



Safe Streets for All Action Plan



Town of Abita Springs

TOWN COUNCIL MEETING

November 6, 2024

TOPICS

1. Safe Streets Overview & Timeline
2. People & Planning Context
3. Transportation Network & Crash Data
4. Community Engagement
5. Project & Policy Recommendations
6. Leadership & Transparency



Safe Streets for All Action Plan



Town of Abita Springs

SAFE STREETS OVERVIEW



Abita Springs water tower looking northwest on LA-36

SAFE STREETS OVERVIEW & OUTCOMES

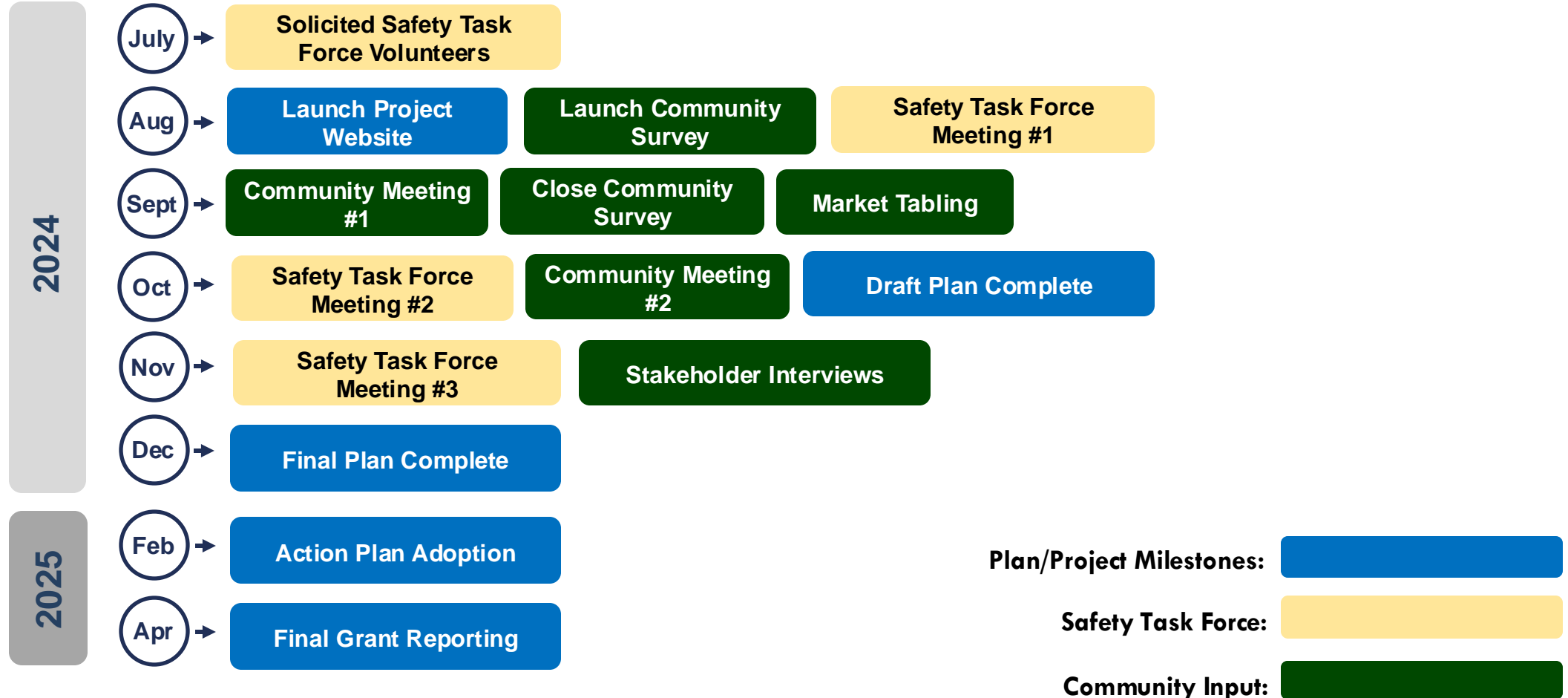
Federal grant which allows the Town to create a Comprehensive Safety Action Plan, outlining **projects and interventions** aimed at **reducing and eliminating serious injuries and fatal crashes** affecting all roadway users.

Guided by the **Safe System Approach**, which involves a paradigm shift to improve **safety culture, increase collaboration** across all safety stakeholders, and refocus transportation system design and operation towards anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

This planning has resulted in a **Safe Streets for All Action Plan**, which includes:

- **Data collection and analysis** related to community demographics, public health, land use, transportation network, crash data, and equity considerations.
- **Community engagement and collaboration** that informed existing conditions, transportation equity, and project development and determinations.
- A safety analysis to identify **transportation safety improvement projects, cost estimates and prioritization** for both construction and planning/policy recommendations.
- Town leadership **commitment to reduce roadway fatalities and serious injuries.**
- Recommended **annual progress tracking and transparent reporting.**

