




ACADIANA PLANNING COMMISSION

Safe Streets 4 All Users

Adopted 1/30/24

Acadiana Regional Transportation Safety
Coalition Meeting

 U.S. Department of Transportation


ACADIANA
PLANNING COMMISSION

This document and the information contained herein, is prepared for the purpose of identifying, evaluating, and planning safety improvements on public roads, which may be implemented utilizing federal aid highway funds. This information shall not be subject to discovery or admitted into evidence in Federal or State court pursuant to 23 U.S.C. 407.)

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1. Leadership and Goal Setting

The Acadiana Planning Commission recognizes the importance of prioritizing safety in the transportation decision making process.

As such, the APC has adopted a resolution to reduce fatal and serious injuries on Acadiana's roadways 50% by the year 2050, with the eventual goal of completely eliminating these crash types.

To reach this goal, the local governments of the APC planning region plan to take the following steps:

- Develop and fund transportation safety improvements on public roadways in an equitable manner
- Improving and implementing changes in policies and processes to promote a safety culture in the public works departments
- Coordinate with local law enforcement to promote proactive enforcement measures and
- Review crash data trends on an annual basis for operational changes.

Since the COVID-19 Pandemic began in the 2020, fatal and serious injury crashes have spiked in Acadiana. Despite a reduction in vehicle traffic on Acadiana roadways due to business operational restrictions and reduced school schedules, crashes remain significantly higher than pre-pandemic levels. Significant action needs to be taken at a regional level to change these trends and save lives on Acadiana's roadways.



Fatal Crashes in Acadiana, 2000-2022



August 24, 2023:
APC adopts a resolution to halve Fatal and Serious Injury Crashes in Acadiana by 2050

2. Safety Analysis

Data-Driven Decision-Making is the backbone of the SS4U Plan for Acadiana.

Staff has analyzed data from local and state police departments and the Louisiana Department of Transportation and Development to identify locations for safety improvements and behavioral interventions.

Data was analyzed in six different ways:

- Intersection Crashes – Angle and Left Turn
- Lane Departure Crashes – Roadway Departure, Opposite Direction Sideswipes, and Head On
- Distracted Driving Crashes
- Alcohol-Related Crashes
- Crashes with Drivers and Occupants using No Restraints, such as seatbelts and child safety seats
- Non-motorized Crashes – Cyclist and Pedestrian

A High Injury Network for the area was delineated and utilized for project development and location selection. The data was made available to local government officials for use in the project development process.

A high level overview of crash trends by parish can be found in Appendix 1.

Intersection crashes were analyzed for compliance with the MUTCD, based on location and existing traffic control

Lane Departure crashes were analyzed for infrastructure improvements such as signing, striping, fixed object mitigation, and shoulder widening

Distracted Driving crashes were analyzed for infrastructure related improvements such as in-lane rumble strips and targeted enforcement

Alcohol-related crashes were analyzed for potential land use issues such as attractors encouraging alcohol and vehicle use and enhanced enforcement

No Restraint crashes were analyzed for outreach and awareness of the effectiveness of seat belt use and child safety seats and enhanced enforcement

Crashes involving cyclists and pedestrians were analyzed for common causes and countermeasures were identified to mitigate the causes

Dark condition crashes were analyzed for potential lighting installations

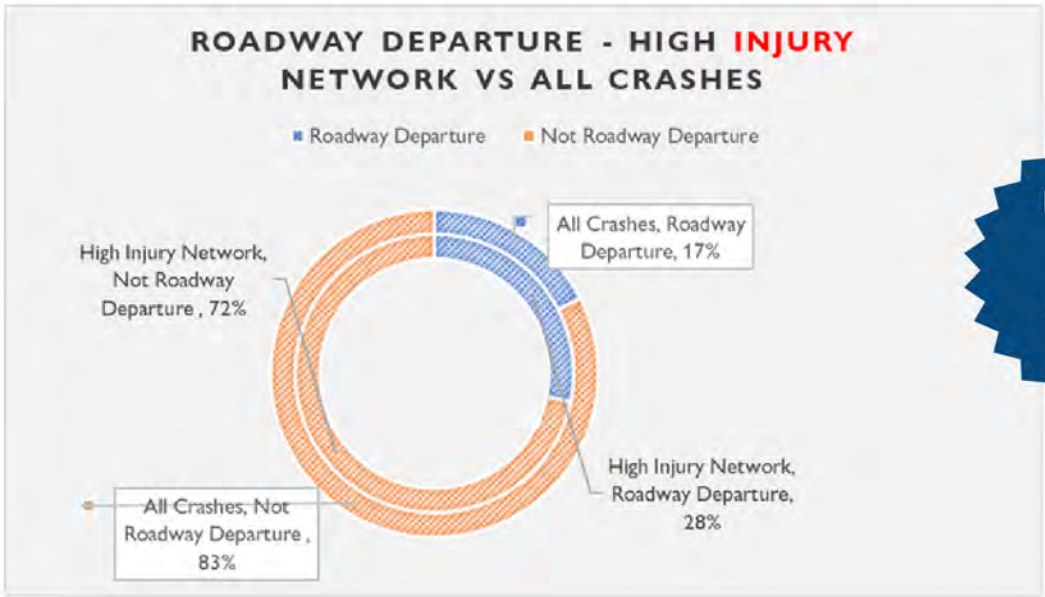
Systemic Analysis

After analyzing the crash data and identifying high frequency crash locations, systemic safety improvement locations were developed by reviewing trends in the crash data. Systemic safety treatments are a proactive way to address crash locations that have limited crash history but the roadway geometry and other features are common features in other locations with significant crashes. By deploying proven low cost safety countermeasures at the location types across the roadway system, overall crashes can be reduced throughout the area.

Location Type	Improvement
Rural Two-Lane Roadways	Retroreflective striping, Raised Pavement Markers, Curve Signing, Rumble Strips, Wider Edgelines
4 Lane Roadways	Reconfigure to 3 Lanes
Signalized Urban Intersections	Add Flashing Yellow Arrow Signal Heads and Backplates
Rural Two-Way Stop Intersections	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
T-Intersections	Install T Intersection Signage and Stop Ahead Signs
Intersections with Significant Pedestrian Traffic	Add Lighting

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CRASHES IN ACADIANA BY TYPE



High Injury Network:
Fatal / Serious / Moderate Injury Crashes

40% Fatal and Serious Injury Crashes - No Restraint Used



5% Fatal and Serious Injury Crashes involved Cyclists

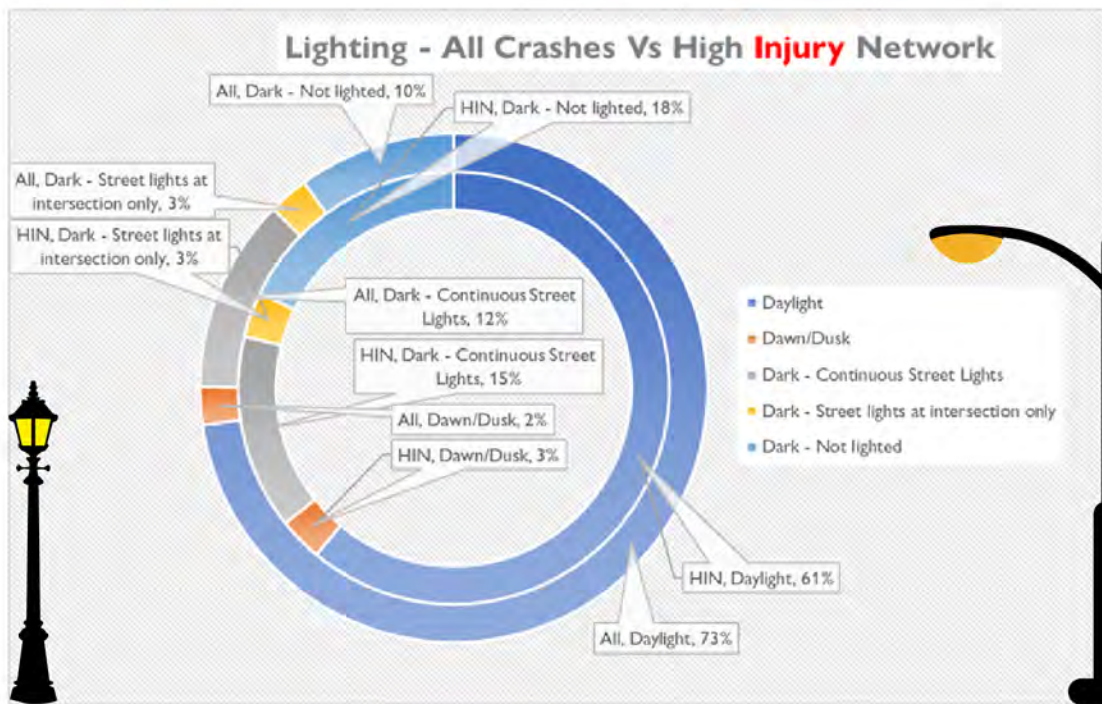
Fatal and Serious Injury Crashes involved Cyclists

35%

Fatal and Serious Injury Crashes involved Impaired Driving



Fatal and Serious Injury Crashes involved Pedestrians



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3. Engagement and Collaboration

1 Survey Community for Priorities

The APC created a survey to engage the community on needs and areas of concern of safety issues in the region. This included bike and pedestrian priority locations, intersection locations, segment locations, and other areas along the roadway network that would benefit from safety improvements. The survey also engaged residents on behavioral interventions, such as impaired and distracted driving enforcement, young driver education, and outreach to older adults. An ADA accessible location at a central transit hub was utilized for an in-person public hearing for residents to provide input outside of the digital setting. In addition, staff worked at a booth at the Abbeville Cajun Christmas to provide behavioral safety education and solicit survey responses. The Planning Commission received more than 200 responses to the survey.

3 Engage a variety of community representatives throughout the process to ensure a diverse voice for the final priority list

APC staff participate in a wide variety of community organizations, such as the MPO Technical and Policy Boards, the St. Martin's Healthy Living Coalition in partnership with the LSU Ag Center, the OneAcadiana Transportation Committee, the Louisiana Department of Health Well Ahead Coalition, the Lafayette Bike and Pedestrian Committee, and other organizations working to improve Acadiana's transportation infrastructure for all users of Acadiana's roadways. Staff engaged and collaborated with these groups incorporate improvements for reducing crashes.

2

Meet with local governments to propose policies and receive priority locations

Local governments are the primary applicants for the SS4U Implementation funding program, so APC staff met with local stakeholders to prioritize projects in their communities. APC presented crash data analysis for each community, demonstrating areas of high potential for safety improvement, and local government staff communicated project improvements that were feasible to improve roadway safety in their communities. APC staff also presented model operational policies to institutionalize safety culture to each local government.

4

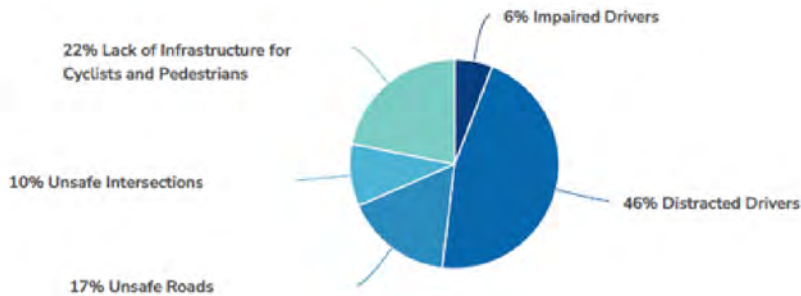
Keep Acadiana updated on progress through annual reports and data dashboards

LSU Center for Analytics and Research in Transportation Safety manages crash dashboards for every relevant aspect of crash data. APC will review the dashboards and analyze the data for the region to provide an annual report to community members on transportation safety by specific area - impaired driving, distracted driving, and occupant protection.

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Survey Results

What do you feel like is the highest safety concern for your community?



Rank the actions you would like to see in Acadiana to address safety issues on our roadways:

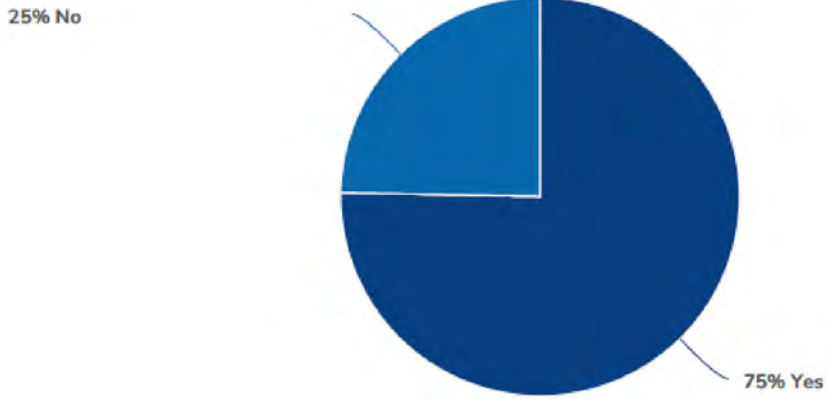
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
More Enforcement of Distracted Driving	1		827	172
New Road Safety Improvements like Signs and New Striping	2		736	168
New Sidewalks and Safer Crosswalks	3		718	160
More Enforcement of Impaired Driving	4		665	159
New Intersection Improvements like Roundabouts	5		656	162
More Education on Roadway Safety for the Community	6		555	160
New Safe Bike Facilities	7		549	161

Legend: Lowest Rank to Highest Rank

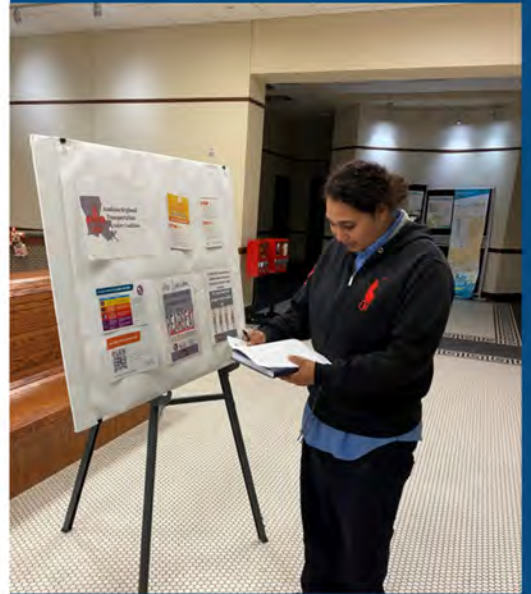
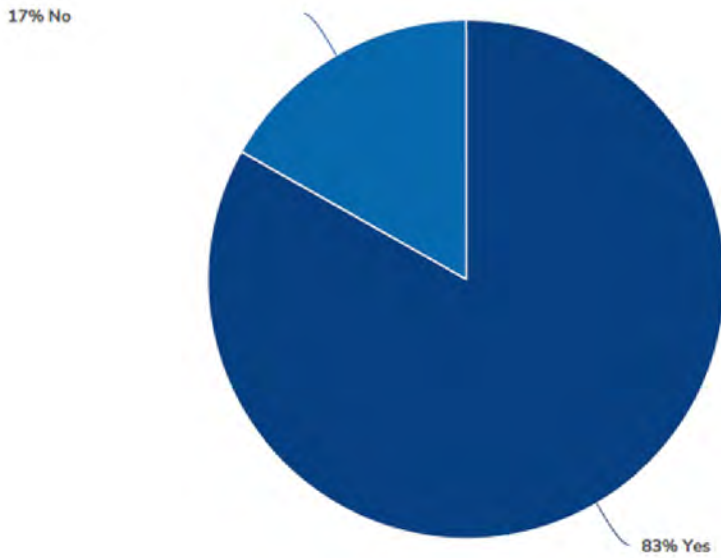


Survey Results

Do you support stronger penalties for impaired drivers?



