



Wasatch Front Regional Council Comprehensive Safety Action Plan

2025 Annual Report

A summary of local government progress implementing the Comprehensive Safety Action Plan for the 2025 calendar year.

Completed: August 18, 2026



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INTRODUCTION

The mission of Wasatch Front Regional Council (WFRC) is to build consensus and enhance quality of life by developing and implementing visions and plans for a well-functioning multimodal transportation system, livable communities, a strong economy, and a healthy environment.

To support this mission, WFRC affirmed its commitment to reducing deaths and serious injuries across the region by adopting a Regional Safety Commitment Resolution to reduce roadway deaths and serious injuries for all roadway users by 50% by the year 2040, and to reduce roadway fatalities and serious injuries by 2.5% each year. In support of this commitment, they approved the WFRC [Comprehensive Safety Action Plan](#) (CSAP) on April 25, 2024.

This report provides an update of progress on CSAP implementation and highlights traffic safety benchmark statistics through December 31, 2025 for the WFRC region. The WFRC region includes Salt Lake County, Davis County, Weber County, Morgan County, Tooele County, and southern Box Elder County as illustrated in Figure 1.

THE SAFE SYSTEM APPROACH

The Safe System Approach originated in Sweden and the Netherlands. These countries experienced a 50% reduction in traffic fatalities between 1994 and 2015 as they applied the Safe System Approach. The Federal Highway Administration (FHWA) has embraced the [Safe System Approach](#) as an effective way to address and reduce the frequency of fatal and serious injuries that result from vehicle crashes.

The Safe System Approach is founded on the principle that travel should never compromise lives, and that road deaths and serious injuries are preventable. It recognizes that people make mistakes and are vulnerable to serious injury or death in crashes, and it distributes responsibility among system users, managers, and others to ensure that vehicles, infrastructure, speed limits, road users, and post-crash care work together to minimize risks and mitigate crash impacts.

The WFRC CSAP encourages a Safe System Approach to enhance regional safety by identifying locations with safety needs and potential safety improvements that follow the Safe System Approach. WFRC is committed to working collaboratively to implement data driven and proactive strategies that reduce crashes and protect all road users across the region.



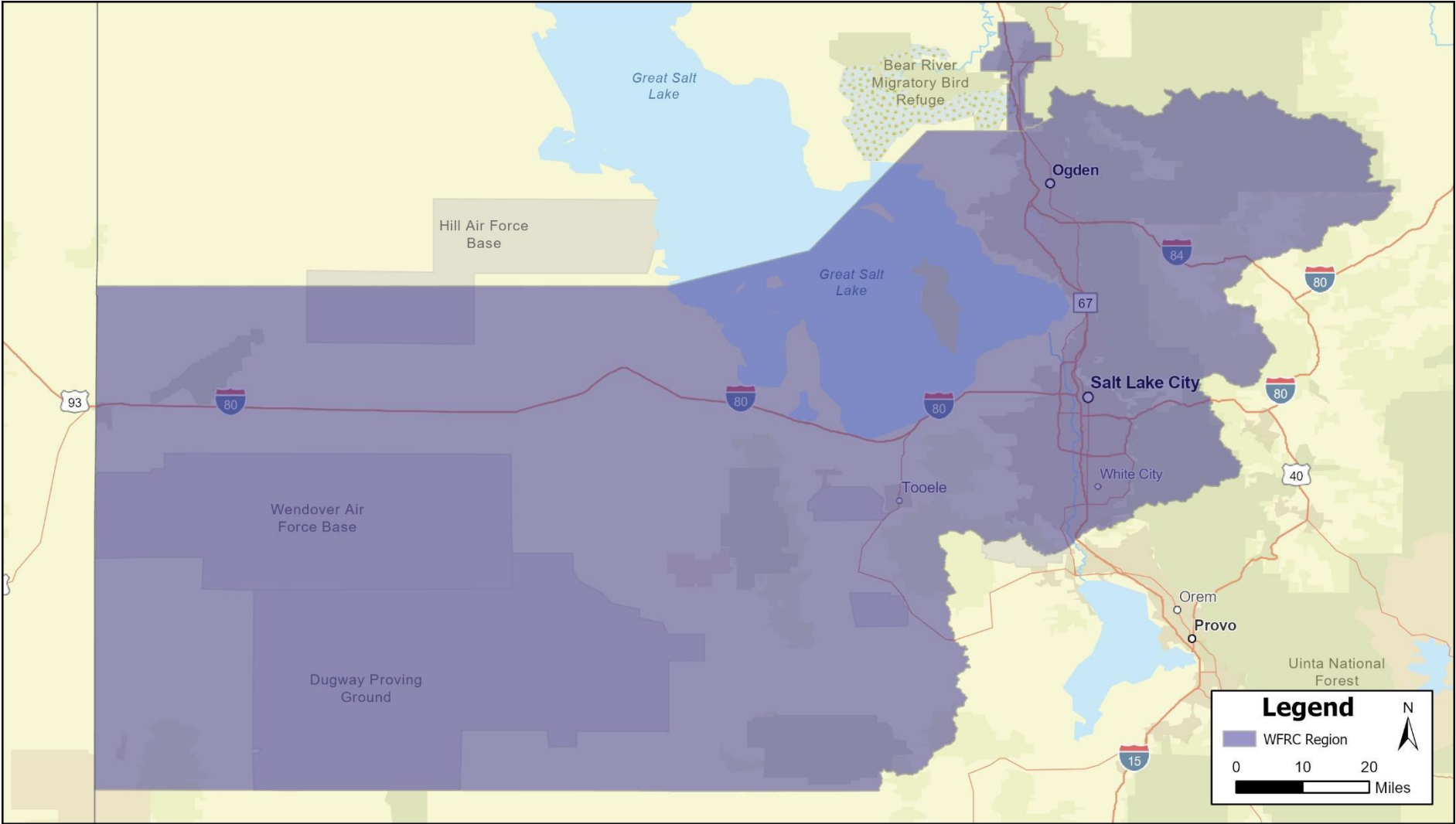


Figure 1 - WFRC Comprehensive Safety Action Plan Study Area

BY THE NUMBERS

This section of the Annual Report illustrates trends in fatalities and serious injuries that occurred between 2021 and 2025 within the WFRC region. The data provides insights to underlying factors contributing to crashes, and their severity. These trends help WFRC and its partners identify safety priorities and track progress toward reducing fatal and serious injury crashes.

