

Northwest Louisiana

SAFE STREETS FOR ALL

Regional Safety Action Plan

February 2025





Northwest Louisiana Council of Governments

The MPO for the Shreveport/Bossier City Metropolitan Area

A RESOLUTION ADOPTING THE Northwest Louisiana SAFE STREETS FOR ALL REGIONAL SAFETY ACTION PLAN — FEBRUARY 2025

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 NLCOG Safe Streets for All Regional Safety Action Plan is a community centered plan with the intention of eliminating traffic related fatalities and severe injuries in the NLCOG planning area; and **WHEREAS**, the Regional Safety Action Plan has the goal of eliminating fatalities and serious injuries on the roadways of the NLCOG planning area by 2050; and

WHEREAS, the Regional Safety Action Plan has the goal of eliminating all traffic deaths and serious injuries on the roadways of the NLCOG planning area by 2050, ensuring a safer transportation network for everyone,

WHEREAS, the Regional Safety Action Plan serves as the framework for the identification and prioritization of projects seeking Implementation Grant funding through the Safe Streets and Roads for All (SS4A) Grant Program, established the Bipartisan Infrastructure Law (BIL); and

NOW, THEREFORE, BE IT RESOLVED by the NLCOG Metropolitan Transportation Planning Committee, the MPO for Northwest Louisiana, in legal session convened, that the NLCOG Safe Streets for All Regional 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 NLCOG Regional Safety Action Plan, should not be interpreted or construed to create any liability or strict liability upon the MPO or Parishes, and the goal of the adoption of the Plan is to improve safety on the public rights of way of the NLCOG planning area, not guarantee safety.

CERTIFICATION

I, **J. Kent Rogers**, Secretary to the Northwest Louisiana Council of Governments Metropolitan Planning Organization Transportation Policy Committee do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted at a regular meeting of said Committee on this DATE day of MONTH YEAR.

Shreveport, Louisiana, this DATE day of MONTH YEAR.

J. Kent Rogers, Secretary

Northwest Louisiana Council of Governments

Our Commitment

Roadway safety has a profound effect on our community. Fatal and serious injury crashes are preventable and the Northwest Louisiana Council of Governments is committed to making transportation safer for residents and visitors.

NLCOG aims to achieve zero traffic fatalities and serious injuries on Northwest Louisiana roadways by 2050, ensuring a safer transportation network for everyone.

Transportation Policy Committee

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Bruce Blanton, Vice-Chair, Webster Parish

Mayor Tom Arceneaux, City of Shreveport

Carlotta Askew-Brown, Bossier City/Parish MPC

Mayor Tommy Chandler, City of Bossier City

Alan Clarke, Shreveport-Caddo MPC

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Think First Injury Prevention of the Ark-La-Tex

The information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety enhancements and/or strategies of crash sites. This is pursuant to Section 148 of Title 23 of the United States Code and was implemented utilizing federal-aid highway funds. Therefore, the data is not subject to discovery nor may be admitted into evidence in a Federal or State court proceeding pursuant to 23 USC 407.

Prepared for NLCOG by





IN MEMORIAM

This action plan is dedicated to Megan Rogers of Shreveport and to others who have lost their lives on Northwest Louisiana roads. We hope to honor their memories by preventing future roadway tragedies.



Megan Rogers

11.07.94 - 05.14.14

Contents

01

Introduction	1
What is the SS4A Plan?	2
Project Framework.....	3

02

Engagement and Collaboration	5
Equity Considerations	7
Stakeholder Engagement.....	9
Public Engagement	10

03

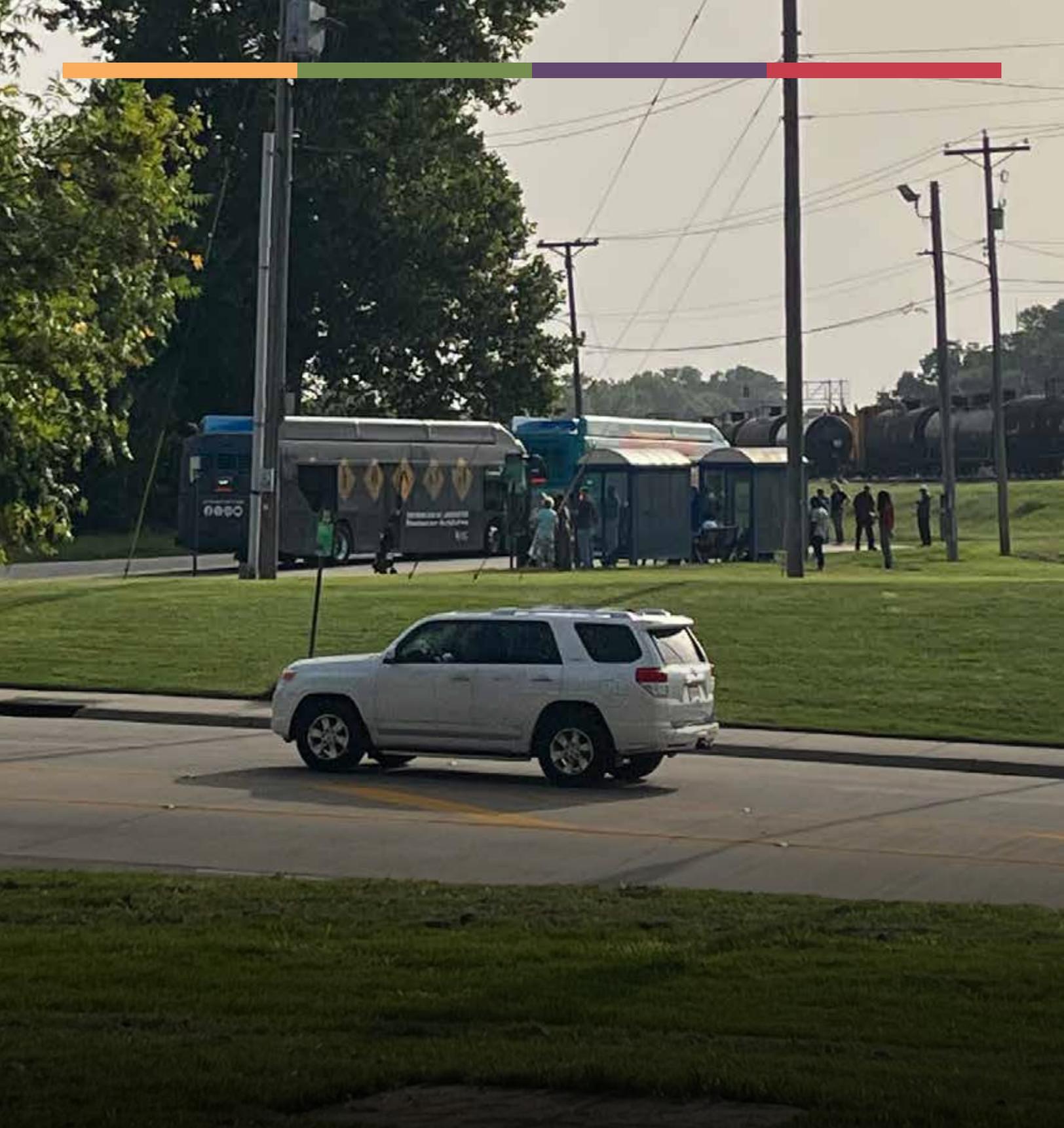
Safety Analysis	12
Regional Crash Trends.....	14
Systemic Safety Analysis.....	17
Bossier Parish Crash Trends.....	20
Caddo Parish Crash Trends	24
DeSoto Parish Crash Trends	28
Webster Parish Crash Trends.....	32

04

Action Plan	36
Non-Infrastructure Strategies	37
Infrastructure Strategies.....	40
Project Identification	44

05

Appendix: Project Sheets (Under a Separate Cover)



CHAPTER 1

Introduction

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4

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What is the SS4A Plan?

The Northwest Louisiana Safe Safe Streets for All Regional Action Plan (SS4A) is a comprehensive safety action plan that identifies the most significant roadway safety concerns and recommended projects and strategies to address roadway safety issues in Northwest Louisiana. The plan covers DeSoto, Caddo, Bossier, and Webster Parishes.

The Northwest Louisiana SS4A Plan is funded through the Bipartisan Infrastructure Law (BIL), with the goal of preventing roadway deaths and serious injuries, supporting the US Department of Transportation's (USDOT) goal of achieving zero roadway deaths nationwide.

The Northwest Louisiana SS4A Plan uses the Safe System Approach, a holistic and comprehensive framework for addressing and mitigating risks by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.



Principles of the Safe System Approach

Death and serious injuries are unacceptable.

Recognizing that no loss of life or serious injury is acceptable on the roadways.

Humans make mistakes.

Accepting that human error is inevitable, but that road design and vehicle technology can mitigate the consequences.

Humans are vulnerable.

Designing systems that protect the human body from crash forces that exceed its physical tolerance.

Responsibility is shared.

Ensuring that all stakeholders, including government, industry, and road users, contribute to the safety of the road system.

Safety is proactive.

Identifying and addressing potential safety issues before crashes occur, rather than responding reactively.

Redundancy is crucial.

Creating multiple layers of safety measures to protect against failures in any single aspect of the system.

Project Framework

Based on a review of Safe System Approach principles and Vision Zero Network guidelines, the following framework guided the development of the Northwest Louisiana SS4A Plan.

First, a vision statement was developed to clearly reflect the goals of the plan and the community's aspirations for safety. This vision serves as the foundation for all subsequent planning and action recommendations. Specific goals were identified that focus on eliminating traffic related deaths and serious injuries in Northwest Louisiana. Each SS4A goal is supported by actionable steps and realistic indicators to measure progress and effectiveness.

Planning Structure

To make the plan and comply with SS4A program requirements, the Northwest Louisiana Council of Government (NLCOG) established a comprehensive planning structure that included the Metropolitan Planning Organization (MPO) Transportation Policy Committee (TPC), a technical advisory committee, and ambassadors, all working collaboratively to guide and support the entire process as shown in Figure 1.

Figure 1: NLCOG Planning Structure

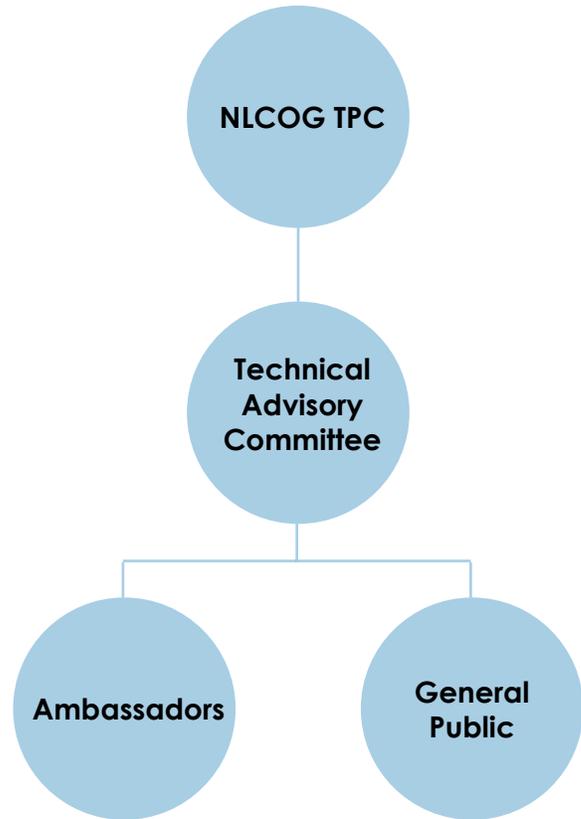


Figure 2: Technical Advisory Committee Meeting



OUR VISION

NLCOG aims to achieve zero traffic fatalities and serious injuries on Northwest Louisiana roadways by 2050, ensuring a safer transportation network for everyone.

OUR GOALS



Strengthen Data Collection and Analysis for Traffic Safety

Improve the collection, analysis, and application of traffic safety data in Northwest Louisiana to identify high-risk areas and implement targeted interventions that reduce traffic-related deaths and serious injuries.



Create Safer Streets Through Design and Innovation

Improve the collection, analysis, and application of traffic safety data in Northwest Louisiana to identify high-risk areas and implement targeted interventions that reduce traffic-related deaths and serious injuries.



Integrate Safety into Land Use and Economic Development Planning

Align transportation safety goals with land use and economic development strategies to support a transportation system that enhances the quality of life for the region through the promotion of safety.



Develop Equitable Safety Solutions

Prioritize equitable safety improvements across Northwest Louisiana, particularly in vulnerable and underserved communities, by focusing on areas where the risk of traffic-related deaths and serious injuries are the highest.



Build a Culture of Safety and Accountability

Build a culture of safety and shared responsibility across Northwest Louisiana, from government agencies to individual road users through education and shared accountability.



Enhance Alternative Transportation Options

Create a safer and more accessible transportation network for all users, including pedestrians, cyclists, and public transit riders, by integrating multimodal options and improving connections across the region.



CHAPTER 2

Engagement and Collaboration





COMMUNITY VOICES

Community feedback is essential to developing a plan that accurately identifies and addresses the public's needs. Solid relationships with neighborhood organizations and community leaders, combined with online and grass-roots outreach, fosters community engagement that is rich in diverse voices and represents the population of the region. Community input helped define existing safety issues throughout the study area, establish goals that will define success in addressing those issues, develop initial solutions proposed by the project team, and inform the final set of proposed solutions.



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 completed by the project team identified the size and location of marginalized populations to better inform the engagement efforts and the solutions developed in the plan.

Key Equity Findings

Age

Over 26% of residents are under the age of 18 while over 17% are over the age of 65. These two population groups make up the largest percentages of population within the region and are typically considered to be the age groups that rely most heavily on public transportation and active modes such as walking and cycling.

Density

Population is densest in and around the cities of Shreveport, Bossier City and Minden. Minority residents are concentrated in and around the cities of Shreveport, Bossier City, Mansfield, and Minden.

Race and Ethnicity

According to the Census, 54% of the population is White, while 39% is Black, 4% identify as two or more races, and all other races make up 3% of the region. Around 4% of the population identifies as Hispanic.

Mode of Transportation

Approximately 83% of the population within the region drive as their means of transportation. Less than 1% of the population takes public transportation. In the majority of tracts in the region, at least 85% of households have one car, but there are clusters around Shreveport, Bossier City, Minden, Mansfield, Vivian, and Cullen with a higher prevalence of carless households.

Figure 3: Total Population by Age

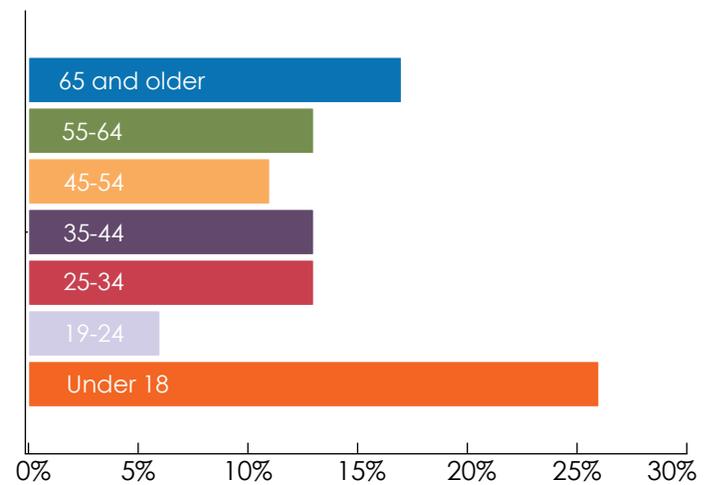


Figure 4: Total Population by Race

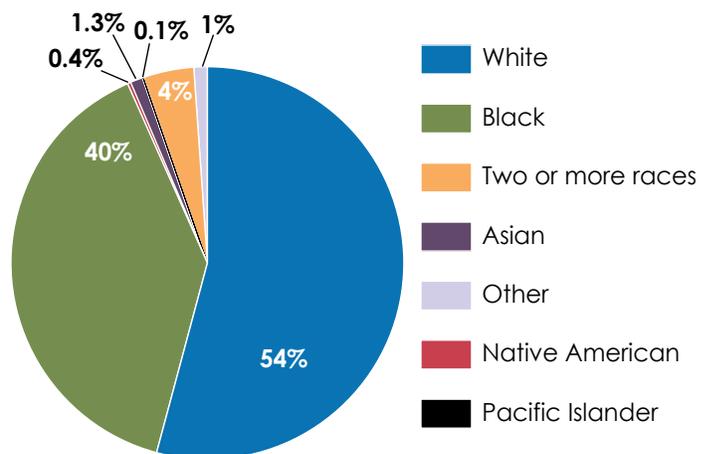
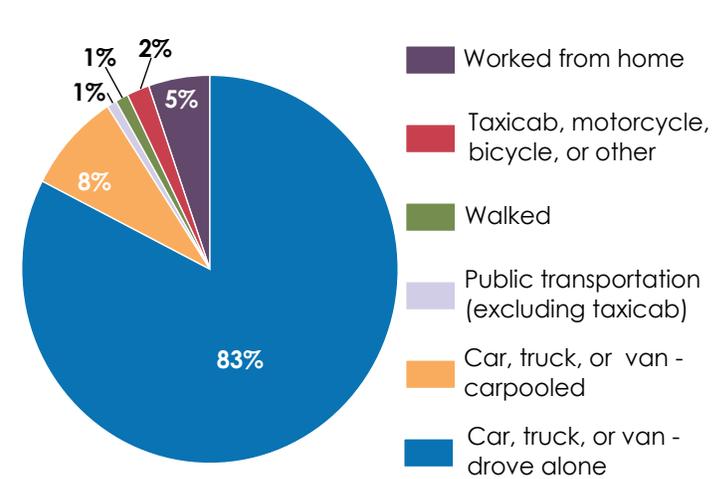


Figure 5: Mode of Transportation



Source: American Community Survey 5-Year Estimates, 2017-2021

WHERE WE WENT



Springhill Farmers Market



Vivian Farmers Market



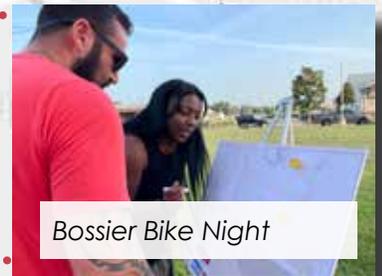
Bossier Farmers Market



Geaux Fresh, Minden



Caddo Commons Back to School Bash



Bossier Bike Night



SporTran Terminal



Shreveport Farmers Market



DeSoto Health & Resource Fair



DeSoto Parish Library, Mansfield

SAFE STREETS FOR ALL



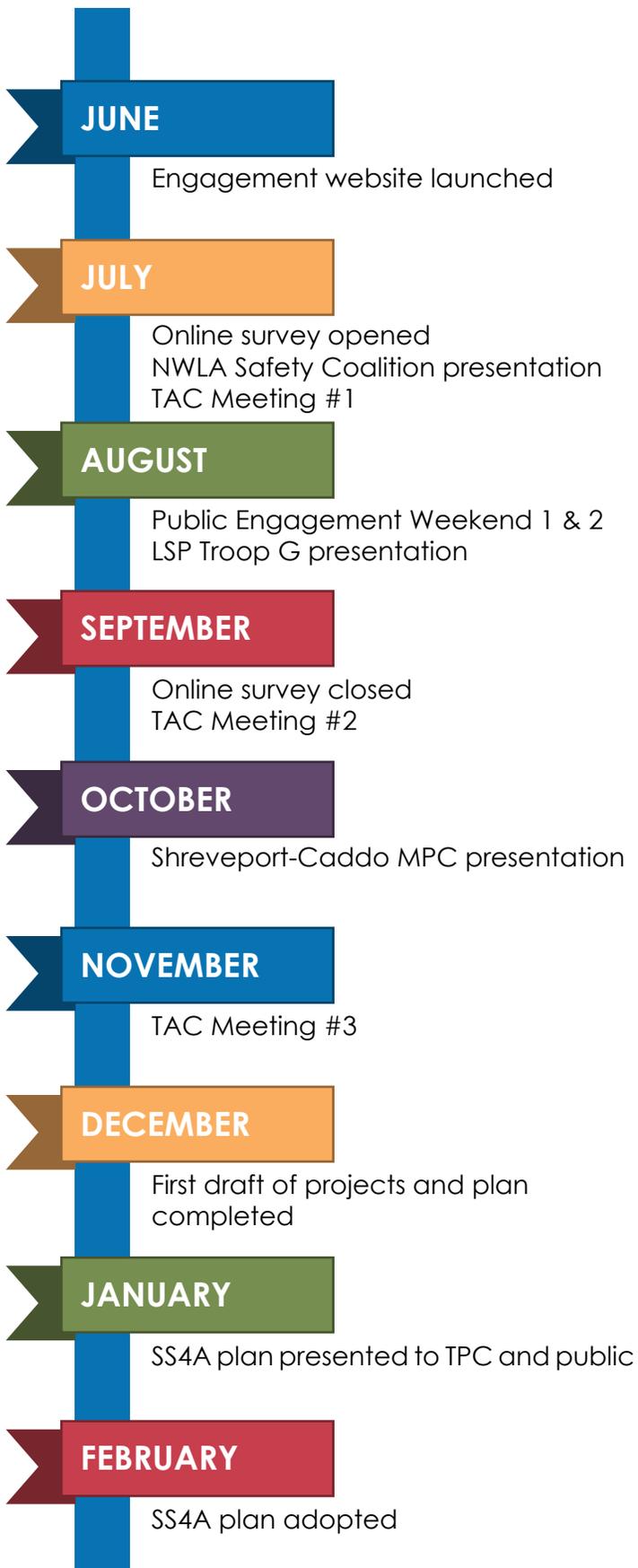
Safer Streets,
Stronger Communities

Scan the code to
give feedback!



Where in-person meetings were not possible, yard signs, flyers, and banners were posted, directing residents to the project website.

Figure 6: Public Engagement Timeline



Stakeholder Engagement

Leadership

A key component of the SS4A program is a commitment by a high-ranking official or governing body. For the SS4A Regional Action Plan, the Transportation Policy Committee (TPC) serves as the designated body. The project team worked with the TPC to define specific goals, objectives, and performance measures that align with the overall objectives of the plan and create a commitment statement to eliminate severe injury and fatal roadway crashes.

Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to guide the technical work effort and to review work products. The committee met three (3) times during the study at critical thresholds to review and provide input to items such as data elements, the safety analysis, facility recommendations, and implementation plans. The team consisted of representatives from the four parishes, local municipalities, and other stakeholders identified with help from the NLCOG project manager.

Other Interested Stakeholders

Through meetings and engagement events, the project team identified other stakeholder groups who were interested in learning about the plan and providing feedback. The interested stakeholders the project team presented to include the Northwest Louisiana Safety Coalition, LSP Troop G, and the Shreveport-Caddo Parish Metropolitan Planning Commission.

Figure 7: TPC Presentation #1



Public Engagement

Website Content

In today's environment, digital engagement is more important than ever. The primary platform for public engagement was the project website, where the public could find digital content related to the plan's development and online engagement opportunities. The online engagement tools included an interactive map, comment collection, and a survey.

Interactive Map and Comment Collection

The website hosted an online map and forum for residents to view and comment on the safety of existing roadways. Categories for comment included *Speeding*, *Bike/Ped Concerns*, *Feels Unsafe*, and *I have an idea!*

Survey

An online survey was available online from July 31 to September 15, 2024, and was promoted via a social media campaign and several in-person events across the parishes. The survey was designed to engage residents and capture their experiences, concerns, and suggestions for improving the local transportation network towards a vision of zero deaths or serious injuries.

Printed Materials

While much of the communication between the project team and community members occurred digitally, traditional methods of communication supplemented the virtual outreach methods and provided access to those who would not be informed of the plan otherwise. Materials included flyers, post card handouts, yard signs, and retractable banners.

