

2023

Tangipahoa Parish Local Road Safety Plan



08/2023



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Abbreviations/Acronyms

LADOTD	Louisiana Department of Transportation and Development
SHSP	Strategic Highway Safety Plan
LRSP	Local Road Safety Plan
LTAP	Local Technical Assistance Program
PMC	Project Management Committee
FHWA	Federal Highway Administration
TTI	Texas A&M Transportation Institute
CMF	Crash Modification Factor
PDO	Property Damage Only
RWD	Roadway Departure

Executive Summary

The Louisiana Department of Transportation and Development (LADOTD) is working aggressively to reduce the number of serious injuries and fatalities on all public roadways. The state set an aggressive target of reducing the state's fatalities and serious injuries by half by 2030. The roadmap to this goal is Louisiana's Strategic Highway Safety Plan (SHSP), a data-driven plan that identifies the primary contributing factors that lead to serious injury and fatal crashes. These primary contributing factors are the plan's main emphasis areas of work. They are impaired driving, occupant protection, young drivers, distracted driving, and infrastructure and operations. By focusing attention and resources on these five emphasis areas, the state plans to decrease serious injuries and fatalities on all roadways.

The Louisiana Strategic Highway Safety Plan infrastructure and operations emphasis area identified local road safety plans (LRSP) as a proven safety countermeasure to address crashes taking place on local roads. The Federal Highway Administration defines Local Road Safety Plans as a "framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads" (Local Road Safety Program, 2002). According to the Center for Analytics and Research in Transportation Safety, from 2014-2018, 22% of the fatalities from traffic crashes took place on local roads. This plan is focused on reducing fatalities on the local road network in Tangipahoa Parish.

The Tangipahoa Parish Local Road Safety Plan utilizes the methodology developed by the Louisiana Local Road Safety Program, and the Louisiana Department of Transportation and Development Roadway Departure Implementation Plan to identify roadways with safety concerns and assist in countermeasure selection. Through collaborative discussions and data driven analysis with local roadway owners, law enforcement, and other traffic safety advocates, this LRSP plan serves as a roadmap for future safety improvements for both parish and municipal owned roadways throughout Tangipahoa Parish.

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Background

The Louisiana Strategic Highway Safety Plan Identified Local Road Safety Plans (LRSP's) as a proven safety countermeasure to reduce the number of fatalities and serious injuries on locally owned roads. Therefore, to achieve the SHSP goal of reducing fatalities and serious injuries by half by 2030, the plan recommended the development of LRSP's in the top twenty crash generating parishes in the state. To assist in the development of these plans, the Louisiana Local Technical Program (LTAP) developed the Local Road Safety Profiles for the top twenty crash generating parishes. Based on the analysis conducted by LTAP in the Parish Profile, Tangipahoa was ranked as the 9th most crash generating parish in the state. This document is meant to assist the parish and its municipalities in identifying safety concerns on their local roads and implement safety countermeasures funded through the Local Road Safety Program or other applicable programs.

Tangipahoa Parish

Tangipahoa Parish is a growing parish located just north of Lake Pontchartrain in the southeast section of the state. According to the 2020 census, the population of Tangipahoa Parish was 133,157 residents, a 9.96% increase in population since the 2010 census (US Census Bureau, 2022). The parish profile indicates that the parish has 1,506 miles of roads and highways (Local Road Safety Program, 2016). Of these roads, 1,246 (81%) are owned and maintained by the parish and local governments (Local Road Safety Program, 2016). The remaining 19% of roads are maintained by the Louisiana Department of Transportation and Development (LADOTD) (Local Road Safety Program, 2016). Based on the parish profile, the parish has been identified as one of the top 20 crash generating parishes and is therefore identified as a parish to develop a Local Road Safety Plan by the SHSP. Because of the preponderance of locally owned roads, the growing population, and number of crashes, a local road safety plan will assist the parish in improving the locally owned transportation network and save lives.

Project Management Committee (PMC)

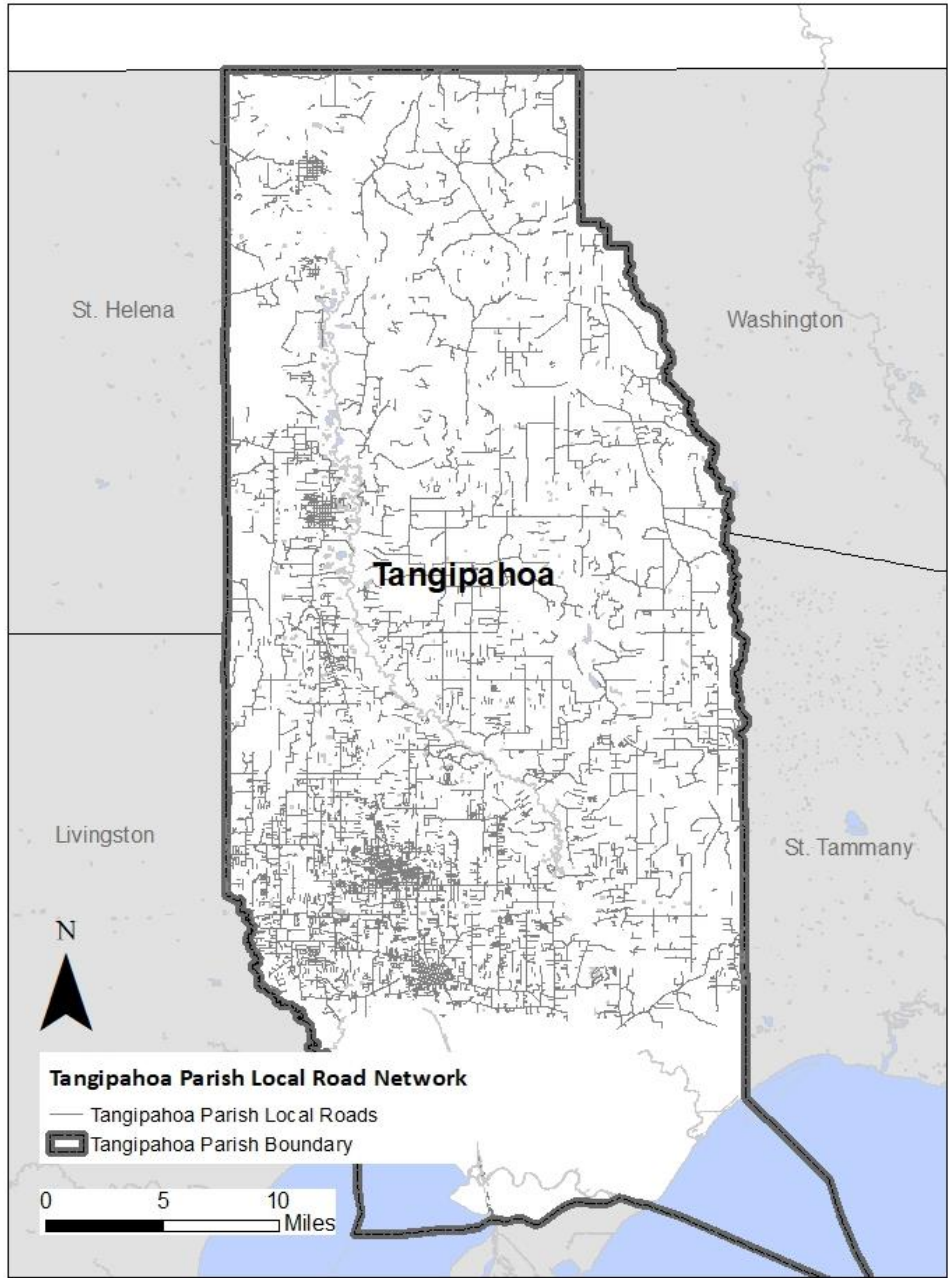
A Project Management Committee (PMC) was established to provide insight and knowledge of the local roadway network for this plan. It was made up of individuals from Tangipahoa Parish Development Department, Tangipahoa Parish Public Works, Tangipahoa Prevention and TRACC department, City of Hammond, City of Ponchatoula, City of Amite, LADOTD District-62, LSP-L, Tangipahoa Parish Sheriff's Department, City of Ponchatoula PD, City of Hammond PD, and Louisiana LTAP. The PMC assisted with target setting, roadway selection, and countermeasure proposals. The inclusion of a diverse set of disciplines in the Project Management Committee helped to ensure that a holistic approach to traffic safety was utilized in the development of the plan.

Purpose/Goals

The Local Road Safety Plan for Tangipahoa Parish is a framework to guide traffic safety improvements on parish-owned and maintained roadways and for roadways owned and maintained by the three municipalities in the parish identified by the parish profile: Ponchatoula, Hammond, and Amite. The plan identifies roadways with high numbers of crashes and proposes countermeasures which can be used for future applications to the local road safety program. Using a data driven approach to safety improvements will aid the parish in achieving the targets outlined in the plan.

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Map 1: Tangipahoa Parish Local Roads

Data

This plan utilizes three datasets for the local road safety analysis. 2017-2021 crash data was utilized to set the targets for the plan and provide an overview of crash data for each identified network (parish and municipal owned roads). 2012-2016 data was utilized in the parish roadway ownership section. This data set corresponds to the data utilized in the LADOTD Roadway Departure Implementation Plan. Finally, 2014-2016 crash data was used for the safety analysis of Hammond, Ponchatoula, and Amite owned roadways. This data corresponds to the data set utilized in the Tangipahoa Parish Profile which was the foundation of the municipal sections.

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Targets

The PMC decided that the targets for the Tangipahoa Parish Local Road Safety Plan should mirror Louisiana’s Strategic Highway Safety Plan goal of reducing fatalities as well as serious injuries by 50% by 2030 for all locally owned roads in the parish. The targets were calculated using a five-year rolling average (2017-2021). Therefore, an average of crash data from 2017-2021 is the starting year for calculating the target.

For the purposes of the plan, two targets were calculated, one for the number of fatalities on all local roads, and one for suspected serious injuries on all local roads. The figures below illustrate the two targets. Please note, this document references roads by ownership (parish or municipal). “All local roads” references both parish and municipal owned roads.

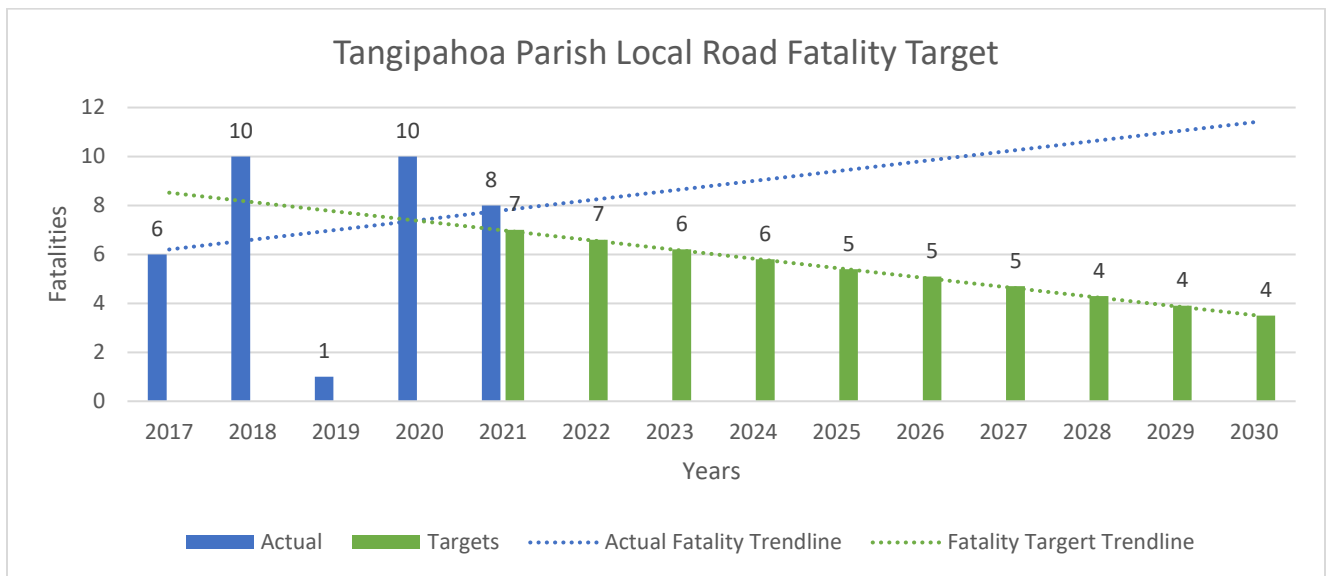


Figure 1: 2018-2030 Fatality Reduction Goal, All Local Roads

Figure 1 illustrates the 2021-2030 fatality reduction goal for all local roadways. The 2017-2021 five-year average is seven fatalities, making the 2030 target four fatalities. The green trendline represents the projected trendline if the targets are met. The blue trendline represents the current trendline based on historical crash data.

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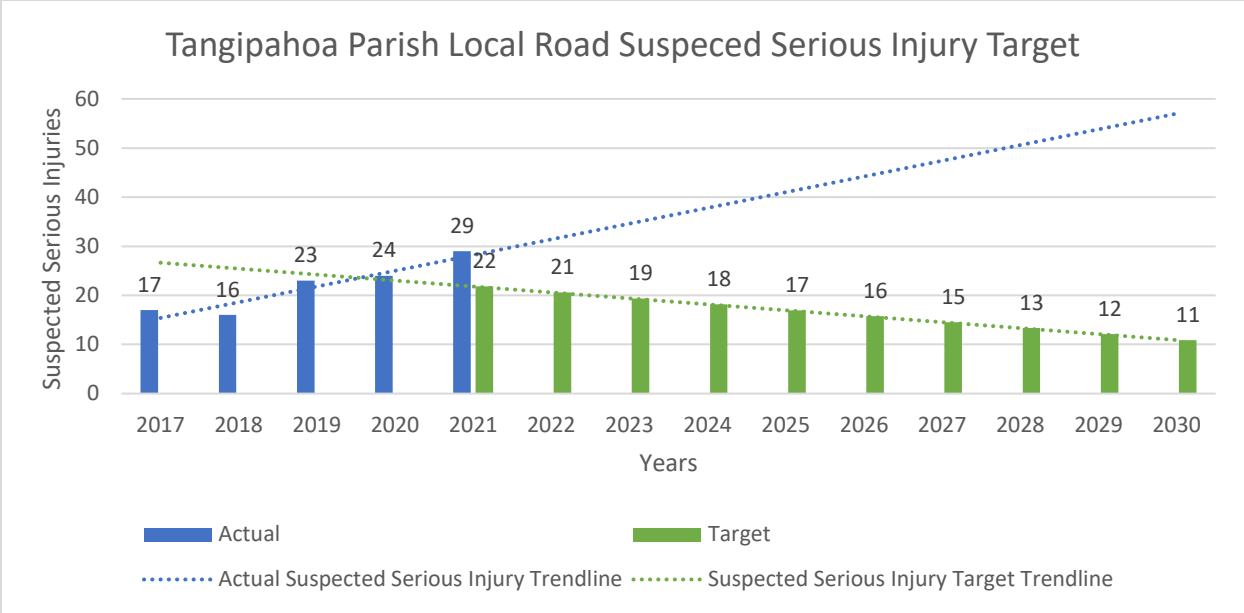


Figure 2: 2018-2030 Serious Injury Reduction Goal, All Local Roads

Figure 2 illustrates the 2021-2030 suspected serious injury reduction goal for all local roadways. The 2017-2021 five-year average is 22 suspected serious injuries with the 2030 target of eleven serious injuries. The green trendline represents the projected trendline if the targets are met. The blue trendline represents the current trendline based on historical crash data.

Methodology

Crash data is collected on the scene of a crash by the responding officer in a crash report, and its accuracy is dependent on the responding officers’ observations and training. Once a crash report has been submitted, it undergoes a rigorous QA and QC by the Center for Analytics and Research and Transportation (CARTS) at Louisiana State University (LSU). The crash data can then be queried and downloaded for analysis by LADOTD and other transportation entities through LADOTD’s Crash1 (state routes) and Crash3 (local roads) data dashboard. By analyzing the crash data, the user can identify contributing factors, crash severity, vehicle type, crash type, time of day, surface conditions, and other variables for patterns that may give insight into possible countermeasures.

Parish Road Methodology

LADOTD partnered with the Federal Highway Administration (FHWA) and Texas A&M Transportation Institute (TTI) to develop the *Louisiana Department of Transportation and Development Roadway Departure Safety Implementation Plan*. The plan uses a “combination of predictive safety assessment techniques and observed crash statistics as a way of comprehensively identifying candidate locations that are expected to benefit from implementation of safety treatments. The plan focuses on low-cost safety countermeasures suitable for widespread deployment” (Louisiana Department of Transportation and Development, 2020, p. 8). The plan includes a network screening tool for both the state and local roadways to help identify segments with an elevated risk of roadway departures. This methodology is used to identify safety concerns on parish-owned roads in the plan. For further explanation of this methodology please see page 18.

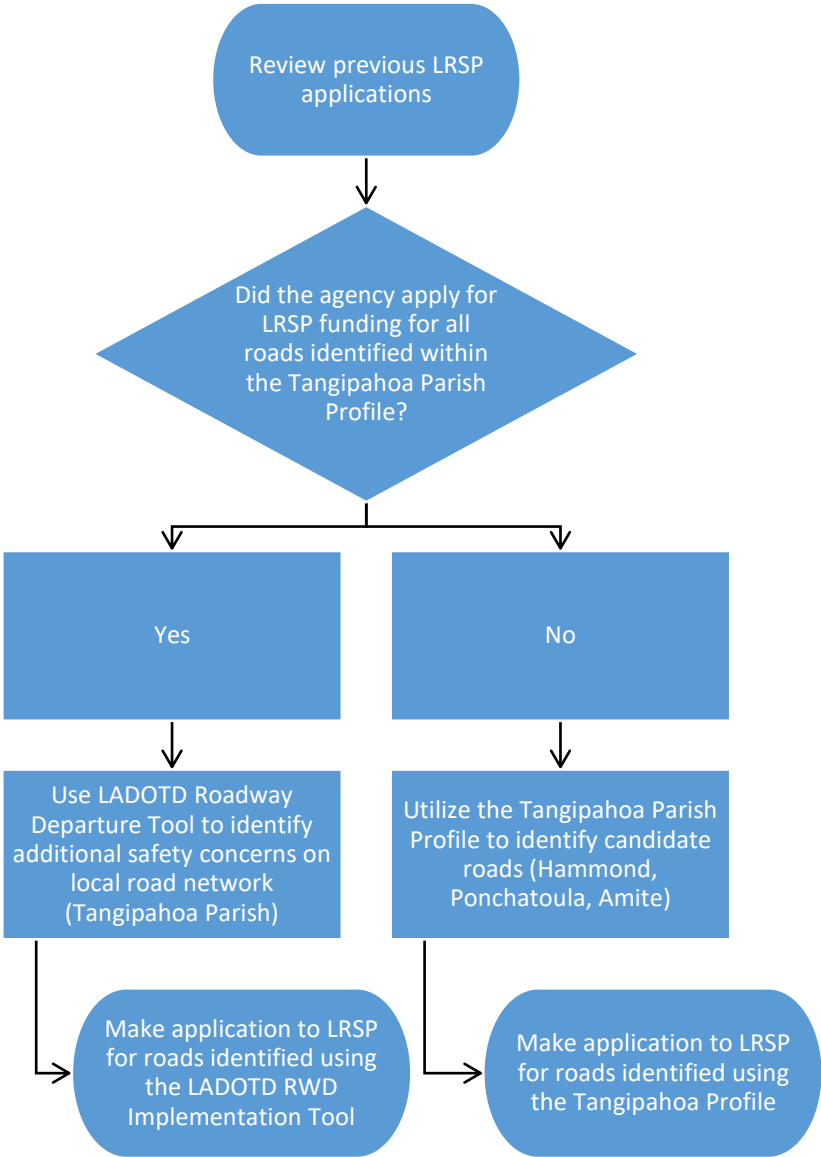


Figure 3: Flowchart of methodology used for the local road safety plan

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Municipal Road Methodology

The Tangipahoa Parish Local Road Safety Plan for municipal roads is built upon the foundation of 2014-2016 crash data captured and analyzed in the Tangipahoa Parish Local Road Safety Profile. LTAP produced parish profiles for the top 20 crash-generating parishes in Louisiana. The profile identified Tangipahoa as the 9th most crash generating parish. The profiles take a high-level overview of the crash statistics and compare the parish crash totals to state crash totals to identify overrepresented safety issues. These profiles were developed to guide data-driven applications for 100% funding made available by the Louisiana Local Road Safety Program. The routes generating at least 50% of crashes in the parish were identified and listed in a table. These routes were then further analyzed to identify the types of crashes exceeding the expected state average for the specified safety concern. Examples of an over-represented safety issue might include over-represented types of collisions like non-collision with motor vehicles or wet weather crashes.

DOTD Coordination

Throughout the plan, many of the identified locally owned roads intersect state owned and maintained roads (State and US Highways). In fact, many of the most crash generating locations are intersections between local and state owned and maintained roads. DOTD policy maintains that intersections between locally owned roads and state owned and maintained highways are under the jurisdiction of LADOTD. Therefore, to properly address the safety concerns on the identified roadways that intersect state owned and maintained roads, coordination between the local agency and LADOTD District 62 should be prioritized.

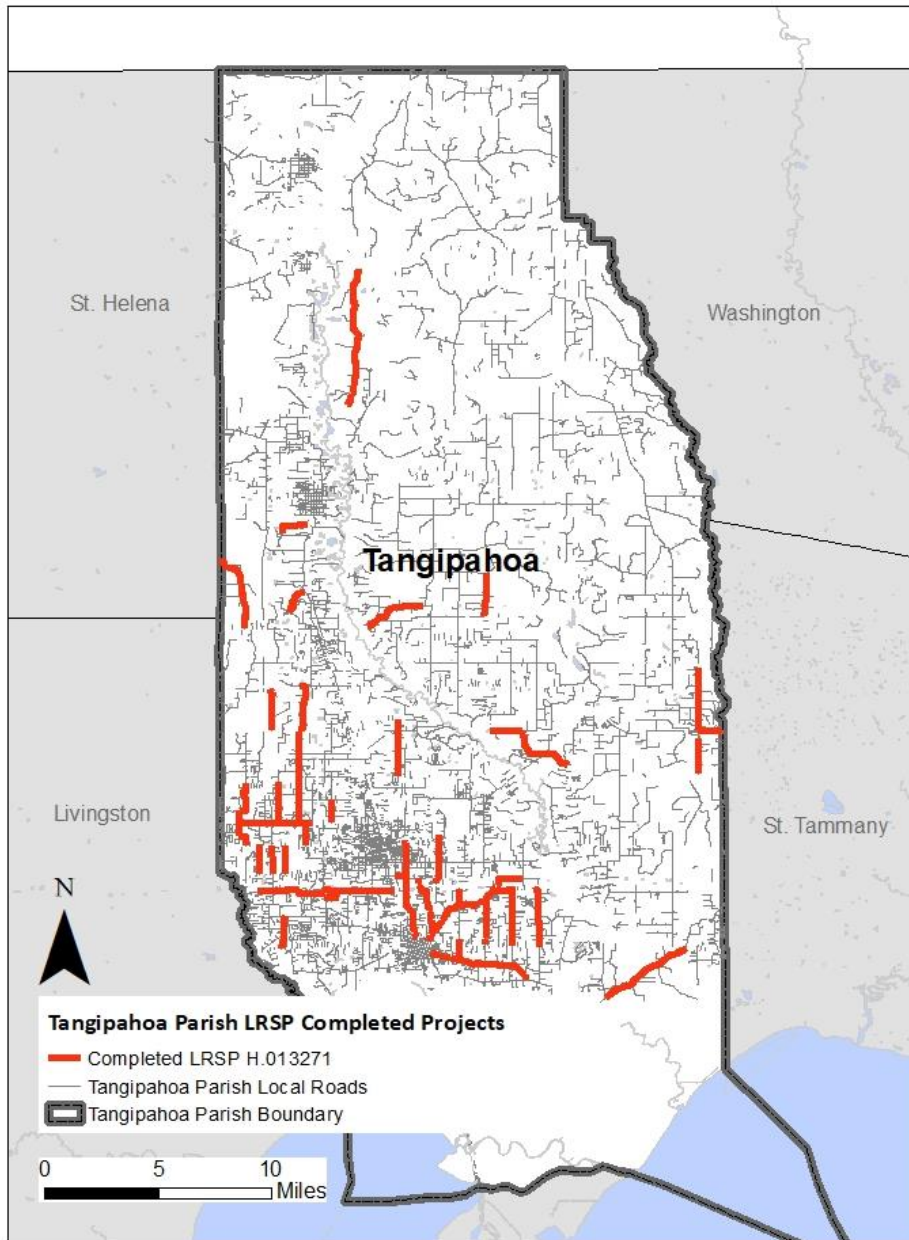
Previous Applications for Local Road Safety Program Funds by Tangipahoa Parish

Using the parish profile from LTAP, Tangipahoa Parish submitted three different applications to the Local Road Safety Program in 2017. As a result of their three applications, DOTD funded a local road safety program project (State Project H.013271) that implemented low-cost safety countermeasures (signage, stripping, raised pavement markings) on a total of 96.3 miles on 39 parish roads. The list of roads and a map of the improved roads is located below.

Street Names			
W Club Deluxe Road	Dunson Road	Milton Road	Loranger Road
Happywoods Road	Brown Road	Rufus Bankston Road	Chappapeela Road
E Minnesota Park Avenue	N Thibodeaux Road	Patti Road	Turnpike Road
S Range Road	General Ott road	Crapanzano Road	S Hoover Road
Yokum Road	Adams Road	George Road	Esterbrook Road
W Pleasant Ridge Road	Bankston Road	Stafford Road	Traino Road
Old Covington Hwy	S Baptist Road	Whiskey Lane	Weinberger Road
S Airport Road	Hood Road	Hano Road	S River Road
Sister's Road	Durbin Road	E Cooper Road	Bennet Road
N Hoover Road	Wardline road	Antioch Road	

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Map 2: All parish roadways submitted to the Local Road Safety Program

Extending Focus to Municipal-Owned and Maintained Roadways

In addition to identifying safety concerns on Parish-owned-and-maintained roadways, the profile also identifies safety concerns on municipal-owned-and-maintained roadways---with those of most concern located in Amite, Hammond, and Ponchatoula, which include the Parish Seat and the Parish's two largest cities. In partnership with the PMC, roadways identified in each municipality were chosen to be included in the local road safety plan. Their inclusion in the plan will assist the municipality in applying for funding to Local Road Safety Program.

The following municipal roadways were selected based on PMC input and their inclusion in the Tangipahoa Parish Profile.

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Hammond Owned Roads	Ponchatoula Owned Roads	Amite Owned Roads
CM Fagan	North Fifth Street	East Mullberry Street
North Oak Street	Northwest Railroad Avenue	North Second Street
Northwest Railroad	South First Street	
South Range Road	South Sixth Street	
Old Covington Highway		
West Coleman Avenue		

In the coming section there will be an overview of crash data for all local roads, and a separate section for each roadway owner with their identified roads and proposed countermeasures. These sections are meant to help the roadway owner make applications to the local road safety program.

Crash Data for All Local Roads

An overview of all local road (non-state) crash data from 2017-2021 was undertaken to create a snapshot of the safety concerns that are prevalent throughout the local road network in Tangipahoa Parish. The data below is for crashes that took place on all local roads. This includes both the parish owned and maintained roads as well as roads owned and maintained by municipalities. Figures 4-10 refer to crashes on all local roads.

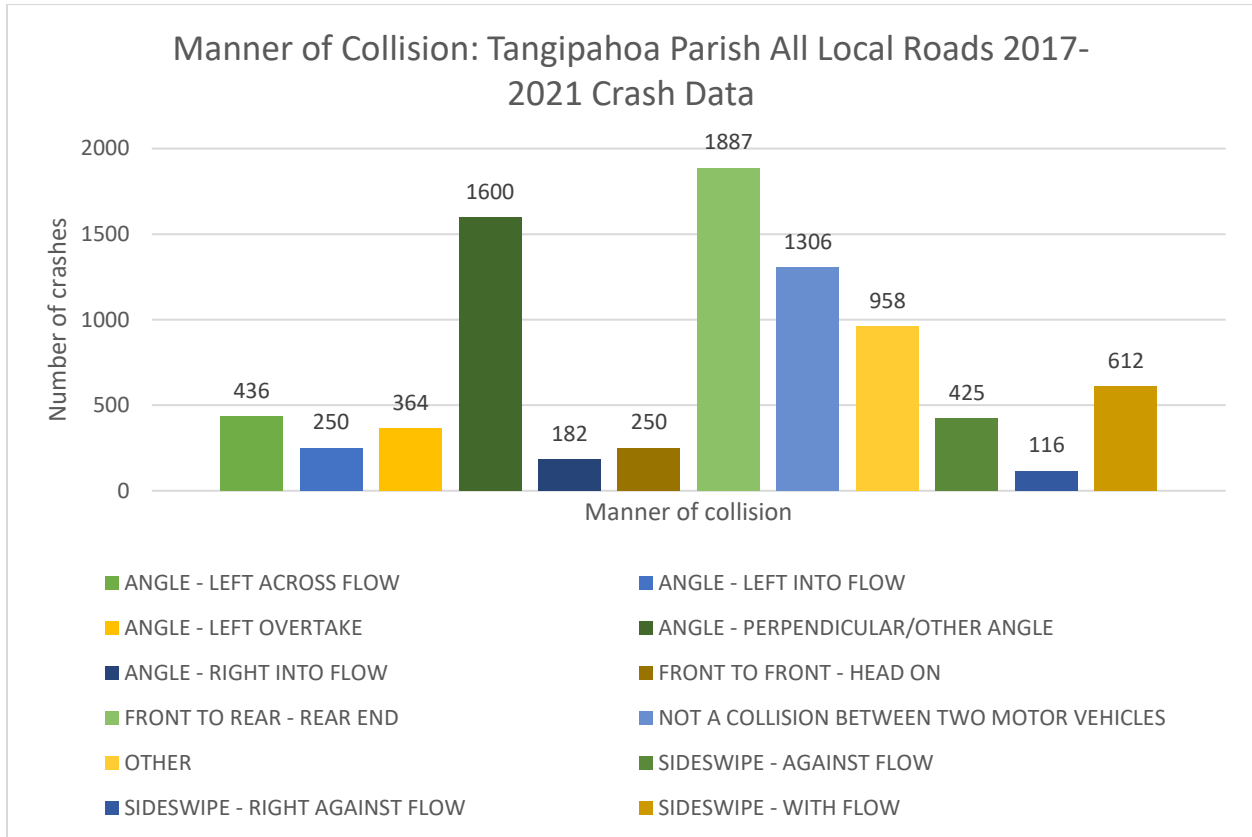


Figure 4: Manner of Collision for All Local Road Crashes 2017-2021

Figure 4 illustrates the manner of collision for all local road crashes in Tangipahoa Parish from 2017-2021. During this period there were 8,386 crashes on local roads in Tangipahoa Parish. The most common manner of collision was “Front to Rear – Rear End” followed by “Angle – Perpendicular/Other Angle”.

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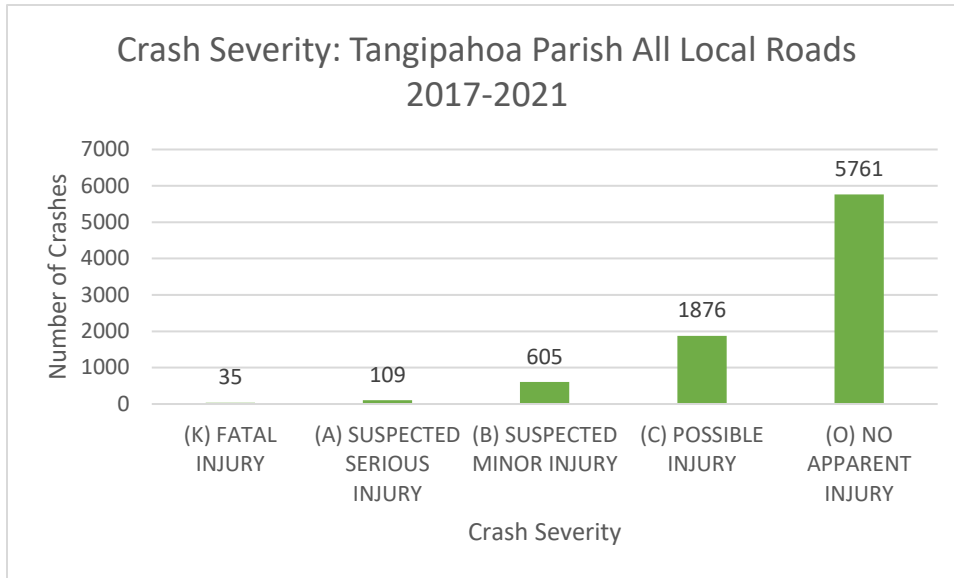


Figure 5: Severity for All Local Road Crashes 2017-2023

Figure 5 illustrates the severity of crashes on all local roads in Tangipahoa Parish from 2017-2021. The majority of crashes (69%) are no apparent injury crashes.

