



Local Highway Technical
Assistance Council
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LHTAC
QUARTERLY
NEWSLETTER

LHTACTimes

Issue Highlights



Administrator's Update
Laila Kral, P.E.



**Accommodating Bicyclists and
Pedestrians on Rural Roads**
Tech Tip



**4th Annual LHTAC Local Roads
Photo Contest**

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Calendar of Events



June is National Safety Month

For more information on National Safety Month visit
<https://www.nsc.org/workplace/national-safety-month>

Date	Event	Location
June 4	LHTAC Quarterly Council Meeting	3330 Grace St. Boise, ID 83703
June 18	LHTAC Photo Contest Deadline (p.5)	www.LHTAC.org
August 11	T2 Advisory Board Meeting	3330 Grace St. Boise, ID 83703
September 16 & 17	LHTAC Quarterly Council Bus Tour and Meeting	TBA

LHTAC Office Summer Hours

Monday through Thursday
7:30 a.m. to 5 p.m.
Fridays
7:30 a.m. to noon

Starting June 7th LHTAC's full staff will return to the office and the doors will be open to the public.

LHTAC will be operating under a summer schedule from June 7 through September 7, 2021.

www.lhtac.org



T2 Center Road Scholar & Master Graduates



Do you have a request for a specific T2 Class in your area?

Now is the time to submit course requests for Fall

If you have 15* or more students to commit to a class and haven't seen it offered in your area, request it now. You can use the link through your T2 Center login or you can email us directly at idahot2@lhtac.org.

*Please note that the minimum of 15 students is required for most classes but may vary based on the course.



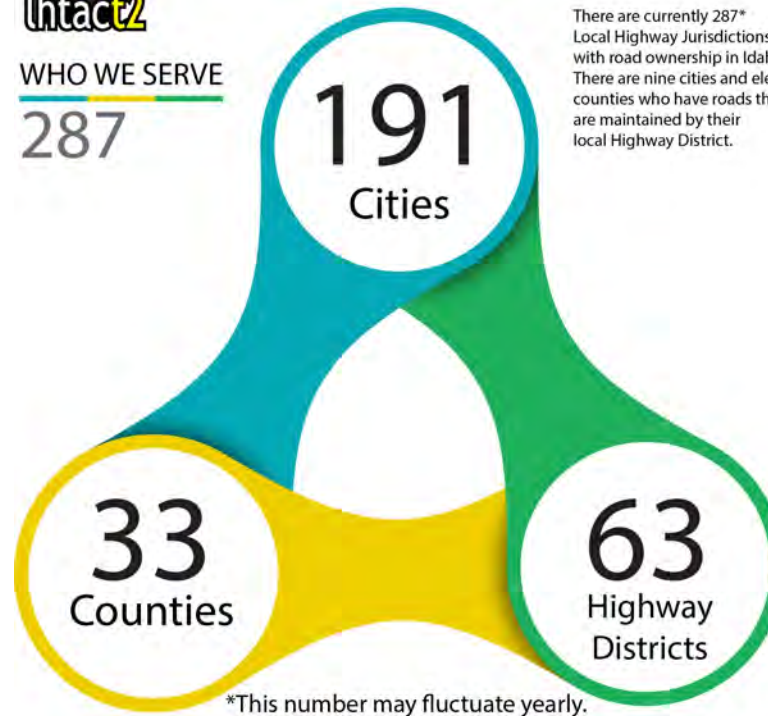
Jesse Stone, Tracy Stewart and Chance Perkins
Road Scholars
Murtaugh Highway District



Marcus Lucas and Derek Zielinski
Road Scholars
Adams County Road and Bridge



WHO WE SERVE
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Advocate. Support. Train.

It is our mission to advocate, support and train. We work hard to always represent Local Highway Jurisdictions' best interest, deliver the highest quality assistance, and provide information and educational courses to every Local Highway Jurisdiction in Idaho.



