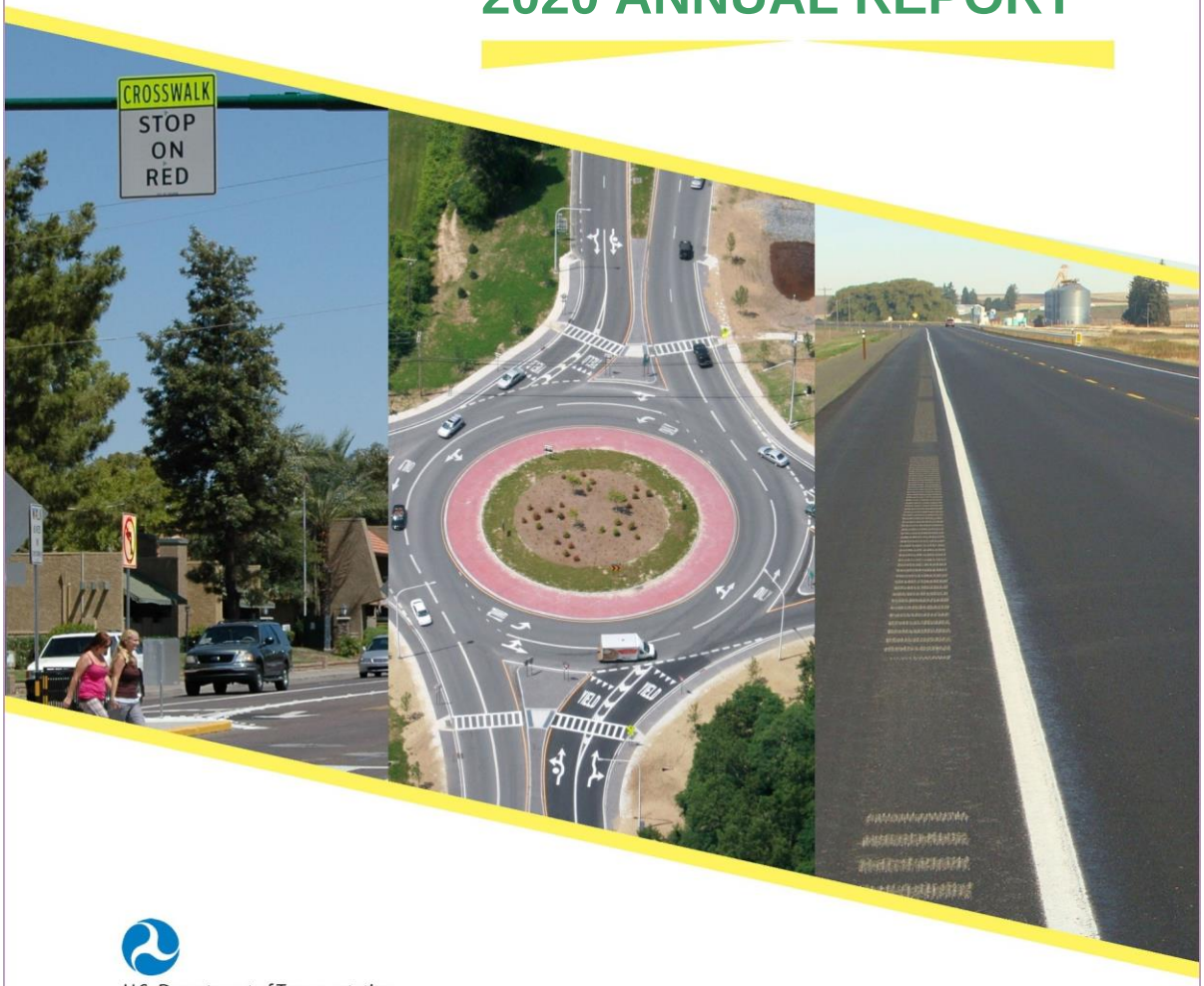
LOUISIANA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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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. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Louisiana has set an aggressive target for reducing death and injury on the roadways –Destination Zero Deaths. Great progress has been made since the development and implementation of the 2006 Strategic Highway Safety Plan (SHSP) and its subsequent update in October, 2011 and July, 2017. The 2017 SHSP targets five emphasis areas: impaired driving, occupant protection, infrastructure and operations, crashes involving young drivers and distracted driving. Although preliminary, Louisiana is showing 2019 as the first decrease in annual fatalities since 2013. Louisiana remains below our SHSP target of reducing fatalities in half by 2030. Louisiana has accomplished a number of successes in each emphasis area including the following:

Infrastructure and Operations (I/O) Data and Analysis improvements

We continue to use state specific safety performance functions to develop annual network screening lists for state owned segments and intersections. These Safety Performance Functions (SPFs) are integrated into our Crash Analysis Tool (CAT Scan) for engineers and planners across the state to use for project level safety analyses. This year we completed two Districtwide Safety Investment Plans (Districts 07 and 08) which analyzed safety data for top locations on statewide network screening lists (also known as High Potential for Safety Improvement List). The consultant in coordination with District office and Highway Safety office 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.

LADOTD continues to support Regional Safety Coalitions (RSC) /Metropolitan Planning Organizations (MPOs) and Local Technical Assistance Program (LTAP) for developing local road safety plans targeted for the top 20 parishes, where over 90% of crashes are occurring on local roads, to better inform the data-driven process and target more data driven safety projects. Of the top 20 parishes, 10 local road safety plans have been finalized and 12 plans are currently under development. Each Regional Safety Coalition 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. We continue 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). This year we have also identified potential locations where Highway Safety Improvement Program (HSIP) could partner with Pavement Preservation Program to use High Risk Rural Roads (HRRR) funds using safety data and SHSP high risk rural road definition.

Our office participated in FHWA's HSIP Implementation Plan workshop and used this guidance to prepare our first formal Louisiana HSIP Implementation Plan. As part of the planning and coordination for the Implementation Plan, our office conducted 9 highway safety road shows in conjunction with SHSP I/O Regional Emphasis Area (EA) team meetings. The purpose of these meetings was to give updates on crash data based on I/O EA subcategories (roadway departure, intersections, and non-motorized users), statewide safety performance measures, Draft HSIP Implementation Plan, HSIP project selection guidelines for infrastructure projects, and goals for future HSIP funding allocations based on subcategories.

The MPO Safety Performance Target Setting web based portal has been 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;

LADOTD is collaborating with local agencies to identify a process to review data items that have been collected as well as incorporate new construction of roads and their data elements. From 2015-2017, LADOTD collected all known public roads during statewide efforts to satisfy FHWA requirements to report on all roads. At that time, it was approximated that 99% (90% of Fundamental Data Elements (FDE) are completed) of all

local public roads were collected. All state owned roads and their data elements are actively maintained within LADOTD's enterprise GIS system. LA

LADOTD is working through Linear Referencing System (LRS) issues with the local road system in order to have them loaded into the GIS system. Many efforts are underway to determine which elements are accessible and useable for ongoing safety studies through published GIS services.

Louisiana released the Louisiana Roadway Departure Implementation Plan (RwD-P) and interactive tools at the 2020 Louisiana Transportation Conference and the Statewide District Roadshows. The implementation of the plan will reduce 19-20 fatal roadway departure crashes per year for a five-year time period at a cost of $26 million per year. Advanced predictive methods for network screening of locations with potential for safety improvement on all public roads, including safety performance functions, were included in the plan. As roadway departure crashes account for over 50% of Louisiana's fatal crashes, implementation of this plan over the next five years will move Louisiana closer to meeting their safety performance targets. LADOTD is working with FHWA and LTAP to develop a specific roadway departure training to locals which will include how to identify locations from the Implementation Plan for in-house development or HSIP Local Road Safety Program applications.

We have provided input for law enforcement training program on the updated crash report manual which included new definitions for coding injuries using KABCO scale. We have also shared data gaps we have identified based on the manual review we performed on the pedestrian crashes from 2012-2017 with our SHSP Law Enforcement Experts. As a result, they are highlighting pedestrian crashes as part of their trainings.

LADOTD Highway Safety Section worked with LSU/Center for Analytics and Research in Transportation Safety (CARTS) to roll out a new Crash Data Query Tool for project level safety analysis using more mapping features and tying directly to the electronic captures of narratives and diagrams of the crash reports. The tool allows the engineer or planner to query a specific location and view crash data elements at summary level or at the crash level. Outputs of the tool include summary tables, detailed data tables, and collision diagrams. This tool is currently in demonstration mode and is being used by internal LADOTD staff. Next steps include building in permissions for external users (local public agencies, MPOs, researchers and consultants).

Louisiana is currently in the process of updating the Louisiana Uniform Motor Vehicle Traffic Crash Report to include more data elements and attributes from NHTSA's Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition. LADOTD has contracted with a Law Enforcement Expert to lead this effort between all lead agencies (Louisiana State Police (LSP), Louisiana Highway Safety Commission (LHSC), LSU/CARTS, FHWA, and LADOTD) and ensure crash data quality improvements are being tracked and data integration is optimized on the front end. Connecting systems on the back-end are also being planned for smooth transition to a new schema and updated data query tools for users. Training plans are underway as well for local law enforcement agencies and outreach through the RSC has begun.

We are continuing 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 2020 the LADOTD has installed approximately 392 miles of cable barriers throughout the State at an investment of approximately $57 million. There are currently another 365 miles under construction along I-10, I-59 and I-49, I-220, US 190, and I-12 corridors for approximately $36 million.