SAFETY ACTION PLAN TIMELINE



Safe Streets for All Action Plan



Town of Abita Springs

PEOPLE & PLANNING CONTEXT

Equity Considerations

Demographics

Public Health

Abita Springs Master Plan

Land Use



Traffic circle at LA-36 and LA-59 looking northwest

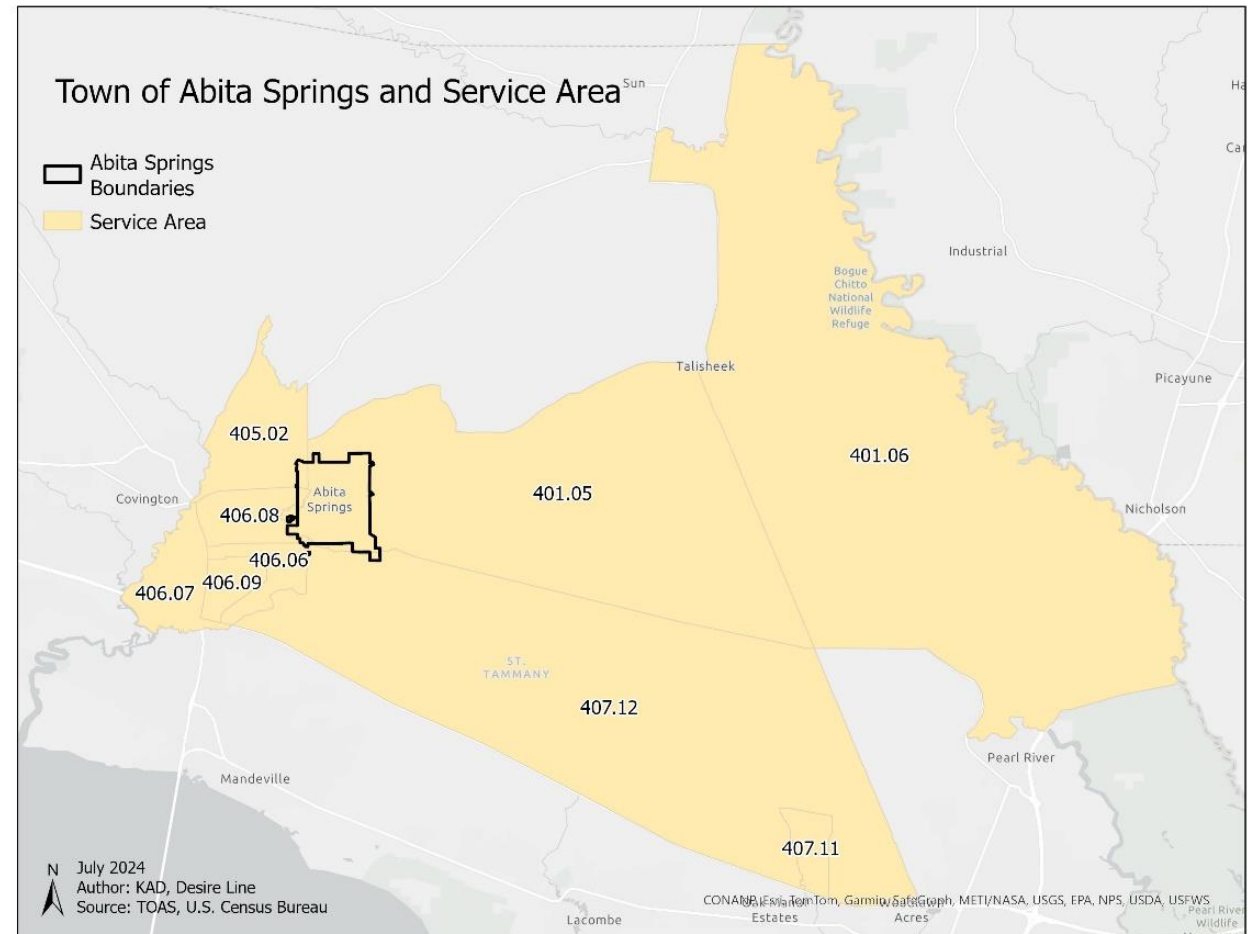
DEMOGRAPHICS

The grant application took a regional look at demographics since the Town amenities serve other areas.

A review of demographics helps identify areas of need and focus for equity considerations

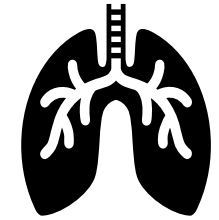
As of the 2022 U.S. Census Bureau American Community Survey counts, the Town population is 2,639.

The service area in yellow to the right includes a population of 40,286.



PUBLIC HEALTH

An understanding of public health and risk factors is also important to numerous Safety Action Plan components including engagement and collaboration, equity considerations, safety analysis, and project selections.



Comparison of Health Factors for Adults 18 and Up ⁱ			
Health Factor	Abita Springs Age Adjusted %	St. Tammany Parish Age Adjusted %	United States Age Adjusted %
Asthma	9.6%	9.5%	9.7%
Depression (Past 14 Days)	26.3%	24.7%	19.8%
Binge drinking	19.4%	18.7%	16.7%
Disability: Mobility	12.3%	12.2%	11.9%
High blood pressure	31.8%	33.0%	29.6%
Mental Health Not Good (Past 14 Days)	17.4%	16.6%	15.2%
Obesity	34.2%	34.8%	33.0%
<p>The darker red denotes higher percentages of health factors.</p> <p>Note: "Age Adjusted" represents a percentage which has been normalized to account for age differences between population groups (e.g. The population of the United States compared to the population of Abita Springs). This is different than a "Crude" percent for a single geography or community. The age adjusted percentage is meant to provide a better comparison between the above groups.</p>			
<p>ⁱ Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Division of Population Health. PLACES Data [online]. 2022 [accessed Jun 24 2024].</p>			

LAND USE & MASTER PLAN

The Abita Springs Master Plan, adopted in February 2024, outlines the Town's vision for the future and sets goals under six main planning pillars:

- Community Design & Historic Preservation
- Land Use
- Mobility
- Natural Resources and Resilience
- Regional Coordination
- Economic Development

The Safety Action Plan is aligned with goals and objectives in the Master Plan.



