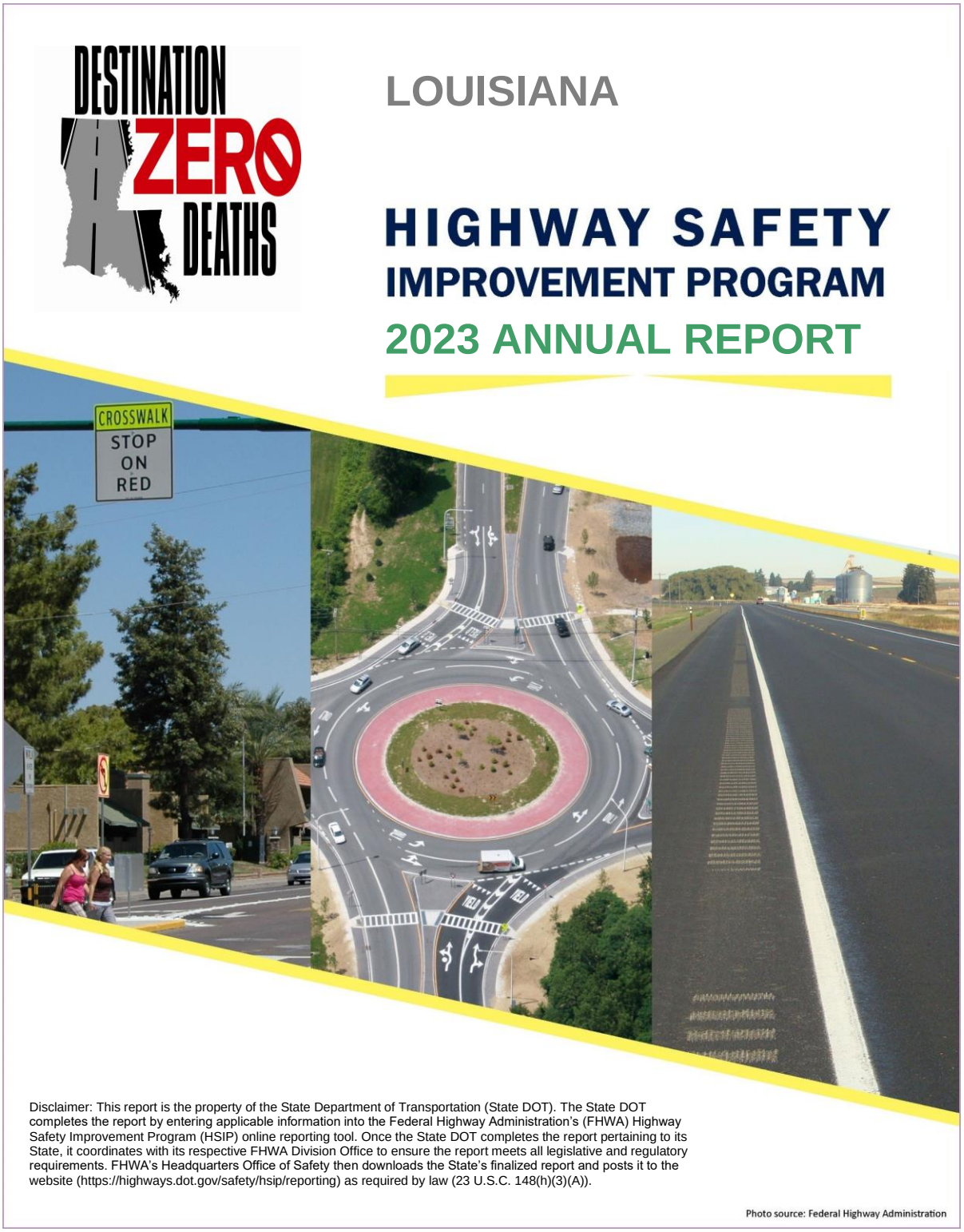


Photo Source:
(e.g. Logo courtesy of the Louisiana Department of Transportation and Development)

Table of Contents

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. 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 serious injuries on its roadways – Destination Zero Deaths. The recently updated 2022 Strategic Highway Safety Plan (SHSP), which was signed by Governor John Bel Edwards in July 2022, reinforced 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 slight decrease in annual fatalities from 971 in 2021 to 905 in 2022, Louisiana Department of Transportation (LA DOTD) has accomplished a number of successes in each emphasis area including the following:

SHSP Planning:

In July 2022, LA DOTD completed the update of the SHSP. The SHSP Implementation Team oversaw 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, and LSU/CARTS, in addition to the statewide emphasis area team leaders and regional safety coalition coordinators. Through a partnership with the MPOs, Louisiana has established nine regional transportation safety coalitions across the State. Led by safety coalition coordinators primarily housed within each of the Metropolitan Planning Organizations (MPOs) and championed by leaders from a range of agencies and organizations, each coalition comprises of 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 creating data-driven action plans and track implementation of SHSP strategies and action steps, and Regional Safety Coordinators (RSCs) utilizing data to identify regional safety needs and develop data-driven five-year regional safety plans which identify emphasis areas consistent with the SHSP.

In 2022, 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 put into practice, 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 2022, Louisiana's achieved 93.69 percent attainment for all emphasis areas (combined). This percentage is based on a composite of the percent complete of all action items included in the 2022 SHSP Statewide Action Plans. These plans can be found at 2022 SHSP Action Plan.

This year, Louisiana contracted with the SHSP project team to develop a statewide Vulnerable Road User Assessment. The goal of this Assessment is to meet federal requirements and build on the knowledge gained from previous studies, such as the Pedestrian Crash Assessment led by LA DOTD Highway Safety. The VRU Assessment will include data trends and analyses for local and state owned routes to determine high priority areas for future implementation of pedestrian and bicycle safety improvements. Consultations within these focus areas of the state will be conducted as part of the outreach under the SHSP I/O Emphasis Area, creating another opportunity to communicate the State's HSIP goals and priorities.

Infrastructure and Operations (I/O):

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

LA DOTD is currently updating to a cloud-based software for project-level safety analyses to better integrate with the updated Louisiana Crash Report and Roadway base map.

LA DOTD is continuing to use Districtwide Safety Investment Plans, the Roadway Departure (RWD) Implementation Plan and Statewide Pedestrian Crash Assessment 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 the last 5 years with another one in progress. 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 State's 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. The LA DOTD Highway Safety Section is also using the RWD Plan and Pedestrian Crash Assessment to not only identify standalone safety funded projects, but also to identify potential safety improvements which could be incorporated into other programs (e.g. Pavement Preservation Program, Transportation Alternatives Program, etc.).

The goal is to develop safety funded projects identified in these plans and streamline the Highway Safety Improvement Program (HSIP) project application process for the District Offices. However, many intersection improvements, access management strategies, and non-motorists safety countermeasures require additional engineering studies and time for alternative development.

LA DOTD continues to support RSCs / MPOs and the Local Technical Assistance Program (LTAP) for developing Local Road Safety (LRS) 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, fourteen (14) local road safety plans have been finalized. Two (2) parishes not in the top 20 have developed a LRS Plan, for a total of sixteen (16) plans developed and completed to date. Five (5) 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 of at least one project with the support of the local road owners. 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 triggered the Older Driver and Pedestrian Special Rule and Vulnerable Road User (VRU) Special Rule. Louisiana did not trigger the High Risk Rural Roads (HRRR) special rule this year.

LA DOTD updated and resubmitted a HSIP Implementation Plan. As part of the planning and coordination for the Implementation Plan, the Highway Safety Section staff conducted one virtual meeting and 9 in-person highway safety road shows at each District, in conjunction with the SHSP I/O Regional Emphasis Area (EA) team meetings. The purpose of these meetings was to give updates on crash data and trends based on I/O EA

subcategories (roadway departure, intersections, and non-motorized users), statewide safety performance measures, HSIP Project Selection Guidelines for Infrastructure Projects, and goals for future HSIP funding allocations based on these subcategories. The RWD Implementation Plan, the Pedestrian Crash Assessment, the High Potential for Safety Improvement List and Districtwide Safety Investment Plans and LRS Plans were discussed, including demonstrations on how these documents can be accessed to identify future infrastructure safety projects. These informational meetings have helped LA DOTD Highway Safety and the Districts gain more interest in the HSIP and help communicate the types of HSIP projects the LA DOTD Highway Safety is targeting for the 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 data elements for all known publicroads using 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 the 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 the state's 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 has been integrated within the new eCrash software to assist in improving location information as crash reports are submitted and streamlined quality assurance reviews and safety analyses on the back-end. A useable highway classification database 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 been using this file and continues to find areas that may need to be improved in future versions for statewide analysis and network screening.

An internal project is also underway to use the recently developed highway classification database as framework for a statewide intersection database for all intersections. A pilot has begun for 3 parishes and the goal is to roll the process out to entire state to use for network screening intersections next year. The completeness and accuracy for the data fields for intersections with local roads will determine if they will be able to be included in statewide network screening.

Louisiana has completed the process of updating the Louisiana Uniform Motor Vehicle Traffic Crash Report to align with the National Highway Traffic Safety Administration's Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition. The rollout to the new report included a new electronic crash reporting system that became the state sponsored system to all law enforcement agencies on January 1, 2023. LA DOTD has contracted with a Law Enforcement Expert to lead the transition from the Crash Report Steering Committee to the Crash Data Governance Committee. This group includes the SHSP lead agencies, including Louisiana State Police (LSP), Louisiana Highway Safety Commission (LHSC), LSU/Center for Analytics and Research in Transportation Safety (CARTS), and FHWA, and ensures crash data quality improvements are being tracked, data integration is optimized, and eCrash enhancement projects are identified and prioritized as appropriate. Coordination continues with the State's Office of Technology Services (OTS) Office of Motor Vehicle (OMV) for this data integration approach as the state looks to new opportunities for data integration. The Data Quality Group has been restructured to focus on assessing data as it comes in through eCrash. This information is being used to inform potential eCrash enhancements and the training program, which includes a strong partnership with Traffic Records Coordinating Committee, as well as, local law enforcement agencies and RSCs.

