



Utah Pedestrian
SAFETY ACTION PLAN

Prepared For:

The Utah Department of Transportation &
The Utah Department of Public Safety

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INTRODUCTION

Development of the UTAH PEDESTRIAN SAFETY ACTION PLAN

In June 2014 representatives from a cross-section of Utah state agencies met to create a Pedestrian Safety Task Force. The group was tasked with identifying strategies to reduce pedestrian fatalities and improve overall pedestrian safety statewide.

Beginning in July 2014 the Task Force began monthly meetings to discuss existing conditions and to identify a vision for what they hoped to accomplish as a group. Subject experts were brought in from a number of different departments and organizations including the Utah State Office of Education, the Utah Transit Authority (UTA), and Driver's License Division, to provide information and insight into general pedestrian safety, as well as identify specific locational problems that would need to be addressed. The Task Force also reviewed existing research from Utah and across the country that focused on the diverse and multi-faceted characteristics that can make the environment safer or more dangerous for pedestrians. The Task Force commissioned additional analysis of the state's pedestrian crash data as part of their review. This involved not only looking at site components, but also time of day, weather, demographics, driver and pedestrian contributions, and maneuvers at the time of the crash. This analysis further informed the goals and tasks that are identified within the plan.

Aside from the Task Force meetings, appropriate representatives from both the Utah Department of Transportation (UDOT) and the Utah Department of Public Safety (UDPS) met bi-monthly in work group meetings where all analyses and data gathered as a part of the process were further reviewed and discussed. These work group meetings then funneled information and recommendations back to the main Task Force for discussion and action.

The final goals and objectives of the Pedestrian Safety Action Plan underwent four rounds of review allowing Task Force members additional opportunities to reflect upon and make changes to the content of the plan. After the plan was complete, the Task Force provided one last review to ensure that all the content and objectives within the document reflected the original scope and intent. In February 2016 the Task Force signed off on the final version of the plan and went to work, with each agency moving ahead swiftly on the goals and tasks within their jurisdiction.



The Pedestrian Safety Action Plan is structured under seven "Emphasis Areas". They include:

- Data, Analysis, and Evaluation;
- Driver Education and Licensing;
- Highway and Traffic Engineering;
- Law Enforcement and Emergency Services;
- Communication Program;
- Pedestrian Education and Outreach Program;
- and Legislation, Regulation, and Policy.

These areas are designated by the Federal Highway Administration as target emphases for pedestrian safety nationwide. Within each emphasis area are specific "Goals". Each goal provides a broad scope or concept for improving pedestrian safety. Under each goal several specific "Tasks" are identified for accomplishing the larger goal. Each proposed task will be spearheaded by a "Lead Agency" who will work with other appropriate partners through completion. An anticipated timeframe for when each task will begin is provided for reference.

Pedestrian SAFETY ACTION PLAN



VISION

A transportation system that facilitates the safe interaction of all travel modes; where pedestrians of all ages and abilities can walk with awareness safely and comfortably.



MISSION

The Utah Pedestrian Safety Action Plan (UPSAP) will improve the overall safety of pedestrians by reducing pedestrian-related crashes, injuries, and fatalities while ensuring that Utah's transportation system is balanced with safe and accessible environments for all modes and emphasizing the responsibilities of all roadway users.



EMPHASIS AREAS

- Data, Analysis, and Evaluation
- Driver Education and Licensing
- Highway and Traffic Engineering
- Law Enforcement and Emergency Services
- Communication Program
- Pedestrian Education and Outreach Program
- Legislation, Regulation, and Policy

Pedestrian SAFETY ACTION PLAN

1. DATA, ANALYSIS AND EVALUATION

1.1 GOAL:

Collect and maintain a current and accurate database of pedestrian crash information

TASK 1:

Maintain a database of crash data for incidents involving pedestrians, and continue an annual report summarizing crash statistics and other important criteria.

Lead agency:

*Utah Department of Transportation,
Department of Public Safety*

Timeframe:

Annual

TASK 2:

Complete ongoing statewide analysis of intersection characteristics and their impact on pedestrian safety and crash risk.

Lead agency:

Utah Department of Transportation

Timeframe:

2016

TASK 3:

Explore options for measuring pedestrian impairment.

Lead agency:

Department of Public Safety

Timeframe:

2017-2018

TASK 4:

Update crash reports to collect data on pedestrian impairment at time of crash.

Lead agency:

Department of Public Safety

Timeframe:

2020

TASK 5:

Conduct before and after analysis over time to identify impacts of implementing the Pedestrian Safety Action Plan.

Lead agency:

Utah Department of Transportation

Timeframe:

Annual

TASK 6:

Create a guidebook for conducting pedestrian volume counts including which tools are most appropriate.

Lead agency:

Utah Department of Transportation

Timeframe:

2016

TASK 7:

Improve details of police crash reports involving pedestrians.

Lead agency:

Department of Public Safety

Timeframe:

Beginning 2015- Ongoing

Pedestrian SAFETY ACTION PLAN

2. DRIVER EDUCATION AND LICENSING

2.1 GOAL:

Improve driver behavior through increased comprehension of driver and pedestrian duties and responsibilities

TASK 1:

Provide information to expand the pedestrian component of the current Teen Drivers Education Program.

Lead agency:

*Utah State Office of Education,
Utah Department of Transportation,
Department of Public Safety*

Timeframe:

2020

TASK 2:

Encourage the inclusion of additional information pertaining to pedestrian safety in the Utah Driver Handbook and additional questions on the Driver's License exam.

Lead agency:

*Department of Public Safety -
Driver License Division*

Timeframe:

2018

TASK 3:

Include additional questions pertaining to pedestrian laws on the Traffic Safety and Trends Exam, focusing on visual content for driving scenarios that involve vulnerable road users.

Lead agency:

*Department of Public Safety -
Driver License Division*

Timeframe:

2018

2.2 GOAL:

Promote the use of pedestrian safety training in the adjudication process

TASK 1:

Create a plan for coordinating with local courts to promote and implement referrals to a defensive driving course for pedestrian safety violations.

Lead agency:

Department of Public Safety

Timeframe:

2018

TASK 2:

Identify funding to create and implement a Pedestrian Safety Module to implement in existing defensive driving curriculum.

Lead agency:

Department of Public Safety

Timeframe:

2019

TASK 3:

Develop and provide supplemental materials for a Pedestrian Safety Training Module which includes emphases on both driver and pedestrian roles and responsibilities.

Lead agency:

Department of Public Safety

Timeframe:

2020

Pedestrian SAFETY ACTION PLAN

3. HIGHWAY AND TRAFFIC ENGINEERING

3.1 GOAL:

Improve the implementation of statewide pedestrian crossing traffic control standards

✓ TASK 1:

Increase signal crossing times based on roadway width and consistent with new MUTCD standards.

Lead agency:

Utah Department of Transportation

Timeframe:

2016

✓ TASK 2:

Create pedestrian crossing standards for mid-block crossings.

Lead agency:

Utah Department of Transportation

Timeframe:

2016

✓ TASK 3:

Identify potential technologies to increase crossing times for vulnerable users.

Lead agency:

Utah Department of Transportation

Timeframe:

2020

✓ TASK 4:

Identify outdated pedestrian signage for replacement.

Lead agency:

Utah Department of Transportation

Timeframe:

2015

3.2 GOAL:

Identify existing pedestrian facilities

✓ TASK 1:

Identify existing sidewalks and crossings on all public roads.

Lead agency:

Utah Department of Transportation, Local Jurisdictions

Timeframe:

UDOT Roadways 2016, All others 2020

✓ TASK 2:

Compile a statewide inventory of paved off-road trails/paths.

Lead agency:

Utah Department of Transportation

Timeframe:

2020-2025

3.3 GOAL:

Improve planning and implementation of pedestrian infrastructure

✓ TASK 1:

Create guidelines for when added pedestrian infrastructure is recommended.

Lead agency:

Utah Department of Transportation

Timeframe:

2017

✓ TASK 2:

Create a system for review and oversight for new construction and retrofit projects, during the scoping and concept phase, to ensure that designs properly accommodate pedestrians.

Lead agency:

Utah Department of Transportation

Timeframe:

2015

Pedestrian SAFETY ACTION PLAN

3. HIGHWAY AND TRAFFIC ENGINEERING cont.

3.3 GOAL cont:

Improve planning and implementation of pedestrian infrastructure

✓ TASK 3:

Create an index of model policies (for adoption by cities/counties) requiring pedestrian notification buzzer/sensors in any location where a vehicle may not be visible emerging from alleys, buildings, private roads, parking garages, or driveways (based on UT code 41-6a sections 907, 1008).

Lead agency:

Utah Department of Transportation

Timeframe:

2016

✓ TASK 4:

Promote implementation of a variety of pedestrian and shared-use pathways, in addition to or as an alternative to sidewalks, by cities, counties, and other implementing agencies.

Lead agency:

Utah Department of Transportation,
Metropolitan Planning Organizations

Timeframe:

Beginning 2015- Ongoing

✓ TASK 5:

Adopt a policy to consider narrowing travel lanes as a part of resurfacing projects to accommodate an adequate shoulder. Develop guidelines for travel lane widths according to speed, truck percentages, locational context, etc.

Lead agency:

Utah Department of Transportation

Timeframe:

2016

3.4 GOAL:

Promote Road Safety Audits (RSA) to improve pedestrian safety components

✓ TASK 1:

Work with the Utah Local Technical Assistance Program (LTAP) Center on conducting Road Safety Audits in Utah.

Lead agency:

Utah Department of Transportation,
Local Technical Assistance Program (LTAP),
Federal Highway Administration

Timeframe:

2016

Pedestrian SAFETY ACTION PLAN

3. HIGHWAY AND TRAFFIC ENGINEERING cont.

3.5 GOAL:

Improve pedestrian behavior near rail crossings and transit stops

✓ TASK 1:

Provide updated crossings for pedestrians at all at-grade rail crossings.