Intercept Events

Intercept events adopt the approach of meeting people where they are and bringing the conversation to them, rather than asking them to come to us. During these events, community members were given the opportunity to identify areas of concern on a map and fill out the online survey. The project team completed 11 of these events in the following locations:

- DeSoto Health and Resource Fair
- Bossier Bike Night (x2)
- Caddo Commons Back to School Bash
- SporTran Terminal
- Springhill Farmers Market
- Vivian Farmers Market
- Mansfield Library
- Geaux Fresh
- Bossier Farmers Market
- Shreveport Farmers Market

Transportation Policy Committee Meetings

The project team presented progress reports on the SS4A Regional Action Plan to the TPC four times, providing updates to the TPC and community members about the plan and to solicit feedback on the draft plan and project list. Presentations were made on the following dates:

- August 16, 2024
- December 6, 2024
- January 17, 2025
- February 21, 2025 (resolution adopted)



310+
residents engaged
at intercept events



135
map pins dropped



200+
stakeholders reached
at meetings

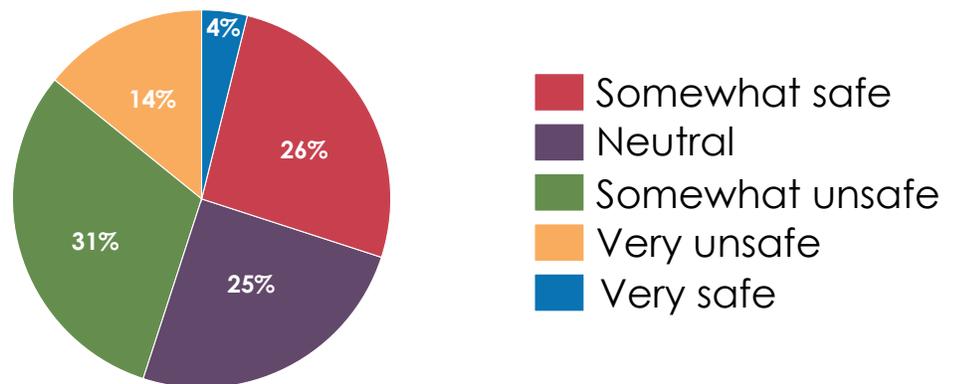


294
survey results collected

SURVEY RESULTS

70% of respondents said it is helpful to have a policy that establishes a vision of **zero fatalities** and **zero serious injuries** from traffic crashes.

How safe do you feel on roads in your community?

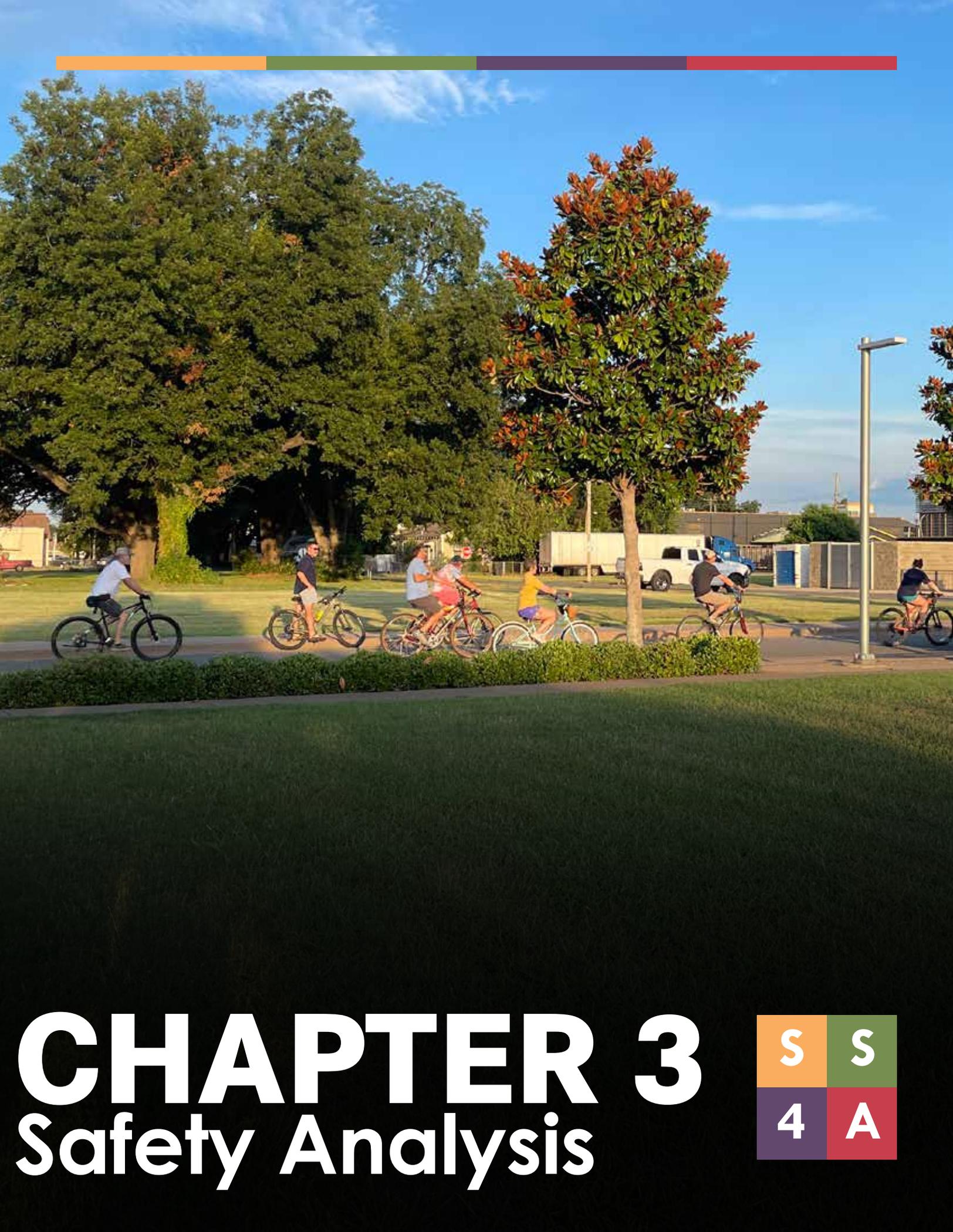


Top Safety Concerns

-  **79%** Poorly maintained streets & bicycle routes
-  **46%** Distracted driving
-  **37%** Speeding
-  **34%** Not enough lighting

Favored Safety Tools

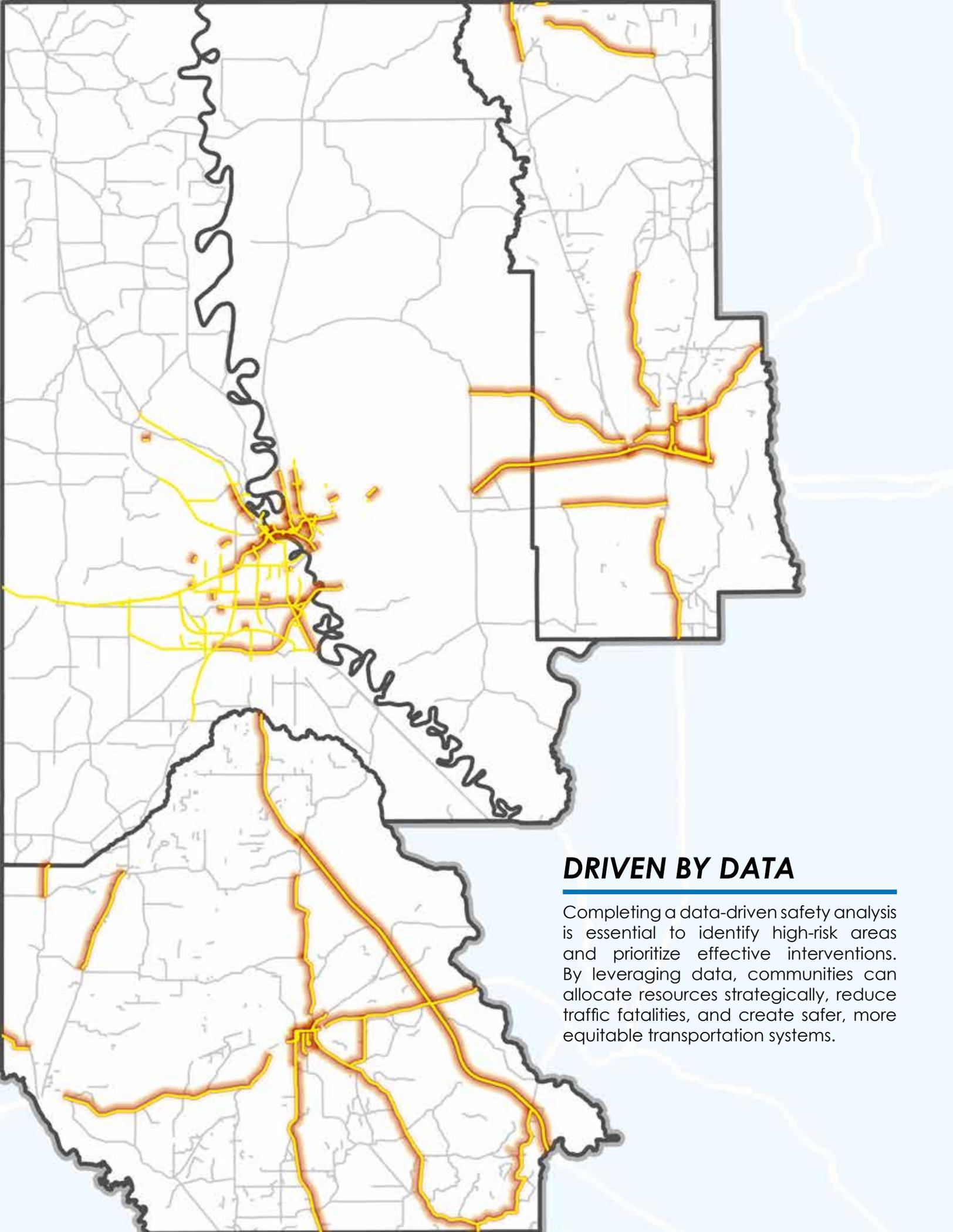
-  **54%** Shoulders
-  **54%** Bike lanes
-  **54%** Rumble strips
-  **46%** High visibility crosswalks



CHAPTER 3

Safety Analysis





DRIVEN BY DATA

Completing a data-driven safety analysis is essential to identify high-risk areas and prioritize effective interventions. By leveraging data, communities can allocate resources strategically, reduce traffic fatalities, and create safer, more equitable transportation systems.

Regional Crash Trends

To better understand existing conditions in NLCOG's four-parish study area, the project team conducted a safety analysis of all crash data reported in the region from 2018-2022. The analysis identifies and describes existing crash patterns across vehicular and active transportation modes. Table 1 shows the total number of crashes, the crash rate, and fatality rate at the regional and parish level.

The analysis includes 74,974 crashes that occurred in Bossier, Caddo, DeSoto, and Webster Parishes during the 5-year period (Figure 8). It gives particular focus to the 1,159 crashes resulting in fatal or severe injuries (FSI) on the region's roadways (Figure 9). It also identifies trends specific to the 879 crashes involving bicyclists and pedestrians in the region.

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. A high injury network was developed for each parish to analyze state and local roads within the parish. Roadway segments and intersections were analyzed separately as there is a slight difference in methodologies for each. The HIN for each parish is shown in their respective sections later in this chapter.

Figure 8: Regional Crashes by Year

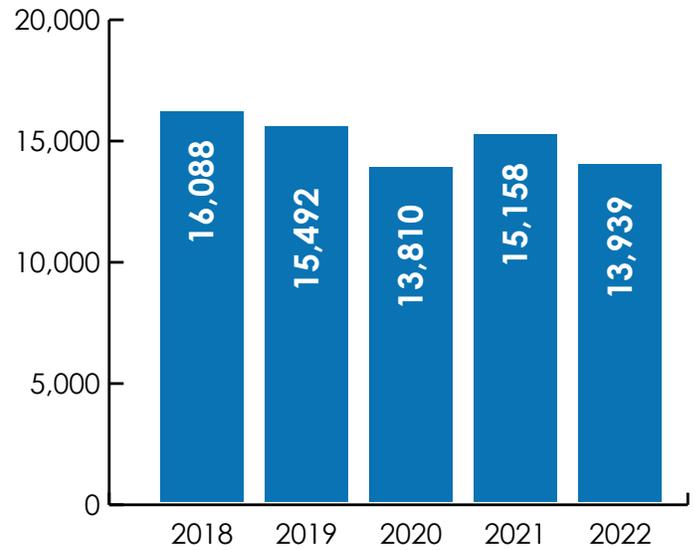


Figure 9: Regional FSI Crashes by Year

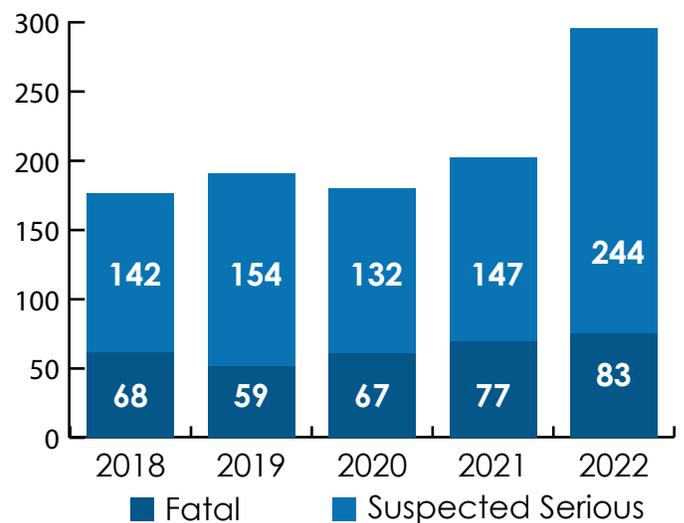


Table 1: All Crashes

Parishes	Population	% of Regional Pop	Crashes	% of Regional Crashes	Crash Rate (Per 100,000 People)	Fatal Crashes	Fatal Crash Rate (Per 100,000 people)
Bossier	128,746	30%	20,315	27%	3,156	61	9.48
Caddo	237,848	55%	46,721	63%	3,929	208	17.49
DeSoto	26,812	6%	3,453	5%	2,576	43	32.08
Webster	36,967	9%	3,998	5%	2,163	40	21.64
Region	74,487	430,373	100%	100%	3,462	352	16.36

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Crashes between vehicles and these vulnerable roadway users make up a disproportionate share of the region's FSI crashes: though they are only 1.2% of total crashes, those involving bicyclists and pedestrians make up 17.2% of fatal and severe crashes, as shown in Figure 10 and Figure 11.

Figure 10: Active Transportation Share of All Crashes

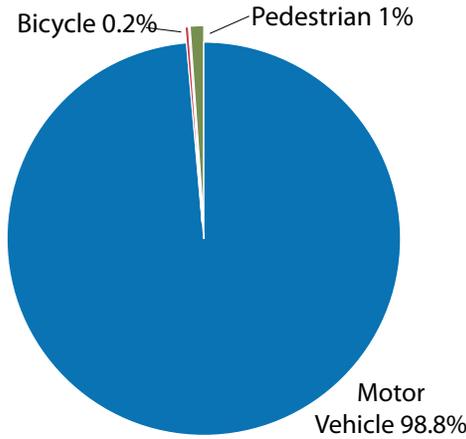


Figure 11: Active Transportation Share of Fatal & Severe Crashes

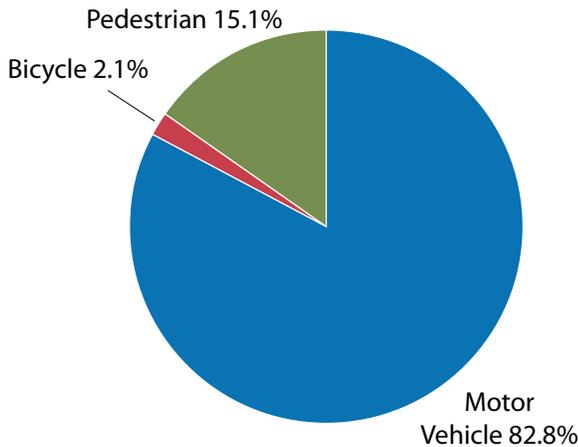


Table 2: Manner of Collision

Crash Type	Crash Total
Rear End	23,238
Head On	1,255
Angle - Left	7,206
Angle - Right	1,767
Sideswipe	10,932
Right Angle (Perpendicular)	7,517
Not a Collision with Motor Vehicle	13,397
Other/Unknown	9,175
Total	74,487

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Figure 12: % FSI Crashes Involving Aging Drivers (65+)

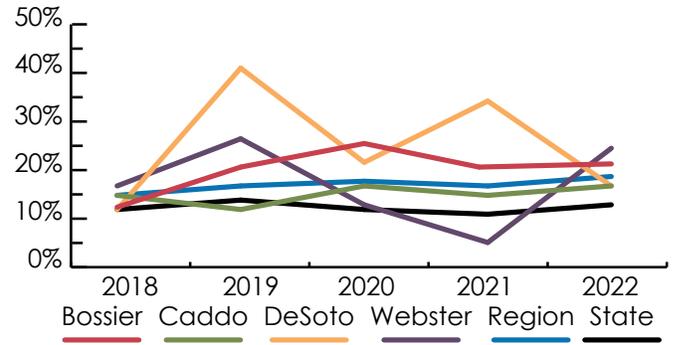


Figure 13: % FSI Crashes Involving Young Drivers (15-24)

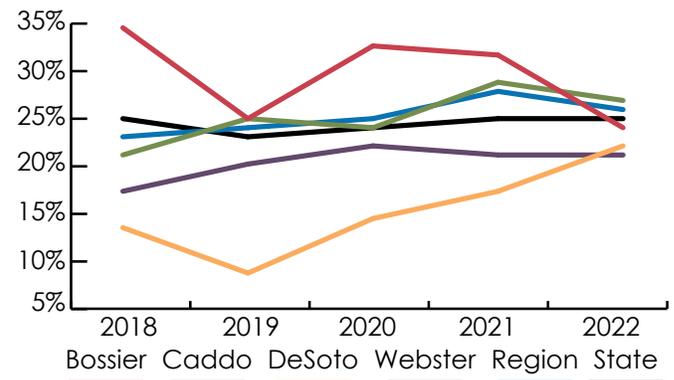
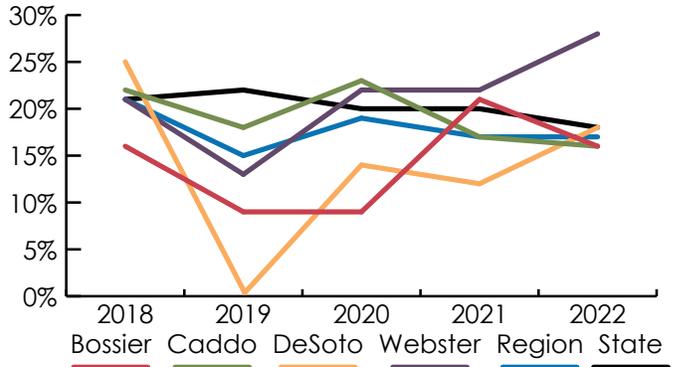


Figure 14: % FSI Crashes Involving Alcohol

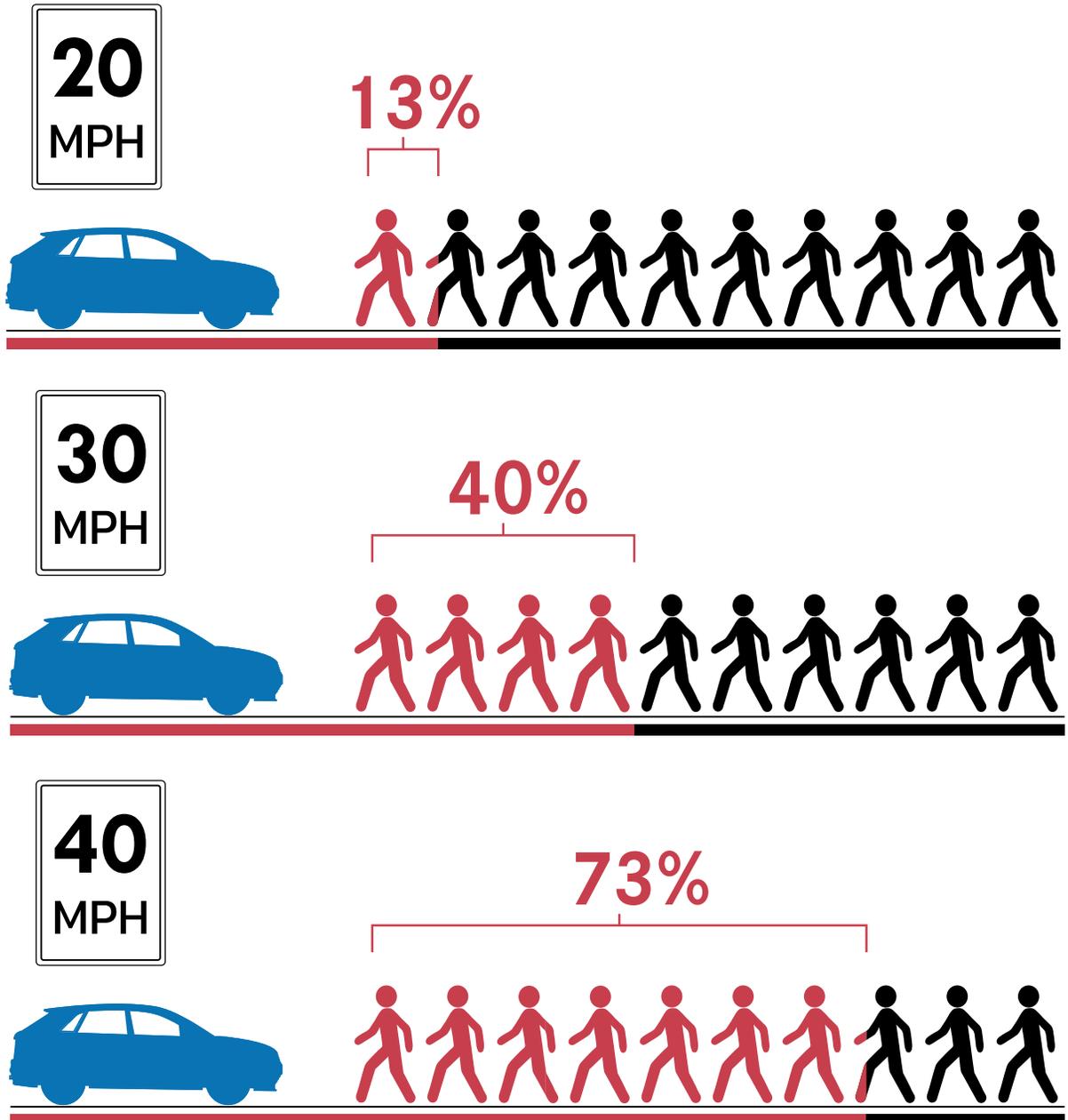


WHY SPEED MATTERS

77% Of all crashes and **82%** of FSI crashes occurred on roads with posted speed limits of 30 mph and higher.

High speeds are particularly dangerous to vulnerable road users such as pedestrians.

Pedestrian chance of Fatality or Severe Injury if Struck by a Vehicle



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

Systemic Safety Analysis

Analyzing crash data based on roadway characteristics reveals patterns about the relative safety of different types of roads across NLCOG's network. In this systemic safety analysis, the tables below show total crashes and fatal/severe crashes across all modes based on roadway attributes where the crashes occurred. These characteristics include roadway functional class, roadway width (measured by the number of thru lanes), and vehicle travel speed, as measured by the posted speed limit.