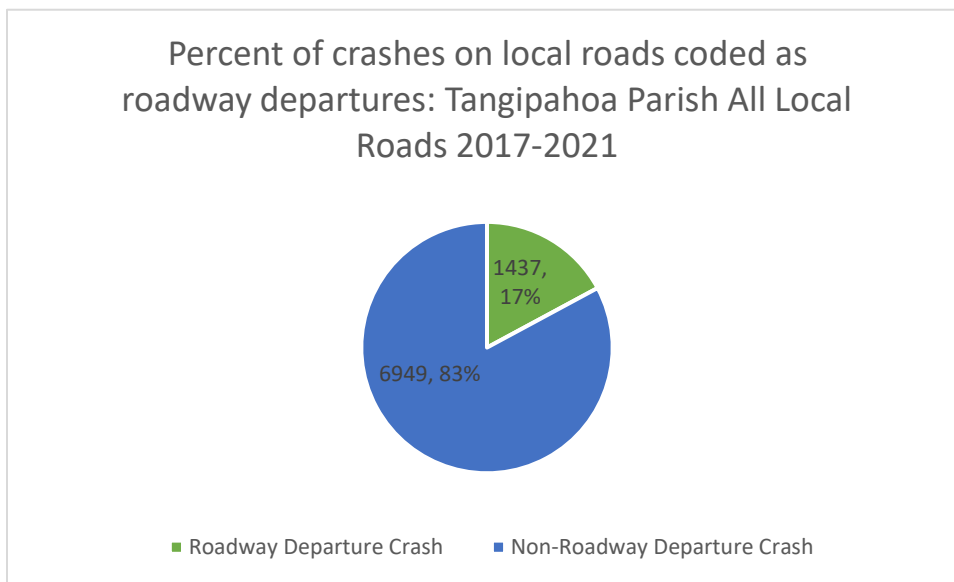


Figure 6: All Local Road Roadway Departure Crashes 2017-2021

Figure 6 illustrates the prevalence of roadway departure crashes on all local roads in Tangipahoa Parish from 2017-2021. According to the crash data, 17% of the crashes on the local roadway network are roadway departure crashes.

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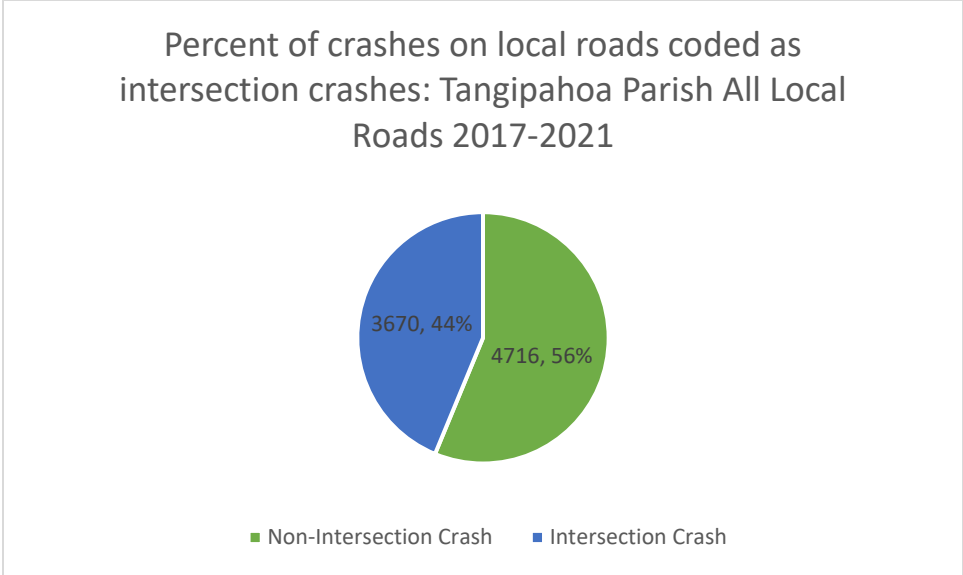


Figure 7: All Local Road Intersection Crashes 2017-2021

Figure 7 illustrates the prevalence of intersection crashes on all local roads in Tangipahoa Parish from 2017-2021. According to the crash data, 44% of the crashes on the local roadway network are intersection crashes.

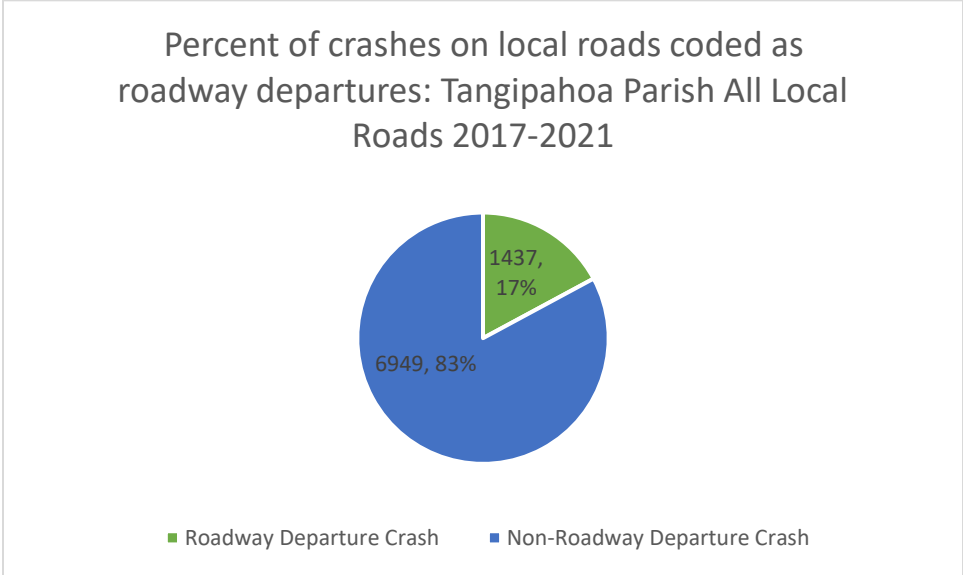


Figure 8: All Local Road Roadway Departure Crashes 2017-2021

Figure 8 illustrates the prevalence of roadway departure crashes on all local roads in Tangipahoa Parish from 2017-2021. According to the crash data, 17% of the crashes on the local roadway network are roadway departure crashes.

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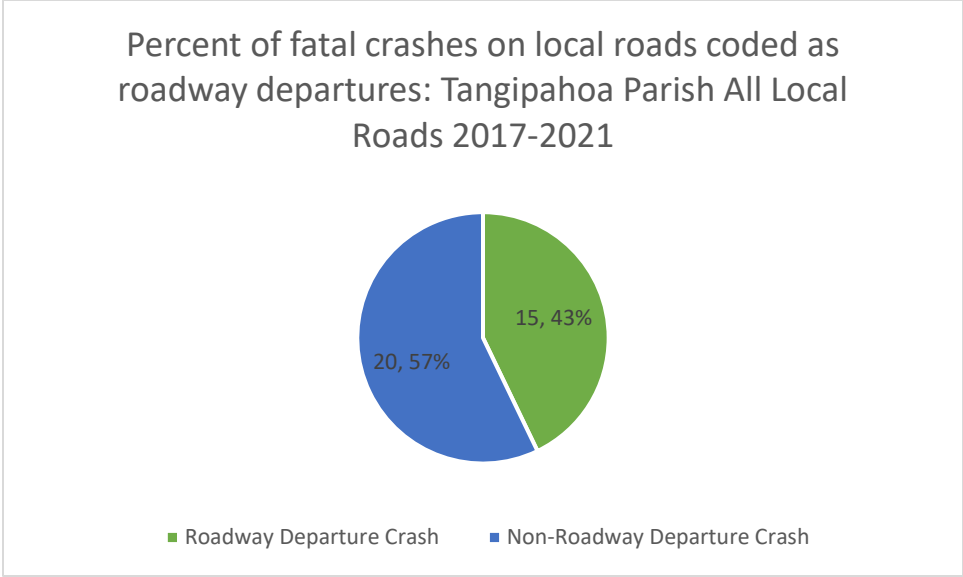


Figure 9: Local Road Roadway Departure Fatal Crashes 2017-2021

Figure 9 illustrates the prevalence of fatal roadway departure crashes on all local roads in Tangipahoa Parish from 2017-2021. According to the crash data, 43% of the fatal crashes are coded as roadway departure crashes.

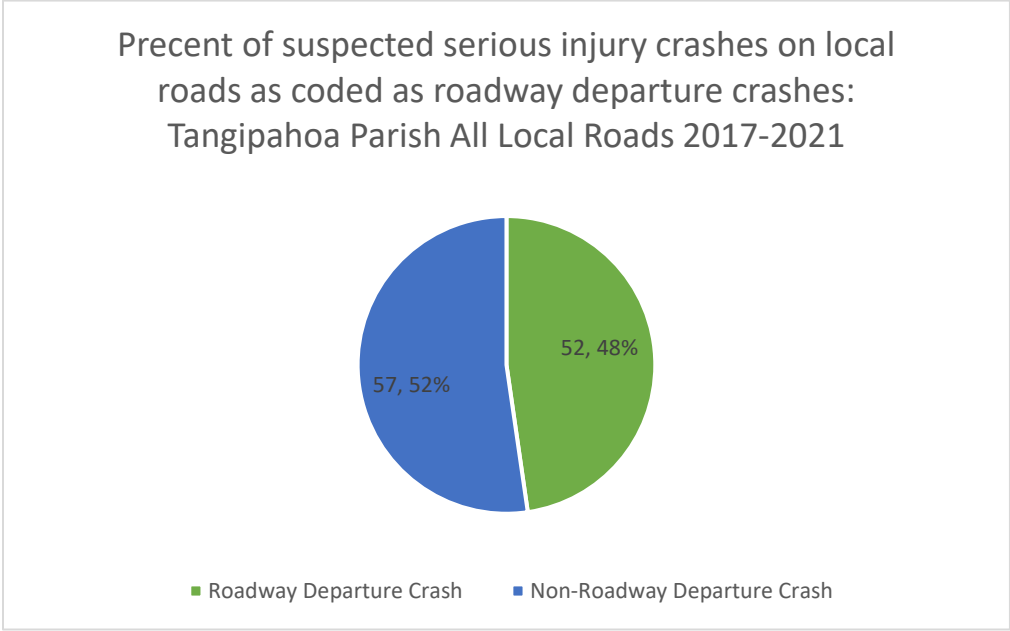


Figure 10: Local Road Roadway Departure Suspected Serious Injury Crashes 2017-2021

Figure 10 illustrates the prevalence of severe roadway departure crashes on all local roads in Tangipahoa Parish from 2017-2021. According to the crash data, 48% of the suspected serious injury crashes are coded as roadway departure crashes.

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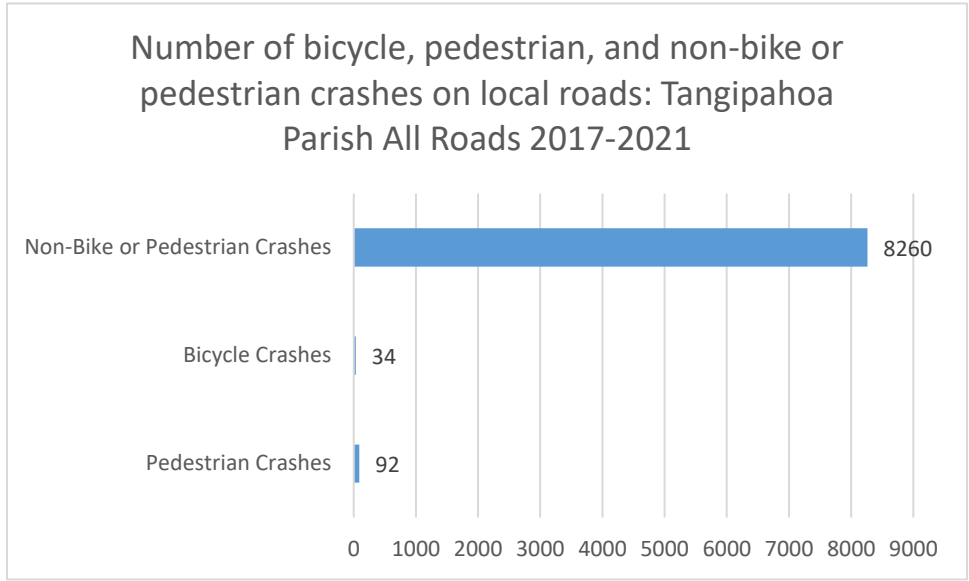


Figure 11: Local Road Roadway Departure Suspected Serious Injury Crashes 2017-2021

Figure 11 illustrates the number of bicycle, pedestrian, and all other crashes on all local roads within Tangipahoa Parish.

Tangipahoa Parish-Owned Roads

Tangipahoa Parish set an aggressive traffic safety goal of reducing the fatalities on the local road system from a 2014-2018 average of 6 to 3 fatalities. The goal mirrors Louisiana's Strategic Highway Safety Plan goal of reducing the states fatalities and serious injuries on all roadways by half, by 2030. Based on an analysis of the crash data from 2017-2021 of Tangipahoa parish-owned and maintained roadway network, 24 fatal crashes occurred on Tangipahoa Parish roadways. Of these, 13 were roadway departure crashes (54%). Severe injury crashes totaled 69 on Tangipahoa Parish's roadways during the same time period. Roadway departure crashes accounted for 42 of them (61%).

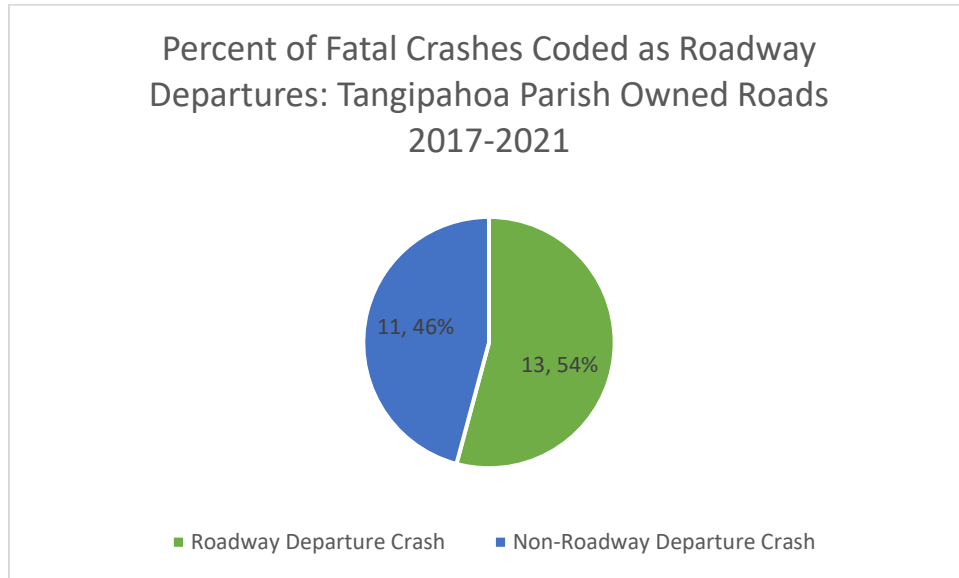


Figure 12: Tangipahoa Parish Fatal Roadway Departure Crashes (Parish System)

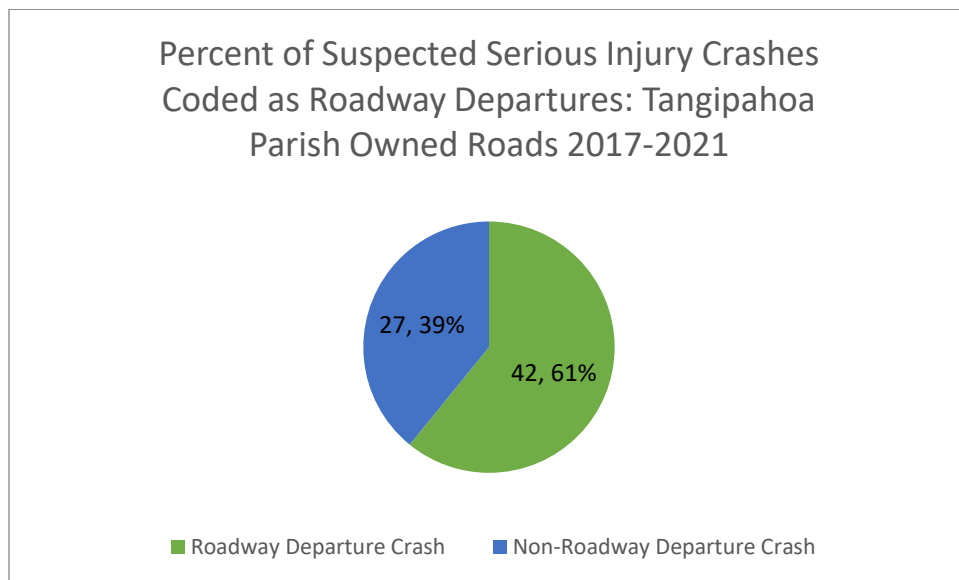
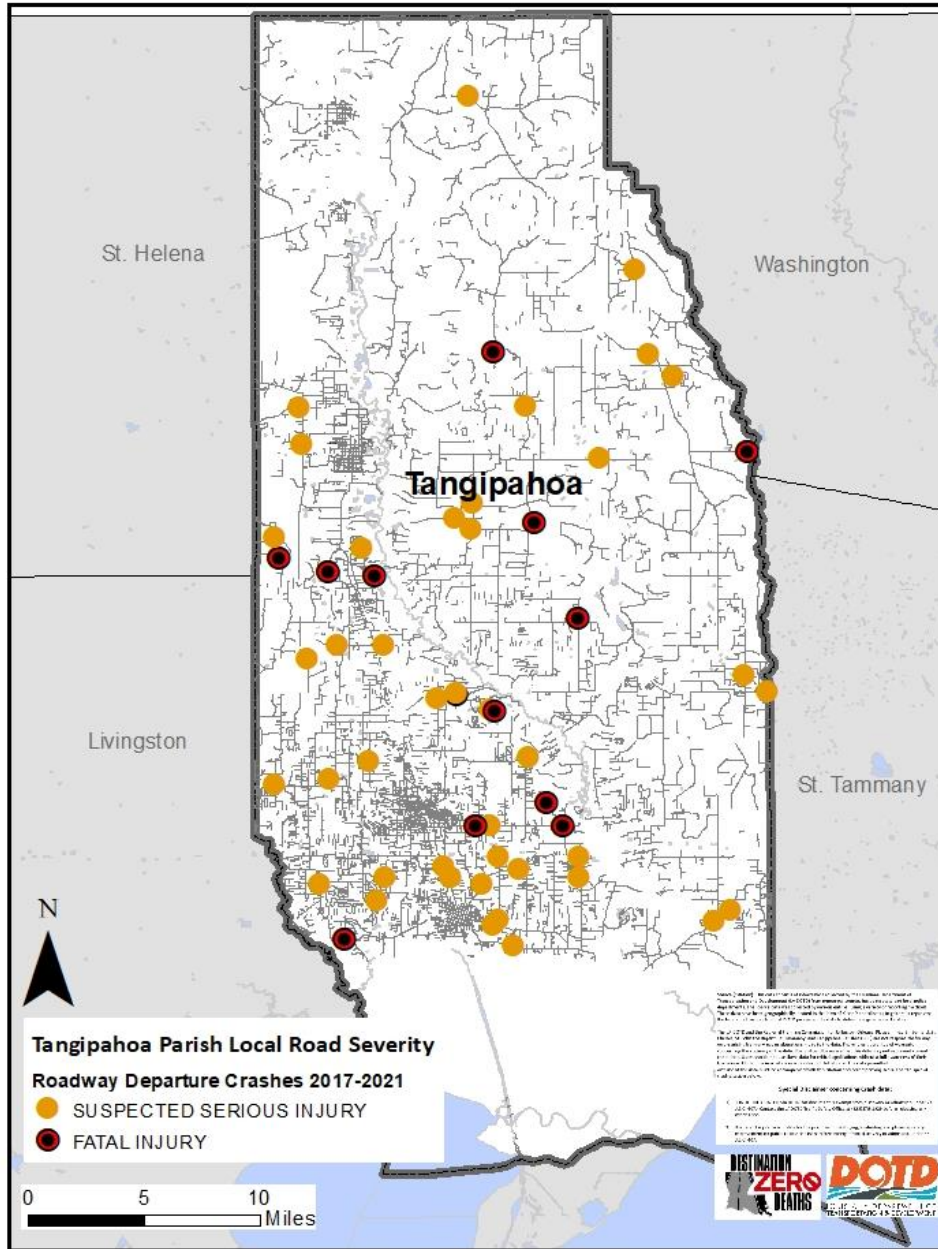


Figure 13: Tangipahoa Parish Severe Roadway Departure Crashes (Parish System)

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Using a geospatial analysis of the network, the roadway departure crashes do not exhibit any form of clustering, indicating that a policy-driven approach to safety, rather than spot treatment, will be the optimal strategy to reduce roadway departure crashes. Specific policies and countermeasures are proposed to address the high propensity of roadway departure crashes.



Map 3: Tangipahoa Parish Local Road Roadway Departure Crash Severity, Crash Data 2017-2021

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Parish Roadway Geometry

With the continued growth and development of Tangipahoa, the Parish has identified narrow roads as one of the key issues that need to be addressed to increase safety throughout the parish owned local road network. The narrow nature of many of these roads inhibits the Parish from installing many low-cost safety countermeasures. To document the issue, the Parish has compiled a list of roadways which are very narrow and based on data from the Office of Community Development are expected to receive considerable development.

To address the issue, the Parish has begun working with the Northshore Business Council to potentially study 5-10 of the roads identified. Additionally, the Parish submitted a scope of work to the MPO during their annual call for projects. Most of the necessary improvements to these roads are beyond the scope of the Local Road Safety Program, however, the parish should explore other funding opportunities such as the urban systems program, state capital outlay funds, and other federal discretionary programs which could help fund the necessary improvements. The identified list of roads is located below.

Rank	Road	Approx. Length	Narrowest Paved Width	Average Paved Width	Cross-Roads	Recent Growth/Development
1	Harvey Lavigne/Mike Cooper Road	3.0	17	17.3	10	HIGH
2	Sisters Road(Hoover to Brown)	1.7	17	18.2	7	HIGH
3	S. Coburn Road	1.8	16	17.6	11	HIGH
4	Traino Road	4.0	17	17.6	13	MEDIUM
5	Brown Road	3.2	17.1	18.1	21	MEDIUM
6	General Ott Road	2.8	17.5	17.9	18	HIGH
7	Bankston Road	1.3	18	18.2	13	HIGH
8	Happywoods Road	2.6	18	18.3	18	HIGH
9	Adams Road	3.0	18	18.5	17	HIGH
10	Chappepela Road	4.0	18	18.1	5	MEDIUM
11	Vineyard Road	1.6	17.6	18.3	10	MEDIUM
12	George Road	1.0	14.4	17.2	4	LOW
13	Lamonica Road	1.6	12	15.4	6	LOW
14	Dunson Road	2.5	17	19	17	HIGH
15	CC Road	2.3	18.5	20	13	HIGH
16	Stafford Road	0.4	17.4	17.9	11	MEDIUM
17	Wardline Road	2.7	18	19	15	MEDIUM
18	Milton Road	1.8	18	19	11	MEDIUM
19	S. Baptist Road	1.3	20	20.5	6	MEDIUM
20	Crapanzano Road	1.0	21	21	6	MEDIUM
21	Hano Road	3.5	20	21	6	LOW
22	Woodhaven Road	2.1	18	18	17	MEDIUM
23	Crisp Road	1.4	18	19.7	5	HIGH
24	Patti Road	1	18	18.7	9	MEDIUM
25	Greco Road	0.8	18	18.5	11	MEDIUM
26	Sibley Road	1.5	16	17.4	8	MEDIUM
27	N & E Brickyard Road (Wardline)	0.3	17.4	17.7	5	MEDIUM
28	Robertson Road	1.3	18	18.3	4	MEDIUM
29	Wagner Road	0.9	18	18	2	LOW
30	Rufus Bankston Road	1.8	20	22	5	MEDIUM
31	N. Baptist Road	1.8	20.5	20.8	9	MEDIUM
32	East Cooper Road	2.5	17.5	18	9	LOW
33	Byers Lane	0.7	16	17.5	2	MEDIUM
34	Wadesboro Road	0.5	16.5	18	13	MEDIUM
35	Range Road	2.7	19.5	22.5	20	MEDIUM
36	River Road	4.8	24	25.6	15	MEDIUM

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Local Road Safety Plan Roadway Departure Policy

Tangipahoa Parish government recognizes it has a high percentage of roadway departure crashes, and the threat it has to the public. Tangipahoa government chooses to implement a roadway departure policy parish wide. Therefore, in all planning, design, operation, and maintenance tasks relating to the transportation system, the parish will consider roadway departure countermeasures listed below.

Countermeasures

The Federal Highway Administration (FHWA) recommends addressing roadway departure crashes by focusing on three main areas: keeping vehicles on the roadway, providing for safe recovery, and reducing crash severity. Many of these countermeasures can and should be incorporated throughout the transportation planning, design phase, funding, operation, and maintenance process. While not all countermeasures will be applicable in every situation, the list below is meant to provide guidance on potential countermeasures.

Countermeasure Focus	Countermeasure	Additional Information
Keeping vehicles on the road	Centerline rumble stripes/strips	LADOTD RWD Plan pg.23-25
	Edgeline rumble stripes/strips	LADOTD RWD Plan pg.26-28
	Six-inch wide centerline pavement markings	LADOTD RWD Plan pg.28-30
	Six-inch wide edgeline pavement markings	LADOTD RWD Plan pg.30-32
	Centerline raised pavement markings	LADOTD RWD Plan pg.33-35
	Edgeline raised pavement markings	LADOTD RWD Plan pg.36-38
	Lighting improvements	LADOTD RWD Plan pg.38-40
	High friction surface treatments	LADOTD RWD Plan pg.40-44
	Static curve warning signs	LADOTD RWD Plan pg.44-46
Enhanced curve warning system	LADOTD RWD Plan pg.47-49	
Provide for safe recovery	Safety Edge SM	https://safety.fhwa.dot.gov/safetyEdge/
	Utility pole relocation	LADOTD RWD Plan pg.49-52
	Remove or shield tree or fixed objects	LADOTD RWD Plan pg.52-55
	Culvert end treatment and ditch improvement	LADOTD RWD Plan pg.55-57
	Shoulder widening with drainage grading improvements	LADOTD RWD Plan pg.57-59
	Shoulder widening without drainage grading improvements	LADOTD RWD Plan pg.60-62
	Flattening median side slopes	LADOTD RWD Plan pg.63-64
Reduce crash severity	Add barrier	LADOTD RWD Plan Pg.64-66
	Improve barrier	LADOTD RWD Plan Pg.66-68
	Install median barrier	LADOTD RWD Plan Pg.68-70
	Louisiana bridge rail retrofit for MASH standards	LADOTD RWD Plan Pg.70

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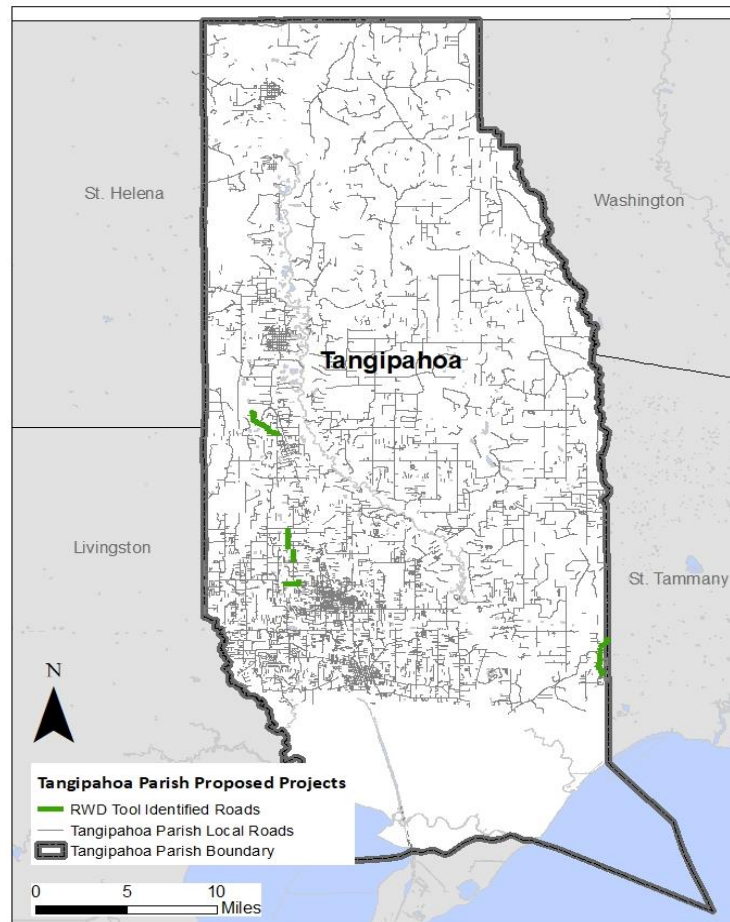
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LADOTD Roadway Departure Safety Implementation Plan

The Local Roadway Departure Screening Tool allows the parish to take the next step to identify roadway segments at an elevated risk for roadway departure. To identify candidate roads, using the fields within the LADOTD RWD local tool, the expected roadway departure crash field was subtracted from the predicted roadway departure field. The new field was then sorted from largest to smallest, with the largest figure being the roads that are most in need of some form of safety treatment. The roadways listed below are roadways that have not been submitted to the Local Road Safety Program in the parishes previous application. The selected roadways were mapped and include the tools recommendation for the most effective countermeasures to mitigate the roadway departure risk factors.

LADOTD RWD Safety Implementation Tool Tangipahoa Parish Identified Roads

Map 4 identifies the roadways which the LADOTD Roadway Departure Safety Implementation Local Road Tool identified as candidates for roadway departure countermeasures. The identified roads are CC Road, Giluso Road, Greco Road, Mashon Road, and Spookhill Road. In the following section each roadway is mapped with 2012-2016 crash data. This data corresponds to the years of data used in the LADOTD Roadways Departure Implementation Plan. The roadway departure crashes are highlighted, and a brief overview for each roadway is detailed with recommended countermeasures that are unique to each road.

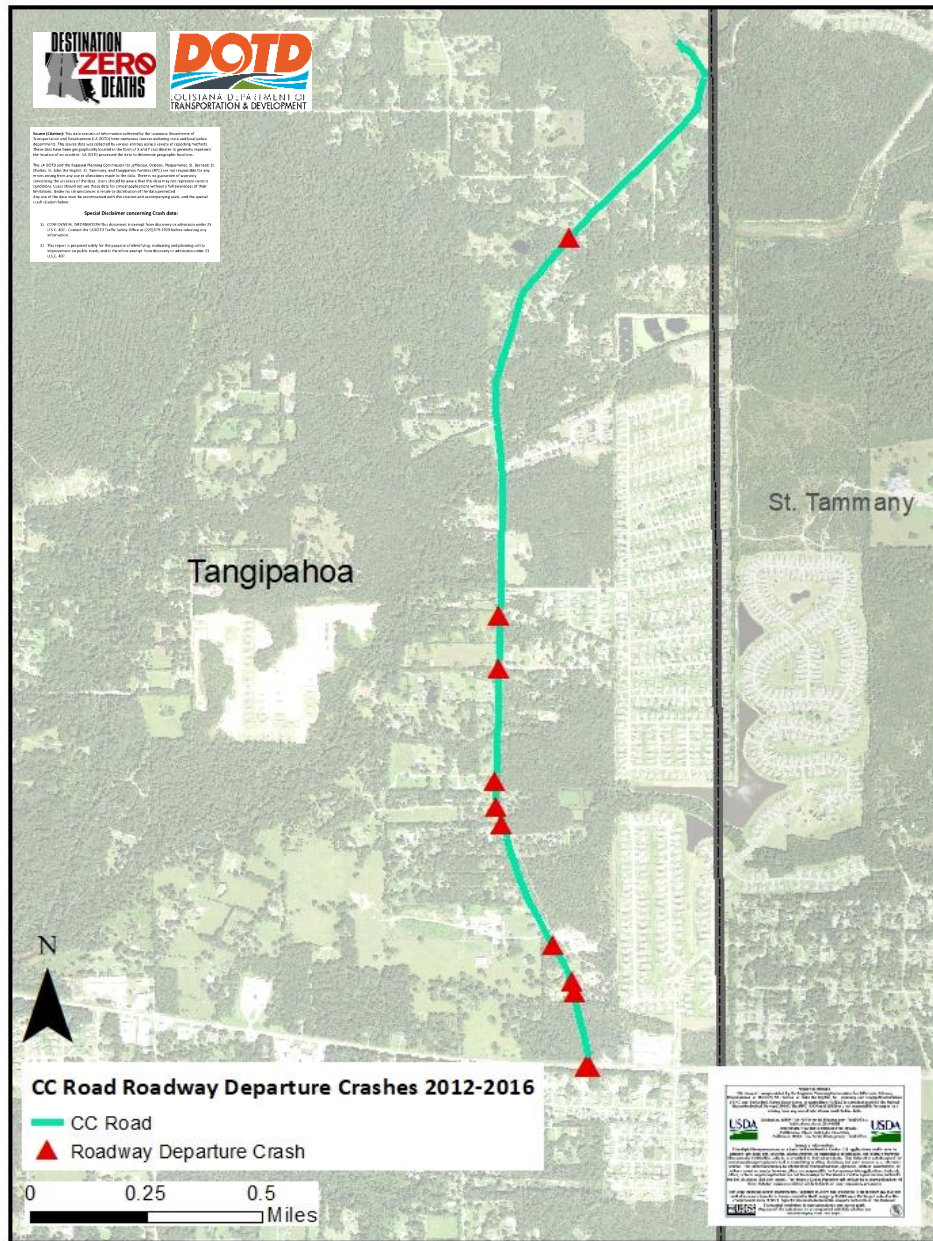


Map 4: Tangipahoa Parish Local Road Safety Plan Identified Roads

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CC Road



Map 5: CC Road Roadway Departure Crashes 2012-2016

CC Road is owned and maintained by Tangipahoa Parish and has a functional classification of local road. CC Road is a two-lane roadway with an 35 MPH posted speed limit. The DOTD Roadway Departure Local Road Tool identified CC Road as a candidate for roadway departure countermeasures. From the years of 2012-2016, CC Road had 24 crashes, with 15 (62%) of these crashes were coded as roadway departure crashes. The countermeasures below are recommended for CC Road by the LADOTD Roadway Departure

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Local Road tool, and include the countermeasure rank in the state, the Crash Modification Factor (CMF)¹, and where the CMF can be found in the LADOTD Roadway Departure Plan. The list below is meant as a suggestion on countermeasure selection, is not exhaustive, and should not be used in place of engineering judgement.

