



**SOUTH CENTRAL
REGIONAL TRANSPORTATION
SAFETY PLAN
(SCRTSP)**

(Parishes of Assumption, Lafourche, St. Charles, St. James, St. John, Terrebonne)

Adopted on October 26, 2011

A collaborative effort between SCPDC, LADOTD, SCSCP and safety partners from the abovementioned parishes. Contact SCPDC at (985) 851-2900 or email rudynah@scpd.org for more info.



SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY PLAN (SCRTSP)

(Parishes of Assumption, Lafourche, St. Charles, St. James, St. John, Terrebonne)

The South Central Regional Transportation Safety Plan (SCRTSP) is an action plan developed by the South Central Planning & Development Commission (SCPDC) and its highway safety partners to implement the statewide Strategic Highway Safety Plan (SHSP) at the local level. Funded by Louisiana Department of Transportation and Development (LADOTD), the SCRTSP is a collaborative effort between SCPDC, LADOTD, parish governments and law enforcement agencies from SCPDC's member parishes, the Houma-Thibodaux Metropolitan Planning Organization (HTMPO), and the South Central Safe Community Partnership (SCSCP).

Following through the SHSP's vision to reach Destination Zero Deaths, the SCRTSP aims to reduce the number of roadway fatalities in the region by 50% in 2030. Non-infrastructure and infrastructure efforts will be aimed on four emphasis areas, namely: Occupant Protection, Alcohol Impaired Driving, Crashes Involving Young Drivers, and Infrastructure & Operations. The 4E's (education, enforcement, engineering and emergency medical services) will be done through constant collaboration between partners.

Who should participate in this effort?

LADOTD Highway Safety Section, LADOTD District 2, LADOTD District 61, DOTD Houma Sub-district

LHSC and FHWA safety planners, Houma-Thibodaux MPO folks

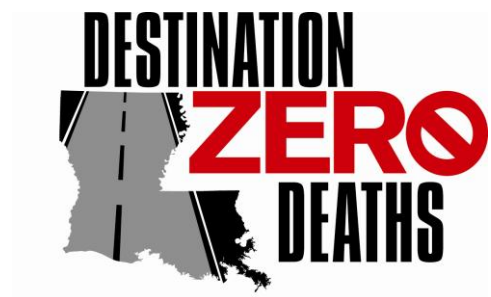
Parish engineers, planners, sheriff's officers, local police officers, medical professionals, educators, public works & highways personnel, road safety advocates and safety group leaders from the Parishes of Assumption, Lafourche, St. Charles, St. John, St. James & Terrebonne

Contact SCPDC at (985) 851-2900 or email rudynah@scpsc.org for more information.



South Central Regional Transportation Safety Coalition

Regional Transportation Safety Plan



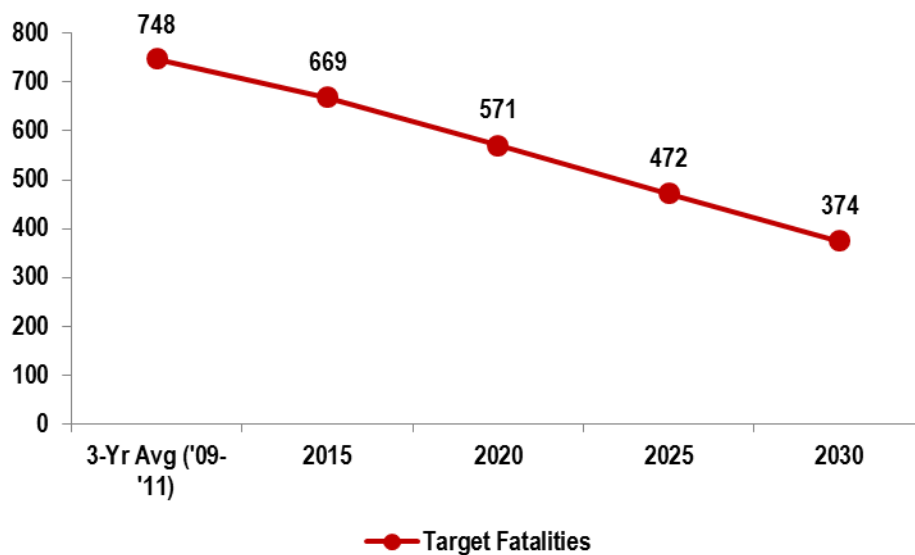
Louisiana Strategic Highway Safety Plan and Regional Safety Action Plans

In 2006, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which established the Highway Safety Improvement Program (HSIP) as a core federal program. To receive funding under this Program, states were required to develop Strategic Highway Safety Plans (SHSP). The SHSP is a data-driven, four to five year comprehensive plan that establishes statewide goals, objectives, key emphasis areas and proven strategies to reduce fatalities and serious injuries. Since crashes are most likely caused by a number of different factors, the strategies developed in the SHSP are a result of a number of different techniques including engineering, education, law enforcement, and emergency medical services (known as the 4 E's).

In 2006, the Louisiana Department of Transportation and Development (LADOTD) developed the State's first SHSP to mitigate the devastating effects of motor vehicle related fatalities and serious injuries on Louisiana roadways. In 2011, DOTD completed an update to the original plan and identified the leading factors contributing to fatalities in the State: **failure to buckle up, speeding and aggressive driving, alcohol-related driving, run-off-road crashes, young drivers, and intersection crashes**. To address these areas, the SHSP puts forth a number of aggressive projects and programs, with the intent of reaching the new state goal: **Halve fatalities by 2030**.

The updated SHSP uses a baseline average of 2009-2011 data to calculate the necessary rate of change to achieve a 50 percent reduction in fatalities by 2030. Benchmarks for achieving this goal are illustrated in Figure 1.

Figure 1: Benchmarks to Achieve 50 Percent Reduction in Fatalities by 2030



To reach this goal, the effort is two-fold. At the State level, the SHSP identifies four key emphasis areas for reducing fatalities: Alcohol-Related Driving; Occupant Protection; Infrastructure and Operations; and Crashes Involving Young Drivers. It also tasks stakeholders with examining further, the areas of distracted driving and aggressive driving. The emphasis area teams meet regularly to track implementation of the various strategies and action steps in the statewide SHSP.

At the local level, DOTD has split the State into ten different regions, which correspond to the DOTD Districts and the Louisiana State Police (LSP) Troop Commands. Each region is charged with forming a safety coalition, representative of the 4 E's, and developing a Safety Action Plan linked with the SHSP. The MPO leads some of the coalitions, while others are led by the Safety Council, DOTD District, Louisiana State Police (LSP) Command, or local law enforcement. MPO involvement is important to ensure that the results of plans are funded through the Transportation Improvement Program (TIP).

In the South Central Region, the **South Central Safe Community Partnership (SCSCP)** was established in October 1999 through the Safe Communities Grant Program from Louisiana Highway Safety Commission (LHSC). This coalition, which is staffed by the Transportation Division of South Central Planning and Development Commission (SCPDC), holds quarterly meetings and annual safety summit to discuss ongoing safety programs and projects in the region. It is comprised of a diverse group of safety stakeholders representing the MPO, law enforcement, educators, health professionals, emergency personnel, policy makers, parents, youth, community leaders, and safety advocates. In 2010, the SCSCP members formed a planning subcommittee to create the regional version of SHSP which was coined as the South Central Regional Transportation Safety Plan (SCRTSP).

This living plan was officially adopted by the SCPDC, LADOTD and SCSCP partners on October 26, 2011.

The regional safety plans are akin to mini SHSPs. Regions are asked to examine the data for their specific region, identify the major problems or emphasis areas, and develop strategies and measurable action steps for reducing fatalities. Although DOTD implements a number of safety programs and projects at the statewide level, the regional plans harness local knowledge to identify what safety programs and projects will have the greatest impact on fatalities at the parish level.



REGIONAL SAFETY COALITION MEMBERS

The organizations and agencies involved in all aspects of safety planning for this region are members of the **South Central Safe Community Partnership**, which is a Safe Communities coalition that represents the 4 Es of safety – engineering, enforcement, education, and emergency response. A subset of the coalition formed a planning committee to develop the **South Central Regional Transportation Safety Plan (SCRTSP)**. These stakeholders drafted the contents of the Plan and will oversee its development, implementation, and evaluation. The agencies represented on the planning committee are:

- LADOTD; LA Highway Safety Commission (LHSC); South Central Planning & Development Commission (SCPDC); Houma-Thibodaux Metropolitan Planning Organization (HTMPO); Louisiana State Police (LSP) Troop C; Terrebonne Parish Consolidated Government (TPCG); Lafourche Parish Government (LPG); St. John the Baptist Parish District Attorney's Office; St. James Parish Sheriff's Office; Houma Police Department (HPD); and Thibodaux Police Department (TBD).

However, all SCSCP member agencies from the Bayou and River Regions contributed their ideas to this Plan. The following additional agencies constitute the full list of safety stakeholders in the region, who should be consulted and included in future iterations of the plan:

- Alcohol & Drug Abuse Council of South Louisiana (ADAC)
- Assumption Parish School Board and Sheriff's Office, including the Village of Napoleonville
- Bayou Region Motorcycle Awareness Campaign (MAC)
- Lady of the Sea General Hospital (LOSGH); Leonard Chabert Medical Center (LCMC)
- Lafourche Parish Government, School Board and Sheriff's Office, including Town of Lockport and Town of Golden Meadow
- Louisiana Operation Lifesaver (LOL); Louisiana Passenger Safety Task Force (LPSTF); Louisiana Technical Assistance Program (LTAP); Louisiana Transportation Research Center (LTRC); LSP Headquarters
- Mothers Against Drunk Driving (MADD); National Highway Traffic Safety Administration (NHTSA); Nicholls State University (NSU) Police Department
- Office of Public Health (OPH)
- St. Charles Parish Government, School Board and Sheriff's Office
- St. James Parish Government, School Board and Sheriff's Office, including Town of Gramercy and Town of Lutcher
- St. John the Baptist Parish Government, District Attorney's Office, School Board, Sheriff's Office and LSU Ag Center Research & Extension
- Terrebonne Parish Consolidated Government, School Board and Sheriff's Office
- Wal-Mart Transportation

STRATEGIC FRAMEWORK

An effective strategic plan provides a transparent, structured framework for informing project and investment decisions. They typically identify goals, objectives and strategies to help achieve success, but they do not list the specific projects or task actions that will help achieve these goals. This level of detail is reserved for the action plans, which are attached to this document. The vision, mission, and goals for the South Central Region remind stakeholders what they should achieve on a day-to-day basis and over the life of this Safety Action Plan.