The first round of districtwide low cost safety improvement systemic projects targeted at curves for roadway departure were implemented within the last 3 years. We have started the process of determining methodology for evaluating these projects when 3 years of crash data is available.

The state is updating the specification on High Friction Surface Treatment again to provide the best possible application and road treatment for our motorists.

LADOTD Highway Safety Office and Traffic Office have partnered together to fund enhanced signing at curves on rural two-lane roads. We anticipate having this complete for MUTCD deadline. We are working with LTAP for a similar initiative on local roads in conjunction with rural roadway departure EDC.

Local Road Safety Program (LRSP): Louisiana continues to lead efforts in LRSP. The LRSP is allocated approximately $3-5 million of HSIP funds per year. Eligible projects include those for roadways in transportation systems owned and operated by Parish and municipal road agencies. Specific funds are available for selected local safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for local road safety improvement projects is available through the LRSP.LADOTD administers the LRSP in coordination with LTAP. LTAP coordinates activities and resources in conjunction with the LADOTD to facilitate quarterly project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement projects. This year, LTAP with LADOTD support has hosted webinars, meetings and peer exchanges with the RSC Coordinators on Local Road Safety Plans. LTAP continued working with the RSC Coordinators with developing Local Road Safety Plans in at least one parish per Coalition.

Additionally, LADOTD and LTAP participated in FHWA Local Road Safety Peer Exchanges in September 2019 and January 2020.

Non-Motorized Users: As part of EDC 5, Safe Transportation for Every Pedestrian (STEP), LADOTD is leading a project with LSU/CARTS to analyze non-motorized user crashes between 2012-2017. Additional crash data elements not currently captured on the crash report are being complied based on narrative and diagram. We anticipate this crash data assessment will give us more insight into trends and patterns statewide. This will also help us focus our safety funds and determine which countermeasure we should target and where we should focus training. Unfortunately, the quality of the data sets were not 100% complete for many roadway characteristics including ADT, pedestrian exposure and local road attributes across the entire network especially for locally owned roadways at the time of project kick off. However, we have been able to access other data sets related to pedestrian exposure and preliminary findings show statistically significant predictors for pedestrian crashes include percent of no-vehicle households, percent of households below poverty line, percent eligible persons employed, number of sub segments within ¼ mile of school or daycare, and population density. We participated in a Pedestrian Systemic Crash Data Workshop hosted by EDC 4 DDSA Initiative FHWA which helped guide the methodology and process flows for this project. We anticipate to have a draft report prepared by the end of 2020.

The Safe Routes to Public Places Program (SRTPPP) is allocated approximately $3-5 million per year as part of the HSIP. Eligible projects include those roadways in transportation systems owned and operated 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. LADOTD administers the SRTPPP. LADOTD coordinates activities and resources to facilitate yearly project application submittals, review and scoring, and recommendation of qualifying project applications. Due to a lack of resources to manage and deliver projects a call for projects was not held between July 2019 and June 2020. LADOTD plans to conduct a call for projects in 2020 as additional resources become available.

LADOTD prepared the annual statewide Complete Streets Performance Measures Report and is working towards action items listed in Complete Streets Implementation Plan. Safety considerations have been used for these efforts to help bring awareness to potential concerns and identify opportunities where improvements can be made on new projects. LADOTD Highway Safety Section participates in LADOTD Complete Streets Steering Committee and the Louisiana Complete Streets Advisory Council.

Under the FHWA Focused Approach for Pedestrians and Bicyclists, LADOTD consultant completed a Bicycle and Pedestrian Safety Action Plan for the City of Baton Rouge and Masterplan for the Parish of East Baton Rouge. The Safety Action Plan prioritizes locations for safety improvements as part of a larger recommended network for the entire City-Parish. Next steps include conducting Road Safety Assessments for the top 10 locations identified in the Safety Action Plan and prioritizing infrastructure projects and enforcement and/or education strategies through the Regional SHSP Pedestrian and Bicycle Emphasis Area Team.

Occupant Protection

In 2019, observational surveys showed that 87.5 percent of all Louisiana drivers and passengers were wearing their seat belts. The State of Louisiana's statewide seat belt use rate increased in 2019 at 87.5 percent from 86.9 percent in 2018.

The Louisiana Passenger Safety Task Force (LPSTF), a subgroup under the Occupant Protection Emphasis Area in the SHSP, are responsible for educating the community and other agencies on the benefit of restraint systems in motor vehicles. The LPSTF is hosted by the University Medical Center New Orleans and the LHSC. Louisiana's RSCs partner with LPSTF many efforts including education, enforcement, and legislation related to motor vehicle occupants, thus preventing unnecessary injuries, fatalities, and economic costs to society. We work together to provide access to child passenger safety and adult occupant protection services at no cost to all citizens of Louisiana. During 2019, 6,300 children were assisted among Louisianan's 112 fitting stations. During the 2019 Legislative Session, LPSTF, Statewide Emphasis Area Teams and RSCs worked together on the passage of the Child Passenger Safety Law. Our law now mirrors that suggested by the American Academy of Pediatrics, placing children in the safest category while traveling in a vehicle.

Young Drivers
Through the Young Driver SHSP Emphasis Area Team, LADOTD partnered with Office of Motor Vehicles (OMV), LSP and LHSC to revise the State's 30-hour novice driver education curriculum and to deliver a complete comprehensive curriculum, with lesson plans, to the State. This effort was completed this year and has been handed over the OMV for implementation. Louisiana's Statewide Emphasis Area Teams and Regional Safety Coalitions work closely with the Sudden Impact Program (comprehensive injury prevention program targeting adolescents). The program reached just over 18,560 students during 2019.

Impaired Driving
LHSC continues to support DWI overtime enforcement in Tier One Alcohol Problem ID Parishes corresponding with national and state mobilizations. There are a total of eight DWI courts serving clients in twelve parishes throughout the state. No Refusal Programs continue to be expanded across the state with assistance from LSP and RSCs. An additional 28 law enforcement officers were trained as Drug Recognition Experts, and the state launched its first Judicial Outreach Liaison program.

LADOTD continues to participate in the Governor's Task Force on DWI which is being managed within the Governor's Office of Drug Policy. LADOTD and LHSC as well as SHSP Impaired Driving Team Leader serve on the task force and have presented on the SHSP and SHSP Impaired Driving Action plan.

SHSP Planning

The SHSP Implementation Team oversees overall implementation of the Plan and is supported by an Executive Committee. The team consists of representatives from LADOTD, LSP, LHSC, LTAP, Louisiana Planning Council (LPC), Louisiana Municipal Association (LMA), FHWA, Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (NHTSA), in addition to the statewide emphasis area team leaders and regional safety coalition coordinators. RSCs through a partnership with MPOs, we established nine regional transportation safety coalitions across the State. Led by safety coalition coordinators housed within each of the MPOs and championed by leaders from a range of agencies and organizations, each coalition comprises local experts and advocates working toward the development and

implementation of regional safety plans based on the SHSP. This regional, grassroots, 4E approach (engineering, enforcement, education, and emergency response) to saving lives has proven to be highly effective.

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

In 2019, Louisiana implemented a newly developed vision for implementing and evaluating progress of emphasis area action plans. LADOTD collaborated with federal, state, regional, and/or local representatives in the implementation of new program content relating to the performance, quality and compliance monitoring of action plans, projects and/or processes that will further enhance and support the engagement, effectiveness, tracking, goals and objectives of the SHSP and its associated operative platforms. Strategies were implemented, outcomes were defined, performance indicators were identified, and action plans were implemented. Quarterly and annual reviews are conducted at the statewide and regional levels to evaluate attainment, ensure action plans are data driven and are enhancing effectiveness of overall goal achievement. In 2019, Louisiana's achieved 82 percent attainment for all emphasis areas (combined). The majority of action steps that were unattainable were related to legislation and budget.

In 2019, LADOTD hosted Louisiana Highway Safety Summit with 300 safety professionals in attendance.

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. LADOTD has developed SRTPPP Guidelines, LRSP Guidelines and HSIP Infrastructure Project Selection Guide for State Routes. Please see the attached documents that explain how HSIP projects are identified, selected, designed, implemented and evaluated.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

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

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

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

LADOTD administers the LRSP in coordination with LTAP. LTAP coordinates activities and resources in conjunction with the LADOTD to facilitate quarterly project submittals, review and scoring, and recommendation of qualifying project applications for the Local Road Safety Improvement projects. LA DOTD is responsible for managing project delivery once a project is accepted into the LRSP. LTAP hosted webinars, meetings and peer exchanges with the Regional Safety Coalition Coordinators on Local Road Safety Plans. LTAP continued working with the Regional Safety Coordinators with developing Local Road Safety Plans in at least one parish per Coalition. Additionally, LADOTD and LTAP participated in FHWA Local Road Safety Peer Exchanges in September 2019 and January 2020. LADOTD has bundled similar types of LRSP projects within the same region to increase efficiency and reduce costs.

Safe Routes to Public Places Program (SRTPPP)
SRTPPP is allocated approximately $3-5 million per year as part of the HSIP to focus on improving safety of non-motorized users. Eligible projects include those roadways in transportation systems owned and operated State, Parish and municipal road agencies. Specific funds are available for selected safety data-driven projects and additional funding sources for resources may be available depending on the type of project. Funding for these projects is available through the SRTPPP.

LADOTD administers the application process and project delivery for SRTPPP. LADOTD coordinates activities and resources to facilitate yearly project application submittals, review and scoring, and recommendation of qualifying project applications. Due to a lack of resources to manage and deliver projects a call for new projects was not held between July 2019 and June 2020. LADOTD plans to conduct a call for new projects in 2020 as additional resources become available.