Lead agency:

*Utah Transit Authority,
Utah Department of Transportation*

Timeframe:

2015- Ongoing

✓ TASK 2:

Improve safe accessibility for pedestrians at all TRAX and Frontrunner stations.

Lead agency:

Utah Transit Authority

Timeframe:

2015- Ongoing

✓ TASK 3:

Review all UTA bus/rail stops for pedestrian safety issues and implement necessary changes.

Lead agency:

Utah Transit Authority

Timeframe:

2017

3.6 GOAL:

Increase awareness of the safety, accessibility, and mobility needs of aging pedestrians

✓ TASK 1:

Identify high population areas for aging pedestrians.

Lead agency:

*Utah Department of Transportation,
Department of Public Safety*

Timeframe:

2016

✓ TASK 2:

Evaluate pedestrian facilities to ensure they are designed and constructed to improve the level of personal mobility and safety for aging pedestrians with mobility challenges.

Lead agency:

*Utah Department of Transportation,
Department of Public Safety*

Timeframe:

Beginning 2015- Ongoing

Pedestrian SAFETY ACTION PLAN

4. LAW ENFORCEMENT AND EMERGENCY SERVICES

4.1 GOAL:

Improve pedestrian behavior through positive interactions including public information and education efforts by law enforcement

TASK 1:

Conduct pedestrian enforcement “blitzes” in high crash areas to educate pedestrians and drivers about safe interactions and behaviors.

Lead agency:

Department of Public Safety

Timeframe:

Beginning 2015- Ongoing

TASK 2:

Use decoy enforcement (police posing as pedestrians in marked crosswalks) targeting drivers who fail to yield.

Lead agency:

Department of Public Safety

Timeframe:

Beginning 2015- Ongoing

TASK 3:

Update Pedestrian Safety brochure.

Lead agency:

Department of Public Safety

Timeframe:

2016

4.2 GOAL:

Increase law enforcement and Emergency Medical Services (EMS) knowledge of pedestrian safety issues

TASK 1:

Require National Highway Traffic Safety Administration (NHTSA) Pedestrian Training for law enforcement (required for agencies receiving over time funds for pedestrian enforcement shifts).

Available at:
<http://www.nhtsa.gov/Driving+Safety/Pedestrians>

Lead agency:

Department of Public Safety

Timeframe:

2017

TASK 2:

Provide a summary of pedestrian laws to law enforcement agencies.

Lead agency:

Department of Public Safety

Timeframe:

2017

Pedestrian SAFETY ACTION PLAN

5. COMMUNICATION PROGRAM

5.1 GOAL:

Create a message that is consistent, predictable, repeatable, and able to be utilized by all partners and stakeholders

TASK 1:

Expand existing stakeholder network to include all appropriate agencies, interest groups, community organizations, etc. that are not currently represented on the Pedestrian Safety Task Force.

Lead agency:

Department of Public Safety,
Utah Department of Transportation

Timeframe:

Beginning 2016- Ongoing

TASK 2:

Identify appropriate communication methods for different audiences, including but not limited to the following groups: schools, law enforcement, municipalities, advocacy groups, people with disabilities, organizers of special events, higher education, senior centers, non-governmental organizations, metropolitan planning organizations, transit agencies, and the League of Cities and Towns.

Lead agency:

Utah Department of Transportation,
Department of Public Safety,
Utah Transit Authority

Timeframe:

Beginning 2016- Ongoing

TASK 3:

Create a "Rules of the Road" card for pedestrians based upon the similar program for bicyclists.

Lead agency:

Department of Public Safety,
Utah Department of Transportation

Timeframe:

2017

TASK 4:

Utilize social marketing and other appropriate media to promote pedestrian safety to motorists and pedestrians.

Lead agency:

Utah Department of Transportation,
Department of Public Safety

Timeframe:

Beginning 2016- Ongoing

TASK 5:

Promote pedestrian safety awareness during major cultural events throughout the state.

Lead agency:

Department of Public Safety,
Utah Department of Transportation

Timeframe:

Beginning 2016- Ongoing

Pedestrian SAFETY ACTION PLAN

5. COMMUNICATION PROGRAM cont.

5.2 GOAL:

Improve pedestrian behavior through increased comprehension of pedestrian signaling and signage

TASK 1:

Utilize the Teen Driver program to improve understanding of pedestrian and driver roles and responsibilities among new young drivers.

Lead agency:

*Department of Public Safety,
Utah Department of Transportation*

Timeframe:

Beginning 2016- Ongoing

TASK 2:

Partner with organizations to improve understanding of pedestrian and driver roles and responsibilities among older drivers (AARP, Division of Aging Services, Insurance companies, AAA, Senior/Assisted Living, etc).

Lead agency:

Department of Public Safety

Timeframe:

Beginning 2016- Ongoing

5.3 GOAL:

Educate elected and appointed officials on laws, innovative techniques, and the needs of pedestrians

TASK 1:

Create a toolbox on pedestrian safety initiatives, infrastructure improvements, and programs to be disseminated to elected officials across the state.

Lead agency:

*Utah Department of Transportation,
Department of Public Safety*

Timeframe:

2016

TASK 2:

Conduct regular trainings on pedestrian safety for elected officials across the state.

Lead agency:

*Utah Department of Transportation,
Department of Public Safety*

Timeframe:

Beginning 2016- Ongoing

Pedestrian SAFETY ACTION PLAN

6. PEDESTRIAN EDUCATION AND OUTREACH PROGRAM

6.1 GOAL:

Create a pedestrian Resource Center

TASK 1:

Compile existing resources from local and national organizations and make available online (ut.zerofatalities.com, headsuputah.com, UDOT & DPS websites).

Lead agency:

Department of Public Safety,
Utah Department of Transportation,
Utah Transit Authority,
and all other partners

Timeframe:

2016

6.2 GOAL:

Improve pedestrian safety on freeways and high speed highways

TASK 1:

Educate drivers on proper ways to deal with disabled vehicles on a highway to ensure safety when occupants must exit the vehicle (e.g. to change a tire, etc).

Lead agency:

Department of Public Safety

Timeframe:

2015- Ongoing

6.3 GOAL:

Develop campaigns targeting impaired or distracted pedestrians to reduce crashes in high impact areas

TASK 1:

Review other states' pedestrian safety campaigns that target impaired pedestrians and develop appropriate Utah messaging.

Lead agency:

Department of Public Safety

Timeframe:

2017

TASK 2:

Include distracted pedestrian messaging in appropriate safety campaigns

Lead agency:

Department of Public Safety,
Utah Department of Transportation

Timeframe:

2017

TASK 3:

Educate pedestrians of their responsibilities when crossing at signals during green arrow phasing.

Lead agency:

Department of Public Safety,
Utah Department of Transportation

Timeframe:

Beginning 2015- Ongoing

Pedestrian SAFETY ACTION PLAN

6. PEDESTRIAN EDUCATION AND OUTREACH PROGRAM cont.

6.4 GOAL:

Work with law enforcement, media, and other agencies to promote pedestrian safety

TASK 1:

Use existing or create appropriate new educational resources promoting pedestrian safety and the responsibilities of both drivers and pedestrians.

Lead agency:

Department of Public Safety,
Utah Department of
Transportation

Timeframe:

Beginning 2015- Ongoing

TASK 2:

Identify, budget for, and create a media campaign using the “Heads Up Utah” messaging to highlight pedestrian safety.

Lead agency:

Department of Public Safety,
Utah Department of
Transportation

Timeframe:

Beginning 2015- Ongoing

TASK 3:

Work with local communities to promote “Heads Up” and pedestrian safety by hosting local community events that promote safe walking (e.g. 5k/10k, farmers markets, cultural events, etc).

Lead agency:

Department of Public Safety,
Utah Department of
Transportation

Timeframe:

Beginning 2015- Ongoing

TASK 4:

Partner with school-based education programs and groups to promote pedestrian safety.

Lead agency:

Department of Public Safety,
Utah Department of
Transportation

Timeframe:

Beginning 2015- Ongoing

TASK 5:

Develop materials in languages other than English.

Lead agency:

Department of Public Safety

Timeframe:

2017

Pedestrian SAFETY ACTION PLAN

6. PEDESTRIAN EDUCATION AND OUTREACH PROGRAM cont.

6.5 GOAL:

Improve interactions and create educational/outreach opportunities between law enforcement and the public about pedestrian safety

TASK 1:

Create educational materials for law enforcement to use in interactions with the public (such as info tickets, etc).

Lead agency:

Department of Public Safety

Timeframe:

2017

6.6 GOAL:

Promote linkage of state, local, and regional pedestrian safety initiatives and increase coordination between stakeholders

TASK 1:

Work with local interest groups and organizations (e.g. The Wasatch Front Regional Council's Active Transportation Committee) to ensure consistency and implementation of pedestrian safety initiatives.

Lead agency:

Department of Public Safety,
Utah Department of Transportation,
Local MPOs

Timeframe:

Beginning 2015- Ongoing

TASK 2:

Work with Metropolitan Planning Organizations (MPOs) to require Pedestrian Safety Assessments prior to inclusion for all Transportation Improvement Projects.

Lead agency:

Utah Department of Transportation

Timeframe:

Beginning 2015- Ongoing

Pedestrian SAFETY ACTION PLAN

7. LEGISLATION, REGULATION AND POLICY

7.1 GOAL:

Identify model laws and ordinances for pedestrians

TASK 1:

Evaluate existing state code to identify laws or policies that are outdated, inappropriate, ineffective, irrelevant, etc.

Lead agency:

*Department of Public Safety,
Utah Department of
Transportation*

Timeframe:

2016

TASK 2:

Create a plan for identifying shortcomings in existing law regarding pedestrian safety and enforcement.

Lead agency:

*Department of Public Safety,
Utah Department of
Transportation*

Timeframe:

2016

TASK 3:

Create an index of model ordinances and policies for local governments (as identified in other sections of this plan).

