



transportation

TRACKS

North Carolina Local Technical Assistance Program (LTAP) Newsletter
SPRING 2023

Microtransit Study

By (John) Waugh Wright

Microtransit is a rapidly growing mobility solution, allowing public transit agencies greater flexibility to offer more transportation options to underserved communities in North Carolina and around the country. ITRE researchers have been working with NCDOT to conduct an in-depth analysis of six microtransit projects using operational analysis, document review, and extensive interviews with different stakeholders. Microtransit is a form of on-demand public transportation that utilizes modern smart technologies that has no fixed schedule or predetermined route. Instead, passengers generally use their smartphones to request a ride from their location to another destination within the service area. Programs typically use real-time routing software to maximize efficiency when transporting travelers, using shared rides whenever possible and appropriate. Microtransit programs vary widely in their methods and scopes, some serving rural communities, some centered around a specific business campus, some engineered to fix the first-mile/last-mile problem to allow better access to traditional transit, and some replacing an



entire town's transit system.

Kai Monast and Eleni Bardaka led the research team, as part of ITRE's work on traditional transit and emerging mobility solutions. Six North Carolina programs were examined, including ones in Wilson, Wilmington, Morrisville, Wake County, Orange County, and Yadkin Valley. The table below shows some of the operational characteristics of the programs. One of the first lessons ITRE learned was that microtransit is not a one-size-fits-all endeavor. The RIDE system in Wilson decided to entirely replace its transit system with microtransit in order to provide the flexibility missing from its fixed-route system; this

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Technology Transfer Newsletter

Published by the North Carolina Local Technical Assistance Program at the Institute for Transportation Research and Education at North Carolina State University

www.itre.ncsu.edu



required them to hit the ground running, with a large fleet right away. Alternatively, programs like RideMICRO in Wilmington, GoWake SmartRide NE in Wake County, and Mobility On-Demand in Orange County chose to augment the public transportation in their jurisdictions by serving new areas.

All of the studied programs chose to partner with different companies or stakeholders, sometimes for full turnkey contracts, but particularly for providing the smart technologies required for the scheduling and routing of the vehicles. Companies like Via, Moovit, TransLoc, and CTS have developed software for these tasks, as part of a growing software-as-a-service industry; ride-hailing services like Uber have also teamed up with agencies to utilize their algorithms.

The ITRE team learned of the numerous successes of the various programs, as well as the numerous growing pains encountered. Although user survey data was seldom available, there was much anecdotal evidence of satisfied customers, particularly when the service was free and responsive. As the programs grow and more riders utilize the service, the agencies will see more return on their investment, whether that is increased fares or gains in ridership. However, this increased ridership can lead to longer wait times for passengers, possibly decreasing use satisfaction. As more and more North Carolina communities investigate incorporating microtransit into their portfolios, these early lessons and ongoing investigations by ITRE will be used to build programs better able to meet the often-changing needs of their citizens.



What's Wrong With This Picture?

Can you tell what's wrong with this picture? See answer on page 4.

Professional Engineering (PE) and Fundamental Engineering (FE) Review Courses this May

ITRE at NCSU is hosting Professional Engineering (PE) and Fundamental Engineering (FE) review courses this May. These courses are known for being high quality at an accessible cost. Both the PE and FE review courses are Civil Engineering specific. Multiple time frames and delivery methods (online live, online self-paced, and in-person) are available to meet the needs of even the most demanding schedule.

[Click Here for More Information](#)

Biden-Harris Administration Announces Availability of Nearly \$1.7 Billion to Modernize Fleets and Deploy Clean Transit Buses Across America

The U.S. Department of Transportation's Federal Transit Administration (FTA) announced the availability of nearly \$1.7 billion to support state and local efforts to modernize aging transit fleets with low- and no-emission buses, renovate and construct bus facilities, and support workforce development. This was made possible by the President's Bipartisan Infrastructure Law passage. For more information, click here.