The LA DOTD Highway Safety Section worked with CARTS to refine the 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 tie directly to the electronic captures of narratives and diagrams of the submitted crash reports. The tool allows the engineer or planner to query a specific location and view quality reviewed crash data elements at summary level or at the crash level. Outputs of the tool include summary tables, detailed data tables, and collision diagrams. Next steps include incorporating an intersection analysis module and improving benefit-cost analysis capabilities for more efficient project level planning. 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.

CARTS, in conjugation with LA DOTD and the LHSC, is developing a similar tool geared towards law enforcement agencies. This tool will allow agencies to query crash data within their jurisdiction to assist with prioritization of enforcement and outreach efforts aligned with the SHSP Emphasis Areas. The tool is currently being tested by a law enforcement user group and is anticipated to be rolled out by late 2023.

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 2023, the last few cable barrier projects have been constructed or are near completion. As a result, the state will have over 700 miles of cable barrier installed statewide. As evidenced in a current Louisiana Transportation Research Center research project, the state of Louisiana continues to see a decline in fatal and serious injury median related crashes with the installation of cable barriers. However, LA DOTD has learned that its tracking system for repairing and replacing needs to be coordinated statewide so that LA DOTD can do a better job of tracking the increased costs due to a high frequency of property damage only crashes, which reduce the usefulness of the barriers

The first round of districtwide low cost safety improvement systemic projects targeted at curves for roadway departure were implemented within the last 3 years and LA DOTD was able to include these in the state’s annual statewide naïve before and after evaluation of safety projects. With so many sites included in these projects, tracking matrices with curve locations was critical to make this process more efficient. LA DOTD Highway Safety and FHWA Division Office continue to look for input from other states on best approach for evaluating these systemic projects.

Local Roads:

Local Road Safety Program (LRSP): Funding for local road safety improvement projects is available through the LRSP. Approximately 20-25% of the State’s fatalities occur on local roads. Louisiana’s goal is to align the funding for the LRSP with this percentage. However, the current allocation is approximately $3-5 million of HSIP funds per year due to historically lower levels of participation from local public agencies.LA DOTD, LTAP and FHWA are currently evaluating the LRSP processes and procedures to make the LRSP more appealing to local public agencies. 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. LA DOTD administers the LRSP in coordination with LTAP. LTAP coordinates activities and resources in conjunction with the LA DOTD to facilitate project application submittals, review and scoring of these submittals, and recommendation of qualifying project applications for the LRSP. This year, LTAP, with LA DOTD support, has participated in webinars, meetings and peer exchanges with local public agencies. 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 continues to use the separate pre-application documents to assist with streamlining the process for local entities. FHWA Division Office conducted an informal review of the LRSP project identification and development process to determine areas of improvement and gain more interest in the program by streamlining timeline.

LA DOTD utilizes project bundling to leverage economies of scale while strategically addressing safety issues more rapidly and comprehensively. A common scenario occurs in the LRSP when multiple local public agencies in the same geographic area submit applications for similar types of low cost safety countermeasures, such as curve signing, pavement markings and high-friction surface treatment. In an effort to improve efficiency, LA DOTD combines similar improvements into a single contract, covering all project phases, from engineering to construction to inspection.

Non-Motorized Users:

Louisiana implemented its statewide Pedestrian Network Screening tool to assist engineers and planners with identifying and analyzing potential project locations on state routes to implement proven pedestrian safety countermeasures. This screening tool was developed using pedestrian crash data on the statewide network and identified socio-economic risk factors using safety performance functions. These risk factors included population density, percent of families below poverty level, percent of household with no vehicles, percent of unemployed, and median household income. Proximity to schools and parks were also identified as risk factors. LA DOTD has incorporated this into the review and evaluation of potential projects for the HSIP and Safe Route to Public Places Program (SRTPPP) programming.

Through the I/O SHSP action items, LA DOTD is working with MPOs, District offices, and LPAs on prioritizing locations identified in the study for additional technical preliminary engineering studies. A pilot project within one state District is underway to study multiple locations and propose potential feasible countermeasures along with planning level costs.

In January 2023, LA DOTD hosted a FHWA sponsored equity pilot workshop, entitled “Equity in Pedestrian and Bicyclist Safety”. This workshop was intended to encourage an introspective and critical assessment of ways in which transportation and governmental agencies can (and should) change their practices to acknowledge disparities and work to achieve equitable outcomes.

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.

Approximately 20% of the State’s fatalities are non-motorized users. Louisiana’s goal is to align the funding for non-motorized user projects with this percentage. The SRTPPP was established to work towards that goal. Currently, the funding allocation is approximately $3-5 million per year as part of the HSIP. LA DOTD is investigating future changes to the program to the Vulnerable Road User Special Rule. For now, 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 administered by LA DOTD. LA DOTD coordinates activities and resources to facilitate routine project application submission, review and scoring, and recommendation of qualifying project applications. LA DOTD’s latest Call for Projects was completed in 2021. The next call for projects is scheduled for the end of 2023.

Traffic Incident Management & Work Zone Safety:

In the SHSP Statewide I/O Action Plan, one action item is to provide Traffic Incident Management (TIM) training and work zone safety training to support statewide law enforcement agencies. LA DOTD’s Law Enforcement Expert (LEE) who is currently under contract with DOTD using HSIP funds is tasked with tracking and managing this effort.

Since the TIM Program began, Louisiana has conducted 11 Train-the Trainer classes and trained 333 trainers. These trainers are located throughout the state. Louisiana is ranked # 1 in the United States for TIM Training Progress.

Two hundred eighty one in-person TIM Training Classes have been conducted and over 15,500 first responders have been trained. Additionally, 1,056 first responders have taken the Web-based version of the TIM Training Class. A total of 16,913 first responders have been trained in Louisiana. Additionally, Louisiana has institutionalized TIM Training. The State passed legislation, requiring all POST Certified Law Enforcement Training Academies in Louisiana to include TIM Training in their curriculum.

LA DOTD LEE continues to assist LA DOTD staff with conducting statewide work zone training for law enforcement agencies who plan to assist with roadway construction projects.

LA DOTD LEEs are also tasked with providing technical assistance for Transportation Management Plans (TMPs) and Incident Management Plans on regionally significant, complex capacity projects. The LEE's have been actively engaged with local and state law enforcement agencies early in the planning process, providing reviews and offering comments on critical deliverables, such as the Incident Management Plans, which outlines specific roles and responsibilities related to emergency response and traffic operations during construction.

The LA DOTD Highway Safety Section continues to participate in the Statewide Work Zone Safety Task Force, which is a multi-disciplined group across various groups at LA DOTD and also has representatives from the contractor community. Long term strategies are discussed and prioritized, as well as, concerns currently being experienced in the field on active projects.

Distracted Driving (DD):

The following action items were identified and implemented through the 2022 Statewide and Regional DD Action Plans and coordinated through various state agencies.

The RSC Coordinators continue to provide educational and statistical information to Legislators as the conversations regarding a hands-free law in Louisiana continue. RSC Coordinators also continue 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, another SHSP DD Action Item includes a statewide initiative where students throughout Louisiana are encouraged to participate in two different Distracted Driving Contests: Project Yellow Light, which is a national competition; and Thrive to Survive the Drive, a regional contest.

Also aligned with the SHSP DD Action Plan is 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.

Lastly, RSC Coordinators continued to collaborate with local schools and driving schools to pilot the Destination Zero Deaths Distracted Driving lesson plan.

Occupant Protection (OP):

Per federal regulations, the LHSC conducted a statewide observational seat belt usage survey in 2022. The 2022 survey was conducted during the month of June, following the National Click It or Ticket Mobilization. The 2022 statewide use rate was 86.1%. The 2022 use rate is 0.4 percentage points above the most recent rate of 85.7% measured in December 2021. The increase from 2021 to 2022 is not statistically significant (at p = 0.05). The RSC Coordinators utilized the survey results to inform the SHSP OP Action Items.

The following action items were identified and implemented through the 2022 Statewide and Regional OP Action Plans, and coordinated through various state agencies.

In an effort to identify low usage demographics of those in fatal and serious injury crashes and to increase seat belt usage among those identified, RSC Coordinators utilized the survey results, evaluated hot spot maps, regional data, selected low usage demographics and implemented initiatives to address opportunities for increasing equity in traffic safety.

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.

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 on 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 2022, over 3,100 children were assisted among Louisiana's 113 fitting stations.

The Occupant Protection SHSP Emphasis Area Team worked with the RSCs to improve coordination between the LPSTF Regional Coordinators and SHSP Coordinators to recruit agencies and personnel as active certified child safety technicians and fitting stations. RSC Coordinators enhanced judicial education measures regarding child safety seats and free fitting station services offered. Resources were provided to offices to assist clients in need of knowledge and behavioral change. RSC Coordinators partnered with the LPSTF Regional Coordinators to provide child safety seats and services during Click it or Ticket Stationary enforcement.

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 trainings were conducted with 77 CarFit technicians receiving training, 18 receiving event coordinator training, and 2 coordinators becoming instructors. There were two additional technician trainings planned; however, they were cancelled due to COVID-19.

Impaired Driving (ID):

The following action items were identified and implemented through the 2022 Statewide and Regional ID Action Plans, and coordinated through various state agencies.

The RSC Coordinators assisted the LSP Applied Technology Division with outreach for Advanced Roadside Impaired Driving Enforcement classes. In an effort to reduce impaired driving fatal and serious injury crashes, including Commercial Motor Vehicles, RSC Coordinators developed an educational resource that was shared with licensed commercial drivers and/or Commercial Driving Schools. RSC Coordinators surveyed law enforcement officers' training needs in Standard Field Sobriety Test (SFST) certification and/or Refresher Drug

Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), Courtroom Testimony, Legal Update, DWI Hot Topics, Search and Seizure and/or Other. RSC Coordinators continued to work to expand warrants for blood initiatives into non-participating law enforcement agencies.

