

Susan Mitchell
Safety Coordinator



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Impaired Driving • Occupant Protection • Young Drivers • Infrastructure & Operations • Distraction Drivers

May 20, 2020

Ouachita Council of Council of Governments
Policy Committee Members

RE: OUACHITA PARISH LOCAL ROAD SAFETY PLAN

Dear Policy Members:

Please find attached a copy of the Ouachita Local Road Safety Plan (OLRSP) that was created by our office as part of the Infrastructure and Operations Emphasis Area as tasked by the Strategic Highway Safety Plan (SHSP). Each region was to develop a Local Road Safety Plan for parishes that were in the top 20 parishes with the highest local road crash rates. Ouachita Parish is included in the top 20 parishes list for road crash rates.

The Ouachita Local Road Safety Plan is now ready for adoption by the OCOG Policy Committee Members. The Ouachita LRSP will be updated on a regular basis to ensure continuous support to state and local agencies, businesses, and safety partners to reduce vehicle crashes and road way related fatalities. The 2020 ADT will be added to the plan when the data is complete.

It is hereby requested that the Ouachita Local Road Safety Plan be reviewed and adopted on Tuesday, May 26, 2020 at the Ouachita Council of Governments meeting.

Thanking you for your consideration of this matter,

Sincerely,

Susan Mitchell
Regional Transportation Safety Coordinator



Covering 12 Parishes in Northeast Louisiana:

Caldwell • East Carroll • Jackson • Franklin • Lincoln • Madison • Morehouse
Ouachita • Richland • Tensas • Union • West Carroll



Local Road Safety Plan

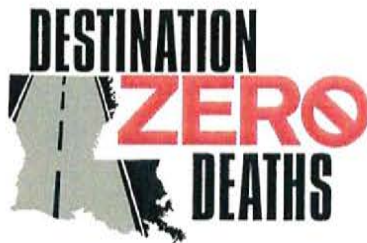
2019



Ouachita Parish



PARTNERS



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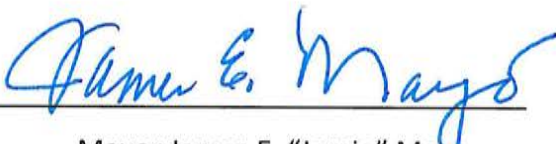
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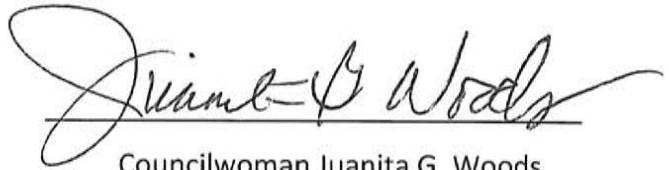
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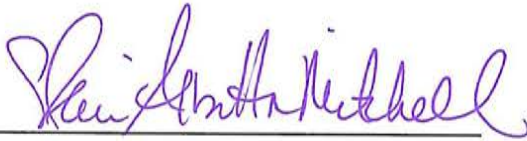
The Local Road Safety Plan for Ouachita Parish
has been accepted by
the Ouachita Council of Governments on May 26, 2020.



Mayor James E. "Jamie" Mayo
City of Monroe



Councilwoman Juanita G. Woods
City of Monroe



Mayor Staci Albritton Mitchell
City of West Monroe



Alderman Thom Hamilton
City of West Monroe



Shane Smiley
Ouachita Parish Police Jury



Scotty Robinson
Ouachita Parish Police Jury

Acknowledgements

The 2019 Ouachita Parish Local Road Safety Plan developed for Northeast Louisiana Highway Safety Partnership was developed with local backing and guidance and support by the Monroe Metropolitan Planning Organization, North Delta Regional Planning and Development District, Destination Zero Deaths, and Louisiana Department of Transportation and Development. Special thanks goes to the local stakeholders and steering committee members for providing insight and guidance into the concerns and needs of the local communities to be served by this document.

Management Process – MPO Comm

Transportation Policy Committee

- Mayor Jamie Mayo – City of Monroe, Chairman
- Mayor Staci Albritton Mitchell – City of West Monroe
- Councilwoman Juanita Woods – City of Monroe
- Alderman Thom Hamilton – City of West Monroe
- Scotty Robinson – Ouachita Parish Policy Jury, Vice-Chairman
- Shane Smiley – Ouachita Parish Police Jury

Non-Voting

- Mayor of Richwood
- Mayor of Sterlington
- Marshall Hill – LA DOTD District 5
- Mary Stringfellow – FHWA Louisiana Region
- Laura Wall – FTA Region VI
-

Technical Advisory Committee

- Kim Golden – City of Monroe
- Arthur Holland – City of Monroe
- John Tom Murray – Ouachita Parish Police Jury
- Kevin Crosby – Ouachita Parish Police Jury
- Scott Olvey – City of West Monroe
- Robbie George – City of West Monroe
- Marc Kennan – City of Monroe, Monroe Transit Authority
-

Non-Voting

- Dawn Sholmire – LA DOTD Planning Section
- Marshall Hill – LA DOTD District 5
- Marc Kennan – Monroe Regional Airport Authority
- Sue Edmondson Nicholson – Monroe Chamber of Commerce
- Casey Lewis – LA DOTD Rural Transit
- Carlos McCloud – FHWA Louisiana Regional Representative
- Ronesha Hodge – FTA Region VI
- Representative from Ouachita Port

Executive Summary

The Northeast Louisiana Highway Safety Partnership (NELAHSP) was developed under state guidance to expand collaboration across regional safety stakeholders, provide a framework for development of an action plan, and the resources to implement the action plan. With the use of a data-driven approach, our goal is to reduce fatal and serious injury crashes across 12 parishes: Caldwell, East Carroll, Franklin, Jackson, Lincoln, Madison, Morehouse, Ouachita, Richland, Tensas, Union, and West Carroll.

Using Federal Highway Administration's (FHWA) guiding document, "Developing Safety Plans: A Manual for Local Rural Road Owners", the process of developing a Local Road Safety Plan (LRSP) involves six steps:

1. Establishing Strong Leadership & Advocates
2. Analyzing Safety Data
3. Determining Emphasis Areas
4. Identifying Strategies & Countermeasures
5. Prioritizing and Incorporating Strategies
6. Evaluating and Updating the LRSP

The Ouachita Parish LRSP included the initial five steps of the process while the final step is conducted on a regular basis to help ensure that the LRSP remains current and relevant to the local communities it is designed to serve. While the report includes countermeasures designed around engineering related treatments, the LRSP team employs the four E's of Safety when addressing the identified emphasis areas:

- Engineering
- Education
- Enforcement, and;
- Emergency Services.

This plan also supports the Louisiana Strategic Highway Safety Plan (SHSP) developed by Destination Zero Deaths, covering the same emphasis areas at the state level for the regional plan: Occupant Protection, Impaired Driving, Young Drivers, Infrastructure and Operations, and Distracted Driving.

As mentioned, the high-level data-analysis of historic crash data was completed to assess existing conditions and identify potential high-level crash sites to guide crash reduction efforts using the identified Emphasis Areas for Northeast Louisiana. Consultation meetings were conducted with a wide range of stakeholders including representatives from the four E's, as well as stakeholders from Ouachita Parish. The Emphasis Areas and guidance from local stakeholders were used to categorize practical treatment strategies for addressing the identified target crashes.

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Glossary of Terms

4 E's	Engineering, Enforcement, Education, and Emergency Services
FHWA	Federal Highway Administration
FSI	Fatal and Serious Injury
LADOTD	Louisiana Department of Transportation and Development
LRSP	Local Road Safety Plan
MPO	Metropolitan Planning Organization
NELAHSP	Northeast Louisiana Highway Safety Partnership
SHSP	Strategic Highway Safety Plan
PDO	Property Damage Only crash.

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Introduction

Since 2005, Louisiana Department of Transportation and Development (LADOTD), has made serious strides towards zero deaths on state roadways. Both traffic related fatalities and serious injury crashes were reduced by 24 percent from 2005 to 2015¹ with the help of the Louisiana Strategic Highway Safety Plan and safety stakeholders. While substantial progress has been made at both state and local levels, additional assistance and direction is required for reaching our destination of zero deaths.

In an effort for continuous improvement, LADOTD has been partnering with regional safety conditions to help in aiding the development of Local Road Safety Plans (LRSP) for each parish in the state. The purpose of the LRSP is to collect and evaluate the crash data and other safety information for a locally focused analysis with input from local agencies, other safety stakeholders, and residents.

Background

LADOTD fully supports the development of LRSPs for each of the nine regional safety coalitions the state. These regions are based on existing and established regional planning districts with the intent to use local knowledge and promotes interagency relationships to assist in the creation, evaluation, and review of the LRSPs. The focus area for all LRSPs in the area are defined by each parish within the safety coalition:

- Ouachita
- Morehouse
- West Carroll
- East Carroll
- Madison
- Tensas
- Franklin
- Richland
- Caldwell
- Union
- Jackson, and;
- Lincoln.

The Ouachita LRSP was created to guide local agencies and developers regarding areas of concern discovered through the analysis process. With the identified areas, treatment strategies are presented - in collation with Four E's: Engineering, Education, Enforcement, and Emergency Services. Upon completion of the final report, the Ouachita LRSP will be updated on a regular basis to ensure continuous support to state and local agencies, businesses, and safety partners to reduce vehicle crashes and roadway related fatalities and serious injuries.

¹ Louisiana Department of Transportation and Development, Destination Zero Deaths, Louisiana Strategic Highway Safety Plan, July 2017 (PDF).

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Mission, Vision, and Goals

The following section provides the mission, vision, and goals for the LRSP based on guidelines, crash data, and feedback received from safety stakeholders, the steering committee, and other involved agencies. A key step in the safety planning process involves adopting these measures to strive for the goal of zero deaths on our state roadways.

- ➔ **Vision:** Destination Zero Deaths
- ➔ **Mission:** Reduce the human and economic toll on Louisiana’s transportation system due to traffic crashes through widespread collaboration and an integrated 4E approach.
- ➔ **Goal:** Half fatalities by 2030 and reduce serious injuries by 50% by 2030.

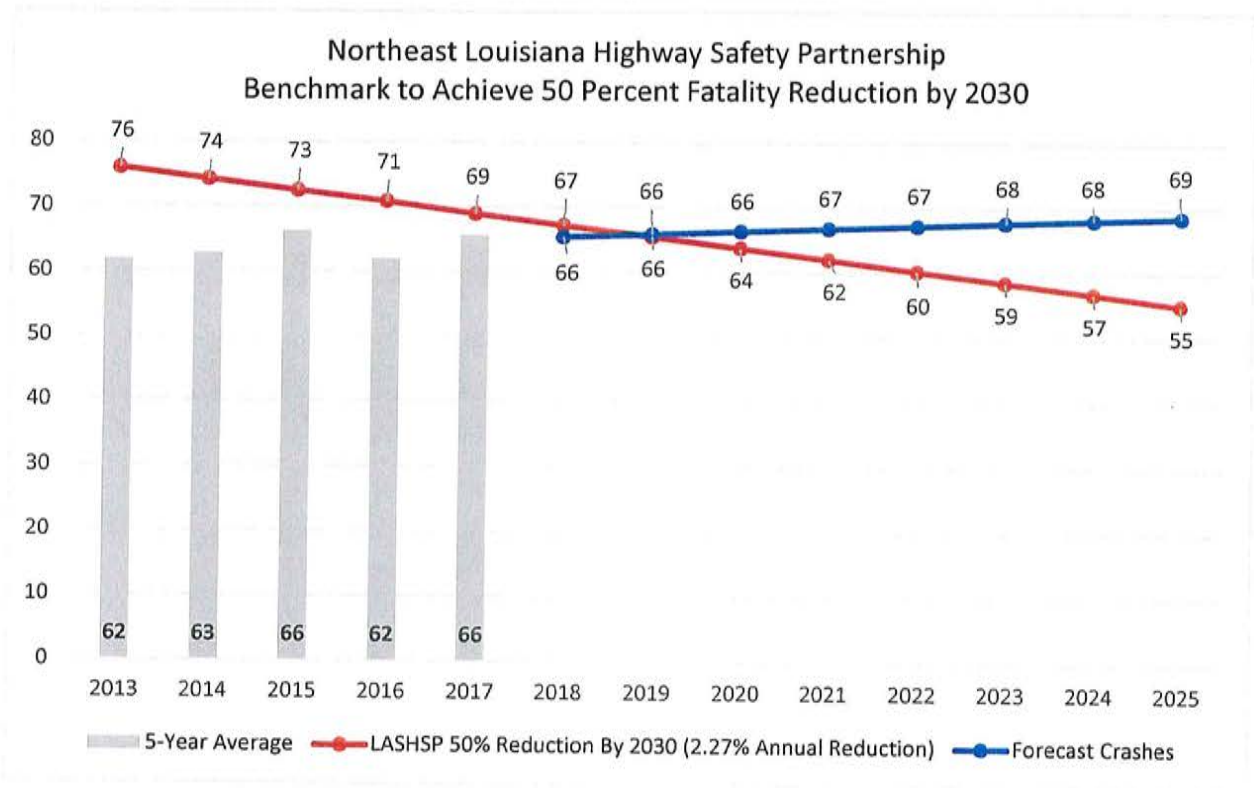
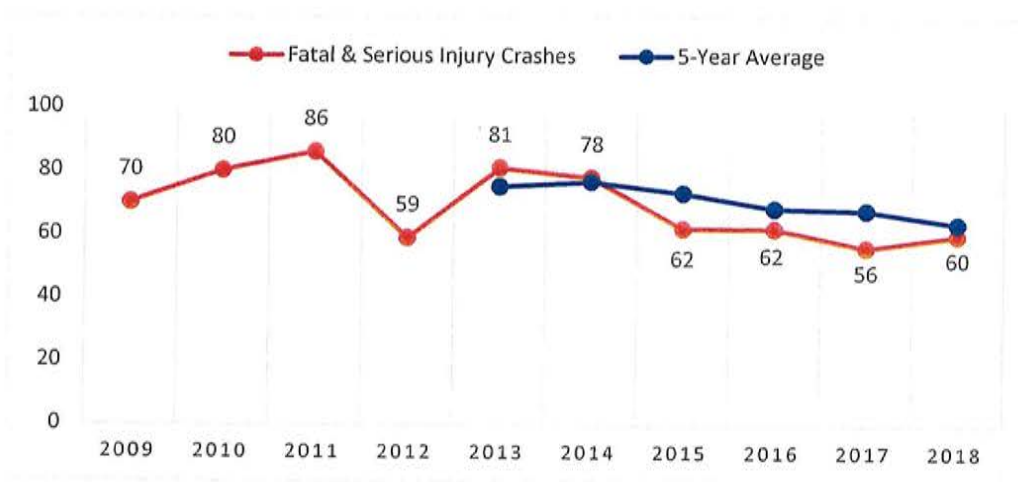


Figure 1: Benchmark to 50% Reduction in Fatality by 2030

Local Road Safety Plan Methodology

Crash data was obtained from Louisiana Department of Transportation and Development (LADOTD). An initial crash analysis consisted of a review of historic crash data from 2009 to 2017 to review the trends over a 5-year period. A more recent and in-depth analysis has been conducted from 2013-2017. The results of this analysis and discussion with safety stakeholders were used to identify treatment strategies for the parish. Figure 2 shows the rolling five-year average with a downward trend for fatal and serious injury (F&SI) crashes.

