Highway Safety Improvement Program

Data Driven Decisions

Louisiana
Highway Safety Improvement Program
2013 Annual Report

Prepared by: LA

Disclaimer

Protection of Data from Discovery & Admission into Evidence

23 U.S.C. 148(h)(4) states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."

23 U.S.C. 409 states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

Table of Contents

Executive Summary

Louisiana has set an aggressive target for reducing death and injury on the roadways – **Destination Zero Deaths**. Great progress has been made since the development and implementation of the 2006 Strategic Highway Safety Plan (SHSP) and its subsequent update in 2011. Since 2007, traffic fatalities have dropped from 993 to as low as 677 in 2011 and serious injuries have been reduced from 15,830 to 13,480. Even though Louisiana saw an increase in fatalities in 2012, we are still on track to achieve our interim target of reducing fatalities in half by the year 2030.

Thorough data analysis led to identification of four emphasis areas: impaired driving, occupant protection, infrastructure and operations, and crashes involving young drivers. As part of the SHSP, The Department of Transportation and Development (DOTD) has been moving forward with safety improvements in roadway infrastructure as well as providing funds to assist our partners from the Highway Safety Commission with their work on unbelted fatalities and serious injuries. Some of Louisiana's accomplishments include: roadway departure and intersection improvements, a focused approach working with Louisiana State Police (LSP) to use crash data to identify locations for DWI enforcement and increase seatbelt checkpoints, initiatives with Louisiana Highway Safety Commission (LHSC) to increase overtime enforcement for occupant protection, and No Refusal Weekends Programs.

The Louisiana two-tiered approach to lowering fatalities and serious injuries is accomplished in part by developing and continually implementing the federally required SHSP. To implement the SHSP, LADOTD and its safety partners are also assisting five regional safety coalitions in the southern portion of the state in developing regional safety action plans (New Orleans, Northshore, Houma, Lafayette/Acadiana regions and Baton Rouge.) During the plan development process, the regional safety coalitions meet to assess the contributing crash factors on the state and local roads in the region, select emphasis areas, and identify strategies and action steps to mitigate these issues.

The benefits of this regional approach to safety planning include:

- The strategies and actions in the SHSP are being implemented at the regional level. Broader implementation ensures better opportunities to reduce fatalities and serious injuries.
- DOTD is in a better position to understand and potentially fund regional safety priorities.

- The regional teams have new opportunities to receive funding for the critical safety needs in a region.
- The regional teams have better access to and a better understanding of crash data. They also are better connected to safety stakeholders and partnerships.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

☒ Central

☐ District

☐ Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

The Local Road Safety Program (LRSP) is allocated approximately $3-5 million per year. Eligible projects include those for roadways and transportation systems owned and operated by parish and municipal road agencies. Specific funds are available for selected local safety data-driven projects and additional funding sources or resources may be available depending on the type of project. The Local Technical Assistance Program (LTAP) administers the LRSP in cooperation with the LADOTD. LTAP coordinates activities and resources in conjunction with the LADOTD to

facilitate annual project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement Projects.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

☒Design

☒Planning

☐Maintenance

☒Operations

☒Governors Highway Safety Office

☐Other:

Briefly describe coordination with internal partners.

LADOTD Highway Safety Improvement Projects are selected for implementation through a data driven competitive process. LADOTD utilizes a Stage 0 planning process for identifying potential highway safety improvement projects. Stage 0 determines the feasibility of a project along with the scope and budget. The Stage 0 for proposed safety projects for inclusion in the HSIP is prepared by the LADOTD District Office, Road Design Section, Highway Safety Section, Consultant, MPO or the Transportation Planning Section. The Stage 0 report is reviewed for completeness and approved by the Highway Safety Section before being submitted to the Project selection Team for inclusion in the Department's Highway Program.

Identify which external partners are involved with Highway Safety Improvement Program planning.

☒Metropolitan Planning Organizations

☒Governors Highway Safety Office

☒Local Government Association

☒Other: Other-FHWA and State Police

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

☐ Multi-disciplinary HSIP steering committee

☒ Other: Other-None

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

Projects that are identified through the HSIP have the overall goal of reducing the number and severity of crashes and decreasing the potential for crashes on all public roads.

The LADOTD performs HSIP components of planning, implementation, and evaluation to accomplish requirements of the program. These components involve the following: data-driven identification of crash locations, development and implementation of an annual program of projects and report annually to the FHWA on progress and effectiveness. FHWA is involved in all three components, both formally and through informal technical assistance.

Program Methodology

Select the programs that are administered under the HSIP.

☐ Median Barrier	☒ Intersection	☐ Safe Corridor
☐ Horizontal Curve	☐ Bicycle Safety	☐ Rural State Highways
☐ Skid Hazard	☐ Crash Data	☐ Red Light Running Prevention
☒ Roadway Departure	☐ Low-Cost Spot Improvements	☐ Sign Replacement And Improvement

☒ Local Safety
☐ Pedestrian Safety
☐ Right Angle Crash
☐ Left Turn Crash
☐ Shoulder Improvement
☐ Segments
☐ Other:

Program: **Intersection**

Date of Program Methodology: **1/1/2009**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☒ Other-Stop and Signal Controlled

What project identification methodology was used for this program?

☒ Crash frequency
☐ Expected crash frequency with EB adjustment
☐ Equivalent property damage only (EPDO Crash frequency)
☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 1

☐ Incremental B/C

☐ Ranking based on net benefit

☒ Cost Effectiveness 1

Program: **Roadway Departure**

Date of Program Methodology: **10/1/2012**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☒ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☐ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

☐ Ranking based on B/C

☒ Available funding 1

☐ Incremental B/C

☐ Ranking based on net benefit

☒ Cost Effectiveness 1

Program: **Local Safety**

Date of Program Methodology: **7/1/2008**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☐ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☒ Roadside features
	☐ Other	☐ Other

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☒ Yes

☐ No

If yes, are local road projects identified using the same methodology as state roads?

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☒ selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☐ Ranking based on B/C
- ☒ Available funding 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☒ Cost Effectiveness 1

What proportion of highway safety improvement program funds address systemic improvements?

10

Highway safety improvment program funds are used to address which of the following systemic improvments?

- ☒ Cable Median Barriers
- ☐ Traffic Control Device Rehabilitation
- ☒ Install/Improve Signing
- ☒ Upgrade Guard Rails
- ☒ Safety Edge
- ☐ Add/Upgrade/Modify/Remove Traffic Signal
- ☒ Rumble Strips
- ☐ Pavement/Shoulder Widening
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☐ Clear Zone Improvements
- ☐ Install/Improve Lighting
- ☐ Other

What process is used to identify potential countermeasures?

☒ Engineering Study

☒ Road Safety Assessment

☐ Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

☐ Highway Safety Manual

☐ Road Safety audits

☒ Systemic Approach

☐ Other:

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

Until 2008, LADOTD only had the capability of locating crashes on the state owned road system. Starting in 2008, LADOTD began putting latitude and longitude on all public roads including the local road system. In the past, the location data shown on local agency crash reports was often vague or not consistent. This meant LADOTD had minimal crash location

information on local roads. As a result of assigning Global Positioning System (GPS) coordinates, a substantial percentage of crashes on local roads can now be mapped and the local agencies can identify where the highest numbers of crashes are occurring on their local and parish roadways. The state owned system is approximately 30% of the total road mileage, but accounts for nearly 70% of the crashes.

Location specific HSIP projects are developed from analyzing the LADOTD Crash database which contains all reported crashes, the highway inventory file, and the traffic count file to develop a list of locations requiring further study. The LADOTD uses the number-rate method to identify locations requiring further study. The number-rate method considers both the frequency and crash rate. To qualify for further study, a location must have a minimum of five crashes in a calendar year and twice the average for that class of roadway. Roadways are classified by characteristics (e.g., two-lane, four-lane divided and freeway) and location. The identified locations are included on a list of locations requiring further study. Each LADOTD District is requested to conduct a safety engineering evaluation for least the top three crash locations identified in each roadway classification. Proposed safety improvements are recommended by each of the nine LADOTD District Traffic Operations Engineers after conducting studies of the candidate locations. These projects compete for the funds allocated to the Highway Safety Improvement Program. Approximately $45 to $50 million dollars are reserved annually for the Highway Safety Improvement Program. Approximately 10% of the funds are being used to implement system-wide improvements such as Intersections and Roadway Departure Safety Action Plans, 25% to the Local Road Safety Program and the remaining 65% is distributed throughout the state through the Stage 0 process.

The final list of safety projects is approved by a team consisting of LADOTD headquarters personnel, a representative from the Louisiana Highway Safety Commission (LHSC), Federal Highway Administration and a State Police representative. The project selection team receives output from the Louisiana Strategic Highway Safety Plan (SHSP) and also reviews recommendations contained in the long-range transportation plans for the nine metropolitan areas and for the state as well as any recommendations from elected officials and their constituents, LADOTD Districts, and other state and federal agencies. After consulting with the LADOTD District Administrators, the project selection team will have the ultimate responsibility of determining how much of the available funding will be allocated to statewide, regional, system-wide, and corridor projects including soft-side programs, and how much will be reserved for spot location safety improvements projects. A final list of projects will then be forwarded to the LADOTD Transportation Planning Section for inclusion in the State Transportation Improvement Program (STIP). The project selection process was last updated in December 2006.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☒ State Fiscal Year

☐ Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	53431000	45 %	27273351.37	42 %
HRRRP (SAFETEA-LU)	1650410	1 %	1600384.22	2 %
HRRR Special Rule				
Penalty Transfer - Section 154	19686500	17 %	3873590.84	6 %
Penalty Transfer – Section 164	19686500	17 %	3873590.84	6 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)	3600000	3 %	26167280.9	40 %
State and Local Funds	20915000	18 %	2105931.24	3 %

Totals	118969410	100%	64894129.41	100%

How much funding is programmed to local (non-state owned and maintained) safety projects?

$3,000,000.00

How much funding is obligated to local safety projects?

$556,854.00

How much funding is programmed to non-infrastructure safety projects?

$2,000,000.00

How much funding is obligated to non-infrastructure safety projects?

$2,206,687.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

$0.00

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

Safety projects are generally smaller and do not necessarily receive priority throughout the project development process. To resolve this, LADOTD has issued a retainer contract to have a consultant provide Stage 1-Stage 5 services to ensure that the projects remain on schedule.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
H.000327 US 61 @ BELLE TERRE BLVD.	Intersection geometry Auxiliary lanes - miscellaneous/other/ unspecified	1 Numbers	1791604.56	1990671.73	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.000466 INTERSECTION IMPROVEMENTS AT EDEN CHURCH	Intersection geometry Intersection geometry - other	1 Numbers	1157300	1157300	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12

H.000466 INTERSECTION IMPROVEMENTS AT EDEN CHURCH	Intersection geometry Intersection geometry - other	1 Numbers	51615.58	51615.58	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.000466 INTERSECTION IMPROVEMENTS AT EDEN CHURCH	Intersection geometry Intersection geometry - other	1 Numbers	6399.87	6399.87	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.001769 LA 511: LA 523 - FERN AV	Access management Median crossover - directional crossover	1 Numbers	57725.1	69552.9	HSIP		0	0		Reducing head-on and across-median crashes	Page 3-12
H.001769 LA 511: LA 523 - FERN AV	Access management Median crossover - directional crossover	1 Numbers	0	-83578.39	HSIP		0	0		Reducing head-on and	Page 3-12

										across-median crashes	
H.001769 LA 511: LA 523 - FERN AV	Access management Median crossover - directional crossover	1 Numbers	3380984.43	3840227.76	HSIP		0	0		Reducing head-on and across-median crashes	Page 3-12
H.001769 LA 511: LA 523 - FERN AV	Access management Median crossover - directional crossover	1 Numbers	776872.84	-2860067.53	HSIP		0	0		Reducing head-on and across-median crashes	Page 3-12
H.001769 LA 511: LA 523 - FERN AV	Access management Median crossover - directional crossover	1 Numbers	57865	0	HSIP		0	0		Reducing head-on and across-median crashes	Page 3-12
H.001769 LA 511: LA 523 - FERN AV	Access management Median crossover - directional crossover	1 Numbers	462920	578650	HSIP		0	0		Reducing head-on and across-median	Page 3-12

										crashes	
H.002373 LA 16 @ LA 22 INSTALL ROUNDABOUT	Intersection geometry Intersection geometry - other	1 Numbers	715211.4	715211.4	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.002373 LA 16 @ LA 22 INSTALL ROUNDABOUT	Intersection geometry Intersection geometry - other	1 Numbers	-554617.21	-693271.51	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.002373 LA 16 @ LA 22 INSTALL ROUNDABOUT	Intersection geometry Intersection geometry - other	1 Numbers	555504	694380	HSIP		0	0		Improving the design and operation of highway intersec	Page 3-12

										tions	
H.002373 LA 16 @ LA 22 INSTALL ROUNDABOUT	Intersection geometry Intersection geometry - other	1 Numbers	883286.08	883286.08	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.002780 LA 308 CURVE IMPROVEMENT	Alignment Horizontal curve realignment	1 Numbers	20831.4	23146	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.002780 LA 308 CURVE IMPROVEMENT	Alignment Horizontal curve realignment	1 Numbers	20831.4	23146	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.002780 LA 308 CURVE IMPROVEMENT	Alignment Horizontal curve realignment	1 Numbers	48270.52	53633.91	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12

H.007897 LA 3105 TURN LANE IMPROVEMENTS	Intersection geometry Auxiliary lanes - extend existing right-turn lane	1 Numbers	193107.08	214563.42	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.007897 LA 3105 TURN LANE IMPROVEMENTS	Intersection geometry Auxiliary lanes - extend existing right-turn lane	1 Numbers	193107.08	214563.42	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.008248 LA 1: HOSPITAL ROAD & WB LEFT TURN LN.	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	363481.64	403868.49	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12