The RSC Coordinators, along with LHSC 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 18 trainings, totaling 61.5 hours, on impaired driving topics to 439 prosecutors and 277 law enforcement officers. The JOL conducted four judicial trainings on impaired driving topics to over 160 judges and over 70 law enforcement officers. He conducted a CARS Screening at Sentencing demonstration project with the city and state trial court judges in Acadia, Lafayette, and Vermillion Parishes. Finally, the JOL authored an article that was published in the American Bar Association's Highway to Justice on Louisiana's "Screening-at-Adjudication" impaired driving project.

The SHSP Statewide Leaders and RSC Coordinators continued to support the state's eight DWI Courts. NHTSA grant funds were used for salaries, training, drug testing, treatment, and monitoring of DWI court clients. These courts served approximately 1,426 clients in twelve parishes throughout the state.

LHSC, in coordination with the Governor's Office of Drug Policy, led the Governor's DWI Task Force, which is charged with outlining potential policy initiatives aimed at reducing impaired driving fatalities. This group is multi-disciplinary and consists of representatives from various local and state agencies, including LA DOTD and SHSP Statewide Impaired Driving Team Leaders.

An Oral Fluids Workgroup was formed within the DWI Task Force to develop a pilot project, whereby the St. Charles Sheriff's Office would obtain oral fluid samples from suspected impaired drivers as part of their protocol for the impaired driving arrest. The samples would then be submitted to the North Louisiana Criminalistics Laboratory (NCLC) for analysis. The workgroup was chaired by the JOL and comprised representatives from LHSC, the LA District Attorney's Association, St. Charles Sheriff's Office, NCLC, LSP crime laboratory, and other traffic safety professionals. The workgroup met frequently throughout the year to develop the protocol, and the pilot was launched in the spring of 2023.SHSP Statewide ID Team Leaders and LHSC's JOL spearheaded this effort.

RSC Coordinators and SHSP Statewide Leaders continued to increase support of ignition interlock laws by providing resources to probation officers and newly elected judges.

Young Drivers (YD):

The following action items were identified and implemented through the 2022 Statewide and Regional YD Action Plans and coordinated through various state agencies.

In an effort to address high risk behavior among 15-24 years old, the RSC Coordinators assisted with increasing awareness by educating parents and caregivers on the graduated driver's licensing laws (GDL) while emphasizing occupant protection, alcohol- and drug-impaired driving, and distracted driving.

In an effort to support the Louisiana State Police Driving School Compliance Unit, the RSC Coordinators offered Continuing Education Units (CEU's) webinars to driving school instructors. RSC Coordinators conducted eight observation compliance events related to seat belt or distracted driving on high school and/or college campus followed by a re-observation 1 week post YD Focused Educational Messaging.RSC Coordinators developed and shared young driver related infographics and distributed to driving school instructors, traffic safety advocates and on social media.

SHSP Outreach:

Louisiana's social media outreach efforts for Destination Zero Deaths (DZD) aimed to promote road safety and reduce traffic-related fatalities across the state. DZD is a campaign focused on educating the public about safe driving practices and encouraging responsible behavior on the roads. A SHSP Outreach Coordinator, housed within LSU/CARTS and funded with HSIP funds, assists the SHSP Manager and RSC Coordinators with creating educational infographics, outreach and data.

The SHSP Outreach Coordinator and RSC Coordinators developed and distributed statewide safety campaigns, shared educational webinars, and other traffic safety related data to promote awareness, using social media platforms on the effects and statistics that affect young drivers, driving impaired, not buckling up, driving distracted and infrastructure and operations related topics.

The SHSP Outreach Coordinator and the RSC Coordinators created and shared informative content on safe driving practices, the importance of seat belts, avoiding distracted driving, the dangers of drunk driving, and other relevant topics. These posts aimed to raise awareness about the leading causes of road accidents and fatalities, while providing actionable tips to prevent them.

To capture the audience's attention and make the campaign more engaging, the SHSP Outreach Coordinator and RSC Coordinators used eye-catching graphics and videos. These visuals often featured statistics, testimonials, and emotional narratives to drive home the importance of road safety.

The campaigns actively encouraged community involvement by sharing user-generated content and stories related to road safety. The SHSP Outreach Coordinator and RSC Coordinators used hashtags and call-to-action prompts to motivate individuals to share their experiences and encourage others to practice safe driving.

To extend the reach of the campaign, RSC Coordinators collaborated with local organizations and community partners who supported the cause of road safety. These partnerships helped amplify the campaign's message and attract a broader audience.

During peak travel seasons or holidays when road accidents were more prevalent, the SHSP Outreach Coordinator and the RSC Coordinators launched targeted campaigns to remind people about safe driving habits and the potential consequences of reckless behavior on the roads.

Louisiana's social media outreach efforts for DZD were backed by data analysis to understand which content resonated best with the audience. This approach allowed them to refine their content strategy over time and optimize their impact.

By utilizing social media as a powerful communication tool, the RSC Coordinators aimed to engage with a wide range of audiences, from young drivers to seasoned motorists. Through consistent and thoughtful messaging, they hoped to foster a culture of road safety and make significant progress towards achieving Destination Zero Deaths.

As part of the 2022 SHSP Update and Implementation project, LA DOTD and the SHSP project team initiated work on a statewide comprehensive DZD Communications Plan. The updated plan aims to provide consistency between partners with statistics and messages designed to resonate with target audiences across the state. The plan will provide a high-level overview of the key issues outlined in the SHSP and will be primarily geared towards Regional Safety Coordinators, Emphasis Area Team Leaders, LA DOTD District and Headquarters staff, and other SHSP lead agencies and safety partners.

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. LA DOTD 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. LA DOTD 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)

Approximately 20-25% of the State’s fatalities occur on local roads. Louisiana’s goal is to align the funding for the LRSP with this percentage. However, the current allocation is approximately $3-5 million of HSIP funds per year due to historically lower levels of participation from local public agencies. 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.

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 Program projects. LA DOTD 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 continues to work with the Regional Safety Coordinators with developing and/or implementing Local Road Safety Plans in at least one parish per Coalition. LA DOTD has bundled similar types of LRSP projects within the same region to increase efficiency and reduce costs.

LA DOTD and LTAP in partnership with FHWA 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. FHWA will submit recommendations for LRSP programmatic changes to LA DOTD before September 30, 2023.

Safe Routes to Public Places Program (SRTPPP)

Approximately 20% of the State's fatalities are non-motorized users. Louisiana's goal is to align the funding for non-motorized user projects with this percentage. The SRTPPP was established to work towards that goal. Currently, the funding allocation is approximately $3-5 million [TB(1] per year as part of the HSIP. The Department is investigating future changes to the program to the Vulnerable Road User Special Rule.

Eligible projects include those roadways in transportation systems owned and operated by 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 (VRU) Rule, LA DOTD is in the process of evaluating how/if changes need to be made to this subprogram before the next SRTPPP call for projects. Additional guidance from FHWA on VRU and changes to the Transportation Alternatives Program may also impact how the SRTPPP progresses forward. In the meantime, LA DOTD 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.

LA DOTD administers the application process and project delivery for SRTPPP. LA DOTD coordinates activities and resources to facilitate project application submittals, review and scoring, and recommendation of qualifying project applications. LA DOTD plans to announce a call for new projects before the close of 2023.

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.

LA DOTD Design Engineers assist with the HSIP by providing quality reviews of scopes, budgets, and design alternatives considered during project feasibility as needed. LA DOTD 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, the Districts perform crash data analysis, select appropriate countermeasures and prepare scope and budget for proposed alternatives, including economic evaluation. LA DOTD 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. LA DOTD Traffic Engineering Unit provides input and feedback regarding safety improvements at intersections or corridors, such as traffic signals and roundabouts. LA DOTD Operations

Unit's guidance and feedback is sought when a statewide, systemic analysis identifies a safety improvement that will require a 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)
- Tribal Agency
- Other-State Police

Describe coordination with external partners.

Louisiana State University (LSU) / Center of Analytics & Research in Transportation (CARTS) provides assistance to LA DOTD for Fatal Accident Reporting System (FARS), crash report software support and training, crash database management, data quality reviews, and real-time reporting tools for stakeholders. LSU / CARTS also conducts specialized crash data analysis studies as requested by LHSC, LADOTD, or LSP.

LA DOTD works closely with the FHWA Louisiana Division Office statewide and regional initiatives related to SHSP strategies and HSIP, in particular those related to safety data and planning and HSIP infrastructure projects.

As one of the SHSP lead agencies, the Louisiana Highway Safety Commission (LHSC) is an active participant in the State’s SHSP Implementation Team, the Crash Data Governance Committee, the Louisiana Passenger Safety Task Force, the Governor’s DWI Task Force and many other safety-focused working groups. The LA DOTD continues to participate on the Governor's DWI Task Force, where various agencies discuss Impaired Driving policies and make recommendations to state officials on proposed changes.

Local and state law enforcement agencies actively participate in the statewide SHSP emphasis area teams and the regional safety coalitions. Their involvement is critical as SHSP strategies are initiated and achieved at the regional level. Their participation is also key for statewide safety initiatives/campaigns and data improvement projects. In addition, the law enforcement agencies participate in the Road Safety Assessments (RSAs). LADOTD also employs two law enforcement experts to lead crash report update project and to assist with trainings and outreach to the various law enforcement agencies statewide to increase the quality of data. Additional duties include Traffic Incident Management and Work Zone law enforcement training.

LA DOTD works with the Local Public Agencies (LPAs) within the Local Road Safety Program. While LA DOTD manages the preliminary engineering, construction, and construction engineering and inspection contracts, the LPAs are consulted throughout the life of the project regarding the project’s scope, schedule and budget.

Approximately 20-25 percent of roadway deaths and 40 percent of all crashes in Louisiana occur on the local road system. LA DOTD partnered with the Louisiana LTAP to manage the LRSP to provide training, technical assistance, and outreach to local jurisdictions through an application process.

During the 2022 SHSP update, LA DOTD and SHSP Team reached out to the State's recognized tribal agencies. Also, efforts are underway at the regional level to increase tribal agency participation in SHSP Regional Safety Coalition planning activities.