ABITA
SPRINGS
MASTER PLAN

The logo features the words 'ABITA SPRINGS' in a stylized, green, serif font with blue water ripples underneath. Below this, the words 'MASTER PLAN' are written in a smaller, green, serif font.

TOWN OF ABITA SPRINGS
FEBRUARY 2024



Safe Streets for All Action Plan



Town of Abita Springs

TRANSPORTATION NETWORK & CRASH DATA



Harrison Ave. and LA-59 looking north

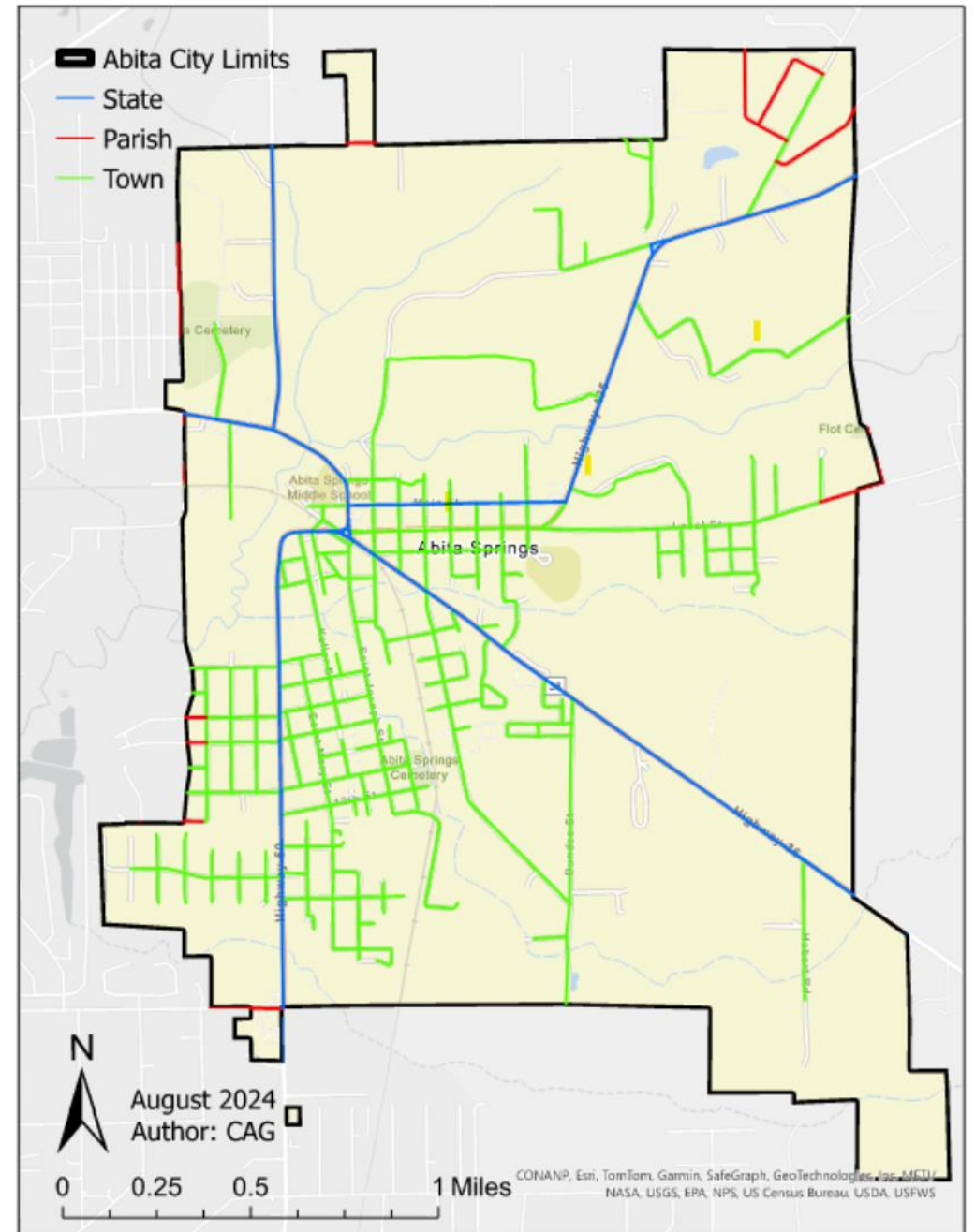
TRANSPORTATION NETWORK

25 miles locally-maintained roads

7 miles state-maintained roads

4 miles parish-maintained roads

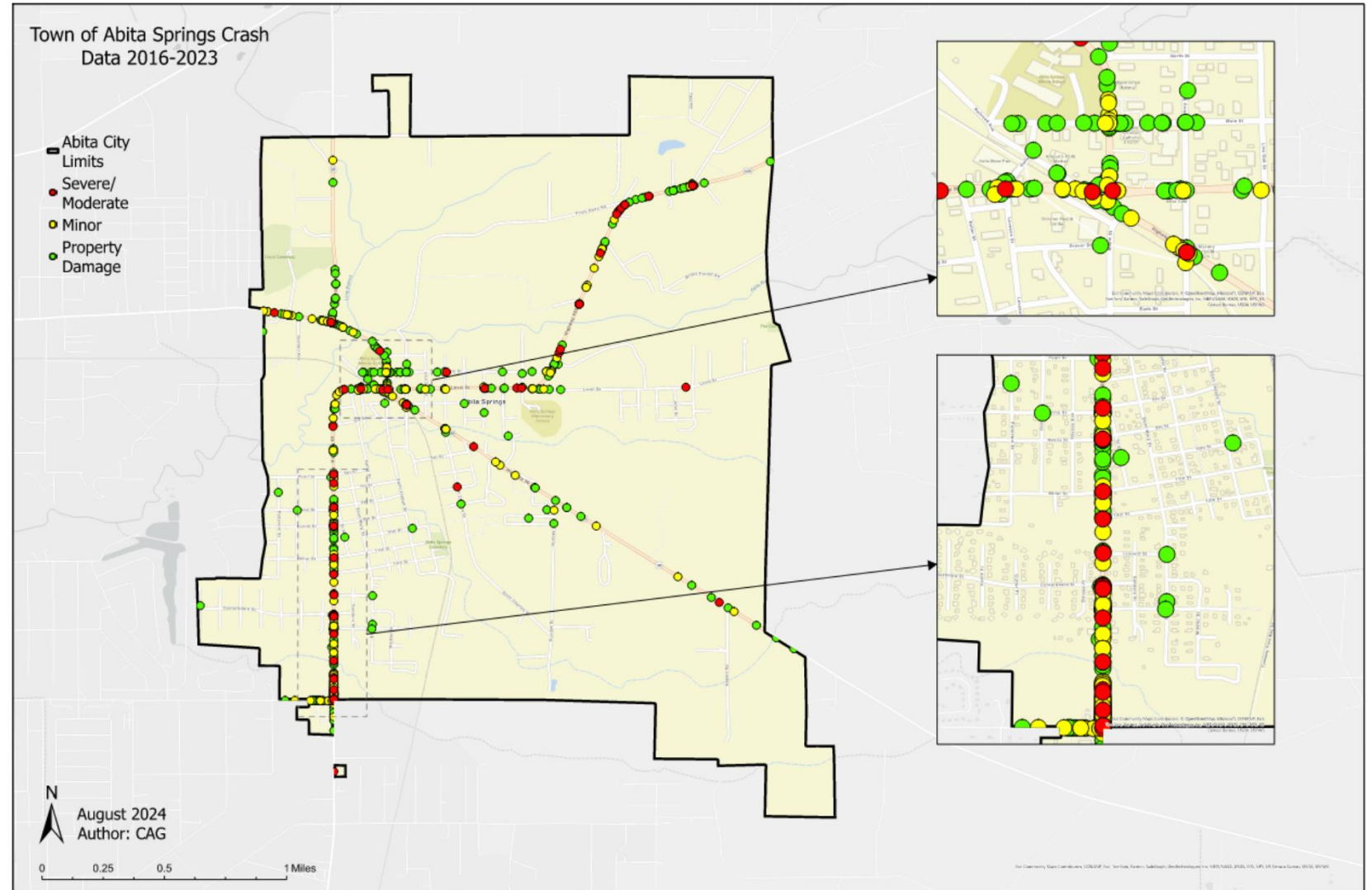
Local or parish roads comprise 70% of the network but 11% of total crashes.