Figure 2: Ouachita Parish's Historic Fatal & Serious Injury Crashes



Parish Crash Analysis

A crash analysis was conducted for Ouachita Parish to develop a profile of various significant crash statistics; with the use of the statistics and the feedback from stakeholders, results were used to help identify the Emphasis Areas of the parish. Table 1 summarizes the crash frequencies for a five-year study period for Ouachita Parish between the Local Road System and the State Road System. Table 2 summarizes the crash types for all crashes and for fatal and serious injury type crashes.

Table 1: Five Year Crash Frequency Summary for Ouachita Parish

	2013		2014		2015		2016		2017		5-Year Total	
	F&SI	All	F&SI	All	F&SI	All	F&SI	All	F&SI	All	F&SI	All
Local	32	1,808	26	1,813	19	1,852	17	1,967	23	1,903	117	9,343
State	39	3,609	39	3,835	34	3,932	32	4,160	30	3,967	174	19,503

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Table 2: Crash Types for a 5-Year Annual Average (2013-2017)

Crash Type	Fatal & Serious Injury Crashes	All Crashes
Single Vehicle	27.8	781.8
Rear End	8.2	2,104.4
Angle	15	1,584.0
Other/Unknown	1.0	513.8
Sideswipe Same	1.4	596.2
Sideswipe Opposite	0.6	110.4
Head-on	4.2	81.0
Pedestrian/Bicyclist	10.2	58.4
Intersection	20.2	2,447.2
Alcohol	20.4	185.4
Total Annual Average	58.2	5,769.2

The statewide statistics include all roads for the entire State of Louisiana, region statistics include all roads for the entire 12 parish safety region, while Ouachita statistics include all roads within the parish. When analyzing crashes, data will be separated by Local and State road crashes. Local road crashes occur on non-state owned roads, such as city, rural, or parish roads. State road crashes include state-maintained roads such as Interstate, US, and Louisiana State highways. Crashes occurring on State and Local roads were analyzed to determine whether Local roads experienced different crash trends.

As shown in Figure 3, about 32 percent of the crashes reported in Ouachita Parish occurred on local roads, and local roads had a higher percentage of fatal and serious injury crashes compared to state roads. It should be noted that when discussing crash site problems, only local road data will be used.

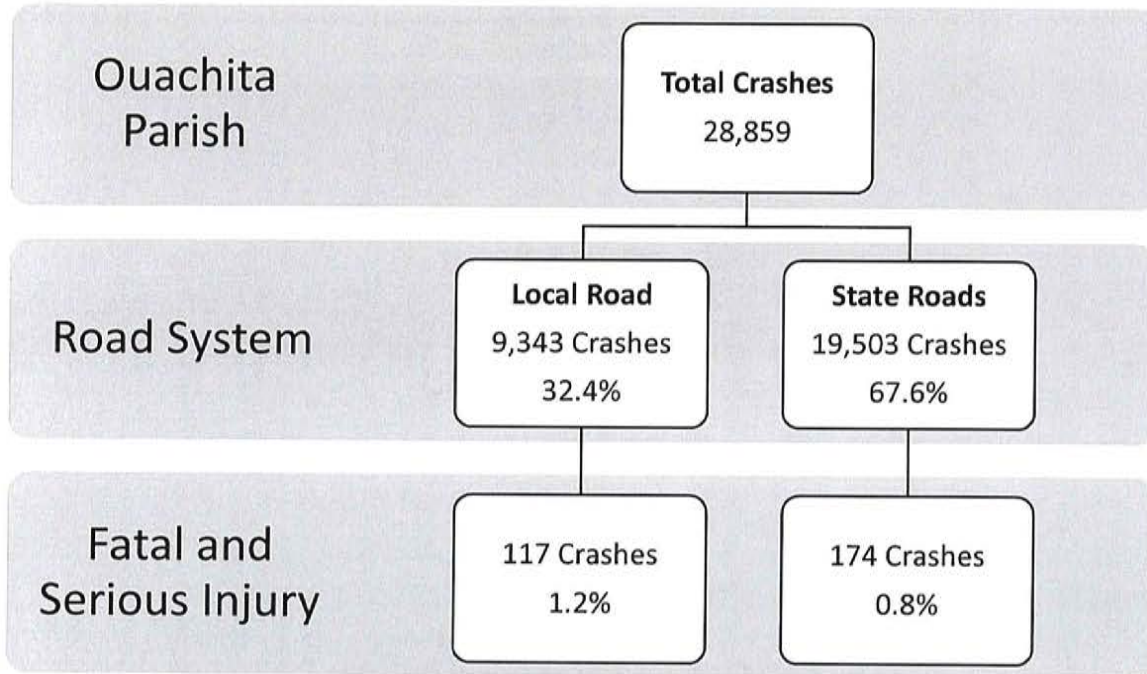


Figure 3: Comparison of Local vs. State 5-Year Crash Frequency

As shown in Figure 3, approximately 32 percent of reported crashes in Ouachita Parish during the analysis period happened on local roads.

The distribution of non-Property Damage Only Crashes in Ouachita Parish for local road and state road systems are shown below in Figure 4.

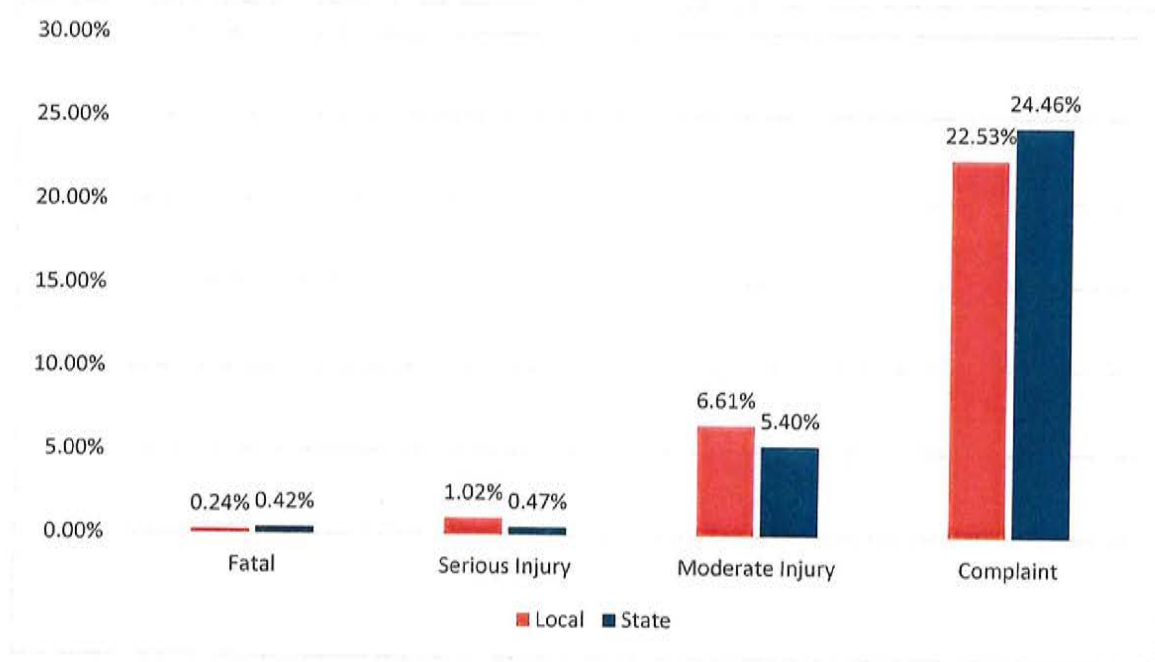


Figure 4: Local Road and State System Crash Severity Distribution in Ouachita Parish

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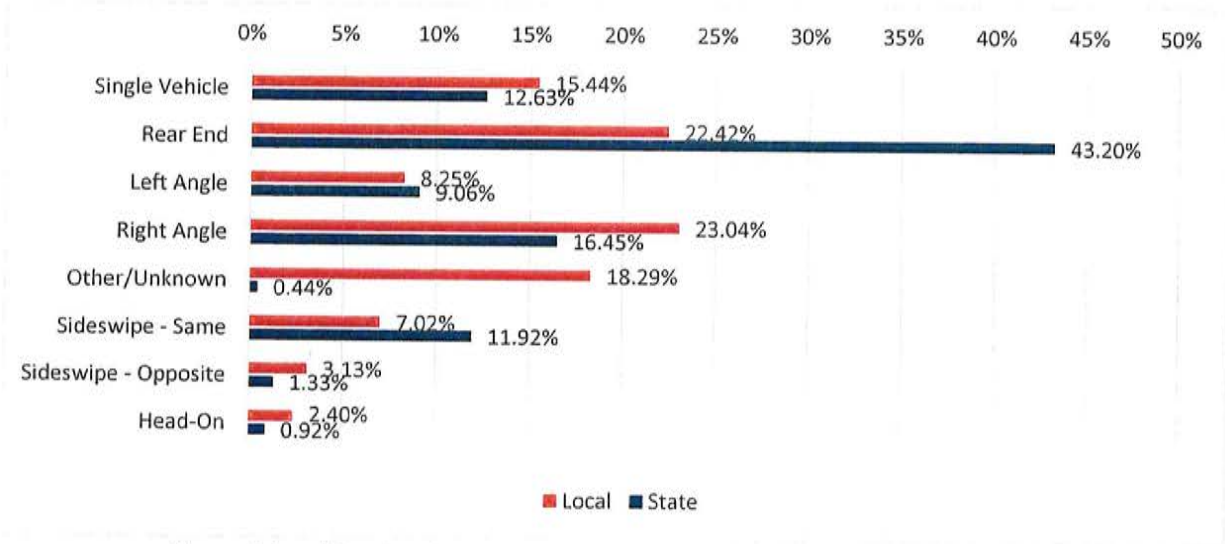


Figure 5: Local Road and State System Crash Type Distribution in Ouachita Parish

Figure 5 provides a comparison between the distribution of state and local road systems in Ouachita Parish. The most prevalent crashes on the local road system were right angle, rear end, other/unknown, and single vehicle crashes crash types. On a few crash types, local road system statistics are drastically different compared to state road system, such as rear end and other/unknown.

Figure 6 provides a comparison between all severity types versus the fatal and serious injury crashes on the local road system in Ouachita Parish. The top three crash types of fatal and serious injury crashes are single vehicle, right angle, and rear end, with single vehicle accounting for more than half of all fatal and serious injury crashes and almost 20 percent accounting for right angle crashes.

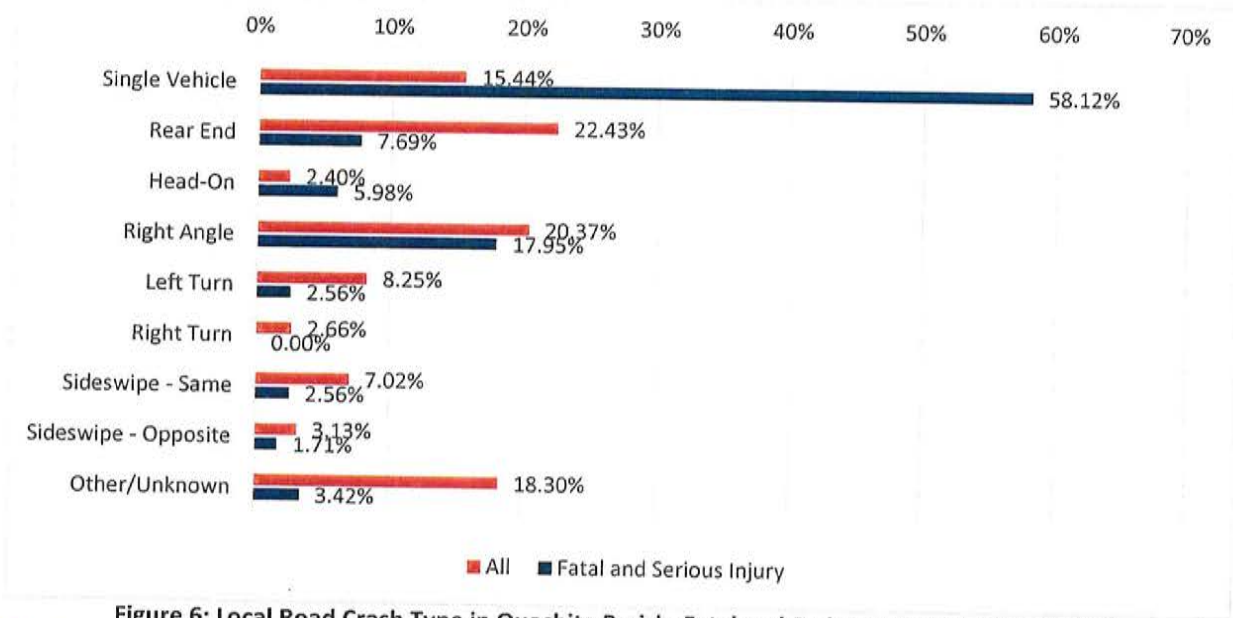


Figure 6: Local Road Crash Type in Ouachita Parish; Fatal and Serious Injury vs All Severities

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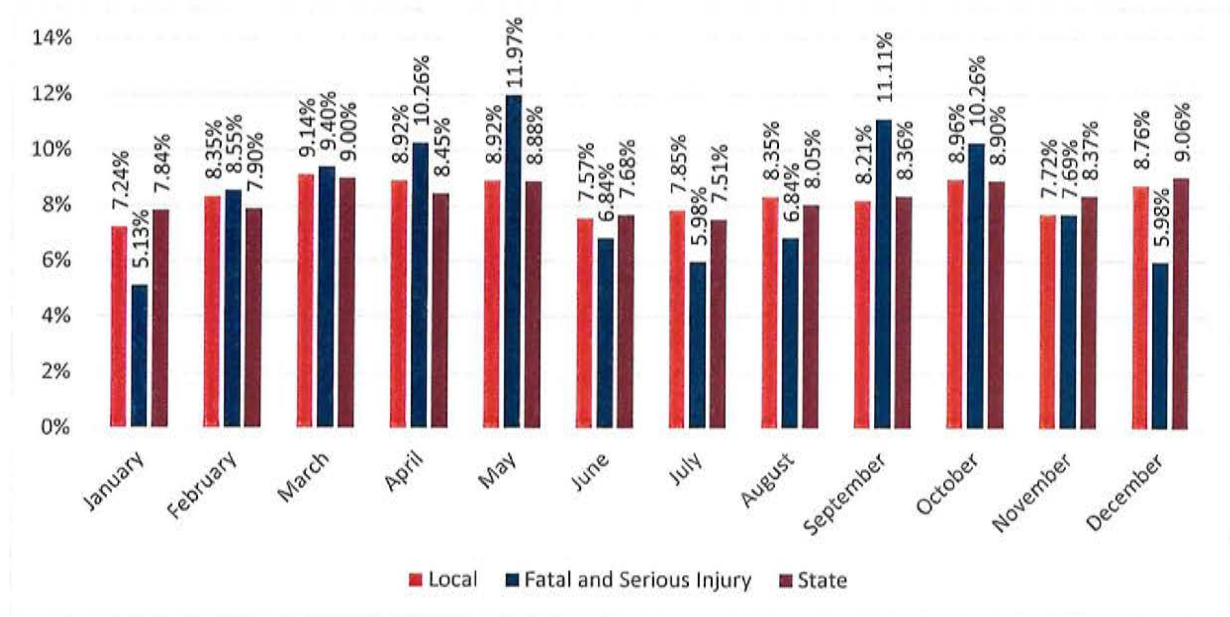


Figure 7: Ouachita Monthly Crash Distribution; Local Road System, State System, and Fatal and Serious Injuries (FSI on Local Road System Only)

When considering crash distribution by month of the year, a distinct pattern can be seen for local road and state road systems, occurring higher in late spring and early fall, with the highest two fatal and serious injury rates occurring in April and May, and September and October. The total of those four months equal just less than half of the total amount of crashes at 43 percent. As shown, the distribution of crashes by month for the local road system tends to track close to the state system overall.