[Click Here for More Information](#)

Operational characteristics of microtransit systems in NC

Microtransit systems	Wilson, RIDE	Wilmington, RideMICRO	Morrisville, Morrisville SmartShuttle	Wake County, GoWake SmartRide NE	Orange County, MOD	YVEDDI, Elkin and Mocksville microtransit
Service hours	Mon - Fri 5:30 AM - 7:00 PM, Sat 7:00 AM - 6:00 PM	Service hours differ by zone ^a	Mon - Fri 7:00 AM - 9:00 PM, Sat 8:00 AM - 8:00 PM, Sun 8:00 AM - 7:00 PM	Mon - Fri	Orange County Public	YVEDDI
Vehicle type	Branded vehicles with 6 seats	Branded vehicles with 10 seats	Branded vehicles with 16 seats	Branded vehicles with 12 seats	Branded vehicles with 4 seats	Branded vehicles with 12-15 seats
Fleet size	26	5	2	3	5	4
Wheelchair accessible vehicles	6	1 (shared across all 4 zones)	2	3	5	4
Fare (\$/trip)	\$2.50	\$2	Free	Free	\$5	\$1
Payment	App, cash, or ticket books	App, cash, or ticket books	-	-	App only, no cash	Cash, passes, credit cards are not accepted
Trip scheduling (same for ADA trips)	App (Via), telephone or website	App (Moovit), telephone or website (at least 1 hour before the trip)	App (Via), telephone or website	App (Uber), telephone	App (TransLoc), telephone or website	App (CTS), telephone or website
Pre-schedule	Not available	Available up to one week in advance	Not available	Available up to 30 days in advance	Not available	Available up to 2 days in advance
Stop locations	Nearby intersections and major destinations	3000 fixed stops accessible by walking up to 500 ft. from every residence	16 stops with shelters	Door to door	Curb to curb	Door to door
Stop locations for ADA trips	Curb to curb	Door to door	Stop to stop; stops are wheelchair accessible	Door to door	Curb to curb	Door to door
Acceptable waiting time	15 minutes	30 minutes	15 minutes	30 minutes	15 minutes	15 minutes

^a Zones 1 and 2: Mon - Fri 6:30 AM- 10:00 AM and 12:00 PM - 7:00 PM; Zones 3 and 4: Mon - Fri 6:00 AM - 8:00 PM, Sat 8:00 AM - 6:00 PM, Sun 9:00 AM - 5:00 PM.

^b Drivers may call users and request them to travel a short distance to an accessible location in some cases.

Poison Ivy Tailgate Talk

Information You Can Use to Prevent Accidents & Injuries

You can find poison ivy along fences, walls, utility poles and trees. It gives off an oily substance that spreads the plant’s poison to your unprotected skin. Most people are allergic to it. The skin rash can be much worse in some people than others.

WHAT DO WE NEED TO KNOW?

- Identification of poison ivy is key! Recognizing it in your work area is the first step in avoiding exposure. Remember, “leaves of three – let it be” and “berries white, a poisonous sight”.
- Poison ivy likes to grow in moist, warm places. The plants generally have three leaves per stem but can have more.
- The oil from poison ivy causes the skin rash. It is sticky, clear, and odorless. The oil usually appears when the plants are being cut or cleared from a fence line and can be easily carried on your clothing.
- The oil can penetrate your skin in minutes. You’ll first notice redness and swelling and can become worse in 24 to 72 hours.
- The typical rash is a red line caused by the plant dragging across your skin. However, patches of rash can break out on your neck or between the fingers.
- The rash may continue for up to two weeks. If the skin is broken by scratching, then infection can complicate the condition.

WHAT SHOULD WE DO TO TREAT POISON IVY?

- The best treatment is prevention – there’s no real cure available.
- Wash the oily sap from your skin with water and soap as soon as possible. Control itching with an antihistamine like Atarax or Benadryl.
- For mild cases, a topical cortisone such as Ruhligel can be soothing, as can cool compresses of Burrow’s solution or Calamine lotion.

