



BICYCLE FRIENDLY STATE REPORT CARD



13% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
BIKE UTAH

UTAH

#10 NATIONAL RANK (OF 50)

#5 REGIONAL RANK (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding						C+ Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement						B Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices						C+ Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs						B Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning						A- Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Utah, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Utah.

Utah spends the lowest reported amount of federal funding on biking and walking per capita. Spend more and/or improve reporting practices to make sure your investments are counted.

Spend at least 2% of federal transportation funds on biking and walking improvements.

In contrast to the reported use of federal funding, Utah spends significant state funding on biking and walking. The Utah Transportation Investment Fund reportedly has invested more than \$30 million in active transportation projects annually since its inception. In 2020, legislators set aside an additional budget allocation of \$35 million for regionally important projects identified by UDOT. This investment is commendable.

In the 2021, the Utah Legislature adopted HB 142 which allows cyclists to treat stop signs as yield signs if there is no vehicle or pedestrian traffic present. The experience of Idaho, Arkansas, and Delaware shows that allowing cyclists to treat stop signs as yield signs in this way provides convenience and safety benefits to people biking.

Utah DOT's Statewide Active Transportation Data Resources provide an incredible opportunity to understand bicycle facilities and bicycle travel in the state. Ensure ongoing funding, staffing, and training to maximize those resources. Utah's 2014 statewide bicycle plan does not address modern safe facilities like separated bike lanes and a new statewide plan should build upon the Data Resources created.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	No
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.64% of commuters biking to work	15/50
Safety 5.2 fatalities per 10K bike commuters	15/50
Spending \$0.15 per capita FHWA spending on biking and walking	50/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.