



BICYCLE FRIENDLY STATE REPORT CARD

UTAH

STATE RANKING OVERALL (OUT OF 50)

#8

TOTAL COUNTS

BICYCLE FRIENDLY COMMUNITIES 7
 BICYCLE FRIENDLY BUSINESSES 30
 BICYCLE FRIENDLY UNIVERSITIES 3

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

STATE ADVOCACY GROUPS: BIKE UTAH & CYCLING UTAH MAGAZINE

Summary

Utah has a Top 10 ranking for the third time since our rankings started in 2008. However, this high ranking comes with one glaring lagging indicator – the state’s use of federal funding for bicycling and walking. Ensuring sufficient resources and staffing at the Utah Department of Transportation for implementing bicycle-related projects should be a priority so that Utah can build upon its great planning work. While there are caveats that come with data on the use of federal transportation funds, including the difficulty of reporting complete streets-related bicycle projects, Utah’s federal spending on bicycling and walking is conspicuously low – low enough that the caveats likely do not negate the reported low level of spending.

Another area for improvement is driver education. Improving driver education and testing related to interacting with bicyclists would improve the state’s Education & Encouragement category.

Feedback Points

The Utah DOT, and the Utah legislature, should ensure that there is ongoing funding that supports a strong active transportation program within UDOT so that UDOT can be a leader in active transportation both within the state and nationally. Current staffing levels are well below leading states such as Washington and Minnesota.

The Utah Active Transportation Benefits Study shows how residents of Utah receive hundreds of millions of dollars of benefits from active transportation, including bicycling. As Utah’s population grows, it is important that active transportation is a key part of the expansion of communities so that these benefits are preserved and expanded.

Provide specific training to engineers and planners on how to plan, design, and implement bicycle and pedestrian infrastructure, including protected bike lanes, safe rural bicycling routes, and other facilities that have become

more widespread in recent years. Significant changes in best practices have occurred recently and training is essential to ensuring that communities in your state have access to the best possible solutions for their bicycle and pedestrian safety and mobility issues. Bike Utah has done in-state and out-of-state study tours that have connected more than 600 planners, engineers, elected officials, and advocates to on-the-ground conditions for bicycling in Utah and other states. It is important to continue this on-the-ground practice in addition to technical trainings.

UDOT and municipalities need to take an active role in building protected and separated infrastructure in order to see a greater mode shift toward bicycling.

» Feedback Continued on Page 3

Comparison States

National (Overall)	Western Region (out of 13)
6. Colorado	3. Oregon
7. Delaware	4. Colorado
8. Utah	5. Utah
9. New Jersey	6. Arizona
10. Virginia	7. Idaho

Categories	Rank out of 50
Infrastructure & Funding	19
Education & Encouragement	10
Legislation & Enforcement	7
Policies & Programs	23
Evaluation & Planning	8

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more fed funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.9% of commuters biking to work ⁱ	11/50
Safety	4.9 fatalities per 10k bike commuters ⁱⁱ	16/50
Spending	\$1.39 per capita FHWA spending on biking and walking ⁱⁱⁱ	43/50


ⁱ This figure is based upon the Census Bureau’s American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)’s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)’s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 19 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	19/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	20/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	5/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	8/8 pts
Total of Possible 100 Points: 62/100 pts	

 Education & Encouragement Ranked 10 th of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	13/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	5/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 68/100 pts	

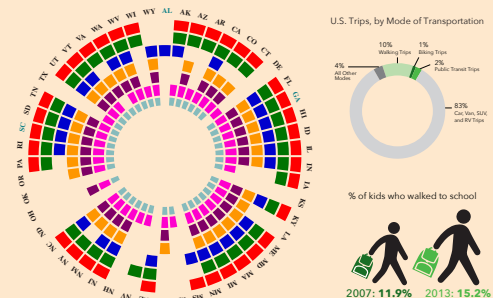
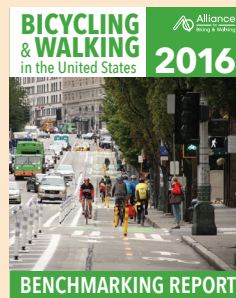
 Legislation & Enforcement Ranked 7 th of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	21/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	27/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	25/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	5/10 pts
Total of Possible 100 Points: 78/100 pts	

 Policies & Programs Ranked 23 rd of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	30/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	11/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	9/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	5/6 pts
Total of Possible 100 Points: 55/100 pts	

 Evaluation & Planning Ranked 8 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	44/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	26/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	5/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	6/8 pts
Total of Possible 100 Points: 81/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.





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Feedback Points, CONTINUED

>> Cont'd from Page 1

While Utah has a relatively high rate of bike commuting and that rate has risen in recent years, the same cannot be said of Utah's use of federal transportation funding for biking and walking. As a percentage of federal transportation spending, Utah spends the 12th least on biking and walking. This lack of funding relative to other modes is particularly troubling as Utah adopted a bike plan in 2014, this level of funding suggests that plan is either not being implemented or was not a bold plan for improving biking.

UDOT's new program, Move Utah, is a great idea to create more local planning resources for local communities. Ensure that this program reaches all of UDOT's four regions and use it as a tool to further develop state and local collaboration.

Continue to fund and expand successful Safe Routes to School programming so that more Utahans are taught how to bike safely at a young age.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.