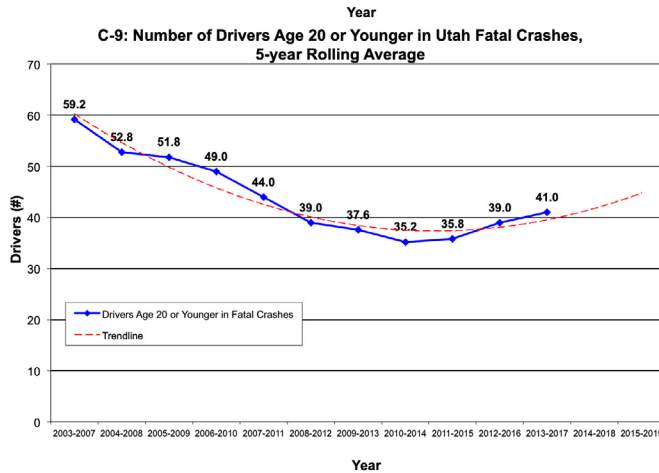
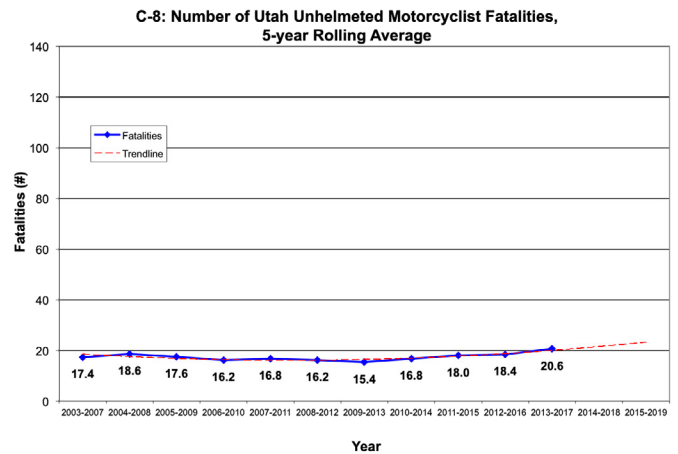
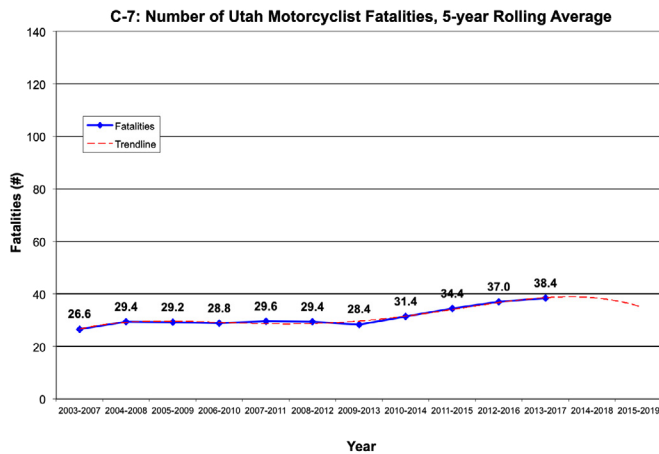


C-5: Number of Utah Fatalities Involving a Driver with a BAC of .08 and above, 5-year Rolling Average

