Highway Safety Improvement Program

Data Driven Decisions

Louisiana
Highway Safety Improvement Program
2014 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."

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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 16,629 in 2005 and 13,453 in 2013. 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. Louisiana had another decrease in fatalities in 2013 at 703. 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 six regional safety coalitions in the southern portion of the state in developing regional safety action plans (New Orleans, Northshore, Houma, Lafayette/Acadiana regions, Capital region and Northeast region.) 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.

Regional coalition safety projects are required to support an SHSP emphasis area or regional safety coalition emphasis area, provide data driven evidence of a safety problem and involve implementation of proven safety countermeasures. Projects submitted through a regional safety coalition receive higher priority.

The Communications Coordinating Council (CCC) was established in 2014. The CCC supports traffic safety marketing and communication programs and activities, particularly as it relates to the SHSP and the implementation of strategies that will broaden safety awareness throughout Louisiana. The council held its first meeting in February 2014.

The Council will capitalize on the resources of public information officers (PIOs) from a wide range of agencies and organizations, all of which have a direct interest in improving traffic safety and reducing the terrible toll caused by traffic-related crashes, deaths, and injuries. The CCC is working to:

- Support current traffic safety marketing campaigns, i.e., Click It or Ticket, Over the Limit, Under Arrest, etc;
- Ensure message consistency during traffic safety marketing campaign periods;
- Provide ideas for new traffic safety marketing programs, activities, and campaigns; and
- Provide support for SHSP statewide and regional activities.

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.

LADOTD has implemented on a three-year program to collect roadway data on the local road system. This program will collect roadway characteristic data on all public roads. This will enhance DOTD and LTAP's capability to work with the local agencies, share data, and collaborate on infrastructure improvements.

The Louisiana Local Roads Safety Program was featured in the FHWA Assessment of Local Road Safety Funding, Training and Technical Assessment Report (http://safety.fhwa.dot.gov/local_rural/training/fhwasa13029/lclrdsfy.pdf) published in August 2013. The DOTD/Louisiana LTAP partnership and coordination with the SHSP and regional team implementation process was highlighted as a noteworthy local roads safety practice. The Louisiana LTAP plays a key role in the regional safety coalitions by providing local data, data analysis, technical assistance and funding for improvements identified through Road Safety Audits (RSAs).

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?

30

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

☒Cable Median Barriers	☒Rumble Strips
☐Traffic Control Device Rehabilitation	☐Pavement/Shoulder Widening
☒Install/Improve Signing	☒Install/Improve Pavement Marking and/or Delineation

☒Upgrade Guard Rails

☒Safety Edge

☐Add/Upgrade/Modify/Remove Traffic Signal

☐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.

NA

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	
	39697000	58 %	29042180	
HRRRP (SAFETEA-LU)	579482.21	1 %	673741	1 %
Penalty Transfer - Section 154	12715500	19 %	22760033	30 %
	12715500	19 %	22760033	
Incentive Grants - Section 163				
Other Federal-aid Funds (i.e. STP, NHPP)	2830000	4 %	1155318	2 %

Totals	68537482.21	100%	76391305	100%

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

$5,000,000.00

How much funding is obligated to local safety projects?

$1,767,809.00

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

$6,000,000.00

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

$9,953,395.00

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 retainer contracts 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.

NA

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.000482.6 US 190: LA 443 - ST. TAMMANY LINE	Roadway Pavement surface - high friction surface	1 Numbers	1082586.36	1082586.36	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.000482.6 US 190: LA 443 - ST. TAMMANY LINE	Roadway Rumble strips - edge or shoulder	1 Numbers	882785 9.6	882785 9.6	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.001156.3 LA 3 ACCELERATION	Interchange design Acceleration / deceleration / merge	1 Numb	187482.6	208314	HSIP		0	0		Intersections	Page 3-12

LANE	lane	ers									
H.001156.6 LA 3 ACCELERATION LANE	Interchange design Acceleration / deceleration / merge lane	1 Numbers	379777.25	421974.72	HSIP		0	0		Intersections	Page 3-12
H.001156.6 LA 3 ACCELERATION LANE	Interchange design Acceleration / deceleration / merge lane	1 Numbers	-157935.92	-175484.35	HSIP		0	0		Intersections	Page 3-12
H.001278.6 INTERSECTION IMPR YOUREE DR AT KINGS HWY	Intersection geometry Intersection geometry - other	1 Numbers	927986.79	1031096.43	HSIP		0	0		Intersections	Page 3-12
H.001943.4 LA 15 (US 80 - LA 616)	Intersection geometry Intersection geometry - other	1 Numbers	286431.75	318257.5	HSIP		0	0		Intersections	Page 3-12
H.001943.6 LA 15 (US 80 - LA 616)	Intersection geometry Intersection geometry - other	1 Numbers	17727.13	19696.81	HSIP		0	0		Intersections	Page 3-12
H.001943.6 LA 15 (US 80 - LA 616)	Intersection geometry Intersection geometry - other	1 Numbers	104455.22	116061.36	HSIP		0	0		Intersections	Page 3-12
H.001943.6 LA 15 (US 80 - LA 616)	Intersection geometry Intersection geometry -	1 Numb	380113.11	422347.9	HSIP		0	0		Intersections	Page 3-12

	other	ers									
H.002290.6 LA 64: LA 19 TO MCHUGH RD	Intersection geometry Auxiliary lanes - modify left-turn lane offset	1 Numbers	3698122.14	4109024.6	HSIP		0	0		Intersections	Page 3-12
H.002713.6 LA 3059: RED MARCEAUX RD - JEFF DAVIS P/L	Roadway delineation Improve retroreflectivity	1 Numbers	855277.6	2238150.34	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.006478 SIGNAL @ KIRKMAN & ALAMO STREETS	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	428450.63	428450.63	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.006492.6 CLAIBORNE PARISH RD SIGNAGE UPGRADE	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	394545.77	415311.34	HSIP HRRP		0	0		Roadway Departure	Page 3-11/12

H.006502 PARISH SIGN REPLACEMENT	Intersection traffic control Intersection signing - miscellaneous/other/unspecified	1 Numbers	32488.2	32488.2	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.006551.6 MONDY RD&DICK'S RD SIGHT IMPROVE.	Intersection geometry Intersection geometrics - modify intersection corner radius	1 Numbers	279195.35	310217.05	HSIP HRRP		0	0		Intersections	Page 3-12
H.006566.6 NEW ORLEANS SAFE ROUTES TO SCHOOL PROJ.	Pedestrians and bicyclists Crosswalk	1 Numbers	548658.93	548658.93	SRTS INF		0	0		Pedestrians	NA
H.006566.6 NEW ORLEANS SAFE ROUTES TO SCHOOL PROJ.	Pedestrians and bicyclists Crosswalk	1 Numbers	548658.93	548658.93	SRTS INF		0	0		Pedestrians	NA
H.006566.6 NEW ORLEANS SAFE ROUTES TO SCHOOL PROJ.	Pedestrians and bicyclists Crosswalk	1 Numbers	568593.06	568593.06	SRTS INF		0	0		Pedestrians	NA
H.006566.6 NEW ORLEANS SAFE	Pedestrians and bicyclists Crosswalk	1 Numb	0	0	SRTS INF		0	0		Pedestrians	NA

ROUTES TO SCHOOL PROJ.		ers									
H.006566.6 NEW ORLEANS SAFE ROUTES TO SCHOOL PROJ.	Pedestrians and bicyclists Crosswalk	1 Numbers	0	0	SRTS INF		0	0		Pedestrians	NA
H.006566.6 NEW ORLEANS SAFE ROUTES TO SCHOOL PROJ.	Pedestrians and bicyclists Crosswalk	1 Numbers	-568593.06	-568593.06	SRTS INF		0	0		Pedestrians	NA
H.008173.3 US 190 & LA 1032	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	315911.7	351013	HSIP		0	0		Intersections	Page 3-12
H.009012.5 WIDEN INTERSECTIONS AT LA 67 & LA 10	Intersection geometry Auxiliary lanes - modify right-turn lane offset	1 Numbers	132367.82	132367.82	HSIP		0	0		Intersections	Page 3-12
H.009066 LA49: WILLIAMS BLVD PED. IMPROVEMENTS	Pedestrians and bicyclists Pedestrian signal - modify existing	1 Numbers	352518.81	352518.81	Penalty Transfer - Section 154/164		0	0		Pedestrians	NA

H.009120 BOSSIER CITY INTER SAFETY IMPROVEMENTS	Intersection traffic control Intersection signing - miscellaneous/other/unspecified	1 Numbers	17000	17000	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.009169 RUSTON INTERSECTION SAFETY IMPROVEMENTS	Intersection traffic control Intersection signing - miscellaneous/other/unspecified	1 Numbers	55000	55000	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.009170 THIBODAUX INTERSECTION SAFETY IMPRVOEMEN	Intersection traffic control Intersection signing - miscellaneous/other/unspecified	1 Numbers	92692.15	92692.15	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.009171 PLAQUEMINE INTERSECTION	Intersection traffic control Intersection signing -	1 Numbers	30000	30000	Penalty Transf		0	0		Intersections	Page 3-12

SAFETY IMPROVE	miscellaneous/other/unspecified				er - Section 154/164						
H.009174 NATCHITOCHES INTERSECTION SAFETY IMPROVE	Intersection traffic control Intersection signing - miscellaneous/other/unspecified	1 Numbers	23000	23000	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.009175 CHALMETTE INTERSECTION SAFETY IMPROVE	Intersection traffic control Intersection signing - miscellaneous/other/unspecified	1 Numbers	30000	30000	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.009429 VARIOUS ROADS:SIGNING (ASCENSION)	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	24000	24000	Penalty Transfer - Section		0	0		Roadway Departure	Page 3-11/12

					154/164						
H.009432 VARIOUS ROADS: SIGNING (AVOYELLES)	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	33000	33000	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.009443 VARIOUS ROADS:SIGNING (OUACHITA)	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	5500	5500	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.009449 VARIOUS ROADS:SIGNING (RAPIDES)	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	95000	95000	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12

H.009458 VARIOUS ROADS:SIGNING (ST. MARTIN)	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	33000	33000	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.009464 VARIOUS ROADS:SIGNING (VERNON)	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	60000	60000	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.009539.6 I-49: NORTH OF LA 181 - NORTH OF LA 498	Roadside Barrier- metal	1 Numbers	4310684.32	8924191.99	HSIP		0	0		Roadway Departure	Page 3-11/12
H.009760 SIGN REPLACEMENT & UPGRADE	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	41937.2	41937.2	Penalty Transfer - Section 154/1		0	0		Roadway Departure	Page 3-11/12

					64						
H.009942.6 LA 10: FRANKLINTON-BOGALUSA SAFETY IMPR	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	9276.16	9276.16	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.009942.6 LA 10: FRANKLINTON-BOGALUSA SAFETY IMPR	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	5894222.16	6549135.73	HSIP		0	0		Intersections	Page 3-12
H.009942.6 LA 10: FRANKLINTON-BOGALUSA SAFETY IMPR	Roadway Rumble strips - edge or shoulder	1 Numbers	2385406.67	2385406.67	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.009942.6 LA 10: FRANKLINTON-BOGALUSA SAFETY IMPR	Roadway Rumble strips - edge or shoulder	1 Numbers	-2532041.91	-2813379.9	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010026.5 LA	Roadway Roadway	1	27917.4	31019.3	HSIP		0	0		Roadway	Page

431: REALIGN CURVE, C/L RUMBLE STRIPS	widening - curve	Numbers	2	6						Departure	3-11/12
H.010113.6 EINSTEIN CHARTER SCHOOL SRTS NON-INFRAST	Pedestrians and bicyclists Crosswalk	1 Numbers	58000	58000	SRTS NON		0	0		Pedestrians	NA
H.010139 DIST. 04: GUARD RAIL UPGRADE	Roadside Barrier- metal	1 Numbers	972920	972920	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010178.2 LA 120: CURVE REALIGNMENT	Roadway Roadway widening - curve	1 Numbers	60411.06	67123.4	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010182.6 LA 42 WIDENING: CLEAR, GRUB & UTILITY	Roadway Roadway widening - travel lanes	1 Numbers	3233729.68	8663093.72	Penalty Transfer - Section 154/1		0	0		Roadway Departure	Page 3-11/12

					64						
H.010197.5 US 171: J-TURN @ N. PERKINS FERRY RD.	Intersection geometry Intersection geometry - other	1 Numbers	108068.1	120075.67	HSIP		0	0		Intersections	Page 3-12
H.010202.5 I-20: EXIT LANE EXTENSION (EXITS 3 & 5)	Intersection geometry Auxiliary lanes - extend acceleration/deceleration lane	1 Numbers	112981.18	125534.64	HSIP		0	0		Intersections	Page 3-12
H.010203.3 US 80: INTERS. IMPROVE @ ERWIN THOMPSON	Intersection geometry Intersection geometry - other	1 Numbers	20831.4	23146	HSIP		0	0		Intersections	Page 3-12
H.010204.5 US 425: ROUNDABOUT @ JULIA & LOUISA	Intersection geometry Intersection geometry - other	1 Numbers	213634.11	213634.11	HSIP		0	0		Intersections	Page 3-12
H.010204.5 US 425: ROUNDABOUT @ JULIA & LOUISA	Intersection geometry Intersection geometry - other	1 Numbers	108791.38	108791.38	HSIP		0	0		Intersections	Page 3-12
H.010270.6 I-20: TREE REMOVAL IN LINCOLN PARISH	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	964504.46	964504.46	Penalty Transfer - Sectio		0	0		Roadway Departure	Page 3-11/12

					n 154/164						
H.010302.6 US 71 & LA 1: LA 3094 TO PINE HILLS ROAD	Roadway delineation Roadway delineation - other	1 Numbers	431467.42	479408.24	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010386.6 US 51: N JCT LA 10 - MISSISSIPPI S/L	Roadway Pavement surface - high friction surface	1 Numbers	-1018939.81	-1018939.81	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010386.6 US 51: N JCT LA 10 - MISSISSIPPI S/L	Roadway Pavement surface - high friction surface	1 Numbers	6475607.97	6475607.97	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010425.6 LA 28: TURN LANES @ CLOVERLEAF	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	635033.47	705592.74	HSIP		0	0		Intersections	Page 3-12