Table 3: Functional Class of Network and # of Crashes

Functional Class	All Crashes		Severe and Fatal Crashes	
Local	13,328	17.8%	178	15.4%
Collector	9,620	12.8%	211	18.2%
Minor Arterial	17,181	22.9%	306	26.4%
Principal Arterial	22,064	29.4%	279	24.1%
Freeway/Interstate	12,214	16.3%	177	15.3%
Total	74,974	100%	1,159	100%

Table 4: Number of Thru Lanes and Crashes

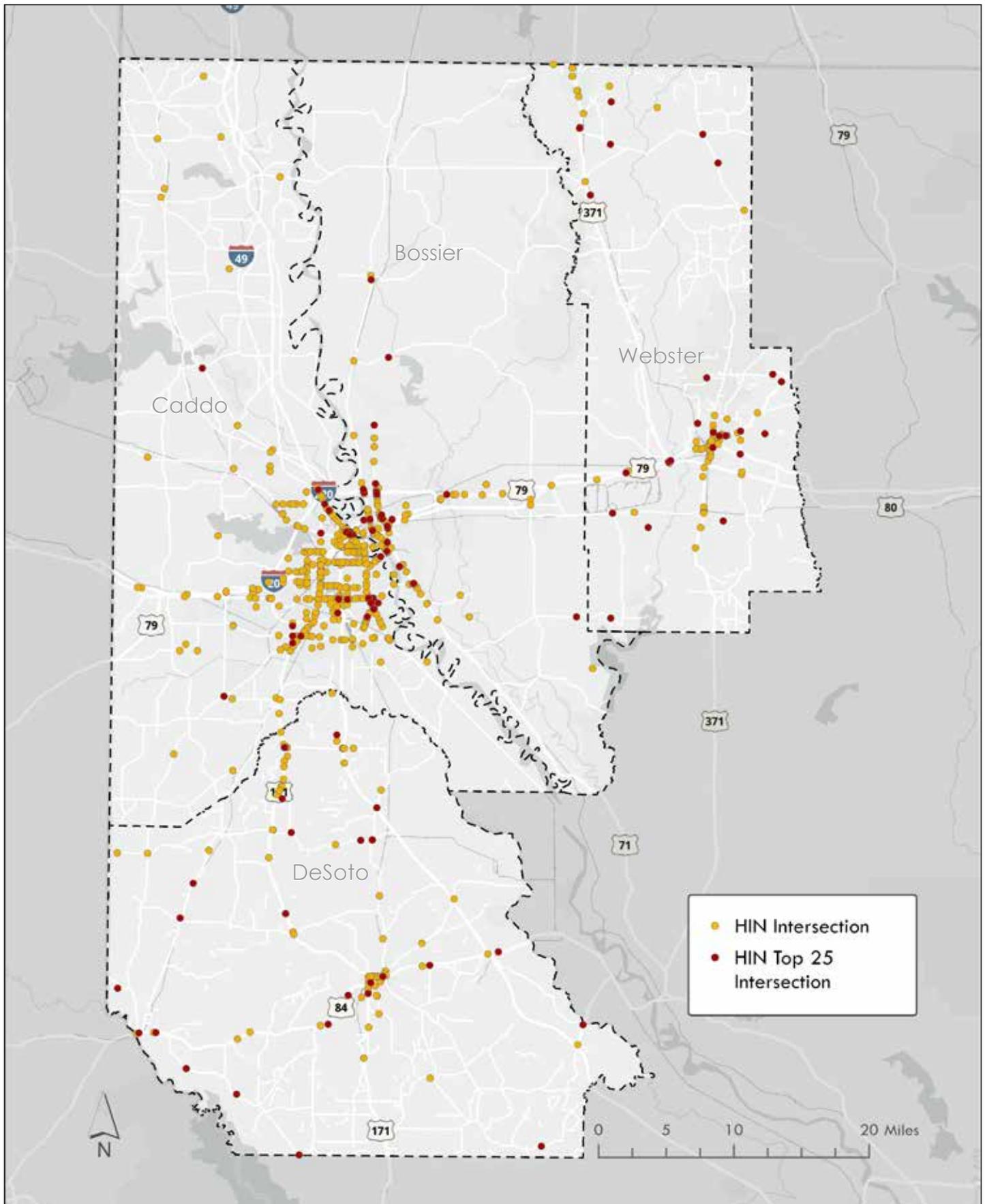
# of Lanes	All Crashes		Severe and Fatal Crashes	
2	35,314	47.1%	609	52.5%
4	34,594	46.1%	482	41.6%
6 or more	4,481	6.0%	60	5.2%
Total	74,974	100%	1,159	100%

Table 5: Posted Speed and Crashes

Miles per Hour	All Crashes		Severe and Fatal Crashes	
Up to 30	17,009	22.7%	202	17.4%
35-45	34,671	46.2%	494	42.6%
50 or more	22,709	30.3%	455	39.3%
Total	74,974	100%	1,159	100%

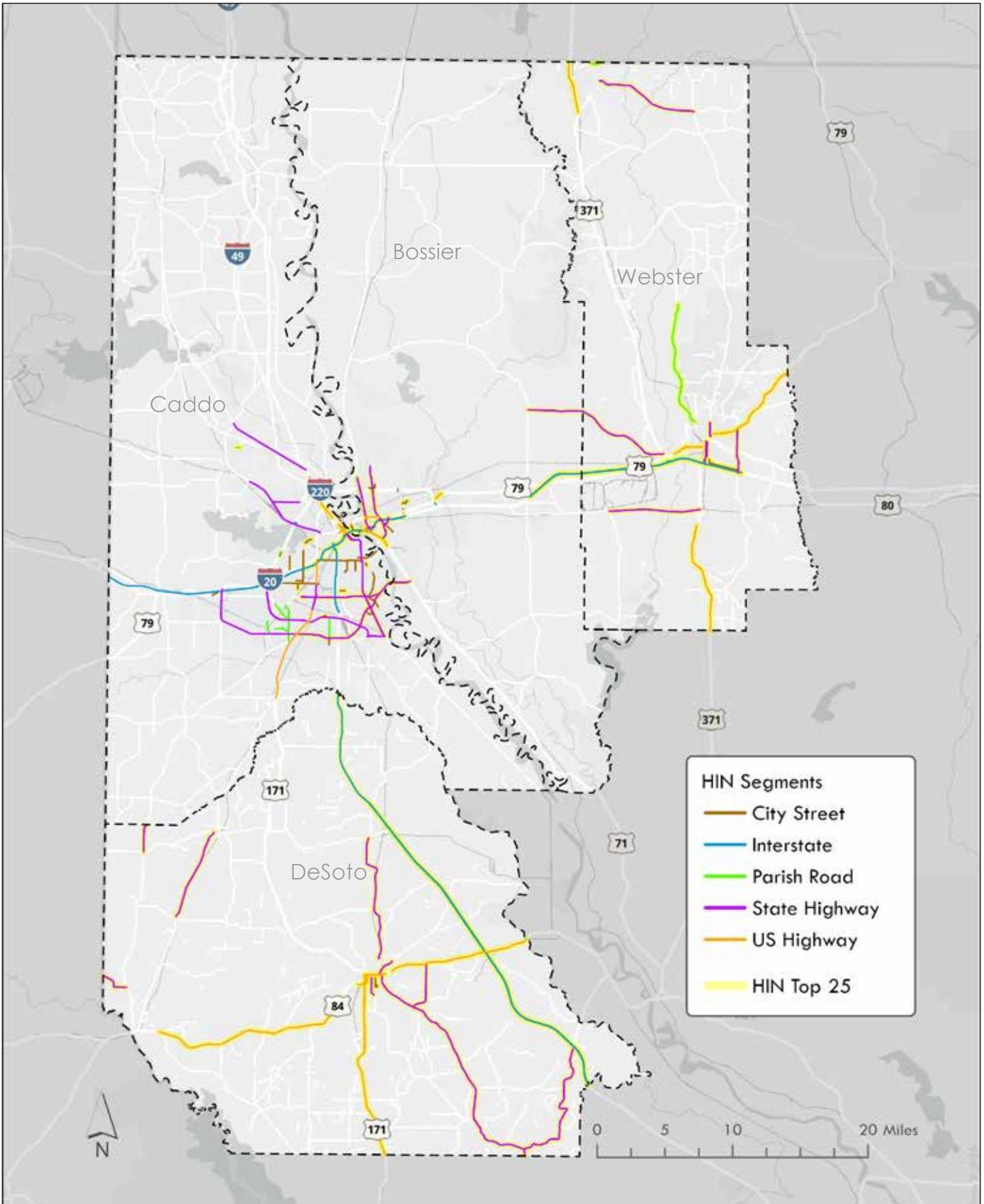
These characteristics together reveal a clear trend: arterials are responsible for a disproportionate share of crashes. Both minor and major arterials combine speed (most often 35-45 miles per hour) with roadway width (most often 4 lanes) with the expressed purpose of moving more vehicles more quickly. Unlike grade separated interstates or limited access freeways, arterials move multiple lanes of traffic at high speeds through hundreds of intersections with local and collector streets. Though they make up only 8% of total roadway miles, more than half of the region's total crashes and its fatal and severe crashes occurred on minor and major arterials.

Figure 15: Regional HIN Intersections



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Figure 16: Regional HIN Segments



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Bossier Parish Crash Trends

9.48
crashes per
100,000 people
(2018-2022)

In Bossier Parish, there were a total of 20,315 crashes with 222 fatal or suspected serious injury (FSI) crashes from 2018-2022 (Figure 17). Of those 222 crashes, there were 61 fatal crashes and 161 suspected serious injury crashes reported during the five-year period.

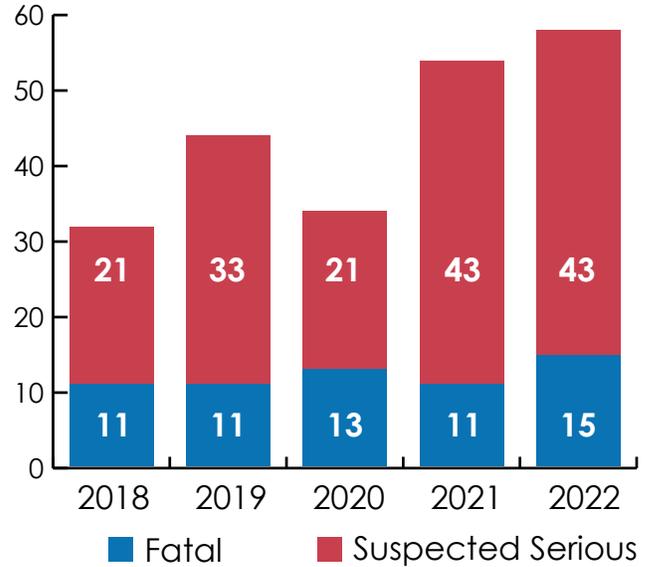
The most common crash types among FSI crashes in Bossier Parish reported during the five-year period are as follows:

- Not a collision with a motor vehicle (41%)
- Rear end (16%)
- Angle - Left (15%)
- Right Angle (Perpendicular) (14%)

Approximately 52% of fatal and suspected serious injury crashes reported in Bossier Parish during the five-year period occurred under daylight conditions. Approximately 18% were coded as 'Dark - Not Lighted' indicating that there was no street or intersection lighting present at the location of the crash

Approximately 89% of fatal and suspected serious injury crashes reported in Bossier Parish during the five-year period occurred on dry pavement. Approximately 92% of fatal and suspected serious injury crashes reported in Bossier Parish during clear or cloudy weather conditions.

Figure 17: FSI Crashes by Year



Active Transportation Crashes

In Bossier Parish, there were 24 active transportation crashes, six of which included fatal or serious injuries. Seven intersections had three or more active transportation crashes from 2018 to 2022, all of which were in Bossier City.

High AT Crash Intersections:

- LA 3105 & Shed Rd
- LA 3105 & E Texas St
- US 71 and LA 3105
- Shed Rd & Swan Lake Rd
- US 71 & Fullilove Dr
- US 71 and Schex Dr
- US 79 & LA 3



20,315 crashes

161 suspected serious injuries

61 fatal crashes



30%

of all active transportation crashes resulted in severe injury or death

Table 6: Bossier HIN Top 25 Intersections

Intersection
LA 3105 & LA 72
Autoplex Dr & Hospital Dr
LA 72 & US 79
Fullilove Dr & US 71
LA 3105 & Viking Dr
Arthur Ray Teague Pkwy & Shady Grove Dr
I-220 & LA 3105
LA 3105 & Misty Ln
I-220 & LA 3105
Airline Dr & Deen Point Rd & E Kingston Rd
Greenacres Blvd & LA 3105
I-20 & LA 3 & LA 72 & Old Minden Rd
Arthur Ray Teague Pkwy & Shady Grove Dr
LA 3 & US 79
Fairview Point Rd & Johnson Koran Rd & LA527
LA 511 & US 71
LA 3105 & US 79
Hamilton Rd & US 79
US 79 & US 80
I-220 & LA 3
Arthur Ray Teague Pkwy & LA 3032
Bobbie St & LA 3105
Rebel & Shed Rd
Angie Circle & LA 162
LA 3 & New Bethal Booker Rd

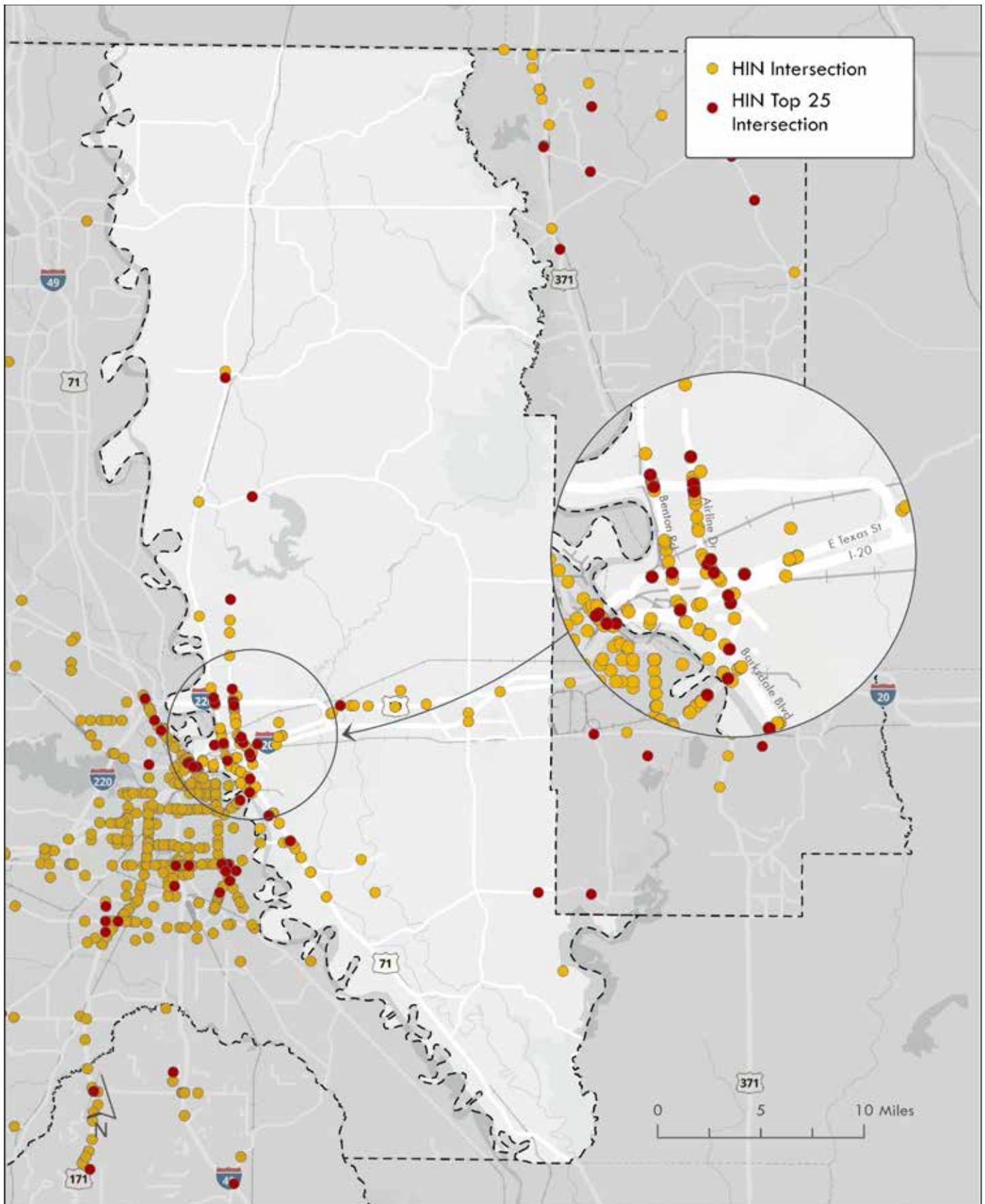
Table 7: Bossier HIN Top 25 Segments

Roadway	Limits	
	From	To
LA 3105	Viking Dr	Northside Dr
LA 3105	Northside Dr	Hilton Dr
LA 3	Douglas Dr	US 79
LA 3105	Patricia Dr	US 71
LA 3105 (NB)	Beene Blvd	Viking Dr
LA 3105	Hilton Dr	Patricia Dr
LA 3105 (SB)	Beene Blvd	Viking Dr
Traffic St	Old Benton Rd	Delhi St
LA 72	E Texas St (US 79)	Airline Dr
I-20 (EB)	Parish Line	Hamilton Rd
US 79	I-220 Interchange	Hill Crest Funeral Home
I-20	Hamilton Rd	Industrial Dr
Shed Rd	Swan Lake Rd	Veva Dr
Isle of Capri Blvd	AR Teague Pkwy	I-20
LA 3105	Downing Ct	Beene Blvd
LA 3	US 79	Benton Rd
I-20	LA 3105, I-20 WB on Ramp	
Old Minden Rd	Benton Rd	LA 3
LA 72	LA 3	I-20
LA 511	Parish Line	US 71
LA 3	Mohawk St	Viking Dr
I-20 (WB)	Parish Line	Hamilton Rd
US 71	I-20	Beverly St
LA 3	Benton Rd	Old Minden Rd
US 71	Beverly St	Barksdale Blvd



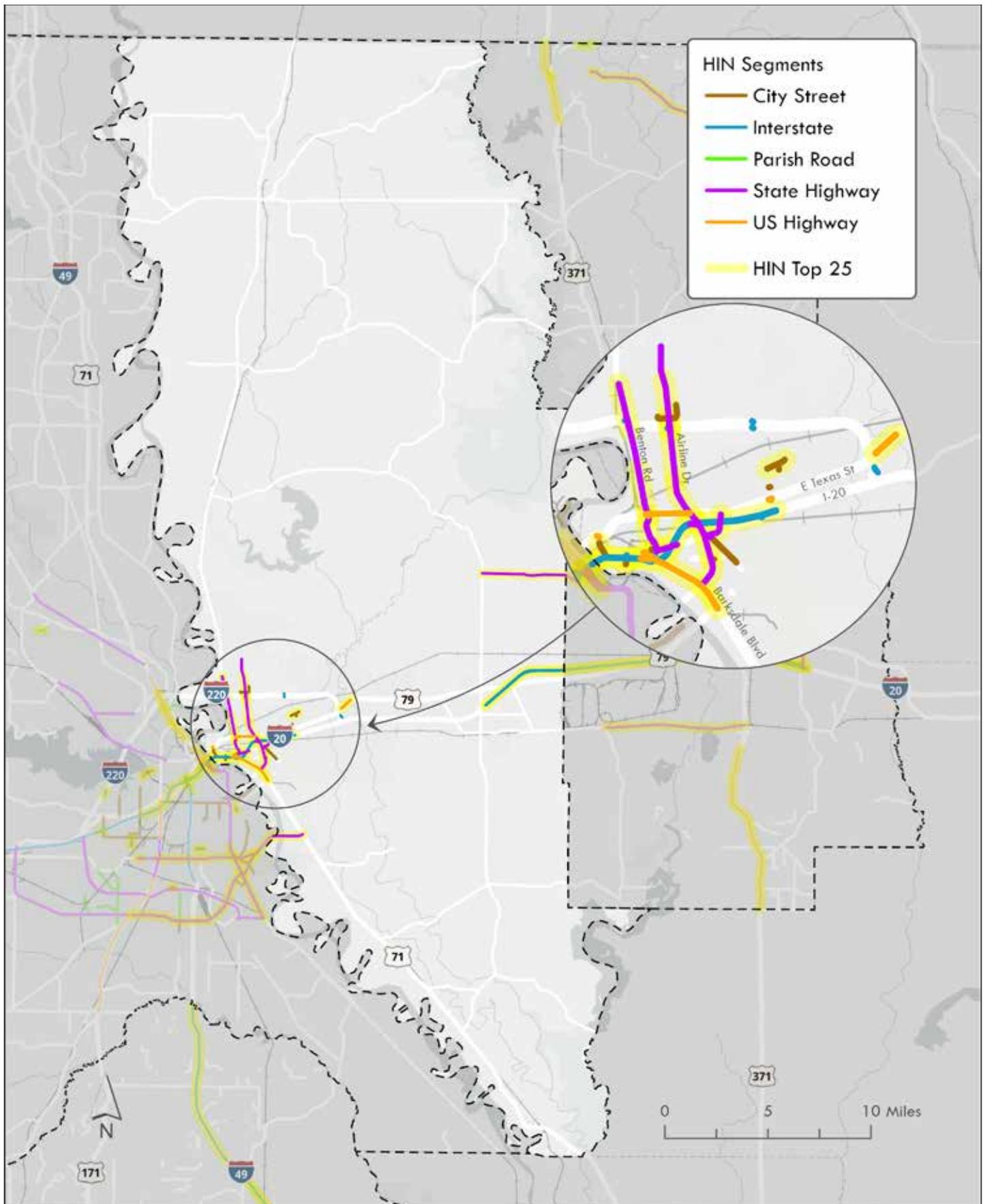
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Figure 18: Bossier HIN Intersections



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Figure 19: Bossier HIN Segments



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Caddo Parish Crash Trends

17.49
crashes per
100,000 people
(2018-2022)

In Caddo Parish, there were a total of 46,721 crashes with 745 fatal or suspected serious injury (FSI) crashes from 2018-2022 (Figure 20). Of those 745 crashes, 208 were fatal crashes and 537 were suspected serious injury crashes reported during the five-year period.

The most common crash types among FSI crashes in Caddo Parish reported during the five-year period are as follows:

- Not a collision with a motor vehicle (46%)
- Right angle (Perpendicular) (14%)
- Rear end (13%)
- Head on (10%)

Approximately 50% of fatal and suspected serious injury crashes reported in Caddo Parish during the five-year study period occurred under daylight conditions. Additionally, 30% of FSI crashes from 2018-2022 occurred while street lighting was present. Approximately 16% were coded as 'Dark - Not Lighted' indicating that there was no street or intersection lighting present at the location of the crash.

Approximately 85% of fatal and suspected serious injury crashes reported in Caddo Parish from 2018-2022 occurred on dry pavement. Approximately 90 percent (90%) of FSI crashes reported in Caddo Parish occurred during clear or cloudy weather conditions.



46,721 crashes

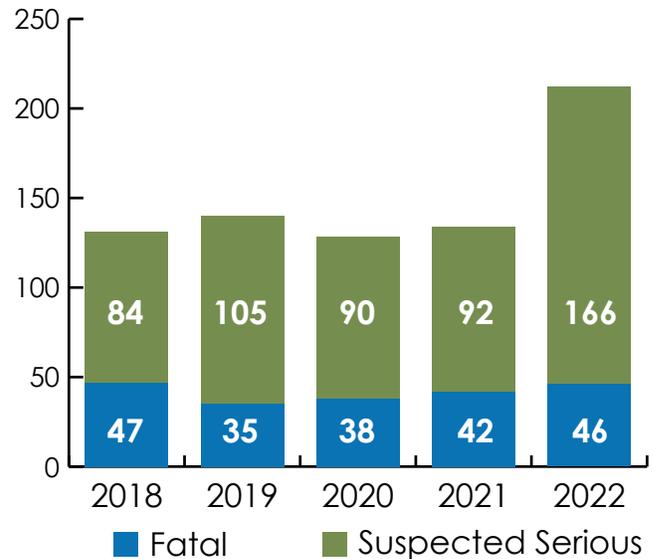
537 suspected serious injuries

208 fatal crashes



18% of all active transportation crashes resulted in severe injury or death

Figure 20: FSI Crashes by Year



Active Transportation Crashes

In Caddo Parish, there 67 active transportation crashes, 12 of which included fatal or serious injuries. Nineteen intersections had three or more active transportation crashes from 2018 to 2022.