Do you support stronger penalties for distracted drivers?



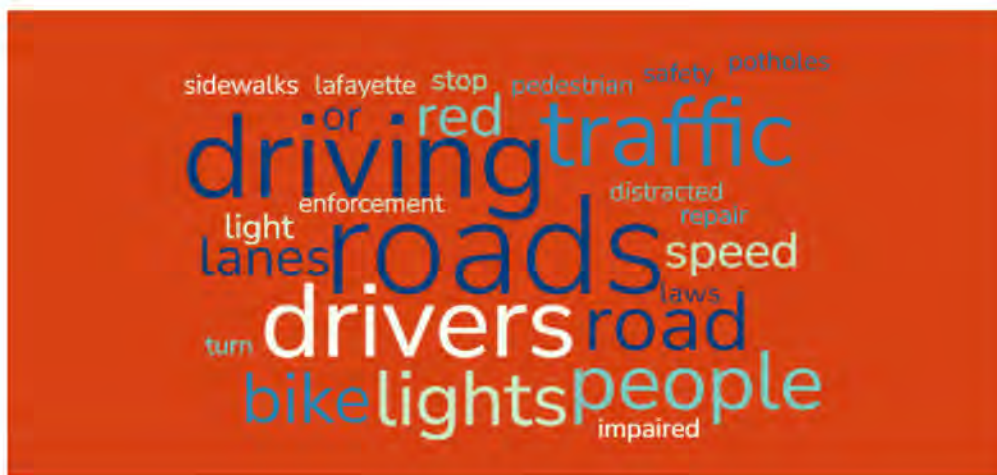
Survey Results

Do you have a roadway or intersection that you feel is an area of concern in your community?



Full list of locations located in appendix; not all surveys had answers to this question

Please let us know what you would like to see done to address roadway safety in Acadiana:



Full list of actions located in appendix; not all surveys had answers to this question

Survey Results – Project Locations

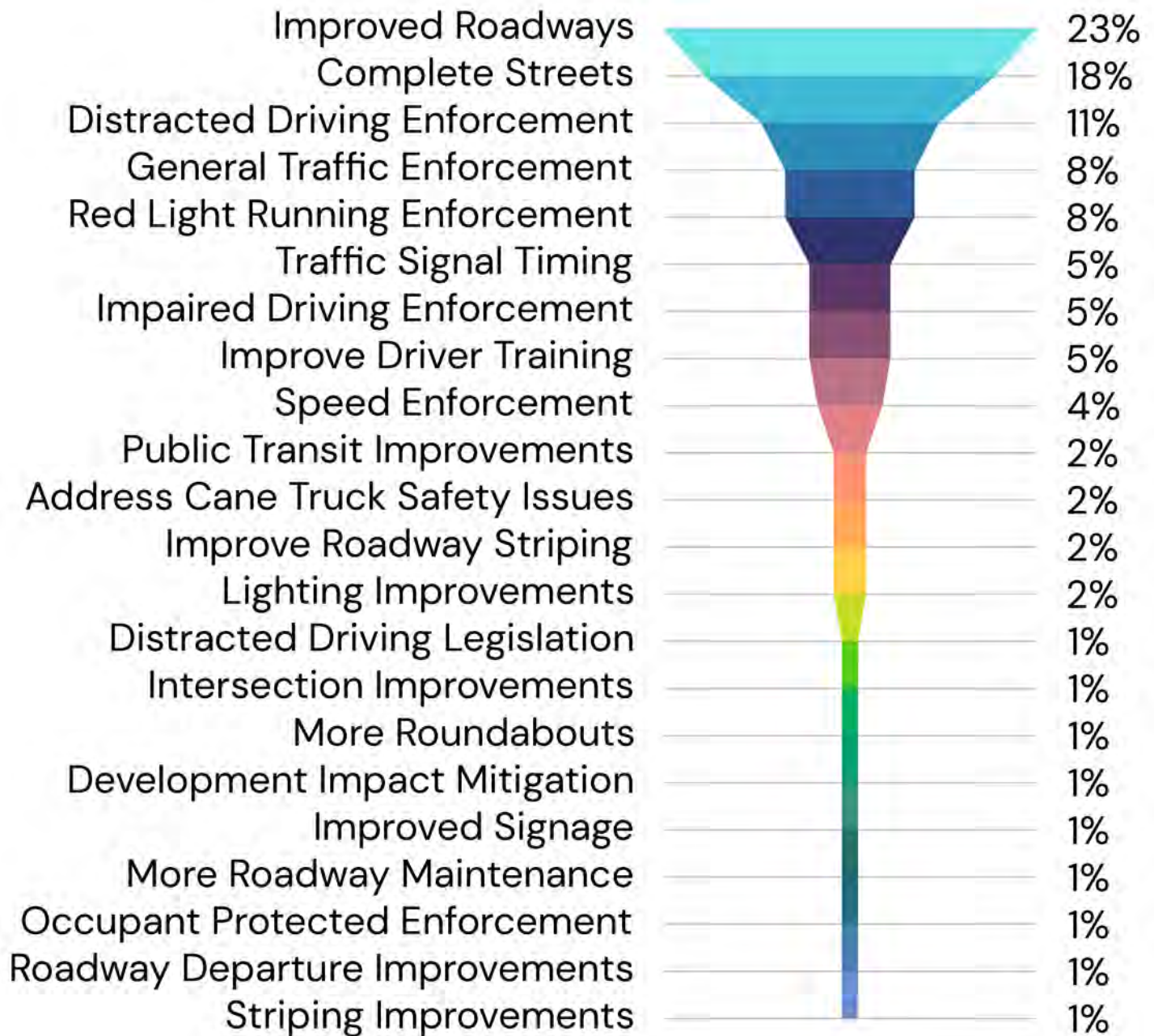
Residents want roadway lighting along US 167

Location	Frequency
US 167 between Maurice and Abbeville	2
Johnston St @ Mt. Vernon	2
Ambassador Caffery @ Johnston	3
Johnston	3
Kaliste Saloom @ Ambassador	3
Pinhook	3
Pinhook @ Bendel	3
South College	3
Bendel @ Pinhook	4
Bike Lanes	4
US 90	6
Evangeline Thruway	14

Residents are concerned about pedestrian fatalities along this corridor

Location	Existing or Planned Projects
Fortune Rd & Verot School Rd	DOTD Project
LA 98 Between LA 367 and I-10	HSIP Project to straighten curve on LA 98
Evangeline Thruway	I-49 Connector
Johnston St. @ Mount Vernon	Left Turn Prohibition
US 90	Ongoing upgrade to Limited Access Facility
There needs to be overpasses where US 90 intersects Kaliste, Hwy 92, etc.	Overpasses are planned for Kaliste/Verot and under construction at Ambassador Caffery
State St.	Road Transfer Project
E Broussard @ Robley	Roundabout
LA 733/E Broussard @ LA 92	Roundabout
Vincent @ East Broussard	Roundabout
LA 14 @ Airport Rd	Selected as a SS4A Project in the Action Plan
Johnston @ University	Traffic Study by LCG
Pinhook @ Bendel	Turn Lane on Pinhook
Bonin - needs sidewalks	Urban Systems Project
Hector Connolly @ I-49 Frontage	Urban Systems Project
Larriviere Road	Urban Systems Project
Youngsville Hwy	Urban Systems Project

Survey Results - System Recommendations



Acadiana Regional Transportation Safety Coalition

The Acadiana Planning Commission hosts the regional transportation safety coalition for the Louisiana Department of Transportation and Development. This coalition primarily focuses on behavioral causes of fatal and serious injury crashes and works to reduce these crashes through education and engagement with law enforcement.

Impaired Driving

Crashes caused by drivers who are impaired by drugs, alcohol, or both

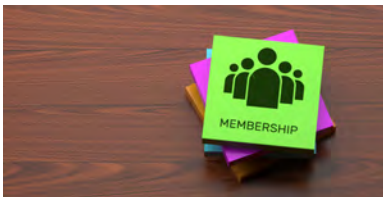
Occupant Protection

Fatalities caused by the lack of use of restraint measures such as seatbelts and child safety seats

Distracted Driving

Crashes caused by drivers distracted by cell phone use and other mechanisms for distraction

The Coalition will guide development of the plan and implementation of behavioral initiatives to reduce fatal and serious injury crashes. The Coalition Coordinator will work with law enforcement, education officials, and emergency response workers to promote enhanced law enforcement in areas where the data has shown an overrepresentation of fatal and serious injury crashes that are responsive to law enforcement countermeasures, such as impaired driving and distracted driving.



The Coalition is made up of representatives from local, state, and federal agencies who are invested in making Acadiana's roadways safe for all users. Members include state and local law enforcement agencies, ambulance providers, family advocates, LSU Ag Center Healthy Living Coalition managers, LA Department of Health caseworkers, higher education officials, active transportation advocates, and more. The Coalition Coordinator actively recruits new members every year.

4. Equity Analysis

Representation in Crashes

The racial demographics of the region are primarily broken down between White at approximately 70% of residents and Black at approximately 30% of the population. The crash demographics reflect this; in most crash categories, the representation of persons involved in fatal and serious injury crashes reflect the population, with 4 outliers.

82%



Motorcycle crashes involved White residents

48%



Pedestrians killed or seriously injured were Black residents

43%



No Restraint crashes involved Black residents

40%

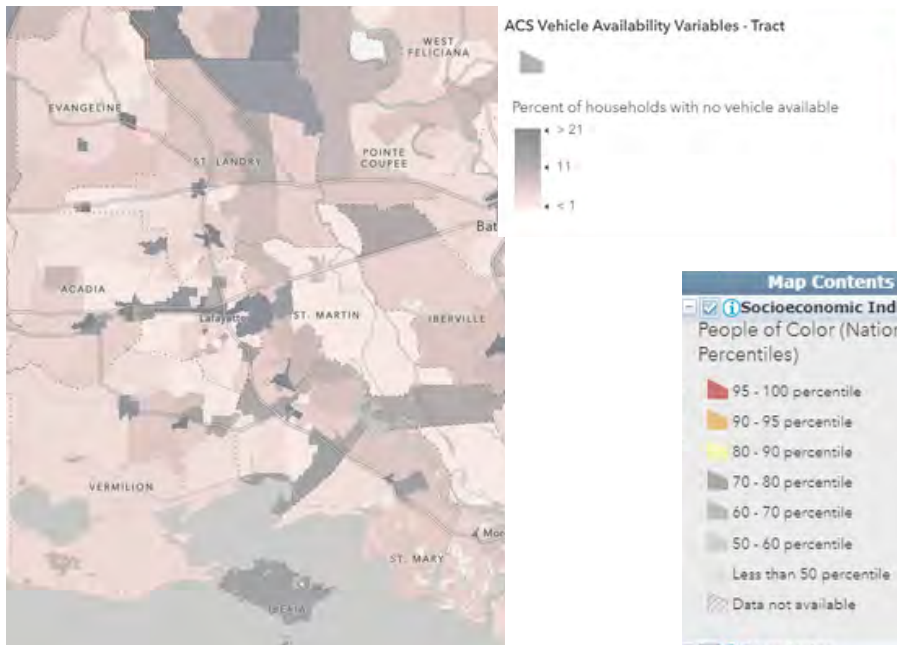


Cyclists killed or Seriously Injured were Black residents

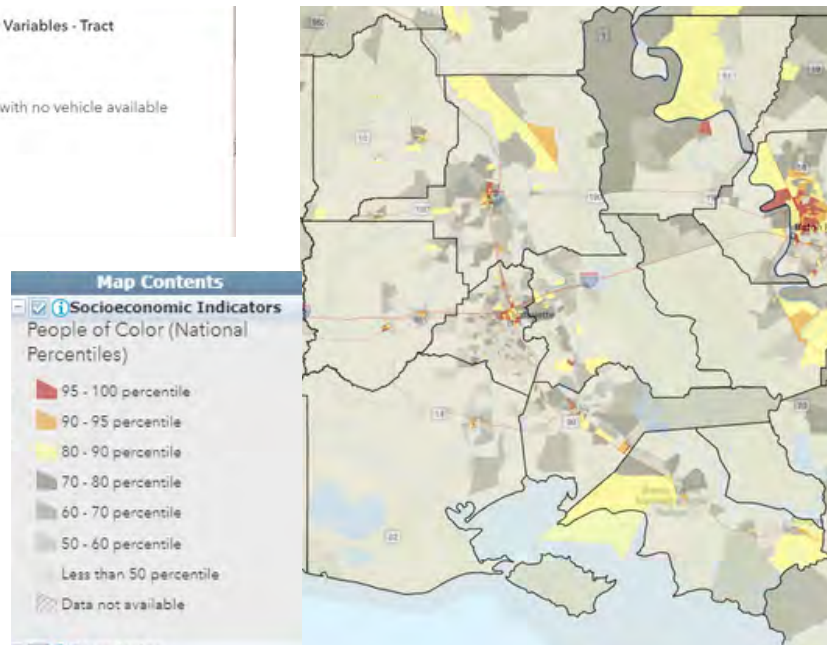
The over-representation of Black residents involved in active transportation crashes is indicative of the over-representation of Black residents living in one to zero car households in urban areas of Acadiana. Zero car households in particular are concentrated in majority-minority Census tracts in the region.

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Zero Car Households



People of Color



Outreach to Minority Groups and Over-represented Populations

The Acadiana Regional Transportation Safety Coalition has partnered with the Louisiana Highway Safety Commission to perform several outreach campaigns to spread awareness of traffic safety in areas where minority groups are over-represented. The Coalition participated in the Youth Action Summit hosted by Habitat for Humanity, presented at Lafayette's Traffic Safety Diversity Forum, and worked with South Louisiana Community College to provide educational resources to students of diverse backgrounds. For Black History Month, the Coalition hosted a series on Black Traffic Safety Pioneers on KADN-TV 15.

