Highway Safety Improvement Program

Data Driven Decisions

Louisiana
Highway Safety Improvement Program
2015 Annual Report

Prepared by: LA

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

Table of Contents

Executive Summary

Louisiana has set an aggressive target for reducing death and injury on the roadways – ***Destination Zero Deaths***. Great progress has been made since the development and implementation of the 2006 Strategic Highway Safety Plan (SHSP) and its subsequent update in 2010. The 2010 SHSP targets four emphasis areas: impaired driving, occupant protection, infrastructure and operations, and crashes involving young drivers. Since 2007, traffic fatalities have dropped from 993 to as low as 677 in 2011 and serious injuries have been reduced from 16,626 in 2005 to 13,433 in 2014.

Louisiana has accomplished a number of successes in each emphasis area including the following:

- **Data and analysis improvements:** State-specific safety performance functions (SPFs) for network screening and calibrated Highway Safety Manual (HSM) models for alternatives evaluations and project level analysis have been developed as well as a draft Highway Safety Improvement Program (HSIP) Project Selection Guide outlining the criteria that will be used to select and prioritize all HSIP projects. Also for evaluation of the SHSP, web-based data dashboards have been created for safety stakeholders to assess progress (http://datareports.lsu.edu/shsps.aspx).
- **Systemic safety improvements:** A statewide systemic cable median barrier study produced a prioritized list of candidate locations where median barrier would be considered for installation. High speed, controlled access facilities statewide with a median width less than 100' were analyzed in the study. A systemic roadway departure project on 2-lane rural roadways with a shoulder width between 2' and 6' and lane width of 12' is also being implemented at 282 curves (radius equal to or greater than 1640') throughout the state. The countermeasures for the systemic curve project include enhanced signing and striping (i.e. 6" edge lines) and high friction surface treatment where pavement condition allows.
- **Occupant Protection:** LADOTD funded $2,681,790 for Overtime Enforcement to address Occupant Protection. Louisiana was averaging 81% safety belt use and the use of these funds helped in the continued effort to improve safety belt usage. Observed seat belt use reached 84.1 percent in 2014.Seat belt usage rate at night increased by 5.8 percent. Louisiana Passenger Safety Task Force, Hispanic Outreach Occupant Protection, and Louisiana Highway Safety Commission (LHSC) provided overtime enforcement to 53 local police departments and sheriff's offices.

- **Young Drivers:** Sudden Impact Program (comprehensive injury prevention program targeting adolescents) reached 9,427 students.Think First Program coordinated and implemented 54 programs on underage drinking and impaired driving for youth (reached 6,339 students).
- **Impaired Driving:** DWI overtime enforcement was implemented in Tier One Alcohol Problem ID Parishes (387 sobriety checkpoints, 812 saturation patrols) corresponding with national and state mobilizations. DWI courts were established in three judicial districts. No Refusal Programs were implemented in four state police troop areas and two partial troop areas.

SHSP Implementation & Update

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 regional Safety Coalitions utilize data to identify regional safety needs and develop data-driven five-year regional safety plans which identify three to five emphasis areas consistent with the SHSP.

The SHSP Implementation Team oversees overall implementation of the Plan and is supported by an executive committee. The team consists of representatives from the Louisiana Department of Transportation and Development (LADOTD), Louisiana State Police (LSP), Louisiana Highway Safety Commission (LHSC), Local Technical Assistance Program (LTAP), Louisiana Planning Council (LPC), Louisiana Municipal Association (LMA), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), National Highway Traffic Safety Administration (NHTSA), in addition to the emphasis area team leaders and regional safety coalition coordinators.

LADOTD and its safety partners recently launched an update to the 2010 SHSP. To kick off the update, the Implementation Team initiated a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of the 2010 SHSP update and implementation. The two-fold analysis included a survey distributed to 280 safety partners and telephone interviews with SHSP emphasis area team leaders, regional coalition coordinators and champions, and agency partners represented on the Implementation Team.

Regional Highway Safety Coalitions

The Louisiana two-tiered approach to lowering fatalities and serious injuries is accomplished in part by developing and continually implementing the federally required SHSP. The graphic below shows the boundaries for the nine regional coalitions. Each region is charged with forming a multidisciplinary or 4E safety coalition, reviewing the regional and local crash data, and developing a continually evolving, data driven action plan that is linked to the SHSP.

Five coalitions have adopted regional safety action plans (Acadiana, North Shore, South Central, New Orleans, and Capital Region) and Southwest, Central, Northeast Louisiana Regions have action plans under development. The newly established Northwest Coalition will begin their safety action plan development this year.

The benefits of this regional approach to safety planning include:

- The strategies and actions in the SHSP are being implemented at the regional level. Broader implementation ensures better opportunities to reduce fatalities and serious injuries.
- LADOTD is in a better position to understand and potentially fund regional safety priorities.
- The regional teams have new opportunities to receive funding for the critical safety needs in a region.
- The regional teams have better access to and a better understanding of crash data. They also are better connected to safety stakeholders and partnerships.

LADOTD and its partners hosted a capacity building workshop for the regional coalition coordinators tasked with managing the day to day operations of each coalition. The December 2014 workshop focused on coalition building, presentation skills, meeting management, data access, communications strategies, and facilitation skills.

Local Road Safety

Funding for Local Road Safety Improvement Projects is available through the Louisiana Local Road Safety Program (LRSP). Eligible projects include those for roadways and transportation systems owned and operated by parish and/or municipal road agencies. Specific funds are available for selected projects and additional funding sources or resources may be available depending on the type of project. The Louisiana Center for Transportation Safety administers the Local Road Safety Program in cooperation with LADOTD. Proposed projects can be submitted anytime throughout the year, with the selection process conducted by the LRSP Project Selection Team on a quarterly basis.

Introduction

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

Program Structure

Program Administration

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

☒ Central

☐ District

☐ Other

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

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

The Louisiana Transportation Center for Safety (LCTS) administers the LRSP in cooperation with DOTD and Louisiana Technical Assistance Program (LTAP). LTAP coordinates activities and resources in

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

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

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

☒ Design

☒ Planning

☐ Maintenance

☒ Operations

☐ Governors Highway Safety Office

☐ Other:

Briefly describe coordination with internal partners.

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

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

☒ Metropolitan Planning Organizations

☒Governors Highway Safety Office

☒Local Government Association

☒Other: Other-FHWA and State Police

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

☐Multi-disciplinary HSIP steering committee

☒Other: Other-None

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

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

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

Program Methodology

Select the programs that are administered under the HSIP.

☐Median Barrier ☒Intersection ☐Safe Corridor

☐ Horizontal Curve	☐ Bicycle Safety	☐ Rural State Highways
☐ Skid Hazard	☐ Crash Data	☐ Red Light Running Prevention
☒ Roadway Departure	☐ Low-Cost Spot Improvements	☐ Sign Replacement And Improvement
☒ Local Safety	☐ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☐ Shoulder Improvement	☐ Segments
☐ Other:		

Program: **Intersection**

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☐ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical

rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

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

Program: **Roadway Departure**

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical

rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

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

Program: **Local Safety**

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

☒ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☒ Excess proportions of specific crash types

☐ Other

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

☒ Yes

☐ No

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

☒ Yes

☐ No

How are highway safety improvement projects advanced for implementation?

☒ Competitive application process

☒ selection committee

☐ Other

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

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

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

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

47

Highway safety improvement program funds are used to address which of the following systemic improvements?

☒ Cable Median Barriers	☒ Rumble Strips
☐ Traffic Control Device Rehabilitation	☐ Pavement/Shoulder Widening
☒ Install/Improve Signing	☒ Install/Improve Pavement Marking and/or Delineation
☒ Upgrade Guard Rails	☐ Clear Zone Improvements

☒Safety Edge

☐Add/Upgrade/Modify/Remove Traffic Signal

☐Install/Improve Lighting

☐Other

What process is used to identify potential countermeasures?

☒Engineering Study

☒Road Safety Assessment

☐Other:

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

☐Highway Safety Manual

☐Road Safety audits

☐Systemic Approach

☒Other: Other-None

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

NA

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☒ State Fiscal Year

☐ Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	14470000	26 %	23817980.57	30 %
HRRRP (SAFETEA-LU)	0	0 %	0	0 %
HRRR Special Rule	0	0 %	0	0 %
Penalty Transfer - Section 154	20919000	37 %	17128269.65	21 %
Penalty Transfer – Section 164	20919000	37 %	17128269.65	21 %
Incentive Grants - Section 163	0	0 %	0	0 %
Incentive Grants (Section 406)	0	0 %	0	0 %
Other Federal-aid Funds (i.e. STP, NHPP)	0	0 %	20271145.53	25 %
State and Local Funds	0	0 %	1343386.76	2 %

Totals	56308000	100%	79689052.16	100%

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

$2,414,095.00

How much funding is obligated to local safety projects?

$1,350,574.00

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

$6,436,257.00

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

$2,854,322.00

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

$0.00

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

$0.00

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

Safety projects are generally smaller and do not necessarily receive priority throughout the project development process. To resolve this, LADOTD has issued retainer contracts to have a consultant provide Stage 0-Stage 5 services to ensure that the projects remain on schedule.

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

NA

General Listing of Projects

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

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
H.000466.6 US 190: Roundabout at Eden Church Rd	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	2799893.55	2799893.55	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.001257.6 Intersection LA 114 @ LA 1	Intersection geometry Intersection geometry - other	1 Numbers	651631.13	724034.59	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.001557.5 LA 4: Banks Springs - JCT. US 165	Alignment Horizontal curve realignment	1 Numbers	187637.26	208485.84	HSIP (Section 148)		0	0		Roadway Departure	Page 3-11/12
H.001749.5 LA 5	Alignment	1	75412.89	83792.1	HSIP		0	0		Roadway	Page

Realignment and cross Slope Improve	Horizontal curve realignment	Numbers			(Section 148)					Departure	3-11/12
H.002370.6 LA 42 (US61-LA44)	Roadway Roadway widening - add lane(s) along segment	1 Numbers	2900500	2900500	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.003432.6 I-12 & US 51 Bus Interchange Imp.	Interchange design Installation of new lane on ramp	1 Numbers	8063466.85	8063466.85	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.008173.6 US 190 & LA 1032	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	1202744.25	1336325.61	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.008193.6 LA 1034 - US 190	Roadway Roadway - other	1 Numbers	1398157.02	1553507.8	HSIP (Section 148)		0	0		Roadway Departure	Page 3-11/12
H.009033.6 LA 44: Intersection Improvement @	Intersection geometry Auxiliary	1 Numbe	2150112.54	2389013.93	HSIP (Sectio		0	0		Intersections	Page 3-12

LA 934	lanes - add left-turn lane	rs			n 148)						
H.009475.3 LA 538: Roundabout At Ravendale	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	44087.6	44087.6	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.009721.6 LA 1X: Turn Lanes-46' N Hancock-LA 494	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	5855246.27	5855246.27	Penalty Transfer – Section 164		0	0		Intersections	Page 3-12
H.010124.5 LA 16: Roundabout @ LA 447	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	44105	44105	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.010178.3 LA 120: Curve Realignment	Roadway Roadway widening -	1 Numbers	281928.6	313254	HSIP (Section 148)		0	0		Roadway Departure	Page 3-11/12

	curve										
H.010197.3 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry Intersection geometry - other	1 Numbers	344579.4	382866	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.010203.6 US 80: Inters. Improve @ Erwin Thompson	Intersection geometry Intersection geometry - other	1 Numbers	200070.79	222300.87	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.010280.6 US 167: Left Turn Lane SB from LA 28	Interchange design Installation of new lane on ramp	1 Numbers	1637650.37	1819611.52	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.010680.5 I-10: Cable Barrier in WBR & Iberville	Roadside Barrier - cable	1 Numbers	51860.94	51860.94	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.010777.6 US 71:Turn Lanes for Lee St & Random Dr.	Intersection geometry Auxiliary lanes - modify left-	1 Numbers	969408.43	1077120.48	HSIP (Section 148)		0	0		Intersections	Page 3-12

	turn lane offset										
H.010781.6 LA 1032: LA 16 - US 190	Roadway Roadway widening - curve	1 Numbers	5697240.49	5697240.49	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.010866.6 LA 37: Tree and Stump Removal	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	3522610.36	4018776.85	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.010894.4 US 165: Right Turn Lane At LA 112	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	305735.9	339706.56	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.010911.6 I-20: Median Cable (Lincoln/Ouachita)	Roadside Barrier - cable	1 Numbers	8181467.02	10976468.98	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.011030.5 LA 59: Roundabout	Intersection traffic	1 Numbe	23929.13	23929.13	HSIP (Sectio		0	0		Intersectio	Page

@ Lonesome Rd.	control Modify control - modifications to roundabout	rs			n 148)					ns	3-12
H.011075.5 LA 59:Roundabout @ Sharp	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	41464.38	41464.38	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.011233.6 Dist 02 Low Cost Safety Improvements	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	263722.43	1791713.29	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011242.1 LA 384 (Big Lake to McNeese St)	Miscellaneous	1 Numbers	576619.4	576619.4	Penalty Transfer - Section		0	0		Intersections	Page 3-12

					154						
H.011243.1 I-49 Interchange Imp. At US 190 & LA 31	Miscellaneous	1 Numbers	435075	435075	Penalty Transfer - Section 154		0	0		Intersections	Page 3-12
H.011260.5 US 190B @ Jefferson Ave. Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	272647	272647	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.011261.5 LA 427: S. Acadian TWY; Perkins Rd-LA73(BR)	Access management Change in access - close or restrict existing access	1 Numbers	410585.15	456205.72	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.011266.5 LA 989-1: Geometric Improvements	Roadway Roadway widening - curve	1 Numbers	44016.83	44016.83	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12

H.011357.6 US 190@Eden Church Rd: Clear & Grub	Miscellaneous	1 Numbers	299122.33	299122.33	HSIP (Section 148)		0	0		Intersections	Page 3-12
H.011402.1 US51 BUS:I12 to Coleman Corridor Study	Access management Access management - other	1 Numbers	334949.74	344949.74	Penalty Transfer - Section 154		0	0		Intersections	Page 3-12
H.011403.1 LA 1208-3 Traffic Study: Versailles-LA 488	Access management Access management - other	1 Numbers	83156.45	228559.4	Penalty Transfer - Section 154		0	0		Intersections	Page 3-12
H.011454.1 LA 22: Dalwill-Rodger Storme Corridor Study	Access management Access management - other	1 Numbers	281389.11	281389.11	Penalty Transfer - Section 154		0	0		Intersections	Page 3-12
H.011489.6 District 04 Low Cost Safety Improv	Roadway Pavement surface - high friction surface	1 Numbers	2306197.86	2325989.86	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.972127.1 2015 HSIP Non-	Non-infrastructur	1 Numbe	2413611	2681790	HSIP (Sectio		0	0		Non infrastruct	Page