High AT Crash Intersections:

- Jewella Ave & Jackson St
- Jewella Ave & Hollywood Ave
- US 171/Hearne Ave & LA 511/W 70th St
- US 71/N Market St & Nelson St
- LA 511/E 70th St & Line Ave
- Centenary Blvd & Jordan St
- Hollywood Ave & Broadway Ave
- I-20 & Jewella Ave
- LA 1/Youree Dr & E Washington St
- LA 3032/Shreveport Barksdale Hwy & Quail Creek Rd
- LA 3194/Cooper Rd & Legardy St
- LA 523/Line Ave & Pierremont Rd
- LA 526/W Bert Kouns Ind Loop & Susan Dr
- LA 526/W Bert Kouns Ind Loop & Walker Rd
- US 171/Hearne Ave & Hollywood Ave
- US 171/Mansfield Rd & LA 526/W Bert Kouns Ind Loop
- US 71/N Market Rd & LA 3194/Cooper Rd
- US 71/Spring St & Fannin St
- US 71/Spring St & US 79 / Texas St

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Table 8: Caddo HIN Top 25 Intersections

Intersection
I-20 & LA 1 & Lake St & US 71
LA 3194 & Ravendale Dr & US 71
LA 511 & LA 523 & Line Ave
Nelson St & US 71
LA 1 & LA 511
Clyde Fant Memorial Pkwy & I-20
E Kings Hwy & LA 526
LA 526 & Walker Rd
LA 1 & Regal Dr
LA 1 & LA 169
LA 1 & LA 511
Fern Ave & LA 526
E Kings Hwy & LA 511
Mackey Ln & Walker Rd
I-49 & LA 511
LA 3094 & N Hearne Ave
US 71 & US 79
LA 173 & LA 3094
US 71 & US 79
Dee St & LA 3032
St. Vincent Ave & W 84th St
LA 525 & Woolworth Rd
LA 525 & Walker Rd
LA 526 & US 171
LA 1 & LA 526

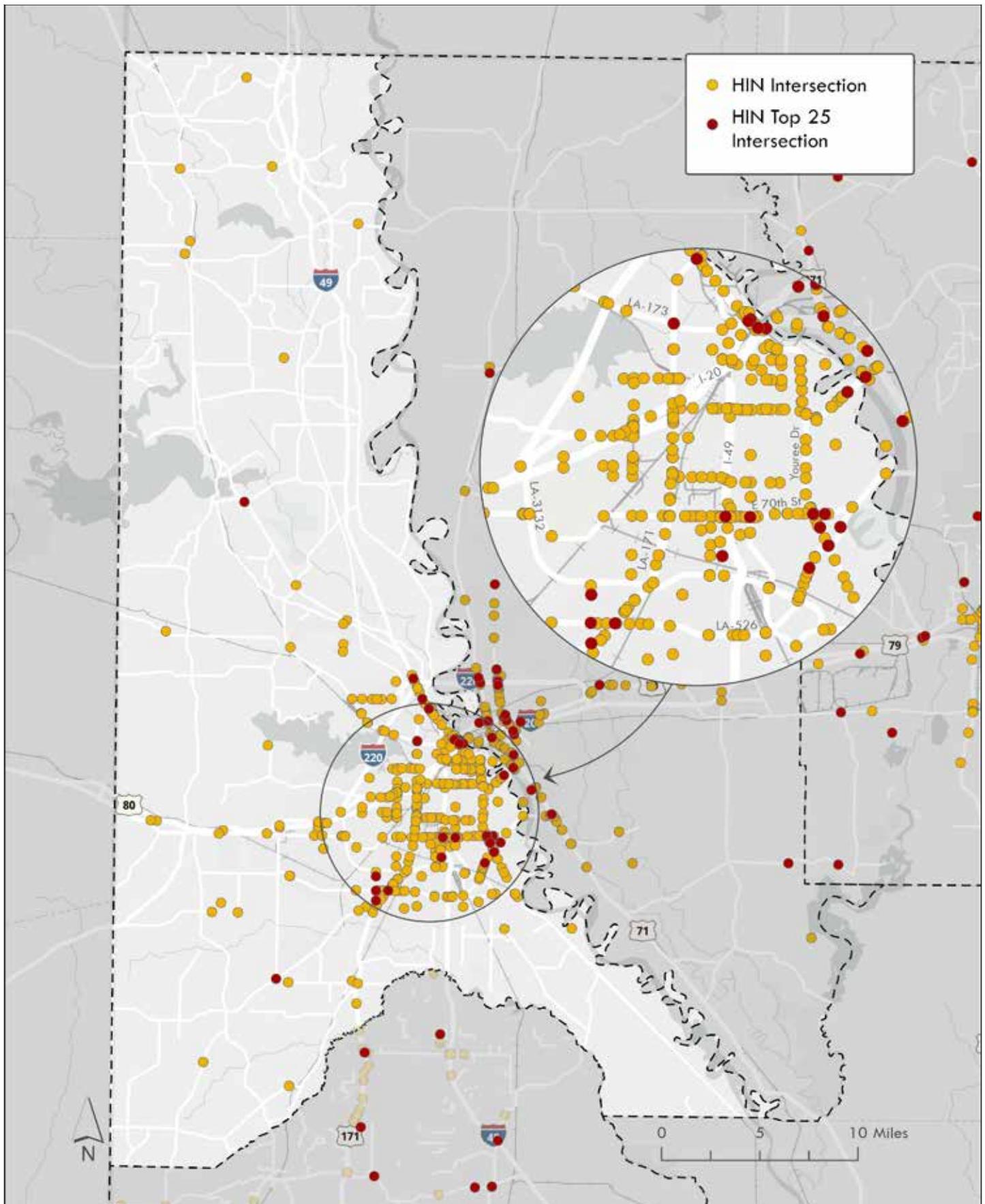
Table 9: Caddo HIN Top 25 Segments

Roadway	Limits	
	From	To
I-220	Lakeshore Dr NB On-Ramp	End Of On Ramp
Sugarleaf Trl	Coyth Ln	Paulette Ln
I-20	Monkhouse Dr Off Ramp	
I-20 (EB)	I-49 Interchange	Parish Line
Fairfield Ave	Marshall St	Louisiana Ave
I-20	I-20 EB on Ramp	
LA 511	Earnest Contracting	Amie St
US 71	Airport Dr	I-20
US 71	Havens Rd	N Hearne Dr
I-20 (WB)	Parish Line	I-49 Interchange
Milam St	Sunset Dr	Blanchard Rd
N.Wood Ln	Wasson Rd	End
LA 511	Dixie Garden Dr	Jimmie Davis Bridge
US 71	N Hearne Ave	Fortson St
I-49	Murphy St	Dalzell St
LA 526	Mansfield Rd	E 70th St
Montrose Dr	Fairfield Ave	Dillingham Ave
Market St	6th St	Highland St
US 71	Ravendale Dr	Bond Dr
I-20	I-20 WB on Ramp	
E Kings Hwy	Shreveport Barksdale Hwy	Captain Shreve Dr
LA 511	Mansfield Rd	E 70th St
I-20	I-49 Interchange	Jewella Ave
Kelly Key St	Hollywood Ave	Adrian St
LA 1	Sand Beach Blvd	E Flournoy Lucas Rd



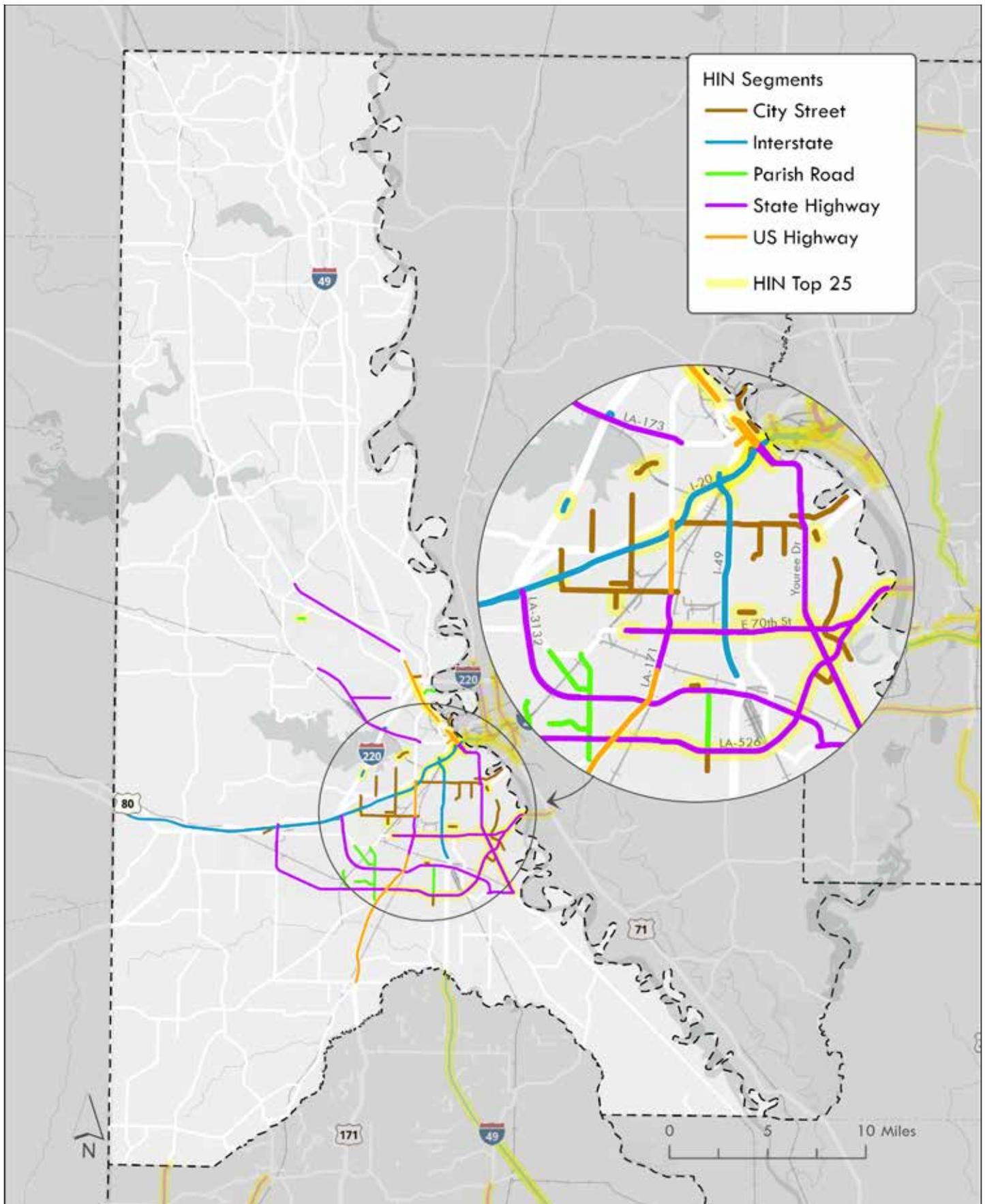
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Figure 21: Caddo HIN Intersections



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Figure 22: Caddo HIN Segments



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DeSoto Parish Crash Trends

32.08
crashes per
100,000 people
(2018-2022)

In DeSoto Parish there was a total of 3,453 crashes with 79 fatal crashes and suspected serious injury (FSI) crashes from 2018-2022 (Figure 23). Of those 79 crashes, 43 were fatal crashes and 36 were suspected serious injury crashes reported during the five-year study period.

The most common crash types among FSI crashes in DeSoto Parish reported during the five-year period are as follows:

- Not a collision with a motor vehicle (53%)
- Rear end (20%)
- Right Angle (Perpendicular) (11%)

Approximately 62% of fatal and suspected serious injury crashes reported in DeSoto Parish during the five-year period occurred under daylight conditions. Approximately 28% were coded as 'Dark – Not Lighted' indicating that there was no street or intersection lighting present at the location of the crash. The remaining 10% occurred while streetlights were present.

Approximately 87% of fatal and suspected serious injury crashes reported in DeSoto Parish during the five-year period occurred on dry pavement. Additionally, 87% of fatal and suspected serious injury crashes reported in DeSoto Parish occurred during clear or cloudy weather conditions.



3,453 crashes

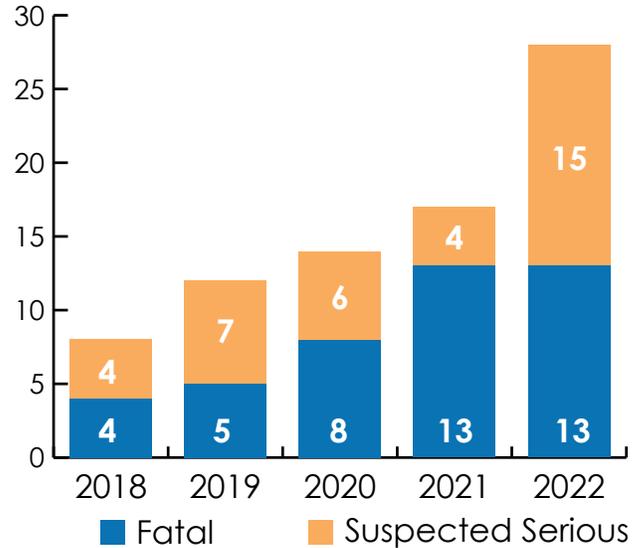
36 suspected serious injuries

43 fatal crashes



25% of all active transportation crashes resulted in severe injury or death

Figure 23: FSI Crashes by Year



Active Transportation Crashes

In DeSoto Parish, there 16 active transportation crashes, four of which included fatal or serious injuries. DeSoto Parish had no intersections with more than one active transportation crash from 2018 to 2022.

Intersections with one AT Crash:

- Claudia St & Sample St
- Jacobs St & Vida St
- Johnson St & West St
- LA 175 & LA 509
- LA 175 & Pin Oak Flat Rd
- LA 175 & Unamed
- LA-3276/Stonewall-Frierson Rd & Linwood Ave
- LA 513/Oxford Rd & Kenneth St
- Mary St & Roach St
- Matlock St & Park Ave
- Railroad Ave & Shell St
- Shallowhorne St & Willard Ave
- US 171 & Dixie Swim Club Dr
- US 171//Jenkins St & Murphy St
- US 171//Jenkins St & Richards St
- US 84/Polk St & LA 175

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Table 10: DeSoto HIN Top 25 Intersections

Intersection
Kyle Porter Rd & Shell St & US 171
I-49 & LA 175
US 84 & Sampson Washateria Dwy
LA 3276 & US 171
Butler Rd & LA 177
Coker Worsham Rd & LA 191 & LA 481
Jessie Lattin Rd & LA 5
227 Rd & LA 5
LA 3015 & LA 5
Poole Rd & US 171
LA 510 & US 371
Lee's Auto Repair Dwy & US 84
Unnamed Rd (Private Dwy) & US 84
LA 510 & US 84
LA 522 & US 84
LA 191 & Unnamed Rd (Private Dwy)
LA 191 & Unnamed Rd (Private Dwy)
Linwood Ave & Deer Xing
Bates Rd & LA 5
Red Bluff Rd & Unnamed Rd 2 (Pvt Dwy)
LA 175 & US 84
LA 764 & US 84
Adams Rd & LA 765
Schley St & US 84 BUS
LA 175 & LA 5

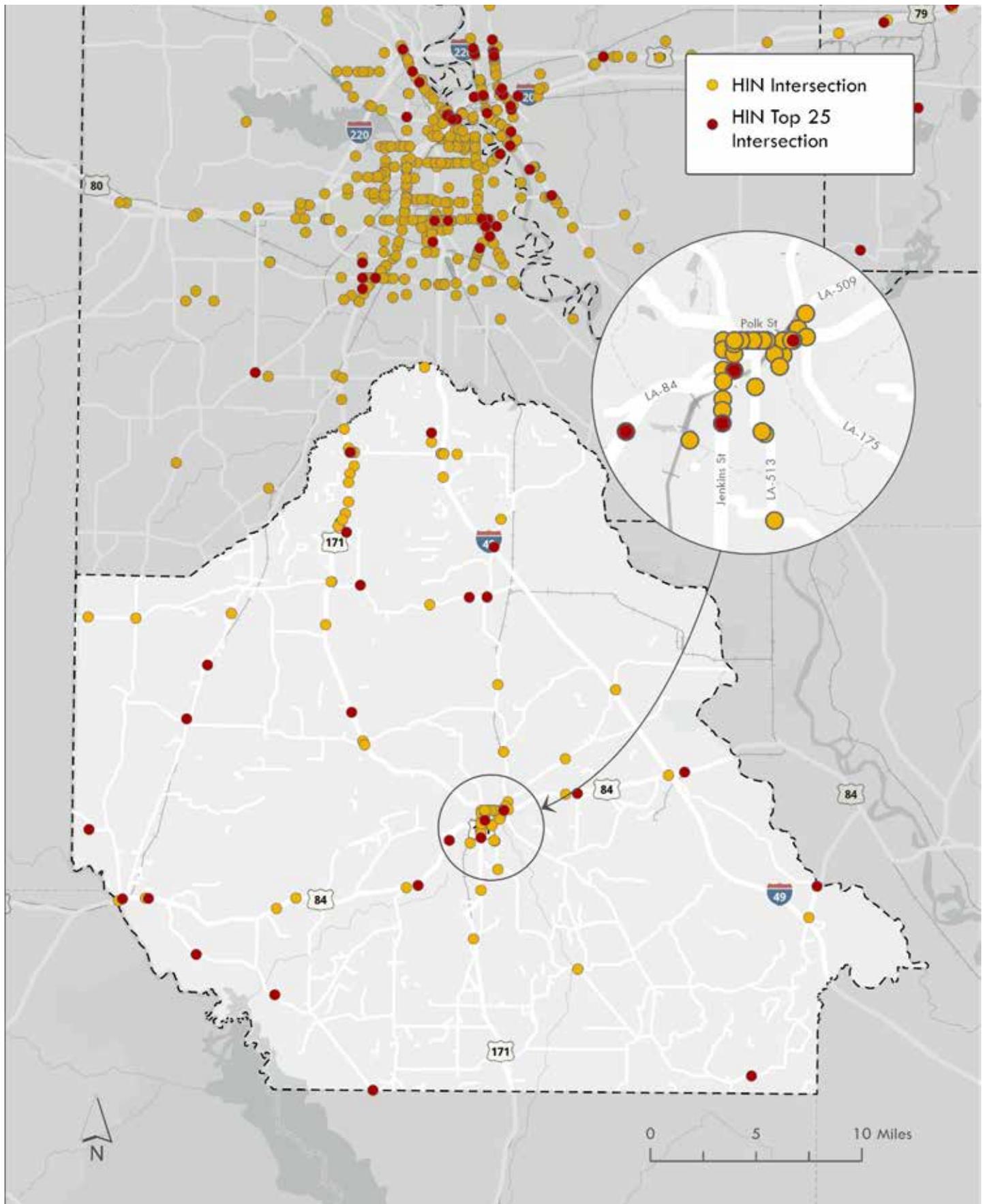
Table 11: DeSoto HIN Top 25 Segments

Roadway	Limits	
	From	To
US 84	Crosby St	Williams St
US 84	LA 171	Crosby St
US 84	Lake Rd	Hope St
US 84	Oak Hill Rd	Polk St
LA 175	McArthur Dr	Highland Dr
LA 175	McArthur Dr	LA 175
LA 509	LA 175	Walmart N Exit
US 17	Washington St	Bedsole Ln
LA 513	Gibbs St	Francine Ave
US 84 BUS	Jenkins St	Polk St
LA 765	LA 764	State Line
I-49	LA 175 Interchange	Cypress Bayou Bridge
LA 175	Wildwood St	LA 3015
Johnson ST†	Gibbs St	End
US 84	Gilbert Ln	Parish Line
LA 522	US 84	LA 175
I-49 (NB)	Parish Line	LA 175
US 84 - 23391	Old Mansfield Rd	Delton Rd
LA 169 - 271	LA 172	Parish Line
LA 5	LA 3015	LA 172
LA 177	I-49	LA 175
I-49 (SB)	LA 175	Parish Line
LA 175	LA 3015	LA 5
LA 175	Highland Dr	Parish Line
US 171	Redsole Ln	Parish Line



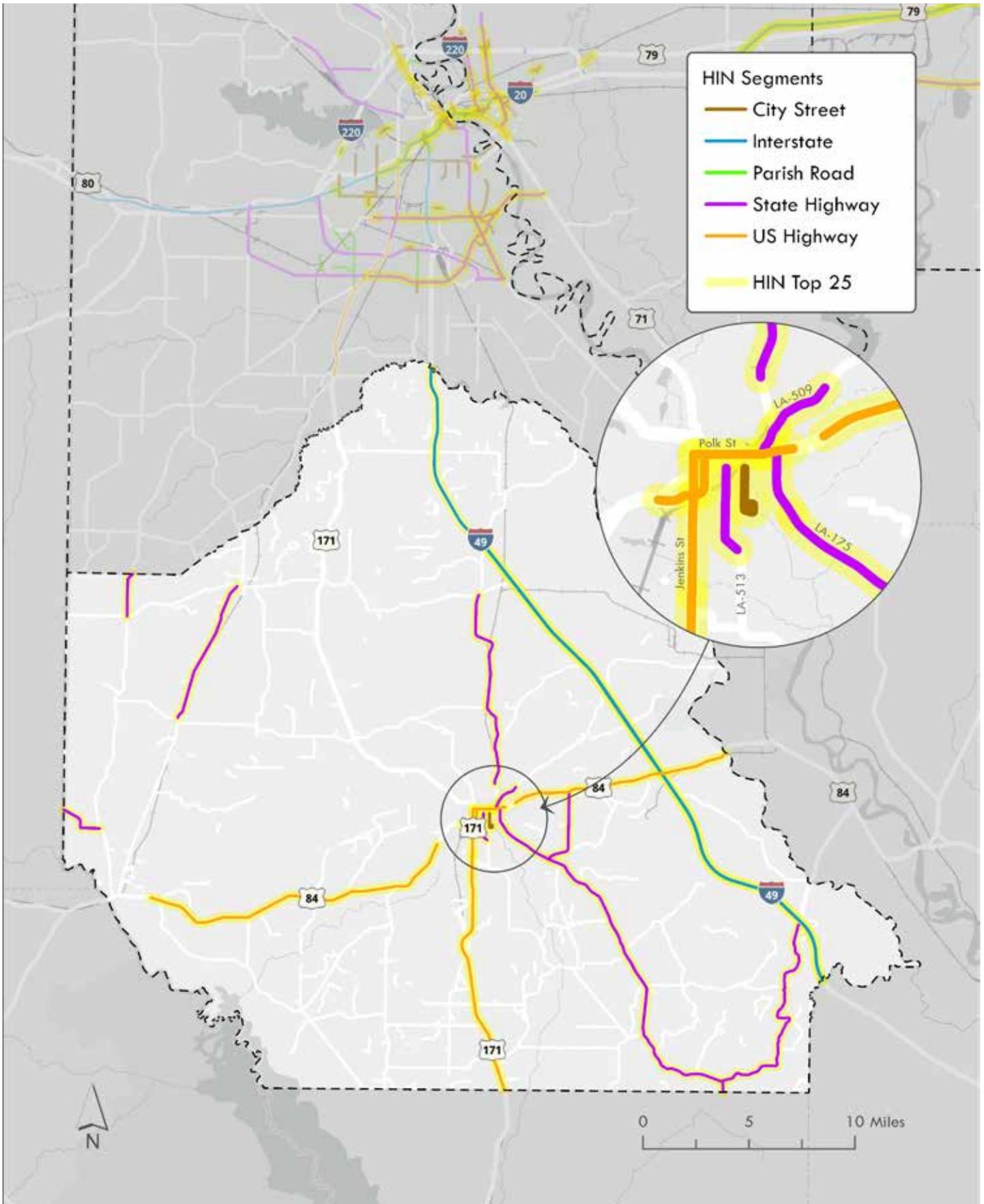
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Figure 24: DeSoto HIN Intersections



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Figure 25: DeSoto HIN Segments



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Webster Parish Crash Trends

21.64
crashes per
100,000 people
(2018-2022)

In Webster Parish there were 3,998 crashes with 110 fatal and suspected serious injury (FSI) crashes reported from 2018-2022 (Figure 26). Of those 110 crashes, 40 were fatal crashes and 70 were suspected serious injury crashes reported during the five-year period.

The most common crash types among FSI crashes in Webster Parish reported during the five-year period are as follows:

- Not a collision with a motor vehicle (67%)
- Rear end (13%)
- Angle - Left (7%)
- Right Angle (Perpendicular) (6%)

Approximately 46% of FSI crashes reported in Webster Parish during the five-year period occurred under daylight conditions. Approximately 28% were coded as 'Dark - Not Lighted' indicating that there was no street or intersection lighting present at the location of the crash. Additionally, 18% of FSI crashes occurred when streetlights were present.

Approximately 84% of fatal and suspected serious injury (FSI) crashes reported in Webster Parish during the five-year period occurred on dry pavement. Approximately 88% of fatal and suspected serious injury crashes reported in Webster Parish during the five-year period occurred during clear or cloudy weather conditions.



3,998 crashes

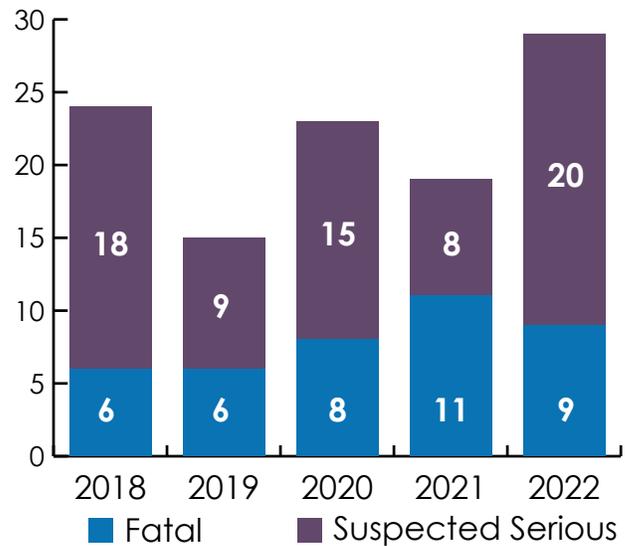
70 suspected serious injuries

40 fatal crashes



41% of all active transportation crashes resulted in severe injury or death

Figure 26: FSI Crashes by Year



Active Transportation Crashes

Webster Parish had no intersections with more than one active transportation crash from 2018 to 2022.

