MISSOURI LTAP

MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM

LOCATED AT MISSOURI S&T

SUMMER 2025

Photo by: Sam O'Keefe

Missouri Local Technical Assistance Program (LTAP) *located at the Missouri University of Science and Technology*

720 Tim Bradley Way | Suite 121 | Rolla, MO, 65409 | 1.866.MOROADS | moltap@mst.edu | moltap.org

MISSOURI S&T

Missouri LTAP Quarterly is published by the Missouri LTAP office located on the campus of Missouri University of Science and Technology. The opinions, findings and recommendations expressed in this newsletter are not necessarily those of Missouri S&T, MoDOT or the Federal Highway Administration.

FROM THE *DIRECTOR*

Hello everyone!

As I write this letter, I'm traveling home from the TRB National Summit on the Future of the Transportation Workforce in Westminster, CO outside of Denver. The workshop gathered a wide range of workforce practitioners with local, state, and tribal agencies as well as experts from academia, consulting, and professional associations. The group discussed challenges facing the transportation profession related to recruiting and retaining talented employees. There were several questions the group tackled.

- How can your agency attract people to careers in transportation, transit, and public works?
- How can the younger generation be encouraged to enter trades?
- How can the transportation profession craft jobs that appeal to potential employees?

Some of the solutions centered on packaging jobs in a way that are relatable and enticing to people through storytelling, which frames employment opportunities by describing benefits and rewards through examples of individuals with rewarding careers in the profession. The group also discussed the importance of succession planning and leadership development within an agency. All these aspects of workforce development impact cities and counties throughout Missouri. Workshops like this one provide me an opportunity to share ideas from our State and bring back solutions that are working in other states. I'm excited to continue the conversation on workforce development for local agencies at next month's NLTAPA Conference being held at Hotel Kansas City on July 21-24. Several of the sessions aim to continue the conversation on this pressing issue.

Missouri LTAP recently hosted the Missouri Concrete Conference on the Missouri S&T campus on April 29-30. It marked the 64th year! We will soon start planning the Asphalt Conference, which is tentatively scheduled for early December. Watch for upcoming information and a save-the-date notice. We also hosted a MO LTAP Advisory Committee meeting on May 6 in Rolla. The Advisory Committee meets each spring and fall to provide input and suggestions on new training ideas, focus areas, and partnership opportunities. MO LTAP wishes to thank all who serve on the Committee. A list of members is provided on the inside cover page of this newsletter. The members offered several ideas on additional trainings that we could develop and offer to local agencies. The plan to create an engineering technician level of training as part of the MO LTAP Scholars Program in partnership with the American Public Works Association (APWA) Missouri Chapter and the Missouri Asphalt Pavement Association (MAPA) was discussed previously and explored in more detail at this year's meeting. Ideas for the new training program includes a class on pavement management and preventative maintenance as well as one on preventative maintenance of bridges. We continue to explore opportunities to expand our services to the local agencies in the State.

Best wishes!

Heath A. Pickerill, Ph.D.
Director, Missouri LTAP

In this ISSUE

SUMMER 2025

FOLLOW US ON SOCIAL MEDIA!

Missouri LTAP | @LTAPMO

Missouri LTAP | @Missouri LTAP

The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers — one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance and newsletters. Through these core services, Centers provide access to training and information that may not have otherwise been accessible. Centers are able to provide local road departments with workforce development services, resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues; technical publications; and training videos and materials.

SAFETY CIRCUIT RIDER PROGRAM
OPERATED UNDER MISSOURI LTAP

KEEPING SUMMER *Safe*

It's summertime – the perfect time of year for communities to host celebrations! Whether it is Independence Day gatherings, concerts in the park, or various types of fairs, your community will likely experience increased traffic and more pedestrians in a small area. City officials should aim to safeguard the additional traffic does not cause more crashes or injuries to those walking to and from these events.

People typically park further than usual and spend significant time walking during summer gatherings. Crosswalks that function correctly are a safety improvement that help during this time of year, ensuring everyone makes it to the event and back home safely. Crosswalk Visibility Enhancements, one of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures, includes three different strategies to increase pedestrian safety: improved lighting, high-visibility crosswalks, and enhanced signing and pavement markings. They can be combined for increased safety improvement or used individually as an agency's time and money allows.

The first, improved lighting, is the more expensive enhancement but provides the most impact with an up to 42 percent reduction in pedestrian crashes. Additional crosswalk lighting is easier to add for crosswalks at signalized intersections where the light could be added to the traffic signal or where lighting along the street already exists. The lighting should be placed correctly so pedestrians are seen properly by drivers and not in silhouette.

Next, an agency can enhance crosswalks using high visibility by simply changing the way they are striped. Traditional transverse lines are not seen well from greater distances, so it is best to stripe bar pairs, continental, or ladder configurations. Avoiding vehicle wheel paths, inlaying striping, or using thermoplastic tape increases the reflectivity and lasting effects of this countermeasure, which can reduce crashes up to 40 percent.

