



Technology Exchange

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Marie Walsh Retires as Louisiana LTAP Director

After serving as the Director of Louisiana's Local Technical Assistance Program for 16 years, Dr. Marie Walsh retired on July 30, 2019.

Marie's leadership paved the way for the implementation of best practices in highway safety and local public agency training delivery. She has become a household name in the LTAP circle nationally as well as in transportation initiatives, groups, and committees in Louisiana.

In addition to upgrading the local agency curriculum taught by LTAP, she initiated the concept of LTAP's leadership in the Local Road Safety Program (LRSP) in collaboration with the highway safety section of the Louisiana Department of Transportation and Development (DOTD). The program created a voice for parishes and municipalities in Louisiana, putting local road safety at the forefront of public works and transportation decision-making. The LRSP has become a valuable mechanism for parishes and municipalities to implement infrastructure safety improvements on locally owned roads which includes: pavement markings, warning signs, roundabouts, rumble strips, and other engineering improvements that promote road safety.

Marie served as president of the National Local Technical Assistance Program Association (NLTAPA) in 2006, engaging LTAP centers across the nation in advancing their efforts to improve road safety and made road safety a core focus of LTAP strategic efforts. She promoted the development of local road safety plans that support the statewide Strategic Highway Safety Plan (SHSP) and its goal of reaching Destination Zero Deaths (DZD). Through the Traffic Records Coordinating Committee (TRCC), she also sparked meaningful initiatives such as Road Safety Assessments (RSA) that enhance the mitigation of roadway safety issues in a more strategic and collaborative way. She also worked with DOTD and the Highway Safety Research Group at LSU in making crash data more accessible and useful to local agencies.

After earning a Master's Degree in Environmental Engineering, Marie worked in the private sector and later with the Department of Environmental Quality (DEQ) and gained experience with workforce development with East Baton Rouge Parish's Quality and Employee Development Department, eventually rising to Department Director. Her work in local government brought her in contact with Louisiana LTAP, and after earning her PhD. from LSU in



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Visit www.louisianaltap.org for our current classes, training requests, free resources, and much more...

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Why is Your Work Site Different?

By Steve Strength

Some years ago, I participated in the construction of a new traffic operations facility for LADOTD in New Orleans. I was not the project engineer or the architect, but I did have significant input into the design and location of the structure and visited the site frequently as it took shape. My co-workers and I took special interest in the construction because when it was finished it would become our workplace, and we would be responsible for operating the facility and taking care of it on behalf of the new owners, the people of Louisiana. During the construction, the contractor established jurisdiction by erecting a fence to define the limits of the work site, with gates controlling who came and went. They had strict rules about safety of the workers, of course – hard hats, safety vests, all the required Personal Protective Equipment (PPE) - as well as rules of behavior on the site and security measures related to equipment and materials. Anyone wanting access to the site, including future occupants and custodians of the completed building and grounds, such as ourselves, as well as subcontractors, news media, elected officials, and vendors, had to attend a safety briefing and sign a document certifying they would abide by all safety rules and regulations while on the premises. All of these precautions were taken to comply with OSHA and state safety regulations, but also to promote the overall safety of workers, facility users, and the public at large in relation to that work activity.

Every day, local agencies conduct work activities on public roads that present hazards to their workers and the public with



The diagonal stripes on a Type III barricade should slant down and toward the direction on which traffic is to pass.

just as much risk as might be associated with a fixed building site, and yet we sometimes do not treat that risk as seriously as we should. If every roadway work zone were treated with similar respect and attention to detail as that contractor did on that building project in New Orleans, perhaps we could reduce or eliminate the over 600 deaths per year and countless serious injuries that occur in our work zones across the country. However, there are some significant differences in roadway work zones that make it more difficult to ensure safe operation as opposed to a fixed work site, so we should handle these situations with extra care.

First and most obvious, public road agencies do not have the luxury of sealing off their work sites from the public. In nearly all cases, especially with routine maintenance activities, the road must remain open to traffic, and even in the case of a complete road closure, access by pedestrians, emergency vehicles, and local service to property must still be dealt with. Furthermore, work zones themselves are temporary, always changing as the work progresses, so road users are not always expecting the work on any given day, unlike a fixed construction site that may not appear to outside interests to change for months or years.

The factors that make roadway work zones particularly hazardous form the basis for the “Roads Scholar #4: Temporary Traffic Control for Local Agencies” course that LTAP has been presenting this spring and summer around Louisiana. Based on Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD), participants were instructed in proper methods of setting up traffic controls, including the effects that the nature, location, and duration of the work will have on the type and extent of traffic control devices needed. Because workers in temporary traffic control zones are often exposed to live traffic, they must use standard signs, cones, and other devices to get the driver’s attention, warn them about what they are about to encounter, and tell them what they should do about it to keep workers and

“ *In real world work zones, we do not have the option of briefing road users on safety procedures and then having them certify that they have read and understand all the rules before entering our work zones, appealing as that may sound!* **”**
—Steve Strength

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the road users themselves out of harm's way. As part of the course, participants learn about the tools available to keep them safe, including the use of the MUTCD to ensure proper warnings are in place and to situate them so that road users can react in time to avoid crashes. A highlight of the course is allowing participants to practice what they've learned in group exercises where they set up theoretical work zone configurations on magnetic boards with miniature signs, barricades, and even flaggers!

