

BETTER ROADS SAFER ROADS

MAKING STREETS SAFER

FOR BIKE AND PEDESTRIAN USERS



BETTER ROADS SAFER ROADS

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FINAL RULE ON PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES

Across the Nation, many communities still have sidewalks, crosswalks, and other pedestrian facilities that are inaccessible to pedestrians with disabilities. Because pedestrian travel is the principal means of independent transportation for many people with disabilities, equal access to pedestrian facilities is particularly important.

On August 8, 2023, the U.S. Access Board advanced the effort to address this inequity by publishing the [Final Public Right-of-Way Accessibility Guidelines \(Final PROWAG\)](#) in the Federal Register.

Key pedestrian facilities addressed in the guidelines include:

- Sidewalks, crosswalks, shared use paths, and other pedestrian circulation paths
- Alternate pedestrian access routes where a pedestrian circulation path is temporarily not accessible
- Accessible pedestrian signals
- Transit stops
- On-street parking

In keeping with the process set forth by the Americans with Disabilities Act, the Final PROWAG will become enforceable after the Department of Justice (DOJ) and Department of Transportation (DOT) adopt accessibility standards that are "consistent with" the PROWAG through separate rulemaking.

In the meantime, public entities have some flexibility in complying with the general obligation under Title II of the ADA to ensure that their facilities are "accessible to and usable by" individuals with disabilities. At present, public entities may turn to different resources for guidance, including the Final PROWAG, [DOJ's 2010 ADA Standards](#), and other accessibility resources.

Visit the [U.S. Access Board](#) for more information and resources.

The Local Technical Assistance Program (LTAP) is a nationwide effort financed by the Federal Highway Administration and individual state departments of transportation. Its purpose is to translate into understandable terms the best available technology for roadways, bridges, bicycle and pedestrian facilities, and public transportation for city and county roadway and transportation personnel. The TxLTAP, operated by the University of Texas at Arlington, is sponsored by the Texas Department of Transportation (TxDOT) and the Federal Highway Administration. This newsletter is designed to keep you informed about new publications, techniques, and training opportunities that may be helpful to you and your community.



HISTORIC \$345 MILLION APPROVED FOR PEDESTRIAN AND BICYCLE PROJECTS ACROSS TEXAS

These projects will help improve safety for people walking, biking, or using wheelchairs, including 24 projects that will go in areas with a high pedestrian crash history.

New sidewalks, bikeways and other types of infrastructure will help improve safety and enhance quality of life in Texas communities with approval by the Texas Transportation Commission of more than \$345 million for projects across the state.

The funding will go towards 83 projects that will improve access while providing safety enhancements and mobility options to schools, jobs, public transit and local destinations. This historic investment in bicycle and pedestrian infrastructure is more than six times as much funding compared to the last Transportation Alternatives call for projects when it was \$55 million in 2021.

“This is a major investment in communities across the state that will help make it safer and easier to get around on foot or a bike,” Texas Transportation Commissioner Robert “Robie” Vaughn said. “This optionality supports safety, active lifestyles, health and wellness, and can provide alternatives to traveling by vehicle.”

Unfortunately, Texas is seeing a rising trend of pedestrian and bicyclist fatalities. In 2022 there were 830 pedestrians and 92 bicyclists killed, and over the last five years both have risen nearly 30%. These projects will help improve safety for people walking, biking, or using wheelchairs, including 24 projects that will go in areas with a high pedestrian crash history.

“People who walk and bike make up about one out of every five deaths on roadways here in Texas,” Texas Transportation Commissioner Alvin New said. “These projects will help the state move closer toward the goal of zero deaths by giving people a place to walk and bike separate from traffic.”

Some of the projects approved include sidewalks connecting to schools and transit options, shared-use paths benefiting both pedestrians and cyclists, new pedestrian bridges, and 15 planning studies.

All projects were selected after a competitive call for projects from cities and counties across the state. A full list of selected projects are included [here](#).

The Transportation Alternatives program supports local projects that enhance bicycle and pedestrian amenities for people of all ages and levels of ability. These projects improve safe access to multimodal options and connect important community destinations like schools, jobs, downtowns, commercial areas, and medical facilities for Texans who walk, use a wheelchair, or bike.