H.008248 LA 1: HOSPITAL ROAD & WB LEFT TURN LN.	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	288323.63	320359.59	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.008248 LA 1: HOSPITAL ROAD & WB LEFT TURN LN.	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	2555374.72	2839305.24	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009033 LA 44: INTERSECTION IMPROVEMENT @ LA 934	Intersection geometry Intersection geometry - other	1 Numbers	5879.04	6532.27	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12

H.009033 LA 44: INTERSECTION IMPROVEMENT @ LA 934	Intersection geometry Intersection geometry - other	1 Numbers	5879.04	6532.27	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009033 LA 44: INTERSECTION IMPROVEMENT @ LA 934	Intersection geometry Intersection geometry - other	1 Numbers	66850.28	83562.85	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009089 LA 526: KINGSTON RD TO LINWOOD AVE.	Intersection geometry Auxiliary lanes - modify free-flow turn lane	1 Numbers	1689686.93	1877429.92	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12

H.009125 I-12 EB EXIT RAMP EXTENSION AT US 190	Interchange design Acceleration / deceleration / merge lane	1 Numbers	1372133.07	1524592.3	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009398 LA 3132: LINWOOD TO I-49 (WEAVE LANE)	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	1 Numbers	365531.56	406146.18	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009398 LA 3132: LINWOOD TO I-49 (WEAVE LANE)	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	1 Numbers	9954.42	11060.47	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009414 I-20: TREE REMOVAL IN DIST. 05	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	645958.59	717731.54	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12

H.009414 I-20: TREE REMOVAL IN DIST. 05	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	632626.43	702918.26	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009414 I-20: TREE REMOVAL IN DIST. 05	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	733956.57	815507.34	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009414 I-20: TREE REMOVAL IN DIST. 05	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	0	-1518426	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009422 LA 70:CLOSEMED,DRIVES/SIGNAL/UPGRD/RESTR	Roadway Pavement surface - miscellaneous	1 Numbers	352122.22	391246.91	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009422 LA 70:CLOSEMED,DRIVES/SIGNAL/UPGRD/RESTR	Roadway Pavement surface - miscellaneous	1 Numbers	457747.41	508608.23	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12

H.009423 LA 69: CHEVRONS AND RESTRIPING	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	153870.34	170967.04	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009423 LA 69: CHEVRONS AND RESTRIPING	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	360009.05	400010.06	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009435 LA 3144: INTERSECT. IMPROVEMENT @ LA 28	Intersection geometry Intersection geometry - other	1 Numbers	205980.88	228867.64	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009437 US 190: BOX CULVERT EXTENSIONS	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	5207.23	5785.81	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009437 US 190: BOX CULVERT EXTENSIONS	Roadside Removal of roadside objects	1 Num	198725.13	220805.7	HSIP		0	0		Keeping vehicles in the	Page 3-11/1

	(trees, poles, etc.)	bers								roadway	2
H.009446 US 190: WESTIN OAKS - CHURCH ST.	Access management Access management - other	1 Numbers	949490.75	1054989.72	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009446 US 190: WESTIN OAKS - CHURCH ST.	Access management Access management - other	1 Numbers	160091.13	177879.03	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009446 US 190: WESTIN OAKS - CHURCH ST.	Access management Access management - other	1 Numbers	-789399.62	-877110.69	HSIP		0	0		Improving the design and operation of highway	Page 3-12

										intersections	
H.009446 US 190: WESTIN OAKS - CHURCH ST.	Access management Access management - other	1 Numbers	789593.39	877325.99	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010085 LA 16: LEFT TURN LANE @ LA 1054	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	541772.64	601969.6	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	990435.84	1238044.8	HSIP		0	0		Improving the design and operation of highway	Page 3-12

										intersections	
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	182274.75	202527.5	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	-990435.84	-1238044.8	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	0	0	HSIP		0	0		Improving the design and operation of highway	Page 3-12

										intersections	
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	0	-137560.54	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	103500	115000	HSIP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	26039.25	28932.5	HSIP		0	0		Improving the design and operation of highway	Page 3-12

										intersections	
H.010120 I-20: TREE REMOVAL - BOSSIER PARISH	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	13892.98	15436.64	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010120 I-20: TREE REMOVAL - BOSSIER PARISH	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	307624.66	341805.18	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010120 I-20: TREE REMOVAL - BOSSIER PARISH	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	24948.64	27720.71	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010252 I-20: TREE REMOVAL IN WEBSTER PARISH	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	483840.51	537600.77	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010252 I-20: TREE REMOVAL IN WEBSTER PARISH	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	470966.71	523296.34	HSIP		0	0		Keeping vehicles in the roadwa	Page 3-11/1

										y	2
H.010272 LA 8: MEDIAN CABLE BARRIER @ LA 117	Roadside Barrier - cable	1 Numbers	121109.13	151386.41	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010643 US 190: PAVED SHOULDERS/GUARDRAIL APRONS	Roadway Roadway - other	1 Numbers	413034.58	458927.31	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010476 SHSP OCCUPANT PROTECTION ACTIVITIES/HSIP Flex Funds	Non-infrastructure Enforcement	1 Numbers	2451000	2451000	HSIP		0	0		Increasing seat belt use and improving airbag effectiveness	Page 3-7/8
H.000466 US 190: ROUNDABOUT AT EDEN CHURCH ROAD	Intersection geometry Intersection geometry - other	1 Numbers	41292.46	51615.58	HRRRP		0	0		Improving the design and operation of highway	Page 3-12

										intersections	
H.002373 LA 16 @ LA 22 INSTALL ROUNDABOUT	Intersection geometry Intersection geometry - other	1 Numbers	555504	694380	HRRRP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.002373 LA 16 @ LA 22 INSTALL ROUNDABOUT	Intersection geometry Intersection geometry - other	1 Numbers	686047.44	857559.3	HRRRP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.006557 NATCHITOCHES PARISH SIGN REPLACEMNT	Roadway signs and traffic control Sign sheeting - upgrade or replacement	1 Numbers	126604.34	133267.73	HRRRP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009033 LA 44: INTERSECTION	Intersection geometry Auxiliary	1 Num	5073.6	6342	HRRR		0	0		Improving the	Page

IMPROVEMENT @ LA 934	lanes - add left-turn lane	bers			P					design and operation of highway intersections	3-12
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	162022	202527.5	HRRRP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010087 US 51 B @ I-12:CLEAR & GRUB(ROUNDABOUTS)	Intersection geometry Intersection geometry - other	1 Numbers	23840.38	29800.48	HRRRP		0	0		Improving the design and operation of highway intersections	Page 3-12
H.000504 US 190: ROUNDABOUT AT E. JCT. LA	Intersection geometry	1 Num	1120584.85	1120584.85	Other		0	0		Improving the	Page 3-12

434	Intersection geometry - other	bers								design and operation of highway intersections	
H.002974 I-10: JUNCTION US 165 - LA 99	Roadway signs and traffic control Sign sheeting - upgrade or replacement	1 Numbers	281129.35	281129.35	Other		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.003128 I-610 SIGNING (I-10WEST - I-10EAST)	Roadway signs and traffic control Sign sheeting - upgrade or replacement	1 Numbers	6541391.35	6541391.35	Other		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.007925 LA 378: RT TURN LN @ N PERKINS FERRY RD	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	92850.33	92850.33	Other		0	0		Improving the design and operation of highway intersections	Page 3-12

H.009058 DIST. 62 PAVEMENT MARKING REPLACEMENT II	Roadway delineation Raised pavement markers	1 Numbers	2067845.8	2067845.8	Other		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009168 DIST 03 SIGNAL UPGRADES	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	1380495	1380495	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009201 I-20 @ GARRETT RD. INTERCHANGE LIGHTING	Lighting Intersection lighting	1 Numbers	1234233.53	1234233.53	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009275 LA 428: ROUNDABOUT @ MARDI GRAS BLVD	Intersection geometry Intersection geometry - other	1 Numbers	793127	793127	Other		0	0		Improving the design and	Page 3-12

										operation of highway intersections	
H.009444 US 51: TURNLANES AT LALLIE KEMP HOSPITAL	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	390751.59	390751.59	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009541 US 71:LEFT TURN LANES AT HOLSUM BAKERY	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	188363.3	188363.3	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009622 LA 1111: RT TURN LANE @ LA 13	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	660193.85	660193.85	Other		0	0		Improving the design and	Page 3-12

										operation of highway intersections	
H.009645 LA 3152:US90/LA48 - N END OF RR OVERPASS	Intersection geometry Intersection geometrics - miscellaneous/other/ unspecified	1 Numbers	2541777.98	194472.03	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009648 LA 37: INTERSECTION IMPROVE AT LA 3034	Intersection geometry Intersection geometry - other	1 Numbers	1229343.64	1229343.64	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009667 LA 67&LA 412: INTERSECTION IMPROVEMENTS	Intersection geometry Intersection geometry - other	1 Numbers	447915.34	447915.34	Other		0	0		Improving the design and	Page 3-12

										operation of highway intersections	
H.009709 LA 5: US 84 RT TURN LANE	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	187703	187703	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009786 I-10 @ LA 328 (BREAUX BRIDGE) INT. LIGHT	Lighting Site lighting - interchange	1 Numbers	695244.75	695244.75	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009831 DISTRICT 62 CONTROLLER UPDATE	Intersection traffic control Intersection traffic control - other	1 Numbers	2642787.79	2642787.79	Other		0	0		Improving the design and	Page 3-12

										operation of highway intersections	
H.009832 DISTRICT 04 TRAFFIC CONTROL UPGRADE	Intersection traffic control Modify traffic signal - miscellaneous/other/ unspecified	1 Numbers	1813555.25	1813555.25	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010057 I-10: LA 22 INTCNG LIGHTING (SORRENTO)	Lighting Site lighting - interchange	1 Numbers	492398	492398	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010093 LAKE CHARLES MOTORIST ASSISTANCE PATROL	Miscellaneous	1 Numbers	344812.65	344812.65	Other		0	0		NA	NA

H.010347 LA 3092: RT TURN LANE @ COUNTRY CLUB	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	128818.1	128818.1	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010429 LA 308: 350 FT E OF ROSEDOWN DR TO LA 20	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	1 Numbers	431847.5	431847.5	Other		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010704 LA 42 (BURBANK DR.) RESTRIPING	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	1 Numbers	28158.6	28158.6	Other		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.006524 CITY OF GRETNA SAFE ROUTES TO SCHOOL-M	Pedestrians and bicyclists Install sidewalk	1 Numbers	47449.3	47449.3	Other SRTS		0	0		NA	NA

H.006525 CITY OF GRETNA SAFE ROUTES TO SCHOOL	Pedestrians and bicyclists Install sidewalk	1 Numbers	43977.4	64977.4	Other SRTS		0	0		NA	NA
H.009282 ST. JOHN THE BAPTIST PARISH PROJECT	Pedestrians and bicyclists Install sidewalk	1 Numbers	40278.32	81078.32	Other SRTS		0	0		NA	NA
H.009754 SAFE ROUTES TO SCHOOL COORDINATOR SALARY	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	150449	150449	Other SRTS		0	0		NA	NA
H.010094 SRTS LEXLEE'S KIDS-STROLL INTO SAFETY	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	40505.5	40505.5	Other SRTS		0	0		NA	NA
H.971447 HAPPY FEET HEALTHY STUDENTS (NON INFRAST)	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	-51506.77	-51506.77	Other SRTS		0	0		NA	NA
H.000492 US 190 (I-12 - LA 22)	Roadway Pavement surface - miscellaneous	1 Numbers	1920828.83	1920828.83	Penalty Transfer - Secti		0	0		Keeping vehicles in the roadwa	Page 3-11/12

					on 154/164					y	
H.002158 ROUNDABOUT AT INTERLA 93 & LA 3168	Intersection geometry Intersection geometry - other	1 Numbers	0	0	Penalty Transfer - Section 154/164		0	0		Improving the design and operation of highway intersections	Page 3-12
H.006501 REG & WARNING SIGN INSTALLATION	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	100000	100000	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009275 LA 428: ROUNDABOUT @ MARDI GRAS BLVD	Intersection geometry Intersection geometry - other	1 Numbers	0	0	Penalty Transfer - Section 154/1		0	0		Improving the design and operation of highway	Page 3-12

					64					intersections	
H.009436 VARIOUS ROADS:SIGNING (BOSSIER)	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	45000	45000	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009771 KENNER INTERSECTION SAFETY IMPROVEMENTS	Intersection geometry Intersection geometry - other	1 Numbers	105000	105000	Penalty Transfer - Section 154/164		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009898 HAMMOND INTERSECTION SAFETY IMPROVEMENTS	Intersection geometry Intersection geometry - other	1 Numbers	70000	70000	Penalty Transfer - Section 154/164		0	0		Improving the design and operation of highway intersec	Page 3-12

										tions	
H.009899 BOGALUSA INTERSECTION SAFTEY IMPROVEMENT	Intersection geometry Intersection geometry - other	1 Numbers	20000	20000	Penalty Transfer - Section 154/164		0	0		Improving the design and operation of highway intersections	Page 3-12
H.009947 US 61: ACCESS MANAGEMENT AT LA 44	Access management Access management - other	1 Numbers	87178.94	87178.94	Penalty Transfer - Section 154/164		0	0		Improving the design and operation of highway intersections	Page 3-12
H.010065 LA 449: IMPROVE CROSS SLOPE	Roadway delineation Improve retroreflectivity	1 Numbers	129420.4	129420.4	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12

