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TANGIPAHOA · ST. JOHN · ST. TAMMANY

PATH TO ZERO

NORPC SAFETY ACTION PLAN

DECEMBER 2024

ST. JOHN THE BAPTIST PARISH · UNION · JUSTICE · CONFIDENCE · LOUISIANA

Tangipahoa PARISH GOVERNMENT

ST. TAMMANY PARISH GOVERNMENT

Our Commitment to Transportation Safety

St. John the Baptist Parish, St. Tammany Parish, and Tangipahoa Parish commit to eliminate serious injuries and deaths from crashes on roadways by 2045 to ensure safety for all users of the transportation system.

Jeffrey W. Roesel, AICP - NORPC Executive Director*
Nelson Hollings - NORPC Senior Transportation Planner*
Karen Parsons, AICP - NORPC Principal Planner*

Jaclyn Hotard - St. John the Baptist Parish President
Mike Cooper - St. Tammany Parish President
Robby Miller - Tangipahoa Parish President

St. John the Baptist Parish

Parish Councilmembers

Lennix Madere, Jr.
Michael P. Wright
Virgie Jarrow Johnson
Warren "Bosco" Torres
Tammy Houston
Tyra Duhe-Griffin
Robert Arcuri
Vernon Bailey, Sr.
Dixie Ramirez

Steering Group

Teddy Crochet
Cain Dufrene
Michelle Jenkins Miller
Whitney Joseph
*Tara Lambeth**
Ivy Mathieu
Greg Maurin
Chassity McComack
*Peter Montz**
Travis Perilloux
Kali Price
*Rinalda Rocquin**
*Lt. Jared Seruntine**
Ben Taylor
Shawn Wallace

St. Tammany Parish

Parish Councilmembers

Rick Smith
Larry Rolling
Martha J. Cazaubon
Kathy Seiden
Pat Phillips
Cheryl Tanner
Joe Impastato
Pat Burke
David Cougle
Maureen "MO" O'Brien
Arthur Laughlin
Jerry Binder
Jeff Corbin
Jimmy Strickland

Steering Group

Ellen Agee
Cara Bartholomew
Amy Bouton
Patrick Brooks
Pat Burke
Matthew Burmaster
Blaine Clancy
Daniel Hill
Amy Kudel
*Ross Liner**
Lacey McCaskill
Levere Montgomery
*Richard O'Keefe**
Larry Rolling
Kathy Seiden
*Sara Sharp**
*Valerie Vincent**

Tangipahoa Parish

Parish Councilmembers

Darrell Sinagra
John Ingraffia
Louis Nick Joseph
Joseph "Joe" Havis
H.G. "Buddy" Ridgel
Emile "Joey" Mayeaux
Lionell Wells
David Vial
Brigette Delatte Hyde
Strader Cieutat

Steering Group

*Bridget Bailey**
Ryan Barker
Edward Campany
Ginger Cangelosi
Jim Carlson
*Lt. Ethan Dunn**
*Misty Evans**
Debi Fleming
Matthew Foster
Janice Fultz Richards
Jodi Gennusa
Irma Gordon
Bridget Hyde
Clay James
Michelle Kendell
Michael Latino
Rhonda Sheridan
Tisha Smith
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Louisiana Dept. of Health
Gina LaGarde
Louisiana State Police
Major Hiram Mason

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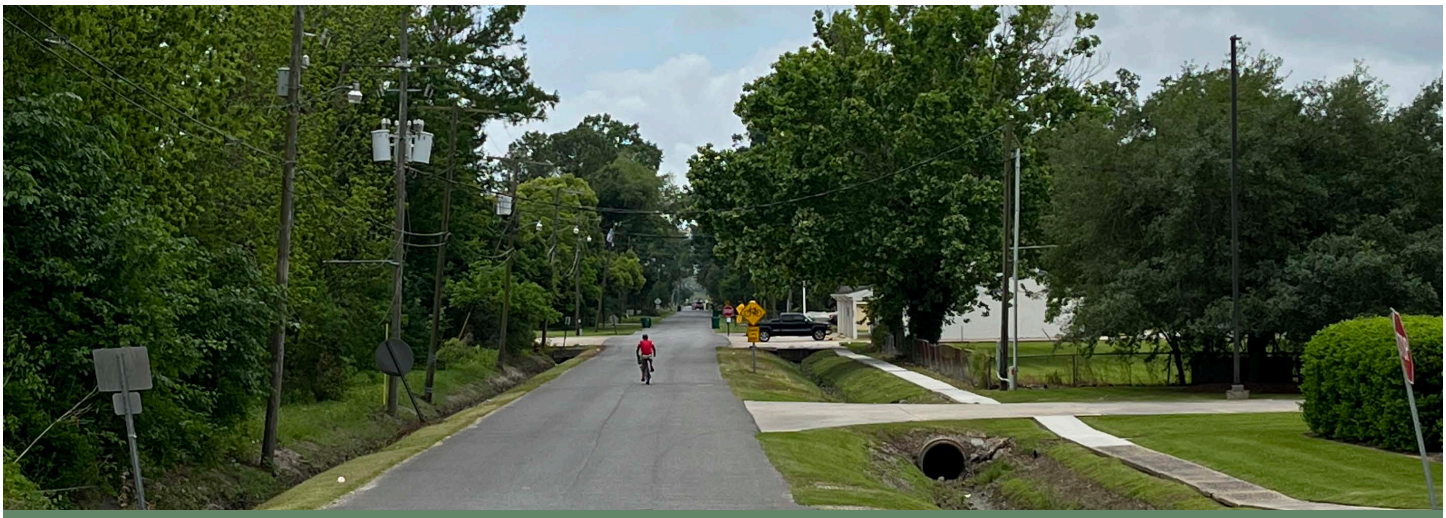

In honor of those whose lives were lost or forever changed by crashes in our communities.

Photo: Garyville, St. John the Baptist Parish

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Prepared By

ATG | DCCM

VOLKERT

THE UNIVERSITY of NEW ORLEANS
UNO TRANSPORTATION INSTITUTE

SVAAPTA GROUP

GREY

ST. TAMMANY PARISH COUNCIL

RESOLUTION

RESOLUTION COUNCIL SERIES NO. C-7045

COUNCIL SPONSOR: MR. CORBIN PROVIDED BY: COUNCIL OFFICE

A RESOLUTION APPROVING AND SUPPORTING THE IDEALS, PRINCIPLES, AND CONCEPTS OF VISION ZERO FOR THE PARISH OF ST. TAMMANY, AND ADOPTING THE NORPC SAFETY ACTION PLAN AND TO OTHERWISE PROVIDE WITH RESPECT THERETO.

WHEREAS, fatalities and serious injuries from traffic and other transportation related causes result in negative impacts on people and resources; and

WHEREAS, the preservation of human life is a priority, traffic deaths and serious injuries are preventable and a public health issue, and traffic deaths and injuries can be addressed through education, engineering and policy implementation; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries through a comprehensive approach; and

WHEREAS, the NORPC Safety Action Plan will be a community centered plan with the intention of eliminating traffic related fatalities and severe injuries in the Parish of St. Tammany; and

WHEREAS, the Safety Action Plan will have a focus on data-driven decision making, a systems-based approach and a prioritization of proven safety strategies; and

WHEREAS, the NORPC Safety Action Plan has the goal of eliminating fatalities and serious injuries on the roadways of the NORPC Safety Action Plan study area by 2045; and

WHEREAS, the NORPC Safety Action Plan has the goal of eliminating all traffic deaths and serious injuries on the roadways of the NORPC Safety Action Plan study area by 2045, to be accomplished through the implementation of an intentional data driven, community-based effort to improve transportation safety for all users; and

NOW THEREFORE, BE IT RESOLVED, by the Parish Council of St. Tammany Parish, Louisiana, in legal session convened, that the NORPC Safety Action Plan, a copy of which is attached hereto, be adopted.

BE IT FURTHER RESOLVED, that the adoption of this Resolution and approval of the NORPC Safety Action Plan, should not be interpreted or construed to create any liability or strict liability upon the Parish, and the goal of the adoption of the Plan is to improve safety on the public rights of way of the Parish of [Parish Name], not guarantee safety.

THIS RESOLUTION, HAVING BEEN SUBMITTED TO A VOTE, THE VOTE THEREON WAS AS FOLLOWS:

MOVED FOR ADOPTION BY: MR. CORBIN SECONDED BY: MR. STRICKLAND

YEAS: SMITH, ROLLING, CAZAUBON, SEIDEN, PHILLIPS, TANNER, IMPASTATO, BURKE, COUGLE, O'BRIEN, LAUGHLIN, CORBIN, STRICKLAND (13)

NAYS: (0)

ABSTAIN: (0)

ABSENT: BINDER (1)

THIS RESOLUTION WAS DECLARED ADOPTED ON THE 5TH DAY OF DECEMBER, 2024 AT A REGULAR MEETING OF THE PARISH COUNCIL, A QUORUM OF THE MEMBERS BEING PRESENT AND VOTING.

ARTHUR A. LAUGHLIN, COUNCIL CHAIR

ATTEST:

KATRINA L. BUCKLEY, CLERK OF COUNCIL

T.P. Resolution No. R24 – 40

A RESOLUTION APPROVING AND SUPPORTING THE IDEALS, PRINCIPLES AND CONCEPTS OF VISION ZERO FOR THE PARISH OF TANGIPAHOA, AND ADOPTING THE NORPC SAFETY ACTION PLAN AND TO OTHERWISE PROVIDE WITH RESPECT THERETO

WHEREAS, fatalities and serious injuries from traffic and other transportation related causes result in negative impacts on people and resources; and

WHEREAS, the preservation of human life is a priority, traffic deaths and serious injuries are preventable and a public health issue, and traffic deaths and injuries can be addressed through education, engineering and policy implementation; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries through a comprehensive approach; and

WHEREAS, the NORPC Safety Action Plan will be a community centered plan with the intention of eliminating traffic related fatalities and severe injuries in the Parish of Tangipahoa; and

WHEREAS, the Safety Action Plan will have a focus on data-driven decision making, a systems-based approach and a prioritization of proven safety strategies; and

WHEREAS, the NORPC Safety Action Plan has the goal of eliminating fatalities and serious injuries on the roadways of the NORPC Safety Action Plan study area by 2045; and

WHEREAS, the NORPC Safety Action Plan has the goal of eliminating all traffic deaths and serious injuries on the roadways of the NORPC Safety Action Plan study area by 2045, to be accomplished through the implementation of an intentional data driven, community based effort to improve transportation safety for all users; and

NOW THEREFORE, BE IT RESOLVED, by the Parish Council of Tangipahoa, Louisiana, in legal session convened, that the NORPC Safety Action Plan, a copy of which is attached hereto, be adopted.

BE IT FURTHER RESOLVED, that the adoption of this Resolution and approval of the NORPC Safety Action Plan, should not be interpreted or construed to create any liability or strict liability upon the Parish, and the goal of the adoption of the Plan is to improve safety on the public rights of way of the Parish of Tangipahoa, not guarantee safety.

On motion by Mr. Joseph and seconded by Mr. Havis, the foregoing resolution was hereby declared adopted on this the 25th day of November 2024 by the following roll-call vote:

YEAS: Sinagra, Ingraffia, Joseph, Havis, Mayeaux, Wells, Vial, Hyde, Cieutat

NAYS: None

ABSENT: Ridgel

NOT VOTING: None

ATTEST:

Jill DeSouge, Clerk of Council
Tangipahoa Parish Council

David P. Vial, Chairman
Tangipahoa Parish Council

Robby Miller, President
Tangipahoa Parish

Contents

1

INTRODUCTION

About the Path to Zero Action Plan

Safe Streets and Roads For All Program

The 2021 Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All Program (SS4A) to support regional and local efforts to achieve the goal of **zero** roadway deaths. The NORPC Path to Zero Safety Action Plan was made possible by an SS4A Planning Grant. With the plan in place, local governments can seek further funding opportunities to implement the strategies and projects that are outlined in Chapter 5 — either by pursuing an SS4A Implementation Grant, or by using traditional funding programs.

New Orleans Regional Planning Commission

The New Orleans Regional Planning Commission (NORPC) is an organization that represents the New Orleans eight-parish metropolitan area on matters of regional importance, including transportation and economic development. This plan is for St. John the Baptist, St. Tammany, and Tangipahoa Parishes, all of which are served by the NORPC. Figure 1 on page 7 illustrates the study area.

St. John the Baptist Parish

St. John the Baptist Parish has a population of around 43,000 people and an area of 214 square miles.[1] Census designated places in the parish are the communities of Edgard, Garyville, LaPlace, Pleasure Bend, Reserve, and Wallace.

St. Tammany Parish

St. Tammany Parish has a population of around 260,000 and an area of 845 square miles.[2] The parish contains the cities of Covington, Mandeville, and Slidell, along with the towns of Madisonville and Pearl River. Villages and census designated places in the parish include Folsom, Sun, Eden Isle, and Lacombe. Abita Springs did not participate in this plan.

Tangipahoa Parish

Tangipahoa Parish has an area of 791 square miles. Municipalities in the parish include the cities of Hammond and Ponchatoula, towns of Amite, Kentwood, Independence, and Roseland, and villages of Tangipahoa and Tickfaw. The population of Tangipahoa Parish is around 130,000 people.[3]

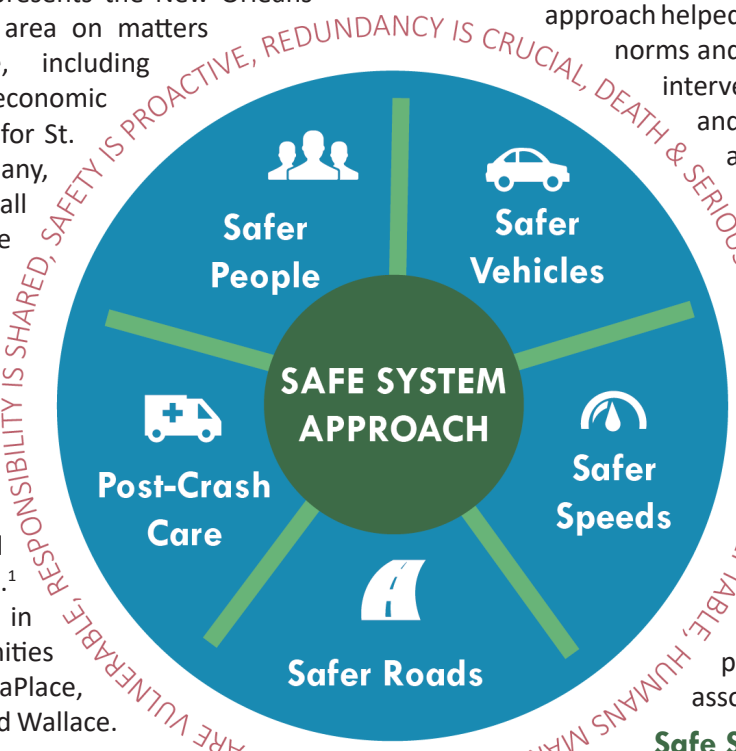
1 US Census Bureau Parish Profiles (2020 decennial census)
2 Ibid.
3 Ibid.

Purpose of the Plan

Through an analysis of crash data, public and stakeholder input, and an assessment of best practices, the Path to Zero Safety Action Plan identifies locations and strategies to improve the transportation network's safety. Traffic fatalities and serious injuries on our roadways are avoidable and unacceptable. The purpose of this plan is to guide regional efforts to eliminate them.

Multidisciplinary Approach

A multidisciplinary approach informed the development of the action plan through the involvement of diverse stakeholders from throughout the region. A key component of this approach is the incorporation of public health perspectives into the transportation planning process. This approach helped to better understand local social norms and behaviors, identify appropriate interventions in support of safe and healthy built environments, and develop communication strategies that align with local perceptions, priorities, and needs.



Vision and Goals

NORPC and St. John the Baptist, St. Tammany, and Tangipahoa parishes support the vision to **eliminate serious injuries and deaths from crashes on roadways by 2045 to ensure safety for all users of the transportation system**. Each parish has adopted resolutions associated with this vision.

Safe System Approach

The Safe System Approach is a holistic and comprehensive framework that has been adopted by the U.S. Department of Transportation to improve transportation safety. An integral component of the SS4A program, the Safe System Approach pursues safer people, safer vehicles, safer speeds, safer roads, and improved post-crash care. The Safe Systems Approach shifts away from conventional methods and emphasizes that death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, safety is proactive, and redundancy is crucial.

Over 74% of people surveyed for this plan support a policy establishing a vision of zero fatalities and serious injuries.

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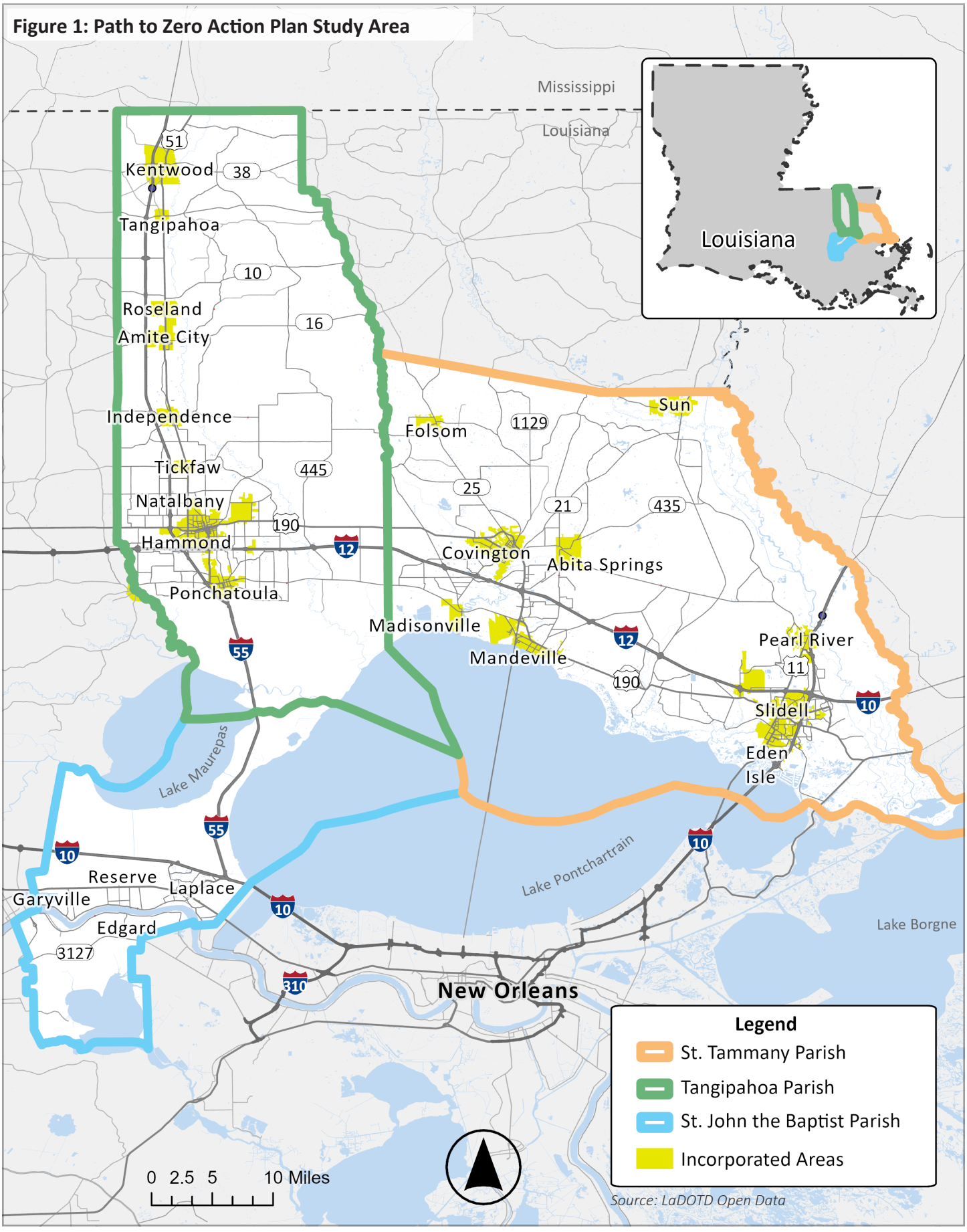
Figure 1: Path to Zero Action Plan Study Area



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Action Plan Goals

The goals for this plan are shown below. While the six goals are the same throughout the region, each parish prioritizes the goals differently. Public input showed that the top three most important goals in St. John the Baptist Parish are *speed reduction*, *equity*, and *active transportation*. For St. Tammany Parish, the top three goals are *active transportation*, *equity*, and *shifting safety culture*. Tangipahoa Parish ranked *active transportation*, *reducing speeds*, and *shifting safety culture* the highest. The top goals in each parish demonstrate the local priorities of residents.

The vision statement and goals were developed and adopted by the action plan's Project Management Team and Steering Groups, which recognize the significance and urgency of working to create a safe transportation network for people of all ages and abilities. All levels of government participating in this plan share the same vision and goals to advance transportation safety.

Active Transportation	Goal: to improve safety for active modes of transportation, including pedestrians and cyclists, who are vulnerable road users.
Speed Reduction	Goal: to reduce speeding and speed limits. Safe speeds is one of the main objectives of the Safe System Approach, and can greatly reduce crash severity.
Equity	Goal: to implement equitable action items and incorporate diverse viewpoints from public outreach efforts.
Safety Culture Shift	Goal: to change the culture regarding safety by recognizing that responsibility for safety is shared and that humans are vulnerable and make mistakes.
Data	Goal: to share, collect, and utilize high quality data to inform context sensitive decision making.
Collaboration	Goal: to continue collaboration between jurisdictions in the region and encourage community participation and feedback.

Organizational Structure

The following organizational structure outlines the development, adoption, and implementation of the plan, with NORPC leading the effort. Collaboration between parishes, municipalities, NORPC, and other governmental agencies is a fundamental component for the Path to Zero Action Plan's success. Additional information on leadership is available in Chapter 2.