VISION

The purpose of setting a vision is to provide direction and focus for an agency or group. The vision helps leaders and employees understand what they are working towards. In the South Central Region; the vision is:

To reach ***destination zero deaths*** on roadways

MISSION

The mission describes the purpose of the Safety Coalition and what the group will strive to provide on a day-to-day basis. The mission of the South Central Safe Community Partnership's SCRTSP is:

To reduce the human and economic toll on the region's surface transportation system due to traffic crashes through collaboration and an integrated data driven 4E (engineering, enforcement, education, and emergency response) approach. The Coalition intends to develop and implement an Action Plan that uses data analysis and promotes citizen's involvement in bringing about a program of priorities designed to reduce the incidence of traffic crashes within the South Central Region of Assumption, Lafourche, St. Charles, St. James, St. John, and Terrebonne.

GOAL

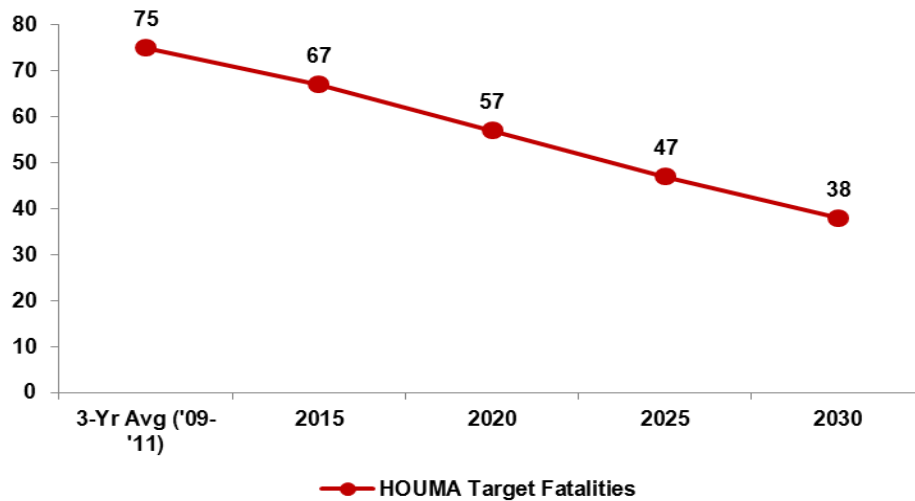
The goal is a clear statement that identifies what the Safety Coalition strives to achieve. The SCRTSP's **goal** is:

To ***halve fatalities by 2030***

REGIONAL DESCRIPTION

The South Central Safe Community Partnership (SCSCP) encompasses the parishes of Assumption, Lafourche, St. Charles, St. James, St. John, and Terrebonne. The current plan uses a baseline of 2009-2011 average numbers of fatalities to calculate the necessary rate of decline to achieve the goal of reducing fatalities by half by 2030. Benchmarks for achieving this goal are illustrated in Figure 2. Between 2009 and 2030, the SCSCP will need to capitalize on safety projects and programs to reduce fatalities by an average of two per year.

Figure 2: Benchmarks to achieve 50 percent reduction in Fatalities in HOUMA by 2030



EMPHASIS AREA SELECTION

Each regional coalition is tasked with examining traffic safety data to determine where to focus safety resources to reduce fatalities by 2030.

Table 2 shows the overall number of fatalities and serious injuries in the region from 2007 to 2011. The overall number of fatalities and serious injuries has declined by 28.9 percent from 2007 to 2011. Specifically fatality numbers have declined by 44.4 percent while serious injuries decreased by 27.3 percent during the same period.

Table 2: Fatalities and Serious Injuries in South Central Region, 2007-2011

Year	Fatalities	Serious Injuries	Fatalities & Serious Injuries
2007	99	920	1,019
2008	113	906	1,019
2009	81	732	813
2010	88	670	758
2011	55	669	724

Figure 3 illustrates the number of fatalities and serious injuries in the South Central region by parishes. Terrebonne leads the region followed by Lafourche and St. Charles.

Figure 3: Fatalities & Serious Injuries by Parishes, 2007-2011

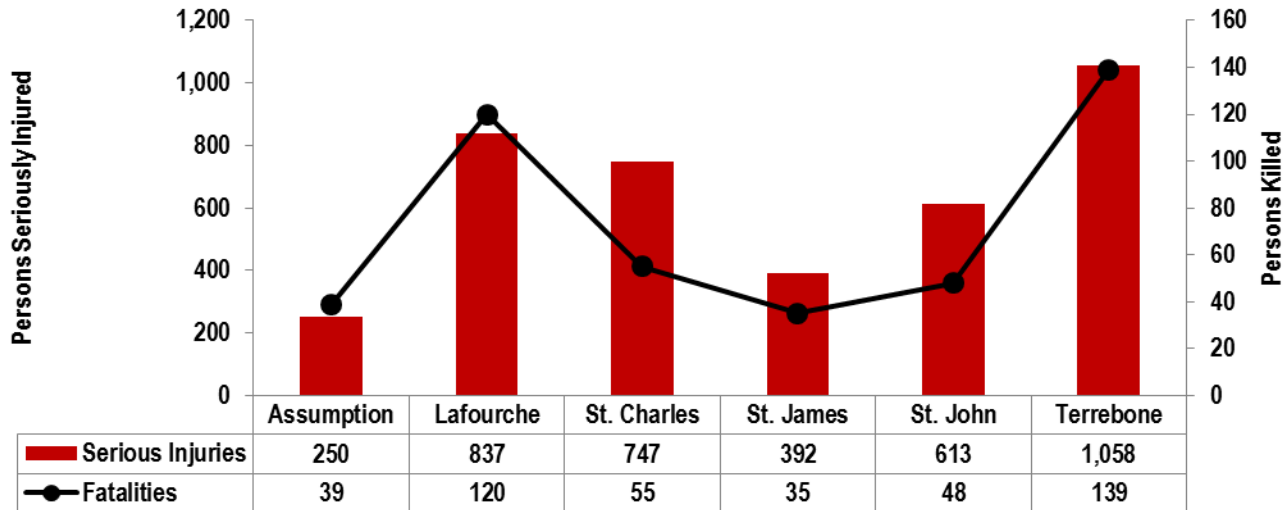
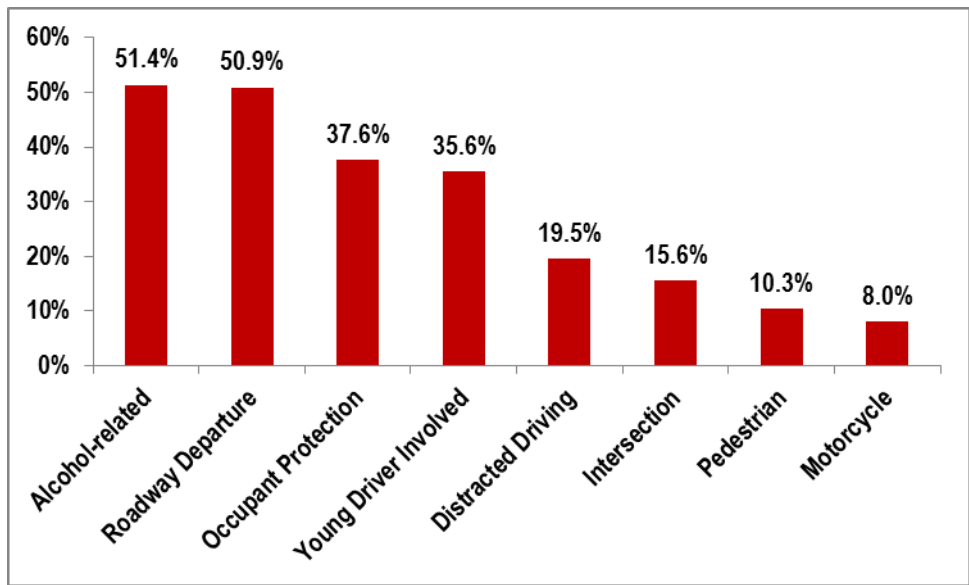


Figure 4 shows the contributing factors to fatalities, which include alcohol-related driving, roadway departure, intersections, unrestrained occupants, distracted driving, and young drivers. The reason the percentages do not add up to 100% is because each crash is generally the result of a number of factors. For example, a crash may have been a roadway departure and the driver was also impaired. The police report would make note of both these factors, so the crash would be counted in both categories.

Figure 4: Contributors to Fatalities as Percent of Total Problem



Based on data analysis, engineering judgment and other considerations, the SCSCP recommended adopting the following four emphasis areas for improvement.

Alcohol-Related Driving

Occupant Protection

Young Driver

Infrastructure and Operations

To help track the progress of the plan and get everyone on the same path towards the same goal, the SCSCP appointed team leaders for each of the above-mentioned emphasis areas.

The following sections discuss each of the adopted emphasis areas, including the goal established for the emphasis area and proposed strategies for reducing fatalities and serious injuries.

ALCOHOL RELATED DRIVING

Background

Alcohol-related driving contributes to nearly 51.4 percent of all the roadway deaths and 25.0 percent of the overall serious injuries. Figure 5 shows alcohol related driving fatalities and serious injuries from 2007 to 2011.