H.010071 I-10/I-610: MEDIAN BARRIER	Roadside Barrier - cable	1 Numbers	182935.28	182935.28	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010154 LA 3089: ROADWAY LIGHTING	Lighting Lighting - other	1 Numbers	156318	156318	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010215 ST CHARLES PAR PORTABLE MESSAGE BOARDS	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	90250	90250	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.000336 LA 431 INTERSECTION IMPROVEMENT	Roadway Roadway - other	1 Numbers	1863038.68	1863038.68	Penalty Trans		0	0		Keeping vehicles in the	Page 3-11/1

					fer - Section 154/164					roadway	2
H.010483 DISTRICT 05: DISTRICTWIDE GUARDRAIL	Roadside Barrier - other	1 Numbers	2523118.03	2523118.03	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010631 I-12: BRIDGE APPROACH SLAB REPAIR	Roadway Pavement surface - miscellaneous	1 Numbers	347293.52	347293.52	Penalty Transfer - Section 154/164		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.010831 RESTRIPING WITH THERMOPLASTIC EDGE AND CENTER LINE AND INSTL	Roadway Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	1 Numbers	106800	106800	Penalty Transfer - Section		0	0		Keeping vehicles in the roadway	Page 3-11/12

					154/164						
H.000336 LA 431 INTERSECTION IMPROVEMENT	Intersection geometry Intersection geometry - other	1 Numbers	2105931.24	3968969.92	State and Local		0	0		Improving the design and operation of highway intersections	Page 3-11/12
H.010255 I-20: TREE REMOVAL IN BIENVILLE PARISH	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	470966.71	523296.34	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009410 LA 12,US 90,I-10: REPL GUARDRAIL END TRM	Roadside Barrier - other	1 Numbers	264487.85	293875.39	HSIP		0	0		Keeping vehicles in the roadway	Page 3-11/12
H.009071 POLK ELEMENTARY SAFE ROUTES TO SCHOOL	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	50400	50400	Other SRTS		0	0		NA	NA

H.009072 BUCHANAN ELEMENTARY SAFE ROUTES TO SCH.	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	50400	50400	Other SRTS		0	0			
H.009290 LSU LABORATORY SCHOOL SRTS PROJECT	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	60000	60000	Other SRTS		0	0			

Progress in Achieving Safety Performance Targets

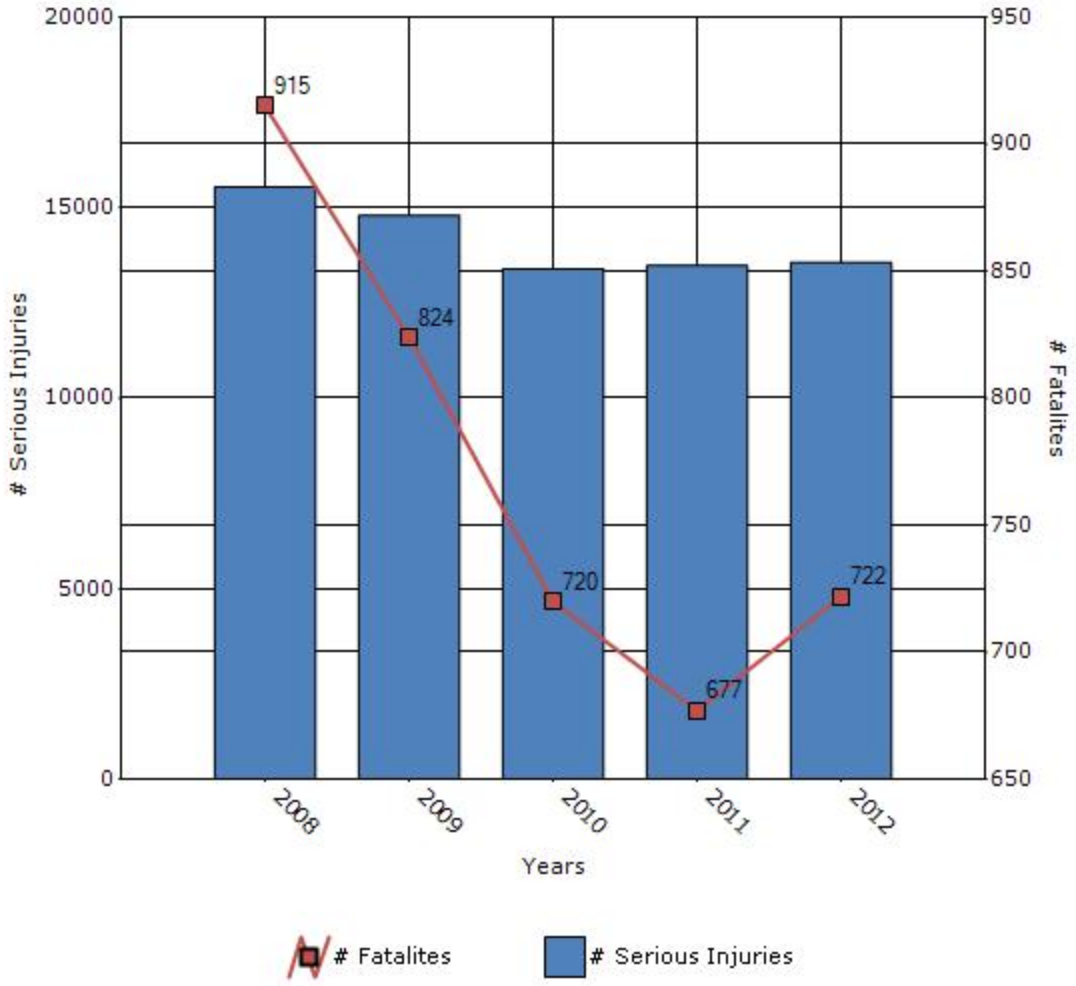
Overview of General Safety Trends

Present data showing the general highway safety trends in the state for the past five years.

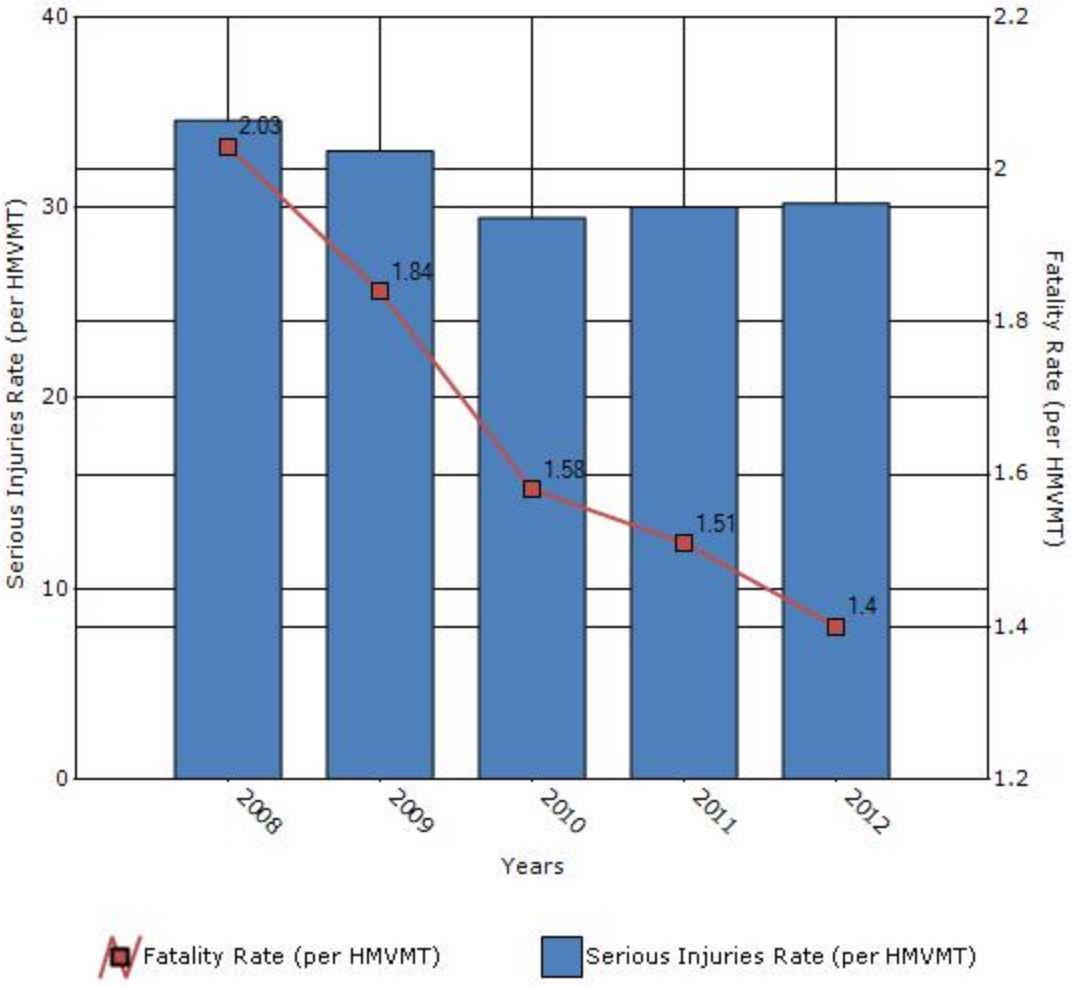
Performance Measures*	2008	2009	2010	2011	2012
Number of fatalities	915	824	720	677	722
Number of serious injuries	15546	14797	13397	13480	13561
Fatality rate (per HMVMT)	2.03	1.84	1.58	1.51	1.4
Serious injury rate (per HMVMT)	34.57	32.98	29.47	30.05	30.23

