Road Safety Audit Workshops

The Baton Rouge workshop was held on May 8-9, 2007, at LTRC’s TTEC building. In attendance were representatives from six cities and nine different parishes as well as numerous LA DOTD employees. The classroom instruction included presentations by Craig Allred and Mike Conners with LA DOTD Section 82. Mike’s presentation dealt with the crash data analysis. Dean Tekell gave a presentation on Low Cost Road Safety Solutions. Each participant received a CD-ROM with the crash data for their area. On the second day of the class, the attendees conducted a practice RSA at the intersections of Highland Road and Lee Drive, Jennifer Jean Road and Burbank Drive, East Boyd Road and Burbank Drive, and Brightside Lane and Burbank Drive. After the practice session, the participants returned to the classroom and prepared an RSA report using the field data they had collected. These practice RSAs equipped the participants with the ability to conduct future RSAs on their local road systems.

Following the Baton Rouge workshop, a Bossier City workshop was held at the DOTD District 04 Office on May 10-11, 2007. The class was attended by representatives from nine additional parishes and three cities as well as state and federal personnel. Using the same format as the Baton Rouge workshop, the Bossier City participants were able to conduct practice RSAs on the intersections of Swan Lake Road at Viking Road and Old Minden Road at Northgate Road. The classroom presentations were conducted by Craig Allred and Tom Buckley of LTAP.

If you wish to have an RSA conducted in your area, please contact LTAP at 225-767-9717 for assistance. LTAP will provide you with crash data, technical assistance, and a safety engineer to help you prepare your audit.

RSAs are a proactive approach to improving transportation safety. An RSA is an examination of a future or existing roadway in which an independent, qualified audit team reports on safety issues. It is a way for your agency to improve safety and communicate to the public how your agency is proactively working toward crash reduction. The step-by-step procedure of an RSA can be performed during all stages of a project, including planning, preliminary design, detailed design, traffic control planning, construction, pre-opening, and on existing roads.

LTAP, in partnership with FHWA, sponsored two Road Safety Audit (RSA) classes in May. The purpose of these classes is to help and encourage local agencies to implement a standard RSA into their everyday practice and also to have a means to identify potential projects for the Local Road Safety Program. The ultimate goals and objectives of the course are to introduce RSAs as an effective tool that can help reduce injuries and fatalities.
Crash Data Now Available

The LTAP office has received the state crash data for the years 2003-2005 from LA DOTD Section 82. This invaluable tool is available to local agencies who request it. Participants of the Road Safety Audits class received their own parish’s copy of the data.

What Information is Available from this Data?

- Frequency of crashes on roadways
- Types of collisions occurring on roads
- Intersection and non-intersection crashes
- Number of injuries in a particular crash
- Contributing factors
- Whether or not local law enforcement agencies are reporting crashes to the state

What are the Limitations of the Data?

The data is only as accurate as the crash reports themselves. Misspellings or other errors in the entry of the primary road or intersecting road name can skew the data. In addition, the crash data also contains a relatively small amount of actual latitudes and longitudes that police officers recorded when filling out their crash reports. However, reporting the crash coordinates is now mandatory, and from that, the absolute location of the crashes can be determined.

LTAP is willing to generate reports based on requests from local agencies or will teach the agencies how to analyze the data. Currently, LTAP is able to generate reports based on an overview of all crashes on state/parish/city roadways, intersection crashes on those roadways, and non-intersection crashes on the roadways, with other important information about the crash. In addition, a plot of the top 75 crashes in a parish can be generated, allowing parish or city officials to see a graphical overview of the locations of crashes, sorted by roadway.

This data is also a protected document under 23 U.S.C. 409 that exempts them from discovery or admission. For more information on the liability of the data, please contact the Traffic Safety Office at 225-379-1871.

Analysis of the crash data is crucial in order to understand where, when, and why crashes occur in your areas. Interpreting the data is the first step to reduce crashes and improve safety.

To request a copy of your parish’s data, please contact Spencer Boatner or T.J. Dunlevy at 225-767-9717, or email SpencerBoatner@dotd.la.gov or tdunle1@lsu.edu.
Local Road Safety Program News — 3

The Louisiana Department of Transportation and Development (DOTD) has launched a public service announcement (PSA) campaign focused on the “Move It” law beginning in the month of June. The “Move It” law (R.S. 32:141.D) directs drivers to move their wrecked vehicles out of travel lanes if there are no serious injuries.

The “Move It” PSAs are part of the “Wreck Less, Louisiana” highway safety campaign that will continue through September. The “Move It” PSAs will run throughout June.