WHAT SHOULD WE DO OUT ON THE JOB?

- The only true way to prevent poison ivy problems is to avoid contact. Long pants and sleeves are very important if you’re venturing into an unknown area.
- A new barrier cream called Ivy Block can be applied to the skin before going out on the job and will form a protective layer. The drug Trental may prevent the rash, but needs to be taken at the beginning of the summer work season.
- After exposure to poison ivy, remember that the oil can be on your clothing and shoes. After removing your work apparel at home, make sure to wash your hands and wash your clothing separately from the rest of your laundry to avoid cross contamination.

Users of this tailgate talk are advised to determine the suitability of the information as it applies to local situations and work practices and its conformance with applicable laws and regulations.

National Center for Rural Road Safety Training Courses

The National Center for Rural Road Safety has a wide variety of training courses ranging from Road Ecology: Safety for Four-Legged Pedestrians to RSCP Core Module #4: Overview of the MUTCD. If you are interested in furthering your knowledge through safety courses, click this link!

[Click Here For More Information](#)

Build a Better Mouse Trap Competition

The North Carolina Local Technical Assistance Program wants to help you show off your innovative solutions to problems faced by local transportation workers. It might be a new tool, equipment modifications, or a new way to increase safety, reduce costs, or improve efficiency. If you want a chance to show off your skills, try entering the Build a Better Mousetrap Competition! Click the link below!

[Register Here](#)

Caroline Miller’s Team Building Class

Carolyn Miller’s Team Building class was a game changer for the Huntersville Public Works Department. Likely the most effective training our group has participated in together. Improving communication skills and the ability to better identify co-workers’ personalities and traits has fostered a more positive and productive environment for our Team. The results were immediate, and we continue to see them daily. This program is well worth a day in the classroom. My staff and I look forward to the next level in this up-and-coming series.

– Steve Robbins, Town of Huntersville

2022 Roads Scholars

CONGRATULATIONS TO THE NEW ROADS SCHOLARS AND ADVANCED ROADS SCHOLARS!

Every year hundreds of public works employees make a commitment to safety and their agencies by continuing their education with NC LTAP classes. We are so glad that we could recognize students that have completed our Roads Scholar, Advanced Roads Scholar or Master Roads Scholar at the APWA NC Equipment and Fleet Services conference on October 7. We are pleased to introduce the official class of 2022 Roads Scholars!

Congradulations to these Advanced Roads Scholars

Name	Organization
Joshua Levins	Town of Kernersville
Brandon Goff	Town of Morrisville
Randy Sanders	Town of Mooresville
David Norman	City of Fayetteville
Ricky Parsons	Town of Kernersville
Eric Letson	Town of Kernersville
Steven Miller	Town of Kernersville
Jason Sapp	Town of Kernersville
Christopher Jiles	City of Charlotte

2022 Advanced Roads Scholars Letter Quotes

Read What Past Advanced Roads Scholars Have To Say!

CHRIS JILES

"I was able to apply all of the things that I have learned throughout the program thus far. This has helped me tremendously in my daily activities. The knowledge and ideas shared from others continues to be a source of guidance in my decision-making process."

DENNIS MILLER

"I have enjoyed the entire process and plan on taking more courses on all 3 levels in the Road Scholar program. I will make every effort to have those interested who work with me enroll in classes as time and resources allow."

DAVID NORMAN

"I have been attending NC LTAP Roads Scholar/ Advanced Roads Scholar classes since 2006 and have enjoyed every training session I have attended, all have been beneficial in some way pertaining to our chosen profession. The subject matter in the Roads Scholar training sessions are a really good introduction to infrastructure maintenance and inspection practices and a great refresher for those that have been doing it for a while, some of the classes I have taken twice."

BRANDON GOFF

"The greatest help with this program is that it has provided a level of knowledge to advance here with the town into the engineering department in February of this year. Coming from a public works background and with the construction side of it, I've used these courses as a step to gain knowledge and further my career and way of life. I'm very grateful for these courses and will continue to take them."

