

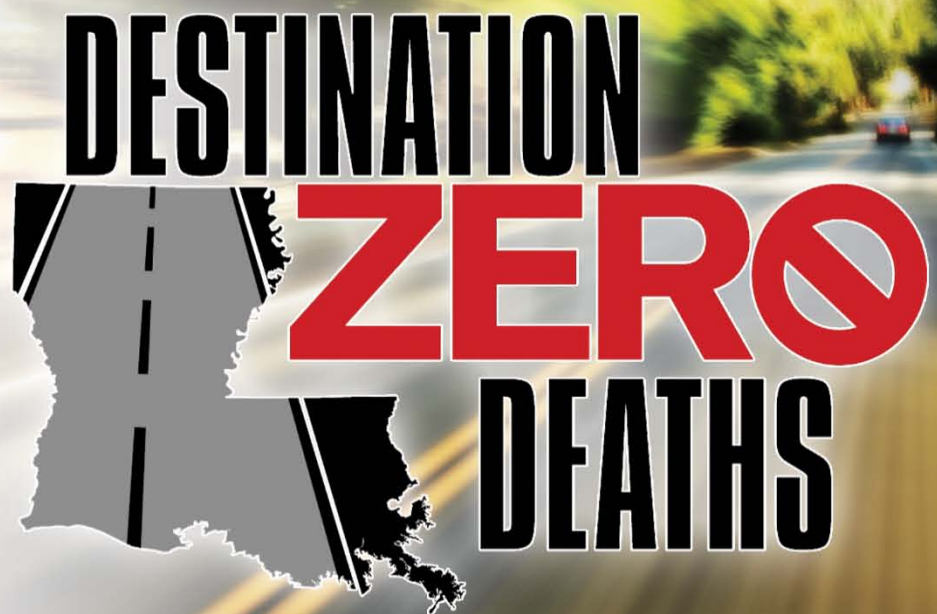
# Capital Region Transportation Safety Plan

*prepared by*

**Capital Region Transportation Safety Coalition**

*in coordination with*

**Louisiana Department of Transportation and Development**



**DESTINATION  
ZERO  
DEATHS**

July 2015

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# 1.0 Regional and Statewide Transportation Safety Overview

## 1.1 PLAN OVERVIEW

The Capital Regional Transportation Safety Plan (CRTSP) is a data-driven action plan developed by Capital Region Transportation Safety Coalition (CRTSC). CRTSC partners, including representatives from the 4 Es (education, enforcement, engineering, and emergency medical services), collaborated to identify effective multimodal transportation safety solutions in the Parishes of Ascension, East Baton Rouge, East Feliciana, Iberville, Livingston, Pontecoupee, West Baton Rouge, and West Feliciana.

Funded by the Louisiana Department of Transportation and Development (LADOTD), this living document follows similar goals and strategies established in the statewide Strategic Highway Safety Plan (SHSP). It primarily seeks to implement transportation safety projects at the regional and local levels. Like the SHSP, the CRTSP's measurable goal is to reduce the number of roadway fatalities in the region by one-half by 2030. To achieve this target, noninfrastructure and infrastructure efforts will be undertaken in five emphasis areas, namely: Occupant Protection, Impaired Driving, Crashes Involving Young Drivers, Bicycle and Pedestrians, and Infrastructure and Operations.

This plan also is supported by the Federal Highway Safety Administration (FHWA), Louisiana Highway Safety Commission (LHSC), the Capital Regional Planning Commission (CRPC), and the jurisdictions in the eight-parish Capital Region.

## 1.2 CONNECTION TO THE SHSP

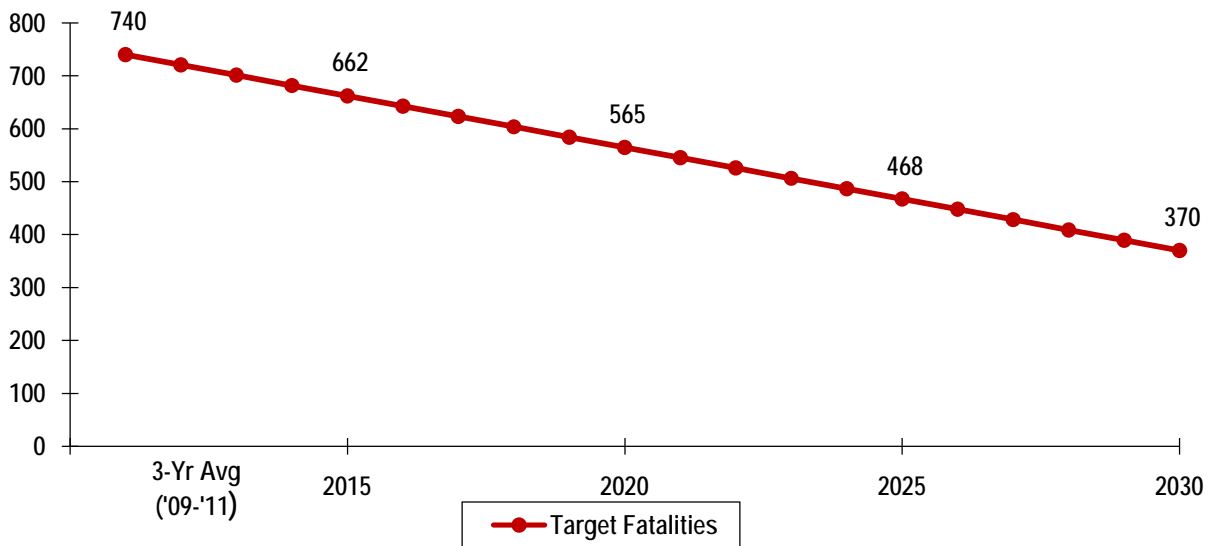
In 2006, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which established the Highway Safety Improvement Program (HSIP) as a core Federal program. To receive funding under this Program, states were required to develop SHSPs. The SHSP is a data-driven, five-year comprehensive plan that establishes statewide goals, objectives, key emphasis areas, and proven strategies to reduce fatalities and serious injuries. The most recent transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), doubled funding under the HSIP program, signaling a continued focus on reducing transportation-related 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.

In 2006, the 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, LADOTD completed an update to the original plan and identified the leading factors contributing to fatalities in the State, which included occupant protection, 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 to 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 1.1.

**Figure 1.1 Benchmark to Achieve 50-Percent Reduction in Fatalities by 2030**  
*Statewide*



To reach the goal of 370 fatalities, the effort is two-fold. At the state level, LADOTD, LHSC, Louisiana State Police (LSP), Louisiana Technical Assistance Program (LTAP), and other safety stakeholders have identified and are implementing strategies in the four key emphasis areas to reduce fatalities and serious injuries. The emphasis area teams meet regularly to track implementation of the various strategies and action steps in the statewide SHSP.

At the local level, LADOTD has split the State into 10 different regions (as shown in Figure 1.2), which correspond to the DOTD districts and the LSP Troop Commands. Each region is charged with forming a multidisciplinary or 4 E safety coalition; reviewing the regional and local crash data; and developing a continually evolving, data-driven action plan that is linked to the SHSP. During the plan development process, the regional safety coalitions meet to assess the contributing crash factors on the state and local roads in the region, select emphasis areas, and identify strategies and action steps to mitigate these issues. Often, the regional safety issues are similar to the statewide issues, so instead of recreating the wheel, the regional teams adopt strategies and actions steps from the statewide emphasis area team action plans. They also are encouraged to identify new data-driven strategies and action steps to reduce fatalities and serious injuries in the region. 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.

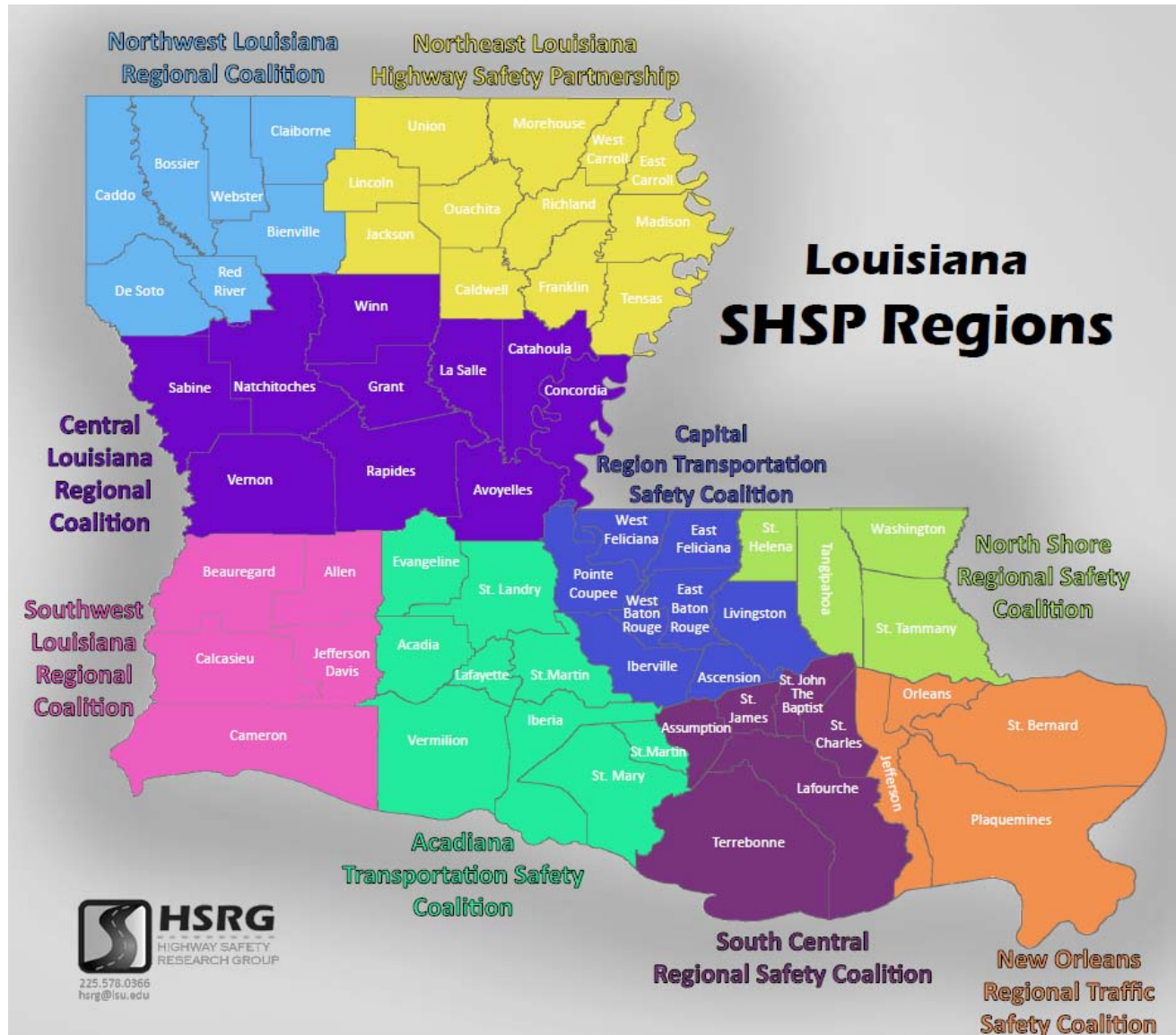
The benefits of this regional approach to safety planning include:

- The strategies and actions in the SHSP are being implemented at the regional level. Broader implementation ensures better opportunities to reduce fatalities and serious injuries.
- DOTD is in a better position to understand and potentially fund regional safety priorities.
- The regional teams have new opportunities to receive funding for the critical safety needs in a region.

- The regional teams have better access to and a better understanding of crash data. They also are better connected to safety stakeholders and partnerships.

Some of the coalitions are led by the MPO, as is the case with CapitalRegional Coalition, while others are led by Safety Councils, DOTD District offices, LSP Commands, or local law enforcement. The involvement of the CRPC is important to ensure that the results of plans are linked to the CRPC Long-Range Transportation Plan (LRTP) and included in the Transportation Improvement Program (TIP).