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

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

Describe coordination with internal partners.

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

About 25 percent of roadway deaths and 40 percent of all crashes in Louisiana occur on the local road system. LADOTD partnered with the Louisiana LTAP to manage the LRSP to provide training, technical assistance, and outreach to local jurisdictions through an application process. LHSC is actively involved in the development of the SHSP particularly the emphasis area plans. As such, the projects and activities funded by

the Highway Safety Plan (HSP) are reflected in these emphasis area action plans. The second goal in Louisiana's Statewide Transportation Improvement Plan (STIP) is coordinated with the HSIP and SHSP to provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness. One of the ways to achieve this goal is through the objective of reducing the number and rate of highway-related crashes, fatalities, and serious injuries, which corresponds to the performance targets for the HSIP and HSP and the measurable objectives in the SHSP. A review of the Commercial Vehicle Safety Plan (CVSP) found several areas that link to the SHSP including removing alcohol- and drug-impaired commercial vehicle operators from the road and outreach and education on seat belt use. LADOTD works closely with FHWA division office on statewide and regional initiatives related to SHSP strategies and HSIP, in particular those related to safety data and planning and HSIP infrastructure projects. LADOTD has also been in contact with one of the state's tribes for information on HSIP funding opportunities in Louisiana. This year two tribes in Louisiana were awarded grants from USDOT Travel Transportation Program Safety fund for conducting RSA's and safety plans. Regional Safety Coalitions are providing support as needed for these tribal grants. 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. In addition, the law enforcement agencies participate in the Road Safety Audits. 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. Regional Metropolitan Planning Organizations (MPO) are actively engaged within the regional safety coalitions. Each MPO employs a safety coalition coordinator to oversee the activities of each coalition. The planning organizations also work with the LADOTD 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 potential opportunities for addressing safety concerns. CARTS provides assistance to LADOTD for Fatal Accident Reporting System (FARS), crash report software development and training, crash database management, data quality reviews, and real-time reporting tools for stakeholders. CARTS also conducts specialized crash data analysis studies as requested by LHSC, LADOTD, or LSP.

Program Methodology

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

Yes

Select the programs that are administered under the HSIP.

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

Program: HRRR

Date of Program Methodology:7/31/2017

What is the justification for this program?

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

What project identification methodology was used for this program?

- Crash rate

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?

- Other-Identified through Planning

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:1

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?

14

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation

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. Additionally, LADOTD utilizes the HSM spreadsheets and CMF Clearing House 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)	$6,900,017	$14,755,249	213.84%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,085,174	$2,882,456	93.43%
Penalty Funds (23 U.S.C. 154)	$11,496,092	$13,051,286	113.53%
Penalty Funds (23 U.S.C. 164)	$11,496,092	$11,956,452	104%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$12,954,000	$22,512,007	173.78%
State and Local Funds	$0	$2,506,576	0%
Totals	$45,931,375	$67,664,026	147.32%

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

$2,485,877

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

$4,434,818

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

$2,197,440

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

$2,333,734

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

$3,085,174

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

The HRRR is the same amount for 2 years and we did not transfer any out of HSIP to any other programs.

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

LADOTD has no impediments to obligating funds.

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

The reason for the difference between our programmed and obligated amounts is that our programmed projects are those formally accepted into the HSIP by project selection committee within the current year. Obligated amounts are for projects authorized within the current year and are programmed prior to the current year. Also, cost tend to increase once design begins and leads to higher obligations closer to construction.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.001557 LA 4: Banks Springs-Jct. US 165	Roadway	Roadway widening - travel lanes	1.49	Miles	$2059009.52	$2379630.93	Penalty Funds (23 U.S.C. 164)	Rural	Minor Collector	150	45	State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.001749 LA 5 Realignment and Cross Slop Improvement	Roadway	Superelevation / cross slope	3.84	Miles	$3582543.57	$3907125.55	Penalty Funds (23 U.S.C. 154)	Rural	Minor Collector	2,462		State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.003184 I-10: Texas State Line-E. of Coone Gully	Roadside	Barrier - cable	2.5	Miles	$1509805.21	$151144131.56	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Interstate	55,700	70	State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.006538 Lafayette Consolidated Govt Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.5	Miles	$138608.99	$1167767.57	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Pedestrians	Pages 3-8
H.006619 Sidewalk on Louisiana Avenue	Pedestrians and bicyclists	Install sidewalk	0.389	Miles	$63109.8	$307430.6	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Town or Township Highway Agency	Spot	Pedestrians	Pages 3-8
H.008263 LA 3144/Susek Drive Roundabout	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$1949498.66	$1949498.66	HSIP (23 U.S.C. 148)	Urban	Major Collector	10,132	35	State Highway Agency	Spot	Intersections	Pages 3-12
H.009175 St. Bernard Signing & Striping	Roadway delineation	Longitudinal pavement markings - remarking	22.009	Miles	$76631.66	$376631.66	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.009297 Ouachita Par Police Jury Sidewalks	Pedestrians and bicyclists	Install sidewalk	2.319	Miles	$213419.81	$1515086.46	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Pedestrians	Pages 3-8
H.010204 US 425: Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	2	Intersections	$1431127.52	$6221706	Penalty Funds (23 U.S.C. 164)	Rural	Major Collector	13,100	45	State Highway Agency	Spot	Intersections	Pages 3-12

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
@ Julia & Louisa															
H.010287 LA 3249: Roundabout @ I-20/Well Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Interchanges	$5858187.41	$6048267.77	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	21,600	55	State Highway Agency	Spot	Intersections	Pages 3-12
H.010922 LA 88 Realign Curves in Coteau	Roadway	Roadway widening - curve	2	Curves	$3236493.6	$7184026.48	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,800		State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.011645 LA 3002: Access Management	Access management	Raised island - install new		Access points	$226412.15	$2795084.94	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,600	45	State Highway Agency	Spot	Intersections	Pages 3-12
H.011949 RWD Signing Plaquemines Parish	Roadway delineation	Longitudinal pavement markings - remarking	51.78	Miles	$97630.91	$247630.96	Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.012279 Endom Bridge Approach Realignment	Intersection geometry	Intersection geometrics - modify intersection corner radius	1	Intersections	$308584.6	$1406791.69	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	8,595	25	City or Municipal Highway Agency	Spot	Intersections	Pages 3-12
H.012798 LA 594: Roundabout at Rowland	Intersection traffic control	Modify control - no control to roundabout	1	Intersections	$870352.7	$2461123.82	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,800	50	State Highway Agency	Spot	Intersections	Pages 3-12
H.012852 I-20 WB Off Ramp @ LA 617 (Thomas Rd)	Intersection geometry	Auxiliary lanes - modify free-flow turn lane	1	Approaches	$760567.72	$845075.24	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	76,100	50	State Highway Agency	Spot	Intersections	Pages 3-12
H.012988 LA 133: Hebert - Vestal Lane	Roadway delineation	Raised pavement markers	5.394	Miles	$2882455.79	$3816000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	716	55	State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.013079 Town of Farmerville Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.141	Miles	$1068592.32	$904234.9	Penalty Funds (23 U.S.C. 164)	Rural	Multiple/Varies	0		Town or Township Highway Agency	Spot	Pedestrians	Pages 3-8
H.013082 Bootlegger Road Sidewalks	Pedestrians and bicyclists	Install sidewalk	0.66	Miles	$130808.28	$803166.3	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	8,530	55	County Highway Agency	Spot	Pedestrians	Pages 3-8

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.013094 Broad St - Read Blvd Ped Imprv.	Pedestrians and bicyclists	Install sidewalk	2.7	Miles	$382117.64	$1930183.91	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Pages 3-8
H.013101 Constitution Dr Signing & Striping	Roadway delineation	Longitudinal pavement markings - remarking	1.673	Miles	$45531.93	$251487.43	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.013271 Tangipahoa PH Local Road Safety Upgrade	Roadway delineation	Longitudinal pavement markings - remarking	96.316	Miles	$1431863.09	$1703543.09	Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.013344 LA 14 @ LA 397 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$110263.03	$3030599.69	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	6,096	55	State Highway Agency	Spot	Intersections	Pages 3-12
H.013387 Dist 61 FYA Part 1	Intersection traffic control	Modify traffic signal - add flashing yellow arrow		Signal heads	$2787625.8	$5575251.6	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Pages 3-12
H.013391 Dist. 02BC Flashing Yellow Arrow Part 2	Intersection traffic control	Modify traffic signal - add flashing yellow arrow		Signal heads	$2322705.38	$5255657.4	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Pages 3-12
H.013464 SHSP Law Enforcement Expert SFY2020-2024	Non-infrastructure	Transportation safety planning			$250165.97	$1069500	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0			planning	Data	Pages 3-8
H.013532 Denham Springs Road Signing & Striping	Roadway delineation	Longitudinal pavement markings - remarking	6.311	Miles	$460763	$540003	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.013587 I-10 @ Morrison Rd	Roadway	Pavement surface - high friction surface	1	Locations	$3853314.11	$3853314.11	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Interstate	114,700	60	State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.013601 District 04 Low Cost Safety Impr. PH 2	Roadway signs and traffic control	Curve-related warning signs and flashers	424	Signs	$254360.72	$254360.72	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Pages 3-11/12

