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MUTCD Compliance Date for Curve Warnings Looms Large

By Steven C. Strength, PE, PTOE

Ever been thrown a curve? Spring training is upon us, and once again, curve balls can be a problem for batters not expecting them. Fortunately, striking out in baseball is just part of the game, but when road users are thrown a curve on the road without proper warning, the results can be deadly.

In order to encourage the proper signing of curves, the *Manual on Uniform Traffic Control Devices* (MUTCD), which is the standard for all roads open to public travel in the United States, specifies the placement, size, and usage criteria for signs, including warning signs for curves. While the current edition of the MUTCD has been in effect for a number of years, the Federal Highway Administration (FHWA) specifies dates by which road owners must be in compliance with new standards in the manual whenever revisions take place. Of particular interest to road owners should be the provisions of MUTCD Table 2C-5, entitled “Horizontal Alignment Sign Selection” which specifies a compliance date of December 31, 2019. Curves on arterial and collector roadways with more than 1,000 vehicles per day Average Daily Traffic, or ADT, must be signed in accordance with Table 2C-5, “based on the differential between the roadway’s posted or statutory speed limit or 85th percentile speed, whichever is higher, or the prevailing speed on the approach to the curve, and the horizontal curve’s advisory speed.” (Note: Bold typeface in the MUTCD indicates a mandatory provision, based on a standard, also known as a “shall” condition.)



Addition of chevrons on horizontal curves can reduce fatal and serious injury crashes up to 16%, and night-time crashes up to 25%. Source: CMF Clearinghouse, CMF IDs 2438 and 2439

So let’s back up a bit. In order to correctly sign our curves, the first thing we need to know is the speed limit of the roadway. All roadways have a speed limit, whether statutory (55 MPH is Louisiana State law for conventional two-lane roadways not otherwise posted or covered by a local ordinance), or posted by signs indicating the maximum legal speed as determined by legislative or administrative authority in the jurisdiction where the road is located. Don’t assume that just because there is a sign there that it can be enforced. Typically, signs must be backed up by ordinance, and speed limit ordinances must be filed with the Clerk of Court in order to be official.

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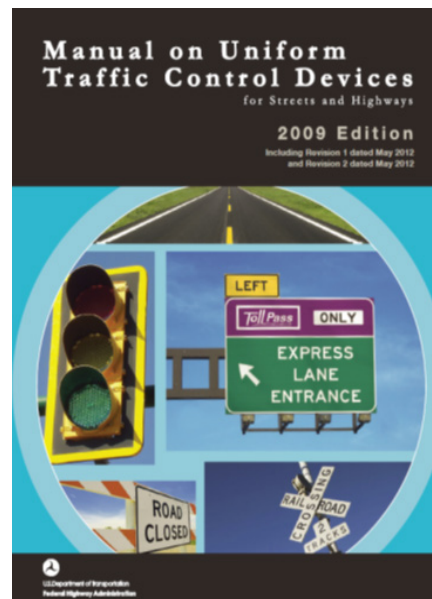
The Local Technical Assistance Program of the Louisiana Transportation Research Center in cooperation with DOTD, FHWA, and LSU.

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The next piece of information we need is the advisory speed, which can be measured using a ball-bank indicator that essentially measures the maximum centrifugal force going through the curve based on field runs at different speeds. This is the speed at which drivers feel comfortable rounding a curve, considering side friction and the centrifugal force exerted on the occupant of a vehicle negotiating the curve. This speed usually falls below the design speed of the curve but curvature and superelevation can help determine it if those figures are available from the original design. Advisory speed Section 2C.08 of the MUTCD indicates the maximum readings for the ball bank indicator based on angle of deflection.

Based on these two pieces of information, the proper signing for the curve can be determined from Table 2C-5. In most cases, the difference between legal speed limit and advisory speed for a particular curve is what determines the extent of signing needed, from no advance warning, to an advance warning sign, to advance warning signs with advisory speed plates indicating the determined advisory speed, to a combination of warning signs, advisory speed plaques, and chevrons. Reading the table (see page 3) from left to right shows the increasing need for multiple warning devices as the difference between the speed limit and the advisory speed for the curve increases. This reflects the needs of the road user, with the more urgent need to reduce one's speed represented by the larger amount of warning called for in the MUTCD on the more severe curves. For example, if a curve only requires a driver to slow down by 5 MPH to negotiate a curve, a warning sign and advisory speed plaque are recommended but not required (representing a should condition), while a speed change of 10 MPH or more would make the warning sign and advisory speed plaque mandatory. At a 10 MPH differential, chevrons are recommended, while for a 15 MPH reduction or more, chevrons are required through the curve. This table makes these warning signs mandatory in the stated circumstances, whereas previously most warning signs in the MUTCD fell into the category of guidance (a should condition).

So what can your agency do to comply with these standards, and more importantly, to promote the safety of your road users? Here are some recommended steps to get you started:



The MUTCD 2009 Edition with Revisions 1 and 2 dated May 2012 is the current edition of this national standard for traffic controls.

1. Determine which roads must comply with Table 2C-5. DOTD and LTAP can provide lists, maps and guidance to help you determine road classification and usage, even if actual traffic counts are not available. However, don't ignore roads with ADT's lower than 1,000 since some level of standards also exist on those roads and people can still be killed or injured anywhere.
2. If your jurisdiction does not have specific speed limit ordinances, consider developing a process to post statutory speed limits for your roads based on functional classification, usage, and surrounding culture or context. Local undivided streets that serve only the adjacent properties are typically posted at 25-30 MPH, collectors 30-40 MPH, and arterials 35 and up. By the way, the MUTCD requirements also mention terms like "85th percentile" and "prevailing speed." This means that setting your speed limits artificially low will not relieve your agency of the responsibility to properly warn road users. If you know of cases where people regularly exceed the posted legal limits, consideration needs to be made for warning road users even for the higher speeds above the legal limit. Remember, safety is not about assigning blame; our first obligation is to the safety of all road users, sometimes even in spite of them.
3. Look at your curves based on priorities, considering safety first. Crash data, particularly roadway departure crashes, mapped on your street network using the crash3 database, can give you a good idea where to start. Make an effort to properly address the curves where crashes are happening first, then proceed to treat all the curves where required, based on risk, in a more systemic fashion.

