

ON THE MOVE

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Sharing Knowledge. Improving Communities.



A "Roundabout" Way to the Future

by Nicholas R. Jones, P.E., Director

with excerpts from FHWA-SA-08-006 Roundabouts: An Informational Guide

<http://www.fhwa.dot.gov/publications/research/safety/00068/>

The first roundabouts in Utah were designed and constructed in 1996 in the Provo/Orem area. One at the Seven Peaks Water Park and another at the entrance to Utah Valley University were opened at about the same time. Over the years they have become more popular and have been constructed in many locations mostly in urban areas of Utah.

New concepts are often intimidating to some and take a little getting used to. However, once in place and used for a while, they become popular, easy to use, and offer many advantages.

The following material is excerpt from the Federal Highway Administration (FHWA) document FHWA-SA-08-006. It outlines some of the benefits of roundabouts. If your city is considering a roundabout in its future, this information about this safe and innovative approach to intersection control may be helpful.

What is a Roundabout?

A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds.



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Modern roundabouts are different from rotaries and other traffic circles. For example, roundabouts are typically smaller than the large, high-speed rotaries still in use in some parts of the country. In addition, roundabouts are typically larg-

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er than neighborhood traffic circles used to calm traffic.

A roundabout has these characteristics (also see illustration, right):

- Generally circular shape
- No need to change lanes to exit
- Yield signs at entries
- Geometry that forces slower speeds
- Can have more than one lane
- Counterclockwise circulation



- Fewer stops and hard accelerations, less time idling
 - Save money
 - Often no signal equipment to install, power, and maintain
 - Smaller roundabouts may require less right-of-way than traditional intersections
 - Often less pavement needed
 - Complement other common community values
 - Quieter operation
 - Functional and aesthetically pleasing
- *see full report for statistical details

Why Consider a Roundabout?

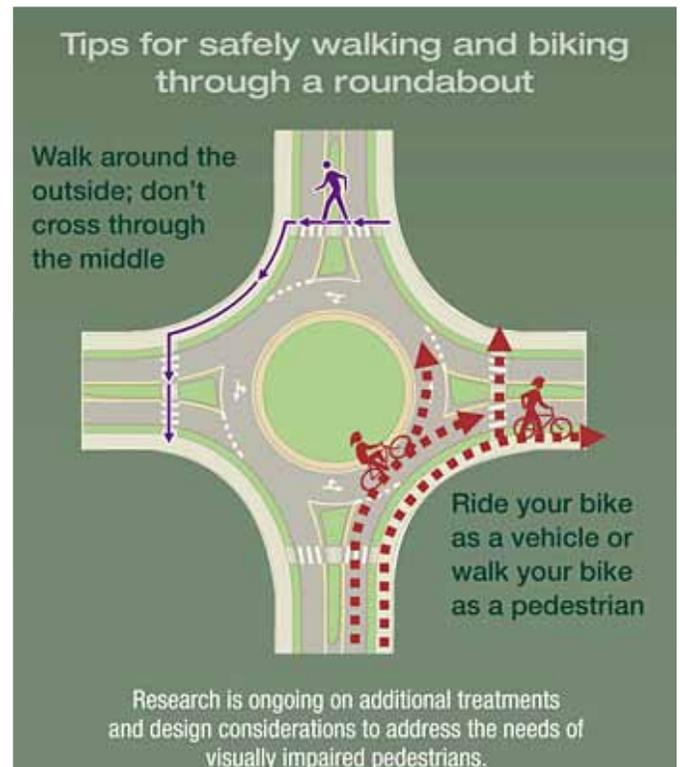
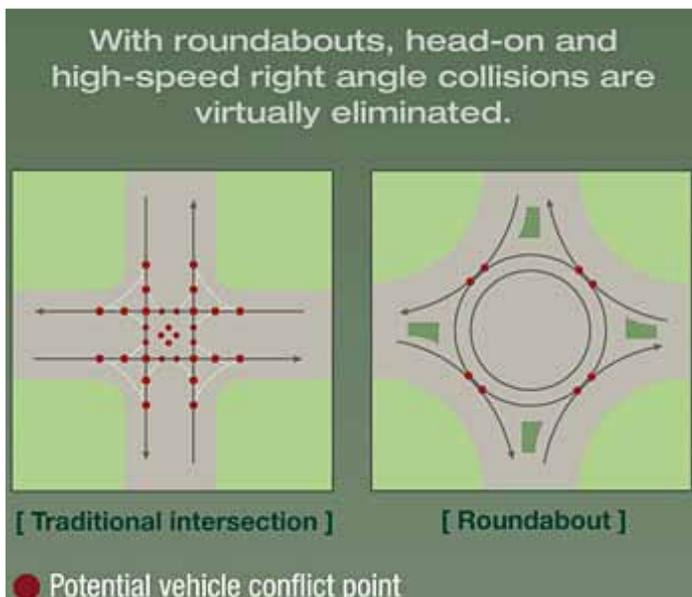
Compared to other types of intersections, roundabouts have demonstrated safety and other benefits. Roundabouts:

- Improve safety
- More than 90% reduction in fatalities*

- 76% reduction in injuries*
- 35% reduction in all crashes*
- Slower speeds are generally safer for pedestrians
- Reduce congestion
- Efficient during both peak and non-peak hours
- Typically less delay
- Reduce pollution/fuel use

Education is Key

Education is vital to the acceptance and success of a roundabout. Navigating a roundabout is easy. But because people can be appre-



hensive about new things, it's important to educate the public about roundabout use.

There are just a few simple guidelines to remember when driving through a roundabout:

- Slow down.
- If there's more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
- Yield to pedestrians and bicyclists.
- Yield at the entry to circulating traffic.
- Stay in your lane within the roundabout and use your right-turn signal to indicate your intention to exit.
- Always assume trucks need all available space—don't pass them!
- Clear the roundabout to allow emergency vehicles to pass.

Note: Design standards for roundabouts continue to evolve, and

not all features of existing roundabouts meet current recommended practice. Please refer to FHWA's web site for recommendations on current design practice.

Original source photo by Lee Rodegerdts. Photo has been altered to illustrate roundabout and updated signage.

What Others Are Saying

"Personally, I love them, and I'll tell you why. You only have to stop one lane of traffic, then go to the middle and wait. The cars can't go much faster than 20 mph through the roundabout so the crossing aspect is great."

Denise Haltom, School Crossing Guard, Suamico, Wisconsin, Green Bay Press-Gazette, February 6, 2001

"We have had a lot of people not very happy about the idea of roundabouts, but after they are constructed, those fears mostly go away."

Brian Walsh, Washington State Department of Transportation, Seattle Times, June 5, 2002

"We all know people speed up to get through a yellow light. But at the roundabout, all the vehicles have to slow down ... we have almost 50 roundabouts now, we have a lot [fewer] personal injuries. We have fewer fatalities."

James Brainard, Mayor, City of Carmel, Indiana, www.nbc17.com, November 8, 2007

An Overview of MAP-21

Moving Ahead for Progress in the 21st Century Act

with select excerpts from <http://www.fhwa.dot.gov/MAP21/summaryinfo.cfm>

Overview

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy—it provides needed funds and, more importantly, it

transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include:

- improving safety,
- maintaining infrastructure con-

dition,

- reducing traffic congestion,
- improving efficiency of the system and freight movement,
- protecting the environment, and
- reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike,

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and pedestrian programs and policies established in 1991. This summary reviews [some of] the policies and programs administered by the Federal Highway Administration. The Department will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

MAP-21 Strengthens America's Highways by Setting the Course for Transportation Investment in Highways

MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways—the National Highway Performance Program.

MAP-21 Establishes a Performance-based Program

Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-

making through performance-based planning and programming.

MAP-21 Creates Jobs & Supports Economic Growth

MAP-21 authorizes \$82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21 enhances innovative financing and encourages private sector investment through a substantial increase in funding for the Transportation Infrastructure Financing and Innovation Act (TIFIA) program. It also includes a number of provisions designed to improve freight movement in support of national goals.