Lead agency:

*Department of Public Safety,
Utah Department of
Transportation*

Timeframe:

2016

7.2 GOAL:

Improve code enforcement at the local level to ensure properly maintained pedestrian infrastructure

TASK 1:

Work with subject experts and local agencies to prepare a report highlighting how specific local ordinances can promote pedestrian safety.

Lead agency:

*Department of Public Safety,
Utah Department of
Transportation*

Timeframe:

2017

TASK 2:

Work with local cities and agencies to develop and enforce local ordinances regarding parking on sidewalks, seasonal maintenance (i.e. tree/shrubbery trimming, weed removal, etc), winter snow removal from sidewalks, and other appropriate strategies.

Lead agency:

*Department of Public Safety,
Utah Department of
Transportation*

Timeframe:

2018

Pedestrian SAFETY ACTION PLAN

7. LEGISLATION, REGULATION AND POLICY cont.

7.3 GOAL:

Improve pedestrian rights and right-of-way definitions

TASK 1:

Determine whether the existing definition of "Pedestrian" (UT 41, 6a.43) adequately defines the intended target group.

Lead agency:

*Department of Public Safety,
Utah Department of Transportation*

Timeframe:

Beginning 2016- Ongoing

TASK 2:

Study the viability/effectiveness of a 3 foot rule for vulnerable road users, including pedestrians, traveling in a roadway (when there is no existing sidewalk or the sidewalk is in disrepair) similar to the existing law for cyclists.

Lead agency:

*Department of Public Safety,
Utah Department of Transportation*

Timeframe:

2016

TASK 3:

Evaluate the value and potential for requiring pedestrians traveling in the roadway (not on a sidewalk, e.g. joggers/runners) to use appropriate safety equipment or take specific safety precautions.

Lead agency:

*Department of Public Safety,
Utah Department of Transportation*

Timeframe:

2016



DEFINITIONS

The following terms are defined under Utah Code Title 41, Chapter 6a:

(9) Crosswalk:

(a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from:

- (i) (A) the curbs; or (B) in the absence of curbs, from the edges of the traversable roadway; and
- (ii) in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk at right angles to the centerline; or

(b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

(14) Electric personal assistive mobility device:

(a) a self-balancing device with:

- (i) two nontandem wheels in contact with the ground;
- (ii) a system capable of steering and stopping the unit under typical operating conditions;
- (iii) an electric propulsion system with average power of one horsepower or 750 watts;
- (iv) a maximum speed capacity on a paved, level surface of 12.5 miles per hour; and
- (v) a deck design for a person to stand while operating the device.

(b) "Electric personal assistive mobility device" does not include a wheelchair.

(24) Intersection:

(a) the area embraced within the prolongation or connection of the lateral curblines, or, if none, then the lateral boundary lines of the roadways of two or more highways which join one another.

(b) Where a highway includes two roadways 30 feet or more apart:

- (i) every crossing of each roadway of the divided highway by an intersecting highway is a separate intersection; and
- (ii) if the intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of the highways is a separate intersection.

(c) "Intersection" does not include the junction of an alley with a street or highway.

(25) Island:

an area between traffic lanes or at an intersection for control of vehicle movements or for pedestrian refuge designated by:

- (a) pavement markings, which may include an area designated by two solid yellow lines surrounding the perimeter of the area;
- (b) channelizing devices;
- (c) curbs;
- (d) pavement edges; or
- (e) other devices.

(43) Pedestrian:

a person traveling:

- (a) on foot; or
- (b) in a wheelchair

(44) Pedestrian traffic-control signal:

a traffic-control signal used to regulate pedestrians.

(51) Right-of-way:

the right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under circumstances of direction, speed, and proximity that give rise to danger of collision unless one grants precedence to the other.

(52) Roadway:

(a) that portion of highway improved, designed, or ordinarily used for vehicular travel.

(b) "Roadway" does not include the sidewalk, berm, or shoulder, even though any of them are used by persons riding bicycles or other human-powered vehicles.

(c) "Roadway" refers to any roadway separately but not to all roadways collectively, if a highway includes two or more separate roadways.

(53) Safety zone:

the area or space officially set apart within a roadway for the exclusive use of pedestrians and that is protected, marked, or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

(57) Sidewalk:

that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians.

(63) Traffic:

pedestrians, ridden or herded animals, vehicles, and other conveyances either singly or together while using any highway for the purpose of travel.

(64) Traffic-control device:

a sign, signal, marking, or device not inconsistent with this chapter placed or erected by a highway authority for the purpose of regulating, warning, or guiding traffic.

(65) Traffic-control signal:

a device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

(66) Traffic signal preemption device:

an instrument or mechanism designed, intended, or used to interfere with the operation or cycle of a traffic-control signal.

Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES



Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES

LAWS AND STATUTES

The following are existing Utah laws and statutes as they apply to pedestrians:

For current data, see Utah Code Title 41- Chapter 6a available online at:
<http://le.utah.gov/xcode/code.html>

41-6a-216. Removal of plants or other obstructions impairing view -- Notice to owner -- Penalty.

- (1) The owner of real property shall remove from his property any tree, plant, shrub, or other obstruction, or part of it that constitutes a traffic hazard by obstructing the view of an operator of a vehicle on a highway.
- (2) When a highway authority determines on the basis of an engineering and traffic investigation that a traffic hazard exists, it shall notify the owner and order that the hazard be removed within 10 days.
- (3) The failure of the owner to remove the traffic hazard within 10 days is a class C misdemeanor.

41-6a-301. Standards and specifications for uniform system of traffic-control devices and school crossing guards.

- (1) In accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the Department of Transportation shall make rules consistent with this chapter adopting standards and establishing specifications for a uniform system of traffic-control devices used on a highway.
- (2) The standards and specifications adopted under Subsection (1) shall:
 - (a) include provisions for school crossing zones and use of school crossing guards; and
 - (b) correlate with, and where possible conform to, the system set forth in the most recent edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways" and other standards issued or endorsed by the federal highway administrator.

41-6a-303. Definition of reduced speed school zone -- Operation of warning lights -- School crossing guard requirements -- Responsibility provisions -- Rulemaking authority.

- (1) As used in this section "reduced speed school zone" means a designated length of a highway extending from a school zone speed limit sign with warning lights operating to an end school zone sign.

- (2) The Department of Transportation for state highways and local highway authorities for highways under their jurisdiction:

- (a) shall establish reduced speed school zones at elementary schools after written assurance by a local highway authority that the local highway authority complies with Subsections (3) and (4); and
- (b) may establish reduced speed school zones for secondary schools at the request of the local highway authority.
- (3) For all reduced speed school zones on highways, including state highways within the jurisdictional boundaries of a local highway authority, the local highway authority shall:

- (a) (i) provide shuttle service across highways for school children; or

- (ii) provide, train, and supervise school crossing guards in accordance with this section;

- (b) provide for the:

- (i) operation of reduced speed school zones, including providing power to warning lights and turning on and off the warning lights as required under Subsections (4) and (5); and

- (ii) maintenance of reduced speed school zones except on state highways as provided in Section 41-6a-302; and

- (c) notify the Department of Transportation of reduced speed school zones on state highways that are in need of maintenance.

- (4) While children are going to or leaving school during opening and closing hours all reduced speed school zones shall have:

- (a) the warning lights operating on each school zone speed limit sign; and

- (b) a school crossing guard present if the reduced speed school zone is for an elementary school.

- (5) The warning lights on a school zone speed limit sign may not be operating except as provided under Subsection (4).

- (6) (a) In accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the Department of Transportation shall make rules establishing criteria and specifications for the:

- (i) establishment, location, and operation of school crosswalks, school zones, and reduced speed school zones;

- (ii) training, use, and supervision of school crossing guards at elementary schools and secondary schools; and

- (iii) content and implementation of child access routing plans under Section 53A-3-402.

- (b) If a school crosswalk is established at a signalized intersection in accordance with the requirements of this section, a local highway authority may reduce the speed limit at the signalized intersection to 20 miles per hour for a highway under its jurisdiction.

- (7) Each local highway authority shall pay for providing, training, and supervising school crossing guards in accordance with this section.

Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES

LAWS AND STATUTES

The following are existing Utah laws and statutes as they apply to pedestrians:

41-6a-306. Pedestrian traffic-control signals -- Rights and duties.

- (1) A pedestrian facing a steady "Walk" or symbol of "Walking Person" of a pedestrian traffic-control signal has the right-of-way and may proceed across the roadway in the direction of the signal.
- (2) A pedestrian facing a flashing "Don't Walk" or "Upraised Hand" of a pedestrian traffic-control signal may not start to cross the roadway in the direction of the signal, but a pedestrian who has partially completed crossing on the walk signal shall proceed to a sidewalk or safety island.
- (3) A pedestrian facing a steady "Don't Walk" or "Upraised Hand" of a pedestrian traffic-control signal may not enter the roadway in the direction of the signal.

41-6a-402. Accident reports -- Duty of operator and investigative officer to file.

- (1) The department (Department of Public Safety) may require any operator of a vehicle involved in an accident resulting in injury to or death of any person or total property damage to the apparent extent of \$1,500 or more to file within 10 days after the request:
 - (a) a report of the accident to the department in a manner specified by the department; and
 - (b) a supplemental report when the original report is insufficient in the opinion of the department.
- (2) The department may require witnesses of accidents to file reports to the department.
- (3) (a) An accident report is not required under this section from any person who is physically incapable of making a report, during the period of incapacity.
 - (b) If the operator is physically incapable of making an accident report under this section and the operator is not the owner of the vehicle, the owner of the vehicle involved in the accident shall within 15 days after becoming aware of the accident make the report required of the operator under this section.
- (4) (a) The department shall, upon request, supply to law enforcement agencies, justice court judges, sheriffs, garages, and other appropriate agencies or individuals forms for accident reports required under this part.
 - (b) A request for an accident report form under Subsection (4)(a) shall be made in a manner specified by the division.

