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SCPDC
South Central Planning &
Development Commission



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9 AM

Introduction



Ellen Soll, AICP
ATG | DCCM
Senior Project Manager

- 20+ years experience
- Subject Matter Expert:
 - Complete Streets
 - Active Transportation
 - Safety Action Planning
 - Federal Discretionary Grants



Josh Manning
SCPDC
Planner IV

- 20+ years in transportation planning
- Leads regional MPO, transit, and active transportation initiatives
- Committed to supporting local governments and improving mobility across South Central Louisiana

ATG | DCCM

A specialized planning and engineering consulting firm focused on serving the community, developing sustainable relationships, and sharing success. We are dedicated to improving all modes of transportation.

SCPDC

One of Louisiana's 8 Planning & Development Districts, SCPDC is a diverse, ever-changing commission serving many different constituencies made especially for and by local governments in the South Central Region.

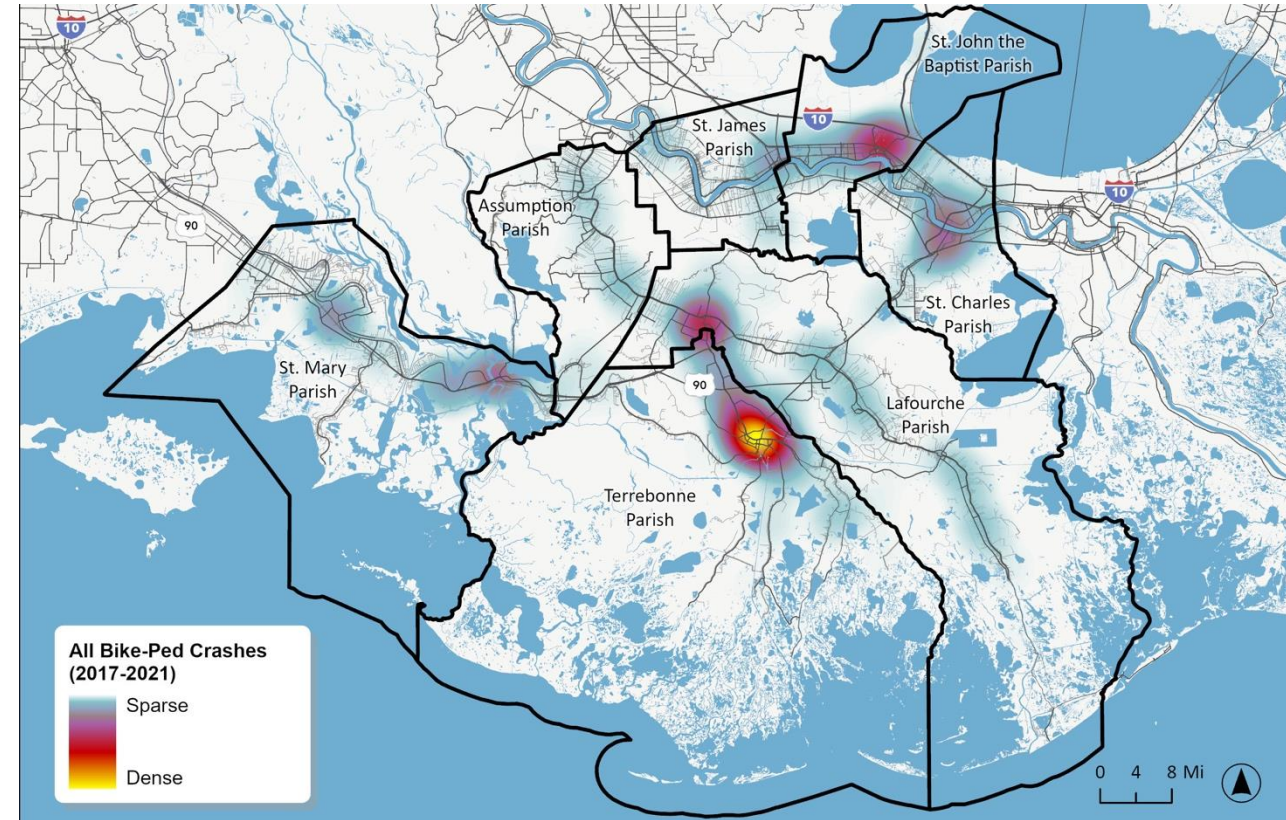
SCPDC, Bicycle & Pedestrian Safety Plan

Project Overview

This regional plan addresses deficiencies in the region's existing infrastructure and recommends improvements to create a complete, connected network for walking, biking, and other forms of micromobility across the seven-parish planning region.