In real world work zones, we do not have the option of briefing road users on safety procedures and then having them certify they have read and understand all the rules before entering our work zones, appealing as that may sound! Indeed, many road users could use a refresher in safety, and many are distracted, inattentive, or even impaired. Did you ever consider we are actually teaching road users the importance of operating in a safe manner by how we conduct ourselves in our work zones? We would all like for road users to respect our warnings and instructions, but have we done all we can to earn their respect? Consider these questions:

- Are all our signs clean and in good condition?
- Do we have enough cones and barricades for the situation at hand?
- Are our tapers the proper length, and are they straight?
- Are our barricades pointing in the correct direction for guiding traffic?
- Do we promptly remove signs and lane closures that are no longer needed?
- Do our flaggers give clear, simple instructions using standard procedures?
- Do we neglect to cover, remove, or lay down flagger signs when flagging is not actually taking place?

In other words, do our work zones reflect the importance we place on the safety of ourselves, our fellow workers, as well as the driving public?

Perhaps the most important difference between a fixed construction site and any temporary traffic control situation is that the requirements for proper traffic control will change as conditions change, and field crews need to know how to adapt to these changing conditions. Participants in the TTC course are furnished with a copy of Part 6 of the MUTCD and are taught how to use the typical applications contained in the MUTCD for a number of work zone applications. Typical applications may reflect minimum requirements but also contain a number of options for enhancement beyond those minimums. How road users react to the traffic control scheme in the field must be observed and the setup adjusted as needed, based on those observations. For example, supervisors should conduct a drive-through of all approaches to the work zone to see how it looks to motorists encountering it for the first time. In addition, workers need to be aware of how traffic reacts to the setup and be prepared to make adjustments, such as increasing the warning distance in response to squealing brakes, or relocating a temporary sign to improve sight distance from a driveway. While the primary means of communication from the work crew to the road user is through traffic control devices, road users communicate to the workers by how they behave in negotiating the work zone setup. Being sensitive to this feedback can help keep us safe.

Finally, workers must be aware of ways to keep themselves safe when things go wrong. Like a good shortstop or defensive back, workers on or near the roadway must constantly play the "what if" game and know how they will react if a vehicle intrudes into the work area. "Give Yourself an Out" should be the motto, and workers should never put themselves in a situation where they cannot jump out of the way if the worst happens.



Presenting clean, well maintained devices, and following standard flagging procedures, will command respect from road users and increase compliance.

How can LTAP help YOU?

Louisiana LTAP has many tools and tips for keeping you, your coworkers, and the public safe in work zones. We also conduct mini-workshops on general work zone safety as well as flagging, upon request and free of charge. If you have a minimum of 15 participants we can also schedule the full day Roads Scholar #4 class for agencies in your area at a reasonable cost. Please visit our website at www.louisianaltap.org or call us at (225) 767-9184 for more information.

DOTD's Updated PED-01 Standard for Pedestrian Facilities Take Effect in September 2019



Major changes have been made to “PED-01,” which is the standard plan for pedestrian facilities, curb ramps, and detectable warning surfaces in Louisiana. This set of plans became effective in September 2019.

A team of transportation professionals from the Louisiana Department of Transportation and Development (DOTD) and Federal Highway Administration (FHWA) have revised PED-01 in order to ensure that these new standards are in compliance with DOTD’s new design guidelines as well as with the Americans with Disabilities Act (ADA).

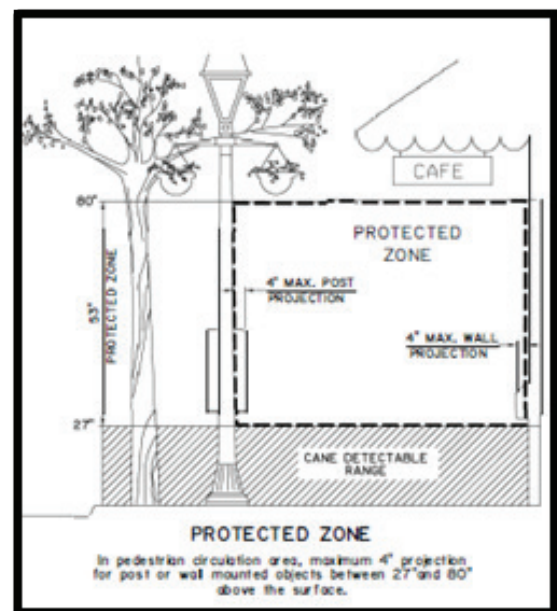
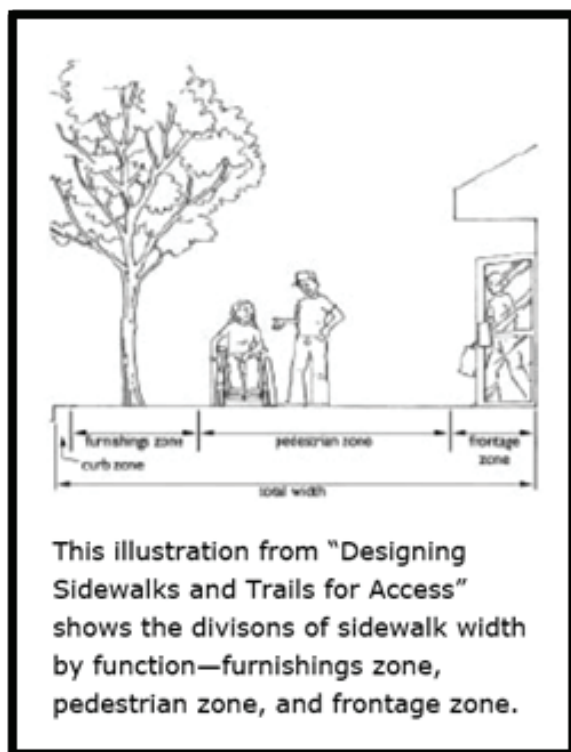
After all notes have been reviewed and updated for clarity and conformance, the major changes in PED-01 include the following:

- Removed the blended transition/flush landing curb ramp type and diagonal curb ramp types
- Added a perpendicular curb ramp type that would typically be used for midblock crossings and a cut through island ramp type
- Updated the typical crossing layout sheet to show preferred placement of curb ramps at intersections and placement of curb ramps on curb extensions
- Increased the concrete thickness within turnout radius at intersections
- Added a joint layout sheet that details the joint types, joint placement, and thickness of concrete

Pedestrian routes within the public right-of-way link access points and destinations. Within the public right-of-way, sidewalks are considered an important part of the pedestrian access route, as are crosswalks, paths, bridges, railroad crossings and curb ramps.

For more information on PED-01 revisions, please contact Tanya Moore, DOTD’s Director of Local Public Assistance Programs at 225-379-2515 or email her at Tanya.Moore@la.gov.

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Transform Your Roads: A Call to Action Disaster Preparedness Video for Elected Officials

By Terry McNinch, PublicWorksTraining.com

Hurricanes, massive rain events, and flooding are a fact of life in Louisiana. For local road agencies that means disaster relief applications to FEMA or FHWA. Unfortunately, many parishes and cities have had their applications denied, typically due to lack of proper documentation – being unable to prove that the damage was caused by the disaster. The only way to prove that, is to prove what the condition of roads, culverts and bridges were before the disaster. That takes preparation. Preparation before the disaster is the key to successful FEMA or FHWA relief applications after the disaster.

Don't know where to start? Louisiana LTAP has an online video that shows how your agency can be better prepared. The video is intended to encourage elected officials, administrators, and managers to provide their technical personnel with the support and resources needed to fully prepare for the next disaster, which we all know in Louisiana isn't a question of if, just a matter of when.

The video covers a new guide prepared by the Louisiana Division of the Federal Highway Administration specifically for agencies like yours. It walks through the entire application process, explains the terms used in the applications, provides sample forms, etc. Everything you need to know!

The video also covers the need for having an up-to-date inventory of your agency's pavement assets along with an evaluation of pavement condition (both of which can be done for relatively little expense). It explains how to determine which roads are covered by FEMA and which by FHWA (confusion that also leads to application denials) and tells about the Louisiana LTAP program to help agencies conduct low-cost, photo documentation of pavement condition. Those pictures aren't just worth a thousand words. They can mean many thousands of dollars in application approvals. To top it off, LTAP will even loan you the camera.

The free video presentation is available at www.publicworkstraining.com/la-elected-officials-access



PED-01 cont. from page 4

Did you know?

Local Public Agencies (LPAs) and their consultants are able to use this new PED-01 Standard Plan on their projects. For informational purposes only, visit here:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Standard_Plans/Pages/default.aspx

The Designer for the LPA project will need to contact their DOTD Project Manager to request the PED-01 Standard Plan for their specific project.

Per the ADA law, all state and local governments must ensure that individuals with disabilities are not excluded from programs, services, and activities (pedestrian facilities are an example of a program.)

Rising to New Heights at NLTAPA Conference in Vermont

By Olivia Phelps, Courtney Dupre, and Steve Strength



TOP: Our Louisiana LTAP Team in Stowe (from left): Training Coordinator Olivia Phelps, Business Manager Courtney Dupre and Director Steve Strength

BOTTOM: Olivia and Courtney presenting our "Climb Every Levee" poster

Louisiana LTAP had the privilege of joining our national counterparts from around the country in Stowe, Vermont, for the annual National Local Technical Assistance Program Association (NLTAPA) conference. Business Manager Courtney Dupre, Training Coordinator Olivia Phelps, and LTAP Director Steve Strength represented Louisiana, establishing new working relationships and renewing old friendships with associates from 48 States, Puerto Rico, and the tribal program center.

Themed as "Rising to New Heights," the four-day conference covered session topics that were categorized in four tracks: training tips and tools; communication and professional development; innovation; and safety. Whether it was a breakout session on automated vehicles or state-sharing plenary on training technologies, the event provided an opportunity for all LTAP center staff members, federal highway leaders, and partner agency representatives to interact and learn about ways of advancing training and technical assistance to benefit local governments. There were interactive sessions that sparked conversations about how LTAP centers could "rise to new heights" and continue to assist the Federal Highway Administration (FHWA) in its goal of enhancing the knowledge and skills of the local transportation workforce.

As this was a joint conference with the National Transportation Training Directors (NTTD), the program featured presentations by training experts from the State DOT's and discussions on LTAP and State DOT collaboration. At the NLTAPA Business Meeting, Louisiana's Steve Strength was appointed as NLTAPA's liaison to the National Association of County Engineers (NACE), having formerly chaired the Training Resources Workgroup. What's really exciting is that Steve has recently been promoted to LTAP Director after former Director Dr. Marie Walsh retired just this past July.