MAP-21 Supports the Department of Transportation's (DOT) Aggressive Safety Agenda

MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continues to build on other aggressive safety efforts, including the Department's fight against distracted driving and its push to improve transit and motor carrier safety.

MAP-21 Streamlines Federal Highway Transportation Programs

The complex array of existing programs is simplified, substantially consolidating the program structure into a smaller number of broader core programs. Many smaller programs are eliminated, including most discretionary programs, with

the eligibilities generally continuing under core programs.

MAP-21 Accelerates Project Delivery & Promotes Innovation

MAP-21 incorporates a host of changes aimed at ensuring the timely delivery of transportation projects. Changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

Investment (Finances)

Authorizations

MAP-21 extends current law (SAFETEA-LU) for the remainder of FY 2012, with new provisions for FY 2013 and beyond taking effect on October 1, 2012. Funding levels are maintained at FY 2012 levels, plus minor adjustments for inflation – \$40.4 billion from the Highway Trust Fund (HTF) for FY 2013, and \$41.0 billion for FY 2014.

Administrative Expenses

FHWA administrative expenses... are provided as a separate authorization of \$454 million for FY 2013 and \$440 million for FY 2014. However, more than \$30 million of the administrative funds are designated for other purposes each year, as follows:

- On-the-job training supportive services
- DBE supportive services
- Highway use tax evasion projects
- Safety programs including Work Zone Safety Grants, safety clearinghouses, and Operation Lifesaver



- Air quality and congestion mitigation measures outcomes assessment study

TIFIA

The Transportation Infrastructure Financing and Innovation Act (TIFIA) program provides Federal credit assistance to eligible surface transportation projects. MAP-21 dramatically increases funding available for TIFIA, authorizing \$750 million in FY 2013 and \$1 billion in FY 2014 to pay the subsidy cost (similar to a commercial bank's loan reserve requirement) of supporting Federal credit. A \$1 billion TIFIA authorization will support about \$10 billion in actual lending capacity. MAP-21 also calls for a number of significant program reforms, to include: a 10 percent set-aside for rural projects; an increase in the share of eligible project costs that TIFIA may support; and a rolling application process.

Programs

Provisions of the MAP-21 Legislation also address specific transportation programs such as the Highway Trust Fund, Transportation Planning, Performance Management, Accelerating Project Delivery and others programs such as the:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives (TA)

To learn more about MAP-21, check out the FHWA website:

<http://www.fhwa.dot.gov/map21>

Updates will be posted as they become available.

- Federal Lands and Tribal Transportation Programs
- Emergency Relief
- Workforce Development and DBE
- Bridge and Tunnel Inspection
- Projects of National and Regional Significance

Research, Technology Deployment, Training & Education

MAP-21 establishes the principles and practices for a flexible, nationally-coordinated research and technology program that addresses fundamental, long-term highway research needs, significant research gaps, emerging issues with national implications, and research related to policy and planning. The Secretary provides leadership for the national coordination of research and technology transfer activities, conducting and coordinating research projects, and partnering with State highway agencies and other stakeholders. All research activities are to include a component of performance measurement and evaluation, should be outcome-based, and must be consistent with the research and technology development strategic plan. MAP-21 provides new authority for the Secretary to use up to one percent of funds authorized

for research and education for a program to competitively award cash prizes to stimulate innovation that has the potential for application to the national transportation system.

MAP-21 authorizes \$400 million per year for the following six programs: Highway Research and Development, Technology and Innovation Deployment, Training and Education, Intelligent Transportation Systems, University Transportation Research, and the Bureau of Transportation Statistics.

To Find Out More

Additional information related to MAP-21 is available on the Federal Highway Administration website at <http://www.fhwa.dot.gov/map21>.

As implementation of the new law progresses, more material will be added.

NOTE: See the UDOT Local Government Programs Corner article on page 7 for a small taste of our local impact.