Figure 8: Intersection of Finks Hideaway Rd. and Old Sterlington Rd. in Ouachita Parish

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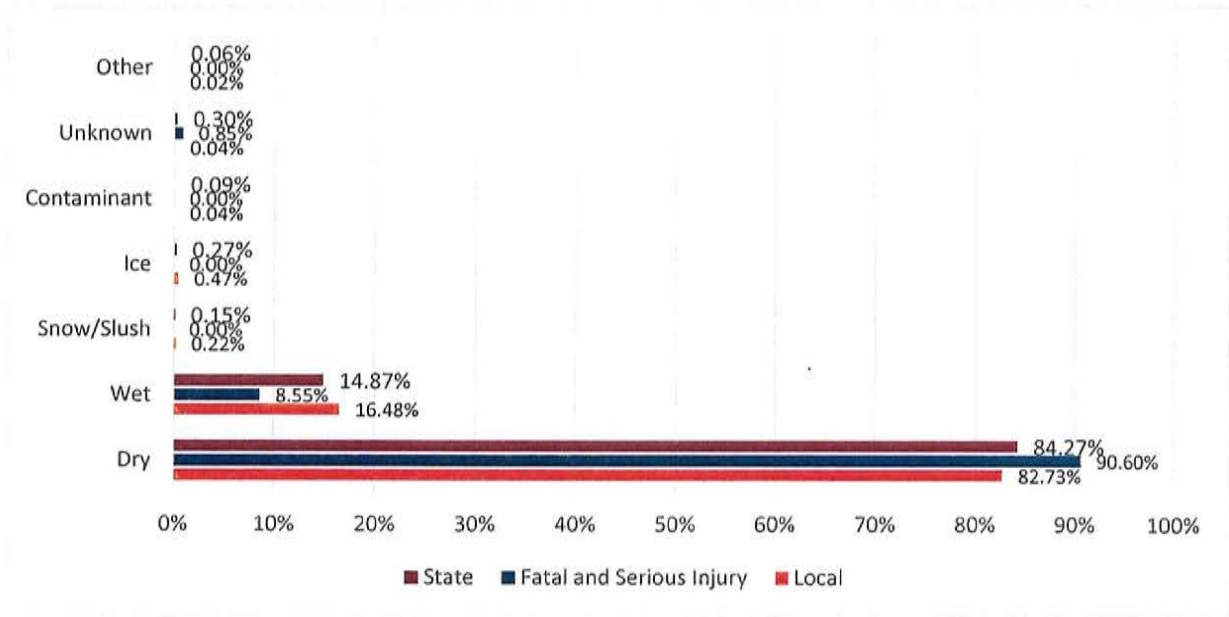


Figure 9: Ouachita Parish Road Condition Due to Weather; Local Road System, State System, and Fatal and Serious Injuries (FSI on Local Road System Only)

Figure 8 shows that over 90 percent of our fatal and serious injury crashes occur on dry roads. Since there are no abnormalities relating to road condition regarding fatal and serious injury crashes, road conditions are not considered a major factor for the Parish overall.



Figure 10: Lamy Ln. near Armand St. in Monroe

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Emphasis Areas and Strategies

The State of Louisiana have suggested the region Emphasis Areas based on preliminary data analysis. Based on crash data analysis and working group discussion, the NELAHSP have decided to adopt the following Emphasis Areas for the LRSP, which have been identified as target areas for Ouachita Parish, and approved during a stakeholder meeting.

- Intersection
- Non-Motorized (pedestrian, bicyclist, etc.)
- Roadway/Lane Departure
- Impaired Drivers (Alcohol-Involved)

These 4 Emphasis Areas collectively account for 91.5 percent of the fatal and serious injury crashes that have occurred in the parish on local roads in the five-year timespan. Out of the 117 fatal or serious injury crashes reported for Ouachita Parish, 107 contain one of the emphasis areas. Table 3 provided a basic breakdown of the targeted Emphasis Areas and their portion of fatal and serious injury crashes.

It should be noted that some crashes have been counted under more than one emphasis areas; a percentage was also calculated for all emphasis areas. This is important as we may never know which specific treatment will get drivers and passengers home safely.

Table 3: Crash Frequency by Emphasis Areas

Emphasis Areas	Portion of 117 Fatal and Serious Injury Crashes	Portion of 9,343 Total Crashes
Intersection	37.6%	46.2%
Bike/Pedestrian	19.7%	1.7%
Roadway Departure	59.1%	22.4%
Lane Departure	63.2%	25.1%
Alcohol-Involved	29.1%	4.0%
All Emphasis Area Related Crashes	91.5%	65.6%

Emphasis Area: Intersection Related

From 2013 to 2017, nearly half of all crashes in Ouachita Parish occurred within 250 feet of an intersection (4,315 out of 9,343). Of the intersection-related crashes in Ouachita Parish, 63 percent occurred at either stop controlled or signalized intersections. Over half of the fatal and serious injury crashes occurred at stop controlled or signalized intersections.

Please note that the Other category account for free flowing and uncontrolled approaches of an intersection, which may be a private driveway, or a free-flowing approach to partial stop-controlled location. Using this data is limited due to practicality of creating strategies for improvement, as Other traffic control flagged crashes occur at a both controlled and uncontrolled intersections.

Table 4: Proportion of Intersection Related Crashes for Ouachita Parish in 2013-2017

	Intersection Crashes (2013-2017)			Percent of Region Crashes
	Stop	Signal	Other	
Total Crashes	1,998	728	1,589	46.2% of all crashes
Fatal & Serious Injury Crashes	19	5	20	43.6% of fatal and serious injury crashes
Fatal Crashes	4	0	0	18.9% of all fatal crashes



Figure 11: Intersection of Thomas Rd. and Glenwood St. in West Monroe

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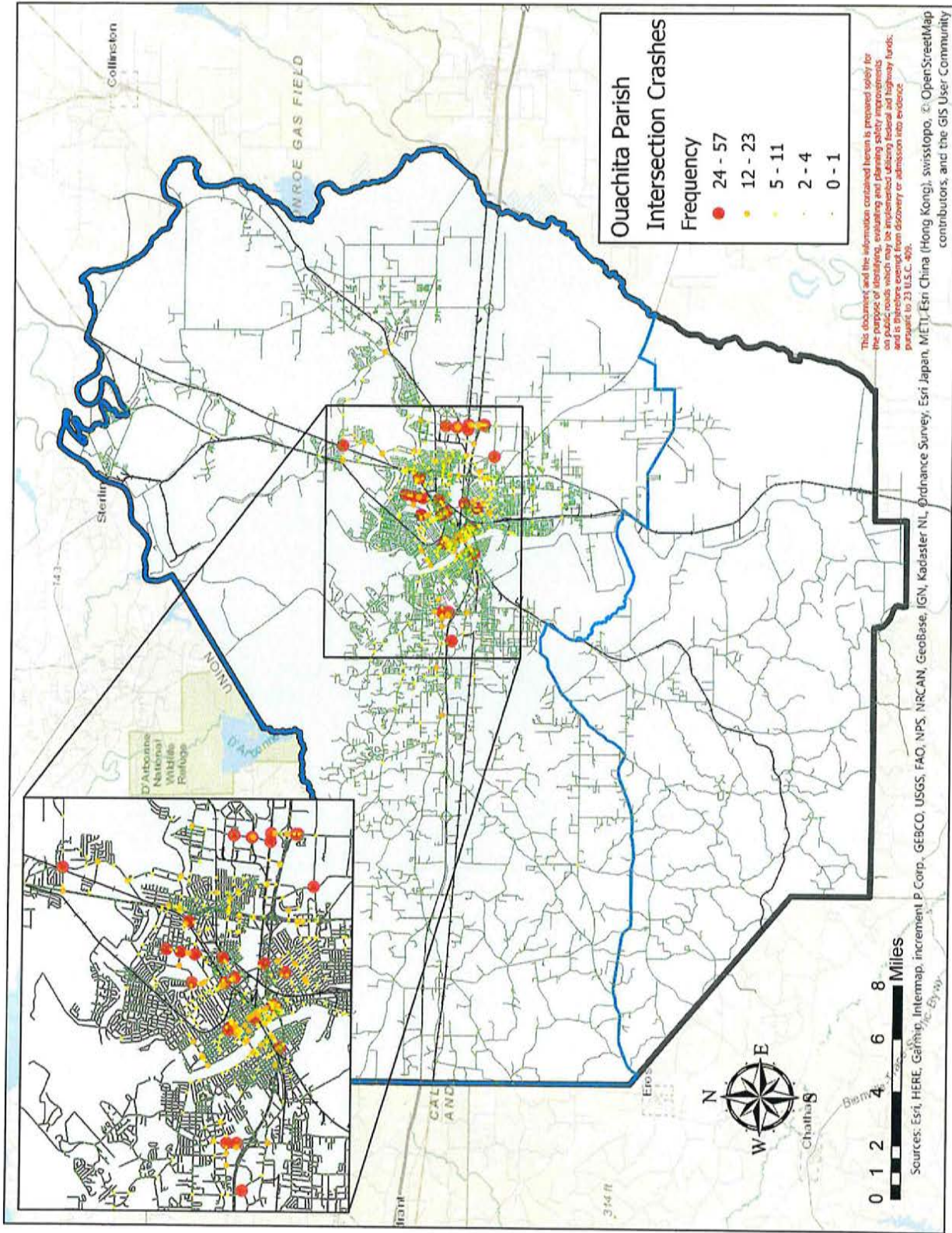


Figure 12: Intersection Crash Map of Ouachita Parish

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The Ouachita Parish local road system experienced a lower number of intersection crashes overall and lower number of serious and fatal crashes than the state system. Figure 13 provides a summary of the intersection crashes by network and severity.

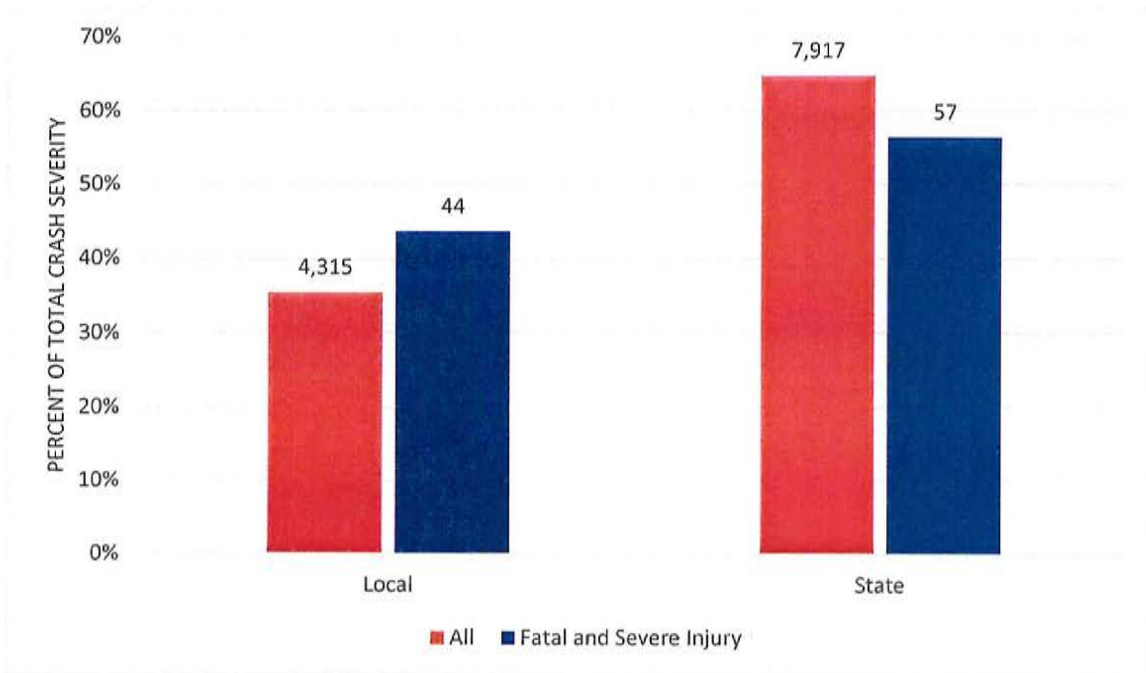


Figure 13: Intersection Crashes by Road Network

As shown in Figure 14, the two most prevalent crash types at intersections in the region are rear end and right-angle crashes. There are treatments that could be applied to mitigate or reduce these types of crashes at intersections.