Roadway Departure Crashes in Louisiana Remain a Concern

As MUTCD's compliance date on warning signs approaches, roadway departure crashes continue to be a concern in Louisiana.

According to data compiled by the Highway Safety Research Group at LSU, year after year, about 60% of fatalities and over 40% of serious injuries on Louisiana roadways involve vehicles running off the road or leaving their lane of travel. In fact, 461 people died in Louisiana as a result of roadway departure crashes in 2017 alone. Most of these crashes took place in the vicinity of curves.

So how can we reduce these terrible numbers and the shattered lives that they represent? While making the roadsides safer by removing hazards can help, priority should be given to employing low-cost countermeasures to keep vehicles from leaving the roadway in the first place. One of the most cost-effective safety countermeasures involves signing and delineation of curves, and according to recent safety research, proper signing of curves can have significant safety benefits for a fraction of the cost of more robust construction treatments.

The FHWA Crash Modification Factor (CMF) database of countermeasures suggests that addition of chevrons on horizontal curves can reduce fatal and serious injury crashes up to 16%, and nighttime crashes up to 25%, while installing or upgrading curve signs with fluorescent sheeting has been shown to reduce fatal and injury crashes up to 48%.

MUTCD, continued from page 2

Table 2C-5. Horizontal Alignment Sign Selection

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W10-1) (see Section 2C.07 to determine which sign to use)	Recommended	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Recommended	Required	Required	Required	Required
Chevrons (W1-8) and/or One Direction Large Arrow (W1-6)	Optional	Recommended	Required	Required	Required
Exit Speed (W13-2) and Ramp Speed (W13-3) on exit ramp	Optional	Optional	Recommended	Required	Required

Note: Required means that the sign and/or plaque shall be used, recommended means that the sign and/or plaque should be used, and optional means that the sign and/or plaque may be used.

See Section 2C.06 for roadways with less than 1,000 ADT.

Table 2C-5 from the 2009 MUTCD specifies usage of warning signs for curves on roadways serving more than 1000 vehicles per day.

4. Perform ball bank studies on your curves to determine the required level of signing based on the difference between the advisory speed and the posted (or prevailing or 85th percentile) speeds on the approaches to the curve. Yes, it is possible to have a different advisory speed for each direction of travel. Depending on the scope of this effort, LTAP may be able to offer technical assistance, or loan equipment, or you may want to utilize a professional engineer to perform these services.
5. Develop a plan to implement the necessary signing. Check with the Local Road Safety Program to see if funding can be utilized on your priority roads. Since these MUTCD requirements represent an enhancement, federal funding restrictions on maintenance activities may not apply. In any case, a plan to implement these enhancements should include opportunities to incorporate signing upgrades into capital improvement projects, permit work, or ongoing maintenance activities.

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LTAP Director's Corner



This year at LTAP, it's business as usual, and we can hardly believe that January is gone and Mardi Gras is behind us already! The new year brought changes in personnel at LTAP including retirements and promotions. Please allow me to extend my warmest

appreciation to Bob Breaux who officially retired in January this year after 26 years of serving LTAP. I would also like to congratulate Courtney Dupre for being selected as our new Business Manager—"the new Bob," like we say. LTAP also said farewell to Ann Wills, the DOTD Local Public Agency (LPA) Program Manager. Ann was a great friend to LTAP and to Louisiana's local agencies. We will miss her leadership at DOTD and her friendship in our office.

LTAP seems to have as many new endeavors as "regular" activities. We are updating our website with additional resources and tools including: new off-system bridge information; LPA information; free training opportunities; and more, in an easier-to-access format. We are updating the curriculum of our long-running Roads Scholar Program and sponsoring graduation ceremonies for current graduates. We are streamlining preparation of Local Road Safety Plans that align with Louisiana's vision of reaching Destination Zero Deaths with easier to use data in cooperation with DOTD and the Regional Safety Coalitions. We are expanding our marketing and outreach efforts to promote innovative efforts like Every Day Counts (EDC) and Build A Better Mouse-trap as well as new training resources through AASHTO and other sources. Also, we are hosting the second round of peer exchange opportunities on the topic of extreme weather events/snow and ice in South Louisiana. Who knew?

We participated in the Police Jury of Louisiana (PJAL) Meeting and Exhibit in Lake Charles in mid-February and met with the LPESA Board and General Members at this meeting. I was honored to be on the agenda with DOTD Secretary Shawn Wilson to address over 700 Louisiana

Municipal Association Members at their Mid-Winter meeting on February 19, 2019. Looking forward, we are scheduling workshops and classes for the spring. We're excited to facilitate and coordinate the Louisiana Parish Engineers and Supervisors Association (LPESA) Spring Conference scheduled on April 24-25, 2019 in Baton Rouge. Three days of LPA classes (LPA Palooza) are scheduled in Baton Rouge on May 21-23, 2019.

We are proud of the work that we do in providing opportunities to enhance learning and advance the knowledge of our local transportation workforce in Louisiana. From training to technical assistance to professional development to technology transfer and resource sharing, we continue to find opportunities where our locals benefit from it all. Enjoy this "winter" and spring weather. Before we know it, summer will be here.

Marie B. Walsh, Ph.D.