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Psychological Infrastructure Development: Road Work on the Mind

by Helen Knipe, Communications Manager, Utah Highway Safety Office

From retroreflectivity levels, aesthetic guidelines, scour critical bridges and use of geo-fabric abutments for bridges, you have transportation infrastructure down to a science – quite literally. Unfortunately, no matter how precisely you design roads or place signage, the road will be used and signs seen by humans. Google is testing its self-driving car in Nevada, but we remain a number of years away from the time when humans are only passengers, not drivers.

And, alas, we humans are fallible – sometimes it seems nowhere more so than when we're behind the wheel, maybe especially in the age of smart phones. While many of our driving foibles serve only to enrage our fellow roadway users, some have serious and even deadly consequences. Traffic-related fatalities have declined over the past several years – there were 243 in Utah in 2011, the lowest level since 1974 – but there is still a lot of work to be done.

At the Utah Department of Public Safety's Highway Safety Office, we work to address the human factors involved in roadway safety, and through educational and enforcement activities hope to help people make safe choices as they use Utah's well-designed elements of transportation infrastructure. By working to get people to know what is safe,

why it's safe and to choose to behave safely, we try to engineer psychological infrastructure. In many ways, the factors affecting our work parallel those that affect your work on transportation infrastructure.

Very Variable

How many variables do you have to consider when creating new elements of transportation infrastructure or repairing existing ones? The list is undoubtedly long and subject to change even after it is initially planned. When working on people's psychological infrastructure, we face innumerable variables, too. Composition of the existing soil becomes drivers' previous experience, their existing knowledge and skill levels. These remain unique to each roadway user and can either help or hinder our work.

We need to find messages that will engender behavior change in people both young and old, experienced and newly licensed, genuinely scared and overconfident, all with limited budgets.

Mind the Gap

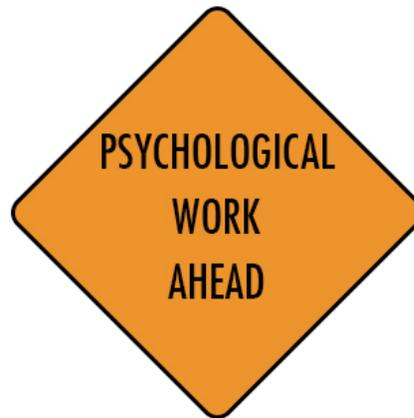
When there are cracks in the road, you can use sealant to fill in

the gaps. Similarly, but in a behavioral science fashion, we work to fill in gaps – in knowledge and perceptions. The effort to identify misperceptions is a large emphasis of effectively working on psychological infrastructure.

There is a widespread emphasis on utilizing evidence-based programs in much of the health community. But, you can't make evidence-based decisions or create evidence-based programs without evidence. Measurement can take both time and money, neither of which are in great supply. But evidence stands at the core of our ability to address driving behaviors. We need to identify exactly what people know and think, and work to fill in the gaps based on that specific information, rather than assumptions.

It Takes Time

You can't build a new road overnight, and moving the needle on safe driving behavior takes time, too. It moves beyond just paying a marketer to develop a catchy phrase or slogan, and then running some ads or making some t-shirts. It is a long and involved process if you are truly committed to engendering positive change. Commitment at that level, and devoting the time to a



program before seeing results is not something that we typically do in our current instant gratification society, or in our government climate in which we are asked to quickly demonstrate results with programs or move to new ones.

Just as people get frustrated at the disruption caused by road work and wonder if it will ever end, working on psychological infrastructure for safe driving behaviors requires patience and perseverance. And, just as we make progress in one area, a new one emerges, as exemplified by distracted driving in the age of ubiquitous smart phones.

Temperature Affects Outcome

Pouring cement in the dead of winter in Utah changes the dynamics of its setting. An aspect of work-

ing on psychological infrastructure involves planting figurative seeds of change, but temperature can come into play when planting these seeds. Community readiness is a factor that we need to address when we're looking to change behavior. Sometimes it can be too hot or too cold for the seeds of change we're looking to plant to have an ideal growth environment. But community readiness remains essential to whether or not a community will accept the messages we're delivering. This requires a knowledge of the community and an awareness of current events and issues within it, much as you need to know everything possible about an area you're planning to repair or develop.

