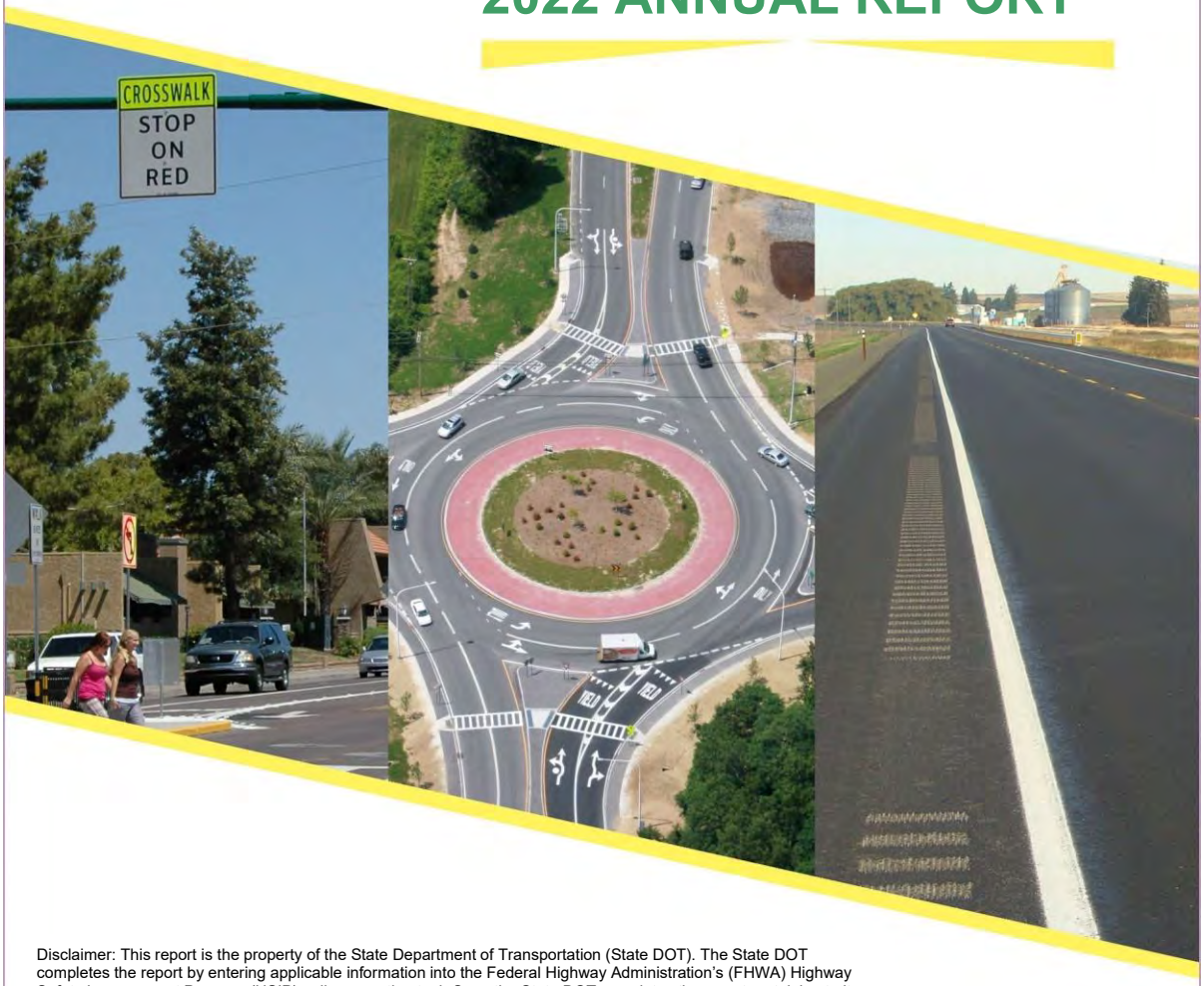
LOUISIANA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT



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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. 407 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.”

Executive Summary

Louisiana has set an aggressive target for reducing death and injury on the roadways –Destination Zero Deaths. The recently updated 2022 Strategic Highway Safety Plan, which was signed in July 2022, reinforces the zero deaths vision with a series of comprehensive strategies and tactics and updated the organization of emphasis areas. Based on the data analysis in the 2022 SHSP Update, the following continue to be emphasis areas: impaired driving, occupant protection, distracted driving and infrastructure and operations. Strategies and tactics for older drivers and young drivers will now be organized within each emphasis area as appropriate. Although preliminary, Louisiana is showing a significant increase in annual fatalities from 2020 to 2021 which is compounded by the significant increase the State saw from 2019 to 2020. Like the rest of the Nation, Louisiana experienced a flurry of travel-related activity as more and more residents were vaccinated against COVID-19. While total crashes in Louisiana have rebounded to near pre-pandemic levels, fatalities have increased 17% over 2020 to a projected 972 people killed in 2021. This represents the most roadway fatalities recorded for Louisiana since 2007 and a 33% increase from 2019. It is unknown as to what specifically contributed to the continued increase in 2021. However, it is more important than ever that the state focuses on data driven strategies from SHSP and HSIP Implementation Plan as Louisiana strives for improvement within each of the emphasis areas. Although 2020 and 2021 have been a difficult years for highway safety, Louisiana Department of Transportation (LADOTD) has accomplished a number of successes in each emphasis area including the following:

Infrastructure and Operations (I/O):

LA DOTD continues to use state specific safety performance functions to develop annual network screening lists for state owned segments and intersections. These Safety Performance Functions (SPFs) are integrated into our Crash Analysis Tool (CAT Scan) for engineers and planners across the state to use for project level safety analyses and our office provides technical support and training for this tool.

LA DOTD is continuing to use Districtwide Safety Investment Plans and Louisiana's updated Roadway Departure Implementation (RWD) Plan to identify future projects with high potential for safety improvement. Of LA DOTD's nine District Offices, 3 Districtwide Safety Investment plans have been completed in last 2 years with another one in the works. These plans analyzed safety data for top locations on statewide network screening lists (also known as High Potential for Safety Improvement List) within the regional LA DOTD District area. The consultant in coordination with the LA DOTD District office and the LA DOTD Highway Safety Section performed high level planning safety analysis, countermeasure selection, and planning level cost estimates to recommend potential safety countermeasures. The final product includes a prioritized list of potential safety projects based on planning level safety benefit cost ratios. Advanced predictive methods for network screening of locations with potential for safety improvement on all public roads, including safety performance functions, were included in the RWD plan. LA DOTD Highway Safety Section is also using the RWD plan to identify potential safety improvements which could be incorporated into other programs (e.g. Pavement Preservation Program).

The goal is to develop safety funded projects identified in these plans and streamline the HSIP project application process for the District Offices if no further traffic studies are needed.

LA DOTD continues to support Regional Safety Coalitions (RSCs) /Metropolitan Planning Organizations (MPOs) and Local Technical Assistance Program (LTAP) for developing local road safety plans targeted for the top 20 parishes, where over 90% of crashes are occurring on local roads, to better inform the data-driven process and target more data driven safety projects. Of the top 20 parishes, twelve (12) local road safety plans have been finalized. Two (2) parishes not in the top 20 have developed a LRS Plan, for a total of fourteen (14) plans developed and completed to date. Six (6) LRS Plans are currently under development. Each of the nine (9) Regional Safety Coalitions has a goal of completing at least one local road safety plan within each region

as part of the SHSP Statewide I/O Emphasis Area Action Plan and initiating implementation with the local road owners for the plans which are complete. Six (6) of the RSCs have completed at least one local road safety plan. The remaining three (3) are currently in development. LA DOTD continues to use crash frequency for network screening on local roads. Crash data profiles, which were developed by LTAP, are being used by non-top 20 parishes (remaining 10% of crashes are occurring on local roads) to determine potential safety projects for Local Road Safety Program (LRSP).

Louisiana did not trigger the High Risk Rural Roads (HRRR) special rule this year. Louisiana did trigger the Older Pedestrian and Driver Special Rule and Vulnerable Road User (VRU), which will take effect in FY22-23.

LA DOTD updated and resubmitted a HSIP Implementation Plan. As part of the planning and coordination for the Implementation Plan, our office conducted 9 highway safety road shows in conjunction with SHSP I/O Regional Emphasis Area (EA) team meetings. The purpose of these meetings was to give updates on crash data based on I/O EA subcategories (roadway departure, intersections, and non-motorized users), statewide safety performance measures, draft updated HSIP Implementation Plan, HSIP project selection guidelines for infrastructure projects, and goals for future HSIP funding allocations based on subcategories. These informational meetings have helped LA DOTD Highway Safety gain more interest in the HSIP and help communicate the types of HSIP projects LA DOTD Highway Safety is targeting for highest potential to reduce fatalities and serious injuries.

The MPO Safety Performance Target Setting web based portal continues to be updated for MPOs to use as part of the outreach at the regional level. Many of the MPOs are using this portal within their committee meetings to present and discuss safety data and targets at the state and regional level.

LA DOTD is collaborating with local agencies to identify a process to review data elements that have been collected as well as incorporate new construction of roads and their data elements. From 2015-2017, LA DOTD collected all known public roads during statewide efforts to satisfy FHWA requirements to report on all roads. At that time, it was approximated that 99% (90% of Fundamental Data Elements (FDE) are completed) of all local public roads were collected. All state owned roads and their data elements are actively maintained within LA DOTD’s enterprise GIS system.

LA DOTD is working through Linear Referencing System (LRS) issues with the local road system in order to have them available within GIS system. Many efforts are underway to determine which elements are accessible and useable for ongoing safety studies through published GIS services. LA DOTD is also working on a process for obtaining updated data from local entities and incorporating it back into the statewide base map. This statewide base map will be used within the new eCrash software to assist in improving location information within the new crash report and streamline safety analyses on the back-end. A useable highway classification file was created for the eCrash system. The creation of this file has been documented so that it can be re-created. The State has begun to use this file and are finding areas that may need to be improved in future versions for statewide analysis and network screening.