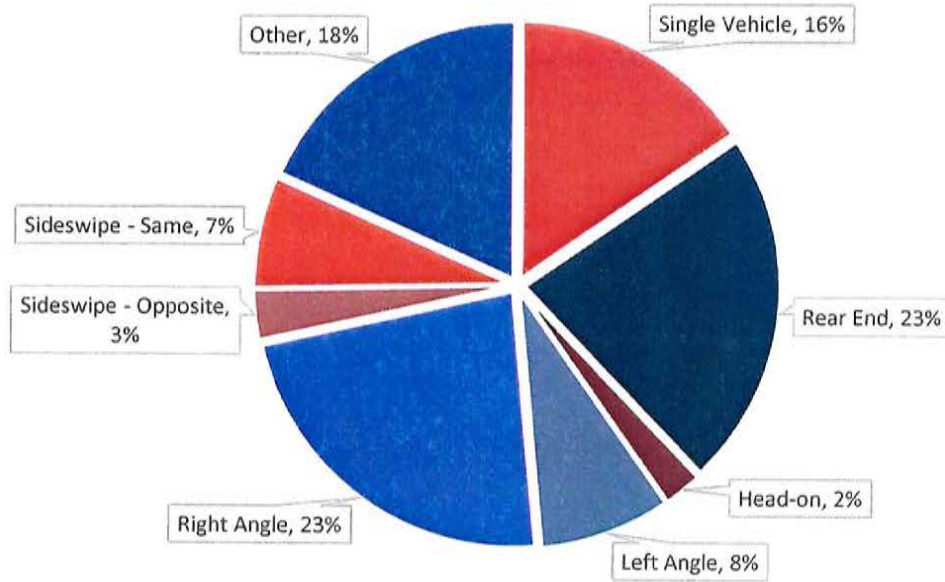


Figure 14: Intersection Related Crash Types

Potential Strategies for Intersection Crashes:

- Reduce Frequency and Severity of Intersection Conflicts Through Traffic Control and Operational Improvements
- Improve Driver Awareness of Intersections and Signal Control
- Reduce Intersection Conflicts Through Geometric Improvements
- Improve Availability of Gaps and Assist Drivers in Judging Gaps
- Improve Sight Clearance
- Improve Driver Compliance with Traffic Control Devices

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Emphasis Area: Impaired Drivers

As detailed in table 3, 4 percent of all crashes in Ouachita Parish involve impaired driving, however, 29.1 percent of all Fatal and Severe Injury crashes in Ouachita Parish are impaired in the year average. In Figure 15, the Fatal and Severe Injury crash totals per year make up a significant proportion more of the crashes compared to all crashes in the parish. Figure 16 provides local road locations associated with fatal or severe injury crashes during the five-year period, and specific details can be found in Appendix A and Appendix B.

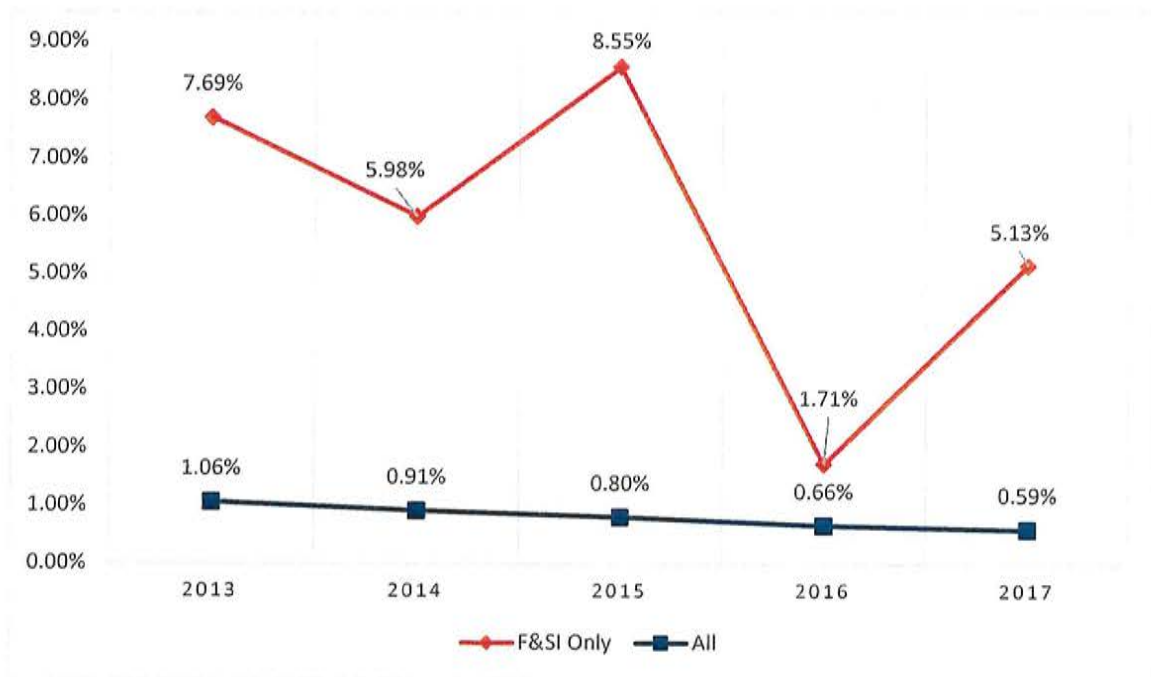


Figure 15: Impaired Driver Crash Totals for Ouachita Parish on Local Road System

Potential Strategies for Impaired Related Crashes:

- Sobriety Checkpoints
- Increasing Use of Ignition Interlocks
- Mass Media Campaigns
- Administrative License Revocation or Suspension Laws
- Alcohol Screening and Brief Interventions
- School-Based Instructional Programs

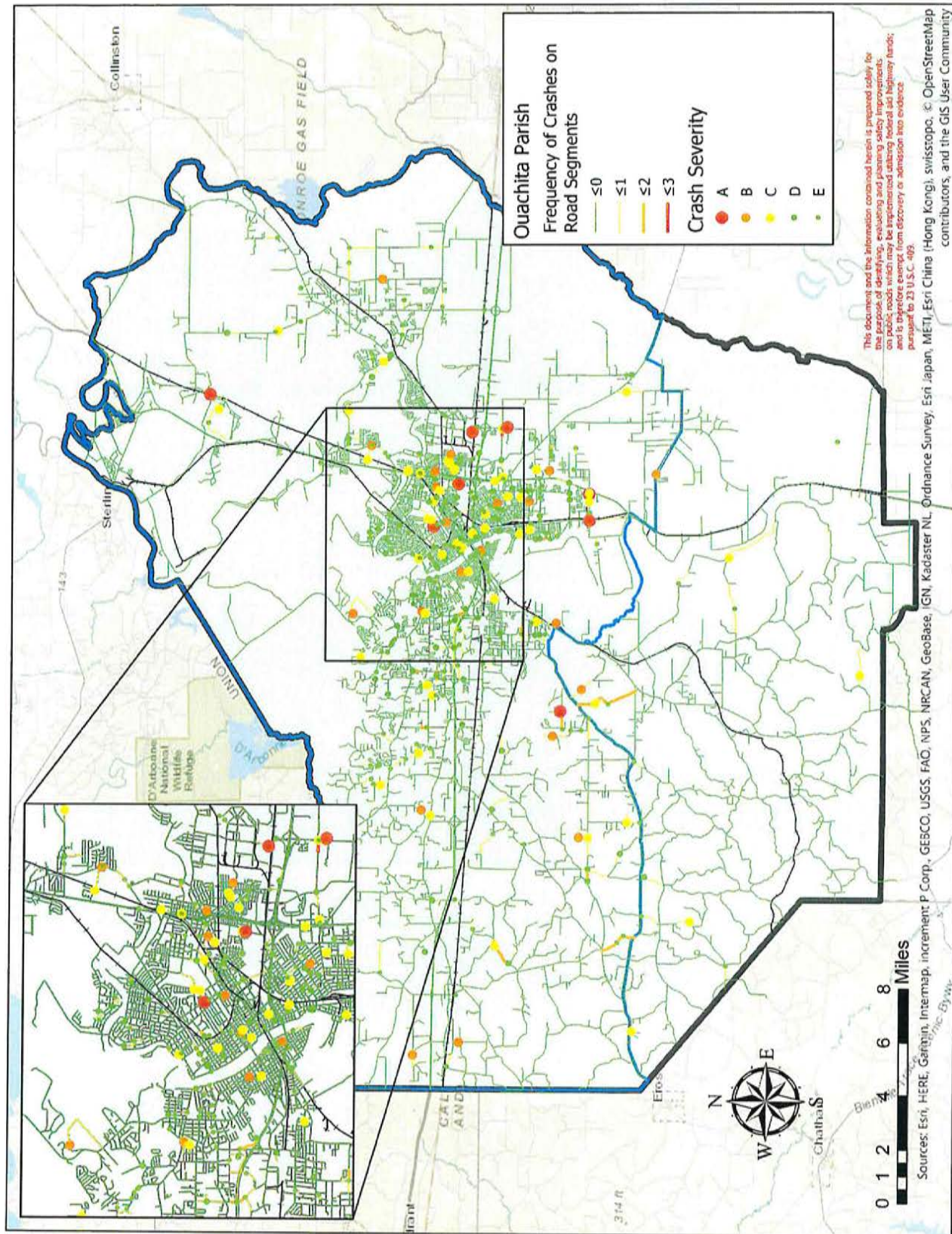


Figure 16: Impaired Driving Crash Map of Ouachita Parish

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Emphasis Area: Roadway/Lane Departure

Roadway departures and lane departures account for 25.1% of all local road crashes, as detailed in table 5; however, roadway and lane departure consist of nearly 69.2% of all fatal and serious injury crashes in Ouachita Parish. A wide range of factors could contribute to the potential for roadway/lane departures, such as impaired driving, sharp road drop-off, roadway surface condition, and drowsy or distracted driving. Almost 27% of fatal or serious injury crashes occurred on unlit roads.

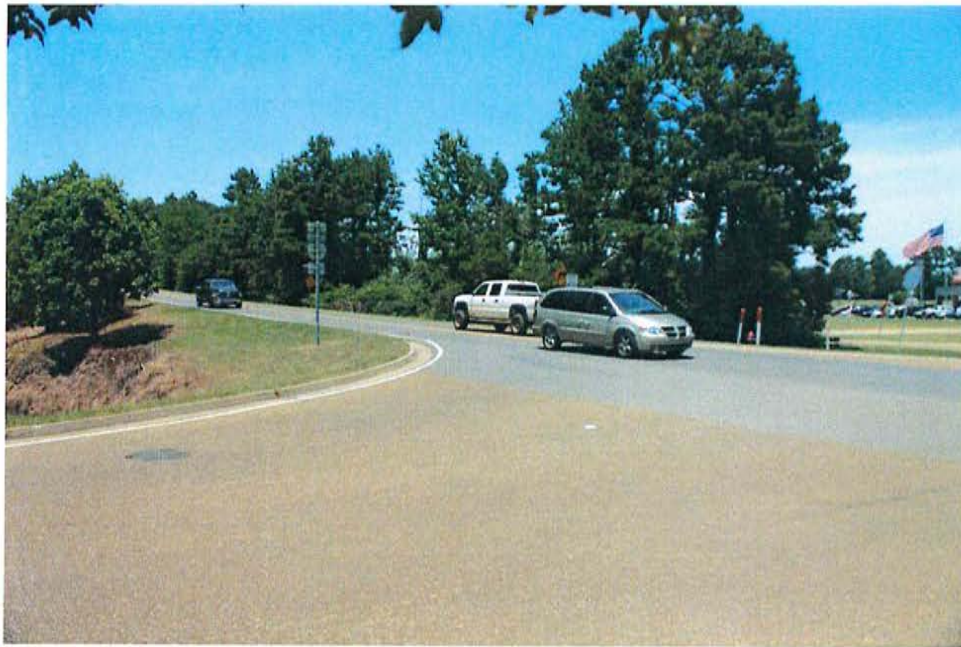
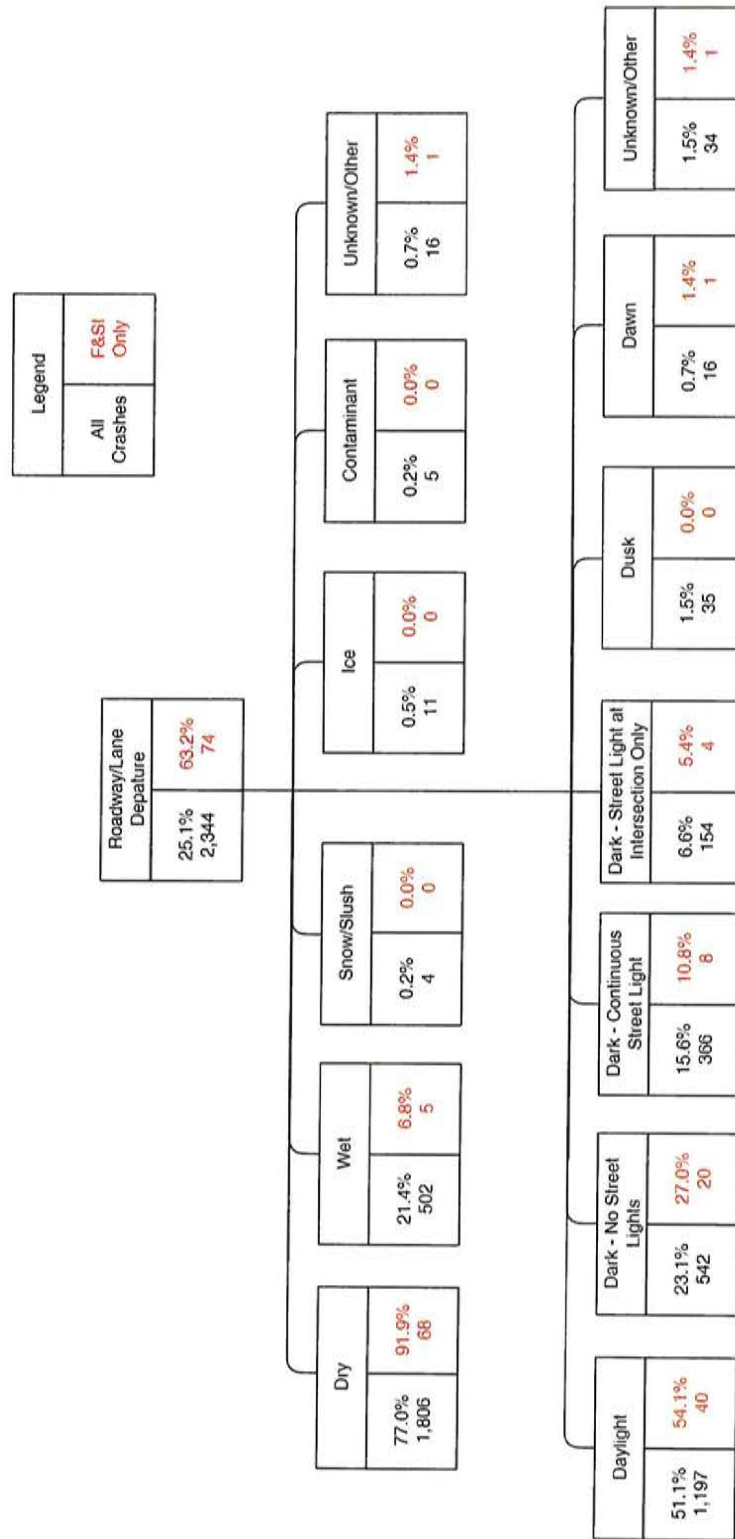


Figure 17: Intersection of Downing Pines Rd. and Main St. in West Monroe.