Regional Metropolitan Planning Organizations (MPO) are actively engaged within the regional safety coalitions. Many of the MPOs employ a safety coalition coordinator to oversee the activities of each coalition. The planning organizations also work with the LA DOTD planners to use safety and roadway data for their internal analyses and assist with their internal prioritization of projects. Many of the MPOs have committed to developing local road safety plans at parish level and reaching out to local entities to discuss implementation.

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?

27.9

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. LA DOTD continues to add diagnostic tools to the crash data query tool to allow for a one-stop shop when conducting safety analyses for specific sites. Additionally, LA DOTD utilizes the HSM spreadsheets and CMF Clearinghouse for project level safety analysis.

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)	$34,286,000	$75,515,234	220.25%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$277,382	$2,723,357	981.81%
Penalty Funds (23 U.S.C. 154)	$23,580,826	$18,936,105	80.3%
Penalty Funds (23 U.S.C. 164)	$13,059,142	$4,461,665	34.17%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$1,060,000	$851,434	80.32%
State and Local Funds	$5,173,290	$6,665,112	128.84%
Totals	$77,436,640	$109,152,907	140.96%

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

$9,281,230

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

$17,974,117

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

$6,431,120

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

$5,726,678

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.

LA DOTD has been experiencing difficulty in retention of design engineers, both in the districts and in the Headquarters 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 will continue to use consultant retainer contracts (i.e. Indefinite Delivery, Indefinite Quantity (IDIQ) contracts) to prepare engineering studies, develop design plans and perform construction engineering and inspection duties. However, the Department is concerned that the private sector workforce is also strained due to lack of personnel within the state.

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 the State's programmed and obligated amounts is that the programmed projects is a snapshot at the beginning of the state fiscal year. Throughout the year, project schedules move in and out of the year due to unforeseen issues. Obligated amounts are for projects authorized within the current year and are programmed prior to the current year. Also, costs tend to increase once design begins and this leads to higher obligations closer to construction.

Additionally, extended times are often needed in the preliminary engineering phase for more detailed traffic studies required by LA DOTD for intersection and non-motorized focused projects.

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.006457 Roundabout @ PR 929 & Parker Roads	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1228790	$2004225	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Intersections	Appendix F4-10
H.006459 Roundabout at Churchpoint Rd and Roddy Rd	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1228790	$2676406	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	35	County Highway Agency	Spot	Intersections	Appendix F4-10
H.009320 Acadian Road Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$7440388	$12618816	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.010108 Independence SRTS - Phase II	Pedestrians and bicyclists	Install sidewalk	0.797	Miles	$1042022	$1326027	State and Local Funds	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.010570 LA49/Williams Blvd Corridor Improvs	Access management	Change in access - close or restrict existing access	1.495	Miles	$5742136	$13447926	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	35,901	45	State Highway Agency	Spot	Intersections	Appendix F4-10
H.011194 Pineville Elementary Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.73	Miles	$1017603	$1068937	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.012639 District 62 Flashing Yellow Arrow Part 1	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	38	Intersections	$3589591	$7179182	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Appendix F4-10
H.013014 Local Road Signing (Vermilion)	Roadway signs and traffic control	Roadway signs (including post) - new or updated	177	Signs	$504349	$598390	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.013073 Greenwell Springs & Wooddale Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.435	Miles	$275755	$282723	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013116 LA 20 Widen: LA	Shoulder treatments	Widen shoulder – paved or other	2.962	Miles	$19451596	$21612885	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,650	45	State Highway Agency	Spot	Roadway Departure	Appendix F4-10

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
307 - S. Vacherie		(includes add shoulder)													
H.013255 US 165: 0.85 MI N I-10 - Allen P/L	Access management	Median crossover - directional crossover	3	Crossovers	$2809178	$12548338	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	10,180	65	State Highway Agency	Spot	Intersections	Appendix F4-10
H.013622 LRSP Ardenwood Dr Road Diet	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.372	Miles	$111513	$111513	Penalty Funds (23 U.S.C. 154)	Urban	Major Collector	9,700	45	County Highway Agency	Spot	Bicyclists	Appendix F4-10
H.013716 US 167: Camellia Blvd - Churchill Dr (LAF)	Pedestrians and bicyclists	Install sidewalk	0.35	Miles	$184357	$188343	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	42,480	40	State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013719 US 61 @ I-10 EB Off Ramp Ped Impr (NO)	Pedestrians and bicyclists	Install sidewalk	0.53	Miles	$196797	$222926	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	36,284	40	State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013722 Morgan City Sidewalks: Downtown & Myrtle	Pedestrians and bicyclists	Install sidewalk	1	Miles	$343395	$347220	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013751 Downtown Greenway LA Connector (BR)	Pedestrians and bicyclists	Install sidewalk	0.346	Miles	$663849	$932801	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Local Road or Street	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013753 LA 428: Gen Degualle - Old Behrman	Pedestrians and bicyclists	Install sidewalk	1	Miles	$182783	$212396	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	18,451	45	State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013767 Signs & Markings (St Landry & St Martin)	Roadway delineation	Longitudinal pavement markings - remarking	69.383	Miles	$3940284	$4202703	Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.013770 LRSP Signing and Striping (Iberia)	Roadway delineation	Longitudinal pavement markings - remarking	29.536	Miles	$2424594	$2616086	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County and City	Systemic	Roadway Departure	Appendix F4-10

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.013789 Curve Signing & Striping (Evangeline)	Roadway delineation	Longitudinal pavement markings - remarking	4.65	Miles	$588995	$696472	Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0		County and City	Systemic	Roadway Departure	Appendix F4-10
H.013826 LA 26: Left Turn Lanes @ S. Frontage Rd.	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$1073736	$1485372	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	28,500		State Highway Agency	Spot	Intersections	Appendix F4-10
H.013941 LA 724: Roundabout @ Landry Rd	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$400554	$400554	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.014492 LA 347: LA 350 - LA 351	Roadside	Roadside grading	4.273	Miles	$5845052	$11846621	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	8,025		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.014526 LA 37: Tree and Stump Removal	Roadside	Removal of fixed objects (trees, poles, etc.)	7.737	Miles	$1131995	$1257772	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,000		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.014579 FYA Signal Improvements (LCG)	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	28	Intersections	$1536925	$1683276	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		County Highway Agency	Systemic	Intersections	Appendix F4-10
H.014629 Lafourche Parish Signing and Striping	Roadway delineation	Longitudinal pavement markings - remarking	21.105	Miles	$5609	$5609	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.014640 St. Mary Local Road Pavement Markings	Roadway delineation	Longitudinal pavement markings - remarking	26.565	Miles	$5918	$5918	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.014661 US 61 @ N Elm St	Pedestrians and bicyclists	Install new crosswalk	1	Locations	$170823	$189804	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,525		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.014663 D05 Safety Improvements @ Curves Ph 1	Roadway	Pavement surface – high friction surface	15	Locations	$7386401	$8207112	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.014706 LA 39 @ Guerra Dr	Access management	Median crossover - directional crossover	1	Crossovers	$580628	$645143	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,700		State Highway Agency	Spot	Intersections	Appendix F4-10

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.014730 D58 Safety Improvements @ Curves	Roadway	Pavement surface – high friction surface	7	Locations	$2596218	$2884687	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.014836 US 165: Henry Ave - US 425 South	Pedestrians and bicyclists	Pedestrian signal	5	Locations	$418809	$5806062	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	10,175		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.014930 Rumble Strips: District 61 - Area C	Roadway	Rumble strips – edge or shoulder	49.746	Miles	$2610841	$2610841	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.014964 LA 27: 0.12 MI S Richardson Rd - LA 12	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.012	Miles	$26521	$29468	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015007 Rumble Strips: District 61 - Area B	Roadway	Rumble strips – edge or shoulder	46.627	Miles	$1893451	$1893451	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015010 Local Road Striping & Signing (Bossier)	Roadway delineation	Longitudinal pavement markings - remarking	50.638	Miles	$175269	$175269	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015011 Local Rd Striping & Signing (Ascension)	Roadway delineation	Longitudinal pavement markings - remarking	56	Miles	$4431	$4431	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		County and City	Systemic	Roadway Departure	Appendix F4-10
H.015086 LA 14: US 90 To Power Center Parkway	Miscellaneous	Transportation safety planning	3.356	Miles	$363216	$363216	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.015111 US 61: Int. Improvements at Alco Ave	Access management	Change in access - close or restrict existing access	0.409	Miles	$790197	$877997	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	36,500		State Highway Agency	Spot	Intersections	Appendix F4-10
H.015112 US 90B: Manhattan Blvd-LA 45	Roadway	Pavement surface – high friction surface	1	Locations	$7032133	$7813481	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	98,946		State Highway Agency	Spot	Roadway Departure	Appendix F4-10

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.015113 I-10 WB @ I-610 WB Improvements	Roadway	Pavement surface – high friction surface	2	Locations	$827879	$919866	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.015148 District 03 Safety Investment Plan	Miscellaneous	Transportation safety planning			$462909	$462909	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Planning	RWD, INT and PED/BIKE	Appendix F4-10
H.015196 Local Road Striping & Signing (DeSoto)	Roadway delineation	Longitudinal pavement markings - remarking	38.683	Miles	$6719	$6719	Penalty Funds (23 U.S.C. 154)	Rural	Local Road or Street	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015200 East St & Parkview Dr Sidewalks (MON)	Pedestrians and bicyclists	Install sidewalk	1.043	Miles	$7877	$7877	Penalty Funds (23 U.S.C. 154)	Urban	Major Collector	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015201 Richwood Sidewalks Ph 2 (Ouachita Parish)	Pedestrians and bicyclists	Install sidewalk	0.81	Miles	$4227	$4697	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015202 Donaldsonville Sidewalk Improvements	Pedestrians and bicyclists	Install sidewalk	0.849	Miles	$7146	$7146	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015204 Town Center Pkwy Sidepath (Slidell)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.1	Miles	$7198	$7198	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015205 McMillian Rd Ped Impr (MON)	Pedestrians and bicyclists	Install sidewalk	0.512	Miles	$7656	$7656	Penalty Funds (23 U.S.C. 154)	Urban	Local Road or Street	0	30	City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015206 Guillory St Shared Use Path (Westlake)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.848	Miles	$7653	$7653	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015213 D04 Pedestrian Safety Improvements	Miscellaneous	Transportation safety planning			$292031	$324478	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0		State Highway Agency	Planning	Pedestrians	Appendix F4-10