Key Outcomes:

- Shared Vision for a Complete Network
- Individual Projects that can be implemented as funding is available
- Non-infrastructure recommendations to support a safety focused transportation mindset



Top 10 Components of an actionable ATP

1

Defined User
Groups

2

Design
Standards

3

Public
Engagement

4

Goals

5

Focus on
Speed Impacts

6

Data
Analysis

7

Implementation
Plan

8

Funding
Sources

9

Non -
Infrastructure

10

Actionable
Recommendations

Who We Plan For:

The BPSP recognizes a full spectrum of users with varying confidence and mobility levels.



All cyclist types – from “Interested but Concerned” to “Strong and Fearless”



Pedestrians of all ages and abilities



People with disabilities, children, seniors, and transit users

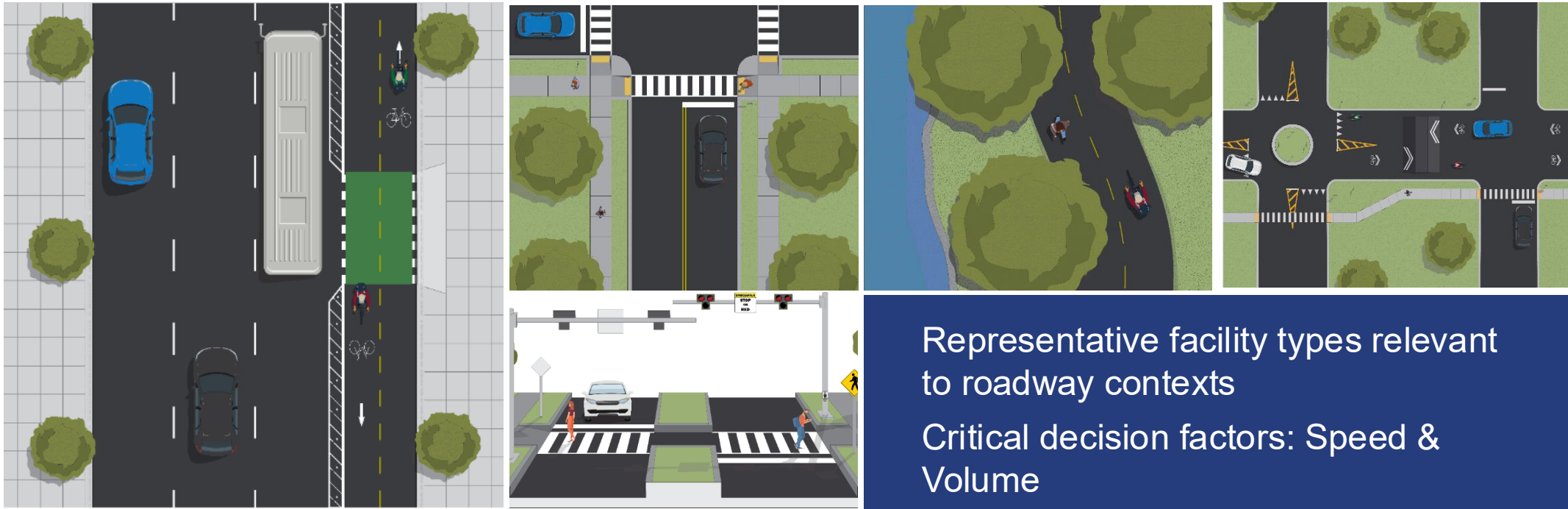
Inclusive planning ensures that facilities meet the needs of the entire community.