BLVD											
H.010492.6 I-49: 0.36 MI N LA 8 - NATCHITOCHES P/L	Roadside Barrier- metal	1 Numbers	295429.75	295429.75	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010492.6 I-49: 0.36 MI N LA 8 - NATCHITOCHES P/L	Roadside Barrier- metal	1 Numbers	-8228.94	-8228.94	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010604 VIDALIA SAFETY IMPROVEMENTS	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	65000	65000	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010675 DIST. 04: I-20 MEDIAN CABLE BARRIER	Roadside Barrier - cable	1 Numbers	4628223.8	4628223.8	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010684.6 I-20:	Roadside Barrier - cable	1	464420	464420	Penalt		0	0		Roadway	Page

CABLE BARRIER IN BIENVILLE & CADDO		Numbers	9.78	9.78	y Transfer - Section 154/164					Departure	3-11/12
H.010685.6 I-20: DIST. 05 MEDIAN CABLE BARRIER	Roadside Barrier - cable	1 Numbers	0	13837159.2	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010685.6 I-20: DIST. 05 MEDIAN CABLE BARRIER	Roadside Barrier - cable	1 Numbers	-4588356.81	-4588356.81	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010685.6 I-20: DIST. 05 MEDIAN CABLE BARRIER	Roadside Barrier - cable	1 Numbers	13837159.2	0	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010712.6 I-10 MEDIAN CABLE BARRIER:I510-TWIN SPAN	Roadside Barrier - cable	1 Numbers	2607619.04	2607619.04	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010712.6 I-10 MEDIAN CABLE BARRIER:I510-TWIN SPAN	Roadside Barrier - cable	1 Numbers	-1166912.95	-1166912.95	HSIP		0	0		Roadway Departure	Page 3-11/12
H.010738 LA 3235: SIGNS AND	Roadway signs and	1	221264.	221264.	Penalt		0	0		Roadway	Page

RUMBLE STRIPS	traffic control Roadway signs (including post) - new or updated	Numbers	85	85	y Transfer - Section 154/164					Departure	3-11/12
H.010745 LA 1: GUARD RAIL AT SIMMESPORT BR	Roadside Barrier- metal	1 Numbers	82879.5	82879.5	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010818 LA 1: CURVE IN LAROSE	Roadway signs and traffic control Curve-related warning signs and flashers	1 Numbers	24237.5	24237.5	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010846 ROADWAY DEPARTURE SAFETY	Roadside Roadside - other	1 Numbers	15000	15000	Penalty Transfer -		0	0		Roadway Departure	Page 3-11/12

IMPROVEMENTS					Section 154/164						
H.010880 DIST. 02: CABLE REPLACEMENT PARTS	Roadside Barrier - cable	1 Numbers	107858.5	107858.5	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010886.6 LA 546: I-20 TO LA 34	Roadway Pavement surface - high friction surface	1 Numbers	1982657.3	1982657.3	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010886.6 LA 546: I-20 TO LA 34	Roadway Pavement surface - high friction surface	1 Numbers	-1784391.57	-1982657.3	Penalty Transfer - Section 154/1		0	0		Roadway Departure	Page 3-11/12

					64						
H.010886.6 LA 546: I-20 TO LA 34	Roadway Pavement surface - high friction surface	1 Numbers	219258.81	219258.81	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010886.6 LA 546: I-20 TO LA 34	Roadway Pavement surface - high friction surface	1 Numbers	1784391.57	1982657.3	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.010904 LRSP TECH ASSISTANCE ENGR	Non-infrastructure Non-infrastructure - other	1 Numbers	0	0			0	0		Non infrastructure	NA
H.010908 LA 75: RESTRIPING AND SIGNS	Roadway delineation Longitudinal pavement markings - remarking	1 Numbers	49990.99	49990.99	Penalty Transfer - Section 154/1		0	0		Roadway Departure	Page 3-11/12

					64						
H.010965 ROADWAY DEPARTURE SIGNING	Roadway signs and traffic control Curve-related warning signs and flashers	1 Numbers	13000	13000	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.011012.5 BICYCLE GOALS MAP	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	1 Numbers	135876	135876	Penalty Transfer - Section 154/164		0	0		Pedestrians	NA
H.011079 DISTRICT 03: LED REPLACEMENT	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	29999.9	29999.9	Penalty Transfer - Section 154/164		0	0		Intersections	Page 3-12
H.011080 DISTRICT 03:	Intersection traffic control Modify traffic	1 Numb	511282	511282	Penalty		0	0		Intersecti	Page

SIGNAL HEAD REPLACEMENT	signal - add backplates	ers			Transfer - Section 154/164					ons	3-12
H.011083 DISTRICT 62 SPEED MONITORING	Speed management Speed management - other	1 Numbers	37000	37000	Penalty Transfer - Section 154/164		0	0		Non infrastructure	NA
H.011168 I9000 BREATH TESTING INSTRUMENTS	Non-infrastructure Non-infrastructure - other	1 Numbers	1980138	1980138	Penalty Transfer - Section 154/164		0	0		Non infrastructure	NA
H.011178 BREATH ALCOHOL TESTING MOBILE UNIT	Non-infrastructure Non-infrastructure - other	1 Numbers	390250	390250	Penalty Transfer - Sectio		0	0		Non infrastructure	NA

					n 154/164						
H.011185 24TH JDC DWI TREATMENT COURT	Non-infrastructure Non-infrastructure - other	1 Numbers	394200	394200	Penalty Transfer - Section 154/164		0	0		Non infrastructure	NA
H.011215 ER RPL RPMS - EBR,WBR,ST.MARTIN,IBR PAR	Roadway delineation Raised pavement markers	1 Numbers	58147	58147	Penalty Transfer - Section 154/164		0	0		Roadway Departure	Page 3-11/12
H.972039.1 WORK PROG PT 1 & 2 @ 100% 7/1/13-6/30/14	Non-infrastructure Transportation safety planning	1 Numbers	1000000	1000000	Penalty Transfer - Section 154/164		0	0		Non infrastructure	NA

H.972039.1 WORK PROG PT 1 & 2 @ 100% 7/1/13-6/30/14	Non-infrastructure Transportation safety planning	1 Numbers	3216121	3216121	Penalty Transfer - Section 154/164		0	0		Non infrastructure	NA
H.972040.1 SECTION 33 LTAP 7/1/13-6/30/14	Non-infrastructure Transportation safety planning	1 Numbers	292187	292187	Penalty Transfer - Section 154/164		0	0		Non infrastructure	NA
H.972084.1 2014 HSIP NON-INFRASTRUCTURE PROJECT	Non-infrastructure Enforcement	1 Numbers	2401030.8	2667812	HSIP		0	0		Enforcement	Page 3-7/8
H.972111.1 N SHORE/NEW ORLEANS REG COALITION COORD	Non-infrastructure Non-infrastructure - other	1 Numbers	279468.52	279468.52	Penalty Transfer - Section 154/1		0	0		Non infrastructure	NA

					64						

Progress in Achieving Safety Performance Targets

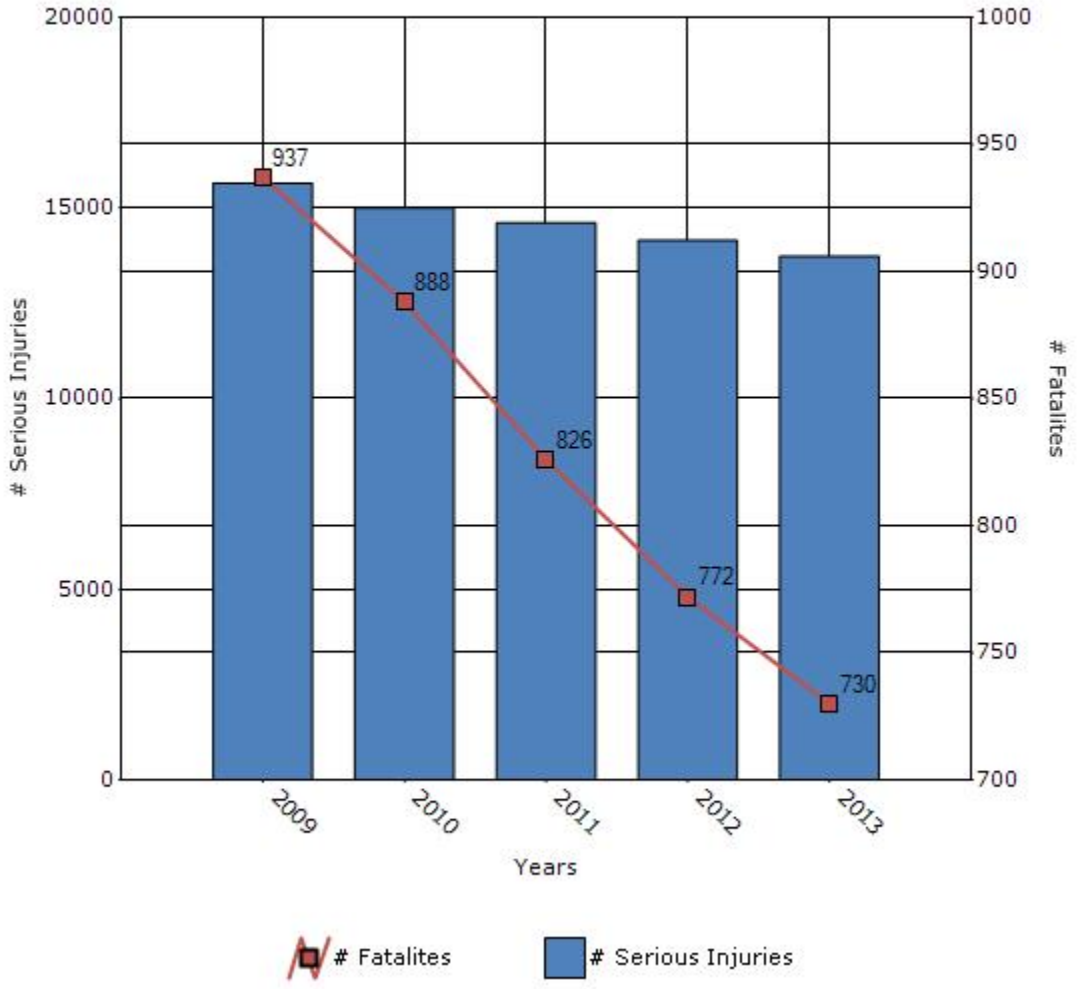
Overview of General Safety Trends

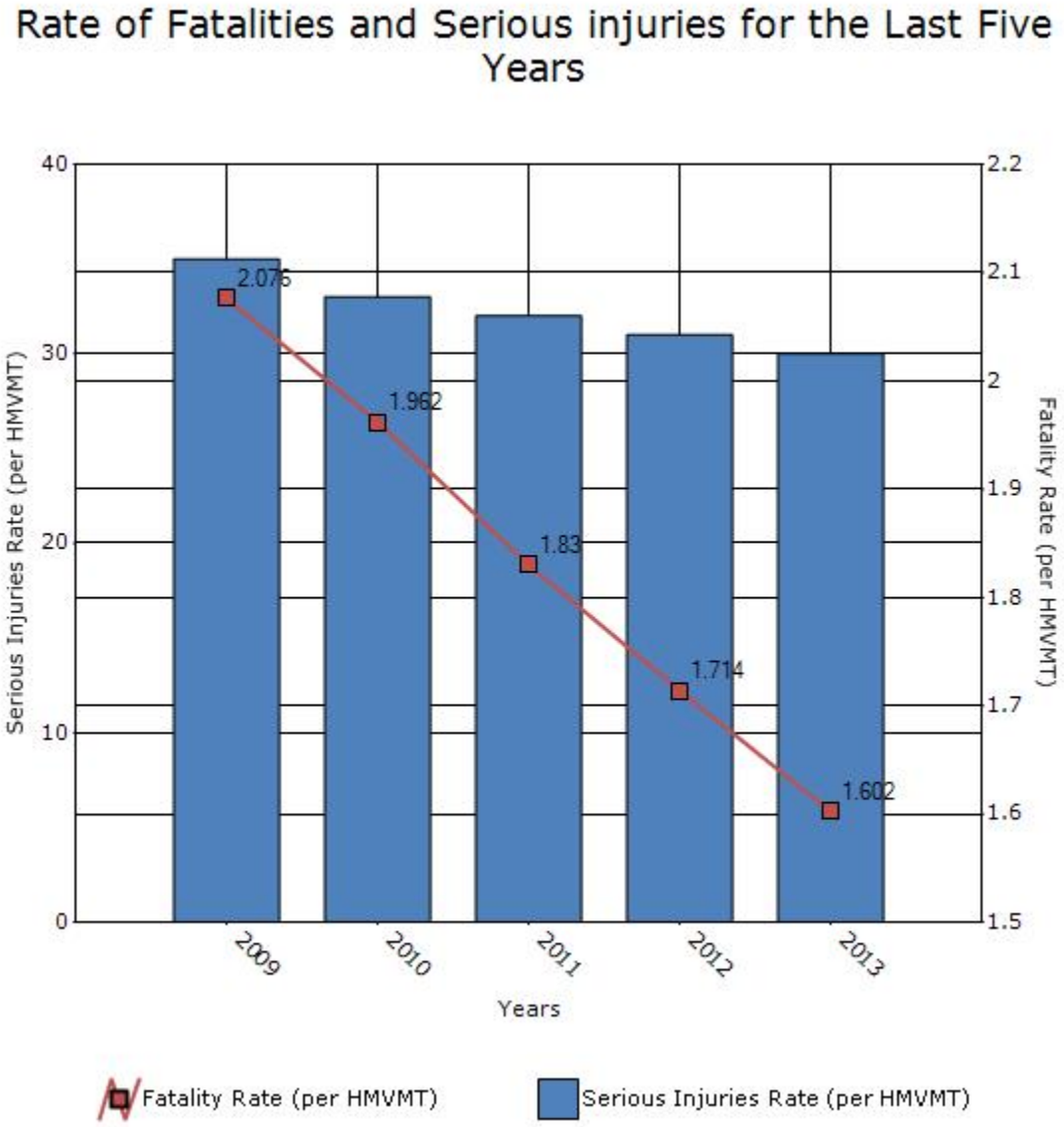
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2009	2010	2011	2012	2013
Number of fatalities	937	888	826	772	730
Number of serious injuries	15653	15007	14610	14156	13738
Fatality rate (per HMVMT)	2.076	1.962	1.83	1.714	1.602
Serious injury rate (per HMVMT)	35	33	32	31	30