Louisiana is currently in the process of updating the Louisiana Uniform Motor Vehicle Traffic Crash Report to align with NHTSA’s Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition. As of September 1, 2022, 143 law enforcement agencies have transitioned over to the new crash report. It is anticipated all agencies will be submitting crashes on the new crash report by January 1, 2023. LA DOTD has contracted with a Law Enforcement Expert to lead this effort between all lead agencies including Louisiana State Police (LSP), Louisiana Highway Safety Commission (LHSC), LSU/Center for Analytics and Research in Transportation Safety (CARTS), FHWA, and LA DOTD and to ensure crash data quality improvements are being tracked and data integration is optimized on the front end. Connecting systems on the back-end are also being planned for smooth transition to a new schema and updated data query tools for law enforcement and planners/engineers. Coordination on this project has also involved the Office of Technology Services (OTS) Office of Motor Vehicle (OMV) for this data integration approach. A robust training program is underway in partnership with Traffic

Records Coordinating Committee as well for local law enforcement agencies and outreach through the RSCs has begun.

LA DOTD Highway Safety Section worked with CARTS to refine a new Crash Data Query Tool for project level safety analysis on state and local routes. The purpose of this tool is to use more mapping features and tying directly to the electronic captures of narratives and diagrams of the crash reports. The tool allows the engineer or planner to query a specific location and view crash data elements at summary level or at the crash level. Outputs of the tool include summary tables, detailed data tables, and collision diagrams. This tool is currently in demonstration mode and is being used by internal LADOTD staff and key external safety partners such as MPOs and technical staff at large Local Public Agencies (LPAs). Next steps include expanding permissions for more external users (local public agencies, researchers and consultants) and incorporate crash analysis features from CAT Scan to increase efficiency for the users. LA DOTD and CARTS will be updating outreach and training plan for engineers and planners as Louisiana transitions to these new query and analysis tools.

LA DOTD continues to implement cable barrier projects statewide based on a statewide systemic cable median barrier study which produced a prioritized list of candidate locations where median barrier would be considered for installation. High speed, controlled access facilities with a median width less than 100' were analyzed in the study. As of June 2022 the LA DOTD has installed approximately 632 miles of cable barriers throughout the State at an investment of approximately $93 million. There are currently another 98 miles under construction along I-10, I-210, US 90, and I-12 corridors for approximately $34 million. Our staff will be working with Louisiana Transportation Research Center (LTRC) to perform a safety evaluation of the cable barrier projects which have been in operation for 3 years.

The first round of districtwide low cost safety improvement systemic projects targeted at curves for roadway departure were implemented within the last 3 years. LA DOTD Highway Safety will be working with FHWA Division Office to develop a process of determining methodology for evaluating these systemic projects.

The state continues to use High Friction Surface Treatment as a safety countermeasure on select routes with a high potential for safety improvement. This year Louisiana had our first HFST project planned to let as part of the Local Road Safety Program. LA DOTD Highway Safety Office and Traffic Office continue to partner on funding enhanced signing at curves on rural two-lane roads and enhancements such as Flashing Yellow Arrows at signalized intersections as we align with new MUTCD guidance. We are working with LTAP for similar initiatives on local roads in conjunction with Local Road Safety Plans and RWD Plan.

Local Roads:

Local Road Safety Program (LRSP): Louisiana continues to lead efforts in LRSP. The LRSP is allocated approximately $3-5 million of HSIP funds per year. Eligible projects include those for roadways in 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 for resources may be available depending on the type of project. Funding for local road safety improvement projects is available through the LRSP. LA DOTD administers the LRSP in coordination with LTAP. LTAP coordinates activities and resources in conjunction with the LA DOTD to facilitate project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement projects. This year, LTAP, with LA DOTD support, has participated in webinars, meetings and peer exchanges with locals. LTAP continued working with the RSCs Coordinators with developing Local Road Safety Plans and determining next steps for implementation of completed Local Road Safety Plans. LTAP in partnership with FHWA EDC FoRRRwd initiative also conducted 8 regional workshops across the state focused on “Combatting Rural Roadway Departures.” These were well attended by various partners at the RSCs. Additionally, LTAP and LA DOTD encourage local agencies to use the statewide Roadway Departure Implementation Plan and the LRS Plans to move towards implementation of potential safety projects on locally owned roads. This will potentially increase interest in the LRS Program and Regional Coalition efforts, which may lead to an increase in the LRS Program funding allocation, and help reach our statewide and regional safety targets. LTAP has created

separate pre-application documents, one for intersections and one for roadways. LTAP continues to update the LRS Program application and roadway assessment form to encourage LPAs to submit projects from the RWD plan and Local Road Safety Plans. Locals are encouraged to submit non-motorized user projects to both the LRSP and the SRTPPP.

Non-Motorized Users:

Louisiana has finalized a statewide pedestrian crash study to analyze crash trends and develop predictive models for pedestrian crashes. This analysis will influence future Safe Route to Public Places Program (SRTPPP) and HSIP programming by using state specific SPFs for pedestrian crashes to identify potential project locations for implementation of pedestrian safety countermeasures, with a specific focus on proven safety countermeasures. These efforts will help address Louisiana's non-motorized safety performance measures and identify needs for training efforts. In 2021, Louisiana designated a full-time Pedestrian, Bicycle & Transit Design Expert, who has become a valuable resource for SRTPPP, pedestrian/bicycle safety initiatives, and projects statewide Complete Street efforts. This will help Louisiana focus our safety funds and determine which countermeasures Louisiana should target and where training should be focused. LA DOTD participated in various virtual meeting/peer exchanges focused on pedestrian safety which has helped generate ideas on best approach for implementing safety infrastructure projects. Through the I/O SHSP action items, LADOTD is working with MPOs, District offices, and LPAs on prioritizing locations identified in the study for more conducting more technical preliminary engineering studies. A pilot project is underway to study multiple locations in one district and propose potential feasible countermeasures along with planning level costs.

The SRTPPP is allocated approximately $3-5 million per year as part of the HSIP. Eligible projects include those roadways in transportation systems owned and operated by State, Parish and municipal road agencies with an emphasis on reducing non-motorized fatalities and serious injuries. Specific funds are available for selected safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for these projects is available through the SRTPPP. LA DOTD administers the SRTPPP. LA DOTD coordinates activities and resources to facilitate a yearly project application submittal, review and scoring, and recommendation of qualifying project applications. LA DOTD announced a 2021 Call for Projects, with applications due June 30, 2021. Twenty-two (22) applications were received and evaluated. Twelve projects were selected to move into the second phase of evaluation.

LA DOTD prepared the annual statewide Complete Streets Performance Measures Report and submitted to State Legislature in March 2022. Safety considerations have been used for these efforts to help bring awareness to potential concerns and identify opportunities where improvements can be made on new projects. LA DOTD Highway Safety Section participates in LA DOTD Complete Streets Steering Committee and the Louisiana Complete Streets Advisory Council.

As part of the FHWA Focused Approach for Pedestrians, LA DOTD continues to promote pedestrian-focused Road Safety Assessments as a useful tool for high potential for safety improvement locations identified in the statewide pedestrian study.

Distracted Driving

Louisiana's Statewide Distracted Driving Emphasis Area Team continues to provide educational and statistical information to Legislators as the conversations regarding a hands-free law in Louisiana continue. Team members also continued to reach local organizations with education on the corporate benefits of implementing hands-free policies for employees operating fleet vehicles, which research has shown to carry over into operation of employees' personally owned vehicles also. Throughout the year, students throughout Louisiana were encouraged to participate in two different Distracted Driving Contests: Project Yellow Light, which is a national competition; and a regional contest, which was to be sponsored by a local company. Lastly, in an effort to improve Louisiana's quality of data pertaining to Distracted Driving, state and local law enforcement agencies were encouraged to conduct traffic enforcement within school zones as well as to implement pilot

enforcement programs within their agencies. The school zone project was selected because “hand-held bans” in place within school zones that are properly identified, allow for easier enforcement.

Occupant Protection

Per federal regulations, the LHSC conducted a statewide observational seat belt usage survey in 2021. The 2021 survey was conducted at the end of the calendar year unlike most statewide surveys and the 2021 statewide use rate was 85.7%. The 2021 use rate is 1.8 percentage points below the most recent rate of 87.5% measured in June 2019. The planned 2020 survey was not conducted due to the COVID-19 pandemic and a federal waiver granted by the NHTSA.

The Louisiana Passenger Safety Task Force (LPSTF), a subgroup under the Occupant Protection Emphasis Area in the SHSP, is responsible for educating the community and other agencies on the benefit of restraint systems in motor vehicles. The LPSTF is hosted by the University Medical Center New Orleans and the LHSC. Louisiana’s RSCs partner with LPSTF many efforts including education, enforcement, and legislation related to motor vehicle occupants, thus preventing unnecessary injuries, fatalities, and economic costs to society. Various groups work together to provide access to child passenger safety and adult occupant protection services at no cost to all citizens of Louisiana. During 2021, over 2,351 children were assisted among Louisiana’s 95 fitting stations.

Through the Occupant Protection SHSP Emphasis Area Team, the LPSTF began training technicians in CarFit to address the occupant protection needs of older drivers. In 2022, two technician’s trainings were conducted with a total of 9 CarFit technicians receiving training, 11 receiving event coordinator training, and 2 coordinators becoming instructors. There were two additional technician trainings planned; however, they were cancelled due to COVID-19.

The Occupant Protection SHSP Emphasis Area Team worked with the RSCs to provide standardized educational materials regarding the replacement of seatbelts and child seats following a crash. These materials were distributed through traditional means and through social media. Law enforcement agencies placed the guidelines in their officers’ ticket books to be distributed with information on obtaining a crash report. Informational flyers were distributed at various events throughout the year.

Impaired Driving

LHSC continued to support DWI overtime enforcement in Tier One Alcohol Problem ID Parishes, corresponding with national and state mobilizations. Warranted Blood Draw Programs were expanded to law enforcement agencies across the state, with assistance from LSP and the RSCs. The LSP Applied Technology division conducted six Advanced Roadside Impaired Driving Enforcement (ARIDE) classes, training a total of 612 students and held one Drug Recognition Expert (DRE) school, training 14 students.

The RSCs, Judicial Outreach Liaison (JOL) and Traffic Safety Resource Prosecutor (TSRP) educated all newly-elected criminal court judges in the state on the ignition interlock statutes. In addition, the TSRP conducted 26 trainings, totaling 88.25 hours, on impaired driving topics to 1,088 prosecutors and 663 law enforcement officers. The JOL conducted nine judicial trainings on impaired driving topics to over 400 judges and one workshop on intervention to 75 judges and law enforcement officers.