2

Context Based Design Standards

Typologies based on National Best Practices
Local/Regional/State Design Guidance considerations



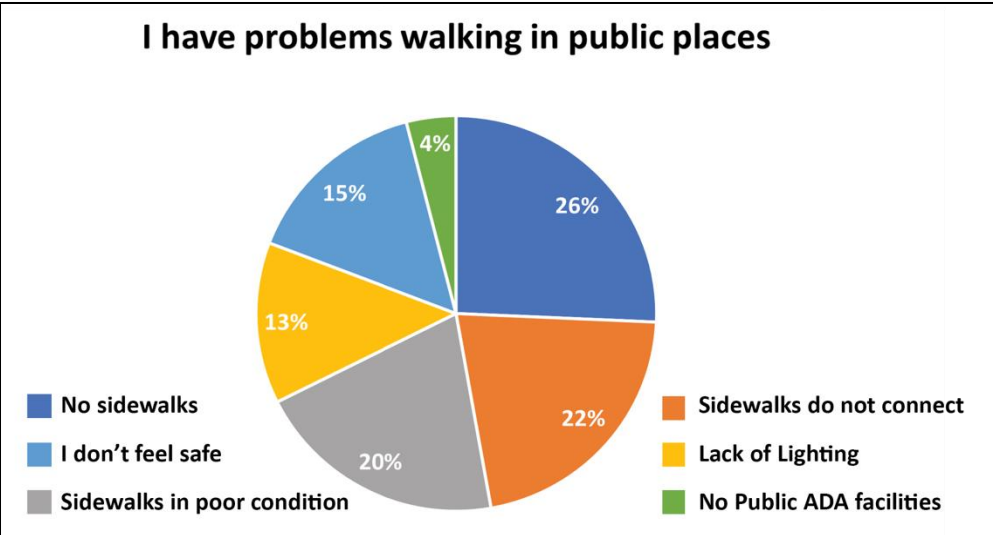


Robust Public Engagement

The SCPDC BPSP was shaped by input from over 8,900 participants through surveys, workshops, and meetings.

Priority Ranking	Data Points	% of Respondents	Ranking Average*
Neighborhood Paths	424	18%	2.52
Rural Recreation Paths	362	15%	2.78
Flat Surfaces/No Obstacles	365	15%	2.78
Lighting for Night Safety	384	16%	2.95
Connect to Recreation	367	15%	3.25
Connect to Transit	92	4%	3.42
Connecting to Schools	180	8%	3.44
Connection to Businesses	212	9%	3.55
Total Responses	2386	100%	N/A

Top Priorities: Neighborhood paths, levee access, and safety improvements



Identified Barriers: Lack of sidewalks, lighting, and ADA access

Community Driven Goals



Safety

To address the safety of a multi-modal transportation system and aim for zero bicycle and pedestrian fatalities and injuries



Connectivity

To provide networks of bikeable and walkable streets with connections to other modes



Health

To improve access to active transportation and outdoor recreation for health and wellness



Equity

To prioritize transportation improvements so that vulnerable users needs are met



Economy

To recognize the economic benefits of walkable and bike-friendly communities



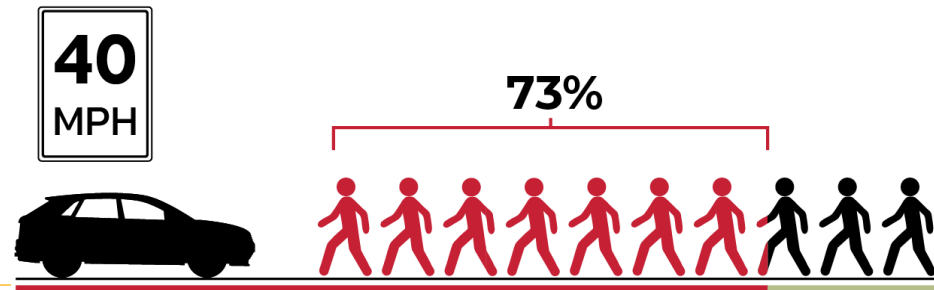
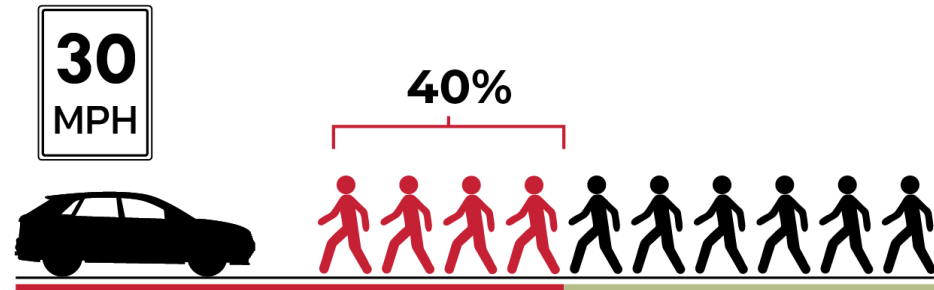
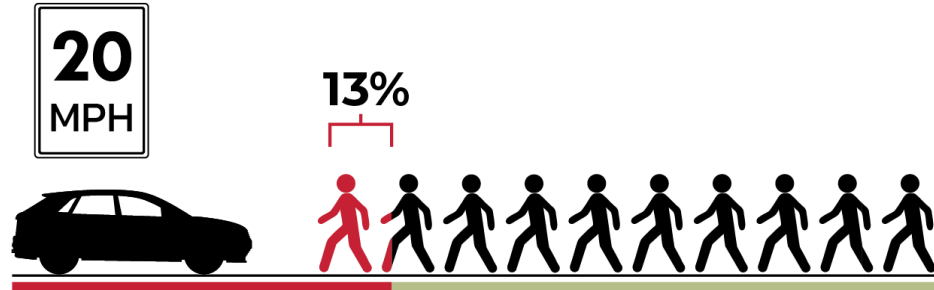
Resiliency

