2 | EXISTING PLANS & STUDIES
The regional visioning process is the first step in the LRTP development process. It is a collaborative effort between the MPO, its planning partners in the region, and the public to develop a strategic direction for the LRTP, and to guide the community in achieving its vision for the future of the transportation system. The regional visioning process for the development of the 2040 LRTP involved 1) examining other planning efforts in the region; 2) identifying regional issues and needs; and 3) establishing goals and objectives. Each of these activities was conducted in coordination with the public and key stakeholders, and is intended to deepen the MPO’s understanding of various users’ experiences with the transportation system. This chapter discusses the first step in the regional visioning process, while Chapter 3 discusses the public participation and stakeholder engagement components.

Existing Plans and Studies
In order to create a baseline from which to start the planning process, the study team gathered existing data, plans, and reports about land use patterns, economic development goals, environmental issues, the transportation system, and safety and security.

Land Use Planning
Land use influences demand for transportation, and the transportation system, in turn, influences how and whether land is developed; therefore, it is important to consider land use plans when planning for the future transportation needs of the community. Transportation infrastructure is not only necessary for growth in new areas, but also for the continuation of growth in established areas. When the transportation system is inadequate, growth can be negatively impacted. Land use plans in the area were reviewed to develop an accurate understanding of the plans guiding future land development in the region.

Three major land use planning efforts were reviewed in the development of this MTP:
- Bossier City Comprehensive Plan;
- Shreveport-Caddo 2030 Master Plan; and
- Barksdale Joint Land Use Study.

Bossier City Comprehensive Plan
The Bossier City Comprehensive Plan, developed in 2004 and updated in 2013, is based on an all-inclusive planning process with community involvement as its cornerstone. The plan lays out a comprehensive vision for the future of the city that includes future land uses, parks and open space, transportation, utilities and infrastructure, housing, and urban design. Recommendations in the comprehensive plan are designed to help the city succeed in striving to be a "dynamic and attractive community that aggressively seeks to improve area quality of life through wise use of resources; appreciates town and rural character and values; provides an abundance of parks, facilities, services, and infrastructure; promotes healthy neighborhoods and districts; and establishes the area as a desirable home for present and future generations of residents and businesses."

The land use component of the comprehensive plan includes an analysis of existing and future land use issues for Bossier City, and an update to the existing land use map to account for current development and future growth. In addition to the recommended land uses, the plan also includes recommendations for linking land use types with appropriate transportation infrastructure. The residents of Bossier City envision a future transportation network that is “a strong multimodal network that is attractive to business, residents, and visitors while also

1 Bossier City Comprehensive Plan, Ch. 3, Pg. 7.
providing adequate and safe access to neighborhoods and other area amenities.”

I-20, 220, Benton Road, Arthur Teague Parkway, Airline Drive, and the future I-69 are identified as important transportation amenities, as well as the Port of Caddo-Bossier, Barksdale Air Force Base, and Shreveport Regional Airport. However, the comprehensive plan also identifies several challenges related to land use and transportation in Bossier City, including:

- High number of at-grade railroad crossings;
- Limited pedestrian facilities, including sidewalks;
- Visually unappealing signage;
- Appearance of overhead utilities;
- Limited public transit;
- Only two north/south thoroughfares and no relief route for east/west thoroughfares;
- Lack of ingress/egress for neighborhoods;
- Traffic near Jimmy Davis bridge;
- Lack of river crossings in South Bossier; and
- Traffic congestion along portions of Airline Drive.

The development of the 2040 LRTP considered the future land use patterns recommended in the comprehensive plan for Bossier City, particularly in the development of future land use and demographic inputs to the travel demand model which is discussed in further detail in Chapter 4 – Identification of Regional Transportation Needs. The overall goals for the transportation system and the identified challenges were combined with feedback obtained from the public in the development of the 2040 LRTP to identify appropriate transportation improvements that will address existing needs and assist the city in achieving its vision of a multimodal network supportive of businesses, residents, and visitors.