- (c) The accident reports shall:
 - (i) provide sufficient detail to disclose the cause, conditions then existing, and the persons and vehicles involved in the accident; and
 - (ii) contain all of the information required that is available.
- (5) (a) A person shall file an accident report if required under this section.
 - (b) The department shall suspend the license or permit to operate a motor vehicle and any nonresident operating privileges of any person failing to file an accident report in accordance with this section.
 - (c) The suspension under Subsection (5)(b) shall be in effect until the report has been filed except that the department may extend the suspension not to exceed 30 days.
 - (6) (a) A peace officer who, in the regular course of duty, investigates a motor vehicle accident described under Subsection (1) shall file an electronic copy of the report of the accident with the department within 10 days after completing the investigation.
 - (b) The accident report shall be made either at the time of and at the scene of the accident or later by interviewing participants or witnesses.
 - (7) The accident reports required to be filed with the department under this section and the information in them are protected and confidential and may be disclosed only as provided in Section 41-6a-404.
 - (8) (a) In addition to the reports required under this part, a local highway authority may, by ordinance, require that for each accident that occurs within its jurisdiction, the operator of a vehicle involved in an accident, or the owner of the vehicle involved in an accident, shall file with the local law enforcement agency a report of the accident or a copy of any report required to be filed with the department under this part.
 - (b) All reports are for the confidential use of the municipal department and are subject to the provisions of Section 41-6a-404.

41-6a-907. Vehicles emerging from alleys, buildings, private roads, or driveways must stop prior to sidewalk area or street.

The operator of a vehicle emerging from an alley, building, private road or driveway within a business or residence district shall stop:

- (1) the vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across the alley, building, private road, or driveway; or
- (2) if there is no sidewalk area, at the point nearest the street to be entered where the operator has a view of approaching traffic.



Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES

LAWS AND STATUTES

The following are existing Utah laws and statutes as they apply to pedestrians:

41-6a-1001. Pedestrians subject to traffic-control devices -- Other controls.

- (1) A pedestrian shall obey the instructions of a traffic-control device specifically applicable to the pedestrian unless otherwise directed by a peace officer.
- (2) A pedestrian is subject to traffic and pedestrian-control signals under Sections 41-6a-305 and 41-6a-306

41-6a-1002. Pedestrians' right-of-way -- Duty of pedestrian.

- (1) (a) Except as provided under Subsection (2), when traffic-control signals are not in place or not in operation, the operator of a vehicle shall yield the right-of-way by slowing down or stopping if necessary:
 - (i) to a pedestrian crossing the roadway within a crosswalk when the pedestrian is on the half of the roadway upon which the vehicle is traveling; or
 - (ii) when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- (b) Subsection (1)(a) does not apply under conditions of Subsection 41-6a-1003(2).
- (c) A pedestrian may not suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.
- (2) The operator of a vehicle approaching a school crosswalk shall come to a complete stop at the school crosswalk if:
 - (a) a school speed limit sign has the warning lights operating; and
 - (b) the crosswalk is occupied by a person.
- (3) If a vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the operator of any other vehicle approaching from the rear may not overtake and pass the stopped vehicle.

41-6a-1003. Pedestrians yielding right-of-way -- Limits on pedestrians.

- (1) A pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles on the roadway.
- (2) A pedestrian crossing a roadway at a point where there is a pedestrian tunnel or overhead pedestrian crossing shall yield the right-of-way to all vehicles on the roadway.
- (3) Between adjacent intersections at which traffic-control signals are in operation, a pedestrian may not cross at any place except in a marked crosswalk.
- (4) (a) A pedestrian may not cross a roadway intersection diagonally unless authorized by a traffic-control device.
 - (b) If a pedestrian is authorized to cross diagonally under Subsection (4)(a), the pedestrian shall cross only as directed by the appropriate traffic-control device.

41-6a-1004. Emergency vehicle -- Necessary signals -- Duties of operator -- Pedestrian to yield.

- (1) A pedestrian shall yield the right-of-way to an authorized emergency vehicle upon the immediate approach of an authorized emergency vehicle using audible or visual signals in accordance with Section 41-6a-212 or 41-6a-1625.
- (2) This section does not relieve the operator of an authorized emergency vehicle from:
 - (a) the duty to drive with regard for the safety of all persons using the highway; nor
 - (b) from the duty to exercise care to avoid colliding with a pedestrian.

41-6a-1005. Limitation on pedestrians related to railroad grade crossings or bridges.

- (1) As used in this section, "active railroad grade crossing" means a railroad grade crossing when:
 - (a) the gate or barrier is closed or is being opened or closed;
 - (b) warning lights are flashing;
 - (c) audible warning devices are being sounded; or
 - (d) other traffic control devices signal the approach of a railroad train.

Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES

LAWS AND STATUTES

The following are existing Utah laws and statutes as they apply to pedestrians:

41-6a-1005 Cont...

- (2) A pedestrian may not pass through, around, over, or under or remain on a crossing gate or barrier at an active railroad grade crossing or bridge.
- (3) A pedestrian may not enter or remain within the area between a railroad track and a railroad sign or signal if the railroad grade crossing is active.
- (4) A pedestrian may not occupy or remain on a railroad grade crossing when the railroad sign or signal is not active except to cross the railroad crossing on a designated walkway.
- (5) A pedestrian may not remain in an area between railroad signs or signals, railroad gates, or rail crossing arms if the railroad grade crossing is active.

41-6a-1006. Vehicles to exercise due care to avoid pedestrians -- Audible signals and caution.

- (1) The operator of a vehicle shall:
 - (a) exercise care to avoid colliding with a pedestrian;
 - (b) give an audible signal when necessary; and
 - (c) exercise appropriate precaution if the operator of the vehicle observes a child or an obviously confused, incapacitated, or intoxicated person.
- (2) This section supersedes any conflicting provision of:
 - (a) this chapter; or
 - (b) a local ordinance in accordance with Section 41-6a-208.

41-6a-1007. Operators to yield right-of-way to blind pedestrian -- Duties of blind pedestrian -- Use of cane -- Failure to yield -- Liability.

- (1) (a) The operator of a vehicle shall yield the right-of-way to a blind or visually impaired pedestrian:
 - (i) carrying a clearly visible white cane; or
 - (ii) accompanied by a guide dog specially trained for that purpose and equipped with a harness.
- (b) (i) Except as provided in Subsection (1)(b)(ii), a person who fails to yield the right-of-way is liable for any loss or damage which results as a proximate cause of the failure to yield the right-of-way to blind or visually impaired persons.
 - (ii) Blind or visually impaired persons shall:

- (A) exercise due care in approaching and crossing roadways; and
- (B) yield the right-of-way to authorized emergency vehicles giving an audible warning signal.

- (2) A pedestrian other than a blind or visually impaired person may not carry a cane as described in Subsection (1).



41-6a-1008. Vehicle crossing sidewalk -- Operator to yield.

The operator of a vehicle crossing a sidewalk shall yield the right-of-way to any pedestrian and all other traffic on the sidewalk.

41-6a-1009. Use of roadway by pedestrians -- Prohibited activities.

- (1) Where there is a sidewalk provided and its use is practicable, a pedestrian may not walk along or on an adjacent roadway.
- (2) Where a sidewalk is not provided, a pedestrian walking along or on a highway shall walk only on the shoulder, as far as practicable from the edge of the roadway.
- (3) Where a sidewalk or a shoulder is not available, a pedestrian walking along or on a highway shall:
 - (a) walk as near as practicable to the outside edge of the roadway; and
 - (b) if on a two-way roadway, walk only on the left side of the roadway facing traffic.
- (4) (a) An individual may not engage in conduct that impedes or blocks traffic within any of the following:
 - (i) an interstate system, as defined in Section 72-1-102;
 - (ii) a freeway, as defined in Section 41-6a-102;
 - (iii) a state highway, as defined in Title 72, Chapter 4, Designation of State Highways Act; or
 - (iv) a state route, or "SR," as defined in Section 72-1-102.
- (b) The locations described in Subsection (4)(a) include:
 - (i) shoulder areas, as defined in Section 41-6a-102;
 - (ii) on-ramps;
 - (iii) off-ramps; and
 - (iv) an area between the roadways of a divided highway, as defined in Section 41-6a-102.

Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES

LAWS AND STATUTES

The following are existing Utah laws and statutes as they apply to pedestrians:

41-6a-1009 Cont...

(c) The locations described in Subsection (4)(a) do not include sidewalks, as defined in Section 41-6a-102.

(d) Conduct that impedes or blocks traffic may include:

- (i) loitering;
- (ii) demonstrating or picketing;
- (iii) distributing materials;
- (iv) gathering signatures;
- (v) holding signs; or
- (vi) soliciting rides, contributions, or other business.

(e) Conduct that impedes or blocks traffic does not include the conduct described in Section 41-6a-209.

(f) A county or municipality may adopt a resolution, ordinance, or regulation prohibiting conduct in locations described in Subsections (4)(a) and (b) within any of the roadways under its jurisdiction.

(g) (i) The state, a county, or a municipality shall create a permitting process for granting a person an exemption from this Subsection (4).

(ii) Upon receipt of a valid permit application, the state, a county, or a municipality shall grant a person a temporary exemption from this Subsection (4) for a specified location or time.

(h) Nothing in this section prohibits a temporary spontaneous demonstration.

(5) A pedestrian who is under the influence of alcohol or any drug to a degree which renders the pedestrian a hazard may not walk or be on a highway except on a sidewalk or sidewalk area.

(6) Except as otherwise provided in this chapter, a pedestrian on a roadway shall yield the right-of-way to all vehicles on the roadway.

(7) A pedestrian may not walk along or on a no-access freeway facility except during an emergency.

(8) (a) As used in this Subsection (8):

(i) "Aggressive manner" means intentionally:

(A) persisting in approaching or following an individual after the individual has negatively responded to the solicitation;

(B) engaging in conduct that would cause a reasonable individual to fear imminent bodily harm;

(C) engaging in conduct that would intimidate a reasonable individual into giving money or goods;

(D) blocking the path of an individual; or
(E) physically contacting an individual or the individual's personal property without that individual's consent.