RANDY SANDERS

"Overall these classes are great and full of information. I encourage my co-workers to take these classes if possible. I also plan to continue these classes to reach my goal of master road scholar as well as collecting information to improve myself at my job."



What's Wrong With This Picture?

By Craig Baird

Highway construction workers and contractors stay busy performing roadway maintenance and possibly constructing new roads to keep them safe for the motoring public. Work zones on our roadways can create temporary delays and some inconvenience for the motorists traveling in those areas. It's a common occurrence that can test our patience, at times. As motorists, we need to always be aware of our surroundings and be on the lookout for any potential obstacles in the roadway. Especially in roadway work zones and construction areas.

In this picture, you see a highway worker directing, or in this case stopping the approaching traffic. This person is commonly referred to as a "flagger". They are responsible for directing the motorist and their vehicles safely through the temporary work zone. In addition, they are also responsible for their own safety and the safety of their crew members who are working in the work zone. It's a tough job!

Speaking of safety. Wouldn't it be safer if this flagger were facing the approaching motorist? I think so! Another safety improvement might be to have them take a few small steps and move to the grassy shoulder of the roadway. This move will reposition them so they are not standing in the roadway travel lane and may potentially move them out of harm's way.

Do you see any other problems with this picture? There may be more. Look closer.

Be safe and be aware of work zone workers!

Enduring Legacy

Chester Grant, NC State athletics' first and, for a long time, only Black employee, has inspired generations of student-athletes as an athletic trainer, father figure, and friend. To read more about his legacy, click the link below!

[Click Here For More Information](#)

Arizona DOT Has Created A Handy Tool For Guardrail Replacement

Have you ever heard of a guardrail crab? Well if you haven't, now you will! It's an invention from ADOT's Nogales Maintenance Unit that makes repairing guardrails easier and safer. Guardrails are a vital component of highway safety and replacing or repairing them is a top priority when damage occurs, but they are extremely heavy and hard to install. This new invention makes this task much easier! Click the links below to find out more!

[Click Here For More Information](#)

[See how it works!](#)

The Leadership and Management Division of APWA-NC Conference

The Leadership and Management Division of APWA-NC has announced their 2023 Conference on May 17 – May 19. This year it will be hosted at the StateView Hotel, Autograph Collection in Raleigh, NC! The 2023 LMD Conference will offer a great lineup of interesting and informative learning.

[Event Details](#)

As Part of Major Push to Bring Down Traffic Deaths, USDOT Launches Roadway Safety Call to Action

USDOT calls on everyone to join the 49 organizations and businesses that have already committed to action to help reverse the crisis that is killing more than 40,000 people each year in America

WASHINGTON – U.S. Transportation Secretary Pete Buttigieg launched today the Department’s National Roadway Safety Strategy Call to Action campaign, asking stakeholders to commit to specific actions in 2023 to reduce serious injuries and deaths on our roadways, which have reached crisis levels. The Department is also pleased to share 49 voluntary commitments to action from early adopters, including health and safety advocates, the private sector, municipal and law enforcement organizations, and more.

“Traffic crashes cost tens of thousands of American lives a year—a national crisis on our roadways—and everyone has an important role to play in addressing it,” said U.S. Transportation Secretary Pete Buttigieg. “Today we are issuing a national call to action and asking all Americans—including private industry, non-profit and advocacy organizations, and every level of government—to join us in acting to save lives on our roadways.”

The Call to Action comes alongside the first anniversary of the Department’s National Roadway Safety Strategy, a document that outlines a concrete set of actions the Department has committed to and adopts the five-pronged Safe System Approach to help reduce roadway fatalities, which includes safer people, safer vehicles, safer speeds, safer roads, and post-crash care, to work towards a goal of zero fatalities.

The Department created this strategy in response to the fact that traffic deaths in America steadily decreased for decades, but then surged during the early days of the pandemic in 2020, have remained stubbornly high with nearly 43,000 people killed in 2021.