Potential Strategies for Roadway/Lane Departure Crashes:

- Advance Curve Warning Signs and/or Chevrons
- Improved Delineation
- Install Center & Edgeline Rumble Strips
- Install/Expand Paved Shoulder
- Install Safety Edge Pavement Treatments
- Targeted High Friction Surface Treatments

Table 5: Roadway/Lane Departure Crash Distribution for Local Roads in Ouachita Parish (2013-2017)



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Emphasis Area: Bike/Pedestrian

When considering crashes of all severities, fatal to property damage, bicycle and pedestrian involved crashes account for 1.7% of all local road crashes – this number jumps to 19.7% when looking at only fatal and serious injury crashes. Fatalities are a higher occurrence due to the mixed speeds of users as well as safety and protection of bike/pedestrian users in comparison to motor vehicles. Specific details regarding top locations are provided in Appendix A.

Readers should note that Highway 165 South is *not* a part of the local road system, and statistics are not included in this document.



Figure 19: Students walking North along U.S. 165 near Richwood

Potential Strategies for Bike/Pedestrian Crashes:

- Crosswalk Improvements
- Improve Sidewalk/Multi-use Trail Connectivity & Maintenance
- Education & Awareness Programs
- Review Lighting Need & Coverage

Implementation and Evaluation

While all traffic and safety entities through Northeast Louisiana have taken great steps to improve road safety, fatal and serious injury crashes remain a priority to be reduced. The Emphasis Areas and potential countermeasures suggested in this report provide a strong foundation for stakeholders and other agencies to ensure success in reducing crash frequency and relating fatalities when employing new or preserving existing traffic safety projects or programs. Northeast Louisiana Highway Safety Partnership will continue to work with and promote strong relationships with various stakeholders in order to help coordinate and promote these safety projects.

The Ouachita LRSP should be used in support of the yearly development of the various Transportation Improvement Plans to help identify areas where safety improvements could be incorporated into design and maintenance projects.

In order to ensure effective evaluation of traffic safety projects, each responsible party should be maintaining accurate record keeping pertaining to implementation of safety related engineering improvements, education or public awareness campaigns, and other related programs or services such as law enforcement programs or emergency service changes. Documentation related to the above will be used in collaborative analysis with crash data to assess the effectiveness of each treatment on related fatal and serious injury crashes.

As this plan is a living document, periodic reviews and updates should address both the crash trends and statistics as well as the opportunity to incorporate new technology when available.

Appendix A: Top Local Road Sites

Emphasis Area: Intersection Related

Table 6: Top Intersection-Related Crash Site

Intersection	Location	5-Year Total
Millhaven Rd and 18 th St. Overpass	Monroe	59
Armand St. and Lamy Ln.	Monroe	57
Kansas Ln. and Millhaven Rd.	Monroe	48
Garrett Rd. and Frontage Rd.	Monroe	45
N 6 th St. and Hudson Ln.	Monroe	43
Lamy Ln. and Louisville Ave.	Monroe	43
Garrett Rd. and Interstate Ramps	Monroe	39
Desiard St. and N 18 th St.	Monroe	38
Washington St. and N 18 th St.	Monroe	37
Thomas Rd. and Glenwood Dr.	West Monroe	35
McMillian Rd. and Thomas Rd.	West Monroe	34
S 8 th St. and Orange St.	Monroe	32
Oliver Rd. and Tower Dr.	Monroe	31
Garrett Rd. and Millhaven Rd.	Monroe	30
N 4 th St. and Washington St.	Monroe	30
Downing Pines Rd. and Constitution Dr.	West Monroe	28
N 5 th St. and Hudson Ln.	Monroe	28
Breard St. and Armand St.	Monroe	28
Lamy Ln. and Broadmoor Blvd.	Monroe	27
Desiard St. and Magnolia St.	Monroe	26
Finks Hideaway Rd. and Old Sterlington Rd.	Ouachita	26

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Emphasis Area: Impaired Drivers

Table 7: Top Impaired Driver-Related Crash Sites

Intersection/Segment	Location	5-Year Total
Good Hope Rd. between Knoll Creek Dr. and Tupawek Dr.	Ouachita	4
Burg Jones Ln. between Deloach St. and Wendell Dr.	Monroe	3
Bayou Oaks Dr. between Dillingham Dr. and Hwy 139	Ouachita	3
Hadley St. and Garrett Rd.	Monroe/Ouachita	3
Laura Wilkes Rd. between VFW Rd. and Guyton Rd.	Ouachita	2
Caples Rd. between Mt. Pleasant Rd. and Winnfield Rd.	Ouachita	2
S. Grand St. and Standifer Ave.	Monroe	2
Richwood Rd. 2 between Hwy 165 and Jason Dr.	Monroe/Richwood/Ouachita	2
Harrell Rd. between Avant Rd. and Stan Wall Rd.	Ouachita	2
Wallace Dean Rd. between Defreese Rd. and Westside Dr.	Ouachita	2
Kiroli Rd. and Old Darbonne Rd.	West Monroe	2
Richwood Rd. 1 and Reddix Ln.	Ouachita	2
Richwood Rd. 2 between Jackson St. and MacArthur St.	Monroe/Richwood/Ouachita	2
Tanglewood Dr. between Post Oak Dr. Greenwood Dr.	Ouachita	2
Loop Rd. and Point Dr.	Monroe	2
Northeast Dr. and Cole Ave.	Monroe	2
Hinton St. between Martin St. and Bawcom St.	Ouachita	2
S. 3 rd St. between Peach St. and Plum St.	Monroe	2
Rodgers Rd. between Hwy 3033 and Jonesboro Rd.	Ouachita	2
Sandal St. and Evergreen St.	Ouachita	2

Emphasis Area: Non-Motorized User

Table 8: Top Roadway/Lane Departure-Related Crash Sites

Segment	Location	5-Year Total
Ole Highway 15	Ouachita	29
Finks Hideaway Rd. between Joe White Rd. and Raymond Dr.	Ouachita	27
Good Hope Rd. between Sylvan Lakes Dr. and Tupawek Dr.	Ouachita	25
Old Sterlington Rd. between Highway 165 and Elmwood Dr.	Ouachita	23
Garrett Rd. between McGuire Ranch Rd. and Austin St.	Ouachita	17
Bon Aire Dr. between Warhawk Way and Bayou Oaks Dr.	Monroe	10
Cadeville Cut Off Rd. between Highway 546 and Highway 34	Ouachita	9
Brownlee Rd. between Old Arkansas Rd. and Simpson Rd.	Ouachita	9
Rodgers Rd. between Highway 3033 and Highway 34	Ouachita	8
White St. between Darbonne St. and S. College Ave.	Monroe	8
Airport Ave. between Arline Blvd. and Operation Rd.	Monroe	7
Parker Rd. Between Garrett Rd. and Northeast Rd.	Ouachita	6
S. College Ave. between White St. and Lionel St.	Monroe	6
Keystone Rd. between Highway 165 and Tony Rd.	Ouachita	6
Lenwill Rd. between George St. and Evergreen St.	Ouachita	6
John Price Rd.	Ouachita	6
Hicks Rd. between Avant St. and McBride St.	West Monroe	6

Emphasis Area: Bike/Pedestrian

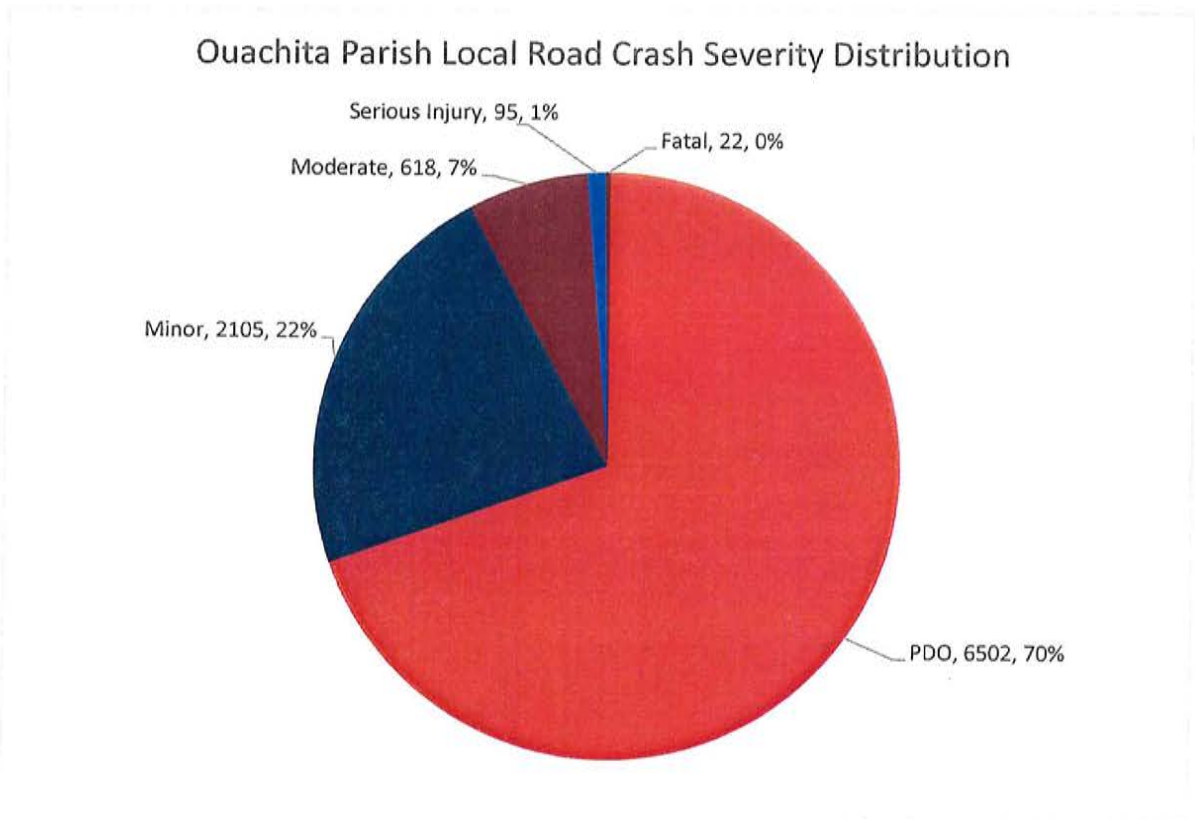
Table 9: Top Bike/Pedestrian-Related Crash Sites

Intersection/Segment	Location	5-Year Total
Dellwood Dr. between Canal Cir. And Stonegate Dr.	Richwood	4
S. 3 rd St. between Peach St. and Plum St.	Monroe	3
S. 5 th St. between Pecan St. and Beauregard St.	Monroe	3
Atkinson St. between Morton St. and Ford St.	Monroe	3
Riverside Dr. between Pine St. and Bres Ave.	Monroe	3
Roy Dr. Between S. 8 th St. and Texas Ave.	Monroe	3
Tanglewood Dr. between Greenwood Dr. and Post Oak Dr.	Ouachita	2
Plum St. between S. 3 rd St. and S. 2 nd St.	Monroe	2
Dunn Dr.	Ouachita	2
Standifer Ave. between Jackson St. and Polk St.	Monroe	2
Oak St. between Jackson St. and St. John St.	Monroe	2
Ticheli Rd. between Malikowski Rd. and Langford Dr.	Richwood/Ouachita	2

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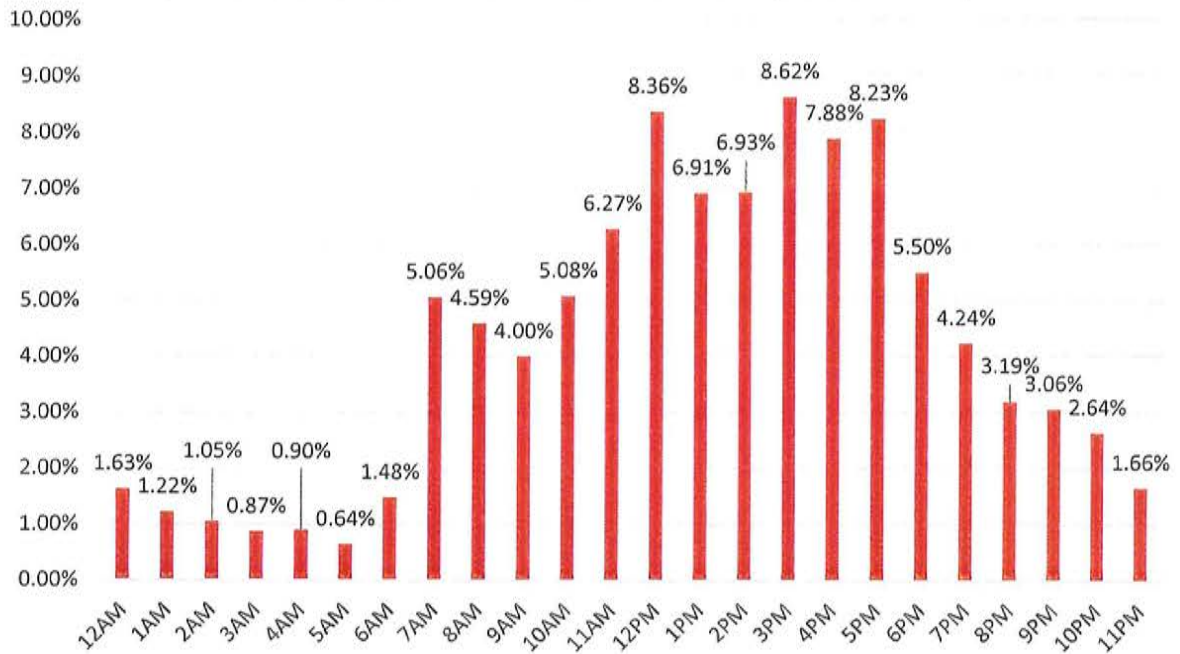
Appendix B: Ouachita Data Analysis

