UDOT
Local Pedestrian Safety Training

Over the past 15 years we have witnessed a significant decline in the number of automobile crash fatalities. However, during that same time period the number of pedestrians killed has remained constant. There are a number of things local communities can do to encourage and promote pedestrian safety. This training provides guidance on both infrastructure solutions and policy guidelines (including model ordinances) to promote safety in both travel and neighborhoods by focusing on improving conditions for non-motorized modes of transportation (particularly pedestrians) as well as addressing how cities can enact or enforce existing ordinances to reduce crime and promote safety within neighborhoods.

General Description
This training will take participants through the recently created UDOT Local Pedestrian Safety Training. Participants will learn about existing laws and ordinances as well as existing local resources for improving and promoting pedestrian safety. Participants will receive guidance on model policies, ordinances, and infrastructure improvements and techniques that can improve the pedestrian environment and promote increased safety by reducing pedestrian-vehicle conflicts.

Learning Objectives
- Participants will become familiar with existing Utah laws and ordinances relating to pedestrian safety.
- Participants will become familiar with existing resources relating to pedestrian safety in Utah.
- Participants will learn about model policies and ordinances as well as infrastructure techniques that can be implemented at the local level to improve pedestrian safety in communities.
- Participants will be able to use the tools they acquire in this training to implement change toward improved pedestrian safety in their jurisdiction.

Topics Covered include
- Pedestrian Travel Behavior
- Existing Conditions (legislative & engineering)
- Funding Sources & Programs
- State & National Resources
- Planning & Design Concepts
- Crossings
- Road Diets
- Traffic Calming & Special Treatments
- Signals & Signage
- Ped Safety & Interchanges
- Ped Safety & Transit
- Personal Safety
- ADA
- Code Enforcement & Maintenance

www.udot.utah.gov
Nighttime Highway Construction Noise Permit Guide

**LJA Contact Information**

UDOT is compiling a GIS map containing contact information for LJA. If there is no information for the desired city or county, please contact the city office to inquire regarding their nighttime noise permit process and requirements. Once the proper person or office has been identified, submit the information to UDOT via an Interchange Submission Form. The Region GIS specialist will then QC the information and update the GIS map. Sharing this information will streamline the process for future project teams.

**Net Benefit Analysis**

The net benefit analysis compares night work to day work to determine if night work provides a greater net benefit to the community. It is required to be completed on all projects with night work and a speed limit below 55 mph. Each analysis area, as outlined by the law, is rated on a three point scale: negative, no change, or positive. Analysis areas are listed below with ideas to consider when completing the net benefit analysis:

*Public Health* – Is construction noise long or short term? Is the route along commercial or residential properties? Have any mitigation measures been included in the project to reduce noise?

*Project Completion Time* – Will project duration be negatively affected by night work? Are production rates affected?

*Air Quality* – Air quality is negativity impacted by congestion. Will night work ease congestion? The traffic management group may provide some pollution figures with user costs depending on route and analysis used.

*Traffic* – Will night work ease congestion?

*Economics* - User costs are required for all UDOT projects (UDOT Policy 08A-13). Do user costs justify nighttime construction? What do local businesses prefer? Are they busier at night or during the day?

*Safety* – NCHRP report 627 states that nighttime construction is typically safer than daytime construction (confirmed by analysis of Utah crash data). Is there any reason why this project will differ from the report’s findings?

*Local Jurisdictional Authority(s) Concern* – What is the LJA concern?

For example, if night work relieves congestion and reduces user costs, you would mark positive on traffic, economics, and air quality. If the construction is louder than existing traffic and the roadway abuts residential homes, then public health would be marked negative. Each section on the form has an area for comments and a check box for attachments. Explain how and why the team came to each conclusion and attach any supporting documentation, such as, user costs calculations and emails.

**Specifications**

Projects with nighttime construction work are required to include Special Provision 01355M – Environmental Compliance. The specification needs to be customized for each project according to the project’s unique needs and discussions with local LJA. All nighttime highway construction permits should be included with this specification.

**LJA Fees**

Per lines 77 to 80 in SB-177, UDOT and its representatives are exempt from paying fees for nighttime construction noise permits.

**Links**

- Utah Senate Bill 177
- Project Delivery Network
- Transportation Management Plan (TMP) Policy
- Rule 916-7
- Interchange LJA Contact Information Submission Form
- LJA Contact Information GIS Map
- NCHRP Report 627
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