Total Fatalities and Serious Injuries¹

In each year's Annual Report, crash performance measures highlighted in the WFRC CSAP are reported and compared to the previous three-year period.

From 2021 to 2025, there was a total of 4,364 fatal and serious injury crashes on roadways within the WFRC region resulting in 628 fatalities and 3,735 serious injuries.

Figure 2 shows the combined annual fatalities and serious injuries along with the target number of fatalities and serious injuries, based on a goal to reduce fatalities and serious injuries by 2.5% from the preceding 3-year average. The combined number of fatalities and serious injuries exceeded the target in all years. The smallest gap occurred in 2022, while the gap between observed and target values increasing from 2023 through 2025.

To provide additional insight, the combined target was also broken down into separate fatality and serious injury targets, allowing each measure to be evaluated independently against the 2.5% annual reduction goal.

Figure 3 presents annual fatalities and the corresponding target, while Figure 4 presents annual serious injuries and the corresponding target. Fatalities exceeded the target in 2021 and 2022, but remained below the target in 2023 through 2025. Serious injuries were below the target in 2022 but exceeded the target in all other years, with the largest difference occurring in 2025.

¹ All crash counts were calculated using Utah statewide crash data obtained from UDOT's AASHTOW are Safety system.

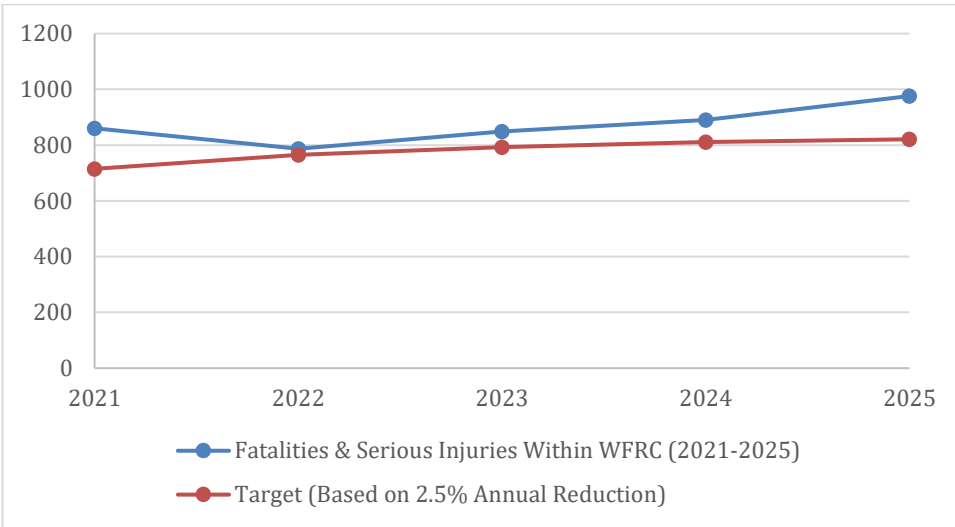


Figure 2 - Fatalities & Serious Injuries within WFRC (2021-2025) and Target (Based on 2.5% Annual Reduction)

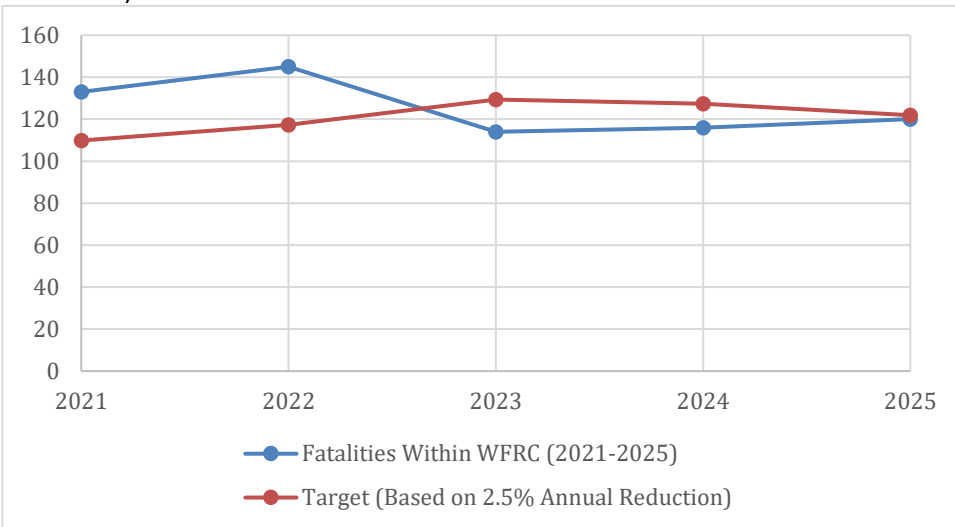


Figure3 - Fatalities within WFRC (2021-2025) and Target (Based on 2.5% Annual Reduction)