Infrastructure Project	e Transportation safety planning	rs			n 148)					ure	3-5/8
H.972128.1 Capital Region Coalition Coordinator	Non-infrastructure Transportation safety planning	1 Numbers	172106	172106	Penalty Transfer - Section 154		0	0		Non infrastructure	ES1-4-6
H.972150.1 Section 33 LTAP 1/1/2015 - 12/31/2015	Miscellaneous	1 Numbers	285535	285535	Penalty Transfer - Section 154		0	0		Non infrastructure	Page 3-11/12
H.972153.1 SHSP Law Enforcement Expert SFY 2016-2018	Non-infrastructure Enforcement	1 Numbers	110000	110000	Penalty Transfer – Section 164		0	0		Enforcement	Page 3-7/8
H.972160.1 S Central Regional Coalition Coordinator	Non-infrastructure Transportation safety planning	1 Numbers	150000	150000	Penalty Transfer – Section 164		0	0		Non infrastructure	ES1-4-6

H.001257.6 Intersection LA 114 @ LA 1	Intersection geometry Intersection geometry - other	1 Numbers	57039.93	0	State and Local Funds		0	0		Intersections	Page 3-12
H.001557.5 LA 4: Banks Springs - JCT. US 165	Alignment Horizontal curve realignment	1 Numbers	20848.58	0	State and Local Funds		0	0		Roadway Departure	Page 3-11/12
H.001749.5 LA 5 Realignment and cross Slope Improve	Alignment Horizontal curve realignment	1 Numbers	8379.21	0	State and Local Funds		0	0		Roadway Departure	Page 3-11/12
H.008173.6 US 190 & LA 1032	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	133581.36	0	State and Local Funds		0	0		Intersections	Page 3-12
H.008193.6 LA 1034 - US 190	Roadway Roadway - other	1 Numbers	155350.78	0	State and Local Funds		0	0		Roadway Departure	Page 3-11/12
H.009033.6 LA 44: Intersection Improvement @	Intersection geometry Auxiliary	1 Numbe	238901.39	0	State and Local		0	0		Intersections	Page 3-12

LA 934	lanes - add left-turn lane	rs			Funds						
H.010178.3 LA 120: Curve Realignment	Roadway Roadway widening - curve	1 Numbers	31325.4	0	State and Local Funds		0	0		Roadway Departure	Page 3-11/12
H.010197.3 US 171: J-Turn @ N. Perkins Ferry Rd.	Intersection geometry Intersection geometry - other	1 Numbers	38286.6	0	State and Local Funds		0	0		Intersections	Page 3-12
H.010203.6 US 80: Inters. Improve @ Erwin Thompson	Intersection geometry Intersection geometry - other	1 Numbers	22230.08	0	State and Local Funds		0	0		Intersections	Page 3-12
H.010280.6 US 167: Left Turn Lane SB from LA 28	Interchange design Installation of new lane on ramp	1 Numbers	181961.15	0	State and Local Funds		0	0		Intersections	Page 3-12
H.010777.6 US 71:Turn Lanes for Lee St & Random Dr.	Intersection geometry Auxiliary lanes - modify left-	1 Numbers	107712.05	0	State and Local Funds		0	0		Intersections	Page 3-12

	turn lane offset										
H.010894.4 US 165: Right Turn Lane At LA 112	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	33970.66	0	State and Local Funds		0	0		Intersections	Page 3-12
H.011261.5 LA 427: S. Acadian TWY; Perkins Rd-LA73(BR)	Access management Change in access - close or restrict existing access	1 Numbers	45620.57	0	State and Local Funds		0	0		Intersections	Page 3-12
H.972127.1 2015 HSIP Non-Infrastructure Project	Non-infrastructure Enforcement	1 Numbers	268179	0	State and Local Funds		0	0		Non Infrastructure	Page 3-5/8
H.010019 I-10: LA 73 Intcng Lighting-Prairieville	Lighting Site lighting - interchange	1 Numbers	649068.07	721186.75	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12

H.010889 LA 3127: Add Acceleration Lanes	Roadway Roadway widening - add lane(s) along segment	1 Numbers	989660.8	1237076.01	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Roadway Departure	Page 3-11/12
H.011211 LA 64: Median Improvements	Access management Access management - other	1 Numbers	204316.76	255395.95	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12
H.003274 I-20: MP 41.0 - MP 58.0	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	1033394.35	1033394.35	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Roadway Departure	Page 3-11/12
H.010350 I-10: Ramp Improvements at JCT LA 3184	Interchange design Installation of new lane	1 Numbers	1002908.98	1253636.23	Other Federal-aid Funds		0	0		Intersections	Page 3-12

	on ramp				(i.e. STP, NHPP)						
H.010979 LA 43: Turn Ln @ LA 1040 & James Ch Rd	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	611379.72	764224.66	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12
H.010351 I-49: Ramp Imrpovements @ JCT. LA 726	Interchange design Installation of new lane on ramp	1 Numbers	373975.77	467469.72	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12
H.010981 US 51-X: Right Turn Lane @ W. Jct. LA 22	Intersection geometry Auxiliary lanes - add right-turn lane	1 Numbers	187126.72	233908.4	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12
H.011272 I-10 & I-210 Traffic	Roadway delineation Roadway	1 Numbe	445818.75	445818.75	Other Federal-aid		0	0		Roadway Departure	Page 3-

Control Devices	delineation - other	rs			Funds (i.e. STP, NHPP)						11/12
H.004730 US 61/90(Tulane) Claiborne - Carrollton	Roadway Roadway narrowing (road diet, roadway reconfiguration)	1 Numbers	3868241.24	4835301.55	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Roadway Departure	Page 3-11/12
H.010863 I-10: Interstate Lighting @ Amb Caffery	Lighting Site lighting - interchange	1 Numbers	925056.27	1027840.3	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12
H.011172 US 90-Z: Pavement Marking Replacement	Roadway delineation Roadway delineation - other	1 Numbers	1942045	1942045	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Roadway Departure	Page 3-11/12
H.011228 US 190:	Roadway signs and	1 Numbe	937538.3	937538.3	Other Federal		0	0		Roadway	Page 3-

LA 415 - I-110	traffic control Roadway signs and traffic control - other	rs			-aid Funds (i.e. STP, NHPP)					Departure	11/12
H.011268 I-20: Pavement Marking Replacement	Roadway delineation Roadway delineation - other	1 Numbers	525650	525650	Other Federal -aid Funds (i.e. STP, NHPP)		0	0		Roadway Departure	Page 3- 11/12
H.011270 I-10 Pavement Marking Replacement	Roadway delineation Roadway delineation - other	1 Numbers	206110	206110	Other Federal -aid Funds (i.e. STP, NHPP)		0	0		Roadway Departure	Page 3- 11/12
H.003969 Existing 3-Lane-Contraband Bayou	Roadway Roadway widening - add lane(s) along segment	1 Numbers	1217030.52	2444173.52	Other Federal -aid Funds (i.e. STP,		0	0		Roadway Departure	Page 3- 11/12

					NHPP)						
H.009341 LA 1085 & LA 1077: Roundabout	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	3217250.88	3217250.88	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12
H.011271 I-10 Pavement Marking Replacement	Roadway delineation Roadway delineation - other	1 Numbers	1140550	1140550	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Roadway Departure	Page 3-11/12
H.011154 US 71 and LA 3170 Turn Lanes	Access management Change in access - close or restrict existing access	1 Numbers	406061.76	507577.2	Other Federal-aid Funds (i.e. STP, NHPP)		0	0		Intersections	Page 3-12
H.011305 US 61: Left Turn Lane At Log Mile 6.0	Intersection geometry Auxiliary lanes - add	1 Numbers	387961.64	484952.05	Other Federal-aid Funds		0	0		Intersections	Page 3-12

	left-turn lane				(i.e. STP, NHPP)						
H.006463 Beauregard Parish Pavement Markings	Roadway delineation Longitudinal pavement markings - new	1 Numbers	174057.4	174057.4	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.006464 Camp Edgewood Rd Signing & Pvmt Markings	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	82928.5	90099.5	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.006621 City of Bogalusa Pavement Markings	Roadway delineation Longitudinal pavement markings - new	1 Numbers	244901	259780	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.009704 Manuel St At S East St and	Roadway delineation Longitudinal	1 Numbe	206606.3	206606.3	Penalty Transfer -		0	0		Roadway Departure	Page 3-

E Dean St	pavement markings - new	rs			Section 154						11/12
H.010210 Tangipahoa Parish RR Safety Improvements	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	90080.5	90080.5	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.010282 I-220: Curve Signs	Roadway signs and traffic control Curve-related warning signs and flashers	1 Numbers	56500	56500	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.010701 Livingston Parish RR Safety Improvements	Railroad grade crossings Railroad grade crossing	1 Numbers	119950.3	119950.3	Penalty Transfer - Section 154		0	0		Intersections	Page 3-12

	signing										
H.011205 District 61: Termoplastic Striping	Roadway delineation Improve retroreflectivity	1 Numbers	286609.68	286609.7	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.011214 Signing(Thibodaux RSA)	Roadway signs and traffic control Roadway signs and traffic control - other	1 Numbers	50000	50000	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.011292 ER Replacement RPMS-I-49 & US 167	Roadway delineation Raised pavement markers	1 Numbers	336126.97	336127	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011332 RWD Signing(Gheen's Shortcut Rd)	Roadway signs and traffic control Curve-related warning	1 Numbers	10000	10000	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12

	signs and flashers										
H.011462 RWD Signing Ascension Parish(phase 2)	Roadway signs and traffic control Curve-related warning signs and flashers	1 Numbers	100000	100000	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011465 LA 665: Tree & Stump Removal	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	105195	105195	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011466 LA 307: Tree & Stump Removal	Roadside Removal of roadside objects (trees, poles, etc.)	1 Numbers	177900	177900	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011468 RWD Signing Livingston Parish	Roadway signs and traffic control	1 Numbers	75000	75000	Penalty Transfer – Section		0	0		Roadway Departure	Page 3-11/12

	Curve-related warning signs and flashers				164						
H.011492 Dist. 61: Intersection Thermo Striping	Roadway delineation Improve retroreflectivity	1 Numbers	225887.35	225887.4	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011666 Terrebonne Parish Signing (Houma)	Roadway signs and traffic control Curve-related warning signs and flashers	1 Numbers	30000	30000	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011692 Leeville Bridge 90 Degree Curve Barrier	Roadside Barrier - concrete	1 Numbers	344586	344586	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011707 RWD Signing Lafourche	Roadway signs and traffic	1 Numbe	30000	30000	Penalty Transfer –		0	0		Roadway Departure	Page 3-

Parish (Phase 2)	control Curve-related warning signs and flashers	rs			Section 164						11/12
H.011719 Dequincy Message Board Purchase	Advanced technology and ITS Dynamic message signs	1 Numbers	33250	35000	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011728 Sulphur Message Board Purchase	Advanced technology and ITS Dynamic message signs	1 Numbers	47500	50000	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12
H.011757 I-10 (Constitution/Bunker Hill): Curve	Roadway Pavement surface - high friction surface	1 Numbers	119767.4	119767.4	Penalty Transfer – Section 164		0	0		Roadway Departure	Page 3-11/12
H.011776 Natchitoches Signing	Roadway signs and traffic control	1 Numbers	20000	20000	Penalty Transfer - Section		0	0		Roadway Departure	Page 3-11/12

	Roadway signs and traffic control - other				154						
H.011777 Plaquemines Ph Message Board Purchase	Advanced technology and ITS Dynamic message signs	1 Numbers	38000	40000	Penalty Transfer - Section 154		0	0		Roadway Departure	Page 3-11/12