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

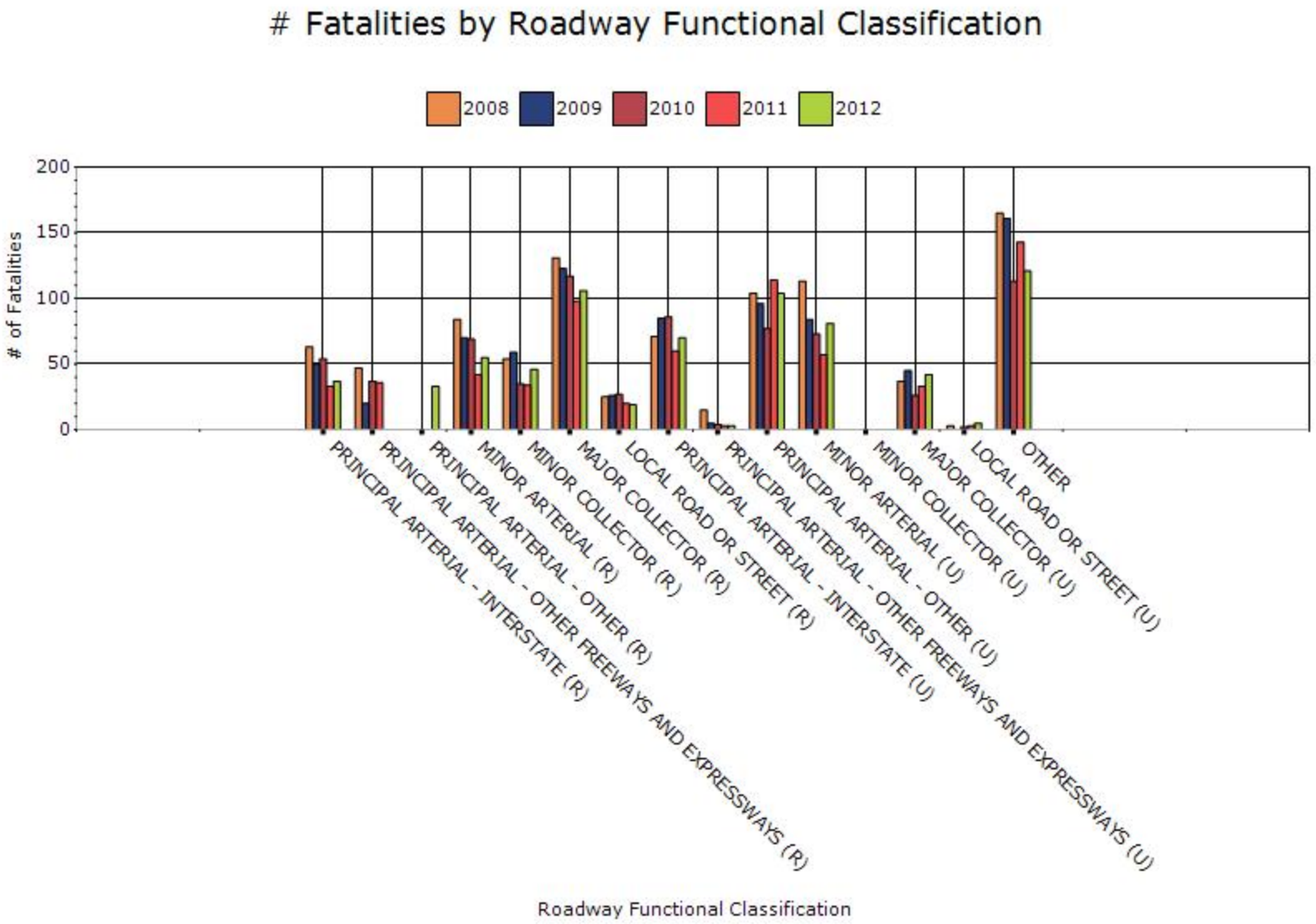


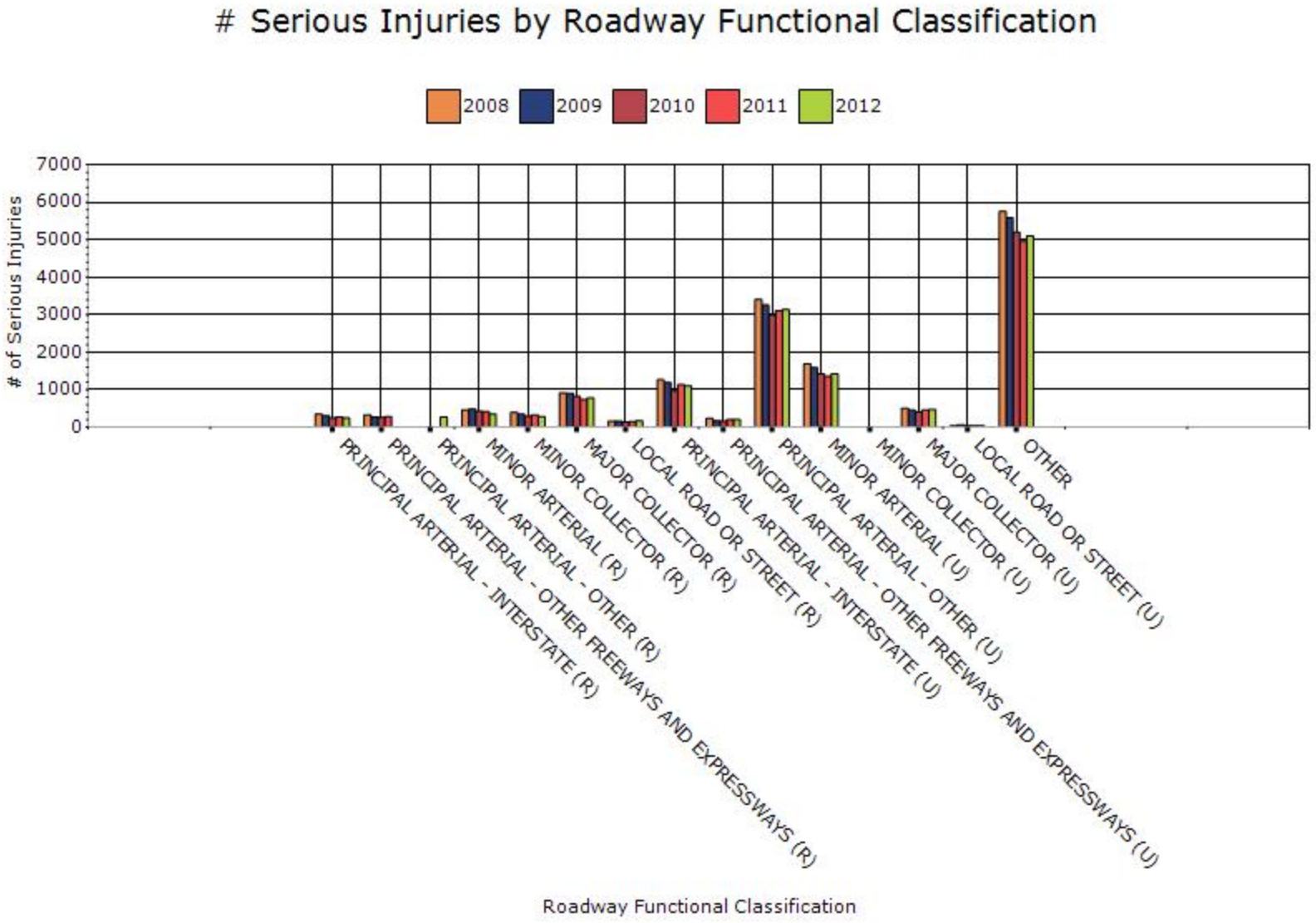
To the maximum extent possible, present performance measure* data by functional classification and ownership.

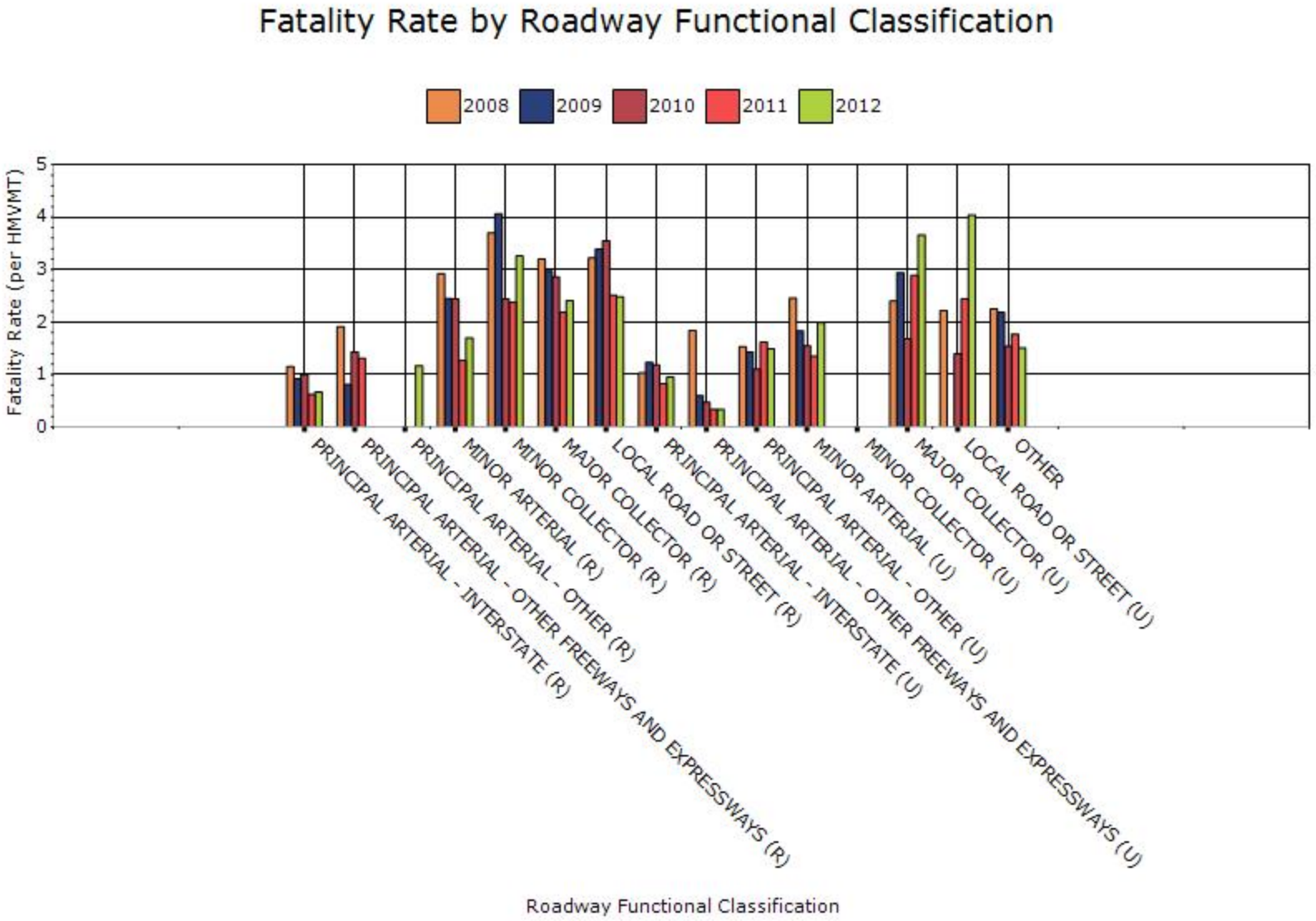
Year - 2012

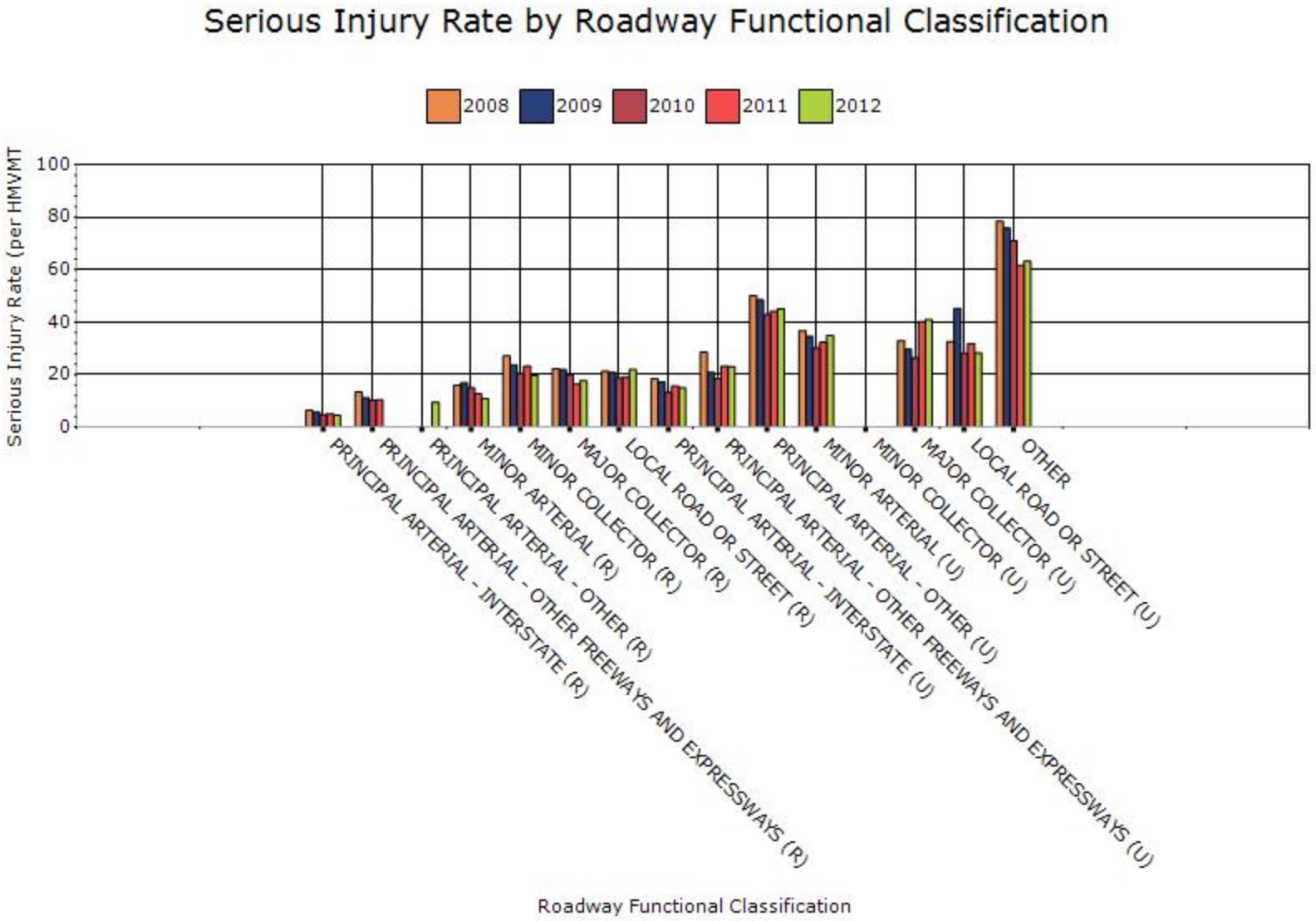
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	37	244	0.67	4.45
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	33	267	1.17	9.48
RURAL MINOR ARTERIAL	55	353	1.7	10.91
RURAL MINOR COLLECTOR	46	279	3.26	19.74
RURAL MAJOR COLLECTOR	106	777	2.41	17.64
RURAL LOCAL ROAD OR STREET	19	168	2.48	21.89
URBAN PRINCIPAL	70	1106	0.95	14.96

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	3	206	0.34	23.05
URBAN PRINCIPAL ARTERIAL - OTHER	104	3138	1.49	45.03
URBAN MINOR ARTERIAL	81	1420	1.99	34.86
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	42	470	3.66	40.97
URBAN LOCAL ROAD OR STREET	5	35	4.04	28.25
OTHER	121	5098	1.51	63.23
OTHER	121	5098	1.51	63.23


Fatalities by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Fatalities
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification


Serious Injuries by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

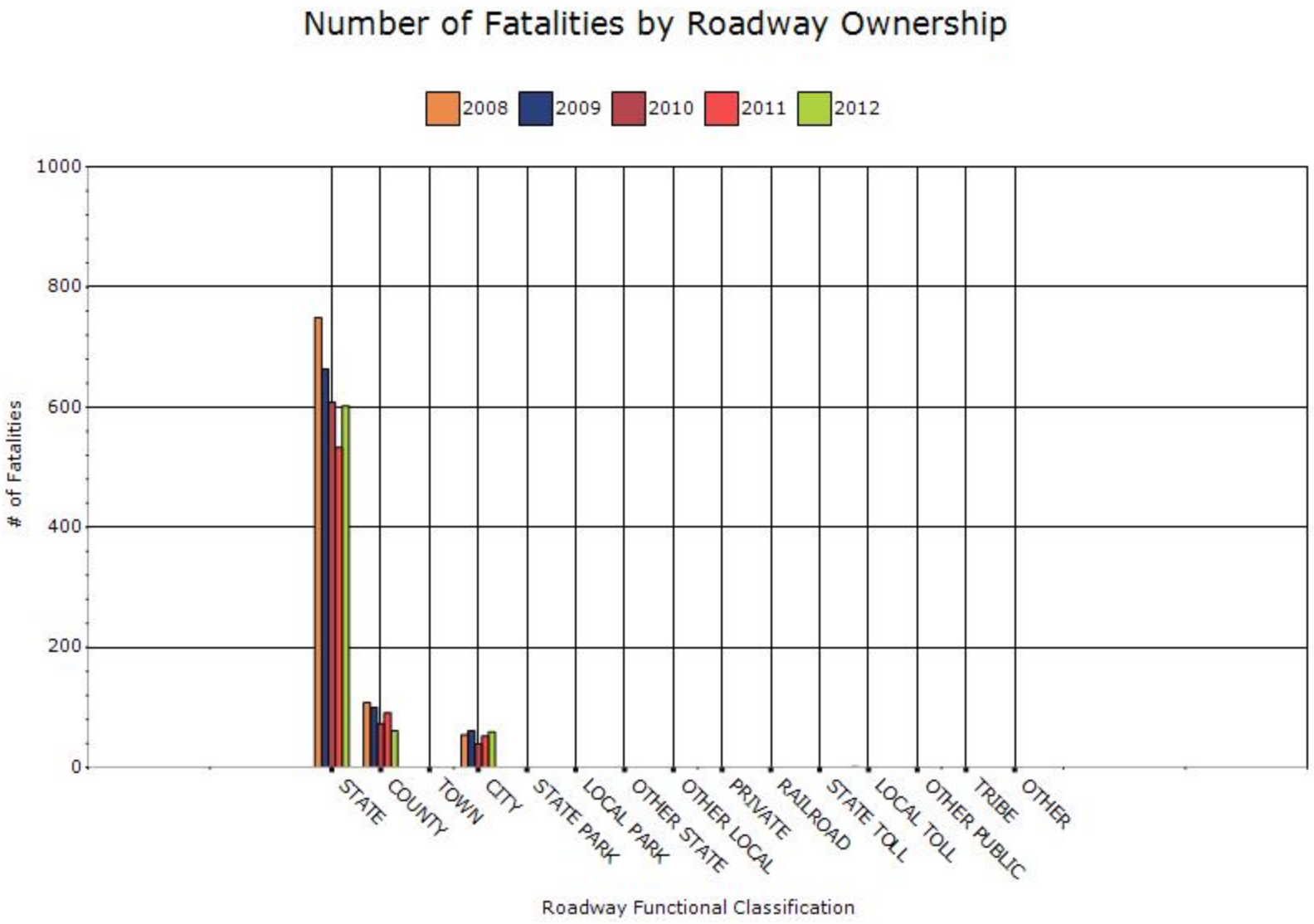

Fatality Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
0
1
2
3
4
5
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

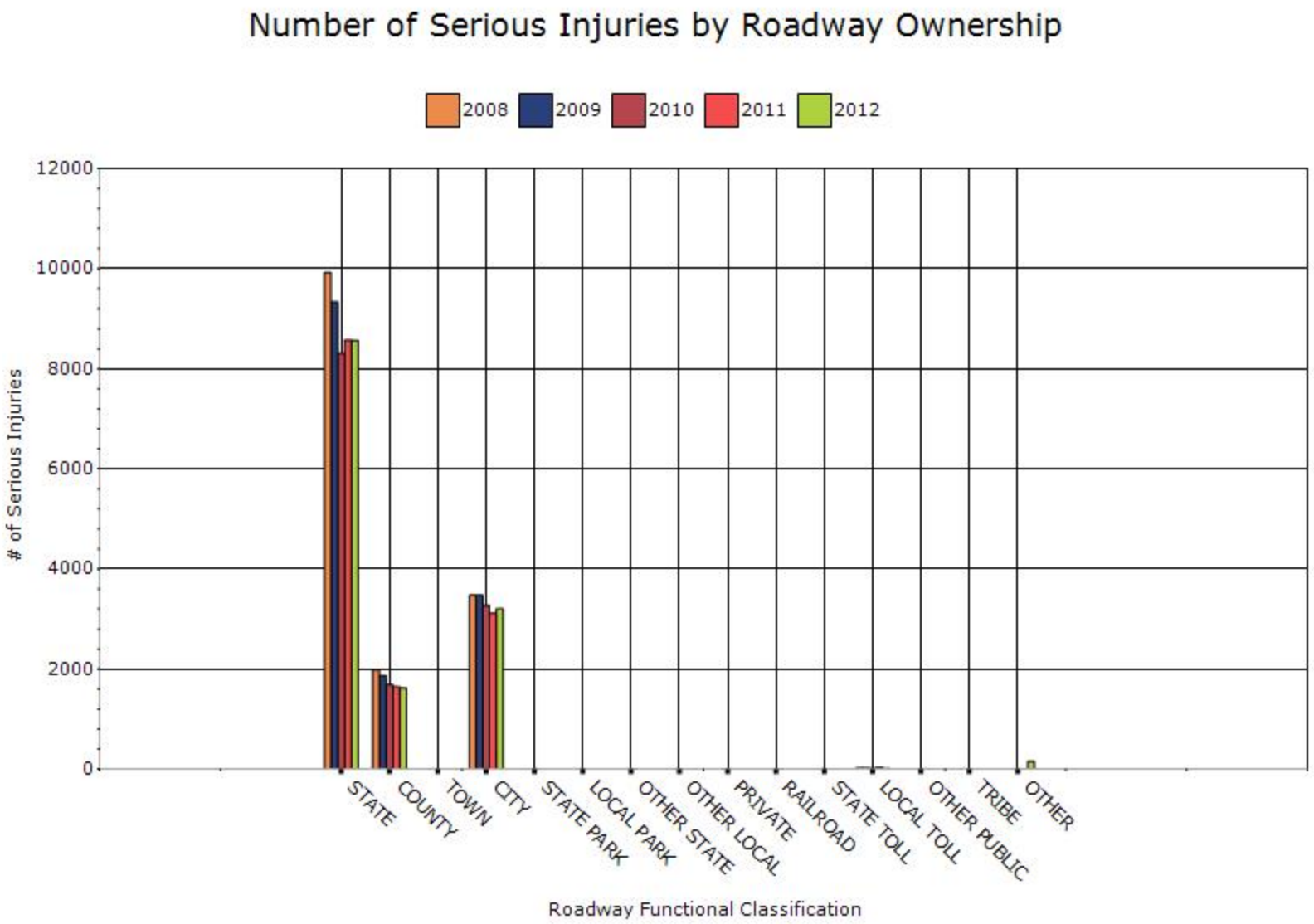

Serious Injury Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Serious Injury Rate (per HMVMT
100
80
60
40
20
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

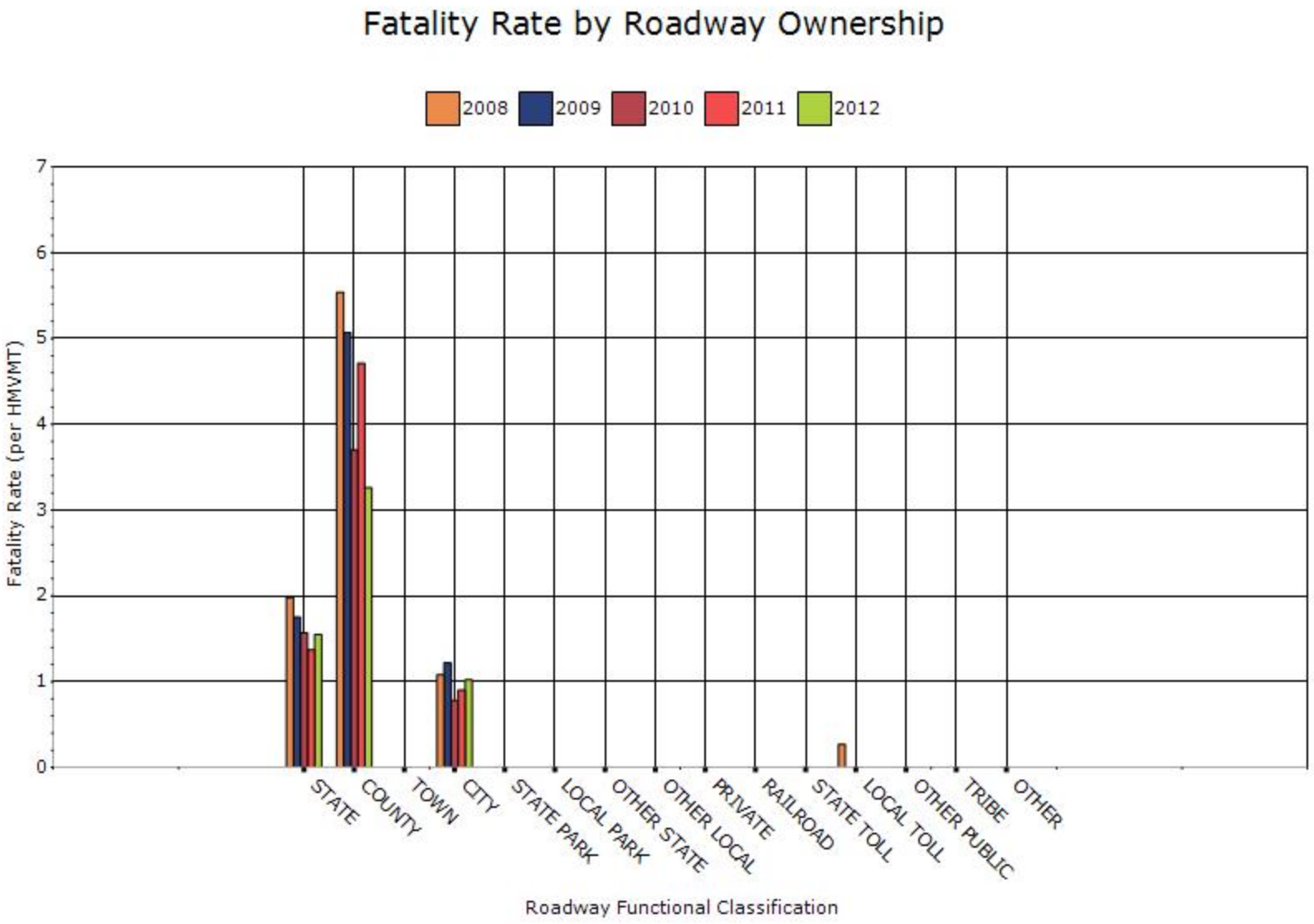
Year - 2012

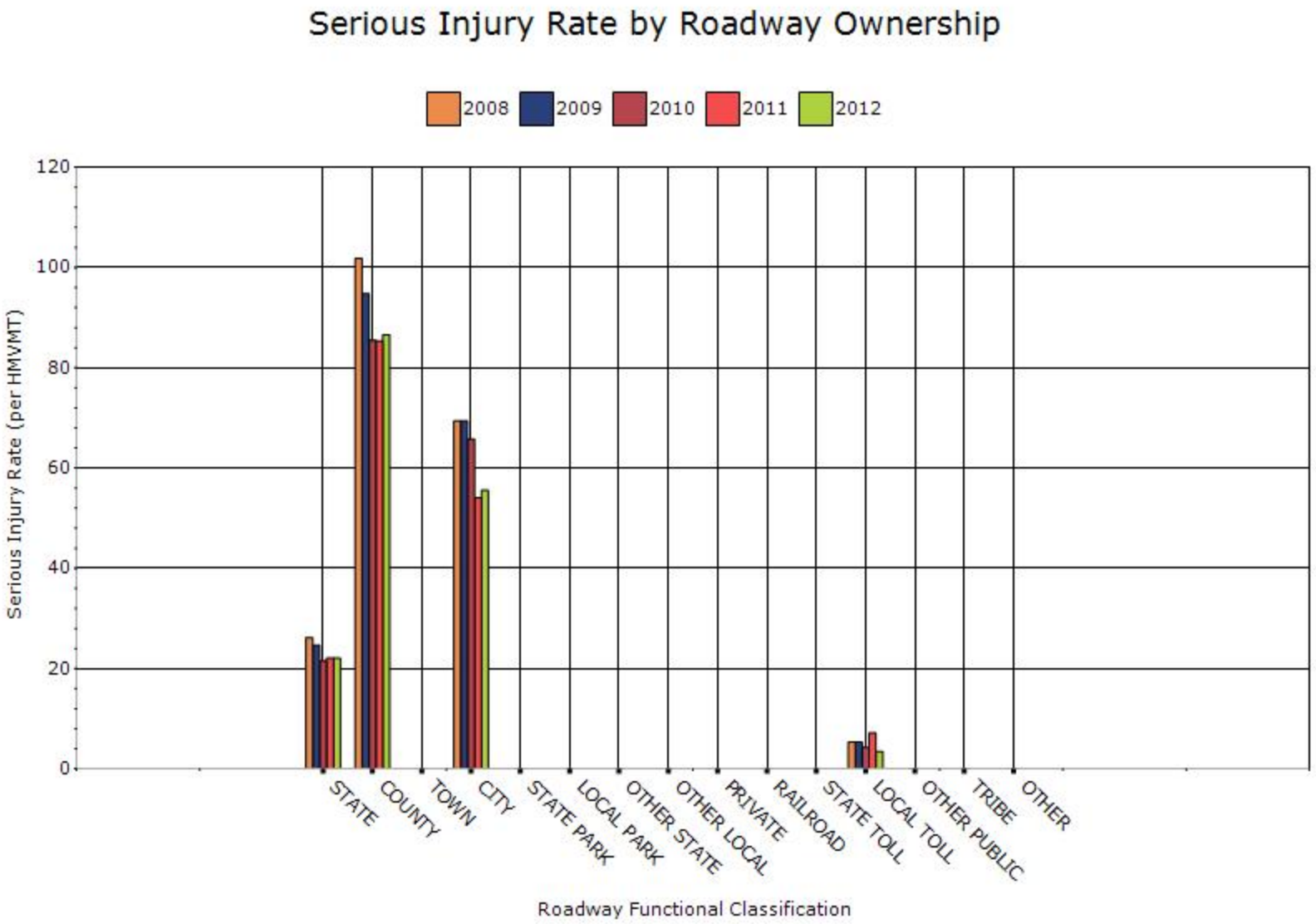
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	602	8568	1.55	22.12
COUNTY HIGHWAY AGENCY	61	1622	3.26	86.6
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	59	3205	1.02	55.58
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0

RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	13	0	3.44
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
INDIAN TRIBE NATION	0	0	0	0
OTHER	0	153	0	0
OTHER	0	153	0	0


Number of Fatalities by Roadway Ownership
2008
2009
2010
2011
2012
1000
800
600
400
200
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2008
2009
2010
2011
2012
12000
10000
8000
6000
4000
2000
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
0
1
2
3
4
5
6
7
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2008
2009
2010
2011
2012
120
100
80
60
40
20
0
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

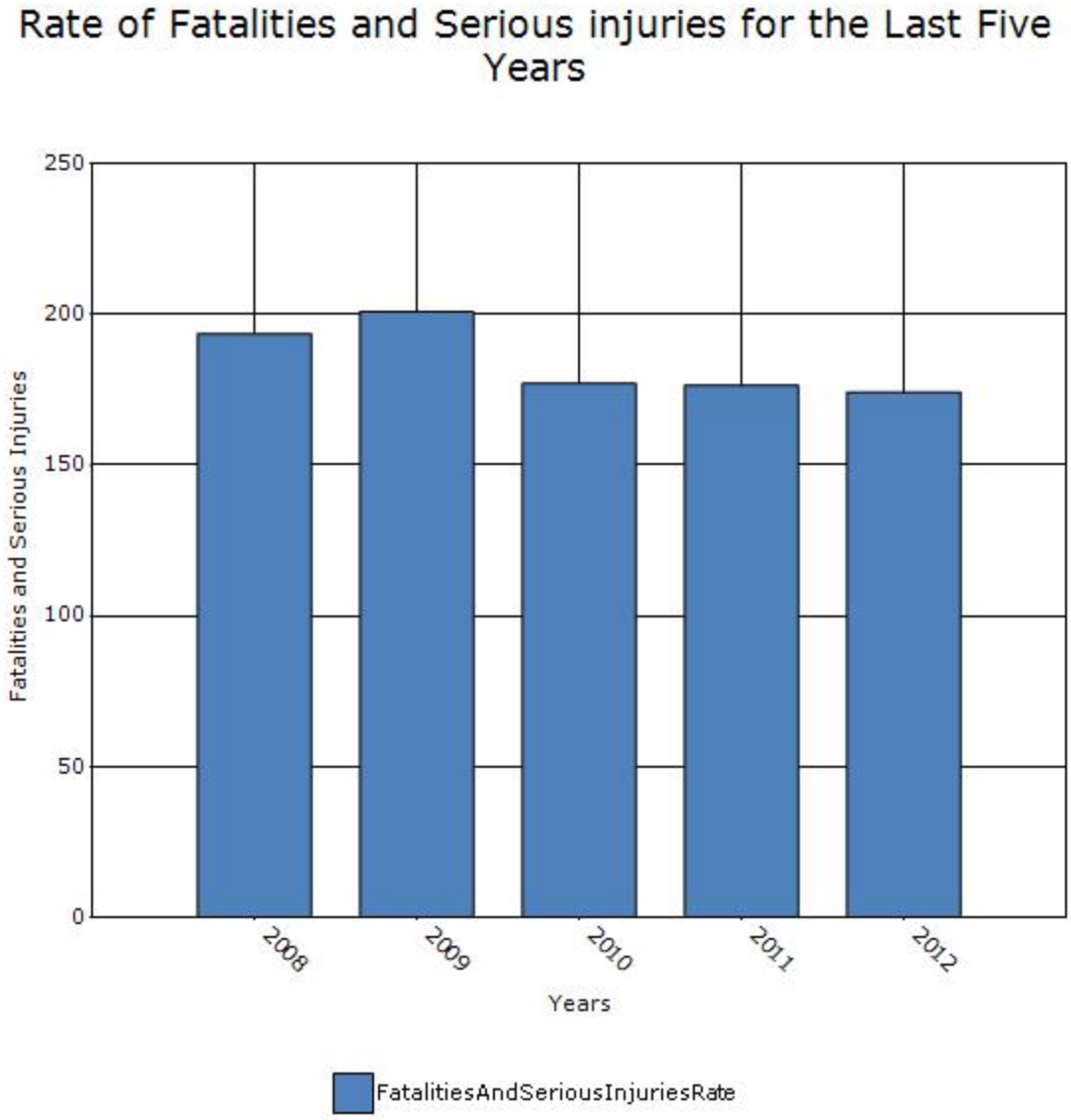
Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	**2008**	**2009**	**2010**	**2011**	**2012**
Fatality rate (per capita)	16.33	18.72	10.4	13.06	15.82
Serious injury rate (per capita)	177.2	182.08	166.63	163.39	158.38
Fatality and serious injury rate (per capita)	193.53	200.8	177.03	176.45	174.2

*Performance measure data is presented using a five-year rolling average.

Rates are based on 100,000 licensed drivers



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-Even though we experienced an increase in fatalities in 2012, the overall decline remains below our target of reducing fatalities in half by the year 2030.

What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☐ None

☒ Other: Other-LADOTD is in the process of developing state specific SPFs as well as collaborating the HSM SPFs

☒ Other: Other-Systemic approach

Briefly describe significant program changes that have occurred since the last reporting period.

The Louisiana Department of Transportation and Development (LADOTD) has initiated a systemic approach based on risk factors and specific crash types. This is one of the strategies that can be found in the Louisiana Strategic Highway Safety Plan (SHSP). While the LADOTD continues to conduct analyses based on crash history we recognize the importance in implementing countermeasures across the entire system to address specific crash types. Some of systemic countermeasures implemented are using the safety edge on all preservation projects, centerline rumble strips on all two-lane rural high speed roadways meeting certain criteria, and the installation of cable median barrier on the interstate system. Louisiana will expand the use of the systemic approach and is currently developing systemic countermeasures to address roadway departure crashes in curves.

SHSP Emphasis Areas

For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

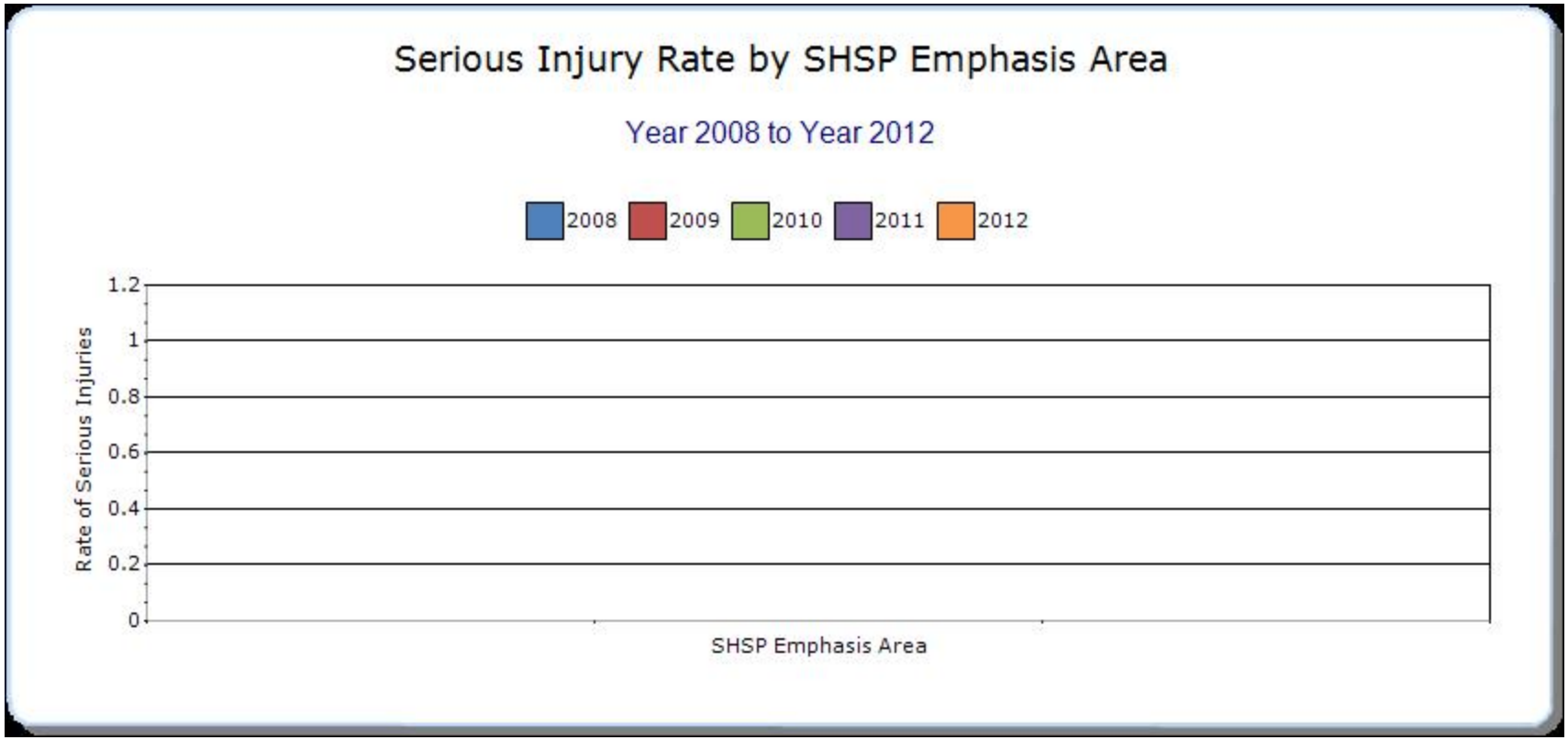
Year - 2012

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Impaired Driving	**All**	**289**	**1829**	**0.64**	**4.08**	**0**	**0**	**0**
Occupant Protection	All	241	1384	0.54	3.09	0	0	0
Infrastructure and Operations-Intersections	All	192	6919	0.33	12.81	0	0	0
Young Drivers	All	208	5258	0.46	11.72	0	0	0
Infrastructure and Operations-Roadway Departure	All	345	3825	0.77	8.53	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
# of Fatalities
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
# of Serious Injuries
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Fatalities
SHSP Emphasis Area

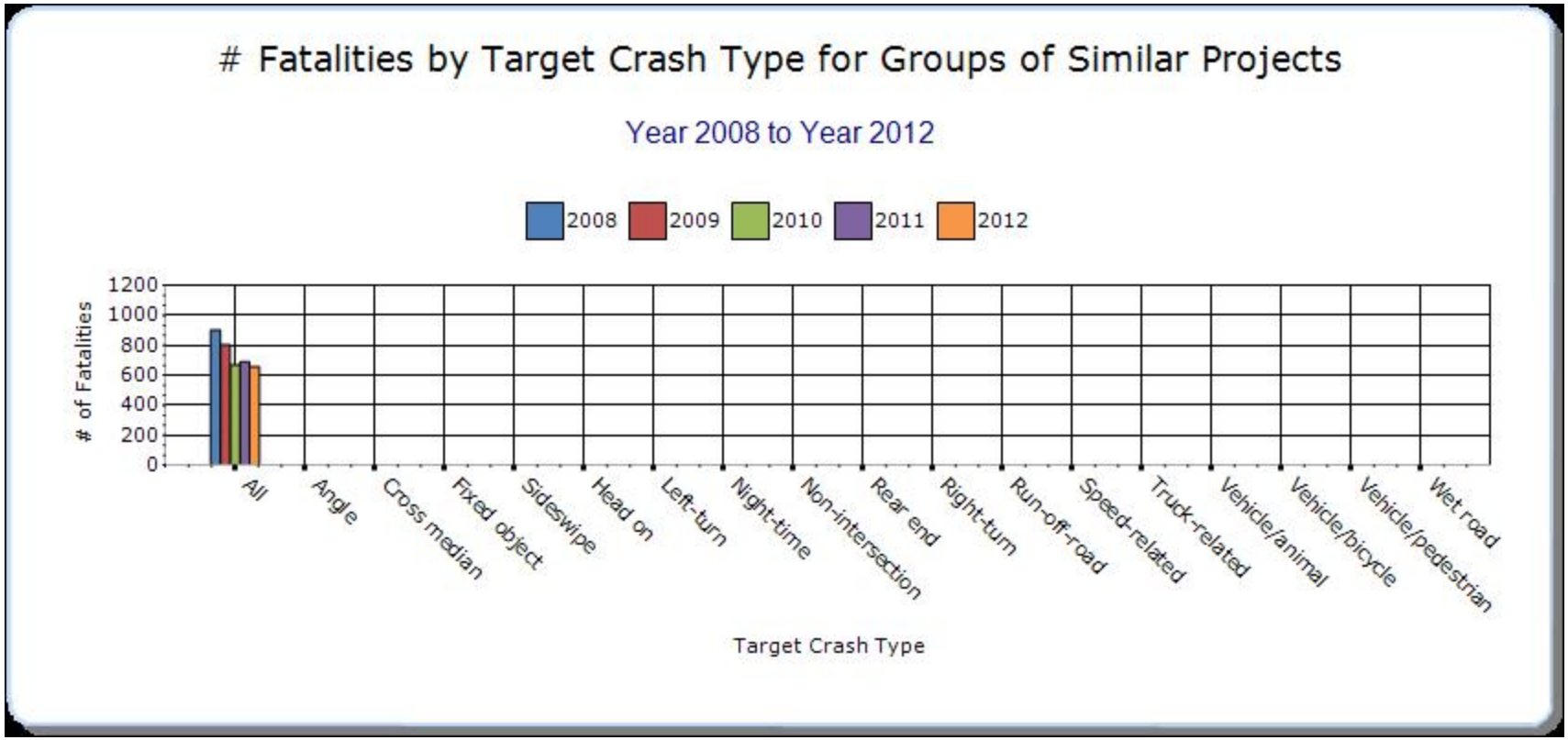

Serious Injury Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Serious Injuries
SHSP Emphasis Area