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.015217 I-10: Atch Basin Speed Enforcement Ph 2	Advanced technology and ITS	Advanced technology and ITS - other	17.81	Miles	$840397	$898328	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	70,324	60	State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.015227 US 61 @ Victoria Dr. Ped Crossing	Miscellaneous	Transportation safety planning			$136849	$152055	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015470 2023-2028 SHSP Southwest Reg. Coalition	Miscellaneous	Miscellaneous - other			$200000	$200000	Penalty Funds (23 U.S.C. 154)			0			Planning	Planning	Appendix F4-10
H.015501 US 90 at LA 182 Improvements	Access management	Change in access - close or restrict existing access	1.1	Miles	$4530478	$5033865	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	26,319		State Highway Agency	Spot	Intersections	Appendix F4-10
H.972491 Section 33 LTAP 10/1/2022-9/30/2023	Miscellaneous	Transportation safety planning			$367166	$1034165	Penalty Funds (23 U.S.C. 164)			0			Planning	Planning	Appendix F4-10
H.972434 Section 82/Highway Safety Program	Miscellaneous	Transportation safety planning			$3957144	$3957144	Penalty Funds (23 U.S.C. 164)			0			Planning	Planning	Appendix F4-10
H.006538 Lafayette Consolidated Govt Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.456	Miles	$2324037	$2324037	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10

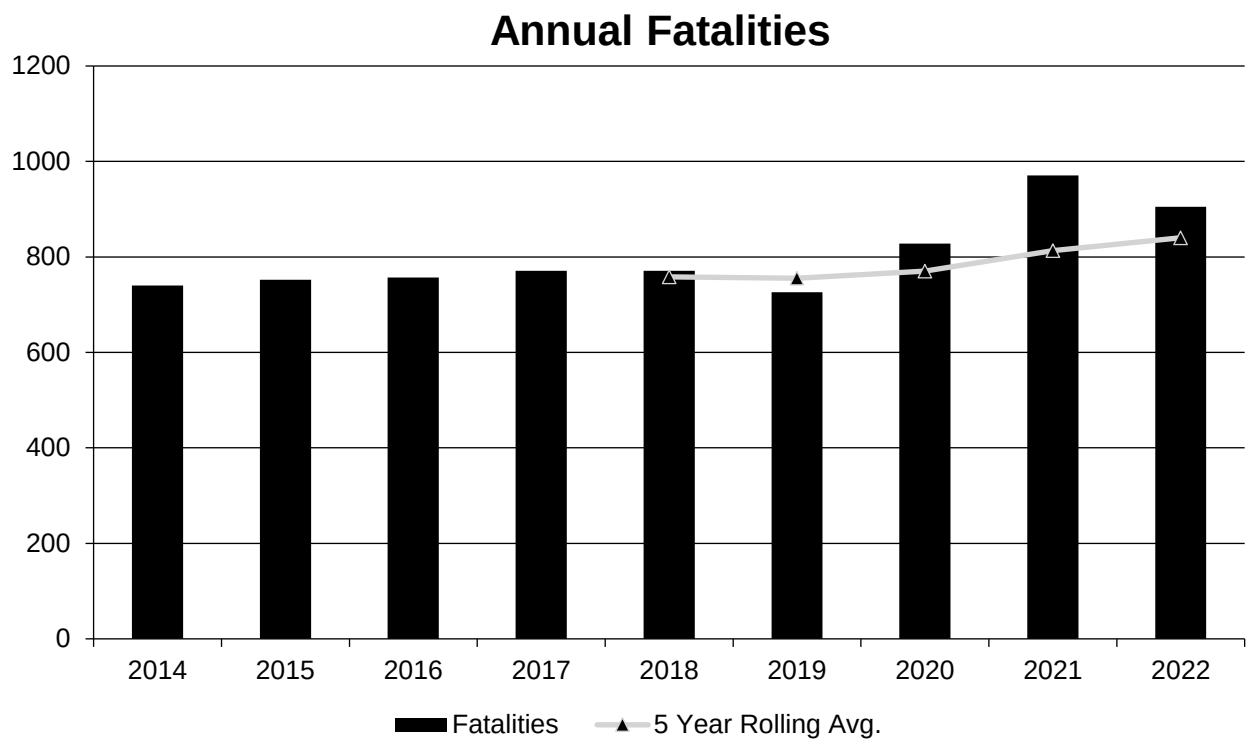
The correct funding category for H.014661 is VRU Safety Special Rule (23 U.S.C. 148(g)(3)). Due to an anomaly in the Online Reporting Tool, the State is unable to save this project with the correct Funding Category. Since the HSIP-VRU funding is a HSIP set-aside, the State has chosen to show the project's Funding Category as HSIP (23 U.S.C. 148).