Maintaining safe and effective transportation infrastructure while simultaneously creating new ele-

ments and planning for the future remains a daunting task. Similarly, addressing psychological infrastructure of existing drivers and the approximately 40,000 new drivers Utah gets each year can seem impossible. But the dedicated professionals in Utah's transportation infrastructure and traffic safety communities have demonstrated that they are up for the challenge and while working with different tools on different things, will work together to achieve success.

To check out some of the materials we've developed for our psychological infrastructure work, visit us at any of the following:

highwaysafety.utah.gov
www.Facebook.com/UtahHighwaySafetyOffice
Twitter: @UtahDPS_HSO
Instagram: @utahdps_hso

UDOT Local Government Programs Corner

by A. Matthew Swapp, P.E., UDOT Local Government Programs Engineer

MAP-21 Funding

The new MAP-21 federal funding bill takes effect on October 1st. UDOT Staff is currently working with the MPOs and other partners regarding the details on how the Surface Transportation Program (STP) category of funding will be distributed. This coordination includes discussion of the 2012 census data in each of the various urban, small urban and rural population categories.

The majority of the federal portion of MPO and local program funds come from this STP category of funding.

It is important to note that this transportation bill is a two year bill

and there is no guaranteed funding beyond FY-2014. Proposed projects beyond FY-2014 will need to be reviewed in the future as Congress passes additional highway legislation.

One significant change that is happening due to the new MAP-21 bill is that each of the Large Urbanized areas will be programming a portion of what was previously known as enhancement funds. WFRC and MAG will each program a part of these funds to be used in their respective areas. UDOT will program the remaining funds for use in any area of the state. The majority of current enhancement funds have already been programmed through FY-2012 and FY-2013. Notification regarding a call for a limited num-

ber of new projects in FY-2014 will be made through the various agencies in the near future.

New Project Applications

Given the short two year MAP-21 time frame, each programming body (MPOs, UDOT, and the Joint Highway Committee) will need to review their respective program and determine whether a call for new applications will be made in each of the various funding categories. Caution is needed for projects proposed in the years beyond FY-2014.



I've Got a Question

a chance for local agency personnel to ask questions and get answers from our Director and other experts

Question: The Best Way to Set Speed Limits

A question that is often asked of the LTAP Center staff is, "What is the best way to set speed limits in my jurisdiction when requested by the public, council, police department or others?"

Answer: Consider the 85th Percentile and other Mitigating Factors

The following are recommendations excerpt from the FHWA document* "Methods and Practices for Setting Speed Limits: An Informational Report."

Setting a speed limit based on the 85th percentile speed was originally based on safety. Specifically, research at the time had shown that traveling at or around one standard deviation above the mean operating speed (which is approximately the 85th percentile speed) yields the lowest crash risk for drivers. Furthermore, crash risk increases rapidly for drivers traveling two standard deviations or more above or below the mean operating speed. Therefore, the 85th percentile speed

separates acceptable speed behavior from unsafe speed behavior that disproportionately contributes to crash risk.

The 85th percentile speed can be adjusted on the basis of engineering and traffic investigation. The



following are typical adjustments made by several States:

Roadway Factors/Crash Data Adjustment: Adjustments made for roadway factors and/or crash data may be lower than the 85th percentile speed, but normally no more than 7 mph lower.

Special Engineering Consideration Adjustments: Adjustments

for roadway factors may reduce the 85th percentile speed by as much as 10 mph below the 85th percentile speed based on sound and generally accepted engineering judgment that includes consideration of the following factors:

- Narrow roadway pavement widths (20 feet or less, for example).
- Horizontal and vertical curves (possible limited sight distance).
- Driveways with restricted visibility and other developments (possible limited sight distance).
- High driveway density (the higher the number of driveways, the higher the potential for encountering entering and turning vehicles).
- Rural residential or developed areas (higher potential for pedestrian and bicycle traffic).
- Narrow shoulder widths (constricted lateral movement).
- If the crash rate for a two-year period is much higher than the average for other highways of similar classifications, adjustments are considered.
- Adjustments can be made based on crash data when enforcement agencies will assure a degree of enforcement that will make the speed zone effective.
- A 12 mph reduction for locations where roadway factors and crash rates are higher than the statewide average.