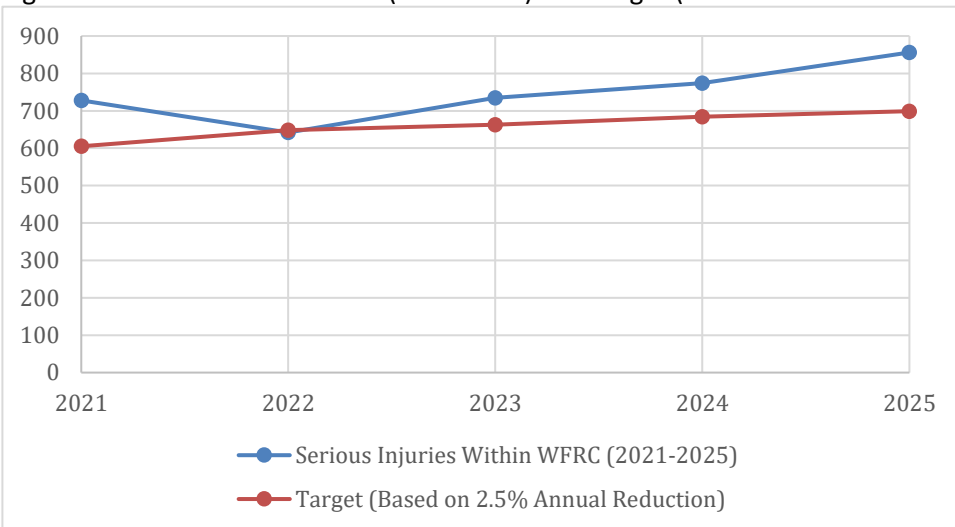


Figure 4 - Serious Injuries within WFRC (2021-2025) and Target (Based on 2.5% Annual Reduction)

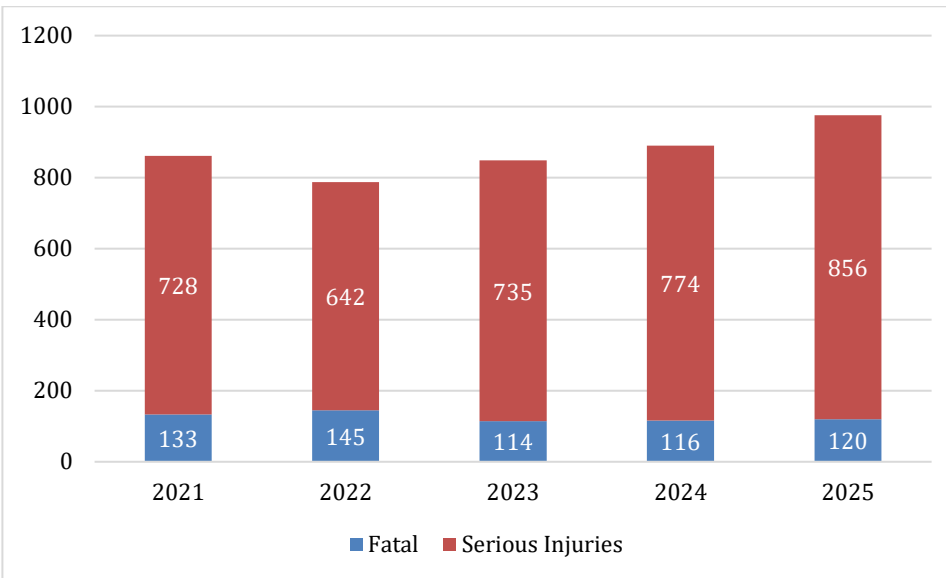


Figure 5 - Fatalities & Serious Injuries within WFRC (2021-2025)

Figure 5 shows the annual number of fatalities and serious injuries in the WFRC region. Between 2021 and 2025, the total number of fatalities and serious injuries generally increased, rising from 861 in 2021 to 976 in 2025. Serious injuries accounted for the majority of the total each year, while fatalities remained relatively stable, ranging from 114 to 145 annually. The increase in total fatal and serious injury crashes highlights the continued need for targeted safety improvements throughout the WFRC region.

CSAP Performance Metrics

The most frequently cited risk factors involving serious injury and fatal crashes between 2021–2025 are shown in Figure 6. High-level risk factors related to roadway attributes and operational policies are the focus of this report. Pedestrian, Bicycle and Motorcycle related crashes could be considered collectively as “Vulnerable Road Users” or VRU. Behavioral risk factors such as Teenage Driver, Unrestrained (not wearing a seat belt), and DUI are shown in gray, and are not the focus of this report but are deserving of attention in community education efforts. Crash reporting allows multiple risk factors to be cited in the crash report so there is not a single risk factor in most cases that can be assigned to each crash. The top-five most frequently cited risk factors for serious and fatal crashes from 2021–2025 are listed below:

- Intersection
- Roadway Departure
- Speed
- Motorcycle
- Pedestrian and Bicycle

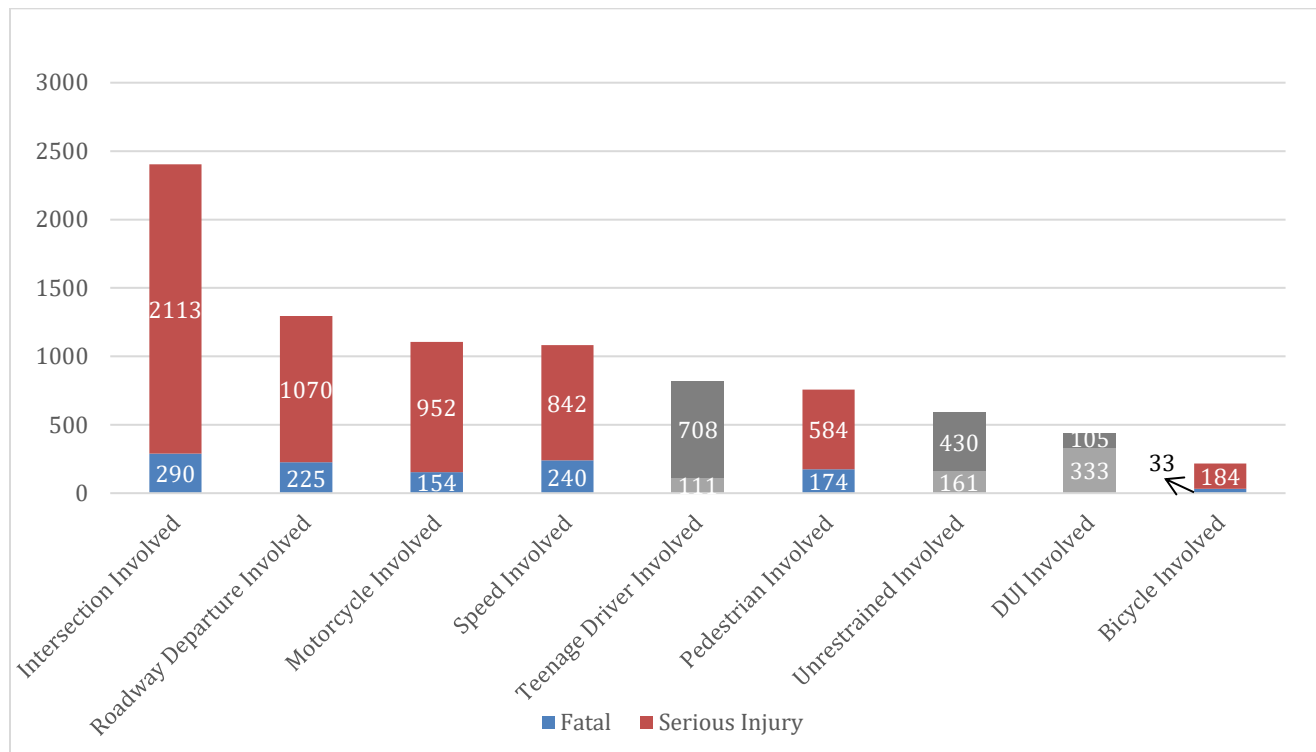


Figure 6 - Most Frequent Crash Risk Factors for Fatal and Serious Injuries (2021-2025).

Figures 7-15 below summarize the following safety-focused performance metrics:

- Number of unrestrained vehicle occupant fatalities (all seat positions) and serious injuries
- Number of DUI-involved driving fatalities and serious injuries
- Number of fatalities and serious injuries from crashes in WFRC Equity Focus Areas
- Number of pedestrian fatalities and serious injuries
- Number of speeding-related fatalities and serious injuries
- Number of motorcyclist fatalities (helmeted and un-helmeted) and serious injuries
- Number of fatalities and serious injuries involving younger drivers
- Number of bicyclist fatalities and serious injuries
- Number of intersection fatalities and serious injuries
- Number of roadway departure fatalities and serious injuries

These performance measures provide WFRC, local communities, partner agencies, and stakeholders with data-driven information on the successes and challenges associated with regional roadway safety and can be used to inform adjustments to the CSAP implementation actions.

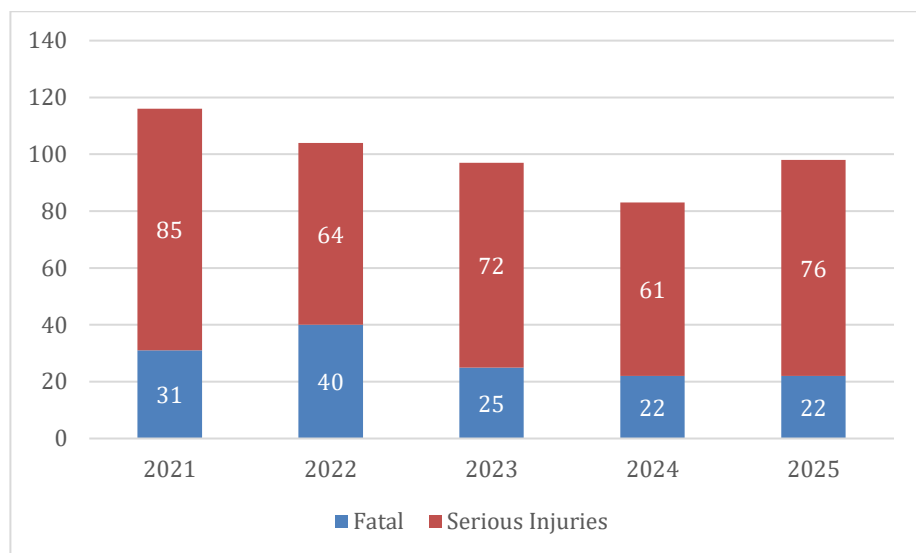


Figure 7 - Unrestrained Vehicle Occupant Fatalities & Serious Injuries (2021-2025)