The goal of the highway safety PSA campaign is to promote driver safety and awareness on Louisiana’s roadways to prevent the nearly 1,000 motor-vehicle fatalities that occur each year. The campaign is tackling six highway safety issues that are major contributors to highway crashes. DOTD officials believe the PSAs will help reduce crashes by influencing driver behavior. Each month of the campaign, which began in April, features a new highway safety issue with a separate PSA for print, radio, and television.

The “Move It” law was chosen for June since the month marks the beginning of hurricane season. Moving wrecked vehicles from travel lanes helps relieve traffic congestion on highways, which is key during an emergency evacuation.

The monthly campaign topics are scheduled as follows: Work-Zone Safety (April), Pedestrian Safety (May), Move It Law (June), Speeding (July), Tailgating (August), and Driver Distraction (September).

For a copy of these public service announcements for use in your local community, please contact Karla Schiro, LA DOTD, Office of Planning and Programming, by dialing 225-379-1928.

National Stop on Red Week is dedicated to educating Americans about the dangers of running red lights.

The following is a list of 10 activities you can coordinate to help promote National Stop on Red Week in your community:

Ten Activities for National Stop on Red Week

• Press conference. Hold a press conference to announce national and statewide statistics gathered from local law enforcement agencies and the National SRLR program.
• Proclamations. Encourage the governor and state legislators to declare SRLR week, and work with them to enact stiffer penalties.
• Pledges. Motivate drivers to sign a pledge to stop running red lights. Deliver the pledges to the statehouse lawn during a press event.
• Radio and TV promotions. Encourage radio and TV stations to promote National Stop on Red week. TV stations can air public service announcements (PSAs).
• Schools. Work with the local school system to ask all children to wear red during the week.
• Police ride-alongs. Encourage journalists to ride along with police officers as they make traffic stops.
• SRLR posters. Hang posters at schools, local businesses, and other high-visibility areas.
• Movie theater slides. Work with a local movie theater to include an SRLR slide in the pre-film slide presentation.
• Paycheck reminders. Encourage local employers to develop paycheck reminders announcing the week and providing safe driving tips.
• Billboards. Seek donated advertising space on billboards, buses, cabs, and at gas stations.

Design layouts, PSAs, and materials are available through the Stop Red Light Running Program.

Contact Ed Rice at 202-366-9064 or ed.rice@dot.gov.

Announcements from LA DOTD
LTAP has been meeting with the following LA DOTD sections: Highway Safety, Contract Services, and Legal, along with the Federal Highway Administration (FHWA), to establish the required measures for implementation of the Local Road Safety Program. A determination has been reached as how to implement and administer the local road safety improvement projects. This letter is intended to inform each local sponsor of the general process that will be followed. The next step will be the preparation of a draft cooperative agreement by LTAP and LA DOTD for concurrence by the local sponsor.

The projects will be implemented in two phases: (1) Engineering and Design, followed by (2) Installation and Construction. Before these phases can be implemented, the development and signature of specific cooperative agreements are required. In order to expedite initiation of the process, the cooperative agreement must be signed within 60 days of receipt. These agreements will specify that the local sponsor and LA DOTD will perform the following:

**Engineering and Design Phase**

- LA DOTD will conduct the consultant selection process on behalf of the local sponsor.

- LA DOTD will select consultants to conduct appropriate engineering studies, project designs, plan preparation, prepare estimates and construction bid proposals. They will also be responsible for construction administration and inspection.

- The local sponsor will sign the contract with the consultant to perform the work required by the project application. The contract must be signed within 60 days to remain eligible in the project.

- The local sponsor will issue task orders to the consultant to begin work. The consultant will perform the required work and prepare all necessary plans, specifications, and estimates to implement the installation or construction of the safety improvement project.

- The sponsor will appoint a project manager who will have responsible charge of the project during the construction and design phases.

- The consultant will meet with the local entity and LA DOTD to review the project and provide the necessary deliverables for the installation and/or construction phase.

- The consultant will invoice the local sponsor who will pay the consultant. The local sponsor will apply for reimbursement following LA DOTD’s reimbursement procedures.

**Installation or Construction Phase**

- The consultant will prepare construction proposals. DOTD will advertise for and receive bids for the work on behalf of the local sponsor. The bids will be tabulated, extended and summarized to determine the official low bidder. LA DOTD will then submit to the local sponsor copies of the official bid tabulations. The award of contract will be made by LA DOTD on behalf of the local sponsor following concurrence by the Federal Highway Administration and the local sponsor.