Intersections with one AT Crash:

- Fort St & Graveyard St
- LA 159 & Emerald Dr
- LA 163 & LA 164
- LA 615 & Modisette Rd
- Lee St & Marion St
- McIntyre St & Winn St
- Park Hwy & Davis St
- Payne St & 9th St
- S Talton St & Leary St
- US 371 & 5th St SW
- US 371 & LA 3014
- US 79/Homer Rd & Fincher Rd
- US 79/Main St & Pearl St
- US 79/Shreveport Rd & Old Shreveport Rd
- US 79/Shreveport Rd & Redbud St
- US 79/Shreveport Rd & S Middle Landing Rd
- US 79/Shreveport Rd & Weston St

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Table 12: Webster HIN Top 25 Intersections

Intersection
Fincher Rd & US 79
LA 163 & LA 164 & Pearl Harbor Ave
Chandler St & LA 159
US 371 & CBC Supply Dwy
Thomasville Rd & US 371
Rascoe's Grocery Dwy & US 79
LA 159 & Unnamed Rd 2 (Private Dwy)
LA 2 & Unnamed Rd 2 (Private Dwy)
LA 527 & Unnamed Rd (Private Dwy)
LA 802 & Unnamed Rd 2 (Private Dwy)
CBC Supply Dwy & US 371
Unnamed Rd 3 (Private Dwy) & US 79
EB US HWY 79/80 U-turn ≈ 0.22 mi SW of I-20 Overpass (Near Regency Gas Entrance)
Bistineau Terrace Rd & Grant Circle
Caney Lake Rd & Forest Service Rd 814
Dogwood Trail & Unnamed Rd 3
Dorcheat Rd & Unnamed Rd 1
East St & Midland St
Middle Rd & Unnamed Rd 1
Carroll Ln & Pero Church Rd
Springhill Airport Rd & Unnamed Rd 1
Fort St & US 79
Country Club Circle & LA 531 & US 79
US 371 & US 79
LA 531 & US 80

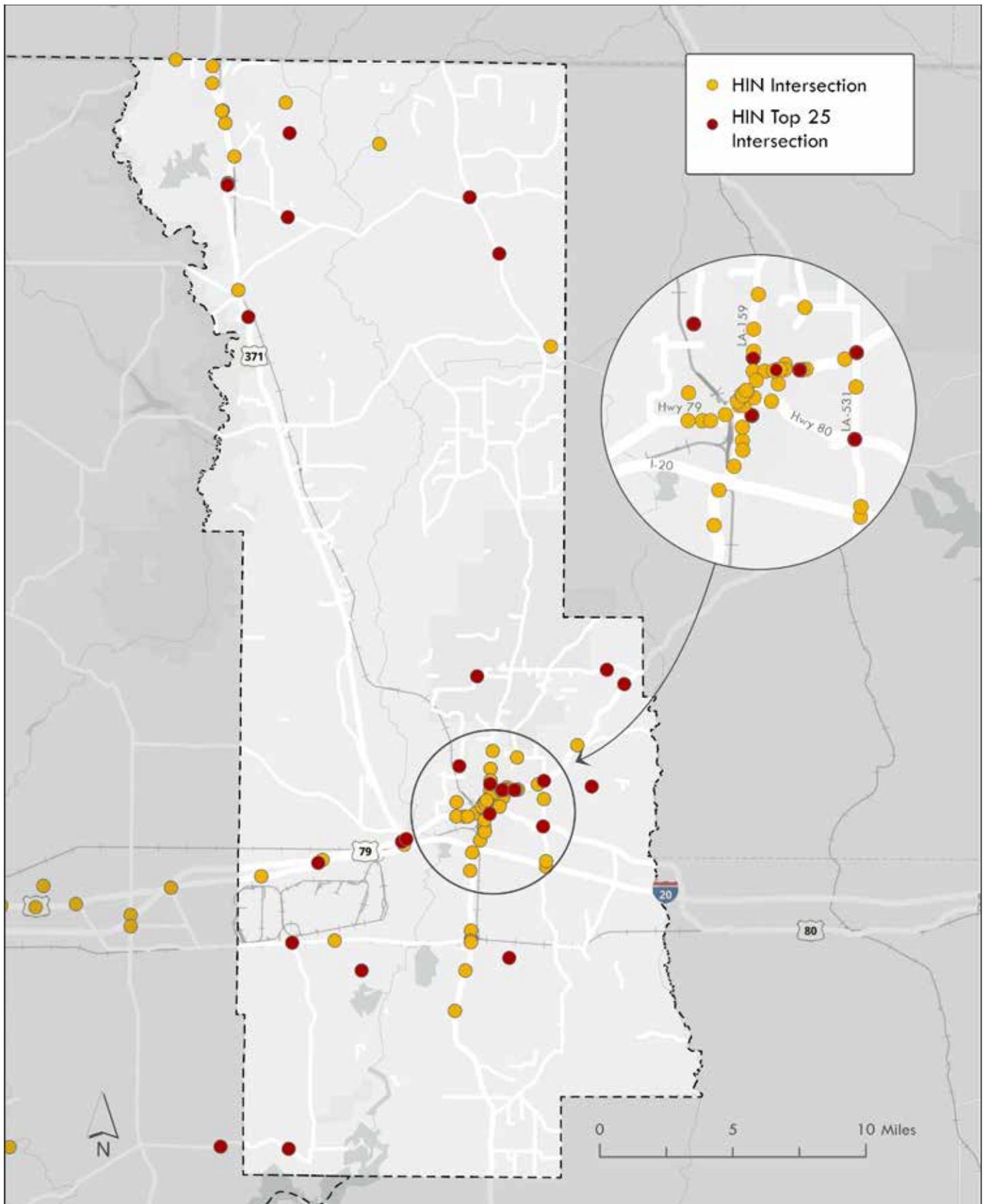
Table 13: Webster HIN Top 25 Segments

Roadway	Limits	
	From	To
I-20	I-20 WB Off Ramp at US 371	
I-20	I-20 WB Off Ramp at Sibley Rd	
US 79	LA 531	Pine Hills Dr
US 79	Pine Hills Dr	Fincher Rd
Spring Branch Rd	Burns Rd	State Line
US 79	Elm St	Fincher Rd
US 79	Harold St	Old Shreveport Rd
I-20	LA 531	LA 371
US 371	Henrietta White Blvd	Vine St
US 371	Vine St	State Line
US 79	LA 531	Parish Line
LA 159	Broadway St	Emerald Dr
US 371	Nursery Rd	Parish Line
I-20	US 371	LA 531
US 79	Dorcheat Landing	Old Shreveport Rd
I-20 (WB)	US 371	LA 157
LA 53	I-20	Homer Rd
LA 157	LA 159	Percy Burns Rd
LA 528	LA 157	US 371
LA 159 (NB)	I-20	Shreveport Rd
LA 159 (SB)	Shreveport Rd	Holiday Inn
LA 164	Fuller St	S Main St
Industrial Dr	LA 531	East St
Dorcheat Rd	Methodist Camp Rd	Pruitt Rd
I-20 (EB)	LA 157	US 371



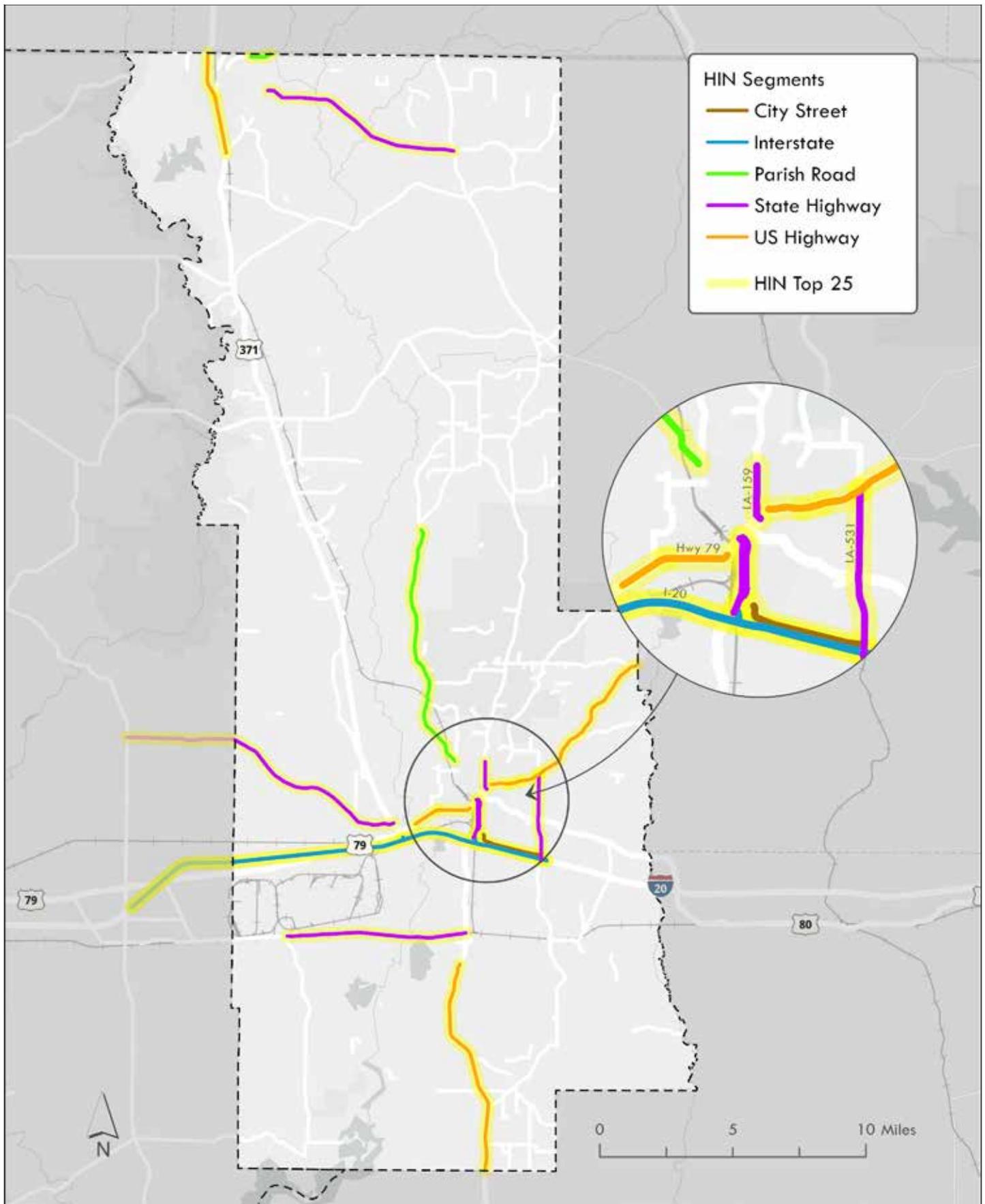
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Figure 27: Webster HIN Intersections



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Figure 28: Webster HIN Segments



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CHAPTER 4

Action Plan



Non-Infrastructure Strategies

Proactive policies and programs that support and complement engineering interventions are essential in protecting all roadway users. Resulting changes in behavior will work alongside changes to the built environment to create a safer transportation system.

Public Health Perspective

NLCOG's SS4A Plan uses a public health perspective, taking a holistic approach to address human behaviors and risk perception when evaluating policies and programs that complement physical infrastructure. This lens recognizes that human behavior is influenced not only by the physical environment, but also by social and organizational factors.

5 Es

The "5 Es" are a final, simple framework to organize policies and practices in terms of their implementation. The 5 Es are Engineering, Education, Encouragement, Equitable Enforcement, and Evaluation. When best practices are implemented across each of these categories, they combine to provide holistic support for safer communities.

- **Engineering** - creating physical improvements to the transportation network to promote safe and accessible use for all users.
- **Education** - promoting well-informed road users who are aware of how they can help prevent a crash from happening.
- **Encouragement** - works by motivating people to put into practice skills or knowledge that they have learned.
- **Equitable Enforcement** - the equitable enforcement of laws that apply to motorists, bicyclists, and pedestrians to make trips safer for all users.
- **Evaluation** - key performance metrics are prioritized and continuously monitored.

The following pages provide some specific non-infrastructure strategies that may be appropriate for Northwest Louisiana.

EXISTING POLICIES AND STRATEGIES

Louisiana Strategic Highway Safety Plan: advances a the state's Destination Zero Deaths initiative, which seeks to decrease fatalities and serious injuries on the state's roads with data-driven and targeted traffic safety resources and strategies.

Regional Safety Coalitions: involved at a local level in transportation safety training and education, data evaluation, and engagement activities.

Louisiana's Complete Streets Policy: requires efforts to accommodate pedestrians, cyclists, and transit users on all new and reconstruction roadway projects as appropriate.

Parish Code of Ordinances: includes guidance on speed limits, sidewalks and crosswalks, and other regulations.

Bossier City - Parish Unified Development Code: provides guidance on pedestrian oriented streets downtown, pedestrian safety on Barksdale, pedestrian way easements, and grades and ramps, trails, and spacing of driveways.

Bossier Parish Code of Ordinances - Article III - Benton MPC: regulates facilities for circulation of pedestrian and vehicular traffic and sidewalks.

Caddo Parish Unified Development Code: seeks to growth and plan for a accessible, efficient multimodal transportation system.

City of Minden Code of Ordinances: includes sections that regulate land use and transportation in a way that better suits its urban context relative to the rest of Webster Parish.

City of Shreveport Code of Ordinances: closely mirrors the organization and content of the Caddo Unified Development Code and creates continuity for multimodal transportation system planning and design across the city's boundaries.



Non-Infrastructure Strategies

The following are examples of non-infrastructure strategies that could be completed in the region to increase traffic safety. The descriptions include information on how long the strategy might take, the cost of completion, and the responsible party.

MEDIA NARRATIVE TRAINING

Training journalists on how traffic conditions are reported involves making changes to how crashes are discussed in media. Shifting to acknowledge the active role of drivers and infrastructure in safety incidents, as well as reframing “accidents” as “crashes” reminds the community that crashes are not inevitable. Additionally, referring to active transportation users as “people walking” or “people biking” reminds the audience that people are vulnerable users of the transportation system.

TIMELINE: Ongoing **RESPONSIBLE PARTY:** Municipal agencies **COST:** Low

TARGETED EDUCATIONAL PROGRAMMING

Continue and expand existing transportation educational programming, including the Elder Car Fit Program (which aims to improve traffic safety by helping older drivers adjust their seat position and mirror placement to reduce blind spots, create good foot positioning for the gas and brake pedals, and maintain a safe distance from the steering wheel), and work with advocacy organizations and agencies to provide bicycle safety education, including bike light & helmet resources.



TIMELINE: Ongoing **RESPONSIBLE PARTY:** NLCOG and partners **COST:** Low

CAR SEAT FITTING EVENTS AND EDUCATION

Car seat training involves advising parents and caregivers of young children how to properly install and use a car seat. These trainings increase safety for children, who are especially vulnerable in crashes. In addition to the ongoing fitting station program, provide proper fitting carsseats and booster seats to families in need.

TIMELINE: Periodic **RESPONSIBLE PARTY:** Louisiana State Police, Troop G **COST:** Low

CORRIDOR STUDIES

Corridor studies are an opportunity to evaluate existing and future multimodal conditions along a roadway and identify projects and programs that may improve operations, safety, and accessibility on the corridor.

TIMELINE: Ongoing **RESPONSIBLE PARTY:** NLCOG and partners **COST:** Medium

Non-Infrastructure Strategies

CODE DEVELOPMENT

To ensure that ordinances support systemwide safety, municipalities can update their Unified Development Code to include requirements for adequate access from all neighborhoods to proposed bicycle and pedestrian facilities and promote the connectivity of a trail network to community destinations. Subdivisions should demonstrate connectivity for pedestrians and bicyclists to adjacent trail or bicycle facilities and between adjacent neighborhoods, either as cul-de-sac easements or connected streets.

TIMELINE: Ongoing **RESPONSIBLE PARTY:** Municipal agencies **COST:** Low

BIKE SHARE

Bike share programs allow users to rent bicycles for short-term or monthly use from a network of closely spaced stations. Successful bike share programs exist in densely populated areas, near trail networks, tourist destinations, and major institutions. The program's success should be measured by equitable pricing structures and station locations, along with number of annual trips and memberships.

TIMELINE: 1+ year **RESPONSIBLE PARTY:** Local jurisdictions **COST:** Medium

ROUNDBABOUT EDUCATION

Roundabouts improve safety by reducing speed and conflict points, acting as a traffic calming measures that improves safety and improves operational performance. However, to drivers unfamiliar with using them, they may pose a challenge. Providing education on safely using roundabouts to all road users can may improve use and increase benefits.

TIMELINE: Periodic **RESPONSIBLE PARTY:** Varies **COST:** Low

BIKE LANE CRASH PREVENTION CAMPAIGN

Bike lane crash prevention includes the targeted removal of debris, glass, and other hazards from bicycle lanes to ensure their usability, reduce the risk of avoidance, and increase useage. Reducing hazards makes using the bike lane a safer and more attractive option for riders of all experience levels. This includes the purchase of a bicycle lane sweeper.



TIMELINE: Ongoing **RESPONSIBLE PARTY:** NLCOG and partners **COST:** Medium

Infrastructure Strategies

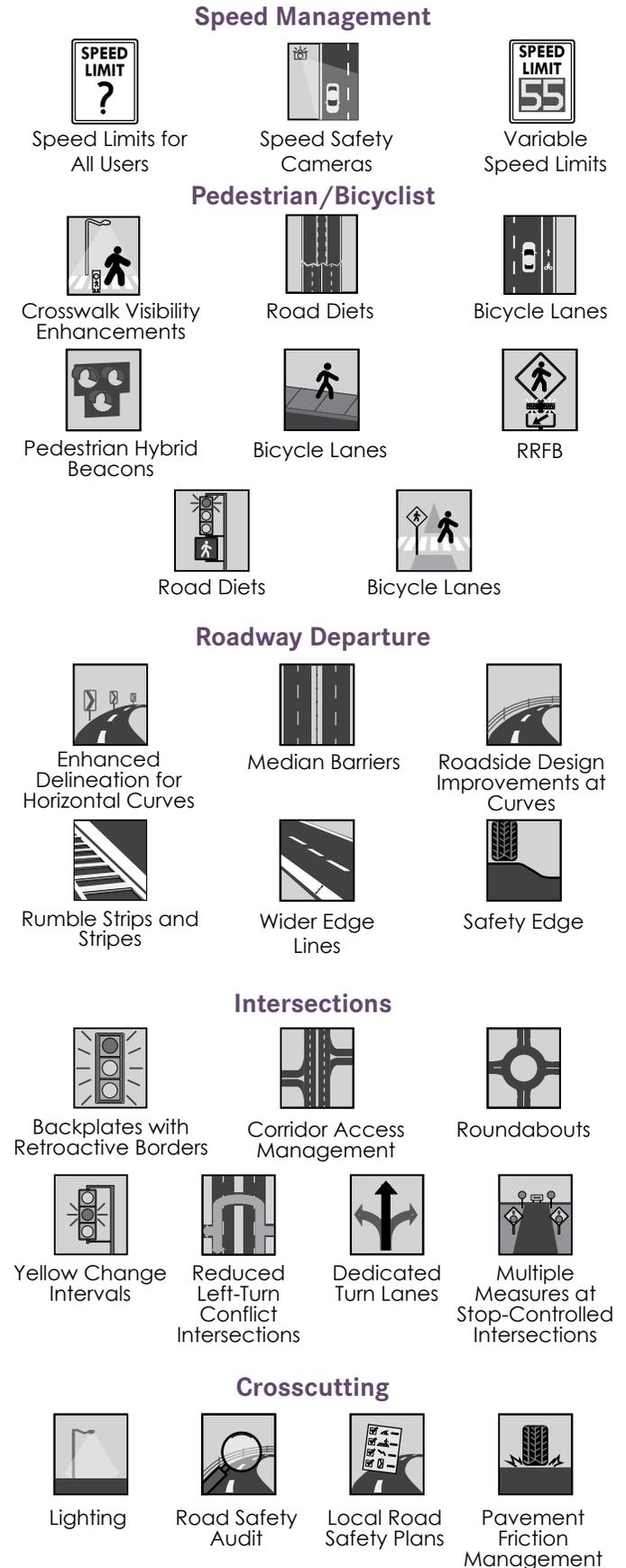
In addition to non-infrastructure strategies, safety countermeasures can be implemented to make streets safer for all modes of transportation. Often, physical modifications are made to address vehicle speeds, hazardous intersections, and the safety of people walking and biking. The modifications can range from simple low-cost changes like lowering the speed limit to larger projects like reconfiguring a roadway or adding additional infrastructure for people walking and biking.

Proven Safety Countermeasures

Countermeasures implemented as part of the SS4A program are meant to be comprehensive and address safety concerns for all modes of transportation. They are developed through public outreach and data collection to ensure that specific issues in the community are addressed.

The U.S. Federal Highway Administration provides a list of twenty-eight proven safety countermeasures that support the effort to eliminate traffic fatalities and serious injuries. The countermeasures are separated into four categories that each address a safety focus area. The categories are speed management, intersections, roadway departures, and pedestrian/bicyclists. Additionally, some cross-cutting strategies address multiple safety focus areas. The names of each countermeasure are listed in Figure 29. The following page provides more detail on some countermeasures that might address specific concerns on the Northwest Louisiana roadway network.

Figure 29: FHWA Proven Safety Countermeasures



Proven Safety Countermeasures

APPROPRIATE SPEED LIMITS FOR ALL USERS

Approximately half of all FSI crashes are happening on arterials, and about 80% on roads with posted speed limits in excess of 35 MPH. Drivers may not be aware of conditions in a corridor, and may drive at a speed that feels appropriate for them, but is dangerous to other road users. Setting appropriate speed limits reduces the risks drivers impose on themselves and vulnerable road users.



WALKWAYS AND BICYCLE LANES

Crashes between vehicles and people walking and biking make up a disproportionate share of the region's fatal and severe crashes. Though they are involved in only 1.2% of all crashes, they make up 17.2% of fatal and severe crashes. Well-designed pedestrian walkways, shared use paths, sidewalks, and bicycle lanes improve the safety and mobility of pedestrians and bicyclists.



LIGHTING

According to the safety analysis, 18% of FSI crashes occurred during "Dark - Not Lighted" conditions. Lighting can be applied along segments and at spot locations such as intersections and pedestrian crossings in order to reduce the chances of a crash.



ROUNDBABOUTS

The crash analysis identified over 200 High Injury intersections in Northwest Louisiana. Intersections feature many potential points of conflicts between drivers and vulnerable road users. Roundabouts result in lower speeds and reduced conflicts, creating an environment where crashes that cause injury or fatality are substantially reduced.



This document is exempt from discovery or admission under 23 U.S.C. 407. See full disclaimer on page iii.

TRAILS AS CIVIC INFRASTRUCTURE

Major investments in trails or shared use paths, especially those near key corridors and destinations, should be thought of as **Civic Infrastructure** - transformative public spaces that bring people together while also serving as active transportation spines. These physical anchors offer a range of benefits.

Community Well-Being

Trails act as a “common ground” where residents interact, build trust, and strengthen community ties. Amenities such as benches, shelters, and gathering spaces, in conjunction with public programming, create conditions for residents to opt into public life and into their communities.

Economic Growth

Trails can draw visitors, increase foot traffic to nearby businesses, and raise property values and the community's tax base, encouraging new investment.

Personal Health

The physical benefits from exercise are well documented, and consistent exercise reduces the prevalence of lifestyle-related conditions including cardiovascular disease, Type II diabetes, hypertension, and obesity. Outdoor activity around *neighbors* and in one's *community* also improves mental health.

Safety

Trails, or shared use paths, provide dedicated space for pedestrians, cyclists, and other non-motorized travelers, reducing the likelihood of accidents with vehicles.

Accessibility

A shared use trail or path can accommodate people with mobility aids, pedestrians and bicyclists young and old, and others on non-motorized vehicles, all traveling at speeds that feel safe and comfortable for them.

Connectivity

Residents benefit most from trails that are located near or connect between major corridors. In designing and siting trails for connectivity, residents can use the facility for exercise and relaxation, and they can also use it to get to school or work, access public transit, or reach other key community destinations

There are opportunities to implement **Civic Infrastructure along High Injury Network Segments**. The proposed shared use paths are:

- 1) included in the Regional Active Transportation Plan network Recommendations;
- 2) located near a corridor on the High Injury Network and provide a safer alternative for active transportation; and
- 3) represent opportunities for regional investment, which can catalyze surrounding communities.