The LHSC continued its support of the state’s nine DWI Courts. Grant funds were used for salaries, training, drug testing, treatment, and monitoring of DWI court clients. These courts served approximately 250 clients in twelve parishes throughout the state.

Judges in Lafayette, Vermilion, and Acadiana Parishes ordered misdemeanor DWI offenders to be screened for the presence of a substance use or mental health disorder as part of a pilot project launched by the LHSC

and funded through a grant by the Governors Highway Safety Association (GHSA) and the Foundation for Advancing Alcohol Responsibility (Responsibility.org). Louisiana was one of only four states to receive the funding. Data from the project will be used to support future efforts to pass legislation requiring mandatory screening of all persons convicted of DWI.

Young Drivers

Louisiana's Statewide Emphasis Area Teams and Regional Safety Coalitions work closely on grant funded programs aimed at reducing fatal and serious injuries among drivers aged 15 to 24 years old. Risky behaviors that are included in the curriculum for these programs include occupant protection, alcohol- and drug-impaired driving, distracted driving, and graduated driver's licensing laws (GDL). Collectively, these programs reached nearly 15,000 students during Federal Fiscal Year 2021. Numerous parents and caregivers also had opportunities to receive education through these programs so that they may be aware of the laws and issues that these novice drivers face on Louisiana roadways. Additionally, LHSC funded enforcement programs aimed at reducing underage drinking in Louisiana. Through these enforcement efforts there were over 3,200 compliance checks conducted at bars/lounges for fraudulent identification and underage service, nearly 400 arrests, and over 500 citations issued.

SHSP Planning

In 2021, LA DOTD initiated the update of the SHSP. The SHSP Implementation Team oversees overall implementation of the Plan and is supported by an Executive Committee. The Implementation Team consists of representatives from LA DOTD, LSP, LHSC, LTAP, Louisiana Planning Council (LPC), FHWA, Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (NHTSA), LSP Crime Lab, Operation Lifesaver, Office of Motor Vehicles, LSU/CARTS in addition to the statewide emphasis area team leaders and regional safety coalition coordinators. RSCs through a partnership with MPOs, Louisiana established nine regional transportation safety coalitions across the State. Led by safety coalition coordinators housed within each of the MPOs and championed by leaders from a range of agencies and organizations, each coalition comprises local experts and advocates working toward the development and implementation of regional safety plans based on the SHSP. This regional, grassroots, 4E approach (engineering, enforcement, education, and emergency response) to saving lives has proven to be highly effective.

Louisiana is using a two-tiered approach to implement the SHSP: Statewide Emphasis Area Teams create data-driven action plans and track implementation of SHSP strategies and action steps, and RSCs utilize data to identify regional safety needs and develop data-driven five-year regional safety plans which identify emphasis areas consistent with the SHSP.

In 2021, Louisiana continued utilizing the newly developed vision for implementing and evaluating progress of emphasis area action plans. LA DOTD collaborated with federal, state, regional, and/or local representatives in the implementation of new program content relating to the performance, quality and compliance monitoring of action plans, projects and/or processes that will further enhance and support the engagement, effectiveness, tracking, goals and objectives of the SHSP and its associated operative platforms. Strategies were implemented, outcomes were defined, performance indicators were identified, and action plans were implemented. Quarterly and annual reviews are conducted at the statewide and regional levels to evaluate attainment, ensure action plans are data driven and are enhancing effectiveness of overall goal achievement. In 2021, Louisiana's achieved 91% percent attainment for all emphasis areas (combined). The majority of action steps that were unattainable were related to COVID-19 restrictions and legislation.

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 Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Projects that are identified through the Highway Safety Improvement Program (HSIP) have the overall goal of reducing the number of fatalities and serious injuries on all public roads. 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. LADOTD has developed SRTPPP Guidelines, LRSP Guidelines and HSIP Infrastructure Project Selection Guide for State Routes. Please see the attached documents that explain how HSIP projects are identified, selected, designed, implemented and evaluated.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data

Describe how local and tribal roads are addressed as part of HSIP.

Local Road Safety Program (LRSP)

The LRSP is allocated approximately $3-5 million per year. Eligible projects include those for roadways in transportation systems owned and operated by Parish and municipal road agencies. Tribal lands are also eligible. Specific funds are available for selected local safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for local road safety improvement projects is available through the LRSP.

LADOTD administers the LRSP in coordination with LTAP. LTAP coordinates activities and resources in conjunction with the LADOTD to facilitate project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement projects. LADOTD is responsible for managing project delivery once a project is accepted into the LRSP. LTAP provides technical support to the Regional Safety Coalition Coordinators on Local Road Safety Plans. LTAP continued working with the Regional Safety Coordinators with developing and/or implementing Local Road Safety Plans in at least one

parish per Coalition. LADOTD has bundled similar types of LRSP projects within the same region to increase efficiency and reduce costs.

LADOTD and LTAP in partnership with FWHA Division Office are developing workflows for LRSP projects with the goal of identifying potential opportunities to streamline duplicate efforts and schedule for the LRSP application and project delivery processes.

Safe Routes to Public Places Program (SRTPPP)

The SRTPPP is allocated approximately $3-5 million per year as part of the HSIP to focus on improving safety of non-motorized users. Eligible projects include those roadways in transportation systems owned and operated State, Parish and municipal road agencies. Specific funds are available for selected safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for these projects is available through the SRTPPP. Since triggering the Vulnerable Road User Rule, LADOTD is in the process of evaluating how/if changes need to be made to this subprogram before the next SRTPPP call for projects. Also, additional guidance from FHW on VRU and changes to Transportation Alternatives Program may also impact how the SRTPPP progresses forward. In the meantime, LADOTD continues to move ahead with non-motorized user safety improvement projects through the general HSIP for state routes and the Local Road Safety Program for local routes.

LADOTD administers the application process and project delivery for SRTPPP. LADOTD coordinates activities and resources to facilitate project application submittals, review and scoring, and recommendation of qualifying project applications. A call for new projects was held in the second quarter of 2021. The list of projects selected to move forward into Phase 2 was announced in 2022.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Operations
- Planning
- Traffic Engineering/Safety

Describe coordination with internal partners.

LADOTD Design Engineers assist with the HSIP by providing quality reviews of scopes, budgets, and design alternatives considered during project feasibility as needed. LADOTD Districts perform an annual review of High Potential Safety Improvement List (HPSI List) and prioritize potential safety projects within each district. Once locations are identified, they perform crash data analysis, select appropriate countermeasures and prepare scope and budget for proposed alternatives, including economic evaluation. LADOTD Planning Unit assists with feasibility studies which in turn provides guidance as to whether or not a project is a good fit for the safety program. LADOTD Traffic Engineering Unit provides input and feedback regarding safety intersection or corridor improvements such as traffic signals and roundabouts. LADOTD Operations Unit's guidance and feedback is sought when a statewide, systemic approach has been identified as a safety improvement and will require long-term commitment to maintain (guardrail upgrades, cable barrier, etc.).

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA

- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Other-State Police

Describe coordination with external partners.

New coordination activities this year include active participation on the Governor's DWI Task Force where various agencies discuss Impaired Driving policies and make recommendations to state officials on proposed changes. Also, a new initiative to develop a Highway Safety Corridor Program was signed into law in 2021 legislative session. The purpose of the Highway Safety Corridor Program is to address safety at targeted locations by combining engineering, enforcement, education, emergency response countermeasures. A Highway Safety Corridor Taskforce will be established to identify and implement future highway safety corridors and will include key decision makers from state and regional agencies.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

Pre-Application Form for Intersections https://www.ltrc.lsu.edu/ltap/pdf/LRSPPre-ApplicationForm-Intersections.pdf

Pre-Application Form for Roadway https://www.ltrc.lsu.edu/ltap/pdf/LRSPPre-ApplicationForm-Roadways.pdf

Select the programs that are administered under the HSIP.

- HSIP (no subprograms)
- Local Safety
- Other-Safe Routes to Public Places

Program: HSIP (no subprograms)

Date of Program Methodology:6/30/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- All crashes
- Fatal and serious injury crashes only
- Volume
- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Level of service of safety (LOSS)
- Probability of specific crash types

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

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- selection committee

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).

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

Program: Local Safety

Date of Program Methodology:12/20/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Allows LA DOTD to address crashes on all public roads.

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Crash frequency

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

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Top 20 parish crash data profiles were developed.

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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

Available funding:2
Cost Effectiveness:1
Total Relative Weight:3

Program: Other-Safe Routes to Public Places

Date of Program Methodology:2/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Other-Demand	

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

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

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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).

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

What percentage of HSIP funds address systemic improvements?

39.2

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Install/Improve Pavement Marking and/or Delineation
- Rumble Strips

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)

- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

No

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The Highway Safety Manual (HSM) was consulted for determining better methodologies for network screening and project level data analysis. Louisiana has developed state-specific safety performance functions and excel-based diagnostic tools for better targeting HSIP funds where potentially severe injury crashes are occurring. LADOTD is in the process of adding diagnostic tools to the crash data query tool to allow for a one-stop shop when conducting safety analyses for specific sites. Additionally, LADOTD utilizes the HSM spreadsheets and CMF Clearing House for project level safety analysis.

Describe program methodology practices that have changed since the last reporting period.

Pedestrian crash assessment being used to identify pedestrian projects.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$22,283,000	$35,917,383	161.19%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$13,753,413	$10,379,658	75.47%
Penalty Funds (23 U.S.C. 164)	$37,029,151	$27,489,714	74.24%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$1,075,000	$0	0%
State and Local Funds	$5,182,810	$2,160,436	41.68%
Totals	$79,323,374	$75,947,191	95.74%

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

$6,484,000

How much funding is obligated to local or tribal safety projects?