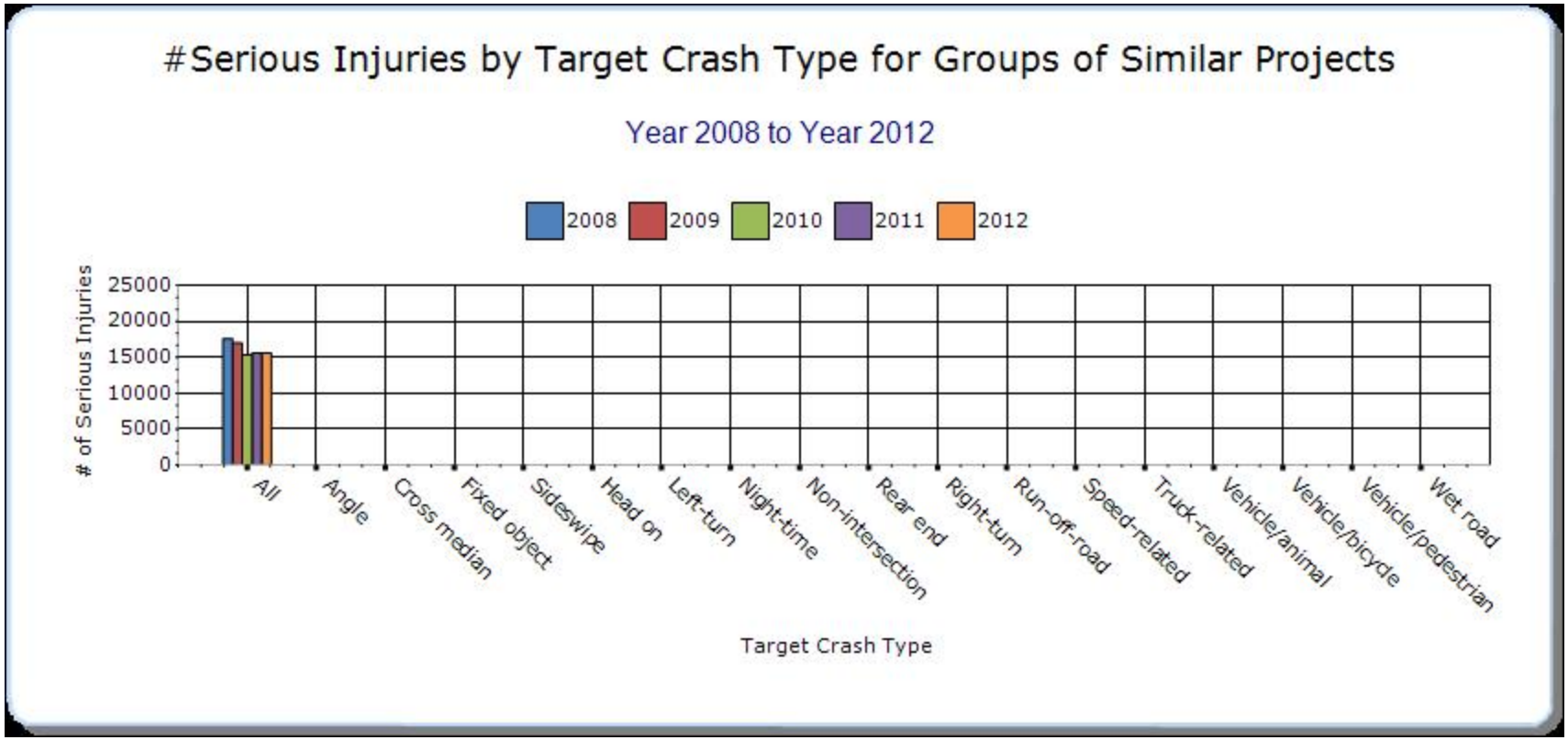
Groups of similar project types

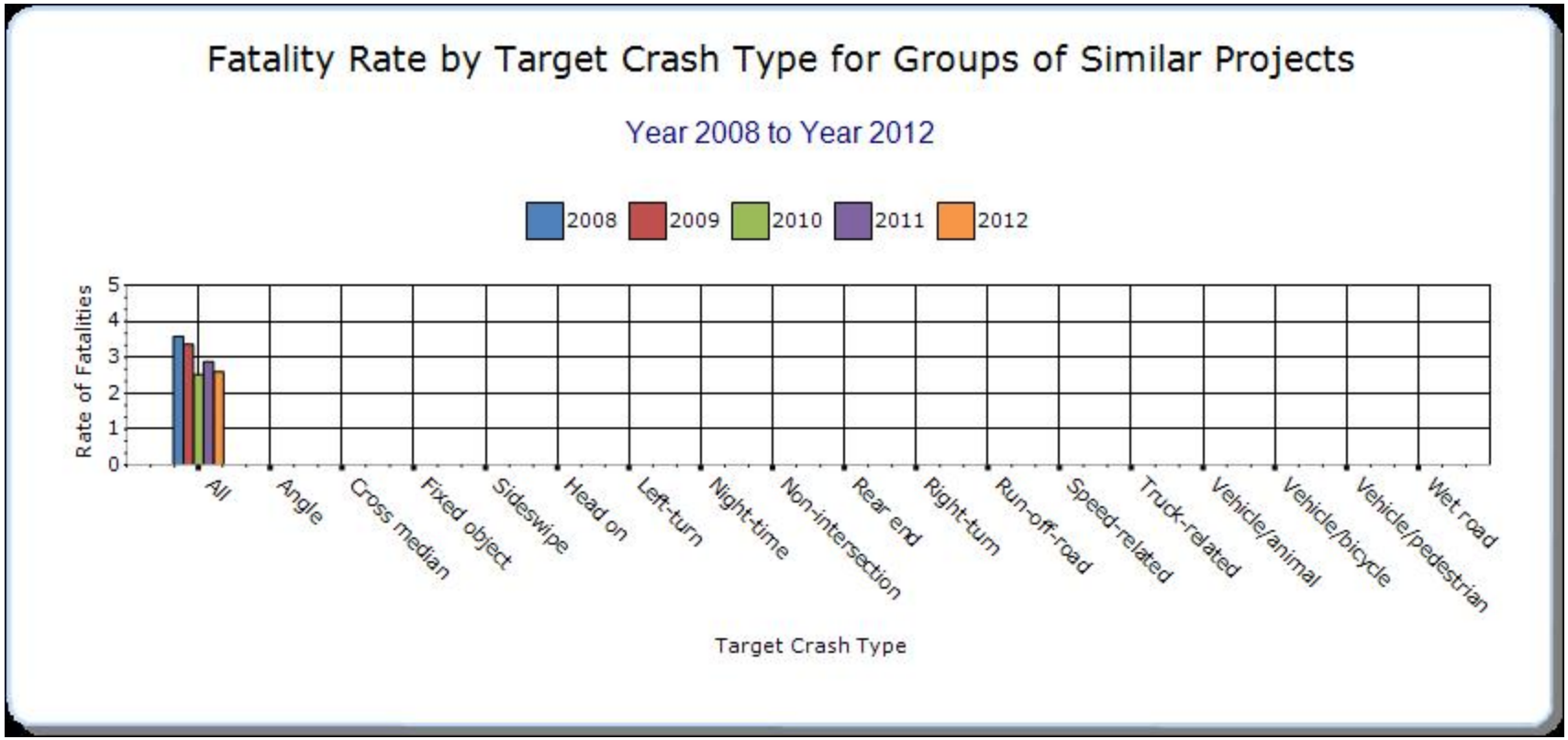
Present the overall effectiveness of groups of similar types of projects.

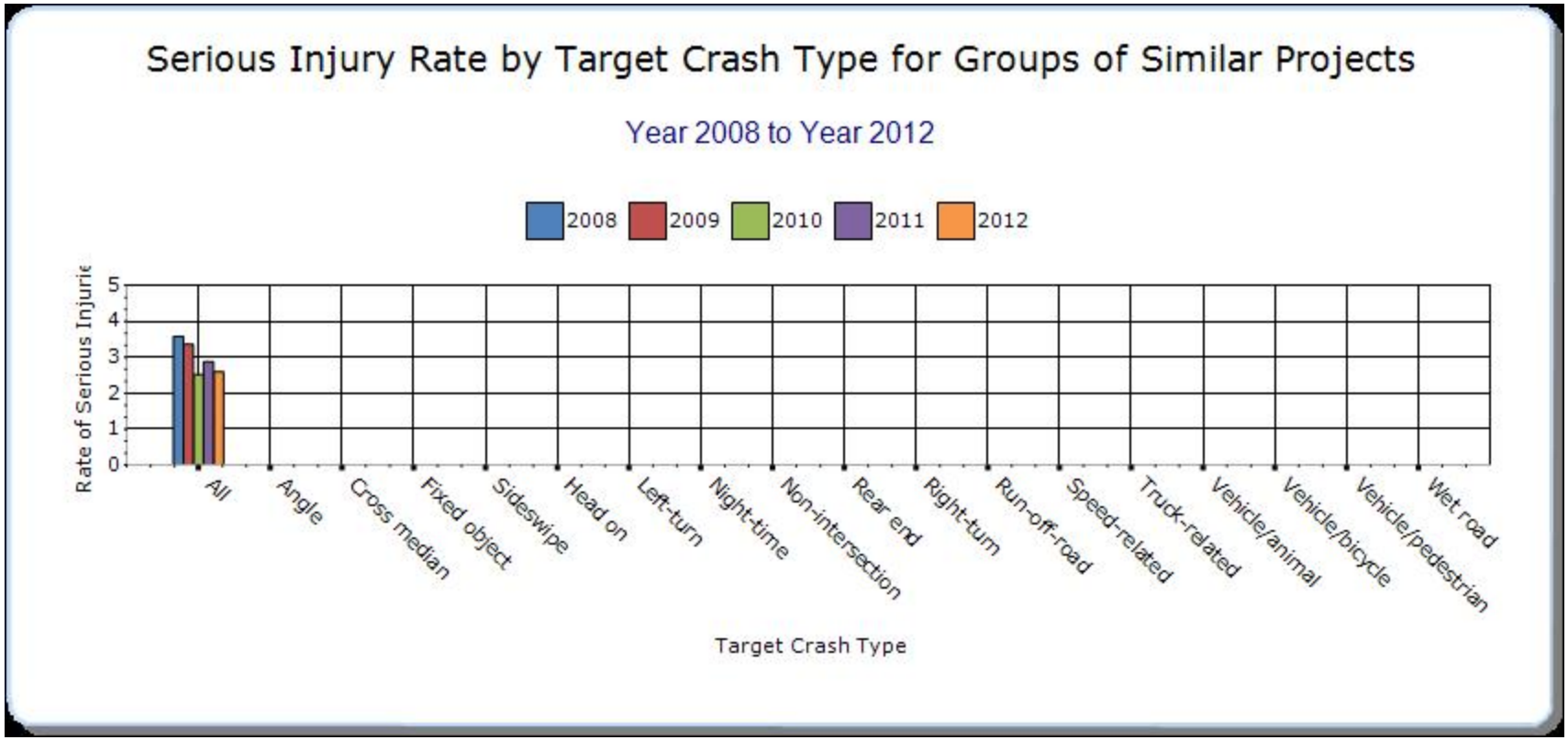
Year - 2012

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Local Safety	**All**	**120**	**4840**	**1.5**	**60.37**	**0**	**0**	**0**
Intersection	All	192	6919	0.33	12.81	0	0	0
Roadway Departure	All	345	3825	0.77	8.53	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
1200
1000
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
25000
20000
15000
10000
5000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
5
4
3
2
1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

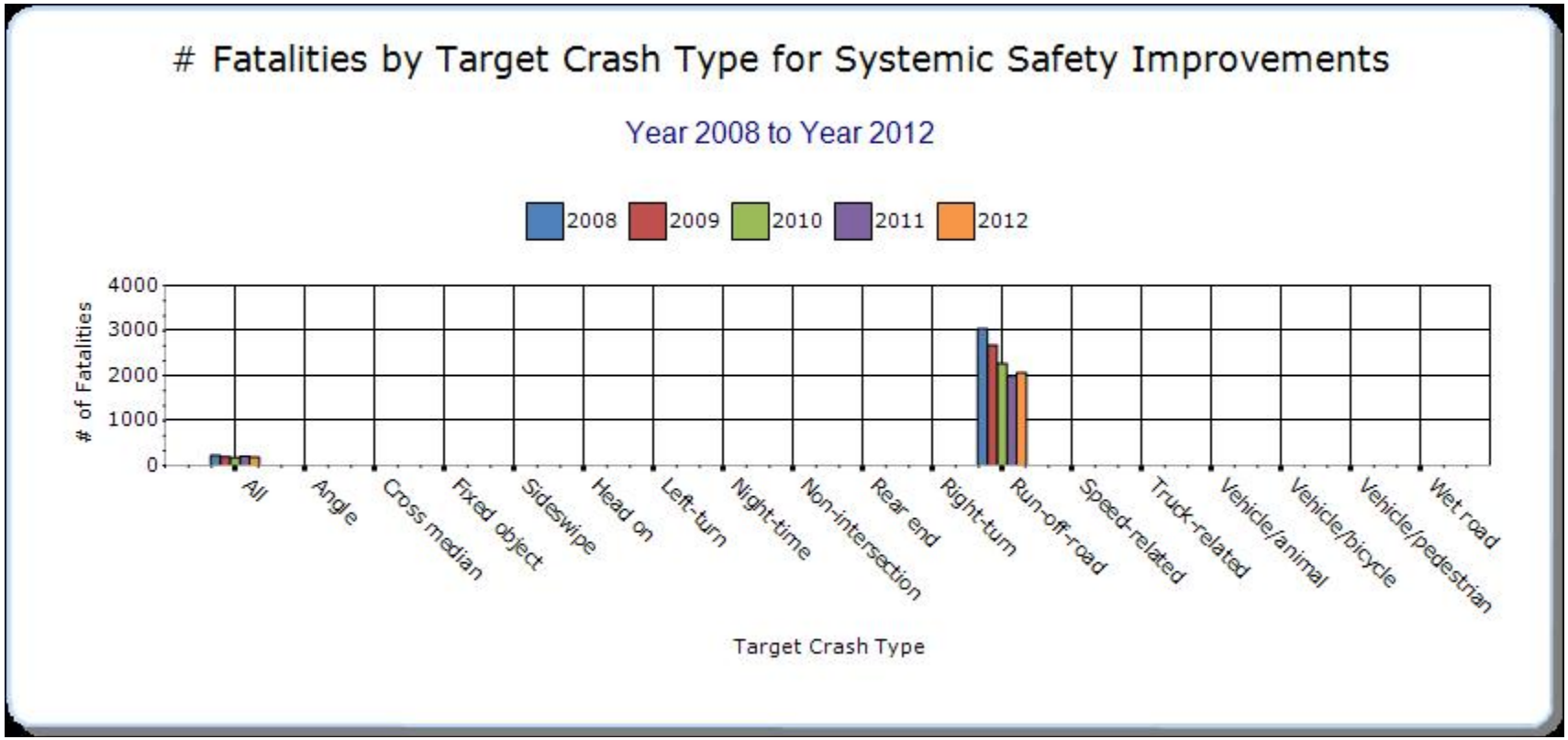

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Serious Injurie
5
4
3
2
1
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

