

## Overview

In Utah, unintentional injury is the leading cause of death for residents ages 1- 44, and injuries that don't kill often leave victims permanently impaired. Cities and towns that choose the Safety category will be rewarded for their efforts with improvement in quality of life for residents of all ages.

Cities vying for a Healthy Community award have many options, including adopting bike-board-blade helmet laws, creating more bike lanes or lowering speed limits in neighborhoods.

## Policy

- Policy for bike-board-blade helmets for all users
- Policy that plans for all sidewalks and crosswalks to meet Americans with Disabilities Act (ADA) requirements
- Policy requiring sidewalks to be cleared of snow and vegetation

## Infrastructure

- Existence of bike lanes
- Signage at bike-board-blade parks promoting use of protective gear
- Increase safety features of crosswalks and sidewalks near schools and senior centers (ex: raised crosswalks)
- Participate in Safe Routes to School program through Utah Department of Transportation (UDOT)

## Outcomes

- Increase in miles of marked bike lanes
- Increase in percentage of adults and youth observed using bike/board/blade helmets
- Increase in number of schools with current Safe Routes to School policies, programs and Student Neighborhood Access Programs in place

## Events/Ideas

### Safety Events

- Community Car Seat Checks
- Community Bike Safety Events for adults and youth
- Green Ribbon Month
- Walk to School Day
- National Bike Month
- Community Pedestrian Safety Events
- Community Seat Belt promotion events
- Speed trailers placed in community
- High school seat belt competitions
- Safe Kids Week
- Child Passenger Safety Week

### Bike Lanes

- Bike lanes should be a minimum of 5 feet wide. These lanes:
  - > Create a clear statement that cyclists are welcome
  - > Help keep parked cars nearer the edge of the road
  - > Keep moving cars closer to the center of the road - good for people getting in and out of parked cars and good for cyclists (as long as they can avoid the car doors)
  - > Invite use by cyclists which should serve as traffic calming
  - > Lane stripes indicate that cyclists belong on the street.

### Helmets

Head injury is the leading cause of death in bicycle crashes, and helmets are the single most effective safety device to reduce head injury and death. Bicycle helmets can reduce the risk of head injury and brain injury by 85%-90%.

### Speeding

The risk of a pedestrian dying or being seriously injured in a collision rises rapidly with increasing speeds. According to the U.S. Department of Transportation, 5% of pedestrians struck by a vehicle traveling 20 mph will die, 40% of pedestrians struck by a vehicle traveling 30 mph will die, 80% of pedestrians struck by a vehicle traveling 40 mph will die, and 99% of pedestrians struck

by a vehicle traveling 50 mph will die.

## Sidewalks

Sidewalks are the portion of the public right-of-way that provide a separated area for people traveling on foot. Sidewalks that are safe, accessible, and aesthetically pleasing attract pedestrians. It is a public responsibility to provide a safe, secure, and comfortable system for all people who walk. Sidewalks are associated with significant reductions in pedestrian collisions with motor vehicles. Sidewalks should be part of every new and renovated facility and every effort should be made to retrofit streets that currently do not have sidewalks.

The Institute of Transportation Engineers (ITE) guidelines recommend a minimum width of 5 feet for a sidewalk, which allows two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near schools, at transit stops, in downtown areas, or anywhere high concentrations of pedestrians exist. Sidewalks should be continuous along both sides of a street and sidewalks should be fully accessible to all pedestrians, including those in wheelchairs.

A buffer zone of 4 to 6 feet is desirable and should be provided to separate pedestrians from the street. The buffer zone will vary according to the street type. In downtown or commercial districts, a street furniture zone is usually appropriate. Parked cars and/or bicycle lanes can provide an acceptable buffer zone. In more suburban or rural areas, a landscape strip is generally most suitable. Careful planning of sidewalks is critical to the safety and mobility of residents.