Black History Month

Transportation Safety Fact:

Elbert Robinson

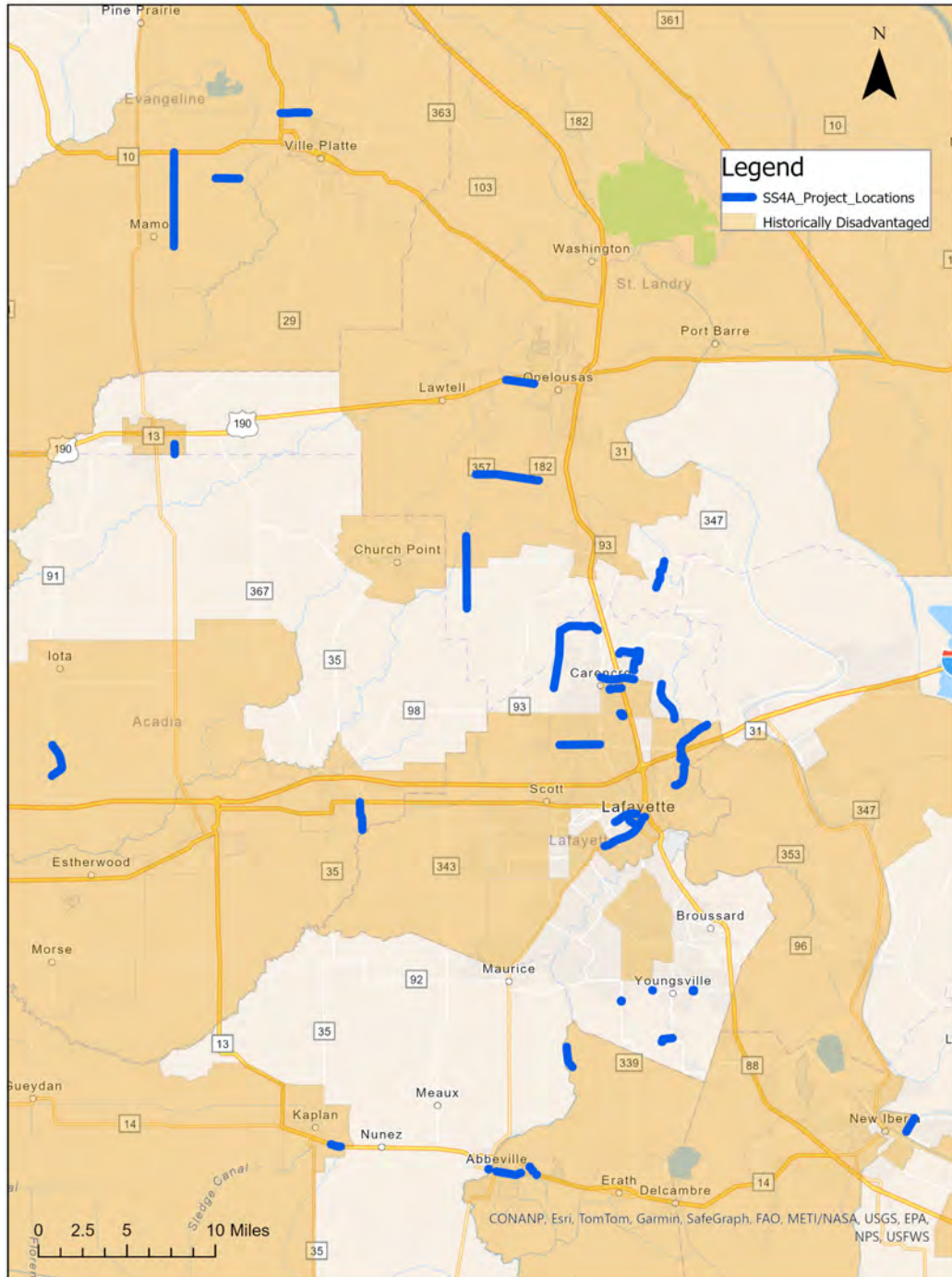
In 1893, Elbert Robinson, a resident of Nashville, TN, received a patent for improvements in trolleys for electric railways. His invention focused primarily on the trolley wheels, implementing a new design to secure wheels to the wire when the trolley rounded curves or went down hills.

<https://blog.directauto.com/news-events/ways-african-american-inventors-transformed-transportation/>



Mapping Project Locations

More than 60% of the population of the area of the Acadiana Planning Commission's service population resides in Census Tracts designated as SS4A Underserved Communities Census Tracts (Historically Disadvantaged Communities) by the US Department of Transportation. After the projects were identified and mapped, 66% of projects are located in an Historically Disadvantaged Census Tract. By developing and receiving funding for projects in these areas, Acadiana hopes to create an equitable community where drivers of all races can expect to have a safe trip home.



5. Policy and Process Changes

Local Government Initiatives

The Coalition has identified several policy and process changes that local governments can implement to improve safety on their roadways and promote a safety culture in their agency.

- Implementing a policy to review the local road safety plan and crash data when touching an existing roadway for an improvement
- Requiring low cost safety countermeasures to be integrated into pavement improvement project
- Upgrading standards for elements such thermoplastic pavement markings as opposed to allowing painted pavement markings
- Adopting a distracted driving policy for employees to prevent crashes in government-owned vehicles



Training

APC and ARTSC regularly coordinate and facilitate training opportunities in partnership with LA DOTD, Louisiana Parish Engineers and Supervisors Association, and the Louisiana Local Technical Assistance Program. These training opportunities build capacity for local governments to implement low cost safety improvements on roadways and make policy changes on their operational procedures to quickly identify and promote safety improvements.

The Safety Coordinator and APC staff pledge to regularly provide professional development and best practices outreach to the local governments of Louisiana through these outlets.



6. Strategy and Project Selections

Infrastructure Project Selection Criteria

Projects were developed for infrastructure solutions in three ways.

Crash data was analyzed to develop a high injury network for the region. Through this network, locations were identified for review by the local public agency where the road is located for inclusion into the Safety Plan.

For systemic projects, the Acadiana Planning Commission analyzed the crash types for each parish and worked with local public agencies to develop projects along roadways that have roadway characteristics for fatal and serious injury crash types.

Projects developed through public input were solicited and received from the general public and included based on input from the local public agency.

Countermeasures were proposed by the local public agency and the Acadiana Planning Commission based on the crashes occurring at the location.

Behavioral Project Selection

Projects were developed for behavioral solutions through the Acadiana Regional Transportation Safety Coalition. The coalition's expert members in law enforcement, education, engineering, and emergency response have provided guidance on the best solutions for tackling behavioral causes of fatal and serious injury crashes in Acadiana.

Operational Strategies Selection

Projects were developed for operational strategies through a review of best practices for engineering directives and construction standards to integrate crash reviews and proven safety countermeasures into regular public works practice.

6. Strategy and Project Selections

INFRASTRUCTURE

\$ - Less than \$1 Million

\$\$ - \$1 Million to \$5 Million

\$\$\$ - \$5 Million and Above

Project Name and Location	Time	Criteria for Inclusion	Description and Cost
LA 92 @ Larriviere Roundabout City of Youngsville	Mid-term	Reduction of Right Angle/Left Turn Crash Types	Convert All-Way Stop at intersection of LA 92 @ Larriviere to roundabout \$\$
LA 339 @ Savoy Roundabout City of Youngsville	Long	Reduction of Right Angle/Left Turn Crash Types	Convert Two-Way stop at intersection of LA 339 @ Savoy to Roundabout - \$\$\$
Rixby Manuel Road Evangeline Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Build out shoulder by adding drainage features to the north side of the roadway, add rumble stripes - \$
Tiger Lane Evangeline Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Build out shoulder by adding drainage features, add culvert end treatments, add rumble stripes - \$
Janice Road Evangeline Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Widen road, add shoulder by building drainage facilities, add culvert end treatments, add rumble stripes - \$
Intersection of Rodeo at La 14 City of Abbeville	Long	Mitigation of High Speed Intersection Crashes	Intersection Safety Improvements, including sight distance and speed management - \$

Project Name	Time	Criteria for Inclusion	Description and Cost
Intersection of Charity/Former LA 14 at LA 14 City of Abbeville	Long	Mitigation of High Speed Intersection Crashes	Signalized Intersection Safety Improvements, speed management - \$
Intersection of LA 14 at LA 335/S Henry City of Abbeville	Long	Mitigation of Turning Movement Crash Types	Intersection Geometric Improvements - \$\$\$
Wildcat Drive City of Abbeville	Long	Mitigation of High Speed Intersection Crashes and Pedestrian Crashes	Pedestrian facilities to high school, safety improvements at intersection with LA 14 - \$\$
Charity/Former LA 14 City of Abbeville	Long	Vulnerable Roadway User Safety	Incorporation of bike and pedestrian safety countermeasures from John Hardy to Downtown Abbeville - \$\$
N. Lewis Street New Iberia	Long	Vulnerable Roadway User Safety/Systemic	Redesign a 4 Lane Roadway into a 3 Lane Complete Street with Bike Facilities - \$
Leroy Breaux Acadia Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Widen road, add shoulder by building drainage facilities, add culvert end treatments, add rumble stripes - \$\$
Aspen Road Acadia Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Add signage in curves, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments - \$\$
LA 13 @ LA 92 Acadia Parish	Long	Speed Mitigation, Rural Intersection Crash Mitigation	Application of Multiple Stop-Controlled Intersection Countermeasures - \$

Project Name	Time	Criteria for Inclusion	Description and Cost
Montgomery Road St. Landry Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Thermoplastic striping, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments - \$\$
Charles Burr Lane St. Landry Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Thermoplastic striping, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments, remove fixed objects - \$\$
Jessie Richard Road St. Landry Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Thermoplastic striping, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments, remove fixed objects, intersection improvements at LA 754 - \$\$
Meche Road St. Landry Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Add signage in curves, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments, improvements at LA 93 -\$
Vivian Drive St. Landry Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Widen shoulder recovery areas by adding drainage facilities, add culvert end treatments, improvements at Maple Avenue - \$\$
LA 14 into Kaplan from East Vermilion Parish	Long	Speed Mitigation	Change speed limit in curve, add curve delineation, flashers for entering town -\$
LA 82 Vermilion Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Add signage in curves, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments -\$\$

Project Name	Time	Criteria for Inclusion	Description and Cost
Kirk Road Vermilion Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Striping, add signage in curves, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments - \$\$
Milton Avenue Complete Street City of Youngsville	Long	Vulnerable Roadway User Safety/Systemic	Conversion of Milton Avenue into a Complete Street with facilities for all roadway users - \$\$\$
Prescott and Iberia Roundabout City of Youngsville	Long	Reduction of Right Angle/Left Turn Crash Types	Conversion of intersection in curve into a roundabout - \$\$
Chemin Agreeable City of Youngsville	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Change roadway geometry to eliminate S-curve section - \$\$
Johnston/University/ Congress in the University Area City of Lafayette	Long	Vulnerable Roadway User Safety/Systemic	Conversion of Johnston/University/ and Congress Street into a Complete Street with facilities for all roadway users - \$\$\$
Lebesque Lafayette Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Striping, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments - \$\$
Gendarme Lafayette Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Striping, add signage in curves, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments - \$\$
St Esprit Lafayette Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Striping, add signage in curves, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments - \$\$

Project Name	Time	Criteria for Inclusion	Description and Cost
Lajaunie Lafayette Parish	Long	Systemic Application for Reduction of Rural Roadway/Lane Departure Crashes	Striping, add signage in curves, widen shoulder recovery areas by adding drainage facilities, add culvert end treatments – \$\$
Realignment of Gloria Switch with roundabouts at Louis Arceneaux Road and Walter Drive Carencro	Long	Roadway Departure/ Intersection Crash Mitigation	Remove two sharp, acute angled, back-to-back turns and reduce the number of accidents at the proposed roundabout intersections – \$\$\$
Louisiana Avenue Extension from Gloria Switch to Hector Connoly Carencro	Long	Complete Street	Development of Louisiana Avenue into a Complete Street with facilities for all roadway users – \$\$\$
Phase III of DOTD's I-49 Safety Improvements Study on Veterans Drive Carencro	Long	Mitigation of High Speed Intersection Crashes	Final construction phase of DOTD's I-49 Safety Improvement Study for Veterans Drive to make numerous safety improvements to Veterans Drive – \$\$\$
St. Anne Street and Frontage Road Connection Carencro	Long	Complete Street	Development of St. Anne and Frontage Road into a Complete Street with facilities for all roadway users – \$\$
Roundabout at St. Anne, Teema, and Walter Carencro	Long	Mitigation of High Speed Intersection Crashes	Convert intersection into roundabout configuration – \$\$\$

6. Strategy and Project Selections – 2

BEHAVIORAL

Strategy	Timeframe	Criteria for Inclusion	Description
Increase Number of Child Safety Seat Technicians	Short	Increase Child Safety Seat use	Work with Passenger Safety Task Force to promote trainings and child safety seat events
Distribute Child Safety Seats	Short	Increase Child Safety Seat use	Obtain grant funding to purchase and distribute child safety seats
Educate young adults on the importance of seatbelt use	Short	Increase seat belt usage	Work with schools, South Louisiana Community College, and youth groups like 4-H to provide hands on education on the importance of seat belt use
Promote Distracted Driving Policies for Employers	Mid-term	Reduce rates of distracted driving	Work with government agencies and private businesses to promote best practices distracted driving policies for commercial vehicles
Promote Back to School Distracted Driving Enforcement	Short	Reduce rates of distracted driving around schools	Work with local law enforcement to target enforcement efforts in school zones during the Back to School time period

BEHAVIORAL

Strategy	Timeframe	Criteria for Inclusion	Description
Promoted Distracted Driving Enforcement	Long	Reduce rates of distracted driving	Work with the LA Legislature and law enforcement agencies to develop effective law enforcement strategies for distracted driving
Coordinated targeted law enforcement in identified crash corridors	Long	Reduce behavioral related crashes through enforcement	Analyze crash locations by behavioral factors and coordinate law enforcement actions based on behavioral causes of crashes along identified corridors
Purchase ignition interlock devices for 15th JDC	Mid-term	Reduce impaired driving rates	Purchase ignition interlock devices for use in the 15th JDC to encourage judges to utilize the devices in sentencing
Purchase SCRAM bracelets for 15 JDC Sobriety Court	Mid-term	Reduce impaired driving rates	Purchase SCRAM bracelets for 15th JDC Sobriety Court to increase number of participants in program
Distribute lights and provide bike and ped education to Acadiana	Short	Reduce bike and ped crashes	Distribute bike lights and hold bike and ped safety training at local events and in conjunction with bike giveaways with groups like Kiwanis
Improve Driver Education	Short	Reduce Older Adult Crashes	Provide free Continuing Ed Units to driving schools on newest driving infrastructure operations; work with Council on Aging groups to provide older adult driver education