Figure 5: Alcohol Related Driving Fatalities & Serious Injuries, 2007-2011

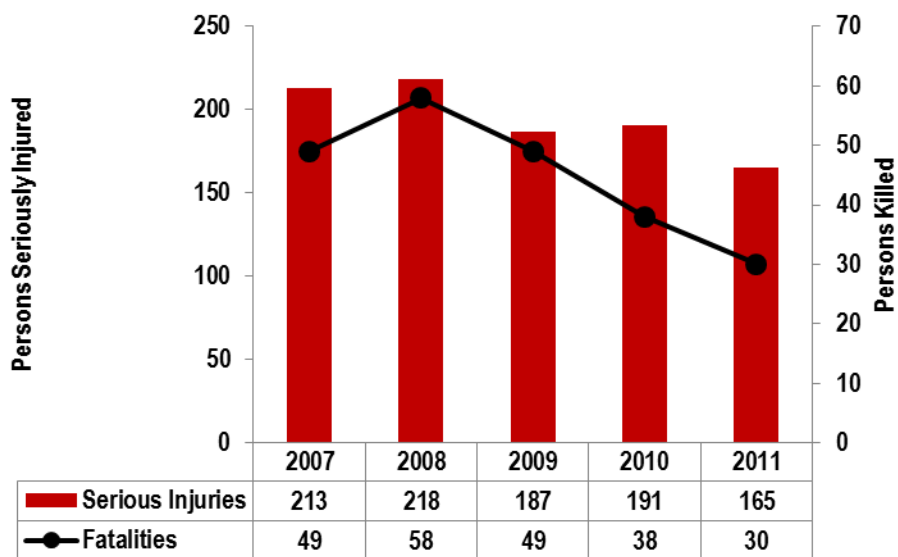
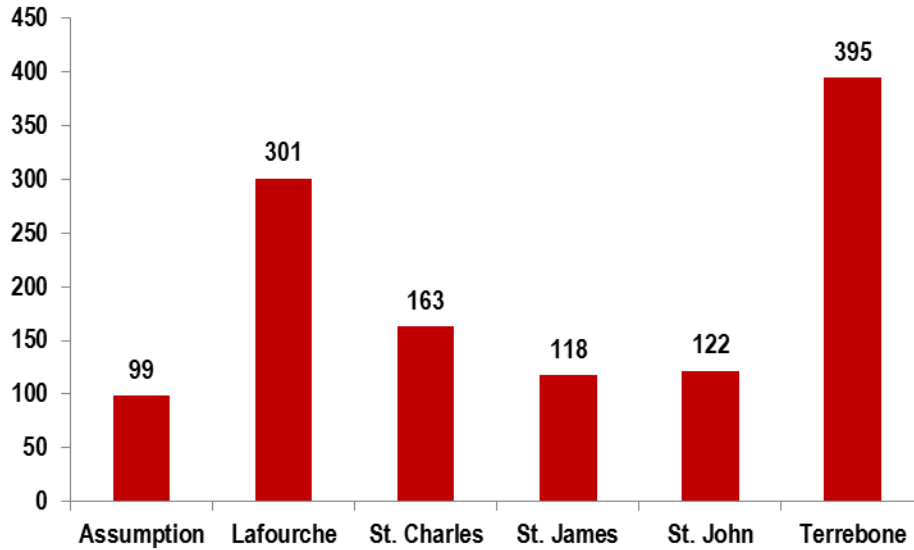


Figure 6 illustrates the breakdown of alcohol-related driving fatalities and serious injuries by parishes. Terrebonne leads the region followed by Lafourche and St. Charles.

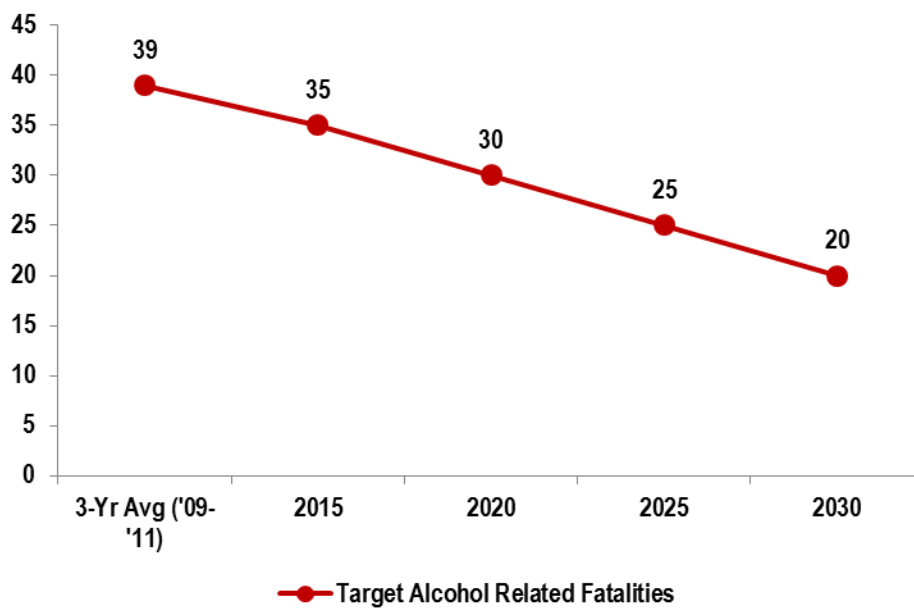
Figure 6: Alcohol Related Driving Fatalities & Serious Injuries, by Parishes, 2007-2011



Goal

The goal for the Alcohol-Related Emphasis Area team is to reduce alcohol related driving fatalities by no less than 50 percent by 2030. Figure 9 illustrates this benchmark.

Figure 9: Benchmark to achieve 50 percent reduction in Alcohol Related Driving Fatalities by 2030



To achieve these benchmarks, the Alcohol Related Emphasis Area team identified the following objectives and strategies:

1. Increase the number of officers trained in NHTSA/IACP or Louisiana approved advanced DUI enforcement courses by ten percent annually.
 - Increase basic training opportunities for local law enforcement agencies and advanced training for state troopers. The strategy involves providing training for the trainer; establishing an annual or bi-annual refresher-training program for each type of impaired driving training course for law enforcement officers; providing Standard Field Sobriety Test (SFST) and Intoxilizer training to all local law enforcement officers who work traffic patrol and/or sobriety checkpoints; and supporting training for all law enforcement officers in the region who work traffic patrol and/or sobriety checkpoints.
2. Increase impaired driving prevention and public education programs in the South Central Region.
 - Develop and implement a campaign to increase awareness of the dangers, costs and consequences of impaired driving in conjunction with regional high visibility enforcement and No Refusal Weekend activities. The strategy involves vigorous promotion of No Refusal Weekends using radio, TV, and print pieces throughout the region; engaging Public Information Officers (PIOs) in schools, colleges, and businesses to coordinate communication calendars to release information regarding the dangers, costs and consequences of impaired driving in conjunction with regional high visibility enforcement and No Refusal Weekend activities; increasing the number of impaired driving-related ride-along's conducted in the Region for the media, judges & District Attorney; promoting "Get in the Zone-Don't Drink and Drive" supervised alcohol and drug free zones for Mardi Gras events; providing educational activities through the Think Before You Drink program; conducting interactive lectures to students through the "Sudden Impact Program" at high schools/college universities to raise awareness of the dangers of driving while impaired, which can be coordinated with "Fatal Vision" demonstrations; alcohol awareness training and education for employees in bars and stores that sell alcohol.
3. Increase the number of impaired driving related high-visibility enforcement activities in the South Central Region.
 - Increase the number of joint saturation patrols among the Region's law enforcement agencies. The strategy involves overtime DWI enforcement for extra saturated patrols; including at least one DWI checkpoint in Assumption Parish and a DWI checkpoint July 4, 2012 weekend.
 - Increase the number of DWI/Sobriety checkpoints conducted in the Region and the ability to quickly test and process impaired drivers. The strategy involves conducting regular, well-publicized DWI checkpoints; purchasing DWI van to increase police presence and process impaired driving incidents on the spot.
 - Brand the Region's DWI enforcement campaign and secure adoption from all participating law enforcement agencies to utilize and promote the brand. The strategy involves expanding the "Zero for December" high visibility enforcement program, which targets impaired drivers around the holidays. This can be expanded and done during other months of the year as well.

YOUNG DRIVERS

Background

Young driver (15-24 years old) involved crashes caused 155 fatalities (35.6 percent of the total roadway fatalities) and 1,533 serious injuries (39.3 percent of the overall roadway serious injuries) between the years 2007 to 2011. Figure 10 shows young driver related fatalities and serious injuries from 2007-2011.

