

Utah

REGIONAL RANKING » WEST #2

GOVERNOR: Gary Herbert

DOT COMMISSIONER: Carlos Braceras

BICYCLE/PEDESTRIAN COORDINATOR: Evelyn Tuddenham

STATE ADVOCACY GROUP: Bike Utah

CAT	EGORY SCORES		SCORING:	5 = HIGH	1 = LOW
4	LEGISLATION AND ENFORCEMENT				
4	POLICIES AND PROGRAMS	~			
3	INFRASTRUCTURE AND FUNDING	~			
5	EDUCATION AND ENCOURAGEMENT	~			
3	EVALUATION AND PLANNING				
TOP	10 SIGNS OF SUCCESS		(🏂 = NEW	IN 2015
	1% OR MORE OF PEOPLE COMMUTI	NG BY BIKE			
50	SAFE PASSING LAW (3 FEET OR GRE	ATER)			
	COMPLETE STREETS POLICY				
50	DEDICATED STATE FUNDING				
50	ACTIVE STATE ADVOCACY GROUP				
50	STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)				
50	SHARE THE ROAD CAMPAIGN				
50	VULNERABLE ROAD USER LAW				
50	BICYCLE SAFETY EMPHASIS IN STR	ATEGIC HIGH	IWAY SAFET	Y PLAN	
	2% OR MORE FEDERAL FUNDS SPE	NT ON BIKE/	PED		

REPORT CARD

RANKING # 5

OVERALL POINTS

54 of 100

2014: 53 of 100

FEEDBACK

- Consider ways to include bicycling in short and long-range planning processes and provide a clear vision for bicycling in the state of Utah.
- Update the State Bicycle Master Plan with input from communities, advocates, and other stakeholders. Create a structure where stakeholders can provide input on UDOT projects as they are being developed rather than minor adjustments after they are planned and budgeted.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.
- Disburse SRTS funds. These have not been distributed for projects over the past two years and, to date, no RFP has been issued for 2015. Create and fund a school-based bicycle education program.
- As the success, number and size of Utah's biking and walking programs grows ensure that staff size and resource are increased so that the success and growth is sustainable.
- Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Bike and Walk Accommodation Policy compliance.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org. THE LEAGUE OF AMERICAN BICYCLISTS since 1880