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

Number of Fatalities and Serious injuries for the Last Five Years



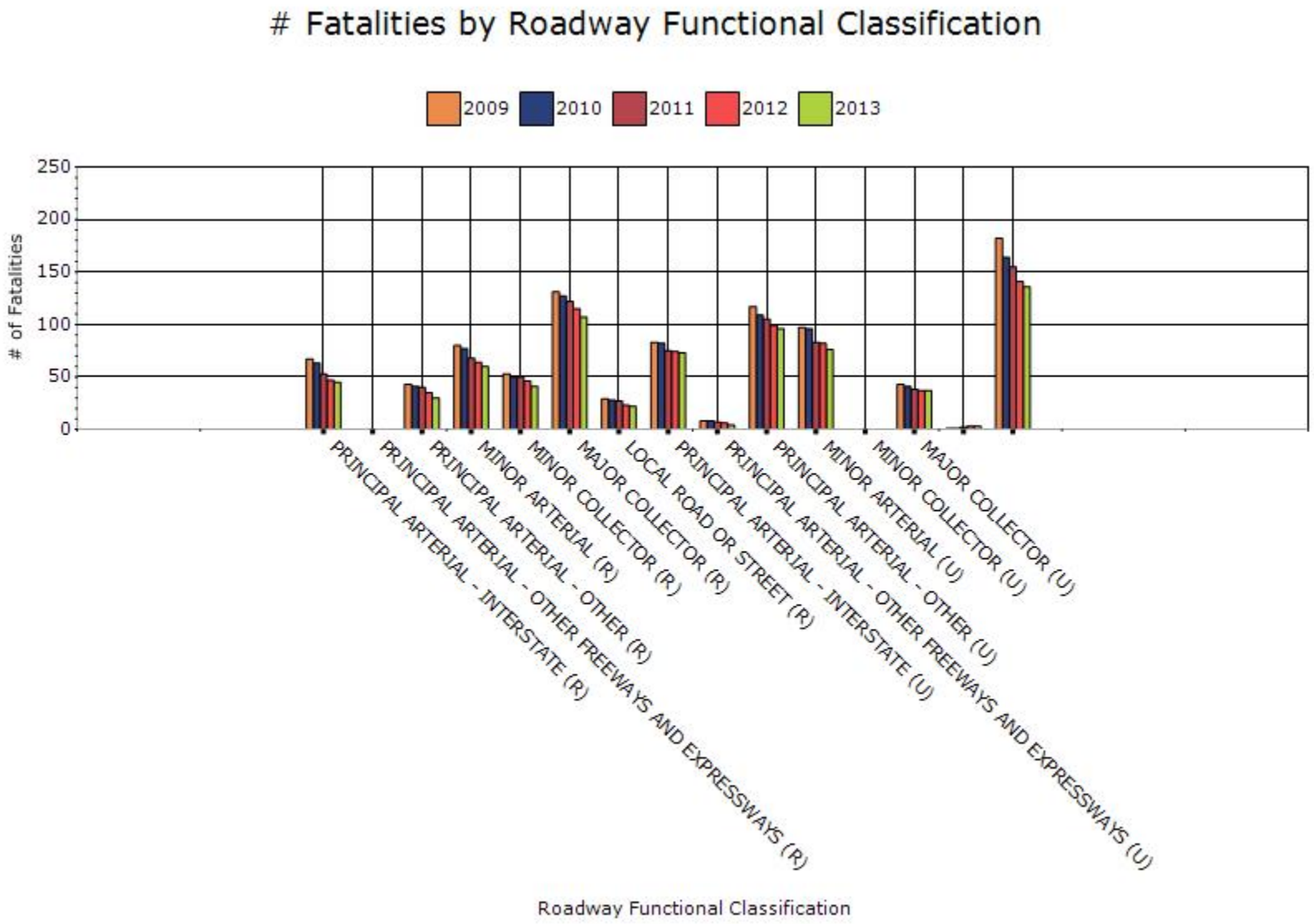

Rate of Fatalities and Serious injuries for the Last Five Years
Serious Injuries Rate (per HMVMT)
Fatality Rate (per HMVMT)
40
30
20
10
0
2.2
2.1
2
1.9
1.8
1.7
1.6
1.5
2.076
1.962
1.83
1.714
1.602
2009
2010
2011
2012
2013
Years
Fatality Rate (per HMVMT)
Serious Injuries Rate (per HMVMT)

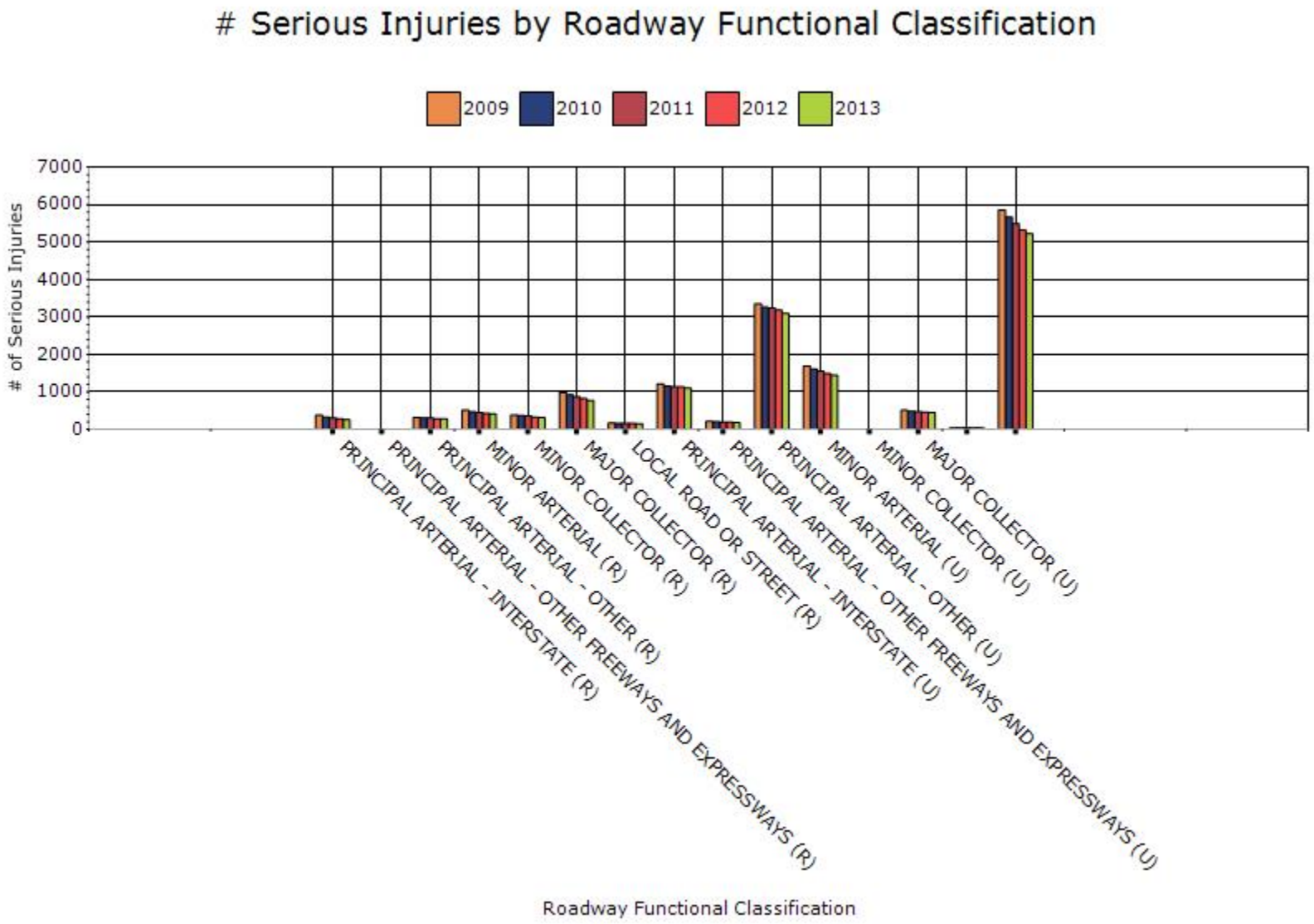
To the maximum extent possible, present performance measure* data by functional classification and ownership.