New Orleans Regional Planning Commission

Parish Governments

Cities

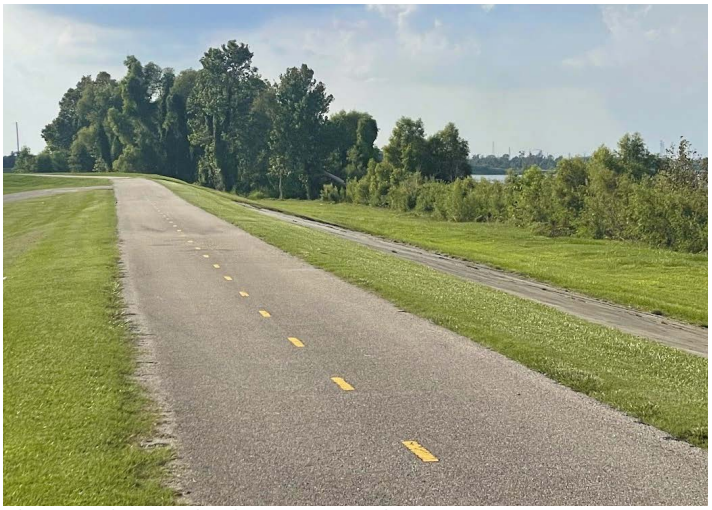

Photo: Trail in St. John the Baptist Parish

Photo: Traffic at Airline and US 51 in St. John the Baptist Parish

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Parish Profile: St. John The Baptist

Population

St. John the Baptist is the smallest of the three parishes. According to US Census American Community Survey (ACS) data, the population of the parish in 2021 was 42,704. The most densely populated area is the community of LaPlace, near I-10 and U.S. Hwy 61.

Income

The median household income for St. John the Baptist Parish is above the statewide median, at $60,743 and $52,087 respectively.

Employment

Major employers in the parish include ADM Growmark, ArcelorMittal, Cargill, Inc., Diversified Well Logging, Inc, Marathon Oil, and Degussa.

Land Use and Zoning

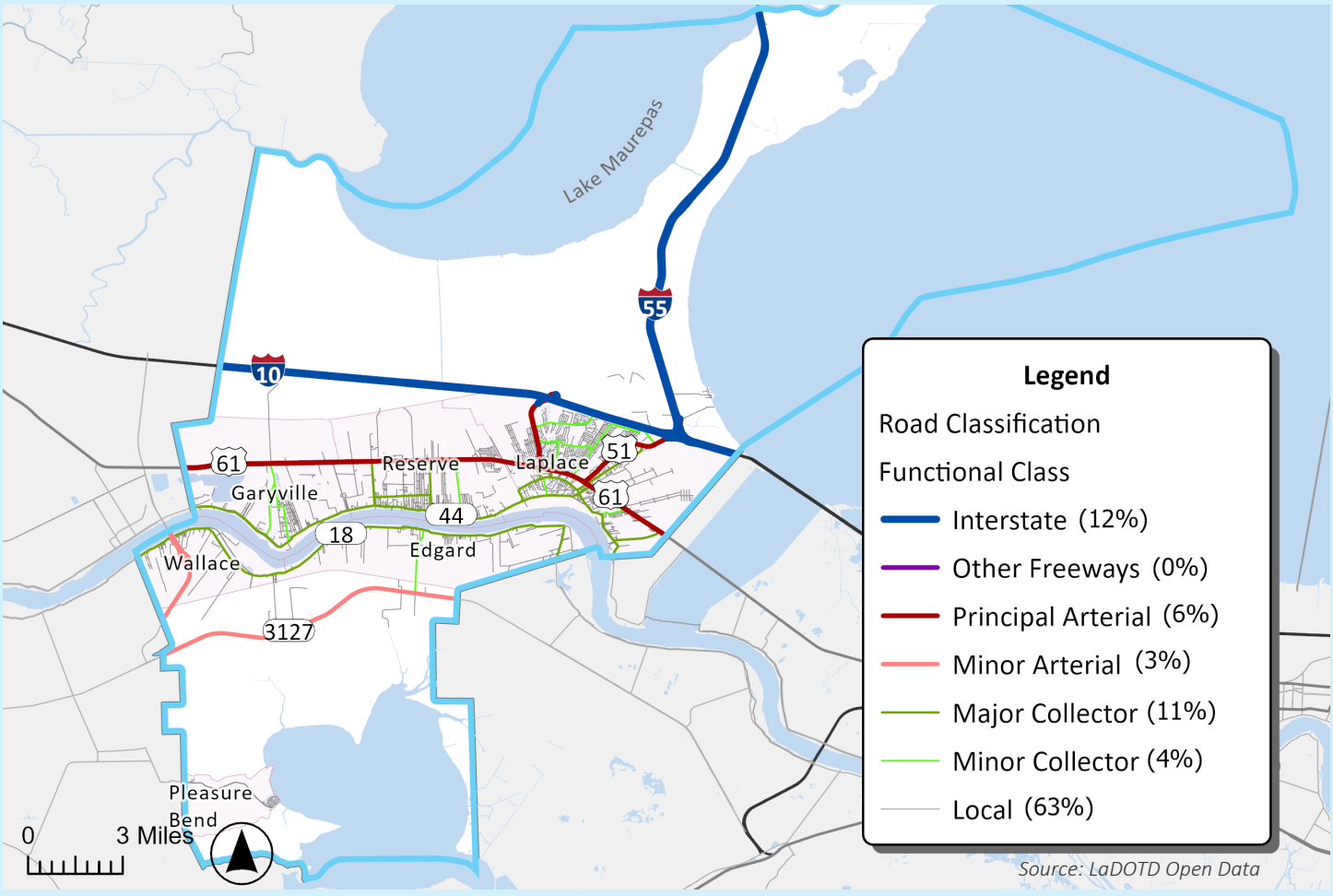
According to land use data from St John the Baptist Parish, about 45% of the land in the parish currently has no human activity because wetlands hinder development. Of the developable land, residential, industrial, and natural resources are the most common land uses. Natural resources could include activities related to farming, livestock, grazing, logging, quarrying, mining, or dredging. Land on the south side of the Mississippi River is mainly used for natural resources, while the north side is divided primarily between industrial uses to the west and residential uses to the east.

A significant amount of land in the northern and southernmost portions of the parish are zoned as either rural or environmental conservation districts. The remainder of the parish is zoned mostly for residential and industrial uses with commercial zoning along major corridors US-61, US-51, LA-3188, and LA-3127.

Transportation Network

There are 63.7 miles of interstate and 127.3 miles of arterials and collectors in the parish, which are under state control. In addition, there are 324.6 miles of local roads. In total, the parish has 515.6 miles of roadway. Existing bicycle infrastructure in the parish consists of 18.2 miles of on-street bike paths and 17.1 miles of off-street bike paths (much of which is part of the Mississippi River bike path). There are current plans to add around 8 miles of bicycle infrastructure. Figure 2 shows the existing transportation system by roadway classification.

Figure 2: St. John the Baptist Parish Roadways



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Parish Profile: St. Tammany

Population

The 2021 population of the parish was 262,799 (ACS), making St. Tammany the most populated of the three parishes. Population density is concentrated in the cities of Covington, Mandeville, and Slidell along I-12 and in the area between I-12 and Lake Pontchartrain.

Income

The median household income for the parish is $66,582 (2021 ACS), which is above the statewide median.

Employment

Major employers in the parish include St Tammany Parish Hospital, Ochsner Medical Center-Northshore, Home Health of St Tammany Hospice, Slidell Memorial Hospital, and Textron Marine & Land Systems.

Land Use and Zoning

According to land use data from St. Tammany Parish, about 37.8% of land is rural or used for agricultural purposes. The second most common land use is conservation areas (18.1%) followed by low intensity residential (17.8%). Most of St Tammany Parish is zoned for suburban development with a large natural conservation area on the eastern edge of the parish that is zoned as public facilities. Most of the other zoning codes are focused along I-12.

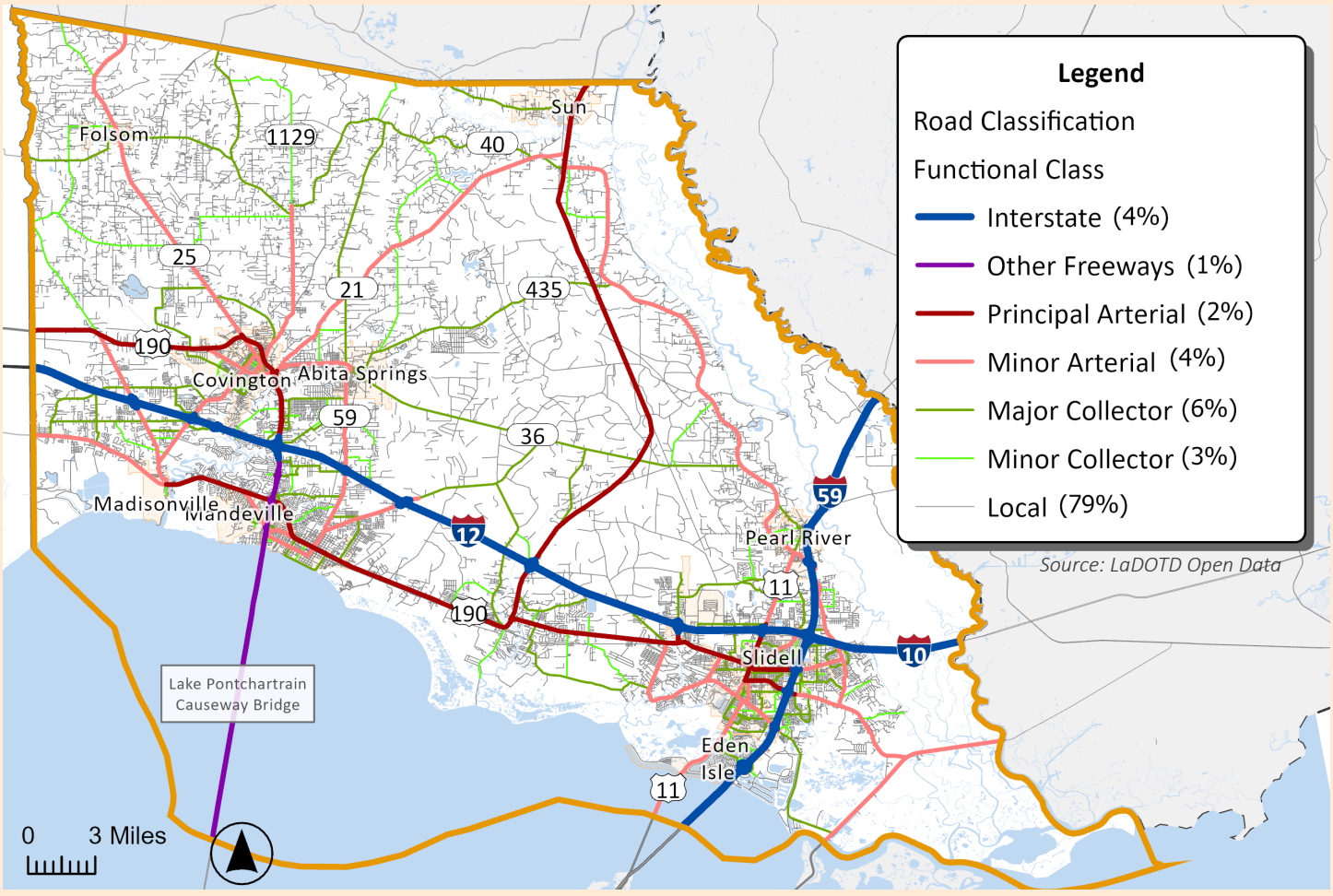
Transportation Network

There is a total of 4,013.3 miles of roadway in the parish: 158.0 miles of interstate and 644.2 miles of arterials and collectors controlled by the state, and 3168.2 miles of locally controlled roads. Among the three parishes, St. Tammany has the greatest number of roadway miles. Bicycle infrastructure consists of 7.9 miles of on-street bike paths and 46.6 miles of off-street bike paths. In total, St. Tammany Parish has 54.5 miles of existing bicycle infrastructure and around 8.0 miles of planned bicycle infrastructure.

The parish is currently conducting a comprehensive bicycle and pedestrian plan to address deficiencies and make the parish a safer place to walk and bike, which is aligned with the purpose of the Path to Zero Action Plan.

Figure 3 shows the existing transportation system.

Figure 3: St. Tammany Parish Roadways



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Parish Profile: Tangipahoa

Population

The population of the parish in 2021 was 132,492 (ACS). Population density in the parish is mostly concentrated southwest corner of the Parish, where I-12 and I-55 converge.

Income

The median household income for the parish is $52,872 (2021 ACS), which is near the statewide median.

Employment

Major employers in the parish include the Tangipahoa Parish School System, North Oaks Medical Center, Southeastern Louisiana University, Wal-Mart Distribution Center, and Sanderson Farms, Inc.

Land Use and Zoning

Based on the 2045 Tangipahoa Comprehensive Plan, "Rural" will be the most prominent land use in the parish (65.9%), followed by "Low Density Residential" (17.3%), then "Commercial" (8.2%). The least prominent uses will be "Estate 2", "Suburban", and "Industrial". These uses combined will make up less than 9% of the total land use in the parish.

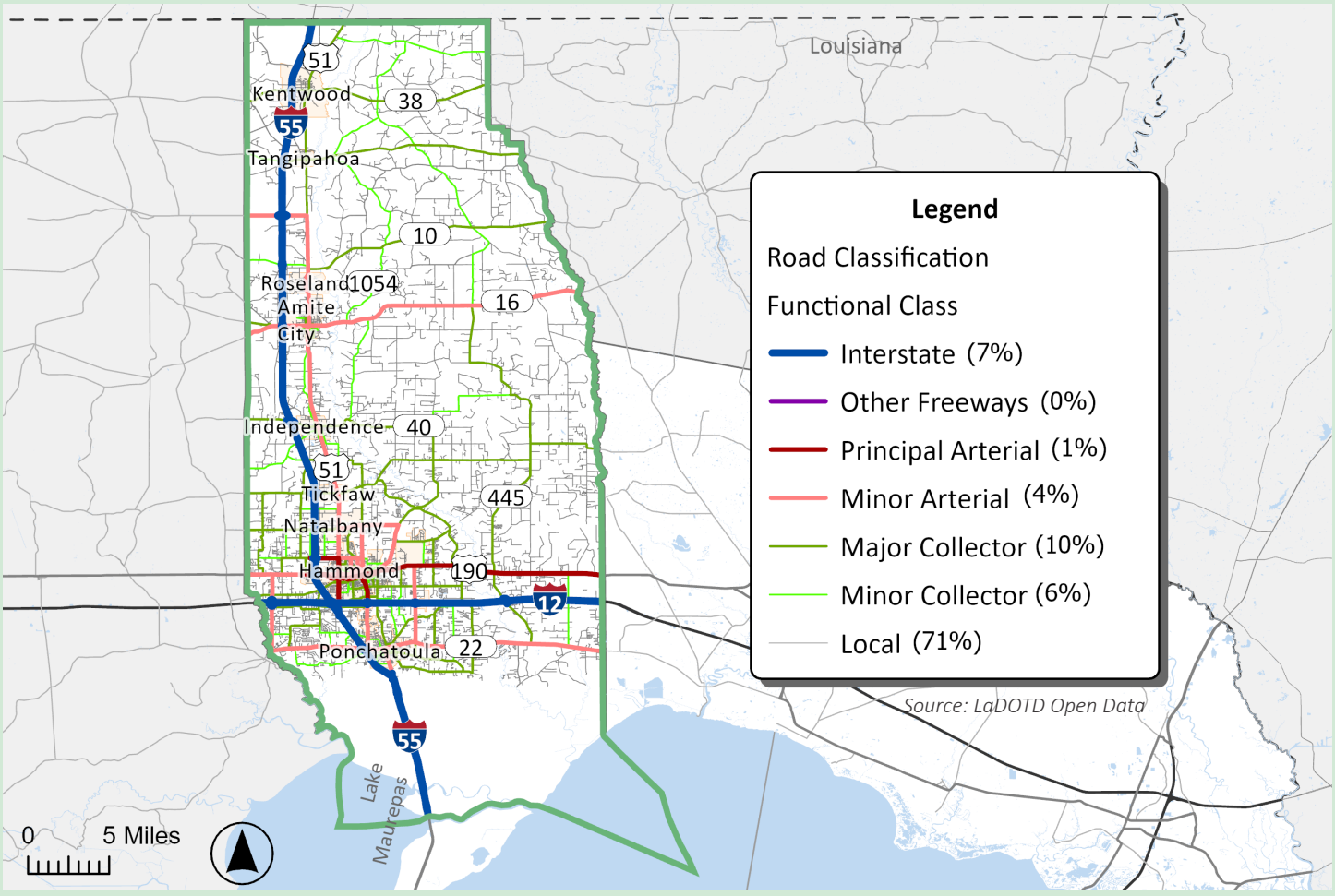
Tangipahoa Parish does not currently have zoning regulations.

Transportation Network

Tangipahoa Parish has 167.5 miles of interstate and 508.6 miles of arterials and collectors that are owned by the state. There is also 1,657.7 miles of locally owned roads, for a total of 2,334.8 miles in the parish. Bicycle infrastructure consists of 9.7 miles of on-street bike paths and 5.2 miles of off-street bike paths. There are currently 7.6 miles of on street bike paths that are planned for the parish.

Figure 4 shows the existing transportation system in Tangipahoa Parish by roadway classification.

Figure 4: Tangipahoa Parish Roadways



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2

ENGAGEMENT & COLLABORATION

Outreach

The engagement efforts for this plan reached a wide and diverse audience across the region. Various outreach methods engaged hundreds of residents, resulting in valuable feedback that has informed key recommendations. Special attention to equity considerations ensured that voices from underrepresented communities were included in outreach efforts. Strong participation along with project leadership, has laid a solid foundation for the plan, guiding meaningful and community-driven solutions.

Leadership

Effective leadership from the Project Management Team and Steering Groups was essential to the project's success. The Project Management Team guided development and coordination, while Steering Groups provided local expertise and built community support. Together, they facilitated regional collaboration and kept the project aligned with community needs. Figure 5 shows the organizational structure of collaboration between regional entities.

Project Management Team

The Project Management Team played a crucial role, holding several key responsibilities in guiding project development. These responsibilities included attending bi-monthly meetings, providing input on data analysis, recommendations, and implementation strategies, as well as recommending goals and commitments. Members of the Project Management Team included representatives from NORPC, parish officials, DOTD, the Louisiana Department of Health, State Police, and others.

Figure 5: Collaboration Structure

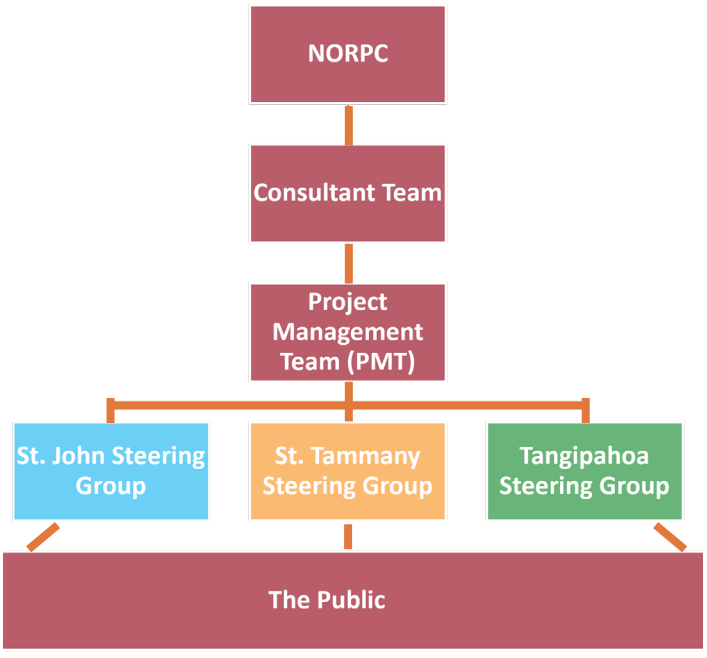

Photo: Camellia City Market - Slidell

Photo: Team Up to Clean Up Event - Reserve

Photo: Kentwood Library

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Steering Groups

Each parish had a Steering Group of representatives which assisted in championing commitment, providing local expertise, and attending quarterly meetings. Their involvement helped to ensure community needs were accurately reflected, foster collaboration across the region, and build trust and momentum for the project's success.

Photo: Tangipahoa Steering Committee Meeting

Equity Considerations

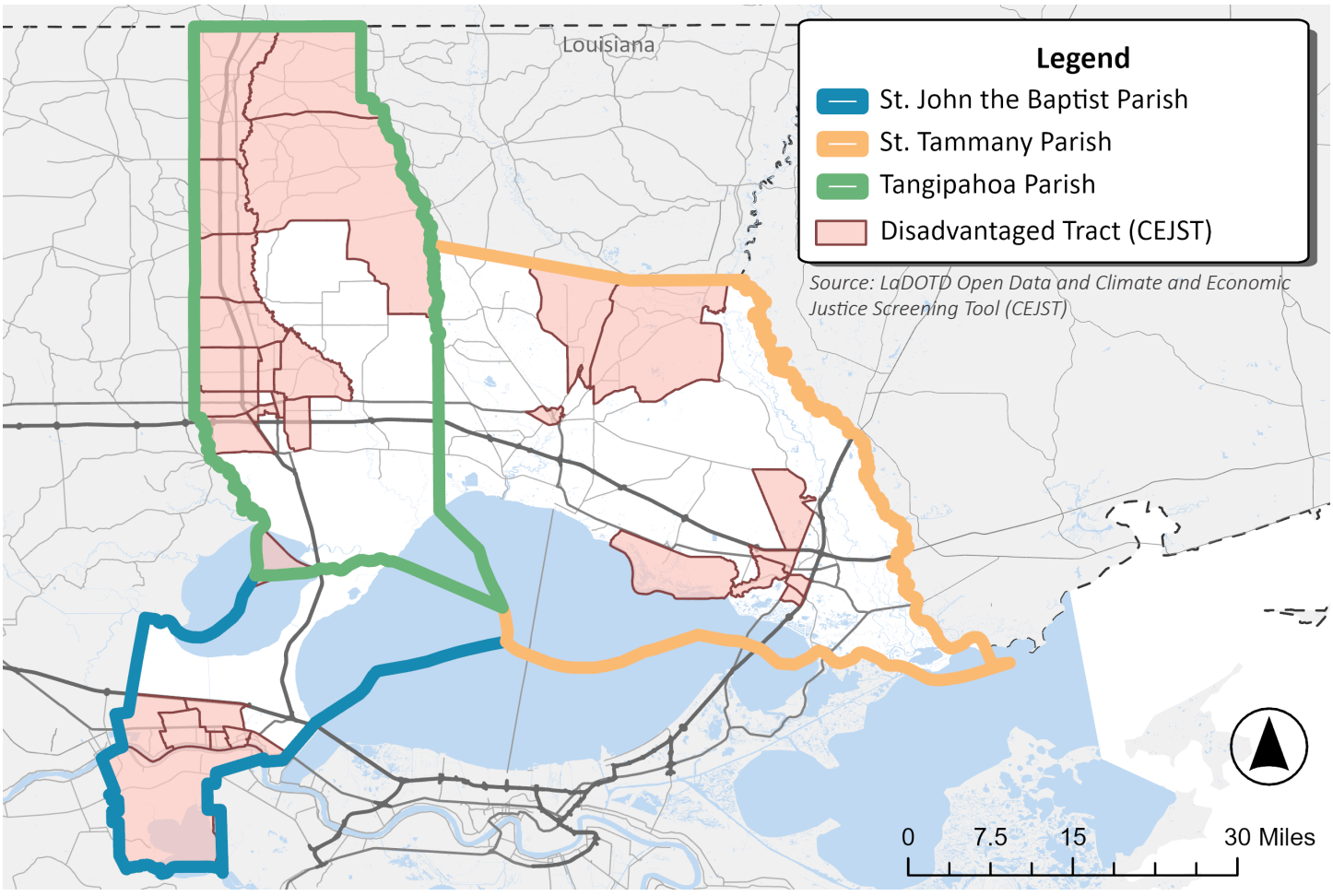
Creating a safer transportation network involves addressing the underlying factors that contribute to disproportionate safety risks in historically disadvantaged communities. Equity is a priority and goal throughout the plan, including public engagement, where a concerted effort was made to amplify the perspectives of those most at risk.