(ii) "Bank" is as defined in Section 13-42-102.

(iii) "Sidewalk" is as defined in Section 41-6a-102.

(b) An individual may not solicit money or goods from another individual in an aggressive manner:

(i) during the business hours of a bank if either the individual soliciting, or the individual being solicited, is on the portion of a sidewalk that is within 10 feet of the bank's entrance or exit; or

(ii) on the portion of a sidewalk that is within 10 feet of an automated teller machine.

41-6a-1010. Unmarked crosswalk locations -- Restrictions on pedestrian.

(1) A highway authority in its respective jurisdiction may, after an engineering and traffic investigation, designate unmarked crosswalk locations where:

- (a) pedestrian crossing is prohibited; or
- (b) pedestrians shall yield the right-of-way to vehicles.

(2) The restrictions in Subsection (1) are effective only when traffic-control devices indicating the restrictions are in place.

41-6a-1011. Pedestrian vehicles.

(1) As used in this section:

(a) (i) "Pedestrian vehicle" means a self-propelled conveyance designed, manufactured, and intended for the exclusive use of a person with a physical disability.

(ii) A "pedestrian vehicle" may not:

- (A) exceed 48 inches in width;
- (B) have an engine or motor with more than 300 cubic centimeters displacement or with more than 12 brake horsepower; and

(C) be capable of developing a speed in excess of 30 miles per hour.

(b) "Physical disability" means any bodily impairment which precludes a person from walking or otherwise moving about as a pedestrian.

(2) A pedestrian vehicle operated by a person with a physical disability is exempt from vehicle registration, inspection, and operator license requirements.



41-6a-1009 (2)

Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES

LAWS AND STATUTES

The following are existing Utah laws and statutes as they apply to pedestrians:

41-6a-1011 Cont...

(3) (a) A person with a physical disability may operate a pedestrian vehicle with a motor of not more than .5 brake horsepower capable of developing a speed of not more than eight miles per hour:

- (i) on the sidewalk; and
- (ii) in all places where pedestrians are allowed.

(b) A permit, license, registration, authority, application, or restriction may not be required or imposed on a person with a physical disability who operates a pedestrian vehicle under this Subsection (3).

(c) The provisions of this Subsection (3) supercede the provision of Subsection (2)(b).

41-6a-1106. Bicycles and human powered vehicle or device to yield right-of-way to pedestrians on sidewalks, paths, or trails -- Uses prohibited -- Negligent collision prohibited -- Speed restrictions -- Rights and duties same as pedestrians.

(1) A person operating a bicycle or a vehicle or device propelled by human power shall:

- (a) yield the right-of-way to any pedestrian; and
- (b) give an audible signal before overtaking and passing a pedestrian.

(2) A person may not operate a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a roadway in a crosswalk, where prohibited by a traffic-control device or ordinance.

(3) A person may not operate a bicycle or a vehicle or device propelled by human power in a negligent manner so as to collide with a:

- (a) pedestrian; or
- (b) person operating a:
 - (i) bicycle; or
 - (ii) vehicle or device propelled by human power.

(4) A person operating a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a driveway, or across a roadway on a crosswalk may not operate at a speed greater than is reasonable and prudent under the existing conditions, giving regard to the actual and potential hazards then existing.

(5) Except as provided under Subsections (1) and (4), a person operating a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a roadway on a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

41-6a-1116. Electric personal assistive mobility devices -- Conflicting provisions -- Restrictions -- Penalties.

(1) (a) Except as otherwise provided in this section, an electric personal assistive mobility device is subject to the provisions under this chapter for a bicycle, moped, or a motor-driven cycle.

(b) For a person operating an electric personal assistive mobility device, the following provisions do not apply:

- (i) seating positions under Section 41-6a-1501;
- (ii) required lights, horns, and mirrors under Section 41-6a-1506;
- (iii) entitlement to full use of a lane under Subsection 41-6a-1502(1); and

(iv) driver licensing requirements under Section 53-3-202.

(2) A person under 15 years of age may not operate an electric personal assistive mobility device using the motor unless the person is under the direct supervision of the person's parent or guardian.

(3) A person may not operate an electric personal assistive mobility device:

(a) on a highway consisting of a total of four or more lanes designated for regular vehicular traffic;

(b) on a highway with a posted speed limit greater than 35 miles per hour; or

(c) that has been structurally or mechanically altered from the original manufacturer's design.

(4) An owner may not authorize or knowingly permit a person to operate an electric personal assistive mobility device in violation of this section.

(5) A person may operate an electric personal assistive mobility device on a sidewalk if the operation does not:

- (a) exceed a speed which is greater than is reasonable or prudent having due regard for weather, visibility, and pedestrians; or
- (b) endanger the safety of other persons or property.

(6) A person operating an electric personal assistive mobility device shall yield to a pedestrian or other person using a mobility aid.

(7) (a) An electric personal assistive mobility device may be operated on:

- (i) a path or trail designed for the use of a bicycle; or
- (ii) on a highway where a bicycle is allowed if the speed limit on the highway does not exceed 35 miles per hour.

(b) A person operating an electric personal assistive mobility device in an area described in Subsection (7)(a)(i) or (ii) is subject to the laws governing bicycles.

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Existing CONDITIONS

UTAH PEDESTRIAN LAWS AND STATUTES

LAWS AND STATUTES

The following are existing Utah laws and statutes as they apply to pedestrians:

41-6a-1116 Cont...

(8) A person may operate an electric personal assistive mobility device at night if the device is equipped with or the operator is wearing:

- (a) a lamp pointing to the front that emits a white light visible from a distance of not less than 300 feet in front of the device; and
- (b) front, rear, and side reflectors.

(9) A person may not operate an electric personal assistive mobility device while carrying an article that prevents the person from keeping both hands on the handlebars or interferes with the person's ability to safely operate the electric personal assistive mobility device.

(10) Only one person may operate an electric personal assistive mobility device at a time.

(11) A person may not park an electric personal assistive mobility device on a highway or sidewalk in a manner that obstructs vehicular or pedestrian traffic.

(12) A person who violates this section is guilty of a class C misdemeanor.

41-6a-1116.5. Local ordinances regulating electric personal assistive mobility devices.

A local authority may adopt an ordinance to regulate or restrict the use of electric personal assistive mobility devices.

41-6a-1118. Mobility vehicles.

(1) As used in this section:

(a) "Division" means the Driver License Division created in Section 53-3-103.

(b) "Mobility vehicle" means a vehicle that:

(i) is certified by the division for use by a person with a physical disability; and

(ii) complies with the requirements specified by the division in rules made under Subsection (3).

(c) "Mobility vehicle certification" means evidence that a vehicle meets the requirements for certification by the division as a mobility vehicle.

(d) "Mobility vehicle permit" means a permit issued by the division granting authority and specifying the conditions for a person with a physical disability to operate a mobility vehicle on a public highway.

(e) "Physical disability" means a substantial impairment in one or more major life activities that prevents an individual from qualifying to obtain a license certificate.

(2) A person may operate a mobility vehicle on a public highway in accordance with rules made by the division under Subsection (3).

(3) In accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the division shall make rules:

(a) establishing procedures for certification of a vehicle to be operated as a mobility vehicle;

(b) specifying the vehicle requirements for a vehicle to qualify as a mobility vehicle;

(c) for acceptable documentation of a mobility vehicle permit applicant's identity, Social Security number if applicable, Utah resident status, and Utah residence address;

(d) establishing procedures for the issuance of a mobility vehicle permit to an individual with a physical disability;

(e) for examining applicants for a mobility vehicle permit, as necessary for the safety and welfare of the applicant and the traveling public; and

(f) granting authority and specifying the conditions and restrictions for a person to operate a mobility vehicle on a public highway.

(4) An application for a mobility vehicle permit shall be:

(a) made upon a form furnished by the division;

(b) accompanied by a nonrefundable fee set under Section 53-3-105; and

(c) accompanied by a medical questionnaire form that includes information:

(i) that establishes the applicant has a physical disability as defined under Subsection (1)(e); and

(ii) to determine whether it would be a public safety hazard to permit the applicant to drive a mobility vehicle on a public highway.

(5) An application and fee for a mobility vehicle permit entitle the applicant to:

(a) not more than three attempts to pass both the knowledge and skills tests within six months of the date of application; and

(b) a mobility vehicle permit after all tests are passed and requirements are completed.

(6) A mobility vehicle permit expires on the birth date of the applicant in the fifth year following the year the mobility vehicle permit was issued.

(7) A person may not hold both a license certificate and a mobility vehicle permit.

