



Technology Exchange

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Pavement preservation: A broken record?

By Nick Verret, Jr.

If you've attended an LTAP Roads Scholar course in the past few years, chances are that you can provide the correct answer to the following questions:

1. The No. 1 enemy of a good road is _____.
2. Safety is ____ (whose) ____ responsibility.

And although we may feel that hearing these statements is somewhat like listening to a "broken record," it's hard to deny how important these concepts are!

In recent years, another aspect of good local road management has been promoted, seemingly ad infinitum, by Louisiana LTAP—both in their course offerings and in conferences in which LTAP participates—and that's the importance of pavement preservation in helping to "keep good roads in good condition."

Just as it makes good sense to change the oil in our vehicle and to give our home a fresh coat of paint when the old starts to flake, it just makes sense to apply low-cost treatments to our asphalt roads and streets to help extend their service life and to delay the time when more extensive [and more expensive!] work must be done. The old oil filter commercial had it right when it said, "You can pay me (a little) now or (a lot more) later" [words in parenthesis added for emphasis].

As with any good thing, though, admittedly there are obstacles that must be overcome before we can implement a pavement preservation program in many of our local agencies—a lack of understanding on the part of decision makers about the importance of applying preventive maintenance treatments, a fear of doing something new, and a lack of local agency expertise in selecting the right treatment for the existing road conditions, to name a few.

Yet, many local agencies are venturing out "into the deep" by performing pavement preservation work, either with their staff and equipment or by contracting out this work. These agencies are seeing a positive return on their investment, both in terms of extended service life on the roads/streets that have been treated as well as in improved health of their overall road/street network.

For agencies who aren't yet ready to "take the plunge" alone, LTAP stands ready to help by offering the following assistance:

- Making formal presentations to local agency staff and/or elected officials on the importance of pavement preservation
- Providing technical assistance to local agency staff in pavement condition evaluation and treatment selection, setting up a Pavement Management System, or other needs

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Who's at QB?

By Steven Strength, PE, PTOE, LTAP Director



Football is back for the 2023 season, and our favorite teams have taken the field. One issue that many organizations are facing is who will be the quarterback. Not the head coach, not the team owner, but the quarterback. Quarterbacks must be leaders, although leadership isn't so much about being the top dog as it is about listening to the coaches, taking responsibility for what you can, and figuring out ways to move the ball forward.

So the question for each of us is, "Who is the quarterback on my team?" Well, I would like to suggest that whatever the size or type of organization you belong to, someone is expecting you to step up and be the quarterback for your work team for at least part of each day. Wherever I have worked, opportunities have always come along for people to pitch in and take the lead on important aspects of the work. Even more important, in local public works and transportation agencies, there are always things that need to be done and no one really has the option of just sitting back and letting someone else do their job for them. Those opportunities to lead not only determine the success of the organization, but also the success of the individual who takes the lead and says, "If it is to be, it is up to me."

This quarter's *Technology Exchange* highlights some opportunities that others have taken advantage of in order to improve their communities, whether it be Joan Schexnayder's approach to leadership (interestingly she mentions coaching—something in which a quarterback must also be skilled) or Nick Verret's examples of communities deciding to take a different approach to maintenance by embracing pavement preservation. Also, a particularly vital opportunity has come to light with the LTAP Vulnerable Road User training recently conducted—that of making our communities safe for folks who walk, bike, or roll—check out the resources elsewhere in this edition. So where will you choose to make a difference? To quote one of our regional safety coalition coordinators, this is an "opportunity to be a part of something bigger than yourself." Take the lead, be that quarterback, and stay safe out there!

ROAD SAFETY

LTAP's new course engages stakeholders to address safety of vulnerable road users

LTAP just wrapped up a new course offering, *Safety of Vulnerable Road Users (VRUs)*, where LTAP's very own Director Steven Strength and Local Road Safety Program Manager Leo Marretta taught over 200 learners in 10 classes held from August 10 to September 14.

The scorching 100-degree summer heat made it impossible to do field assessments, so LTAP repositioned its approach to conducting virtual road safety assessments (RSAs). Learners evaluated local roadway maps, pinpointed pedestrian-and-bicycle safety issues, looked at roadway characteristics, and discussed some potential solutions to reduce VRU deaths and serious injuries.