*The full document can be found at http://safety.fhwa.dot.gov/speed-mgt/ref_mats/fhwas12004/

To submit your question to be answered, please e-mail our Director, Nick Jones at nick.jones@usu.edu.



Fall/Winter LTAP Center Training

Full course descriptions and on-line registration can be found at our website:

www.utahltap.org

or by calling: 1-800-822-8878

2012	Course Title	Cost	RS*	Location
Oct. 2	Registered Stormwater Inspector (RSI)	***	2	Sandy
Oct. 2	Basics of a Good Road	**	1	Sandy
Oct. 3	Asphalt Paving Maintenance 2	**	2	Sandy
Oct. 3	Registered SWPPP Reviewer (RSR)	***	E	Sandy
Oct. 15	Heavy Equipment Safety Training****	\$85	1	Tooele
Oct. 16-17	Techniques of Heavy Equipment Operation (Hands-On)	\$275	E	Tooele
Oct. 18-19	Techniques of Heavy Equipment Operation (Hands-On)	\$275	E	Tooele
Oct. 22	Heavy Equipment Safety Training****	\$85	1	St George
Oct. 23-24	Techniques of Heavy Equipment Operation (Hands-On)	\$275	E	St George
Oct. 25-26	Techniques of Heavy Equipment Operation (Hands-On)	\$275	E	St George
Nov. 6	ATSSA Traffic Control Technician Training	\$25●●	E	SLC
Nov. 7-8	ATSSA Traffic Control Supervisor Training	\$25●●	E	SLC
Nov. 12	Winter Road Maintenance	\$30	E	Garden City
Nov. 13	Winter Road Maintenance	\$30	E	Riverton
Nov. 14	Winter Road Maintenance	\$30	E	Vernal
Nov. 15	Winter Road Maintenance	\$30	E	Price
Nov. 16	Winter Road Maintenance	\$30	E	Brian Head
2013	Course Title	Cost	RS*	Location
Jan. 14	ATSSA Flagger Training	\$45●	1	Vernal
Jan. 15	ATSSA Traffic Control Technician Workshop	\$125/150●●●	E	Vernal
Jan. 16-17	ATSSA Traffic Control Supervisor Workshop	\$265/290●●●●	E	Vernal
Jan. 18	Fundamentals of PROW ADA Ramp Design, Layout, Inspection, & Const.	\$85	E	Vernal

* Road Scholar Level - 1, 2 or E (Elective)

** 2012 APWA Fall Conference. Register for the conference (<http://utah.apwa.net/events/chapter>)

*** 2012 APWA Fall Conference & Stormwater Expo Register through APWA (<http://utah.apwa.net/events/chapter>) for RSI or RSR training

**** Prerequisite for Techniques of Heavy Equipment Operation (Hands-on) workshop

- 2009 MUTCD Part 1,5,6 is available for class. Cost of manual = \$20 extra (for total fee of \$65/person)

- This special discounted price is made possible through a generous ATSSA Workzone Safety Grant; registration is limited to 40

- Cost per person: State & Local = \$125. Out of State or Private sector personnel = \$150.

- Cost per person: State & Local = \$265. Out of State or Private sector personnel = \$290.

Please check our website [www.utahltap.org] for additional training dates and opportunities that are added as they become available. You can also request a specific workshop in your area by calling 1-800-822-8878 or e-mail us at utahltap@usu.edu.





Partner Happenings

What You Should Know...

(Partners are listed alphabetically.)