Figure 10: Young Driver Involved Fatalities & Serious Injuries, 2007-2011

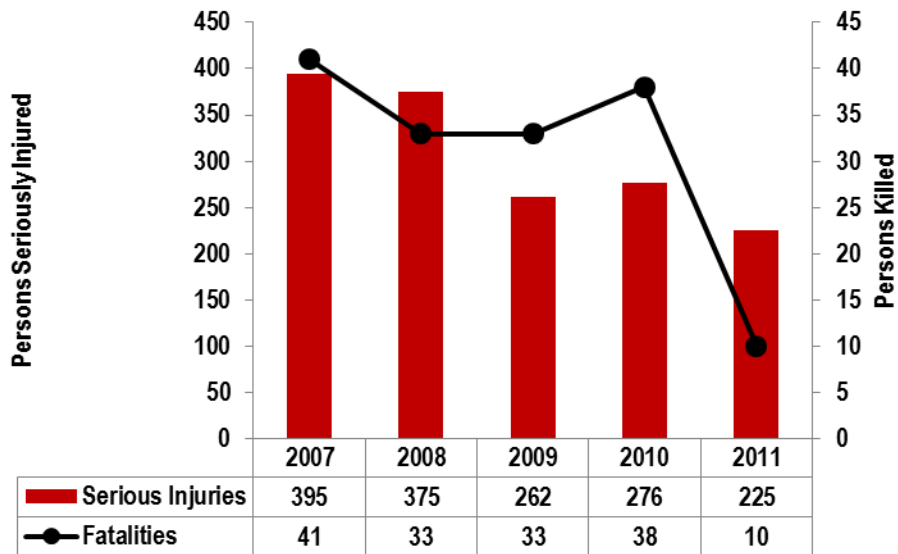
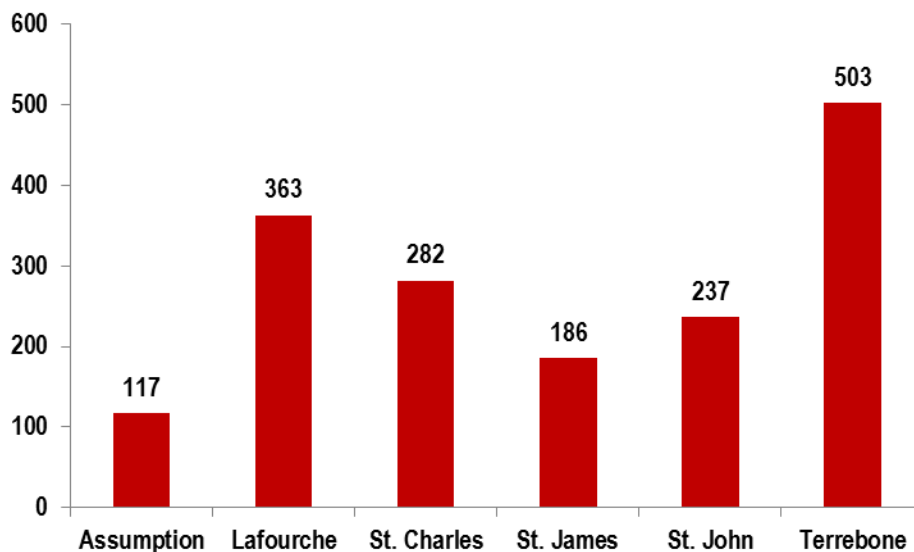


Figure 11 illustrates the breakdown of young driver involved fatalities and serious injuries by parish. Terrebonne leads the region followed by Lafourche, St. Charles, St. John, St. James, and Assumption.

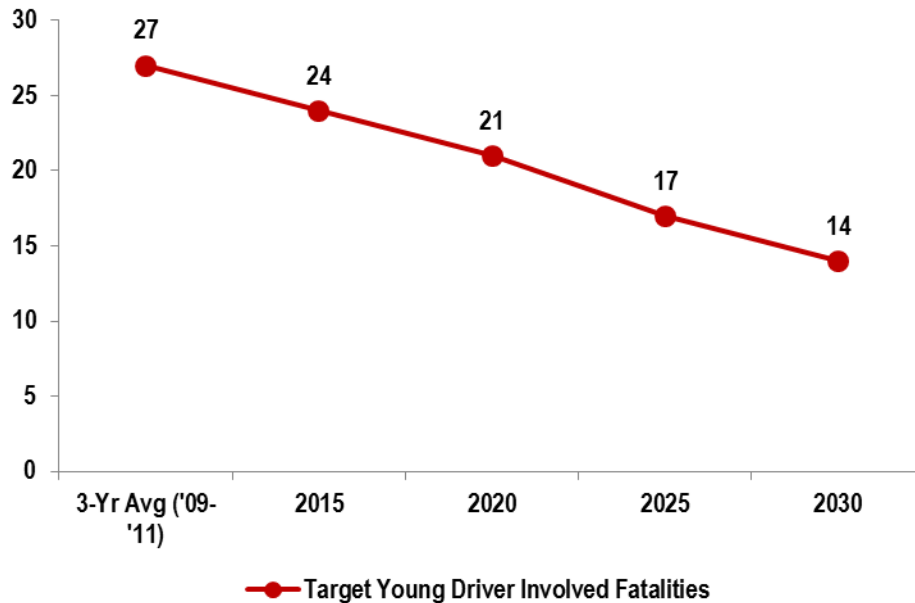
Figure 11: Young Driver Involved Fatalities & Serious Injuries, by Parishes, 2007-2011



Goal

The goal for Young Drivers Emphasis Area Team is to reduce young driver involved fatalities by no less than 50 percent by 2030. Figure 12 illustrates this benchmark.

Figure 12: Benchmark to achieve 50 percent reduction in Young Driver Involved Fatalities by 2030



To achieve these benchmarks, the Young Driver Emphasis Area Team identified the following objectives and strategies:

1. Increase awareness of the costs and consequences of dangerous driving behaviors (e.g. not wearing a seat belt, impaired driving or riding with an impaired driver, speeding, texting, etc.) among 15 – 20 year olds.
 - Host additional Sudden Impact programs.
 - Implement “Teen Driving Academy” at two high schools per year.
 - Create and implement public information campaign for middle and high schools. The strategy involves holding lecture series, which teach the young drivers about the consequences of driving under the influence; starting a social media campaign using Facebook to engage students; partnering with SchoolTube.com to host a safety video contest for all high schools in the region; conducting safety talks in public schools; expanding “Teen Driver Death Prevention Awareness” to public high schools.
2. Increase awareness of the costs and consequences of dangerous driving behaviors (e.g. not wearing a seat belt, impaired driving or riding with an impaired driver, speeding, texting, etc.) among 21 – 24 year olds.
 - Create public information campaign for college students and young adults. The strategy involves creating social media campaigns using Facebook and Twitter.

OCCUPANT PROTECTION

Background

Unrestrained drivers or passengers account for 164 fatalities (37.6 percent of the total roadway fatalities) and 665 serious injuries (17.1 percent of the overall roadway serious injuries) between the years 2007 to 2011. Figure 13 illustrates the unrestrained fatalities and serious injuries from 2007-2011.

Figure 13: Unrestrained Fatalities & Serious Injuries, 2007-2011

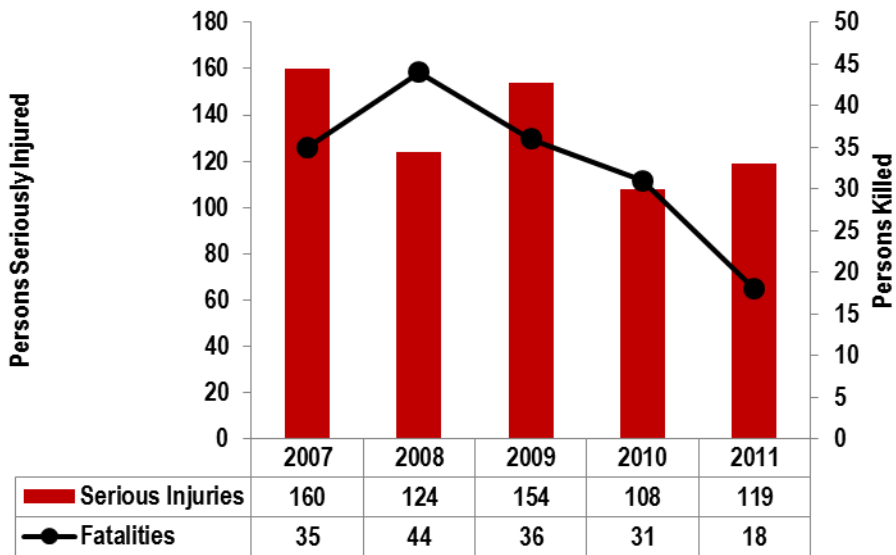
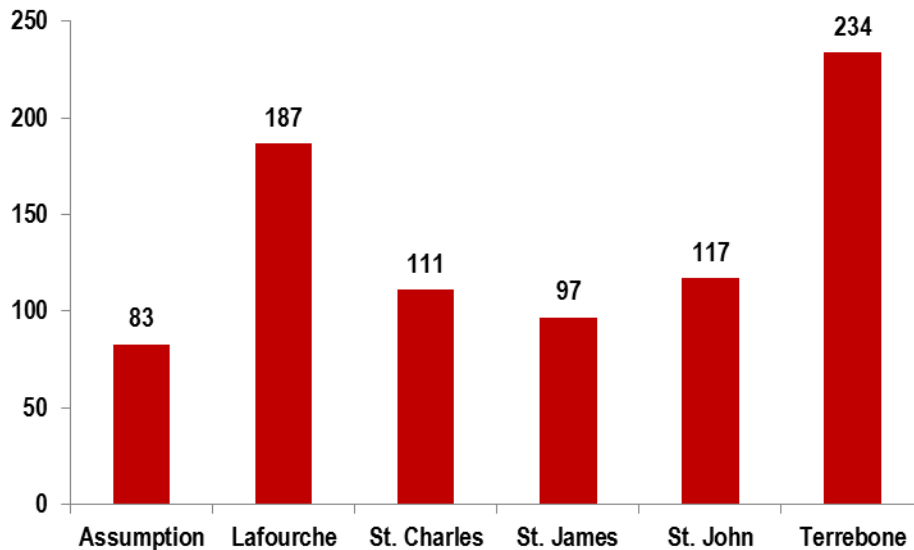


Figure 14 illustrates the breakdown of unrestrained fatalities and serious injuries numbers by parishes. Terrebonne leads the region followed by Lafourche, St. Charles, St. John, St. James, and Assumption.