Figure 1.2 Regional Safety Coalitions





## 1.3 REGIONAL SAFETY COALITION MEMBERS

In the Capital Region, the stakeholder coalition that developed this Plan is comprised of a diverse group of safety stakeholders representing the MPO, Federal/state highway safety agencies, law enforcement, health professionals, EMS personnel, policy-makers, bicycle and pedestrian advocates, educators, and youth and local community residents.

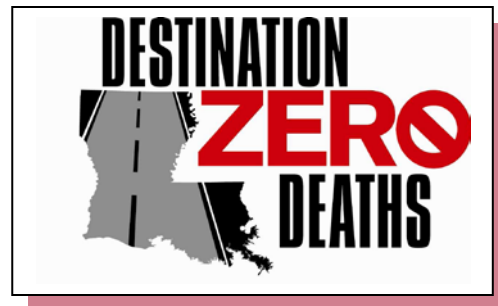
The stakeholders that drafted the contents of the Plan and will oversee its development, implementation, and evaluation include:

- LADOTD, LHSC, CRPC, LSP Troop A, East Baton Rouge Parish Sheriff's Office (EBRSO), Baton Rouge Police Department (BRPD), Baton Rouge Bike Club, Ascension Parish, Livingston Parish, and West Baton Rouge Parish. However, all safety stakeholders from the Capital Region can contribute their ideas to this Plan. The following additional agencies (listed in alphabetical order) constitute the full list of safety stakeholders in the region, who should be consulted and included in future iterations of the plan:
  - Alcoholic Beverage Control, Alliance Safety Council, Baker Fire Department, Baton Rouge City Prosecutor's Office, Baton Rouge Downtown Development District, Center for Planning Excellence (CPEX), City of Baton Rouge, City of Gonzales, FHWA, Lexlee's Kids, Local Technical Assistance Program, Louisiana Passenger Safety Task Force, Louisiana Office of Alcohol and Tobacco Control, Louisiana District Attorney Association, Louisiana State University, Louisiana State University Highway Safety Research Group, Louisiana State University Police Department, Louisiana Transportation Research Center, Louisiana Workforce Commission, Mothers Against Drunk Driving, Office of Motor Vehicles, Our Lady of the Lake Children's Hospital, Our Lady of the Lake Regional Medical Center, Overton Law, Southern University, West Feliciana EMS.

## 2.0 Vision, Mission, Goals, and Performance Measures

### 2.1 VISION AND MISSION

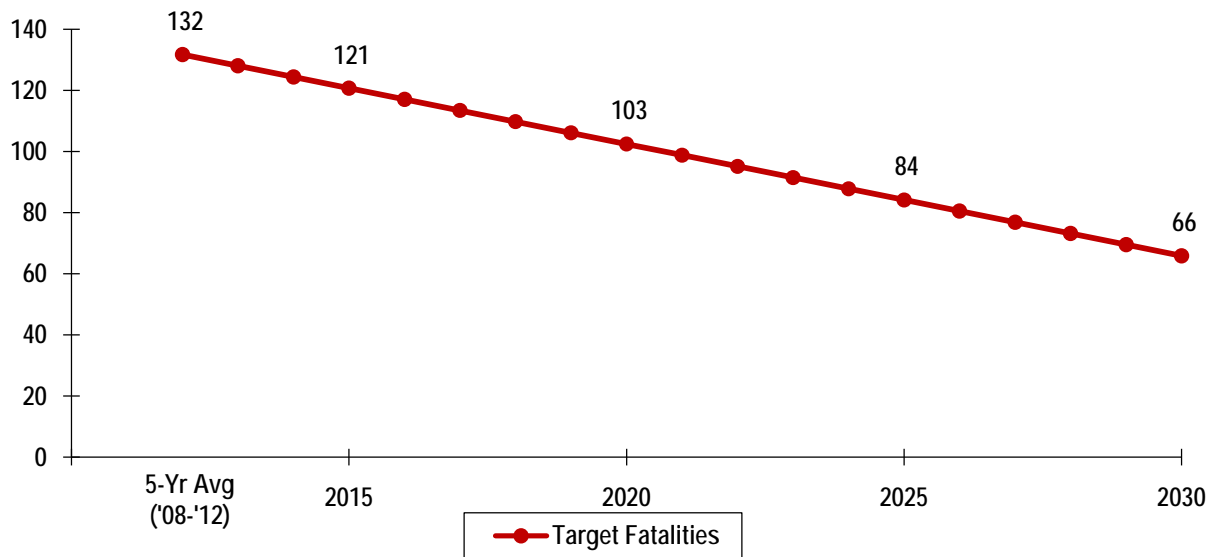
The vision of the CRTSP is to reach destination zero deaths on roadways in the Capital Region. The mission is to reduce the human and economic toll on the region's surface transportation system due to traffic crashes through widespread collaboration and an integrated 4 E approach. The Coalition intends to continually revise and implement this Plan to bring about a program of priorities designed to reduce the incidence of traffic crashes within the Capital Region.



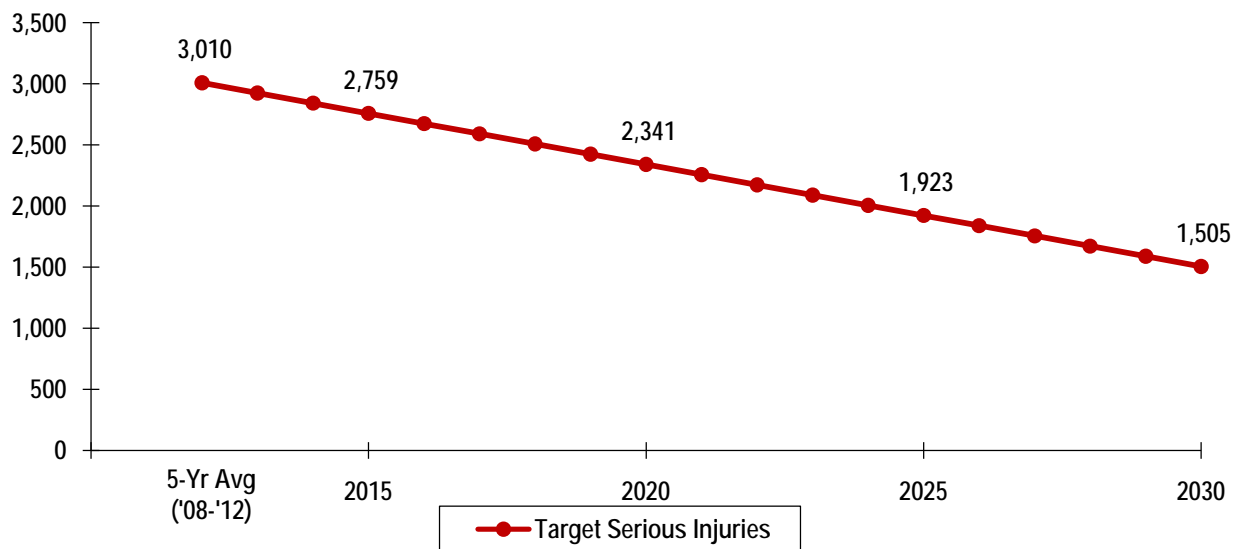
### 2.2 GOAL

One reason for developing the CRTSP is to align the region with the statewide safety goals. The goal of the SHSP and the CRTSP are to **halve fatalities by 2030**. The CRTSP uses a baseline average of 2008 to 2012 data to calculate the rate of change to achieve a 50-percent reduction in fatalities by 2030. Figure 2.1 shows the benchmarks for achieving this goal. Although this goal will not change from year to year, the annual reduction rate needed to achieve the goal could vary based on each year's progress. Serious injuries sustained in motor vehicle crashes also make up a significant portion of the human and economic toll in the region. Figure 2.2 illustrates the benchmarks for reducing serious injuries by 50 percent by 2030.

**Figure 2.1 Benchmark to Achieve 50-Percent Reduction in Fatalities in Capital Region by 2030**



**Figure 2.2 Benchmark to Achieve 50-Percent Reduction in Serious Injuries in Capital Region by 2030**



## 2.3 PERFORMANCE MEASURES

The performance measures used to track progress toward reaching the goal of cutting fatalities in half by 2030, include: 1) the annual number of motor vehicle-related fatalities; and 2) the annual number of serious injuries. The same metrics will be used to track performance measures for each emphasis area, including occupant protection, impaired driving, young drivers, infrastructure and operations, and bicycle and pedestrians. For purposes of this Plan, the interim targets are established in a linear fashion; however, in reality the correct estimates are probably a nonlinear function because the advances will be more difficult to achieve in the latter years. In future analysis, a more statistical approach to setting interim targets will be developed.

Two companion documents to the plan include: 1) detailed emphasis area action plans that identify the steps necessary to implement each strategy or countermeasure, the action step leader, the timeline for implementation, and the budget; and 2) an Excel tracking tool used to review annual progress towards the performance measures and to demonstrate progress on each of the action items in the Plan.

## 3.0 Problem Identification and Emphasis Area Selection

### 3.1 EMPHASIS AREA SELECTION

The CRTSC-based selection of the SHSP emphasis areas on the following factors:

- The availability of robust 2007 to 2013 baseline year data, which clearly defines the problem and contributing crash factors (the source for all the data shown in this Plan is the Louisiana State University Highway Safety Research Group (HSRG) Reports – Traffic Data, 2013);
- The identification of programs and projects with the greatest potential for improving safety; and
- The ability of the region to access resources for implementing proven effective countermeasures.

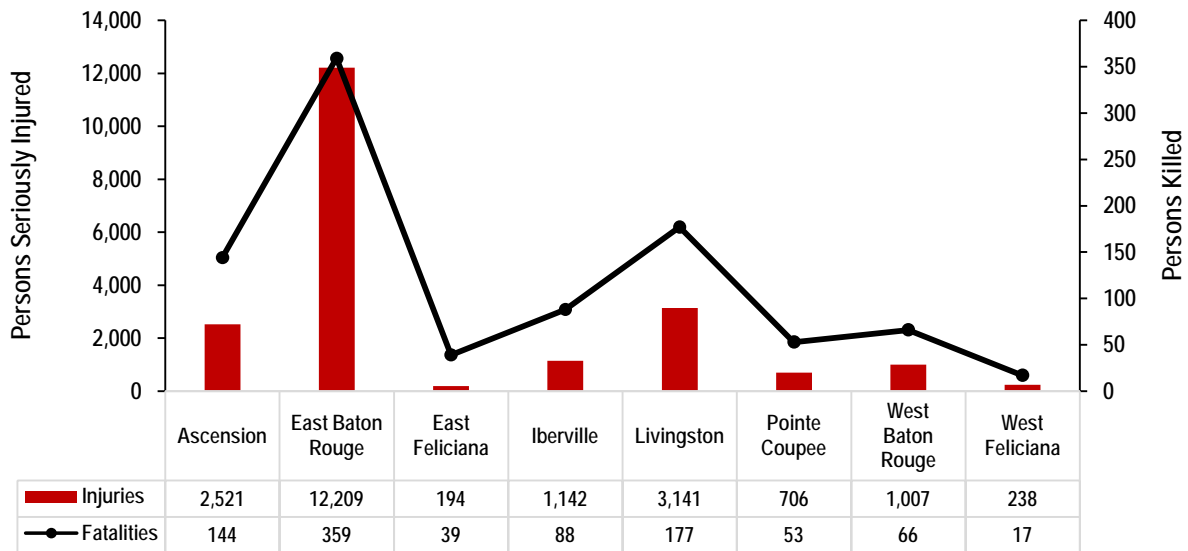
The Capital Region has made tremendous progress in lowering fatalities and serious injuries over the last seven years. Table 3.1 depicts the overall number of fatalities and serious injuries in the region between 2007 and 2013. The overall number of fatalities and serious injuries has declined 27 percent from 2007 to 2013. Fatalities have declined by 31 percent, while serious injuries decreased by 27 percent during the same period.