Progress in Achieving Safety Performance Targets

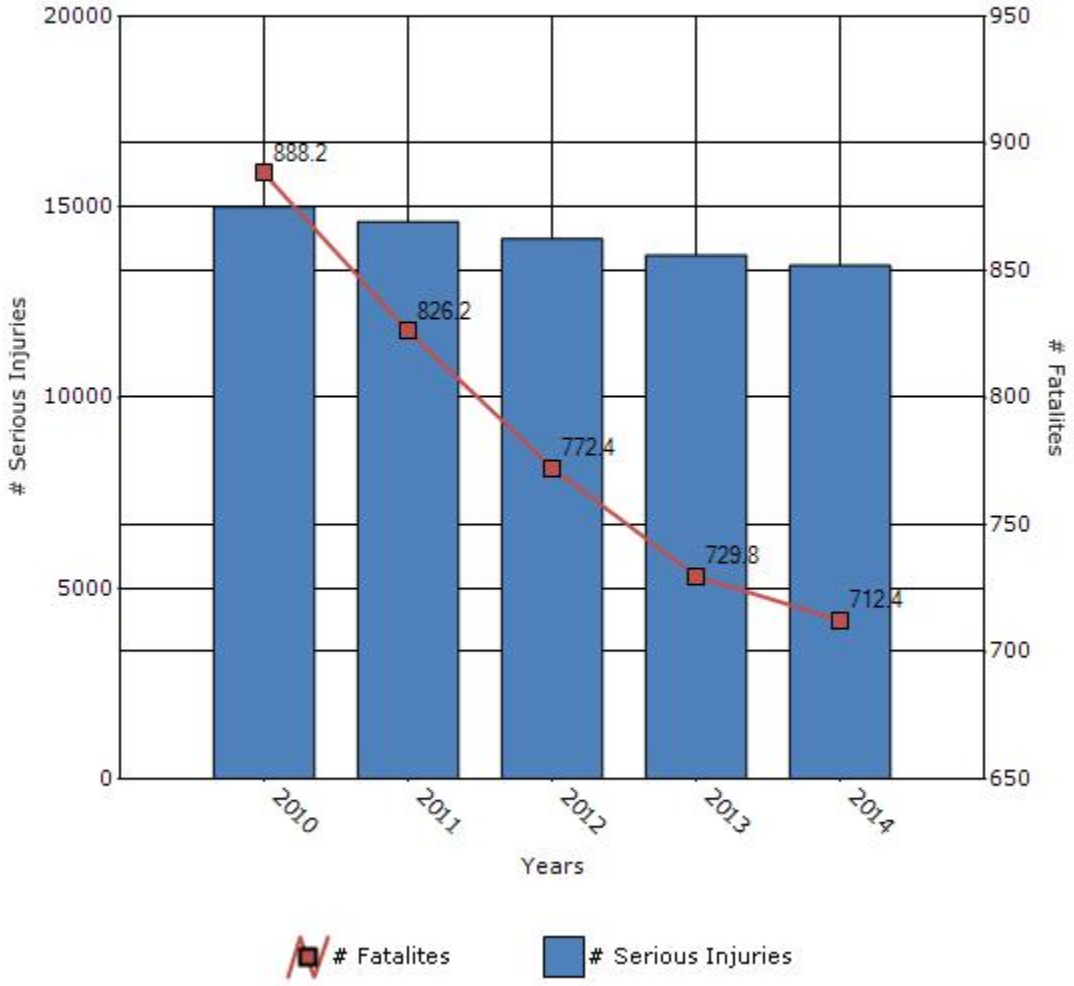
Overview of General Safety Trends

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

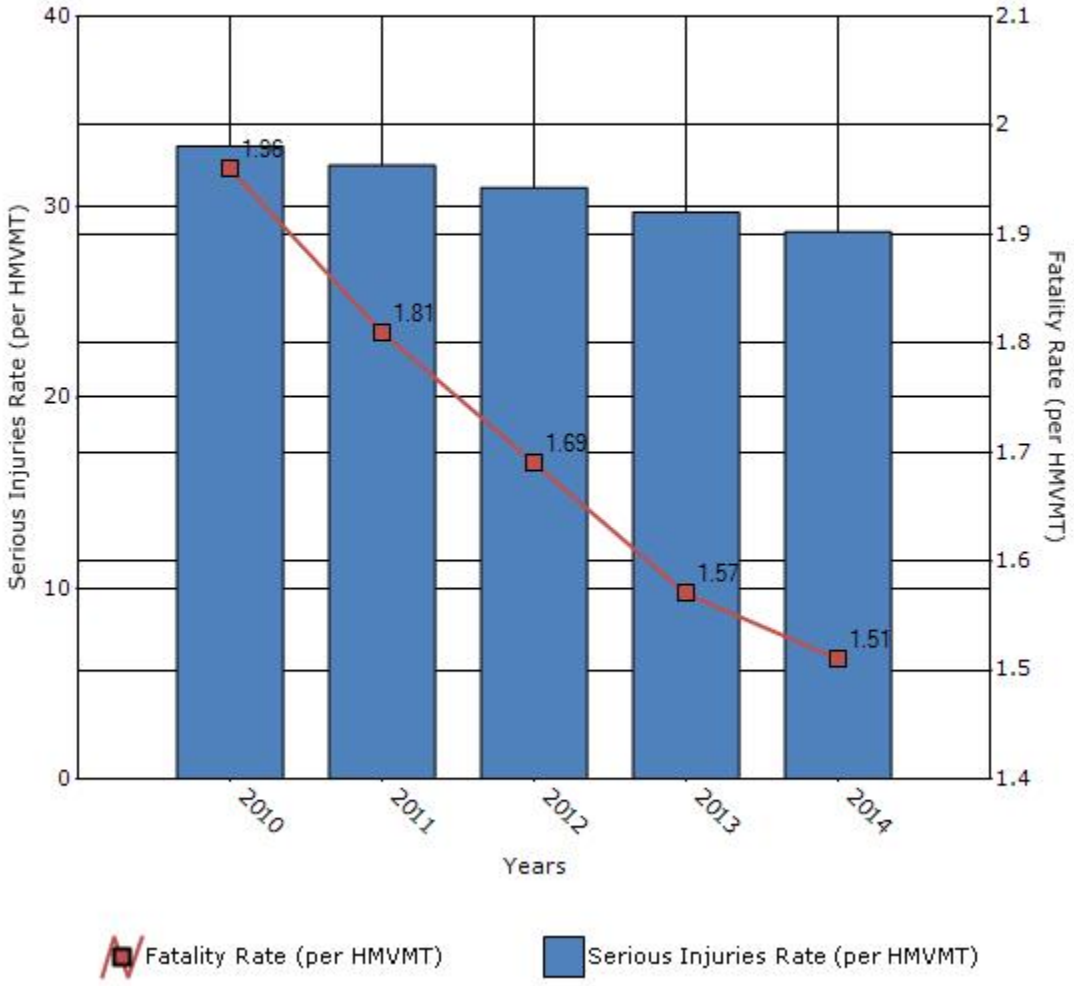
Performance Measures*	2010	2011	2012	2013	2014
Number of fatalities	888.2	826.2	772.4	729.8	712.4
Number of serious injuries	15010.4	14615	14163.8	13739.6	13464.8
Fatality rate (per HMVMT)	1.96	1.81	1.69	1.57	1.51
Serious injury rate (per HMVMT)	33.19	32.18	31.01	29.72	28.69

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

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

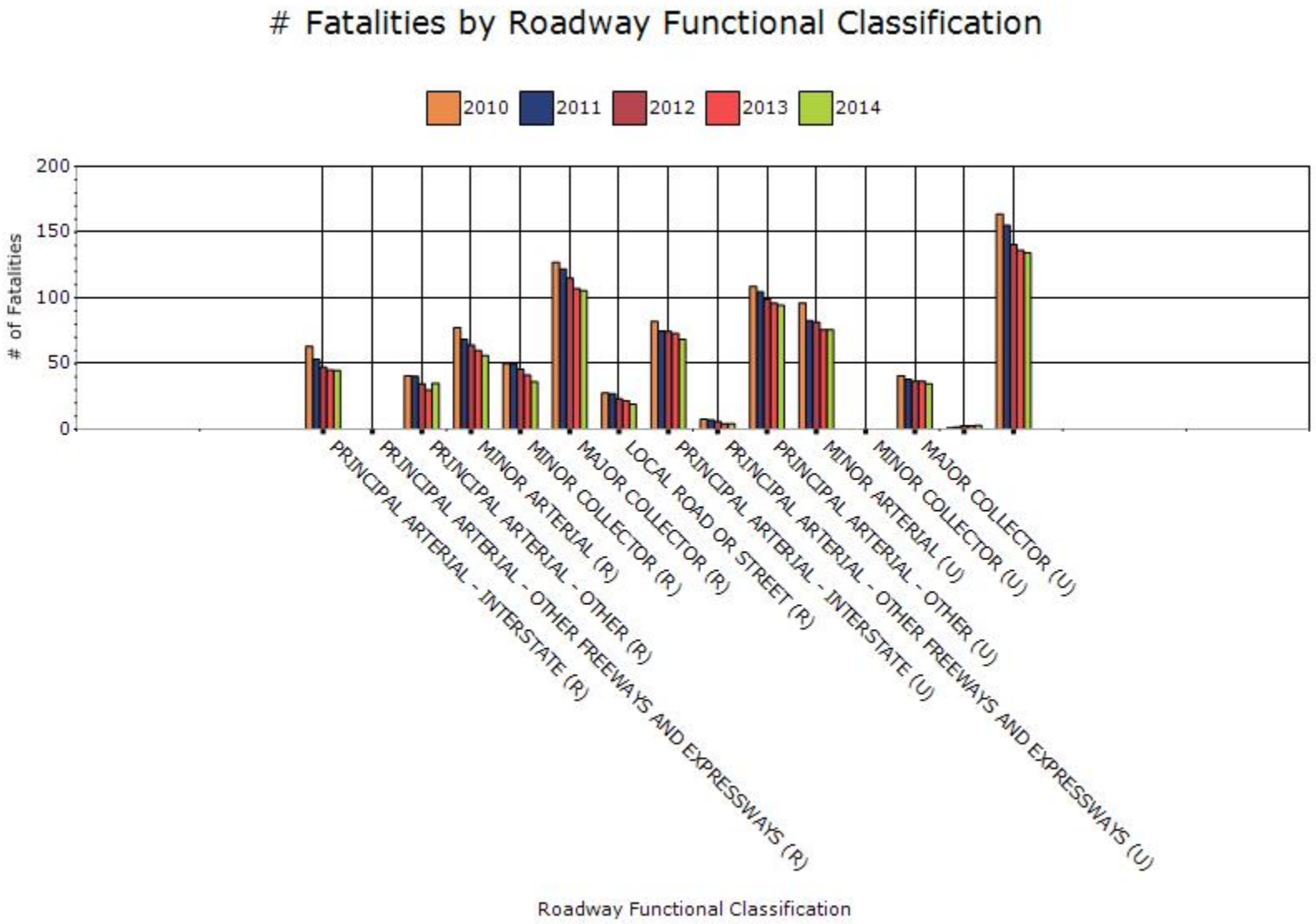


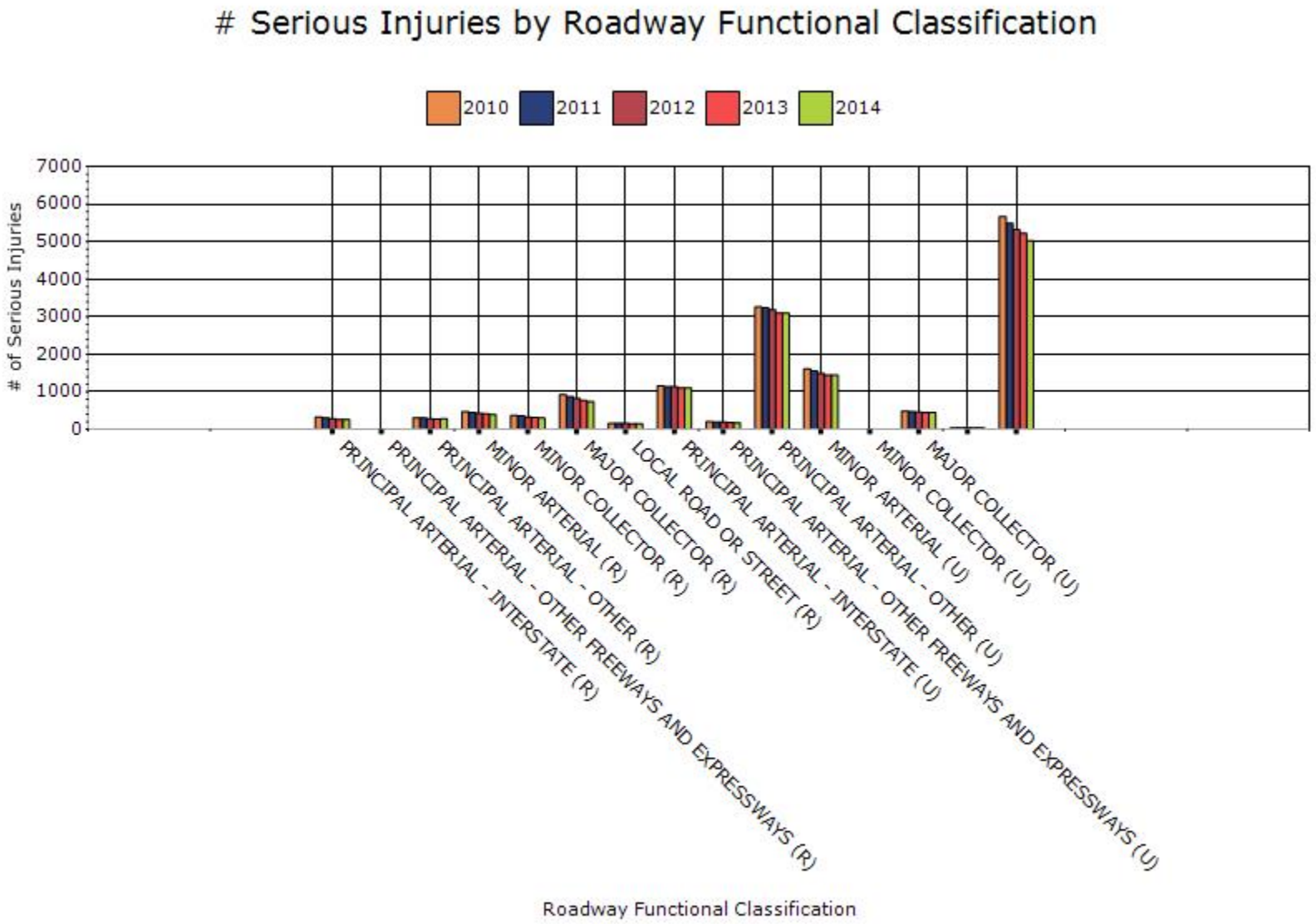
To the maximum extent possible, present performance measure* data by functional classification and ownership.