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.013605 District 58 Low Cost Safety Impr. PH 2	Roadway signs and traffic control	Curve-related warning signs and flashers	160	Signs	$133617.47	$133617.47	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Pages 3-11/12
H.013606 District 61 Low Cost Safety Impr. PH 2	Roadway signs and traffic control	Curve-related warning signs and flashers	552	Signs	$486733.89	$488233.89	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Pages 3-11/12
H.013682 US 190: RCUT @ Longbow Dr.	Access management	Median crossover - directional crossover	2	Intersections	$323906.57	$359896.19	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,900	50	State Highway Agency	Spot	Intersections	Pages 3-12
H.013717 W 11th Avenue Pe and Bicycle Impr (Cov)	Pedestrians and bicyclists	Install sidewalk	0.402	Miles	$4263.42	$4263.42	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	2,633	25	City or Municipal Highway Agency	Spot	Pedestrians	Pages 3-8
H.013718 LA 23: 23rd St-Gretna Blvd Ped Impr	Pedestrians and bicyclists	Install sidewalk	1.036	Miles	$4306.82	$4306.82	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	24,981	35	State Highway Agency	Spot	Pedestrians	Pages 3-8
H.013719 US 61 @ I-10 EB Off Ramp Ped Impr (N.O.)	Pedestrians and bicyclists	Install sidewalk	0.108	Miles	$4283.74	$4283.74	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	36,284	40	State Highway Agency	Spot	Pedestrians	Pages 3-8
H.013746 US 90/I-10 Service Rd/LA 39 Overlay	Interchange design	Acceleration / deceleration / merge lane	1	Interchanges	$888849.71	$7083817.19	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	46,973	35	State Highway Agency	Spot	Intersections	Pages 3-12
H.013753 LA 428: Gen Degaulle - Old Behrman	Pedestrians and bicyclists	Install sidewalk	0.158	Miles	$4303.18	$4303.18	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	18,541	45	State Highway Agency	Spot	Pedestrians	Pages 3-8
H.013901 LA 28: WB From White Oak to Bayou Boeuf	Roadway	Pavement surface - miscellaneous	1	Locations	$220496.99	$191296.08	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,800	65	State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.014044 US 80: Intersection @ Bellevue Rd Study	Non-infrastructure	Transportation safety planning			$192259.14	$192259.14	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	20,556		State Highway Agency	planning	Data	Pages 3-8

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.014060 LA 511: Turn Lanes At Walker & Kennedy	Intersection geometry	Auxiliary lanes - add left-turn lane	2	Intersections	$171300.9	$1671300.9	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	4,800	40	State Highway Agency	Spot	Intersections	Pages 3-12
H.014200 US 90 @ Caton St.	Access management	Median crossover - close crossover	1	Intersections	$54279.68	$56250	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other Freeways & Expressways	14,500	35	State Highway Agency	corridor	Intersections	Pages 3-12
H.014295 District 05 Safety Investment Plan	Non-infrastructure	Transportation safety planning			$323869.26	$323869.26	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	planning	Data	Pages 3-8
H.014302 US 165: Roadway Lighting (Ouachita)	Lighting	Continuous roadway lighting	3.69	Miles	$247110.66	$3113750	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,600		State Highway Agency	corridor	Pedestrians	Pages 3-8
H.972352 Planning Work Program 7/1/2019-6/30/2020	Non-infrastructure	Transportation safety planning			$1567440	$12319034	Other Federal-aid Funds (i.e. STBG, NHPP)	N/A	N/A	0			planning	Planning	Pages 3-8
H.002075 LA 383: I-10 INTCHG-0.408 MI N I-10	Roadway	Roadway widening - travel lanes	0.27	Miles	$0	$973154.24	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Collector	4,740		State Highway Agency	Spot	Intersections	Pages 3-12
H.010890 LA 182: Roundabout at Hollywood Rd	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$0	$2325154.3	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	13,637		State Highway Agency	Spot	Intersections	Pages 3-12
H.011420 LA 3132: EB Entrance Lane Extension	Interchange design	Extend existing lane on ramp	0.54	Miles	$0	$796054.4	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	45,655		State Highway Agency	Spot	Intersections	Pages 3-12
H.011824 LA 1026: Roundabout @ Buddy Ellis Rd.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$0	$3810500	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	6,702		State Highway Agency	Spot	Intersections	Pages 3-12
H.012051 US 90 Floodwall-S. Kenner Ave	Intersection geometry	Auxiliary lanes - add left-turn lane	2	Intersections	$0	$1295773.25	Other Federal-aid Funds (i.e.	Urban	Principal Arterial-Other	21,016		State Highway Agency	Spot	Intersections	Pages 3-12

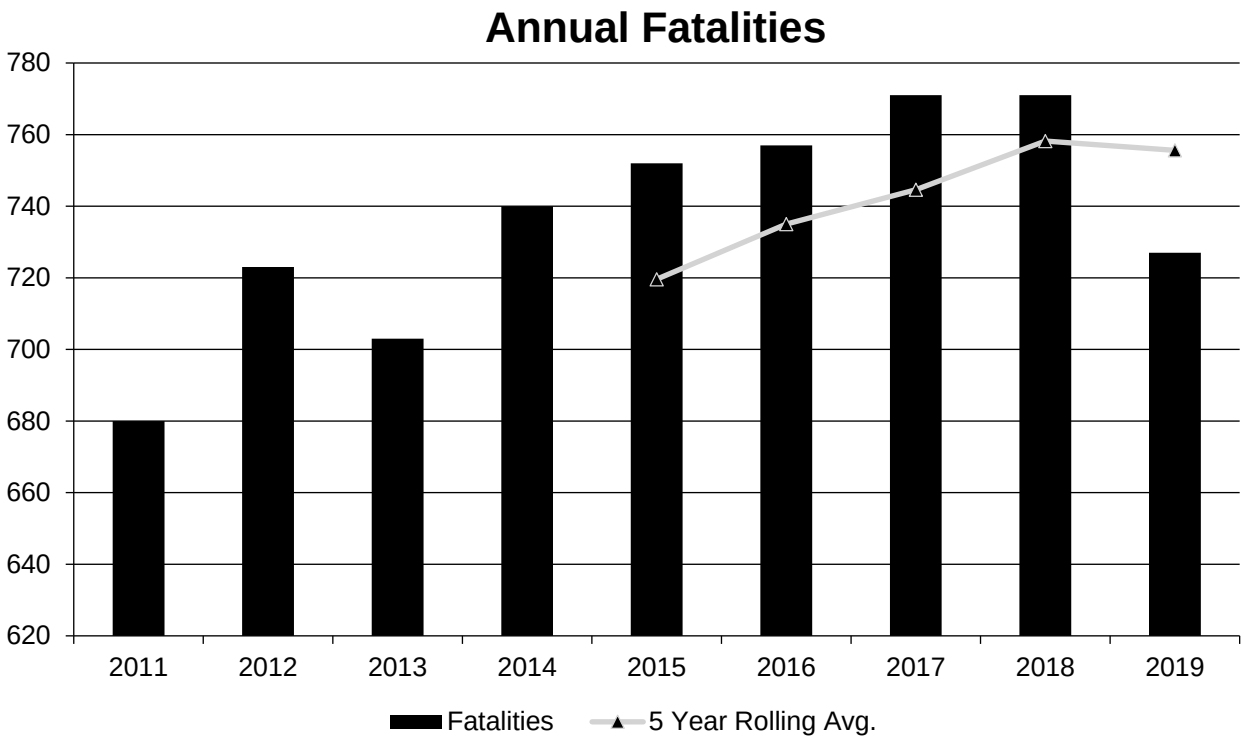
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								
H.012064 US 190: US 190B-LA 25	Roadway	Roadway widening - add lane(s) along segment	1.52	Miles	$0	$1364004.76	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	11,416		State Highway Agency	Spot	Intersections	Pages 3-12
H.012075 LA 3125 Improvements @ LA 642	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$0	$1061777	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Major Collector	11,310	50	State Highway Agency	Spot	Intersections	Pages 3-12
H.012076 LA 415: Improvments @ Plantation Ave.	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Intersections	$0	$222663.79	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	22,326	45	State Highway Agency	Spot	Intersections	Pages 3-12
H.012596 LA 23: Intersection Imp @ Gretna Blvd	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$0	$565162.54	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	29,059		State Highway Agency	Spot	Intersections	Pages 3-12
H.012617 I-310: I-10 to US 90	Roadside	Barrier- metal	11.7	Miles	$0	$8377462.97	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	0	60	State Highway Agency	Spot	Roadway Departure	Pages 3-11/12
H.012683 I-49: LA 6 to Desoto Parish Line	Roadway signs and traffic control	Roadway signs (including post) - new or updated	6	Signs	$0	$525121.5	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Interstate	24,300	75	State Highway Agency	Spot	Intersections	Pages 3-12
H.013756 LA 311: Left Turn Lane @ Ellendale	Intersection geometry	Auxiliary lanes - add left-turn lane	2	Intersections	$0	$452646	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	13,251		State Highway Agency	Spot	Intersections	Pages 3-12
H.013760 LA 4 Intersection Improvements	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$0	$742532.25	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	Pages 3-12