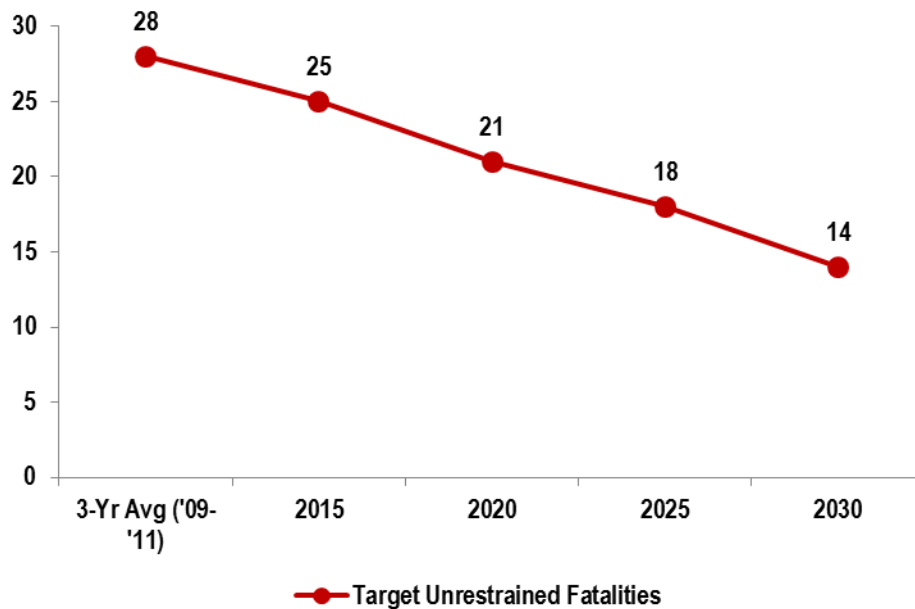
Figure 14: Unrestrained Fatalities & Serious Injuries, by Parishes, 2007-2011



Goal

The goal for Occupant Protection Emphasis Area team is to reduce unrestrained fatalities by no less than 50 percent by 2030. Figure 16 illustrates this benchmark.

Figure 16: Benchmark to achieve 50 percent reduction in Unrestrained Fatalities by 2030



To achieve these benchmarks, the Occupant Protection Emphasis Area Team identified the following objectives and strategies:

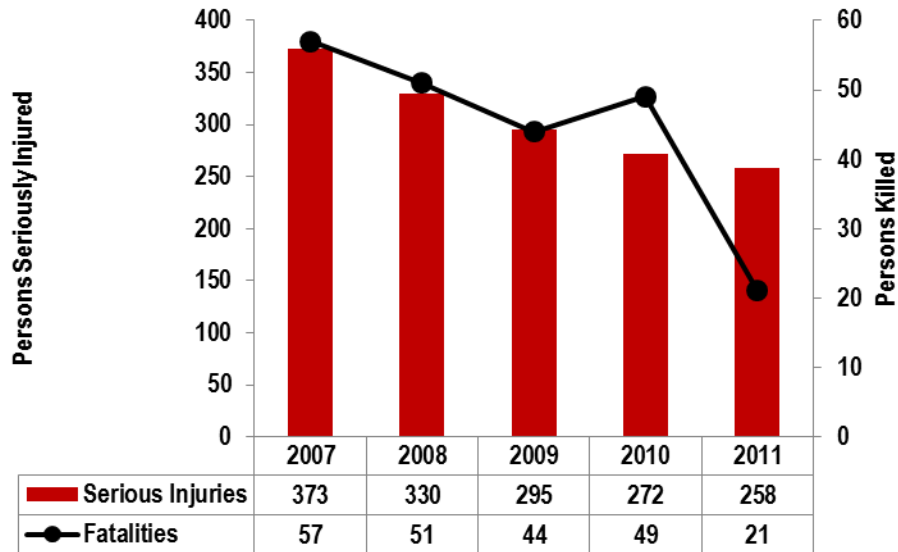
1. Increase seat belt use public information and education programs in the South Central Region and coordinate with law enforcement events.
 - Promote proper installation of child safety seats, proper child restraints, and general child safety. The strategy involves hosting Child Restraint Inspection events to educate parents on child safety and the proper use of booster seats; promoting child passenger safety at the Safety Town event, including child seat checks; promoting occupant protection in newspapers, radio stations, TV and the public.
 - Engage PIOs in schools, colleges, and businesses to coordinate communication calendars to release information regarding the dangers and consequences of non-belt use. The strategy involves spreading “Buckle Up, America” message to schools and local agencies throughout the region, which could be coordinated using a Facebook page or in-person presentations.
2. Increase enforcement of seat belt violations.
 - Raise awareness of seatbelt violations with educational campaigns and law enforcement patrols. The strategy involves conducting highly publicized enforcement campaigns to maximize occupant protection; expanding the nationwide Click It or Ticket Mobilization media campaign throughout the region, to increase awareness on seatbelt use; and conducting daytime and nighttime seatbelt checkpoints.

INFRASTRUCTURE AND OPERATIONS

Background

Roadway departure fatalities account for 222 fatalities (nearly 50.9 percent of the total roadway fatalities) and 1,528 serious injuries (39.2 percent of the overall roadway serious injuries). Figure 17 shows roadway departure fatalities and serious injuries from 2007 to 2011.

Figure 17: Roadway Departure Fatalities & Serious Injuries, 2007-2011



Intersection fatalities account for 68 fatalities (15.6 percent of total roadway fatalities) and 977 serious injuries (25.1 percent of the overall serious injuries). Figure 18 shows intersection fatalities and serious injuries from 2007 to 2011.

Figure 18: Intersection Fatalities & Serious Injuries, 2007-2011

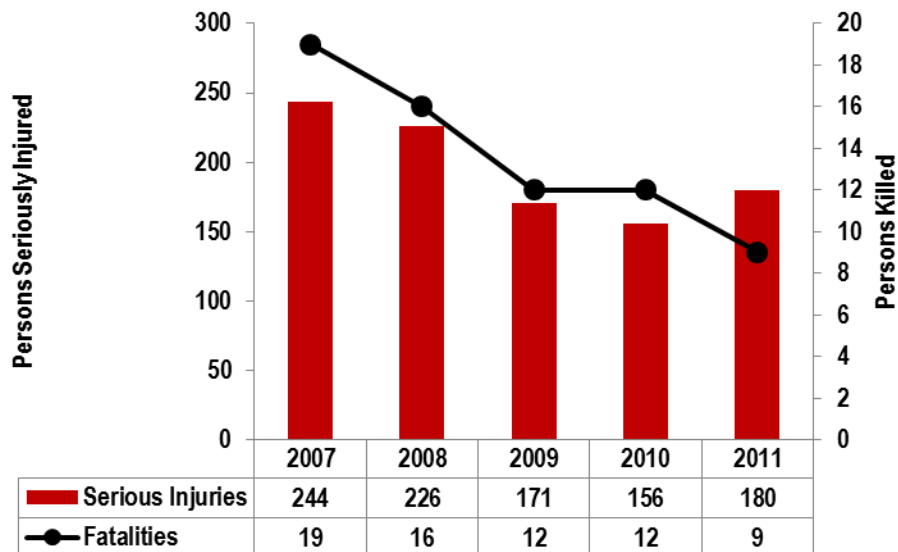


Figure 19 illustrates the breakdown of roadway departure fatalities and serious injuries numbers by parishes. Terrebonne leads the region followed by Lafourche, St. Charles, St. John, St. James, and Assumption.

Figure 19: Roadway Departure Fatalities & Serious Injuries, by Parishes, 2007-2011

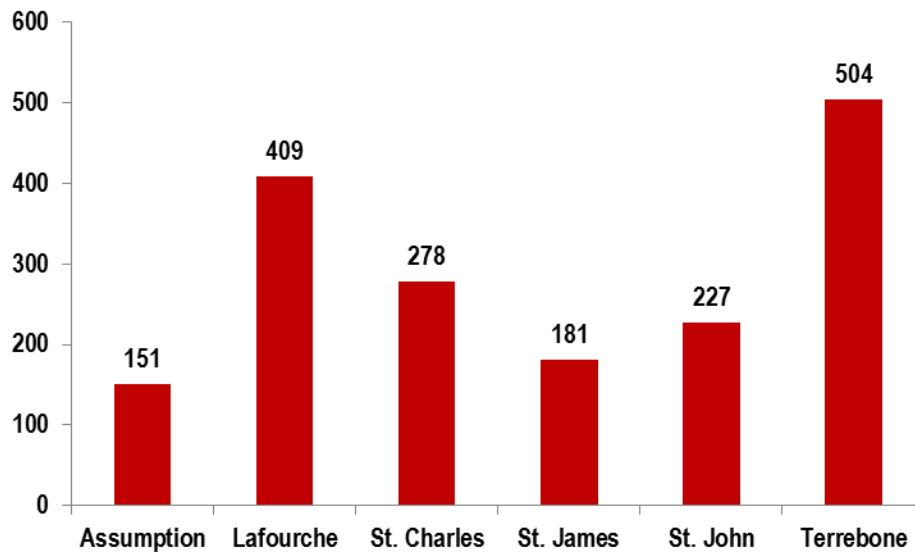
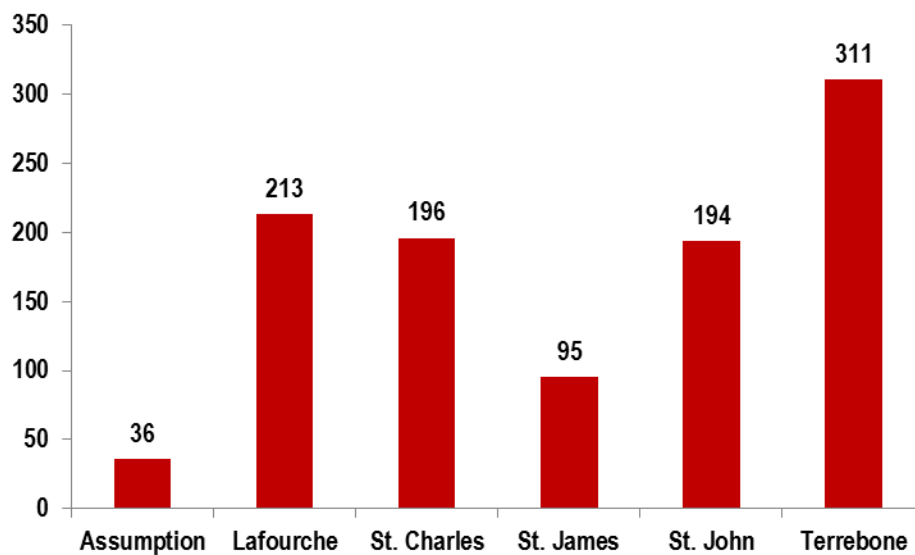


Figure 20 illustrates the breakdown of intersection fatalities and serious injuries numbers by parishes. Terrebonne leads the region followed by Lafourche, St. Charles, St. John, St. James, and Assumption.