- Construction contracts will be prepared and processed by LA DOTD for the local sponsor. The local sponsor will sign the contract with the contractor and will be responsible for construction contract recordation. The contract must be signed within 60 days to remain eligible in the project. LA DOTD will inform the local sponsor in writing when they can issue to the contractor an official “Notice to Proceed” with construction.

- The contractor will perform the work and invoice the local sponsor who will pay the contractor. The local sponsor will apply for reimbursement from LA DOTD.

- Standardized forms shall be provided by LA DOTD for consultant and contractor invoices, issuance of task orders.
by local sponsor to consultant and/or contractors, and reimbursement requests.

- The cooperative agreement will include a requirement to describe how safety improvement projects will be monitored and maintained at the expense of the local sponsor.

The local sponsor/State Cooperative Agreements are being prepared by LTAP and LA DOTD. Prior to transmittal of the agreement, LTAP will contact each local sponsor to review the key points of the agreement and to address any preliminary questions or concerns.

Please contact Marie Walsh at 225-767-9184 or mbwalsh@ltrc.lsu.edu if you have any questions.

LRSP Project Application 2007
Available

Through the Louisiana Local Road Safety Program (LRSP), LTAP continues its efforts to assist local governments and agencies in improving safety on locally owned and maintained roads. The LRSP combines technical assistance, education, and other resources to help local agencies and communities solve safety road problems and access funding sources to implement safety improvement projects on locally owned roads.

Services available include:

- **Organization and coordination** – Assistance in forming community based coalitions to address local road safety issues
- **Training and education** – Free training and presentations on road safety
- **Technical assistance** – Onsite assistance by experienced traffic safety engineers
- **Data evaluation** – Assistance in analyzing available crash data and identifying data gaps
- **Road safety reviews** – On-site traffic engineering assistance in identifying and diagnosing road safety issues
- **Safety improvement alternatives** – Assistance in developing safety improvement alternatives
- **Resource acquisition** – Assistance in identifying available funding and resources and in applying for road safety improvement project funds.

The application can be printed, filled out, and mailed in with supporting documentation, or you can enter the information directly on the form using Adobe Acrobat, and the application can be submitted electronically and the supporting documentation mailed in. Please read carefully the “How to use this Application” instructions. A copy of the application is available at www.ltrc.lsu.edu/ltap/lrsp.html.

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**A Message from Louisiana Operation Lifesaver**

With the start of summer upon us, vehicle and pedestrian traffic is at an increase. Louisiana Operation Lifesaver would like everyone to be mindful of safety at and around the railroad tracks. In 2006, 143 crashes and 8 fatalities occurred at highway-rail grade crossings in Louisiana. Nationally, Louisiana ranks fourth in the nation for railroad crossing crashes.

Everyone can remain safe around railroad crossings and railroad rights of way by keeping a few simple things in mind:

- Trains do not run on schedules. Always expect a train!
- Railroad property is private property. Walking or playing on tracks or equipment is dangerous and illegal.
- Trains can’t swerve. It is our responsibility to stay clear of the tracks.

*To schedule your free highway-rail grade crossing safety presentation, please contact Bryant Laiche at 225-721-3431 or bryant@laoperationlifesaver.org. For more information on Louisiana Operation Lifesaver,*
Law enforcement officers from across Louisiana will work hundreds of hours of overtime May 21 through June 3 conducting special patrols and check points to enforce the state’s mandatory safety belt use law. The “Click It or Ticket” campaign also includes extensive television ads that alert motorists that the safety belt law is being strictly enforced.

Officials of the Louisiana Highway Safety Commission, which is funding the campaign, anticipate the Click It or Ticket campaign will help reverse last year’s decline in safety belt use in Louisiana. Louisiana motorists were buckling up in steadily increasing numbers until 2006, when seat belt usage slipped to 74.8 percent—a decrease of almost three percentage points from 2005.

“Last year’s decline in seat belt use reinforces what we already knew: that strict enforcement and strong messages in the media are effective strategies for getting motorists to buckle up,” said Col. James E. Champagne, executive director of the Louisiana Highway Safety Commission. “The New Orleans and Lake Charles areas—both hit by devastating hurricanes in 2005—had the steepest declines in seat belt use last year.”

Champagne explained that the crises created by Hurricanes Katrina and Rita left police and sheriff’s departments in those areas with less time and manpower to enforce the seat belt law. Statistics show that enforcement of the seat belt law by police and deputies in the hurricane-impacted areas declined by over 30 percent between 2005 and 2006.