Shreveport-Caddo 2030 Master Plan

Greater Shreveport’s vision for the 21st century foresees greater Shreveport as “the dynamic, creative, and flourishing powerhouse of the ArkLaTex region [that] combines the economic opportunity, diversity, and cultural excitement of a growing city with the friendliness of a small town.” Adopted in 2010, the Shreveport-Caddo 2030 Master Plan encourages future growth in the core areas of the city in an effort to stem sprawl. The plan includes three growth scenarios – cautious, focused, and bold – each of which prescribes specific policies for achieving a more compact, mixed-use development pattern.

All scenarios promote infill development and include a trail access and green corridor component. Under the cautious scenario, most new development continues to occur outside of the loop. The focused scenario has a greater emphasis on growth within the loop and identifies additional compact centers outside of the loop. Finally, the bold scenario places half of new growth inside the loop and proposes the development of neighborhood centers dense enough to support transit. Each scenario is also accompanied by proposed transportation improvements, ranging from improved maintenance and repair, to complete streets, to addition of bus rapid transit (BRT) in focus areas. Through the plan’s public engagement process, the bold scenario was selected as the preferred scenario. Figure 2-1 shows the physical definition of the bold scenario.

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2 Ch. 3 p. 8

3 Great Expectations: Shreveport-Caddo 2030 Master Plan, Executive Summary
Figure 2-1: Shreveport-Caddo 2030 Master Plan Preferred Scenario

**Scenario 3: Bold**

- Full engagement
- 50% of new growth “inside the loop”
- “Transit ready” neighborhood centers
- Robust greenway network

Source: Shreveport-Caddo 2030 Master Plan
Transportation and mobility challenges identified included implementing a complete streets policy, identifying a funding source for SporTran, improving alternative modes given existing sprawl, maintenance of the growing transportation network, and fulfilling federal requirements for ozone non-attainment areas. In light of these challenges, the 2030 Master Plan sets out five transportation goals:

- Roads and streets that are maintained to a high standard for long-term use, and that encourage sustainable development patterns;
- Improved design and function of arterial roads and neighborhood streets;
- A safe and attractive pedestrian and bicycling network integrated with vehicle transportation;
- A convenient, fast, and efficient public transit system; and
- Improved intercity transportation.

**Barksdale Air Force Base Joint Land Use Study**

The Barksdale Air Force Base Joint Land Use Study (JLUS) was created in 2009 to evaluate the impacts of growth within and around the Barksdale Air Force Base to “encourage cooperative land use planning between military installations and the surrounding communities, and to seek ways to reduce the operational impacts of military installations on adjacent land.” The plan points to water/wastewater and transportation improvements necessary to support compatible developments in and around the base. The report anticipates that future land use will be significantly impacted by the construction of I-69, a proposed interstate from Michigan to Texas. The project will likely promote growth east and south of the base, enhance freight access to the base, and increase the need for joint planning efforts to ensure that new development is compatible with noise and other externalities produced by the base. In general, the land use study recommends manufacturing, transportation and distribution, and limited types of residential development in surrounding areas.

**Economic Development**

The economic vitality of a region depends on the transportation system’s ability to move people and goods in a way that is safe, secure, and efficient. When a transportation system works effectively, it has a direct positive impact on economic growth by connecting the community to larger markets and more effectively moving goods to the market. The ability of a system to provide these connections depends not only on construction, maintenance, and repair, but also on the transportation systems management and operations (TSM&O) strategies employed to optimize the system.