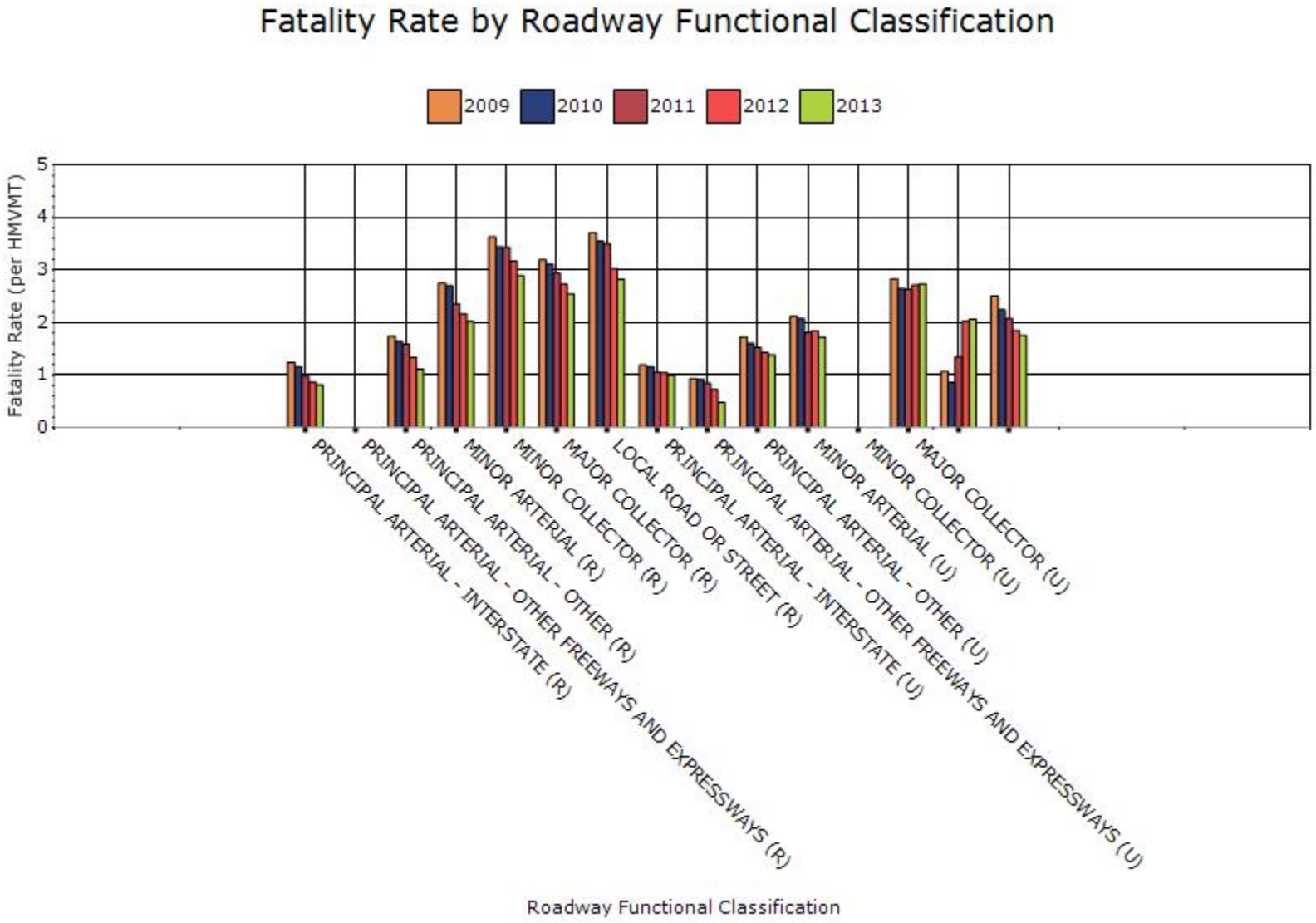
Year - 2013

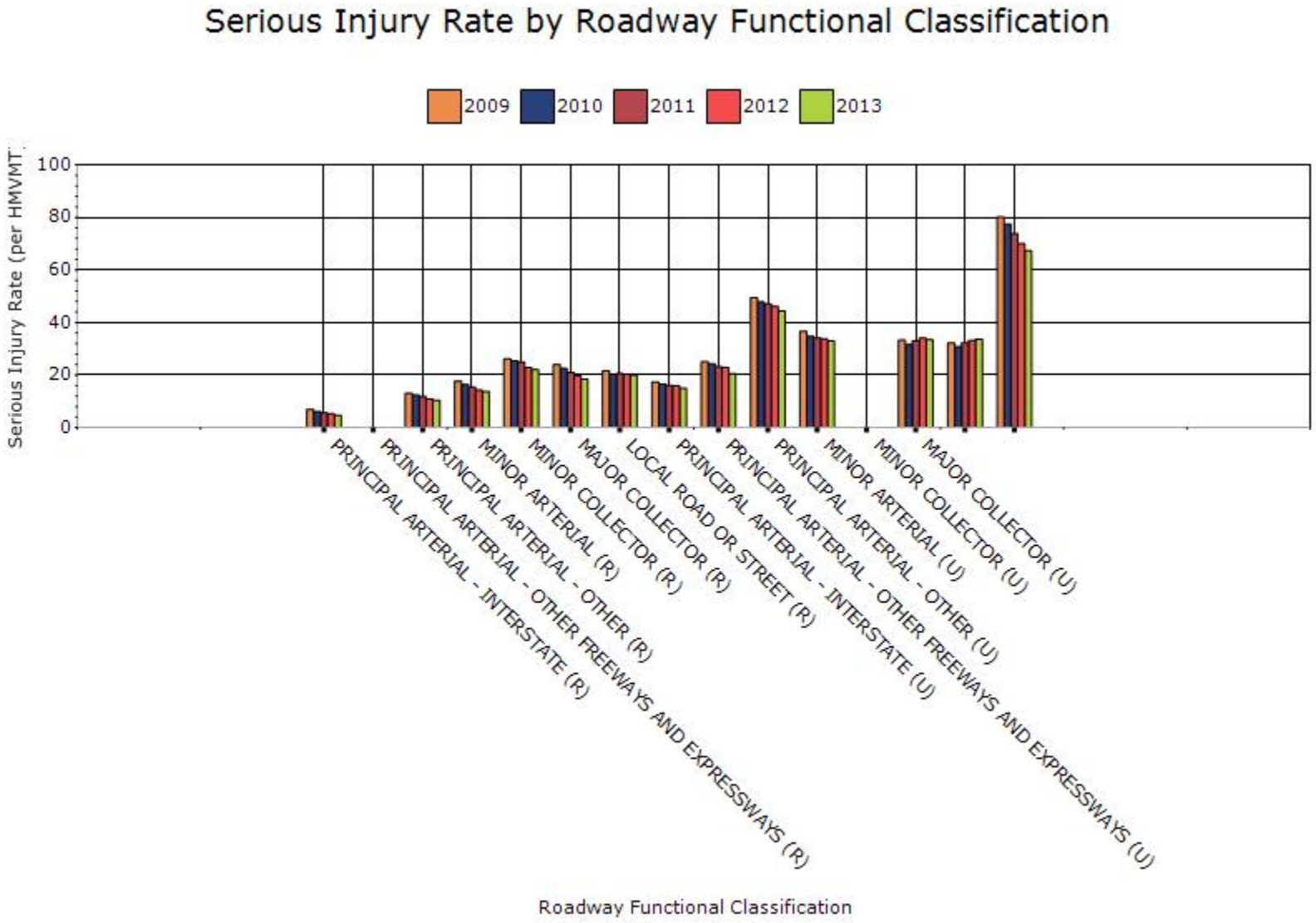
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	45	260	0.81	4.74
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	30	277	1.11	10.32
RURAL MINOR ARTERIAL	60	411	2.02	13.73
RURAL MINOR COLLECTOR	41	313	2.89	22.01
RURAL MAJOR COLLECTOR	107	775	2.54	18.39
RURAL LOCAL ROAD OR STREET	22	154	2.82	20.09
URBAN PRINCIPAL	73	1097	1	14.97

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	4	179	0.48	20.56
URBAN PRINCIPAL ARTERIAL - OTHER	96	3092	1.38	44.4
URBAN MINOR ARTERIAL	76	1446	1.72	32.92
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	37	448	2.73	33.42
URBAN LOCAL ROAD OR STREET	3	44	2.06	33.65
OTHER	136	5224	1.75	67.33


Fatalities by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Fatalities
250
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)
Roadway Functional Classification

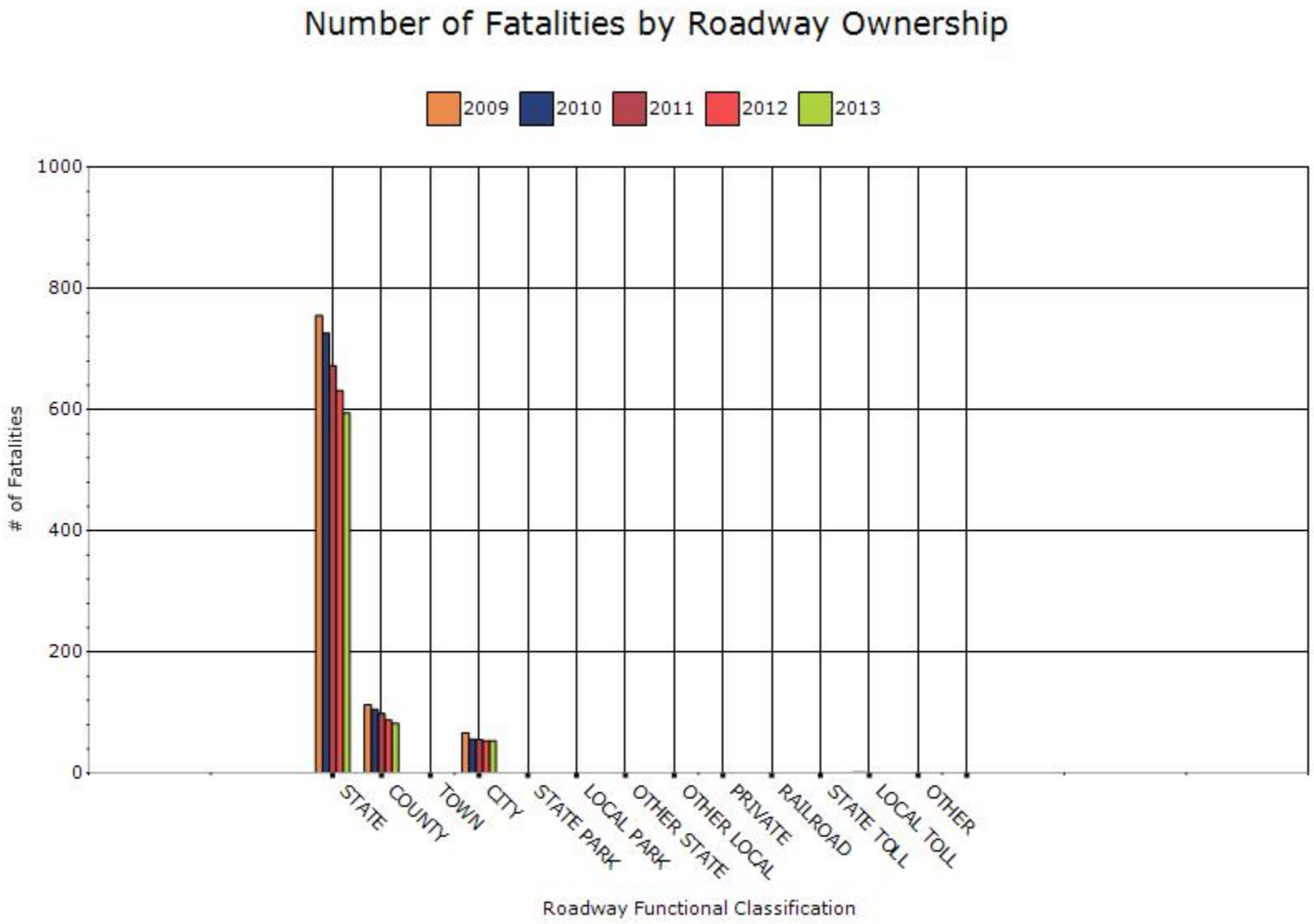

Serious Injuries by Roadway Functional Classification
2009
2010
2011
2012
2013
# of Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR 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)
Roadway Functional Classification

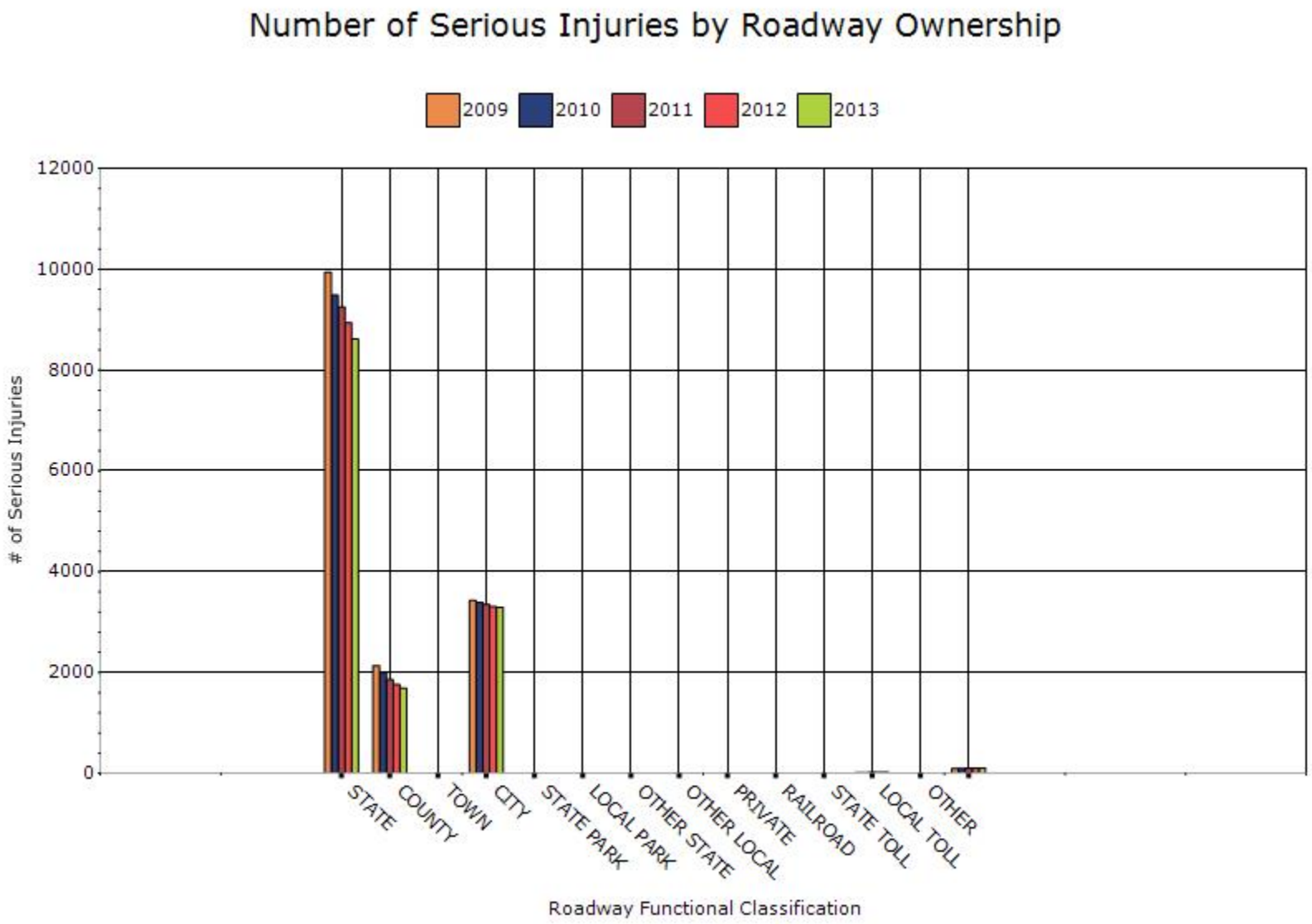

Fatality Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
0
1
2
3
4
5
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL 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)
Roadway Functional Classification

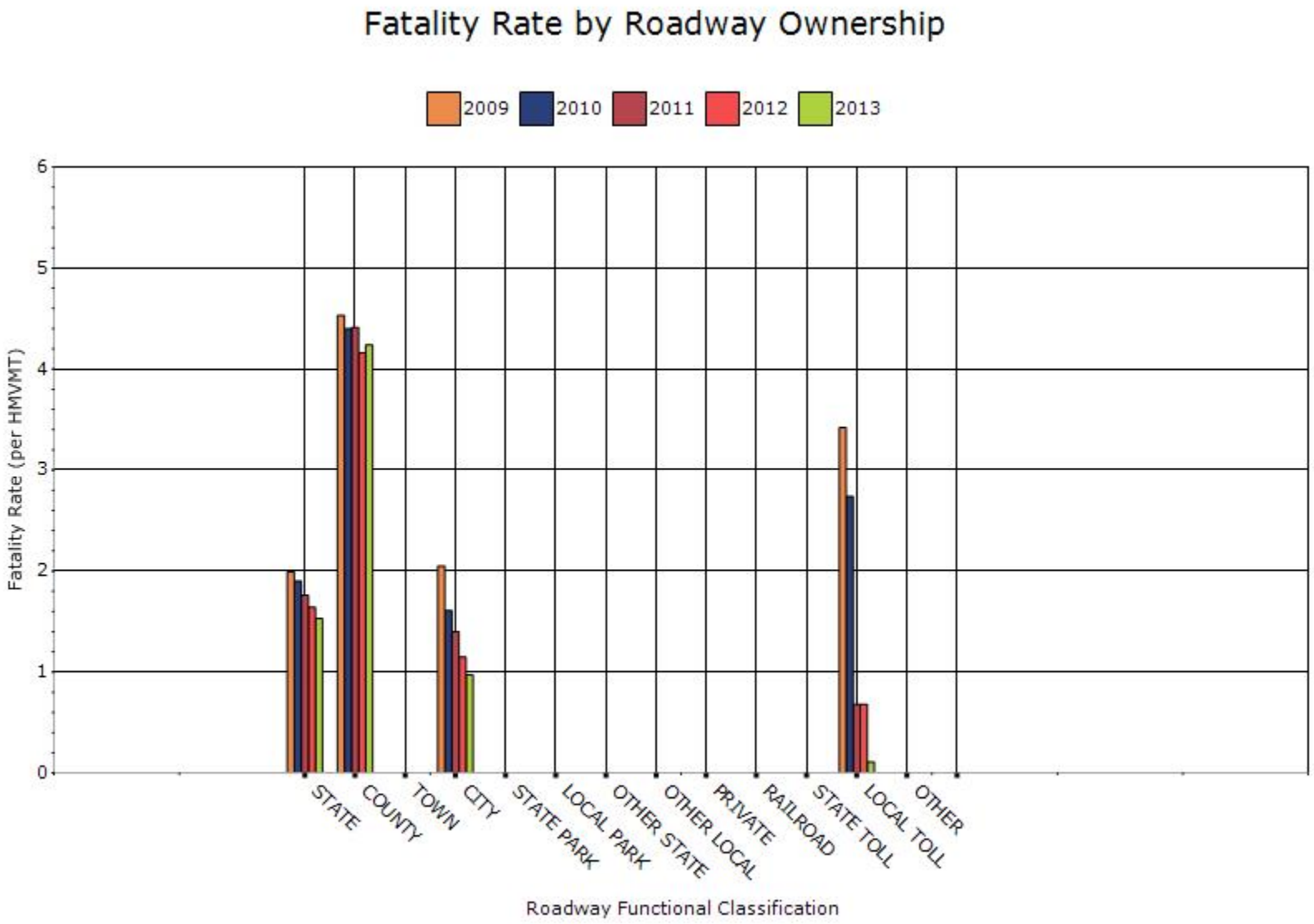

Serious Injury Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
100
80
60
40
20
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (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)
Roadway Functional Classification