**Table 3.1 Fatalities and Serious Injuries in Capital Region**  
*2007 to 2013*

Year	Fatalities	Serious Injuries	Fatalities and Serious Injuries
2007	167	3,533	3,700
2008	153	3,423	3,576
2009	152	3,323	3,475
2010	103	2,782	2,885
2011	110	2,852	2,962
2012	141	2,669	2,810
2013	116	2,576	2,692

Figure 3.1 illustrates the number of fatalities and serious injuries in the Capital Region by parishes. East Baton Rouge leads the region, followed by Livingston and Ascension. Table 3.2 shows the populations for each parish, which helps explain why the fatality and serious injury numbers for these three parishes are often the highest by emphasis area.

**Figure 3.1 Fatalities and Serious Injuries by Parishes in Capital Region 2007 to 2013**

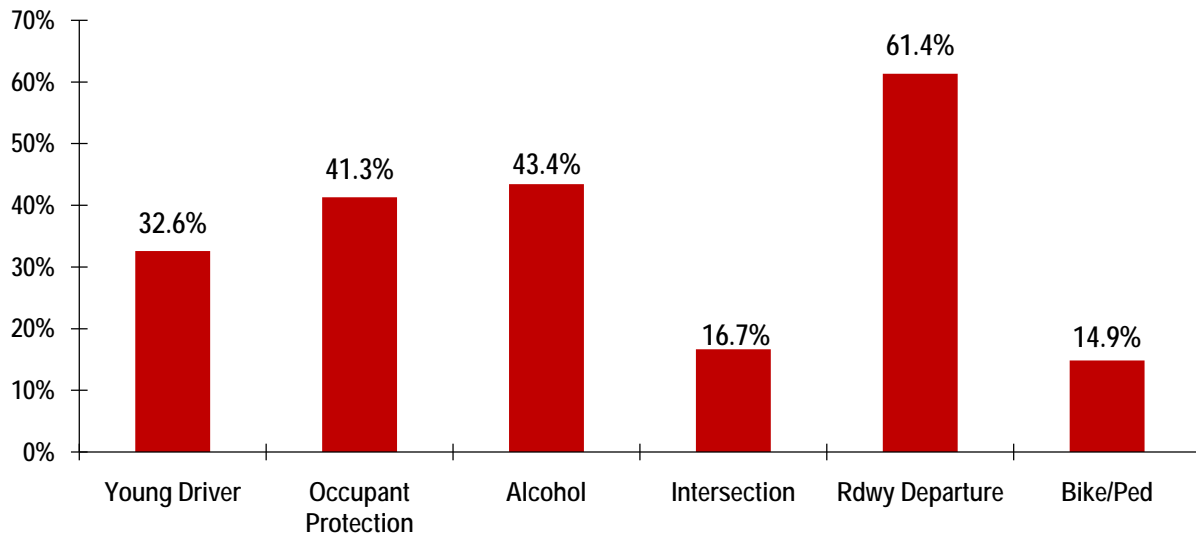


**Table 3.2 Population by Parish in Capital Region 2010 U.S. Census**

Parish	2010 Census Population
Ascension	107,215
East Baton Rouge	440,171
East Feliciana	20,267
Iberville	33,387
Livingston	128,026
Pointe Coupee	22,802
West Baton Rouge	23,788
West Feliciana	15,625

Figure 3.2 shows the leading factors contributing to fatalities in the region, including run-off-the-road crashes, failure to buckle up, impaired driving, young drivers, intersection crashes, and bicycle/pedestrian. The reason the percentages do not add up to 100 percent is because most crashes involve more than a single factor. For example, the primary cause of a crash may be attributed to an impaired driver, but the car also could have run off the road. The police report would make note of both these factors, so the crash would be counted in both categories.

Figure 3.2 Contributors to Fatalities as Percent of the Total Problem in Capital Region



Based on analysis of the 2007 to 2013 baseline data and other considerations, the agencies recommended focusing attention, energy, and resources on five emphasis areas:

1. Impaired Driving,
2. Occupant Protection,
3. Infrastructure and Operations,
4. Young Driver Crashes, and
5. Bicycle and Pedestrian Crashes.

The remainder of this section discusses each emphasis area, including the goal established for the emphasis area and proposed strategies.

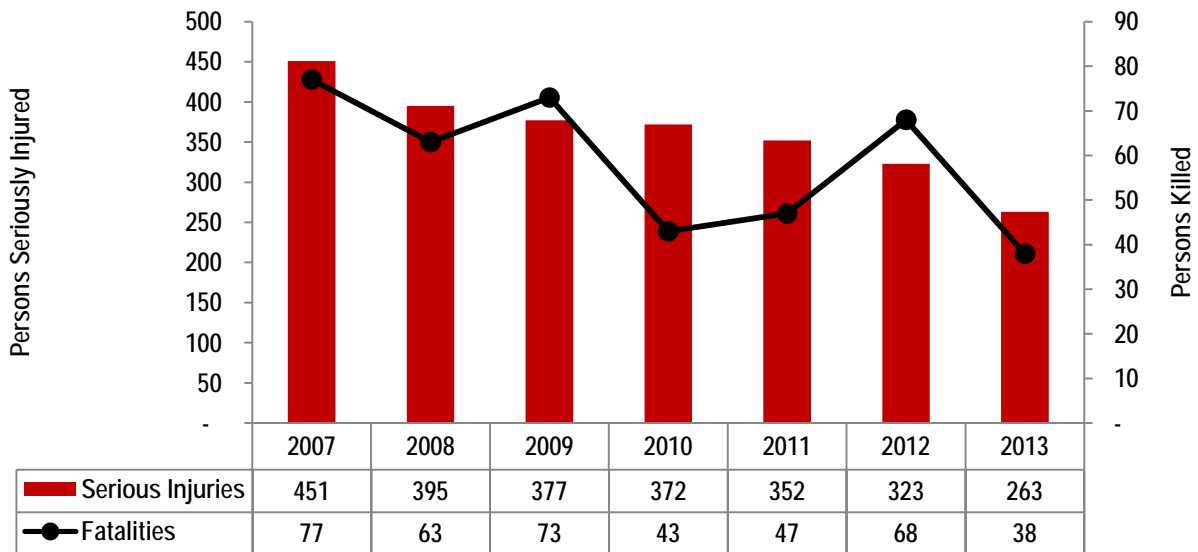
### 3.2 IMPAIRED DRIVING

Louisiana exceeded the national average for the percent of alcohol-related fatalities from 2006 through 2010. Impaired driving also is one of the leading cases of fatalities in the Capital region. The crash data show that alcohol-related fatalities accounted for an average of 43.4 percent of fatalities between 2007 and 2013, exceeded only by roadway departure fatalities. Evidence of other substances in the blood, including drugs and prescription medications, is also a concern in Louisiana. Complete data are not available to understand the full extent of drugged driving, but statewide strategies are exploring drugged driving issues and needs. Strategies to address these issues will eventually be incorporated into the regional plans.

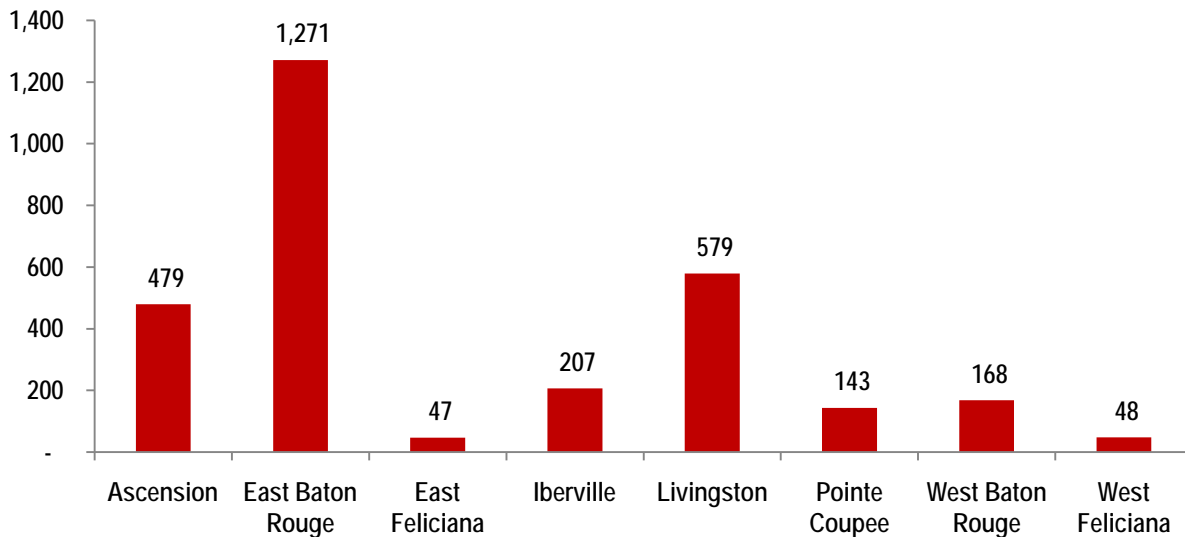
Despite the high percentages, progress has been made to lower alcohol-related fatalities and serious injuries. Figure 3.3 shows the total number of alcohol-related fatalities and serious injuries between 2007 and 2013 in the

Capitalregion. In 2013, serious injuries in the region hit an all-time low over the six-year timeframe; and although fatalities increased between 2010 and 2012, they declined by 51 percent from 2007 to 2013. Figure 3.4 illustrates the breakdown of total impaired driving fatalities and serious injuries by parishes between 2007 and 2013. East Baton Rouge leads the region, followed by Livingston.