Our Louisiana participants also participated in NLTAPA Work Group discussions and program planning on Training Resources, Communications, and Innovation Implementation, and LTRC's Garrett Wheat of NTTD presented on "Enhancing Training Through Technology."

NLTAPA maintains national partnerships with national organizations, with NACE being one of them. The others are with NTTD, the American Association of State Highway and Transportation Officials (AASHTO), and the American Public Works Association (APWA). These partnering activities allow the association to leverage resources and collaborate efforts across the board.

The highlight of our learning was hearing about the programs and partnerships our peers are implementing in their own states and how we can bring some of those back to our locals in Louisiana. The annual LTAP poster contest highlighted activities of



Marie Walsh cont. from page 1

2004 she was appointed LTAP Director at LTRC.

Capitalizing on her technical and human resources skills, Marie approached the director's job with a forward-thinking approach, enlisting help from numerous disciplines in order to advance the local agency agenda. She fostered strong partnerships with associations that serve as the voice of the local communities, including the Louisiana Parish Engineers and Supervisors Association (LPESA), the Louisiana Municipal Association (LMA), Police Jury Association of Louisiana (PJAL), Institute of Transportation Engineers (ITE), and the American Public Works Association (APWA). She oversaw the redevelopment of a working and training relationship with the off-system bridge program at DOTD, pioneered efforts to train local agencies in public works first responder techniques, and helped initiate a more cooperative approach to winter weather maintenance between DOTD and the local agencies. She also led collaborative efforts with DOTD and the FHWA Louisiana Division to improve training for Local Public Agencies, increasing the efficiency of project delivery for local transportation projects that utilize state and federal funds.

Marie has also been active in national activities of the Transportation Research Board and AASHTO, serving on numerous safety related research panels and committees, including chair of the TRB Toward Zero Deaths (TZD) subcommittee and Vice Chair of the ANB 10 Highway Safety Management committee.

Among her many accolades are the President's Award and John F. Exnicios Outstanding Public Sector Service Award from the Deep South Section of ITE, the National Program Achievement Award from the National LTAP/TTAP Association, and the Outstanding Public Service Award from the Women in Transportation Seminar (WTS) Louisiana Chapter, reaffirming her enormous contribution as a public servant and leader in the transportation arena. Whenever a complex or difficult task confronted the local transportation community, the motto "Give it to Marie, she'll get the job done," always held true. We wish Marie the best in her retirement and thank her for her years of faithful service to LTAP and Louisiana.



The Louisiana LTAP staff celebrated Marie's accomplishments and contributions at her retirement reception on July 30, 2019.



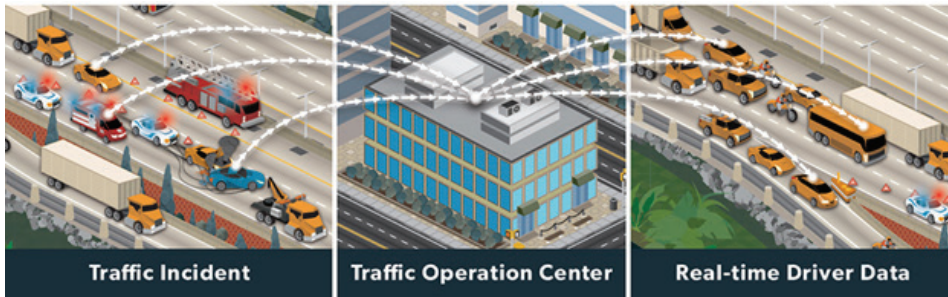
NLTAPA Conference cont. from page 6

the centers around the country. Louisiana's "Climb Every Levee" entry featured our relationship with the Louisiana Parish Engineers and Supervisors Association (LPESA), exhibiting the many joint activities and initiatives we promote to our local agencies.

We enjoyed our time together with our peers from across the country and we look forward to the growth we will all experience having learned so much from one another. The NLTAPA-NTTD community is looking forward to another joint conference next year. And yes, it's already set for July 27-30, 2020 in Seattle, with the theme "Propelling The Wheel of Innovation". See you then, LTAPers.

Every Day Counts: Crowdsourcing for Operations

Using real-time data to advance traffic operations



One of LTAP's focus areas is **Innovation**—at the local level. A number of current initiatives, including FHWA's Every Day Counts (EDC), provide opportunities to highlight successes and encourage innovative thinking.

In this newsletter edition, we feature an EDC-5 innovation, **Crowdsourcing for**

Operations. When you hear the word “crowdsourcing,” what thoughts come to mind? Don't you think about input from multiple sources? Definitions and references can vary, but the basic idea is that we tap into the collective intelligence (and resources) of the public at large in order to deploy a given task that any company would typically tackle by outsourcing or spending chunks of money on its own.

In the transportation world, crowdsourcing simply means using real-time data to advance traffic operations. Using crowdsourced data from smartphone and cellular-based data sources plus enhanced law enforcement communications through computer-aided dispatch (CAD) systems, public agencies are able to increase their situational awareness of traffic conditions including crashes, weather, and work zones. For example, a local agency may be able to use traffic data already available on the web to evaluate the effects a construction project may have on traffic and be able to minimize congestions caused by lane closures.

Crowdsourcing benefits transportation operations by enabling quicker monitoring and assessment of system performance, a more targeted and proactive response, and programmatic operational improvements.

CLAS: Let's Talk Innovation, Conversations That Launch Change!