6. Strategy and Project Selections – 3

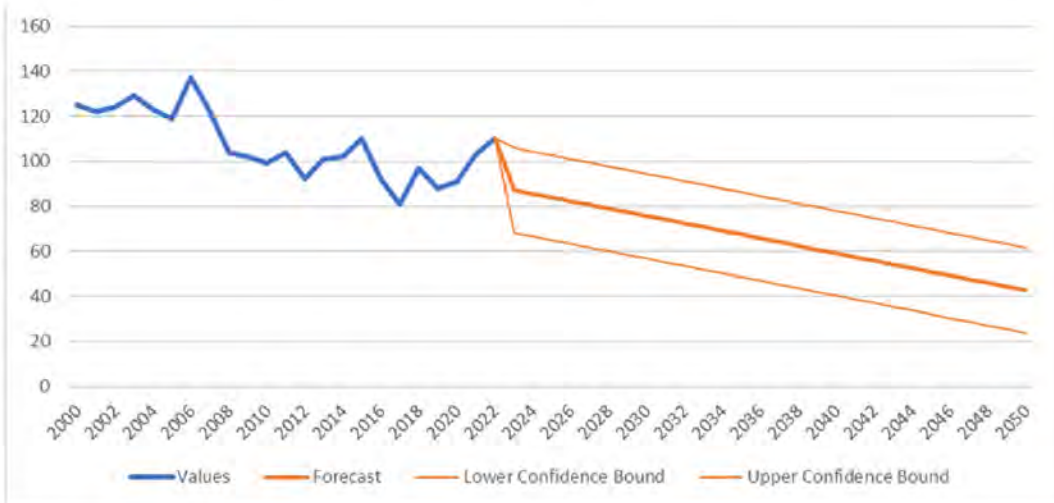
OPERATIONAL

Strategy	Timeframe	Criteria for Inclusion	Description
Diagram crashes at signalized intersections every 3 years	Short	Reduce Left Turn, Angle, and Ped Crashes	By analyzing crashes at signalized intersections on a regular basis, communities can implement effective countermeasures at no cost
Review crashes on all overlay /preservation projects	Short	Reduce roadway departure crashes	By reviewing crashes along roadway segments with existing projects, low cost and effective roadway departure countermeasures can be integrated into the existing project.
Change construction standards to include systemic application of low cost countermeasures	Medium	Reduce crashes based on specific treatment	Standard changes include: Using Safety Wedge in pavement projects Backplates on all new signal head installations Requiring thermoplastic striping with retroreflectivity Following MUTCD guidance for installation of signage and ensuring signage with retroreflectivity
Work zone training for employees and following MUTCD guidance on work zones on local projects	Medium	Reduce crashes in work zones	Including paint installation for temp striping as pay item in all contracts Training workers in work zone compliance

7. Ongoing Progress of Implementation of Plan

The crash data will be reviewed and updated on an annual basis for analysis to see if the area is meeting its targets with regard to reducing fatal and serious injury crashes in the region. Actions will be assessed and modified if the results are not reaching their target reduction goals.

Fatal Crashes in Acadiana Projections



50%

Reduction in Fatal and Serious Injury Crashes

42

Projected Fatal Crashes in Year 2050 forecasted using 22 years of data

55

Minimum Acceptable Target of Fatal Crashes

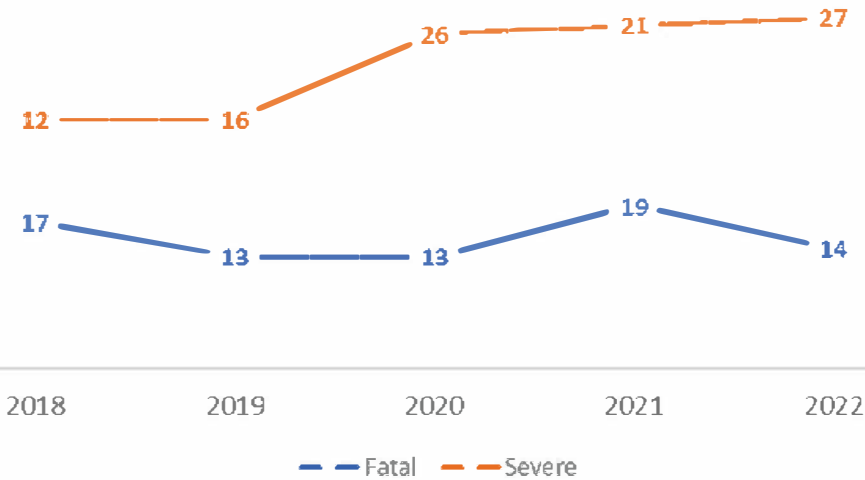
The plan will be reviewed on a quarterly basis and assessed on an annual basis to measure progress for the short, medium, and long term goals. An annual report will be given to the APC Board every year, and the report will be posted on the APC website.

The goal of this plan is achievable! Modeling shows fatal crashes are going down, albeit with jumps in singular years along the way. If Acadiana works together, we can reach Destination Zero Deaths.

