“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 all public roads;
  - Establishing the relative severity of those locations using criteria deemed appropriate to the State, 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
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)