**Figure 3.3 Impaired Driving Fatalities and Serious Injuries in Capital Region, 2007 to 2013**



**Figure 3.4 Impaired Driving Fatalities and Serious Injuries by Parish in Capital Region, 2007 to 2013**

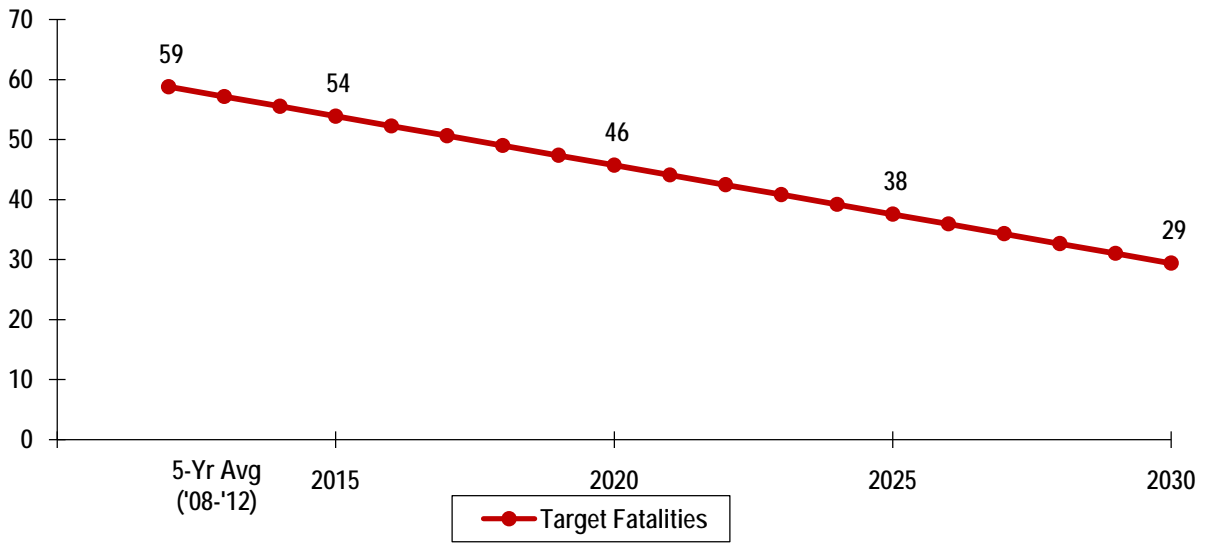




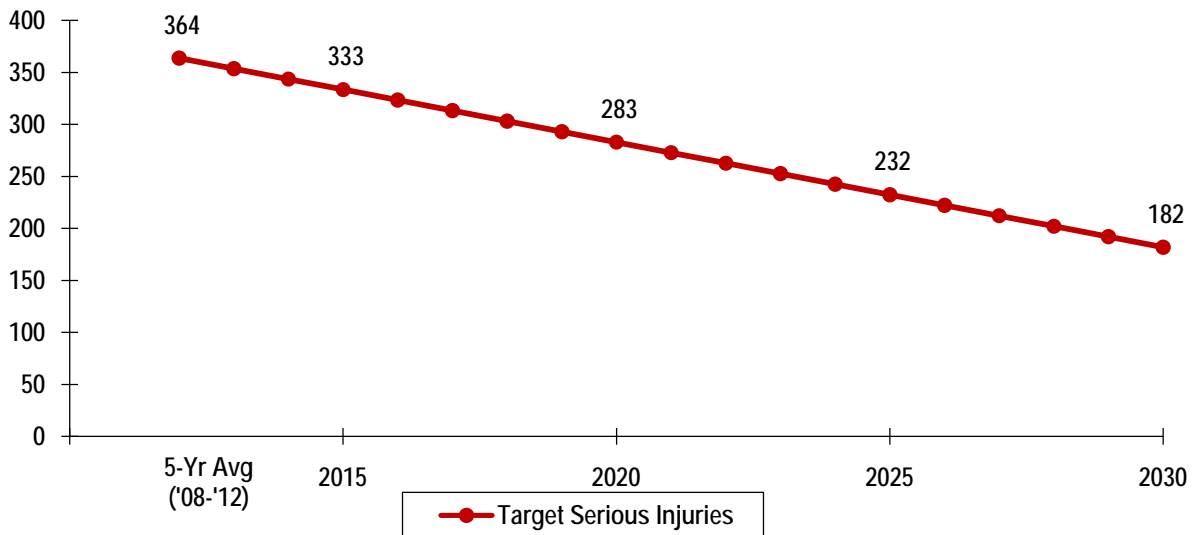
### 3.2.1 Goal

The goal for the ImpairedDriving Emphasis Area Team is to reduce alcohol-related fatalities and injuries by no less than 50 percent by 2030. Figures 3.5 and 3.6 show the benchmarks for fatalities and injuries.

**Figure 3.5 Benchmarks to Achieve a 50-Percent Reduction in Impaired Driving Fatalities in Capital Region by 2030**



**Figure 3.6 Benchmarks to Achieve a 50-Percent Reduction in Impaired Driving Injuries in Capital Region by 2030**



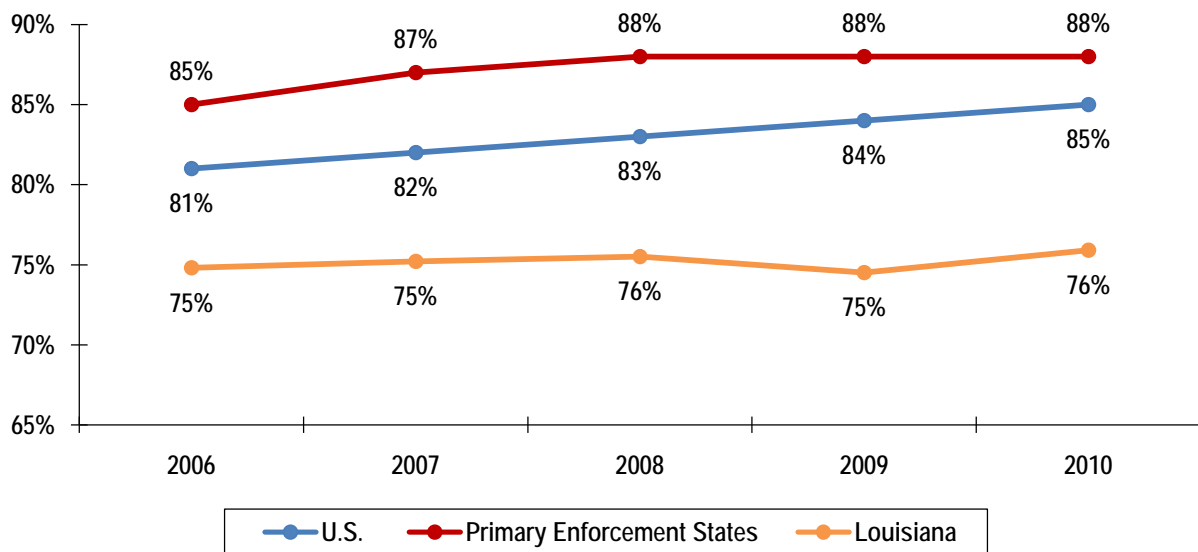
To achieve these goals, the regional Impaired Driving Emphasis Area Team identified the following four strategies:

1. Increase awareness among all road users of the dangers of impaired driving.
2. Review and stay educated on legislation related to impaired driving.
3. Increase enforcement of impaired driving offenses.
4. Improve prosecution/adjudication of impaired driving offenses.

### 3.3 OCCUPANT PROTECTION

Louisiana enacted primary enforcement legislation in 1995, which allows law enforcement officers to stop and ticket a driver if they observe a safety belt violation. Louisiana’s safety belt use falls below the average for primary enforcement states, as well as the national average for all states (Figure 3.7). From 2006 to 2010, the safety belt use national average and primary enforcement state average increased each year, while Louisiana remained largely unchanged.

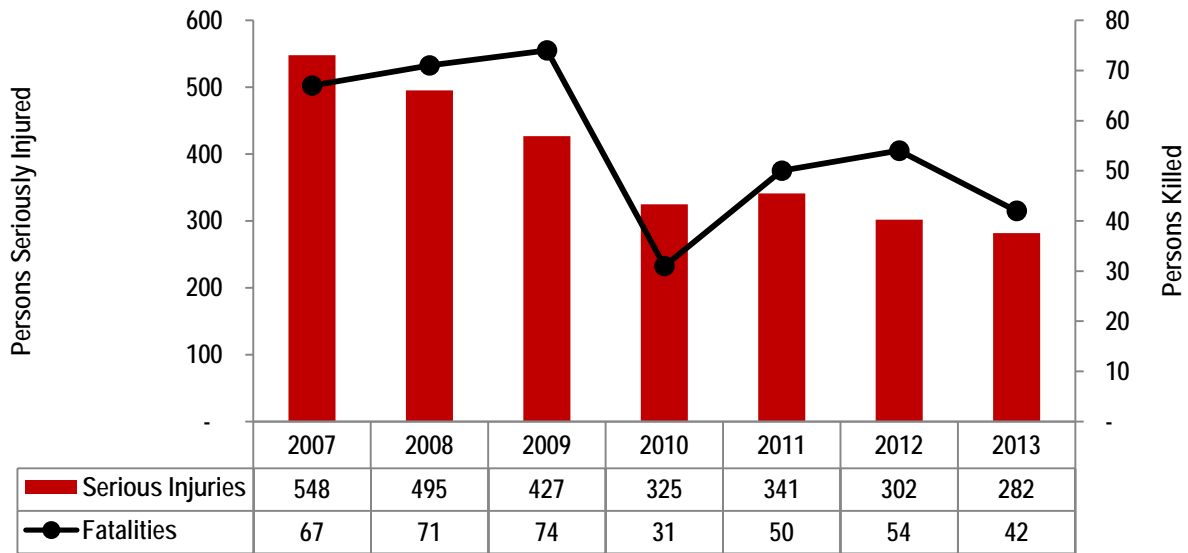
**Figure 3.7 Observed Safety Belt Use**  
2006 to 2010



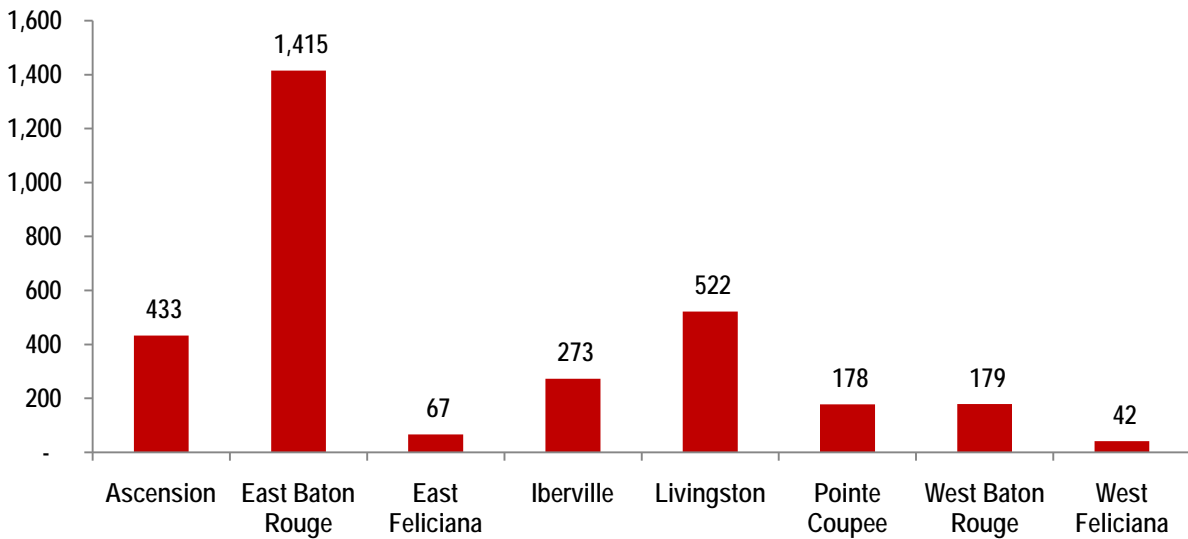
Despite the statewide issues, the Capital region has seen decreases in unbelted fatalities and serious injuries. In 2013, serious injuries hit an all-time low over the past seven years. Figure 3.8 shows that, between 2007 and 2013, fatalities dropped by 37 percent and serious injuries by 49 percent. Unbelted driving crashes predominantly occur in East Baton Rouge, but multiple parishes, including Livingston, Ascension, and Iberville also experience issues, as shown in Figure 3.9.



**Figure 3.8 Unrestrained Fatalities and Serious Injuries in Capital Region, 2007 to 2013**



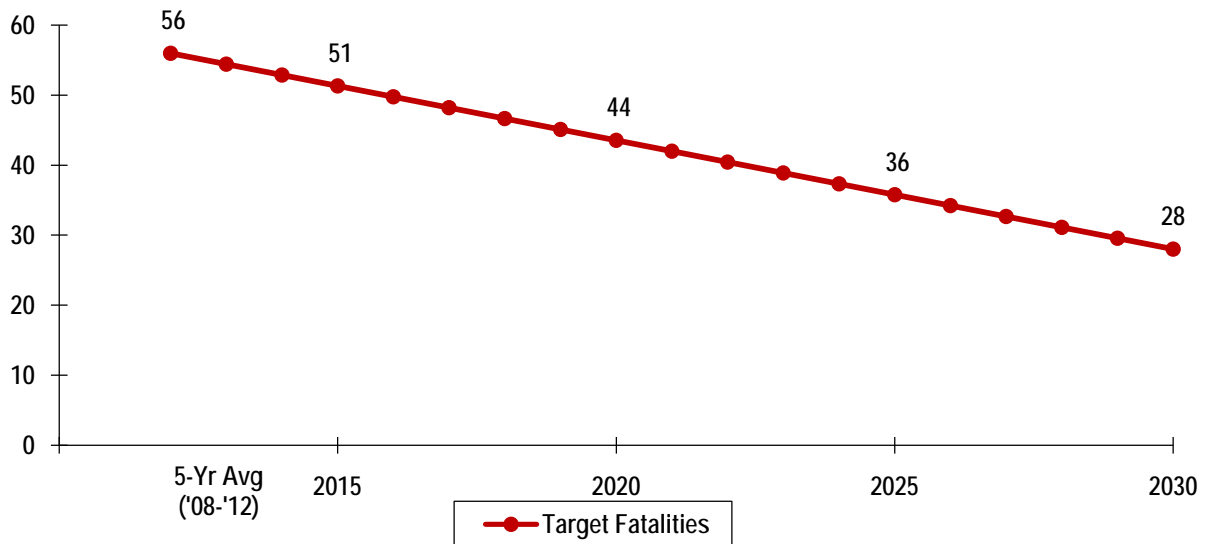
**Figure 3.9 Unrestrained Fatalities and Serious Injuries by Parish in Capital Region 2007 to 2013**