The third strategy involves enhancing signing and pavement markings. While this improvement has the least reduction in crashes, up to 25 percent, it can be done alongside your agency's annual striping and signing, like the crosswalk enhancements listed above. This strategy includes adding signs or roadway striping to let drivers know where they should stop or yield to pedestrians ahead of the crosswalk. Additionally, where the speed limits are 30 miles per hour or less and the roadway is only two or three lanes wide, an in-street sign (R1-6) shown in the figure could also be included near the center of the roadway to provide further visibility.

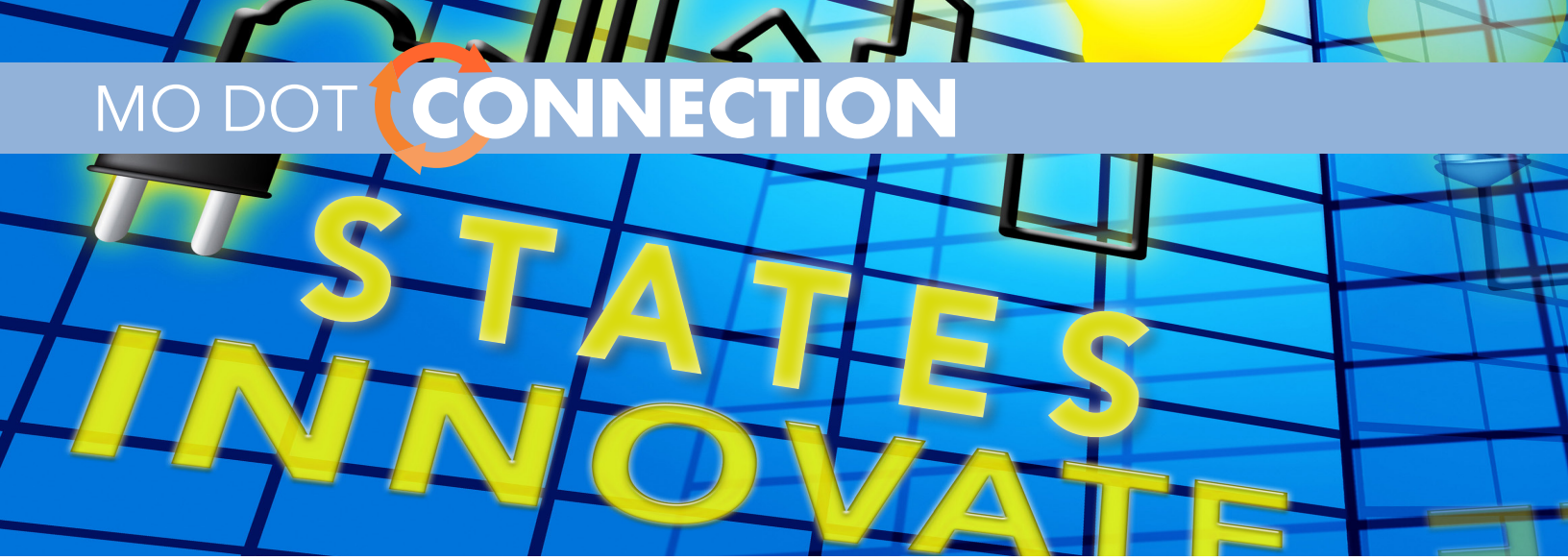
Figure 1: Crosswalk diagram (reference???)

Whether for a big city sporting event, small town festival, or an Independence Day celebration, all Missourians, and those traveling through, should be able to safely enjoy all that our state has to offer. If your agency needs help finding the best pedestrian safety enhancements, funding for the improvements discussed in this article, or improving other roadway safety issues, I'd love to hear from you.

Have a safe summer!

Lauren Gehner, PE (Missouri Safety Circuit Rider)
Email: Lauren@GehnerDandS.com
Phone: 314.348.0308

Sources:
https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements



Washington State Pilots UAS for Graffiti Removal

The Washington State Department of Transportation (WSDOT) is testing an innovative new use for unmanned aerial systems (UAS) as platforms for graffiti removal. Removing graffiti in hard-to-reach locations such as bridges, overpasses, and tall retaining walls can expose maintenance crews to high-fall hazards and high-speed traffic. To test whether UAS could reduce risks to employees while performing this type of work, WSDOT developed a prototype UAS equipped with a spray nozzle linked to a supply of paint on the ground. In a blog post on the pilot program, WSDOT noted that the areas being treated are in closed work zones or managed with rolling slowdown closures while the UAS are in use. The initial field testing results, published in WSDOT's December 2024 Graffiti Proviso report, show that UAS technology is providing a more resource-efficient way to cover graffiti while reducing safety risks to maintenance crews. Watch a WSDOT video to see the graffiti-removing UAS in action.

South Carolina Expands Public Engagement with Virtual Tools

The South Carolina Department of Transportation (SCDOT) enhanced and broadened the reach of its public engagement efforts for the Interstate 526 (I-526) Lowcountry Corridor West project by implementing several virtual public involvement (VPI) strategies. I-526 West is part of a larger family of SCDOT projects aimed at alleviating congestion in the Charleston region. The project includes widening a portion of I-526 from two to four lanes in each direction along with improving many of the ramps. To offer a variety of opportunities for community members to provide input, SCDOT held hybrid public hearings with both in-person and virtual participation options. In addition to a traditional project website that allows the community to view public hearing materials, SCDOT developed a 360-degree virtual reality public hearing room. Using VPI helped SCDOT present project information to a much larger audience compared to traditional outreach methods. SCDOT reported that at the end of the comment period, the project website logged over 8,000 visitors and the virtual hearing room recorded nearly 1,000 clicks. The agency noted that traditional hearing materials presented in person typically only reached hundreds of people.