**Major Employers**

Bossier City, Shreveport, and the surrounding areas have a versatile economy comprised of service, retail, industrial, and defense activities. The transportation needs of each of these sectors differ, and a complete system is needed to support economic development in each. The Barksdale Air Force Base employs over ten thousand people, and

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thousand people in the region and is home to the 2nd Bomb Wing of the United States Air Force. Health care and biotechnology are also strong industries in the region, with Willis-Knighton and Dr. Reddy’s Laboratories providing health care services and pharmaceutical research, respectively. Additionally, the manufacture of steel tubes by Benteler Steel/Tube, of glass containers by Verallia North America, of wood products by Roy O. Martin Lumber Company, and of paper products by International Paper comprise a strong manufacturing sector in the region. Louisiana Economic Development also boasts telecommunications, digital media, and film & animation as additional sectors of the diversified economy of the region. High tech industries will continue to be a source of economic growth as the Cyber Innovation Center, located near Barksdale, expands and attracts more firms to the region.

Economic Development Entities and Plans

Many entities support economic development in the MPO planning area. Louisiana Economic Development maintains a regional website promoting what it’s like to live, work and play in the area called “Choose Shreveport-Bossier.” The North Louisiana Economic Partnership is comprised of 14 parishes to strengthen the regional economy. The Greater Bossier Economic Development Foundation advertises available sites, incentives to do business in Bossier Parish, available transportation amenities, and a skilled labor force. The transportation amenities advertised include:

- Shreveport Regional Airport;
- Shreveport Downtown Airport;
- Three interstate highways;
- Motor freight service for two-day and overnight deliveries;
- Public transportation, SporTran;
- Railroad access; and
- Port of Caddo-Bossier.

Shreveport-Caddo 2030 Master Plan

The Shreveport-Caddo 2030 Master Plan identified several challenges in economic development in the region, including improving outcomes for K-12 and continuing education, removing barriers for low income residents such as lack of child care, maintaining and improving higher education, retaining highly skilled young adults, and reducing disparities in economic opportunity between white and African-American residents. As in the transportation and mobility section of the plan, five goals were identified to enhance economic development in Shreveport:

- Expand and diversify the economy through export industries;
- Develop a highly-skilled workforce through expanded education and support;
- Create a stronger entrepreneurial environment;
- Make Shreveport a community of choice for highly-skilled entrepreneurs and professionals; and
- Improve the business environment by lowering costs, increasing available facilities, and enhancing the regulatory environment.

Transportation plays a critical role in reaching these goals by providing access to freight and ports for export industries, to education for individuals, and to a connected place that encourages entrepreneurial exchange of ideas.

Shreveport Common Cultural District Vision Plan

The 2011 vision plan for the Shreveport Common outlines a vision and process for revitalizing a blighted neighborhood into a vibrant cultural district. Figure 2-2 shows an overview image of the recommendations. Parking is one key transportation component of the plan, with recommendations to move lots away from the center of the district, and promote pedestrian and public transportation access to and within the district. The plan also advocates for signage and traffic-calming
measures to alert drivers of the pedestrian-friendly area, as its proximity to I-20 can result in more aggressive driving. Sidewalks, crosswalks, and bikeways are all recommended within the district. Each of these transportation recommendations would improve the safety and character of the district, making it a destination for residents and visitors alike.

Figure 2-2: Shreveport Common

Shreveport Community Planning Assistant Team Report
In 2014, Shreveport’s downtown area was the focus of an American Planning Association (APA) Community Planning Assistant Team (CPAT). The goal of the CPAT program is to assemble a multidisciplinary team of planning professionals from across the country, local stakeholders, and community leaders to develop a pro bono framework or vision plan for a particular community concern. A central theme of the economic development recommendations included in their report is that transportation systems can have an invigorating effect on downtowns. Reducing motorized travel speeds and improving pedestrian and bicycle infrastructure can increase the visibility of local businesses. When more modes are able to access and traverse a downtown, more jobs, goods, and services can be concentrated in a vibrant place.
Environment
Transportation projects often have substantial impacts on the natural environment. In order to understand how the transportation planning process should accommodate environmental resources, it was important to review plans that addressed the community’s needs and values related to the environment to ensure that the LRTP was compatible with that vision.