Countermeasure Suggestions

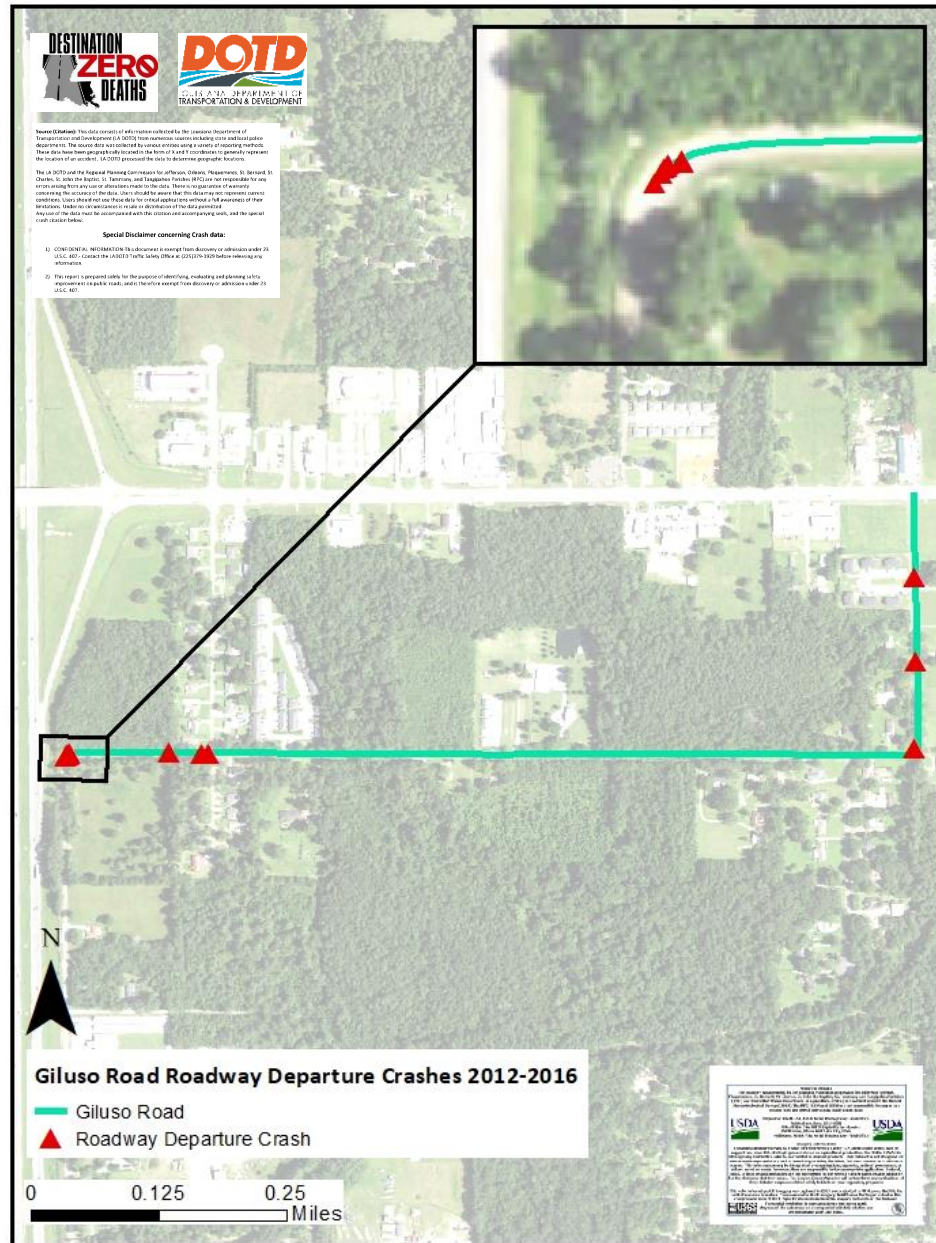
Potentially applicable countermeasures	Roadway Departure Plan Ranking	CMF Value	Countermeasure Additional Information
Lighting improvement	52	.80	LADOTD RWD Plan pg. 38-40
Enhanced curve warning system	63	.70	LADOTD RWD Plan pg. 47-49
Utility pole relocation/add barrier	87	.71	LADOTD RWD Plan pg. 49-52
Remove or shield tree or fixed object	105	.71	LADOTD RWD Plan pg. 52-55
Culvert end treatment and ditch improvement	591	.50	LADOTD RWD Plan pg. 55-57
Shoulder widening with drainage improvement	4517	.61	LADOTD RWD Plan pg. 57-59
Shoulder widening without drainage improvement	4517	.61	LADOTD RWD Plan pg. 60-62

¹ A crash modification factor is used to compute the expected number of crashes after implementing a countermeasure on a road or intersection. (cmfclearinghouse.org)

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Giluso Road



Map 6: Giluso Road Roadway Departure Crashes 2012-2016

Giluso Road is owned and maintained by the Tangipahoa Parish and has a functional classification of local road. Giluso is a two-lane roadway with a posted speed limit of 35 mph. The DOTD Roadway Departure Local Road Tool identified Giluso Road as a candidate for roadway departure countermeasures to improve the roadways safety. From the years of 2012-2016, Giluso had 17 crashes, of these crashes, 15 (88%) were coded as roadway departure crashes. The countermeasures below are recommended for Giluso Road by the LADOTD Roadway Departure Local Road tool, and include the countermeasures rank in the state, the CMF, and where the CMF can be found in the LADOTD Roadway Departure Plan. The list below is meant

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as a suggestion on countermeasure selection, is not exhaustive, and should not be utilized in place of engineering judgement.

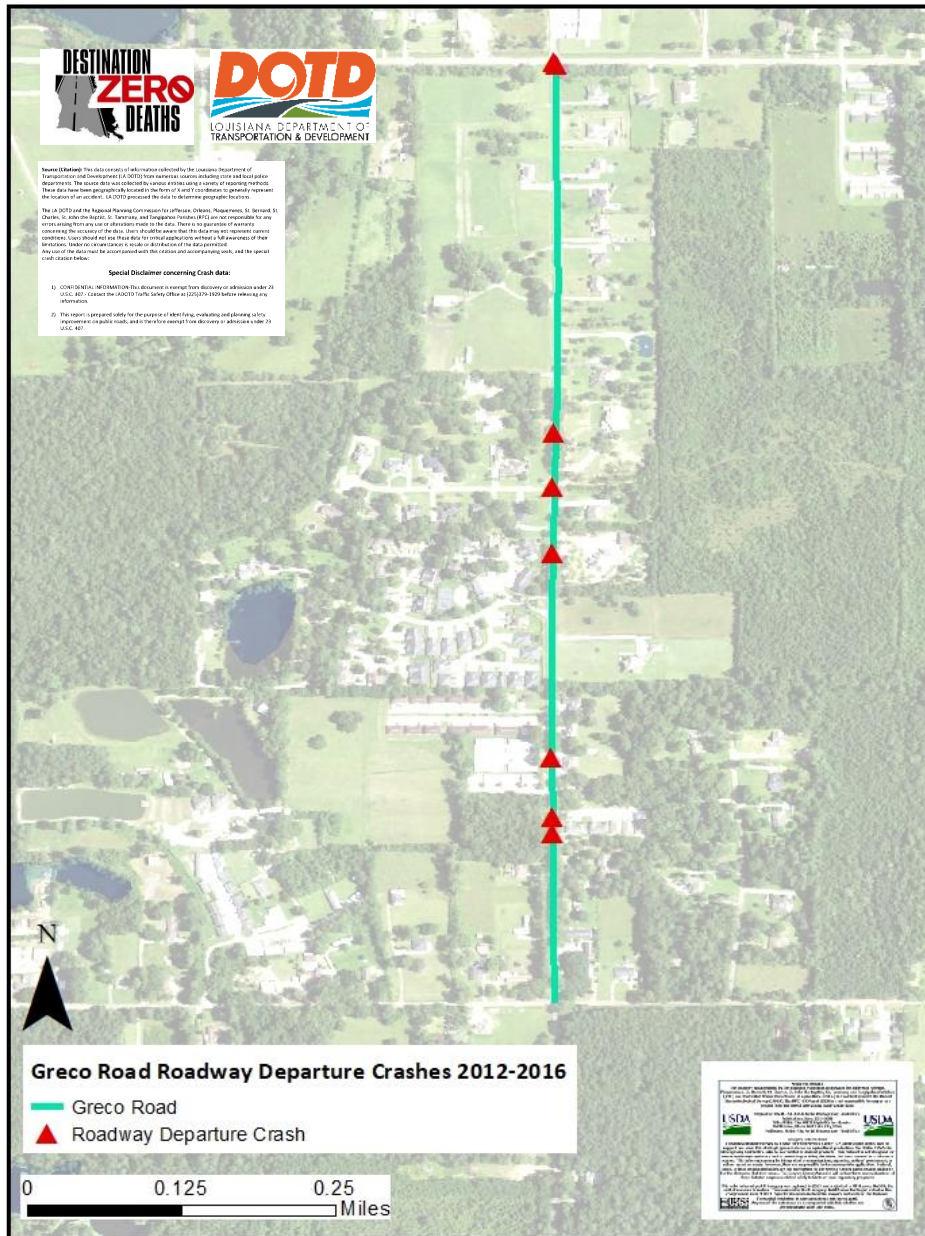
Countermeasure Suggestions

Potentially applicable countermeasures	Roadway Departure Plan Ranking	CMF Value	Countermeasure Additional Information
Lighting improvement	122	.80	LADOTD RWD Plan pg. 38-40
Enhanced curve warning system	194	.70	LADOTD RWD Plan pg. 47-49
Remove or shield tree or fixed object	511	.71	LADOTD RWD Plan pg. 52-55
Shoulder widening with drainage improvement	6428	.61	LADOTD RWD Plan pg. 57-59
Shoulder widening without drainage improvement	6428	.61	LADOTD RWD Plan pg. 60-62

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Greco Road



Map 7: Greco Road Roadway Departure Crashes 2012-2016

Greco Road is owned and maintained by the parish of Tangipahoa and has a functional classification of minor urban collector. Greco Road is a two-lane roadway with a posted speed limit of 35 mph. The DOTD Roadway Departure Local Road Tool identified Greco Road as a candidate for roadway departure countermeasures to improve the roadways safety. From the years of 2012-2016, Greco Road had 18 crashes, of these crashes, 8 (44%) were coded as roadway departure crashes. The countermeasures below are recommended for Greco Road by the LADOTD Roadway Departure Local Road tool, and include the countermeasures rank in the state, the CMF, and where the CMF can be found in the

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LADOTD Roadway Departure Plan. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering judgement.

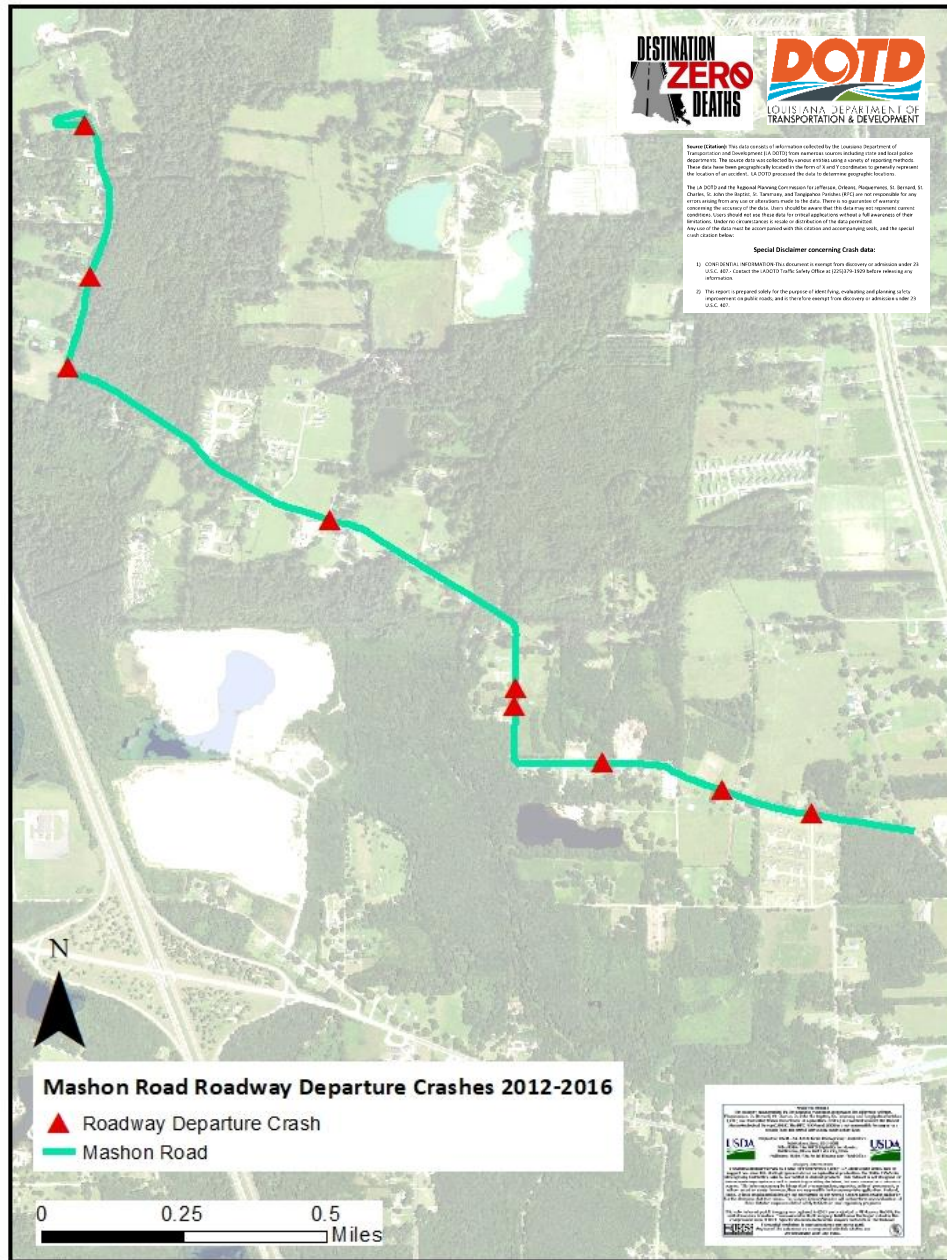
Countermeasure Suggestions

Potentially applicable countermeasures	Roadway Departure Plan Ranking	CMF Value	Countermeasure Additional Information
Lighting Improvement	397	.80	LADOTD RWD Plan pg. 38-40
Remove or shield tree or fixed object	105	.71	LADOTD RWD Plan pg. 52-55
Culvert or ditch improvement	591	.50	LADOTD RWD Plan pg. 55-57
Shoulder widening with drainage improvement	3887	.62	LADOTD RWD Plan pg. 55-58
Shoulder widening without drainage improvement	3887	.62	LADOTD RWD Plan pg. 60-62

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Mashon Road



Map 8: Mashon Road Roadway Departure Crashes 2012-2016

Mashon Road is owned and maintained by the parish of Tangipahoa and has a functional classification of local road. Mashon Road is a two laned roadway with a posted speed limit of 20 mph. The DOTD Roadway Departure Local Road Tool identified Mashon Road as a candidate for roadway departure countermeasures to improve the roadways safety. From the years of 2012-2016, Mashon Road had 15 crashes, of these crashes, 9 (60%) were coded as roadway departure crashes. The countermeasures below are recommended for Mashon Road by the LADOTD Roadway Departure Local Road tool, and include the

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countermeasures rank in the state, the CMF, and where the CMF can be found in the LADOTD Roadway Departure Plan. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering judgement.

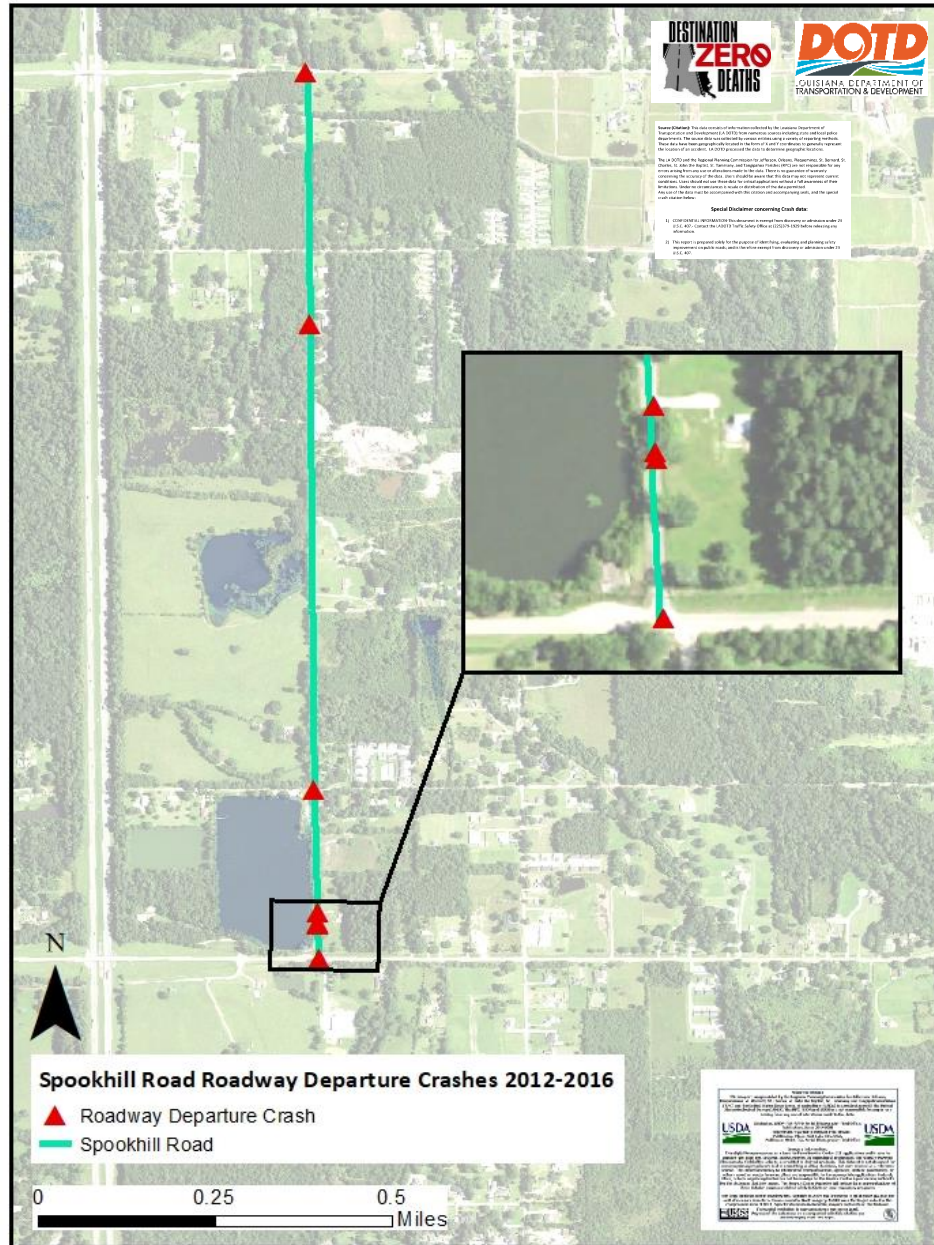
Countermeasure Suggestions

Potentially applicable countermeasures	Roadway Departure Plan Ranking	CMF Value	Countermeasure Additional Information
Lighting Improvement	52	.80	LADOTD RWD Plan pg. 38-40
Static Curve Sign Warning	357	.70	LADOTD RWD Plan pg. 44-46
Remove or shield tree or fixed object	511	.71	LADOTD RWD Plan pg. 52-55
Culvert and ditch improvement	188	.50	LADOTD RWD Plan pg. 55-57
Shoulder widening with drainage improvement	852	.62	LADOTD RWD Plan pg. 55-58
Shoulder widening without drainage improvement	852	.62	LADOTD RWD Plan pg. 60-62
Flattening median side slope	93	.58	LADOTD RWD Plan pg. 63-64

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Spookhill Road



Map 9: Spookhill Road Roadway Departure Crashes 2012-2016

Spookhill Road is owned and maintained by the parish of Tangipahoa and has a functional classification of local road. Spookhill Road is a two laned roadway with a posted speed limit of 35 mph. The DOTD Roadway Departure Local Road Tool identified Spookhill Road as a candidate for roadway departure countermeasures to improve the roadways safety. From the years of 2012-2016, Spookhill had 17 crashes, of these crashes, 7 (41%) were coded as roadway departure crashes. The countermeasures below are recommended for Spookhill Road by the LADOTD Roadway Departure Local Road tool, and include the countermeasures rank in the state, the CMF, and where the CMF can be found in the

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LADOTD Roadway Departure Plan. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

Countermeasure Suggestion

Potentially applicable countermeasures	Roadway Departure Plan Ranking	CMF Value	Countermeasure Additional Information
Static curve warning sign	1049	.70	LADOTD RWD Plan pg. 44-46
Enhanced curve warning system	194	.70	LADOTD RWD Plan pg. 47-49
Remove or shield tree or fixed object	591	.71	LADOTD RWD Plan pg. 52-55
Culvert end and ditch improvement	591	.50	LADOTD RWD Plan pg. 55-57
Shoulder widening with drainage improvement	2704	.61	LADOTD RWD Plan pg. 57-59
Shoulder widening without drainage improvement	2704	.61	LADOTD RWD Plan pg. 60-62

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Municipality Inclusion

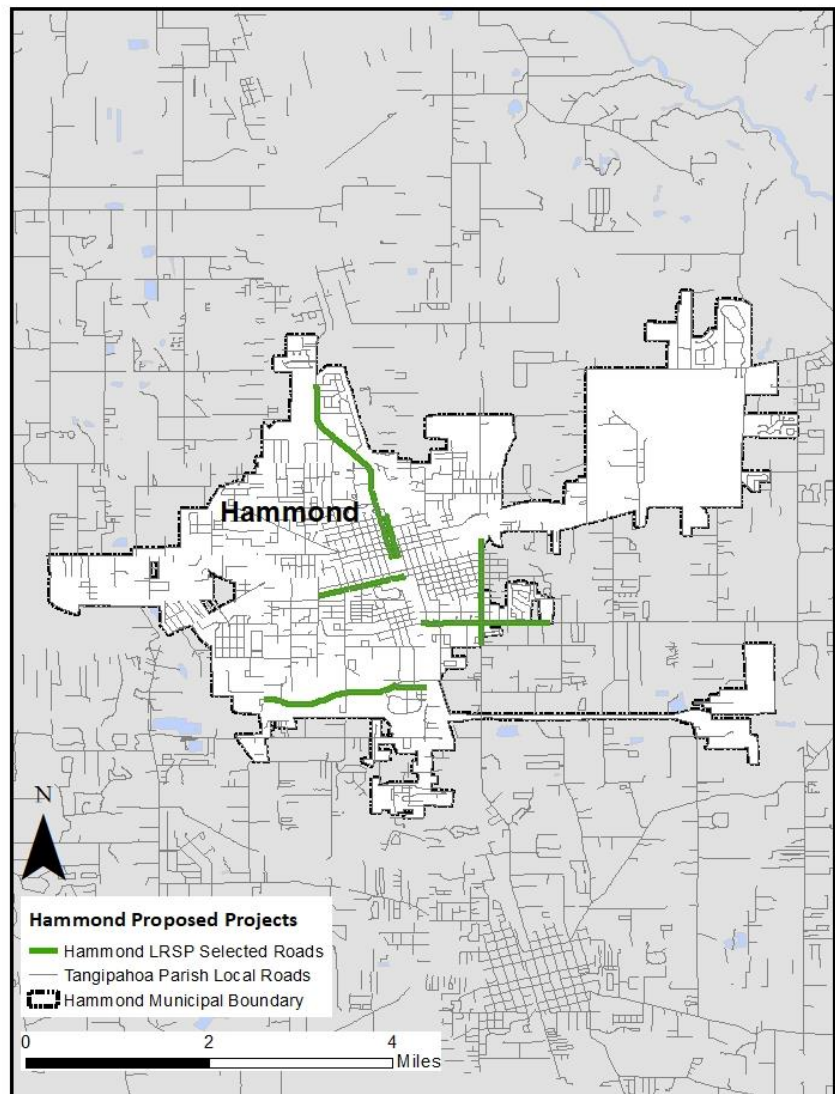
In order to reach the performance targets outlined within the plan, it is imperative to include the municipal governments, with their own local roadway networks, within the parish plan. The Tangipahoa Parish Profile examined roadways with the highest number of reported crashes. These roadways lie in Amite, Hammond, and Ponchatoula. Roadways identified by the parish profile and chosen by PMC input were analyzed and included in the Parish Local Road Safety Plan.

Hammond

The City of Hammond is the largest city located within Tangipahoa Parish and has twenty roadways identified within the Tangipahoa Parish Profile. Among these twenty roadways, six account for the majority of Hammond's crashes: CM Fagan Dr, N Oak St, NW Railroad Ave, S Range Rd, Old Covington Hwy, and W Coleman Ave. These roadways are discussed below, along with potential countermeasures to improve the roadways safety.

Crash Data Overview

An overview of local road crash data from 2017-2021 was undertaken to get a snapshot of the safety concerns that are prevalent throughout the local road network in the city of Hammond. The data below is for crashes that took place on Hammond owned roads. The goal of the analysis is to give a comprehensive overview of the safety concerns that are present on the local road network. Based on the statistics below, it is clear the city exhibits crashes that are more prevalent in urban environments. As a result, countermeasures for these roadways may require different engineering solutions compared to countermeasures for roadways that exhibit more rural characteristics.



Map 10: Hammond LRSP Selected Roads

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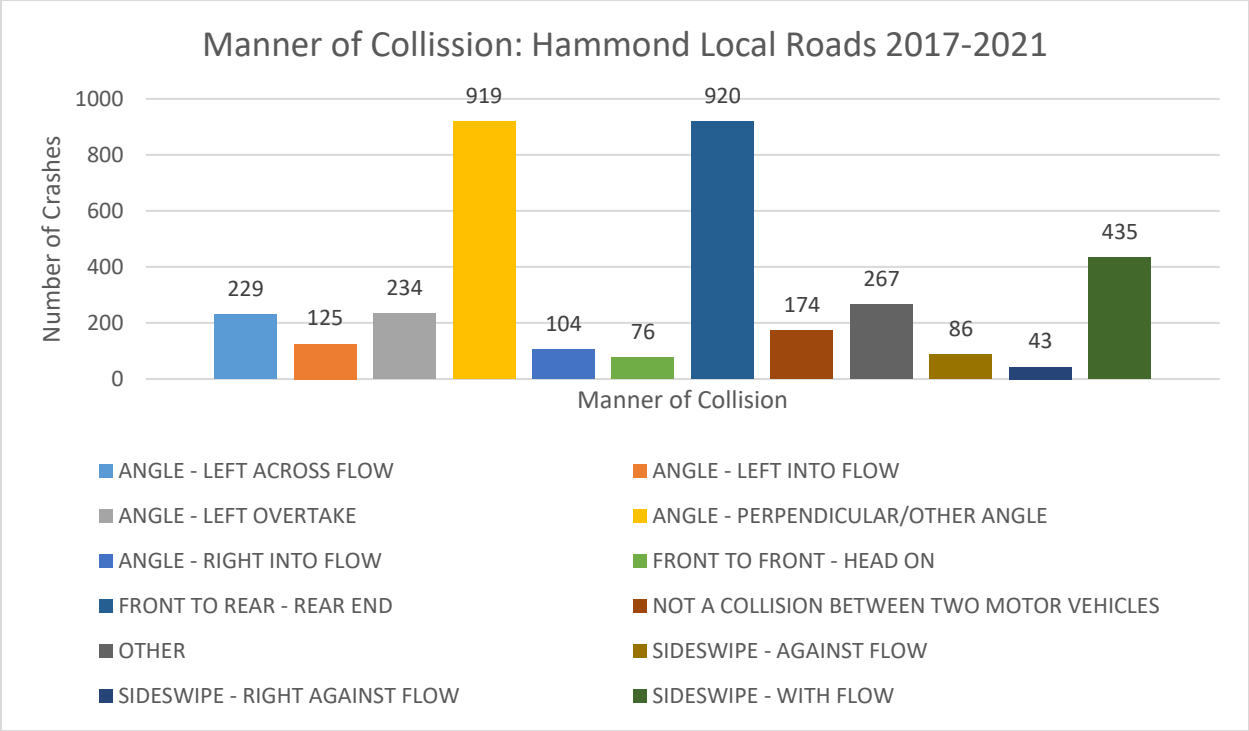


Figure 15: Manner of Collision: Hammond Local Roads 2017-2021 Crash Data

Figure 15 illustrates the manner of collision for all Hammond local road crashes from 2017-2021. The most common manner of collision was “Front to Rear – Rear End” accounting for 25% of all crashes.

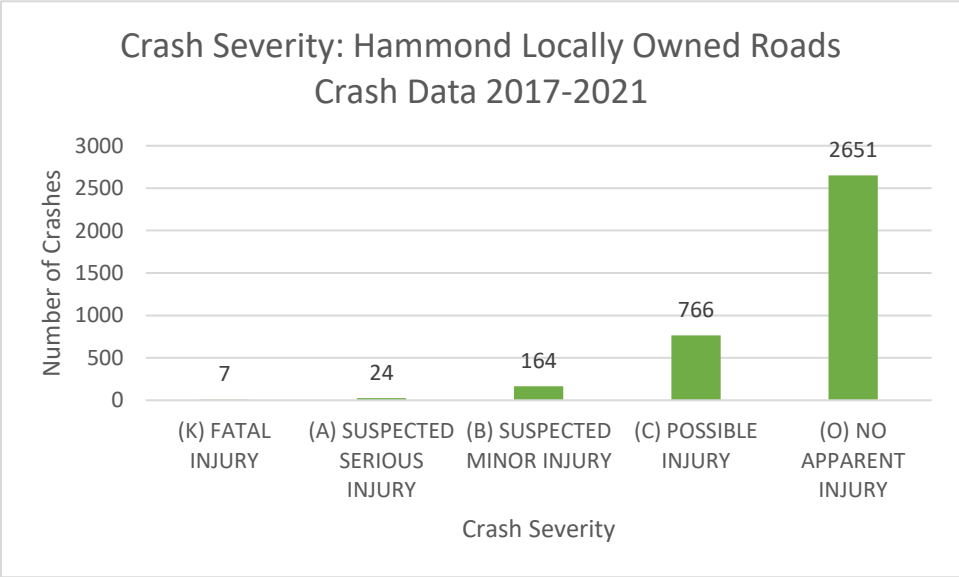


Figure 16: Crash Severity: Hammond Local Roads 2017-2021 Crash Data

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Figure 16 illustrates the severity of crashes on Hammond locally owned roads from 2017-2021. Most of the crashes (73%) are no injury crashes or Property Damage Only (PDO) crashes.

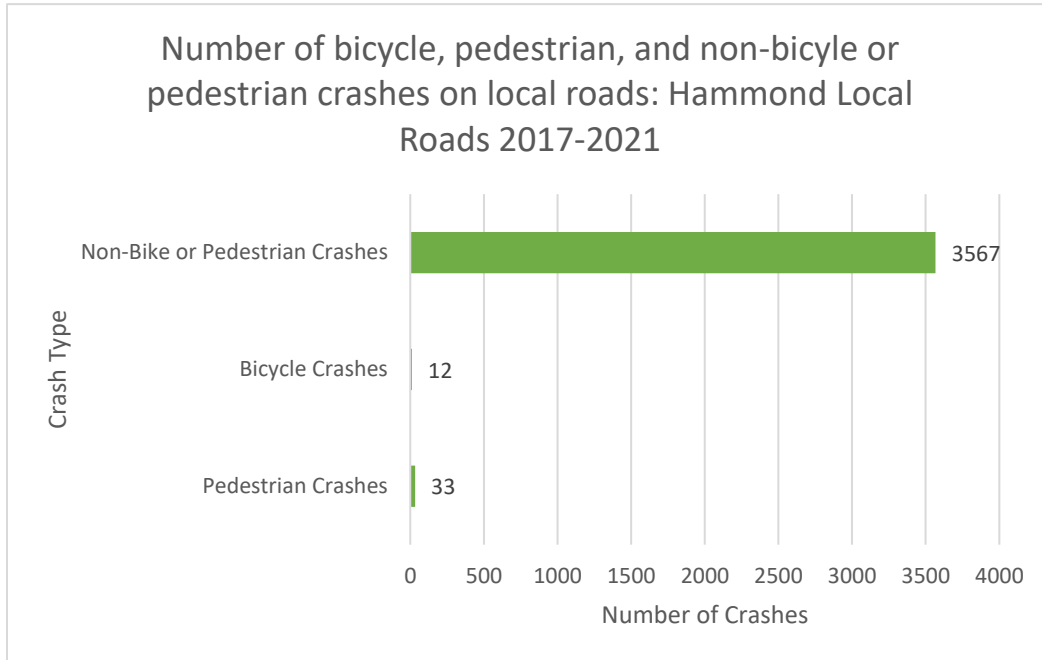


Figure 17: Bicycle and Pedestrian Crashes: Hammond Local Roads 2017-2021 Crash Data

Figure 17 illustrates the number of bicycle and pedestrian crashes on Hammond locally owned roads from 2017-2021.