Missouri Spotlights Crowdsourcing Success

The Missouri Department of Transportation (MoDOT) uses a crowdsourcing tool called Pothole Customer Proactive Reporting (CPR) to acquire reliable and accurate location data on potholes, enabling maintenance crews to locate and fix them quickly. The Pothole CPR tool is currently being highlighted as part of the agency's Transportation Systems Management and Operations (TSMO) Success Stories video series. Pothole CPR obtains crowdsourced data through the Waze® app, which allows users to report pothole locations. When a pothole is reported, Waze records and stores its GPS location. Waze provides this data daily to Kansas City Scout, the bi-State traffic management system used by the Missouri and Kansas DOTs, allowing them to locate and fix potholes quickly and efficiently. Pothole CPR has also been highlighted by FHWA in an Adventures in Crowdsourcing webinar.

Colorado Cuts Construction Time with Innovative Project Delivery Methods

The Colorado Department of Transportation (CDOT) completed its Region 2 Bridge Bundle project about 5 months ahead of schedule and $2 million under budget with the help of innovative project delivery methods. CDOT used project bundling and design-build to replace 17 structurally deficient structures in rural southeastern and south-central Colorado. The structures are located on three separate essential corridors that support commerce and access to tourist destinations. In an agency news release, CDOT reported that by using the design-build delivery method, crews were able to begin construction on the first structures while the other structures in the bundle were being designed. The agency said this proved to be the most successful and efficient method of construction for the project, cutting months of construction time from the schedule.

fhwa.dot.gov/innovation/innovator/issue103/page_05.html

Engagement from all stakeholders helps a STIC thrive. These dynamic partnerships rely on effective collaboration so that members of the transportation community in each State can brainstorm, exchange information, and generate new ideas that benefit their organizations and communities. Strategically aimed communication can help reach this goal.

Define Objectives

Consider the STIC's goals and the more specific communication objectives that can help accomplish them. These could include improving internal collaboration among STIC members, raising awareness among the transportation community about innovations implemented in their State, or growing public interest by sharing innovation success stories.

What is the desired outcome? What should the message accomplish?

Identify Target Audiences

Good communication can help accomplish a STIC's objectives, but to be most effective, it needs to be targeted. For each objective, identify the key audience or stakeholder groups—both internal and external—that must be reached and consider their level of information needs and interests.

The internal audience includes members of the STIC itself. External audiences may consist of staff from the State's Department of Transportation and other government offices, Federal and local agencies, project sponsors, elected officials, universities, contractor associations, and other transportation community members, as well as the traveling public.

Who are the stakeholders and at what level should they be involved? What is each group's interest in innovation?

Fine-Tune the Message

Because they serve as platforms for transportation innovation within a State, STICs must engage a wide spectrum of stakeholders. Effective communication can strengthen these relationships through messaging that is customized to specific audiences and, whenever possible, points out its benefit to them.

How will the message be tailored to gain the attention and meet the needs of each audience? What details will need to be included?

Determine Timeframe

Decide when the communication will be shared and how frequently. This will vary based on the objective, the message, and the audience.

Some objectives may require weekly messaging to some stakeholders, while others may only need passive communication every few months. However, in today's webenabled society, some stakeholders may prefer to receive a constant flow of project information fed directly from tracking and analytics tools.

When must the message reach its audience and will it need to be repeated?

Explore Communication Outlets

Many options are available to get the word out. Internal communications might include a weekly email from the STIC's leadership, face-toface brainstorming sessions, or posts in a private social media group. External communication activities may also include tailored emails and social media posts, as well as website and video development, public events, and webinar outreach.

Where and how will stakeholders receive their communication?

Consider the following:

- Some audiences connect more strongly with certain communication channels than others. Consider demographics when choosing between mediums such as social media, online video, email, webinars, and face-to-face meetings.
- Using multiple outlets for each audience may be most effective. Research has shown that people tend to remember information better if they receive it in various forms.
- Small communication budgets can benefit from cost-effective options such as email and social media and, if the STIC has media contacts in place elsewhere, partnering with those offices can help leverage resources.
- Different STIC members may need to be tasked with communicating with different stakeholders. For instance, a project coordinator may have the responsibility of moving key information across all channels. In other cases, a State DOT's public information office may retain oversight of the STIC's communications through multiple team members.
- Communication plans should be discussed and cleared with the public information office. They can bring new perspectives and ideas that may have not yet been considered, and they have experience communicating messages to a broad audience.