Caddo Parish/City of Shreveport Parks and Recreation Master Plan (2006-2020)
SJBJ Group, LLC, conducted a study in 2006 to gather information from the Caddo Parish community to address future development needs of their parks and recreation facilities. The study outlined current funding, inventoried existing facilities and schools, met with staff, and assessed the level of service of facilities. The planning process involved outreach sessions with public officials and citizens and deployed an online survey to develop a list of options to consider for facility and program development in the future.

The plan resulted in a Capital Improvement Plan for Parks and Recreation and a list of strategies to implement the plan. The plan recommends development of several existing parks, new park facilities, and trail systems. Coordination with the parks service during transportation project development will ensure accommodations are made for facilities adjacent to projects.

Transportation System
Transportation plans and policies for a variety of modes were examined to develop a picture of the overall transportation system. In addition to roadways, this analysis includes bicycle and pedestrian facilities, transit service, and TSM&O strategies.

Bicycle and Pedestrian
Non-motorized travel is an important part of the overall transportation system, particularly in urban areas seeking to reduce the negative effects of dependence on personal automobiles such as congestion, pollution, and land consumption for parking and roadways. The MPO planning area currently has state and local plans for bicycle and pedestrian infrastructure, including:

- Louisiana Statewide Bicycle and Pedestrian Master Plan;
- Complete Streets Work Group Report;
- “Linking the Hub,” Shreveport Common Bicycle and Pedestrian Plan; and
- Shreveport-Caddo Bicycle and Pedestrian Plan.

Louisiana Statewide Bicycle and Pedestrian Master Plan
The 2009 Louisiana Statewide Bicycle and Pedestrian Master Plan envisions a system that enables people to walk and bike safely to access schools, jobs, social services, shopping, and transit. The primary purpose of this plan is to guide planning efforts in the state by providing information on current statistics, funding sources, and planning practices. The plan also includes five primary tenets for the state’s non-motorized system: social equity, personal safety, economic development, public health, and environmental stewardship.

The statewide plan recognizes the role of MPOs in achieving goals put forth by state and federal programs, as they prioritize funding. The plan encourages tying bicycle and
pedestrian projects to other goals, such as air quality, congestion relief, and safety measures. Minimum requirements for MPOs when planning bicycle and pedestrian activities are also listed in the plan:

- Consider all modes of transportation;
- Provide for the development and implementation of an intermodal system;
- Include representatives of users of pedestrian walkways and bicycle transportation facilities in the list of interested parties; and
- Give due consideration to bicyclists and pedestrians in the comprehensive transportation plans developed by each MPO and state.

The Louisiana Statewide plan also includes policies for any LADOTD project with state or federal funding, with conditions for exceptions. These principles can also inform regional and local planning, and include:

- Plan and design roadways that accommodate walking and bicycling at all appropriate design phases;
- Consider impacts to bicycle and pedestrian safety in all roadway improvements;
- Plan, fund, and design sidewalks on all new construction or reconstruction projects that serve potential destinations; and
- Provide bikeways and bicycle accommodations on all projects where feasible, typically not separated from the roadway.

**Complete Streets Work Group Report**

The Complete Streets Work Group Report was prepared in 2010 for the LADOTD to define complete streets, discuss their benefits, and to provide no cost and low cost options for improving streets. The practices described in the report support mobility and accessibility for all road users, including motorists, bicyclists, pedestrians, and transit users. The report provides statistics for the many benefits of complete streets policies, including:

- Improved safety;
- Increased mobility for children, aging citizens, and disabled citizens;
- More active living;
- Reduced emissions;
- Boosted economic development; and
- Lower household transportation costs.

The work group recommended specific low cost actions to improve existing streets, such as bicycle-friendly grates (or grate orientation), retiming traffic signals to increase pedestrian crossing time, providing pedestrian signals with countdowns, and restriping existing rights-of-way to convert traffic lanes to bicycle or transit-only lanes. This resource can serve as a tool for communities seeking to learn about or advocate for complete streets policies in their communities.