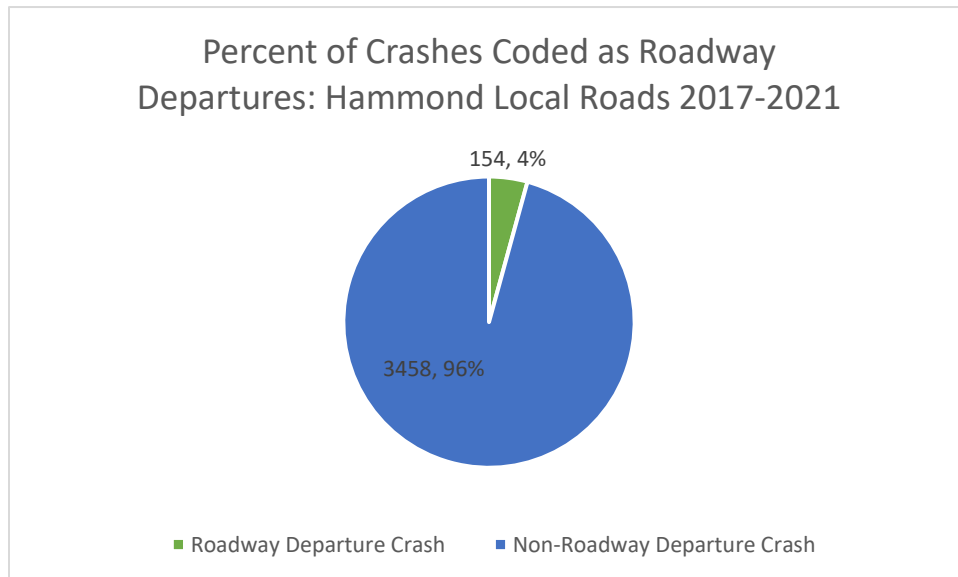


Figure 18: Roadway Departure Crashes: Hammond Local Roads 2017-2021 Crash Data

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Figure 18 illustrates the prevalence of roadway departure crashes on Hammond locally owned roads from 2017-2021. Most crashes are non-roadway departure crashes (96%).

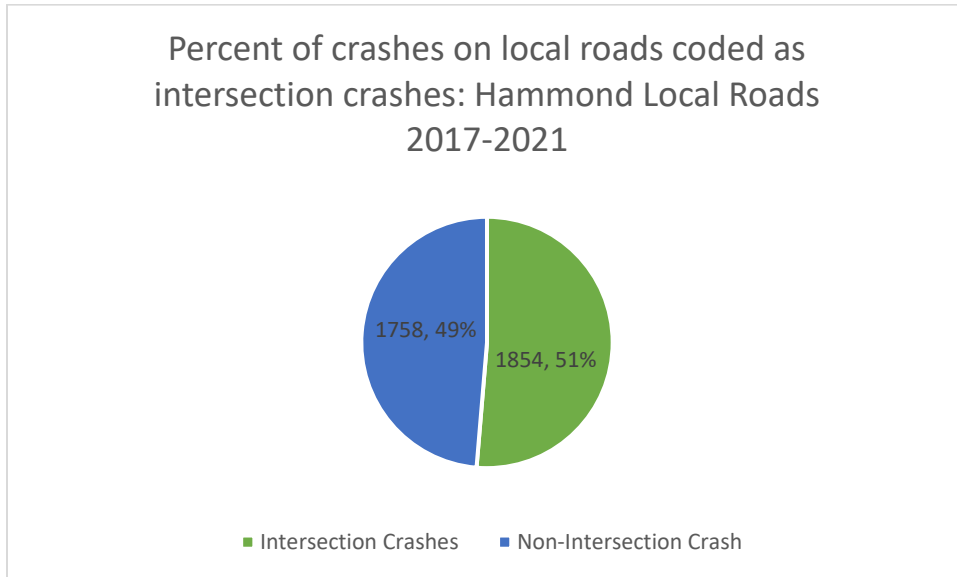


Figure 19: Intersection Crashes: Hammond Local Roads 2017-2021 Crash Data

Figure 19 illustrates the percentage of crashes coded as intersection crashes on Hammond locally owned roads from 2017-2021. Most crashes are coded as intersection crashes (51%).

LRSP Selected Roadways

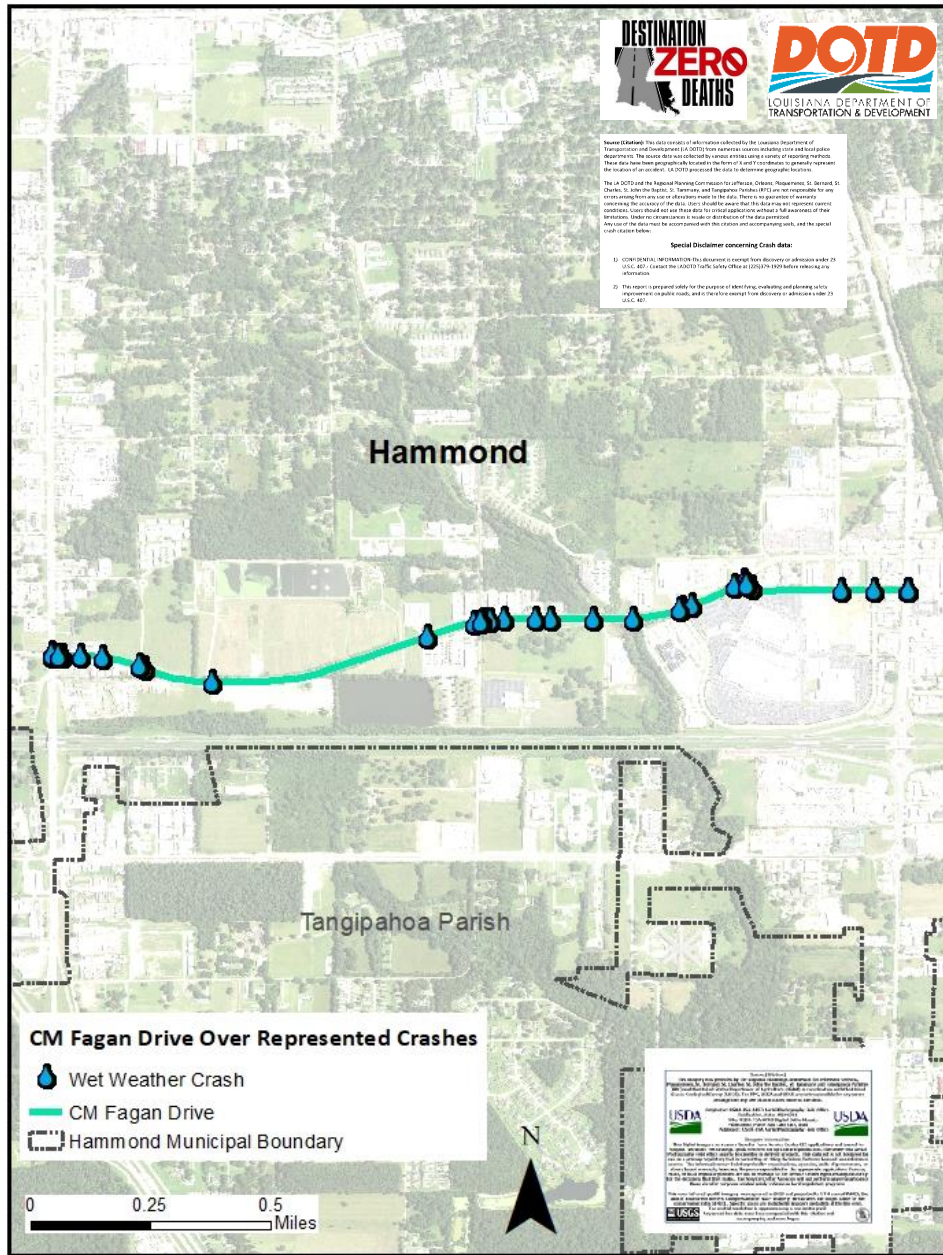
In order to meet the plans safety goal of reducing fatalities and serious injuries by half by 2030, the parish and its municipalities took a data driven approach to select roadways for potential safety treatments. CM Fagan Dr, N Oak St, NW Railroad, S Range Rd, Old Covington Hwy, and W Coleman Ave not only account for the majority of crashes in Hammond, but they are also among the highest crash-generating roadways in the parish.

Crash-contributing factors are not mutually exclusive. Because of this, the discussions of roadways that follow may be supplemented by more than one figure/table if multiple crash-contributing factors exist.

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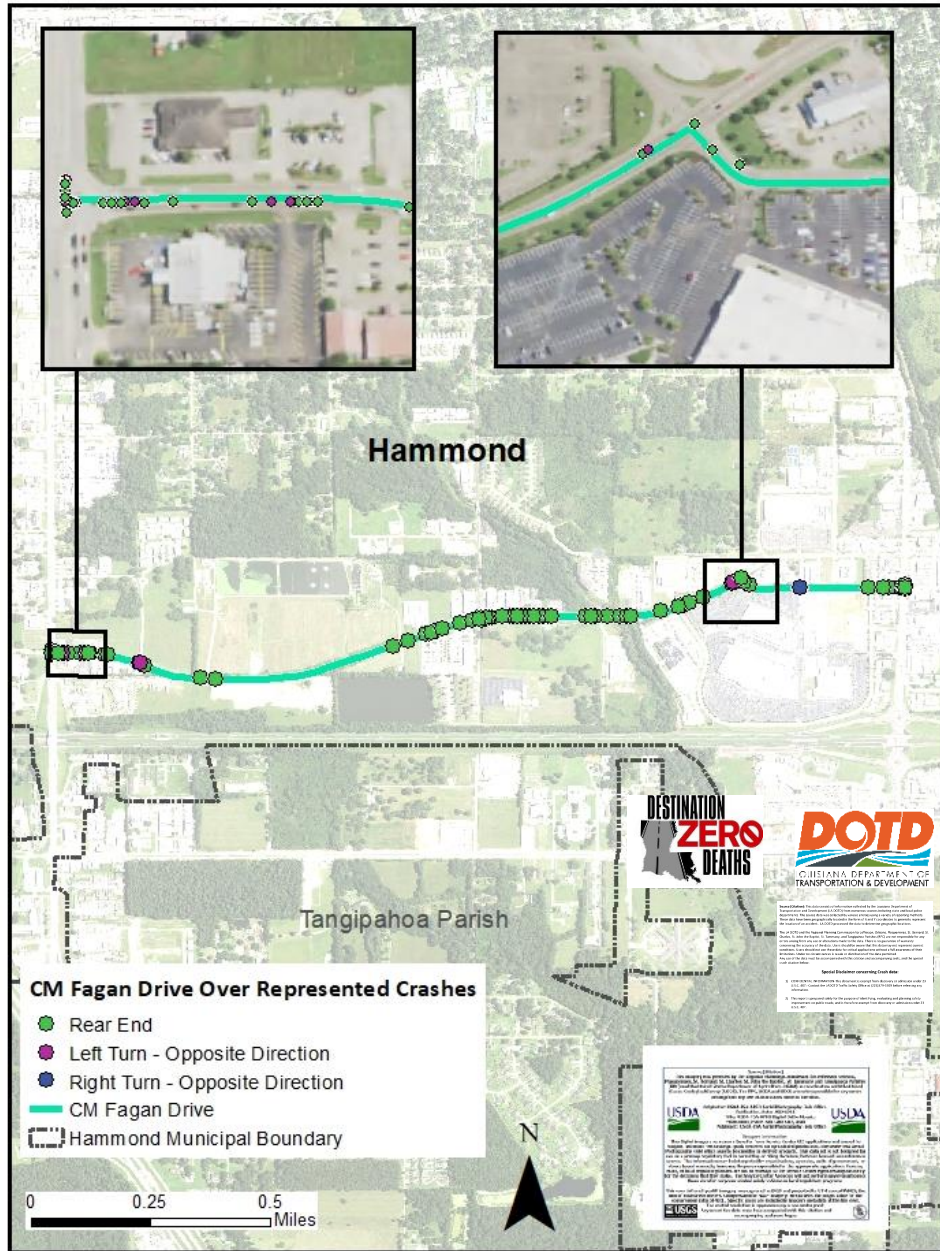
CM Fagan Drive



Map 11: CM Fagan Overrepresented Crashes: Surface Conditions

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Map 12: CM Fagan Drive Overrepresented Crashes: Manner of Collision

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CM Fagan Road Overview

CM Fagan is a roadway owned and maintained by the City of Hammond. The roadway services the major commercial development called Hammond Square Mall which generates considerable traffic from people wanting to access the mall. The roadway has a functional classification of major urban collector. CM Fagan has a posted speed limit of 40 MPH and is a two-lane roadway with a middle turn lane allowing access to businesses located along the roadway. The roadway is identified within the Tangipahoa Parish Profile as having the most crashes on a local roadway within the parish from 2014-2016 with a total of 125 crashes. The profile identifies the roadway as having overrepresented crashes of left turn opposite direction (left turn f), rear ends, and right turn opposite direction (right turn l), as well as wet weather crashes. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented Crashes

Overrepresented crashes	Overrepresented value
Left Turn Opposite Direction	1.5
Rear End	2.3
Right Turn Opposite Direction	1.8
Wet Weather Crashes	1.7

Countermeasure Suggestions

Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on CM Fagan. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering judgement.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection	Dark		All	MV in Trans	cross streets	visibility	street lighting, upgrade signs, marking
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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North Oak Street Overview

North Oaks St. is a roadway owned and maintained by the City of Hammond. The roadway acts as a major thoroughfare for students, faculty, and visitors to access Southeastern Louisiana University. The roadway has a functional classification of minor urban arterial. North Oaks Street is a one-way, two-lane roadway traveling south from Carter Lane to US190 with a posted speed limit of 25 mph. The section of N Oak St. of interest for this analysis runs from E Thomas St. to Marta Dr. From Carter Lane headed north, the roadway becomes a three-lane section from Carter Lane to E University Avenue with a posted speed limit of 25 mph. From E University Avenue to LA 1064 N Oaks St. becomes a two-lane roadway with a posted speed limit of 25 mph. The roadway acts as a couplet with NW Railroad Avenue. The roadway is identified within the Tangipahoa Parish Profile as having the second most crashes on a local roadway within the parish from 2014-2016 with a total of 64 crashes. The profile identifies the roadway as having overrepresented crashes of right-angle crashes, left turn same direction (left turn g), left turn opposite direction (left turn f), and left turn angle (left turn e). Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented crashes

Overrepresented crashes	Overrepresented value
Right Angle	2.0
Left Turn Same Direction	2.0
Left Turn Opposite Direction	2.0
Left Turn Angle	5.6

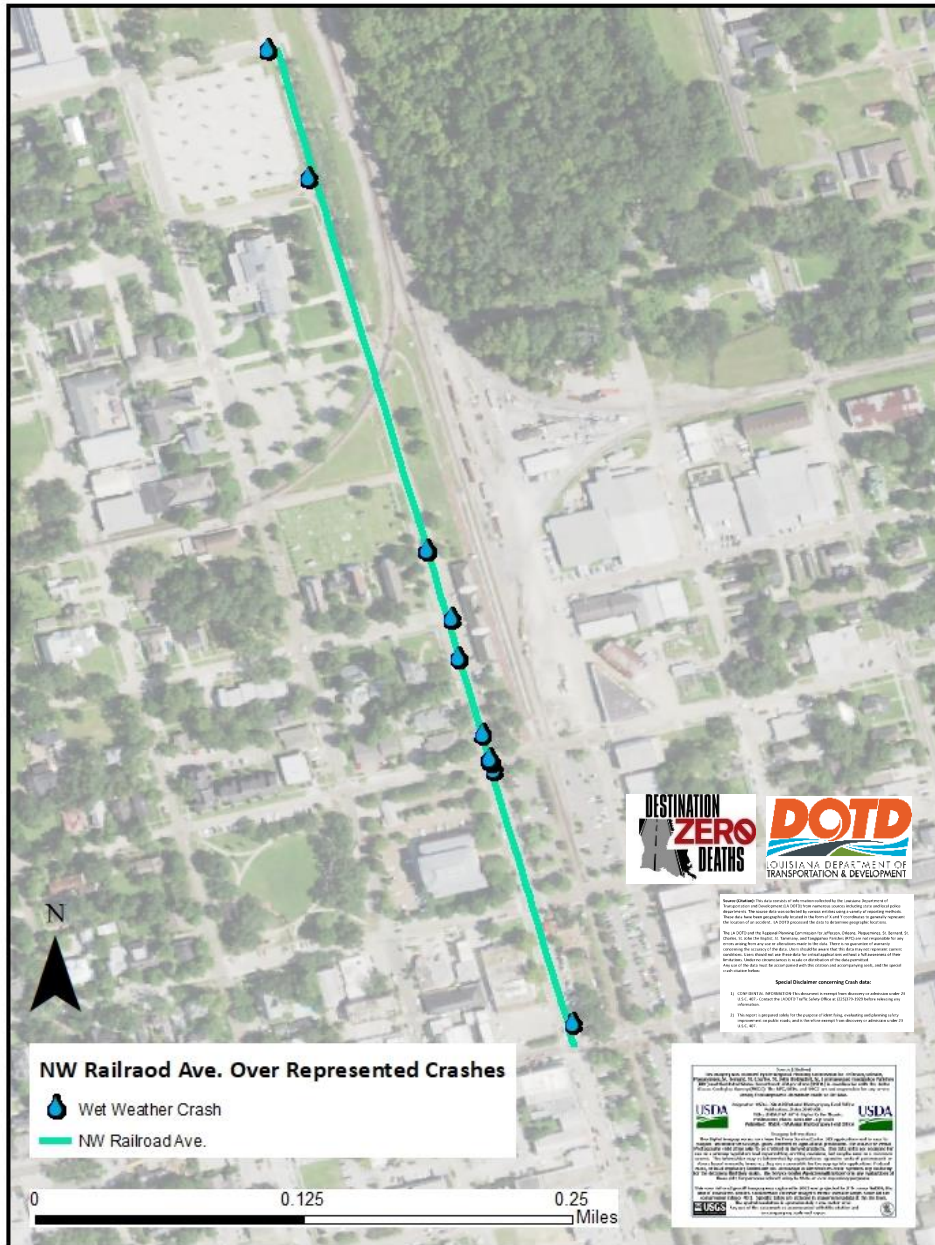
Countermeasure Suggestions Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on N Oak Street. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering judgement.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection	Dark		All	MV in Trans	cross streets	visibility	street lighting, upgrade signs, marking
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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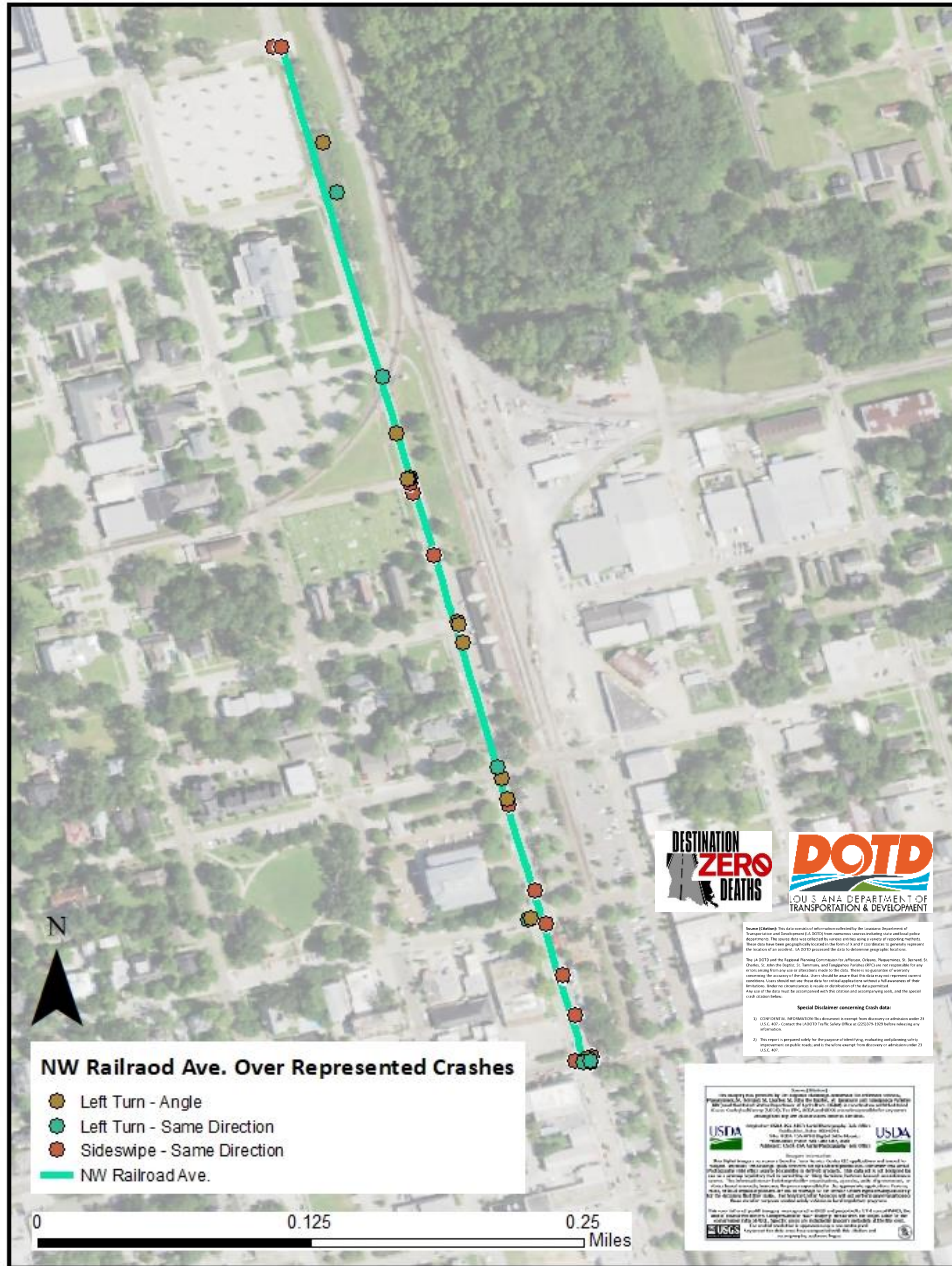
NW Railroad Ave.



Map 14: NW Railroad Ave. Overrepresented Crashes: Wet Weather Crashes

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Map 15: NW Railroad Ave. Overrepresented Crashes: Manner of Collision

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NW Railroad Avenue Overview

NW Railroad Avenue is a roadway owned and maintained by the City of Hammond. The roadway has a functional classification of minor urban arterial. NW Railroad Avenue is a one-way roadway traveling North from US190 to Carter Ln. with a posted speed limit of 25 mph. The roadway acts as a couplet with N Oak St. The roadway is identified within the Tangipahoa Parish Profile as having the twelfth most crashes on a local roadway within the parish from 2014-2016 with a total of 31 crashes. The profile identifies the roadway as having overrepresented crashes of sideswipe – same direction, left turn – same direction (left turn g), left turn angle (left turn e), and wet weather crashes. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented Crashes

Overrepresented crashes	Overrepresented value
Wet weather	1.7
Sideswipe – same direction (graze with flow)	2.3
Left Turn – Same Direction (left with flow)	2.7
Left Turn – Angle (left over-take)	13.2

Countermeasure Suggestions

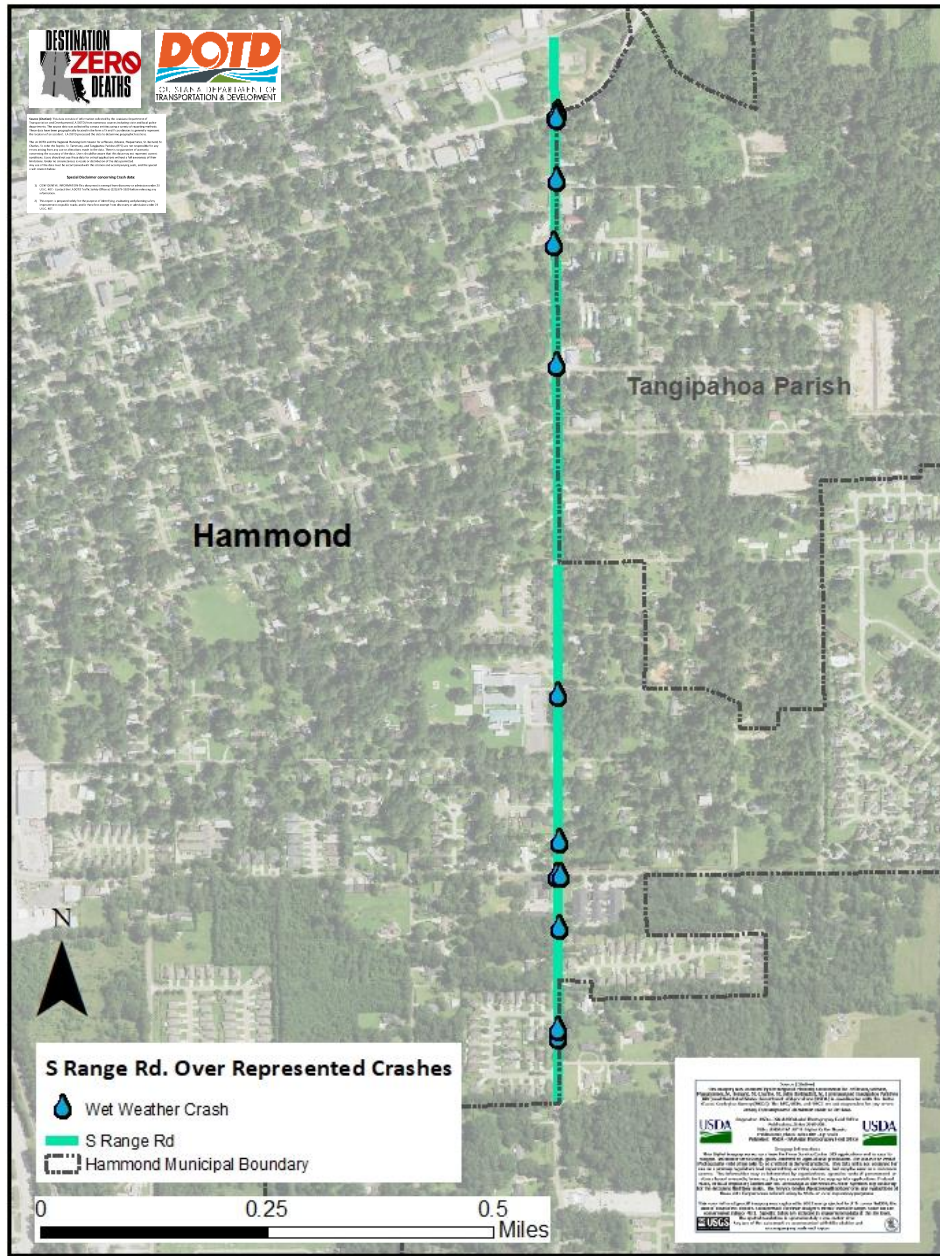
Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on NW Railroad Avenue. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering judgement.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection	Dark		All	MV in Trans	cross streets	visibility	street lighting, upgrade signs, marking
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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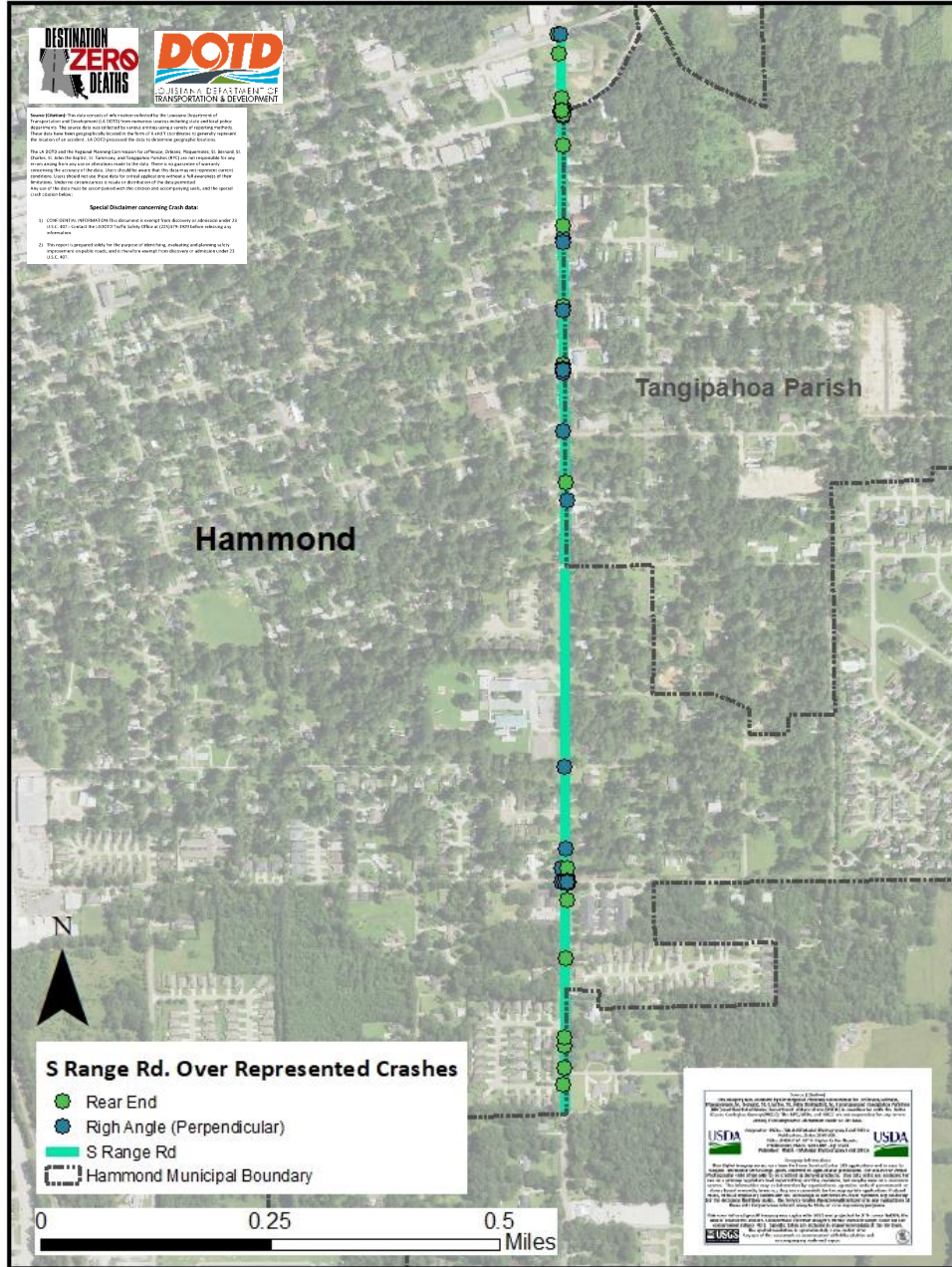
South Range Road



Map 16: S Range Rd. Overrepresented Crashes: Wet Weather Crashes

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Map 17: S Range Rd. Overrepresented Crashes: Manner of Collision

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South Range Road Overview

South Range Road is a roadway that that is owned and maintained by both the Parish and the City of Hammond. The section of S Range Rd. of interest for this analysis runs from Parker Ln. to E Thomas St. The section owned and maintained by the City of Hammond has a functional classification of major urban collector. Hammonds section is a two-lane roadway with a posted speed limit of 35 mph. The Hammond section of the roadway is identified within the Tangipahoa Parish Profile as having the ninth most crashes on a local roadway from 2014-2016 with a total of 37 crashes. The profile identifies the roadway as having overrepresented crashes of right-angle crashes, rear ends, and wet weather crashes. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented crashes

Overrepresented crashes	Overrepresented value
Wet weather crashes	1.8
Rear end	1.6
Right angle	1.9