Identify Ways to Get Feedback

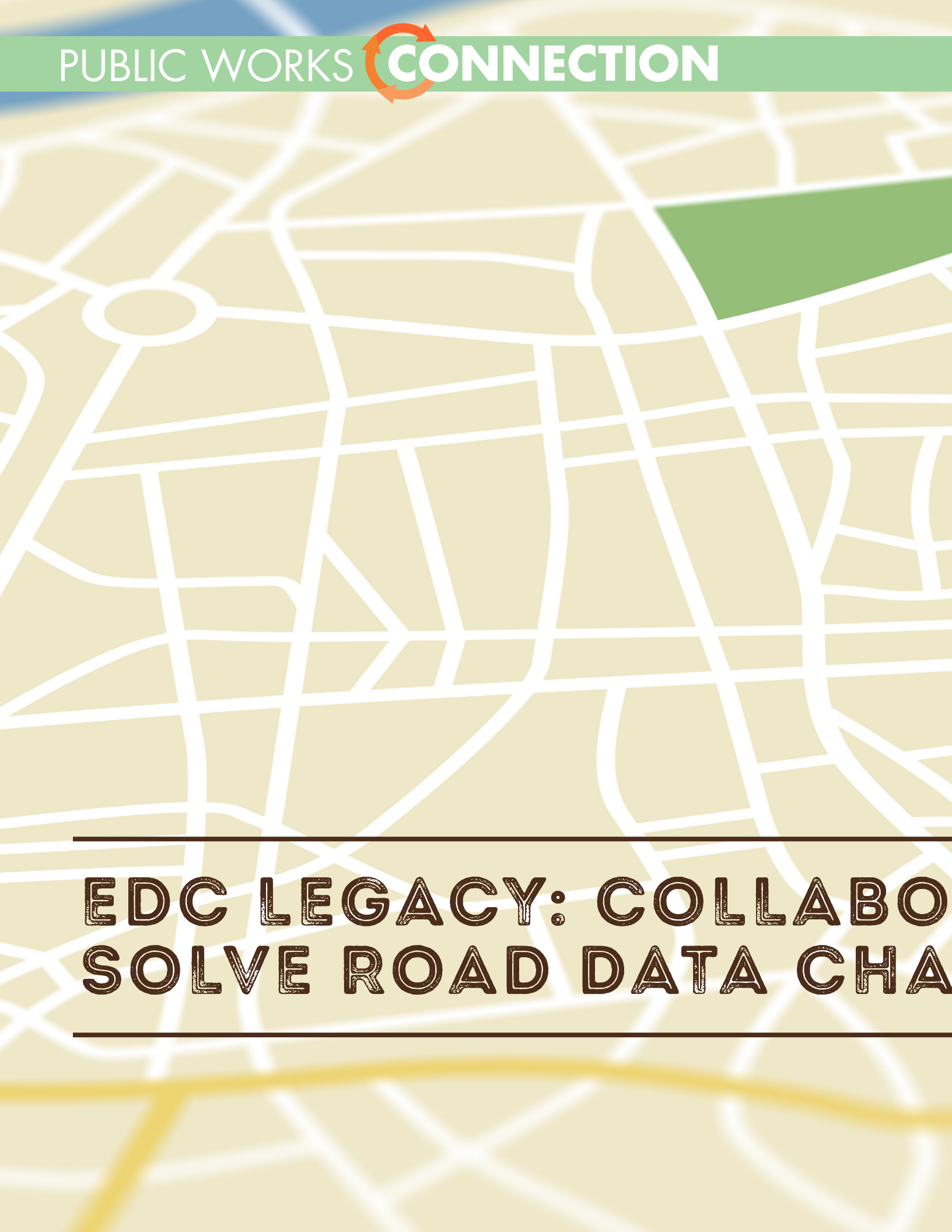
STICs rely on suggestions and ideas from their members and stakeholders to keep innovation moving. Feedback from these audiences is important throughout the entire communication process. Create a space for communication that is a two-way street. This will help verify that the STIC's messaging was received clearly and there were no misunderstandings. It also helps determine the effectiveness of the delivery method and timing.

How can constructive feedback be gathered from stakeholders?