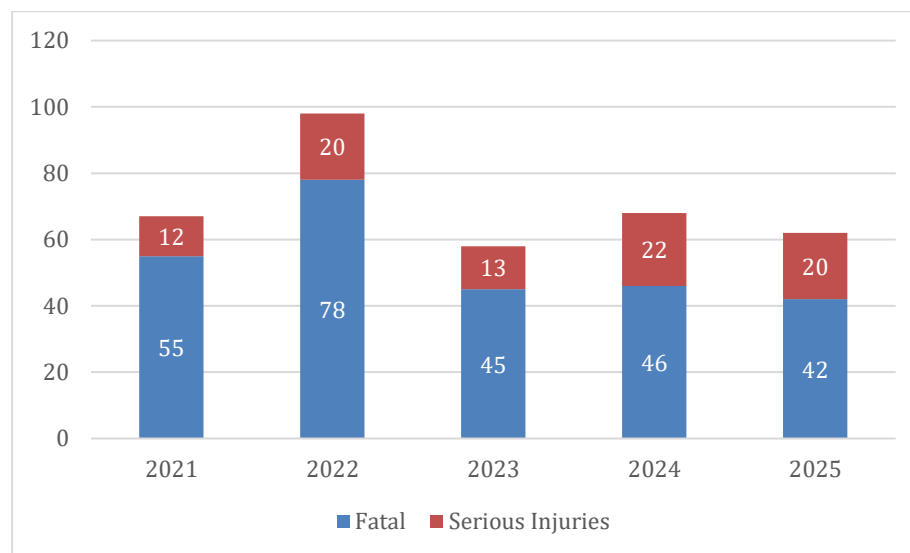


Figure 8 - DUI Involved Fatalities & Serious Injuries (2021-2025)

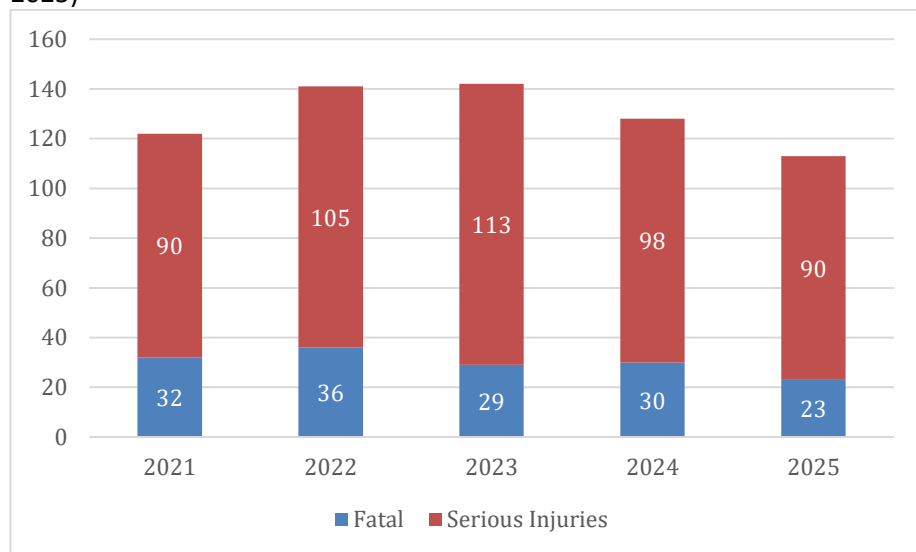


Figure 9 - Pedestrian Fatalities & Serious Injuries (2021-2025)

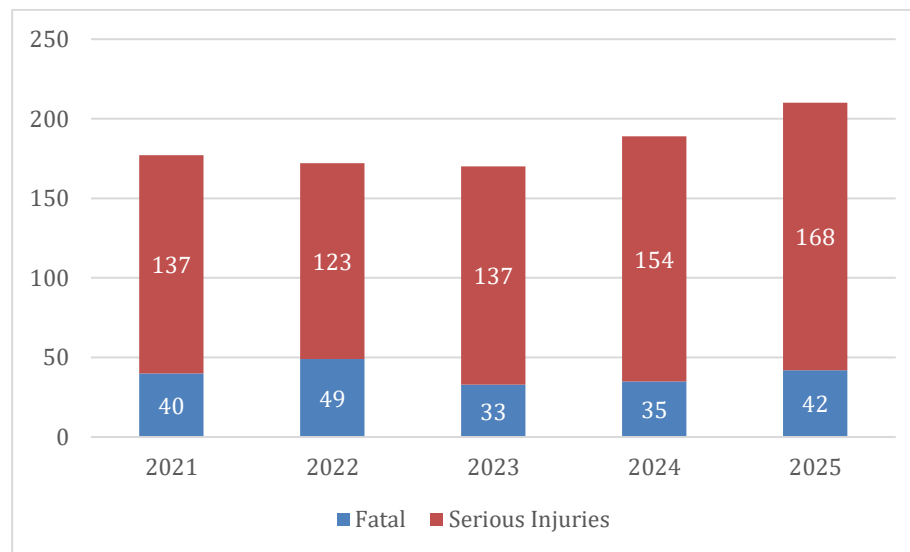


Figure 10 - Speed-Related Fatalities & Serious Injuries (2020-2025)

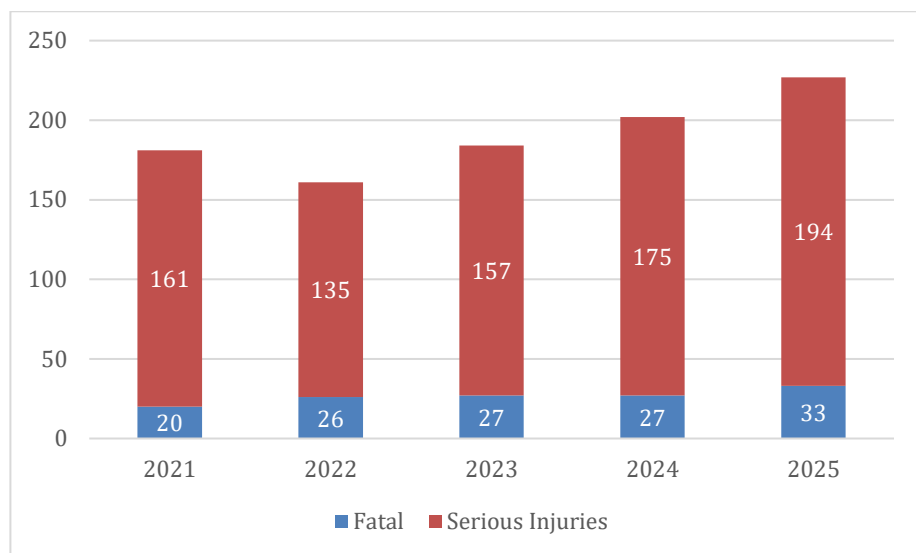


Figure 11 - Motorcyclist Fatalities & Serious Injuries (2021-2025)