$6,007,891

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

$7,315,879

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

$5,620,636

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$0

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

LADOTD has been experiencing difficulty in retention of design engineers both in district and HQ offices. This delays the development of safety projects along with any other delays associated with the projects such as utility relocations, environmental issues and right-of-way purchases. To overcome this, LA DOTD is ramping up to use existing consultant retainer contracts to prepare engineering studies and develop design plans assuming the consultant community does not become overloaded.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

The reason for the difference between our programmed and obligated amounts is that our programmed projects is a snapshot at the beginning of the state fiscal year and throughout the year project schedules move due to unforeseen issues. Obligated amounts are for projects authorized within the current year and are programmed prior to the current year. Also, cost tend to increase once design begins and leads to higher obligations closer to construction.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.010100 Pesson Elementary Sidewalks	Pedestrians and bicyclists	Install sidewalk	0.678	Miles	$502657	$576507	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	Appendix F3-F9
H.010922 LA 88: Realign Curves in Coteau	Alignment	Horizontal curve realignment	1.5	Miles	$6976477	$10740564	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	5,800		State Highway Agency	Spot	Roadway Departure	Appendix F3-F9
H.011260 US 190B @ Jefferson Ave. Roundabout	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$2514091	$6622921	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,300	25	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.011645 LA 3002: Access Management	Access management	Raised island - install new	1.16	Miles	$1939583	$6205704	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	30,000	45	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.012312 US 90: Press to Majestic Oaks	Access management	Change in access - close or restrict existing access	0.223	Miles	$3977678	$5767815	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,316	35	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.012393 LA 98: Roundabout at Mills Street	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$4503025	$6455247	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F3-F9
H.012465 D61 Flashing Yellow Arrow Part 3	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	68	Intersections	$2292883	$5537352	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Appendix F3-F9
H.012486 D08 Flashing Yellow Arrow Part 1	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	33	Intersections	$1760762	$5009758	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Appendix F3-F9
H.012643 D04 Flashing Yellow Arrow Part 2	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	152	Intersections	$4665042	$9330084	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Appendix F3-F9
H.012685 LA 385: Ryan Street Intersection Imprs	Intersection traffic control	Modify traffic signal –other	5	Intersections	$273292	$825831	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	21,000	40	State Highway Agency	Systemic	Intersections	Appendix F3-F9
H.013014 Local Road Signing(Vermilion)	Roadway delineation	Longitudinal pavement markings - remarking	3.881	Miles	$90129	$400571	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.013116 LA 20 Widen: LA 307 - S. Vacherie	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.104	Miles	$319724	$319724	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	7,940	50	State Highway Agency	Spot	Roadway Departure	Appendix F3-F9

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.013344 LA 14 @ LA 397 Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$4633632	$5664215	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	6,096	55	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.013720 Bonner St Bridge Ped Impr(Ruston)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Locations	$191175	$194938	Penalty Funds (23 U.S.C. 164)	Urban	Major Collector	6,300	25	City or Municipal Highway Agency	Spot	Pedestrians	Appendix F3-F9
H.013751 Downtown Greenway LA Connector(BR)	Pedestrians and bicyclists	Install sidewalk	0.395	Miles	$188428	$195192	Penalty Funds (23 U.S.C. 164)	Urban	Local Road or Street	0	25	City or Municipal Highway Agency	Spot	Pedestrians	Appendix F3-F9
H.013763 LRSP Signs & Striping(Vernon, Sabine)	Roadway delineation	Longitudinal pavement markings - remarking	65.213	Miles	$1829101	$2007654	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.013766 Local Road Signs & Striping (Caddo)	Roadway delineation	Longitudinal pavement markings - remarking	47.444	Miles	$2044985	$2631629	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.013767 Signs & Markings(St. Landry & St. Martin)	Roadway delineation	Longitudinal pavement markings - remarking	69.497	Miles	$251892	$262419	Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.013770 LRSP Signing and Striping (Iberia)	Roadway delineation	Longitudinal pavement markings - remarking	29.544	Miles	$180966	$191493	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.013772 Signing and Striping (Acadia)	Roadway delineation	Longitudinal pavement markings - remarking	29.236	Miles	$627844	$837578	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.013789 Curve Signing & Striping(Evangeline)	Roadway delineation	Longitudinal pavement markings - remarking	4.65	Miles	$100714	$107478	Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.013823 D03 Rumble Strips (South)	Shoulder treatments	Shoulder treatments - other	184	Miles	$5158616	$5158616	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.014097 LA 3021: LA 39-US 90	Access management	Median crossover - directional crossover	2	Crossovers	$328802	$7981198	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	38,500	35	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.014154 US 90: S. Kenner Ave - LA 18	Access management	Change in access - close or restrict existing access	3	Access points	$746187	$11239126	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	28,700	45	State Highway Agency	Spot	Intersections	Appendix F3-F9

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.014292 LA 1: Left Turn Lanes at Regal Drive	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$3794220	$3794220	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	30,000	45	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.014302 US 165: Roadway Lighting (Ouachita)	Lighting	Continuous roadway lighting	3.69	Miles	$2732123	$6606886	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,600	60	State Highway Agency	Spot	Pedestrians	Appendix F3-F9
H.014343 I-10: Calcasieu River to US 171 (HFST)	Roadway	Pavement surface – high friction surface	4.486	Miles	$2724018	$2724018	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	82,817	65	State Highway Agency	Spot	Roadway Departure	Appendix F3-F9
H.014382 Calcasieu Par Striping Upgrade-Var Rtes	Roadway	Rumble strips – edge or shoulder	21.88	Miles	$812002	$812002	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.014408 LA 67: RCUT @ Blount Rd	Intersection geometry	Intersection geometry - other	1	Intersections	$501916	$557685	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,400	55	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.014585 I-10 Barriers: Chef Menteur Hwy-I-510	Roadside	Barrier – cable	5.6	Miles	$10989073	$10989073	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	117,100	60	State Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.014663 D05 Safety Improvements @ Curves PH1	Roadway	Pavement surface – high friction surface	14	Curves	$119300	$4651669	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F3-F9
H.014684 D61 Intersections: Safety Study	Miscellaneous	Transportation safety planning	9	Intersections	$74382	$74382	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Planning	Data	Appendix F3-F9
H.014705 LA 49:40th St-550FT N of Veterans Blvd	Access management	Median crossover - directional crossover	3	Crossovers	$1155859	$4376677	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	55,026	40	State Highway Agency	Spot	Intersections	Appendix F3-F9
H.014728 LA 20: LA 304 - LA 307	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	8.23	Miles	$242859	$242859	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	8,400	45	State Highway Agency	Spot	Roadway Departure	Appendix F3-F9
H.014906 UP Several RR Xings(Eunice)	Railroad grade crossings	Active grade crossing equipment installation/upgrade	8	Locations	$51650	$61194	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0		Railroad	Spot	Intersections	Appendix F3-F9
H.972464 Section 33 LTAP 10/1/2021-9/30/2022	Miscellaneous	Transportation safety planning			$359266	$1020448	Other Federal-aid Funds (i.e. STBG, NHPP)			0			Planning	planning	Appendix F3-F9

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.012331 2017-2024 LSU Data Entry/Analysis	Miscellaneous	Data analysis			$3464336	$14859525	Penalty Funds (23 U.S.C. 154)			0			Planning	Data	Appendix F3-F9
H.013464 SHSP Law Enforcement Expert SFY2020-2024	Miscellaneous	Miscellaneous - other			$147767	$641700	Penalty Funds (23 U.S.C. 154)			0			Planning	Data	Appendix F3-F9
H.013502 2018-2023 SHSP Capital Reg. Coalition	Miscellaneous	Miscellaneous - other			$144770	$1029514	Penalty Funds (23 U.S.C. 164)			0			Planning	planning	Appendix F3-F9
H.013506 2018-2023 SHSP S. Central Reg. Coalition	Miscellaneous	Miscellaneous - other			$177360	$781350	Penalty Funds (23 U.S.C. 164)			0			Planning	planning	Appendix F3-F9
H.013554 2018-2023 SHSP CENLA Highway Safety Coalition	Miscellaneous	Miscellaneous - other			$156765	$775114	Penalty Funds (23 U.S.C. 154)			0			Planning	planning	Appendix F3-F9
H.013551 2018-2023 SHSP Northeast La Partnership	Miscellaneous	Miscellaneous - other			$210657	$708832	Penalty Funds (23 U.S.C. 154)			0			Planning	planning	Appendix F3-F9
H.013592 2018-2023 SHSP Acadiana Regional Coal	Miscellaneous	Miscellaneous - other			$137743	$665133	Penalty Funds (23 U.S.C. 154)			0			Planning	planning	Appendix F3-F9
H.013660 2018-2023 SHSP Southwest Reg Coalition	Miscellaneous	Miscellaneous - other			$153060	$682884	Penalty Funds (23 U.S.C. 154)			0			Planning	planning	Appendix F3-F9
H.013773 2018-2023 SHSP New Orleans & North Shore	Miscellaneous	Miscellaneous - other			$192455	$1038374	Penalty Funds (23 U.S.C. 154)			0			Planning	planning	Appendix F3-F9
H.013799 2018-22023 SHSP Northwest Regional Transp	Miscellaneous	Miscellaneous - other			$187535	$1198812	Penalty Funds (23 U.S.C. 164)			0			Planning	planning	Appendix F3-F9
H.972434 Sect.82 Safety Planning	Miscellaneous	Transportation safety planning			$1389831	$1535500	Penalty Funds (23 U.S.C. 154)			0			Planning	planning	Appendix F3-F9
H.972419 HDR SHSP	Miscellaneous	SHSP Development			$333631	$606684	Penalty Funds (23 U.S.C. 164)			0			Planning	planning	Appendix F3-F9