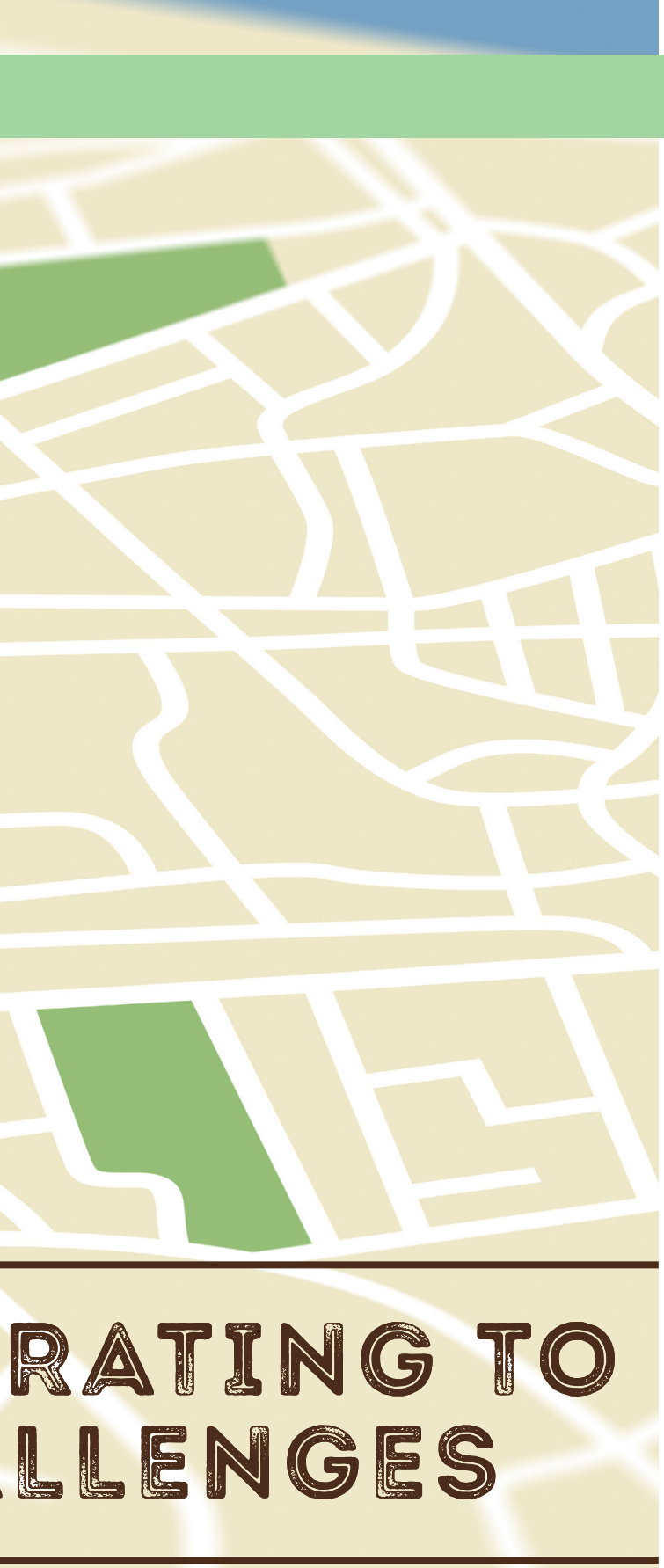
How can stakeholders provide new innovation ideas to the STIC?

fhwa.dot.gov/innovation/resources/stic_communication_key.pdf

PUBLIC WORKS CONNECTION



EDC LEGACY: COLLABO
SOLVE ROAD DATA CHA



RATING TO LLENGES

For more than a decade, FHWA's Every Day Counts (EDC) program has promoted proven but underused innovations that enhance roadway safety, improve project delivery, and reduce traffic congestion.

From 2013 to 2014, EDC round two (EDC-2) encouraged agencies to use geospatial data collaboration tools to increase information sharing that could improve the quality and speed of decision-making.

Brian Gardner, of FHWA's Office of Planning, Environment, and Realty, said EDC-2 focused mostly on applications for environmental products, then in EDC-3, regional models of cooperation expanded the emphasis to include more types of planning data.

"Those early rounds of EDC raised awareness among agencies of the value of collaborative data tools and approaches by demonstrating what peer agencies were doing and the benefits they were seeing," said Gardner. "This helped lay the groundwork for current, much broader efforts to develop a consistent means of collecting, maintaining, and publishing all road network data."

SHARING ROAD NETWORK INFORMATION

Imagine navigating a city without a map or attempting to repair a road without knowing its condition. This is the challenge that transportation agencies confront daily, and the solution lies in road data collaboration—local agencies working together with State departments of transportation (DOTs) to share essential information about road networks. This collaborative approach ensures improved planning, safer roads, and more efficient use of resources for everyone.

Road data collaboration is akin to a team effort where each government entity contributes expertise and data. Local agencies manage their road networks, collecting details such as road type, width, pavement condition, and traffic patterns.

State DOTs oversee the broader highway system and need local data for effective planning. Collaboration enables agencies to gain a comprehensive understanding of the entire road network, which is crucial for informed resource allocation, project prioritization, and improved transportation decision-making.

The types of data shared include road classifications, characteristics, mileage, lane configurations, pavement conditions, traffic counts, and work zones, as well as structural assets in the right-of-way.

Most State DOTs use Geographic Information Systems (GIS) to manage and exchange this road data. GIS allows for both data integration and visualization. Cloud-based data portals can let local agencies upload data for sharing with State agencies. These portals may include data validation tools to ensure quality and accuracy. State DOTs incorporate this data into their State Roads management system to prepare a statewide roads dataset with contributions from local agencies. The data flow on these centralized GIS platforms is governed by digital processes that develop a unified data model by integrating various information sources, combining road geometry and relevant attributes data.

Establishing a Framework for Collaboration

In 2018, FHWA launched the Applications of Enterprise GIS in Transportation (AEGIST) initiative to address challenges in road data management and governance. The associated pooled fund study involved 18 State DOTs focused on establishing a framework for collaboration, including guidelines for road data modeling, exchange, integration, publication, and use.

Phase 1 of the study produced the AEGIST Guidebook to help agencies migrate to the enterprise level for creating, maintaining, and governing roadway data. FHWA is currently updating the guidebook to document the best practices and implementation approaches developed by the AEGIST States during phase 2 of the pooled fund study.