Remember you can find current and past articles on our website at

<http://lhtac.org/news/>

Email Updates

Don't Miss Out
Join our email list by scanning this QR code with your smartphone.



Position Open Until Filled

WE ARE **HIRING**

join your team



SEND US your cover letter, resume, and 3 references to Mike Cram mcram@LHTAC.org

www.LHTAC.org/about/jobs/

Staff or Resident Engineer

Staff or Resident Engineer

We are adding to our Construction Team!

We are looking for an experienced Professional Engineer that is able to immediately fulfill either Staff Engineer or Resident Engineer level responsibilities. Commensurate with experience and responsibilities but the normal hiring range would be \$83,000-\$94,000



Here are just a few of our 2020 Submissions

4th Annual LHTAC Local Roads Photo Contest—Deadline June 18th

The photo must have a high resolution (for quality printing purposes) and landscape in orientation. The photo must include a local road with an active or completed LHTAC project. Please include the location and roadway name when submitting.

First Place: The winner of this year’s photo contest will win a \$50 Amazon gift card, be published as the next cover photo on the LHTAC website and used in the FY21 Annual Report. The 1st, 2nd and 3rd place photos will be printed, framed and displayed in the LHTAC office with credit to the photographers. Winners will also be presented a framed copy of their photo.

All photos submitted will be used in future LHTAC marketing materials, including the 2022 LHTAC promotional calendar.

Submit your photos through the link on our homepage www.LHTAC.org



Administrator Update

Dear local agencies, consultants, and partners-

For many of us, the last few months have been full of excitement and change. LHTAC is no different;

- **Jeff Miles retired at the end of May and the LHTAC Council named me the new Administrator.** These are undoubtedly big shoes to fill; however, I assure you I am up for the challenges ahead.
- **LHTAC staff is back in the office full-time.** Although the doors were “closed” to the public over the last 15 months our team worked diligently to ensure our service to Idaho Locals was never interrupted. The doors are now open, and our team is back together on-site and in-person. Feel free to swing in and say hello if you are in the area.
- Best of all – **LHTAC staff have the green light to travel across the state.** Our staff has substantially increased travel including attending on-site project meetings, regional transportation meetings, and numerous partner meetings and they are excited to see all of you.



When I began my career at LHTAC I was instantly excited about the opportunity to serve and assist the local agencies of Idaho and the excitement remains. While the Treasure Valley is my home, my roots were established growing up in rural Idaho. These combined experiences have helped me to understand the challenges facing Idaho’s local agencies from all corners of the state.

LHTAC continues to provide assistance and offer resources while growing and enhancing our services as we go.

Reach out to me if you have any questions or would like to chat about any of your local issues. I look forward to seeing you all again this year.

Laila Kral, PE
LHTAC Administrator

Local Jurisdictions Receive One-Time Funds

Cities, highway districts, and counties (with road and bridge responsibility) received additional revenue this year as a result of the state's large General Fund surplus. The Governor signed House Bill 308 into law on March 23 and the bill took effect immediately, transferring \$47.2 million from the state General Fund to the Local Highway Distribution Fund for local road and bridge maintenance and construction. There are no restrictions on the use of the revenues other than being dedicated for local road and bridge purposes.

Like any large one-time infusion of money, LHTAC recommends that the local highway jurisdictions spend the money on road and bridge maintenance and construction and not in the local highway jurisdictions operating budget, which would leave a hole to fill in future years.

This one-time money was included in Local Governments Highway Distribution Account (HDA) State Fiscal Year 20213rd Quarter distributions. You can find more information on HDA Distributions on our website. <https://lhtac.org/resources/annual-road-and-street-financial-report/>



Accommodating Bicyclists & Pedestrians on Rural Roads

Article written by New York State Local Technical Assistance Program and published with permission

With so much attention being paid to providing access for pedestrians and bicyclists on our roadways, when and how to safely accommodate their needs is not always easy to determine.