Countermeasure Suggestions

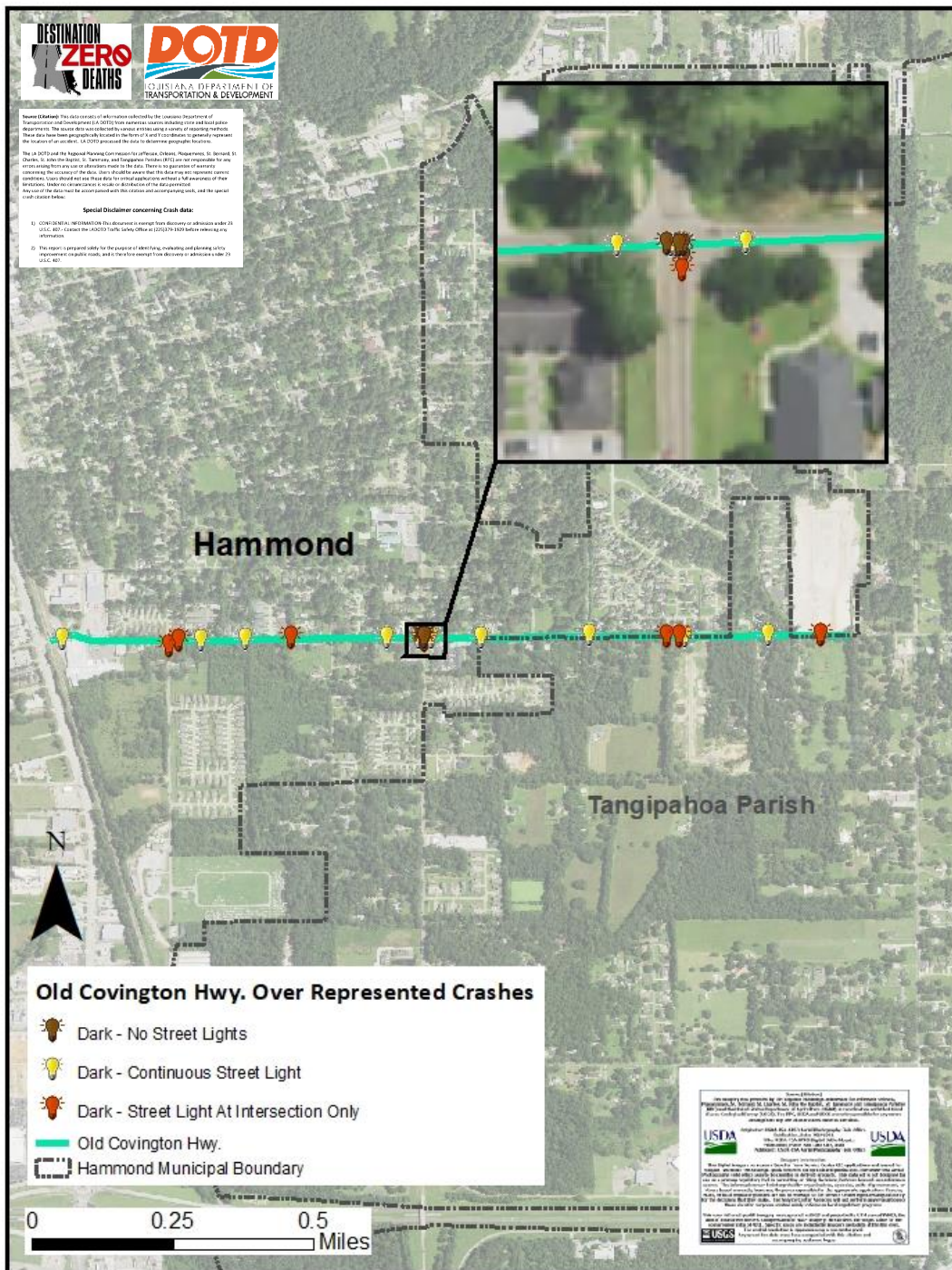
Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on South Range Road. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering judgement.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection	Dark		All	MV in Trans	cross streets	visibility	street lighting, upgrade signs, marking
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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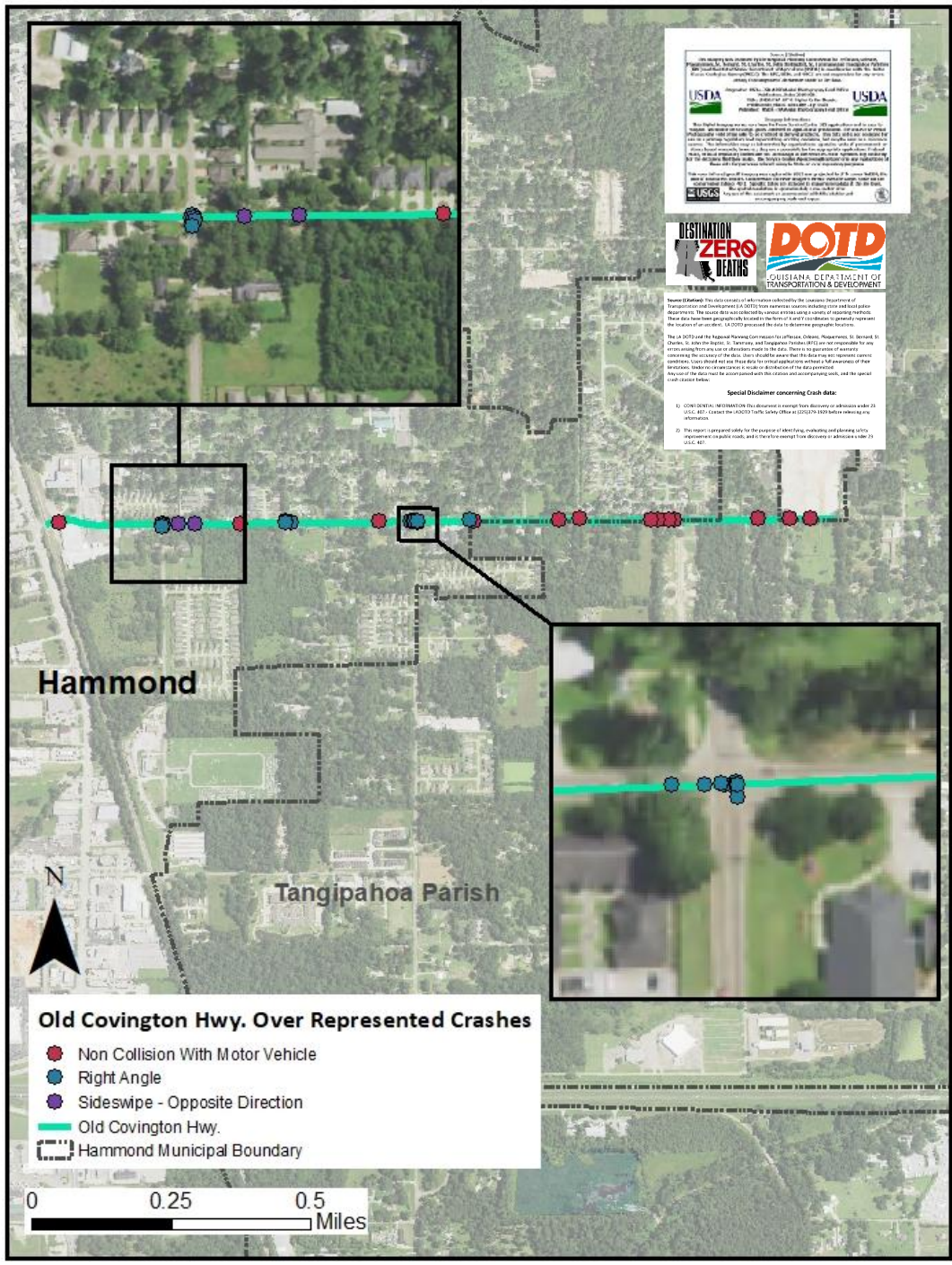
Old Covington Highway



Map 18: Old Covington Hwy: Overrepresented Crashes: Lighting Condition Crashes

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Map 19: Old Covington Hwy: Overrepresented Crashes: Manner of Collision

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Roadway Overview

Old Covington Highway is a roadway owned and maintained by the City of Hammond. The section of Old Covington Hwy of interest for this analysis runs from SW Railroad Ave to Covington Ridge Dr. The roadway has a functional classification of major urban collector. Old Covington Highway is a two-lane roadway with a posted speed limit of 25 mph from SW Railroad Avenue to S Range Road. From South Range Road heading east, Old Covington Highway has a posted speed limit of 35 mph. The roadway is identified within the Tangipahoa Parish Profile as having the tenth most crashes on a local roadway within the parish from 2014-2016 with a total of 33 crashes. The profile identifies the roadway as having overrepresented crashes of non-collision with a motor vehicle, side swipe opposite direction, right angle, and nighttime collisions. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented crashes

Overrepresented crashes	Overrepresented value
Non-collision with motor vehicles	1.7
Side swipe opposite direction	1.9
Right angle	1.8
Nighttime collisions	1.79

Potential Countermeasures

Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on Old Covington Highway. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Single Vehicle Run-off-road and multi vehicle collisions	High Severity	Non-Intersection			Other or Non Coll	Run-off-road & MV in Trans	All	speeding	speed limit signs, correct speed limit, YOUR SPEED signs
Single Vehicle Run-off-road and multi vehicle collisions	All	Non-Intersection			Head On, Side Swipe (OD)	MV in Trans	All, no pavement marking	guidance	pavement marking, center line rumble strips
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection	Dark		All	MV in Trans	cross streets	visibility	street lighting, upgrade signs, marking
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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West Coleman Avenue



Map 20: West Coleman Ave.: Overrepresented Crashes: Manner of Collision

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Roadway Overview

West Coleman Avenue is a roadway owned and maintained by the City of Hammond. The roadway has a functional classification of major urban collector. West Coleman is a two laned roadway with a posted speed limit of 25 mph. The roadway is identified within the Tangipahoa Parish Profile as having the thirty first most crashes on a local roadway within the parish from 2014-2016 with a total of 15 crashes. The profile identifies the roadway as having overrepresented crashes of right angle and non-collision with a motor vehicle. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented crash types

Manner of collision	Overrepresented value
Non collision with motor vehicle	1.6
Right Angle	1.5

Potential Countermeasures

Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on West Coleman Avenue. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

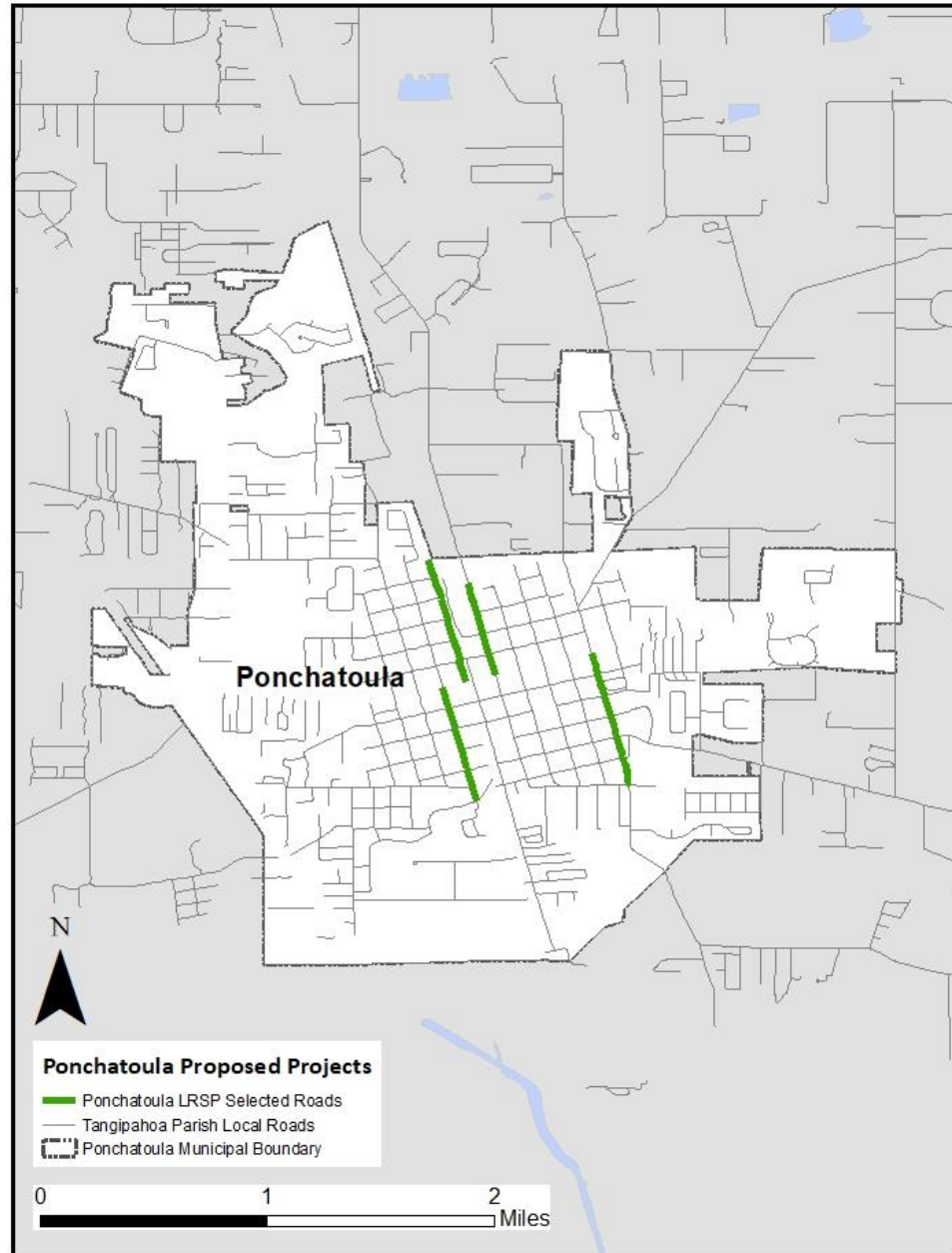
CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Single Vehicle Run-off-road and multi vehicle collisions	High Severity	Non-Intersection			Other or Non Coll	Run-off-road & MV in Trans	All	speeding	speed limit signs, correct speed limit, YOUR SPEED signs
Single Vehicle Run-off-road and multi vehicle collisions	All	Non-Intersection			Head On, Side Swipe (OD)	MV in Trans	All, no pavement marking	guidance	pavement marking, center line rumble strips
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing

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Ponchatoula

The City of Ponchatoula is a municipality located in the southern portion of Tangipahoa Parish. The City has four roadways identified in the 2014-2016 Tangipahoa Parish Update. Based on PMC input and identification within the Tangipahoa Parish Profile, the city has chosen to focus on North Fifth Street, Northwest Railroad Avenue, South First Street, and South Sixth Street. These roadways have identified safety concerns, and implementation of safety projects on the chosen roads will have a positive safety impact on the city's roadway network and assist in reaching the plans safety targets.



Map 21: Ponchatoula LRSP Selected Roadways

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Crash Data Overview

An overview of local road crash data from 2017-2021 was undertaken to get a snapshot of the safety concerns that are prevalent throughout the local road network in the city of Ponchatoula. The data below is for crashes that took place on Ponchatoula-owned roads. Based on the statistics below, it is clear the City of Ponchatoula exhibits crashes that are more prevalent in urban environments. As a result, countermeasures for the city of Ponchatoula may require different engineering solutions than countermeasures selected for Tangipahoa Parish owned local roads which are primarily rural in nature.

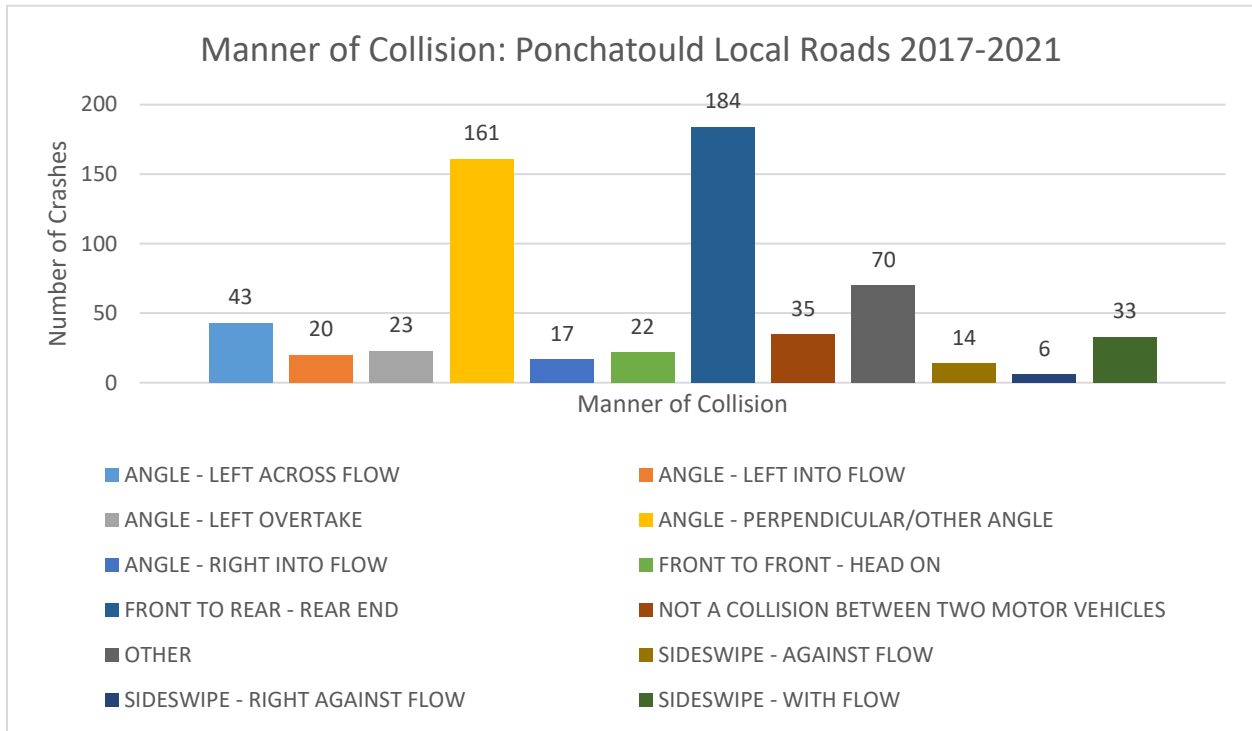


Figure 19: Manner of Collision: Ponchatoula Locally Owned Roads Crash Data 2017-2021

Figure 19 illustrates the manner of collision for all Ponchatoula local road crashes from 2017-2021. The most common manner of collision was rear end with 24% of all crashes.

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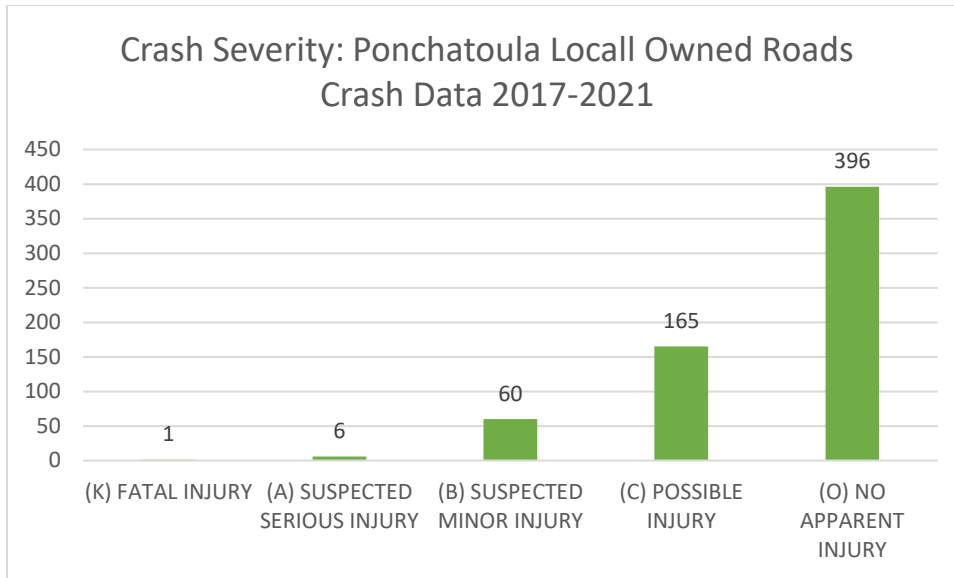


Figure 20: Crash Severity: Ponchatoula Locally Owned Roads Crash Data 2017-2021

Figure 20 illustrates the severity of crashes on Hammond locally owned roads from 2017-2021. Most of the crashes (63%) are no apparent injury crashes.

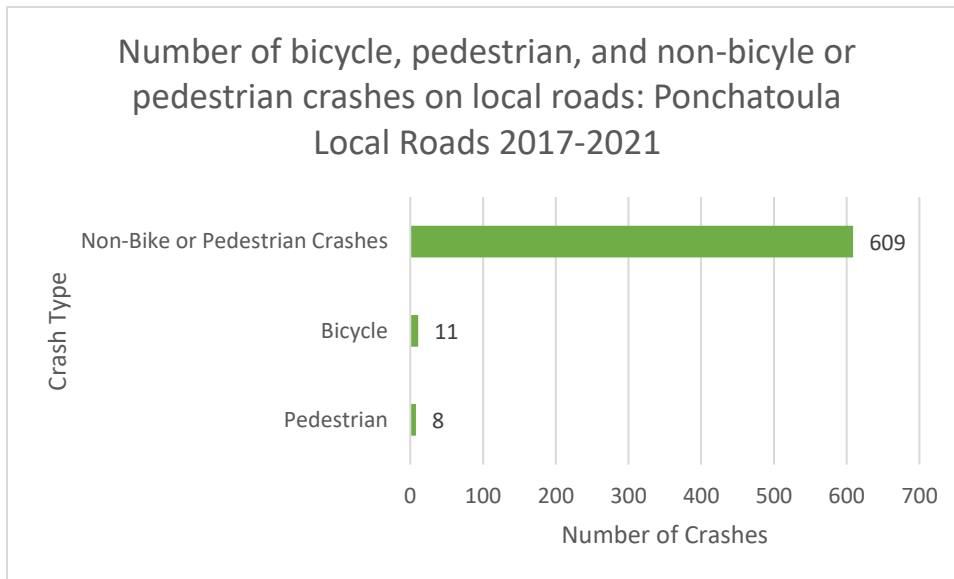


Figure 21: Bicycle and Pedestrian Crashes: Ponchatoula Locally Owned Roads Crash Data 2017-2021

Figure 21 illustrates the number of bicycle and pedestrian crashes on Hammond locally owned roads from 2017-2021. Most of the crashes are non-bike or pedestrian crashes (97%).

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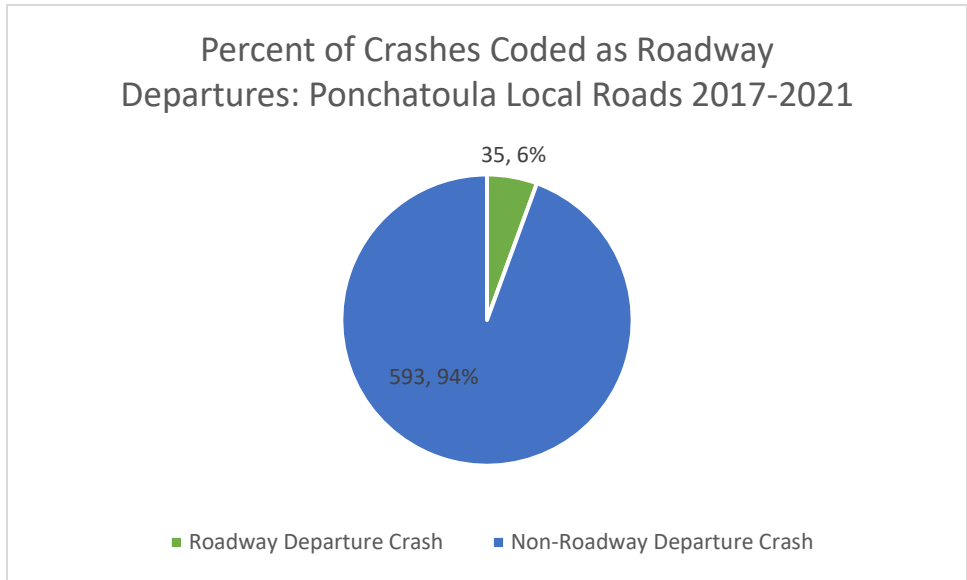


Figure 22: Roadway Departure Crashes: Ponchatoula Locally Owned Roads Crash Data 2017-2021

Figure 22 illustrates the prevalence of roadway departure crashes on Ponchatoula locally owned roads from 2017-2021. Most crashes are non-roadway departure crashes (94%).

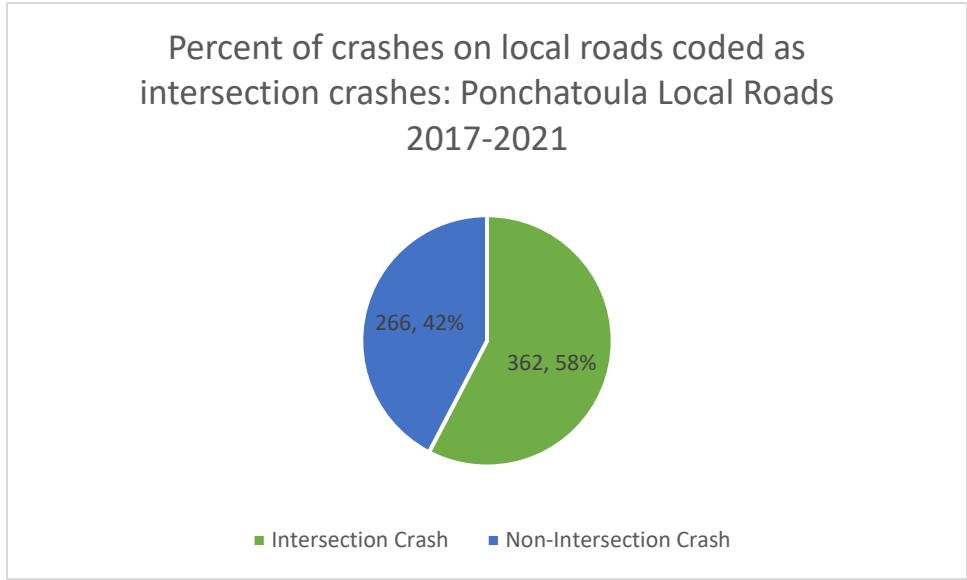


Figure 23: Intersection Crashes: Ponchatoula Locally Owned Roads Crash Data 2017-2021

Figure 23 illustrates the percentage of crashes coded as intersection crashes on Ponchatoula locally owned roads from 2017-2021. Most crashes are coded as intersection crashes (58%).

LRSP Selected Roadways

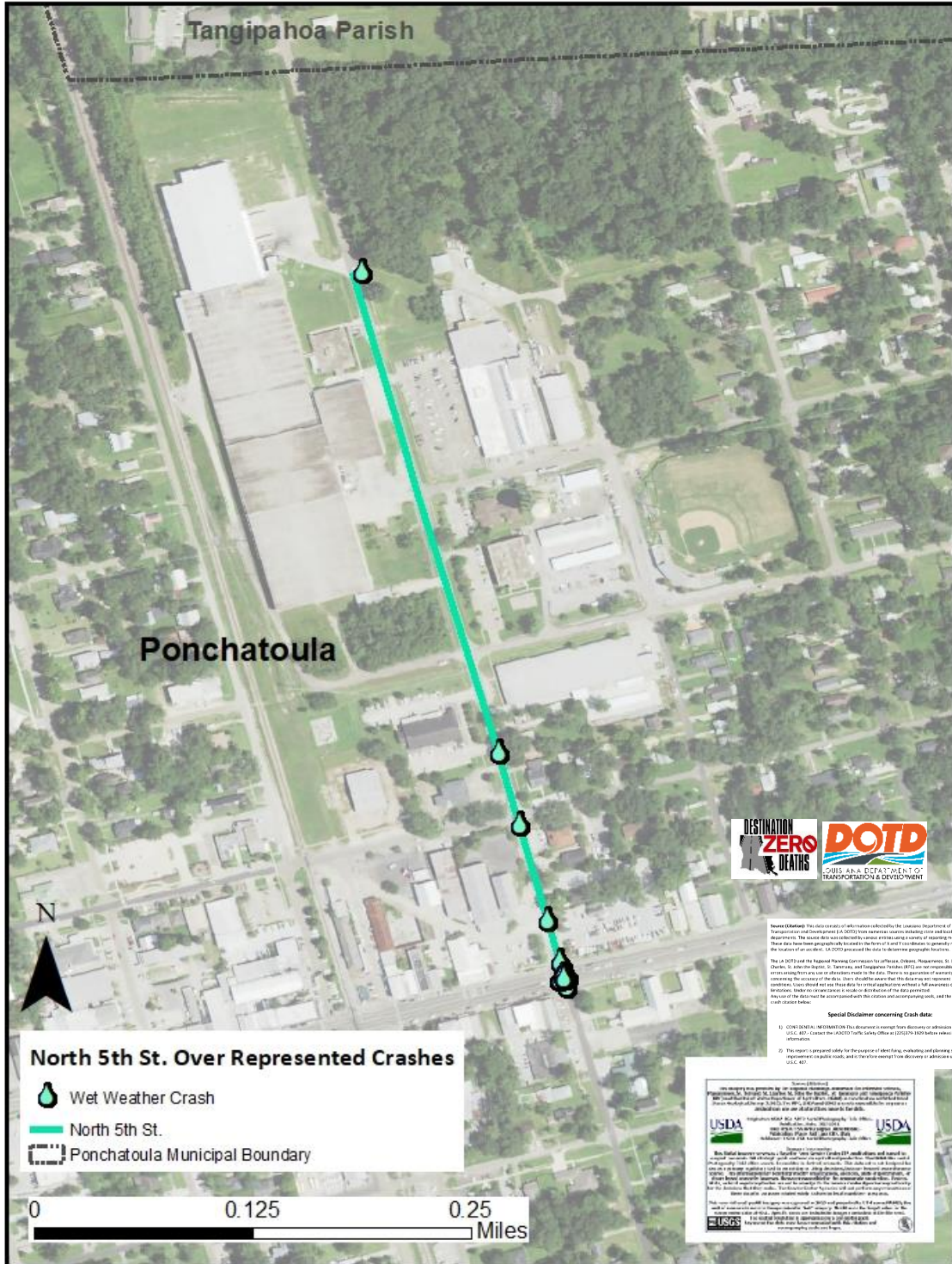
In order to meet the plans goal of reducing fatalities and serious injuries by half by 2030, the parish and its municipalities have taken a data driven approach to select roadways for potential safety treatments. The roadways selected by the city of Ponchatoula were identified within the Local Road Safety Program Tangipahoa Parish Profile and are identified as some of the highest crash generating roadways in the parish. The roads are North 5th Street, Northwest Railroad Avenue, South First Street, and South Sixth Street. By taking a data driven approach to safety and focusing on the most crash generating local roads, it is possible to achieve the plans' goal of reducing fatalities and serious injuries by 50% by 2030.

Crash-contributing factors are not mutually exclusive. Because of this, the discussions of roadways that follow may be supplemented by more than one figure/table if multiple crash-contributing factors exist.