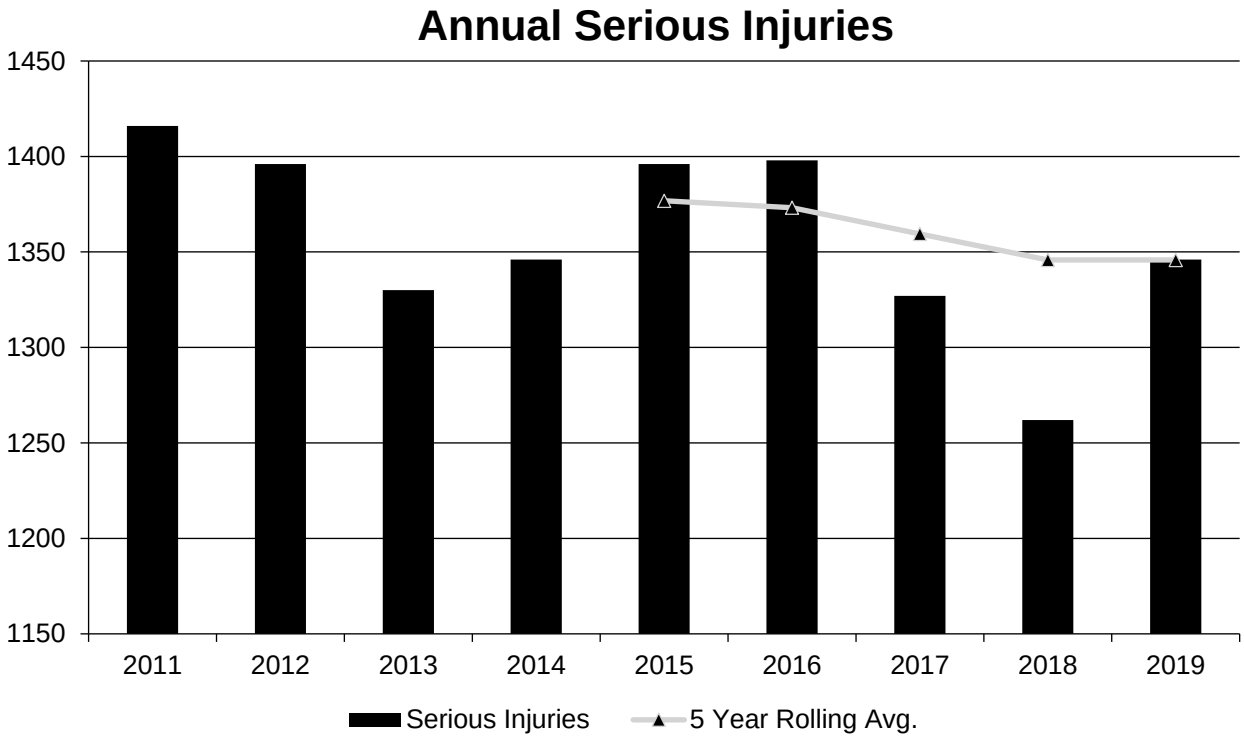
Safety Performance

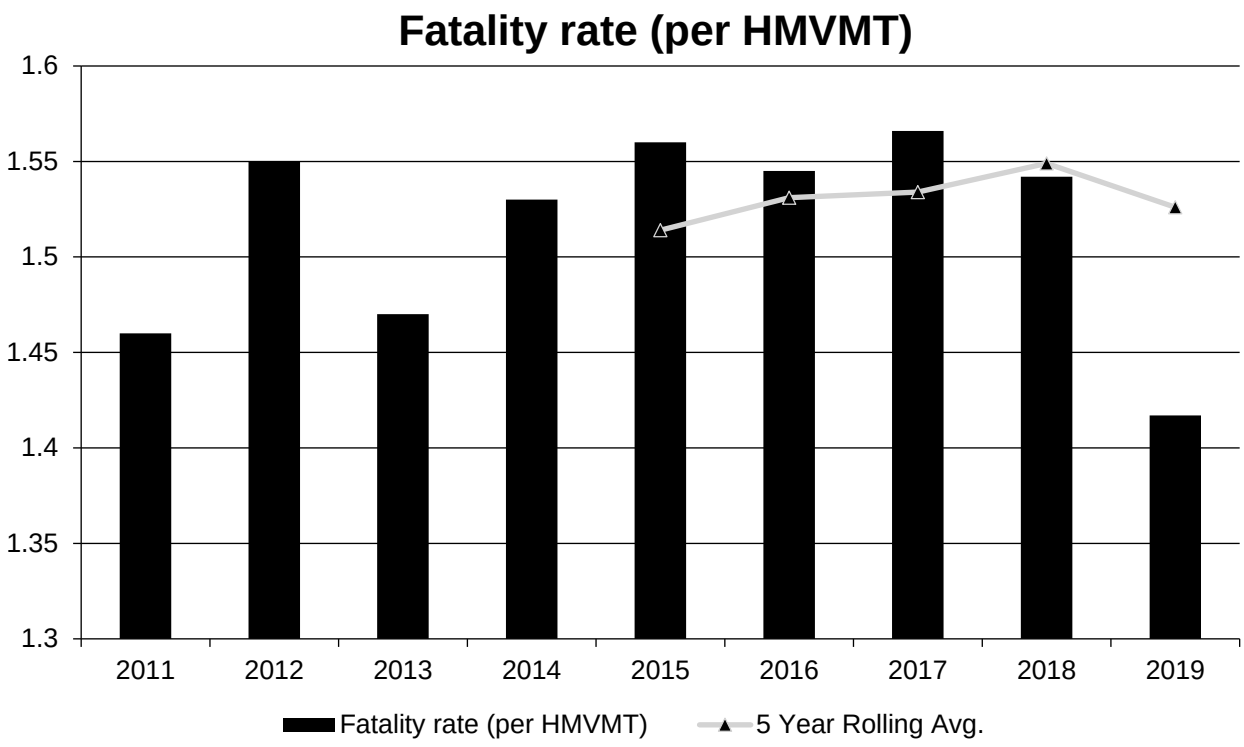
General Highway Safety Trends

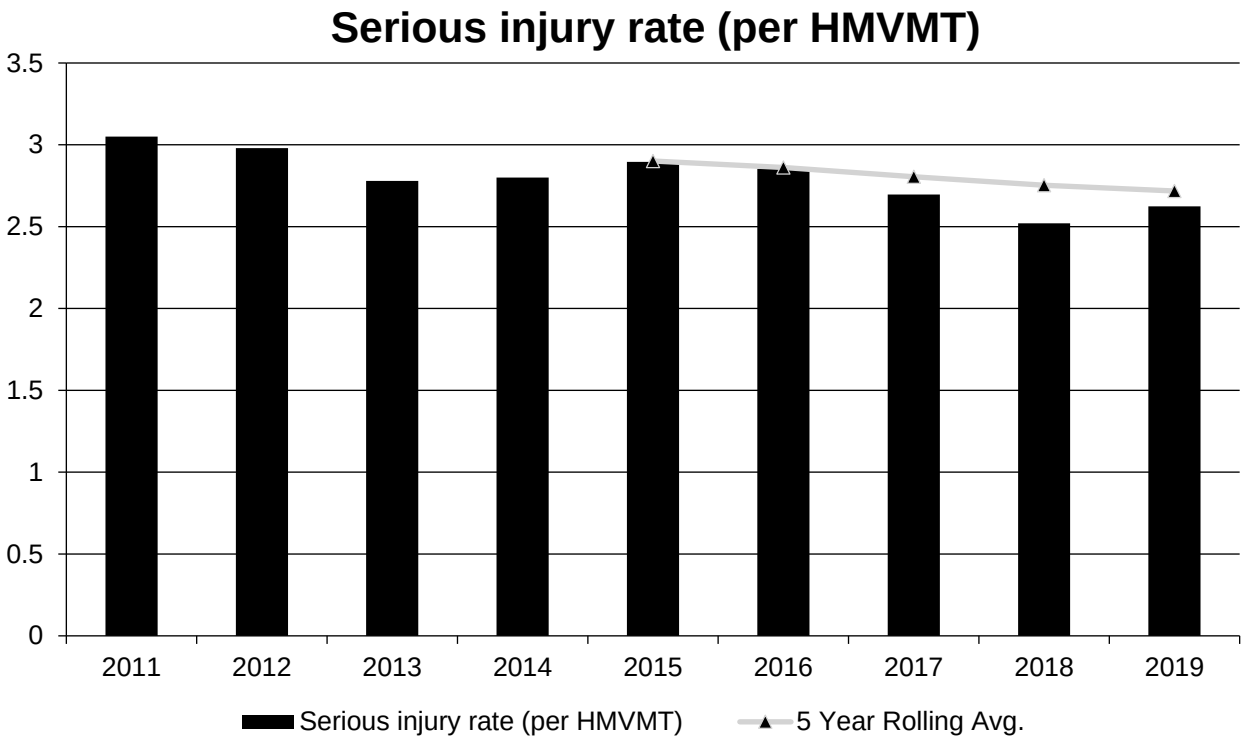
Present data showing the general highway safety trends in the State for the past five years.