FHWA RELEASES NEW TRAFFIC CONTROL DEVICE MANUAL WITH UPDATES TO IMPROVE SAFETY FOR PEDESTRIANS, BICYCLISTS, AND ALL ROAD USERS

Updated MUTCD also encourages new innovations to improve travel and looks toward transportation infrastructure of the future.

The Federal Highway Administration (FHWA) recently announced the 11th edition of the “Manual on Uniform Traffic Control Devices for Streets and Highways,” known as the MUTCD. The manual, last updated edition in 2009, is the national standard for traffic signs, signals, and pavement markings to ensure a uniform and predictable environment for people who walk, bike, and drive. It is an important guide used every day by transportation professionals for roadway safety, and the 11th edition incorporates extensive input from members of the public.

“The Manual on Uniform Traffic Control Devices is a vitally important guidebook that affects safety on countless roads around the country,” said U.S. Transportation Secretary Pete Buttigieg. “With this long-awaited update to the MUTCD, we are helping our state and local partners make it safer to walk, bike, and drive, and embracing new technologies with the potential to make our transportation system safer and more efficient.”

“The MUTCD is an essential guide to help state and local transportation practitioners create safe and efficient networks for everyone who drives, walks, bikes or rolls,” said U.S. Transportation Deputy Secretary Polly Trottenberg. “We look forward to ongoing engagement and partnership with the transportation community so that the MUTCD becomes a living document which enables communities to embrace the designs and technologies that best serve their needs.”

“It has been over a decade since the MUTCD was last updated and a lot has changed in that time,” said Federal Highway Administrator Shailen Bhatt. “The new MUTCD gives greater consideration to all road users, who deserve to be safe when traveling on our streets and roads. It will also help improve the public’s travel experience whether driving on an Interstate or crossing the street in cities and towns across America.”

As part of the process of updating the 11th edition, the FHWA sought and incorporated input from the public nationwide, including state and local traffic engineers, traffic control device technicians, and other stakeholders. In the coming months, FHWA will host a series of public webinars, post online videos, and conduct other outreach opportunities to help stakeholders make the most of the latest updates.

“With this long-awaited update to the MUTCD, we are helping our state and local partners make it safer to walk, bike, and drive, and embracing new technologies with the potential to make our transportation system safer and more efficient.”

The MUTCD 11th edition reflects changes in how Americans travel since the last update of the manual over a decade ago. It also streamlines processes and makes permanent a number of traffic control device applications that previously required special approval. The new MUTCD includes pedestrian safety enhancements such as the rectangular rapid-flashing beacon and crosswalk marking patterns that are proven to be more visible. The updated MUTCD supports USDOT’s National Roadway Safety Strategy, which adopts a multi-layered approach with the ambitious goal of zero deaths on the nation’s roads.

By requiring updates to the MUTCD every four years, the Bipartisan Infrastructure Law will also ensure that traffic control device standards and guidelines are responsive to the needs of the traveling public, and to new technologies.

The MUTCD does not restrict communities from designing walkable, transit-oriented roadways or high-speed highways as that community determines appropriate to serve its needs. Rather, the MUTCD is about directly communicating with the road user, in an effective manner, about how the roadway is intended to be used in the context and constraints of its physical space, design features, and surrounding environment. If a community decides to provide bike lanes or a designated pedestrian area separated from vehicles, the MUTCD gives the community the traffic control devices to communicate that to all road users safely and effectively.

FHWA is developing new and updated online tools like an improved database of official rulings, guidelines for developing experimentation plans, and a series of educational videos about the MUTCD and how its content is developed.

The PDF version of the 11th edition of the MUTCD is located at mutcd.fhwa.dot.gov/.



HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TXDOT'S PUSH TO END 23 YEARS OF DAILY DEATHS ON TEXAS ROADS

It almost happened. The long and heartbreaking 23-year streak of daily deaths on Texas highways almost ended. Almost.

On one day in February 2023, Texas experienced a single traffic fatality – well below the average of 12 roadway deaths that occur daily on roadways statewide.

While fewer fatalities is worth noting, the sad fact remains that the streak of daily deaths has continued since Nov. 7, 2000. But that momentary improvement illustrates that the push for engineering safety enhancements and public education can produce positive results. The harsh reality remains, however, that the deadly streak continues and more than 83,000 people have lost their lives on roadways since the streak began.