Figure 12 - Younger Driver (teenager) Fatalities & Serious Injuries (2021-2025)

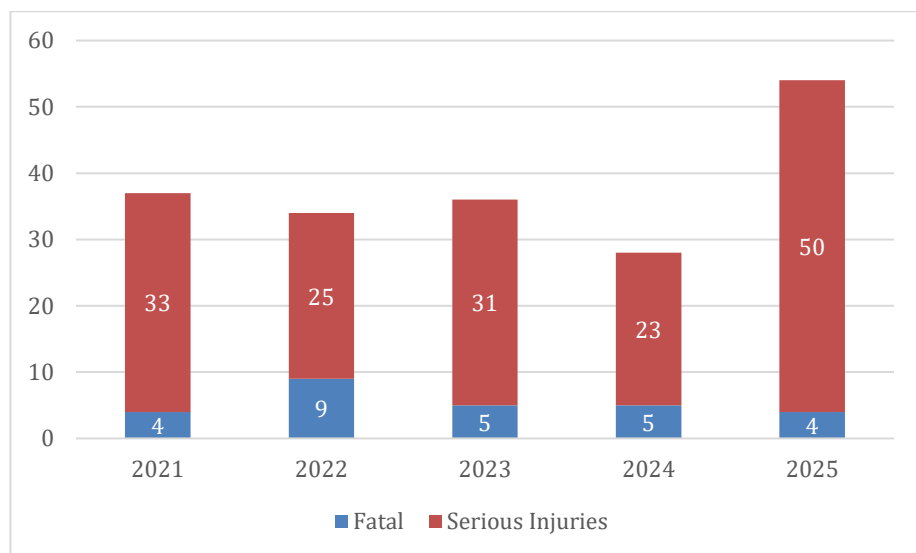


Figure 13 - Bicyclist Fatalities & Serious Injuries (2021-2025)

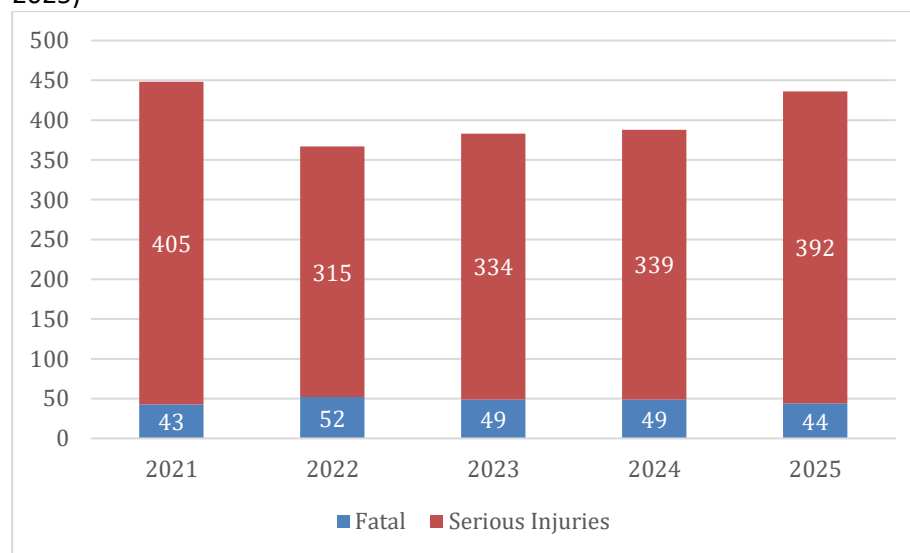


Figure 14 - Intersection Fatalities & Serious Injuries (2021-2025)

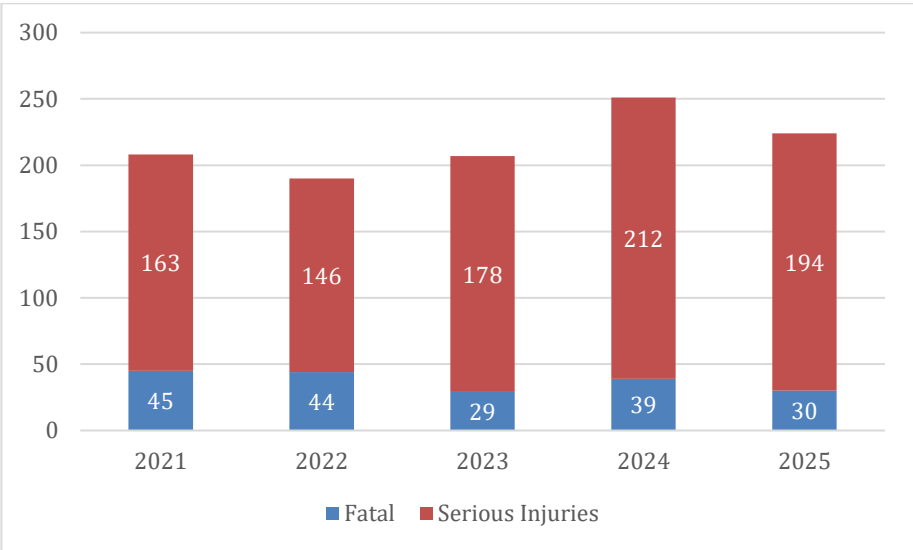


Figure 15 - Roadway Departure Fatalities & Serious Injuries (2021-2025)

PROGRESS ON ACTIONS

WFRC regularly gathers information to identify and record new capital improvements that are contributing to improved regional roadway safety. This will help ensure that recommended safety solutions are an intentional focus of transportation planning and implementation.