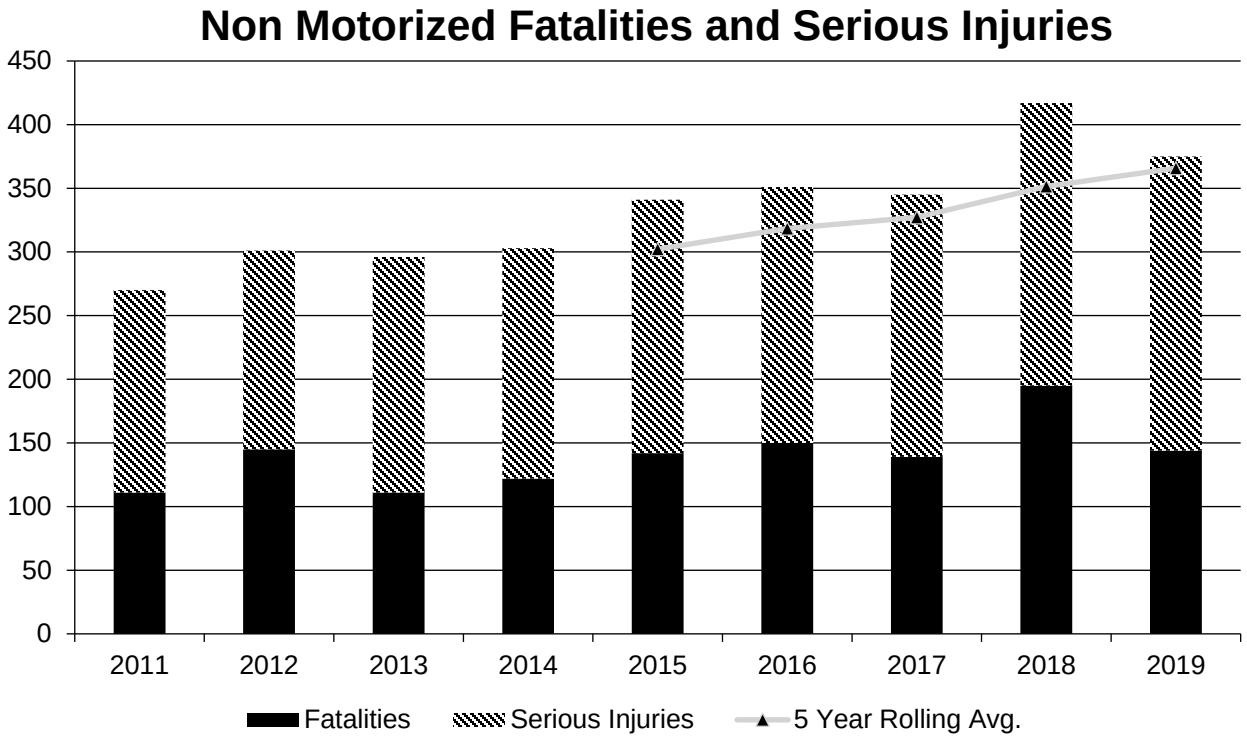
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	680	723	703	740	752	757	771	771	727
Serious Injuries	1,416	1,396	1,330	1,346	1,396	1,398	1,327	1,262	1,346
Fatality rate (per HMVMT)	1.460	1.550	1.470	1.530	1.560	1.545	1.566	1.542	1.417
Serious injury rate (per HMVMT)	3.050	2.980	2.780	2.800	2.896	2.853	2.696	2.520	2.624
Number non-motorized fatalities	111	145	111	122	142	150	139	195	144
Number of non-motorized serious injuries	159	156	185	181	199	201	206	222	231


Annual Fatalities
780
760
740
720
700
680
660
640
620
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1450
1400
1350
1300
1250
1200
1150
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.55
1.5
1.45
1.4
1.35
1.3
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
3.5
3
2.5
2
1.5
1
0.5
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2019

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	42.6	31.6	0.69	0.51
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	40.4	24	1.47	0.88
Rural Minor Arterial	65.8	43.2	2.09	1.37
Rural Minor Collector	30.6	17.6	2.79	1.61
Rural Major Collector	85.8	47	2.63	1.44

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 Local Road or Street	8.2	9	2.6	2.95
Urban Principal Arterial (UPA) - Interstate	68.2	129.2	0.72	1.37
Urban Principal Arterial (UPA) - Other Freeways and Expressways	6.2	5	0.65	0.47
Urban Principal Arterial (UPA) - Other	121.4	282.2	1.68	3.9
Urban Minor Arterial	84.6	126.8	1.91	2.86
Urban Minor Collector				
Urban Major Collector	40	44	2.88	3.15
Urban Local Road or Street	1	1.4	3.32	3.51

Year 2019

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	602	803.6	1.47	1.96
County Highway Agency	75.6	170.2	4.03	9.08
Town or Township Highway Agency				
City or Municipal Highway Agency	73	360.8	1.22	6.03
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority	1	2.4	0.29	0.69
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Table 1 (Functional Classification) reflects data captured on state-owned roadways. We are working closely with LADOTD Data Collection Section to develop a process for integrating local road data. Table 2 (Roadway Ownership) includes data captured on state-owned and local-owned roadways.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:741.0

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the American Association of State Highway and Transportation Officials (AASHTO) goal of halving fatalities by 2030. Louisiana's SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increasing trend in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2021. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Based on historical data, 2019 was the first year with a sizable reduction in total fatalities from 771 in 2017 and 2018 to 727 in 2019. A steady percentage based reduction was chosen as the most practical justification for determining the 2021 target. To achieve the 2021 target, fatalities will have to be reduced by two percent from 756 (2015 to 2019 average) to 741.0 in 2021.

Number of Serious Injuries:1319.0

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite a relatively steady number of suspected serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2021. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Serious injuries have fluctuated over the last five years and have decreased from a five-year high of 1398 in 2016 to a five-year low of 1262 in 2018. However, 2019 showed an increase in serious injuries which we attribute to the adoption of new serious injury code definitions. A five-year average trend line was chosen as the most practical justification for determining the 2021 target. To achieve the 2021 target, serious injuries will have to be reduced by two percent from 1346 (2015 to 2019 average) to 1319.0 in 2021.

Fatality Rate:1.496

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2021. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2021 target, the fatality rate per 100 MVMT will have to be reduced by 2.0 percent from 1.526 (2015 to 2019 average) to 1.496 in 2021.

Serious Injury Rate:2.664

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2021. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. 2019 showed an increase in serious injuries rate which we attribute to more reported serious injuries based on new injury code defintions. The 1% decrease was chosen despite the probable increase in vehicle miles driven. To achieve the 2021 target, the serious injury rate per 100 MVMT will have to be reduced by 2.0 percent from 2.719 (2015 to 2019 average) to 2.664 in 2021.

Total Number of Non-Motorized Fatalities and Serious Injuries:359.0

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

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. This goal is especially critical for our most vulnerable non-motorized users, a population that has seen rapid growth in recent years. As mentioned previously, LHSC and the LADOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030 for all road users. The SHSP, which the LADOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LADOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2021. In most cases, a linear trend-derived target was adopted. These targets are less aggressive than in years past and represent a 1% annual decrease from the most current 5-year average. Non-motorized user fatalities and serious injuries have decreased in 2019 to 375 after an all-time high (since tracking began in 2005) of 417 in 2018. However, as practical solutions are implemented and as awareness is heightened we feel confident that a 1% decrease annually can be realized. To achieve the 2021 target, the non-motorized users fatalities and serious injuries will have to be reduced by 2.0 percent from 366 (2015 to 2019 average) to 359.0 in 2021.

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

With guidance from LADOTD, CARTS has developed 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 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. These output measures are directly correlated to the State’s over all performance measure targets (e.g. the output measure for impaired driving serious injuries is a 1% reduction, which is the same target as 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. For annual performance targets the LHSC has used three and five-year average linear trends to set targets. Generally they have used three-year averages, which has better R-squared values indicating how well the trend line fit the data. For some emphasis areas, such as non-motorized crashes, they have chosen a target of maintenance of the same value. In the future, LHSC targets for the common measures will need to be set using five-year rolling averages to be in alignment with the FHWA rule and so LADOTD/SHSO targets will be identical. LADOTD and LHSC have been working together for the past several years to obtain agreement on targets. They have reviewed trends using three and five year averages and chosen targets based on the trend line that seems most reasonable based on the R-squared and the annual percentage reduction required to meet the target. Once LADOTD and LHSC agree on targets, they are communicated to SHSP State and Regional Leaders. According to the Planning Final Rule (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule issued May 27, 2016) Metropolitan Transportation Plans (MTPs) will need to discuss how the plan will achieve safety targets. The MPOs Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) also must discuss how they will achieve targets. Every MTP update will include development of a System Performance Report, which will state what targets are and whether the region achieved targets. Safety performance management happens annually. However for other performance measures it will not be reported annually. The review of MPO target achievement will be part of FHWA planning process reviews. Any needed changes will happen within the planning process review. There is no consequence for MPOs in the Federal legislation. MPOs will report their targets (either targets specific to the region or support of the five State safety targets, or a combination of the two) to the LADOTD in writing. A formal memo is issued to MPO Directors from LADOTD each Fall with details on state targets, link to web-based dashboard and requirements for MPO target setting.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 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	730.0	755.6
Number of Serious Injuries	1332.0	1345.8
Fatality Rate	1.506	1.526
Serious Injury Rate	2.745	2.718
Non-Motorized Fatalities and Serious Injuries	319.9	365.8

Number of fatalities: Louisiana did not achieve the 2019 safety performance target for total fatalities. Louisiana did however experience a 5.7% decrease in roadway-related fatalities in 2019, marking the lowest total number of fatalities since 2013. The result is that the 2019 fatalities did achieve the safety performance target of 730 though the 5-year average was 755.6 due to increases in 2017 and 2018. Louisiana continued to see progress on motor vehicle occupant fatalities compared to previous years. Had significant progress been made in reducing pedestrian fatalities, the 201 target may have been achieved. Moving forward, we will be looking at these user groups independently and adjusting our safety performance targets accordingly.