The equity analysis for this plan focused on several key characteristics at the block group or census tract level, which influence how residents experience and perceive transportation safety. These characteristics include:

- Historically disadvantaged communities
- Areas of persistent poverty (AoPP)
- Percent of people of color and minority persons
- Percent limited English proficient (LEP) households
- Percent of zero-vehicle households
- Percent of individuals with disabilities

More detail on the equity analysis can be found in Appendix A. Figure 6 shows areas that have been identified by the U.S. Council on Environmental Quality's Climate and Environmental Justice Screening Tool (CEJST) as disadvantaged. According to the CEJST tool, 64% of the Census tracts in St. John the Baptist Parish are historically

Figure 6: Equity Analysis



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disadvantaged communities, 14% in St. Tammany Parish, and 70% in Tangipahoa Parish. Table 1 below displays the percentage of each parish for additional equity considerations.

Table 1: Equity Variables by Parish Percentage of Total Block Groups or Tracts

Percent of census tracts that are AoPP[1]	
St. John the Baptist Parish	64%
St. Tammany Parish	10%
Tangipahoa Parish	19%
Percent of census block groups in the 80th percentile or higher for People of Color[2]	
St. John the Baptist Parish	55%
St. Tammany Parish	2%
Tangipahoa Parish	13%
Percent of census block groups in the 80th percentile or higher for LEP[3]	
St. John the Baptist Parish	13%
St. Tammany Parish	22%
Tangipahoa Parish	12%
Percent of census block groups in the 90th percentile or higher for individuals with a disability[4]	
St. John the Baptist Parish	6%
St. Tammany Parish	9%
Tangipahoa Parish	23%
Percent of census block groups in the 90th percentile or higher for zero vehicle households[5]	
St. John the Baptist Parish	0%
St. Tammany Parish	0%
Tangipahoa Parish	0%

The equity framework for the NORPC Path to Zero Safety Action Plan is also informed by the Justice40 initiative. Justice40 is a federal initiative aimed at ensuring 40% of the benefits from federal investments are directed to disadvantaged communities. The SS4A program falls under this initiative, meaning the Safety Action Plan's alignment with Justice40 is both essential for success and required by federal law. All programs covered by Justice40 are required to involve community stakeholders in decision-making and ensure meaningful participation. Additionally, these programs must track and report data on how benefits are being directed to disadvantaged communities.

1 United States Department of Transportation (DOT) DataHub, 2023.
2 Environmental Protection Agency EJ Screen, version 2.2
3 Ibid.
4 CDC/ATSDR Social Vulnerability Index (SVI), 2020.
5 Ibid.

Engagement

The project's engagement strategy was multifaceted, grounded in best practices to utilize broad and inclusive participation across diverse community groups. Engagement activities specifically targeted historically disadvantaged areas. Some considerations when planning community engagement included asking questions such as: 1) How do people learn about road safety issues? and 2) What impact do crashes have on the community?

The aim was not only to inform the public about potential project outcomes but also to gather valuable input on local concerns, behaviors, and priorities. To achieve this, the project team employed various methods of public engagement, including pop-up events, community presentations, and digital outreach through social media and survey promotion.

Summary of Outreach Efforts

The project team delivered six public presentations to local government councils, with two presentations held in each parish. The first round took place early in the planning process to inform the councils about the initiative, gather feedback, and secure their commitment. The second round presented the draft of the New Orleans Regional Planning Commission Regional Safety Action Plan for review.

In today's environment, digital engagement is more critical than ever, and the Social Pinpoint website was the primary platform for public interaction and documentation of input. The site hosted all digital content related to the plan's development and provided opportunities for online engagement. Managed by the project team, the website featured project details, upcoming meeting notices, contact

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information, and interactive tools such as an online survey and a comment map. Residents were directed to the website via in person events, social media, yard signs and flyers.

Photo: LaPlace Library

In April 2024, 13 pop-up events were held across the three parishes (Figure 7), where residents engaged in discussions about the project, participated in a goal prioritization activity to rank the topics they thought were the most important for their community, and took part in a map exercise to highlight areas of concern. Additionally, the events promoted the survey and distributed handouts directing attendees to the project website for further information.

Photo: Covington Trailhead Farmers Market

"In my opinion, the #1 safety problem is texting and driving!" - Survey Respondent

Summary of Input

A total of 330 areas of concern were identified through the mapping activity, which included both in-person mark-ups and submissions via the interactive map on the project website. These inputs were compiled to guide the identification and prioritization of potential projects, addressing the issues raised by residents.

The prioritization activity revealed that the top concerns for residents were *active transportation* and *reducing speeds*. The survey, conducted online from March 15 to May 31, received 487 responses. Respondents cited *distracted driving*, *speeding*, and the *lack of sidewalks* as major concerns, with *driving while using a phone* and *aggressive driving* identified as the most concerning behaviors (see Figure 8 on page 17). An overwhelming majority of respondents supported establishing a Vision Zero Policy.

Photo: Prioritization Activity Materials

Figure 7: Parish Pop-up Event Locations

St. John the Baptist	Team Up to Clean Up Event
	Garyville Library
	LaPlace Library
	Edgard Library
St. Tammany	Giddy Up Folsom Market
	Camellia City Farmers Market
	Covington Farmers Market
	Madisonville Library
Tangipahoa	Kentwood Library
	Ponchatoula Rec. Park
	Ponchatoula Strawberry Fest
	Southeastern University
	Hammond Farmers Market

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Public Health

As part of the planning process, a public health framework was developed to apply public health and behavioral change research to transportation safety improvements. The framework consists of two phases. Phase 1 focuses on adopting public health practices to enhance public engagement and data collection, which is discussed further in Chapter 4. Key steps in Phase 1 included incorporating health data into analyses, prioritizing unsafe driving behaviors in surveys, and establishing interdisciplinary partnerships. Phase 2 centered on developing policy and action plan recommendations using integrated behavior change theories. In Phase 2, the goal was to refine policy and action plan recommendations by analyzing public outreach findings (recommendations are listed in Chapter 5). This phase emphasized establishing health-related metrics and targets, evaluating public perceptions and behaviors, and aligning community priorities with behavior change theories. These efforts helped identify priorities and strategies, particularly non-infrastructure countermeasures, that support the successful implementation of the plan.

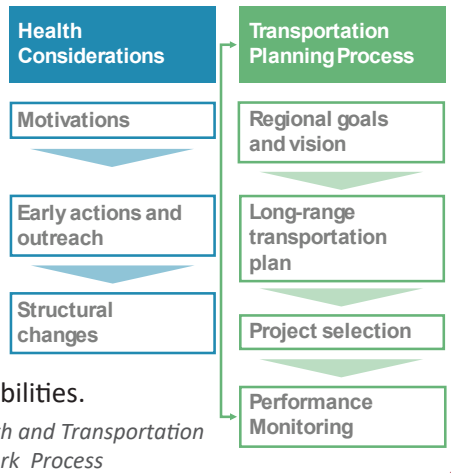
Analysis of Survey Responses

As part of the public health framework, survey responses were analyzed by sub-groups and demographics to understand demands, overall trends, as well as statistically significant differences between groups. Responses were grouped into categories such as gender, age, race, and parish. This helps to determine potential relationships and significant findings as well as highlight any major differences between the parishes or groups. The survey received 486 responses, nearly meeting the set target of 500.

- 110 survey responses from St. John the Baptist Parish
- 247 survey responses from St. Tammany Parish
- 118 survey responses from Tangipahoa Parish
- 11 survey responses from other parishes

PUBLIC HEALTH

Because transportation safety is a public health issue, it is essential to understand and establish people's motivations, priorities, and perceptions. In this way, responses to the survey informed the action items and project selections presented in Chapter 5. The Safe Systems Approach, which is central to this plan, calls for proactive safety efforts and understanding human vulnerabilities.



Source: DOT Health and Transportation Planning Framework Process

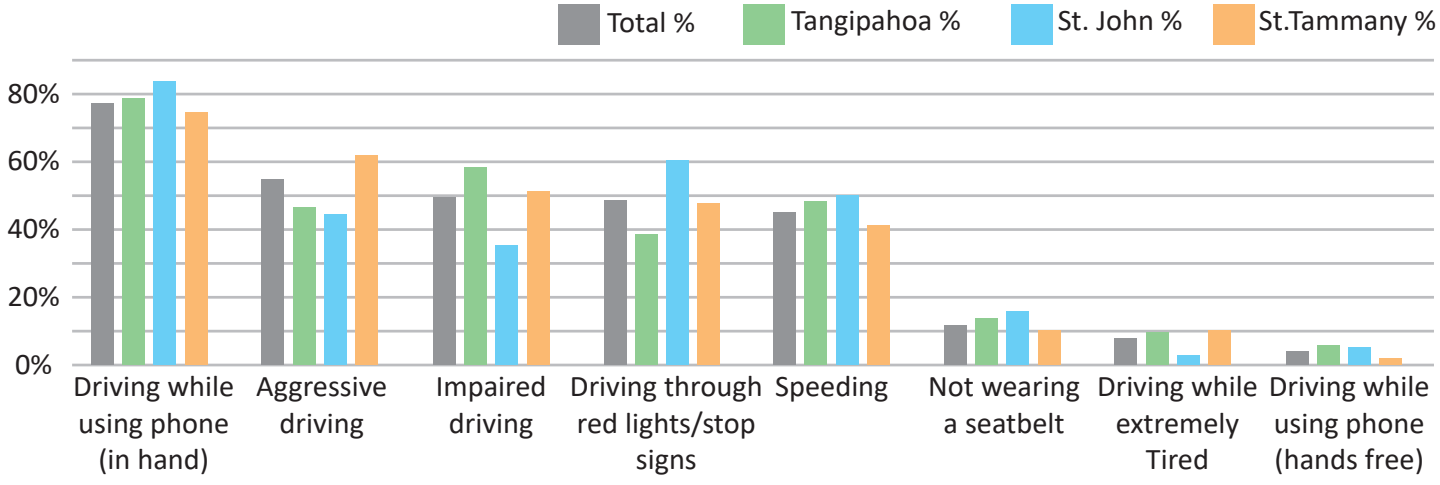
Perceptions and Behaviors

One main highlight of survey responses is that 74% are in agreement that a policy that establishes a vision of zero fatalities and serious injuries from traffic crashes is helpful for the region. This finding is consistent across the three parishes.

Perception of Most Dangerous Behaviors

Overall, a majority of survey respondents indicated serious concern about the danger of distracted and aggressive driving (Figure 8). There appears to be a greater relative perception of danger around aggressive and impaired driving in St. Tammany Parish, heightened concern about impairment in Tangipahoa, and more concern about disregard of traffic controls and speeding in St. John Parish.

Figure 8: Perception of Most Dangerous Behaviors by Parish



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When examined by demographic groupings, there is a noticeable gap between younger and older respondents regarding phone use, with the former much less likely to perceive phone-related distractions as a safety threat. Younger respondents also indicated heightened concern about aggressive driving, speeding, and fatigue. Older adults tended to be more concerned about disregard of traffic control and speeding. No age group indicated a perception that using hands-free phone technology is a significant safety concern. There were relatively small differences between male and female respondents in terms of ranking dangerous behaviors. Responses were also similar between races, but white respondents are more likely to think aggressive driving is more dangerous, while Black respondents are more than likely to think driving without wearing a seatbelt is more dangerous.

Preferred Countermeasures

Preference for potential tools and strategies for addressing safety concerns varies by community (Figure 9). St. John the Baptist Parish respondents indicated a preference for improved lighting and pedestrian facilities, while focusing on speed management and lane departures (e.g. by adding rumble strips). St. John also indicated the strongest support for media campaigns targeting road user behavior. In Tangipahoa Parish, significant demand for improved shoulders and lighting is indicated. In St. Tammany Parish, there is relatively less interest in safety campaigns or speed limit reductions, but strong demand for bicycle and pedestrian infrastructure enhancements.

Different demographic groups expressed differences in the types of countermeasures that they would like to see in their neighborhoods. Younger adults indicated less emphasis on improving lighting and roadway shoulders, and a relative lack of interest in speed limit reduction or safety-focused campaigns. Instead, young adults indicated a preference for features that enhance walkability and bikeability like curb extensions, bike lanes, and crosswalks. Older adults indicated a preference for enhanced shoulders and rumble strips (potentially indicating concern about roadway departure crashes), and would like to see lower speed limits and safety campaigns. Low-income respondents indicated low levels of support for safety media campaigns and instead appeared to prioritize tangible improvements like lighting, raised crosswalks, rumble strips, and access management strategies. Middle and high-income households indicated a slightly stronger support for bike lanes and crosswalks.

Lighting improvements are a widely supported and desired safety countermeasure in each parish.

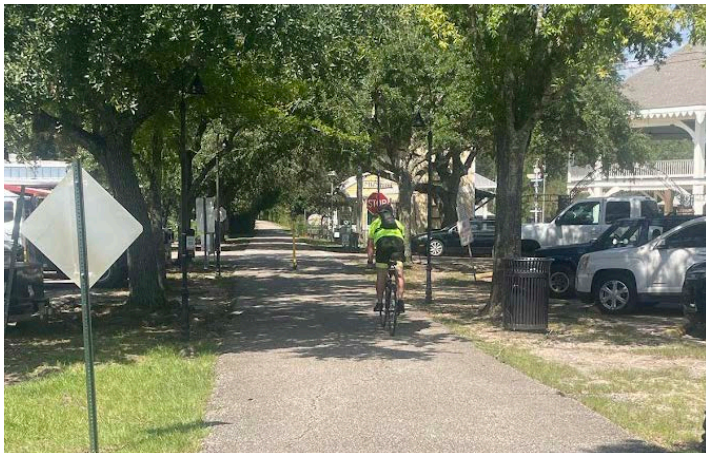
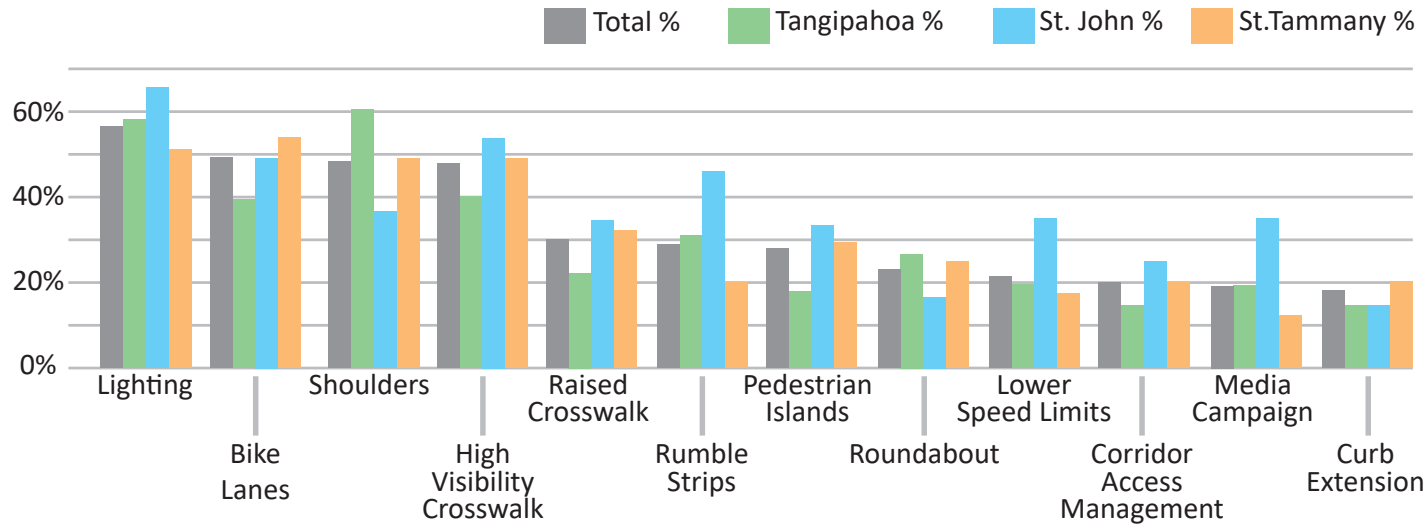


Photo: Tammany Trace in St. Tammany Parish

"The roads are damaged and narrow, and driving at night is scary due to a lack of electricity and lighting."
- Survey Respondent

Figure 9: Countermeasure Preference by Parish



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3

SAFETY ANALYSIS

Safety Analysis Approach

This chapter describes the safety analysis that was conducted as part of the NORPC Path to Zero Safety Action Plan. First, the methodologies used for the safety analysis are explained. Then, the results of the analysis for each parish are presented. Lastly, the High Injury Network, is discussed for each parish and shown through maps.

Top Crash Segment and Intersection Identification Methodology

The safety analysis for this plan is based on crash data during the five-year period from January 1, 2017, to December 31, 2021. The purpose is to discern patterns and trends in crash types, locations, contributing factors, and environmental factors for all reported fatal and suspected serious injury crashes that occurred during the five-year analysis period. The assessment of state highways and local roads followed the methodologies described below.

State Highway System

The Louisiana Department of Transportation and Development (LADOTD) has a sophisticated methodology for identifying locations on state routes that may have a high potential for safety improvement (High PSI). LADOTD has developed total crash and fatal/injury safety performance functions (SPFs) for each facility type using methodologies from AASHTO's Highway Safety Manual. The LADOTD uses the Level of Service of Safety (LOSS) methodology for identifying High PSI locations and produces an annual report of High PSI locations for planners and engineers to use in developing projects. To qualify as a High PSI Segment, the expected number of crashes of "Fatal & Injury Crashes" is greater than the LOSS IV limit, and have at least three fatal, serious or moderate crashes on the segment for a three-year period. To qualify as a High PSI Intersection, the expected number of crashes of "Fatal & Injury Crashes" is greater than the LOSS IV limit, and have at least 5 fatal, serious or moderate crashes at the intersection for a 5-year period.

Local Road System

Due to a lack of annual average daily traffic (AADT) information on local roads across the state of Louisiana, the LADOTD is unable to employ the LOSS methodology for the local roadway system. Therefore, for locally-owned roads the Equivalent Property Damage Only (EPDO) methodology was employed. In this method, weighting factors related to the societal costs of fatal, injury, and property damage-only crashes are assigned to crashes by severity to develop an EPDO score that considers frequency and severity of crashes. The sites are then ranked from high to low EPDO score, with high value sites selected for investigation. This methodology combines all crash types and intersection and segment crashes.

Crash Trends

Crash history details over the five-year analysis period are presented in the following sections for each of the three parishes, including:

- Crash types
- Environmental circumstances
- Temporal patterns
- Demographic patterns
- Crashes involving pedestrians and cyclists

High Injury Network

A High Injury Network (HIN) identifies where a relatively high number of fatal and serious injury crashes have occurred. By focusing on the HIN, efforts to improve transportation safety can have the highest impact. The LOSS and EPDO methodologies were used to inform the HIN methodology criteria of 1 fatal crash and/or 5 injury crashes over the five-year study period.