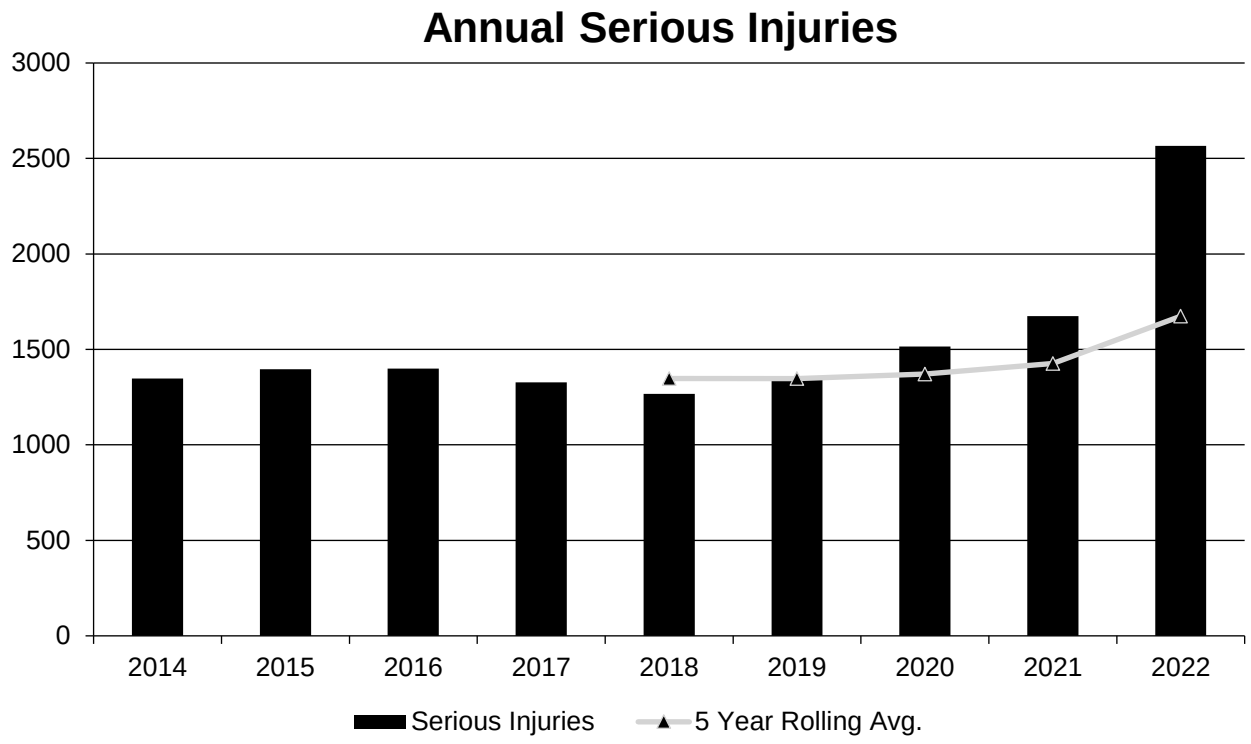
Safety Performance

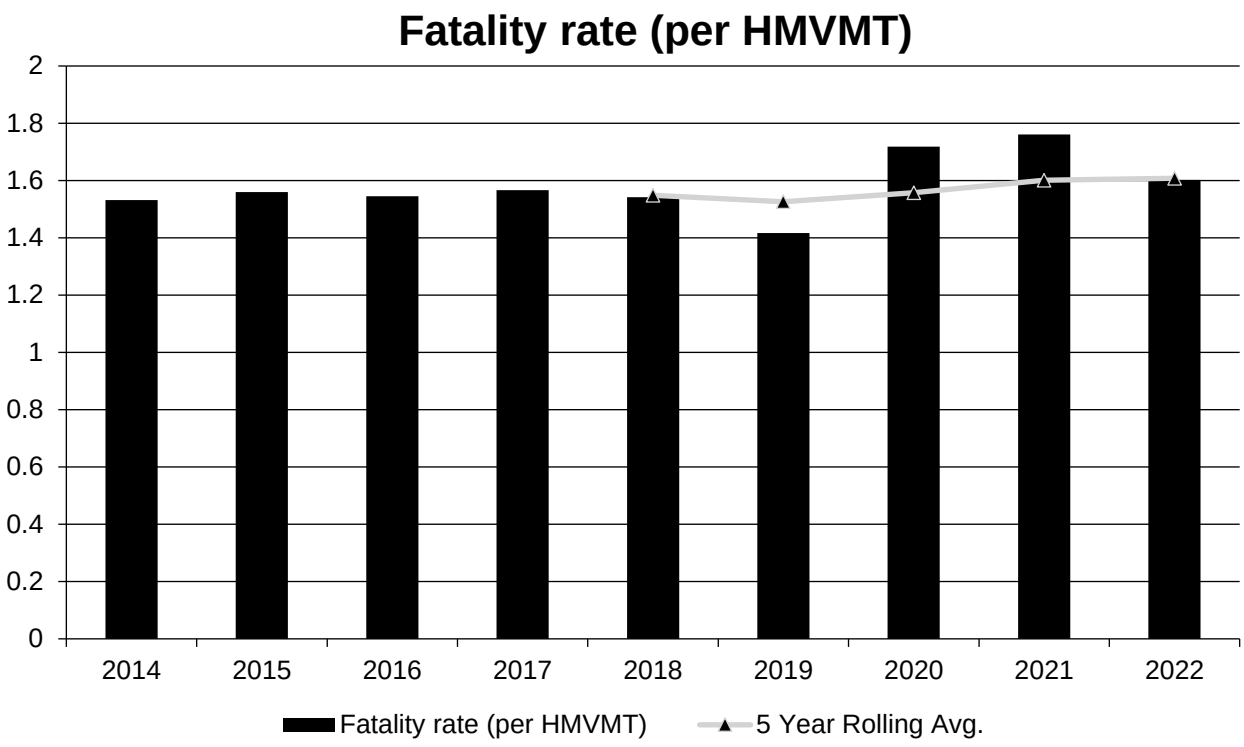
General Highway Safety Trends

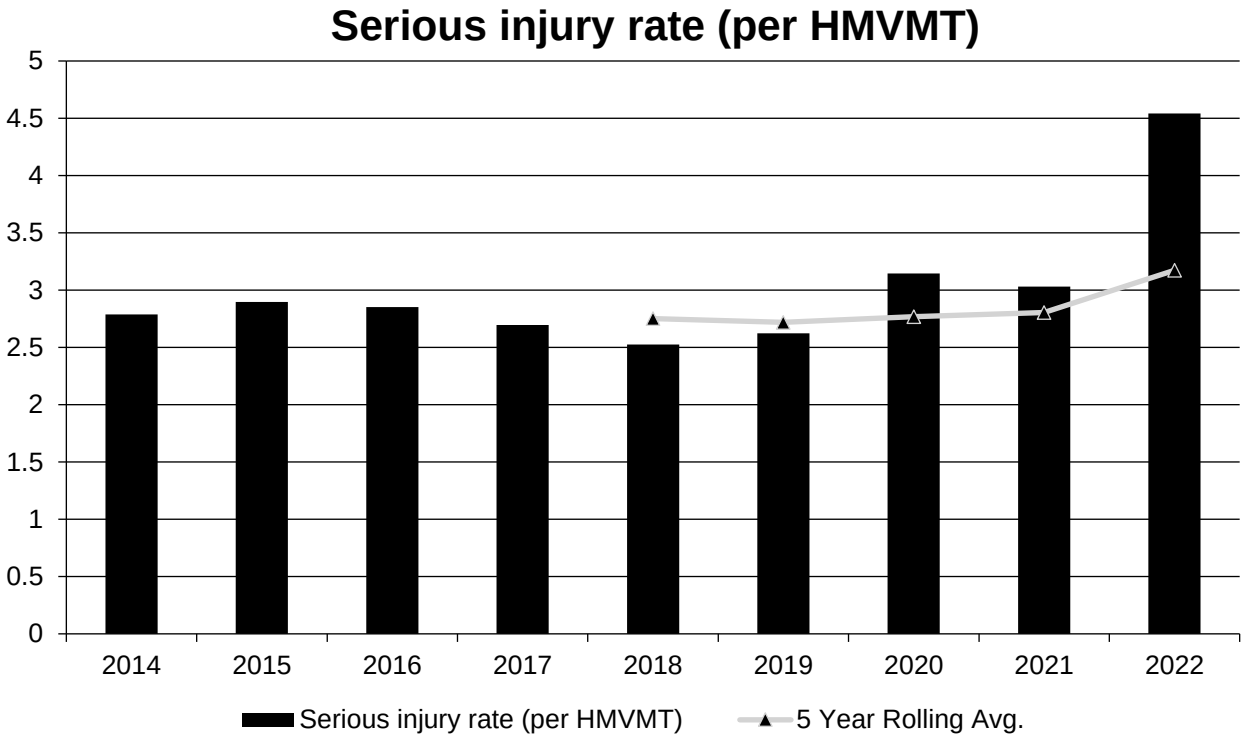
Present data showing the general highway safety trends in the State for the past five years.

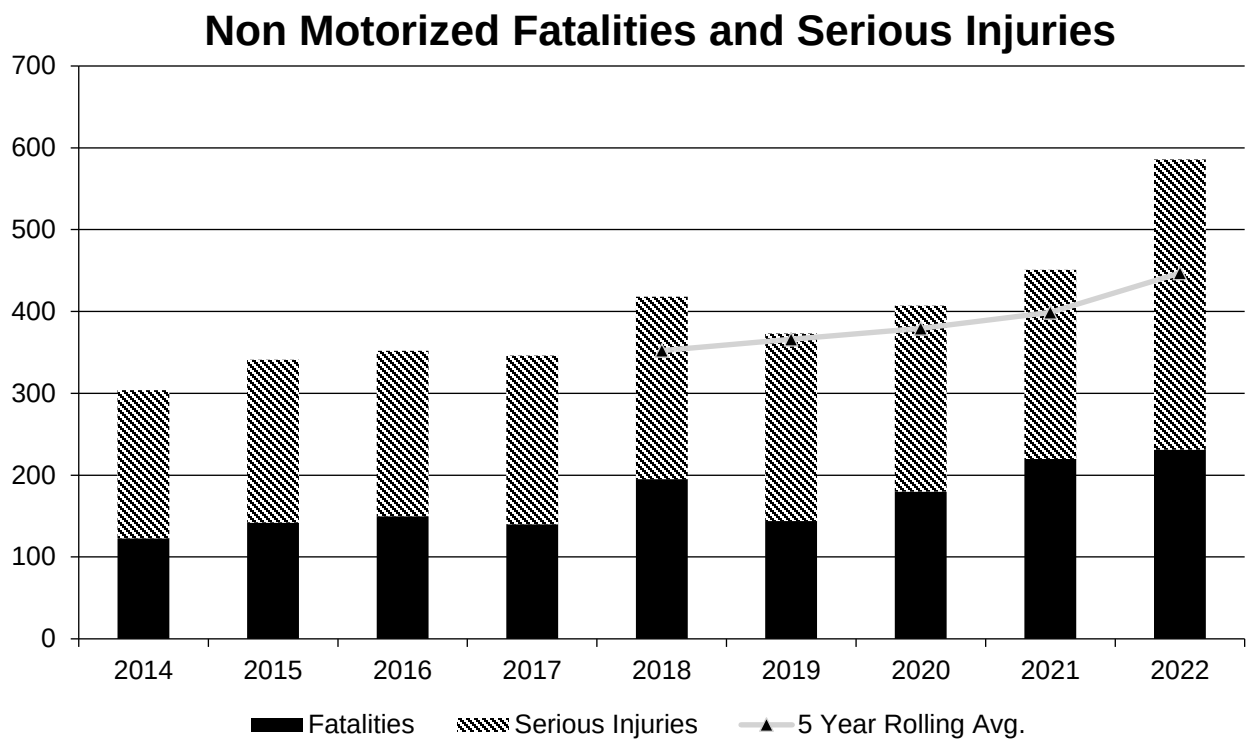
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	740	752	757	771	771	726	828	971	905
Serious Injuries	1,347	1,396	1,399	1,328	1,267	1,346	1,516	1,675	2,566
Fatality rate (per HMVMT)	1.532	1.560	1.545	1.566	1.542	1.417	1.718	1.761	1.602
Serious injury rate (per HMVMT)	2.787	2.896	2.853	2.696	2.524	2.624	3.145	3.031	4.542
Number non-motorized fatalities	123	142	150	140	195	144	180	220	231
Number of non-motorized serious injuries	181	199	202	206	223	229	227	231	355


Annual Fatalities
1200
1000
800
600
400
200
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3000
2500
2000
1500
1000
500
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
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
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



In 2022, serious injuries increased by the largest margin in one year – a 50% increase compared to 2021. This can be attributed to the deployment of the new state sponsored crash reporting software, eCrash, which has definitions embedded in the software for easy access and reference for all law enforcement agencies investigating crashes. As a result, the State anticipates this has created more consistency and accuracy across the state with reporting serious injury crashes. Also, there were many outreach opportunities with the new software tool deployment which has brought more attention to the newer injury codes and definitions.

Describe fatality data source.

FARS

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

Year 2022

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	73	54.6	0.99	0.74
Rural Principal Arterial (RPA) - Other Freeways and Expressways	8.2	9.6	7.28	8.34
Rural Principal Arterial (RPA) - Other	94.2	96	3.53	3.6

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 Arterial	141.2	123.4	4.59	4.02
Rural Minor Collector	41.4	46.6	3.02	3.39
Rural Major Collector	126	145.4	3.54	4.07
Rural Local Road or Street	59	125.6	2.07	4.41
Urban Principal Arterial (UPA) - Interstate	51	146.8	0.49	1.42
Urban Principal Arterial (UPA) - Other Freeways and Expressways	3.8	6.2	0.3	0.49
Urban Principal Arterial (UPA) - Other	95.8	344.4	1.22	4.36
Urban Minor Arterial	72.8	280.6	1.04	3.99
Urban Minor Collector	5.6	24.2	0.44	1.92
Urban Major Collector	33	120.2	0.82	2.98
Urban Local Road or Street	33.8	142.6	1.26	5.27

Year 2022

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	666.4	1,042.8	1.55	2.42
County Highway Agency	76.6	199.4	1.27	3.29
Town or Township Highway Agency				
City or Municipal Highway Agency	96.4	432.2	1.52	6.8
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				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Table 1 (Functional Classification) reflects data captured on state-owned and locally-owned roadways using 2018-2022 crash data and available traffic information categorized by functional class from HPMS and highway class segments. The LA DOTD Highway Safety Section worked closely with the LA DOTD Data Collection Section to develop a process for capturing traffic data from HPMS submittals on state-owned and locally-owned roadways. Please note, this is the first year this table has been populated for all public roads including locally-owned roads, ramps, etc. and there may be adjustments in the future. Table 2 (Roadway Ownership) continues to include data captured on state-owned and locally-owned roadways.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:824.0

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 LA DOTD 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 LA DOTD 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. LA DOTD 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 2024. 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. Although the State saw a decrease in fatalities in 2022 compared to 2021, having more than 900 fatalities consecutively in two years has not occurred since 2008. A steady percentage based reduction was chosen as the most practical justification for determining the 2024 target. To achieve the 2024 target, fatalities will have to be reduced by two percent from 841 (2018 to 2022 average) to 824.0 in 2024.