APWA, Utah Chapter

Registrations, RSVPs and resources can be found at the APWA website at <http://utah.apwa.net>. Chapter meetings will be held on the 4th Thursday of each month (with the exception of holiday months and Chapter conferences) at The Gathering Place in West Jordan at Gardner Village (1100 West 7800 South) or Ruby River in Provo. Branch meetings are held as follows:

- The [Southern Utah Branch](#) meets the 1st Tuesday of each month at the Holiday Inn in St. George.
- The [Central Utah Branch](#) meets are held quarterly at locations to be determined.

[Annual Fall Conference & Stormwater Expo](#)

October 2-3, 2012 at the South Towne Center (Sandy, Utah)

Registration information and details are available on-line. Several workshops are being offered in conjunction with this conference. See Fall/Winter LTAP Center Training (page 9) for additional information.

[Luncheon: Legislative Outlook](#)

November 22, 2012



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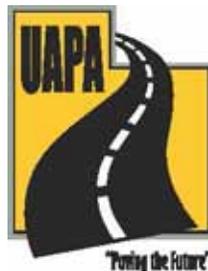
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ITE, Utah Chapter

For information on ITE activities, please contact Ryan Kump by e-mail at [rkump@sandy.utah.gov]. ITE, Utah Chapter monthly luncheons are generally held on the third Tuesday of each month at 12 noon at the Chinese Gourmet Restaurant in Murray (4500 South State Street).



Utah Asphalt Pavement Association

If you desire more information on UAPA activities, or to register for a UAPA sponsored event, please call them directly at (801) 566-5620 or go to their website at www.utahasphalt.org.



UTAH ASSOCIATION OF COUNTIES
A Unifying Voice for County Government

Utah Association of Counties

For more information on UAC activities, or to register for a UAC sponsored event, please call them directly at (801) 265-1331 or go to their website at www.uacnet.org.



Utah Chapter, American Concrete Pavement Association

If you desire more information on ACPA, Utah Chapter activities, or to register for an ACPA-sponsored event, please call (435) 647-5935 or check out their website at www.utahacpa.com.

[12th Annual Concrete Pavement Workshop](#)

January 23, 2013

Little America, SLC, UT

Registration and information will be available at the Utah ACPA website.



Utah League of Cities & Towns

If you desire more information on League activities, or to register for a League sponsored event, please call the Utah League of Cities & Towns directly at (801) 328-1601 or 1-800-852-8528 or go to their website at www.ulct.org.



UTAH LOCAL GOVERNMENTS TRUST

Utah Local Governments Trust

For information on training and other Trust activities, please call 1-800-748-4440, or check the Trust website at www.utahtrust.gov.



Utah Risk Management Mutual Association

For more information or to register for URMMA training activities, please call Joanne Glantz at (801) 225-6692.

Introduction to Risk Management & Hazard Identification

- October 17 (Cedar City)
- November 13 (Draper)
- November 29 (Roy)

Cost: Free to URMMA members, \$30/person for non-URMMA

Defensive Driving

- November 7 (South Jordan)*
- December 6 (Workers Comp Fund)

Free for URMMA members; *register for this workshop on-line at www.code4.org, \$10/person (limited).

Land Use with Nicole Cottle

- November 15 (Farmington)
- December 12 (Draper)

Cost: Free for URMMA members, \$50/person for non-URMMA.

Supervisors Training

These courses are held regionally (monthly and/or quarterly) with dates to be determined.

- Annual Performance Appraisal Process (free to members-held at their city)
- Communication Skills Training (free to members-held at their city)
- Hazard Identification Training (free to members, open to nonmembers for a fee)



**CALL BEFORE YOU DIG.
IT'S FREE & IT'S THE LAW.**

BLUE STAKES OF UTAH
Utility Notification Center, Inc.

1-800-662-4111

www.bluestakes.org

Dig Safely Know what's below.
Call before you dig.

Blue Stakes of Utah

For more information on the services and activities of Blue Stakes of Utah, please visit their website at www.bluestakes.org or contact their notification center at 1-800-662-4111. Remember, it's free and it's the law!