First off, let's understand who the VRUs are. The Federal Highway Administration (FHWA) defines a VRU as a non-motorist with a fatality analysis reporting system (FARS) code of "pedestrian, bicyclist, other cyclist or person on personal conveyance." Vulnerable road users include pedestrians, bicyclists, or other cyclists (pedal-cyclists), skateboarders, scooter riders, highway workers on foot in a work zone, and those in wheelchairs. They do not include motorcyclists.

Unlike motor vehicles, VRUs lack an external structure to protect them when crashes occur, and they're more likely to suffer a serious injury or even death.

VRUs accounted for a growing share of all United States roadway fatalities in recent years. An even larger number of vulnerable road users are injured each year in collisions involving motor vehicles. VRUs account for a significant percentage of traffic fatalities in Louisiana and are listed as an emphasis area in Louisiana’s Strategic Highway Safety Plan (SHSP).

All states are required to complete an initial Vulnerable Road User Safety Assessment by November 15 and include it as part of their SHSP. To mobilize safety program implementation at the local level, DOTD established nine regional transportation safety coalitions. Each coalition is led by a full-time coalition coordinator who works with partners from all the 4E's of Safety: Engineering, Education, Enforcement, and Emergency Medical Services. **The goal is to implement 2 VRU projects per region per year.**



Multiple resources were shared to course participants. This QR code and its direct link bit.ly/LALTAP-VRU will bring you to additional links and more QR codes that you might find helpful in your efforts to address the safety of VRUs in your local community.

Pavement preservation

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- Conducting mini-workshops focused on topics such as proper techniques for treatment application, trouble-shooting problems, and inspection of pavement preservation projects

Jefferson Davis Parish, the City of Shreveport, and the City of Central have already benefitted from some of these services, and assistance to St. Mary Parish officials is scheduled soon.

Is all this pavement preservation talk just a “broken record?” I think many local agencies would say not. And for engineers, public works directors, and other leaders in local agencies who see the value of pavement preservation but who have not yet been able to make it happen in their agency, I would encourage you to not give up but to continue promoting this concept. Maybe one day, there will be a breakthrough in this area, and we’ll begin to see the fruit of our efforts!

By the way, for those who may not have gotten the answer to the questions posed at the beginning of this article, here are the correct responses:

1. The No. 1 enemy of a good road is **water**.
2. Safety is **everyone’s** responsibility.

If you missed either of these answers or if you want to find out more about pavement preservation, consider registering for an upcoming Roads Scholar class. Until next time, keep doing all you can to make the road/streets within your jurisdiction last as long as possible, and let LTAP know how we can assist you.

Nick Verret has served as an LTAP contract instructor since 2018. He also provides technical assistance to local agencies upon request as his schedule allows. To request LTAP technical assistance, simply visit www.louisianaltap.org, click on “Contact Us,” and fill out our form.

ROAD SAFETY

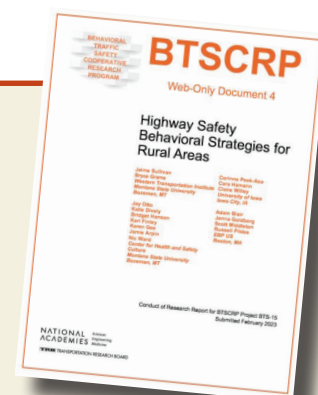
New guide recommends behavioral strategies to keep rural roads safer

Did you know that the majority of vehicular deaths take place on rural roads?

The USDOT’s Fatality Analysis Reporting System (FARS) report from 2021 revealed that although only 20% of us live in rural areas and 32% of the vehicle miles traveled occurred in rural roadways, approximately 40% of crash deaths occurred there.

How do we get the numbers to go down?

The answers are in the latest guide on “Highway Safety Behavioral Strategies for Rural Areas,” which has recommendations that focus more on the soft side of safety: behavioral change. They are based on case studies from multiple states, and their solutions include: (1) creating task forces, coalitions, and alliances as a general approach; (2) enacting a local primary law and increasing outreach efforts as a policy approach; (3) adapting statewide campaigns to local areas and using more affordable techniques such as social media, radio, posters, press releases, and banners in expanding public awareness campaigns; (4) collaborating with law enforcement, local public works directors, and county (or parish) engineers to give speeches at schools; (5) applying for non-federal grants like the State Farm Insurance Good Neighbor Grant; (6) creating enforcement zones and a selective traffic enforcement program; and (7) focusing on education, especially for young and future drivers, through school programs, drivers’ education, and 8th grade transition/step-up days.