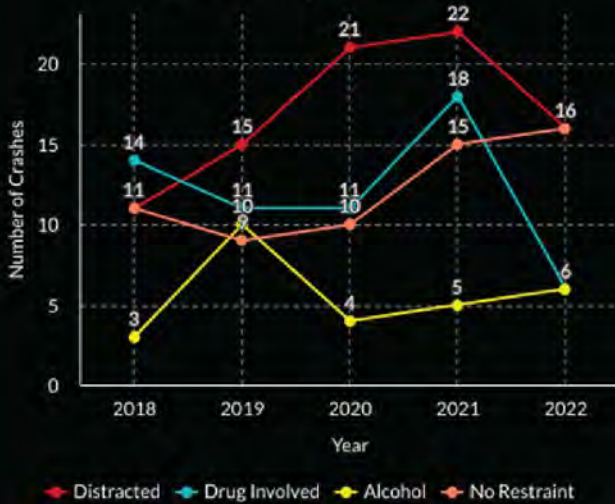
Appendix 1



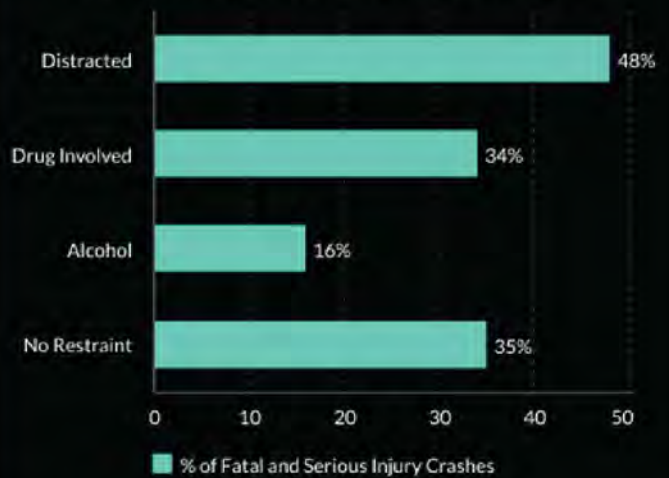
FATAL AND SEVERE INJURY CRASHES BY YEAR



Acadia Parish Fatal and Serious Injury Crashes by Behavior



Acadia Parish Crashes 2018 - 2022

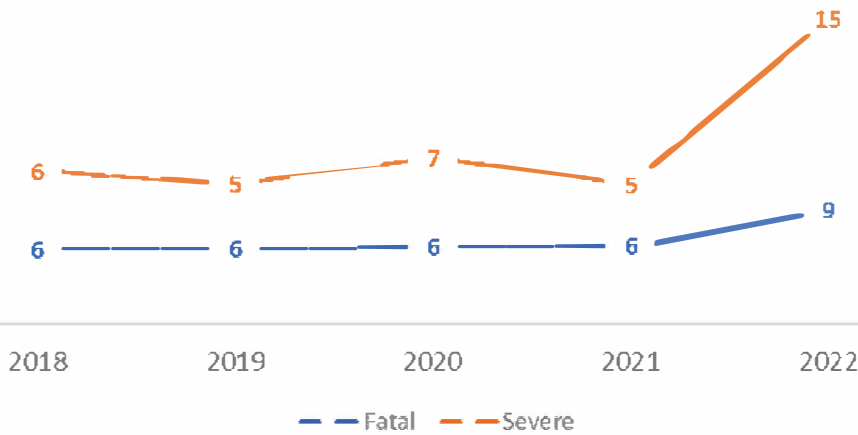


Crashes can have multiple factors

Crash Trends for Evangeline Parish 2018-2022

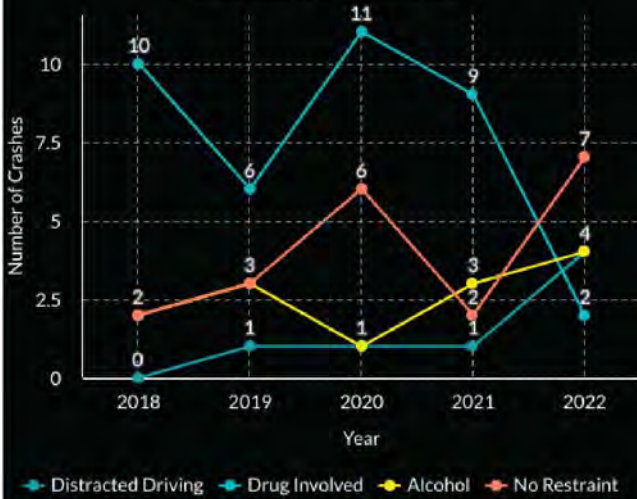


FATAL AND SEVERE INJURY CRASHES BY YEAR

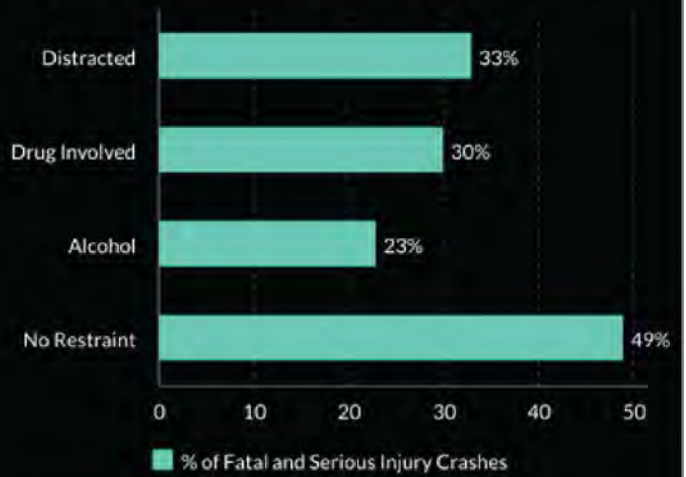


91%
Increase in Fatal and Serious Injury Crashes from 2018 - 2022

Evangeline Parish Fatal and Serious Injury Crashes by Behavior



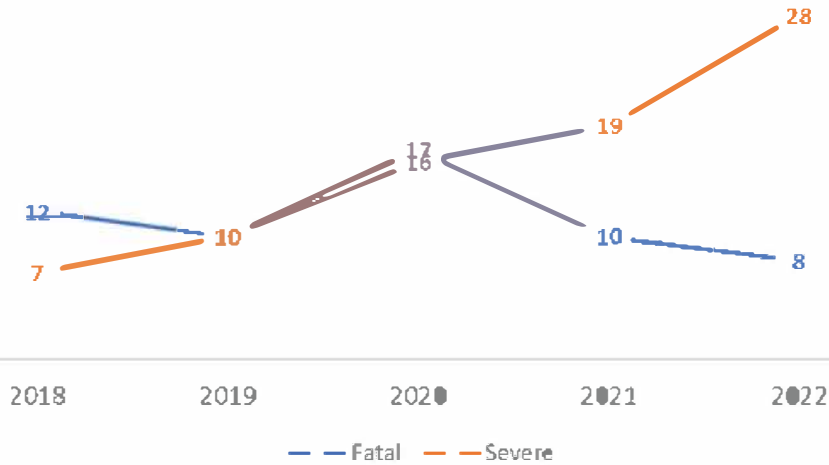
Evangeline Parish Crashes 2018 - 2022



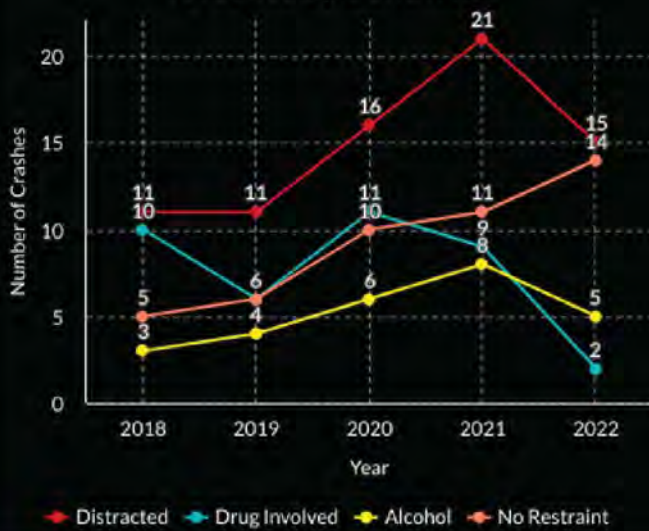
Crashes can have multiple factors



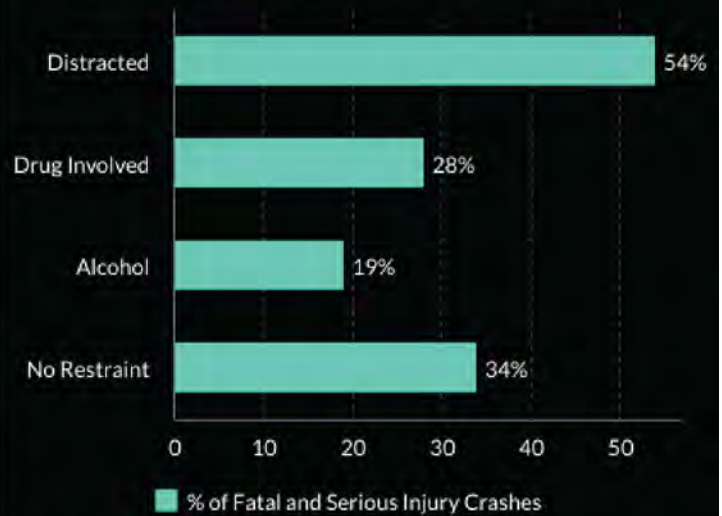
FATAL AND SEVERE INJURY CRASHES BY YEAR



Iberia Parish Fatal and Serious Injury Crashes by Behavior



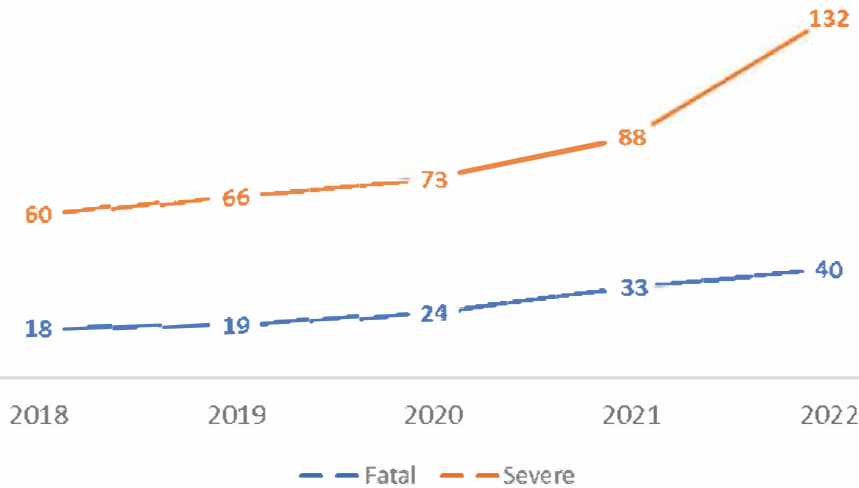
Iberia Parish Crashes 2018 - 2022



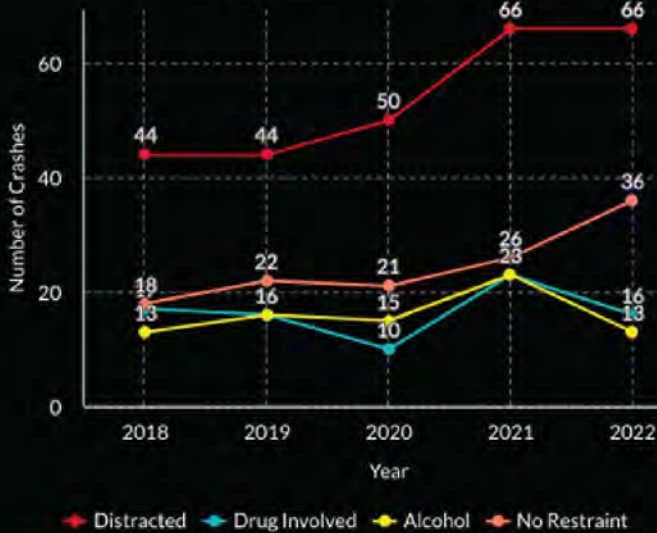
Crashes can have multiple factors



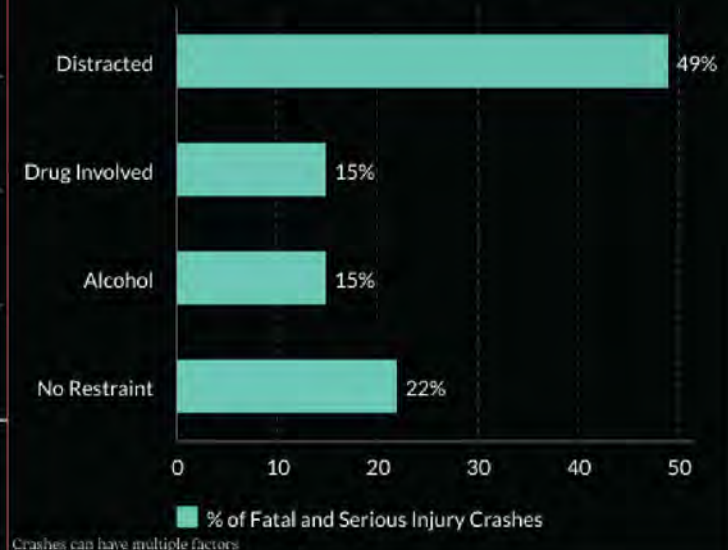
FATAL AND SEVERE INJURY CRASHES



Lafayette Parish Fatal and Serious Injury Crashes by Behavior



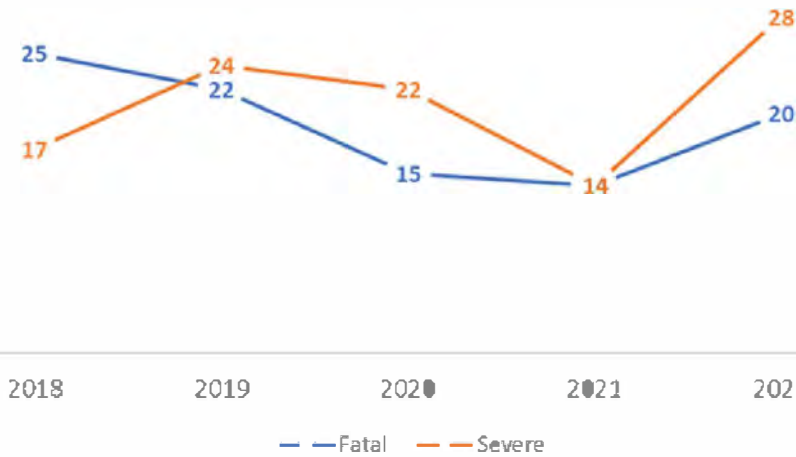
Lafayette Parish 2018 - 2022



Crash Trends for St. Landry Parish 2018-2022

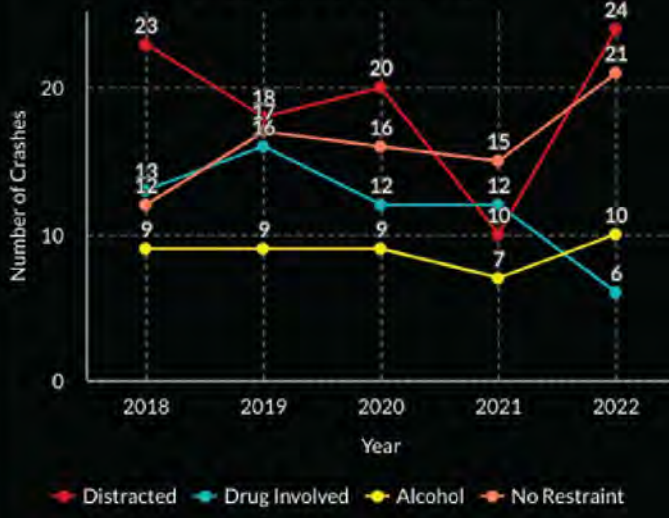


FATAL AND SEVERE INJURY CRASHES

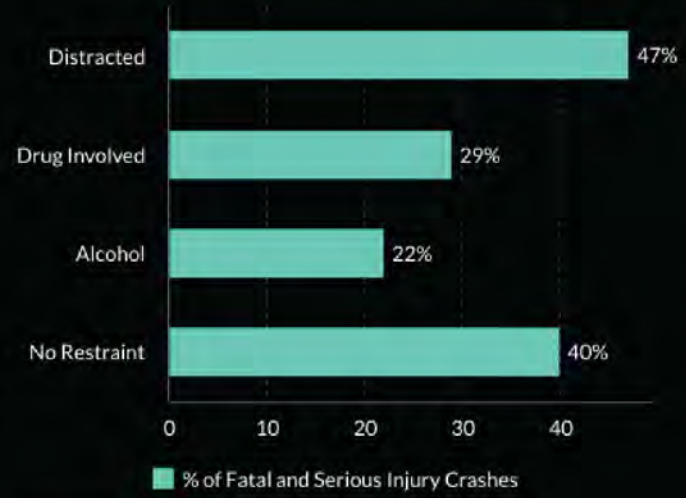


17%
Increase in Fatal and Serious Injury Crashes from 2018 - 2022

St. Landry Parish Fatal and Serious Injury Crashes by Behavior



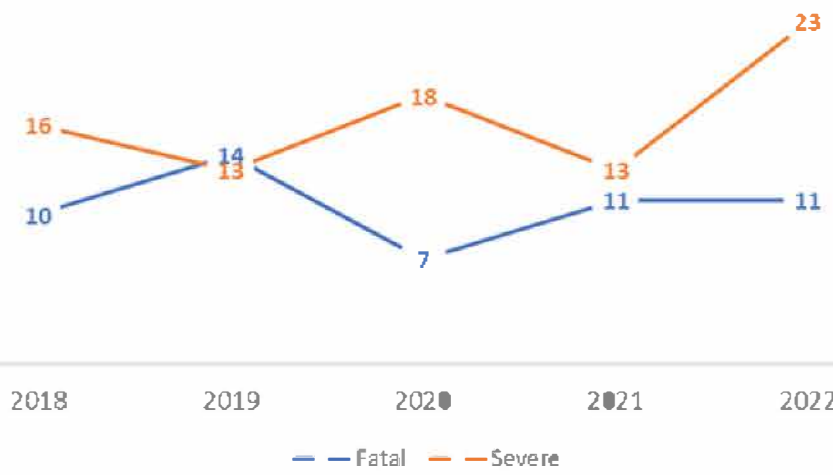
St. Landry Parish Crashes 2018 - 2022



Crashes can have multiple factors

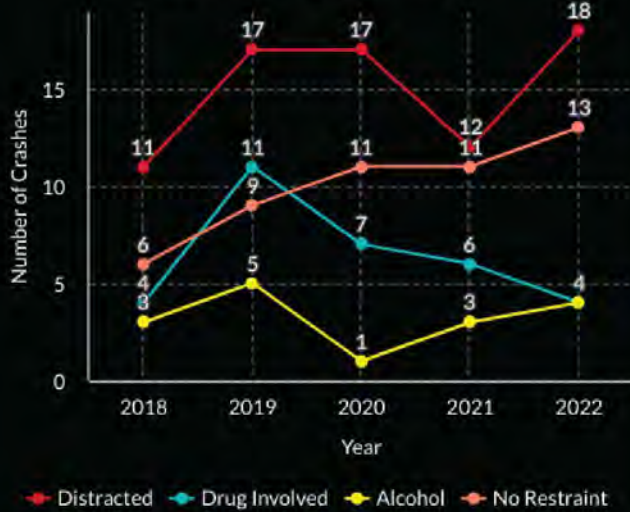


FATAL AND SEVERE INJURY CRASHES

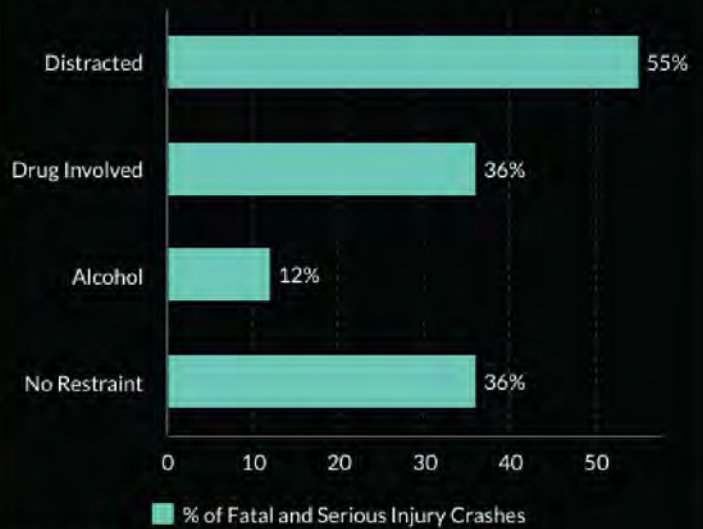


30%
Increase in Fatal and Serious Injury Crashes from 2018 - 2022

St. Martin Parish Fatal and Serious Injury Crashes by Behavior

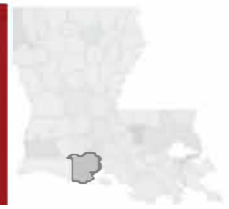


St. Martin Parish Crashes 2018 - 2022

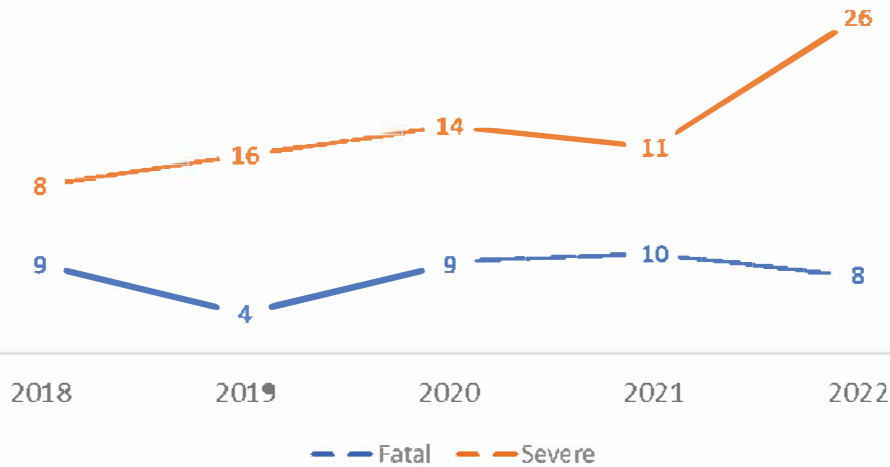


Crashes can have multiple factors

Crash Trends for Vermilion Parish 2018-2022

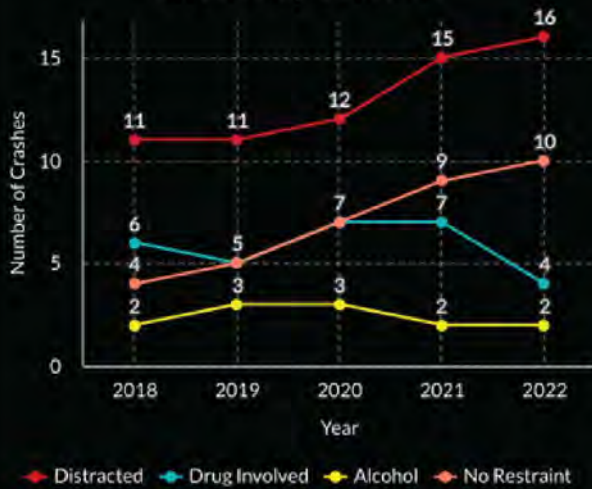


FATAL AND SEVERE INJURY CRASHES

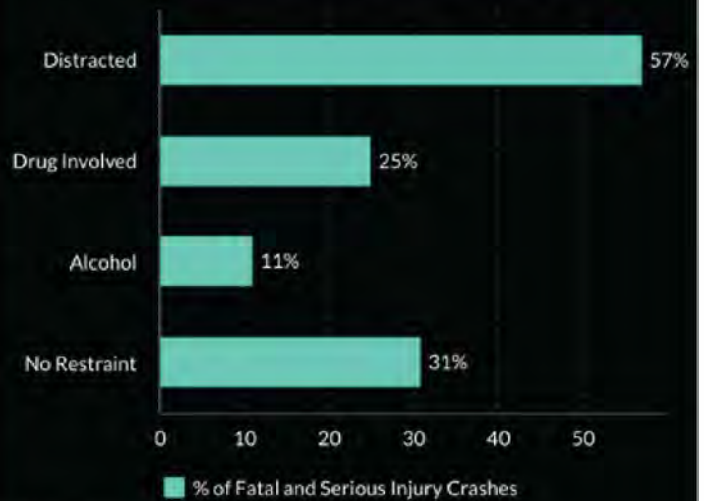


94%
Increase in Fatal and Serious Injury Crashes from 2018 - 2022

Vermilion Parish Fatal and Serious Injury Crashes by Behavior



Vermilion Parish Crashes 2018 - 2022



Crashes can have multiple factors

Appendix 2



**A RESOLUTION OF THE ACADIANA PLANNING COMMISSION
TO SET A GOAL OF REDUCING FATAL AND SERIOUS INJURY CRASHES IN ACADIANA BY
2050 THROUGH PARTICIPATION IN TRANSPORTATION SAFETY PLANNING**