As a conduit for connecting local agencies, the Center for Local-aid Support (CLAS) under the Federal Highway Administration's (FHWA) Office of Innovative Program Delivery (OIPD) offers a series of Innovation Exchange webinars. These webinars bring subject-matter-experts and practitioners to the table to share ideas and innovative practices that are proven to deliver effective results.

On behalf of the LTAP community, we encourage and challenge our transportation partners to join in and participate on each Innovation Exchange topic by watching informative presentations and engaging in Q&A discussions. Please email CLAS@dot.gov with questions or comments on Innovation Exchange webinars.

For more information on these webinars, visit www.fhwa.dot.gov/clas/training_tools/webinars.aspx

Innovation Exchange Webinars

2019 Build a Better Mousetrap Winners

October 3, 2019 at 12:00 pm - 1:30 pm CST

Crowdsourcing for Local Operations

October 17, 2019 at 12:00 pm - 1:30 pm CST

Bridge Rehabilitation Activities

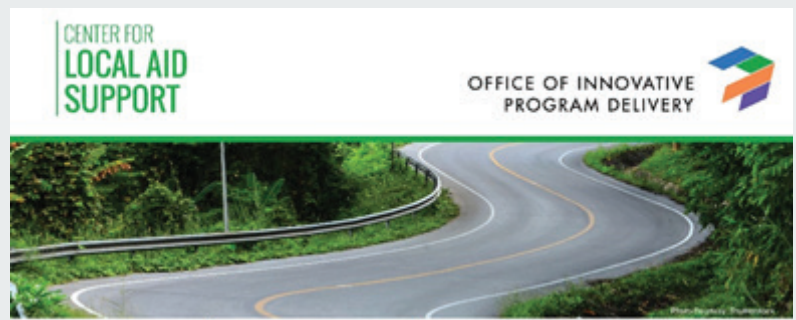
October 31, 2019 at 12:00 pm - 1:30 pm CST

The Connected Job Site

November 14, 2019 at 12:00 pm - 1:30 pm CST

Reducing Rural Road Departures

December 12, 2019 at 12:00 pm - 1:30 pm CST



Local Innovation Projects Approved for Funding through State Transportation Innovation Council Incentive Program

by Tanya Moore, DOTD's LPA Program Director

Through the State Transportation Innovation Council (STIC) incentive program, funding up to \$100,000 per State per Federal fiscal year is available to support or offset the costs of standardizing innovative practices in a state transportation agency or other public sector STIC stakeholder.

The Louisiana State Transportation Innovation Council (STIC) meeting was held on Tuesday, July 30, 2019. Three STIC applications were presented; the applications received were submitted by the Capital Region Planning Commission (CRPC), the Rapides Area Planning Commission (RAPC), and the Department of Transportation and Development (DOTD). The vote from the STIC members was to fully fund RAPC's request for FFY 18/19, fund CRPC's request up to the remaining \$100,000 for FFY 18/19 (the amount above the \$100,000 is to be funded with FFY 19/20's STIC funding), and DOTD's request is to be funded with FFY 19/20's STIC funding.

CRPC's project will advance the understanding of the State and Local Public Agency's (LPAs) options regarding the Federal Highway Administration's (FHWA) Every Day Counts Round 5 (EDC-5) Value Capture initiative and will further advance alternative funding opportunities for infrastructure investment. By increasing awareness and understanding of value capture options, LPAs will have additional revenue tools in their fiscal toolbox to help defray the cost of growth in their communities. The STIC incentive funds will be used to hire a consultant, managed by the Baton Rouge Metropolitan Planning Organization (MPO), who will work with the EDC5 Value Capture Implementation Team, to assist in the development of a LPA/Stakeholder workshop, develop a value capture guidebook/toolkit specific to Louisiana, and evaluate the enabling legislation related to value capture.

RAPC's project will develop the Community Mapping Survey Tool (CMST) integration and outreach methodology for the EDC5 virtual public involvement initiative. Accessibility of public surveys is essential to ensuring citizen input from all population groups. In order to accomplish this goal, the Alexandria-Pineville MPO will develop a new Community Mapping Survey Tool (CMST) integration methodology and a public outreach methodology to collect, analyze, and map data on local conditions through enhanced community input via virtual public involvement for strategic planning efforts. The CMST tool methodology and training materials will facilitate widespread

use by all Louisiana MPOs for closer connection and communication between citizens and governments throughout the state.

DOTD's project involves development of a pilot program to increase the efficiency, timeliness, and affordability of federal-aid pavement preservation and other Categorical Exclusion (CE) or Programmatic Categorical Exclusion (PCE) LPA projects that do not involve right-of-way acquisition. On a pilot basis, DOTD in conjunction with a local public agency desires to:

1. Pre-approve local agency design standards and specifications.
2. Provide a review only of the final plans, specifications, and estimates for qualifying projects which have been certified by the local agency to have been prepared in accordance with the approved design standards and specifications.
3. Pre-approved project letting and contracting procedures that meet federal requirements.
4. In accordance with the pre-approved procedures, allow the local agency to let, contract, administer, and inspect construction projects with only minimal oversight by DOTD.
5. Develop a standard documentation process to allow local expenditures for project design, which have been certified by a CPA, to be credited as match for federal funds for project construction. This will require that the local agency develop and adopt consultant selection procedures that meet federal requirements (specifically the Brooks Act) and that the preconstruction work be authorized in advance as Advance Construction (AC).