CRASH ANALYSIS

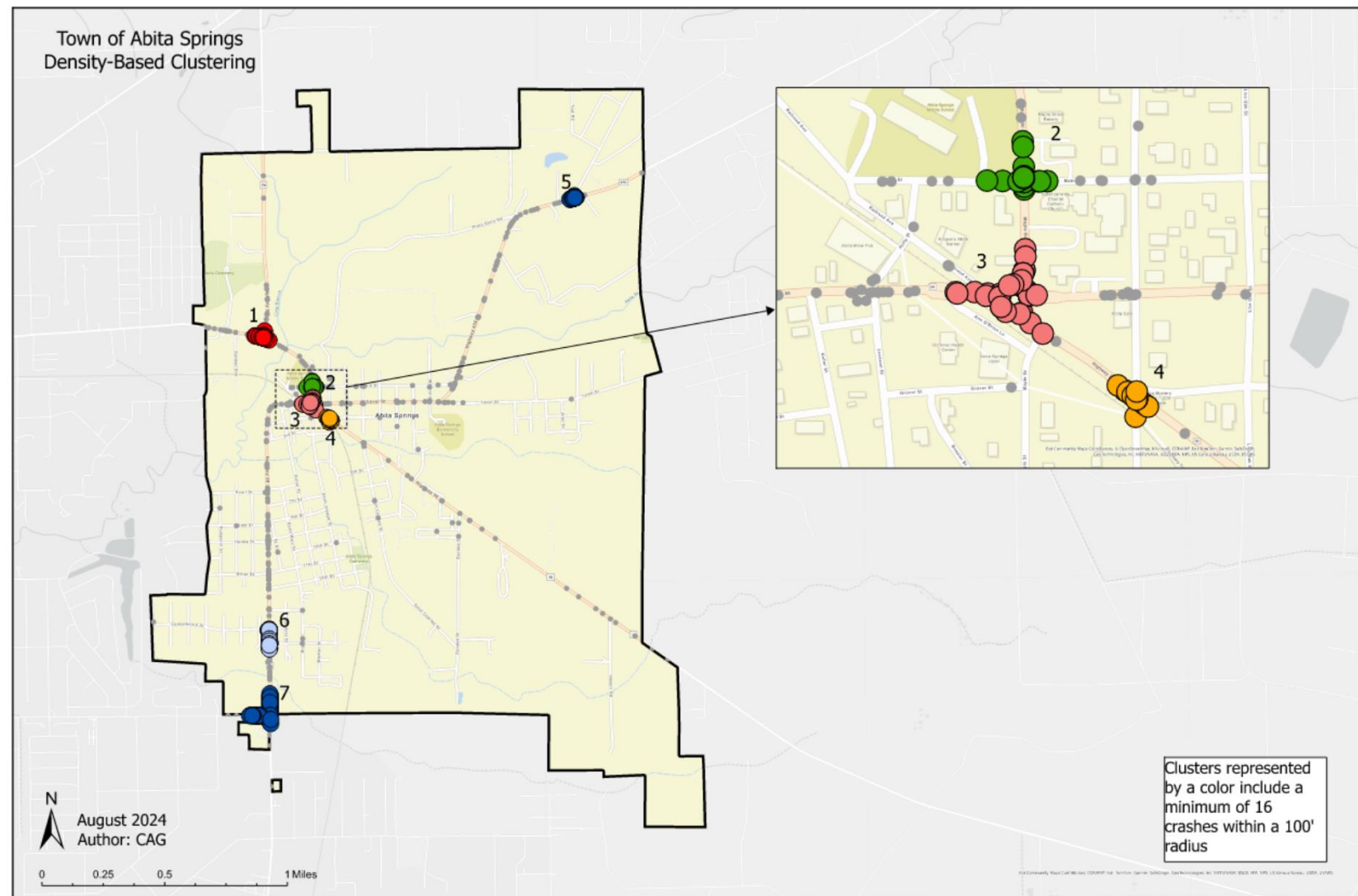
Crashes within Town limits were analyzed by frequency and separated by severity ranging from "None" to "Severe/Moderate."

This analysis highlights areas where most crashes occur and shows which result in more dangerous accidents.



CRASH DENSITY

Shows all crashes greater than or equal to 16 crashes within a 100-foot radius.



Safe Streets for All Action Plan



Town of Abita Springs

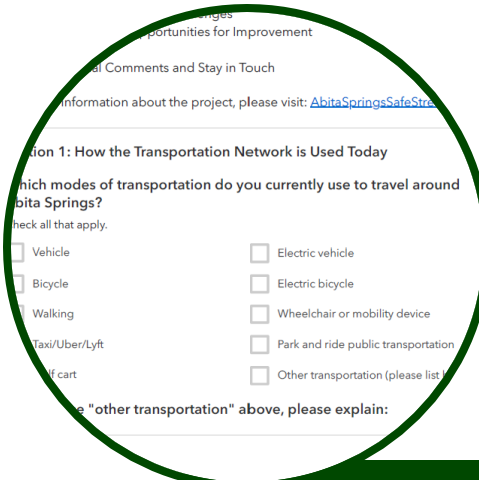
COMMUNITY ENGAGEMENT

Abita Springs Trailhead looking southeast



COMMUNITY ENGAGEMENT

Safety Task Force Meetings (3)



Surveys (56)
& Map Exercise (51)

Stakeholder Interviews (upcoming)



2 Community Meetings (65 attendees)



Art & Farmers Market Tabling (30 interactions)