BE IT RESOLVED by the Acadiana Planning Commission,

WHEREAS, the Acadiana Planning Commission, hereinafter known as APC, consists of a seven-parish membership to include Acadia, Evangeline, Iberia, Lafayette, St. Landry, St. Martin, and Vermilion wherein each parish passed an ordinance authorizing the creation of APC; and

WHEREAS, Fatal and Serious Injury crashes have been recognized as a national safety issue in the United States and in the State of Louisiana; and

WHEREAS, the parishes of APC recognize the significance of proactive enforcement, infrastructure improvements, and educational programs to address the causes of fatal and serious crashes, and have obtained funding from the US DOT and LA DOTD to address these crashes

WHEREAS, the parishes of APC pledge to participate in transportation safety funding programs to improve the infrastructure and provide increased enforcement on Acadiana roadways.

NOW THEREFORE BE IT RESOLVED, by the Acadiana Planning Commission Board of Directors, that:

Section 1. All the aforementioned clauses are adopted as part of this resolution.

Section 2. APC Board of Directors sets a commitment to support and promote efforts to reduce Fatal and Serious Injury crashes by 50% in Acadiana by the year 2050.

Section 3. This resolution is adopted on the 24th day of August in the year 2023 and is signed by the Board of Directors for the Acadiana Planning Commission.

 8-24-2023

Chairman, Date
Acadiana Planning Commission

**ACADIANA PLANNING
COMMISSION
Louisiana Planning
District 4**

BOARD OF DIRECTORS

M. Lary Richard
Iberia Parish President
APC Chairman

Chester Cedars
St. Martin Parish President
APC Vice Chairman

Josh Guillory
Lafayette Mayor-President
APC Secretary/Treasurer

Chance Henry
Acadia Police Jury President

Bryan Vidrine
Evangeline Police Jury President

Jessie Bellard
St. Landry Parish President

Jason Picard
Vermilion Police Jury President

Dr. E. Joseph Savoie
University of Louisiana President

Troy Wayman
One Acadiana President/CEO

Dr. Nancee Sorenson
Chancellor, Louisiana State
University Eunice

Dr. Vincent June
Chancellor, South Louisiana
Community College

Sara Fawcett-Gary
APC Interim CEO

101 Jefferson St.
Lafayette, LA 70501
PO Box 3705
Lafayette, LA 70502

337-806-9368
www.planacadiana.org

Appendix 3

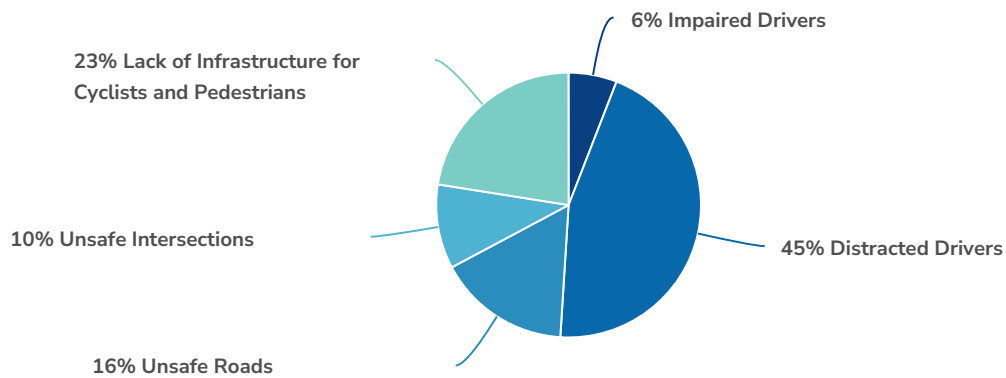
Report for Safe Streets Survey

Response Counts




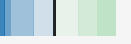



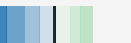

Totals: 206

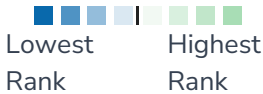
1. What do you feel like is the highest safety concern for your community?



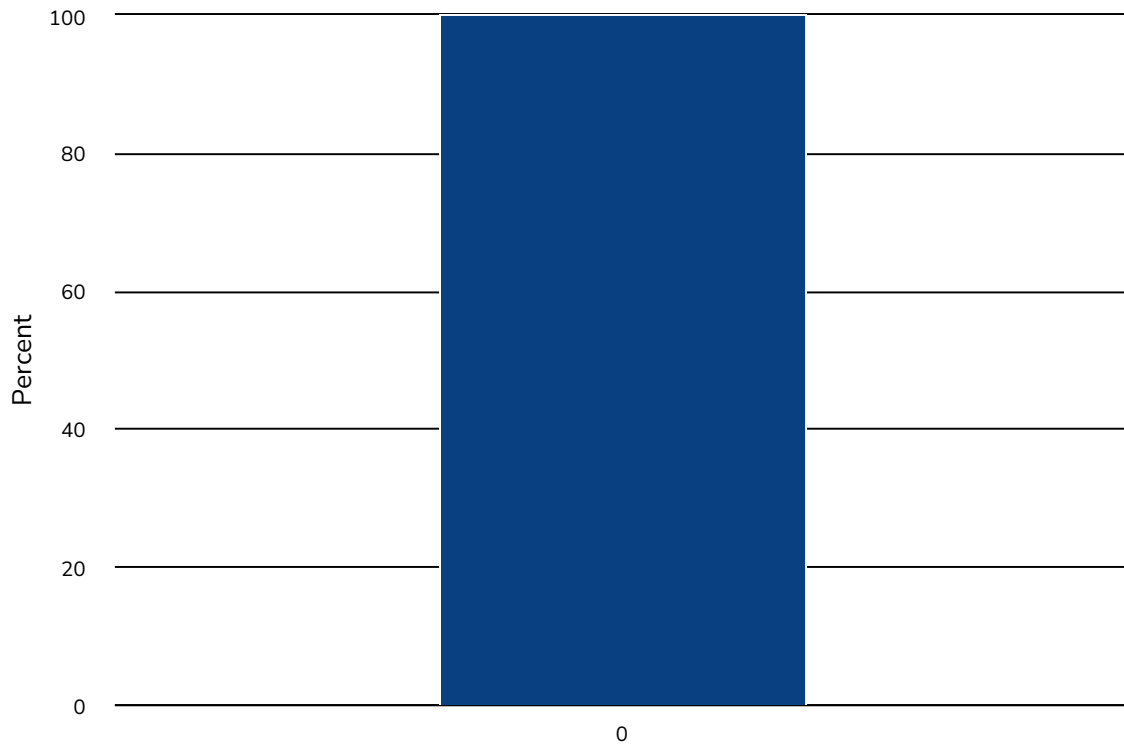
Value	Percent	Responses
Impaired Drivers	5.9%	12
Distracted Drivers	45.1%	92
Unsafe Roads	16.2%	33
Unsafe Intersections	10.3%	21
Lack of Infrastructure for Cyclists and Pedestrians	22.5%	46
		Totals: 204

2. Rank the actions you would like to see in Acadiana to address safety issues on our roadways:

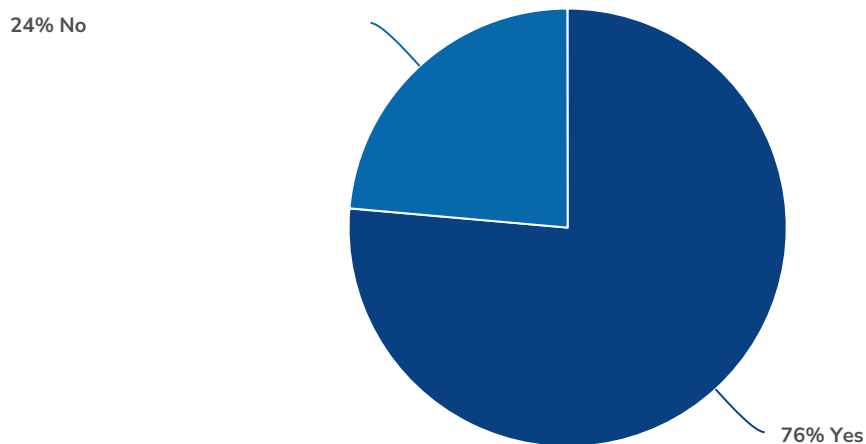
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
More Enforcement of Distracted Driving	1		885	186
New Road Safety Improvements like Signs and New Striping	2		793	180
New Sidewalks and Safer Crosswalks	3		775	172
New Intersection Improvements like Roundabouts	4		715	176
More Enforcement of Impaired Driving	5		703	170
More Education on Roadway Safety for the Community	6		613	172
New Safe Bike Facilities	7		597	171



3. [OLD VERSION] Do you support stronger penalties for impaired drivers?

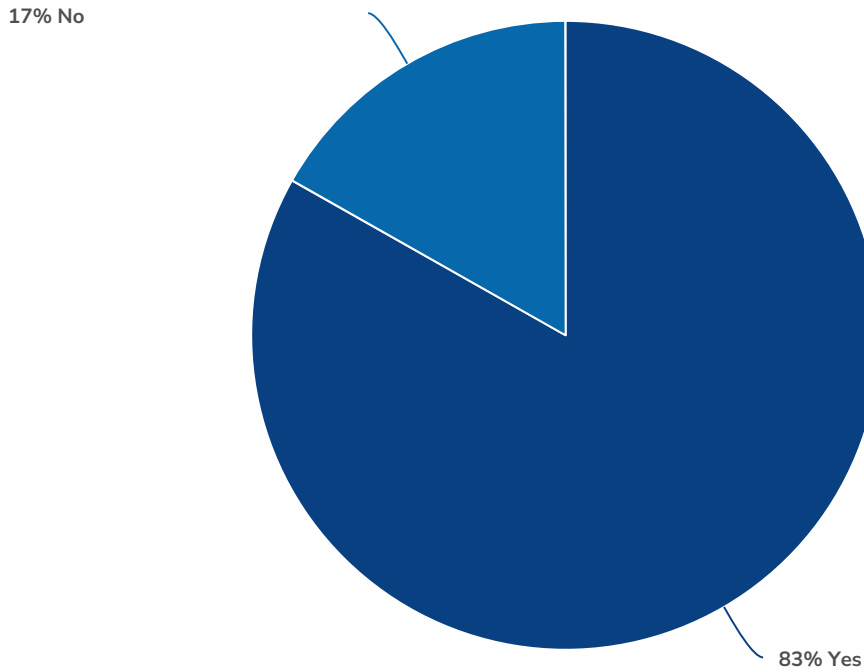


4. Do you support stronger penalties for impaired drivers?



Value	Percent	Responses
Yes	76.4%	152
No	23.6%	47
		Totals: 199

6. Do you support stronger penalties for distracted drivers?



Value	Percent	Responses
Yes	83.2%	168
No	16.8%	34

Totals: 202

7. Do you have a roadway or intersection that you feel is an area of concern in your community?

ResponseID Response

2	La 35 at I10
3	Johnston & Camellia Blvd.
4	Hwy 167 lighting (Maurice)
5	not sure
6	KAliste Saloom and Ambassodor Caffery
7	No

ResponseID Response

8	Johnston St. & Mount Vernon
9	Eraste Landry @ N. Bertrand; Eraste Landry @ W. Saint Louis
10	Intersection of Waterview Rd and Prescott Blvd in Youngsville. Speeds cars and golf carts blow through stop sign making it dangerous for heavily trafficked area by pedestrians
11	Johnston & Camellia Blvd.
12	US 90
13	yes
14	pinhook and La Rue France.
15	Rue Royale St speed of traffic due to children play in the area
16	Amb caffery n Johnston st
17	No
18	no
19	all red lights
20	Johnston at Lana Drive
21	Ambassador Caffery and Bonin Road - red light running
22	Evangeline thruway crossing for pedestrians
23	Vincent road and east Broussard
24	Evangeline Thruway
25	Pinhook at Bendel
26	Ambassador Caffery
27	U.S. 190 in Eunice.
28	Pinhook
29	The whole Evangeline through way
30	Crossover at hector connely and frontage road in Carencro

ResponseID Response

31 South college drive, Marie Antoinette and Dulles Dr.

32 ambassador by robley dr

33 733 at 92

34 Anywhere on Johnston Street

35 Bendel Rd and Pinhook

36 Yield sign @ Gilbeaux and Ambassador Caffery

37 Many

38 Intersection of Hwy 699 & Hwy 167

39 Ambassador at Settlers Trace

40 no

41 No

42 YES

43 ambassador caffery at us hwy 90 on going construction

44 Vine St.

45 Intersection of LA Hwy 14 and North and South Airport Rd in Abbeville, LAd

46 Highway 90

47 no

48 Duhon and Rue De Bellier

49 Highway 90

50 Intersection of Hwy 90 and Verot School Rd; vehicles/18whee

51 E broussard

52 No

53 Briarcliff and guilliot intersection In youngsville

54 Na

ResponseID Response

55	No
56	Evangeline Thruway, near I10, so many pedestrians cross, there's no place for them. Share the road.
57	Johnson Street and Ambassador Caffery
58	yes
59	State St. Abbeville, LA
60	Ambassador Caffery & Kaliste Saloom
61	All
62	Streets downtown not having audible crosswalks
63	Highway 167 south of E Broussard road needs lighting
64	Yes
65	Bonin Road & W Palermo Road
66	Johnston street
67	Evangeline thruway
68	The new J turn lights on the Thruway. People do not realize they have to pull all the way up to the overhead lights, not the single light before the curve. Also BONIN RD NEEDS BETTER LIGHTING. There are no sidewalks and minimal shoulder and there are people walking all the time in the dark and it is very dangerous and difficult to see, especially when they are in dark colors.
69	Pinhook @ Bendel
70	Na
71	I-49 merge from I-10 all directions
72	Evangline Thruway
73	cameron 4 corners to scott
74	Intersection of Johnson and University
75	Fortune Rd & Verot School Rd (Youngsville)