Suspected Serious Injury: Louisiana did not achieve the 2019 safety performance target for suspected serious injury. In 2019, Louisiana updated its definition of serious injury to conform to the Model Minimum Uniform Crash Criteria Guideline and as expected Louisiana suspected serious injuries increased from the previous two

years due to the new definition encompassing a wider type of injury than the previous definition. Fatality Rate Louisiana did not achieve the 2019 safety performance target for total fatality rate. Louisiana did however experience a 5.7% decrease in total fatality rate in 2019, marking the lowest rate on record. This is primarily due to Louisiana experiencing the lowest total fatalities since 2013 despite consistently increasing vehicle miles traveled across the state. The result is that the 2019 fatality rate did achieve the safety performance target of 1.506 though the 5-year average was 1.526 due to increases in past years.

Fatality Rate: Louisiana did not achieve the 2019 safety performance target for total fatality rate. Louisiana did however experience a 5.7% decrease in total fatality rate in 2019, marking the lowest rate on record. This is primarily due to Louisiana experiencing the lowest total fatalities since 2013 despite consistently increasing vehicle miles traveled across the state. The result is that the 2019 fatality rate did achieve the safety performance target of 1.506 though the 5-year average was 1.536 due to increases in past years.

Suspected Serious Injury Rate: Louisiana has achieved the 2019 safety performance target for suspected serious injury rate. This is primarily due to a decrease in suspected serious injuries across the state in 2017 and 2018 coupled with an increase in vehicle miles traveled over the same period. In 2019, Louisiana updated its definition of serious injury to conform to the Model Minimum Uniform Crash Criteria Guideline and as expected Louisiana suspected serious injuries increased in 2019 due to the new definition encompassing a wider type of injury than the previous definition.

Non-motorized Fatalities & Suspected Serious Injuries: Louisiana did not achieve the 2019 safety performance target for non-motorized fatalities and suspected serious injuries. This is primarily attributed to an upward trend in pedestrian fatalities and serious injuries despite ongoing efforts to improve safety infrastructure and promote awareness for non-motorized users that has continued again in 2019. Additionally in 2019, bicyclist fatalities decreased from a high in 2018 and bicyclist serious injuries were the highest experience since 2005. Louisiana needs to continue making major investments to non-motorized user infrastructure and improve safety culture to make significant progress towards improving transportation safety for these user groups.

Applicability of Special Rules

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

Yes

We looked at State routes using 2018 ADT, 5yrs crash data (2014-2018), functional classification of Rural Major Collector or Minor Collector where the crash rate for fatalities and sever injuries exceed the statewide average. It can also be roadways where traffic volumes are likely to increase creating a crash rate for fatalities and severe injuries that exceed the statewide average. The HRRR project is identified in the project listing (Q29) and in the funding summary table (Q23).

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	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	65	67	84	75	78	94	106
Number of Older Driver and Pedestrian Serious Injuries	88	87	101	100	99	82	110

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Other-Change in all 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 2019 statewide crash data, we have observed a decline in total roadway fatalities and an increase in serious injuries. We believe this fatality reduction is due to a more focused approach on roadway departure projects in recent years. We attribute the increase in overall serious injuries to the adoption of the new serious injury code definitions in 2019. We have seen a significant increasing trend in non-motorized fatalities and serious injuries. We have initiated a crash data assessment on non-motorized users over the last 5 years to gain insight into potential causes and strategies to address this and align more future HSIP projects with emphasis on non-motorized users. Also, before/after crash rate evaluations were calculated for eight completed HSIP Safety Projects with Final Inspection dates in 2016 and where traffic data was available. The eight projects were broken down into 12 sites; 2 intersections and 10 segments. Overall, we saw a combined crash rate reduction of 55% for total crashes. As seen in Q44, it appears from crash data that roadway departure, impaired driving, and young driver fatalities showed a decrease for a 5 year average. The five performance measures are tracked by SHSP emphasis area and documented on the annual statewide regional action plans.

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

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

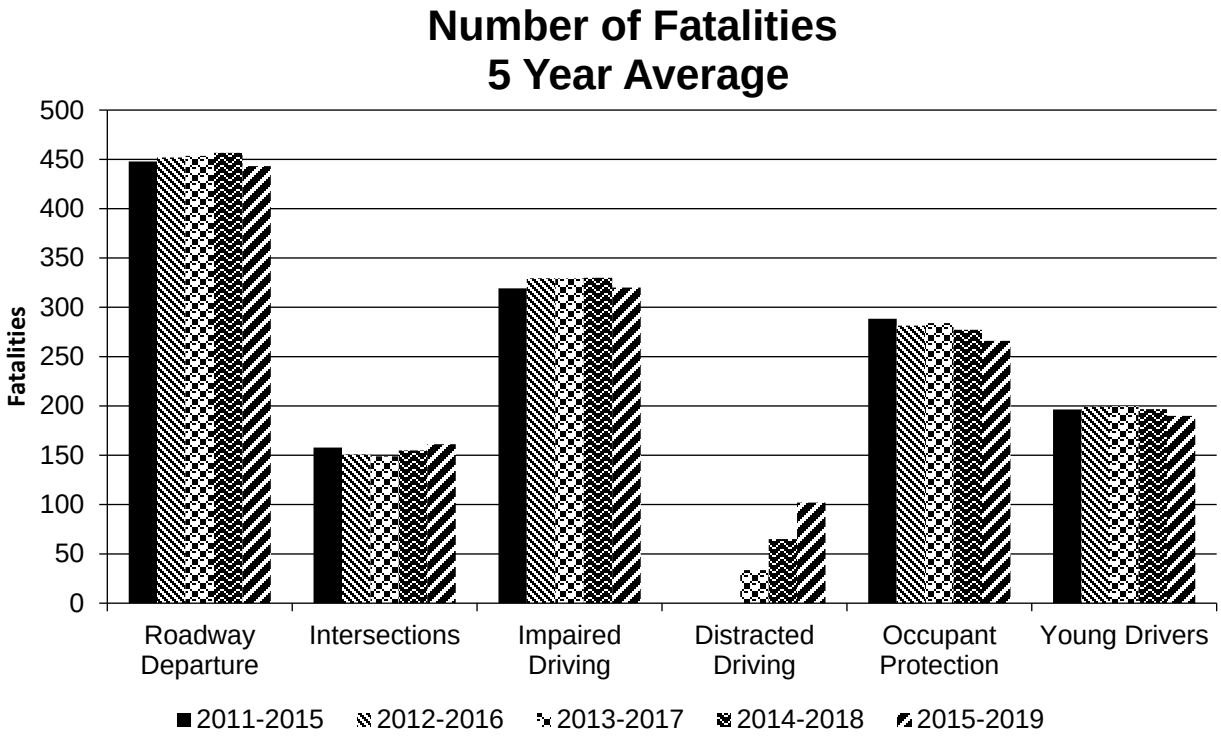
Effectiveness of Groupings or Similar Types of Improvements

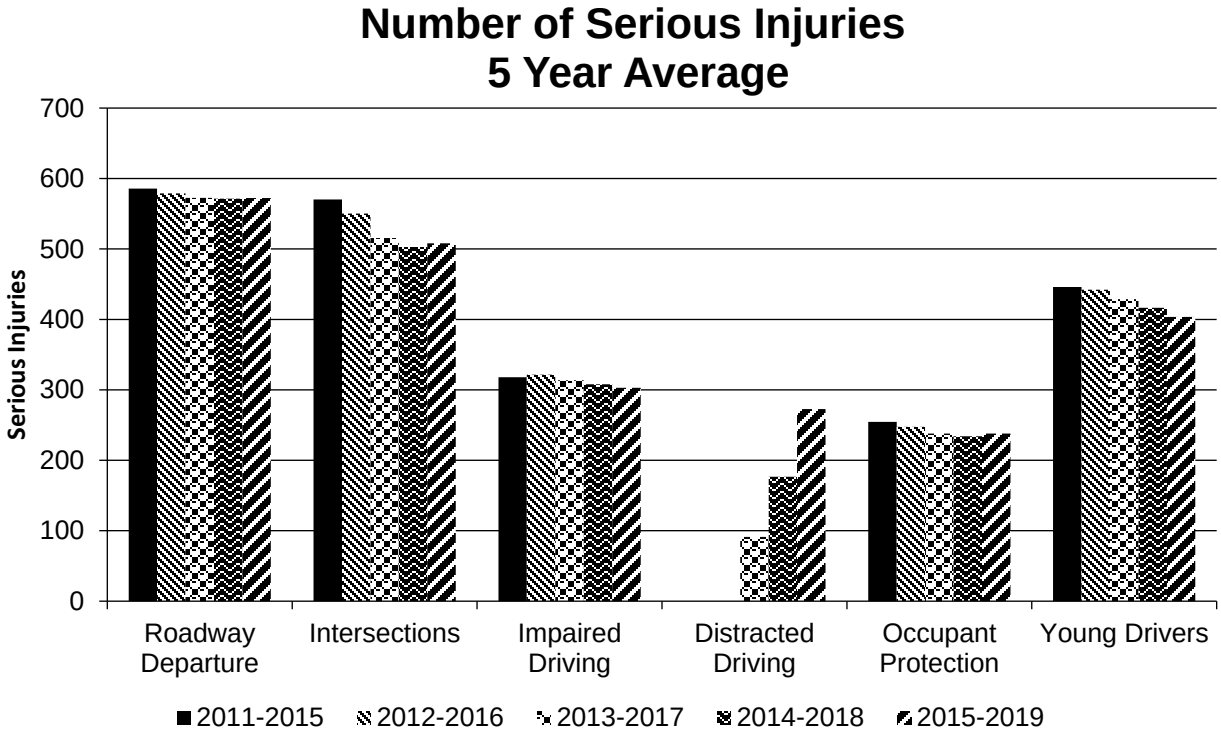
Present and describe trends in SHSP emphasis area performance measures.