“Each life lost means a family, neighborhood and community are impacted for a lifetime, and we take safety very seriously as we work to end this horrible streak,” said TxDOT Executive Director Marc Williams. “But it’s going to take all of us working together to get this done.”

TxDOT has committed to enhancing safety on Texas roads, investing \$17 billion in safety improvements through the state’s 10-year plan. TxDOT has also developed new changes that may seem small, but could have a major impact:

- Increasing the size of pavement striping from 4 inches to 6 inches. This enhances the visibility of striping on the roadways and encourages drivers to slow down.
- Providing a wider centerline buffer between double yellow stripes with rumble strips or raised pavement markers on undivided highways to alert drivers when they cross the centerline.

- Building innovative intersections like roundabouts, where appropriate, can decrease fatalities at intersections by 90%.
- Implementing a “Safer by Design” program to give roadway designers a way to model safety performance from most of the key design elements used in projects.

Engineering, education and enforcement will always be the key components of traffic safety programs.

While TxDOT builds engineering improvements, drivers can help keep themselves safe on the road. For example, 48% of deaths on Texas roads are from people not wearing their seatbelt inside a vehicle. That one click can have a major impact on fatalities. We all have a shared responsibility to keep our roads and fellow drivers safe.

TxDOT is asking all Texans to do any or all the following to raise awareness:

- Make the best and safest decisions behind the wheel, don’t drive under the influence of alcohol and/or drugs; always obey traffic laws; always wear your seatbelt.
- Post pictures on social media with this [downloadable sign](#) displaying the hashtag #EndTheStreakTX.
- Share personal stories on social media of loved ones who have been lost in a crash and use the hashtag #EndTheStreakTX.
- Follow @txdot social media pages and share the content they post.

Together, we can save lives and end this streak of daily deaths.

UNCHECKED RECALLS POSE ROADWAY RISKS

More than 50 million vehicles on the road today have unresolved safety recalls. That’s more than one in five vehicles. This poses an urgent and serious risk to drivers and passengers.

[Check To Protect](#) is a national campaign led by the National Safety Council that encourages drivers to check the recall status of their vehicles and have open recalls fixed immediately. It is no longer necessary to wait for a recall notice in the mail. Drivers simply enter their vehicle identification number or license plate number.

Getting a recall repaired is free at any dealership, whether you purchased the vehicle there or not. Just call to schedule an appointment and to make sure parts are available.

The service is not only for individual vehicle owners. Businesses and other organizations that operate fleets can conduct [bulk recall checks](#). Learn more by reviewing the [Vehicle Recall Search Service Guide](#).

BULK VEHICLE CHECK

If you work for a qualified business or organization, you can visit the [CARFAX Vehicle Recall Check site](#) to request an account that allows you to review thousands of VINs at once for open safety recalls.

- Upload up to 10,000 VINs at once
- Get free, fast results
- Recheck as often as you want





53.2 MILLION VEHICLES ON THE ROAD HAVE AN OPEN SAFETY RECALL.

DOES YOURS?



MANY DRIVERS ‘ENGAGE IN POTENTIALLY DEADLY BEHAVIORS’ DESPITE DANGERS: SURVEY

According to a recent AAA Foundation for Traffic Safety survey, roughly 3 out of 5 U.S. drivers admit they’ve engaged in unsafe behaviors behind the wheel.

The AAA Foundation for Traffic Safety surveyed nearly 2,500 licensed drivers about their driving behaviors and attitudes. The nonprofit used the findings to classify six types of drivers, with 41.2% qualifying as “safe” – meaning they rarely “engaged in any risky driving behavior.”

The drivers who said they predominantly engaged in speeding (22.7%) represented the next largest category, followed by distracted and aggressive drivers (17.3%), distracted drivers (15%), and impaired drivers (1.3%). People who reported engaging in each of the risky behaviors in question were categorized as the “most dangerous drivers” and accounted for 2.4% of all the respondents. Twenty-seven percent said they’ve sent a text or email while driving, while 59% indicated they had used hands-free technology while behind the wheel. Results show a similar ethic within other

categories, as the drivers proceeded with their risky behavior despite knowing it was unsafe and/or illegal.

However, “fewer drivers perceive speeding as dangerous, and speeding behaviors have the lowest perceived social disapproval of all the examined unsafe driving behaviors,” the survey states.