What are treatment options that are bicycle and pedestrian friendly?

Road shoulders are often deemed to be a preferred treatment to accommodate bicyclists and pedestrians on rural roads. Sidewalks and bike lanes are treatment alternatives in more urban and suburban environments where there is typically more traffic.

What purpose do road shoulders serve?

First of all – on some low-volume roads, shoulders are often not needed. As traffic volumes and speeds increase, however, their value becomes greater. In some situations, lack of space or certain soil conditions do not allow for a road shoulder.

Some of the benefits of shoulders include:

- Allowing for driver error and providing space to make evasive maneuvers
- Increasing the sight distance for through-vehicles and for those entering the roadway
- Providing structural support for the pavement
- Moving water farther from the travel lanes, reducing damage to the base and subgrade as well as reducing hydroplaning, splash and spray
- Providing space for snow storage, maintenance operations and signs
- Providing space for bicyclists and pedestrians
- Providing space for disabled vehicles, mail delivery and bus stops

What are shoulders made of and how wide should they be?

Shoulders can be graded, stabilized or paved. On rural roads, a two-foot shoulder is often adequate. If a shoulder is intended to be used by pedestrians or bicyclists, it should be paved and a minimum of four feet wide if possible.

Does it help to apply a color treatment to road shoulders to make the corridor appear narrower?

The added cost of the special color treatment will have to be taken into consideration when weighing benefits to cost. Whether or not such a visual appearance will actually slow traffic any more than the design treatments will is questionable. Treatments that bring the possible presence of cyclists and pedestrians along a roadway to drivers' attention is a safety enhancement.

Can you mark road shoulders as bike lanes?

The V&T law definition of a bike lane is: A portion of the roadway, which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles. If rural road shoulders are to be used by bicyclists and pedestrians, it is advisable to not mark it as a bike lane. Doing so would pose a safety hazard, implying that bikes and pedestrians would be required (illegally) to share a bike lane.

Can't you just put a separate path along the way and tell bicyclists and pedestrians to go there?

Bicyclists (and in-line skaters) have the legal right to share the road on most public roadways. (They are prohibited on interstate highways and expressways.) Consequently, bicyclists cannot be required to use separate facilities such as a separate pathway. They may choose to use a separate path, if provided.

How about designating certain roads as safe bicycling roads?

You don't want to try to label roads as good or bad for bicycling. There are many factors that play into a road's suitability for bicycling. This can include posted speed limits, shoulder materials/width/condition, grade, pavement quality and amount of daily traffic. Cyclists may choose different roads at different times depending upon such factors as their skill level and goals for any given trip.

Producing a map for of the area for bicycling is a pretty big project, but worthy. There are many good examples of bicycle suitability maps to give you ideas.

Credit: *Accommodating Bicyclists and Pedestrians on Rural Roads*, Written by Cornell Local Roads Program, Published Tech Tips, February 2010. https://www.clrp.cornell.edu/tip_sheets/tip_sheets.html

AUTOMATED TRAFFIC RECORDER RADARS

Loaner Equipment Available for Local Use- Automated Traffic Recorder Radars

LHTAC has Automated Traffic Recorder Radars (ATR-R) available for use by Local Highway Jurisdictions. Jurisdictions have the ability to borrow up to four ATR-Rs and availability will be based on a first-come first-served basis. Each set comes with a laptop and necessary software along with an ATR-R carrying case that contains all the necessary accessories. LHTAC personnel are available to assist with initial setup and field placement, if necessary. The ATR-Rs measure the speed and volume of traffic to determine Average Daily Traffic (ADT) and also conduct speed studies. The data gathered with the ATR-Rs is the property of the Local Highway Jurisdictions.

If you would like to use the ATR-Rs or have questions about them please contact Brian Wright bwright@lhtac.org or Rebecca Howell rhowell@lhtac.org at LHTAC.