



LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN
**NORTHEAST LOUISIANA HIGHWAY SAFETY
 PARTNERSHIP**
 INFRASTRUCTURE AND OPERATIONS
 ACTION PLAN

Roadway Departure Goal: Reduce roadway departure fatalities from the current 2009-2013 average of 41 per year to 31 by 2020, which ensures the Northeast Region links to the statewide goal of reducing fatalities in half by 2030.

Intersection Goal: Reduce intersection fatalities from the current 2009-2013 average of 11 per year to 8 by 2020, which ensures the Northeast Region links to the statewide goal of reducing fatalities in half by 2030.

TEAM LEADER: Natalie Sistrunk, Bridget Skinner, Eric Cuenca

Objective 1: To identify high crash locations and/or safety concerns and develop a strategy for project implementation based on crash data findings, best practices in traffic safety, and availability of funding sources

Strategy 1.1: Collaborate with DOTD District 5 & 58, North Delta Regional Planning and Development District, and Safety Partnership to identify safety concerns and assess data.

Outcome Measure: Identification, prioritization and implementation strategies developed to address high crash locations

Step #	Action Step Leader	Description	Output Measure	Timeline and Budget	Status
1.1	MPO and DOTD Districts 5/58	Encourage the stakeholders and the public to express their safety concerns by completing the "Safety Concern to Refer to DOTD" sheets during quarterly meetings of different Transportation Division committees. Set up meetings with locals to address issues.	# of safety concerns	Ongoing	
1.2	LTRC, DOTD, and Cynthia Perdue	Coordinate with the Local Road Safety Program (LRSP) team.	Meetings with LRSP coordinator		LRSP Coordinator was scheduled to speak at

					Partnership meeting but meeting was canceled. Will reschedule.
1.3	Traffic Engineers of DOTD District 5/58, Cynthia Perdue	Refer safety concerns to the Traffic Engineer and collaborate for further evaluation.	Meetings with DOTD District traffic engineers		
1.4	Cynthia Perdue, DOTD, Doug Mitchell	Development of parish wide plans with the collaboration of the Local Road Safety Program	Development of plans		Have begun with Ouachita Parish

Strategy 1.2: Organize a multidisciplinary Road Safety Assessment (RSA) Team that will work together with DOTD and consultants in implementing low-cost safety improvements in rural and urban state roads.

Outcome Measure: Increased participation in RSA workshops

Step #	Action Step Leader	Description	Output Measure	Timeline and Budget	Status
1.2.1		Collaborate with DOTD's Statewide RSA Team to hold a regional RSA workshop in our region to educate stakeholders and invite partners who want to be part of our Northeast RSA Multidisciplinary Team and get their commitment to participate in RSA field visits.	Set up one meeting a year.		Not set up
1.2.2	Northeast RSA Multidisciplinary Team	Once RSA Team is organized, the members will collaborate to develop guidelines and standard templates that will help determine appropriate low-cost safety improvements intended to reduce run-off-the-road, head-on, rear-end and sideswipe collisions.	Guidelines developed		
1.2.3	Northeast Safe Community Partnership	Encourage participation from non-infrastructure partners in conducting RSA's in the region. EA team leaders and stakeholders that are site specific are	# of stakeholders and safety partners		

	encouraged to participate.		
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Objective 2: To reduce the number of roadway departure accidents by integrating safety into engineering and construction projects, particularly for improvements to horizontal curves in both urban and rural areas.

Strategy 2.1: Assist parish governments and local agencies in seeking out various opportunities for implementing projects
Outcome Measures: Reducing the number of roadway departure crashes and fatalities

Step #	Action Step Leader	Description	Output Measure	Timeline and Budget	Status
2.1.1	LTRC, Peter Allain	Assist coalition members in conducting curve analysis on roads identified as high frequency Top 10 locations based on gathered crash data.	% of curve analyses requested that have been completed		
2.1.2	Cynthia Perdue, Infrastructure EA Team	Partner with DOTD's Local Roads Safety Program to assist agencies seeking to implement safety projects such as curve improvements, rumble strips, passing zones, pavement markings, signage	% of LRSP project submissions % of improvements implemented		

Strategy 2.2: Minimize the likelihood of crashing into an object or overturning if the vehicle travels off the shoulder
Outcome Measure: Reduce the number of crashes into objects off of roadway and overturning

Step #	Action Step Leader	Description	Output Measure	Timeline and Budget	Status
2.2.1		Partner with DOTD and agencies to develop guidelines and procedures to remove dangerous roadside obstructions, including steep slopes on roadside ditches, particularly those with a crash history or within close proximity to the roadway travel lanes.	Develop guidelines and procedures		Natalie believes this should be removed from plan.

Objective 3: To increase safety at roadway intersections.

Strategy 3.1: Collaborate with DOTD District 5 in implementing low-cost yet effective projects on high-crash intersections

Outcome Measure: Number of intersection crashes, fatalities, and serious injuries

Step #	Action Step Leader	Description	Output Measure	Timeline and Budget	Status
3.1.1	DOTD District 5	Review data for conducting intersection analysis on Top 10 high PSI intersections for potential for safety improvements.	Number of projects		
3.1.2	DOTD District 5 and Parish planners/public works officials	Work with DOTD and city/parish planners in implementing effective strategies (e.g. turning lanes, rumble strips).	Number of projects implemented for low cost safety improvements or submitted for funding.		

Objective 4: To improve pedestrian and bicycle safety by improving education and awareness.

Outcome Measure: Number of bicycle and pedestrian crashes, injuries and fatalities

Step #	Action Step Leader	Description	Output Measure	Timeline and Budget	Status
4.1.1		Provide assistance to city or parish planners in their efforts to do sidewalk assessments for the purpose of developing a winning project proposal for bike and pedestrian safety improvements.			
4.1.2		Partner with DOTD program coordinators to assist agencies in seeking resources to implement pedestrian safety improvement projects, such as; Safe Routes to Public Places and Transportation Enhancement Program.	# of grant projects proposed # of projects implemented		

Definitions

Output measures generally refer to the calculation, recording, or tabulation of the results of an activity, effort, program, or process that can be expressed quantitatively.

Outcome measures generally are the effects of an activity, plan, process, or program and how that result compares to what was originally intended.

<i>Timeline:</i>	<i>3 to 6 months</i>	<i>6 months to a year</i>	<i>1 year</i>	<i>2 years</i>	<i>3 years+</i>	<i>Ongoing</i>	<i>Status: Not Started</i>
							<i>Early Progress</i>
							<i>Underway</i>
							<i>Substantial Progress</i>
							<i>Complete</i>

Budget: Small (under \$25,000)
Modest (\$26,000 to \$50,000)
Medium (\$51,000 to \$100,000)
High (\$100,000 to \$300,000)
Substantial (\$300,000+)