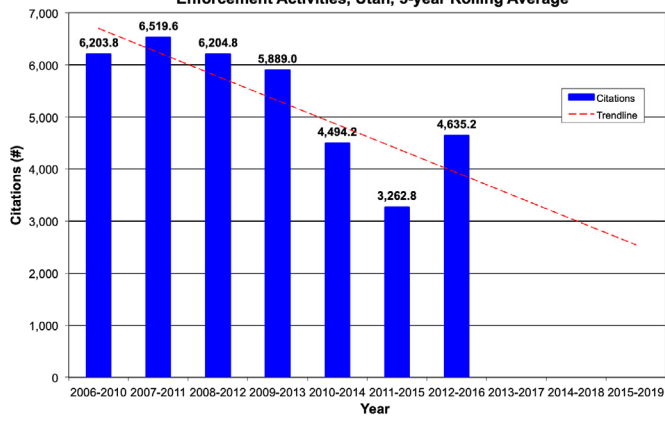


C-6: Number of Utah Speeding-Related Fatalities, 5-year Rolling Average



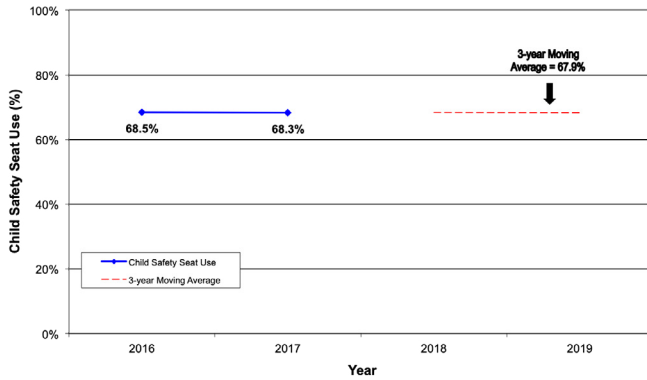


A-3: Number of Speeding Citations Issued During Grant-funded Enforcement Activities, Utah, 5-year Rolling Average

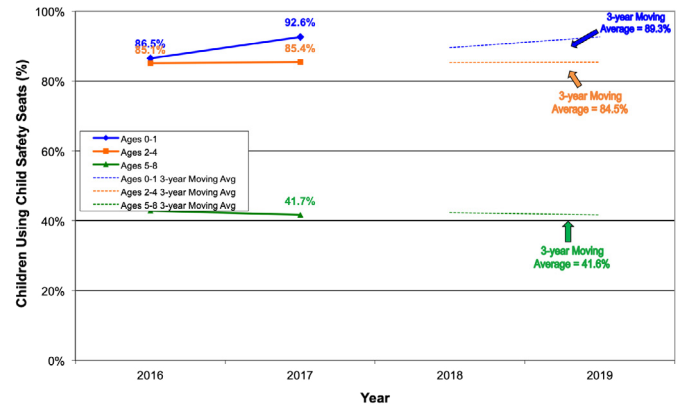


Utah Performance Measures

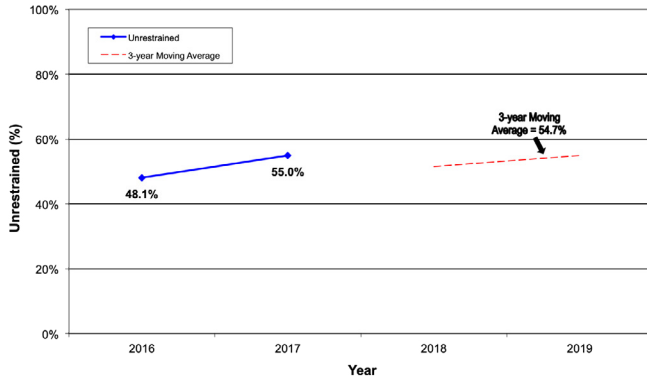
U-1: Utah Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes



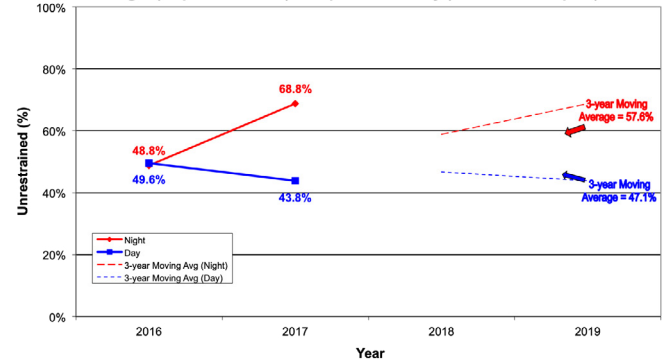
U-2: Percent of Children in Utah Crashes in Child Safety Seats



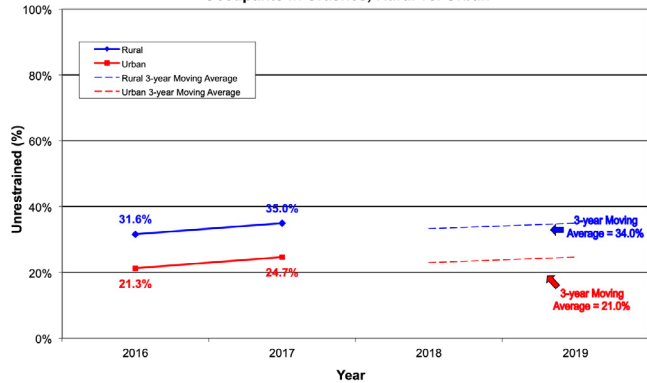
U-3: Percent of Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 Years That Were Unrestrained