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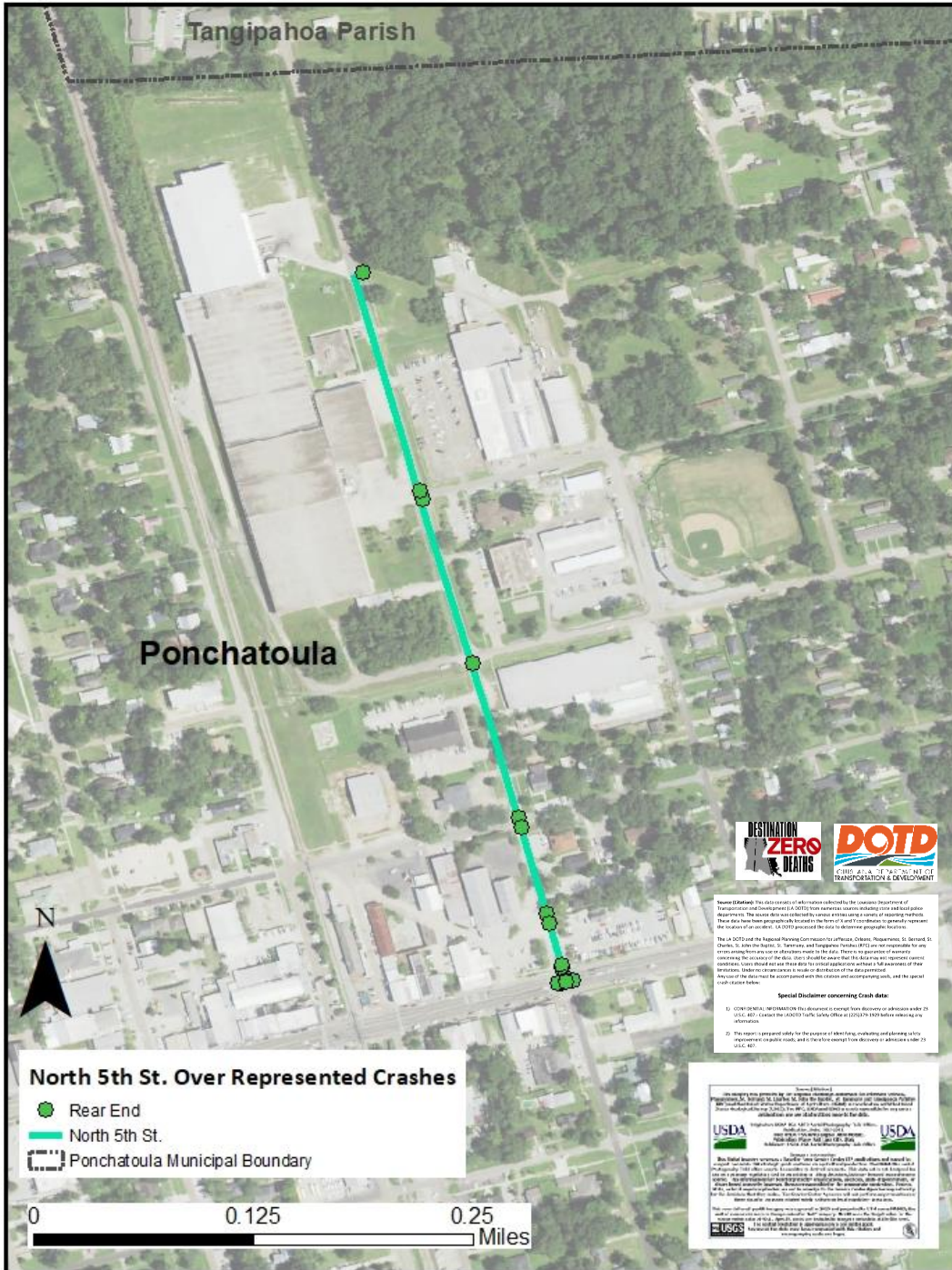
North 5th Street



Map 22: North 5th Street: Overrepresented Crashes: Surface Conditions

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Map 23: North 5th Street: Overrepresented Crashes: Manner of Collision

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Roadway Overview

North 5th Street is a roadway owned and maintained by the city of Ponchatoula. The roadway has a functional classification of major urban collector. North 5th street is a two-lane roadway with a posted speed limit of 25 mph. The roadway is identified within the Tangipahoa Parish Profile as having the 21st most crashes on a local roadway in the parish from 2014-2016 with a total of 18 crashes. The profile identifies the roadway as having overrepresented crashes of rear end crashes and wet weather crashes. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented Crashes

Manner of collision	Overrepresented value
Wet weather crashes	1.7
Rear end	2.6

Potential Countermeasures

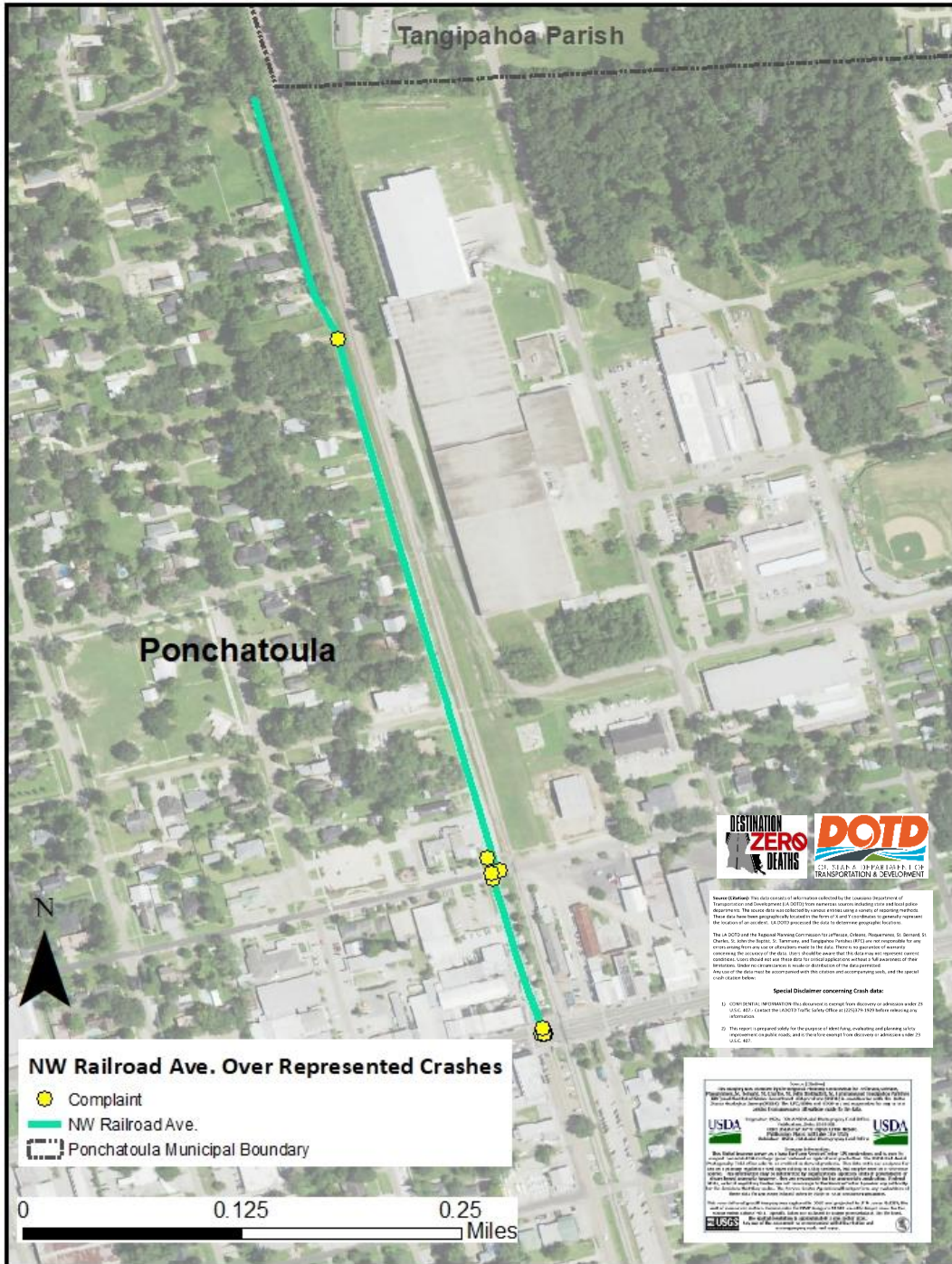
Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on North 5th Street. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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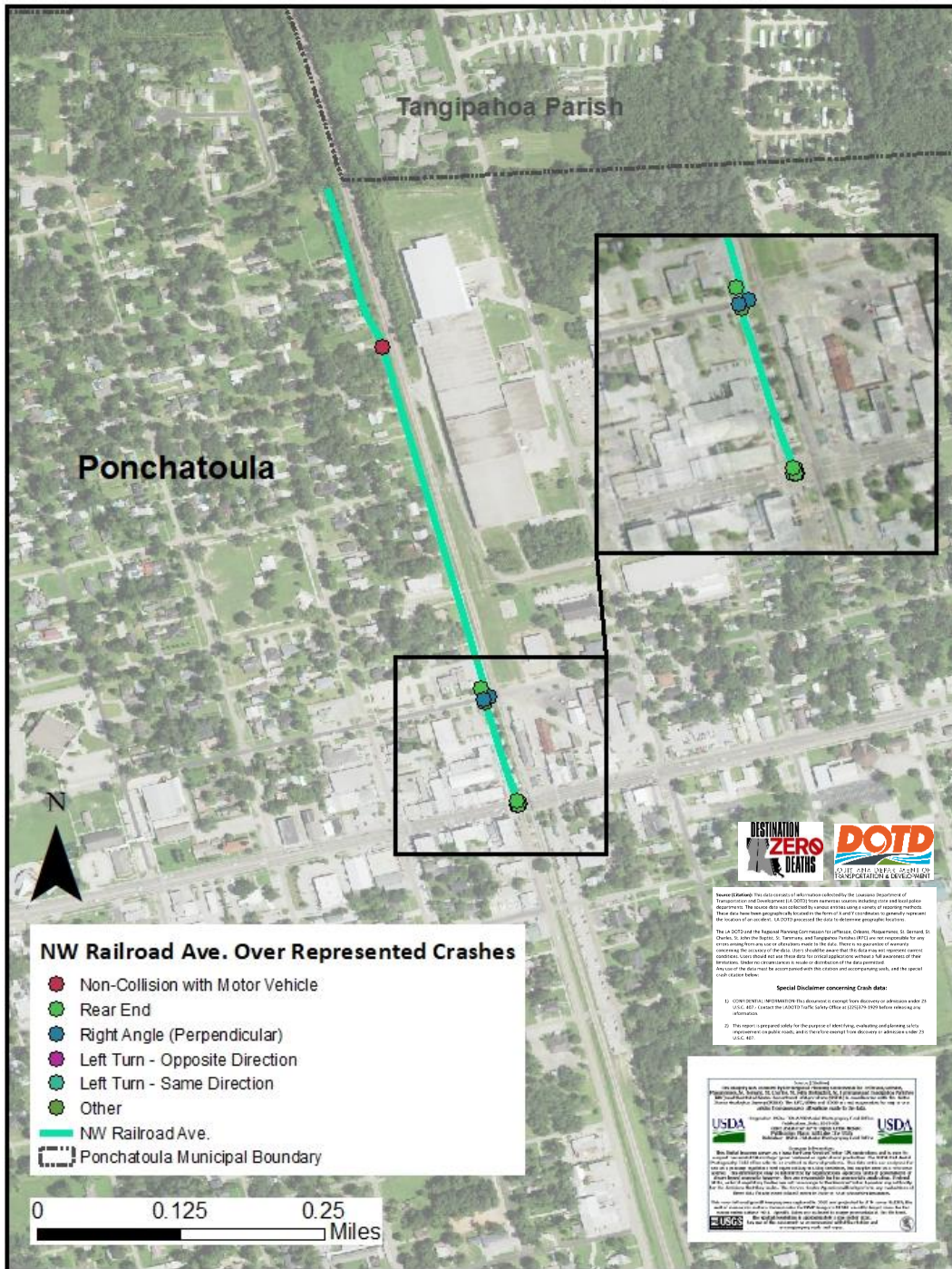
Northwest Railroad Avenue



Map 24: NW Railroad Ave.: Overrepresented Crashes: Severity

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Map 25: NW Railroad Ave: Overrepresented Crashes: Manner of Collision

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Roadway Overview

NW Railroad Avenue is a roadway owned and maintained by the city of Ponchatoula. The roadway has a functional classification of local road. NW Railroad Avenue is a two-lane roadway with a posted speed limit of 25 mph. The roadway is identified within the Tangipahoa Parish Profile as having the 39th most crashes on a local roadway from 2014-2016 with a total of 13 crashes. The profile identifies the roadway as having overrepresented crashes of complaint crashes. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented crashes

Overrepresented crashes	Overrepresented value
Complaint crashes	2.0

Potential Countermeasures

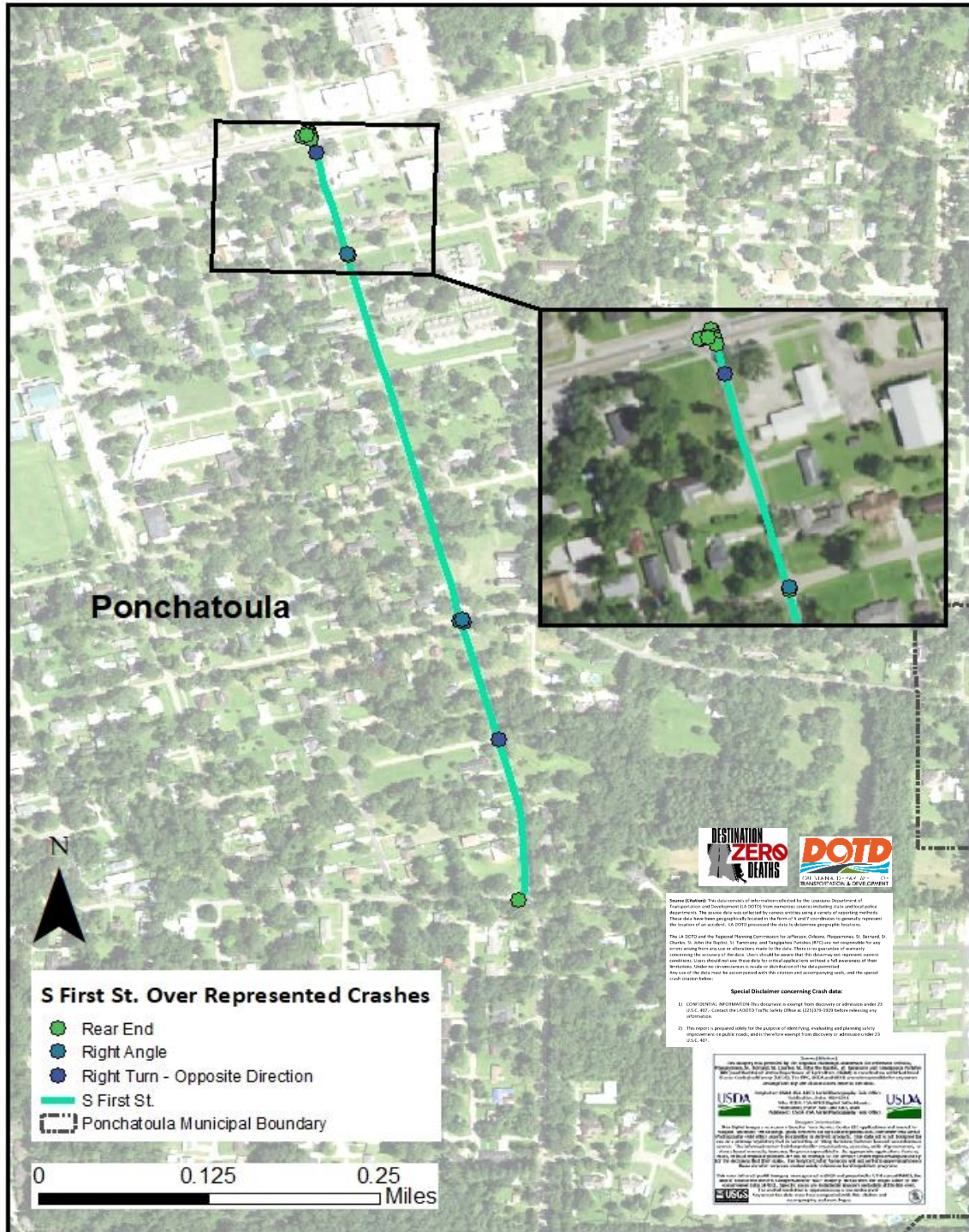
Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on NW Railroad Avenue. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection	Dark		All	MV in Trans	cross streets	visibility	street lighting, upgrade signs, marking
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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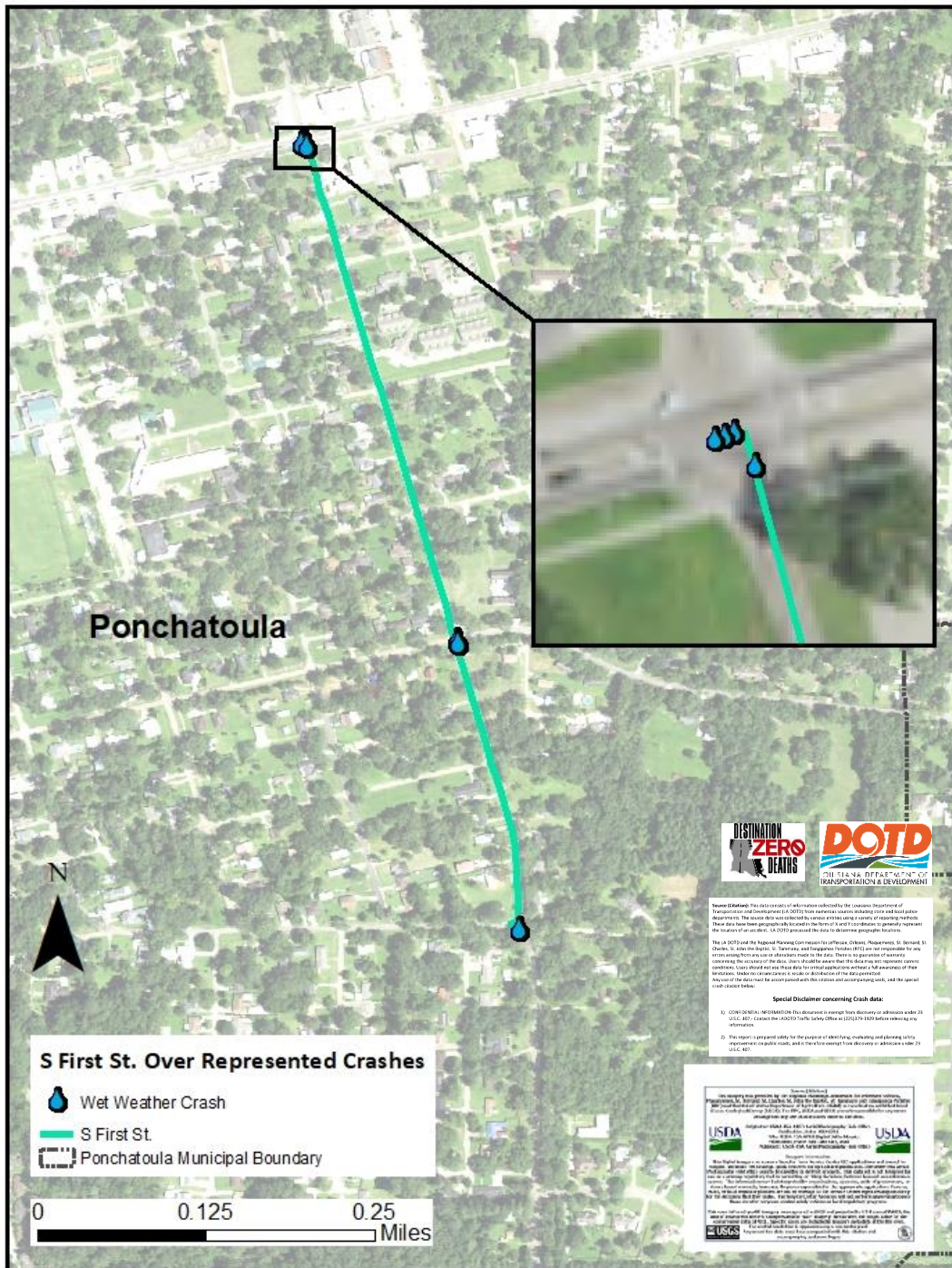
South First Street



Map 26: S First St.: Overrepresented Crashes: Manner of Collision

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Map 27: S First St.: Overrepresented Crashes: Surface Conditions

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Roadway Overview

S 1st Street is a roadway owned and maintained by the city of Ponchatoula. The roadway has a functional classification of major urban collector. S 1st Street is a two-lane roadway with a posted speed limit of 25 mph. The roadway is identified within the Tangipahoa Parish Profile as having the 55th most crashes on a local roadway from 2014-2016 with a total of 10 crashes. The profile identifies the roadway as having overrepresented crashes of moderate crashes. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented Crashes

Overrepresented Crashes	Overrepresented value
Moderate crashes	5.5
Wet weather crashes	2.2
Rear end	1.6
Right turn – Opposite direction	22.6
Right angle	1.7

Potential Countermeasures

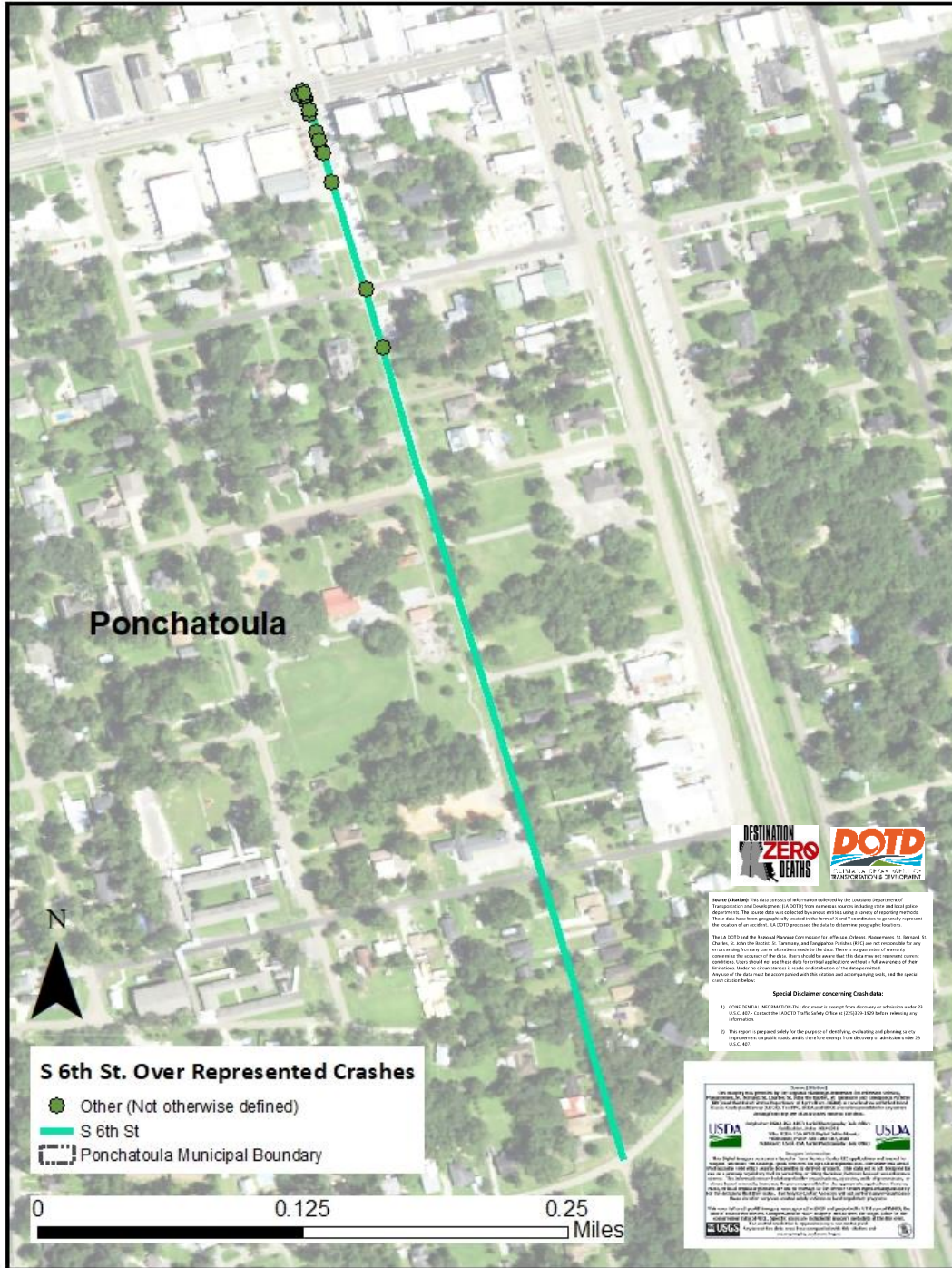
Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on S 1st Street. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

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South Sixth Street



Map 28: S 6th Street: Overrepresented Crashes: Manner of Collision

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Roadway Overview

S 6th Street is a roadway owned and maintained by the city of Ponchatoula. The roadway has a functional classification of local road. S 6th Street is a two-lane roadway with a posted speed limit of 25 mph. The roadway is identified within the Tangipahoa Parish Profile as having the 56th most crashes on a local roadway from 2014-2016 with a total of 10 crashes. The profile identifies the roadway as having overrepresented crashes of other (not otherwise defined). Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented crashes

Overrepresented crashes	Overrepresented value
Other	4.5

Potential Countermeasures

Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below is a list of potentially applicable countermeasures related to the crashes that exist on S 6th Street. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking

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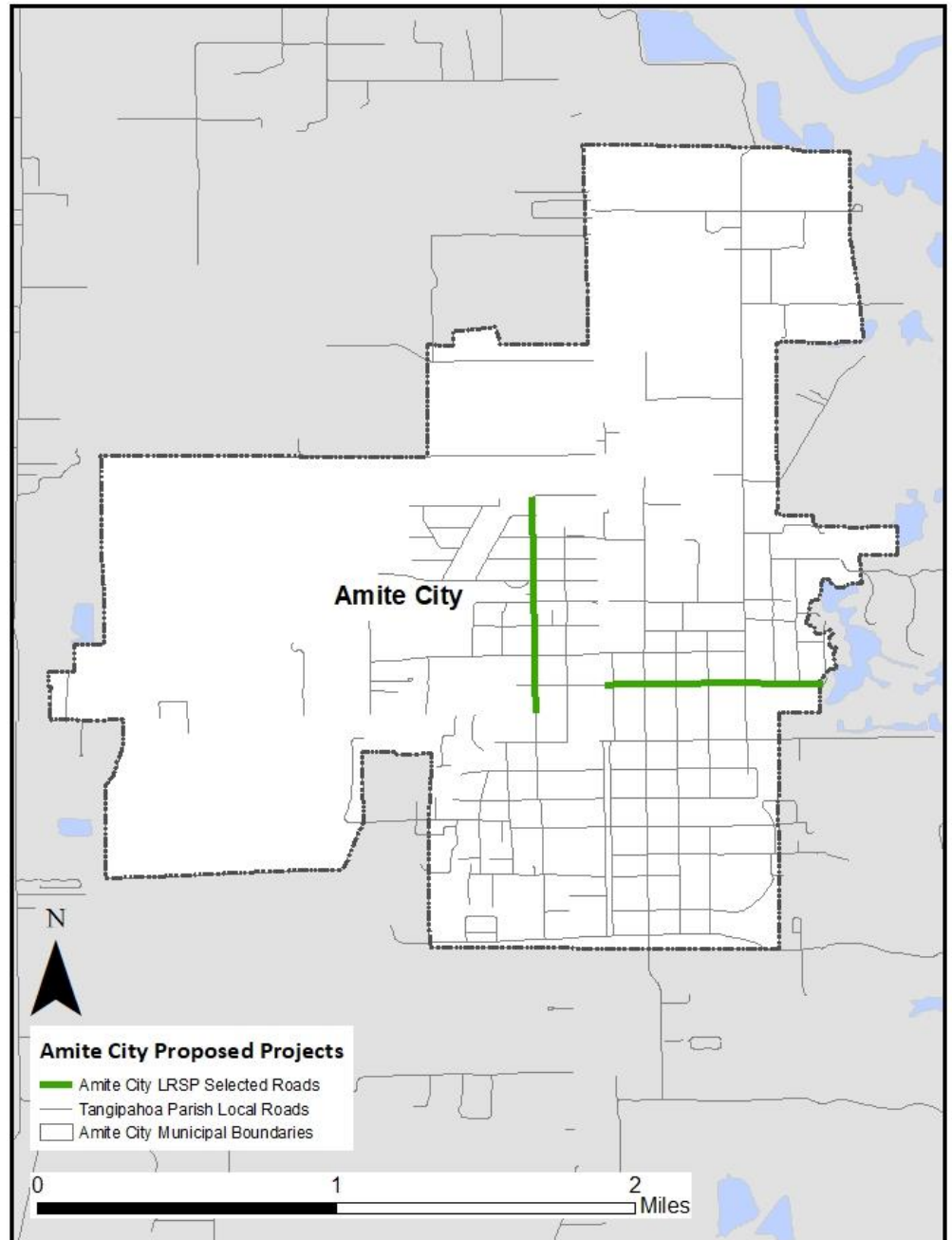
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Amite

The City of Amite is the Parish seat of Tangipahoa Parish and is located in the center of the parish. The City has two roadways identified within the 2014-2016 Tangipahoa Parish Update. These two roadways are East Mullberry St. and North Second Street. These roadways have identified safety concerns, and implementation of safety projects on the chosen roads will have a positive safety impact on the city's roadway network and assist in reaching the plans targets.

Crash Data Overview

An overview of local road crash data from 2017-2021 was undertaken to get a snapshot of the safety concerns that are prevalent throughout the local road network in the City of Amite. The data below is for crashes that took place on Amite owned roads. Based on the statistics below, it is clear the City of Amite exhibits crashes that are more prevalent in urban environments. As a result, countermeasures for the City of Amite may require different engineering solutions than countermeasures selected for Tangipahoa Parish owned local roads which are primarily rural in nature.



Map 29: Amite City LRSP Selected Roadways

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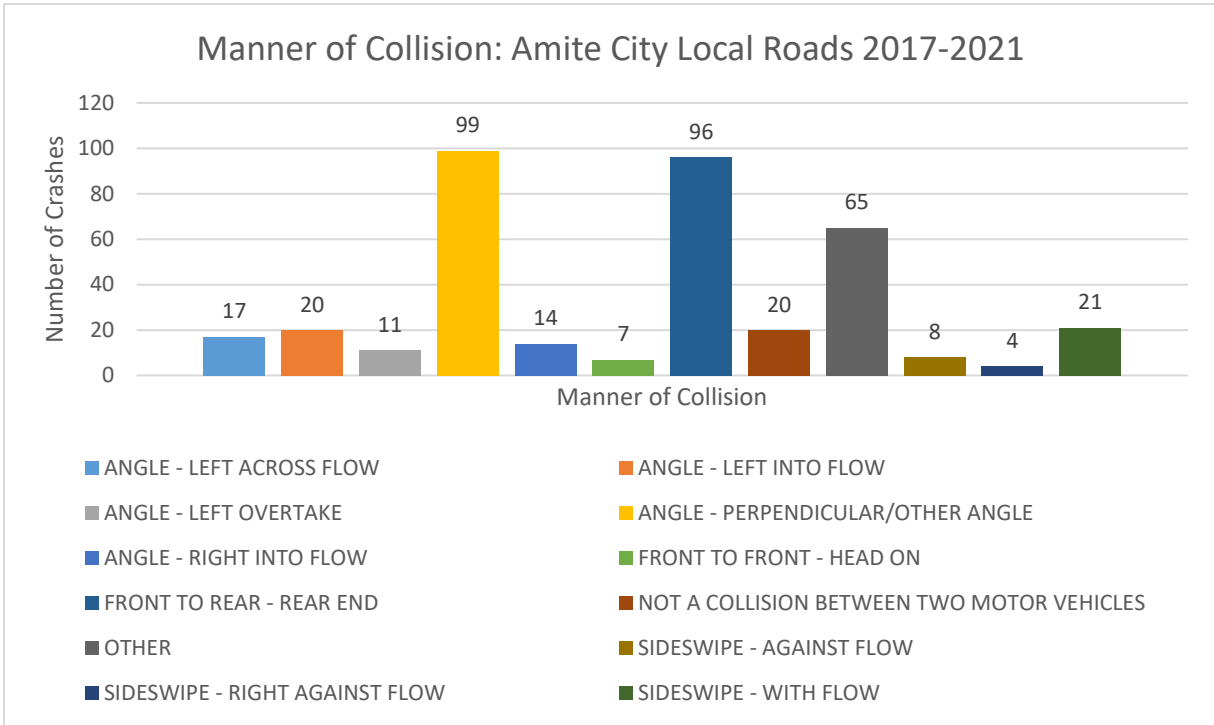


Figure 24: Manner of Collision: Amite City Local Roads 2017-2021

Figure 24 illustrates the manner of collision for all Amite City local road crashes from 2017-2021. The most common manner of collision was angle – perpendicular/other angle with 26% of all crashes.

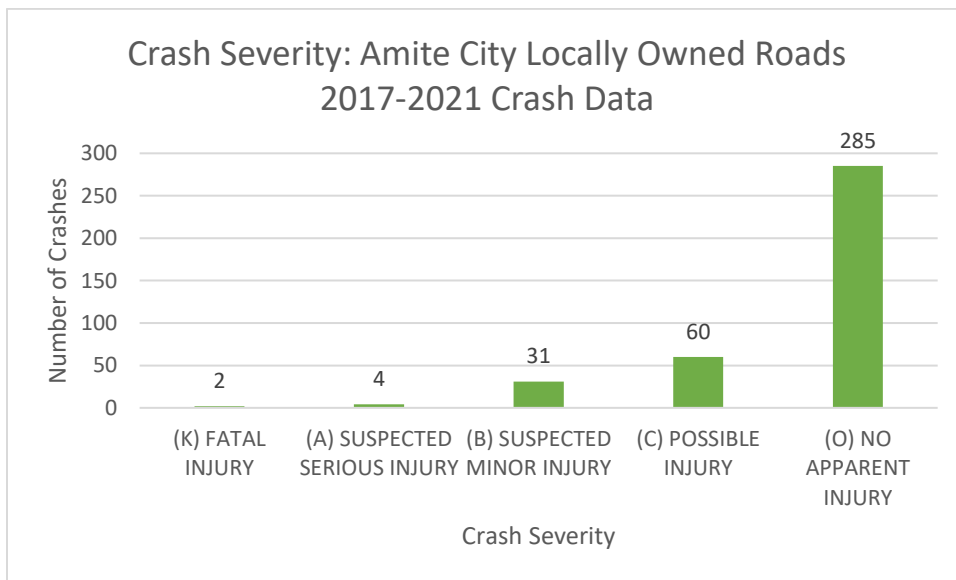


Figure 25: Crash Severity: Amite City Local Roads Crash Data 2017-2021

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Figure 25 illustrates the severity of crashes on Amite City locally owned roads from 2017-2021. Most of the crashes (75%) are no apparent injury crashes.

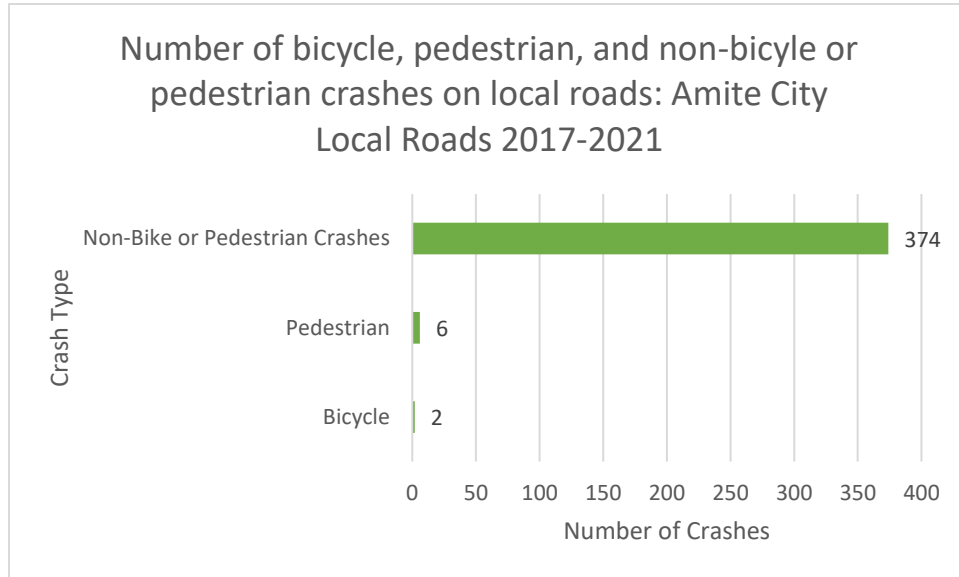


Figure 26: Bicycle and Pedestrian Crashes: Ponchatoula Local Roads 2017-2021 Crash Data

Figure 26 illustrates the number of bicycle and pedestrian crashes on Amite City locally owned roads from 2017-2021. Most of the crashes are non-bike or pedestrian crashes (98%).