One of these approaches is the California Road Sharing (CaRS) program. CaRS is a current effort by the California DOT (Caltrans), the California Office of Emergency Services, and local agencies to work together to develop a reliable road data source in the State.

The CaRS program aims to standardize road data, enhance quality, and ensure accessibility. It establishes a supply chain for local agencies to submit road data for validation and integration into Caltrans' records. The CaRS framework in California follows practices from AEGIST States like Georgia, Arizona, and Pennsylvania, where DOTs utilize local road data to create a statewide dataset.

Benefiting from Robust Datasets

The benefits of road data collaboration are significant for all stakeholders, from government agencies to the general public. Access to comprehensive road data allows State DOTs and local agencies to create effective transportation plans, from identifying upgrade and expansion areas to formulating emergency response strategies. Analyzing shared data can also help ensure agency funding targets critical projects, such as prioritizing maintenance for deteriorating roads based on pavement condition data.

Having comprehensive road data will enable agencies to more effectively manage assets, such as bridges and culverts, leading to improved maintenance and extended asset lifespans. A unified view of the road network also empowers agencies to make informed, data-driven decisions to support enhanced safety analysis.

Looking ahead, robust road datasets will likely facilitate new technologies such as connected and autonomous vehicles and artificial intelligence or machine learning applications.

Joseph Hausman in FHWA's Office of Planning, Environment, and Realty said the benefits of road data collaboration will go beyond simple information sharing—they are establishing a foundational framework designed to enhance transportation accessibility for everyone.

"These cooperative efforts are allowing local transportation agencies and State DOTs to create a road network dataset that is more accurate, reliable, and accessible," said Hausman. "The datasets will lead to more effective planning, increased roadway safety, and optimized resource use, ultimately benefiting all communities along with the road network."

fhwa.dot.gov/innovation/innovator/issue103/page_03.html

Missouri Youth Safety Initiative *Receives National Grant*

JEFFERSON CITY – The Missouri Department of Transportation was recently awarded a national grant to help fund a youth safety initiative known as "traffic gardens."

The grant, awarded by the Governors Highway Safety Association and the National Road Safety Foundation, includes $25,000 to increase the use of the traffic gardens across the state.

Traffic gardens are small-sized streets with scaled-down traffic features where children practice and learn safety skills in an area free from motor vehicles. MoDOT plans to host at least ten traffic garden events at rural or high-priority elementary schools across the state.

"Traffic gardens provide a safe environment to help develop safety habits in the next generation of drivers," said Jon Nelson, State Highway Safety and Traffic Engineer. "As we work to encourage schools and communities to implement traffic gardens, this grant opportunity will help us provide them additional support so they can learn the process and continue this important work long after the grant opportunity has ended."

This grant will help MoDOT fund the implementation of traffic gardens across the state throughout the year. There is funding for an estimated 10 communities, and five communities are firmly committed. Communities interested in implementing a traffic garden can contact the MoDOT Highway Safety and Traffic Division at 800-800-BELT. For more information about traffic gardens and other highway safety initiatives in Missouri, visit www.savemolives.com.

For more information on traffic gardens visit, https://bit.ly/3FIUtf1.

modot.org/node/66115

National Center for Rural Road Safety

YOUR TRUSTED "SAFETY SIDEKICK" TO MAKE RURAL ROAD TRAVEL SAFER!

The National Center for Rural Road Safety opened in December 2014. Funded by the Federal Highway Administration, this Center of Excellence is focused on enhancing safety on rural roads by supporting local, state and tribal road owners and their stakeholders. Resources include education, training, tools and technical assistance.

To learn more about the National Center for Rural Road Safety, visit their website ruralsafetycenter.org

Bicycling is fun, healthy, and a great family activity. But a bicycle isn't a toy; it's a vehicle!

Some bike crashes can cause serious injuries and most are related to the behavior of you (the bicyclist) or the motorist. There are a number of things you can do to prevent a crash, and protect your brain if a crash occurs.

Safe Riding Tips

Before riding, make sure you, your family, and the bicycles are ready to ride. Be a "Roll Model" for other adults and children.

Remember to:

- Wear a Bicycle Helmet. Everyone – at every age – should wear bicycle helmets. For more guidance on fitting a helmet, see the National Highway Traffic Safety Administration's *Fitting Your Bike Helmet.*
- Adjust Your Bicycle to Fit. Stand over your bicycle. There should be 1 to 2 inches between the rider and the top tube (bar) if using a road bike and 3 to 4 inches if using a mountain bike. The seat should be level front to back, and the height should be adjusted to allow a slight bend at the knee when the leg is fully extended. The handlebar height should be level with the seat.
- Check Your Equipment. Before riding, inflate tires properly and check that the brakes work.
- See and Be Seen. Whether daytime, dawn, dusk, bad weather, or at night, make yourself visible to others. Wear neon, fluorescent or other bright colors when riding, to be most easily seen. Wear something that reflects light, such as reflective tape or markings, or flashing lights. Remember, just because you can see a driver doesn't mean the driver can see you.
- Control the Bicycle. Ride with two hands on the handlebars, except when signaling a turn. Place books and other items in a bicycle carrier or backpack.
- Watch for and Avoid Road Hazards. Look for hazards such as potholes, broken glass, gravel, puddles, leaves, and dogs. All these hazards can cause a crash.
- Use Verbal and Non-Verbal Communication. This includes eye contact with drivers, turn signals, pointing to road hazards for bicyclists behind you, and stating "passing on your left," or "on your left."
- Avoid Riding at Night. It's hard for road users to see bicyclists at dusk, dawn, and nighttime. Use reflectors on the front and rear of your bicycle. White lights and red rear reflectors or lights are required by law in all States.

