

## Implementation of SAFETEA-LU Safety Program Questionnaire

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Approved by LPESA Board of Directors: 2/22/07

Submitted to NACE: 2/26/07

The NACE Roadway Safety Working Group recently held a teleconference call to discuss goals and objectives as well as to determine the status of implementation of the new SAFETEA-LU Highway Safety Improvement Program (HSIP) provisions. The states represented at the teleconference were in various stages of implementation. It is clear respective State DOTs have and others are still completing State Strategic Highway Safety Plans, developing specific High Risk Rural Roads and Safe Routes to Schools Programs, developing criterion for the 5% reports (worst roads based on crash data statistics) and addressing available crash data in devising specific programs within their states.

As State Director on the NACE Board of Directors we are interested in determining the present status and milestones, if any, of the implementation of the various programs in your state. In addition, we hope you will continuously monitor these programs as they evolve and provide NACE feedback. This is important as we discuss HSIP implementation nationwide with the Federal Highway Administration Office of Highway Safety.

Please review the below questions and take time to review the SAFETEA-LU HSIP and related programs. They can be viewed on the NACE website at [www.countyengineers.org](http://www.countyengineers.org). We would like a report from you by January 30, 2007. If you are not fully aware of these programs please review with your fellow state association members or your own safety committee. We hope to consolidate your input and discuss it during the Roadway Safety Working Group meeting being held at our annual conference to in Milwaukee, Wisconsin from April 22 – 26, 2007.

1. Has your state completed its Strategic Highway Safety Plan (SHSP)? Yes – phase 1. If not, have milestones been established for its completion? The next step which includes specific strategy development and Action Planning will be initiated in 1<sup>st</sup> quarter 2007. When? \_\_\_\_\_  
Does it address **All Public Roads**? Yes Other comments? Louisiana's Strategic Highway Safety Plan included the initial data collection and analysis necessary to describe and identify and classify Louisiana's road safety issues. General approaches to dealing with the issues have been identified but specific strategies and action items have yet to be developed.
2. Have local government officials (elected, appointed, etc.) been involved in the development of the SHSP? The primary local involvement was through participation of the MPOs. LTAP also participated. If not have you been afforded an opportunity to review and comment on the completed plan? \_\_\_\_\_  
Other comments? Participation and involvement by local, regional and state

level stakeholders is mandated in the plan. These groups will be invited to participate in the development of strategies to address the focus areas initially identified by the plan. Elected and appointed officials and their representative associations will be invited to participate.

3. The Highway Safety Improvement Program (HSIP) is a new core program in the new transportation law. Have local road programs in your state received any share of this funding? Yes. If so, what percentage of the total dollars has been allocated to local governments? Approximately \$20 million dollars are set aside for safety in LA. The Local Road Safety Program will receive up to \$5 million dollars or around 25%. Does your state association feel this is a fair share based on available crash data? \_\_\_\_\_. Other comments? Reliable crash location data is not available for the local road system in LA making it difficult to include locations on local roads as priority areas as compared to the state roads. Fatalities on local roads account for around 22% of the state's total while crashes on local roads are around 35-40% of the total.
  
4. Has a High Risk Rural Roads Program (HRRR) been established? A separate HRRR program has not been finalized although criterion are being developed. If not, have milestones been established for its implementation? \_\_\_\_\_ When? \_\_\_\_\_ Have criterion been established in implementing this program (please forward a copy to NACE)? \_\_\_\_\_ How much funding has been provided for this program and how much of the total state funding is being allocated to county or local government roads? These funds are currently being considered in the overall \$20 million being utilized by the state.
  
5. Has a Safe Routes to Schools Program been established? Yes If not, have milestones been established for its implementation? \_\_\_\_\_ When? \_\_\_\_\_ Have criterion been established in implementing this program (please forward a copy to NACE)? Yes How much funding has been provided for this program and how much of the total state funding is being allocated to county or local government roads?  
  
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6. Does reliable crash data exist state wide on local roads? Yes, with the exception of location data which is inconsistent across the local road system. Is it available to your counties? Yes. The data is available through a website maintained by LSU and LADOTD. Additionally, local agencies can contact LTAP, LSU, or LADOTD for assistance in obtaining and analyzing their data. If not is your state devising mechanisms or systems to allow the collection of crash data on all public roads (describe) and in providing that data to local governments? LA has an active Crash Records Committee which has worked diligently with state and local law enforcement agencies to implement a new standardized crash reporting form, to make the appropriate hardware and

software available, to provide training on this and related systems, and to verify the accuracy of submitted data. The Committee has always included local agencies as part of its efforts. Assisting local agencies improve the collection of accurate location data is a continuing focus area.

7. Identify those barriers to implementing the above programs or in developing projects to submit for the above programs? Lack of accurate crash location data; lack of adequate data analysis; funding for both program management and actual road improvements; local match for safety improvement funds; limited local expertise to implement comprehensive local road safety programs.\_\_\_\_\_