Jimmie Davis Bridge (LA 511) – Shreveport and Bossier City

With a new bridge under construction for vehicular traffic next to the Jimmie Davis Bridge, DOTD has programmed the current span to be a linear park that functions as a truly regional active transportation connector and a destination unto itself. The December 2024 Preliminary Design Draft includes recreational spaces with built in musical instruments, games, and play areas for children. The draft also includes shade structures and seating, public art and design elements, and educational features. These are all separated from a shared use path for bicyclists and pedestrians which will cross the length of the bridge and connect to the Arthur Ray Teague Running Trail in Bossier City and the Clyde Fant Memorial Parkway Trail in Shreveport. The current bridge segment and intersections at each end are on the HIN, so retaining its use and access for bicycle and pedestrian traffic only represents a dramatic safety improvement.



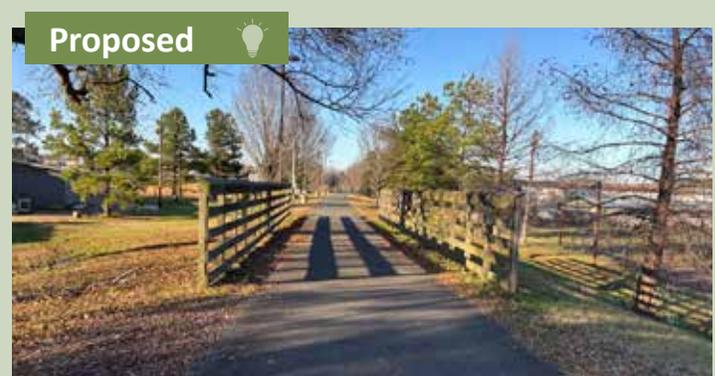
A-Truss Bridge Rail Trail - Shreveport

The A-Truss Bridge and the abandoned rail north of it can connect residents to destinations on both sides of Cross Bayou. This potential “rail trail” is aligned to multiple past planning and advocacy efforts and would connect Downtown to the bayou, the airport, the Cherokee Park community, and industrial areas that provide both employment and development opportunities. Crucially, this trail would also offer an alternative to multiple segments on the HIN including those on Market St., Spring St., N. Market St., and Clyde Fant Memorial Pkwy.



Springhill Rail Trail Extension

Springhill's shared use path parallel to Main St. is the region's first rail to trail conversion, and an extension nearly a mile south towards Cullen would improve safety, regional connectivity, and create a shared asset for the two communities. The lengthened trail would run parallel to S. Arkansas St. / US 371, which has multiple segments on the region's HIN.



Project Identification

A total of 86 projects have been identified on the high injury network and scored for prioritization. Projects are listed in Table 15 - Table 22 and shown in Figure 31 - Figure 35. The countermeasures for all projects were selected based on a review of crash data and observed safety issues. In addition, 117 projects were added from the Regional Active Transportation Plan (RATP) and 18 projects were added from other previous planning efforts at the local or state level, as shown in Figure 36 and Table 23 - Table 26.

Project Prioritization

The project prioritization process includes factors for equity, safety, multi-modalism, public engagement, and stakeholder alignment. Each project is ranked on these criteria factors with the associated points shown in Table 14. The maximum amount of points that a project can receive is 14. Projects that scored 10 or above are considered to be high priority projects, with a suggested implementation timeframe of 0 to 5 years. Projects that scored between 5 and 9 points are mid priority, with an implementation timeframe of 6 to 10 years. Lastly, projects with scores of 4 or below have a recommended implementation timeframe of greater than 10 years. This prioritization was used to order the project lists in the following tables.

Table 14: Prioritization Rubric

Factor	Points
Equity	
Within a historically disadvantaged community as determined by the CEJST tool	2
Safety	
On the HIN (2) or In the top 25 HIN (4)	2 - 4
Multi-modalism	
Within 250 feet of fatal/severe bike or ped crash or Within 250 feet of 2 or more bike or ped crashes	2
Public Engagement	
Identified as a safety concern by public input process (within 100 feet)	2
Stakeholder Alignment	
Identified as a key connector by project team or stakeholder committee	4



DEMONSTRATION PROJECTS

A demonstration project under the SS4A program involves temporary safety improvements to test and evaluate proposed strategies for future implementation. These activities use quick-build strategies and low-cost, temporary materials like planters, speed humps, and paint to experiment with roadway design changes. These projects do not involve permanent roadway reconstruction. Data collection and evaluation of pre- and post-demonstration results are essential to measure potential benefits and inform comprehensive safety action plans. Additionally, these projects should include involving adjacent community partners including schools, medical facilities, and adjacent neighborhood groups, as appropriate.

Quick-Build



Low-Cost



Temporary



Listed below are prime locations of demonstration projects that would benefit safety in the region.

N Spring St & Texas St (Blind Tiger)

Install protective barriers/planters/bollards, if feasible, provide protected only left turn phase, install speed tables prior to intersection, provide/update all-red clearance phase, adjust yellow change intervals, and install red light cameras/signage enforcement.

Hearne Ave & Hollywood Ave

Improve pavement markings, provide protected only left turn phase, update traffic signals with yellow retroreflective borders, provide/update all-red clearance phase, and adjust yellow change intervals.

Hollywood Ave & Jewella Ave

Improve pavement markings, provide protected only left turn phase, update traffic signals with yellow retroreflective borders, provide/update all-red clearance phase, and adjust yellow change intervals.

Jewella Ave & Jackson St

Install advance direction and warning signs, install speed tables prior to intersection, provide/update all-red clearance phase, and adjust yellow change intervals.

Jewella Ave & Westwood Elementary

Install speed feedback signs, install speed tables in select roadway locations, and install advance direction and warning signs.

CE Byrd High School & Kings Hwy

Improve pavement markings, install rumble strips (centerline), install retroreflective pavement markers, install speed tables in select roadway locations, and repair/install speed feedback sign.

CE Byrd High School & Line Ave

Install speed feedback signs, install advance direction and warning signs, and install speed tables in select roadway locations.

Line Ave & S Highlands Elementary

Install speed feedback signs, install speed tables in select roadway locations, and update traffic signals with yellow retroreflective borders.

Traffic St at Boardwalk Blvd & Broadway St

Install crosswalk with ped signals on southern side of intersection of Traffic St and Broadway St to allow safe pedestrian crossing of Traffic St and increase pedestrian access to bus stop. Replace median striping with raised median to act as pedestrian refuge.

Airline Dr & Murphy St

Install pedestrian crosswalk at Airline Dr and Murphy St with pedestrian warning signs and stop bars, install HAWK pedestrian beacon to increase student/pedestrian safety, install sidewalk along school side of Inda St, and install sidewalks along school side of Airline Dr to Murphy St.

Airline Dr & Eugene St

Install one HAWK pedestrian beacon with four controls in front of school and conduct traffic study to determine if a two-way left turn lane (TWLTL) is necessary.

Old Minden Rd & Patricia Dr

Install HAWK pedestrian beacon and conduct a traffic study to determine if a TWLTL is necessary.

Figure 30: Demonstration Projects

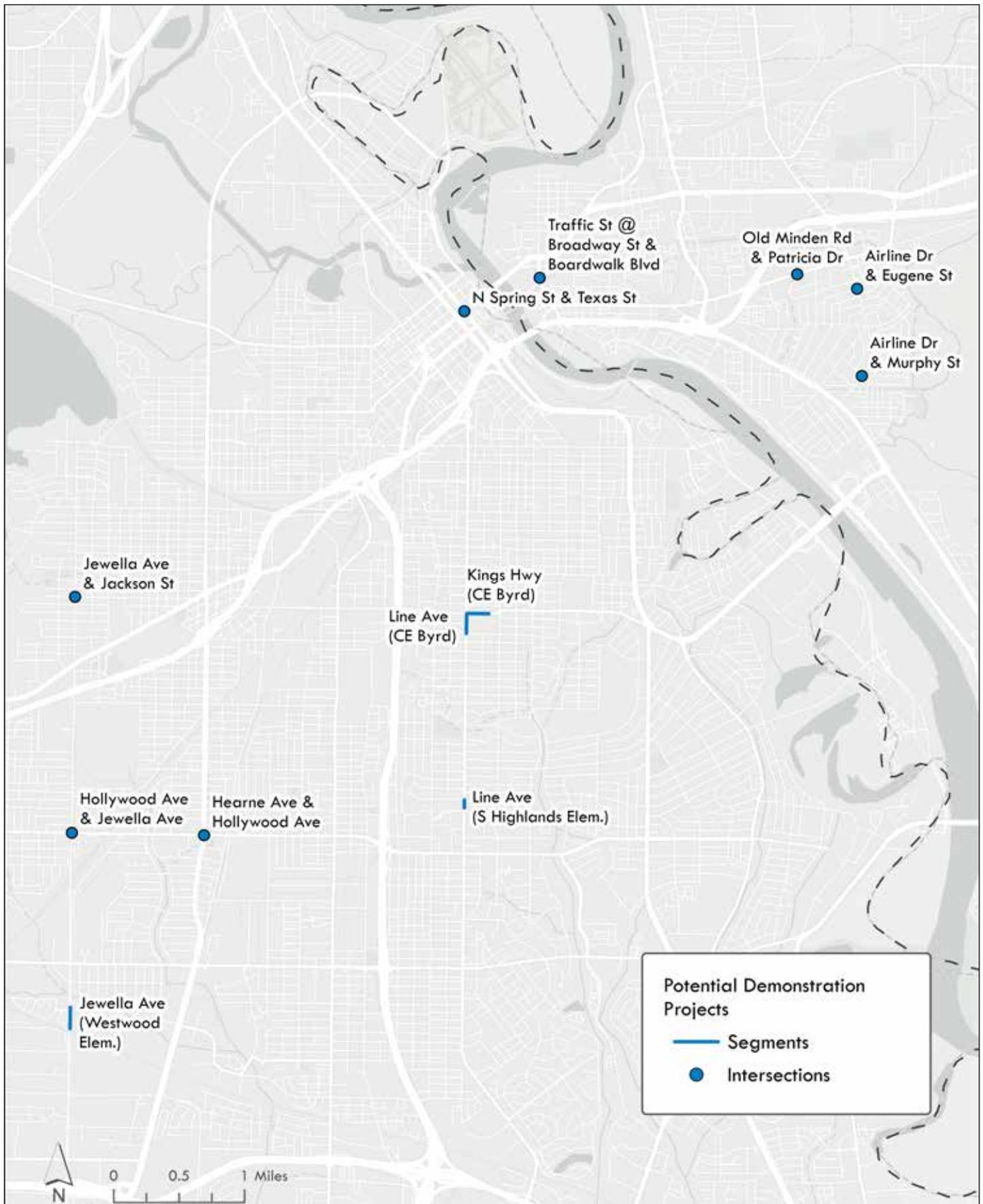


Figure 31: Regional Projects

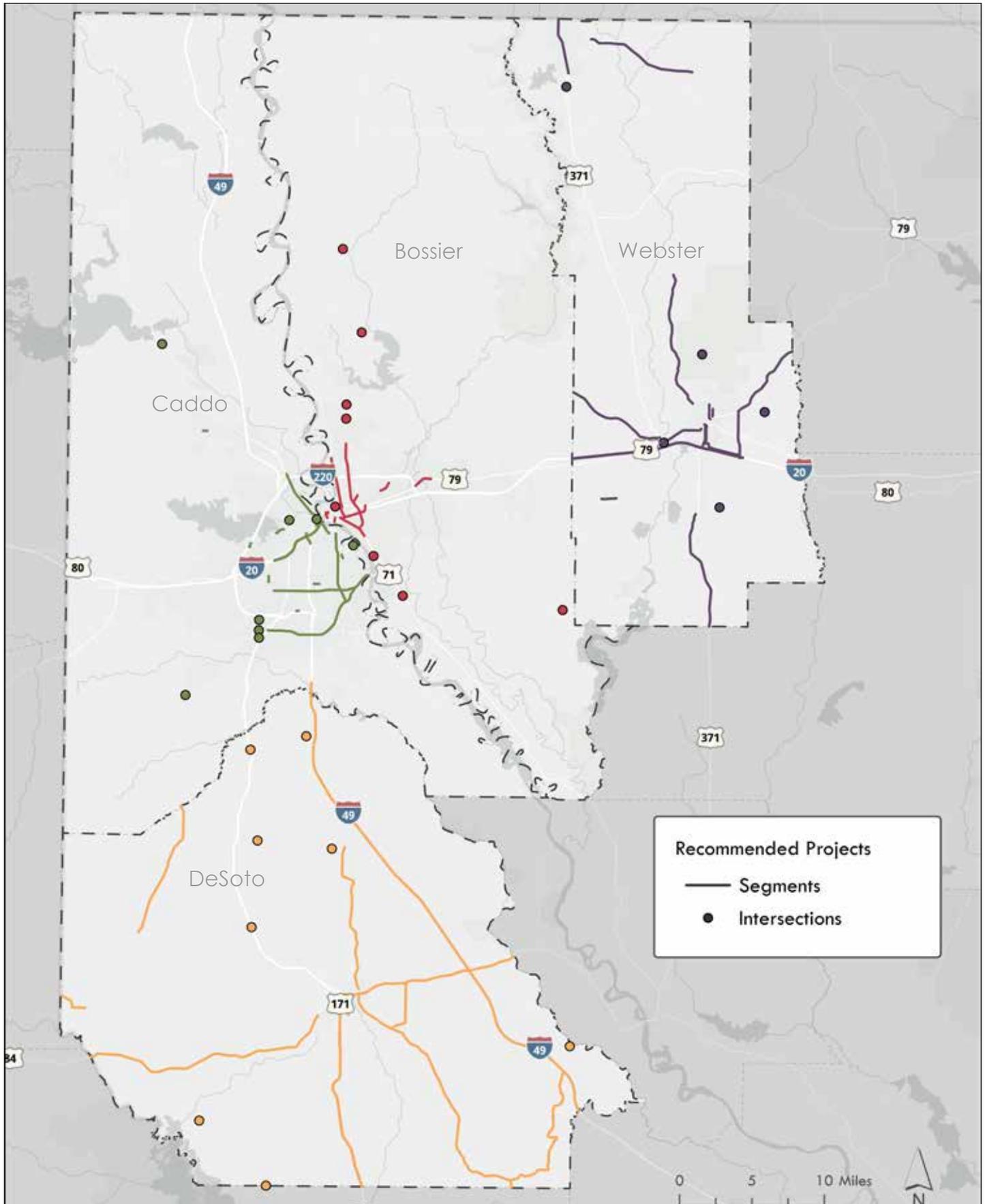


Figure 32: Bossier Parish Projects

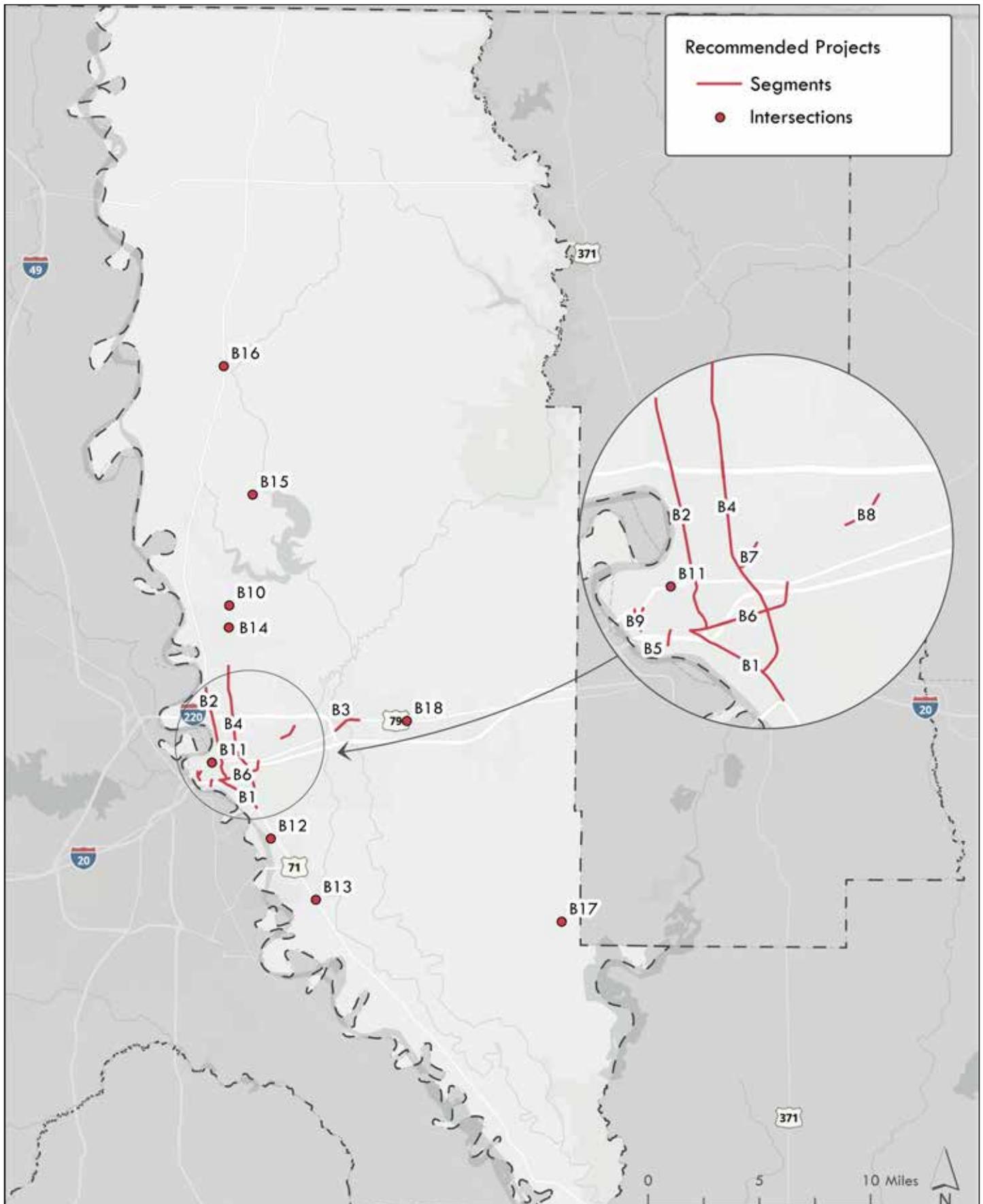


Table 15: Bossier Segment Projects

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
B1	Barksdale Blvd (US 71) from Old Minden Rd to Westgate Dr	2.11	Perform a corridor study to determine the feasibility of a road diet and perform signal warrant analysis at Fullilove Dr. Implement high friction surface treatments, construct sidewalks, and add speed feedback signs.	\$8,929,600	High	Short	State
B2	Benton Rd (LA 3) from Brownlee Rd to Old Minden Rd	4.26	Implement speed feedback signs, high-friction surface treatments, pavement markings, advanced warning signs, pedestrian facilities, improved lighting, a roundabout at Hospital Drive, intersection traffic studies, pavement restoration, and an access management corridor study.	\$29,663,300	High	Long	State
B3	E Texas St (US 79) from I-220 Interchange to Bellevue Rd	2.48	Remove and replace paving, add speed feedback signage, and implement high friction surface treatments, striping, and drainage maintenance.	\$10,754,700	High	Med	State
B4	LA 3105 (Airline Dr) from Wemple to Barksdale Blvd	7.52	Implement access management, improve pavement markings, construct pedestrian facilities (mid block crossings, RRFBs), install speed feedback signs, and improve lighting.	\$39,928,600	High	Long	State/ City
B5	DiamondJacks Blvd from Barksdale Blvd to Arthur Ray Teague Pkwy	0.27	Restripe and replace paving. Add sidewalk from I-20 service road to Arthur Teague Pkwy.	\$2,082,100	High	Med	City
B6	Old Minden Rd (LA 72) from Barksdale Blvd to E Texas St	2.10	Perform a corridor study to determine the feasibility of a road diet/access management, including a two-way left turn lane (TWLTL). Implement striping, pedestrian facilities, and Retroreflective Raised Pavement Markers (RPMs).	\$1,184,200	High	Short	State
B7	Shed Rd from Airline Dr to Parkland Dr	0.57	Install sidewalks, lighting, signage, and a mid-block crossing.	\$627,600	High	Long	City
B8	Shed Rd from Swan Lake Rd to Hazel Jones Rd	0.84	Perform a corridor study, implement a road diet from 4 to 3 lanes, and add a mid block crossing.	\$483,300	High	Short	City
B9	Traffic St from E Texas St to I-20	0.41	Install pedestrian crosswalks at the signalized intersection near outlet mall, and add speed feedback signs and a sidewalk.	\$220,100	High	Short	City

Table 16: Bossier Intersection Projects

ID	Location	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
B10	Airline at Deen Point Rd	Add additional signal warning signs further from the intersection, edge rumble strips, install lights, and perform a traffic study to determine if intersection layout and signal is appropriate. Perform an intersection study to address any required geometry alterations.	\$112,100	High	Short	Parish
B11	E Texas St (US 79) at Hamilton Rd	Perform a corridor study to determine the feasibility of a road diet, add protected pedestrian crosswalks, and add additional lighting mounted on signal posts.	\$205,800	High	Short	City
B12	Arthur Ray Teague at Shady Grove Dr	Improve lighting and add a roundabout.	\$3,637,600	Med	Med	City
B13	US 71 at Sligo Rd	Perform an intersection traffic study. Install crosswalks with a refuge island, countdown pedestrian heads, and signal backplates. Extend shared use path to intersection.	\$566,400	Med	Short	State / Parish
B14	Airline at Swan Lake Rd	Perform an intersection study once traffic patterns have stabilized, and add signal backplates.	\$74,400	Low	Short	Parish
B15	LA 162 at Angie Circle	Install advanced warning signage and reduce speed through the curve.	\$1,500	Low	Short	State / Parish
B16	LA 3 at New Bethel Booker Rd	Add centerline striping and rumble strips.	\$3,800	Low	Short	State / Parish
B17	LA 527 at Johnson Koran Rd	Convert intersection to an all-way stop, install intersection warning sign, and restripe.	\$6,300	Low	Short	State / Parish
B18	US 80 at Forest Hills Blvd	Perform an intersection study to determine if an RCUT is practical to prevent left turns from Forest Hills Blvd.	\$746,500	Low	Short	State / Parish