“Despite acknowledging the dangers, some drivers continue to engage in potentially deadly behaviors, particularly speeding,” David Yang, Executive Director of the AAA Foundation for Traffic Safety, said in a press release. “Understanding the different types of risky driving behaviors and the characteristics of drivers who engage in them is crucial for developing targeted interventions to achieve safe mobility.”

You can [view the full 2022 Traffic Safety Culture Index on the AAA Foundation website.](#)

Table 2. How dangerous do you feel the following driving behaviors are?

| Driving Behaviors | | Extremely dangerous (%) | Very dangerous (%) | Moderately dangerous (%) | Slightly dangerous (%) | Not dangerous at all (%) |
|-------------------|--|-------------------------|--------------------|--------------------------|------------------------|--------------------------|
| Distracted | Drivers holding and talking on cell phones | 45.3 | 30.7 | 17.5 | 5.5 | 1.0 |
| | Drivers reading on cell phones | 67.2 | 25.7 | 5.7 | 0.7 | 0.6 |
| | Drivers manually texting or emailing on cell phones | 71.9 | 21.1 | 6.4 | 0.5 | 0.0 |
| | Drivers using technology that allows hands-free use of their phone (Bluetooth, CarPlay, Android Auto, etc.)* | 9.6 | 9.9 | 29.5 | 39.9 | 11.2 |
| Aggressive | Drivers speeding 15 mph over the speed limit on freeways | 20.2 | 26.4 | 31.5 | 18.7 | 3.3 |
| | Drivers speeding 10 mph over the speed limit on residential streets (neighborhood) | 28.0 | 32.5 | 29.2 | 8.7 | 1.6 |
| | Driving through a light that had just turned red when they could have stopped safely | 56.3 | 27.1 | 12.3 | 4.3 | 0.0 |
| | Driving aggressively (switching lanes quickly, driving very closely behind another car) | 56.1 | 32.7 | 8.4 | 2.2 | 0.6 |
| Drowsy & Impaired | Driving when they were so tired that they had a hard time keeping your eyes open | 72.9 | 22.1 | 3.4 | 1.0 | 0.6 |
| | Driving after drinking enough alcohol that they may be over the legal limit | 74.7 | 19.7 | 4.3 | 0.9 | 0.3 |
| | Driving shortly (within an hour) after using marijuana | 46.1 | 23.8 | 18.5 | 8.0 | 3.6 |
| | Driving after using potentially impairing prescription drugs | 56.2 | 29.1 | 12.5 | 1.8 | 0.5 |
| Other | Driving without wearing a seatbelt | 45.9 | 30.2 | 16.4 | 5.9 | 1.6 |

* The survey did not specify talking or typing using hands-free technology to ask how dangerous people feel distracted driving is.

2022 Traffic Safety Culture Index Above & Below: Exerts from the Foundation for Traffic Safety [2022 Traffic Safety Culture Index.](#)

Table 5. In the past 30 days, how often have you...?

| Driving Behaviors | | Regularly (%) | Fairly often (%) | A few times (%) | Just once (%) | Never (%) |
|-------------------|---|---------------|------------------|-----------------|---------------|-----------|
| Distracted | Driven while holding and talking on a cell phone | 2.2 | 3.1 | 23.4 | 9.3 | 62.0 |
| | Driven while reading a text or an email on a cell phone | 1.9 | 3.0 | 22.2 | 9.7 | 63.3 |
| | Driven while manually typing or sending a text message or an email | 1.6 | 1.7 | 16.5 | 7.6 | 72.6 |
| | Talked/texted/emailed on a cell phone using hands-free technology (Bluetooth, CarPlay etc.) | 9.6 | 12.0 | 31.5 | 6.0 | 41.0 |
| Aggressive | Driven 15 mph over the speed limit on a freeway | 4.6 | 8.9 | 27.1 | 7.4 | 51.9 |
| | Driven 10 mph over the speed limit on a residential street | 2.6 | 5.3 | 19.8 | 7.2 | 65.2 |
| | Driven through a light that had just turned red when you could have stopped safely | 0.4 | 0.5 | 10.8 | 13.0 | 75.2 |
| | Driven aggressively by switching lanes quickly and/or very close behind another car | 0.7 | 1.4 | 11.5 | 8.2 | 78.3 |
| Drowsy & Impaired | Driven when you were so tired that you had a hard time keeping your eyes open | 0.2 | 0.6 | 8.0 | 9.2 | 82.1 |
| | Driven when you had enough alcohol that you thought you might be over the legal limit | 0.1 | 0.5 | 2.8 | 3.5 | 93.1 |
| | Ridden in a car driven by someone who has had too much alcohol | 0.0 | 0.4 | 3.6 | 3.4 | 92.5 |
| | Driven shortly (within an hour) after using marijuana | 1.2 | 1.0 | 3.1 | 1.1 | 93.7 |
| | Driven when using potentially impairing prescription drugs | 0.4 | 0.4 | 1.5 | 0.9 | 96.8 |
| Other | Driven without wearing a seatbelt | 1.6 | 2.3 | 8.0 | 2.6 | 85.5 |