Existing CONDITIONS



Existing CONDITIONS

FUNDING SOURCES

FUNDING TYPE	ELIGIBLE ACTIVITIES	ADMINISTERED BY
Transportation Enhancements	<ul style="list-style-type: none"> • Construction, planning, and design • Safe routes to access daily needs • Conversion of old railroad corridors • Community improvements • Environmental mitigations • Recreational trails program • Safe Routes to School • Constructing boulevards on former interstate routes 	Utah Department of Transportation (UDOT)
Congressional/ Legislative Earmarks	Construction, planning, design, and maintenance of any project specifically identified and funded within government appropriations legislation	State and Federal Legislatures
Congestion Mitigation – Air Quality (CMAQ)	Pedestrian facility improvements, lockers, and individualized marketing initiatives that promote walking	Local Metropolitan Planning Organizations (MPOs)
Recreational Trails Program	Construction and maintenance of trails and trail related facilities, including the development of staging areas, trailheads, restroom facilities, etc.	Utah State Parks
UTA Passenger Enhancement Funds	<ul style="list-style-type: none"> • Projects Design and/or Engineering • Transfer of Right of Way (encroachment, easement, purchase) • Construction of site to meet design and ADA requirements • Funding contributions • Labor contributions • Other project specific material contributions 	Utah Transit Authority (UTA) Capital Development Division
Safe Routes To School	Construction of infrastructure improvements, primarily new sidewalks, but also could potentially be used to install school pavement markings, signage, bicycle parking, etc.	Utah Department of Transportation (UDOT)
Safe Sidewalks Program	Construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not planned for ten or more years	Utah Department of Transportation (UDOT)
Surface Transportation Program	Projects must be identified in the Transportation Improvement Program (TIP) compiled by the local MPOs	Local Metropolitan Planning Organizations (MPOs)
Rivers, Trails, and Conservation Assistance Program	National Park Service staff provide free, on-location facilitation and planning expertise, to connect to parks, trails, rivers, and other special places	National Park Service
Community Development Block Grants	<ul style="list-style-type: none"> • Planning assistance • Construction or reconstruction of local streets • Promotion of neighborhood centers • Creation or rehabilitation of recreational facilities • Removal of barriers that restrict accessibility of the handicapped or elderly 	State Housing and Community Development Division (with assistance from local MPOs)
Community Transformation Grants	Activities to design and carry out local programs that prevent chronic diseases such as cancer, diabetes, and heart disease	Centers for Disease Control and Prevention (CDC)
Special Bond Issues	Any activity approved by the voting public	Local Governments
Dedicated Sales Tax	Any activity approved by the voting public	Local Governments
Highway Safety Program (NHTSA)	Education, outreach, enforcement, and training	Utah Department of Public Safety, 402 funds

Existing CONDITIONS

PEDESTRIAN SIGNAGE

Utah Department of Transportation (UDOT) utilizes the standard Manual on Uniform Traffic Control Devices (MUTCD) signage for pedestrians. The following section shows examples of the most commonly used signs and their purpose.



R1-5 Yield Here to Peds



R1-5a Yield Here to Pedestrians



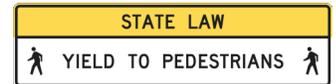
R1-5b Stop Here for Peds



R1-5c Stop Here for Pedestrians



R1-6a In Street Ped Crossing



R1-9a Overhead Ped Crossing



R5-10a No Pedestrians, Bicycles, Motor Driven Cycles



R5-10b No Pedestrians or Bicycles



R5-10c No Pedestrians



R9-1 Walk on Left Facing Traffic



R9-2 Cross Only At Crosswalks



R9-3 No Pedestrians



R9-3 No Pedestrians



R9-11 Sidewalk Closed Ahead



R9-13 No Skaters



R9-10-1 Cross Only On Green



R9-10-2 Cross Only On Ped Signal



R9-10-3a Miscellaneous Pedestrian Directional Signals



R9-10-3b Pedestrian Traffic Signal (symbol)



R9-10-3c Pedestrian Traffic Signal (Walk/Don't Walk)



R9-10-3d Pedestrian Traffic Signal (median)



R9-10-3e Pedestrian Traffic Signal (countdown)



R9-10-4 Push Button for Green Light



R9-10-15 Turning Traffic Must Yield to Pedestrians



R9-10-32 Push Button for 2 Seconds Extra Crossing Time



W11-2 Pedestrian Crossing



D11-2 Pedestrians Permitted

Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Utah Pedestrian Safety and Facilities Act (Utah Code Title 72, Chapter 8)

72-8-103. Designated county and municipal sidewalks -- Construction on easements granted by transportation department.

1. All sidewalks, including curbs and gutters within the unincorporated areas of a county and within nonparticipating municipalities situated within the county, are designated county sidewalks. All sidewalks within participating municipalities are designated municipal sidewalks.
2. Counties and participating municipalities may construct and maintain curbs, gutters, sidewalks, and pedestrian safety devices adjacent to the traveled portion of state highways upon easements that may be granted by the department. The Utah Department of Transportation shall cooperate with counties and participating municipalities to accomplish pedestrian safety construction and maintenance.
3. A county or municipality may construct and maintain pedestrian safety devices on state highways in compliance with rules made by the department.

72-8-104. Funding priorities by county and municipality officials -- Factors.

1. A county or municipality may use a portion of their B and C road funds for pedestrian safety devices under this part.
2. The county legislative body of the counties and the governing officials of participating municipalities may establish funding priorities relating to construction of curbs, gutters, sidewalks, or other pedestrian safety construction, with funds permitted to be expended by this part, based on factors including, but not limited to:
 - (a) existing useable rights-of-way;
 - (b) vehicle-pedestrian accident experience.

72-8-105. Pedestrian safety to be considered in highway planning.

A highway authority shall consider pedestrian safety in all highway engineering and planning where pedestrian traffic may be a significant factor on all projects within the state or any of its political subdivisions.

72-8-106. Rules and regulations -- Cooperation with the county legislative body.

The department shall:

1. make rules providing for uniform accounting of the funds permitted to be expended for curbs, gutters, sidewalks, and pedestrian safety devices, as provided in this part; and
2. cooperate with the county executives and county legislative bodies and the governing officials of participating municipalities in order to implement this part and make rules required by this part.

72-8-107. County or city granting exemption from construction -- Not eligible to utilize funds under part.

1. This part may not be construed to substitute or replace the construction of curbs, gutters, sidewalks, or pedestrian safety devices by any counties or participating municipalities. Funds expended under this part are in addition to funds normally used by counties and participating municipalities for pedestrian safety devices and may not be used in substitution for local funding.
2. If any county or participating municipalities or any of their agencies grant an exemption or deferral agreement for the construction of sidewalks, curbs, gutters, or pedestrian safety devices which are otherwise normally required, the area for which the exemption or deferral agreement applies is not eligible to utilize funds permitted to be expended by this part.



Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Design Accommodation, UDOT Policies

Active Transportation is defined by UDOT in the *Inclusion of Active Transportation* policy (UDOT 07-117) as:

“...multimodal transportation solutions that connect people to the places and services they need or desire access to. Includes but not limited to work, school, businesses, government facilities, transit, recreation and community centers, health care, and other services that are essential to their livelihood and wellbeing, using ‘active’ or non-motorized modes such as walking or bicycling.”

The *Inclusion of Active Transportation* policy (UDOT 07-117) states:

“It is the policy of the Department that the needs of bicyclists, pedestrians, and other Active Transportation users will be routinely considered as an important aspect in the funding, planning, design, construction, operation, and maintenance of Department transportation facilities. Active Transportation needs for a project will be documented within the Project Definition Document process.

“This policy applies statewide, to facilities in urban, suburban, and rural settings. All transportation activities that are funded by or through the Department and planned, designed, constructed, or maintained on state facilities will adhere to this policy.”



Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Specific UDOT Policies

PEDESTRIAN ACCESS PROGRAM

Title II regulations under the Americans with Disabilities Act (ADA) require UDOT to apply specific access design standards, developed by the United States Access Board, when constructing or altering pedestrian facilities. The ADA Accessibility Guideline or "ADAAG" contains the requirements for accessible facilities. The U.S. Access Board has also developed a draft guideline, Public Rights-of-Way Accessibility Guidelines (PROWAG) that addresses the unique challenges to accessibility for sidewalks, street crossings, and other elements of public rights-of-way. All new and reconstructed pedestrian access ramp installations must comply with these current guidelines. Any existing non-compliant curb ramps must be retrofitted by projects to meet these standards. The purpose of the ADA Pedestrian Access Program is as follows:

1. Provide pedestrian access for all individuals along state routes.
2. Meet pedestrian access standards set by the U.S. Access Board along state routes.
3. Program available funding effectively to construct access ramps where none currently exist.

Policy

UDOT is committed to providing the highest degree of accessibility in new construction at the time it is most cost-effective. The UDOT standards are aligned with the ADA guidelines. Alterations to existing access ramps must meet UDOT design standards and be accessible to the maximum extent feasible. This policy will apply to all UDOT projects.

A. Program Requirements

The Department will complete a self-evaluation of all pedestrian access ramp locations along the state transportation system and maintain an up-to-date inventory. Based on this inventory the Division of Traffic and Safety will develop a Transition Plan to describe and implement the ADA Pedestrian Access Program.

The Regions must report any changes made to pedestrian access ramps to the Division of Traffic and Safety. This information will be used to maintain Department compliance with Federal Regulations.

B. Access Ramp Requirements

Any construction, reconstruction, or permits project that disturbs the pavement by $\frac{3}{4}$ -inch or more including all chip seal projects, is required to install or replace the pedestrian access ramps within the project boundaries to meet current UDOT standards. Pedestrian access ramps should be addressed in the design phase of construction and maintenance projects. Projects shall install new pedestrian access ramps in locations that have existing curb and gutter but lack pedestrian access ramps. All existing pedestrian access ramps shall be brought up to the current UDOT Standards.

Specific maintenance projects are exempt from including pedestrian access ramps:

1. Crack Sealing
2. Rejuvenation
3. Slab Jacking/Under Sealing
4. Joint Resealing and Spall Repair
5. Concrete Crack Sealing

Retrofits or alterations must meet UDOT Standards unless compliance is technically infeasible. If a pedestrian access ramp cannot comply with accessibility standards due to a major impact, the project design exception process will be followed. The region must document any technical infeasibility and submit to the Division of Traffic and Safety for the record. These locations must be constructed to meet standards to the maximum extent feasible.

C. Program Funding

Program funding will only cover new pedestrian access ramps where none currently exist. Maintenance and reconstruction projects must address pedestrian access needs within the project boundaries. However, in special cases the program may grant partial funding aid to struggling projects for pedestrian access ramp construction when it is prudent and cost effective.

Procedures

Construction or Maintenance Projects – No Pedestrian Access Program Funds (UDOT 06C-16.1)

Responsibility: Region Project Manager or Pedestrian Access Coordinator

Actions:

1. Identify all the pedestrian access ramps within the project boundaries.
2. Record all required changes to the pedestrian access ramps and any technical infeasibility on the Ramp Evaluation Form available from the Division of Traffic and Safety.
3. Submit all technical infeasibilities through the design exception process.

Responsibility: Traffic and Safety/Pedestrian Safety Engineer

4. Evaluate and approve submissions for technical infeasibilities through the design exception process.

Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Specific UDOT Policies

PEDESTRIAN ACCESS PROGRAM CONT...