You may download the full guide at: <https://nap.nationalacademies.org/catalog/27196/highway-safety-behavioral-strategies-for-rural-areas>

Joan Schexnayder Parish Engineer at Terrebonne Parish LPESA's NACE Liaison

By Rudynah Entera Capone, MPA



In this edition of *Technology Exchange*, LTAP is pleased to feature Terrebonne Parish Consolidated Government's (TPCG) Parish Engineer Joan Schexnayder and her leadership insight.

Schexnayder started working for TPCG right after graduating college, first as a planner in the Planning department and later transferred to the Engineering Division in 2000. A civil engineering graduate from Louisiana Tech University and a licensed professional engineer, Schexnayder rose through the ranks to become a staff engineer in 2006. She is responsible for reviewing subdivisions and building permits for compliance with parish regulations. She is also part of the team that manages capital projects for the Public Works Department. In July 2020, Schexnayder was selected to be the Louisiana Delegate representing LPESA on the National Association of County Engineers (NACE) Board of Directors.

What is your definition of leadership?

Leadership is solving problems and teaching others to be able to solve problems on their own. The team is better when everyone understands the "how" and "why" in solving their own problems. Leadership is protecting those that you lead. The leaders I look up to allow their employees to shine but protect them when wrongly attacked.

Tell us some highlights of your professional career, and how those roles helped you develop your leadership skills.

For almost 20 years, I have been representing Terrebonne Parish at the Planning Commission meetings. Serving in this position required me to improve my public speaking abilities as well as develop skills in conflict resolution. I also represent Terrebonne Parish in our local MPO. Serving in this position has allowed me to see the bigger picture for our region as we work on local and state levels to improve safety and transportation for our citizens.

For the past 3 years, I have served as the Louisiana Delegate to NACE. I have enjoyed representing our state on a national

level and learning about governmental structures in other states. It also gives me insight on national programs and status updates on lobbying for more federal programs for local communities.

If you were to pick three traits that a leader should possess to be effective in leading teams, what would they be? Briefly explain why.

Compassion, communication, and collaboration.

Compassionate leaders create safe work environments and allow their employees to be vulnerable. Our small office is like a family, and I want the people I work with to be able to come to me when they have a problem personally or professionally.

Communication is vital for an efficient and safe work environment. A leader needs to be able to express their ideas clearly as well as be open to receiving ideas from others.

Collaboration is the bringing together of ideas. A leader cannot be a "my way or the highway" person. Great ideas come about and are honed with input from people with different knowledge and experience.

What is your leadership style?

If I had to put a name to it, I would say coaching. My mentor passed away suddenly, and we were left without some of the knowledge necessary to keep the office rolling. I want my team to excel and not be crippled if I am not there. I try to explain the history of why we do things certain ways so that if something should happen to me the office will keep moving forward.

In any of your past and present leadership roles, what has been the most challenging task you've had to overcome? Can you briefly share how you handled such a challenging task?

The Parish was given American Recovery and Reinvestment Act (ARRA) grant with a short turnaround to deliver plans. I used everyone's strengths to divide the insurmountable task into

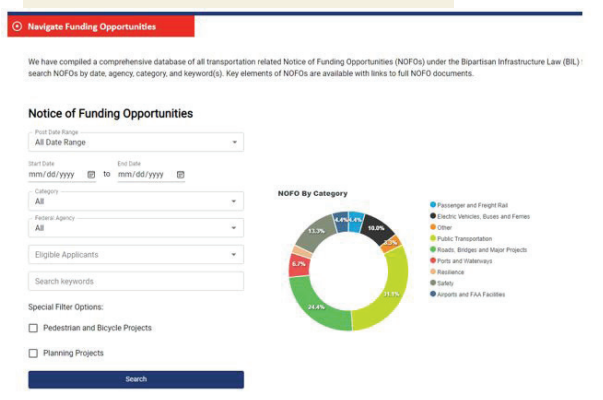
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smaller tasks that didn't seem so overwhelming. I created a database to track each aspect of the project. In 3 months, my three-person team and I were able to survey 14 miles of roadway and develop plans for an overlay and two panel replacement projects.