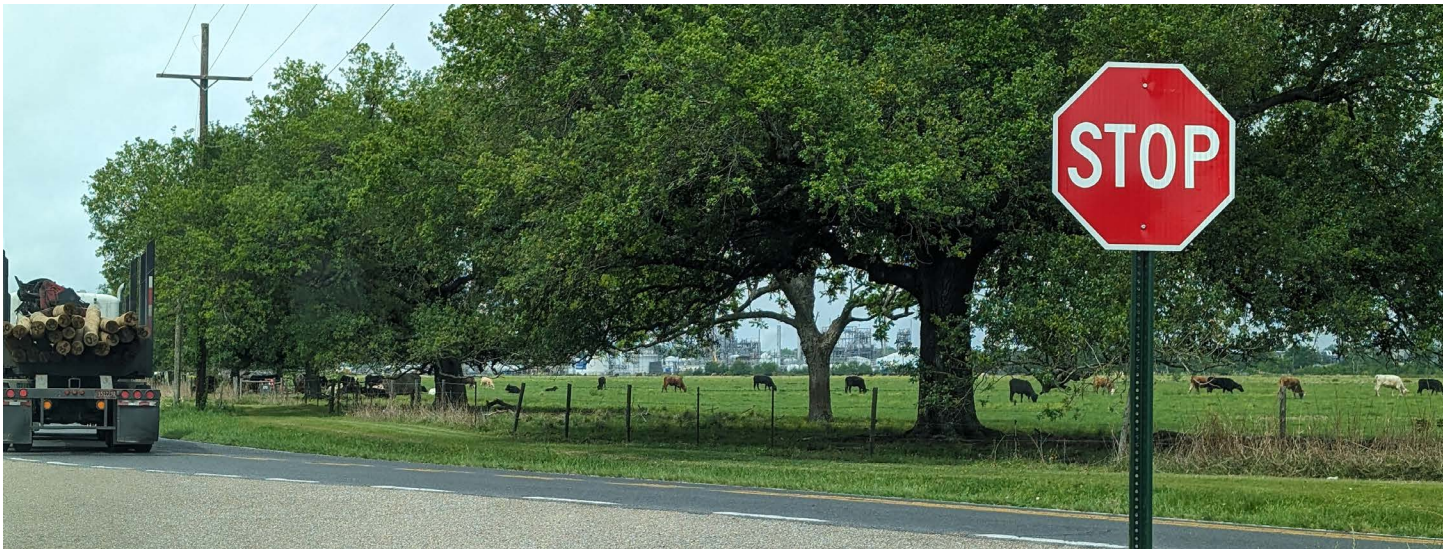

Photo: Intersection at Highway 44 in St. John the Baptist Parish

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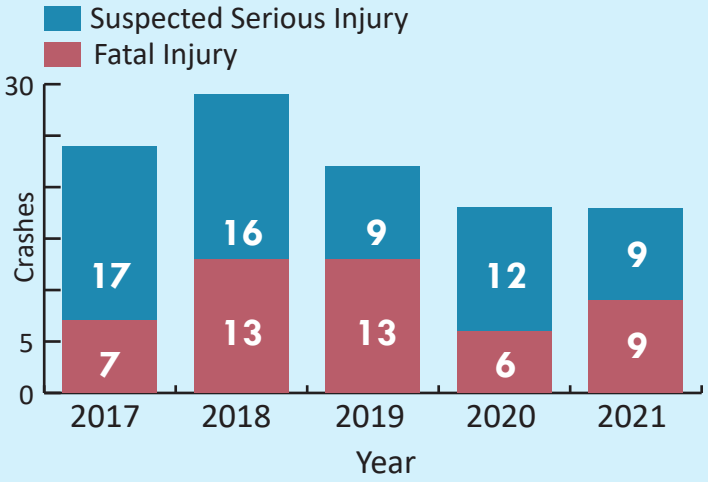
St. John the Baptist Parish Crash Analysis

Within St. John Parish, there were 48 fatal crashes and 63 suspected serious injury crashes reported during the five-year analysis period. Figure 10 illustrates the fatal and suspected serious injury crashes reported by year within St. John Parish. Crash locations are concentrated on major corridors such as I-10 and US 61.

Figure 10: Fatal and Suspected Serious Injury Crashes by Year, 2017-2021 (St. John)



Crash Types

Table 2 summarizes the fatal and suspected serious injury crashes reported during the five-year analysis period by crash type. The most common crash type among the fatal and suspected serious injury crashes reported in the five-year analysis period was off-road (roadway departure) crashes, which accounted for approximately 21% of all fatal and suspected serious injury crashes in St. John Parish. Rear-end crashes (17%), pedestrian crashes (17%), and angle (13%) were the next most common crash types reported.

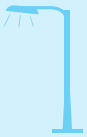
Table 2: Crash Types (St. John 2017-2021)

Crash Type	Total	Percent
Off-Road	23	21%
Rear-End	19	17%
Pedestrian	19	17%
Left Turn	9	8%
Other	11	10%
Angle	14	13%
Head On	9	8%
Sideswipe	5	5%
Bicycle	2	2%
Animal	0	0%
Right Turn	0	0%
Total	**111**	**100%**

Environmental Circumstances

Understanding environmental circumstances, such as lighting, weather, and surface conditions that contribute to crashes can be helpful in determining potential areas for improvement within the roadway network to better accommodate the traveling public. For fatal and suspected serious injury crashes in St. John the Baptist Parish from 2017-2021:

48% occurred in daylight



30% occurred at a location with lighting present

90% occurred during clear or cloudy weather conditions

86% occurred on dry pavement

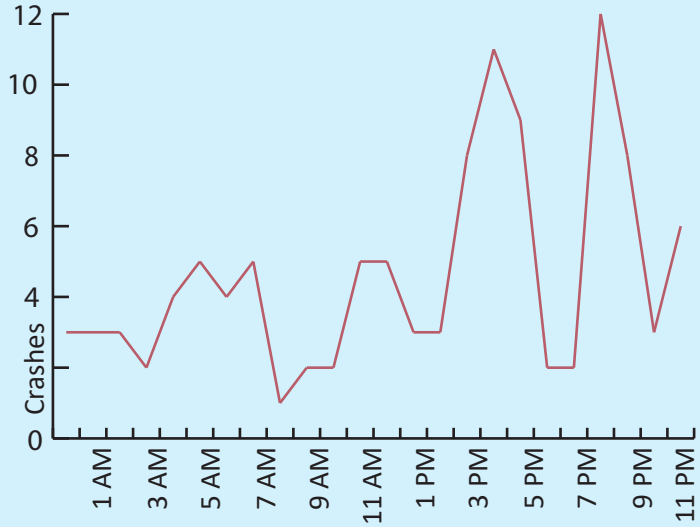
From this analysis, a lack of lighting, surface conditions, and weather conditions do not appear to be a contributing factor to crashes. These results highlight the need for safety outreach and behavioral campaigns.

Temporal Patterns

Fatal and suspected serious injury crashes occurred more frequently on weekends than on weekdays, but Tuesdays were higher than any other weekday and a close second to Saturdays.

Figure 11 illustrates the time-of-day trends in crashes reported in the parish. The occurrence of fatal and suspected serious injury crashes correlates with typical traffic patterns, except for the highest peak between 7 and

Figure 11: Fatal and Suspected Serious Injury Crashes by Time of Day 2017-2021 (St. John)



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9 PM. The data shows a minor increase before the typical morning peak traffic period, a similar increase during the midday peak, and a more significant increase prior to congested conditions in the evening peak traffic period. Once free flow conditions are restored following the evening peak period, the occurrence of fatal and suspected serious injury crashes are most significant. Perhaps most notably, congested periods have significant decreases in fatal and suspected serious injury crashes since speeds are physically constrained.

Demographic Patterns

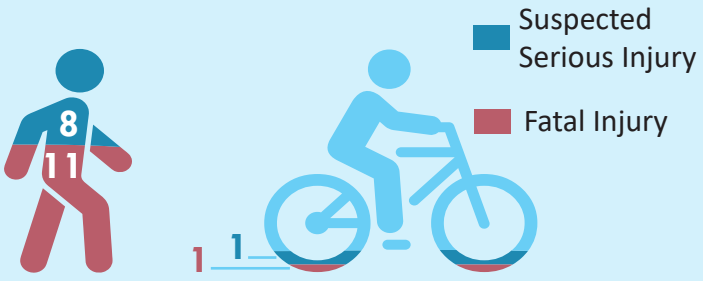
Fatal and suspected serious injury crashes reported in St. John Parish during the five-year analysis period were evaluated for patterns related to specific at-risk populations: aging drivers (age 65 or older), young drivers (ages 15-24), and drivers under the influence of alcohol or drugs. Percentages for these categories are listed below. The percentage of fatal and serious crashes involving alcohol in the parish is higher than the statewide percentage of 21%.

AGING DRIVERS: 11%
YOUNG DRIVERS: 27%
ALCOHOL-INVOLVED: 23%

Pedestrian and Bicycle Crashes

From 2017 to 2021, there were 19 pedestrian crashes and 2 bicyclist crashes recorded in the parish that resulted in serious injury or death. Figure 12 illustrates the breakdown of these crashes. Analysis showed that these crashes occur more often in Laplace, where demand for walking and biking is higher. Both of the bicyclist crashes occurred on a weekday in 2020. One bicyclist was fatally struck on the shoulder of the roadway between 4 and 5 pm. The driver fled the scene. The other bicyclist was seriously injured on the roadway during dark conditions.

Figure 12: Crashes Involving Pedestrians and Cyclists 2017-2021 (St. John)



Over two-thirds of the pedestrians crashes occurred during dark conditions, and 18 of 19 occurred on the roadway — one occurred on the shoulder. Only one of the on road crashes occurred at an intersection. Existing data does not show if pedestrians were attempting to cross the roadway, if sidewalks are provided at these locations, and if driver violations were a factor.

State Highway System

The High PSI sections and intersections reported by LADOTD for St. John the Baptist Parish were consulted and provided validation for the segments and intersections that were identified using the HIN methodology.

Local Road System

The top 10 crash locations in the parish, based on the EPDO assessment, are listed in Table 3.

Table 3: Highest EPDO Segments (St. John)

Primary Road	Segment Crashes	Intersection Crashes	Total	Total Crash Cost
Carrollwood	87	40	127	$5,520,375
Cambridge	63	56	119	$5,231,301
Fairway	34	32	66	$4,524,608
St Andrews	9	14	23	$2,982,949
Sawgrass	3	2	5	$2,188,463
Main	24	15	39	$2,127,671
Woodland	24	12	36	$2,004,484
Sugar Ridge	23	12	35	$2,000,193
Greenwood	24	17	41	$1,824,249
LA 637	13	7	20	$1,612,846

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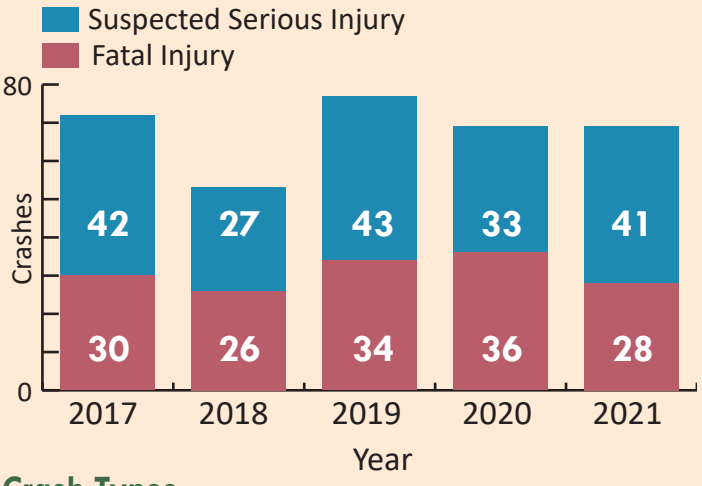
St. Tammany Parish Crash Analysis

Within St. Tammany Parish, there were 154 fatal crashes and 186 suspected serious injury crashes reported during the five-year analysis period from 2017 to 2021. Figure 13 illustrates the fatal and suspected serious injury crashes in the parish by year. Crash locations appear to be concentrated on major corridors such as I-10, I-12, and US 190, especially where land use is developed more intensely.

Figure 13: Fatal and Suspected Serious Injury Crashes by Year, 2017-2021 (St. Tammany)



Crash Types

The most common crash type among the fatal and suspected serious injury crashes reported in the analysis period was non-motor vehicle (including off-road) related crashes, which accounted for approximately 50%. Rear-end crashes (16%) and right angle (15%) were the next most common crash types reported. Pedestrian related crashes were reported to be 12%. Table 4 summarizes the fatal and serious crash types from 2017 to 2021.

Table 4: Crash Types (St. Tammany 2017-2021)

Crash Type	Total	Percent
Off-Road	128	38%
Rear-End	46	14%
Pedestrian	42	12%
Left Turn	22	6%
Other	16	5%
Angle	38	11%
Head On	19	6%
Sideswipe	11	3%
Bicycle	16	5%
Animal	1	0%
Right Turn	1	0%
Total	**340**	**100%**

Environmental Circumstances

Analysis of fatal and suspected serious injury crashes in St. Tammany Parish from 2017-2021 highlighted the need for safety behavioral campaigns, and illustrated the following:

Surface and weather conditions do not appear to be a contributing factor to crashes, but crashes in dark conditions without street lighting were more than double that of crashes in dark conditions with street lighting present.

49% occurred in daylight

31% occurred at a location with no lighting present

88% occurred during clear or cloudy weather conditions

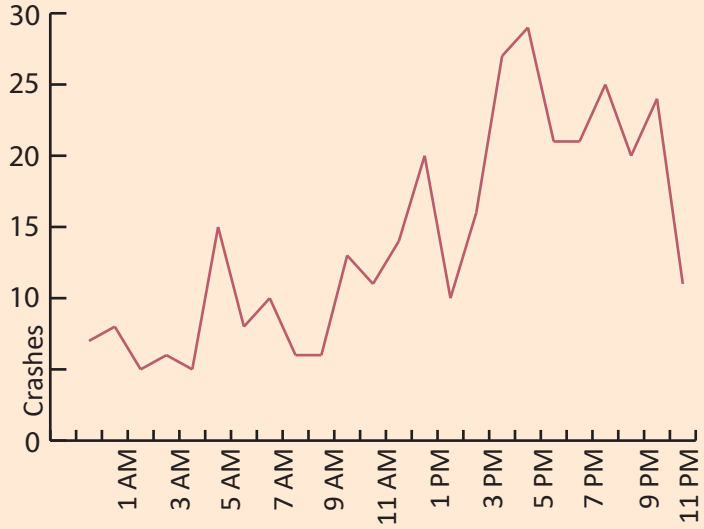
86% occurred on dry pavement

Temporal Patterns

Fatal and suspected serious injury crashes in St. Tammany Parish did not have a specific trend in crash occurrence by the day of the week. Figure 14 illustrates the time-of-day trends in parish crashes. The occurrence of fatal and suspected serious injury crashes in the dataset correlates with typical traffic patterns, indicating a small uptick during the typical morning peak traffic period, and a more significant increase during the typical evening peak traffic period around 4:00 PM and 5:00 PM.

Consistent with the previously noted finding that approximately 35% of fatal and suspected serious injury crashes occurred under dark, dawn, or dusk conditions, approximately 25% of reported crashes occurred between

Figure 14: Fatal and Suspected Serious Injury Crashes by Time of Day 2017-2021 (St. Tammany)



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9:00 PM to 4:00 AM, of which approximately 38% involved alcohol.

Demographic Patterns

The 340 fatal and suspected serious injury crashes reported in St. Tammany Parish during the five-year analysis period were evaluated for patterns related to aging drivers (age 65 or older), young drivers (ages 15-24), and drivers under the influence of alcohol or drugs. The percentage of fatal and serious crashes in the parish that involved each category is listed below.

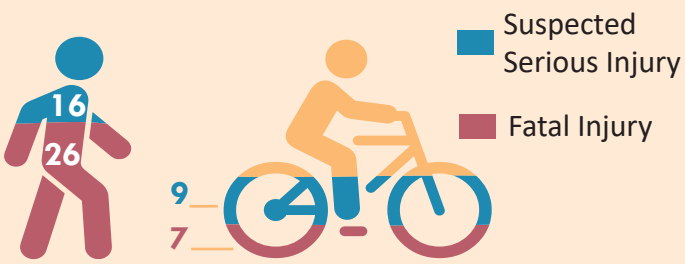
AGING DRIVERS: 19%
YOUNG DRIVERS: 26%
ALCOHOL-INVOLVED: 21%

Pedestrian and Bicycle Crashes

Among the 340 fatal and suspected serious injury crashes, there were 42 pedestrian crashes and 16 bicyclist crashes recorded within St. Tammany Parish from 2017 to 2021. Figure 15 shows the breakdown of these crashes.

A majority of the pedestrian and bicycle crashes, approximately 50%, occurred under dark conditions. Just 12% of pedestrian crashes occurred with wet surface conditions and 18% of bicycle crashes occurred with wet surface conditions. A majority of pedestrian crashes, approximately 40% (17), and bicycle crashes, approximately 56% (9), within the region were attributed to the involvement of alcohol.

Figure 15: Crashes Involving Pedestrians and Cyclists 2017-2021 (St. Tammany)



Pedestrian and bicycle crashes more often occur in Slidell and Covington, where vulnerable road users, such as pedestrians and bicyclists, are more likely to be utilizing the roadway network.

State Highway System

The High PSI sections and intersections reported by LADOTD for St. Tammany Parish were consulted and provided validation for the segments and intersections that were identified using the HIN methodology.

Local Road System

The top 10 crash locations in the parish, based on the EPDO assessment, are listed in Table 5.

Table 5: Highest EPDO Segments (St. Tammany)

Primary Road	Segment Crashes	Intersection Crashes	Total	Total Crash Cost
Lake Pontchartrain	184	1	185	$14,748,825
Northshore	245	36	281	$11,883,073
Brewster	112	46	158	$8,691,750
Brownswitch	104	35	139	$8,686,605
Harrison	53	104	157	$8,092,243
Lowe Davis	22	2	24	$7,751,948
Airport	68	39	107	$6,878,663
Howze Beach	24	14	38	$4,672,196
Monroe	17	75	92	$4,666,036
Florida	35	77	112	4,388,660

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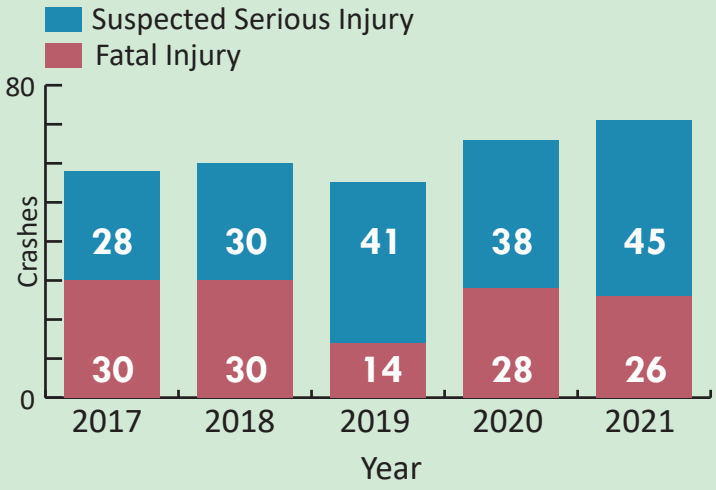
Tangipahoa Parish Crash Analysis

Between 2017 and 2021, 128 fatal crashes and 182 suspected serious injury crashes were reported in Tangipahoa Parish. Figure 16 presents the number of fatal and suspected serious injury crashes per year. The number of reported crashes fluctuated over the five-year period, with the lowest number of fatal and suspected serious injury crashes occurring in 2019 and the highest number in 2021.

Figure 16: Fatal and Suspected Serious Injury Crashes by Year, 2017-2021 (Tangipahoa)



Crash Types

The breakdown of fatal and suspected serious injury crashes by crash is presented in Table 6. Among the fatal and suspected serious injury crashes, off-road crashes were the most common, which accounted for approximately 42% of all crashes. The next most common crash types were pedestrian (15%) and rear-end (12%)

Table 6: Crash Types (Tangipahoa 2017-2021)

Crash Type	Total	Percent
Off-Road	130	42%
Rear-End	38	12%
Pedestrian	45	15%
Left Turn	17	5%
Other	13	4%
Angle	23	7%
Head On	17	5%
Sideswipe	14	5%
Bicycle	9	3%
Animal	2	1%
Right Turn	2	1%
Total	**310**	**100%**

Environmental Circumstances

An evaluation of environmental elements including weather, lighting, and surface conditions revealed the following about fatal and serious injury crashes in the parish.

44% occurred in daylight

51% occurred at a location with no lighting present

91% occurred during clear or cloudy weather conditions

86% occurred on dry pavement

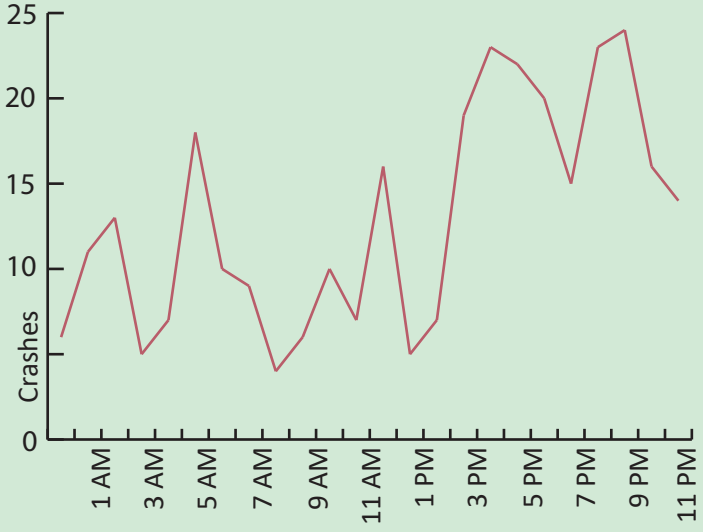
Fatal and suspected serious injury crashes were most common during dark conditions. There were 110 crashes that occurred in dark conditions without lighting present, but with the presence of lighting the number of fatal and suspected serious crashes drop significantly (47). Surface and weather conditions are not significant contributing factors to fatal and severe crashes.

Temporal Patterns

Roughly 46% of crashes occurred on a Friday, Saturday, or Sunday. The largest number of fatal and suspected serious injury crashes occurred on Sundays.

The time-of-day trends (Figure 17) indicated that fatal and suspected serious injury crashes were most common in the afternoon hours and evening hours, with roughly 47% of all crashes occurring between 3:00 PM and 9:00 PM. The highest number of crashes occurred between 4:00 PM and 7:00 PM, accounting for roughly 21% of all crashes. Furthermore,

Figure 17: Fatal and Suspected Serious Injury Crashes by Time of Day 2017-2021 (Tangipahoa)



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there is a spike in crashes between 5:00 AM and 7:00 AM as well as at 12:00 PM. These trends are consistent with typical workday traffic patterns. This supports the findings that around 51% of fatal and suspected serious injury crashes occurred under dark conditions. Further analysis indicated that of the 144 crashes that occurred on a Friday, Saturday, or Sunday, roughly 53% occurred under dark conditions. Figure 17 shows time of day analysis results.

Demographic Patterns

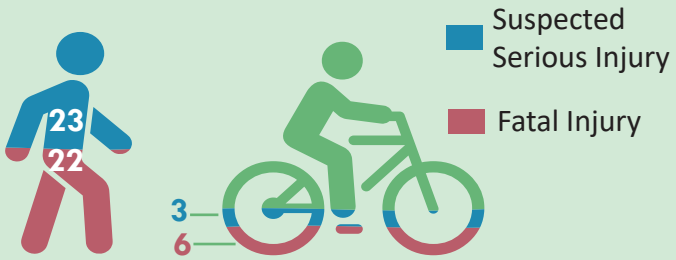
The fatal and suspected serious injury crashes reported in Tangipahoa Parish during the five-year analysis period were evaluated for patterns related to aging drivers (age 65+), young drivers (ages 15-24), and drivers under the influence of alcohol or drugs, which is shown below.