Louisiana LTAP Director

Serving Louisiana's local transportation agencies

MUTCD, continued from page 3

6. Above all, don't panic! While failure to comply with these rules could put your agency at risk from a liability standpoint, a reasonable implementation strategy based on available resources is your best defense. However, responsible local officials with jurisdiction over roadways should want to comply for the right reasons – promoting safety for residents of your community using proven techniques, and the enhanced image for your agency that well maintained signs and roadways can contribute to improving the quality of life where we live.

If you have any questions on how to implement a signing program, or on road safety in general, call the Louisiana LTAP Center at (225) 767-9117, or email us at steve.strength@la.gov.

LTAP Calls Local Agencies to Join Louisiana's Journey Toward Zero Deaths on All Roads

Louisiana LTAP recently developed the Louisiana Strategic Highway Safety Plan (SHSP) Summary and Overview 20-page brochure containing key highlights of crash data, death and injury statistics, emphasis areas (crash contributors), and different strategies that Louisiana is undertaking to improve road safety.

This document captures the overall vision of the statewide SHSP, which is Destination Zero Deaths. LTAP released this document in January 2019 as a "Call to Action" to all local agencies and organizations to join Louisiana's journey toward reaching zero deaths on all roads.

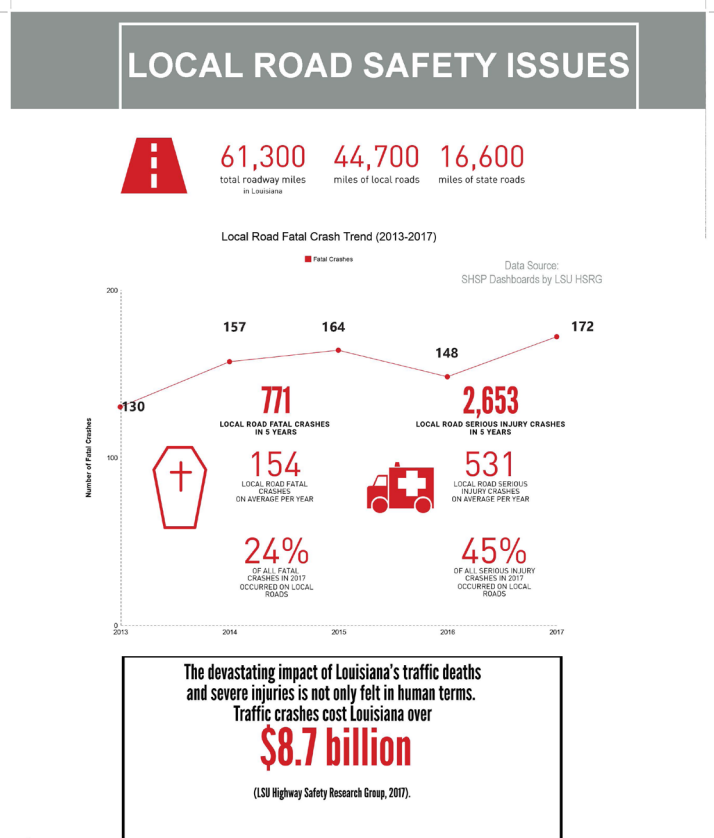
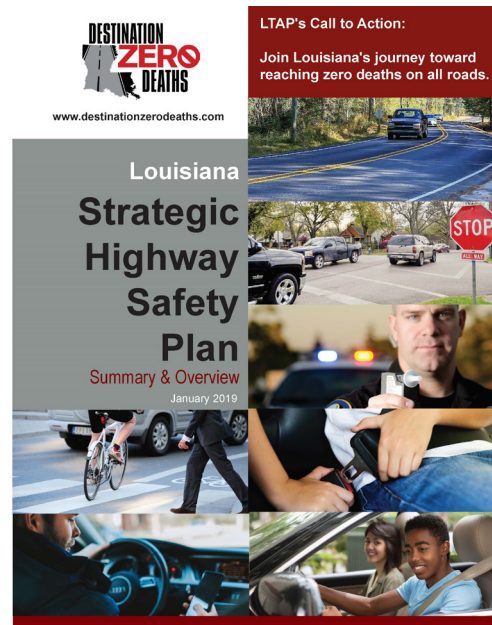
LTAP serves on the SHSP Implementation Team as well as the infrastructure & operations emphasis area team. This team aims to address local road safety issues by reducing rural roadway departures, improving intersection safety, and reducing deaths involving bicyclists and pedestrians.

In 2017, 771 people were killed in traffic crashes statewide. On average, over 20% of the total traffic-related fatalities occurred on parish and city roads. In 2017 alone, 24% of the fatal crashes and 45% of the injury crashes occurred on local roads. Of the 172 fatal crashes on local roads, 70% resulted from roadway departures, 32% occurred at intersections, and 40% were due to drunk driving.

Louisiana utilizes increasingly sophisticated data-driven analyses and processes to identify locations with the greatest potential for safety improvements. LTAP has prepared crash data profiles for the highest crash and fatality parishes and is working with local agencies to prepare Local Road Safety Plans. These plans will identify and prioritize safety improvement opportunities on the local road system that have the potential to save the greatest number of lives. LTAP works with the SHSP Infrastructure & Operations Emphasis Area team to engage the parishes and municipalities in making targeted investments for safety improvements on locally owned roads.

View the document on https://issuu.com/ltrc/docs/lashsp_brochurebyltapv4

Visit www.louisianaltap.org for more information or call 225-767-9718.



APWA Louisiana Holds Inaugural Equipment Roadeo

By Terry Blades, Show Manager

The Louisiana Chapter of the American Public Works Association (APWA) held the first-ever Equipment Roadeo in conjunction with the 3rd Equipment and Technology Expo on February 21, 2019, at the St. Tammany Parish Fairgrounds in Covington.

There were 27 competitors from six different parishes and municipalities competing in four different equipment competitions. To top the day off, a friendly and fun competition was held between the local public works directors. David DeGeneres, Public Works Director for the City of Mandeville, claimed the honor of being the “Top Dog” for 2019.