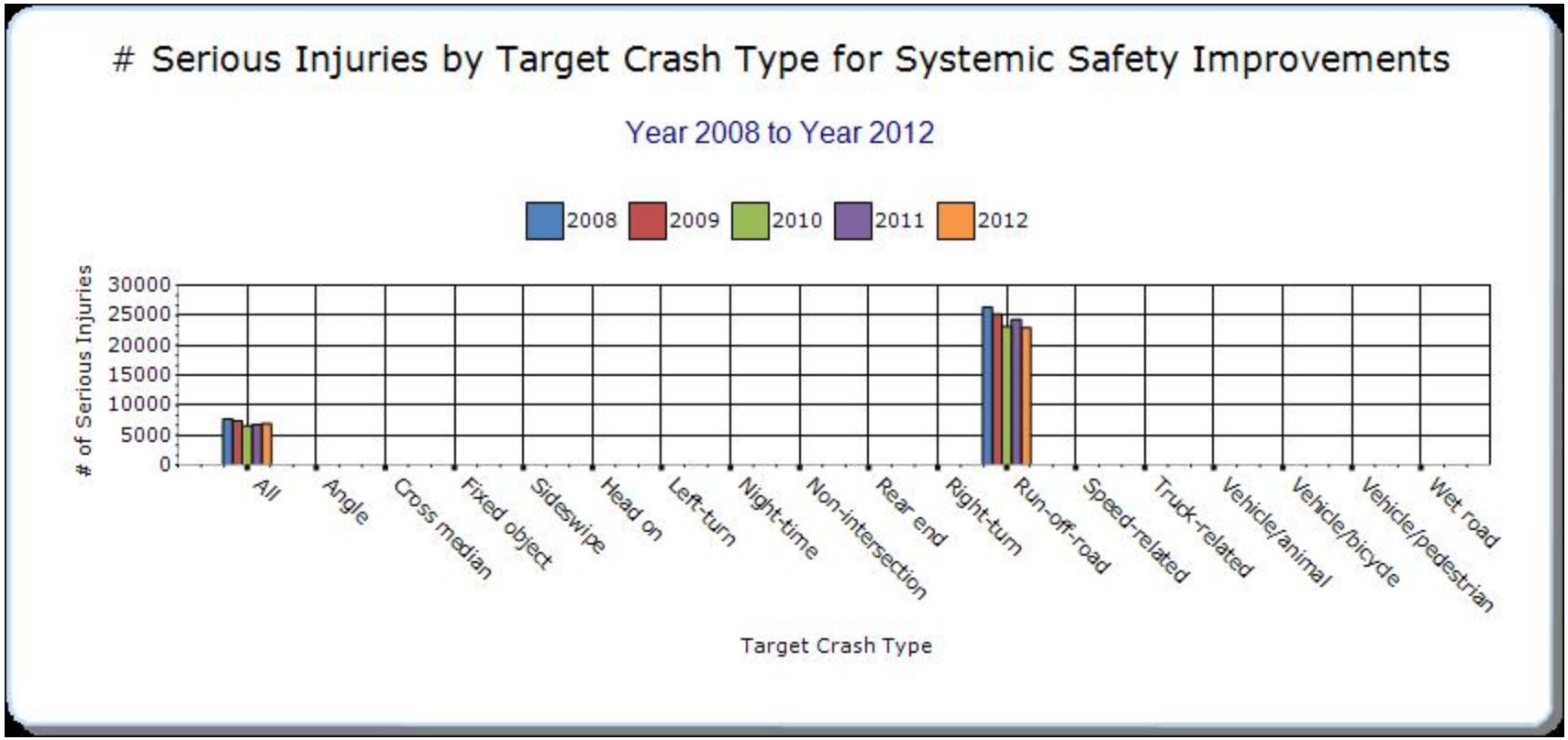
Systemic Treatments

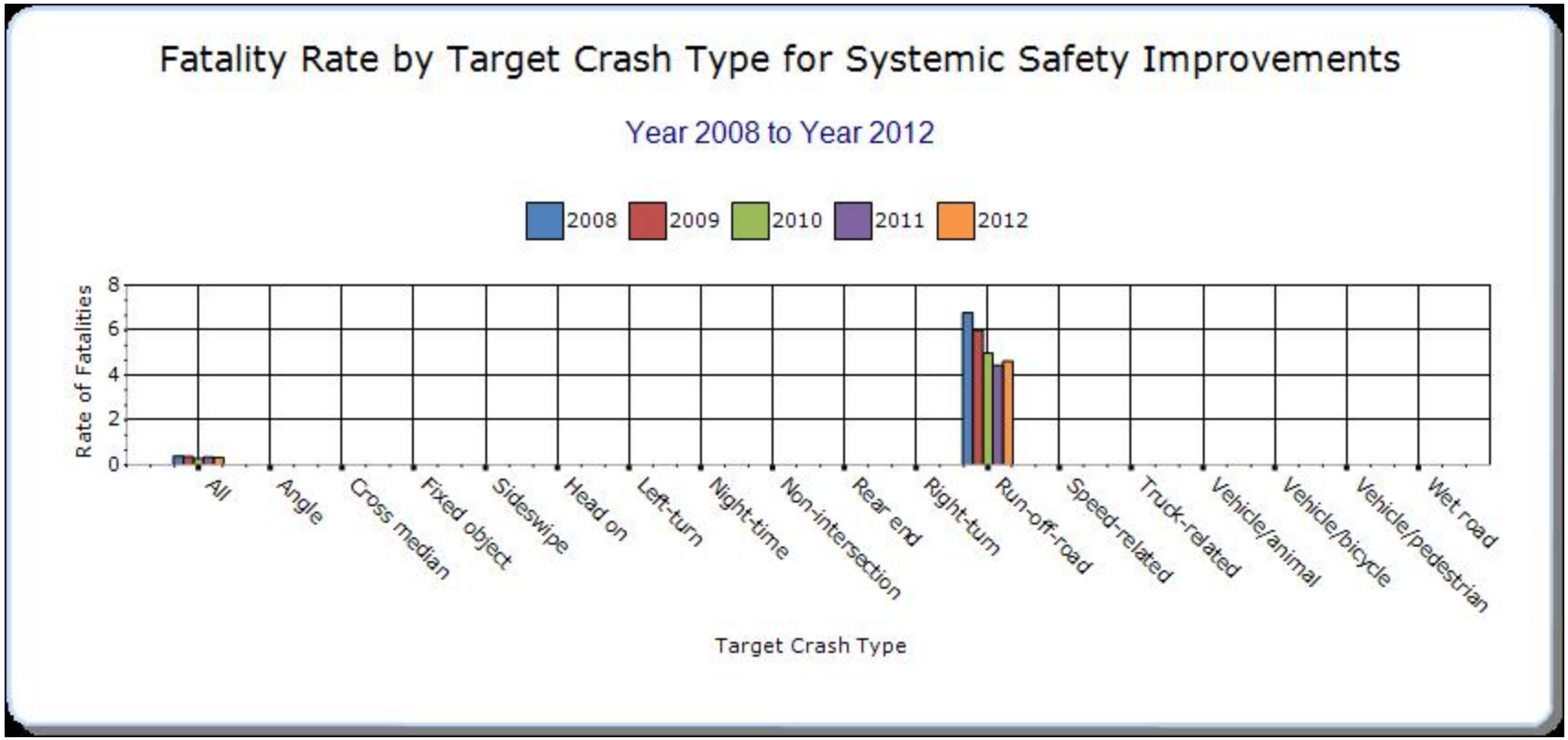
Present the overall effectiveness of systemic treatments..

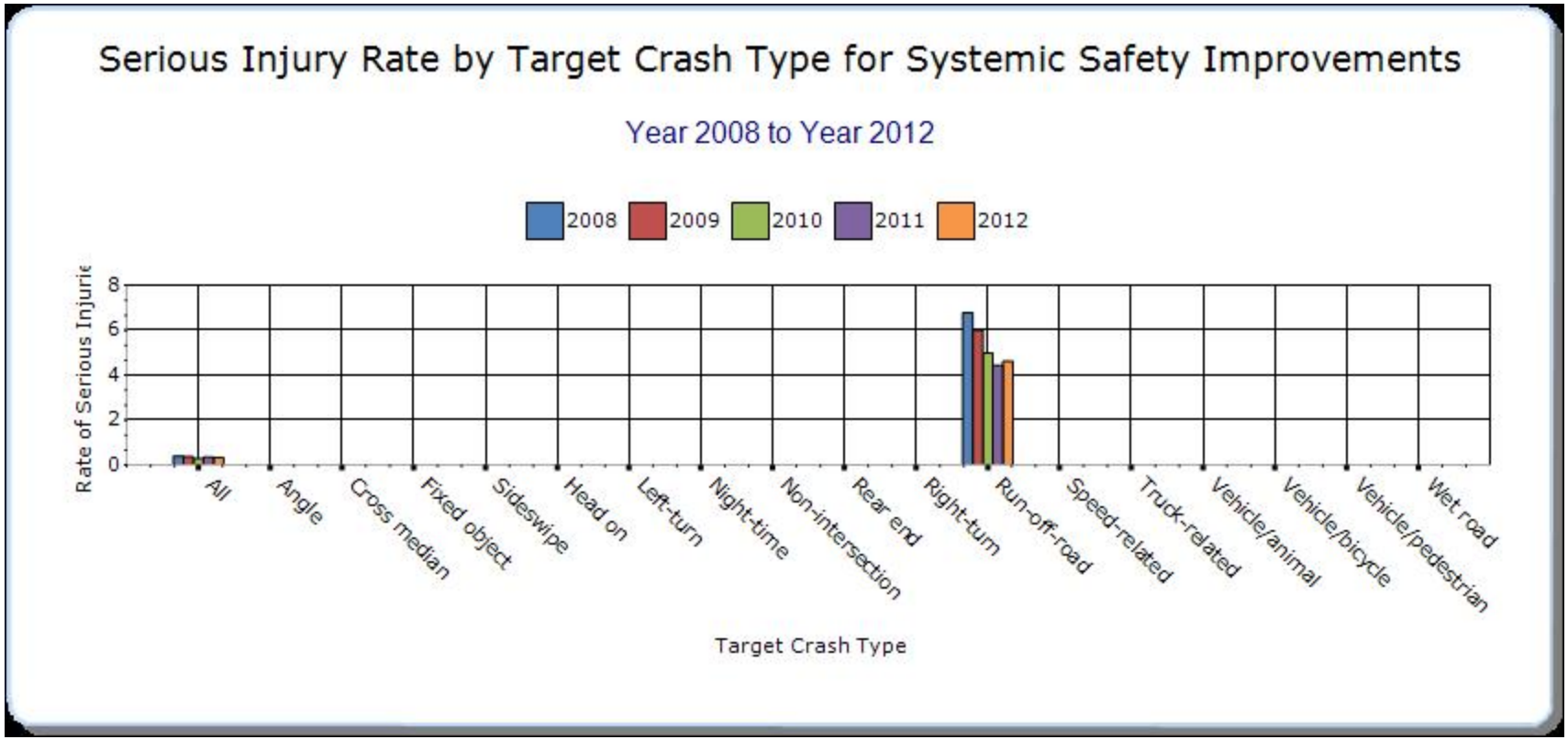
Year - 2012

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Cable Median Barriers	**Run-off-road**	**345**	**3825**	**0.77**	**8.53**	**0**	**0**	**0**
Upgrade Guard Rails	Run-off-road	345	3825	0.77	8.53	0	0	0
Rumble Strips	Run-off-road	345	3825	0.77	8.53	0	0	0
Install/Improve Pavement Marking and/or Delineation	Run-off-road	345	3825	0.77	8.53	0	0	0
Safety Edge	Run-off-road	345	3825	0.77	8.53	0	0	0
Install/Improve Signing	Run-off-road	345	3825	0.77	8.53	0	0	0
Install/Improve Signing-Intersections	All	192	6919	0.33	12.81	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
4000
3000
2000
1000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
30000
25000
20000
15000
10000
5000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
8
6
4
2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Serious Injurie
8
6
4
2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
none														

Optional Attachments

Sections	Files Attached

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT means hundred million vehicle miles traveled.

Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systemic safety improvement means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.