Safe Streets for All Action Plan



Town of Abita Springs

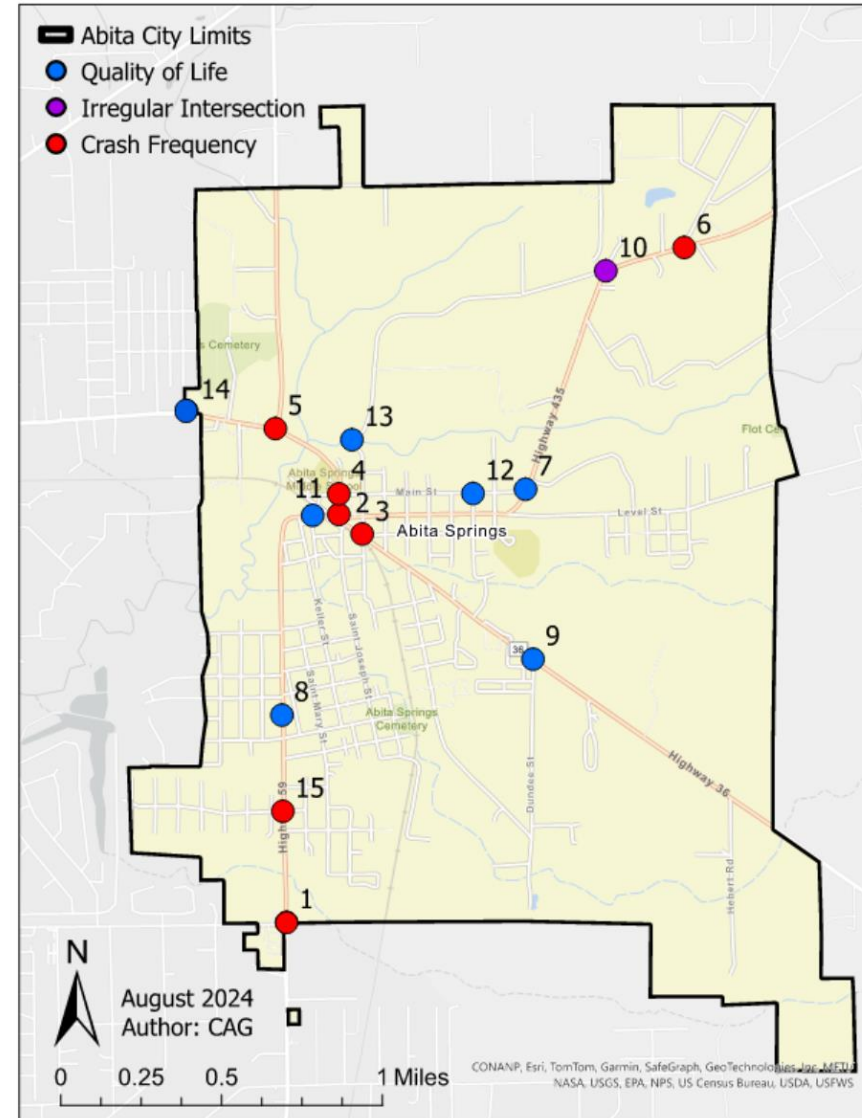
PROJECT, PLANNING & POLICY RECOMMENDATIONS

Tammany Trace over the Abita River



KEY INTERSECTIONS FOR SAFETY IMPROVEMENTS

Key Location Intersection Analysis	
1	Highway 59/Harrison Ave.
2	Roundabout
3	Highway 36/Grover St.
4	Main/Maple St.
5	Highway 36/Highway 59
6	Highway 435/Allen Rd.
7	Highway 435/Main St.
8	Highway 59/Heintz St.
9	Highway 36/Dundee St.
10	Highway 435/Prats Dairy Rd.
11	Highway 59/Holly St.
12	Main/Pine St.
13	Hickory St. Bridge
14	Highway 36/Dahlia St.
15	Highway 59/Centerboard Ln.



EXAMPLE IMPROVEMENT- HWY 59 & HARRISON (1)

Information in Safe Streets for All Action Plan

Project Description No.1 - Harrison Avenue and Louisiana 59

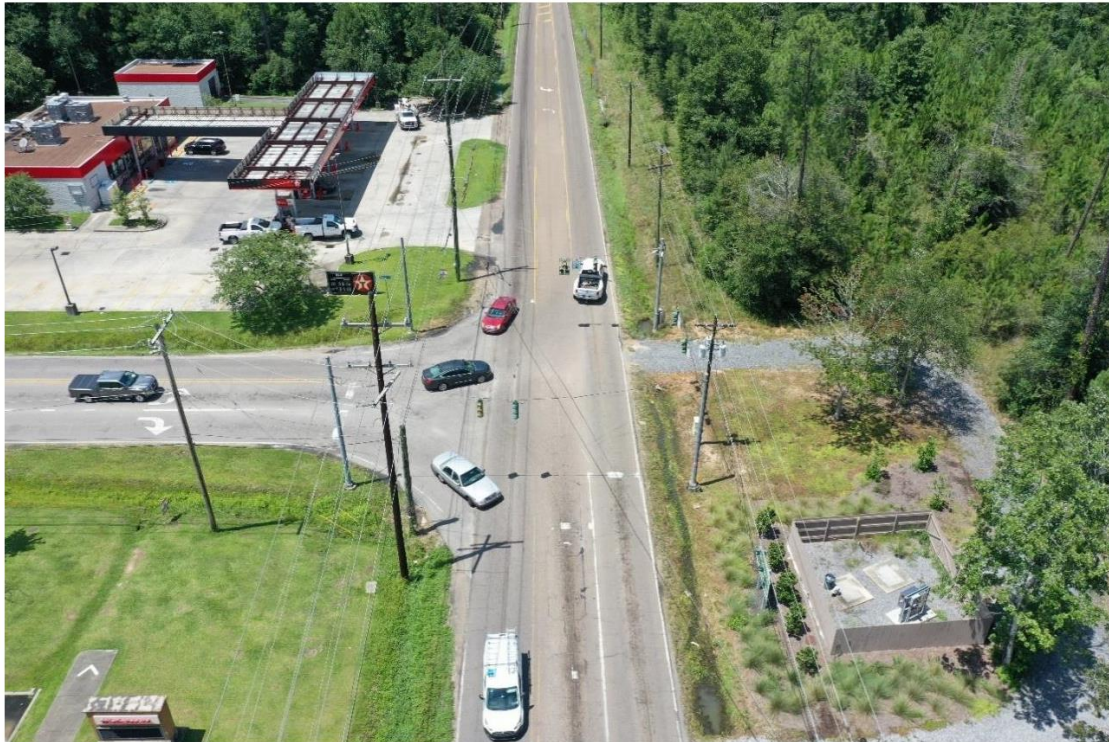


Figure 1: Aerial Photograph, Highway 59 and Harrison Avenue

Safety Analysis: 142 crashes occurred between 2016 and 2023 in the vicinity of this intersection. The vicinity is noted as the beginning of the gore area (triangular space between a roadway and entrance/exit lane) of the southbound travel lane and the turn lanes associated with the intersection from the east and northbound directions. The primary contributing factor of most of these crashes is inattentive or distracted driving. The middle lane of the north end of the intersection is a point of concern. Its function does not substantially serve the general public. At best, it is used for utility vehicles to get to the utilities on the east side of the intersection. It may be used for traffic attempting to turn left out of the gas station onto LA 59, but this can be a dangerous maneuver due to the frequent traffic buildup during peak flow times. This traffic buildup causes a lack of sufficient sight distance for drivers attempting to turn onto the highway. The middle lane also provides the potential to be improperly used as a passing lane. Passing at this point is dangerous because the road tapers narrower as the driver heads north, eliminating the middle lane and becoming a two-lane, two-way road. Another issue this intersection has is that drivers turning left onto Harrison Avenue have no pavement markers to indicate the optimal path for turning. This, coupled with the left turn only lane on Harrison being in line with the right turn lane, results in drivers turning left and clipping other vehicles. This is especially true with vehicles requiring wide turns such as large trucks and vehicles towing trailers.