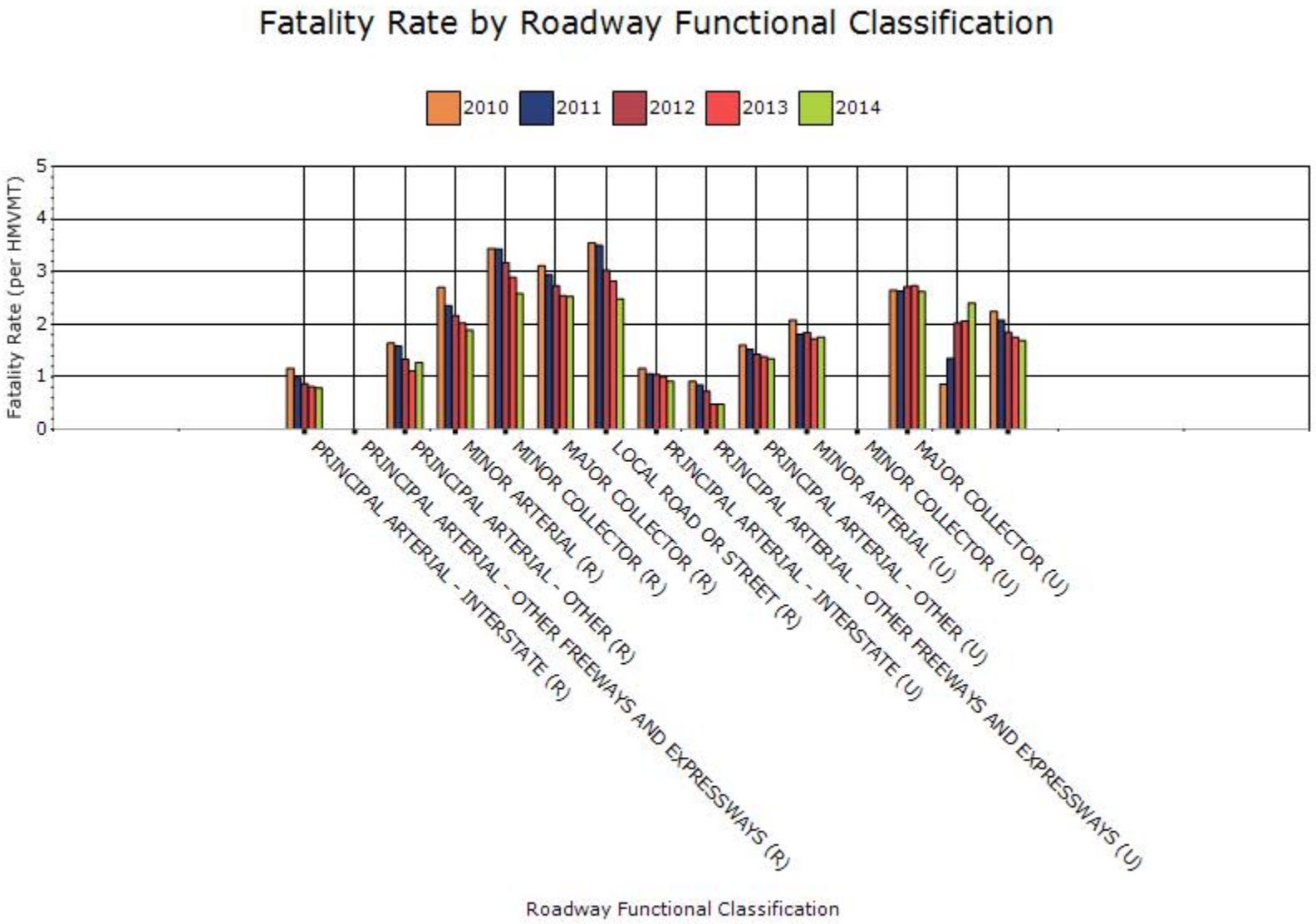
Year - 2014

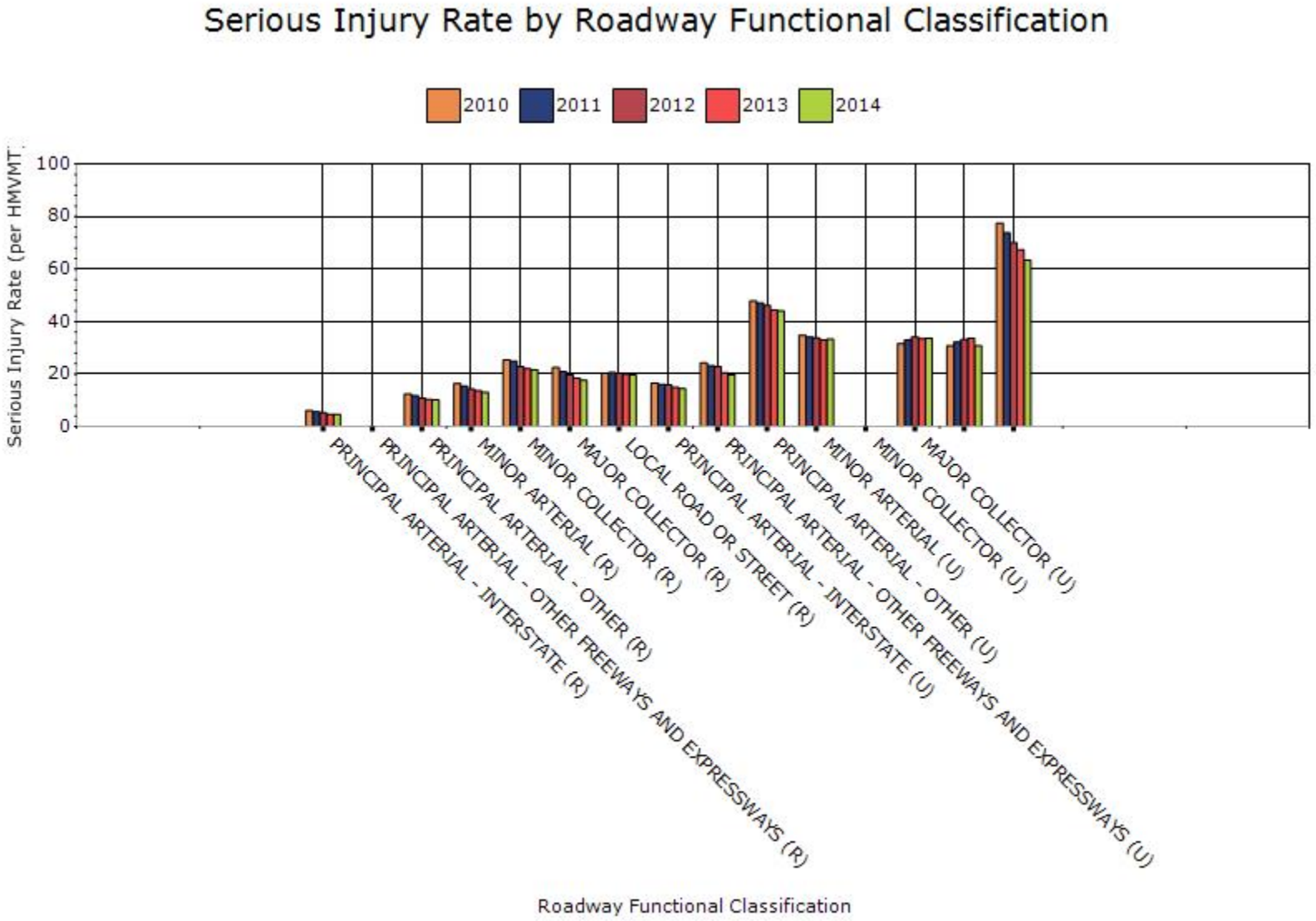
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	44.8	261.8	0.79	4.62
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	35	280	1.27	10.15
RURAL MINOR ARTERIAL	56.2	392.8	1.89	13.11
RURAL MINOR COLLECTOR	36.2	303.4	2.58	21.64
RURAL MAJOR COLLECTOR	105.4	737.6	2.53	17.66
RURAL LOCAL ROAD OR STREET	19	150.6	2.48	19.65
URBAN PRINCIPAL	68.6	1100.8	0.91	14.46

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	4.2	174.6	0.48	19.77
URBAN PRINCIPAL ARTERIAL - OTHER	94.4	3098.6	1.34	44.06
URBAN MINOR ARTERIAL	75.8	1442.2	1.75	33.23
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	34.6	445.8	2.62	33.62
URBAN LOCAL ROAD OR STREET	3	38.8	2.4	30.84
OTHER	134.4	5023.2	1.69	63.42


Fatalities by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Fatalities
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

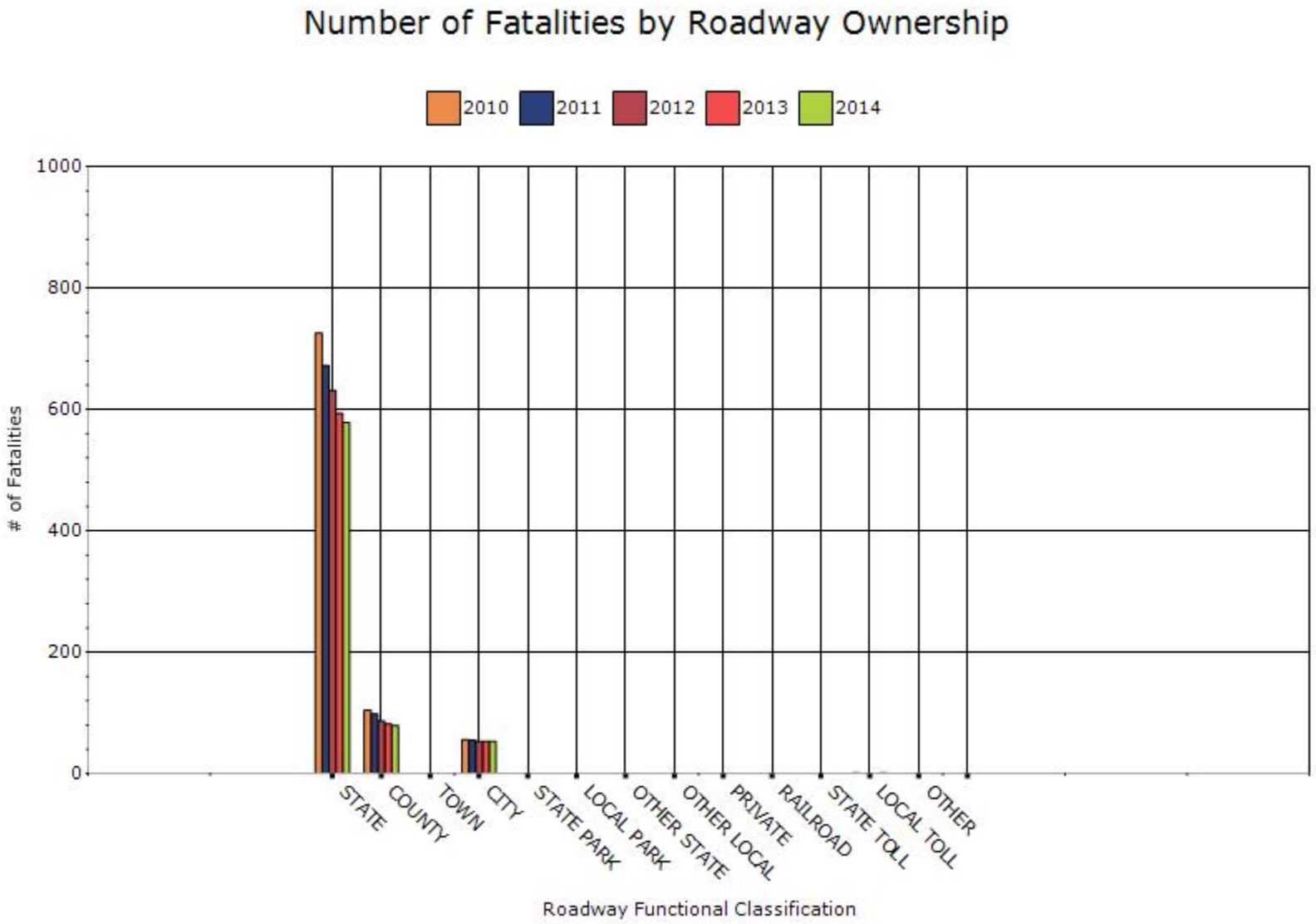

Serious Injuries by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

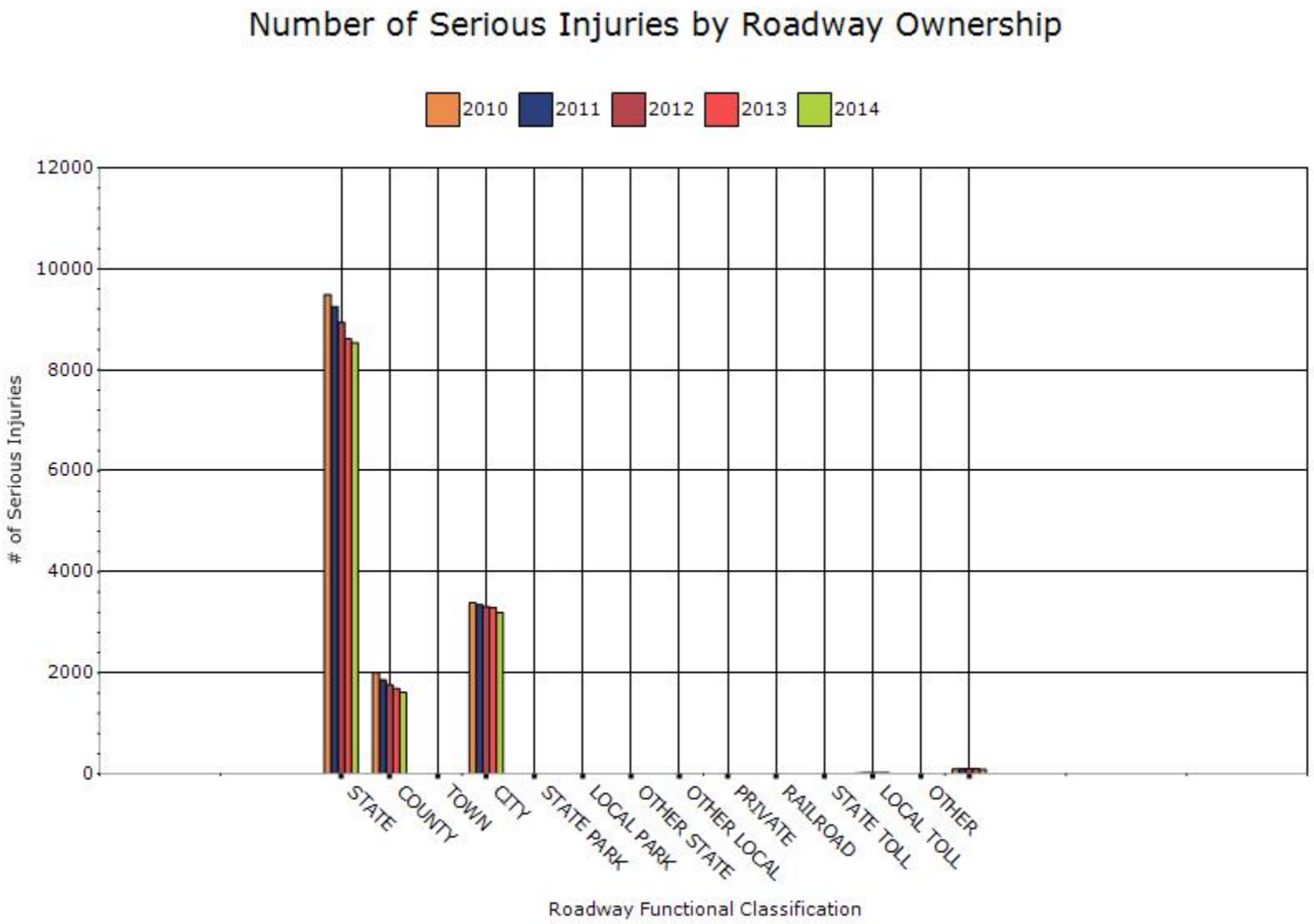

Fatality Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
0
1
2
3
4
5
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