The Equipment Roadeo is a series of timed skills and safety tasks performed on various off-road equipment that the competitors use on a daily basis. They are tested on how well they can perform these tasks within the time limits without making a mistake that will draw a penalty. In this competition, the operator with the lowest score wins. This event was held as a statewide qualifier for the National APWA Roadeo that will be held in time for the National Public Works Expo (PWX) on September 8-11, 2019 in Seattle, Washington.

The top two finishers will represent the state of Louisiana at the national roadeo. The four equipment types for this competition were: backhoe, mini-excavator, skid-steer, and ZTR mower. Here are the 1st and 2nd place winners in each equipment category:

ZTR Mower: 1st Place, Rudolph “Rudy” Stahl, St Tammany Parish Government; 2nd Place, Sean Mulligan, City of Mandeville, Public Works

Skid-Steer: 1st Place, Rudolph “Rudy” Stahl, St. Tammany Parish Government; 2nd Place, Jimmy Kohn, City of Covington, Public Works

Mini-Excavator: 1st Place, Tim Naquin, City of Covington, Public Works; 2nd Place, Jimmy Kohn, City of Covington, Public Works

Backhoe: 1st Place, Shawn Brister, Calcasieu Parish Police Jury; 2nd Place, Chuck Savoie, Calcasieu Parish Police Jury



***Runner-up King of the Hill:** Rudolph “Rudy” Stahl, St Tammany Parish Government

***King of the Hill:** Jimmy Kohn, City of Covington, Public Works

Both Stahl and Kohn are the top qualifiers for the 2019 National Roadeo in Seattle. City of Covington Mayor Mike Cooper did the honors of awarding trophies to all the winners.

APWA Louisiana would like to thank our show exhibitors, with special thanks to Louisiana CAT for sponsoring and supplying equipment for the Roadeo. Everyone agreed this was a great time, and we are looking forward to next year’s competition. Competitors will have an opportunity to qualify for the 2020 National Roadeo to be held during the PWX 2020 on August 30 to September 2, 2020, in New Orleans. It will be co-hosted by the Louisiana and Mississippi chapters of APWA.



Hon. Mayor Mike Cooper, City of Covington (left) presents the “Top Dog” award to David deGeneres, Public Works Director, City of Mandeville (right).

Parish Engineers to Convene in Baton Rouge this Spring

During the fall and spring seasons, members of the Louisiana Parish Engineers and Supervisors Association (LPESA) convene to exchange best practices about a wide array of topics concerning local road construction, maintenance and other issues they face at the parish level.

Around 80 to 100 parish engineers, road supervisors and other transportation professionals from 64 parishes in Louisiana will make their way to attend the LPESA Spring Conference on April 24-25, 2019 at the L'Auberge Casino and Hotel in Baton Rouge. Registration is only accepted online. Visit here: <https://registration.ltrc.lsu.edu/courses/view?id=9>

If you have not done so for a previous conference or LTAP class, you must create a profile in the new system in order to register. If you need to register multiple people on behalf of your agency, create a profile and send your username with this request to courtney.dupre@la.gov. Once inside your profile, click on "2019 LPESA Spring Conference" to submit your registration.

To book your hotel, call 1-866-261-7777 or locally 225-215-7777. A block of rooms has been reserved for conference participants on Tuesday, April 23, 2019, and on Wednesday, April 24, 2019. Use the code **RLPESA1** when booking your room.

Tentatively, among the agenda topics are: Legislative and Police Jury Update; Off System Bridge Program; Submerged Roads Damage Assessment; Watershed Initiative; Incorporating Local Road Safety Plans Into Capital Projects Panel Discussion; Pavement Preservation and Asset Management; Vegetation Control; Build a Better Mousetrap Competition; MUTCD Signing Requirements; Associate Member Showcase I: Emerging Technology of Mobile and Terrestrial LiDAR Scanning of Highway and Bridge Structures, SJB Group, LLC; and more.

The conference also offers sponsorship opportunities for those organizations that have products and services they want to promote to conference attendees. By becoming a sponsor at Bronze (\$300), Silver (\$500) or Gold (\$750) levels, you can get your company some exposure. Also, you can be a social event sponsor for \$1,500. Deadline of sponsorships is on April 10, 2019. You must be an associate member to be eligible for sponsorship. You can always become a member! To do so, please contact Erich Ponti, LAPA Associate Director, by phone at 225-927-9737 or email at erich.ponti@lahotmix.org.

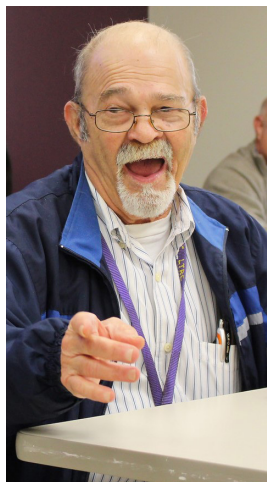
LPESA is an affiliate of the National Association of County Engineers (NACE). It is also a supporting organization of the Police Jury Association of Louisiana (PJAL), the Louisiana Municipal Association (LMA), and the American Public Works Association. The Louisiana LTAP Center continues to assist the LPESA group in organizing their conferences as well as in providing resources for training, technical assistance and inter-agency communication services at parish, state, and federal levels. Check www.lpesa.org for updates.

Rodeo, continued from page 6



Mayor Cooper (second from left) poses with all of the winners (L-R): David deGeneres, City of Mandeville, "Top Dog"; Jimmy Kohn, City of Covington, "King of the Hill"; Rudolph "Rudy" Stahl, St Tammany Parish, runner-up "King of the Hill"; Tim Naquin, City of Covington, 1st place Mini-Excavator; Shawn Brister, Calcasieu Parish Police Jury, 1st place Backhoe; Sean Mulligan, City of Mandeville, 2nd place ZTR Mower; and Chuck Savoie, Calcasieu Parish Police Jury, 2nd place Backhoe.