AGING DRIVERS: 14%
YOUNG DRIVERS: 28%
ALCOHOL-INVOLVED: 20%

Pedestrian and Bicycle Crash Summary

Out of the 310 crashes fatal and serious injury crashes, 45 were reported to have involved pedestrians and 9 involved bicycles (Figure 18). A review of the lighting conditions indicated that roughly 71% of pedestrian crashes and 67% of bicycle crashes occurred when it was dark.

Figure 18: Crashes Involving Pedestrians and Cyclists 2017-2021 (Tangipahoa)



State Highway System

The High PSI sections and intersections reported by LADOTD for St. Tammany Parish were consulted and provided validation for the segments and intersections that were identified using the HIN methodology.

Local Road Systems

The top 10 crash locations in the parish, based on the EPDO assessment, are listed in Table 7.

Table 7: Highest EPDO Segments (Tangipahoa)

Primary Road	Segment Crashes	Intersection Crashes	Total	Total Crash Cost
Range	87	77	164	$11,586,740
Club Deluxe	131	70	201	$9,301,081
Sisters	76	34	110	$8,746,106
Wardline	60	90	150	$8,525,125
Oak	446	246	692	$8,355,662
C M Fagan	134	46	180	$7,147,969
Faller	13	3	16	$6,240,030
Hano	55	4	59	$6,015,753
Minnesota Park	79	45	124	$5,563,606
Hoover	48	26	74	$4,771,964

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High Injury Network

As described at the beginning of this chapter, the HIN identifies where a relatively high numbers of fatal and serious injury crashes have occurred.

To create the HIN, all crashes within each parish were mapped in a GIS (Geographic Information Systems) database alongside the corresponding roadway segment and intersection data. GIS tools were used to quantify how many crashes occurred along each roadway segment and within 250 feet of each intersection. In order to qualify as a HIN segment or intersection, the criteria of at least one fatal injury crash or 5 total injury crashes throughout the study period had to be met. This data was used to create a High Injury Network (HIN) map for each parish, which are presented in Figure 19 through Figure 22.

Segments and intersections on the High Injury Network (HIN) have had at least one fatal injury crash or 5 total injury crashes during the period from 2017 to 2021.

By far, the majority of high injury network segments are on state roads or highways, followed by parish roads and city roads (with the exception of St. John the Baptist Parish, which does not have any incorporated municipalities). Intersections that met the HIN criteria totaled 275, with 126 located within St. Tammany Parish, 96 in Tangipahoa Parish, and 35 in St. John the Baptist Parish. Table 8 details the HIN by miles and count of intersections in each parish.

Photo: Covington, St. Tammany Parish

Table 8: HIN by Miles

Parish and Road Ownership	Miles of HIN	High Crash Intersection Count
All Three Parishes	**436.3**	**257**
City roads	11.7	
Parish roads	29.5	
State roads	395.1	
St. John the Baptist	**141.6**	**35**
City roads	0	
Parish roads	7.1	
State roads	134.4	
St. Tammany	**162.6**	**126**
City roads	6.1	
Parish roads	9.9	
State roads	146.7	
Tangipahoa	**132.2**	**96**
City roads	5.7	
Parish roads	12.5	
State roads	114.0	

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Figure 19: High Injury Network

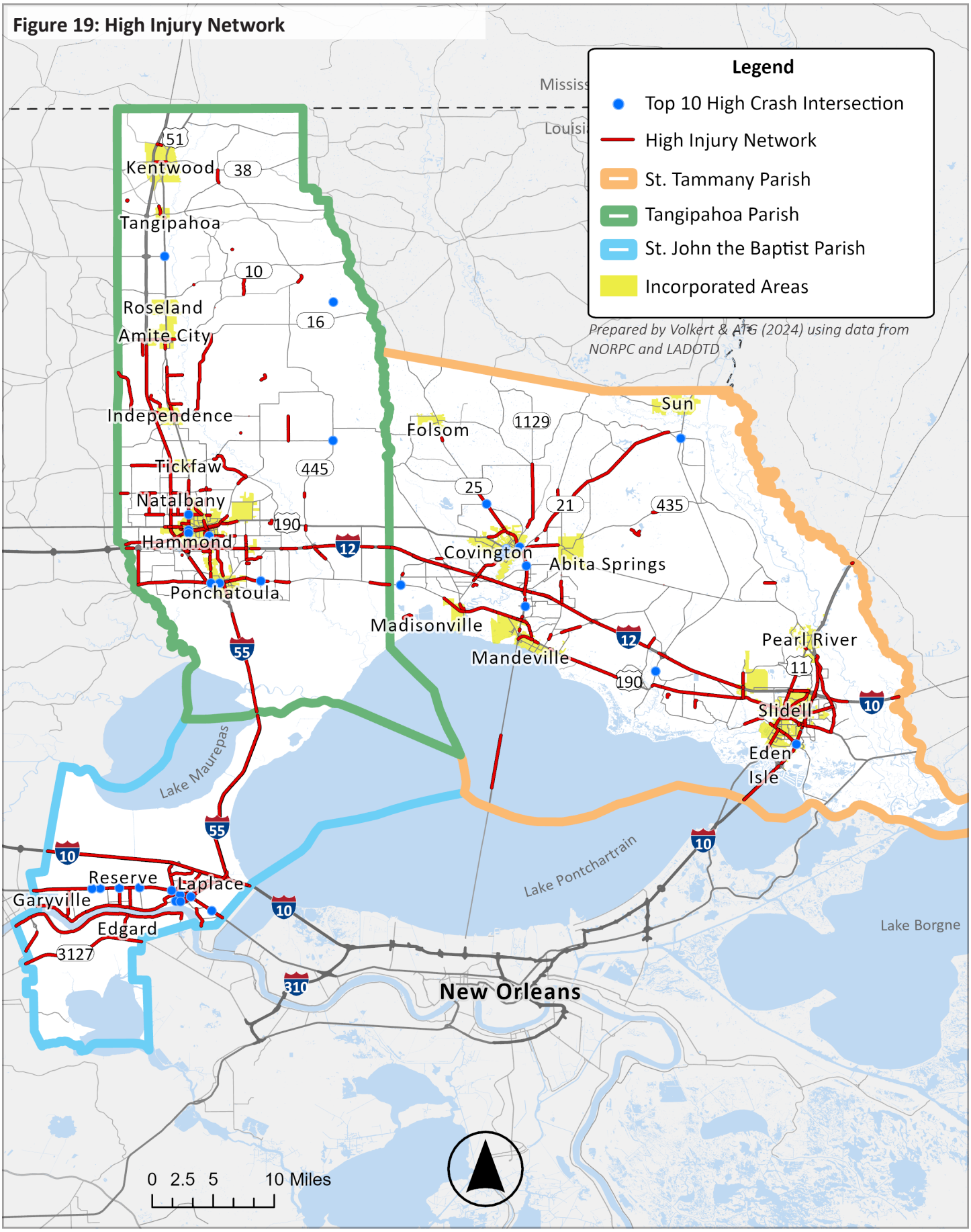

Figure 20: St. John The Baptist Parish High Injury Network

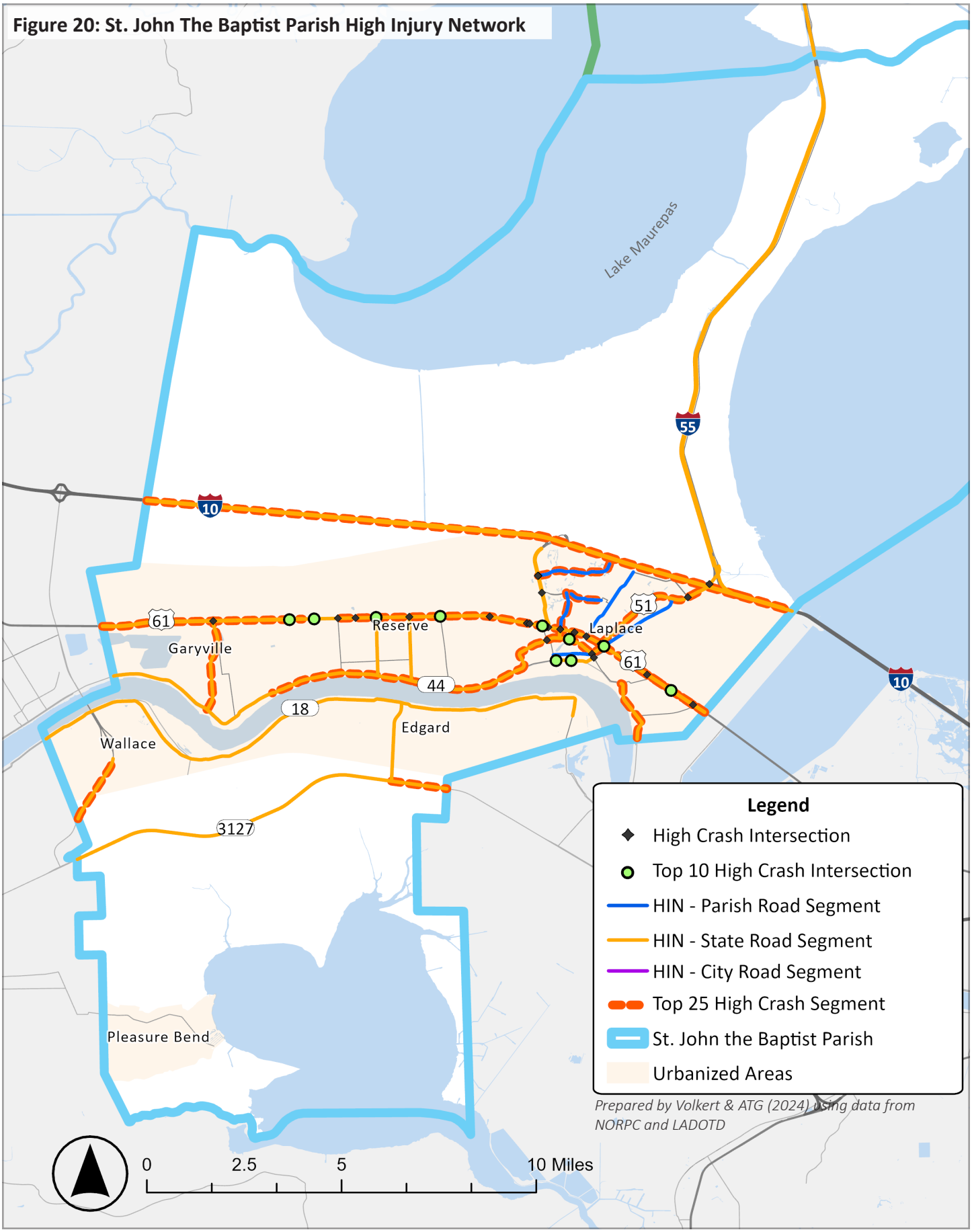

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Figure 21: St. Tammany Parish High Injury Network

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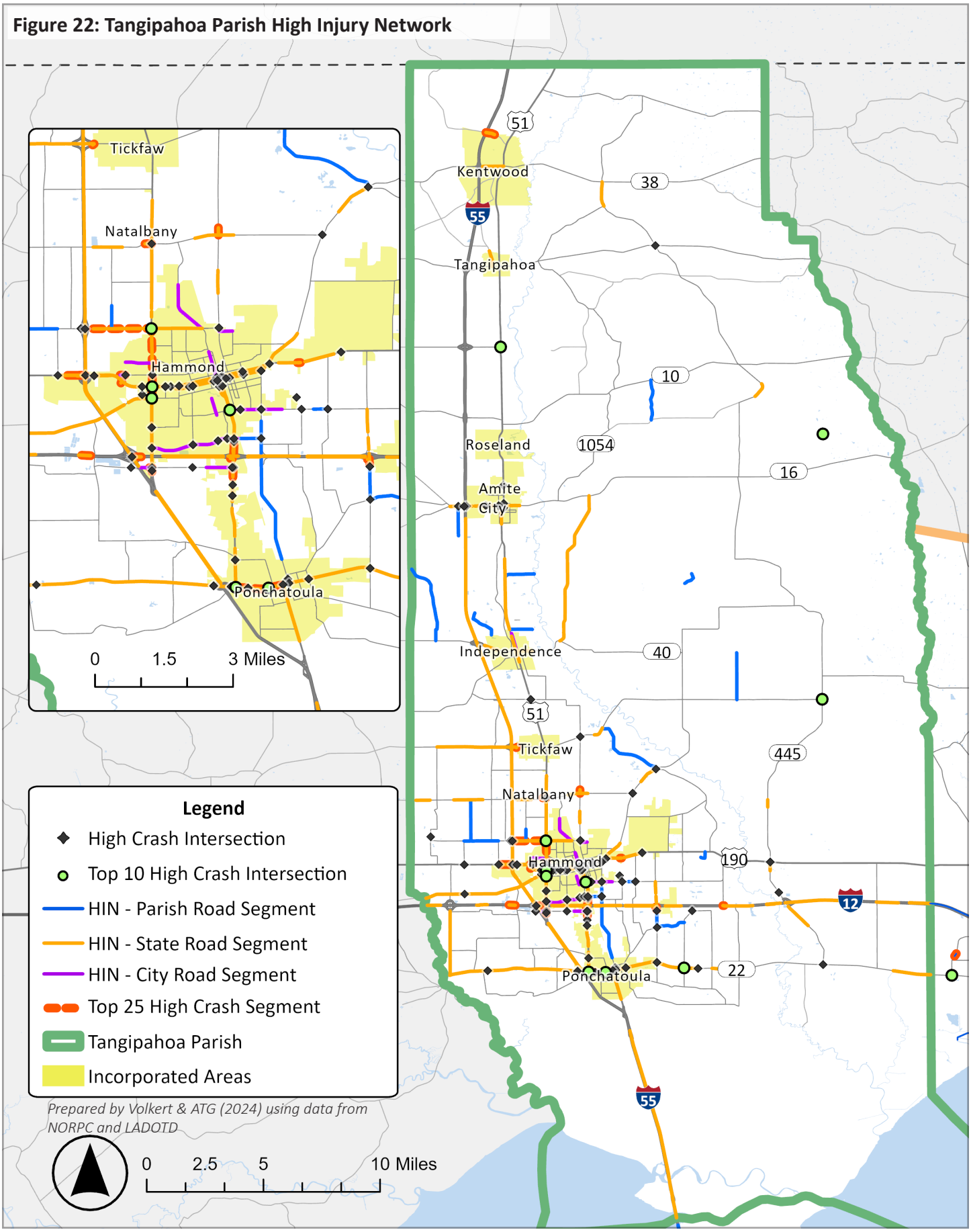
Figure 22: Tangipahoa Parish High Injury Network



4

BEST PRACTICES

Policy and Process Changes

A review of existing plans, policies, and standards from the region is necessary to assess where improvements can be made. Towards this end, a review of 80 relevant project, policies, and plans was conducted.

Some of the takeaways from this review are listed below:

- Safety for children walking to schools can be improved through programs such as crossing guards and traffic management.
- Traffic calming is a widely used solution across plans for improving safety (such as the comprehensive plans for Covington, Mandeville, Tangipahoa, and Madisonville).
- Safety issues along Airline Highway in St. John the Baptist Parish have been noted in multiple plans.
- Each parish has several ongoing or recent projects and studies to improve roadways and connectivity or increase resilience.

Public Health Methodology

As previously mentioned, the multidisciplinary method of developing this plan involved incorporating public health perspectives with transportation safety. Consideration of health goals and outcomes (e.g. physical activity, air quality, noise pollution, access to public health goods and services) in land use and transportation planning and decision-making provides the opportunity to achieve benefits that impact the whole community, and particularly benefit vulnerable or marginalized populations. At the same time, methodologies developed in the public health field, specifically those focused on behavior change, have important applications in transportation planning practice to address problems and achieve goals that exist at the intersection of these sectors, such as physical activity, crash prevention, and access to health facilities and services. See Appendix B for more information about public health methodology.

Traffic Safety as a Public Health Issue

Motor vehicle crashes are the primary leading cause of injury among individuals 24 years old or younger, and the second leading cause of injury among adults 25 and older.[1] Research has demonstrated that public health officials are becoming more involved in transportation and land use planning as a public health issue (particularly as pertains to traffic injuries), while planners are considering health outcomes and behaviors as key factors in planning processes. Injury prevention is a core shared goal within both transportation and health sectors.

Transportation projects can bring positive public health benefits – especially transit projects and those that encourage more physical activity. While physical activity is perhaps the most widely emphasized health and transportation goal after injury prevention, transportation projects and policies such as Complete Streets can be a tool for reducing traffic, pollution exposure, and even crime.

Traffic Safety Risk Factors

The identification of risk factors associated with roadway injuries and fatalities is critical to informing appropriate intervention strategies and countermeasures. At the population level, all health problems – including traffic injuries – are preventable, by preventing and controlling risk factors and promoting protective factors.[2]

Key traffic safety risk factors involving driver behaviors include alcohol use, occupant protection, distracted driving, and speeding. Extensive research has documented a wide range of specific sociodemographic and contextual risk factors that interrelate to elevate crash risk. Risk factors that are associated with risky driving behaviors include:

- Environmental factors (e.g. road type, traffic, weather)
- Young and male drivers
- Alcohol and drug use
- Depression or anxiety
- Marital status
- Veteran status

Additionally, protective factors associated with mitigation of unsafe driving behaviors have also been documented and can help inform appropriate strategies. A public health approach to road safety and injury prevention is helpful in analyzing risk factors and as a framework for decision-making. In general, the recommended process for this is shown below.

1) Assessing the nature of the problem to be solved: *What is the problem and/or the behavior to be changed?*
2) Risk factor identification and assessment: *What are the contributing causes (risk factors)?*
3) Develop and evaluate interventions: *What countermeasures work to solve the problem?*
4) Implementation: *How is it done?*
5) Evaluation: *Have the desired outcomes been achieved?*

The Louisiana State University's Center for Analytics Research in Transportation Safety (CARTS) dashboard makes a variety of risk data available, such as total DWI cases, crashes involving distracted or inattentive driving, and lack of restraint use. A selection of summary findings based on the data currently available to the public is presented in Figure 23 through Figure 25.

1 The Safe States Alliance, "The Public Health Approach to Risky Driving" AAA Foundation for Traffic Safety, 2019.

2 Ederer, D., et al., "The Safe Systems Pyramid" Transportation Research Interdisciplinary Perspective, vol. 21.

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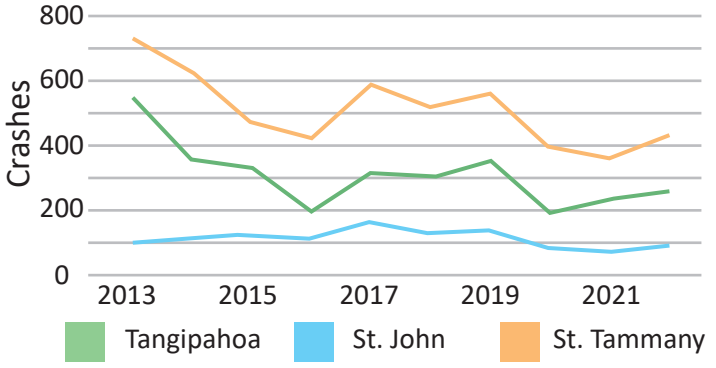
It is best practice to conduct additional analyses using the raw crash data to further parse trends over time and among specific sub-groups of interest, as is presented in Chapter 3.

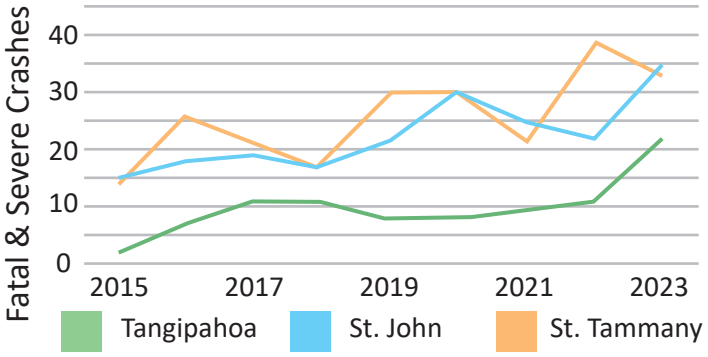
Figure 23: Annual Reported Crashes Involving Alcohol



* Blood Alcohol Content .08 or above, or not reported

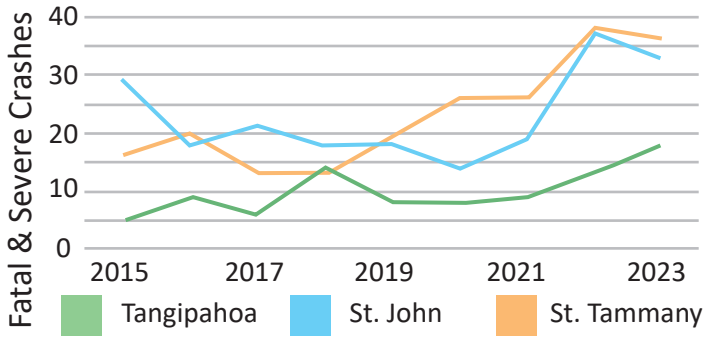
In each parish, greater than 70% of total DWI cases involve male drivers.

Figure 24: Distracted / Inattentive Driving Crashes



Young drivers are overrepresented in distracted and inattentive crashes that are fatal or severe in each parish.

Figure 25: Crashes with No Restraint



Seat belt use has been a factor in a large number of fatal and severe crashes over the last decade.

Photo: Mandeville, St. Tammany Parish

Behavior Change Strategies and Campaigns

A Safe Systems approach suggests that if many road users have made similar mistakes, at the same location, the problem is not solely with the user. Providing information through education, messaging, or raising awareness is an important way to create change in addition to design and engineering. Knowledge alone is seldom sufficient to induce the desired outcome; other factors than lack of information are very frequently more important. People must believe there will be negative consequences, if information-based efforts are to be effective. Communication strategies are most effective when implemented along with other countermeasures or strategies and include deterrents, incentives, resources directing people to behave in a prescribed manner, as well as subtler features that address users' intuitive systems.

Research indicates that messaging for behavior change should be positive, relatable, memorable, and targeted. Where possible, social proof (from peers or authorities) and messaging that models safe behavior are advised.

Public Health Program Evaluation

A critical aspect of adopting a public health approach means building in evaluation to all programs and activities. Evaluation activities are likely to include observational surveys, knowledge/attitudinal surveys, activity records, data records, or tracking of media coverage. Evaluation metrics should be as specific as possible and if the countermeasure is already proven to be effective, evaluation should focus on actual objectives rather than if the countermeasure worked.

