



Utah

RANKING # 5

REGIONAL RANKING » WEST #2

GOVERNOR: Gary Herbert

DOT COMMISSIONER: Carlos Braceras

BICYCLE/PEDESTRIAN COORDINATOR: Evelyn Tuddenham

STATE ADVOCACY GROUP: Bike Utah

CATEGORY 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 COMMUTING BY BIKE



SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY



DEDICATED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP



STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)



SHARE THE ROAD CAMPAIGN



VULNERABLE ROAD USER LAW



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

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.