Rules of the Road – Bicycling on the Road

In all States, bicycles on the roadway are considered vehicles, and bicyclists are the drivers, with the same rights and responsibilities as motorists to follow the rules of the road. When riding, always:

- Go With the Traffic Flow. Ride on the right in the same direction as other vehicles. Go with the flow – not against it.

BICYCLE SAFETY

TIPS FOR PARENTS, GUARDIANS, AND KIDS

- Obey All Traffic Laws. A bicycle is a vehicle and you're the driver. When you ride in the street, obey all traffic signs, signals, and lane markings.
- Yield to Traffic. Almost always, drivers on a smaller road must yield (wait) for traffic on a major or larger road. If there is no stop sign or traffic signal and you are coming from a smaller roadway (out of a driveway, from a sidewalk, a bike path, etc.), you must slow down and look to see if the way is clear before proceeding. Yield to pedestrians in a crosswalk.
- Be Predictable. Ride in a straight line, not in and out of cars. Signal your moves to others.
- Stay Alert at All Times. Use your eyes and ears. Watch out for potholes, cracks, wet leaves, storm grates, railroad tracks, or anything that could make you lose control of your bike. Listen for traffic and avoid dangerous situations; don't use personal electronics when you ride.
- Look Before Turning. When turning left or right, always look behind you for a break in traffic, and then signal before making the turn. Watch for left- or right-turning traffic.
- Watch for Parked Cars. Ride far enough out from the curb to avoid the unexpected from parked cars (like doors opening, or cars pulling out).

Where to Ride Safely

- ***Use bike lanes or bike paths, if available.***
  - While bicycles are allowed on many roads, riders may feel safer being separated from traffic. A lane or path is a safer choice than riding on a sidewalk.
  - Riding on sidewalks puts you in a place where cars do not look for or expect to see moving traffic.
  - Sidewalk riding puts you at risk for crashes at driveways and intersections.

Children younger than 10 years old are not consistently able to make the decisions necessary to safely ride unsupervised in the street. Therefore, they are safer riding away from traffic.

- ***For anyone riding on a sidewalk:***
  - Check the law in your State or jurisdiction to make sure sidewalk riding is allowed.
  - Watch for vehicles coming out of or turning into driveways.
  - Stop at corners of sidewalks and streets to look for cars and to make sure the drivers see you before crossing.
  - Enter a street at a corner and not between parked cars. Alert pedestrians that you are nearby, saying, "Passing on your left," or use a bell or horn.

For more information on bicycle safety, visit the NHTSA Web site at: nhtsa.gov/Bicycles.

nhtsa.gov/sites/nhtsa.gov/files/811557.pdf

DC TURNS TO TECH TO BRING DOWN DISTRACTED DRIVING; RATES DROP 45%

DC USES SMART SIGNS AND ENFORCEMENT TO REDUCE DISTRACTED DRIVING INCIDENTS, DECREASING DAILY NUMBERS BY 45% IN SAFETY CORRIDORS.

Author: Matt Gregory

WASHINGTON — Over the last few years, DC saw an above average amount of deadly car crashes, more than 50 in both 2023 and 2024, according to the DC Highway Safety Office.

It is part of the reason the District turned to tech to help make the streets safer.

A year ago, the Highway Safety Office piloted a unique program: Smart signs. Infrared technology that captured drivers on their phones and a sign that told them: "put it down."

"Based upon our studies, we found that about one in there drivers was using their cell phone when they were behind the wheel," Rick Birt, deputy mayor for DC's Highway Safety Office said.

Several smart signs deployed across the city to high traffic crash areas. Most recently, D.C. did a trial run on North Capitol Street and New York Avenue.

"Our safety corridors are an opportunity to combined in-person enforcement (police officers), new technologies like (Smart signs), education and digital marketing to really bring together all the tools in our toolbox," Birt said.

How did they do?

Let's take the New York Avenue safety corridor. Over a 57-day stretch, they caught more 30,000 distracted drivers.

But combine the Smart Signs with added enforcement and signage, the daily numbers dropped by 45% the end of the two month-period.

"We're still doing enforcement on those two segments," Birt said. "We're expanding it to see how much ground we can cover."

Distracted driving detectors don't issue fines, but if an officer catches you, it's a $100 fine.

Speed cameras will stay on New York and North Capitol, but the distracted driving detector moves to a mile stretch of Rhode Island Avenue Northeast.

Will this make an impact?

A full year of the programs and implementation will have to be tested, but Birt pointed out there have only been five traffic fatalities this year, so far. Already projecting better than the past two years.