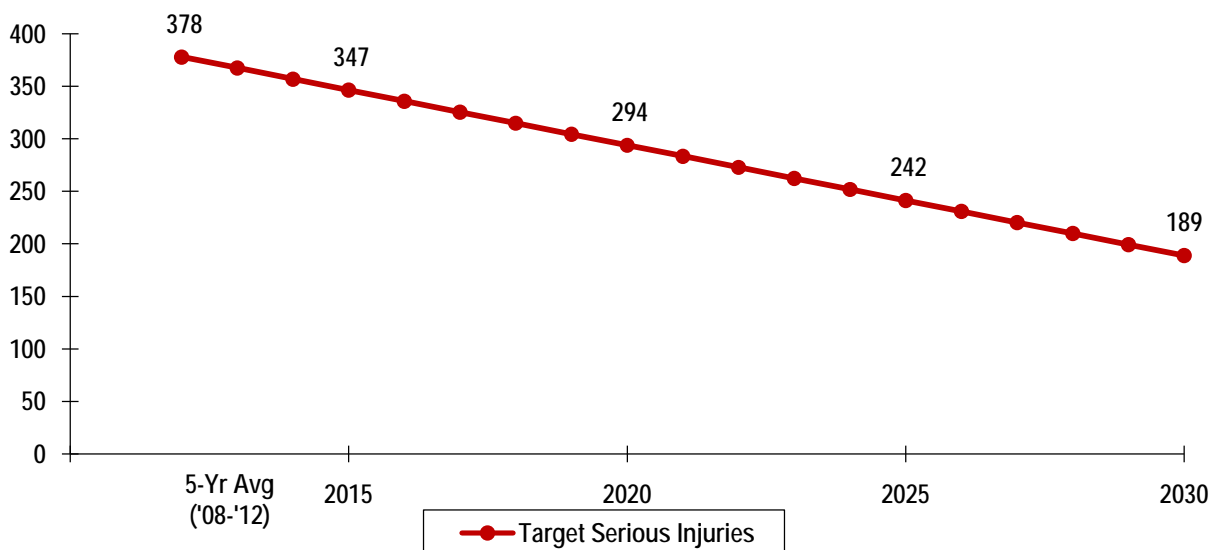
### 3.3.1 Goal

The goal for the Occupant Protection Emphasis Area Team is to decrease unrestrained fatalities and injuries by 50 percent by 2030 and increase the safety belt use rate. Figures 3.10 and 3.11 illustrate the benchmarks to achieve these goals.

**Figure 3.10** Benchmarks to Achieve a 50-Percent Reduction in Unrestrained Fatalities in Capital Region by 2030



**Figure 3.11** Benchmarks to Achieve a 50-Percent Reduction in Unrestrained Injuries in Capital Region by 2030



To achieve these goals, the regional Occupant Protection Emphasis Area Team identified the following four strategies:

1. Increase enforcement of occupant protection violations.
2. Educate the public on the benefits of occupant protection for all ages on every trip.
3. Continue and enhance child passenger safety programs.
4. Review and provide education related to occupant protection laws.

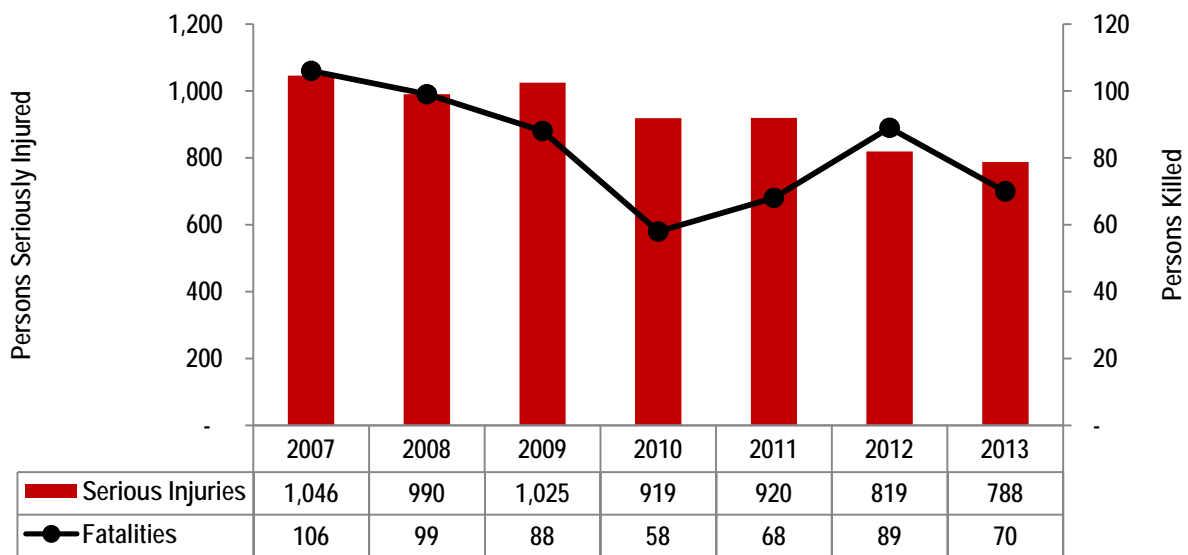
### 3.4 INFRASTRUCTURE AND OPERATIONS

Louisiana experiences a high incidence of roadway departure and intersection crashes. Roadway departure crashes are a significant problem in Louisiana. Contributing factors often include loss of control, misjudging a curve, attempting to avoid a collision with an animal, alcohol use, distracted driving, and aggressive driving. Intersections have a high-crash potential given the many conflict points between vehicles and other road users, such as pedestrians and bicyclists. However, intersection-related crashes tend to be less deadly than roadway departure crashes, primarily due to the lower speeds.

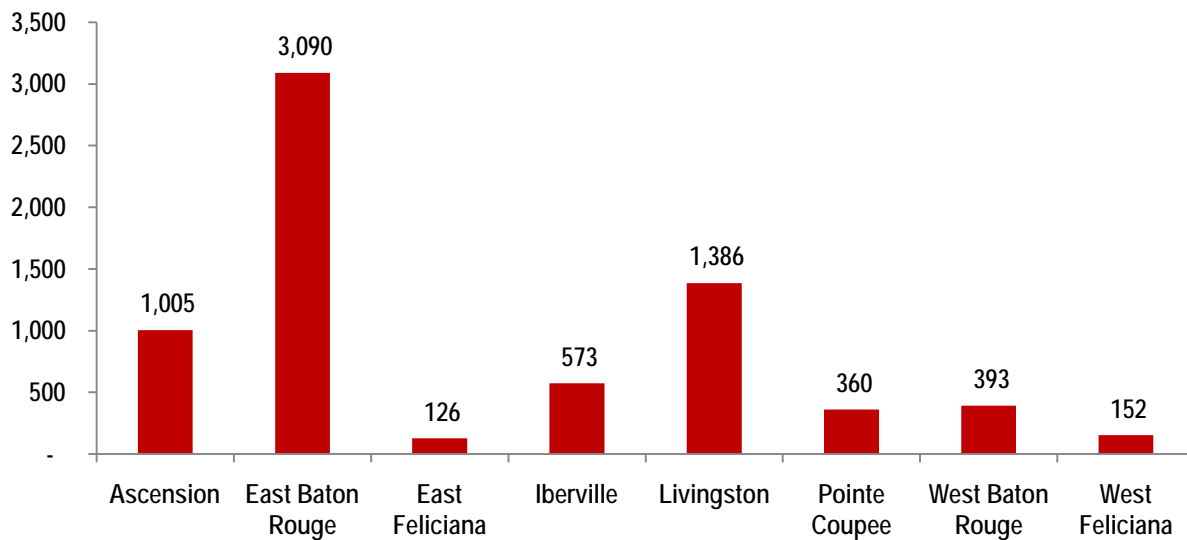
#### 3.4.1 Roadway Departures

In the Capital region, 61.4 percent of fatalities were attributed run-off-the-road incidents. Between 2007 and 2013, roadway departure fatalities and serious injuries fluctuated, with a low of 58 fatalities in 2010 and 788 serious injuries in 2013. Overall, between 2007 and 2013, serious injuries decreased 25 percent and fatalities decreased 34 percent, as shown in Figure 3.12. Parishes experiencing the highest number of combined fatalities and serious injuries as a result of roadway departure crashes include East Baton Rouge, Livingston, and Ascension, as shown in Figure 3.13.

**Figure 3.12 Roadway Departure Fatalities and Serious Injuries in Capital Region 2007 to 2013**



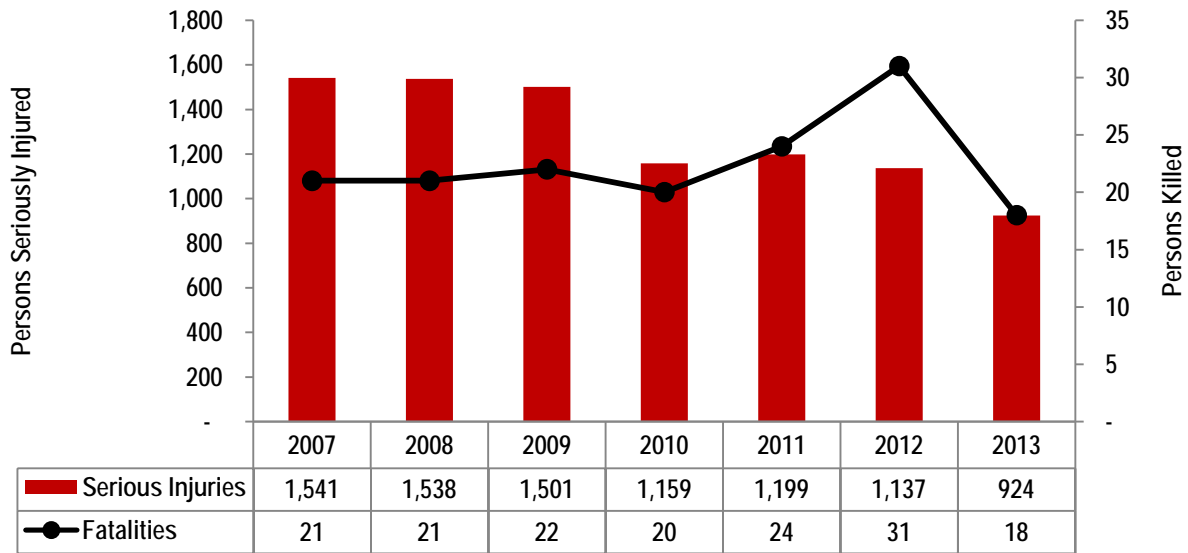
**Figure 3.13 Roadway Departure Fatalities and Serious Injuries by Parish in Capital Region 2007 to 2013**



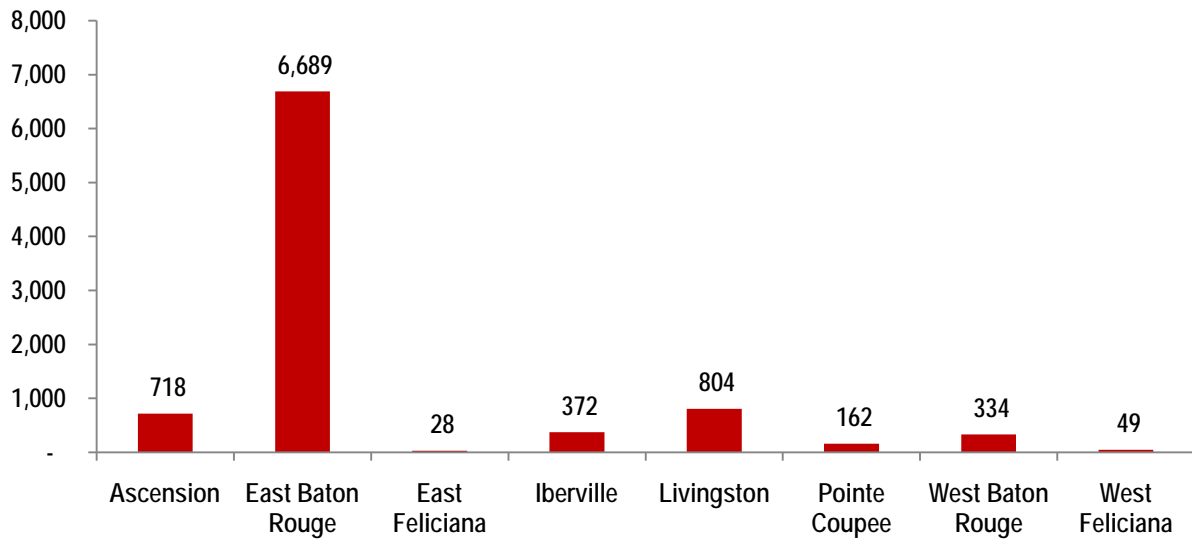
### 3.4.2 Intersections

Between 2007 and 2013, 16.7 percent of the total fatalities were attributed to intersection crashes. Serious injuries have slowly decreased over these seven years with a low of 924 in 2013. Between 2007 and 2013, serious injuries at intersections have decreased by 40percent. Over the same timeframe, fatalities have fluctuated with a low of 18 in 2013(Figure 3.14). Figure 3.15 shows the parishes with the highest number of combined fatality and serious injuries at intersections, including East Baton Rouge, Livingston, and Ascension.

