



BICYCLE FRIENDLY STATE REPORT CARD

UTAH

RANKED

8

OF 50

STATE ADVOCACY GROUP:
BIKE UTAH

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. 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.

The Utah DOT, like several other states, is working on a statewide active transportation data system. It is great to see more and more states take these steps related to bicycle and pedestrian counts, facility inventory data, and other data systems. Continue this work so that the state DOT and communities in Utah can easily collaborate with shared data.

Governor Herbert's administration has set a goal to build 1,000 miles of family friendly trails in 10 years. This is a bold initiative and will require more consistent funding. In recent years, federal data shows a low level of use of federal funds for biking and walking projects and the state should assess why that utilization is reportedly so low.

In 2018 the Utah legislature prompted the Utah DOT to place a greater emphasis on planning at Utah's Transportation Vision is a major outcome of this change. The four goals of that vision: good health, strong economy, better mobility, and connected communities strongly suggest that bicycling and walking should be prioritized in UDOT's work.

The Utah DOT should work with local communities to develop statewide, regional, and local plans that help create safe and connected bicycle and pedestrian networks.

The Utah DOT should consider how to better document the inclusion of bicycle and pedestrian infrastructure in road projects. Current federal funding data suggests that Utah spends a very low amount on bicycle and pedestrian projects.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

Utah has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Utah should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances.

Allow photo enforcement of speed limits in areas such as school zones or other areas with high activity by people biking and walking.

Install a Protected Bike Lane on a state-owned road.

	Infrastructure & Funding	B
	Education & Encouragement	C
	Legislation & Enforcement	B
	Policies & Programs	C+
	Evaluation & Planning	A-

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.8% of commuters biking to work	13/50
Safety	6 fatalities per 10K bike commuters ⁱⁱ	16/50
Spending	\$0.68 per capita FHWA spending on biking and walking ⁱⁱⁱ	49/50


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.


Category Breakdown: UTAH

 Infrastructure & Funding Ranked 11 of 50 States B	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	A
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	D+
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?	A

 Policies & Programs Ranked 12 of 50 States C+	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	C
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B+
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	A

 Education & Encouragement Ranked 16 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	C

 Evaluation & Planning Ranked 2 of 50 States A-	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	A
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	A
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 8 of 50 States B	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-
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?	A-
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?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey 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.

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TOGETHER!




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