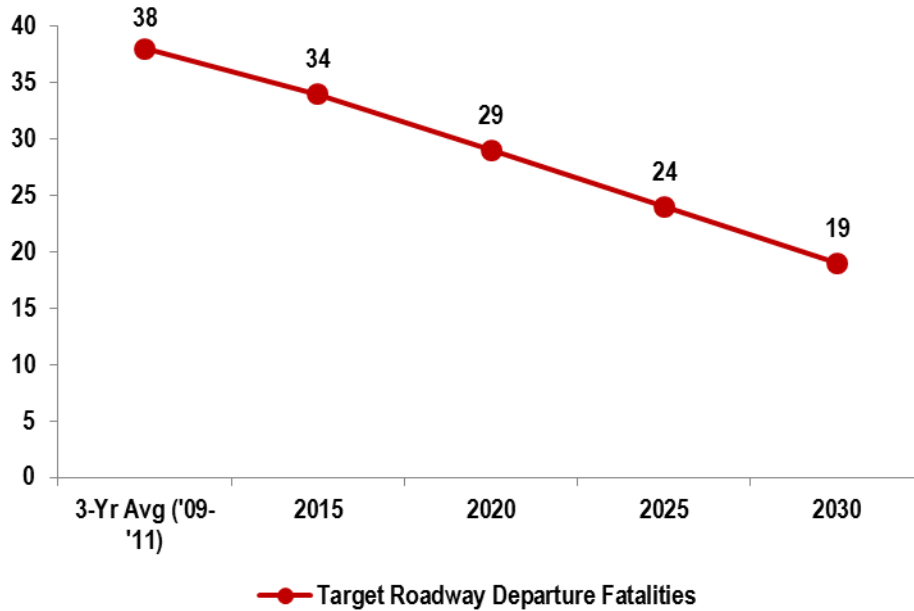
Figure 20: Intersection Fatalities & Serious Injuries, by Parishes, 2007-2011



Goal

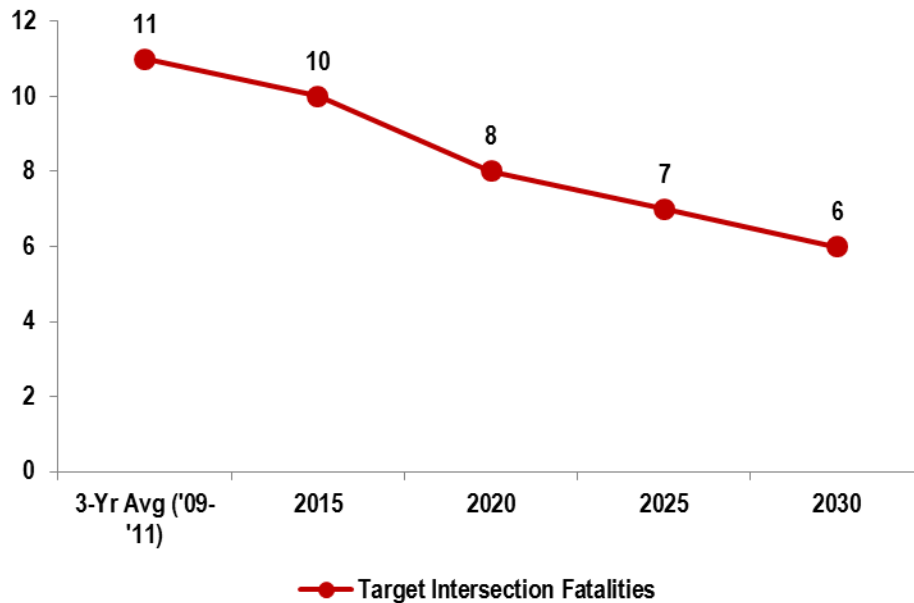
The goal for roadway departure emphasis team is to reduce roadway departure fatalities by no less than 50 percent by 2030. Figure 21 illustrates this benchmark.

Figure 21: Benchmark to achieve 50 percent reduction in Roadway Departure Fatalities by 2030



The goal for intersection emphasis team is to reduce intersection fatalities by no less than 50 percent by 2030. Figure 22 illustrates this benchmark.

Figure 22: Benchmark to achieve 50 percent reduction in Intersection Fatalities by 2030



To achieve these benchmarks, the Infrastructure and Operations Emphasis Area Team identified the following objectives and strategies:

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

- Collaborate with DOTD Houma Sub-district, HTMPO committees and Safe Community partners to identify safety concerns and assess data and organize a multidisciplinary Road Safety Assessment (RSA) Team that will work together with DOTD and consultants in implementing low-cost safety improvements in rural and urban state roads.

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

- Assist parish governments and local agencies in seeking out various opportunities for implementing safety projects on horizontal curves on local roads and minimize the likelihood of crashing into an object or overturning if the vehicle travels off the shoulder

3. Increase safety at roadway intersections, while improving mobility and connectivity

- Collaborate with DOTD District 2, DOTD District 61 and Sub-district traffic engineers in implementing low-cost, yet effective projects on high-crash intersections and prepare regional Incident Management and ITS teams to collaborate with DOTD in responding to incidents as they occur, eventually identifying roadway concerns that need to be addressed

4. Improve pedestrian safety by providing safe and accessible routes for pedestrians and bicyclists.

- Conduct sidewalk and bicycle route assessments to develop good projects for bicycle and pedestrian safety

5. Increase knowledge on transportation planning process, including best practices and new technologies for safer roads.

- Keep abreast with safety concepts and practices by participating in all safety-related events and circulating helpful information

MANAGEMENT AND IMPLEMENTATION

Effective implementation of the vision, goals, and emphasis area strategies in the Regional Transportation Safety Action Plan requires extensive coordination and cooperation among all stakeholders. The comprehensive process involves stakeholders at every level of government in Louisiana (i.e., federal, state, regional, and local) and includes appropriate representation for addressing the 4 Es of safety – engineering, enforcement, education, and emergency response. Implementation is an ongoing process with the Emphasis Area Teams meeting regularly to develop, implement, and monitor each of the SHSP strategies.

Emphasis Area Team Members and Action Step Leaders Responsibilities

Responsibilities of Emphasis Area team members and action step leaders include:

- Organize and participate in quarterly Emphasis Area team meetings.
- Action Step Leaders:
 - Work with partners to implement the action step.
 - Update the Emphasis Area team leader monthly on accomplishments
 - Report progress.
 - Notify the Emphasis Area team leader of problems or issues.
 - Collaborate with LA SHSP Emphasis Area Teams in integrating statewide safety efforts and media campaigns into local outreach activities

EVALUATION

The output and outcome measures, detailed in the four action plans, which will be used to evaluate progress on the funded safety programs and projects in the South Central Region. At quarterly meetings of the South Central Safe Community Partnership (SCSCP), emphasis area team leaders will provide an update on the established performance measures and progress that has been made towards reducing fatalities and serious injuries. This forum will also provide an opportunity for stakeholders to discuss any challenges or barriers to implementing transportation safety projects/programs and identify opportunities for correction is necessary. Emphasis area and action step leaders will use a tracking tool, developed by DOTD, to monitor and evaluate progress. In addition to regular tracking, the South Central Regional Transportation Safety Plan (SCRTSP) should be evaluated, in its entirety, on a yearly basis to identify successful safety programs and projects for continuation and new project opportunities.



LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN

**SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY COALITION
(SCRTSP)
ALCOHOL IMPAIRED DRIVING ACTION PLAN**

Goal: Reduce alcohol-related fatalities from the current average of 48 per year to 42 by 2015, which ensures the South Central Region links to the statewide goal of reducing fatalities by half by 2030.

TEAM LEADER: Sgt. Matt Trahan of LSP Troop C

Objective 1: Increase the number of officers trained in NHTSA/IACP or Louisiana approved advanced DUI enforcement courses by ten percent annually.

Strategy 1.1: Increase basic training opportunities for local law enforcement agencies and advanced training for state troops.

Action Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.1.1	LSP Troop C	Provide Train-the-Trainer for the Advanced Roadside Impairment Driving Enforcement (ARIDE)	# of participants	Train officers so they can effectively help other officers to deal with and process impaired drivers. A more informed force will help drive down impaired driving numbers.	Ongoing	
1.1.2	LSP Troop C Thibodaux Police Department	Establish an annual or bi-annual refresher training program, including the: 4-Hour Intoxilyzer 500 Recertification Course and the Impaired Driving Workshop for Law Enforcement	# of participants	Increase the ability and knowledge of officers so they can effectively process impaired drivers.	Ongoing	

Action Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	
1.1.3	LSP Troop B & C	Provide the 40-Hour Standard Field Sobriety Test (SFST) and Intoxilyzer Operator Course to all local law enforcement officers who work traffic patrol and/or sobriety checkpoints	# of officers trained	Increase the ability and knowledge of officers so they can effectively deal with and process impaired drivers.	Ongoing	
1.1.4	HSRG/LSP	Evaluate impact of DWI trainings	#of DWI arrests by Troop	Change the way officers think about DWI enforcement		
1.1.5		Gather representatives from DWI courts in each parish and host a bi-annual workshop which will entail case reviews, issues and plans.				

Objective 2: Increase impaired driving prevention and public education programs in the South Central Region.