2022 Louisiana Highway Safety Improvement Program

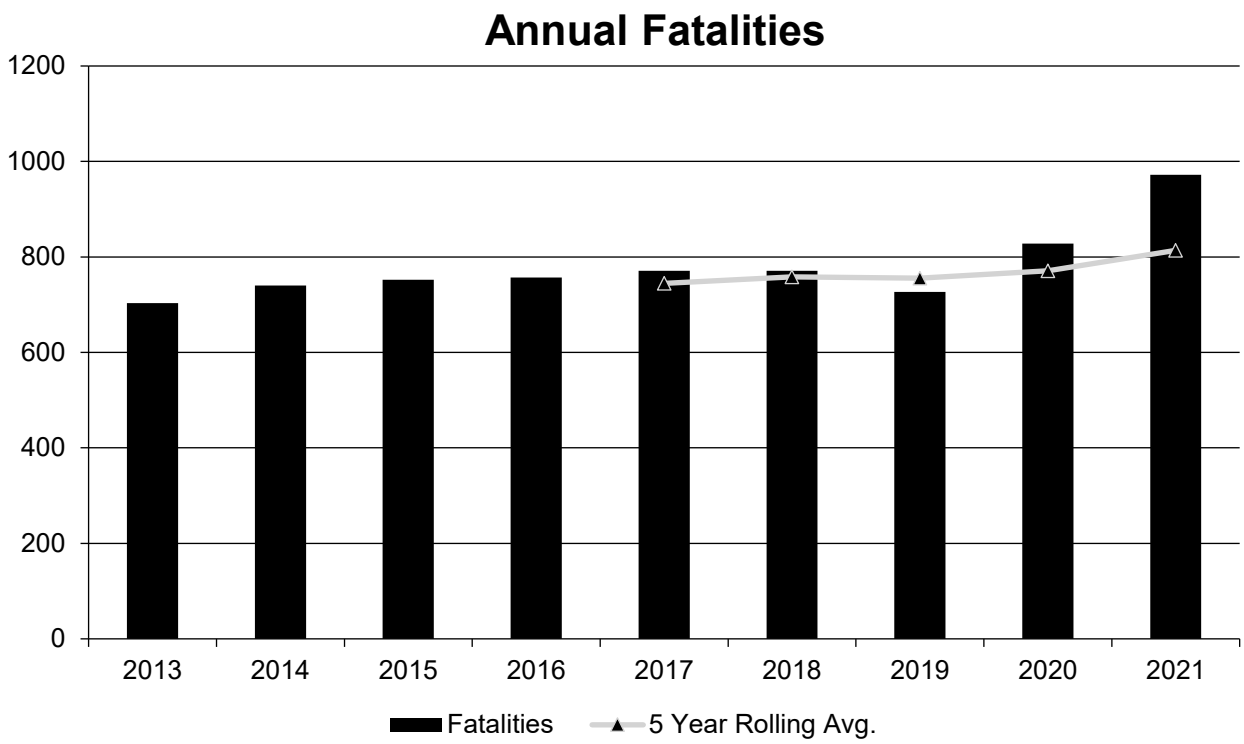
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.013539 SCPDC Bike Ped	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$13471	$283432	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0			Planning	planning	Appendix F3-F9
H.013533 LRSP/SR2PP Engineer 2 2020-2025	Miscellaneous	Transportation safety planning			$127140	$469500	Penalty Funds (23 U.S.C. 154)			0			Planning	planning	Appendix F3-F9

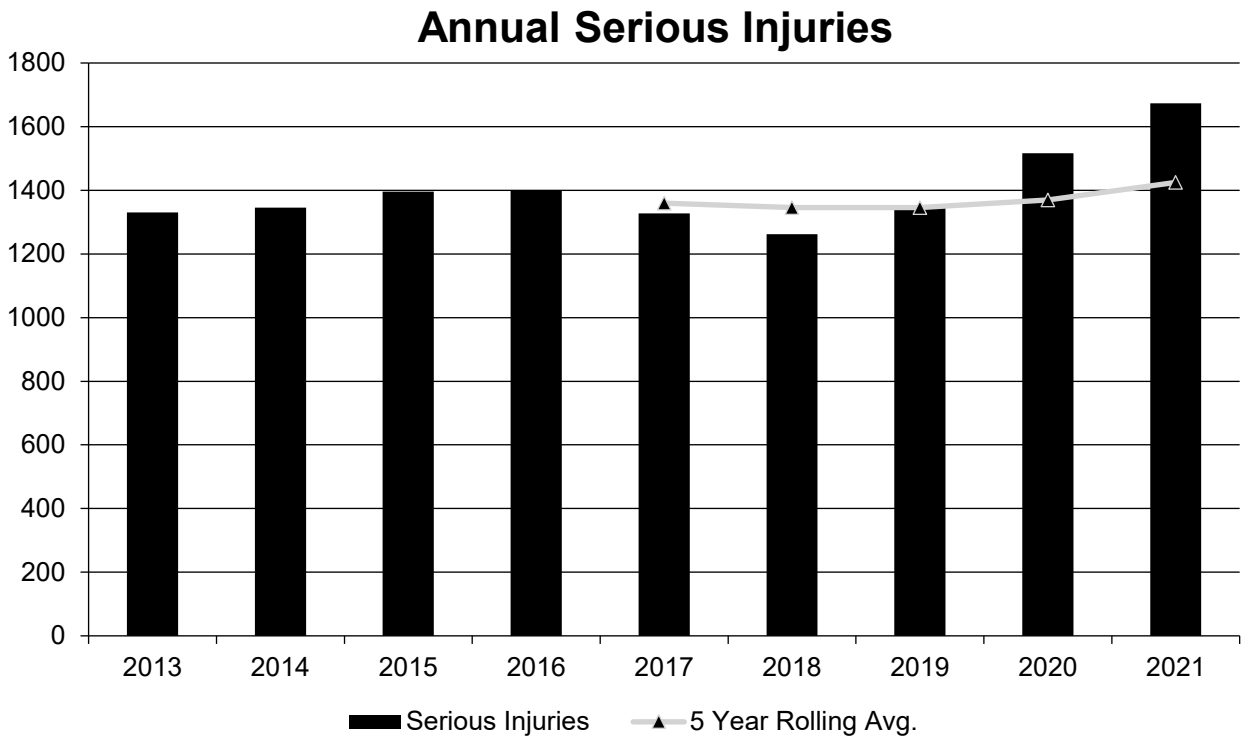
Safety Performance

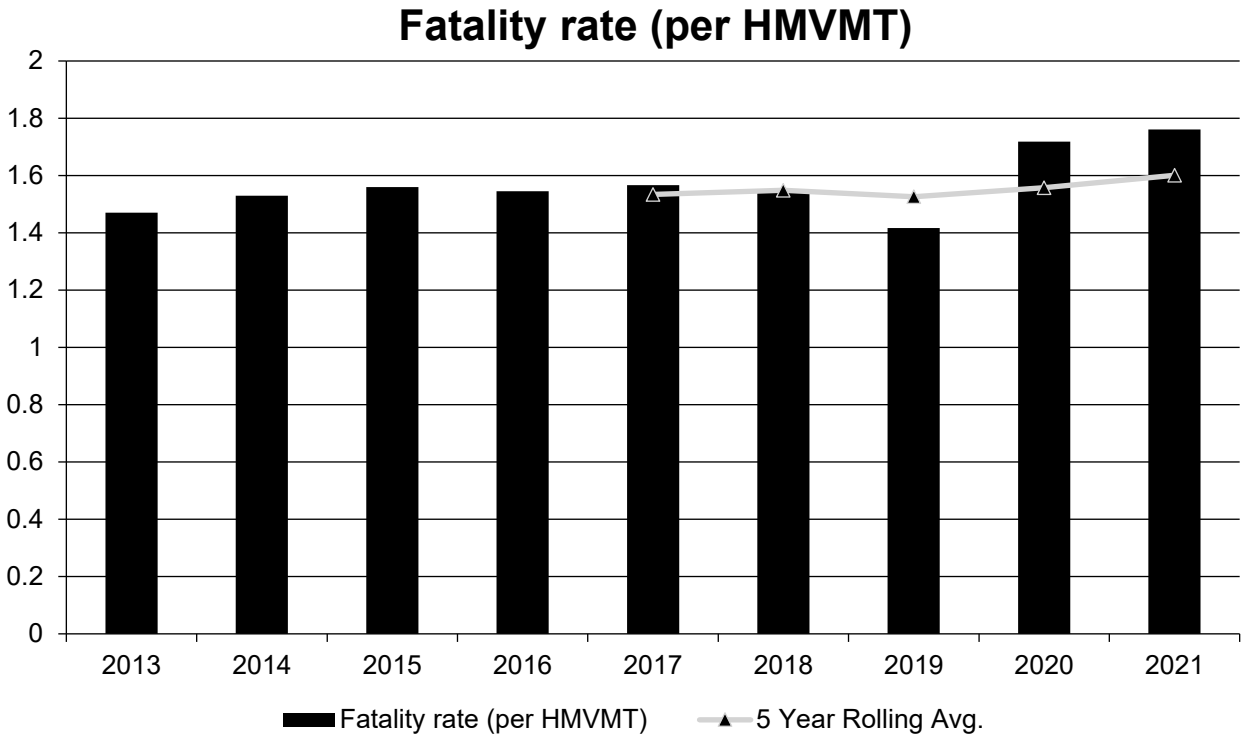
General Highway Safety Trends

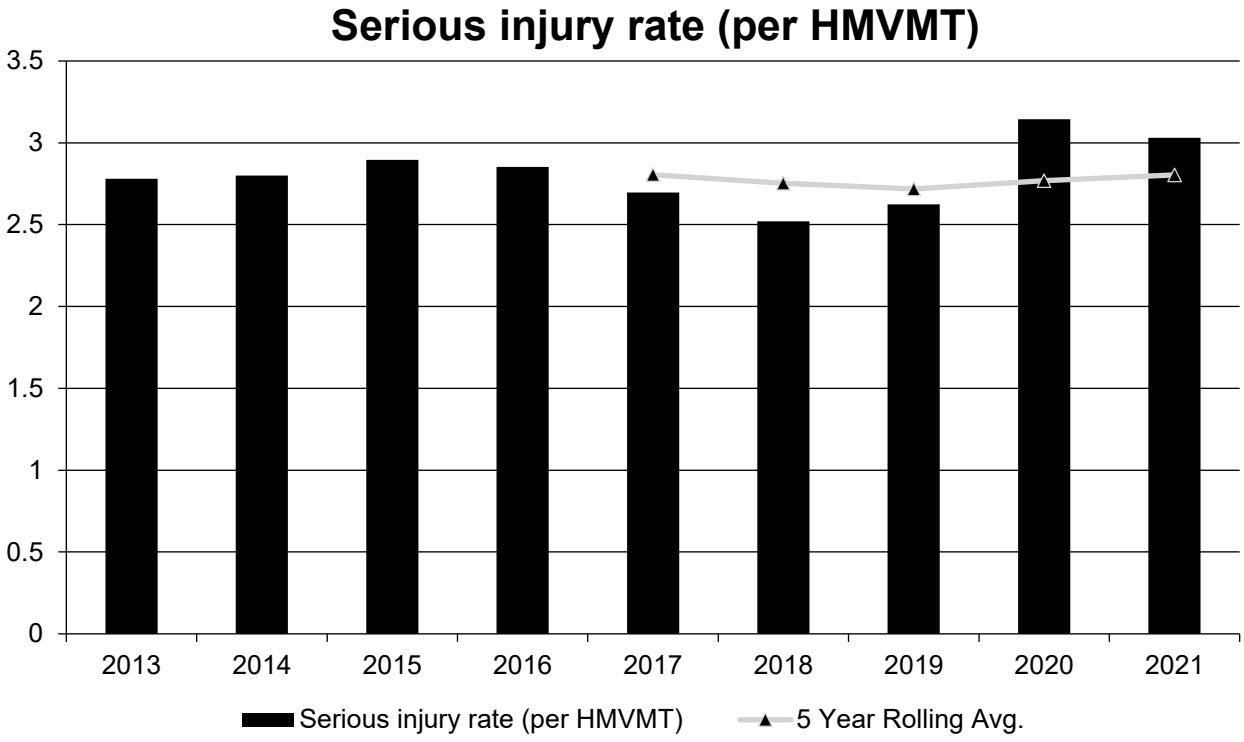
Present data showing the general highway safety trends in the State for the past five years.