Construction or Maintenance Projects – No Pedestrian Access Program Funds (UDOT 06C-16.1) cont.

Responsibility: Region Project Manager or Pedestrian Access Coordinator

5. Submit pedestrian access ramp evaluation forms to the Division of Traffic and Safety once the project is completed.

Responsibility: Traffic and Safety/Pedestrian Safety Engineer

6. Update the inventory and Transition Plan with the changes made to the pedestrian access ramps by the project.

Transitions Plan Projects – Funded by Pedestrian Access Program (UDOT 06C-16.2)

Responsibility: Region Project Manager or Pedestrian Access Coordinator

Actions:

1. Identify potential projects from the Transition Plan and develop specific projects and project delivery recommendations.
2. Submit project recommendations to the Division of Traffic and Safety for review.

Responsibility: Traffic and Safety/Pedestrian Safety Engineer

3. Review project recommendations and coordinate revisions with the Region.
4. Approve and program funding for the projects.

Responsibility: Region Project Manager or Pedestrian Access Coordinator

5. Proceed with design and construction of the project.
6. Record all required changes to the pedestrian access ramps and any technical infeasibility on the Ramp Evaluation Form available from the Division of Traffic and Safety.
7. Submit all technical infeasibilities through the design exception process.

Responsibility: Traffic and Safety/Pedestrian Safety Engineer

8. Evaluate and approve submissions for technical infeasibilities through the design exception process.

Responsibility: Region Project Manager or Pedestrian Access Coordinator

9. Submit pedestrian access ramp evaluation forms to the Division of Traffic and Safety once the project is completed.

Responsibility: Traffic and Safety/Pedestrian Safety Engineer

10. Update the inventory and Transition Plan with the changes made to the pedestrian access ramps by the project.

Maintenance and Other Projects – Partial Pedestrian Access Program Funding (UDOT 06C-16.3)

Responsibility: Region Project Manager

Actions:

1. Identify and document the need for program funding support to construct pedestrian access ramps based on dire project budget shortfall.
2. Submit request for funding support including documentation to Division of Traffic and Safety.

Responsibility: Traffic and Safety/Pedestrian Safety Engineer

3. Evaluate the request for funding based on funding necessity, funding availability, Transition Plan priorities, other options including design exception and construction under another project.
4. Approve request and program funding support or deny the request and offer alternative option.

Responsibility: Region Project Manager or Pedestrian Access Coordinator

9. Submit pedestrian access ramp evaluation forms to the Division of Traffic and Safety once the project is completed.

Responsibility: Traffic and Safety/Pedestrian Safety Engineer

10. Update the inventory and Transition Plan with the changes made to the pedestrian access ramps by the project.

Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Specific UDOT Policies

PEDESTRIAN SAFETY FLAGS POLICY

The Department does not possess definitive information regarding the effectiveness of pedestrian safety flags, but may support a local governmental agency's concern for pedestrian safety. The Department may allow the Agency to install and maintain pedestrian safety flags according to the following criteria:

A. A cooperative agreement shall be generated by UDOT and signed by UDOT and the Agency, which sets forth conditions for furnishing, installing, and maintaining pedestrian safety flags. This agreement shall include a clause to indemnify UDOT.

B. Locations where pedestrian safety flags may be allowed must be specified.

C. Pedestrian safety flags will only be used at legal crosswalks across unsignalized approaches.

D. The Department may request the removal of pedestrian safety flags at any location at any time for any reason including but not limited to: an increase in pedestrian accidents, lack of maintenance by the agency, or removal of the crosswalk. The removal of the pedestrian safety flags and their appurtenances shall be done by the Agency at no cost to the Department.

E. Flag may include agency name for identification purposes. Advertising will not be allowed.

Procedures

Responsibility: Region Director or Region Traffic Operations Engineer

Actions:

1. Receive a request from the Agency to install pedestrian safety flags. The request will include justification to install the flags and the specified location(s).

Responsibility: Region Traffic Operations Engineer

2. Verify the request and conduct field review of location(s) as specified by the Agency, if necessary.
3. Send a reply letter to the Agency stating the request is approved or not approved. If approved, attach a draft cooperative agreement for Agency review.
4. Receives comments from the Agency
5. Prepare final cooperative agreement for Region Director's signature.

Responsibility: Region Director

6. Sign final cooperative agreement
7. Send the agreement to the Agency for signature.
8. Receive signed agreement from the Agency
9. Delegate to Region Traffic Operations Engineer for filing.

Responsibility: Region Traffic Operations Engineer

10. Inform the Agency it may proceed with installation of pedestrian safety flags and associated appurtenances.
11. File the agreement.

SAFE SIDEWALK PROGRAM

The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices and declared that pedestrian safety be a consideration in all Department highway engineering and planning on all projects where pedestrian traffic can be a significant factor. The Safe Sidewalks Program provides a legislative funding source for construction of new sidewalks adjoining State Routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not included in the Statewide Transportation Improvement Program (STIP).

Policy

This policy will apply to all projects approved for construction under the Safe Sidewalks Program. A proposed sidewalk location must meet the following criteria in order to be considered for Safe Sidewalks Program funding:

1. The location must be adjoin a State highway within an urban area or an area where the immediate environment of the project is of an urban nature,
2. The location must have significant pedestrian traffic and
3. Local government must match 25 percent in cash or right-of-way, or the match must meet the criteria set forth in the Department's Flexible Match on Federal Aid Projects guidelines.

Safe Sidewalk projects may be combined with other state construction projects, in locations that meet the program criteria, in order to maximize its benefit to the location.

This policy does not relieve the Department of the responsibility to replace existing curbs, gutters, and sidewalks removed as a consequence of widening or altering highways according to existing law and policy nor to assume on the part of the Department any responsibility for jurisdiction over or maintenance of those portions of the rights-of-way of State highways relegated to political subdivisions by State law.

Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Specific UDOT Policies

SAFE SIDEWALK PROGRAM CONT...

Sidewalks shall not be required or constructed under this policy unless the local political subdivision within which the project is situated agrees to accept responsibilities for maintenance and jurisdictional control of the sidewalk either directly or by ordinance.

Safe Sidewalks Program projects must be constructed within two years from the date the funding is allocated. Funding not used within two years will be rolled into other safe sidewalks projects that are ready for construction.

Procedures

Safe Sidewalks Program (UDOT 06C-20.1)

Responsibility: Engineer for Traffic and Safety or Designee

Actions:

1. Determine funding allocation by County and UDOT Regions, based on population, K-12 student enrollment and pedestrian accident experience.
2. Calculate funding allocations per UDOT Region and distribute to each of the four Regions.
3. Submit program information to the Region Director or designee including: Region funding distribution, project recommendations, program guidance, and statewide project status reporting.

Responsibility: Region Director or Designee

4. Identify potential projects at locations that qualify for Safe Sidewalks Program funding.
5. Coordinate potential project locations with future Region construction projects to verify that route improvements are not included in the STIP.
6. Coordinate with City and County authorities to advise them of funding availability and to assist them in the application process. Request applications for projects to be considered with local funding commitment for each project. Funding for the projects will be a 75 percent State and 25 percent Local match, or the Local match must meet the criteria set forth in the Department's Flexible Match on Federal Aid Projects guidelines.
7. Receive project requests from local authorities for possible inclusion and request assistance from the Division of Traffic and Safety to establish priorities within the Region.
8. Review proposed project submittals including written scope of work and cost estimate. Prioritize the project submittals for funding within the Region. Forward project information and Region prioritized list to Division of Traffic and Safety for review and possible inclusion in the Statewide Program.

Responsibility: Engineer for Traffic and Safety or Designee

9. Combine the prioritized Region lists into the Department proposed Safe Sidewalks Program. This program is submitted to the Transportation Commission for the year-end state report.

Responsibility: Region Director or Designee

10. Monitor the contract performance by the local agencies. This includes the project certifications and return of excess funds if a project is not completed in an expeditious manner.
11. Prepare a cooperative agreement with the local agencies after receiving the approved Region project list from the Division of Traffic and Safety. The local agency is responsible for constructing the project either by qualified in-house personnel or by contracting with a licensed contractor.
12. Receive local agency request for reimbursement. Reimbursement request should include final project invoice and supporting documentation. Perform final walk-through to verify compliance with cooperative agreement. Process reimbursement payment to local agency upon successful completion of the project.
13. The local agency may request 75 percent of the reimbursement at the start of construction and the remainder once the project is successfully completed. The local agency must submit a request letter including the construction schedule in order to receive early partial reimbursement. All reimbursed funds must be returned to the Department if the project is not completed within the two-year time frame following project funding.
14. The Region Director may request an equal value exchange of right- of-way in lieu of the 25 percent local agency match.



Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Specific UDOT Policies

MARKED PEDESTRIAN CROSSWALKS AT UNCONTROLLED LOCATIONS

Policy

The currently adopted version of the Manual on Uniform Traffic Control Devices (MUTCD) provides general guidelines regarding the application of crosswalk markings. More specific criteria are necessary to properly define when and where marked pedestrian crosswalks may be installed for consistent application. The basis for the criteria comes from an article in the January 2004 issue of the ITE Journal, "Safety Analysis of Marked Versus Unmarked Crosswalks in 30 Cities" and FHWA publication number HRT-04-100 "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations, Final Report and Recommended Guidelines", September 2005. A summary of these criteria is shown in the attached Table 1. In addition:

- The criteria apply to intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing.
- Midblock crosswalks should not be considered where the distance to the nearest intersection is less than 600 feet.
- The criteria do not apply to school crossings.
- A two-way left turn lane is not considered a median pedestrian refuge.
- Marked crosswalks alone should not be used at unsignalized intersections where the speed limit exceeds 45 MPH.
- Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers without first providing adequate design features and traffic control devices.

It is important to consider other pedestrian facility enhancements such as a raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, and curb extensions as needed to improve the safety of the crossing whether or not marked crosswalks are installed. All pedestrian enhancements must comply with Department Standard Drawings and Specifications.