The results of this work will be a pilot program to demonstrate LPA capabilities. If successful, the long-term impacts are an improvement in efficiency, timeliness, and affordability of delivering CE and PCE LPA projects.

For more information on EDC-5, visit www.fhwa.dot.gov/innovation/everydaycounts/edc_5/index.cfm.

Leadership Spotlight: Sara Edel

Leadership Spotlight features local transportation leaders who have served in a supervisory or leadership role in their respective agencies.

In this edition, we are pleased to feature Sarah Edel who is the Traffic Operations Engineer of the City/Parish of Baton Rouge. A licensed professional engineer, Sarah previously worked at DOTD where she spent three years in District 61 Traffic Operations.

In 2007, she accepted a position with the City of Baton Rouge at the Advanced Traffic Management Center (ATMC). Sarah and her team oversee the operation and engineering of nearly 500 traffic signals and school flashers in East Baton Rouge Parish. In addition, her group provides guidance and assistance in every phase of new traffic signal construction from design to final inspection and beyond.

Sarah is happily married to John, and they have four children Mae, Jack, Paul and Luke.

How do you define “leadership” in your chosen field?

Leadership in local government public works generally, and in operations in particular, is more complicated than people realize. We interface with a wide variety of people and tend to “wear many different hats,” so to speak. For example, I manage a unit and supervise a team whose primary function is to manage, operate, and improve the traffic signal system in East Baton Rouge Parish. In that capacity, leadership for me is a relatively typical supervisor-leader role. For my team as a whole, leadership is integral to fulfilling our mission, striving continuously to implement improvements that make a positive impact in our community and our partners on the signal maintenance side of the division (while often being a bit of a punching bag to the public). Being an Engineer in operations also provides some unique leadership opportunities with consultants, politicians, and the general public.

What has been the most significant organizational change you brought to your organization? Did it succeed? How?

Several years ago, we sat down and really thought about the mission of the ATMC unit of the division and the specific roles that each member of our team played. We found that over time, we have taken on quite a few “extra” duties outside of our core mission and diminishing our ability to accomplish our primary functions. This has been a constant push and pull; we’re making progress, but not as much as I had initially hoped. Everyone is strapped for resources, and it’s a balancing act that is just part of



being in the public sector, I think. Still, it’s a work in progress.

We also found that basically all staff members were generally doing the same types of work. There was an excellent opportunity to rearrange job duties and allow team members to take the lead on various core functions of our unit that they were particularly suited toward. At the same time, we actively worked to make sure that internal collective knowledge was documented and shared with the group. This has worked very well, it improved overall morale and has helped us maintain operations through a rough patch where we lost our most senior technicians.

If you were to cite the Top 3 traits of an effective leader, what would they be?

Empathy, Adaptability, and Courage.

How do your team members or colleagues describe your leadership style?

Democratic, adaptable, and maybe a little strong-willed and hard-headed when faced with opposition to something I believe in.

How do you foster a collaborative spirit in your department or unit?

We’re a team! I try to make sure everyone knows they play a valuable role in our unit, and that the service we provide to the parish is important and hard and undervalued. But I appreciate them and I try to make sure that they know that, and that the people above us also know that.

US Army Retired Brigadier General to Teach LTAP's Basic Supervision Classes this Fall



Are you a new supervisor or an experienced one who's never had any formal supervisory training? Or, have you been recently promoted to a more challenging leadership position? If you are, Louisiana LTAP encourages you to sign up for the Roads Scholar #8: Successful Supervision for Local Supervisors classes this Fall of 2019.

US Army Retired Brigadier General Roger Shields is teaching this 6 PDH-course, which covers a basic introduction to supervision including roles and responsibilities, effective communication, planning and delegating, performance management, and developing a personal action plan.

This course is one of the Elective Courses offered in Louisiana LTAP's Roads Scholar Program.

At the end of the course, the participant will be familiar with the necessary skills that will enable him or her to effectively function in a supervisory capacity. Supervisors are measured by how they get other people to do their jobs. Several factors are involved in the supervision process: defining expectations, providing feedback, effective communication, planning, organization, and others. We will discuss these topics in an easy to understand process.

According to Shields, the best description of leadership is the ability to get people to do things for you because they want to, not because they have to. "Learn to supervise with this leadership style," he encourages.

Classes are scheduled from September 10 - October 24 (View full details on page 14).

To register and know when there's a class in your area, go to this link: <https://registration.ltrc.lsu.edu/courses/view?id=97>

If you have not done so for a previous class, you must create a profile in the new registration system in order to register. Please keep a record of your username and password for future course registrations. If you need to register multiple people on behalf of your agency, create a profile for yourself in the system and email Courtney.dupre@la.gov your username for instructions on how to register them. Once inside your profile, click on "LTAP - Roads Scholar #8: Successful Supervision for Local Road Supervisors" to register.

How Can I Become a Roads Scholar?

To become a Louisiana Roads Scholar and receive a Louisiana Roads Scholar Certificate, each participant must attend ten of the fifteen training courses approved for the program. Six of the courses are required and nine are elective. The student can pick a minimum of four of the seven elective courses, or if desired, may attend all nine. To know more about the Roads Scholar Program, visit <https://www.louisianaltap.org/roads-scholar.html>

FHWA Shares Low-cost Safety Improvement Video Series as Helpful Resources for Locals

FHWA posted a Low-Cost Safety Improvements video series (including one for pedestrians and bikes) on YouTube recently. As the title suggests, these videos highlight effective safety countermeasures that are relatively inexpensive to implement.