Surveys must be carefully designed and tested to minimize bias, and questions should relate directly to the behavior change.

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Non-Structural Countermeasures

Non-infrastructure countermeasures are designed to develop a culture of safety to accompany physical safety interventions in a multi-disciplinary manner.

Regulatory Approach

There are already several policies and ordinances in place at state, parish, and municipal levels to address transportation safety issues. To create redundancy and take a more proactive approach to safety, per the Safe System Approach, additional regulations should be considered, such as supportive land use policies, overlay zones, and changes to codes and ordinances to reinforce all other types of safety measures.

Supportive Land Use Policy

Land use and transportation policies are closely linked and can either support or discourage active transportation modes. Land use should aim to protect vulnerable users. Examples of land use policies include:

- Sidewalk requirements and standards
- Bicycle parking
- Maximum block lengths
- Reduction or elimination of parking minimums
- Orientation of entrances to reduce conflict points

Unified Development Codes

To ensure that ordinances support system wide safety, municipalities can update their unified development codes. These provide clear guidance for development, and can include requirements for adequate access from neighborhoods to pedestrian facilities, speed limits, driveway design, roadway signage, and lighting. The latest versions of the FHWA Manual on Uniform Traffic Control Devices, DOTD Engineering Directives and Standards Manual, and other publication standards should inform code specifications.

Overlay Zones

Overlay zones create a special district with unique provisions on top of existing zoning regulations. These can promote specific types of land use development or design such as historic districts and transit-oriented development. Overlay zones can require certain safety measures and best practices for roadway design.

Laws

Targeted laws can be used to combat dangerous behaviors. Examples include No Refusal laws and Hands-Free Cell Phone laws. Implementation of such laws should be coordinated and consistent across the region.

Examples of Existing Non-Infrastructure Countermeasures

Louisiana Strategic Highway Safety Plan	• Example strategies: educational webinars, community events and utilization of social media platforms
Regional Safety Coalitions	• South Central Regional Safety Coalition (St. John the Baptist Parish) • North Shore Regional Safety Coalition (St. Tammany and Tangipahoa Parishes)
Louisiana's Complete Streets Policy	• DOTD Engineering Directives and Standards No. II.2.1.14 requires efforts to accommodate pedestrians, cyclists, and transit users on state highways and local roads that receive state or federal funds
Code of Ordinances	• Though there are similarities, each parish and each municipality have different ordinances regarding transportation standards

Photo: Bike parking in Slidell

Photo: Subdivision entrance, St. Tammany Parish

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Other Non-Infrastructure Countermeasures

The following includes a list of non-infrastructure and non-regulatory project examples that can promote a safe transportation system by building a culture of safety and mitigating human error.

Infrastructure that Educates

When a new type of safety infrastructure is implemented, it is important that road users understand how to operate around it. Signage installed with the infrastructure should be used to inform behavior around the infrastructure. Additionally, signage can accompany new facilities or equipment to inform people about the safety benefits of a new countermeasure or about future changes planned.

Awareness Campaigns and Educational Programs

Media awareness campaigns present an opportunity to reach the community through online, print, radio, and television materials. The public health section on behavior change strategies and campaigns discusses this in more detail.

Educational programs teach the public skills, laws, and safety. Upstream education can help policymakers, engineers, planners, and others that influence the built environment to understand how to create safe systems. This can range from technical training to guided walks and bicycle ride-alongs to experience existing conditions and challenges firsthand.

Media Narrative Training

"CRASH" *NOT* "Accident"

Community leaders and advocates can train journalists on how to improve reporting on traffic conditions and crashes in the media. Coverage should acknowledge the active role of drivers and infrastructure in safety incidents, framing "accidents" as "crashes" to remind the community that crashes are not inevitable.

Open Streets and Festival Street Designation

Open Street initiatives are temporary closures of public streets to motor vehicle traffic to provide public access to streets for walking, biking, and recreation. These initiatives may include street festivals and activities to promote walking and biking to expose attendees to the economic, health, and social benefits of active transportation. Open Streets events can provide opportunities for the public to become familiar with new street designs or safety infrastructure. Similarly, a "Festival Street" designation can be used to activate public space and be used to emphasize road safety.

PUBLIC HEALTH

Occupant Protection

Protection for occupants is an important component of the Safe System Approach element of safe vehicles. This includes aspects such as seat belt compliance and properly installed child seats. Current strategies to improve occupant protection include regular child seat safety checks at daycares and schools, training Child Passenger Safety (CPS) technicians, Buckle Up Phone Down events, "Click It or Ticket" campaigns, and CarFit (seat, steering wheel, seat belt and head restraint positioning) events.

Photo: Child car seat (Adobe Stock Image)

SBIRT

Screening, Brief Intervention, and Referral to Treatment Screening, Brief Intervention, and Referral to Treatment (SBIRT) is a public health approach for the early treatment of substance abuse disorders. The SBIRT approach screens individuals in medical settings, trauma centers, or other community settings to identify people at risk of substance abuse and encourage behavioral change through brief counseling. Screening at these points determines the severity of substance abuse and assists in directing people to treatment programs as necessary. The goal of SBIRT is to intervene *before* more dangerous behaviors, such as impaired driving, occur.

Perhaps one of the most important strategies to reduce traffic fatalities and serious injuries is ensuring that speed limits are safe and contextually appropriate. Speeding is a safety concern for all road types and road users. Establishing safe speeds is a major goal of this plan and aligns with the Safe Systems Approach. Speed limit reductions can be implemented through policy initiatives which is both inexpensive and highly effective. This should be paired with enforcement and education efforts. Figure 26 shows how pedestrians have a lower chance of fatality and severe injury if struck by a vehicle traveling at slower speeds.

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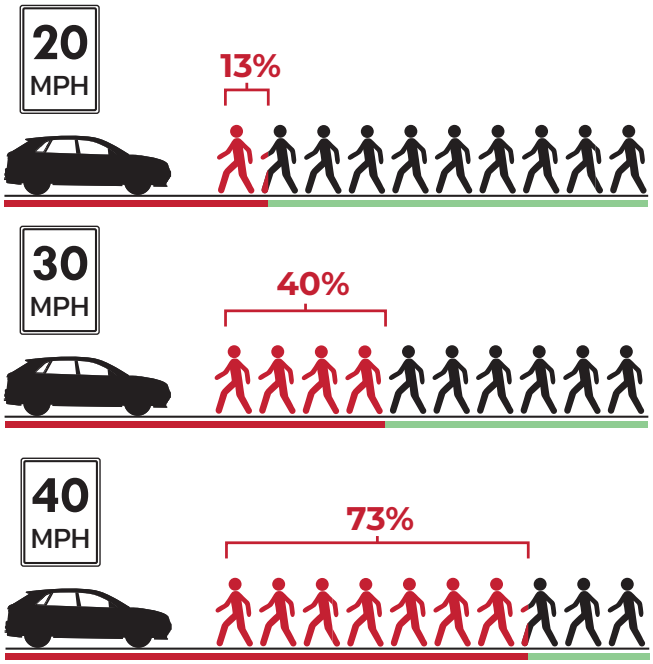
Figure 26: Pedestrian Chance of Fatality or Severe Injury if Struck by A Vehicle at Different Speeds



Source: NHTSA Pedestrian Safety Month - Resource Guide (2022)

Structural Countermeasures

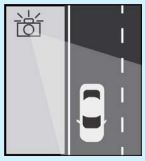
The U.S. Federal Highway Administration has a list of twenty-eight proven safety countermeasures that support the goals of Vision Zero, an effort to eliminate traffic fatalities and serious injuries. The countermeasures are separated into categories that each address a safety focus area:

- Speed Management
- Pedestrian/Bicyclists
- Roadway Departures
- Intersections
- Integrative Approaches

A description of each countermeasure and its effectiveness is listed in Table 9. While these are not the only options available to improve safety conditions, Table 9 provides a summary of the structural countermeasure options that have been proven to be most effective based on FHWA's case study research.[3]

The FHWA Proven Countermeasures address the Safe Systems Approach objectives of safer people, safer speeds, and safer streets. Chapter 5 identifies locations for countermeasure implementation.

Table 9: FHWA Proven Countermeasures

Countermeasure	Description	Effectiveness
Speed Management		
Appropriate Speed Limits 	Setting appropriate speed limits is an especially effective strategy for reducing fatalities and serious injuries, especially if a crash involves a pedestrian.	A pedestrian struck by a vehicle traveling at 30 mph has greater than 40% chance of fatal or serious injury. If the speed of the vehicle is reduced to 20 mph, that percentage drops (see Figure 26).
Speed Safety Cameras 	Speed cameras are used to enforce speed limits by capturing evidence of drivers violating the posted speed limit. Serious and fatal injuries are often the result of high-speed crashes, so enforcing an appropriate speed limit will protect travelers of all modes of transportation. There are three types of speed cameras: fixed, point-to-point, and mobile.	Fixed units can reduce crashes on urban principal arterials by 54%, or 48% for crashes with injury. Point to point units can reduce crashes on urban expressways, freeways, and principal arterials by up to 37% for fatal and injury crashes. Mobile units can reduce crashes on urban principal arterials by up to 20% for fatal and injury crashes.
Variable Speed Limits 	Variable speed limits are used to adjust the speed of traffic to account for changing roadway conditions. Normal speed limits are set for ideal roadway conditions and do not account for factors such as congestion, crashes and weather.	Variable speed limits have been proven to reduce crashes on freeways by up to 34% for total crashes, 65% for rear-end crashes, and 51% for fatal and injury crashes.

[3] *Proven safety countermeasures. Federal Highway Administration. (n.d.). https://highways.dot.gov/safety/proven-safety-countermeasures*

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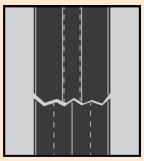
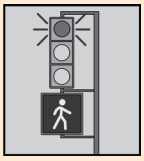
Countermeasure	Description	Effectiveness
Pedestrian/Bicyclist		
Bicycle Lanes 	Most fatal or seriously injured bicyclist crashes occur at non-intersection locations. Nearly a third of these crashes occur when a motorist attempts to pass a cyclist. Dedicated bicycle lanes reduce conflicts between cyclists and vehicles.	Bicycle lane additions can reduce crashes by up to 49% for total crashes on urban, 4-lane, undivided collectors and local roads. Bicycle lanes can also reduce the total crashes on urban, 2-lane, undivided collectors and local roads by 30%.
Medians and Pedestrian Refuge Islands in Urban and Suburban Areas 	A median is an area between opposing lanes of traffic that can be used to separate motorized and non-motorized users. Medians in urban areas can be defined by pavement markings, raised medians or islands. A pedestrian refuge island is a median with an area to help protect pedestrians crossing a road.	A median with a marked crosswalk can reduce pedestrian crashes by 46%. A median with a pedestrian refuge island can reduce pedestrian crashes by 56%.
Road Diets (Roadway Configuration) 	A road diet is reconfiguring a road to improve safety, calm traffic, and provide better mobility and access for all users. A road diet typically involves converting an existing 4-lane undivided road into a 3-lane roadway consisting of two through lanes and a center two way left turn lane.	Using high visibility crosswalk markings can reduce pedestrian injury crashes by up to 40% and intersection lighting can reduce pedestrian crashes by up to 42%. Enhancing the signage and markings at crosswalks can reduce pedestrian crashes by up to 25%.
Pedestrian Hybrid Beacons 	Pedestrian hybrid beacons are used at mid-block crossings and uncontrolled intersections to help pedestrians safely cross higher-speed roads.	The use of pedestrian hybrid beacons can reduce pedestrian crashes by 55%, reduce total crashes by 29%, and reduce fatal and serious injury crashes by 15%.
Pedestrian Interval 	Leading pedestrian intervals allow pedestrians to enter an intersection 3-7 seconds before vehicles are given a green light. This gives pedestrians the opportunity to be seen.	The use of leading pedestrian intervals can reduce pedestrian – vehicle crashes by up to 13%.
RRFBs 	Rectangular Rapid Flashing Beacons (RRFBs) are LED lights used on pedestrian warning signs to alert drivers of pedestrians entering a crosswalk.	RRFBs can reduce pedestrian crashes by up to 47%. They can also increase motorist yielding rates by up to 98%.
Walkways 	Walkways are defined spaces for pedestrians to travel along roadways. These include sidewalks, shared use paths, or roadway shoulders.	Sidewalks can reduce crashes involving pedestrians by 65 – 89%. Paved shoulders can reduce crashes involving pedestrians along roadways by 71%.

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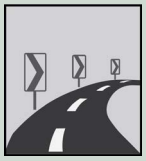
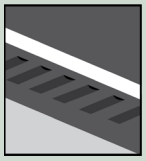
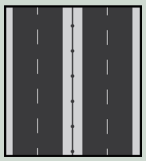
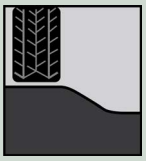
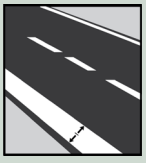
Countermeasure	Description	Effectiveness
Roadway Departure		
Enhanced Delineation for Horizontal Curves 	Enhanced delineation is a combination of strategies used to make horizontal curves safer and more visible. Potential strategies include: in-lane curve warning pavement markings, retroreflective strips on signposts, chevron signs, and delineators.	Chevron signs can reduce night time crashes by 25% and reduce non-intersection fatal and injury crashes by 16%. The use of in-lane curve warning pavements markings can reduce all crashes by 35-38%.
Longitudinal Rumble Strip 	Longitudinal rumble strips are milled or raised elements that alert drivers that their vehicle has left the travel lane. The rumble strips alert the driver through vibrations and sound.	Centerline rumble strips can reduce head-on fatal and injury crashes on two-lane rural roads by 44-64%. Shoulder rumble strips can reduce single vehicle, run-off-road fatal and serious injury crashes on two lane rural roads by 13-51%.
Median Barriers 	Longitudinal rumble strips are milled or raised elements that alert drivers that their vehicle has left the travel lane. The rumble strips alert the driver through vibrations and sound.	Median barriers Installed on rural four-lane freeways can reduce cross median crashes by 97%.
Roadside Design Improvements at Curves 	Roadside design improvements at curves are used to reduce the frequency and severity of single-vehicle crashes involving roadway departures. Potential improvements include: slope flattening, adding and widening shoulders, metal-beam guardrails, and creating unobstructed roadside areas.	Flattening the side slope of the road can reduce single vehicle crashes by 8 -12% Increasing the distance to roadside features can reduce all crashes by 22 – 44% depending on the distance increased.
Safety Edge 	A safety edge is used to eliminate vertical drop-offs on the sides of rural roads. A safety edge ensures the edge of the road will maintain a 30-degree angle as the land along the road erodes away.	Safety edges can reduce fatal and injury crashes by up to 11%, reduce run-off road crashes by 21%, and reduce head on crashes by 19%.
Wider Edge Lines 	Increasing line widths from the minimum normal width of 4 inches to the maximum width of 6 inches can greatly enhance the visibility of travel lane boundaries.	Wider edge lines can reduce non-intersection, fatal and injury crashes on rural two-lane roads by 37% and rural freeways by 22%.

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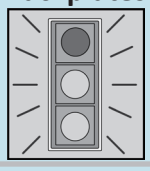
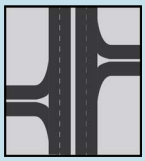
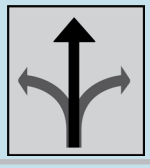
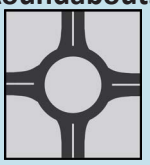
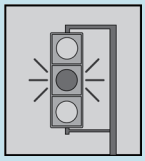
Countermeasure	Description	Effectiveness
Intersections		
Backplates 	Adding backplates with retroreflective borders to traffic signals can improve the visibility of traffic signals to drivers. Backplates can also alert drivers of an intersection if a power outage causes a signal to go dark.	The use of backplates with retroreflective borders can reduce total crashes by 15%.
Corridor Access Management 	Corridor access management involves controlling the amount of entry and exit points along a roadway. This includes other roadways as well as driveways.	Reducing driveway density can reduce the total crashes along 2-lane rural roads by 5–23%. Reducing driveway density can also reduce fatal and injury crashes along urban/suburban arterials by 25–31%.
Turn Lanes 	Dedicated left and right turn lanes at intersections can provide separation between turning traffic that is slowing or stopped and through traffic.	Dedicated left-turn lanes can reduce total crashes by 28–48%. Dedicated right-turn lanes can reduce total crashes by 14–26%.
Reduced Left-Turn Conflict Intersections 	Reducing left-turn conflict intersections involves altering intersections to minimize the potential for high severity crashes through restricted crossing U-turns (RCUT) or median U-turns (MUT). Both types reduce the potential of head-on and side collisions.	The use of RCUT intersections can reduce fatal and injury crashes by 54%. The use of MUT intersections can reduce injury crashes by 30%.
Roundabouts 	Roundabouts direct traffic counterclockwise around a central island. The curved design of roundabouts encourages drivers to slow down when entering the intersection, minimizing fatal and injury crashes.	Roundabouts can reduce fatal and injury crashes by 82% when compared to a two-way stop-controlled intersection, and 78% when compared to a signalized intersection.
Multiple Low-Cost Measures 	Using a systematic combination of low-cost countermeasures at stop controlled intersections, including enhanced signing and pavement markings, can increase driver awareness and recognition of potential conflicts.	Using a systemic application can reduce fatal and injury crashes by 10% and reduce all nighttime crashes by 15%.
Yellow Intervals 	Setting an appropriate amount of time for the yellow change interval at an intersection can reduce crashes by reducing the amount of people running red lights.	Having an appropriate yellow change interval can reduce red light running by 36–50%. It can also reduce total crashes by 8–14% and reduce injury crashes by 12%.
Lighting 	Providing adequate lighting at intersections, crosswalks, and along roadways can help drivers identify and avoid obstacles in the road as they travel at faster speeds.	Adequate lighting can reduce nighttime injury pedestrian crashes at intersections by 42%. Lighting can also reduce nighttime crashes at rural and urban intersections by 33–38%.

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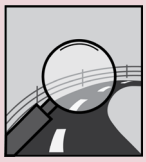
Countermeasure	Description	Effectiveness
Integrative Approaches		
Local Road Safety Plans 	A local road safety plan provides a structure for identifying, analyzing, and prioritizing roadway safety improvements on local roads.	After developing a local road safety plan: • Minnesota reduced county road fatalities by 25%. • Washington State reduced fatal and serious injury crashes on county-owned roads by 17%.
Pavement Friction Management 	Pavement friction treatments can help stabilize vehicles on the road and help reduce crashes in areas where vehicles are turning slowing or stopping. High friction surface treatment (HFST) can be used to enhance friction and skid resistance.	HFST can reduce total crashes at intersections by 20%. This treatment can also reduce injury crashes at ramps by 63% and injury crashes at horizontal curves by 48%.
Road Safety Audit 	Road safety audits are performed by a multidisciplinary team independent of the project. Road safety audits consider all road users, account for human factors and road user capabilities to influence potential road projects.	Performing a road safety audit can reduce total crashes by 10–60%.

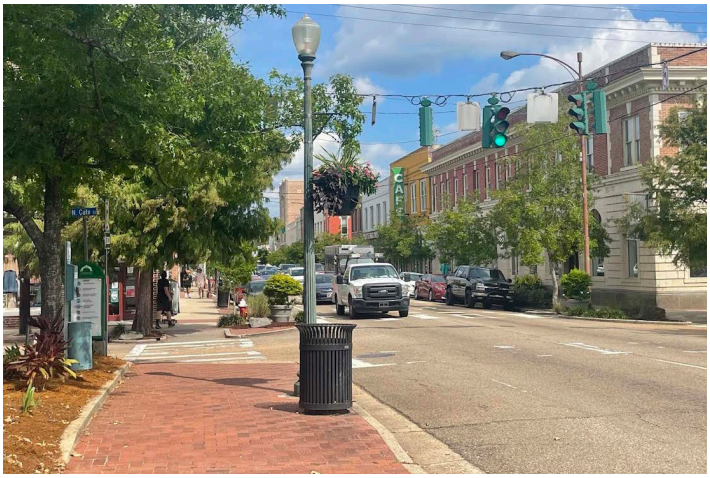


Photo: Downtown Hammond, Tangipahoa Parish

Photo: Lacombe Roundabout, St. Tammany Parish

Photo: Laplace bike lane, St. John the Baptist Parish

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5

ACTION PLAN

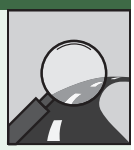
Project Development and Prioritization

This chapter provides specific actions for NORPC, the three parishes, cities, and partnering agencies to take in order to achieve the vision of eliminating traffic fatalities and serious injuries. As the region works towards implementing these actions, transparency with the public on progress over time is essential.

Action items are divided into structural and non-infrastructure strategies (or countermeasures). Both are required to improve transportation safety.

Risk Identification

- High Injury Network identification and safety survey
- Location condition evaluation (e.g. speed limits, crash factors, behaviors)



Intervention Development

- Strategy selection
- Location specific infrastructure, projects, policies, etc.

Structural

The safety analysis described in Chapter 3 directly informed project recommendations for structural changes, upgrades, and other infrastructure.

Through analysis of crash data, a total of 257 hot spot intersections and 352 segments were identified as part of the HIN throughout the three parishes.

- St John: 35 intersections and 47 segments
- St. Tammany: 126 intersections and 147 segments
- Tangipahoa: 96 intersections and 158 segments

Project Prioritization Methodology

Due to the nature of the Safe Streets for All (SS4A) grant and limited funding availability, it is necessary to prioritize projects that will have the greatest impact on communities. To achieve this, the following "point" system (depicted in Table 10 on page 44) was created to rank the projects.

The top 25 identified segment or intersection in each parish has an associated project recommendation to improve safety based on the results of the detailed analysis and appropriate countermeasure alignment. A maximum of 4 points were awarded in each category of factors. Each project was scored, receiving up to a maximum of 16 points, supporting a project ranking.