To support climate action goals by reducing single occupancy trips through transportation choice

5

Focus on Impact of Speed

Chance of Fatality or Severe Injury if Struck by a Vehicle



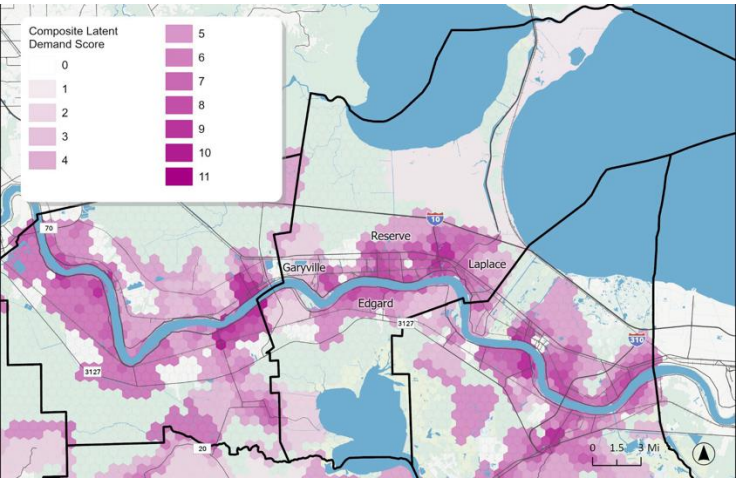
- The chance of a pedestrian surviving when struck by a vehicle is strongly correlated to the speed of a vehicle.
- Lowering speed limits and slowing traffic through traffic calming are important strategies to making streets safer for vulnerable road users.

Source: NHTSA Pedestrian Safety Month - Resource Guide



Data Driven Analysis

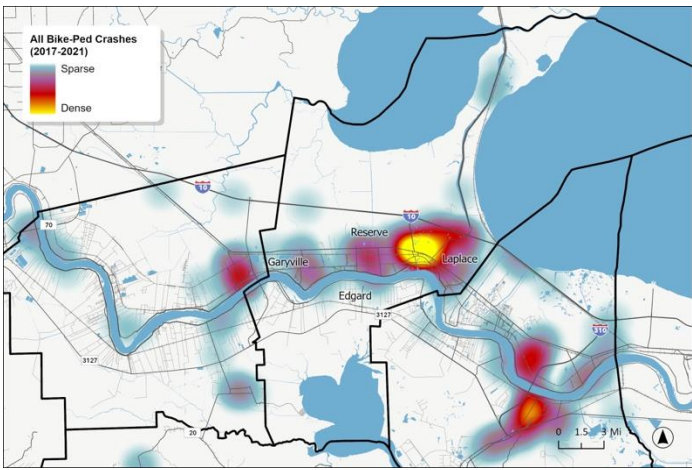
The SCPDC BPSP used a range of data to identify needs & challenges



Latent demand and equity mapping to identify underserved communities



Bicycle Level of Traffic Stress (BLTS) to assess comfort and connectivity



Crash data (2017–2021) to pinpoint high-risk areas

7

Prioritization for Implementation

- Implementing the BPSP is a long-term, multi-jurisdictional effort.
- Each community will advance projects at a pace that aligns with their local context — including funding, needs, and opportunities.
- The plan offers a **scoring-based prioritization** tool, but jurisdictions are empowered to pursue other projects as opportunities arise.
 - Safety
 - Equity
 - Connectivity