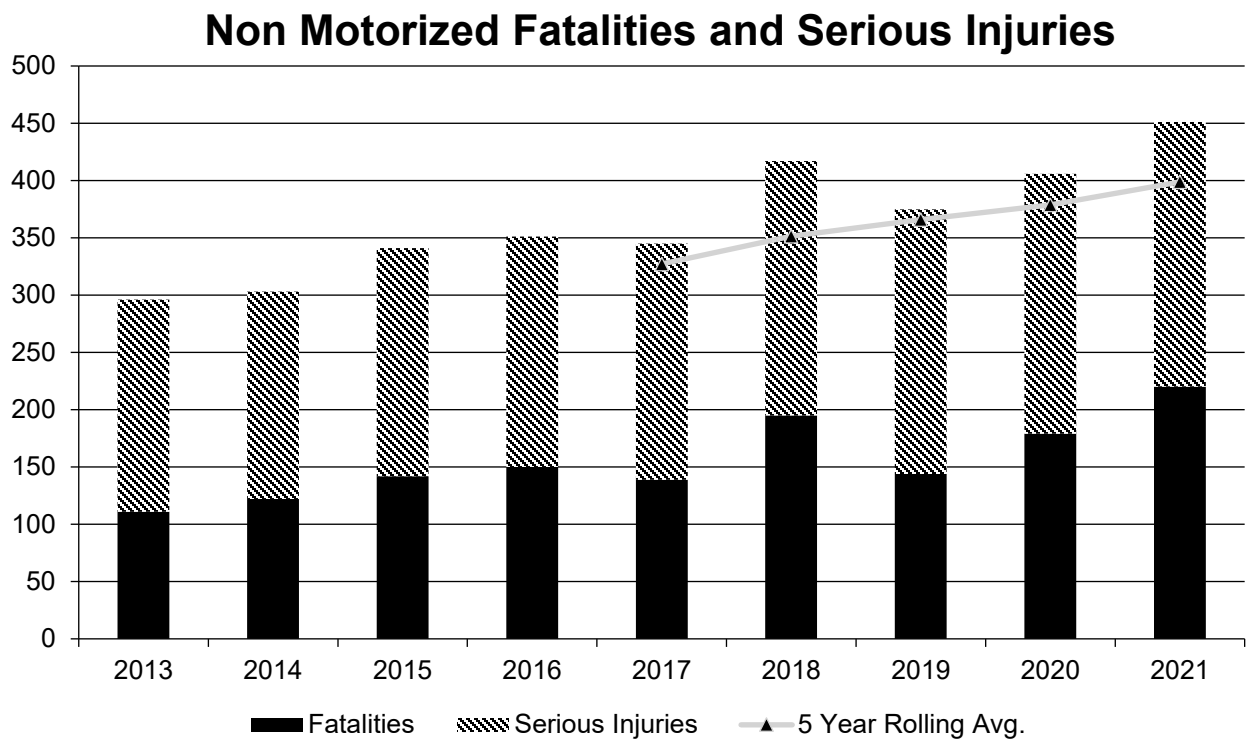
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	703	740	752	757	771	771	727	828	972
Serious Injuries	1,330	1,346	1,396	1,398	1,327	1,262	1,346	1,516	1,673
Fatality rate (per HMVMT)	1.470	1.530	1.560	1.545	1.566	1.542	1.417	1.718	1.761
Serious injury rate (per HMVMT)	2.780	2.800	2.896	2.853	2.696	2.520	2.624	3.145	3.031
Number non-motorized fatalities	111	122	142	150	139	195	144	179	220
Number of non-motorized serious injuries	185	181	199	201	206	222	231	227	231


Annual Fatalities
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1800
1600
1400
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
3.5
3
2.5
2
1.5
1
0.5
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Please note that 2020 fatality and serious injury crash rates have been updated based on 2020 VMT reported in HPMS following last year's HSIP Annual report submittal. 2021 fatality and serious injury crash rates are based on latest HPMS submittal.

Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2021

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	47.2	32.2	0.71	0.48
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	44.6	22	1.61	0.79
Rural Minor Arterial	72	47.8	2.3	1.52

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	29.4	20	2.58	1.78
Rural Major Collector	89.4	52.8	2.72	1.61
Rural Local Road or Street	11.2	8	3.59	2.71
Urban Principal Arterial (UPA) - Interstate	79.2	153.4	0.81	1.56
Urban Principal Arterial (UPA) - Other Freeways and Expressways	7	5.6	0.81	0.58
Urban Principal Arterial (UPA) - Other	134.4	302.6	1.87	4.19
Urban Minor Arterial	94.8	139.2	2.14	3.14
Urban Minor Collector				
Urban Major Collector	37.4	48.2	2.59	3.34
Urban Local Road or Street	1.8	2.2	5.54	5.96

Year 2021

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	653.4	871.2	1.56	2.08
County Highway Agency	76.4	182	3.43	8.12
Town or Township Highway Agency				
City or Municipal Highway Agency	80.4	363.4	1.34	6.07
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority	1	2	0.29	0.57
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Table 1 (Functional Classification) reflects data captured on state-owned roadways using 2021 crash data and available traffic information categorized by functional class. We are working closely with LADOTD Data Collection Section to develop a process for integrating local road data and traffic data from HPMS submittals. Table 2 (Roadway Ownership) includes data captured on state-owned and local-owned roadways.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:797.0

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the American Association of State Highway and Transportation Officials (AASHTO) goal of halving fatalities by 2030. Louisiana's SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increasing trend in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2023. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. Based on historical data, 2021 was the first year with more than 900 fatalities since 2009, although we saw a significant increase in 2020 as well. A steady percentage based reduction was chosen as the most practical justification for determining the 2023 target. To achieve the 2023 target, fatalities will have to be reduced by two percent from 814 (2017 to 2021 average) to 797.0 in 2023.

Number of Serious Injuries:1396.0

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite a relatively steady number of suspected serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2023. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. Serious injuries have fluctuated over the last five years, however, 2021 showed a significant increase in serious injuries even when compared to the sharp increase in 2020. This could be in part due to the new serious injury code definitions adopted by the state in 2019 and the impacts during the COVID pandemic. A five-year average trend line was chosen as the most practical justification for determining the 2023 target. To achieve the 2023 target, serious injuries will have to be reduced by two percent from 1425 (2017 to 2021 average) to 1396.0 in 2023.

Fatality Rate:1.568

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two

agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2023. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. The 1% decrease was chosen despite the steady overall increase in vehicle miles driven for the state. To achieve the 2023 target, the fatality rate per 100 MVMT will have to be reduced by 2.0 percent from 1.601 (2017 to 2021 average) to 1.568 in 2023.

Serious Injury Rate:2.748

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2023. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. 2021 showed an increase in serious injury crash rate compared to an already elevated 2020 value despite a marked increase in traffic volumes in 2021. To achieve the 2023 target, the serious injury rate per 100 MVMT will have to be reduced by 2.0 percent from 2.804 (2017 to 2021 average) to 2.748 in 2023.

Total Number of Non-Motorized Fatalities and Serious Injuries:390.0

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. This goal is especially critical for our most vulnerable non-motorized users, a population that has seen rapid growth in recent years. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030 for all road users. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2023. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. Non-motorized user fatalities and serious injuries increased in 2021 from 2020 to 451, the highest on record for Louisiana. However, as practical solutions are planned, initiated, and implemented and as awareness is heightened we feel confident that a 1% decrease annually can be realized. To achieve the 2023 target, the non-motorized users fatalities and serious injuries will have to be reduced by 2.0 percent from 398 (2017 to 2021 average) to 390.0 in 2023.