The report culminated in a recommended complete streets policy statement, which was signed by the LADOTD Secretary in 2010. The policy states that impacts on pedestrians and cyclists must be considered on all projects, and projects should not create barriers to non-motorized travel. LADOTD will plan, fund, and design pedestrian facilities for new and reconstructed roadways near existing or future transit service. Bicycle lanes, or in some cases a wide shoulder, will be provided in urban and suburban areas where appropriate. The full policy statement can be found on LADOTD’s website.

**Shreveport-Caddo Bicycle and Pedestrian Master Plan**

The Shreveport-Caddo Bicycle and Pedestrian Master Plan is currently being developed, and its aim is to improve bicycle and pedestrian infrastructure throughout Caddo Parish. The goals of the plan are to improve quality of life, health, and resource consumption in the parish through transportation options that are safe, equitable, and connected.
“Linking the Hub”
Linking the Hub is a sub-area plan created for the Shreveport Common Management Team in 2012 to connect the community to the Shreveport Common district. The plan includes an inventory of bicycle facilities that may be used to enhance the network. A map of the area around the Shreveport Commons demonstrates the type of improvements recommended for various corridors leading to the district, as well as specifications for selected segments. The tools described in this plan may be a useful reference for communities within the MPO planning area seeking to develop sub-area plans.

Public Transportation Plans
Public transportation in the MPO planning area is provided by the Shreveport Area Transit System (SporTran), as well as additional demand response services offered by a variety of organizations for rural, elderly, and disabled populations in Bossier and Caddo Parishes. Presently, SporTran and NLCOG have transit-related plans that are relevant to the development of the 2040 LRTP. The following section describes existing plans in the region related to public transportation and any ongoing planning efforts that have implications for the long range transportation planning process.

SporTran
At the time the 2040 LRTP was drafted, SporTran had begun the process of developing a transit development plan to improve the efficiency of the current bus network. The goal of the development plan is to find ways to expand service availability (both in temporal and spatial coverage) without significantly increasing costs.

SporTran is also in the process of implementing real-time bus tracking technology that will provide riders with information regarding the actual arrival and departure times of buses, and is actively pursuing the following other activities to improve the public transit system:

- New fare payment technology (e.g. smartcards, mobile ticketing);
- Wi-Fi on buses;
- Feasible routes for express bus technology; and
- Limited transit signal prioritization.

Recently, SporTran created a dedicated safety department to administer safety and security policies across the agency. The new department has implemented a variety of strategies to improve safety and security on SporTran buses and at stops, including:

- Beginning a “bus operator academy” to re-train drivers on safety procedures;
- Installing cameras on all buses and paratransit vehicles;
- Ensuring maintenance is up-to-date on all equipment; and
- Improving coordination with the Transportation Security Administration (TSA).
Coordinated Human Services – Transportation Plan (CHSTP)

With the passage of SAFETEA-LU in 2005, service providers that receive federal transit funding through Section 5310 (for individuals with disabilities and the elderly), Job Access and Reverse Commute (JARC), or New Freedom (no longer separate funding categories under MAP-21) grants must derive their projects or programs from a “locally developed, coordinated human services transportation plan developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” The coordinated human services transportation plan (CHSTP) identifies the needs of area residents with disabilities, older adults, and people with low incomes, and prioritizes strategies for meeting those needs.

The CHSTP for Bossier and Caddo Parishes was completed by NLCOG in 2007, and covers a ten-county region which also includes Bienville, Claiborne, De Soto, Lincoln, Natchitoches, Red River, Sabine and Webster Parishes. Due to the demands on regional service providers presented by Hurricanes Katrina and Rita, the process resulted in an abbreviated plan, as resources were limited to complete a more extensive CHSTP. However, the plan presents broad, parish-level data on concentrations of populations to be served by human services/transportation providers, identifies the goals of the plan, outlines criteria for evaluating future coordination options, recommends specific coordination options, and presents an action plan for creating effective human services transportation coordination processes.