In some cases, the hot spot intersections were located along the HIN segments. These intersections and segments were combined into projects with meaningful termini which resulted in fewer overall projects. Initially only the top 25

Photo: US 190 NB through Mandeville in St. Tammany Parish

Photo: Rectangular Rapid Flashing Beacon (RRFB) in St. Tammany Parish

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Table 10: Ranking Criteria

Category	Factor Description	Value
SS4A	The project addresses safety issues on roadways that have been identified as part of the HIN	4
	The project is in a census tract designated as a Historically Disadvantaged Community	
	The project is in a census tract designated as an Area of Persistent Poverty	
Safety	Fatal or serious injury crashes occurred in the project area from 2017-2021	3
	The corridor speed limit in the project vicinity is greater than 35 miles per hour	
	One of the 25 Highest Crash Segments	
	One of the 25 Highest Crash Intersections	
Equity	The project is in a block group that meets the 80th (or greater) percentile threshold minority population	2
	The project is in a block group where greater than 8% of households do not own a car	
Multimodal	Fatal or serious injury crashes involving a bicyclist or pedestrian occurred within 100 feet of the project area during the crash data analysis period from 2017-2021	1
	The project vicinity lacks existing bicycle facilities	
	The project vicinity lacks existing pedestrian facilities	
Public Engagement	The project was identified as a safety concern through the public engagement process	3
Continuity	Removes a major barrier to transportation access	3
	Project provided access to medical services/post crash care	
1 - 5 Points: Low Priority	**6 - 10 Points: Medium Priority**	**11 - 16 Points: High Priority**

intersections and segments were analyzed, but after review, it was noted that most of the identified projects were located on the state transportation system. This is because each parish is heavily reliant on the state transportation system in their area, and there are few, if any, viable locally owned parallel corridors within these parishes. After discussion with the Project Management Team and Steering Groups an additional local roads screening was performed to allow for the project list to identify more locally owned roads (parish and city). The project lists for each parish can be seen in the following section. Also see Appendices C and D for project lists and prioritization methodology information.

Structural Action Items

This section outlines specific action items for the region to work towards eliminating all traffic fatalities and serious injuries. Action items are organized into structural project lists by priority with maps for each parish. Appendix C provides more detail for the list of projects.

- St. John the Baptist: Table 11 starting on page 45
- St. Tammany: Table 12 starting on page 48
- Tangipahoa: Table 13 starting on page 51

As previously described, projects were selected based on location crash history and contributing factors, and prioritized by points received for the ranking criteria. High priority projects should be implemented first, within a short-term time frame, if possible.

Each project has an associated project cost, which are rounded estimates with a 20% contingency for planning purposes and do not include professional services, right of way, or utility relocation. Cost values are intended for planning purposes only.

Photo: Airline at Belle Terre intersection, St. John the Baptist Parish

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Table 11: Project List (St. John)

Map ID	Roadway	Countermeasure	Cost Estimate	Time Frame	Priority	Road Owner
22	Jackson Ave from US 61 to Creole St	Enhanced Signing and Striping, Crosswalk across from Belle Pointe Park at Sunny Side Dr, Stripe Bike Lanes	$51,000	Short	High	Parish
6	LA 3224 (Hemlock St) from LA 44 (W 5th St) to US 61 (Airline Hwy)	Alternative Access and Off-Site Parking, Feasibility Study; add Conventional Bike Lane from US-61 to LA-44 / W 5th St	$240,000	Mid	High	State
14	Carrollwood Dr from US 61 (Airline Hwy) to Fairway Dr	Sidewalk Connections And Crosswalk at Fairway, Bike Boulevard from Greenwood Dr to US-61, Bike Lanes from Fairway to Greenwood Dr	$119,000	Mid	High	Parish
17	Cambridge Dr from US 61 to Woodland Dr	Bike Boulevard, ADA Ramps, Curb Extensions at Intersections Or Mini Roundabouts, Pedestrian Crossing Markings	$229,000	Mid	High	Parish
19	Tiffany Dr from US 61 to Rebecca Ln	Add Sidewalks on West Side from Grove Park to US 61 and East Side from Heather to US 61, Add Curb Ramps to Sidewalks for ADA Compliance, 5' Bike Lanes and 10' Travel Lanes	$194,000	Mid	High	Parish
1	US 61 (Airline Hwy) from Airport Rd to St. Charles Parish Line	Access Management (Install Median); Improved Non-Motorized User Accessibility; Traffic Calming; Speed Enforcement; Crossing Markings; Pedestrian Activated Signal with Countdown Signal Heads; Refuge Islands at Magnolia Dr, Carrollwood Dr, LA-367 / W 10th St, Ormond Blvd, Belle Pointe Blvd, McReine Rd, LA 3188 / Belle Terre Blvd, Cambridge Dr, Main St, US-51, and Central Ave; Add Sidepath from W 19th St to Emmett Ct; Add Shoulder from LA-637 / W 10th St to Railroad Ave; Permissive to Protected Only Lefts; Left Turn Lane Installation at Emmett Ct; Remove Channelized Right Turn Lanes; Add Curbing and Tighten Corner Radii at Intersections; Add Sidewalks, Crosswalks, and Pedestrian signals; from Airline Hwy & LA-367 / W 10th St, add Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	$30,338,000	Long	High	State
5	US 51 from US 61 (Airline Hwy) to I-10 interchange	Access Management (Install Median), Improved Non-Motorized User Accessibility (Add Sidepath from US-61 to Chevron), Traffic Calming (Barrier Curb and Landscaping Adjacent to Sidewalk), Speed Enforcement; at Woodland, add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	$9,695,000	Long	High	State
9	Carrollwood from US 61 (Airline Hwy) to Fairway Dr	At Airline, add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island; Mini Roundabout at Madewood; From Airline to Madewood, add median and Sidewalks (750'); Crosswalks at Marseille Dr; Roundabout at Fairway Dr	$2,620,000	Long	High	Parish

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Map ID	Roadway	Countermeasure	Cost Estimate	Time Frame	Priority	Road Owner
21	Fairway St from Cartier Dr to E Frisco Dr	Sidewalks and Pedestrian Bridge from Sugar Ridge to Belle Terre, Stripe Bike Lanes from Cartier to Belle Terre, pedestrian Heads and Refuge Island at Belle Terre, Buffered Bike Lanes from Belle Terre to Shadow, Bike Boulevard from Shadow to E Frisco Dr, ADA Ramps at Intersections with Sidewalks, Stripe Mini Roundabout at Lakewood	$323,000	Long	High	Parish
3	LA 44 (Jefferson Hwy) from Central Ave to W 5th St	6" Edge Lines, Pedestrian Signage and Striping at River Rd & E 29th St, LA-44 / River Rd & E 6th St, and LA-44 / River Rd & LA-53 / Central Ave, Bradford Pl	$531,000	Short	Med.	State
4	LA 3127 from LA 640 to St. Charles Parish	Rumble Strips, 6" Edge Lines	$171,100	Short	Med.	State
7	LA 3213 (St John Parish St) from St. James Parish Line to LA 18 interchange	Rumble Strips, 6" Edge Lines; Enhanced striping at lane Drop	$229,000	Short	Med.	State
8	LA 628 (River Rd) from McReine Rd to St. Charles Parish Line	Rumble Strips, 6" Edge Lines	$226,000	Short	Med.	State
10	LA 54 from US 61 (West Airline Hwy) to Garyville Magnet Elementary	6" Striping, Centerline And Edgeline Rumble Strips, Left Turn Lane At School Driveway	$409,931	Short	Med.	State
12	I-10 & US 51 interchange	Permissive to Protected Only Left Turn Phasing	$5,000	Short	Med.	State
18	Woodland Dr from Revere Dr to Main St	Enhanced Striping And Signing	$104,000	Short	Med.	Parish
20	Windsor Blvd from US 61 to Berkshire St	Centerline and Edgeline Pavement Markings and Enhanced Signage	$34,000	Short	Med.	Parish
11	St. Andrews Blvd from LA 3188 (Belle Terre Blvd) to S Pass Dr	Convert Median Openings to Right-In/Right-Out Only and provide Mini Roundabouts Or Left Turn Lanes at Remaining Median Openings	$240,000	Mid	Med.	Parish
13	LA 3188 (Belle Terre) at St. Andrews Blvd	Signal Upgrade With Mast Arms And Backplates; Permissive To Protected Only	$240,000	Mid	Med.	Parish
15	St. Andrews Blvd from LA 3188 (Belle Terre Blvd) to S Pass Dr	Convert median openings to Right-In/Right-Out Only, Mini Roundabouts or Left Turn Lanes for Remaining Median Openings	$240,000	Mid	Med.	Parish
16	Capt. G. Bourgeois St from Fir St to Spruce St	Close Railroad Crossing at Spruce St (No Lights and Gates, Alternative Access Via 5th St with Lights and Gates), Add Traffic Calming	$200,000	Mid	Med.	Parish
23	Cardinal St from W 2nd St to End of Street (west of Matthew)	Prevent Lefts Out at US 61, Close Railroad Crossing (Alternative Access Exists at Main St)	$208,000	Mid	Med.	State
2	I-10 at I-55 merge	Interchange Spacing Improvement, Pavement Markings and Cable Median Barrier Maintenance	$600,000	Long	Med.	State

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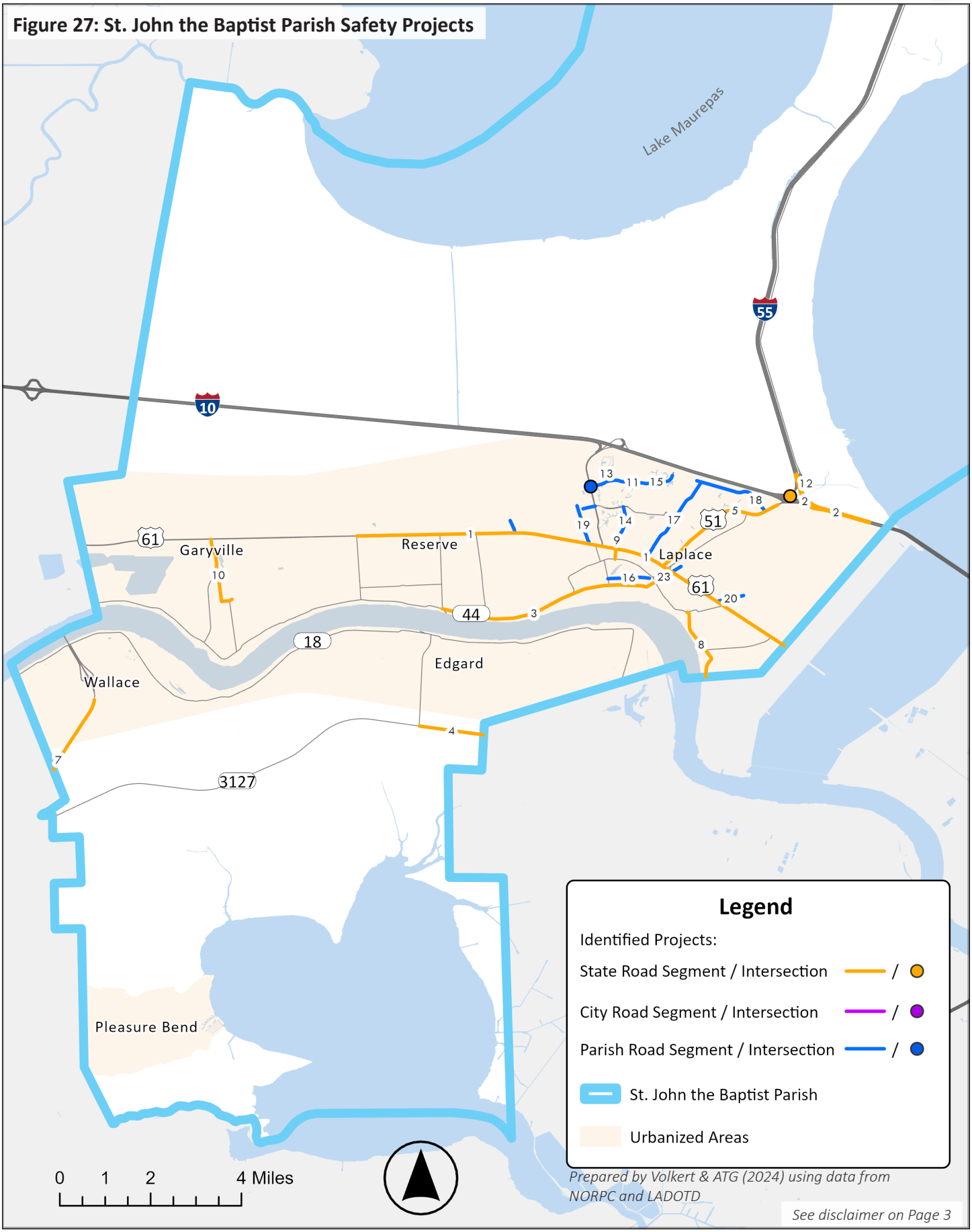
Figure 27: St. John the Baptist Parish Safety Projects



Prepared by Volkert & ATG (2024) using data from NORPC and LADOTD

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Table 12: Project List (St. Tammany)

Map ID	Roadway	Countermeasure	Cost Estimate	Time Frame	Priority	Road Owner
1	I-10 from US 190 BUS to US 190	Repair Fence and Construct New Fencing where Necessary/Feasible	$107,000	Short	High	State
18	Beth Dr & US 190 BUS intersection	Extend Nellie St RCUT to this Intersection	$900,000	Mid	High	City
12	US 190 BUS (W 21st Ave) at Tyler St intersection	Corridor Study and Signal Retiming, Add Turn Lanes on Tyler St, Roundabout, Access Management	$1,500,000	Long	High	City
11	I-10 at LA 433 intersection	Corridor Study and Signal Retiming and Back Plates	$203,000	Short	Med.	State
13	LA 21 & W 11th Ave intersection	Pedestrian Equipment and Ramps	$54,000	Short	Med.	City
14	Howard Oberry Rd & Lester Dr intersection	One Direction Sign	$1,000	Short	Med.	Parish
15	Causeway Appr at Florida St intersection	Signal Rebuild and Backplates	$600,000	Short	Med.	City
19	LA 1091 & US 190 intersection	Signal Modification	$12,000	Short	Med.	State
21	Girod St & LA 59 & US 190 intersection	Signal Rebuild with Pedestrian Ramps	$600,000	Short	Med.	City
22	Herwig Bluff Rd & LA 1090 & US 190 intersection	Signal Modification	$420,000	Short	Med.	Parish
24	LA 1077 from south of I-12 to Lalanne Rd	Traffic Study	$180,000	Short	Med.	State
25	LA 21 from Tchefuncte River to 23rd St	Traffic Study	$360,000	Short	Med.	State
26	US 190 (Ronald Regan Hwy) from Fitzsimmons Rd to US 190 (Collins Blvd)	Traffic Study	$360,000	Short	Med.	State
27	US 190 from Sunshine Ave to US 190 BUS	Traffic Study	$120,000	Short	Med.	State
33	LA 21 at 8th Ave intersection	Crosswalks, Pedestrian Equipment, Sidewalk NE Corner	$120,000	Short	Med.	State
6	LA 22 from west of Lasalle St to Roger Storme Rd	Traffic Study, Improve Traffic Flow	$3,904,000	Mid	Med.	State
10	HWY 1085 & LA 22 intersection	EB Left Turn Lane and Advance Intersection Warnings Signs	$841,000	Mid	Med.	State
16	US 11 at US 190 BUS / Bayou Ln intersection	Left Turn Lanes and Sign Upgrade	$2,220,000	Mid	Med.	City
17	US 190 BUS at I-10 NB Ramp intersection	Turn Lanes	$960,000	Mid	Med.	State
20	E 32nd Ave & US 190 intersection	Signal Upgrade from Span Wire to Mast Arms	$420,000	Mid	Med.	City
32	LA 433 at Sgt Alfred St intersection	Left Turn On Sgt Alfred St, Signal Upgrade	$480,000	Mid	Med.	City

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Map ID	Roadway	Countermeasure	Cost Estimate	Time Frame	Priority	Road Owner
2	US 190 (Gause Blvd) from Northshore Blvd to Military Rd	Sidewalks, Signal Upgrades, Access Management, R-Cut Intersections	$19,441,000	Long	Med.	State
4	LA 1091 from Country Club Blvd to US 11	Widen Roadway, Re-Stripe, Rumble Strips	$21,653,000	Long	Med.	State
5	Brownswitch Rd from US 11 to LA 1091	Center Turn Lane US 11 to Pawns Ln, Sidewalks and RRFB	$1,920,000	Long	Med.	City
7	LA 59 from US 190 to Lonesome Rd	Widen Lanes	$1,489,000	Long	Med.	State
8	LA 41 at US 11	Median Access Management and Roundabout at US 11	$4,100,000	Long	Med.	State
9	Northshore Blvd from I-12 to US 190	Roundabout and J-Turns (Stage 0 Study completed in 2020)	$18,424,600	Long	Med.	City
29	Airport Rd from Veterans Memorial Ln to Airport	Rumble Strips	$6,000	Short	Low	City
30	Fish Hatchery St from Cloverland Dr to LA 1088	Rumble Strips	$20,000	Short	Low	Parish
31	Berry Todd Rd & LA 434 intersection	Advance Intersection Warnings Signs	$1,000	Short	Low	Parish
23	E I-10 Srv Rd & I-10 & Tyler Dr & US 190 intersection	Reconfigure Intersection & US 190 Corridor Study	$360,000	Mid	Low	City
3	US 11 from Spartan Dr to LA 433	Sidewalks, Access Management, Signal Upgrades	$3,396,000	Long	Low	State
28	Town Center Pkwy from LA 433 to US 190 BUS	Re-Stripe and Reconfigure North Roundabout	$1,139,000	Long	Low	City
34	LA 21 South of Greenbriar Blvd (Bridge over Flower Bayou)	Construct Pedestrian Bridge	$690,000	Long	Low	State
-	Various	Implement high priority improvements on the HIN as identified in the Pedestrian and Bicycle Master Plan	$1,200,000	Short	High	Various

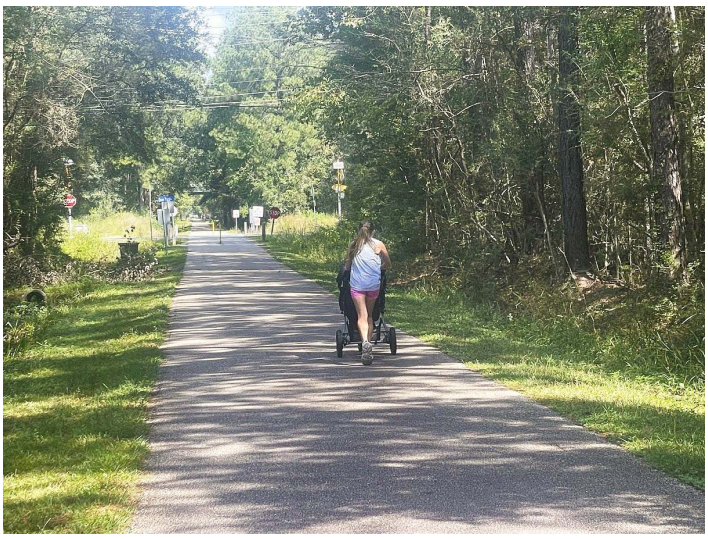

Photo: Tammany Trace in St. Tammany Parish

Photo: Highway 59 N towards I-12

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Figure 28: St. Tammany Parish Safety Projects

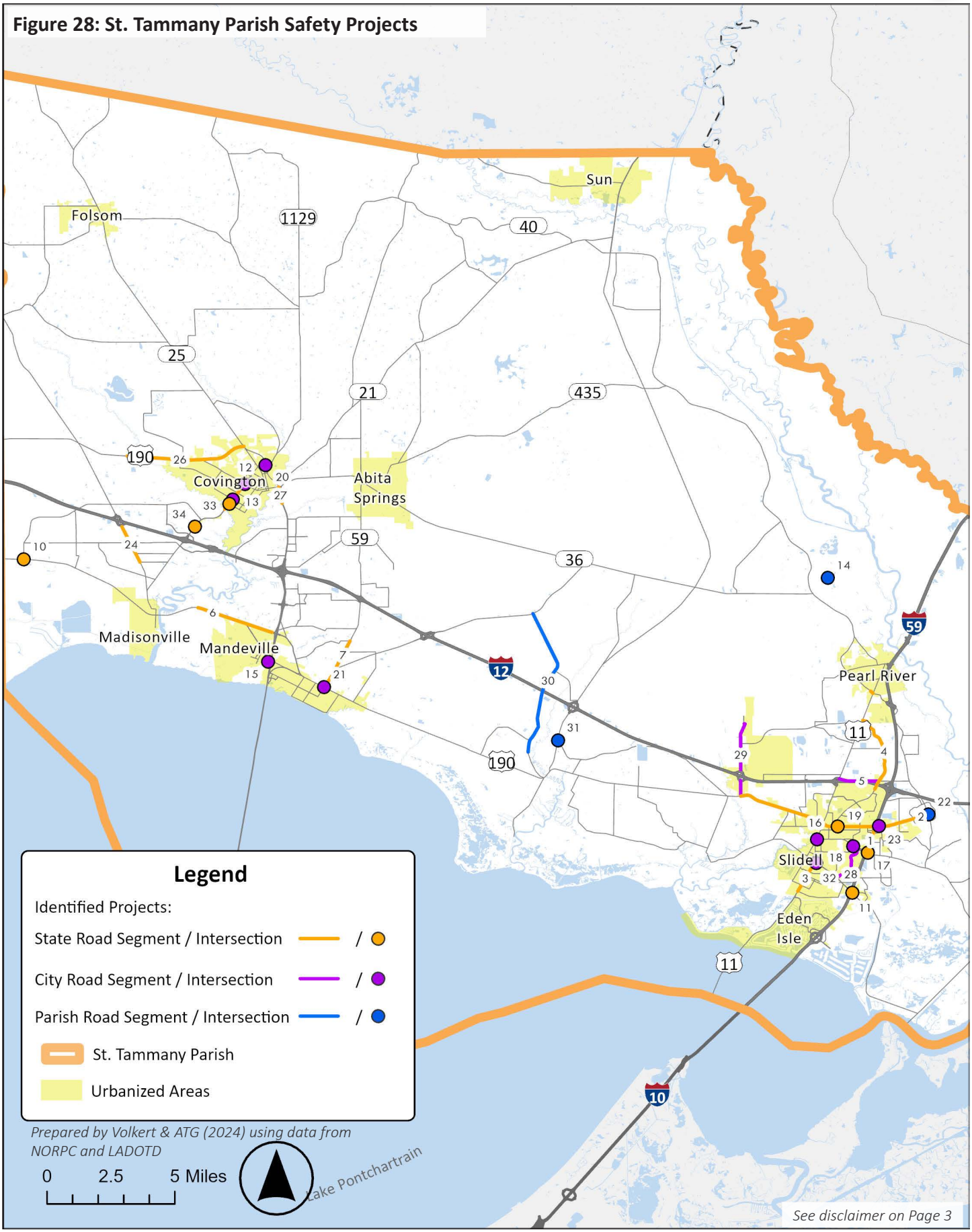

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Table 13: Project List (Tangipahoa)