Bob Breaux Retires from Louisiana LTAP



If you are in public works or road maintenance from a parish or municipality and have ever called LTAP's office or visited our office at TTEC, more than likely, you know Bob Breaux. For 26 years, Bob has been a fixture in LTAP's office accepting registrations by phone, fax and e-mail, and solving logistic problems for thousands of participants for innumerable classes and events. After two-and-a-half decades of dedicating

his professional time serving as LTAP's Administrative Coordinator, Bob retired effective January 3, 2019.

Prior to his last work day, Bob's colleagues threw him a retirement bash. It was a perfect day to reminisce about Bob's journey into the public service world—adding flair into the LTRC and LSU premises. Prior to LTAP, Bob served in the U.S. Air Force. Bob worked for all three of the LTAP Directors and outlasted hardware and software upgrades and even overcame LSU's most recent technological challenge, the comprehensive WorkDay enterprise system. He patiently, well, maybe not patiently, learned the new programs, systems, and equipment and most days was the clear victor.

His motto was, "Just another opportunity to excel." Thank you, Bob, for your years of dedication and service. Enjoy your retirement! You have earned it.



LTAP Director Dr. Marie Walsh (right) and LTRC Director Dr. Sam Cooper (left) recognized Bob for his 26-year service as LTAP's "household name" all these years.

Courtney Dupre Promoted to LTAP Business Manager



Louisiana LTAP is pleased to announce the promotion of Courtney Dupre as the new Business Manager.

Courtney rose through the ranks at LTAP. She started out as a temporary Training Coordinator back in October 2013 tasked with coordinating training classes, developing newsletter articles, and facilitating public sector leadership training series. In May 2014, she moved up to the Training Program Coordinator position, this time, assisting the LTAP Program Manager in the development of training program content and class materials as well as scheduling and facilitating classes all over the state. She also provided communication and outreach support for LTAP and the Louisiana Parish Engineers and Supervisors and Association (LPESA). Courtney sat on the APWA Louisiana State Board for two years, and has also been a member of the NLTAPA Communications Work Group for five years.

Following Bob Breaux's retirement, Courtney was selected to assume the responsibility of managing the business, accounting and administrative functions of LTAP that are essential in LTAP's mission of providing innovative and service-oriented transportation research and training resources to Louisiana's transportation workforce.

Courtney holds a Bachelor's degree in History from Louisiana State University (LSU) and a Masters of Arts in History from University of Louisiana at Lafayette (ULL). She enjoys attending Broadway plays, cataloging and reorganizing spaces, cooking, and creating holiday wreaths. Congratulations, Courtney!



Bob and his LTAP colleagues

Build A Better Mousetrap Winners to be Announced in April

If you work for a local public agency and you have created an innovative equipment, gadget or a tool that has made your job better, then submit it as an entry to the Build a Better Mousetrap (BABM) National Competition, a nationwide competition initiated by Federal Highway Administration (FHWA) and implemented through the Local Technical Assistance Program (LTAP) Centers across the nation. In Louisiana, the LTAP Center facilitates the selection process. Deadline of entries was on March 30, 2019.



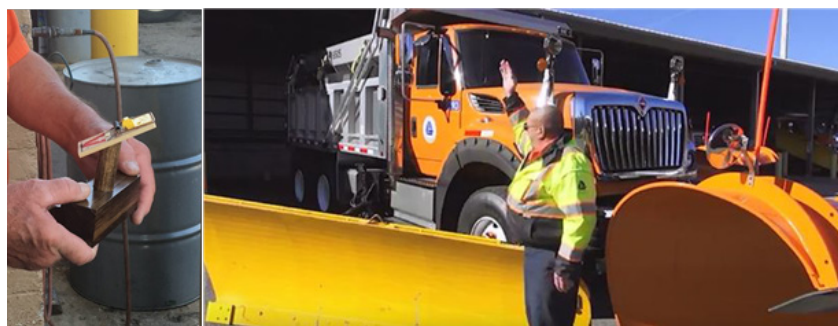
Louisiana winners will receive a free training inclusive of lunch for the agency that submitted the entry. Also, they will be awarded with a plaque at the LPESA Spring 2019 Conference on April 24-25, 2019 at the L'Auberge Casino and Hotel in Baton Rouge. For more information on Louisiana "Build a Better Mousetrap," refer to Home Page Highlights and Innovation section on www.louisianaltap.org.

Who is eligible? Any local public agency—a city, municipal, or parish entity—may submit an entry that falls in any of the four categories such as:

- (1) inspection and data collection (automated means, testing tool, etc.)
- (2) asset management techniques (GIS, mapping or decision support system)
- (3) maintenance tools and methods (lifters, assemblies, etc.)
- (4) facilities improvements (storage, operations, services)

People's Choice Award

New this year, Louisiana LTAP will facilitate the selection of People's Choice Award, which will be determined solely on the total number of likes on Facebook. All entries will be posted on LTAP's Facebook Page where people can LIKE an entry to indicate their vote. The voting period will be announced later. Follow Louisiana LTAP Center on Facebook.



A winning entry from the National BABM 2018: Delaware DOT's "Third Eye," a mirror that mounts on the plow on snowplows with wings to eliminate the blind spot when the wing is raised.



One of LTAP's focus areas is Innovation—at the local level. A number of current initiatives including FHWA's Every Day Counts (EDC), LTAP's Build a Better Mousetrap (BABM), and DOTD's Innovation Showcase provide opportunities to highlight successes and encourage innovative thinking. The Louisiana LTAP collaborates with municipalities, cities, and parishes as well as other stakeholders

to advance transportation systems using underutilized but proven effective innovations across all aspects of transportation. Check out the "Innovation" section of www.louisianaltap.org for more information.