The plan also identifies several challenges to regional coordination amongst service providers, including 1) a lack of incentives for agencies to meet unmet transportation needs given their limited budgets; 2) the perception that it will be difficult to obtain large enough ridership numbers to realize additional benefits in rural areas; and 3) the inability to control when and where stakeholder transportation assets are used.

Transportation Systems Management and Operations

Transportation System Management and Operations (TSM&O) strategies seek to improve the performance of existing roadways through increased efficiency and throughput of vehicles on roadways. TSM&O strategies not only rely on traffic engineering solutions (such as signal synchronization and access management) to optimize the existing system, but also rely on resource utilization, infrastructure, personnel, and data management strategies to extend the useful life of the existing transportation system and improve its reliability. There are several plans in the MPO planning area that include TSM&O strategies, including the Shreveport Regional Intelligent Transportation Systems (ITS) Architecture and the Congestion Management Process (CMP) developed and maintained by NLCOG.

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Shreveport Regional ITS Architecture

The Federal Highway Administration (FHWA) requires that any region planning to use federal funds to implement Intelligent Transportation System (ITS) projects develop a Regional ITS Architecture that conforms to USDOT standards. The ITS Architecture uses a standard vocabulary and set of concepts to describe regional ITS deployment in an effort to ensure “institutional agreement and technical integration for...ITS projects or groups of projects.” The Shreveport Regional ITS Architecture was completed in 2012 and contains the following elements in compliance with 23 CFR 940 Part 11:

- Description of the region;
- Identification of the participating agencies and other stakeholders;
- Roles and responsibilities of the participating agencies and other stakeholders;
- Agreements needed for operation;
- System functional requirements;
- Interface requirements and information exchanges with planned and existing systems;
- Identification of applicable ITS standards; and
- Sequence of projects necessary for implementation traceable to a portion of the regional architecture.

The Architecture documents existing and planned ITS technology in the Shreveport-Bossier City region. Some notable ITS elements that have been implemented in the region to-date include: real time transit vehicle location; network surveillance (cameras, traffic detectors); traffic information dissemination (dynamic message signs, highway advisory radio); and a traffic incident management system that uses regional coordination to detect and respond to both planned and unplanned traffic incidents. The Shreveport-Bossier City area also has a traffic management center (TMC) that is staffed from 6:45am to 6:30pm to monitor traffic conditions on area highways and operate elements of the ITS network. When the regional TMC is unmanned, the State TMC in Baton Rouge monitors traffic conditions and ITS architecture in the Shreveport-Bossier City area.

Congestion Management Process (CMP) – 2009

As the MPO for a Transportation Management Area (TMA), or an urbanized area with population greater than 200,000 as determined by the Census, NLCOG is required to maintain a congestion management process (CMP) that informs transportation planning and decision-making. The CMP provides transportation planning partners with an empirically-derived methodology and rational framework for identifying congestion in a region, corridor, activity center, or project area, and developing appropriate strategies to address congestion. While the CMP can recommend projects that increase roadway capacity for Single Occupancy Vehicles (SOVs), it can also suggest TSM&O strategies for congestion reduction.
Some of the TSM&O strategies to emerge from the most recent CMP for the MPO planning area include:

- Working with large employers to create programs for staggered or flexible work hours;
- Working with employers to incentivize carpool/vanpool and commute mode shift;
- Encouraging non-motorized trips;
- Improving the pedestrian and bike network to further encourage non-motorized trips;
- Extending hours of service for SporTran on nights and weekends;
- Considering traffic operation improvements such as intersection widening or reconfiguration, signal coordination, and ITS;
- Collecting incident management information from local and state authorities on crash hotspots and problem intersections;
- Collecting incident management information on incident detection and clearing and response times;
- Creating an alternative route plan for emergency situations, hazard mitigation, and other incidents;
- Using access management strategies to analyze median, signal, and driveway spacing that limit access on major arterials;
- Using frontage road and inter-parcel connections to create access from major roadways; and
- Creating a signal coordination system.