Who is your model leader? Why?

General Leia Organa—Despite heartache and terrible loss, she was able to hold it together and inspire the resistance in their fight for freedom against the republic. She knew how to get what she wanted and rarely took no for an answer.

FUNDING OPPORTUNITIES FOR THE LOCALS



BIL Launchpad for local governments

In 2021, the Bipartisan Infrastructure Law became the largest long-term investment program in infrastructure and economy dedicating over \$350 billion in highway programs and activities over 5 years (2022 through 2026). This creates more-than-the-usual opportunities for local governments and metropolitan planning organizations, tribes, and other public authorities, thus opening doors for new and/or additional funding.

The Launchpad showcases a comprehensive database of all transportation-related NOFOs under the BIL for competitive and discretionary programs. Using the navigation tool, you can search NOFOs by date, agency, category, and keyword(s). Key elements of NOFOs are available with links to full NOFO documents.

The question is: *How do we access these funds, and what's the application process?* To answer this, the BIL Launchpad was developed. This web-based portal provides customized information on available funding, interactive technical support, data on successful awards, and essential resources. With this platform, local agencies and communities are able to accelerate their grant application process and even access the necessary tools to enhance their transportation infrastructure.

Plan Ahead

It's hard to keep up with what grant funding is in place and which one is closing the application window soon. So, in order to overcome this challenge, why not use the *Plan Ahead* tool? In this way, you'll get a better handle at the typical timeframe and application window of targeted funding programs. This tool supports multiple program comparisons on an annual basis and helps public agencies develop annual grant application plans.

Get Inspiration from Other Projects

There's also the *Search Successful Awards* tool that you can use to get inspiration from previously submitted projects. You can do some project-matching by key project features using machine learning and natural language processing techniques. It's really simple: you enter a keyword or a sentence from your project, and voila, you'll get some information on similar projects that were stamped as successful.

For more information, visit billaunchpad.com.



LTAP connects with peers nationwide

This past summer, members of the Louisiana LTAP team connected with peers from other LTAP centers during the Annual National Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) Association Conference held in Columbus, Ohio. We shared how we got into the weeds with our Tractor-Mower Safety Training in a form of a poster entry (top). LTAP Director Steve Strength (second from right in top photo) presented on tips and tricks that help retain and transfer knowledge in training. LTAP Program Manager Courtney Dupre (bottom left) shared some successes and challenges in rolling out our Roads Scholar Program and other training activities during the LTAP/TTAP U session. LTAP Innovation and Technology Transfer Manager Rudynah Capone (leftmost in top photo) discussed the 5Ws and 1H (who, what, when, where, why, and how) of marketing LTAP 101 during a Communications Workgroup breakout session.

LTAP fosters partnerships!

LTAP strengthens our partnership with various associations, such as the Louisiana Municipal Association (LMA), by exhibiting and engaging with community leaders at their annual conferences. This past August, the LMA convention was held at the Randolph Riverfront Center in Alexandria. Our team members, (from left) Haley Ortiz, Courtney Dupre, and Leo Marretta, represented LTAP programs and activities with tons of information and resources at our annual LTAP booth!



LTAP's Dynah Capone awarded for community service

LTAP's Innovation and Technology Transfer Manager Rudynah Capone received a statewide recognition for her remarkable contribution in the success of the Louisiana Lions Multiple District 8 Club's 100th State Convention held this past April 2023 in New Orleans. She utilized her creative digital marketing skills to help put together a 78-page souvenir program for the event.

Consequently, she was appointed to be the new Public Relations Director of the New Orleans Filipino American Lions Club where she volunteers her community service hours on weekends.



Upcoming LTAP training

Roads Scholar #9: The Road to Better Signing | *October 12–November 15, 2023*

This course provides a basic overview of the Manual on Uniform Traffic Control Devices (MUTCD) Parts 1, 2, and 3.



Roads Scholar #6: Heavy Equipment Safety & Maintenance for Local Agencies | *November 28–December 14, 2023*

This class will provide general safety tips—and describe the responsibilities each worker has in ensuring their own safety and that of the public.

Visit louisianaltap.org/training.html to register for all LTAP classes.



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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.