BIDEN-HARRIS ADMINISTRATION OPENS APPLICATIONS FOR OVER \$9 BILLION IN FUNDING TO MODERNIZE NATION'S BRIDGES

The U.S. Department of Transportation's Federal Highway Administration (FHWA) recently announced that it has [opened applications for \\$9.7 billion in multi-year funding](#), which was [announced in September](#), to improve the nation's bridges through the competitive Bridge Investment Program's "Planning" and "Bridge Project" categories, which fund bridge planning, repair and replacement projects under \$100 million.

President Biden's Bipartisan Infrastructure Law, which established the Bridge Investment Program, invests a total of \$40 billion over five years to help ensure that some of the nation's most important bridges remain safe and operational, meet current and future traveler needs, support local economies, strengthen supply chains, and create good-paying jobs across the country. Already, the Bipartisan Infrastructure Law has funded over 7,000 bridge projects.

"When a bridge closes, it costs Americans time and money, disrupts supply chains across the region, and sometimes cuts off entire communities from vital resources," said U.S. Transportation Secretary Pete Buttigieg. "Thanks to President Biden, we are making the largest investment in America's bridges since the construction of the Interstate system, and these grants will help

repair bridges in communities of all sizes, so we can get people and goods safely to where they need to be."

"With the funding we're announcing from President Biden's Investing in America agenda, communities can plan and implement bridge projects that will improve safety and mobility for people in rural regions, urban areas and places in between," said Federal Highway Administrator Shailen Bhatt. "The Bridge Investment Program has already funded nearly 40 bridge projects nationwide and this funding will help communities continue to plan and advance important bridge projects in the years ahead."

The Bridge Investment Program Notice of Funding Opportunity (NOFO) is soliciting applications for the following categories of projects:

- "Planning" grants for planning, feasibility analyses, and revenue forecasting associated with the development of a project; and,
- "Bridge Project" grants for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less.

In accordance with the Bipartisan Infrastructure Law, a grant application for a project located in a State that has not received

one Large Bridge Project grant or two Bridge Project grants from previous rounds of awards will be given priority over grant recipients who have already received funding.

"Thanks to President Biden, we are making the largest investment in America's bridges since the construction of the Interstate system."

This announcement builds on other Bridge Investment Program funding opportunities made possible under the Bipartisan Infrastructure Law, including one for "[Large Bridge Projects](#)" greater than \$100 million announced in September. In Fiscal Year 2022, the Bridge Investment Program invested \$2.4 billion in the planning and construction of 37 bridges in 29 states across the country.

The NOFO provides available funding for Fiscal Years 2023 – 2026. It also includes updated merit criteria to provide more direction for Bridge Project applicants, as well as updated

application templates that FHWA highly encourages applicants to use in providing project information.

FHWA plans to conduct outreach regarding the Bridge Investment Program "Planning" and "Bridge Project" grants via a [virtual recorded Webinar which will be available on FHWA's Website](#). [Technical assistance](#) is also available to recipients who receive Bridge Investment Program grants.

The Notice of Funding Opportunity is available on [FHWA's Bridge Investment Program web page](#). For more information on Bipartisan Infrastructure Law programs and funding, please visit [FHWA's Bipartisan Infrastructure Law web page](#). Communities interested in understanding the best ways to apply for a U.S. Department of Transportation grant available under the Bipartisan Infrastructure as well as other federal legislation in order to plan for and deliver transformative infrastructure projects and services are also encouraged to utilize the [DOT Navigator](#).