**Figure 3.14 Intersection Fatalities and Serious Injuries in Capital Region  
2007 to 2013**



**Figure 3.15 Intersection Fatalities and Serious Injuries by Parish in Capital Region  
2007 to 2013**

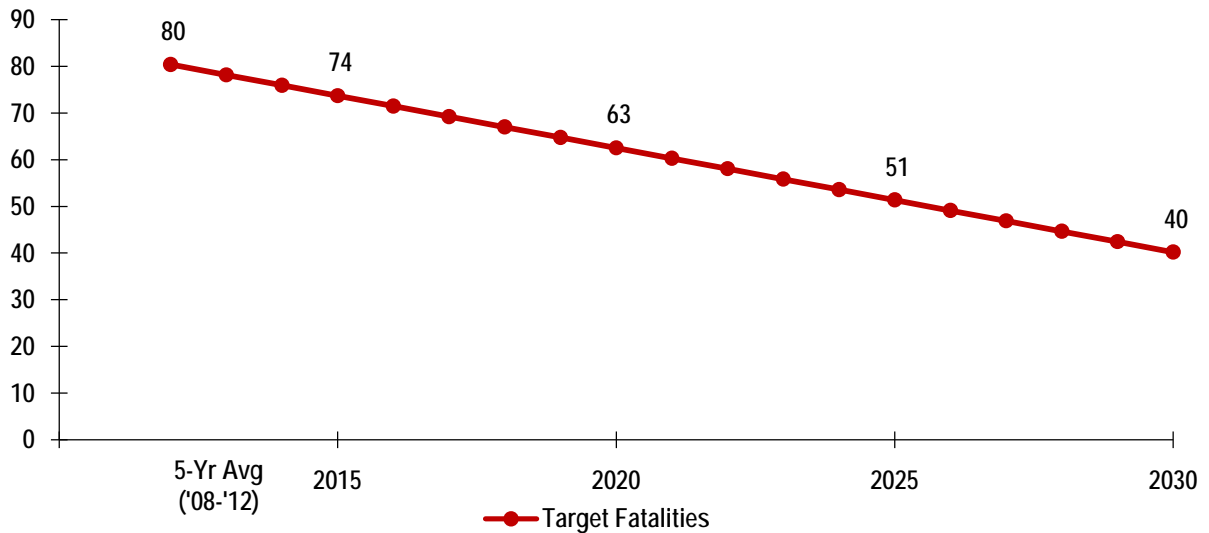


### 3.4.3 Goals

The goal for the Infrastructure and Operations Emphasis Area is to reduce roadway departure and intersection fatalities and injuries by 50 percent by 2030. Figures 3.16 through 3.19 show the benchmarks to achieve these goals.



**Figure 3.16** Benchmarks to Achieve a 50-Percent Reduction in Roadway Departure Fatalities in Capital Region by 2030



**Figure 3.17** Benchmarks to Achieve a 50-Percent Reduction in Roadway Departure Injuries in Capital Region by 2030

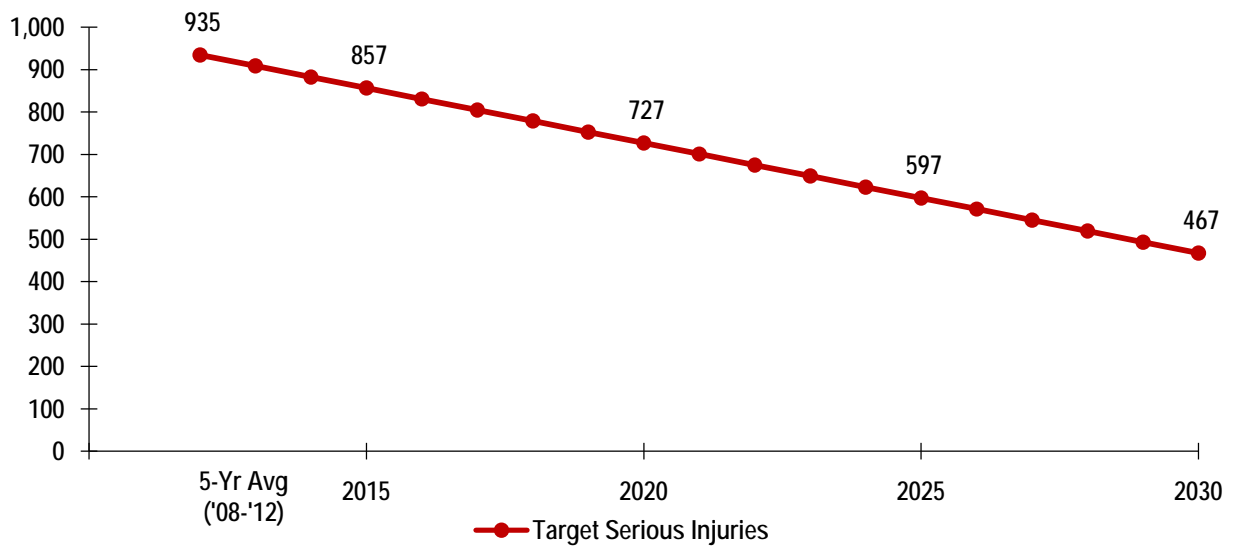




Figure 3.18 Benchmarks to Achieve a 50-Percent Reduction in Intersection Fatalities in Capital Region by 2030

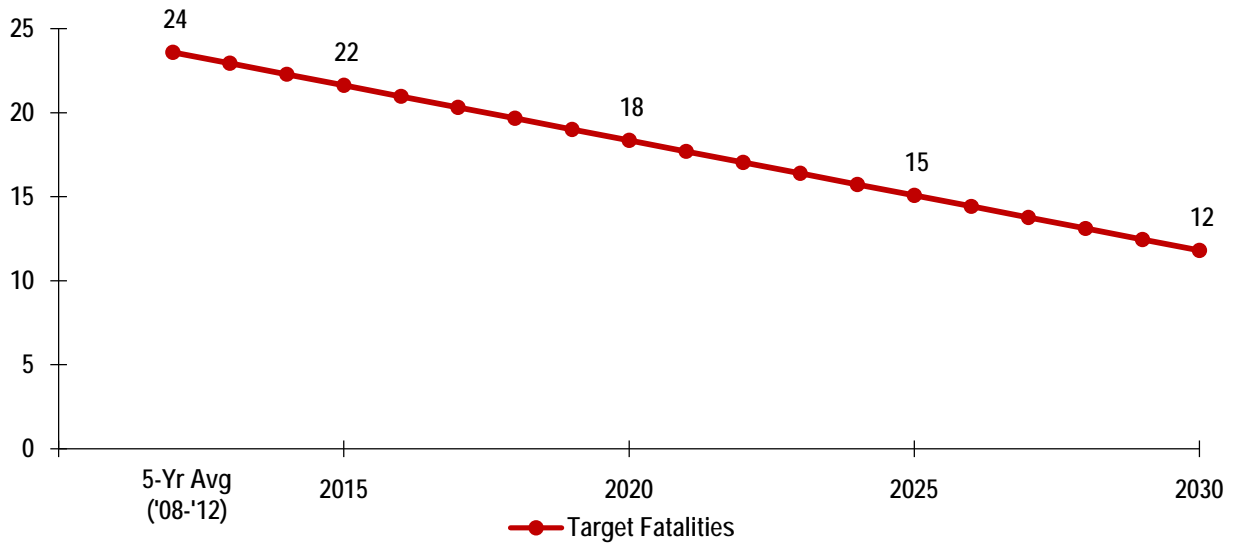
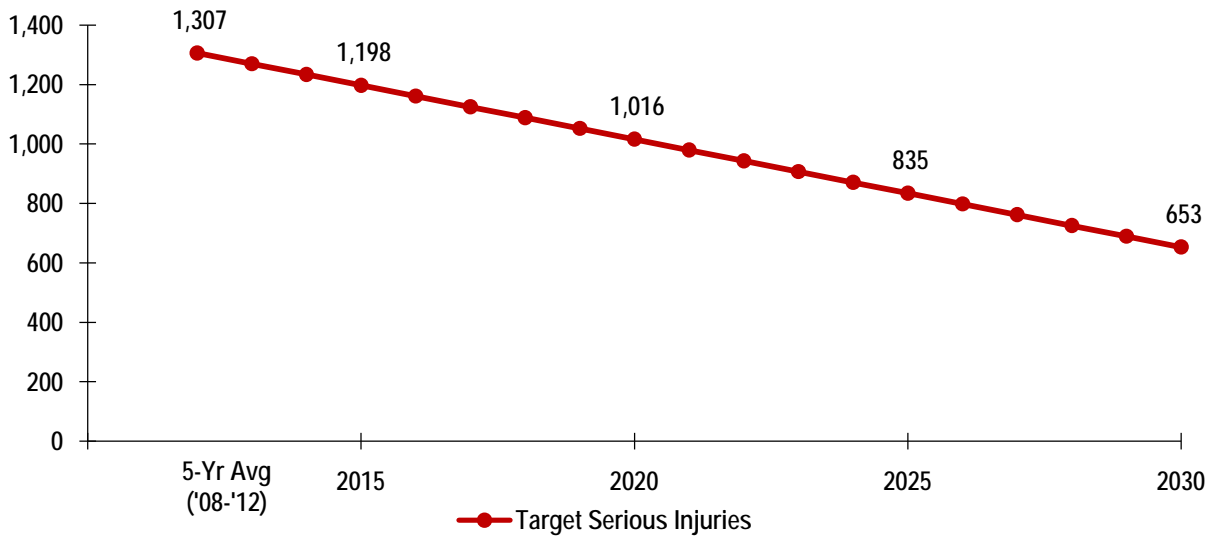


Figure 3.19 Benchmarks to Achieve a 50-Percent Reduction in Intersection Injuries in Capital Region by 2030



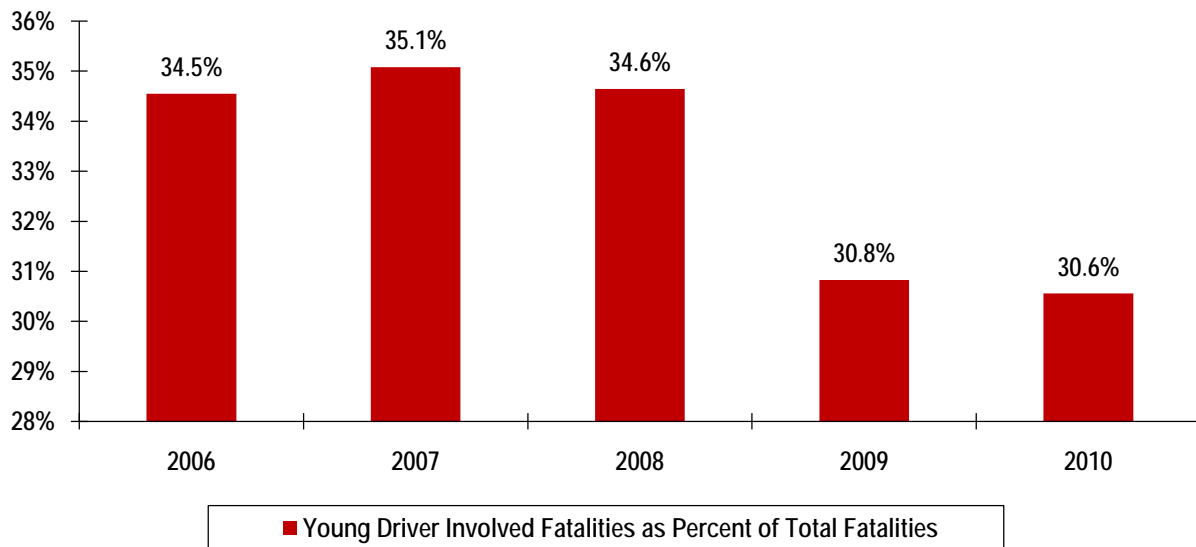
To achieve these goals, the regional Infrastructure and Operations Emphasis Area Team identified the following four strategies:

1. Obtain and analyze data on intersection and roadway departure crashes, fatalities, and serious injuries to determine contributing factors
2. Educate local and elected officials and public roadway users on the contributing factors in roadway departure and intersection crashes and general traffic safety challenges.
3. Reduce the number and severity of roadway departure and intersection crashes through infrastructure safety improvements at hot spot locations.
4. Use a systemic approach to identify infrastructure problems throughout the region.