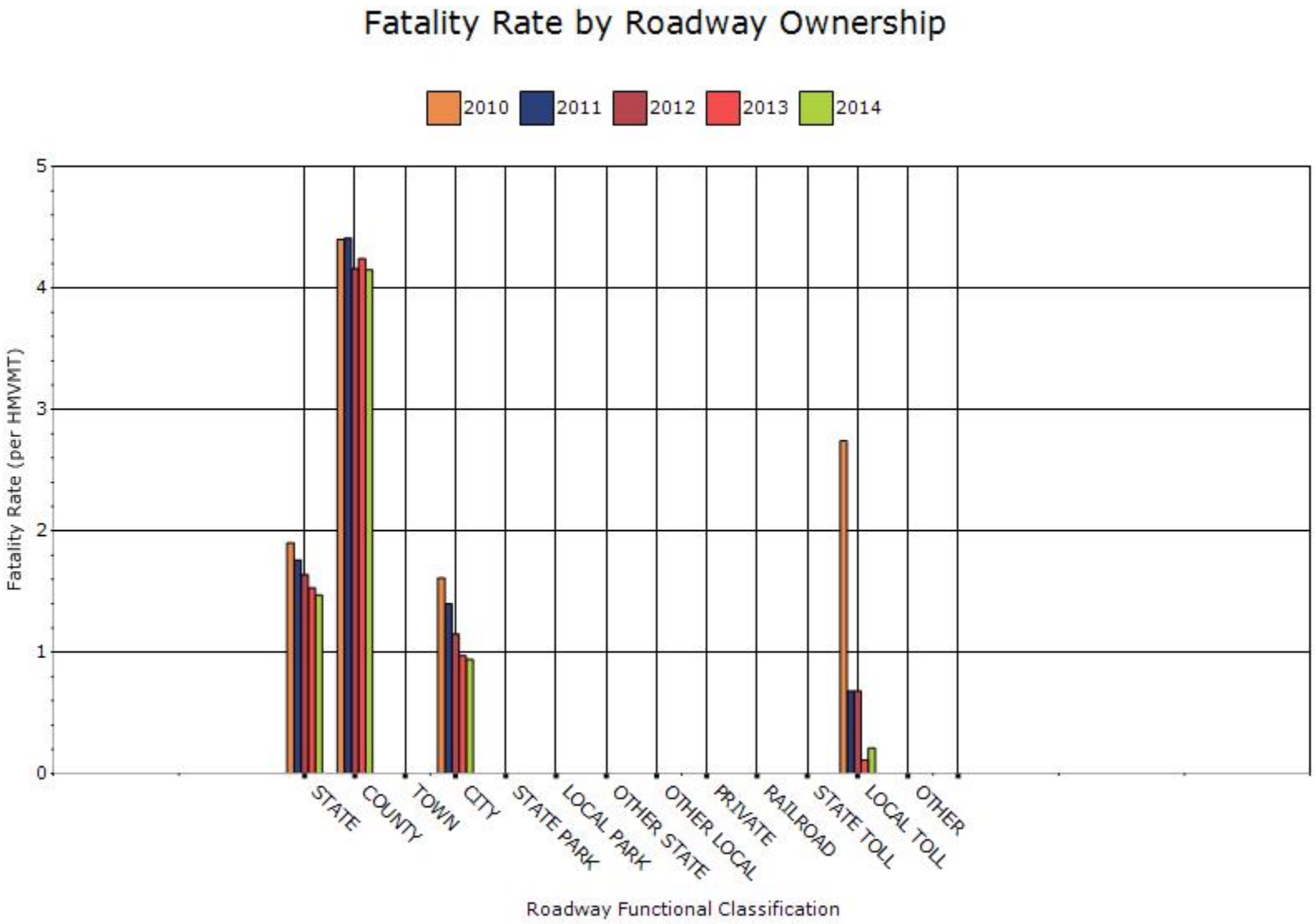

Serious Injury Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Serious Injury Rate (per HMVMT)
100
80
60
40
20
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

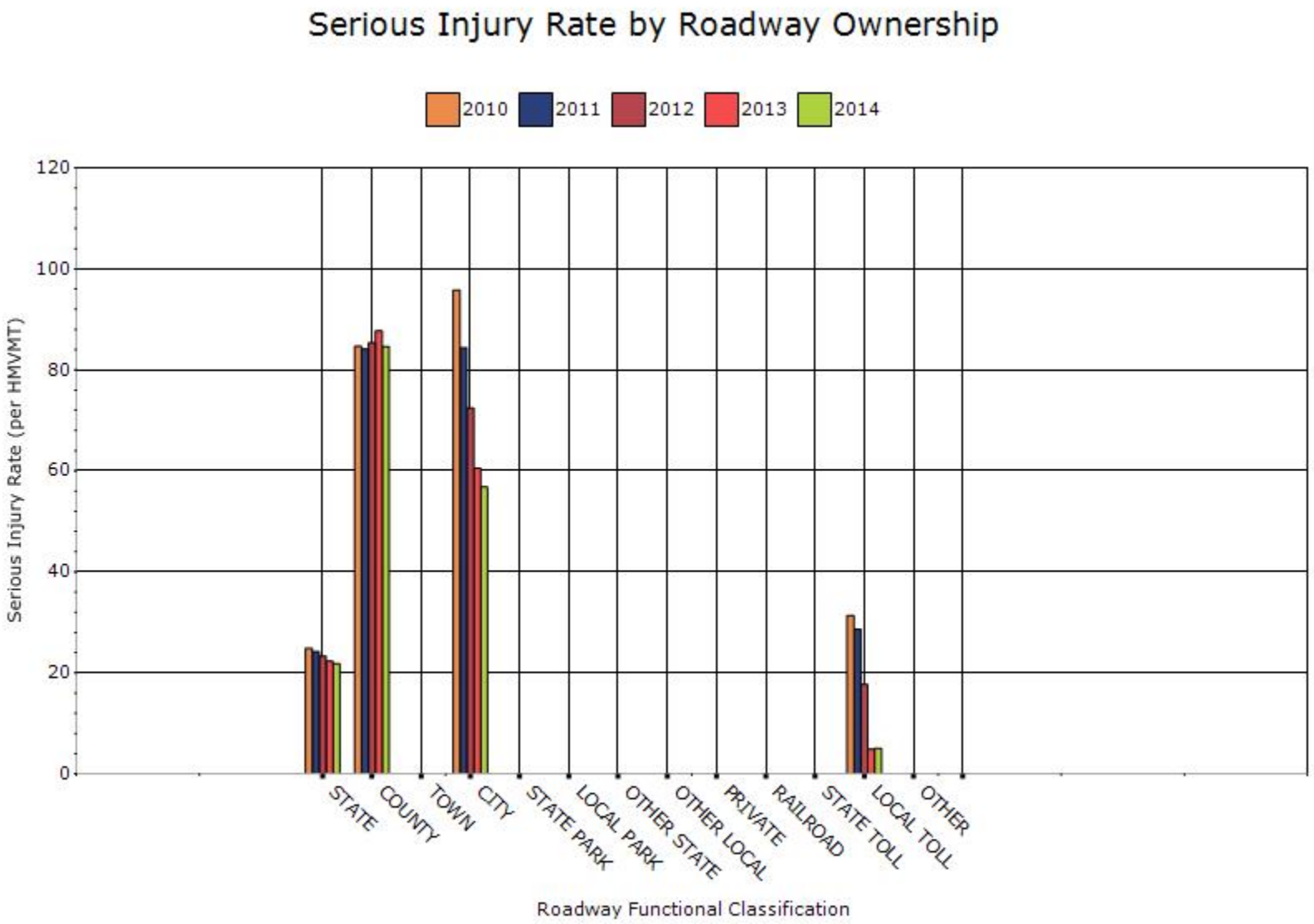
Year - 2014

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	578.4	8536	1.47	21.8
COUNTY HIGHWAY AGENCY	79	1612	4.15	84.64
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	53.4	3193.4	0.94	56.8
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0.8	19	0.21	5.03
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
OTHER	0	89.8	0	0


Number of Fatalities by Roadway Ownership
2010
2011
2012
2013
2014
1000
800
600
400
200
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2010
2011
2012
2013
2014
12000
10000
8000
6000
4000
2000
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
0
1
2
3
4
5
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2010
2011
2012
2013
2014
120
100
80
60
40
20
0
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

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

NA

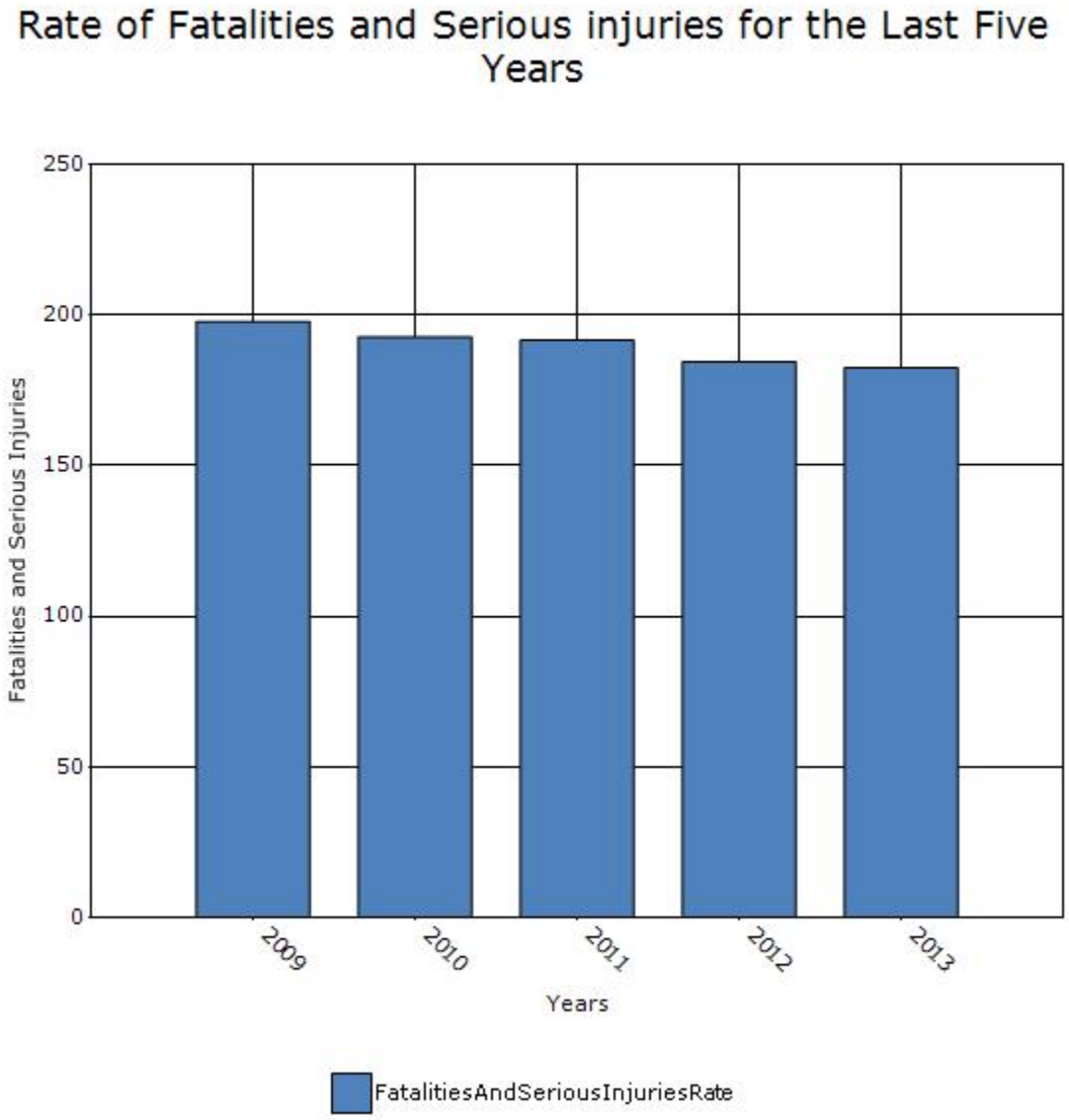
Application of Special Rules

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

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

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

Rates are based on 100,000 licensed drivers.



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other-La. experience an increase in fatalities in 2014. La. remains below our target of reducing fatalities in half by 2030.

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

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

☐ Other:

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

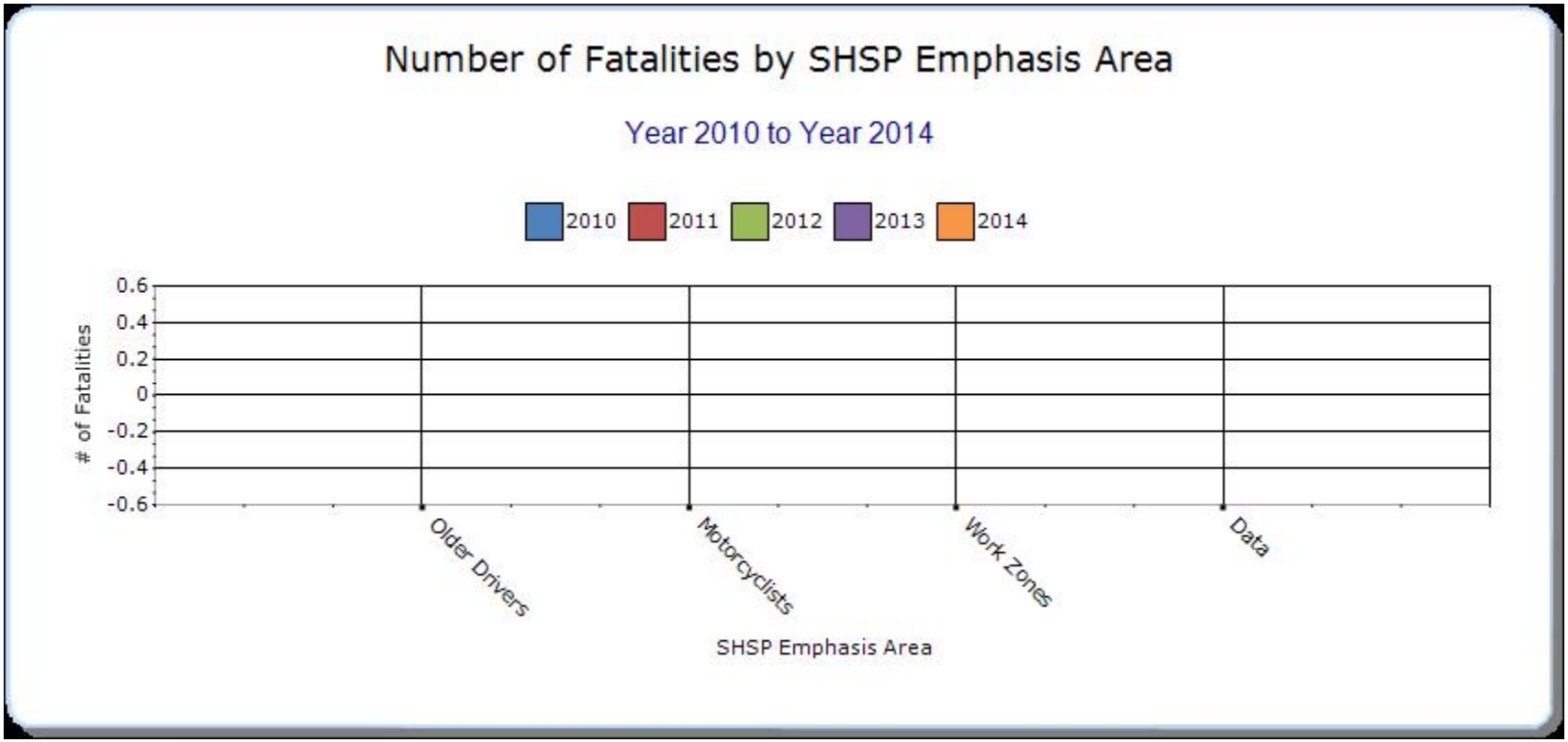
None

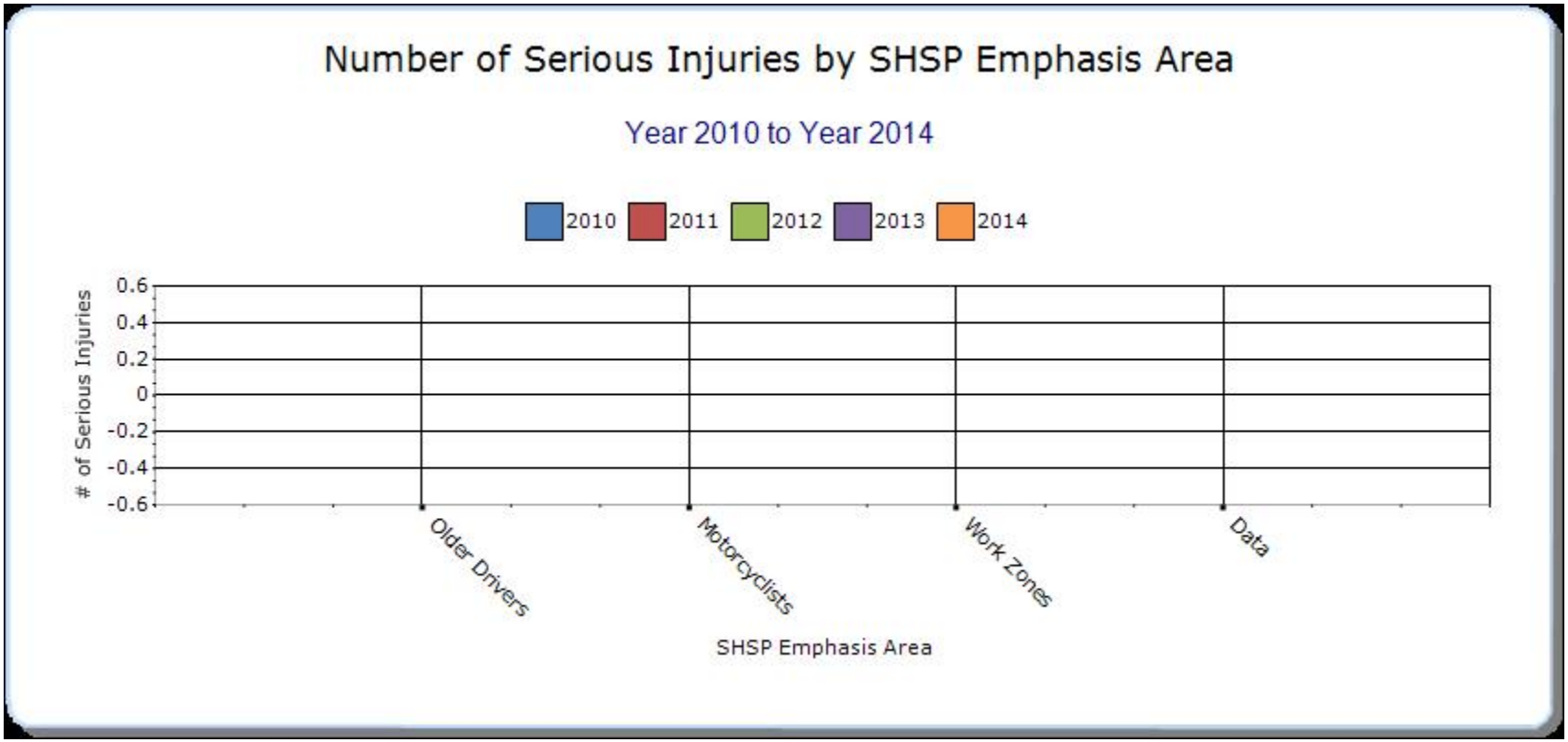
SHSP Emphasis Areas

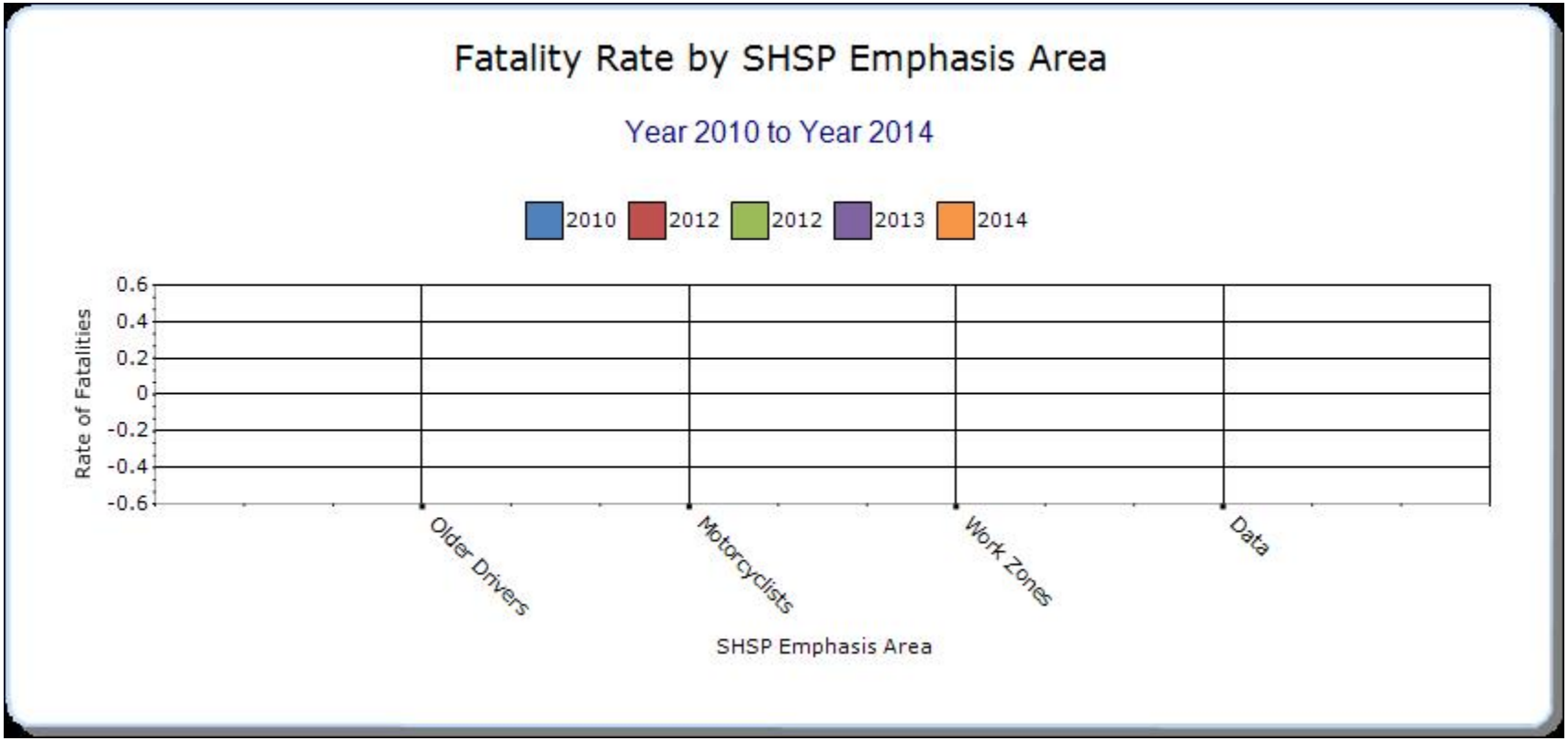
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

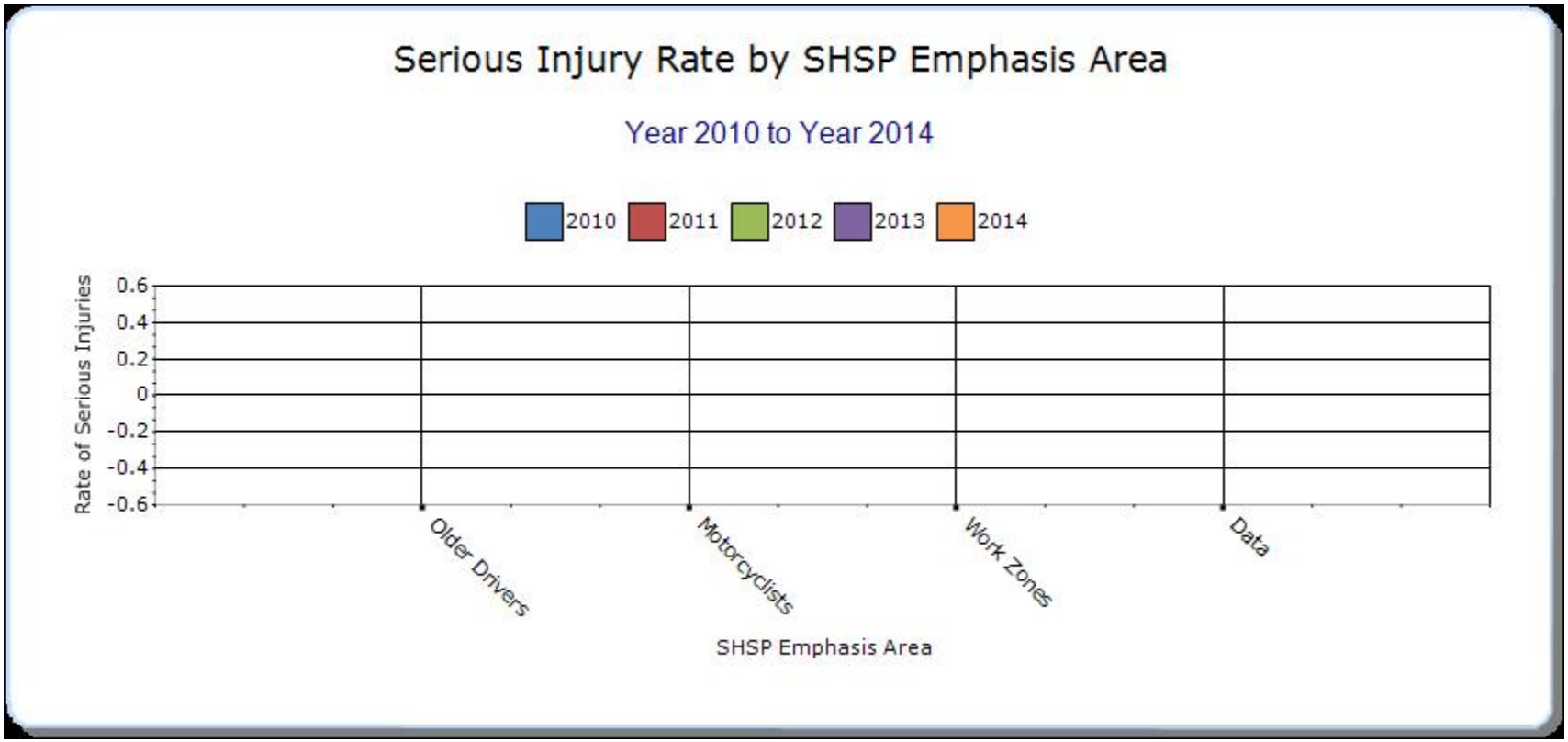
Year - 2014

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Impaired Driving	All	298.2	1799.6	0.64	3.83	0	0	0
Occupant Protection	All	274.8	1781.8	0.58	3.8	0	0	0
Infrastructure and Operations-Intersections	All	479.8	6106.6	0.33	13.03	0	0	0
Young Drivers	All	203.6	5167.2	0.43	11.02	0	0	0
Infrastructure and Operations-Roadway Departure	All	447.8	4425.4	0.95	9.43	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
# of Fatalities
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