Figure 33: Caddo Parish Projects

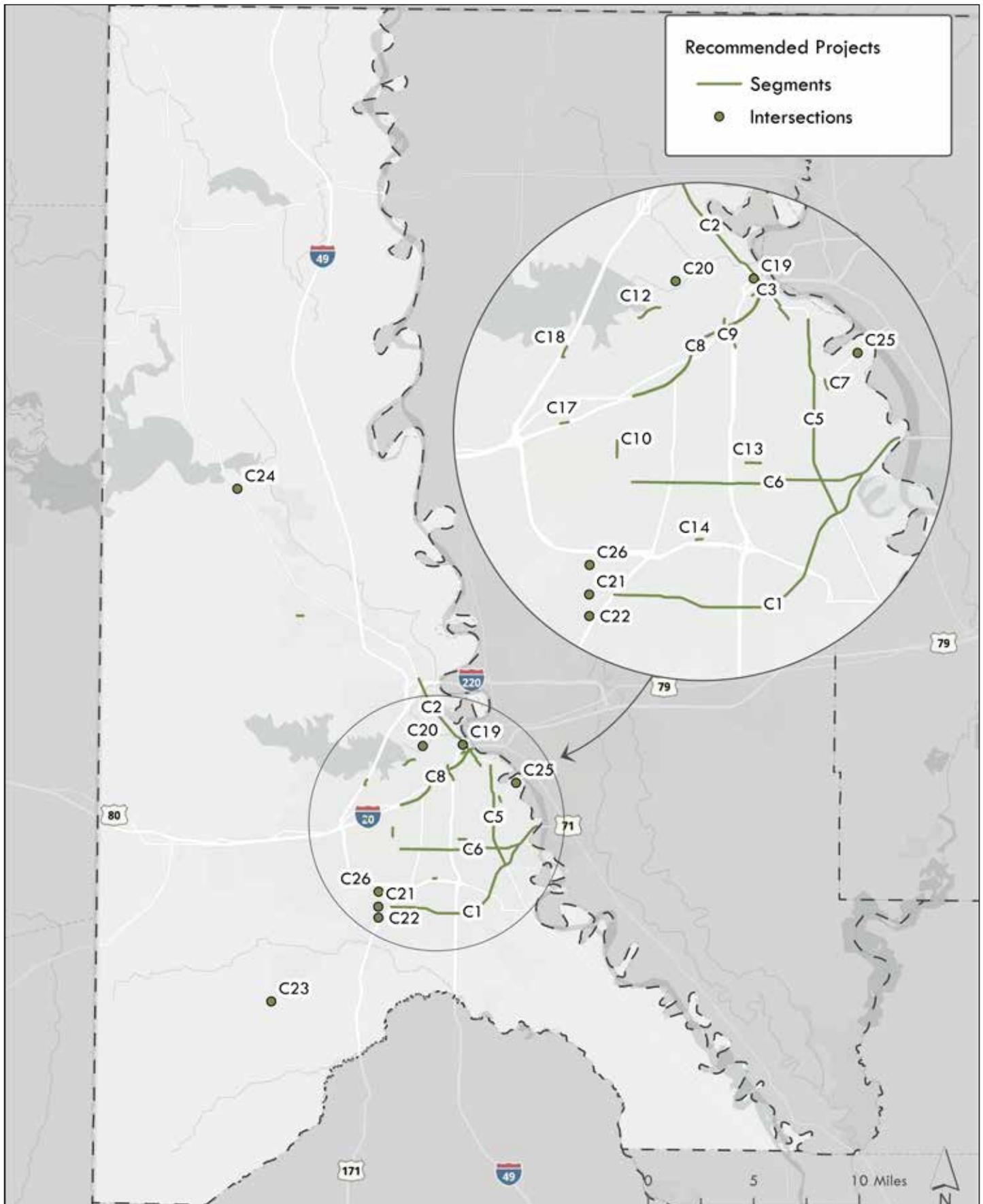


Table 17: Caddo Segment Projects

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
C1	Bert Kouns Industrial Loop (LA 526) from Mansfield Rd to E 70th St (LA 511)	7.91	Improve pavement condition, install and improve pavement markings, install RCUTs and access management between LA-3132 & Fern Ave, install dedicated and/or protected left turn lanes, update signal systems, install advance direction and warning signs, install pedestrian crossing signs and pavement markings, install and improve sidewalks and bicycle paths, remove sight obstructions, and install and improve centerlines, lane lines, and edge lines.	\$11,764,400	High	Med	State
C2	Market St from Airport Dr to Dr. Martin Luther King Dr	2.56	Install a multilane roundabout at Ravendale Dr, improve pavement markings, and update yellow change intervals and all-red clearance intervals. Improve drainage at intersections, install grooving or high friction surface treatments, install luminaires at intersections, improve street lighting, install a dedicated right turn lane at North Market Place, and reevaluate no passing zones. Install RCUTs/access management, install channelizing islands to define driveway locations, and consolidate adjacent driveways. Install pedestrian crossing signs and pavement markings, install pedestrian warning signs with RRFB, and install or improve sidewalks and bicycle paths. Improve and widen shoulders, provide advance direction and warning signs, install speed feedback signs near intersections, and install rumble strips.	\$9,997,100	High	Med	State
C3	Spring St from Airport Dr to Highland St	0.76	Install protected left turns where applicable, improve pavement condition and markings, provide advance direction and warning signs, and install direction arrow pavement markings to supplement signs. Implement a lane reduction, remove sight obstructions, reevaluate no parking zones and no passing zones, and install and improve centerlines, lane lines, and edge lines. Install pedestrian crossing signs and pavement markings, update yellow change intervals, and update all-red clearance intervals. Install grooving or high friction surface treatment on Spring St and Travis St. Improve drainage, increase visibility and delineation of bridge entrance for turning vehicles, and install or improve intersection lighting.	\$1,056,200	High	Med	State

Table 17: Caddo Segment Projects (continued)

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
C4	Spring St I-20 on Ramp	0.19	Improve pavement markings, reevaluate no passing zones, and install or improve signing. Reevaluate speed differentials between merging on ramps, and install transverse rumble strips.	\$39,200	High	Med	State
C5	Youree Drive (LA 1) from Stoner Ave to Bert Kouns Industrial Loop	4.86	Perform a corridor study. Add crosswalk, pedestrian signal with countdown, and a refuge island to the following intersections: E Olive St, E Washington St, Gator Dr (Pacific Ave), LA 3032 (E Kings Hwy), LA 511 (70th St), LA 526 (E Bert Kouns Industrial Loop), and Stoner Ave.	\$1,151,000	High	Short	State
C6	E 70th St (LA 511) from Jewella Ave to Parish Line	6.19	Improve pavement condition, install and improve pavement markings, install pedestrian crossing signs, install and improve sidewalks and bicycle paths, install and improve intersection and street lighting, install speed feedback signs, install advance direction and warning signs, improve drainage, and install grooving or high friction surface treatments where needed.	\$9,557,900	High	Med	State

Table 17: Caddo Segment Projects (continued)

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
C7	E Kings Hwy from Shreveport Barksdale Hwy to Albert Ave	0.44	Improve/install pavement markings. Install advance warning signs. Install yield line pavement markings to supplement signs. Install transverse rumble strips. Install raised reflectorized pavement markers. Improve lighting illuminance and uniformity. Reevaluate no passing zones.	\$101,600	High	Short	City
C8	I-20 from Jewella Ave Interchange to Parish Line	5.80	Improve pavement condition, markings, centerlines, lane lines, and edge lines. Reevaluate no passing zones, improve or widen shoulders, and install or improve rumble strips, roadside delineators, traffic barriers and guardrails. Provide advance direction with pavement markings and warning signs. Improve drainage, install grooving or high friction surface treatments, and use chemical de-icing during the winter season. Install snowplowable Retroreflective Raised Pavement Markers (RPMs), improve street lighting, and install ticket/warning signs.	\$10,590,800	High	Long	State
C9	I-49 Off Ramp to Murphy St	0.78	Improve pavement condition and pavement markings. Install or improve centerlines, lane lines, and edge lines. Install raised reflectorized markers and rumble strips on the ramp prior to the 3/4 mile sign. Improve shoulders, install roadside delineators, seatbelt/ticket signs, and street lighting. Improve lighting illuminance and uniformity.	\$347,000	High	Med	State
C10	Kelly Key St from Hollywood Ave to Adrian St	0.41	Create 4-way stops at the intersections with Miles St, Crosby St, and Mayfield St. Improve pavement condition and street lighting.	\$140,200	High	Short	City
C11	Market St from Highland St to Stoner Ave	0.10	Reduce the speed limit and install speed feedback signs. Install advance and pedestrian warning signs with RRFB. Install grooving or high friction surface treatment along adjacent parking, and improve street lighting.	\$78,300	Med	Short	City
C12	Milam St from Sunset Dr to Alabama Ave	0.58	Improve pavement condition, centerlines, lane lines, and edge lines. Improve street lighting and pavement markings.	\$211,500	Med	Short	City

Table 17: Caddo Segment Projects (continued)

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
C13	Montrose Dr from Fairfield Ave to Dillingham Dr	0.37	Improve pavement condition and install pavement markings, centerlines, lane lines, and edge lines. Improve drainage between Thornhill Ave. & Line Ave. Install luminaires at intersections, and install street lighting in front of Saint Laurent Pizza and before the dead end. Install advance warning signs and improve delineation between parking areas and roadway.	\$140,600	Med	Short	City
C14	Sugar Leaf Trl from Coytn Ln to Paulette Ln	0.16	Improve pavement condition, lighting illuminance/uniformity, and drainage.	\$70,800	Med	Short	City
C15	Northwood Ln from Wasson Rd to end	0.29	Perform a road safety audit.	\$52,800	Low	Short	City
C16	Fairfield Ave/ Lake St from Marshall St to Louisiana Ave	0.20	Improve pavement markings at McNeil St intersection. Install or improve centerlines, lane lines, and edge lines, improve street lighting, and remove potential sight obstructions. Install and improve signing at Marshall St. intersection.	\$86,300	Low	Short	City
C17	I-20 WB Off ramp to Monkhouse Dr	0.20	Improve pavement markings, centerlines, lane lines, and edge lines. Install rumble strips, and add a "no turn on red" sign to the right turn lane. Install pedestrian crossing signs and pavement markings, and improve street and intersection lighting.	\$149,400	Low	Short	State
C18	Lakeshore Dr I-220 NB/ EB On Ramp	0.29	Improve pavement marking, centerlines, lane lines, and edge lines. Reevaluate no passing zones, install raised reflectorized pavement markers, and improve street lighting.	\$134,900	Low	Short	State

Table 18: Caddo Intersection Projects

ID	Location	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
C19	Market St at Texas St	Install pavement markings, pedestrian warning signs, and pedestrian pavement markings. Improve intersection lighting, update yellow change intervals, and update all-red clearance intervals. Replace brick pavers with PCCP and install HFST.	\$292,700	High	Short	State
C20	Shreveport Blanchard Hwy at N Hearne Ave	Install a multi-lane roundabout. Improve lighting illuminance and uniformity, and install lighting at the intersection and approaching streets. Install grooving or high friction surface treatment.	\$4,022,000	Med	Med	State
C21	Walker Rd at Bert Kouns Industrial Loop	Update traffic signals with yellow retroreflective borders. Install or improve luminaires. Update yellow change intervals and all-red clearance intervals. Improve centerlines, lane lines, edge lines, and pavement markings. Install pedestrian crossing signs, pavement markings, and advance/pedestrian warning signs with RRFB. Install grooving or high friction surface treatment.	\$436,600	Med	Short	State
C22	Colquitt Rd at Walker Rd	Improve pavement markers, centerlines, lane lines, and edge lines. Install luminaires and grooving or high friction surface treatment. Update yellow change intervals and all-red clearance intervals, and update traffic signals with yellow retroreflective borders.	\$227,300	Low	Short	State
C23	Colquitt Rd at Woolworth Rd	Install a channelizing median at Woolworth Rd. Provide advance direction and warning signs, and install raised reflectorized pavement markers, rumble strips, and lighting. Improve centerlines, lane lines, and edge lines.	\$137,900	Low	Short	State

Table 18: Caddo Intersection Projects (continued)

ID	Location	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
C24	LA 169 at LA 1	Install a multi-lane roundabout. Install intersection lighting, advance warning signs, pavement markings, rumble strips, and speed feedback signs.	\$3,849,200	Low	Med	State
C25	Shreveport Barksdale Hwy at Dee St	Add a dedicated right-turn lane to southbound LA-3032. Install pavement marking, and improve centerlines, lane lines, and edge lines. Reevaluate no passing zones, update yellow change intervals, and update all-red clearance intervals. Provide advance warning and direction signs.	\$101,400	Low	Med	State
C26	Walker Rd at Mackey Ln	Improve pavement markers, centerlines, lane lines, and edge lines. Update yellow change intervals and all-red clearance intervals. Update traffic signals with yellow retroreflective borders, install luminaires at intersection, and install grooving or a high friction surface treatment.	\$175,300	Low	Short	City

Figure 34: DeSoto Parish Projects

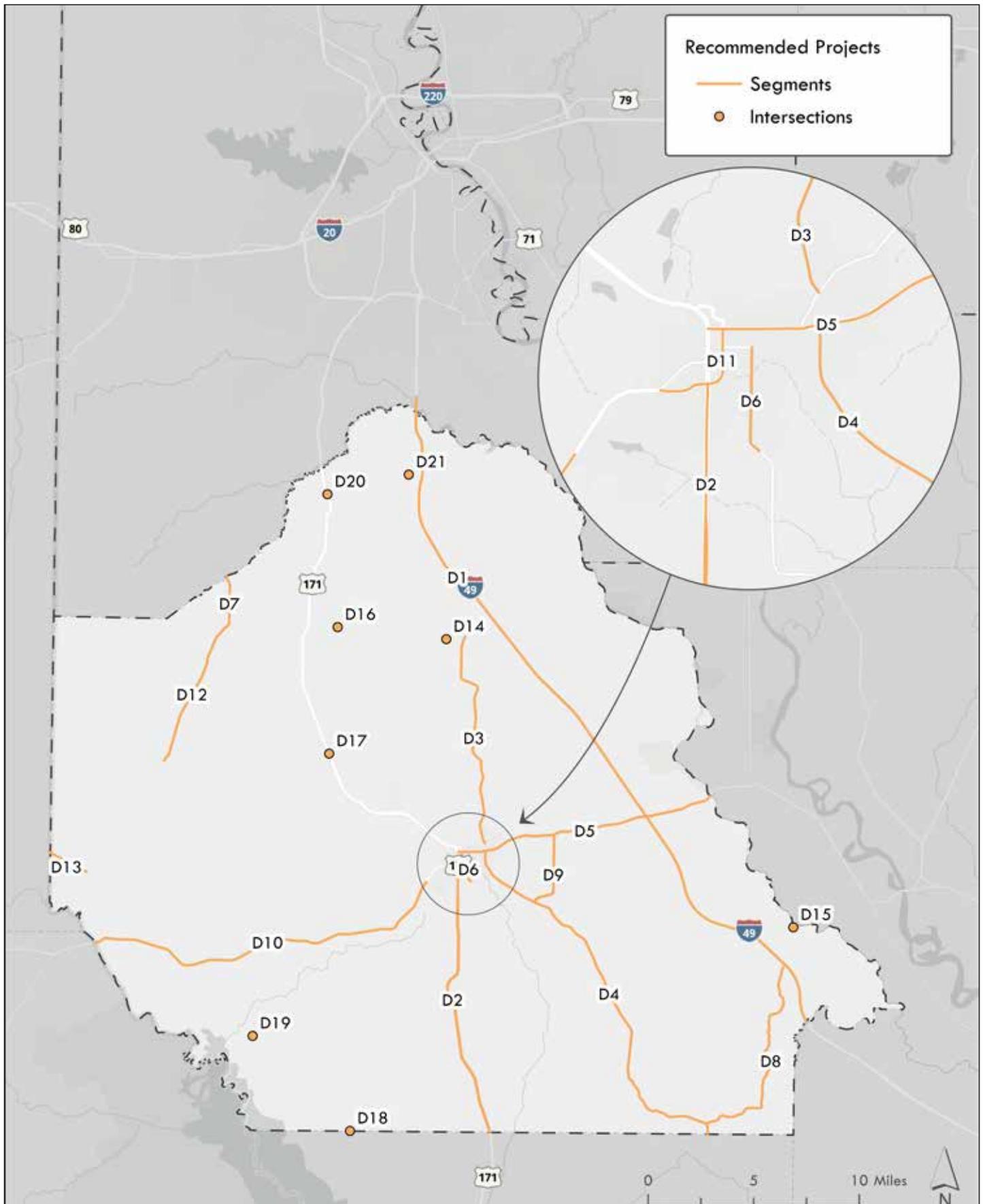


Table 19: DeSoto Segment Projects

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
D1	I-49 from North Parish Line to South Parish Line	36.00	Restripe edgelines and centerlines, repave RPMs, and install lighting at the LA 175 interchange.	\$4,085,000	High	Med	State
D2	LA 171 from LA 84 to Parish Line (South)	13.20	Perform an access management feasibility study to assess corridor access management, and a intersection traffic study to assess signal warrant at Kyle Porter Rd. Restripe roadway, and add a concrete sidewalk and a high tension cable barrier.	\$3,211,000	High	Med	State
D3	LA 175 from LA 5 to LA 509 (Lake Rd)	10.50	Resurface and restripe roadway, and add rumble strips, Retroreflective Raised Pavement Markers (RPMs), and advance warning signage.	\$13,244,800	High	Long	State
D4	LA 175 from McArthur Dr to Parish Line (South)	19.00	Resurface and restripe roadway, and add rumble strips, Retroreflective Raised Pavement Markers (RPMs), and advance warning signage.	\$22,087,400	High	Long	State
D5	LA 84 from LA 171 to Parish Line (East)	12.43	Resurface and restripe roadway, and add rumble strips, Retroreflective Raised Pavement Markers (RPMs), and advance warning signage.	\$18,077,600	High	Long	State
D6	Oxford Rd from Gibbs St to Meadow Dr	1.20	Perform a corridor study.	\$216,000	High	Short	State
D7	LA 169 from North Parish Line to LA 172	2.08	Install edgeline rumble strips.	\$3,200	Med	Short	State
D8	LA 177 from I-49 Interchange to LA 175	11.28	Restripe the roadway and add rumble strips, Retroreflective Raised Pavement Markers (RPMs), high friction surface treatments, and advance warning signage.	\$2,769,400	Med	Med	State
D9	LA 522 from LA 84 to LA 175	3.80	Restripe roadway.	\$139,000	Med	Short	State

Table 20: DeSoto Segment Projects (continued)

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
D10	LA 84 from Model Rd to Texas State Line	17.70	Install lighting in Logansport. Install advance warning signage, transverse rumble strips, and centerline and edgeline rumble strips. Improve or add edgeline and centerline striping.	\$654,600	Med	Short	State
D11	Washington Ave from Polk St to Oak Hill Rd	1.30	Perform a corridor study and implement a road diet.	\$449,300	Med	Short	State
D12	LA 5 from LA 172 to LA 3015	7.00	Restripe edgelines, centerlines, and stop bars. Install centerline RPMs, centerline rumble strips, and edgeline rumble strips.	\$383,000	Low	Short	State
D13	LA 765 from Texas State Line to LA 764	2.20	Add centerline and edgeline rumble strips, install double chevron signs, and restripe stop bars, edgelines, and centerlines.	\$75,500	Low	Short	State

Table 20: DeSoto Intersection Projects

ID	Location	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
D14	Bates Rd at LA 5	Install rumble strips on both side of the intersection.	\$400	Med	Short	State
D15	LA 177 at LA 510	Add striping, transverse rumble striping, and advance warning signage.	\$8,700	Med	Short	State
D16	Jessie Latin Rd at LA 5	Install advance warning signage and striping on Jessie Latin Rd.	\$1,100	Low	Short	State
D17	LA 171 at Poole Rd	Add left turn bays.	\$166,000	Low	Short	State
D18	LA 191 at Coker Worsham Rd	Add striping, transverse rumble striping, and advance warning signage.	\$11,900	Low	Short	State
D19	LA 191 at Fisher Ln	Add advance warning signs.	\$300	Low	Short	State
D20	LA 3276 at LA 171	Add transverse rumble striping and left turn skip line striping.	\$9,000	Low	Short	State
D21	Linwood Ave at Deer Xing (PVT DWY)	Improve edgeline and centerline striping, and add transverse rumble striping and advanced warning signage.	\$4,800	Low	Short	State

Figure 35: Webster Parish Projects

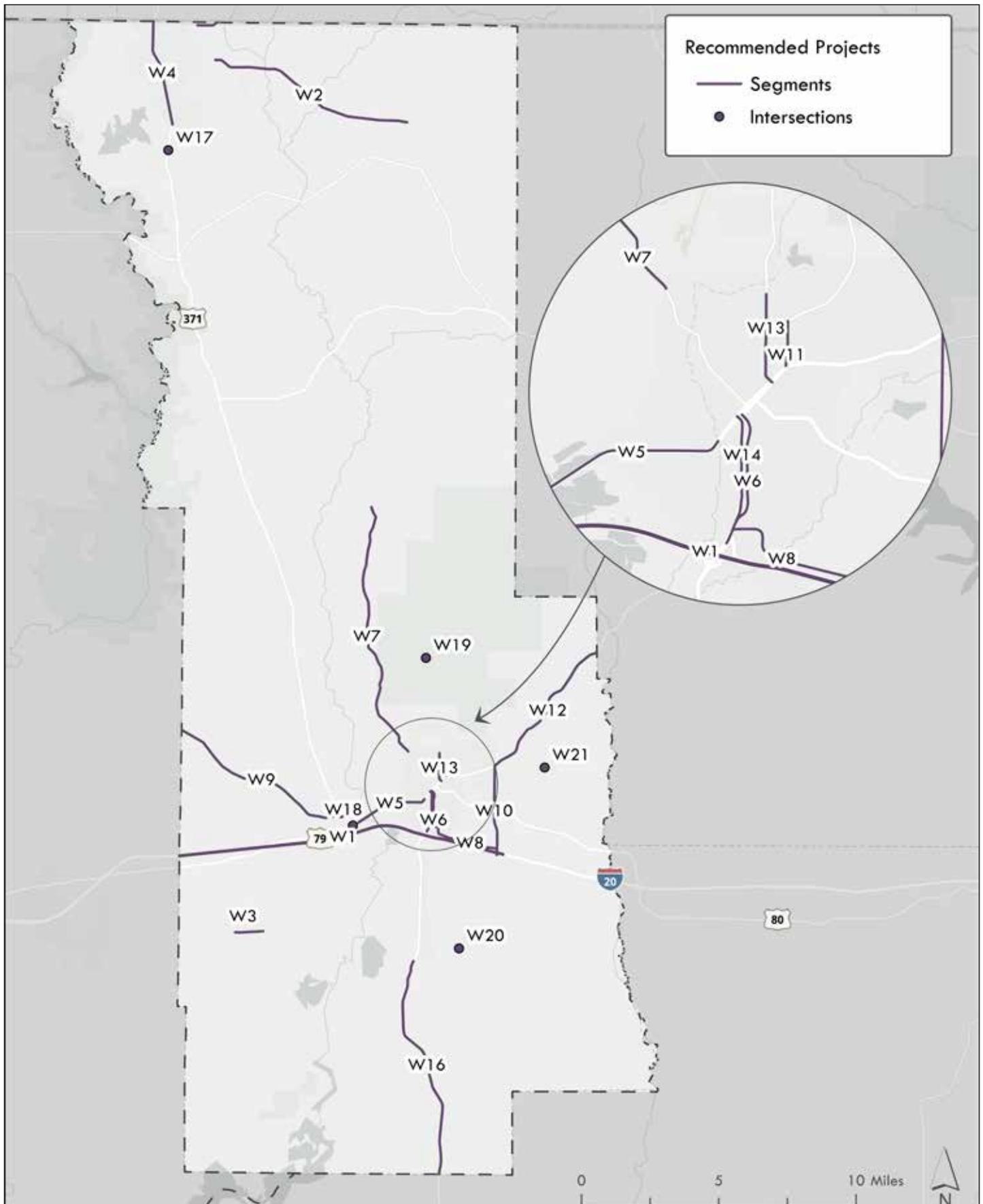


Table 21: Webster Segment Projects

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
W1	I-20 from LA 531 Interchange to Parish Line (West)	11.75	Install rumble strips on Sibley Rd WB off of the ramp, and add chevrons where necessary on Sibley Rd ramps.	\$8,100	High	Short	State
W2	LA 157 from LA 159 to Percy Burns Rd	7.65	Add edgeline rumble strips.*	\$23,500	High	Short	State
W3	LA 164 from Main St to Pearl Harbor Ave	6.70	Add edgeline rumble strips.*	\$10,300	High	Short	State
W4	US Hwy 371 from Henrietta White Blvd to Parish Line (North)	4.00	Perform an intersection study to determine proper lane configuration and phasing. Add a pedestrian hybrid beacon at north Webster high school. Add Retroreflective Raised Pavement Markers (RPMs) and restripe roadway.	\$645,400	High	Short	State
W5	US 79 from Horton St to Dorcheat St	2.70	Perform a corridor study to determine feasibility of a road diet.	\$545,300	High	Short	State
W6	Lee St from I-20 WB Off Ramp to Broadway St	1.50	Upgrade existing lighting.	\$19,300	High	Med	State
W7	Dorcheat Rd (Pine St) from Methodist Camp Rd to Pruitt Rd	9.75	Install railroad gate with warning lights. Repair the pavement of the intersections at Allen and Haynes. Add edgeline rumble strips*, Retroreflective Raised Pavement Markers (RPMs), and restripe roadway.	\$680,500	Med	Med	Parish

*In the long term, acquiring ROW to provide shoulders would be a preferable solution, however that tends to be a very costly and time consuming process, whereas the addition of rumble strips can provide a low cost, immediate solution to improve safety.