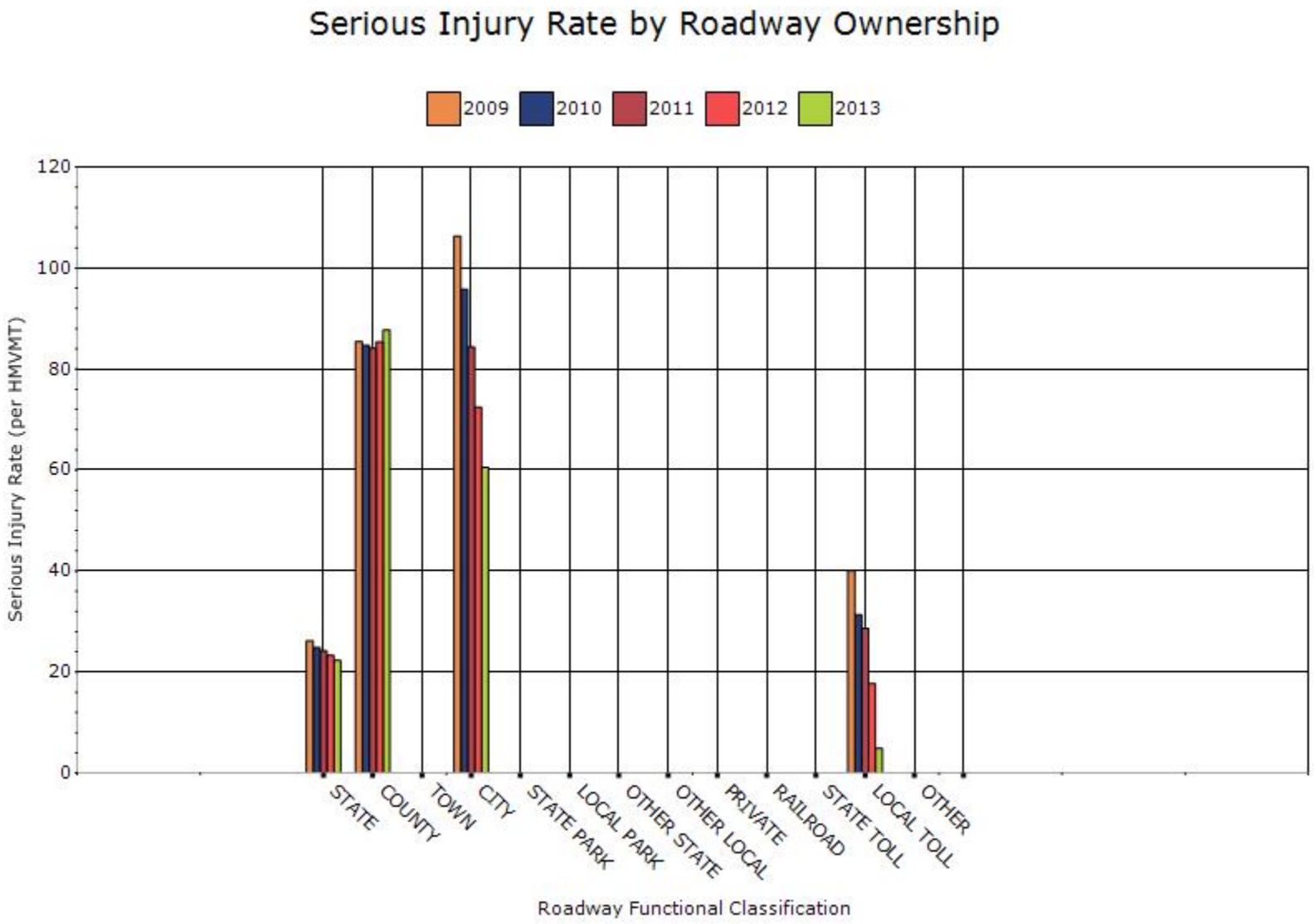
Year - 2013

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	594	8615	1.53	22.29
COUNTY HIGHWAY AGENCY	82	1688	4.24	87.7
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	53	3294	0.97	60.56
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	18	0.11	4.88
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
OTHER	0	105	0	0


Number of Fatalities by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
0
1
2
3
4
5
6
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification

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

NA

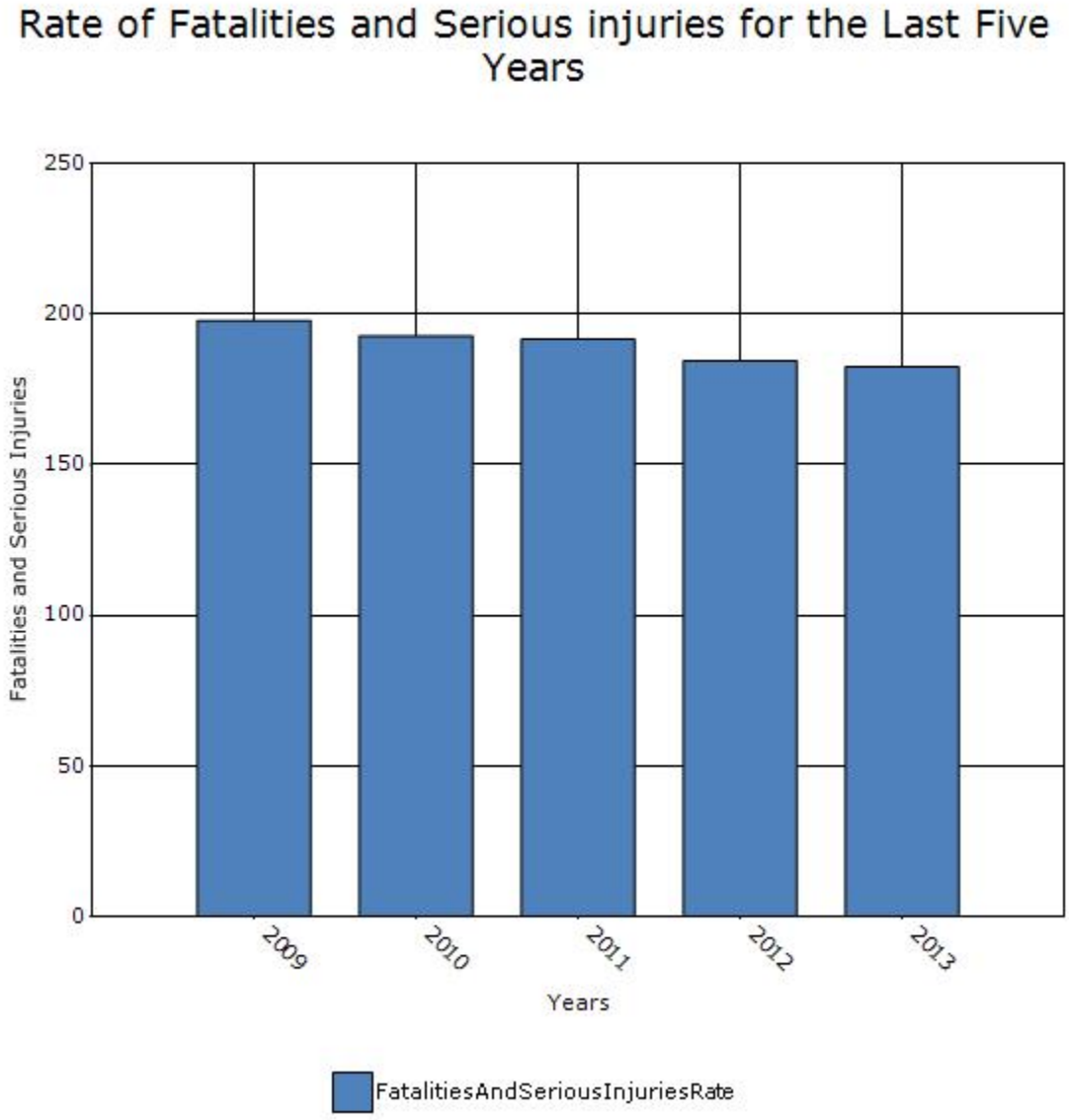
Application of Special Rules

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

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	16.87	15.56	15.22	14.87	14.34
Serious injury rate (per capita)	180.96	177.15	176.41	169.59	168.08
Fatality and serious injury rate (per capita)	197.82	192.71	191.63	184.45	182.42

*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-La. experienced a decrease in fatalities in 2013. La. remains below our target of reducing fatalities in half by 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:

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

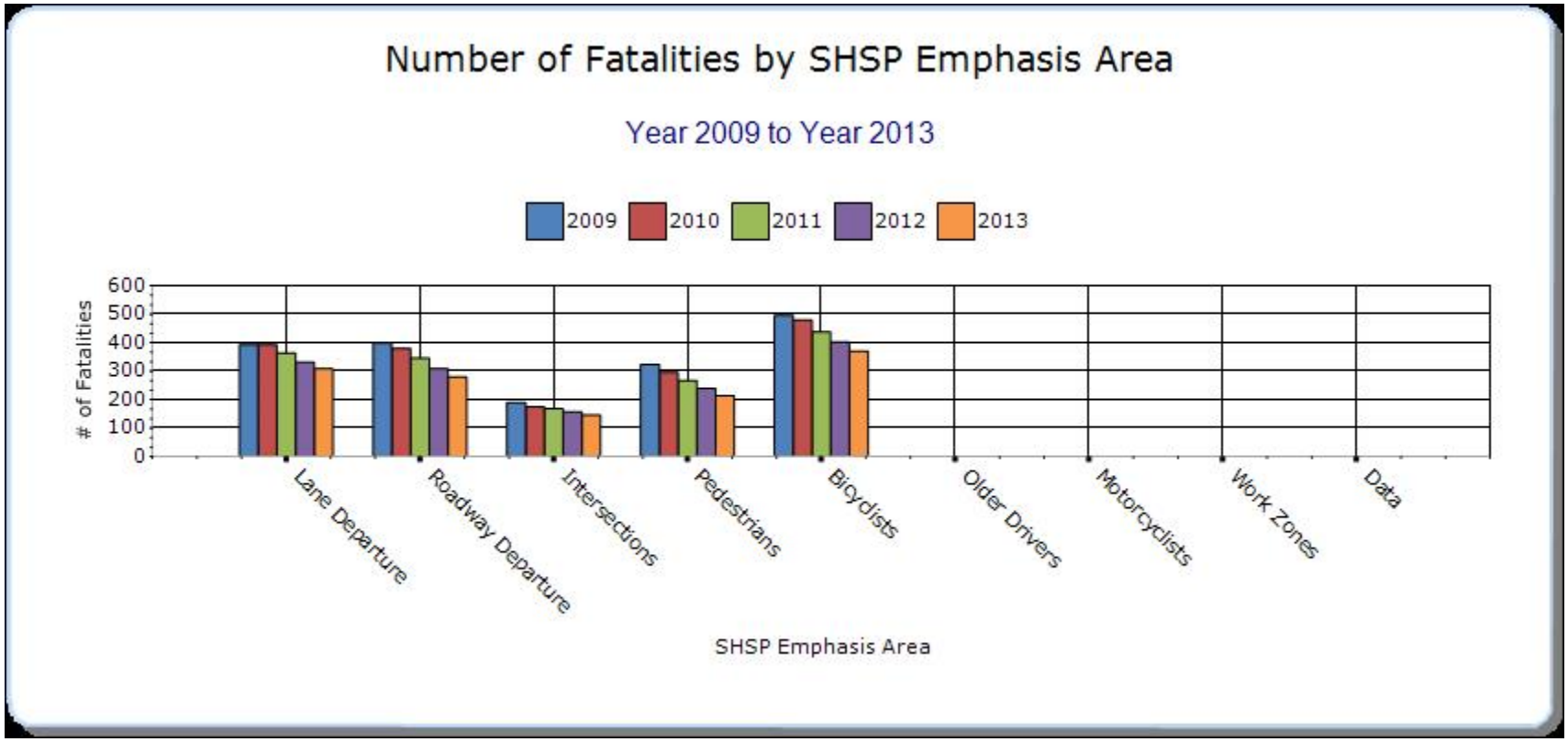
None

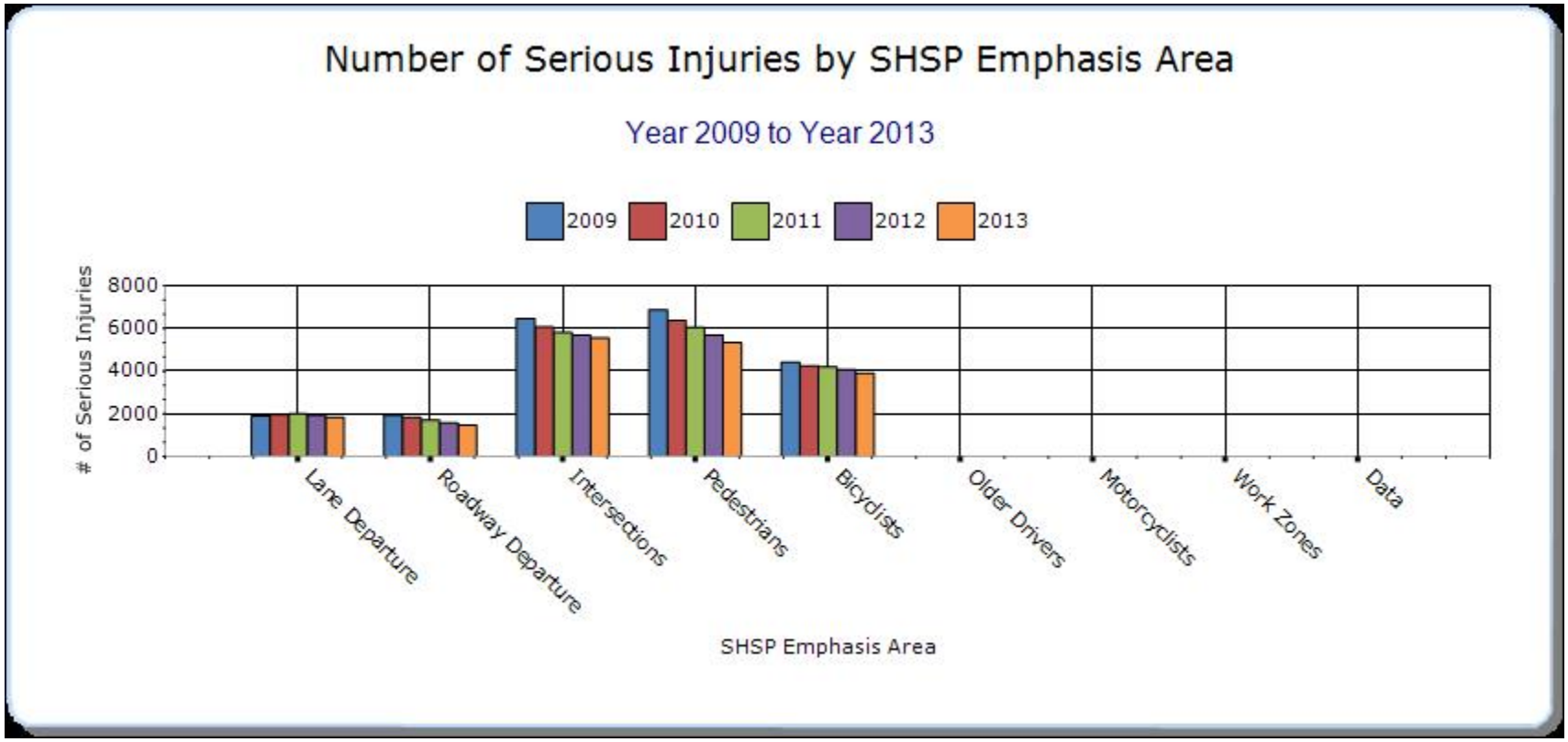
SHSP Emphasis Areas

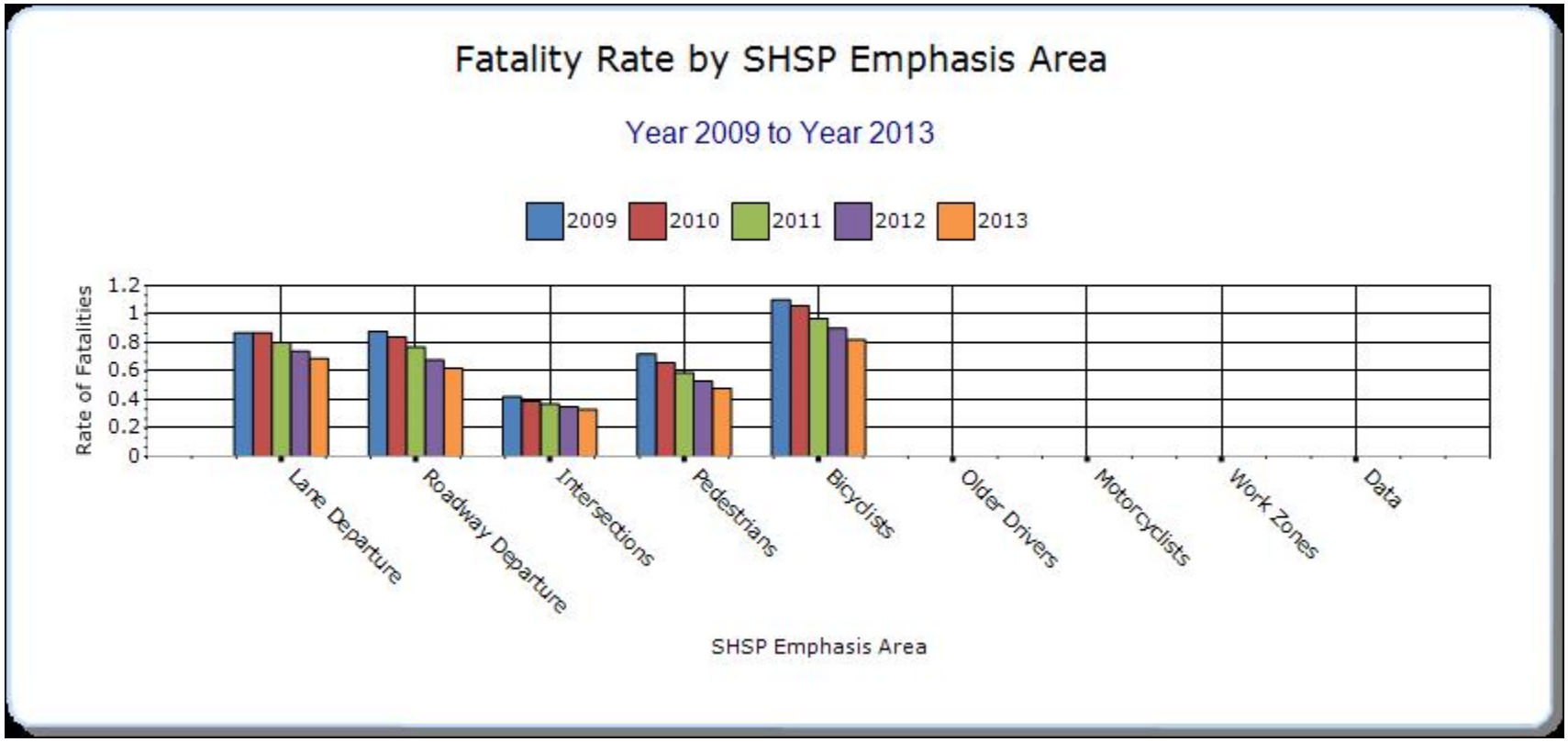
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

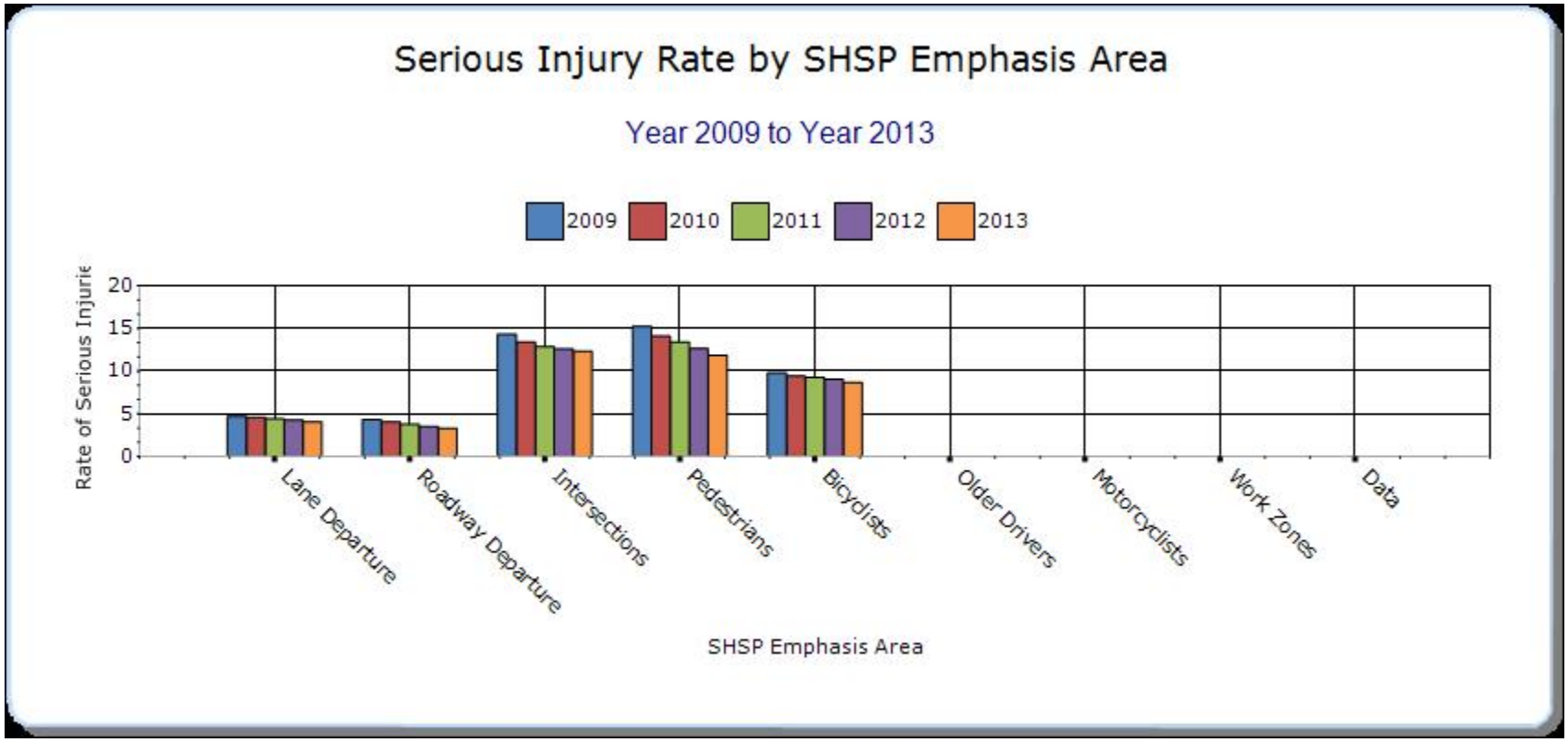
Year - 2013

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	308.2	1841.6	0.69	4.08	0	0	0
Occupant Protection	All	279.4	1481.8	0.62	3.3	0	0	0
Infrastructure and Operations-Intersections	All	146.2	5555.6	0.33	12.35	0	0	0
Young Drivers	All	214.4	5336.4	0.48	11.86	0	0	0
Infrastructure and Operations-Roadway Departure	All	370.6	3909	0.82	8.69	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
600
500
400
300
200
100
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
8000
6000
4000
2000
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
1.2
1
0.8
0.6
0.4
0.2
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

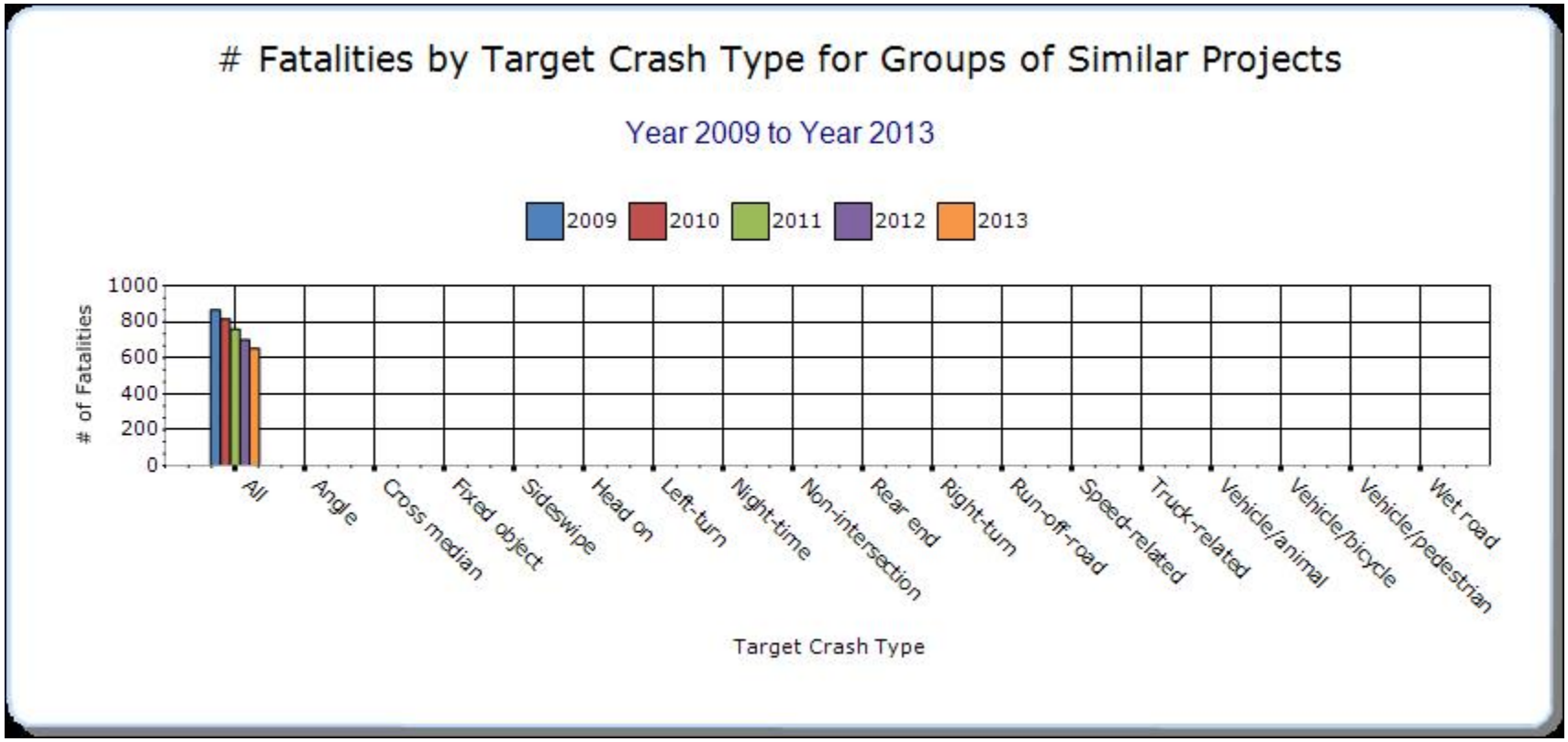

Serious Injury Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
20
15
10
5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