For calendar year 2025, WFRC collected information from participating local jurisdictions regarding roadway safety improvement projects completed throughout the region. A total of approximately 75 safety improvement projects were reported, including pedestrian safety enhancements, bicycle facilities, traffic calming measures, speed management treatments, intersection improvements, lighting upgrades, signage improvements, pavement and striping enhancements, and access management projects. These investments support the implementation of the Safe System Approach and help advance regional efforts to reduce fatalities and serious injuries on the transportation network.

While direct comparisons between investments and crash outcomes can be challenging, the multifocal approach of the Safe System Approach allows WFRC to track progress through changes in crash data and link those changes to investments with safety components across the WFRC region.

WFRC encourages projects that include elements from the [Safety Countermeasures Toolbox](#)



Safety improvements funded that integrate FHWA Proven Safety Countermeasures

2025 SS4A Grant Awards

The [2025 Safe Streets and Roads for All \(SS4A\)](#) program awarded more than \$982 million to 521 local, regional, and Tribal communities nationwide. Within the WFRC region, Layton City, Salt Lake County, and the Greater Salt Lake Municipal Services District were awarded approximately \$14.9 million through the 2025 SS4A program to advance local roadway safety improvements and planning efforts. These investments support implementation of the Safe System Approach and regional efforts to reduce fatalities and serious injuries.

2025 Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP), administered by the Utah Department of Transportation (UDOT), funds projects that advance roadway safety goals in Utah. Utah's ultimate roadway safety goal is Zero Fatalities and HSIP funds are critical to efforts in reaching that goal.

Utah's Strategic Highway Safety Plan (SHSP) defines Utah's safety goals and describes a program of strategies to improve safety. The SHSP was developed in cooperation with a broad range of multidisciplinary stakeholders. In order to obligate HSIP funds, UDOT must produce a program of projects or strategies that reduce safety problems identified in the SHSP. UDOT must also evaluate and update its SHSP on a regular basis.

In 2025, the following are a few of the projects within the WFRC region that were funded or completed with HSIP funds:

- **US-89 (MP 374.9–375.8):** segment lighting to roadway for vulnerable users.
- **SR-68 (7000 S to 7800 S) and SR-171:** added lighting to roadway for vulnerable users
- **SR-171 Intersection Improvements:** lighting and signal improvement.

Ongoing Local Opportunities

Communities are encouraged to continue to work on implementing their own local safety improvements. WFRC is a committed partner and affirms its intent to continuously work to assist communities in pursuing safety, linking them to funding opportunities, technical assistance, and avenues for collaboration whenever possible.

In 2025, local jurisdictions responding to the survey reported completing several projects for which safety was either the primary or a secondary objective. A complete list of these projects is provided in Appendix A: Local Safety Projects Completed in 2025, organized into two categories:

- **A.1 Safety as the Primary Objective**
- **A.2 Safety as a Secondary Objective**

CONCLUSION

Improving roadway safety requires ongoing collaboration among local governments, transportation agencies, and community partners. The information presented in this report highlight areas where additional efforts are needed to achieve the region's goal of reducing fatalities and serious injuries. Communities across the WFRC region are encouraged to use the Comprehensive Safety Action Plan (CSAP) and its accompanying maps, data, and tools to identify local safety priorities, pursue funding opportunities, and implement projects that create safer roads for all users.

Appendix A

A.1 Safety as the Primary Objective

Project number	Jurisdiction	Project	Type	FHWA PSC ² Match?	Type of Funds
1	Bluffdale	Roundabout island improvements	Roundabout	Yes	Local
2	Bluffdale	High-visibility crosswalk striping	Striping – high visibility/wider	Yes	Local
3	Bluffdale	Raised crosswalks at trail crossings	Crosswalk – raised	No	Local
4	Bluffdale	Add street lights	Lighting – add	Yes	Local
5	Bluffdale	Add turning lanes and ADA ramps	LT Lanes	Yes	Local
6	Bluffdale	Add street light at roundabout	Lighting – add	Yes	Local
7	Bluffdale	ADA ramps and school crosswalk	Crosswalk – high visibility	Yes	Local
8	Brighton	Installed New Posted Speed Signs and Converted Several Uncontrolled Intersections	Intersection	No	Local
9	Emigration Canyon	No Parking Signs Near Ruth's Diner	Signs	No	Local
10	Holladay	Safety improvements in 2-way left-turn lane (midway crossing)	Pedestrian Refuge Island	Yes	Local
11	Holladay	Wasatch Blvd buffered bike lane improvements	Bicycle Lane - buffered	Yes	Local
12	Holladay	New sidewalk along 4500 S	Sidewalk - add	Yes	Local
13	Holladay	Reconstruct/improve crosswalk signals at Holladay Blvd & 1950 E	Pedestrian signals	Yes	Local
14	Kearns	Installed 20 Speed Humps	Traffic Calming	Yes	Local
15	Kearns	Installed School Crossing Signs	Signs	No	Local
16	Kearns	Added Stop Signs at Multiple Intersections	Intersection	No	Local
17	Kearns	Installed Crosswalk with RRFB Across Cougar Lane at Ed Mayne	Crosswalk Improvements	Yes	Local
18	Kearns	Traffic Calming Studies Throughout Kearns	Traffic Calming Study	No	Local
19	Magna	Signage in Little Valley Gateway	Signs	No	Local
20	Magna	Reduced posted speed from 35 to 30	Signs	Yes	Local
21	Magna	Raised School Crosswalk on Cordero Drive	Mid-Block Crossing	Yes	Local
22	Magna	RRFB on Raised Midblock Crossing on Cordero Drive	Mid-Block Crossing	Yes	Local