Some of the voluntary commitments already received by the Department include:

- **Washington State Department of Transportation:** WSDOT will center the Safe System Approach within its updated State Strategic Highway Safety Plan and will update its agency policy, guidelines, and manuals to prioritize safety. WSDOT also implemented Complete Streets legislation that requires a Complete Streets

approach on all projects over \$500,000 to improve the safety and connectivity of the transportation system.

- **3M:** 3M will help to improve visibility and safety on the roadway by helping road agencies determine how reflective signage and lane markings can make things like dangerous curves, stop-controlled intersections, and bike lanes safer. 3M committed to protecting vulnerable road users like pedestrians, cyclists, and school children by improving 100 school zones, and dedicated \$50 million to address social justice and racial opportunity gaps that includes investments in transportation equity initiatives.
- **League of American Bicyclists:** The League of American Bicyclists will provide technical assistance to local governments and others addressing vulnerable road user safety through BIL programs such as Safe Streets and Roads for All, Thriving Communities, and Transportation Alternatives. The League will also work with States as they implement vulnerable road user safety, speed management, and Complete Streets planning activities.
- **Uber:** Uber is launching a suite of road safety commitments, including supporting Vision Zero efforts and aligning with the Safe System approach; doubling down on their efforts to reduce drunk driving by pledging \$500,000 in new prevention initiatives in five states; and launching new bike safety features to help keep riders safe, including expanding Bike Lane Alerts and launching Bike Safety Checklist for couriers.
- And many more that you can view [here](#).

The call is open – share your organization’s commitment to action [here](#).

The Department also announced this week 510 grants totaling more than \$800 million as part of the new Safe Streets and Roads for All discretionary grant program, funded by President Biden’s Bipartisan Infrastructure Law. These grants will help cities, counties, Tribes and metropolitan planning organizations (MPOs) create plans and to implement measures that prevent deaths and serious injuries on our nation’s roadways. Over half of the nation’s population live in places awarded funds that will be used to improve safety planning in their communities. The Notice of Funding Opportunity for the FY 2023 round of grants is expected to open this spring.

The Department today also issued a progress report on actions it has committed to as part of the NRSS. The report, as well as an online progress dashboard that is updated quarterly can be accessed [here](#).



Ten North Carolina cities and towns, and two regional governments will receive federal traffic safety grants.

Dozen Federal Grants Awarded to N.C. Communities to Reduce Traffic Deaths

RALEIGH – North Carolina communities will soon receive a total of over \$8 million in federal grants to help reduce traffic deaths.

Twelve grants totaling \$8.15 million will be distributed to a dozen cities, towns and regional planning organizations, thanks to the U.S. Department of Transportation’s Safe Streets for All Program.

“Preventing deaths on North Carolina roads is our top priority,” said state Transportation Secretary Eric Boyette. “We’re grateful anytime our federal partners can assist with funding to help protect our citizens.”

Grants will go to Charlotte, Durham, Fayetteville, Greensboro, Kannapolis, Raleigh, Boiling Springs, Knightdale, Leland, Clemmons, the Grand Strand Area Transportation Study, the Land of Sky Regional Council, and Triangle J Council of Governments.

Eleven communities will develop new plans for reducing traffic fatalities by making road designs safer, educating people about traffic safety and enacting safety-focused policies. Charlotte’s grant will enable it to implement its existing plan.

The plans will help reinforce the NC Vision Zero efforts that are already underway in some grant recipient’s communities. NC Vision Zero aims to eliminate road deaths and injuries using data-driven strategies.

“Road fatalities are a big problem in North Carolina and nationwide,” said Mark Ezzell, director of the N.C. Governor’s Highway Safety Program. “These grants will help communities solve this crisis by giving local community groups the resources they need to make roads safer for all users.”