In this newsletter edition, we would like to highlight three of these videos as follows:

- **For Walking and Biking** www.youtube.com/watch?v=sP-ncE7bVEg
More than 6,000 pedestrians are killed each year along roadways. See how a small town in Oregon and a tribe in Washington are improving safety for pedestrians.
- **Enhanced Delineation on Horizontal Curves** www.youtube.com/watch?v=4riUd1MJ5Yw
Basic signing improvements such as advance warning signs, speed plaques, and chevrons alert drivers of upcoming curves and can reduce fatal crashes up to 44 percent. Find out how enhanced delineation at curves is saving lives in Pennsylvania.
- **For Unpaved Roads** www.youtube.com/watch?v=-Llkiz8cEH8
More than 80 percent of the fatal crashes on unpaved roads in 2017 were single vehicle crashes. Drivers run off the road and either roll over or strike a fixed object such as a tree or utility pole. Learn what low-cost safety strategies were used to improve unpaved roads in North and South Dakota.

For more video resources from FHWA, check them out on YouTube: www.youtube.com/user/USDOTFHWA/videos



Local Road Safety Program Now Accepting Project Applications for Quarter 4 of 2019



For Quarter 4 of 2019, project applications to the Local Road Safety Program (LRSP) are accepted until our next cutoff date of December 31, 2019. The LRSP Selection team accommodates submissions year-round; however, priority is given to those submitted prior to each quarterly cutoff date.

Projects eligible for funding include curve delineation, 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.

LTAP on the GEAUX!

And the Scholarship Goes to...ULL Engineering Senior! The Louisiana Parish Engineers and Supervisors Association (LPESA) awarded the Scholarship for Excellence in Engineering Studies to Devin Fuselier, who is a graduating senior in Civil Engineering at the University of Louisiana Lafayette. She was selected from a list of three applicants by the scholarship selection committee members Wayne Winch and Bill Campbell. Devin has worked part time for Lafayette Consolidated Government in the Right-of-Way Division of Public Works and is presently employed for the summer at Huval & Associates Consulting Engineers in Lafayette. Bill Campbell (left) and David “Buddy” Huval, Sr. (right) presented the scholarship check (\$3,000) to Devin (center) at the Huval & Associates Office.



It's A Wrap for Roads Scholar #4 - Temporary Traffic Control Classes! Approximately 130 local transportation professionals attended the Fall series of Roads Scholar #4: Temporary Traffic Control for Local Agencies classes in Bossier City, West Monroe, Alexandria, New Orleans, Lafayette and Covington. We also conducted classes by request for the City of Shreveport and Calcasieu Parish. This course is designed for engineers, technicians, inspectors, and maintenance personnel whose duties require an intermediate understanding of traffic control in work zones, including design, setup, and management of traffic controls. The photo shows LTAP Director Steve Strength instructing the class held in Alexandria. Visit www.ltrc.lsu.edu/ltap/roads-scholar.html for more information about the Roads Scholar Program.



Local Connections and Beyond. Every year, Louisiana LTAP Center participates as either a resource speaker or exhibitor, or both, during the Louisiana Municipal Association (LMA) Convention. This year's meeting was held on August 1-3, 2019 at the Monroe Civic Center. We reconnected with existing partners and got acquainted with new ones, most of whom are from towns and municipalities across 64 parishes. Louisiana LTAP sponsored two booths this time—one for LTAP, and another for Destination Zero Deaths (DZD), which is Louisiana's overall vision for the Strategic Highway Safety Plan (SHSP) implementation. LTAP is part of the SHSP Implementation Team and a co-leader in the Infrastructure & Operations (IO) efforts for road safety improvements. In photo are (from left): LTAP Innovation and Technology Transfer Manager Rudynah Capone, Northwest LA Transportation Safety Coalition Coordinator Shelly Barrett (representing the SHSP coalitions), Local Road Safety Program Manager Leo Marretta, LTAP Training Coordinator Olivia Phelps, and LTAP Director Steve Strength.



Upcoming Training

Roads Scholar #8: Successful Supervision for Local Road Supervisors

Primarily for local public works employees who recently have been promoted to supervisory positions, or employees who are interested in promotion to supervisor in the future. More experienced supervisors who have never had any formal supervisory training may also benefit from this training. Visit <https://registration.ltrc.lsu.edu/login> to register. Questions? Email Courtney.Dupre@la.gov or call 225-767-9717.

- 9/10/19: Baton Rouge
- 9/11/19: Lake Charles
- 9/17/19: Benton
- 9/18/19: West Monroe
- 9/19/19: Alexandria
- 10/16/19: Lafayette
- 10/22/19: New Orleans
- 10/23/19: Houma
- 10/24/19: Covington

Registration is accepted online only at <https://registration.ltrc.lsu.edu/login>. Registration is required one week in advance of class. Failure to cancel at least 72 hours prior will result in a forfeit of registration fee. Participant substitution is available.

- \$25 for Public Agencies
- \$50 for Private Agencies and Others

If you need to register multiple people on behalf of your agency, create yourself a profile and email your username to courtney.dupre@la.gov. Once inside your profile, click on “LTAP — Roads Scholar #8: Successful Supervision of Local Road Supervisors (Sept. - Oct. 2019)” to register.