### Safety

MAP-21 continues the Highway Safety Improvement Program as a core federal aid program which mandates that every state is required to develop a Strategic Highway Safety Plan (SHSP) that outlines targeted safety performance measures and is regularly evaluated and updated. The SHSP identifies a state’s key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries. The SHSP provides a framework for reducing fatalities and serious injuries on public roadways by establishing statewide goals, objectives, and emphasis areas (EAs) that incorporate a data-driven, 4E approach to highway safety: engineering, education, enforcement, and emergency services (EMS).

#### Strategic Highway Safety Plan (SHSP)

The Louisiana SHSP was first developed in 2006 and was most recently updated in 2011. The vision of the Louisiana SHSP is “to reach destination zero deaths on Louisiana roadways.” In 2009, LADOTD adopted the AASHTO goal to halve fatalities by 2030, using the baseline average of 2006-2008 data. Based on analysis of 2006-2008 crash data, the statewide EA teams focus on strategies to reduce fatalities related to impaired driving, occupant protection, infrastructure and operations, and young drivers. Each EA was developed based on statewide crash data and includes an action plan identifying strategies, action steps, leaders, and metrics to follow the status and implementation of each step.

Most relevant to the development of the 2040 LRTP are the state’s recommended strategies for reducing fatalities related to infrastructure and operations. Examples of infrastructure and operations strategies which were considered in the development of the 2040 LRTP are listed on the following page.
SHSP Infrastructure Strategies

- Conducting a systemic deployment of low-cost countermeasures on state highways including enhanced signing and pavement markings, centerline, edge line and shoulder rumble strips/stripes, curve delineation, high-friction surface treatments, guardrail upgrades, vegetation removal, and utility pole treatments;
- Incorporating cost-effective countermeasures (i.e., centerline, edge line, and shoulder rumble strips/stripes, signing, curve delineation, guardrail, etc.) at crash locations for programmed projects;
- Implementing traditional roadway departure countermeasures such as cable median barriers at appropriate locations;
- Implementing pavement friction improvements at identified locations;
- Making signal, signing, and pavement marking improvements on state and local signalized and stop control intersections;
- Installing detection control systems, pedestrian enhancements, and lighting at appropriate signalized intersections;
- Implementing pavement friction improvements at higher speed intersections with wet pavement crashes; and
- Conducting a corridor 3E (engineering, enforcement, and education) improvement program on 11 state route corridors that have experienced seven or more fatal intersection crashes over the past five years along with a significant number of severe injury intersection crashes.

Regional Plan

The State is lowering fatalities and serious injuries in part by using a regional approach to develop and continually implement the federally required SHSP. Nine regions are charged with forming 4E safety coalitions, reviewing the regional and local crash data, and developing continually evolving, data driven action plans linked to the SHSP. Linking regional efforts to the statewide plan strengthens its efforts and provides access to state and national experts.

While not required, Federal legislation indicates that SHSP development include participation of local agencies. Regional safety coalitions complement the SHSP by addressing safety issues specific to a multi-parish region of the state. Crash data and safety issues differ from one area to the next and these groups focus on why crashes happen and what can be done to reduce fatalities. LADOTD offers resources and guidance to help regions develop and implement their regional plans. Once a region’s EA plans are approved through LADOTD, the coalition may pursue funding through the SHSP to implement countermeasures and increase safety on public roadways.
Security

MAP-21 requires that the transportation planning process address the security of the transportation system. Security is defined as "freedom from intentional harm." This typically refers to harm inflicted by people, such as terrorist acts and other criminal activities, as well as harm stemming from natural disasters, such as hurricanes, earthquakes, and other weather events. Security planning is carried out by agencies at multiple levels of government and involves all four phases of emergency management: Preparedness, Response, Recovery, and Mitigation.