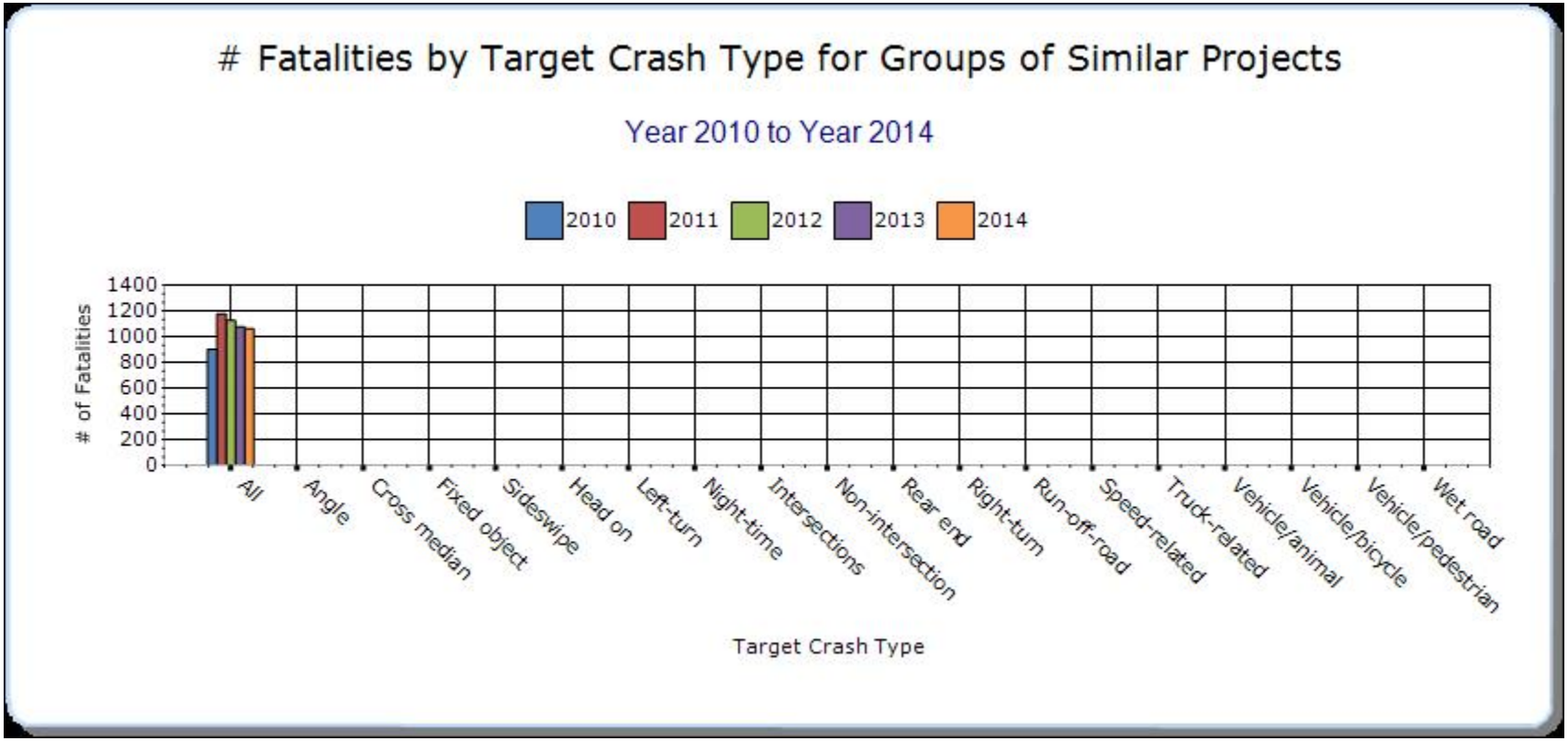

Serious Injury Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

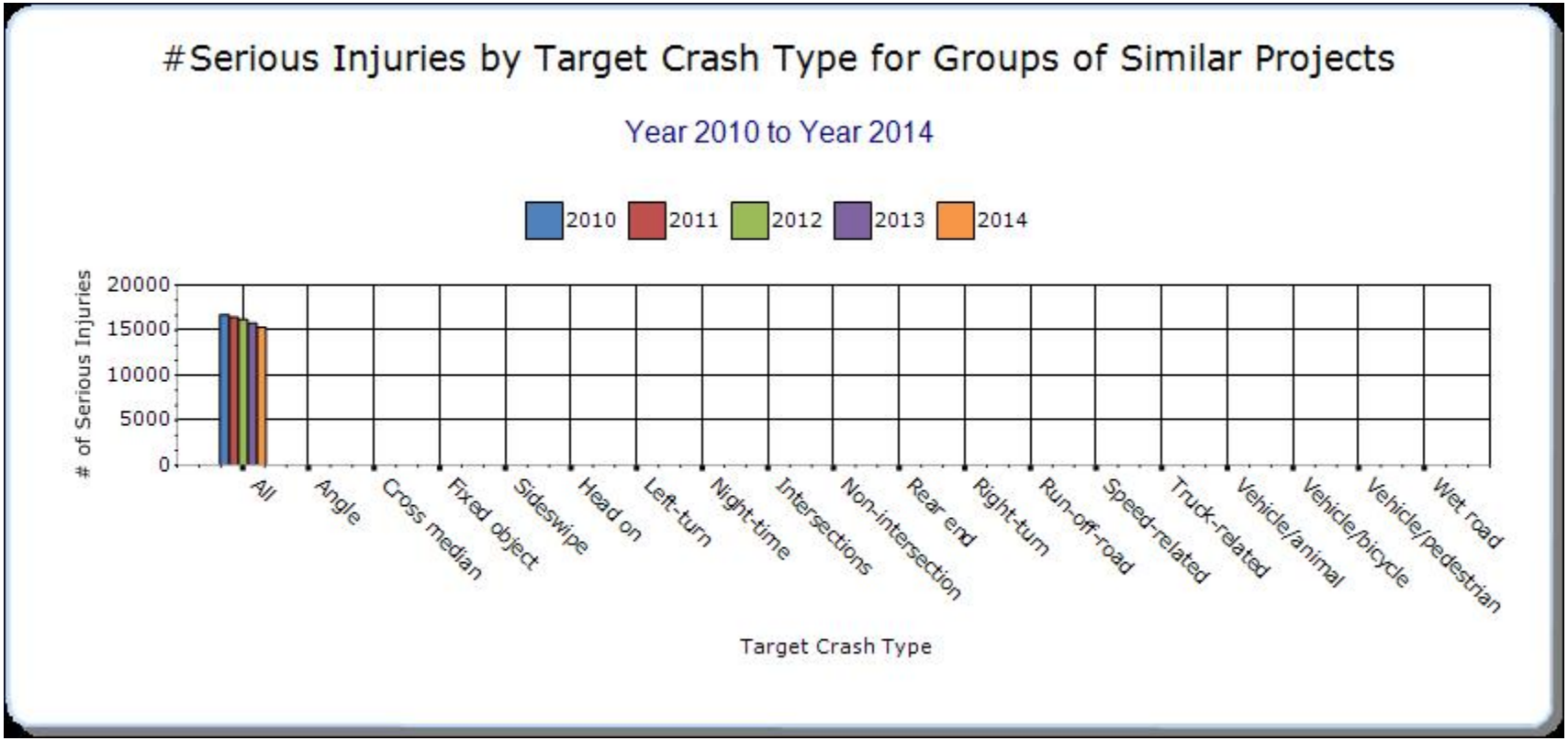
Groups of similar project types

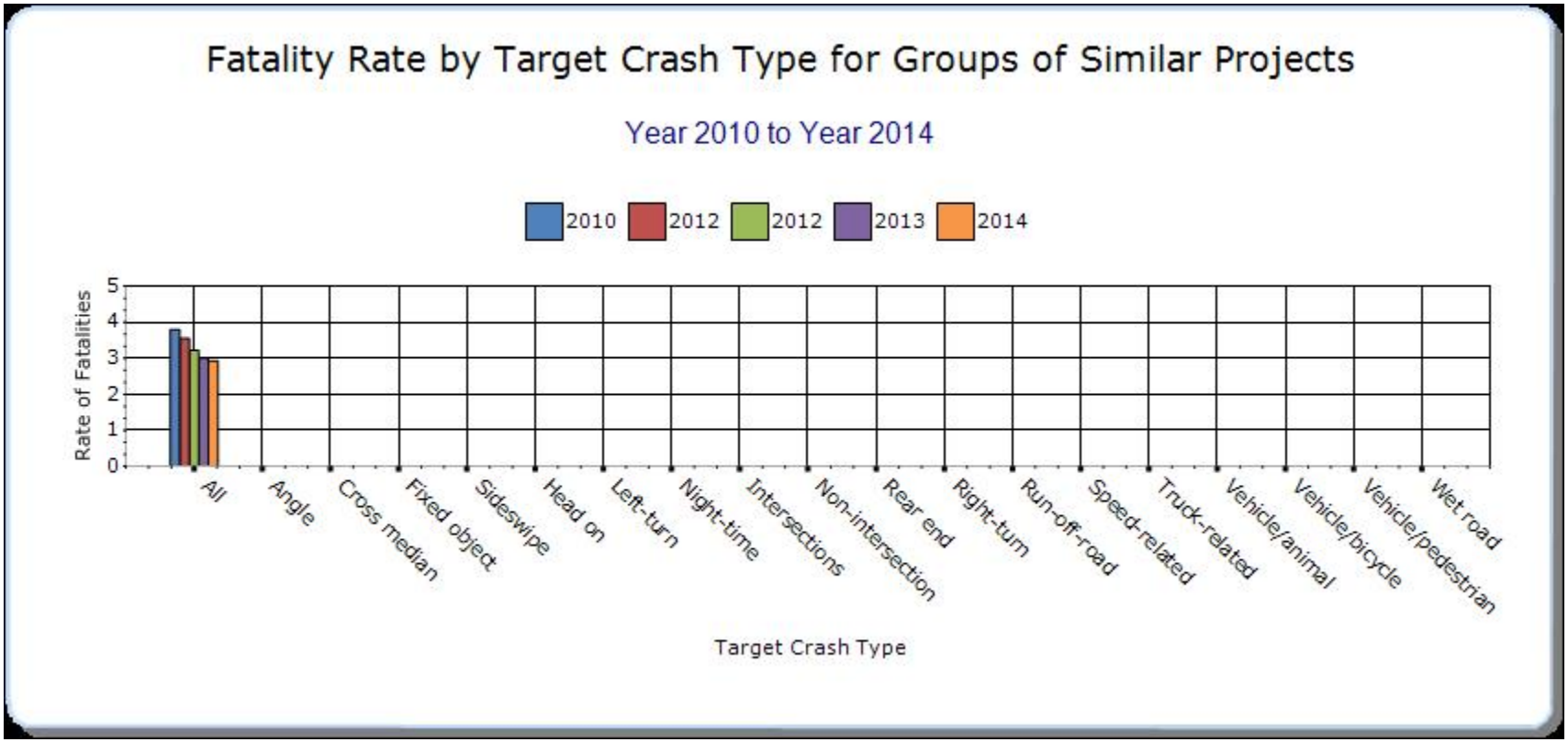
Present the overall effectiveness of groups of similar types of projects.

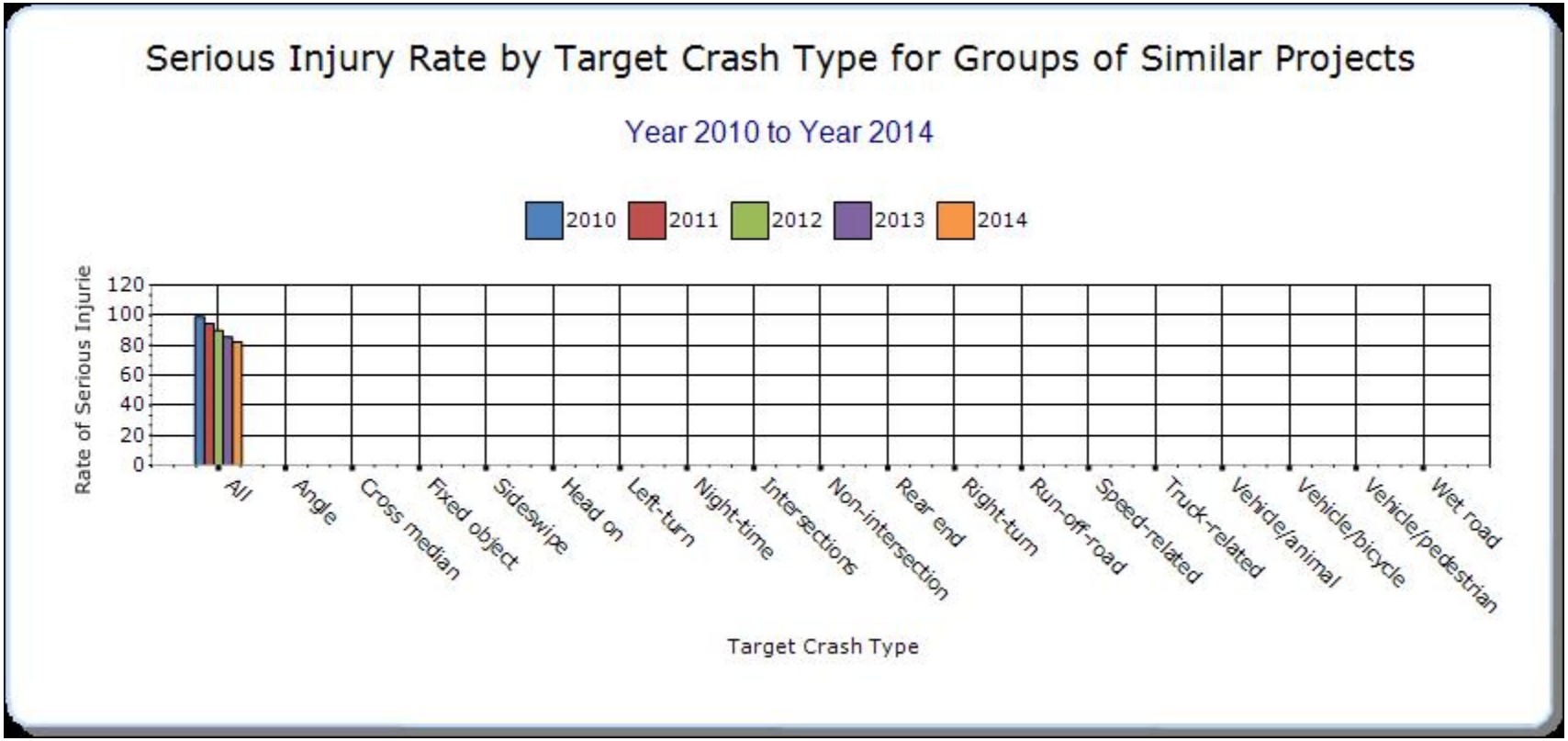
Year - 2014

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Local Safety	All	133.2	4824.4	1.65	59.78	0	0	0
Roadway Departure	All	447.8	4425.4	0.95	9.43	0	0	0
Intersection	All	479.8	6106.6	0.33	13.03	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
1400
1200
1000
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
20000
15000
10000
5000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0
1
2
3
4
5
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