SAFETY PRODUCT MANUFACTURER ISSUES RECALL FOR TOOL TETHER ATTACHMENTS

Work and safety gear manufacturer [Ergodyne](#) has issued a safety recall of more than 17,000 wire tool attachments that may present an injury hazard.

The affected product, the Squids 3705 Wire Tool Attachments – Screw Gate Tool Tail, is sold in packs of six or as part of kits that have “Model 3705” printed on a black front tag. Although no injuries have been reported, Ergodyne says the wire tool attachment “can break when dropped while tethered to a tool exceeding 2 pounds, posing an injury threat to bystanders.”

Affected users should stop using the recalled tool attachments immediately. Users can contact Ergodyne to receive a prepaid shipping label to return the product and receive a \$4 refund per wire tool, up to \$24, as a credit toward another company product.

Users can call Ergodyne toll free at (800) 522-0520 from 9 a.m. to 6 p.m. Eastern on weekdays, or email returns@ergodyne.com.

Visit ergodyne.com/product-recalls for more information.



For more information, visit TxLTAP.org

Call 817-272-2581 or email txltap@uta.edu to request training, technical assistance or equipment.

WORKFORCE DEVELOPMENT

Contact TxLTAP to schedule training or request assistance with developing a no-cost training program tailored to the unique needs of your organization. TxLTAP serves all Texas cities and counties, and instructors deliver training in accordance with all local safety guidelines.

BUILD A BETTER MOUSETRAP

The BABM is a competition by the Federal Highway Administration to discover, share, and celebrate innovations in road construction. Submit your innovative ideas, then TxLTAP selects nominations to be federally recognized.

EQUIPMENT LENDING LIBRARY

Equipment, such as traffic counters, a portable radar speed sign, handheld retroreflector, digital ball bank indicator, fall protection gear, dynamic cone penetrometer and more, is available for loan at no-cost to local government agencies throughout Texas.

HEAVY EQUIPMENT RODEO

Heavy equipment operators will learn and practice new skills while stressing safety and excellence. Operators will use maintainers, backhoes, dump trucks, loaders, and more to steer through a series of exercises designed to test their abilities.

TXLTAP TRAINING & SERVICES

TAKE ADVANTAGE OF TECHNICAL ASSISTANCE

TXLTAP TRAINING AND SERVICES ARE
DELIVERED BY SEASONED INDUSTRY
PROFESSIONALS WITH EXTENSIVE
TRANSPORTATION KNOWLEDGE

TxLTAP instructors, subject matter experts, and staff include former maintenance managers, heavy equipment operators, road crew chiefs, civil and transportation engineers, inspectors, and public works directors who have all worked on Texas' roads and have the unique experience and knowledge to support local safety, maintenance, and innovation efforts.

In addition to delivering training classes, publishing Better Roads, Safer Roads, and providing information exchange opportunities at conferences, TxLTAP provides local roadway agencies an opportunity to consult directly with carefully selected subject matter experts to specifically address organizations' unique issues and offer meaningful solutions. Like all resources TxLTAP offers, there is no charge to receive technical assistance.

Do you need information on proper methods for repairing your lingering road problem? Would it help if someone came out to watch your road crew perform a repair and offer suggestions on how to save time and money in the future? Could you use the help of a traffic engineer who could assess a problematic intersection? Would it be a benefit to you if a subject matter expert came to ride and evaluate local roads or develop a no-cost training model specific to the needs of your workforce?

Take advantage of technical assistance services!

Call 817-272-2581 or email txltap@uta.edu to request assistance.



UTA
Division for Enterprise Development

- TxLTAP -

SAFETY:
Making Roads Safer
for Workers & Drivers

**WORKFORCE
DEVELOPMENT:**
Training that Makes
an Impact

**ORGANIZATIONAL
EXCELLENCE:**
Striving for Overall Quality

**INFRASTRUCTURE
MANAGEMENT:** Building
Smart & Using Resources
Effectively

TRAINING • TECHNICAL ASSISTANCE • RESOURCES

TxLTAP serves local government roadway agencies by providing no cost training, technical assistance, equipment lending & more. Learn more at TxLTAP.org.

Request training & services today!

TxLTAP@uta.edu | 817.272.2581