New tech D.C. hopes, drives to a safer future.

wusa9.com/article/tech/dc-uses-new-tech-to-drive-down-distracted-driving/65-817e50e4-4220-4a9f-bc7d-94a0581642be

Please visit our website for other training courses:

MOLTAP.ORG

Level I, II and III (Super Scholar)

$45/person

All classes 4 hours unless noted otherwise

For non-government or for-profit organizations, call 1.866.MOROADS for rates

Attendance Policy

The Missouri LTAP staff would like to remind all agencies registering for classes that it is important to sign-up before the registration deadline to allow us time to plan for course materials, refreshments, etc. It is equally important that you let us know at least 48 hours before the class if some of your employees will not be attending. Please note that you will be charged for any no-shows; therefore, it is very important that you let us know at least 48 hours before. This policy was approved by our Missouri LTAP Advisory Board and ensures that we have an accurate count for class attendance. Thank you and we look forward to meeting your training needs.

Need training but don't have the budget to pay for travel expenses?

We can train your employees on location for a minimum of 20 people. You can invite other interested agencies in your area if necessary to meet the minimum. Call and discuss your training needs with our staff.

CONTACT US TO FIND OUT MORE!

T: 866.MO ROADS (667-6237)
E: moltap@mst.edu

MO-LTAP SCHOLARS PROGRAM

A Training & Recognition Program

About The Program

The primary purpose of the MO-LTAP Scholars Program is to recognize skilled transportation and public works personnel in local agencies throughout Missouri. The program is intended to enhance the skills of all those involved in the maintenance, delivery, and management of local transportation and infrastructure. Training is aimed at increasing each participant's technical, maintenance, administrative, and supervisory skills depending on the program level. Electives can be selected to meet the individual's area of responsibility. Special emphasis will be given to safety in the workplace as well as in the field and in the development of a local transportation system. The program will allow participants to attain three levels of achievements: Level I, Level II, and Level III Super Scholar. Participants must complete the requirements for Level I before completing Level II.

Getting Started

Registration is available on the Missouri LTAP website (www.moltap.org). There is no registration fee for the program, but there is a fee for each class, which varies for each level. Classes are offered on an ongoing basis at various locations throughout the state. Contact Missouri LTAP for classes in your area or view the online training calendar.

Recognition

Certificates will be awarded by the Missouri LTAP Director to those individuals who successfully complete the requirements of the program during award ceremonies held at various conferences throughout the state and/or at a ceremony held at the graduate's place of employment.

LTAP TRAINING RESOURCES

FHWA Essentials for Local Public Agencies

Federal-aid Essentials for Local Public Agencies is a transportation resource designed to help local agency professionals navigate the Federal-aid Highway Program. Federal-aid Essentials is structured for busy agency staff who want further understanding of Federal-aid policies, procedures, and practices.

fhwa.dot.gov/federal-aidessentials/indexofvideos.cfm

Missouri Local Public Agency Program

The Federal Highway Administration (FHWA) and MoDOT offers a free 4-hour training class designed to meet the recently implemented requirements for a Full Time Sponsor Employee to serve the role as the Person In Responsible Charge in order to receive Federal-aid funding for Locally Administered Projects. Local public agencies and consultants will be required to have taken this basic training course.

design.modot.mo.gov/lpatraining/

APWA – Professional Development

APWA offers online, face-to-face, and on-demand programs, with educational content that fits within your time and travel constraints. The Donald C. Stone Center provides professional development opportunities for the next generation of public works leadership.

apwa.net/learn

NHI – Training Resources

National Highway Institute, NHI, is the training and education arm of the Federal Highway Administration (FHWA) with its rich history of innovation and expertise in delivering transportation training.

nhi.fhwa.dot.gov/home.aspx

NON PROFIT
U.S. POSTAGE
PAID
PERMIT NO. 170
ROLLA, MO

UPCOMING EVENTS

2025 NLTAPA CONFERENCE
KANSAS CITY, MO
July 21-24, 2025

MISSOURI STATE SAVINGS SURPLUS

MISSOURI STATE AGENCY FOR SURPLUS PROPERTY

Check out the thousands of items in stock at MOSASP!

2846 Highway 179 I Jefferson City, MO 65109
888.295.7796 *(Toll free I 573.751.3415)*

For information about the program, visit: oa.mo.gov/purch/surplus.html

Eligibility requirements can be found under "Read about the Program"

REALTY FOR SALE

The Missouri Department of Transportation is responsible for managing realty assets owned by the Missouri Highways and Transportation Commission. Realty assets are periodically reviewed to determine if they are essential to current operations, or are expected to be in the near future. When realty assets are no longer essential to operations, they may be made available for sale to the public.

VISIT:
www6.modot.mo.gov/PropertyForSale

Realty to Roads

MODOT SAVINGS SURPLUS

MAKE YOUR DOLLARS GO FURTHER WITH MODOT SURPLUS PURCHASING!

Prices, mileage, condition, and purchasing instructions can be viewed online:

modot.mo.gov/business/surplus

NO EQUIPMENT FOR SALE AT THIS TIME

Missouri S&T | MoDOT | National LTAP & TTAP Programs | American Public Works Association APWA Your Comprehensive Public Works Resource | U.S. Department of Transportation Federal Highway Administration | Center for Transportation Infrastructure and Safety CTIS A National University Transportation Center at Missouri S&T