Louisiana Takes a STEP for Pedestrian Safety

By Rudynah Capone

Quite concerning for Louisiana, the latest statistics show that pedestrian deaths have increased over the years. In 2017 alone, 117 pedestrians were killed, accounting for 15% of the statewide fatalities. This is a dilemma that challenges transportation safety practitioners, particularly in the urbanized areas of New Orleans and Baton Rouge. Both cities have been identified by FHWA as two of the 35 Focus Cities nationwide (with the highest pedestrian fatalities or fatality rates) where extra resources are targeted in order to bring these fatality numbers down.

The Louisiana LTAP Center is working with DOTD and local agencies to take a huge STEP for pedestrian safety—that is by considering Safe Transportation for Every Pedestrian (STEP) as one of the state and local transportation priorities. STEP is one of the innovations in Rounds 4 and 5 of FHWA's Every Day Counts (EDC) initiative. It is EDC's goal to promote the deployment of underutilized but proven effective innovations that save lives, money, and time.

Here are the cost-effective countermeasures that can help reduce pedestrian fatalities at uncontrolled crossing locations and un-signalized intersections when used in the appropriate roadway context:

- Rectangular rapid flashing beacons (RRFBs) are active (user-actuated) or passive (automated detection) amber LEDs that use an irregular flash pattern at mid-block intersections
- Leading pedestrian intervals (LPIs) at signalized intersections allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal to turn left or right.
- Crosswalk visibility enhancements, such as crosswalk lighting and enhanced signage and markings, help drivers detect pedestrians—particularly at night.
- Raised crosswalks can serve as a traffic calming measure and reduce vehicle speeds.
- Pedestrian crossing/refuge islands allow pedestrians a safer place to stop at the



midpoint of the roadway before crossing the remaining distance.

- Pedestrian hybrid beacons (PHBs) provide positive stop control for higher-speed, multilane roadways with high vehicular volumes.
- Road Diets can reduce vehicle speeds and the number of lanes pedestrians cross, and they can create space to add new pedestrian facilities such as pedestrian crossing/refuge islands.

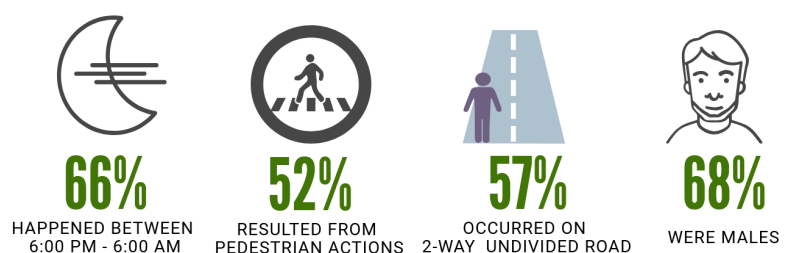
Stay tuned for more pedestrian safety news and resources. Contact LTAP if your community is interested in getting involved to improve pedestrian safety on your roadways.

Visit FHWA's Every Day Counts webpage for more information: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm

The FHWA has released a report that provides guidance for installing pedestrian safety countermeasures. View the document here: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/guide_to_improve_uncontrolled_crossings.pdf

Did you know? In Louisiana ...

OF THE 117 PEDESTRIANS WHO DIED IN 2017:



Data source: LSU Highway Safety Research Group

LTAP Hosts Webinar on Local Road Safety Plans

By Leo Marretta

On February 5, 2019, LTAP hosted the first in a series of webinars outlining a process for developing Local Road Safety Plans. These webinars are in support of our nine Louisiana Regional Strategic Highway Safety Plan (SHSP) Safety Coalition Coordinators who have been tasked with assisting priority parishes in their region to draft Local Road Safety Plans.

The purpose of local road safety planning is to eliminate deaths and serious injuries on Louisiana's locally owned roadways using a data-driven approach to identify safety needs and implement low-cost or other proven safety countermeasures.

The desire to help our parishes with planning for safer roadways is an outgrowth of LTAP's circulating "Parish Profiles" to each of the Top 20 Parishes (in terms of numbers of crashes). The Top 20 parishes represent 91% of all reported local road crashes in the state of Louisiana. These profiles are the result of a data-driven analysis of all crashes that occurred within a five-year period on roadways owned by the parish (not state highways). The data analysis from the Parish Profiles identifies roads that would benefit from infrastructure safety improvements such as – enhanced striping and signage, rumble strips, back plates with retroreflective borders for signals, medians, and pedestrian crossing islands, etc.

It is our intent that parishes use this information as a basis to develop a local road safety improvement program that can be documented and implemented in a sustainable manner over time.

When local road owners get involved in actually looking at the data and evaluating their road network based on data, we oftentimes hear remarks such as, "I've never looked at this data before" or "We can go out and fix this right now."

Local road safety plan development starts with the parish safety profiles, stakeholder outreach and coordination, and subsequent project implementation. The resulting Local Road Safety Plans will provide sustainability by institutionalizing safety in the transportation planning process at the local level.



Contact the LRSP Manager Leo Marretta leo.marretta@la.gov or 225-767-9122 for more information.

Read more about Local Road Safety Plans as a proven safety countermeasure: https://safety.fhwa.dot.gov/provencountermeasures/local_road/

Local Road Safety Program Now Accepting Project Applications for Quarter 2 of 2019



For Quarter 2 of 2019, project applications to the Local Road Safety Program (LRSP) are accepted until our next cutoff date of June 30, 2019. We accommodate submissions year-round; however, the LRSP Selection Team gives priority to those submitted during our quarterly cutoff dates.

Projects eligible for funding include curve delineations, rumble strips, high friction surface treatments, pavement markings, signage, flashing beacons, intersection improvements, mini-roundabouts, and other proven countermeasures. For more information and technical assistance, email LRSP manager Leo Marretta at leo.marretta@la.gov.