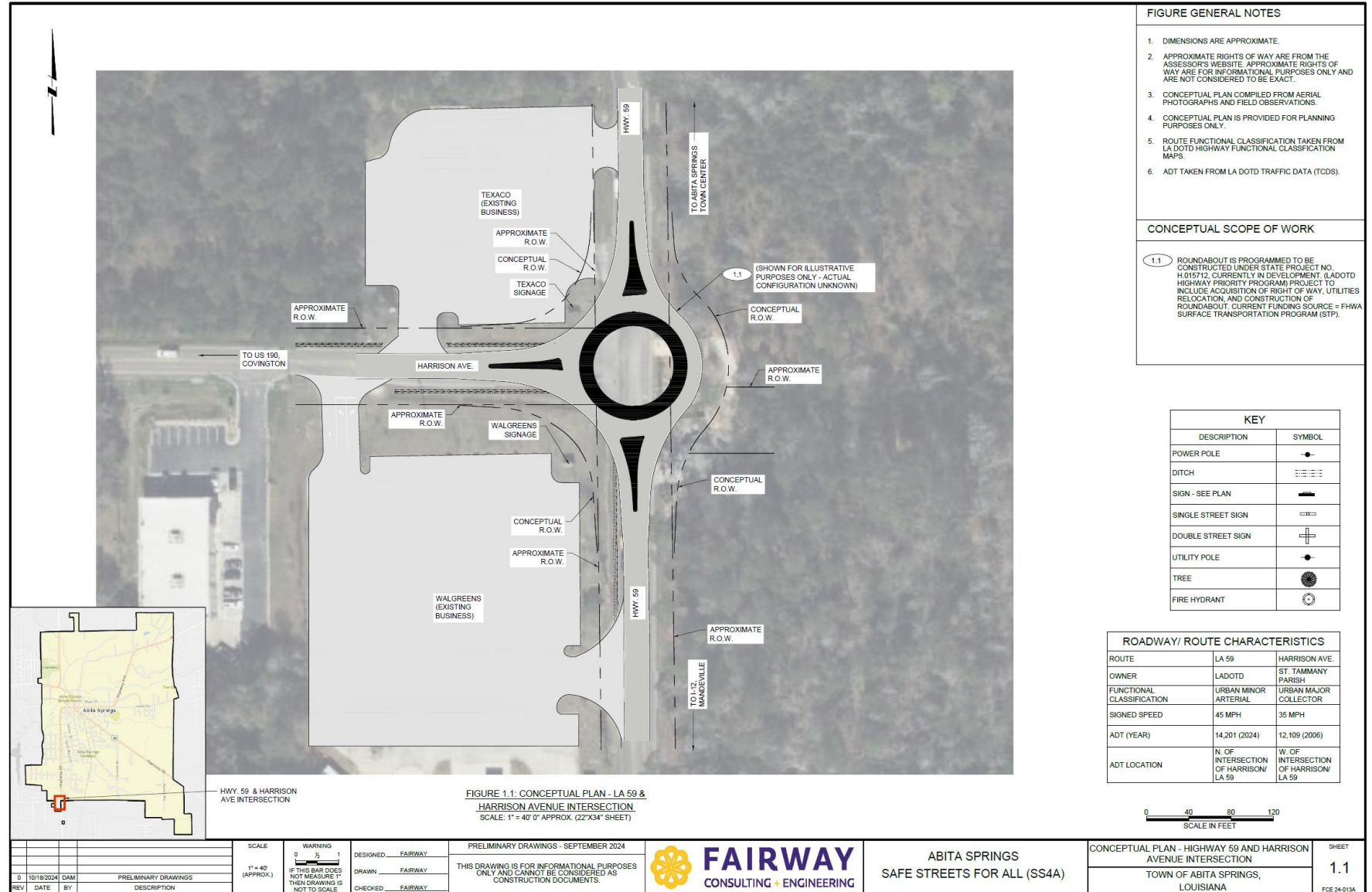
Proposed Project: The Louisiana Department of Transportation has programmed a roundabout for this intersection as a part of the Highway Priority Program under State Project Number H.015712. The proposed project is listed as being funded by the FHWA Surface Transportation Program (STP). At the time of this plan, the project is in design.

Roundabouts are suitable for large amounts of traffic flow while reducing speed, crash severity, and crash frequency in and around an intersection. This location could benefit from a roundabout because it would encourage people to slow down while approaching and pay more attention while navigating the intersection.