### 3.5 CRASHES INVOLVING YOUNG DRIVERS

Like most states, Louisiana's young drivers are overrepresented in fatal crashes. In 2010, young drivers (15 to 24 years old) accounted for 30.6 percent of fatalities, but only 14.5 percent of licensed drivers. Figure 3.20 shows this breakdown for 2006 to 2010.

**Figure 3.20 Young Drivers (Age 15 to 24) Involved Fatalities as Percent of Total Fatalities**  
*Statewide, 2006 to 2010*



In the Capital region, young drivers accounted for 32.6 percent of the fatalities between 2007 and 2013. In spite of some fluctuations over the past six years, Figure 3.21 shows that fatalities have decreased significantly by 54 percent and serious injuries by 44 percent. Figure 3.22 shows that, although each parish has issues with young driver fatalities and serious injuries, East Baton Rouge far exceeds the others with a combined total 5,426 between 2007 and 2013.

Figure 3.21 Young Driver Fatalities and Serious Injuries (Ages 15 to 24) in Capital Region 2007 to 2013

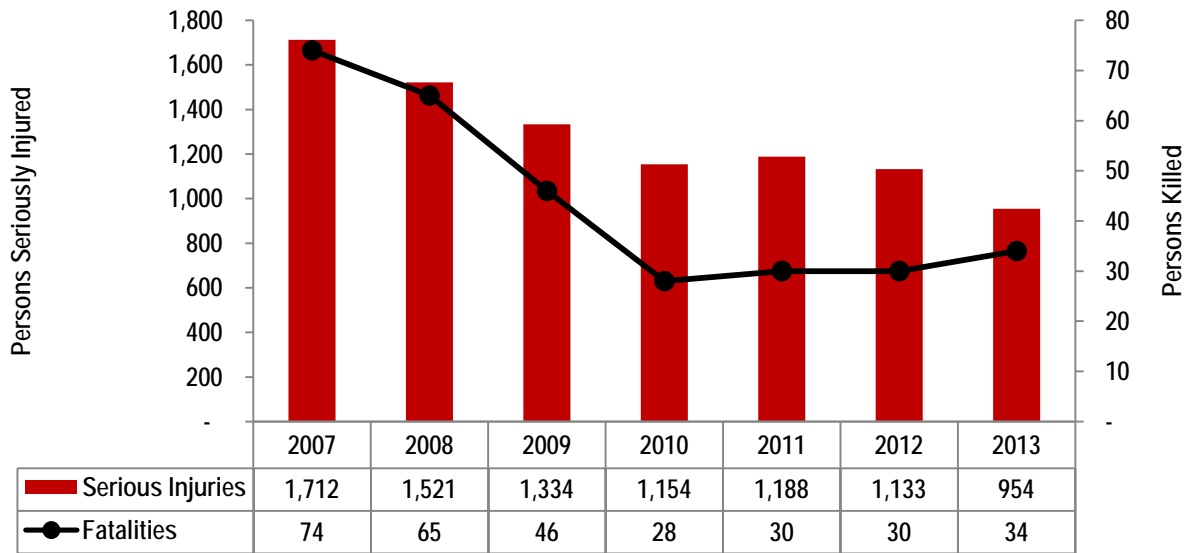
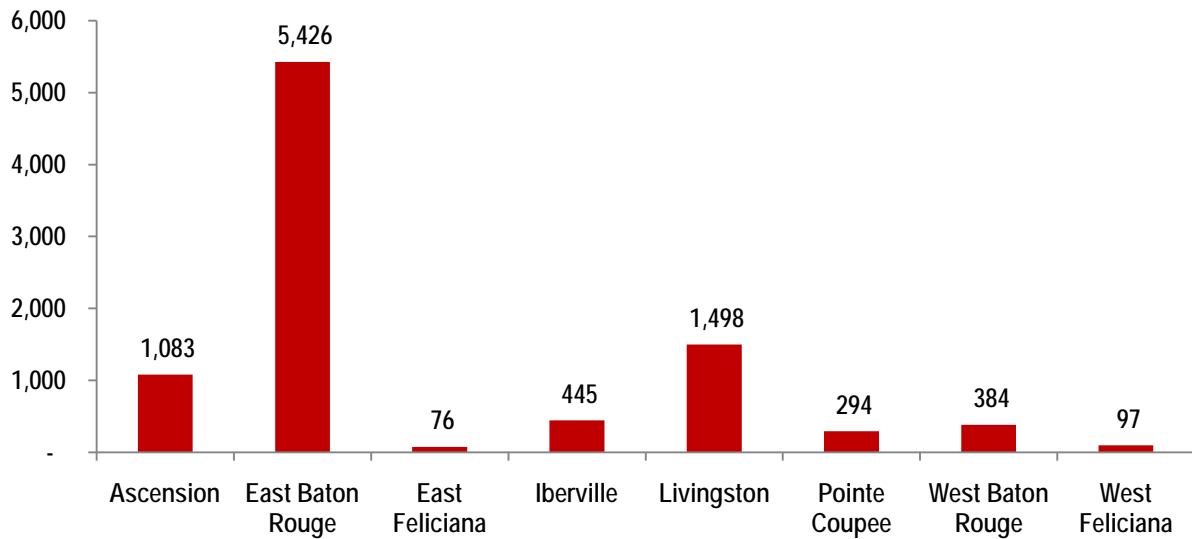


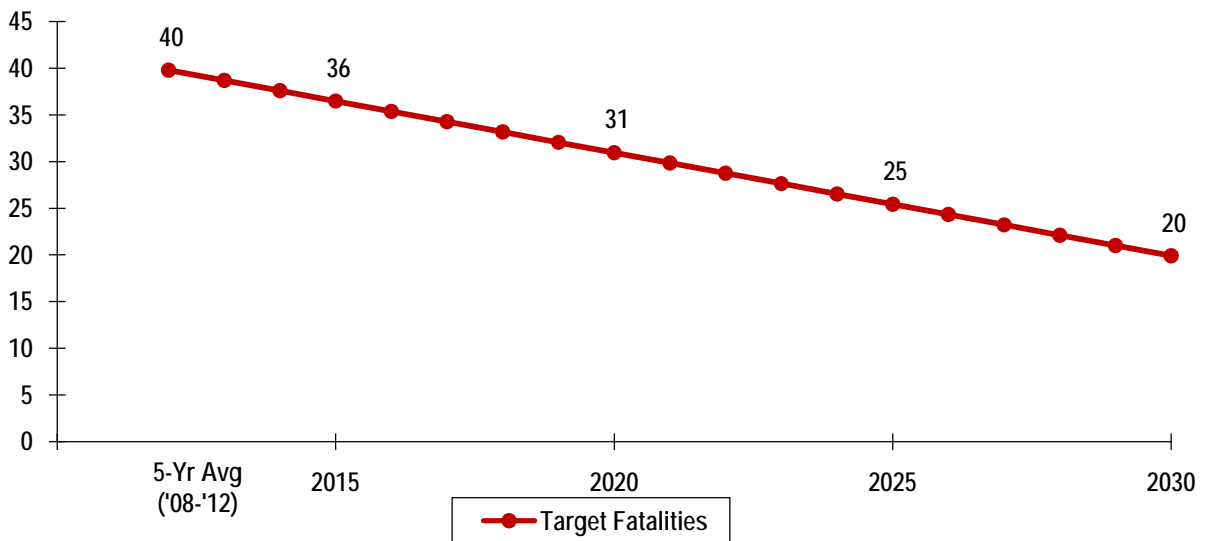
Figure 3.22 Young Driver Fatalities and Serious Injuries by Parish in Capital Region 2007 to 2013



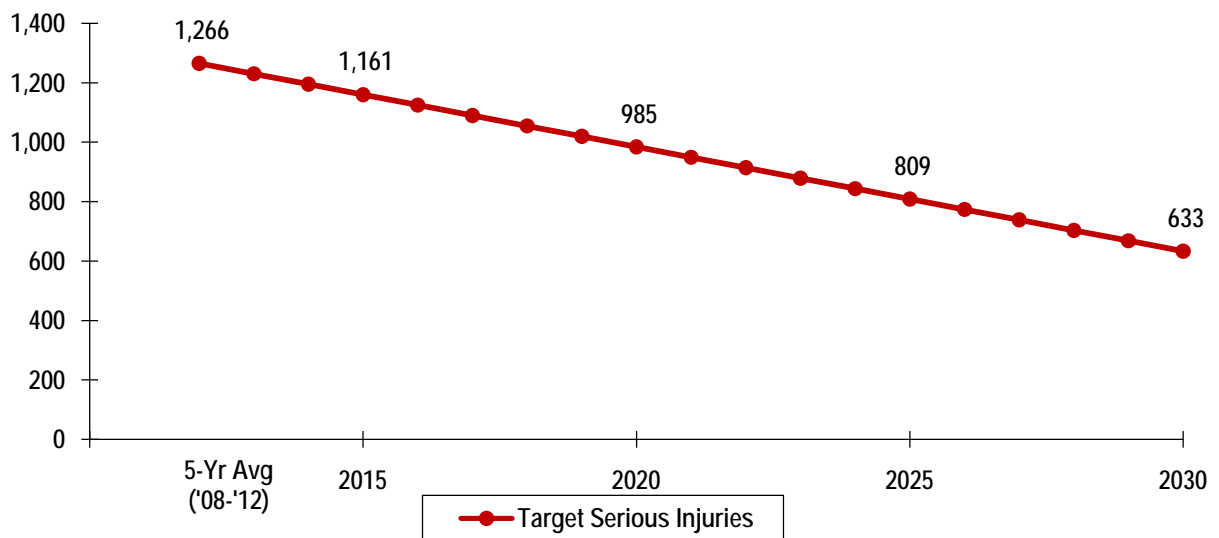
### 3.5.1 Goal

The goal for the Young Drivers Emphasis Area team is to reduce fatalities involving young drivers by 50 percent by 2030. Figures 3.23 and 3.24 illustrate the benchmarks for this goal.