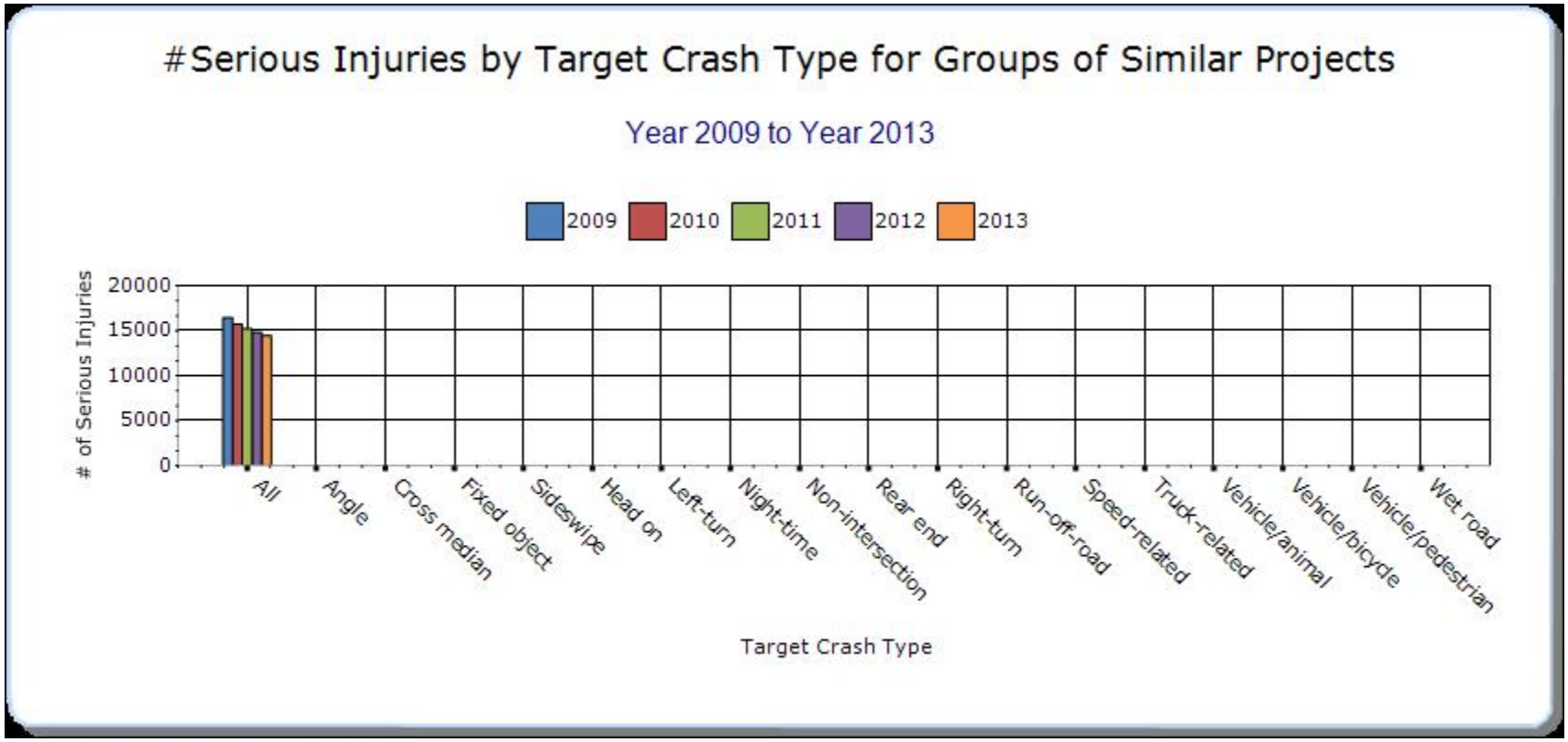
Groups of similar project types

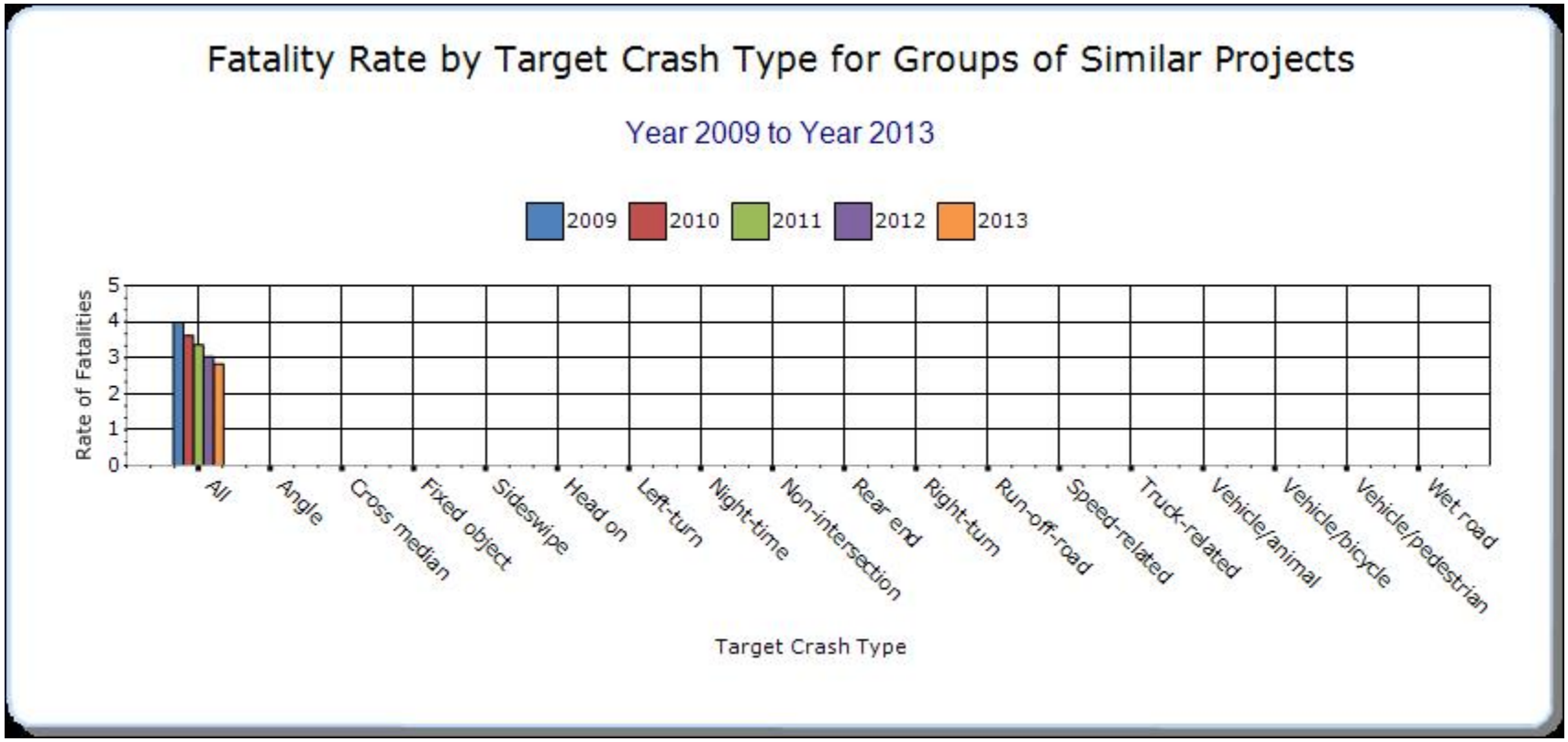
Present the overall effectiveness of groups of similar types of projects.

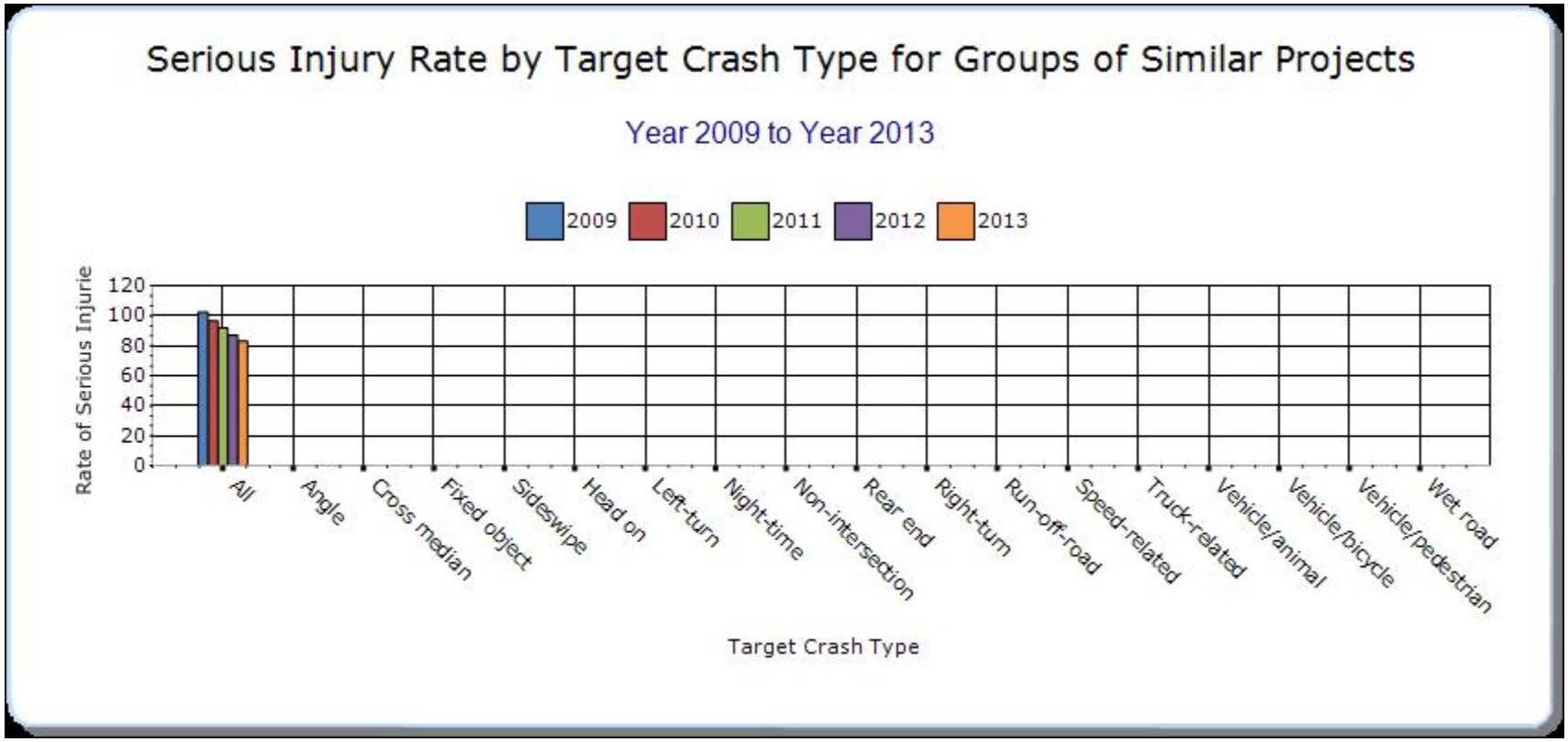
Year - 2013

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	135	5000	1.68	62.12	0	0	0
Intersection	All	146	5556	0.33	12.35	0	0	0
Roadway Departure	All	371	3909	0.82	8.69	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
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 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
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 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0
1
2
3
4
5
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