Number of Serious Injuries:1639.0

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 LA DOTD 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 LA DOTD 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. LA DOTD 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 2024. 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. Since the adoption of the national definition in 2019, suspected serious injuries have steadily increased each year. However, in 2022, serious injuries increased by the largest margin in one year – a 50% increase compared to 2021. This can be attributed to the deployment of the new state sponsored crash reporting software, eCrash, which has definitions embedded in the software for easy access and reference for all law enforcement agencies investigating crashes. As a result, the State anticipates this has created more consistency and accuracy across the state with reporting serious injury crashes. Also, there were many outreach opportunities with the new software tool deployment which has brought more attention to the newer injury codes and definitions.

A five-year average trend line was chosen as the most practical justification for determining the 2024 target. To achieve the 2024 target, serious injuries will have to be reduced by two percent from 1673 (2018 to 2022 average) to 1639.0 in 2024.

Fatality Rate:1.576

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 LA DOTD 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 LA DOTD 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. LA DOTD 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 2024. 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 2024 target, the fatality rate per 100 MVMT will have to be reduced by 2.0 percent from 1.608 (2018 to 2022 average) to 1.576 in 2024.

Serious Injury Rate:3.110

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 LA DOTD 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 LA DOTD 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. LA DOTD 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 2024. 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. 2022 showed significant increase in serious injury crash rate compared to an already elevated 2021 value despite a marginal increase in traffic volumes in 2022. This is attributed to serious injuries increasing by 50% from 2021 to 2022, while VMT increased by 2% during the same time period. To achieve the 2024 target, the serious injury rate per 100 MVMT will have to be reduced by 2.0 percent from 3.173 (2018 to 2022 average) to 3.110 in 2024.

Total Number of Non-Motorized Fatalities and Serious Injuries:438.0

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 LA DOTD 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 LA DOTD 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. LA DOTD 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 2024. 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 continued to increase in 2022 from 2021 to 586, the highest on

record for Louisiana, even surpassing 2021 high of 451. However, as practical solutions are planned, initiated, prioritized, and implemented and as awareness is heightened the State continues to strive towards a 1% decrease annually. To achieve the 2024 target, the non-motorized users fatalities and serious injuries will have to be reduced by 2.0 percent from 447 (2018 to 2022 average) to 438.0 in 2024.

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

With guidance from LA DOTD, 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. LA DOTD 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 LA DOTD 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 LA DOTD in writing. A formal memo is issued to MPO Directors from LA DOTD 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 2022 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	755.0	840.2

Number of Serious Injuries	1343.0	1674.0
Fatality Rate	1.506	1.608
Serious Injury Rate	2.676	3.173
Non-Motorized Fatalities and Serious Injuries	371.0	447.0

Louisiana did not achieve the 2022 safety performance targets for total fatalities, serious injuries, fatality rate, serious injury rate, or non-motorized users. The State attributes the decrease in fatalities to a normalization of travel patterns and activities following years of pandemic related stagnation and the sporadic increase of activity in 2021.

LA DOTD is continuing to focus its HSIP funds toward the SHSP Infrastructure and Operations subcategories of roadway departure, intersections, and non-motorized users as outlined in the State's HSIP Implementation Plan. Fortunately, in Louisiana, the LA DOTD Highway Section continues to have the executive level support to obligate all HSIP dollars towards safety improvement projects. With this commitment, the LA DOTD continues to make progress towards its short term and long term goals and action items identified in the most recent HSIP Implementation Plan. As identified in the plan, LA DOTD aims to program a balance of hot spot and systemic type projects. LA DOTD continues to look for opportunities to partner with other funding sources to address as many sites as possible within a given year. LA DOTD continues to split its 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. LA DOTD also is actively pursuing non-motorized focused safety projects on local and state routes with a goal of spending 20% of HSIP construction funds on these types of projects. 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.

LA DOTD 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. LA DOTD continues to strive towards influential policy/legislation to improve safe driving behaviors. Overall, the State has 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 designate the first Highway Safety Corridor along an elevated 18 mile segment of interstate with a High Potential for Safety Improvement. 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. Early phases of implementation for this Highway Safety Corridor include installing speed feedback signs. A future phase will include installing a point to point speed enforcement system along the corridor.

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

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	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	75	78	95	106	113	94	117
Number of Older Driver and Pedestrian Serious Injuries	100	99	82	110	122	137	205

Of the 117 fatalities in 2022, 25 were older pedestrians and 92 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 2022 statewide crash data, the State has observed a slight decrease in total roadway fatalities and an increase in serious injuries from the previous year.

The State continues to see an increasing trend in non-motorized fatalities and serious injuries. The LA DOTD Highway Safety Section completed a crash data assessment on pedestrian crashes over 5 years to gain insight into potential causes and strategies to address this and to program additional HSIP projects for these crash types. 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 14 completed HSIP Safety Projects with Final Inspection dates in 2019 and where traffic data was available and area of focus was roadway departure and intersection related. The 14 projects were broken down into 120 sites: 5 intersections and 115 segments. This is one of the first years the State was able to review completed Districtwide roadway departure systemic projects due to better tracking of location data. Overall, the State saw a combined crash rate reduction of 31% for fatal and serious injury crashes and crash rate reduction of 35% for all crashes.

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

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

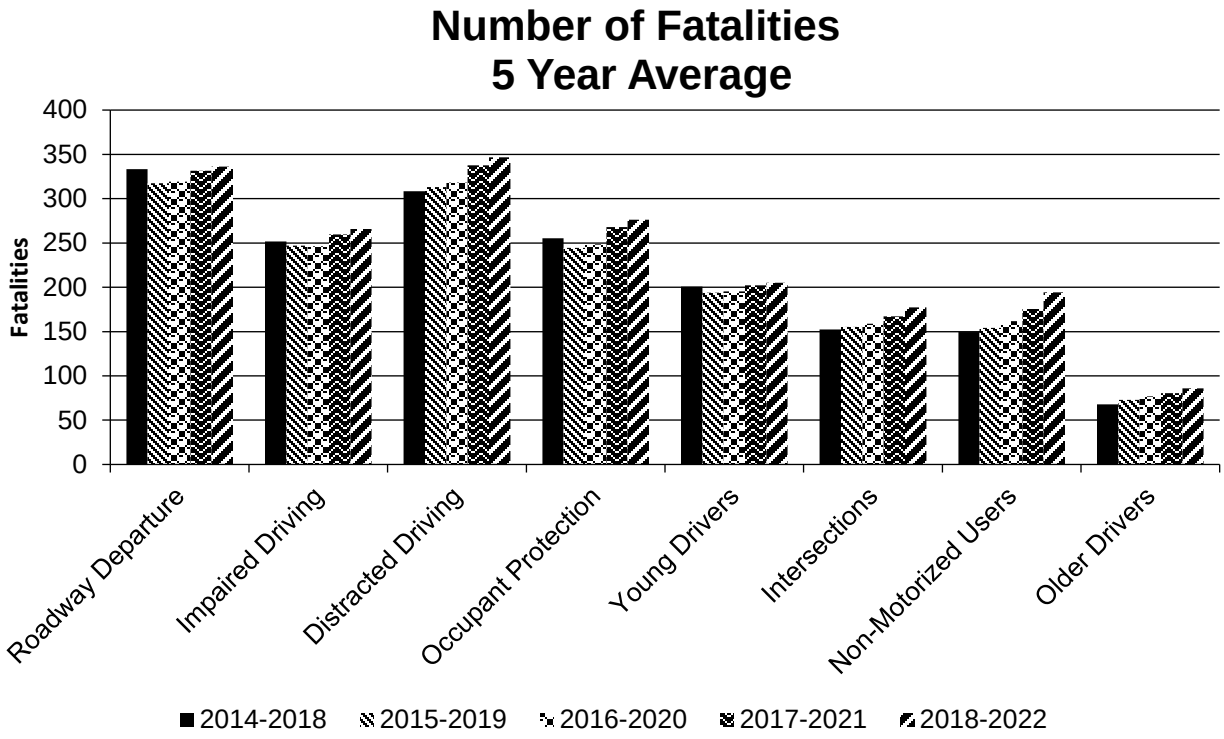
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Policy change