2020 actuals were revised based on vehicle miles traveled as reported in updated 2020 HPMS submittal.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

With guidance from LADOTD, LSU/CARTS has developed a web-based dashboard to support safety performance management and target setting and state and regional levels. This dashboard calculates the five year averages for the performance measures and provides estimated VMT data, all of which can be broken down by state or MPO area. They can also be used to calculate a linear trend forecast. Although, the regional safety coalitions represent larger geographic areas than the MPOs, they are implementing consistent target setting for the entire region. As evidence, statewide emphasis area teams are using the performance measures as outputs on their statewide emphasis area action plans. The teams are tracking performance measure targets as output measures for fatalities and serious injuries by specific emphasis area and sub categories. These output measures are directly correlated to the State's overall performance measure targets (e.g. the output measure for impaired driving serious injuries is a 1% reduction, which aligns with the statewide serious injuries target). The regional safety coalitions are using the same output measures for their regional emphasis area action plans as the statewide plans. By all emphasis area action plans, both state and regional, using the performance measure targets as output measures, specific areas of need by both problem and geographic area can be identified and addressed. Louisiana has chosen this methodology to reach their annual targets of reducing fatalities and serious injuries on Louisiana's highways, as well as their overall goal of halving fatalities by 50% by 2030. LADOTD and LHSC have been working together for the past several years to obtain agreement on targets. They have reviewed trends using three and five year averages and chosen targets based on the trend line that seems most reasonable based on the R-squared and the annual percentage reduction required to meet the target. Once LADOTD and LHSC agree on targets, they are communicated to SHSP State and Regional Leaders. According to the Planning Final Rule (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule issued May 27, 2016) Metropolitan Transportation Plans (MTPs) will need to discuss how the plan will achieve safety targets. The MPOs Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) also must discuss how they will achieve targets. Every MTP update will include development of a System Performance Report, which will state what targets are and whether the region achieved targets. Safety performance management happens annually. However, for other performance measures it will not be reported annually. The review of MPO target achievement will be part of FHWA planning process reviews. Any needed changes will happen within the planning process review. There is no consequence for MPOs in the Federal legislation. MPOs will report their targets (either targets specific to the region or support of the five State safety targets, or a combination of the two) to the LADOTD in writing. A formal memo is issued to MPO Directors from LADOTD each Fall with details on state targets, link to web-based dashboard and requirements for MPO target setting.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2021 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	741.0	813.8
Number of Serious Injuries	1319.0	1424.8
Fatality Rate	1.496	1.601
Serious Injury Rate	2.664	2.803

Non-Motorized Fatalities and Serious Injuries	359.0	398.8

Louisiana did not achieve the 2021 safety performance targets for total fatalities, serious injuries, fatality rate, serious injury rate, or non-motorized users. We attribute the increase in fatal and serious injury types of crashes due to the significant increase in activity following years of pandemic related stagnation. In 2021, many people returned to work and resumed some travel activities resulting in a return to pre-pandemic crash levels. The number of people killed or seriously injured in 2021 exceeded the increases experienced in 2020 with more people killed and seriously injured compared to previous years. Based on the fatal/serious injury data by emphasis area, roadway departure was an outlier for 2020 with a significantly higher number of fatalities and serious injuries in 2020. We believe this could primarily be due to high speeds and riskier drivers on the road and perhaps there was less law enforcement presence It is noted, actual 2020 VMT and rates for Louisiana have been updated based on final HPMS submittal and the updated actuals were used for calculating 2023 targets for this Annual Report.

We are continuing to focus our HSIP funds toward the Infrastructure and Operations subcategories of roadway departure, intersections, and non-motorized users as outlined in our HSIP Implementation Plan. Fortunately, in Louisiana we have the continued executive level support to obligate all HSIP dollars towards safety improvement projects.. With this commitment, we continue to make progress towards our short term and long term goals and action items identified in most recent HSIP Implementation Plan. As identified in the plan, we aim to program a balance of hot spot and systemic type projects. We continue to look for opportunities to partner with other funding sources to address as many sites as possible within a given year. We also continue to split our funding between local and state routes with a goal of increasing the split for local routes to match the crash data if the support is there from local municipalities. Streamlining the application process and obtaining more interest from local entities is critical for achieving this goal. It is noted, infrastructure and operations projects take 3-5 years on average to implement from time of programming so any modifications to programming can take multiple years to see the impacts. Also, it is noted that the driver behavior has a major impact on roadway departure, intersection related, and non-motorized crashes. Impairment, distractions, and occupant protection can have a major influence on the result of the injury.

LADOTD also continues to work with SHSP statewide leaders, LHSC, and LSP on SHSP strategies to reduce the potential for fatal/serious injury crashes related to the behavioral emphasis areas. We continued to strive towards influential policy/legislation to improve safe driving behaviors. Overall, we have made steady progress with educating law makers on issues surrounding distracted driving, however, a statewide hands free bill has not gained enough support for full passage.

However, the state has passed legislation to allow a Task Force to designate Highway Safety Corridors on state routes or interstates. This is an exciting opportunity to combine enforcement, education, and engineering solutions on individual corridors and opens opportunities for bringing more awareness to critical safety issues – both behavioral and infrastructure-focused.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	84	75	78	95	106	113	94
Number of Older Driver and Pedestrian Serious Injuries	101	100	99	82	110	122	137

Of the 94 fatalities in 2021, 13 were older pedestrians and 81 were older drivers.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Other-Change in fatals and serious injuries crashes at locations in the HSIP

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Based on 2021 statewide crash data, we have observed an increase in total roadway fatalities and an increase in serious injuries.

We continued to see an increasing trend in non-motorized fatalities and serious injuries. We have completed a crash data assessment on pedestrian crashes over the last 5 years to gain insight into potential causes and strategies to address this and align more future HSIP projects. Based on the data analysis using SPFs for state routes, a network screening list has been developed using LOSS and expected number of pedestrian crashes. Overrepresentation analysis of potential risk factors related to pedestrian crashes on state routes was also produced. Data used to prepare the SPFs included observed pedestrian crashes (2015-2019), highway classification, ADT, population density, percentage of households below poverty line, percentage of households with no vehicle, percentage of unemployed, median income, proximity to park and school, and shoulder type.

Also, before/after crash rate evaluations were calculated for 17 completed HSIP Safety Projects with Final Inspection dates in 2018 and where traffic data was available and area of focus was roadway departure and intersection related. The 17 projects were broken down into 25 sites; 14 intersections and 11 segments. Overall, we saw a combined crash rate reduction of 46% for fatal and serious injury crashes and crash rate reduction of 28% for all injury crashes.

In addition, the five performance measures are tracked by SHSP emphasis area and documented on the annual statewide and regional action plans.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

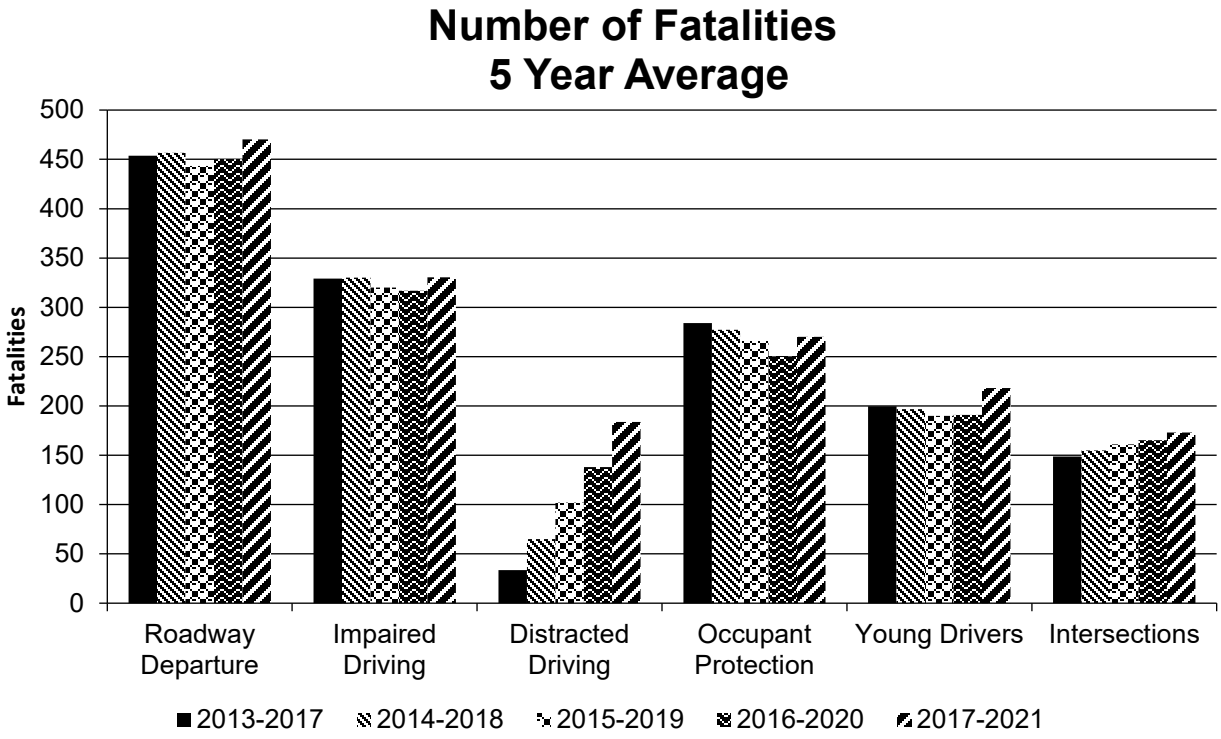
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Policy change

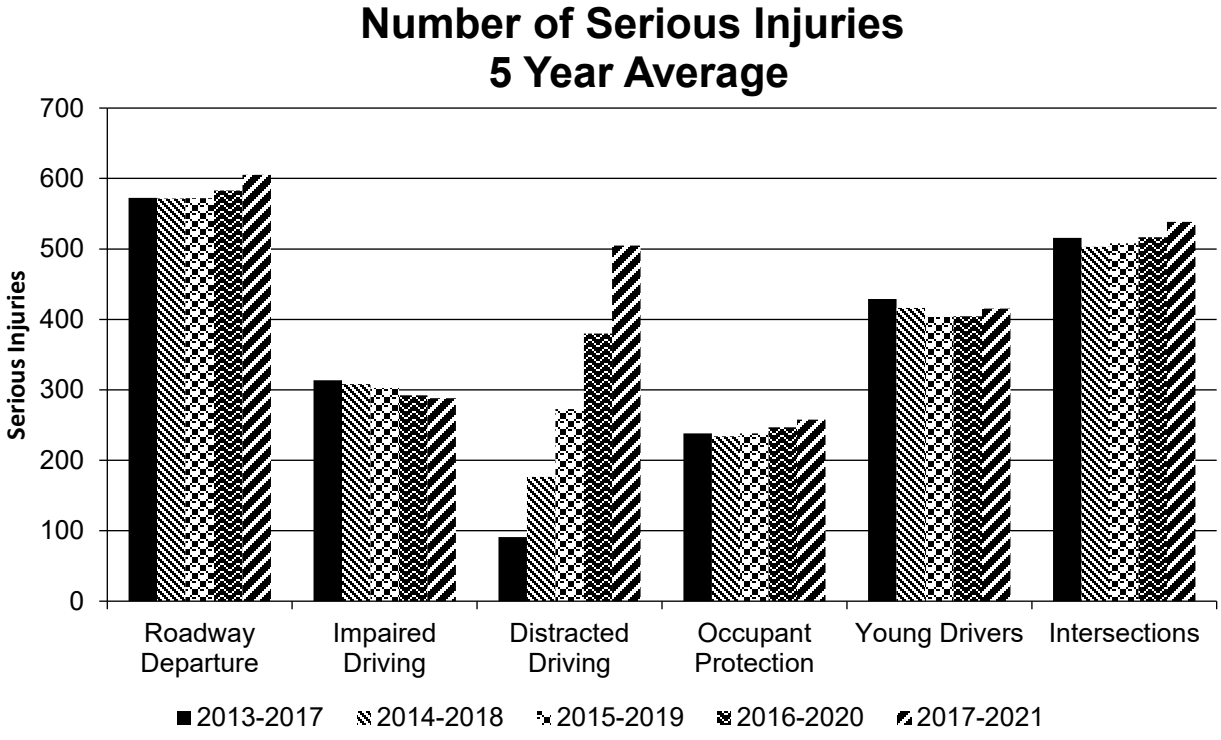
Effectiveness of Groupings or Similar Types of Improvements