Emphasis Area	All Crashes; 9,343	Percentage of All	F&SI; 117	Percentage of F&SI
Intersection	4,315	46.2%	44	37.6%
Bike/Pedestrian	160	1.7%	23	19.7%
Road/Lane Departure	2,344	25.1%	74	69.2%
Alcohol	376	4.0%	34	29.1%
More than one Emphasis Area	6,131	65.6%	107	91.5%

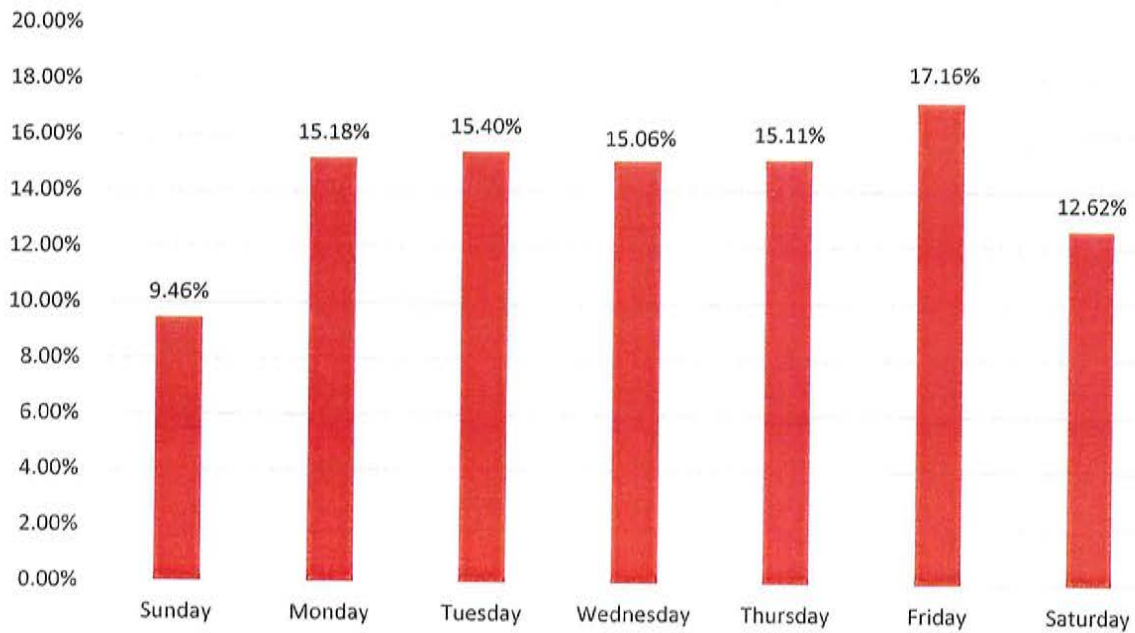


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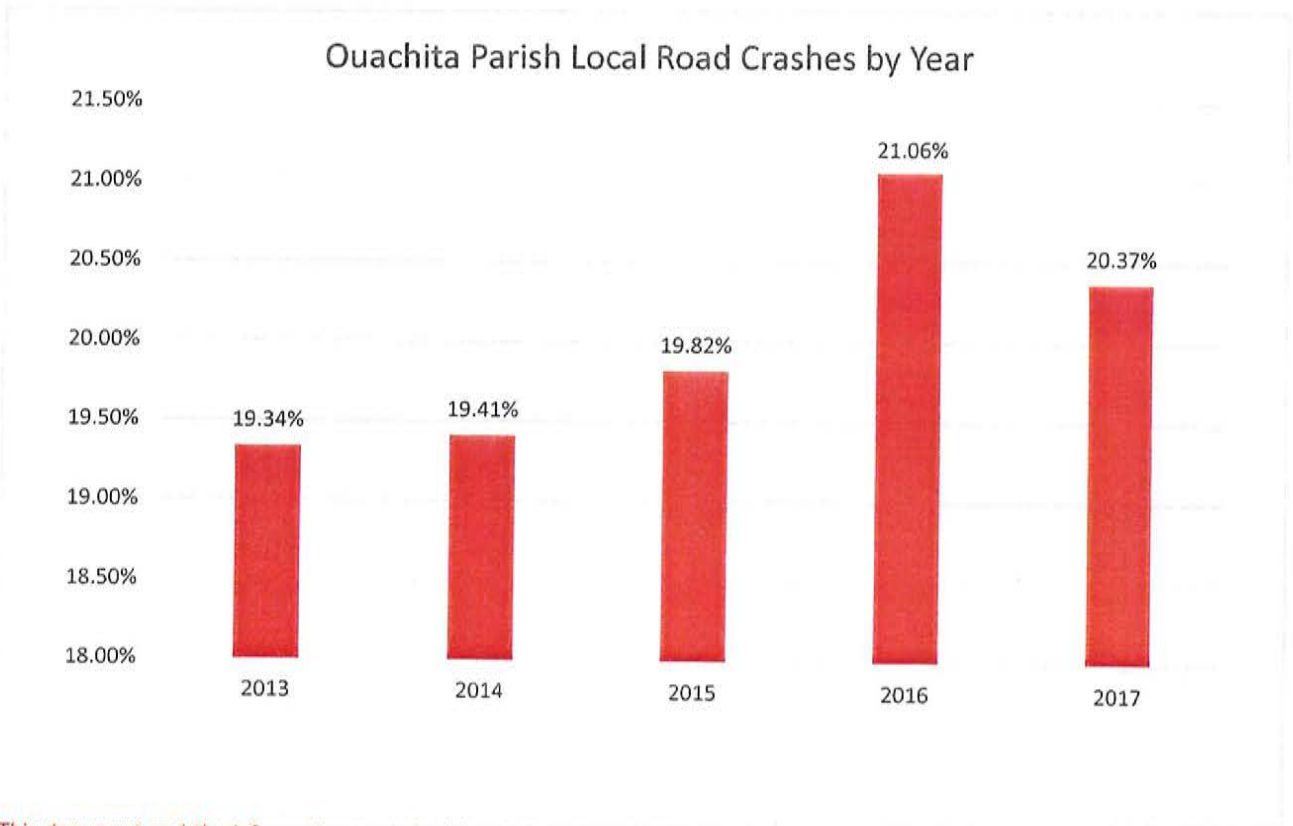
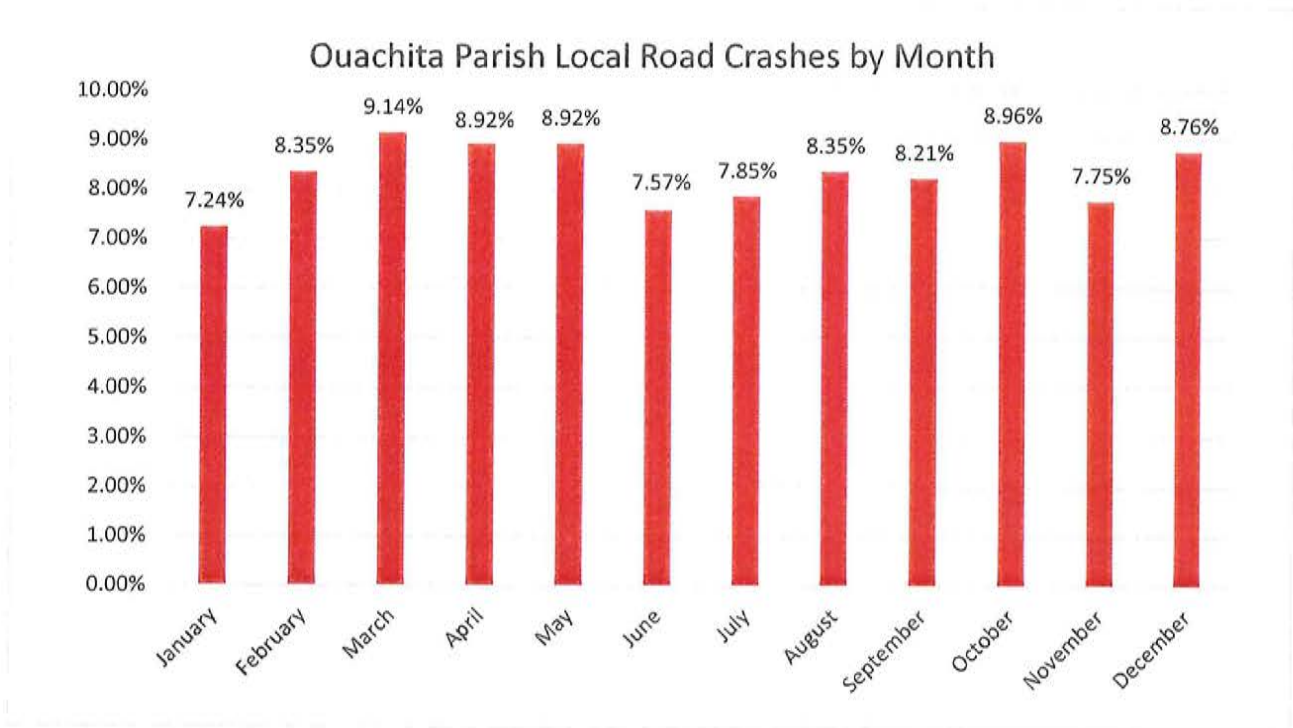
Ouachita Parish Local Road Crashes by Time of Day



Ouachita Parish Local Road Crashes by Day of Week

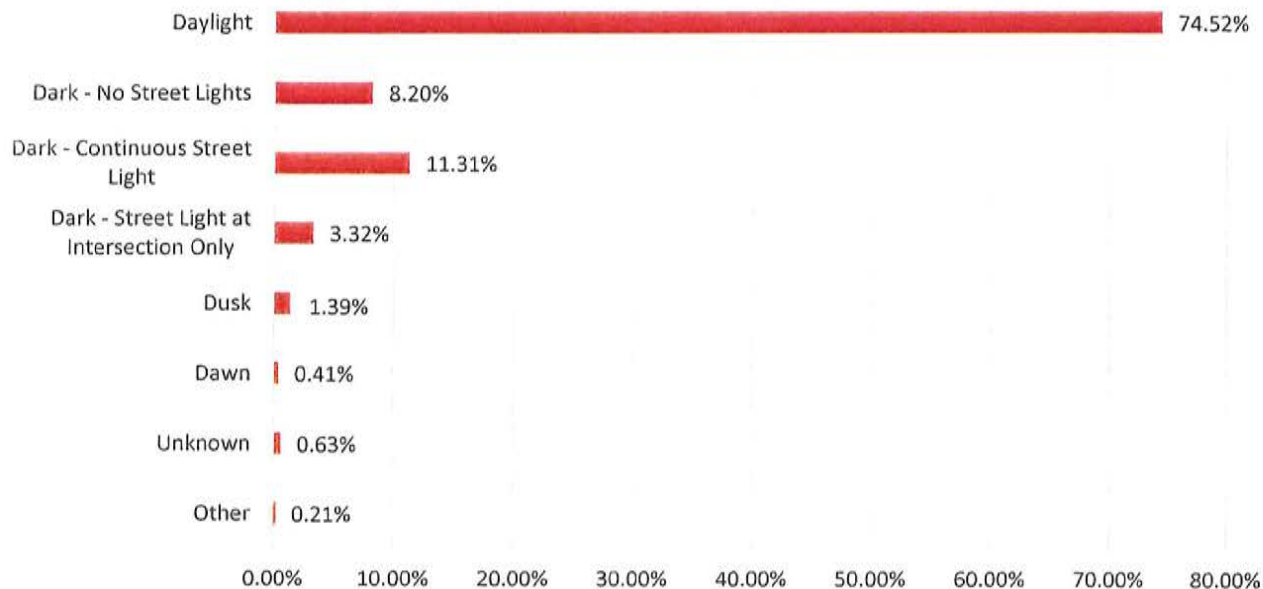


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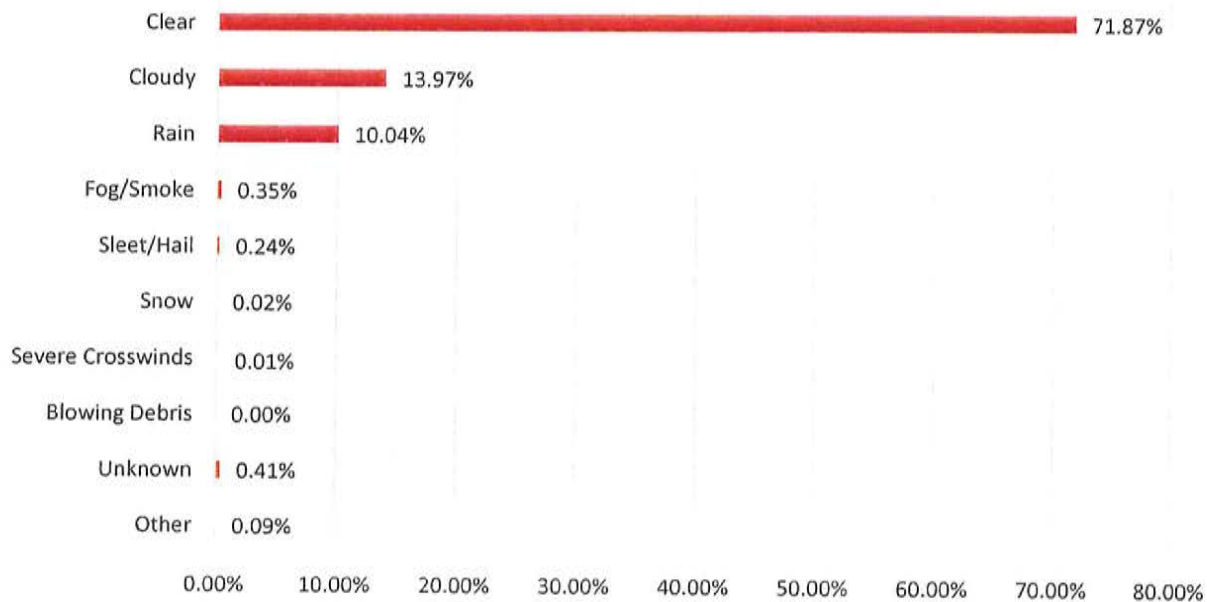


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Ouachita Parish Local Road Crashes by Lighting Conditions



Ouachita Parish Local Road Crashes by Weather Conditions



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Appendix C: City Summaries

City of Monroe

The city of Monroe, Louisiana experienced more than half of all local road crashes reported for Ouachita Parish (57.7%, or 5,417 out of 9,343) during the analysis period for 2013-2017. The city experienced a high proportion of rear end and right-angle crashes, consistent with the parish statistics, but experienced a lower percentage of single vehicle crashes in comparison. Rear end, right angle, and left turn account for about 58% of total crashes in Monroe.