Reprinted from an NCDOT news release

Encouraging Engagement on the Road to Modernized Transportation Funding

Over time, the NC Chamber has been the leader in helping solve infrastructure issues and has recently talked about the 4 areas of revenue changes: registration fees, user fees, sales taxes, and technology fees. They also talked about what items would be on their agenda this upcoming year regarding Transportation Modernization. To learn more about what was discussed, click the link below.

[Click Here For More Information](#)

Facilities & Grounds conference

The Facilities & Grounds division is excited to host the 2023 Facilities & Grounds conference May 10th-12th at the Embassy Suites by Hilton Wilmington Riverfront in Wilmington, NC. The conference will be an excellent opportunity to strengthen your skills and knowledge in an workshop setting with other colleagues. The conference will be filled with great speakers, round table discussions, a field trip to Town of Leland Town Hall Campus, great food, great prizes, and opportunities to meet and learn about our wonderful partners and the service they provide, and much more.

[Event Details](#)

Entry-Level Driver Training (ELDT) Program Implementation – City of Greensboro

Submitted by,

Bradley A. Smith, Safety Administrator Field Operations, City of Greensboro

The Entry-Level Driver Training (ELDT) process may seem complicated, but it is actually very simple once you learn and understand what is required to develop qualified and competent commercial drivers. There is a question that asks “how do you eat an elephant?”. The answer, “one bite at a time”. When you first hear about the ELDT process and all of its requirements, it can seem as big as an elephant. Breaking down each part, one at a time, helps this task be not so tall.

The Federal Motor Carrier Safety Administration (FMCSA) announced in March 2021 that there will be new federal requirements for people seeking to obtain a Commercial Driver's License (CDL), there was not too many resources or places to search for assistance. It did not help that the new requirements were going into effect in less than a year. These changes were going to have a drastic effect on The City Of Greensboro (COG) organization as a whole in terms of hiring, training and retaining employees.

There was a collective committee meeting with all the COG departments that had employees with CDL licenses. A total of 15 managers, supervisors and trainers got together to brainstorm and try to figure out a program and process that we all could use. The Behind-The-Wheel (BTW) Road Driving and BTW Range requirements were easily addressed. There were a couple members of this newly established committee that were former CDL Examiners and provided a lot of valuable information and expertise for requirements and definitions, how to train employees on proper driving techniques, basic control skills and exercises, and recordkeeping. From this, we created generic training forms to document the employees training hours and progress. Clear definitions also accompanied the forms so that anyone serving as an instructor/trainer could easily follow and evaluate the employee. The Theory Instruction (Classroom) requirement took a bit more time and discussions to plan out. We agreed that having an online-based program would best serve our needs. Developing the program was not easy !! There was no textbook to refer to. Every department submitted their current training processes. There were similarities with most of the processes. It was understood that there would be some differences due to the nature of our work and different vehicles being use. Most of the topics in the Theory curriculum were based on defensive driving techniques, day-to-day operations, departmental policies and standards set in the North Carolina CDL Manual. Once completed, the Theory Instruction was a 80+ slide power point presentation with videos that covered General knowledge, Air brakes and Combination Vehicles (for Class A applicants). At the end of the lesson was a 25 question quiz where the employee must score at least 80% to successfully pass the course. The ELDT Online Training is a course on the City of Greensboro online learning management system that can be accessed by any city employee.

All members and their respective departments adopted and implemented the new ELDT Process city-wide, so all City of Greensboro employees would be on the same page. We have had discussions with other companies and municipalities to share and exchange ideas. Regular meetings are held in the event of a change in the process.



Welcome Lee!

Lee Thomas is the new Training Specialist for the Local Technical Assistance Program (LTAP). He will be leading training sessions for the NCDOT and various public works departments across North Carolina. He transferred to the Institute for Transportation Research and Education (ITRE) after working as Technical Trainer II for the State Maintenance Operations unit within the NCDOT for almost four years. In addition to his time with the NCDOT, Lee worked as the Performance Improvement/Compliance Specialist for nearly a decade with a nationwide non-profit organization. Also, he holds a Bachelor of Arts in Psychology (2003) and Master of Arts in General Experimental Psychology (2009) from the University of North Carolina Wilmington. Lee is a lifetime resident of North Carolina and he currently lives in Sanford, NC with his wife and two children.