Map ID	Roadway	Countermeasure	Cost Estimate	Time Frame	Priority	Road Owner
11	US 190 from S Range Rd to US 51	Feasibility Study	$360,000	Short	High	State
1	W University Ave (LA 3234) from I-55 to Morrison Blvd (US 51)	Lighting, Replace TWLTL with Raised Medians and Turn Bays, Flashing Yellow Arrow (FYA), Low-Cost Countermeasures (Striping), Raised Pavement Markings, Roundabout	$8,080,100	Long	High	State
25	Faller Rd from LA 443 to LA 442	Widen Roadway, Add Rumble Strips, Redo Striping, Add Chevron Signage, Add Lighting at LA 442 and LA 443	$16,293,000	Long	High	Parish
26	CM Fagan Dr/ Minnesota Park Rd from Jackson Rd to S Range Rd	Reduce Roadway Speed Limit, Corridor Access Management, Protected Crosswalks, Striping	$5,402,000	Long	High	Parish
9	I-12 from I-12 WB Exit Ramp to US 51 BUS	Rumble Strips (Intersection)	$4,400	Short	Med.	State
10	W Club Deluxe Rd from Happywoods Rd to US 51	Low-Cost Countermeasures (Signage), Rumble Strips (Intersection)	$6,750	Short	Med.	City
12	HWY 445 & LA 40 intersection	Lighting, Rumble Strips (Transverse), Wide Edge Lines, Splitter Island, Low-Cost Countermeasures (Signage)	$47,400	Short	Med.	State
13	S Linden St & US 190 (W Thomas St) intersection	Low-Cost Countermeasures (Signage and Striping)	$1,100	Short	Med.	City
20	LA 1064 & US 51 intersection	Flashing Yellow Arrow (FYA), Low-Cost Countermeasures (Signage and Striping), Rumble Strips (Intersection)	$23,000	Short	Med.	State
21	W Pleasant Ridge Rd & Old Covington Hwy intersection	Rumble Strips (Intersection), Low-Cost Countermeasures (Striping and Signage)	$10,000	Short	Med.	Parish
22	I-55 Frontage Rd & LA 22 intersection	Raised Pavement Markings, Low-Cost Countermeasures (Striping and Signage)	$4,100	Short	Med.	State
23	US 190 & US 51 BUS (EB and WB) intersection	Adjust Yellow Change Intervals/Optimize Signal Timing, Low-Cost Countermeasures (Striping)	$11,000	Short	Med.	State
24	Morris Ave (US 190) & Cate St intersection	Low-Cost Countermeasures (Striping)	$1,000	Short	Med.	City
37	Corbin Rd & LA 1040 & US 51 intersection	Intersection Warning	$1,000	Short	Med.	City
38	Dunson Rd & LA 22 & Ridgdell Rd intersection	Low-Cost Countermeasures (striping and signs)	$2,000	Short	Med.	Parish
39	Dummy Line Rd & Spruce Ln intersection	Intersection Warning	$1,000	Short	Med.	Parish
40	Durbin Rd & Phyllis Ln intersection	Intersection Warning	$1,000	Short	Med.	Parish
41	E Chestnut St & US 51 intersection	Three-way Stop Sign	$1,000	Short	Med.	City

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Map ID	Roadway	Countermeasure	Cost Estimate	Time Frame	Priority	Road Owner
42	E Park Ave & Simpson Pl intersection	Three-way Stop Sign	$1,000	Short	Med.	Parish
44	LA 22 & Oak Ln intersection	Intersection Warning	$1,000	Short	Med.	Parish
45	Robin St & US 51 intersection	Intersection Warning	$1,000	Short	Med.	City
46	De Marco Ln & US 51 BUS intersection	Intersection Warning	$1,000	Short	Med.	City
47	LA 16 at Bennet Rd & Puleston Rd intersection	Flashing Yellow Arrow (FYA), Low-Cost Countermeasures (Signage and Striping), Rumble Strips (Intersection)	$27,000	Short	Med.	Parish
2	US 190 from Oaklane Dr to Market St	Lighting, Rumble Strips (Edge), Wide Edge Lines, Raised Pavement Markings, Add RIRO Island at Walmart Exit, Optimize Signal Timing/Adjust Yellow Change Intervals on 190 WB, Low-Cost Countermeasures (Striping)	$170,000	Mid	Med.	State
3	US 190 from Olivia Ln to Falcon Dr	Lighting, Wide Edge Lines, Rumble Strips (Edge)	$324,300	Mid	Med.	State
5	Veterans Ave (US 51 BUS) from W Club Deluxe to Medical Arts Dr	Wide Edge Lines, Median with Left Turn Lane at Paul Vega MD Dr, Lighting, Rumble Strips (Edge)	$293,000	Mid	Med.	Parish
6	E Pine St (LA 22) from Oak Meadow Ln to N 3rd St	Pedestrian Signal, Bike Lane, RRFB, Flashing Yellow Arrow (FYA), Low-Cost Countermeasures (Signage and Striping)	$346,200	Mid	Med.	State
8	W Church St from W Thomas St to Harden St	Low-Cost Countermeasures (Striping), Wide Edge Lines, Rumble Strips (Edge), Concrete Sidewalk on Both Sides of W Church St, 24" PVC, Catch Basins, Pedestrian Signal	$879,900	Mid	Med.	City
14	HWY 445 & US 190 intersection	Flashing Yellow Arrow (FYA), Low-Cost Countermeasures (Signage and Striping), Rumble Strips (Transverse)	$21,600	Mid	Med.	State
18	HWY 445 & LA 22 intersection	Lighting, Rumble Strips (Transverse), Rumble Strips (Edge)	$24,300	Mid	Med.	State
19	Faller Rd & LA 443 & LA 1064 intersection	Lighting, Rumble Strips (Transverse), Low-Cost Countermeasures (Signage and Striping)	$21,100	Mid	Med.	Parish
43	HWY 445 & Stepp Rd intersection	Add Merge Lane, Wider Shoulder	$213,000	Mid	Med.	Parish
4	SW Railroad Ave (US 51 BUS) (Hammond Square Mall Corridor) from Duo Dr to 2nd Ave	Replace TWLTL with Raised Medians and Turn Bays, Raised Pavement Markings, Low-Cost Countermeasures (Edge Striping), Roundabout	$4,874,000	Long	Med.	State
7	W Oak St (LA 16) from I-55 to NW Central Ave	Restripe to Increase Storage Length, Add Raised Median to Control Access Points	$409,000	Long	Med.	State
15	LA 443 & US 190 intersection	Roundabout	$3,600,000	Long	Med.	State

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Map ID	Roadway	Countermeasure	Cost Estimate	Time Frame	Priority	Road Owner
17	S Hoover Rd & LA 22 intersection	Roundabout	$3,600,000	Long	Med.	City
27	Wardline Rd from Crapanzano Rd to N Baptiste Rd	Widen Roadway, Close Ditches, Edgeline Rumble Strips, Roundabout	$12,054,000	Long	Med.	Parish
28	Airport Rd (LA 3154) from South of I-12 to Old Covington Hwy	Closing Ditches, Widen Roadway, Add Rumble Strips	$9,792,400	Long	Med.	State
29	Mike Cooper Rd/Harvey Lavigne Rd from LA 445 to Firetower Rd	Closing Ditches, Widen Roadway, Add Rumble Strips	$29,381,400	Long	Med.	Parish
30	S Coburn Rd from US 190 to Coburn Loop	Closing Ditches, Widen Roadway, Add Rumble Strips	$16,043,300	Long	Med.	Parish
31	Traino Rd from LA 22 to Lee's Landing Rd	Closing Ditches, Widen Roadway, Add Rumble Strips	$34,615,000	Long	Med.	Parish
32	General Ott Rd from LA 1249 to Happywoods Rd	Closing Ditches, Widen Roadway, Add Rumble Strips	$24,063,500	Long	Med.	Parish
33	Stafford Rd from LA 1064 to LA 442	Closing Ditches, Widen Roadway, Add Rumble Strips	$19,926,700	Long	Med.	Parish
34	Happywoods Rd from W Hoffman Rd to Old Baton Rouge Hwy	Closing Ditches, Widen Roadway, Add Rumble Strips	$23,304,500	Long	Med.	Parish
35	Adams Rd from LA 22 to Happywoods Rd	Closing Ditches, Widen Roadway, Add Rumble Strips	$26,343,400	Long	Med.	Parish
36	Chappepela Rd from LA 443 to LA 445	Closing Ditches, Widen Roadway, Add Rumble Strips	$35,037,100	Long	Med.	Parish
16	Oak St & US 190 (WB And EB) intersection	Adjust Yellow Change Intervals, Low-Cost Countermeasures (Striping), Pedestrian Signal	$101,000	Short	Low	City

Photo: Mural in Hammond, Tangipahoa Parish

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Figure 29: Tangipahoa Parish Safety Projects

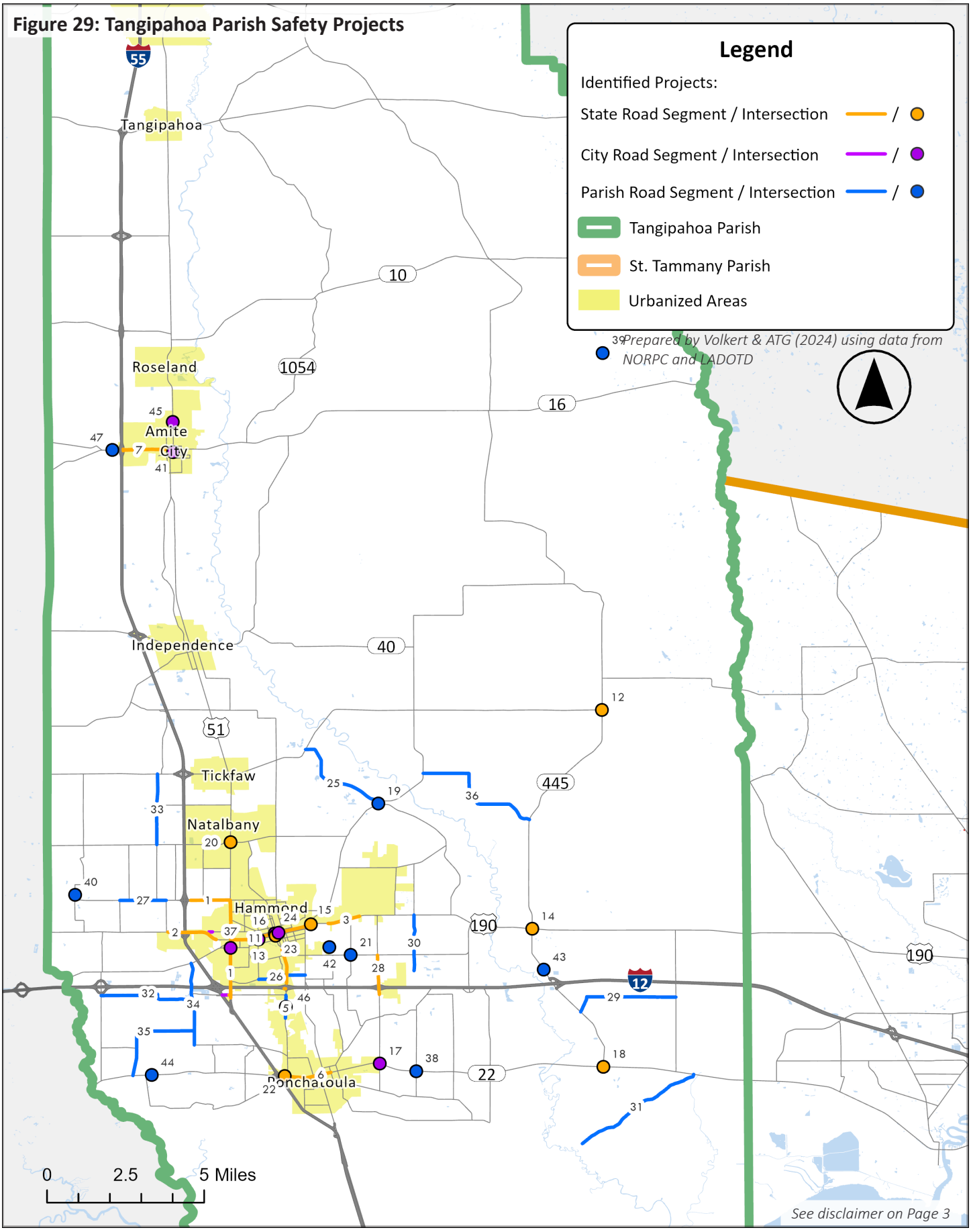

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Photo: Umbrella Alley in Slidell, St. Tammany Parish

Photo: Team Up to Clean Up Event - Reserve

Non-Structural Action Items

This section outlines specific action items for the region that do not involve building or updating physical infrastructure. Non-structural action items complement engineering and design to improve and take responsibility for safety.

These action items were developed based on a review of best practices (Chapter 4) and an assessment of community input and survey responses from a public health perspective (Chapter 2). In addition, the Project Management Team and Steering Committees provided insight on successful past and ongoing safety strategies. This information helped to create action items for policies, activities, and other strategies to complement the list of infrastructure projects in improving safety for all modes of transportation.

Regional

Table 14 lists potential non-structural countermeasures and activities based on core insights about the top concerns in each parish and divergence among demographic sub-groups. These should build upon existing programs such as those outlined in the Louisiana Strategic Highway Safety Plan (SHSP) and local campaign-based activities or coalitions.

Table 15 on page 57 includes additional region-wide non-structural action items that are based on best practices. The three parishes, municipalities, NORPC, and other partners will work together to address and implement regional action items.

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Table 14: Region Wide Non-Structural Actions by Targeted Groups

Target Group	Public Engagement Observation	Actions	Additional Details	Time Frame	Cost
All	Distracted driving is top concern in all 3 parishes	Hands-Free driving law	Support hands free cell phone policies	Short	Low
		Enforcement activities	High visibility enforcement	Mid	High
		Awareness Campaigns	Distracted driving awareness campaign	Varies	Med.
	Potential mismatch between the perceived danger of non-use of seatbelts, relative to crash outcomes	Awareness Campaigns	Enforcement based awareness & communication	Varies	Varies
			Distribution of car seats	Varies	Varies
		Employer-based programs	Employer-based awareness efforts and/or distribution of car seats	Varies	Varies
	Locally uncommon countermeasures may be less supported	Awareness campaigns; pilot projects	Infrastructure that educates demonstration project	Varies	Med.
Older Adults	More supportive of lower speed limits and safety campaigns	Support speed limit reduction	Work with local elected officials to reduce speed limits	Varies	Low
Young Adults	Data Gap: teens and young adults	Targeted research & outreach	Work with local schools to include young adults in future outreach	Varies	Med.
	Less concerned about distracted driving	Hands-Free driving law	Support hands free cell phone law; Pass hands free policies	Short	Low
		Enforcement activities	High visibility cell phone enforcement	Mid	High
		Awareness Campaigns	Young adult/teen focused campaign	Varies	Med.
	Higher observed rates of impaired and fatigued driving	Alcohol screening and brief intervention	Alcohol problem assessment and treatment	Short	Med.
		No Refusal Laws; Enforcement activities	Full time participation in no refusal program	Short	Low
	More likely to use modes other than personal car	Long-range planning	Provide more opportunities for non single car auto dependency	Long	low
Women	Women prioritize active infrastructure and lighting	Infrastructure projects	Develop & update active transportation plans; Include lighting in project planning		
Men	Men appear to be less concerned about safety value of restraint use	Employer-based programs	Awareness programs targeted to particular employers	Varies	Varies
		Enforcement activities, Awareness campaigns	Enforcement based awareness & targeted communication (ex. 610 Stompers, Boy Scouts)	Mid	High
People Of Color	Concern about distracted driving and speeding among Black population	Hands-Free driving law	Support hands free cell phone law; Pass hands free policies	Short	Low
		Awareness Campaigns	Targeted speeding campaign	Varies	Med.
	Greater support for safe driving media campaigns among Black population	Awareness Campaigns	Targeted communication	Varies	Med.
	Non-white pop. are more likely to use alternative modes of transportation	Infrastructure projects	Develop & update transit plans, Provide opportunities for non single car auto dependency		

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Table 15: Region Wide Non-Structural Actions

Action	Time Frame
Increase capacity of local safety education initiatives by hiring dedicated staff (example: bicycle rodeo, LCI training)	Varies
Create local / regional safety / traffic advisory committee to address safety concerns and monitor progress of plan implementation	Varies
Promote specific types of development and land use designs by updating land use plans and comprehensive plans	Varies
Prepare active transportation plans, transit/microtransit feasibility studies, and update major thoroughfare plans/transportation plans	Varies
Adopt Vision Zero statement	Short
Adopt Complete Streets policy	Short
Track progress towards implementation and monitor and report fatal and severe injury crashes	Ongoing
Update zoning codes, subdivision regulations, and unified development codes to include sidewalks, maximum block lengths, bike parking, and update street design standards to be more compatible with walking and biking	Varies
Prepare corridor studies and/or use corridor overlay zones to address corridor specific safety and access management issues	Varies
Conduct road safety audits on roadways with comprehensive safety needs	Varies
Purchase and use Intelligent Transportation Systems (ITS) technology to identify potential crash mitigations	Mid
Address land use and transportation system data gaps by improving Geographic Information Systems (GIS) data sets and capabilities	Mid
Expand bicycle and pedestrian traffic counting program	Mid
Develop materials and conduct media training to encourage media to frame crashes as preventable and tragic	Mid
Develop Open Streets Initiatives and or Festival Street Designations to encourage walkable downtowns and promote economic development	Mid

Photo: Steering Group Meeting

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Additional Targeted Outreach and Research

St. John the Baptist Parish Non-Structural Actions

Table 16 (top right) shows specific action items for St. John the Baptist Parish based on observations, analysis of survey responses, and alignment with best practice countermeasures. In order to better understand priorities and behaviors in the parish, it is recommended that additional targeted research and outreach be conducted to fill in gaps in data for Hispanic/Latino populations and Westbank communities.

St. Tammany Parish Non-Structural Actions

Table 17 (right) shows specific action items for St. Tammany Parish based on observations, analysis of survey responses, and alignment with best practice countermeasures. Infrastructure projects are called out due to feedback from parish residents prioritizing pedestrian and bicyclist facilities. Additional targeted research and outreach is recommended for St. Tammany Parish because of data gaps for Black and minority populations, low income populations, and populations outside of the Slidell area

Tangipahoa Parish Non-Structural Actions

Table 18 (bottom right) shows specific action items for Tangipahoa Parish based on observations, analysis of survey responses, and alignment with best practice countermeasures. Additional targeted research and outreach is recommended for Tangipahoa Parish because of data gaps for minority and low income populations.

Progress and Transparency

As the region works to implement the action items outlined in this chapter, it will maintain transparency and accountability by recording progress and utilizing performance measures. The performance evaluation phase of the Path to Zero Project is required by the SS4A grant program. At a minimum, annual public reporting of progress and online availability of the Action Plan is required. NORPC and the three parishes will post the plan online and have an annual report on plan implementation progress and the reduction of deaths and serious injuries on roadways.

Progress Measurement

The annual report card is a method to show progress toward reducing roadway fatalities and serious injuries over time once the Path to Zero Action Plan is in place. The primary component of the report card is the change year over year in the number of severe and fatal crashes. The vision is for there to be **zero** fatal and serious injury crashes by 2045. To provide additional transparency, the report card will also include progress measurements that demonstrate how well the region is meeting the goals and fundamental components of the plan. See Appendix E for more information and example report card.

Table 16: Non-Structural Actions (St. John)

Actions	Time Frame
Speeding awareness campaigns (ex. Stop the Knock)	Mid
Safe driving media campaign	Varies
Employer based awareness targeted to particular employers and their employees	Long
Enforcement based awareness and targeted communication (ex. 610 Stompers, Boy Scouts)	Mid
Expanding/coordinating efforts between neighboring parishes	Short

Table 17: Non-Structural Actions (St. Tammany)

Actions	Time Frame
Aggressive driving / speeding awareness Campaigns (Ex. Stop the Knock)	Mid
Develop & update bike and pedestrian plans	Long
Increased enforcement to reduce red light running, speeding, etc.	Varies
Driver's education and awareness campaigns in schools to target young drivers	Mid

Table 18: Non-Structural Actions (Tangipahoa)

Actions	Time Frame
Alcohol problem assessment and treatment	Short
Full time participation in No Refusal Program	Short
Feasibility and corridor studies	Long
Update Complete Streets policy	Varies

Photo: Slow Your Roll bumper sticker

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Performance Measures	
HSIP Safety Targets	Number of fatalities
	Rate of fatalities
	Number of serious injuries
	Rate of serious injuries
	Number of non-motorized fatalities and non-motorized serious injuries
Equity	Share of investments (or projects) in disadvantaged communities
Speed Reduction	Number of traffic calming measures implemented
Data	Published an annual report card (y/n)
	Number of Projects Completed
Active Transportation	Miles of bike lanes, trails, and sidewalks created
Collaboration	Number of task force or progress update meetings
Shift in Safety Culture	Number of educational campaigns / events by emphasis area
Safety Coalition Alignment	Distracted driving fatalities and serious injuries
	Impaired driving fatalities and serious injuries
	Occupant protection fatalities and serious injuries
	Infrastructure and operations fatalities and serious injuries

Next Steps

After formal adoption of the NORPC Path to Zero Safety Action Plan, partnering governmental entities may seek opportunities for supplemental planning and demonstration projects. Funding for action items can be secured through traditional means or through grant awards from programs such as the SS4A Implementation Grant Program. Detailed project list tables are provided in Appendix C. In addition, next steps include addressing gaps in data from a public health perspective to continue progress on the goal of equitable and safe transportation.

The Safe Systems Approach must not stop at the development of this plan. It should become the standard frame of reference for regional safety, since transportation deaths and serious injuries can be mitigated.

Photo: Tammany Trace bike crossing

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