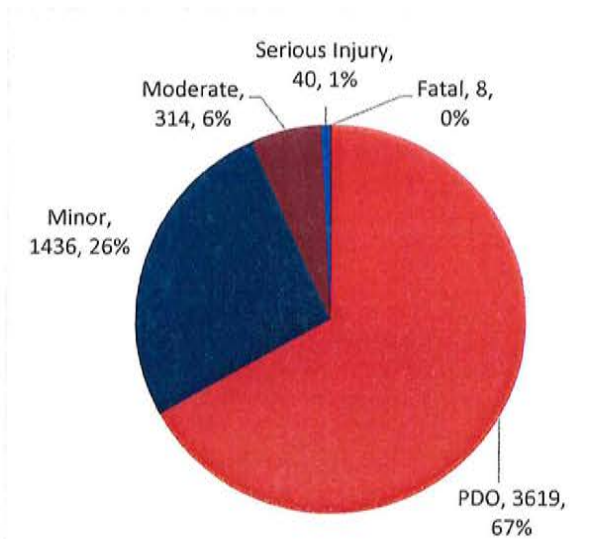


Figure 21: Crash Severity in Monroe, LA

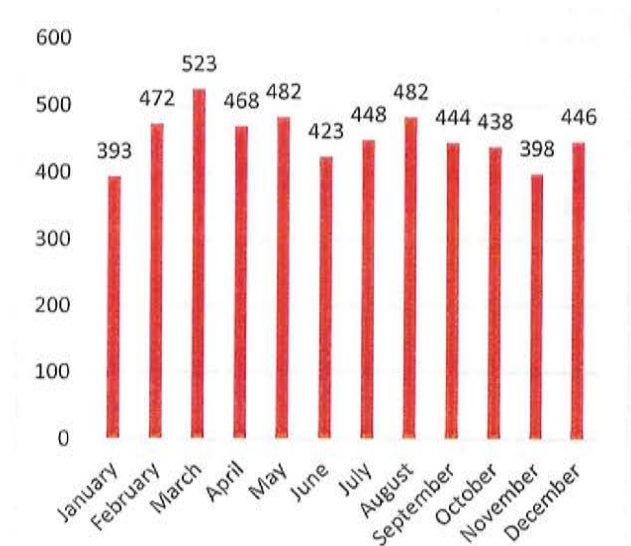


Figure 22: Crash Distribution by Month in Monroe, LA

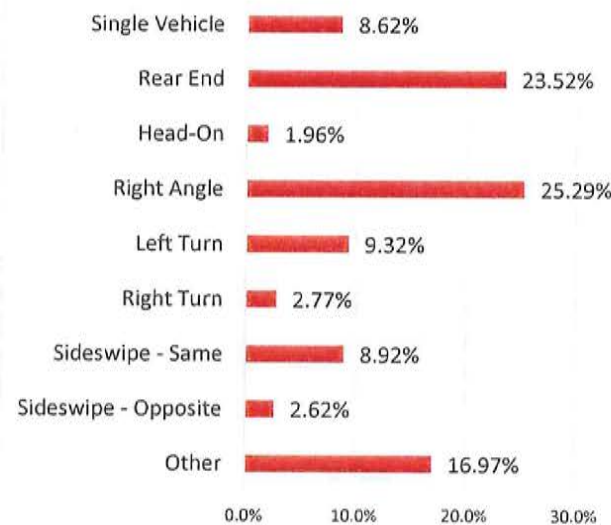


Figure 23: Crash Types in Monroe, LA

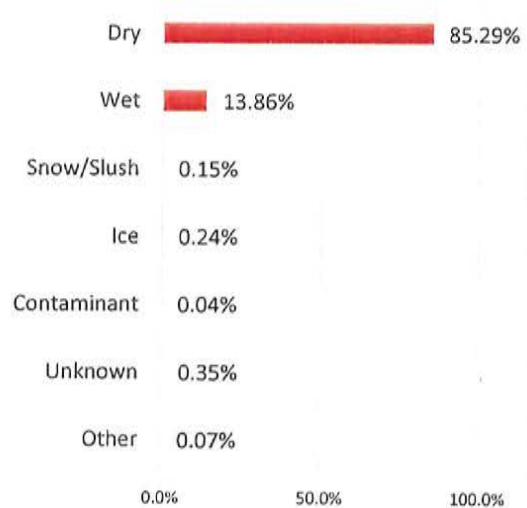


Figure 24: Surface Condition of Crash in Monroe, LA

Table 10: Top Crash Sites for Monroe, LA

Intersection/Segment	5-Year Total
Garrett Rd. between Millhaven Rd. and Huntington Dr.	84
18 th Street Overpass between Desiard St. and Millhaven Rd.	64
18 th St. Overpass at Millhaven Rd.	59
Armand St. at Lamy Ln.	57
Lamy Ln. between Armand St. and Louisville Ave.	51
Kansas Ln. at Millhaven Rd.	48
Frontage Rd. at Garrett Rd. ¹	45
Hudson Ln. at N. 6 th St.	44
Louisville Ave. at Lamy Ln.	43
Kansas Ln. between Construction Ave. and Millhaven Rd.	42
Desiard St. at 18 th St. Overpass	39
Breard St. at N. 18 th St.	38
Armand St. at Oliver Rd.	33
Washington St. at N. 4 th St.	30
Millhaven Rd. at Garrett Rd.	30
Hudson Ln. at N. 5 th St.	28

¹ Overlapping intersection-related crashes at Frontage/Garrett and I-20 Ramps/Garrett.

City of West Monroe

The city of West Monroe, Louisiana experienced just more than a tenth of all local road crashes reported for Ouachita Parish (12.7%, or 1,186 out of 9,343) during the analysis period for 2013-2017. The city experienced a high proportion of rear end and right-angle crashes, consistent with the parish statistics, but experienced a lower percentage of single vehicle crashes in comparison. Rear end, right angle, and left turn account for about 58% of total crashes in West Monroe.

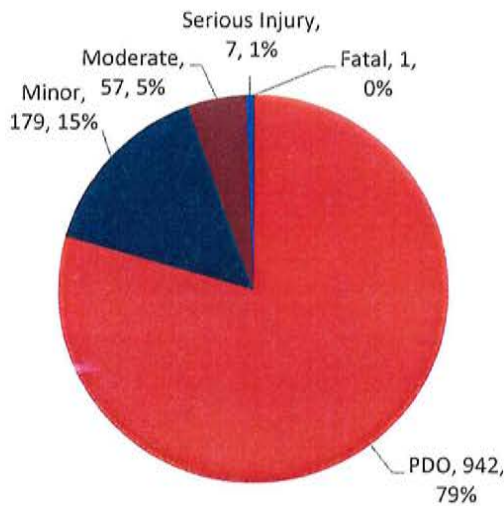


Figure 26: Crash Severity in West Monroe, LA

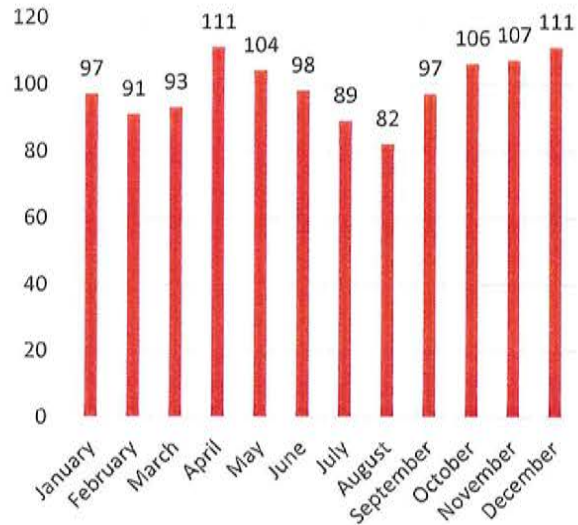


Figure 25: Crash Distribution by Month in West Monroe, LA

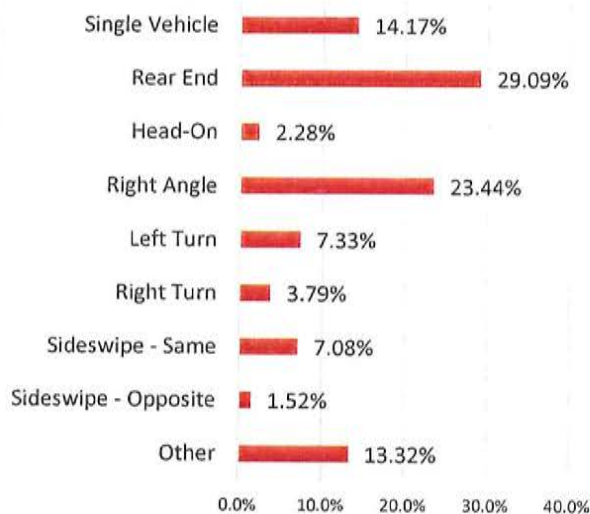


Figure 27: Crash Type in West Monroe, LA

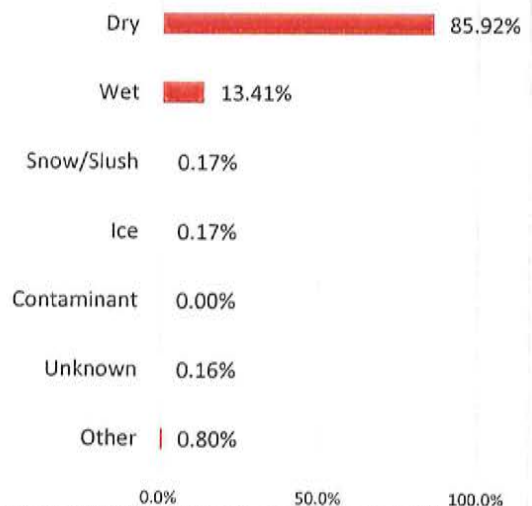


Figure 28: Surface Condition of Crash in West Monroe, LA

Table 11: Top Crash Sites in West Monroe, LA

Intersection/Segment	5-Year Total
McMillan Rd. between Blanchard St. and McBeth Ave.	63
Downing Pines Rd. between Newman Ln. and Commercial Pkwy.	51
Glenwood Dr. between Blanchard St. and Thomas Rd.	45
Blanchard St. Loop	40
Trenton St. between Vernon St. and Bridge St.	39
McMillian Rd. at Thomas Rd.	37
I-20 Exit Ramp at S. 5 th St.	27
Thomas Rd. between Glenwood Dr. and Cypress St.	27
Coleman Ave. at S. 5 th St.	24
McMillan Rd. at Bell Ln.	23

Town of Richwood

The Town of Richwood, Louisiana experienced less than one percent of all crashes (0.9%, or 93 out of 9,343) during the analysis period for 2013-2017. The town experienced a high proportion of single vehicle crashes in comparison to parish statistics, but a lower percentage of rear end crashes in comparison. Single vehicle, right-angle, and rear end crashes account for about 64% of total crashes in Richwood.

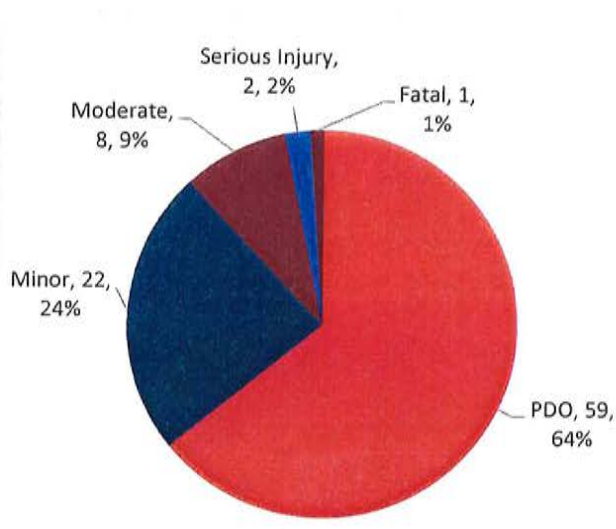


Figure 30: Crash Severity in Richwood, LA

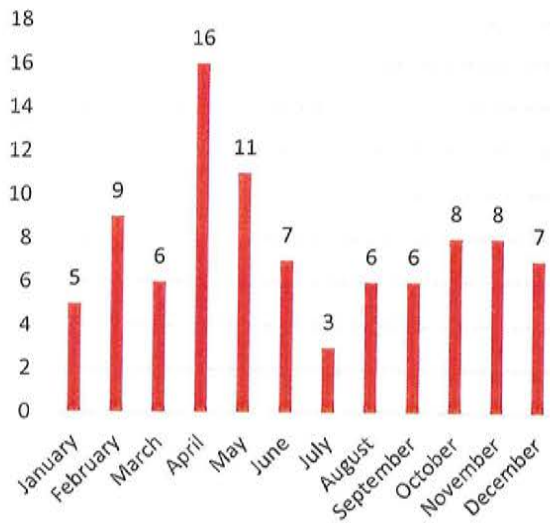


Figure 29: Crash Distribution by Month in Richwood, LA

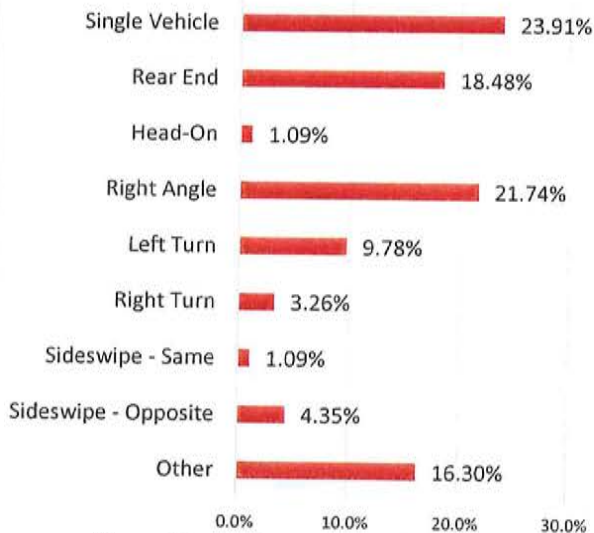


Figure 32: Crash Type in Richwood, LA

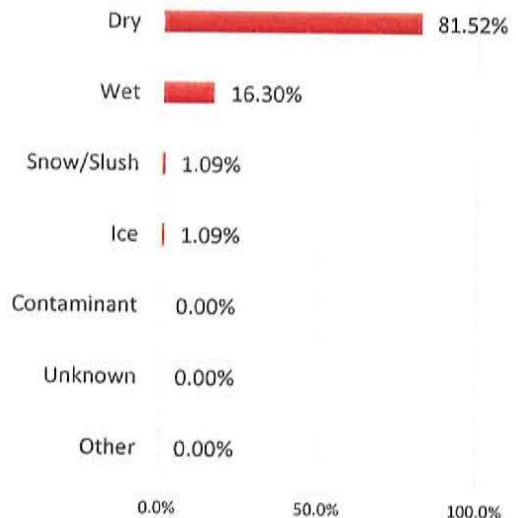


Figure 31: Surface Condition of Crash in Richwood, LA

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Table 12: Top Crash Sites for Richwood, LA

Intersection/Segment	5-Year Total
Standifer Ave. at Reddix Ln.	15
Dellwood Dr. at Stonegate Dr.	6
Ticheli Rd. at Garden Park Dr.	6
Hadley St. at Martin Luther King Jr. Dr.	5
Richwood Rd. #2 between Highland Rd. and Brown St.	4
Martin Luther King Dr. between Hwy 165 and Highland Rd.	3
Ticheli Rd. at Burg Jones Ln.	3
Richwood Rd. #2 at Jackson St.	3

Town of Sterlington

The Town of Sterlington, Louisiana experienced the least amount of crashes reported for Ouachita Parish (0.2%, or 9 out of 9,343) during the analysis period for 2013-2017. The town experienced a high proportion of single vehicle crashes, higher than parish statistics, and experiences a lower amount of other crash types in comparison. Single vehicle crashes account for about 45% of total crashes in Sterlington.