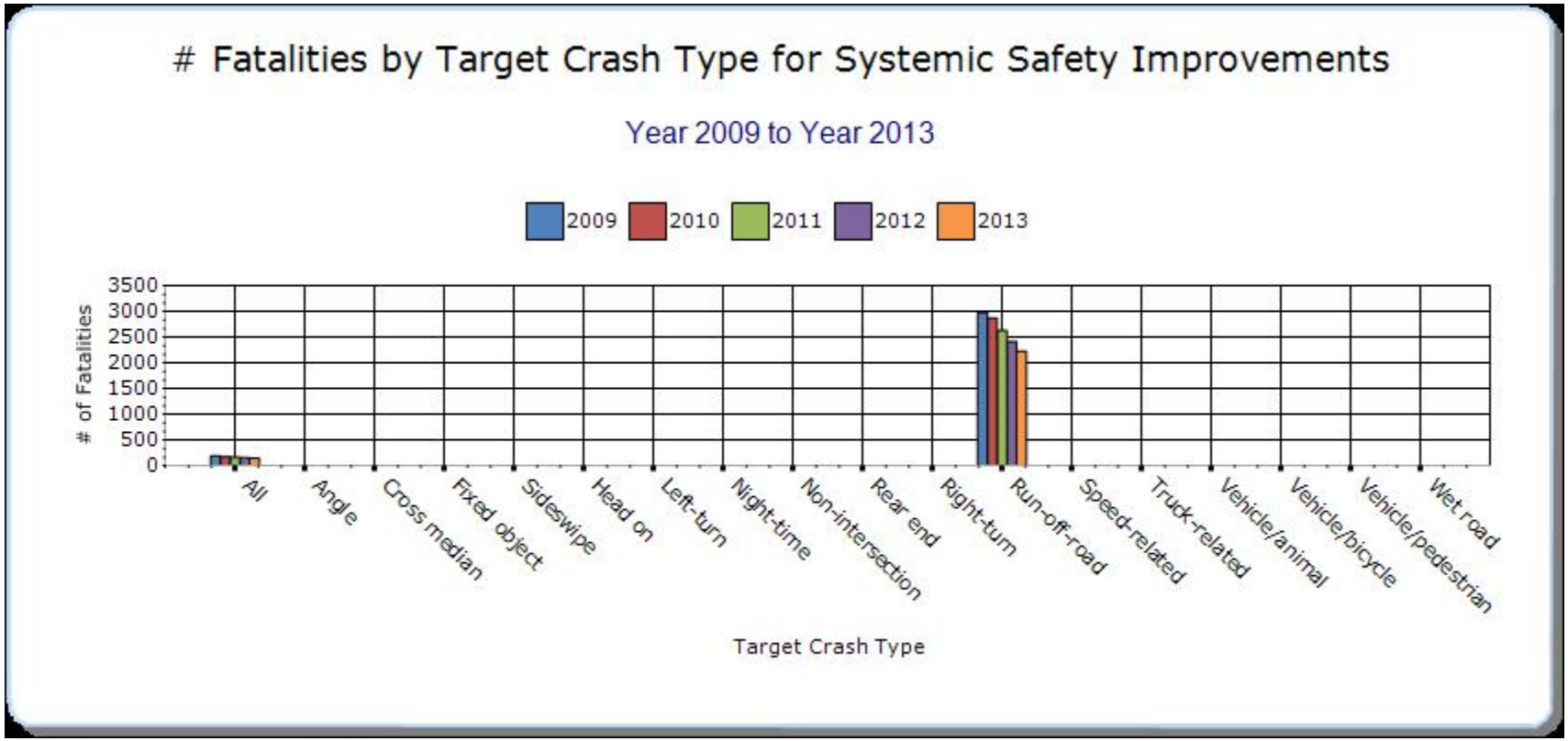

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
120
100
80
60
40
20
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

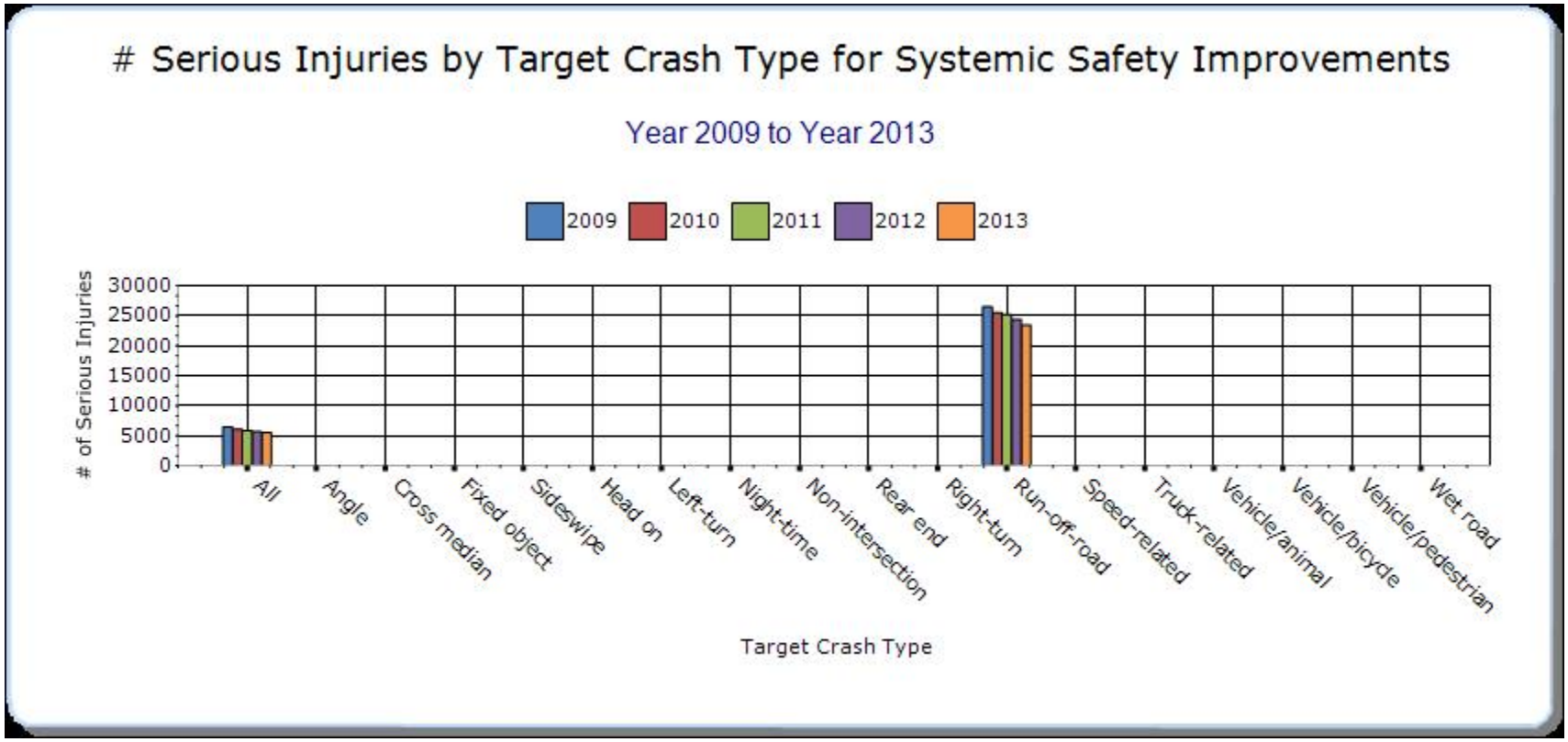
Systemic Treatments

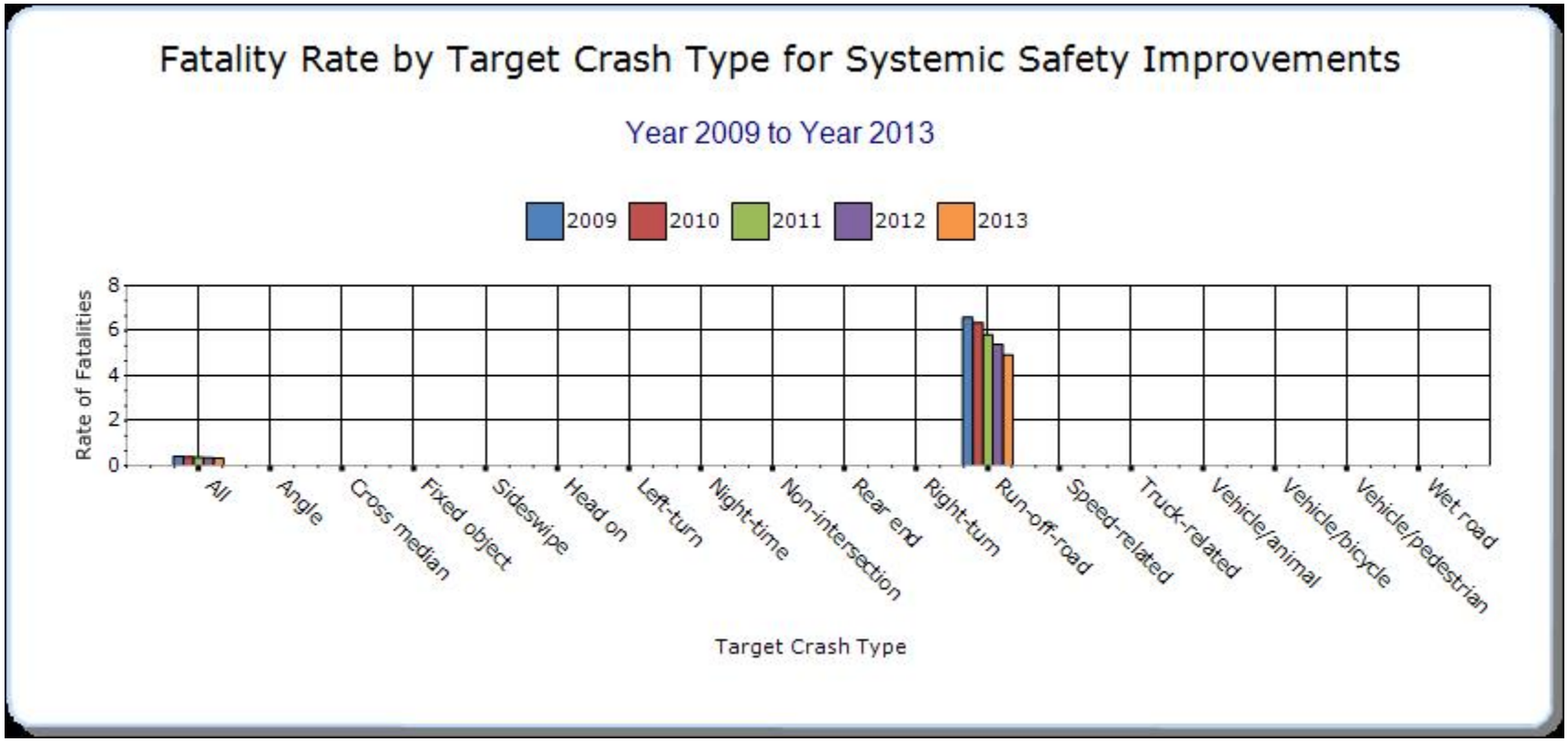
Present the overall effectiveness of systemic treatments.

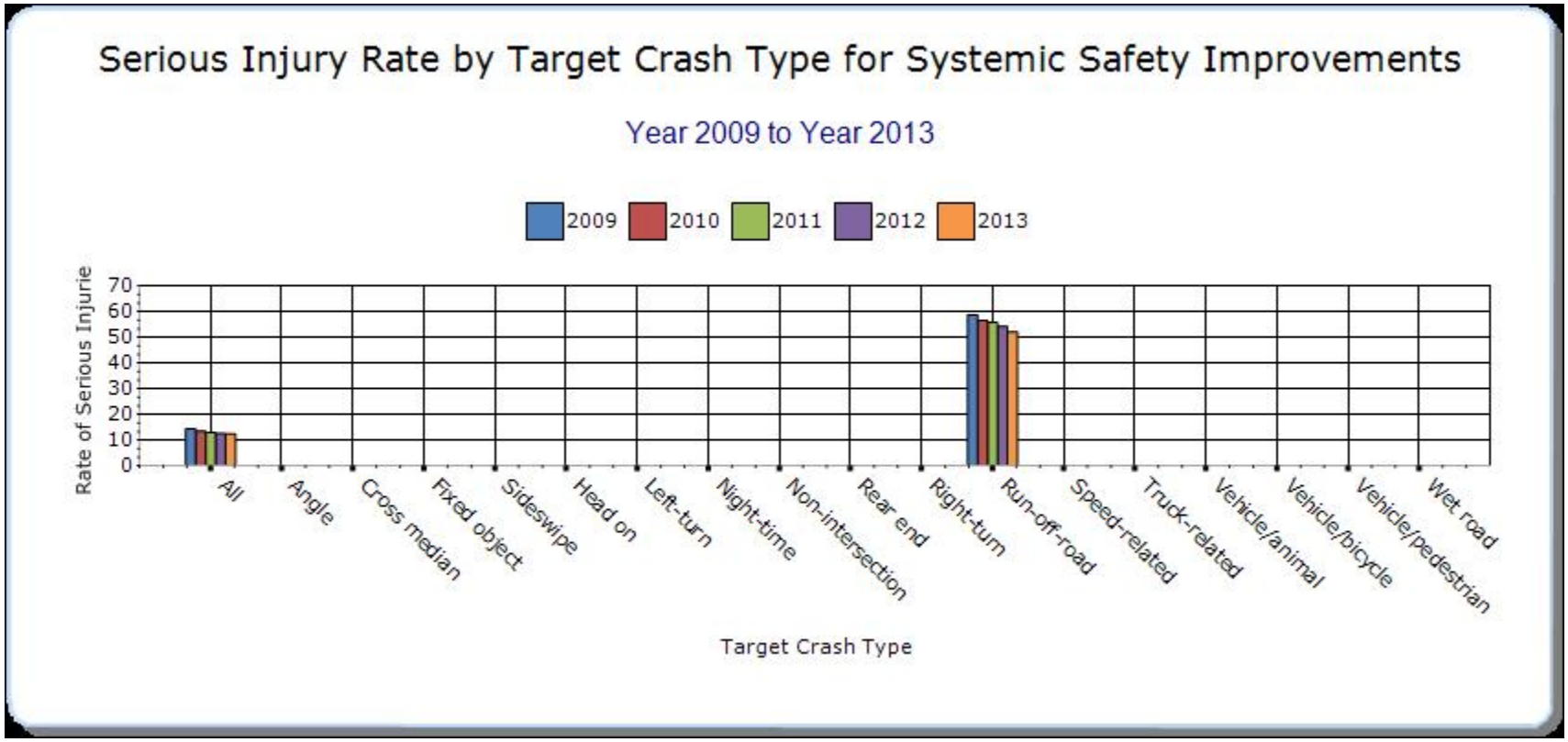
Year - 2013

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
Install/Improve Signing-Intersections	All	146	5556	0.33	12.35	0	0	0
Install/Improve Pavement Marking and/or Delineation	Run-off-road	371	3909	0.82	8.69	0	0	0
Rumble Strips	Run-off-road	371	3909	0.82	8.69	0	0	0
Install/Improve Signing	Run-off-road	371	3909	0.82	8.69	0	0	0
Upgrade Guard Rails	Run-off-road	371	3909	0.82	8.69	0	0	0
Cable Median Barriers	Run-off-road	371	3909	0.82	8.69	0	0	0
Safety Edge	Run-off-road	371	3909	0.82	8.69	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
3500
3000
2500
2000
1500
1000
500
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 2009 to Year 2013
2009
2010
2011
2012
2013
# 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 2009 to Year 2013
2009
2010
2011
2012
2013
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 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
70
60
50
40
30
20
10
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.

NA

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.