ResponseID Response

76	larriveivie
77	E. Broussard/robley
78	No
79	Intersection of Throughway and Jet Ranger X by airport. Cars run the light to turn on Jet Ranger all day because they are too impatient to wait. Extremely dangerous.
80	Congress as a whole & the intersection of Bendel & Pinhook
81	UL Lafayette campus
82	The entirety of Johnston street
83	St Landry
84	W congress between the Cajun dome and university
85	Yes
86	No
87	yes
88	Jefferson/Evangeline thruway
89	Evangeline through way
90	Yes
91	Johnston and St Mary
92	Rural roadways south of abbeville and Erath. Under sized lanes with no shoulders and no striping of lanes
93	Pinhook between Verot and St Mary
94	Verot
95	Corner of Ambassador Caffery and Eraste Landry Road
96	Johnston St and Mt. Vernon
97	All traffic lights
98	Us 90

ResponseID Response

99	Ambassador Caffery at Ridge Road
100	NA
101	Camellia & mt Vernon/academy dr
102	Bertrand drive
103	need bike lanes
104	N/A
105	honestly to many to name. the design of this town seems random.
106	Duhon and E. Broussard
107	most all (can't skip)
108	Johnston and Ambassador
109	Evangeline thruway
110	I walk up and down camellia and the amount of people I see going 50 mph staring directly at their phone is TOO HIGH. Also just everywhere - no good place to ride my bike except sidewalks, which is illegal. Wanna get some exercise and bike to moncus park? Have fun dying on Johnson street when a lifted F350 plows you down because the bike line is a faded white line. It's so sad.
111	N/A
112	Yes, Evangeline Thruway
113	The roads around Girard Park are dangerous for cyclists, yet it's a designated bike boulevard.
114	No
115	Yes
116	Pinhook
117	Pinhook near the oil center doesn't even have sidewalks.
118	Congress @ Lafayette High School
119	Highway 88

ResponseID Response

120	Evangeline Thruway
121	W. Pinhook Intersections in Oil Center: Bendel St. to Tulane Ave.
122	ALL
123	Cajundome/Johnston
124	Evangeline thruway needs to be repaved
125	Highway 167 between Maurice and Abbeville need, "Slower Traffic Keep Right/Left Lane for Passing" signs. Too many drivers do not understand this simple concept that's listed on the LA drivers license test and cause accidents because they do not honor this simple rule of the road.
126	Soop Rd.
127	Bertrand at Dulles. Intersection needs painted stripes so drivers will understand the intersection when crossing from Dulles to Robert lee or turning onto Bertrand.
128	Kaliste Saloom and Camilla
129	All of the major ones
130	There needs to be overpasses where 90 intersects Kaliste, Hwy 92, etc.
131	Entirety of South College Drive, intersection of Marie Antoinette and Dulles Dr., intersection of Bendel and Pinhook
132	Verity school rd @ Artisans
133	Johnston & Doucet & the Horse Farm
134	HWY 98 Between 367 and I-10
135	Cameron at ambassador
136	Ambassador Caffery and johnston st
137	All roads in La. And the police don't enforce any longer because of the cancel culture ☹️
138	ALL major Lafayette area roads!!!
139	NO
140	University and Congress. The light is being run on red literally every time I am there.

ResponseID Response

141 No

142 All of them.

143 Youngsville hwy

144 Bonin

145 West congress, between Bertrand and Ambassador Caffery

146 West Congress between Bertrand Dr. and Foreman Dr.

147 Kaliste Saloom & Ambassador

148 All major streets. We need better bike and sidewalk infrastructure

149 Kaliste and Ambassador

150 S. Buchannan and W. Vermillion

151 Johnston

152 Bendel and Pinhook intersection, Bendel and College intersection

153 Evangeline thru way

154 .

155 no

157 South College

158 hwy 13 Crowley to Hwy 14

159 No

160 Pinhook Road

162 Pinhook and Bendel

163 Charenton Bridge

164 Kaliste Saloom/Ambassador

165 Kaliste Saloom and hwy0

166 The slow and meandering and dangerous route from W. Bayou to Camellia

ResponseID Response

167 All of them! We have more people running red lights than I've ever seen!

168 Insufficient bike/ped infra along every major roadway, especially since there often isn't any viable alternative route.

169 Ambassador

170 The intersection of Mimosa and Johnston is a hazard.

171 Anywhere that people try to make dangerous left turns

172 Too many to name

173 carencro round about by super one

174 People walking in dark clothing at night on Dulles Drive and Herbert Rd

175 No

176 Hwy 90

177 no

178 Hwy 92 Lafayette rd and Milton road

179 Feu Follet and Verot near the post office, people should never be trying to turn left onto Verot here around 5:30pm but it happens every day and it's dangerous

180 Hwy 90

181 Just about all of them

182 No

183 Evangeline Thruway

184 Hwy 87 Charenton,La.

185 Lafayette st and Andre st. Maurice la 70555

186 Congress street going from a two lane to a one lane past university st

187 No one intersection comes to mind. I feel our issues are more systemic than peculiar to a particular road or intersection.

188 no

ResponseID Response

189	JOHNSTON
190	Intersection on 167 and 697
191	No
192	State street
193	Speeding on hwy 685 south of Erath
194	Bonin Road and Tolson Road T-Intersection
195	Yes
196	Yes
197	Too many to list. The crosswalks and pedestrian safety should be taken seriously.
198	Abbeville Bypass
199	Abbeville Bypass
200	Gull road and N 26th street
201	Vvg
202	Johnston st
203	Ambassador
204	Admiral Doyle New Iberia
205	Johnston Street
206	Thousands of young people who cross Johnston Street at St. Mary
207	That car are park on the sidewalk and street

8. Please let us know what you would like to see done to address roadway safety in Acadiana:

ResponseID Response

ResponseID Response

2	More officers and Roundabouts are a good start
4	More seatbelt and child passenger check points
5	In areas that dont have public transportation, we especially need to provide safe ways for people to walk, bicycle and even use a wheelchair
6	I think every driver should have to take safety defensive driving before getting driver's license. I also think after every offense driver should have to retake safety course before license is released or citation is deemed complete/ paid.
7	Enforcement and require sidewalks with construction.
8	Modernize the traffic lights and signs (Digital) to make them more visible as they have begun in parts of Houston
9	Safer pedestrian crossings and more sidewalks; traffic diets on wide roads (Ambassador Caffery, Eraste Landry, Congress)
10	Improved visibility of stop sign and cross walk as well as enforcement
12	Legislation to stop distracted driving
13	Evangeling Thruway, definitely need crossway for adults.
15	Update the striping and put more solar lights for nighttime or cloudy vision
16	More driver education
17	Improve road conditions
18	More patrol for unsafe or impaired driving
19	running red lights, following to close, using turning lanes/medians as lane/medians was travel lanes, white striping as lane dividers in dark and rain is not too visible worst where water stay on road
20	All intersections in Lafayette seem to have a huge problem with drivers running red lights all the time. It is so scary!
21	New roads, clearer stripes and reflectors, strict enforcement of impaired/distracted driving. Also, red light running is a serious problem around Lafayette
22	Pave the potholes. Roads are falling apart throughout community
23	A traffic light at Vincent road

ResponseID Response

24	Better street and sidewalk signage
25	Increased law enforcement presence, particularly in terms of cracking down on distracted or aggressive driving.
26	Enforce the laws such as distracted driving, excessive speed, and running red lights.
27	Fund local road improvements.
28	Ticket drivers for riding in the turning lane. People do not seem aware of the laws concerning entering them. I have almost been rear ended 3 times by young drivers do just that. Then they fuss at me...when it is their fault! This is a HUGE PROBLEM in Lafayette.
29	Improved roads. More enforcement for poor driving (distracted, impaired). Stiff penalties.
31	Protected bike lanes and more frequent pedestrian crossings on arterials.
32	There are way to many crazy drivers who constantly ride your bumper and get mad when they have to slam on the brakes and way to many drivers swerving in and out of traffic and way to many cops that sit there and don't do anything about it.
33	Don't allow parking that interfere with drivers view.
34	More traffic lights or bigger signs. Or even the timing on the lights could be better.
35	Fixing the potholes in the road.
36	Enforcement of traffic infraction
38	Greater police presence for speeding and aggressive drivers. Hwy 167 is notoriously unsafe and has little to no police presence.
39	Address Speed limit enforcement, people passing in turn lanes on N University Ave, more robust shoulders instead of 2 feet before a drop off which are often life threatening.
41	Enforce basic traffic laws. Turn signals, distracted driving via cell phone usage, and improper lane usage.
42	W FARREL ROAD NEEDS TO BE RESURFACED, INCLUDE A SHOULDER, CENTER STRIP ADDED, AND SPEED LIMIT LOWERED. CAMELIA BLVD - GIVE OUT TICKETS TO SPEEDERS OR INCREASE SPEED LIMIT TO 45 IF SPEED LIMIT OF 35 IS HABITUALLY NOT DRIVEN OR ENFORCED

ResponseID Response

45	I feel like as people get older, we need to have a review on state driving standards and laws such as stopping when school buses stop, pulling on to the shoulder when emergency vehicles are passing, passing laws, 4 way stop rules, and also how to navigate roundabouts. I feel like there have been many changes on our roadways, and many older people aren't aware of the rules and laws anymore. I also feel like so many younger people are still texting and talking on the phone while driving which causes the bulk of our accidents.
46	Flow of traffic improvements
48	Better quality roads. Way too many potholes and have way fixed roads that are terrible
49	Actually repair the roads using the tax dollars you're taking.
50	As someone who doesn't use their phone while driving, a majority of vehicles I encounter have a driver actively scrolling their phone. I also travel Hwy 90 multiple times a day as I live off of it, and the amount of drivers who well exceed the speed limit and run red lights is disturbing. There are rarely any cops around monitoring roadway safety.
51	more patrols to address impaired and distracted driving.
53	Better lighting, more patrols, better road markings
55	Fixing the potholes and torn up roads. Community awareness of how to use a roundabout. More police presence on roads and highways.
56	Repair the roads, make wider sidewalks/bike paths, increase reliable bus/public transportation to reduce traffic.
57	need red light enforcement and more speed enforcement
58	Better-protected bike lanes Better and more universal sidewalks Fill in some of the holes! The intersections I routinely use - an average of 8 cars run every red light; especially true in the turn lanes, but everywhere
59	Striping and rumble strips
62	Audible crosswalk for vision impaired More sidewalks and bike lanes through the city More sidewalks outside the city but within Lafayette parish Wider roads with more lanes so we have less traffic jams
63	Better lighting. Clearer markings
64	Fix the potholes, restrip and put reflectors on the lanes. Keep bushes trimmed down on blind corners install street lights
65	Many roads need widening, resurfacing, new striping and lower speed limits

ResponseID Response

- 66 There needs to be more police patrol, speed traps, traffic cops, etc. I've watched people run red lights in front of Lafayette police and sheriffs and literally nothing happens. Harsher punishment for distracted drivers too. I got rear ended on Johnston by a distracted driver and he gets to drive away with a slap on the wrist ticket after lying to police and totaling my car and he was an excluded driver on the policy so I'm paying for this! It's BS! He should have had his moms car towed since according to insurance he had no business driving it and should have faced stiffer penalties for distracted driving and lying to the police officer! Moron nearly caused a second accident leaving. The laws in Lafayette and the enforcement of the laws is deplorable
- 67 Timing of lights
- 68 Better lighting, less potholes (not just a crappy patch job), J turns should have flashing yellow arrows other than morning and evening rush hours.
- 69 Road is too narrow!
- 70 Fix them instead of patching
- 71 More roadwork. Old pavement needs to be addressed. People playing on cell phones needs to stop
- 72 Pedestrian Safety
- 73 sidewalk south college all the way to Johnston only needed on one side
- 74 More Roundabouts, sidewalks, and better striping/paint
- 75 drivers-test drivers after age 65; include a portion on the test to verify an ability to maintain a reasonable speed to match the posted speed limit, so as not to become an obstruction to the normal flow of traffic.
- 76 Make cane farmers pay for damages during the season and make mandatory routes drivers must follow
- 78 Traffic enforcement
- 79 PAVE THE THROUGHWAY! IT IS DANGEROUS!
- 81 Hire better contractors that provide us with better quality roads so insurance prices go down, less wrecks, less wear on tires.
- 83 Penalize people for using their phones while driving.
- 84 Better bicycling and pedestrian infrastructure.

ResponseID Response

85 I realize it's a state issue not an Acadiana issue, but a short refresher course and quiz when renewing a license online seems like a easy and inexpensive thing. It's clear people aren't remembering the basics much less all the new stuff being introduced. Some people on the road took their last driving test 60 years ago. Please no more intersection "improvements" like J turns and Johnston at Camila. I'm all for bikes, but route them through less traveled streets. Putting bike lanes on Congress and Johnston is bad for cars and bike riders in my opinion. Make it safe to CROSS those streets. Route bikes on streets with lower speed limits. I'd like more enforcement, but not harassment or speed traps and cameras everywhere. Pulling people over for warnings and education rather than tickets would be my preference.

86 More patrols to stop impaired and distracted drivers.

87 johnston and guilbeau's east side needs to be re-configured. so dumb whoever approved that one.

88 More pedestrian friendly, better sidewalks

89 The roads here are an embarrassing feature. For a regional destination the first thing most people see is the thruway. Immediate turnoff!

90 Corner of Maple and Birch. People use the stop sign as a yield and I am concerned they will side swipe someone else from their stupidity. They don't stop they will roll through it like they think it's a yield sign.

91 More bike lanes. Better crosswalks

92 Potholes and poorly repaired roads have become a driving hazard. Rural and small town roadways are dangerous.

93 Enforce current laws for texting while driving

94 Wider roads. Better signal timing

95 All lights should have a YELLOW caution for left turns. The Green light that says YIELD does not work. Too many accidents where both drivers claim to hav a Green light.