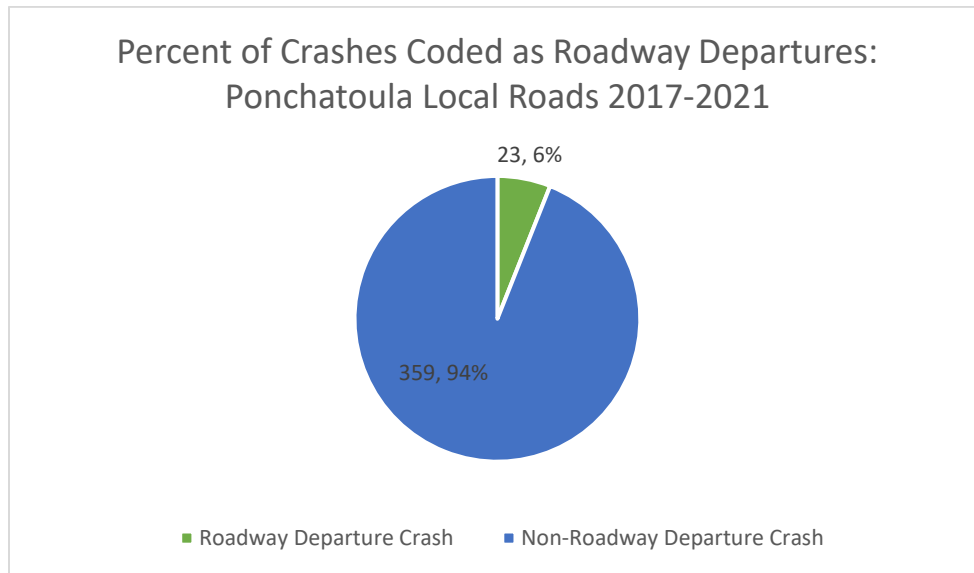


Figure 27: Roadway Departure Crashes: Ponchatoula Local Roads 2017-2021 Crash Data

Figure 27 illustrates the prevalence of roadway departure crashes on Amite Cities locally owned roads from 2017-2021. Most crashes are non-roadway departure crashes (94%).

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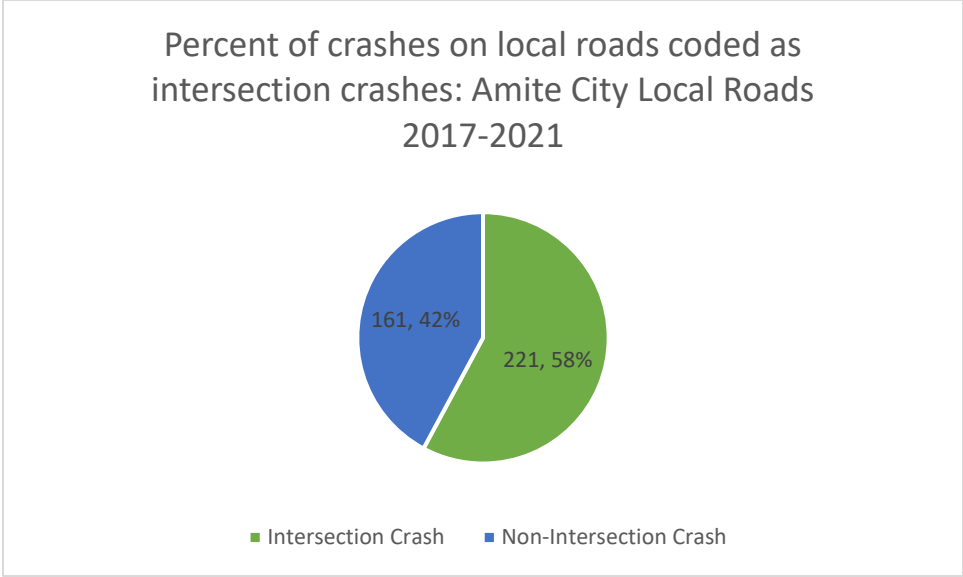


Figure 28: Intersection Crashes: Ponchatoula Local Roads 2017-2021 Crash Data

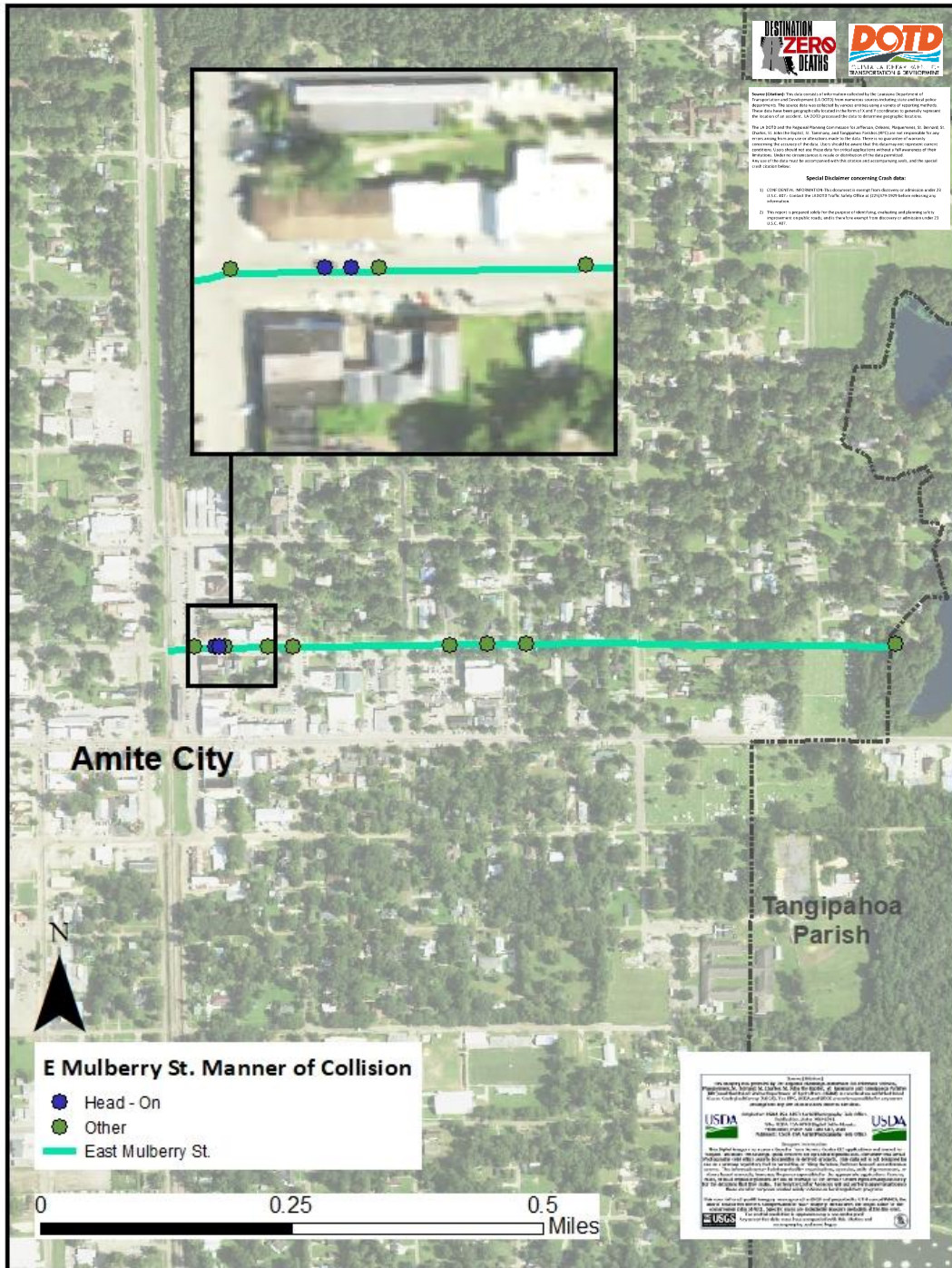
Figure 28 illustrates the percentage of crashes coded as intersection crashes on Ponchatoula locally owned roads from 2017-2021. Most crashes are coded as intersection crashes (58%).

LRPS Selected Roadways

In order to meet the plans’ goal of reducing fatalities and serious injuries by half by 2030, the parish and its municipalities have taken a data driven approach to select roadways for potential safety treatments. The roadways selected by the City of Amite were identified within the Local Road Safety Program Tangipahoa Parish Profile and are identified as some of the highest crash generating roadways in the parish. The roads are East Mullberry St. and North 2nd Street. By taking a data driven approach to safety and focusing on the most crash generating local roads, it is possible to achieve the plans’ goal of reducing fatalities and serious injuries by 50% by 2030.

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East Mullberry St.



Map 30: E Mulberry Street: Overrepresented Crashes: Manner of Collision

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Roadway Overview

East Mulberry Street is a roadway owned and maintained roadway by the city of Amite. The roadway has a functional classification of major urban collector. East Mulberry is a two lane roadway with a posted speed limit of 25 mph. The roadway is identified within the Tangipahoa Parish Profile as having the twenty second most crashes on a local roadway within the parish from 2014-2016 with a total of 16 crashes. The profile identifies the roadway as having overrepresented crashes of head on crashes, and crashes listed as “other”. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented crash types

Manner of collision	Overrepresented value
Head on	5.9
Other	1.8

Potential Countermeasures

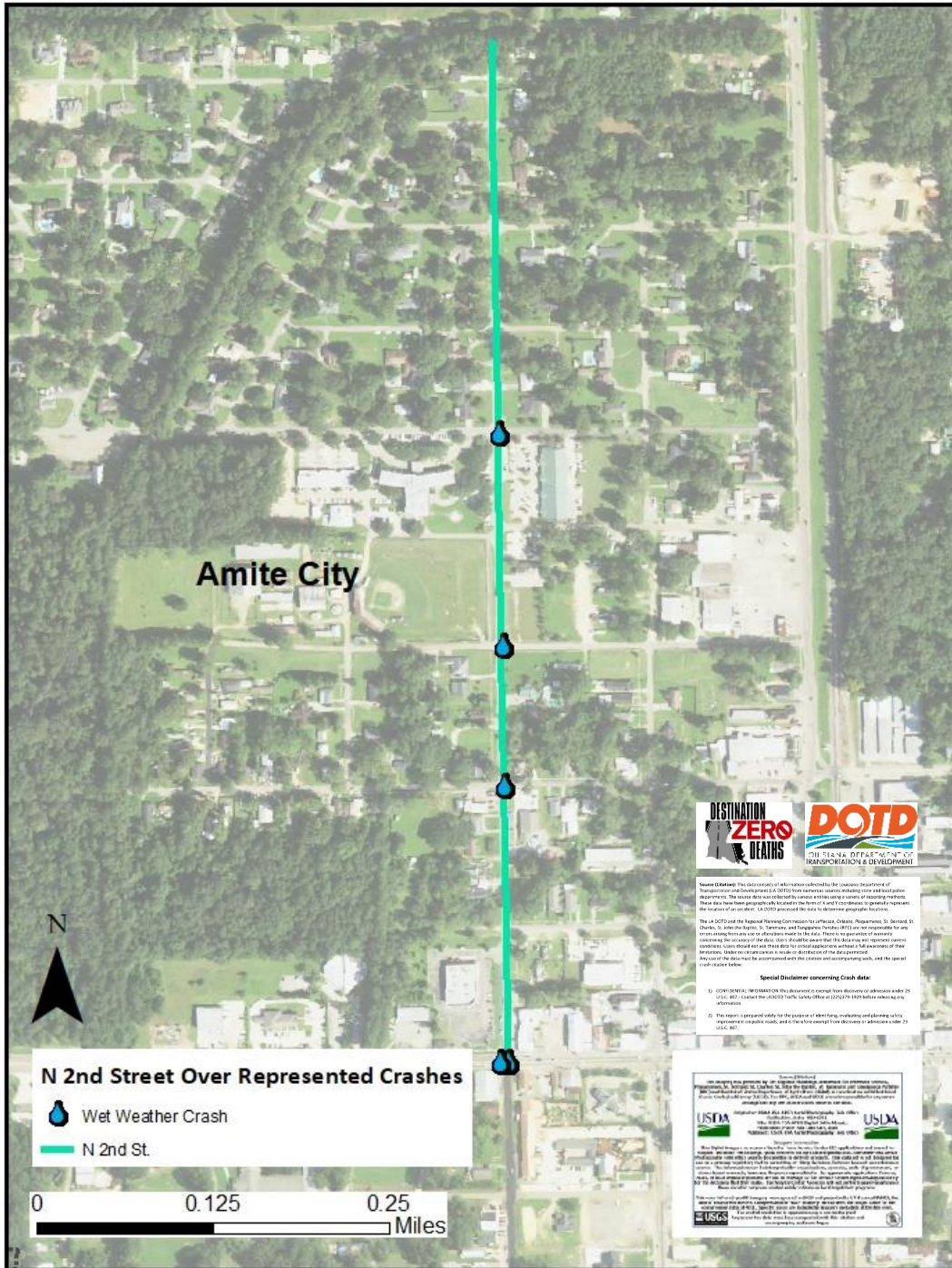
Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below are a list of potentially applicable countermeasures related to the crashes that exist on E Mulberry Street. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Single Vehicle Run-off-road and multi vehicle collisions	All	Non-Intersection			Head On, Side Swipe (OD)	MV in Trans	All, no pavement marking	guidance	pavement marking, center line rumble strips

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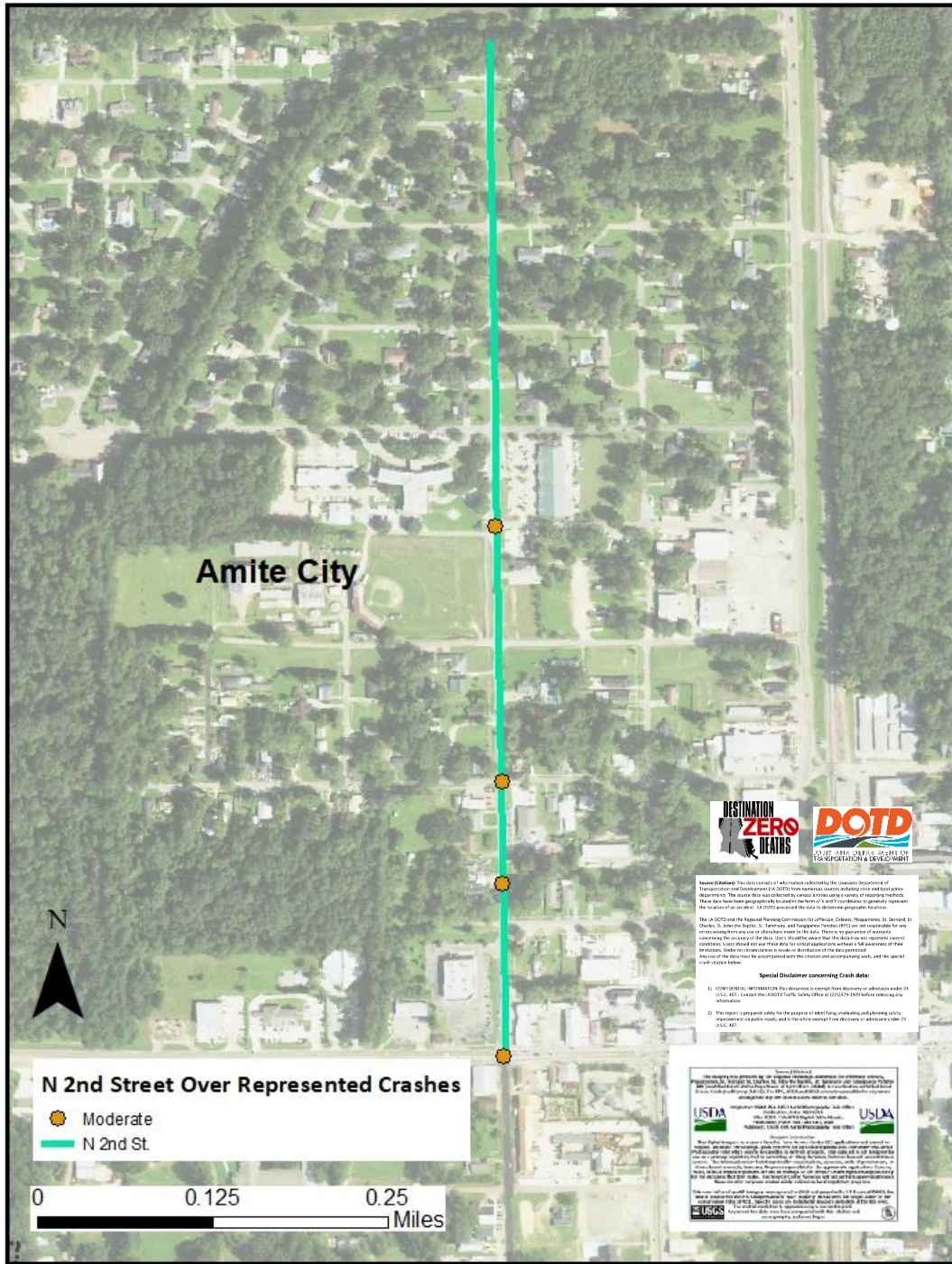
North 2nd Street



Map 31: N 2nd Street: Overrepresented Crashes: Surface Conditions

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Map 32: N 2nd Street: Overrepresented Crashes: Severity

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Roadway Overview

North 2nd Street is a roadway owned and maintained roadway by the city of Amite. The roadway has a functional classification of major urban collector. North 2nd street is a two-lane roadway with a posted speed limit 25 mph. The roadway is identified within the Tangipahoa Parish Profile as having the forty eighth most crashes on a local roadway from 2014-2016 with a total of 11 crashes. The profile identifies the roadway as having overrepresented crashes of right-angle crashes, wet weather crashes, and moderate severity crashes. Countermeasures should focus attention on the overrepresented crash types to improve the safety of the roadway.

Overrepresented Crashes

Manner of collision	Overrepresented value
Moderate crashes	3.3
Wet weather crashes	2.0
Right Angle	2.6

Potential countermeasures

Countermeasure selection is a critical step in addressing the safety concerns that exist on the roadway in question. Below are a list of potentially applicable countermeasures related to the crashes that exist on North 2nd Street. The list below is meant as a suggestion on countermeasure selection and is not exhaustive and should not be utilized in place of engineering.

CRASH PATTERN	SEVERITY	INTERSECTION	DARK	WET	COLLISION TYPE	HARMFUL EVENT	ROAD CONDITIONS	POSSIBLE PROBLEM	COUNTERMEASURE
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	visibility	clear sight triangle, upgrade signs, marking
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	all-way stop or mini-roundabout
Multi vehicle collisions	High Severity	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	Intersections	capacity	turn lanes, Traffic Signal or Roundabout
Multi vehicle collisions	All	Intersection			All Turns, Side Swipe, Rear End	MV in Trans	traffic signal	visibility, operation	signal heads, back plates, detection, timing
Multi vehicle collisions	All	Intersection		Wet	All	MV in Trans	Intersections	friction	high friction treatment

Limitations

This plan focuses almost exclusively on motorized transportation and does little to address the growing safety concerns related to people walking and bicycling in the Parish. Moving forward, the parish should

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undertake a safety analysis of bicycle and pedestrian safety throughout the parish. To assist in this analysis, a good place to start would be to utilize the *Safer Streets Priority Finder*. The free tool was developed by the City of New Orleans and RTA through a grant provided by the USDOT. The tool allows the user to explore descriptive statistics related to crash data, develop a sliding window analysis to inform a High Injury Network and develop a safer streets model to estimate risk along the parish's road network. The tool can be found [here](#).

Utilization of the Safer Streets Priority finder will allow the parish to identify bicycle and pedestrian safety concerns throughout the parish and develop a program of projects. These projects can be advanced through a variety of funding sources including the Local Road Safety Program, the Safe Routes to Public Places Program, HSIP VRU funding, and the urban systems program. Additionally, the Parish is encouraged to coordinate with the MPO to explore potential opportunities to advance planning and implementation of bicycle and pedestrian infrastructure throughout the local roads network. Identifying and addressing these safety concerns will further enable the parish to reach its safety goals outlined within this plan.

Bike and Pedestrian Network

The Parish, and the Cities of Hammond and Ponchatoula have done considerable work on advancing their pedestrian and bicycle network. The Parish has worked with the Walkability Action Institute (WAI) to develop an action plan to advance the pedestrian and bicycle network. The document identifies concrete steps to advance the bike and pedestrian network throughout the parish. Additionally, the Regional Planning Commission developed the Hammond Bicycle Plan Feasibility Study in 2016. These two documents are excellent guides to advancing the parishes bicycle and pedestrian network which can be accomplished through a multitude of programs such as the Transportation Alternatives Program, the MPOs Urban Systems Program, and the Safe Routes to Public Places. The WAI action plan has been included in the appendix and the Hammond Bicycle Plan Feasibility Study can be obtained by reaching out to the Regional Planning Commission.

Performance and Evaluation

Tracking performance of roadway improvements is an essential step in ensuring the countermeasures are reducing the number crashes on the desired roadway, and that the plan is working as intended. The observations and performance of the installed countermeasures could help improve countermeasure selection and effectiveness in future applications. A sample template is included in the appendix. The template was taken from the LADOTD Roadway Departure Implementation Plan.

Funding Opportunities

There are multiple funding opportunities available to the parish and municipalities that can be used to implement the safety countermeasures highlighted within this plan. These programs are listed below with information on their purpose as well as where additional information can be found on them.

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Local Road Safety Program

If a Parish or City entity decides to apply for Local Road Safety Program (**LRSP**) funds to pay for a low-cost/high-impact countermeasure as identified by the Federal Highway Administration (**FHWA**) and outlined in a Local Road Safety Plan, the steps are as follows:

After completing your Local Road Safety Plan and transmitting it to the Louisiana Transportation Assistance Program's (**LTAP**) Local Road Safety Program (LRSP) Manager, Leo Marretta leo.marretta@la.gov, download the **pre-application forms** to apply for LRSP funding at: <https://www.ltrc.lsu.edu/ltap/local-road-safety.html>

- LRSP Pre-Application form for Intersections
or
- LRSP Pre-Application form for Roadways

Fill out one form for each roadway or intersection that you identified. There is no limit. The pre-application begins the formal Project Development Process between the Louisiana Department of Transportation and Development (**DOTD**) and the Local Public Agency (**LPA**). Submit the forms to the LTAP Program Manager.

To help better understand the LPA's needs, LTAP will consult with the Local Public Agency's (i.e., parish, municipality, or tribe) administration and staff member designated as in responsible charge. Together, they will review the LPA's Local Road Safety Plan and the location(s) identified and prioritized for safety improvements in the pre-application(s).

LTAP, DOTD and the LPA will then evaluate the location(s) submitted for safety improvements using a combination of the following assessment inquiries:

- Are the target roadways/intersections ranked in a Local Road Safety Plan?
- Are the target roadways/intersections listed as a focus roadway in LTAP's Local Road Safety Profiles?
- Does a review of DOTD's Roadway Departure Plan show a high ratio of observed to expected crashes on targeted roadway segments / or at the targeted intersections?
- Have the roadways/intersections targeted in this pre-application been identified in a DOTD District Investment Plan, or are there any District Safety Enhancement Program projects in the vicinity?
- Have the roadways/intersections targeted in this pre-application been identified in a Bicycle/Pedestrian Plan or a Bicycle/Pedestrian Crash Assessment?
- Have the roadways/intersections targeted in this pre-application been evaluated through the Road Safety Assessment (RSA) process conducted for the location?
- Does a review of the latest crash data from the Louisiana eCrash database of all crash reports filed by Law Enforcement Agencies state-wide show a higher-than-expected level of fatal and severe injury crashes on the target roadways / or at the targeted intersections?
- Have the target roadways / or targeted intersections been evaluated in a Field Review by LTAP's Traffic Safety Engineer?
- Are there any anticipated capital projects or significant land development expected to generate greater traffic volumes anticipated in the next three years? (Locations with anticipated projects or

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land developments should include safety improvements as part of the capital project or development permitting process.)

Best fit design solutions will be conceptualized and compared to the application request. The LPA and LTAP will discuss which solutions are the best fit.

- Once agreement between LTAP staff and the Local Public Agency is reached on all aspects of the project, the local entity will submit a final application to LTAP. The LRSP (at LTAP) helps the jurisdiction prepare the application with roadway/intersection assessment worksheets.
 - The application will reflect all agreed upon solutions and costs.
 - The application must be accompanied by a **Council or Police Jury Action**, such as a resolution, that authorizes the local entity to submit the application.
 - The LPA signs and certifies the application and submits it to LTAP
- LTAP will help educate and prepare the local entity about its duties and responsibilities as the LPA.
 - The local entity must identify one full-time staff member as the **Responsible Charge** (coordinator, local liaison to DOTD who is responsible for the project locally). The Responsible Charge will complete or must have completed, within three years, the Local Public Agency Qualification Core Training (offered by LTAP).

There is a lengthy evaluation process for the application. It includes, but may not be limited to, the following group reviews, which each group must approve sequentially to proceed to the next review:

- DOTD Safety Section reviews the final application. If found to be sufficient the application then moves to the LRSP Project Selection Committee
- LRSP Project Selection Committee review is made up of several DOTD District engineers from around the state, DOTD Safety Section engineers, LTAP Program Manager, LRSP Manager and representatives of the Louisiana Police Jury Association and the Louisiana Municipal Association.
- Once the LRSP Project Selection Committee grants preliminary approval to move forward in the process
- DOTD Safety Section conducts a feasibility and Benefit Cost Ratio determination for each project receiving preliminary approval.
- Final approval - If the project meets B/C criteria

After approval, DOTD Headquarters Safety Section then begins the DOTD process to designate the project and define the LRSP funding source for inclusion in the MPO Transportation Improvement Project (**TIP**) and State Transportation Improvement Project (**STIP**).

- DOTD Safety Section requests an Entity State Agreement (**ESA**). DOTD and LPA must sign it.
- DOTD Safety Section requests a task order to initiate project design and construction with a DOTD assigned contractor(s).
- A kick-off meeting between DOTD and the LPA is scheduled

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For more detailed information please contact the LRSP Program Manager.

Urban Systems Program

This category of funding may fund many different types of projects. Some of the projects that have been completed by this program include reconstruction of existing routes, overlaying existing routes, adding capacity to existing routes, computerized signal systems, construction or reconstruction of bridges and construction of sidewalks and bike paths. These funds are accessible to governments located within the Metropolitan Planning Organizations Metropolitan Planning Area.

For more information please contact Jason Sappington, Deputy Director, Jsappington@norpc.org, (504)483-8507

Parish and Local Funds

While this plan was primarily designed to assist the parish of Tangipahoa and its municipalities in making applications to the Local Road Safety Program, projects can also be implemented using local parish and municipal funds. The main benefit of implementing low-cost safety improvements through local funds is that it does not have to go through the federal process as required by the Local Road Safety Program or the Urban Systems program.

Conclusion

The Tangipahoa Parish Local Road Safety Plan has set an aggressive but achievable goal of reducing the number of local road fatalities and serious injuries by half by 2030. To achieve the desired targets, it will take cooperative action between all roadway owners in the parish, and this document is designed to aid in that goal. The Parish and parish municipalities of Amite, Hammond, and Ponchatoula have taken a data driven approach that relied on the LTAP Tangipahoa Parish Profile and the Louisiana Roadways Departure Implementation Plan to identify their high-risk roadways, to implement policies aimed at improving roadway safety, and propose appropriate countermeasures needed for each roadway. Funding for these improvements can and should come from a variety of sources to implement both short- and long-term safety improvements for the identified roads. By working cooperatively with all roadway owners, and utilizing a data driven approach to identify safety concerns on the local roadway network, it should be possible to achieve the goals set out in the plan, and reduce the tragic losses associated with fatal and serious injury crashes.

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 Baton Rouge: Local Technical Assistance Program.

Louisiana Department of Transportation and Development. (2020). *Louisiana Department of Transportation and Development Roadway Departure Safety Implementation Plan*. Baton Rouge: Federal Highway Administration Program.

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https://data.census.gov/profile/Tangipahoa_Parish,_Louisiana?g=0500000US22105

Appendix A: Performance and Evaluation of Roadway Improvements Tracking Sheet

Countermeasure	Year Improvements Implemented	Year Evaluation Plan Developed	Year Evaluation Completed	Estimated Crash Reduction	Actual Crash Reduction
Centerline rumble stripes/strips					
Edgeline rumble stripes/strips					
Six-inch wide centerline pavement markings					
Six-inch wide edgeline pavement markings					

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Centerline raised pavement markings					
Edgeline raised pavement markings					
Lighting improvements					
High friction surface treatments					
Static curve warning signs					
Enhanced curve warning system					
Safety Edge SM					
Utility pole relocation					

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Remove or shield tree or fixed objects					
Culvert end treatment and ditch improvement					
Shoulder widening with drainage grading improvements					
Shoulder widening without drainage grading improvements					
Flattening median side slopes					
Add barrier					
Improve barrier					
Install median barrier					

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Louisiana bridge rail retrofit for MASH standards					
Additional countermeasures can be added based on what is deployed					

Appendix B: Detailed Definitions of Manner of Collision

Information extracted from *Louisiana Uniform Crash Report Manual*, Version 1.6, published October 14, 2022. The complete manual can be found [here](#).

Manner of Crash

The identification of the manner in which a single vehicle crash occurs OR two motor vehicles in transport initially came together.

Code	Description
000	Not a Collision Between Two Motor Vehicles in Transport
100	Angle - Left Overtake
101	Angle - Left Opposite Direction
102	Angle - Left into Flow
103	Angle - Right into Flow
104	Angle - Right Overtake
105	Angle - Perpendicular/Other Angle
200	Front to Front - Head On
300	Front to Rear - Rear End
400	Backing - Rear to Front
401	Backing - Rear to Rear
402	Backing - Rear to Side
500	Angle - Left Across Flow
501	Angle - Right Across Flow
502	Sideswipe - Opposite Direction
505	Sideswipe - Same Direction
980	Other
999	Unknown

Element Included:	MMUCC
Manner of Crash	C9

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000 - Not a Collision Between Two Motor Vehicles in Transport

000 Not a Collision Between Two Motor Vehicles in Transport

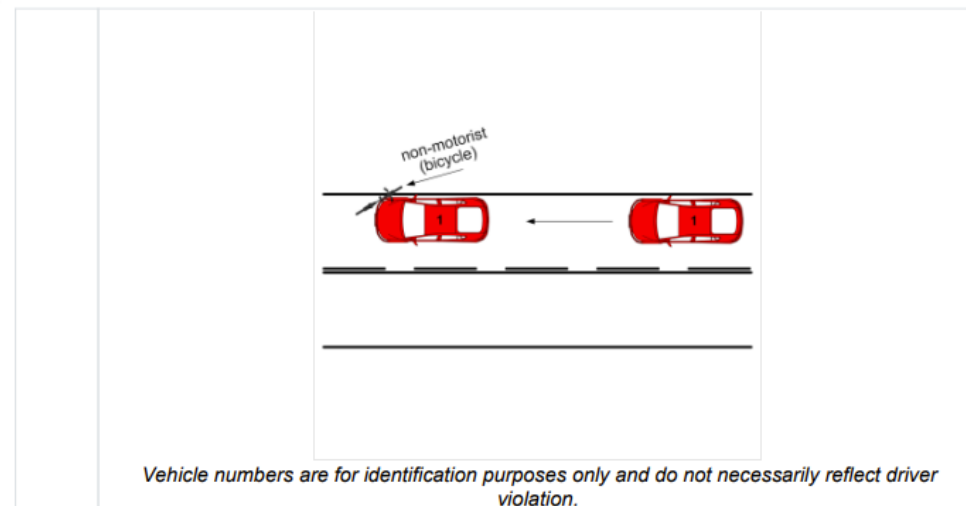
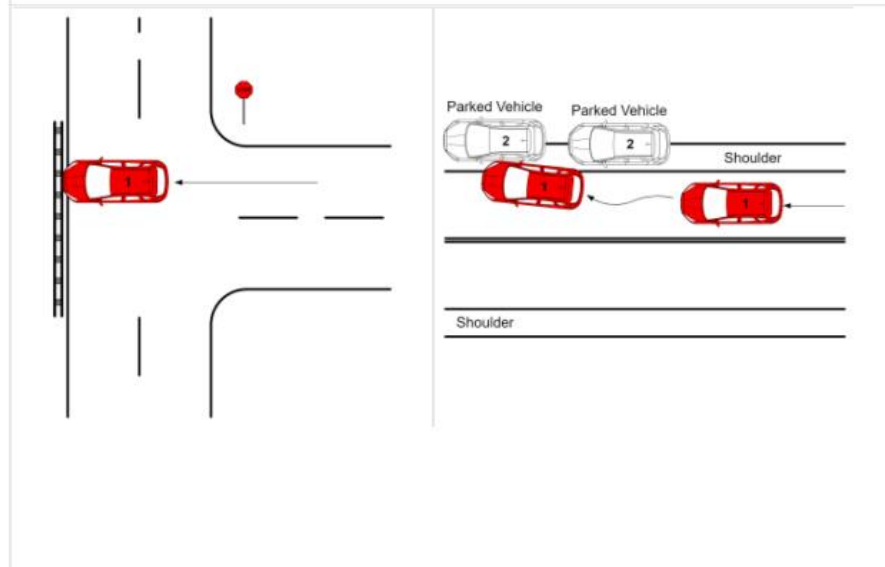
Single vehicle crashes in which an off-road object (e.g. tree, mailbox, culvert, embankment, etc.) was struck OR a non-collision crash such as a rollover. Crashes involving non-motorists (such as pedestrians or bicyclists), parked vehicles, and objects struck in the roadway should use "000 - Not a Collision Between Two Motor Vehicles in Transport"

NOTE: A parked motor vehicle is NOT a Motor Vehicle in Transport. Only Motor Vehicles in Transport should be considered when determining Manner of Collision. If only one motor vehicle in transport is involved in the crash, the crash is coded as "000 - Not a Collision Between Two Motor Vehicles in Transport."