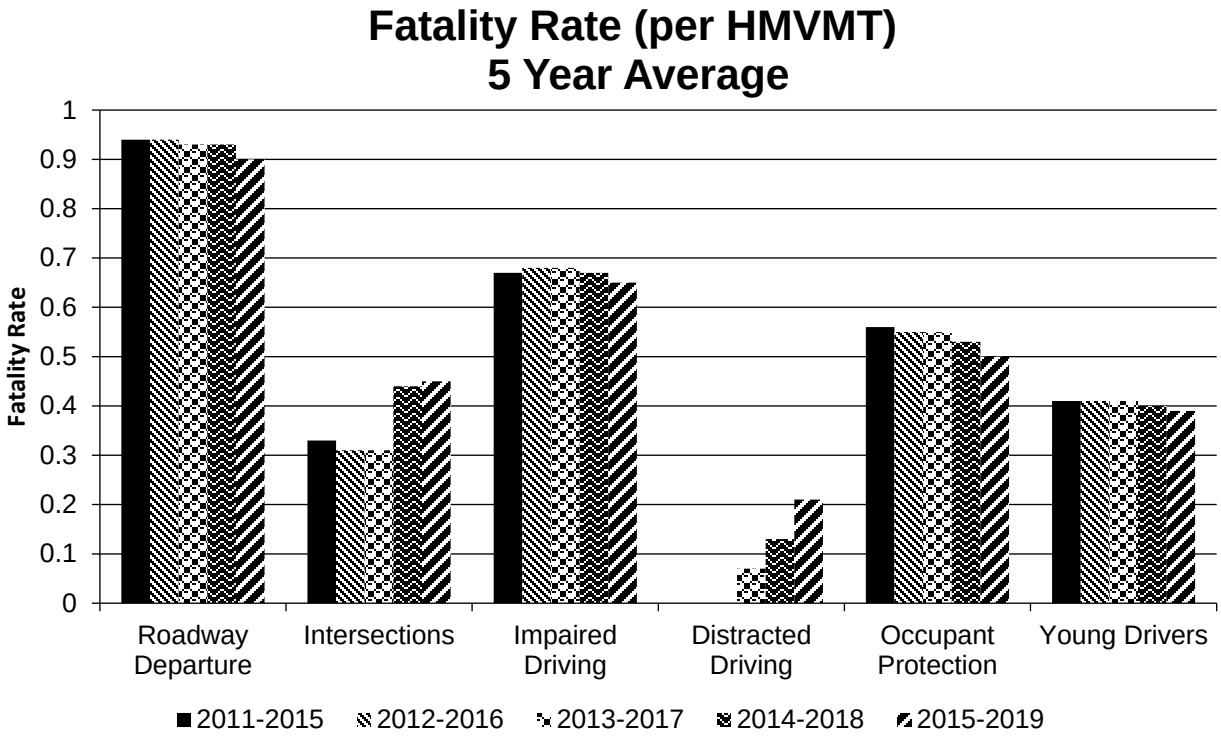
Year 2019

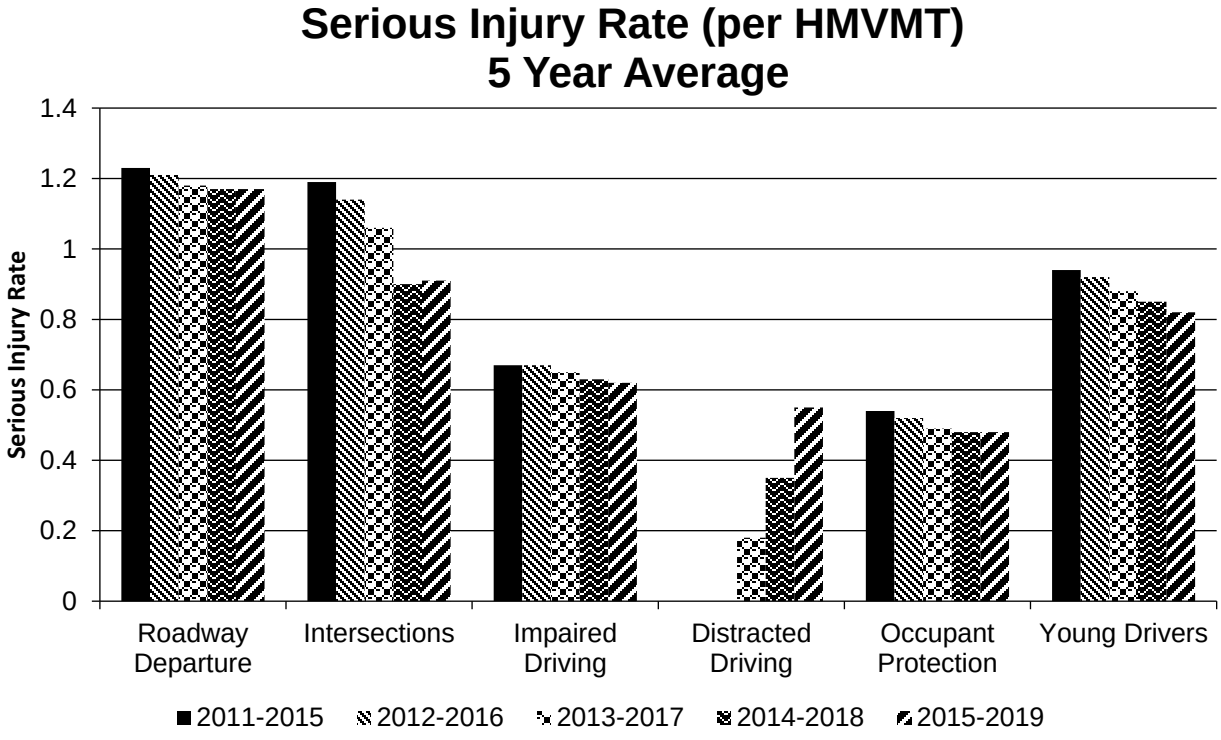
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure		443.2	572.2	0.9	1.17
Intersections		161.2	508	0.45	0.91
Impaired Driving		320	302.8	0.65	0.62

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)
Distracted Driving		102	272.8	0.21	0.55
Occupant Protection		266	238	0.5	0.48
Young Drivers		190	403.6	0.39	0.82


Number of Fatalities
5 Year Average
Fatalities
500
450
400
350
300
250
200
150
100
50
0
Roadway Departure
Intersections
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Number of Serious Injuries
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Roadway Departure
Intersections
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Roadway Departure
Intersections
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
1.4
1.2
1
0.8
0.6
0.4
0.2
0
Roadway Departure
Intersections
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019

Project Effectiveness

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

Compliance Assessment

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

07/27/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2021

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

2022

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									
	One/Two Way Operations (91) [93]	1	1								
	Number of Through Lanes (31) [32]	1	1					1	1		
	Average Annual Daily Traffic (79) [81]	0.75	0.1					0.75	0.05		
	AADT Year (80) [82]	0.75	0.1								
	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							
	Intersection/Junction Traffic Control (131) [131]			1							
	AADT for Each Intersecting Road (79) [81]			0.75	0.1						
	AADT Year (80) [82]			0.75	0.1						
	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]					0.2					
	Year of Ramp AADT (192) [182]					0.2					
	Functional Class (19) [19]					1	1				
	Type of Governmental Ownership (4) [4]					1	1				
Totals (Average Percent Complete):		**0.97**	**0.84**	**0.44**	**0.03**	**0.67**	**0.64**	**0.97**	**0.89**	**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.

Between 2012 and 2016, DOTD collected roadway attribute data for all public roads including those that are locally classified. This process involved the use of a Data Collection Vehicle that captured video imagery. MIRE FDEs that could be captured from video were included in the data delivery. The raw data has been made available to local agencies as DOTD develops methods to maintain the road centerline and attribute data that are not owned by the State. During this time frame, an Enterprise GIS system is being implemented in order to manage and properly distribute the data using an established Linear Reference System. DOTD is coordinating an effort with the Acadiana Planning Commission to establish standards and protocols for obtaining updates from local agencies. This includes developing a data dictionary, complete with schema and domain values. The raw attribute data for the non-state system has been translated to include the Linear Reference System established by the Enterprise GIS. The data has been loaded into the Enterprise, DOTD has begun publishing GIS data and maps to an Open Portal site that can be shared and used for collaboration purposes. https://data-ladotd.opendata.arcgis.com/

Items outside of the collection scope include traffic volume information as well as unique identifiers for intersection attributes. While DOTD has an extensive Traffic Monitoring Program for State Highways, it continues to study the use of vehicle probe data in order to acquire complete AADT coverage on locally classified roads. Additional efforts are underway within GIS to establish intersection identification and create unique identifiers for attaching related data items.

Optional Attachments

Program Structure:

11. LADOTD RwD Safety Implementation Plan_Final.pdf
13.docx
2016_LRSP App_ Jan.pdf
2018 Safe Routes to Public Places Program Evaluation and Selection Policy.pdf
2018 Safe Routes to Public Places Program Guidelines.pdf
2018 SRTPPP Project Application Evaluation Form HSIPPEN.xlsx
LRSP 2018 Application Evaluation Form.xlsx
LRSP 2018 Guidelines & Policies.docx
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v17_REV.pdf
2018 SRTPPP Application.docx
LRSP_2018_Project_Application.docx

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.