## Safety Committees

District	Agency	City	Contact Title	Contact Name	Phone	E-mail Address
Utah State	State Health Department	Salt Lake City	Violence & Injury Prev. Program	Trisha Keller	(801) 538-6141	trishakeller@utah.gov
Utah State	Safe Kids Utah	Salt Lake City	Coalition Co-Coordinators	vacant	(801) 538-6852	vpp@utah.gov
Utah State	Dept. of Transportation	Salt Lake City	Utah Safety Leadership Team	Robert Hull	(801) 965-4273	rhull@utah.gov
Utah State	AAA	Salt Lake City	Coalition for Utah Traffic Safety	Rolayne Fairclough	(801) 364-5615x365	Rolayne_Fairclough@csaa.com
Utah State	Utah Safety Council	Salt Lake City	Information Specialist	Hollie Davis	(801) 478-7878	safety@utahsafetycouncil.org
Bear River	Local Health Department	Logan	Injury Prevention Coordinator,	Farrin Wiese	(435) 792-6522	fweisee@utah.gov
Central Utah	Local Health Department	Richfield	Safe Kids Bear River	Lisa Taylor	(435) 896-5451x341	lisataylor@utah.gov
Central Utah	Safe Kids Central Utah	Richfield	Injury Prevention Coordinator	Terry Smith	(435) 201-4312	terrysmith1@utah.gov
Davis County	Local Health Department	Farmington	Injury Prevention Coordinator,	Teresa Smith	(801) 451-3586	teresaj@co.davis.ut.us
Great Basin	Safe Kids Great Basin	Fillmore	Safe Kids Davis County	Sharon Blad	(435) 743-5591	sharon.blad@inail.org
Iron County	Safe Kids Iron County	Cedar City	Chapter Coordinator	vacant	(435) 868-5810	
Salt Lake County	Local Health Department	Murray	Injury Prevention Coordinator	Kathy Chambers	(801) 313-6605	kchambers@slco.org
Salt Lake County	Safe Kids Salt Lake County	Murray	Coalition Coordinator	May Romo	(801) 313-6607	mromo@slco.org
Southeastern Utah	Local Health Department	Price	Injury Prevention Coordinator,	Georgina Nowak	(435) 637-3671	gnowak@utah.gov
Southwest Utah	Local Health Department	St. George	Safe Kids Southeast Utah	Penny Cluff	(435) 986-2564	pcluff@utah.gov
Summit County	Local Health Department	Park City	Injury Prevention Coordinator,	Geri Essen	(435) 615-3912	gessen@utah.gov
Tooele County	Local Health Department	Tooele	Safe Kids Summit County	Daniel Davies	(435) 843-2317	dandavies@utah.gov
TriCounty	Local Health Department	Roosevelt	Injury Prevention Coordinator,	Jeranne Tubbs	(435) 722-6306	jtubbs@utah.gov
Utah County	Local Health Department	Provo	Safe Kids TriCounty	Andrea Miller	(801) 851-7035	ANDREAM.UCHILTH@state.ut.us
Wasatch County	Local Health Department	Heber	Injury Prevention Coordinator,	Amber Peterson	(435) 657-3259	ageorge@utah.gov
Weber/Morgan	Local Health Department	Ogden	Safe Kids Utah County	Jann Fawcett	(801) 399-7186	jfawcett@co.weber.ut.us
			Safe Kids Wasatch County			
			Injury Prevention Coordinator,			
			Safe Kids Weber-Morgan			

## Safety Web Resources

Name of Web Site	Web Site Address
Bicycle Information Center	<a href="http://www.bicyclinginfo.org">www.bicyclinginfo.org</a>
Bicycle Helmet Safety Institute	<a href="http://www.bhsi.org">www.bhsi.org</a>
Safe Kids Worldwide	<a href="http://www.safekids.org">www.safekids.org</a>
Pedestrian Information Center	<a href="http://www.walkinginfo.org">www.walkinginfo.org</a>
Utah Department of Public Safety, Utah Highway Safety Office	<a href="http://www.highwaysafety.utah.gov">www.highwaysafety.utah.gov</a>
Violence and Injury Prevention Program, Utah Department of Health	<a href="http://www.health.utah.gov/vipp">www.health.utah.gov/vipp</a>

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# Healthy Behaviors

## Overview

Twenty years ago, when the field of substance abuse prevention was in its infancy, little was known about what worked to help keep young people from using alcohol, tobacco and other drugs. Many programs and strategies which were enthusiastically adopted by well-meaning individuals and agencies failed to produce the hoped-for results. For example, early efforts employing scare tactics and information-only approaches proved to be unsuccessful. These ineffective approaches have been replaced by strategies-based, solid, scientific research with priority placed on policy and environmental changes. The following areas will create health community environments that residents can enjoy.

## Policy

- Ordinance prohibits smoking in parks and outdoor recreation facilities

## Infrastructure

- Posted Drug-Free Zones designated near schools and parks
- Enforcement of policy prohibiting smoking in parks and recreation facilities
- Appropriate signage of policy for ordinance prohibiting smoking in parks and outdoor recreation facilities

## Outcomes

- All parks and outdoor recreation facilities are smoke-free

## Events/Ideas

- Advocacy training for interested residents to learn how to initiate policy change. The following focus areas will create healthy environments where residents can enjoy being physically active
- Campaigns or events to increase awareness of policies or ordinances that prohibit use of alcohol, tobacco and other drugs