Strategy 2.1: Develop and implement a campaign to increase awareness of the dangers, costs and consequences of impaired driving in conjunction with regional high visibility enforcement and No Refusal Weekend activities.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
2.1.1	LSP Troop B & C PIO's	Vigorously promote the conduct of No Refusal Weekends using radio, TV, and print pieces throughout the region.	# of media outlets utilized # of earned media events	Increased awareness of impaired driving problem among decision-makers and the public. Reduced impaired driving crashes and fatalities.	Ongoing	
2.1.2	LSP Troop B & C PIO's Alcohol and Drug Abuse Council (ADAC)	Engage Public Information Officers (PIOs) in schools, colleges, and businesses to coordinate communication calendars to release information regarding the dangers, costs and consequences of impaired driving in conjunction with regional high visibility enforcement and No Refusal Weekend activities.	# of press releases distributed on national and regional media campaigns to newspapers, schools and Safe Community members	Increased awareness of impaired driving problem among decision-makers and the public. Reduced impaired driving crashes and fatalities.		
2.1.4		Increase the number of impaired driving-related ride-along's conducted in the Region for the media, judges & District Attorney.	# of ride-along's	Increased awareness of impaired driving problem among decision-makers and the public. Reduced impaired driving crashes and fatalities.		

Strategy 2.1: Continued

2.1.5	ADAC for South Louisiana - Alicia P. Toups, project contact Wal-Mart	Promote "Get in the Zone-Don't Drink and Drive" supervised alcohol and drug free zones for Mardi Gras and Labor Day events.	# of event attendees # of zones established per year	Reduced impaired driving crashes and fatalities.	Ongoing	
2.1.6	Nicholls State University Police Department, Craig M. Jaccuzzo, project contact MADD	Provide educational activities through the Think Before You Drink Program, Power of Parents, It's Your Influence" and/or other effective awareness campaigns	# of Educational Activities	Reduced impaired driving crashes and fatalities in the region among young drivers.	Ongoing	
2.1.7	St John DA Troop B and local enforcement agencies	Conduct interactive lectures to students through the DWI/Substance Abuse Classes and "Sudden Impact Program" at high schools/college universities to raise awareness of the dangers of driving while impaired. This can be coordinated with "Fatal Vision" demonstrations.	Two schools per year # of DWI/Substance abuse classes per year	Reduced impaired driving crashes and fatalities.	Ongoing	

Objective 3: Increase the number of impaired driving related high-visibility enforcement activities in the South Central Region.

Strategy 3.1: Increase the number of joint saturation patrols among the Region’s law enforcement agencies.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
3.1.1	Assumption Parish Sheriff’s Office-Capt. Ray Traigle, project contact Bobbie O’Bryan (Houma PD) Craig Poche (St. James SO)	Conduct overtime DWI enforcement for extra saturated patrols, including at least one DWI checkpoint in the Bayou Region and one in the River Parishes during the 4 th of July weekend	# of DWI arrests made during this period # of fatalities on 4 th of July	Reduced impaired driving crashes and fatalities.	Ongoing every 4 th of July	

Strategy 3.2: Increase the number of DWI/Sobriety checkpoints conducted in the Region and the ability to quickly test and process impaired drivers.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
3.2.1	LSP Troop B & C PIO’s Sheriff’s Offices, Thibodaux PD, Houma PD, Lockport PD	Conduct regular, well-publicized DWI checkpoints	# of arrests # of citations # of warnings	Reduction of DWI arrests per year.		

3.2.2	LSP Troop C	Purchase DWI van and/or portable breath testers to increase police presence and process impaired driving incidents on the spot.	# of individuals processed in the van per month. # of DUI events which utilize van. # of media stories/coverage attributed to van.	Decrease in the average time to process an arrest (when processed in the van s.	3 years+	
-------	-------------	---	--	---	----------	--

Strategy 3.3: Brand the Region’s DWI enforcement campaign and secure adoption from all participating law enforcement agencies to utilize and promote the brand.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
3.3.1	Troop C PIO Bryan Zeringue 6 Parish Sheriff’s Offices Thibodaux & Houma PD’s	Expand the “Zero for December” high visibility enforcement program, which targets impaired drivers around the holidays. This can be expanded and done during other months of the year as well.	# of high visibility enforcement programs run each year # of arrests during each.	Reduced impaired driving crashes and fatalities		

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

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

Timeline: 3 to 6 months
6 months to a year
1 year
2 years
3 years+
Ongoing

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



LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN

SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY COALITION
(SCRTSP)
OCCUPANT PROTECTION ACTION PLAN

Goal: Reduce fatalities among drivers not restrained from the current average of 37 per year to 32 per year by 2015, which ensures the South Central Region links to the statewide goal of reducing fatalities by half by 2030.

TEAM LEADER: Capt. Jamey Fontenot of Thibodaux Police Department

Objective 1: Increase seat belt use public information and education programs in the South Central Region and coordinate with law enforcement events.

Strategy 1.1: Promote proper installation of child safety seats, proper child restraints, and general child safety.

Action Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.1.1	Wal-Mart Child Passenger Safety Technicians headed by Trooper Bryan Zeringue	Host Child Restraint Inspection events to educate parents on Child Safety and the proper use of Booster Seats	# of trained parents # of car seats checked at the event.	Reduction in number of reported fatalities for children from preventable crashes		
1.1.2	Lady of the Sea General Hospital	Promote "Be a Hero" branding via child passenger safety initiatives at the Safety Circus, Safety Town & other safety expos, including child seat checkup events	Positive feedback from parents # of parents who can demonstrate proper installation of a child safety seat	Reduction of improperly restrained child fatalities/deaths. Increase in proper use of child safety/booster seat use rate		

1.1.3	Troop C PIO Bryan Zeringue SCSCP Coordinator Rudynah Capone	Promote Occupant Protection in newspapers, radio stations, TV and the public.	# of Press Releases published # of Radio/TV interviews done	Increase in seat belt use rate Increase in proper use of child safety/booster seat use rate		

Strategy 1.2: Engage PIOs in schools, colleges, and businesses to coordinate communication calendars to release information regarding the dangers and consequences of non belt use.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.2.1	Thibodaux PD Houma PD LSP Troop B & C	Spread "Buckle Up, America" message to schools and local agencies throughout the region. This could be coordinated using a Facebook page or in-person presentations.	# of people who "like" Facebook page # of presentations given in schools # of schools participating/year	Decreases in unrestrained fatalities		
1.1.2	South Lafourche Driving School	Coordinate with a school resource or public information officer in schools to conduct seatbelt use incentive program that will reward students who buckle up	# of incentives provided	Increased awareness of seatbelt use by young drivers		
1.1.3	State Farm	Provide driver training discounts to teenagers who are just getting their license and take the course.				

Objective 2: Increase enforcement of seat belt violations.

Strategy 2.1: Raise awareness of seatbelt violations with educational campaigns and law enforcement patrols.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
2.1.1	St. James Parish Sheriff's Office, Capt. Craig Poche, project contact	Integrate the Click it or Ticket Seatbelt Enforcement campaign into the conduct of seatbelt checkpoints	# of warnings # of citations issued	Reduction in unrestrained fatalities and serious injuries		

Strategy 2.2: Conduct daytime and nighttime seatbelt checkpoints

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
2.2.1	Local PD's	Enforce daytime/nighttime strict seatbelt checkpoints on downtown areas and high-traffic rural locations Violators get a ticket. Followers get incentives.	# of warnings # of citations issued	Reduction in unrestrained fatalities and serious injuries		
2.2.2	Houma PD	Coordinate with school principals to conduct checkpoints around school zones and provide reward to incentivize.	# of schools participating # of warnings # of citations issued	Reduction in unrestrained fatalities and serious injuries, specifically for youth		

Strategy 2.3: Improve the capacity for law enforcement officers to enforce seatbelt use

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
2.3.1	Troop C	Purchase a lift that may be of use by police departments to be able to look into cars at checkpoints	# of warnings # of citations issued	Reduction in unrestrained fatalities and serious injuries		

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

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

Timeline: 3 to 6 months
6 months to a year
1 year
2 years
3 years+
Ongoing

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



LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN

SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY COALITION
(SCRTSP)
YOUNG DRIVERS ACTION PLAN

Goal: Reduce young driver (ages 15-24) fatalities from the current average of 35 per year to 31 by 2015, which ensures the South Central Region links to the statewide goal of reducing fatalities by half by 2030.

TEAM LEADER: Bryan Zeringue and Lt. Bobbie O’Bryan of Houma Police Department

Objective 1: Increase awareness of the costs and consequences of dangerous driving behaviors (e.g. not wearing a seat belt, impaired driving or riding with an impaired driver, speeding, texting, etc.) among 15 – 20 year olds.

Strategy 1.1: Implement Sudden Impact at one new school each year.

Action Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.1.1	LSP Troop C	Host additional Sudden Impact programs for teenagers	# of positive test results from participants, surveying their before and after knowledge	Increased awareness of impaired driving and seatbelt use.	1 year	

Strategy 1.2: Heightened involvement from parents, guidance counselors, educators and private businesses in educating young drivers about the ill effects of driving under the influence

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.2.1	MADD Houma PD	Incorporate pre-breath tests (PBT’s) on prom nights to discourage teens from underage drinking, which lead to drunk driving	# of students cited for drinking	Reductions in drinking and driving		

1.2.2	MADD Houma PD	Team up with school principals and student governments to conduct parent-teen presentations nearing the high school graduation month	# of presentations given in schools	Reductions in drinking and driving		
-------	------------------	--	-------------------------------------	------------------------------------	--	--

Strategy 1.3: Create and implement public information campaign for middle and high schools.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.3.1	LSP Troop C Houma PD	Conduct lecture series such as Fatal Vision Driving Course and Teen Driver Death Prevention Awareness in public and private schools to teach young drivers about the consequences of driving under the influence.	# of positive test results from participants, surveying their before and after knowledge	Increased awareness of impaired driving.	Ongoing	
1.3.2	SCSCP & Nicholls State PD	Start a social media campaigns called "TXT+DRV=RIP" using Facebook to increase awareness of the dangers of texting while driving (Note: Campaign branding may change)	# of Facebook members who "like" the campaign #Facebook members pledging to take a stand against texting while driving	Increased awareness of impaired driving	Ongoing	
1.3.3	Superintendent /Educators	Partner with SchoolTube.com to host a safety video/photo contest for all high schools in the region.	# of videos entered into contest	Increased awareness of safety issues that face young drivers leading to a reduction in fatalities/crashes involving young drivers age 15 to 18	3 years+	

Objective 2: Increase awareness of the costs and consequences of dangerous driving behaviors (e.g. not wearing a seat belt, impaired driving or riding with an impaired driver, speeding, texting, etc.) among 21 – 24 year olds.