² Proven Safety Countermeasures

23	Magna	No Parking Signs on Whitman Drive	Signs	No	Local
24	Magna	Increased Light Output on Existing Streetlights	Lighting	Yes	Local
25	Magna	Signs Along 2700 S and 2820 S	Signs	No	Local
26	Magna	Raised Median Extension on 8400 W/Cordero Drive	Access Restriction	Yes	Local
27	Magna	Painted a TWLTL on Cordero Drive Between 8400 W and McElroy Rd	Striping	Yes	Local
28	Magna	Oquirrh Drive RR Crossing Sign Upgrades	At Grade RR Crossing	No	Local
29	Magna	Oquirrh Drive RR Crossing Pavement Messages	At Grade RR Crossing	No	Local
30	Magna	Oquirrh Drive RR Crossing Striping Upgrades	At Grade RR Crossing	Yes	Local
31	Magna	Signs Along 2700 S and 2820 S (Duplicate Entry)	Signs	No	Local
32	Weber County	4 Way Stop Installation	Stop Sign	yes	Local
33	Weber County	Pedestrian Crossing Striping	Crosswalk - high visibility	yes	Local
34	Weber County	Turn Pocket Installation (4700 W & 2200 S)	Striping - high visibility/wider	Yes	Local
35	Weber County	Widening of 12th Street	Striping - high visibility/wider	Yes	Local
36	Weber County	New Trail on 4100 North	Bicycle Lane - separated	Yes	Local
37	Weber County	Pedestrian Crossing Installation	Pedestrian-only phase	Yes	Local
38	South Jordan	Buffered Bike Lanes on Shields Lane	Bicycle Lane - buffered	yes	Local
39	South Jordan	Narrowed Lanes on Shields Lane	Traffic Calming - lane narrowing	yes	Local
40	South Jordan	Sidewalk on 1000 W	Sidewalk - add	Yes	Local
41	South Jordan	Reduced Speed Limit on South Jordan Parkway	Speed - Context Sensitive	Yes	Local
42	South Jordan	Radar Feedback Signs	Speed - Radar Feedback	No	Local
43	South Jordan	RRFB at Country Ridge Dr	Crosswalk - RRFB	Yes	Local
44	South Jordan	Widen Shoulder for Parking	Shoulder - Widen/Clear	No	Local
45	South Jordan	Narrow Lanes on Harvest Point Dr	Traffic Calming - lane narrowing	Yes	Local
46	South Jordan	Highland Drive Improvements	Signal Back Plates	Yes	Federal
47	South Jordan	Riverfront Parkway: 11050 S to 11400 S, Widen	Crosswalk - raised	No	Federal
48	South Jordan	Riverfront Parkway: 11050 S to 11400 S, Widen	Crosswalk - RRFB	Yes	Federal
49	Unincorporated-Salt Lake County	Converted Two-Way Stop to Four-Way Stop (Colene Dr/Wayside Dr)	Intersection	No	Local
50	Unincorporated-Salt Lake County	Added Speed Feedback Signs on 8175 S	Traffic Calming	No	Local
51	Unincorporated-Salt Lake County	Installed "No Parking" Signs on Blind Curves on Dimple Dell Drive	Signs	No	Local

52	Unincorporated-Salt Lake County	Traffic Calming Study on Ridge mark Drive	Traffic Calming Study	No	Local
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A.2 Safety as a Secondary Objective

Project number	City	Project	Type	FHWA PSC Match?	Type of Funds
1	West Valley	4100 South – Asphalt Overlay	Pavement Rehabilitation	No	Local
2	West Valley	2700 West – Asphalt Overlay	Pavement Rehabilitation	No	Local
3	West Valley	3650 South; 2700 West to 3200 West	Bicycle Lane - striped	Yes	Federal
4	West Valley	3650 South; 2700 West to 3200 West	Two-Way Left-Turn Lane	Yes	Federal
5	West Valley	3650 South; 2700 West to 3200 West	Lighting - add	Yes	Federal
6	West Valley	3650 South; 2700 West to 3200 West	Traffic Calming - lane narrowing	Yes	Federal
7	West Valley	3650 South; 2700 West to 3200 West	Sidewalk - add	Yes	Federal
8	West Valley	Parkway Blvd (2700 S); MVC to 6400 West	Bicycle Lane - striped	Yes	Federal
9	West Valley	Parkway Blvd (2700 S); MVC to 6400 West	Two-Way Left-Turn Lane	Yes	Federal
10	West Valley	Parkway Blvd (2700 S); MVC to 6400 West	Lighting - add	Yes	Federal
11	West Valley	Parkway Blvd (2700 S); MVC to 6400 West	Sidewalk - add	Yes	Federal
12	White City	Installed "Cross Street Does Not Stop" Plaques	Intersection	No	Local
13	White City	Revised and Relocated School Crossing Signs	Intersection	No	Local
14	White City	Sego Lily Drive Reconstruction	Bulb outs	No	Local
15	White City	Sego Lily Drive Reconstruction	Raised Crosswalk	No	Local
16	White City	Sego Lily Drive Reconstruction	RRFB	Yes	Local
17	White City	Sego Lily Drive Reconstruction	Radar Feedback Signs	No	Local
18	White City	Sego Lily Drive Reconstruction	Bike Lane Markings	Yes	Local
19	White City	Sego Lily Drive Reconstruction	Bicycle Lane Striping	Yes	Local