NC LTAP News & Updates

To update your mail information, add a colleague to the database, or obtain information about Roads Scholar Program complete the form online at go.ncsu.edu/ncltapcontactform.



For more special offers and news, like us on [Facebook](#) and follow us on [Twitter](#).

Your Name _____

Company/Organization _____

Address _____

City _____ **State** _____ **Zip** _____

Phone _____

Check Appropriate Items

- Add/Update email information to NCLTAP listserv NCTROADS
- Send information about Roads Scholar program
- Send schedule of training opportunities

NCTROADS Listserv

Subscribe to the NC LTAP listserv. It is free and easy. Send a message to kbdaviso@ncsu.edu or call Kate Davison at 919-515-3983 and ask to be added to NCTROADS.

This is an informal network for the exchange of news about current research, discussion of problems and solutions, request for advice and assistance, and announcements of upcoming conferences, events and training opportunities for transportation personnel. Once you are subscribed, you can send a message all the listserv members at NCTROADS@lists.ncsu.edu

NC Local Technical Assistance Program February – April 2023 Schedule

For Online Registration see calendar at: <https://itre.ncsu.edu/training/ltap-training/>

Questions or Email Registration: wewoods@ncsu.edu or kbdavis@ncsu.edu

Course descriptions available on website.

Date	Class Title	RS/ARS/MRS	Cost	Location	To Sign Up
May 2-4, 2023 1-3pm	Effective Leadership Skills	MRS	\$150	ONLINE	Click Here
May 5, 2023	Chainsaw Safety	RS	\$100	Raleigh	Click Here
May 9, 2023	Basic Work Zone Installer	RS	\$150	Raleigh	Click Here
May 9, 2023	Trenching Competent Person and Hands-On Soil Classification	ARS	\$175	High Point	Click Here
May 16, 2023	Flagger Training	RS	\$100	Raleigh	Click Here
May 17, 2023	Basic Concepts of Supervision	RS	\$150	High Point	Click Here
May 22-23, 2023 8:30-11:30am	Basic Drainage/ Roadway Drainage Maintenance	RS	\$150	ONLINE	Click Here
May 23-25, 2023 10am-12pm	Ethics of Public Works	MRS	\$175	ONLINE	Click Here
June 7, 2023	Basic Work Zone Installer	RS	\$150	Raleigh	Click Here
June 8, 2023	Intermediate Work Zone Safety Training	RS	\$175	Raleigh	Click Here
June 14, 2023	Flagger Training	RS	\$100	Raleigh	Click Here
June 19, 2023	Road Safety 365	RS	\$150	Raleigh	Click Here
June 20, 2023	Reducing Roadway Departure Crashes	ARS	\$150	Raleigh	Click Here
June 20-22, 2023	Work Zone Traffic Control Supervisor	ARS	\$450	Raleigh	Click Here
June 21, 2023	Traffic Calming	ARS	\$150	Raleigh	Click Here

LTAP Links on the Web

Transportation Information at your fingertips!

NC LTAP	https://itre.ncsu.edu/focus/ltap/
National LTAP/TTAP	http://www.nltapa.org/
NC Department of Transportation (NCDOT)	https://www.ncdot.gov/
Rural Road Safety Center	https://ruralsafetycenter.org/
Federal Highway Administration (FHWA)	https://www.fhwa.dot.gov/
US Department of Transportation (USDOT)	https://www.transportation.gov/
UNC School of Government	https://www.sog.unc.edu/
Institute of Transportation Engineers	http://www.ite.org/
NC Section of ITE (NCSITE)	http://ncsite.org/
APWA - NC Chapter	http://northcarolina.apwa.net/
NLTAPA Tailgate Talks	https://nltapa.org/information-exchange/nltapa-tailgate-talks/

NC LTAP Advisory Board

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