In support of state, regional, and local security goals and objectives, the primary role of the MPO is to facilitate coordination between agencies responsible for transportation security. This may include law enforcement, emergency response, transit agencies, and homeland security departments as well as others.

State of Louisiana Emergency Operations Plan

The Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) coordinates state disaster declarations authorized by the Governor and has the responsibility of creating and updating emergency plans. The State of Louisiana Emergency Operations Plan applies to a wide range of emergencies, including natural, technological, terrorist, and attack-related emergencies. The basic plan describes the elements that guide emergency management efforts, including:

- Services provided by governmental agencies;
- Methods for carrying out emergency operations;
- Public information systems; and
- Continuity planning and uninterrupted government operations.

This information is supported by subject-specific Emergency Support Function (ESF) Annexes, including a section on transportation. The annex calls for the designation of an Emergency Transportation Coordinator (ETC) designated by the LADOTD. The LADOTD has primary responsibility for emergency transportation, with the ETC coordinating and organizing the following services:

- Develop plans and procedures to mobilize transportation for at risk populations in the event of an evacuation;
- Maintain information about transportation resources, with emphasis on, in, or near risk areas;
- Process requests for transportation and allocate resources to highest priority missions;
- Acquire additional resources as the emergency continues; and
- Release transportation assets at the conclusion of the emergency.

GOHSEP has developed a second document targeted at individuals, families, and businesses called the Emergency Preparedness Guide. The guide includes evacuation maps, contraflow access points, sheltering points, and emergency contact information for each parish. Four northbound evacuation routes converge in the Shreveport-Bossier City area, making the region a critical hub for disasters and emergencies occurring farther south in the state.
Caddo-Bossier Emergency Operations Plan

The Caddo-Bossier Office of Homeland Security and Emergency Preparedness (OHSEP) develops plans to protect life and property, coordinates resources during and following a disaster, and assists other entities with their emergency operations. The office updates the area emergency operations plan (EOP) continuously, as prescribed by state and federal law.

The Caddo-Bossier EOP describes the program for preparation against, operation during, and relief and recovery following disasters. The EOP implies a mutual aid agreement between Bossier City, Shreveport, Bossier Parish, and Caddo Parish, and it provides methods to ensure coordination between local, state, and federal responses. The Caddo-Bossier OHSEP Council is comprised of seven members and acts as the local decision making authority for emergency management.

Bossier City Hazard Mitigation Plan

Bossier City developed the Local Hazard Mitigation Plan (LHMP) to reduce long-term risk of hazards to people and property. The city is in the process of updating the 2011 document, which includes a risk assessment, a vulnerability assessment, and mitigation strategies. From the risk analysis, four goals for the plan were identified:

- Identify and pursue measures that will reduce future damages from natural hazards;
- Enhance public awareness of the effects of natural hazards and disaster preparedness;
- Facilitate sound development in the city to reduce potential impacts of hazards; and
- Maintain FEMA eligibility for grant funding.

The plan describes 27 mitigation actions, predominantly related to flood mitigation and general mitigation actions applicable to all hazards.

Summary

Existing plans and studies in the region were reviewed to ensure the strategies and improvements recommended in the 2040 LRTP work in conjunction with, rather than against, other planning efforts in Bossier and Caddo Parishes. Understanding how various activities in the region are impacted by the LRTP will assist the MPO and its planning partners in identifying opportunities to coordinate resources and strategies across various implementing agencies. Transportation decision-making not only impacts the transportation system and travel behavior, it also has implications for other facets of city planning and economic development, and vice versa. Therefore, plans and forecasts for land use, economic development, environmental resources, and safety and security were also included in the plan review.