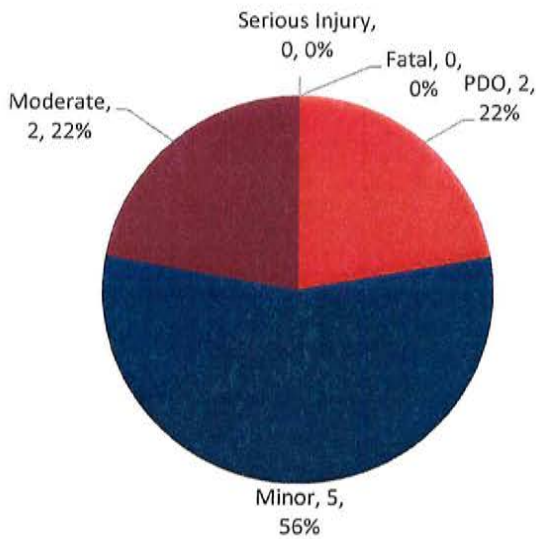


Figure 33: Crash Severity in Sterlington, LA

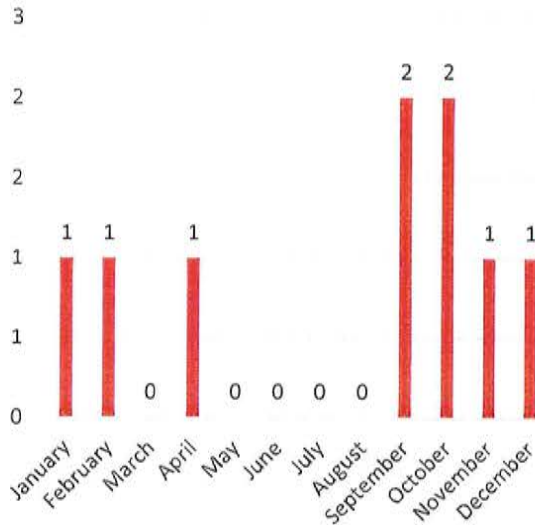


Figure 35: Crash Distribution by Month in Sterlington, LA

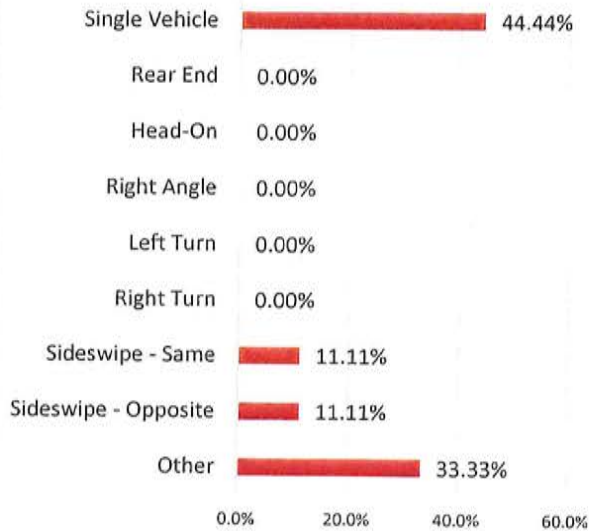


Figure 34: Crash Type in Sterlington, LA

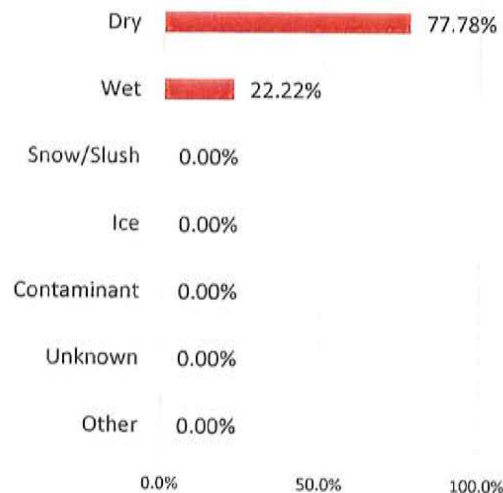


Figure 36: Surface Condition of Crash in Sterlington, LA

Table 13: Top Crash Sites in Sterlington, LA

Intersection/Segment	5-Year Total
Old Sterlington Rd. between Hwy 2 and Boardman Ave.	2
High Ave. between Hwy 2 and Harvey Ave.	2
Old Sterlington Rd. between Ramsey Dr. and W. Bayou Dr.	1
Bartholomew Dr. between Peach St. and Brown St.	1
Davis Ave. between Rogers Ave. and Frances Ave.	1
Keystone Rd. between Hwy 165 and Evans Blvd.	1
Darrian Dr. between Diana Ln. and Cassie Dr.	1

Rural Ouachita Parish

Rural Ouachita Parish, Louisiana experienced nearly a quarter of total local road crashes reported for Ouachita Parish (24.6%, or 2,300 out of 9,343) during the analysis period for 2013-2017. The area experienced a high proportion of single vehicle crashes, higher than parish statistics, and experienced a lower amount of other crash types in comparison. Single vehicle crashes account for about 31% of total crashes in rural Ouachita Parish.

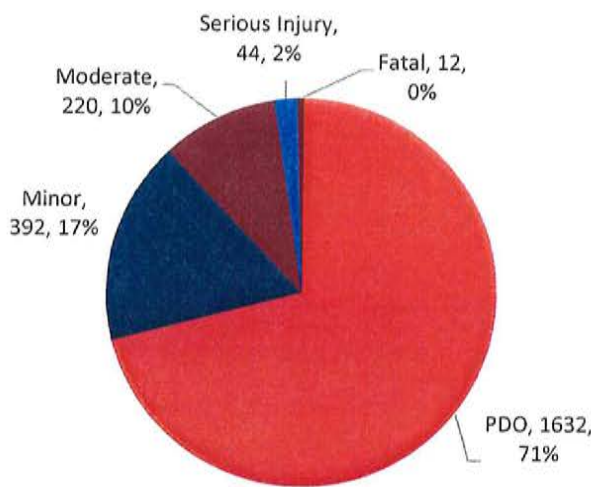


Figure 37: Crash Severity in Rural Ouachita Parish

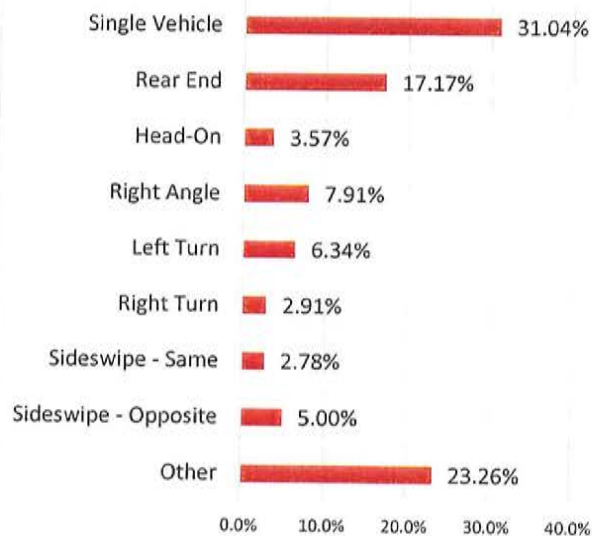


Figure 38: Crash Type in Rural Ouachita Parish

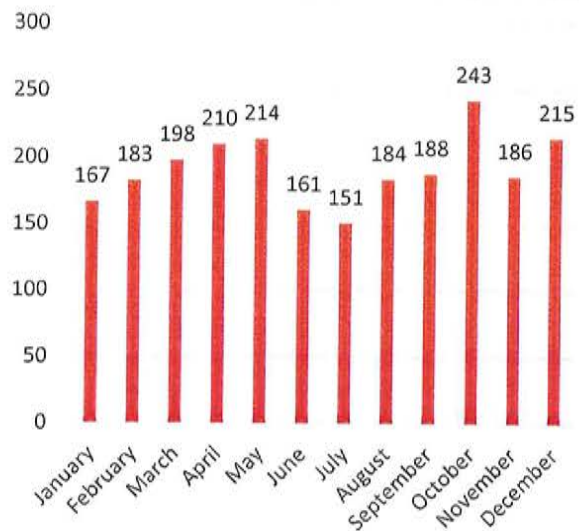


Figure 39: Crash Distribution by Month in Rural Ouachita Parish

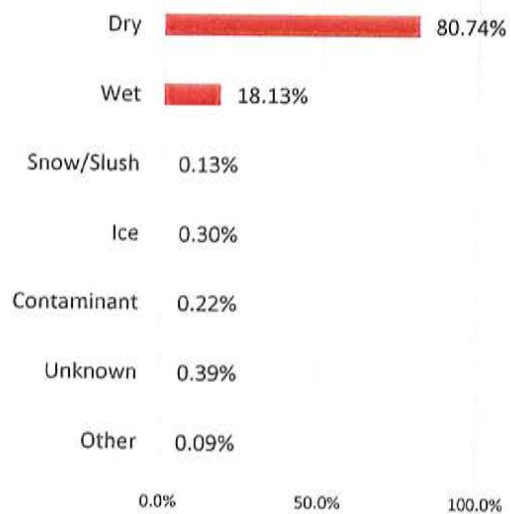


Figure 40: Surface Condition of Crash in Rural Ouachita Parish

Table 14: Top Crash Sites in Rural Ouachita Parish

Intersection/Segment	5-Year Total
Hadley St. and Nutland Rd.	24
Finks Hideaway Rd. between Old Sterlington Rd. and Savoy Dr.	22
Bayou Oaks Dr. between Hwy 139 and Dillingham Dr.	20
Well Rd. between Barfoot Rd. and New Natchitoches Rd.	18
Garrett Rd. between McGuire Ranch Rd. and Austin St.	18
Finks Hideaway Rd. at Old Sterlington Rd	16
Finks Hideaway Rd. between Raymond Dr. and Leisure Dr.	15
Vancil Rd. at Cypress St.	12

Appendix D: List of Potential Funding

At the first-ever Louisiana Municipal Association's (LMA) Infrastructure and Transportation Summit, LTAP Director Dr. Marie Walsh presented on the different federal-aid programs and resources that local agencies may tap into for transportation projects delivery and disaster recovery purposes through a DOTD-administered process. These programs are listed below with their corresponding description, provided by LTAP.

- **Local Road Safety Program (LRSP)**, coordinated by LTAP, provides funding for road safety improvement projects on locally owned roads through DOTD. Email Leo Marretta at Leo.Marretta@la.gov for more information.
- **Safe Routes to Public Places Program (SRTPPP)** provides funding for projects that improve pedestrian and bicycle facilities that connect to public places such as schools, libraries, recreation centers hospitals, transit facilities, public parks, and business centers. Email Laura Riggs at Laura.Riggs@la.gov for more information.
- **Transportation Alternative Program (TAP)** provides funding for projects such as bicycle and pedestrian facilities, safe routes for non-drivers, conversion of abandoned railway corridors to trails, scenic turnouts, overlooks and viewing areas, archaeological activities, storm water mitigation, wildlife management, and community improvement activities. Email Brian Nunes at Brian.Nunes@la.gov for more info.
- **Recreational Trails Program (RTP)** provides funding for all kinds of recreational trail uses, such as hiking; running; bicycling; skating; and more pedestrian uses (hiking, running, wheelchair use); in-line skating; equestrian use; off-road motorcycling; all-terrain vehicle riding; four-wheel driving; or using other off-road motorized vehicles. Email Michael Domingue at MDomingue@crt.la.gov for more info.
- **Off-system Bridge Replacement (OSBR) Program** is designed to replace or rehabilitate deficient or functionally obsolete parish structures in a cost-efficient manner. Every two years, participating parishes are provided with a list of qualified structures, estimated replacement costs, specific instructions, and the parishes' available funds. Email Barbara Ostuno at Barbara.Ostuno@la.gov for more info.
- **MPO Urban Systems Program** is administered by LADOTD through the Metropolitan Planning Organization (MPO) in each given geographic area. Funding is allocated based on population. Projects are selected by the MPOs. Email Ryan Richard and Ryan.Richard@la.gov (for <200K projects) or Melissa LeBas at Melissa.LeBas@la.gov (for >200K projects).
- **FHWA Emergency Relief (ER) Program** is administered by FHWA. ER funds are available for the repair of federal-aid highways or roads seriously damaged by natural disasters. Email Yvonne Murphy at Yvonne.Murphy@la.gov for more info.

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Appendix E: Process for Developing a Local Road Safety Plan

Step 1: Establish Leadership

- Identify a Champion
- Convene a Working Group
- Identify and Contact Stakeholders
- Program Coordination and Sustainability
- Develop a Vision, Mission Statement, and Goals

Step 2: Analyze Safety Data

- Gather Data
- Data Analysis with Crash Data
- Data Analysis with other Safety Data

Step 3: Determine Emphasis Areas

- Identify Emphasis Areas Objectives and Performance Measures
- Emphasis Area Examples

Step 4: Identify Strategies

- Categorize and Review
- Propose Ordinances and Policies

Step 5: Prioritize and Incorporate Strategies

- Identifies Priorities
- Determine Intended Implementation Approach for Strategies
- Draft the Plan

Step 6: Evaluate and Update the LRSP

- Monitor Progress
- Plan Evaluation
- Living Document