LPA Training in Alexandria

LTAP, in partnership with DOTD and FHWA, will be offering another round of the 3-day Local Public Agency (LPA) Training Program classes on November 5-7, 2019 in Alexandria. Join us for 1 day or all 3.

- Day 1: Qualification Core Training
- Day 2: Project Development and Design Process for the LPA Responsible Charge
- Day 3: Construction, Engineering, and Inspection (CE&I)

Visit <https://registration.ltrc.lsu.edu/login> to register. Look for the individual “Local Public Agency Qualification Program Modules” in the course list.

Parish engineers, transportation officials invited to attend LPESA Fall Conference

Parish engineers and supervisors from across the state are invited to attend the Louisiana Parish Engineers and Supervisors Association (LPESA) Fall Conference scheduled on October 2-3, 2019 at the Cypress Bayou Casino Hotel in Charenton.

- Tentative topics include:
- Legislative and Police Jury Update
- Winter Weather Response
- Drones for Bridge Inspection
- Qualifications-based Selection of Services
- Bridge Projects Compliance
- Local Road Safety Program Updates
- Bid Law for Public Entities
- Navigating the Web Map of Local Roads
- Municipal Separate Storm Sewer Systems (MS4)
- Associate Member Showcase I: No Discharge Sanitary Sewer Plant with Low-Cost Innovative Tertiary Treatments by Baum Environmental Group
- Overcoming Challenges in Flood Management
- Parish Success Stories / Agency Highlights
- LTAP Announcements, etc.

Registration is only accepted online. Deadline is September 25, but walk-in participants are also welcome at an additional \$25 for fees. Registration fees are: \$75 for LPESA members, \$100 for LPESA associate members, \$100 for all non-members and \$25 for Social Event guest registration. Register here: <https://registration.ltrc.lsu.edu/courses/view?id=93>

Associate members who want to have a vendor booth need to register by September 18 here:

<https://registration.ltrc.lsu.edu/courses/view?id=96>

Book your hotel room by calling 1-800-284-4386. Rate is \$89, with group code LPESA. Reserve by September 24. For more information, visit lpesa.org or call Courtney Dupre at Louisiana LTAP Center at 225-767-9717 or email at Courtney.Dupre@la.gov.

Partner Campaigns and Conferences



October 2-3, 2019 | LPESA Fall Conference

Parish engineers and supervisors from across the state are invited to attend the Louisiana Parish Engineers and Supervisors Association (LPESA) Fall Conference scheduled on October 2-3, 2019 at the Cypress Bayou Casino Hotel in Charenton. See page 14 for more details on agenda topics. Register here: <https://registration.ltrc.lsu.edu/courses/view?id=93>

October 2, 2019 | Walk and Bike to School Day

We're encouraging local communities and schools across Louisiana to participate in the National Walk to School Day on October 2, 2019. You can invite your Mayor to walk or bike as part of any local event, and have him or her sign a "Mayor's Statement on Safe Walking and Biking for (name of city or parish). Or, you can also invite local transportation officials to walk with you, a few parents and students to examine safety concerns along school routes. Or simply walk to school or work, then post it on social media with a hashtag [#walktoschoolday](https://twitter.com/walktoschoolday). Visit the Vision Zero for Youth initiative www.visionzerooryouth.org Also check out Louisiana's Bicycle and Pedestrian Safety Awareness campaign materials here:

www.destinationzerodeaths.com/Home/ShareOurResources

October 4, 2019 | APWA Annual Golf Classic Baton Rouge Golf Tournament

The 30th Annual APWA Baton Rouge Branch Golf Tournament is scheduled on October 4, 2019, at the Copper Mill Golf Club located at 2100 Copper Mill Drive in Zachary, LA. Sign-in begins at 7:30 AM. Lunch and Awards Ceremony immediately follows the tournament. The format will be four-person scramble, 120-player max field. Sponsorship opportunities will be available soon. For more info, contact Tournament Chairman TJ Truxillo at tj@qualitysitework.com

November 19-20, 2019 | Louisiana Highway Safety Summit

Registration is now open for the Louisiana Highway Safety Summit on November 19-20 at the Crowne Plaza in Baton Rouge. This affords a great opportunity to learn about the safety initiatives taken on behalf of the driving, walking and biking public of Louisiana. There will be lots of programming for everyone involved in safety, from engineers to law enforcement officers to public health workers to emergency responders, and even road safety advocates. Sessions will revolve around Louisiana's Strategic Highway Safety Plan (SHSP) Emphasis Areas: Young Drivers, Occupant Protection, Infrastructure and Operations, Impaired Driving, and Distracted Driving. Visit www.destinationzerodeaths.com. To register, you must follow this link and create a profile if you don't have one already: <https://registration.ltrc.lsu.edu/login>

March 1-4, 2020 | Louisiana Transportation Conference

The Louisiana Transportation Research Center (LTRC) is excited to announce that the 2020 Louisiana Transportation Conference (LTC) will be held on March 1-4, 2020 at the Raising Cane's River Center in downtown Baton Rouge, with the theme: "Transportation Innovation: The Foundation of our Future." The conference provides for technology transfer and interchange of ideas between the public and private sectors relative to transportation policy, problem identification, and practices. To register, please use the following link: www.ltrc.lsu.edu/ltc_20/registration.html. Visit www.ltrc.lsu.edu/ltc_20/ for the latest program and agenda updates.



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The purpose of the Local Technical Assistance Program 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.