

## **CHILD PEDESTRIAN SAFETY RESOLUTION**

WHEREAS, Two of the purposes of PTA are to promote the welfare of children and youth in home, school, places of worship and throughout the community, and to advocate for laws that further the education, physical and mental health, welfare and safety of children and youth;

WHEREAS, Nationally, one of the leading causes of pedestrian fatalities is street crossings; there has been an increase in pedestrian traffic fatalities, indicating walking is more dangerous; Utah law does not mandate bus transportation for students in grades K-6 living less than 1.5 miles from school, and those in grades 7-12 living less than 2 miles from school, therefore, the majority children in Utah are not eligible for school provided transportation;

WHEREAS, Planning, education and technology can improve street safety to reduce injuries and fatalities, with efforts such as school safe routing plans, teaching proper pedestrian procedures, speed limit enforcement; including automated technology, and implementation of traffic calming measures;

WHEREAS, There has been an increase of distracted driving incidents and distracted drivers not only endanger themselves but also their passengers, pedestrians and people in other vehicles;

RESOLVED, That Utah PTA and its constituent associations encourage the Utah Department of Public Safety to update and review training programs for school crossing guards, as well as emphasize pedestrian safety in Drivers Education; and also urge the Utah State Board of Education (USBE) to implement a robust pedestrian safety curriculum for Utah schools; moreover, local PTAs are encouraged to take an active role in educating parents and students about pedestrian safety issues and solutions; and furthermore, compel the Utah State Legislature and other government agencies to appropriate adequate funding specifically dedicated to safe school routes, pedestrian safety devices and technology to ensure safer street crossings; and be it further

RESOLVED, That Utah PTA and its constituent associations prompt parental and local PTA engagement in reviewing and providing input pedestrian safety for each school's Safe Neighbor Access Program (SNAP) Plan, and encourage parent involvement in school safety committees and community councils, collaborate with government agencies; and urge local governments to rigorously enforce speed limits in the vicinity of school routes, and be it further resolved that

RESOLVED that Utah PTA and its constituent associations educate families and school communities of the serious consequences of distracted driving, encourage community members to pledge their commitment to prioritize pedestrian safety, and be it further

RESOLVED that Utah PTA and its constituent associations advocate for the establishment and strict enforcement of comprehensive laws related to distracted driving.

## RESOURCE

<http://www.utahpta.org/purposes>

<https://www.ghsa.org/sites/default/files/2022-05/Pedestrian%20Traffic%20Fatalities%20by%20State%20-%202021%20Preliminary%20Data%20%28January-December%29.pdf>

<https://highwaysafety.utah.gov/wp-content/uploads/sites/22/2023/01/Vulnerable-Roadway-Users-Programs-Problem-Identification-FY24-HSP.pdf>

<https://www.schools.utah.gov/financialoperations/pupiltransportation#:~:text=The%20state's%20fleet%20of%203%2C167,to%20201%2C578%20children%20every%20day.>

<https://www.schools.utah.gov/file/a9495530-d031-4b1f-84a5-709c58dde60d>

<https://le.utah.gov/xcode/Title53F/Chapter2/53F-2-S403.html> "53F-2-403.

<https://publications.aap.org/pediatrics/article/152/1/e2023062508/191566/Epidemiology-and-Prevention-of-Child-Pedestrian?autologincheck=redirected>

<https://visionzeronetwork.org/about/what-is-vision-zero/>

Socio-Economic Planning Sciences

Volume 67, September 2019, Pages 26-33

<https://doi.org/10.1016/j.seps.2018.08.003>

Preventive Medicine Reports

Volume 17, March 2020, 101024 ; U.S. active school travel in 2017: Prevalence and correlates;

<https://doi.org/10.1016/j.pmedr.2019.101024>

Traffic safety education for child pedestrians: A randomized controlled trial with active

learning approach to develop street-crossing behaviors;  
Transportation Research Part F: Traffic Psychology and Behaviour ;  
<https://doi.org/10.1016/j.trf.2018.10.021>

[http://guide.saferoutesinfo.org/graduated\\_walking/understanding\\_how\\_children\\_learn\\_pedestrian\\_safety\\_skills.cfm](http://guide.saferoutesinfo.org/graduated_walking/understanding_how_children_learn_pedestrian_safety_skills.cfm)

Pedestrian safety: a road safety manual for decision-makers and practitioners

By World Health Organization;

<https://books.google.com/books?hl=en&lr=&id=z6q9EAAQBAJ&oi=fnd&pg=PR5&dq=does+speed+limit+enforcement+increase+pedestrian+safety&ots=Rpc-olZUST&sig=QUkzYKywXqN5sXtasGZ9zuPq0ys#v=onepage&q=does%20speed%20limit%20enforcement%20increase%20pedestrian%20safety&f=false> Page 24 in book.

<https://doi.org/10.1016/j.jsr.2022.03.008>

<https://books.google.com/books?hl=en&lr=&id=z6q9EAAQBAJ&oi=fnd&pg=PR5&dq=does+speed+limit+enforcement+increase+pedestrian+safety&ots=Rpc-olZUST&sig=QUkzYKywXqN5sXtasGZ9zuPq0ys#v=onepage&q=does%20speed%20limit%20enforcement%20increase%20pedestrian%20safety&f=false> Page 10 in book.

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-2-traffic-calming-basics>

[https://www.cdc.gov/transportationsafety/distracted\\_driving/index.html#prevent](https://www.cdc.gov/transportationsafety/distracted_driving/index.html#prevent)

<https://publications.aap.org/pediatrics/article/145/6/e20193621/76936/Distracted-Driving-Laws-and-Motor-Vehicle-Crash?autologincheck=redirected>

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813443>

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813309>

<https://www.cmtelematics.com/the-2022-us-distracted-driving-report/>

<https://dsamh-training.utah.gov/documents/SHARPreports/2023/StateOfUtahProfileReport.pdf>