Key Factors:

- Single Motor Vehicle in Transport strikes:
 - On- and off-road objects
 - Parked vehicles
 - Non-Motorists (bicycles, pedestrians, etc.)
 - Trains
- Crash begins with one or more Non-Collision Harmful Events

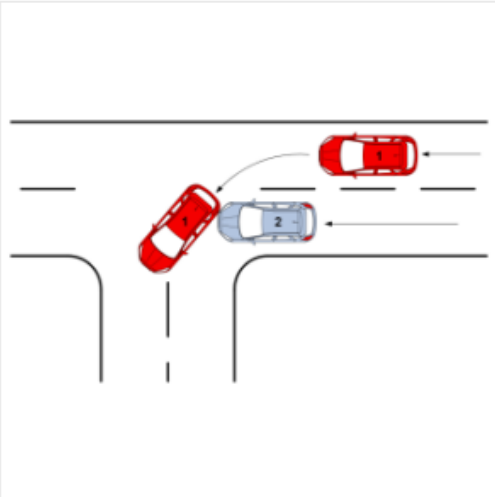
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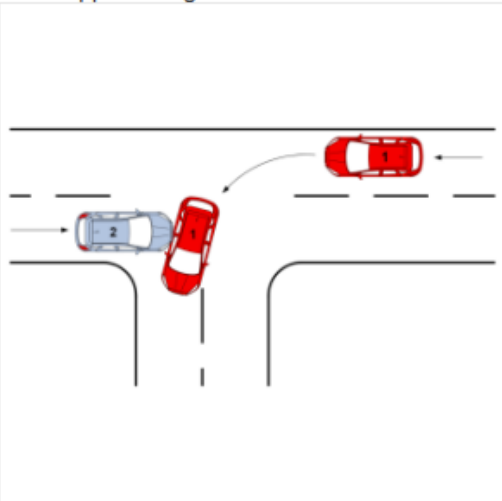
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100 - Angle - Left Overtake

Code	Description
100	<p>Angle - Left Overtake</p> <p>Occurs when a vehicle on the right turns left and collides with the vehicle on the left that is traveling in the same direction.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Two vehicles• Same Direction of Travel• Vehicle (on right) turns left• Not "505 - Sideswipe-Same Direction"  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

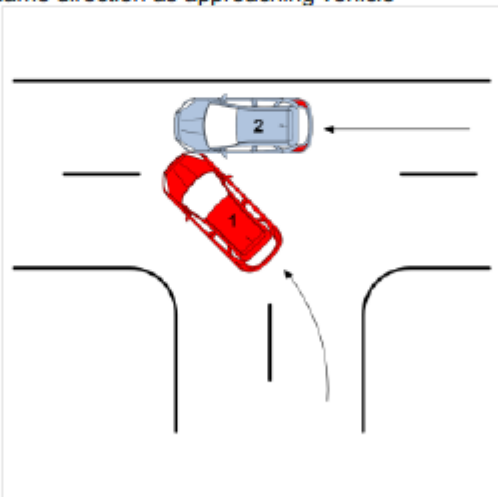
101 - Angle - Left Opposite Direction

Code	Description
101	<p>Angle - Left Opposite Direction</p> <p>Occurs when a vehicle turns left, colliding with the vehicle traveling in the opposite direction. This often occurs when the turning vehicle fails to yield the right-of-way.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Multiple vehicles• Initially opposite Direction of Travel• Vehicle turns left into path of approaching vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

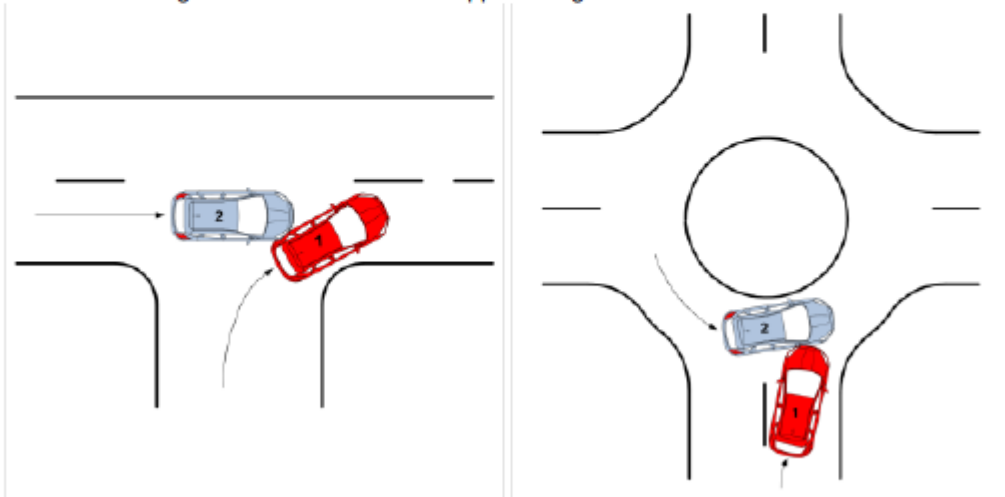
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102 - Angle - Left into Flow

Code	Description
102	<p>Angle - Left into Flow</p> <p>Occurs when a vehicle turning left collides with another vehicle traveling in the direction of the turning movement.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Multiple vehicles• Initially perpendicular Directions of Travel• Vehicle turns left into same direction as approaching vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

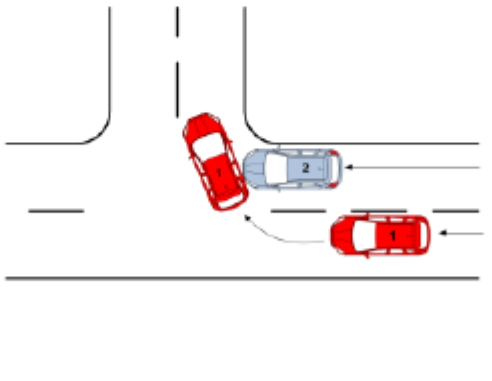
103 - Angle - Right into Flow

Code	Description
103	<p>Angle - Right into Flow</p> <p>Occurs when a vehicle turning right collides with another vehicle traveling in the direction of the turning movement.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Multiple vehicles• Initially perpendicular Directions of Travel• Vehicle turns right into same direction as approaching vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

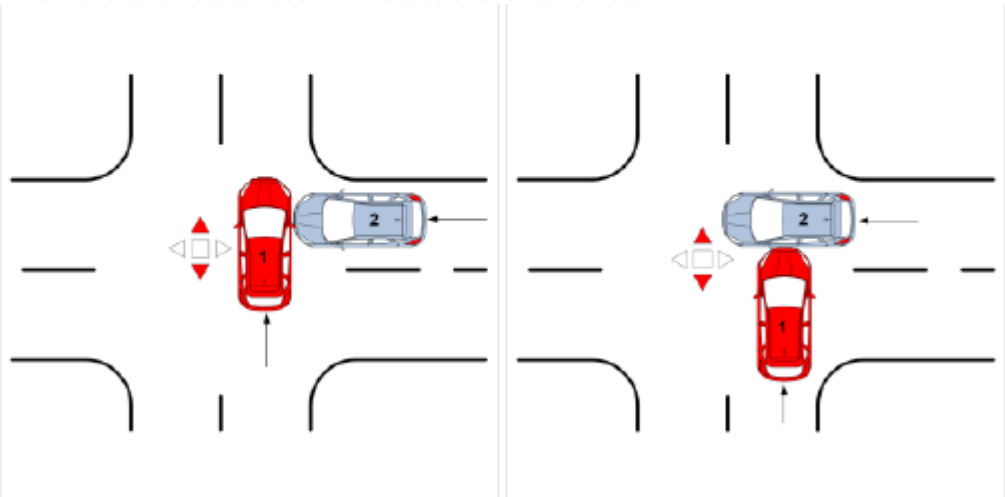
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104 - Angle - Right Overtake

Code	Description
104	<p>Angle - Right Overtake</p> <p>Occurs when a vehicle on the left turns right and collides with the vehicle on the right that is traveling in the same direction.</p> <p>Key Factors:</p> <ul style="list-style-type: none"> • Multiple vehicles • Same Directions of Travel • Vehicle (on left) turns right • Not "505 - Sideswipe - Same Direction"  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

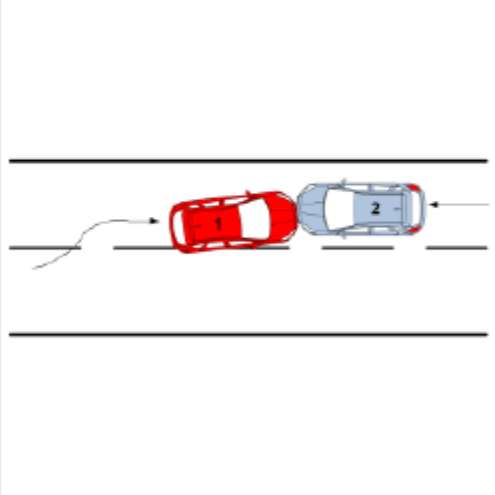
105 - Angle - Perpendicular/Other

Code	Description
105	<p>Angle - Perpendicular/Other Angle</p> <p>Occurs when the front of one vehicle collides with the side of another vehicle in a generally perpendicular and non-parallel manner.</p> <p>Key Factors:</p> <ul style="list-style-type: none"> • Two vehicles • Generally perpendicular Directions of Travel • Front of one vehicle collides with the side of another vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

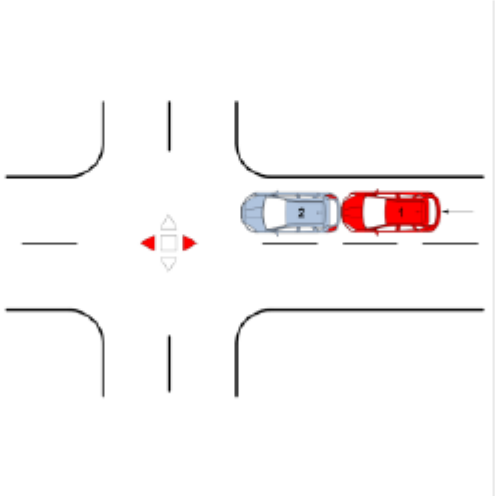
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200 - Front to Front - Head On

Code	Description
200	<p>Front to Front - Head On</p> <p>Occurs when the front-ends of two vehicles moving in opposite directions collide.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Two vehicles• Opposite directions of travel• Point of Impact: angle may be offset• Front of one vehicle collides with front of other vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

300 - Front to Rear - Rear End

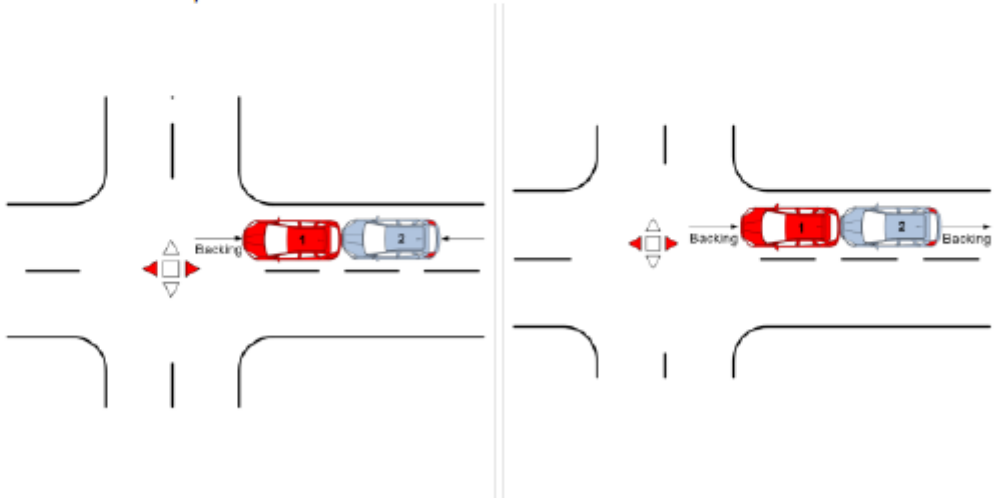
Code	Description
300	<p>Front to Rear - Rear End</p> <p>Occurs when the front of a vehicle collides into the back of another vehicle</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Two vehicles• Same Directions of Travel• Front of one vehicle collides with rear of other vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

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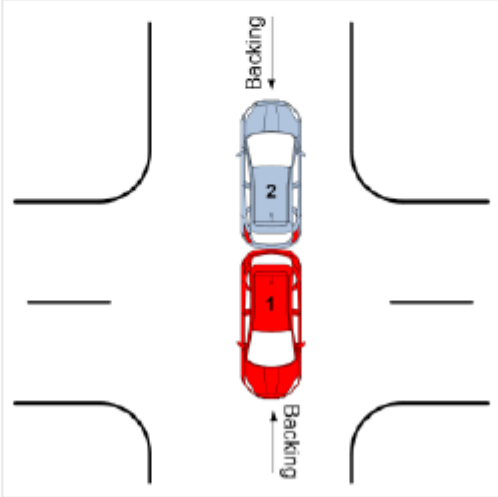
400 - Backing - Rear to Front

Code	Description
400	<p>Backing - Rear to Front</p> <p>When one vehicle backs into the front of another motor vehicle in transport</p> <p>NOTE: A parked motor vehicle is NOT a Motor Vehicle in Transport. Only Motor Vehicles in Transport should be considered when determining Manner of Collision. If only one motor vehicle in transport is involved in the crash, the crash is coded as "000 - Not a Collision Between Two Motor Vehicles in Transport."</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Two Motor Vehicles in Transport• Point of Impact: Rear to Front• Vehicle 2 may have <i>same</i> or <i>opposite</i> Direction of Travel as Vehicle 1• Includes <i>stopped</i> vehicles• Does not include <i>parked</i> vehicles  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

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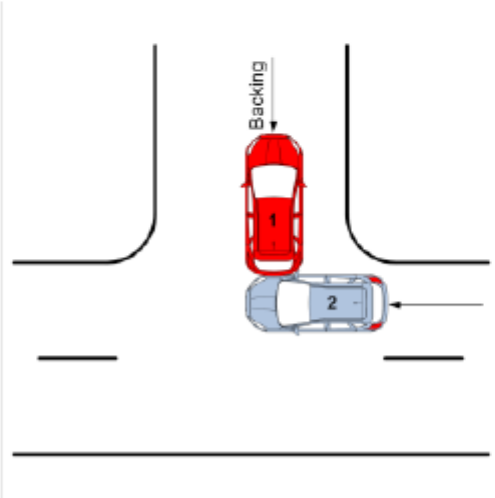
401 - Backing - Rear to Rear

Code	Description
401	<p>Backing - Rear to Rear</p> <p>When one vehicle backs into the rear of another motor vehicle in transport</p> <p>NOTE: A parked motor vehicle is NOT a Motor Vehicle in Transport. Only Motor Vehicles in Transport should be considered when determining Manner of Collision. If only one motor vehicle in transport is involved in the crash, the crash is coded as "000 - Not a Collision Between Two Motor Vehicles in Transport."</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Two vehicles• Point of Impact: Rear to Rear• Vehicle 2 may have <i>same or opposite</i> Direction of Travel as Vehicle 1• Includes <i>stopped</i> vehicles• Does not include <i>parked</i> vehicles  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

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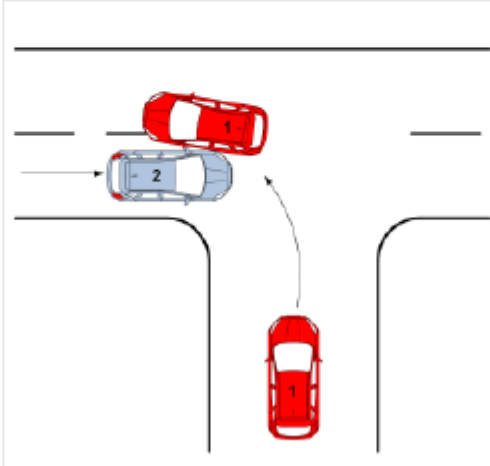
402 - Backing - Rear to Side

Code	Description
402	<p data-bbox="337 422 1162 447">Backing - Rear to Side</p> <p data-bbox="337 422 1162 447">When one vehicle backs into the side of another motor vehicle in transport</p> <p data-bbox="337 478 1365 590">NOTE: A parked motor vehicle is NOT a Motor Vehicle in Transport. Only Motor Vehicles in Transport should be considered when determining Manner of Collision. If only one motor vehicle in transport is involved in the crash, the crash is coded as "000 - Not a Collision Between Two Motor Vehicles in Transport."</p> <p data-bbox="337 621 472 646">Key Factors:</p> <ul data-bbox="337 648 805 793" style="list-style-type: none">• Two vehicles• Initially perpendicular Directions of Travel• Point of Impact: Rear to Side• Includes <i>stopped</i> vehicles• Does not include <i>parked</i> vehicles <div data-bbox="613 793 1105 1287" style="text-align: center;"></div> <p data-bbox="386 1293 1344 1346"><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

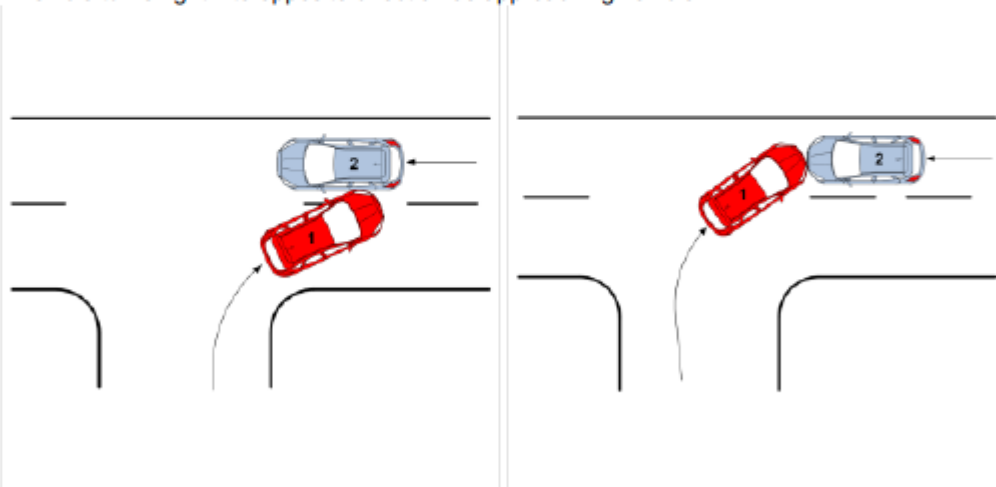
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500 - Sideswipe - Left Across Flow

Code	Description
500	<p>Sideswipe - Left Across Flow</p> <p>Occurs when a vehicle turning left collides with a vehicle that is traveling in the opposite direction of the intended turn.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Multiple vehicles• Initially perpendicular Directions of Travel• Vehicle turns left into opposite direction as approaching vehicle  <p>The diagram shows a top-down view of a road intersection. A blue car labeled '2' is traveling from left to right in the middle lane. A red car labeled '1' is in the right lane, turning left. An arrow indicates the red car's path as it turns across the path of the blue car. The two cars are shown in a collision state, with the red car's front end overlapping the blue car's side.</p> <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

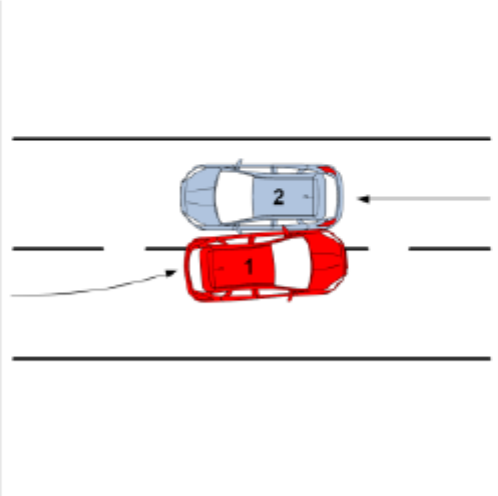
501 - Angle - Right Across Flow

Code	Description
501	<p>Angle - Right Across Flow</p> <p>Occurs when a vehicle turning right collides with a vehicle that is traveling in the opposite direction of the intended turn.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Multiple vehicles• Initially perpendicular Directions of Travel• Vehicle turns right into opposite direction as approaching vehicle  <p>The diagram is split into two panels. The left panel shows a top-down view of a road intersection. A blue car labeled '2' is traveling from left to right in the middle lane. A red car labeled '1' is in the right lane, turning right. An arrow indicates the red car's path as it turns across the path of the blue car. The two cars are shown in a collision state, with the red car's front end overlapping the blue car's side. The right panel shows the same intersection from a different perspective, showing the red car turning right into the path of the blue car.</p> <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

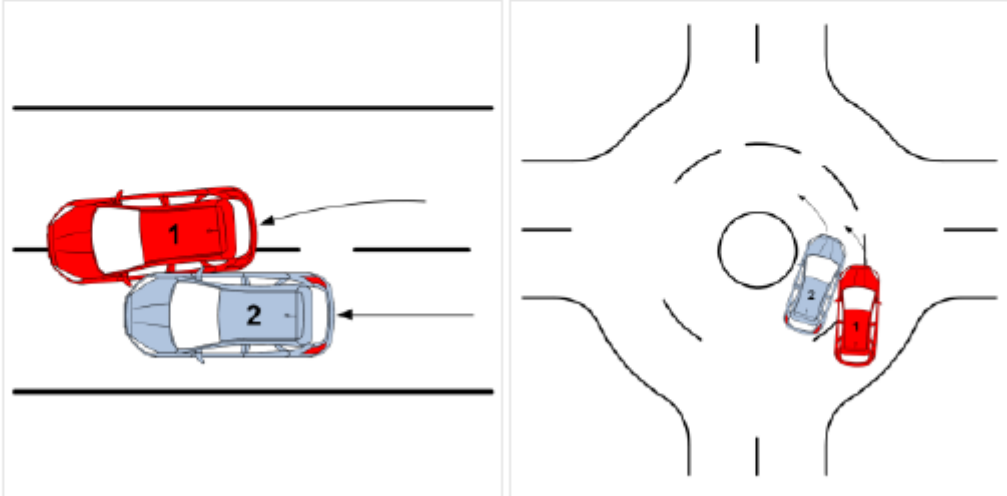
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502 - Sideswipe - Opposite Direction

Code	Description
502	<p>Sideswipe - Opposite Direction</p> <p>Occurs when a vehicle's side collides with the side of another vehicle that is traveling in the opposite direction.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Multiple vehicles• Opposite Directions of Travel• Side of one vehicle collides with side of other vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

505 - Sideswipe - Same Direction

Code	Description
505	<p>Sideswipe - Same Direction</p> <p>Occurs when a vehicle's side collides with the side of another vehicle that is traveling in the same direction.</p> <p>Key Factors:</p> <ul style="list-style-type: none">• Multiple vehicles• Same Directions of Travel• Side of one vehicle collides with the side of another vehicle  <p><i>Vehicle numbers are for identification purposes only and do not necessarily reflect driver violation.</i></p>

CON

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980 - Other

Code	Description
980	Other Other is to be used only for crashes (involving two or more vehicles) that do not match any of the other choices (Codes 000-505). In all cases, officers shall strive to utilize one of the other options available to describe the manner of crash. Note: if "980 - Other" is selected, officers must articulate the Manner of Crash in the report narrative.

999 - Unknown

Code	Description
999	Unknown Unknown is to be used when a multiple-vehicle crash occurs and there is not enough information on the investigation to determine how the vehicles collided.

Appendix D: LRSP Pre-Application Forms

Forms can be downloaded [here](#).

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Pre-Application Form for Roadway



Road Information

Please provide a completed copy of this form for each roadway you wish to include in your application.

Road Name:

Limits:

Municipality/Parish:

Owner Type: (pull down menu or check appropriate box)

- Parish Highway Agency
- City/Municipal Highway
- Agency Other: (please specify)

Parish/Municipality's Employee to be designated "In Responsible Charge" name and contact information:

Describe the safety issue occurring at the location

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Does your Parish have a “Local Road Safety Plan”?

Yes No

If so, is this roadway included in your Parish’s “Local Road Safety Plan”?

Yes No

Please attach an electronic copy or a link to your document and state the page number that references the target roadway.

Locally generated information

Please submit electronic copy of any additional information/data/traffic counts that you have assembled on the safety issue occurring at this location. Please also submit any other transportation planning documents affecting this intersection and/or the roadways involved. State the page number that references the target roadway.

Recent or Pending Projects at this Location

Please attach an electronic copy or a link to any transportation planning or budgeting document where recent or pending work on this location is referenced. Also, please state the page number on which the target roadway is called out.

Have there been any recent land development or traffic generators permitted within ¼ mile of this location?

Yes No

Please describe the development or include a map or sketch.

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Pre-Application Form for Intersections



Intersection Information

Please provide a completed copy of this form for each intersection you wish to include in your application.

Road #1 Name:

Road #2Name:

Municipality/Parish:

Owner Type: (pull down menu or check appropriate box)

- Parish Highway Agency
- City/Municipal Highway
- Agency Other: (please specify)

Parish/Municipality's Employee to be designated "In Responsible Charge" name and contact information:

Describe the safety issue occurring at the location

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What is the existing method of intersection control?

- Two Way Stop
- Multi-Way Stop
- Traffic Signal
- Other (please specify)

Does your Parish have a "Local Road Safety Plan"?

Yes No

If so, is this intersection included in your Parish's "Local Road Safety Plan"?

Yes No

Please attach an electronic copy or a link to your document and state the page number that references the target intersection.

Locally generated information

Please submit any additional information/data/traffic counts/ that you have assembled on the safety issue occurring on this roadway. Please also submit any other transportation planning documents affecting this roadway. State the page number that references the target roadway.

Recent or Pending Projects at this Location

Please attach an electronic copy or a link to any transportation planning or budgeting document where recent or pending work on this location is referenced. Also, please state the page number on which the target intersection is called out.

Have there been any recent land development or traffic generators permitted within ¼ mile of this location?

Yes No

Please describe the development or include a map or sketch.

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Appendix E: Walkability Action Institute Tangipahoa Parish Action Plan



Walkability Virtual Academy Team Action Plan (TAP)

2023 TAP Overview: Guidance

TAP Guidance:

For the project, teams are to develop an action plan of short-, intermediate-, and long-term implementation outcomes, with a **minimum of at least one specific overarching policy, system, or environmental (PSE) goal and ensuing action steps.** (*We encourage you to submit more than one goal!*) Potential outcomes could reflect those outlined in the Community Guide, US Surgeon General's Call to Action, Smart Growth strategies, or others listed in RFA Appendix D as examples. NACDD and CDC encourage teams who can target more than one PSE outcome to do so.

- RFA Appendix D will be provided to teams as a supplemental document to assist with the action planning process.

For each **goal**, teams are to include **action steps** to help achieve the stated goal.

- The goal(s) must be written in Specific, Measurable, Attainable, Realistic, and Time (**SMART**) format.
 - (Public health team representatives are familiar with writing SMART goals!)

Chart rows within the template may be edited to reflect the space needed by the team's goals and action steps.

- The template is designed for three goals and five action steps per goal. Teams may adjust the chart for their needs by adding or decreasing the number of chart rows since many goals will require more than five total action steps to accomplish the goal.
- If a team targets more than three goals, please expand the action plan template by copying and pasting the existing sections.
- A couple of example TAPs from WAI alumni teams will be provided as a resource example for you.



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2023 TAP: PSE Goal Implementation

Name of Participant Team: Hammond, LA (Tangipahoa Parish)

Goal #1: By December 2025, have two entities adopt a simple complete streets policy that promotes walkability for all, connecting Downtown Hammond to Downtown Ponchatoula by using Range Road.

Estimated reach: Hammond residents, Ponchatoula residents, and residents living along Range Road (Approximately 30,000 people)

Action Steps (to include timeline):	Responsible Party:	Additional Comments/ Resources Needed:
<i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	<i>Agency or individual responsible for achieving the action step</i>	<i>Added comments or resources useful for achieving the action step</i>
Action Step 1.1: By September 2023, host a meeting with representation from all Range Rd. shareholders to develop a Tangi Community Connectivity Committee	Tangipahoa Parish <u>Government</u> (TPG) and Hammond Downtown Development District (DDD)	Need a rep from both city governments, area Rec Districts & schools
Action Step 1.2: By Dec 2023, complete an assessment to identify existing plans, policies, and development codes addressing movability.	Community Connectivity Committee Members	
Action Step 1.2: By March 2024, conduct a walking assessment/audit of Range Road to identify issues with movability.	STEM Students from Hammond High School & Committee Members	Assessment tool, clip boards, pens and volunteers
Action Step 1.3: By April 2024, conduct community meetings to discuss walking & biking usage on Range Rd.	Hammond DDD, TPG & Ponchatoula City Reps	Meeting room space
Action Step 1.4: By May 2024, coordinate 1 pop-up demonstration along Range Road	Committee Members and STEM Students	Demonstration / PSE funding partners: LSU AgCenter; LDH; LHCC; Bike Easy; area foundations



2

2023 NACDD/CDC LA Team Action Plan

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Action Step 1.5: By July 2025, have a completed draft for a simple complete streets policy (ordinance)	Committee Members and city/parish council members	
Action Step 1.6: By December 2025, begin implementation of complete streets policy	Those jurisdictions who adopt the policy	

Goal #2: Increase safe walkability to Southeastern Louisiana University for students, faculty and staff who live off campus in apartment complexes & residential neighborhoods that are North and West of campus by holding a minimum of 2 pop-up events by December 2024.

Estimated reach: Southeastern Student body & faculty/staff (Approximately 18,000 people)

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/ Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 2.1: By September 2023, meet with SLU Faculty/Staff Leadership members about improving walkability for students to off campus housing.	TPG and Hammond DDD Reps	
Action Step 2.2: By September 2023, meet with Student SGA members about improving walkability for students to off campus housing.	TPG and Hammond DDD Reps	
Action Step 2.3: By October 2023, schedule interactive event with students and faculty/staff to gain feedback on improving walkability to campus.	SLU Partners	Meeting room space
Action Step 2.4: By November 2023, conduct walking audit on routes from off campus housing to campus.	SLU SGA & Tangi Committee	Assessment tool, clip boards, pens and volunteers



3

2023 NACDD/CDC LA Team Action Plan

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Action Step 2.5: By March 2024, share walking audit findings with all SLU Leadership and SGA members	SLU SGA President and Faculty Advisory Senate	
Action Step 2.6: By May 2024, start planning a pop-up event with SLU Leadership and SGA to address walking audit findings	Tangi CCC	Meeting room space to host committee mtgs
Action Step 2.7: By September 2024, conduct a pop-up event with SLU Leadership and SGA that addresses walking audit findings from Nov 2023.	Committee Members and SLU Students	Demonstration / PSE funding partners: LSU AgCenter; LDH; LHCC; Bike Easy; area foundations

Goal #3: Adopt a comprehensive bike and pedestrian multi-use trail plan that connects all municipalities in Tangipahoa Parish by 2026 *this goal builds on the engagement / processes taken for goals #1 and #2.

Estimated reach: Residents of Tangipahoa Parish (approx.135,000 people)

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step.</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/ Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 3.1: By July 2025, develop communication/ marketing strategy for 'Connect Tangi'.	Tangi Community Connectivity Committee (TPG, Hammond DDD, City of Hammond, City of Ponchatoula)	Including branding, talking points (the 'why'), website, digital & print materials, social media marketing, community outreach
Action Step 3.2: By August 2025, begin recruitment and convene municipal leaders in Tangipahoa Parish municipalities/ communities to create a Tangi Community Connectivity Committee	Tangi Community Connectivity Committee (TPG, Hammond DDD, City of Hammond, City of Ponchatoula)	-Assess election cycles for each respective community -Build stronger relationships/ connections with Tangipahoa Parish towns and leaders -With assistance from New Orleans Regional Planning Commission (NORPC)



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2023 NACDD/CDC LA Team Action Plan

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<p>Action Step 3.3: By August 2025, recruit and convene at least two newly engaged municipalities/ communities to the existing Tangi Community Connectivity Committee.</p>	Tangi Community Connectivity Committee (TPG, Hammond DDD, City of Hammond, City of Ponchatoula)	
<p>Action Step 3.4: By October 2025, at least two new municipalities complete an assessment to identify existing plans, policies, and development codes addressing movability.</p>	Identify two new municipalities with assistance from NORPC	TA to municipalities for these assessments
<p>Action Step 3.5: By November 2025, at least two new municipalities conduct a walking assessment/audit of their target area to identify issues with movability.</p>	Tangi CCC with local schools	-Engage with local community – schools, churches, civic groups, non-profits, neighborhoods, business leaders -Build into town 'reunions'
<p>Action Step 3.6: By May 2026, at least two municipalities conduct a pop-up demonstration in their target area.</p>	Public Works, Tangi CCC	Demonstration / PSE funding partners: LSU AgCenter, LDH; LHCC; Bike Easy; area foundations
<p>Action Step 3.7: By August 2026, at least two municipalities present a completed draft for a simple complete streets policy (ordinance) with identified paths that connect with adjacent jurisdictions for adoption.</p>	Tangi CCC newly engages municipalities lead	-New Orleans Regional Planning Commission (NORPC) policy drafting assistance -Technical assistance to municipalities for policy/code administration (policies, procedures, staff training)
<p>Action Step 3.8: By October 2026, comprehensive Connect Tangi plan presented to NORPC to be included in Metropolitan Transportation Plan.</p>	Tangi CCC, TPG Engineer	-Builds on existing 'Hammond Bike Routes' in Metropolitan Transportation Plan -Advocacy effort: Letters of support from engaged community partners and residents
<p>Action Step 3.9: By January 2027, adopt and implement the comprehensive Connect Tangi plan.</p>	Those jurisdictions that adopt the policy.	Funding: LADOTD through NORPC (Unified Planning Work Program; Transportation Improvement Program); federal funds available directly to municipalities; align with existing municipal budget

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