Strategy 2.1: Create Public information campaign for college students and young adults.

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
2.1.1	NSU PD	Pilot the “I Refuse” Program which challenges students to take a stand against drinking	# of students signing the “I Refuse” pledge	Reduction of fatalities/crashes involving young drivers aged 21-24	Ongoing	
2.1.2	NSU Donna Cavanaugh, ThinkFirst	Collaborate with NSU’s Student Educators and Leaders Organization (SEALS) to open a ThinkFirst chapter to expand young drivers media campaigns in colleges and universities	Opening of a chapter	Increased awareness of safety issues that face young drivers	3 years +	

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

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

Timeline: 3 to 6 months
6 months to a year
1 year
2 years
3 years+
Ongoing

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



LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN

**SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY COALITION
(SCRTSP)
INFRASTRUCTURE & OPERATIONS (Roadway Departure & Intersections)
ACTION PLAN**

Roadway Departure Goal: Reduce roadway departures fatalities from the current average of 48 per year to 42 by 2015, which ensures the South Central Region links to the statewide goal of reducing fatalities by half by 2030.

Intersection Goal: Reduce intersection fatalities from the current average of 13 per year to 11 by 2015, which ensures the South Central Region links to the statewide goal of reducing fatalities by half by 2030.

TEAM LEADERS: Perry Blanchard (Terrebonne Parish Consolidated Government) and Terry Arabie (Lafourche Parish Government)

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

Strategy 1.1: Collaborate with DOTD Houma Sub-district, HTMPO committees and Safe Community partners to identify safety concerns and assess data

Action Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.1.1	HTMPO & SCSCP	Encourage the stakeholders and the public to express their safety concerns by completing the "Safety Concern to Refer to DOTD" yellow sheets during quarterly meetings of SCPDC's different Transportation Division committees such as HTMPO Policy & Technical Advisory, Safe Community, Coordinated Human Services, Bike-Pedestrian Subcommittee, and Road Safety Assessment (RSA) Multidisciplinary Team.	# of safety concerns	Recommended safety projects based on evaluation results	Ongoing	

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.1.2	LTAP & Parish Governments	Coordinate with the Local Road Safety Program (LRSP) team, Highway Research Safety Group and other data sources in assessing data before further recommendations	Meetings with LRSP coordinators	Recommendations for locations to provide safety improvements		
1.1.3	Traffic Engineer of DOTD Houma Sub-district	Refer safety concerns to the Traffic Engineer and collaborate for further evaluation.	Meetings with DOTD District traffic engineers	Concurrence for safety improvement projects		

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

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
1.2.1	SCPDC Transportation Division	Collaborate with DOTD's Statewide RSA Team to hold a regional RSA workshop in our region to educate stakeholders and invite partners who want to be part of our South Central RSA Multidisciplinary Team and get their commitment to participate in all RSA field visits.	# of Field visits	Regional RSA Workshop Increased interest from safety folks to participate in RSA workshops and field visits		
1.2.2	South Central RSA Multidisciplinary Team	Once RSA Team is organized, the members will collaborate to develop guidelines and standard templates that will help determine appropriate low-cost safety improvements intended to reduce run-off-the-road, head-on, rear-end and sideswipe collisions	Guidelines developed	Guidelines implemented in to new projects		
1.2.3	South Central Safe Community Partnership	Encourage participation from non-infrastructure partners such as law enforcement officers, hospitals, schools and non-profit organizations in conducting RSA's in the region	# of stakeholders and safety partners	Increased participation from non-infrastructure partners		

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

Strategy 2.1: *Assist parish governments and local agencies in seeking out various opportunities for implementing safety projects on horizontal curves on local roads*

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
2.1.1	LTAP	Assist SCPDC and/or partner with coalition members in conducting curve analysis on roads identified as Top 10 Hot Spots based on gathered crash data.	# of curve analyses	Recommended projects		
2.1.2	SCPDC Transportation Division	Partner with DOTD's Local Roads Safety Program to assist agencies in seeking resources to implement safety projects on horizontal curves on local roads, including improved signing and striping, rumble strips, lane and shoulder widening, and lighting.	# of LRSP project submissions # of improvements implemented	Reduction of roadway departure fatalities		

Strategy 2.2: *Minimize the likelihood of crashing into an Object or Overturning if the Vehicle Travels Off the Shoulder*

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
2.2.1	SCPDC	Partner with DOTD and agencies to develop guidelines and procedures to remove dangerous roadside obstructions, including steep slopes on roadside ditches, particularly those with a crash history or within close proximity to the roadway travel lanes.				

Objective 3: To increase safety at roadway intersections, while improving mobility and connectivity

Strategy 3.1: *Collaborate with DOTD District 2, DOTD District 61 and Sub-district traffic engineers in implementing low-cost yet effective projects on high-crash intersections*

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
3.1.1	DOTD Houma Sub-district	Work with DOTD and LTAP in conducting intersection analysis on Top 10 hot spots that are deemed as prioritized areas for	# of analysis per quarter	Project Prioritization		

		improvements.				
3.1.2	DOTD Houma Sub-district and Parish planners/public works folks	Work with DOTD and city/parish planners in implementing effective strategies (e.g. turning lanes, rumble strips) based on the intersection analysis/feasibility study findings	Strategy development # of improvements implemented	Reduction of intersection fatalities		

Strategy 3.2: *Our Regional Incident Management and ITS teams will collaborate with DOTD in responding to incidents as they occur and eventually identifying roadway concerns that need to be addressed*

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
3.2.1	ITS Houma	Alternative route development including infrastructure (arterial DMS's, traffic adaptive signals, black out signs, etc.)	Reduction in incident traffic congestion and reduced secondary incidents	Improvements implemented	2-3 years	Scalable 1-4 million
3.2.1	ITS Houma	Cars-Routes & Cars Alert D – Personal route traveler information	Reduction in incident traffic congestion and reduced secondary incidents	Improvements Implemented	6 months	\$165,000

Objective 4: To improve pedestrian safety by providing safe and accessible routes for pedestrians and bicyclists.

Strategy 4.1: *Conduct sidewalk and bicycle route assessments to develop good projects for bicycle and pedestrian safety*

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
4.1.1	SCPDC	Provide assistance to city or parish planners in their efforts to do sidewalk assessments for the purpose of developing a winning project proposal for bike and pedestrian safety improvements	# of sidewalk assessments	Grant acceptance Reduction of pedestrian fatalities		

4.1.2	SCPDC Transportation Division	Partner with DOTD program coordinators to assist agencies in seeking resources to implement pedestrian safety improvement projects, such as; Safe Routes to Schools and Transportation Enhancement Program.	# of SRTS and TEP grant projects proposed #of projects implemented	Improved bike and pedestrian facilities		

Objective 5: To increase knowledge on transportation planning process, including best practices and new technologies for safer roads.

Strategy 5.1: *Keep abreast with safety concepts and practices by participating in all safety-related events and circulating helpful information*

Step #	Action Step Leader	Description	Output Measure	Outcome Measure	Timeline	Budget
5.1.1	SCPDC	Participate or send a representative from different parishes to attend DOTD's safety-related workshops, lectures, trainings and meetings to keep abreast with best practices and new technologies in transportation world.	#of Trainings attended	#Learned information applied in projects where applicable		
5.1.2	DOTD District 2 and 61	Support yearly Safety Summit by conducting a forum/session where a healthy exchange of ideas between state DOTD representatives, city/parish planners, MPO staff and non-engineering partners take place.	# of Participants	Survey/Evaluation Results		
5.1.3	SCPDC	Disseminate valuable information on transportation practices and programs when opportunity arises through press releases, newsletter, web posts, etc.	# of Press Releases per year # of Newsletters per year	Proactive responses from stakeholders		

From the LA Countermeasures Guide

Objective 1: Keep Vehicles from Encroaching on the Roadside

Proven Effective Strategies

- 1A. Provide Improved Highway Geometry for Horizontal Curves
- 1B. Apply Shoulder Treatments · Widen and/or Pave Shoulders
- 1C. Provide Enhanced Shoulder or In-Lane Delineation and Marking for Sharp Curves

Tested Strategies

- 1D. Install Shoulder Rumble Strips
- 1E. Provide Enhanced Pavement Markings

Experimental Strategies

- 1F. Apply Shoulder Treatments · Eliminate Shoulder Drop-Offs
- 1G. Install Edgeline "Profile Marking," Edgeline Rumble Strips or Modified Shoulder Rumble Strips on Section with Narrow or No Paved Shoulders
- 1H. Install Midlane Rumble Strips
- 1I. Provide Skid-Resistant Pavement Surfaces

Objective 2: Minimize the Likelihood of Crashing into an Object or Overturning if the Vehicle Travels Off the Shoulder

Proven Effective Strategies

- 2A. Design Safer Slopes and Ditches to Prevent Rollovers
- 2B. Remove/Relocate Objects in Hazardous Locations

Experimental Strategies

- 2C. Delineate Trees or Utility Poles with Retroreflective Tape

Objective 3: Reduce the Severity of the Crash

Tested Strategies

- 3A. Improve Design of Roadside Hardware (e.g., Light Poles, Signs, Bridge Rails)
- 3B. Improve Design and Application of Barrier and Attenuation Systems