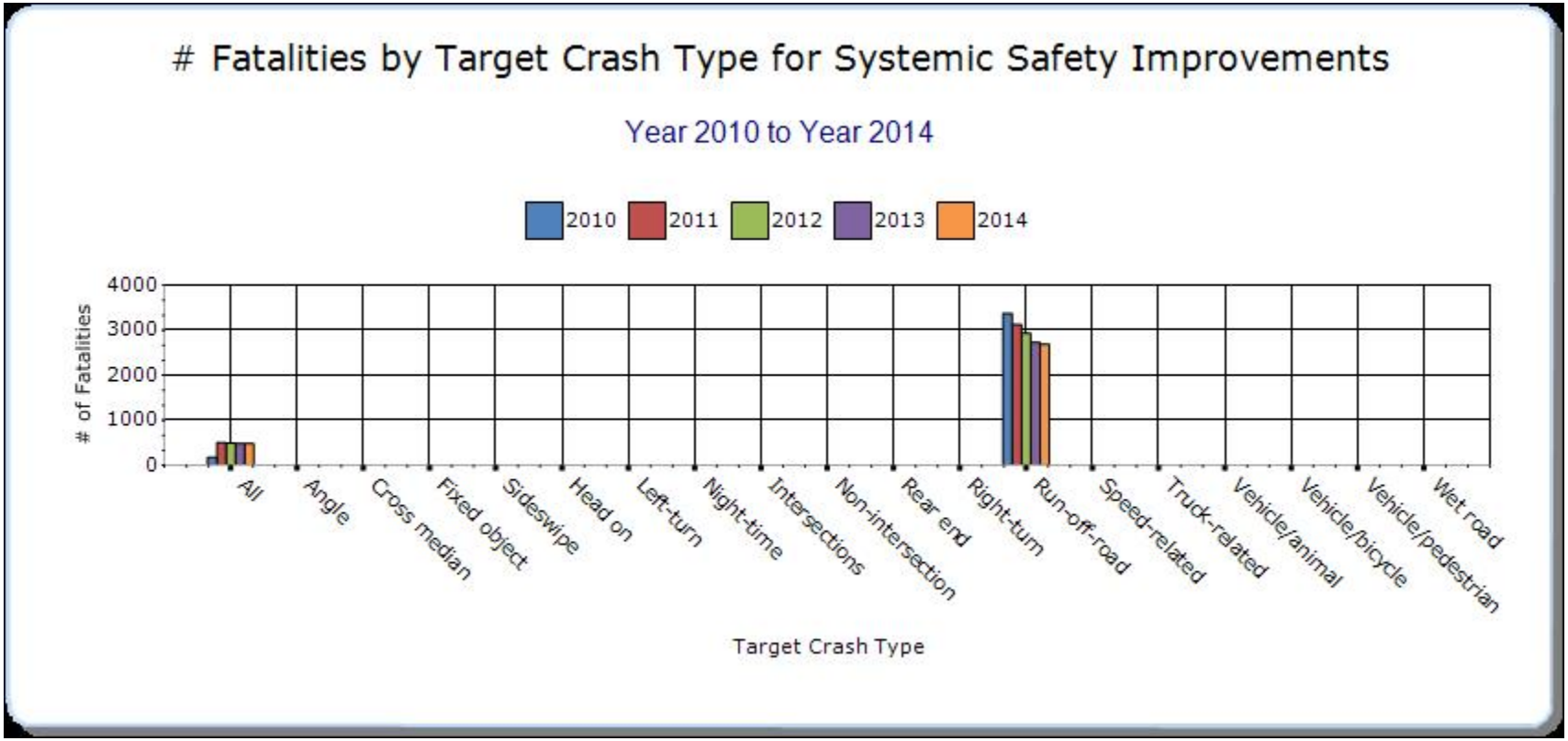

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
120
100
80
60
40
20
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

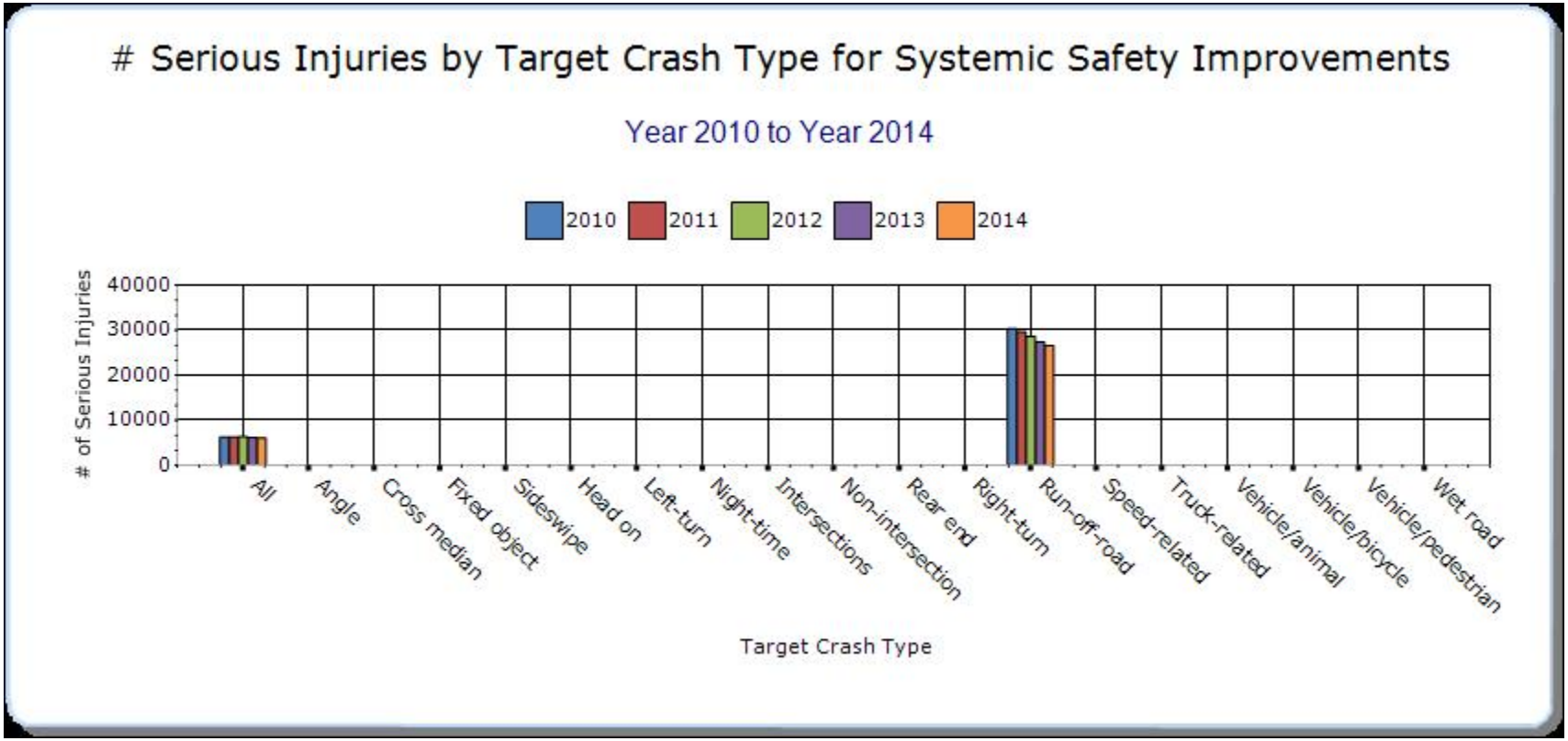
Systemic Treatments

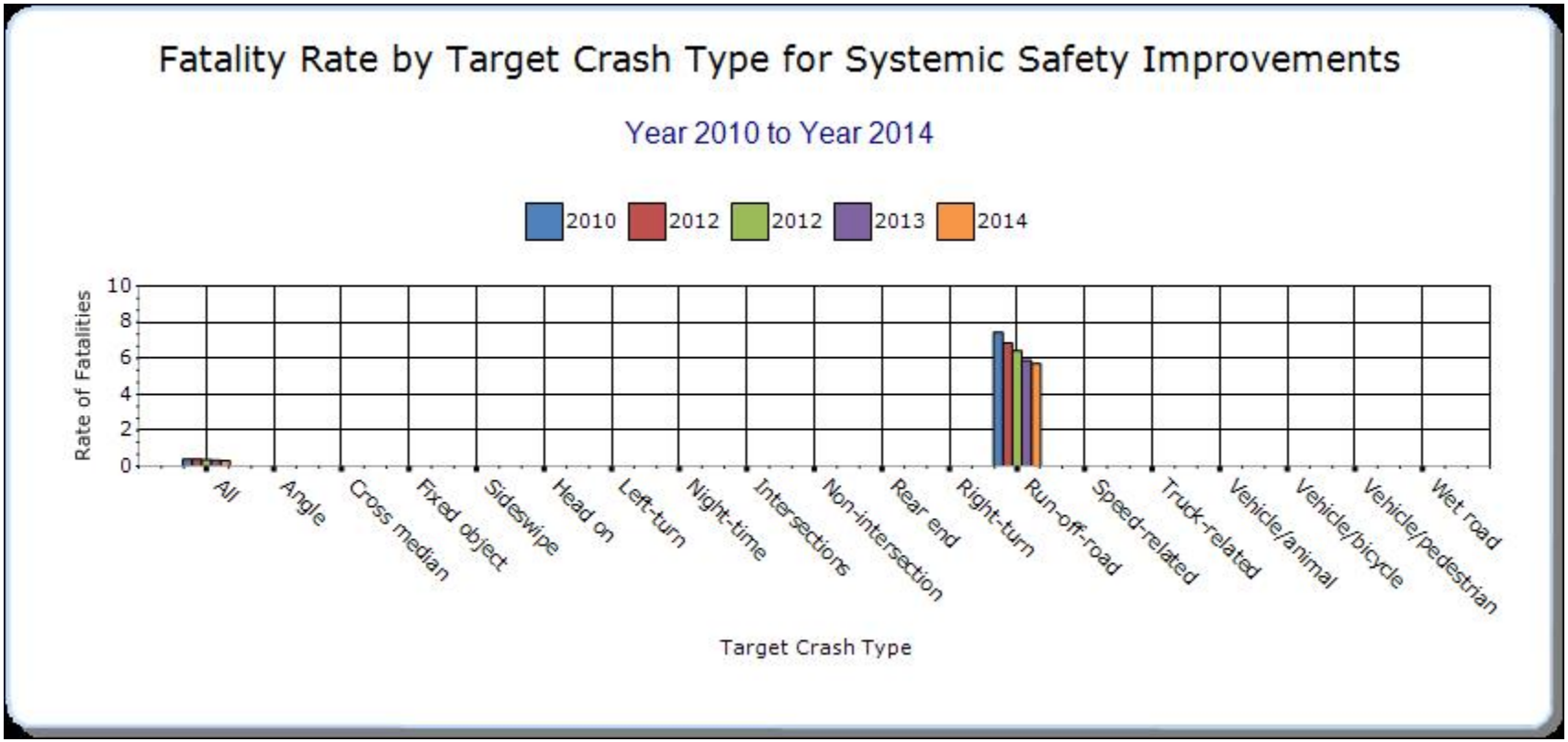
Present the overall effectiveness of systemic treatments.

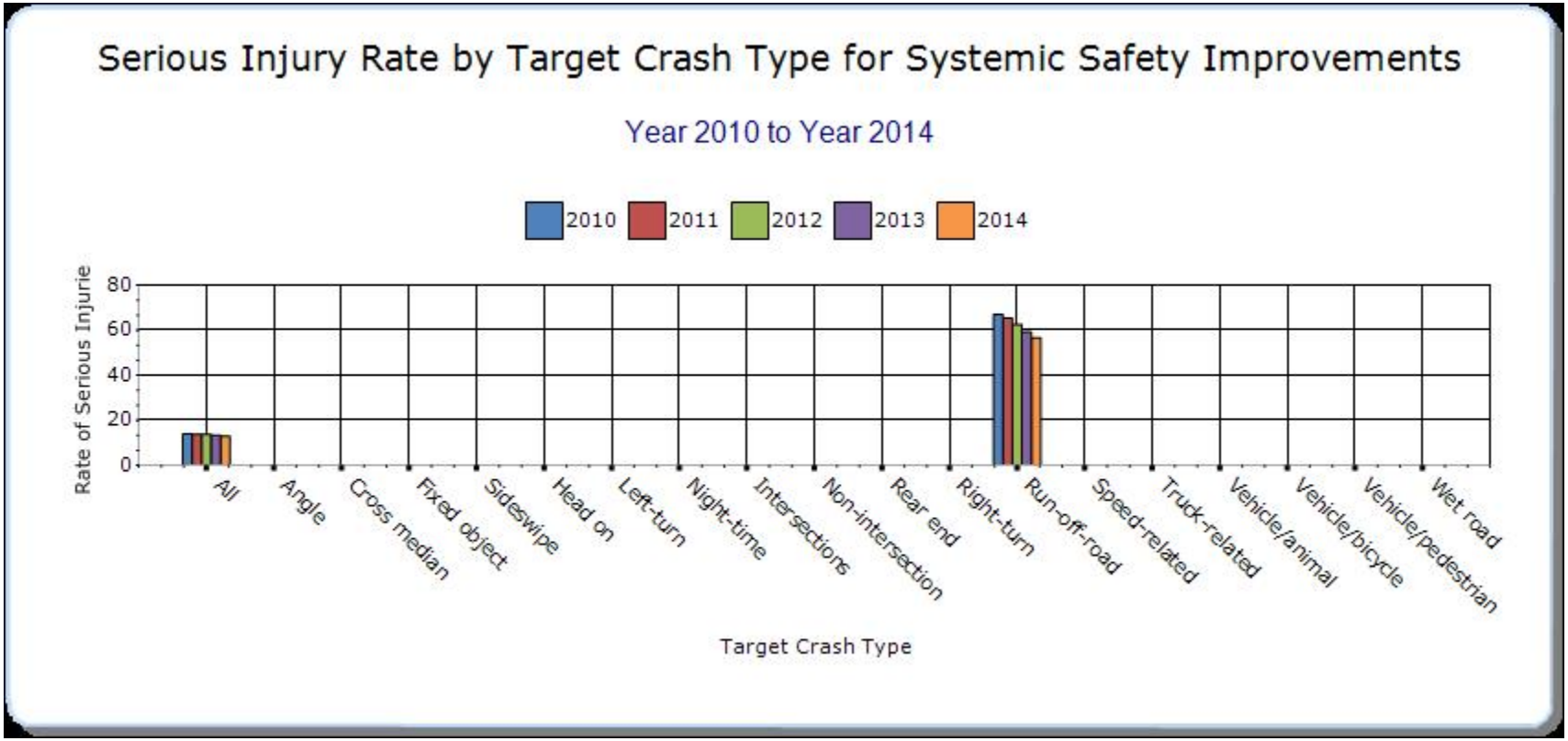
Year - 2014

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Upgrade Guard Rails	Run-off-road	447.8	4425.4	0.95	9.43	0	0	0
Safety Edge	Run-off-road	447.8	4425.4	0.95	9.43	0	0	0
Rumble Strips	Run-off-road	447.8	4425.4	0.95	9.43	0	0	0
Install/Improve Signing-Intersections	All	479.8	6106.6	0.33	13.03	0	0	0
Install/Improve Pavement Marking and/or Delineation	Run-off-road	447.8	4425.4	0.95	9.43	0	0	0
Cable Median Barriers	Run-off-road	447.8	4425.4	0.95	9.43	0	0	0
Install/Improve Signing	Run-off-road	447.8	4425.4	0.95	9.43	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
4000
3000
2000
1000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
40000
30000
20000
10000
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
10
8
6
4
2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
80
60
40
20
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

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

NA

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
NA														

Optional Attachments

Sections	Files Attached

Glossary

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

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

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

HMVMT means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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