**Figure 3.23** Benchmarks to Achieve a 50-Percent Reduction in Fatalities Involving Young Drivers in Capital Region by 2030



**Figure 3.24** Benchmarks to Achieve a 50-Percent Reduction in Injuries Involving Young Drivers in Capital Region by 2030



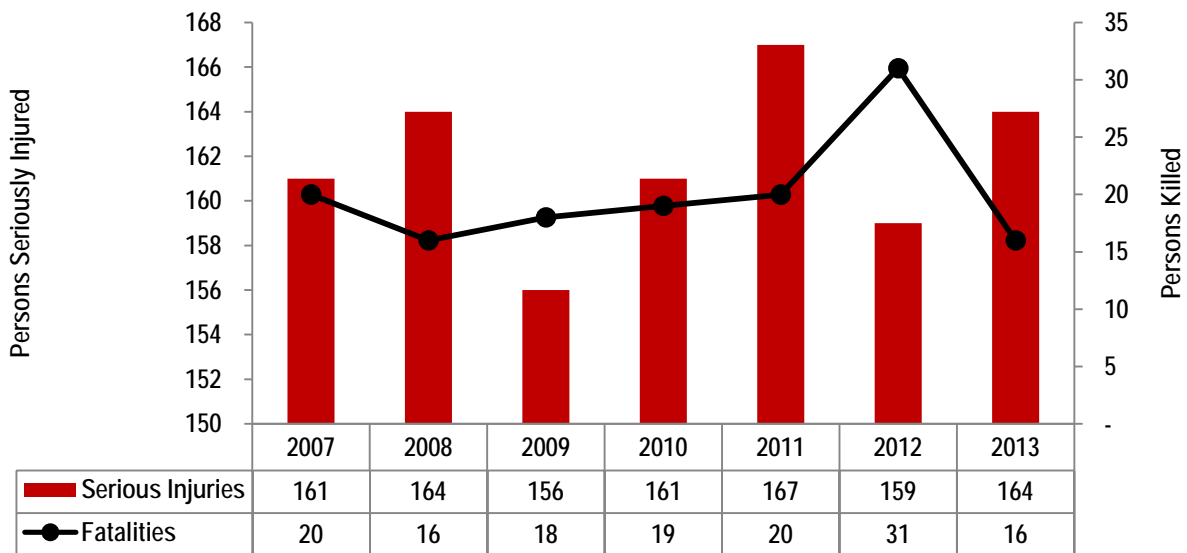
To achieve these benchmarks, the regional Young Driver Emphasis Area Team identified the following three strategies:

1. Conduct education programs that improve young driver safety.
2. Education on laws and regulations to reduce traffic safety incidents and crashes involving young drivers.
3. Improve enforcement and education of young driver laws.

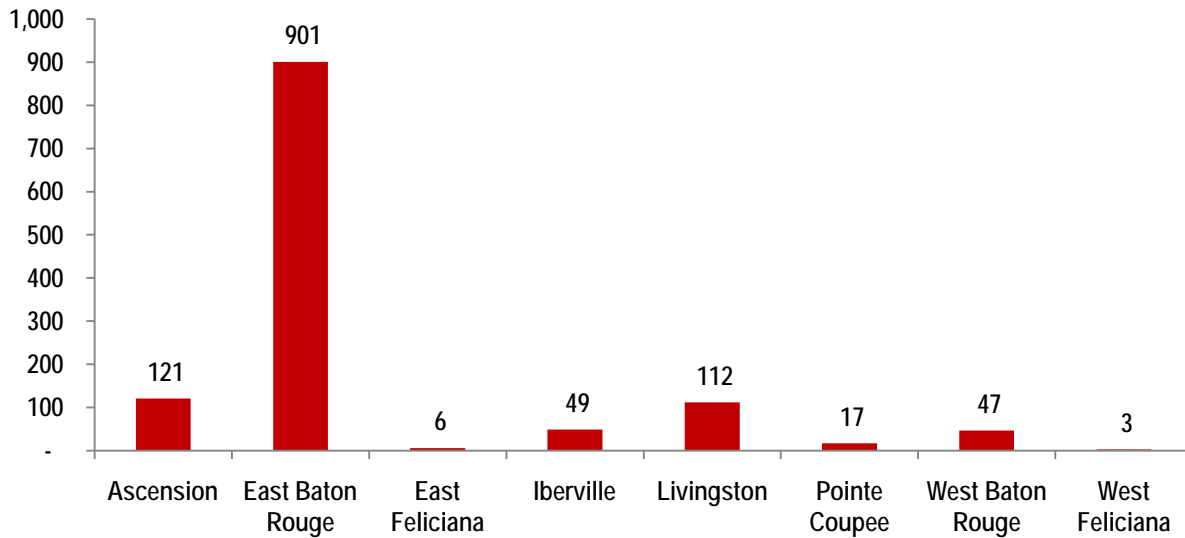
### 3.6 CRASHES INVOLVING BICYCLE AND PEDESTRIANS

Between 2007 and 2013, 15 percent of the total fatalities were attributed to bicycle and pedestrian crashes, the majority of which involved pedestrians. Figure 3.25 shows the total number of bicycle/pedestrian fatalities and serious injuries between 2007 and 2013 in the Capital region. In 2009, serious injuries in the region hit an all-time low over the seven-year timeframe with 156; though fatalities have increased between 2008 to 2012. Figure 3.26 illustrates the breakdown of total bicycle and pedestrian fatalities and serious injuries by parishes between 2007 and 2012. East Baton Rouge leads the region, followed by Ascension and Livingston.

**Figure 3.25 Bicycle and Pedestrian Fatalities and Serious Injuries in Capital Region 2007 to 2013**



**Figure 3.26 Bicycle and Pedestrians Fatalities and Serious Injuries by Parish in Capital Region 2007 to 2013**



### 3.6.1 Goal

The goal for the Bicycle and Pedestrian Emphasis Area Team is to reduce bicycle/pedestrian-related fatalities and injuries by no less than 50 percent by 2030. Figures 3.27 and 3.28 show the benchmarks for fatalities and injuries.

**Figure 3.27 Benchmarks to Achieve a 50-Percent Reduction in Bicycle/Pedestrian Fatalities in Capital Region by 2030**

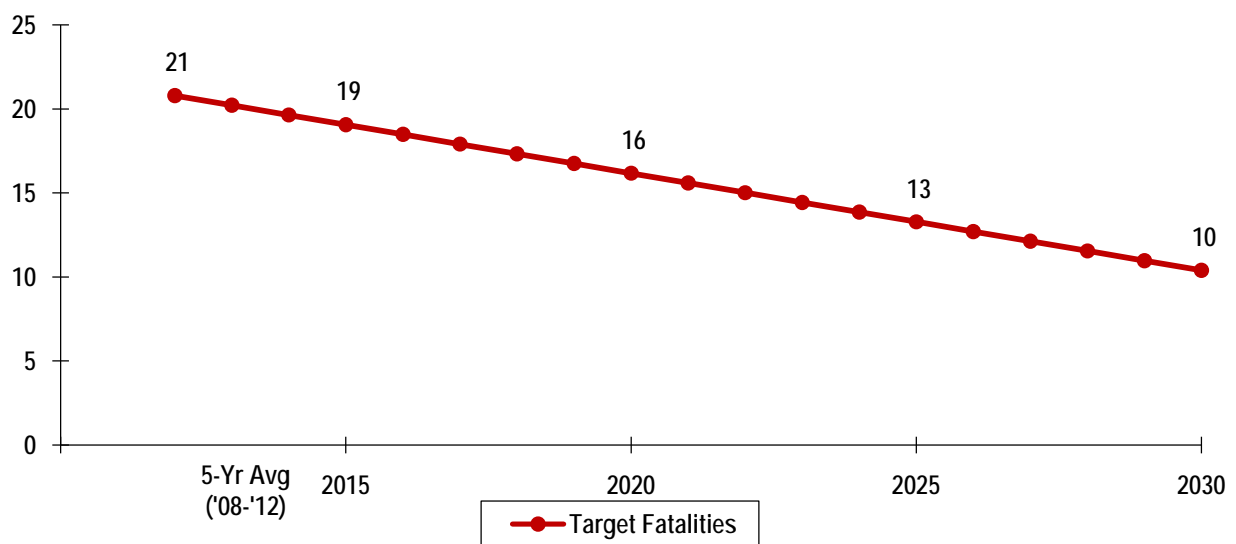
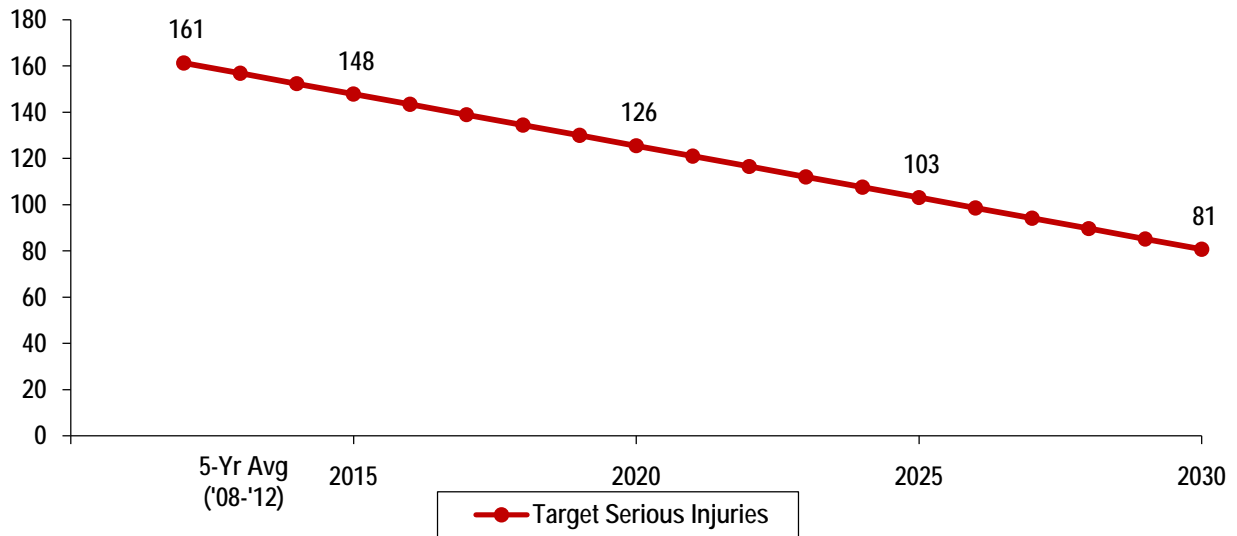


Figure 3.28 Benchmarks to Achieve a 50-Percent Reduction in Bicycle/Pedestrian Injuries in Capital Region by 2030



To achieve these goals, the regional Bicycle and Pedestrian Emphasis Area Team identified the following five strategies:

1. Improve roadway infrastructure and the roadway environment to promote pedestrian and bicycle safety.
2. Obtain and analyze data on the locations and the factors contributing to pedestrian and bicycle crashes, fatalities, and serious injuries in the Capital Region.
3. Educate local jurisdictions on policies that promote pedestrian and bicycle safety.
4. Enforce laws that ensure bicycle and pedestrian safety.
5. Conduct education and awareness programs to increase pedestrian and bicycle safety.

## 4.0 SHSP Management, Implementation, and Evaluation

### 4.1 RESPONSIBILITIES OF THE REGIONAL SAFETY COALITIONS

Upon completion of CRTSP development, responsibilities shift to management, implementation, and evaluation of the Plan. Moving forward, key coalition responsibilities include:

- Continuation of regular (quarterly or monthly) meetings to review program and project activities;
- Annual review of crash data to reevaluate the regional transportation safety problems;
- Annual evaluation of strategies, programs, and projects in the Plan to determine effectiveness;
- Annual update of the regional action plans; and
- Updates on progress to the statewide Emphasis Area Team leaders.

### 4.2 SAFETY PROGRAM AND PROJECT IMPLEMENTATION

Effective implementation of the CRTSP vision, goals, and emphasis area strategies requires extensive coordination and cooperation among regional stakeholders. Coalition members should meet biannually, at a minimum, to discuss the following objectives:

- Review implementation progress and performance in the emphasis areas;
- Provide assistance to overcome barriers and solve problems;
- Measure performance on SHSP-related campaigns, trainings, and other programs; and
- Provide guidance on future programs and activities.

### 4.3 EVALUATION

The evaluation of the CRTSP will study both process and outcome measures to determine if the planned projects and programs are being implemented and affecting the number of motor vehicle-related fatalities and serious injuries. The regional emphasis area team leaders will report progress on action steps identified in the regional safety action plans quarterly through the use of a tracking and monitoring tool. Using this tool, it is possible to monitor performance and more global process performance measures, such as the number of countermeasures underway,



completed, or not started. Regional coalition leaders will give progress reports at the biannual Implementation Team meetings.