

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;¹ and

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;^{2 3 4 5 6} and

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;^{7 8 9 10 11 12 13 14 15 16} and

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;^{17 18 19 20 21 22} and

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 (USB E) 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, encourage 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 about 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 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.

Documentation

¹ <http://www.utahpta.org/purposes>

² Petraglia, E; Macek, K; (2022) Pedestrian Traffic Fatalities by State, Governors Highway Safety Association, <https://www.ghsa.org/sites/default/files/2023-06/GHSA%20-%20Pedestrian%20Traffic%20Fatalities%20by%20State%2C%202022%20Preliminary%20Data%20%28January-December%29.pdf>

³ Vulnerable Roadway User's Programs (2023) Utah Highway Safety Office, <https://highwaysafety.utah.gov/wp-content/uploads/sites/22/2023/01/Vulnerable-Roadway-Users-Programs-Problem-Identification-FY24-HSP.pdf>

⁴ Pupil Transportation, Utah State Board of Education, <https://www.schools.utah.gov/financialoperations/pupiltransportation#:~:text=The%20state's%20fleet%20of%20%2C167,to%20201%2C578%20children%20every%20day.>

⁵ Annual Report (2023) Utah State Board of Education, https://www.schools.utah.gov/superintendentannualreport/_superintendentannualreport_/2023AnnualReport.pdf

⁶ Utah Code Section 53F-2-402, Public Education System -- Funding <https://le.utah.gov/xcode/Title53F/Chapter2/53F-2-S403.html> "53F-2-403.

⁷ ACADEMY OF PEDIATRICS| TECHNICAL REPORT| JUNE 20, 2023; Epidemiology and Prevention of Child Pedestrian Injury; Sadiqa Kendi, MD, FAAP; Brian D. Johnston, MD, MPH, FAAP <https://publications.aap.org/pediatrics/article/152/1/e2023062508/191566/Epidemiology-and-Prevention-of-Child-Pedestrian?autologincheck=redirected>

⁸ What is Vision Zero. Vision Zero Network. (2024, April 11). <https://visionzeronetwork.org/about/what-is-vision-zero/>

⁹ Brachman, M; Church, R, Optimizing Safe Routes to School, (2019) Socio-Economic Planning Sciences, Volume 67, September 2019, Pages 26-33, <https://doi.org/10.1016/j.seps.2018.08.003>

¹⁰ Kontou, E; McDonald, N; Brookshire, K, Pullen-Seufert, N; Lajeunesse, S; U.S. active school travel in 2017, (2020) Preventive Medicine Reports Volume 17; <https://doi.org/10.1016/j.pmedr.2019.101024>

¹¹ 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>

¹² SRTS Guide: Part 1: Understanding how children develop and learn pedestrian safety skills. (Date Accessed 2024, April 23) http://guide.saferoutesinfo.org/graduated_walking/understanding_how_children_learn_pedestrian_safety_skills.cfm

¹³ Pedestrian safety: a road safety manual for decision-makers and practitioners By World Health Organization; Page 24 in book.

<https://books.google.com/books?hl=en&lr=&id=z6q9EAAAQBAJ&oi=fnd&pg=PR5&dq=does+speed+limit+enforcement+increase+pedestrian+safety&ots=RpcolZUST&sig=QUkzYKvwXqN5sXtasGZ9zuPq0ys#v=onepage&q=does%20speed%20limit%20enforcement%20increase%20pedestrian%20safety&f=false>

¹⁴ Li, H; Hu, H; Zhang, Z; Ren, G; Liu, X; Impacts of enforcement cameras on pedestrians' risk perception and drivers' behaviors at non-signalized crosswalks; Journal of Safety Research, Volume 81, June 2022, Pages 313-325; <https://doi.org/10.1016/j.jsr.2022.03.008>

¹⁵ Pedestrian safety: a road safety manual for decision-makers and practitioners By World Health Organization; Page 10 in book.

<https://books.google.com/books?hl=en&lr=&id=z6q9EAAAQBAJ&oi=fnd&pg=PR5&dq=does+speed+limit+enforcement+increase+pedestrian+safety&ots=RpcolZUST&sig=QUkzYKvwXqN5sXtasGZ9zuPq0ys#v=onepage&q=does%20speed%20limit%20enforcement%20increase%20pedestrian%20safety&f=false>

¹⁶ Module 2: Traffic calming basics. Module 2: Traffic Calming Basics FHWA. (Date Accessed 2024, April 23.) <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-2-traffic-calming-basics>

¹⁷ Centers for Disease Control and Prevention. (2022, April 26). Distracted driving. Centers for Disease Control and Prevention.

https://www.cdc.gov/transportationsafety/distracted_driving/index.html#prevent

¹⁸ Michael R. Flaherty, Alexander M. Kim, Michael D. Salt, Lois K. Lee; Distracted Driving Laws and Motor Vehicle Crash Fatalities. Pediatrics June 2020;

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

¹⁹ National Center for Statistics and Analysis. (2023, May). Distracted driving in 2021 (Research Note. Report No. DOT HS 813 443). National Highway Traffic Safety Administration.

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

²⁰ National Center for Statistics and Analysis. (2022, May). Distracted driving 2020 (Research Note. Report No. DOT HS 813 309). National Highway Traffic Safety Administration.

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

²¹ Cambridge Mobile Telematics. (publication). Cambridge Mobile Telematics 2022 US Distracted Driving Report. <https://www.cmtelematics.com/the-2022-us-distracted-driving-report/>

²² 2023 Utah SHARP Survey, Department of Health & Human Services, Office of Substance Use and Mental Health, pg. 40, <https://dsamh>

<https://training.utah.gov/documents/SHARPReports/2023/StateOfUtahProfileReport.pdf>