Louisiana’s safety belt use rate of 74.8 percent is more than six percentage points below the national rate of 81 percent. Safety officials estimate that eight lives are saved and 400 fewer injuries occur for every 1 percent increase in safety belt use in Louisiana.

“Just improving our usage rate to the national level would each year save 48 lives and avoid 2,400 injuries in Louisiana,” Champagne said. “Riding in an automobile or truck is one of the riskiest activities that the average person does on a daily basis. Buckling up greatly improves the odds that you’ll survive a crash.”

During the May 21 through June 3 “Click It or Ticket” campaign, 44 municipal police departments, sheriff’s offices, and state police troops will work extra patrols and conduct check points dedicated to safety belt enforcement. The LHSC has provided grants to participating law enforcement agencies that will pay for more than 2,000 hours of overtime throughout the year.

The television advertising portion of “Click It or Ticket” features hard-hitting 30-second spots that show law enforcement officers warning motorists that the safety belt law will be strictly enforced. One of the spots, called “Heaven Can Wait,” features a family in a crash and demonstrates how a decision not to buckle up can affect the survivors.

The Louisiana enforcement mobilization is part of the nationwide “Click It or Ticket” campaign coordinated by the National Highway Traffic Safety Administration, which is providing the funds that the state is using for the grants.

Safety belts reduce the risk of fatal injury to passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. Sixty percent of the 978 people killed in vehicle crashes in Louisiana in 2005 were not buckled up. Failure to wear a safety belt contributes to more fatalities than any other single traffic-related behavior—even drunken driving.

Louisiana law requires that drivers and front-seat occupants wear safety belts and that children under the age of 13 wear a safety belt and/or be restrained by an appropriate child safety seat regardless of seating positions. Law enforcement officers wrote more than 35,000 safety belt violation tickets during the 2006 “Click It or Ticket” campaign.
Publications and Resources

Road Safety Audit Guidelines
FHWA, No. FHWA-SA-06-06

The primary purpose of these guidelines is to provide a foundation for public agencies and tribal governments in the United States to draw upon when developing their own road safety audit policies and procedures and when conducting road safety audits within their jurisdiction. These guidelines were developed by building upon experiences gained in the United States and in other countries. They are meant to present basic road safety audit principles and to encourage public agencies to implement road safety audits, as well as to embrace them as part of their everyday practice.

Louisiana Highway Safety Research Group (HSRG)
www.lhsc.lsu.edu

HSRG is a division of the Information Systems and Decision Sciences Department in the Ourso College of Business at Louisiana State University. The Web site provides information regarding traffic crash statistics for the state of Louisiana, links to important traffic accident related websites, and reports relating to traffic accidents. The Web site also provides a query generator, which allows local agencies to query the data specific to their needs.

LA DOTD Highway Safety Section
www.dotd.louisiana.gov/planning/highway_safety/

This Web site is designed for local agencies to analyze their community’s highway safety data.

Low Cost Local Road Safety Solutions

This publication focuses on the solutions that can be applied in rural locations by local jurisdictions. This document is a tool used to showcase proven low cost safety methods that can be applied where federal funding may not be available.

Low-Cost Treatments for Horizontal Curve Safety
FHWA, No. FHWA-SA-07-002

This publication was prepared to provide practical information on low-cost treatments that can be applied at horizontal curves to address identified or potential safety problems.

Roadway Safety Fundamentals
Publication No. FHWA-SA-05-011

Roadway Safety Fundamentals is designed to help local and Tribal road agency professionals understand the critical relationships between roads, roadside, road user behavior, and safety. This publication reviews the proper use and effectiveness of roadside barrier systems, especially different guardrail systems. Information in the guidebook will help local agency professionals use a systematic approach to improve safety and roadways in a manner that makes best use of resources and manpower.
Upcoming LRSP Events

LPESA Fall Conference
September 20-21, 2007
Comeaux Rec Center
Lafayette, LA

Application Due
October 1, 2007

ITE Certification (PTOE, PTP, TOPS, TSOS)
October 20, 2007
Advanced Traffic Management/Emergency Operations Center
3773 Harding Blvd.
Baton Rouge, LA 70807

Eligible Projects Announced
January 15, 2007

Louisiana Local Technical Assistance Program
Louisiana Transportation Research Center
4099 Gourrier Ave.
Baton Rouge, LA 70808
(225) 767-9117
(800) 595-4722 (in state)
(225) 767-9156 (fax)

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