Utah Safety Council

For more information, scholarship applications (covering up to 50% of select courses) or to register for Utah Safety Council training activities, call (801) 478-7878 or (800) 933-5943, e-mail safety@utahsafetycouncil.org, or visit the web www.utahsafetycouncil.org.

All workshops are offered at their location (1574 W 1700 S, Suite 2A, Salt Lake City) and some are even offered on-line. On-site classes are also available.

Advisory Board

Permanent Organizational Members *listed alphabetically by organization*

Trace Robinson, P.E.
APWA

Bryan Dillon
FHWA Utah Division

A. Matthew Swapp, P.E.
UDOT Local Government Programs

Cameron Kergaye, Ph.D., P.E.
UDOT Research Division

Daniel Hsiao, P.E.
UDOT Research Division

Doug Perry
Utah Association of Counties

Dave Beach
Utah Highway Safety Office

Susan Wood
Utah League of Cities & Towns

Douglas E. Folsom
Utah Local Governments Trust

Dean Steele
Utah Risk Management Mutual Assoc.

Paul J. Barr, Ph.D., P.E.
Civil & Environmental Engineering
Utah State University

Rotating Board Members *listed alphabetically*

Glade Allred
Vernal City

Vern Loveless
Tooele County

Paul James
Bridgerland Applied Technology College

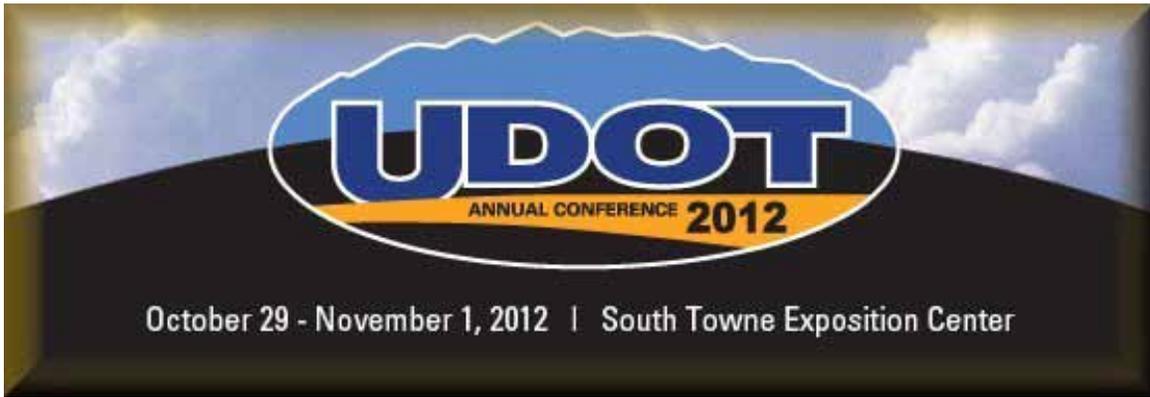
Tom Stratton
Brian Head

Gary D. Sonntag, P.E.
Price City

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October 29 - November 1, 2012 | South Towne Exposition Center

The UDOT Annual Conference 2012 is rapidly approaching! This year the Annual Conference will be combined with the first ever Trans Tech Conference. The dates for the combined Conference are October 29-November 1, 2012. Registration is now open.

The dates for the traditional part of the Conference are October 29-October 31, 2012. The dates of the first ever Trans Tech conference are October 30-November 1, 2012.

Some General Sessions and meals will be combined. Breakout sessions will be separate. Refer to the below conference website [<http://www.udot.utah.gov/main/f?p=100:pg:0:::V,T,949>] for more information and to register.

We're part of...
Utah State University



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About the Utah LTAP Center

The Utah LTAP Center is an integral part of a nationwide Local Technical Assistance Program (LTAP) financed by the Federal Highway Administration, state departments of transportation and local transportation agencies. The Center bridges the gap between research and practice by translating the latest state-of-the-art technology in transportation into implementable products and information for the special use of local transportation agencies and personnel. Located at Utah State University, the Utah LTAP Center is also part of the Utah Transportation Center (UTC), a Tier II University Transportation Center of the U.S. Department of Transportation.

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