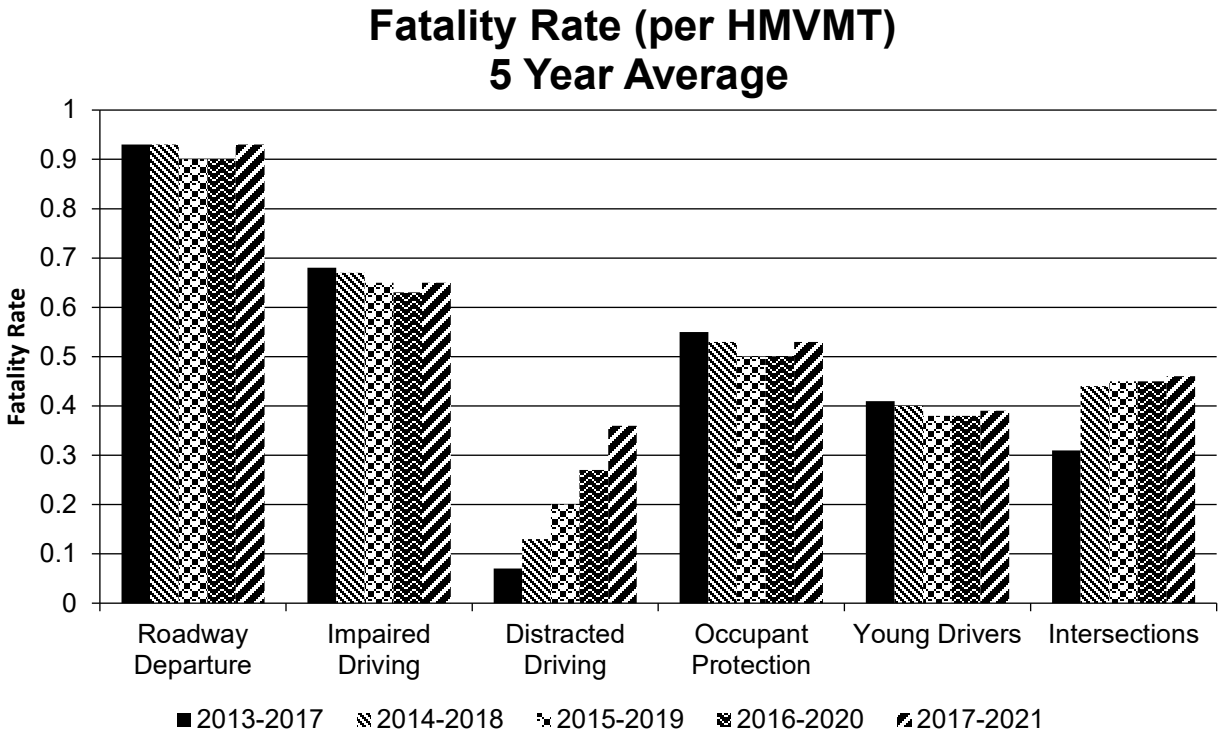
Present and describe trends in SHSP emphasis area performance measures.

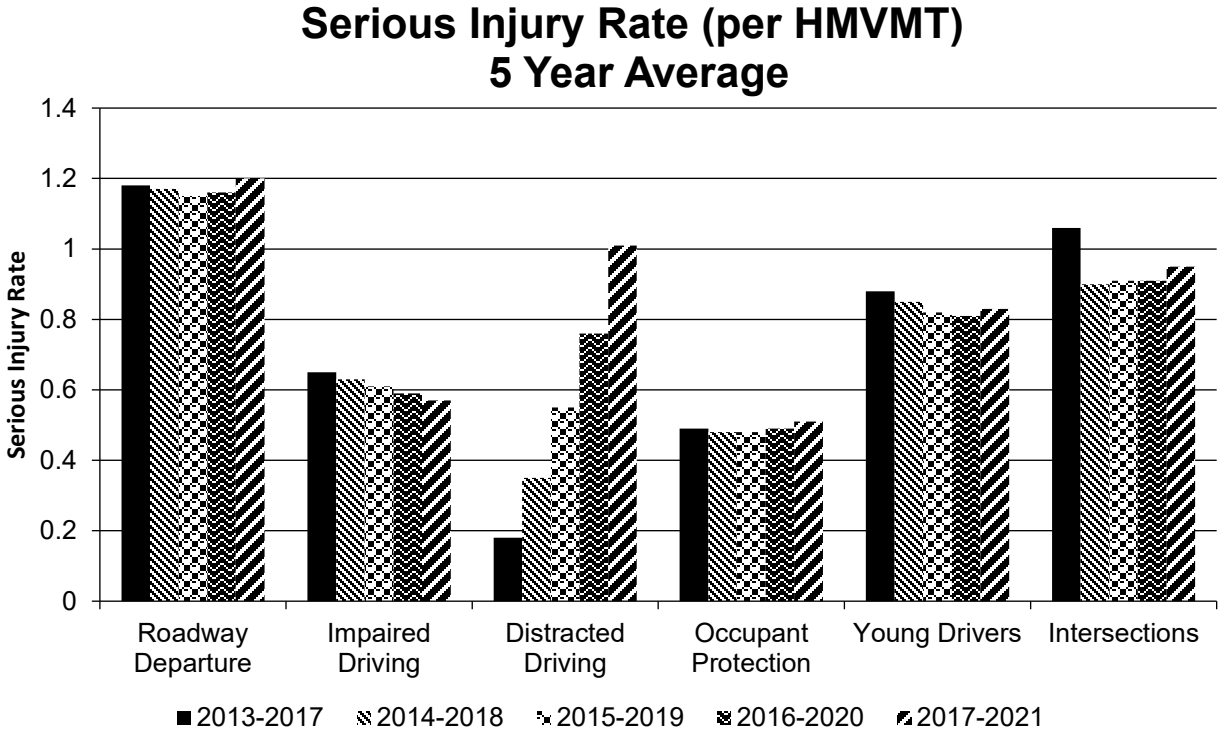
Year 2021

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure		470.4	605.4	0.93	1.2
Impaired Driving		330.4	288	0.65	0.57
Distracted Driving		183.6	504.6	0.36	1.01
Occupant Protection		270	257.6	0.53	0.51
Young Drivers		218	415.2	0.39	0.83
Intersections		173.2	538.6	0.46	0.95


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Roadway Departure
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
Intersections
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Roadway Departure
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
Intersections
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021





Please note, this data is based on 2017 SHSP emphasis areas and definitions.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

07/27/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2021

When does the State anticipate completing it's next SHSP update?

2022

Update completed July 26th, 2022

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	1	1					1	1	1	1
	Route Number (8) [8]	1	1								
	Route/Street Name (9) [9]	1	1								
	Federal Aid/Route Type (21) [21]	1	1								
	Rural/Urban Designation (20) [20]	1	1					1	1		
	Surface Type (23) [24]	1	1					1	1		
	Begin Point Segment Descriptor (10) [10]	1	1					1	1	1	1
	End Point Segment Descriptor (11) [11]	1	1					1	1	1	1
	Segment Length (13) [13]	1	1								
	Direction of Inventory (18) [18]	1	1								

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Functional Class (19) [19]	1	1					1	1	1	1
	Median Type (54) [55]	1	1								
	Access Control (22) [23]	1	1								
	One/Two Way Operations (91) [93]	1	1								
	Number of Through Lanes (31) [32]	1	1					1	1		
	Average Annual Daily Traffic (79) [81]	0.75	0.05					0.75	0.05		
	AADT Year (80) [82]	0.75	0.05								
	Type of Governmental Ownership (4) [4]	1	1					1	1	1	1
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]			1	1						
	Intersection/Junction Traffic Control (131) [131]			1	1						
	AADT for Each Intersecting Road (79) [81]			0.75	0.05						
	AADT Year (80) [82]			0.75	0.05						
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					1	1				
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					1	1				
	Ramp Length (187) [177]					1	1				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					1	1				
	Roadway Type at End Ramp Terminal (199) [189]					1	1				
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					0.5					
	Year of Ramp AADT (192) [182]					0.5					
	Functional Class (19) [19]					1	1				
	Type of Governmental Ownership (4) [4]					1	1				
Totals (Average Percent Complete):		**0.97**	**0.89**	**0.44**	**0.26**	**0.73**	**0.64**	**0.97**	**0.89**	**1.00**	**1.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]
Line 27, columns D and E--**Items collected but with slightly different domains
Line 34-38, columns F and G- *All roads and ramps have their own unique LRS and are fully GIS integrated. All roads and ramps in the enterprise system have their own unique Road Use. Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Through possible future “Big Data” avenues and extension of field crew and consultant contract activities, DOTD is hoping to close the gap and get closer to an 100% actual or estimated ADT values that represent all roads statewide. DOTD is also under contract with another consultant which is building out an Intersection Program that will be fully MIRE 2.0 compliant. DOTD has yet to begin an actual Interchange Program but will possibly continue with said consultant upon completion of the Intersection Program. All current and future relevant MIRE data elements will likely be stored and maintained in the departments current Enterprise GIS, Roads & Highways, for further use in safety analysis processes.

Optional Attachments

Program Structure:

2016_LRSP App_ Jan.pdf
LRSP 2018 Application Evaluation Form.xlsx
LRSP 2018 Guidelines & Policies.docx
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v17_REV.pdf
LRSP_2018_Project_Application.docx
2021 SRTPPP Application.docx
2021 Safe Routes to Public Places Program Guidelines 1-1.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, 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.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

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.