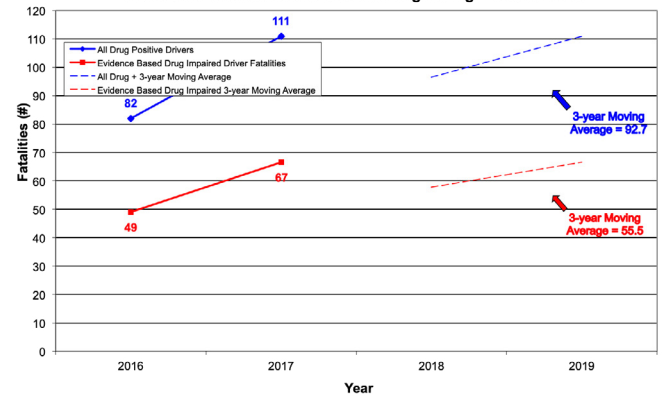
U-4: Percent of Utah Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained, Night (10 p.m.-5:59 a.m.) Compared With Day (6:00 a.m. - 9:59 p.m.)



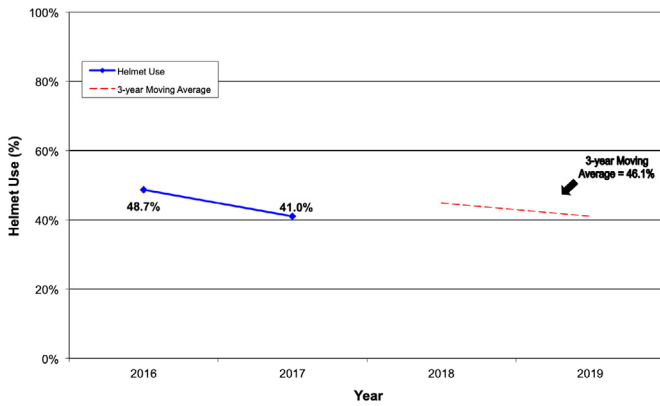
U-5: Percent Unrestrained Among Seriously Injured and Killed Occupants in Crashes, Rural vs. Urban



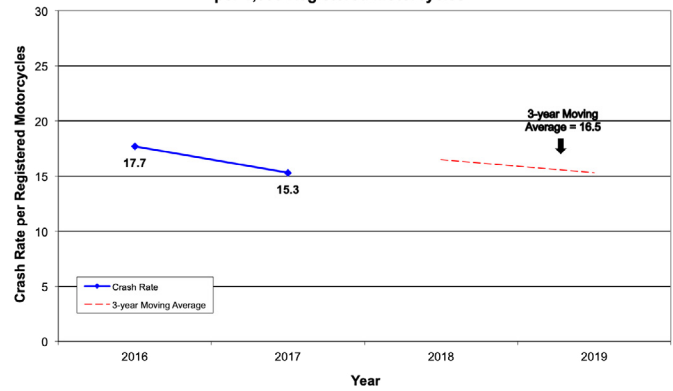
U-6: Number of Utah Fatalities Involving a Drug Positive Driver



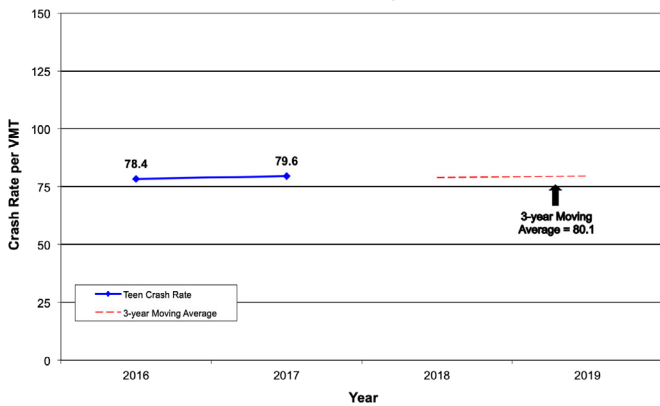
U-7: Percent of Utah Helmeted Motorcycle Fatalities