Procedures

Marked Pedestrian Crosswalks at Uncontrolled Locations (UDOT 06C-27.1)

Responsibility: Region Director or Region Traffic Operations Engineer

Actions:

1. Receive a written request from a local jurisdiction to install a marked pedestrian crosswalk. The request will include substantial justification to install the crosswalk at the specified location(s).

Responsibility: Region Traffic Operations Engineer

2. Verify the request and conduct, at a minimum, a field review to determine if the location is a candidate site. Refer to the table to determine if installation of a crosswalk may result in a possible increase in pedestrian crash risk.
3. Submit request for pedestrian traffic count to the Traffic and Safety Studies Engineer if the location is a candidate site.

Responsibility: Traffic and Safety Studies Engineer

4. Perform pedestrian traffic count and determine whether a crosswalk is warranted.
5. Submit results and recommendations to the Region Traffic Operations Engineer.

Responsibility: Region Traffic Operations Engineer

6. Determine if a crosswalk will or will not be installed.
7. Perform a field review to assist with the determination.
8. Complete the following if a crosswalk will be installed:
 - a. Determine what, if any, additional treatments or enhancements should accompany the crosswalk installation.
 - b. Respond to the local jurisdiction accordingly, arrange for design and installation of crosswalks, and consider additional treatments or enhancements.
 - c. File the request and supporting information when project is completed.
9. Complete the following if a crosswalk will not be installed:
 - a. Respond to the local jurisdiction accordingly and file the request and supporting information.



Existing CONDITIONS

Existing Engineering, Planning and Design Policies

Specific UDOT Policies

MARKED PEDESTRIAN CROSSWALKS AT UNCONTROLLED LOCATIONS CONT...

RECOMMENDATIONS FOR INSTALLING MARKED CROSSWALKS AND OTHER NEEDED PEDESTRIAN IMPROVEMENTS AT UNCONTROLLED LOCATIONS

Roadway Type (Number of Travel Lanes and Median Types)	ADT < 9,000				ADT 9,000 to 12,000				ADT 12,000 to 15,000				ADT > 15,000			
	Posted Speed Limit (mph)															
	30	35	40	45	30	35	40	45	30	35	40	45	30	35	40	45
Two Lanes	C	C	P	P	C	C	P	P	C	C	N	N	C	P	N	N
Three Lanes	C	C	P	P	C	P	P	P	P	P	N	N	P	N	N	N
Four or More Lanes with Raised Median	C	C	P	P	C	P	N	N	P	P	N	N	N	N	N	N
Four or More Lanes without Raised Median	C	P	N	N	P	P	N	N	N	N	N	N	N	N	N	N

C = Candidate sites for marked crosswalks. Marked crosswalks must be installed carefully and selectively. An engineering study is needed before installing the crosswalk to determine whether the location is suitable for a marked crosswalk. A site review may be sufficient for an engineering study at some locations while a more in depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, and other factors may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 elderly and child pedestrians) be confirmed at a location before placing a high priority on the installation of a marked crosswalk alone.

P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

N = Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased by providing marked crosswalks alone. Consider using other treatments, such as traffic-calming treatments, traffic signals with pedestrian signals where warranted, or other substantial crossing improvement to improve crossing safety for pedestrians.

Existing CONDITIONS

Existing Pedestrian Safety Programs



UDOT SNAP (Student Neighborhood Access Program)

The Utah Department of Transportation (UDOT) Student Neighborhood Access Program (SNAP) is a fun and comprehensive program for walking and biking safely to school that engages and educates students, parents, school administrators, crossing guards, and communities.

As part of the federal Safe Routes to Schools program administered by UDOT, SNAP's first priority is student safety, with the goal to help make the roads around schools safer. Under Utah law, all elementary, middle and junior high schools are required to create and distribute a SNAP Plan, which shows the safest routes to school. SNAP provides free resources to assist schools in creating and distributing their SNAP Plan to students and parents, and it works to: increase the safety and health of students; and decrease traffic congestion around schools.



UDOT Safe Sidewalk Program

The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that "pedestrian safety" considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a legislative funding source for construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not planned for ten or more years. For a proposed sidewalk location to be considered for the Safe Sidewalks Program, it must first meet the following criteria:

- Located adjacent to a State highway
- Located within an urban area or an area where the immediate environment of the project is of an urban nature
- Significant pedestrian traffic
- 25% local government match



Utah Department of Health (UDOH) Healthy Communities Program

The state-level Healthy Communities Program incorporates a "Complete Streets" framework that gives equal thought to automobile, pedestrian, and cycling traffic. By working with a variety of partners, the Physical Activity Nutrition and Obesity Program (PANO) strives to improve planning and design for transportation, create walkable communities, improve accessibility for all residents, and achieve a healthier Utah.

The Utah Partnership for a Healthy Weight "Schools Workgroup" promotes safe and active transportation to and from school by working with the Utah Department of Health's Violence and Injury Prevention Program (VIPPP) and the Utah Department of Transportation's Safe Routes to School Program to promote Walk to School Day and Green Ribbon month. They also help schools develop Student Neighborhood Access Plans (SNAP) with corresponding maps.



Utah Department of Public Safety- Heads Up for Pedestrians (<http://headsuputah.com/>)

In 2007, UDOT awarded Transportation Enhancement funds to UHSO to promote a pedestrian safety media campaign known as Heads Up Utah. Billboard, busboards, bi-lingual bus shelter advertising boards, and radio messages were placed during Fall 2007, Spring and fall 2008 and 2009 encouraging both drivers and pedestrians to watch out for one another. "Heads Up" is a dual message campaign that speaks to both the pedestrian and motor vehicle driver, promoting pedestrian safety by encouraging safe pedestrian practices and for drivers alert and watch for pedestrians.

In addition to the paid media side of the campaign, there is (was) an enforcement component. This included the OPERATION CROSSWALK ENFORCEMENT program. Law enforcement agencies conduct pedestrian crosswalk "stings" in their communities. The goal is to raise awareness and educate both motorists and pedestrians on pedestrian laws and safety behaviors. The UHSO still funds crosswalk enforcement efforts, but currently there is no budget for paid media efforts.

Existing CONDITIONS

Existing Pedestrian Safety Programs



Utah PTA Green Ribbon Month

The Green Ribbon Month Campaign is a program that focuses on children's pedestrian safety. In the 1990's 75 Utah children were killed in pedestrian/motor vehicle crashes. Governor Michael Leavitt signed a proclamation designating September as Green Ribbon Month in the State of Utah. The Davis County SAFE KIDS Coalition developed and promoted this program in 1998 and the program is now being implemented in various counties statewide. Goals include:

- Educating children on proper pedestrian practices;
- Increasing public awareness of the laws and guidelines currently in place to protect pedestrians;
- Increasing the standards set within the State which determine the mandatory need for crosswalks, safety Lights, signage, and crossing guards;
- Decreasing and eventually eliminating the number of children injured and killed due to pedestrian related incidents.

Efforts to promote Green ribbon month are often integrated with National Walk to School Day which takes place in early October each year.



Zero Fatalities

Several agencies have long strived to reduce fatalities and injuries on Utah's highways. These agencies formally joined forces to create the Utah Safety Leadership Committee. This allows Utah to take a comprehensive, coordinated approach to improving traffic safety. The Utah Strategic Highway Safety Plan is the culmination of the joint efforts of these agencies and sets the direction for our collective safety efforts in the future.

The purpose of the Utah Strategic Highway Safety Plan is to identify high payoff strategies using a partnership approach to reduce the number of fatalities and injuries. The Plan does not address every safety strategy currently being implemented in the state, but focuses primarily upon strategies with the greatest potential to reduce crashes and injuries. The Plan acts as the guiding document that directs the development of specific goals, strategies, and performance measures for the individual agencies.



Utah Bicycle and Pedestrian Master Plan Design Guide

The Utah Bicycle and Pedestrian Master Plan Design Guide is a comprehensive guidebook created to assist users in developing a Bicycle and Pedestrian Master Plan for their community. Such a plan can guide the implementation of a network of quality bicycle and pedestrian facilities for both transportation and recreation improving safety and creating high-quality accommodations for cyclists and pedestrians, which improves quality of life for all residents. The guidebook walks users step-by-step through the process of creating a Bicycle and Pedestrian Master Plan. Each chapter outlines the unique situations faced by individual jurisdictions by providing a variety of options within a consistent framework. The following topics are covered in detail:

- Identifying Goals and Objectives
- Conducting an Inventory of Existing Conditions
- Public Involvement
- Analysis and Site Selection
- Planning and Design
- Project Selection and Prioritization
- Implementation
- Monitoring
- Recognition Programs

Each chapter is set up to allow users to choose their level of expertise on any given topic. Tasks are organized and categorized based on their level of difficulty and the experience needed to complete them. The guide is appropriate for communities of all sizes regardless of their planning prowess or expertise. The guidebook can be found online at: www.walkbikeplan.com

Resources

Additional Pedestrian Safety Resources:

Utah Department of Transportation, Traffic and Safety

<http://www.udot.utah.gov/main/f?p=100:pg:0::::V,T:,187>

Utah Department of Public Safety, Highway Safety

<http://highwaysafety.utah.gov/>

Utah Department of Health, Pedestrian Safety

<http://www.health.utah.gov/vipp/kids/pedestrian-safety/>

National Highway Traffic Safety Administration, Everyone's a Pedestrian

<http://www.nhtsa.gov/Pedestrians>

Centers for Disease Control and Prevention, Pedestrian Safety

http://www.cdc.gov/Motorvehiclesafety/Pedestrian_safety/

Pedestrian and Bicycle Information Center, Safety Tips for Pedestrians

http://www.pedbikeinfo.org/community/tips_pedestrian.cfm

AAA, Tips for Pedestrian Safety

<http://exchange.aaa.com/safety/pedestrian-safety/tips-pedestrian-safety/>