Table 2 1: Webster Segment Projects (continued)

ID	Location	Length (mi.)	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
W8	Industrial Dr from Sibley Rd to LA 531	2.75	Resurface road near LA 531, restripe roadway, and add edgeline rumble strips*, Retroreflective Raised Pavement Markers (RPMs), and a guardrail.	\$480,300	Med	Short	City
W9	LA 528 from US Hwy 371 to Parish Line (West)	7.10	Add edgeline rumble strips.*	\$10,900	Med	Short	State
W10	LA 531 from I-20 Interchange to Homer Rd (US 79)	3.25	Perform an intersection study to add roundabouts at the intersections of US 79 and US 80. Resurface and restripe roadway, and add centerline rumble strips and transverse rumble striping.	\$12,000,600	Med	Long	State
W11	US 79 from Elm St to LA 534	1.86	Perform a corridor study. Conduct an intersection study at Fort St, Fincher St, and at the Walmart to determine if a roundabout is feasible. Resurface and restripe roadway, implement a road diet, and install protected crosswalks.	\$5,489,600	Med	Med	State
W12	US 79 from LA 531 to Parish Line (East)	5.79	Partially restripe roadway where needed, install bicycle-safe rumble strips, and add a high friction surface treatment.	\$2,469,700	Med	Med	State
W13	Lewisville Rd (LA 159) from LA 79 (Broadway St) to Emerald Dr	1.00	Conduct an intersection studies at Chandler and McArthur to consider converting one to an all-way stop. Resurface and restripe roadway, and add Retroreflective Raised Pavement Markers (RPMs).	\$145,000	Med	Short	State
W14	Sibley Dr from Broadway St to Lee St	1.20	Perform a corridor study to consider reducing the roadway to 2 lanes (road diet). Resurface and restripe roadway, and upgrade existing lighting.	\$2,221,300	Med	Med	State
W15	Spring Branch Rd from Burns Rd to Parish Line (North)	0.83	Widen edge lines.	\$32,800	Med	Short	Parish
W16	US Hwy 371 from Nursery Rd to Parish Line (South)	8.35	Add edgeline bicycle-safe rumble strips.	\$143,800	Low	Short	State

*In the long term, acquiring ROW to provide shoulders would be a preferable solution, however that tends to be a very costly and time consuming process, whereas the addition of rumble strips can provide a low cost, immediate solution to improve safety.

Table 22: Webster Intersection Projects

ID	Location	Recommendation	Cost Est.	Priority	Time Frame	Roadway Ownership
W17	US Hwy 371 at PVT DWY	Install lighting on existing utility poles. Install transverse rumble strips.	\$16,400	High	Med	State
W18	US Hwy 371 at US 79	Install retroreflective signal backplates. Conduct an intersection study to determine if permitted left turns are necessary. Add transverse rumble strips.	\$119,600	Med	Short	State
W19	Caney Lake Rd at Forest Service Rd 814	Add a splitter island, and add warning signage. Resurface and restripe intersection.	\$80,400	Low	Short	Parish
W20	Carroll Ln at Pero Church Rd	Install stop sign and restripe centerlines.	\$2,500	Low	Short	Parish
W21	Middle Rd at Trevillion Ln	Restripe intersection and add Retroreflective Raised Pavement Markers (RPMs) and warning signage.	\$6,400	Low	Short	Parish

Figure 36: RATP and Other Previous Planning Effort Projects

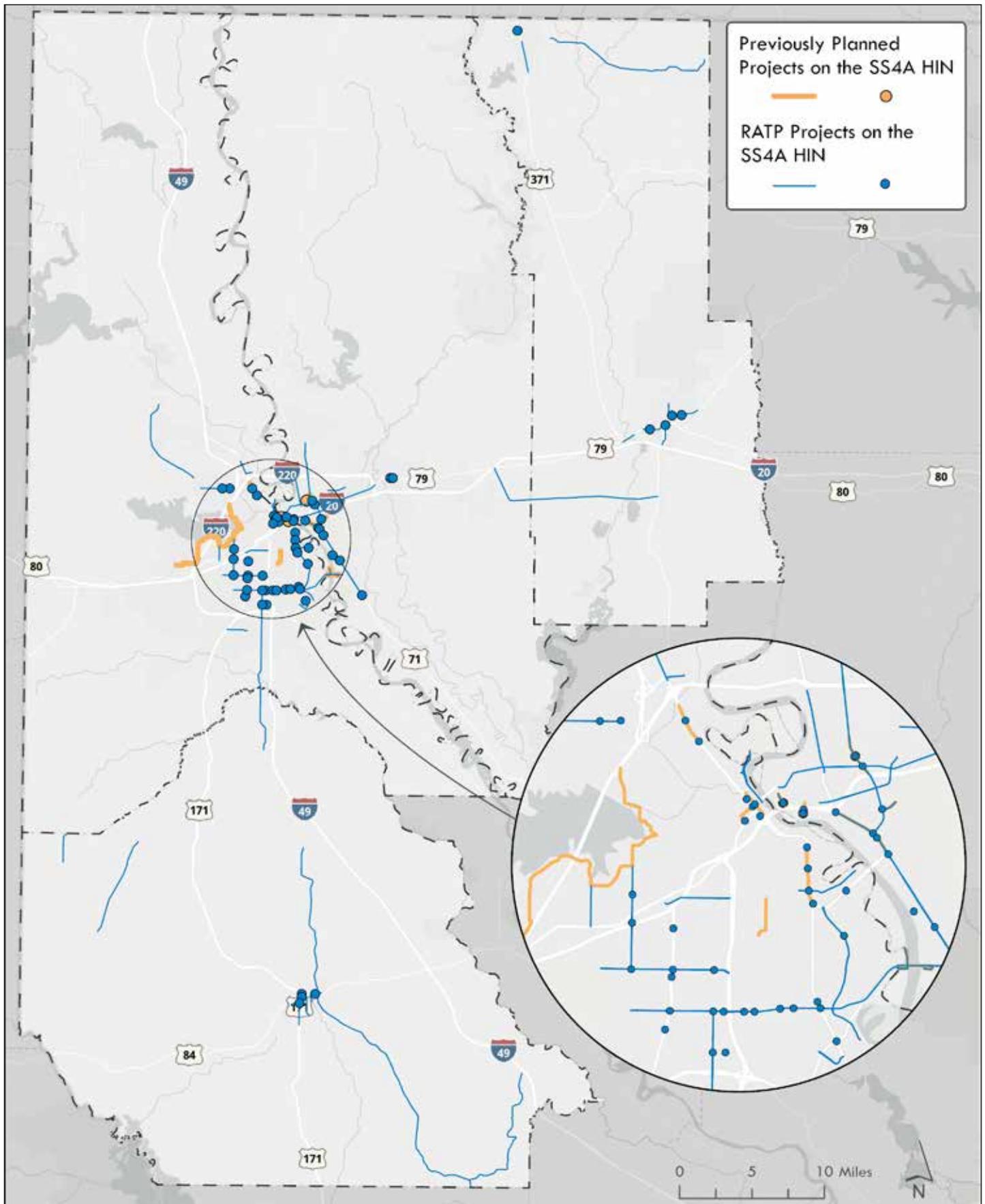


Table 23: Regional Active Transportation Plan Intersection Projects on the HIN

Intersection	Improvement Description	Cost (nearest 1000)	Priority
LA 157 (Butler St) / US 371 (N. Arkansas St)	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
Main St / Broadway St / East and West St / Elm St / US 79 (Homer Rd)	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
US 79 (Homer Rd) / Fincher Rd	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
Lee St / Sheppard St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
US 79 (Shreveport Rd) / Weston St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
US 84 (Polk St) / LA 175	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
US 84 (Polk St) / US 84 Business (Washington Ave)	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
US 84 Business (Washington Ave) / Gibbs St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
US 171 (Jenkins St) / US 84 Business	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
LA 1 (Youree Dr) / Stoner Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
LA 1 (Youree Dr) / E Olive St	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
LA 1 (Youree Dr) / E Washington St	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
LA 1 (Youree Dr) / LA 3032 (E Kings Hwy)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
US 71 (N Market St) / LA 3094 (N Hearne Ave)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
US 71 (N Market St) / Nelson St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High

This list is not all-inclusive of projects from the Regional Active Transportation Plan (RATP). Additional projects included in the RATP, when implemented, will provide opportunities for safer and more convenient travel by foot or bike.

Table 23: Regional Active Transportation Plan Intersection Projects on the HIN (continued)

Intersection	Improvement Description	Cost (nearest 1000)	Priority
US 71 (Market St) / LA 173 (Caddo St)	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
US 71 (Market St) / US 80 (Texas St)	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
US 71 (Market St) / Lake St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
US 71 (Spring St) / US 80 (Texas St)	Unsignalized: Spot Treatment	\$1,600	High
US 80 (Common St) / Crockett St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
LA 3194 (Dr. MLK Dr) / Russell Rd	Unsignalized: Add Crosswalk, Signage, Refuge Island	\$31,000	Med.
LA 3194 (Dr. MLK Dr) / Legardy St	Unsignalized: Add Crosswalk, Signage, Refuge Island	\$31,000	High
LA 511 (W 70th St) / St Vincent Ave	Signalized: Add Refuge Island	\$25,000	High
US 71 (Mansfield Rd) / Valley View Dr	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
E 85th St / St Vincent Ave	Unsignalized: Add Crosswalk, Signage	\$6,000	Med.
E 84th St / Linwood Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
US 171 (Hearne Ave) / Hollywood Ave	Signalized: Add Refuge Island, Update Crosswalk Striping	\$31,000	High
US 171 (Mansfield Ave) / LA 511 (W 70th St)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
LA 511 (W 70th St) / Linwood Ave	Signalized: Add Crosswalk, Refuge Island	\$31,000	High
LA 511 (E 70th St) / Fairfield Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High

Table 23: Regional Active Transportation Plan Intersection Projects on the HIN (continued)

Intersection	Improvement Description	Cost (nearest 1000)	Priority
LA 511 (E 70th St) / Line Ave	Signalized: Add Refuge Island	\$25,000	High
LA 511 (E 70th St) / Gilbert Dr	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
LA 511 (E 70th St) / Fern Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
Hollywood Ave / Linwood Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
US 171 (Hearne Ave) / Midway Ave	Signalized: Add Refuge Island	\$25,000	High
E Kings Hwy / E Preston Ave	Corridor Study	Included elsewhere	Low
LA 3032 (Shreveport Barksdale Hwy) / Knight St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	Med.
LA 1 (Youree Dr) / Gator Dr (Pacific Ave)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
LA 1 (Youree Dr) / LA 511 (70th St)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
LA 1 (Youree Dr) / LA 526 (E Bert Kouns Industrial Loop)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
US 171 (Hearne Ave) / Waggoner Ave	Unsignalized: Add Crosswalk, Signage, Refuge Island	\$31,000	High
Jewella Ave / Jackson St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
Jewella Ave / I-20 WB Ramps	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
Jewella Ave / Hollywood Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
LA 3105 (Airline Dr) / US 80 (E Texas St)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High

Table 23: Regional Active Transportation Plan Intersection Projects on the HIN (continued)

Intersection	Improvement Description	Cost (nearest 1000)	Priority
LA 3105 (Airline Dr) / Shed Rd	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
US 71 (Barksdale Blvd) / Central Park Drive	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
US 71 (Barksdale Blvd) / LA 3105	Corridor Study	Included in E Kings Hwy study	High
US 71 (Barksdale Blvd) / Fullilove Dr	Mid-Block: Pedestrian Hybrid Beacon	\$230,000	High
US 71 (Barksdale Blvd) / LA 3032	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
US 80 / Bellevue Rd	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
US 80 / Mid-South Loop	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
Hamilton Rd / I-20 Ramp (S)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	High
Riverside Dr / Diamondjacks Blvd / Arthur Ray Teague	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
Barksdale Blvd / Traffic St	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High
Arthur Ray Teague Jogging Trail / Shady Grove Dr	Trailhead	\$23,000	Low
US 71 (Barksdale Blvd) / Walker Pl	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
US 71 (Barksdale Blvd) / LA 612 (AR Teague Pkwy)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	\$93,000	Med.
LA 782-1 (Patricia Dr) / LA 3105 (Airline Dr)	Signalized: Add Crosswalk, Ped. Signal with Countdown	\$68,000	High

Table 24: Regional Active Transportation Plan Segment Projects on the HIN

Roadway	Improvement Description	Cost (nearest 1000)	Priority
Coyle Ave from Henrietta White Blvd to Gaisser St	Bike Boulevard	\$163,800	High
Springhill - Cullen Rail Trail from S Main St to Vine St	Shared Use Path	\$1,264,900	High
LA 159 from US 371 WB I-20 Exit to US 79	Side Path	\$3,304,700	High
LA 164 from US 79 to US 371	Shoulders	\$22,937,500	Med.
LA 157 from Percy Burns Rd to Gravel Pit Rd	Shared Lanes	\$1,435,300	Low
US 79 from US 371 to ~Sunny Beach Rd	Shoulders	\$1,710,000	Low
US 79 from Old Shreveport Rd to Sheppard St	Side Path	\$3,151,000	High
US 79 from US 79 to Country Club Cir	Corridor Study	\$250,000	High
LA 159 from Broadway St to ~Shropshire	Conventional Bike Lane	\$202,800	Low
LA 169 from LA 172 to Desoto Caddo Parish Line	Shared Lanes	\$251,300	Low
LA 175 from Highland Dr to US 84	Shoulders	\$1,910,300	Med.
LA 175 from LA 509 to LA 5	Shoulders	\$18,912,500	Med.
LA 177 from LA 175 to IH 49	Shared Lanes	\$1,309,600	Low
LA 513 from ~Francine Ave to Gibbs St	Bike Boulevard	\$161,200	Med.
US 84 Bus from Jenkins St to Polk St	Buffered Bike Lane	\$175,900	Med.

Table 24: Regional Active Transportation Plan Segment Projects on the HIN (continued)

Roadway	Improvement Description	Cost (nearest 1000)	Priority
LA 175 from DeSoto Sabine Parish Line to Highland Dr	Shared Lanes	\$2,152,200	Low
US 171 from ~Bedsole Ln to US 84 Business	Shoulders	\$2,747,300	Med.
Linwood Ave from Stonewall-Frierson Rd to W Bert Kouns Industrial Loop	Shoulders	\$14,837,600	Med.
US 84 from Kings Hwy to Polk St	Shoulders	\$2,143,300	Med.
LA 5 from State Rte 3015 to LA 172	Shoulders	\$12,433,300	Low
LA 175 from Polk St to LA 175	Side Path	\$972,400	High
US 84 from Polk St to Hope St	Shoulders	\$834,700	Low
Johnson St from Martin Luther King Dr to Gibbs St	Bike Boulevard	\$36,800	Med.
Clyde Fant Memorial Pkwy from Airport Dr to Milam St	Cycle Track	\$302,000	Med.
Clyde Fant Memorial Pkwy from Grimmett Dr to Airport Dr	Side Path	\$2,824,600	Med.
Curtis Ln from US 79 to Lakeshore Dr	Side Path	\$2,073,700	High
Millicent Way from Whitehall Dr to LA 1	Side Path	\$2,728,100	Med.
LA 511 from Jewella Ave to Clyde E Fant Memorial Pkwy	Corridor Study	\$1,000,000	High
E Kings Hwy from University Pl to E Kings Hwy	Corridor Study	\$500,000	Med.
E Washington St from Oak St to Higgins St	Bike Boulevard	\$186,200	High

Table 24: Regional Active Transportation Plan Segment Projects on the HIN (continued)

Roadway	Improvement Description	Cost (nearest 1000)	Priority
Ravendale Dr from US 71 to Old Mooringsport Rd	Shoulders	\$796,800	High
LA 3194 from Hilry Huckaby III Ave to Russell Rd	Buffered Bike Lane	\$482,200	High
Linwood Ave from Bert Kouns Industrial Loop to E 70th St	Side Path	\$7,937,100	High
US 71 from ~Ravendale Dr to Poleman Rd	Side Path	\$2,093,100	High
LA 173 from Roy Rd to LA 1	Shoulders	\$12,192,300	Low
Linwood Ave from Stonewall-Frierson Rd to W Bert Kouns Industrial Loop	Shoulders	\$14,837,600	Med.
Hollywood Ave from Kennedy Dr to IH 49	Buffered Bike Lane	\$896,300	High
LA 511 / Jimmie Davis Bridge Multi-Use Facility	Shared Use Path	\$2,989,200	Med.
Kings Hwy from Pershing Blvd to Samford Ave	Side Path	\$3,386,000	High
LA 526 from US 171 to Kingston Rd	Side Path	\$2,922,700	Med.
Jewella Ave from Hollywood Ave to Greenwood Rd	Side Path	\$2,700,000	High
Jewella Ave from Lakeshore Dr to Greenwood Rd	Buffered Bike Lane	\$289,000	High
Diamond Jacks Blvd from Riverside Dr to LA 71 WB Frontage Rd	Buffered Bike Lane	\$57,000	High
Patricia Dr from ~LA 3105 to Northgate Rd	Side Path	\$823,500	High
Traffic St from Riverwalk Blvd to Delhi St	Buffered Bike Lane	\$78,500	High

Table 24: Regional Active Transportation Plan Segment Projects on the HIN (continued)

Roadway	Improvement Description	Cost (nearest 1000)	Priority
Clyde Fant Memorial Pkwy from Grimmett Dr to Airport Dr	Side Path	\$2,824,600	Med.
LA 164 from US 79 to US 371	Shoulders	\$22,937,500	Med.
Shed Rd from Alpine Blvd to White Oak Orchards Apartments	Side Path	\$2,685,500	High
Old Minden Rd from Airline Dr to Old Shed Rd	Buffered Bike Lane	\$246,100	High
US 72 from Preston Blvd to Airline Dr	Cycle Track	\$276,100	High
Old Minden Rd from Barksdale Blvd to Preston Blvd	Cycle Track	\$108,600	High
US 71 from Central Park Dr to ~Sligo Road Ext	Corridor Study	\$1,000,000	High
McDade St from US 71 to State Rte 782-1	Conventional Bike Lane	\$130,500	High
US 79 from Traffic St to ~Stockwell Rd	Side Path	\$14,125,100	High
LA 3 from Benton Rd to Viking Dr	Side Path	\$4,303,600	High
LA 3105 from Patricia Dr to Wemple Rd	Side Path	\$12,653,600	High
LA 511 from Arther Ray Teague Pkwy Exit to Medical Dr	Side Path	\$775,900	Low

Table 25: Previous Planning Efforts Intersection Projects on the HIN

Intersection	Improvement Description	Priority
LA 3105 (Airline Dr) / Shed Rd	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	High
Arthur Ray Teague Pkwy / Diamondjacks Blvd	Intersections identified as "proposed crosswalk"	High
Barksdale Blvd / Traffic St	Intersections identified as "proposed crosswalk"	High

Table 26: Previous Planning Efforts Segment Projects on the HIN

Roadway	Recommended Facility	Priority
LA 511/Jimmie Davis Bridge Shared Use Path from Charles and Marie Hamel Memorial Park to Arthur Ray Teague Pkwy	Shared Use Path	Med.
Diamond Jacks Blvd from Hwy 71 WB Frontage Rd to Riverside Dr	Buffered Bike Lane	Med.
Hamilton Rd from Barksdale Blvd and Hwy 20 WB Frontage Rd	Buffered Bike Lane	High
Patricia Dr from Northgate Rd to Airline Dr	Side Path	High
Traffic St from Delhi St to Riverwalk Blvd	Buffered Bike Lane	High
Cresswell Ave	Bike Boulevard	High
Lakeshore Dr Shared Use Path from Bond Dr to Pines Rd	Shared Use Path	Med.
US 71 from Lake St to Cross Bayou Bridge	See District 04 Pedestrian Safety Improvements Plan	High
US 71 from N. Hearne Avenue to Havens Rd	See District 04 Pedestrian Safety Improvements Plan	High
LA 1 from E Kings Hwy to Stoner Ave	See District 04 Pedestrian Safety Improvements Plan	High
LA 3105/Airline Dr from Northside Dr to Hilton Dr	See District 04 Pedestrian Safety Improvements Plan	High
US 71 from Central Park Drive to West Gate Dr	See District 04 Pedestrian Safety Improvements Plan	High
US 80 from Crockett St to US 71	See District 04 Pedestrian Safety Improvements Plan	High

PROGRESS AND TRANSPARENCY

Action Plans funded through the Safe Streets and Roads for All (SS4A) grant program require a progress and transparency component to measure progress over time that includes outcome data to be shared with residents and other relevant stakeholders. Reporting will maintain transparency and accountability by recording progress and utilizing performance measures, which are identified below.



total # of crashes



and rate of fatalities



and rate of serious injuries



of non-motorized fatalities & serious injuries

NLCOG will create an online dashboard to report progress towards those goals and the status of ongoing safety projects.



CALL TO ACTION

Achieving the goal of zero traffic fatalities and serious injuries requires commitments from individuals, businesses, leaders, and organizations to do the following:

Drive Safely and Respectfully

When driving, follow the rules of the road and be safe behind the wheel.

Stop for Pedestrians

Pedestrians have the right-of-way. Stop for people crossing the road and share the road with cyclists.

Slow Down

Speeding is dangerous for drivers, passengers, pedestrians, and cyclists. Slow down so that everyone reaches their destinations.

Bike Safely

Wear a helmet and reflective material, look before turning, and follow the rules when cycling.

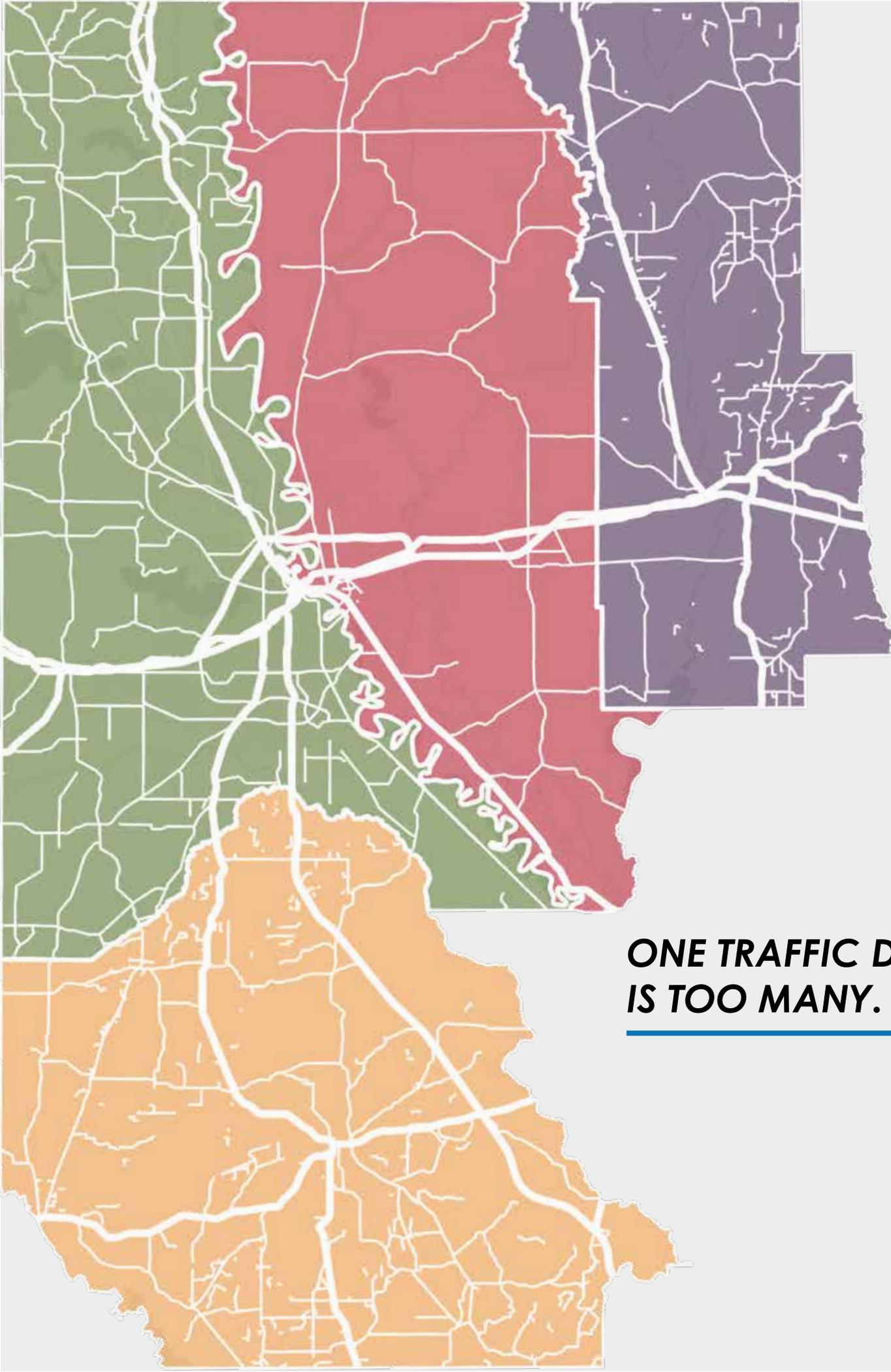
Remain Alert

Do not text and drive or drive while impaired. Be aware of traffic and use crosswalks to cross the road.

Share your Support

Share this information with family and friends. Show your support for projects that improve roadway safety.





**ONE TRAFFIC DEATH
IS TOO MANY.**