Local Road Safety Program Project Spotlight: Lovett Road Roundabout in Central, LA

By *Leo Marretta*

In this edition of Technology Exchange, we are pleased to put the spotlight on the implementation of the roundabout project at Lovett Road in the City of Central. This project is among the successful pilot roundabout projects funded through the Local Road Safety Program.

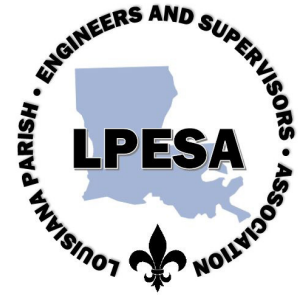
Roundabouts are an effective option for transitioning traffic from high-speed to low-speed environments. They provide substantial safety and operational benefits. The Highway Safety Manual reports that you can expect an 82% reduction in severe crashes when changing from a stop-controlled intersection to a roundabout.



Advanced warning signs approaching a roundabout are crucial.

LPESA Begins New Leadership

The Louisiana Parish Engineers and Supervisors Association (LPESA) begins another exciting year of fostering a high professional spirit among Louisiana parishes' public works and engineering employees.



The association elected the 2019 officers during the annual General Membership Meeting in Lake Charles. Tommy Durrett, Road Superintendent of Claiborne Parish, moves up from being Vice President to President. He is preceded by past president Carl Thompson, the Parish Road Manager of Vernon Parish Police Jury. Former LPESA Treasurer David Rome, who is the Public Works Director of Terrebonne Parish Consolidated Government (TPCG), will serve as Vice-President. Michael "PeeWee" Schexnider, Road Manager of Acadia Parish Police Jury, will serve as the Treasurer.

LPESA continues to work with Louisiana LTAP Center in delivering its mission to educate members and encourage professionalism while fostering communication on the parish, state and federal level. Every year, LPESA members convene for the Fall and Spring conferences to network and share best practices. The Spring Conference is scheduled on April 24-25, 2019, at the L'Auberge Casino and Hotel in Baton Rouge. Visit www.lpesa.org for more information.

BECOME A MEMBER OF LPESA!

If you are an engineer or public works personnel from a parish, we invite you to become a member of LPESA. Members get professional development opportunities through workshops, seminars, and conferences. You can have any number of personnel within your agency represent for the membership of \$100. Contact LTAP Business Manager Courtney Dupre at Courtney.dupre@la.gov or 225-767-9717.

Private industries may also sign up as associate members. Membership enables you to expand your customer networking opportunities with our two professional development conferences each year in locations around the state. Contact Erich Ponti of the Louisiana Asphalt Pavement Association at Erich.Ponti@lahotmix.org or 225-927-9737 for questions.

Leadership Spotlight: David Rome

Director of Public Works, Terrebonne Parish Consolidated Government



This edition of Technology Exchange features David Rome, a former local law enforcement officer who is now a public works leader in the Bayou Region.

David began his career in law enforcement with the St. Bernard Parish Sheriff's Office (SO). At 20, he became the youngest

corporal serving as St. Bernard Parish's Terminal Agency Coordinator for the National Crime Information Center. In 2003, he helped establish the first Emergency 911 Center in St. Bernard Parish. Fast forward to 2009 when he was hired by Terrebonne Parish SO as the Commander of Emergency Communications where he also served as liaison with the Office of Homeland Security and Emergency Preparedness. It was in 2011 when David began to work for the Terrebonne Parish Consolidated Government's (TPCG) Public Works division. He moved up the ladder—first as an engineering technician of Pollution Control division, then as superintendent of Roads and Bridges division, and then as Interim Director of Public Works (PW) in October 2017, and officially as the PW Director as of March 2018.

David currently serves as the Vice President of the Louisiana Parish Engineers and Supervisors Association (LPESA). He also leads the Infrastructure and Operations (IO) team of the South Central Regional Transportation Safety Coalition toward reaching Destination Zero Deaths. David shares his leadership insights with LTAP staff member Rudynah Capone.

What does leadership mean to you?

Leadership is the ability to recognize the unique strengths in an individual and then motivate that individual to capitalize on those strengths to produce results. I have always viewed leadership as a skill akin to an artist's. An artist can look at a blank canvas and see the potential for a great work of art; a leader can look at an employee and see their potential.

What was the most significant organizational change that you have introduced into an organization? Was it successful? Why?

When I first started in local government, I saw a lack of communication and coordination. So, I implemented a policy requiring all the divisions that use the parish's maintenance contractor to investigate the cause of their asset's failure and coordinate with any other divisions who may have related interests in the project prior to submitting a work order. If the Drainage Division found that a tree's roots had caused damage to their catch basin, they would contact the Vegetation Division to come up with a root abatement plan prior to repairing the catch basin. This effort has vastly improved our cost efficiency of maintenance projects, including reduction of repeat road repairs and reduction of costs in drainage and sewer maintenance.

If you were to pick three traits of an effective leader, what would you say they were and why?

An effective leader must have integrity, honesty, and decisiveness. Without these three components, it is difficult to lead anyone. It's even more difficult for anyone to follow you. When you live and lead by a set of moral and ethical principles, you build up your integrity. People will instinctively take direction if those directions are coming from someone who can make sound decisions without hesitation or doubt.