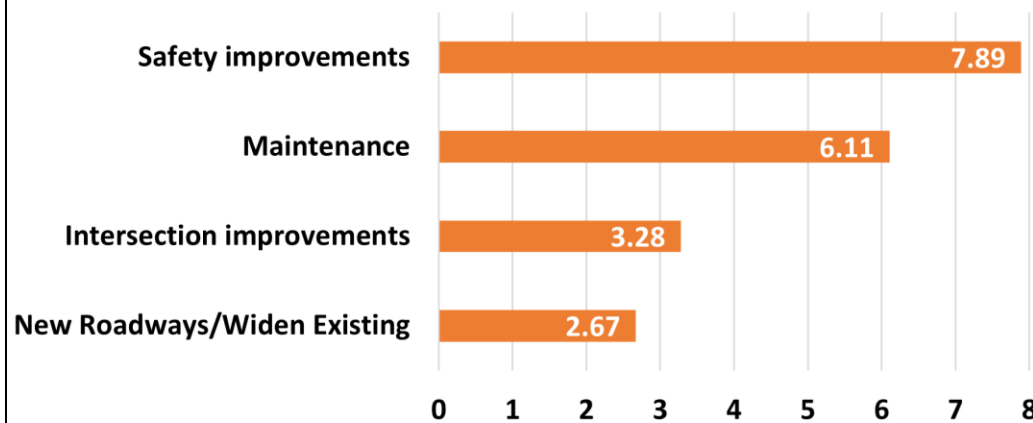
IMPLEMENTATION PLAN

Priority Level	Score	Timeline
High	9–12	0–5 years
Medium	5–8	6–10 years
Lower	≤4	10+ years



Funding Resources

Where to Focus Limited Funds?



Funding Focus: Safety improvements, maintenance, and intersection upgrades

- Include Range of Options
- Align projects with funding sources they are eligible for
- Prioritize projects to pursue funding strategically
- Create inertia!

Non – Infrastructure Recommendations

Physical improvements alone are not enough. The SCPDC BPSP emphasizes the importance of complementary programs and policies to improve **safety, awareness, and access**.



Education & Awareness

Community and school-based programs + media campaigns (print, radio, online) to promote safe behavior for all users.



Equitable Enforcement

Training officers on bike/ped laws, collision protocols, and facility types to support fair, informed enforcement.



Evaluation

Includes pedestrian and bicycle count programs and a proposed regional data portal to track performance.

Actionable Recommendations

The table captures recommendations for the region in support of active transportation safety, connectivity, environmental, and health goals aligned to the 2045 Metropolitan Transportation Plan.

	Short Term	Medium Term	Long Term
Policy	<ul style="list-style-type: none"> • Adopt a Vision Zero Statement 	<ul style="list-style-type: none"> • Adopt Complete Streets Policy • Encourage communities to adopt a Vision Zero Statement 	<ul style="list-style-type: none"> • Encourage communities to adopt Complete Streets Policies
Evaluation	<ul style="list-style-type: none"> • Add a bike-ped advocate to the IO Emphasis area of the SCPDC safety coalition • Add bike-ped advocate to the TAC 	<ul style="list-style-type: none"> • Work with LADOTD and UNO to establish bike-ped count program • Update bike-ped plan every 5-10 years including metrics of facilities completed 	<ul style="list-style-type: none"> • Create regional data portal to track progress towards network completion and other related metrics
Technical Assistance & Education	<ul style="list-style-type: none"> • Continue to provide technical assistance to jurisdictions in pursuit of TA funding 	<ul style="list-style-type: none"> • Assist communities interested in applying for federal grants • Implement an Active Transportation Safety Campaign 	<ul style="list-style-type: none"> • Provide technical assistance to jurisdictions interested in updating development codes, zoning ordinances, and subdivision regulations to support active transportation
Project Implementation	<ul style="list-style-type: none"> • Continue to support local road safety program applications and safe routes to schools applications 	<ul style="list-style-type: none"> • Include active transportation projects and complete streets projects in Transportation Improvement Program 	<ul style="list-style-type: none"> • Prepare grant applications for projects to pursue funding for identified high priority projects

QUESTIONS & PANEL DISCUSSION

REACH OUT

How To Contact Us

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