"5% Report"

- Mandated by Section 148(c)(1)(D)

- Is a condition to obligating annual HSIP funds

"5% Report"

- As part of their Strategic Highway Safety Plans, States must have crash data systems capable of:

    - Identifying hazardous locations on <u>all public roads</u>;
    - Establishing the relative severity of those locations <u>using criteria deemed appropriate to the State</u>, in terms of crashes, injuries, fatalities, traffic volumes, and other relevant data.

- The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on public roads – Section 148(b)(2)

"5% Report"

- The annual report should then identify not less than 5% of those locations in the State exhibiting the most severe safety needs.

- Purpose - to raise public awareness of the safety needs and challenges in the States

"5% Report"

- It is recognized that not all States are currently able to identify crash locations on non-State-maintained roads

  - Current methodology can be used for the initial report(s)

- The Guidance recommends that States improve their data systems so that full public road coverage can be achieved by 8/31/09

"5% Report"

- Methodologies used by the States should include fatalities and serious injuries and may be based on one or more of the following:
  - Frequencies
  - Rates per 100 MVMT
  - Rates per million entering vehicles (intersections)
  - Rates per mile
  - Fatal and serious injury crashes as a % of total crashes
  - Crash loss (dollars)
  - Other as identified by a State

"5% Report"

- Number of locations in the report should be:
  - Commensurate with the size of the State
  - Reflect the locations the State DOT believes have the greatest safety needs in the State to raise public awareness of these needs

- No minimum or maximum number of locations can be recommended at this time

"5% Report"

- The reports shall also include:

    - Potential remedies for the identified locations (in any of the "4E" areas)

    - Estimated costs of the remedies

    - Impediments to implementation other than cost

"5% Report"

- It is recommended that the report submissions include:

  - The State's methodology used to determine the locations (will vary among the States)
  - Extent of public road coverage
  - Schedule for updating crash data system to full coverage (if applicable)
  - Calendar years used in the data analyses (most recent 3-5 years of data recommended)
  - State contact person and/or office

"5% Report"

- Reports will be made available to the public on the USDOT web site - Section 148(g)(3)(A)

- States have much flexibility in determining their locations with the most severe safety needs – shouldn't compare States' reports

North Dakota's Process

- High Crash Locations are identified (3 yrs of data)

  - 50 Urban Locations

  - 15 Interstate System

  - 15 All Public Roads

North Dakota's "5% Report"

- 3 Urban Locations

- 2 Interstate System

- 2 All Public Roads

Challenges

1) Location, Location, Location

    -Need accurate crash locations

2) Starting to use GIS locations

    -Many of our agencies are already using GIS locations (such as the Highway Patrol)

Challenges (continued)

3) Identify crash locations on all public roads – not just state highway system

4) At this time we must manually analyze and rank locations off the state highway system

   -Lat & Long crash locating should improve the ease of including all crash locations

Challenges (continued)

5) Emphasis on fatal and incapacitating injury crashes

-The crash report is being revised to include the severity categories of:

    Fatal

    Incapacitating Injury

    Non-Incapacitating Injury

    Property Damage Only (PDO)