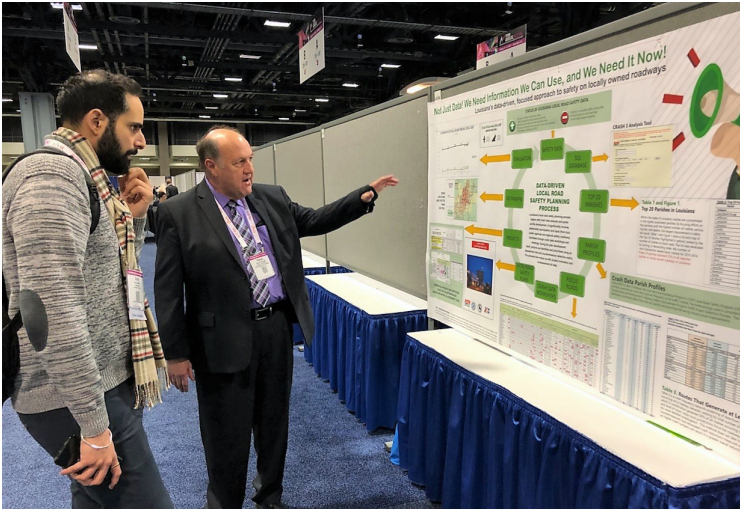
Describe characteristics you would hear from your staff regarding your leadership style?

Oftentimes, I hear people say that I am open and motivating as a leader. I believe in keeping an open dialogue with my staff and challenging them to do better professionally. Whether they are a field technician filling potholes or the superintendent of Forced Drainage, I urge them to strive for the next step.

How do you effectively develop and facilitate a team environment among your staff?

Communication. It is that simple. I make sure my staff knows what my expectations are, and I always make sure to know their needs. I have regular staff meetings with my middle managers, and I encourage them to meet with all their employees regularly. Good communication promotes the sense of importance and belonging at all levels within the organization.

LTAP In Action



LTAP Joins Poster Session at TRB 2019. The Louisiana LTAP team presented a poster during the Annual Transportation Research Board (TRB) Meeting held on January 13-17, 2019 in Washington D.C. Titled as “Not Just Data! We Need Information We Can Use, and We Need It Now!”, the poster put an emphasis on Louisiana’s data-driven and focused approach to local road safety planning process. Parishes and municipalities in Louisiana are encouraged to develop Local Road Safety Plans to improve road safety on locally owned roads. Photo shows LTAP Program Manager Steve Strength explaining the poster to one of the TRB attendees.



LTAP Makes it to the APWA ROADeo. LTAP staff members Courtney Dupre (left) and Rudynah Capone (right) are shown manning the LTAP table at the first-ever Louisiana State Championship Equipment ROADeo organized by the American Public Works Association (APWA) Louisiana chapter on February 21, 2019 at the St. Tammany Fairgrounds. Held in conjunction with the Equipment Show and Technology Expo, the ROADeo showcased the competitive skills and talent of equipment operators across the state. See article on page 6.

Upcoming Training

Please visit louisianaltap.org for more details on all events.

Roads Scholar #7: Pavement Preservation and Road Surface Management

BENTON — 04/09/19

WEST MONROE — 04/11/19

COVINGTON — 04/30/19

NEW ORLEANS — 05/01/19

ALEXANDRIA — 05/14/19

LAKE CHARLES — 05/16/19

BATON ROUGE — 05/23/19

LAFAYETTE — 05/30/19

2019 LPESA Spring Conference

Baton Rouge, LA – L'Auberge Casino Hotel

April 24-25

Local Public Agency Qualification Program

LPA Project Development & Delivery Training Modules

Baton Rouge, LA – TTEC Building

May 21 – LPA Qualification Core Training Module

May 22 – LPA Project Development and Design Process for the LPA Responsible Charge Module

May 23 – LPA Construction, Engineering, and Inspection (CE&I) Module

Refer to louisianaltap.org for full calendar of events.

Upcoming Campaigns

Work Zone Awareness Week

April 8-12, 2019

This year's theme is "Drive Like You Work Here." Help DOTD and LTAP bring local attention about worker safety and mobility issues around work zones. You can proudly show your support by wearing "orange" on Wednesday, April 10. Visit <http://www.nwzaw.org/> to download campaign materials.

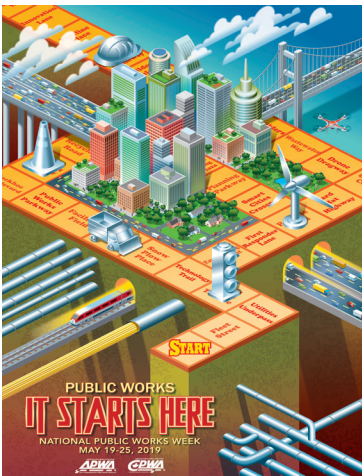
LTAP offers Work Zone Safety mini-workshops year-round. Email steve.strength@la.gov for more information.



Rail Grade Crossing Safety Campaign: Stop. Trains Can't.

April 16 to May 12, 2019

LTAP joins Operation Lifesaver Louisiana, NHTSA, FRA and railroad safety professionals in promoting the "Stop. Trains Can't" campaign to remind motorists about the dangers around railroad tracks. Please remember: You must stop at railroad grade crossings. It is the law. For more information on this campaign, visit <http://www.transportation.gov/stop-trains-cant>



National Public Works Week

May 19-25, 2019

This year's theme is "Public Works: It Starts Here". Join LTAP and the Louisiana chapter of American Public Works Association (APWA) in celebrating the importance of public works in our daily lives: planning, building, managing and operating at the heart of local communities to improve everyday quality of life. Signing a proclamation or resolution is a good start. Visit www.npww.net to download sample proclamations.



Click It or Ticket

May 20 to June 2, 2019

Every year, Louisiana joins the nation in promoting Click It or Ticket campaign leading into the Memorial Day (May 27) as an effort to increase seat belt usage for all occupants, including children. Visit www.destinationze-rodeaths.com for more information on other campaigns.



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Publication Statement

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The purpose of the Local Technical Assistance Center is to provide technical materials, information, and training to help local government agencies in Louisiana maintain and improve their roads and bridges in a cost-effective manner. To accomplish this purpose, we publish a quarterly newsletter; conduct seminars, workshops, and mini-workshops covering various aspects of road and transportation issues; provide a lending library service of audio/visual programs; provide technical assistance through phone and mail-in requests relating to transportation technology; and undertake special projects of interest to municipalities in Louisiana.