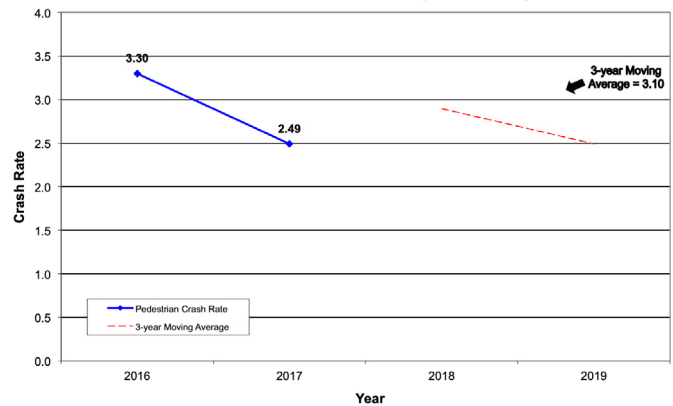
U-8: Overall Rate of Motorcyclists in Utah Crashes per 1,000 Registered Motorcycles



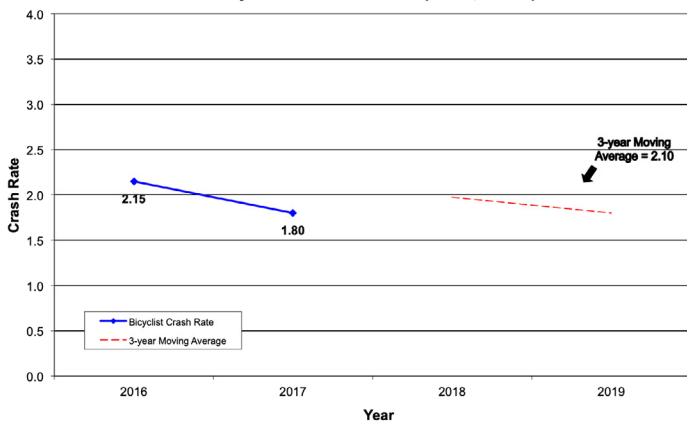
U-9: Overall Teen Driver Utah Crash Rate per 1,000 Licensed Drivers



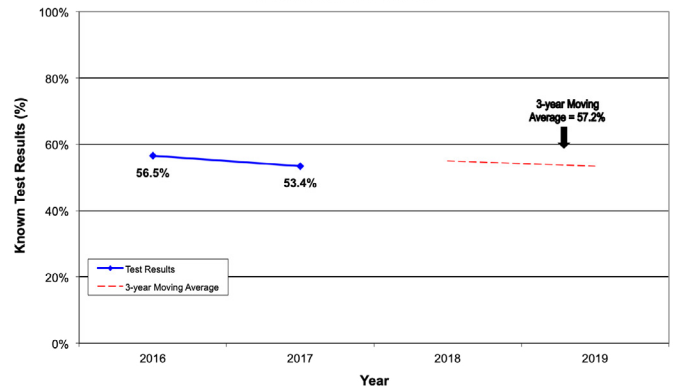
U-10: Rate of Pedestrians in Utah Crashes per 10,000 Population



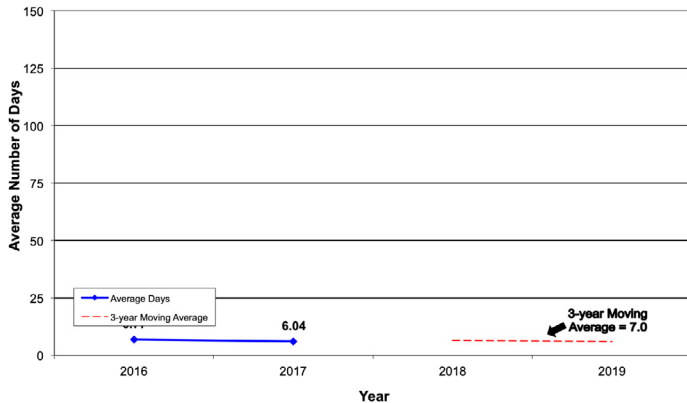
U-11: Rate of Bicyclists in Utah Crashes per 10,000 Population



U-12: Percent of Drivers in Utah Fatal Crashes With Known BAC Results



U-13: Average Number of Days Between Submission and Occurrence for Utah Motor Vehicle Crashes



U-14: Number of Utah Drowsy Driving-related Fatalities