98 See my previous response to the ranking question.

99 TRAFFIC ENFORCEMENT! Speeding is out of control, nobody drives even close to the speed limit. Aggressive and distracted driving, following too close, doesn't matter which lane you are in or where, people are trying to run you over!!! Traffic light synchronization! Green, red light, etc.... Overall, ENFORCEMENT! Loud music, Illegal window tint, drag racing every night on Ambassador Caffery, on and on! Serious safety concerns! We never see Police and live just off Ambassador Cafferry and hear and see them all night long! We have called 911 and gotten ignorant responses like " how do you know they are speeding", etc.

ResponseID Response

100	Invest in smart/efficient public transportation to cut down on individual drivers
101	Visible patrols at major intersections during peak hours
103	Bike lanes separated from car lanes by a barrier around all of Lafayette. Better public transport. Both of which reduce the number of cars on the road. Reducing accidents.
104	Stronger penalties for impaired and distracted drivers.
105	More pedestrian and bike infrastructure, greenway parks connecting neighborhoods and car infrastructure that integrates with the neighborhood. Make driving safer, more pleasant and less necessary.
106	Roundabout
107	more bike and pedestrian infrastructure. make areas for pedestrians I mind, not just cars.
108	More enforcement on speeding, distracted driving, running red lights and tailgating. Also, there are so many roads that need to be widened with safer shoulders
110	Make the fines and penalties for minor offenses OUTRAGEOUS. Texting while driving? \$5,000 fine and 1 year probation. I bet people would think twice before picking up that phone...
111	Road surface improvement & maintenance
112	Repair main roads and create a pedestrian overpass on the Thruway.
113	More bike lanes, sidewalks and sidewalk repairs. More pedestrian crossings around UL, especially on University.
114	Fix roads
115	Teach people how to drive. Most do not understand rules of the road.
116	Requirements for developers to help fund changes needed because of residential and commercial development.
117	Narrower lanes. They've been shown to be safer, and retrofitting existing roads to be narrower would create space for bike lanes and sidewalks.
118	Repaint striping more frequently and add audible alerts to more of the crosswalks
119	Use fewer roundabouts. They are anxiety inducing. Have better access to public transportation.
120	Repair the roads, the renovation of Pinhook is great and need more roads to follow. Less options to make left turns down busy streets.

ResponseID Response

- 121 Please add right turn lanes, upgrade traffic signals to detect when there is a change in traffic. Make some streets no left turn. Add bike lanes and sidewalks. Sidewalks should accommodate wheelchairs. Ticket slow drivers.
- 122 REPAIR DAMAGED ROADS, MORE CAMERAS TO MONITOR UNSAFE DRIVERS
- 124 Tickets for cell phone use. Tickets for smoking weed while driving. You smell it everywhere. Harder licensing tests, especially for young drivers. Repair the Evangeline thruway. Window tint laws enforced.
- 126 Patch work or Repaving potholes and raised cracked areas on the roads instead of extremely temporary filled in which only makes the roads worse because in no time what was filled is washed out once again. Dodging more potholes than trash,debris,or other vehicles no matter what rate of speed.
- 128 Have people stop running through red lights and watch out for pedestrians and cyclists
- 130 See answer to no. 5
- 131 Protected bike and pedestrian path on South College, roundabout at Marie Antoinette/Dulles, no left turn from Pinhook to Bendel or a roundabout.
- 132 Roads need clear markings. Especially at intersections.
- 133 Issue citations for texting and driving. Really sad when you see a police officer doing it!
- 134 Repair work/upgrading of existing infrastructure. Many rural roads need a larger shoulder for safety with the rise of distracted driving/drivers.
- 135 Even most major intersections are too small, requiring hairpin turns, sometimes made worse by barriers, leading to limited number of vehicles through per light cycle. Too few turn lanes and those that exist are often too short. School zones snarl traffic on major streets, even though essentially no children ever walk on them; the school zone should be like in other states "when children are present." Numerous intersections have irrational light timings, favor small side streets instead of the main thoroughfare, particularly along ambassador Caffery.
- 136 A way to stop people from blocking intersections after the lights have changed. Ways for better traffic flow on ambassador Caffery. Ways to connect more streets in Lafayette for better traffic flow. More education on how yo navigated roundabouts, how to find alternate routes around heavy traffic. What to do when noticing an impaired or distracted driver. Better traffic light synchronization for better flow. Larger and easy to read road and street signs. Penalties for objects and trash flying out of the bed of pickups, garbage trucks, construction vehicles, and cars.

ResponseID Response

- 137 It would be nice if the corrupt politicians ceased the theft of tax payers money and repaired the roads. Also the influx of Latin Americans here driving with no license and no insurance. Why is there no one enforcement the law here any longer? It doesn't take a rocket scientist to know that 99.9% of Texas Tags (parked in Louisiana) on a vehicle is an uninsured vehicle with an unlicensed driver! Wtf? Why do we witness so many laws being broken but the only enforcement we see is the po-dunk Popo in the one-horse town writing tickets on the interstate or on the LA or US HWY that runs through their town. And why this online survey? Get off your fat and lazy asses and actually go out and do your fucking job instead of hiding behind your keyboard while you rape taxpayers. All of you mother fuckers should be hung by the neck at the nearest intersection before noon today for treason. The only entertainment would be watching your feet dangle just before your miserable, demonic, lying and stealing life ends!
- 138 Educate and hold Cyclists and Pedestrians accountable for their unsafe roadway sharing. This is a huge issue on most of our busy and congested roads.
- 140 Pull over and ticket red light runners. Drivers in Lafayette routinely run red lights, even in front of officers, and nothing is done.
- 142 Enforcement of existing laws.
- 143 Resurface
- 144 Penalize distracted drivers/cell phone use. Widen Pinhook/Bendel area. Enforce "No Left Turn" areas. Widen Bonin Road and install traffic lights
- 145 More paths for bikes
- 147 Fix the roads and not patch them up
- 148 More bike paths and sidewalks
- 149 Increased visibility of police at red lights. More digital speed signs
- 150 More education for law enforcement on rode safety
- 151 Everyone runs red lights. NEVER start through an intersection right after light turns green. Traffic light timing is a joke. Get a computerized system!
- 152 More public transportation options. More busses with more routes. Better crosswalks across major roads i.e. Ambassador Caffery, Johnston, Congress. Walking bridges would be great.
- 153 More done on a daily bases to maintain and clean roads of debris. Less talk more action by Louisiana department of transportations there lack of is a result of what we have as I text.

ResponseID Response

154 Enforcement. More police funding to expand traffic officers without reducing other police functions. Everything else is a waste of money without enforcement.

157 South College has a high density of apartment complexes with little-to-no infrastructure for pedestrians and cyclists. There have been a multitude of injuries/fatalities over the years, especially during the evening, from pedestrians going to/from the store/bus stops being hit by motorists along this road

158 I am avid cyclist and runner. Seasoned (and new especially) drivers need to be "reminded" of LA codes that pertain to cyclists/runners/pedestrians. we ALL need to re-learn our laws for safety to all

159 Better quality roads & road repairs.

160 More/improved sidewalks, more speed bumps on side streets

163 Our Charenton Bridge is out. This delays response time for Police, Fire, Abulance, etc. It also causes hardship for locals having to take long routes for shopping, etc

164 separated biking/pedestrian walkways away from roads

166 "distracted driving" enforcement would help. Maybe some sort of Lafayette equivalent of the LA 511 app and website. A government presence on social media such as Reddit (there's an Acadiana subreddit) and Facebook with some good road safety persuasive posts.

168 Crosswalk stings, specifically targeting right on red and drivers stopping ahead of the stop line. Many drivers do not make a stop before turning, nor do they look right before turning right. Test the signal at every light with an actual bike. Warren insists that the signals detect bikes, but in my actual experience, no signals that I regularly encounter actually do so. I typically have to wait for a car to trigger the signal or use a crosswalk button.

169 More action against those who dilibertly run red lights

170 Build more cutout lanes. Instead of having people turning from the two main traffic lanes install more turn lanes. This would be especially useful for busses that way they do not cause traffic while picking up/dropping up passengers.

171 A separate bike lane is the only way I would feel safe riding a bike in Lafayette

172 Adequate lighting and signage Maintenance

173 Biggest concern and problem is distracted drivers. Texting and taking selfies while driving is outrageous

174 Better pedestrian safety, wear brighter clothing if not reflective clothing. Walk towards oncoming traffic instead of with it.

ResponseID Response

176 More cops out

177 More bike lanes on the north side of Lafayette.

178 Better signs at appropriate places. Not a sign at the road you are supposed to turn

179 I want to see people texting and driving get tickets

180 A roundabout on Jefferson Island Rd. Grand Prairie crossing

181 Resurfacing of bad road like the thruway

183 Evaneline Thruway is a major road and it is in dire need of being repaved. The wear and tear it puts on your vehicle is awful.

184 Holding the cane farmers more accountable. Some are good at cleaning the roads but some do not do it.

185 I believe this should be a 3 way stop the people go way to fast down Lafayette street.

186 Traffic enforcement on people who speed and drive aggressively, especially taxi drivers.

187 I think it's important to recognize that there is a distinction between improvements that make only drivers safer and improvements that make pedestrians and cyclists safer. Lafayette is built for cars not people. We need to build transportation networks that work for everyone, not just drivers.

188 I like to get car out of city and put more people where the city can make more money for the people and business.

189 Build walkable/safe bike paths and sidewalks.

190 More patrols and lighting on 167

191 More police

192 Get impaired drivers

193 Fix potholes that cause damage to cars

195 Lower speed limit on South College and Pinhook road

196 Shoulders on major roads; bike safe paths throughout; newly paved roads; sidewalks that are handicap accessible; PSAs to educate the public about bike and pedestrian safety

197 Please enable pedestrians and cyclists to use the roadways without fear. This would help to lessen traffic. Also, please consider bolstering the public transportation infrastructure.

ResponseID Response

198 Make towns more bike friendly.

199 Make towns more bike friendly.

200 More bike lanes, less car lanes.

202 Ticket prices should be higher on Johnston st. Very unsafe users. Middle turning lanes or not lanes you take 500 yards from your turn.

203 More tickets

204 Better intersection points

205 Most of the changes will have to happen at the state level. Everyone should be required to have to take defensive driving classes. It should be more difficult to obtain and keep a driver's license. We do not require our citizens to take driving seriously, and that leads to carelessness with what equates to a deadly weapon. We need to be stricter and impose harsher penalties tied to personal income. A millionaire doesn't care about a \$100 speeding ticket.

206 Pedestrian bridges at highest traveled locations on Johnston Street and W. Congress

207 That they can be better and safer because I have u go around those car everyday

Appendix 4

FARS Fatal Crashes Heat Map - 2020 and 2021

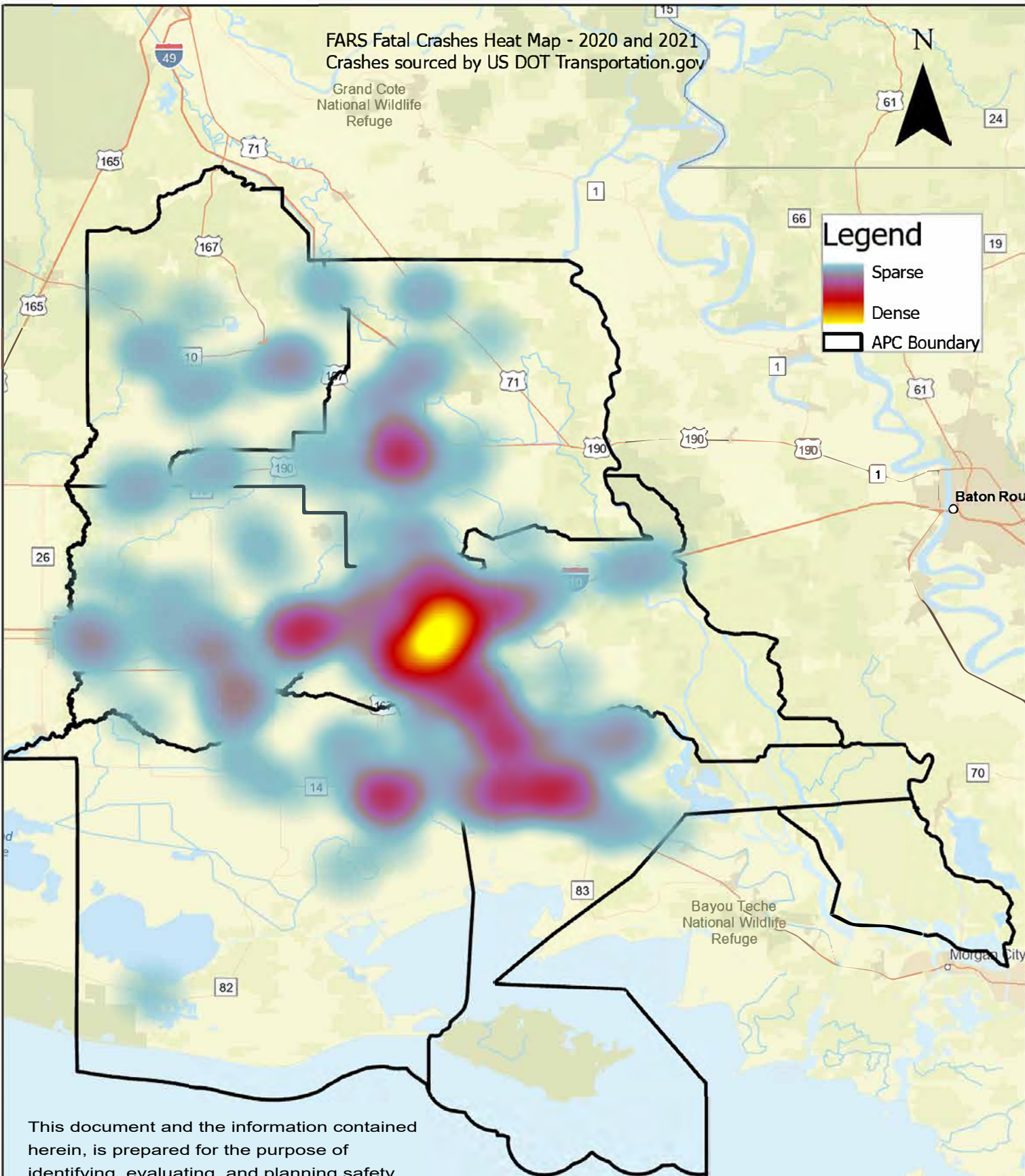
Crashes sourced by US DOT Transportation.gov

Grand Cote National Wildlife Refuge



Legend

- Sparse
- Dense
- APC Boundary



This document and the information contained herein, is prepared for the purpose of identifying, evaluating, and planning safety improvements on public roads, which may be implemented utilizing federal aid highway funds. This information shall not be subject to discovery or admitted into evidence in Federal or State court pursuant to 23 U.S.C. 407.)