Community Input: Feedback received from both the Safety Task Force and the Community regarding this proposed project was supportive of the proposed project. Some of the comments received included a preference for a traditional circular roundabout in lieu of the compact roundabout recently installed elsewhere in St. Tammany Parish under a separate state highway project. There were also concerns expressed about the roundabouts size and turning radius being sufficient to handle existing and future traffic volumes. This proposed project is also included within the Town of Abita Springs Master Plan, which includes the proposed roundabout as a suggestion under the Mobility Section of the Master Plan.

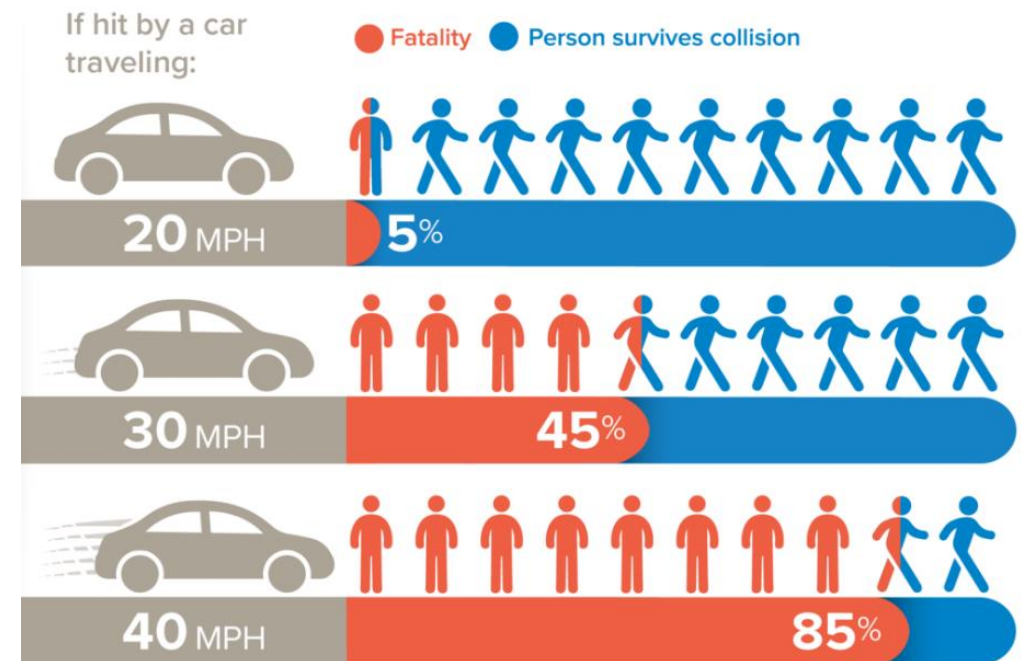
EXAMPLE IMPROVEMENT- HWY 59 & HARRISON (1)

Plan sheets in appendix



PLANNING & POLICY RECOMMENDATIONS

- Reduced Speeds & Speeding Enforcement
- Traffic Calming Measures
- Connections to the Tammany Trace
- Adoption of a Complete Streets Policy
- Safe Routes to Schools
- Pursuit of Jurisdiction of State-Maintained Highways
- Golf Cart Mobility



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

Safe Streets for All Action Plan



Town of Abita Springs

LEADERSHIP & TRANSPARENCY



Abita Springs Town Hall during Level St. construction

LEADERSHIP & TRANSPARENCY

Leadership Commitment



RESOLUTION NO: XX

A RESOLUTION SETTING AS OFFICIAL POLICY THE SAFE STREETS FOR ALL ACTION PLAN'S VISION ZERO GOAL TO REDUCE LOSS OF LIFE OR SERIOUS INJURY TO ZERO ON ABITA SPRINGS ROADWAYS BY 2035

WHEREAS the Town of Abita Springs received funding from the U.S. Department of Transportation Safe Streets and Roads for All (SS4A) grant program to develop the comprehensive Abita Springs Safe Streets Action Plan; and

WHEREAS SS4A grant program is guided by the Safe System Approach, which involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation towards anticipating human mistakes and lessening impact forces to reduce crash severity and save lives; and

WHEREAS Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

WHEREAS the Abita Springs transportation network serves an increasing number of vulnerable road users such as pedestrians, wheelchair users, bicyclists, and golf cart drivers; and

WHEREAS between 2016-2023 there were 655 total crashes reported on Abita Springs roadways, including six reported with pedestrian involvement; and

WHEREAS between 2016-2023 there were 11 Class A (incapacitating) [crashes](#) and 0 Class K (fatal) crashes reported on Abita Springs roadways; and

WHEREAS the Abita Springs Safe Streets for All Action Plan works in alignment with regional efforts to increase roadway safety; and

WHEREAS the 2024 Abita Springs Master Plan Mobility Chapter 4.2.1 includes "Adopt a Vision Zero Policy in order to eliminate or mitigate dangers to cyclists of all ages and levels of experience."; and

NOW, THEREFORE, LET IT BE RESOLVED by the Board of Alderman of the Town of Abita Springs, the adoption of the Safe Streets for All Action Plan's Vision Zero goal to reduce loss of life or serious injury to zero on Abita Springs Roadways by 2035.

This resolution adopted on motion of _____, seconded by _____, on the 6th day of November 2024.

Transparency

Annual public reporting and benchmarking is recommended for the Action Plan, including:

- An annual progress update report each Spring.
- Tracking fatal crashes (Class K) and serious injury/incapacitating crashes (Class A) benchmarked against the original plan data (2016-2023).
- A list of all planning, policies, or project infrastructure that has been completed to date or is in progress.

QUESTIONS & COMMENTS