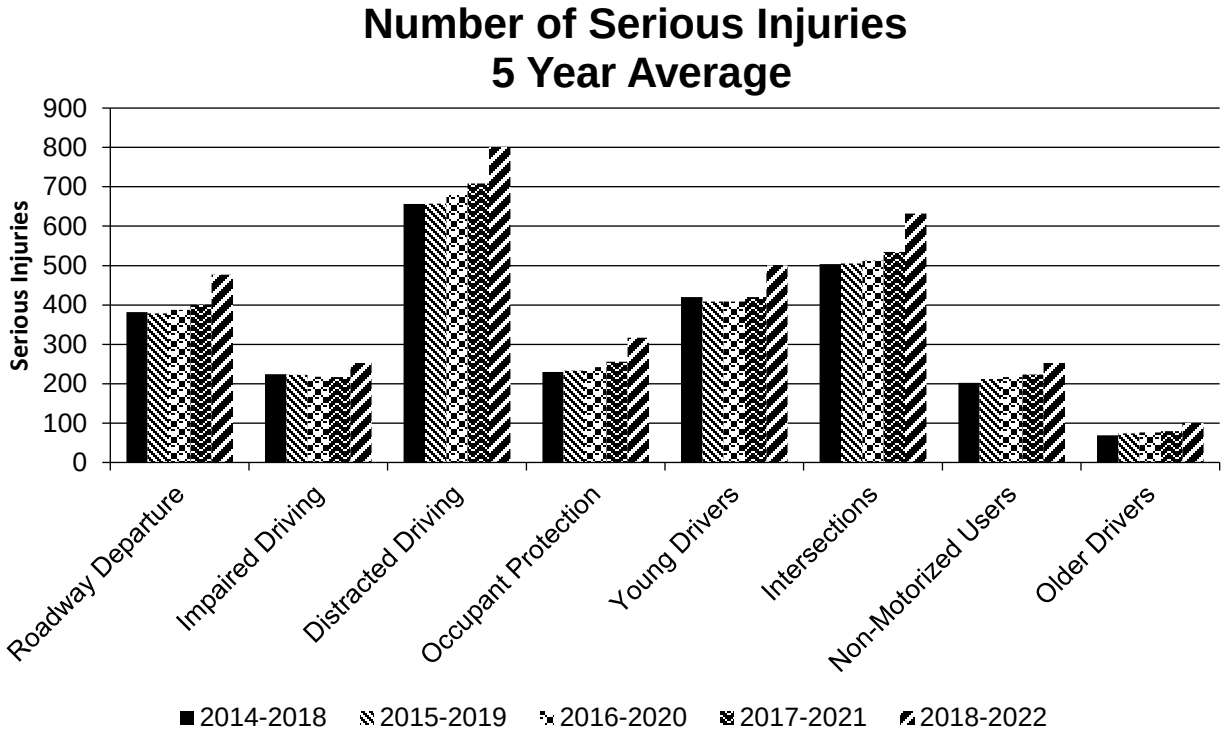
Effectiveness of Groupings or Similar Types of Improvements

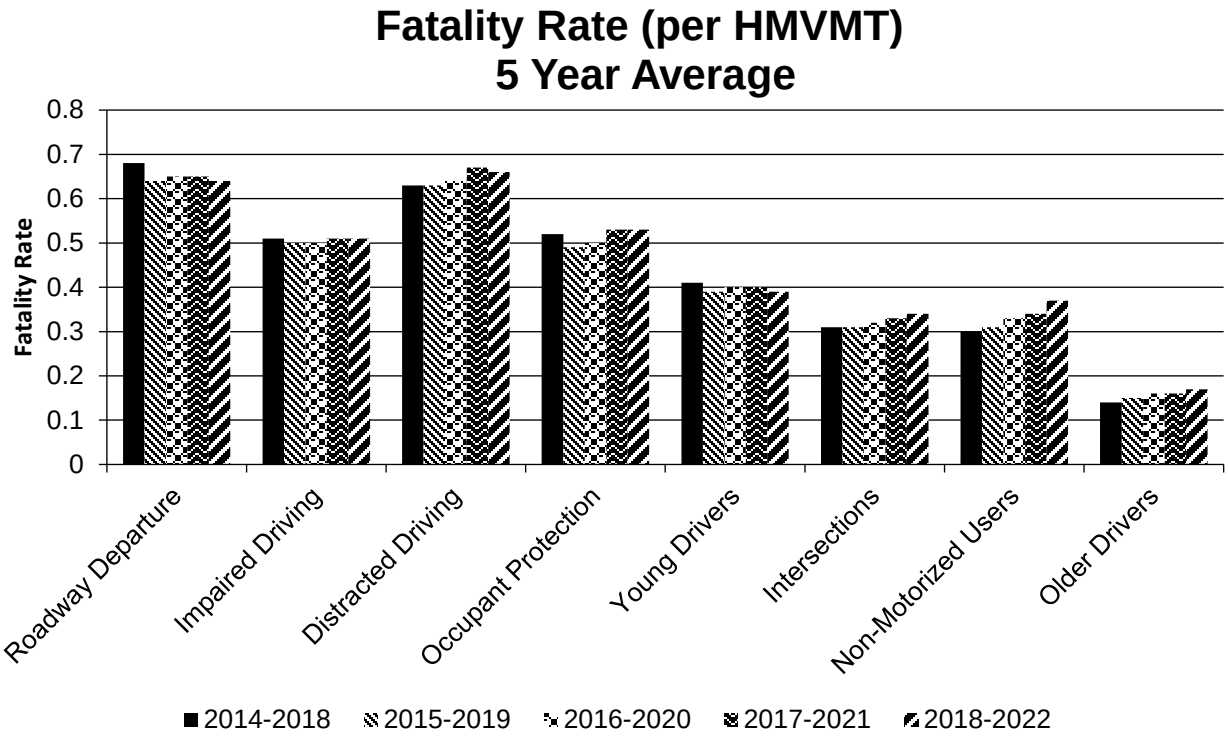
Present and describe trends in SHSP emphasis area performance measures.

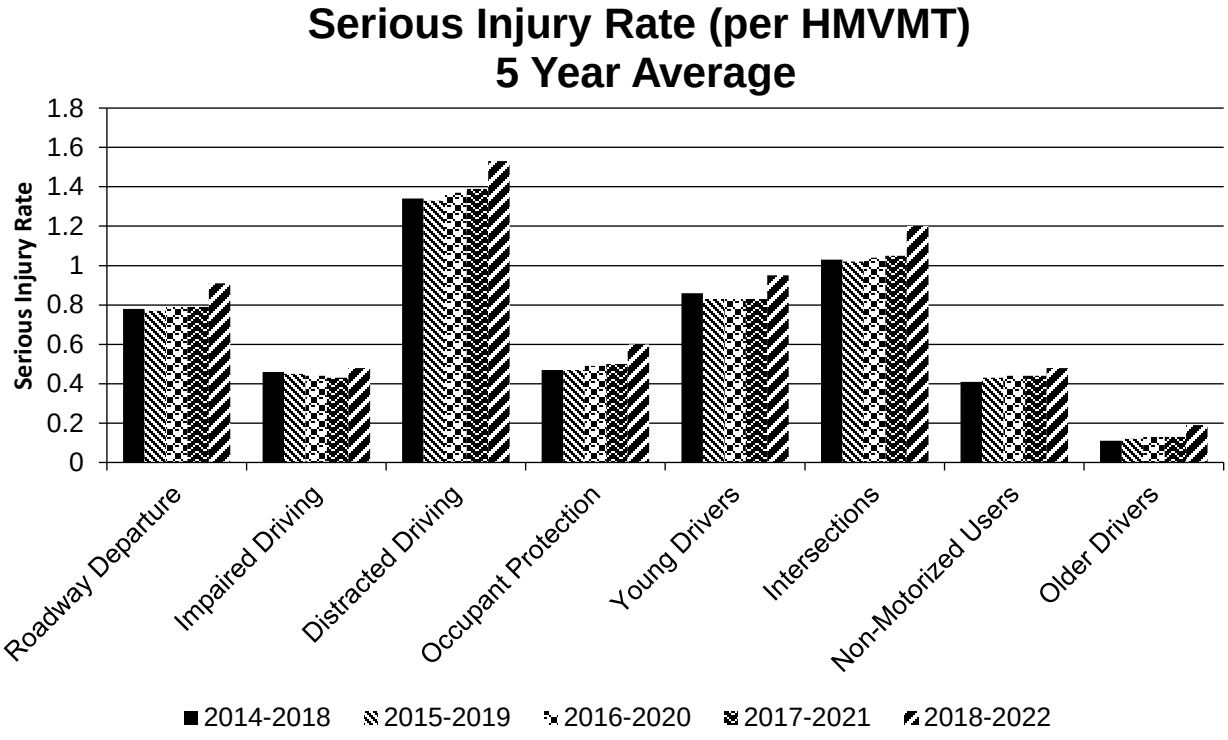
Year 2022

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		336.2	477.2	0.64	0.91
Impaired Driving		265.6	252.6	0.51	0.48
Distracted Driving		346.8	801.4	0.66	1.53
Occupant Protection		276.4	316.8	0.53	0.6
Young Drivers		205.2	500.6	0.39	0.95
Intersections		177.2	632.2	0.34	1.2
Non-Motorized Users		194.2	253	0.37	0.48
Older Drivers		85.8	100.4	0.17	0.19


Number of Fatalities
5 Year Average
Fatalities
400
350
300
250
200
150
100
50
0
Roadway Departure
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
Intersections
Non-Motorized Users
Older Drivers
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
Roadway Departure
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
Intersections
Non-Motorized Users
Older Drivers
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022





Please note, the 2022 SHSP included an updated definition for roadway departure (includes lane departure), impaired driving (includes suspected impairment and driver only) and distracted driving (includes drivers only), and therefore data for years 2018 through 2021 may not match previous submittals.

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?

07/20/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2026

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

2027

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								
	Functional Class (19) [19]	1	1					1	1	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
	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]	1	1					1	1		
	AADT Year (80) [82]	1	1								
	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]			1	1						
	AADT Year (80) [82]			1	1						
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at					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
	Beginning of Ramp Terminal (197) [187]										
	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]					0.7					
	Year of Ramp AADT (192) [182]					0.7					
	Functional Class (19) [19]					1	1				
	Type of Governmental Ownership (4) [4]					1	1				
Totals (Average Percent Complete):		**1.00**	**1.00**	**0.50**	**0.50**	**0.76**	**0.64**	**1.00**	**1.00**	**1.00**	**1.00**

*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, the expansion of field crew and ongoing consultant contract activities, LA DOTD is moving toward getting closer to a 100% actual or estimated ADT values representing all public roads statewide. LA DOTD is currently under contract with another consultant, who is building out an Intersection Program that will be fully MIRE 2.0 compliant. LA DOTD has yet to begin an actual Interchange Program but will likely continue this endeavor 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:

2018_LRSP Guidelines & Policies.docx
2023_LRSP Application.docx
2023_LRSP Evaluation Form.xlsx
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v17_REV.pdf
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.